ALVARADO CITY COUNCIL AGENDA
REGULAR - MARCH 16, 2026 - 6:30 PM
CITY COUNCIL CHAMBERS - 104 W COLLEGE AVE.
ALVARADO, TEXAS 76009

CALL TO ORDER

Roll Call

INVOCATION

PLEDGE OF ALLEGIANCE

CITIZEN PARTICIPATION AND PUBLIC INPUT

This is an opportunity for citizens to address the convened City Council of this meeting on any matter. The presiding officer may ask for the citizen to hold his or her comment on an agenda item until that agenda item is reached. Any response from a member of the convened City Council to comments related to items not on the agenda is limited to a statement of specific factual information, a recitation of existing policy, or direction to staff to place the subject on the agenda for a future meeting. Citizens may obtain a form to speak by requesting it from the City Secretary or the City Marshal prior to the start of the meeting.

COUNCIL COMMENTS

Pursuant to LGC Section 551.0415, City Council Members may make a report about items of community interest during a meeting of the governing body without having given notice of the report. Items of community interest include:

- Expressions of thanks, congratulations, or condolence;
- Information regarding holiday schedules;
- An honorary or salutary recognition of a public official, public employee, or other citizen, except that a discussion regarding a change in the status of the person's public office of public employment is not an honorary or salutary recognition for purposes of this subdivision;
- A reminder about an upcoming event organized or sponsored by the governing body;
- Information regarding a social, ceremonial, or community event organized or sponsored by an entity other than the governing body that was attended or is scheduled to be attended by a member of the governing body or an official or employee of the municipality; and
- Announcements involving an imminent threat to the public health and safety of people in the municipality that has arisen after the posting of the agenda.

INTRODUCTION OF NEW EMPLOYEES

CONSENT AGENDA

1. Ordinance No. 2026-0004; An Ordinance of the City of Alvarado, Texas, amending Chapter 2, "Administration", of the City of Alvarado Code by creating a New Article VI, "Code of Ethics and Conduct", establishing a Code of Ethics and Conduct for Elected Officials and Board and Committee Members. (Wheat)
2. Resolution No. R2026-0011; A Resolution of the City of Alvarado, Texas, authorizing membership in the Atmos Cities Steering Committee; and authorizing the payment of four cents per capita to the Atmos Cities Steering Committee to fund regulatory and related activities related to Atmos Energy Corporation. (Taylor)
3. February 16, 2026, City Council Minutes. (Taylor)

NEW BUSINESS

4. Presentation and discussion regarding the Texas Enterprise Zone Program and the potential nomination of a qualifying business located within the City of Alvarado; providing an overview of program requirements, benefits, and nomination process. (Cromer)
5. First Reading of Resolution No. R2026-0004; A Resolution of the City of Alvarado, Texas, authorizing the Alvarado Economic Development Corporation (AEDC) to negotiate and execute an Economic Development Agreement with Empire Investments, LLC regarding Project Hearth for the development of a restaurant named Empire Steaks and Burgers to 209 E College Ave; providing an effective date; and establishing that this project is a business attraction and downtown revitalization effort. (Cromer)
6. Consideration and action related to Resolution No. R2026-0012; A Resolution of the City of Alvarado, Texas; Authorizing the Submission of an Application to the Texas Department of Agriculture for Funding Under the Texas Community Development Block Grant (TxCDBG) Program – Downtown Revitalization (DR) Category. (Cromer)
7. First Reading of Resolution No. R2026-0013; A Resolution of the City of Alvarado, Texas, authorizing the Alvarado Economic Development Corporation (AEDC) to negotiate and execute an Economic Development Agreement with Halfie's Rambles, LLC regarding Project Yellow Submarine for the development of a café called Den Chan Cafe to 110 W College Ave; providing an effective date; and establishing that this project is a business attraction and downtown revitalization effort. (Cromer)
8. Consideration and action related to Resolution No. R2026-0014; A Resolution of the City Council of the City of Alvarado, Texas, approving a purchase of approximately 0.539 acres of surplus real property identified as Tract No. 2, located at Business Highway 67 (West College Street); and authorizing the City Manager to execute all necessary documents to complete the transaction. (Cromer)
9. Consideration and action related to Resolution No. R2026-0015; A Resolution of the City Council of the City of Alvarado, Texas, accepting a quitclaim deed from the Texas Department of Transportation (TxDOT) conveying any right, title, and interest of the State in approximately 0.718 acres identified as Tract No. 1, located at Business Highway 35 (N. Parkway Drive); and authorizing the City Manager to execute all necessary documents to complete the transaction. (Cromer)
10. Consideration and action related to the approval of the reconstruction of the Alvarado Boat Ramp. (Chavarria)
11. Consideration and action related to a Development Agreement between Alvarado 228 Development LLC, Avalon Development Group, LLC, and the City of Alvarado for the Chambers Creek Development. (DeBuff, French)
12. Consideration and action on approving Resolution R2026-0016 of the City Council of the City of Alvarado, Texas, accepting a petition for the creation of the Chambers Creek Public Improvement District within the extraterritorial jurisdiction of the City of Alvarado and calling a public hearing. (DeBuff, French)
13. Public hearing, consideration, and action related to Ordinance 2026-0003; an Ordinance adopting the Comprehensive Plan for the City of Alvarado, including the Downtown Master Plan and the Park Master Plan. (French, LJA)

EXECUTIVE SESSION

14. § 551.071. Consultation with Attorney. The City Council may convene in executive session to conduct a private consultation with its attorney on any legally posted agenda item, when the

City Council seeks the advice of its attorney about pending or contemplated litigation, a settlement offer, or on a matter in which the duty of the attorney to the governmental body under the Texas Disciplinary Rules of Professional Conduct of the State Bar of Texas clearly conflicts with the provisions of Chapter 551, including the following items:

- Any item on the agenda.

15. § 551.072. Deliberation Regarding Real Property; Closed Meeting. A governmental body may conduct a closed meeting to deliberate the purchase, exchange, lease, or value of real property if deliberation in an open meeting would have a detrimental effect on the position of the governmental body in negotiations with a third person.

    - 210 S. Parkway Dr. (Cromer)

16. §551.087. Deliberation Regarding Economic Development Negotiations. To discuss or deliberate regarding commercial or financial information that the governmental body has received from a business prospect that the governmental body seeks to have locate, stay, or expand in or near the territory of the governmental body and with which the governmental body is conducting economic development negotiations; or to deliberate the offer of a financial or other incentive to a business prospect described by Subdivision (1).

    - 203 S. Friou (Cromer)
    - Project 200 Maple (Cromer)

RECONVENE INTO OPEN SESSION AND TAKE ANY ACTION NECESSARY PURSUANT TO EXECUTIVE SESSION

ADJOURNMENT

I, the undersigned authority, do hereby certify that the above Agenda was posted on the bulletin board in the City Hall of the City of Alvarado, Texas, a place convenient and readily accessible to the general public at all times, and said Agenda was posted on March 10, 2026, and remained so posted continuously for three (3) business days prior to the date of the meeting.

Bobbie Jo Taylor, TRMC, MMC
City Secretary

If, during the course of the meeting and discussion of any items covered by this notice, City Council determines that a Closed or Executive Session of the Council is required, then such closed meeting will be held as authorized by Texas Government Code, Chapter 551, Section 551.071 consultation with counsel on legal matters; Section 551.072 - deliberation regarding purchase, exchange, lease or value of real property; Section 551.073 - deliberation regarding a prospective gift; Section 551.074 - personnel matters regarding the appointment, employment, evaluation, reassignment, duties, discipline, or dismissal of a public officer or employee; Section 551.076 - implementation of security personnel or devices; Section 551.087 - deliberation regarding economic development negotiation; Section 551.089 - deliberation regarding security devices or security audits, and/or other matters as authorized under the Texas Government Code.

If a Closed or Executive Session is held in accordance with the Texas Government Code as set out above, the City Council will reconvene in Open Session in order to take action, if necessary, on the items addressed during Executive Session.

Pursuant to Texas Government Code Sec. 551.127, on a regular, non-emergency basis, members may attend and participate in the meeting remotely by video conference. Should that occur, a quorum of the members will be physically present at the location noted above on this agenda.

ACCESSIBILITY STATEMENT
The Alvarado City Hall and Council Chamber are wheelchair accessible. The exit and parking ramps are located in the front of the building. Persons with disabilities who plan to attend this meeting and who may need auxiliary aids or services such as interpreters for persons who are deaf or hearing impaired, readers, or large print, are requested to contact the City Secretary's Office at 817-790-3351, FAX: 817-783-7925, e-mail: taylorb@cityofalvarado.org Please call at least two (2) working days prior to the meeting so that appropriate arrangements can be made.

NON-DISCRIMINATION STATEMENT The City of Alvarado does not discriminate on the basis of race, color, national origin, sex, religion, or disability in the employment or the provision of services.

City Council Management Report
Meeting Date: 3/16/2026
Contact: Jacob Wheat, Mayor

AGENDA ITEM:
Ordinance No. 2026-0004; An Ordinance of the City of Alvarado, Texas, amending Chapter 2, "Administration", of the City of Alvarado Code by creating a New Article VI, "Code of Ethics and Conduct", establishing a Code of Ethics and Conduct for Elected Officials and Board and Committee Members. (Wheat)

BACKGROUND & FINDINGS:
At the September 15, 2025, City Council Meeting, the City Council voted unanimously to appoint a committee to draft a Code of Conduct and Ethics Policy for Council, Board, and Commission Members as well as candidates for elected office. The committee members appointed by Council action were Mayor Wheat, Mayor Pro Tem Thomas, and Councilmember Arthur.

The committee reviewed best practices, existing municipal policies, and the current needs of the City in order to develop a policy that promotes ethical leadership, professionalism, and accountability among elected and appointed officials. The goal of the proposed policy is to establish clear expectations for conduct, reinforce public trust, and provide guidance on maintaining respectful and effective working relationships while carrying out official duties.

The committee is proposing the adoption of a Code of Conduct and Ethics Policy that outlines standards of professional behavior, ethical decision-making, and accountability for all Council, Board, and Commission Members. The proposed policy addresses topics such as respectful communication, conflicts of interest, compliance with applicable laws and regulations, and adherence to the City's governance structure.

The proposed policy has also been reviewed by the City's legal counsel to ensure compliance with applicable laws and to provide guidance on enforcement provisions.

If adopted, the policy will serve as a framework to guide the conduct of elected and appointed officials and will support the City's commitment to transparency, integrity, and effective governance.

FINANCIAL IMPACT:
None

RECOMMENDATION:
Approval

MANAGEMENT REVIEW:
Paul DeBuff, City Manager

ATTACHMENTS:
1. Ordinance 2026-0004 Ethics Policy

ORDINANCE NO. 2026-0004

AN ORDINANCE OF THE CITY OF ALVARADO, TEXAS, AMENDING CHAPTER 2, "ADMINISTRATION," OF THE ALVARADO CODE BY CREATING A NEW ARTICLE VI, "CODE OF ETHICS AND CONDUCT," ESTABLISHING A CODE OF ETHICS AND CONDUCT FOR ELECTED OFFICIALS AND BOARD AND COMMITTEE MEMBERS; PROVIDING THAT THIS ORDINANCE SHALL BE CUMULATIVE OF ALL ORDINANCES; PROVIDING A SEVERABILITY CLAUSE; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the City of Alvarado (the "City") is a home rule city acting under its charter adopted by the electorate pursuant to Article XI, Section 5 of the Texas Constitution and Chapter 9 of the Local Government Code; and

WHEREAS, the City Council of the City recognizes that the proper operation of democratic government requires that city elected officials and board and committee members be independent, impartial and responsible only to the people of the City; and

WHEREAS, the City Council deems it advisable to create a Code of Ethics and Conduct to provide a more specific code for the conduct of elected officials and board and committee members, and procedures for the enforcement of such provisions.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF ALVARADO, TEXAS THAT:

SECTION 1.

Chapter 2, "Administration," of the Alvarado Code is revised by adding a new Article VI, "Code of Ethics and Conduct" to read as follows:

"ARTICLE VI
CODE OF ETHICS AND CONDUCT

§ 2-375 **Statement of purpose.**

It is hereby declared the policy of the City of Alvarado that the proper operation of democratic government requires that city elected officials and members of boards and committees be independent, impartial, and responsible only to the people of the city, that governmental decisions and policy should be made in the proper channels of the governmental structure; that no city elected official or member of any board, commission, or committee should have any interest, financial or otherwise, direct or indirect, or engage in any business, transaction or professional activity or incur any obligation of any nature which is in conflict with the proper discharge of his or her duties in the public interest; that public offices are positions of public trust imposing the duty of a fiduciary upon all office holders who are not to use their public position for personal gain, and that the public should have confidence in the integrity of its government to implement such a policy, the City Council deems it advisable to enact this Code of Ethics and Conduct for all elected city officers and board and committee members, whether elected or appointed, paid or unpaid, to serve not only

as a guide for official conduct of the city's public servants, but also as a basis for discipline for those who refuse to abide by its terms. This Code of Ethics and Conduct is cumulative of and in compliance with other ordinances, City Charter provisions, and state statutes defining and prohibiting conflicts of interest.

This Code of Ethics and Conduct is not intended to be nor shall be used as a political weapon to intimidate or embarrass persons affected.

§ 2-376 **Definitions.**

As used in this Code of Ethics and Conduct, the following words and terms shall have the meaning ascribed thereto:

Advisory Board means a board, commission or committee of the city that functions only in an advisory or study capacity.

Benefit means anything reasonably regarded as pecuniary gain or pecuniary advantage, including benefit to any other person in whose welfare the beneficiary has a direct and substantial interest. A pecuniary gain or advantage shall not include insignificant amounts or items of de minimis value. This policy does not establish dollar limits. "Insignificant" and "de minimis" shall have their usual meanings and be subject to interpretation on a case by case basis.

Candidate means every person who declares for or files for any office of the City of Alvarado to be filled by election.

Code means this Code of Ethics and Conduct.

Conflict of interest means action upon any matter which would constitute a violation of this Code, the Texas Penal Code, or the Texas Local Government Code, Chapter 171.

Decision means any ordinance, resolution, contract, franchise, formal action, or other matter voted on by the City Council or other city board or commission, as well as the discussions or deliberations of the council, board or commission which can or may lead to a vote or formal action by that body.

Entity means a sole proprietorship, partnership, limited liability partnership, firm, corporation, professional corporation, holding company, joint stock company, joint venture, receivership, trust or any other entity recognized by law through which business may be conducted.

Intentionally means a person acts intentionally, or with intent, with respect to the nature of their conduct or to a result of their conduct when it is their conscious objective or desire to engage in the conduct or cause the result.

Knowingly means a person acts knowingly, or with knowledge, with respect to the nature of their conduct or to circumstances surrounding their conduct when they are aware of the nature of their conduct or that the circumstances exist. A person acts knowingly, or with knowledge, with respect to a result of their conduct when they are aware that their conduct is reasonably certain to cause the result.

Officer means any member of the City Council and any member of a board, commission, or committee established by ordinance, charter or state law; provided no member of an advisory board or committee shall be deemed an officer of the city.

Person means an individual, proprietorship, partnership, corporation, association, or other legal entity.

§ 2-377 **Affected parties.**

The persons subject to the provisions hereof shall be:

(1) The members of the City Council, including the mayor; and

(2) The members of any board, commission, or committee established pursuant to the Charter or the ordinances of this city, or the laws of this state.

(3) Candidates for any City of Alvarado elected office; and

(4) Any person listed within "Affected Parties" shall include all relevant information concerning the spouse of said person.

§ 2-378 **Standards of conduct.**

(a) City officers and advisory board members shall not use their position to secure special privileges and shall avoid situations that could cause any person to believe that they may have brought bias or partiality to a question before the council, any board, or decision maker. When an item to be considered by the council or any board presents a conflict of interest to a city officer or advisory board member, it will be the responsibility of the city official to make such conflict known to the city attorney and to remove himself/herself from discussion and voting on the matter. Members of the council will not condone, overlook, or forgive any unethical or illegal activity. All members of the council and any city board or commission agree to uphold the intent of this policy and to govern their actions accordingly.

(b) City officers and advisory board members shall strive to recognize their responsibility to future generations by addressing the interrelationship of the social, cultural, and physical characteristics of the community when making policies.

(c) City officers and advisory board members shall make a commitment to improve the quality of life for the individual and the community and be dedicated to the faithful stewardship of the public trust.

(d) City officers and advisory board members shall continue to be dedicated to friendly and courteous relationships with staff, other city officials and the public, and shall seek to improve the quality and image of public service.

(e) All city officers and advisory board members shall comply with any applicable Open Meetings Act statutes.

(f) All city officers and advisory board members shall comply with any pertinent conflict of interest statutes.

(g) All city officers and advisory board members shall comply with City of Alvarado Charter.

§ 2-379 **Prohibited conduct.**

(a) City officers, candidates, advisory board members, or their family members shall not:

(1) Grant in the discharge of his or her official duties any improper favor, service or thing of value to any person, group, or business entity.

(2) Use one's position or office to secure special privileges, benefit, or exemption for himself or another or for private gain.

(3) Hold themselves out as representing the city in any capacity other than that for which they were appointed or elected.

(4) Make unauthorized use, or permit unauthorized use, of city owned vehicles, equipment, materials or property.

(5) Grant any special consideration, treatment, or advantage to any citizen beyond that which is available to every other citizen.

§ 2-380 **Council and staff relations.**

(a) The City Manager shall be the chief executive and administrative office of the city, as outlined in the City of Alvarado Home Rule Charter, Section 5.05.

(b) Council members shall make a reasonable attempt to direct questions about the council agenda packet to the City Manager prior to the meeting. This will allow staff time to respond to the council member's concern and make every reasonable attempt to provide additional information to all council members.

(c) The City Manager shall designate the appropriate staff member to address each agenda item and shall ensure that each presentation informs the Council on the issues that require Council action. The presentations shall be professional and timely and should list options available for resolving the issue.

(d) The City Manager shall be directly responsible for providing equal information to all council members. Should the City Manager find his/her staff time is being dominated by a single member, he/she should inform the Mayor or the Ethics Board of Review.

(e) All Councilmembers and staff members shall show respect and courtesy to each other, city staff, and citizens at all times. The professional and personal conduct of city officials and employees must be above reproach and avoid even the appearance of impropriety. City

officials and employees shall refrain from abusive conduct, personal charges, or verbal attacks upon the character or motives of other city officials and employees, board, commission, committee members, and the public.

(f) The City Manager is responsible for seeing that all newly elected councilmembers are provided with a thorough orientation on staff procedures, municipal facilities, and other information of interest to municipal officials.

(g) As an expression of the standards of conduct for members expected by the City, this Code is intended to be self-enforcing. It therefore becomes most effective when members are thoroughly familiar with it and embrace its provisions. For this reason, ethical standards shall be included in the regular orientations for candidates for City Council, applicants or board or commissions, and newly elected and appointed officials. Members entering office shall sign a statement affirming they have read and understand the City of Alvarado Code of Ethics.

(h) Consultants hired by the City shall be considered staff members for the purposes of this Code.

(i) Except in emergency situations or situations needing immediate attention, council members shall limit communications to City staff to normal business hours.

§ 2-381 **Voting for appointments to city boards, commissions and committees, and applicant responsibility to report campaign contributions.**

Any person being considered or with an application pending, for appointment to any City board, commission, or committee established pursuant to the Charter or ordinances of the city, or the laws of the State of Texas, if that person has made a financial contribution of two hundred and fifty dollars ($250.00) or more to the election campaign of a member of the City Council during the two years preceding the date of the proposed appointment, the council member or members who received such contribution(s) must abstain from voting on such appointment. All persons shall disclose on the application for City boards and commissions information regarding any financial contribution as noted above, or if an application is on file for an appointment, shall notify the City Secretary of such contributions for notation on the application within thirty (30) days of the passage of this Ordinance. The City Secretary shall send a copy of this section to all persons who have an application on file requesting appointment. The provisions of this section shall apply only to contributions made on or after March 1, 2026.

§ 2-382 **Enforcement.**

(a) The City Council shall have the primary responsibility for the enforcement of this Code.

(b) The City Council shall establish an Ethics Board of Review (BOR) to review complaints regarding alleged violation(s) of the Code, review applicable waivers regarding the alleged violation(s), and determine if a complaint should be dismissed under the criteria, as outlined herein.

(c) The BOR and/or the City Council may consult with the City Attorney or a designee of the

City Attorney regarding legal issues which may arise in connection with this section and may request advisory assistance from the City Attorney in conducting hearings during any stage of the process. The City Attorney serves as legal counsel for the City and not any individual council member.

(d) Filing a complaint.

(1) If a City Council or staff member feels that another individual subject to this policy has violated any section of this policy, such violation should be reported to the City Manager or the Mayor. Immediately following receipt of such a report, the City Manager shall notify the other party and the Mayor. The Mayor shall schedule a mediation for all parties within ten (10) business days (said mediation does not have to occur within ten (10) business days but be scheduled within that time). Should the complaint be directed towards the Mayor, then this responsibility falls to the Mayor Pro Tem.

(2) Should mediation not resolve the complaint, then a written complaint shall be submitted to the City Attorney by the City Manager or the Mayor for evaluation for potential violation of this Code and referral to the BOR. If the City Attorney determines that a criminal violation may exist, the City Attorney shall refer the matter to the appropriate law enforcement agency.

(e) Investigating a complaint.

(1) The BOR shall submit a written report to the City Council as soon as possible but not later than fifteen (15) business days after the receipt of the complaint, unless an extension is granted by a majority of the non-implicated members.

(2) The BOR may contact the complainant, interview witnesses, examine any documents necessary for the report, and secure any third-party consultation as needed. Such report shall be comprehensive and explain in detail all facts, findings, and conclusions in support of the City Attorney's opinion as to whether or not a violation of the Code occurred.

(3) Upon receipt of the BOR written report, the City Council shall, no later than the next regularly scheduled Council meeting, consider said complaint in executive session to the extent it is permitted by the Open Meetings Act.

(f) Enforcement actions.

(1) After consideration of a complaint made under this Code, the City Council may take any one (1) or more of the following actions in an open meeting concerning a complaint:

a. Issue a statement finding the complaint is without merit, brought for the purpose of harassment, or brought in bad faith.

b. Issue a letter of notification if the violation is unintentional. A letter of

notification shall advise the elected or appointed official of any steps to be taken to avoid future violations.

c. Issue a letter of admonition when the violation is minor or may have been unintentional but calls for a more substantial response than a letter of notification.

d. Issue a reprimand when a violation has been committed knowingly or intentionally.

e. Pass a resolution of censure when the City Council finds that a serious or repeated violation of this Code has been committed intentionally by a member of the City Council, Board, or Commission.

(2) If the implicated party is an appointed official, the City Council, through a majority vote, may remove the official from their position on a board or commission.

(3) In addition to any of the above, the City Council may require the implicated City official to attend ethics training. The deadline for completion of this training shall be at the discretion of the City Council.

(4) All qualified members of the City Council participating in the matter should vote and abstain only in the event of a legal conflict requiring abstention. Any abstention from voting on the action(s) taken pursuant to Sec. 2-382(f)(1), (2) or (3) without a legal conflict shall be counted as a vote in favor of the action.

§ 2-383 **Distribution of code of ethics and conduct.**

The City Secretary shall cause a copy of this Code in booklet form to be distributed to and signed by every officer and advisory board member of the City within thirty (30) days after enactment of this Code. Each officer and advisory board member thereafter elected or appointed shall be furnished and sign for a copy before entering upon the duties of his or her office."

SECTION 2.

This Ordinance shall be cumulative of all provisions of ordinances of the City of Alvarado, Texas, except where the provisions of this ordinance are in direct conflict with the provisions of such ordinances, in which event the conflicting provisions of such ordinances are hereby repealed.

SECTION 3.

It is hereby declared to be the intention of the City Council 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 shall 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, and sections of this Ordinance, since the same would have been enacted by the City Council without the incorporation in this Ordinance of any such unconstitutional phrase, clause, sentence, paragraph, or section.

SECTION 4.

This Ordinance shall be in full force and effect from and after its passage, and it is so ordained

PASSED AND APPROVED by the City Council of the City of Alvarado on this the __ day of _____, 2026.

_____
Jacob Wheat, Mayor

ATTEST:

_____
Bobbie Jo Taylor, City Secretary

City Council Management Report
Meeting Date: 3/16/2026
Contact: Bobbie Jo Taylor, City Secretary

AGENDA ITEM:
Resolution No. R2026-0011; A Resolution of the City of Alvarado, Texas, authorizing membership in the Atmos Cities Steering Committee; and authorizing the payment of four cents per capita to the Atmos Cities Steering Committee to fund regulatory and related activities related to Atmos Energy Corporation. (Taylor)

BACKGROUND & FINDINGS:
On December 11, 2026, the Atmos Cities Steering Committee ("ACSC") held a quarterly meeting with representatives from Atmos Energy. During the meeting, the group held a discussion of upcoming natural gas issues and approved the assessment for ACSC membership. Using the population-based assessment protocol previously adopted by ACSC, the assessment for 2026 is a per capita fee of $0.04. This is a decrease of $0.01 to the 2025 assessment.

FINANCIAL IMPACT:
$249.00

RECOMMENDATION:
Approval

MANAGEMENT REVIEW:
Paul DeBuff, City Manager

ATTACHMENTS:
1. Resolution R2026-0011 Atmost Steering Committe
2. ACSC 2025 Year in review.
3. 2026 ACSC Invoice-Alvarado

RESOLUTION NO. R2026-0011

A RESOLUTION AUTHORIZING MEMBERSHIP IN THE ATMOS CITIES STEERING COMMITTEE; AND AUTHORIZING THE PAYMENT OF FOUR CENTS PER CAPITA TO THE ATMOS CITIES STEERING COMMITTEE TO FUND REGULATORY AND RELATED ACTIVITIES RELATED TO ATMOS ENERGY CORPORATION

WHEREAS, the City of Alvarado is a regulatory authority under the Gas Utility Regulatory Act (GURA) and has exclusive original jurisdiction over the rates and services of Atmos Energy Corporation, Mid-Tex Division (Atmos) within the municipal boundaries of the city; and

WHEREAS, the Atmos Cities Steering Committee (ACSC) has historically intervened in Atmos rate proceedings and gas utility related rulemakings to protect the interests of municipalities and gas customers residing within municipal boundaries; and

WHEREAS, ACSC is participating in Railroad Commission dockets and projects, as well as court proceedings and legislative activities, affecting gas utility rates; and

WHEREAS, the City would like to become a member of ACSC; and

WHEREAS, in order for ACSC to continue its participation in these activities which affects the provision of gas utility service and the rates to be charged, it must assess its members for such costs; NOW THEREFORE,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF ALVARADO, TEXAS:

I.

That the City is authorized to become a member in the Atmos Cities Steering Committee to protect the interests of the City of Alvarado and protect the interests of the customers of Atmos Energy Corporation, Mid-Tex Division residing and conducting business within the City limits.

II.

The City is further authorized to pay its 2026 assessment to the ACSC in the amount of four cents ($0.04) per capita.

III.

A copy of this Resolution and approved assessment fee payable to City of Arlington, C/O *Atmos Cities Steering Committee*" shall be sent to:

City of Arlington
Attn: Brandi Stigler
C/O Atmos Cities Steering Committee
PO Box 90231
Arlington, Texas 76004

PRESENTED AND PASSED on this the _____ day of _____, 2026, by a vote of _____ ayes and _____ nays at a regular meeting of the City Council of the City of Alvarado, Texas.

_____
Signature
Mayor

ATTEST:

_____
Signature
City Secretary

2025 ACSC Newsletter

Atmos Cities Steering Committee

2025 YEAR IN REVIEW ISSUE

This past year was a busy one for ACSC. This annual review highlights the significant events of 2025 that impacted ACSC and what's on the horizon in 2026.

Dallas Joins ACSC in 2025 as Largest Member

With Other New Member McGregor, Coalition Reaches 188

The City of Dallas, the state's third most populous city, was among two new members joining the Steering Committee of Cities Served by Atmos in 2025. With the addition of the second addition, the city of McGregor located in McLennan and Coryell counties, ACSC now has 188 members.

The Dallas City Council authorized the city's ACSC membership on Oct. 8. Dallas has a population of 1.3 million and is now the largest member of the coalition.

McGregor, meanwhile, joined in June. The city near Waco has a population of about 5,800. It also was the site of the World War II-era Bluebonnet Ordnance Plant and has been the location of several rocket-making companies. SpaceX now has a rocket engine development and test facility in McGregor.

ACSC undertakes activities on behalf of its city members and their citizens relating to gas utility regulatory matters. These activities include participation in rate cases, rulemakings at the Texas Railroad Commission, and legislative efforts that impact natural gas rates.

Welcome Dallas and McGregor!

89th Texas Legislature Considers Gas Utility Bills in 2025

Lawmakers during the 89th Texas Legislature considered hundreds of energy related bills, including a handful relating to gas utility issues. Most of the energy-related bills failed during the session, although a few made it to the governor's desk.

Below we describe five important gas utility bills, including those that made it to the finish line and those that did not. The 89th Texas Legislature adjourned in June.

- HB 2166, by John Bryant, "relating to the establishment of an independent market monitor for the natural gas market by the Public Utility Commission of Texas and an independent organization certified for a power region." This bill died in the House State Affairs committee.
- HB 4042, "relating to the applicability of certain safety provisions and regulatory fees administered by the RRC to gas distribution pipelines." This bill allows the RRC to establish an annual safety compliance fee for operators, set at $1 for each service line in gas distribution systems and $100 for each master metered system. Significantly, this bill also removes the term "natural" when referencing

gas distribution pipelines, thereby broadening the legislation's applicability to all gas distribution systems. This bill went to the governor on May 26 and became law without his signature.

- HB 4384, Rep. Drew Darby, "relating to the recovery of a gas utility's gross plant placed in service not yet being recovered in rates." This bill allows a gas utility to include additional items in interim rate filings that are not subject to substantial contemporaneous review by the RRC. This legislation made it through the process and was signed by Gov. Greg Abbott on June 20. It became effective immediately.
- HB 5475, Ryan Guillan, "relating to a study and report on the Underground Facility Damage Prevention and Safety Act." This bill establishes a framework for enhancing the Underground Facility Damage Prevention and Safety Act in Texas through a comprehensive study and subsequent report. It empowers the RRC to collaborate with the Texas Underground Facility Notification Corporation to assess the state's current systems related to underground facility safety. This bill died in the House Energy Resources Committee.
- SB 2635, Nathan Johnson, "relating to the name and governance of the Railroad Commission of Texas." This bill would have renamed the Railroad Commission the "Texas Oil, Gas and Minerals Commission." This bill died in the Senate Natural Resources Committee.

Legislature in 2025 Delivers Additional Dollars to RRC

The Texas Railroad Commission, the state agency responsible for overseeing the oil and gas industry — including gas utilities — has received a $593 million appropriation from the Texas Legislature.

The appropriation will finance agency operations for the 2026-2027 biennium. It represents a 23 percent increase from the $481 million of the previous biennium, according to figures included in an earlier agency release.

The new two-year appropriation includes $100 million for oil and gas well plugging, an amount described by the agency as the largest ever appropriation from the Texas Legislature for that purpose. The RRC's "State Managed Plugging Program" has been responsible for the plugging of 46,000 wells since its inception in 1984, according to the agency.

The new legislative appropriation also includes $16.7 million for data reporting systems to track produced water, authorized pits registrations, oversight, and safety regulatory filing and permitting. More than $2 million also was allocated for upgrades to the agency's cloud-based geographic information systems.

The RRC will receive $1.3 million to establish an Underground Injection Well Investigation Team to help ensure injected fluids remain confined to the disposal formations and safeguard ground and surface fresh water. This team will supplement the RRC's ongoing measures to mitigate seismicity and protect residents in areas including West Texas, according to the Railroad Commission.

The new appropriation was included in the state's biennial budget, which was adopted as Senate Bill 1 during the 89th Texas Legislature that adjourned in June.

ACSC in 2025 Calls for HB 4384 Rules to Protect Ratepayers

The Texas Railroad Commission should take action to mitigate ratepayer fallout from a potentially expensive new gas utility law, including through the consideration of savings from infrastructure retirements to offset the costs of new utility infrastructure. That was among the messages delivered by the Steering Committee of Cities Served by Atmos, a municipal coalition, in comments it filed Nov. 17, 2025, at the agency.

At issue are provisions of the newly adopted House Bill 4384 that allow gas utilities to classify certain capital and tax expenditures as "regulatory assets" in rate proceedings. Under the law, utilities can then quickly begin charging their customers for these assets.

In October, the commission launched a rulemaking proceeding to implement HB 4384, and various interested parties, including ACSC, have now filed their recommendations. In its comments, ACSC reiterated its previously stated concerns about the law: that it encourages

the expensive use of piecemeal ratemaking, for example, and that it continues to allow gas utilities to charge ratepayers for capital expenditures prior to any substantive review of those expenditures.

But HB 4384 also would have the effect of further reducing the lag time between when a utility spends money on capital projects and when the utility profits from such expenditures by recovering them in rates, according to ACSC. This is a problem because some amount of "regulatory lag" creates incentives for utilities to spend money in a more efficient manner.

"While ACSC acknowledges and values the importance of safe and reliable infrastructure, it has concerns about the impairment of regulatory lag, which plays a longstanding and important role in the regulated system," wrote ACSC general counsel Thomas Brocato in the organization's Nov. 17, 2025 comments.

Recommendations

ACSC enumerated several recommendations to guide the agency's ongoing rulemaking efforts. Chief among them was a recommendation relating to the treatment of "regulatory assets" under HB 4384. By definition, a regulatory asset can refer to various costs incurred by a utility that are not immediately expensed but rather deferred for later recovery through future rate increases. HB 4384 allows utilities to classify certain capital expenditures and taxes as regulatory assets and then quickly recover those expenditures through annual interim rate proceedings without substantive prior review.

ACSC recommended that offsetting capital retirements (along with capital expenditures) also should be included in any calculation of regulatory assets. Otherwise, "utilities could have the advantage of fully recovering new plant in the regulatory asset and also earning a return on the retired plant," ACSC noted in its comments. Furthermore, the inclusion of capital retirements in regulatory asset calculations "aligns with the Federal Energy Regulatory Commission Uniform System of Accounts, which supports the concept that gas plants should be reduced to reflect retirements," ACSC noted.

ACSC also made the following recommendations:

- The rule implementing HB 4384 should include more clarity on how regulatory assets are handled in existing interim rate filings.
- When creating regulatory assets, gas utilities should use only approved values for return, depreciation, and taxes as determined in their most recent substantive rate case. That is, HB 4384 rules should bar utilities from using estimates for these values.
- The rule should require that utilities provide documentation supporting the in-service date for capital projects it includes in new regulatory assets.

The Railroad Commission is expected to issue a final rule in the coming months.

Atmos Financial Report Shows More Spending, Profits in 2025

Atmos Energy made $3.6 billion in capital expenditures during the 2025 fiscal year — an increase from the $2.9 billion in capital expenditures it made during the prior fiscal year. The company also expects to make another $4.2 billion in capital expenditures during the 2026 fiscal year. The average customer bill was $80 for the 2025 fiscal year, up from around $50 during the 2020 fiscal year. It projects average bills will continue increasing over the decade, reaching as much as $121 by 2030. Those top-line capital expenditure numbers were among the highlights of a conference call conducted by Atmos executives on Nov. 6. Other details include:

Fiscal Year Data (Fiscal Year Ending on Sept. 30)

- Atmos reports that about $1.3 billion in 2025 capital spending — or 44 percent of this year's $3.6 billion total — was used to repair and replace transmission and distribution pipelines.
- Atmos reported $963.4 million in distribution income and $596.6 million in pipeline income during the 2025 fiscal year. That compares to $854.5 million in distribution income and $500.9 million in pipeline income during the prior fiscal year.
- Some of the key income drivers in 2025 were a $184.1 million net increase from rate adjustments, $26.7 million from residential and industrial growth — primarily in the Mid-Tex divine — and other factors.

Regulatory Actions

- Atmos said that with the adoption of House Bill 4384 from the most recent Texas Legislature, that the company now expects to begin receiving recovery of 95 percent of its capital expenditures within six months of making them. HB 4384, which adjusts the regulatory process at the Texas Railroad

Commission, also means the company will receive recovery of 99 percent of its capital expenditures within one year of making them, according to Atmos.

- The company reported that its pipeline division implemented, on Nov. 1, a System Safety & Integrity Rider that allows for the recovery of certain safety and integrity costs. The authorized recovery from the 2025 rider is $23 million, according to Atmos.

2025 Analysis by ACSC Shows Long-Term Increases in Atmos Spending, Revenues, and Bills

During a 2025 earnings call with investment analysts, officials at Dallas-based Atmos Energy boasted of delivering years of consistent dividend increases for their shareholders. In fiscal 2025, for instance, the year-over-year increase was 8.1 percent. This represented "the 41st consecutive year of rising dividends" for shareholders, according to the company.

But dividends aren't the only thing on the rise at Atmos. An ACSC review of multiple financial filings also shows that it is spending ratepayer money at an unprecedented clip and that average gas bills have increased steadily. Moreover, average monthly gas bills could rise by as much as 50 percent over the next five years.

About Atmos

Atmos Energy, the country's largest natural gas-only distributor, serves more than 3.3 million distribution customers in over 1,400 communities across eight states. Atmos also manages proprietary pipeline and storage assets. Its most substantial holdings are in Texas, where the Texas Railroad Commission oversees its rates and operations.

As a publicly traded company, Atmos also hosts quarterly financial update calls in which it regularly touts almost clockwork-like increases in both its revenues and capital expenditures. These increases always come as good news to shareholders: revenue increases because they contribute to earnings-per-share growth, and capital expenditure increases because utilities receive a regulated rate of return on such expenditures. This means that, as a general matter, the more a utility spends on capital projects, the more revenue it is authorized to collect from customers.

Atmos notes, however, that customers benefit from its capital spending programs because they finance system safety and integrity efforts and because they help the company keep up with customer growth. The company also notes that while its average residential bills are on the rise, they nonetheless remain lower than bills charged by electric utilities.

Rate and Spending Analysis

As noted, Atmos's spending and revenues — and its monthly consumer bills — all have gone up in recent years. In some cases, the increases are substantial, according to a recent analysis of the company's financial statements over the last 10 years. Here are some of the findings from that analysis.

Income

- Atmos reported net income in 2025 of nearly $2 billion. That is more than five and a half times of its reported net income of $345 million in 2016.
- The company's annual net income increased by 91 percent between 2024 and 2025.
- The company reported increases in net income of 10 percent every year since 2017.

Spending

- The company estimated capital spending in 2025 of $3.6 billion. That is more than triple the $1.1 billion it reported in 2017.
- The company's capital spending went up 21 percent between 2024 and 2025.
- The company's capital spending has increased every year since 2017.

Rates

- Average bills across the company's multi-state system went from $72 last year to $80 this year.
- Average bills are expected to increase to $121 by 2030, an increase of more than 50 percent in five years.
- The company reports that average bills increased every year except for one since 2019.

Atmos "SSI" Riders Explained: $23 Million in 2025 Interim Charges Finance Pipeline Leak Testing

The pipeline division of Atmos Energy, the North Texas gas utility, has collected more than $40 million in extra charges since 2024 to finance system safety testing, according to a review of regulatory filings.

Assessed through "System Safety and Integrity" riders, these charges accrue on top of other interim assessments made by Atmos outside its general rate cases.

Through System Safety and Integrity riders, or SSI, Atmos recovers from customers certain system safety costs that it incurs each year to maintain its pipeline system. As noted in Atmos filings, SSI is calculated as a monetary amount above a benchmark set during a preceding rate case — in this case, a pipeline proceeding from 2023 (Case No. OS-23-00013758).

In 2024, the SSI rider (under Case No. 00017667) added $18.7 million to annual system costs. In 2025, it amounted to $23 million (Case No. OS-25-0002811). These costs flow indirectly into home bills based on usage.

Why SSI?

Federal law requires gas utilities to conduct intensive leak testing on their pipeline systems on a regular basis. This testing requires utilities to shut down individual lines on a rotating basis — typically every three to five years.

These integrity tests can cost millions of dollars on a systemwide basis, but they also vary widely from year to year. Gas utilities argue that these costs are too variable and unpredictable to include in relatively infrequent base rate cases and seek recovery through interim riders.

Under the SSI, Atmos receives authorization to collect system integrity costs on an annual basis, but these costs are subject to later refunds or surcharges to the extent they vary from actual costs as demonstrated through a subsequent true-up process. Atmos customers pay the SSI indirectly based on a calculation of both usage and the maximum daily quantity of gas flowing over the overall system.

Atmos does not receive a financial return on SSI expenditures. The Steering Committee of Cities Served by Atmos has not raised objections to Atmos's use of safety-related SSI assessments.

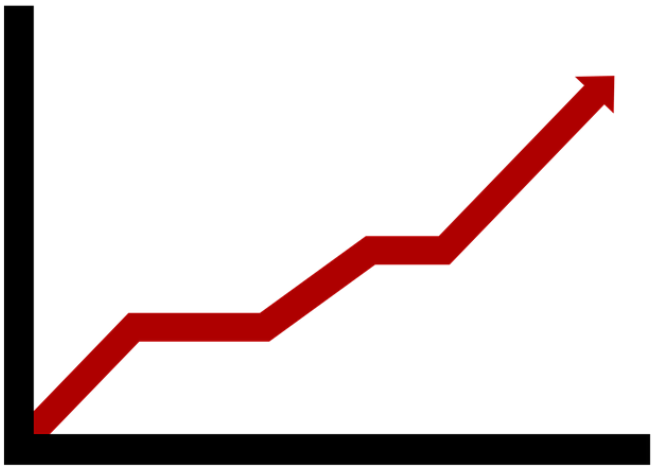
Other Charges

Atmos assesses the SSI in addition to other interim charges, including those associated with its annual capital spending. Overall, capital spending by Atmos has more than tripled since 2017, according to company financial reports. (See separate article on page 2).

2025 Rate Case Roundup

Atmos RRM Rate Increase Reduced After City Intervention

In April, Atmos requested a $245.2 million increase in revenues for its Mid-Tex Division, calculated on a system-wide basis. The request, made through the Rate Review Mechanism process, was subsequently reduced to $225.6 million due to RRM tariff limitations.



Consultants with the Steering Committee of Cities Served by Atmos then prepared a report identifying additional potential reductions to the company's rate request. After the intervention, Atmos agreed to settle the case for $205.6 million — a reduction of almost $40 million from the company's initial request (and a $20 million reduction from the company's amended request). The settlement also includes payment of ACSC's expenses.

The Rate Review Mechanism is a set of rules negotiated by ACSC cities that permit some regulatory oversight of utility rate

requests by cities. This contrasts with the parallel Gas Reliability Infrastructure Program (or "GRIP") that exists under statute, but that does not allow meaningful advanced review of utility rate requests.

Dallas Negotiates Smaller Atmos Rate Increase for Area Residents

The Dallas City Council has approved a negotiated 8 percent rate increase for residential Atmos Gas customers in the city, amounting to $7.83 per month on average.

Atmos initially requested a total annual increase of $31.4 million, but that amount was reduced to $27.9 million after negotiations with the city. Atmos also will reimburse the city for its rate case expenses.

Atmos filed that initial request under the Dallas Area Rate Review process on Jan. 15, the Dallas City Council unanimously approved the settlement on May 28, and the rates went into effect on June 1.

Atmos Energy historically has been able to request a rate adjustment every year under the DARR process. However, unlike the separate Gas Reliability Infrastructure Process, DARR allows for substantive contemporaneous review of the rate filing by the city and negotiations.

Atmos Receives "GRIP" Increase for Pipeline Division

On June 17, the Texas Railroad Commission approved an annual revenue increase of $77,205,694 for Atmos Pipeline Texas under the rules of the state's Gas Reliability Infrastructure Program, or "GRIP".

In its initial Feb. 26 GRIP filing, the utility sought to recover costs for projects put in service during 2024. The GRIP tariffs will apply only to that portion of the system under the Railroad Commission's original jurisdiction and will remain in effect until Atmos Pipeline-Texas' next base rate case.

Under the Gas Reliability Infrastructure Program, the state's monopoly gas utilities can hike rates without any substantive contemporaneous review. Cities have opposed GRIP because it allows gas utilities to increase rates even if the company's overall spending is declining, or even if its revenues are increasing. Railroad Commissioners grant these hikes as a ministerial act.

More information can be found on the Railroad Commission website, under Case No. 00020448.

2026 ACSC Meetings
March 5
June 11 — Virtual
September 10
December 10— Virtual

2025 Officers
Chair—Meg Jakubik (Flower Mound)
Secretary—Chuong Phung (Grand Prairie)
Treasurer—David Johnson (Arlington)

For more questions or concerns regarding any ACSC matter or communication, please contact the following representative, who will be happy to provide assistance:

Lloyd Gosselink
ATTORNEYS AT LAW

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(512) 322-5857
tbrocato@lglawfirm.com

Jamie Mauldin
(512) 322-5890
jmauldin@lglawfirm.com

City of Arlington
C/O Atmos Cities Steering Committee
Attn: Brandi Stigler
PO Box 90231
Arlington, TX 76004

Invoice

Date	Invoice #
1/29/2026	26-04

Bill To
City of Alvarado

Item	Population	Per Capita	Amount
2026 Membership Assessment	6,225	0.04	249.00

Please make check payable to: City of Arlington, C/O Atmos Cities Steering Committee
Attn: Brandi Stigler, PO Box 90231, Arlington, Texas 76004

Total $249.00

City Council Management Report
Meeting Date: 3/16/2026
Contact: Bobbie Jo Taylor, City Secretary

AGENDA ITEM:
February 16, 2026, City Council Minutes. (Taylor)

BACKGROUND & FINDINGS:

FINANCIAL IMPACT:

RECOMMENDATION:
Approval

MANAGEMENT REVIEW:
Paul DeBuff, City Manager

ATTACHMENTS:
1. February 16, 2026, City Council Minutes

CITY OF ALVARADO
County of Johnson
State of Texas
2/16/2026
City Council REGULAR Meeting Minutes

CALL TO ORDER

Roll Call

The City Council of the City of Alvarado met in a REGULAR Called Session on Monday, February 16, 2026, at 6:30 PM. The following were present:

PRESENT:	Councilmember Ward III Scott Arthur Councilmember Ward II Cherry Bryant Councilmember Ward II Lydia Moon Mayor Pro Tem Ward III Kevin Thomas Councilmember Ward I Carrie Keeton
ABSENT:	Councilmember Ward II Beverly Short
OTHERS PRESENT:	City Manager, Paul DeBuff City Secretary, Bobbie Jo Taylor City Attorney, Jennifer Drysdale Chief of Police, Teddy May Fire Chief, John Rodgers Administrative Services Director, Donielle Suber Human Resources Manager, Sarah Licitra Chief Financial Officer, Laura Cox Director of Economic Development, Hillary Cromer Community Development Director, Justin French City Engineer, Gus Chavarria Deputy City Marshal, Thomas Griffith

Mayor Jacob Wheat called the meeting to order at 6:30 PM, Scott Arthur led the invocation.

INVOCATION

PLEDGE OF ALLEGIANCE

CITIZEN PARTICIPATION AND PUBLIC INPUT

This is an opportunity for citizens to address the convened City Council of this meeting on any matter. The presiding officer may ask for the citizen to hold his or her comment on an agenda item until that agenda item is reached. Any response from a member of the convened City Council to comments related to items not on the agenda is limited to a statement of specific factual information, a recitation of existing policy, or direction to staff to place the subject on the agenda for a future meeting. Citizens may obtain a form to speak by requesting it from the City Secretary or the City Marshal prior to the start of the meeting.

- Helen Kerwin, Texas State Representative, announced that the City had been awarded grant funding for parks.
- Jameye Jones, Community Events.

COUNCIL COMMENTS

Pursuant to LGC Section 551.0415, City Council Members may make a report about items of community interest during a meeting of the governing body without having given notice of the report. Items of community interest include:

- Expressions of thanks, congratulations, or condolence;
- Information regarding holiday schedules;
- An honorary or salutary recognition of a public official, public employee, or other citizen, except that a discussion regarding a change in the status of the person's public office of public employment is not an honorary or salutary recognition for purposes of this subdivision;
- A reminder about an upcoming event organized or sponsored by the governing body;
- Information regarding a social, ceremonial, or community event organized or sponsored by an entity other than the governing body that was attended or is scheduled to be attended by a member of the governing body or an official or employee of the municipality; and
- Announcements involving an imminent threat to the public health and safety of people in the municipality that has arisen after the posting of the agenda.

City Manager Paul DeBuff recognized Administrative Services Director Donielle Suber for her efforts in securing grant funding for the City.

INTRODUCTION OF NEW EMPLOYEES

Police Chief Teddy May introduced new City employee Taylor Grishman, who will be working in Animal Control.

CONSENT AGENDA

Due to the need for additional discussion on several items, the consent agenda was addressed by reviewing each item individually.

1. **Second Reading of Resolution No. R2025-0043; A Resolution of the City of Alvarado, Texas, authorizing the Alvarado Economic Development Corporation (AEDC) to negotiate and execute an Economic Development Agreement with Massey's BBQ and Grill on the Square for the relocation of the business to 105 S. Friou Street; providing an effective date; and establishing that this project is a business retention and downtown revitalization effort. (Cromer)**

Bobbie Jo Taylor presented the second reading of Resolution No. R2025-0043 to the City Council, advising that a portion of the funding to be provided by the AEDC will be used for the relocation of Massey's BBQ & Grill on the Square.

Councilmember Moon motioned to approve Resolution No. R2025-0043; A Resolution of the City of Alvarado, Texas, authorizing the Alvarado Economic Development Corporation (AEDC) to negotiate and execute an Economic Development Agreement with Massey's BBQ and Grill on the Square for the relocation of the business to 105 S. Friou Street; providing an effective date; and establishing that this project is a business retention and downtown revitalization effort.

Mayor Pro Tem Thomas seconded the motion.
No opposition, No abstentions
Vote: Motion passed unanimously.

2. **Second Reading of Resolution No. R2026-0005; A Resolution of the City of Alvarado, Texas, authorizing the Alvarado Economic Development Corporation (AEDC) to negotiate and execute an Economic Development Agreement between the AEDC and Advanced Career Education regarding Project Orange-N-6; providing an effective date; and establishing that this project is a business attraction effort. (Cromer)**

Councilmember Moon motioned to approve Resolution No. R2026-0005; A Resolution of the City of Alvarado, Texas, authorizing the Alvarado Economic Development Corporation (AEDC) to negotiate and execute an Economic Development

Agreement between the AEDC and Advanced Career Education regarding Project Orange-N-6; providing an effective date; and establishing that this project is a business attraction effort.

Councilmember Keeton seconded the motion.
No opposition, No abstentions
Vote: Motion passed unanimously.

3. Resolution No. R2026-0008; A Resolution of the City of Alvarado, Texas, authorizing continued participation with the Steering Committee of Cities served by Oncor; and authorizing the payment of ten cents per capita to the Steering Committee to fund regulatory and legal proceedings and activities related to Oncor Electric Delivery Company, LLC. (Taylor)

Councilmember Bryant motioned to approve Resolution No. R2026-0008; A Resolution of the City of Alvarado, Texas, authorizing continued participation with the Steering Committee of Cities served by Oncor; and authorizing the payment of ten cents per capita to the Steering Committee to fund regulatory and legal proceedings and activities related to Oncor Electric Delivery Company, LLC.

Councilmember Moon seconded the motion.
No opposition, No abstentions
Vote: Motion passed unanimously.

4. Resolution No. R2026-0009; A Resolution of the City of Alvarado, Texas, designating the Chief of Police as being responsible for, acting for, and on behalf of the applicant in dealing with the Officer of Governor, for the purpose of submitting an application for the VA-Victims of Crime Act Formula Grant Program, certifying that the applicant is eligible to receive program assistance, and certifying that the applicant matching share is readily available. (May)

Police Chief Teddy May presented Resolution No. R2026-0009 to the City Council, advising that the grant would provide needed funding for victims of crime if awarded.

Councilmember Moon motioned to Resolution No. R2026-0009; A Resolution of the City of Alvarado, Texas, designating the Chief of Police as being responsible for, acting for, and on behalf of the applicant in dealing with the Officer of Governor, for the purpose of submitting an application for the VA-Victims of Crime Act Formula Grant Program, certifying that the applicant is eligible to receive program assistance, and certifying that the applicant matching share is readily available.

Councilmember Arthur seconded the motion.
No opposition, No abstentions
Vote: Motion passed unanimously.

5. Approval of a Public Safety Data Sharing Agreement between Public Safety Agencies in Johnson County, Texas. (May)

Chief May also presented the Public Safety Data Sharing Agreement for the public safety agencies in Johnson County to the City Council. He advised that the agreement allows data to be shared among participating agencies within Johnson County.

Councilmember Moon motioned for approval of a Public Safety Data Sharing Agreement between Public Safety Agencies in Johnson County, Texas.

Councilmember Arthur seconded the motion.
No opposition, No abstentions
Vote: Motion passed unanimously.

6. Resolution No. R2026-0010; A Resolution of the City of Alvarado, Texas, in support of the FM 917 Railroad Grade Separation in the City of Joshua. (Wheat)

Mayor Wheat presented Resolution No. R2026-0010 to the City Council, advising that the resolution expresses support for roadway funding for the City of Joshua.

Councilmember Arthur motioned to approve Resolution No. R2026-0010; A Resolution of the City of Alvarado, Texas, in support of the FM 917 Railroad Grade Separation in the City of Joshua.

Councilmember Bryant seconded the motion.
No opposition, No abstentions
Vote: Motion passed unanimously.

7. January 29th, 2026, City Council Minutes (Taylor)

Councilmember Moon motioned to approve January 29th, 2026, City Council Minutes.

Councilmember Bryant seconded the motion.
No opposition, No abstentions
Vote: Motion passed unanimously.

NEW BUSINESS

8. Consideration and action related to making a nomination to fill a vacancy on the Johnson County Central Appraisal District Board of Directors. (Wheat)

No action was taken at this time.

9. Presentation and consider approval of the City of Alvarado's financial audit for Fiscal Year 2024-2025 by representatives of Waters, Vollmering, Beavers & Adams, LLP and direct preparation of an annual financial statement based upon said audit. (Cox)

Chief Financial Officer Laura Cox introduced Carrie Adams with Waters, Vollmering, Beavers, & Adams, LLP, who reviewed the annual audit with the City Council. Ms. Adams presented the audit report, advising that the audit received a clean opinion for the fiscal year ending September 30, 2025.

Councilmember Moon motioned to approve the City of Alvarado's financial audit for Fiscal Year 2024-2025 by representatives of Waters, Vollmering, Beavers & Adams, LLP, and direct preparation of an annual financial statement based upon said audit.

Mayor Pro Tem Thomas seconded the motion.
No opposition, No abstentions
Vote: Motion passed unanimously.

10. Consideration and action related to the construction of a carport at the Alvarado Fire Station. (Rodgers)

Fire Chief Rodgers presented examples to the City Council and requested feedback regarding the construction of a carport at the Alvarado Fire Station.

Councilmember Moon motioned to move forward with the construction of a carport at the Alvarado Fire Station.

Mayor Pro Tem Thomas seconded the motion.
No opposition, No abstentions
Vote: Motion passed unanimously.

11. Consideration and action related to a development agreement between the City of Alvarado and 5770 S I-35W LLC and its Manager, RUAR Popeyes Properties, LLC. (French)

Community Development Director Justin French presented the development agreement for the upcoming CVS Alvarado Addition to the City Council. Mr. French advised that the City typically requires public infrastructure, such as a deceleration lane, to be constructed and pass inspection prior to recording a development plat, which is a prerequisite for the issuance of a building permit. The agreement would allow the replat for the CVS Alvarado Addition to be recorded with the assurance that the required deceleration lane will be constructed and pass inspection prior to the issuance of a certificate of occupancy for the site.

The City Council discussed the responsibility for the deceleration lane with staff. Staff advised that the City would not be responsible for funding the construction of the deceleration lane and that the cost would be the responsibility of the developer. Staff also clarified that the entrance to the development would utilize the existing drive currently serving Jack in the Box.

Councilmember Arthur motioned to a development agreement between the City of Alvarado and 5770 S I-35W LLC and its Manager, RUAR Popeyes Properties, LLC.

Mayor Pro Tem Thomas seconded the motion.
Councilembers Keeton and Moon opposed the motion, No abstentions
Vote: Motion passed.

12. Consideration and action related to a Development Agreement between Alvarado 228 Development LLC, Avalon Development Group, LLC, and the City of Alvarado for the Chambers Creek Development. (DeBuff, French)

Item #12 was moved into Executive Session.

13. Consideration and action related to an Engineering Services Contract with MAS Consulting Engineer to prepare construction plans, specifications, and bidding documents for the South Baugh Street Paving & Drainage and Water and Sewer Improvements, LLC. (Chavarria)

City Engineer Gus Chavarria presented an engineering contract to the City Council for consideration. The Council and staff discussed the scope of services for the project. Mr. Chavarria advised that the limits of the project extend from the south side of the BNSF railroad tracks to S. Sparks Street. Water and sewer lines in this section will be replaced and upsized as needed. He further explained that once the water, sewer, and drainage improvements are completed, a bid will be obtained from Texas Bit through the City's Interlocal Agreement for full-depth reclamation and four inches of Type D asphalt.

Councilmember Bryant motioned to approve the Engineering Services Contract with MAS Consulting Engineer to prepare construction plans, specifications, and bidding documents for the South Baugh Street Paving & Drainage and Water and Sewer Improvements, LLC. in an amount not to exceed $163.,116.00.

Councilmember Moon seconded the motion.
No opposition, No abstentions
Vote: Motion passed unanimously.

EXECUTIVE SESSION

Mayor Wheat adjourned into Executive Session at 7:42 p.m.

Pursuant to the Texas Open Meetings Act, Chapter 551 of the Texas Government Code, the City Council may convene in executive session to deliberate regarding the following matters: 1. § 551.071. Consultation with Attorney. The City Council may convene in executive session to conduct a private consultation with its attorney on any legally posted agenda item, when

the City Council seeks the advice of its attorney about pending or contemplated litigation, a settlement offer, or on a matter in which the duty of the attorney to the governmental body under the Texas Disciplinary Rules of Professional Conduct of the State Bar of Texas clearly conflicts with the provisions of Chapter 551, including the following items:

- A. Any item listed on the agenda.

RECONVENE INTO OPEN SESSION AND TAKE ANY ACTION NECESSARY PURSUANT TO EXECUTIVE SESSION

Mayor Wheat adjourned from the Executive Session at 8:23 p.m.

ADJOURNMENT

Mayor Wheat adjourned the meeting at 8:23 p.m.

City Council Management Report
Meeting Date: 3/16/2026
Contact: Hillary Cromer, Director of Economic Development

AGENDA ITEM:
Presentation and discussion regarding the Texas Enterprise Zone Program and the potential nomination of a qualifying business located within the City of Alvarado; providing an overview of program requirements, benefits, and nomination process. (Cromer)

BACKGROUND & FINDINGS:
The City of Alvarado will receive a presentation from Jansen Givens of Ryan, LLC regarding the potential nomination of Sabre Industries for participation in the Texas Enterprise Zone Program.

The Texas Enterprise Zone Program is administered by the Texas Governor's Office of Economic Development and Tourism and provides state sales and use tax refunds to eligible companies that make significant capital investments and create or retain jobs. Importantly, this incentive is provided by the State of Texas, and participation in the program does not have a fiscal impact on the City of Alvarado's budget.

The City of Alvarado previously elected to participate in the Texas Enterprise Zone Program through Ordinance No. 2015-007, adopted on April 20, 2015. Because the City is already a participating community, the only action required to nominate a company to the program is the adoption of a resolution by the City Council.

Sabre Industries currently operates a manufacturing facility in Alvarado and employs more than 500 employees. Over the next five years, the company plans to invest more than $10 million in improvements and upgrades to its Alvarado operations.

The planned investments include:

- Major capital improvements to press and laser operations
- Installation of new seamers and welders
- Upgrades to production equipment
- Galvanizing-related improvements including furnace and kettle replacements
- Associated building and electrical improvements

- Material handling equipment upgrades
- Facility and yard improvements
- Repairs and replacements across the company's two Alvarado plants

In addition to retaining its existing workforce, Sabre anticipates the creation of approximately 10 new jobs as part of this investment.

If nominated and approved by the State, Sabre may be eligible to receive state sales and use tax refunds related to qualified capital expenditures associated with the project. Because the refunds are issued by the State of Texas, the program does not require any financial contribution from the City of Alvarado.

FINANCIAL IMPACT:
The program does not require any financial contribution from the City of Alvarado.

RECOMMENDATION:
This presentation is being provided for informational purposes only. No action is requested from the City Council at this time. Following the presentation and discussion, staff will return at a future meeting with a resolution requesting Council approval to nominate Sabre Industries to the Governor's Office for participation in the Texas Enterprise Zone Program.

MANAGEMENT REVIEW:
Paul DeBuff, City Manager

ATTACHMENTS:
None

City Council Management Report
Meeting Date: 3/16/2026
Contact: Hillary Cromer, Director of Economic Development

AGENDA ITEM:
First Reading of Resolution No. R2026-0004; A Resolution of the City of Alvarado, Texas, authorizing the Alvarado Economic Development Corporation (AEDC) to negotiate and execute an Economic Development Agreement with Empire Investments, LLC regarding Project Hearth for the development of a restaurant named Empire Steaks and Burgers to 209 E College Ave; providing an effective date; and establishing that this project is a business attraction and downtown revitalization effort. (Cromer)

BACKGROUND & FINDINGS:
The Alvarado Economic Development Corporation (AEDC) Board of Directors has approved an incentive agreement with Empire Investments, LLC to redevelop the property located at 209 E College Avenue in Historic Downtown Alvarado.

The project includes the demolition of the existing building and construction of a new restaurant building that will house Empire Steaks and Burgers, a sit-down restaurant intended to support ongoing downtown revitalization efforts.

The AEDC Board determined that the project aligns with the City's goals of encouraging reinvestment in downtown properties, expanding dining options, and increasing economic activity in the downtown district.

Empire Investments, LLC proposes to:

- Demolish the existing structure at 209 E College Avenue
- Construct a new building designed to house a full-service restaurant
- Operate Empire Steaks and Burgers as a sit-down restaurant
- Estimated total project cost: $1,337,500

The incentive will be funded using AEDC sales tax revenue. Because the incentive was not included in the current fiscal year budget, City Council will be required to amend the AEDC budget to authorize the expenditure.

Project Timeline Requirements:

- Demolition of existing structures must occur within 90 days of agreement execution.
- A building permit must be obtained within 120 days of agreement execution.
- The City Manager may grant one administrative extension, not to exceed 60 days, upon written request demonstrating good-faith progress.
- Construction must be completed within 18 months of agreement execution.

Operational Requirements:

- The restaurant must remain in continuous operation for a minimum of five (5) years.
- Early closure will trigger a prorated repayment provision as outlined in the agreement.
- The site must be developed and operated as a sit-down restaurant.
- The restaurant must be open to the public at least six (6) days per week.
- The business will make a good-faith effort to operate seven (7) days per week, subject to staffing availability.
- The business must retain a minimum of ten (10) employees by the end of one (1) year following issuance of the Certificate of Occupancy.
- Property Exchange: Tract 3 shall be conveyed as part of the transaction, as specified in the agreement.
- Design, Site, and Development Standards: Architecture and storefront design will be subject to City staff approval and must reflect a Texas historic and/or farmhouse-chic aesthetic consistent with the character of downtown Alvarado.

The AEDC Board determined that the redevelopment of 209 E College Avenue will replace an aging structure with a new restaurant destination that will enhance downtown vitality, encourage additional private investment, and support ongoing revitalization efforts in Historic Downtown Alvarado.

FINANCIAL IMPACT:
Incentive Amount: AEDC incentive equal to 40% of eligible project costs, not to exceed $500,000.

Incentive Disbursement:

- The incentive will be paid in three (3) annual disbursements, each tied to performance milestones, as follows:
    1. Upon issuance of the Certificate of Occupancy (CO)
    2. One (1) year following issuance of the Certificate of Occupancy
    3. Two (2) years following issuance of the Certificate of Occupancy

Each disbursement will be contingent upon verification of compliance with the agreement terms.

RECOMMENDATION:
This presentation is being provided for informational purposes only. No action is requested from the City Council at this time. Following the presentation and discussion, staff will return at a future meeting with a resolution requesting Council approval.

MANAGEMENT REVIEW:
Paul DeBuff, City Manager

ATTACHMENTS:
None

City Council Management Report
Meeting Date: 3/16/2026
Contact: Hillary Cromer, Director of Economic Development

AGENDA ITEM:
Consideration and action related to Resolution No. R2026-0012; A Resolution of the City of Alvarado, Texas; Authorizing the Submission of an Application to the Texas Department of Agriculture for Funding Under the Texas Community Development Block Grant (TxCDBG) Program – Downtown Revitalization (DR) Category. (Cromer)

BACKGROUND & FINDINGS:

The Texas Department of Agriculture administers the Texas Community Development Block Grant (TxCDBG) Program, which provides funding to eligible communities for infrastructure and revitalization projects that benefit local residents and businesses. One of the program categories is the Downtown Revitalization (DR) program, which supports improvements such as streets, drainage, sidewalks, utilities, and other public infrastructure in downtown areas.

Staff is requesting authorization from City Council to submit an application for funding through the TxCDBG Downtown Revitalization (DR) category. If awarded, the grant would support infrastructure improvements within the City's downtown area and further ongoing efforts to enhance the vitality and economic development of Historic Downtown Alvarado.

FINANCIAL IMPACT:
Approval of this resolution authorizes the submission of a grant application only and does not obligate the City to accept funds or incur expenditures at this time. If the City is awarded funding, staff will return to City Council with additional information and any required agreements or budget amendments associated with the project.

RECOMMENDATION:
Staff recommends approval of Resolution No. R2026-0012, authorizing the submission of an application to the Texas Department of Agriculture for funding under the Texas Community Development Block Grant (TxCDBG) Program – Downtown Revitalization (DR) category. Approval of this resolution will allow the City to pursue grant funding for potential

infrastructure improvements within Historic Downtown Alvarado and support the City's ongoing downtown revitalization efforts.

MANAGEMENT REVIEW:
Paul DeBuff, City Manager

ATTACHMENTS:
1. Resolution-R2026-0012_Downtown-Revitalization-Grant

RESOLUTION NO. 2026-0012

A RESOLUTION OF THE CITY OF ALVARADO, TEXAS, AS HEREINAFTER REFERRED TO AS "APPLICANT," DESIGNATING AN OFFICIAL AS BEING RESPONSIBLE FOR, ACTING FOR, AND ON BEHALF OF THE APPLICANT IN DEALING WITH THE TEXAS DEPARTMENT OF AGRICULTURE, HEREINAFTER REFERRED TO AS "DEPARTMENT," FOR THE PURPOSE OF PARTICIPATING IN THE TEXAS COMMUNITY DEVELOPMENT BLOCK GRANT DOWNTOWN REVITALIZATION PROGRAM, HEREINAFTER REFERRED TO AS THE "PROGRAM"; CERTIFYING THAT THE APPLICANT IS ELIGIBLE TO RECEIVE PROGRAM ASSISTANCE; CERTIFYING THAT THE APPLICANT MATCHING SHARE IS READILY AVAILABLE; AND AUTHORIZING SUBMISSION OF AN APPLICATION FOR DOWNTOWN REVITALIZATION INFRASTRUCTURE IMPROVEMENTS.

WHEREAS, the Applicant is fully eligible to receive assistance under the Program; and

WHEREAS, the Applicant desires to authorize an official to represent and act for the Applicant in dealing with the Department concerning the Program;

NOW THEREFORE, BE IT RESOLVED BY THE APPLICANT:

SECTION 1: That the Applicant hereby certifies that it is eligible to receive assistance under the Program, and that notice of the application has been provided in accordance with applicable public hearing and citizen participation requirements.

SECTION 2: That the Applicant hereby certifies that the matching share for this application is readily available at this time and that local funds in the amount of $75,000 have been budgeted and committed through the Alvarado Economic Development Corporation to support the proposed Project.

SECTION 3: That the Applicant hereby authorizes and directs the City Manager to act as the Applicant's authorized representative in all matters pertaining to the City's participation in the Texas Community Development Block Grant Downtown Revitalization Program.

SECTION 4: The Applicant hereby specifically authorizes the City Manager to submit an application to the Department and to execute all documents and perform all actions necessary in connection with the Texas Community Development Block Grant Downtown Revitalization Program for Phase 1 downtown infrastructure improvements. The proposed Project will support implementation of the City's Comprehensive Plan and Downtown Master Plan through the planning and design of critical infrastructure improvements within the downtown square area, including replacement of aging cast iron water infrastructure, stormwater management improvements, underground electrical infrastructure, and associated engineering and design activities necessary to support future downtown revitalization and housing development.

Introduced, read, and passed by an affirmative vote of the "Applicant" on this 16th day of March, 2026.

_____
Jacob Wheat, Mayor

Attest:

_____
Bobby Jo Taylor, City Secretary

City Council Management Report
Meeting Date: 3/16/2026
Contact: Hillary Cromer, Director of Economic Development

AGENDA ITEM:
First Reading of Resolution No. R2026-0013; A Resolution of the City of Alvarado, Texas, authorizing the Alvarado Economic Development Corporation (AEDC) to negotiate and execute an Economic Development Agreement with Halfie's Rambles, LLC regarding Project Yellow Submarine for the development of a café called Den Chan Cafe to 110 W College Ave; providing an effective date; and establishing that this project is a business attraction and downtown revitalization effort. (Cromer)

BACKGROUND & FINDINGS:
Halfie's Rambles, LLC, owned by Ann Katagiri, has proposed the development of Den Chan Cafe, a themed café and bakery concept to be located at 110 W College Avenue in Historic Downtown Alvarado. The proposed café is inspired by the character "Den Chan," an orange tabby cat featured in a series of bilingual children's books authored by Ms. Katagiri.

The concept combines a specialty coffee shop and bakery with a retail component featuring books and themed merchandise associated with the Den Chan brand. The business will also incorporate community programming such as book readings and partnerships with animal shelters and local organizations.

Den Chan Cafe will offer espresso-based beverages, fresh baked goods, light breakfast and lunch items, and evening offerings such as wine and charcuterie boards. The concept emphasizes scratch-made products, ethically sourced coffee, and partnerships with local suppliers and artists.

The proposed Economic Development Agreement would provide financial assistance for tenant improvements and build-out costs necessary to establish the café at the proposed downtown location. The project is intended to activate a currently underutilized property and contribute to the continued revitalization of Historic Downtown Alvarado.

The Alvarado Economic Development Corporation (AEDC) Board of Directors reviewed the proposed project and approved the following terms for an Economic Development Agreement with Halfie's Rambles, LLC, subject to City Council authorization.

Incentive Amount:

- The Alvarado Economic Development Corporation (AEDC) will reimburse 100% of the kitchen installation costs, up to $61,425, as identified in JK & JK Builders Quote #64, provided that AEDC retains ownership of all eligible kitchen equipment listed in the quote.
- AEDC ownership of the equipment will remain in place for five (5) years after the business opens to the public, after which ownership will transfer to the business.
- In addition, AEDC will reimburse 25% of other eligible project costs identified in JK & JK Builders Quote #63.

Project Timeline Requirements:

- A building permit must be obtained within sixty (60) days of agreement execution.
- The City Manager may grant one (1) administrative extension, not to exceed sixty (60) additional days, upon written request demonstrating good-faith progress.
- Construction must be completed within six (6) months of agreement execution.

Operational Requirements:

- The business must remain in continuous operation for a minimum of five (5) years.
- Closure prior to the five-year term will trigger a prorated repayment of the incentive.
- The site must be developed and operated as a café/wine bar concept.
- The restaurant must be open to the public a minimum of six (6) days per week.
- Storefront design must reflect a Texas historic and/or farmhouse-chic aesthetic, consistent with the character of Historic Downtown Alvarado.

Community and Economic Impact:

Den Chan Cafe is expected to activate a currently underutilized downtown space while introducing a unique café and bakery concept to Historic Downtown Alvarado. The project will create new full-time and part-time employment opportunities, generate local sales tax revenue, and provide an additional gathering space for residents and visitors.

The concept also emphasizes partnerships with local suppliers, artists, and community organizations and may include programming such as book readings, small events, and collaborations with animal rescue groups. These activities are expected to contribute positively to downtown vibrancy and community engagement.

FINANCIAL IMPACT:

Estimated total project cost: $175,308.50

Maximum AEDC reimbursement: $89,895.88

The proposed incentive will be funded through the Alvarado Economic Development Corporation sales tax fund. If reimbursement becomes due during this fiscal year, the AEDC budget will need to be amended to account for the project.

RECOMMENDATION:
This item is for presentation and discussion purposes only. No action is being requested from the City Council at this time. Staff will return at a future meeting with a resolution seeking formal approval to authorize the Alvarado Economic Development Corporation (AEDC) to negotiate and execute an Economic Development Agreement with Halfie's Rambles, LLC for the proposed Den Chan Cafe project.

MANAGEMENT REVIEW:
Paul DeBuff, City Manager

ATTACHMENTS:
1. Quote #63 Den Chan Cafe
2. Quote #64 Den Chan Cafe Kitchen Buildout

City Council Management Report
Meeting Date: 3/16/2026
Contact: Hillary Cromer, Director of Economic Development

AGENDA ITEM:
Consideration and action related to Resolution No. R2026-0014; A Resolution of the City Council of the City of Alvarado, Texas, approving a purchase of approximately 0.539 acres of surplus real property identified as Tract No. 2, located at Business Highway 67 (West College Street); and authorizing the City Manager to execute all necessary documents to complete the transaction. (Cromer)

BACKGROUND & FINDINGS:
The Fort Worth District of the Texas Department of Transportation (TxDOT) has determined that certain property located near the intersection of Business Highway 35 (N. Parkway Drive) and Business Highway 67 (West College Street) is no longer needed for state highway purposes. Pursuant to Texas Transportation Code § 202.021, governmental entities with condemnation authority are granted a priority right to purchase surplus TxDOT property prior to its offering on the private market.

Tract No. 2- TxDOT has established a base purchase price of $17,622.00 for 0.539 acres, located along Business Highway 67 (West College Street).

If acquired, the City intends to utilize the property for public parking to support community events held at Pecan Orchard, helping accommodate increased visitor traffic during festivals, markets, and other public gatherings.

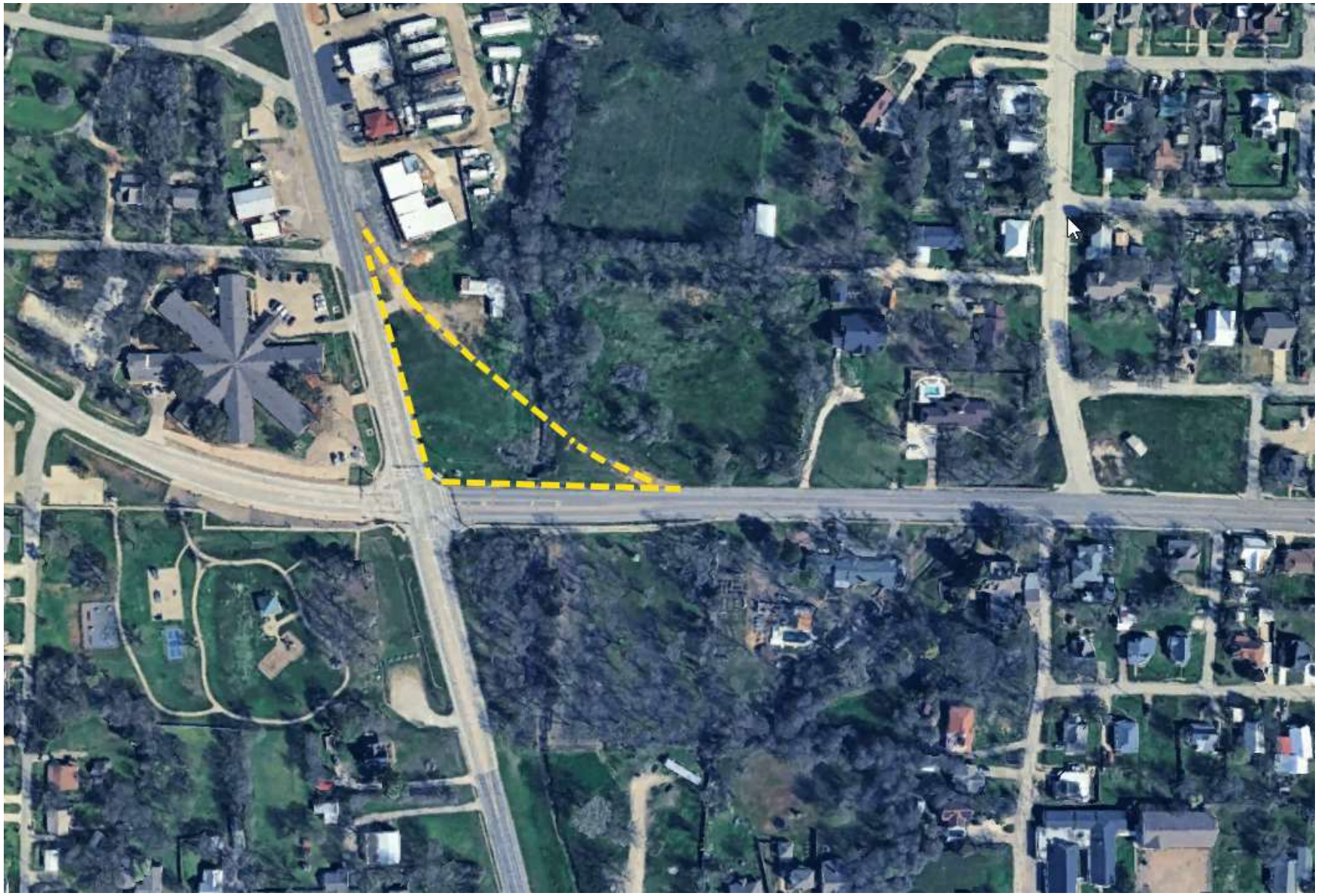
FINANCIAL IMPACT:
Purchase is to be funded by 01-5101-203.001 (General Fund, Professional Services) totaling $17,622.00, plus associated closing costs.

RECOMMENDATION:
Staff recommends approval of the resolution authorizing the City of Alvarado to exercise its priority right to purchase approximately 0.539 acres identified as Tract No. 2 from the Texas Department of Transportation (TxDOT) for the established base purchase price of $17,622.00. Acquisition of this tract will allow the City to obtain control of property located near the

intersection of Business Highway 35 (N. Parkway Drive) and Business Highway 67 (West College Street) prior to its release to the private market, providing the City with additional flexibility for future public use, right-of-way needs, or other municipal purposes. Staff further recommends authorizing the City Manager to execute all necessary documents to complete the purchase.

MANAGEMENT REVIEW:
Paul DeBuff, City Manager

ATTACHMENTS:
1. Surplus land_college and parkway
2. Texas Appraisal Team North Parkway Dr. Appraisal Agreement 11-11-2025
3. GE_Letter_City
4. Resolution Approving Purchase-Tract 2
5. Property Description Tract 2 Survey



TEXAS ★ APPRAISAL TEAM

For your Valuation and Consulting Needs

November 11, 2025

Client:
City of Alvarado
C/O Jessica Hill
Strategic Initiatives Manager
107 W. College Ave
Alvarado, TX 76009
Phone: 817-790-3351 ext. 143 (office)
Via Email: hillj@cityofalvarado.org

SUBJECT: Authorization for Appraisal Services
Property: N Parkway Dr – Tract 01 – Surplus Land
N Parkway Dr – Tract 02 – Surplus Land

Dear Jessica Hill:

Texas Appraisal Team appreciates the opportunity to provide this proposal for appraisal service to the City of Alvarado (the "Client"). The appraisal is being ordered by Justin French, AICP (Community Development Director) for the City of Alvarado.

Scope of Work

Purpose:	The purpose of the appraisal is to assist the client in their determination of market value of the surplus land.
Intended Use of Report:	To assist the client in determining the market value for: N Parkway Dr – Tract 01 – Surplus Land N Parkway Dr – Tract 02 – Surplus Land See attached Surveys
Property Rights Appraised:	Fee Simple Interest
Property Rights Excluded:	Minerals, Going Concern Value & Personal Property Items (manufactured homes)
Special Instructions:	The appraisal reports will commence on receipt of this executed agreement. Payment is required at delivery of appraisals and payment is made to Texas Appraisal Team
Report Delivery:	In 20 days upon receipt of executed agreement /or notice to proceed, and receipt of proposed acquisition surveys
Fee:	$2,250 for Tract 01 and $2,250 for Tract 02 = Total $4,500
Delivery of Report:	Two (2) copies of each appraisal report and an electronic PDF copy
Services Billed Hourly:	Services will be billed at $300/hour for services beyond delivery of the appraisal, such as preparation, conference calls, attendance or testimony at a prehearing or hearing(s), if required. Invoices are net 30.

The appraisal report will be prepared in conformance with and subject to, the Standards of Professional Practice and Code of Ethics of the Appraisal Institute and the *Uniform Standards of Professional Appraisal Practice* (USPAP) developed by the Appraisal Standards Board of the Appraisal Foundation.

In the event the assignment is canceled prior to completion; an invoice will be prepared reflecting the percentage of work completed as of that date.

The appraisal review report will be limited by our standard Assumptions and Limiting Conditions and any Extraordinary Assumptions and Limiting Conditions, which become apparent or necessary during the course of the assignment.

If this proposal is acceptable, please authorize to proceed by signing this letter or emailing a notice to proceed referencing this proposal to the undersigned. If you have any questions about the scope of work and this proposal, please do not hesitate to contact me.

Sincerely,

Aaron H. Wright, MAI, R/W-AC
Texas Appraisal Team
717 Cordes Drive
Venus, Texas 76084
Office: 972-268-6695
Email: aaron@txateam.com

AGREED & ACCEPTED THIS 12th **DAY OF** November**, 2025**

BY: City of Alvarado, C/O Jessica Hill

AUTHORIZED SIGNATURE

Hillary Cramer

PRINTED NAME

EXHIBIT "A"
LEGAL DESCRIPTION FOR

TRACT NO. 1, BUSINESS HIGHWAY 35 (OLD HIGHWAY NO. 81, LOCALLY KNOWN AS N. PARKWAY DRIVE)
31,280 SQUARE FOOT TRACT IN THE IRA GLAZE SURVEY, ABSTRACT NO. 313,
CITY OF ALVARADO, JOHNSON COUNTY, TEXAS.

BEING A 0.718 ACRE TRACT OF LAND SITUATED IN THE IRA GLAZE SURVEY, ABSTRACT NUMBER 313, CITY OF ALVARADO, JOHNSON COUNTY, TEXAS, AND BEING A PORTION OF BUSINESS HIGHWAY 35 (OLD U.S. HIGHWAY NO. 81, LOCALLY KNOWN AS N. PARKWAY DRIVE), A VARIABLE WIDTH RIGHT-OF-WAY (NO RECORD TITLE FOUND), AND BEING MORE PARTICULARLY DESCRIBED BY METES AND BOUNDS AS FOLLOWS:

BEGINNING AT A 5/8" CAPPED IRON ROD SET STAMPED "LONESTAR 6882" AT THE INTERSECTION OF THE EAST RIGHT-OF-WAY LINE OF SAID U.S. HIGHWAY NO. 81 AND THE APPROXIMATE CENTERLINE OF PATTON STREET (APPARENTLY CLOSED), FROM WHICH AN "X" CUT FOUND AT THE NORTHEAST CORNER OF LOT 2, BLOCK 1, THE GREAT DIVIDE, AN ADDITION TO THE CITY OF ALVARADO, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 9, PAGE 633, PLAT RECORDS, JOHNSON COUNTY, TEXAS BEARS SOUTH 86 DEGREES 07 MINUTES 41 SECONDS WEST, A DISTANCE OF 122.37 FEET, SAID BEGINNING POINT HAVING A NAD83 (GRID) COORDINATE OF N:6833802.83 E:2364123.06;

1) **THENCE** NORTH 89 DEGREES 04 MINUTES 26 SECONDS EAST, ALONG THE APPROXIMATE CENTERLINE OF SAID PATTON STREET, A DISTANCE OF 42.08 FEET, TO A 5/8" CAPPED IRON ROD SET STAMPED "LONESTAR 6882" AT THE WESTERNMOST CORNER OF A CALLED 0.224 ACRE TRACT OF LAND DESCRIBED BY DEED TO NY TEXAS EQUITIES LLC, RECORDED IN COUNTY CLERK'S INSTRUMENT NUMBER 2015-27907, DEED RECORDS, JOHNSON COUNTY, TEXAS, BEING AT THE BEGINNING OF A NON-TANGENT CURVE TO THE LEFT, FROM WHICH A 1/2" IRON ROD FOUND AT THE NORTHEAST CORNER OF SAID CALLED 0.224 ACRE TRACT BEARS NORTH 89 DEGREES 04 MINUTES 26 SECONDS EAST, A DISTANCE OF 129.64 FEET;

2) **THENCE** ALONG THE SOUTHWEST LINE OF SAID CALLED 0.224 ACRE TRACT AND WITH SAID CURVE TO THE LEFT, 190.26 FEET, HAVING A RADIUS OF 772.99 FEET, A CENTRAL ANGLE OF 14 DEGREES 06 MINUTES 10 SECONDS, WHOSE LONG CHORD BEARS SOUTH 44 DEGREES 25 MINUTES 57 SECONDS EAST, A CHORD LENGTH OF 189.78 FEET, TO A 1/2" IRON ROD FOUND AT THE SOUTHERNMOST CORNER OF SAID CALLED 0.224 ACRE TRACT, BEING ON THE WEST LINE OF A CALLED 3.887 ACRE TRACT OF LAND DESCRIBED BY DEED TO CARA MENARD, RECORDED IN COUNTY CLERK'S INSTRUMENT NUMBER 2019-23661, DEED RECORDS, JOHNSON COUNTY, TEXAS, FROM WHICH A 1" SQUARE AXLE FOUND AT THE NORTHWEST CORNER OF SAID CALLED 3.887 ACRE TRACT BEARS NORTH 00 DEGREES 40 MINUTES 00 SECONDS EAST, A DISTANCE OF 116.04 FEET;

3) **THENCE** SOUTH 00 DEGREES 40 MINUTES 00 SECONDS WEST, DEPARTING SAID SOUTHWEST LINE AND ALONG THE SOUTHWEST LINE OF SAID CALLED 3.887 ACRE TRACT, AT A DISTANCE OF 28.20 FEET, PASSING THE SOUTHWEST CORNER OF SAID CALLED 3.887 ACRE TRACT, AND CONTINUING OVER AND ACROSS SAID BUSINESS HIGHWAY 35, A TOTAL DISTANCE OF 179.48 FEET, TO A 5/8" CAPPED IRON ROD SET STAMPED "LONESTAR 6882" IN THE NORTH RIGHT-OF-WAY LINE OF BUSINESS HIGHWAY 67 (LOCALLY KNOWN AS WEST COLLEGE STREET), A VARIABLE WIDTH RIGHT-OF-WAY, FROM WHICH AN "X" CUT FOUND IN THE SOUTH RIGHT-OF-WAY LINE OF SAID BUSINESS HIGHWAY 67 BEARS SOUTH 43 DEGREES 40 MINUTES 55 SECONDS EAST, A DISTANCE OF 126.52 FEET;

4) **THENCE** NORTH 89 DEGREES 40 MINUTES 41 SECONDS WEST, DEPARTING SAID WEST LINE AND ALONG THE NORTH RIGHT-OF-WAY LINE OF SAID BUSINESS HIGHWAY 67, A DISTANCE OF 61.72 FEET, TO A 5/8" CAPPED IRON ROD SET STAMPED "LONESTAR 6882" AT THE SOUTH END OF A PROPOSED CORNER CLIP AT THE INTERSECTION SAID NORTH RIGHT-OF-WAY LINE AND THE EAST RIGHT-OF-WAY LINE OF SAID BUSINESS HIGHWAY 35, FROM WHICH A 1/2" CAPPED IRON ROD FOUND STAMPED "FORT WORTH SURVEYING" BEARS SOUTH 04 DEGREES 13 MINUTES 26 SECONDS EAST, A DISTANCE OF 124.80 FEET;

5) **THENCE** NORTH 52 DEGREES 30 MINUTES 44 SECONDS WEST, ALONG SAID CORNER CLIP, A DISTANCE OF 39.85 FEET, TO A 5/8" CAPPED IRON ROD SET STAMPED "LONESTAR 6882", BEING ON THE EAST RIGHT-OF-WAY LINE OF SAID BUSINESS HIGHWAY 35;

6) **THENCE** NORTH 15 DEGREES 20 MINUTES 47 SECONDS WEST, ALONG SAID EAST RIGHT-OF-WAY LINE, A DISTANCE OF 300.42 FEET, TO THE **POINT OF BEGINNING**, AND CONTAINING 0.718 ACRES OR 31,280 SQUARE FEET OF LAND, MORE OR LESS.

BEARINGS ARE REFERENCED TO TEXAS STATE PLANE COORDINATE SYSTEM, NORTH CENTRAL ZONE (4202), NORTH AMERICAN DATUM OF 1983 AS DERIVED FROM GPS OBSERVATION. THE COMBINED SCALE FACTOR FOR THIS IS 1.00012. THIS FACTOR IS TO BE APPLIED TO ANY STATE PLANE GRID COORDINATE OR DISTANCE VALUES TO CONVERT TO GROUND COORDINATE OR DISTANCE VALUES.

EXHIBIT MAP ATTACHED AND MADE A PART HEREOF.

Marshall Miller

MARSHALL W. MILLER
REGISTERED PROFESSIONAL
LAND SURVEYOR NO. 6882
STATE OF TEXAS

NOVEMBER 7, 2025

STATE OF TEXAS
REGISTERED
MARSHALL W. MILLER
6882
PROFESSIONAL
LAND SURVEYOR

–LONESTAR–
LAND SURVEYING, LLC
TBPELS FIRM# 10194707
3521 SW WILSHIRE BLVD.,
JOSHUA, TX 76058
MARSHALL.MILLER@LONESTARLANDSURVEYING.COM

DATE: 10/28/25 SCALE: _____ DRAWN BY: MWM CHECKED BY: MWM JOB. NO.: 250614

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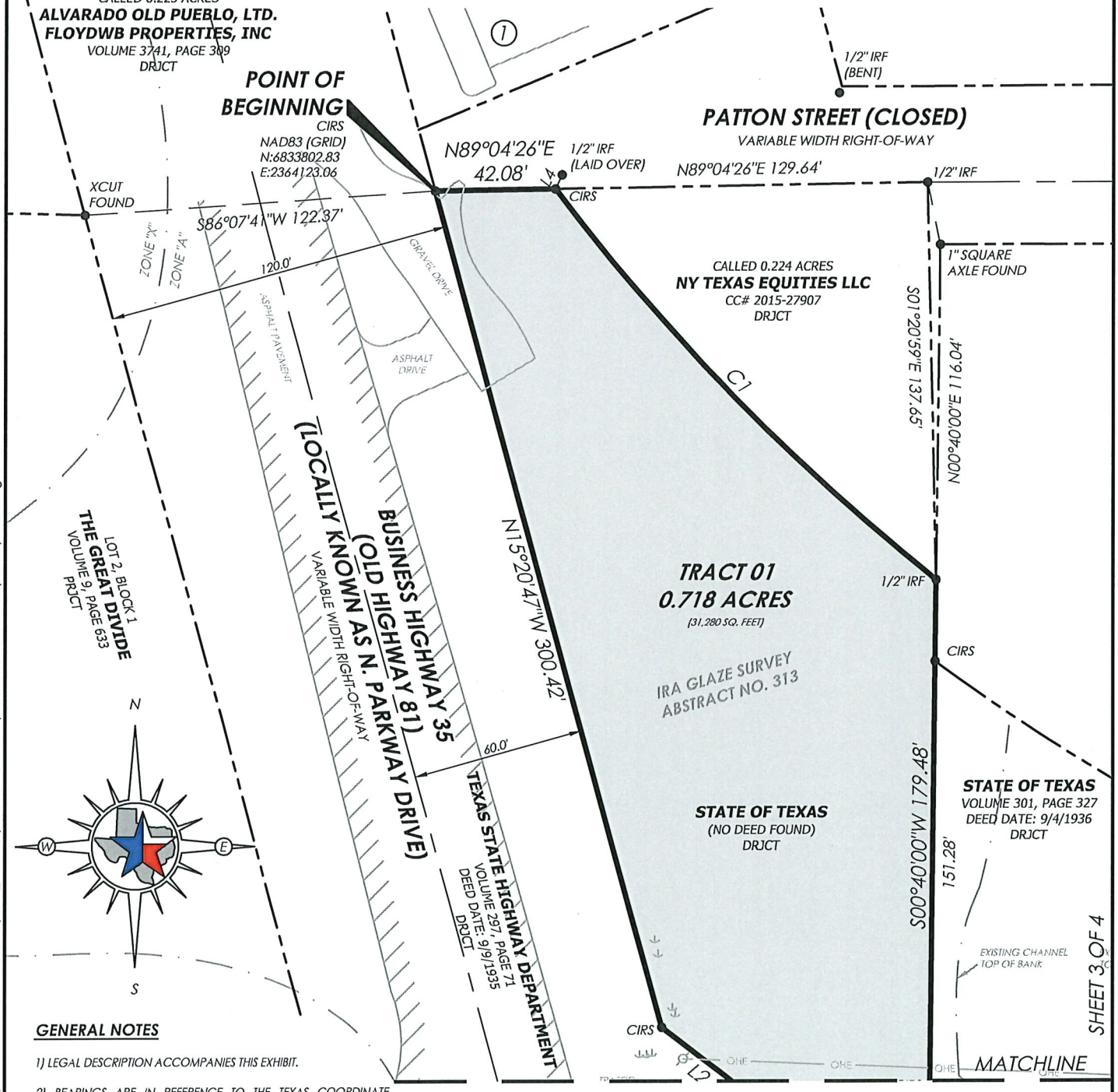
EXHIBIT "A"

TRACT NO. 1, BUSINESS HIGHWAY 35 (OLD HIGHWAY NO. 81, LOCALLY KNOWN AS N. PARKWAY DRIVE)
31,280 SQUARE FOOT TRACT IN THE IRA GLAZE SURVEY, ABSTRACT NO. 313,
CITY OF ALVARADO, JOHNSON COUNTY, TEXAS.



GENERAL NOTES

1) LEGAL DESCRIPTION ACCOMPANIES THIS EXHIBIT.

2) BEARINGS ARE IN REFERENCE TO THE TEXAS COORDINATE SYSTEM, NORTH CENTRAL ZONE (4202), NAD83 BASED ON GPS OBSERVATIONS UTILIZING THE LECIA SMARTNET REFERENCE NETWORK. A COMBINED SCALE FACTOR OF 1.00012 HAS BEEN APPLIED TO THE PROJECT AND GROUND DISTANCES ARE SHOWN HEREON.

Marshall Miller

MARSHALL W. MILLER
REGISTERED PROFESSIONAL
LAND SURVEYOR NO. 6882
STATE OF TEXAS

NOVEMBER 7, 2025

STATE OF TEXAS
REGISTERED
MARSHALL W. MILLER
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-LONESTAR-
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3521 SW WILSHIRE BLVD.,
JOSHUA, TX 76058
MARSHALL.MILLER@LONESTARLANDSURVEYING.COM

DATE: 10/28/25 SCALE: 1" = 50' DRAWN BY: MWM CHECKED BY: MWM JOB. NO.: 250614

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EXHIBIT "A"

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31,280 SQUARE FOOT TRACT IN THE IRA GLAZE SURVEY, ABSTRACT NO. 313,
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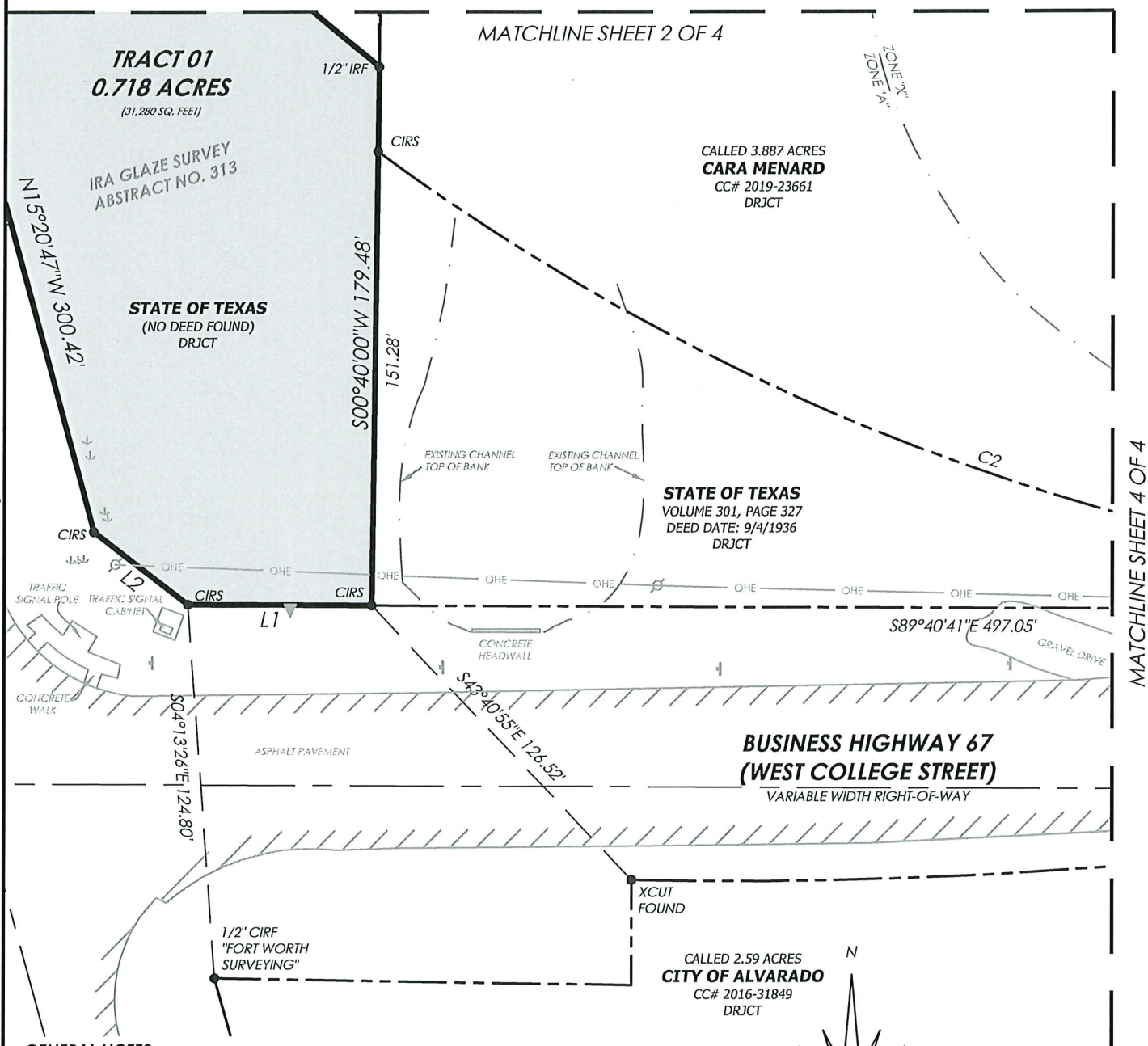

GENERAL NOTES

1) LEGAL DESCRIPTION ACCOMPANIES THIS EXHIBIT.

2) BEARINGS ARE IN REFERENCE TO THE TEXAS COORDINATE SYSTEM, NORTH CENTRAL ZONE (4202), NAD83 BASED ON GPS OBSERVATIONS UTILIZING THE LECIA SMARTNET REFERENCE NETWORK. A COMBINED SCALE FACTOR OF 1.00012 HAS BEEN APPLIED TO THE PROJECT AND GROUND DISTANCES ARE SHOWN HEREON.

STATE OF TEXAS
REGISTERED
MARSHALL W. MILLER
6882
PROFESSIONAL
LAND SURVEYOR

Marshall Miller

MARSHALL W. MILLER
REGISTERED PROFESSIONAL
LAND SURVEYOR NO. 6882
STATE OF TEXAS

NOVEMBER 7, 2025

-LONESTAR-
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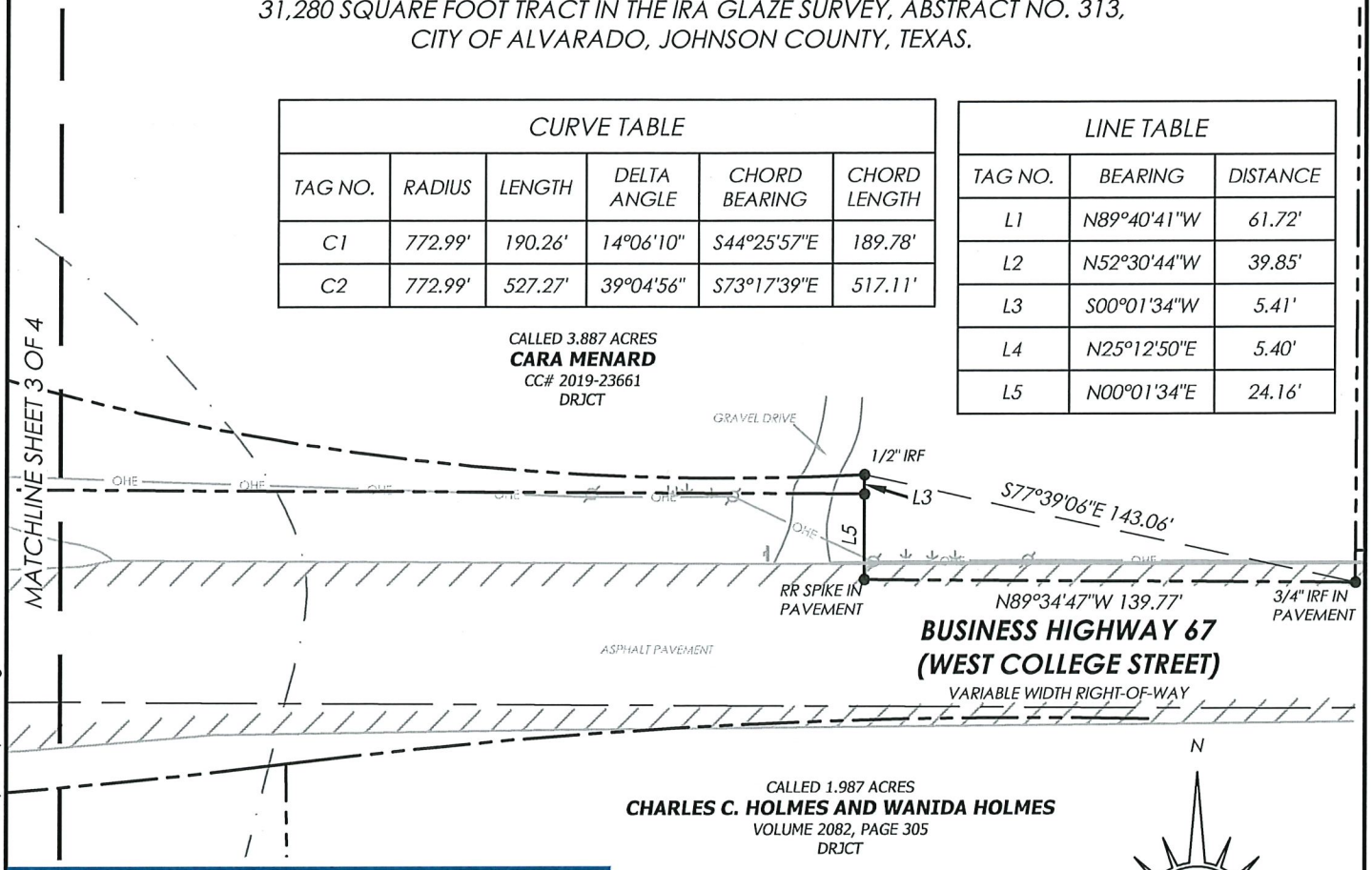
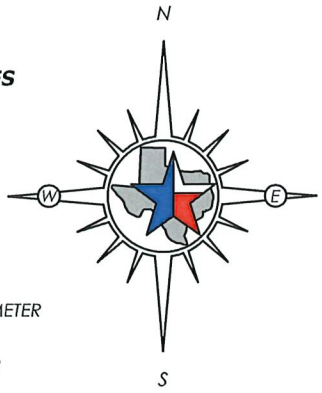
EXHIBIT "A"

TRACT NO. 1, BUSINESS HIGHWAY 35 (OLD HIGHWAY NO. 81, LOCALLY KNOWN AS N. PARKWAY DRIVE) 31,280 SQUARE FOOT TRACT IN THE IRA GLAZE SURVEY, ABSTRACT NO. 313, CITY OF ALVARADO, JOHNSON COUNTY, TEXAS.

CURVE TABLE					
TAG NO.	RADIUS	LENGTH	DELTA ANGLE	CHORD BEARING	CHORD LENGTH
C1	772.99'	190.26'	14°06'10"	S44°25'57"E	189.78'
C2	772.99'	527.27'	39°04'56"	S73°17'39"E	517.11'

LINE TABLE		
TAG NO.	BEARING	DISTANCE
L1	N89°40'41"W	61.72'
L2	N52°30'44"W	39.85'
L3	S00°01'34"W	5.41'
L4	N25°12'50"E	5.40'
L5	N00°01'34"E	24.16'





LEGEND

ALL SYMBOLS MAY NOT APPLY

- BURIED UTILITY MARKER
- TELEPHONE PEDESTAL
- SANITARY SEWER MANHOLE
- MAILBOX
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- WATER VALVE
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- POWER POLE
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DRJCT = DEED RECORDS, JOHNSON COUNTY, TEXAS
PRJCT = PLAT RECORDS, JOHNSON COUNTY, TEXAS
CC# = COUNTY CLERK'S INSTRUMENT NUMBER
IRF = IRON ROD FOUND
CIRS = 5/8" CAPPED IRON ROD SET STAMPED "LONESTAR RPLS 6882"
OHE = OVERHEAD ELECTRIC

GENERAL NOTES

1) LEGAL DESCRIPTION ACCOMPANIES THIS EXHIBIT.

2) BEARINGS ARE IN REFERENCE TO THE TEXAS COORDINATE SYSTEM, NORTH CENTRAL ZONE (4202), NAD83 BASED ON GPS OBSERVATIONS UTILIZING THE LECIA SMARTNET REFERENCE NETWORK. A COMBINED SCALE FACTOR OF 1.00012 HAS BEEN APPLIED TO THE PROJECT AND GROUND DISTANCES ARE SHOWN HEREON.

Marshall Miller

MARSHALL W. MILLER
REGISTERED PROFESSIONAL
LAND SURVEYOR NO. 6882
STATE OF TEXAS

NOVEMBER 7, 2025

STATE OF TEXAS
REGISTERED
MARSHALL W. MILLER
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TBPELS FIRM# 10194707
3521 SW WILSHIRE BLVD.,
JOSHUA, TX 76058
MARSHALL.MILLER@LONESTARLANDSURVEYING.COM

DATE: 10/28/25 SCALE: 1" = 50' DRAWN BY: MWM CHECKED BY: MWM JOB. NO.: 250614

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EXHIBIT "A"
LEGAL DESCRIPTION FOR

TRACT NO. 2, BUSINESS HIGHWAY 67 (LOCALLY KNOWN AS WEST COLLEGE AVENUE)
23,496 SQUARE FOOT TRACT IN THE IRA GLAZE SURVEY, ABSTRACT NO. 313,
CITY OF ALVARADO, JOHNSON COUNTY, TEXAS.

BEING A 0.539 ACRE TRACT OF LAND SITUATED IN THE IRA GLAZE SURVEY, ABSTRACT NUMBER 313, CITY OF ALVARADO, JOHNSON COUNTY, TEXAS, AND BEING ALL OF THAT CERTAIN TRACT OF LAND DESCRIBED BY DEED TO THE STATE OF TEXAS, RECORDED SEPTEMBER 4, 1936 IN VOLUME 301, PAGE 327, DEED RECORDS, JOHNSON COUNTY, TEXAS, AND BEING MORE PARTICULARLY DESCRIBED BY METES AND BOUNDS AS FOLLOWS:

COMMENCING AT A 5/8" CAPPED IRON ROD SET STAMPED "LONESTAR 6882" AT THE INTERSECTION OF THE EAST RIGHT-OF-WAY LINE OF BUSINESS HIGHWAY 35 (OLD U.S. HIGHWAY NO. 81, LOCALLY KNOWN AS NORTH PARKWAY DRIVE), A 120' RIGHT-OF-WAY, AND THE APPROXIMATE CENTERLINE OF PATTON STREET (APPARENTLY CLOSED), FROM WHICH AN "X" CUT FOUND AT THE NORTHEAST CORNER OF LOT 2, BLOCK 1, THE GREAT DIVIDE, AN ADDITION TO THE CITY OF ALVARADO, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 9, PAGE 633, PLAT RECORDS, JOHNSON COUNTY, TEXAS BEARS SOUTH 86 DEGREES 07 MINUTES 41 SECONDS WEST, A DISTANCE OF 122.37 FEET, SAID COMMENCING POINT HAVE NAD83 (GRID) COORDINATES OF N:6833802.83 E:2364123.06;

THENCE NORTH 89 DEGREES 04 MINUTES 26 SECONDS EAST, ALONG THE APPROXIMATE CENTERLINE OF SAID PATTON STREET, A DISTANCE OF 42.08 FEET, TO A 5/8" CAPPED IRON ROD SET STAMPED "LONESTAR 6882" AT THE WESTERNMOST CORNER OF A CALLED 0.224 ACRE TRACT OF LAND DESCRIBED BY DEED TO NY TEXAS EQUITIES LLC, RECORDED IN COUNTY CLERK'S INSTRUMENT NUMBER 2015-27907, DEED RECORDS, JOHNSON COUNTY, TEXAS, BEING AT THE BEGINNING OF A NON-TANGENT CURVE TO THE LEFT, FROM WHICH A 1/2" IRON ROD FOUND AT THE NORTHEAST CORNER OF SAID CALLED 0.224 ACRE TRACT BEARS NORTH 89 DEGREES 04 MINUTES 26 SECONDS EAST, A DISTANCE OF 129.64 FEET;

THENCE ALONG THE SOUTHWEST LINE OF SAID CALLED 0.224 ACRE TRACT AND WITH SAID CURVE TO THE LEFT, 190.26 FEET, HAVING A RADIUS OF 772.99 FEET, A CENTRAL ANGLE OF 14 DEGREES 06 MINUTES 10 SECONDS, WHOSE LONG CHORD BEARS SOUTH 44 DEGREES 25 MINUTES 57 SECONDS EAST, A CHORD LENGTH OF 189.78 FEET, TO A 1/2" IRON ROD FOUND AT THE SOUTHERNMOST CORNER OF SAID CALLED 0.224 ACRE TRACT, BEING ON THE WEST LINE OF A CALLED 3.887 ACRE TRACT OF LAND DESCRIBED BY DEED TO CARA MENARD, RECORDED IN COUNTY CLERK'S INSTRUMENT NUMBER 2019-23661, DEED RECORDS, JOHNSON COUNTY, TEXAS, FROM WHICH A 1" SQUARE AXLE FOUND AT THE NORTHWEST CORNER OF SAID CALLED 3.887 ACRE TRACT BEARS NORTH 00 DEGREES 40 MINUTES 00 SECONDS EAST, A DISTANCE OF 116.04 FEET;

THENCE SOUTH 00 DEGREES 40 MINUTES 00 SECONDS WEST, DEPARTING SAID SOUTHWEST LINE AND ALONG THE SOUTHWEST LINE OF SAID CALLED 3.887 ACRE TRACT, A DISTANCE OF 28.20 FEET, TO A 5/8" CAPPED IRON ROD SET STAMPED "LONESTAR 6882" FOR THE **POINT OF BEGINNING**, AND BEING AT THE SOUTHWEST CORNER OF SAID CALLED 3.887 ACRE TRACT, SAME BEING THE NORTHWEST CORNER OF SAID STATE OF TEXAS TRACT, AND BEING AT THE BEGINNING OF A NON-TANGENT CURVE TO THE LEFT, SAID BEGINNING POINT HAVE NAD83 (GRID) COORDINATES OF N:6833639.81 E:2364297.64;

1) **THENCE** ALONG THE SOUTHWEST LINE OF SAID CALLED 3.887 ACRE TRACT AND WITH SAID CURVE TO THE LEFT 527.27 FEET, HAVING A RADIUS OF 772.99 FEET, A CENTRAL ANGLE OF 39 DEGREES 04 MINUTES 56 SECONDS, WHOSE LONG CHORD BEARS SOUTH 73 DEGREES 17 MINUTES 39 SECONDS EAST, A CHORD LENGTH OF 517.11 FEET, TO A 1/2" IRON ROD FOUND AT AN ELL CORNER IN SAID SOUTHWEST LINE, BEING ON THE NORTH RIGHT-OF-WAY LINE OF SAID BUSINESS HIGHWAY 67, FROM WHICH A 3/4" IRON ROD FOUND AT THE SOUTHEAST CORNER OF SAID CALLED 3.887 ACRE TRACT BEARS SOUTH 77 DEGREES 39 MINUTES 06 SECONDS EAST, A DISTANCE OF 143.06 FEET;

2) **THENCE** SOUTH 00 DEGREES 01 MINUTES 34 SECONDS WEST, ALONG THE LOWER WEST LINE OF SAID CALLED 3.887 ACRE TRACT, AND WITH THE NORTH RIGHT-OF-WAY LINE OF SAID BUSINESS HIGHWAY 67, A DISTANCE OF 5.41 FEET, TO A 5/8" CAPPED IRON ROD SET STAMPED "LONESTAR 6882", FROM WHICH A RAILROAD SPIKE FOUND AT THE SOUTHWEST CORNER OF SAID CALLED 3.887 ACRE TRACT BEARS SOUTH 00 DEGREES 01 MINUTES 34 SECONDS WEST, A DISTANCE OF 24.16 FEET;

3) **THENCE** NORTH 89 DEGREES 40 MINUTES 41 SECONDS WEST, DEPARTING SAID WEST LINE AND ALONG THE NORTH RIGHT-OF-WAY LINE OF SAID BUSINESS HIGHWAY 67, A DISTANCE OF 497.05 FEET, TO A 5/8" CAPPED IRON ROD SET STAMPED "LONESTAR 6882" FOR THE SOUTHWEST CORNER OF SAID STATE OF TEXAS TRACT, FROM WHICH AN "X" CUT FOUND ON THE SOUTH RIGHT-OF-WAY LINE OF SAID BUSINESS HIGHWAY 67 BEARS SOUTH 43 DEGREES 40 MINUTES 55 SECONDS EAST, A DISTANCE OF 126.52 FEET;

4) **THENCE** NORTH 00 DEGREES 40 MINUTES 00 SECONDS EAST, ALONG THE WEST LINE OF SAID STATE OF TEXAS TRACT, A DISTANCE OF 151.28 FEET, TO THE **POINT OF BEGINNING**, AND CONTAINING 0.539 ACRES OR 23,496 SQUARE FEET OF LAND, MORE OR LESS.

BEARINGS ARE REFERENCED TO TEXAS STATE PLANE COORDINATE SYSTEM, NORTH CENTRAL ZONE (4202), NORTH AMERICAN DATUM OF 1983 AS DERIVED FROM GPS OBSERVATION. THE COMBINED SCALE FACTOR FOR THIS IS 1.00012. THIS FACTOR IS TO BE APPLIED TO ANY STATE PLANE GRID COORDINATE OR DISTANCE VALUES TO CONVERT TO GROUND COORDINATE OR DISTANCE VALUES.

EXHIBIT MAP ATTACHED AND MADE A PART HEREOF.

Marshall Miller

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NOVEMBER 7, 2025

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DATE: 11/7/25 SCALE: _____ DRAWN BY: MWM CHECKED BY: MWM JOB. NO.: 250614

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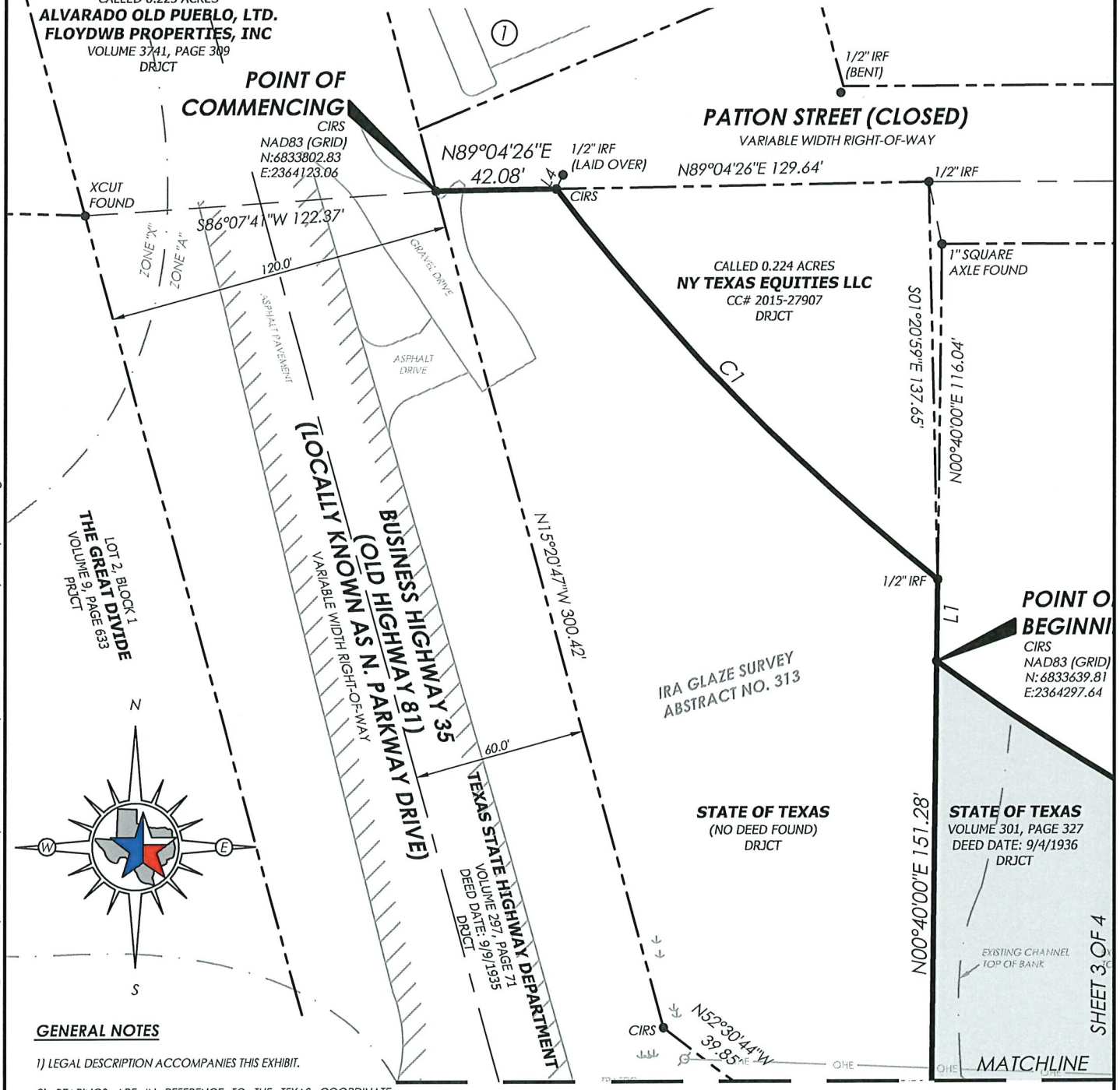

GENERAL NOTES

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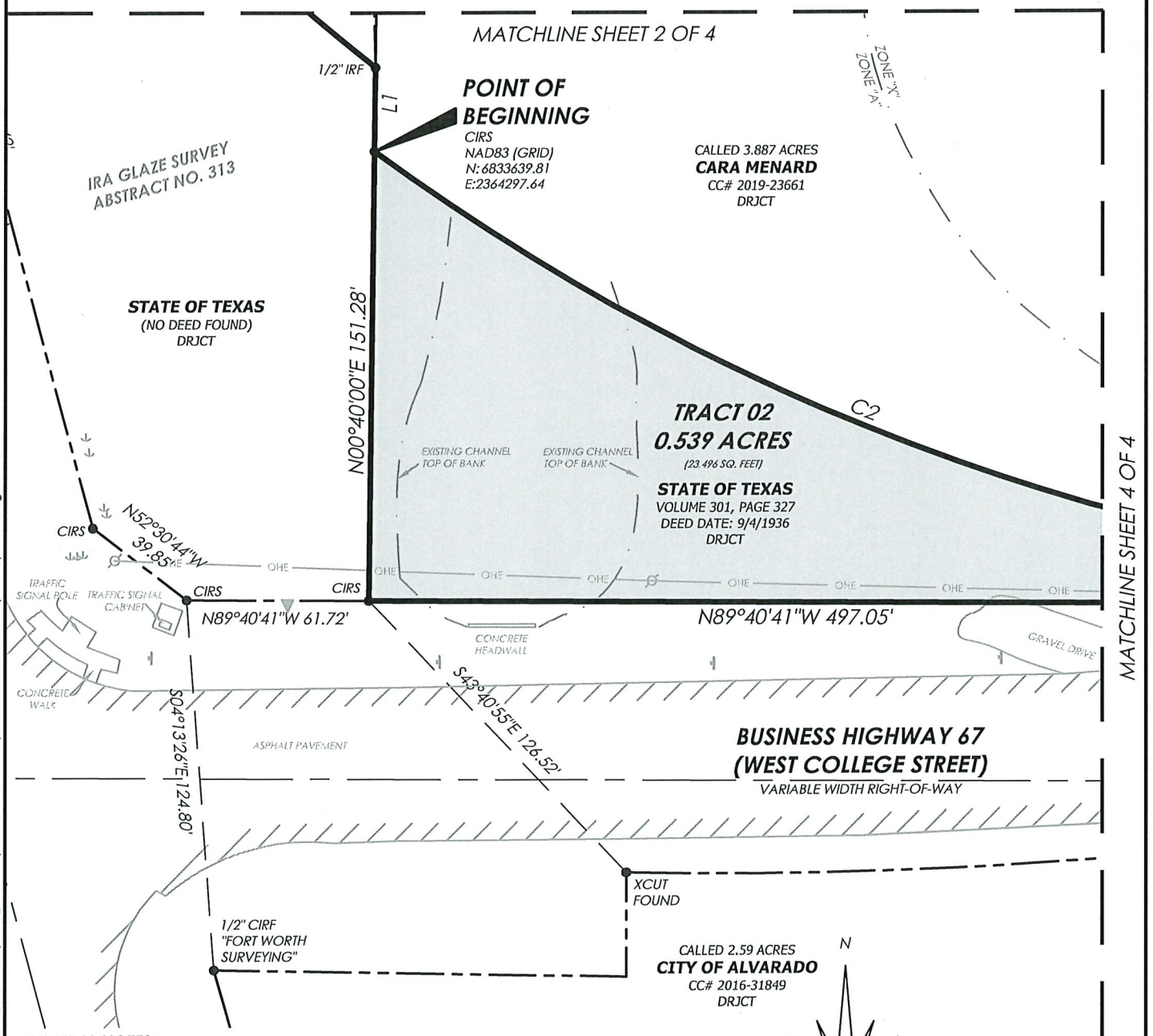

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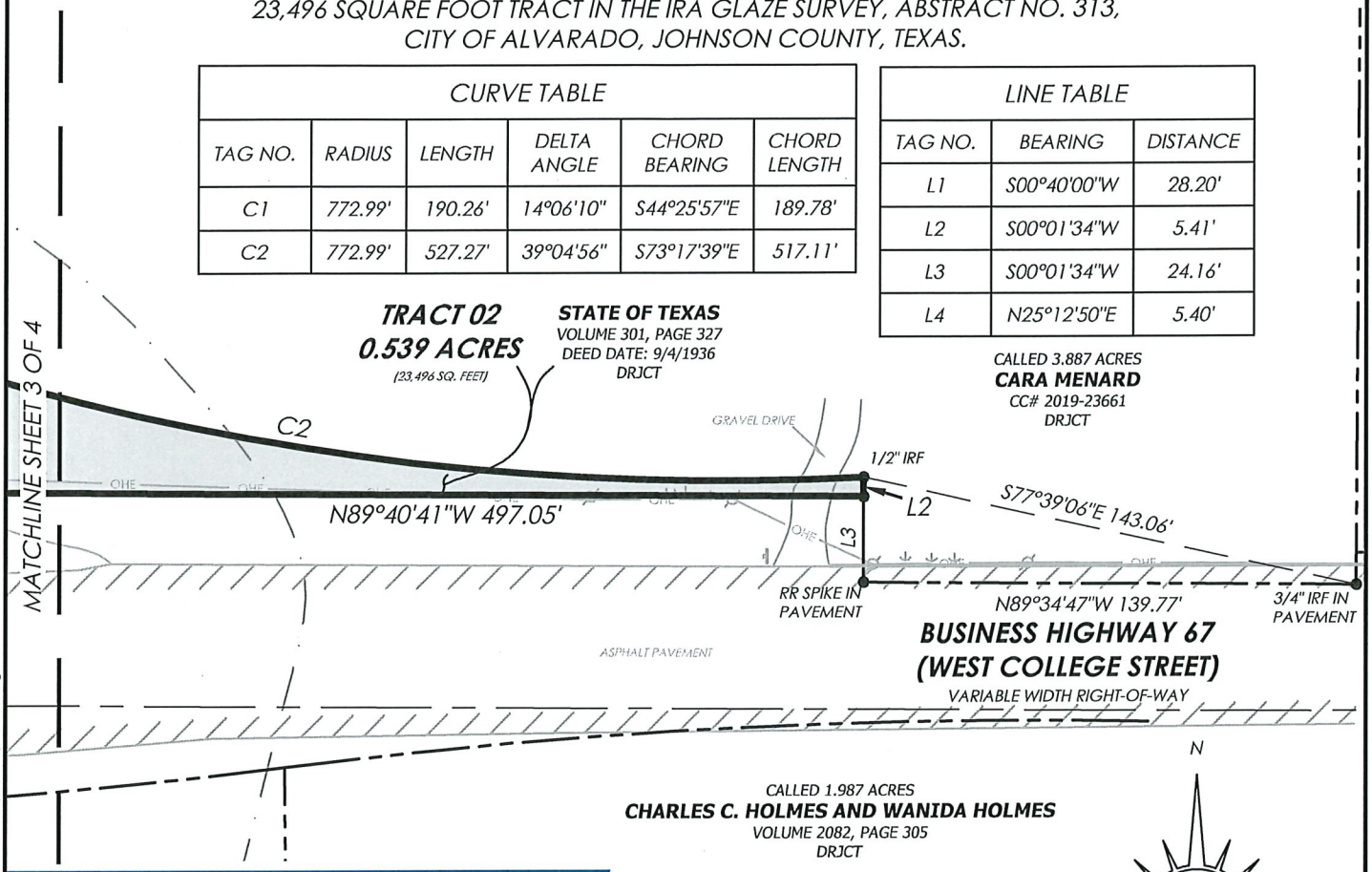

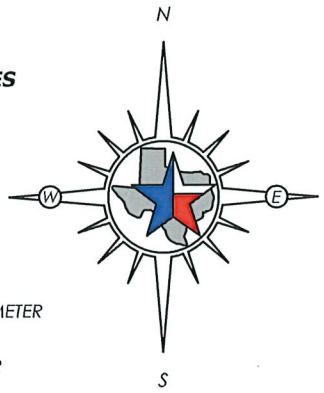

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Docusign Envelope ID: 1FD47373-923E-46C4-B3EC-9415C3A9EA8C

6230 East Stassney Lane | Austin, Texas 78744
ROW – Real Estate Services Section
SurplusLand@txdot.gov | txdot.gov

December 30, 2025

RE: Potential Sale of State-Owned Property
+/- .539 acres; D02-127-633, Tract 2
BI 35 at BU 67
Alvarado, Johnson County, Texas 76009

VIA FEDERAL EXPRESS

Paul DeBuff
City Manager
City of Alvarado
104 West College Street
Alvarado, Texas 76009

Dear Priority Holder,

The Fort Worth District of the Texas Department of Transportation ("TxDOT") has determined that the above-described property is no longer needed for state highway purposes. A copy of the survey of the property is enclosed. In accordance with Texas Transportation Code § 202.021, governmental entities with the authority to condemn the real property have a priority right to purchase TxDOT real property that is sold, and this letter is a notice of your right to purchase this property.

The purchase price for this property is SEVENTEEN THOUSAND SIX HUNDRED TWENTY-TWO and No/100 DOLLARS ($17,622.00), plus survey costs, appraisal costs, and any additional incurred closing costs, including the cost of any owner's title insurance policy you may require. This transaction is subject to change or cancellation by TxDOT. Furthermore, the conveyance will be made subject to any easements for access to a right of way, implied or otherwise, appurtenant to any and all properties abutting the property being sold.

To exercise your priority, you must provide TxDOT with a written election statement of your entity's intent to purchase the property on these terms, within **thirty (30) days** of the receipt of this letter. Please email this to: Stephen.Dodge@txdot.gov.

If TxDOT does not receive a written election statement, TxDOT will consider your right to purchase the property waived. If the priority holder is not interested in purchasing the property, please return the enclosed Waiver prior to the automatic 30-day waiver.

If you have any questions concerning this matter, email or call me at: (512) 416-2875.

Sincerely,

DocuSigned by:
Stephen Dodge
01903908A1EF44A...
Stephen Dodge
Director, Real Estate Services Section, Right of Way Division

cc: David Salazar, P.E., District Engineer, Fort Worth District
Korin Adkins, ROW Project Delivery Manager, Fort Worth District

Docusign Envelope ID: 1FD47373-923E-46C4-B3EC-9415C3A9EA8C

Waiver of Priority Purchase Right
by Governmental Entity

RE: Potential Sale of State-Owned Property
Texas Department of Transportation
+/- .539 acres; D02-127-633, Tract 2
BI 35 at BU 67
Alvarado, Johnson County, Texas 76009

Stephen Dodge, Director
Real Estate Services Section
Right of Way Division
Texas Department of Transportation
6230 E. Stassney Lane
Austin, Texas 78744

Dear Mr. Dodge:

We have reviewed TxDOT's letter dated December 30, 2025 regarding the proposed sale of the above-referenced property.

The Priority Holder IS NOT interested in purchasing this property.

The Priority Holder WAIVES the priority right to purchase this property.

Sincerely,

_____ [Signature]

_____ [Name]

_____ [Title]

_____ [Entity Name]

Date: _____, 20__

Paul DeBuff
City Manager
City of Alvarado
104 West College Street
Alvarado, Texas 76009

Docusign Envelope ID: 1FD47373-923E-46C4-B3EC-9415C3A9EA8C

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THENCE SOUTH 00 DEGREES 40 MINUTES 00 SECONDS WEST, DEPARTING SAID SOUTHWEST LINE AND ALONG THE SOUTHWEST LINE OF SAID CALLED 3.887 ACRE TRACT, A DISTANCE OF 28.20 FEET, TO A 5/8" CAPPED IRON ROD SET STAMPED "LONESTAR 6882" FOR THE **POINT OF BEGINNING**, AND BEING AT THE SOUTHWEST CORNER OF SAID CALLED 3.887 ACRE TRACT, SAME BEING THE NORTHWEST CORNER OF SAID STATE OF TEXAS TRACT, AND BEING AT THE BEGINNING OF A NON-TANGENT CURVE TO THE LEFT, SAID BEGINNING POINT HAVE NAD83 (GRID) COORDINATES OF N:6833802.83 E:2364123.06;

1) **THENCE** ALONG THE SOUTHWEST LINE OF SAID CALLED 3.887 ACRE TRACT AND WITH SAID CURVE TO THE LEFT 527.27 FEET, HAVING A RADIUS OF 772.99 FEET, A CENTRAL ANGLE OF 39 DEGREES 04 MINUTES 56 SECONDS, WHOSE LONG CHORD BEARS SOUTH 73 DEGREES 17 MINUTES 39 SECONDS EAST, A CHORD LENGTH OF 517.11 FEET, TO A 1/2" IRON ROD FOUND AT AN ELL CORNER IN SAID SOUTHWEST LINE, BEING ON THE NORTH RIGHT-OF-WAY LINE OF SAID BUSINESS HIGHWAY 67, FROM WHICH A 3/4" IRON ROD FOUND AT THE SOUTHEAST CORNER OF SAID CALLED 3.887 ACRE TRACT BEARS SOUTH 77 DEGREES 39 MINUTES 06 SECONDS EAST, A DISTANCE OF 143.06 FEET;

2) **THENCE** SOUTH 00 DEGREES 01 MINUTES 34 SECONDS WEST, ALONG THE LOWER WEST LINE OF SAID CALLED 3.887 ACRE TRACT, AND WITH THE NORTH RIGHT-OF-WAY LINE OF SAID BUSINESS HIGHWAY 67, A DISTANCE OF 5.41 FEET, TO A 5/8" CAPPED IRON ROD SET STAMPED "LONESTAR 6882", FROM WHICH A RAILROAD SPIKE FOUND AT THE SOUTHWEST CORNER OF SAID CALLED 3.887 ACRE TRACT BEARS SOUTH 00 DEGREES 01 MINUTES 34 SECONDS WEST, A DISTANCE OF 24.16 FEET;

3) **THENCE** NORTH 89 DEGREES 40 MINUTES 41 SECONDS WEST, DEPARTING SAID WEST LINE AND ALONG THE NORTH RIGHT-OF-WAY LINE OF SAID BUSINESS HIGHWAY 67, A DISTANCE OF 497.05 FEET, TO A 5/8" CAPPED IRON ROD SET STAMPED "LONESTAR 6882" FOR THE SOUTHWEST CORNER OF SAID STATE OF TEXAS TRACT, FROM WHICH AN "X" CUT FOUND ON THE SOUTH RIGHT-OF-WAY LINE OF SAID BUSINESS HIGHWAY 67 BEARS SOUTH 43 DEGREES 40 MINUTES 55 SECONDS EAST, A DISTANCE OF 126.52 FEET;

4) **THENCE** NORTH 00 DEGREES 40 MINUTES 00 SECONDS EAST, ALONG THE WEST LINE OF SAID STATE OF TEXAS TRACT, A DISTANCE OF 151.28 FEET, TO THE **POINT OF BEGINNING**, AND CONTAINING 0.539 ACRES OR 23,496 SQUARE FEET OF LAND, MORE OR LESS.

BEARINGS ARE REFERENCED TO TEXAS STATE PLANE COORDINATE SYSTEM, NORTH CENTRAL ZONE (4202), NORTH AMERICAN DATUM OF 1983 AS DERIVED FROM GPS OBSERVATION. THE COMBINED SCALE FACTOR FOR THIS IS 1.00012. THIS FACTOR IS TO BE APPLIED TO ANY STATE PLANE GRID COORDINATE OR DISTANCE VALUES TO CONVERT TO GROUND COORDINATE OR DISTANCE VALUES.

EXHIBIT MAP ATTACHED AND MADE A PART HEREOF.

Marshall Miller

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NOVEMBER 7, 2025

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DATE: 11/7/25 SCALE: _____ DRAWN BY: MWM CHECKED BY: MWM JOB. NO.: 250614

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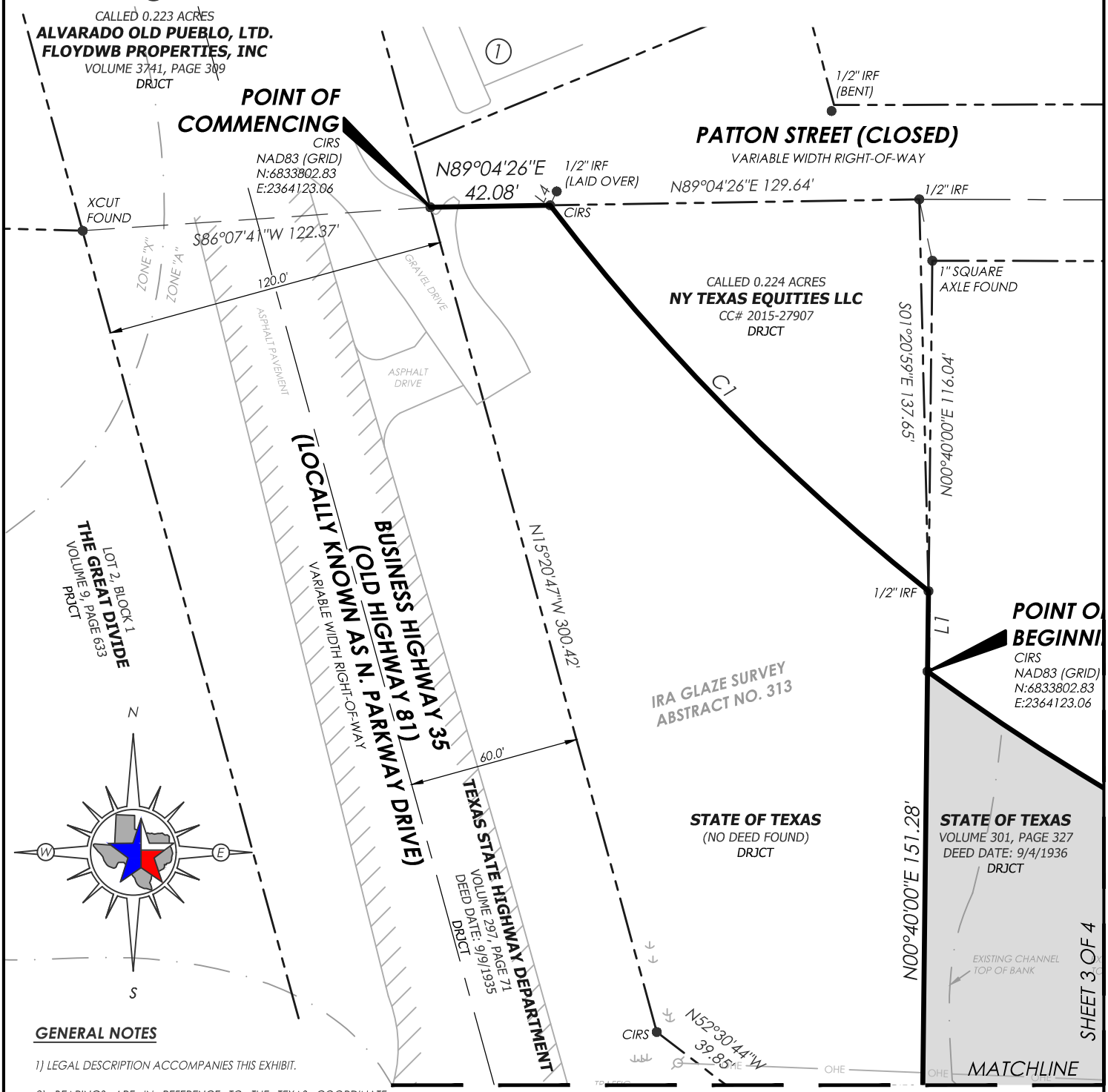
EXHIBIT "A"

TRACT NO. 2, BUSINESS HIGHWAY 67 (LOCALLY KNOWN AS WEST COLLEGE AVENUE)
23,496 SQUARE FOOT TRACT IN THE IRA GLAZE SURVEY, ABSTRACT NO. 313,
CITY OF ALVARADO, JOHNSON COUNTY, TEXAS.



GENERAL NOTES

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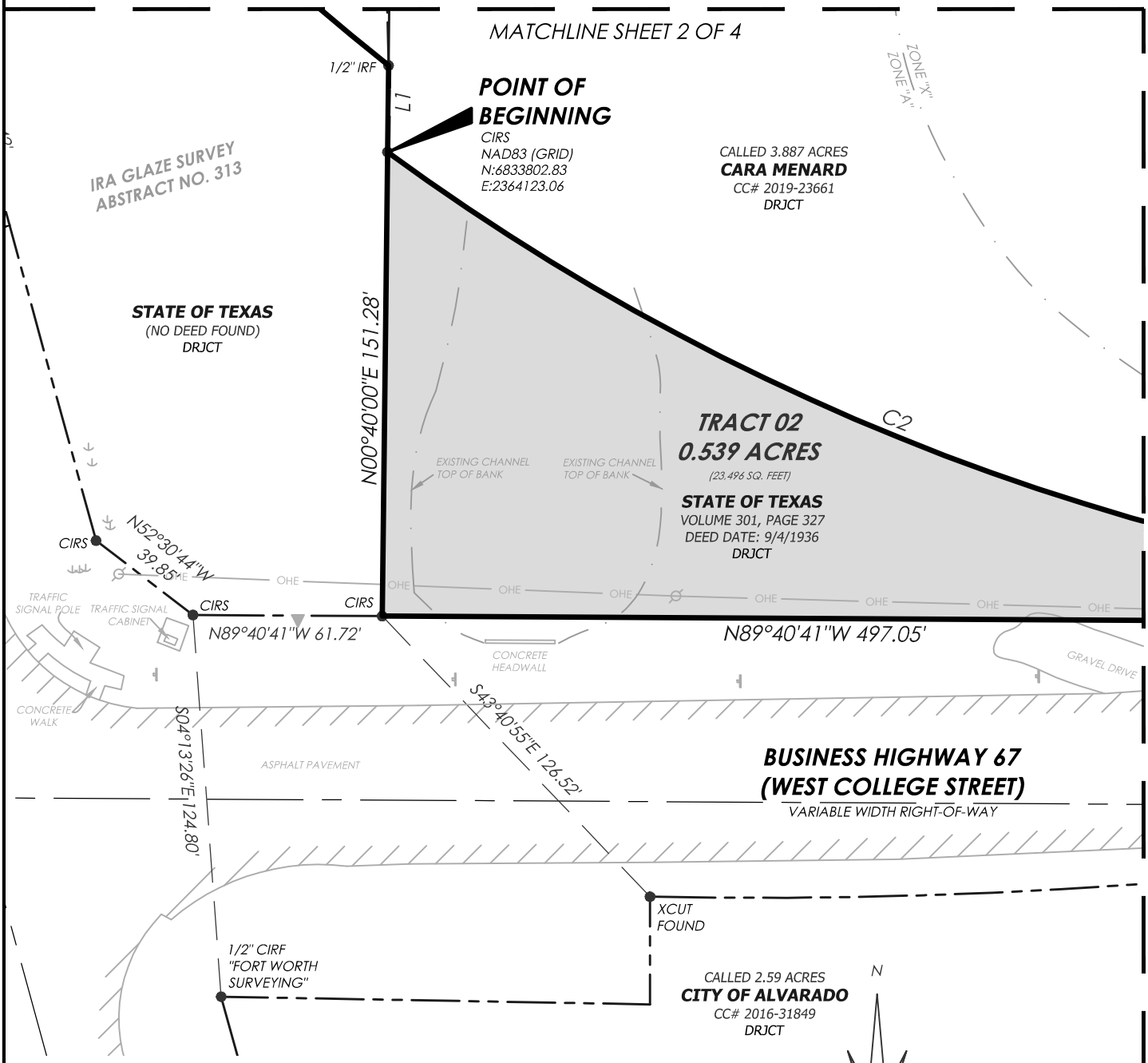

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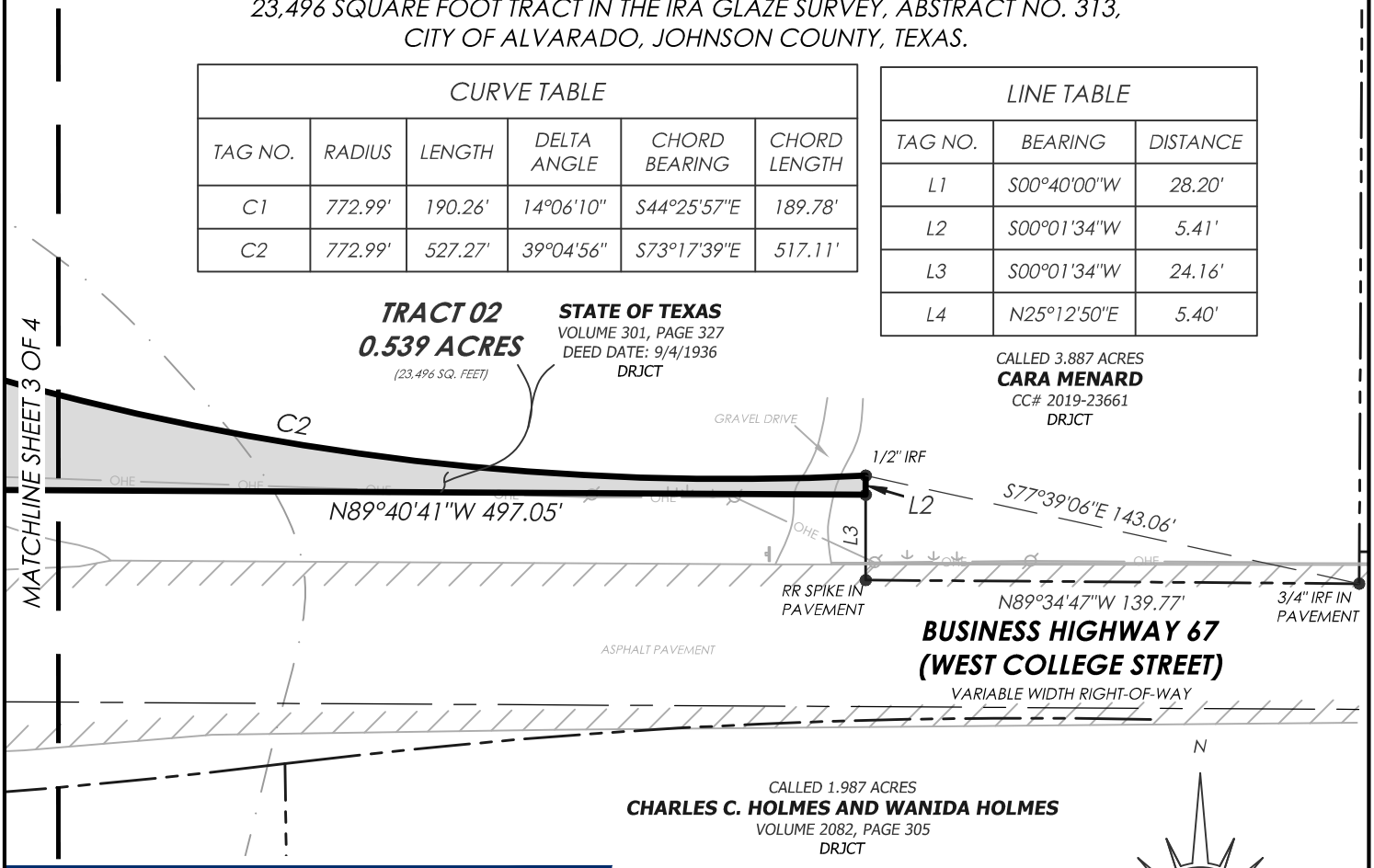
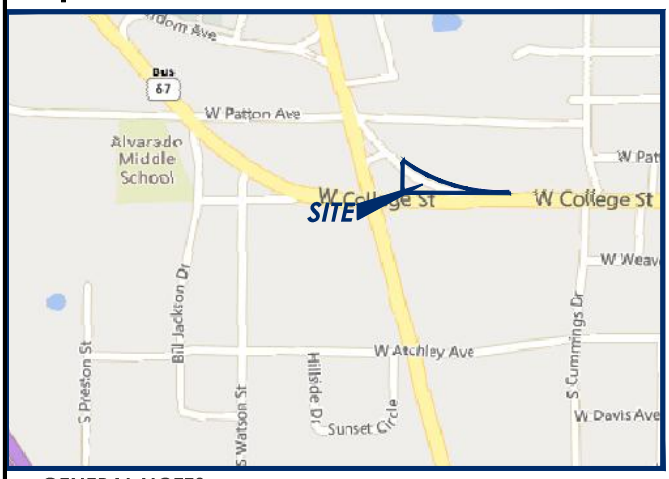
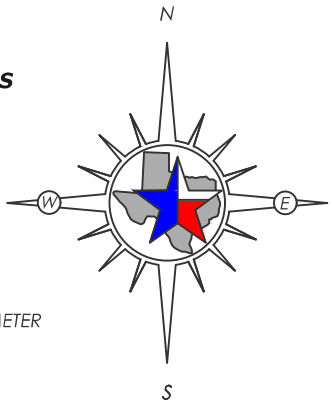
CITY OF ALVARADO, JOHNSON COUNTY, TEXAS.

CURVE TABLE					
TAG NO.	RADIUS	LENGTH	DELTA ANGLE	CHORD BEARING	CHORD LENGTH
C1	772.99'	190.26'	14°06'10"	S44°25'57"E	189.78'
C2	772.99'	527.27'	39°04'56"	S73°17'39"E	517.11'

LINE TABLE		
TAG NO.	BEARING	DISTANCE
L1	S00°40'00"W	28.20'
L2	S00°01'34"W	5.41'
L3	S00°01'34"W	24.16'
L4	N25°12'50"E	5.40'







LEGEND

ALL SYMBOLS MAY NOT APPLY

- BURIED UTILITY MARKER
- TELEPHONE PEDESTAL
- SANITARY SEWER MANHOLE
- MAILBOX
- SEWER CLEANOUT
- WATER VALVE
- FIRE HYDRANT
- POWER POLE
- ELECTRIC BOX
- STORM DRAIN MANHOLE
- SINGLE POST TRAFFIC SIGN
- GUY WIRE
- LIGHT POLE
- WATER METER
- IRRIGATION CONTROL VALVE
- ELECTRIC METER
- A/C UNIT
- GAS METER
- SEPTIC LID
- GAS LINE MARKER
- CHAINLINK FENCE
- BARBED WIRE FENCE
- WOOD FENCE
- IRON FENCE

DRJCT = DEED RECORDS, JOHNSON COUNTY, TEXAS
PRJCT = PLAT RECORDS, JOHNSON COUNTY, TEXAS
CC# = COUNTY CLERK'S INSTRUMENT NUMBER
IRF = IRON ROD FOUND
CIRS = 5/8" CAPPED IRON ROD SET
STAMPED "LONESTAR RPLS 6882"
OHE = OVERHEAD ELECTRIC

GENERAL NOTES

1) LEGAL DESCRIPTION ACCOMPANIES THIS EXHIBIT.

2) BEARINGS ARE IN REFERENCE TO THE TEXAS COORDINATE SYSTEM, NORTH CENTRAL ZONE (4202), NAD83 BASED ON GPS OBSERVATIONS UTILIZING THE LECIA SMARTNET REFERENCE NETWORK. A COMBINED SCALE FACTOR OF 1.00012 HAS BEEN APPLIED TO THE PROJECT AND GROUND DISTANCES ARE SHOWN HEREON.

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DATE: 11/7/25 SCALE: 1" = 50' DRAWN BY: MWM CHECKED BY: MWM JOB. NO.: 250614

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RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ALVARADO, TEXAS APPROVING THE PURCHASE OF APPROXIMATELY 0.539 ACRES OF SURPLUS PROPERTY LOCATED AT BUSINESS HIGHWAY 67 (A/K/A WEST COLLEGE STREET) FROM THE TEXAS DEPARTMENT OF TRANSPORTATION; AND AUTHORIZING THE CITY MANAGER TO EXECUTE ALL NECESSARY DOCUMENTS; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the Texas Department of Transportation ("TxDOT") acquired property along Business Highway 67 for a state highway project, and has determined that the approximate 0.539 acre tract described and depicted on **Exhibit A** (the "Property") is surplus and no longer needed for the project; and

WHEREAS, the City desires to purchase the Property and authorize the City Manager to execute all necessary documents for the purchase of the Property.

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF ALVARADO, TEXAS, THAT:

SECTION 1

The findings declared, made, and found in the Preamble to this Resolution are hereby adopted, and made a part hereof of the operative provisions of this Resolution.

SECTION 2

The City Manager is authorized to negotiate, finalize, and execute all documents in order to complete the purchase of the Property, including, but not limited to: (i) any Contract of Sale; and (iii) any matters reasonably requested by the title company.

SECTION 4

This Resolution shall become effective immediately upon passage.

PASSED AND APPROVED ON ____ day of _____, 2026.

_____
Jacob Wheat, Mayor

ATTEST:

_____
Bobbie Jo Taylor, City Secretary

EXHIBIT A

EXHIBIT "A"
LEGAL DESCRIPTION FOR

TRACT NO. 2, BUSINESS HIGHWAY 67 (LOCALLY KNOWN AS WEST COLLEGE AVENUE)
23,496 SQUARE FOOT TRACT IN THE IRA GLAZE SURVEY, ABSTRACT NO. 313,
CITY OF ALVARADO, JOHNSON COUNTY, TEXAS.

BEING A 0.539 ACRE TRACT OF LAND SITUATED IN THE IRA GLAZE SURVEY, ABSTRACT NUMBER 313, CITY OF ALVARADO, JOHNSON COUNTY, TEXAS, AND BEING ALL OF THAT CERTAIN TRACT OF LAND DESCRIBED BY DEED TO THE STATE OF TEXAS, RECORDED SEPTEMBER 4, 1936 IN VOLUME 301, PAGE 327, DEED RECORDS, JOHNSON COUNTY, TEXAS, AND BEING MORE PARTICULARLY DESCRIBED BY METES AND BOUNDS AS FOLLOWS:

COMMENCING AT A 5/8" CAPPED IRON ROD SET STAMPED "LONESTAR 6882" AT THE INTERSECTION OF THE EAST RIGHT-OF-WAY LINE OF BUSINESS HIGHWAY 35 (OLD U.S. HIGHWAY NO. 81, LOCALLY KNOWN AS NORTH PARKWAY DRIVE), A 120' RIGHT-OF-WAY, AND THE APPROXIMATE CENTERLINE OF PATTON STREET (APPARENTLY CLOSED), FROM WHICH AN "X" CUT FOUND AT THE NORTHEAST CORNER OF LOT 2, BLOCK 1, THE GREAT DIVIDE, AN ADDITION TO THE CITY OF ALVARADO, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 9, PAGE 633, PLAT RECORDS, JOHNSON COUNTY, TEXAS BEARS SOUTH 86 DEGREES 07 MINUTES 41 SECONDS WEST, A DISTANCE OF 122.37 FEET, SAID COMMENCING POINT HAVE NAD83 (GRID) COORDINATES OF N:6833802.83 E:2364123.06;

THENCE NORTH 89 DEGREES 04 MINUTES 26 SECONDS EAST, ALONG THE APPROXIMATE CENTERLINE OF SAID PATTON STREET, A DISTANCE OF 42.08 FEET, TO A 5/8" CAPPED IRON ROD SET STAMPED "LONESTAR 6882" AT THE WESTERNMOST CORNER OF A CALLED 0.224 ACRE TRACT OF LAND DESCRIBED BY DEED TO NY TEXAS EQUITIES LLC, RECORDED IN COUNTY CLERK'S INSTRUMENT NUMBER 2015-27907, DEED RECORDS, JOHNSON COUNTY, TEXAS, BEING AT THE BEGINNING OF A NON-TANGENT CURVE TO THE LEFT, FROM WHICH A 1/2" IRON ROD FOUND AT THE NORTHEAST CORNER OF SAID CALLED 0.224 ACRE TRACT BEARS NORTH 89 DEGREES 04 MINUTES 26 SECONDS EAST, A DISTANCE OF 129.64 FEET;

THENCE ALONG THE SOUTHWEST LINE OF SAID CALLED 0.224 ACRE TRACT AND WITH SAID CURVE TO THE LEFT, 190.26 FEET, HAVING A RADIUS OF 772.99 FEET, A CENTRAL ANGLE OF 14 DEGREES 06 MINUTES 10 SECONDS, WHOSE LONG CHORD BEARS SOUTH 44 DEGREES 25 MINUTES 57 SECONDS EAST, A CHORD LENGTH OF 189.78 FEET, TO A 1/2" IRON ROD FOUND AT THE SOUTHERNMOST CORNER OF SAID CALLED 0.224 ACRE TRACT, BEING ON THE WEST LINE OF A CALLED 3.887 ACRE TRACT OF LAND DESCRIBED BY DEED TO CARA MENARD, RECORDED IN COUNTY CLERK'S INSTRUMENT NUMBER 2019-23661, DEED RECORDS, JOHNSON COUNTY, TEXAS, FROM WHICH A 1" SQUARE AXLE FOUND AT THE NORTHWEST CORNER OF SAID CALLED 3.887 ACRE TRACT BEARS NORTH 00 DEGREES 40 MINUTES 00 SECONDS EAST, A DISTANCE OF 116.04 FEET;

THENCE SOUTH 00 DEGREES 40 MINUTES 00 SECONDS WEST, DEPARTING SAID SOUTHWEST LINE AND ALONG THE SOUTHWEST LINE OF SAID CALLED 3.887 ACRE TRACT, A DISTANCE OF 28.20 FEET, TO A 5/8" CAPPED IRON ROD SET STAMPED "LONESTAR 6882" FOR THE **POINT OF BEGINNING**, AND BEING AT THE SOUTHWEST CORNER OF SAID CALLED 3.887 ACRE TRACT, SAME BEING THE NORTHWEST CORNER OF SAID STATE OF TEXAS TRACT, AND BEING AT THE BEGINNING OF A NON-TANGENT CURVE TO THE LEFT, SAID BEGINNING POINT HAVE NAD83 (GRID) COORDINATES OF N:6833802.83 E:2364123.06;

1) **THENCE** ALONG THE SOUTHWEST LINE OF SAID CALLED 3.887 ACRE TRACT AND WITH SAID CURVE TO THE LEFT 527.27 FEET, HAVING A RADIUS OF 772.99 FEET, A CENTRAL ANGLE OF 39 DEGREES 04 MINUTES 56 SECONDS, WHOSE LONG CHORD BEARS SOUTH 73 DEGREES 17 MINUTES 39 SECONDS EAST, A CHORD LENGTH OF 517.11 FEET, TO A 1/2" IRON ROD FOUND AT AN ELL CORNER IN SAID SOUTHWEST LINE, BEING ON THE NORTH RIGHT-OF-WAY LINE OF SAID BUSINESS HIGHWAY 67, FROM WHICH A 3/4" IRON ROD FOUND AT THE SOUTHEAST CORNER OF SAID CALLED 3.887 ACRE TRACT BEARS SOUTH 77 DEGREES 39 MINUTES 06 SECONDS EAST, A DISTANCE OF 143.06 FEET;

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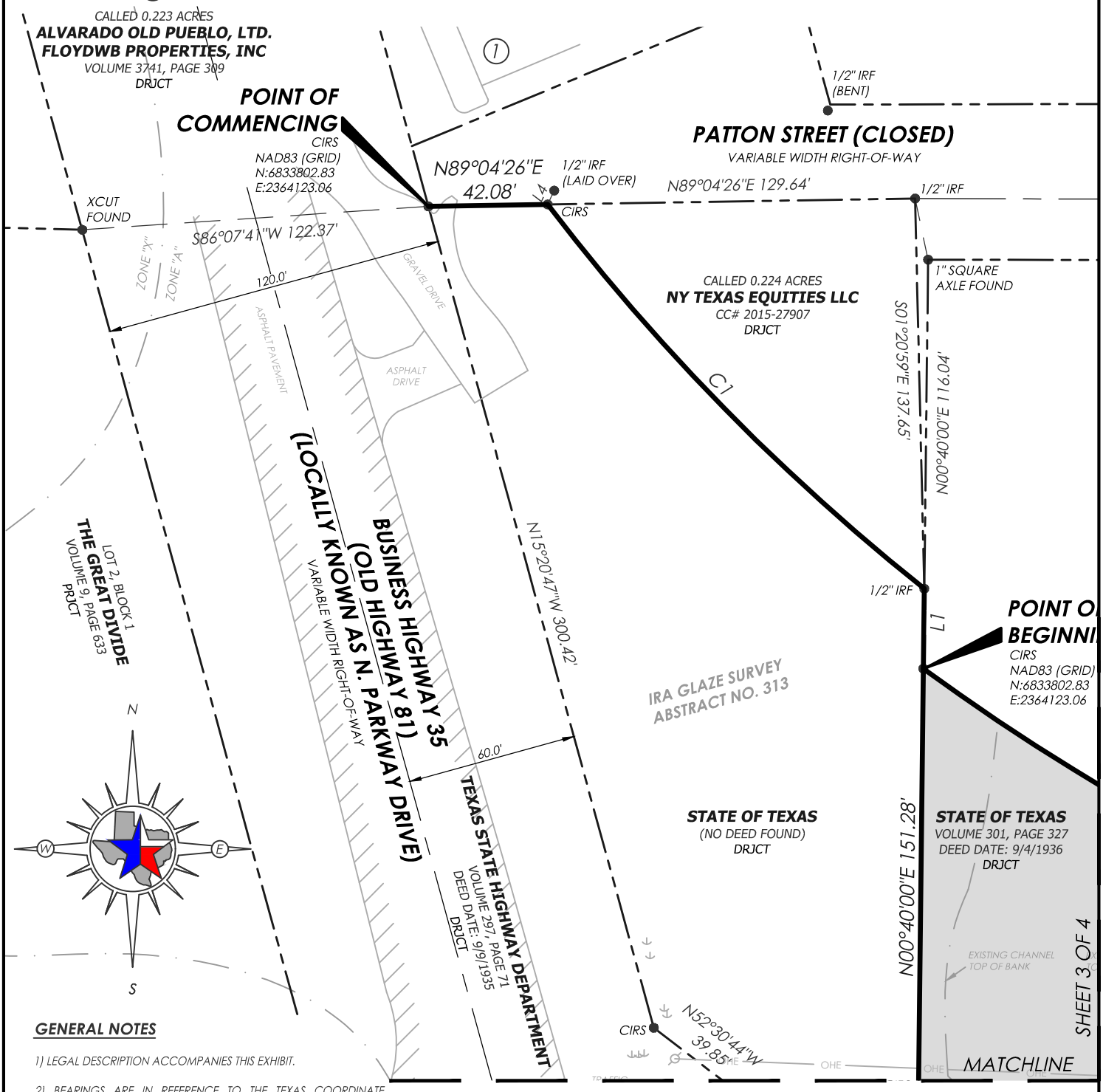

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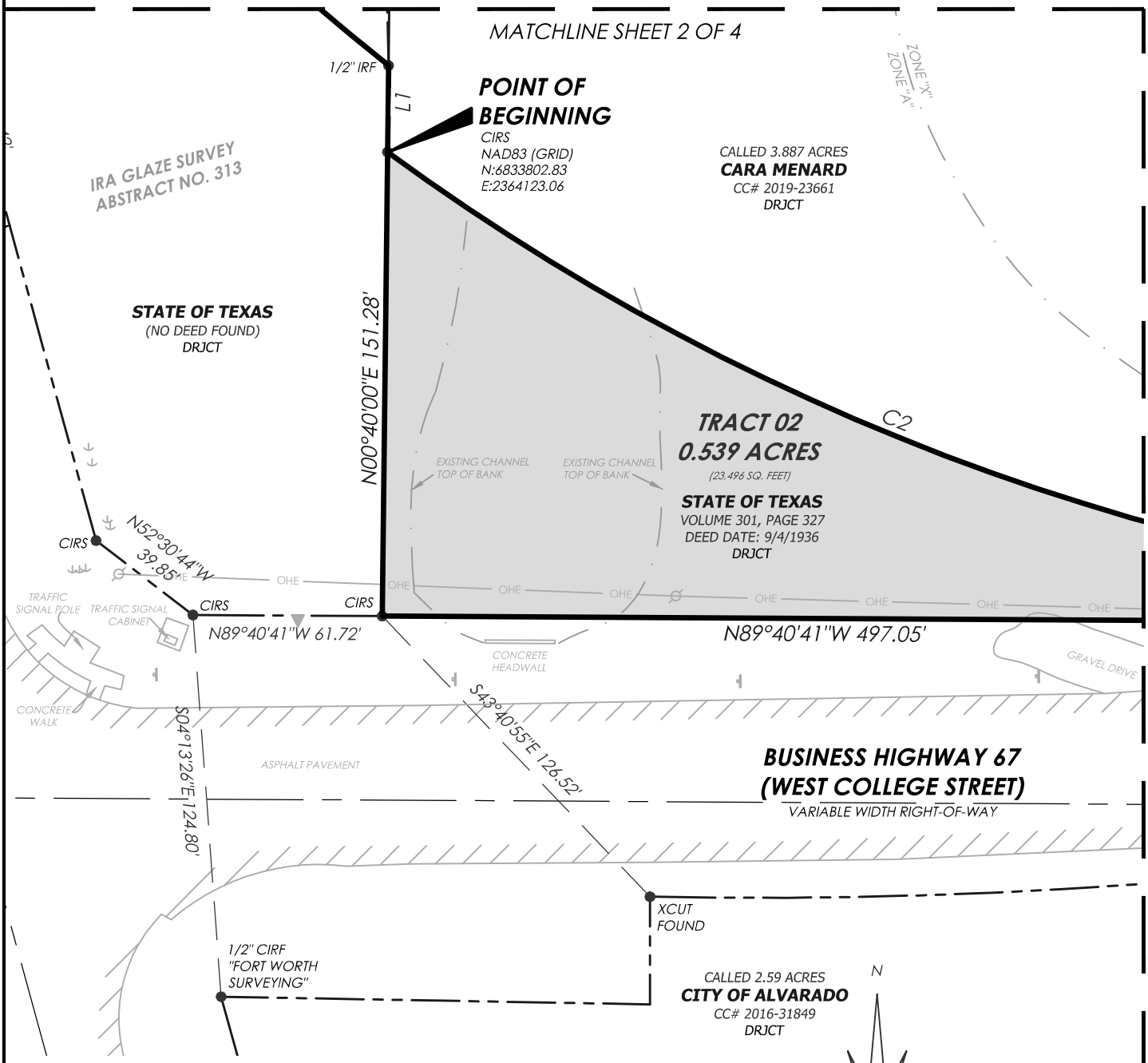

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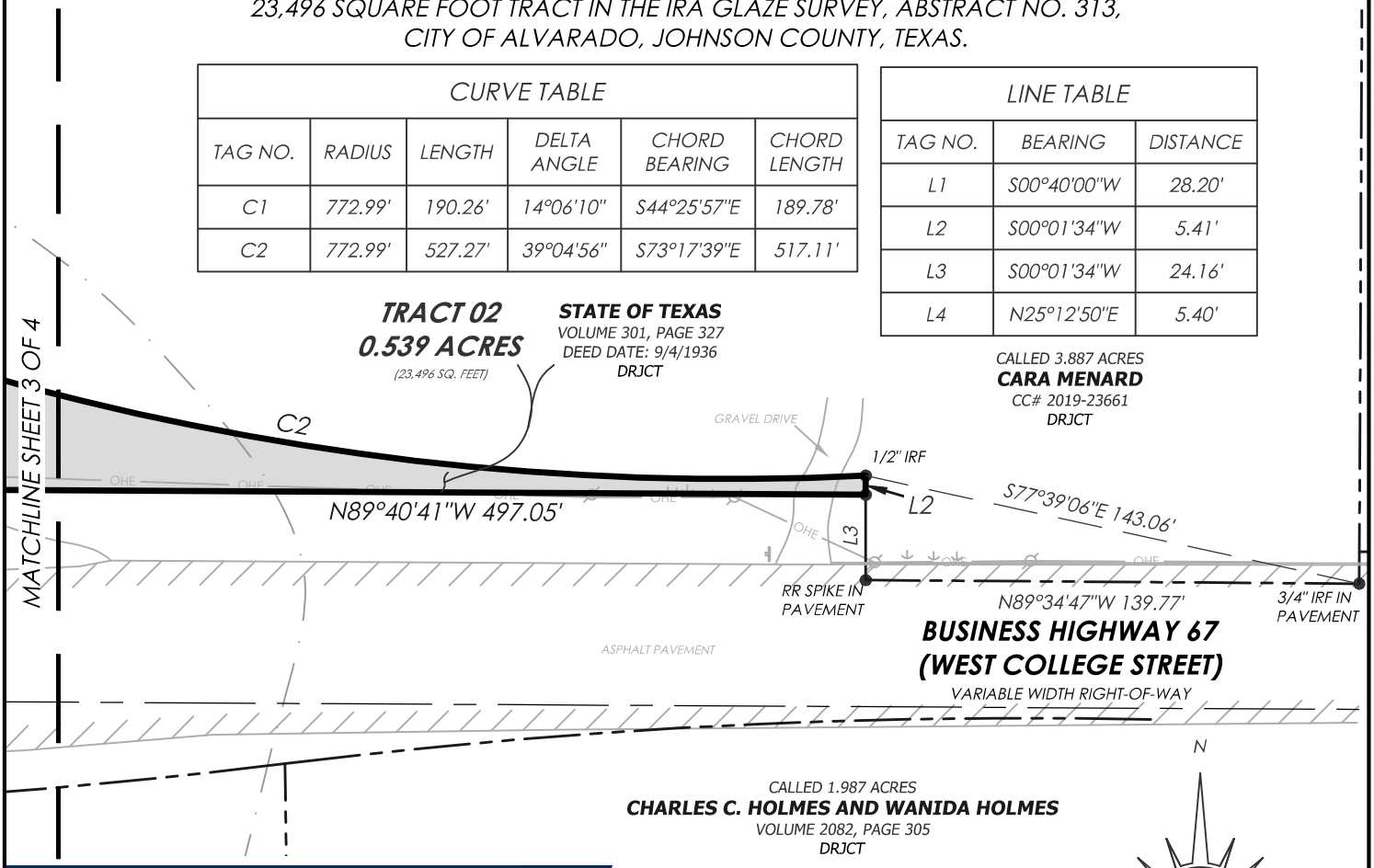
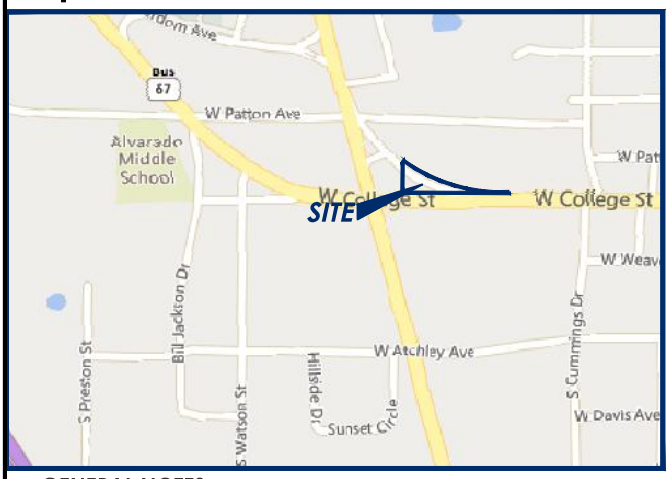
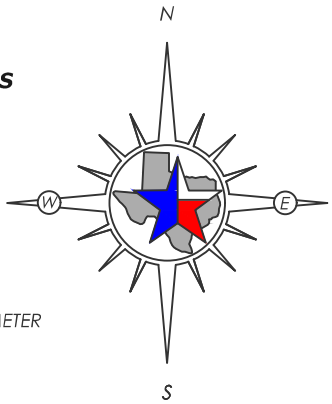
C2	772.99'	527.27'	39°04'56"	S73°17'39"E	517.11'

LINE TABLE		
TAG NO.	BEARING	DISTANCE
L1	S00°40'00"W	28.20'
L2	S00°01'34"W	5.41'
L3	S00°01'34"W	24.16'
L4	N25°12'50"E	5.40'







LEGEND

ALL SYMBOLS MAY NOT APPLY

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- GAS METER
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- GAS LINE MARKER
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- BARBED WIRE FENCE
- WOOD FENCE
- IRON FENCE

DRJCT = DEED RECORDS, JOHNSON COUNTY, TEXAS
PRJCT = PLAT RECORDS, JOHNSON COUNTY, TEXAS
CC# = COUNTY CLERK'S INSTRUMENT NUMBER
IRF = IRON ROD FOUND
CIRS = 5/8" CAPPED IRON ROD SET
STAMPED "LONESTAR RPLS 6882"
OHE = OVERHEAD ELECTRIC

GENERAL NOTES

1) LEGAL DESCRIPTION ACCOMPANIES THIS EXHIBIT.

2) BEARINGS ARE IN REFERENCE TO THE TEXAS COORDINATE SYSTEM, NORTH CENTRAL ZONE (4202), NAD83 BASED ON GPS OBSERVATIONS UTILIZING THE LECIA SMARTNET REFERENCE NETWORK. A COMBINED SCALE FACTOR OF 1.00012 HAS BEEN APPLIED TO THE PROJECT AND GROUND DISTANCES ARE SHOWN HEREON.

Marshall Miller

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REGISTERED PROFESSIONAL
LAND SURVEYOR NO. 6882
STATE OF TEXAS

NOVEMBER 7, 2025

STATE OF TEXAS
REGISTERED
MARSHALL W. MILLER
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PROFESSIONAL
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3521 SW WILSHIRE BLVD.,
JOSHUA, TX 76058
MARSHALL.MILLER@LONESTARLANDSURVEYING.COM

DATE: 11/7/25 SCALE: 1" = 50' DRAWN BY: MWM CHECKED BY: MWM JOB. NO.: 250614

S:\2025 Projects\250614 N Parkway Dr Alvarado\200_Preliminary\201_Boundary\250614 N Parkway Dr Alvarado-Boundary Survey Tr 02.dwg

City Council Management Report
Meeting Date: 3/16/2026
Contact: Hillary Cromer, Director of Economic Development

AGENDA ITEM:
Consideration and action related to Resolution No. R2026-0015; A Resolution of the City Council of the City of Alvarado, Texas, accepting a quitclaim deed from the Texas Department of Transportation (TxDOT) conveying any right, title, and interest of the State in approximately 0.718 acres identified as Tract No. 1, located at Business Highway 35 (N. Parkway Drive); and authorizing the City Manager to execute all necessary documents to complete the transaction. (Cromer)

BACKGROUND & FINDINGS:
The Fort Worth District of the Texas Department of Transportation (TxDOT) has determined that certain property located near the intersection of Business Highway 35 (N. Parkway Drive) and Business Highway 67 (West College Street) is no longer needed for state highway purposes. Pursuant to Texas Transportation Code § 202.021, governmental entities with condemnation authority are granted a priority right to purchase surplus TxDOT property prior to its offering on the private market.

Tract No. 1 – Quitclaim Conveyance (no purchase required) for 0.718 acres located along Business Highway 35 (N. Parkway Drive).

TxDOT has indicated that it does not intend to issue a surplus property notice for Tract No. 1. Instead, TxDOT will issue a quitclaim deed conveying any right, title, or interest that may have accrued to the State through use of the property. State statute allows this conveyance directly to the City without a priority purchase period.

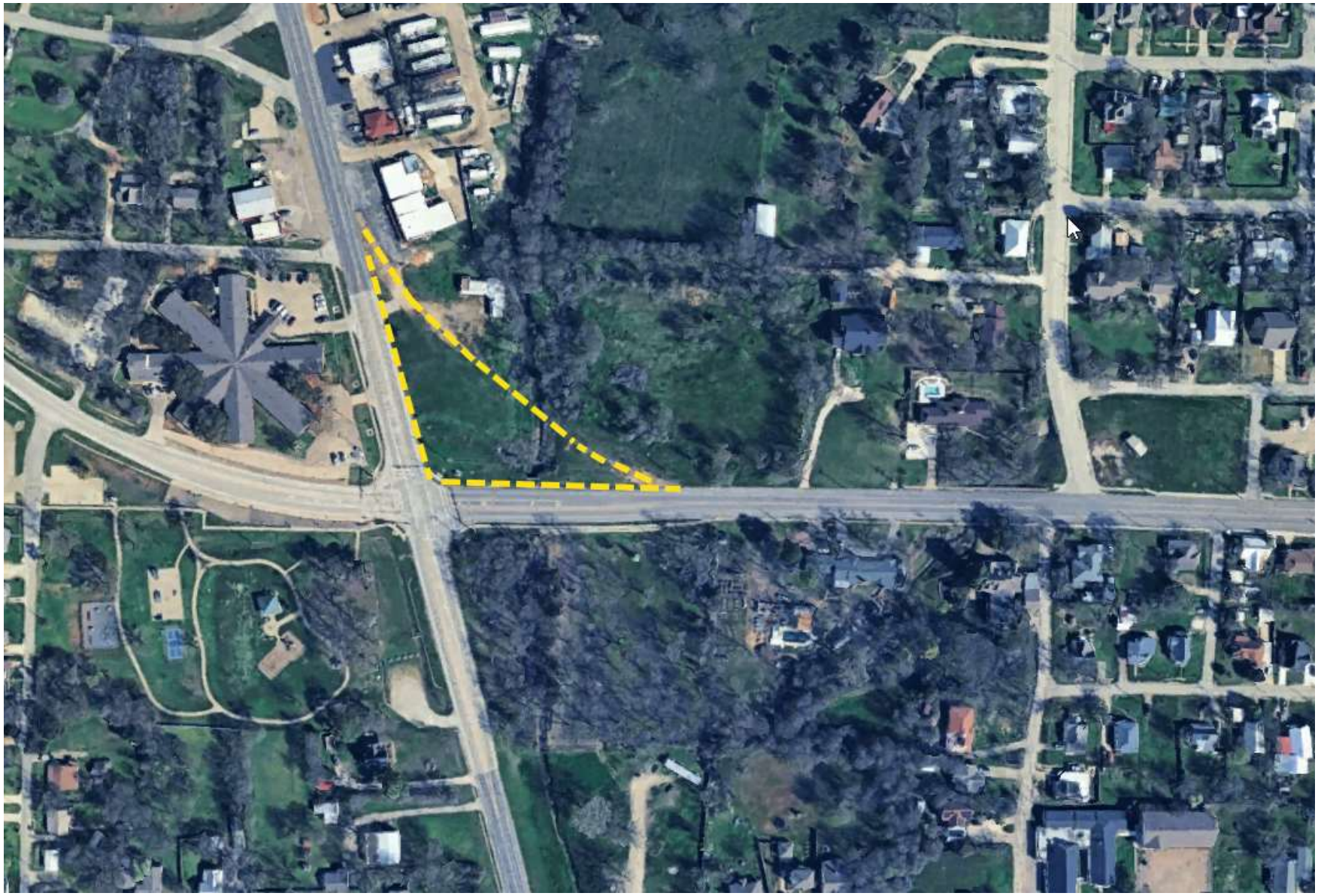
If acquired, the City intends to utilize the property for public parking to support community events held at Pecan Orchard, helping accommodate increased visitor traffic during festivals, markets, and other public gatherings.

FINANCIAL IMPACT:
No purchase required for Tract 1.

RECOMMENDATION:
Staff recommends approval of Resolution No. R2026-0015 accepting the quitclaim deed from the Texas Department of Transportation (TxDOT) conveying approximately 0.718 acres identified as Tract No. 1, located at Business Highway 35 (N. Parkway Drive), to the City of Alvarado. Acceptance of the deed will allow the City to formally assume any right, title, and interest held by the State in the property and will provide greater clarity and control over the tract for future municipal purposes. Staff further recommends authorizing the City Manager to execute all necessary documents to complete the transaction.

MANAGEMENT REVIEW:
Paul DeBuff, City Manager

ATTACHMENTS:
1. Surplus land_college and parkway
2. Texas Appraisal Team North Parkway Dr. Appraisal Agreement 11-11-2025
3. GE_Letter_City
4. Resolution Accepting Quitclaim Deed -Tract 1
5. Property Description Tract 1 Survey



TEXAS ★ APPRAISAL TEAM

For your Valuation and Consulting Needs

November 11, 2025

Client:
City of Alvarado
C/O Jessica Hill
Strategic Initiatives Manager
107 W. College Ave
Alvarado, TX 76009
Phone: 817-790-3351 ext. 143 (office)
Via Email: hillj@cityofalvarado.org

SUBJECT: Authorization for Appraisal Services
Property: N Parkway Dr – Tract 01 – Surplus Land
N Parkway Dr – Tract 02 – Surplus Land

Dear Jessica Hill:

Texas Appraisal Team appreciates the opportunity to provide this proposal for appraisal service to the City of Alvarado (the "Client"). The appraisal is being ordered by Justin French, AICP (Community Development Director) for the City of Alvarado.

Scope of Work

Purpose:	The purpose of the appraisal is to assist the client in their determination of market value of the surplus land.
Intended Use of Report:	To assist the client in determining the market value for: N Parkway Dr – Tract 01 – Surplus Land N Parkway Dr – Tract 02 – Surplus Land See attached Surveys
Property Rights Appraised:	Fee Simple Interest
Property Rights Excluded:	Minerals, Going Concern Value & Personal Property Items (manufactured homes)
Special Instructions:	The appraisal reports will commence on receipt of this executed agreement. Payment is required at delivery of appraisals and payment is made to Texas Appraisal Team
Report Delivery:	In 20 days upon receipt of executed agreement /or notice to proceed, and receipt of proposed acquisition surveys
Fee:	$2,250 for Tract 01 and $2,250 for Tract 02 = Total $4,500
Delivery of Report:	Two (2) copies of each appraisal report and an electronic PDF copy
Services Billed Hourly:	Services will be billed at $300/hour for services beyond delivery of the appraisal, such as preparation, conference calls, attendance or testimony at a prehearing or hearing(s), if required. Invoices are net 30.

The appraisal report will be prepared in conformance with and subject to, the Standards of Professional Practice and Code of Ethics of the Appraisal Institute and the *Uniform Standards of Professional Appraisal Practice* (USPAP) developed by the Appraisal Standards Board of the Appraisal Foundation.

In the event the assignment is canceled prior to completion; an invoice will be prepared reflecting the percentage of work completed as of that date.

The appraisal review report will be limited by our standard Assumptions and Limiting Conditions and any Extraordinary Assumptions and Limiting Conditions, which become apparent or necessary during the course of the assignment.

If this proposal is acceptable, please authorize to proceed by signing this letter or emailing a notice to proceed referencing this proposal to the undersigned. If you have any questions about the scope of work and this proposal, please do not hesitate to contact me.

Sincerely,

Aaron H. Wright, MAI, R/W-AC
Texas Appraisal Team
717 Cordes Drive
Venus, Texas 76084
Office: 972-268-6695
Email: aaron@txateam.com

AGREED & ACCEPTED THIS 12th **DAY OF** November**, 2025**

BY: City of Alvarado, C/O Jessica Hill

AUTHORIZED SIGNATURE

Hillary Cramer

PRINTED NAME

EXHIBIT "A"
LEGAL DESCRIPTION FOR

TRACT NO. 1, BUSINESS HIGHWAY 35 (OLD HIGHWAY NO. 81, LOCALLY KNOWN AS N. PARKWAY DRIVE)
31,280 SQUARE FOOT TRACT IN THE IRA GLAZE SURVEY, ABSTRACT NO. 313,
CITY OF ALVARADO, JOHNSON COUNTY, TEXAS.

BEING A 0.718 ACRE TRACT OF LAND SITUATED IN THE IRA GLAZE SURVEY, ABSTRACT NUMBER 313, CITY OF ALVARADO, JOHNSON COUNTY, TEXAS, AND BEING A PORTION OF BUSINESS HIGHWAY 35 (OLD U.S. HIGHWAY NO. 81, LOCALLY KNOWN AS N. PARKWAY DRIVE), A VARIABLE WIDTH RIGHT-OF-WAY (NO RECORD TITLE FOUND), AND BEING MORE PARTICULARLY DESCRIBED BY METES AND BOUNDS AS FOLLOWS:

BEGINNING AT A 5/8" CAPPED IRON ROD SET STAMPED "LONESTAR 6882" AT THE INTERSECTION OF THE EAST RIGHT-OF-WAY LINE OF SAID U.S. HIGHWAY NO. 81 AND THE APPROXIMATE CENTERLINE OF PATTON STREET (APPARENTLY CLOSED), FROM WHICH AN "X" CUT FOUND AT THE NORTHEAST CORNER OF LOT 2, BLOCK 1, THE GREAT DIVIDE, AN ADDITION TO THE CITY OF ALVARADO, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 9, PAGE 633, PLAT RECORDS, JOHNSON COUNTY, TEXAS BEARS SOUTH 86 DEGREES 07 MINUTES 41 SECONDS WEST, A DISTANCE OF 122.37 FEET, SAID BEGINNING POINT HAVING A NAD83 (GRID) COORDINATE OF N:6833802.83 E:2364123.06;

1) **THENCE** NORTH 89 DEGREES 04 MINUTES 26 SECONDS EAST, ALONG THE APPROXIMATE CENTERLINE OF SAID PATTON STREET, A DISTANCE OF 42.08 FEET, TO A 5/8" CAPPED IRON ROD SET STAMPED "LONESTAR 6882" AT THE WESTERNMOST CORNER OF A CALLED 0.224 ACRE TRACT OF LAND DESCRIBED BY DEED TO NY TEXAS EQUITIES LLC, RECORDED IN COUNTY CLERK'S INSTRUMENT NUMBER 2015-27907, DEED RECORDS, JOHNSON COUNTY, TEXAS, BEING AT THE BEGINNING OF A NON-TANGENT CURVE TO THE LEFT, FROM WHICH A 1/2" IRON ROD FOUND AT THE NORTHEAST CORNER OF SAID CALLED 0.224 ACRE TRACT BEARS NORTH 89 DEGREES 04 MINUTES 26 SECONDS EAST, A DISTANCE OF 129.64 FEET;

2) **THENCE** ALONG THE SOUTHWEST LINE OF SAID CALLED 0.224 ACRE TRACT AND WITH SAID CURVE TO THE LEFT, 190.26 FEET, HAVING A RADIUS OF 772.99 FEET, A CENTRAL ANGLE OF 14 DEGREES 06 MINUTES 10 SECONDS, WHOSE LONG CHORD BEARS SOUTH 44 DEGREES 25 MINUTES 57 SECONDS EAST, A CHORD LENGTH OF 189.78 FEET, TO A 1/2" IRON ROD FOUND AT THE SOUTHERNMOST CORNER OF SAID CALLED 0.224 ACRE TRACT, BEING ON THE WEST LINE OF A CALLED 3.887 ACRE TRACT OF LAND DESCRIBED BY DEED TO CARA MENARD, RECORDED IN COUNTY CLERK'S INSTRUMENT NUMBER 2019-23661, DEED RECORDS, JOHNSON COUNTY, TEXAS, FROM WHICH A 1" SQUARE AXLE FOUND AT THE NORTHWEST CORNER OF SAID CALLED 3.887 ACRE TRACT BEARS NORTH 00 DEGREES 40 MINUTES 00 SECONDS EAST, A DISTANCE OF 116.04 FEET;

3) **THENCE** SOUTH 00 DEGREES 40 MINUTES 00 SECONDS WEST, DEPARTING SAID SOUTHWEST LINE AND ALONG THE SOUTHWEST LINE OF SAID CALLED 3.887 ACRE TRACT, AT A DISTANCE OF 28.20 FEET, PASSING THE SOUTHWEST CORNER OF SAID CALLED 3.887 ACRE TRACT, AND CONTINUING OVER AND ACROSS SAID BUSINESS HIGHWAY 35, A TOTAL DISTANCE OF 179.48 FEET, TO A 5/8" CAPPED IRON ROD SET STAMPED "LONESTAR 6882" IN THE NORTH RIGHT-OF-WAY LINE OF BUSINESS HIGHWAY 67 (LOCALLY KNOWN AS WEST COLLEGE STREET), A VARIABLE WIDTH RIGHT-OF-WAY, FROM WHICH AN "X" CUT FOUND IN THE SOUTH RIGHT-OF-WAY LINE OF SAID BUSINESS HIGHWAY 67 BEARS SOUTH 43 DEGREES 40 MINUTES 55 SECONDS EAST, A DISTANCE OF 126.52 FEET;

4) **THENCE** NORTH 89 DEGREES 40 MINUTES 41 SECONDS WEST, DEPARTING SAID WEST LINE AND ALONG THE NORTH RIGHT-OF-WAY LINE OF SAID BUSINESS HIGHWAY 67, A DISTANCE OF 61.72 FEET, TO A 5/8" CAPPED IRON ROD SET STAMPED "LONESTAR 6882" AT THE SOUTH END OF A PROPOSED CORNER CLIP AT THE INTERSECTION SAID NORTH RIGHT-OF-WAY LINE AND THE EAST RIGHT-OF-WAY LINE OF SAID BUSINESS HIGHWAY 35, FROM WHICH A 1/2" CAPPED IRON ROD FOUND STAMPED "FORT WORTH SURVEYING" BEARS SOUTH 04 DEGREES 13 MINUTES 26 SECONDS EAST, A DISTANCE OF 124.80 FEET;

5) **THENCE** NORTH 52 DEGREES 30 MINUTES 44 SECONDS WEST, ALONG SAID CORNER CLIP, A DISTANCE OF 39.85 FEET, TO A 5/8" CAPPED IRON ROD SET STAMPED "LONESTAR 6882", BEING ON THE EAST RIGHT-OF-WAY LINE OF SAID BUSINESS HIGHWAY 35;

6) **THENCE** NORTH 15 DEGREES 20 MINUTES 47 SECONDS WEST, ALONG SAID EAST RIGHT-OF-WAY LINE, A DISTANCE OF 300.42 FEET, TO THE **POINT OF BEGINNING**, AND CONTAINING 0.718 ACRES OR 31,280 SQUARE FEET OF LAND, MORE OR LESS.

BEARINGS ARE REFERENCED TO TEXAS STATE PLANE COORDINATE SYSTEM, NORTH CENTRAL ZONE (4202), NORTH AMERICAN DATUM OF 1983 AS DERIVED FROM GPS OBSERVATION. THE COMBINED SCALE FACTOR FOR THIS IS 1.00012. THIS FACTOR IS TO BE APPLIED TO ANY STATE PLANE GRID COORDINATE OR DISTANCE VALUES TO CONVERT TO GROUND COORDINATE OR DISTANCE VALUES.

EXHIBIT MAP ATTACHED AND MADE A PART HEREOF.

Marshall Miller

MARSHALL W. MILLER
REGISTERED PROFESSIONAL
LAND SURVEYOR NO. 6882
STATE OF TEXAS

NOVEMBER 7, 2025

STATE OF TEXAS
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3521 SW WILSHIRE BLVD.,
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MARSHALL.MILLER@LONESTARLANDSURVEYING.COM

DATE: 10/28/25 SCALE: _____ DRAWN BY: MWM CHECKED BY: MWM JOB. NO.: 250614

S:\2025 Projects\250614 N Parkway Dr Alvarado\200_Preliminary\201_Boundary\250614 N Parkway Dr Alvarado-Boundary Survey Tr 01.dwg

EXHIBIT "A"

TRACT NO. 1, BUSINESS HIGHWAY 35 (OLD HIGHWAY NO. 81, LOCALLY KNOWN AS N. PARKWAY DRIVE)
31,280 SQUARE FOOT TRACT IN THE IRA GLAZE SURVEY, ABSTRACT NO. 313,
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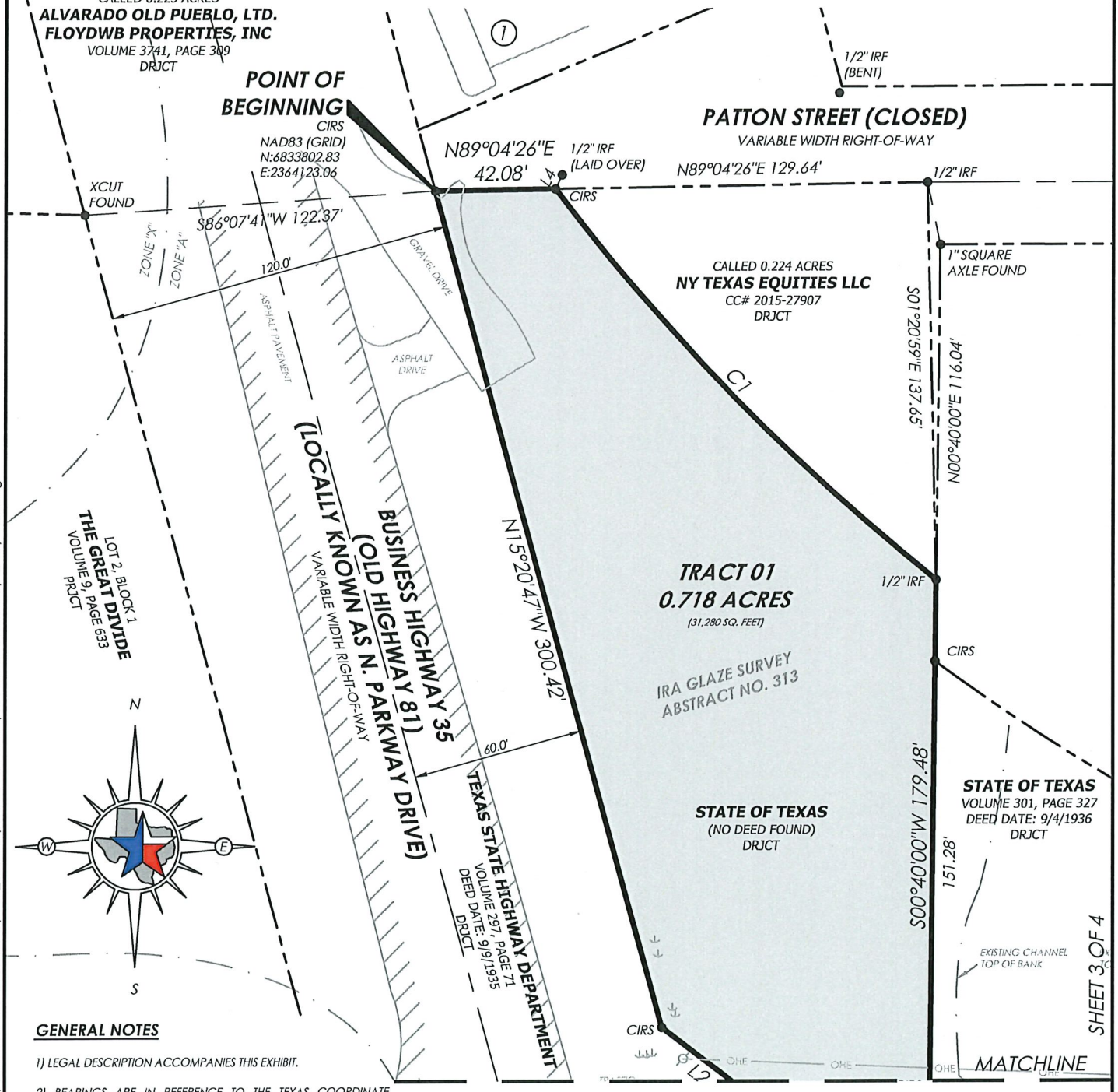

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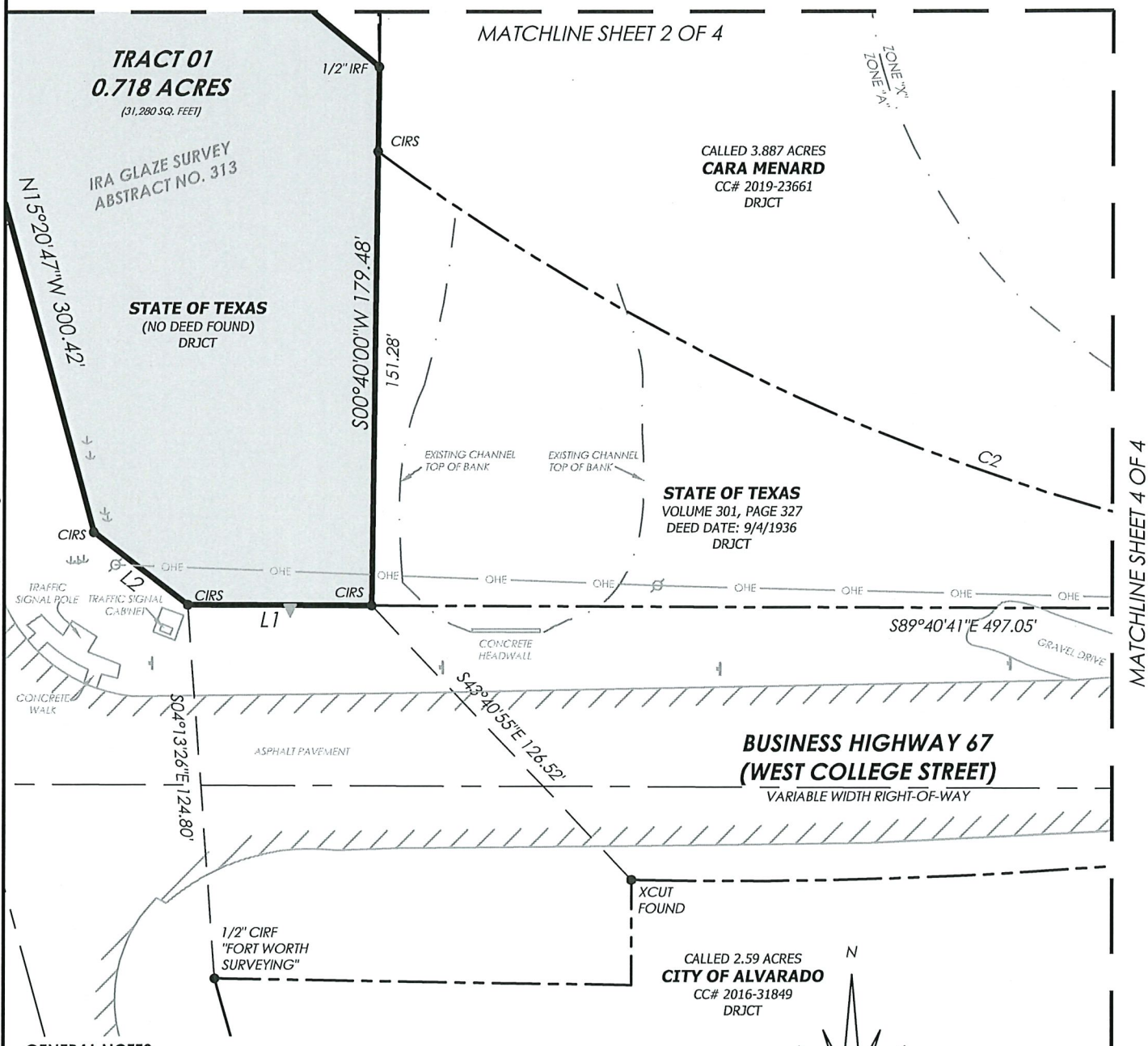

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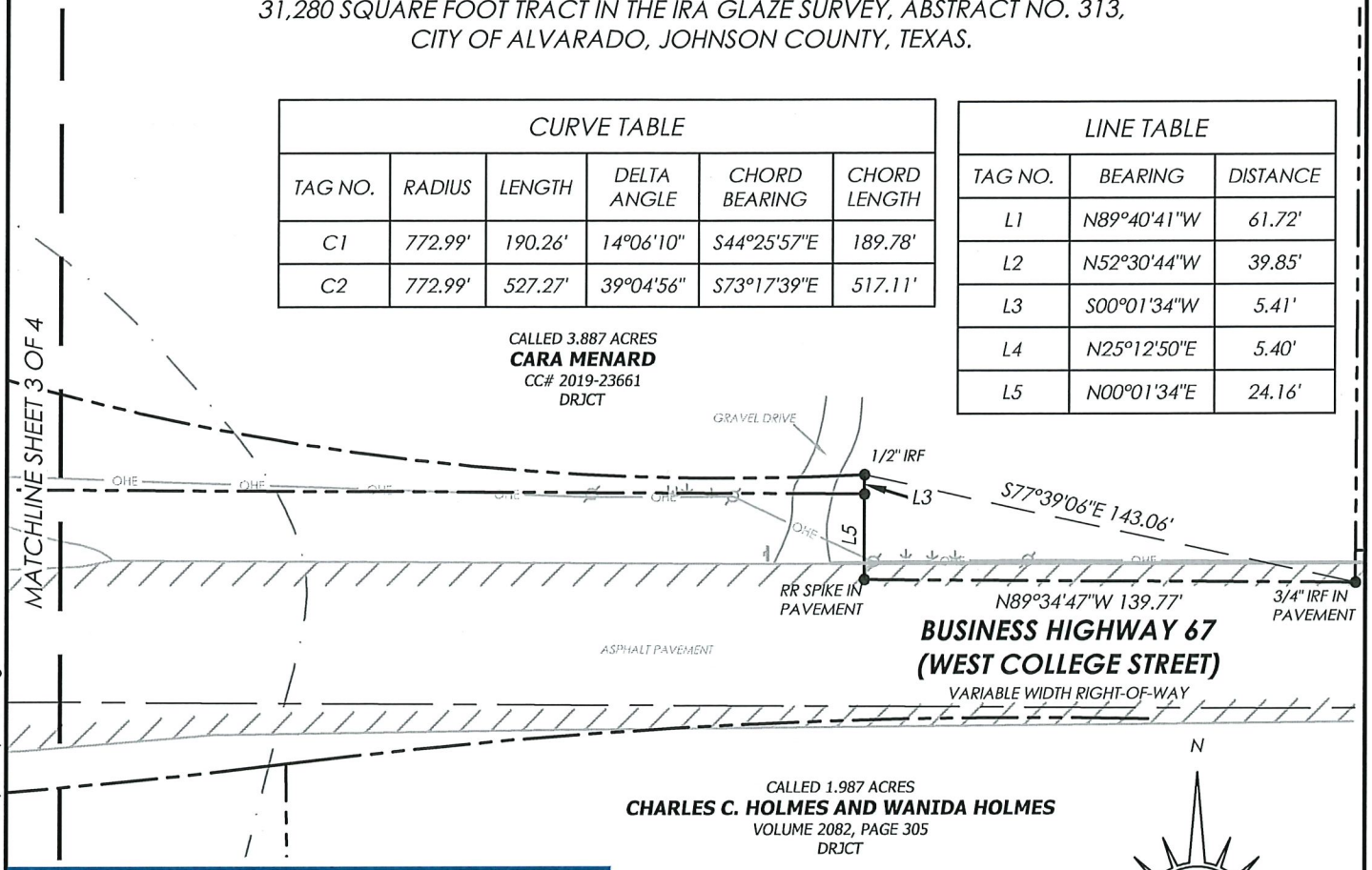

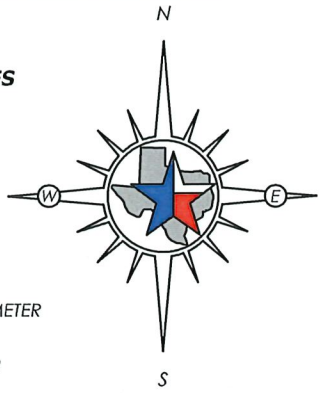

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EXHIBIT "A"
LEGAL DESCRIPTION FOR

TRACT NO. 2, BUSINESS HIGHWAY 67 (LOCALLY KNOWN AS WEST COLLEGE AVENUE)
23,496 SQUARE FOOT TRACT IN THE IRA GLAZE SURVEY, ABSTRACT NO. 313,
CITY OF ALVARADO, JOHNSON COUNTY, TEXAS.

BEING A 0.539 ACRE TRACT OF LAND SITUATED IN THE IRA GLAZE SURVEY, ABSTRACT NUMBER 313, CITY OF ALVARADO, JOHNSON COUNTY, TEXAS, AND BEING ALL OF THAT CERTAIN TRACT OF LAND DESCRIBED BY DEED TO THE STATE OF TEXAS, RECORDED SEPTEMBER 4, 1936 IN VOLUME 301, PAGE 327, DEED RECORDS, JOHNSON COUNTY, TEXAS, AND BEING MORE PARTICULARLY DESCRIBED BY METES AND BOUNDS AS FOLLOWS:

COMMENCING AT A 5/8" CAPPED IRON ROD SET STAMPED "LONESTAR 6882" AT THE INTERSECTION OF THE EAST RIGHT-OF-WAY LINE OF BUSINESS HIGHWAY 35 (OLD U.S. HIGHWAY NO. 81, LOCALLY KNOWN AS NORTH PARKWAY DRIVE), A 120' RIGHT-OF-WAY, AND THE APPROXIMATE CENTERLINE OF PATTON STREET (APPARENTLY CLOSED), FROM WHICH AN "X" CUT FOUND AT THE NORTHEAST CORNER OF LOT 2, BLOCK 1, THE GREAT DIVIDE, AN ADDITION TO THE CITY OF ALVARADO, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 9, PAGE 633, PLAT RECORDS, JOHNSON COUNTY, TEXAS BEARS SOUTH 86 DEGREES 07 MINUTES 41 SECONDS WEST, A DISTANCE OF 122.37 FEET, SAID COMMENCING POINT HAVE NAD83 (GRID) COORDINATES OF N:6833802.83 E:2364123.06;

THENCE NORTH 89 DEGREES 04 MINUTES 26 SECONDS EAST, ALONG THE APPROXIMATE CENTERLINE OF SAID PATTON STREET, A DISTANCE OF 42.08 FEET, TO A 5/8" CAPPED IRON ROD SET STAMPED "LONESTAR 6882" AT THE WESTERNMOST CORNER OF A CALLED 0.224 ACRE TRACT OF LAND DESCRIBED BY DEED TO NY TEXAS EQUITIES LLC, RECORDED IN COUNTY CLERK'S INSTRUMENT NUMBER 2015-27907, DEED RECORDS, JOHNSON COUNTY, TEXAS, BEING AT THE BEGINNING OF A NON-TANGENT CURVE TO THE LEFT, FROM WHICH A 1/2" IRON ROD FOUND AT THE NORTHEAST CORNER OF SAID CALLED 0.224 ACRE TRACT BEARS NORTH 89 DEGREES 04 MINUTES 26 SECONDS EAST, A DISTANCE OF 129.64 FEET;

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1) **THENCE** ALONG THE SOUTHWEST LINE OF SAID CALLED 3.887 ACRE TRACT AND WITH SAID CURVE TO THE LEFT 527.27 FEET, HAVING A RADIUS OF 772.99 FEET, A CENTRAL ANGLE OF 39 DEGREES 04 MINUTES 56 SECONDS, WHOSE LONG CHORD BEARS SOUTH 73 DEGREES 17 MINUTES 39 SECONDS EAST, A CHORD LENGTH OF 517.11 FEET, TO A 1/2" IRON ROD FOUND AT AN ELL CORNER IN SAID SOUTHWEST LINE, BEING ON THE NORTH RIGHT-OF-WAY LINE OF SAID BUSINESS HIGHWAY 67, FROM WHICH A 3/4" IRON ROD FOUND AT THE SOUTHEAST CORNER OF SAID CALLED 3.887 ACRE TRACT BEARS SOUTH 77 DEGREES 39 MINUTES 06 SECONDS EAST, A DISTANCE OF 143.06 FEET;

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4) **THENCE** NORTH 00 DEGREES 40 MINUTES 00 SECONDS EAST, ALONG THE WEST LINE OF SAID STATE OF TEXAS TRACT, A DISTANCE OF 151.28 FEET, TO THE **POINT OF BEGINNING**, AND CONTAINING 0.539 ACRES OR 23,496 SQUARE FEET OF LAND, MORE OR LESS.

BEARINGS ARE REFERENCED TO TEXAS STATE PLANE COORDINATE SYSTEM, NORTH CENTRAL ZONE (4202), NORTH AMERICAN DATUM OF 1983 AS DERIVED FROM GPS OBSERVATION. THE COMBINED SCALE FACTOR FOR THIS IS 1.00012. THIS FACTOR IS TO BE APPLIED TO ANY STATE PLANE GRID COORDINATE OR DISTANCE VALUES TO CONVERT TO GROUND COORDINATE OR DISTANCE VALUES.

EXHIBIT MAP ATTACHED AND MADE A PART HEREOF.

Marshall Miller

MARSHALL W. MILLER
REGISTERED PROFESSIONAL
LAND SURVEYOR NO. 6882
STATE OF TEXAS

NOVEMBER 7, 2025

STATE OF TEXAS
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MARSHALL W. MILLER
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–LONESTAR–
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TBPELS FIRM# 10194707
3521 SW WILSHIRE BLVD.,
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MARSHALL.MILLER@LONESTARLANDSURVEYING.COM

DATE: 11/7/25 SCALE: _____ DRAWN BY: MWM CHECKED BY: MWM JOB. NO.: 250614

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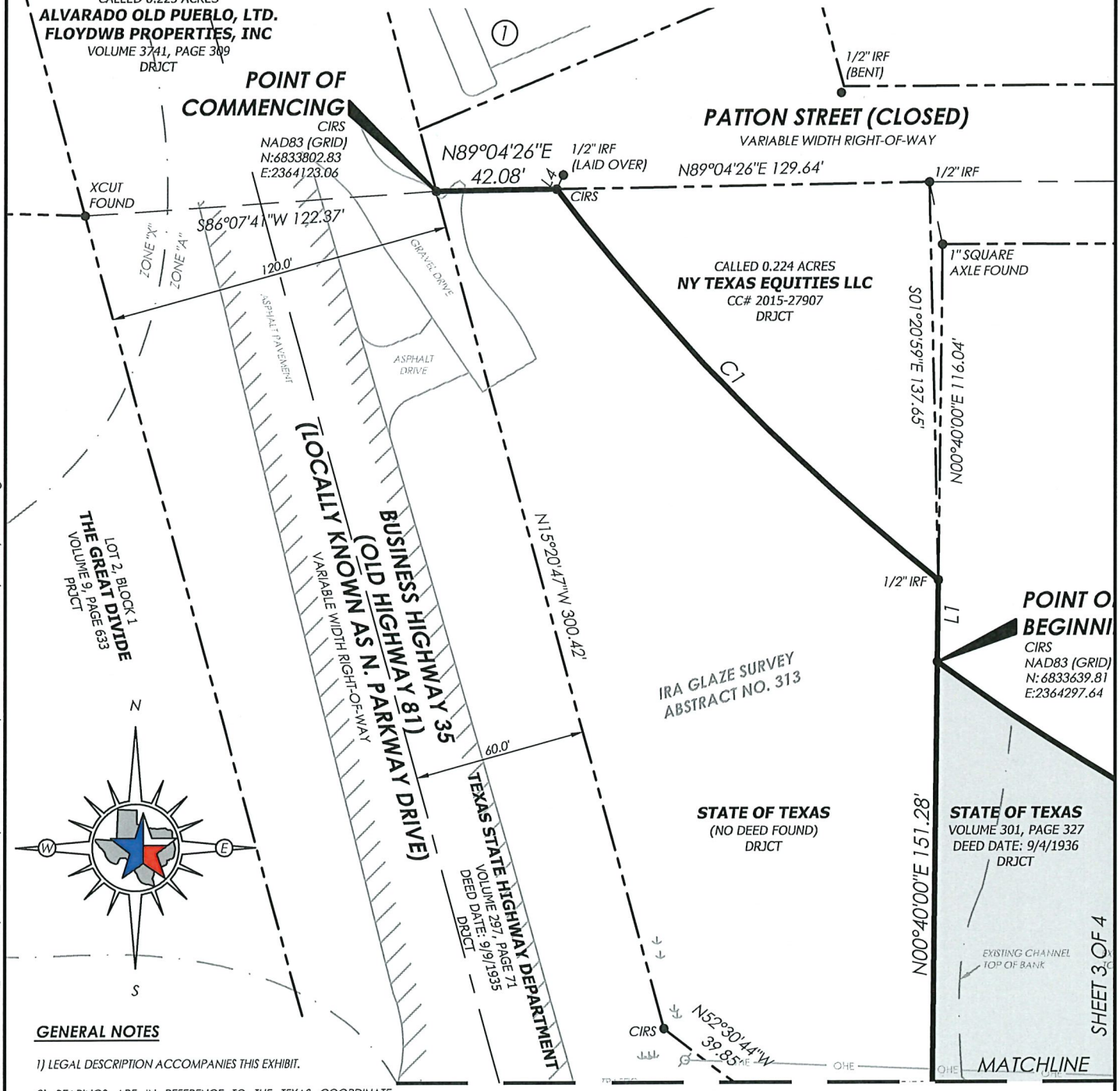
COUNTY: JOHNSON
HIGHWAY: BUSINESS HIGHWAY 67

EXHIBIT "A"

TRACT NO. 2, BUSINESS HIGHWAY 67 (LOCALLY KNOWN AS WEST COLLEGE AVENUE)
23,496 SQUARE FOOT TRACT IN THE IRA GLAZE SURVEY, ABSTRACT NO. 313,
CITY OF ALVARADO, JOHNSON COUNTY, TEXAS.



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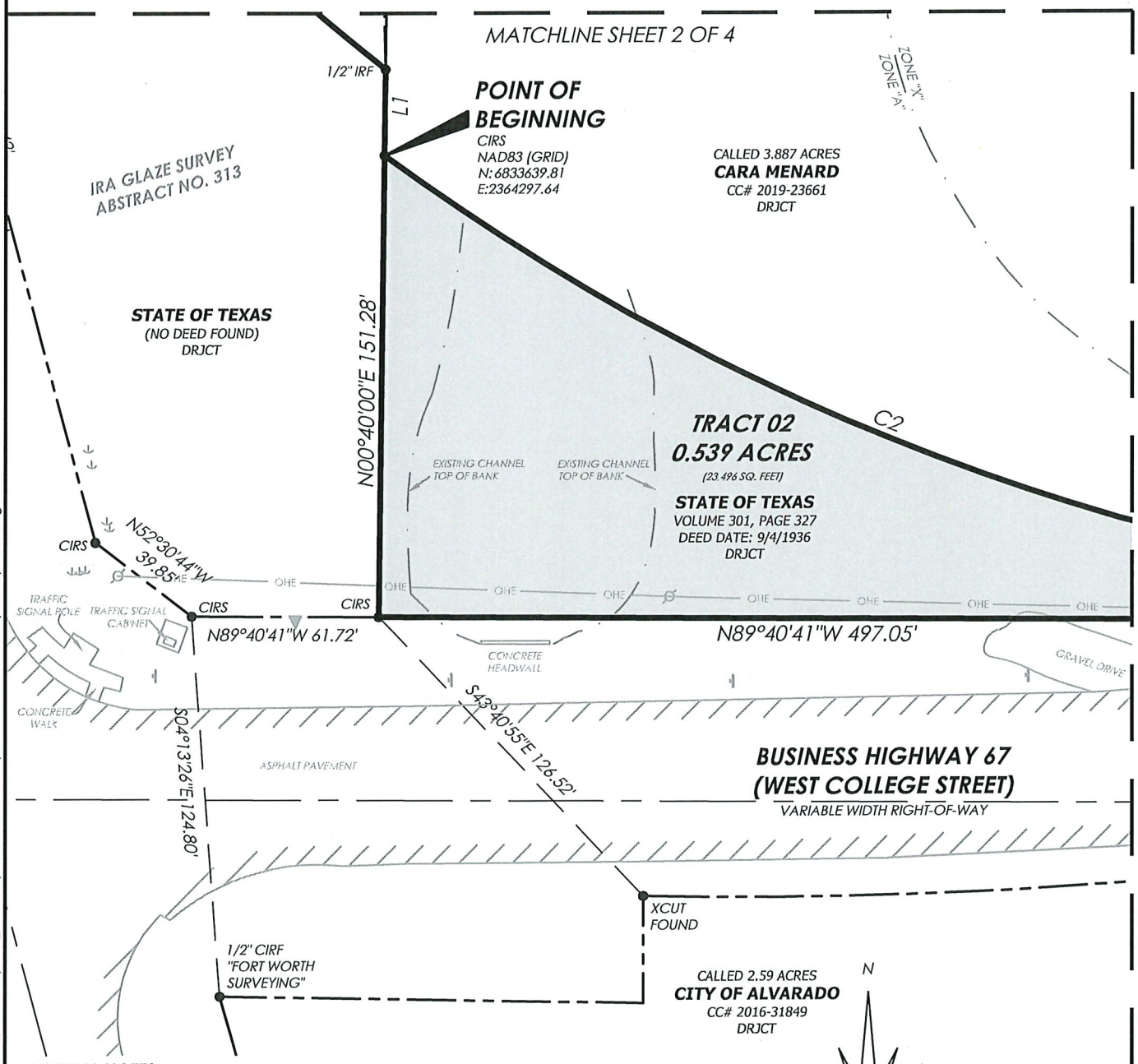

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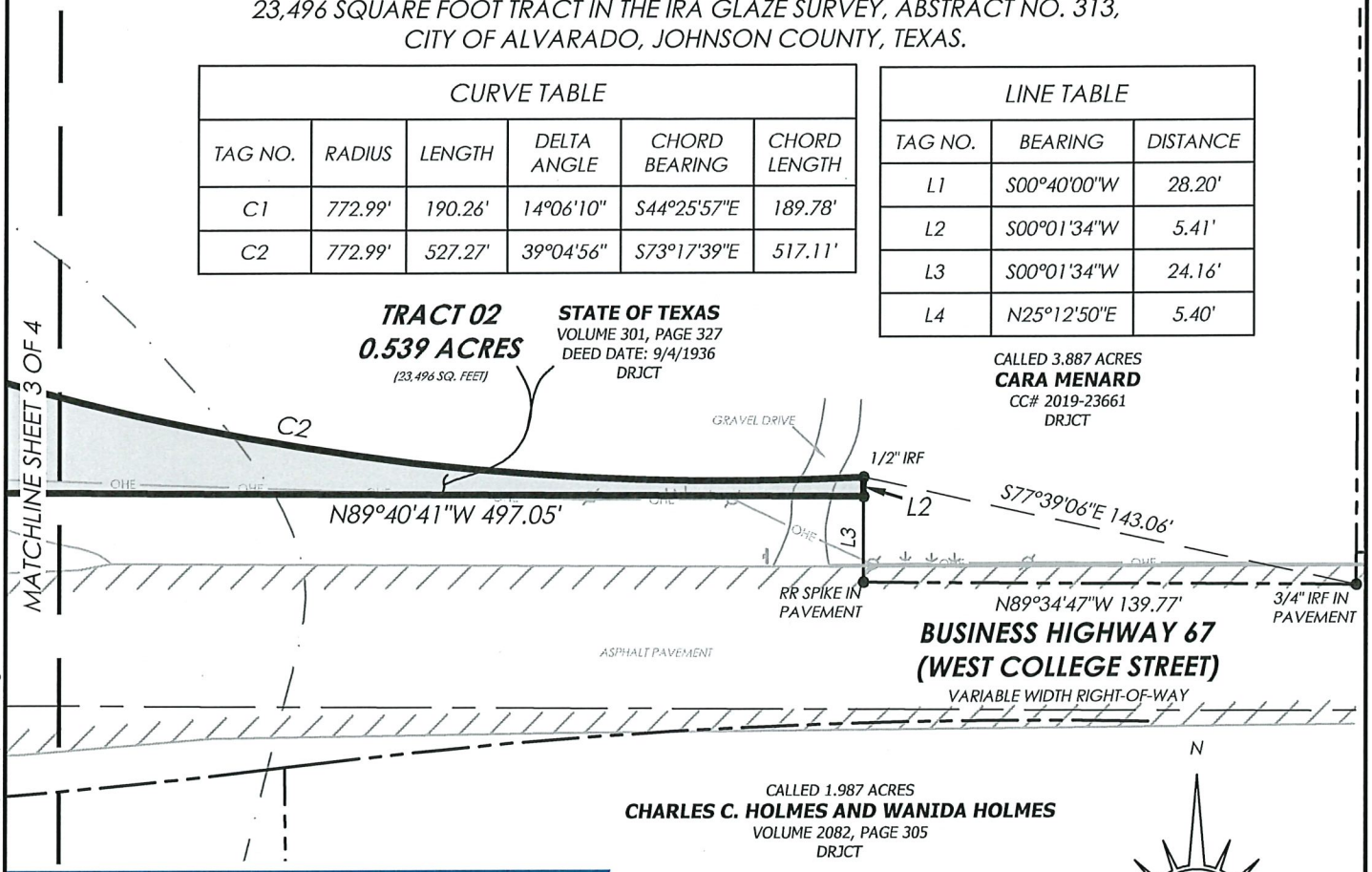
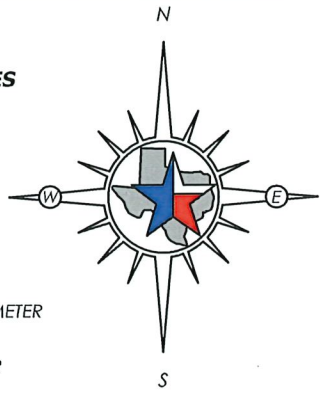
EXHIBIT "A"

TRACT NO. 2, BUSINESS HIGHWAY 67 (LOCALLY KNOWN AS WEST COLLEGE AVENUE) 23,496 SQUARE FOOT TRACT IN THE IRA GLAZE SURVEY, ABSTRACT NO. 313, CITY OF ALVARADO, JOHNSON COUNTY, TEXAS.

CURVE TABLE					
TAG NO.	RADIUS	LENGTH	DELTA ANGLE	CHORD BEARING	CHORD LENGTH
C1	772.99'	190.26'	14°06'10"	S44°25'57"E	189.78'
C2	772.99'	527.27'	39°04'56"	S73°17'39"E	517.11'

LINE TABLE		
TAG NO.	BEARING	DISTANCE
L1	S00°40'00"W	28.20'
L2	S00°01'34"W	5.41'
L3	S00°01'34"W	24.16'
L4	N25°12'50"E	5.40'





LEGEND

ALL SYMBOLS MAY NOT APPLY

- BURIED UTILITY MARKER
- TELEPHONE PEDESTAL
- SANITARY SEWER MANHOLE
- MAILBOX
- SEWER CLEANOUT
- WATER VALVE
- FIRE HYDRANT
- POWER POLE
- ELECTRIC BOX
- STORM DRAIN MANHOLE
- SINGLE POST TRAFFIC SIGN
- GUY WIRE
- LIGHT POLE
- WATER METER
- IRRIGATION CONTROL VALVE
- ELECTRIC METER
- A/C UNIT
- GAS METER
- SEPTIC LID
- GAS LINE MARKER
- CHAINLINK FENCE
- BARBED WIRE FENCE
- WOOD FENCE
- IRON FENCE

DRJCT = DEED RECORDS, JOHNSON COUNTY, TEXAS
PRJCT = PLAT RECORDS, JOHNSON COUNTY, TEXAS
CC# = COUNTY CLERK'S INSTRUMENT NUMBER
IRF = IRON ROD FOUND
CIRS = 5/8" CAPPED IRON ROD SET STAMPED "LONESTAR RPLS 6882"
OHE = OVERHEAD ELECTRIC

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Docusign Envelope ID: 1FD47373-923E-46C4-B3EC-9415C3A9EA8C

6230 East Stassney Lane | Austin, Texas 78744
ROW – Real Estate Services Section
SurplusLand@txdot.gov | txdot.gov

December 30, 2025

RE: Potential Sale of State-Owned Property
+/- .539 acres; D02-127-633, Tract 2
BI 35 at BU 67
Alvarado, Johnson County, Texas 76009

VIA FEDERAL EXPRESS

Paul DeBuff
City Manager
City of Alvarado
104 West College Street
Alvarado, Texas 76009

Dear Priority Holder,

The Fort Worth District of the Texas Department of Transportation ("TxDOT") has determined that the above-described property is no longer needed for state highway purposes. A copy of the survey of the property is enclosed. In accordance with Texas Transportation Code § 202.021, governmental entities with the authority to condemn the real property have a priority right to purchase TxDOT real property that is sold, and this letter is a notice of your right to purchase this property.

The purchase price for this property is SEVENTEEN THOUSAND SIX HUNDRED TWENTY-TWO and No/100 DOLLARS ($17,622.00), plus survey costs, appraisal costs, and any additional incurred closing costs, including the cost of any owner's title insurance policy you may require. This transaction is subject to change or cancellation by TxDOT. Furthermore, the conveyance will be made subject to any easements for access to a right of way, implied or otherwise, appurtenant to any and all properties abutting the property being sold.

To exercise your priority, you must provide TxDOT with a written election statement of your entity's intent to purchase the property on these terms, within **thirty (30) days** of the receipt of this letter. Please email this to: Stephen.Dodge@txdot.gov.

If TxDOT does not receive a written election statement, TxDOT will consider your right to purchase the property waived. If the priority holder is not interested in purchasing the property, please return the enclosed Waiver prior to the automatic 30-day waiver.

If you have any questions concerning this matter, email or call me at: (512) 416-2875.

Sincerely,

DocuSigned by:
Stephen Dodge
01903908A1EF44A...
Stephen Dodge
Director, Real Estate Services Section, Right of Way Division

cc: David Salazar, P.E., District Engineer, Fort Worth District
Korin Adkins, ROW Project Delivery Manager, Fort Worth District

Docusign Envelope ID: 1FD47373-923E-46C4-B3EC-9415C3A9EA8C

Waiver of Priority Purchase Right
by Governmental Entity

RE: Potential Sale of State-Owned Property
Texas Department of Transportation
+/- .539 acres; D02-127-633, Tract 2
BI 35 at BU 67
Alvarado, Johnson County, Texas 76009

Stephen Dodge, Director
Real Estate Services Section
Right of Way Division
Texas Department of Transportation
6230 E. Stassney Lane
Austin, Texas 78744

Dear Mr. Dodge:

We have reviewed TxDOT's letter dated December 30, 2025 regarding the proposed sale of the above-referenced property.

The Priority Holder IS NOT interested in purchasing this property.

The Priority Holder WAIVES the priority right to purchase this property.

Sincerely,

_____ [Signature]

_____ [Name]

_____ [Title]

_____ [Entity Name]

Date: _____, 20__

Paul DeBuff
City Manager
City of Alvarado
104 West College Street
Alvarado, Texas 76009

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EXHIBIT "A"
LEGAL DESCRIPTION FOR

TRACT NO. 2, BUSINESS HIGHWAY 67 (LOCALLY KNOWN AS WEST COLLEGE AVENUE)
23,496 SQUARE FOOT TRACT IN THE IRA GLAZE SURVEY, ABSTRACT NO. 313,
CITY OF ALVARADO, JOHNSON COUNTY, TEXAS.

BEING A 0.539 ACRE TRACT OF LAND SITUATED IN THE IRA GLAZE SURVEY, ABSTRACT NUMBER 313, CITY OF ALVARADO, JOHNSON COUNTY, TEXAS, AND BEING ALL OF THAT CERTAIN TRACT OF LAND DESCRIBED BY DEED TO THE STATE OF TEXAS, RECORDED SEPTEMBER 4, 1936 IN VOLUME 301, PAGE 327, DEED RECORDS, JOHNSON COUNTY, TEXAS, AND BEING MORE PARTICULARLY DESCRIBED BY METES AND BOUNDS AS FOLLOWS:

COMMENCING AT A 5/8" CAPPED IRON ROD SET STAMPED "LONESTAR 6882" AT THE INTERSECTION OF THE EAST RIGHT-OF-WAY LINE OF BUSINESS HIGHWAY 35 (OLD U.S. HIGHWAY NO. 81, LOCALLY KNOWN AS NORTH PARKWAY DRIVE), A 120' RIGHT-OF-WAY, AND THE APPROXIMATE CENTERLINE OF PATTON STREET (APPARENTLY CLOSED), FROM WHICH AN "X" CUT FOUND AT THE NORTHEAST CORNER OF LOT 2, BLOCK 1, THE GREAT DIVIDE, AN ADDITION TO THE CITY OF ALVARADO, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 9, PAGE 633, PLAT RECORDS, JOHNSON COUNTY, TEXAS BEARS SOUTH 86 DEGREES 07 MINUTES 41 SECONDS WEST, A DISTANCE OF 122.37 FEET, SAID COMMENCING POINT HAVE NAD83 (GRID) COORDINATES OF N:6833802.83 E:2364123.06;

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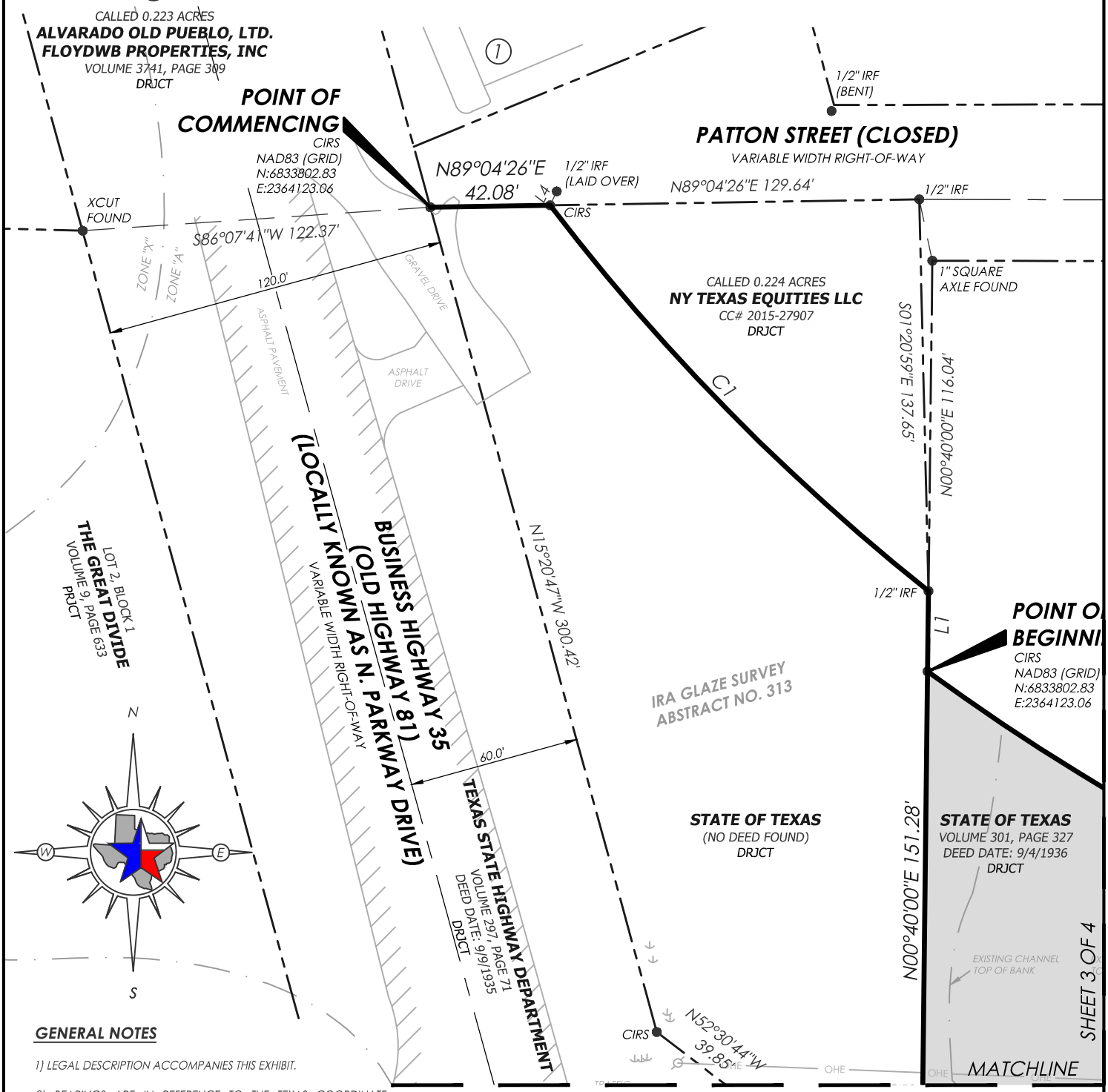

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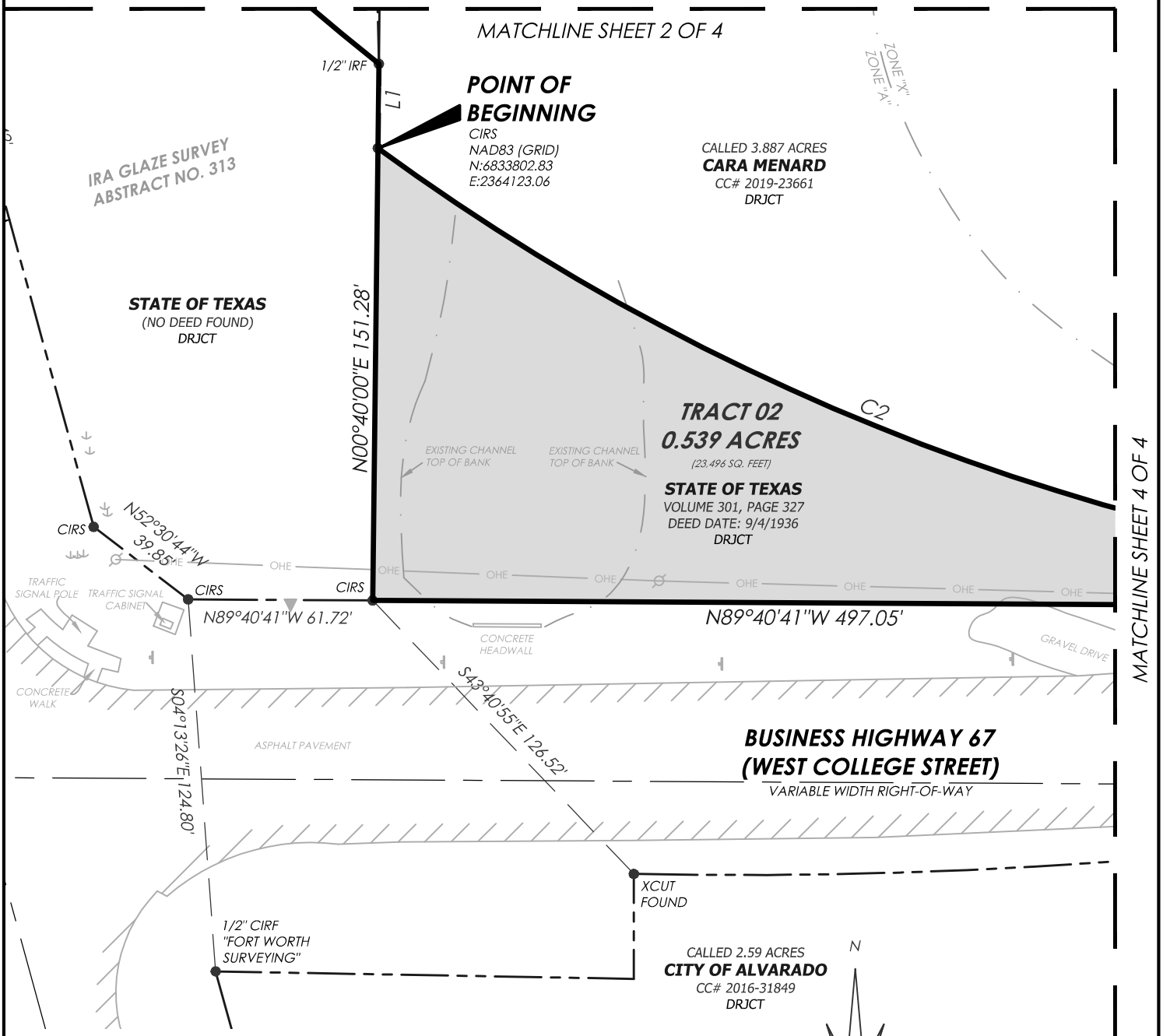
EXHIBIT "A"

TRACT NO. 2, BUSINESS HIGHWAY 67 (LOCALLY KNOWN AS WEST COLLEGE AVENUE)
23,496 SQUARE FOOT TRACT IN THE IRA GLAZE SURVEY, ABSTRACT NO. 313,
CITY OF ALVARADO, JOHNSON COUNTY, TEXAS.



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REGISTERED PROFESSIONAL
LAND SURVEYOR NO. 6882
STATE OF TEXAS

NOVEMBER 7, 2025

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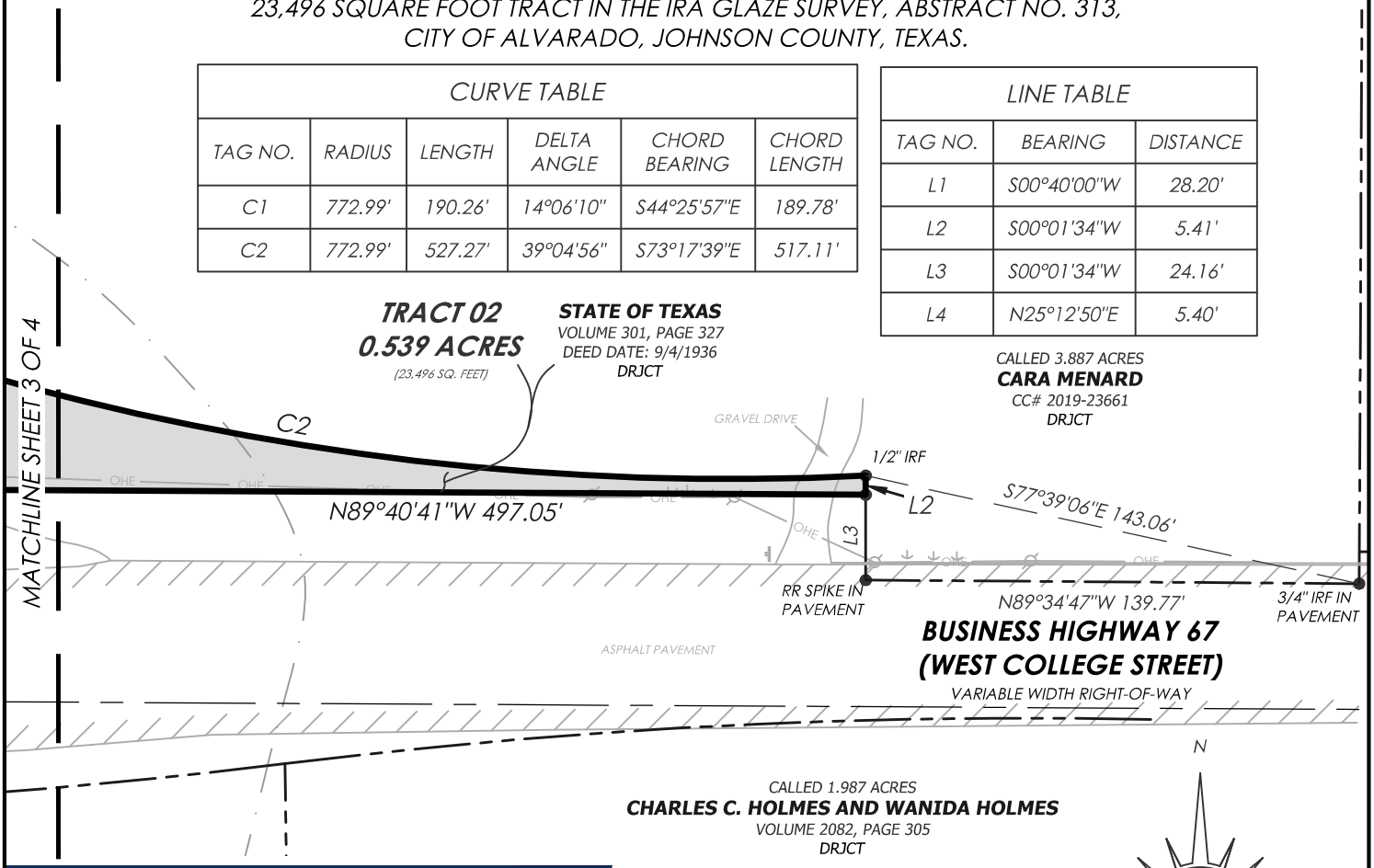
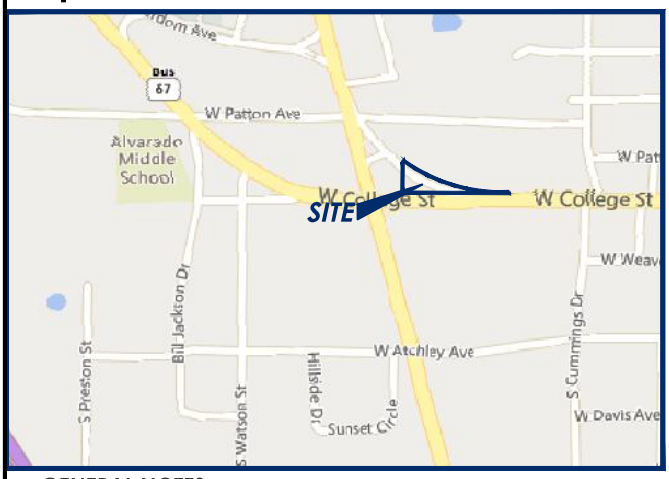
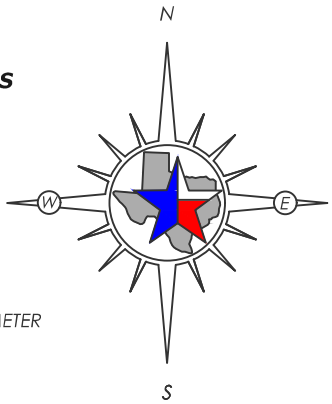
LINE TABLE		
TAG NO.	BEARING	DISTANCE
L1	S00°40'00"W	28.20'
L2	S00°01'34"W	5.41'
L3	S00°01'34"W	24.16'
L4	N25°12'50"E	5.40'







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STAMPED "LONESTAR RPLS 6882"
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RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ALVARADO, TEXAS AUTHORIZING THE ACCEPTANCE OF A QUITCLAIM DEED FROM THE TEXAS DEPARTMENT OF TRANSPORTATION FOR APPROXIMATELY 0.718 ACRES OF PROPERTY LOCATED AT BUSINESS HIGHWAY 67 (A/K/A N. PARKWAY DRIVE); PROVIDING AN EFFECTIVE DATE.

WHEREAS, the Texas Department of Transportation ("TxDOT") acquired property along Business Highway 67 for a state highway project, and has determined that the approximate 0.718 acre tract described and depicted on **Exhibit A** (the "Property") is no longer needed for the project, and desires to transfer all rights, title, and interest in said property to the City of Alvarado by means of a quitclaim deed; and

WHEREAS, the City Council has reviewed the proposed quitclaim deed and finds it to be in the best interest of the City to accept the property.

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF ALVARADO, TEXAS, THAT:

SECTION 1

The findings declared, made, and found in the Preamble to this Resolution are hereby adopted, and made a part hereof of the operative provisions of this Resolution.

SECTION 2

The City Council hereby agrees to accept the conveyance of the Property to the City by quitclaim deed from TxDOT.

SECTION 3

This Resolution shall become effective immediately upon passage.

PASSED AND APPROVED ON this ____ day of _____, 2026.

_____
Jacob Wheat, Mayor

ATTEST:

_____
Bobbie Jo Taylor, City Secretary

EXHIBIT A

EXHIBIT "A"
LEGAL DESCRIPTION FOR

TRACT NO. 1, BUSINESS HIGHWAY 35 (OLD HIGHWAY NO. 81, LOCALLY KNOWN AS N. PARKWAY DRIVE)
31,280 SQUARE FOOT TRACT IN THE IRA GLAZE SURVEY, ABSTRACT NO. 313,
CITY OF ALVARADO, JOHNSON COUNTY, TEXAS.

BEING A 0.718 ACRE TRACT OF LAND SITUATED IN THE IRA GLAZE SURVEY, ABSTRACT NUMBER 313, CITY OF ALVARADO, JOHNSON COUNTY, TEXAS, AND BEING A PORTION OF BUSINESS HIGHWAY 35 (OLD U.S. HIGHWAY NO. 81, LOCALLY KNOWN AS N. PARKWAY DRIVE), A VARIABLE WIDTH RIGHT-OF-WAY (NO RECORD TITLE FOUND), AND BEING MORE PARTICULARLY DESCRIBED BY METES AND BOUNDS AS FOLLOWS:

BEGINNING AT A 5/8" CAPPED IRON ROD SET STAMPED "LONESTAR 6882" AT THE INTERSECTION OF THE EAST RIGHT-OF-WAY LINE OF SAID U.S. HIGHWAY NO. 81 AND THE APPROXIMATE CENTERLINE OF PATTON STREET (APPARENTLY CLOSED), FROM WHICH AN "X" CUT FOUND AT THE NORTHEAST CORNER OF LOT 2, BLOCK 1, THE GREAT DIVIDE, AN ADDITION TO THE CITY OF ALVARADO, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 9, PAGE 633, PLAT RECORDS, JOHNSON COUNTY, TEXAS BEARS SOUTH 86 DEGREES 07 MINUTES 41 SECONDS WEST, A DISTANCE OF 122.37 FEET, SAID BEGINNING POINT HAVING A NAD83 (GRID) COORDINATE OF N:6833802.83 E:2364123.06;

1) THENCE NORTH 89 DEGREES 04 MINUTES 26 SECONDS EAST, ALONG THE APPROXIMATE CENTERLINE OF SAID PATTON STREET, A DISTANCE OF 42.08 FEET, TO A 5/8" CAPPED IRON ROD SET STAMPED "LONESTAR 6882" AT THE WESTERNMOST CORNER OF A CALLED 0.224 ACRE TRACT OF LAND DESCRIBED BY DEED TO NY TEXAS EQUITIES LLC, RECORDED IN COUNTY CLERK'S INSTRUMENT NUMBER 2015-27907, DEED RECORDS, JOHNSON COUNTY, TEXAS, BEING AT THE BEGINNING OF A NON-TANGENT CURVE TO THE LEFT, FROM WHICH A 1/2" IRON ROD FOUND AT THE NORTHEAST CORNER OF SAID CALLED 0.224 ACRE TRACT BEARS NORTH 89 DEGREES 04 MINUTES 26 SECONDS EAST, A DISTANCE OF 129.64 FEET;

2) THENCE ALONG THE SOUTHWEST LINE OF SAID CALLED 0.224 ACRE TRACT AND WITH SAID CURVE TO THE LEFT, 190.26 FEET, HAVING A RADIUS OF 772.99 FEET, A CENTRAL ANGLE OF 14 DEGREES 06 MINUTES 10 SECONDS, WHOSE LONG CHORD BEARS SOUTH 44 DEGREES 25 MINUTES 57 SECONDS EAST, A CHORD LENGTH OF 189.78 FEET, TO A 1/2" IRON ROD FOUND AT THE SOUTHERNMOST CORNER OF SAID CALLED 0.224 ACRE TRACT, BEING ON THE WEST LINE OF A CALLED 3.887 ACRE TRACT OF LAND DESCRIBED BY DEED TO CARA MENARD, RECORDED IN COUNTY CLERK'S INSTRUMENT NUMBER 2019-23661, DEED RECORDS, JOHNSON COUNTY, TEXAS, FROM WHICH A 1" SQUARE AXLE FOUND AT THE NORTHWEST CORNER OF SAID CALLED 3.887 ACRE TRACT BEARS NORTH 00 DEGREES 40 MINUTES 00 SECONDS EAST, A DISTANCE OF 116.04 FEET;

3) THENCE SOUTH 00 DEGREES 40 MINUTES 00 SECONDS WEST, DEPARTING SAID SOUTHWEST LINE AND ALONG THE SOUTHWEST LINE OF SAID CALLED 3.887 ACRE TRACT, AT A DISTANCE OF 28.20 FEET, PASSING THE SOUTHWEST CORNER OF SAID CALLED 3.887 ACRE TRACT, AND CONTINUING OVER AND ACROSS SAID BUSINESS HIGHWAY 35, A TOTAL DISTANCE OF 179.48 FEET, TO A 5/8" CAPPED IRON ROD SET STAMPED "LONESTAR 6882" IN THE NORTH RIGHT-OF-WAY LINE OF BUSINESS HIGHWAY 67 (LOCALLY KNOWN AS WEST COLLEGE STREET), A VARIABLE WIDTH RIGHT-OF-WAY, FROM WHICH AN "X" CUT FOUND IN THE SOUTH RIGHT-OF-WAY LINE OF SAID BUSINESS HIGHWAY 67 BEARS SOUTH 43 DEGREES 40 MINUTES 55 SECONDS EAST, A DISTANCE OF 126.52 FEET;

4) THENCE NORTH 89 DEGREES 40 MINUTES 41 SECONDS WEST, DEPARTING SAID WEST LINE AND ALONG THE NORTH RIGHT-OF-WAY LINE OF SAID BUSINESS HIGHWAY 67, A DISTANCE OF 61.72 FEET, TO A 5/8" CAPPED IRON ROD SET STAMPED "LONESTAR 6882" AT THE SOUTH END OF A PROPOSED CORNER CLIP AT THE INTERSECTION SAID NORTH RIGHT-OF-WAY LINE AND THE EAST RIGHT-OF-WAY LINE OF SAID BUSINESS HIGHWAY 35, FROM WHICH A 1/2" CAPPED IRON ROD FOUND STAMPED "FORT WORTH SURVEYING" BEARS SOUTH 04 DEGREES 13 MINUTES 26 SECONDS EAST, A DISTANCE OF 124.80 FEET;

5) THENCE NORTH 52 DEGREES 30 MINUTES 44 SECONDS WEST, ALONG SAID CORNER CLIP, A DISTANCE OF 39.85 FEET, TO A 5/8" CAPPED IRON ROD SET STAMPED "LONESTAR 6882", BEING ON THE EAST RIGHT-OF-WAY LINE OF SAID BUSINESS HIGHWAY 35;

6) THENCE NORTH 15 DEGREES 20 MINUTES 47 SECONDS WEST, ALONG SAID EAST RIGHT-OF-WAY LINE, A DISTANCE OF 300.42 FEET, TO THE **POINT OF BEGINNING**, AND CONTAINING 0.718 ACRES OR 31,280 SQUARE FEET OF LAND, MORE OR LESS.

BEARINGS ARE REFERENCED TO TEXAS STATE PLANE COORDINATE SYSTEM, NORTH CENTRAL ZONE (4202), NORTH AMERICAN DATUM OF 1983 AS DERIVED FROM GPS OBSERVATION. THE COMBINED SCALE FACTOR FOR THIS IS 1.00012. THIS FACTOR IS TO BE APPLIED TO ANY STATE PLANE GRID COORDINATE OR DISTANCE VALUES TO CONVERT TO GROUND COORDINATE OR DISTANCE VALUES.

EXHIBIT MAP ATTACHED AND MADE A PART HEREOF.

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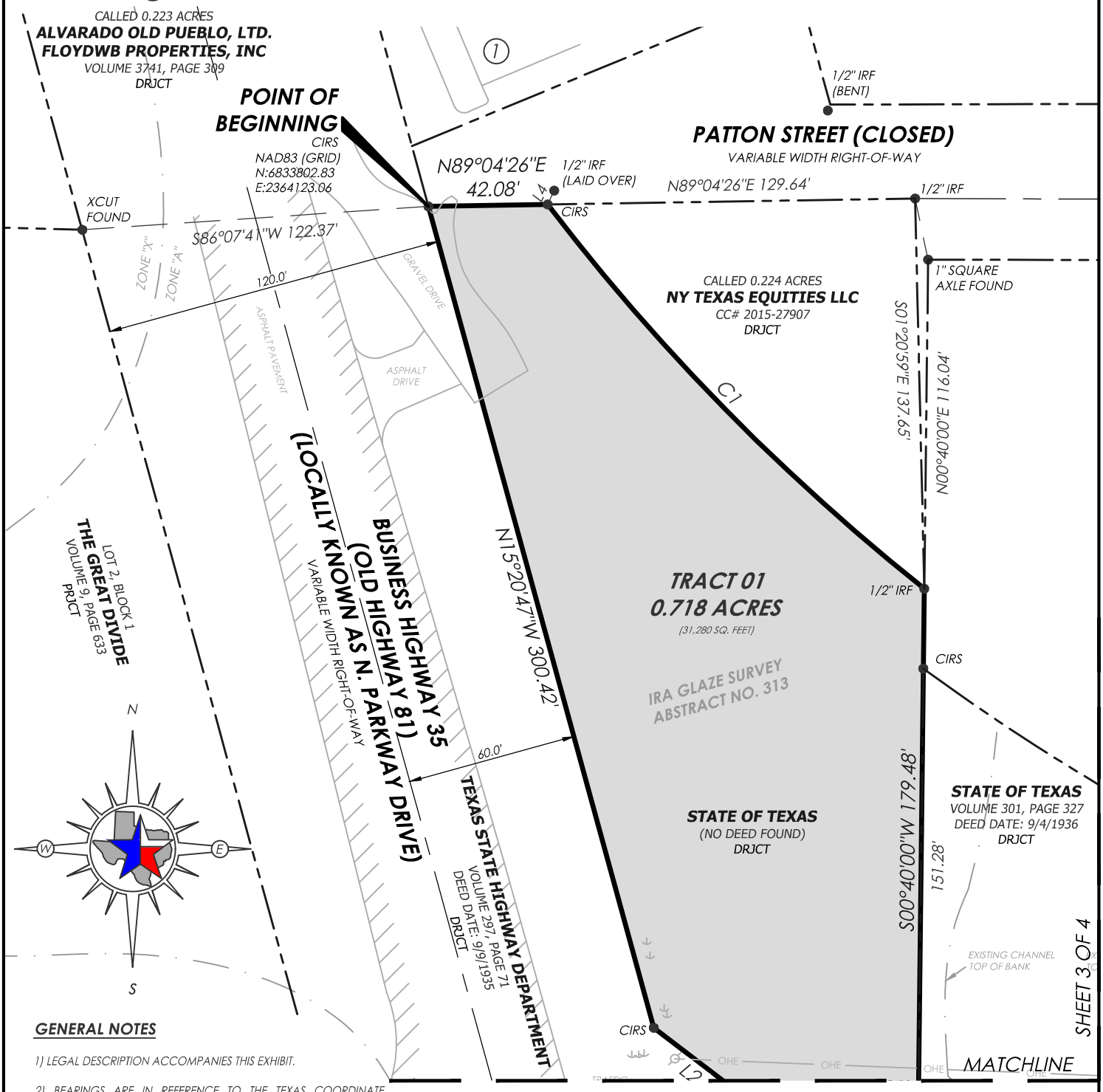

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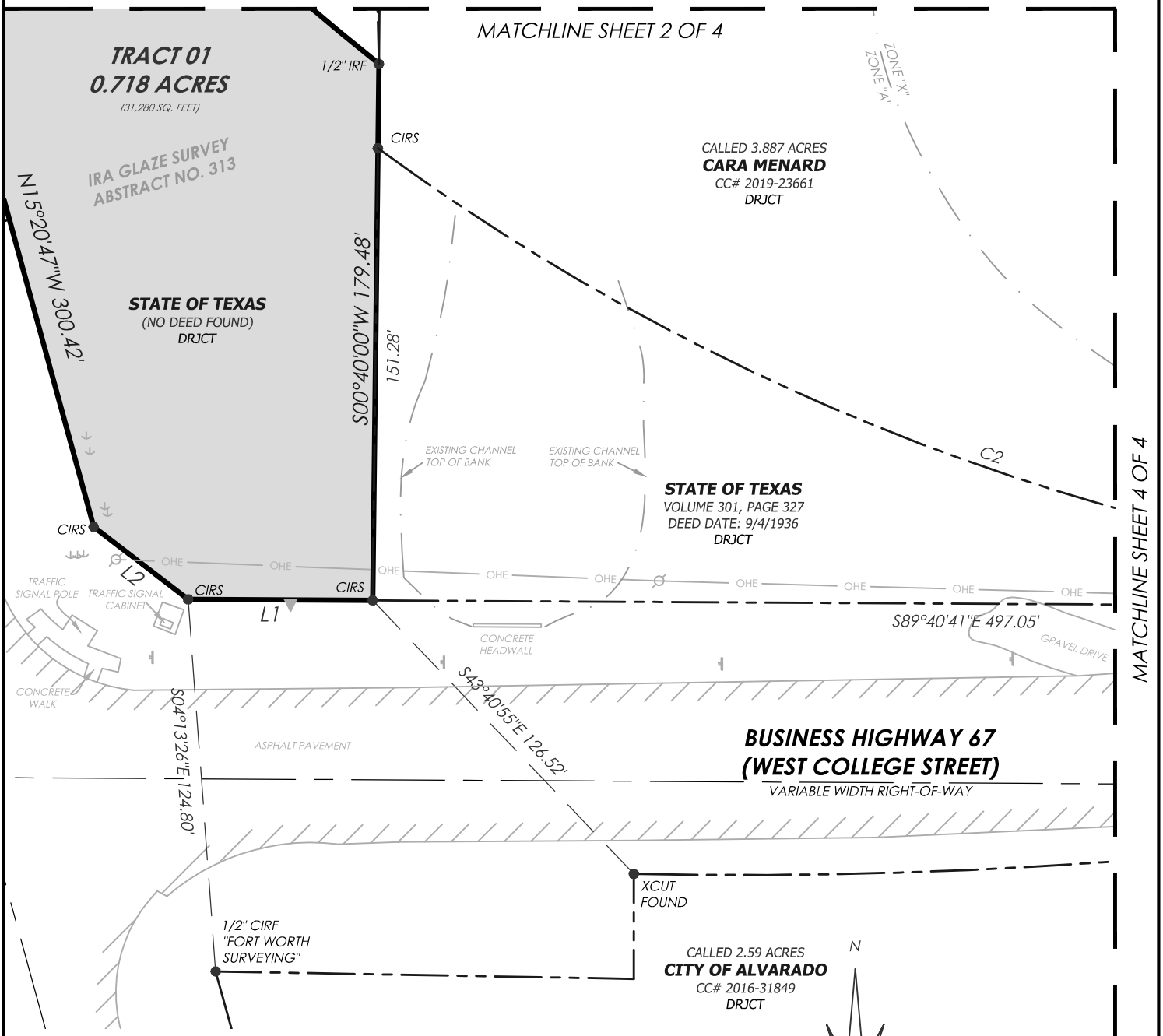

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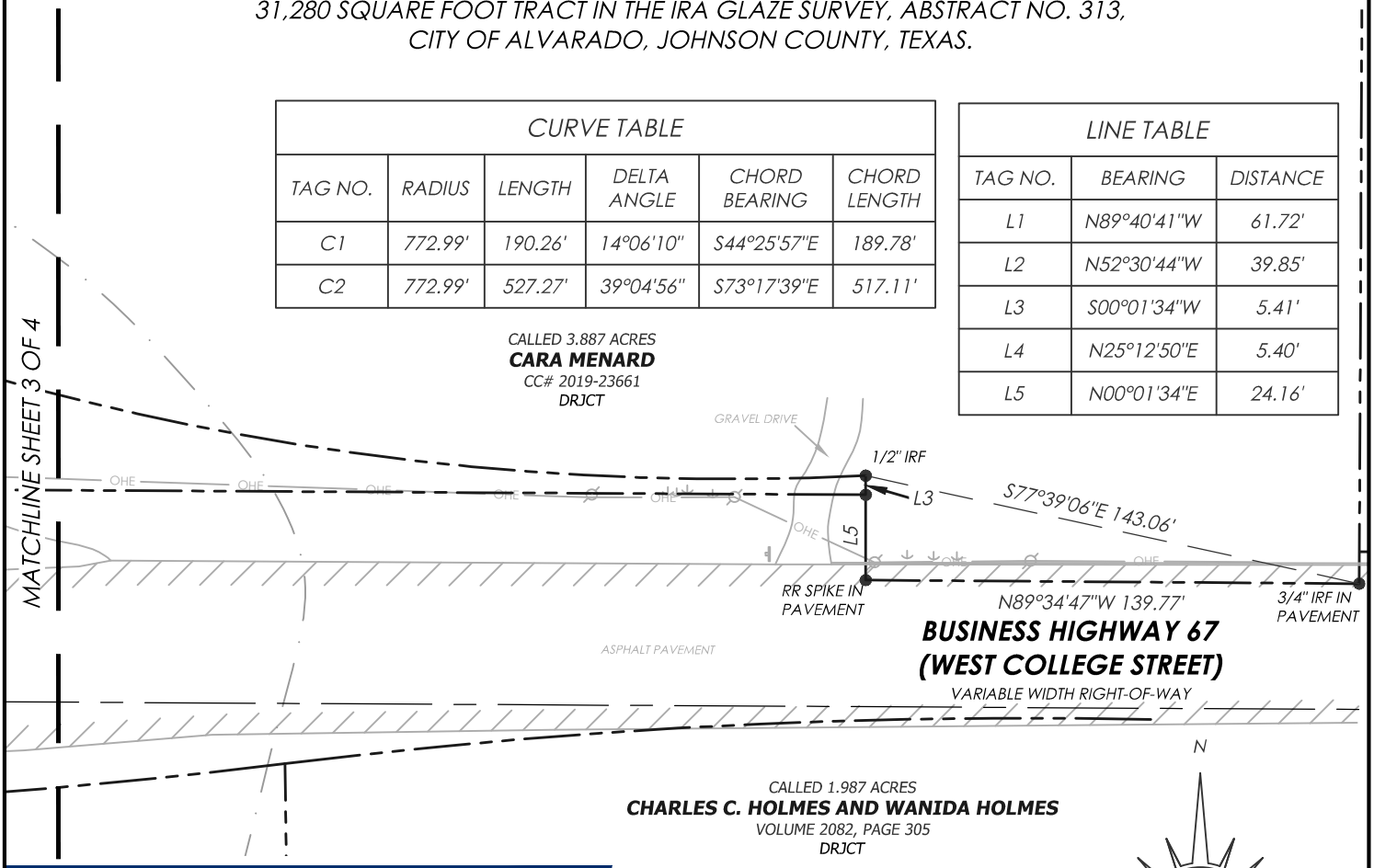

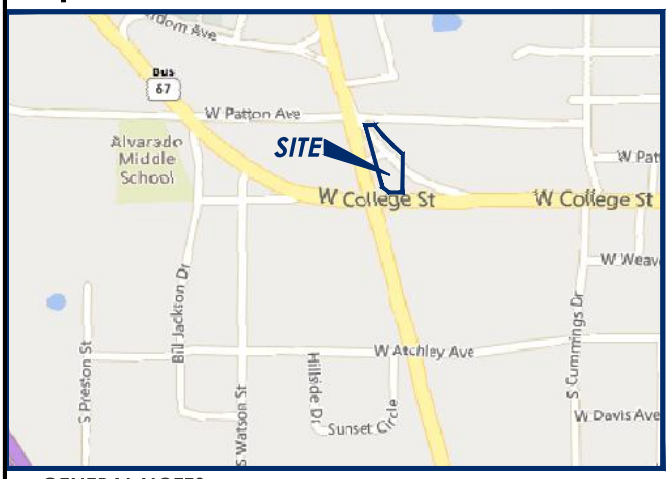

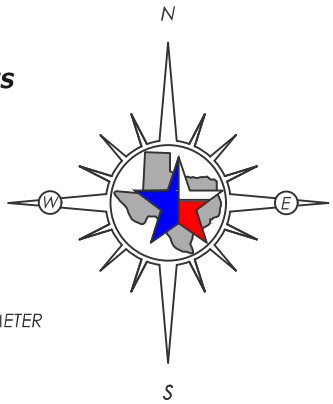

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City Council Management Report
Meeting Date: 3/16/2026
Contact: Gus Chavarria, City Engineer

AGENDA ITEM:
Consideration and action related to the approval of the reconstruction of the Alvarado Boat Ramp. (Chavarria)

BACKGROUND & FINDINGS:
This project will include pulverizing the existing Boat Ramp Parking lot, incorporating 24 Lbs./SY Cement into the subgrade, applying a Tack Coat/Prime over the stabilized Parking lot, and placing hot-mix asphalt paving at approximately 5.5" in the ramp area and 2.5" for the rest of the parking lot.

Texas Materials Group, Inc. will furnish all the materials, labor, and equipment required to reconstruct the parking lot. This will also include an 18-month warranty on the Hot Mix Asphalt down to the subgrade.

FINANCIAL IMPACT:
The funds requested are for construction with Texas Materials Group, Inc, in the amount of $179,435, which includes an additional 5% construction fee contingency for potential construction changes, and will be paid by the Street Maintenance Tax, the Gas Royalty Fund, and the Prairieland Funds.

RECOMMENDATION:
Staff recommends approving the Boat Ramp Parking Lot reconstruction and allowing the City Manager to sign the contract with Texas Materials Group, Inc.

MANAGEMENT REVIEW:
Paul DeBuff, City Manager

ATTACHMENTS:
1. City of Alvarado - Boat Ramp Revised Quote - 2.5 in (1)
2. map of boatramp

Texas Materials Group, Inc.
420 Decker Drive, Suite 200
Irving, TX 75062
Phone: (214) 741-3531

PROPOSAL AND CONTRACT
(Ellis County Contract)

To: City of Alvarado

Effective Date: February 24, 2026

Texas Materials Group, Inc., offers to furnish all material, labor and equipment required for the performance of the following described work subject to the terms and conditions of the Ellis County RFB NO 2024-010.

Description of Work and Price: Pulverize Existing Roadway, Incorporate 24 Lbs/SY Cement, Tack Coat/Prime over stabilized Roadway. Place hot mix asphalt paving @ approximately 5.5" and 2.5". Pricing includes 18 month warranty on HMA limited to the depth of our work. Any cracking/failures deeper than our work not covered.

Location	Limits	Description	Units	Unit Price	Approx. Total
Boat Ramp	See Attached Sheet	5.5" Asphalt	625	$45.10	$28,187.50
Boat Ramp	See Attached Sheet	2.5" Asphalt	4,494	$20.50	$92,127.00
Boat Ramp	See Attached Sheet	Cement Stabilization	5,119	$9.88	$50,575.72
					$170,890.22

*"See Attached Sheet"

Unless the words "Lump Sum" appear next to an item of work, it is understood and agreed that the quantities referred to above are estimates only and that payment shall be made at the state unit prices for actual quantities of work performed by TexasBit.

This estimate expires thirty (30) days from the above date.

TEXASBIT, INC.

ACCEPTED: City of Alvarado

W. L. Warner
Account Manager
214-926-9072
William.Warner@Texasbit.com

Date _____

Date

2/24/2026

City of Alvarado

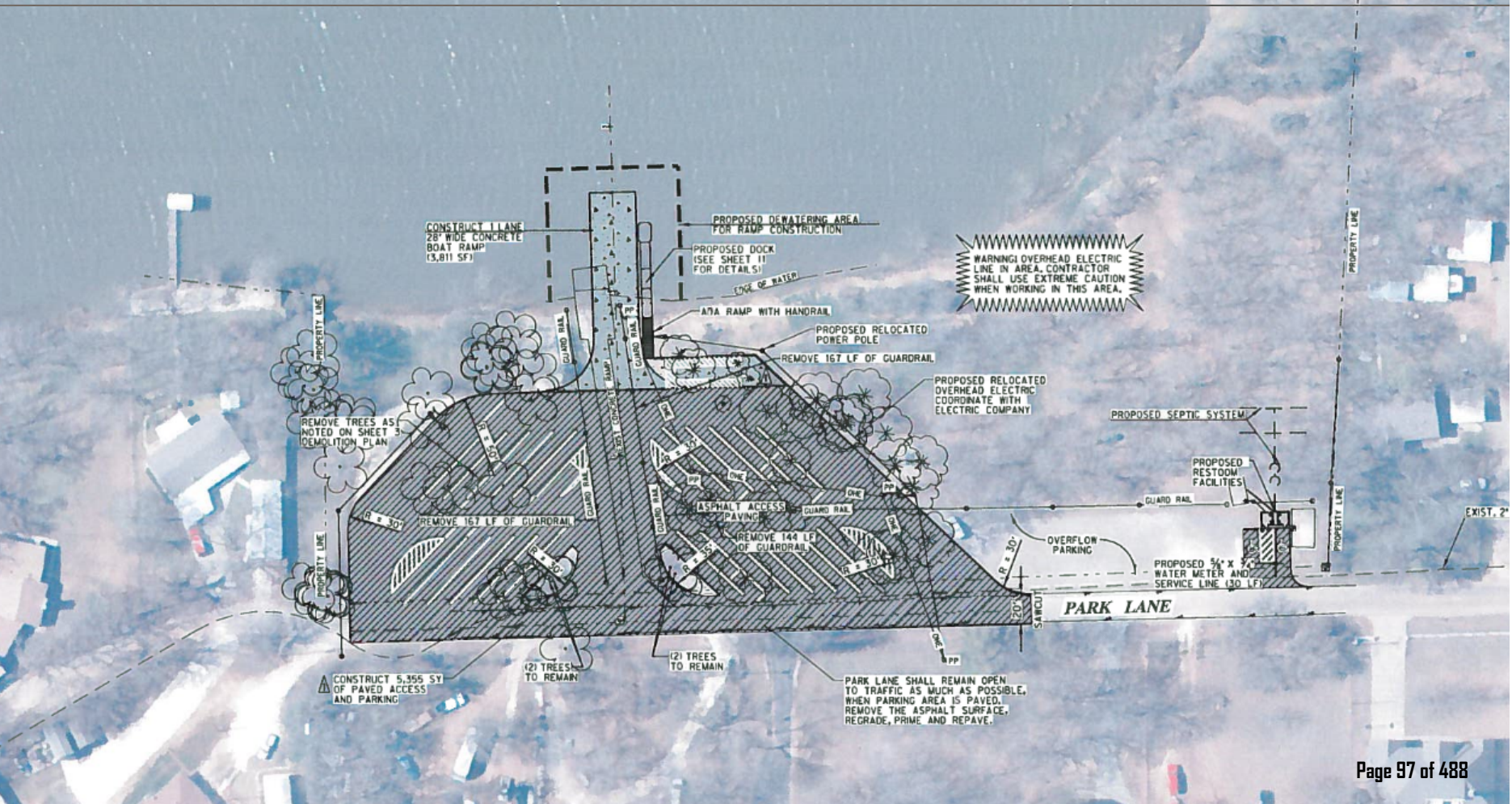
Tons: 667

Revised

February 24, 2026

$ 50,575.72 $ 120,314.50

Location/Street	Limits	Length	Width	Stabilization SY	S/Y	Haul Off Inches	Depth's/y	Tons	Ty-Mix	Inches	Cement Stabilization Cost Per SY	Cost Per Inch	Total Overlay Cost	Total Cement Stabilization Cost	Total HMAC Cost
Boat Ramp	Large Block at Middle of Ramp	75	75	625	625	0	550	172	3" BMD TY B and 2.5" TY D	5.5	$ 9.88	$ 8.20	$ 45.10	$ 6,175.00	$ 28,187.50
Boat Ramp	Remainder of Lot			4494	4494		220	495	2" TY D	2.5	$ 9.88	$ 8.20	$ 20.50	$ 44,400.72	$ 92,127.00


CONSTRUCT 1 LANE 28' WIDE CONCRETE BOAT RAMP (3,811 SF)
PROPOSED DEWATERING AREA FOR RAMP CONSTRUCTION
PROPOSED DOCK (SEE SHEET 11 FOR DETAILS)
EDGE OF WATER
ADA RAMP WITH HANDRAIL
PROPOSED RELOCATED POWER POLE
REMOVE 167 LF OF GUARDRAIL
WARNING! OVERHEAD ELECTRIC LINE IN AREA. CONTRACTOR SHALL USE EXTREME CAUTION WHEN WORKING IN THIS AREA.
PROPOSED RELOCATED OVERHEAD ELECTRIC COORDINATE WITH ELECTRIC COMPANY
PROPOSED SEPTIC SYSTEM
PROPOSED RESTROOM FACILITIES
REMOVE TREES AS NOTED ON SHEET 3 DEMOLITION PLAN
PROPERTY LINE
GUARD RAIL
CONCRETE RAMP
ASPHALT ACCESS PAVING
REMOVE 167 LF OF GUARDRAIL
REMOVE 144 LF OF GUARDRAIL
OVERFLOW PARKING
PROPOSED ¾" X 3/4" WATER METER AND SERVICE LINE (30 LF)
EXIST. 2"
SAWCUT
PARK LANE
CONSTRUCT 5,355 SY OF PAVED ACCESS AND PARKING
(2) TREES TO REMAIN
(2) TREES TO REMAIN
PARK LANE SHALL REMAIN OPEN TO TRAFFIC AS MUCH AS POSSIBLE. WHEN PARKING AREA IS PAVED, REMOVE THE ASPHALT SURFACE, REGRADE, PRIME AND REPAVE.

City Council Management Report
Meeting Date: 3/16/2026
Contact: Paul DeBuff, City Manager

AGENDA ITEM:
Consideration and action related to a Development Agreement between Alvarado 228 Development LLC, Avalon Development Group, LLC, and the City of Alvarado for the Chambers Creek Development. (DeBuff, French)

BACKGROUND & FINDINGS:
Alvarado 228 Development LLC and Avalon Development Group LLC are proposing a Development Agreement with the City of Alvarado for Chambers Creek, a ±228 acres master-planned community located adjacent to Alvarado High School, with access from I-35 frontage roads and Maple Avenue.

The proposed development is planned to include approximately 711 single-family homes, neighborhood amenities, a commercial corridor along I-35W, and a sports complex. A significant public benefit of this project is the dedication of approximately 27 acres to the City for the future development of regional sports complex. This land dedication supports long-term recreational opportunities and community growth.

FINANCIAL IMPACT:
Under the terms of the proposed Development Agreement, fifty percent (50%) of commercial and residential ad valorem tax revenue generated by the project will be deposited into the City's General Fund. The remaining 50% will be allocated to TIRZ #4 to support funding of the Sports Complex and other authorized improvements within the TIRZ.

RECOMMENDATION:
Staff recommend approval of the Chambers Creek Development Agreement between the City of Alvarado, Alvarado 228 Development LLC, and Avalon Development Group LLC.

MANAGEMENT REVIEW:
Paul DeBuff, City Manager

ATTACHMENTS:
None

City Council Management Report
Meeting Date: 3/16/2026
Contact: Paul DeBuff, City Manager

AGENDA ITEM:
Consideration and action on approving Resolution R2026-0016 of the City Council of the City of Alvarado, Texas, accepting a petition for the creation of the Chambers Creek Public Improvement District within the extraterritorial jurisdiction of the City of Alvarado and calling a public hearing. (DeBuff, French)

BACKGROUND & FINDINGS:
A Public Improvement District (PID) is a defined geographical area established to provide specific types of improvements or maintenance which are financed by assessing property owners within the area. The developer has submitted a petition for the proposed Chambers Creek PID in accordance with Chapter 372 of the Texas Local Government Code and City of Alvarado requirements. A resolution accepting the petition for the creation of the Chambers Creek PID is attached.

FINANCIAL IMPACT:
There is no financial impact to the City's General Fund associated with the acceptance of this petition.

RECOMMENDATION:
Staff recommends City Council adopt the resolution accepting the petition for the creation of the Chambers Creek Public Improvement District (PID).

MANAGEMENT REVIEW:
Paul DeBuff, City Manager

ATTACHMENTS:
1. Resolution Accepting Petition and Calling Public Hearing (March 16)

CERTIFICATE FOR RESOLUTION

THE STATE OF TEXAS
JOHNSON COUNTY
CITY OF ALVARADO

We, the undersigned officers of the City of Alvarado (the "City"), hereby certify as follows:

1. The Council convened in a regular meeting on March 16, 2026, at the regular designated meeting place, and the roll was called of the duly constituted officers and members of said Council, to wit:

Jacob Wheat; Mayor	Carrie Keeton; Ward 1 Place 1
Beverly Short; Ward 1 Place 4	Cherry Bryant; Ward 2 Place 5
Lydia Moon; Ward 2 Place 2	Scott Arthur; Ward 3 Place 6
Kevin Thomas; Ward 3 Place 3	

and all of said persons were present except _____ thus constituting a quorum. Whereupon, among other business the following was transacted at said meeting: a written

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ALVARADO, TEXAS, ACCEPTING FOR FILING A LANDOWNER PETITION REQUESTING THE CREATION OF A PUBLIC IMPROVEMENT DISTRICT; CALLING A PUBLIC HEARING TO CONSIDER THE CREATION OF A PUBLIC IMPROVEMENT DISTRICT

was duly introduced for the consideration of said Council. It was then duly moved and seconded that said Resolution be passed; and, after due discussion, said motion, carrying with it the passage of said Resolution, prevailed and carried, with all members of said Council shown present above voting "Aye," except as noted below:

NAYS: _____ ABSTENTIONS: _____

2. A true, full, and correct copy of the aforesaid Resolution passed at the meeting described in the above and foregoing paragraph is attached to and follows this Certificate; said Resolution has been duly recorded in said Council's minutes of said meeting; the above and foregoing paragraph is a true, full, and correct excerpt from said Council's minutes of said meeting pertaining to the passage of said Resolution; the persons named in the above and foregoing paragraph are the duly chosen, qualified, and acting officers and members of said Council as indicated therein; that each of the officers and members of said Council was duly and sufficiently notified officially and personally, in advance, of the time, place, and purpose of the aforesaid meeting, and that said Resolution would be introduced and considered for passage at said meeting, and each of said officers and members consented, in advance, to the holding of said meeting for such purpose; and that said meeting was open to the public, and public notice of the time, place, and purpose of said meeting was given all as required by the Texas Government Code, Chapter 551.

3. The City Council has approved and hereby approves the Resolution; and the Mayor and City Secretary hereby declare that their signing of this certificate shall constitute the signing of the attached and following copy of said Resolution for all purposes.

SIGNED AND SEALED ON MARCH 16, 2026.

City Secretary	Mayor

(CITY SEAL)

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ALVARADO, TEXAS, ACCEPTING FOR FILING A LANDOWNER PETITION REQUESTING THE CREATION OF A PUBLIC IMPROVEMENT DISTRICT; CALLING A PUBLIC HEARING TO CONSIDER THE CREATION OF A PUBLIC IMPROVEMENT DISTRICT.

WHEREAS, Chapter 372, Texas Local Government Code, as amended (the "Act"), authorizes the City of Alvarado, Texas (the "City") to create public improvement districts within the corporate limits and extraterritorial jurisdiction of the City; and

WHEREAS, a landowner petition, a copy of which is attached as Exhibit A (the "Petition"), was filed with the City Secretary requesting the creation of the "Chambers Creek Public Improvement District" (the "District") in accordance with the Act; and

WHEREAS, the City Council has determined that it is in the best interest of the City to accept the Petition and to call a public hearing (the "Public Hearing") at which the City Council will consider the adequacy of the Petition and hear public testimony regarding the feasibility and advisability of creating the proposed District.

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF ALVARADO, TEXAS, THAT:

Section 1. The recitals set forth in this Resolution are true and correct and are incorporated as part of this Resolution.

Section 2. City staff has reviewed the Petition and determined that the same complies with the requirements of the Act and the filing of the Petition is accepted.

Section 3. The City Council calls the Public Hearing to consider the adequacy of the Petition and to hear public testimony on the feasibility and advisability of creating the proposed District to be held beginning at or after 6:30 P.M. on April 20, 2026 in the regular meeting place of the City Council in the Council Chamber in the City Hall located at 104 West College Street; Alvarado, Texas 76009. Attached hereto as Exhibit B is a form of the Notice of Public Hearing, the form and substance of which is hereby adopted and approved and the publication and mailing of such notice prior to this meeting is hereby ratified in order to avoid undue delays in the creation of the District. All residents and property owners within the District, and all other persons, are hereby invited to appear in person, or by their attorney, and speak on the creation of the District. The Public Hearing may be continued from time to time.

Section 4. The City Secretary and the City's Bond Counsel are hereby authorized and directed to give all notices of the Public Hearing as required by law, including notices required by the Texas Open Meetings Act and by the Act.

Section 5. Upon the closing of the Public Hearing, the City Council may consider the adoption of a resolution creating the proposed District or may defer the adoption of such a resolution for up to six months. The creation of the proposed District is within the sole discretion of the City Council and, in addition, is contingent upon the City Council approving a development agreement relating to the development of the property within the proposed District.

Section 6. This Resolution shall become effective immediately from and after it is passed and approved.

Exhibit A to Resolution

[Landowner Petition]

Received by Sarah Licitra - HR
3/4/2026
12:38pm

PETITION FOR CREATION OF THE CHAMBERS CREEK PUBLIC IMPROVEMENT DISTRICT WITHIN THE EXTRATERRITORIAL JURISDICTION OF THE CITY OF ALVARADO, TEXAS

TO THE HONORABLE MAYOR AND CITY COUNCIL, CITY OF ALVARADO, TEXAS:

COMES NOW Alvarado 228 Development, LLC, a Texas limited liability company ("Petitioner"), the owner of certain taxable real property, and pursuant to Chapter 372 of the Texas Local Government Code, as amended (the "Act"), hereby petitions the City of Alvarado, Texas ("City") to establish the Chambers Creek Public Improvement District to include property owned by the Petitioner and located within the extraterritorial jurisdiction of the City (the "District"). In support of same, Petitioner would respectfully show the following:

I.

The boundaries of the proposed District are set forth in **Exhibit A** attached hereto and incorporated by reference herein.

II.

The general nature of the proposed public improvements to be provided by the District that are necessary for the development of the Property within the District and which shall promote the interests of the City and confer a special benefit upon the Property, may include: (i) acquisition, construction, and improvement of street, roadway and sidewalk improvements, including related drainage, utility relocation, signalization, landscaping, lighting, signage, off-street parking and right-of-way; (ii) acquisition, construction, and improvement of water, wastewater, and drainage improvements and facilities; (iii) establishment and improvement of parks, trails and recreational facilities improvements; (iv) projects similar to those listed above authorized by the Act, including similar off-site projects that provide a benefit to the Property within the District; (v) acquisition of real property, interests in real property, or contract rights in connection with each Authorized Improvement; (vi) payment of costs, including, without limitation, design, engineering, permitting, legal, required payment, performance and maintenance bonds, bidding, support, construction, construction management, administrative and inspection costs, associated with developing and financing the public improvements listed in (i) through (v) above; (vii) payment of costs associated with special supplemental services for improvement and promotion of the District as approved by the City including services related to advertising, promotion, health and sanitation, water and wastewater, public safety, security, business recruitment, development, recreation, and cultural enhancement related to the public improvements listed in (i) through (v) above; (viii) payment of costs of establishing, administering, and operating the District, as well as the interest, costs of issuance, reserve funds, or credit enhancement of bonds issued for the purposes described in (i) through (viii) above (collectively, the "Authorized Improvements").

III.

The current estimated total cost of the proposed Authorized Improvements is $35,000,000.

IV.

The City shall levy assessments on each parcel within the District in a manner that results in imposing equal shares of the costs on property similarly benefited. Each assessment may be paid in part or in full at any time (including interest), and certain assessments may be paid in annual installments (including interest). If the City allows an assessment to be paid in installments, then the installments must be paid in amounts necessary to meet annual costs for those Authorized Improvements financed by the assessment and must continue for a period necessary to retire the indebtedness on those Authorized Improvements (including interest).

V.

The City will not be obligated to provide any funding to finance the Authorized Improvements, other than from assessments levied in the District and possible tax increment reinvestment zone revenues. No City property in the District shall be assessed. The Petitioner may fund certain improvements from other funds available to the Petitioner.

VI.

The management of the District will be by the City, with the assistance of one or more consultants, who shall, from time to time, advise the City regarding certain operations of the District.

VII.

The person or entity (through authorized representatives) signing this Petition concurs with the establishment of the District and has the corporate authority to execute and deliver the Petition.

VIII.

The Petitioner proposes the District be established and managed without the creation of an advisory board. However, if an advisory board is created, the Petitioner requests a representative of the Petitioner be appointed to the advisory board.

IX.

The person or entity (through authorized representatives) signing this Petition is also owner of taxable real property representing more than fifty percent (50%) of the appraised value of taxable real property liable for assessment under the proposal as determined by the current roll of the appraisal district in which the property is located; and the record owner of real property liable for assessment under the proposal who (a) constitutes more than fifty percent (50%) of all record owners of property that is liable for assessment under the proposal, and (b) owns taxable real property that constitutes more than fifty percent (50%) of the area of all taxable real property that

is liable for assessment under the proposal.

X.

This Petition will be filed with the City Secretary, City of Alvarado, Texas, in support of the creation of the District by the City Council of the City as herein provided.

EXECUTED on this 2ND day of MARCH, 2026.

PETITIONER:

ALVARADO 228 DEVELOPMENT, LLC
a Texas limited liability company

By: _____
Name: Douglas Bowyer
Title: Manager

THE STATE OF TEXAS §
COUNTY OF Galveston §

This instrument was acknowledged before me on this day, March 2nd, 2026, by Douglas Bowyer, Manager of Alvarado 228 Development LLC, on behalf of said limited liability company.

_____
Notary Public, State of Texas

(SEAL)

ALYSSA VALDEZ
Notary Public, State of Texas
Comm. Expires 08-21-2027
Notary ID 134517897

EXHIBIT A

BEING 188.62 acres of land in the Robert Bell Survey, Abstract Number 44, J. Bell Survey, Abstract No. 46, T. Stephens Survey, Abstract No. 778, and the Ambrose Powers Survey, Abstract Number 686, Johnson County, Texas; being part of that certain tract of land described in a Warranty Deed to Alvarado 228 Development. LLC. as recorded in Book 2016 Page 2678, Deed Records, Johnson County, Texas (D.R.J.C.T.), and being more particularly described, by metes and bounds, as follows:

BEGINNING at a mag nail with washer set stamped "MANHARD CONSULTING" at the northernmost northwest corner;

THENCE North 89°45'44" East, a distance of 1,669.99 feet to a yellow capped 5/8" iron rod set stamped "MANHARD CONSULTING";

THENCE North 62°48'30" East, continuing along said line, a distance of 147.84 feet to a mag nail with washer set stamped "MANHARD CONSULTING" at the northeast corner;

THENCE South 25°14'01" East, along the common line, a distance of 2,002.48 feet to a 1/2" iron rod found;

THENCE South 01°37'36" West, a distance of 314.22 feet to a found fence post;

THENCE South 89°01'16" East, a distance of 676.85 feet to a found 1/2" iron rod;

THENCE South 00°12'15" East, a distance of 1,428.77 feet to a 1/2" iron rod found at the southeast corner;

THENCE South 82°22'29" West, a distance of 160.00 feet to a capped 5/8" iron rod found stamped "RPLS 4838";

THENCE North 84°13'06" West, 557.60 feet to a point for corner;

THENCE North 78°11'06" West, 75.80 feet to a point for corner;

THENCE North 36°28'06" West, 127.40 feet to a point for corner;

THENCE South 75°02'54" West, 101.10 feet to a point for corner;

THENCE South 60°58'54" West, 175.40 feet to a point for corner;

THENCE South 77°47'51" West, 175.00 feet to a point for corner;

THENCE South 56°30'54" West, 172.60 feet to a point for corner;

THENCE North 86°37'06" West, 202.00 feet to a point for corner;

THENCE North 55°59'06" West, 54.80 feet to a point for corner;

THENCE North 45°42'06" West, 143.80 feet to a point for corner;

THENCE North 35°43'06" West, 100.00 feet to a point for corner;

THENCE North 21°54'06" West, 58.20 feet to a point for corner;

THENCE North 78°48'06" West, 186.90 feet to a point for corner;

THENCE North 80°49'06" West, 120.90 feet to a point for corner;

THENCE South 84°37'54" West, 367.50 feet to a point for corner;

THENCE South 76°51'54" West, 22.35 feet to a point for corner;

THENCE North 12°47'36" West, 333.88 feet to a point for corner;

THENCE North 33°45'46" West, 978.77 feet to a point for corner;

THENCE North 89°48'52" East, 1.29 feet to a point for corner;

THENCE North 01°00'47" East, 2,128.25 feet to a point for corner;

THENCE South 89°49'45" West, 199.77 feet to a point for corner;

THENCE North 01°10'12" East, 20.88 feet to the POINT OF BEGINNING, containing 188.62 acres of land.

Exhibit B to Resolution

NOTICE OF PUBLIC HEARING REGARDING
THE CREATION OF A PUBLIC IMPROVEMENT DISTRICT

Pursuant to Section 372.009(c) and (d) of the Texas Local Government Code, as amended, notice is hereby given that the City Council of the City of Alvarado, Texas (the "City"), will hold a public hearing to accept public comments and discuss the petition (the "Petition"), filed by Alvarado 228 Development, LLC (the "Petitioner"), requesting that the City create the Chambers Creek Public Improvement District (the "District") to include property owned by the Petitioner located entirely within the extraterritorial jurisdiction of the City.

Time and Place of Public Hearing. The public hearing will start at or after 6:30 P.M. on April 20, 2026 in the regular meeting place of the City Council in the Council Chamber in the City Hall located at 104 West College Street; Alvarado, Texas 76009.

General Nature of the Proposed Authorized Improvements. The purposes of the District include the design, acquisition, construction, and improvement of public improvement projects authorized by the Public Improvement District Assessment Act, codified as Chapter 372, Texas Local Government Code, as amended (the "Act") that are necessary for the development of the property within the District, which will include: : (i) acquisition, construction, and improvement of street, roadway and sidewalk improvements, including related drainage, utility relocation, signalization, landscaping, lighting, signage, off-street parking and right-of-way; (ii) acquisition, construction, and improvement of water, wastewater, and drainage improvements and facilities; (iii) establishment and improvement of parks, trails and recreational facilities improvements; (iv) projects similar to those listed above authorized by the Act, including similar off-site projects that provide a benefit to the Property within the District; (v) acquisition of real property, interests in real property, or contract rights in connection with each Authorized Improvement; (vi) payment of costs, including, without limitation, design, engineering, permitting, legal, required payment, performance and maintenance bonds, bidding, support, construction, construction management, administrative and inspection costs, associated with developing and financing the public improvements listed in (i) through (v) above; (vii) payment of costs associated with special supplemental services for improvement and promotion of the District as approved by the City including services related to advertising, promotion, health and sanitation, water and wastewater, public safety, security, business recruitment, development, recreation, and cultural enhancement related to the public improvements listed in (i) through (v) above; (viii) payment of costs of establishing, administering, and operating the District, as well as the interest, costs of issuance, reserve funds, or credit enhancement of bonds issued for the purposes described in (i) through (viii) above (collectively, the "Authorized Improvements").

Estimated Cost of the Authorized Improvements. The estimated cost to design, acquire and construct the Authorized Improvements, together with bond issuance costs, eligible legal and financial fees, eligible credit enhancement costs and eligible costs incurred in establishment, administration and operation of the District is $35,000,000.

Proposed District Boundaries. The District is proposed to include approximately 189 acres of land described by a metes and bounds description attached hereto.

Proposed Method of Assessment. The City shall levy an assessment on each parcel within the District to pay the cost of the Authorized Improvements in a manner that results in imposing equal shares of the cost on property similarly benefited. Each assessment may be paid in full at any time (including accrued and unpaid interest) or may be paid in annual installments (including interest and debt). The installments must be paid in amounts necessary to meet annual costs for the Authorized Improvements and must continue for a period necessary to retire the indebtedness on the Authorized Improvements.

Proposed Apportionment of Cost between the District and City. The City will not be obligated to provide any funds to finance the Authorized Improvements. The cost of the Authorized Improvements will be paid from the assessments and from other sources of funds, if any, available to the Owner.

METES AND BOUNDS DESCRIPTION OF THE DISTRICT

BEING 188.62 acres of land in the Robert Bell Survey, Abstract Number 44, J. Bell Survey, Abstract No. 46, T. Stephens Survey, Abstract No. 778, and the Ambrose Powers Survey, Abstract Number 686, Johnson County, Texas; being part of that certain tract of land described in a Warranty Deed to Alvarado 228 Development. LLC. as recorded in Book 2016 Page 2678, Deed Records, Johnson County, Texas (D.R.J.C.T.), and being more particularly described, by metes and bounds, as follows:
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THENCE North 01°10'12” East, 20.88 feet to the POINT OF BEGINNING, containing 188.62 acres of land.

City Council Management Report
Meeting Date: 3/16/2026
Contact: Justin French, Community Development Director

AGENDA ITEM:
Public hearing, consideration, and action related to Ordinance 2026-0003; an Ordinance adopting the Comprehensive Plan for the City of Alvarado, including the Downtown Master Plan and the Park Master Plan. (French, LJA)

BACKGROUND & FINDINGS:
Statement of Conformity with the Comprehensive Plan / Future Land Use Plan
The City of Alvarado Zoning Ordinance amendments are being prepared concurrently with the City of Alvarado Comprehensive Plan, which includes the City's Future Land Use Plan (FLUP). The Comprehensive Plan establishes the long-term vision for land use, growth, development patterns, infrastructure, parks and recreation, Downtown revitalization, and community character within the Alvarado Planning Area.

At the time of this report, the City of Alvarado Comprehensive Plan is under consideration by the Alvarado City Council and is anticipated to be adopted by City Council on March 16, 2026. The Future Land Use Plan is intended to serve as the policy foundation for zoning and development regulations upon adoption. The proposed zoning ordinance amendments have been developed in coordination with and in reliance upon the draft Comprehensive Plan and Future Land Use Plan, with the intent that the Zoning Ordinance will conform to the adopted Comprehensive Plan upon its adoption. Final zoning adoption will occur following, or concurrent with, adoption of the Comprehensive Plan to ensure consistency between policy guidance and regulatory implementation.

FINANCIAL IMPACT:
NA

RECOMMENDATION:
The Planning and Zoning Commission, Planning Advisory Committee, and the Technical Advisory Committee have provided no recommended changes to the proposed Comprehensive Plan as of March 10, 2026.

MANAGEMENT REVIEW:
Paul DeBuff, City Manager

ATTACHMENTS:
1. Ord 2026-XXXX Complan
2. Alvarado Comprehensive Plan 2026

ORDINANCE NO. 2026-_____

AN ORDINANCE OF THE CITY OF ALVARADO, TEXAS, ADOPTING THE COMPREHENSIVE PLAN; PROVIDING THAT THIS ORDINACE BE CUMULATIVE OF ALL ORDINANCES; PROVIDING A SEVERABILITY CLAUSE; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the City of Alvarado, Texas ("City"), is a home rule city acting under its charter adopted by the electorate pursuant of Article XI, Section 5 of the Texas Constitution and Chapter 9 of the Local Government Code; and

WHEREAS, the City Council previously adopted a Comprehensive Plan to encourage and coordinate future physical development in the City; and

WHEREAS, the City Council retained a professional planning consultant to assist in the preparation of a new and updated Comprehensive Plan for the City; and

WHEREAS, the City Council appointed a Comprehensive Plan Advisory Committee (CPAC) to guide in the preparation of a workable Comprehensive Plan for the City of Alvarado; and

WHEREAS, the CPAC reviewed and studied recommendations made by the planning consultant for the Comprehensive Plan; and

WHEREAS, the CPAC recommended the Comprehensive Plan to the Planning and Zoning Commission; and

WHEREAS, the Planning and Zoning Commission held a public hearing and recommended the Comprehensive Plan to the City Council on March 12, 2026; and

WHEREAS, the City Council conducted a public hearing on March 16, in which notice of the meeting was posted, where major issues about the Comprehensive Plan were presented and all persons were given the opportunity to present verbal and written testimony; and

WHEREAS, the City Council considered this testimony and finds the Comprehensive Plan as set forth herein to be in the best interest of the citizens of Alvarado and the public.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF ALVARADO, TEXAS, THAT:

SECTION 1.

The Comprehensive Plan, including the Future Land Use Plan, Thoroughfare Plan, and all other chapters and maps, which are attached hereto as **Exhibit A** and incorporated herein by reference as if set forth fully at length herein, is hereby adopted by the City as a guide and public policy.

DRAFT

SECTION 2.

That this Plan is intended to constitute the Comprehensive Plan or Master Plan of the City of Alvarado, Texas, for all matters relating to long-range guidance relative to zoning and land use decisions, land subdivision, thoroughfare construction, park and recreation planning, and growth management as authorized by Chapter 213 of the Texas Local Government Code and shall replace all previously adopted Plans.

SECTION 3.

This Ordinance shall be cumulative of all provisions and ordinances of the Code of Ordinances, City of Alvarado, Texas, as amended, except where the provisions of this Ordinance are in direct conflict with the provisions of such ordinances and such code, in which event the conflicting provisions of such ordinances and such Code are hereby repealed.

SECTION 4.

It is hereby declared to be the intention of the City Council 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 shall 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, and section of this Ordinance, since the same would have been enacted by the City Council without the incorporation in this Ordinance of any such unconstitutional phrase, clause, sentence, paragraph, or section.

SECTION 5.

This Ordinance shall be in full force and effect from and after its passage and approval, and it is so ordained.

PASSED AND APPROVED by the City Council of the City of Alvarado on this the 16th day of March, 2026.

_____
Jacob Wheat, Mayor

ATTEST:

_____
Bobbie Jo Taylor, City Secretary

DRAFT

Exhibit “A”

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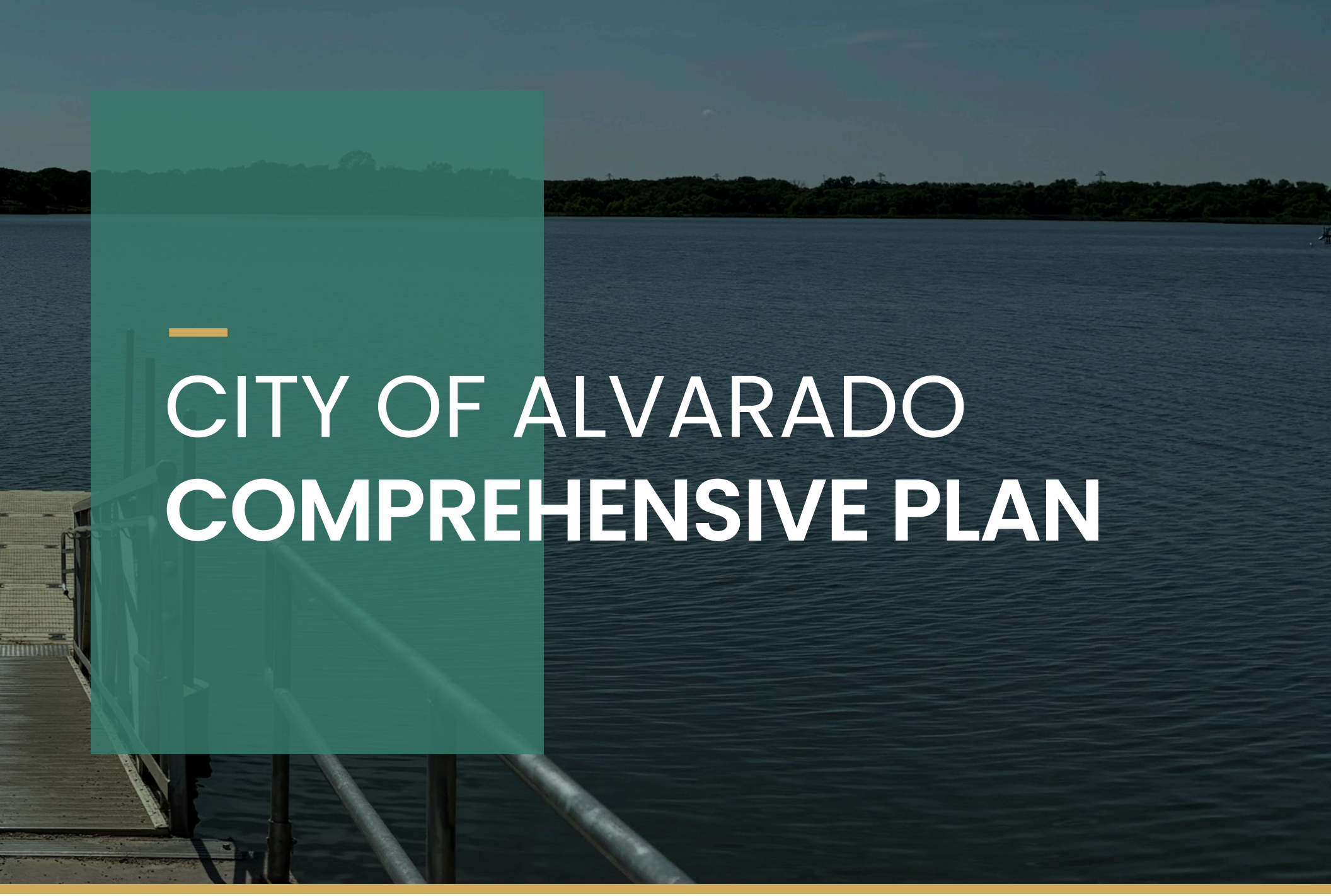

CITY OF ALVARADO
COMPREHENSIVE PLAN

Prepared for the
City of Alvarado by LJA

Draft: February 2026

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1. INTRODUCTION

ACKNOWLEDGMENTS

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INTRODUCTION

The planning process for Alvarado includes three key components: the Comprehensive Plan, the Downtown Study, and the Parks and Recreation Study. Together, these documents form a unified planning framework that provides additional detail and focus. This integrated approach ensures that Alvarado's future development is guided by a shared community vision. The legal foundation for adopting a Comprehensive Plan is established in Chapter 213 of the Texas Local Government Code. The primary goals of a Comprehensive Plan are to support the long-range development of the City and to protect public health, safety, and general welfare. The long-term vision for this Plan extends through the year 2045, helping the City prepare for the Alvarado of today and the Alvarado of tomorrow. This Comprehensive Plan does not and shall not constitute zoning regulations or establish zoning district boundaries for the City of Alvarado.

THE POWER OF UNIFIED PLANNING

Alignment across a network of plans is considered a best practice for successful long-range planning and implementation. When plans are created in isolation, they often fail to align with previous planning efforts, leading to confusion, inefficiencies, and missed opportunities. This planning effort intentionally breaks that mold. A unified planning approach can lead to reduced costs, broader community engagement, more coordinated implementation, and stronger alignment between traditionally independent planning documents.

The Alvarado Comprehensive Plan, together with the Downtown Study and the Parks and Recreation Study, serve as a single, cohesive roadmap that reflects a forward-looking and strategic vision for the City. This integrated approach strengthens each planning effort and ensures that all components work together to support a clear and unified direction for Alvarado's future.

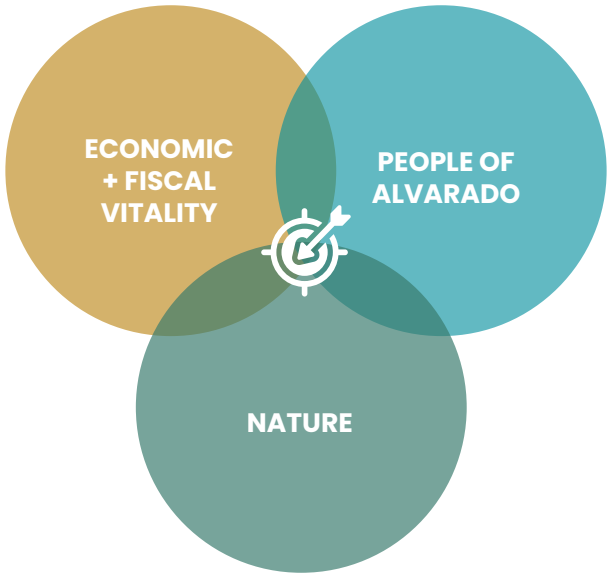
Key areas of coordinated solutions across the Plan include:

- Mobility + Connectivity
- Community Character
- Economic + Fiscal Vitality
- Infrastructure + Utilities
- Natural Systems
- Land Use + Design
- Events + Programming

PLAN METHODS + APPROACHES

Triple Bottom Line

The Comprehensive Plan is guided by a Triple Bottom Line framework that considers people, economic and fiscal vitality, and the natural environment together, recognizing that long-term success depends on the health and balance of all three.



Design Thinking

Design thinking principles were incorporated throughout the process to better understand community needs and develop responsive solutions, including empathizing with users, defining challenges, generating ideas, prototyping concepts, and testing solutions through engagement and iteration.

AI-Driven Insights + Refinements

This Plan's content was created by real humans on the Planning Team. AI data analysis and emerging technologies were used to assist in analysis of feedback themes, identification of trends, refinement of scenarios, and testing of assumptions while remaining grounded in community input and local context. AI was also used to polish and organize draft text to add value to readability and understanding.

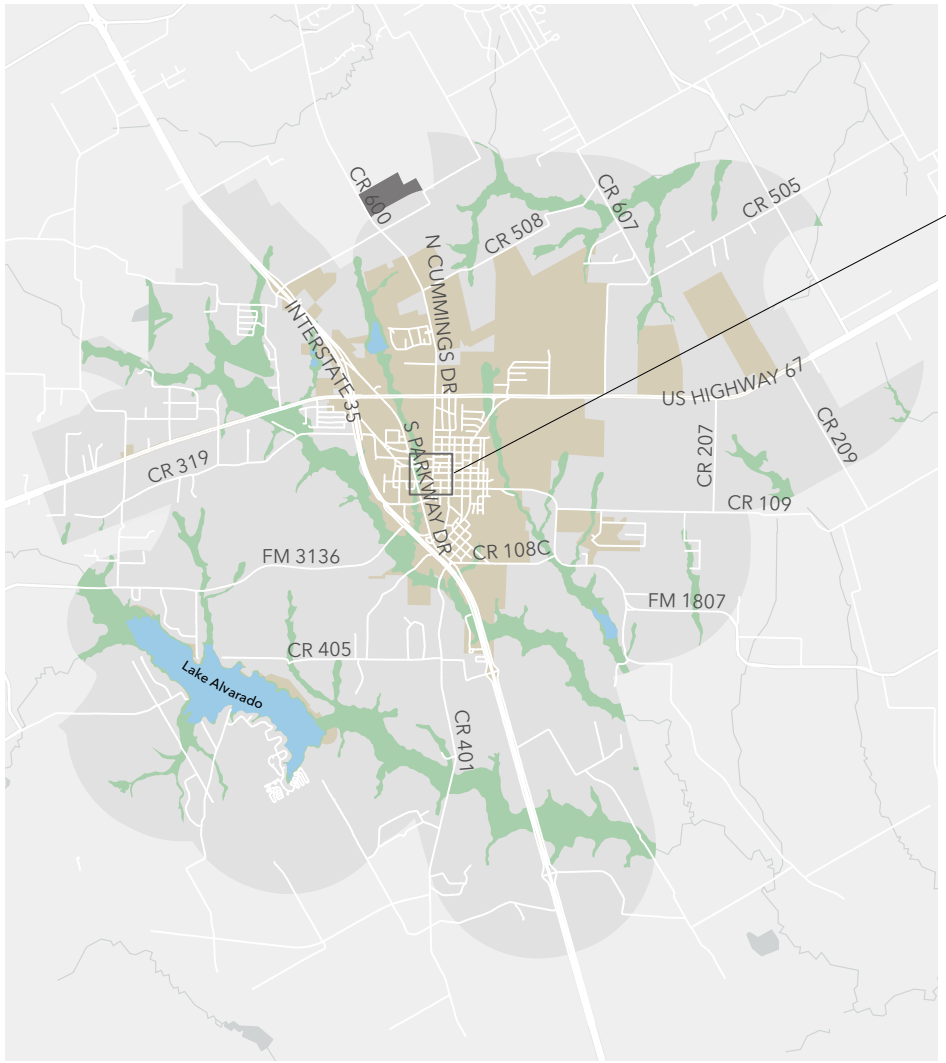
EMPATHIZE
Listen to understand.

DEFINE
What are we trying to solve?

IDEATE
What can help us achieve our vision?

PROTOTYPE
What do these solutions look like?

TEST
Do these potential solutions meet the needs?



Bodies of Water
Floodplain
City Limits
Potential Future Alvarado
Planning Area

PLANNING AREA

The Alvarado Planning Area includes the city limits, its extraterritorial jurisdiction (ETJ), and one small portion of land that could be potentially annexed in the future. The Planning Area is approximately 37 square miles and sits entirely within Johnson County, Texas. It includes an important regional intersection of two highways: Interstate Highway 35 West (IH-35W) and US Highway 67 (US-67). Alvarado's location allows the city to maintain a rural character while having close proximity and access to the Dallas-Fort Worth Metroplex. Surrounding ETJ boundaries that touch Alvarado's ETJ include Burleson ETJ to the north, Venus ETJ to the east, and Keene ETJ to the west. Alvarado does not have any competing ETJ boundaries to the south.

0 1.5 3 Miles

Source: City of Alvarado and LJA, August 2025

PLANNING AREA

ETJ Changes

Recent legislative changes at the state level have significantly reduced the authority of cities to annex land in the ETJ. These legislative changes are altering the way cities have traditionally expanded their boundaries. In most cases, annexation must now be requested by the property owner. Additionally, under certain circumstances, property owners may now petition to disannex from the ETJ, removing themselves from all city requirements and standards and placing their property entirely within a county's jurisdiction. Although some property owners may choose to remain outside city limits, annexation offers several benefits. These include access to municipal services such as law enforcement, centralized wastewater systems, and parks and recreation facilities.

Legislative changes have also expanded the authority of special districts, such as municipal utility districts (MUDs), while further limiting the influence cities have over controlling development within their ETJ. In the past, cities could more easily require new developments in their ETJs to be annexed, allowing them to guide growth on the city's fringe. With the new legislative updates, cities face greater challenges in managing growth and maintaining consistent development standards within areas that can impact city infrastructure and services.

2025 TEXAS LEGISLATURE 89TH REGULAR SESSION ETJ CHANGES

- Disannexation from ETJ
  Allows a majority of the property owners (instead of voters) of certain annexed areas to petition for disannexation if the city does not currently provide services

- ETJ Release House Bill
  Clarifies that an area is released from the ETJ by petition for release without necessity of city consent by ordinance or resolution.

- Utility Service in Areas Released from ETJ
  Allows an entity to provide water, sewer, or other utility service to land released from a city's ETJ if the entity holds a certificate to serve the land.

PLANNING AREA

Brief History of Alvarado

The following history was adapted from the Texas State Historical Association. Alvarado is the oldest town in Johnson County and is at the intersection of US Highway 67 and Interstate Highway 35W. In the winter of 1849, William Balch staked out a claim near a Native American trail. Balch and a fellow settler, G. H. Sigler, laid out half-acre town lots. The community's first sheriff, A. H. Onstoott, is credited with naming Alvarado for Alvarado, Vera Cruz, Mexico, where he fought in a battle during the Mexican War. By the summer of 1854, Alvarado had an estimated 100 families and a postal service. The focus of the town was a two-story building, where the Masonic lodge held its meetings and an elementary school conducted classes. There was also an Alvarado College, operated by John C. Collier. The town had four churches, more than a dozen businesses, and 350 residents.

Residents voted to incorporate in 1878. In 1881, the tracks of the Gulf, Colorado and Santa Fe and the Missouri, Kansas and Texas railroads arrived. Within a few years the population surpassed 1,000. By that time the community had a bank chartered in 1880, a newspaper named the Alvarado Bulletin, two schools, a number of gins, a hotel, and an opera house. By 1890, a second bank opened and the reported population exceeded 2,000. By the mid-1920s Alvarado had an estimated 1,200 residents and more than 50 businesses. Proximity to Dallas-Fort Worth continues to contribute to the growth of Alvarado today.

PLANNING AREA

Demographics

Using 2025 Esri demographic data provides context to understand broader trends in the City of Alvarado and is important baseline information that will inform many parts of the Plan. More detailed demographic information is included in subsequent chapters.

The primary Esri Tapestry segments in the Planning Area are "Flourishing Families" (30.4%), "Southern Satellites" (24.1%), and "Mobile Meadows" (20.2%) (Esri 2025). These top three segments make up 74.7% of the Planning Area.

FLOURISHING FAMILIES (30.4%)

Most households are comprised of large families with children living in single family homes. Members of this segment are often employed in professional roles and earn middle-tier incomes. Many households have multiple vehicles, and long commutes are common.

SOUTHERN SATELLITES (24.1%)

Households are typically slightly older, settled married-couple families, who own their homes. Two-thirds of the homes are single-family structures; almost a third are mobile homes.

MOBILE MEADOWS (20.2%)

Most households are married and cohabiting couples, and around a third of households have children. Homes in these neighborhoods are primarily mobile homes. Vehicles are a necessary part of everyday life, and open space often surrounds these communities.

PLAN HIERARCHY + RELEVANCE

The Comprehensive Plan remains one of the single most important tools for cities. This unifying document and additional studies identify the community's vision for the future and sets forth recommendations and implementation strategies, both near and long term. To best inform the Comprehensive Plan and additional studies, the following plans, studies, and initiatives were taken into consideration.

Johnson County Major Thoroughfare Plan – Adopted March 2025

The Johnson County Major Thoroughfare Plan (MTP) is a long-range planning document that helps determine when, where, and how to connect roads and other transportation infrastructure as the County grows. The County's MTP is focused on unincorporated areas, so it will be critical to reference the County's planned alignments for roadways that will connect to Alvarado.

Johnson County Hazard Mitigation Plan - Adopted 2024

This Plan establishes nine natural disasters most likely to impact Johnson County communities: drought, earthquakes, expansive soils, extreme heat, flooding, dam failure, thunderstorms (including hail, wind, and lightning), tornadoes, wildfires, and winter storms. For each of these hazards, the Plan provides community-specific assessments related to:

- Location, probability of a future event, and the maximum probable extent of each hazard;
- Overview of assets that could be negatively impacted (people, built environment, economic assets, and natural environment);
- Critical facilities and infrastructure; and
- Active/ongoing mitigation projects. The Plan also recaps city-specific recommendations from the previous Plan (2015) and whether action was deferred.

In all, the Plan provides a strong framework for nine key hazards and will serve as a baseline for corresponding hazards in Alvarado's resilience strategies.

PLAN HIERARCHY + RELEVANCE

Envision Alvarado Strategic Plan – Adopted June 2024

The Strategic Plan is the result of a joint exercise between the City Council, Planning and Zoning Commission, and Economic Development Corporation. The Plan itself contains the top five priorities that came out of that exercise, specifically:

(1) Expanding the scope of code enforcement, (2) business recruitment, (3) Downtown revitalization, (4) street repair and maintenance, and (5) maintenance of City infrastructure.

Given the recency of this Plan and the buy-in of key City Leadership, the Strategic Plan has guided initial research, engineering assessments, and prioritization of the Comprehensive Plan's recommendations. The Community Survey element of the Comprehensive Plan provided an early indication as to how much the community's needs and priorities align with those of City Leadership.

Downtown Strategic Vision – Adopted December 2021

This document outlines an economic Vision for Downtown Alvarado. Key components of the document include:

- Trade area market-significant demographics;
- Key challenges, such as vacancies and storefront activation, streetscape and placemaking, events and programming, and branding and wayfinding; and
- Specific incentives and financing tools, a form-based code, and organizational enhancements to the management of Downtown.

This document serves as a foundation for the Downtown Study, supplemented with further analysis and recommendations related to mobility and connectivity, parking, infrastructure, parks, and housing.

PLAN HIERARCHY + RELEVANCE

Water and Wastewater, Roadway Impact Fee Update – Prepared June 2023

Impact Fees are charges imposed on new developments to help pay for infrastructure and services needed to support new development. The Impact Fee Report helps identify where new development should be prioritized and informs the Future Land Use Plan (FLUP) and Master Thoroughfare Plan (MTP). It also helps inform recommendations related to the Capital Improvements Program (CIP) or changes to the methodology of future Impact Fees.

Water/Wastewater Master Plan – Prepared November 2018

This Master Plan identifies the capacity of Alvarado's existing water and wastewater infrastructure and provides demand based on population trends and land use. Alvarado has made capital improvements and development decisions based on this Master Plan, so it is important that the Comprehensive Plan recommend serviceable land use patterns or ensure that un-serviced growth pays for itself. The Master Plan is outdated, however, and is limited in its applicability and relevance to the Comprehensive Plan effort.

Comprehensive Plan – Adopted June 2017

The 2017 Comprehensive Plan contains context for this new Comprehensive Plan effort, notably the Community Vision, Plan goals and objectives, Future Land Use Plan (FLUP), and community-backed implementation priorities. The Parks Master Plan was included in the Comprehensive Plan as an update of the 2004 and 2010 Parks Master Plans. It identified the location of City parks and recreational facilities, such as public schools; it also identified the Level of Service of parks, proposed a future trail, recommended locations for future parks, and provided ranked guidance on where to focus City efforts. This Plan was utilized as a baseline to update Comprehensive Plan strategies and identify where new focus may be necessary.

COMMUNITY ENGAGEMENT

Overview

Community engagement was a central component of the planning process and occurred throughout development of the Comprehensive Plan, Downtown Study, and Parks and Recreation Study. Engagement included three Community Forums, stakeholder interviews, a community survey, and a Downtown Stakeholder Workshop.

ENGAGEMENT TIMELINE

- Community Survey: March-April 2025
- Online Interactive Map: April-October 2025
- Community Forum 1: April 26, 2025
- Stakeholder Interviews: April–May 2025
- Downtown Stakeholder Workshop: May 15, 2025
- Community Forum 2: June 28, 2025
- Design Focus Groups: August-October 2025
- Community Forum 3: November 18, 2025

OUTREACH METHODS

The methods of community outreach for the planning process were extensive and diverse. Some of those methods are listed below:

- Plan Advisory Committee (PAC) members' personal outreach
- Event flyers (in English and Spanish) posting and distribution
- Utility Bill Stuffers
- Facebook postings and Facebook Events
- Plan Alvarado website
- Emails
- Blackboard Connect Text Messages
- Pre-event "yard signs"
- City newsletter
- Participant social media posts & MORE

COMMUNITY ENGAGEMENT

Planning Groups
Elected officials, advisory committees, City Staff, stakeholders, Downtown representatives, and the broader Alvarado community all played active roles in shaping the Plan through ongoing participation and feedback.

ELECTED + APPOINTED OFFICIALS

The City Council and Planning and Zoning Commission were the two main groups that provided initial direction, approved the Plan's Vision Guiding Principles, and promoted the collaboration opportunities. Ultimately the Planning and Zoning Commission made a recommendation to approve the Plan to City Council, who was the final approval authority.

PLANNING ADVISORY COMMITTEE (PAC)

The PAC members were appointed by City Council to provide feedback and direction throughout the planning process. This group met in-person four times throughout the process and were encouraged to attend and promote public collaboration opportunities and events related to the project. The PAC was encouraged to review the draft Plan and recommended the draft Concepts and Highlights for the Planning and Zoning Commission, City Council, and public consideration.

TECHNICAL ADVISORY COMMITTEE (TAC)

The TAC was comprised of City Staff department leaders to provide technical and project management direction. The TAC met at four key points throughout the planning process, on the same days the PAC met, to provide information and feedback, and to review the draft Plan components as they were formed.

THE ALVARADO COMMUNITY

The Alvarado Community continuously provided feedback and direction to the planning team through both in-person and online engagement. This group was tasked with participating in the engagement activities and to encourage others to do the same.

STAKEHOLDER INTERVIEWEES

As part of the planning process, interviews were conducted with key stakeholders representing a broad cross-section of the Alvarado community. The stakeholder meetings were virtual and led by the Project Manager. These discussions and the feedback received helped inform and direct the Comprehensive Plan, Downtown Study and Parks and Recreation Study. Representatives from the following entities participated in the Stakeholder Interviews:

- Alvarado Independent School District
- Shepherd's Valley Church
- Alvarado Chamber of Commerce
- Atmos
- MHC Kenworth
- Alvarado Youth Sports Association
- MHC Kenworth
- Helping Hands
- G&L General Store

DOWNTOWN STAKEHOLDERS

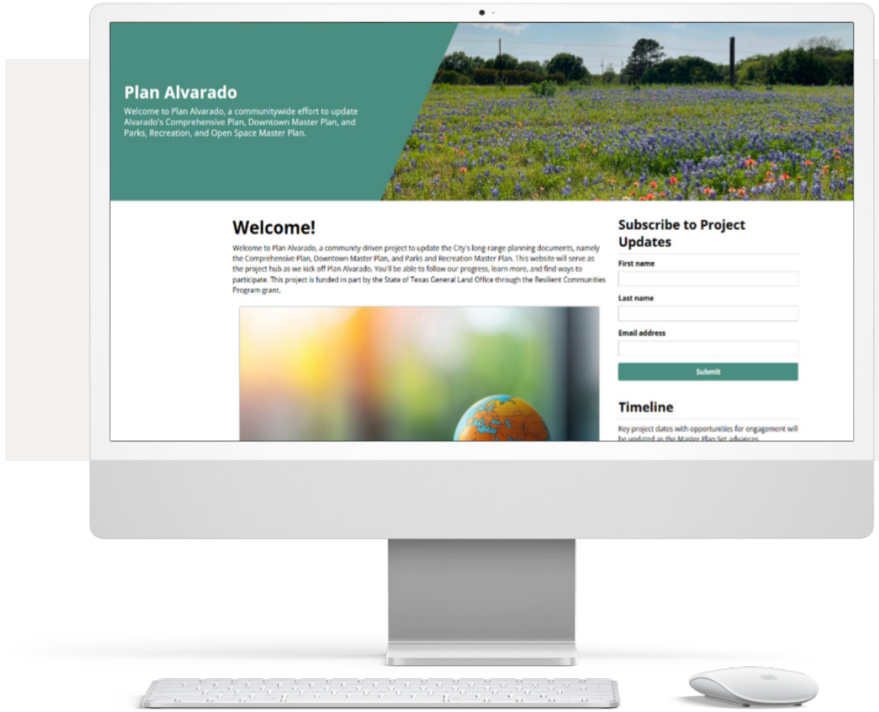
Twenty Downtown Stakeholders were selected to engage in a Downtown Stakeholders Workshop. The group included Downtown merchants, property owners, residents, business leaders, etc. These Downtown Stakeholders engaged in meaningful interactive exercises, including small working groups.

COMMUNITY ENGAGEMENT

Online Outreach + Engagement

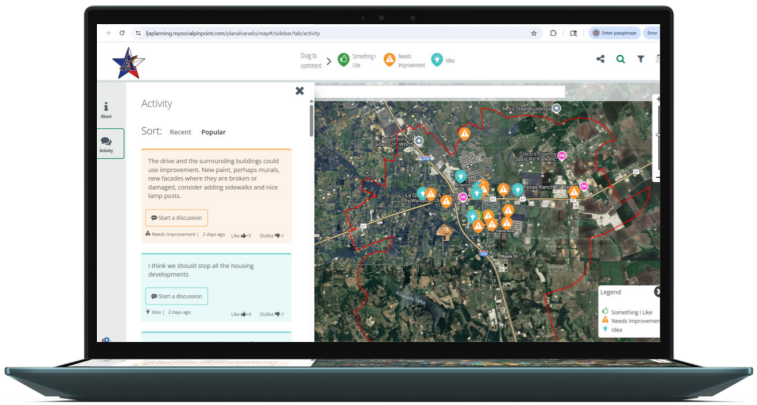
The Plan Alvarado website served as the project hub, hosting updates, event information, the Document Library, the Community Survey, and the Interactive Collaboration Map that allowed location-specific feedback.

The Plan Alvarado website was launched at the start of the planning process to act as the project hub for updates, events, and feedback opportunities. The Document Library stored event announcements, collaboration recaps, past plans, the Plan's Base Studies, and more. Notable online engagement opportunities included the Community Survey and the Interactive Collaboration Map.



INTERACTIVE COLLABORATION MAP

On the Plan Alvarado website, participants voiced their thoughts through the interactive Collaboration Map. During this exercise, participants dropped pins to highlight new ideas, shared something they like, or identified something that needs improvement.



ONLINE TOOLS EXPANDED COMMUNITY VOICES, MAKING ENGAGEMENT ACCESSIBLE, VISUAL, AND LOCATION-SPECIFIC.

COMMUNITY ENGAGEMENT

Online Outreach + Engagement

COMMUNITY SURVEY

The Community Survey offered a robust snapshot of resident sentiment and priorities across a variety of topics. Respondents generally expressed moderate satisfaction with the overall quality of life and City services but identified clear needs for improvement, especially in infrastructure such as streets and trails. A strong majority supported expanding parks, trails, and recreation programming, with many requesting amenities like splash pads, bike trails, and safer play areas for children. While many residents visit Downtown Alvarado occasionally, regular engagement appears limited, suggesting room for revitalization. Open-ended responses reinforced a deep desire for more community amenities, public spaces, and family-friendly events, while also showing concern for over-development and the need to preserve the small-town atmosphere.

STRENGTHS

Events / Festivals
Safety-related
Emergency Services
Growth / Development / Developers
Community / Sense Of Community
School-related
Communication
Collaboration / Involvement
Small Town Feel / Rural Charm
City Services
Location / Access

WEAKNESSES

Roads / Traffic / Mobility
Infrastructure Capacity / Condition
Lack Of Shopping / Dining Options
Parks / Recreation
Grocery Stores
Downtown / Square
Economic Development
Lack of Entertainment
Growth / Development / Developers
Cleanliness / Code Enforcement

S W O T

OPPORTUNITIES

Shopping / Dining-related
Grocery Store
Roads / Traffic / Mobility
Infrastructure Capacity / Condition
Downtown / Square
Parks / Recreation
New Community Center
Economic Development
Youth Sports / Activities
Public Facilities

THREATS

Roads / Traffic / Mobility
Growth / Development / Developers
Infrastructure Capacity / Condition
Loss Of Identity / Character
Safety-related
School-related
Shopping / Dining-related
Lack of Entertainment
Lack of Planning

COMMUNITY ENGAGEMENT

Online Outreach + Engagement

COMMUNITY SURVEY

ALVARADO PERSONIFIED
Every city is unique and has its own personality. In this survey activity respondents were asked to describe the character or soul of Alvarado and then to describe the City as if it was a person. The responses were combined into the following narrative:

"If the City of Alvarado were a person, it would be someone with deep roots and a strong sense of tradition—an "old soul" who takes pride in community values and hard work. This person would be family-oriented and loyal, with a heart that leans into faith, patriotism, and the importance of raising children in a safe, connected environment. Alvarado, in this human form, would exude a small-town charm reminiscent of someone warm, approachable, and proud of their heritage, even as the world around them begins to change. However, this character also shows signs of wear and stubbornness. This version of Alvarado might resist change, longing for the past while struggling to keep up with the pace of growth and modern expectations. There's a tension between the simplicity of yesteryear and the demands of a changing landscape, between nostalgia and the need for progress. Despite these flaws, Alvarado's character holds a quiet resilience and untapped potential. While the city might feel "old and tired" on the surface, with some cleaning up and renewed attention, it could be truly beautiful. Like a person who has all the right traits but just needs a fresh perspective, Alvarado is viewed as someone capable of transformation without losing what makes them unique. Ultimately, Alvarado as a person would be someone who values relationships, honors the past, and carries a quiet hope for the future. While not without imperfections, they are earnest, grounded, and eager to grow, if only given the right support and encouragement."

COMMUNITY ENGAGEMENT

Community Forums

COMMUNITY FORUM 1: PLAN ALVARADO KICKOFF

Community Forum 1 was held on Saturday, April 26, 2025 at Shepherd's Valley Cowboy Church. Stations were set up throughout the venue that included context and activities designed to invite initial community feedback. A sampling of key takeaways is provided below. Chapter-specific feedback related to parks and recreation, Downtown, mobility, land use, and economic development are detailed in later chapters.

Share Your Alvarado Story
This station was one of the Planning Team and participant favorites, with people frequently returning to review new stories throughout the event. This activity asked participants to share their passion for the place that they call "home". Comments described a community of longtime residents with neighbors that support one another.

Big, Bold Ideas
This station asked participants "What is your big, bold idea for Alvarado," allowing residents to think about opportunities for the future. The answers varied widely, with some responses including: Community Center, Dance Halls, Restaurants, Gyms, Walking Trails, Downtown Development, and more.

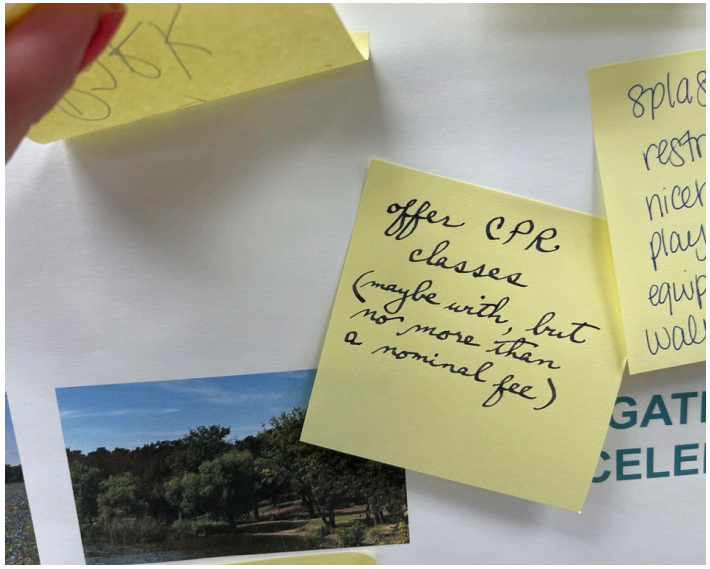
What Does "Small-Town Charm" Mean To You?
Alvarado residents believe that its small-town charm can be attributed to many different elements, but ultimately the people and sense of community are what truly make up the most prevalent theme from this feedback. Some of the common words include: people, community, together, events, and activities.

Alvarado's Values
When asked to define Alvarado's values, participants provided feedback reflective of a small town with traditional values. Some responses included: Small Town, History, Nature, Faith, and Community.

COMMUNITY ENGAGEMENT

Community Forums

COMMUNITY FORUM 1: PLAN ALVARADO KICKOFF



COMMUNITY ENGAGEMENT

Community Forums

COMMUNITY FORUM 2: PUBLIC DESIGN STUDIO

This event was the second of three Community Forums, organized as a Public Design Studio. It was held on Saturday, June 28, 2025, at the Alvarado Public Library. The Public Design Studio was designed to refine previously-gathered feedback and information across several topics including housing, mobility, parks, recreation, Downtown, and more, as well as to provide important planning information and context for participants. A sampling of key takeaways is shared below. Chapter-specific feedback related to parks and recreation, Downtown, mobility, land use, and economic development are detailed in later chapters.

Base Studies Recap
Consistent with the requirements of the Texas General Land Office Resilient Communities Program, the Planning Team prepared a series of Preliminary Base Studies for public review, which were posted online in advance of the public meeting and were available for review and consideration prior to entering into the collaborative exercises. These studies provided insight on the current state of Alvarado's population, housing, infrastructure, land use, and hazard mitigation. These studies also included initial recommendations on future actions that should be taken in these areas for the City. Participants enjoyed learning about the topics covered and expressed curiosity as they learned about Alvarado.

Maintain Historic Roots
Residents emphasized the importance of preserving the defining history and charm of Alvarado through this time of growth and development. This comment was echoed by several attendees.

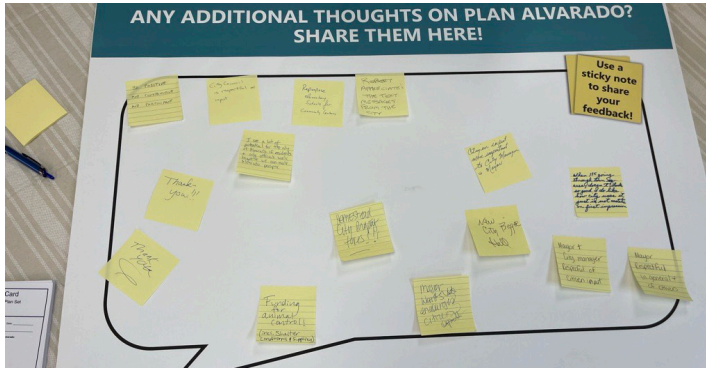
Mindful Development
Attendees acknowledge Alvarado must prepare and plan for growth. They recognize that where development will take place, there will be implications on traffic and resources, including water. One resident noted that it is not a race to the future but, instead, a marathon.

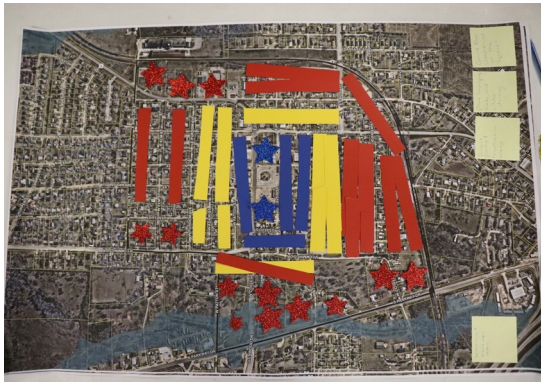
Think Big
Attendees have big dreams for Alvarado. They welcome change but encourage the City to think big and make the most of what the future holds for Alvarado.

COMMUNITY ENGAGEMENT

Community Forums

COMMUNITY FORUM 2: PUBLIC DESIGN STUDIO





COMMUNITY ENGAGEMENT

Community Forums

COMMUNITY FORUM 3: DRAFT CONCEPTS AND HIGHLIGHTS

This event was the last of three Community Forums hosted throughout the community engagement process. It was organized as a virtual townhall, to review highlights of the draft Comprehensive Plan, Downtown Study, and Parks and Recreation Study. The Zoom was live on November 18, 2025 from 6:00 to 8:00pm, and the recording was available for viewing afterwards to expand outreach and engagement. During the Community Forum, the Project Manager presented the following topics:

- Planning Area basics
- Community feedback and process recap
- Economic and fiscal context, vision, and sample actions
- Land use and mobility context, vision, and sample actions
- Utilities, community facilities, resilience/hazard mitigation, and services context, vision, and sample actions
- Implementation highlights
- Project next steps

Following the presentation, the Project Manager and several City Staff held a live panel question and answer session. Participants submitted questions through Zoom, and the team was able to provide information to help clarify technical components. Participants also submitted general feedback on the draft Concepts and Highlights during the Forum.

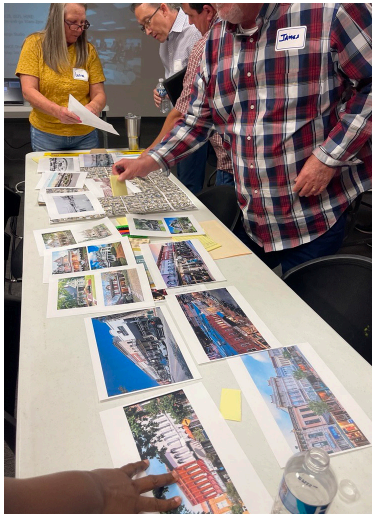
COMMUNITY FORUM 3 SHARED DRAFT CONCEPTS, KEY THEMES, AND NEXT STEPS, INVITING FEEDBACK BEFORE PLAN REFINEMENT.

COMMUNITY ENGAGEMENT

Downtown Stakeholders Workshop

The Downtown Stakeholders Workshop was held on May 15, 2025, from 6:00pm to 8:00pm. Stakeholders in attendance included Downtown businesses owners, property owners, and residents. The purpose of this Workshop was to:

- Inform Downtown stakeholders about the Comprehensive Plan and associated Downtown visioning
- Discuss existing conditions Downtown
- Discuss relevant feedback collected from the public prior to the Workshop
- Draft the boundary for the Downtown Character Area, discuss subarea characteristics
- Envision what the future of Downtown could look like



VISION GUIDING PRINCIPLES

The Vision Guiding Principles were developed from recurring themes in community and stakeholder feedback during the planning process. These Principles reflect how future growth should be approached, what amenities should be prioritized, and what makes Alvarado unique. The Vision Guiding Principles were approved by City Council on July 21, 2025, and are used throughout the Plan and implementation strategies to reinforce the shared vision for Alvarado's future.

Continuously Improving

Alvarado is a city committed to learning, evolving, and delivering better and lasting outcomes for generations.

Fun + Inviting

Alvarado is a vibrant city full of parks, events, and destinations that bring people together and make them feel at home.

Neighborly + Family-Friendly

Alvarado is a community where people know each other, care for one another, and families thrive together.

Efficient + Connected

Alvarado is an infrastructure-efficient city where people, utilities, streets, and services move easily, safely, and reliably.

Intentional + Distinct

Alvarado is a community that grows on its own terms—preserving what matters and embracing what's next in a unique way.

Safe

Alvarado is safe, and community members feel secure in their neighborhoods, public spaces, and daily lives.

Engaged + Collaborative

Alvarado is a city shaped by active voices, shared ideas, and strong partnerships between the community, leaders, and institutions.

Landscaped + Charming

Alvarado is a place of pride, where natural beauty and thoughtful design elevate everyday experiences.

Trusted Action

Alvarado follows through—building trust through results, responsiveness, and visible change.

HOW TO READ + USE THIS PLAN

The Comprehensive Plan provides both long-range policy direction and practical implementation guidance. Chapters may be read independently or together, recognizing the interconnections between land use, infrastructure, mobility, economic vitality, and community services. The Implementation chapter outlines how recommendations are prioritized, tracked, and updated.

2. ECONOMIC + FISCAL VITALITY

INTRODUCTION

Economic + Fiscal Vitality

Alvarado is at a monetary turning point. The city is growing, residents want more places to shop, dine, work, and spend time locally, and Downtown is ready for a new chapter. At the same time, the City must navigate rising costs, aging infrastructure, and state limits on how fast property tax revenue can grow. This chapter explains how Alvarado can strengthen its local economy and budget by capturing more everyday spending in town, supporting existing employers, and attracting the right kinds of new investment.

Grounded in community feedback, real data, and best practices, the Economic + Fiscal Vitality chapter focuses on practical steps the City can take to build a more resilient future. It outlines how Alvarado can grow a more diverse mix of businesses, revitalize Downtown, leverage its recreation assets, align workforce and education, and use modern financing tools to fund needed improvements. Together, these strategies aim to help Alvarado become a place where residents and visitors can live, work, play, and learn without having to leave the community to meet their daily needs.

ALVARADO IS AT A TURNING POINT, POISED TO GROW ITS ECONOMY, STRENGTHEN ITS COMMUNITY, AND INVEST IN ITS FUTURE.

COMMUNITY FEEDBACK

Key Themes from Community Feedback

The strategies in this chapter are designed to directly respond to this community feedback.

Increase Business Variety in Alvarado

Residents and stakeholders express a clear desire for a more diverse mix of businesses to serve the community's daily needs and enhance quality of life. Current options are perceived to be limited, particularly in shopping and dining, prompting many to travel outside the city for basic goods and unique experiences.

Increased Revenue Needed for Infrastructure Maintenance

Community members and stakeholders acknowledge that infrastructure and maintenance costs are a significant challenge in Alvarado. Residents express concern that roads and utility systems are deteriorating faster than the City can address them. Stakeholders and residents see the need for new revenue from expanded business activity and a stronger tax base to fund ongoing maintenance and capital improvements, as well as the other services they value.

Revitalize Downtown

Downtown Alvarado holds significant, untapped potential as an economic driver and community gathering place. While valued for its historic charm, many stakeholders noted that it currently lacks the variety of boutiques and amenities needed to draw consistent foot traffic. Community members envision a revitalized Downtown with improved building façades and welcoming public spaces.

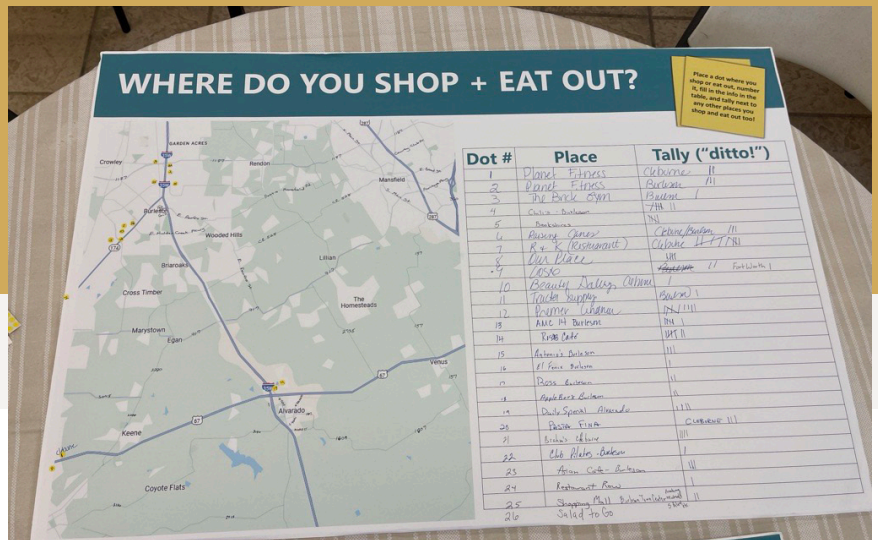
Capture Sales Tax Leakage from Surrounding Cities

Community feedback reveals a loss of potential sales tax revenue to nearby communities like Burleson, Cleburne, and Midlothian. Trips outside Alvarado divert spending that could occur locally. This outward flow (i.e. leakage) reduces sales tax revenue and weakens the customer base for local shops. It also limits the variety of businesses that can succeed in town, since demand appears smaller than it really is. Over time, these patterns influence where new stores and restaurants choose to locate, pulling more daily activity to nearby cities and leaving fewer options close to home.

COMMUNITY FEEDBACK

Sales Tax Leakage Activity at Community Forum 1

This engagement activity included a regional-scaled map to show Alvarado and nearby cities. Participants were asked to locate and name where they visited for shopping and eating out. Restaurants accounted for a significant amount of the trips outside of Alvarado, as well as grocery stores, hardware stores, and retail. Although some of these uses may not be right for Alvarado, this illustrated where potential tax revenue is leaving the city, often to Burleson and Cleburne—not because the demand is not in Alvarado, but because the supply is not yet available locally.



CONTEXT

People of Alvarado

The graphics on this page, along with additional information on pages 36 and 37, cover 2025 ESRI demographic data for the City of Alvarado Planning Area. This information provides broad and generalized insight on the residents of the city, their spending habits, and additional relevant statistics for future planning. These details show the many ways residents contribute to the local economy through their household spending and participation in community life. They also reveal which goods and services are most important to families and individuals, offering a clearer picture of consumer priorities in the city and what could be successful in the near future.

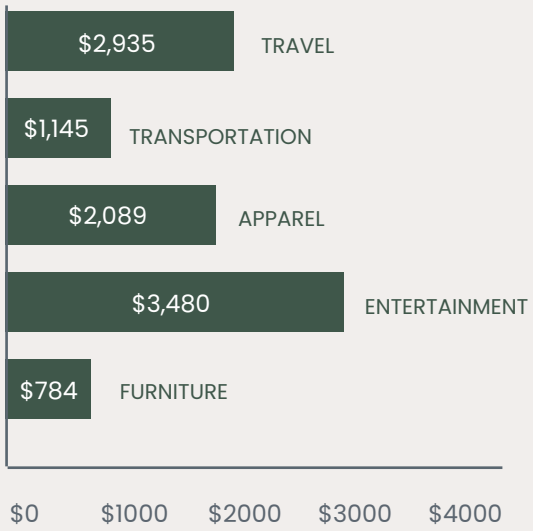
ALVARADO PLANNING AREA
Area: 36.94 square miles

FLOURISHING FAMILIES (H1)
Dominant Tapestry Segment

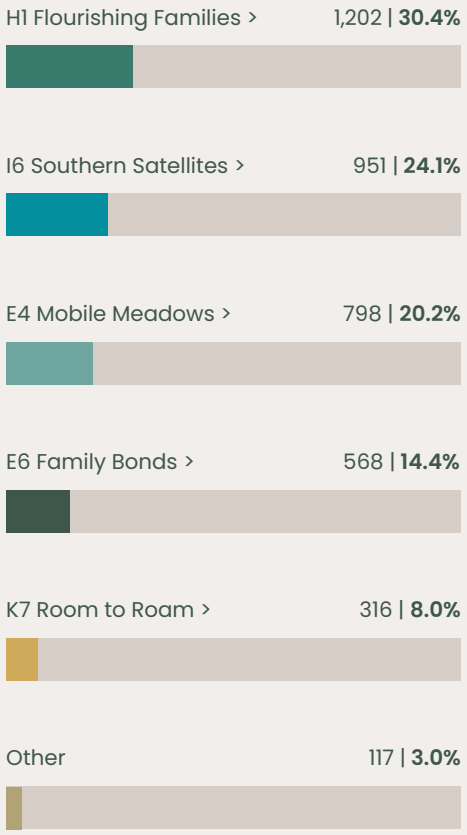
KEY FACTS

12,087	*Total Population*
10,620	*Day Time Population*
323	*Businesses*
36.9	*Median Age*
2.9	*Avg Household Size*
1.9%	*2025-2030 Pop Growth*
$261,831	*Median Home Value*
$87,430	*Median Household Income*
$32,842	Per Capita Income

KEY SPENDING FACTS



TOP 5 SEGMENTS BY HOUSEHOLD COUNT



Flourishing Families accounts for 30.4% of households in the area which is **26.8% higher** than the U.S.

Source: This infographic contains data provided by Esri (2025, 2030), Esri-Data Axle (2025), Esri-U.S. BLS (2025).

CONTEXT

Esri Tapestry Segmentation Excerpts

"FLOURISHING FAMILIES"

"Most householders are between the ages of 35 and 64, and households are mainly comprised of large families with children. Marriage rates are high. Members of this segment are often employed in professional roles and earn middle-tier incomes. Many are self-employed, and some households support their earnings with interest, dividends, or rental properties. Available housing is predominantly composed of single-family units built in the 1990s and 2000s, with home values and rents that mirror national averages. The rate of new development is notably higher here than in most other regions. Many households have multiple vehicles, and long commutes are common."

- For in-store shopping, they frequent large retail hardware and hobby stores, while online shopping caters to a variety of household, children, pet, and personal items.
- Residents prioritize spending on medical, auto, and life insurance, as well as retirement planning. Pickup trucks and SUVs are common vehicle choices.
- They often play board games and read books.
- Residents tend to travel domestically.

"SOUTHERN SATELLITES"

"The population is generally older, with more than half of household heads aged 55 and above, though younger families with school-aged children are also prevalent. Both child and senior age dependency rates are higher than the national averages. Socioeconomically, this segment mirrors national averages, with most earning middle-tier incomes. For the older population, low-tier incomes are often supported by social security and other forms of public assistance. Residents work in industries such as manufacturing, health care, retail, construction, mining, and agriculture. The cost of living is low, and long commutes of more than 30 minutes, sometimes crossing county or state lines, are common."

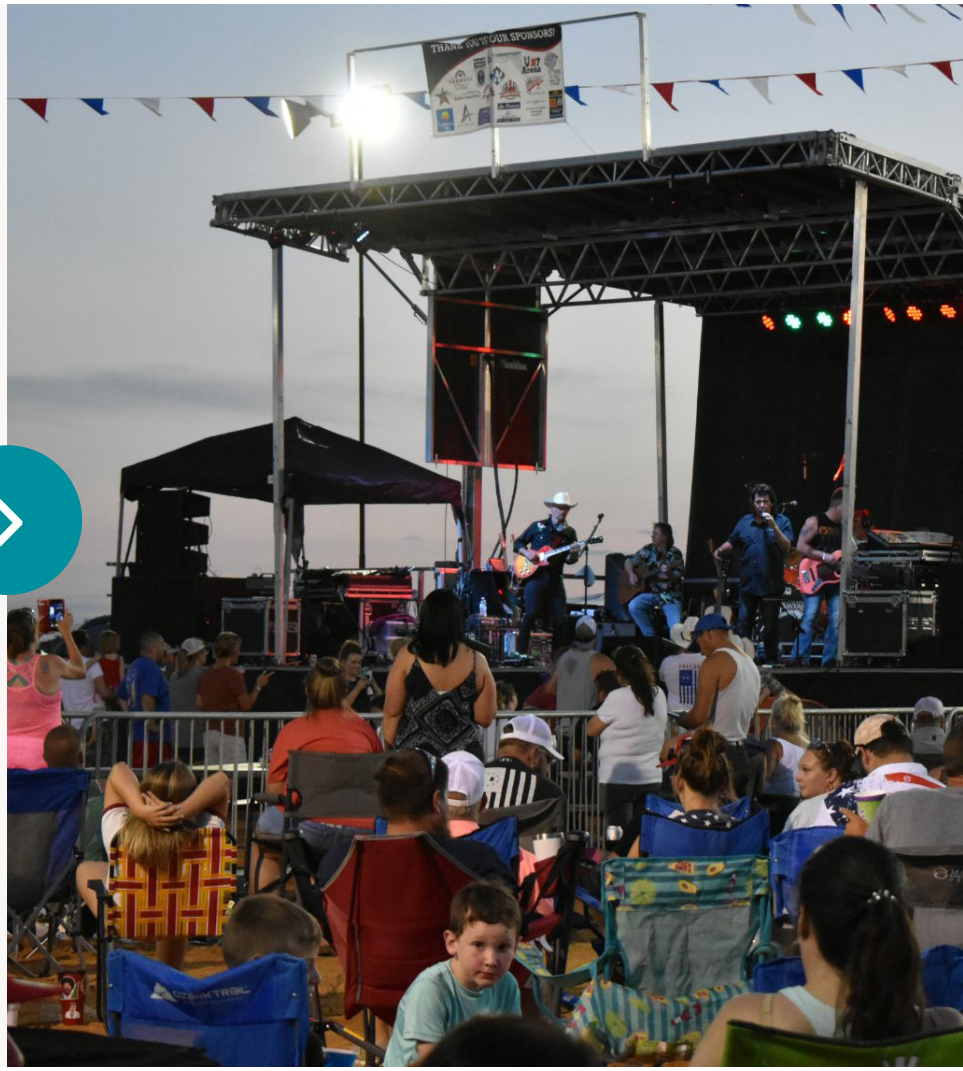
- Residents shop at discount and hardware stores for essentials such as children's clothes, shoes, and books. They tend to shop online for pet and hobby supplies.
- Dining out typically happens at chain restaurants and fast-food establishments.
- For entertainment, residents read physical copies of hunting and fishing magazines and follow college football and auto racing on TV.
- These individuals tend to spend time outside. Common activities include camping trips, fishing, hunting, and gardening, and residents often travel domestically.

CONTEXT

"MOBILE MEADOWS"

"A steady influx of immigration contributes to cultural diversity in these communities, and job opportunities are primarily found in manufacturing, construction, and mining. Married and cohabiting couples outnumber single-individual households, and around a third of households have children. Incomes predominantly fall within the low to middle tiers, with some households supported by social security and other forms of public assistance. Homes in these neighborhoods are primarily mobile homes. Vehicles are a necessary part of everyday life, and abundant open space often surrounds these communities, contributing to a population density of less than 100 people per square mile."

- Residents tend to shop at large retail establishments, often opting for generic brands and waiting for discounts.
- They spend on baby and children's necessities, pets, and video games, and they tend to save rather than borrow for purchases.
- Individuals stay connected and informed with mobile internet access and are willing to pay for streaming services and children's television.
- Their primary concerns are health care and timely retirement.



CONTEXT

Trade + Leakage Area

A trade area defines the geographic region where a community's residents travel for shopping, dining, and services. In Alvarado's case, understanding this area is especially important because many households routinely leave the city to meet their everyday needs. The trade area map helps illustrate how far residents are traveling, and to which nearby cities, to spend money that could otherwise support local businesses and generate sales tax revenue for Alvarado. By showing the true reach of where residents currently shop, the trade area reveals unmet demand, identifies categories of leakage, and highlights opportunities for new businesses that could succeed locally.

The 45-minute trade area used in this plan reflects the broad region where Alvarado's residents are currently spending, as well as the potential capture of households that could choose to spend money in Alvarado under the right conditions. This approach provides a clearer picture of the city's potential customer base and its competitive position in the regional economy. Through community conversations during the planning process, many residents noted that they regularly travel 30 to 45 minutes to reach a preferred restaurant or shopping center, sometimes even going into Fort Worth for special occasions. Conversely, because of the semi-rural development patterns surrounding Alvarado, many households within this same 45-minute radius could just as easily travel to Alvarado as part of their routine shopping, dining, and entertainment if the right options were available closer to home.

TRADE AREA FUTURE DEMAND

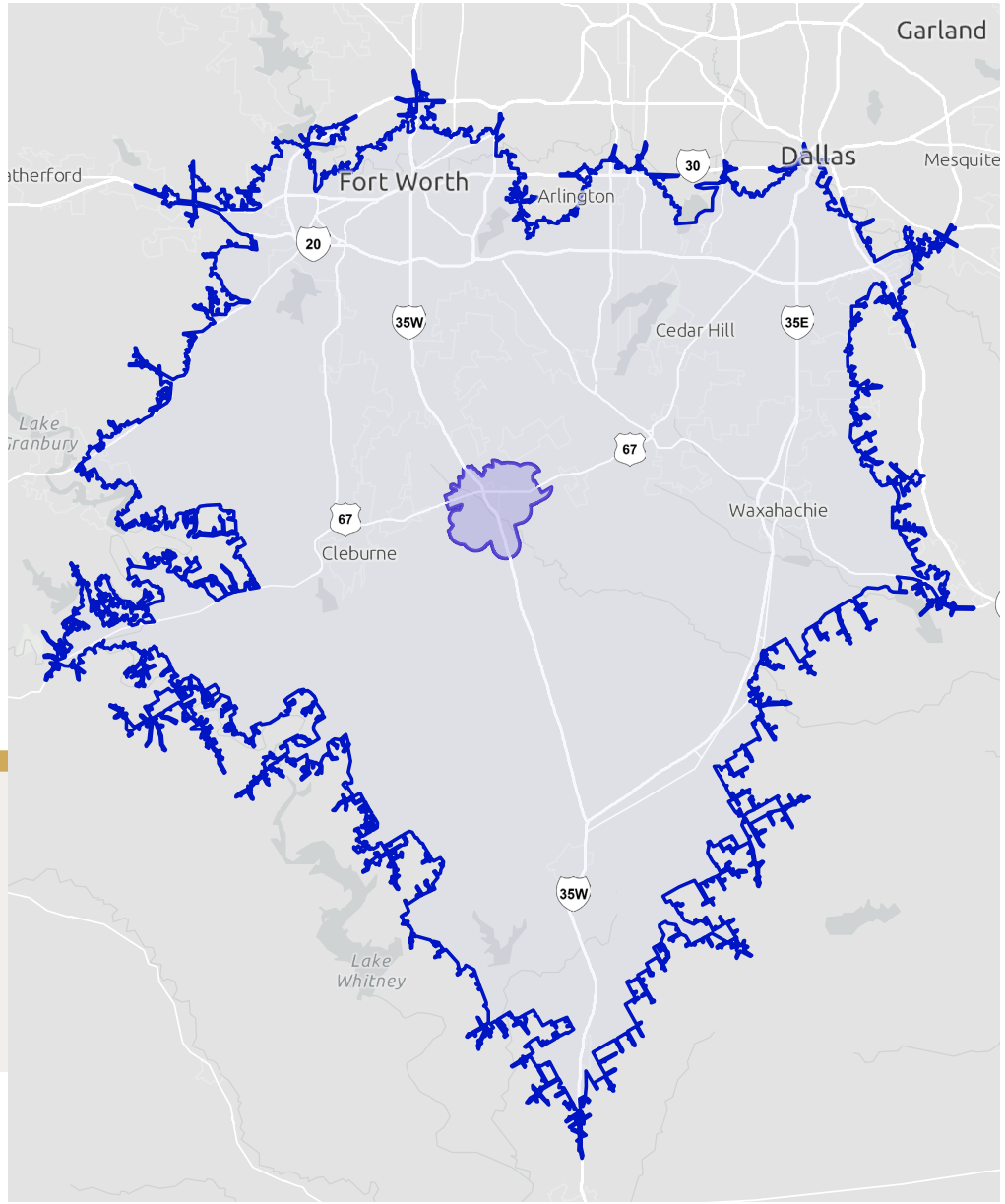
Future demand within Alvarado's trade area is expected to grow substantially as the region adds population, households, and income. According to Esri, by 2030, the Trade Area is projected to reach more than 2.3 million residents and 854,000 households, creating a significantly larger customer base with rising spending power. High Market Potential Index (MPI) scores indicate strong likelihood for restaurant visits, fast-food purchases, entertainment activities, and recreation spending, revealing opportunities for new business growth. As this broader region grows, Alvarado will face increasing competition from nearby cities, but it also has a significant opportunity: capturing even a small share of this expanding market could support new retail, dining, entertainment, and recreation-based businesses in Alvarado. Strengthening these local options will allow the City to keep more household spending close to home while positioning itself as a convenient stop for the growing population surrounding the community.

KEY DEMAND AREAS IDENTIFIED IN THE TRADE AREA

- **Restaurants + Food Services**
  - High MPI scores and strong overall spending show unmet demand for sit-down dining, fast casual, and specialty food options.
- **Grocery + General Merchandise**
  - One of the largest spending categories in the region, with leakage currently flowing to nearby cities.

- **Health, Beauty + Personal Care**
  - Strong household demand for pharmacy, personal wellness, and convenience-oriented services.
- **Recreation, Entertainment + Outdoor Spending**
  - Elevated spending patterns tied to regional parks, lakes, and outdoor lifestyles.
- **Home Improvement + Hardware**
  - Significant demand driven by the area's high rate of single-family housing and ongoing residential growth.
- **Pet Supplies, Children's Goods + Household Items**
  - Consistently high purchase likelihood across dominant lifestyle segments.

Map: Alvarado Trade + Leakage Area



TRADE AREA

CITY OF ALVARADO

Alvarado Planning Area

45 Min Trade Area

0 15 30 Miles

Source: ESRI and LJA, August 2025

CONTEXT

Esri Retail Market Potential

The following charts illustrate the spending patterns of individuals within the defined Trade Area for the City of Alvarado. They also provide insight into the types of goods and services most in demand among local residents. These charts focus on products and consumer behaviors with a Market Potential Index (MPI) greater than 100, which indicates spending levels above the national average or pent-up demand. This information helps identify sectors where the local market demonstrates strong interest and spending power. Understanding these trends is important for future economic development, as they reveal where residents spend more than average. These areas represent opportunities for attracting new businesses and destinations that align with local spending habits.

PRODUCT / CONSUMER BEHAVIOR	EXPECTED NUMBER OF ADULTS OR HH	PERCENT OF ADULTS/HHS	MPI
Went to Family Restnt/Steakhse (6 Mo)	1,278,862	73.7%	101
Went to Family Restnt/Steakhse 4+ Times (30 Days)	444,868	25.6%	105
Went to Most Food/Drive-In Restaurant (6 Mo)	1,600,485	92.2%	101
Went to Fast Food/Drive-In Rest 9+ Times (30 Days)	757,660	43.7%	110
Ordered Eat-In Fast Food (6 Mo)	586,584	33.8%	102
Ordered Home Delivery Fast Food (6 Mo)	248,623	14.3%	117
Take-Out/Drive-Thru/Curbside Fast Food (6 Mo)	859,640	49.5%	102
Ordered Take-Out/Walk-In Fast Food (6 Mo)	372,336	21.5%	94

PSYCHOGRAPHICS (ADULTS) – "Completely Agree" Statements	EXPECTED NUMBER OF ADULTS/HHS	PERCENT OF ADULTS/HHS	MPI
Am Interested in How to Help Env: 4-Agr Cmpl	290,134	16.7%	104
Buying American Is Important: 4-Agr Cmpl	432,206	24.9%	91
Buy Based on Quality Not Price: 4-Agr Cmpl	252,105	14.5%	102
Buy on Credit Rather Than Wait: 4-Agr Cmpl	210,588	12.1%	99
Only Use Coupons Brands Usually Buy: 4-Agr Cmpl	174,523	10.1%	101
Will Pay More for Env Safe Prods: 4-Agr Cmpl	189,197	10.9%	100
Buy Based on Price Not Brands: 4-Agr Cmpl	481,159	27.7%	102

HOME (HOUSEHOLDS)	EXPECTED NUMBER OF HOUSEHOLDS	PERCENT OF HOUSEHOLDS	MPI
HH Did Home Improvement (12 Mo)	266,556	33.2%	98
HH Used Maid/Prof Cln Svc (+ Furn/Carpet) (12 Mo)	252,774	31.5%	92
HH Purchased Low Ticket HH Furnishing (12 Mo)	167,790	20.9%	100
HH Purchased Big Ticket HH Furnishing (12 Mo)	198,689	24.7%	103
HH Bought Small Kitchen Appliance (12 Mo)	193,099	24.0%	105
HH Purchased Large Appliance (12 Mo)	146,401	18.2%	102

READING (ADULTS)	EXPECTED NUMBER OF ADULTS	PERCENT OF ADULTS	MPI
Bought Digital Book (12 Mo)	289,500	16.7%	94
Bought Hardcover Book (12 Mo)	416,281	24.0%	93
Bought Paperback Book (12 Mo)	554,683	32.0%	95
Read Daily Newspaper (Paper Version)	91,902	5.3%	76
Read Digital Newspaper (30 Days)	955,391	55.1%	101
Read Magazine (Paper/Electronic Vers) (6 Mo)	1,506,701	86.8%	100

CONVENIENCE STORES (ADULTS)

PRODUCT / CONSUMER BEHAVIOR	EXPECTED NUMBER OF ADULTS	PERCENT OF ADULTS	MPI
Shopped at C-Store (6 Mo)	1,170,072	67.4%	102
Bought Brewed Coffee at C-Store (30 Days)	220,533	12.7%	101
Bought Cigarettes at C-Store (30 Days)	99,819	5.8%	101
Bought Gas at C-Store (30 Days)	747,230	43.1%	105
Spent $1–19 at C-Store (30 Days)	108,875	6.3%	99
Spent $20–39 at C-Store (30 Days)	141,176	8.1%	101
Spent $40–50 at C-Store (30 Days)	101,885	5.9%	93
Spent $51–99 at C-Store (30 Days)	99,229	5.7%	107
Spent $100+ at C-Store (30 Days)	459,788	26.5%	107

CONTEXT

Esri Retail Market Potential (continued)

ENTERTAINMENT (ADULTS)

PRODUCT / CONSUMER BEHAVIOR	EXPECTED NUMBER OF ADULTS	PERCENT OF ADULTS	MPI
Attended Movie (6 Mo)	938,033	54.1%	102
Went to Live Theater (12 Mo)	174,772	10.1%	87
Went to Bar or Night Club (12 Mo)	320,456	18.5%	95
Dined Out (12 Mo)	901,579	52.0%	92
Gambled at Casino (12 Mo)	214,487	12.4%	96
Visited Theme Park (12 Mo)	350,306	20.2%	107
Viewed Movie (Video-on-Demand) (30 Days)	126,430	7.3%	89
Viewed TV Show (Video-on-Demand) (30 Days)	86,098	5.0%	90
Used Internet to Download Movie (30 Days)	123,024	7.1%	105
Downloaded Individual Song (6 Mo)	320,020	18.4%	102
Used Internet to Watch Movie (30 Days)	642,122	37.0%	105
Used Internet to Watch TV Program (30 Days)	376,614	21.7%	96
Played (Console) Video or Electronic Game (12 Mo)	237,023	13.7%	107
Played (Portable) Video or Electronic Game (12 Mo)	136,096	7.8%	108

Data Note: An MPI (Market Potential Index) measures the relative likelihood of the adults or households in the specified trade area to exhibit certain consumer behavior or purchasing patterns compared to the U.S. An MPI of 100 represents the U.S. average.

Source: These data are based upon national propensities to use various products and services, applied to local demographic composition. Usage data were collected by MRI-Simmons in a nationally representative survey of U.S. households. Esri forecasts for 2025 and 2030.

CONTEXT

ALVARADO DEMONSTRATES HEALTHY CONSUMER ENGAGEMENT ACROSS RETAIL, HOME, AND MEDIA SECTORS.

CONTEXT

Workforce

A strong and diverse workforce is one of Alvarado's most important economic assets. Esri data shows that the Planning Area has 12,087 residents and a daytime population of 10,620, meaning much of the workforce travels in and out of the city each day. *This movement shapes the city's economy: when residents work elsewhere, much of their daily spending follows them.* Capturing more of that economic activity locally will strengthen Alvarado's long-term fiscal stability. Alvarado's workforce composition reflects a community rooted in skilled trades, manufacturing, logistics, service industries, and construction. Esri Tapestry Segmentation confirms this profile:

- **Southern Satellites and Mobile Meadows indicate strong ties to manufacturing, retail, transportation, and health care—industries that align closely with Alvarado's strategic location near I-35W and US 67.**

Across these segments, blue-collar and service occupations make up roughly 60% of employment, while about 40% is white-collar. This balance demonstrates both economic diversity and potential for upward mobility.

Commute data further highlights the City's opportunity: most workers living in the Planning Area travel more than 20 minutes to reach their jobs, confirming that many employment options exist outside of Alvarado. Encouraging more employers to locate within the city would allow more residents to work close to home, increase daytime population, and keep more spending within the community.

WORKFORCE KEY FACTS

Flourishing Families | Dominant Tapestry Segment

12,087	*Total Population*	**2.93**	*Average Household Size*
36.9	*Median Age*	**14.0%**	*% College Educated*
2.9	*% Children (Under 15)*	**1.3%**	*Unemployment Rate*
15.1%	*% Seniors (Age 65+)*	**$314,217**	*Average Home Value*
$98,203	*Average Household Income*	**77.4%**	*% Home Owners*

Source: This infographic contains estimates provided by Esri (2025), U.S. Census (2010), Esri–U.S. BLS (2025).

Alvarado Planning Area

Area: 36.94 square miles

KEY FACTS

12,087
Population

$87,430
Median Household Income

2.9
Average Household Size

36.9
Median Age

BUSINESS

323
Total Businesses

2,949
Total Employees

EMPLOYMENT

39.1%
White Collar

47.8%
Blue Collar

13.1%
Services

1.3%
Unemployment Rate

EDUCATION

17.9%
No High School Diploma

47.1%
High School Graduate

21.0%
Some College/ Associate's Degree

14.0%
Bachelor's/Grad/ Prof Degree

INCOME

$87,430
Median Household Income

$32,862
Per Capita Income

$256,538
Median Net Worth

2025 Households by income (Esri)

The largest group: $100,000 - $149,999 (25.5%)
The smallest group: $25,000 - $34,999 (5.1%)

Indicator	Value	Diff
<$15,000	6.5%	+0.5%
$15,000 - $24,999	5.7%	+0.9%
$25,000 - $34,999	5.1%	-0.5%
$35,000 - $49,999	10.8%	-1.7%
$50,000 - $74,999	13.6%	+0.3%
$75,000 - $99,999	14.7%	+0.7%
$100,000 - $149,999	25.5%	+6.6%
$150,000 - $199,999	11.6%	-2.9%
$200,000+	6.6%	-3.8%

Bars show deviation from Johnson County

Source: This infographic contains data provided by Esri (2025, 2030), Esri-Data Axle (2025). © 2025 Esri

CONTEXT

Workforce Future Demand

As the Planning Area population grows, Alvarado will see corresponding increases in demand for jobs across a wide range of occupations, particularly in trades, logistics, health care, retail, construction, and service industries. Median household income is projected to rise from $87,430 in 2025 to $96,037 in 2030, signaling a workforce that is becoming more economically stable and active.

Future workforce needs will be shaped by several factors indicated in Esri's demographic, lifestyle, and expenditure data:

- **A strong presence of blue-collar occupations,**
  - reinforced by Alvarado's access to major transportation corridors
- **Recreation and entertainment expenditures,**
  - while slightly below national averages, represent millions in household spending and could support additional jobs if local amenities expand

Because roughly 70 percent of local residents commute out of the city daily, Alvarado is currently exporting labor and losing the associated daytime spending. As new employers, recreation destinations, and trade-area-serving businesses locate in Alvarado, the city will be able to recapture both workforce activity and consumer spending.

KEY DRIVERS OF FUTURE WORKFORCE DEMAND

- **Population growth**
- **Increasing income levels and spending power**
- **Significant commuter outflow indicating unmet local job demand**
- **Strengthening of logistics, construction, manufacturing, and service industries**
- **Growing opportunities related to recreation, hospitality, and tourism**
- **A diverse resident skill set aligned with multiple target industry sectors**

Over the next decade, Alvarado's economic success will depend on its ability to grow jobs across multiple industries, reduce commuter outflow, strengthen partnerships with training providers, and support employers who can offer stable, long-term opportunity. Building a job market that allows more residents to work close to home will be essential to the city's long-term fiscal resilience and quality of life.

COMMUTE PROFILE

Alvarado Planning Area
Area: 36.94 square miles

This infographic provides information about how population age 16+ travels to work. This data comes from the American Community Survey (ACS) from the US Census Bureau. Read an in-depth analysis on the **ACS documentation page.**

WORKERS

4,532
ACS Workers Age 16+

86.9%
Drove Alone to Work

TRANSPORTATION TO WORK

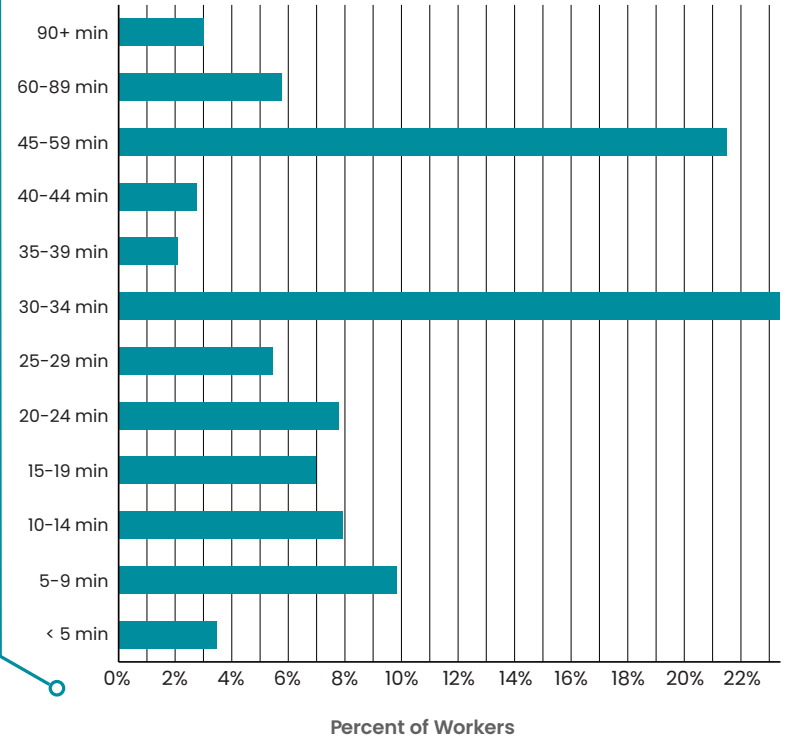
0.0%
Took Public Transportation

6.5%
Carpooled

1.9%
Walked to Work

0.0%
Bike to Work

TRAVEL TIME TO WORK



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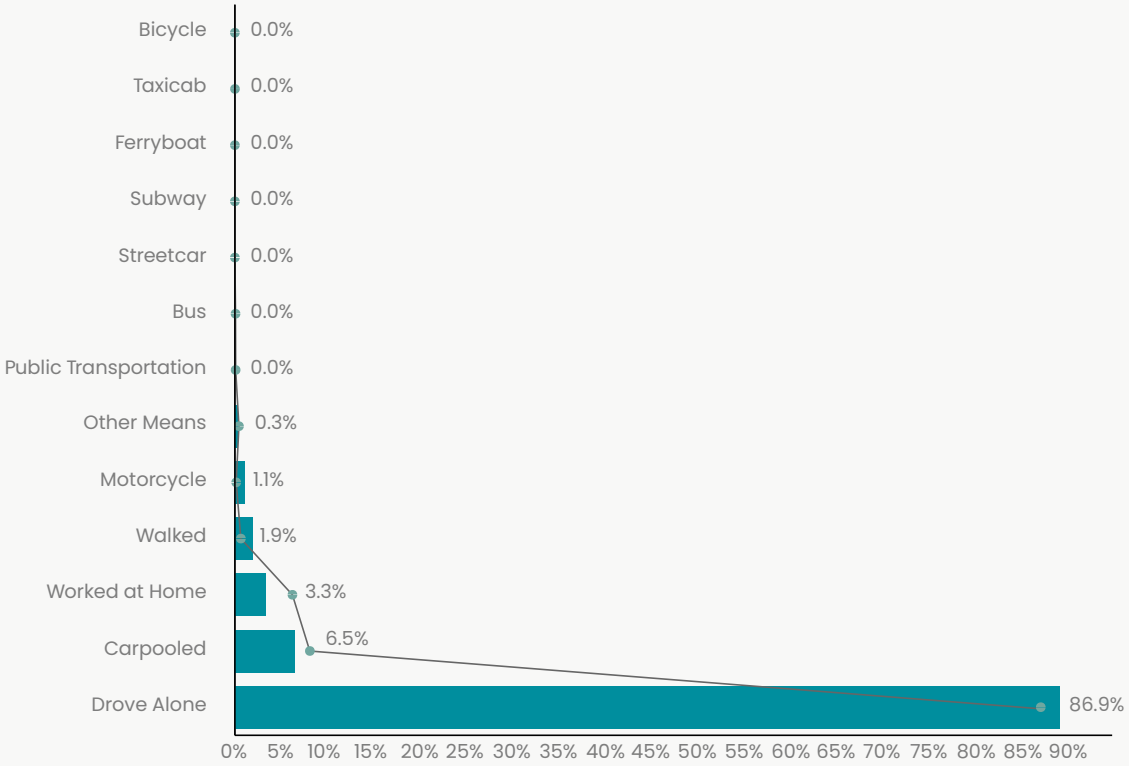
CONTEXT

JOURNEY TO WORK (ACS) (%)



CONTEXT

WORKFORCE BEHAVIOR + COMMUTE PATTERNS

Data shows strong workforce potential and significant commuter leakage that local job creation can help recapture.

CONTEXT

Housing

Within the Alvarado city limits, there were approximately 2,261 housing units as of 2025, consisting of 1,870 single-family units and 391 multi-family units according to the City of Alvarado. There are additional housing units in the unincorporated or extraterritorial jurisdiction (ETJ) areas of the Planning Area. As of 2025, Esri estimated the population within the Planning Area as 12,087, with an average household size of 2.93. Esri data reflects 4,192 households in the larger Planning Area, with similar demographic traits including median age of 36.9, a high owner-occupancy rate (77.4 percent), and moderate educational attainment.

Housing occupancy rates provided by the City indicate a 95 percent occupancy rate for single-family homes and 85 percent for multi-family units, implying vacancy rates of 5 percent and 15 percent, respectively. These counts pertain solely to units within the city limits. Esri projections and development trends suggest increasing demand, particularly as infrastructure expands and new subdivisions are proposed in areas outside the city.

The Planning Area has an average home value of $314,217 and an average household income of $98,203, producing a home value-to-income ratio of approximately 3.2. With a housing affordability index of 115, the area is considered more affordable than the surrounding regional average. This affordability supports continued in-migration of middle-income families and aligns with the spending patterns of dominant lifestyle segments per Esri.

CONTEXT

Housing Future Demand

An additional 7,196 housing units, including 5,949 single-family units and 1,247 muti-family units, are estimated in 10 years by the City based on existing development agreements, City Council approved Planned Development Ordinances, and preliminary plans from pre-submittal. These figures account for some areas expected to be incorporated into the city limits but do not include future dwelling units for the larger Planning Area.

The bulk of the forecasted and planned housing growth is expected to remain single-family. Within the city, projects such as Lone Oak Addition, Agave Trail, and Valor Addition are approved. Additional projects, such as Eagle Glen North, Whisper Park, and a proposal by M&A, at the northeast corner of North Cummings Drive and CR 604, are also expected to contribute to the single-family housing supply, and some of these developments will require annexation. Further expanding this outlook are proposals like the Avalon development near Alvarado High School and a smaller infill proposal at 804 East Davis. Altogether, these several projects account for the projected 5,949 new single-family units over the next 10 years.

Multi-family growth projections are based on planned developments such as the Maple Street Apartments proposal, the Agave Trail Planned Development Ordinance, a development north of Summit at Walnut Creek, and the Parkview at Alvarado Apartments. These projects aim to expand rental housing options which will meet the needs of young professionals, workforce families, and seniors looking for smaller, lower maintenance residences.

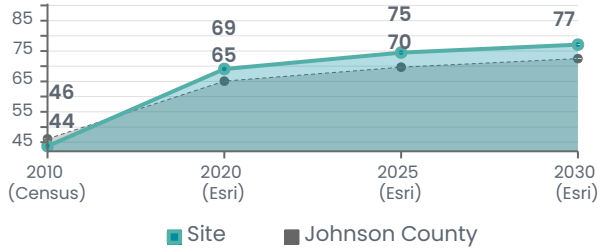
As more households choose to settle in Alvarado, the demand for housing at various price points will continue to rise. Similarly, should Alvarado diversify its housing mix, such as providing unique live-work units, new residents and employers could be attracted to move to Alvarado. Providing modern housing options encourages families to put down roots and remain in the community over the long term. A strong residential foundation ensures a reliable property tax base and supports local schools, businesses, and services.

CONTEXT

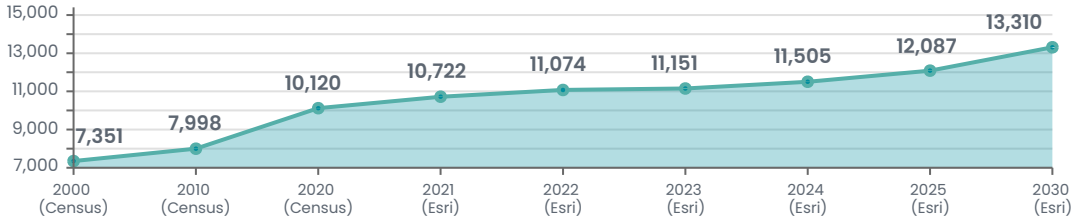
Community Change Snapshot

Alvarado Planning Area
Area: 36.94 square miles

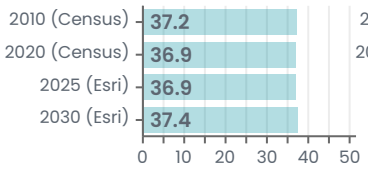
Diversity Index



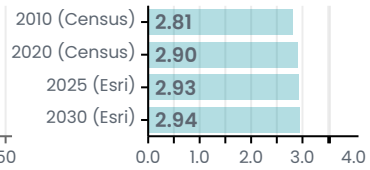
Dots show comparison to Johnson County



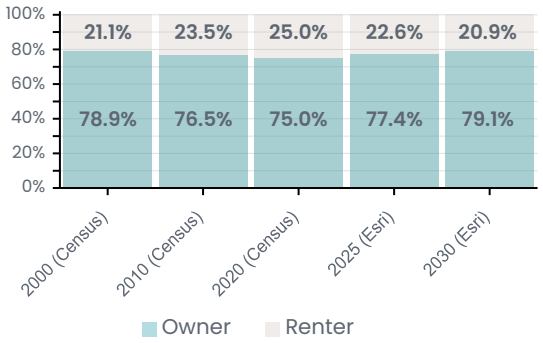
Median Age



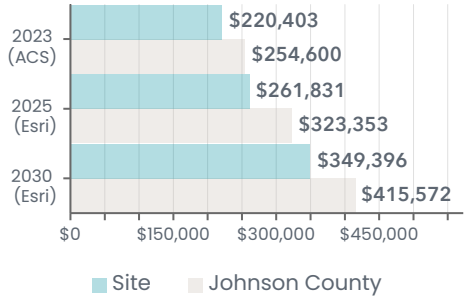
Average Household Size



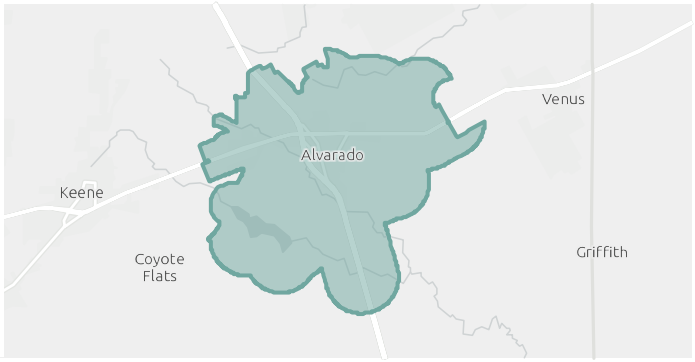
Owner vs Renter Occupied Units



Median Home Value



Bars show comparison to Johnson County



2000-2020 Compound Annual Growth Rate

1.61%	1.32%	1.26%
Population (Census)	Households (Census)	Housing Units (Census)

Total Housing Units: Past, Present, Future

3,188	3,565	4,192	4,613
2010 (Census)	2020 (Census)	2025 (Esri)	2030 (Esri)

Source: This infographic contains data provided by U.S. Census (2000, 2010, 2020), Esri (2025, 2030), ACS (2019-2023). © 2025 Esri

FOR SALE

CONTEXT

Infrastructure and Economic Development

Infrastructure and utilities play a central role in shaping Alvarado's economic and fiscal health. When these systems fall behind, they create challenges that limit development potential and place additional strain on the city's finances. Upgrading utilities and maintaining essential infrastructure ensures that residents and employers can depend on core services but also positions Alvarado as a competitive location for investment. The city's fiscal vitality will be strengthened when infrastructure is viewed as a foundation for economic opportunity and not simply as a background service.

ROAD IMPROVEMENTS

Reliable transportation is essential for connecting residents to destinations both within and beyond the city. When mobility is limited or traffic congestion is high, it can discourage new residents from moving in and prompt existing residents to leave. Investing in roadway improvements and overall mobility is critical to sustaining the City's financial health because a stable and growing population is key to maintaining a strong tax base.

UTILITY ACCESS

Reliable utilities are a critical part of modern infrastructure, supporting both everyday life and economic opportunity. Without it, businesses and residents are less likely to choose a community and those who do may struggle to succeed. Access to water and sanitary sewer are two factors currently affecting the rate of growth in the Planning Area. Since employers and residents form the foundation of a city's tax base, ensuring strong utility access is essential to sustaining fiscal health and resilience.

CITY SERVICES

City services form the core of a community's stability and growth. They reach into nearly every part of daily life by ensuring that homes have clean water and dependable utilities. They also keep streets maintained and safe for travel, provide places for recreation and gathering, and deliver essential protection through police, fire, and emergency response. These efforts give residents confidence that their needs will be met close to home and give businesses assurance that the city is a reliable place to operate. Well-functioning services help retain population, which sustains property values and household spending that feed into the local tax base. In this way, the reliability and quality of city services are related to the financial health and vitality of the community.

INFRASTRUCTURE FUTURE DEMAND

Upgrading the roads in Alvarado is essential for managing the pace of growth in the community. Stronger roadway networks further support local commerce by making it easier for customers to reach businesses and for goods to move efficiently through the city. Strong utility infrastructure ensures the city can support new development and retain existing businesses. Planned wastewater expansion, water system upgrades, and expanded high-speed internet will boost Alvarado's competitiveness. Coordinated utility planning will keep services reliable while supporting economic expansion. As Alvarado grows, the City will need to expand its capacity to serve a larger and more active community. Providing reliable services will help preserve the character of the community and ensure residents feel confident in the City's ability to meet future needs.

REFER TO THE STRATEGIC GROWTH CHAPTER FOR MORE INFORMATION.

CONTEXT

Financing Tools

As Alvarado grows, the City will need more than property taxes to keep up with community needs. Growth brings new neighborhoods, parks, streets, utility demands, and business activity, and each of these requires different types of funding. Because state law limits how fast property tax revenue can grow, cities like Alvarado rely on a mix of financing tools that help pay for improvements without placing all the cost on residents. These tools can support Downtown revitalization, new development, roadway projects, parks and open space, economic development, and community events.

Many of these tools, such as Tax Increment Reinvestment Zones (TIRZs), Public Improvement Districts (PIDs), Hotel Occupancy Taxes (HOT), 380 Agreements, and state or federal grants, allow the City to direct specific types of revenue toward the areas that need them most. Some help attract private investment, some pay for infrastructure that supports new neighborhoods, and others bring in funding from visitors instead of taxpayers.

The following few pages explain several tools, how they work, and why they matter for Alvarado's long-term financial health. Together, these financing strategies help the City:

- Support growth without relying too much on property taxes
- Improve roads, utilities, parks, and Downtown amenities
- Encourage new businesses and jobs
- Reinvest in older areas that need upgrades
- Use outside funds—like developer dollars, visitor taxes, or grants—to reduce pressure on the General Fund

These tools give Alvarado more flexibility and help ensure the City can continue improving services, infrastructure, and quality of life as the community grows. These tools will be essential to funding the implementation strategies outlined in this Plan.

CONTEXT

City of Alvarado Budget

The City of Alvarado's budget is the annual plan for how the City pays for important services like police, fire, parks, streets, the library, and everyday operations that keep the community running. Most of the City's money comes from property taxes, sales taxes, and utility fees, and these funds must be used in specific ways based on state law. Each year, the City balances its budget by matching revenues with expenses, while also setting aside some savings for emergencies or unexpected needs. As Alvarado grows, the budget helps the City decide how to provide high-quality services, maintain infrastructure, and plan ahead for future needs in a responsible and resilient way. These fiscal realities shape which economic development strategies will deliver the strongest return for Alvarado.

Key Insights from the FY 2025-2026 Budget

Alvarado's budget looks bigger than it did 10 years ago, but the City's available funds are still tight. Costs for almost everything the City provides, such as police, fire, roads, parks, equipment, and basic operations, have gone up much faster than the City is allowed to raise revenue.

2/3

ALMOST TWO-THIRDS OF THE GENERAL FUND NOW PAY FOR PUBLIC SAFETY.

This includes Police, Fire, Animal Control, Municipal Court, and other safety services. These services have gotten more expensive because of:

- Higher wages needed to keep trained staff
- Rising equipment and vehicle costs
- More calls for service as the community grows

That means only about one-third of the City's main operating fund is left for **everything else,** like parks, streets, the library, facilities, customer service, and non-public safety personnel.

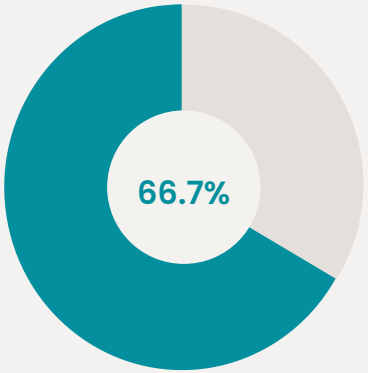
THE CITY'S SAVINGS (THE "ENDING FUND BALANCE") IS A LITTLE LOWER THIS YEAR.

This is not a sign of trouble. It is mostly because:

- **The City is legally limited** in how fast it can grow property tax revenue
- **Inflation** makes equipment, materials, and services more expensive
- **New growth adds workload right away,** but tax benefits show up slowly

The City has used some of its savings to keep services running without raising taxes or cutting important programs. This is a normal and responsible choice when costs jump quickly, but it means that there are not a lot of extra funds available to handle significant unexpected issues that may arise.

CONTEXT



2/3 OF ALVARADO'S GENERAL FUND SUPPORTS PUBLIC SAFETY

Police, Fire, Animal Control, and Municipal Court account for the **largest share of City operating costs.**

THE REMAINING 1/3 SUPPORTS:

- Parks & Recreation
- Streets & Infrastructure
- Library
- Facilities & Customer Service
- Non-Public Safety Personnel

AS ALVARADO GROWS, COSTS INCREASE IMMEDIATELY WHILE REVENUE GROWTH IS MORE GRADUAL, CREATING SHORT-TERM PRESSURE ON THE CITY'S AVAILABLE FUNDS.

WHAT THIS MEANS FOR ALVARADO

The City used savings to maintain services without raising taxes or reducing programs. This approach is responsible in the short term, but limits flexibility for future unexpected needs.

CONTEXT

City of Alvarado Budget: Future Demand

As Alvarado continues to grow, the City's budget will face increasing pressure from both rising service demand and the limits placed on municipal revenue sources. Population growth brings more calls for Police and Fire, more wear on streets and parks, more library and customer service needs, and greater demands on administrative staff. These demands increase costs faster than the City's main revenue sources are legally allowed to grow under state caps, specifically property tax.

At the same time, inflation continues to affect wages, equipment, vehicles, construction, and everyday operations. Public Safety will remain the City's largest cost driver, and new neighborhoods, commercial areas, and industrial growth will add to long-term infrastructure and service needs. While new development does expand the tax base, the cost of serving that development begins immediately, while new revenue arrives more slowly and is limited by state law.

These trends mean that future budgets will need more support from revenue sources outside traditional property tax. To meet future demand, Alvarado will need to rely on a broader mix of tools, including impact fees, utility revenues, sales tax growth, partnerships, tourism revenue, and special districts, to maintain high-quality services and continue investing in safety, infrastructure, Downtown, parks, and community amenities.

Alvarado
THE
MITC
HELL
WAGON

CONTEXT

Tax Increment Reinvestment Zones (TIRZs)

A TIRZ is a designated area where future increases in property tax revenue are set aside to fund improvements within that same area/zone. As property values rise due to new development or reinvestment, the additional tax revenue is reinvested into projects such as infrastructure, public spaces, or redevelopment efforts. For Alvarado, a TIRZ is relevant because it creates a tool to stimulate growth in targeted areas without drawing from the general budget. By encouraging development and raising property values, a TIRZ strengthens the local tax base and supports the vitality of the community. The following describe the existing TIRZs in the City of Alvarado, including boundary areas and related uses for the funds.

TIRZ #1

First established in 2005 with a 20-year term. This TIRZ covered 10 acres with the City as the proposed taxing jurisdiction. The project was never developed as intended and is currently void.

TIRZ #2

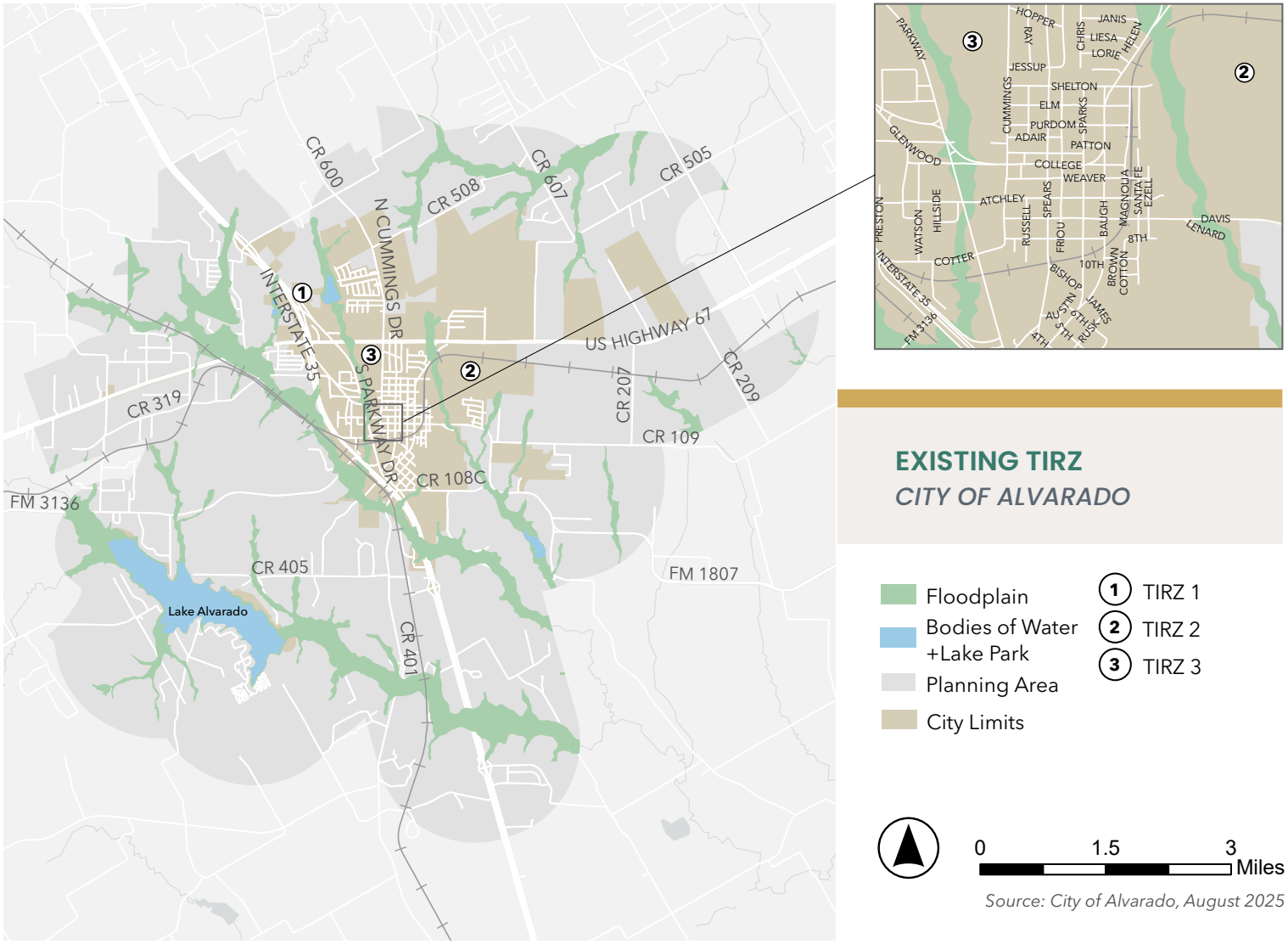
Created in 2010, with a 20-year term, involving both the City of Alvarado and Johnson County as participating taxing jurisdictions. This TIRZ covers approximately 375 acres and was initially designated for industrial development across two areas (the Welborn tract and a portion of another tract). Actual development shifted to residential, instead of industrial. The current location is in the Eagle Glen North Addition, south of the Highway 67 and Sunflower Lane intersection.

TIRZ #3

Reinvestment Zone Number Three (TIRZ No. 3) was created on January 22, 2025, specifically to support Downtown revitalization. The exact area is located east of Parkway and west of Baugh Street between Patton Street, College Street and Weaver Street. The zone encompasses approximately 257 acres that contain deteriorated structures, inadequate street layouts, and other factors that hinder growth. Its purpose is to finance public improvements, such as streets, lighting, utilities, parking, and economic development projects that will stimulate private investment, increase property values, and generate economic benefits for the city. The financing plan commits the City of Alvarado to deposit 75 percent of incremental property tax revenues into the TIRZ fund each year, based on 2025 assessed values. After the adoption of this Plan, including the Downtown Study, the boundaries are recommended to be revised consistent with the updated boundaries of Downtown.

CONTEXT

Tax Increment Reinvestment Zones (TIRZs)



Source: City of Alvarado, August 2025

CONTEXT

Public Improvement Districts (PIDs)

A PID is a defined area where property owners agree to pay an additional assessment that is dedicated to projects and services within that boundary. The funds collected may be used for a variety of enhancements, such as improved landscaping or upgraded infrastructure. PIDs are important because they allow targeted areas to receive a higher level of investment without placing the full responsibility on the general budget. They can also help developers finance expensive infrastructure that would otherwise not be possible to install. By creating visible improvements and increasing the appeal of a district, a PID supports reinvestment, raises property values, and contributes to the financial strength of the community. As of 2026, the City has five known PIDs. These five PIDs are as follows and are shown on the associated map:

LONE OAK PID (CURRENTLY ACTIVE)

Projected to develop multiple phases, totaling 1,657 single family homes. The current phase in development is Improvement #1, containing 253 50-foot lots, with an estimated buildout value of $315,000 per lot. The projected Improvement Area #1 Assessment amount is $5,640,000 with the projected Assessment per unit being $22,292.49. Projected average Annual Installment will be $1,954, resulting in a $0.62 tax rate equivalent for the PID. Total Improvement cost for Improvement Area #1 is $11,238,442. Cost includes roadway, sanitary sewer, water and drainage improvements. PID area is located south on County Road 508, west of County Road 607 and north of Highway 67.

WHISPER PARK PID (RECENTLY ACTIVE)

Initial PID was created in 2022, and the developer recently petitioned for updates to the previously approved Whisper Park PID. Coverage of additional infrastructure improvements within the PID include roadway, water and sanitary sewer improvements. City Council adopted the filing of an amended and restated petition for the Whisper Park PID in 2025. Total improvement costs for all improvements and related expenses is $35,000,000. PID area is located south of Highway 67, southwest of Davis Street, and north of Maple.

EAGLE GLEN NORTH PID (NOT ACTIVE YET)

Developer Agreement mentions the creation of a PID.

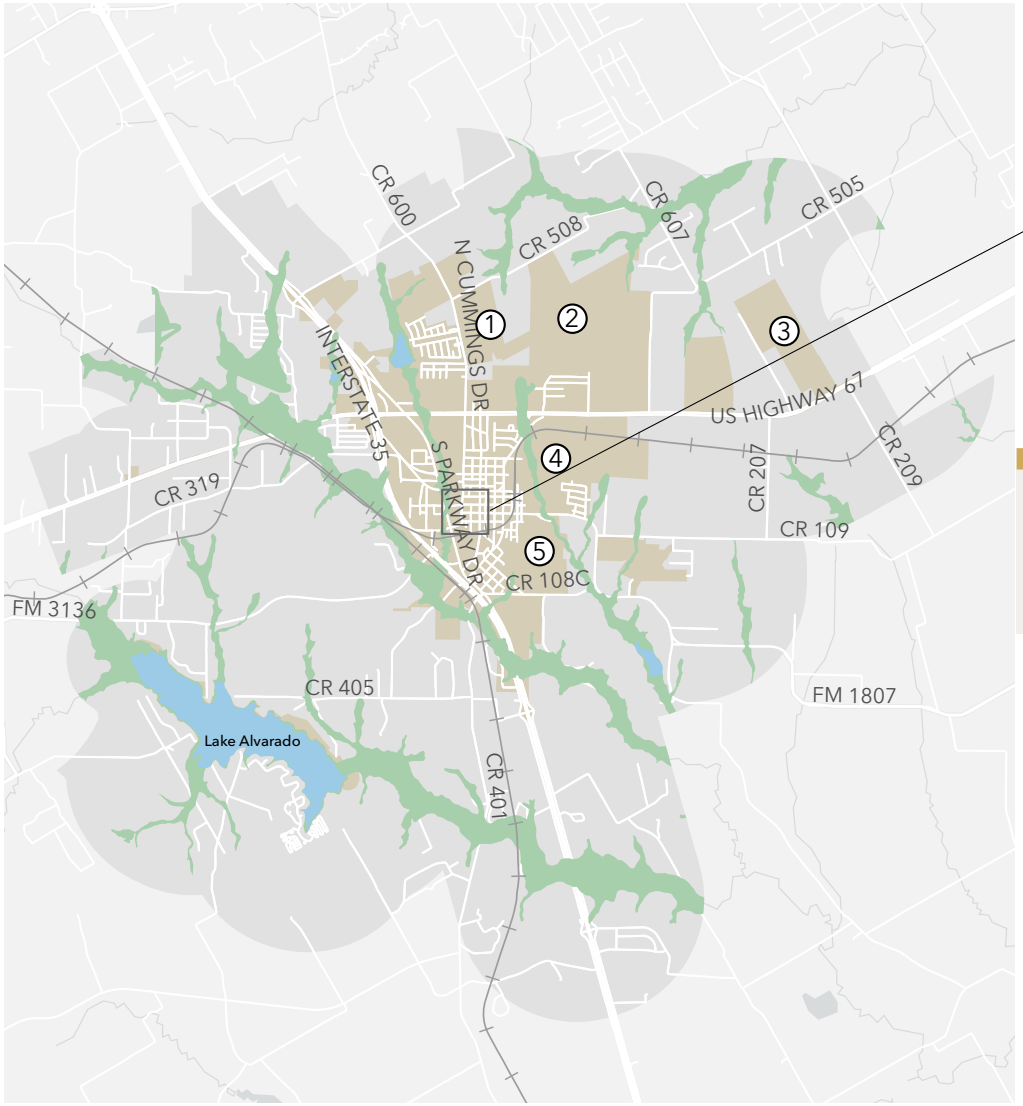
AGAVE TRAIL PID (NOT ACTIVE YET)

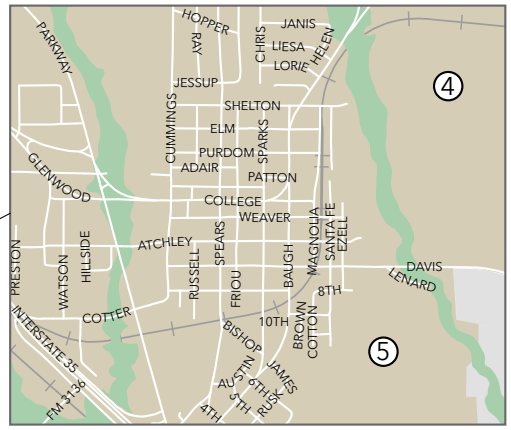
Developer Agreement mentions the creation of a PID.

VALOR PID (NOT ACTIVE YET)

Developer Agreement mentions the creation of a PID. PID area is north of Highway 67 at the city limit to the east.

CONTEXT





EXISTING PIDS
CITY OF ALVARADO

- Floodplain
- Bodies of Water +Lake Park
- Planning Area
- City Limits

1. Agave Trails PID
2. Lone Oak PID
3. Valor PID
4. Eagle Glen North PID
5. Whisper Park PID

0 1.5 3 Miles

Source: City of Alvarado, August 2025

CONTEXT

Other Financing Tools

HOTEL OCCUPANCY TAX (HOT) FUNDS

HOT Funds are generated through a tax placed on visitors who stay in hotels or similar lodging within a city. The revenue collected is restricted by state law and is typically used to support tourism, cultural activities, convention centers, and events that encourage overnight stays. These funds are significant for Alvarado because they provide a dedicated source of revenue that comes from visitors rather than residents, which can relieve pressure from the General Fund. The City uses these funds to help organize community events and enhance communications. For fiscal year 2025–2026, HOT revenue is projected to reach approximately $400,000. This marks an increase of $31,421 compared to the previous year.

380 AGREEMENTS

These agreements allow for the City, most often the Economic Development Corporation, to create incentives to attract and retain businesses. Businesses that receive incentive payments through these agreements commit to building improvements, job creation, or investment in infrastructure that ultimately benefit the long-term prosperity of the community. Recently executed 380 agreements include

- A partnership with Millis Transfer to extend a 1,784-foot sewer line and rebuild a roadway
- A partnership with Atwoods to build a new location in Alvarado

ECONOMIC DEVELOPMENT-FUNDED CAPITAL IMPROVEMENTS

This commits economic development funds for use on water, sewer, and roadway upgrades in conjunction with key development incentives. Such investment can be useful in a growing community like Alvarado, where access to needed utilities or improvements may be unavailable or cost prohibitive. It is a tool that can be useful in attracting new business to Alvarado when infrastructure costs would make a new location in the community unattainable.

STATE OR FEDERAL ECONOMIC DEVELOPMENT GRANTS

Primarily funded in Texas through the US Economic Development Administration (EDA) and Texas Economic Development & Tourism Office, these grants are designed to support a wide range of initiatives that encourage business expansion and create employment opportunities, while helping communities plan for lasting success. By securing this type of funding, cities can ease the financial pressure on local taxpayers and move forward with projects that attract new investment and stimulate local spending. The City of Alvarado most recently obtained a grant for approximately 1.4 million dollars for improvements to Parkway Drive through the EDA's Public Works program. Advancements made on Parkway Drive through this funding will improve mobility within the community and improve the viability of new commercial development along Parkway Drive, which happens to be the western border of Downtown, as well as a key arterial in the City's roadway network.

VISION: ECONOMIC + FISCAL VITALITY

A RESILIENT, PEOPLE-CENTERED ECONOMY THAT STRENGTHENS LOCAL BUSINESSES, SUPPORTS FAMILIES, AND SUSTAINS ALVARADO'S LONG-TERM FINANCIAL HEALTH.

THE FOLLOWING PAGES FOCUS ON THIS VISION >

VISION: ECONOMIC + FISCAL VITALITY

ALVARADO'S FUTURE IS SHAPED BY A RARE MIX OF STRENGTHS:

Its crossroads location, access to major recreation assets, room to grow, and a Downtown ready for revival. These advantages position the City to build a resilient, people-centered economy that strengthens local businesses, supports families, and stabilizes the City's finances.

As the community grows, Alvarado must balance rising service demands with the realities of limited revenue tools. This means leaning on reinvestment strategies that reduce pressure on property taxes, such as TIRZs, PIDs, HOT funds, economic development partnerships, and state and federal grants. These tools allow the City to modernize infrastructure, revitalize Downtown, shape new neighborhoods, and attract high-value development without shifting additional costs onto residents.

The goal is to evolve from a community where people often leave for jobs, shopping, and entertainment into a place where residents and visitors choose to spend their time and money. Stronger local activity will expand the tax base, diversify job opportunities, and give families more reasons to stay connected to their community.

At its core, the Vision for Economic + Fiscal Vitality is about resilience. It is about building a thriving, well-connected, family-focused city where businesses succeed, public services remain strong, and the City's financial foundation is stable enough to support long-term needs, as well as economic shocks and stresses. This section outlines the path toward that future through strategic investment, diversified revenue, and development that honors Alvarado's identity.

VISION

The following four characteristics of Alvarado distinguish it from other cities in the region and set it apart in a competitive market.

Community Differentiators

REGIONAL ACCESS

Alvarado's position at the crossroads of IH-35 and US-67 is one of its greatest economic assets. These highways connect the city directly to regional markets and employment centers, making Alvarado an attractive location for commerce, living, and visiting. This supports economic opportunity by attracting businesses that rely on regional distribution and mobility, while also increasing the potential for retail, dining, and service growth to capture traffic traveling through the area. It strengthens Alvarado's ability to compete for employers seeking a strategic location with highway access, and it enhances visibility for Downtown and other commercial areas located near the corridors. This crossroads location ties Alvarado directly into the economic engine of North Texas, offering a foundation for fiscal vitality and resilient growth.

RECREATION PROXIMITY

Alvarado is in an advantageous location that highlights the accessibility to major regional recreation assets. Not only does Alvarado have its own Lake Alvarado within the city limits, Alvarado is also within 30 minutes of two state parks and within 45 minutes of two more state parks (four state parks within 45 minutes)! There are also multiple lakes within the 45-minute radius, such as Joe Pool Lake and Lake Pat Cleburne. Lakes and State Parks are valuable amenities that can attract both residential and commercial development to the city. Alvarado also serves as a key hub for residents and visitors traveling to these amazing destinations. Alvarado Lake has the potential for outdoor activities and small events that can draw people into the city and contribute to the local economy, as well as provide quality of life benefits to Alvarado residents. Its proximity to major transportation corridors amplifies this recreation potential, offering Alvarado a rare chance to build a recreation tourism economy that reinforces both community identity and economic growth.

OPPORTUNITY FOR FUTURE DEVELOPMENT

The availability of developable land within Alvarado's Planning Area provides significant opportunity for long-term economic growth. Unlike many communities that face constraints from lack of remaining developable land, Alvarado has room to accommodate expansion. This supply of land allows the city to attract investment and guide development in ways that strengthen the tax base, while meeting community needs and achieving priorities. It also gives the City an opportunity to evaluate the impact of proposed developments to encourage those that align with the vision of the city. Alvarado is additionally positioned to capture regional growth by offering space for both local businesses and larger employers seeking access to major transportation corridors. The presence of this land ensures that the city can remain flexible and responsive to a wide array of future demands.

DOWNTOWN ALVARADO

Although Downtown Alvarado has not seen significant investment in recent years, it has significant potential to be a charming destination with a unique blend of old/historic and fresh/new. Existing vacant spaces in Downtown offer an opportunity for new restaurants, shops, and other businesses, as well as homes within a walkable setting. By installing capital improvements and modernizing infrastructure and amenities, the City can attract new investment and momentum by drawing more businesses and people to the area. Community members express strong support for seeing this part of the city become more active and vibrant. Further elaboration can be found in the Downtown Study later in this Plan, which is focused on Downtown Alvarado.

VISION

Triple Bottom Line

Using the Triple Bottom Line framework, this Plan ensures that growth and the City's evolution are managed in ways that promote financial stability and health, while focusing on community members and maintaining responsible stewardship of the city's natural assets. Economic and fiscal vitality is central to this approach, reflecting the financial strength and strategic investment necessary to sustain long-term success.

NATURE

Natural landscapes and parks improve quality of life and enhance the city's visual appeal, which helps attract new investment and tourism. Protecting natural assets, such as Alvarado's floodplains and Lake Alvarado, also reduces long-term costs by managing natural infrastructure and preventing environmental damage that can irreversibly strain public resources.

PEOPLE OF ALVARADO

People provide the workforce and local spending that sustain growth. When residents have access to quality services and amenities, while also feeling a sense of belonging, they are more likely to invest in their city and support local business. Prioritizing the quality of life in Alvarado for residents and visitors alike strengthens the community and creates a foundation for future prosperity.

ECONOMIC + FISCAL VITALITY

A healthy financial base allows the City to invest in needed resources that support economic development and encourage private investment. Fiscal planning and responsibility ensure that Alvarado can adapt to changing needs without compromising its future. A vibrant local economy with strategic budgeting support the city's ability to thrive for years to come.

VISION: ECONOMIC + FISCAL VITALITY

Alignment with Vision Guiding Principles

Continuously Improving

Alvarado builds lasting prosperity by pursuing steady growth and reinvestment that adapts to changing community needs.

Fun + Inviting

A welcoming atmosphere that offers vibrant boutiques, dining, and activities draws visitors while enhancing the quality of life for residents.

Neighborly + Family-Friendly

Strong community ties and amenities for families encourage households to contribute and grow within the city.

Efficient + Connected

The city strengthens its future by linking people and services through well-planned housing and business amenities.

Intentional + Distinct

Growth reflects thoughtful choices that preserve Alvarado's character while establishing a unique identity in the region.

Safe

Confidence in well-maintained infrastructure and public spaces builds trust among residents and investors alike.

Engaged + Collaborative

Progress is achieved when all members of the community work together to shape a thriving community.

Landscaped + Charming

Attractive streetscapes and well-designed public spaces create an appealing environment that supports local investment.

Trusted Action

Transparent decisions and consistent follow-through ensure confidence in the city's ability to manage resources wisely.

VISION: ECONOMIC + FISCAL VITALITY

Alignment with Best Practices

The following section highlights recognized best practices for economic development at the local, regional, and national levels. It describes the methods and strategies that have proven effective in fostering sustainable growth and attracting new investment. These practices serve as guiding examples for how communities can balance economic opportunity with overall fiscal health. The section also explains how these approaches align with the current direction and future vision for economic development in the City of Alvarado.

1. COMPREHENSIVE ECONOMIC DEVELOPMENT STRATEGY (CEDS)

The U.S. Economic Development Administration's CEDS framework emphasizes data-driven planning, regional collaboration, and clear action steps.
For Alvarado, this means:

- Identifying target industries aligned with location, workforce, and land supply
- Coordinating with regional partners on infrastructure and workforce needs
- Using data and community input to guide decisions and prioritize investments
- Aligning goals with grant eligibility and long-term resilience strategies

CEDS ALIGNMENT HELPS ALVARADO PREPARE FOR RESILIENT ECONOMIC GROWTH.

2. BUSINESS RETENTION AND EXPANSION (BRE)

The International Economic Development Council (IEDC) identifies BRE as one of the most effective tools for strengthening local economies.
Key components include:

- Structured employer outreach to understand needs and opportunities
- Business intelligence gathering on workforce, facilities, and supply chains
- Rapid response support for businesses facing risks or barriers
- Connection to resources such as training, incentives, or infrastructure solutions
- Long-term partnership building with industry leaders

BRE DIRECTLY SUPPORTS ALVARADO'S EFFORTS TO GROW JOBS AND STABILIZE ITS TAX BASE BY HELPING EXISTING EMPLOYERS THRIVE.

VISION: ECONOMIC + FISCAL VITALITY

6 | **SIX PROVEN STRATEGIES THAT STRENGTHEN ALVARADO'S ECONOMY, SUPPORT EMPLOYERS, AND BUILD A MORE RESILIENT FUTURE.**

3. WORKFORCE DEVELOPMENT (TALENT PIPELINE MANAGEMENT FRAMEWORK)

The U.S. Chamber Foundation's Talent Pipeline Management (TPM) framework emphasizes employer-led partnerships and alignment between education and job demand.
For Alvarado, this includes:

- Organizing employers around shared workforce needs
- Aligning Alvarado ISD, Career and Technical Education (CTE), and regional training programs with target industries
- Creating clear pathways for certifications, apprenticeships, and internships
- Using shared performance metrics to track progress
- Addressing barriers such as transportation or childcare

A TPM-ALIGNED WORKFORCE STRATEGY HELPS RESIDENTS ACCESS QUALITY JOBS WHILE MAKING ALVARADO MORE ATTRACTIVE TO EMPLOYERS.

4. FISCAL HEALTH + REVENUE STRATEGY (NATIONAL LEAGUE OF CITIES FRAMEWORK)

The National League of Cities highlights the importance of diversified revenue, predictable funding, and long-term fiscal resilience, which are all critical for communities facing state-imposed property tax limits.
Best-practice elements include:

- Strengthening locally controlled revenues, such as s ales tax and utilities
- Using TIRZs, PIDs, and impact fees to ensure growth pays for growth
- Leveraging grants, partnerships, and public-private collaborations
- Maintaining reserves and avoiding over-reliance on sensitive or externally controlled funds

THESE STRATEGIES HELP STABILIZE ALVARADO'S GENERAL FUND AND SUPPORT ESSENTIAL SERVICES.

VISION: ECONOMIC + FISCAL VITALITY

Alignment with Best Practices

5. DOWNTOWN REVITALIZATION (MAIN STREET AMERICA FOUR POINTS)

Main Street America's national framework organizes downtown revitalization into four coordinated strategies:

THIS MODEL PROVIDES A CLEAR ROADMAP FOR TRANSFORMING DOWNTOWN ALVARADO INTO A VIBRANT CIVIC AND ECONOMIC ANCHOR AND IS EXPLAINED IN MORE DETAIL IN THE DOWNTOWN STUDY.

VISION: ECONOMIC + FISCAL VITALITY

6. CORRIDOR DEVELOPMENT + SITE READINESS (EDA + IAMC FRAMEWORKS)

The U.S. Economic Development Administration and industrial site selection experts emphasize preparing corridors and development sites so they are competitive and "investment ready." Best practices include:

- Organizing employers around shared workforce needs
- Aligning Alvarado ISD, Career and Technical Education (CTE), and regional training programs with target industries
- Creating clear pathways for certifications, apprenticeships, and internships
- Using shared performance metrics to track progress
- Addressing barriers such as transportation or childcare

THESE PRINCIPLES GUIDE ALVARADO'S EFFORTS TO STRENGTHEN KEY CORRIDORS LIKE US 67 AND I-35W AND ATTRACT HIGH-VALUE DEVELOPMENT.

IMPLEMENTATION: ECONOMIC + FISCAL VITALITY

GOAL: GROW ALVARADO INTO A VIBRANT PLACE TO LIVE, WORK, PLAY, AND LEARN LOCALLY.

STRATEGY: SUPPORT THE GROWTH OF NEW AND DIVERSE BUSINESSES THAT MEET LOCAL NEEDS AND STRENGTHEN ALVARADO'S OVERALL ECONOMIC BASE.

ACTIONS:

- Create and publish a "Regional Crossroads Industry Packet" marketing Alvarado's location, workforce, and available sites to logistics, manufacturing, and service employers.
- Prepare annexation outreach packets for key commercial and industrial properties, showing utility/service benefits and financial impacts to owners.
- Develop a prioritized business recruitment list based on retail leakage data, daytime population, traffic counts, and local demand.
- Complete a targeted marketing campaign along I-35W and US 67 promoting business-ready sites with a unified visual identity.
- Create and launch a Hotel + Tourism Opportunity Brief that identifies viable lodging locations and expected Hotel Occupancy Tax (HOT) revenue impacts; proactively distribute to hospitality groups and developers.
- Host one annual "Economic Development Roundtable" with regional partners (NCTCOG, Dallas Regional Chamber, TEDC) to pitch Alvarado projects and align on workforce + infrastructure needs.

IMPLEMENTATION: ECONOMIC + FISCAL VITALITY

**FOUR STRATEGIES.
ONE STRONGER ALVARADO.**

STRATEGY: INVEST IN IMPROVEMENTS AND ACTIVITIES THAT ENHANCE DOWNTOWN ALVARADO'S APPEAL AS A VIBRANT CENTER FOR COMMUNITY LIFE.

ACTIONS:

- Form a Downtown Merchants Association and adopt bylaws establishing roles for promotion, design feedback, and collaborative events.
- Prepare three Downtown Redevelopment Site Sheets identifying catalytic buildings or blocks and outlining incentives, market demand, and redevelopment feasibility.
- Apply for at least two state or federal grants supporting Downtown improvements (e.g., TxCDBG, EDA Public Works, TCA arts grants).
- Complete a Downtown Branding Strategy (logo, colors, tagline, storefront guidelines, furnishings, etc.) aligned with the Downtown Study.
- Install a pilot placemaking project (lighting, seating, crosswalk, shade, public art) on one Downtown block to test design concepts.
- Host a "Downtown Investor Tour" for brokers, developers, and entrepreneurs showcasing available spaces and planned streetscape improvements.

IMPLEMENTATION: ECONOMIC + FISCAL VITALITY

STRATEGY: BUILD A SKILLED LOCAL WORKFORCE THAT SUPPORTS KEY INDUSTRIES, WHILE LEVERAGING ALVARADO'S DIFFERENTIATORS.

ACTIONS:

- Form a Workforce Advisory Group with employers, Alvarado ISD, and regional training partners to establish shared priorities across major sectors, such as logistics, manufacturing, construction trades, healthcare, and hospitality.
- Work with the Workforce Advisory Group to identify three priority career pathways aligned with local and regional job demand (ex. logistics, manufacturing, emergency services, construction trades) and map the certifications, training partners, and general job progression for each.
- Develop a High School + Employer Internship Pilot Program with at least two local employers in different sectors (ex., logistics and healthcare), with optional tracks for recreation or hospitality businesses.
- Create a "Local Talent + Career Guide" that highlights available training programs, apprenticeships, and job pathways for residents, including internships and entry-level to advanced and leadership opportunities.
- Complete a Workforce Barrier Assessment to identify local needs, such as transportation gaps, childcare constraints, digital access, and flexible scheduling, with a short list of actionable solutions for employers (potential and current).
- Establish at least one partnership with a regional training provider (ex., Hill College in Hillsboro, other community colleges or trade schools) to offer credentialing or upskilling opportunities within 20 to 30 minutes of Alvarado.
- Develop a "Live, Work, Play, Learn in Alvarado" workforce attraction piece highlighting quality-of-life advantages, including recreation access and new destinations, as part of a broader strategy to attract and retain skilled workers.

IMPLEMENTATION: ECONOMIC + FISCAL VITALITY

STRATEGY: STRENGTHEN ALVARADO'S FISCAL FOUNDATION THROUGH SMART GROWTH, RECREATION INVESTMENT, AND CORRIDOR READINESS.

ACTIONS:

- Adopt an updated impact fee schedule that reflects planned growth near Lake Alvarado, key corridors, and Downtown.
- Develop a 5-year "Recreation-Driven Capital Strategy" to complement the City's Capital Improvements Program (CIP), which highlights and prioritizes Downtown recreation, Lake access, roadway and trail enhancements, and corridor beautification tied to recreation tourism.
- Prepare TIRZ + PID briefing sheets specifically identifying how these tools can support lake-oriented commercial development, tourism nodes, and small-event infrastructure.
- Create Infrastructure Readiness Maps for recreation-adjacent corridors (ex. Lake Alvarado access, Parkway Drive, etc.) showing utilities, constraints, and opportunity areas.
- Identify and secure control of a strategic lake-oriented property for future public use, events, or tourism-focused development.
- Publish a "Recreation Opportunity + Development Guide" outlining preferred uses, design expectations, incentives, and branding for lake-adjacent and other recreation investments.

3. DESIGN SYSTEM

INTRODUCTION

The Design System provides a clear framework that City leadership, staff, residents, and the development community can use to guide how Alvarado evolves over time. This chapter translates Vision Guiding Principles and community input into shared expectations related to land use, development intensity, character, and connectivity. Rather than regulating individual projects, the Design System establishes consistent, place-based guidance that supports informed decision-making and helps evaluate future proposals in a predictable and transparent way.

The Design System is intended to balance preservation and growth by identifying where different forms and intensities of development are appropriate and how they should relate to surrounding neighborhoods, infrastructure, and public spaces. Through the Future Land Use Plan and supporting , this chapter emphasizes compatibility, walkability, and efficient use of infrastructure without prescribing a single development outcome. It is meant to be used alongside future, incremental zoning ordinance updates and the Master Thoroughfare Plan to ensure that new development and redevelopment strengthen Alvarado's character, improves connectivity, and supports better and lasting outcomes for the community.

PROVIDES CONSISTENT, PLACE-BASED GUIDANCE TO SUPPORT PREDICTABLE, TRANSPARENT DECISION-MAKING AS ALVARADO GROWS.

COMMUNITY FEEDBACK

Key Themes from Community Feedback

The strategies in this chapter are designed to directly respond to this community feedback.

Manage growth and development in Alvarado effectively

Community members and stakeholders expressed a shared understanding that Alvarado is growing. Many residents voiced concern that development seems to be moving faster than the City's ability to maintain infrastructure and services. Others emphasized the importance of thoughtful planning to ensure that new projects align with community values and preserve the city's character. There broad recognition that effective growth management is essential to maintaining quality of life.

Preserve Alvarado's charm

Residents consistently emphasized that preserving the character of Alvarado is an important priority as the city continues to grow. Many described the city's identity as welcoming and family-oriented, with roots in history and a pace of life that reflects a small town nature. Stakeholders and community members expressed concern that unchecked development could erode these defining qualities.

Open to multi-family in strategic locations

Community and stakeholder input supported more diverse housing options, including multi-family development in some strategic areas, to maintain a growing population and workforce. While some residents expressed concerns about quality and density, community members recognized well-designed and properly sited multi-family housing can improve affordability and provide revenue for community priorities, as well as provide needed activity Downtown.

Traffic and Mobility issues on IH-35W, US-67, and Cummings Drive

Traffic congestion on IH-35W, US-67, and Cummings Drive was frequently identified as a top concern by community members. These corridors are heavily used and have limited alternative routes, creating perceived safety and accessibility issues. Discussion about adding more connections and capacity in these areas was common during the planning process.

COMMUNITY FEEDBACK

Mobility Priorities

At Community Forum 1, community members were invited to identify their top mobility priorities by dividing eight coins among eight jars, however they felt was relevant to reflect Alvarado's mobility needs. The activity revealed strong consensus around the need for improved travel and enriched community experiences. Traffic and Recreation emerged as the leading priorities, with Placemaking and Health + Safety tied for third. These results highlight a clear desire to reduce travel time between key destinations while also creating opportunities for engaging and enjoyable activities within the Planning Area. Participant results emphasized the importance of accessible recreational routes, like trails and sidewalks, as well as the need for thoughtful design elements, such as trees and wayfinding, that enhance the everyday experience of moving through Alvarado. In addition, the emphasis on health and safety underscores the community's call for infrastructure that protects both drivers and pedestrians

COMMUNITY FEEDBACK

Mobility Priorities

1. TRAFFIC

Reduce the amount of time spent traveling between home, work, school, or destinations in Alvarado.

2. RECREATION

Provide fun and engaging mobility opportunities for enjoyment, sightseeing, and/or fitness.

3. PLACEMAKING

Enhance the transportation network that encourages social interaction and beauty through high quality design to the places that make the city unique.

4. HEALTH + SAFETY

Protect the community by lowering the risk of travel-related injury and promoting public health.

COMMUNITY FEEDBACK

Mobility Priorities

At Community Forum 2, participants were given the opportunity to discuss specific traffic and transportation topics within the city. Feedback regarding transportation and mobility in Alvarado was provided in a "Mind Map" activity, as well as a tabletop discussion with an LJA traffic engineer. Some of the highlights from this activity are noted below:

- Residents note the growing congestion on US-67, IH-35W, and streets including Cummings Drive and Percifield Trail.
- Speeding, deteriorated roads, traffic signal timing, and low road capacity are primary transportation issues affecting Alvarado.
- Other concerns include lack of sidewalks, emergency service response, and pedestrian safety.
- Some participants offered solutions, including a light rail along US-67 and an alternate bypass or loop that connects US-67 to IH-35W on the north and south sides to disperse through traffic instead of funneling it all to US-67 and IH-35W.

COMMUNITY FEEDBACK

Walkable Multi-story development

At Community Forum 2, participants were asked to share comments and concerns regarding walkable, multi-story development in Alvarado. Participants were enthusiastic about high-quality, visually-appealing development that complements and preserves the existing character of Alvarado. Highlights included:

POSITIVE FEEDBACK

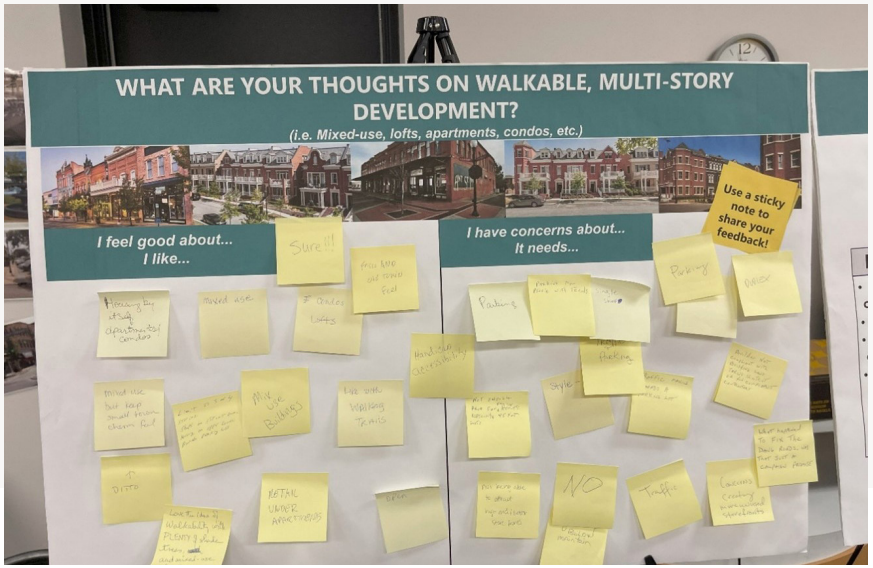
- Many participants expressed support for multi-family housing as a good addition to Alvarado.
- There was enthusiasm for walkability, with participants emphasizing desire for more trails and shade trees.
- Participants liked the idea of mixed-use development, with retail/restaurant on the ground floor and residential above.

CONCERNS AND NEEDS

- Participants expressed concern that increased multi-family development could worsen parking and traffic, particularly in already congested areas. They emphasized the need for adequate on-site parking to prevent spillover into surrounding neighborhoods.
- Some residents worried that an oversupply of mixed-use multi-family units could lead to high retail vacancy rates. Concerns focused on the potential for neglected properties and decreased neighborhood appeal.
- There were concerns about the quality of homebuilders and developers who might come to Alvarado, with participants expressing a desire to avoid ugly and cheap neighborhoods.

TOP THREE SPENDING PRIORITIES

1. Mobility, Connectivity, Traffic Management, + Streets
2. Shopping + Dining Location Incentives
3. Parks + Recreation

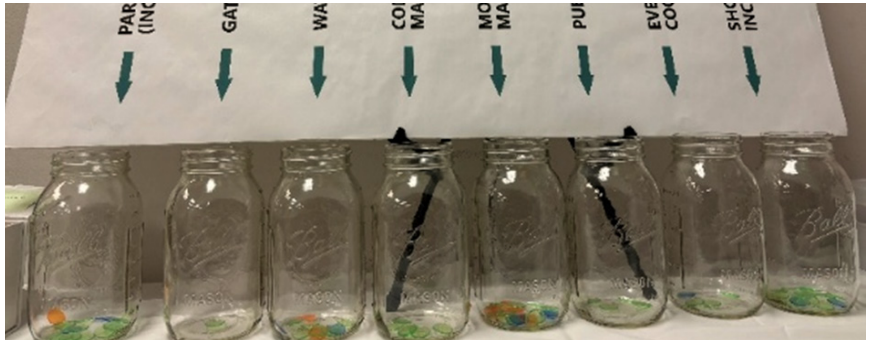


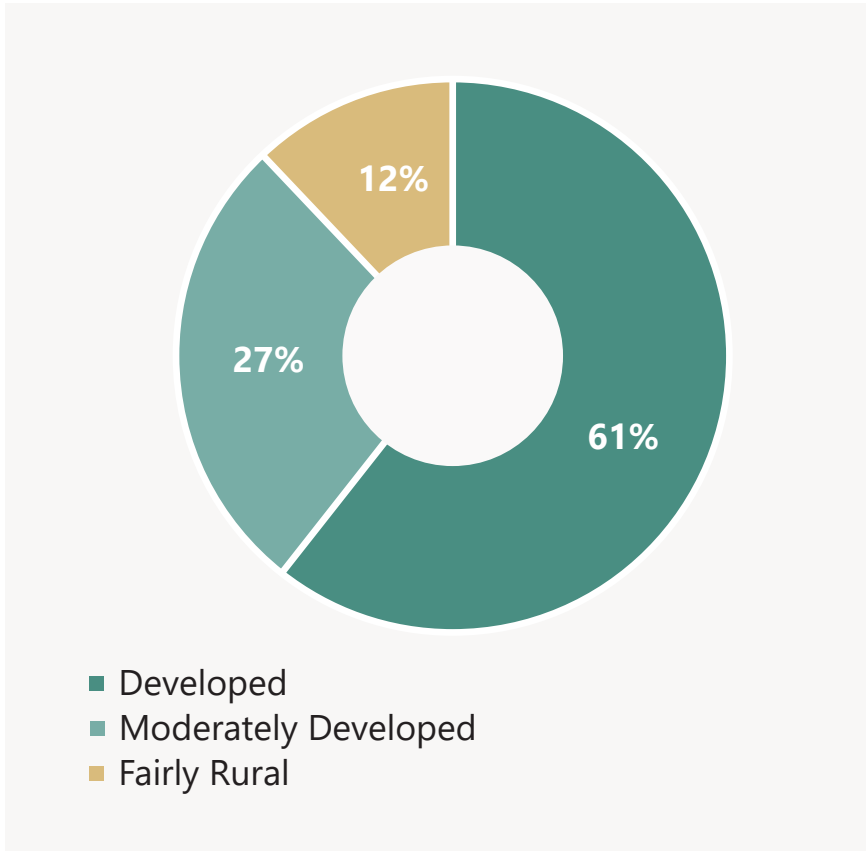
COMMUNITY FEEDBACK

Level of Development + Multi-Family

Attendees at Community Forum 2 provided feedback on the level of development they deemed appropriate for the future of Alvarado. They were given the opportunity to choose one of three preferred levels of development, with a corresponding number of coins, to spend on desired amenities and services. The levels of development were "developed," "moderately developed," and "fairly rural." The Developed level resulted in five coins, the Moderately Developed level resulted in three coins, and the Fairly Rural level resulted in two coins, recognizing that more development and multi-family generally results in more property tax and sales tax to spend on amenities, services, and other needs/wants.

Of particular note between the three levels of preferred development, were the associated options for multi-family residential (MFR) development (Developed = MFR and other housing types besides single family, Moderately Developed = some MFR, and Fairly Rural = no additional MFR). Most participants (88 percent) opted for the two higher levels of development (green and blue), with the most amount of packs selected being the "Developed Alvarado" with the most coins to fund priorities. This indicates a desire to generate revenue for desired services, amenities, and infrastructure among participants, as long as it is done strategically and with great design.





CONTEXT

Existing Land Use + Existing Zoning

EXISTING LAND USE

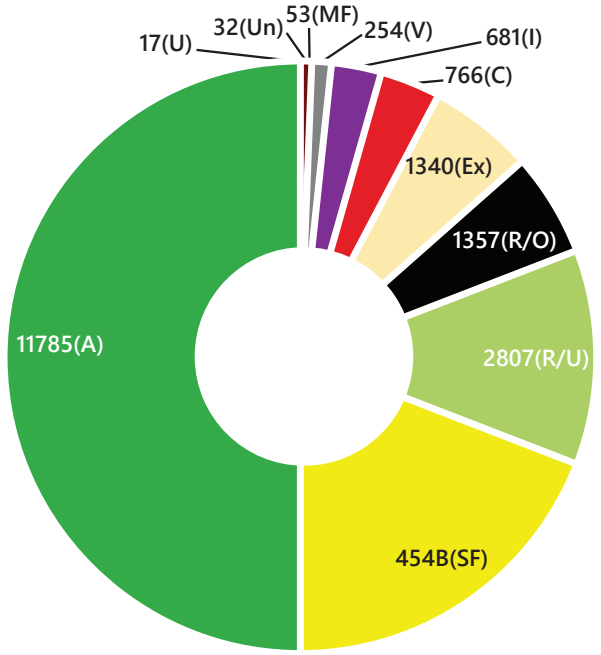
A large amount of the Alvarado Planning Area consists of agricultural or rural/undeveloped land. There are also several existing single-family neighborhoods. Existing commercial properties exist mainly along the major highways of IH-35W and US-67, showing up minimally elsewhere within the Planning Area. There are also two main areas with industrial development: one in the northeast section of the Planning Area, along US-67, and the other in the south, along IH-35W. Two smaller areas of industrial development can also be found in the far western corner of the Planning Area and northwest off of IH-35W.

Data from the Johnson County Appraisal District was utilized to create the following map, which illustrates existing land uses for parcels in the Planning Area boundary. Some land uses may be different than what is shown, but the data is intended to be conceptual and show a glimpse of how land is generally being utilized in Alvarado:

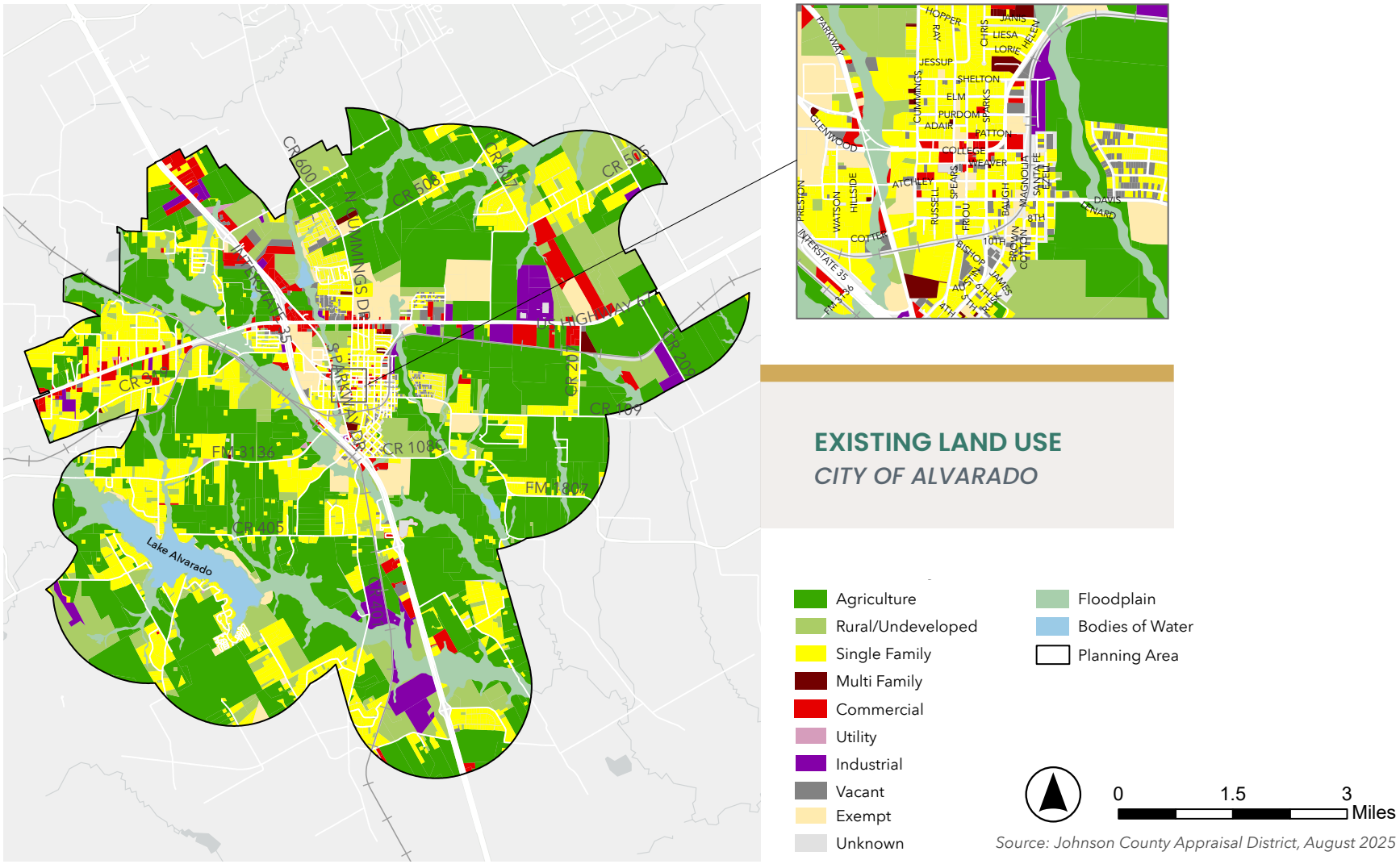
AGRICULTURAL AND RURAL LAND USES CURRENTLY DOMINATE THE PLANNING AREA, WITH DEVELOPMENT CONCENTRATED ALONG MAJOR HIGHWAY CORRIDORS.

2025 EXISTING LAND USE MIX

LAND USE TYPE	ACRES	SQ MILES
Utility (U)	17	0.03
Unknown (Un)	32	0.05
Multi Family (MF)	53	0.08
Vacant (V)	254	0.40
Industrial (I)	681	1.06
Commercial (C)	766	1.20
Exempt (Ex)	1340	2.09
ROW/Other (R/O)	1357	2.12
Rural/Underdeveloped (R/U)	2807	4.39
Single Family (SF)	4548	7.11
Agriculture (A)	11785	18.41
TOTAL	23640	36.94



CONTEXT



Source: Johnson County Appraisal District, August 2025

CONTEXT

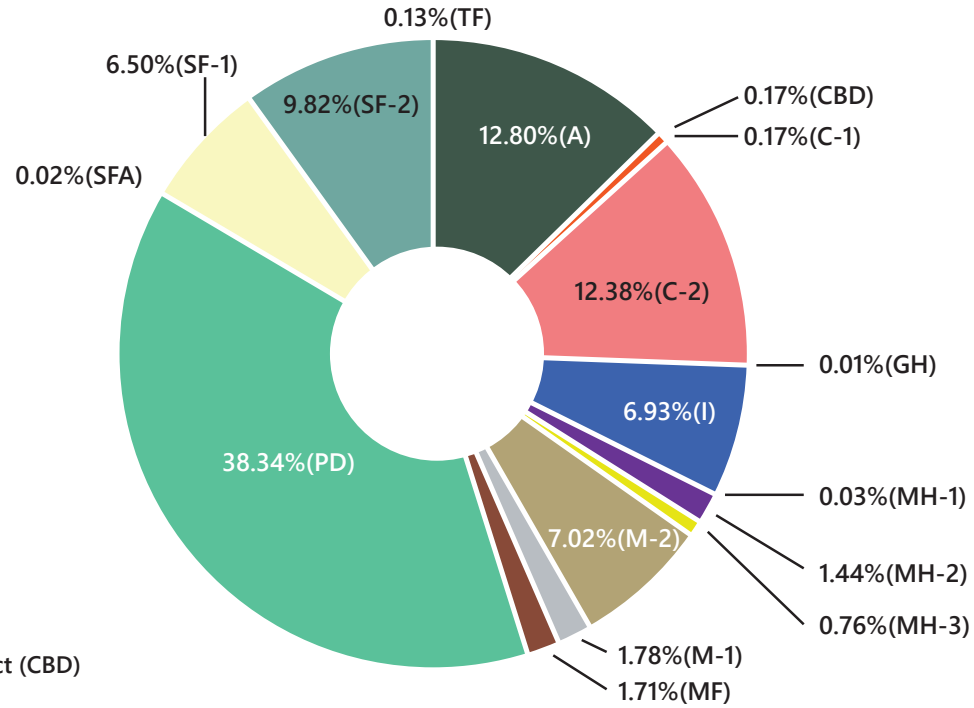
Existing Land Use + Existing Zoning

EXISTING ZONING

Zoning is a set of rules cities use to guide how land can be used and to shape future development in an organized way. It does not always reflect what is currently on the land but rather what the City of Alvarado would allow if new development occurred. In some cases, existing uses do not match current zoning because they were established before zoning regulations changed. These situations are known to "grandfather in," prior land uses meaning the property can continue its current use, under certain circumstances, even if it no longer aligns with updated zoning.

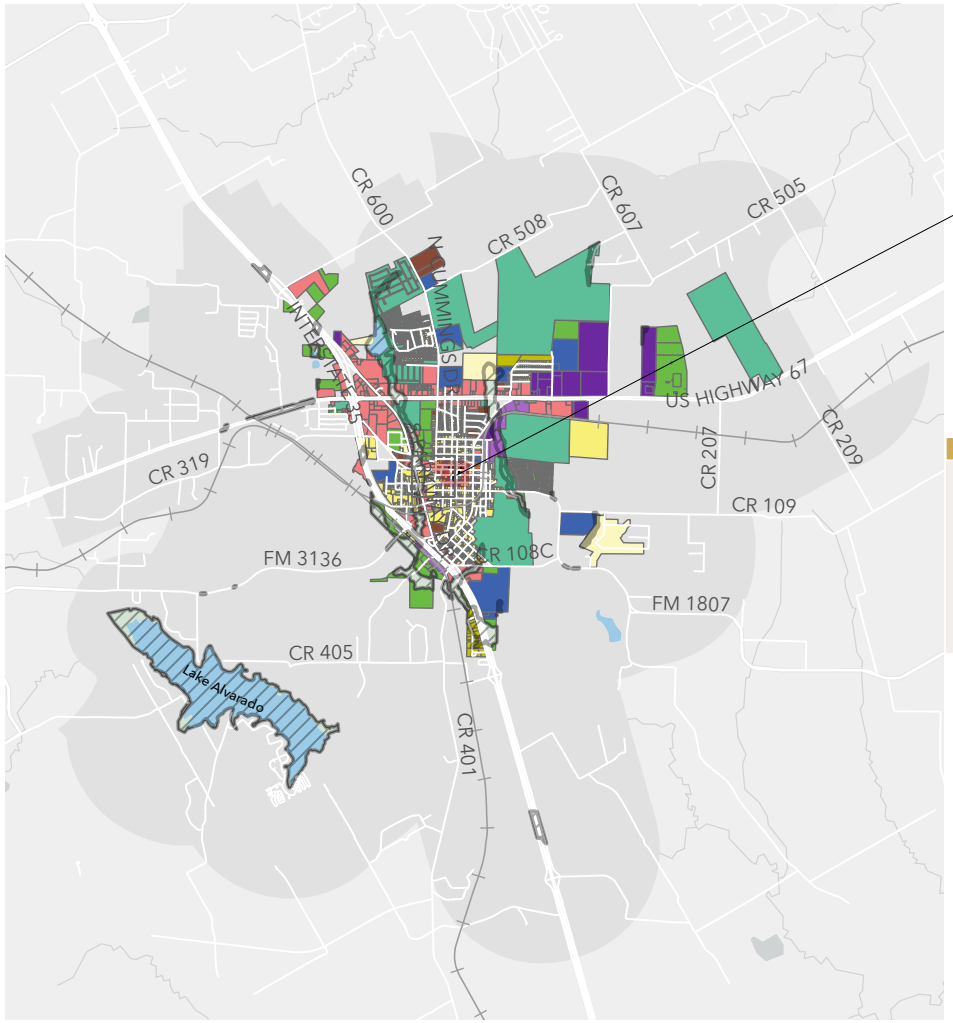
The chart and map that follow show the City's existing zoning designations. There are portions of the Planning Area unzoned since they are outside the city limits, and Alvarado can only zone what is inside of the city limits.

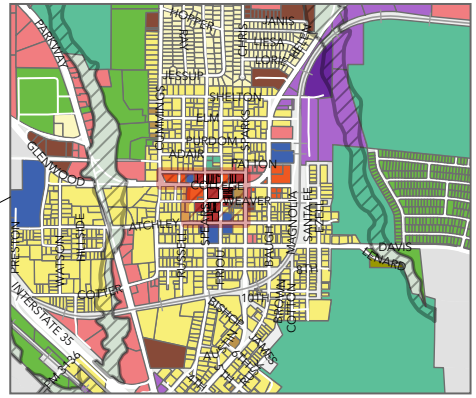
ZONING DISTRICTS (% OF CITY LIMITS)



- Agricultural District (A)
- Central Business District (CBD)
- Commercial District 2(C-2)
- Garden Home (GH)
- Manufactured Home Park District 1 (MH-1)
- Manufactured Home Park District 2 (MH-2)
- Manufacturing Industrial District - Heavy (M-2)
- Manufacturing Industrial District - Light (M-1)
- Planned Development District (PD)
- Single Family Apartments (SFA)
- Single Family District 2(SF-2)
- Two Family Duplex District (TF)
- Commercial District 1 (C-1)
- Multifamily District (MF)
- Institutional Overlay District (I)
- Single Family District 1 (SF-1)
- Manufactured Home Park District 3 (MH-3)

CONTEXT





0 1.5 3 Miles

Source: City of Alvarado, August 2025

EXISTING ZONING
CITY OF ALVARADO

- Agriculture
- Single Family 1
- Single Family 2
- Single Family Apartments
- Garden Home
- Two Family Duplex
- Multi Family
- Manufactured Home Park 1
- Manufactured Home Park 2
- Manufactured Home Park 3
- Central Business
- Commercial 1
- Commercial 2
- Light Industrial
- Heavy Industrial
- Institutional Overlay
- Planned Development
- Floodplain Overlay
- Downtown Overlay

PLANNED DEVELOPMENT ZONING ACCOUNTS FOR THE LARGEST SHARE OF LAND WITHIN THE CITY LIMITS.

CONTEXT

Existing Land Use + Existing Zoning

Observations + Analysis

THERE IS A NOTABLE PRESENCE OF SINGLE-FAMILY HOUSING, COMMERCIAL, AND INDUSTRIAL DEVELOPMENT OUTSIDE OF THE CITY LIMITS.

- Areas within the City's ETJ (outside of the city limits) are not subject to the City's zoning standards and requirements and are in Johnson County.
- The Existing Land Use map shows a large portion of the western, southern, and northeastern part of the Planning Area with existing single family development. The western and southern portions of the Existing Land Use Map also show commercial and industrial development outside of the city limits.

HOUSING VARIETY IS LIMITED.

- Single-family District (SF-1, SF-2) and Planned Development District (PD) make up a majority of the zoning areas for housing in Alvarado. Multi-family District (MF) and Manufactured Home Park (MH-1, MH-2, MH-3), which allow for more housing choices, are sparsely designated within the city limits.
- Like zoning, existing land use shows little to no availability of multi-family development within the Planning Area.

A LARGE PART OF THE PLANNING AREA IS AGRICULTURAL OR UNDEVELOPED LAND.

- A majority of land in the Planning Area is currently designated as agriculture or rural/undeveloped on the Existing Land Use Map.
- Key open spaces should be considered in an effort to help preserve the City's valued rural character and sense of place.
- Growth should be concentrated in areas that are practical to develop and financially sustainable for the City to support over time.

THE PLANNING AREA IN ALVARADO HAS EXISTING, LARGE INDUSTRIAL TRACTS OUTSIDE THE CITY LIMITS.

- Almost 10% of the city limits is zoned either Manufacturing Industrial District – Heavy (M-2) or Manufacturing Industrial District-Light (M-1).
- The eastern part of US-67 and the southern part of IH-35W show significant tracts of industrial land use.
- Industrial properties located within the Planning Area could be evaluated for annexation to support potential revenue growth for the City.

COMMERCIAL DEVELOPMENT IS CONCENTRATED ALONG EXISTING US-67 AND IH-35W.

- Nearly all land zoned Commercial District 1 (C-1) or Commercial District 2 (C-2) is concentrated along US-67 or IH-35W, excluding a few parcels in Downtown Alvarado.
- A majority of parcels (not all parcels) designated as commercial land use are along US-67 and the northern area of IH-35W.

CONTEXT

Prior Future Land Use Plan

The Future Land Use Plan (FLUP) adopted in 2017 (shown following this section) included 11 future land use designations. Much of the Planning Area at that time was designated for low-density residential use with no substantive foresight or vision established for areas that are different in character or that could be in the future. A significant portion of land to the east was allocated for industrial and utility purposes. The FLUP identified some intersections as suitable locations for mixed-use development. The FLUP from 2017 did not change much from the FLUP that it updated from 2004. Over 20 years later, some things remain relevant, but many things have changed, including best practices for establishing a vision for future land use.

LAND USE FUTURE DEMAND

The way land is planned and developed will influence the quality of life of existing and future residents. Much of the recent growth in Alvarado has occurred near or just beyond the city limits, which creates both opportunities and challenges for shaping future development. The need for coordinated planning between existing neighborhoods and future development areas will become increasingly more significant as additional people move into the area. The limited presence of mixed-use development within the Planning Area reduces new and existing resident housing options and therefore adversely affects economic development and tax base. Future development of housing, places of business, and gathering spaces will play a major role in defining Alvarado's character as it grows. Future patterns of land use will also determine whether new development strengthens the sense of place that residents value or leads to a dispersed pattern of growth outside city boundaries. The State of Texas influences this dynamic by providing cities limited tools to influence or regulate development on the edge or fringe of city limits. Overall land use and character will continue to shape how Alvarado evolves and how it sustains a connected community.

STILL RELEVANT

- Commercial tracts prevalent along IH-35W
- Preserving existing floodplain
- Some future industrial uses along US-67, on the east side of the planning area
- Need for housing variety
- Designation of a Downtown area (although it needs to be expanded to reflect community feedback and best practices)
- Utilization of mixed-use along key corridors and at major intersections where appropriate

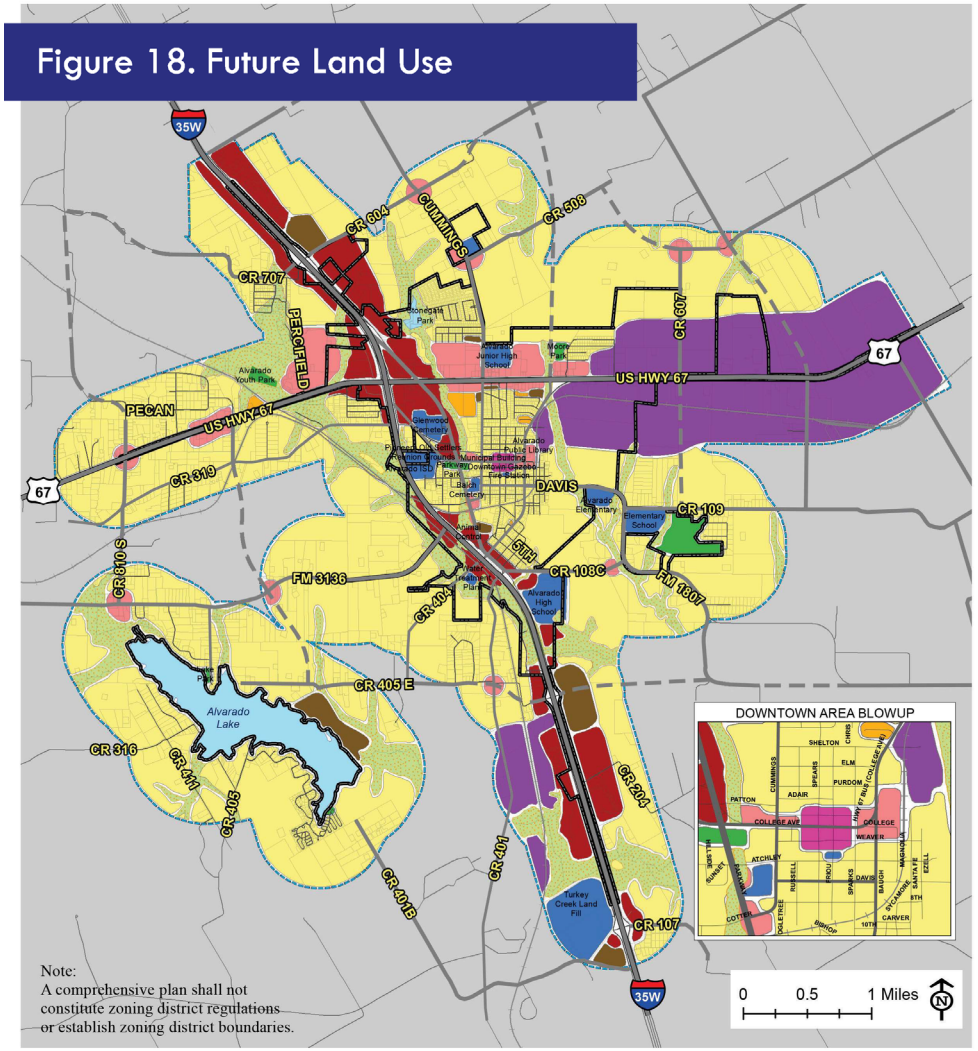
ADJUSTMENTS NEEDED

- The Planning Area from the prior Future Land Use Plan has been extended for the current Plan
- The Downtown boundary has been expanded
- US-67, west of IH-35W, has been developed with more commercial and industrial uses than previously anticipated
- Areas previously designated as low-density residential could be different in character
- Designation of high-density residential is not preferred and should be considered in mixed-use contexts

CONTEXT

Prior Future Land Use Plan (2017)

Figure 18. Future Land Use



City of Alvarado

Future Land Use

- Low Density Residential
- Medium Density Residential
- High Density Residential
- Industrial/Utility
- Local Business District
- Interstate Business District
- Parks and Open Space
- Public/Semi-Public
- Downtown Square
- Lake
- Approximate Location of 100 Year Floodplain
- City Limits
- ETJ

CONTEXT

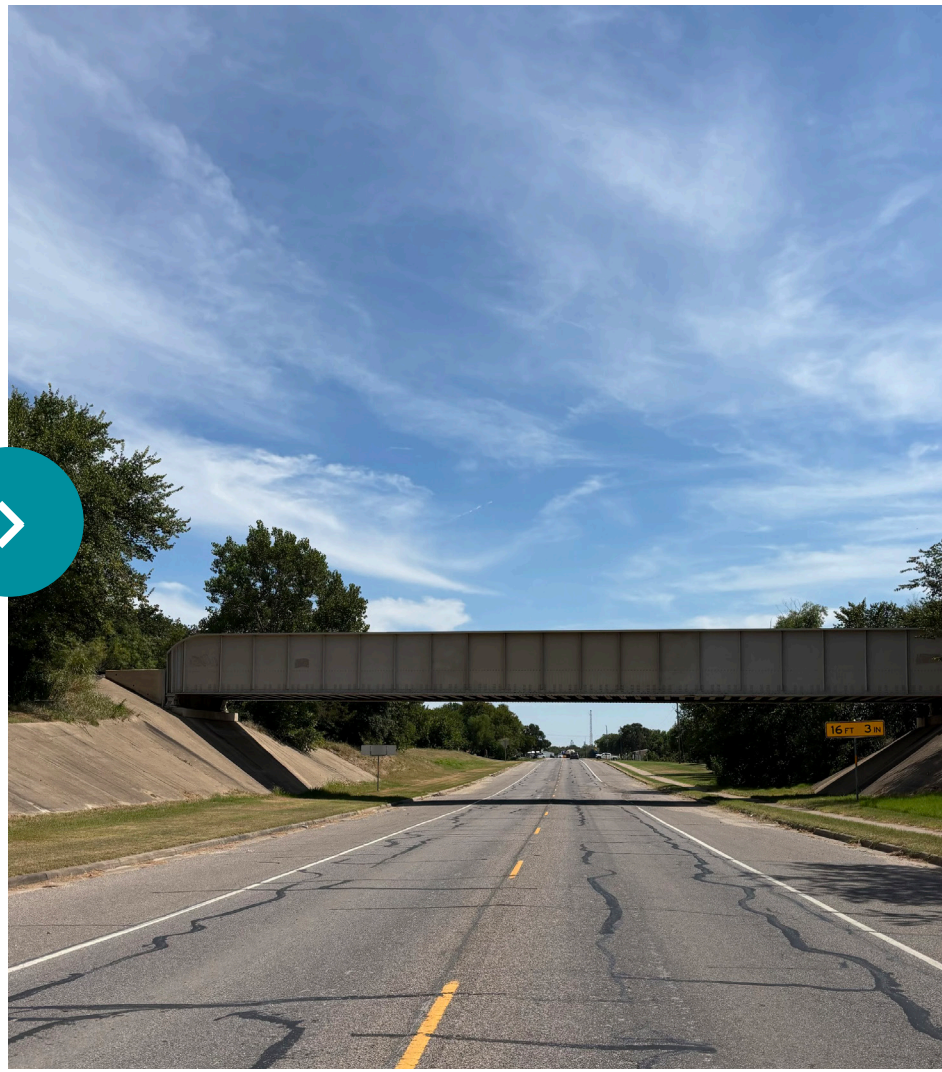
Existing Streets and Paths

EXISTING STREETS

The existing roadway system in Alvarado consists of a combination of TxDOT-controlled arterials, County maintained collectors, and local streets maintained by the City. In newly developed areas, roadways are typically constructed in concrete with curb and gutter and include sidewalks, providing a more complete streetscape. In contrast, many older areas of the city lack sidewalks and pedestrian connectivity, presenting a safety and accessibility challenge for residents. There is a high level of community feedback, particularly in the community survey, highlighting the dilapidated condition of Alvarado streets. Engagement feedback also emphasizes the need for alternate routes within the City of Alvarado due to traffic back up on collector streets that limit access to existing homes at peak times. The City has a prioritized list of 20 streets identified for rehabilitation that is included in the Capital Improvements Program (CIP) detailed in the Strategic Growth chapter.

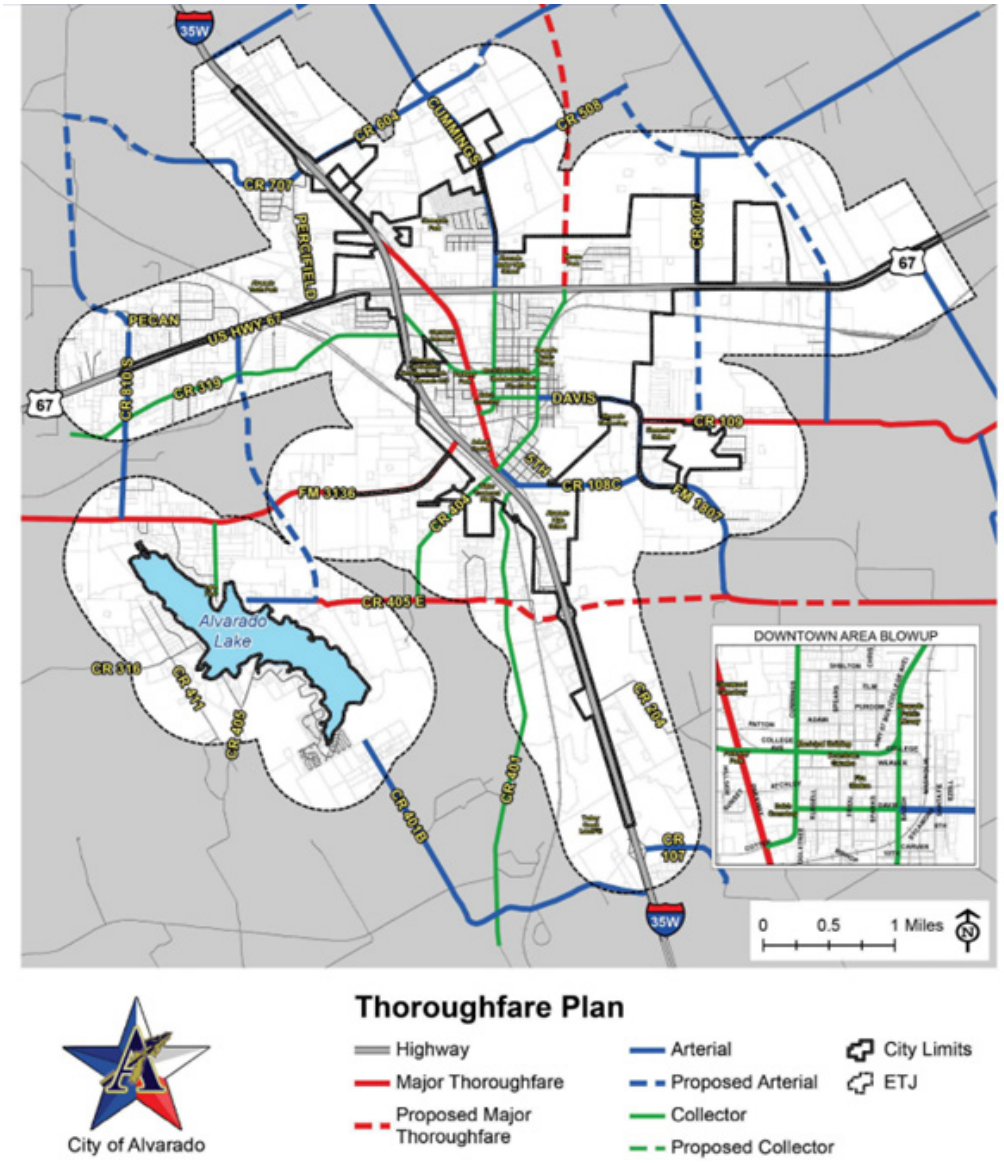
PRIOR MASTER THOROUGHFARE PLAN

The City adopted a Master Thoroughfare Plan (MTP) as part of the 2017 Comprehensive Plan. The MTP proposed roadway modifications, emphasized the use of Context Sensitive Design (CSD) to align street planning with surrounding development, and encouraged a Complete Streets approach to enhance safety and convenience. While the 2017 MTP identified priority repairs, the mobility improvement recommendations need to be expanded.



CONTEXT

Prior Master Thoroughfare Plan (2017)



CONTEXT

Vehicle Crashes

Vehicle crashes provide a clear picture of how people interact with the transportation network. Each crash represents a moment where the use of the roadway may not have worked as intended. Examining where and why crashes occur helps reveal how travel patterns and traffic volumes influence safety across the city. It also highlights conditions that may be placing drivers and pedestrians at risk, and where improvements could make the greatest impact. A city can move toward a transportation system that is both efficient and safe for everyone who uses it by grounding mobility decisions in this knowledge.

DAYTIME CRASH MAP ANALYSIS

Based on the crash data reflected in the adjacent graphic and on the following maps, a large majority of crashes have occurred at the intersection of US-67 and IH-35W. Another large group of crashes has occurred on the eastern side of US-67 in Alvarado, as well as near Parkway Drive and IH-35W. Another notable hot spot occurs within Downtown Alvarado. The northern part of N. Cummings Road, just north of CR 604, also shows a significant number of crashes.

NIGHTTIME CRASH MAP ANALYSIS

Crash density increases at night (8 pm – 6 am), with a significant number of crashes along the entirety of IH-35W and US-67, and continued concentration at the intersection of US-67 and IH-35W. The concentration of crashes near Parkway Drive and IH-35W is also significant at night.

VEHICLE CRASH QUICK FACTS FROM 2020 - 2025 CRIS DATA

26

TOTAL CRASH DEATHS

- 11 fatalities on US-67
- 6 fatalities on IH-35W
- 2 fatalities on CR 401
- 2 fatalities on CR 604
- 2 fatalities on FM 1706
- 6 of these crashes happened between 1 – 4 am
- 7 of these crashes happened between 2 – 4 pm
- 3 of these crashes happened between 8 pm – 12 am

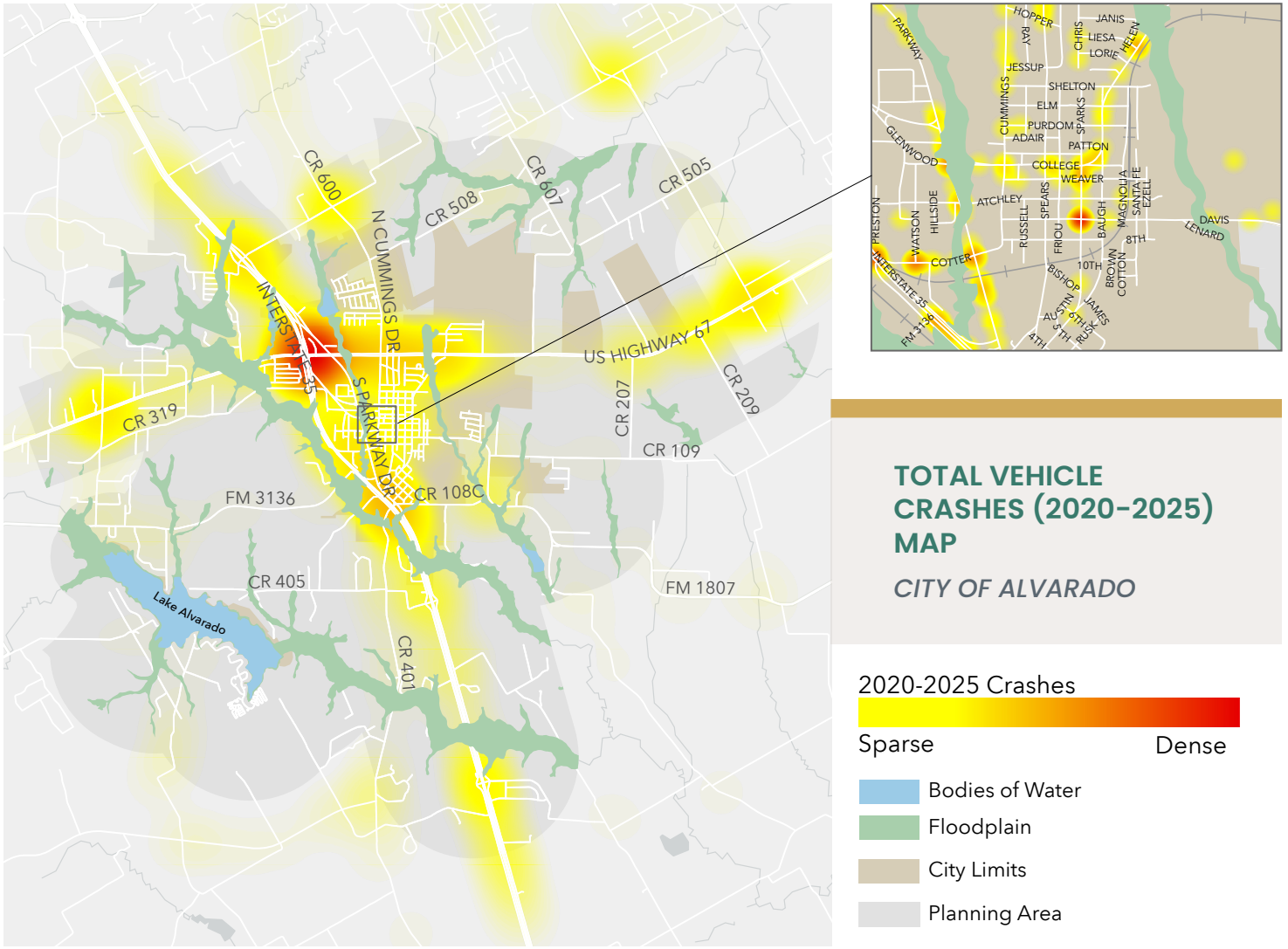
104

CRASHES WITH SUSPECTED SERIOUS INJURY

- 23 of these crashes occurred on 2 lane roads
- 57 of these crashed occurred on 4 lane roads
- 34 of these crashes were on IH-35WW
- 10 of these crashes were on FM2738
- 23 of these crashes were on US-67
- 23 of these crashes happened between 4 – 6 pm
- 14 of these crashes happened between 8 pm – 12 am

CONTEXT

Vehicle Crashes



Source: TxDOT, City of Alvarado and LJA, August 2025

TOTAL VEHICLE CRASHES (2020-2025) MAP

CITY OF ALVARADO

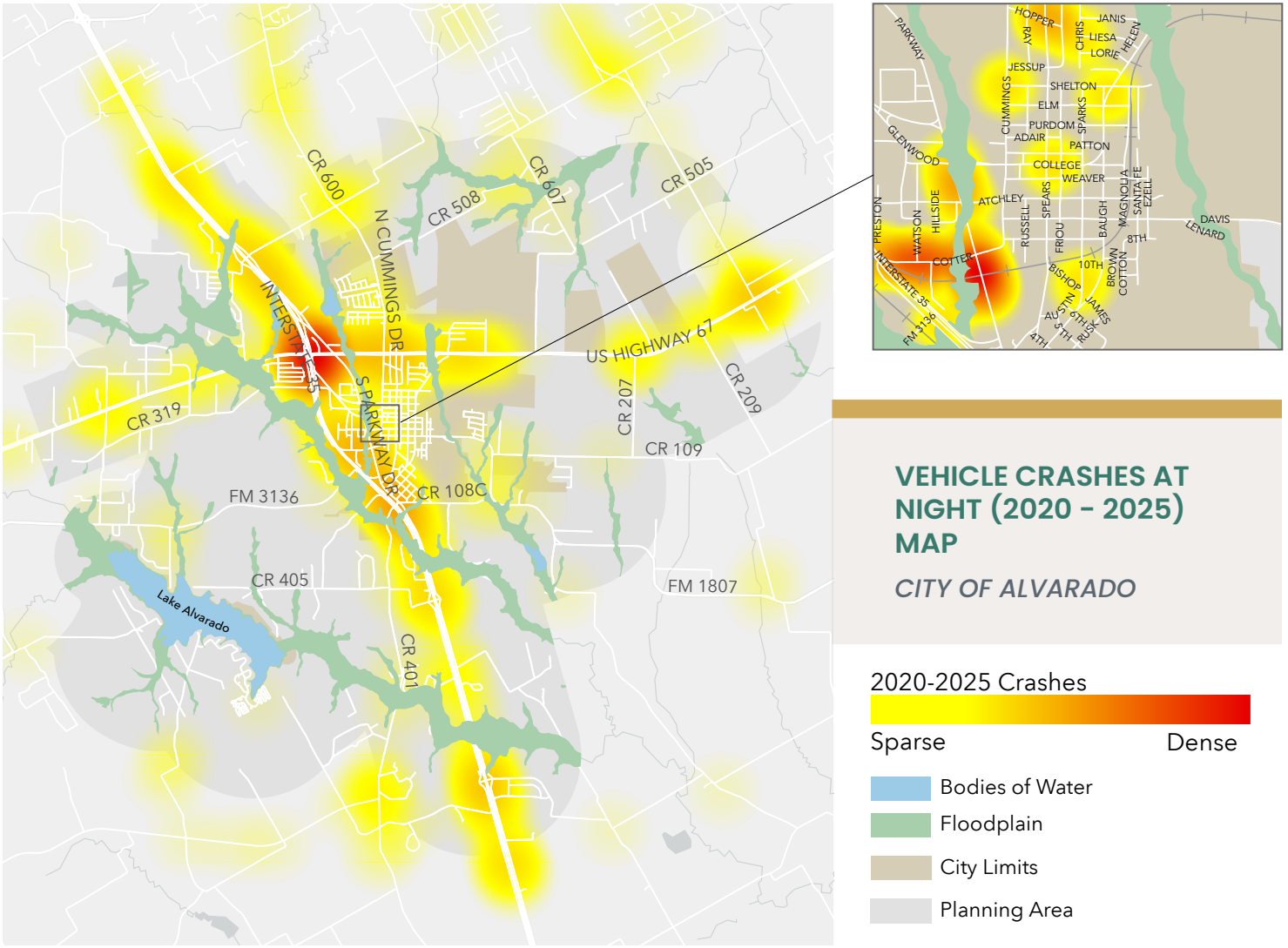
2020-2025 Crashes

Sparse — Dense

- Bodies of Water
- Floodplain
- City Limits
- Planning Area

CONTEXT

Vehicle Crashes



CONTEXT

EXISTING SIDEWALKS + TRAILS

Many parts of Alvarado are difficult to navigate on foot, especially outside of residential neighborhoods. Sidewalks are missing entirely in some areas and those that do exist, most noticeably Downtown, have deteriorated and need attention. Limited accessibility also makes it harder for people with mobility challenges to move comfortably through the city. Residents and committee members have voiced a clear interest in improving walking and recreation opportunities by expanding the local trail system. Two trail segments are currently mapped within the city limits, however, they are not used very frequently due to concerns about safety from lack of lighting and supporting amenities.

REFER TO THE PARKS + RECREATION STUDY FOR MORE INFORMATION.

FUTURE DEMAND MOBILITY + CONNECTIVITY

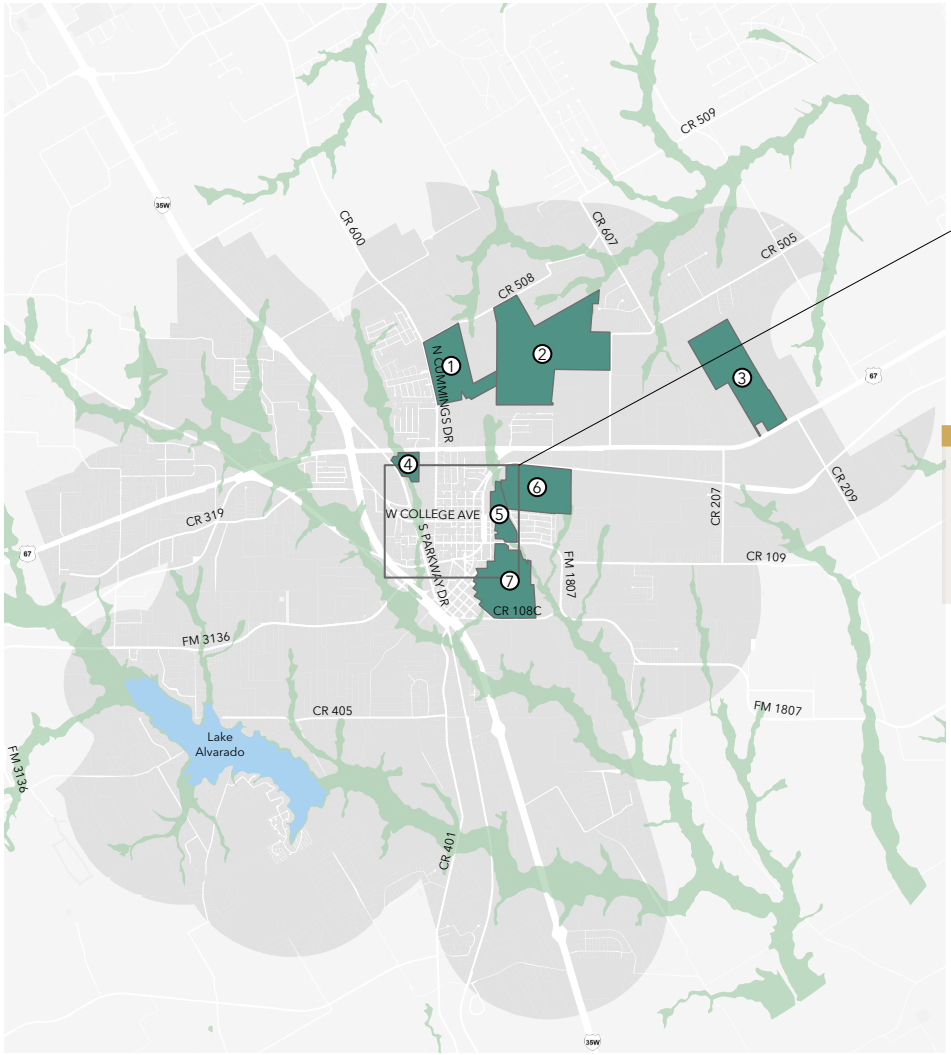
Alvarado is rapidly growing due to its proximity to the DFW Metroplex. Alvarado's strategic location along IH-35WW, just south of the DFW Metroplex, positions it for significant growth in both population and employment. Continued development pressures from the north are expected to increase traffic volumes along all major corridors, including IH-35W and US-67. Industrial and residential developments will generate higher truck and commuter traffic, particularly on routes with regional access. The existing network will face capacity constraints as this development increases. There is a need to expand two-lane farm-to-market roads into multi-lane arterials, extend local collectors, and provide alternate east-west and north-south connections to reduce bottlenecks.

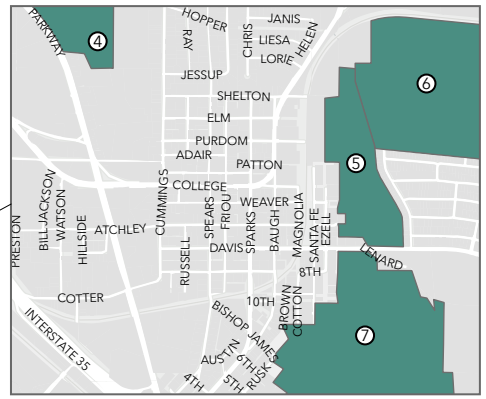
The need for safe and continuous pedestrian connections will also become even more important as community growth continues. Sidewalks and trails will play a central role in linking key areas, helping people move through the city more easily and comfortably. Strengthening these connections will also encourage a more active lifestyle and contribute to a stronger sense of community identity.

ANTICIPATED DEVELOPMENT

The City of Alvarado is projected to grow by over 7,000 additional housing units by 2035 according to approved planned development ordinances, development agreements, and preliminary plans. This level of growth will demand infrastructure improvements and additions, as well as careful planning for the coming developments. Eight single family additions are anticipated, totaling 5,949 new units, as well as four new multi-family developments, estimated at 1,247 new units. These projects will play a major role in shaping the City's future and are an important part of this planning process. As recommendations for future growth are developed, these upcoming developments will be considered and thoughtfully integrated into the Plan.

CONTEXT





ANTICIPATED DEVELOPMENTS MAP (2025)

CITY OF ALVARADO

- Floodplain
- Lake Alvarado
- Planning Area

Anticipated Developments

1. Agave Trails
2. Lone Oak
3. Alvarado 215
4. Parkview at Alvarado
5. Hillcrest of Alvarado
6. Eagle Glen North
7. Whisper Park

0 1.5 3 Miles

Source: City of Alvarado and LJA, August 2025

VISION: DESIGN SYSTEM

Design System in Alvarado focuses on aligning land use, community character, and mobility so that growth reinforces a cohesive sense of place, supports safe and convenient daily movement, and strengthens long-term community resilience. As the City grows, decisions related to where housing, employment, retail, parks, and civic destinations are located must be coordinated with the transportation network and public realm to ensure that development patterns function well, feel intentional, and reflect community priorities.

By coordinating land use patterns with mobility choices and the design of streets and public spaces, Alvarado can support local businesses, improve access to community destinations, and create places where residents feel safe, welcomed, and proud of the city. The Design System is intended to support practical implementation through zoning alignment, capital planning, and development review, while preserving flexibility to respond to market conditions and community needs over time.

THE FOLLOWING PAGES FOCUS ON THIS VISION >

VISION: DESIGN SYSTEM

Triple Bottom Line

Using the Triple Bottom Line framework, the Design System in Alvarado focuses on coordinating land use, character, and mobility decisions in a way that supports quality of life, long-term fiscal health, and the responsible use of land. Decisions about where development occurs, how places are connected, and how streets and public spaces are designed shape not only how the city looks, but how it functions over time. By balancing the needs of people, economic + fiscal vitality, and natural systems, the Design System helps guide growth in a manner that is intentional, resilient, and reflective of community values.

NATURE

Natural features and physical constraints play an important role in shaping the Design System. Floodplains, drainage corridors, open spaces, and other environmental features influence where development is appropriate and how areas should be connected. Working with the landscape—rather than against it—helps reinforce community character, supports long-term resilience, and reduces conflicts between development and natural systems. Thoughtful land use and mobility design that respects these conditions allows Alvarado to grow in a way that feels grounded and responsive to its physical setting.

PEOPLE OF ALVARADO

Land use and mobility decisions directly affect how people experience and move through the city each day. Connected neighborhoods, walkable destinations, safe streets, and inviting public spaces make it easier for residents to access daily needs, gather with others, and feel a sense of belonging. The Design System prioritizes development patterns that support comfort, safety, and accessibility for people of all ages and abilities. By shaping growth around people rather than solely around vehicles or isolated uses, Alvarado can strengthen social connections and enhance everyday life.

ECONOMIC + FISCAL VITALITY

The Design System supports economic and fiscal vitality by encouraging development patterns that function efficiently and reinforce activity in key areas of the city. Coordinating land use with mobility helps businesses remain accessible, supports local spending, and reduces inefficiencies associated with fragmented or poorly connected development. Clear expectations for character and form also provide predictability for reinvestment and new development. Over time, these coordinated decisions help protect public investment, support sustainable growth, and strengthen Alvarado's ability to maintain and enhance its built environment.

VISION: DESIGN SYSTEM

Alignment with Vision Guiding Principles

Continuously Improving
The city will adapt its land use and mobility systems to meet changing needs and create lasting value.

Fun + Inviting
Thoughtful design that supports gathering spaces and enjoyable public places is encouraged.

Neighborly + Family-Friendly
Fostering a pattern of development that establishes connections among residents and promotes safe and accessible routes for all ages.

Efficient + Connected
Homes, jobs, and services are placed in ways that reduce travel time and strengthen accessibility.

Intentional + Distinct
Growth is directed to create character and identity while supporting mobility that enhances daily life.

Safe
Emphasize planning that reduces traffic hazards and creates public spaces where people feel secure and confident.

Engaged + Collaborative
Residents and leaders work together to shape growth that reflects shared priorities for the city's future.

Landscaped + Charming
Beauty and comfort in both streets and neighborhoods encourage pride in the city's appearance.

Trusted Action
Ensure that decisions about land use and mobility are guided by transparency and a long-term commitment to the well-being of the community.

VISION: DESIGN SYSTEM

Alignment with Other Plans + Best practices

The following section highlights recognized best practices for land use planning, community design, and mobility coordination at the local, state, and national levels. These frameworks emphasize predictable development patterns, safe and connected transportation systems, and people-centered public spaces. Together, they provide a practical foundation for shaping how Alvarado grows while reinforcing community character, supporting daily activity, and guiding implementation over time.

1. PLACEMAKING + DESTINATION-BASED DESIGN

(Project for Public Spaces + APA Community Design Practices)

Placemaking best practices inform the Design System by emphasizing the role of public spaces, streets, and destinations as the foundation of community life. Placemaking focuses on strengthening the connection between people and the places they share by shaping land use, mobility, and the public realm to support daily activity, social interaction, and local identity.

In the Design System, placemaking supports development patterns that prioritize destinations rather than isolated projects. This includes reinforcing Downtown, neighborhood centers, parks, and civic spaces as places where multiple activities can occur throughout the day and across seasons. Coordinating land use with mobility and public space design helps ensure these destinations are visible, accessible, and comfortable to reach on foot, by bike, or by vehicle.

KEY PLACEMAKING CONCEPTS REFLECTED IN THIS CHAPTER INCLUDE:

- *Destination-based planning,* which emphasizes creating identifiable places that anchor neighborhoods and attract regular use rather than dispersing activity across disconnected corridors.
- *Layered uses and activities,* recognizing that successful places offer multiple reasons to visit, such as seating, shade, retail, recreation, and events, rather than a single programmed function.
- *Access and connectivity,* ensuring public spaces and destinations are easy to reach, visually connected to surrounding areas, and integrated into the street and trail network.
- *Comfort and image,* supported through streetscape design, building orientation, shade, seating, and ongoing maintenance that make places inviting and easy to use.
- *Sociability and everyday use,* encouraging environments where people naturally gather, interact, and return frequently, reinforcing a sense of community ownership.

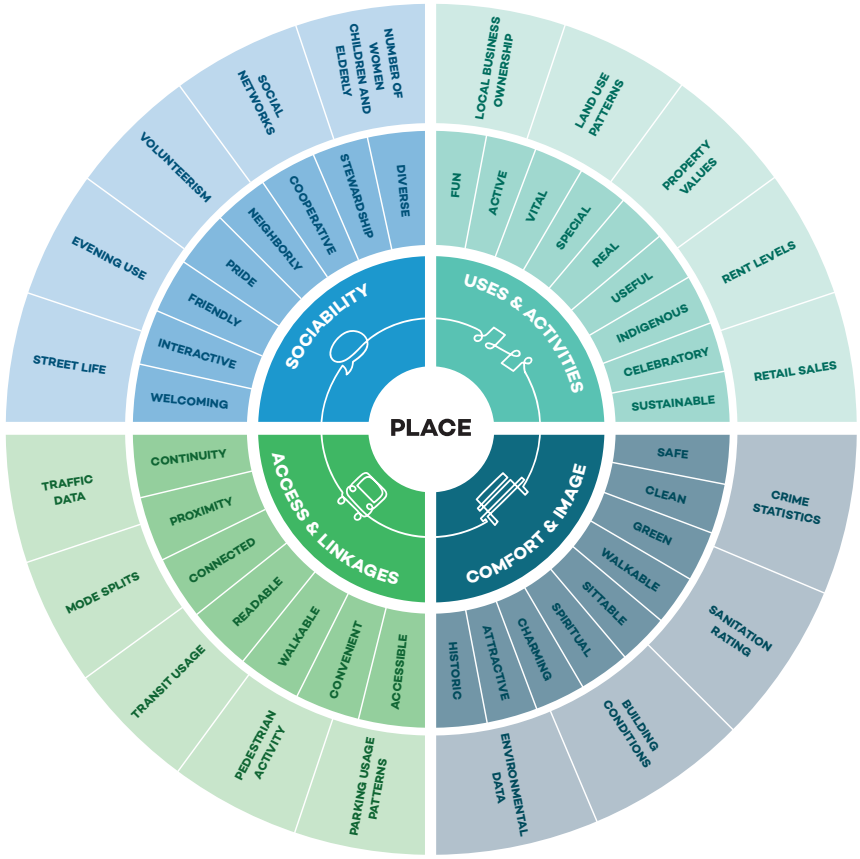
VISION: DESIGN SYSTEM

1

Alignment with Other Plans + Best practices

1. PLACEMAKING + DESTINATION-BASED DESIGN

Project for Public Spaces Placemaking Components



Rather than treating placemaking as a standalone initiative, the Design System integrates these principles into land use planning, street design, and development expectations. This approach helps Alvarado shape places that function well, feel welcoming, and support long-term reinvestment while remaining flexible to evolve over time.

WHAT MAKES A GREAT PLACE?

It's surprisingly simple.

Most great places, whether a grand downtown plaza or humble neighborhood park, share four key attributes:

1. They are accessible and well connected to other important places in the area.
2. They are comfortable and project a good image.
3. They attract people to participate in activities there.
4. They are sociable environments in which people want to gather and visit again and again.

VISION: DESIGN SYSTEM

Alignment with Other Plans + Best practices

2. TRANSPORTATION SAFETY + SAFE SYSTEMS INTEGRATION

(Federal Highway Administration + Safe Systems Approach)

The Safe Systems approach emphasizes designing transportation networks that anticipate human error and reduce the likelihood of serious injury or fatality. It focuses on street design, speed management, and access planning rather than relying solely on enforcement or user behavior.

FOR ALVARADO, THIS INCLUDES:

- Coordinating land use decisions with roadway function and access management
- Designing streets that support safe travel for all users through a connected network
- Reducing conflicts between high-speed traffic and community destinations

Integrating safety principles into land use and mobility decisions helps ensure that growth does not introduce avoidable risks.

SAFE SYSTEM APPROACH

2

VISION: DESIGN SYSTEM

3

Alignment with Other Plans + Best practices

3. CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

(CPTED Principles + Municipal Design Guidance)

Crime Prevention Through Environmental Design (CPTED) informs the Design System by reinforcing the relationship between land use, mobility, and the perception of safety in everyday environments. CPTED is based on the principle that the thoughtful design and management of the built environment can reduce both the opportunity for crime and the fear of crime, while supporting active, welcoming, and well-used public spaces.

In the Design System, CPTED supports development patterns that place buildings, streets, parks, and destinations in ways that encourage visibility, activity, and shared responsibility for public spaces. This includes aligning land uses to create "eyes on the street," designing streets and pathways that avoid hidden or isolated routes, and reinforcing clear transitions between public, semi-public, and private spaces. When land use and mobility decisions are coordinated with these principles, public spaces tend to feel safer, more intuitive, and more comfortable for daily use.

KEY CPTED CONCEPTS REFLECTED IN THIS CHAPTER INCLUDE:

- Natural surveillance, achieved through building orientation, windows, active ground-floor uses, and street layouts that allow people to see and be seen.
- Natural access control, which uses street design, site layout, landscaping, and clear entry points to guide movement without relying on barriers or restrictive measures.
- Territorial reinforcement, created through well-defined public spaces, consistent streetscape design, signage, and maintenance that signal care, ownership, and appropriate use.
- Maintenance and management, recognizing that the long-term condition of streets, parks, corridors, and buildings directly influences how safe and welcoming they feel over time.

Rather than relying on overt security features, the Design System applies CPTED as a people-focused design approach that complements placemaking, walkability, and connected land use patterns. By integrating CPTED principles into land use planning, street design, and development review, Alvarado can support public safety outcomes while reinforcing community character, encouraging activity, and strengthening confidence in shared spaces.

4

VISION: DESIGN SYSTEM

Alignment with Other Plans + Best practices

4. CONTEXT SENSITIVE SOLUTIONS (CSS) + COMPLETE STREETS

(FHWA + Texas Transportation Guidance)

Context Sensitive Solutions and Complete Streets practices emphasize designing roadways to reflect surrounding land use, character, and community context. These approaches recognize that streets serve multiple functions beyond traffic movement, including access, placemaking, and public life.

FOR ALVARADO, THIS INCLUDES:

- Matching roadway design to surrounding character areas
- Coordinating street improvements with land use and development intensity
- Balancing vehicular mobility with pedestrian, bicycle, and local access needs
- Supporting corridor designs that enhance comfort and community identity

These practices allow mobility investments to reinforce, rather than undermine, desired development patterns.

VISION: DESIGN SYSTEM

5

Alignment with Other Plans + Best practices

5. LAND USE + MOBILITY PLANNING IN ENERGY AND INDUSTRIAL CONTEXTS

(Texas Municipal League + State Planning Guidance)

Communities with energy infrastructure and industrial activity face unique land use and mobility considerations. In Alvarado, the presence of gas wells, pipelines, and related access routes influences development feasibility, roadway conditions, and safety considerations.

FOR ALVARADO THIS INCLUDES:

- Accounting for gas well locations and pipeline corridors in land use planning
- Coordinating roadway design and access near industrial uses
- Avoiding land use conflicts in sensitive areas

Recognizing these conditions within the Design System helps ensure that growth recommendations remain realistic, safe, and context-aware.

VISION: CHARACTER FRAMEWORK

Integrating Land Use + Mobility

The Design System establishes a coordinated vision for how land use and mobility work together to shape Alvarado's physical form over time. It builds on the Future Land Use Plan and the Master Thoroughfare Plan by expanding beyond traditional classifications to address development character, transitions, and how places are experienced. This integrated approach provides a clear framework for guiding growth, improving connectivity, and reinforcing community character as Alvarado evolves.

As the City grows, land use decisions influence travel patterns, access to services, and the performance of the transportation network. Likewise, the function and design of streets shape development potential, neighborhood compatibility, and the character of adjacent areas. By planning land use and mobility together through a character- and context-based approach, Alvarado can guide growth in a way that is predictable, functional, and responsive to both existing conditions and future needs.

FUTURE LAND USE PLAN + MASTER THOROUGHFARE PLAN AS FOUNDATIONAL TOOLS

The Future Land Use Plan (FLUP) establishes the long-term pattern of growth by identifying where different land uses and development intensities are appropriate. The Master Thoroughfare Plan (MTP) defines the roadway network needed to support that growth, including connections within the city and to the surrounding region. Together, these plans provide the foundation for the Design System. Within the Design System, the FLUP and MTP are not standalone documents. They inform broader Character and Mobility Frameworks that guide:

- How neighborhoods, employment areas, and destinations relate to one another
- How development form and intensity respond to street function and access
- How mobility investments support desired character and safe movement

This approach helps reduce conflicts between development and transportation while reinforcing the intended role and feel of different areas of the city.

GUIDING GROWTH THROUGH COORDINATED DECISIONS

By using the FLUP and MTP as a foundation, while applying character- and mobility-based guidance, Alvarado can make informed decisions that balance growth, access, and community identity. This approach supports:

- Intentional development patterns that reduce uncertainty for residents and investors
- Connected neighborhoods with clear access to daily destinations
- Streets that function appropriately for their context and surrounding uses
- Long-term flexibility as conditions and priorities change

The Design System provides the structure needed to translate vision into consistent decisions, ensuring that land use, character, and mobility investments reinforce one another and contribute to a cohesive, well-functioning city.

VISION: CHARACTER FRAMEWORK

Purpose of the Character Framework

The Character Framework establishes how the Future Land Use Plan (FLUP) is applied to guide development form, scale, and community character across Alvarado. While the FLUP defines the long-term pattern of growth and anticipated land uses, the Character Framework provides the place-based guidance needed to ensure that development reflects local identity, supports walkability and connectivity, and responds appropriately to surrounding contexts.

Rather than focusing solely on land use categories, the Character Framework emphasizes how development is experienced on the ground—including building form, height, transitions, and the relationship between buildings and public spaces. It recognizes that different parts of the city serve different roles and that growth should be shaped in a way that feels intentional and cohesive.

CHARACTER FRAMEWORK + MOBILITY FRAMEWORK INTEGRATION

The Character Framework works in direct coordination with the Mobility Framework to ensure that land use decisions and transportation design reinforce one another. Development patterns influence how people move through the city, while mobility choices shape access, visibility, and the overall function of places. Aligning these frameworks helps ensure that growth is supported by streets and connections that are safe, functional, and appropriate for their context.

In residential areas, it emphasizes compatibility, transitions, and preservation of neighborhood character. In employment areas and along regional corridors, it supports development that functions efficiently while managing transitions to nearby neighborhoods and public spaces.

FUTURE LAND USE PLAN (FLUP) AS A FOUNDATIONAL TOOL

The Future Land Use Plan (FLUP) serves as the City's primary land use policy document, establishing the long-term pattern of growth and anticipated land uses across Alvarado. Within the Design System, the FLUP is implemented through the Character Framework, which expands traditional land use guidance to include character intent, maximum building heights, development form, transitions, and broad placemaking expectations for each designation.

This approach preserves the clarity and familiarity of the FLUP while providing more precise, place-based guidance for evaluating development proposals, updating zoning standards, and aligning public investment with community priorities. The Character Framework ensures that the FLUP functions as a practical decision-making tool rather than a static map.

Within the FLUP, each Future Land Use Designation is considered a Character Area. These two terms are used interchangeably reflecting that the "Character Area" concept is an evolution of the more traditional/outdated "Future Land Use Designation."

VISION: CHARACTER FRAMEWORK

Designing Places by Character and Context

The Character Framework recognizes that different areas of Alvarado require different development approaches based on their role, location, and surrounding context. While anticipated uses and maximum heights provide structure, decisions are guided by the intended character and function of each place.

BY CONSIDERING CHARACTER ALONGSIDE LAND USE, ALVARADO CAN:

- Protect Existing Neighborhoods through compatibility and transition strategies
- Support walkable, mixed-use environments in appropriate locations
- Reinforce placemaking through building orientation, public spaces, and streetscape relationships

This place-based approach helps ensure that new development and reinvestment contribute positively to the city's identity and long-term vision.

APPLYING THE CHARACTER FRAMEWORK

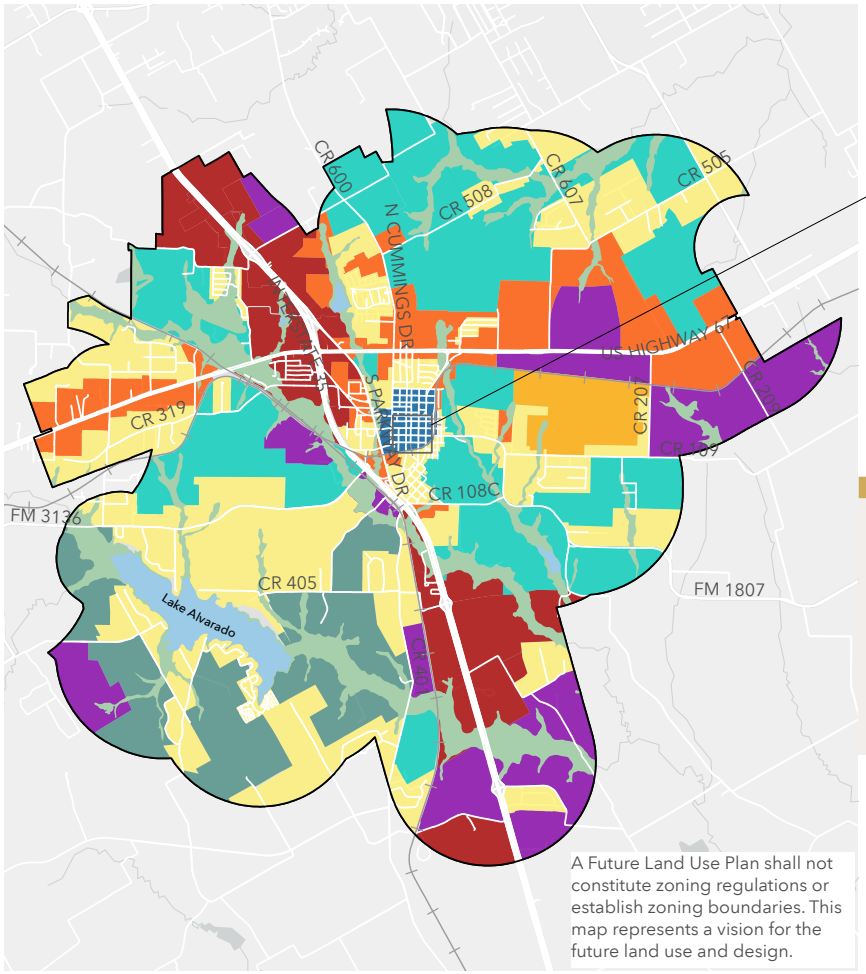
The Character Framework is intended to guide land use planning, zoning decisions, development review, and investment. It provides a consistent lens for both crafting and creating new developments and redevelopment, as well as evaluating development proposals by considering form, character, transitions, and placemaking outcomes in addition to permitted uses.

By applying the Character Framework in conjunction with the Mobility Framework and other portions of the Comprehensive Plan, Alvarado can ensure that growth reinforces community character, supports safe and connected movement, and aligns with the overall Design System vision over time.

VISION: CHARACTER FRAMEWORK

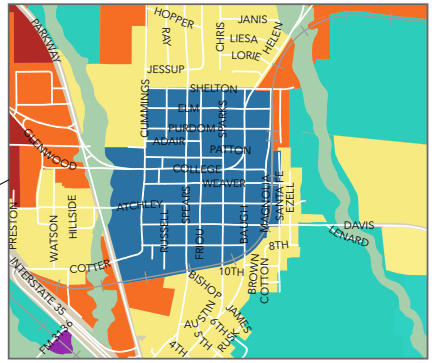
FUTURE LAND USE IS SHAPED BY CHARACTER, CONTEXT, AND HOW PLACES FUNCTION TOGETHER.

- Bodies of Water
- Floodplain + Nature
- Existing Neighborhood
- Lake Area
- Master Planned Community
- Downtown
- Neighborhood Mixed Use
- Commerce Flex
- Innovation
- Regional Mixed Use
- Railroads
- Planning Area



A Future Land Use Plan shall not constitute zoning regulations or establish zoning boundaries. This map represents a vision for the future land use and design.

Source: LJA, February 2026



DRAFT FUTURE LAND USE PLAN (FLUP)

CITY OF ALVARADO

VISION: CHARACTER FRAMEWORK

Future Land Use Plan (FLUP)

Floodplain + Nature

ROLE IN ALVARADO
Floodplain + Nature areas shape where development should not occur while strengthening resilience, recreation, and environmental stewardship across the city.

CHARACTER VISION

Floodplain + Nature areas form Alvarado's green space backbone. These green, natural spaces are essential to flood management, ecological health, and public access to open space. They are intentionally preserved as functional systems that protect the community, while enhancing quality of life and providing trail corridors.

DESIGN + PLACE PRINCIPLES

- Conserve floodplains and limit the level of development within these areas
- Support uses such as open space, parks, trails, and other low-impact amenities
- Preserve green, natural areas as functional floodplain and drainage systems
- Prioritize habitat preservation and enhancement, protection and installation of native landscaping, and natural drainage features
- Focus improvements on trails, passive recreation, and nature restoration
- Avoid development that increases flood risk or long-term maintenance obligations

VISION: CHARACTER FRAMEWORK

Future Land Use Plan (FLUP)

Existing Neighborhoods

ROLE IN ALVARADO
Existing Neighborhoods provide continuity and trust as other parts of the city evolve, reinforcing quality of life and long-term community stability.

CHARACTER VISION

Existing Neighborhoods represent the established residential fabric of Alvarado and reflect long-standing community character. These areas are defined by stability, familiarity, and everyday life, with the future focused on preservation, compatibility, and thoughtful reinvestment.

DESIGN + PLACE PRINCIPLES

- Maintain a maximum building height of two stories to reinforce neighborhood scale
- Support residential uses alongside parks, schools, and neighborhood open space
- Where the neighborhood agrees, support neighborhood-scale retail or restaurant, if applicable
- Ensure new development is compatible with existing design to maintain current character and a cohesive look and feel
- Preserve prevailing neighborhood patterns related to massing, setbacks, and rhythm
- Strengthen connections to nearby destinations through sidewalks and trails
- Improve walkability and safety while avoiding incompatible intensity or use

VISION: CHARACTER FRAMEWORK

Future Land Use Plan (FLUP)

Lake Area

CHARACTER VISION

The Lake Area is shaped by Lake Alvarado and its surrounding natural amenities. This area should feel relaxed, scenic, and outdoor-oriented, serving both residents and visitors while preserving the Lake's natural and visual quality.

DESIGN + PLACE PRINCIPLES

- Maintain a maximum building height of two stories to preserve views and natural character
- Support recreation, parks, trails, hospitality, and Lake-oriented residential uses with related amenities
- Maintain natural features with relevant enhancements that support recreation and access
- Incorporate placemaking through wayfinding and signage that reinforces the Lake Alvarado identity
- Strengthen trail connections, gathering spaces, and access points
- Integrate development thoughtfully with the surrounding landscape

ROLE IN ALVARADO
The Lake Area reinforces Alvarado's recreational identity and provides a signature natural destination that supports community life and passive tourism.

VISION: CHARACTER FRAMEWORK

Future Land Use Plan (FLUP)

Master Planned Community

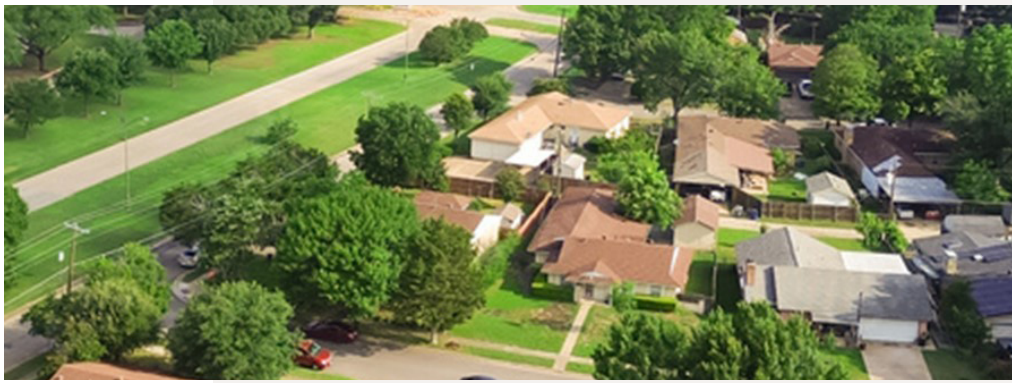
ROLE IN ALVARADO
Master Planned Communities accommodate growth while reinforcing Alvarado's values through great design and connectivity that support families and long-term identity.

CHARACTER VISION

Master Planned Communities are intended to function as complete, thoughtfully designed neighborhoods rather than collections of isolated subdivisions. These areas integrate housing, amenities, parks, and small commercial nodes into a cohesive and recognizable place. Master Planned Communities can also be primarily commercial in nature, as long as they are designed as a neighborhood or village, with complementary residential areas.

DESIGN + PLACE PRINCIPLES

- Maintain a maximum building height of two stories, with three stories possible at key intersections
- Integrate residential uses with neighborhood commercial, parks, schools, recreation, and open space
- Organize development around neighborhood centers, small commercial nodes, and community gathering spaces
- Incorporate green space, trails, and family-friendly recreation areas throughout the community
- Preserve floodplain and natural areas where possible
- Establish strategic and branded character and design across streetscapes, architecture, and signage
- Create connected internal networks of sidewalks and trails that support walkability and daily needs



VISION: CHARACTER FRAMEWORK

Future Land Use Plan (FLUP)

Downtown

CHARACTER VISION

Downtown is Alvarado's civic, cultural, and commercial heart. It is intended to be a walkable, active destination that supports reinvestment, local businesses, and community gathering while respecting historic patterns and features, as well as nearby neighborhoods.

DESIGN + PLACE PRINCIPLES

- Maintain a maximum building height of four stories, with varying heights per subarea
- Support main street-style mixed-use development with walkability and charming design
- Encourage uses such as shops, restaurants, residential, and lofts that activate Downtown throughout the day
- Require residential uses above ground-floor commercial where mixed-use development occurs
- Incorporate shade and public gathering areas into a connected sidewalk and trail system
- Reinforce pedestrian-oriented building placement, streetscapes, and public spaces

ROLE IN ALVARADO
Downtown anchors community identity and economic vitality as the city's primary gathering place and reinvestment focus.

VISION: CHARACTER FRAMEWORK

Future Land Use Plan (FLUP)

Neighborhood Mixed-use

CHARACTER VISION

Neighborhood Mixed-use areas provide everyday destinations close to home. These areas balance activity and convenience with compatibility, functioning as transition zones between traditional residential neighborhoods and small-scale commercial and mixed-use.

DESIGN + PLACE PRINCIPLES

- Maintain a maximum building height of two stories, with three stories possible at key intersections and where compatible with adjacent uses
- Support family-oriented amenities and entertainment, including residential, restaurant, and shopping destinations
- Function as transition spaces between major corridors or commercial uses and surrounding residential areas
- Incorporate needed service businesses and retail that serve nearby neighborhoods
- Emphasize walkability, human-scale design, and neighborhood access/connectivity
- Manage traffic, noise, light, access, etc. to protect adjacent residential areas

ROLE IN ALVARADO
Neighborhood Mixed-use areas provide needed businesses and housing that support daily life, while buffering traditional residential neighborhoods from more intense development or major corridors.

VISION: CHARACTER FRAMEWORK

Future Land Use Plan (FLUP)

Innovation

CHARACTER VISION

Innovation areas represent Alvarado's forward-looking employment and commercial future. These places should feel modern, flexible, and campus-oriented, supporting collaboration, education, and economic diversification.

DESIGN + PLACE PRINCIPLES

- Maintain a maximum building height of four stories
- Provide for mainly non-residential uses but could include residential components as part of a larger mixed-use development
- Support research and development, office parks, institutional, educational, and commercial uses
- Establish a hub for new ideas and forward-thinking development
- Integrate green space, trails, and outdoor gathering areas
- Encourage flexible building layouts that include adaptable features, such as roll-up bay doors or functional windows
- Maintain compatibility with adjacent character areas

ROLE IN ALVARADO
Innovation areas provide modern, local jobs while projecting a progressive, high-quality image for the city.

VISION: CHARACTER FRAMEWORK

Future Land Use Plan (FLUP)

Commerce Flex

CHARACTER VISION

Commerce Flex areas support local jobs and the local economy through adaptable, production-oriented development that leverages regional access, while remaining compatible with surrounding uses.

DESIGN + PLACE PRINCIPLES

- Maintain a maximum building height of four stories
- Ensure compatibility with surrounding land uses by evaluating if complex or impactful commercial uses are appropriate in certain circumstances
- Support clean manufacturing, warehousing, light industrial, and office uses
- Take advantage of convenient access to IH-35W and US-67
- Incorporate screening and downward-facing, shielded lights to reduce visual impacts
- Integrate bike trails, walking paths, and other access options where feasible
- Manage truck circulation and operational impacts through thoughtful site design

ROLE IN ALVARADO

Commerce Flex areas support economic strength and job creation while balancing efficiency with community compatibility.

VISION: CHARACTER FRAMEWORK

Future Land Use Plan (FLUP)

Regional Mixed-Use

CHARACTER VISION

Regional Mixed-use areas serve as Alvarado's regional-facing gateways and hubs of activity. These areas accommodate higher-intensity development that benefits from visibility and access, while creating recognizable destinations.

DESIGN + PLACE PRINCIPLES

- Maintain a maximum building height of five stories due to Fire Department equipment constraints
- Support highway-oriented commercial, residential, and hospitality uses along US-67 and IH-35W
- Encourage developments, destinations, and employment centers with regional draw
- Balance highway access with internal connectivity and walkability
- Establish cohesive site design and strong arrival experiences
- Manage transitions to adjacent land uses and corridors

ROLE IN ALVARADO
Regional Mixed-use areas position Alvarado within the broader region, attracting investment while supporting long-term growth objectives.

VISION: MOBILITY FRAMEWORK

PURPOSE OF THE MOBILITY FRAMEWORK

The Mobility Framework establishes how people, goods, and services move throughout Alvarado in a way that supports community character, safety, access, and long-term growth. It provides a coordinated approach for evaluating transportation decisions so that roadway investments align with land use patterns, development intensity, and the everyday needs of residents and businesses. Rather than focusing solely on roadway capacity or technical standards, the Mobility Framework emphasizes how streets function within their surrounding context.

MOBILITY FRAMEWORK + CHARACTER FRAMEWORK INTEGRATION

The Mobility Framework works in direct coordination with the Character Framework to ensure that transportation decisions reinforce the intended form and function of different areas of the city. Street design, connectivity, and access management are aligned with land use and character expectations so that mobility supports, rather than conflicts with, surrounding development.

In areas intended to be walkable and active, such as Downtown and Neighborhood Mixed-Use areas, mobility prioritizes pedestrian comfort, safe crossings, and reduced conflicts between vehicles and people. In residential areas, mobility emphasizes neighborhood access, safety, and connectivity without introducing unnecessary through-traffic. Along employment areas and regional corridors, mobility focuses on efficient movement while managing transitions to nearby neighborhoods.

MASTER THOROUGHFARE PLAN AS A FOUNDATIONAL TOOL

The Master Thoroughfare Plan (MTP) provides the long-term structure for Alvarado's roadway network by identifying street classifications, connectivity, and right-of-way needs. It establishes how major corridors, arterials, collectors, and local streets work together to support local and regional movement. Within the Mobility Framework, the MTP is not a standalone decision-making document. Instead, it serves as a foundational tool that informs how streets are designed, improved, and phased over time. When applied alongside the Character Framework, the MTP helps ensure that roadway improvements are appropriate for their surrounding context and aligned with land use patterns and development intensity.

MOBILITY DECISIONS ARE GROUNDED IN COMMUNITY CHARACTER: BALANCING SAFETY, ACCESS, AND LONG-TERM GROWTH WHILE SUPPORTING THE WAY ALVARADO'S NEIGHBORHOODS FUNCTION TODAY

VISION: MOBILITY FRAMEWORK

Designing Streets by Function and Context

The Mobility Framework recognizes that streets serve different purposes depending on their location and surrounding character. While functional classifications help define the role of a street within the overall network, design decisions are guided by both function and place.

BY CONSIDERING CONTEXT ALONGSIDE CLASSIFICATION, ALVARADO CAN:

- Design streets that support surrounding land uses and character
- Improve safety for all users, including pedestrians and cyclists
- Manage access and traffic flow more effectively
- Balance regional mobility with local access and neighborhood compatibility

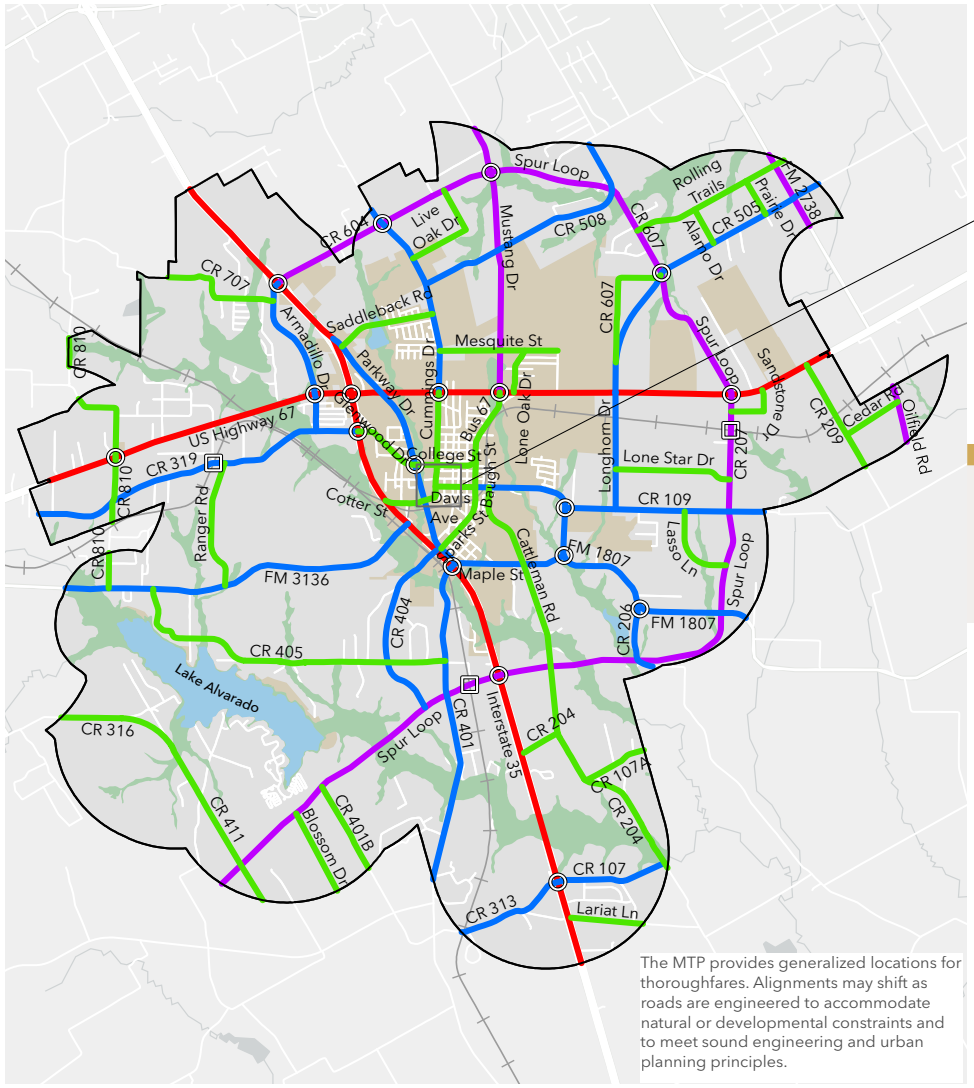
THIS CONTEXT-SENSITIVE APPROACH ENSURES THAT STREETS ARE DESIGNED TO FUNCTION WELL, SUPPORT DEVELOPMENT GOALS, AND CONTRIBUTE POSITIVELY TO THE CHARACTER OF THE AREAS THEY SERVE.

APPLYING THE MOBILITY FRAMEWORK

The Mobility Framework is intended to guide roadway planning, capital investments, development review, and coordination with regional partners. It provides a consistent lens for evaluating transportation projects by considering safety, access, connectivity, and compatibility with surrounding development.

By using the Mobility Framework in conjunction with the Character Framework, Alvarado can ensure that mobility investments reinforce community character, support safe and connected movement, and align with the Design System vision over time.

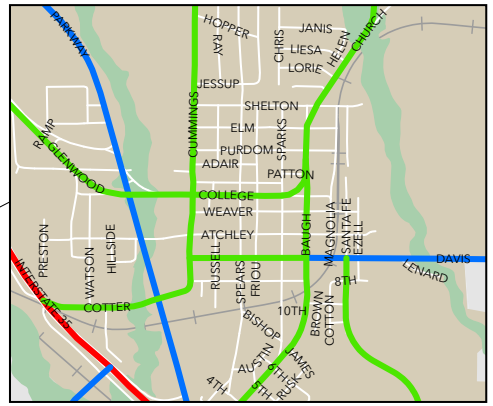
VISION: MOBILITY FRAMEWORK



The MTP provides generalized locations for thoroughfares. Alignments may shift as roads are engineered to accommodate natural or developmental constraints and to meet sound engineering and urban planning principles.

0 1.5 3 Miles

Source: LJA, October 2025



MASTER THOROUGHFARE PLAN

CITY OF ALVARADO

- Highway 400' ROW
- Principal Arterial 120' ROW 6LD
- Minor Arterial 90' ROW 4LD
- Collector 70' ROW 2LU
- Railroads
- Special Consideration Intersections
- Grade Separated Crossings
- City Limits
- Bodies of Water
- Floodplain
- Planning Area

VISION: MOBILITY FRAMEWORK

Master Thoroughfare Plan Functional Classifications

The following listing describes the specific roles that different streets play within Alvarado's transportation network. Each classification defines the general purpose, design, and level of mobility that a roadway provides. Some streets are intended to move traffic across longer distances, while others focus on providing local access within neighborhoods and business areas. Within the Master Thoroughfare Plan, roadway classifications create a clear structure that guide how streets are planned and improved so that travel remains efficient and safe while achieving Alvarado's overall vision for the future.

HIGHWAYS (400' ROW, DIVIDED)

Freeways and highways are the primary travel routes that carry the most amount of traffic within and beyond Alvarado. Access is carefully managed to maintain a steady flow of movement and reduce delays, allowing for consistent travel between different parts of the region. Because of their capacity and design, freeways and highways form the base of the transportation system and provide the foundation upon which other roadway types and connections depend.

The two Highways in Alvarado, IH-35W and US-67, are existing but could be improved or expanded in the future. Both Highways are owned and maintained by the Texas Department of Transportation (TxDOT). TxDOT has two long-range IH-35W widening projects planned through Alvarado that are both currently in the planning stage with implementation more than 10 years out, targeting a 2040 fiscal year. Together, these projects would widen approximately 12 miles of IH-35W (from FM 3391/E. Renfro Street to south of CR 401), reinforce the corridor's role in the National Highway System and regional freight network, and represent a combined estimated investment of over $700 million, underscoring the corridor's long-term regional and economic significance rather than near-term construction certainty.

The intersection of IH-35W and US-67 is not only the busiest intersection in the City, it is one of the busiest in the greater vicinity of Alvarado and beyond. It has significant delays, a noteworthy quantity and severity of crashes, and is the subject of recent traffic engineering study. In 2025, a consultant reviewed and analyzed the intersection and the immediate area for potential safety and efficiency improvements. The Study resulted in multiple recommendations that are in need of coordination between the City and TxDOT to complete.

US-67 is a main commercial spine of the city as of 2025. As Alvarado grows and evolves, a study of the US-67 right-of-way to identify its ultimate condition may be warranted. The following features should be considered for its ultimate condition: number of lanes, median configuration, median openings, shared driveway openings, intersections, trails, trees and landscaping, lighting, and branding/gateways. It will be important to also evaluate the interface between uses along US-67 and their access in the ultimate configuration of US-67. Being proactive and planning ahead along this corridor is most effective for Alvarado's future and can help TxDOT plan for and accommodate future improvements.

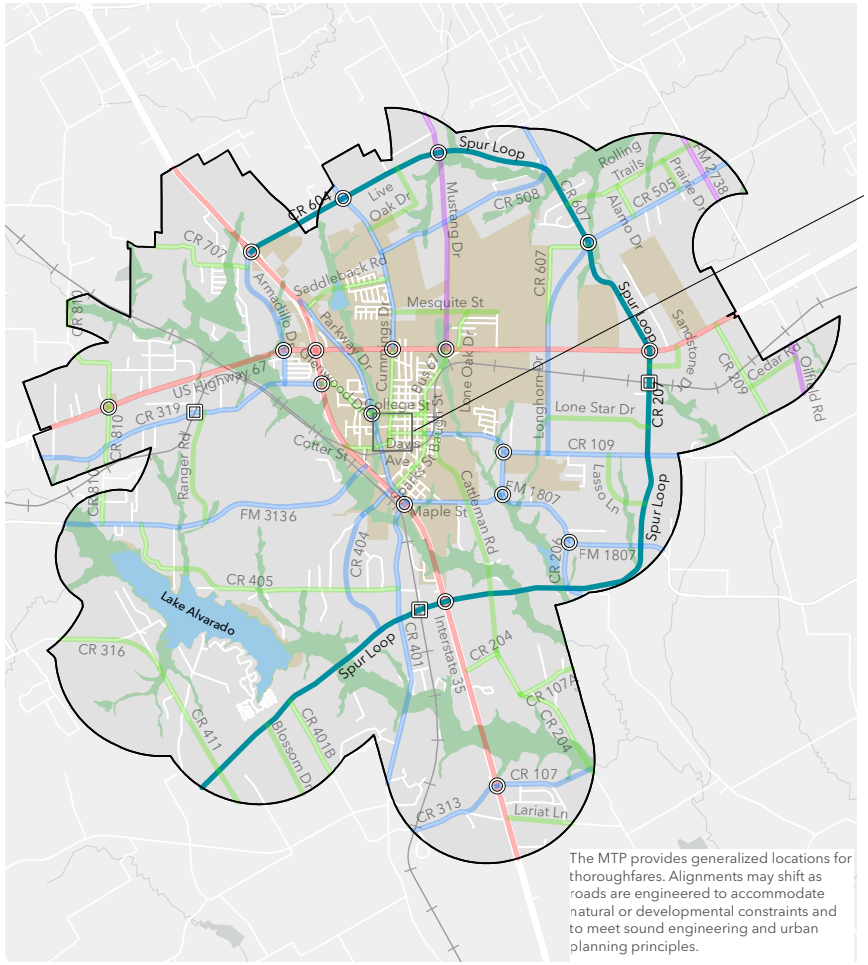
VISION: MOBILITY FRAMEWORK

Master Thoroughfare Plan Functional Classifications

PRINCIPAL ARTERIALS (120' ROW, DIVIDED, 6 LANES)

Principal Arterials connect important destinations serving as the primary routes for daily travel within the community. These rights-of-way are designed to balance movement and access by providing safe intersections, managed entry points, and facilities that support multiple modes of transportation. Medians help organize traffic flow and improve safety while also offering opportunities for stormwater management and attractive landscaping that enhance the appearance of the corridor. Principal Arterials also extend beyond the city, creating strong regional links that connect Alvarado to nearby towns and employment centers. Over time, these corridors will continue to evolve to meet growing travel demand while maintaining an appealing travel environment for all users.

There are three main Principle Arterial systems in Alvarado's existing network and in its future: the Spur Loop, FM 2738, and Mustang Drive. During the planning process, a theme arose to build a "bypass" so that through traffic could stay out of the IH-35W and US-67 intersection entirely. When the Planning Team evaluated prior-planned roadways of the Alvarado Master Thoroughfare Plan and the Johnson County Master Thoroughfare Plan, it was discovered that with a few minor adjustments, a major "loop" around the perimeter of the Planning Area could be created. Named the Spur Loop, this Principle Arterial system would be a limited access, local highway, that connects to IH-35W at CR 604 on the north side, CR 607/CR 207 at US-67 on the east side of town, and then to IH-35W at CR 405 on the south side. The Spur Loop, following mainly alignments that have been planned for decades, would relieve pressure at IH-35W and US-67, as well as activate the perimeter of the Planning Area with access and convenience.



VISION: MOBILITY FRAMEWORK

Master Thoroughfare Plan Functional Classifications

MINOR ARTERIALS (90' ROW, DIVIDED, 4 LANES)

Minor Arterials serve as important connectors within the roadway network of Alvarado by linking community destinations to the larger Principle Arterial and Highway system. They provide a hyperlocal level of mobility and access, allowing traffic to move efficiently while still offering regular access to nearby properties and businesses. These corridors support travel at moderate speeds and include carefully designed intersections that maintain safety and smooth traffic flow.

Cummings Drive emerged as a frequently discussed corridor throughout the planning process, appearing consistently in community survey responses, Community Forum discussions, TAC/PAC meetings, and staff coordination conversations. Community input emphasized concerns related to traffic congestion, safety, limited alternate routes, street conditions, and neighborhood impacts, particularly along the northern segment of the corridor. Feedback reflected a strong desire for safer operations and improved reliability, while also expressing sensitivity to how future changes could affect adjacent neighborhoods.

In parallel with this community input, the City has identified planned and funded capital improvements along North Cummings Drive, primarily focused on reconstruction, capacity, and utility upgrades. Documented projects include a three-lane reconstruction of North Cummings Drive between US 67 and CR 604, supported by impact fee funding, along with coordinated water infrastructure improvements, including a 12-inch water main replacement and oversizing. Additional segments north of CR 604 are identified for longer-term reconstruction. Together, these efforts reflect an incremental, phased approach that addresses infrastructure needs while allowing future mobility decisions to remain responsive to community input and changing conditions.

COLLECTORS (70' ROW, UNDIVIDED, 2 LANES)

Collectors serve an important role in connecting local neighborhoods and destinations to the larger roadway system in Alvarado. They provide direct access to community spaces while maintaining an environment that feels safe and welcoming. These streets help organize the flow of traffic by guiding local trips onto major corridors in an orderly and predictable way. Collectors are also an important part of the city's visual and cultural identity, especially within rural areas where natural features and scenic views shape the character of the landscape. By maintaining and respecting the natural surroundings, collector streets allow Alvarado to manage mobility while celebrating its sense of place.

VISION: MOBILITY FRAMEWORK

MINOR ARTERIALS AND COLLECTORS PLAY VERY SPECIAL ROLES IN THE TRAIL AND SIDEPATH NETWORK, AS WELL AS STORMWATER CAPTURE AND DRAINAGE-RELATED FUNCTIONS. WITH THE RIGHT ENGINEERING DESIGN STANDARDS, THE MOBILITY FRAMEWORK CAN BE TRULY MULTI-PURPOSE AND MULTI-FUNCTIONAL.

IMPLEMENTATION: DESIGN SYSTEM

Goal: Implement the Design System by embedding character, placemaking, and mobility expectations into City, codes, standards, and evaluation processes so development and infrastructure decisions reinforce community identity, safety, connectivity, and quality of place over time.

Strategy (Character Framework): Use the Character Framework as the City's primary land use and form-based policy tool to guide development intensity, building form, transitions, and placemaking outcomes across Alvarado.

POLICIES + ONGOING PRACTICES

- The Character Framework is applied consistently during rezoning, planned developments, and development review/negotiations.
- Preservation of Existing Neighborhood character and intentional design of growth areas are prioritized.
- Placemaking is treated as a functional requirement that supports resilience, walkability, comfort, and community identity.
- The entirety of the Comprehensive Plan is utilized in evaluating development proposals, not just the Character Framework. Each development is evaluated based on all of the Comprehensive Plan, not just a couple of its pieces. To further clarify, just because a proposed development form and use is specified in the applicable Character Area, does not mean it is compatible on every parcel in the Character Area.

IMPLEMENTATION: DESIGN SYSTEM

ACTIONS

- Amend the Code of Ordinances to formally reference the Character Framework as an adopted land use policy for rezonings, developments, capital improvements, and other major installations.
- Upon refined study of each Character Area/Future Land Use District, create and adopt additional refinements for each zoning district to align/refine permitted uses, maximum heights, building placement, and basic form expectations with adopted Future Land Use Designations.
- Establish clear transition standards between Character Areas, including height step-downs, buffering, orientation, and access, as applicable.
- Create and adopt a Downtown Code with development standards that reinforce main street character, active ground-floor uses, and integrated public spaces.
- Create and adopt Master Planned Community design standards addressing neighborhood structure, distribution of parks and open space, trail connectivity, and small commercial nodes.
- Create and adopt Corridor Character Standards for higher-intensity areas addressing screening and buffering, service areas, and public realm treatment.
- Incorporate placemaking elements, such as shade, seating, pedestrian lighting, landscaping, and wayfinding, into applicable development standards unique to each Character Area as applicable.
- Update subdivision regulations to reinforce block structure (i.e. maximum block length), connectivity, and open space integration consistent with character intent.
- Adopt conservation-based subdivision/cluster home-based standards that incorporate shared natural open spaces and native vegetation utilizing maximum density instead of minimum lot size.

IMPLEMENTATION: DESIGN SYSTEM

Strategy (Mobility Framework): Apply the Mobility Framework as the City's primary mobility tool to guide street design, access, and connectivity to reinforce intended land use patterns, placemaking goals, and safety outcomes.

POLICIES + ONGOING PRACTICES

- Mobility decisions are evaluated in context, not solely by functional classification.
- The Master Thoroughfare Plan establishes baseline right-of-way, lane configuration, divided or undivided cross sections, and Special Consideration Intersections to be utilized in development/redevelopment and capital improvements.
- Rights-of-way are designed to function as both transportation facilities and public spaces.
- Modern Context-Sensitive Solutions (CSS) and Complete Streets approaches are utilized for all new and reconstructed rights-of-way.
- Crash data is evaluated each CIP cycle to ensure conditions are informing intersection studies and improvements.
- Roadway reconstruction is coordinated with utility, drainage, and landscaping/branding projects to ensure streets are rebuilt to adopted standards.

IMPLEMENTATION: DESIGN SYSTEM

ACTIONS

- Adopt Context-Sensitive Solutions (CSS) standards that tailor cross sections and streetscape elements by Character Area, neighborhood, and block (as applicable) while remaining consistent with MTP classifications.
- Curate a palette of appropriate placemaking elements (ex. gateways, crossings, trailheads, landscaping, lighting, sidewalks/trails, etc.) to require in mobility capital projects and development-led street design, in coordination with an Alvarado Branding Strategy.
- Integrate trail and sidepath standards into roadway design, consistent with the Mobility Framework or Parks + Recreation Master Plan.
- Update access management standards for MTP roadways to balance safety, corridor function, and placemaking.
- Evaluate street design standards for safety, modernization, Complete Streets, and green infrastructure features, and adopt associated Code amendments.
- Create a list of crash-prone intersections (with overall and night data) to evaluate for design (i.e. engineering, landscape architecture, etc.) and lighting improvements. Prioritize the list based on crash frequency and severity.
- Apply for a grant to complete a Comprehensive Safety Action Plan under the Safe Streets and Roads for All (SS4A) grant program.
- Should the City receive funding for a Comprehensive Safety Action Plan and complete one, incorporate recommended capital improvements, programming, and other actions into the City's CIP and other appropriate implementation tools.
- Develop cross sections specific to Downtown Alvarado for each roadway. Each roadway must be treated with a custom approach since Downtown streets are unique.

IMPLEMENTATION: DESIGN SYSTEM

Strategy (Development Proposals): Evaluate development proposals using a consistent Design System–based process that integrates the Character Framework, Mobility Framework, and placemaking principles to support predictable and defensible decision-making.

POLICIES + ONGOING PRACTICES

- Development proposals are evaluated holistically rather than through isolated Code provisions or utilization of the Future Land Use Plan only.
- Design System expectations are communicated early to reduce uncertainty and late-stage changes.
- Development agreements and other economic development tools are negotiated with the Design System and other components of the Comprehensive Plan in mind.
- Staff recommendations clearly distinguish long-range guidance from funded or scheduled improvements.
- The Design System is used to inform conditions of approval, agreements, and/or ordinances so outcomes align with adopted intent.
- Periodically review approved projects to assess whether outcomes align with Design System goals, and initiate targeted Code or standards updates as needed.
- Incentivize development projects that support community objectives, such as preservation of scenic or natural areas, incorporation/furthering of the Character Area intent through physical improvements, land use, and programming, etc.
- In general, higher-intensity land uses are directed to areas with greater roadway access and infrastructure capacity, while lower-intensity uses are prioritized near established neighborhoods with compatibility measures. Walkability, connectivity, and ground-floor activity expectations increase as development intensity increases.
- For multi-family development and multi-story mixed-use development, the Design System prioritizes appropriate form and location over unit count, emphasizing compatibility with surrounding uses, access to infrastructure, contribution to walkability, character infusion, and incorporation of green infrastructure.

IMPLEMENTATION: DESIGN SYSTEM

REVIEW › DECISION

ACTIONS

- Revise the staff report template to include a Comprehensive Plan Evaluation Summary identifying applicable Character Area(s), Mobility Framework conformance, placemaking considerations, conceptual fiscal impact, and nature/open space preservation/enhancement.
- Update development application requirements to include a Design System consistency narrative and supporting exhibits prepared by the applicant.
- Document Design System expectations during pre-application meetings and carry them forward through review and consideration.
- Create a standardized internal Design System review tool to ensure consistent evaluation across departments.
- Provide training every other year for Staff, boards, and commissions on applying the Design System during deliberations, including real case studies that have been considered in the prior cycle.

4. STRATEGIC GROWTH

INTRODUCTION

Alvarado is experiencing growth pressures that will shape the city's future for decades. Population change, regional development activity, and evolving community needs are increasing demand on utility systems, public facilities, and City services. At the same time, much of the Planning Area is served by multiple utility providers, includes floodplain and environmental constraints, and relies on infrastructure that was not designed for rapid change. These conditions require the City to approach growth deliberately to avoid long-term operational, fiscal, and safety challenges.

The Strategic Growth chapter focuses on how Alvarado can plan for population growth by aligning essential service systems with community priorities. Grounded in technical analysis, best practices, and community input, this chapter addresses water and wastewater, drainage and stormwater, energy and franchise utilities, community facilities and services, and resilience and hazard mitigation. Together, these strategies provide a framework for anticipating demand, sequencing investment, managing risk, and ensuring that growth can be supported without compromising public safety, service quality, or long-term fiscal health.

THIS CHAPTER SETS THE FRAMEWORK FOR PLANNING GROWTH WHILE PROTECTING SERVICE RELIABILITY, PUBLIC SAFETY, AND FISCAL HEALTH.

COMMUNITY FEEDBACK

Key Themes from Community Feedback

WATER + WASTEWATER

Community feedback referenced water and wastewater primarily as future growth considerations, rather than as existing service problems. Participants acknowledged the importance of planning ahead to ensure these systems can support long-term development, but did not raise concerns related to water quality, pressure, sewer reliability, overflows, or cost. Overall, utilities were viewed as systems requiring proactive, long-range planning, not immediate correction.

DRAINAGE + STORMWATER

Drainage and stormwater were discussed mainly through planning and resilience context, including floodplain awareness and long-term risk management. Community members did not identify significant, recurring flooding locations, drainage failures, or stormwater complaints during engagement. This absence suggests these systems are not perceived as daily challenges, but rather as part of responsible growth management.

ENERGY + FRANCHISE UTILITIES (INCLUDING GAS WELLS)

Electricity, broadband, natural gas, and other franchise utilities were largely absent from public feedback, with no concerns raised about service availability or reliability. Gas wells and pipelines were acknowledged primarily in technical and advisory committee discussions as infrastructure and development constraints that must be planned around. Their limited presence in community feedback indicates they are understood as existing conditions or largely unrecognized by the community and not seen as community-facing issues.

COMMUNITY FACILITIES + CITY SERVICES

Community facilities and City services were discussed in terms of capacity, readiness, and visibility, rather than specific deficiencies (generally speaking). Residents and stakeholders expressed interest in ensuring that facilities, staffing, and service delivery can keep pace with growth and do not fall behind development. There was also an underlying desire to see tangible investment and follow-through, as facilities and services have historically been viewed by community members as indicators of City leadership effectiveness.

RESILIENCE + EMERGENCY READINESS

Resilience and emergency readiness emerged indirectly through conversations about infrastructure planning, floodplain management, and long-term preparedness. Community members did not raise concerns about emergency response capability, public safety infrastructure, or disaster management systems. This suggests that emergency readiness is perceived as stable, while still recognized as an important consideration as Alvarado plans for growth.

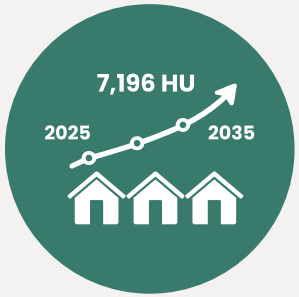
POPULATION GROWTH

EXISTING POPULATION

As of January 1, 2025, the City of Alvarado's estimated population was 6,614 (NCTCOG population estimates). The broader Planning Area, which includes the City's extraterritorial jurisdiction (ETJ) contains approximately 3,952 households, with an average household size of 2.93, and had an estimated population of 12,087 in 2025 (ESRI).

GROWTH TRENDS

The City projects the addition of 7,196 housing units between 2025 and 2035, supported by annexations, planned developments, and a major wastewater expansion expected to be completed in 2026 (City of Alvarado Housing Data, 2025). See Chapter 2, Economic + Fiscal Vitality for more information on the City's housing projections. Given the ongoing expansion of public services, active developer interest, and largely unregulated growth in Texas, sustained or increasing development is anticipated through 2045.

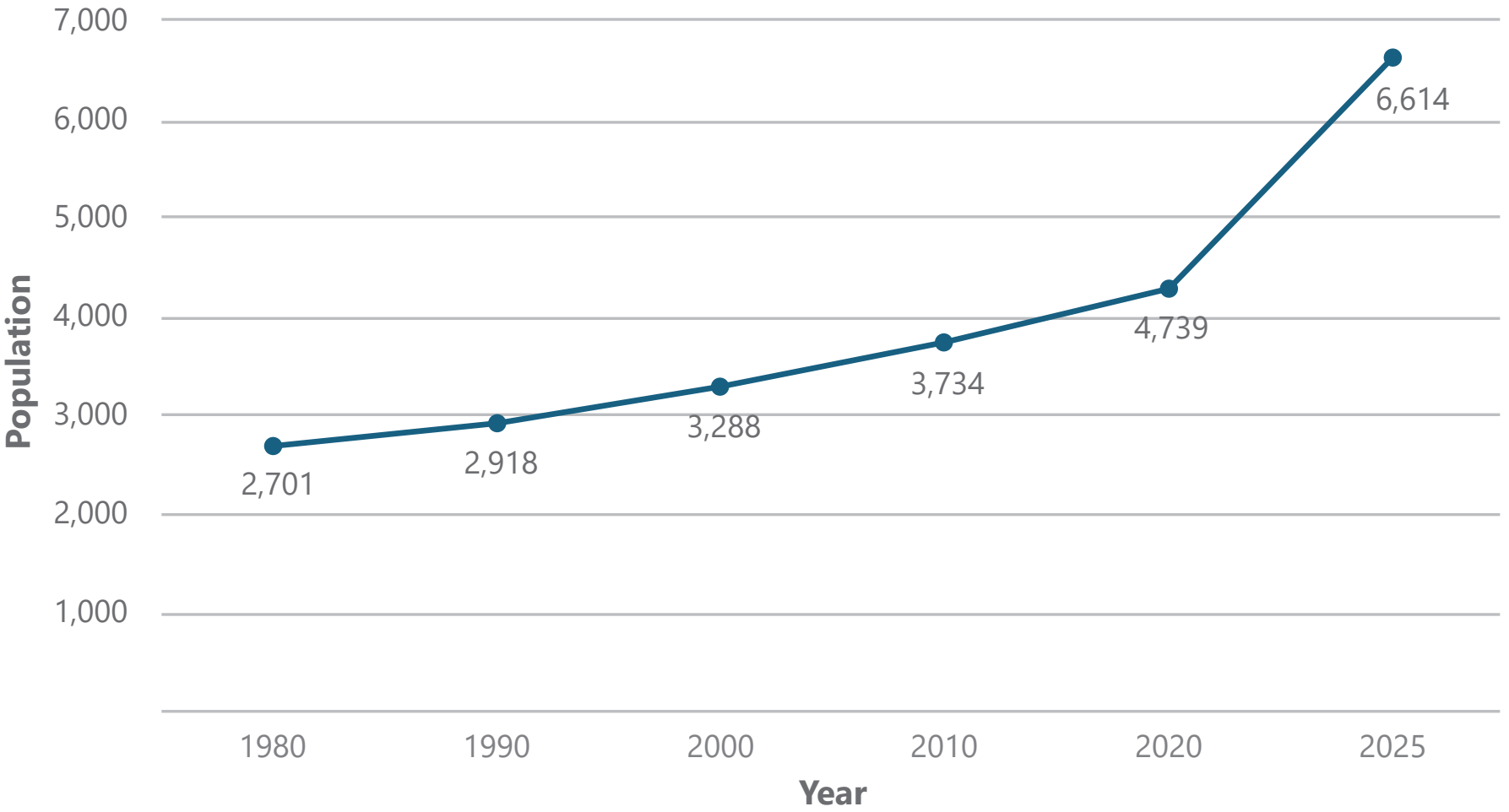


REGULATORY CONTEXT

The land use environment in Texas enables growth at a pace uncommon in many other states. Outside the city limits, cities and county governments have minimal authority over subdivision standards and zoning. This regulatory landscape allows for the rapid proliferation of detached single-family homes, townhomes, and multifamily developments. Tools like Municipal Utility Districts (MUD's) further enable development in outer lying areas. In Alvarado's Planning Area, developers are capitalizing on this opportunity. However, the two primary constraints, water availability and the presence of gas wells (and associated gas well infrastructure in the area), may limit buildout in certain areas, though likely not enough to prevent significant overall growth. It is also important to note that significant legislative changes enacted in 2025 will further loosen development regulations in Texas. These changes are expected to accelerate growth in cities and unincorporated areas across the state, which could have an impact that is not accounted for in the estimates presented herein.

POPULATION GROWTH

ALVARADO HISTORIC POPULATION GROWTH (WITHIN CITY LIMITS)



Source: Texas Almanac, 2010 ACS 5-Year Estimates, 2025 NCTCOG Population Estimate

POPULATION GROWTH

Calculating Population Growth

ALVARADO COMPOUND ANNUAL GROWTH RATE (CAGR)

Compound Annual Growth Rate (CAGR) describes population change as an average annual percentage over time. Rather than adding the same number of people each year, CAGR assumes the population increases by a fixed percentage of the previous year's population, meaning the amount of growth grows over time. As a result, even though the annual rate stays the same, the number of people added each year increases because it is based on a larger population base.

The City of Alvarado is strategically located at the intersection of US 67 and IH 35, providing regional accessibility and positioning the city to accommodate growth over time. The Planning Area includes a substantial amount of undeveloped land, allowing development to occur in response to market conditions rather than on a fixed timeline. Population change is expected to vary from year to year based on development activity, infrastructure availability, and broader economic conditions. To evaluate long-term population trends despite this variability, the Compound Annual Growth Rate (CAGR) method is used to express population change as an average annual rate over a defined period. This approach does not assume steady growth each year; instead, it provides a consistent way to understand overall change when growth occurs unevenly, which can be difficult to represent using traditional straight-line projections.

METHODOLOGY FOR ALVARADO'S PROJECTIONS

Three separate population estimates were created using the CAGR method to show how Alvarado could change over time. The first estimate reflects a slower rate of increase at about 1.9 percent per year, based on the projected 2025-2030 population growth rate from ESRI. The second estimate assumes a stronger pace of growth at about 5.6 percent per year, consistent with the recent population growth rate provided for Alvarado by NCTCOG for 2024-2025. The final estimate projects a higher rate of 7.5 percent, representing the influence of rapid regional development and fewer restrictions on new construction across Texas. By considering more than one scenario, the City can better understand how population levels might shift under different conditions. Relying on a single estimate would not show the full range of possibilities for future population in Alvarado.

The 5.6 percent CAGR was selected to represent Alvarado's moderate rate of growth, coupled with recent regulatory changes in Texas. The 7.5 percent CAGR can still happen, but it was not chosen as the estimate due to the limitations on water supply and the proliferation of gas well infrastructure (existing and potential).

POPULATION GROWTH

CAGR-BASED PLANNING AREA POPULATION PROJECTION

- 1.9% CAGR: 12,087 current Planning Area population × (1.019)^20* ≈ 17,612 residents
- **5.6% CAGR: 12,087 current Planning Area population × (1.056)^20* ≈ 35,942 residents**
- 7.5% CAGR: 12,087 current Planning Area population × (1.075)^20* ≈ 51,344 residents

TO PROVIDE A MORE CONSERVATIVE PROJECTION, THE EXPONENT USED IN THE FORMULA IS 20. TWENTY-ONE COULD ALSO BE USED AS THE EXPONENT TO INCLUDE THE BASE YEAR AS THE FIRST FULL GROWTH CYCLE.

2045 PLANNING AREA POPULATION ESTIMATE: 35,942 RESIDENTS

Population growth brings a mix of benefits and pressures. The City must be prepared to address all the effects that come with an increasing number of residents and businesses. The following points cover some of the positive impacts that growth can bring to the community, as well as potential challenges that will need to be managed carefully.

CHALLENGES

- More usage of aging infrastructure
- Increased need for City services and public amenities
- Increased need for local businesses within the city
- Additional enrollment (and needed capacity/staffing) at local schools

OPPORTUNITIES

- Increased local tax revenue
- Additional workforce
- Increased recognition regionally as a growing city
- More amenities

CONTEXT

Projected growth in the City of Alvarado will place increasing demand on essential infrastructure systems that support daily life, public safety, and long-term community stability. Key focus areas include:

- Water + Wastewater
- Drainage + Stormwater
- Energy + Franchise Utilities
- Community Facilities + Services
- Resilience + Hazard Mitigation

Regional growth patterns, new development activity, and evolving state and regulatory requirements will all influence how these systems perform and how future needs are addressed.

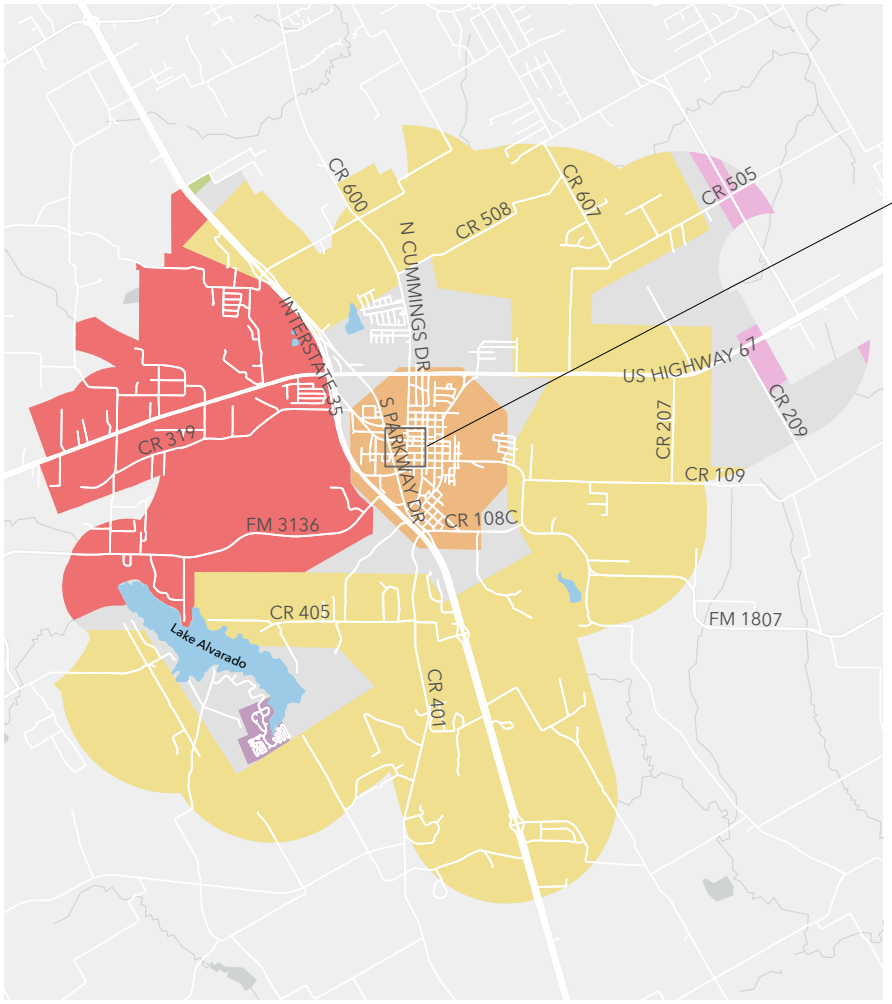
This section provides an overview of existing infrastructure conditions within the City's Planning Area and examines how future demand is expected to change as Alvarado grows. The information presented here is intended to support future land use planning, development review, and coordinated investment decisions by identifying system constraints, operational considerations, and areas where proactive planning will be increasingly important. High-level descriptions of existing systems are provided based on available data, reports, and information supplied by the City and its institutional partners, recognizing that system conditions and documentation will continue to evolve over time.

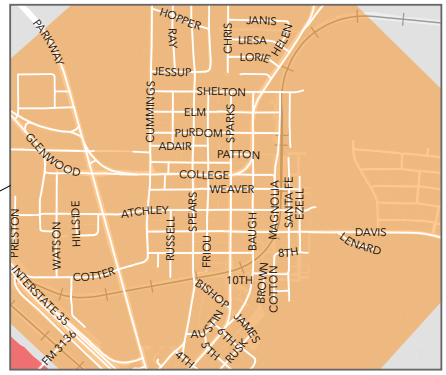
The City of Alvarado's Public Works Department plays a central role in maintaining reliable core services, including drinking water supply, stormwater management, wastewater collection, and the operation of City streets, parks, and public facilities. With the City population projected to more than double in size by 2045, planning for infrastructure expansion and reinvestment will be essential to maintaining service reliability, safety, and quality of life. While future development will contribute resources through mechanisms such as impact fees, long-term success will depend on aligning growth with infrastructure capacity and making strategic, coordinated investments that support both existing residents and new growth.

WATER

Communities receive water service based on Certificates of Convenience and Necessity (CCN's). A CCN is a legal authorization granted by the Public Utility Commission of Texas (PUCT) that allows a utility or a service provider to operate within a specific geographic area and to serve customers there. Within the City's planning area, three primary entities hold water CCNs: City of Alvarado, Johnson County Special Utility District (JCSUD), and Bethany Special Utility District (BSUD). Understanding which provider holds jurisdiction is important for knowing who is responsible for water service in specific areas. Most of the CCN territory within the City's Extraterritorial Jurisdiction (ETJ) is controlled by JCSUD and BSUD, meaning the City's ability to expand water service in the future will be limited to the areas where it still holds CCN coverage and areas where no jurisdiction holds CCN coverage. This also means that other jurisdictions share in the responsibility of serving the Planning Area's water needs.

The City of Alvarado purchases all of its treated water from JCSUD, which sources surface water from Cedar Creek Reservoir and Richland Chambers Reservoir. After the water is purchased, the City stores it in three storage tanks located throughout the city and distributes it to customers through one active pump station. According to the Texas Commission on Environmental Quality Texas Drinking Water Watch website, all of the City's groundwater wells are currently inactive. The City's public water system meets applicable state and federal drinking water standards, as documented in the City's annual Consumer Confidence Report.





- Bodies of Water
- No CCN
- Bethany SUD
- Bethesda WSC
- Blue Water Oaks WSSS
- City of Alvarado
- Johnson County SUD
- Mountain Peak SUD

WATER

Existing Water CCN's Map

0 1.5 3 Miles

Source: Public Utility Commission of Texas, City of Alvarado, August 2025

What are Special Utility Districts (SUDs) and Why Do They Matter?

Special Utility Districts (SUDs) are independent entities authorized under Texas law to provide water, wastewater, and related services, typically in areas outside or at the edges of city limits. They are often created to serve developing or rural areas where cities are not positioned to extend utilities, ensuring access to basic infrastructure.

While SUDs can fill important service gaps, their independence can also create challenges. Multiple service providers lead to fragmented infrastructure systems, limited coordination with city land use and transportation planning, and reduced alignment with long-term fiscal and growth strategies. Because SUDs are governed by district boards rather than elected city officials, issues of accountability and transparency can also arise.

In Alvarado, SUDs play a significant role within the ETJ and broader Planning Area. Their presence makes coordinated planning especially challenging in terms of efficient infrastructure investment, future annexation considerations, and long-term resilience.

WATER

Alvarado (City Limits) Water Infrastructure Components

- 1 pressure planes (PP)
- 1,828 connections
- 1 active and 4 inactive pump stations
- 1 active, 4 inactive, and 1 proposed ground storage tanks (GST)
- 2 elevated storage tanks (EST)
- 9 groundwater wells with all being inactive or abandoned
- 40 miles of pipeline
- 1 interconnect with JCSUD with a supply capacity of 2 million gallons per day (MGD)

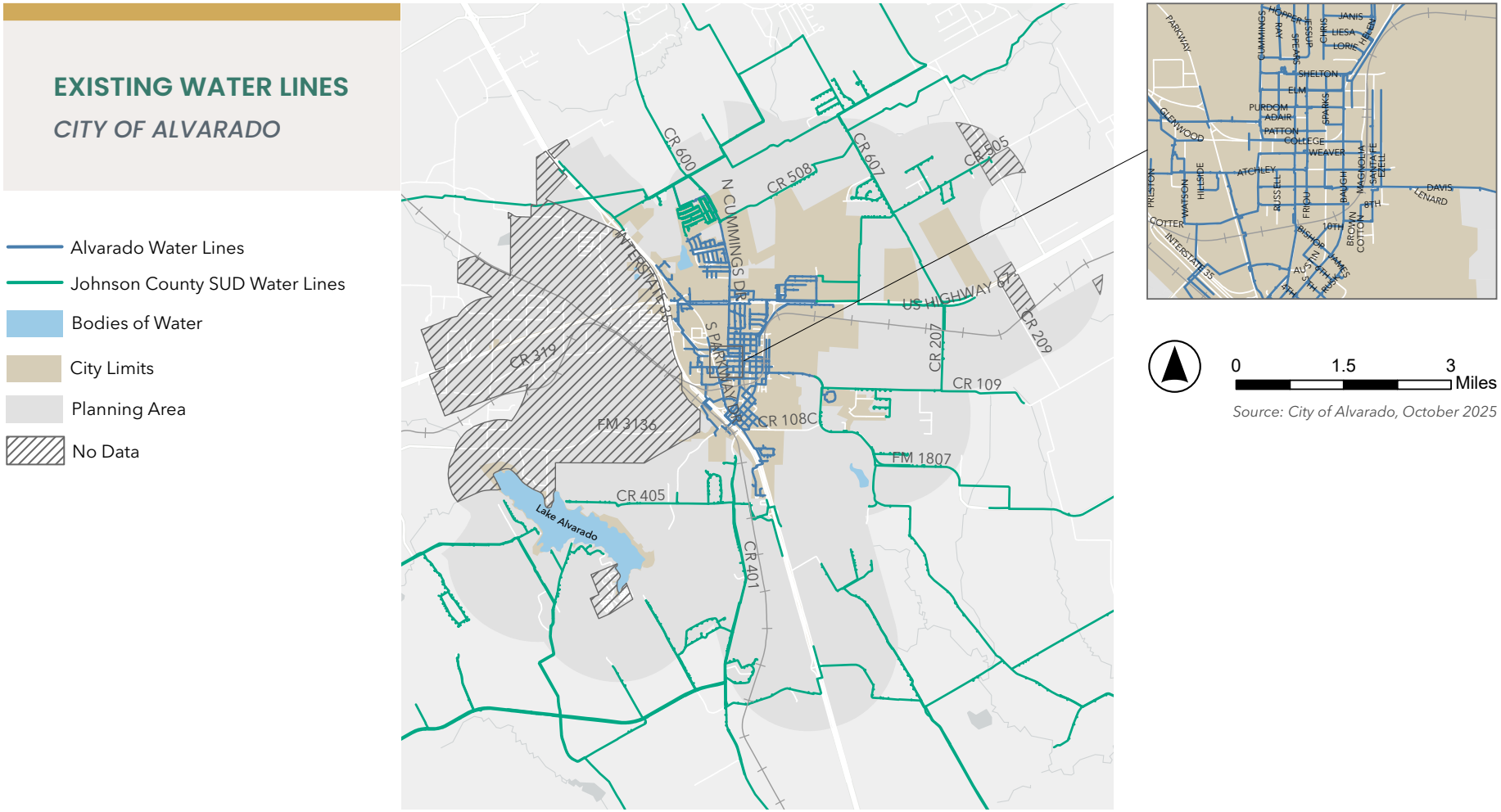
Groundwater Regulation + Coordination

Groundwater resources within the Planning Area fall under the jurisdiction of the Prairielands Groundwater Conservation District, which overlays the Trinity Aquifer and covers Johnson County, as well as Ellis, Hill and Somervell counties. While groundwater regulation plays an important role in rural and agricultural areas of Johnson County, municipal water supply for the City of Alvarado is primarily surface-water based. According to Texas Commission on Environmental Quality records, the City's groundwater wells are currently inactive. As a result, groundwater availability is not a limiting factor for municipal growth at this time; however, continued coordination with regional groundwater authorities remains important for long-term resource awareness and regional water planning.

WATER

EXISTING WATER LINES

CITY OF ALVARADO



Source: City of Alvarado, October 2025

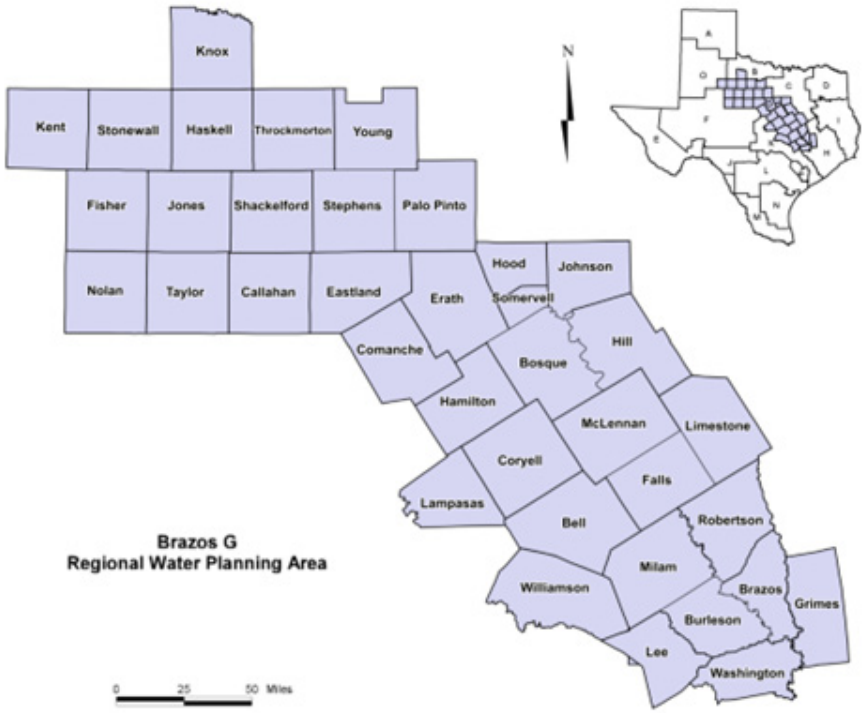
WATER

Water future demand

With thousands of new housing units projected in the next 10 years, the City's water demand will increase exponentially. As stated previously, the City is currently relying solely on Johnson County Special Utility District (JCSUD) to provide potable water to Alvarado residents within the city limits. This situation highlights the need for the City to diversify water sources to ensure resilient service for its customers as it grows and since water is a limited resource.

Another challenge that is present due to rising population growth is high content of chloride in surface-water runoff from the upper Brazos River Basin, which makes water more expensive to treat. The Texas Water Development Board (TWDB) is the state agency designated to coordinate overall statewide planning for the development, conservation, and management of the state's water resources. Alvarado is in Johnson County within the Brazos G Area, which is shown in the adjacent graphic, and is one of the State's 16 regional water planning areas established by the TWDB. According to the 2021 Brazos G Regional Water Plan, three key factors affecting water quality in the Brazos G Area are (1) wastewater disposal, (2) high density agricultural activities, and (3) natural saline contamination. The first two factors are associated with the growth of the economy and the population, which are expected to continue to rise.

WATER DEMAND IS PROJECTED TO RISE SIGNIFICANTLY AS ALVARADO GROWS, HIGHLIGHTING THE NEED TO DIVERSIFY WATER SOURCES AND PLAN FOR LONG-TERM RESILIENCE WITHIN THE BRAZOS G REGIONAL WATER PLANNING AREA.



WATER

Water Future Demand (continued)

In Texas, cities often have limited authority to prevent development outright, and property owners generally retain broad rights to pursue development under existing law. Historically, this has reinforced an expectation that single-family detached housing can occur widely wherever land is available. However, water availability and infrastructure capacity are emerging as non-negotiable constraints that operate independently of entitlement expectations or municipal preferences. While cities may not be able to halt development, the physical realities of water supply, system cost, and long-term resilience increasingly shape what types of development can be supported and where. As these constraints become more pronounced, the development community is recalibrating long-standing assumptions about growth patterns to align with finite water resources and responsible infrastructure planning. In this environment, the feasibility of development is increasingly determined not by land availability alone, but by the availability of water in the short and long term.

The City is also in the process of updating the Water Master Plan with completion expected in 2026. The findings from that analysis will be highly relevant to the topics discussed in this section and should be factored into future planning efforts. Because the final reports were not available before this Plan was adopted, their research and recommendations were not incorporated.

WASTEWATER

The City of Alvarado's wastewater service area includes the entire city limits covering approximately five square miles. Within the Planning Area, there are two other Sewer CCN's held by City of Burleson and Blue Water Oaks WSSS. The City has approximately 35 miles of sanitary sewer lines within its CCN, ranging from four inches to 36 inches in diameter, across three sewer basins. There are seven lift stations on the City's sanitary sewer system with one soon going offline and two under construction soon to be online. The City owns and operates a wastewater treatment plant facility (WWTP) in the southwest corner of the city, with an existing discharge capacity of 600,000 gallons per day. This WWTP was put into service in 2009, and the City is currently expanding the discharge capacity to 1.4 million gallons per day (MGD). Expansion construction began in December 2023 and is scheduled to be substantially completed in February 2026

CITY-OWNED WASTEWATER INFRASTRUCTURE SUPPORTS CURRENT NEEDS WHILE PLANNING FOR FUTURE GROWTH.

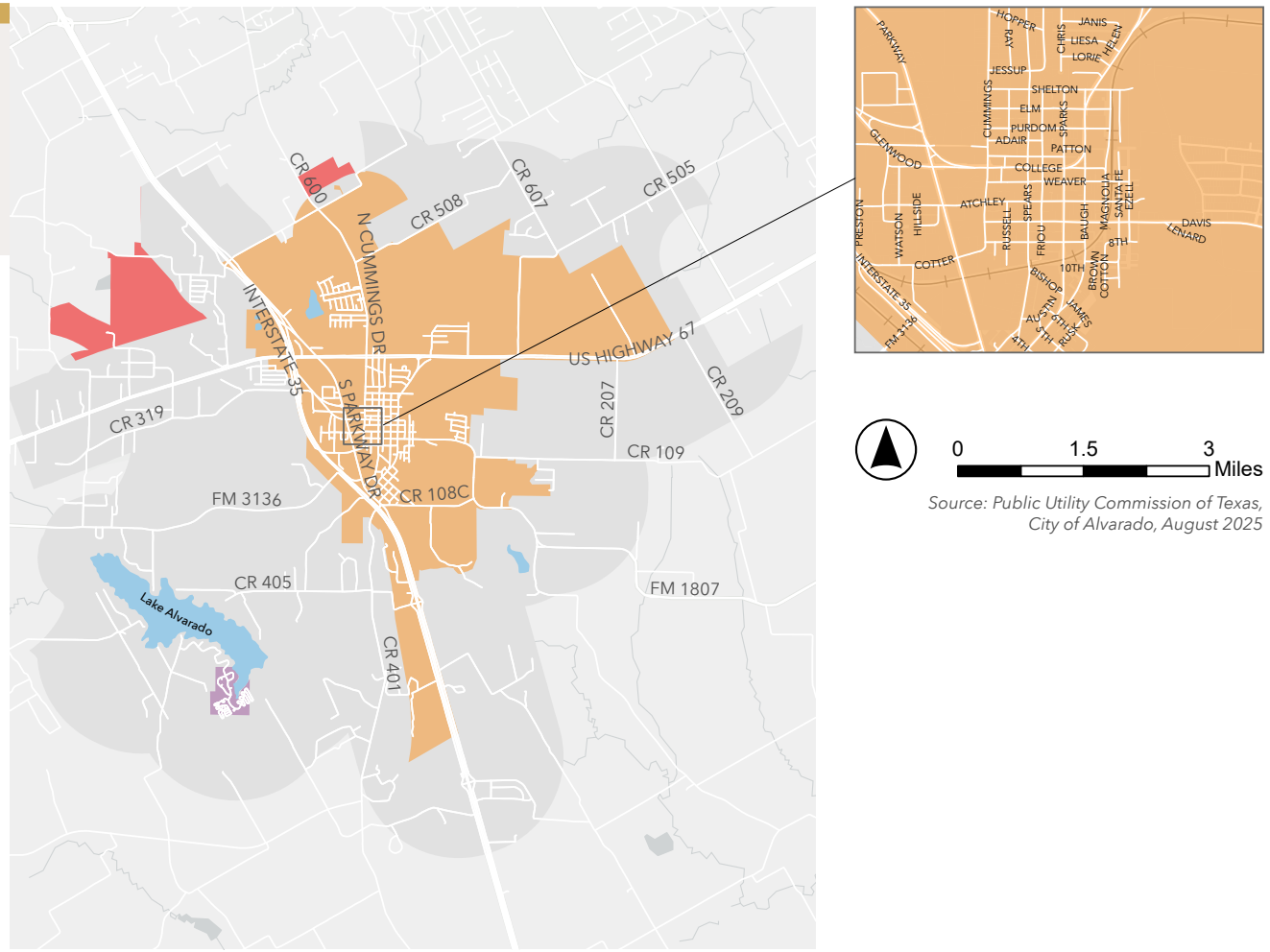
WASTEWATER

EXISTING SANITARY SEWER CCN'S

CITY OF ALVARADO

- Bodies of Water
- No CCN
- City of Burleson
- Blue Water Oaks WSSS
- City of Alvarado*

*The City of Alvarado Sanitary Sewer CCN is pending approval through the Texas Public Utilities Commission.



Source: Public Utility Commission of Texas, City of Alvarado, August 2025

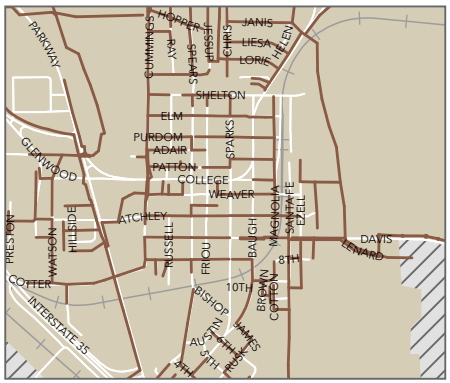
WASTEWATER

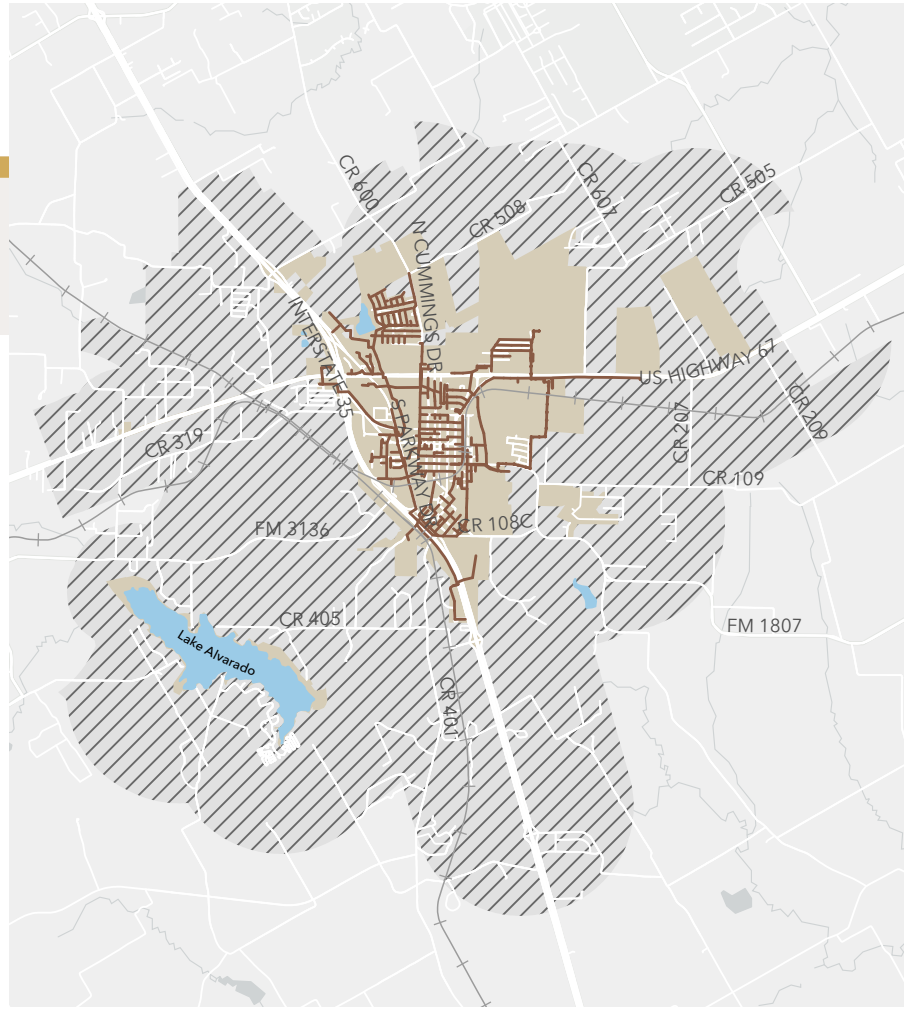
Wastewater Infrastructure Components

- 7 lift stations
- 1 wastewater treatment plant facility
- 35 miles of sanitary sewer lines

EXISTING SEWER LINES

CITY OF ALVARADO





Source: City of Alvarado, October 2025

WASTEWATER

Wastewater Future Demand

The existing wastewater collection and treatment system is approaching capacity, meaning it is operating close to the maximum amount of flow it was originally designed to handle. Future growth will require expanded sewer lines, lift stations, and treatment plants. As new homes, businesses, and industries connect to the system, the strain on existing infrastructure will continue to increase. When plants approach capacity, it not only limits the City's ability to serve new development but can also create operational risks during peak flows or heavy rain events. Over time, these pressures highlight how future growth will directly affect the wastewater system, with increasing demands for added capacity in existing collection lines, expanded collection lines, additional lift stations, and treatment facilities capable of supporting a larger population and a more developed community.

The City is currently in the process of updating the Wastewater Collection System Master Plan, with completion expected in 2026. The findings from this study will be highly relevant to the topics discussed in this section and should be factored into future planning efforts. Because the final report was not available before this Plan was adopted, its research and recommendations were not incorporated.

DRAINAGE + STORMWATER

Rain from storms becomes "stormwater runoff" when it flows over streets, rooftops, yards, and other hard surfaces. In modern cities, this runoff is managed through engineered systems designed to safely move water away from people and property and into creeks, streams, ponds, and lakes. Stormwater runoff within the City of Alvarado is conveyed through a variety of infrastructure, typically consisting of curbs, gutters, inlets, pipes, ditches, culverts, and detention ponds. The City's current stormwater infrastructure is not well documented, but in general, runoff flows through these systems into natural drainageways and areas mapped as Federal Emergency Management Agency (FEMA) Floodplain—approximately two square miles within the city limits, with an additional three square miles in the extraterritorial jurisdiction (ETJ).

Drainage + Stormwater Infrastructure Components

The Johnson County FEMA Flood Insurance Rate Maps (FIRM), indicate that the floodplains are Special Flood Hazard Zones A, AE, and AH. These floodplains are located along approximately 82 miles of FEMA streamlines within the city that are part of the Boggy Creek, Boss Branch, Cottonwood Creek, Fish Spring Creek, Mountain Creek, North Fork Chambers Creek, and Turkey Creek watersheds. As part of these watersheds, there are six Natural Resources Conservation Service (NRCS) lakes within the planning area, two within Lake Alvarado. These lakes provide regional sediment and floodwater storage, with Lake Alvarado providing recreation and fishing opportunities as well.

DRAINAGE + STORMWATER

EXISTING FLOODPLAIN
CITY OF ALVARADO

- Bodies of Water
- City Limits
- Floodplain
- Planning Area

Source: City of Alvarado and LJA, August 2025

DRAINAGE + STORMWATER

Drainage + Stormwater Future Demand

As the City of Alvarado grows, stormwater management will remain an important consideration to ensure that existing infrastructure and natural drainage areas continue to function safely and effectively. New development will need to comply with the City's Design Standards Manual and Flood Hazard Reduction Ordinance to reduce the potential for increased runoff, localized flooding, and adverse impacts to surrounding properties.

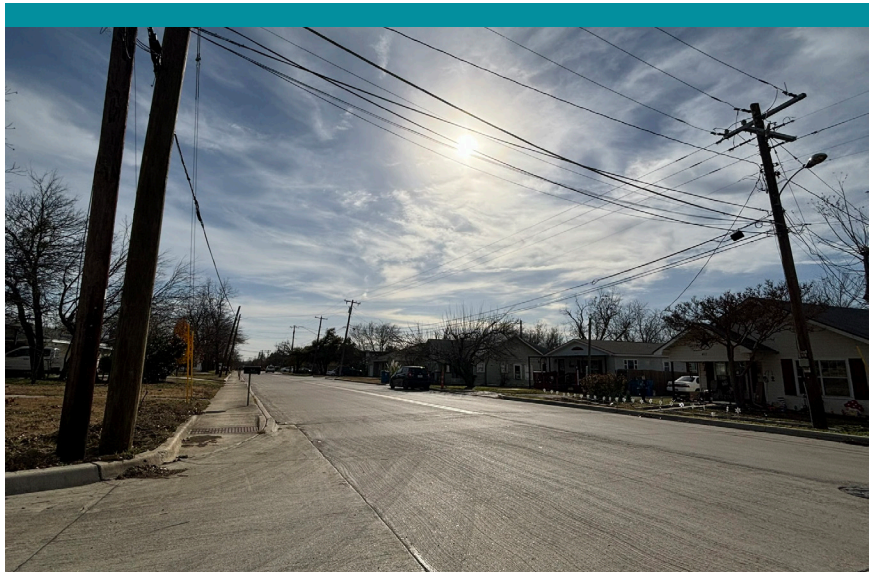
Much of the City's existing stormwater infrastructure is aging, and without targeted maintenance or upgrades, there is an increased risk of property damage, roadway impacts, and public safety concerns during heavy rainfall events. As additional land is annexed into the City, the extent of FEMA-mapped floodplain and the number of drainage areas under City responsibility will increase, further reinforcing the need for consistent standards and coordinated planning.

The City is currently preparing a Master Drainage Plan, with completion anticipated in 2026. The findings and recommendations from that effort will provide more detailed guidance on system capacity, deficiencies, and improvement priorities. Because the final drainage study was not available prior to adoption of this Plan, its recommendations were not incorporated but should be used to inform future capital planning, project coordination, and regulatory updates.

ENERGY + FRANCHISE UTILITIES

Reliable access to franchise utilities and communication services provides a basic foundation for growth and day-to-day quality of life in Alvarado. Internet service supports households, schools, and local businesses by enabling access to information, services, and economic opportunity. Electric power supplies energy for homes, public facilities, and industry, while natural gas supports heating and certain manufacturing and commercial uses. Cable and phone services help residents stay informed and connected, and reliable communication networks are especially important for emergency response and coordination.

Energy production activities, including gas wells located within the Planning Area, highlight the need to carefully manage utility infrastructure alongside development to avoid conflicts and safety concerns. Together, these energy and franchise utilities support the City's ability to function, grow, and serve its residents. Maintaining reliable access to these services helps attract and retain residents and businesses while supporting a stable and functional community.



Internet

2025 data from the Texas Broadband Development Office, indicates that nearly all Broadband Serviceable Locations in Johnson County have access to reliable broadband service meeting or exceeding 100 Mbps download and 20 Mbps upload speeds. While broadband availability is high at the Johnson County level, service quality, provider options, and reliability may still vary by location.

Internet Future Demand

Future demand for internet service in Alvarado is expected to be driven less by basic availability and more by reliability, capacity, and consistency of service as growth occurs. While county-level data indicates that most locations have access to broadband service meeting current speed thresholds, increased residential development, business activity, and reliance on digital services will place greater expectations on existing networks. As the City grows, internet infrastructure will need to continue supporting everyday needs such as remote work, education, healthcare access, public safety communications, and business operations. Managing future demand will largely involve coordination with service providers, ensuring that infrastructure keeps pace with development patterns, and minimizing service disruptions during roadway or utility projects, rather than pursuing large-scale municipal broadband investments.

ENERGY + FRANCHISE UTILITIES

Power

Electric service in Alvarado is provided through a structure that separates delivery from supply. Oncor manages the physical infrastructure that brings power into homes and businesses, including the poles, wires, and substations that make reliable service possible. Their role is to ensure that electricity is consistently delivered across the city, maintaining the backbone of the local energy system. This delivery framework is critical because it guarantees that residents and businesses receive service regardless of which company they select as their provider.

Because Texas operates under a deregulated electricity market, customers in Alvarado do not buy their electricity directly from Oncor. Instead, they can choose from a number of retail electric providers that handle the supply and billing of electricity. Different companies give households and businesses the ability to select the plan that best matches their needs and priorities. This arrangement not only provides flexibility and choice for customers but also ensures that energy access supports the community.

POWER FUTURE DEMAND

Reliable electricity will remain essential to supporting Alvarado's growth and daily operations. Energy access is necessary for homes, businesses, schools, public facilities, and emergency services to function safely and effectively. As development continues, demand for electricity will increase incrementally, reinforcing the importance of maintaining dependable service and coordinating infrastructure needs alongside new growth. Continued reliability of the electric system will support public safety, business activity, and overall quality of life in the community.

Natural Gas

Natural gas in Alvarado is supplied by Atmos Energy. Atmos is the largest natural gas distributor in the State of Texas and was first founded in the state. The company ensures that households, schools, and local businesses have a steady and reliable source of natural for daily needs like indoor heat and cooking. While the City itself does not manage natural gas directly, service through the regional provider allows for continuity and stability even as demand changes over time. The availability of natural gas plays an important role in everyday life and supports the reliable operation of essential community services.

NATURAL GAS FUTURE DEMAND

Future demand for natural gas in Alvarado is expected to increase gradually as new homes, businesses, and community facilities are developed. While the City does not manage distribution systems, growth patterns and development activity can influence demand on existing infrastructure. Ensuring that service extensions and upgrades occur in step with development will be important to maintaining reliability and avoiding service disruptions. Natural gas will continue to serve as a foundational energy source supporting daily life and essential services as the community evolves.

ENERGY + FRANCHISE UTILITIES

Phone

Phone and voice communication services in Alvarado operate within a largely deregulated framework in Texas, allowing residents and businesses to choose from a variety of service providers. This includes both traditional telephone services and wireless providers. The availability of multiple options gives users flexibility to select plans that meet their individual communication needs, rather than being limited to a single provider. This choice helps support reliable access to everyday communication services across the community.

PHONE FUTURE DEMAND

Access to reliable phone and voice communication services will remain important as Alvarado continues to grow. Phone service supports personal and professional communication, allowing residents to stay connected with family, employers, and service providers while enabling businesses to communicate with customers and partners. Reliable phone service is also essential for public safety, as emergency calls and coordination depend on uninterrupted access. As development and activity increase, dependable phone service will remain a foundational component of daily life and community function in Alvarado.

Cable

Television and video services in Alvarado are available through a combination of cable and satellite providers, including Spectrum, AT&T, DIRECTV, and DISH. These options allow households and businesses to select services that meet their preferences for news, sports, and entertainment. The availability of both wired and satellite-based services provides flexibility across different areas of the city, including locations where infrastructure options may vary. Access to television services helps residents stay informed and connected to local, regional, and national programming.

CABLE FUTURE DEMAND

Access to television and video services is expected to remain a consistent, though evolving, part of daily life in Alvarado. While viewing habits continue to change with the growth of streaming platforms, traditional cable and satellite services still play a role in delivering news, emergency information, and entertainment to residents and businesses. Maintaining access to multiple service options will help ensure that households across the city can choose the communication and entertainment services that best fit their needs as the community grows.

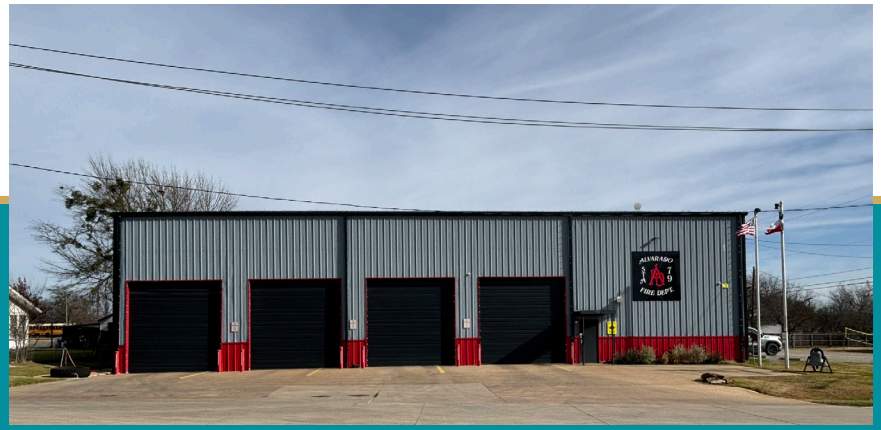
COMMUNITY FACILITIES + SERVICES

The City of Alvarado manages several public facilities for the benefit of the community. A list of all existing facilities can be found below:

- City Administration Building
- Animal Control Center
- Fire Station
- Public Library
- City Annex Building officing Police Department and Public Works
- Public Parks
- City Hall and Municipal Court

In addition to the facilities managed by the City, the Alvarado Independent School District (AISD) provides public amenities for education. There are four public schools, one administration building, and one technical education building managed by AISD in the Alvarado planning area. The following list includes all facilities currently managed by the school district in the Alvarado planning area:

- Alvarado High School
- Alvarado High School AG Science and Technology Center
- Alvarado Junior High
- Alvarado Elementary South
- Alvarado Elementary North
- Alvarado ISD Central Administration Building



COMMUNITY FACILITIES + SERVICES

The following sections provide more detail on the departments related to each of the City and Alvarado ISD public facilities.

City Administration

The administrative departments of the City of Alvarado provide the foundation for effective local government and community services. The City Manager's Office coordinates daily operations and implements policy direction from elected officials. The Economic Development Department works to attract and retain businesses and expand the City's tax base. The Community Development Department with the Building Safety Division and the Neighborhood Services Division oversees planning, zoning, code enforcement, inspections, and permitting to guide orderly and sustainable growth. The Finance Department manages all financial reporting and fiscal accountability to ensure resources are used responsibly. Together, these departments create an organized structure to deliver reliable services and advance community goals. Their work connects directly to the quality of life for residents and the overall stability of the city, making them an essential part of Alvarado's continued success.

City Hall & Municipal Court

The City Marshal, Court Administration, Utility Billings, and the Finance Department office in City Hall. The Council Chambers doubles as the City's Municipal Court and has limited occupancy for the growing City. In-person services are also constrained by limited space. Therefore, the City emphasizes online business and transactions as much as possible.

Animal Control

Animal Services in the City of Alvarado operates as a division of the Alvarado Police Department and is responsible for addressing all animal-related issues within the city limits. The division ensures compliance with municipal codes, responds to animal complaints, and oversees animal control efforts to maintain public safety and welfare. In addition, Animal Services provides adoption services that help connect pets with new homes, supporting both the community and animal well-being. Through these responsibilities, Animal Services plays an important role in maintaining harmony between people and animals in the community.

COMMUNITY FACILITIES + SERVICES

Fire & Rescue

The Alvarado Fire Department has grown into a combination professional emergency services agency that serves the City of Alvarado and nearly 48 square miles of Johnson County. The department responds to an average of 125 emergencies each month, providing fire suppression, emergency medical response, rescue services, and fire prevention education. Its mission is centered on protecting life and property with professionalism carried out daily by the men and women who make up its team. Through their expertise the department ensures that residents and businesses can rely on high-quality emergency response and proactive fire safety measures that contribute to the overall well-being of the community.

Library

The Alvarado Public Library is an important place for learning and community life. It offers a large selection of books and digital resources that invite visitors to explore new ideas and interests. The library provides comfortable areas for reading and studying, along with programs that bring people of all ages together. Friendly and knowledgeable staff members help guide visitors and support their curiosity. Some community feedback has referenced limited hours of the library and wishing it could be open more. With activity at the library fairly low, it can be challenging to establish if additional hours of operation would contribute to more activity/community visits. The Library has become the Senior Center & Community Center following the 2025 demolition of the City's previous center in a dilapidated building.

Police

The Alvarado Police Department provides law enforcement services within the city limits, with responsibilities that include patrol, emergency response, traffic enforcement, and investigation of reported offenses. The department plays a key role in maintaining public safety and supporting daily community activity through visible presence and coordinated response to calls for service.

As Alvarado grows, changes in population, development patterns, and traffic volumes may influence demand for police services. New residential neighborhoods, commercial activity, and increased roadway use can affect call volumes and response needs, particularly during peak periods. Planning for future growth should consider how land use decisions, roadway design, and development intensity impact public safety operations and access for emergency responders.

Public Works

The Alvarado Public Works Department manages the City's water distribution system, wastewater collection system, Wastewater Treatment Plant, street maintenance, stormwater maintenance, and more. Public Works includes facility maintenance, equipment maintenance, and the maintenance of streetlights, street markers, and street signs. The Public Works Department also plays a critical supporting role in special events, inclement weather events, and essential emergency services."

COMMUNITY FACILITIES + SERVICES

Parks

Alvarado Parks and Recreation works to enrich community life by offering opportunities for both active recreation and leisurely enjoyment of outdoor spaces. Local parks provide settings for play and relaxation, with features such as playgrounds, pavilions, all-inclusive facilities, and landscaped areas filled with native trees and plantings. These spaces serve residents of all ages and support a wide range of recreational uses throughout the year.

The Parks and Recreation Division operates within the Public Works Department and is responsible for developing and maintaining public open spaces, community facilities, and City-owned properties. This role ensures that Alvarado's outdoor areas remain accessible as important parts of daily life in the community. A list of all current parks in the City is provided below:

1. Lake Park
2. Stonegate Park
3. Moore Park
4. Parkway Park
5. Pecan Orchard Park
6. Heritage Park
7. Downtown Square Park
8. George Washington Carver Park

For more information on parks in Alvarado, refer to the Additional Study: Parks + Recreation.

Planning for the long-term needs of Alvarado's parks, schools, and community services.

Alvarado ISD

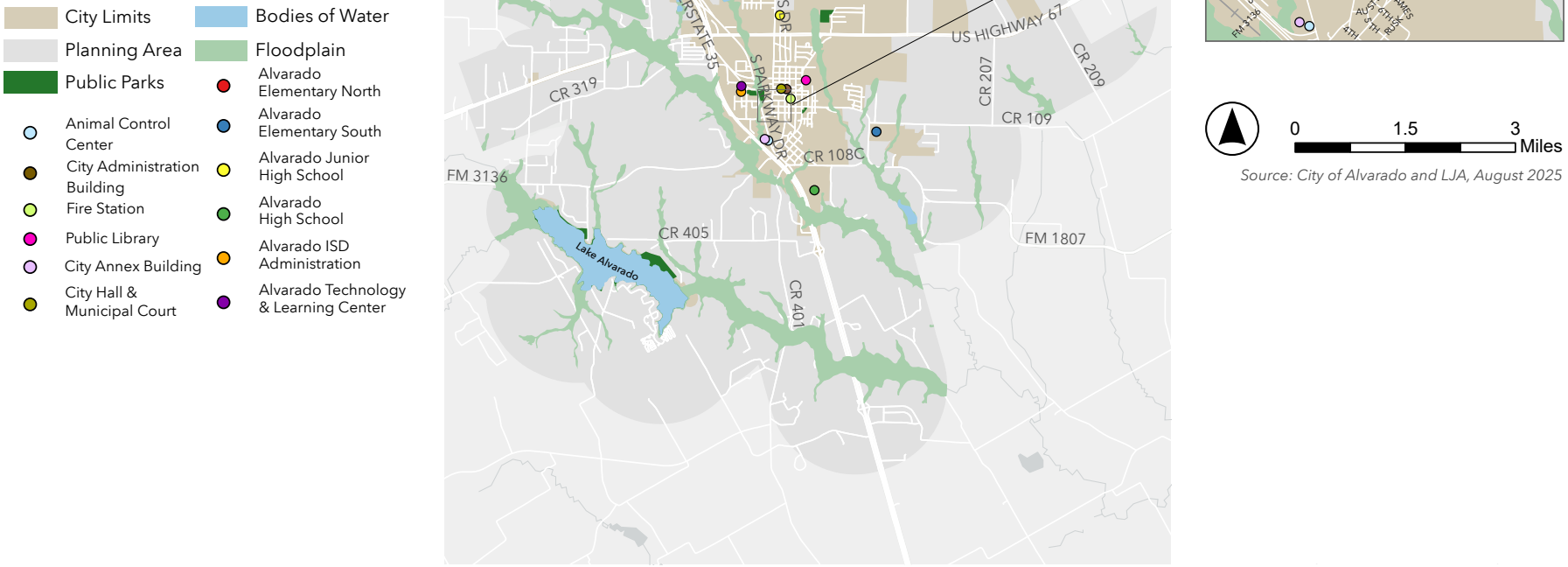
Alvarado ISD serves as the public education provider for students from kindergarten through twelfth grade in the greater Alvarado area. Within its 92-square-mile boundary, the District operates six campuses that educate more than 3,700 students under the guidance of about 500 teachers and staff. The District is recognized as a place where families find strong academic standards, successful extracurricular programs, and a safe environment that supports both personal and educational development.

Community Facilities + Services Future Demand

As Alvarado grows, demand on existing community facilities and services will increase, particularly those that support daily activity and public access, such as the Public Library, recreation facilities, and city buildings. Population growth, expanded development areas, and changing service expectations can place added pressure on facilities that were designed for a smaller community. Prioritizing the maintenance, accessibility, and functional capacity of existing facilities will be critical to ensuring they continue to meet community needs without requiring premature expansion. Protecting and extending the useful life of current facilities also helps the City manage costs and make more deliberate decisions about when and where future investments may be needed.

COMMUNITY FACILITIES + SERVICES

COMMUNITY FACILITIES
CITY OF ALVARADO



Source: City of Alvarado and LJA, August 2025

RESILIENCE + HAZARD MITIGATION

Resilience planning focuses on reducing risk, protecting public safety, and maintaining essential services during disruptive events. While hazards cannot be fully prevented, their impacts can be reduced through informed planning, coordinated infrastructure investment, and alignment with regional mitigation strategies. For the City of Alvarado, resilience is shaped by environmental conditions, development patterns, infrastructure systems, institutional operations, and the City's capacity to respond to and recover from unexpected events. As Alvarado continues to grow, exposure to natural, human-related, and technological risks will evolve. This section documents existing conditions and anticipated future demand associated with these risk categories, providing context for the Vision and Implementation strategies presented later in this chapter.

The Alvarado Comprehensive Plan was supported through funding from the Resilient Communities Program (RCP), administered by the Texas General Land Office. The program is intended to help communities plan proactively for hazards, infrastructure stress, and long-term risk by integrating resilience into everyday planning and decision-making. While resilience considerations are embedded throughout the entire Comprehensive Plan, they are addressed most directly here within the Strategic Growth chapter, where population change, utilities, facilities, and service systems intersect with hazard exposure and emergency response. This approach ensures that resilience is treated as a core planning function to shape how Alvarado grows, invests, and prepares.

THERE ARE THREE MAIN GROUPS OF RISK FACTORS THAT ARE EXPLORED IN THIS SECTION:

NATURAL

HUMAN

TECHNOLOGICAL

RESILIENCE + HAZARD MITIGATION

Natural Risk Factors

Natural hazards represent the most frequent and visible source of risk for the City of Alvarado. Weather-related events such as severe thunderstorms, tornadoes, flooding, drought, extreme heat, wildfires, and winter storms can occur with limited warning and may result in property damage, infrastructure disruption, and threats to public safety.

The Johnson County Hazard Mitigation Plan (JCHMP), updated and adopted in 2024, provides the primary regional framework for identifying natural hazards and mitigation strategies applicable to Alvarado. Participation in the JCHMP ensures the City remains eligible for state and federal hazard mitigation funding while aligning local planning with regional emergency management priorities.

RESILIENCE + HAZARD MITIGATION

NATURAL HAZARD RISK PROFILE

The table below summarizes the relative risk associated with natural hazards identified in the 2024 JCHMP for the City of Alvarado.

Mitigation efforts generally prioritize hazards that are both highly likely to occur and capable of causing significant impacts, while lower-probability hazards are monitored and addressed as resources allow.

Natural Hazard	Location	Probability of Future Events	Level of Possible Damage	Maximum Probable Extent / Strength
Tornadoes	Extensive	Highly Likely	Catastrophic	Medium
Drought	Extensive	Highly Likely	Critical	Major
Thunderstorms	Extensive	Highly Likely	Critical	Major
Wildfires	Significant	Highly Likely	Critical	Major
Expansive Soils	Extensive	Highly Likely	Minor	Medium
Extreme Heat	Extensive	Highly Likely	Minor	Major
Flooding	Limited	Likely	Critical	Major
Winter Storms	Extensive	Likely	Critical	Medium
Earthquakes	Extensive	Possible	Minor	Minor

RESILIENCE + HAZARD MITIGATION

Natural Risk Factors

FLOODING AND DAM FAILURE RISK

Flooding represents a particularly important natural hazard for Alvarado due to the presence of FEMA-mapped floodplains and regional watersheds. In addition to rainfall-driven flooding, the JCHMP identifies dam failure flooding as a specific risk. Dam failure flooding is defined as the accidental or unintentional collapse, breach, or malfunction of an impoundment structure that results in downstream flooding. Of the high-hazard potential dams identified in Johnson County, four are located within the City of Alvarado, all associated with the Chambers Creek watershed and the Lake Alvarado system.

Understanding the location and potential downstream impacts of these dams is important for emergency planning, evacuation coordination, and downstream land use considerations.

NATURAL RISK FACTORS: FUTURE DEMAND

Future development, increased impervious cover, and changing weather patterns are expected to intensify natural hazard impacts over time. Heavier rainfall events may strain drainage systems, while prolonged heat and drought place additional pressure on water supplies, infrastructure, and public health. From a resilience perspective, natural systems and built infrastructure increasingly intersect. Roadways, parks, drainage corridors, and open spaces already play a role in managing stormwater, reducing flood risk, moderating heat, and supporting environmental function. As growth occurs, demand will increase for infrastructure that can manage these risks while continuing to serve everyday community needs.

Dam Name	Owner	Location	Drainage Area
Chambers Creek WS SCS Site 42	City of Alvarado; Johnson County; Johnson County SWCD	Lake Alvarado	15.3 sq. mi.
Chambers Creek WS SCS Site 31	Johnson County; Johnson County SWCD	Alvarado	2.0 sq. mi.
Chambers Creek WS SCS Site 30	Johnson County; Johnson County SWCD	Alvarado	1.1 sq. mi.
Chambers Creek WS SCS Site 32	City of Alvarado; Johnson County; Johnson County SWCD No. 541	Alvarado	1.0 sq. mi.

RESILIENCE + HAZARD MITIGATION

Human Risk Factors

Human-related hazards arise from population growth, daily activity, institutional operations, and social conditions. These risks include public health emergencies, structural fires, transportation incidents, hazardous material spills, and security-related events that affect public safety and continuity of operations. Facilities that serve large populations, specialized institutional uses, industrial activities, and major transportation corridors can introduce additional complexity for emergency response and coordination. Even infrequent events involving violence or security concerns can place strain on emergency services, require rapid interagency coordination, and disrupt normal operations. Public health emergencies also remain a critical human-related risk factor. Events such as widespread illness or workforce disruption can affect service delivery, emergency response capacity, and access to essential facilities. These experiences reinforce the importance of preparedness, communication, and adaptability across City operations.

HUMAN RISK FACTORS: FUTURE DEMAND

As Alvarado grows, increased population and activity levels are expected to place greater demands on law enforcement, fire protection, emergency medical services, and regional partners. Growth around institutional, employment, and transportation areas may increase the complexity of response needs even if the overall frequency of major incidents remains low. From a resilience standpoint, future demand is closely tied to access, response time, and coordination. Streets, facilities, and public spaces that function well during everyday conditions—and remain accessible during emergencies—support both public safety and long-term resilience. Designing and maintaining infrastructure that supports emergency access, clear communication, and controlled movement will remain increasingly important. Human-related risks also intersect with economic stability. Disruptive events can affect workforce availability, institutional operations, and public confidence if response and recovery are delayed. Maintaining readiness through planning and infrastructure design helps reduce long-term impacts while supporting a safe and functional community.

RESILIENCE + HAZARD MITIGATION

Technological Risk Factors

Technological risk factors relate to the City's reliance on interconnected systems that support utilities, communications, emergency response, financial transactions, and public records. These systems increasingly depend on digital platforms, remote access, and third-party vendors. Across Texas, municipalities of all sizes have experienced cyber incidents affecting utility billing systems, police records, emergency communications, and water operations. These events demonstrate that technological risks are not limited by city size or level of technological sophistication. Power outages, system failures, vendor disruptions, or cyber incidents can interrupt essential services and compound the impacts of natural or human-related hazards. In response to escalating threats, the State of Texas launched the Texas Cyber Command in 2025 to improve statewide coordination, preparedness, and response. This evolving risk environment highlights the importance of recognizing technological resilience as a component of overall community resilience.

TECHNOLOGICAL RISK FACTORS: FUTURE DEMAND

As Alvarado continues to grow, reliance on digital systems is expected to increase. Expanded development, higher service demand, and public expectations for online access will require more robust technology platforms and coordination across departments and service providers. From a resilience perspective, future demand is less about adopting new technology and more about ensuring continuity of operations. Service disruptions related to power loss, system failure, or cyber incidents can affect billing, permitting, emergency response, and communication. Economic resilience is closely tied to technological resilience, as prolonged disruptions can delay business activity and undermine public trust.

RESILIENCE + HAZARD MITIGATION

Mitigation Actions and Regional Context

The 2024 JCHMP identifies mitigation actions applicable to the City of Alvarado through a combination of carried-forward actions from the 2015 plan and new or refined actions introduced in the 2024 update. The Plan references 19 mitigation actions from the 2015 Johnson County Hazard Mitigation Plan that were deferred and formally carried forward; however, these actions are not individually restated in the 2024 Plan, and the 2015 Plan is no longer readily available through public online sources.

Collectively, the carried-forward actions address flood risk reduction, emergency preparedness, public education, protection of critical facilities, and coordination with regional partners. The 2024 update supplements these legacy actions with mitigation priorities related to emergency power, utility winterization, localized flood protection, protection of park users during severe weather, cooling and warming centers, facility resilience studies, and hazard-resistant landscaping.

These actions provide important context for future planning but are not prescriptive within this section. Specific priorities, sequencing, and implementation strategies are addressed in the Vision and Implementation portions of the Strategic Growth chapter.

Relationship to Capital Planning and Economic Resilience

Across all risk categories, resilience is closely tied to infrastructure investment decisions. Drainage systems, streets, utilities, facilities, and parks all influence the City's ability to maintain access, protect public safety, and recover following disruptions. While long-term economic development strategies are addressed elsewhere in the Plan, resilience planning considers how infrastructure reliability, service continuity, and access affect the City's ability to function during and after disruptive events. Infrastructure that supports continuity—such as passable roadways, reliable utilities, and functional public spaces—helps limit economic disruption and supports faster recovery.

Alignment with the Resilient Communities Program (RCP)

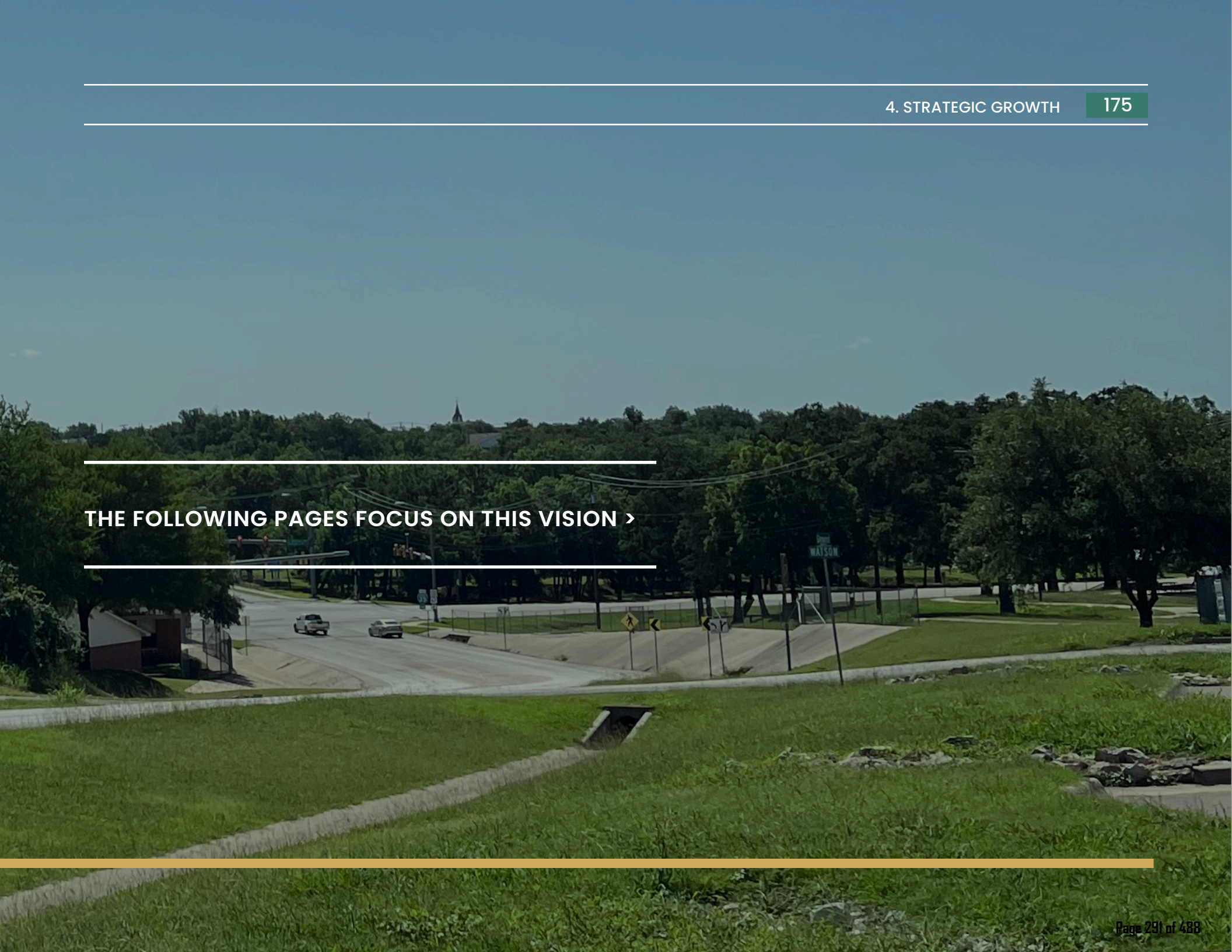
This Resilience + Hazard Mitigation context section aligns with the Texas General Land Office Resilient Communities Program by documenting natural, human, and technological hazards; referencing an adopted and current Hazard Mitigation Plan; and identifying how risk considerations intersect with infrastructure systems and future demand. Together, these elements establish a clear foundation for future resilience strategies, capital investments, and implementation actions explored later in this chapter.

VISION: STRATEGIC GROWTH

Strategic Growth in Alvarado focuses on aligning population growth, development activity, and infrastructure investment so that essential systems remain reliable, safe, and financially sustainable over time. As the City grows, decisions related to water, wastewater, drainage, transportation, energy, resilience, and community facilities must be coordinated to ensure that infrastructure capacity keeps pace with demand and does not create long-term operational or fiscal risk.

This vision emphasizes planned expansion, system reinvestment, and risk-aware decision-making rather than reactive infrastructure delivery. Strategic Growth establishes a framework for how infrastructure investments are evaluated, prioritized, and sequenced—using available data, adopted plans, and regulatory requirements to guide growth in a predictable and defensible manner.

By coordinating land use decisions with infrastructure capacity and capital planning, Alvarado can protect existing neighborhoods, maintain service reliability, and accommodate future development while preserving flexibility to respond to changing conditions. Strategic Growth is intended to support practical implementation, interdepartmental coordination, and long-term community stability rather than one-time solutions or short-term fixes.



THE FOLLOWING PAGES FOCUS ON THIS VISION >

THE PARKS
OF
ALVARADO

VISION: STRATEGIC GROWTH

Triple Bottom Line

Using the Triple Bottom Line framework, Strategic Growth in Alvarado focuses on coordinating infrastructure planning with growth in a way that supports long-term stability, public safety, and quality of life. Infrastructure decisions related to water, drainage, transportation, utilities, resilience, and community facilities influence not only how the City grows, but how well it functions over time. By balancing the needs of people, financial capacity, and natural systems, Strategic Growth helps ensure that growth is supported by infrastructure that is reliable, adaptable, and fiscally responsible.

PEOPLE OF ALVARADO

Infrastructure directly affects the daily lives of residents, workers, and visitors. Reliable water service, effective drainage, safe streets, dependable utilities, and accessible community facilities support health, safety, and overall quality of life. Strategic Growth prioritizes infrastructure that keeps neighborhoods functioning, supports emergency response, and maintains access to essential services as the City grows. When infrastructure is planned and maintained thoughtfully, residents are better able to live, work, and invest in their community with confidence.

NATURE

Natural systems play a critical role in supporting Strategic Growth in Alvarado. Floodplains, drainage corridors, Lake Alvarado, and open spaces help manage stormwater, reduce flood risk, and protect downstream water quality. Treating these areas as functional infrastructure—rather than constraints—reduces long-term maintenance costs and supports resilience during severe weather events. Integrating natural systems into infrastructure planning helps the City manage growth while preserving environmental assets that are essential to public safety and long-term system performance.

ECONOMIC + FISCAL VITALITY

Strategic Growth supports economic and fiscal vitality by aligning infrastructure investment with growth patterns and long-term financial capacity. Coordinated planning helps ensure that new development contributes to system improvements and does not create unfunded maintenance or operational liabilities. By prioritizing reinvestment in existing infrastructure and sequencing expansion carefully, the City can reduce reactive spending, manage risk, and protect public investment. Sound infrastructure planning strengthens Alvarado's ability to support economic activity while maintaining financial flexibility over time.

VISION: STRATEGIC GROWTH

Alignment with Vision Guiding Principles

Continuously Improving

Alvarado is committed to advancement, ensuring that infrastructure, services, and community resources evolve alongside changing needs.

Fun + Inviting

Creating welcoming spaces and experiences will help attract visitors and foster pride among Alvarado residents.

Efficient + Connected

Alvarado's role in the region will be strengthened by smart transportation networks and reliable utilities.

Intentional + Distinct

Development that reflects careful consideration of place allows Alvarado to preserve its character while building an identity that stands out within the region.

Engaged + Collaborative

Connection will be encouraged by ensuring that all members of the community play a role in shaping the future direction of the City.

Landscaped + Charming

The city's appeal is enhanced by inviting spaces making Alvarado a desirable place to live and invest.

VISION: STRATEGIC GROWTH

Neighborly + Family-Friendly

A welcoming environment supports strong community ties and ensures that Alvarado remains a place for people of all ages.

Safe

A protected community is essential to sustain growth by protecting residents, businesses, and investments.

Trusted Action

Consistent follow-through by city leadership on major infrastructure improvements reinforces confidence among residents and partners.

VISION: STRATEGIC GROWTH

Alignment with Other Plans + Best Practices

The following section highlights recognized best practices for infrastructure planning, growth management, and resilience at the local, regional, and national levels. These frameworks emphasize coordinated systems, risk-aware decision-making, and long-term infrastructure performance. Together, they provide a practical foundation for how Alvarado can manage growth while maintaining reliable services, protecting public investment, and reducing long-term risk.

1. CAPITAL IMPROVEMENT PLANNING (CIP) BEST PRACTICES
(GOVERNMENT FINANCE OFFICERS ASSOCIATION + APA)

Best practices for capital improvement planning emphasize multi-year planning, alignment with adopted plans, and coordination across departments. While the City's full CIP is addressed in the Implementation section, Strategic Growth aligns with CIP best practices by establishing a clear framework for how infrastructure investments should be evaluated and prioritized. For Alvarado, this includes:

- Coordinating capital investments across water, wastewater, drainage, transportation, facilities, and parks
- Prioritizing reinvestment in existing infrastructure before system expansion
- Sequencing infrastructure extensions with development timing
- Using planning-level cost information to support informed decision-making
- Aligning capital planning with fiscal capacity and grant eligibility

This approach supports predictable growth and reduces reactive infrastructure spending.

2. HAZARD MITIGATION PLANNING + RESILIENCE INTEGRATION
(FEMA + STATE HAZARD MITIGATION PLANNING GUIDANCE)

Hazard mitigation best practices emphasize integrating risk reduction into everyday planning and investment decisions rather than treating mitigation as a standalone effort. Alvarado's Strategic Growth vision aligns directly with the Johnson County Hazard Mitigation Plan (2024), which identifies natural, human, and technological hazards affecting the City. Strategic Growth reinforces these principles by:

- Recognizing floodplains, drainage systems, and dams as key risk factors
- Supporting infrastructure designs that maintain access during emergencies
- Accounting for institutional and technological risks that affect continuity of operations
- Avoiding growth patterns that increase exposure to known hazards

This alignment supports ongoing eligibility for hazard mitigation and resilience funding.

VISION: STRATEGIC GROWTH

6 | **SIX PROVEN STRATEGIES ALIGN INFRASTRUCTURE INVESTMENT WITH LONG-TERM GROWTH, RESILIENCE, AND FISCAL STABILITY.**

3. ONE WATER–INFORMED INFRASTRUCTURE PLANNING
(TEXAS WATER DEVELOPMENT BOARD + EPA)

The One Water approach promotes coordination among water supply, wastewater, stormwater, and groundwater systems to improve long-term performance and resilience. While Alvarado does not operate a formal One Water program, Strategic Growth reflects One Water–informed decision-making by acknowledging the interdependence of these systems. For Alvarado, this includes:

- Coordinating water, wastewater, and drainage planning efforts
- Recognizing floodplains and detention areas as part of the stormwater system
- Considering downstream impacts of development and infrastructure decisions
- Supporting phased planning rather than isolated system expansions

This approach strengthens system reliability while remaining appropriate to the City's operational capacity.

VISION: STRATEGIC GROWTH

Alignment with Other Plans + Best Practices

4. TRANSPORTATION + LAND USE COORDINATION

(FEDERAL HIGHWAY ADMINISTRATION + APA GROWTH MANAGEMENT PRACTICES)

Best practices in growth management emphasize aligning transportation investments with land use decisions to improve safety, access, and long-term efficiency. Strategic Growth recognizes that roadway capacity, access management, and connectivity directly influence development patterns and emergency response. For Alvarado, this includes:

- Coordinating roadway improvements with drainage and utility infrastructure
- Supporting safe access to industrial, institutional, and employment areas
- Maintaining emergency access along major corridors and through neighborhoods
- Aligning future land use decisions with transportation capacity

This coordination helps reduce congestion, improve safety, and support predictable development outcomes.

5. INFRASTRUCTURE PLANNING IN ENERGY + INDUSTRIAL CONTEXTS

(TEXAS MUNICIPAL LEAGUE + STATE INFRASTRUCTURE GUIDANCE)

Communities with industrial activity and energy-related land uses face unique infrastructure considerations related to traffic, drainage, utilities, and land use compatibility. Strategic Growth reflects best practices by acknowledging gas wells and associated infrastructure as factors that influence stormwater runoff, roadway wear, and long-term land use decisions. For Alvarado, this includes:

- Accounting for gas well sites and access roads in drainage and stormwater planning
- Coordinating infrastructure decisions near industrial uses to manage cumulative impacts
- Recognizing long-term maintenance and compatibility considerations associated with energy infrastructure

This approach reflects emerging best practices in Texas communities managing similar conditions.

VISION: STRATEGIC GROWTH

Alignment with Other Plans + Best Practices

6. ASSET MANAGEMENT–INFORMED INFRASTRUCTURE PLANNING
(ISO 55000 + MUNICIPAL ASSET MANAGEMENT PRACTICES)

Asset management best practices emphasize understanding infrastructure condition, lifecycle costs, and risk to support informed investment decisions. While Alvarado does not currently operate a comprehensive asset management program across all systems, Strategic Growth supports asset management principles by emphasizing reinvestment, documentation, and prioritization. For Alvarado, this includes:

- Recognizing aging infrastructure as a long-term risk
- Prioritizing maintenance and reinvestment to extend asset life
- Using available data to inform capital planning and future studies
- Supporting incremental improvements in system documentation over time

This approach supports infrastructure reliability and reduces unexpected failures.

BRINGING BEST PRACTICES TOGETHER

Rather than applying these frameworks in isolation, Strategic Growth integrates them into a coordinated approach to infrastructure planning and growth management. For Alvarado, alignment focuses on applying proven best practices in a way that reflects local conditions, supports near-term implementation, and allows for refinement over time as additional plans and investments are completed. Together, these best practices strengthen the Strategic Growth chapter's role as a bridge between existing conditions, long-term vision, and the Implementation Program that follows.

CAPITAL IMPROVEMENT PLAN (CIP)

The Capital Improvements Program (CIP) included in this Plan provides a planning-level framework to document priority infrastructure investments, coordinate capital planning, and support eligibility for funding through state and federal programs, including the Texas General Land Office (GLO) Resilient Communities Program (RCP). The CIP consolidates information from the City's adopted budget, the FY25 Capital Improvement Program Schedule, adopted impact fee studies, the Updated Infrastructure Study with CIP (October 2024), and City-provided capital project listings.

Because the City of Alvarado is concurrently advancing detailed engineering studies for select infrastructure systems through other consultants, this CIP does not present construction-ready designs or final cost opinions. Instead, it establishes a coordinated, grant-ready roadmap that links documented capital needs to funding strategy, project sequencing, and long-term system performance. This approach aligns with RCP guidance emphasizing readiness, coordination, and resilience, even where final engineering is still underway.

CAPITAL IMPROVEMENT PLAN (CIP)

CIP Strategy and Alignment

THE CITY'S CIP STRATEGY IS GUIDED BY THREE CORE PRINCIPLES:

1. *Protect Existing Infrastructure First,* prioritizing reinvestment in aging systems to reduce emergency repairs, service disruptions, and long-term operating costs.

2. *Align Expansion with Documented Growth,* coordinating capacity improvements with adopted land use assumptions, impact fee service areas, annexation activity, and development patterns.

3. *Maximize the Value of Public Investment,* prioritizing projects that address multiple needs at once—such as safety, drainage, access, and community use—so that a single investment delivers broader and longer-lasting benefits.

IN ADDITION TO IDENTIFYING CAPITAL PROJECTS:

The CIP benefits from a basic understanding of existing infrastructure assets, including their location, function, and general condition. Even incremental asset documentation can improve coordination between departments, support capital prioritization, and reduce reactive maintenance over time. As projects advance, gradual improvements to asset tracking can support lifecycle planning without requiring a full standalone asset management program.

A COORDINATED CAPITAL IMPROVEMENT PLAN PRIORITIZES INFRASTRUCTURE INVESTMENT, ALIGNS FUNDING, AND SUPPORTS LONG-TERM SYSTEM PERFORMANCE.

CAPITAL IMPROVEMENT PLAN (CIP)

Water Supply and Distribution Improvements

Water infrastructure needs in Alvarado primarily relate to distribution capacity, storage, and redundancy, rather than raw water sourcing. The City purchases treated water from Johnson County Special Utility District and is responsible for storage and distribution infrastructure.

IDENTIFIED WATER IMPROVEMENTS

Based on the Updated Infrastructure Study with CIP and impact fee documentation, identified water projects include:

- N. Cummings Drive 12-inch Water Main (US 67 to CR 508), total project cost $2,408,164, funded through water impact fees and through 2024 Series Bonds
- Oversizing N. Parkway Drive 12-inch Water Main (Parkview at Alvarado Apartments), funding to be determined
- Oversizing Whisper Park Water Mains, funding to be determined
- Elevated Water Storage Tank near Highway 67 and Sunflower Lane, cost identified, funding to be determined
- 8-inch Water Line (E. Shelton Street to Rock Sparrow Lane), developer funded and to be determined
- 12-inch Water Line along Davis Avenue (Santa Fe Street to Rock Sparrow Lane), funding to be determined
- 8-inch Water Line (Whisper Park to CR 1807), funding to be determined
- 12-inch Water Line along Maple Avenue (Whisper Park to CR 1807), funding to be determined
- 12-inch Water Line along Maple Avenue (S. Parkway Drive to Whisper Park), developer funded and to be determined
- 12-inch Water Line behind the High School (Maple Avenue south), developer funded
- 12-inch Water Line south of the High School (S. Parkway Drive east), developer funded
- 12-inch Water Line to JCSUD southern point of connection, funding to be determined
- Pecan Orchard Water Main Extension for Loop, funding to be determined
- Rambler's Corner Water Extension for Loop , funding to be determined

Where water infrastructure is expanded or upgraded, surface restoration and site design can be coordinated to preserve natural drainage patterns, support long-term maintenance access, and reduce future disturbance to adjacent streets and open space. As water infrastructure is expanded, the City may also evaluate opportunities for non-potable water reuse, such as purple pipe systems, where treated effluent could be used for irrigation or other appropriate non-drinking purposes to reduce demand on potable supplies over time.

CAPITAL IMPROVEMENT PLAN (CIP)

Wastewater Collection and Treatment Improvements

Wastewater infrastructure planning focuses on treatment capacity expansion, collection system integrity, and lift station improvements needed to maintain regulatory compliance and support growth.

IDENTIFIED WASTEWATER IMPROVEMENTS

Documented wastewater projects include:

- Wastewater Treatment Plant Expansion Phase 1 (to 1.4 MGD), total project cost $36,914,749, funded through 2023 Series Bonds and developer participation
- Wastewater Treatment Plant Expansion Phase 2 (to 2.2 MGD), future bond-funded
- 18-inch Parkway Drive Sanitary Sewer Line, total project cost $2,600,000, funded through 2024 Series Bonds or U.S. Economic Development Administration (EDA) grant
- 36-inch Davis Avenue Gravity Sanitary Sewer Line, total project cost $3,600,000, developer funded
- Valor Lift Station, developer funded
- Valor Force Main, developer funded
- Chambers Creek Lift Station, funding to be determined
- CR 1807 12-inch Sanitary Sewer Gravity Line (Whisper Park to Chambers Creek Lift Station), funding to be determined
- 8-inch Sanitary Sewer Gravity Line south of the High School (IH-35W east), developer funded
- Green 21-inch Sanitary Sewer Line, developer funded except for $801,000 in City reserves paid back by wastewater impact fees
- M&A 12-inch Sanitary Sewer Line, developer funded
- 8-inch Sanitary Sewer Gravity Line (CR 109 to FM 1807), funding to be determined
- Burger King Lift Station Upgrades, developer funded
- Quail Haven Lift Station Upgrades, developer funded
- Valor Lift Station, developer funded

Wastewater projects also present opportunities to coordinate grading, surface restoration, and adjacent land uses to reduce long-term maintenance conflicts and protect surrounding natural features.

COORDINATING WASTEWATER IMPROVEMENTS WITH SURROUNDING LAND USES HELPS REDUCE LONG-TERM MAINTENANCE AND PROTECT NATURAL SYSTEMS

CAPITAL IMPROVEMENT PLAN (CIP)

Drainage, Stormwater, and Flood Mitigation Improvements

Drainage and stormwater infrastructure is a key resilience priority due to aging systems, expanding service areas, and floodplain exposure. While a comprehensive Master Drainage Plan is underway, existing documentation identifies several planning-level needs.

IDENTIFIED DRAINAGE AND STORMWATER IMPROVEMENTS

- Completion and implementation of a Master Drainage Plan, cost to be determined
- Rehabilitation and replacement of aging storm drainage infrastructure
- Evaluation of legacy detention and drainage features
- Drainage improvements tied to roadway reconstruction projects to reduce flooding and protect emergency access routes

Where feasible, stormwater management can be integrated into surface-level infrastructure rather than relying solely on underground systems. This may include shallow conveyance features, landscaped drainage areas, and distributed stormwater controls that reduce peak runoff, improve water quality, and lower long-term maintenance demands.

WHY DRAINAGE PLANNING MATTERS IN ALVARADO

Stormwater and drainage infrastructure plays a critical role in protecting public safety, property, and access throughout Alvarado. Unlike utilities that serve individual customers, drainage systems function at a watershed scale, meaning that changes in one area can affect flooding and runoff conditions elsewhere in the city. As development occurs and impervious surfaces increase, unmanaged runoff can place additional strain on aging drainage systems, roadways, and low-lying areas.

In Alvarado, drainage planning is particularly important due to the presence of FEMA-mapped floodplains, older infrastructure, and the need to maintain reliable access for emergency services during heavy rainfall events. Proactive drainage investments help reduce roadway flooding, protect homes and businesses, and limit long-term repair costs by addressing issues before they become emergencies. Integrating drainage considerations into roadway, park, and facility projects allows the City to manage stormwater more efficiently while supporting everyday community use and long-term resilience.

CAPITAL IMPROVEMENT PLAN (CIP)

Roadway and Transportation Improvements

Roadway improvements are essential to supporting growth, emergency response, and daily mobility. Roadway capital needs are documented through the Roadway Impact Fee Update, Street Improvement Prioritization List, and Infrastructure Study with CIP.

IDENTIFIED ROADWAY IMPROVEMENTS

Capacity and Reconstruction Projects

- N. Cummings Drive Reconstruction (US 67 to CR 604, three to five lanes), total project cost $30,316,976 including federal and local participation; funded through impact fees and Advanced Funding Agreement with TxDOT
-
- Two Northern Lanes of CR 508 along Agave
- E. Davis Avenue (FM 1807) Widening (FM 1706 to CR 108C)
- Davis Ave. (S. Cummings to S. Sparks)
- CR 604 Roadway Reconstruction (N. Cummings Drive to IH 35W)
- CR 607 Roadway Reconstruction (Lone Oak to Hwy 67)
- Burnett Blvd. Roadway Extension to Lone Oak Addition
- N. Baugh Street Roadway Extension (Hwy 67 to CR 508)
- Maple Ave. Roadway Reconstruction (IH 35W BR to Whisper Park) impact fees and potential Advanced Funding Agreement with TxDOT
- Maple Ave. Roadway Extension to FM 1807
- CR 604 Roadway Reconstruction (N. Cummings Drive to East)
- N. Cummings Drive Roadway Reconstruction (CR 604 to Asher Road)
- Glenwood Drive Roadway Reconstruction (Parkway to IH 35W)
- College Ave (Parkway to Baugh)
- W. Cotter Street (Parkway to S. Cummings Dr)
- S. Cummings Dr (W. Cotter St to W. College Ave)
- Baugh Street (Hwy 67 BR to FM 1706)
- CR 607 Roadway Extension (Hwy 67 to CR 109)
- Signalization at N. Baugh St. & Hwy 67
- Signalization at Sunflower Lane & Hwy 67
- Signalization at White Tail Lane & FM 1807 (E. Davis Dr.)
- Signalization at Whisper Park Southern Entrance
- Signalization at Whisper Park Northern Entrance
- Signalization at CR 607 & Hwy 67
- Lorie/Helen/Chris/Janis Roadway Reconstructions, total project cost $2,850,000, funded through 2024 Series Bonds
- O'Banion Way Roadway Extension to Boulder Creek Dr
- N. Cummings Dr Roundabout at CR 508
- N. Cummings Dr Roundabout at CR 604
- Santa Fe Street Reconstruction (North of E. Davis Ave)
- S. Sparks St. (FM 1706) & IH 35W BR Intersection Improvement
- Maple Ave. & IH 35W BR Intersection Improvement
- CR 108C & FM 1807 Intersection Improvement

OTHER IDENTIFIED IMPROVEMENTS

- Safe Routes to High School
- Safe Routes to Elementary South
- Indian Trails Streetlights
- College Avenue Pedestrian Improvements
- Soil Conservation Reservoir
- Alvarado Lake Dam
- Balch-Senterwood Cemetery

CAPITAL IMPROVEMENT PLAN (CIP)

Roadway and Transportation Improvements

STREET REHABILITATION PROJECTS

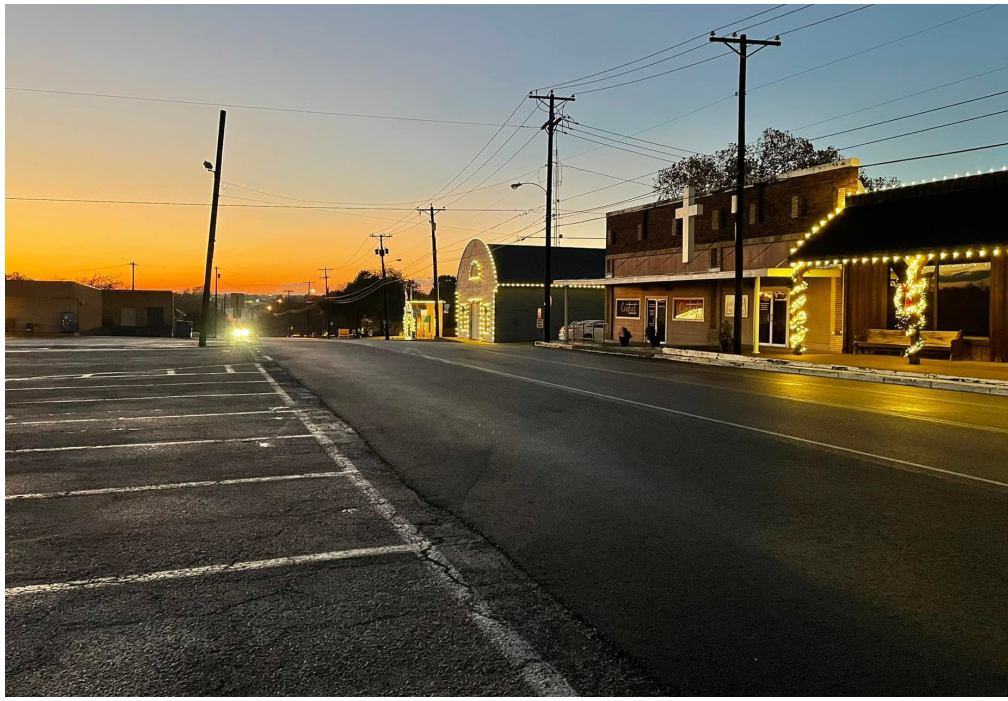
Roadway and Transportation Improvements

- Baugh St, S Spear Street, Wildwood Drive, Elwood Court, Edgar Court
- Burnett Boulevard, Bishop Street, Brown Street
- CR 404, Cotton Street, Purdom Avenue, E Shelton Street
- N Sparks Drive and N Ray Street

In addition to addressing mobility and safety, roadway projects provide opportunities to deliver additional community and environmental benefits through design. Where reconstruction or widening occurs, street cross sections can incorporate multi-purpose features such as:

- Landscaped medians or roadside planting areas that capture and slow stormwater runoff
- Curb designs with periodic openings (including sawtooth or notched curbs) that allow runoff to enter planted areas
- Native and adaptive vegetation within medians and parkways to improve stormwater filtration and reduce irrigation needs
- Street trees and shaded planting zones along sidewalks to reduce heat island effects and improve air quality
- Coordination of surface drainage with planting areas to support distributed stormwater treatment
- Alignment of sidewalks, trails, and planting zones to improve pedestrian comfort while protecting infrastructure

These strategies allow roadway investments to manage stormwater, improve safety and comfort, and reduce long-term maintenance costs, while still meeting transportation performance needs.



CAPITAL IMPROVEMENT PLAN (CIP)

Facilities, Parks, Open Space, and System Reinvestment

In addition to expansion projects, the City's adopted budget and CIP schedule identify capital investments focused on facility rehabilitation, equipment replacement, and system reinvestment.

IDENTIFIED FACILITY AND PUBLIC REALM IMPROVEMENTS

- Rehabilitation of existing City facilities
- Replacement of aging equipment and vehicles
- Utility relocations associated with roadway projects

Facility sites, parks, and public spaces also present opportunities to support infrastructure performance when designed intentionally. As facilities and park assets are upgraded or developed, site design can incorporate features that provide multiple benefits, including:

- On-site stormwater capture areas such as rain gardens or shallow landscaped basins
- Permeable or semi-permeable paving in low-traffic areas
- Native and pollinator-supportive landscaping to improve habitat and reduce maintenance
- Tree canopy expansion on City-owned properties to reduce heat and improve user comfort
- Preservation of natural drainage patterns to minimize underground piping
- Flexible open spaces that function for everyday recreation and temporary flood storage
- Potential use of non-potable (purple pipe) water systems for park irrigation or large landscaped areas where feasible, reducing potable water demand while supporting long-term operations

When coordinated with drainage and roadway projects, parks and open space investments can provide floodplain storage, improve water quality, support habitat connectivity, and enhance public health. This integrated approach is further detailed in the Parks and Recreation Master Plan through a Healthy Infrastructure framework that emphasizes access, resilience, and long-term system performance.

CAPITAL IMPROVEMENT PLAN (CIP)

CIP Implementation, Management, and Future Updates

This Capital Improvements Program (CIP) represents a planning-level CIP developed to support strategic coordination and grant eligibility. It is not a full operational CIP. A comprehensive, fully implemented CIP typically includes additional elements such as:

- Detailed cost estimates refined through engineering and design
- Confirmed funding sources and financing strategies
- Multi-year phasing tied to annual budgeting
- Defined project ownership and departmental responsibility
- Ongoing monitoring, updates, and formal adoption on a recurring cycle

As the City completes its Master Drainage Plan, Water Master Plan, and Wastewater Master Plan, the recommendations and cost information from those efforts should be incorporated into an updated Capital Improvements Program. Doing so will allow the City to refine project scopes, adjust sequencing, and better align infrastructure investments with funding opportunities, regulatory requirements, and operational capacity.

Regularly updating the CIP helps the City transition from planning to implementation by ensuring that capital investments remain current, coordinated, and responsive to changing conditions. Over time, this process supports better financial planning, improved infrastructure performance, and stronger positioning for competitive grant programs.

REGULAR CIP UPDATES ENSURE INFRASTRUCTURE INVESTMENTS REMAIN COORDINATED, CURRENT, AND ALIGNED WITH FUNDING OPPORTUNITIES.

IMPLEMENTATION: STRATEGIC GROWTH

GOAL: UPHOLD A STRONG FOUNDATION OF RELIABLE INFRASTRUCTURE AND COMMUNITY SERVICES THAT PREPARE THE CITY OF ALVARADO FOR A SECURE FUTURE.

Strategy (Water + Wastewater):
Plan, reinvest in, and expand water and wastewater systems to support growth while protecting public health, regulatory compliance, and long-term system reliability.

POLICIES + ONGOING PRACTICES

- Coordinate water and wastewater planning with annexation, zoning, and major development decisions.
- Prioritize reinvestment in existing systems before extending new infrastructure.
- Coordinate with wholesale providers and regulatory agencies on long-term capacity and compliance.

ACTIONS

- Update the planning-level Capital Improvement Program (CIP) to identify water and wastewater projects needed to support planned growth areas.
- Prepare a consolidated summary of known water and wastewater capacity constraints using available City and consultant data.
- Document long-term supply and service assumptions through coordination with wholesale providers.
- Incorporate recommendations from the Water Master Plan and Wastewater Master Plan into an updated CIP within 12 months of plan completion.
- Establish a standard internal review step requiring confirmation of water and wastewater capacity prior to approval of major development or annexation requests.
- Revise the Code of Ordinances to require all new commercial and residential developments to incorporate drought-resistant landscaping, drip irrigation systems, and rainwater harvesting features by adopting permanent water conservation ordinances.
- Implement a program of scheduled assessments of the water distribution system by launching a citywide leak detection and repair initiative, prioritizing aging infrastructure for replacement.
- Identify a City-owned facility, such as a park or municipal building, to use reclaimed water for irrigation and non-potable needs to develop a pilot program for wastewater reuse.

IMPLEMENTATION: STRATEGIC GROWTH

Strategy (Drainage + Stormwater):
Reduce flood risk and property damage by managing stormwater and drainage as core infrastructure systems integrated with land use and capital planning.

POLICIES + ONGOING PRACTICES

- Manage floodplains, drainage corridors, and detention facilities as core infrastructure assets.
- Address drainage considerations early in project planning and development review.
- Coordinate drainage planning with land use and capital investment decisions.

ACTIONS

- Prepare a citywide map identifying FEMA floodplains, major drainage corridors, detention facilities, and known drainage problem areas.
- Identify and prioritize drainage-related capital projects using the planning-level CIP.
- Incorporate findings from the Master Drainage Plan into an updated CIP within 12 months of plan completion.
- Select and advance at least one drainage improvement project for grant funding or capital programming during each CIP update cycle.
- Select a right-of-way or park site to develop a City-led rain garden pilot project and install it.
- Review and update on all drainage related manuals, standards, and construction specifications. Ensure required submission information is included in the review and update process for development submittals.
- Evaluate regional detention engineering and funding models to design regional facilities that could potentially be initially funded and installed by the City but reimbursed by fees or other methods by developers.

IMPLEMENTATION: STRATEGIC GROWTH

Strategy (Energy + Franchise Utilities):
Support reliable delivery of energy and communications services by coordinating infrastructure planning with utility providers and accounting for cumulative system impacts.

POLICIES + ONGOING PRACTICES

- Coordinate infrastructure planning with electric, gas, broadband, and telecommunications providers.
- Consider service reliability and redundancy in capital planning and facility design.
- Account for cumulative impacts associated with energy-related land uses, including gas wells.

ACTIONS

- Compile and maintain an inventory of electric, gas, broadband, and telecommunications providers serving the City and Planning Area.
- Document known utility service constraints and planned upgrades through coordination with providers.
- Incorporate utility coordination requirements into development review procedures for large-scale or infrastructure-intensive projects.
- Identify and map locations where gas wells or energy infrastructure create recurring traffic, drainage, or infrastructure impacts.
- Include utility coordination documentation in the scoping materials for City-led capital projects.
- Revise the Code of Ordinances to require all new developments to install underground utilities (instead of overhead) for franchise infrastructure where feasible.

IMPLEMENTATION: STRATEGIC GROWTH

Strategy (Community Facilities + Services):
Maintain and enhance public facilities to support service delivery, emergency response, and quality of life as the City grows.

POLICIES + ONGOING PRACTICES

- Maintain public facilities to support reliability and continuity of operations.
- Coordinate facility planning with utilities, drainage, transportation, and parks.
- Coordinate facility-related projects with roadway, drainage, and utility improvements to reduce construction conflicts.
- Incorporate facility needs into long-term capital planning.

ACTIONS

- Prepare a basic inventory of City-owned facilities, identifying location, function, and general condition, an Asset Management Program.
- Identify facilities and equipment that serve critical functions and require enhanced reliability, emergency access, or backup power.
- Implement a strategy to incorporate facility reinvestment and upgrade needs into the CIP.
- Evaluate the feasibility, programming, and cost of a potential community recreation center, possibly connected to a public library.
- Develop a Library Master Plan for a long-term strategy for Alvarado's library system and facility needs.

IMPLEMENTATION: STRATEGIC GROWTH

Strategy (Resilience + Hazard Mitigation):
Reduce risk to people, property, and City operations by embedding hazard mitigation, operational resilience, and technological preparedness into infrastructure planning and capital investment decisions.

POLICIES + ONGOING PRACTICES

- Align infrastructure planning and capital investments with adopted Johnson County hazard mitigation guidance.
- Integrate natural, human, and technological risk considerations into planning decisions.
- Prioritize protection of critical facilities, essential infrastructure systems, and vulnerable populations.
- Coordinate resilience planning across departments to support continuity of operations.

ACTIONS

- Compile and maintain a City-specific list of hazard mitigation actions applicable to Alvarado that were deferred, carried forward, or newly identified. (JCHMP)
- Formally acknowledge carried-forward mitigation actions from the 2015 plan within City planning and capital documents. (JCHMP)
- Identify City-owned & partner-operated critical facilities requiring emergency power or enhanced operational resilience. (JCHMP)
- Install emergency power infrastructure at priority critical facilities, including generators, quick-connect hookups, security measures, and on-site fuel storage where feasible. (JCHMP)
- Identify critical facilities and infrastructure located within or adjacent to FEMA floodplains or localized flooding areas. (JCHMP)
- Implement localized flood mitigation measures, such as berms or small floodwalls, protecting identified critical facilities. (JCHMP)
- Identify parks and open spaces vulnerable to severe weather and implement protective measures such as shade structures, stormwater-absorbing landscapes, and hazard-awareness signage. (JCHMP)
- Designate and equip specific City facilities to serve as cooling locations during extreme heat events and warming locations during winter storm events. (JCHMP)
- Conduct a facilities hazard assessment to prioritize City-owned buildings for resilience retrofits and upgrades. (JCHMP)
- Implement winterization measures for public utilities and infrastructure systems to reduce service disruptions during extreme cold events. (JCHMP)
- Develop and formally adopt a City-approved list of native and hazard-resistant plant materials for use in public projects. (JCHMP)
- Conduct a baseline cybersecurity assessment of City systems supporting utilities, public safety, finance, and records.
- Document existing data backup procedures and system redundancies and identify gaps requiring corrective action.
- Develop and adopt a basic incident response protocol outlining roles, communication steps, and recovery priorities for cyber-related disruptions.
- Identify and incorporate heat reduction, stormwater treatment, and shade features into the design scope of at least one street, park, or facility improvement project during each CIP cycle.
- Install at least two microgrids for emergency power at key municipal buildings and facilities through partnerships with private solar and battery storage providers.
- Prepare for potential drought conditions and infrastructure failures by developing a water supply contingency plan.
- Evaluate backup power sources for critical infrastructure to develop a power grid resilience strategy.

RELATIONSHIP TO THE CAPITAL IMPROVEMENT PROGRAM

The actions identified in this chapter are supported by the planning-level Capital Improvement Program included in this chapter. This CIP satisfies current planning and grant requirements but does not represent a full or final capital improvement program. As the City completes additional studies—including the Master Drainage Plan, Water Master Plan, and Wastewater Master Plan—the CIP should be updated to reflect refined priorities, cost estimates, and implementation schedules. Together, the Strategic Growth Vision, CIP, and Implementation framework establish a coordinated and trackable approach to managing growth, infrastructure investment, and resilience over time.

5. IMPLEMENTATION

INTRODUCTION

This chapter describes how the Comprehensive Plan is intended to be used, maintained, and implemented over the coming years. It outlines the roles, tools, and processes that help translate the Plan's vision and into coordinated decisions, investments, and actions. Rather than prescribing a rigid sequence of steps, this chapter establishes a practical framework for decision-making that can adapt to changing conditions while remaining grounded in adopted community priorities.

Implementation of the Comprehensive Plan is a shared responsibility. City leadership, Staff, advisory bodies, residents, property owners, businesses, and development partners all play a role in shaping outcomes through policy decisions, development proposals, capital investments, partnerships, and day-to-day actions. This chapter explains how the Plan should guide those efforts; how regulatory tools, capital planning, partnerships, and related studies support implementation; and how progress can be monitored, updated, and prioritized over time to ensure the Plan remains relevant, transparent, and actionable.

THIS CHAPTER OUTLINES HOW THE COMPREHENSIVE PLAN WILL BE IMPLEMENTED, MONITORED, AND ADAPTED OVER TIME THROUGH COORDINATED DECISIONS, PARTNERSHIPS, AND ONGOING COMMUNITY INVOLVEMENT.

PLAN USAGE + DECISION-MAKING

Role of the Comprehensive Plan

The Comprehensive Plan serves as the City's primary policy guide for growth, development, programming, and public investment. It establishes the framework through which land use, infrastructure, mobility, economic development, community facilities, and services are coordinated over time.

How the Plan is Used

The Comprehensive Plan is intended to be used as a shared reference by:

- City Council
- Planning and Zoning Commission
- City Staff and advisory bodies
- Residents and community stakeholders
- Businesses, property owners, and developers

The Comprehensive Plan should be used to inform and evaluate:

- Rezoning requests and land use decisions
- Development proposals and site plans
- Capital projects and infrastructure investments
- Policy changes, programs, and partnerships
- Related plans, studies, and appendices adopted by the City

Decisions should be evaluated in the context of the Plan as a whole, recognizing the interrelationships between chapters, including Economic + Fiscal Vitality, Strategic Growth, the Design System, and any adopted appendices or additional studies.

Decision-Making + Consistency

Consistent use of the Comprehensive Plan supports predictable and transparent decision-making, aligns short-term actions with long-term goals, and reduces reliance on ad hoc or reactive decisions. When proposals are inconsistent with adopted Plan direction, the City may:

- Request revisions to improve alignment
- Defer action pending further analysis
- Consider whether a Comprehensive Plan Amendment is warranted

This approach aligns with Texas planning best practices and state expectations that zoning and development decisions be guided by an adopted comprehensive plan. It is important for cities to follow their Comprehensive Plan for economic development purposes as well so that potential investors and developers can know what to expect.

Shared Responsibility for Implementation

The Comprehensive Plan guides both City-led initiatives and private or community-driven actions over time. Its vision and intent should inform future decisions, investments, partnerships, and projects, while acknowledging past conditions and outcomes. Through shared use of the Plan, the City and community can work toward a coordinated, intentional, and forward-looking future.

PLAN MAINTENANCE, MONITORING + UPDATES

The Comprehensive Plan is intended to function as a living document that evolves over time. Community needs, market conditions, infrastructure capacity, and regional influences will change, and the Plan should be used as a tool that adapts while maintaining consistent long-term direction. Timely monitoring and periodic updates help ensure the Plan remains relevant, accurate, and aligned with community priorities, adopted , and available resources.

Ongoing Monitoring

The City should monitor implementation of the Comprehensive Plan through routine activities, including development review, capital planning, and interdepartmental coordination. Monitoring efforts may include:

- Tracking development patterns and growth trends
- Reviewing infrastructure capacity and service needs
- Monitoring progress on implementation actions
- Identifying emerging issues or opportunities
- Evaluating consistency between adopted regulations and plan direction

These activities help inform day-to-day decisions and identify when adjustments may be needed.

ONGOING MONITORING AND PERIODIC REVIEW HELP ENSURE THE COMPREHENSIVE PLAN REMAINS RELEVANT, ALIGNED, AND RESPONSIVE TO CHANGING CONDITIONS.

Periodic Review

The City should conduct a formal review/assessment of the Comprehensive Plan approximately every two to three years. This review should focus on:

- Progress toward implementation
- Changes in local or regional conditions
- Alignment with adopted ordinances and
- Updates needed to implementation priorities or actions
- Updates needed to maps or data

PLAN MAINTENANCE, MONITORING + UPDATES

Comprehensive Plan Updates + Amendments

A thorough update should occur approximately every five years and include updated data, community engagement, and review of major accomplishments, changes, and policy directions. Non-substantive, minor administrative updates may be handled by Staff (ex. typos or formatting), while substantive amendments should follow a public review and adoption process involving community engagement beyond the required public hearing, the Planning and Zoning Commission, and City Council. Plan updates should include:

- Updated demographic, economic, and infrastructure data
- Community engagement and input
- Review of vision, goals, and Vision Guiding Principles
- Evaluation of major policy directions, maps, and frameworks

Comprehensive updates help ensure the Plan continues to reflect current conditions and community expectations.

When a Comprehensive Plan Amendment is considered in conjunction with a development proposal, the entire Comprehensive Plan is considered with it, and the following is evaluated at minimum:

- The Character Area and MTP network of the larger area/ vicinity of the subject property—not just the parcel(s) proposed for development;
    - Examples: Do adjustments need to be made to the FLUP or MTP? Do established in the Plan need to be adjusted?
- Proposed Amendment consistency with outlined approaches, best practices, and vision statements for each chapter and the Plan overall;
- Proposed Amendment consistency with the Plan's Vision Guiding Principles; and
- Community engagement feedback on the proposed Amendment.

Transparency + Accountability

Regular review and maintenance of the Comprehensive Plan promote transparency, accountability, and trust. By monitoring progress and updating the Plan as needed, the City can ensure that decisions remain aligned with relevant, adopted and that residents, stakeholders, and the development community understand long-term expectations.

REGULATORY + POLICY IMPLEMENTATION TOOLS

The Comprehensive Plan is implemented primarily through the City's adopted regulatory, policy, and operational tools. These tools translate long-range vision and policy direction into day-to-day decision-making and on-the-ground outcomes. As Alvarado evolves, these tools should be reviewed and updated to remain consistent with the Comprehensive Plan and responsive to changing conditions.

Zoning Ordinance

The Zoning Ordinance is one of the primary tools for implementing the Comprehensive Plan. Updates to the Zoning Ordinance should reflect the Future Land Use Plan, Character Areas, mobility considerations, and infrastructure capacity identified in this Plan. Amendments may include the creation of new districts, modification of development standards, or refinement of use permissions to better align with adopted policy direction.

Zoning updates are expected to occur incrementally over time rather than through a single comprehensive rewrite. This approach allows the City to respond to development pressures, policy priorities, and Staffing capacity while maintaining predictability and legal defensibility. Following adoption of this Comprehensive Plan, an initial set of Zoning Ordinance modifications required by the Resilient Communities Program grant will be completed to support implementation of the Plan.

Subdivision Regulations

The Subdivision Ordinance serves a key role in shaping development patterns, infrastructure layout, and connectivity. Updates to subdivision regulations should support the Comprehensive Plan's goals related to street connectivity, access management, infrastructure coordination, placemaking, neighborhood design, and resilience. The City does not need to implement all recommended changes at once. Instead, subdivision regulation updates should be phased and targeted to specific areas or issues as needed to support orderly growth and implementation of the Plan.

Zoning Map Amendments

Zoning map amendments are another important implementation tool and should be evaluated for consistency with the Comprehensive Plan as a whole. Amendments may be used to better align zoning with the Future Land Use Plan, improve transitions between land uses, or clarify development expectations in specific areas. When considering zoning map amendments, the City should evaluate the broader context of the surrounding area rather than focusing solely on the subject property in question.

REGULATORY + POLICY IMPLEMENTATION TOOLS

Development Standards + Procedures

Development standards, application requirements, and review procedures help ensure consistent implementation of the Comprehensive Plan. The City should periodically update standards and procedures to improve clarity, coordination, and alignment with adopted . These updates may include revisions to site plan requirements, development review processes, standards and specifications, and/or administrative procedures that support predictable outcomes while maintaining flexibility.

Capital Improvement Program (CIP)

The Capital Improvement Program is a primary tool for implementing the Comprehensive Plan and coordinating public investments. As the City continues to refine its capital planning practices, this Plan provides a framework for strengthening and formalizing how capital needs are identified, prioritized, and funded.

The Comprehensive Plan should be used as a foundational reference for advancing the City's capital planning process, alongside asset management efforts, infrastructure assessments, and related plans and studies. Together, these tools can help the City better understand existing conditions, forecast future needs, and align investments with adopted policy direction.

The City is actively working toward a more coordinated Capital Improvement Program that:

- Draws from asset inventories and condition assessments
- Incorporates recommendations from the Comprehensive Plan and companion studies
- Reflects infrastructure capacity, service needs, and growth patterns
- Supports transparent prioritization and phasing of projects

As capital planning practices mature, the Comprehensive Plan should guide project selection, sequencing, and phasing, particularly for water, wastewater, drainage, transportation, public safety, and park infrastructure. Capital investments should be evaluated based on consistency with the Comprehensive Plan, including adopted , the Design System, and the City's ability to fund, construct, operate, and maintain public facilities sustainably.

Funding for capital projects may come from a variety of sources, including City funds, bonds, grants, partnerships, and developer participation. The City should pursue state and federal funding opportunities that align with adopted plan priorities while maintaining flexibility to respond to changing conditions and opportunities.

Other Policy + Implementation Tools

Additional tools that may support implementation of the Comprehensive Plan include:

- Development agreements
- Conditions of approval
- Interlocal agreements and partnerships
- Adopted , manuals, or guidelines

These tools should be applied in a manner that supports the Comprehensive Plan's goals and reinforces consistency across City decisions.

PARTNERSHIPS + COORDINATION

Implementation of the Comprehensive Plan requires coordination across City departments and with external partners whose actions influence growth, infrastructure, service delivery, and investment decisions. While the Plan establishes City policy, many implementation actions rely on collaboration beyond a single department or entity.

Types of Partnerships

Partnerships that support implementation of the Comprehensive Plan may include:

- **Intergovernmental Partnerships**
  Coordination with county, regional, and state agencies related to transportation, utilities, drainage, housing, economic development, and public safety.
- **Utility + Service Providers**
  Coordination with water, wastewater, power, broadband, and other service providers to align infrastructure planning, capacity, and phasing with adopted land use and growth .
- **Public Institutions**
  Collaboration with school districts, colleges, libraries, and other public institutions to coordinate facilities, access, and long-term service needs.
- **Private Sector + Development Community**
  Engagement with property owners, businesses, and developers to encourage plan-aligned projects, early coordination, and predictable development outcomes.
- **Community + Nonprofit Organizations**
  Partnerships with nonprofit organizations, civic groups, and community-based entities that support implementation related to housing, recreation, economic vitality, and community services.

Identifying + Evaluating Partnerships

Potential partnerships should be identified and evaluated based on their ability to advance adopted Plan priorities. Considerations may include:

- Alignment with the Comprehensive Plan's vision, goals, and
- Relevance to identified infrastructure, service, or investment needs
- Ability to support implementation actions or related studies
- Capacity, roles, and responsibilities of each partner
- Timing, funding, and resource implications

Partnerships should be evaluated holistically, recognizing both near-term opportunities and long-term implementation benefits. When a partnership is secured, it can alter previously identified prioritization or timing identified due to a change in available resources.

Coordination in Practice

Coordination is most effective when it occurs early and is integrated into routine City processes. Tools for coordination may include:

- Pre-development meetings and Development Review Committee meetings
- Interdepartmental review and coordination
- Capital planning and infrastructure studies
- Interlocal agreements and memoranda of understanding ("MOU's")
- Development agreements and other incentive tools

Clear coordination helps reduce conflicts, align investments, and ensure that public and private actions reflect adopted Plan priorities and long-term community goals.

ADDITIONAL PLANS + STUDIES

Certain components of the Comprehensive Plan are implemented through additional plans and studies that provide more detailed analysis, technical guidance, or focused implementation strategies. These efforts support the Comprehensive Plan but are not required to be embedded within it and may be completed, updated, or adopted separately. The Comprehensive Plan serves as the policy foundation for these related efforts. Additional plans and studies should align with the vision, goals, , and frameworks established in the Comprehensive Plan and be used to advance its recommendations in a more detailed or targeted manner

Types of Plans + Studies

Additional plans and studies that support implementation of the Comprehensive Plan may include, but are not limited to:

- **Downtown Master Plan**
  A focused planning effort addressing Downtown land use, mobility, placemaking, economic development, and implementation strategies.
- **Parks + Recreation Master Plan**
  A systemwide plan addressing parks, trails, open space, programming, and long-term recreation needs.
- **Corridor + Subarea Studies**
  Targeted studies addressing land use, access, infrastructure, and placemaking along specific corridors or within defined areas.
- **Infrastructure + Utility Studies**
  Technical studies addressing water, wastewater, drainage, transportation, or public facilities to support growth and service delivery.
- **Safety, Mobility, + Access Studies**
  Studies focused on transportation safety, multimodal connectivity, access management, or emergency response.

Relationship to the Comprehensive Plan

Additional plans and studies are intended to refine, not replace, the Comprehensive Plan. When adopted, these documents should:

- Be consistent with the Comprehensive Plan's vision, goals, and
- Build upon the Design System
- Inform implementation actions, regulatory updates, and capital planning
- Be referenced as companion documents or appendices, as appropriate

Where recommendations from an additional plan or study differ from the Comprehensive Plan, the City should evaluate whether a Comprehensive Plan update is warranted to maintain alignment, transparency, and relevance.

Prioritization Matrix Adjustments

Additional plans and studies may be updated on different timelines based on need, funding, or changing conditions. Updates should be coordinated with Comprehensive Plan reviews to ensure continued alignment and avoid conflicting policy direction. By clearly identifying the role of additional plans and studies, the City can maintain a coordinated planning framework while allowing flexibility in scope, timing, and delivery.

PRIORITIZATION MATRIX

The Prioritization Matrix serves as the primary implementation tool for the Comprehensive Plan. It consolidates actions from across the Plan into a single, organized reference to support decision-making, coordination, and tracking over time. The Matrix is intended to help the City translate long-range policy direction into practical, phased implementation. It provides a high-level framework for sequencing actions based on relative urgency, feasibility, and capacity, rather than committing the City to fixed timelines or funding amounts.

How the Matrix Is Used

The Prioritization Matrix is intended to be used by City Council, Staff, boards and commissions, and partners to:

- Inform annual budgeting and Capital Improvement Program (CIP) development
- Coordinate implementation across departments and related plans
- Track progress toward Plan implementation
- Identify near-term actions that are achievable with existing resources
- Highlight longer-term actions that may require additional study, funding, or partnerships

The Matrix should be viewed as a working document that supports ongoing decision-making rather than a static checklist. Actions included in the Prioritization Matrix are evaluated using the following considerations:

- **Timeframe:** Short-, mid-, or long-term implementation based on urgency, sequencing, and the level of coordination or preparation required prior to advancement.
- **Conceptual Cost:** Relative scale of investment, considering anticipated funding sources, implementation complexity, and the potential need for phased or supplemental resources.

These criteria allow the City to prioritize actions realistically while remaining flexible and responsive to changing conditions. The Prioritization Matrix is intended to be reviewed and updated as actions are completed, conditions change, or new opportunities arise. Updates may occur as part of periodic Comprehensive Plan reviews, annual budgeting, or CIP updates. Using a flexible prioritization approach helps ensure that implementation remains aligned with adopted while allowing the City to respond to evolving needs and opportunities.

Relationship to the Comprehensive Plan

The Prioritization Matrix does not replace the or recommendations contained in the Comprehensive Plan. Instead, it serves as a practical tool for organizing and advancing those recommendations over the course of 20 years. Actions should continue to be evaluated for consistency with the Comprehensive Plan as a whole.

Chapter	Action Number	Action	Timeframe	Conceptual Cost
2: Economic + Fiscal Vitality	**Strategy: Support the growth of new and diverse businesses that meet local needs and strengthen Alvarado's overall economic base.**			
	2.01	Create and publish a "Regional Crossroads Industry Packet" marketing Alvarado's location, workforce, and available sites to logistics, manufacturing, and service employers.	1-Short-term (1-3 years)	1 - $
	2.02	Prepare annexation outreach packets for key commercial and industrial properties, showing utility/ service benefits and financial impacts to owners.	1-Short-term (1-3 years)	1 - $
	2.03	Develop a prioritized business recruitment list based on retail leakage data, daytime population, traffic counts, and local demand.	1-Short-term (1-3 years)	1 - $
	2.04	Complete a targeted marketing campaign along I-35W and US 67 promoting business-ready sites with a unified visual identity.	1-Short-term (1-3 years)	1 - $
	2.05	Create and launch a Hotel + Tourism Opportunity Brief that identifies viable lodging locations and expected Hotel Occupancy Tax (HOT) revenue impacts; proactively distribute to hospitality groups and developers.	1-Short-term (1-3 years)	1 - $
	2.06	Host one annual "Economic Development Roundtable" with regional partners (NCTCOG, Dallas Regional Chamber, TEDC) to pitch Alvarado projects and align on workforce + infrastructure needs.	1-Short-term (1-3 years)	1 - $

Chapter	Action Number	Action	Timeframe	Conceptual Cost
2: Economic + Fiscal Vitality	**Strategy: Invest in improvements and activities that enhance Downtown Alvarado's appeal as a vibrant center for community life.**			
	2.07	Form a Downtown Merchants Association and adopt bylaws establishing roles for promotion, design feedback, and collaborative events.	1-Short-term (1-3 years)	1 - $
	2.08	Prepare three Downtown Redevelopment Site Sheets identifying catalytic buildings or blocks and outlining incentives, market demand, and redevelopment feasibility.	1-Short-term (1-3 years)	1 - $
	2.09	Apply for at least two state or federal grants supporting Downtown improvements (e.g., TxCDBG, EDA Public Works, TCA arts grants).	2 - Mid-term (4-7 years)	1 - $
	2.10	Complete a Downtown Branding Strategy (logo, colors, tagline, storefront guidelines, furnishings, etc.) aligned with the Downtown Study.	1-Short-term (1-3 years)	2 - $$
	2.11	Install a pilot placemaking project (lighting, seating, crosswalk, shade, public art) on one Downtown block to test design concepts.	1-Short-term (1-3 years)	1 - $
	2.12	Host a "Downtown Investor Tour" for brokers, developers, and entrepreneurs showcasing available spaces and planned streetscape improvements.	1-Short-term (1-3 years)	1 - $

Chapter	Action Number	Action	Timeframe	Conceptual Cost
2: Economic + Fiscal Vitality	**Strategy: Build a skilled local workforce that supports key industries, while leveraging Alvarado's differentiators.**			
	2.13	Form a Workforce Advisory Group with employers, Alvarado ISD, and regional training partners to establish shared priorities across major sectors, such as logistics, manufacturing, construction trades, healthcare, and hospitality.	1-Short-term (1-3 years)	1 - $
	2.14	Work with the Workforce Advisory Group to identify three priority career pathways aligned with local and regional job demand (ex. logistics, manufacturing, emergency services, construction trades) and map the certifications, training partners, and general job progression for each.	1-Short-term (1-3 years)	1 - $
	2.15	Develop a High School + Employer Internship Pilot Program with at least two local employers in different sectors (ex., logistics and healthcare), with optional tracks for recreation or hospitality businesses.	2 - Mid-term (4-7 years)	1 - $
	2.16	Create a "Local Talent + Career Guide" that highlights available training programs, apprenticeships, and job pathways for residents, including internships and entry-level to advanced and leadership opportunities.	1-Short-term (1-3 years)	1 - $
	2.17	Complete a Workforce Barrier Assessment to identify local needs, such as transportation gaps, childcare constraints, digital access, and flexible scheduling, with a short list of actionable solutions for employers (potential and current).	1-Short-term (1-3 years)	1 - $

Chapter	Action Number	Action	Timeframe	Conceptual Cost
	2.18	Establish at least one partnership with a regional training provider (ex., Hill College in Hillsboro, other community colleges or trade schools) to offer credentialing or upskilling opportunities within 20 to 30 minutes of Alvarado.w	2 - Mid-term (4-7 years)	1 - $
	2.19	Develop a "Live, Work, Play, Learn in Alvarado" workforce attraction piece highlighting quality-of-life advantages, including recreation access and new destinations, as part of a broader strategy to attract and retain skilled workers.	1-Short-term (1-3 years)	1 - $
2: Economic + Fiscal Vitality	**Strategy: Strengthen Alvarado's fiscal foundation through smart growth, recreation investment, and corridor readiness.**			
	2.20	Adopt an updated impact fee schedule that reflects planned growth near Lake Alvarado, key corridors, and Downtown.	1-Short-term (1-3 years)	1 - $
	2.21	Develop a 5-year "Recreation-Driven Capital Strategy" to complement the City's Capital Improvements Program (CIP), which highlights and prioritizes Downtown recreation, Lake access, roadway and trail enhancements, and corridor beautification tied to recreation tourism.	1-Short-term (1-3 years)	1 - $
	2.22	Prepare TIRZ + PID briefing sheets specifically identifying how these tools can support lake-oriented commercial development, tourism nodes, and small-event infrastructure.	1-Short-term (1-3 years)	1 - $
	2.23	Create Infrastructure Readiness Maps for recreation-adjacent corridors (ex. Lake Alvarado access, Parkway Drive, etc.) showing utilities, constraints, and opportunity areas.	1-Short-term (1-3 years)	2 - $$

Chapter	Action Number	Action	Timeframe	Conceptual Cost
	2.24	Identify and secure control of a strategic lake-oriented property for future public use, events, or tourism-focused development.	2 - Mid-term (4-7 years)	3 - $$$
	2.25	Publish a "Recreation Opportunity + Development Guide" outlining preferred uses, design expectations, incentives, and branding for lake-adjacent and other recreation investments.	1-Short-term (1-3 years)	2 - $$
3: Design System	**Strategy (Character Framework): Use the Character Framework as the City's primary land use and form-based policy tool to guide development intensity, building form, transitions, and placemaking outcomes across Alvarado.**			
	3.01	Amend the Code of Ordinances to formally reference the Character Framework as an adopted land use policy for rezonings, developments, capital improvements, and other major installations.	1-Short-term (1-3 years)	1 - $
	3.02	Upon refined study of each Character Area/Future Land Use District, create and adopt additional refinements for each zoning district to align/refine permitted uses, maximum heights, building placement, and basic form expectations with adopted Future Land Use Designations.	1-Short-term (1-3 years)	2 - $$
	3.03	Establish clear transition standards between Character Areas, including height step-downs, buffering, orientation, and access, as applicable.	1-Short-term (1-3 years)	2 - $$

Chapter	Action Number	Action	Timeframe	Conceptual Cost
	3.04	Create and adopt a Downtown Code with development standards that reinforce main street character, active ground-floor uses, and integrated public spaces.	1-Short-term (1-3 years)	2 - $$
	3.05	Create and adopt Master Planned Community design standards addressing neighborhood structure, distribution of parks and open space, trail connectivity, and small commercial nodes.	1-Short-term (1-3 years)	2 - $$
	3.06	Create and adopt Corridor Character Standards for higher-intensity areas addressing screening and buffering, service areas, and public realm treatment.	1-Short-term (1-3 years)	2 - $$
	3.07	Incorporate placemaking elements, such as shade, seating, pedestrian lighting, landscaping, and wayfinding, into applicable development standards unique to each Character Area as applicable.	1-Short-term (1-3 years)	2 - $$
	3.08	Update subdivision regulations to reinforce block structure (i.e. maximum block length), connectivity, and open space integration consistent with character intent.	1-Short-term (1-3 years)	2 - $$
	3.09	Adopt conservation-based subdivision/cluster home-based standards that incorporate shared natural open spaces and native vegetation utilizing maximum density instead of minimum lot size.	1-Short-term (1-3 years)	2 - $$

Chapter	Action Number	Action	Timeframe	Conceptual Cost
3: Design System	**Strategy (Mobility Framework): Apply the Mobility Framework as the City's primary mobility tool to guide street design, access, and connectivity to reinforce intended land use patterns, placemaking goals, and safety outcomes.**			
	3.10	Adopt Context-Sensitive Solutions (CSS) standards that tailor cross sections and streetscape elements by Character Area, neighborhood, and block (as applicable) while remaining consistent with MTP classifications.	1-Short-term (1-3 years)	2 - $$
	3.11	Curate a palette of appropriate placemaking elements (ex. gateways, crossings, trailheads, landscaping, lighting, sidewalks/trails, etc.) to require in mobility capital projects and development-led street design, in coordination with an Alvarado Branding Strategy.	1-Short-term (1-3 years)	2 - $$
	3.12	Integrate trail and sidepath standards into roadway design, consistent with the Mobility Framework or Parks + Recreation Master Plan.	1-Short-term (1-3 years)	1 - $
	3.13	Update access management standards for MTP roadways to balance safety, corridor function, and placemaking.	2 - Mid-term (4-7 years)	2 - $$
	3.14	Evaluate street design standards for safety, modernization, Complete Streets, and green infrastructure features, and adopt associated Code amendments.	1-Short-term (1-3 years)	2 - $$

Chapter	Action Number	Action	Timeframe	Conceptual Cost
	3.15	Create a list of crash-prone intersections (with overall and night data) to evaluate for design (i.e. engineering, landscape architecture, etc.) and lighting improvements. Prioritize the list based on crash frequency and severity.	1-Short-term (1-3 years)	1 - $
	3.16	Apply for a grant to complete a Comprehensive Safety Action Plan under the Safe Streets and Roads for All (SS4A) grant program.	1-Short-term (1-3 years)	1 - $
	3.17	Should the City receive funding for a Comprehensive Safety Action Plan and complete one, incorporate recommended capital improvements, programming, and other actions into the City's CIP and other appropriate implementation tools.	2 - Mid-term (4-7 years)	2 - $$
	3.18	Develop cross sections specific to Downtown Alvarado for each roadway. Each roadway must be treated with a custom approach since Downtown streets are unique.	2 - Mid-term (4-7 years)	2 - $$
3: Design System	**Strategy (Development Proposals): Evaluate development proposals using a consistent Design System–based process that integrates the Character Framework, Mobility Framework, and placemaking principles to support predictable and defensible decision-making.**			
	3.19	Revise the staff report template to include a Comprehensive Plan Evaluation Summary identifying applicable Character Area(s), Mobility Framework conformance, placemaking considerations, conceptual fiscal impact, and nature/open space preservation/enhancement.	1-Short-term (1-3 years)	2 - $$
	3.20	Update development application requirements to include a Design System consistency narrative and supporting exhibits prepared by the applicant.	1-Short-term (1-3 years)	1 - $

Chapter	Action Number	Action	Timeframe	Conceptual Cost
	3.21	Document Design System expectations during pre-application meetings and carry them forward through review and consideration.	1-Short-term (1-3 years)	1 - $
	3.22	Create a standardized internal Design System review tool to ensure consistent evaluation across departments.	1-Short-term (1-3 years)	1 - $
	3.23	Provide training every other year for Staff, boards, and commissions on applying the Design System during deliberations, including real case studies that have been considered in the prior cycle.	1-Short-term (1-3 years)	1 - $
4: Strategic Growth	**Strategy (Water + Wastewater): Plan, reinvest in, and expand water and wastewater systems to support growth while protecting public health, regulatory compliance, and long-term system reliability.**			
	4.01	Update the planning-level Capital Improvement Program (CIP) to identify water and wastewater projects needed to support planned growth areas.	1-Short-term (1-3 years)	1 - $
	4.02	Prepare a consolidated summary of known water and wastewater capacity constraints using available City and consultant data.	1-Short-term (1-3 years)	2 - $$
	4.03	Document long-term supply and service assumptions through coordination with wholesale providers.	1-Short-term (1-3 years)	1 - $
	4.04	Incorporate recommendations from the Water Master Plan and Wastewater Master Plan into an updated CIP within 12 months of plan completion.	1-Short-term (1-3 years)	1 - $

Chapter	Action Number	Action	Timeframe	Conceptual Cost
	4.05	Establish a standard internal review step requiring confirmation of water and wastewater capacity prior to approval of major development or annexation requests.	1-Short-term (1-3 years)	1 - $
	4.06	Revise the Code of Ordinances to require all new commercial and residential developments to incorporate drought-resistant landscaping, drip irrigation systems, and rainwater harvesting features by adopting permanent water conservation ordinances.	1-Short-term (1-3 years)	2 - $$
	4.07	Implement a program of scheduled assessments of the water distribution system by launching a citywide leak detection and repair initiative, prioritizing aging infrastructure for replacement.	1-Short-term (1-3 years)	2 - $$
	4.08	Identify a City-owned facility, such as a park or municipal building, to use reclaimed water for irrigation and non-potable needs to develop a pilot program for wastewater reuse.	2 - Mid-term (4-7 years)	3 - $$$
4: Strategic Growth	**Strategy (Drainage + Stormwater): Reduce flood risk and property damage by managing stormwater and drainage as core infrastructure systems integrated with land use and capital planning.**			
	4.09	Prepare a citywide map identifying FEMA floodplains, major drainage corridors, detention facilities, and known drainage problem areas.	1-Short-term (1-3 years)	2 - $$
	4.10	Identify and prioritize drainage-related capital projects using the planning-level CIP.	1-Short-term (1-3 years)	1 - $

Chapter	Action Number	Action	Timeframe	Conceptual Cost
	4.11	Incorporate findings from the Master Drainage Plan into an updated CIP within 12 months of plan completion.	1-Short-term (1-3 years)	1 - $
	4.12	Select and advance at least one drainage improvement project for grant funding or capital programming during each CIP update cycle.	3 – Long-Term (8+)	1 - $
	4.13	Select a right-of-way or park site to develop a City-led rain garden pilot project and install it.	1-Short-term (1-3 years)	2 - $$
	4.14	Review and update on all drainage related manuals, standards, and construction specifications. Ensure required submission information is included in the review and update process for development submittals.	1-Short-term (1-3 years)	2 - $$
	4.15	Evaluate regional detention engineering and funding models to design regional facilities that could potentially be initially funded and installed by the City but reimbursed by fees or other methods by developers.	2 - Mid-term (4-7 years)	2 - $$
4: Strategic Growth	**Strategy (Energy + Franchise Utilities): Support reliable delivery of energy and communications services by coordinating infrastructure planning with utility providers and accounting for cumulative system impacts.**			
	4.16	Compile and maintain an inventory of electric, gas, broadband, and telecommunications providers serving the City and Planning Area.	3 – Long-Term (8+)	1 - $
	4.17	Document known utility service constraints and planned upgrades through coordination with providers.	1-Short-term (1-3 years)	1 - $

Chapter	Action Number	Action	Timeframe	Conceptual Cost
	4.18	Incorporate utility coordination requirements into development review procedures for large-scale or infrastructure-intensive projects.	1-Short-term (1-3 years)	2 - $$
	4.19	Identify and map locations where gas wells or energy infrastructure create recurring traffic, drainage, or infrastructure impacts.	1-Short-term (1-3 years)	2 - $$
	4.20	Include utility coordination documentation in the scoping materials for City-led capital projects.	1-Short-term (1-3 years)	1 - $
	4.21	Revise the Code of Ordinances to require all new developments to install underground utilities (instead of overhead) for franchise infrastructure where feasible.	1-Short-term (1-3 years)	2 - $$
4: Strategic Growth	**Strategy (Community Facilities + Services): Maintain and enhance public facilities to support service delivery, emergency response, and quality of life as the City grows.**			
	4.22	Prepare a basic inventory of City-owned facilities, identifying location, function, and general condition, an Asset Management Program.	1-Short-term (1-3 years)	1 - $
	4.23	Identify facilities and equipment that serve critical functions and require enhanced reliability, emergency access, or backup power.	1-Short-term (1-3 years)	1 - $
	4.24	Implement a strategy to incorporate facility reinvestment and upgrade needs into the CIP.	1-Short-term (1-3 years)	1 - $

Chapter	Action Number	Action	Timeframe	Conceptual Cost
	4.25	Evaluate the feasibility, programming, and cost of a potential community recreation center, possibly connected to a public library.	1-Short-term (1-3 years)	1 - $
	4.26	Develop a Library Master Plan for a long-term strategy for Alvarado's library system and facility needs.	1-Short-term (1-3 years)	2 - $$
4: Strategic Growth	**Strategy (Resilience + Hazard Mitigation): Reduce risk to people, property, and City operations by embedding hazard mitigation, operational resilience, and technological preparedness into infrastructure planning and capital investment decisions.**			
	4.27	Compile and maintain a City-specific list of hazard mitigation actions applicable to Alvarado that were deferred, carried forward, or newly identified. (JCHMP)	1-Short-term (1-3 years)	1 - $
	4.28	Formally acknowledge carried-forward mitigation actions from the 2015 plan within City planning and capital documents. (JCHMP)	1-Short-term (1-3 years)	1 - $
	4.29	Identify City-owned and partner-operated critical facilities requiring emergency power or enhanced operational resilience. (JCHMP)	1-Short-term (1-3 years)	1 - $
	4.30	Install emergency power infrastructure at priority critical facilities, including generators, quick-connect hookups, security measures, and on-site fuel storage where feasible. (JCHMP)	2 - Mid-term (4-7 years)	3 - $$$
	4.31	Identify critical facilities and infrastructure located within or adjacent to FEMA floodplains or localized flooding areas. (JCHMP)	1-Short-term (1-3 years)	1 - $

Chapter	Action Number	Action	Timeframe	Conceptual Cost
	4.32	Implement localized flood mitigation measures, such as berms or small floodwalls, to protect identified critical facilities. (JCHMP)	2 - Mid-term (4-7 years)	4 - $$$$
	4.33	Identify parks and open spaces vulnerable to severe weather and implement protective measures such as shade structures, stormwater-absorbing landscapes, and hazard-awareness signage. (JCHMP)	1-Short-term (1-3 years)	3 - $$$
	4.34	Designate and equip specific City facilities to serve as cooling locations during extreme heat events and warming locations during winter storm events. (JCHMP)	1-Short-term (1-3 years)	3 - $$$
	4.35	Conduct a facilities hazard assessment to prioritize City-owned buildings for resilience retrofits and upgrades. (JCHMP)	1-Short-term (1-3 years)	2 - $$
	4.36	Implement winterization measures for public utilities and infrastructure systems to reduce service disruptions during extreme cold events. (JCHMP)	1-Short-term (1-3 years)	3 - $$$
	4.37	Develop and formally adopt a City-approved list of native and hazard-resistant plant materials for use in public projects. (JCHMP)	1-Short-term (1-3 years)	1 - $
	4.38	Conduct a baseline cybersecurity assessment of City systems supporting utilities, public safety, finance, and records.	1-Short-term (1-3 years)	2 - $$
	4.39	Document existing data backup procedures and system redundancies and identify gaps requiring corrective action.	1-Short-term (1-3 years)	2 - $$

Chapter	Action Number	Action	Timeframe	Conceptual Cost
	4.40	Develop and adopt a basic incident response protocol outlining roles, communication steps, and recovery priorities for cyber-related disruptions.	1-Short-term (1-3 years)	1 - $
	4.41	Identify and incorporate heat reduction, stormwater treatment, and shade features into the design scope of at least one street, park, or facility improvement project during each CIP cycle.	1-Short-term (1-3 years)	1 - $
	4.42	Install at least two microgrids for emergency power at key municipal buildings and facilities through partnerships with private solar and battery storage providers.	2 - Mid-term (4-7 years)	3 - $$$
	4.43	Prepare for potential drought conditions and infrastructure failures by developing a water supply contingency plan.	1-Short-term (1-3 years)	1 - $
	4.44	Evaluate backup power sources for critical infrastructure to develop a power grid resilience strategy.	1-Short-term (1-3 years)	2 - $$
6: Downtown	**Strategy: Implement Downtown Revitalization Using the Main Street Four-Point Approach.**			
	6.01	Attend a Texas First Street Initiative (TMSP) virtual information session.	1-Short-term (1-3 years	1 - $
	6.02	Conduct a Texas First Street informational session with City leadership to confirm eligibility, expectations, and capacity requirements.	1-Short-term (1-3 years	1 - $

Chapter	Action Number	Action	Timeframe	Conceptual Cost
	6.03	Register for the Texas First Street Initiative with the required signature from the City Manager.	1-Short-term (1-3 years	1 - $
	6.04	Complete required Texas Main Street due-diligence materials, including: • Downtown boundary confirmation • Property and business inventory • Historic resource summary	1-Short-term (1-3 years	1 - $
	6.05	Establish a Downtown tracking system that is updated annually and includes: • Vacant and occupied storefronts • Public and private reinvestment activity • Downtown events and programming	1-Short-term (1-3 years	1 - $
	6.06	Prepare required annual reports if Main Street designation is achieved.	3 – Long-Term (8+)	1 - $
	6.07	Apply for and achieve designation as a certified Texas Main Street community.	2 - Mid-term (4-7 years)	1 - $
6: Downtown	**Strategy (Downtown Square Redesign): Transform the Downtown Square into a Flexible, Everyday Civic Space and Economic Anchor.**			
	6.08	Prepare a Downtown Square Park Master Plan that establishes: • Finalized layout and design direction • Daily-use amenities (shade, seating, circulation) • Event functionality requirements • Phasing strategy and cost estimates	1-Short-term (1-3 years	2 - $$
	6.09	Prepare 30%, 60%, and 90% schematic drawings for the Downtown Square Park Master Plan.	1-Short-term (1-3 years	2 - $$

Chapter	Action Number	Action	Timeframe	Conceptual Cost
	6.10	Prepare Construction Drawings for the Downtown Square Park Master Plan.	2 - Mid-term (4-7 years)	2 - $$
	6.11	Develop a coordinated construction phasing plan to minimize disruption to Downtown businesses.	2 - Mid-term (4-7 years)	2 - $$
	6.12	Submit a grant to the Texas Parks and Wildlife Department (TPWD) for potential funding for the Downtown Square Park construction.	2 - Mid-term (4-7 years)	1 - $
	6.13	Complete construction of Downtown Square Park improvements as designed in the Downtown Square Park Master Plan.	3 – Long-Term (8+)	4 - $$$$
	6.14	Establish an ongoing programming strategy for the Downtown Square to support daily activity and economic vitality.	1-Short-term (1-3 years	1 - $
6: Downtown	**Strategy (Downtown Living): Expand Downtown Housing to Support a Resident-Serving, Walkable Downtown.**			
	6.15	Identify and map opportunity sites for residential infill, adaptive reuse, or redevelopment, including underutilized and vacant properties	1-Short-term (1-3 years	2 - $$
	6.16	In a new Downtown Code, allow Missing Middle housing and mixed-use buildings in appropriate locations.	1-Short-term (1-3 years	1 - $
	6.17	Improve neighborhood-serving amenities such as sidewalks, lighting, open space, and access to daily services.	2 - Mid-term (4-7 years)	3 - $$$

Chapter	Action Number	Action	Timeframe	Conceptual Cost
	6.18	Buy a property for development of multi-story mixed-use, townhomes, or multi-family Downtown.	2 - Mid-term (4-7 years)	3 - $$$
6: Downtown	**Strategy (Placemaking + Storytelling): Reinforce Downtown Identity Through Activation, Art, and Programming.**			

	6.19	Establish a Downtown Brand + Visual Identity, and ensure the Downtown brand is distinct but aligned with an updated City brand.
		• Develop and adopt an official Downtown Alvarado brand, including:
		  • Downtown-specific logo or wordmark
		  • Color palette and typography
		  • Graphic motifs inspired by Historic Texas character
		• Apply the Downtown brand consistently across:
		  • Signage
		  • Wayfinding
		  • Street furnishings
		  • Event materials
		  • Digital platforms
			2 - Mid-term (4-7 years)	3 - $$$

	6.20	Install Historic Downtown Sign Toppers + Gateways coordinated with the Downtown Character Guide to reinforce authenticity and provide a sense of place.
		• Design and fabricate historic Downtown sign toppers for key entry corridors and intersections.
		• Install gateway signage at primary Downtown entry points, such as:
		  • Parkway Drive
		  • College Street
		  • Key approaches to the Square
		• Use signage to clearly communicate:
		  • Arrival into Downtown
		  • Direction to the Square, Civic Trail, parks, and key destinations
			2 - Mid-term (4-7 years)	4- $$$$

Chapter	Action Number	Action	Timeframe	Conceptual Cost
	6.21	Create a Downtown wayfinding system that includes: • Pedestrian-scale directional signs • Map kiosks at key civic nodes • Interpretive signage highlighting Downtown history and landmarks • Storytelling elements such as historic photos, short narratives about Alvarado's past, and cultural and civic milestones	2 - Mid-term (4-7 years)	3 - $$$
	6.22	Align wayfinding with the Downtown Civic Trail + Node System to reinforce movement and discovery.	2 - Mid-term (4-7 years)	2 - $$
	6.23	Identify a short list of priority mural and public art locations within the Downtown Core and along key corridors.	1-Short-term (1-3 years	1 - $
	6.24	Establish a streamlined approval and funding process for murals and temporary installations. • Ensure public art reflects Alvarado's history, agricultural and civic heritage, or community stories and identity	1-Short-term (1-3 years	1 - $
	6.25	Identify underutilized Downtown spaces suitable for everyday activation, such as: • Sidewalk extensions • Pocket plazas • Vacant storefront windows	1-Short-term (1-3 years	1 - $
	6.26	Implement low-cost, high-impact activations, including: • Temporary seating and shade • String lighting and festoon lights • Seasonal décor tied to Downtown branding • Pilot small-scale programming (music, pop-ups, markets) on non-event weekends to build consistent activity.	1-Short-term (1-3 years	2 - $$

Chapter	Action Number	Action	Timeframe	Conceptual Cost
	6.27	Launch Downtown Alvarado digital hubs on a standalone website and a Facebook page. • Include a business directory, events calendar, maps and parking information, and stories highlighting Downtown businesses and history.	1-Short-term (1-3 years	2 - $$
	6.28	Coordinate Downtown social media content across City, EDC, and Chamber channels.	1-Short-term (1-3 years	1 - $
	6.29	Track and reinforce placemaking outcomes by annually documenting: • New placemaking installations • Public art additions • Downtown branding deployments Use before-and-after imagery to communicate progress to residents and stakeholders.	1-Short-term (1-3 years	1 - $
6: Downtown	**Strategy (Downtown Civic Trail + Node System): Create a Connected, Non-Directional Civic Network Linking Downtown's Key Places.**			
	6.30	Map and formally adopt the Downtown Civic Trail + Node System, identifying: • Primary and secondary trail segments • Key civic nodes • Priority improvement areas	2 - Mid-term (4-7 years)	2 - $$
	6.31	Develop Downtown-specific trail design guidance addressing: • Sidewalk widths and materials • Pedestrian-scale lighting • Shade trees and seating • Wayfinding and interpretive signage	2 - Mid-term (4-7 years)	2 - $$

Chapter	Action Number	Action	Timeframe	Conceptual Cost
	6.32	Prioritize near-term improvements that connect: • Neighborhoods to the Downtown Square • Parks and civic buildings to Downtown	1-Short-term (1-3 years	1 - $
	6.33	Integrate Civic Trail projects into the Capital Improvements Program (CIP).	1-Short-term (1-3 years	1 - $
	6.34	Incorporate interpretation and storytelling elements at key nodes and along routes.	1-Short-term (1-3 years	1 - $
6: Downtown	**Strategy (Downtown Character Guide + Downtown Mobility Guide): Implement Context-Sensitive Design and Mobility Improvements That Reinforce Downtown Character**			
	6.35	Survey all right-of-way within the Downtown Core, including the Downtown Square.	2 - Mid-term (4-7 years)	2 - $$
	6.36	Adopt Downtown Street Types A, B, and C into City design standards and guidelines.	1-Short-term (1-3 years	1 - $
	6.37	Create a Downtown-specific Capital Improvements Plan (CIP).	1-Short-term (1-3 years	1 - $
	6.38	Redesign and install all Type A Streets (including associated paths, lighting, and trees) near the Downtown Square.	3 – Long-Term (8+)	4 - $$$$

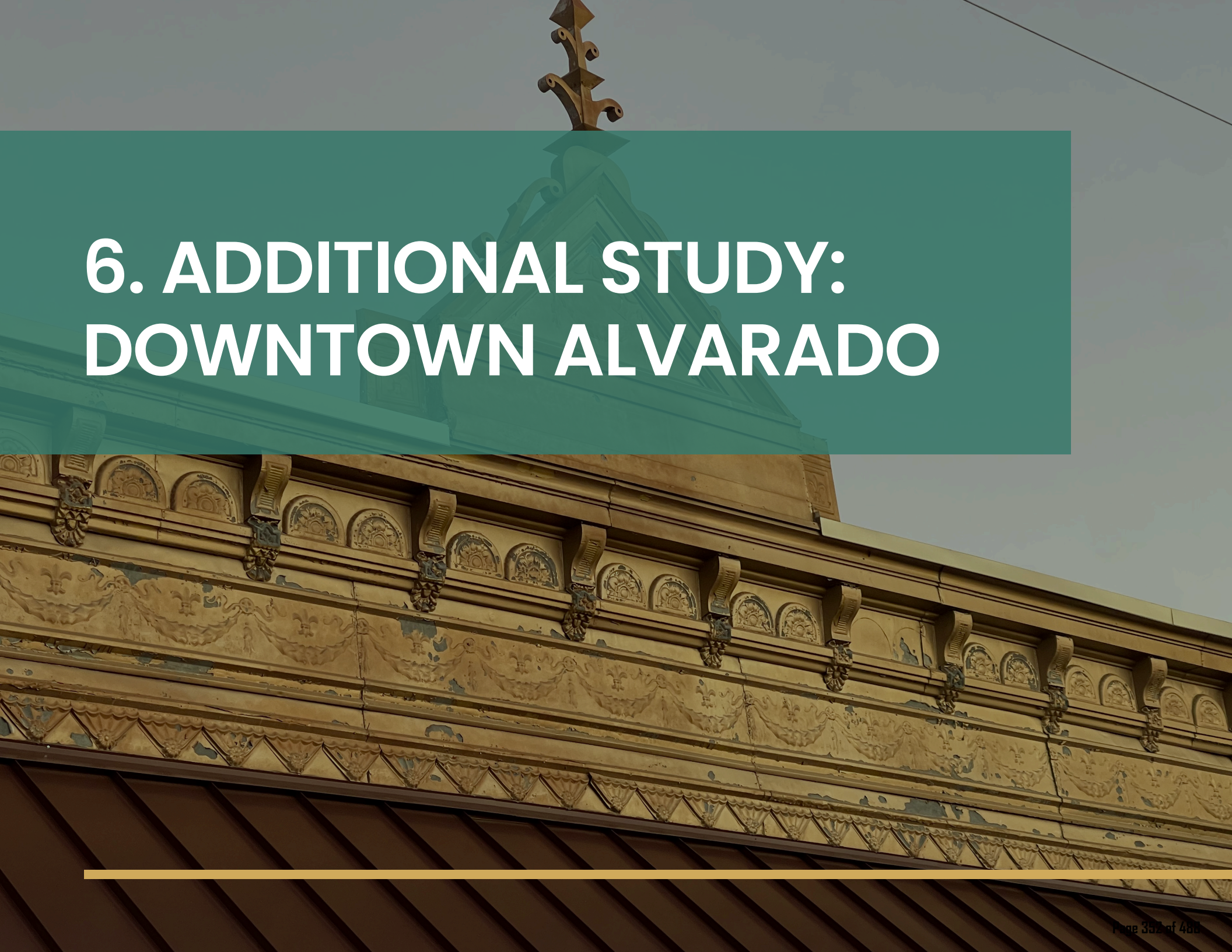
Chapter	Action Number	Action	Timeframe	Conceptual Cost
	6.39	Conduct an ADA Assessment for Downtown.	2 - Mid-term (4-7 years)	2 - $$
	6.40	Conduct engineering and design studies on all Special Consideration Intersections and at-grade railroad crossings with safety and placemaking features.	2 - Mid-term (4-7 years)	3- $$$
	6.41	Coordinate with TxDOT to evaluate modifications to the US 67 Business Route to reduce heavy truck traffic through Downtown.	2 - Mid-term (4-7 years)	1 - $
	6.42	Create and adopt a Downtown Code that deregulates desired development and modernizes design standards.	2 - Mid-term (4-7 years)	3- $$$
7: Parks + Recreation	**Strategy (Play + Reflect): Expand and improve parks and recreation spaces to support everyday play, reflection, and low-impact recreation for residents of all ages and abilities.**			
	7.01	Complete a feasibility and cost assessment for a potential community recreation center, including site options, program needs, operating models, and partnership opportunities.	1-Short-term (1-3 years	2 - $$
	7.02	Prepare a park-specific master plan for Pecan Orchard Park identifying phased improvements, amenities, circulation, lighting, and event-support infrastructure.	1-Short-term (1-3 years	2 - $$
	7.03	Conduct a citywide inventory of existing parks and unimproved open spaces to identify gaps in play and reflection amenities.	1-Short-term (1-3 years	1 - $

Chapter	Action Number	Action	Timeframe	Conceptual Cost
	7.04	Identify and prioritize at least five locations across existing parks for new reflective amenities such as benches, shade structures, walking loops, or seating nodes.	1-Short-term (1-3 years	1 - $
	7.05	Install a pilot set of low-cost reflective amenities in at least one park to evaluate use, maintenance needs, and community response.	2 - Mid-term (4-7 years)	2 - $$
	7.06	Execute a joint-use agreement with Alvarado ISD allowing shared community access to school playgrounds, fields, and recreational facilities during designated non-school hours.	1-Short-term (1-3 years	1 - $
	7.07	Develop a phased park improvement list tied to cost ranges to support future budgeting and grant applications.	1-Short-term (1-3 years	1 - $
7: Parks + Recreation	**Strategy (Trails + Connectivity): Build a connected, legible trail network that links neighborhoods, parks, Downtown, schools, and key destinations while improving safety, accessibility, and resilience.**			
	7.08	Amend the Code of Ordinances to require public access easements and trail construction as public improvements when plats or development align with planned trail corridors.	1-Short-term (1-3 years	2 - $$
	7.09	Update the Capital Improvements Program to include trail segments tied to roadway projects and identify funding assumptions and implementation triggers.	1-Short-term (1-3 years	1 - $
	7.10	Identify and prioritize three initial trail segments for near-term implementation based on connectivity, feasibility, and equity of access.	1-Short-term (1-3 years	1 - $

Chapter	Action Number	Action	Timeframe	Conceptual Cost
	7.11	Identify and conceptually design at least three trailhead locations, including access points, signage, parking, and basic amenities.	2 - Mid-term (4-7 years)	3 - $$$
	7.12	Install standardized wayfinding, distance markers, and trail identification signage along existing City-managed trails.	1-Short-term (1-3 years	3 - $$$
	7.13	Prepare a trail coordination checklist for working with Johnson County, TxDOT, and adjacent jurisdictions on roadway and side-path projects.	1-Short-term (1-3 years	1 - $
7: Parks + Recreation	**Strategy (Nature + Trees): Use trees, landscaping, and natural systems as foundational infrastructure that enhances comfort, environmental health, and long-term resilience.**			
	7.14	Identify and map priority properties for acquisition, conservation, or partnership to support parks, greenbelts, floodplain access, or trail corridors.	1-Short-term (1-3 years	2 - $$
	7.15	Develop a native planting and tree enhancement plan for parks, trails, floodplains, and priority streets.	2 - Mid-term (4-7 years)	2 - $$
	7.16	Complete an invasive species assessment for City-managed parks and initiate removal and restoration in at least one high-priority location.	2 - Mid-term (4-7 years)	3 - $$$
	7.17	Update the Code of Ordinances to adopt tree preservation, planting, and landscape standards for new development, roadway projects, parks, and trails.	1-Short-term (1-3 years	2 - $$
	7.18	Identify at least three priority corridors or parks for near-term tree planting based on shade gaps and heat exposure.	1-Short-term (1-3 years	1 - $

Chapter	Action Number	Action	Timeframe	Conceptual Cost
	7.19	Coordinate tree planting plans with drainage and stormwater projects to improve erosion control and runoff performance.	1-Short-term (1-3 years	1 - $
	7.20	Establish a basic tree inventory for City-managed parks to support long-term maintenance planning.	1-Short-term (1-3 years	2 - $$
7: Parks + Recreation	**Strategy (Gather + Celebrate): Support community identity and connection by ensuring parks and public spaces are designed and managed to host gatherings, events, and everyday social activity.**			
	7.21	Create and publish a consolidated annual events calendar through the City website, social media, and printed materials.	1-Short-term (1-3 years	1 - $
	7.22	Develop and formally adopt public gathering space standards addressing lighting, power access, signage, seating, ADA accessibility, and safety.	1-Short-term (1-3 years	1 - $
	7.23	Identify at least two parks or public spaces suitable for expanded event use and prepare site-specific improvement recommendations.	1-Short-term (1-3 years	1 - $
	7.24	Document infrastructure needs for City-hosted events, including power, staging areas, storage, and access requirements.	1-Short-term (1-3 years	1 - $
	7.25	Establish written vendor, sponsorship, and participation guidelines for City-hosted events and festivals.	1-Short-term (1-3 years	1 - $
	7.26	Pilot one new or expanded community event in a park or public space upgraded through this Study.	1-Short-term (1-3 years	2 - $$
	7.27	Evaluate event operations and site performance following the pilot and document recommended improvements.	1-Short-term (1-3 years	1 - $

6. ADDITIONAL STUDY: DOWNTOWN ALVARADO



INTRODUCTION

Purpose of the Downtown Study

Downtown Alvarado is the historic, civic, and cultural heart of the city. It is the setting for shared memories, community events, and daily civic life, and it plays a defining role in how residents and visitors experience Alvarado. While Downtown occupies a relatively small geographic area, its influence on community identity, economic vitality, and civic pride is significant.

Unlike highway corridors, residential neighborhoods, or greenfield growth areas, Downtown functions as a compact, walkable environment shaped by historic development patterns, long-standing institutions, and a concentration of civic and public spaces. These conditions create both opportunities and constraints that require a focused and intentional planning approach. Downtown success cannot be achieved through the same tools used elsewhere in the city; it depends on coordinated decisions related to public space, reinvestment, mobility, programming, and leadership.

The Downtown Study establishes a clear framework to guide these decisions. Rather than focusing on a single project or short-term improvement, this Study addresses how Downtown can evolve over time through deliberate, coordinated action. Its purpose is to strengthen Downtown's role as a gathering place, support local businesses, and reinforce Alvarado's identity while allowing for thoughtful and context-sensitive reinvestment.

Role Within the Comprehensive Plan

The Downtown Study is an essential component of the Comprehensive Plan and is intended to function as a supporting appendix that advances the Plan's goals in a focused, place-based manner. The Study is designed to work in concert with the other components of the Comprehensive Plan, not in isolation. This Study applies and operationalizes guidance from the Economic + Fiscal Vitality, Strategic Growth, and Design System chapters, as well as the Parks + Recreation Study, specifically within the Downtown context. Rather than repeating citywide policy or recommendations, it translates broader goals related to fiscal health, infrastructure readiness, character, and public space into Downtown-specific guidance that reflects the area's scale, historic fabric, and civic function.

What the Downtown Study contributes, beyond what exists elsewhere in the Comprehensive Plan, is an implementation-ready strategy for reinvestment and activation in the city's most visible and symbolically important area. It addresses Downtown as an interconnected system—where public spaces, private buildings, mobility, events, and investment decisions are interdependent and must move forward together to achieve lasting and meaningful change.

Why this Study Matters Now

Downtown Alvarado stands at a critical point between potential and performance. While it remains the city's historic and civic heart, vacant and underutilized buildings, limited everyday destinations, and event-focused public spaces have constrained Downtown's ability to function as a lively, walkable town center on a daily basis.

Without a clear and coordinated framework, Downtown efforts risk remaining incremental and fragmented, limiting the City's ability to leverage investment, attract reinvestment, and build long-term confidence. This Study matters now because it provides a unified vision and implementation-ready roadmap that aligns public investment, private reinvestment, and community activation ensuring near-term decisions reinforce a shared, long-term direction for Downtown's future.

INTRODUCTION

Downtown Study Area Boundary

The Downtown Study Area was developed through a collaborative process intended to reflect how Downtown functions today and how it can realistically evolve over time. An initial study boundary was drafted during the Downtown Stakeholders Workshop in 2025, where participants worked together to identify the areas they associate with Downtown activity, identity, and daily use. Shortly thereafter, the boundary was reviewed, refined, and finalized by the Planning Advisory Committee, ensuring consistency with broader planning considerations and community input.

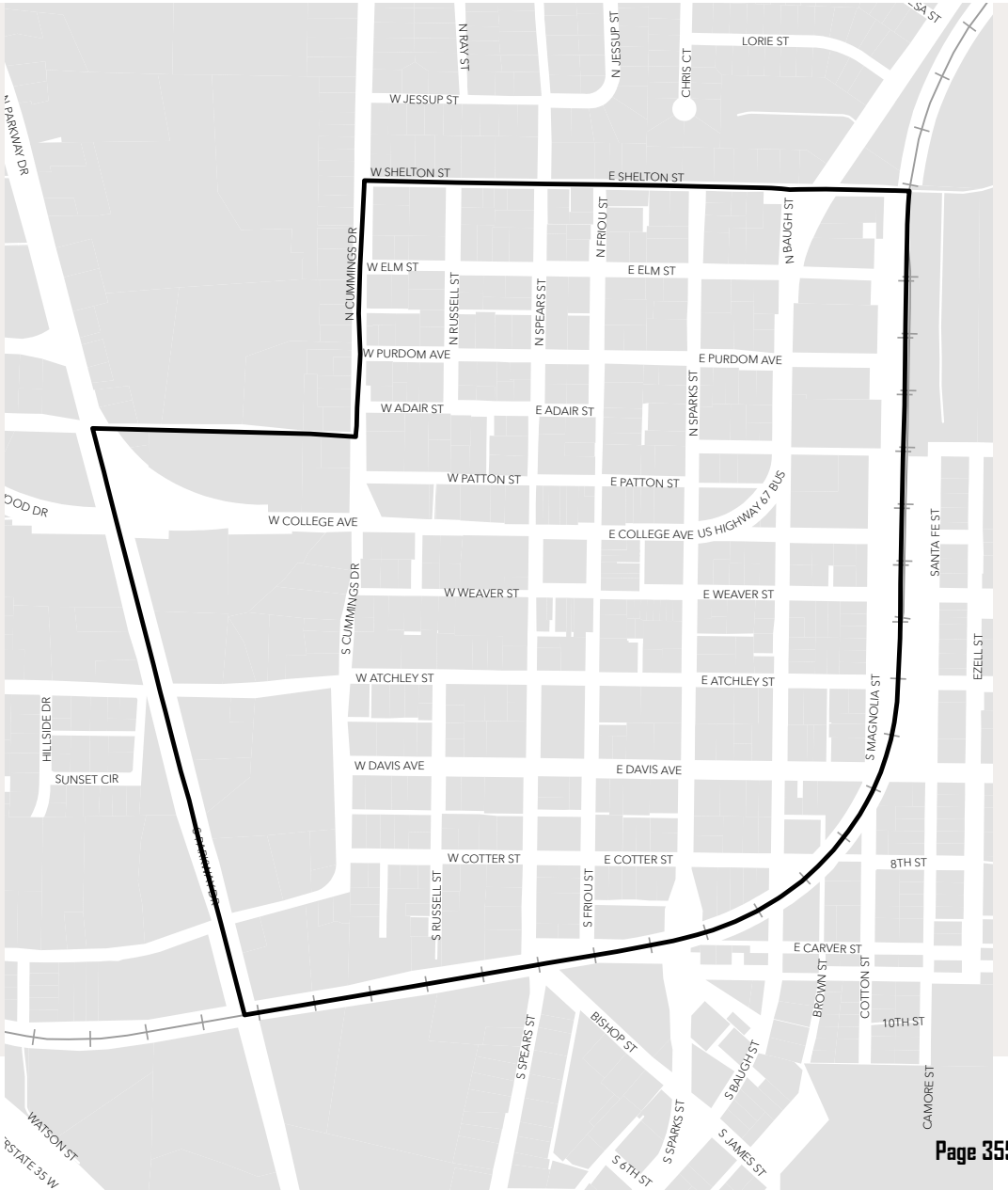
Historically, many community members have thought of Downtown as consisting solely of the Downtown Square. While the Square remains the symbolic and functional center of Downtown, engagement and analysis made clear that Downtown activity, access, and identity extend beyond this single space. Surrounding blocks, nearby civic uses, parks, and residential areas all play an important role in shaping how Downtown functions and how it is experienced.

Including a slightly larger study area allows Downtown to be evaluated as a connected system rather than an isolated node. Residential uses within and adjacent to Downtown are a critical part of this system, contributing to everyday activity, informal oversight, and long-term vitality. Downtowns are not limited to commercial uses alone; a mix of residential, civic, and small-scale commercial activity is common and often essential to creating a vibrant and resilient Downtown environment.

The Downtown Study boundaries are intended to function as planning tools, not zoning lines. They are used to organize analysis, focus discussion, and guide future decision-making related to Downtown investment and improvement. The boundaries do not imply changes to zoning or land use entitlements but provide a consistent geographic framework for understanding Downtown conditions, relationships, and opportunities.

INTRODUCTION

Downtown Study Area Map



INTRODUCTION

Planning + Implementation Philosophy

Meaningful change in Downtown requires a clear and shared vision, sustained focus over time, coordinated leadership across departments and partners, and visible, consistent City investment that signals commitment and builds confidence. Community feedback and prior efforts indicate that incremental, uncoordinated actions are unlikely to produce lasting results without this level of clarity and follow-through.

To support a disciplined and coordinated approach, implementation within the Downtown Study is organized using the Main Street America Four-Point Approach, a nationally recognized framework for downtown revitalization that integrates organization, promotion, design, and economic vitality. This approach ensures that physical improvements, business support, programming, and leadership capacity advance together rather than competing for attention or resources. Within this structure, the Downtown Study introduces Transformation Catalysts, which are bundled, place-based strategies that translate vision into action. Each Transformation Catalyst is designed to address multiple challenges simultaneously, leverage City investment to unlock private reinvestment, and create visible momentum. Together, these Transformation Catalysts provide a clear and actionable roadmap for moving Downtown Alvarado from aspiration to implementation in a deliberate, intentional, and coordinated manner.

ROOTED IN HISTORY AND SHAPED BY COMMUNITY PRIORITIES, DOWNTOWN ALVARADO IS POISED FOR FOCUSED, INTENTIONAL REINVESTMENT.

COMMUNITY FEEDBACK

Downtown-Focused Engagement Methods

Community input for the Downtown Study was gathered through multiple engagement methods designed to capture both broad community sentiment and Downtown-specific perspectives. Feedback was collected through the Community Survey, Community Forums, targeted Downtown stakeholder discussions, and input from the Technical Advisory Committee (TAC) and Planning Advisory Committee (PAC). Visual preference exercises were also used to better understand community expectations related to the boundary of Downtown, Downtown form, character, and public space quality. The history of Downtown Alvarado was also explored during the process.

Across all engagement formats, Downtown consistently emerges as a priority area for reinvestment, improvement, and focused attention. Participants recognized Downtown's importance to Alvarado's identity while expressing a desire for clearer direction, stronger leadership, and more visible progress. The feedback reflected both appreciation for what Downtown represents today and concern that its potential is not yet being fully realized.

What the Community Values About Downtown

Community members expressed strong attachment to Downtown's historic character and civic role. The Downtown Square and surrounding historic buildings were frequently cited as defining features of Alvarado and as important symbols of local identity. Residents value the authenticity of Downtown and its connection to the city's history, traditions, and long-standing institutions.

Local businesses and familiar gathering places were also highlighted as important assets, particularly those that have served the community over time. Community events held Downtown were consistently described as positive experiences that bring people together and reinforce Downtown's role as a shared civic space. The walkable scale of Downtown and its sense of familiarity contribute to its appeal. Residents appreciate that Downtown feels approachable and human-scaled, and many expressed a desire to see these qualities preserved while the area evolves. Overall, the community views Downtown as a civic and social gathering place with deep roots and strong potential to serve both everyday life and special occasions.

COMMUNITY FEEDBACK

Downtown Challenges as Opportunities

Community feedback also made clear that Downtown faces several challenges that limit its ability to function as a vibrant, everyday destination. Importantly, these challenges were not presented as reasons for inaction, but rather as opportunities for focused improvement and leadership.

PHYSICAL + FUNCTIONAL CHALLENGES

- Participants consistently noted the presence of vacant and underutilized buildings in and around Downtown, particularly in prominent locations. These conditions were viewed as missed opportunities for activity, business growth, and community life.
- There was strong feedback regarding the limited availability of food, coffee, and evening destinations Downtown. Residents expressed a desire for more reasons to spend time Downtown outside of major events or daytime hours.
- Streetscape conditions were another recurring concern. Issues related to lighting, shade, landscaping, seating, and overall comfort were frequently mentioned, with many participants noting that Downtown does not always feel inviting for everyday use. Parking confusion during events was also identified as a challenge, particularly when it affects access for businesses and visitors.
- Several public spaces were described as functioning well during large events but falling short as comfortable, usable places on a daily basis. This disconnect between event-focused design and everyday usability emerged as a consistent theme.

COMMUNITY FEEDBACK

Downtown Challenges as Opportunities

STRATEGIC + ORGANIZATIONAL CHALLENGES

- Beyond physical conditions, community feedback pointed to deeper strategic and organizational issues. Many participants expressed concern about the lack of a shared Downtown vision guiding decisions over time. Without clear direction, efforts were perceived as fragmented or reactive rather than intentional.

- There was also a sense that Downtown suffers from limited imagination in how spaces, buildings, and public areas could function differently or more effectively. Residents noted that Downtown's potential feels constrained not by its size, but by the absence of a clear, creative, and coordinated action.

- Fragmented focus and inconsistent follow-through were cited as barriers to progress, along with insufficient and inconsistent City investment to catalyze reinvestment. Property owners, businesses, and potential investors were described as receiving unclear signals about Downtown's future, making it difficult to build confidence or momentum.

Opportunity Framing

Taken together, these challenges highlight the need for clearer direction, professional coordination, leadership alignment, and sustained commitment. Community feedback indicates that incremental or uncoordinated actions are unlikely to produce meaningful change on their own. The Downtown Study is intentionally designed to address these gaps. By establishing a clear vision, aligning decision-making, and prioritizing visible, coordinated action, the Study seeks to replace uncertainty with clarity and create a foundation for long-term progress.

DOWNTOWN'S LIMITATIONS REFLECT GAPS IN COORDINATION, NOT A LACK OF OPPORTUNITY.

COMMUNITY FEEDBACK

How the Community Defines Downtown Success

When asked to describe what success looks like for Downtown, community members consistently pointed to outcomes that reflect everyday vitality rather than isolated improvements. Success is defined by occupied and reinvested buildings that contribute to activity and street life. Residents want Downtown to offer comfortable places to walk, sit, and linger, supported by shade, lighting, and amenities that encourage people to spend time there. There is a strong desire for activity beyond major events, with Downtown functioning as a destination throughout the week and across different times of day. Pride emerged as a key indicator of success. Community members want to feel confident bringing visitors Downtown and sharing it as a reflection of Alvarado. Ultimately, success is described as a Downtown that feels alive, welcoming, and intentional—one that reflects both the city's history and its aspirations for the future.

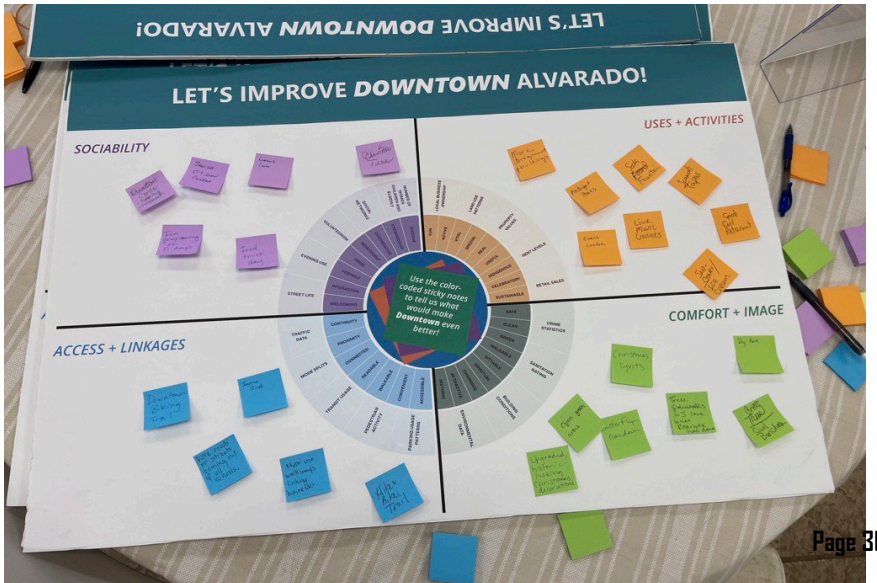
A SUCCESSFUL DOWNTOWN SUPPORTS DAILY LIFE BEYOND MAJOR EVENTS.

COMMUNITY FEEDBACK

Downtown-specific Activity: Let's Improve Downtown Alvarado

Community Forums provided opportunities for residents to provide feedback specific to the Downtown. The "Let's Improve Downtown Alvarado" station asked about missing or needed elements that could improve Downtown. It illustrated a Placemaking Wheel (inspired by Project for Public Spaces) divided into four categories as recommended by the Project for Public Spaces: Sociability, Uses + Activities, Access + Linkages, and Comfort + Image. These categories helped participants provide ideas to create and sustain a great Downtown. Improvement ideas were offered, including:

- Entertainment options
- More outdoor seating options
- More greenery and open space
- Building and facade enhancements
- Additional restaurants and eating options
- A community center with classes and activities
- A senior center with classes and activities

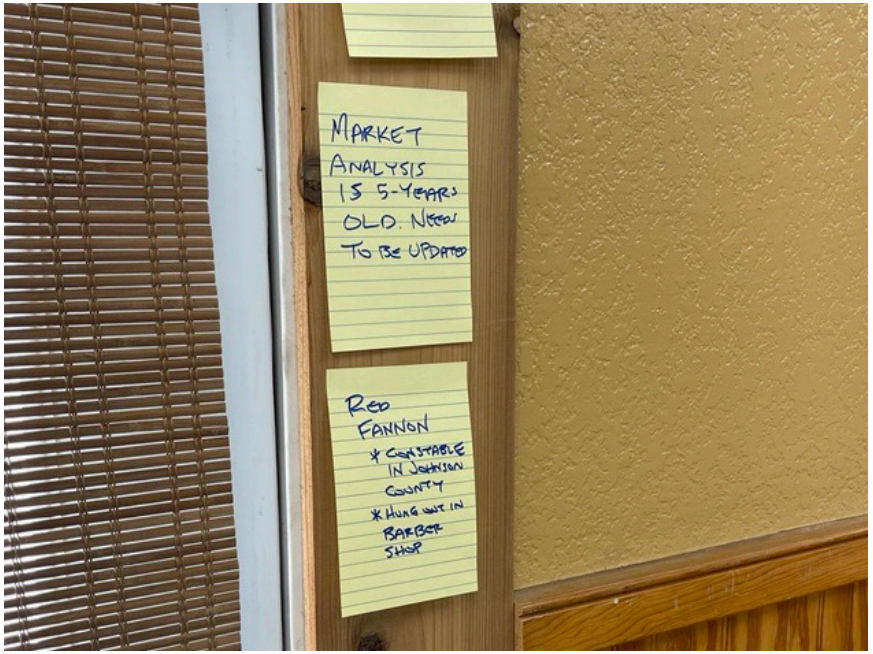


COMMUNITY FEEDBACK

Downtown-specific Activity: Downtown Visual Preference Survey

At the Downtown Visual Preference Survey station, participants were given the opportunity to provide feedback relating to potential design features in future Alvarado, such as streetscape, gathering areas, splashpads, and lighting concepts. Attendees were asked to place different colored dots on photos to indicate their preference for the Downtown style or elements in the photo.

- Positive feedback: buildings with historic architecture, decorative lighting, and enhanced streets and sidewalks, indicating that the community favored these elements in Downtown revitalization.
- Mixed feedback: biking, splash pads, large art features, and creative greenery.
- Negative feedback: modern elements and constrained spaces.



COMMUNITY FEEDBACK

Downtown-specific Activity: Downtown Architectural Style

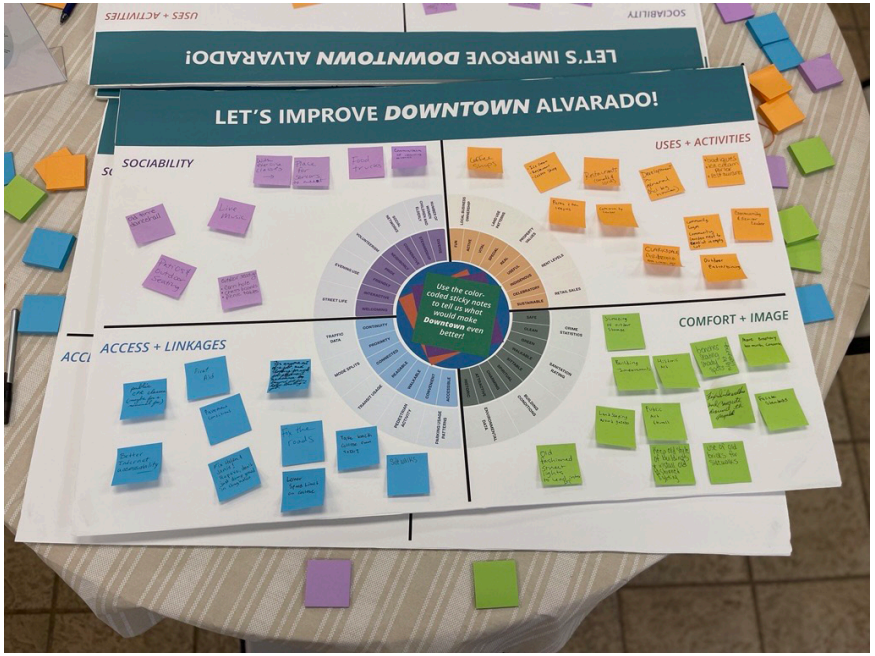
The community was able to participate in a Downtown Architectural Style activity that displayed characteristic descriptions and graphics for three different Architectural Styles for Downtown Alvarado: Historic Texas, Farmhouse Chic, and Modern. Participants were asked which style would be preferred in Downtown Alvarado. The Historic Texas Style was the standout and garnered the most "votes" from attendees. Farmhouse Chic also caught participants' attention with second-most votes. Though the Modern style received the least votes, some participants showed interest in a blend between Historic Texas and Modern. The Planning Advisory Committee (PAC) considered the feedback to determine that Historic Texas should be the predominant style on the Square, but a blend of Historic Texas and Farmhouse Chic in other portions of Downtown.

HISTORIC TEXAS ARCHITECTURAL STYLE

The Historic Texas Architectural Style makes use of materials and design elements that were common to construction in the early twentieth century. This includes the use of brick and stone in neutral, earth tone or muted colors. Buildings have authentic articulation, meaning there are changes in wall planes and details where there are changes in the building's structure or function, such as perceiving the separation of floors or framing details around a window. This Style may include visible cornerstones, accented doors, and multiple pane windows. Texas or western imagery and/or murals can add to the representation of the City's heritage.

FARMHOUSE CHIC ARCHITECTURAL STYLE

A Farmhouse Chic Architectural Style blends rustic simplicity with modern elements. Materials may be reminiscent of farmhouse or historic rural context such as using wood, stucco, cementitious fiberboard, stone, and shiplap. Architectural elements may include a flat or pitched roof but often include steep gable roofs. As there is an emphasis on using natural materials, the color palette is white or neutral and may include some accent colors (ex. teal), black metal-type accents, signage, and lighting fixtures. The use of stark white should be avoided.



COMMUNITY FEEDBACK

Downtown Housing

At the Downtown Housing station, participants were given the opportunity to collaborate on identifying suitable areas within Downtown Alvarado for various housing and residential style types. Participants were given different colored foam sticks which corresponded with three categories, with corresponding photos of each. Red represented standard single family detached housing, yellow represented "Missing Middle Housing," such as townhomes, and blue represented walkable multi-story residential, such as mixed-use buildings.

The responses varied but generally most participants preferred having a mix of housing types within Downtown. Attendees preferred having a concentration of mixed-use buildings along major downtown streets and downtown core while reducing density outward toward existing single-family housing.

- The majority of participants created a focus area of one to two blocks around the Square that would include mixed-use and multifamily structures (blue). As such, blue sticks were commonly placed along streets closest to the Square including Atchley Street and College Avenue.
- Many recognized the opportunity to use yellow sticks or "missing-middle" development to buffer the taller mixed-use development (blue) from existing and future detached, residential-looking structures (red) that is in, and adjacent to, Downtown Alvarado.
- Participants identified corridors including Parkway Drive, College Street, and Sparks Street as prime locations for "blue" and "yellow" housing.
- Areas on the north side, north of Purdom, and areas on the south side, south of Atchley were frequently designated as "red" and/or "yellow," with no "blue."

CONTEXT

People In and Near Downtown

Downtown serves a diverse mix of people whose presence and activity patterns vary by time of day and purpose. Downtown users include, but are not limited to:

- nearby residents,
- employees working in and around Downtown,
- business owners,
- people passing through to get to other areas of the city,
- visitors attending the parks, library, or other destinations,
- visitors attending events, and
- individuals accessing civic services.

While Downtown experiences high levels of activity during festivals, markets, and community gatherings, everyday foot traffic outside of these events is more limited.

Demographic and lifestyle data reviewed as part of this Study, including Esri-based market segmentation information used by the Project Team, indicate that residents living in and near Downtown generally value convenience, familiarity, and community-oriented places. These households tend to prioritize access to local destinations, civic services, and everyday amenities over large-format or destination-oriented retail. There is also a strong connection to local traditions and a preference for environments that feel authentic, comfortable, and easy to navigate.

The presence of nearby residential areas, including homes located within and adjacent to the Downtown Study Area, represents an important opportunity for Downtown to function as more than an event destination. Residents within walking distance provide the foundation for consistent, everyday use of Downtown spaces, particularly for casual dining, coffee, small errands, and informal gatherings. This local population supports the idea that Downtown can sustain activity at different times of day when it is designed and programmed to meet daily needs. Esri-informed lifestyle characteristics also suggest that Downtown users are responsive to environments that offer shade, walkability, and welcoming public spaces. Comfort, safety, and visual quality influence how often people choose to spend time Downtown and how long they stay. When Downtown spaces feel inviting and easy to use, they are more likely to become part of regular routines rather than occasional destinations.

Overall, existing conditions indicate that Downtown has access to a base of nearby residents and users who could support greater everyday activity. However, current patterns reflect a Downtown that is still primarily experienced through events and civic functions rather than daily life. This gap between potential and current use underscores the importance of addressing comfort, connectivity, and reinvestment as part of Downtown's evolution.

CONTEXT

Building Stock and Condition

Downtown's building stock reflects historic development patterns and incremental change over time. The area includes a mix of older commercial buildings, civic structures, residential properties, and smaller-scale infill. A handful of buildings contribute positively to Downtown's character and sense of place, while others exhibit signs of age, deferred maintenance, or functional limitations. Building conditions vary throughout Downtown. Some properties are actively occupied and well maintained, while others are vacant or underutilized, and still others are actively occupied but not consistent with the envisioned future for Downtown. Historic building configurations present opportunities for adaptive reuse but can also introduce challenges related to accessibility, modern building systems, and flexibility of use.

Vacancies and Underutilization

Vacant and underutilized buildings are present in visible and strategically important locations within Downtown, including on and near the Square. These properties represent missed opportunities for economic activity, housing, and street-level vitality. Underutilization includes not only fully vacant buildings, but also properties that are partially occupied, intermittently used, or limited to a narrow range of functions. These conditions contribute to gaps in activity and reinforce the perception that Downtown lacks consistent energy outside of major events.

Public Spaces and Civic Assets

Downtown contains a concentration of public spaces and civic assets that anchor community life. The Downtown Square functions as the primary gathering space and event venue, while nearby parks, civic buildings, and historic sites contribute to Downtown's identity and visibility. Although these spaces have hosted programmed events, their everyday functionality and appearance vary. Some areas lack shade, seating, or amenities that encourage lingering, while others are designed primarily to support large gatherings rather than daily use. The Downtown Square specifically is comprised of mostly pavement and a small gazebo, with little attention paid to walkability, maintenance, or aesthetics. Pecan Orchard Park has been recently maintained to a higher standard to allow for more programmed events, but the Park is still largely without designed features. The distribution and connectivity of public spaces influence how people move through Downtown and how long they choose to stay.

CONTEXT

Infrastructure Constraints Relevant to Downtown

Downtown's infrastructure reflects its age, incremental development, and lack of investment (both public and private). Sidewalk conditions, drainage, lighting, and utility capacity vary across Downtown and can influence the feasibility and timing of reinvestment. Street widths, curb configurations, and the location of underground utilities affect opportunities for streetscape improvements, enhanced pedestrian comfort, and circulation changes. These constraints do not prevent improvement but require careful coordination, realistic planning, and intentional design.

Event Operations as an Existing Condition

Events are a defining feature of Downtown and are treated as an existing condition rather than a future strategy. Downtown regularly hosts community festivals, markets, and civic gatherings that draw visitors from across the city and reinforce Downtown's role as a shared civic space. Event operations influence parking patterns, circulation, business access, and public space configuration. While events contribute positively to Downtown identity and visibility, they also highlight limitations related to wayfinding, infrastructure, and everyday usability. Understanding how Downtown functions during events is essential to evaluating current conditions and informing future decision-making.

DOWNTOWN CONTEXT SNAPSHOT

- Predominantly historic building stock with mixed conditions
- Concentration of civic and public spaces that anchor identity
- Visible vacancies and underutilized properties in key locations
- Infrastructure shaped by incremental, block-by-block growth
- Event-driven activity that defines use patterns and operations

Together, these conditions frame opportunities for focused reinvestment and coordination.

CONTEXT

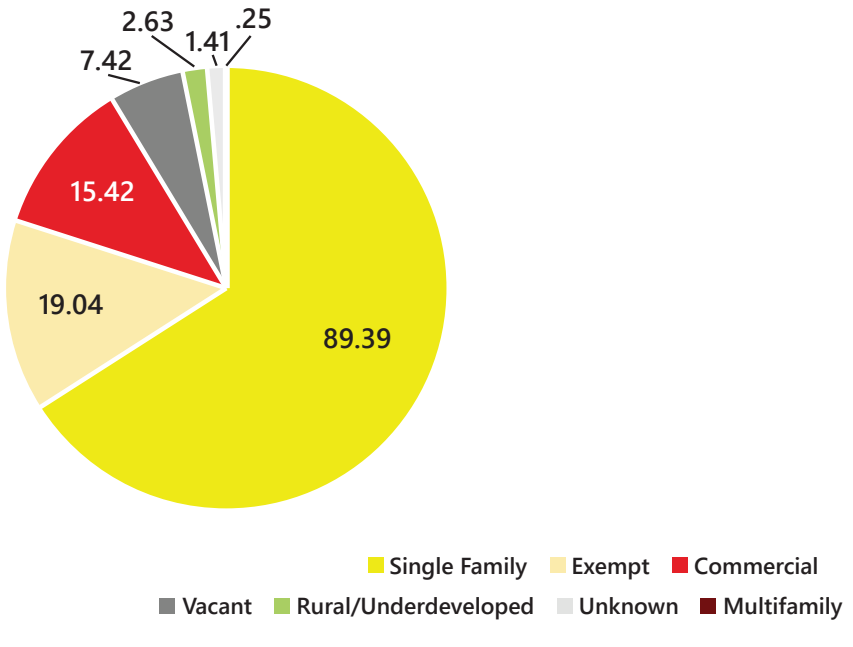
Downtown Existing Land Use

The existing land use of a property provides a snapshot of its current use. This use may vary from what it is zoned to be used for, as zoning regulations change over time. Looking at existing land use provides insight into an accurate representation of what is currently on the ground. In Downtown Alvarado, the dominant existing land use is single family residential, located in the North, South, and West subareas. Meanwhile, the Core, East, and Inner South subarea are more mixed in terms of land uses with commercial, multifamily, single family, and uses such as City facilities or churches. Downtown has several vacant properties, including a few concentrated in the Downtown Core. This vacancy provides ample opportunity to develop in accordance with the vision for Downtown Alvarado.

Downtown Existing Land Use Data per JCAD

Land use	Acres	Percent
Single Family	89.39	65.94%
Exempt	19.04	14.05%
Commercial	15.42	11.37%
Vacant	7.42	5.47%
Rural / Undeveloped	2.63	1.94%
Unknown	1.41	1.04%
Multi Family	0.25	0.18%
Total	**135.57**	**100%**

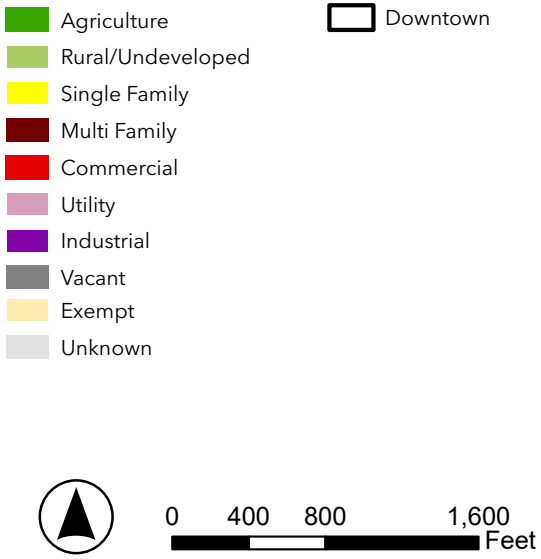
Note: Existing land data is based on the Johnson County Appraisal District and is for illustrative purposes only.



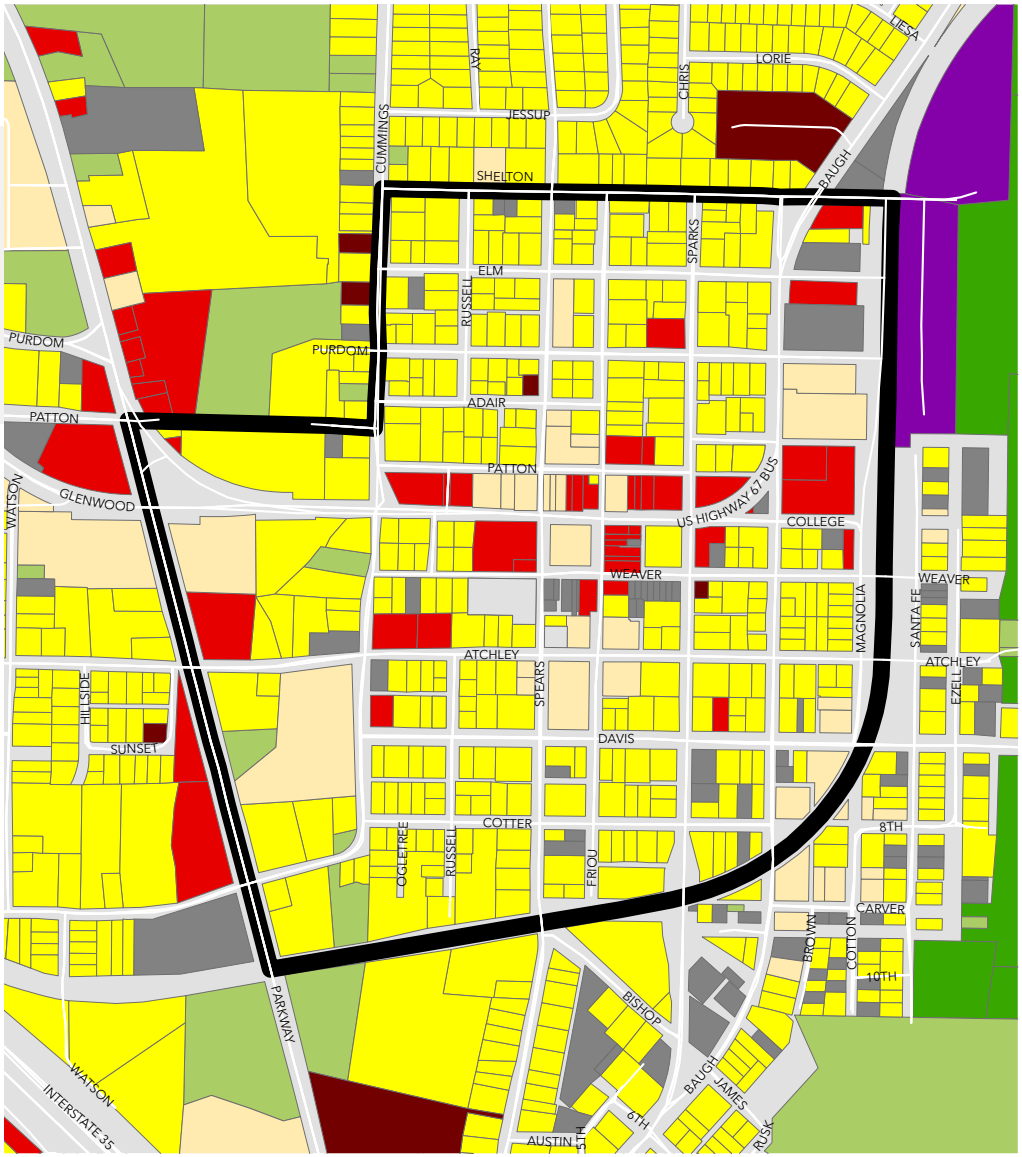
CONTEXT

Downtown Existing Land Use

Note: Existing land data is based on the Johnson County Appraisal District and is for illustrative purposes only.



Source: Johnson County Appraisal District, August 2025



CONTEXT

Downtown Existing Zoning

The existing zoning within the Downtown boundary is primarily Single Family District 2 with concentrations primarily in the Downtown North, Inner South, and South Subareas. The Downtown Core is primarily zoned Central Business District, though it does include some commercial zoning. The West subarea along Parkway Street is zoned Commercial zoning while the rest of the subarea contains single family zoning. The East subarea has a mix of commercial, industrial, and institutional zoning.

A temporary Downtown Zoning Overlay is currently in place that intended to be repealed upon City Council approval of a Downtown Code associated with this Downtown Study.

Zoning	District	Acres	Percent
SF-2	Single Family District 2	90.49	67.61%
C-2	Commercial District 2	16.39	12.25%
C-1	Commercial District 1	9.78	7.31%
CBD	Central Business District	7.28	5.44%
I	Institutional Overlay District	6.03	4.50%
PD	Planned Development District	1.01	0.75%
M-1	Manufacturing Industrial District - Light	0.32	0.24%
TF	Two Family Duplex District	0.78	0.58%
SFA	Single Family Apartments	0.77	0.57%
MF	Multi Family District	1.00	0.74%
Total		**133.85**	**100%**

CONTEXT

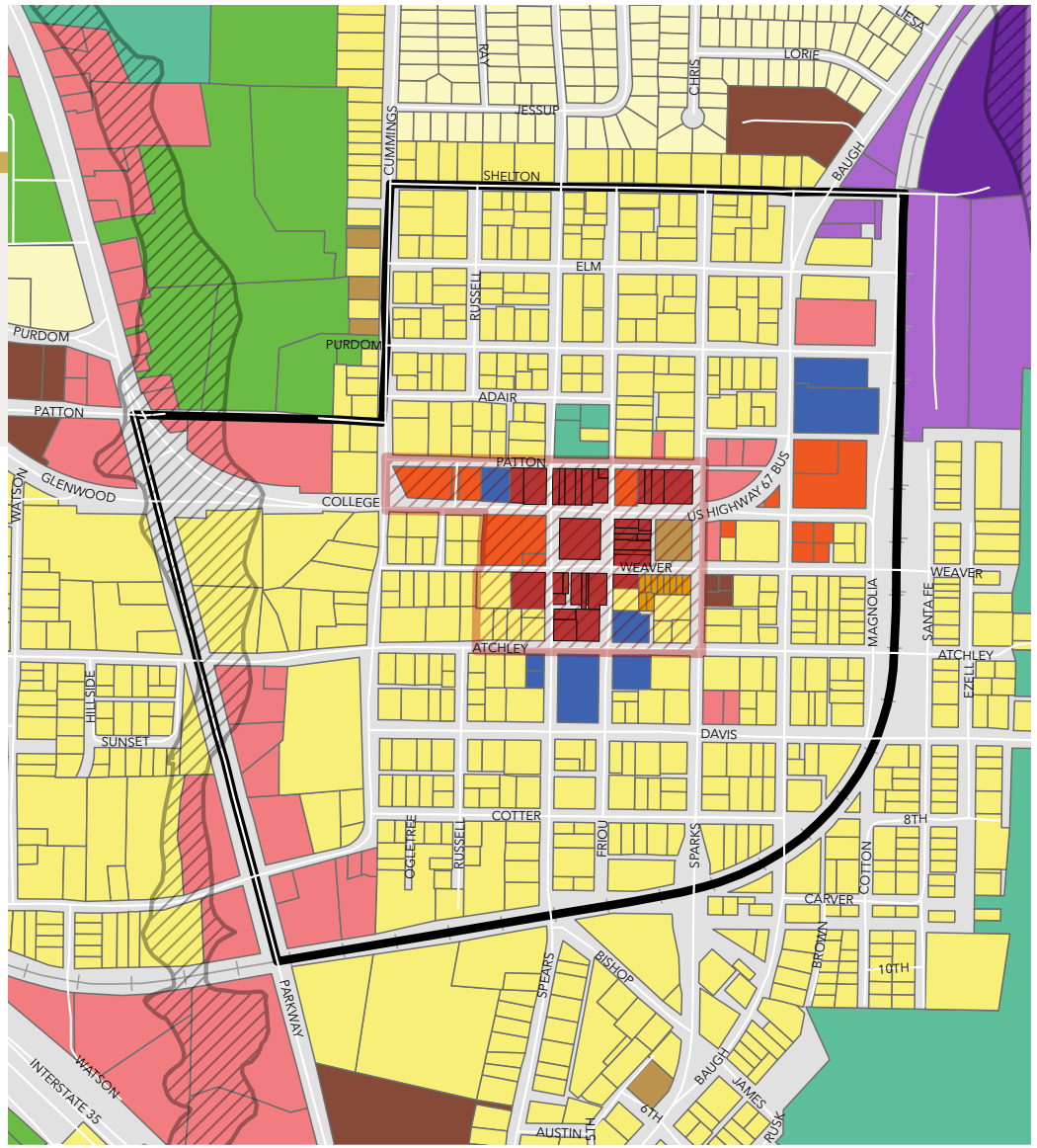
DOWNTOWN EXISTING ZONING

CITY OF ALVARADO
Existing Zoning Map

- Agriculture
- Single Family 1
- Single Family 2
- Single Family Apartments
- Garden Home
- Two Family Duplex
- Multi Family
- Manufactured Home Park 1
- Manufactured Home Park 2
- Manufactured Home Park 3
- Central Business
- Commercial 1
- Commercial 2
- Light Industrial
- Heavy Industrial
- Institutional Overlay
- Planned Development
- Floodplain Overlay
- Downtown Overlay
- Downtown

0 400 800 1,600 Feet

Source: City of Alvarado, October 2025



CONTEXT

Land Use + Zoning Observations and Analysis

THERE IS A SIGNIFICANT PRESENCE OF SINGLE-FAMILY HOUSING WITHIN DOWNTOWN.

- The Existing Land Use map shows a large portion of the northern and southern areas of the Downtown with existing single-family development.

HOUSING VARIETY IS LIMITED.

- Single-Family District 2 (SF-2) makes up a majority (67.6%) of the zoning for housing in Downtown Alvarado. Single-Family Apartment (SFA), Two Family Duplex (TF) and Multi-family (MF) districts, which allow for more housing choices, make up less than three acres in Downtown.
- Like zoning, existing land use shows little availability of multi-family development (0.18%) within Downtown.

DOWNTOWN HAS VACANT OR UNDEVELOPED LAND.

- Undeveloped land should be considered for Downtown-compatible development.
- Vacant land should be redeveloped, especially in the Downtown Core.

COMMERCIAL ZONING IS CONCENTRATED ALONG EXISTING PARKWAY DRIVE.

- Much of the land zoned Commercial District 2 (C-2) is concentrated along Parkway Drive, excluding a few parcels along College Street. Despite the commercial zoning designation, the majority of parcels along Parkway Drive currently contain single-family residential and rural uses, indicating a potential opportunity for future commercial redevelopment.

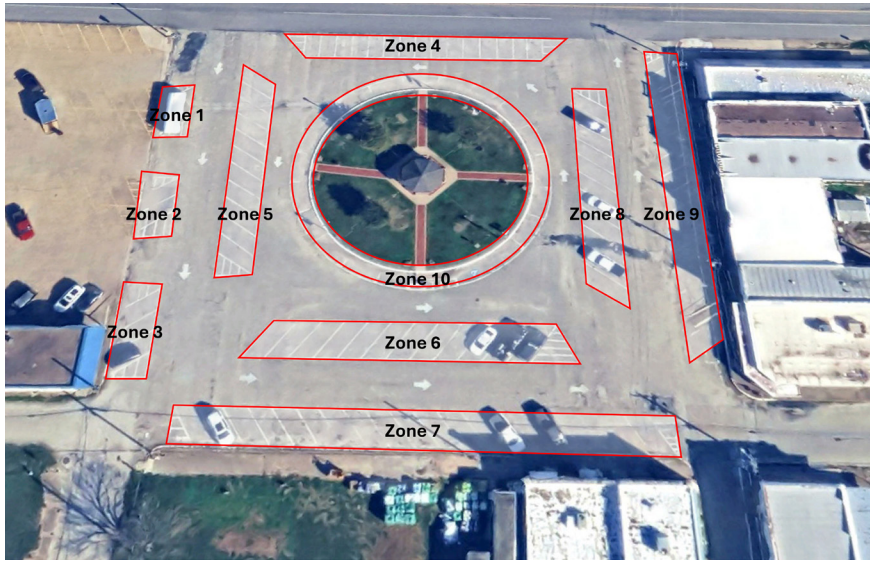
Downtown Alvarado is predominantly residential, with limited commercial, multi-family, or mixed-use buildings. These conditions suggest opportunities to strengthen Downtown through targeted infill, increased land use diversity, and strategic reuse of existing properties to better support economic activity and walkability while remaining sensitive to the surrounding single-family context.

LAND USE AND PARKING PATTERNS REFLECT DOWNTOWN'S RESIDENTIAL CHARACTER—BUT ALSO HIGHLIGHT OPPORTUNITIES TO BETTER SUPPORT COMMERCIAL ACTIVITY AND WALKABILITY.

CONTEXT

Downtown Existing Parking

Parking availability surrounding the Square can be an important factor when considering the success of Downtown Alvarado and accessibility to current and future business around the Square. Community feedback emphasized the importance of parking to the success of Downtown but also expressed discontent with the current design and safety.



Observations + Analysis

SIGNIFICANT PRESENCE OF PARKING SPOTS WITHIN THE DOWNTOWN SQUARE.

- The Square has 10 parking zones and a total of 107 parking spaces.
- Of the total number of parking spaces there are four handicapped spaces and one bus parking space. ADA accessibility within the Square's parking configuration is not modernized.
- There are 87 spaces arranged in a 60° single row parking layout while the remaining 20 are around the Square Park.

TRAFFIC PATTERNS

- Traffic patterns around the Square include an inner ring of one-way traffic around the Square Park and an outer ring of one-way traffic around the Downtown Square.
- These traffic patterns are marked with white arrows on the pavement, but there are no safety barriers, curbs, bollards, or landscaping to help define car movements or protect pedestrians or cyclists.

SIGNAGE

- Visible directional signage is lacking or fading.

CONTEXT

Downtown Key Groups

CITY OF ALVARADO ECONOMIC DEVELOPMENT CORPORATION

The Alvarado Type B Economic Development Corporation (EDC) is funded by a quarter-cent sales tax and guided by a seven-member board. The EDC is committed to improving quality of life by leveraging community strengths and fostering strategic partnerships. The EDC aims to enable businesses to flourish and individuals to thrive in order to shape the economic future of Alvarado.

ALVARADO CHAMBER OF COMMERCE.

The Alvarado Chamber of Commerce is composed of eight board members. The mission of the Alvarado Chamber of Commerce is "To improve Alvarado's overall business climate and quality of life through the sponsorship of programs that promote, facilitate & stimulate economic growth, civic participation, and business advocacy." The Chamber of Commerce represents the voice of the business community in Alvarado and can play a vital role in helping Downtown transition into a vibrant economic hub for the city.

CONTEXT

Downtown Financing Tools

TYPE B FUNDING: ELIGIBLE ITEMS AND IMPROVEMENTS

According to the Texas Comptroller of Public Accounts, Type A sales tax is used for manufacturing and industrial development while Type B sales tax may be used for projects eligible under type A, plus quality-of-life improvement projects. Type B corporations may pay for land, buildings, equipment, facilities, targeted infrastructure, and improvements for quality-of-life improvement projects, such as:

- Sports and athletic facilities, tourism and entertainment facilities, convention facilities, and public parks
- Relocated store, restaurant, concession, parking, and transportation facilities
- Relocated street, water, and sewer facilities
- Affordable housing
- Public safety facilities.
- Recycling facilities
- Streets, roads, drainage, and related improvements
- Demolition of existing structures
- General municipally owned improvements
- Maintenance and operating costs associated with projects

Storefront Improvement Grant

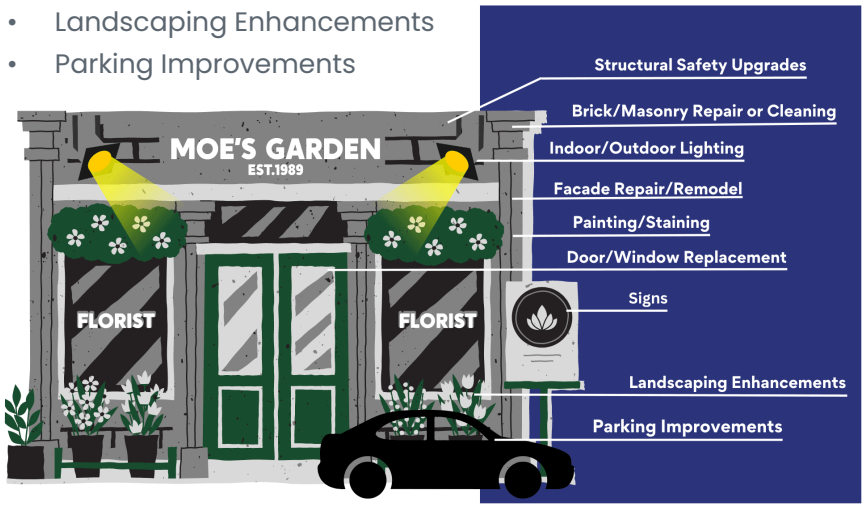
Active since 2024, this City-based reimbursement-based program is used to provide financial assistance to property owners and business tenants looking to renovate or restore their existing commercial businesses. The goal of this program is to enhance the appearance and appeal of local businesses, contributing to the overall revitalization of our Downtown Alvarado.

APPLICATION AND PROCESS

- Business owners or tenants can fill out the application outlining their desired storefront improvement efforts, and the City of Alvarado, along with the Alvarado Economic Development Corporation, will review their eligibility status before the release of funds
- City funds will match up to $25,000, through reimbursement, costs to renovate or restore storefronts by the business owner or tenant

ELIGIBLE IMPROVEMENTS AND ELIGIBILITY REQUIREMENTS:

- Structural Safety Upgrades
- Brick/Masonry Repair or Cleaning
- Indoor/Outdoor Lighting
- Facade Repair/Remodel
- Painting/Staining
- Door/Window Replacement
- Signage
- Landscaping Enhancements
- Parking Improvements



Source: City of Alvarado

CONTEXT

Tax Increment Reinvestment Zone #3

Tax Increment Financing is a tool that allows local governments to fund improvements that attract private investment within a designated Tax Increment Reinvestment Zone (TIRZ) by redirecting any subsequent increase in property tax revenue to pay for public improvements in the zone.

- Builds infrastructure that supports business growth.
- Spurs development, raising property values and future tax revenue.
- Reduces private development costs through reimbursements for eligible improvements.

The City has several TIRZs, and the third one covers Downtown. Downtown TIRZ #3 is located east of Parkway and west of Baugh Street, between Patton Street, College Street and Weaver Street. TIRZ #3 was created on January 22, 2025, specifically to support Downtown revitalization. The TIRZ encompasses approximately 257 acres, and its purpose is to finance public improvements, such as streets, lighting, utilities, parking, and economic development projects that will stimulate private investment, increase property values, and generate economic benefits for the city. The financing plan commits the City of Alvarado to deposit 75 percent of incremental property tax revenues into the TIRZ fund each year, based on 2025 assessed values. Since the boundary of Downtown was established during the planning process as a larger area than what the TIRZ currently covers, it could be expanded in the future.

VISION: DOWNTOWN

Downtown Alvarado will be a welcoming, walkable town center where history, local businesses, and community life can come together, anchored by a revitalized Square, connected neighborhoods, and active spaces that serve residents and visitors. The vision is crafted with the intention of setting the stage for redevelopment to capitalize on the potential of Downtown Alvarado. To inform the Downtown Vision, the Main Street Four Points Framework will be paired with Transformation Catalysts to pave the way for positive transformation. Alongside the Main Street Approach, the Downtown Character and Mobility Guides will further realize the vision for Downtown.

Downtown will be primarily influenced by the following Transformation Catalysts tailored for Alvarado:

- Downtown Square Redesign will transform and activate the Core by enhancing and improving Alvarado's central gathering space while allowing new opportunities for economic growth
- Downtown Living will diversify housing types and create the conditions for a walkable mixed-use environment and allow Downtown to evolve into a vibrant hub of activity and opportunity
- Placemaking + Storytelling will turn space into place by strengthening identity, activating spaces, and bringing the community together through intentional placemaking and storytelling
- Downtown Civic Trail + Node System will establish a non-directional, people-focused network that connects civic, cultural, residential, and park destinations, reinforcing Downtown as an everyday place to walk, gather, and discover

Combined, these Transformation Catalysts will set the stage for the future success and revitalization of Downtown Alvarado.
The Downtown Character Guide will create unique destinations within Downtown which will be distinct and lean into elements of branding and identity. The six Downtown Character Areas include:

- Downtown North
- Downtown East
- Downtown Core
- Downtown Inner South
- Downtown South
- Downtown West

The Downtown Mobility Guide is made up of three Street Types which will each serve in enhancing mobility and connectivity throughout Downtown. In addition, Special Consideration Intersections and At-Grade Railroad Crossings will be identified for context-sensitive solutions. By focusing on mobility, Downtown Alvarado will enable a transportation network that will prioritize safe, connected, and efficient movement.

VISION: DOWNTOWN

Triple Bottom Line

The Triple Bottom Line approach represents a targeted way to blend community, economy, and environment. This approach allows for implementation that accounts for multiple interests that together better inform Downtown best practice with respect to implementation.

NATURE

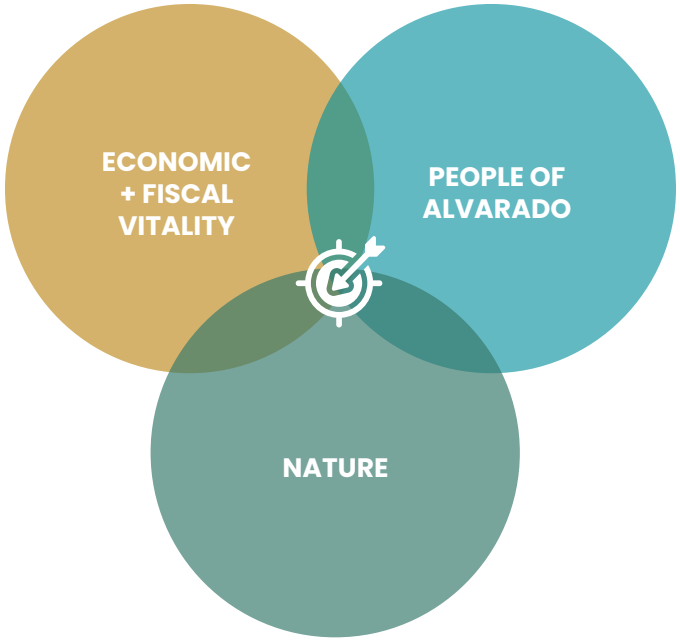
The Downtown Study supports environmental stewardship as it prioritizes reinvestment within the existing Downtown footprint, with benefits of efficient use of existing infrastructure and preserving and enhancing existing green spaces. By focusing on revitalization around the historic Square and surrounding neighborhoods, the Study encourages adaptive reuse of buildings and streetscapes. Parks and green spaces such as the Pecan Orchard and George Washington Carver Park are reinforced as integral components of Downtown's identity, ensuring that nature remains a visible and accessible part of daily life in Alvarado.

PEOPLE OF ALVARADO

The Downtown Study reflects the community values and desires expressed through extensive public engagement. There is an emphasis on preserving Alvarado's Historic Texas character while enhancing Downtown as a place to gather, socialize, and spend time. Improvements to sidewalks, lighting, crossings, and wayfinding enhance comfort, safety, and accessibility. By supporting an expanded mix of housing types near the Square, the Study will encourage more residents to live within walking distance of the stores, services, and gathering spaces in Downtown. Placemaking and storytelling further strengthen the culture, history, and identity of the community.

ECONOMIC + FISCAL VITALITY

Economic and fiscal vitality are supported by positioning Downtown as a competitive local destination for dining, retail, housing, and entertainment. A strong Downtown will help recapture market leakage by creating the conditions that businesses can thrive and meet resident demand. Strategic public investments, storefront improvement grants, and TIRZ #3 are targeted to leverage available public and private opportunities to support strong redevelopment, improve infrastructure, and increase property values.



VISION: DOWNTOWN

Alignment with Vision Guiding Principles

Continuously Improving

Downtown improvements, upgrades, and enhancements will be implemented in stages with defined phases to ensure progress. Implementation will be closely monitored and evaluated to measure success.

Efficient + Connected

Downtown streets will prioritize walkability, accessibility, and safety. Emphasis will be placed on improved sidewalks, lighting, crosswalks, and parking solutions that make it easier to move safely on foot, bike, or car.

Engaged + Collaborative

Downtown will be driven by groups, such as the EDC and Chamber of Commerce, which will foster support for Downtown initiatives.

Fun + Inviting

Downtown will be a destination for all ages with activities complete with live music, outdoor dining, public art, shaded gathering spots, and seasonal festivals. Regular activation will ensure Downtown remains a desirable and vibrant destination.

Intentional + Distinct

Future development will honor Downtown's Historic Texas architectural character while thoughtfully incorporating new styles and compatible new uses such as mixed-use housing and retail throughout Downtown.

Landscaped + Charming

Beautification efforts will elevate Downtown's appeal through landscaping, street trees, pocket parks, outdoor seating, and public art. Historic preservation paired with these design improvements will showcase the small-town charm that residents want to protect, making the Square a place people are proud to show off.

Neighborly + Family-Friendly

Downtown will foster a sense of community where the residents want to spend time, interact, and experience a vibrant Downtown. Amenities will cater to all ages ensuring Downtown acts as a welcoming destination for the whole family.

Safe

Improved lighting, crosswalks, and pedestrian-friendly streetscapes will ensure Downtown feels safe and welcoming both day and night. Regular programming and active storefronts will create a sense of safety encouraging residents and visitors to spend more time Downtown more frequently.

Trusted Action

Visible Downtown improvement showcases results and builds trust. Each phase of revitalization will be paired with clear communication to demonstrate that Downtown is a priority and that the community's voice is shaping tangible outcomes.

VISION: DOWNTOWN

Alignment With Main Street America

The Main Street America organization is a national non-profit group that supports strong downtowns through resources, training, and expertise in the revitalization of older downtowns. It is a clearinghouse of best practices for downtowns. Texas supplements Main Street America with the Texas Main Street Program (TMSP), which currently supports 81 communities across the state, all dedicated to implementing the Main Street America Four Point Approach. Through collaborative partnerships with TMSP, these communities are actively working toward achieving their unique downtown revitalization goals.

Although the City of Alvarado is not currently designated as a Texas Main Street City or a part of the Main Street America Program, the Downtown Study aligns with the core principles of the Main Street America Four Points Approach. By aligning the Study with proven best practices, it demonstrates a proactive and intentional commitment to transforming Downtown Alvarado with proven strategies based on the four points of economic vitality, design, promotion, and organization. The Downtown Study builds on the four points and establishes transformative strategies for a focused, deliberate path to revitalizing and strengthening Downtown.

ECONOMIC VITALITY

Economic Vitality focuses on capital, incentives, and other economic and financial tools to assist new and existing businesses, catalyze property development, and create a supportive environment for entrepreneurs and innovators that drive local economies. The Study focuses on creating the physical, regulatory, and programmatic conditions for successful reinvestment. Community feedback emphasized that there is market leakage to nearby cities and the Study seeks to position Downtown retail and dining as a competitive local option.

DESIGN

Design direction supports a community's transformation by enhancing the physical and visual assets that set the Downtown district apart. Design is a central pillar of the Study as community engagement, context, and best practices informed the creation of a Downtown Character Guide and Downtown Mobility Guide that will work together to guide development and public improvements that make Downtown more comfortable, attractive, and accessible.

PROMOTION

Promotion positions the Downtown as the center of the community and hub of economic activity, while creating a positive image that showcases the community's unique characteristics. The Study will introduce strategies to strengthen Downtown as the cultural heart of the community and a destination for events, public art, and activation that increase visibility and keep people coming back.

ORGANIZATION

Organizations are vital in creating a strong foundation for sustainable revitalization efforts, including cultivating partnerships, community involvement, and resources for the district. The Study emphasizes the collaboration of the City, the Alvarado Economic Development Corporation, the Chamber of Commerce, property owners, community partners, and residents to ensure that Downtown revitalization is an ongoing initiative.

VISION: DOWNTOWN

Alignment With Main Street America

Source: Main Street America

Transformation Catalysts

The Main Street Approach provides a wide range of potential strategies recognizing that each Downtown is unique and one-size-fits-all approaches do not always capture the nuanced visions of different downtowns. In Alvarado, the following three Transformation Catalysts were crafted to build on the Four Points and lead Downtown in the direction of progress.

- Downtown Square Redesign: Transform and activate the Core by enhancing and improving Alvarado's central gathering space while allowing new opportunities for economic growth
- Downtown Living: Diversify housing types and create the conditions for a walkable mixed-use environment and allow the Downtown to evolve into a vibrant hub of activity and opportunity
- Placemaking + Storytelling: Turn space into place by strengthening identity, activating spaces, and bringing the community together through intention and storytelling

Grant Eligibility

By aligning the Study with the Main Street America Four Points Approach, it allows for the easier implementation of Alvarado's Downtown projects and initiatives to be grant ready.

VISION: TRANSFORMATION CATALYSTS

Downtown Square Redesign

VISION

Redesigning the Downtown Square will transform and activate the Downtown Core by enhancing and improving Alvarado's central gathering space, while allowing new opportunities for economic growth. The Downtown Square Redesign will transform and activate the Downtown Core by enhancing Alvarado's central gathering space while creating new opportunities for reinvestment and economic activity. The concept illustrates how the Square could evolve over time through coordinated public improvements and complementary private reinvestment. The redesign is intended to guide decision-making related to form, function, character, and design as projects move forward. Implementation will occur in phases and may evolve in response to market conditions, funding availability, and community priorities.

COMMUNITY FEEDBACK RELATED TO THE DOWNTOWN SQUARE REDESIGN

Community feedback indicates support for increased mixed-use development, walkability, and Historic Texas architectural styles around the Downtown Square. Meanwhile, top concerns placed emphasis on maintaining adequate parking availability and reducing Downtown vacancy.

After collaborative input from the Plan Advisory Committee and Technical Advisory Committee, the Alvarado City Council selected Downtown Square Design Option 3 on July 21, 2025, which includes some redevelopment on the western edge of the Square with an improved Square.

- Option 1: As-is, with improved Square and existing west configuration
- Option 2: Redeveloped at large west building edge with expanded Square
- Option 3: Redeveloped at small west building edge with improved Square
- Option 4: Center building

OPTION 3 SELECTED:

VISION: TRANSFORMATION CATALYSTS

Downtown Square Redesign

DOWNTOWN SQUARE REDESIGN RENDERINGS

A NEW CIVIC HEART THAT BRINGS PEOPLE TOGETHER THROUGH WALKABLE STREETS, ACTIVATED PUBLIC SPACE, AND A REVITALIZED DOWNTOWN CORE.

VISION: TRANSFORMATION CATALYSTS

Downtown Square Redesign

ALIGNMENT WITH THE MAIN STREET APPROACH

- Economic Vitality: The redesign and redevelopment of the Downtown Square is an anchor for the success of Downtown. This visionary transformation will act as an economic catalyst for Downtown Alvarado.
- Design: The Downtown Square and surrounding Core will be aesthetically enhanced and functionally improved through pedestrian-centered design.
- Promotion: The redesign of the Downtown Square and redevelopment of the Core should be a focus of marketing and promotional materials.
- Organization: The Downtown Core will be grounded in organizational support through partnerships to ensure the success of Downtown

TRIPLE BOTTOM LINE BENEFITS

The Downtown Square Redesign initiative in Alvarado is set to deliver significant community, economic, and environmental benefits by transforming the central public space into a vibrant, multifunctional destination that appeals to residents, visitors, and businesses. Research demonstrates that investments in placemaking and pedestrian-oriented design enhance the attractiveness of downtown areas and help stimulate economic activity. Walkable neighborhoods with a concentration of amenities often generate higher economic returns per acre compared to areas primarily designed for automobile access.

By positioning the Square as a focal point for social and cultural activities, improving pedestrian connectivity, and providing flexible gathering spaces, the City can increase visitor engagement and support surrounding businesses. Elevated activity and visitation have the potential to strengthen local spending patterns, drive property value appreciation, and bolster overall community resilience. Additionally, placemaking efforts that thoughtfully reflect Alvarado's unique history and identity can foster community pride, distinguish Downtown as a regional destination, and encourage longer stays, repeat visits, and increased local spending. When paired with standards for green infrastructure and shade, this catalyst can also support comfort, stormwater function, and environmental performance.

VISION: TRANSFORMATION CATALYSTS

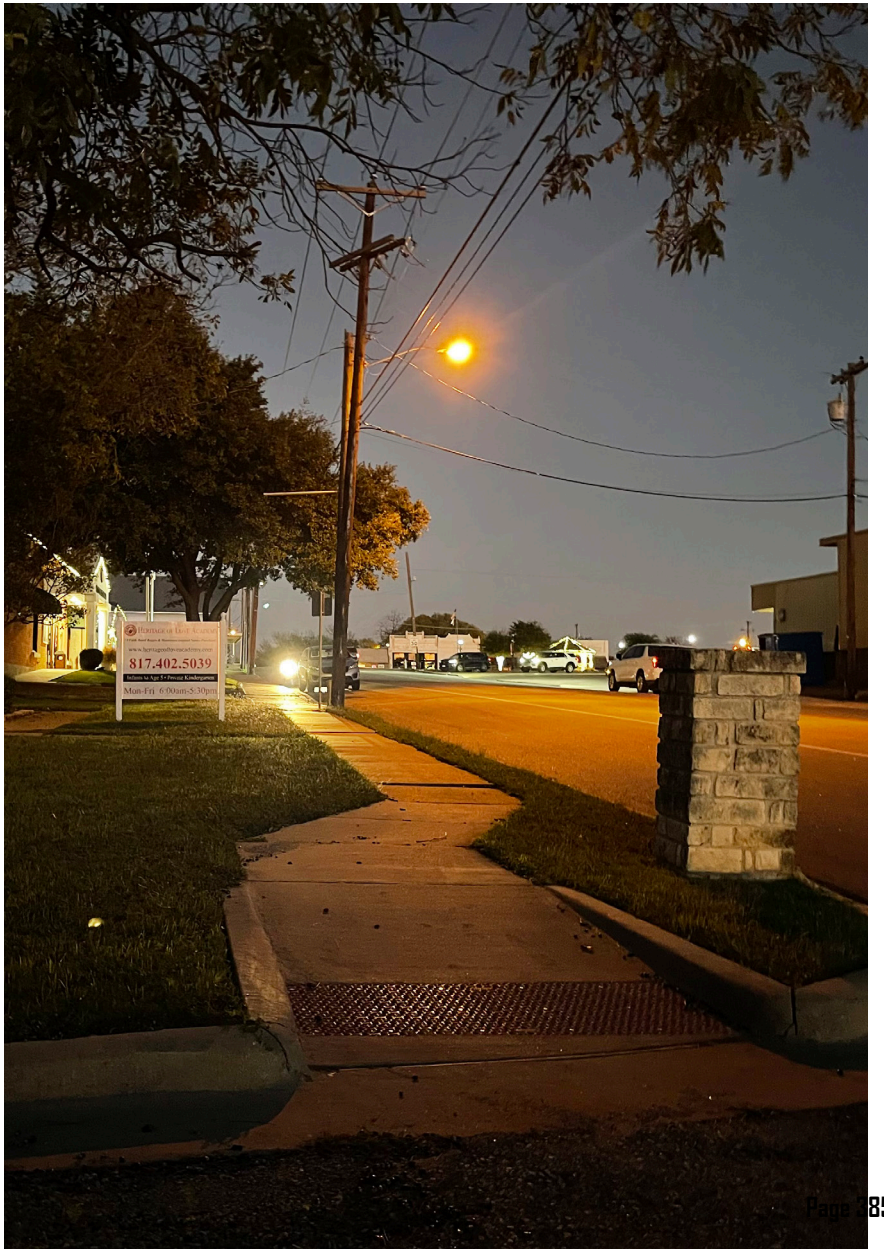
Downtown Living

VISION

Downtown Living will diversify housing types and create the conditions for a walkable mixed-use environment and allow Downtown to evolve into a vibrant hub of activity and opportunity. The Downtown Living Transformation Catalyst seeks to create an active Downtown that offers diverse housing options, which will enhance the overall vibrancy of Downtown. The increase of housing options benefits Downtown businesses and generates more frequent activation of public spaces. Retail often follows rooftops, suggesting that the addition of housing will make Downtown more viable for local retailers to open and operate. Overall, expanding housing types will create better conditions for a walkable mixed-use environment and allow Downtown to evolve into a vibrant hub of activity and opportunity.

COMMUNITY FEEDBACK RELATED TO DOWNTOWN LIVING

Participants expressed enthusiasm for high-quality, visually appealing development that complements and preserves Alvarado's existing character. There was a desire to introduce multifamily housing as a valuable addition to the Downtown. Many also favored mixed-use developments, particularly those with retail on the ground floor with residential units above. This type of development was seen as appropriate, especially in areas near the Downtown Square and gateway districts. Participants recognized the opportunity to incorporate Missing Middle Housing types, such as duplexes and fourplexes to serve as a transitional buffer between single family styles.



VISION: TRANSFORMATION CATALYSTS

Downtown Living

ALIGNMENT WITH THE MAIN STREET APPROACH

- Economic Vitality: Enhances the vibrancy and vitality of Downtown through appropriate density to support downtown business.
- Design: Includes high-quality and visually appealing housing development complementing and preserving Alvarado's existing character.
- Promotion: Promotes a vibrant Downtown complete with shopping, dining, and events all within a walkable aesthetically pleasing environment.
- Organization: Encourage collaboration among downtown stakeholders to allow for creation of Downtown living.

TRIPLE BOTTOM LINE BENEFITS

Downtown living can deliver strong benefits across people, economic and fiscal vitality, and nature. By activating upper-story space and reusing underutilized or vacant properties, Downtown can add residents without expanding outward, supporting efficient infrastructure use and reinforcing reinvestment within the existing footprint. New residents create a built-in, year-round customer base that can support longer business hours and stronger after-hours activity. This consistency strengthens local spending patterns, supports small business stability, and increases the attractiveness of Downtown to reinvestment partners.

Downtown housing also supports a more walkable pattern of daily life, improving access to services and amenities and potentially reducing reliance on longer vehicle trips for basic needs. When paired with high-quality public realm improvements, Downtown Living can improve comfort, safety, and neighborhood functionality while preserving surrounding historic character through context-sensitive transitions.

HIGHLIGHT: MISSING MIDDLE HOUSING

Missing Middle Housing is a term used to describe housing types that are in between a single-family home and a large apartment building. Historic neighborhood development often included a broader range of housing where structures like duplexes, triplexes, courtyard apartments, and townhouses would be interspersed with single-family residences. This provided for options for people and families to stay in the same neighborhood as they transitioned through different stages of life. As zoning in cities evolved to limit residential zones to a narrower range of product types, like a solely single family detached residential zone on a specific lot size, there has been a shortage of Missing Middle options.

Missing Middle Housing options can be a benefit to Downtowns as they can provide additional housing at neighborhood compatible scale and also provide for transitions between a range of uses. It can contribute to affordability and has the benefit of being an infill opportunity within the area.

VISION: TRANSFORMATION CATALYSTS

Placemaking + Storytelling

VISION

Turn space into place by strengthening identity, activating spaces, and bringing the community together through intentional placemaking and storytelling. The Placemaking + Storytelling Transformation Catalyst seeks to create places and spaces that are inviting, vibrant, and visually appealing. Together these strategies foster a brand identity that serves to promote Downtown as a destination worth residents' and visitors' time and attention.

COMMUNITY FEEDBACK RELATED TO PLACEMAKING + STORYTELLING

Participants in community engagement opportunities expressed a strong desire for a vibrant and visually appealing Downtown that reflects Alvarado's unique identity and charm. There was interest in creating a more dynamic environment with diverse activities, particularly during evenings and weekends. Suggestions included live music, outdoor markets, food trucks, and cultural events to bring the community together and enhance the Downtown experience. Residents emphasized the importance of preserving the character of Alvarado while encouraging businesses that reflect local values and culture. Public art, art galleries, and additional community events were also highlighted as key opportunities to strengthen Downtown's sense of place and storytelling.

ALIGNMENT WITH THE MAIN STREET APPROACH

- Economic Vitality: Support Downtown businesses through curb appeal and visual interest leading to increased foot traffic, dwell time, and repeated visitation.
- Design: Activate the public realm through aesthetic enhancement to the physical environment.
- Promotion: Demonstrate the unique history, character, and identity (through programming and events) Downtown to attract residents and visitors alike.
- Organization: Coordinate among business and organization and community groups to foster events and experiences in Downtown.

TRIPLE BOTTOM LINE BENEFITS

Placemaking and storytelling can increase community pride, strengthen identity, and support more frequent everyday use of Downtown by making it feel welcoming, comfortable, and memorable. Increased dwell time supports stronger business performance and higher levels of local spending, helping Downtown businesses remain viable and encouraging reinvestment. Strategic public realm improvements and programming can create more opportunities for repeat visits, stronger community connection, and a healthier mix of activity beyond major events.

In Downtown Alvarado, placemaking and storytelling interventions, paired with improved trail linkages and pedestrian comfort, can help increase foot traffic, support small business growth, and enhance how residents and visitors experience Downtown. These strategies can also support environmental outcomes when improvements incorporate trees, shade, green infrastructure, and connected open spaces that reinforce resilience and comfort.

VISION: TRANSFORMATION CATALYSTS

Downtown Civic Trail + Node System

VISION

The Downtown Civic Trail + Node System establishes a non-directional, people-centered network that physically and symbolically connects Downtown's civic, cultural, residential, and recreational destinations. Rather than functioning as a single linear trail, the system is designed as a looped and interconnected civic network with multiple entry points, no defined beginning or end, and flexible use throughout the day. This system reinforces Downtown as an everyday place—not just an event destination—by encouraging walking, lingering, discovery, and connection between key destinations. It also provides a unifying structure that ties together public investments, placemaking, mobility improvements, and Downtown identity.

NETWORK CONCEPT

The Downtown Civic Trail + Node System is intentionally non-directional and intuitive, allowing people to enter and exit the network at multiple locations depending on where they live, park, or arrive. The trail prioritizes comfort, safety, legibility, and visual continuity through consistent materials, lighting, landscaping, signage, and public art.

Rather than competing with vehicular movement, the system complements Downtown streets by emphasizing:

- Pedestrian comfort
- Clear crossings and connections
- Shaded routes and resting points
- Visual cues that reinforce Downtown identity

The system supports daily use (walking, casual recreation, errands) as well as event conditions, when increased pedestrian volumes require clear and safe circulation.

KEY CIVIC NODES

The Downtown Civic Trail connects a series of identifiable civic and cultural nodes that anchor Downtown activity and provide meaningful destinations along the network. These nodes function as places to pause, gather, reflect, and orient.

Key nodes include:

- **Library –** A civic anchor supporting learning, daily visits, and community programs
- **Northern Trailhead –** A recognizable gateway connecting neighborhoods into Downtown
- **Heritage Park –** A space for interpretation, history, and community identity
- **Downtown Square –** The central hub and crown jewel of Downtown activity
- **City Hall –** A visible and accessible center of civic life
- **Historic Cemetery –** A place for pause, reflection, shade, and interpretation
- **Pecan Orchard Park –** A flexible green space supporting recreation, events, and connection to Downtown West

Each node is envisioned to include seating, shade, lighting, wayfinding, and design features that reinforce its role within the broader Downtown system.

VISION: TRANSFORMATION CATALYSTS

Downtown Civic Trail + Node System

RELATIONSHIP TO DOWNTOWN CHARACTER GUIDE

The Civic Trail + Node System is tailored to respond to the six Downtown Character Areas, adjusting in scale, design, and intensity as it moves through different contexts. In residential subareas, the trail emphasizes neighborhood-scale comfort and greenery. In the Downtown Core and gateway areas, it reinforces walkability, visibility, and activity. This approach ensures the trail system feels cohesive while still respecting the unique identity and function of each subarea.

RELATIONSHIP TO DOWNTOWN MOBILITY GUIDE

The Civic Trail + Node System works in concert with the Downtown Mobility Guide by:

- Reinforcing pedestrian-priority streets near the Square
- Supporting shared-street and flexible event-day conditions
- Improving crossings at special consideration intersections
- Enhancing safety and comfort near at-grade railroad crossings

The trail network helps translate mobility improvements into a human-scale experience, making Downtown easier to navigate and more inviting to spend time in.

ROLE IN DOWNTOWN IDENTITY AND ACTIVATION

Beyond mobility, the Downtown Civic Trail + Node System functions as a placemaking and storytelling tool. Through public art, interpretive signage, materials, and landscape design, the system tells the story of Alvarado's history, culture, and civic life.

By connecting everyday destinations and reinforcing Downtown's structure, the trail system supports:

- Increased everyday foot traffic
- Stronger connections between parks, civic uses, and businesses
- Longer dwell times
- A Downtown that feels intentional, legible, and welcoming

VISION: DOWNTOWN CHARACTER GUIDE

Purpose Of the Downtown Character Guide

The Downtown Character Guide provides a nuanced approach to Downtown by allowing flexibility and recognizing that the Downtown Study has distinct character areas. Each of the six Downtown Subareas are comprised of differing land uses, zoning classifications, and building types which all interact to shape Downtown Alvarado. At the center of Downtown is the Downtown Core which is the historic commercial center with a central Square. Downtown East contains a mix of institutional, commercial, residential, and vacant properties. It acts as a natural entry to Downtown off US 67. Downtown Inner South is a transition from Downtown Core and has a mix of institutional, commercial, and residential uses. Downtown West is primarily residential though it is partially zoned commercial. This subarea also contains Pecan Orchard and Balch Cemetery. Both Downtown North and Downtown South are primarily detached single family homes. The division of Downtown into six character areas allows for both preservation and enhancement of Alvarado's unique identity. The Downtown Character Guide was informed by the community throughout the engagement process.

Designing by character and context allows redevelopment, new development, and public improvements to respond to differences within areas of Downtown, while still contributing to a unified Downtown experience. The Study plans for growth that feels intentional, authentic, and rooted in Alvarado's values rather than imposed or out of scale.

Downtown Character Guide + Downtown Mobility Guide Integration

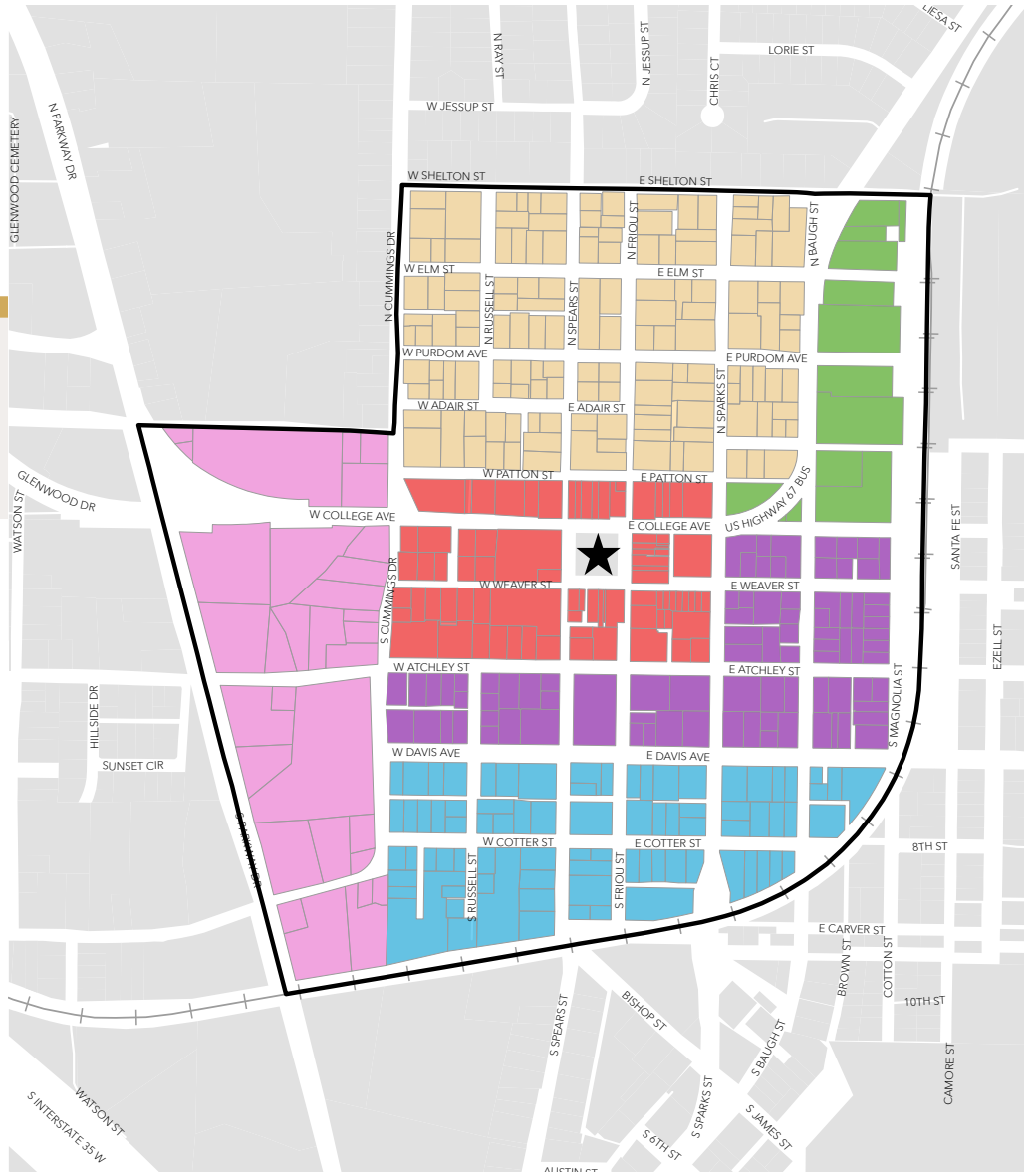
The Downtown Character Guide and the Downtown Mobility Guide are designed to work together as the Downtown Character Guide establishes the desired identity and scale for each subarea, and the Downtown Mobility Guide defines how streets and intersections will support those places.

SIX DISTINCT CHARACTER AREAS GUIDE SCALE, LAND USE, AND DESIGN—WHILE WORKING TOGETHER AS ONE COHESIVE DOWNTOWN.

VISION: DOWNTOWN CHARACTER GUIDE

Downtown Character Areas

DOWNTOWN CHARACTER GUIDE MAP



Source: City of Alvarado and LJA, August 2025

VISION: DOWNTOWN CHARACTER GUIDE

Downtown Character Areas

DOWNTOWN NORTH

General Description + Location

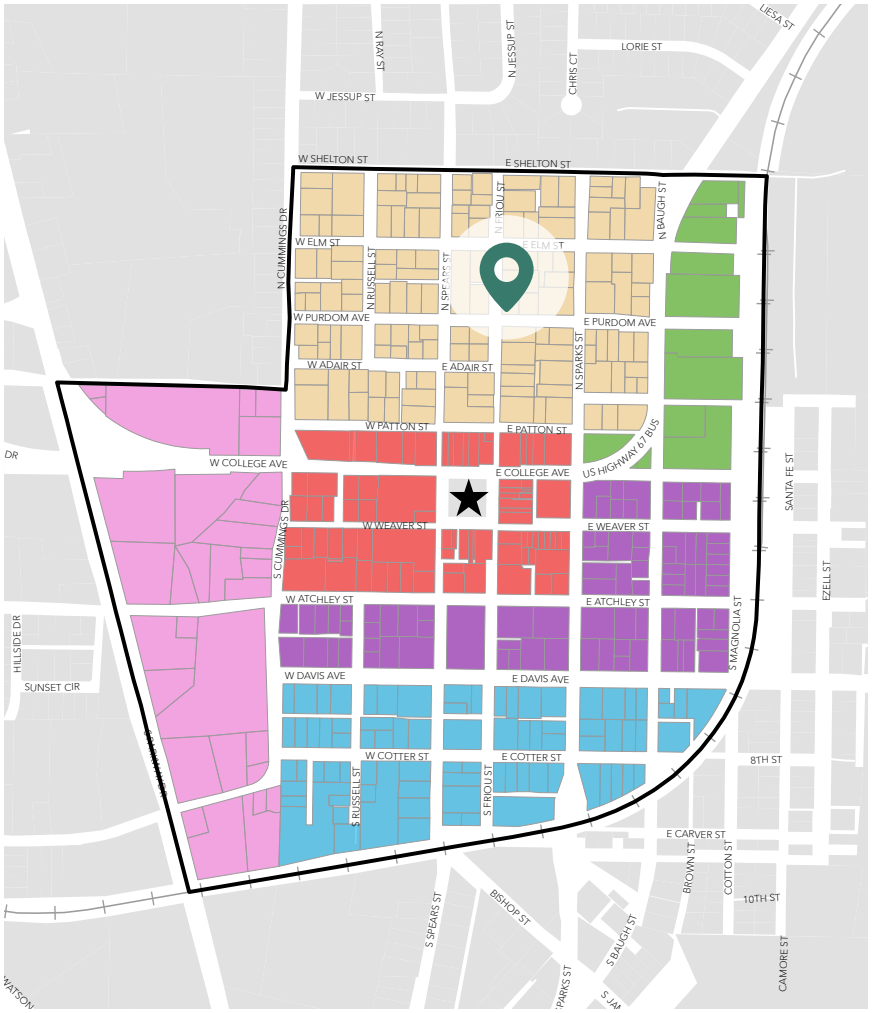
The subarea shown in yellow features primarily single-family homes. It acts as a traditional historic neighborhood adjacent to Downtown with quaint homes and lots. The subarea is generally bounded by Shelton Street, North Baugh Street, Patton Street/ Avenue, and North Cummings Drive.

Design Principles

- **Block Face:** Detached
- **Maximum Height:** Two Stories
- **Character:** Residential Feel
- **Architecture**: Farmhouse Chic and Historic Texas

Role In Downtown

The Downtown North subarea will be a reminder of original "Old Alvarado" and will retain the residential feel with residential housing types that emphasize historic features like porches and columns, and are a maximum of two stories.



VISION: DOWNTOWN CHARACTER GUIDE

Downtown Character Areas

DOWNTOWN NORTH

Future Character Traits

- **Distinct:** Wayfinding and signage that highlights the area's historic character
- **Neighborly:** A "front porch" neighborhood where neighbors gather and a sense of community thrives
- **Quaint:** Charming walkability with a mix of historic homes, mature trees, and opportunity for small scale redevelopment
- **Heritage Trail:** An eight-foot-wide trail, with pedestrian-scale lighting, from Triangle Trailhead to Heritage Park along Elm and Spears
- **Historic Structures:** Well-preserved historic structures from Alvarado's past

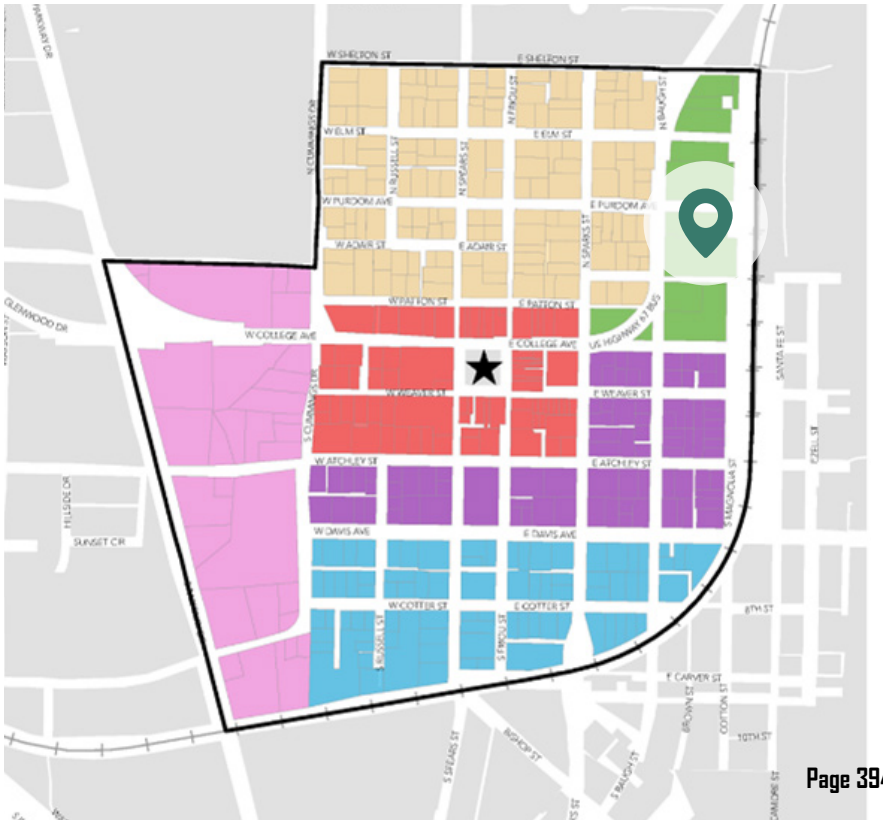
VISION: DOWNTOWN CHARACTER GUIDE

Downtown Character Areas

DOWNTOWN EAST

General Description + Location

The subarea shown in green features a mix of civic, institutional, and commercial uses. Notably it contains the Alvarado Public Library and a Johnson County Courthouse. It is generally bounded by East Shelton Street, North Baugh Street, East College Street, and the railroad. Businesses are spread out on larger parcels and the City has additional undeveloped areas adjacent to roads and the railroad.



Design Principles

- **Block Face:** Detached
- **Maximum Height:** Three Stories
- **Character:** Gateway
- **Architecture:** Farmhouse Chic and Historic Texas

Role In Downtown

This area will serve as a civic and community anchor to Downtown. Enhancements in landscaping, lighting, and signage will present an inviting entry into the Downtown Core. This subarea has opportunities for new commercial and mixed-use development as there is undeveloped land and Baugh Street is a primary way to enter and move through Downtown. Streetscape improvements will enhance the visual appeal and provide a welcoming entrance.

VISION: DOWNTOWN CHARACTER GUIDE

Downtown Character Areas

DOWNTOWN EAST

Future Character Traits

- **Community And Civic Anchor:** An anchor for civic services through public buildings and spaces
- **Gateway:** A welcoming entrance with landscaping and signature signage that makes an impression
- **Mixed-Use Momentum:** New commercial and mixed-use buildings that support walkability and complement existing civic uses
- **Purposeful Transition:** Intentional shift in character from auto-oriented to gateway to Downtown as residents and visitors enter from US 67

A WELCOMING CIVIC GATEWAY THAT INTRODUCES DOWNTOWN ALVARADO AND SUPPORTS WALKABLE, MIXED-USE GROWTH.

VISION: DOWNTOWN CHARACTER GUIDE

Downtown Character Areas

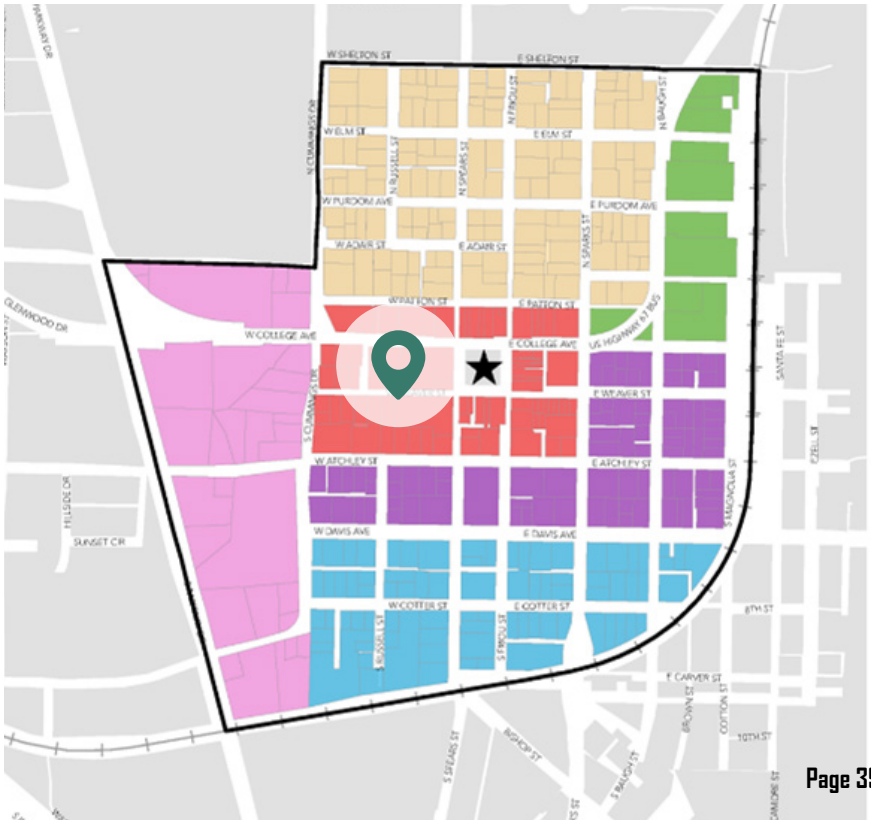
DOWNTOWN CORE

General Description + Location

The subarea shown in red is in the heart of the historic Downtown of Alvarado, focused on the blocks bordering around the traditional Square. This subarea contains primarily commercial, civic and institutional land uses, and some single family. This subarea is generally bounded by Patton Street, Sparks Street, Atchley Street, and Cummings Drive. Notably the City of Alvarado recently unveiled the first public mural in Downtown, titled "Echoes of Alvarado," representing creativity, community, and pride in Alvarado. "Echoes of Alvarado" shows commitment to the beautification of Downtown.

Design Principles

- **Block Face:** Continuous
- **Maximum Height:** Three Stories
- **Character:** Heart Of The City
- **Architecture**: Historic Texas



Role In Downtown

The Downtown Core will be Alvarado's most vibrant, authentic, and active place, with a revitalized Square, thriving storefronts, and public spaces for gathering and events. The Core will be walkable and encourage interaction through outdoor dining, access to ground floor retail, public spaces, and event programming. Upper floors will provide a mix of uses to further support vibrancy with offices, studios, and residences. Travel through the area will be enjoyable for all modes of transportation, with an emphasis on safe streets, expanded sidewalks, landscaping that adds interest and shade, and signage and lighting.

VISION: DOWNTOWN CHARACTER GUIDE

Downtown Character Areas

DOWNTOWN CORE

- **Redesigned Square:** Restored Downtown Square with active storefronts, dining, and retail boutiques that drive foot traffic. Include native plants, areas for daily use and events, and regular activation with evening and weekend activity.
- **Inviting Ambiance:** Public art, string lights, and open space intersecting with a vibrant sense of place emerging from Downtown streets
- **Historic Texas Character:** Authentically Alvarado, rooted in Historic Texas architecture
- **Enhanced Streetscape:** On-street parking around the Square allowing for ease of access to Downtown shops and buffering pedestrian space

THE HEART OF DOWNTOWN ALVARADO, ACTIVE, WALKABLE, AND ROOTED IN HISTORIC CHARACTER.

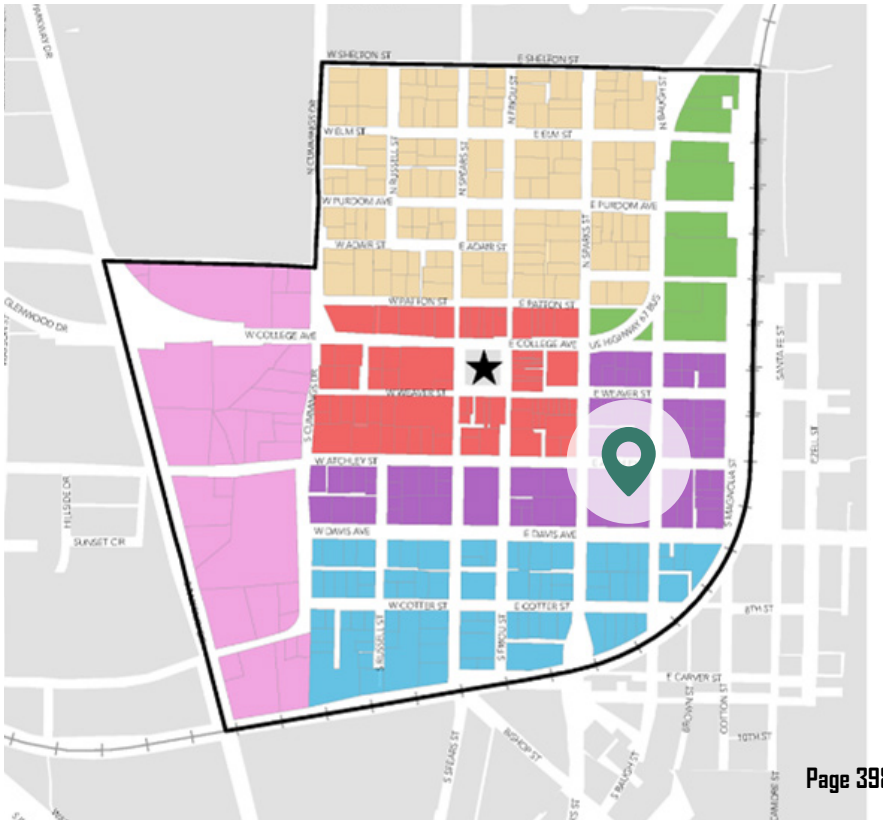
VISION: DOWNTOWN CHARACTER GUIDE

Downtown Character Areas

DOWNTOWN INNER SOUTH

General Description + Location

The subarea shown in purple surrounds the Downtown Core on two sides. This subarea is generally bounded by South Cummings Drive, Atchley Street, South Magnolia Street, and Davis Avenue. It serves as a transitional area between the Core and residential area to the south. It includes a mix of businesses, churches, and historic homes.



Design Principles

- **Block Face:** Mixed
- **Maximum Height:** Two Stories
- **Character:** Charming + Walkable
- **Architecture:** Farmhouse Chic and Historic Texas

Role In Downtown

This area will provide a mix of housing, retail, and restaurant options in a walkable, small-scale environment that supports the vitality of the Downtown Core. The area can include business and residential uses side-by-side as the scale and design supports historic charm and where the vibrancy of Downtown transitions to a neighborhood-scale.

VISION: DOWNTOWN CHARACTER GUIDE

Downtown Character Areas

DOWNTOWN INNER SOUTH

Future Character Traits

- **Neighborhood-Scale Commercial:** Neighborhood-scale shops and dining serving both residents and visitors, while enhancing the vibrancy of Downtown
- **Main Street Feel:** Orientation and interface with the street with two story buildings, pedestrian friendly design, and active street frontages that reinforce a traditional Main Street experience
- **Housing Options:** Missing Middle housing types providing various living options within walking distance of shops, services, and downtown amenities

A CHARMING, WALKABLE TRANSITION WHERE DOWNTOWN ENERGY MEETS NEIGHBORHOOD CHARACTER.

VISION: DOWNTOWN CHARACTER GUIDE

Downtown Character Areas

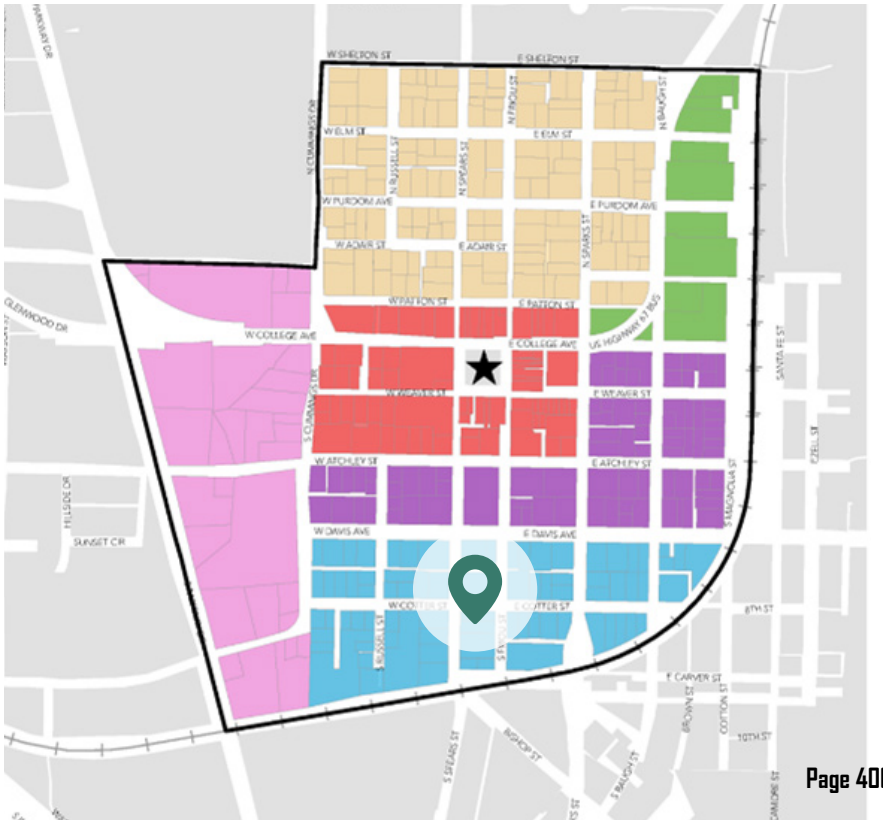
DOWNTOWN SOUTH

General Description + Location

The subarea shown in blue contains primarily single-family residential neighborhoods, features many mature trees, and includes George Washington Carver Park. This subarea is generally bound by South Cummings Drive and Davis Avenue, with the railroad acting as the eastern and southern boundary.

Design Principles

- **Block Face:** Detached
- **Maximum Height:** Two Stories
- **Character:** Residential Feel
- **Architecture:** Farmhouse Chic and Historic Texas



Role In Downtown

The Downtown South subarea will retain the residential feel with single family homes and a maximum of two stories. An improved streetscape along Cotter Street will provide enhanced access, connectivity, and safety to George Washington Carver Park. The area will be celebrated for its well-preserved and charming homes.

VISION: DOWNTOWN CHARACTER GUIDE

Downtown Character Areas

DOWNTOWN SOUTH

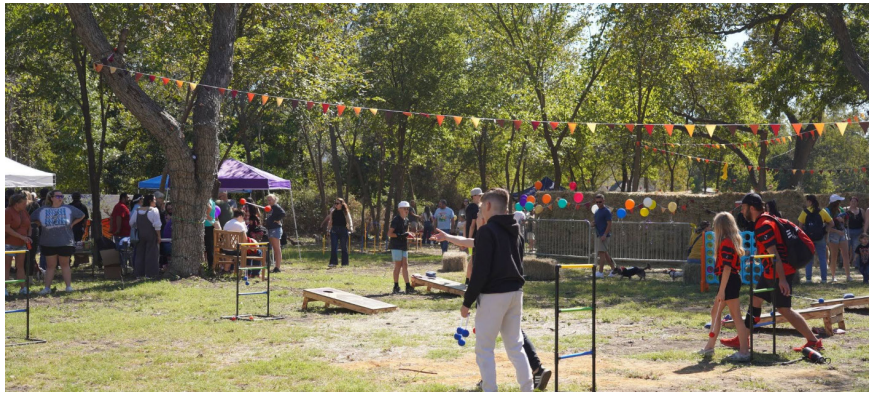
Future Character Traits

- **Enhanced Curb Appeal:** Committed to growth, maintenance, and life cycle of the neighborhood through maintenance, yard care, and neighborhood aesthetics
- **Community Park Anchor:** Foster the legacy of learning and innovation of George Washington Carver through the addition of a community garden at George Washington Carver Park to anchor the subarea
- **Green Streets:** Green streetscaping in this subarea should enhance and preserve the existing greenery in the subarea

A GREEN, RESIDENTIAL NEIGHBORHOOD ANCHORED BY PARKS, TREES, AND COMMUNITY LIFE.

VISION: DOWNTOWN CHARACTER GUIDE

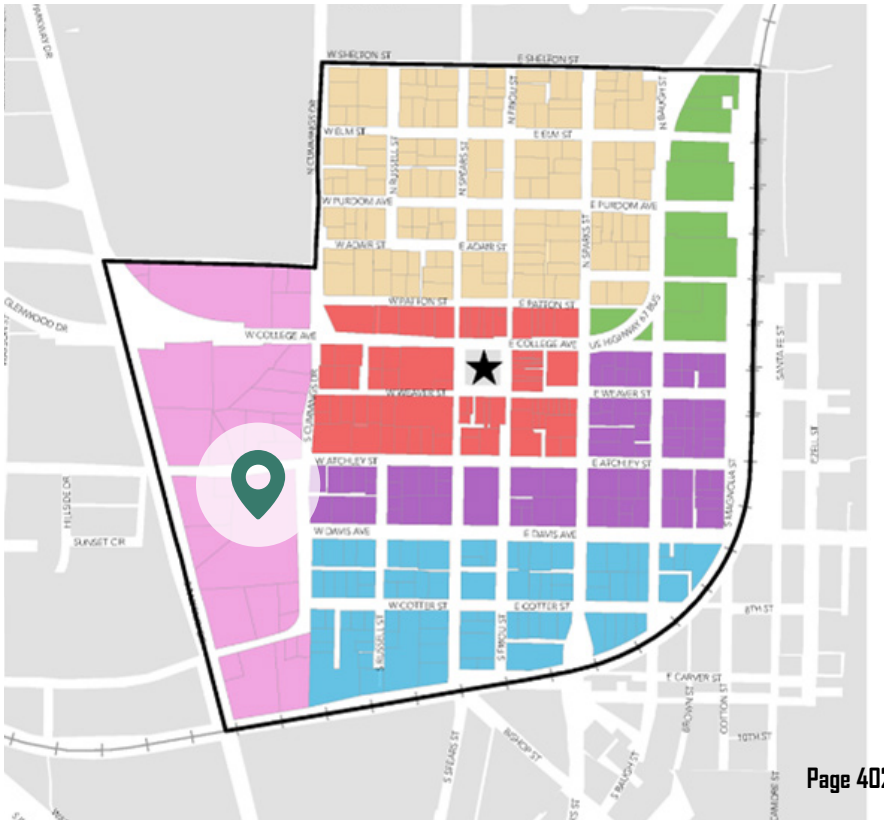
Downtown Character Areas



DOWNTOWN WEST

General Description + Location

The subarea shown in pink features a mix of commercial, undeveloped, vacant, or single-family land uses. This subarea is generally bounded by Parkway Drive, Patton Avenue, Cummings Drive, and the railroad as the southern boundary. There are large lots, many existing trees, and the historic Balch Cemetery.



Design Principles

- **Block Face:** Detached
- **Maximum Height:** Four Stories
- **Character:** Mixed-Use Gateway
- **Architecture**: Farmhouse Chic and Historic Texas

Role In Downtown

Downtown West will be a mixed-use gateway into Downtown, blending new housing and commercial activity with trail and street enhancements that connect to nearby parks and the Core. It will be a distinct and vibrant area that will lead into the Core and complement it with new developments with historically compatible architecture and support of the Downtown as a place for entertainment and gathering.

VISION: DOWNTOWN CHARACTER GUIDE

Downtown Character Areas

DOWNTOWN WEST

Future Character Traits

- **Community Gathering:** Emphasize Pecan Orchard and green space as flexible outdoor venues for community events, recreation, and nature
- **Pathways:** Connections linking Parkway Park, Pecan Orchard to the Downtown Core, and adjacent subareas
- **Housing Options:** Missing Middle and mixed-use up to four stories
- **Connected Gateway**: Strengthened identity through signage, wayfinding, branding, connection

A CONNECTED, MIXED-USE GATEWAY THAT LINKS PARKS, NEIGHBORHOODS, AND DOWNTOWN LIFE.

VISION: DOWNTOWN MOBILITY GUIDE

Purpose of The Downtown Mobility Guide

The Downtown Mobility Guide outlines a vision for how people and cars move through Downtown Alvarado with an emphasis on safety, connectivity, and sense of place. The framework is made up of three different street types. The Downtown Mobility Guide establishes a clear, context-sensitive approach to street design where streets are designed based on their function, surrounding land uses, and desired level of activity.

This approach recognizes that Downtown streets serve different purposes, from supporting a vibrant Downtown Square to transitioning to more tranquil neighborhood connectors. Each street type is tailored to support different levels of activity, land use, and needs across the Downtown Subareas. In addition, the framework identifies Special Consideration Intersections and At-Grade Railroad Crossings as key opportunities for targeted enhancements. When combined together, the Downtown Mobility Guide steers Downtown Alvarado into a more connected, safe, and people-centered place.

A PEOPLE-FIRST STREET FRAMEWORK THAT PRIORITIZES SAFETY, CONNECTIVITY, AND PLACE.

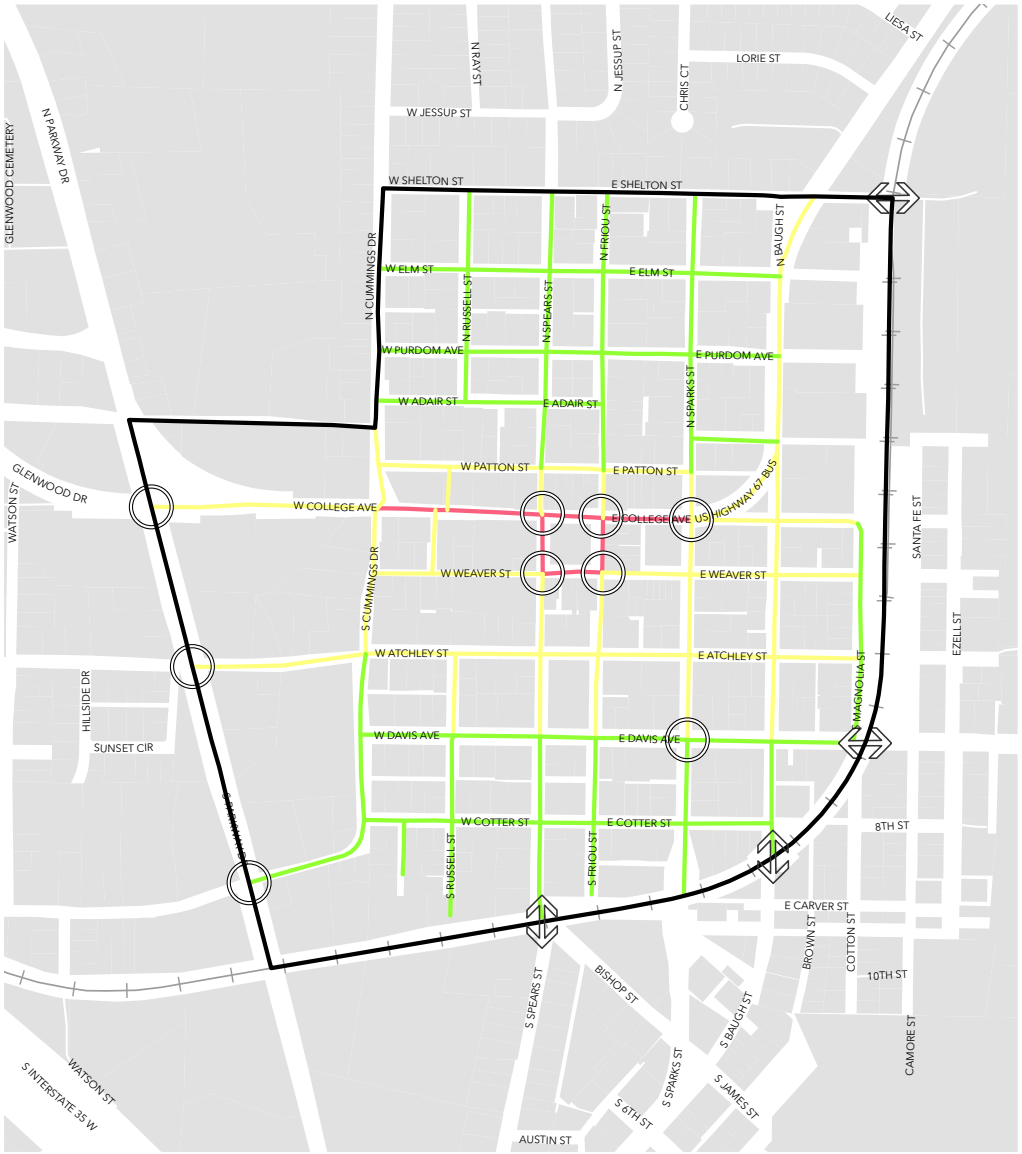
Downtown Mobility Guide + Downtown Character Guide Integration

The Downtown Mobility Guide is integrated with the Downtown Character Guide to ensure that mobility is not treated as just a transportation function but as a placemaking tool that shapes how people move through Downtown with comfort and safety.

VISION: DOWNTOWN MOBILITY GUIDE

Downtown Mobility Guide

- Downtown
- Special Consideration Intersections
- Type A
- Type B
- Type C
- Railroad Crossings



VISION: DOWNTOWN MOBILITY GUIDE

Downtown Street Functional Classifications

STREET TYPE A (PEDESTRIAN ORIENTED STREETS)

General Description + Location

Type A streets, shown in red, are located around the Downtown Square and along College Street from Cummings to Sparks, within the Downtown Core Subarea. These streets are the most pedestrian-focused, with continuous block face and strong Main Street characteristics. They prioritize people and place over vehicles through active frontages, wide sidewalks, landscaping, and amenities.

Role In Downtown

Type A streets will serve as the signature corridors of Downtown Alvarado. They will showcase the historic character of the Square while fostering vibrancy through walkable design, activated storefronts, outdoor dining, and programming.

Future Street Traits

- Features like wide sidewalks, shade trees, seating, decorative lighting, street furniture, and planters
- Public art along corridors and visible from the streets
- Continuous storefronts with active ground floors
- On-street parking that buffers pedestrian space
- Enhanced crosswalks and traffic calming to ensure safety

TYPE A

VISION: DOWNTOWN MOBILITY GUIDE

Downtown Street Functional Classifications

STREET TYPE B (MIXED TRAFFIC WITH ENHANCED STREETSCAPES)

General Description + Location

Type B streets, shown in yellow, are located in the Downtown East, Core, Inner South, and West subareas. These are connection focused streets with a mix of continuous and detached block faces. They balance vehicular circulation with pedestrian access. This street type brings flexibility for different land uses while still contributing to the Downtown experience.

Role In Downtown

Type B streets will provide connectivity to and through Downtown. They will move vehicles and people between districts while also serving as secondary destinations with a mix of uses, attractive streetscapes, and safe multimodal infrastructure.

Future Street Traits

- Sidewalks on both sides of the street with street trees at regular intervals
- Variable setbacks for buildings accommodating building configurations
- Improved intersections, crosswalks, and pedestrian signals
- Wayfinding between districts, destinations, and neighborhoods

TYPE B

VISION: DOWNTOWN MOBILITY GUIDE

Downtown Street Functional Classifications

STREET TYPE C (NEIGHBORHOOD CONNECTORS)

General Description + Location

Type C streets shown in green are located primarily in the Downtown North and South subareas. These are neighborhood focused streets with detached block face. They serve primarily residential areas but remain important connectors to the Core. This street type sees less activity and lower traffic volumes than other street types.

TYPE C

Role In Downtown

Type C streets will maintain a calm, residential feel yet reinforce connections to Downtown. They will emphasize safety, walkability, and comfort for residents.

Future Street Traits

- Traffic calming, reduced speeds, narrowed lanes, and curb extensions
- Neighborhood scale street lighting to enhance comfort and visibility
- Sidewalks with planting strips and landscaped buffers between street and homes
- Street trees and landscaping to support green neighborhoods and provide shaded pedestrian paths

VISION: DOWNTOWN MOBILITY GUIDE

Downtown Street Functional Classifications

AT-GRADE RAILROAD CROSSING INTERSECTIONS

General Description + Location

An at-grade crossing occurs where a roadway intersects a railroad track at the same elevation, as opposed to a grade-separated crossing such as a bridge or tunnel. These crossings are typically equipped with passive and active warning devices to alert motorists and pedestrians of approaching trains. Within the Downtown area, three at-grade crossings are located in the Downtown South subarea and one is located in the Downtown East subarea along the BNSF Railroad, which forms the eastern and southern boundary of Downtown.

Role In Downtown

Railroad crossings will be designed as safe, multimodal gateways that improve mobility while enhancing Downtown's identity.

Future Intersection Traits

Consistent with Texas Department of Transportation (TxDOT) design guidance and Federal Railroad Administration (FRA) safety principles, future improvements should prioritize safety, visibility, and operational efficiency for all users. Some future intersection traits are listed below.

Active Warning Devices

Active warning devices provide real-time alerts that activate when a train is approaching and can include:

- Automatic crossing gates (full or half gates)
- Flashing light signals
- Audible warning devices (bells or horns at crossings)
- Pedestrian swing gates or active pedestrian signals
- Illuminated message signs

Passive Warning Devices

Passive warning devices are static and do not change based on train activity. They rely on user awareness and compliance and can include:

- Advance warning signs
- Pavement markings (RXR symbols and stop bars)
- STOP or YIELD signs at crossings
- Raised medians or channelization islands
- Textured or contrasting pavement treatments
- Reflective signage and striping

VISION: DOWNTOWN MOBILITY GUIDE

Downtown Street Functional Classifications

SPECIAL CONSIDERATION INTERSECTIONS

General Description + Location

Special consideration intersections have been identified at locations where targeted enhancements are necessary to improve safety, traffic flow, and visual character. These intersections are typically situated at major gateway locations or areas with a history of vehicular conflicts. Several of these intersections occur at high-risk locations along major entry points into Downtown, where increased traffic intersects with pedestrian activity. Common issues include limited visibility, pedestrian safety concerns, and congestion. Together, these improvements are intended to enhance safety for all users while reinforcing Downtown's identity and sense of place.

Role In Downtown

Their future role in Downtown will be to increase safety, traffic flow, and mobility for vehicular and pedestrian movement alike.

Future Intersection Traits

- High visibility crossings with striping
- Enhanced crosswalk treatments with flashing pedestrian signals
- Curb extensions to shorten crossing distances
- Improved signage and pavement markings
- Context-sensitive design elements

STOP

IMPLEMENTATION: DOWNTOWN STUDY

Goal: Transform Downtown Alvarado into a welcoming, walkable, and active town center that supports everyday life, local businesses, and civic pride while honoring the city's historic character.

STRATEGY: IMPLEMENT DOWNTOWN REVITALIZATION USING THE MAIN STREET FOUR-POINT APPROACH

This strategy establishes the organizational and programmatic foundation required to carry out the Downtown Vision and Transformation Catalysts in a coordinated and sustained manner.

Policies + Ongoing Practices

- Commit to the Main Street Four-Point Approach (Organization, Promotion, Design, Economic Vitality) as the guiding framework for Downtown revitalization.
- Maintain ongoing coordination with the Texas Main Street Program (TMSP) and the Texas Historical Commission.
- Treat Downtown revitalization as an ongoing City priority rather than a one-time initiative.
- Regularly maintain and update Downtown data, including property inventories, business directories, and historic resources.

Actions

- Attend a Texas First Street Initiative (TMSP) virtual information session.
- Conduct a Texas First Street informational session with City leadership to confirm eligibility, expectations, and capacity requirements.
- Register for the Texas First Street Initiative with the required signature from the City Manager.
- Complete required Texas Main Street due-diligence materials, including:
  - Downtown boundary confirmation
  - Property and business inventory
  - Historic resource summary
- Establish a Downtown tracking system that is updated annually and includes:
  - Vacant and occupied storefronts
  - Public and private reinvestment activity
  - Downtown events and programming
- Prepare required annual reports if Main Street designation is achieved.
- Apply for and achieve designation as a certified Texas Main Street community.

IMPLEMENTATION: DOWNTOWN STUDY

STRATEGY (DOWNTOWN SQUARE REDESIGN): TRANSFORM THE DOWNTOWN SQUARE INTO A FLEXIBLE, EVERYDAY CIVIC SPACE AND ECONOMIC ANCHOR

The Downtown Square Redesign focuses on reimagining the Square as a comfortable, adaptable, and active public space that supports daily use, special events, and surrounding reinvestment.

Policies + Ongoing Practices

- Treat the Downtown Square as essential civic infrastructure rather than a single-purpose event space.
- Ensure Square improvements reflect Alvarado's Historic Texas character and community identity.
- Encourage public–private partnerships to support reinvestment, programming, and long-term maintenance.
- Coordinate Square redesign efforts with adjacent property owners and businesses to encourage complementary private reinvestment.
- Design Square improvements to function during both everyday conditions and large events.

Actions

- Prepare a Downtown Square Park Master Plan that establishes:
  - Finalized layout and design direction
  - Daily-use amenities (shade, seating, circulation)
  - Event functionality requirements
  - Phasing strategy and cost estimates
- Prepare 30%, 60%, and 90% schematic drawings for the Downtown Square Park Master Plan.
- Prepare Construction Drawings for the Downtown Square Park Master Plan.
- Develop a coordinated construction phasing plan to minimize disruption to Downtown businesses.
- Submit a grant to the Texas Parks and Wildlife Department (TPWD) for potential funding for the Downtown Square Park construction.
- Complete construction of Downtown Square Park improvements as designed in the Downtown Square Park Master Plan.
- Establish an ongoing programming strategy for the Downtown Square to support daily activity and economic vitality.

IMPLEMENTATION: DOWNTOWN STUDY

STRATEGY (DOWNTOWN LIVING): EXPAND DOWNTOWN HOUSING TO SUPPORT A RESIDENT-SERVING, WALKABLE DOWNTOWN.

Downtown Living focuses on adding residents within walking distance of the Square to support local businesses, increase everyday activity, and strengthen Downtown as a place to live as well as visit.

Policies + Ongoing Practices

- Encourage a mix of housing types and densities appropriate to Downtown context.
- Promote neighborhood-serving retail, services, and amenities that support daily life.
- Support compatible infill, adaptive reuse, and redevelopment that integrates residential uses with commercial and civic assets.
- Ensure new residential development contributes positively to the public realm.
- Encourage mixed-use development near the Downtown Square and along key Downtown corridors.
- Allow a broad range of form-based, residential uses in a new Downtown Code.

Actions

- Identify and map opportunity sites for residential infill, adaptive reuse, or redevelopment, including underutilized and vacant properties.
- In a new Downtown Code, allow Missing Middle housing and mixed-use buildings in appropriate locations.
- Improve neighborhood-serving amenities such as sidewalks, lighting, open space, and access to daily services.
- Buy a property for development of multi-story mixed-use, townhomes, or multi-family Downtown.

STRATEGY (PLACEMAKING + STORYTELLING): REINFORCE DOWNTOWN IDENTITY THROUGH ACTIVATION, ART, AND PROGRAMMING.

Placemaking + Storytelling strengthens Downtown's identity by transforming spaces into meaningful places through intentional design, programming, and narrative.

Policies + Ongoing Practices

- Celebrate Downtown Alvarado's history, culture, and sense of place through public art, interpretation, and design.
- Coordinate placemaking initiatives with capital projects, private development, and Downtown programming.
- Treat activation and storytelling as ongoing practices rather than one-time installations.

IMPLEMENTATION: DOWNTOWN STUDY

Actions

- Establish a Downtown Brand + Visual Identity, and ensure the Downtown brand is distinct but aligned with an updated City brand.
  - Develop and adopt an official Downtown Alvarado brand, including:
    - Downtown-specific logo or wordmark
    - Color palette and typography
    - Graphic motifs inspired by Historic Texas character
  - Apply the Downtown brand consistently across:
    - Signage
    - Wayfinding
    - Street furnishings
    - Event materials
    - Digital platforms

- Install Historic Downtown Sign Toppers + Gateways coordinated with the Downtown Character Guide to reinforce authenticity and provide a sense of place.
  - Design and fabricate historic Downtown sign toppers for key entry corridors and intersections.
  - Install gateway signage at primary Downtown entry points, such as:
  - Parkway Drive
  - College Street
  - Key approaches to the Square
  - Use signage to clearly communicate:
    - Arrival into Downtown
    - Direction to the Square, Civic Trail, parks, and key destinations

- Create a Downtown wayfinding system that includes:
  - Pedestrian-scale directional signs
  - Map kiosks at key civic nodes
  - Interpretive signage highlighting Downtown history and landmarks
  - Storytelling elements such as historic photos, short narratives about Alvarado's past, and cultural and civic milestones

- Align wayfinding with the Downtown Civic Trail + Node System to reinforce movement and discovery.

- Identify a short list of priority mural and public art locations within the Downtown Core and along key corridors.

- Establish a streamlined approval and funding process for murals and temporary installations.
  - Ensure public art reflects Alvarado's history, agricultural and civic heritage, or community stories and identity

- Identify underutilized Downtown spaces suitable for everyday activation, such as:
  - Sidewalk extensions
  - Pocket plazas
  - Vacant storefront windows

- Implement low-cost, high-impact activations, including:
  - Temporary seating and shade
  - String lighting and festoon lights
  - Seasonal décor tied to Downtown branding
  - Pilot small-scale programming (music, pop-ups, markets) on non-event weekends to build consistent activity.

IMPLEMENTATION: DOWNTOWN STUDY

- Launch Downtown Alvarado digital hubs on a standalone website and a Facebook page.
  - Include a business directory, events calendar, maps and parking information, and stories highlighting Downtown businesses and history.
- Coordinate Downtown social media content across City, EDC, and Chamber channels.
- Track and reinforce placemaking outcomes by annually documenting:
  - New placemaking installations
  - Public art additions
  - Downtown branding deployments
  - Use before-and-after imagery to communicate progress to residents and stakeholders.

STRATEGY (DOWNTOWN CIVIC TRAIL + NODE SYSTEM): CREATE A CONNECTED, NON-DIRECTIONAL CIVIC NETWORK LINKING DOWNTOWN'S KEY PLACES.

The Downtown Civic Trail + Node System establishes a walkable network that connects Downtown's civic, cultural, residential, and recreational destinations, reinforcing Downtown as an everyday place.

Policies + Ongoing Practices

- Treat the Civic Trail + Node System as core civic infrastructure.
- Prioritize pedestrian comfort, safety, shade, lighting, and legibility along all trail segments.
- Coordinate trail improvements with streetscape, utility, drainage, and park investments.
- Reinforce Downtown identity through consistent materials, signage, and landscape design.

Actions

- Map and formally adopt the Downtown Civic Trail + Node System, identifying:
  - Primary and secondary trail segments
  - Key civic nodes
  - Priority improvement areas
- Develop Downtown-specific trail design guidance addressing:
  - Sidewalk widths and materials
  - Pedestrian-scale lighting
  - Shade trees and seating
  - Wayfinding and interpretive signage
- Prioritize near-term improvements that connect:
  - Neighborhoods to the Downtown Square
  - Parks and civic buildings to Downtown
- Integrate Civic Trail projects into the Capital Improvements Program (CIP).
- Incorporate interpretation and storytelling elements at key nodes and along routes.

IMPLEMENTATION: DOWNTOWN STUDY

STRATEGY (DOWNTOWN CHARACTER GUIDE + DOWNTOWN MOBILITY GUIDE): IMPLEMENT CONTEXT-SENSITIVE DESIGN AND MOBILITY IMPROVEMENTS THAT REINFORCE DOWNTOWN CHARACTER

This strategy ensures that land use, building form, streets, and mobility function together to support Downtown's character, walkability, and safety.

Policies + Ongoing Practices

- Apply Downtown Character Area guidance to all public and private investments.
- Use street design as a placemaking tool rather than solely a transportation function.
- Coordinate transportation, utility, drainage, and streetscape projects.
- Prioritize pedestrian safety and comfort across all Downtown subareas.

Actions

- Survey all right-of-way within the Downtown Core, including the Downtown Square.
- Adopt Downtown Street Types A, B, and C into City design standards and guidelines.
- Create a Downtown-specific Capital Improvements Plan (CIP).
- Redesign and install all Type A Streets (including associated paths, lighting, and trees) near the Downtown Square.
- Conduct an ADA Assessment for Downtown.
- Conduct engineering and design studies on all Special Consideration Intersections and at-grade railroad crossings with safety and placemaking features.
- Coordinate with TxDOT to evaluate modifications to the US 67 Business Route to reduce heavy truck traffic through Downtown.
- Create and adopt a Downtown Code that deregulates desired development and modernizes design standards.

7. ADDITIONAL STUDY: PARKS AND RECREATION

INTRODUCTION

Alvarado's Parks and Recreation System is at a pivotal point as the city grows and expectations for everyday public spaces increase. Community feedback shows strong demand for more parks and amenities, more trails and safe connections, more trees and beautification, and more places to gather that feel welcoming and easy to use. At the same time, existing conditions reveal clear gaps: many residents live too far from a park to visit regularly, the trail network is limited and disconnect ed, opportunities for quiet reflection are minimal, and Lake Alvarado, one of the Planning Area's most significant assets, remains difficult to find, access, and comfortably enjoy. Together, these conditions highlight the need to treat parks and recreation as healthy infrastructure—essential public systems that support physical health, mental well-being, environmental comfort, and community life.

This Parks and Recreation Study provides a practical roadmap for addressing those needs by documenting existing conditions, incorporating community input, and applying proven planning and placemaking best practices. The Study is organized around four complementary components (Play + Reflect, Trails + Connectivity, Nature + Trees, and Gather + Celebrate) to balance active recreation with restoration, mobility, environmental comfort, and community gathering. It also establishes a clear, phased implementation approach focused on making parks and public spaces easier to find, easier to access, and more inviting to use, helping the City coordinate improvements with roadway projects and development, pursue state and regional funding, and deliver visible progress over time.

A COMPREHENSIVE APPROACH TO STRENGTHENING PARKS, MOBILITY, AND PUBLIC SPACES TO SUPPORT HEALTH, ACCESS, AND COMMUNITY CONNECTION AS ALVARADO GROWS.

COMMUNITY FEEDBACK

Key Themes from Community Feedback

More amenities and play spaces are desired

Community members repeatedly express a desire for more recreation spaces in Alvarado. Comments highlight needed improvements to existing spaces, while also emphasizing the need for new places given the presence of only two fully amenitized parks in the city. There is also consensus for a new community/ recreation center in the city, with both outdoor and indoor features to accommodate recreation interests of seniors, adults, and children.

Desire for more Beautification and Landscaping

Many residents value Alvarado's community feel, but there is still a call for more beautification across public areas. People want to see more greenery and landscaping, especially in places that are currently dominated by large parking lots or aging buildings. Downtown has been highlighted as an area where improved streetscapes and refreshed public spaces could make a significant difference in creating a more welcoming and attractive environment.

More trails are desired

There are only a couple of trails in Alvarado, and many residents have shared concerns about lack of connectivity, as well as safety and accessibility. People want more connections between green spaces, neighborhoods, and destinations, along with features like lighting and shade.

Community events are cherished

Residents welcome the recent addition of community events and express excitement about opportunities to gather in Alvarado. Improvements at Pecan Orchard have been especially well received, with many appreciating the space as a hub for the farmers market and other activities. Feedback reflects strong interest in continuing to expand event programming and reflects how important these experiences are for building community spirit and connection.

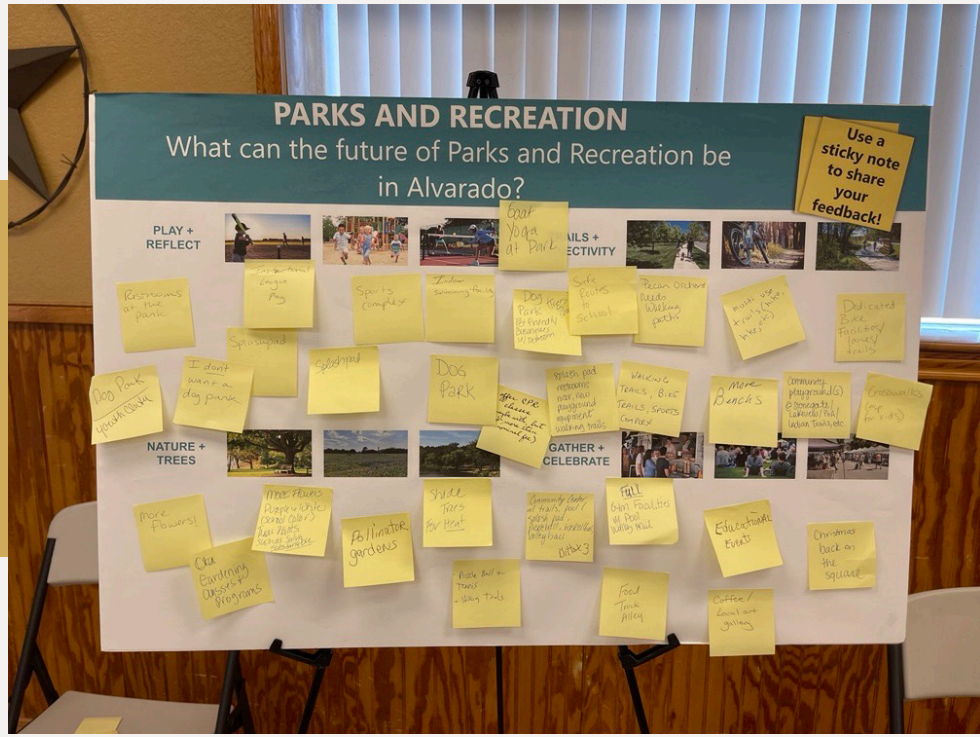
COMMUNITY FEEDBACK

Community Forum Insights

What Can the Future of Parks and Recreation be in Alvarado?

At the first Community Forum, participants were asked to consider the future of parks and recreation in Alvarado, specifically what types of amenities are needed and appropriate. The board was divided into the four categories of this chapter: play + reflect, trails + connectivity, nature + trees, and gather + celebrate. Some responses included:

- Dog park
- Gardens/flowers
- Splashpad
- Sports complex
- Walking trails
- Restrooms at the park
- Shade trees
- Seating areas/benches

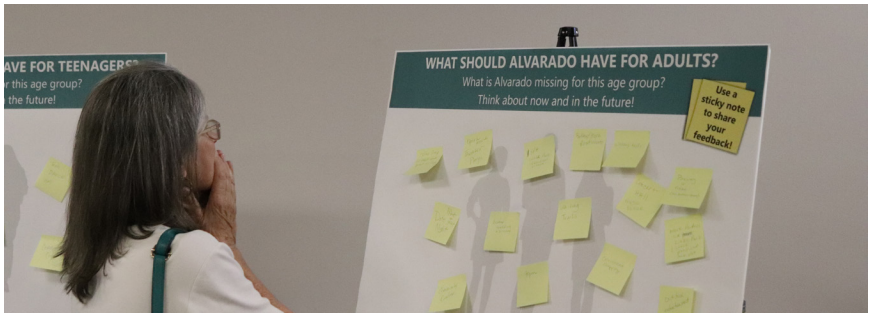


COMMUNITY FEEDBACK

Community Forum Insights

Ages + Stages

At Community Forum 2, participants were asked to identify what Alvarado should have for four broad age groups as detailed below. A sampling of age-related feedback in no ranking order, for each group is as follows:



Young Kids:
Larger park; basketball court; swimming pool; splashpad; upgraded bathroom at Lake Alvarado; community center; kids play museum; sports complex; fitness center (YMCA); and remote-control flying field.

Teenagers:
Teen park; sports courts; recreation facility; bowling alley; teen dance hall; study area/coffee shop; community center.

Adults:
Longer and larger running trail; library; café; outdoor park area with event venue; opera house or theater venue; coffee shop; remote-control flying field; gym; date night spots; spa; park with trail; more restaurants; brewery with pizza; more patrol and ADA parking at Lake Alvarado; more roadways; better shopping and grocery; outdoor entertainment.

Seniors:
Senior center (open all day); shuttling service with cooling/ relaxing station; rideshare; pond; accessible park; remote control flying field; community center; better walkway accommodations; trails; opera house; theater; meet and eat spots.

COMMUNITY FEEDBACK

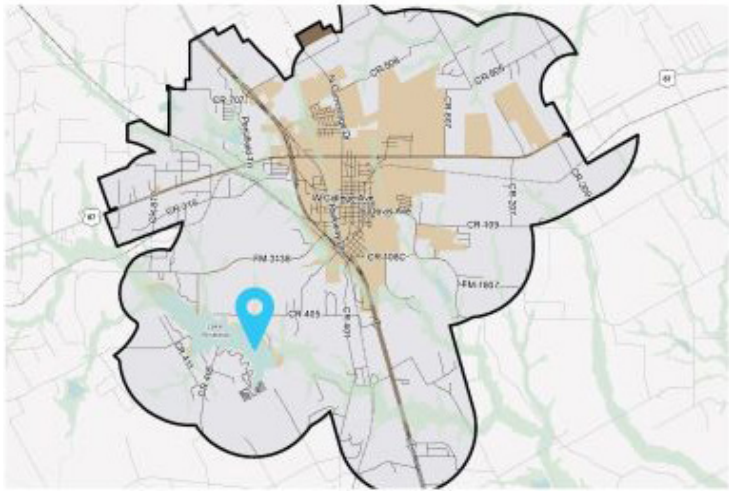
Community Forum Insights

Lake Alvarado

Participants were asked to consider if improvements were needed at Lake Alvarado at Community Forum 2 by placing a sticky dot under "yes" or "no." Results of this station indicated 100% consensus that, yes, improvements should be made. Some responses on what type of improvements included:

More handicap + general parking

- More police patrol
- Better parking lot
- Lights in bathroom at lake
- More recreational area for families
- Maybe a small restaurant
- Repair parking lot
- Clean up areas w/ dumping
- Better maintained landscaping
- Fishing area
- Picnic/ play areas



COMMUNITY FEEDBACK

Community Forum Insights

My Dream Park + Festival

Community Forum 2 attendees had the opportunity to design their dream park, using crayons and markers, resulting in a variety of creative and imaginative ideas. Highlights in the designs included:

- *Shaded Areas:* Whether from trees or structures, designers desire shade.
- *Trails:* Walking paths and elaborate trails leading to a communal space.
- *Water Features:* Splash pads, fountains, and pools.

Though the activity allowed participants to design a dream park or festival, all participants opted to create their dream park for Alvarado. This indicates a strong desire for green and communal spaces within the community that appeal to diverse age groups. These designs will inform the Parks Study to ensure that Alvarado offers recreational spaces that are desirable and accessible.

COMMUNITY FEEDBACK

Community Survey Insights

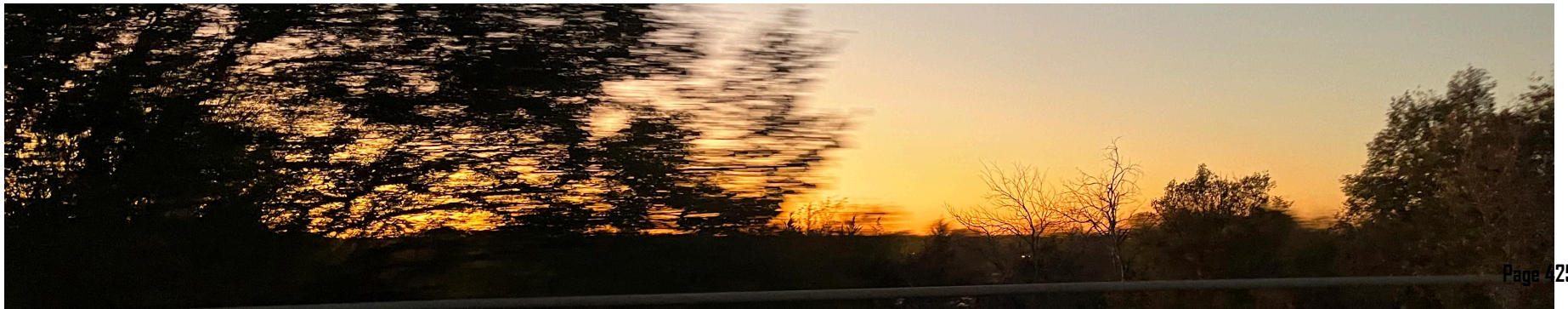
The community survey included the following four prompts specific to the Parks and Recreation system in Alvarado:

- How often do you visit one of the eight Alvarado Parks?
- Does Alvarado need more parks, trails, and protected open space?
- Does Alvarado need more recreation programming?
- Please provide any additional, summarized comments regarding what else you would like to see (if anything) for Alvarado parks and recreation.

Responses indicate a generally low level of awareness or use of Alvarado's eight parks, with several respondents unsure of their locations or even unaware that so many existed. Among those familiar with the parks, most mentioned just one or two, typically the best-known or most centrally located spaces, suggesting uneven visibility and access. Comments noted that the parks are underdeveloped, lack bathrooms, and offer few amenities, making extended visits difficult or enjoyable. Others mentioned needing improvements or a sports complex to support youth activities. These qualitative insights reinforce the quantitative data, suggesting that both awareness and quality of facilities may be limiting park use.

Approximately 76% of respondents believe Alvarado needs more parks, trails, and protected open space, showing strong community support for expanded outdoor amenities. A strong majority of respondents, approximately 78%, also believe Alvarado needs more recreation programming, indicating clear demand for expanded offerings. Write-in comments suggested interest in youth-focused activities, including sports leagues, after-school programs, and affordable family events, as well as broader ideas like senior programming and cultural events. This feedback emphasizes the community's desire for inclusive, age-diverse, and accessible programming to enhance quality of life and community connection.

THROUGH HANDS-ON ACTIVITIES AND DRAWINGS, COMMUNITY MEMBERS EXPRESSED WHAT THEY VALUE MOST IN LOCAL PARKS; COMFORT, CONNECTION, AND SPACES THAT BRING PEOPLE TOGETHER.



CONTEXT

ALVARADO PLANNING AREA
Area: 36.94 square miles

Demographics

Understanding the characteristics and projected growth of the broader Alvarado Planning Area is essential to planning a Parks and Recreation System that will reflect both current and future community needs. The Planning Area contains approximately 4,192 households with a population estimate of 12,087 according to Esri. Steady residential expansion is expected over the next two decades. The demand for public spaces and recreation amenities will increase as new housing units are added and the city continues to grow. The two most prominent Esri Tapestry Segments in Alvarado, "Flourishing Families" and "Southern Satellites", highlight a population composed of family-oriented households and residents who generally value outdoor activities and connection to their surroundings. These demographic and lifestyle insights provide a foundation for understanding how residents engage with their environment in Alvarado, offering important context for shaping a Parks and Recreation System that aligns with the Alvarado community identity and future growth patterns.

FLOURISHING FAMILIES (H1)
Dominant Tapestry Segment

KEY FACTS

12,087	*Total Population*
10,620	*Day Time Population*
323	*Businesses*
36.9	*Median Age*
2.9	*Avg Household Size*
1.9%	*2025-2030 Pop Growth*
$261,831	*Median Home Value*
$87,430	*Median Household Income*
$32,842	Per Capita Income

Source: This infographic contains data provided by Esri (2025, 2030), Esri-Data Axle (2025), Esri-U.S. BLS (2025).

PLAY + REFLECT CONTEXT

Existing Parks Map

- Floodplain
- Bodies of Water +Lake Park
- Planning Area
- City Limits

1. Lake Park
2. Stonegate Park
3. Moore Park
4. Parkway Park
5. Pecan Orchard Park
6. Heritage Park
7. Downtown Square Park
8. George Washington Carver Park

Source: City of Alvarado, August 2025

PLAY + REFLECT CONTEXT

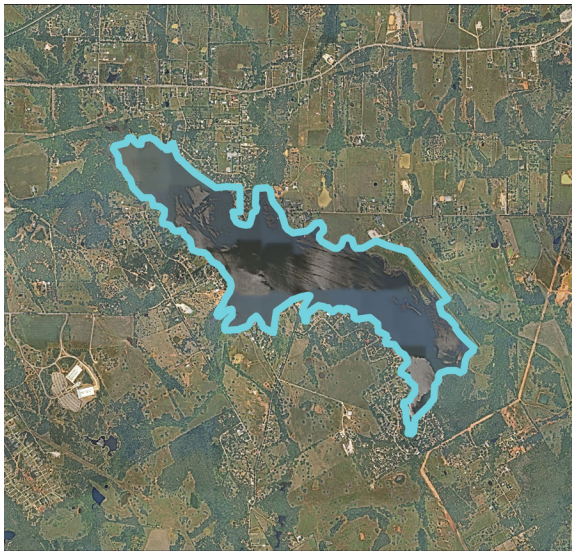
Park Inventory

LAKE PARK

- **Location:** South of FM 3136, west of IH-35W
- **Approximate Size:** 466 acres
- **Amenities:** Lake, boat ramp, mature trees

REGIONAL NATURAL ASSET

Lake Park functions as a major regional open space, offering expansive natural areas, water access, and opportunities for passive recreation and outdoor enjoyment.



PLAY + REFLECT CONTEXT

Park Inventory

STONEGATE PARK

- **Location:** Intersection of Lakeview Dr. and Shirley Dr.
- **Approximate Size:** 14.36 acres
- **Amenities:** Green space, trees, pond

NEIGHBORHOOD GREEN SPACE

Stonegate Park serves surrounding neighborhoods as a local green space, providing informal recreation and a natural setting within a residential context.

PLAY + REFLECT CONTEXT

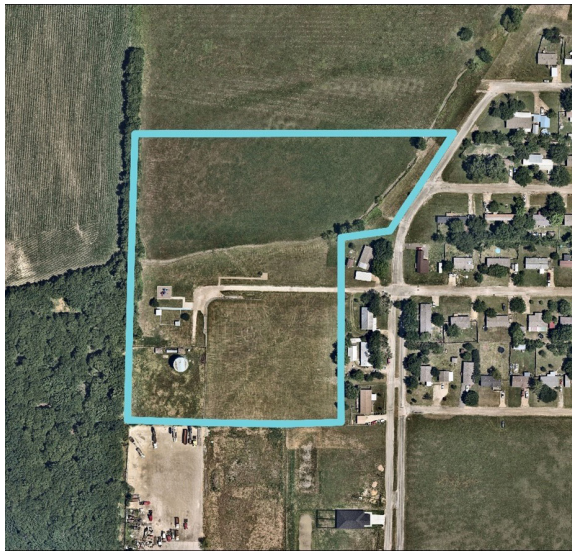
Park Inventory

MOORE PARK

- **Location:** West side of Burnett Blvd
- **Approximate Size:** 10.85 acres
- **Amenities:** Green space, trees, playground, baseball field, covered seating

ACTIVE NEIGHBORHOOD PARK

Moore Park supports everyday recreation with a mix of open space and active amenities, serving families and youth within the surrounding residential area.



PLAY + REFLECT CONTEXT

Park Inventory

PARKWAY PARK

- **Location:** Southwest corner of N Parkway Dr. and Glenwood Dr./College St.
- **Approximate Size:** 3.84 acres
- **Amenities:** Two playgrounds, two pavilions, picnic tables, benches, trees, lighting, grills, tennis court, skate ramp, Little Free Library, trail, water fountain

COMMUNITY ACTIVITY HUB

Parkway Park offers a diverse mix of amenities and programming opportunities, making it a key gathering space for recreation, events, and neighborhood activity

PLAY + REFLECT CONTEXT

Park Inventory

PECAN ORCHARD PARK

- **Location:** Southeast corner of N. Parkway Dr. and College St.
- **Approximate Size:** 4.32 acres
- **Amenities:** Green space, trees, picnic tables

PASSIVE COMMUNITY RETREAT

Pecan Orchard Park provides shaded green space for informal use, offering a quiet, neighborhood-scaled setting for relaxation and community events.

PLAY + REFLECT CONTEXT

Park Inventory

HERITAGE PARK

- **Location:** North side College St., just west of N Spears St., adjacent to City Hall
- **Approximate Area:** 0.21 acres
- **Amenities:** Green space

CIVIC GREEN SPACE

Located adjacent to City Hall, Heritage Park functions as a small civic open space that enhances the downtown environment and supports community identity.

PLAY + REFLECT CONTEXT

Park Inventory

DOWNTOWN SQUARE PARK

- **Location:** 115 S Friou St.
- **Approximate Area:** 0.74 acres
- **Amenities:** Gazebo, benches, trees, lighting, parking

DOWNTOWN GATHERING PLACE

Downtown Square Park serves as a focal point for community events and daily use, contributing to the character and vitality of the downtown core.

PLAY + REFLECT CONTEXT

Park Inventory

GEORGE WASHINGTON CARVER PARK

- **Location:** 405 S. Baugh St.
- **Approximate Size:** 1.30 acres
- **Amenities:** Shade pavilion, grills, picnic tables, playground, Little Free Library, dog waste station, basketball court, parking, trees

NEIGHBORHOOD RECREATION SPACE

George Washington Carver Park provides accessible recreational amenities for nearby residents, supporting active use and community connection.

PLAY + REFLECT CONTEXT

Existing Reflection Spaces

While Alvarado contains open spaces and parkland, opportunities for reflection and passive enjoyment are limited and largely unintentional. Existing parks and open areas are primarily designed for active use or function as unimproved green space, rather than as places that invite people to linger, sit, or quietly enjoy their surroundings. In many locations, reflection is possible only in a theoretical sense, such as sitting on grass in an open field, rather than through deliberate design. Features typically associated with reflective spaces, including shaded seating, well-lit and amenity-adjacent walking loops, overlooks, gardens, or clearly defined quiet areas, are minimal or absent throughout the Planning Area.

UNIMPROVED AND UNDERSIGNED OPEN SPACE

Several parks and green spaces function as undeveloped or lightly improved areas. While these spaces offer potential, they currently lack the amenities, comfort, and clarity needed to support everyday reflective use. The absence of benches, shade structures, accessible paths, and defined edges limits their usefulness for seniors, caregivers, and residents seeking low-impact recreation or quiet outdoor time. As a result, these spaces are often underutilized outside of special events or informal use and are not widely perceived by residents as destinations for reflection or relaxation.

LAKE ALVARADO: A HIDDEN AND UNDERUTILIZED ASSET

Lake Alvarado represents the Planning Area's most significant opportunity for reflection, yet it is one of the least understood and least accessible assets in the community. Engagement feedback indicates that many residents were unaware that the Lake is located within the Planning Area, and those who were aware often lack clear information on how to access it or feel unwelcome to be there. Public access points are not well marked, signage is limited, and the Lake environment feels informal and closed off. Surrounding private residences further blur the distinction between public and private space, making it difficult for residents to confidently identify where they are welcome to park, walk, fish, sit, etc. These conditions discourage casual visits and limit the Lake's role as a shared community resource.

LACK OF VISIBILITY AND COMFORT

Across the Planning Area, reflection spaces suffer from a lack of visibility. There are few visual cues that indicate where people can go, how long they can stay, or what activities are encouraged. Without intentional design elements such as signage, seating, paths, lighting, or play/reflect features, residents are less likely to view parks and open spaces as places for everyday restoration and wellness. This gap is particularly notable for older adults, individuals with mobility limitations, and residents seeking calm, non-programmed outdoor experiences. These existing conditions highlight a significant gap in Alvarado's Parks and Recreation System and underscore the need for clearer, more comfortable, and more legible spaces that support reflection alongside play.

PLAY + REFLECT CONTEXT

Existing Recreation Programming + Sports

The City of Alvarado does not currently lead, sponsor, or fund any recreation programming or sports within the Planning Area.

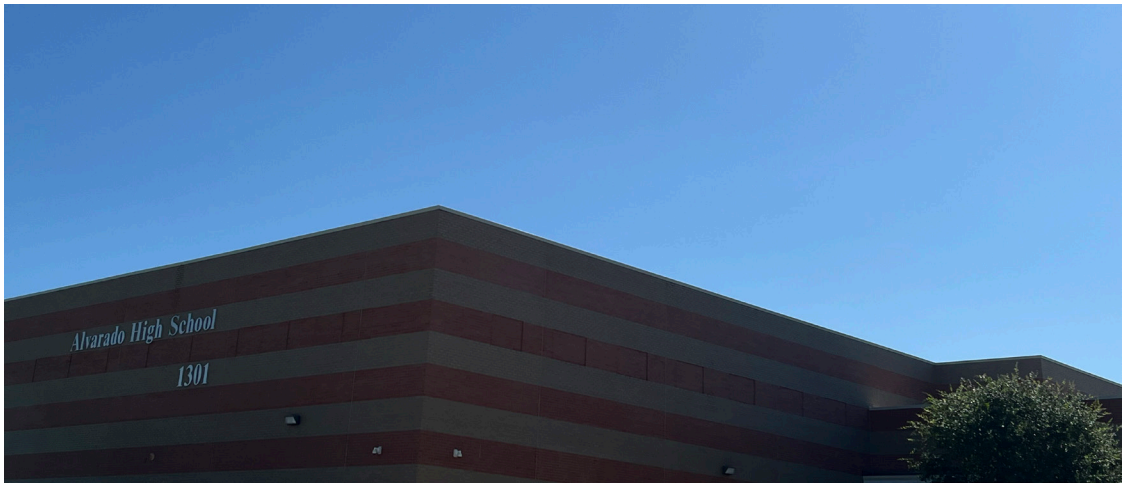
Any recreation programming and sports are being provided through the Alvarado Youth Sports Association (AYSA). As a 501(c)(3) non-profit, the AYSA provides supervised, competitive athletic programs for ages three through 14. Current sports provided are the following:

- Cheer
- Football
- Basketball
- Volleyball
- Baseball
- Softball
- Soccer

Through the planning process, the AYSA expressed extensive needs and demand for recreation programming, sports, and associated facilities and funding, in Alvarado.

YOUTH SPORTS DRIVE RECREATION IN ALVARADO

Organized sports programming within the Planning Area is currently led by partner organizations, highlighting an opportunity to expand city-supported recreation offerings.



PLAY + REFLECT CONTEXT

Existing Level of Service

Insights from the 2025 National Recreation and Park Association (NRPA) Agency Performance Review provide a framework for understanding the existing recreation spaces in Alvarado, as they relate to other cities. The Review presents data that communities can use to measure the performance of their park and recreation systems. While these benchmarks offer useful guidance, the NRPA recommendations vary based on population and local needs. To ensure that amenities are suited to residents, the City can utilize demographics and geographic context alongside the national reference points. The following benchmarks provide insight on how the NRPA benchmarking data applies to existing park and recreation conditions in Alvarado:

NRPA PARK BENCHMARK

- **Residents per park:**
  The median number of residents per park for a municipality with a population of <20,000 is 1,001 residents per park. Based on the estimated Planning Area population of Alvarado (12,087), approximately 12 parks should be available to residents if it were to be compared to the median benchmark. There are eight parks in Alvarado as of 2026.

- **Acres of parkland per 1,000 residents:**
  The median number of acres of parkland managed by a parks and recreation agency for a municipality with a population of <20,000 is 12.9 acres per 1,000 residents. Approximately 156 acres of parkland should be available for Alvarado residents if it were to be compared to the median benchmark. Total parkland acreage in Alvarado, as of 2026, is 501 acres, including all of Lake Alvarado.
- **Outdoor park and recreation facilities:**
  Over 70 percent of parks and recreation agencies have basketball courts, diamond fields, tennis courts and playgrounds. Alvarado has all of these facilities between Parkway Park, George Washington Carver Park, and Moore Park. However, the diamond field at Moore Park and basketball court at George Washington Carver Park need improvement. Additionally, Alvarado does not currently have public tennis courts, but it does provide a pickleball court at Parkway Park.

- **Indoor park and recreation facilities:**
  Indoor multi-use courts, including basketball, volleyball, and multiuse racquet courts (tennis, pickleball, etc.) are provided by approximately 30 percent of parks and recreation agencies. Indoor competitive swimming pools, basketball courts, and leisure pools are all provided by about 20 percent of parks and recreation agencies. With the recent closure and demolition of the Senior Center in Alvarado due to asbestos, public indoor recreation amenities are not available to community members.

- **Number of programs:**
  Based on the NRPA Agency Performance Review, the typical park and recreation agency offers 250 programs annually, of which 82 percent are fee-based. In this context, NRPA defines programming as activities, events, clubs, teams, classes or other types of group activities. However, the median number of programs provided by municipalities with less than 20,000 population is 45. The City of Alvarado currently hosts 14 events annually and has no formal, City-sponsored recreation activities.

Note: Events and gathering spaces are covered in "Gather + Celebrate."

PLAY + REFLECT CONTEXT

Existing Level of Service

EXISTING PARKS LEVEL OF SERVICE MAP

The map on the following page represents the Existing Level of Service for parks in Alvarado. Existing parks are shown in dark green, with a quarter-mile buffer, shown as a dark orange line/ring, to display the immediate area served by the park. The additional half-mile buffer, shown as a light orange line/ring, shows the full extent the park facilities, given feasible walking distance to a park. The remaining area depicted by the light orange color represents the gap in park service, or "Service Opportunity Areas." The Service Opportunity Areas are targets to create new parks and recreation spaces or facilities within the Planning Area. The extent of the Service Opportunity Areas highlights the growing need for additional Play + Reflect spaces.

LEVEL OF SERVICE SNAPSHOT

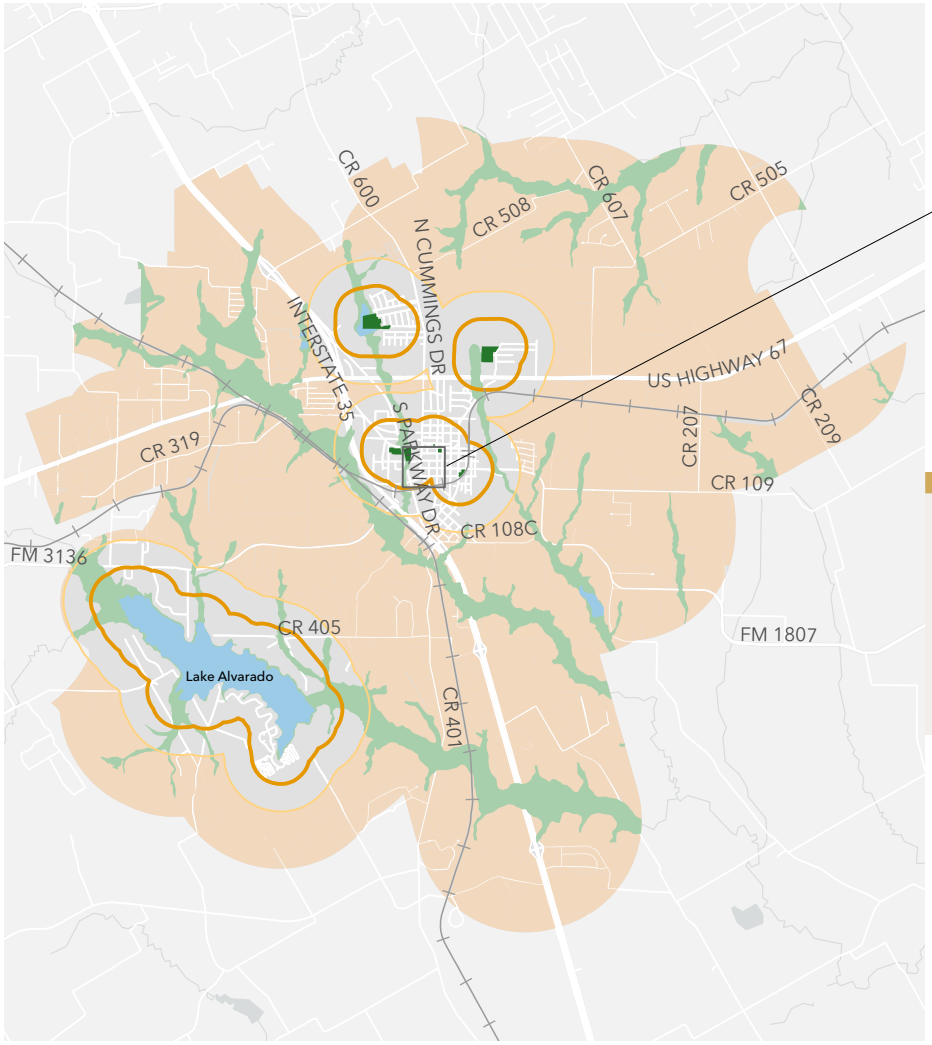
- 8 parks currently serve the Planning Area
- Park access varies across neighborhoods
- Indoor recreation amenities are limited
- Organized programming is primarily partner-led

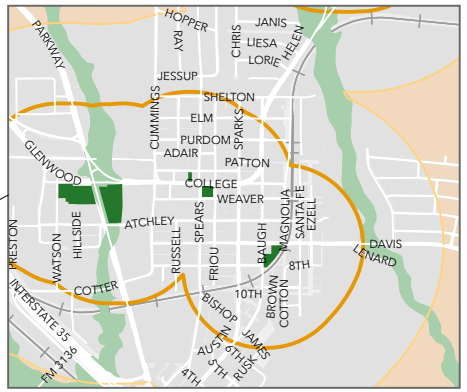
Park access and recreation services vary across Alvarado, with limited indoor amenities and formal programming.

PLAY + REFLECT CONTEXT

Existing Level of Service

- Floodplain
- Bodies of Water +Lake Park
- Service Opportunity Area
- 1/4 Mile Buffer
- 1/2 Half Mile Buffer
- Existing Parks





EXISTING PARKS LEVEL OF SERVICE MAP

CITY OF ALVARADO

0 1.5 3 Miles

Source: City of Alvarado and LJA, August 2025

PLAY + REFLECT CONTEXT

Play + Reflect Future Demand

As the population of Alvarado continues to grow, the demand for parks and recreation spaces is expected to increase alongside it. Community member feedback and existing parks level of service also suggest that current recreation amenities are deficient and below expectations. With just over 12,000 residents in the Planning Area and eight existing parks (some of which are unimproved or require extensive improvements), current facilities will face greater use and pressure in the coming years. The extent of the Service Opportunity Areas suggests that many residents are so far from parks or open spaces that they might not ever visit one. Central to meeting current and future demand is providing (1) parks, recreation, and reflection spaces with desired features in needed locations, and (2) fully investing in the staffing and organization of modern-day recreation programming. The provision of high-quality play and reflect infrastructure and services within the Planning Area is essential for quality of life and economic development in Alvarado.

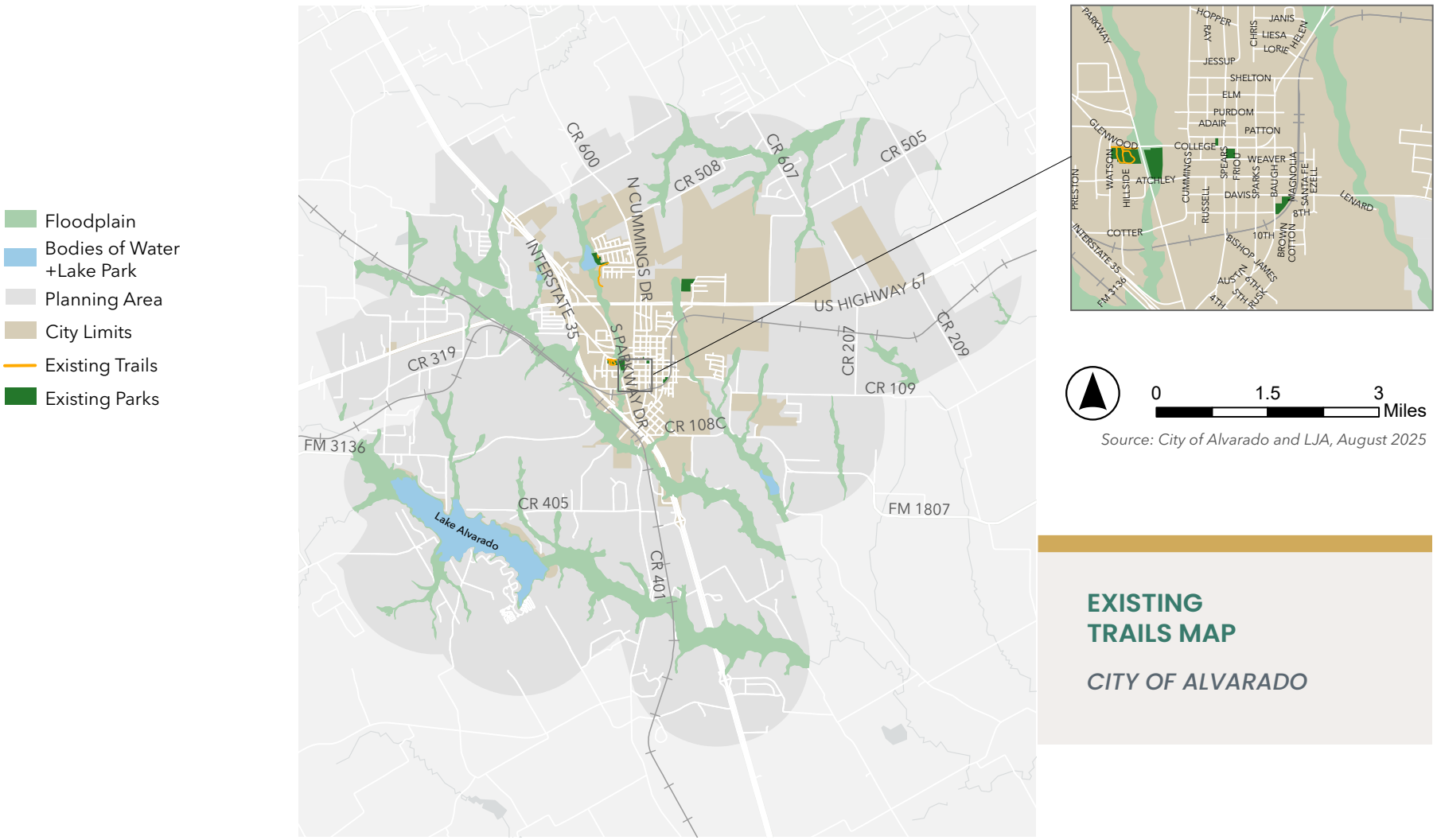
Play + Reflect Triple Bottom Line Benefits

Play and reflect spaces support quality of life in Alvarado by promoting physical health, mental well-being, and everyday comfort for residents of all ages and abilities while also strengthening the City's long-term economic and environmental resilience. Access to nearby parks and passive recreation spaces encourages daily movement, stress reduction, and social connection, contributing to healthier routines and a more livable community. At the same time, research from the Trust for Public Land shows that proximity to parks is associated with more stable property values, supporting a stronger property tax base and making small, targeted investments—such as shade trees, seating, play features, and walking paths—cost-effective tools for community reinvestment. These spaces also incorporate trees and natural features that reduce heat, improve environmental comfort, and support stewardship, reinforcing the role of play and reflect spaces as essential infrastructure that benefits people, economic vitality, and nature together.

TRAILS + CONNECTIVITY CONTEXT

Alvarado's long-term success will depend in part on how residents travel between parks, neighborhoods, schools, Downtown, and daily destinations, as well as how future growth supports ease of movement and overall livability. This section examines how an integrated system of trails, sidewalks, and bikeways can improve access throughout the city while reinforcing the parks network, and it includes an overview of the existing trails inventory and current levels of service. By focusing on connections among established parks, green spaces, residential neighborhoods, and key community destinations, this chapter describes how targeted investments in trails, safer street crossings, and active transportation infrastructure can expand recreational access, enhance safety, and contribute to local economic strength. Collectively, these strategies provide a roadmap for a more mobile, healthy, and adaptable Alvarado.

TRAILS + CONNECTIVITY CONTEXT



Source: City of Alvarado and LJA, August 2025

EXISTING TRAILS MAP

CITY OF ALVARADO

TRAILS + CONNECTIVITY CONTEXT

Existing Trails Inventory

STONEGATE PARK TRAIL

- **Location:** South of the intersection of Lakeview Dr. and Shirley Dr.
- **Approximate Length:** 0.03 miles

TRAILS + CONNECTIVITY CONTEXT

Existing Trails Inventory

SUNSET RIDGE TRAIL

- **Location:** West of Shawnee Trail, connecting Stonegate Manor and Sunset Ridge Subdivisions
- **Approximate Length:** 0.37 miles

TRAILS + CONNECTIVITY CONTEXT

Existing Trails Inventory

PARKWAY PARK TRAIL

- **Location:** Southwest corner of Glenwood Dr. and S Parkway Dr. intersection
- **Approximate Length:** 0.37 miles
- **Amenities:** Playgrounds, Picnic Areas, Pickleball Court, Skate Park, Water Fountain

TRAILS + CONNECTIVITY CONTEXT

Existing Level of Service

Similar to park spaces, insights from the 2025 National Recreation and Park Association (NRPA) Agency Performance Review provide a framework for understanding Alvarado's existing recreation spaces. The NRPA collects data, provided in this document, that communities can use to measure the performance of their trail systems. While these benchmarks offer useful guidance, the NRPA recommendations vary based on population and local needs. To ensure that amenities are suited to residents, the City must evaluate its own demographics and geographic context alongside the national reference points. The sections immediately following provide insight on how the NRPA benchmarking data applies to existing trail conditions in Alvarado.

NRPA TRAIL BENCHMARK

- Miles of trails:
  The typical park and recreation agency is responsible for managing and/or maintaining approximately 17 miles of trails. The median number of miles of trails managed by a parks and recreation agency for a population of less than 20,000 is four miles. Alvarado is currently trail deficient with 0.77 miles of trails managed by the City.

- As Alvarado's population is projected to grow significantly over the next 20 years, the City will need to look beyond maintaining the current four-mile median and instead plan toward a ten-mile standard in order to sustain an appropriate level of service for its expanding population.

EXISTING RIGHT-OF-WAY

Current data on existing sidewalks in Alvarado is limited. Older areas of Alvarado have some sidewalks, but they are typically fragmented, in poor condition, and without compliant Americans with Disabilities Act (ADA) ramps. Most of the Planning Area is not served with sidewalks or trails. Recent neighborhoods that have been developed in Alvarado have sidewalks, but they comprise a small portion of the Planning Area.

TRAILS AND SIDEWALKS REMAIN LIMITED ACROSS ALVARADO, HIGHLIGHTING A SIGNIFICANT OPPORTUNITY TO IMPROVE CONNECTIVITY AND ACCESS AS THE COMMUNITY GROWS.

TRAILS + CONNECTIVITY CONTEXT

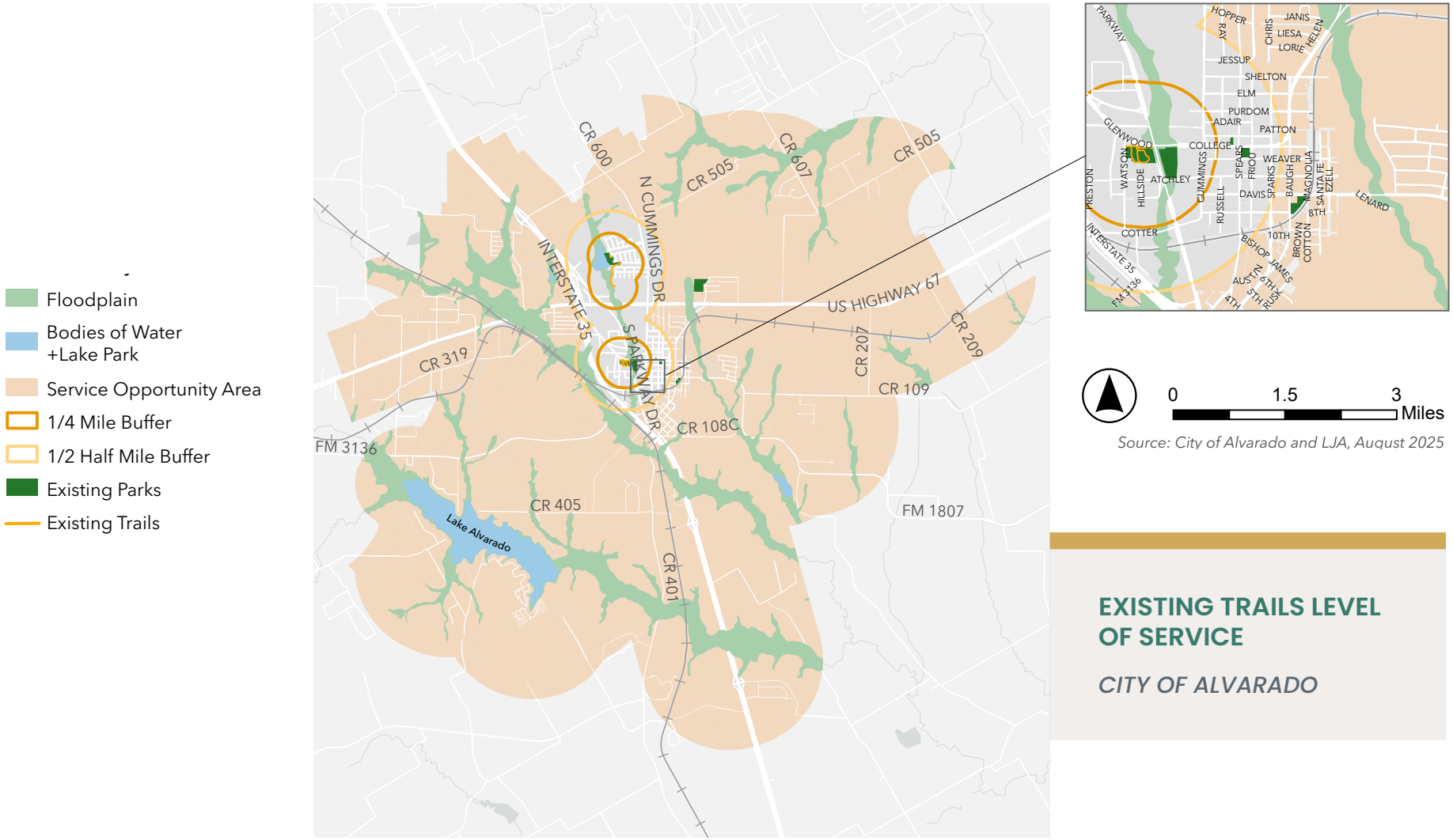
Existing Level of Service

EXISTING TRAILS LEVEL OF SERVICE MAP

The map on the following page represents the Existing Level of Service for trails in Alvarado. Existing trails are shown as dark orange lines, with a quarter-mile buffer, shown as a dark orange line/ring, to display the immediate area served by the trail. The additional half-mile buffer, shown as a light orange line/ring, shows the full extent of the trail facilities, given feasible walking distance to the trail. The remaining area depicted by the light orange color represents the gap in park service, or "Service Opportunity Areas." The Service Opportunity Areas are targets to create new trail facilities within the Planning Area. The extent of the Service Opportunity Areas highlights the growing need for additional trails and connectivity.

TRAILS + CONNECTIVITY CONTEXT

Existing Level of Service



Source: City of Alvarado and LJA, August 2025

EXISTING TRAILS LEVEL OF SERVICE

CITY OF ALVARADO

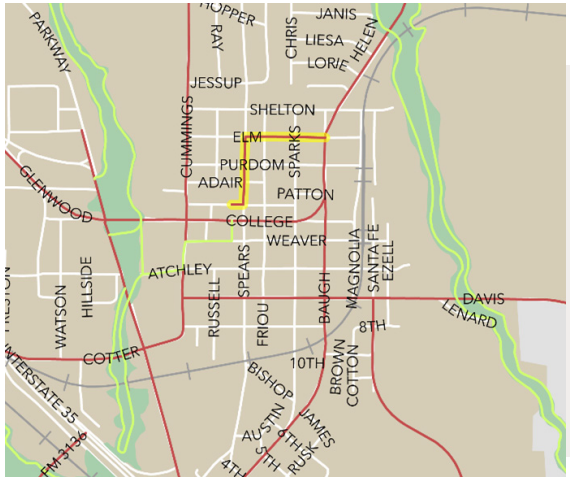
TRAILS + CONNECTIVITY CONTEXT

Trails + Connectivity Future Demand

The future of trails in the City of Alvarado presents an opportunity to expand access and create a more connected experience for residents and visitors. With only a few trails currently in place and limited park space throughout the Planning Area, many parts of the community remain without safe and accessible walking routes or outdoor pathways. Residents would benefit from a broader network that links neighborhoods and destinations, allowing people to move safely and comfortably through the community, **without getting in a car for every trip.** Strategically planned trail connections can play a central role in promoting physical activity, supporting everyday mobility, and strengthening community connectivity throughout Alvarado. One notable opportunity is the Heritage Trail, which could serve as a key corridor linking the Downtown Square to surrounding neighborhoods and enhancing access to the city's historic core; please refer to the Downtown Study for more details.

Trails + Connectivity Triple Bottom Line Benefits

Trails and connectivity investments support the health, economy, and environment of Alvarado by improving access, mobility, and everyday usability of public space. Connected trail networks encourage regular walking, biking, and low-impact activity, supporting physical health and providing safe, comfortable options for residents of all ages to move through the community. From an economic and fiscal perspective, trails increase the desirability of nearby neighborhoods, improve access to parks and local destinations, and support efficient infrastructure investments by linking multiple community assets through shared corridors. Environmentally, trails can be integrated with greenbelts, floodplains, and rights-of-way to manage stormwater, reduce vehicle dependence for short trips, and create continuous green connections that enhance resilience while expanding recreation access.



CONNECTING NEIGHBORHOODS THROUGH SAFE, ACCESSIBLE TRAILS THAT SUPPORT EVERYDAY TRAVEL, RECREATION, AND COMMUNITY LIFE.

NATURE + TREES CONTEXT

Major Tree Species

Understanding the location of major tree stands and the variety of tree species within the Planning Area is a critical step in providing and managing a healthy and resilient landscape. Each species contributes in unique ways, from providing shade and enhancing beauty, to supporting wildlife and improving air quality and more. Alvarado is located within two ecoregions in Johnson County that include Cross Timbers and Blackland Prairie, featuring a mix of woodlands, grasslands, and riparian areas.

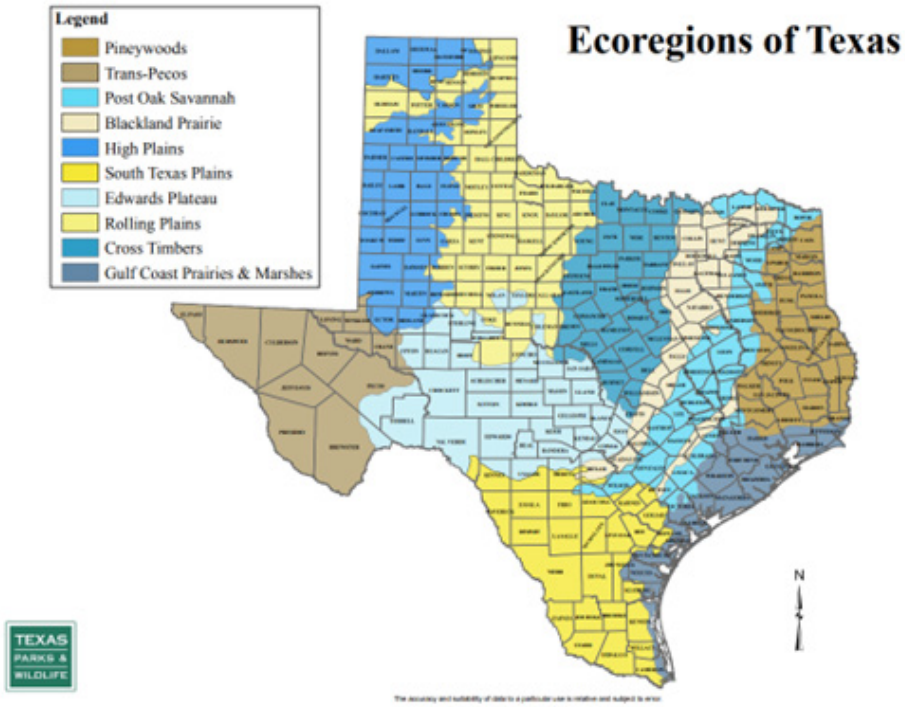
The Cross Timbers ecoregion is dominated by oak species and some cedars and elms mixed throughout. The Blackland Prairie ecoregion is mainly grassland but has some riparian trees like cottonwood and pecan along rivers.

POST OAK (QUERCUS STELLATA)- Tolerant of dry, sandy-loam soils common in Cross Timbers.

BLACKJACK OAK (QUERCUS MARILANDICA)- Well adapted to poor, drought-prone soils.

EASTERN COTTONWOOD (POPULUS DELTOIDES)- Often found bordering creeks and lowland areas within the prairie.

PECAN (CARYA ILLINOINENSIS)- Can form larger shade trees along waterways and bottomlands.



NATURE + TREES CONTEXT

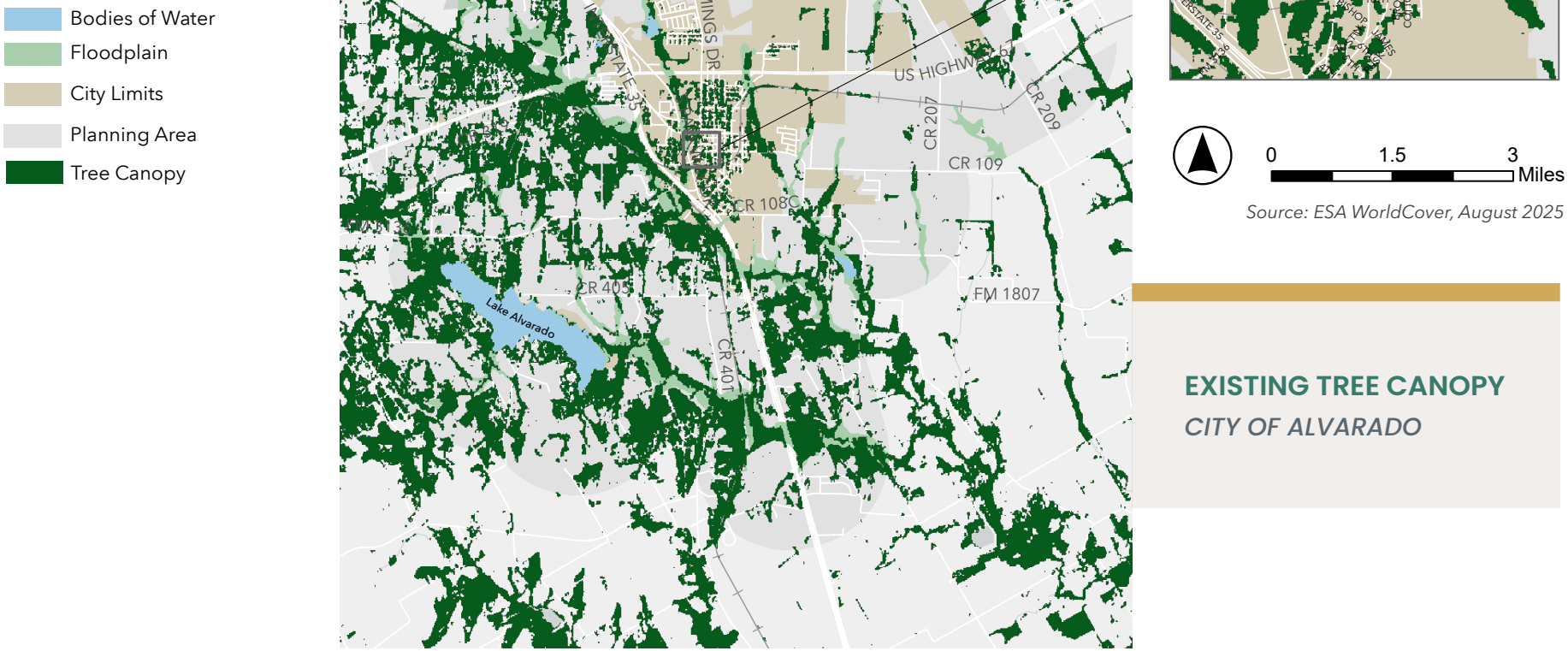
Existing Tree Canopy Coverage

A healthy tree canopy is an essential part of a thriving Parks and Recreation System. Trees bring shade that makes outdoor spaces more comfortable and encourage people to spend more time outside. They clean the air, help manage rainfall by slowing runoff, and frame places with a sense of beauty and character. A strong tree canopy also supports wildlife habitat and helps the community stay cooler during hotter months. Expanding and caring for tree cover ensures that parks remain resilient places that protect the environment while offering inviting and restorative settings for future generations. The following map provides an overview of Tree Canopy in Alvarado. There is wide coverage on the west side of the Planning Area, which is mainly concentrated around floodplains. The eastern half of the Planning Area, however, is lacking tree coverage.

A HEALTHY TREE CANOPY SUPPORTS ENVIRONMENTAL QUALITY AND LONG-TERM RESILIENCE WITHIN ALVARADO'S PARKS AND PUBLIC SPACES.

NATURE + TREES CONTEXT

Existing Tree Canopy Coverage



EXISTING TREE CANOPY
CITY OF ALVARADO

NATURE + TREES CONTEXT

Nature + Trees Future Demand

The natural areas and tree canopy in Alvarado can serve as defining elements of the character of the city and overall quality of life. Prioritizing the preservation of existing trees and the thoughtful expansion of tree coverage can create special places, improve air quality, and provide the beautiful, landscaped aesthetic that the community envisions. Intentional selection of which tree species and each new location can strengthen the resilience of the natural environment against the impacts of extreme weather, pests, and disease. The City can ensure that its natural assets reinforce a sense of pride and identity, while safeguarding the nature.

Nature + Trees Triple Bottom Line Benefits

Nature and tree-based investments provide foundational benefits across all three pillars of the Triple Bottom Line by supporting environmental resilience, public health, and long-term fiscal efficiency. Trees and natural areas improve air quality, reduce heat, manage stormwater, and protect sensitive landscapes, helping the community adapt to extreme weather and environmental stressors. These same features enhance comfort and usability in parks, trails, and public spaces, encouraging people to spend more time outdoors and supporting mental well-being and everyday restoration. From an economic perspective, preserving and expanding tree canopy and natural areas reduces long-term infrastructure and maintenance costs, protects property values, and reinforces Alvarado's identity as a community that values its natural assets.

INVESTMENTS IN TREES AND NATURAL AREAS SUPPORT ENVIRONMENTAL RESILIENCE, PUBLIC HEALTH, AND LONG-TERM ECONOMIC VALUE.

GATHER + CELEBRATE CONTEXT

Existing Events + Programs

Community events and programs play an important role in bringing people together and strengthening the sense of identity for the City of Alvarado. They provide opportunities for people to connect and participate in activities that enrich daily life. From seasonal events to festivals and cultural gatherings and more, events and programs showcase the character of the city and create lasting memories for both participants and visitors that are highly cherished. Understanding the range and reach of existing events and programming helps identify what is being provided and where future efforts can build on community strengths.

Note: Recreation programming, such as youth sports, is covered in "Play + Reflect."

NRPA PROGRAMMING BENCHMARK

- Number of programs:
  Based on the NRPA Agency Performance Review, the typical park and recreation agency offers 250 programs annually, of which 82 percent are fee-based. In this context, NRPA defines programming as activities, events, clubs, teams, classes or other types of group activities. However, the median number of programs provided by municipalities with less than 20,000 population is 45. The City of Alvarado currently hosts 14 events annually and has no formal, City-sponsored recreation activities.

GATHER + CELEBRATE CONTEXT

Existing Events + Programming

RECURRING CITY-SPONSORED ACTIVITIES

- Johnson County's Pioneers and Old Settler's Reunion
- Alvarado Public Library Book Sale
- AAS TCAP Low-Cost Vaccination Clinic
- ARD Canned Food Drive
- Alvarado Public Library Summer Reading Program
- Annual APEC* Trunk-N-Treat
- APEC* Holiday Parade of Lights

*Alvarado Planning Events Committee; Community Committee made up of Alvarado residents who partner with the City on various events/host separate events within the City of Alvarado.

ANNUAL EVENTS

- National Night Out Alvarado Police Department
- Fall Festival and Weenie Dog Race
- Magical Old Town Christmas
- Irish Festival
- Community Safety Day
- Summer Movie Series (four films)
- 4th of July Celebration

SEASONAL EVENTS

- Alvarado Artisans and Farmers Market
  - Monthly from April to December

EXISTING EVENTS AND PROGRAMS PROVIDE IMPORTANT OPPORTUNITIES FOR COMMUNITY CONNECTION, THOUGH OFFERINGS REMAIN LIMITED COMPARED TO TYPICAL PROGRAMMING BENCHMARKS.

GATHER + CELEBRATE CONTEXT

Existing Gathering Spaces

DOWNTOWN SQUARE PARK
- Gazebo
- Open areas for festivals and markets
- Historic landmark and memorial

PECAN ORCHARD PARK
- Picnic tables
- Open areas for festivals and markets
- String lights
- Yard games

ALVARADO PUBLIC LIBRARY
- Community meeting room and workspaces
- Areas for local programs and educational events

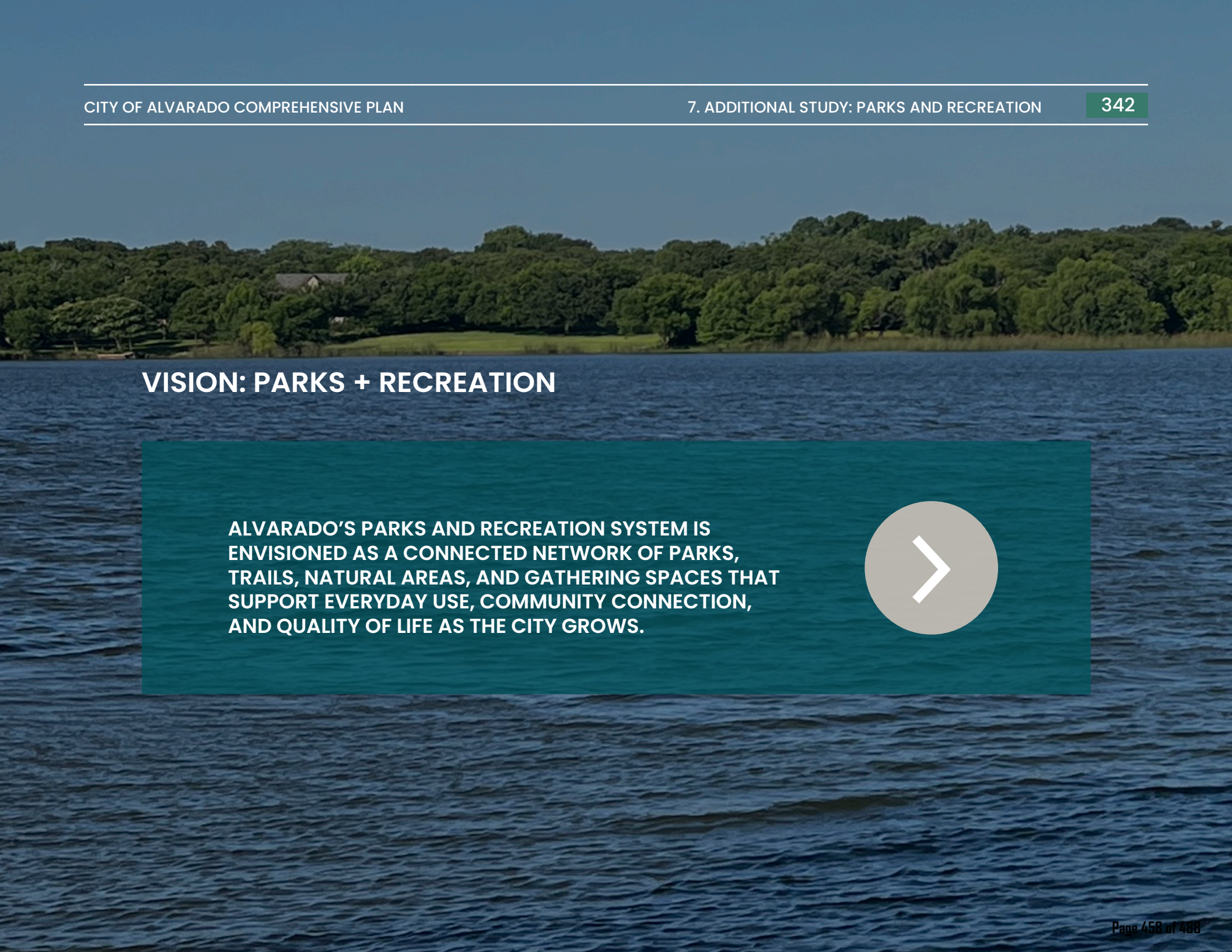
GROWING DEMAND FOR GATHERING SPACES HIGHLIGHTS THE NEED FOR FLEXIBLE FACILITIES AND PROGRAMMING THAT REFLECT ALVARADO'S EVOLVING COMMUNITY.

Gather + Celebrate Future Demand

The future demand of Alvarado gathering spaces and events will continue to increase as the population grows. Considering the existing demand is already not being met (according to feedback and relevant benchmarking), the City can ensure that programs remain accessible and relevant by aligning offerings with the evolving interests and needs of residents. Central to meeting current and future demand is providing (1) facilities that can host valued gathering, celebrating, and recreation, and (2) fully investing in the staffing and organization of modern-day events and gathering. Thoughtful planning and strategic investment will allow events and programming to reflect the identity and values of the community, while providing consistent opportunities for residents to come together. Over time, events and programs can cultivate a strong sense of belonging and serve as a cornerstone of a vibrant and resilient community. The City can create a lasting framework that grows with its population and fosters a culture of participation and pride by approaching programming with intention and foresight.

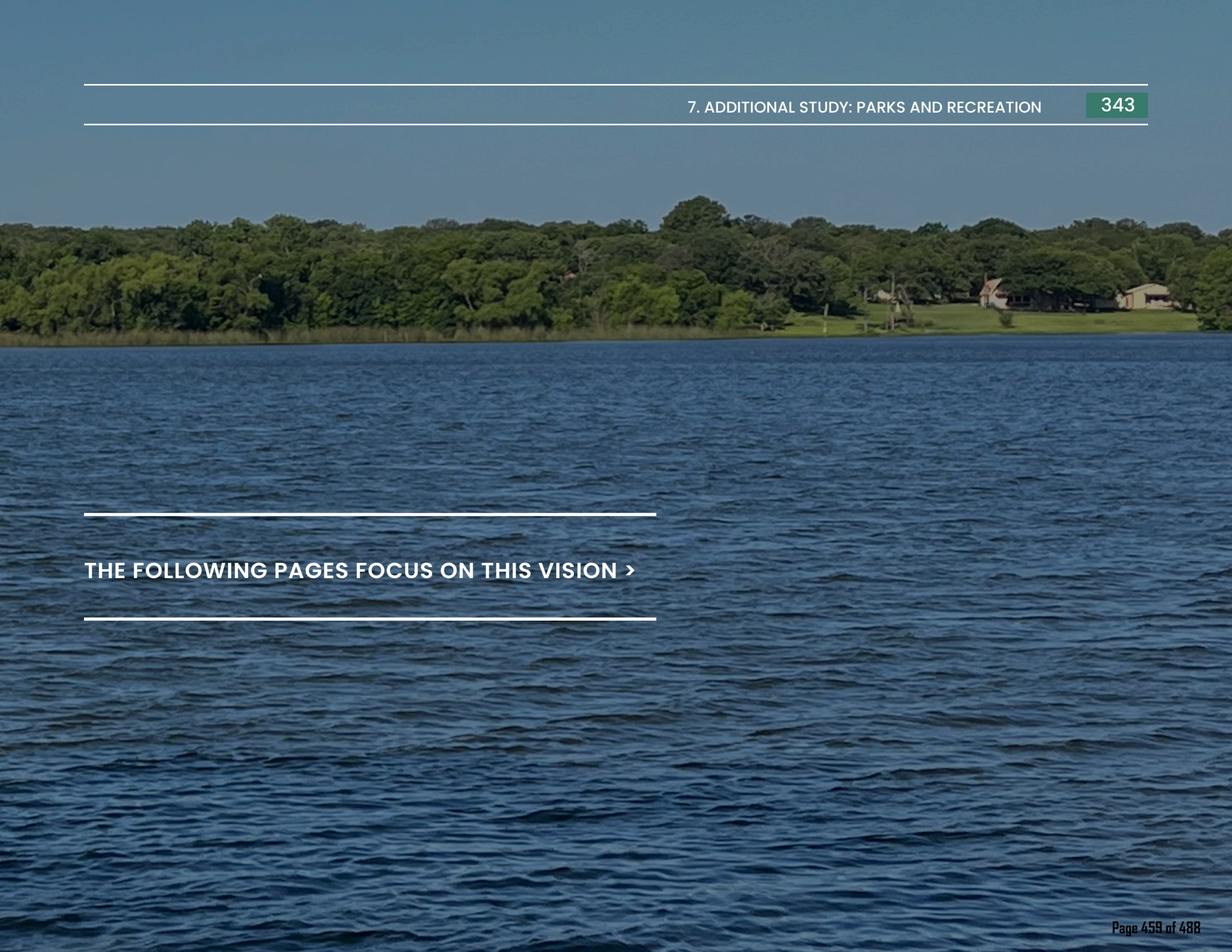
Gather + Celebrate Triple Bottom Line Benefits

Gathering spaces and community events strengthen Alvarado's social fabric while contributing to economic vitality and efficient use of public space. Accessible places to gather—such as Downtown parks, plazas, and event spaces—support social connection, civic pride, and a sense of belonging by creating opportunities for residents to come together through shared experiences. These spaces also generate economic activity by supporting local businesses, attracting visitors for events, and increasing foot traffic in surrounding areas. When designed as flexible, multi-use environments, gathering spaces make efficient use of public investment while minimizing environmental impact by accommodating both daily use and special events within existing public areas.



VISION: PARKS + RECREATION

ALVARADO'S PARKS AND RECREATION SYSTEM IS ENVISIONED AS A CONNECTED NETWORK OF PARKS, TRAILS, NATURAL AREAS, AND GATHERING SPACES THAT SUPPORT EVERYDAY USE, COMMUNITY CONNECTION, AND QUALITY OF LIFE AS THE CITY GROWS.



THE FOLLOWING PAGES FOCUS ON THIS VISION >

VISION: PARKS + RECREATION

Alvarado's Parks and Recreation System will provide a connected network of parks, trails, natural areas, and gathering spaces that support daily life, community identity, and long-term quality of life as the city grows. The System will serve residents of diverse ages and abilities by offering a balanced mix of active recreation, passive enjoyment, and shared community spaces.

Parks and open spaces will be legible, accessible, and clearly public, designed so residents understand where they can go, how spaces are used, and feel welcome to spend time there. The System will move beyond incidental open space toward intentional places that support play, reflection, connection to nature, and community gathering as part of everyday routines.

Trails and green connections will link neighborhoods, parks, Downtown, and key destinations, reducing reliance on vehicles and expanding access to recreation throughout the Planning Area. Natural features, trees, and floodplains will be recognized as foundational assets that shape the character of the System while supporting resilience and comfort in outdoor spaces.

Community gathering spaces and programs will continue to strengthen Alvarado's sense of identity and belonging, offering opportunities for residents to come together in ways that reflect local values and traditions. The Parks and Recreation System will function as an integrated, reliable public resource, one that grows intentionally alongside Alvarado and supports health, connection, and pride in place.

VISION: PARKS + RECREATION

Alignment with Vision Guiding Principles

Continuously Improving

The City commits to ongoing evaluation and intentional reinvestment in the Parks and Recreation System. Incremental improvements, informed by community feedback and changing needs, will strengthen the System over time and improve everyday quality of life.

Fun + Inviting

Parks and programs provide welcoming, comfortable environments that encourage people of diverse ages and stages to gather, play, and enjoy time outdoors. These spaces support both everyday use and special moments that create lasting memories.

Neighborly + Family-Friendly

Parks serve as familiar, accessible places where families and neighbors connect through shared experiences. Spaces are designed to support a wide range of ages, abilities, and activity levels.

Efficient + Connected

Parks, trails, and open spaces function as an integrated System, linking neighborhoods, Downtown, and key destinations. Coordinated planning and maintenance support ease of access, operational efficiency, and long-term sustainability.

Intentional + Distinct

Each Parks and Recreation System component reflects thoughtful design decisions that respond to context, use, and community character. Investments are made with purpose, reinforcing Alvarado's identity while accommodating growth and change.

Safe

The design, maintenance, and programming of parks and recreation spaces prioritize visibility, comfort, and a sense of security. Clear layouts, appropriate lighting, and ongoing care help ensure that residents feel safe and welcome.

Engaged + Collaborative

The City advances its parks and recreation goals through partnerships with residents, local organizations, and regional entities. Community input and collaboration play an essential role in shaping spaces that reflect shared values and priorities.

Landscaped + Charming

Well-maintained landscapes, trees, and natural features enhance the appearance and comfort of parks, public spaces, and the city overall. Thoughtful planting and design contribute to a sense of pride and reinforce Alvarado's character.

Trusted Action

The City builds trust by following through on adopted plans and making visible, consistent improvements. Clear communication and reliable delivery reinforce confidence in the Parks and Recreation System as a public resource and community asset.

VISION: PARKS + RECREATION

Alignment with Regional + State Priorities

Texas Parks and Wildlife Department (TPWD) Priorities

This Parks and Recreation Study aligns with key priorities established by the Texas Parks and Wildlife Department (TPWD) through its statewide planning, conservation, and recreation initiatives. TPWD's 2024 Land and Water Resources Conservation and Recreation Plan provides guidance for expanding park access, conserving natural resources, and integrating outdoor recreation into local planning efforts. In addition, TPWD's R3 (Recruitment, Retention, and Reactivation) Strategic Plan emphasizes increasing participation in outdoor recreation through accessible facilities, clear public access, and community-driven programming. TPWD research and planning documents consistently highlight the role of parks, trails, and natural areas in supporting public health, community well-being, economic vitality, and long-term resilience. These priorities align closely with the needs identified in Alvarado, particularly the need to move beyond incidental open space toward intentional, legible, and accessible public recreation assets.

A few highlights of TPWD priority areas relevant to Alvarado's Parks and Recreation System are as follows:

1. CONSERVATION + STEWARDSHIP OF NATURAL RESOURCES

TPWD Priority: Protect, restore, and manage land, water, and wildlife to ensure long-term environmental and recreational sustainability.

In Alvarado, floodplains, waterways, tree cover, and open land represent foundational assets for both conservation and recreation. This Study aligns with TPWD priorities by recognizing natural features as system-level infrastructure that shape park character, comfort, and usability. Preservation of floodplains and natural drainage areas as public open space supports ecological health while reducing long-term infrastructure costs.

This approach reflects best practices for growing communities by balancing development pressures with proactive conservation and stewardship, particularly in areas vulnerable to flooding, heat, and environmental degradation.

2. INCREASING PUBLIC ACCESS + OUTDOOR RECREATION OPPORTUNITIES

TPWD Priority: Ensure that all Texans have access to outdoor spaces and recreation.

TPWD emphasizes access, clarity, and usability as core components of successful park systems. This Parks Study aligns with that guidance by identifying service gaps, documenting access challenges, and emphasizing legibility as a key system need. Improving awareness of existing parks, clarifying public access, and strengthening connections between neighborhoods and recreation spaces are central themes throughout the Study. Water-based recreation access, passive park use, and multi-generational amenities are also consistent with TPWD priorities. In Alvarado, this includes recognizing the potential of Lake Alvarado as a public resource while acknowledging existing barriers related to access, visibility, and comfort.

VISION: PARKS + RECREATION

Alignment with Regional + State Priorities

Texas Parks and Wildlife Department (TPWD) Priorities

3. ECONOMIC DEVELOPMENT + PARK-SUPPORTED ACTIVITY

TPWD Priority: Leverage parks and outdoor recreation to support local economies and community vitality.

TPWD planning documents and grant guidance recognize parks and trails as contributors to local economic activity through increased visitation, event programming, and quality-of-life enhancements that support small businesses and workforce retention. In Alvarado, parks and recreation investments are closely tied to community identity, Downtown activity, and event-based use of public spaces.

By strengthening everyday park functionality while supporting gathering spaces and community events, the Parks and Recreation System contributes to broader economic and placemaking goals without relying on destination-scale tourism or overdevelopment.

4. EDUCATION, COMMUNITY ENGAGEMENT + R3 ALIGNMENT

TPWD Priority: Expand outreach, environmental education, and participation in outdoor recreation.

The R3 framework emphasizes reducing barriers to participation by improving clarity, comfort, and welcoming design. This Study reflects those principles by prioritizing legible spaces, visible public access, and amenities that support casual, everyday use rather than specialized recreation alone.

Opportunities for interpretive elements, community stewardship, and partnerships with local organizations align with TPWD's emphasis on education and engagement, particularly for youth, seniors, and residents new to outdoor recreation.

5. SUSTAINABLE FUNDING + LONG-TERM SYSTEM RESILIENCE

TPWD Priority: Support long-term viability of parks and recreation systems through diversified funding and partnerships.

TPWD grant programs encourage communities to plan holistically, demonstrate need, and align projects with statewide priorities related to access, conservation, and connectivity. By documenting existing conditions, service gaps, and system-wide needs, this Study positions Alvarado to pursue future grant opportunities while making informed, phased investments aligned with local capacity.

VISION: PARKS + RECREATION

Regional Transportation + Connectivity Alignment

North Central Texas Council of Governments (NCTCOG)

NCTCOG supports regional mobility, alternative transportation, and trail connectivity throughout North Texas. While Alvarado is not currently connected to the Regional Veloweb network, the emphasis on shared-use paths, off-street trails, and multimodal corridors reflects best practices incorporated into this Study. Coordinating local trail development with regional mobility goals strengthens long-term connectivity and access.

Johnson County Thoroughfare Plan

The Johnson County Thoroughfare Plan establishes a framework for roadway expansion and connectivity as the county grows. A key best-practice component of the Plan is the integration of sidewalks and shared-use paths within roadway corridors. This Parks and Recreation Study aligns with that approach by treating streets and rights-of-way as extensions of the recreation system and identifying opportunities to improve access to parks through coordinated infrastructure planning.

Texas Department of Transportation (TxDOT)

TxDOT roadway corridors within and near Alvarado represent both barriers and opportunities for recreation access. Best practices reflected in this Study include coordinating trail and pedestrian improvements with roadway projects, advocating for safe crossings and side paths, and integrating landscaping and shade to improve comfort for non-motorized users.

TOGETHER, THESE ALIGNMENTS ENSURE THAT ALVARADO'S PARKS AND RECREATION SYSTEM IS GROUNDED IN PROFESSIONAL STANDARDS WHILE REMAINING REALISTIC, LOCALLY RESPONSIVE, AND IMPLEMENTABLE.

VISION: PARKS + RECREATION

Alignment with Best Practices + Approaches

This Parks and Recreation Study was developed using proven planning and placemaking practices that emphasize everyday usability, system integration, healthy infrastructure, and long-term resilience. The approaches outlined below reflect current best practices in parks and recreation planning while remaining grounded in local context, fiscal realities, and implementation readiness.

SYSTEM-BASED + PLACE-BASED PLANNING

The Study approaches parks and recreation as an integrated public system made up of distinct places. Parks, trails, natural areas, and gathering spaces are planned to work together while still responding to their surrounding context and users. This combined system-based and place-based approach ensures that parks function collectively as public infrastructure while allowing each space to have a clear role and identity. This approach supports coordinated investment, operational efficiency, and adaptability over time without creating one-size-fits-all solutions.

PARKS AND RECREATION FUNCTION AS ESSENTIAL PUBLIC INFRASTRUCTURE, SUPPORTING HEALTH, DAILY LIFE, AND LONG-TERM COMMUNITY RESILIENCE WHEN DESIGNED AS INTEGRATED SYSTEMS OF PLACES.

HEALTHY INFRASTRUCTURE AS EVERYDAY PUBLIC INVESTMENT

The Study applies a healthy infrastructure lens, recognizing parks, trails, trees, and public spaces as essential systems that support physical health, mental well-being, social connection, and environmental comfort. Rather than treating recreation amenities as optional enhancements, the Study frames them as core public infrastructure that shapes daily routines and long-term quality of life. Healthy infrastructure investments support residents across all ages and abilities and help reduce long-term public health and infrastructure costs by promoting active living, outdoor access, and comfortable public environments. Parks and recreation priorities are organized into four complementary categories: play and reflection, trails and connectivity, nature and trees, and gathering and celebration. This framework reflects best practices in placemaking by recognizing that successful public spaces support multiple types of use, energy levels, and experiences. Together, the four categories function as a healthy infrastructure system by balancing activity, restoration, environmental comfort, and social connection.

VISION: PARKS + RECREATION

Alignment with Best Practices + Approaches

Visibility, Comfort, and the Everyday Experience
A core placemaking principle reflected in this Study is that people use places they understand and feel comfortable in. Analysis considers not only where parks are located, but how clearly they function as public spaces. Emphasis is placed on visible access points, clear public presence, shade, seating, lighting, and paths as essential amenities. By prioritizing visibility and comfort, the Study reinforces healthy infrastructure principles that encourage frequent, low-barrier use of public spaces as part of everyday life.

Parks as Civic Rooms + Community Anchors
Public spaces are treated as shared civic rooms, which are places where community life occurs informally and organically. This perspective supports parks that are flexible, familiar, and adaptable over time rather than overly programmed or single-purpose. As civic rooms, parks support social health by providing low-pressure environments for interaction, observation, and connection, reinforcing their role as everyday community anchors.

Access-Based Planning + Proximity
The Study emphasizes proximity and access as fundamental planning and placemaking considerations. Parks, trails, and open spaces are evaluated based on their relationship to neighborhoods, schools, Downtown, and daily destinations. This access-based approach supports healthy routines by making walking, outdoor activity, and time outside an easy and regular choice rather than a special trip. Identifying service gaps through walkable distance analysis helps guide future investments as the community grows.

Downtown as the Heart of the Parks and Recreation System
Downtown is recognized as the civic heart of Alvarado and its Parks and Recreation System. As one of the most visible and active public spaces in the city (especially in the future), Downtown functions as a central gathering place where events, daily activity, and community identity can naturally converge. Framing Downtown as the heart of the System reflects best practices in placemaking that position civic spaces as anchors for social interaction, wayfinding, and shared experience. Downtown parks and public spaces serve as entry points to the broader system of parks, trails, and public spaces throughout Alvarado, supporting both everyday use and community-wide gatherings.

VISION: PARKS + RECREATION

Alignment with Best Practices + Approaches

LAKE ALVARADO AS THE NATURAL ANCHOR

Lake Alvarado is recognized as the natural anchor of Alvarado and its Parks and Recreation System. As the largest open space within the Planning Area, the Lake represents a critical opportunity for reflection, nature-based recreation, and natural comfort. Framing Lake Alvarado as a natural anchor aligns with best practices that treat large natural assets as system stabilizers—spaces that support health, resilience, and restoration while balancing more active areas of the System. This approach emphasizes clarity of public access, stewardship of natural features, and everyday usability rather than destination-driven development.
Positioning the Lake as a natural anchor allows it to function as a complementary counterpoint to Downtown, strengthening the overall balance of the Parks and Recreation System.

NATURE AS INFRASTRUCTURE + EXPERIENCE

The Study reflects best practices that treat natural features as both environmental assets and functional infrastructure. Trees, floodplains, waterways, and green corridors are recognized for their role in comfort, identity, and resilience. These natural systems function as healthy infrastructure by improving air quality, reducing heat exposure, managing stormwater, and creating more comfortable and usable outdoor spaces for daily recreation.

INCREMENTAL + VISIBLE IMPLEMENTATION

Rather than relying on large, single investments, the Study supports incremental implementation strategies. Phased improvements allow the City to make steady progress within available capacity while delivering visible benefits that residents can experience over time. Incremental investments in healthy infrastructure—such as shade, seating, paths, and lighting—build trust through consistent, tangible improvements and allow flexibility as funding opportunities evolve.

PARTNERSHIPS + SHARED STEWARDSHIP

The Study emphasizes partnerships and shared stewardship as essential components of successful park systems. Collaboration with schools, community organizations, regional agencies, and private partners helps expand access to recreation while maximizing public investment. Shared stewardship reinforces long-term care, community ownership, and resilience of public spaces.

COMMUNITY-INFORMED + CONTEXT-SENSITIVE DESIGN

Community engagement informed priorities throughout the Study and helped translate feedback into design principles rather than prescriptive solutions. This approach reflects best practices that prioritize how spaces feel and function over fixed programming. Community input ensures that healthy infrastructure responds to real use patterns, comfort needs, and local character, supporting adaptable spaces that remain relevant over time.

VISION: PARKS + RECREATION

Proposed Trails

TRAIL PLAN

The Trail Plan presents a high-level framework for a connected trail network across the Alvarado Planning Area, illustrating how trails can function as an integrated system over time. The network considers existing trails, planned roadway corridors, floodplains, anticipated growth areas, and key community destinations to establish overall connectivity, access, and priorities. The map is intended to communicate system relationships and long-term structure rather than final alignments, providing flexibility as conditions, funding, partnerships, and implementation opportunities evolve. The trail and trailhead typologies that follow translate this system-level framework into more detailed guidance for design, amenities, and implementation.

A key organizing principle of the proposed network is the integration of trails within both planned roadway corridors and floodplain greenbelts, recognizing these areas as foundational components of the Parks and Recreation System. Trails are shown on both sides of floodplain corridors where practicable, supporting redundancy, improved access from surrounding neighborhoods, and looped trail experiences. This dual-edge approach reflects best practices in trail planning and resilience by balancing recreation access with environmental constraints. The network is generally organized into Primary Trails and Secondary Trails to support phased implementation and coordination with other infrastructure investments.

Primary Trails

Generally align with Minor Arterial and Collector roadways identified in the City's Master Thoroughfare Plan.

These corridors are anticipated to accommodate shared-use paths or side paths as part of future roadway construction or reconstruction, allowing trail expansion to occur incrementally as transportation projects move forward and funding becomes available.

Secondary Trails

Primarily located within floodplain and greenbelt corridors, providing natural connections between neighborhoods, parks, Lake Alvarado, and Downtown.

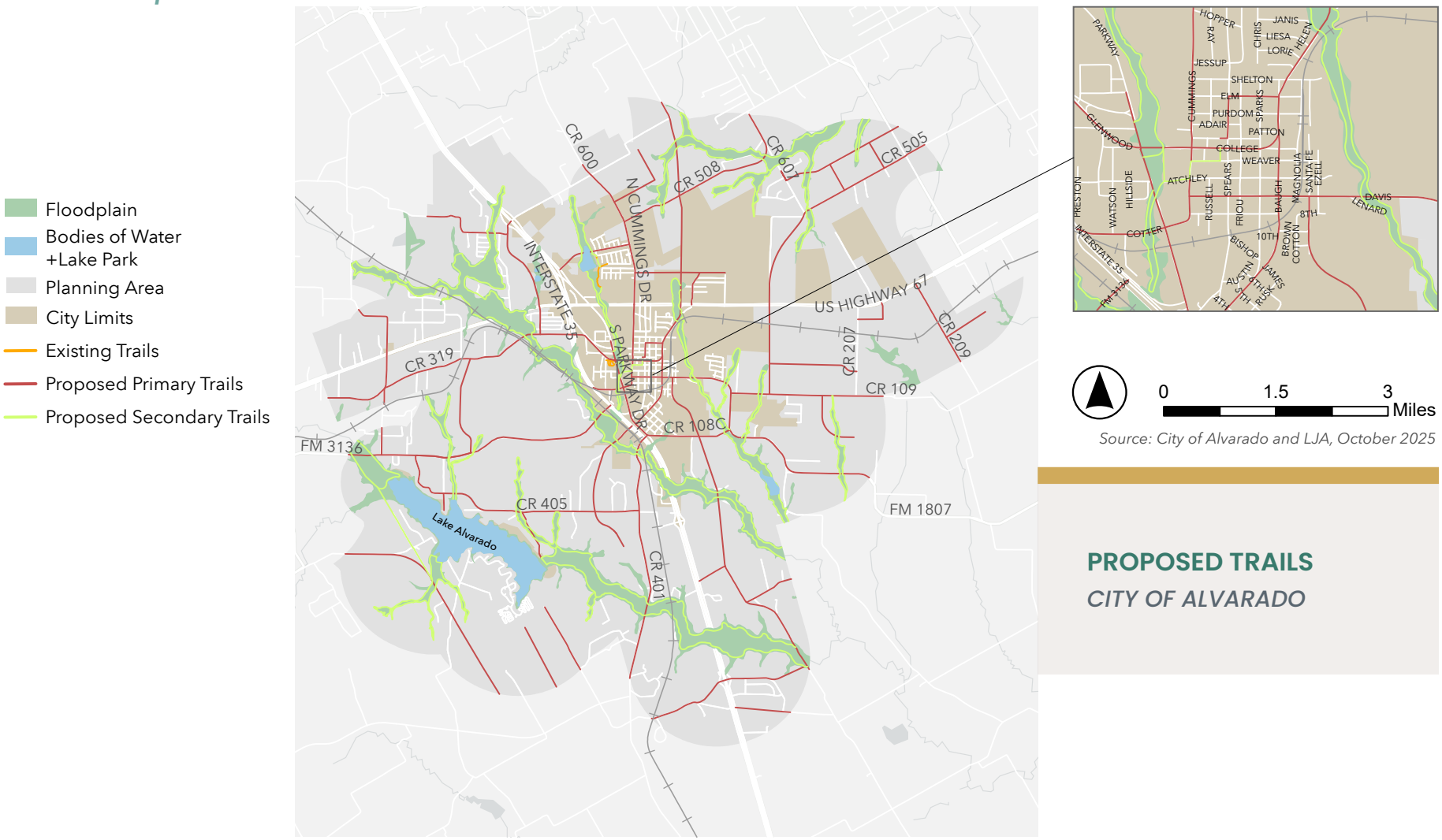
These trails emphasize recreation, environmental stewardship, and access to open space while complementing the roadway-based trail network.

Together, the Primary and Secondary Trails are intended to function as an integrated system that expands access, strengthens connectivity, and supports everyday recreation throughout Alvarado. As development occurs, trail connections should be considered as part of broader land planning efforts to ensure continuity, legibility, and long-term system performance.

THESE SYSTEM-LEVEL PRINCIPLES ARE FURTHER REINFORCED THROUGH THE TRAIL AND TRAILHEAD TYPOLOGIES AND KEY CONCEPTS THAT FOLLOW.

VISION: PARKS + RECREATION

Trail Plan Map



Source: City of Alvarado and LJA, October 2025

PROPOSED TRAILS
CITY OF ALVARADO

VISION: PARKS + RECREATION

Trails + Trailheads: Typologies

Trails and trailheads are key components of a connected Parks and Recreation System, supporting mobility, recreation, and access to nature. The trail and trailhead typologies outlined in this section provide flexible guidance to inform future planning, design, and investment decisions by matching trail design and amenities to location, use, and context. These typologies are intended to support phased implementation and should be refined through detailed study, coordination with partner agencies, and consideration of community priorities, environmental constraints, capacity, and funding availability.

Trail Types

SHARED-USE GREENBELT TRAILS
(Primary Multi-Use Pathway System)

Purpose

Provide a safe, accessible, and scenic network for walking, jogging, cycling, and other low-impact uses, connecting neighborhoods, parks, Downtown, and key destinations.

Typical Features

- Generally 10-12 feet wide, with widths adjusted based on context and anticipated use
- Durable paved surfaces such as asphalt or concrete
- Buffers from roadways where feasible, using landscaped areas or tree-lined separations
- Rest areas with benches, shade, and water access at appropriate intervals
- Wayfinding signage, including distance markers and system maps
- Stormwater features such as bioswales, permeable sections, or boardwalks in flood-prone areas
- Lighting and safety features in higher-use or urbanized segments, where appropriate

Priority Corridors

- N. Cummings corridor: a north–south connection linking South and North Alvarado to Downtown
- CR 405 corridor: an east–west connection linking Downtown to Lake Alvarado

WHERE THIS FITS
Forms the backbone of Alvarado's trail system, providing safe, continuous connections between neighborhoods, parks, Downtown, and Lake Alvarado.

VISION: PARKS + RECREATION

Trails + Trailheads: Typologies

Trail Types

NATURE + SINGLETRACK TRAILS

(Hiking and Low-Impact Recreation)

Purpose

Provide off-road, natural-surface trails that encourage outdoor recreation and immersion in nature while preserving sensitive landscapes.

Typical Features

- Narrow trail widths (approximately 4-6 feet) using natural soil, gravel, or stabilized surfaces
- Alignments designed to minimize erosion, including switchbacks and grade control where needed
- Boardwalks or elevated sections in wetland or flood-prone areas
- Clearly designated difficulty levels where appropriate
- Interpretive signage highlighting local ecology, wildlife, and landscape features

Priority Areas

Natural floodplain and open space areas near Lake Alvarado, offering low-impact trails with views of the lake and surrounding landscapes

WHERE THIS FITS

Supports low-impact recreation and nature immersion in sensitive open space areas while preserving environmental character and landscape integrity.

VISION: PARKS + RECREATION

Trails + Trailheads: Typologies

Trail Types

SAFE ROUTES TO SCHOOLS + PARKS

(SPEAR – Safe Pathways for Education, Access, and Recreation)

Purpose

Establish safe, accessible pedestrian and bicycle routes that encourage walking and biking to schools, parks, Downtown, and other daily destinations.

Typical Features

- Sidewalks or shared-use paths along priority neighborhood corridors
- On-street bicycle accommodations or protected multi-use paths where feasible
- Enhanced crossings at major intersections, such as high-visibility markings or refuge islands
- Traffic-calming measures in areas with high pedestrian activity
- Tree canopy or shade elements to improve comfort during warmer months

Priority Areas

- CR 109-CR 319 corridors providing east–west walking and biking access to Downtown
- Downtown pathways improving pedestrian connections within and around Downtown
- SPEAR corridors connecting schools, parks, and residential areas

WHERE THIS FITS

Prioritizes everyday walking and biking by linking schools, parks, and neighborhoods through safe, visible, and accessible routes.

VISION: PARKS + RECREATION

Trails + Trailheads: Typologies

Trail Types

DESTINATION + LOOP TRAILS

(Recreation and Community Experience)

Purpose

Create experience-driven trail loops that support fitness, recreation, and community identity while accommodating a range of users.

Typical Features

- Combination of paved and natural trail segments
- Scenic viewpoints or rest areas
- Interpretive elements such as public art, historic markers, or educational signage
- Optional fitness elements or loop configurations
- Infrastructure capable of supporting occasional community events or programs

Priority Areas

- Lake Alvarado loop opportunities incorporating outdoor learning and interpretive elements
- Downtown loop connections highlighting Alvarado's historic character
- Trail connections serving recreational facilities and school campuses

WHERE THIS FITS

Creates experience-driven trail loops that reinforce community identity, support recreation, and accommodate a wide range of users and activities.

VISION: PARKS + RECREATION

Trails + Trailheads: Typologies

Trailhead Types

Trailheads are scaled and designed based on location, surrounding land use, and anticipated use, ranging from neighborhood access points to regional destinations.

NEIGHBORHOOD TRAILHEADS

Purpose

Provide convenient, walkable access to trails within neighborhoods and near everyday destinations.

Typical Features

- Wayfinding and directional signage
- Bicycle racks
- Waste and recycling receptacles
- Dog waste stations
- Bollards or similar features to limit unauthorized vehicle access

Additional Features (Where Feasible)

- Small parking areas or limited on-street parking
- Lighting, including solar options
- Interpretive signage or public art
- Drinking fountains with pet access

Strategic Locations

- Downtown access points connecting surrounding neighborhoods
- Cummings corridor near Alvarado Elementary North

WHERE THIS FITS

Provides convenient, walkable access points that support daily trail use and connect nearby neighborhoods to the broader trail network.

VISION: PARKS + RECREATION

Trails + Trailheads: Typologies

REGIONAL DESTINATION TRAILHEADS

Purpose

Serve as primary access points for higher-use trail areas and visitors arriving by vehicle.

Typical Features

- Parking areas sized to anticipated demand
- Trail maps, safety information, and wayfinding signage
- Restroom facilities or portable amenities
- Shaded seating or picnic areas
- Waste and recycling receptacles
- Dog waste stations

Additional Features (Where Feasible)

- Covered pavilions or scenic overlooks
- Bike repair or support stations
- Interpretive signage highlighting local history, ecology, or community identity

Strategic Locations

- FM 3136 area providing access to Lake Alvarado and surrounding greenbelt corridors

CONTEXT-SPECIFIC TRAILHEADS

Purpose

Enhance identity, education, and community engagement through trailheads tailored to local context. These trailheads are intentionally flexible and site-responsive, allowing amenities and design features to vary based on location, context, and community needs.

Examples

- Historic Trailheads: featuring interpretive signage and public art related to Alvarado's history
- Eco-Education Trailheads: highlighting wetlands, wildlife, and native landscapes
- Recreation-Oriented Trailheads: supporting fitness activities, group use, or small community events

WHERE THIS FITS

Serves as key access points for higher-use trails while allowing site-responsive design that reflects local history, ecology, and community needs.

VISION: PARKS + RECREATION

Trails + Trailheads: Typologies

KEY CONCEPTS

Downtown as a Nested Trail + Civic Node Network

Downtown is envisioned as a primary trail and civic node network within Alvarado's Parks and Recreation System, where multiple trail types, pedestrian routes, and public spaces converge. This node-based approach reflects best practices that position Downtown as both a destination and a connector, supporting everyday movement, community gathering, and intuitive wayfinding. By organizing trail connections around Downtown, the system reinforces legibility, encourages multi-directional access, and strengthens the relationship between trails, public spaces, and local businesses. From a resilience perspective, Downtown civic nodes also function as flexible community spaces that can support emergency access, information sharing, and post-event recovery activities while continuing to serve daily needs. Downtown trail and civic nodes function as visible, welcoming entry points to the broader trail network while supporting flexible use for events, daily circulation, and community life.

Master Thoroughfare Plan Roadways as Trail Corridors

Planned roadways identified in the City's Master Thoroughfare Plan are recognized as essential components of the trail and connectivity network. As new or improved roadways are constructed, associated side paths, shared-use paths, and sidewalks should be viewed as extensions of the Parks and Recreation System rather than standalone transportation facilities. Integrating MTP roadways into the trail network expands access citywide as development occurs, creates predictable and continuous routes for walking and biking, links neighborhoods to schools, parks, Downtown, and civic destinations, and maximizes the return on public infrastructure investment. This approach supports resilience by embedding safe, accessible routes into everyday infrastructure, providing redundant mobility options during disruptions and supporting long-term adaptability as land use and transportation needs evolve. This reinforces the idea that trails function as a community-wide network embedded within everyday infrastructure.

Floodplain Corridors as Dual-Edge Trail Opportunities

Floodplains and drainage corridors present unique opportunities to expand trail access while supporting environmental stewardship and resilience. Where practicable, trails should be considered on both sides of floodplain corridors to improve connectivity, reduce out-of-direction travel, and provide multiple access points to parks and open spaces. A dual-edge approach to floodplain trails improves system redundancy during maintenance or flooding events, enhances access from surrounding neighborhoods, supports looped trail experiences, and balances recreation access with habitat protection. In addition, floodplain trails can be designed to accommodate periodic inundation, recover quickly after storm events, and reinforce public awareness of natural systems as working infrastructure. Trail placement should be informed by environmental constraints, safety considerations, and long-term maintenance needs, with flexibility to adjust alignments based on site-specific conditions.

IMPLEMENTATION: PARKS + RECREATION

Goal: Create a connected, resilient Parks and Recreation System that supports everyday life, strengthens community identity, and grows intentionally alongside Alvarado.

Strategy (Play + Reflect): Expand and improve parks and recreation spaces to support everyday play, reflection, and low-impact recreation for residents of all ages and abilities.

POLICIES + ONGOING PRACTICES

- Require new parks and park renovations to include a balance of active and passive amenities, including shaded seating and accessible paths.
- Review park conditions annually and adjust improvement priorities based on use, maintenance needs, and community feedback.
- Coordinate park planning with infrastructure, utilities, and development review activities

ACTIONS

- Complete a feasibility and cost assessment for a potential community recreation center, including site options, program needs, operating models, and partnership opportunities.
- Prepare a park-specific master plan for Pecan Orchard Park identifying phased improvements, amenities, circulation, lighting, and event-support infrastructure.
- Conduct a citywide inventory of existing parks and unimproved open spaces to identify gaps in play and reflection amenities.
- Identify and prioritize at least five locations across existing parks for new reflective amenities such as benches, shade structures, walking loops, or seating nodes.
- Install a pilot set of low-cost reflective amenities in at least one park to evaluate use, maintenance needs, and community response.
- Execute a joint-use agreement with Alvarado ISD allowing shared community access to school playgrounds, fields, and recreational facilities during designated non-school hours.
- Develop a phased park improvement list tied to cost ranges to support future budgeting and grant applications.

IMPLEMENTATION: PARKS + RECREATION

Strategy (Trails + Connectivity): Build a connected, legible trail network that links neighborhoods, parks, Downtown, schools, and key destinations while improving safety, accessibility, and resilience.

POLICIES + ONGOING PRACTICES

- Treat trails, side paths, and shared-use paths as core Parks and Recreation infrastructure rather than standalone transportation facilities.
- Prioritize redundancy and connectivity, including dual-edge floodplain trails where practicable.
- Periodically review trail design standards to ensure consistency with safety, accessibility, and maintenance capacity.

ACTIONS

- Amend the Code of Ordinances to require public access easements and trail construction as public improvements when plats or development align with planned trail corridors.
- Update the Capital Improvements Program to include trail segments tied to roadway projects and identify funding assumptions and implementation triggers.
- Identify and prioritize three initial trail segments for near-term implementation based on connectivity, feasibility, and equity of access.
- Identify and conceptually design at least three trailhead locations, including access points, signage, parking, and basic amenities.
- Install standardized wayfinding, distance markers, and trail identification signage along existing City-managed trails.
- Prepare a trail coordination checklist for working with Johnson County, TxDOT, and adjacent jurisdictions on roadway and side-path projects.

IMPLEMENTATION: PARKS + RECREATION

Strategy (Nature + Trees): Use trees, landscaping, and natural systems as foundational infrastructure that enhances comfort, environmental health, and long-term resilience.

POLICIES + ONGOING PRACTICES

- Prioritize native and climate-adapted species in all City-led planting efforts.
- Use floodplains and greenbelts as multifunctional spaces supporting recreation, habitat, and stormwater management.
- Track changes in tree canopy coverage over time to inform planting priorities.

ACTIONS

- Identify and map priority properties for acquisition, conservation, or partnership to support parks, greenbelts, floodplain access, or trail corridors.
- Develop a native planting and tree enhancement plan for parks, trails, floodplains, and priority streets.
- Complete an invasive species assessment for City-managed parks and initiate removal and restoration in at least one high-priority location.
- Update the Code of Ordinances to adopt tree preservation, planting, and landscape standards for new development, roadway projects, parks, and trails.
- Identify at least three priority corridors or parks for near-term tree planting based on shade gaps and heat exposure.
- Coordinate tree planting plans with drainage and stormwater projects to improve erosion control and runoff performance.
- Establish a basic tree inventory for City-managed parks to support long-term maintenance planning.

IMPLEMENTATION: PARKS + RECREATION

Strategy (Gather + Celebrate): Support community identity and connection by ensuring parks and public spaces are designed and managed to host gatherings, events, and everyday social activity.

POLICIES + ONGOING PRACTICES

- Design public spaces with flexible layouts that support both daily use and special events.
- Review event attendance, costs, and community feedback annually to refine programming and facility needs.
- Encourage partnerships with local organizations and businesses to support programming and activation.

ACTIONS

- Create and publish a consolidated annual events calendar through the City website, social media, and printed materials.
- Develop and formally adopt public gathering space standards addressing lighting, power access, signage, seating, ADA accessibility, and safety.
- Identify at least two parks or public spaces suitable for expanded event use and prepare site-specific improvement recommendations.
- Document infrastructure needs for City-hosted events, including power, staging areas, storage, and access requirements.
- Establish written vendor, sponsorship, and participation guidelines for City-hosted events and festivals.
- Pilot one new or expanded community event in a park or public space upgraded through this Study.
- Evaluate event operations and site performance following the pilot and document recommended improvements

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MEMORANDUM

City of Alvarado, Texas Date: January 13, 2025

To: Texas General Land Office From: City of Alvarado

City Secretary/Assistant to the City Manager

Bobbie Jo Taylor (Alvarado Civil Rights Officer)

Re: Draft Comprehensive Plan AFFIRMATIVELY FURTHERING FAIR HOUSING (AFFH) REVIEW for the Resilient Communities Program (RCP)

1. Purpose of AFFH Review

The City of Alvarado has prepared this Affirmatively Furthering Fair Housing (AFFH) review to demonstrate how the Draft Comprehensive Plan supports fair housing choice, reduces barriers to opportunity, and promotes inclusive access to housing, services, and community amenities, consistent with:

- The Federal Fair Housing Act
- Texas General Land Office (GLO) civil rights requirements
- Resilient Communities Program (RCP) grant conditions
- The City's adopted Fair Housing Ordinance

This review evaluates whether the Draft Comprehensive Plan contains policies, strategies, and implementation actions that meaningfully advance fair housing objectives beyond nondiscrimination alone.

2. Fair Housing Commitment + Local Legal Framework

The City of Alvarado has formally demonstrated its commitment to fair housing through adoption of a Fair Housing Ordinance prohibiting discrimination based on race, color, religion, sex, national origin, disability, or familial status, establishing complaint procedures, enforcement authority, and public notice requirements. The Comprehensive

Plan builds on this legal foundation by embedding fair housing principles into land use, housing, infrastructure, mobility, parks, and community development policy.

3. AFFH Integration within the Draft Comprehensive Plan

A. Housing Choice + Supply

The Draft Comprehensive Plan supports expanded housing choice by:

- Allowing a range of housing types across the Planning Area, including single-family neighborhoods, townhomes, multifamily housing, and mixed-use development.
- Encouraging residential development in walkable, mixed-use areas, particularly Downtown and designated activity centers, improving access to services, jobs, and amenities.
- Supporting housing near infrastructure, services, and transit corridors, reducing transportation cost burdens and improving access to opportunity.

These strategies help reduce concentration of housing types and support inclusive residential patterns.

B. Land Use + Zoning Framework

The Future Land Use Plan (FLUP):

- Establishes clear, predictable development expectations, reducing discretionary barriers that can unintentionally limit

housing choice.
- Supports mixed-use and higher-intensity development in appropriate locations, creating opportunities for diverse household types.
- Avoids exclusionary land use practices by promoting compatibility and context-sensitive design rather than blanket restrictions.

The Plan's land use framework is designed to be implemented through future zoning updates that align with fair housing objectives.

C. Access to Opportunity + Community Amenities

The Draft Comprehensive Plan advances AFFH goals by improving equitable access to opportunity, including:

- Parks + Recreation: Expansion of parks, trails, and open space across the city, improving access to healthy infrastructure and recreational opportunities.
- Mobility + Connectivity: Improved sidewalks, trails, and roadway connections that link neighborhoods to schools, parks, Downtown, and employment areas.
- Downtown Investment: Revitalization of Downtown as a walkable, mixed-use destination accessible to residents citywide.

These investments reduce spatial inequities and support inclusive community participation.

D. Infrastructure + Public Services

The Strategic Growth framework addresses:

- Infrastructure gaps that can limit housing development or reinvestment.
- Long-term planning for water, wastewater, drainage, and public safety services to support growth without displacement or service inequities.
- Coordination of capital improvements to support existing and future residential areas equitably.

By aligning infrastructure planning with land use and housing policy, the City supports fair and consistent service delivery.

E. Community Engagement + Participation

The planning process itself supports AFFH by:

- Incorporating multiple engagement formats (community forums, stakeholder workshops, surveys, and advisory committees).
- Providing opportunities for residents, business owners, and stakeholders to shape plan outcomes.
- Emphasizing transparency, clarity, and follow-through to rebuild trust and encourage broader participation.

This inclusive planning process aligns with citizen participation requirements and supports fair housing awareness.

4. Barriers to Fair Housing + Mitigation Strategies

The Draft Comprehensive Plan acknowledges and responds to potential barriers to fair housing, including:

- Limited housing variety
- Infrastructure constraints
- Transportation and connectivity challenges
- Uneven access to amenities

Plan strategies focus on incremental, practical actions that reduce these barriers over time through coordinated land use, infrastructure investment, and policy alignment.

5. Implementation + Ongoing Compliance

Implementation of the Comprehensive Plan will be supported by:

- Alignment with the City's Civil Rights Officer, Citizen Participation Plan, nondiscrimination policies, and grievance procedures.
- Continued public notice and education regarding fair housing rights.
- Future zoning and code updates consistent with adopted plan policies.
- Monitoring through capital planning, development review, and public engagement processes.

The City recognizes AFFH as an ongoing obligation, not a one-time action.

6. Conclusion

The City of Alvarado's Draft Comprehensive Plan meaningfully affirms and furthers fair housing by integrating housing choice, access to opportunity, equitable infrastructure investment, and inclusive engagement into a single, coordinated planning framework. Through this Plan and the City's adopted civil rights policies, the City demonstrates compliance with GLO civil rights requirements and a proactive commitment to fair housing for current and future residents.

Respectfully,

City Secretary/Assistant to the City Manager Bobbie Jo Taylor

(Alvarado Civil Rights Officer)

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