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1.0 Introduction

The City of Cleveland (City) is located on US Highway 59 (Interstate 69) in northwest Liberty County, Texas. The community was formed after 1878 with land deeded by Charles Lander Cleveland to the railroad with a request that new rail station bear his name. The City served as a shipping point for



Figure 1 View of Cleveland downtown (c. 1940s).

timber, lumber, and lumber byproducts from the 1870s and was incorporated in 1935. Overall urbanization in the area has been growing in the area since the mid-1960s, with new shopping centers and industrial areas built during the 1980s. The City has grown in population from approximately 1,200 in 1930 to almost 6,000 in 1980 and just over 8,000 in 2019.

The City has completed various planning activities over its history, all with the goal of development of community and orderly growth. The planning period for this plan is 2020-2040.

The City of Cleveland (City) received a grant through Texas Community Development Block Grant Program (TxCDBG) to update the Comprehensive Plan for the City, as administrated by the Texas Department of Agriculture (TDA). This high-level Comprehensive Plan provides a general vision for the future of the City and includes the following sections:

- Existing Conditions and Background
- Land Use
- Central Business District
- Transportation System
- Water System
- Wastewater System
- Storm Drainage System
- Recreation, Open Space, and Trails
- Capital Improvements Program
- Summary and Conclusions

This study is to provide general guidance to the City of Cleveland for the next 20 years; however, it will need to be updated every 5 years with major updates every 10-15 years. This report, including narrative and exhibits, documents a plan for coordinated growth, infrastructure needs, and an optimal quality of life for the Cleveland area residents. The City has a long rich history, and the leaders and residents hope to build upon the past and prepare for a bright future. This Plan will allow the City to be forward-thinking by creating a road map to benefit citizens, officials, and developers. The City has been experiencing growth pressures in recent years and needs a solid plan to guide and prepare for future changes and opportunities while also maintaining existing infrastructure for current residents.

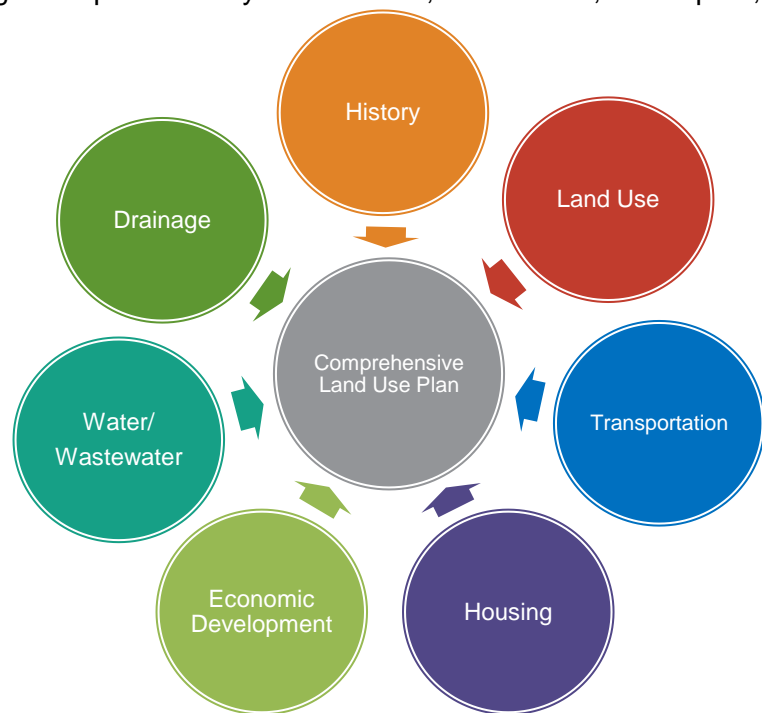
This plan is a hybrid of a typical Comprehensive Plan and a high-level infrastructure plan, designed to meet the criteria of the City and grant requirements. Due to overall project limitations, this plan was developed without extensive public meetings; public input was received via an online survey. This Plan seeks to provide a good basis for the City, but to truly understand and prepare for future developments, the City is highly encouraged to develop additional, infrastructure-specific plans, including:

- Transportation Master Plan
- Water System Master Plan
- Wastewater System Master Plan
- Storm Drainage Master Plan
- Park and Open Space Master Plan

The purpose of this study is to provide a “big picture” vision for the City regarding existing systems and anticipated improvements to enhance the community. The Comprehensive plan generally provides near and long-term needs over different related topics to help with development and redevelopment so services can keep pace. The plan creates greater predictability for residents, landowners, developers, and potential investors by stating the City’s intentions and goals.

Planning Process and Phases

The process to update Cleveland’s Comprehensive Plan was divided into five phases. The first phase focused on project initiation tasks such as data collection, a review of existing plans and studies, kick-off meeting and tour of the area. During phase two, the consultant team inventoried existing conditions in the study area to provide an overview of issues and opportunities to be considered in subsequent phases. Draft plans and concepts were developed in phase three. Based on the results of the previous phases, a set of recommendations and implementation strategies that support the concepts were developed during phase four. Also, during phase four an online survey was completed to gain input from the public on this important Comprehensive Plan process. The final phase of the process consisted of merging all components into a single comprehensive document. This report is the deliverable of this final phase of work.



1.1 Current Trends and Growth Patterns in the Cleveland Region

The City of Cleveland is 45 miles northeast of downtown Houston at US 59 and SH 105 and is experiencing growth pressures from the Houston Metro area. The City is mostly located within Liberty County, but has been expanding into Montgomery County to the west and San Jacinto County to the north. Cleveland is primarily a rural community, yet the City of Houston growth is moving into the northeast quadrant of the metropolitan area along US 59 thus impacting Cleveland. Much of this growth is following the extension of the Grand Parkway Loop (99) outside the Beltway (8). Some large parcels of land have been and continue to be purchased by investors and developers for development. For example, these larger tracts have been assisted with the formation of municipal utility districts (MUDs) so that they will be ready for future



development, some of which is already occurring. Cleveland has seen improvements of US 59 (updating to I-69) and the current Hwy 105 Bypass project which is an asset to the community and region. The roadway expansion and improvements will continue to promote development in the future. Other cities in the region are actively expanding their ETJs near the City of Cleveland. For example, the City of Splendora has expanded its ETJ boundary near to Cleveland’s existing ETJ along US 59. Dayton has expanded its ETJ northwest along SH 321 coming closer to Cleveland and even the City of Houston is south of Cleveland in somewhat proximity.

In recent years, the City has seen large projects such as Grand Oaks Reserve and Pinewood Trails, with more developers approaching the City for future projects. These projects along with other potential future developments demonstrates the desire people have to live in and around Cleveland. Given these growth pressures and surrounding cities expanding their City limits (and ETJ boundaries) Cleveland understands the importance of creating a Comprehensive Plan to protect their City and prepare a road map to the future.

1.2 Legal Basis for Comprehensive Planning

It is important to note that there is a legal basis for Comprehensive Planning in the state of Texas. A Comprehensive Plan can be defined as a long-range planning tool that is intended to be used by City staff, decision-makers, developers/builders, and citizens to guide the growth of a community for many years into the future. The State of Texas has established laws and specifically, the law states:

“(a) The governing body of a municipality may adopt a comprehensive plan for the long-range development of the municipality. A municipality may define the content and design of a comprehensive plan.

(b) A comprehensive plan may:

(1) include but is not limited to provisions on **land use, transportation, and public facilities;**

(2) consist of a **single plan or a coordinated set of plans** organized by subject and geographic area; and

(3) **be used to coordinate and guide the establishment of development regulations.**

(c) A municipality may define, in its charter or by ordinance, the relationship between a comprehensive plan and development regulations and may provide standards for determining the consistency required between a plan and development regulations.

(d) Land use assumptions adopted in a manner that complies with Subchapter C, Chapter 395, may be incorporated in a comprehensive plan.” (emphasis added, Chapter 213 Texas Local Government Code).

Therefore, the City of Cleveland has taken steps to complete this important document which will help guide future progress for years to come. Additionally, the City can adopt or amend its comprehensive plan, per Section 213.003 of the Texas Local Government Code as follows:

“(a) A comprehensive plan may be adopted or amended by ordinance following:

(1) **a hearing at which the public is given the opportunity to give testimony** and present written evidence; and

(2) review by the municipality's planning commission or department, if one exists.

(b) A municipality may establish, in its charter or by ordinance, procedures for adopting and amending a comprehensive plan.”

It should be noted that a comprehensive plan does not establish zoning district boundaries or constitute as zoning regulations, that needs to be done by the City’s Zoning Commission.

Why Create a Comprehensive Plan?

As mentioned, the Comprehensive Plan is intended to guide future development, redevelopment, and community enhancement efforts in the City. This Plan serves as a framework for short and long-term planning, looking at challenges and opportunities that could shape the future of the City. With this long-range planning, the City can attempt to accommodate many changes in the future while also respecting and embracing its culture, history, and overall quality of life. The City of Cleveland leaders clearly recognize the current growth pressures and understands the need to create this Plan now. Several studies have been completed in



Figure 2 Grand Oaks Reserve, the largest and newest planned community in the City.

the past of various intents, but the last time a Comprehensive Plan was created was 1980, over 30 years ago. Therefore, there is a great need to have an updated document guiding growth within the City and the Extraterritorial Jurisdiction (ETJ) boundary.

It is important to note that this plan is not a zoning map; however, it generally communicates the City's vision, goals and direction and it demonstrates the conceptual framework. The plan is comprehensive, long-range, general in nature, and first a policy instrument, and only second a technical instrument. The Plan will serve many purposes such as:

- Provides “big picture” vision and long-term outlook of growth;
- Establish a consensus on objectives, priorities;
- Demonstrates desired land use locations, compatibility and transitioning between uses;
- Guides potential changes to development regulations such as zoning and subdivision ordinances;
- Helps plan for future public improvements (phasing, financing, etc.);
- Guides redevelopment efforts in the urban core; and
- Establishes future transportation corridors and infrastructure.

The Plan is not meant to be all-encompassing as it is highly recommended that more detailed master studies be completed in the future for subjects such as:

- Transportation
- Water
- Wastewater
- Storm drainage

However, this Plan does provide a high-level overview of those items so that a preliminary analysis is provided. This allows City leaders and staff to determine what areas need further study.

Relationship of Comprehensive Plan to other regulatory ordinances.

As with any City many ordinances dictate development that support a Comprehensive Plan such as a Subdivision Ordinance and Zoning Ordinance. The section below explains the differences and relationship which is important to understand to further define the primary purpose of a Comprehensive Plan as it relates to other City documents.

Zoning Ordinance

Zoning is one of the primary implementation tools of a municipality's comprehensive plan. Zoning regulations must be adopted in accordance or relationship with a comprehensive plan and must be designed to:

- Promote health and the general welfare;
- Provide adequate light and air; and
- Logical locations and regulations for various densities and concentration of populations.

Zoning regulations are applicable only within Cleveland’s City limits and can impact a multitude of specific items such as lot sizes, setbacks, building locations and design, and required open space to name a few.

Comprehensive Plans do not address these detailed items. However, traditional zoning practices divides the jurisdiction into various zoning areas or districts, with each area containing a distinct set of rules and regulations. Zoning ordinances have a couple important components. First a map defining the boundaries of the districts and the text or narrative that



City leadership and staff have the opportunity to modify and enforce the zoning ordinance and subdivision regulations to promote healthy growth and improve older areas of the City.

describes the regulations for each specific district. Comprehensive Land Use plans provide the overall direction and guidance for land uses should occur (i.e., residential, commercial, industrial) but the Zoning Map and Ordinance provide the specific and binding authority for each parcel of ownership.

Subdivision Ordinance:

While there are many other ordinances that guide development, subdivision regulations are a very important to dictate how properties are specifically developed. The regulations specify the processes and specific and detailed standards for developing land and making public improvements. Subdivision regulations can be extended into the extraterritorial jurisdiction, subject to any agreement with the County under Chapter 242 of the Texas Local Government Code. The Subdivision Ordinance provides the details on items such as road widths, cul-de-sac lengths, etc. whereas a Comprehensive Plan does not address or specify those types of regulating details.

2.0 Existing Conditions and Background

2.1 Base Mapping

The project team collected applicable information to complete the planning study. Various types of data (i.e., aerial photos, City and County information) was reviewed to demonstrate the opportunities and constraints in the region. Base maps provide a visual of the land features and limitations. Some of the items shown on the base maps are wetlands, floodplain areas, existing trees, open space, and existing major transportation corridors. The historical aerial imagery and base information from the past and present proved to be critical in analyzing growth patterns and so that the area with the City and adjacent region could be studied in detail. The base maps are shown as **Exhibit 1** and **Exhibit 2**, and are included in **Appendix A**.

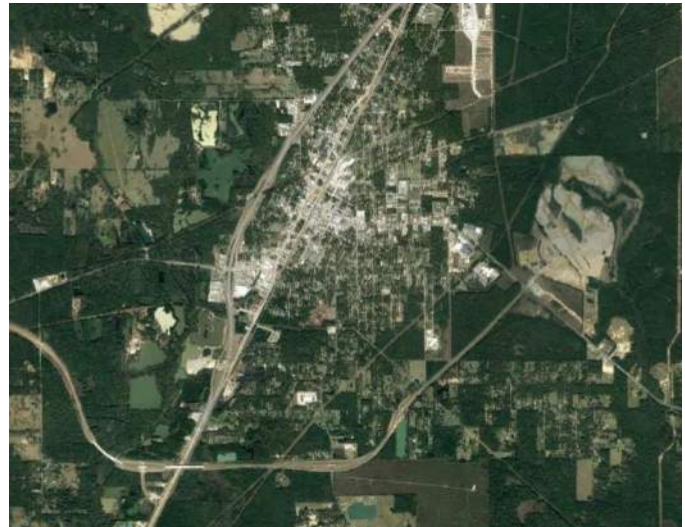


Figure 3 Aerial image of the Cleveland area

2.2 Housing

The Housing element of this Comprehensive Plan addresses the likely increase of new housing as the Cleveland area experiences continued growth. Several primary factors are involved in projecting future housing needs such as population growth, job growth and current economic conditions. The City of Cleveland has been experiencing some population growth which will likely continue due to large increases of population in Texas and the greater Houston area.

Housing Affordability

Housing affordability is a key issue across the United States and in most growing cities and metropolitan areas such as Houston. It is likely that there will be a need for more affordable housing in Cleveland in the future as the demand for housing increases. Typically, when housing costs, excluding utilities, exceed 30 percent of a household's income, then the housing is no longer considered affordable. This metric needs to be watched carefully by City leaders. Additionally, if the Cleveland area increases in population significantly placing a demand on the housing stock that will likely cause rising home prices in Cleveland and the surrounding area. The goals and policies of this Plan should work in conjunction with the Future Land Use Plan to address the need for a variety and mix of housing in the Cleveland area, and to accommodate the projected population increases.

Housing Diversity

Housing diversity is an important issue for many communities in Texas as it is with Cleveland. As stated above, the goal is to have an adequate housing available that are affordable to many income levels within the community. The Cleveland Future Land Use Map designates areas for multiple levels of density (low, medium, and high) to allow for diversity of lot and home size. The availability of appropriately zoned land for multi-family development, market factors, the state of the economy, and financing availability all affect the affordability of housing. It is recommended in the future the City complete a detailed study on housing issues such as housing inventory, needs and issues and goals and potential improvements.

Rehabilitation of Deteriorating Housing

Deteriorating or dilapidated units can cause health and safety concerns for Cleveland. Homes that are structurally unsound are dangerous to occupy by residents or if left vacant can cause many issues for the short and long term. A fairly significant number of homes in Cleveland are older and likely have outdated services such as electricity (wiring), plumbing, etc. that would not meet current codes and regulations. It is recommended that the City consider participation in the Texas Department of Housing and Community Affairs HOME programs. The City should do an inventory of the deteriorating housing that are no longer maintained and establish programs and policies to address this important issue.

2.3 Population

The purpose of evaluating a community’s population and demographics is to understand its physical and social context, both historically and at the present time. Understanding the background and context of a community can help identify its values, needs, and desires that will affect its future growth and development. For this report, population projections are as reported from Houston-Galveston Area Council (H-GAC) and US Census information, with projections shown in **Table 1**. The US Census data with geometric growth projections are used for determining the City’s water and wastewater system capacities. **Table 2** shows a breakdown of the City’s population from US Census data.

TABLE 1: CLEVELAND, TEXAS POPULATION

Year	2010	2015	2020	2025	2030	2035	2040
Population (H-GAC) ¹	7,675	7,913	7,678	7,849	8,231	8,717	9,329
Population (Census) ²	7,801	7,919	8,312	8,730	9,168	9,629	10,112

¹Population estimated (2015) or projected (2020-2045), as reported by H-GAC Regional Growth Forecast, dated 2018.

²Census population data (2010), Census estimate (2015), and projected based on geometric growth (2020-2040).

TABLE 2: CLEVELAND, TEXAS POPULATION BREAKDOWN

	Percent of Population
Male	49.8%
Female	50.2%
White, alone	47.9%
Black/African American, alone	18.2%
American Indian and Alaska Native alone	0%
Asian alone	0%
Native Hawaiian and Other Pacific Islander alone	0%
Two or More Races	1.2%
Hispanic or Latino	32.6%
Persons in Poverty	17.1%

Reference US Census Data, Cleveland, Texas Quick Facts. Percent of population based on 2010 data and estimated 2019 data.

2.4 Relevant Studies, Public Input and Survey Results

While completing this Plan, the City and consultant team reviewed past relevant studies and utilized many of the suggestions and Vision provided by these documents. This section provides a summary of those studies and highlights the items that are still relevant to today. It was deemed important in this Plan to examine the relevant items from those studies and provide the information for review. This section also provides an updated Survey completed in 2020 as part of this Plan.

2.4.1 1980 Comprehensive Study and Plan (Hunter & Associates, Inc.)

The last completion of a Comprehensive Plan by the City was in 1980. While the study is outdated some concepts and vision are still very relevant today. Many of these overall ideas are incorporated and highlighted in this document.

2.4.2 2003 Planning/Capacity/Building Project (Public Management, Inc.)

In 2003 the City received a grant through the Office of Rural Community Affairs Texas Community Development Program. The study was a planning document completed to assist the City in improving the living conditions of its citizens. Information, analysis, and recommendations were given in the areas of:

- Water System
- Wastewater System
- Thoroughfare System
- Economic Development

- Central Business District
- Open Space and Recreation
- Public Buildings
- Capital Improvements Plan

The study was a Comprehensive Plan in many ways, however, did not address future land use among many other items. The 2003 Plan did complete a survey of the public as summarized below. Some of the questions and answers are still very relevant today. Primarily relevant items from the 2003 Survey are listed, with questions (italics) and comments (in bold) on how the previous survey feedback can provide direction in this Comprehensive Plan. Note that only some of the questions and answers are provided.

Please rank any or all of the following problem areas with relation to the Cleveland economy.

Highest rank answers: Lack of industry, older population does not want the City to grow, nothing to keep younger generation in Cleveland.

Comment: Still relevant today. The City should work to bring a diversity of jobs and demographics to ensure long term growth.

Please rank any or all of the following community assets that give Cleveland its desirability as a place to do business. The number 1 should indicate your top choice.

Highest rank answers: Location, suburban and/or rural living, friendly people

Comment: In the 2020 survey many of these items ranked high again.

Please rank any or all of the following community liabilities that limit Cleveland as a place to do business.

Highest rank answers: Lack of unique image for marketing Cleveland to outsiders, quality and availability of labor, quality of school system.

Comment: Still relevant, the City should examine ways to establish a unique image and attract jobs and a quality work force to ensure long term stability.

Please rank the improvements that you would like to see in the Central Business District of Cleveland.

Highest rank answers: Removal of obsolete buildings, building facades, sidewalks.

Comment: Still relevant. City should continue to work on downtown improvements such as façade improvement programs, removing dilapidated buildings and improving walkability of the community.

What one factor below clearly defines economic development to you?

Highest rank answers: Retaining / creating jobs and making Cleveland a desirable place to do business.

Comment: Still relevant.

What emphasis do you feel should be given to the following areas of economic development planning in Cleveland?

Highest rank answers: Recruiting industry from out of town, further develop the public infrastructure (roads, schools, utilities, etc.), Assisting new Business to start-up in Cleveland.

Comment: Still relevant and similar feedback was provided in the 2020 survey.

Please list below projects that you would like to see the Cleveland Economic Development Corporation undertake to improve the economy in Cleveland and the quality of life. Prioritize them in order of importance to you.

Highest rank answers: Clean-up city's appearance, create zoning laws, create a first-class school district.

Comment: Still relevant and similar feedback was provided in the 2020 survey.

2.4.3 2009 Cleveland ETJ Study (Montgomery & Associates, Inc.)

In 2009 the City created an ETJ Study (Extraterritorial Jurisdiction) to look at future annexations and expanding the ETJ boundary. Below are excerpts from that study that are relevant to today. The study highlights many of these issues and obstacles with suggestions how the City could become an attractive area for future development. The study not only addresses the need to upgrade development standards and conduct the necessary planning for infrastructure within the ETJ, it also states Cleveland has the opportunity to create an “outdoors, quality of life” image that should compete well in the metropolitan area. The San Jacinto River corridor and its floodplain should be viewed as an opportunity, rather than an obstacle, to attract both permanent residents and visitors to the Cleveland area. The Study suggests the City should have a strong and easily understood incentives program, including special districts which allow for developer reimbursement of capital, as well as other reasonable incentives.

Some of the issues and opportunities in that study are listed here for reference (some have been excluded that are not relevant). Multiple items in this Comprehensive Plan aim to address some of the obstacles addressed in the 2009 ETJ Study. Items from the 2009 ETJ Study are shown in italics and comments are shown in bold.

Obstacles to Development

- *Cleveland does not have an active development track record;*
Comment: development is now occurring, and multiple projects are built, under construction, or in the planning stages
- *Lack of a utility master plan, drainage master plan, mobility plan;*
Comment: some planning has been completed since 2009 and this Plan provides more updated information at a high level, detailed plans are still needed for the City to properly prepare for growth, this comment is still relevant today and is part of the recommendations of this Plan.
- *Limited funds to “partner” with developers or “seed” projects;*
Comment: still relevant today, although the City has recently used Tax Increment Reinvestment Zones (TIRZ) to promote developers
- *Much of the undeveloped land near the City is in the 100-year floodplain;*
Comment: still relevant today
- *Lack of quality housing to satisfy the existing employment base;*
Comment: still relevant today however new housing is being developed

- *Lack of leisure activity destinations to support housing (i.e., shopping, entertainment);*
Comment: still relevant today
- *The approval process for developments is not clear and friendly;*
Comment: still relevant today, although there have been improvements in recent years, staff turnover at the City has added to this challenge
- *Cleveland's planned ETJ falls within three counties; therefore, increases coordination and planning requirements.*
Comment: still relevant today
- *CCN issue is confusing, i.e., who provides service?*
Comment: still relevant today, there have been no changes in the CCN, this is particularly an issue on the north side
- *Weaknesses in the existing utility system (i.e., low water pressure in northeast part of town);*
Comment: still relevant today, some improvements have been made, but additional planning and capacity analysis would be needed to improve this issue, some recommendations are included in this Plan
- *North Cleveland jurisdictional issue is confusing.*
Comment: still relevant today, no change since the 2009 study
- *Lack of a defined industrial park location.*
Comment: this Plan designates multiple possible locations similar to past areas planned for industrial and some modified locations
- *Do not have a clear list of potential incentives to show developers;*
Comment: incentives have been created in recent years through and are described further in this document

Development Strategy

- *Work with Existing Characteristics*
- *Update Development & Construction Standards*
- *Develop a Utility Master Plan*
- *Develop a Drainage Master Plan*
- *Streamline the Development Permitting Process*
- *Adopt a Development Master Plan*
- *Become a Partner with Developers*
- *Resolve the CCN Issue*
- *Develop "Easy Areas" First*
- *Clarify Relationship with North Cleveland*

Comment: Many of these development strategies are still relevant today, and this Plan echoes the recommendations for master plans for utilities, drainage, and mobility.

Types of Development

The 2009 Study described four types of development around the Cleveland area as shown below. In this section comments are provided and summarized (shown in *italic*) and comments are provided (shown in **bold**). Four main types of development:

1. Retail/Commercial
2. Industrial
3. Residential
4. Recreational/Outdoors

Retail / Commercial

Retail and commercial development will naturally occur along well-traveled roadway arteries. US 59 and SH 105, including the new Bypass, are obvious retail and commercial development corridors that will require little additional roadway infrastructure. The City should plan to expand its ETJ as far as possible along both corridors. Tax Increment Reinvestment Zones (TIRZ) and Management Districts are often used successfully to assist in the development process.

Comment: Recommendation still relevant in 2020, City should focus on the US 59 and SH 105 corridor for commercial, therefore this is reflected and shown on the Future Land Use Plan. The City has used TIRZ to help with development in recent years.



Attracting and retaining commercial land uses is critical to the long-term growth of the City

City should focus on Liberty County’s recently adopted Major Thoroughfare Plan and make suggested adjustments to it to best fit the anticipated growth and development in the Cleveland area. These major thoroughfares will someday carry high traffic loads and will be natural for retail and commercial developments. Most municipal utility districts (MUDs) developed primarily for residential construction often have a retail component along an adjacent major road to satisfy the demands of the residential development.

Comment: Recommendation still relevant, City plans correlate with Liberty County’s plan. The City can work with the County, TXDOT, and the Houston-Galveston Area Council (HGAC) for improvements to major thoroughfares including SH 105, SH 321, CR 2206, and US 59. HGAC is currently completing a thoroughfare study for Liberty County.

Much of the US 59 corridor is in the 100-year floodplain of the East Fork of the San Jacinto River. Even though developers typically try to avoid developing in flood plains, the City should consider that the frontage property is developable because of its high value as retail and commercial property. Developers should be aware; however, that they will need to mitigate any floodplain property that is filled for construction, or alternately, consider developing the property with elevated structures that avoid filling.

Comment: Recommendation still relevant, recent flood maps show the east side of the City as within the floodplain.

Because of easy access and visibility, US 59 and SH 105, including the new SH 105 bypass, are prime corridors for commercial and retail development. Even the flood plain properties along these corridors should be considered for development. Of course, if earthen fill is required, mitigation in accordance with state laws must be done. It is also possible to develop this frontage property using elevated structures rather than earthen fill, in which case mitigation would not be required. Commercial and retail development can also be expected to occur at intersections of county roads. Accordingly, the City should critically review Liberty County's recently adopted Major Thoroughfare Plan, and consider creating a Cleveland Major thoroughfare Plan that not only moves traffic, but also creates retail and commercial centers. The City should also anticipate that most MUDs will incorporate some commercial and retail development as enhancements to their residential developments.

Comment: Recommendation still relevant today, and this Plan includes a land use plan and a general thoroughfare plan.

Industrial

The northeast quadrant of the City represents the best location for industrial development within the planned ETJ. This area is presently served by US 59, SH 105 and SH 787, and also by two existing rail lines operated by Union Pacific and Burlington North Santa Fe (see Appendix 4-c). In addition, there is a proposed additional rail corridor from the Port of Houston that will cross through this quadrant close to the Cleveland Airport, which is also in a favorable location to support additional industrial development. The CEDC has been trying to acquire property on the east side of Cleveland that could be dedicated to industrial development. An industrial park or area dedicated to industrial development should work well in this location (quadrant), based on the available infrastructures, access to roadways and rail, and proximity to Houston.

The northeast quadrant of the Cleveland area is the logical location for industrial development. Not only does this area have easy access to US 59 and SH 787, two existing rail corridors cross through the area. Further, there are plans to create another north-south rail corridor extending from Bayport. Finally, the Cleveland Airport is located in this quadrant and is a logical location for industrial / warehouse development, rather than residential subdivisions.

Comment: Recommendation still relevant and valid. Industrial land uses are shown on the Future Land Use Plan near and adjacent to the airport, along I-69 and along SH 105 (Southline St.).

Residential

Residential development can include several different types of construction, from conventional single family (small lots) to large lots/ranchettes (1.0 to 5.0 acres) to apartment and townhouses. Cleveland will likely see a demand for all types of housing, but initially within the ETJ, conventional single family and large lot developments will probably be the most common. Conventional single-family subdivisions typically use MUDs as their funding mechanism. ... Large lot developments typically operate without

MUDs or special districts. They have far less infrastructure, often only roads, open-ditch drainage, and a central water system, and tend to preserve more of the trees and natural setting than conventional subdivisions. Large lot developments offer an advantage to Cleveland: low infrastructure cost, yet relatively high assessed value of the property. When Cleveland annexes large lot subdivisions, it assumes relatively low maintenance costs, yet relatively high assessed value of the homes. The price of raw land drives the development of many residential subdivisions, but safe, quiet wooded environments are also very important. If industrial development continues to be attracted to the northeast side of Cleveland, residential developers will probably choose land generally on the south and west. These locations will also be closer to jobs in the metropolitan area. The East Fork of the San Jacinto River, coupled within the Sam Houston National Forest to the northwest, create a natural “green belt” that truly can become a quality of life draw for Cleveland. Addicks and Barker Reservoirs, on the west side of Houston, are prime examples of how developers have used natural preserves to attract builders and home buyers to their developments. Bear Creek Park in Addicks Reservoir and George Bush Park in Barker Reservoir, are County-developed parks that include golf courses, athletic fields, skeet shooting, picnicking and trails, all in close proximity to the residential subdivisions (see Appendix 5).

Comment: Recommendation on the 2020 Comprehensive Plan generally shows residential land use throughout the Cleveland region (within the ETJ boundary) that would have a mix of lot sizes with Multi-family “pockets” adjacent or surrounding commercial and light industrial uses and with a good transportation access. If heavy industrial uses are in the vicinity of residential uses significant buffers should be provided between uses.

Recreational / Outdoors

With the large amount of floodplain and woods in the Cleveland area, the City has the opportunity to create a “recreation and outdoors image” unlike any other city in the metropolitan area. By creating nature preserves along the San Jacinto River and Tarkington Bayou and marketing easy access to the Sam Houston National Forest, the City could become both a permanent and weekend destination for the growing part of our population that appreciates the out-of-doors. Retail interests such as Bass Pro and Gander Mountain might find Cleveland’s proximity to East Texas’ hunting,



The San Jacinto River is a valuable natural asset for the City of Cleveland and the surrounding region and will be for future generations.

and camping to be an ideal location for one of their facilities. An example of a similar successful nature preserve is the Spring Creek Greenway Project between Harris County and Montgomery County (See Appendix 5). The exhausted sand and gravel excavated areas along the East Fork of the San Jacinto River present an opportunity for restoration and conversion to recreational lakes for either public or private use. The City should consider partnering with entities like Legacy Land Trust to take advantage of its stature, expertise, and possible government funding for some of these improvements.

The entire Cleveland ETJ area is ideal for development on a natural environment. However, the East Fork of the San Jacinto River offers a particularly good opportunity to create an environmental corridor second to none in the Greater Houston Area. If the National Forest can be linked to this program, it would be even better. One way to move this program forward is to partner with an entity like Legacy Land Trust, a non-profit entity whose mission is to set aside, protect and preserve the natural areas along streams and bayous. The City already has an involvement with Legacy on the 5-acre tract at SH 105 and the East Fork, which is intended as a canoe-launch point on the River. Jennifer Lorenz, Executive Director of Legacy's Houston Chapter, is very interested in pursuing an expanded partnership, with the ultimate goal of establishing a nature preserve along miles of the East Fork. Legacy not only could open doors to state and federal grants and loans, but also bring a track record of successful promotion and publicity of its projects. In addition to Legacy, there are other opportunities, some of which could be promoted and supported by land developers. As mentioned earlier, the recreational facilities that have been developed by Harris County in Addicks and Barker Reservoirs are widely considered as amenities and attractions for residential development on nearby properties. If Liberty County or the City could not make the improvements, the developer themselves might be willing, since they could be reimbursed for those costs through MUDs and other special districts.

Comment: Recommendation for the City to review potential partnerships to develop nature preserves and outdoor recreational activities. This plan includes a general discussion of recreation, open space, and trails; however, it would be beneficial for the City to develop a Park and Recreation Master Plan in order to further define steps forward on this goal of promoting the unique natural assets of the area.

Infrastructure

In this report, infrastructure refers to roads, water supply, wastewater disposal and drainage. It is assumed that other service items, such as power and natural gas, will be provided by those service companies as the demand for service develops. It would be wise, however, to maintain an on-going dialogue with these companies regarding the long-range needs of the area. In general, most of the infrastructure in the outlying areas will be built by developers in MUDs or large lot subdivisions. Those developments closer to the City Limits might use TIRZs or management districts for funding, but in most cases, will probably also front-end the capital cost of the infrastructure. In every case, the City will want to establish a development agreement with each developer. Development agreements define the developer's complete relationship with the City, including the terms of reimbursement, infrastructure requirements and quality of the proposed development.

Comment: The City has recently started to use development agreements for utilities both outside the City Limits and within the City. An overall Utility Master Plan would guide the City on development and improvements for water, sewer, and storm drainage. By having a plan, the City positions itself to better maintain what is currently in the ground as well as preparing for future growth.

Development Standards

The City currently has a Subdivision Ordinance adopted in 2004 and Engineering & Construction Standards adopted in 1997. It is not clear that either of these apply to development within the ETJ.

Even if they do, both should be reviewed in light of the more recent objectives relating to development. There are numerous examples of these standards from other cities in the Southeast Texas area, one of those, the City of Humble has been provided in Appendix 8.

The goal would be to establish a set of standards that would ensure an acceptable quality of development and infrastructure, while providing the maximum flexibility to developers. In addition, in order to enhance and maintain the natural beauty of the Cleveland area, the City should consider adopting sign controls and scenic easements along existing and future road corridors. Scenic Texas (www.scenictexas.org) is an experienced and respected non-profit association in Texas that is accustomed to working with cities in establishing these changes.

Comment: Recommendation is for the City to improve the Subdivision and Zoning Ordinance. While some work has been completed an analysis of code changes should be completed as a first step and then focus on code modifications that will better accommodate the growth pressures, changing demographics and housing needs. The City’s most recent development guide was published in 2010.

Special Districts Policy

The City should consider all possible special districts, including MUDs, TIRZs and management districts. The CEDC would select the general criteria for use of these districts and recommend adoption by council. When a developer asks for the City’s consent or agreement to creating one of these districts, a City team composed of at least CEDC, the City manager, the Public Works Manager, the Fire Chief, and the City Attorney should review the application for consistency with City policies and planning. A suggested Policy for Special Districts and Tax Abatements is included in Appendix 9. Also in Appendix 9 is a brief description of six of the most common special districts used by Cities: TIRZ, Management District, MUD, PID, 380 Grant Program and Local Government Corporation. In general, all the special districts require that the developer front-end capital costs for infrastructure for his development and show positive growth of the district. In the case of a MUD or a TIRZ, once an adequate amount of assessed value (AV) has been created through the construction of homes, the developer may request that the board of directors for the MUD/TIRZ sell bonds to reimburse him. In the case of a management district that is based on sales tax, the district would sell revenue bonds based on increased tax revenues. A Developer Participation Contract (DPC) is another mechanism jointly used by cities and MUDs. The contract only applies to a property located within a city, i.e., an “In-City MUD”. In this case, 70% of the sales tax revenues from retail sales go to the City for water and wastewater improvements. The CEDC should review and recommend the appropriate reimbursement policy for adoption by council.

Comment: In recent years, the City has implemented special districts in order to partner with developers. The City should continue to review these types of districts and modify future agreements based on their experience to better accommodate the growth pressures and future needs.

Development Incentives

There are many incentives used by cities to encourage development. The following is a listing of some of the more common incentives:

- Tax abatements
- Grants
- Low interest loans
- Sharing of sales tax
- Reimbursement via special districts
- Developer-friendly permitting process
- City-provided amenities (parks, etc.)

Comment: The City has created some incentives to encourage development in recent years. Some additional incentives for the City to consider are:

- **Cash Grants**
- **Sales Tax Rebates**
- **Expedited Permitting and Reduced Permitting Fees**
- **Downtown Improvement Grant Program**
- **Small Business Grant Program**
- **Mural Grant Program**

Marketing Planning

The City can do all the things that will make it attractive for development, but still will need to broadcast that message. Obviously, as growth moves northeast along the US 59 corridor, developer and businesses will discover the changes in the Cleveland area. But this could take years. If the City wishes to move more quickly, and it should because of the approaching development from the south, it should implement an effective marketing program. Prior to beginning a market planning process and allotting monies to marketing and promotional activities, an independent market analysis should be completed by an experienced and qualified market consulting firm. A comprehensive study of current market conditions and future growth trends will provide a realistic assessment of market potentials as the basis for sound planning. In addition to planning efforts, the results will be useful in discussions and negotiations with private landowners, developers, special districts, consultants, employers, retail/business operators and governmental jurisdictions. At a minimum the market analysis should address issues such as:

- Population and employment growth projections for the Cleveland / US 59 Corridor.*
- Delineation and analysis of Cleveland's competitive market/trade area(s)*
- Demographic and location factors relative to strategic positioning and market share evaluations*
- Future demand for appropriate types of housing*
- Assessment of impacts from surrounding land development patterns*
- Analysis of trade area retail buying power relative to commercial development potential*
- Identification of retail stores, restaurants, hotels and commercial services that can be supported*
- Projections and probable timing for residential, commercial and other new development*
- Market based action and implementation plan*

A marketing study of this type should be designed around the cities near and long-term objectives. Once the market study is completed, the City should launch a professional marketing program led by an experienced marketing firm. Such an effort, if done correctly, will not be inexpensive, but experienced firms should be able to show the City actual results in other cities so that the City could have a comfort level prior to committing to their services. Our experience is that this is one of the most important steps the City will take, and that the investment of time and money will be well worth it.

Comment: In addition to the recommendations above, the Cleveland Economic Development Corporation (CEDC) completed a Market Analysis of Growth Driven Opportunities and Development Potential in 2010. This report echoed many of these recommendations, but also included a need to emphasize school quality (overcoming negative perceptions) and to capitalize on the natural and ecological amenities of the San Jacinto River and Tarkington Bayou. The report noted that instead of looking at floodplain land for developments, the City could consider that land for parks, trails, and other eco-entertainment, capitalizing on the area as a unique outdoor asset to the City.

2009 ETJ Study Conclusions

As a result of the study, the workshops and input from multiple sources during the course of the study. The following conclusions can be drawn relating to the expansion of Cleveland's ETJ:

- 1) Cleveland is in the path of development from the south as the Houston Metropolitan area expands north along US 59.*
- 2) Houston and the other cities in the northwest quadrant of the Metropolitan area are all growing and expanding their ETJs, threatening to "block" the City of Cleveland from expanding.*
- 3) Cleveland does not have an image or track record for attracting land development and will have to devote time and money to the planning process to recast this image.*
- 4) Cleveland has limited funds for capital investment in infrastructure and will have to depend in large part on front-end capital from developers.*
- 5) Raw land in the Cleveland area is priced favorably relative to other parts of the Metropolitan area, which gives Cleveland an advantage in the development market.*
- 6) The Cleveland area has unique characteristics, including open space, established medical facilities, and easy access to the metropolitan area destinations that can be organized, packaged, and marketed to attract development.*
- 7) The City has the opportunity to set high, but reasonable and consistent development and construction standards that will be attractive to developers.*
- 8) The City does not have comprehensive plans for expanding its infrastructure into the planned ETJ area.*
- 9) The City's current relationship with North Cleveland and the surrounding CCNs is unclear as it relates to basic services.*

Comment: Many of the conclusions from that study are still relevant today. Some of the items noted have been addressed while others need more focus in coming years.

2009 ETJ Study Recommendations

Based on the foregoing Information and Conclusions, the following recommendations are respectfully offered to the City of Cleveland.

- 1) The City and the Cleveland Economic Development Corporation should set measurable goals for achieving the City's vision of expansion and development.*
- 2) Retain outside professional assistance in preparing a Market Analysis to better understand the specific demand for development in the Cleveland area.*
- 3) Streamline the City's permitting and approval process for applications/projects submitted by developers ("one stop shopping").*
- 4) Update and adopt development and construction standards that are similar to several other metropolitan area cities; these standards should reflect a high standard, be consistent, but flexible enough to take advantage of unique opportunities.*
- 5) Get involved with area associations: HGAC, NHA, GHBA, etc.*
- 6) Develop a City of Cleveland Mobility Plan; review the Liberty County Major Thoroughfare Plan and adjust as needed to accommodate anticipated development in the Cleveland area.*
- 7) Develop a Master Utility Plan for the ETJ, which addresses the long term water and wastewater needs for the area;*
- 8) Develop a Master Drainage Plan for the ETJ that addresses drainage, flooding, and detention needs for the area.*
- 9) Resolve the jurisdictional issue with each CCN in the planned ETJ to clarify how developers will receive water and sewer service for their developments.*
- 10) Resolve the jurisdictional and utility service issues with the City of North Cleveland.*
- 11) Upgrade "tighten" housing codes to discourage low quality housing and apartments.*
- 12) Based on the Market Analysis, the City should engage a qualified marketing firm to prepare and launch a continuous professional marketing program for the City.*
- 13) Highlight "rural residential living" to attract both conventional residential subdivisions and large lot developments.*
- 14) Establish a continuous conservation easement ("nature preserve") along the East Fork of the San Jacinto River; consider partnering with Legacy Land Trust.*
- 15) Through incentives and development policies, encourage future development to locate as follows:*
 - a. Industrial development in the northeast quadrant;*
 - b. Commercial development along the US 59 Corridor and SH 105 corridor;*
 - c. Residential development in outlying areas with larger tracts; and*
 - d. Recreational development in the flood plain along the East Fork of the San Jacinto River and the Tarkington Bayou corridors.*
- 16) Master Plan the restoration and conversion of the depleted sand/gravel pits along the San Jacinto River for either public use or private development.*

Comment: Many of the recommendations from that study are still relevant today. Some of the items noted have been addressed while others need more focus in coming years.

2.4.4 2020 Comprehensive Plan Survey

As part of this 2020 Comprehensive Plan an online survey was conducted to gain valuable input from the residents of Cleveland and the immediate surrounding area. Below is a summary of the results and see **Appendix B** for the full survey results. The following questions were asked, and summary commentary on the results has been provide for each question.

Do you live in Cleveland city limits?

Comment: Just over 55% of the respondents live in the City.

Please indicate your age category:

Comment: Largest percentage is the 36-54 age group at 44.4% of the respondents.

How would you rate the quality of life in Cleveland?

Comment: 70% rated it as average and 30% as low with not a single respondent rating the quality of life high.

How important are the following items to quality of life in Cleveland?

Comment: Affordable housing and city services rated the highest, followed closely by safety and security. Public transit and shopping convenience rated fairly low.

Do you want to see the City of Cleveland grow in the future or stay the same?

Comment: Over 90% of the respondents said they would like to see the City grow.

What type of development do you feel that Cleveland needs more of?

Comment: Mixed use development rated highest with about 33% of respondents feeling the City needs more, ranking it as their top priority. Low/Medium density residential and Industrial/Manufacturing Development tied for the second priority of all respondents. High Density Residential rated fairly low as only 4% of respondents identified this as a top priority.

What factors below are most important when it comes to new development in Cleveland?

Comment: Adequate infrastructure rated very high, with 44% of the respondents ranking it a #1 priority. The City has experienced some cases of perceived low water pressure and localized drainage, which may contribute to this being rated the highest. Roads were rated a very strong #2 by the respondents and proximity to emergency services also rated high. The lowest rated factor is “Existing development density of surrounding area” which is likely due to Cleveland being on the far outskirts of the Houston area.

What should be the top priorities when it comes to housing in Cleveland?

Comment: Affordable and market rate housing rated very high with 33% of respondents placing it as a high/top priority. Luxury housing rated very low.

What are your biggest concerns about the future of Cleveland?

Comment: This question was open ended and results were mixed; however, some highly rated items were safety/security, city infrastructure and education/schools were some common themes by respondents. Lack of parks and open space was mentioned multiple times by respondents.

What are the three greatest strengths of the City of Cleveland?

Comment: Some common themes by respondents are they like the small-town feel, the people and community. Proximity to Houston property and the open land and opportunity for growth. Also, many respondents said a strength was the city leadership.

How would you rate the dependability and quality of the following utilities:

Comment: Lighting/electricity rated the highest quality by 30% of the respondents. Water and sewer rated average by at least 70% of the respondents. Storm sewer/drainage and telecommunications (internet) were rated the lowest quality. Telecommunications (internet) rated poor by over 66% of respondents.

How would you rate the condition of the City's roads and streets?

Comment: Just over 62% rated the roads as average and about 37% rated the roads as poor. None of the participants rated the road conditions as excellent.

Are there particular areas where you feel the roads are unsafe?

Comment: Just over half the respondents reported there were specific areas that were unsafe. Listed areas considered unsafe included Precinct 20 (northern/northeast part of the City), Glen Park, Plum Grove and Houston Avenue. Concern was raised about lack of sidewalks throughout the City.

What is your biggest traffic concern within on City streets?

Comment: "Sharing the road with bicycles, pedestrians" rated the highest which aligns with survey results from other questions in this survey. Speeding rated the lowest concern.

How important is it to provide multi-use paths (i.e. 8-10' trail detached from the road) for walking and bicycling throughout the City?

Comment: Just over 40% of respondents said that trails are "very important" and about 35% said trails were "important" therefore 75% of all respondents feel trails are very important/important.

What means of travel do you use other than by vehicle within City of Cleveland?

Comment: Walking rated very high (nearly 60% of respondents listed it). However, approximately 37% of respondents said they do not use any other means to travel other than a vehicle.

What is your primary destination when you bike, jog, or walk?

Comment: The highest rated item was “For recreation/exercise” at about 73% of residents selecting that category. Next highest rated was for “errands, dining or shopping” and “to the park”.

When you bike, jog, or walk which do you use?

Comment: “Neighborhood streets/rural roads (on the actual street, not on a sidewalk or trail)” rated the highest with about 75% of respondents selecting that item. This aligns with the fact that the City lacks a connected and quality sidewalk/trail system.

What is your average one-way distance?

Comment: 10-20 minutes rated the highest with 0-10 minutes rating second which generally aligns with national survey results.

Please rate the quality of the sidewalks or trails in the City?

Comment: 40% rated the quality of sidewalks as “very poor” and about 30% as “poor”. Zero respondents rated the quality as “excellent” or “good”.

Which of the following would do the MOST to encourage yourself and other Cleveland residents to utilize trails and sidewalks in Cleveland?

Comment: Results showed that “more connected sidewalks and trails (better network)” was selected by about 50% of the respondents and “better access to shopping, schools, parks and other destinations” was the next highest rated along with “more connected sidewalks and trails (better network)”.

Please provide your comments on the Future Land Use Plan?

Comment: Comments vary, see full survey results in the Appendix.

Please provide your comments on the Thoroughfare Plan?

Comment: Comments vary, see full survey results in the Appendix.

Please provide your comments on the Parks, Open Space and Trails Plan?

Comment: Comments vary, see full survey results in the Appendix.

Please provide your comments on the Wastewater Plan?

Comment: Comments vary, see full survey results in the Appendix.

Please provide your comments on the Water Plan?

Comment: Comments vary, see full survey results in the Appendix.

Please provide your comments on the Storm Water Plan?

Comment: Comments vary, see full survey results in the Appendix.

3.0 Land Use

3.1 Existing Land Use

The existing land use pattern for Cleveland is typical for this size community. The commercial and light industrial land uses are generally adjacent to the major highways. Residential, commercial, and public land uses are near the central city, in traditional downtown Cleveland and on the City edges. Agricultural, natural resource uses, and rural residential uses extend beyond the City's corporate limits to the ETJ boundary. The Cleveland area is seeing additional residential subdivisions in agricultural areas, especially in the City's outer corporate limits and on the edge of the ETJ boundary.

3.2 Future Land Use

The City of Cleveland should utilize this Comprehensive Plan document and exhibits, to establish a general pattern of future land use and classifications. Proposed land uses are assigned based upon some of the following criteria:

- Existing zoning
- Compatibility with existing land uses
- Respect for existing environmental and natural features
- Open space and trail opportunities
- Residential type and density
- Commercial, industrial, and other non-residential opportunities and constraints
- Existing and future transportation and infrastructure potential

The Future Land Use Plan (**Exhibit 3**) evaluates the area within the City boundary and outside the boundary extending to the ETJ. It is important to note that development and economic trends and other factors that occur in the future, after the Plan is adopted, may mean that certain existing and future development proposals are contrary to the land uses shown on the approved map. If this occurs, the applicant and the City should analyze why the deviation is being considered, and what factors are considered beneficial. If such major changes occur, and if the City approves the proposal the Comprehensive Land Use Plan should be amended accordingly.

Looking Forward

Taking into consideration the 2003 and 2020 survey results, this Plan provides the following goals and objectives. Some of which have been highlighted in past studies completed by the City that are still relevant:

1. Improve infrastructure to accommodate the current corporate limits, and ETJ.
2. Follow the recommendations in the water, wastewater, and streets elements of this Comprehensive Plan.

3. Pursue methods of financing these infrastructure improvements such as the Texas Community Development Block Grant Program (TxCDBG) to provide funding for infrastructure development in the low-to moderate income areas.
4. Promote an aesthetically pleasing and safe living environment for present and future residents.
5. Continue to implement and update the City's Code and subdivision regulations.
6. Continue to clear unsightly and dilapidated buildings and/or cluttered lots that are fire hazards and eyesores and encourage the restoration of older buildings and houses that are in good condition.
7. Preserve open spaces within the current corporate limits and the existing extraterritorial jurisdiction.
8. Continue to strictly enforce the City's subdivision ordinance and ensure that future developments provide provisions for public spaces.
9. Encourage the development of projects that provide beneficial economic opportunities for local residents without destroying the existing physical environment.
10. Continue to provide incentives such as tax breaks and grant assistance to encourage businesses to invest in Cleveland.
11. Continue to promote public and private sector economic development projects on the vacant undeveloped land and/or agricultural land.
12. Continue to require that developers inform the City Council of the development's impact on the physical environment i.e., drainage, air quality, water quality, soils, noise, traffic, water usage and sewer usage etc. before approval of building permits and possibly approval of water and sewer service.

The City should utilize this Land Use Plan to establish a general pattern of development and classifications of land use within Cleveland. The desired land use classifications and pattern of development should be further implemented through adopted policies, enacted ordinances and recognized guidelines. Proposed land uses are assigned and located in the study area based upon some of the following criteria:

- Compatibility with existing land uses
- Existing zoning
- Respect for existing environmental features
- Open space opportunities
- Residential type and density
- Existing and Future Transportation and infrastructure potential

The following land use classifications were assigned for the City of Cleveland for Residential uses.

- Residential
- Multi-family (High Density) Residential

3.2.1 Residential Land Use

Target Density Range: 1-6 dwelling units per gross acre

The Residential Land Use is intended to be comprised of primarily single-family detached residences but may also include duplex (paired homes) and cluster residential units. Integration of expansive open spaces, particularly along major roadways on the periphery of each development and transitioning to adjacent areas, is important to the character of this land use.

Location of this land use:

- Adjacent to agricultural areas and existing low density residential uses.
- Adjacent to natural and environmental corridors
- Throughout the perimeter of the study area as a transition to the more rural areas of Cleveland up to the ETJ Boundary.

3.2.2 Multi-Family High Density Residential

Target Density Range: 6 to 20 dwelling units per gross acre

The Multi-Family High Density Residential classification establishes a residential setting that includes a mix of residential product and neighborhoods of varying densities, open spaces, and carefully integrated attached or multi-family units. To ensure the land use classification develops meeting the desires of the City staff and leaders, the City should ensure that requirements related to aesthetics and compatibility are contained within related ordinances.

Such requirements should address:

- Quality architecture and masonry (i.e., form, color, textures, etc.)
- Significant open space
- Increased landscaping
- Appropriate setbacks

This type of housing generally serves as a positive buffering element between commercial and other non-residential uses as well as less intensity uses such as residential and open space areas. For example, the Multi-Family High Density areas can be designed to provide intermediary space between lower/medium density residential areas to non-residential uses (e.g., commercial).

Location of this land use

- Surrounding a major commercial node primarily near major access roads
- Downtown or more urban areas of the City

3.2.3 Non-Residential Land Use Classifications

The Future Land Use exhibit includes distinct, significant areas to locate non-residential and other various uses. Such uses provide necessary employment opportunities for area residents and strengthen the economic base of the City. To provide a variety of non-residential and other uses in Cleveland, several categories within this section are established including:

- Public
- Industrial
- Commercial
- Mixed Use
- Open Space

Public

The Public Use classification is a classification intended to locate existing and future public facilities such as schools, places of worship, public works or infrastructure facilities, cemeteries, and other non-private land uses. The Comprehensive Land Use Plan assumes that these facilities are allowed within the various land use categories illustrated on the plan, as deemed necessary and appropriate by the City.

Industrial

The Industrial Use classification intends to allow limited and general manufacturing, assembly, wholesale, and warehouse uses (not heavy industrial uses) in areas served well by transportation and related infrastructure.

Location of this land use:

- Surrounding a major commercial node primarily near major access roads
- Near the airport
- Outskirts of the urban core

Commercial

Recommendations regarding the locations and amounts of commercial space are intended to provide adequate areas for retail development, such that future City residents can purchase the goods they need locally without having to travel to surrounding cities. This will benefit citizens by enabling them to have their retail needs met locally and will benefit and support the City by enabling it to capture the retail tax revenue generated by its citizenry.

The Commercial Land Use classification includes all commercial-oriented uses including (but not limited to) service businesses, grocery, restaurant, entertainment, and may include some professional and business offices. As the Future Land Use plan shows, it is recommended that commercial uses be located along major thoroughfares and at key intersections (existing or proposed) in Cleveland. The guiding principle for this placement is to provide good accessibility and visibility.

Location for commercial land uses

- Along major arterials and near major intersections
- Existing Downtown Cleveland

Mixed Use

The Mixed Use classification seeks to encourage development of commercial, office and residential uses on the same parcels of land. Light manufacturing uses are intended to be limited in scope however if planned appropriately may be allowed by City approval. This use can be used as a transition from industrial uses to commercial or residential uses. Developments in this class should be designed to be non-obtrusive to other less obtrusive land uses.

Location

- Adjacent to Commercial, Industrial, or other non-residential uses
- Downtown Cleveland and urban core areas

Open Space

The Open Space Land Use classification proposes areas of recreational uses, preservation of environmentally-sensitive areas. Consistent with the goals and objectives of this Plan, Open Space land uses seek to provide a connected greenway system that links developments and residents within and throughout Cleveland. Given the significant existing natural features in and around Cleveland there are opportunities for a well-connected system. Features like the East Fork of the San Jacinto River can offer residents quality open space for generations. The City of Cleveland should consider additional open space areas within the City as shown on the Trail, Recreation and Open Space exhibit. The Open Space land use classification provides approximate locations of future greenways, open space corridors. In the future, the City should focus on creating a more detailed Park and Trail master plan for the entire study area. Parks and trails are generally shown on the exhibit and the City may request dedications or private parks per the Plan as deemed necessary.

Open space within and surrounding developments can be a tool in which one can provide transitions to obtrusive land uses or as a buffer. Existing vegetation for example should be utilized to provide a mature, natural buffer between a residential area and non-residential land use. If existing vegetative buffers are not possible, landscaping can be utilized to screen and buffer residential uses from higher intensity, non-residential uses.

As the City grows, community leaders should proactively identify the open space needs of the community and focus on ensuring that future population growth will be well served with trails, park, and open space lands. The following is a list of possible action items with open space, trails, and parks.

- Create and enforce protection measures for water resources, existing drainage corridors, forested areas, wildlife habitat, and wetlands.

- Maximize on open space and greenway opportunities by incorporating trails to existing natural features and parks.
- Consider significant open space buffers along the San Jacinto River and its tributaries and forks.
- Maintain and protect recreational opportunities such as hunting, fishing, horseback riding and hiking.
- Seek ways to permanently protect large woodland areas.
- Create a detailed Open Space, Trails and Parks Master Plan document.

The need for City owned park and open space lands will increase as the population grows. The City of Cleveland community leaders should focus on being proactive in identifying such parks and recreation needs of the community and focus on ensuring that future population growth will be well served with park lands for generations to come.

4.0 Central Business District

The City has completed some studies in the past focusing on the Central Business District (CBD) or Downtown area. Described below is key information from the 2003 Study and the 2011 Central District Improvements Plan. In addition some detail has been provided to give general direction and guidance for the City to improve its Central Business District over the next 20-30 years.

4.1 Background Information

Summaries of the previous studies are provided within this section, as much of the analysis is still relevant today. Excerpts from the previous studies are in *italics*.

2003 Study (Central Business District)

The City completed a 2003 study focusing on the Central Business District (CBD). Some of the analysis and recommendations that are still relevant today are as follows:

Strengths

1. *The CBD is located along a main thoroughfare with many intersections*
2. *Many of the City's public and financial institutions are located within the CBD*
3. *Many of the City's medical facilities are located within the CBD*

Weaknesses

1. *Downtown gives the impression that there is no care for it and it does no focus on quality.*
2. *There is a noted lack of available on and off-street parking*
3. *Overhead utilities clutter the appearance*
4. *Deteriorated structures are located within the CBD*



Improve the outward appearance of the buildings within the Central Business District.

- a. *Begin efforts to restore building facades along Houston Street. Offer incentives or loans to businesses willing to participate in facade improvements. Loans could be forgiven if business owner chooses conforming style of facade.*
- b. *Partner with local businesses and negotiate discounted prices for paints, cleaning materials, cleaning services, etc. for businesses within the CBD.*

Improve the outward appearance of the landscaping and sidewalks in the downtown area.

- a. *Remove the utility poles in front of downtown businesses on Houston Street.*

- b. Install old style lighting (Lamp Posts) in the downtown district.*
- c. Install brick pavers for sidewalks along Houston Street from Washington to Fenner. For the remainder of Houston and all of Washington, within the boundaries of the designated Central Business District, install sidewalks on both sides of the streets.*
- d. Install park benches, trash receptacles, trees and other shrubbery along Houston Street.*
- e. Hire additional personnel (either part or full time) to maintain the parks, CBD and any other city owned property, including right of ways with duties to include lawn mowing, watering, street sweeping, and trash clean up.*

Restore historic buildings within the Cleveland CBD and generate interest for Cleveland as a tourist destination. Utilize the assets of the Chamber of Commerce and the Cleveland CDC.

- a. Establish a local historical society.*
- b. Consider a Main Street-self designated program.*



Encourage pedestrian activity within the CBD by providing adequate on-street and off-street parking

Encourage business owners to take an active role in the overall appearance of the Central Business District.

- a. Offer incentives (tax abatements) to businesses that commit funds to improve the appearance of their building, or surrounding area.*
- b. Offer reduced utility rates, or other fees, to businesses that donate materials, or services to others within the CBD.*

Continue to maintain the outward appearance of the buildings within the Central Business District.

2011 Central District Improvements Plan

The Cleveland Economic Development Corporation completed a Central District Improvements Plan in 2011. The purpose of the plan was to promote revitalization and beautification of downtown Cleveland. The plan developed multiple phases for the improvements to the district including parking, sidewalks, and street lighting.

In 2013, design began on the initial phase to include street improvements for increased parking, additional trees and planting areas, improvements to pedestrian walkways, and addition of decorative streetlamps. The first phase included the following locations:

- Travis Ave. between Crockett St. and Houston St.
- Travis Ave. between Houston St. and Hanson St. (west side only)
- San Jacinto Ave. between Houston St. and Hanson St. (east side only).

The City received a grant from the Texas Department of Agriculture (TDA) Community Development Block Grant (CDBG) for construction of the initial phase which was completed in 2020.

The City plans to continue to complete the improvements as developed in their 2011 plan as funding allows. Final design for Phase II improvements is planned for 2021.

Additional Central District Improvements

While not detailed in the existing plans, this plan recommends the consideration of improvements to improve non-vehicular access to the central business district. These improvements could be incorporated into future phases of improvements to the central business district and/or codified for future commercial developments.

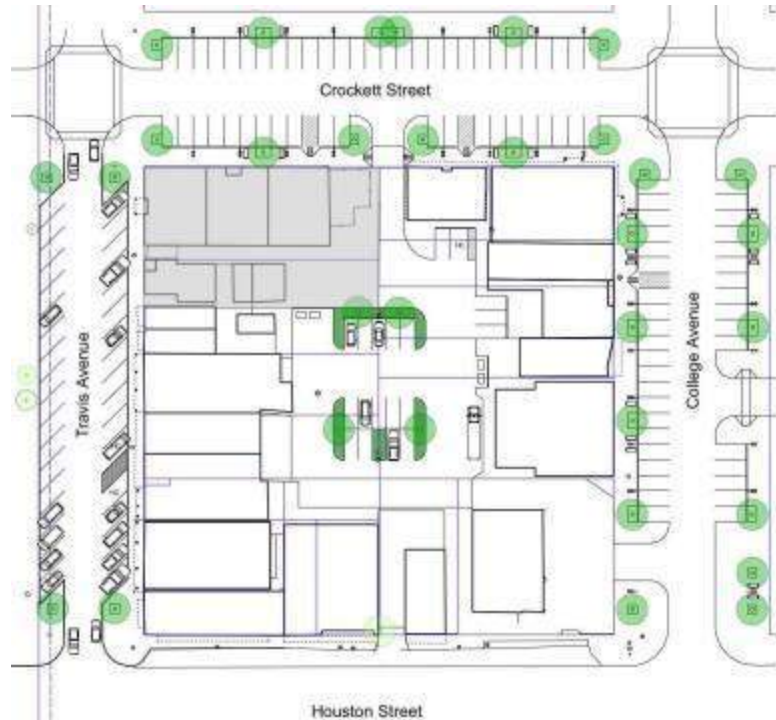


Figure 4 Conceptual downtown improvements (Upland Architects)

Pedestrian Zones. Appropriate pedestrian zones for areas with increased pedestrian traffic (such as downtown area) is an important focus to achieve a better pedestrian environment. The pedestrian zones are located between the curb and the front property line or building façade of adjoining parcels. These zones provide areas along the street corridor for landscaping, street furnishings, and pedestrian through movements. Currently the downtown street corridors lack defined or appropriately designed zones; although the City is working towards improvements. This Plan recommends incorporating these design recommendations as property re-develops, and as future streetscape improvements occur. The following section discusses the specific functions and minimum dimensions for each sub-zone within the pedestrian zone. There are typically four sub-zones (See descriptions and exhibits below)

1. Frontage Zone
2. Pedestrian Zone
3. Planting/Amenity Zone
4. Edge Zone

1) *Frontage Zone*

The frontage zone is the area adjacent to the property line. It may be defined by a building facade, landscaping area, fence, or screened parking area. A minimum width of three (3') feet should be provided for the frontage zone. The width of the frontage zone may be increased, to accommodate a variety of activities associated with adjacent uses, such as outdoor seating or merchant displays. If space does not permit, this zone can be eliminated.

2) *Pedestrian Zone*

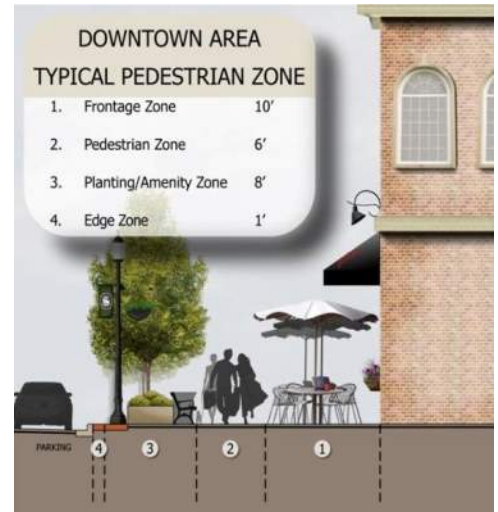
The pedestrian zone is intended for pedestrian travel only and should be entirely clear of obstacles and provide a smooth walking surface. The thoroughway zone should be, at a minimum, six (6') feet wide, which is the minimum comfortable passing width for two wheelchairs on a sidewalk.

3) *Planting/Amenity Zone*

The planting/amenity zone is the key buffer component between the active pedestrian walking area and the vehicle traveled area. Street trees, planting strips, street furniture, bollards, signal poles, signals, electrical, telephone and traffic signal cabinets, signs, fire hydrants and bicycle racks should be consolidated in this zone, to keep them from becoming obstacles to pedestrians. The planting/amenity zone should have a minimum width of three (3') feet in narrow road sections. A more comfortable and, therefore, desirable dimension is eight (8') feet for the planting/amenity zone.

4) *Edge Zone*

The edge zone (sometimes called obstruction free zone) provides an interface between parked vehicles and street furniture. This zone should, generally, be kept clear of any objects. Parking meters or other small vertical features may be placed here with consideration to door swings. The edge zone should have a minimum width of 1' (preferable 2').



Often existing conditions do not allow the appropriate amount of space for all of the pedestrian zones. Therefore, options are provided below for reference; however, each street should be studied in detail and planned on a case-by-case basis, depending on available space. The overall characteristic of street cross-sections should create an environment that is appropriate to the design speed of the street. When modifying a street cross section, the typical design elements need to be considered, along with the traffic volume. Design elements relevant to the vehicle include lane widths, pavement markings, materials and colors; curb design, and on-street parking. Design elements more relevant for pedestrian areas include building setbacks, street trees, sidewalks and furnishings. The greater the level of pedestrian activity, the lower the design and posted speed should be, to improve the pedestrian environment in downtown Cleveland.

4.2 Recommendations for the Central Business District

Many of the City's public institutions, banks, medical facilities, and the movie theatre are located within the Central Business District. Drawing from the relevant goals and recommendations provided in the past studies, this Comprehensive Plan has the following recommendations:

- Balance preservation of some of the unique character yet allowing for new development in the downtown area.
- Develop a unified feel/aesthetic for the downtown.
- Encouraging a mixed-use environment.
- Increase the amount of people living in the downtown to establish a larger population base to support existing and future businesses.
- Establish improvement and development guidelines for land use areas in the downtown including the aesthetics of buildings and storefronts.
- Improve connectivity of the Central Business District both within the district and to the surrounding City. This includes improvements for pedestrian access with sidewalks, vehicular circulation, and parking. It is recommended to consider complete streets type development around the Central Business District to connect to nearby schools, parks, and the City administration buildings.

The City is currently working on improvements to the downtown district and it is encouraged to continue to make these improvements. The Central Business District of Cleveland is well situated within the City and provides a wonderful opportunity to attached residents as the City continues to grow and develop. The City is encouraged to consider policies to encourage growth and redevelopment within the Central Business District.

5.0 Transportation System

The transportation system is comprised of three main elements, as discussed in the following sections: Thoroughfare Plan (for regional through roads and major arterials), City Streets Plan (including local residential and commercial streets), and Active Transportation Plan (sidewalks, and trails). This plan focuses on the long-range transportation needs in and around Cleveland. It involves the preservation of right-of-way and on coordinating improvements and initiatives for all other modes of transportation. As in any urbanizing city, Cleveland must have an adequate street network to collect, distribute, and convey traffic within and through the community. Other focus areas include providing for more widespread implementation of pedestrian and bicycle infrastructure, ensuring the safe and efficient movement of goods, and planning for growth and connectivity to trafficked locations.

Key Issues for Transportation Planning:

1. Safety concerns with major thoroughfares and collector roads.
2. Limited sidewalks and allowances for non-vehicular traffic (bicycles, pedestrians).
3. Connectivity and access around the City to new development areas.

At the time of this Comprehensive Plan, the area street system reflects a small town with reliance on state highways (mostly two-lane Farm-to-Market roads) for most cross-town circulation, and with few other main collector streets. With TxDOT improving Highway 59 (Hwy 59) into Interstate 69 (I-69), the City has a major north-south road for continued access and opportunities for development. As the City sees more development, the travel demands are likely to exceed available roadway capacity within the City limits, leading to traffic congestion and safety concerns for all modes of transportation. The purpose of this Plan is to provide a transportation framework to serve as a guide for future mobility

decisions with Cleveland; however, this plan is a high-level view and it is recommended the City conduct a detailed transportation plan to better identify a strategy going forward.

The following are key issues and considerations for the transportation system and streets within the city:

- Multiple routes and travel options to avoid high capacity on certain roadways.
- Emergency access.

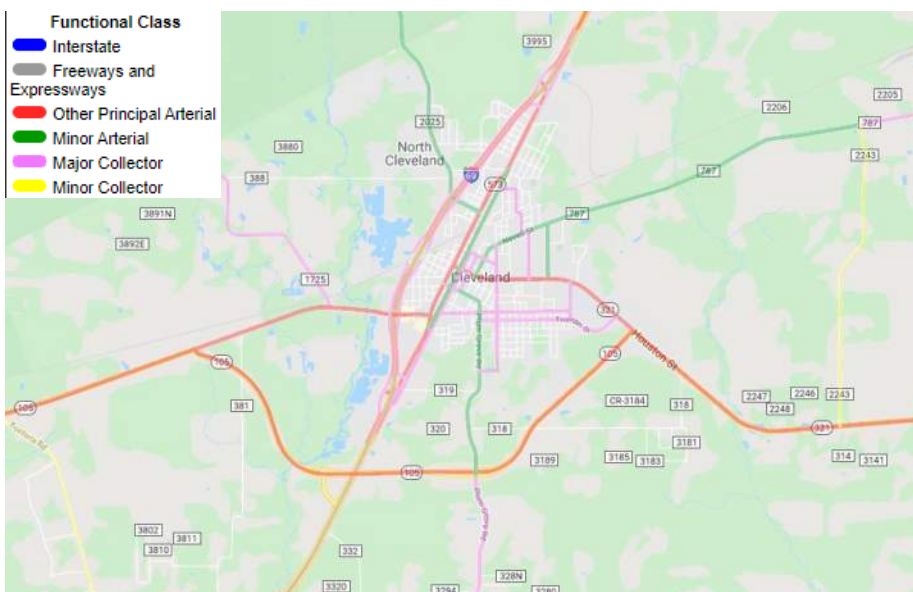


Figure 5 City thoroughfares and functional class (source: TxDOT)

- Designing roadways in context with local surroundings to maintain desired community character between commercial, industrial, and residential areas.
- The needs for a detailed Major Thoroughfare Plan for the city and surrounding planning area. This could provide the city an opportunity to preserve critical alignments for future roadways before development occurs.
- Ongoing coordination with private landowners and involvement in advocacy efforts at the County, region, and State levels for future roadways or proposed improvements. This can assist with fostering partnerships to provide preliminary studies, land acquisition, and funding.
- Understanding and planning for long-term maintenance costs and responsibilities that come with more extensive local street network, especially with facilities built or expanded in response to near-term growth pressures.

The next sections of the Plan discuss the goals (desired outcomes) for the thoroughfares and streets around the City. Reference is also made to the Liberty County Subregional Study for transportation, currently in progress by the Houston-Galveston Area Council.

5.1 Thoroughfare Plan

The City's thoroughfares should be updated to accommodate the changes in population. This plan recommends thoroughfare improvements to address safety and development needs for the City. Existing major thoroughfares within the City are as follows:

- Highway 59/Interstate 69 which runs along the west side of the City at a 45-degree angle.
- Highway 105 (Southline St.) extends west from FM 573/Washington St. into Montgomery County.
- Bypass 105 loops along the south side of the City to FM 321.
- TX-573 Loop/Washington St. which runs through town, connecting into US-59/I-69 north and south of the City.
- SH 321/Houston St., which runs east from FM 573, then curves south to Bypass 105, continuing east of the City.

- FM 787/Nevell St. which begins at FM 321/Houston St. and continues to the northeast, providing access to the airport.
- FM 1010/Plum Grove Rd. which begins at FM 321/Houston St. and continues south, with a connection to Bypass 105.
- FM 2025, beginning at US-59 at Belcher St. and continuing north into North Cleveland.
- FM 1725, extending north from Highway 105 on the west side of the City.

This plan and thoroughfare descriptions were provided by the City and were based on discussions with Liberty County, Harris-Galveston Area Council (HGAC), and the Texas Department of Transportation (TxDOT). District traffic maps show the annual average daily traffic (AADT) counts on state-maintained roads. AADTs are calculated using a volume count, axle factor, and seasonal factor; the figure above shows the AADTs on the City’s major thoroughfares. The overall thoroughfare plan is included as **Exhibit 4 in Appendix A**. Generally, the recommendations are to improve overall traffic flow to improve access and safety.

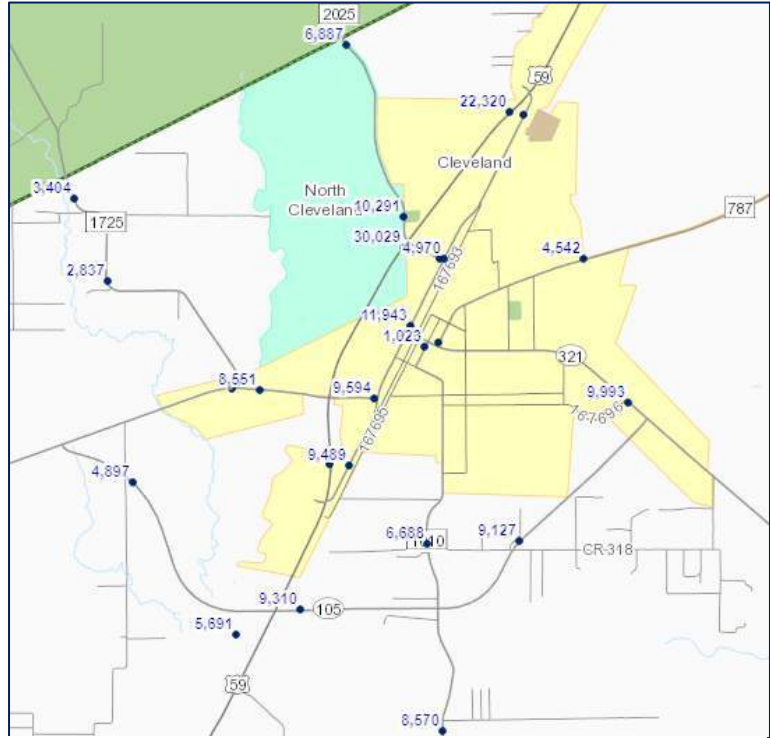


Figure 6 TxDOT Annual Average Daily Traffic (AADT) annual data (Source: 2019 District Traffic Web Viewer)

5.1.1 FM 2025 Bridge Turn Lanes

Recommend adding left turn lanes to freeway on-ramps by widening bridge over US 59/I-69. No additional through lanes to be added. The project limits are generally from County Rd 388 (Low Water Bridge Rd) to Loop 573 (N Washington Avenue). The existing roadway consists of two travel lanes (one in each direction) with minimal shoulders. The lack of turn lanes contributes to significant queuing on FM 2025, particularly at US 59 when making left turns onto the frontage US 59 frontage roads.

The purpose of this project is to reduce congestion on the facility and improve the reliability of peak-period travel times; reduce congestion and improve travel time reliability for freight movement on this facility; improve pavement condition on the facility and increase its pavement rating. By providing turn lanes,



View to the east of FM 2025 bridge.

the proposed project should improve safety by reducing rear-end collisions and reduce congestion by eliminating queuing at crossroads and the US 59 frontage roads.

This proposed project will improve highway/freight level of service (LOS). The turn lanes proposed in the project should help reduce queuing of vehicles for turns and should help reduce rear-end collisions. Also, widening the roadway travel lanes and shoulders should result in improved bike level of service by providing room to accommodate bicyclist. TxDOT determined the estimated cost of this project to be \$2.57 million.

5.1.2 I-69 North Flyover Near County Line/UPRR

Construct a railroad overpass for the US-59/I-69 frontage road, this relates to the planned FM 787 extension to US-59/I-69 at the north side of the City. A grade separation from the Union Pacific Railroad (UPRR) will be needed as part of the extension. This future thoroughfare will accommodate the industrial park and proposed hospital in the area.

The purpose of this project is to provide safe access to I-69 frontage largely obstructed by UPRR with limited and inadequate at-grade crossings. The Flyover is to serve as a connector to an intermodal distribution and industrial park serving both BNSF and UPRR lines. These lines serve the Houston Ship Channel activity which is important for trade within the state; therefore, efficient and safe infrastructure will help the movement of goods and benefit the entire states' economy.

5.1.3 SH 321/Houston Ave Widening

Recommend expansion of SH 321/Houston Avenue to allow for multi-modal transportation, adding dedicated bike lanes. Currently SH 321/Houston Ave. runs from TX-573 Loop to 105 Bypass within the City and acts as the City's Main Street, connecting the Central Business District with City Hall, schools (Cleveland High School and Middle School), and a new residential development (Grand Oaks). SH 321/Houston Ave. is mostly a two-lane road, with a section of three-lanes (one-lane each way with a center turn lane). This recommendation would allow for safe travel improving safety by reducing pedestrian collisions and reduce congestion by providing alternative transportation options for local traffic. It would also provide an opportunity for the City to capitalize on a connection between the Central Business District and City Hall, allowing access to the area.



The City has submitted a grant for a proposed skywalk near Cleveland High School to allow for safe crossing for students. The proposed redesign of SH 321/Houston Ave. would complement the proposed skywalk crossing. This project is approximately 2 miles in length.

5.1.4 SH 105 West Widening



View to the west along SH 105.

Recommend widening SH 105 from two divided lanes to four divided lanes between US-59/I-69 to the west to SH 105 Bypass. The purpose of this project is to (1) reduce crashes, serious injuries, and fatalities; (2) reduce congestion and improve the reliability of peak-period travel times; and (3) reduce congestion and improve travel time reliability for freight movement. This change will also upgrade the road to the planned ultimate four lane section to provide continuity with future planned projects widening SH 105 from the west.

The project is necessary for the projected congestion in truck traffic with BNSF Logistic Center located at Fostoria Road.

TxDOT determined the estimated cost of this project to be approximately \$5.0 million.

5.1.5 105 Bypass to SH 321 Interchange Improvements

The interchange at 105 Bypass and SH 321/Houston St. is seeing increased traffic due to the existing and planned development in the area (including Grand Oaks). In conjunction with the proposed Hwy 321/Houston St. widening, improvements to this intersection are recommended. This area should be further investigated and considered under a detailed traffic/mobility plan.



Existing aerial of 105 Bypass/Hwy 321 interchange.

5.1.6 N. Travis Extension



View north of the end of N. Travis St.

N. Travis Street currently ends at E. 5th Street on the north side of the City. It is recommended to extend N. Travis Street to the county line, approximately 2.4 miles. This would allow a connection to the existing North Industrial Park and provide a means for utility services along the US-59/I-69 corridor for future development. The project would also allow access to UPRR frontage road.

5.1.7 Expansion/Connection of CR-2204 to SH 321 and County Line North

County Road (CR) 2204 is currently a gravel road south of CR-2212, just east of the Cleveland Municipal Airport. CR-2204 provides access to the Airport Industrial Park. Liberty County has right-of-way to extend CR 2204 to SH 321, approximately 3 miles. The proposed thoroughfare would provide an additional north/south route within the county and City's ETJ, allowing for an alternate route to FM 1010.

5.1.8 Upgrade CR-2243

CR-2243 is currently a narrow asphalt road that runs from FM 787 to SH 321, just east of the Cleveland Municipal Airport. It is recommended to upgrade this road to at least two divided lanes with shoulders to provide additional safety and meet current roadway standards. It is anticipated that this improvement would provide an alternative north/south route within the county and City's ETJ.

5.1.9 Expansion of Fenner Avenue

Fenner Avenue currently is a residential asphalt street that ends at Isaac Street. Fenner Avenue could be extended to SH 105 Bypass to provide additional access and allow for further development in the southeast are of the City. Extending beyond SH 105, Fenner Avenue is planned for a connection to the future Miller Wilson Extension, located south of the City. This connection could provide an alternate route to FM 1010 and to Plum Grove. An alignment for Fenner Ave. extension should be further investigated and considered under a detailed traffic/mobility plan.

5.1.10 Proposed Miller Wilson Extension

The proposed Miller Wilson Extension is still in the preliminary planning phases by the state and county, but is generally described as a new road to provide alternatives to the Grand Parkway and FM 1010. This extension could provide development south of the City and the City's ETJ. It is recommended that the City consider a future connection via Fenner Avenue (as noted above). This should be further investigated and considered under a detailed traffic/mobility plan.

5.1.11 Proposed FM 2025 to Hwy 59 Connection

This proposed road connection will serve the new school located east of FM 2025, and would require some additional right-of-way acquisition by Hwy 59. The road is proposed to eventually be a four-lane divided road, but is initially planned to be a two lane road off FM 2025 to the new school location. Traffic and signal studies are currently in progress with assistance from TxDOT as the school is scheduled to begin construction in summer of 2021 and open in Fall 2022.

5.1.12 Proposed CR-6242 Extension

This proposed county road could extend from CR 2243/SH 321 to the south. The proposed road is still in the preliminary planning phases by the state and county is seen as an extension to CR 2243 as an alternative to existing thoroughfares. This potential road should be looked at more in a detailed traffic and mobility study.

5.2 City Streets Plan

City streets provide transportation for all modes of travel including vehicular, transit, bicycles, and pedestrians. “Complete Streets” are designed to accommodate all modes of travel and safely connect people to where they need to go. The City-owned right-of-way along the street can be managed to allow for utilities (water, wastewater), drainage, and communication utilities (phone, internet, fiber). A street system is an essential guide to ensure that future growth and development of Cleveland will be accomplished in a uniform, orderly manner. The purpose of this planning effort is to provide a framework for rehabilitation and reconstruction of existing roadways.

The City of Cleveland has approximately 52 miles of streets. The streets discussed in this section of the plan is limited to City streets and not streets where the county or TxDOT has jurisdiction over (e.g., SH 321/Houston Ave., TX-573 Loop/Washington). The City is not responsible for improvements to these roadways.

Severe weather such as heavy rain and extreme temperature, coupled with increased traffic, can cause premature deterioration of asphalt streets. Street improvements can include point repairs of failed sections or areas (typically for pothole repairs), leveling up depressions in pavement, and applications of seal coats or asphalt overlay to maintain streets and forestall more costly repairs or complete replacement.

The following objectives serve as a guide for improvements for city streets. Some of these objectives are straightforward while others may remain as only concepts that the City may not be ready to pursue until later in the horizon of this Comprehensive Plan. Some recommendations may not be feasible for

Cleveland due to various reasons such as potential cost, complexity, degree of public support, and/or capacity of government to carry out certain initiatives given available staffing and other resources. Choices are ultimately left up to the City through Council priority setting, annual budget process, and ongoing community input.

Objective 1: Rehabilitate Existing Roads

It is important for the City to devote resources for ongoing maintenance and rehabilitation of existing local

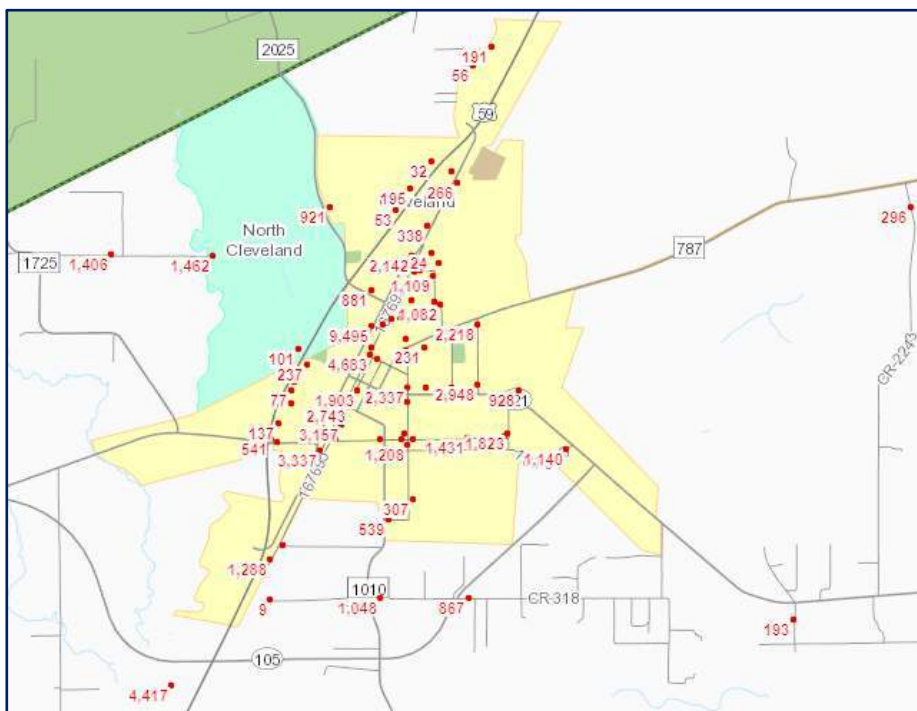


Figure 7 TxDOT AADT Urban 2016

streets This is especially important where road upgrade will also address longstanding issues such as inadequate storm drainage or unsafe conditions for pedestrians. Basic street repairs and resurfacing, together with other investments, can help stabilize areas declining or at risk of disinvestment. As part of this objective, the following are recommended:

- Pave existing roads that are unpaved within the City. Eight roads (or portions of roads) were identified as being unpaved: Baker St., Blue St., Charles Barker Ave., Culberson St., Duncan Ave., Kathryn St., Lyle West Ave., and Willow Ave. Improvements to these roads could also include ditch grading for improved drainage.
- Continue and expand the City’s programmed maintenance for pothole repairs and overlays. Recent City budgets indicated up to \$180,000 has been set aside for street overlay projects, however, the latest budget (2021) only sets aside \$50,000 for street overlays. Typical pavement life-cycle recommends pavement overlay every 10 years; recent allocations will not achieve this goal.

Objective 2: Improve Access and Connectivity

Improvements around the City’s schools and public buildings to allow safe passage for vehicles, bicycles, and pedestrians. Areas identified include:

- Dallas St. between Washington St (TX 573 Loop) and Plum Grove Rd (FM 1010) is identified as being narrow for school buses accessing Southside Elementary. It is recommended to widen this road to allow for better bus access.
- Peach Ave. between SH 321/Houston St. and FM 787/Nevell St. This approximate half-mile stretch between City Hall and the Municipal Court also provides access to the Civic Center and Stancil Expo Center. Peach Ave. is currently two-lanes without a shoulder and roadside ditch (see figure). This road sees a large volume of pedestrian traffic in part due to the area senior housing complex in proximity to the Civic Center. It is recommended that this road be re-designed to remove the roadside ditch, allowing for increased drainage storage capacity and to provide sidewalks and bike lanes. This could tie into the proposed improvements for SH 321/Houston St., and provide additional access for City events held at the Civic Center and Stancil Expo Center.
- Improvements to major collectors including Fenner Ave., Truman St., and Southline St. Depending on available right-of-way, the City can likely replace existing roadside ditches with storm pipe to allow for addition of a street shoulder, sidewalks, and bike lanes along these streets. The streets are all within largely residential areas but provide access to major thoroughfares and schools.
- Elevated pedestrian crossing for Cleveland High School across Hwy 105/Houston St. The City submitted an application to TxDOT for providing a safer crossing for students from the high school.



View of Peach Ave. to the north.

Objective 3: Plan for Growth

Improvements to the City’s development standards is a continual process. The following is recommended as the City adjusts to growth:

- Continue to review and enforce the City’s roadway design standards. Standards should be re-visited regularly to allow for improvements as the City develops. Standards to various subdivisions can be made uniform for the City to have an overall aesthetic.
- Improvements to major streets and thoroughfares as described in this report.

5.3 Active Transportation Plan

Active transportation creates a pedestrian friendly environment and includes implementation of traffic calming techniques. These areas don’t need to apply to the whole city but should be focused on areas with heavy pedestrian traffic, including school sites, parks, city facilities, and the central business district. Other parts of this Plan have recommended improvements in these areas to foster an environment of safety for non-vehicular mobility, promotion of a healthy lifestyle, and as a way to promote re-investment and development in downtown Cleveland.

Objective 1: Create a Pedestrian/Bicycle Friendly Environment. Well-designed streets and streetscape improvements can focus on the pedestrian and bicyclist to encourage a safe, comfortable, pleasant environment. Some of the design aspects to consider are:

- Separate pedestrians and bicyclist from moving traffic as much as possible (wide sidewalks or medians, separate bike lanes).
- Construct safe crossings at designated locations, such as clearly marked crosswalks.
- Design intersections to reduce pedestrian crossing distances - bump outs and safe refuge (resting) islands.
- Minimize barriers or people with disabilities, older adults, and children (ADA compatibility with curb ramps, etc.).
- Provide on-street parking that does not dominate the street scene.
- Provide public parking areas in key locations that are convenient with good access within the downtown area.



Objective 2: Implement Traffic Calming Techniques. Modifying or improving street cross-sections is an important step in making downtown Cleveland a more pedestrian and bicyclist-friendly place. In relationship to the street sections there are various other traffic calming and safety techniques to be considered. Traffic calming is a combination of techniques used to: reduce the negative effects of motor vehicle use, alter driver behavior, and improve conditions for pedestrians and bicyclists. Traffic calming objectives are enhance the street environment and aesthetics, reduce cut-through vehicle traffic, slow vehicles down, reduce accidents, and increase safety perceptions. Various traffic calming techniques are:

- Refuge islands (bump outs) with barriers to protect the pedestrian;
- Intersection improvements;
- Alternative trail and sidewalk surfaces and colors at crossings;
- Raised pavement areas;
- Safe sight and stopping distances;
- Clearly visible traffic and directional signing and pavement markings; and
- Use of landscaping to identify differing zones of activity.

Crosswalk Treatments

Crosswalk treatments can occur at intersections and mid-block crossings. Improved crossings should be established at intersections, to better unify the downtown area, city administration area, and local schools and provide safe connections between existing and future locations such as:

- Existing downtown core area
- City administration area (City Hall, Civic Center)
- Surrounding residential areas
- Schools
- Existing or future public plazas and shopping areas
- Existing or future parks/trails



When designing crosswalk treatments, appropriate signage and striping measures should be applied per the MUTCD (Manual on Uniform Traffic Control Devices). The hierarchy and appropriate locations include the following applications:

- Standard Markings - All crossings should be identified with parallel lines.
- Enhanced Markings - Ladder striping, if colored/textured pavement is not utilized (i.e., stamped concrete).
- Colored pavers – A distinctly patterned paver may be applied to distinguish intersection crosswalks and mid-block crossings in the transition zone.

The City will need to coordinate crosswalk treatment and traffic calming recommendations with TxDOT as needed (e.g., SH 105/Houston Street).

Objective 3: Create a Citywide Aesthetic and Signage. Streetscape improvements including gateway and wayfinding signage are critical components. These features can help motorists, pedestrians, and bicyclists find specific locations and navigate through the core area. Lack of wayfinding signage prohibits visitors from discerning their arrival into the Cleveland downtown area and other points of interest. Proper signage will help to create an identifiable theme or “sense of place” and more importantly navigate people to important aspects such as public parking.



Objective 4: Create a system of Citywide Trails. As described more in Section 9 (Recreation, Open Space, and Trails), the City should look for opportunities to reclaim right-of-way or work with local utilities to create a system of trails allowing for non-vehicular traffic.

5.4 Transportation System Recommendations Summary

The overall goals and recommendations for the City's transportation system are summarized below:

- Thoroughfare improvements to increase safety and overall access to the City.
- Rehabilitation to maintain service life of existing streets within the City.
- Improvements to streets to increase access and connectivity of vital areas within the City.
- Plan for growth and development around the City and within the ETJ.
- Promote an active transportation plan to provide for pedestrians and bicycles, including the use of traffic calming technics, improved signage, and citywide trails.

5.5 Sources of Funding

Federal highways and state highways are constructed, improved, and maintained by TxDOT, through the Beaumont Regional Office. County highways can also be funded by TxDOT, but in partnership with Liberty County. Other areas of funding could include:

- Joint program funding between State, County, Harris-Galveston Area Council, and the City.
- City general fund revenues.
- Capital Improvement Program through general obligation (tax) bonds.
- Private developers for future development.
- Grants such as Safe Routes to School (project must be within 2 miles of K-8 schools).
- Tax Increment Reinvestment Zones (TIRZ) or other financial mechanisms.

6.0 Water System

The City of Cleveland is responsible for providing water to existing and new customers within the City. The City’s Public Works Department operates and maintains a Superior Water System, in accordance with Texas Commission on Environmental Quality (TCEQ). Currently, the City operates five water plants (WP). **Exhibit 5** shows the locations of the existing water plants. Future water systems must be capable of providing water for the projected populations, as presented in **Section 2**.

6.1 Water System Inventory

Prior studies of the City’s water system were used in developing this report, and include:

1. “Planning Capacity Building Project for City of Cleveland, Texas” by Public Management, Inc., 2003.
2. “Engineering Report for 500,000 Gallon Ground Storage Tank Rehabilitation and Elevated 300,000-gallon Tank with Associated 12 Inch Watermain” by Sparks, Barlow, and Barnett, an HR Green Company, 2010.
3. “Technical Memorandum No. 1A Hydraulic Modeling Results” by HR Green, Inc., June 2018.

Key Issues for Water System Planning:

1. Adequate supplies and storage to north side and developing west side.
2. Connecting existing facilities and improvements to the distribution system for increased resiliency of system.
3. Provide water service for future developments and growth.

Based on these studies and discussions with the City the **Table Nos. 3-6** document the existing water systems. The City receives its water supply from groundwater wells. While many surrounding counties

(Harris, Montgomery, San Jacinto, Polk, and Hardin Counties) all have groundwater conservation districts, Liberty County currently does not have any groundwater restrictions. It is anticipated that over the planning period, this will change, and the City should consider alternative water sources.



Figure 8 View to south of booster pumps at Water Plant No. 5

TABLE 3: GROUNDWATER SUPPLY WELLS

Well No.	Location	Capacity	Depth	Age, years
1	WP#1	inactive	845	71
2	WP#1	230	929	71
3	WP#1	215	1337	58
4	WP#2	plugged	-	-
5	WP#3	1157	400	20
6	WP#3	1022	440	5
7 ¹	WP#4	751	480	8
8	WP#2	1000	1692	0
9 ²	MUD #1	700	1020	0

¹Currently Well No. 7 is not connected into the City's distribution system.

²Well No. 9, with MUD #1 is not currently connected into the City's distribution system.

TABLE 4: GROUNDWATER STORAGE TANKS

Tank No.	Location	Capacity, gallons
1	WP#1	300,000
2	WP#2	400,000
3	WP#3	500,000
4	WP#4	200,000
5	WP#5	300,000

TABLE 5: ELEVATED STORAGE TANKS

EST	Location	Capacity, gallons
1	WP#1	100,000
2	WP#2	400,000

TABLE 6: PUMPING CAPACITY

Location	No. of Pumps	Capacity, gpm	TDH, ft	Operation
WP#1	3	600	150	No
WP#2	3	1,000	200	Yes
WP#3	2	800	150	Yes
WP#4	3	750	100	Yes
WP#5	2	1,000	166	Yes

The City's water distribution system consists of 1-1/2, 2, 4, 6, 8, 10, and 12-diameter lines. As noted in the previous studies, the daily per capita water use is 150 gallons per person. Based on the estimated 2019 population of 8,231 and the number of connections (3,282), the City has approximately 2.51 persons per connection. This was used to calculate the future connections based on future growth.

6.2 Regulatory Requirements

Basic design requirements and minimum water system capacity requirements are from the TCEQ guidelines published in Title 30 of the Texas Administration Code, Chapter 290 (30 TAC 290). These requirements are summarized below:

- Water Supply: need minimum of two wells with a total capacity of 0.6 gpm/connection [290.45(b)(D)(i)].
- Total Storage: total storage to be a minimum of 200 gal/connection [290.45(b)(D)(ii)].
- Elevated Storage: minimum of 100 gal/connection [290.45(b)(D)(iv)].
- Pump Capacity: minimum 2.0 gpm/connection, or if 200 gal/connection of elevated storage provided the minimum 0.6 gpm/connection. [290.45(b)(D)(iii)].
- Water Lines: minimum 8-inch diameter lines to be installed [290.44(c)]. Fire hydrants located to conform with the Texas Commission of Fire Protection. Water valves to be placed so that no unnecessary interruptions occur over large areas when repairs are made [290.44(d)(5)].
- General: Emergency power is not required for systems meeting the elevated storage requirements.
- Water Pressure: Minimum 35 psi pressure throughout the distribution system.

In addition, the Texas Commission of Fire Protection recommendations of 54.2 gallons of elevated storage per capita and 130 gallons of ground storage per capita for every person served by the system.

The City is generally in compliance with these standards.

6.3 Operational Procedures

The City is generally in compliance with requirements from the TCEQ and maintains operators of at least a "C" Certificate. The City should continue to follow equipment operation and maintenance manuals and comply with manufacturer's recommendations to maintain equipment life.

The City adopted a Drought Contingency Plan in 2000 and revises the plan every 5 years, as required by the TCEQ, with the latest version completed in 2019. The Drought Contingency Plan evaluates the system's ability to provide water under drought conditions.

The City adopted a Water Conservation Plan.

The City is a member of Region H with the Texas Water Development Board (TWDB) as part of the State water planning process through Senate Bill 1. The latest report is 2021 Regional Water Plan, released as a draft dated March 2020. The recommended projects for Cleveland include Municipal Conservation and Water Loss Control.

6.4 Projected Water Needs and Analysis

Based on the population projects, the projections needs are shown in Table 7 (for minimum standards).

TABLE 7: PROJECTED WATER USAGE

Year	Population	Connection (2.51 ppl/con)	Annual Day Demand, MG	Avg. Day Demand, mgd	Peak Day Demand, mgd	Peak Hour Demand, mgd
2020	8,312	3,312	455	1.25	2.49	3.74
2025	8,730	3,478	478	1.31	2.62	3.93
2030	9,168	3,653	502	1.38	2.75	4.13
2035	9,629	3,836	527	1.44	2.89	4.33
2040	10,112	4,029	554	1.52	3.03	4.55

Based on the City’s projected needs, and to meet the planning objectives, the following is recommended.

Planning Objective 1: Provide adequate supplies and storage for current and future populations.

The City will need a new water well and additional elevated storage. Growth projections show the City will need a new well by 2035. A new EST is recommended due to the age of EST at Water Plant No. 1 and the difficulties to perform maintenance due to lack of overall elevated storage. A new EST is also recommended by 2035 to provide adequate fire flow in accordance with recommendations from the Texas Commission of Fire Protection (TCFP). To maintain adequate system pressures throughout the City, it is recommended that the new well and EST be placed on the north side of the City, where storage is lacking, and low pressures have been reported. A new school is planned on the north side of the City, near FM 2025 and approximately 2 acres are available for a new EST, as shown on **Exhibit 5**.

The City recently had an inspection on all their ground storage tanks (GST) and elevated storage tanks (ESTs). It is recommended that repairs be made to these tanks as found in the reports. This should be considered part of the City’s CIP.

It is noted that Grand Oaks Development TIRZ includes plans for an EST on the east side of the City, near Water Plant No. 3. The City will take ownership of the EST but planning for this EST is being completed by the developer in accordance with the TIRZ agreement and the exact location and schedule for the EST has yet to be determined. The City should re-evaluate its storage requirements once the details of the EST are determined.

Planning Objective 2: Provide for water resiliency in the distribution system.

In order provide additional system resiliency, the following recommendation are made:

1. Systematic replacement of water lines reported as 2-inches or less in diameter. This includes approximately 118,955 LF of water line and can be completed incrementally under a Capital Improvement Plan or in conjunction with other improvements in the area (e.g., drainage, street).

2. Connect Water Plant #4 into the system. This plant was built to service commercial and industrial growth near the airport. An existing water line from Campbell could be connected to the WP#4 along TxDOT ROW on FM 787 approximately 5 miles. Connecting this plant provides allowances for future growth along FM 787 and inclusion of the supply and storage availability to the City facilities to meet the TCEQ requirements.
3. Replacement of approximately 1,200 feet of existing 6-inch along Maple Avenue from Garner Street to Southline Street with a new 12-inch main. This improvement will provide additional piping capacity to transmit flow north from Water Plant No. 2 into the distribution system.
4. Replacement of approximately 2,400 feet of existing 8-inch and 6-inch along Truman Street from Maple Avenue to Legion Avenue with 12-inch main. This improvement will provide additional piping capacity and redundancy to connect Water Plant Nos. 2 and 3 better hydraulically.
5. Installation of approximately 1,100 feet of new 12-inch main along Maple Avenue from Garner Street to Culberson Street. This improvement will provide additional piping capacity to transmit flow south from Water Plant No. 2.
6. Installation of approximately 6,300 feet of 12-inch main along Culberson from Maple Avenue to Hwy 105 and along Hwy 105 to Houston Avenue/321. This will replace the existing portions of six-inch and eight-inch waterlines along Culberson and will provide additional capacity and redundancy to the existing 10-inch main along Truman Street. This will loop the distribution system and provide additional hydraulic capacity between Water Plant Nos. 2 and 3.
7. Complete asset management plan to better understand condition of existing facilities and distribution system and assist with planning for operational costs.

Planning Objective 3: Provide for water distribution system service to future growth areas.

In order to provide water to targeted growth areas, the following are recommended:

1. Extend the 12-inch water line along Hwy 59 to the City limits. There is a planned road extension along N. Travis Avenue, as noted in **Section 5**. Adding city water service along this route would allow for additional growth. This would be approximately 2 miles of new water line.
2. Provide a 12-inch water line from the proposed EST on the north side along FM 2025, CR 388, and FM 1725 to the BNSF Railroad development located along HW 105 and FM 1725.
3. MUD for Pinewood Trails development. MUD#1 is within city limits but located approximately 9 miles from the nearest water main. There are no plans to connect this MUD to the City's current system, the City plans to operate the MUD as a separate system. Additional development located on the outskirts of the City can be developed in a similar way, with new MUD designations. There is a new well associated with MUD#1 that is located approximately 2.7 miles from the City's nearest existing waterlines; however, there are no plans to connect this well into the City's system at this time. The well is to provide water to MUD#1.

6.5 Recommended Improvements

In addition to these recommendations under the planning objectives, it is recommended that a Water System Master Plan be completed. A Water System Master Plan would provide the City with more detailed information regarding overall system improvements, management of source water, water treatment and disinfection practices, and water storage. A Water System Master Plan could also include hydraulic modeling and asset management components to assist the City with more detailed knowledge about the system and existing and projected capacities for future planning.

It is recommended that the City complete an inventory of their water lines and materials; this will help document the existing lines for future recordkeeping and planning. Budgetary project costs for the recommendations are included in **Table 8**.

TABLE 8: WATER SYSTEM IMPROVEMENTS BUDGET COSTS

Project Description	Budget Cost	Potential Funding Sources
New groundwater well on north side	\$2,241,000	Bond, DWSRF
New EST on north side	\$2,100,000	Bond, DWSRF
Connect WP#4 into the distribution system	\$5,689,000	Bond, DWSRF
Replace 6-inch with 12-inch along Maple Ave. (from Garner St. to Southline St.)	\$258,000	City
Replace 8-inch and 6-inch with 12-inch along Truman St. (from Maple Ave. to Legion Ave.)	\$479,000	City
New 12-inch along Maple Ave. from Garner St. to Culberson St. and along Culberson from Maple Ave. to Hwy 105, along Hwy 105 to FM 321	\$1,304,000	Bond
Extend 12-inch along Hwy 59 to City limits	\$2,302,000	Bond, DWSRF
TOTAL	\$14,373,000	

Notes:

1. Replacement of waterlines less than 6-inch diameter is included in the CIP.
2. Project budget costs include 25% contingency, 15% engineering and administration, and are rounded to the nearest \$1,000.
3. Costs are provided in 2021 dollars.

Other than the specific project improvements, the City shall continue to review construction standards for water system to evolve with technological and installation methods.

6.6 Sources of Funding

Possible funding sources for proposed improvements include:

- Texas State Bonds issued through the TWDB Drinking Water State Revolving Fund (DWSRF)
- Capital Improvement Program through general obligation (tax) bonds.



- TDA Community Development Block Grant (TxCDBG) funds
- USDA Water and Waste Disposal Loan and Grant Program
- City general fund revenues or water fund revenues.
- Partnerships with private developers

7.0 Wastewater System

The City of Cleveland is responsible for providing adequate sanitary sewer systems to existing and new customers within the City. The City’s Public Works Department operates and maintains two wastewater treatment plants (WWTPs) in accordance with TCEQ. Future wastewater systems must be capable of providing water for the projected populations, as presented in **Section 2**.

7.1 Wastewater System Inventory

Prior studies of the City’s wastewater system were used in developing this report, and include:

1. “City of Cleveland, Texas – Comprehensive Study and Plan” by Hunter Associates, Inc., Consulting Engineers, 1980.
2. “Planning Capacity Building Project for City of Cleveland, Texas” by Public Management, Inc., 2003.

Key Issues for Wastewater System Planning:

1. Adequate conveyance and treatment for current and future populations.
2. Maintain and improve the collection system (updating maps, reduce infiltration and inflow, asset management).
3. Provide wastewater service for future developments and growth.

An inventory of the City’s wastewater system is provided as **Exhibit 6**. This map was prepared based on available data provided by the City and includes the collection system (gravity lines, forcemains, manholes, and lift stations) and the wastewater treatment plants. The City currently operates two



WWTPs: The East WWTP and the West WWTP. Wastewater to the west of US Highway 59 generally flows to the West Plant for treatment and wastewater to the east of US Highway 59 generally flows to the East Plant. There are 18 lift stations, all in a lead/standby duplex-pump arrangement. Both the East WWTP and West WWTP utilize a modified Schreiber Process for biological treatment, using extended aeration. The East WWTP discharges to Tarkington Bayou, via an unnamed tributary. The West WWTP discharges to the East Fork of the San Jacinto River. A residential development to the southwest of the City will include a new WWTP. This plant

will be within MUD#1. Construction will be completed by MUD#1, will be operated by the City, but will not be connected to the City’s existing collection system. **Table 9** has the current and planned flows for the WWTPs.

TABLE 9: CURRENT WASTEWATER TREATMENT PLANT DATA

	West WWTP	East WWTP	MUD#1 ¹
TPDES Permit No.	WQ0010766001	WQ0010766002	WQ0015760001
Permit Expires	7/12/2023	8/21/2023	11/20/2025
Permitted ADF, mgd	0.75	0.95	0.20-0.74
2-Hour Peak, gpm	1,260	2,430	556-1,944
2-Hour Peak, mgd	1.81	3.50	0.800-2.80
Actual ADF, mgd ²	0.27	0.42	
Actual Max Day, mgd ²	1.53	2.96	-
Peaking Factor (ADF/Max)	5.8	7.1	4.0

Notes:

¹MUD#1 WWTP is currently in final design/pre-construction and has received a Draft TCEQ permit; this table includes data from the draft permit. MUD#1 WWTP has three proposed phases with a change in flows as shown.

²Actual ADF and Actual Max day is based on flow data from 2016-2017, used for the latest TPDES permit renewal.

7.2 Regulatory Requirements

Basic design requirements and minimum collection and treatment capacity requirements are from the TCEQ guidelines published in 30 TAC 217 (Design Criteria for Domestic Wastewater Systems) and 30 TAC 309 (Domestic Wastewater Effluent Limitation and Plant Siting). Some of these requirements are summarized below:

- Design Flow is based on the flow authorized in the wastewater treatment facility's wastewater permit.
- WWTP must have backup power system (217.36 and 217.37)
- Sewer line size and hydraulic slopes to have a velocity of at least two feet per second (ft/s) and in accordance with Figure 30 TAC 217.53(l)(2)(A).
- Minimum gravity collection line size is 6-inch diameter (217.53).
- Maximum manhole spacing is 500 ft, in accordance with Figure 30 TAC 217.55(g).
- When measured flows reach 75% of the permitted daily average or annual average for three consecutive months, planning for expansion must be initiated or a letter provided to the TCEQ on why flows are not expected to exceed design limitations (TPDES permit).

7.3 Operational Procedures and Analysis

The City is generally in compliance with requirements from the TCEQ and maintains operators of at least a "C" Certificate. The City should continue to follow equipment operation and maintenance manuals and comply with manufacturer's recommendations to maintain equipment life.

The age of the existing sanitary sewer system is largely unknown, but it is likely that components of the system still in use are over 50 years old. Infiltration and inflow (I/I) are major problems for the City’s collection system. I/I can enter a system through a number of sources including illegal connections, broken/cracked pipes and manholes, and clean outs.

The City has an industrial waste ordinance requiring pre-treatment for industries discharging into the City’s system. City ordinances require grease traps and oil/water separators for commercial establishments.

7.4 Projected Wastewater Needs and Analysis

The projected wastewater needs are shown in **Table 10**. The table includes the West WWTP, East WWTP, and total WWTP capacity for the City, shown as a combined East and West WWTP. MUD#1 is not included as that facility is a stand-alone facility for a development and at there are no plans to connect to the City’s collection system at this time. The City should consider working with developers on the west side of the San Jacinto River to create a regional WWTP near MUD #1.

TABLE 10: PROJECTED WASTEWATER TREATMENT PLANT DATA

Year	Population	West WWTP		East WWTP		Combined East + West WWTP	
		ADF, mgd	Max Day, mgd	ADF, mgd	Max Day, mgd	ADF, mgd	Max Day, mgd
2020	8,312	0.27	1.53	0.42	2.96	0.61	4.32
2025	8,730	0.28	1.61	0.44	3.11	0.64	4.54
2030	9,168	0.30	1.69	0.46	3.26	0.67	4.77
2035	9,629	0.31	1.77	0.49	3.43	0.71	5.01
2040	10,112	0.33	1.86	0.51	3.60	0.74	5.26

Notes:

1. Projected data for West WWTP and East WWTP is based on geometric growth based on population.
2. Combined East and West WWTP ADF and Max Day flows for 2020 was calculated using daily data reported by the City. Projected ADF was calculated based on geometric growth based on population. Projected Max Day flow was calculated using ADF x Peaking Factor. The peaking factor calculated using 2020 data (7.1) was used for all projected max day flows.
3. MUD#1 was not included as this plant is not anticipated to be connected to the City within the study time frame. MUD#1 will only serve the residential development; expansion plans for the facility were considered during construction and design.

Average daily flow (ADF) and maximum day flow were projected based on population projections. Maximum daily flows are typically due to wet weather conditions. Projected maximum daily flows were calculated by using a peaking factor. Based on the City’s projected needs, and to meet the planning objectives, the following is recommended.

Planning Objective 1: Improve wastewater treatment operations and provide adequate conveyance and treatment for current and future populations.

Neither of the City's two existing plants (West WWTP and East WWTP) will be at 75% capacity during the planning period. However, due to the location of the West WWTP and for ease of operations, this plan includes decommissioning the West WWTP and combining all flows to the East WWTP. This will improve overall plant operations and assist staff with general maintenance. The project will include diverting flows from Southside Lift Station to the East WWTP and decommissioning the West WWTP. A lift station will be located at the location of the West WWTP along with a dedicated forcemain to the East WWTP. Based on population growth and projected flowrates, the Combined East WWTP will reach 75% capacity in 2035, triggering the need for expansion planning.

With additional growth projected for the far west of the City, on the other side of the San Jacinto River, a second regional WWTP should be considered. This regional WWTP could serve the development on the far west side and would be preferred to having multiple, smaller plants from an operational perspective.

In order to provide adequate conveyance for current and future populations, it is recommended that the City work towards collection system asset identification and condition assessment. This could be done as part of an overall asset management plan or a sewer master plan. A detailed study could include hydraulic modeling to identify bottleneck areas or areas of low capacity for future growth, televising to identify pipe conditions to identify areas for rehabilitation or replacement, and lift station assessments to identify and plan for improvements. In addition, lines that are less than 6-inches should be replaced, this could be completed in multiple phases under the City's CIP.

Planning Objective 2: Maintain and improve the collection system to reduce infiltration and inflow.

In order to provide additional system resiliency and to reduce I/I, recommendations on system-wide improvements are as follows:

- Wastewater collection system asset management program, as discussed under Objective 1, to identify the understand the City's existing collection system.
- Replace or line brick manholes.
- Continue projects for cured-in-place pipe (CIPP) as appropriate; however, it is highly recommended that the City extend limited grant monies with additional City funding in order to address areas in a more timely manner.
- Focused outreach efforts to encourage citizens maintain their service lines.
- Complete asset management plan to better understand condition of existing facilities and distribution system and assist with planning for operational costs.

These items can all be included within the City's CIP.

Planning Objective 3: Provide for sanitary sewer services for future growth areas.

To provide wastewater services to targeted growth areas, the following are recommended:

1. Extend the existing sanitary line along Hwy 59 to the northern City limits. Currently this runs along N. Travis Ave. and ends just past 5th Street. There is a planned road extension, and the sanitary line is proposed for the opposite side of the water line. It is likely due to overall grade that a lift station would also be needed, as it is approximately 2 miles of new sanitary line.
2. Provide a dedicated sanitary line from the industrial park area located in the northeastern part of town directly to the East WWTP. This would follow proposed streets.
3. Expand the East WWTP, as noted in Objective No. 1.
4. MUD for Pinewood Trails development. MUD#1 is within city limits but located approximately 9 miles from the City’s sanitary collection system. There are no plans to connect this MUD to the City’s current system, the City plans to operate the MUD as a sperate system. It is recommended the City develop a regional WWTP on the west side of the San Jacinto River to provide service to the MUD#1 and for additional developments. Otherwise, additional development located on the outskirts of the City can be developed in a similar way, with new MUD designations and additional small WWTPs.

7.5 Recommended Improvements

The items listed under each planning objective are recommended for the City. As noted under Objective No. 1, it is recommended that a Sanitary Sewer System Master Plan or Asset Management Report be completed to better understand the City’s existing system locations, conditions, and capacities for future growth. These plans would provide the City with more detailed knowledge about the system to better guide improvements. Many of the other recommended improvements are included in the CIP, including replacement of sanitary lines less than 4-inch diameter, replacement of brick manholes, and continued CIPP work.

Budgetary project costs for the recommendations are included in **Table 11**.

TABLE 11: WASTEWATER SYSTEM IMPROVEMENTS BUDGET COSTS

Project Description	Budget Cost	Potential Funding Sources
Divert flows from Southline LS	\$362,000	Bond, DWSRF
Extend sanitary sewer along Hwy 59 to City limits	\$1,710,000	Bond
Provide a lift station and 8-inch forcemain from industrial park to East WWTP	\$3,220,000	Bond, DWSRF

Notes:

1. Project budget costs include 25% contingency, 15% engineering and administration, and are rounded to the nearest \$1,000.
2. Costs are provided in 2020 dollars.

Other than specific project improvements, the City shall continue to review construction standards for wastewater system to evolve with technological and installation methods. Suggest strict inspection for new service connections and construction projects to make sure construction methods are completed to provide a water-tight system.

7.6 Sources of Funding

Possible funding sources for proposed improvements include:

- Texas State Bonds issued through the TWDB Clean Water State Revolving Fund (CWSRF)
- Capital Improvement Program through general obligation (tax) bonds.
- TDA Community Development Block Grant (TxCDBG) funds
- USDA Water and Waste Disposal Loan and Grant Program
- City general fund revenues or water fund revenues.
- Partnerships with private developers

8.0 Storm Drainage System

The City of Cleveland is responsible for providing adequate storm drainage to existing and future infrastructure within the City. Future drainage systems must be capable of draining updated rainfall data, as presented in the new rainfall data Atlas 14, as well as existing guidelines and requirements given by either the City or Liberty County.

8.1 Existing Conditions

Prior studies of the City’s storm drainage system and publicly available maps were used in developing this report, and include:

Key Issues for Storm Water Drainage System Planning:

1. Adequate drainage to reduce high-risk flooding and existing poorly drained areas.
2. Provide drainage for future developments and growth.

1. “Master Drainage Plan for the City of Cleveland, Texas” by Bayshore Engineers, Inc., 1978.
2. “Existing Storm Drainage System for City of Cleveland, Texas” by Public Management, Inc., 1995. (Map)
3. USGS Contours Map of Cleveland, accessed online at <https://viewer.nationalmap.gov/advanced-viewer/>
4. FEMA Flood Map Service, accessed online at <https://msc.fema.gov/portal/home>

The City of Cleveland is located between the East Fork of the San Jacinto River to the east, Reese Bayou to the north, and Tarkington Bayou to the west, within Liberty County. The most recent drainage map (1995) includes four proposed ditches to address drainage across the City. It does not appear that these proposed ditches were constructed. There are few underground storm water pipes within the

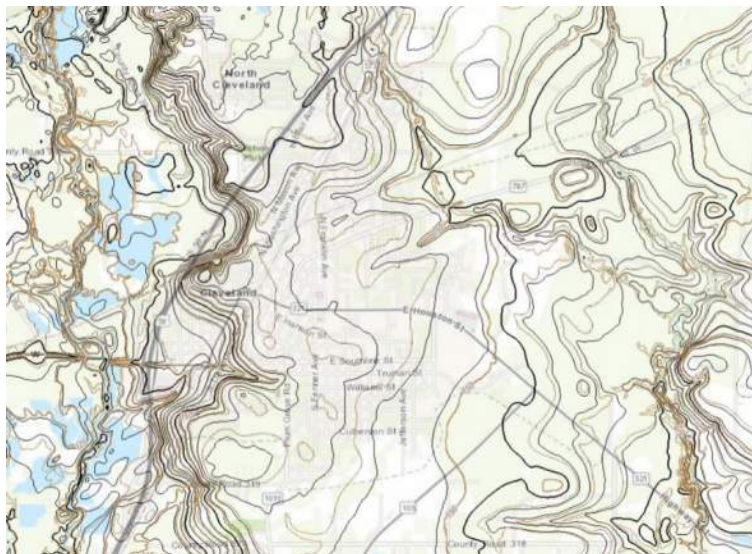


Figure 9 Cleveland topographic map (USGS)

City, most drainage is conveyed via roadside ditches. Overall drainage from the City generally outfalls to the East Fork of the San Jacinto River for areas west of Highway 59 and to Tarkington Bayou for areas east of Highway 59. Due to the relatively flat land, there are areas of floodplains around both these waterways. While most of the City is outside of FEMA identified flood plains, ponding does happen regularly within the City with some areas experiencing flooding. This can largely be attributed to high water levels at the East Fork of the San Jacinto River and Tarkington Bayou, and lack of slope or storage within the City’s existing drainage

ditches. **Figure 10** below shows the relatively small grade changes within the City.

8.2 Regulatory Requirements

Liberty County does not have a drainage district or a county-wide storm water plan. It is recommended that drainage improvements be based on the new rainfall data Atlas 14.

8.3 Projected Needs

As the City further develops based on the land use plan, storm water management will become more important to protect the existing City. Regional detention means using large ponds to collect and detain runoff from entire development areas (regions) instead of smaller, more frequent “local” detention



ponds. Currently, the City does not require developments to provide detention within the City limits. Regional detention basins are usually located low in the watersheds and based on discussions with the City some locations for potential regional detention were determined as shown on **Exhibit 7**. These regional detention areas could be designed as multi-use areas, for example soccer fields located in a large basin near the existing baseball fields that floods occasionally.

The transportation network and plans as noted in **Section 4** show where new roads are planned. Stormwater discharge from the roadways will discharge into the existing waterway areas. If possible, roadways should be designed to include some detention, retention, or infiltration to further minimize impacts on the waterways and surrounding land. Examples of best management practices (BMP) techniques applicable to roadway design that could be utilized in Cleveland include bio-swales, minimizing pavement width, and underground storage. Using a native seed

mix in ditches can significantly reduce peak volumes and flows.

8.4 Recommended Improvements

Based on the City’s current and projected needs, and to meet the planning objectives, the following is recommended.

Planning Objective 1: Provide adequate drainage inside the City to reduce high-risk flooding and/or poor drainage areas.

Review of the City’s existing ditch locations, flowlines, gradeline elevations is recommended to determine locations and priorities for re-grading/cleaning ditches and adding new ditches as needed to address local storage and drainage within the City. The City completed a successful CDBG project for the Glen Park Subdivision which improved drainage in the area. It is recommended this project be replicated across different areas of the City, after an overall drainage plan has been completed. The overall drainage plan will help identify capacities of existing ditches toward Tarkington Bayou and the San Jacinto River to identify improvements and fully utilize existing drainage and storage areas. Other ways to improve drainage within the city include lowering road elevations to provide additional detention volume without impacting properties and providing underground detention using reinforced concrete boxes (RCBs) in-line with existing or new storm systems. These improvements can be completed in conjunction with the street and thoroughfare system improvements noted in Section 5 of this plan.



Planning Objective 2: Provide adequate drainage system for current and future populations and growth.

To provide adequate drainage for current and future populations, it is recommended that the City complete a Stormwater/Drainage Master Plan. The City’s last plan was completed in 1978 and is long overdue for an update. A Stormwater/Drainage Master Plan would provide the City with a comprehensive, detailed review of the existing system including a data gap analysis, stormwater infrastructure inventory, needs assessment to better identify problem areas and condition of existing ditches, operation and maintenance issues, hydrologic/hydraulic modeling to assess existing infrastructure and assist with planning future infrastructure needs, and plans for improvement. The City is currently working on obtaining a grant for completion of a drainage plan.

Strategies for drainage include provisions for regional detention areas. In discussions with the City stakeholders during preparation of this report, the following locations were identified as potential regional detention areas. These locations area also shown on **Exhibit 7**.

1. South of the Cleveland Municipal Airport, along FM 787 and FM 2204, adjacent to the EDC Airport Industrial Park. This would provide detention for future development at the EDC Airport Industrial Park and for the airport.
2. North and east of the Cleveland Municipal Sports Park, located at 26350 SH 321. Park to be expanded to include sunken soccer fields to address local detention for the baseball fields.
3. 54 Acre Park located at along CR 332 and east of Highway 59.

4. BNSF industrial development will provide regional detention along Southline, west of Highway 59.
5. Pinewood Trails development will include a regional detention basin for the development.
6. Detention ditches along Highway 105 Bypass toward Tarkington Bayou.

Budgetary project costs for the recommendations are included in **Table 12**.

TABLE 12: STORM DRAINAGE SYSTEM IMPROVEMENTS BUDGET COSTS

Project Description	Budget Cost	Potential Funding Sources
South of Cleveland Airport Drainage Pond	\$4,768,000	Bond, County partnership
Sunken soccer fields at Municipal Sports Park	\$4,250,000	Bond, FEMA, TWDB FIF
54 Acre Park at CR332/Highway 59	\$8,000,000	TxDOT, TWDB FIF
BNSF Industrial Park Drainage	Unknown	To be funded by developer
Pinewood Trails Drainage	Unknown	To be funded by Developer
Detention Ditches along Hwy 105 Bypass	\$6,874,000	TxDOT
Total Improvements	\$23,892,000	

Notes:

1. Project budget costs include 25% contingency, 15% engineering and administration, and are rounded to the nearest \$1,000.
2. Costs are provided in 2021 dollars.

Other than specific project improvements, the City shall continue to review construction standards and drainage needs.

8.5 Sources of Funding

Possible funding sources for proposed improvements include:

- Capital Improvement Program through general obligation (tax) bonds.
- Grants or funding through Flood Mitigation Assistance (FMA) or other Federal Emergency Management Agency (FEMA) TDA Community Development Block Grant (TxCDBG), General Land Office (GLO) Community Development Block Grant Disaster Recovery or Mitigation (CDBG-DR, CDBG-MIT), or others.
- Texas Water Development Board (TWDB) Flood Infrastructure Fund (FIF).
- City general fund revenues or water fund revenues.
- Partnerships with TxDOT, county, or private developers

The City is currently waiting on grant approval for developing a drainage plan.

9.0 Recreation, Open Space, and Trails

Recreation, Open Space and Trails is a key component of the Comprehensive Plan and specifically with the Future Land Use Plan (see **Section 3**). The open space designation on the Plan proposes areas of open space to be utilized for recreational uses, preservation of environmentally sensitive areas, and potential locations for new designated parks, open spaces, and trails. The goal is to have a connected greenway system that links developments and residents within Cleveland and the surrounding area. Given the significant existing natural features in and around the area (i.e., San Jacinto River, national forest) there are many opportunities. Additionally, the City has many existing parks that can either be improved or expanded upon such as:



- Cleveland City Park
- Samuel Wiley Park
- Stancil Park
- Campbell City Park
- Stewart Damuth Memorial Park
- Cleveland High School (sports fields)
- Cleveland Jr. High School (sports fields and play areas)

Open space on the Future Land Use Plan and on the Recreation and Open Space shown on **Exhibit 8** provides approximate locations of future greenways, open space corridors only to provide general guidance only. A more detailed Master Plan is needed in the future so this element can be highly prioritized.

9.1 Purpose and benefits

Parks, open space, trails and recreation facilities offer many benefits to Cleveland and its residents. By planning appropriately and implementing the vision increasing and improving the recreation and open spaces in and around the City will provide benefits such as:

- Economic
- Health
- Safety
- Stewardship of the land
- Meeting the changing and growing needs of the residents

As Cleveland's population continues to grow, the overall purpose is to create a livable community that offers recreational options that are convenient, reliable, safe, and efficient.

Economic Benefits

A well-planned and well-constructed park and trail system offers potential economic benefits, including higher real estate property values, increased tourism, recreation-related revenues, and cost savings for public services. Residential properties, for example, near public open space have been shown to have significantly greater value. Parks, open space, and trails near commercial and industrial properties are often considered a free employee benefit. Providing opportunities that allow people to walk or bike rather than use their cars promotes a cleaner environment. Additionally, parks can help manage community storm water issues, by utilizing the open space areas for storm water management.

Health Benefits

There are also health benefits to implementing a well-planned and integrated park and trail system throughout Cleveland. Daily exercise (bicycling, walking, etc.) can significantly improve mental and physical health. For example, safe and convenient trails encourage people to walk and utilize bicycles. Additionally, it provides additional opportunities for people to travel to their workplace, retail shopping, or to simply enjoy the outdoors for recreational purposes. Parks and recreation services play a vital role in encouraging people to develop and maintain healthy lifestyles by providing the programs, the facilities and the protected environment that allow people to be physically and socially active.

Safety Benefits

Safety for residents of all ages in Cleveland and the immediate area is another important reason to implement the ideas and principles set forth in this Plan. For example, the consequences of bicycle/pedestrian accidents with vehicles are often serious and sometimes fatal. Children are especially vulnerable, because their movements are often unpredictable, and they are inexperienced at riding in traffic. Young children often ride their bikes or walk across busy streets and highways to schools, parks, neighbors' houses, or other destinations in Cleveland. Through careful planning and implementation, the open space, trails and recreation can be safer for residents of Cleveland.

Stewardship of the Land

Preservation and stewardship of environmentally sensitive areas is extremely important now and in the future. Public lands, including parks, conservation areas, open space, trails and greenways, lakes, streams, and wetlands may offer significant fish and wildlife habitat that require a philosophy of protection and sustainability. The San Jacinto River and the associated natural environment can become one of the most prized amenities of the Cleveland area. This plan seeks to protect and preserve open space along that corridor as well as many other environmental corridors and areas. Equally important and related to this stewardship role is the need to provide programs to the public that promote a greater understanding of our natural systems as well as an awareness of global environmental issues.

Meeting the Changing Needs of the Residents of Cleveland

As the City of Cleveland prioritizes its future goals and determines the direction of its programs and services, it is important to recognize park and recreation trends change over time. These trends can affect future program and facility development and therefore Cleveland needs to self-evaluate the overall needs of its population base. For example, more than 75 million Americans turned 60 in 2006. By 2030 it is expected that 20% of the U.S. population will be considered a senior. Studies also suggest that the aging baby boomer generation may not be as interested in the types of activities and programs that are typically offered today. It is evident in Cleveland that the younger population including teenagers could be served better. Also, walking and bicycling trails are one of the most demanded amenities nationally and in Cleveland.

Planning Cleveland's future Recreation and Open Spaces

The City should proactively identify the open space needs of the community and focus on ensuring that future population growth will be well served with trails, park and open space lands. To do this an initial list of potential action items are provided below.

- Create a more detailed Trails, Recreation and Open Space Plan including a detailed needs assessment.
- Maximize on open space and greenway opportunities by incorporating trails to existing natural features and parks.
- Identify funding options such as the Texas Parks and Wildlife Department grant programs.
- Consider significant open space buffers along the environmental corridors.
- Create and enforce protection measures for water resources, existing drainage corridors, groundwater, forested areas, wildlife habitat, wetlands and open space.
- Consider low-lying or flood prone areas that are not conducive to commercial or residential development for future open space opportunities.
- Identify and purchase land within the city and adjacent that can be used for open space and park development.
- Focus on securing open space around significant historical or cultural features, or sites that have contributed to the identity of the area.



The need for park lands will only increase as the population grows. The City of Cleveland community leaders should focus on being proactive in identifying key areas for parks and recreation to ensure that future population growth will be well served with park lands.

9.2 Previously Completed Surveys

In 2002, the City developed a Parks and Recreation Facilities Survey. The surveys were distributed by members of the Planning Committee to local clubs, schools, senior citizen organizations, and sporting organizations. Many of the results from that survey are still relevant today, as listed below. Prioritized parks, recreation and open space needs assessment and identification:

- Improve recreational facilities at all municipal parks. Improvements should include walking/exercise tracks, playground/picnic areas, and areas for special events (concerts, dances, etc.).
- Provide an indoor recreation center complete with facilities for persons of all ages.
- Construct either outdoor or indoor skating facilities.
- Implement recreation programs for all ages at the above indoor recreation center.
- Monitor population growth. Plan and construct neighborhood pocket parks in accordance with this growth.
- Consider improvements for Stancil Park including installation of new fencing, roofing show buildings with matching metal, painting all structures the same, improvements to the parking lot (seal, re-stripe, landscaping), clean up and improved signage.

Plan for appropriate size and location of parks

When looking at Parks, Trails and Recreation it is important to existing and future desired park types and consideration for the appropriate quantity of parkland through the City and region. This allows an appropriate basis for long term planning of future facilities for the next 20-30 years. One of the goals should be to create a diverse mix of facility types and sizes. Multiple parks and facilities are needed to satisfy the wide-ranging interests of residents, to provide equal opportunity and access for everyone regardless of age, race or location. The following park classifications are typically utilized when planning for the future open space system:

- Mini/Pocket Parks
DESIRABLE SIZE
1 acre (or less) minimum
- Neighborhood Parks
SERVICE AREA
Primarily serves neighborhood residents within 1/4-1/2 mile
DESIRABLE SIZE
1-5 acres minimum (varies based on nearby population and density, property availability, method and timing of acquisition, and intended use)
- Community Parks
SERVICE AREA
Primarily serves residents within 1-3 miles, but available to all residents
DESIRABLE SIZE

5-25 acres minimum

- Regional Parks
 SERVICE AREA
 Citywide and surrounding region
 DESIRABLE SIZE
 No standard (25 acres minimum)

- School Parks
 SERVICE AREA
 Primarily serves neighborhood residents within
 1/4-1/2 mile
 DESIRABLE SIZE
 No standard, meet the needs of the school

- Linear Parks
 SERVICE AREA
 Citywide or in a particular area of the community, but may also draw regional interest
 DESIRABLE SIZE
 No standard (1/2-mile minimum segment)



Cleveland already has established a regional park in the southeast area. Long term the City may need to look at other regional parks in other areas of the City.

9.3 Recommendations

Recreation, Open Space and Trails

1. Connections from the Central Business District to the community - Downtown Cleveland has been and should continue to be a community gathering place, for community events (i.e., parades) and be a place that attracts residents and visitors for eating, shopping and entertainment.
2. General plan for connectivity of current parks with hike/bike trail. City noted that existing sidewalks from Phase I of Central Business District Improvements could be extended from Boothe St. to Fenner to Newman to connect to the Civic Center and Stancil Center.
3. Trail and Bike loops and connectivity – Minimal trails are existing in the Cleveland areas however, the Parks, Trail and Recreation plan shows future trail corridors the City can plan to construct over time either by requiring developers to build those sections or through City funds, grants, etc. The intent of the connected system is to provide links to various community destinations (e.g., schools, parks, downtown Cleveland, library, etc.).
4. Expansion of sunken soccer fields at municipal park and ballpark for detention.
5. Future parks and open space as shown on the Parks, Trail and Recreation Plan.
6. Pursue grant funding for which this type of project may be eligible, through the Texas Parks & Wildlife Department Recreation Grants program, other state and federal agencies.

7. Establish partnerships with private landowners and developments for potential cost-sharing, land donations/swaps, direct construction involvement, in-kind support, or other possible roles in assisting the community to accomplish this priority initiative.
8. Work with utility and pipeline companies that might allow use of easements or corridors in the area for trails through the area.
9. Seek the input and support of area cycling interests and conservation organizations that can provide suggestions for design and amenities, regional trail/bikeway connections, and multi-objective planning for both recreational opportunities and natural resource protection, as well as strategies and experience gained elsewhere for generating financial and in-kind support.
10. Coordinate with Liberty County and other potential public agency partners for possible support for planning and for funding/construction of facilities. Also coordinate with the County and TxDOT, as needed, where bikeway segments will cross or potentially transition to on- or near-street sections in conjunction with major roads and highways.
11. Prepare to design public information materials (maps/brochures) to promote bikeway awareness and use, especially as a way to reach various community destinations other than by car.
12. Through the partnership-building efforts above, also work toward a formal “adopt-a-bikeway” program for enlisting businesses and organizations to commit to assist the City with ongoing bikeway upkeep and cleanliness.

10.0 Capital Improvements Program

Capital Improvement Program (CIP) includes general priorities for improvements to assist the City with a five-year planning. This plan should be re-visited regularly and adjusted for new information. It is recommended that the CIP be re-visited at least every other year to gauge progress and priorities. The City’s annual budget is based on revenues from property taxes, sales taxes, interest revenue, fines, fees, licenses, and permits. **Table 13** shows the City’s proposed fiscal year 2021 budget compared to the previous two years. The City adopts an annual budget each year.

TABLE 13: CITY BUDGET

	FY 2019 (Actual)	FY 2020 (Projected)	FY 2021 (Proposed)
Total Revenues	\$8,335,028	\$7,712,464	\$7,832,551
Total Expenditures	\$7,032,872	\$8,679,809	\$7,832,551
Revenues over Expenditures	\$1,302,156	(\$2,193,122)	\$0
Fund Balance (Ending)	\$6,362,501	\$5,395,156	\$5,395,156

Ref. City of Cleveland Proposed Budget for Fiscal Year (FY) October 1, 2021 to September 30, 2021

The City’s annual debt includes debt service includes both municipal bonds and revenue bonds.

TABLE 14: ANNUAL DEBT REQUIREMENTS FOR FISCAL YEAR 2021

	Total
Total Obligations (Municipal Bonds and Revenue Bonds)	\$1,468,311

Ref. City of Cleveland Proposed Budget for Fiscal Year (FY) October 1, 2021 to September 30, 2021

The dept service is through fiscal year 2027 (for the City) and through 2037 (for the water and sewer funds), according to the City’s latest budget. The City is planning to go for bonds during FY 2021 for additional improvements to facilities.

This Capital Improvement Plan (CIP) includes a summary of the capital needs as noted in this Plan, including water, wastewater, and streets. This plan should be re-visited annually to update. Per TxCDBG guidelines, the capital improvements shown as follows:

1. Mandatory – protect life or health
2. Necessary – important to public services
3. Desirable – replace obsolete facilities
4. Acceptable – reduce operating costs

TABLE 15: CAPITAL NEEDS LIST

Category	Description	Priority	Cost	Funding Type
Streets	Improvements to unpaved roads	Desirable	TBD	City Fund
Streets	Street overlays, as identified by City	Acceptable	TBD	City Fund
Streets	Widen Dallas St.	Necessary	TBD	Bond, TxCDBG
Streets	Improvements to Peach Ave.	Mandatory	TBD	Bond, TxCDBG
Streets	Improvements to Fenner Ave., Truman St., and Southline St.	Necessary	TBD	Bond, TxCDBG
Water	New groundwater well	Desirable	\$2,421,000	Bond, DWSRF
Water	New EST (north side)	Necessary	\$2,100,000	Bond, DWSRF
Water	Connect WP#4 to the distribution system	Acceptable	\$5,689,000	Bond, DWSRF
Water	Replace 6-inch with 12-inch along Maple Ave. (from Garner St. to Southline St.)	Necessary	\$258,000	City Fund
Water	Replace 8-inch and 6-inch with 12-inch along Truman St. (from Maple Ave. to Legion Ave.)	Necessary	\$479,000	City Fund
Water	New 12-inch along Maple Ave. from Garner St. to Culberson St. and along Culberson from Maple Ave. to Hwy 105, along Hwy 105 to FM 321	Desirable	\$1,304,000	Bond
Water	Extend 12-inch along Hwy 59 to City limits	Acceptable	\$2,302,000	Bond, DWSRF
Wastewater	Extend sanitary sewer along Hwy 59 to City limits	Acceptable	\$1,710,000	Bond, CWSRF
Wastewater	Divert flow from Southline LS	Acceptable	\$362,000	Bond, CWSRF
Wastewater	Provide a lift station and 8-inch forcemain from industrial park to East WWTP	Acceptable	\$3,220,000	Bond, CWSRF
Storm Drainage	South of Cleveland Airport Drainage Pond	Desirable	\$4,768,000	Bond, County partnership
Storm Drainage	Sunken soccer fields at Municipal Sports Park	Acceptable	\$4,250,000	Bond, FEMA, TWDB FIF
Storm Drainage	54 Acre Park at CR332/Highway 59	Acceptable	\$8,000,000	TxDOT, TWDB FIF
Storm Drainage	BNSF Industrial Park Drainage	Necessary	Unknown	Funded by developer



Storm Drainage	Pinewood Trails Drainage	Necessary	Unknown	Funded by developer
Storm Drainage	Detention Ditches along Hwy 105 Bypass	Necessary	\$6,874,000	TxDOT
Other CIP (as identified by City)	New Fire Stations (two)	Mandatory	Unknown	City Fund, Bond
Other CIP (as Identified by City)	Rehabilitation of Fire Station (207 E. Boothe St.)	Mandatory	Unknown	City Fund, Bond
Other CIP (as Identified by City)	Expansion of Police Station (226 Peach Ave.)	Mandatory	Unknown	City Fund, Bond

11.0 Summary and Conclusions

As stated in the introduction, this 2020 Comprehensive Plan is intended to guide future development for many years. The document and exhibits will provide a framework for short and long-term planning and decisions for City leaders and the public. This plan examined the current challenges as well as future opportunities that will shape the city's future for the next 20-30 years. The City can attempt to accommodate its future growth while respecting and embracing its history, culture, and overall quality of life.

Guiding principles and policies have been provided so City officials and staff can administer development regulations; determine the best location, financing, and sequencing of public improvements; and guiding reinvestment and redevelopment efforts throughout the City and ETJ boundary. It will also assist the City in future developments and budgeting; however, this high-level plan only generally covers important aspects and infrastructure. It is recommended that:

- Detailed Master Studies be completed for water, wastewater, and storm water to further define infrastructure needs.
- Mobility Plan be completed to better coordinate streets, thoroughfares, and non-vehicular traffic.
- A needs assessment for recreation and trails be completed in order to better identify locations of needs and potential improvements before the land is developed, this could be part of a detailed Parks and Open Space Master Plan.

The Plan also provides a basis for coordinating the actions of many different functions and interests within and outside of City government. It is recommended the City re-visit the Plan every 5 years, with a major update every 10-15 years.

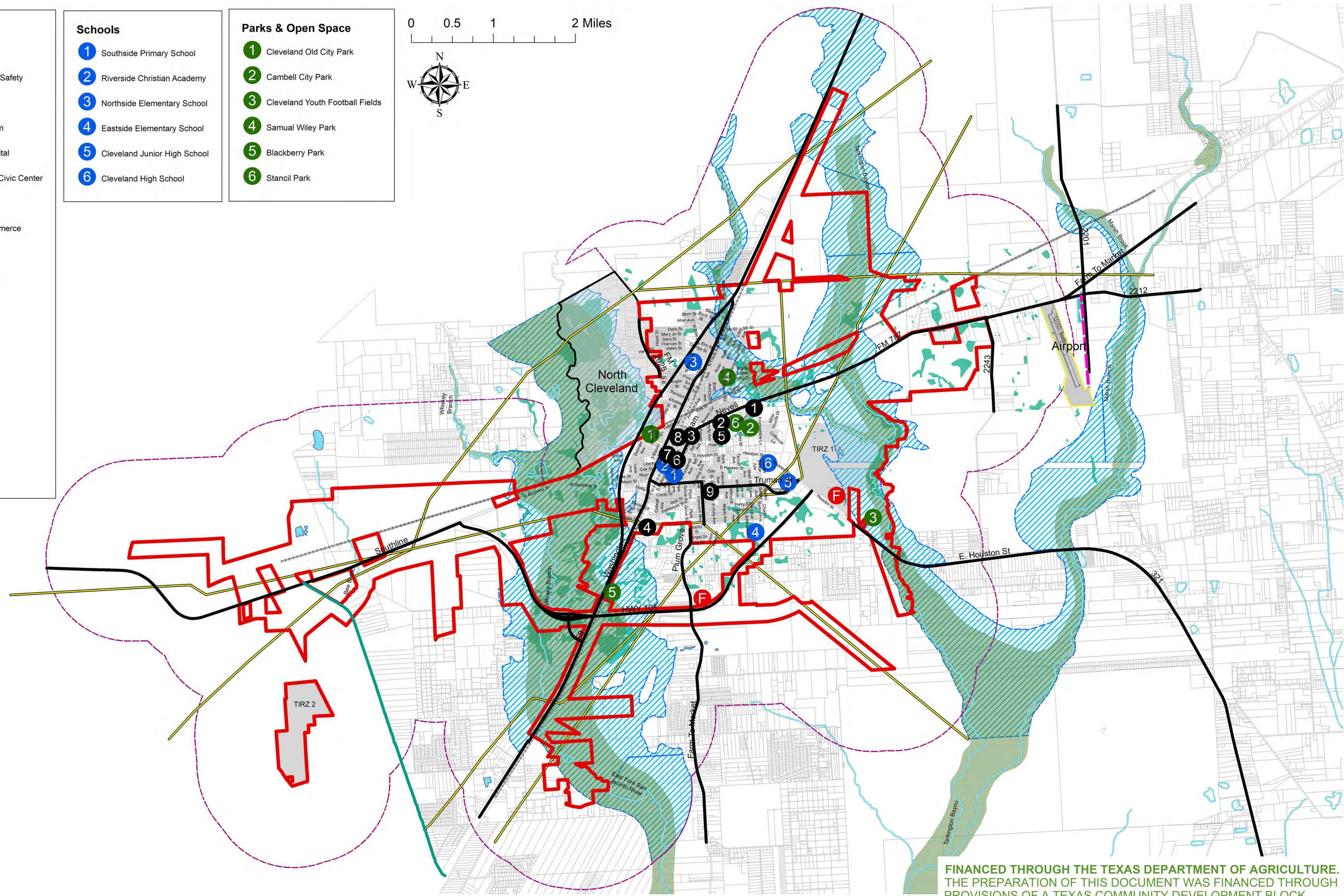
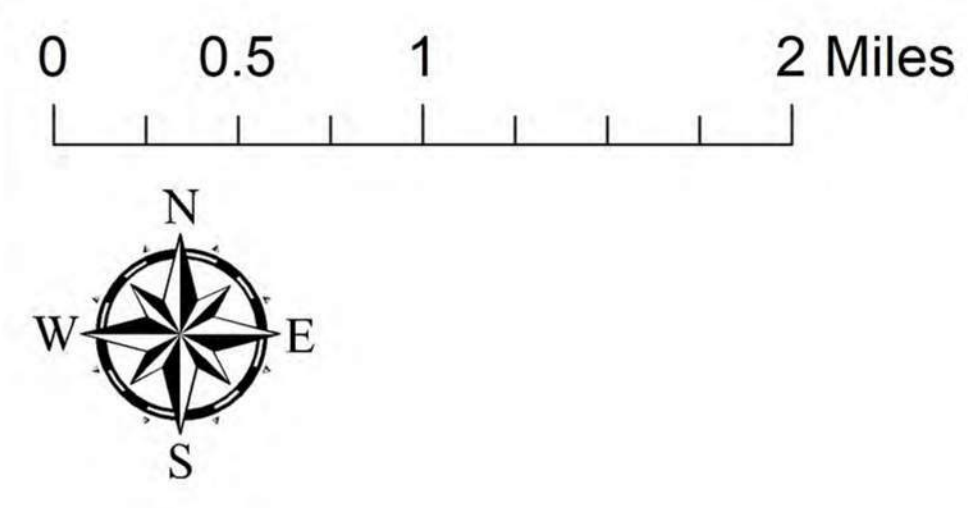
Appendix A

Exhibits

- Legend**
- F Proposed Fire Station
 - 1 Texas Department of Public Safety
 - 2 Cleveland Municipal Court
 - 3 Cleveland Historical Museum
 - 4 Cleveland Emergency Hospital
 - 5 Law Enforcement Center & Civic Center
 - 6 Cleveland Public Library
 - 7 Cleveland Chamber of Commerce
 - 8 City Hall
 - 9 Cleveland Housing Authority
 - Major Roadways
 - City Limits 2018
 - Airport
 - Major Easements
 - Pipelines at Airport EDC
 - Railroads
 - North Cleveland Boundary
 - ETJ 2017
 - Ponds
 - Lakes/Rivers
 - Floodway
 - Wetlands
 - Floodplain Fema 100 YR

- Schools**
- 1 Southside Primary School
 - 2 Riverside Christian Academy
 - 3 Northside Elementary School
 - 4 Eastside Elementary School
 - 5 Cleveland Junior High School
 - 6 Cleveland High School

- Parks & Open Space**
- 1 Cleveland Old City Park
 - 2 Cambell City Park
 - 3 Cleveland Youth Football Fields
 - 4 Samuel Wiley Park
 - 5 Blackberry Park
 - 6 Stancil Park



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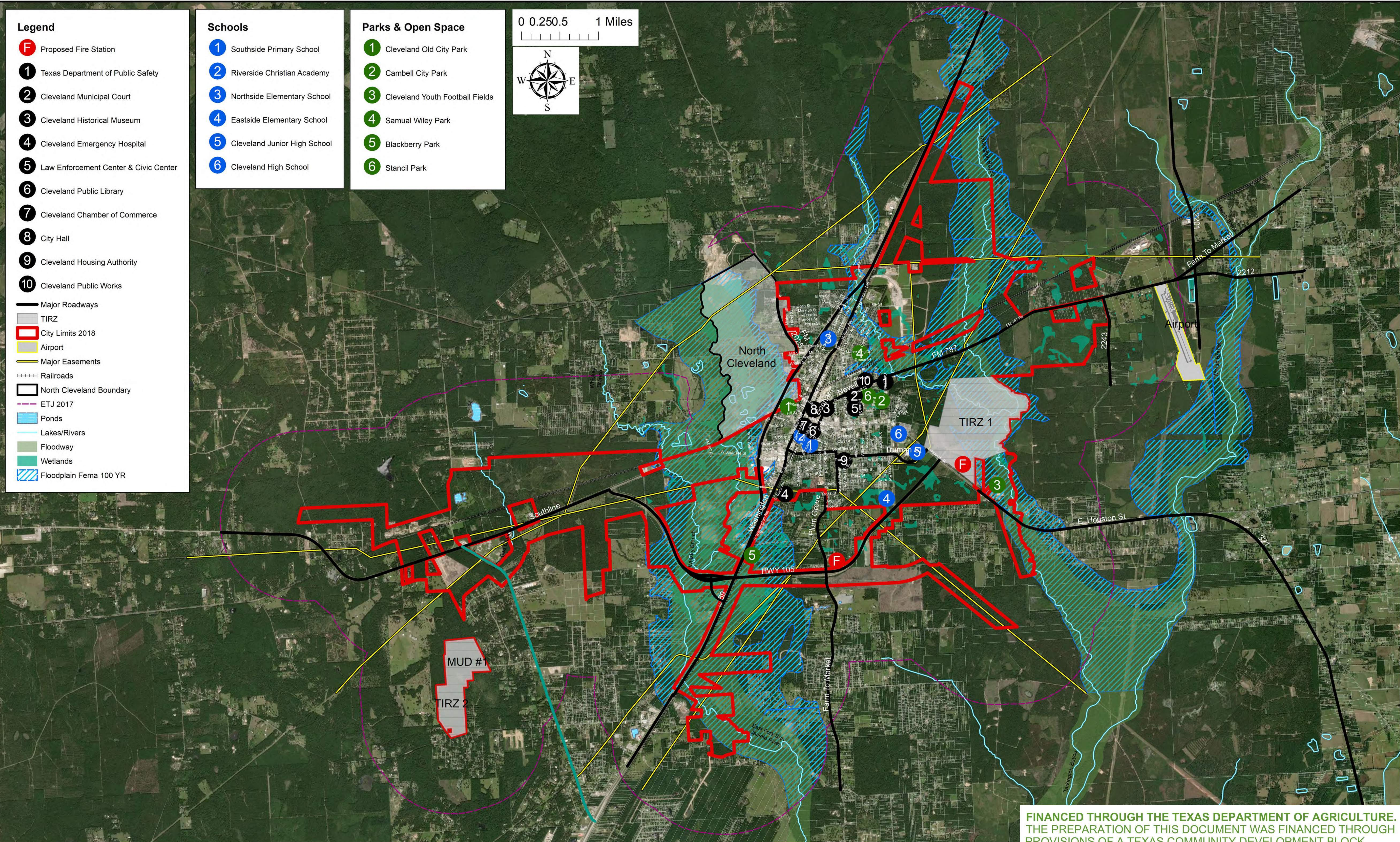
EXHIBIT 1 - BASE MAP

CITY OF CLEVELAND

CLEVELAND, TX



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EXHIBIT 2 - BASE MAP WITH AERIAL

CITY OF CLEVELAND

CLEVELAND, TX



Base mapping compiled from best available information. All map data should be considered as preliminary, in need of verification, and subject to change. This exhibit is conceptual in nature and does not represent any regulatory approval. Plans are subject to change.

Legend

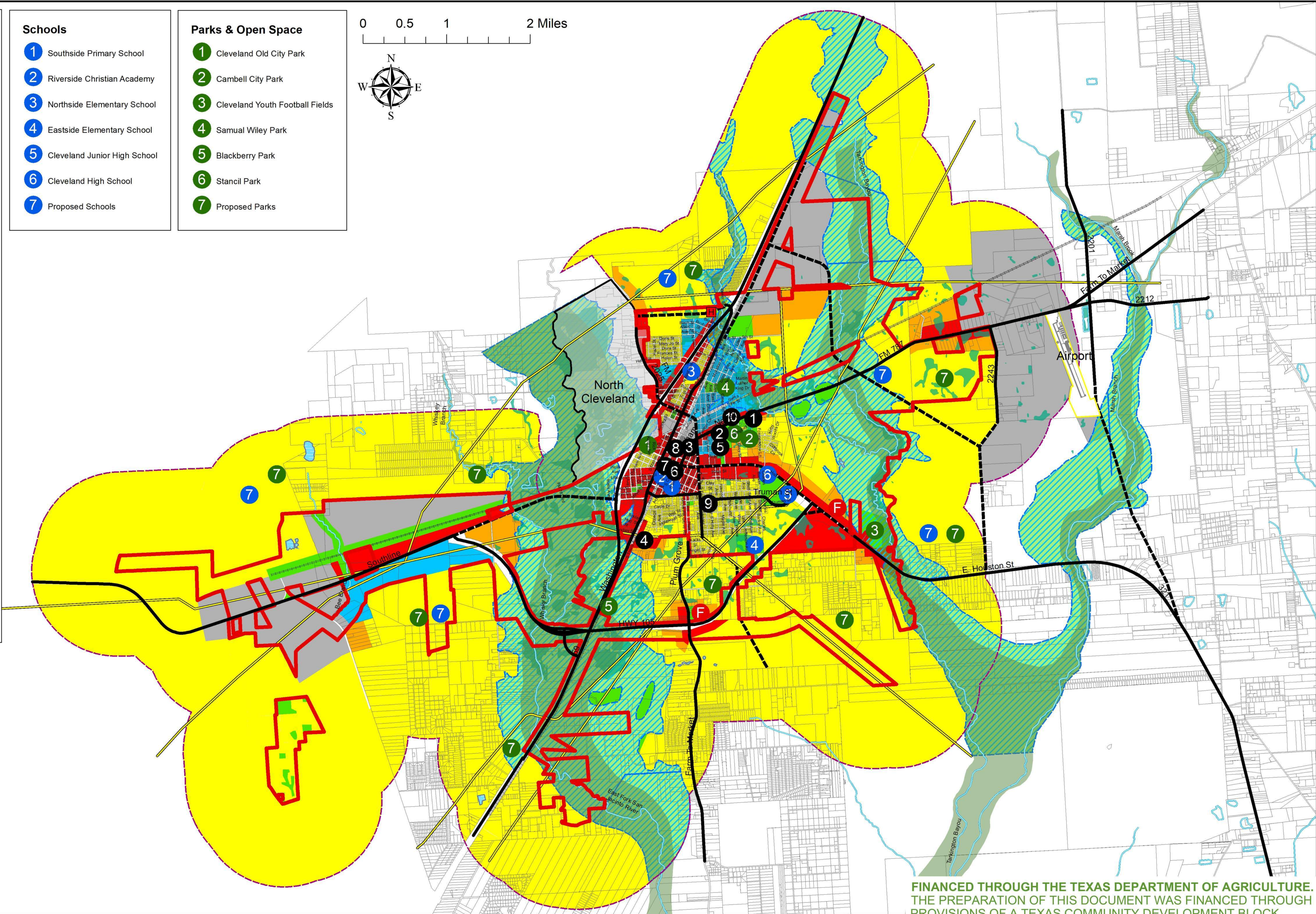
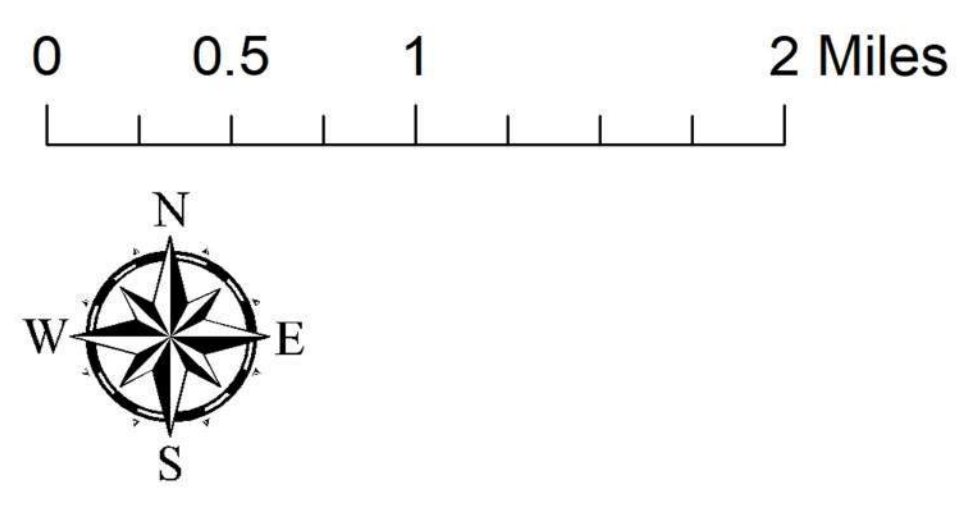
- F** Proposed Fire Station
- 1** Texas Department of Public Safety
- 2** Cleveland Municipal Court
- 3** Cleveland Historical Museum
- 4** Cleveland Emergency Hospital
- 5** Law Enforcement Center & Civic Center
- 6** Cleveland Public Library
- 7** Cleveland Chamber of Commerce
- 8** City Hall
- 9** Cleveland Housing Authority
- 10** Cleveland Public Works
- F** Possible Hospital Location
- Major Roadways
- Airport
- City Limits 2018
- Major Easements
- Railroads
- Proposed Road Improvements
- North Cleveland Boundary
- ETJ 2017
- Ponds
- Lakes/Rivers
- Floodway
- Wetlands
- Floodplain Fema 100 YR
- Mixed Use
- Multi-Family/High Density
- Public
- Industrial
- Commercial
- Residential

Schools

- 1** Southside Primary School
- 2** Riverside Christian Academy
- 3** Northside Elementary School
- 4** Eastside Elementary School
- 5** Cleveland Junior High School
- 6** Cleveland High School
- 7** Proposed Schools

Parks & Open Space

- 1** Cleveland Old City Park
- 2** Cambell City Park
- 3** Cleveland Youth Football Fields
- 4** Samuel Wiley Park
- 5** Blackberry Park
- 6** Stancil Park
- 7** Proposed Parks



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EXHIBIT 3 - FUTURE LAND USE

CITY OF CLEVELAND

CLEVELAND, TX



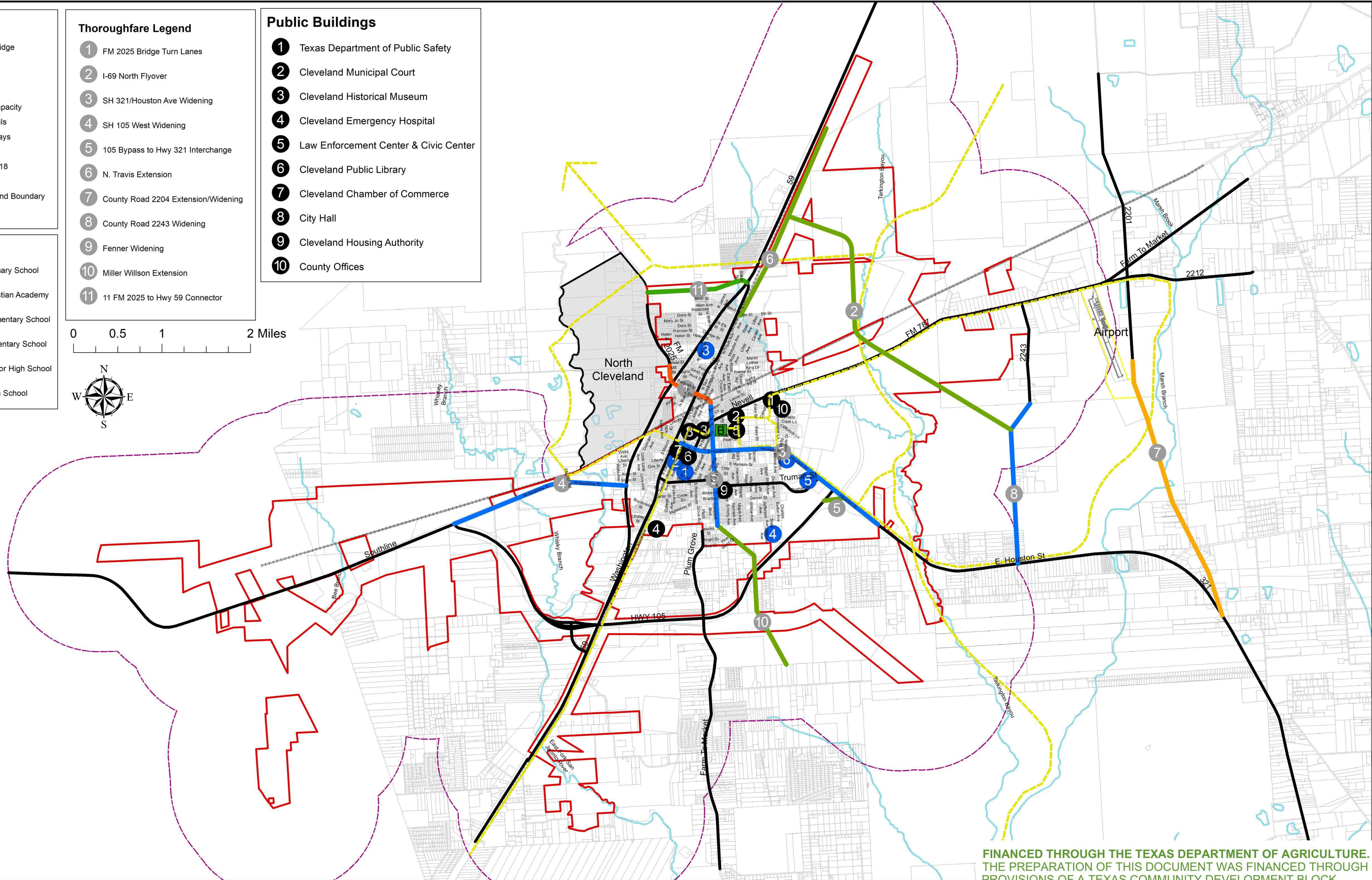
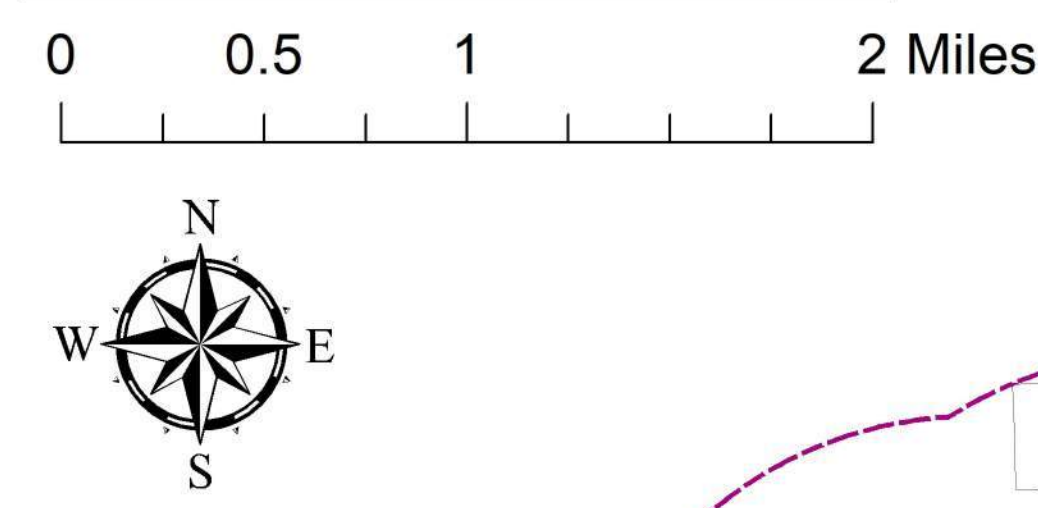
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- Legend**
- Pedestrian Bridge
 - Operations
 - New Road
 - Capacity
 - New Road/Capacity
 - - - Proposed Trails
 - Major Roadways
 - Airport
 - City Limits 2018
 - Railroads
 - North Cleveland Boundary
 - ETJ 2017

- Thoroughfare Legend**
- 1 FM 2025 Bridge Turn Lanes
 - 2 I-69 North Flyover
 - 3 SH 321/Houston Ave Widening
 - 4 SH 105 West Widening
 - 5 105 Bypass to Hwy 321 Interchange
 - 6 N. Travis Extension
 - 7 County Road 2204 Extension/Widening
 - 8 County Road 2243 Widening
 - 9 Fenner Widening
 - 10 Miller Willson Extension
 - 11 11 FM 2025 to Hwy 59 Connector

- Public Buildings**
- 1 Texas Department of Public Safety
 - 2 Cleveland Municipal Court
 - 3 Cleveland Historical Museum
 - 4 Cleveland Emergency Hospital
 - 5 Law Enforcement Center & Civic Center
 - 6 Cleveland Public Library
 - 7 Cleveland Chamber of Commerce
 - 8 City Hall
 - 9 Cleveland Housing Authority
 - 10 County Offices

- Schools**
- 1 Southside Primary School
 - 2 Riverside Christian Academy
 - 3 Northside Elementary School
 - 4 Eastside Elementary School
 - 5 Cleveland Junior High School
 - 6 Cleveland High School



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EXHIBIT 4 - THOROUGHFARES
CITY OF CLEVELAND
 CLEVELAND, TX

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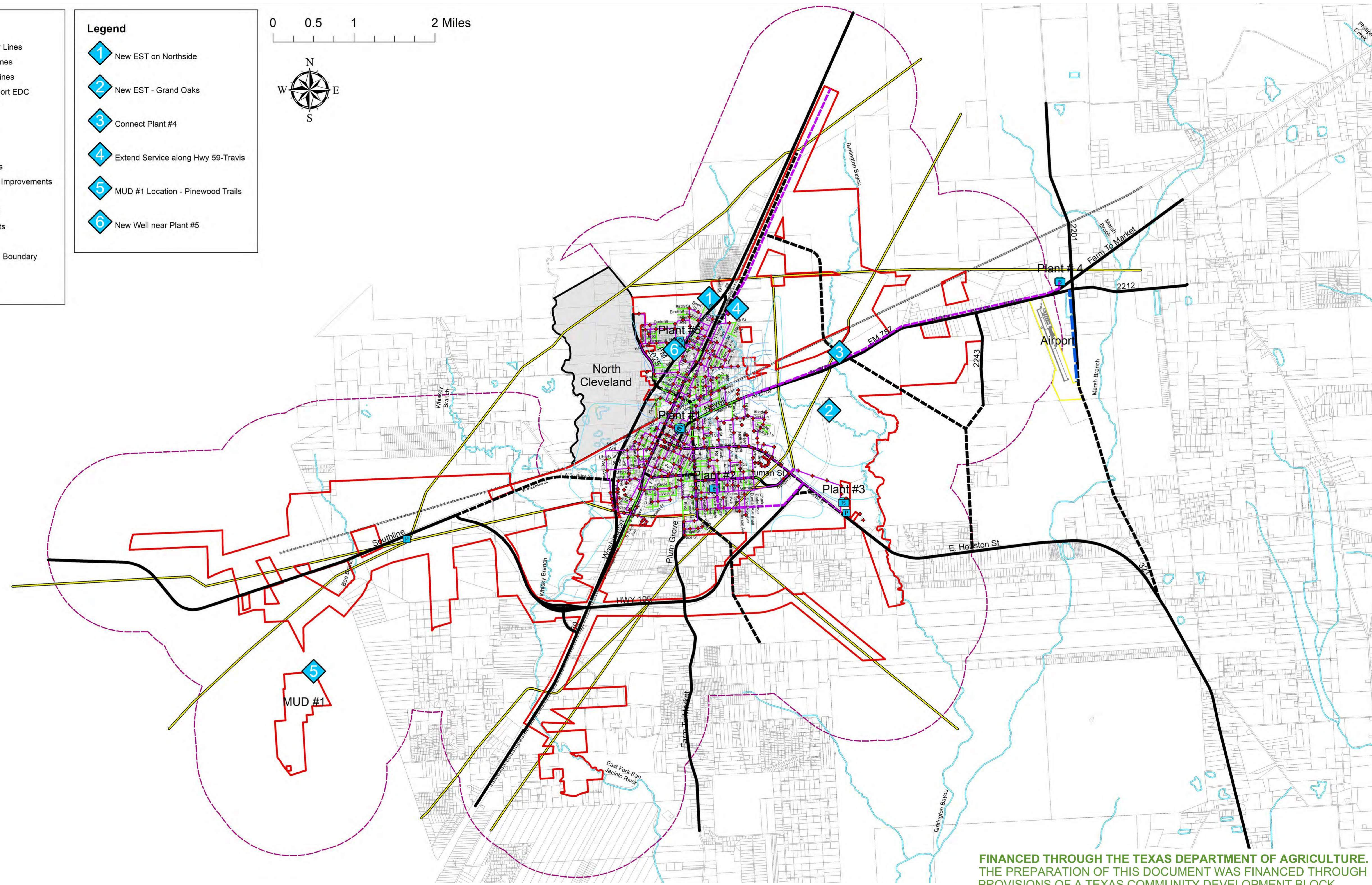
Legend

- Proposed Water Lines
- Large 6" Waterlines
- Small 2" Waterlines
- Pipelines at Airport EDC
- Booster Pumps
- + Fire Hydrants
- Storage Tanks
- Water Wells
- Major Roadways
- - - Proposed Road Improvements
- Airport
- City Limits 2018
- Major Easements
- Railroads
- North Cleveland Boundary
- - - ETJ 2017
- Lakes/Rivers

Legend

- 1 New EST on Northside
- 2 New EST - Grand Oaks
- 3 Connect Plant #4
- 4 Extend Service along Hwy 59-Travis
- 5 MUD #1 Location - Pinewood Trails
- 6 New Well near Plant #5

0 0.5 1 2 Miles



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EXHIBIT 5 - WATER SYSTEMS
CITY OF CLEVELAND
 CLEVELAND, TX

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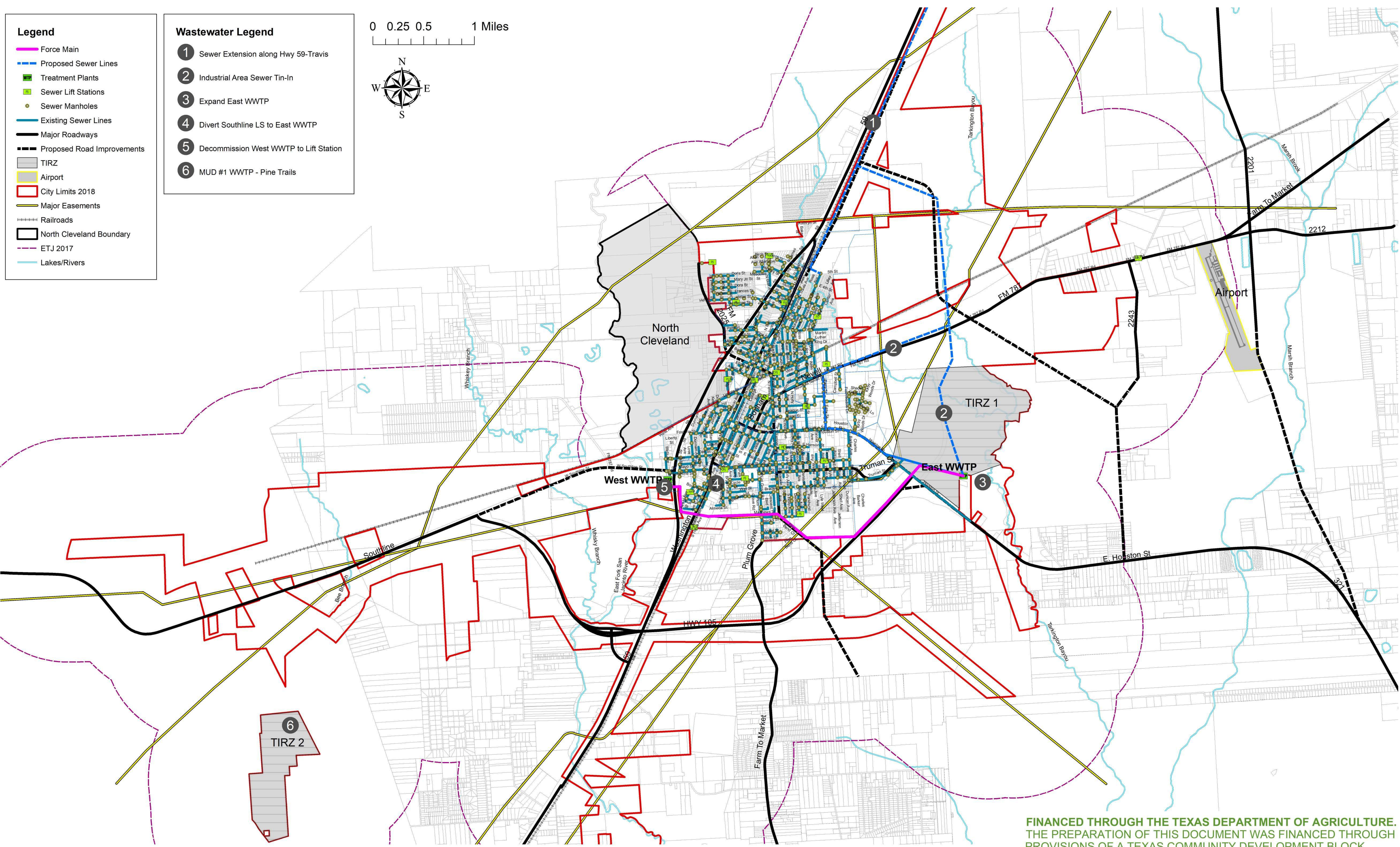
Legend

- Force Main
- Proposed Sewer Lines
- Treatment Plants
- Sewer Lift Stations
- Sewer Manholes
- Existing Sewer Lines
- Major Roadways
- - - Proposed Road Improvements
- TIRZ
- Airport
- City Limits 2018
- Major Easements
- Railroads
- North Cleveland Boundary
- ETJ 2017
- Lakes/Rivers

Wastewater Legend

- 1 Sewer Extension along Hwy 59-Travis
- 2 Industrial Area Sewer Tin-In
- 3 Expand East WWTP
- 4 Divert Southline LS to East WWTP
- 5 Decommission West WWTP to Lift Station
- 6 MUD #1 WWTP - Pine Trails

0 0.25 0.5 1 Miles



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EXHIBIT 6 - WASTEWATER SYSTEMS









CITY OF CLEVELAND

CLEVELAND, TX

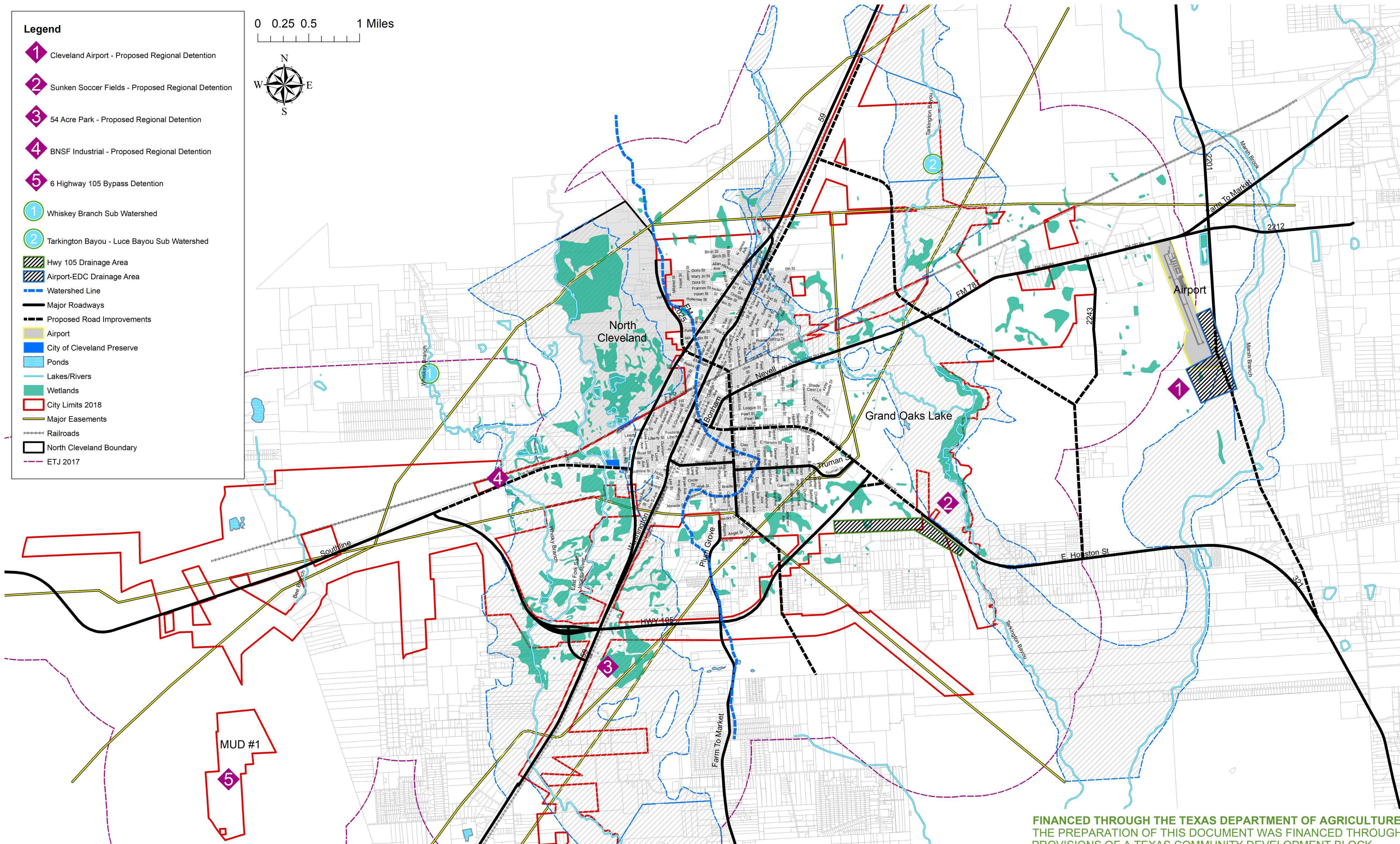


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Legend

-  Cleveland Airport - Proposed Regional Detention
-  Sunken Soccer Fields - Proposed Regional Detention
-  54 Acre Park - Proposed Regional Detention
-  BNSF Industrial - Proposed Regional Detention
-  6 Highway 105 Bypass Detention
-  Whiskey Branch Sub Watershed
-  Tarkington Bayou - Luce Bayou Sub Watershed
-  Hwy 105 Drainage Area
-  Airport-EDC Drainage Area
-  Watershed Line
-  Major Roadways
-  Proposed Road Improvements
-  Airport
-  City of Cleveland Preserve
-  Ponds
-  Lakes/Rivers
-  Wetlands
-  City Limits 2018
-  Major Easements
-  Railroads
-  North Cleveland Boundary
-  ETJ 2017

0 0.25 0.5 1 Miles



MUD #1


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EXHIBIT 7 - STORM WATER SYSTEMS

CITY OF CLEVELAND

CLEVELAND, TX



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Legend

- Proposed Trails
- Major Roadways
- Airport
- City Limits 2018
- Major Easements
- Railroads
- North Cleveland Boundary
- ETJ 2017
- Ponds
- Lakes/Rivers
- Floodway
- Wetlands
- Floodplain Fema 100 YR
- Proposed Road Improvements
- Public

Public Buildings

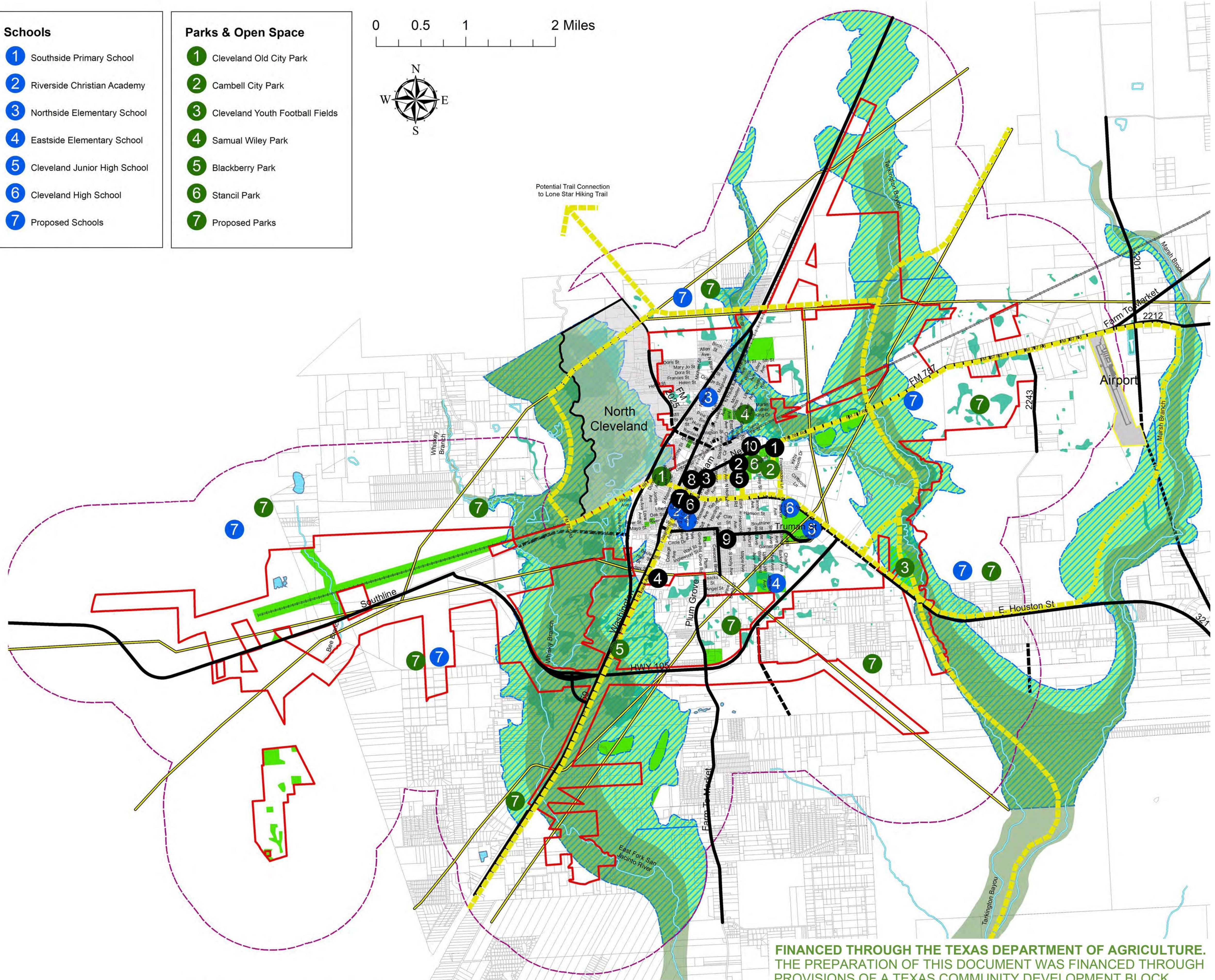
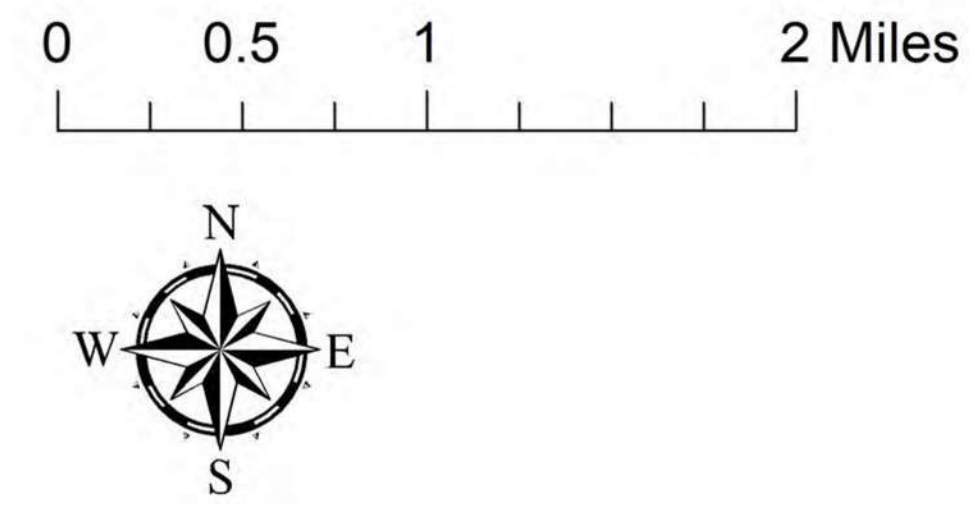
- 1 Texas Department of Public Safety
- 2 Cleveland Municipal Court
- 3 Cleveland Historical Museum
- 4 Cleveland Emergency Hospital
- 5 Law Enforcement Center & Civic Center
- 6 Cleveland Public Library
- 7 Cleveland Chamber of Commerce
- 8 City Hall
- 9 Cleveland Housing Authority
- 10 Cleveland Public Works

Schools

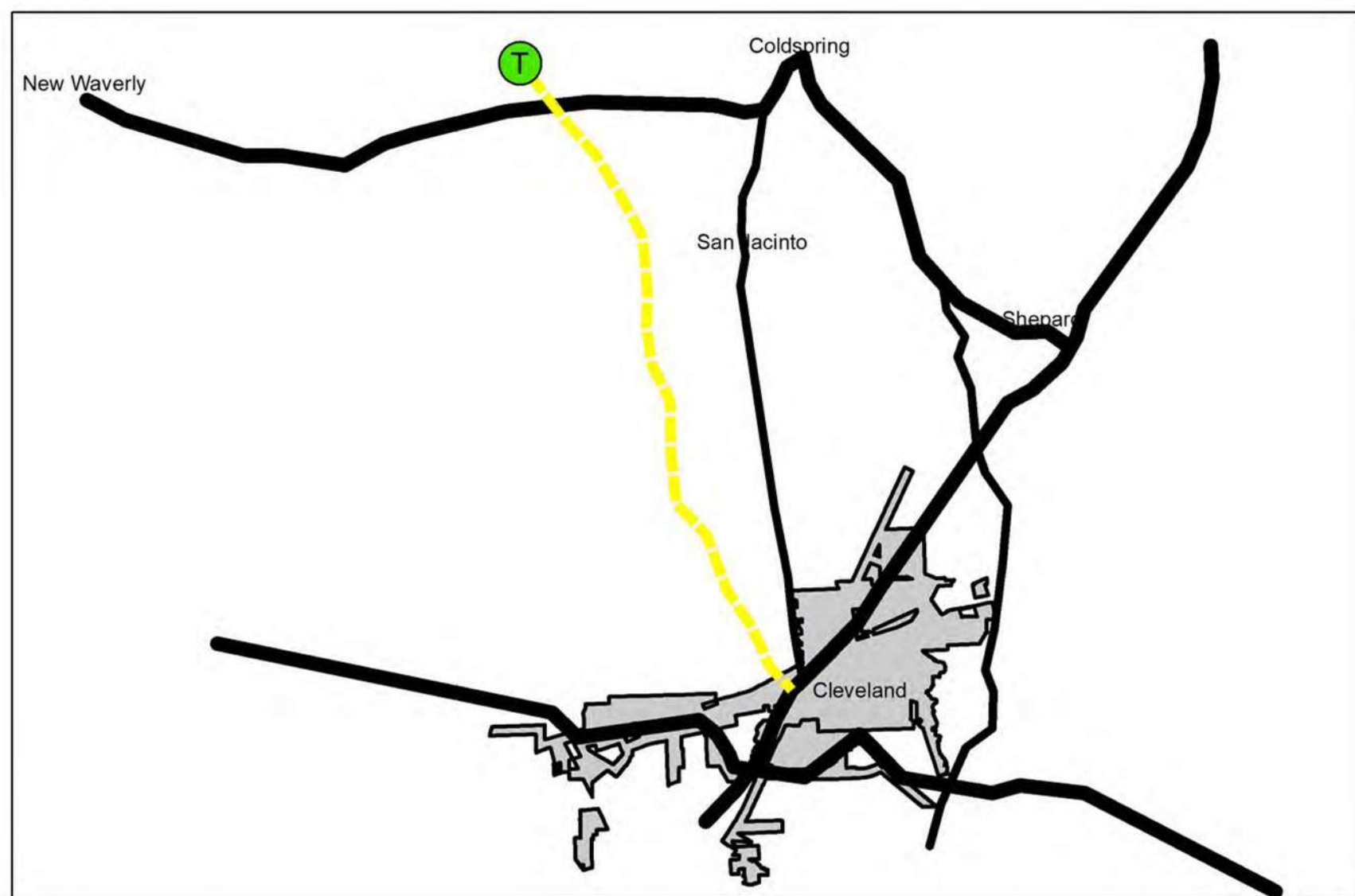
- 1 Southside Primary School
- 2 Riverside Christian Academy
- 3 Northside Elementary School
- 4 Eastside Elementary School
- 5 Cleveland Junior High School
- 6 Cleveland High School
- 7 Proposed Schools

Parks & Open Space

- 1 Cleveland Old City Park
- 2 Cambell City Park
- 3 Cleveland Youth Football Fields
- 4 Samuel Wiley Park
- 5 Blackberry Park
- 6 Stancil Park
- 7 Proposed Parks



Regional Potential Trail Connection
N.T.S.



Legend

- Minor Roads
- Major Roads
- Cleveland City Limits_2018
- Lone Star Hiking Trail - Trailhead #9
- Potential Trail Connection

FINANCED THROUGH THE TEXAS DEPARTMENT OF AGRICULTURE.
THE PREPARATION OF THIS DOCUMENT WAS FINANCED THROUGH PROVISIONS OF A TEXAS COMMUNITY DEVELOPMENT BLOCK GRANT WITH FUNDS ALLOCATED BY THE U.S. DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT.

EXHIBIT 8 - TRAILS, RECREATION AND OPEN SPACE

CITY OF CLEVELAND

CLEVELAND, TX



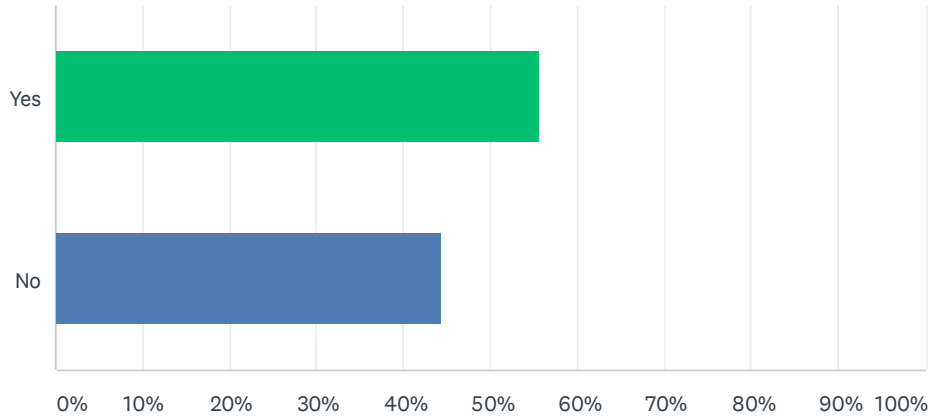
All map data should be considered as preliminary, in need of verification, and subject to change. This exhibit is conceptual in nature and does not represent any regulatory approval. Plans are subject to change.

Appendix B

2020 Survey Results

Q1 Do you live in Cleveland city limits?

Answered: 27 Skipped: 0

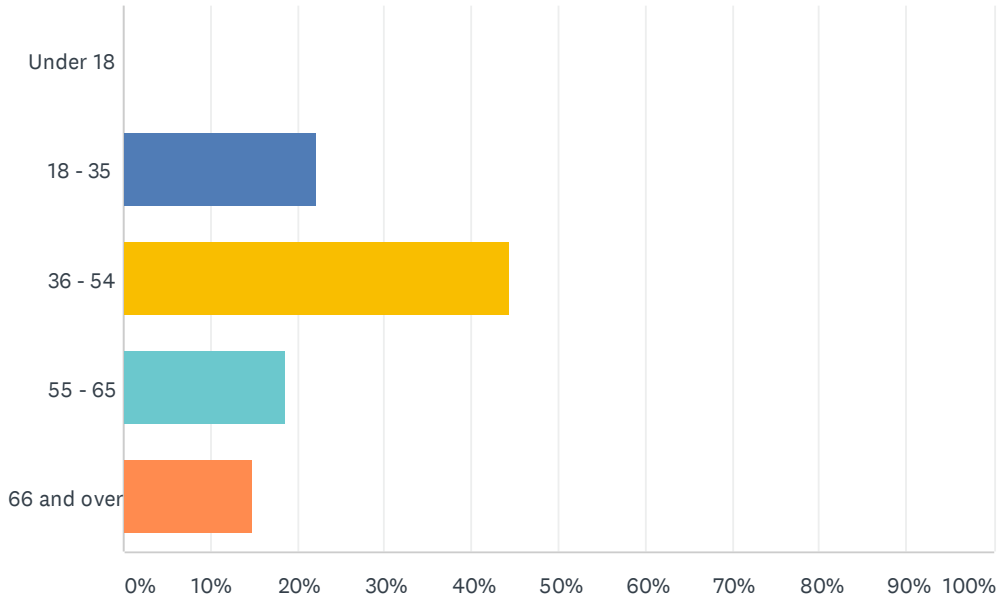


ANSWER CHOICES	RESPONSES
Yes	55.56% 15
No	44.44% 12
TOTAL	27

#	IF NO, PLEASE SPECIFY WHERE YOU LIVE.	DATE
1	New Salem Rd. surrounded by the City of Cleveland, TX	12/7/2020 3:11 PM
2	Cleveland at Liberty/Montgomery County Line.	11/18/2020 9:39 PM
3	Tarkington	11/18/2020 8:21 PM
4	Kingwood	11/18/2020 4:18 PM
5	Katy, TX	11/18/2020 4:18 PM
6	Livingston	11/18/2020 3:06 PM
7	County Road 381	11/18/2020 12:45 PM
8	Tarkington	11/18/2020 12:42 PM
9	453 CR 3799	11/18/2020 8:40 AM
10	Montgomery county	11/18/2020 7:39 AM
11	190 Road 3802	11/18/2020 7:14 AM

Q2 Please indicate your age category:

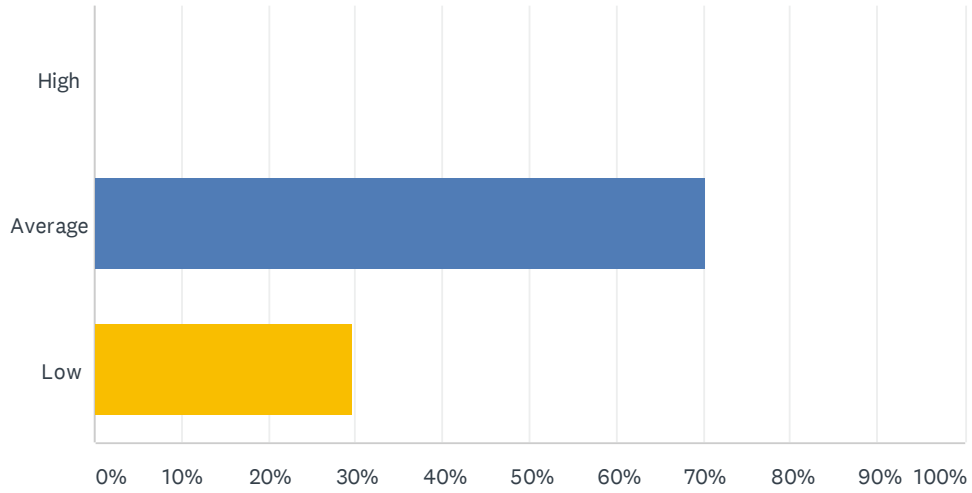
Answered: 27 Skipped: 0



ANSWER CHOICES	RESPONSES	
Under 18	0.00%	0
18 - 35	22.22%	6
36 - 54	44.44%	12
55 - 65	18.52%	5
66 and over	14.81%	4
TOTAL		27

Q3 How would you rate the quality of life in Cleveland?

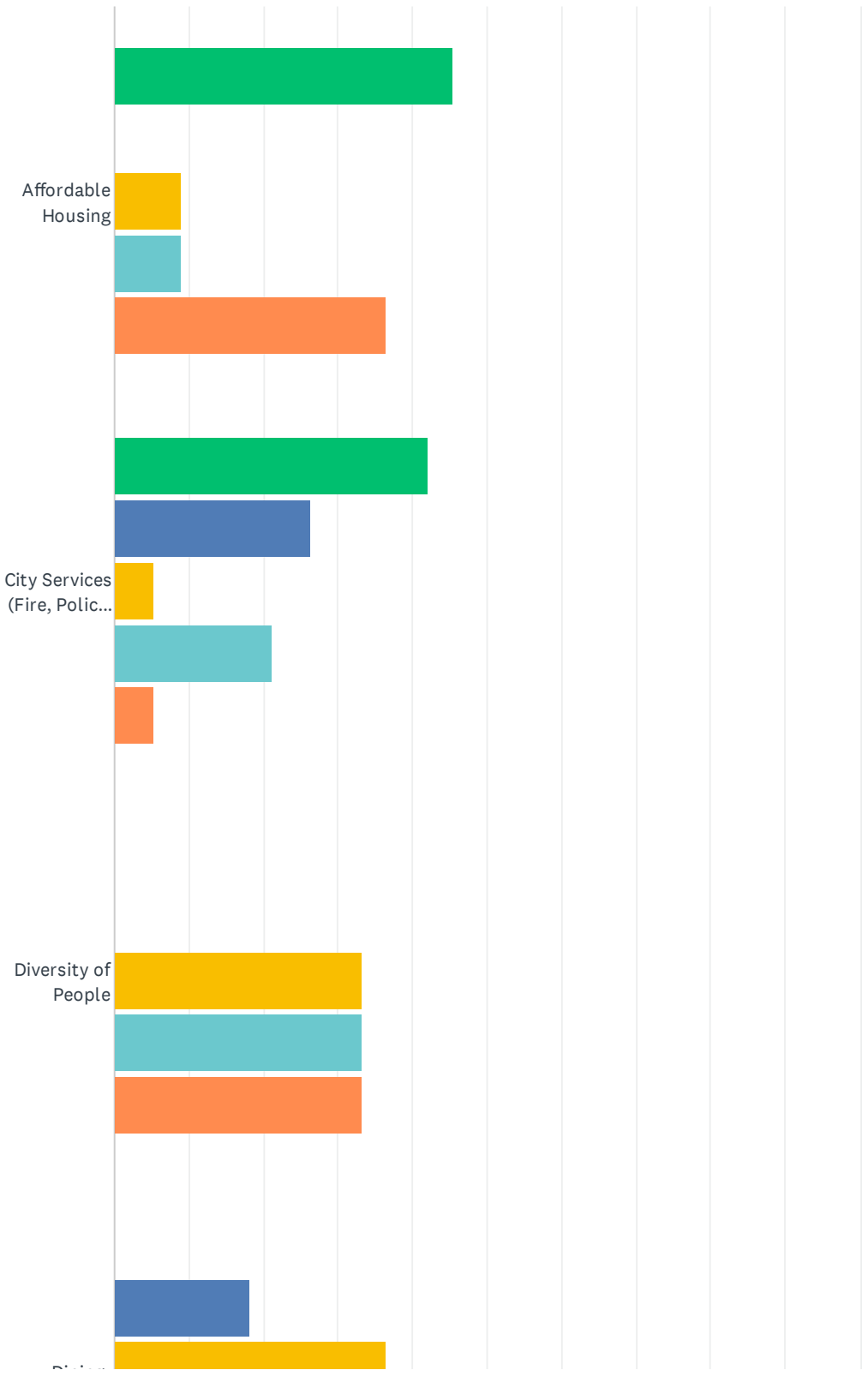
Answered: 27 Skipped: 0



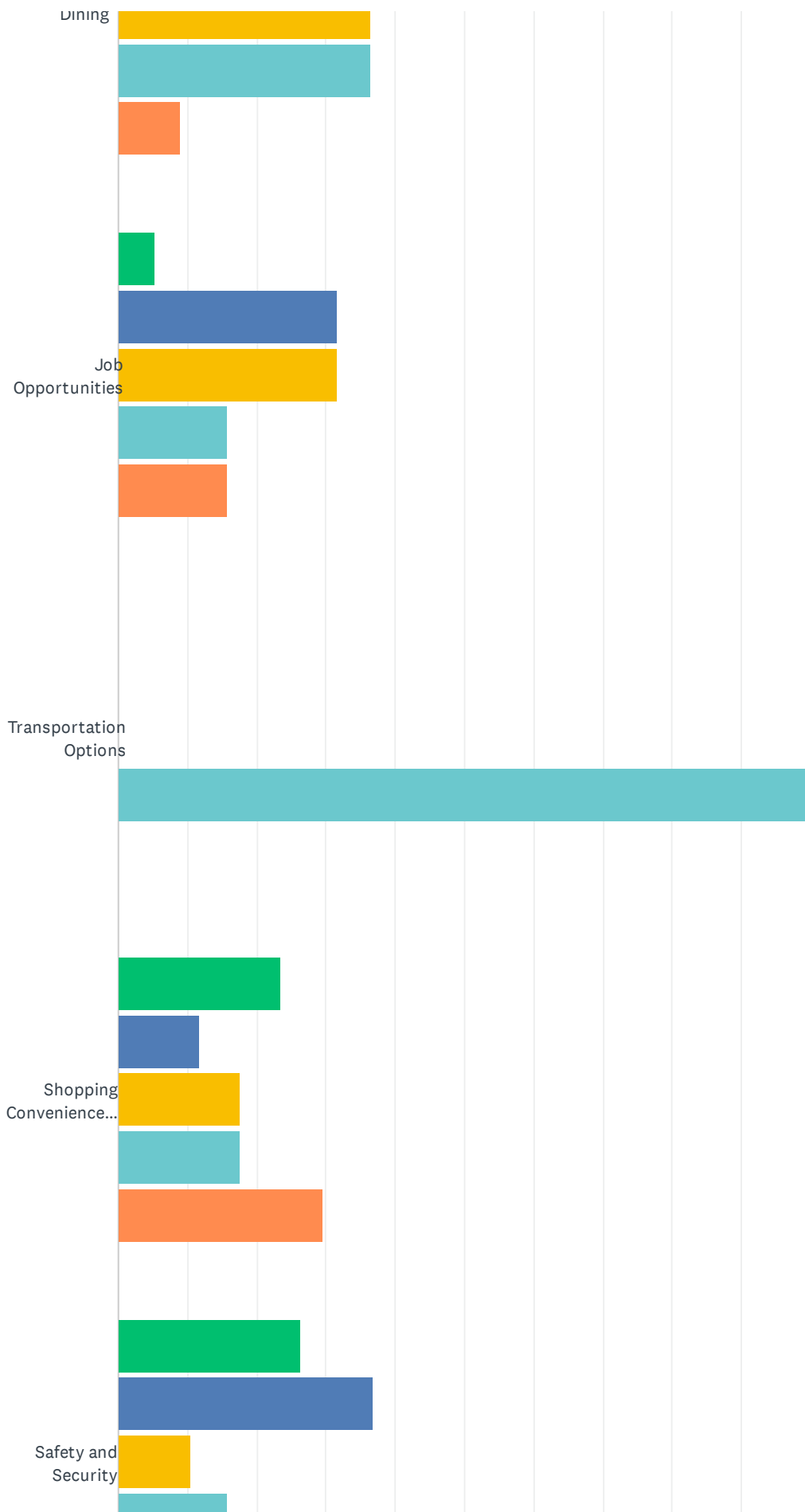
ANSWER CHOICES	RESPONSES	
High	0.00%	0
Average	70.37%	19
Low	29.63%	8
TOTAL		27

Q4 How important are the following items to quality of life in Cleveland? (SELECT YOUR TOP 5 PRIORITIES - YOUR FIRST CHOICE IN COLUMN #1 AND LAST CHOICE IN COLUMN #5)

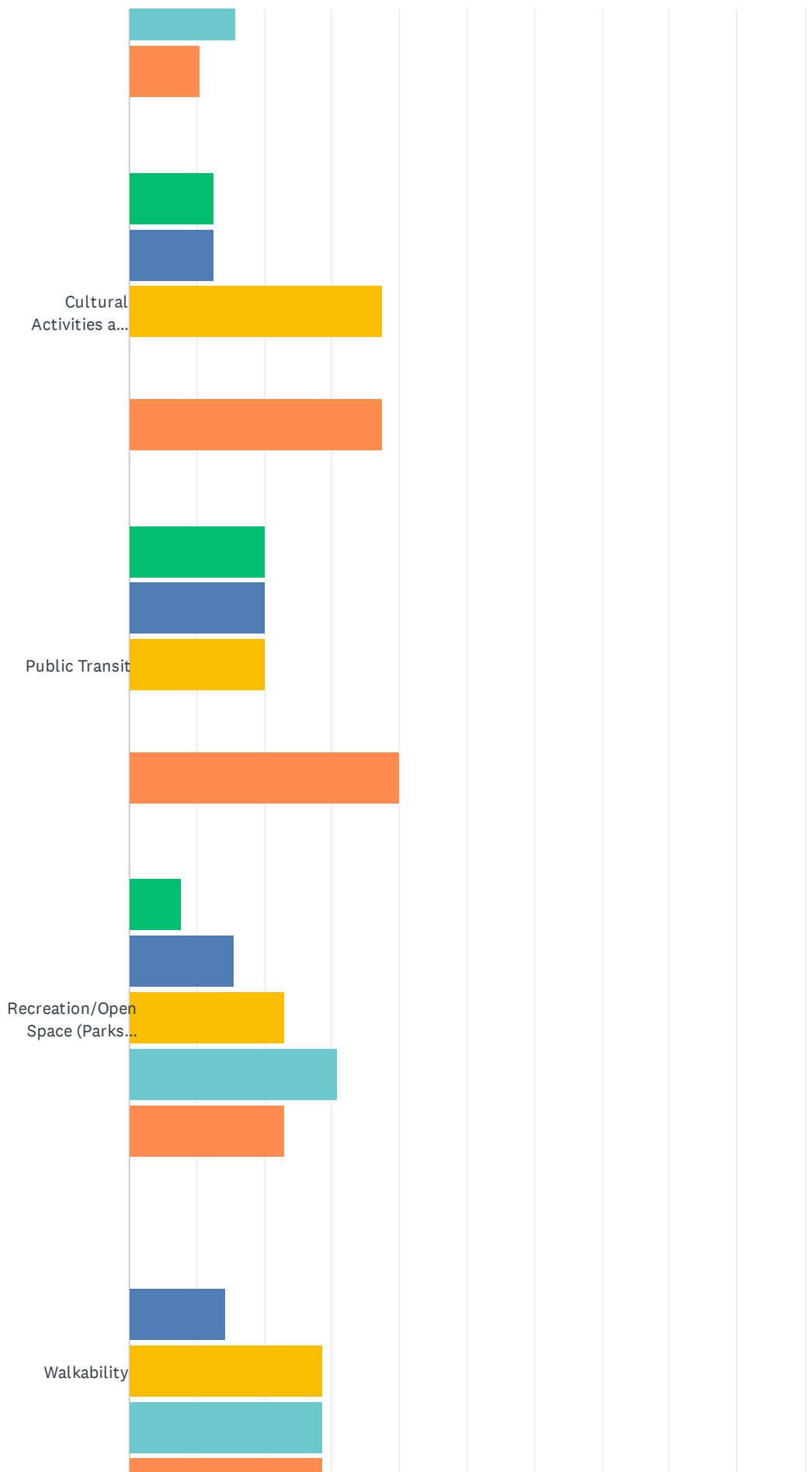
Answered: 27 Skipped: 0



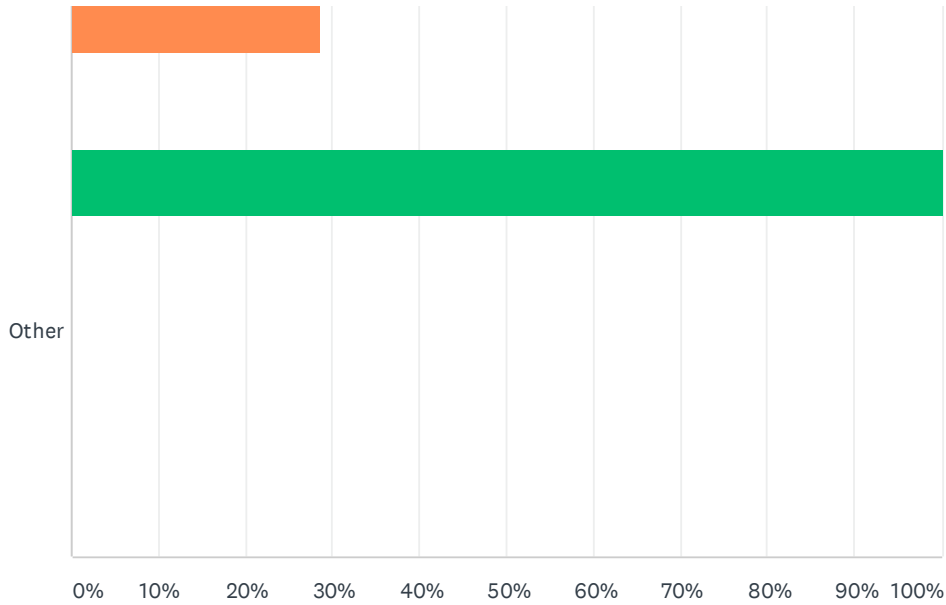
COMPREHENSIVE PLAN SURVEY



COMPREHENSIVE PLAN SURVEY



COMPREHENSIVE PLAN SURVEY



■ #1
 ■ #2
 ■ #3
 ■ #4
 ■ #5

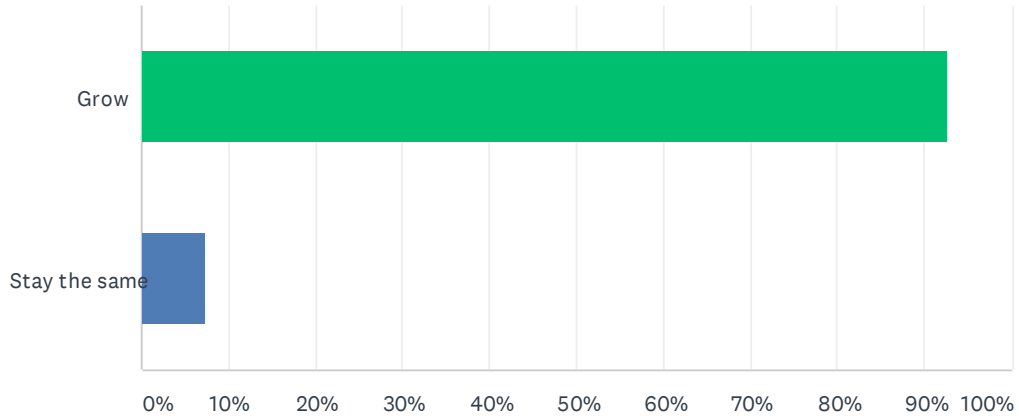
	#1	#2	#3	#4	#5	TOTAL	WEIGHTED AVERAGE
Affordable Housing	45.45% 5	0.00% 0	9.09% 1	9.09% 1	36.36% 4	11	2.91
City Services (Fire, Police, Public Works, etc.)	42.11% 8	26.32% 5	5.26% 1	21.05% 4	5.26% 1	19	2.21
Diversity of People	0.00% 0	0.00% 0	33.33% 1	33.33% 1	33.33% 1	3	4.00
Dining	0.00% 0	18.18% 2	36.36% 4	36.36% 4	9.09% 1	11	3.36
Job Opportunities	5.26% 1	31.58% 6	31.58% 6	15.79% 3	15.79% 3	19	3.05
Transportation Options	0.00% 0	0.00% 0	0.00% 0	100.00% 2	0.00% 0	2	4.00
Shopping Convenience (variety, proximity, ample parking, etc.)	23.53% 4	11.76% 2	17.65% 3	17.65% 3	29.41% 5	17	3.18
Safety and Security	26.32% 5	36.84% 7	10.53% 2	15.79% 3	10.53% 2	19	2.47
Cultural Activities and Entertainment	12.50% 1	12.50% 1	37.50% 3	0.00% 0	37.50% 3	8	3.38
Public Transit	20.00% 1	20.00% 1	20.00% 1	0.00% 0	40.00% 2	5	3.20
Recreation/Open Space (Parks, Trails, etc.)	7.69% 1	15.38% 2	23.08% 3	30.77% 4	23.08% 3	13	3.46
Walkability	0.00% 0	14.29% 1	28.57% 2	28.57% 2	28.57% 2	7	3.71
Other	100.00% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	1	1.00

COMPREHENSIVE PLAN SURVEY

#	IF OTHER (PLEASE SPECIFY)	DATE
1	Good schools	11/18/2020 1:06 PM

Q5 Do you want to see the City of Cleveland grow in the future or stay the same?

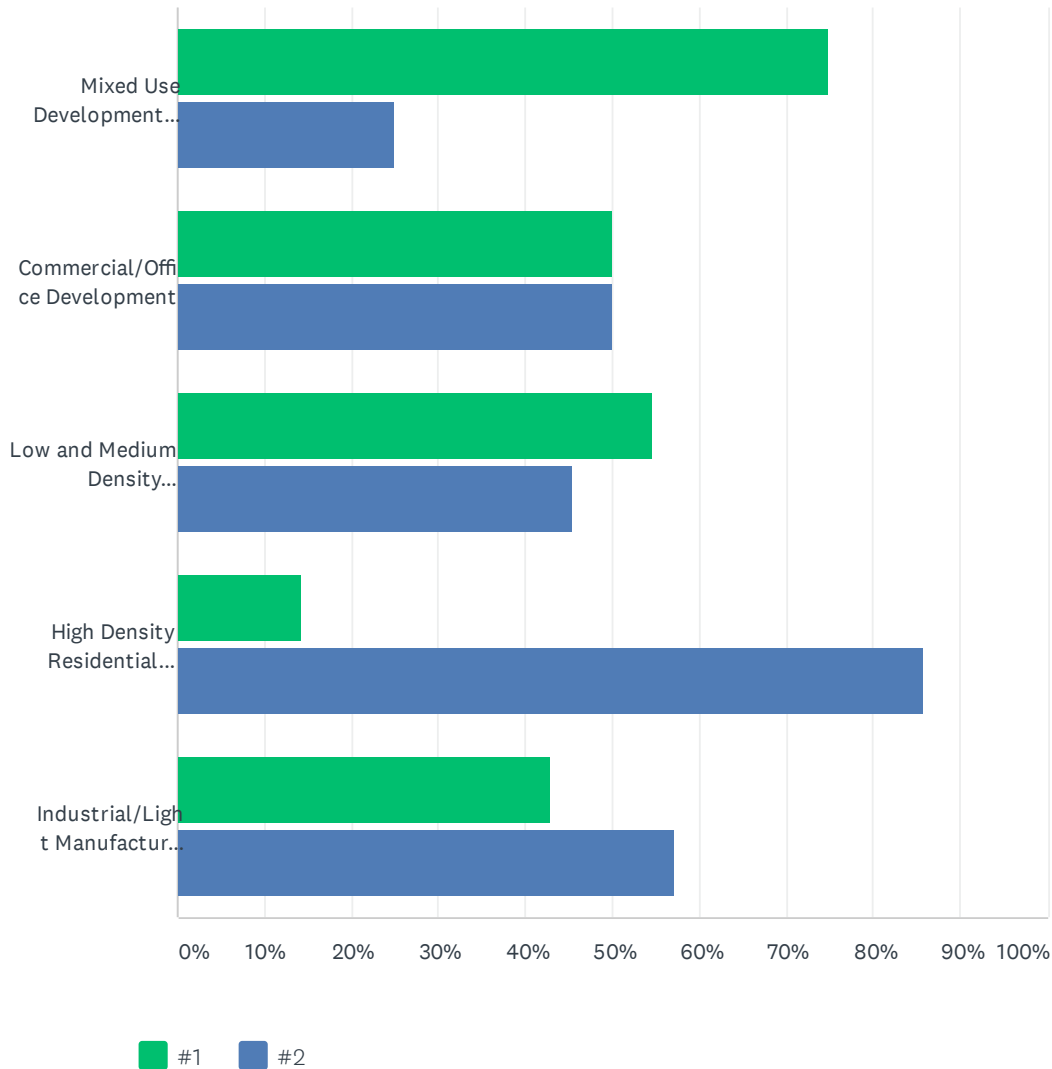
Answered: 27 Skipped: 0



ANSWER CHOICES	RESPONSES	
Grow	92.59%	25
Stay the same	7.41%	2
TOTAL		27

**Q6 What type of development do you feel that Cleveland needs more of?
(SELECT YOUR TOP 2 PRIORITIES - YOUR FIRST CHOICE IN
COLUMN #1 AND LAST CHOICE IN COLUMN #2)**

Answered: 27 Skipped: 0

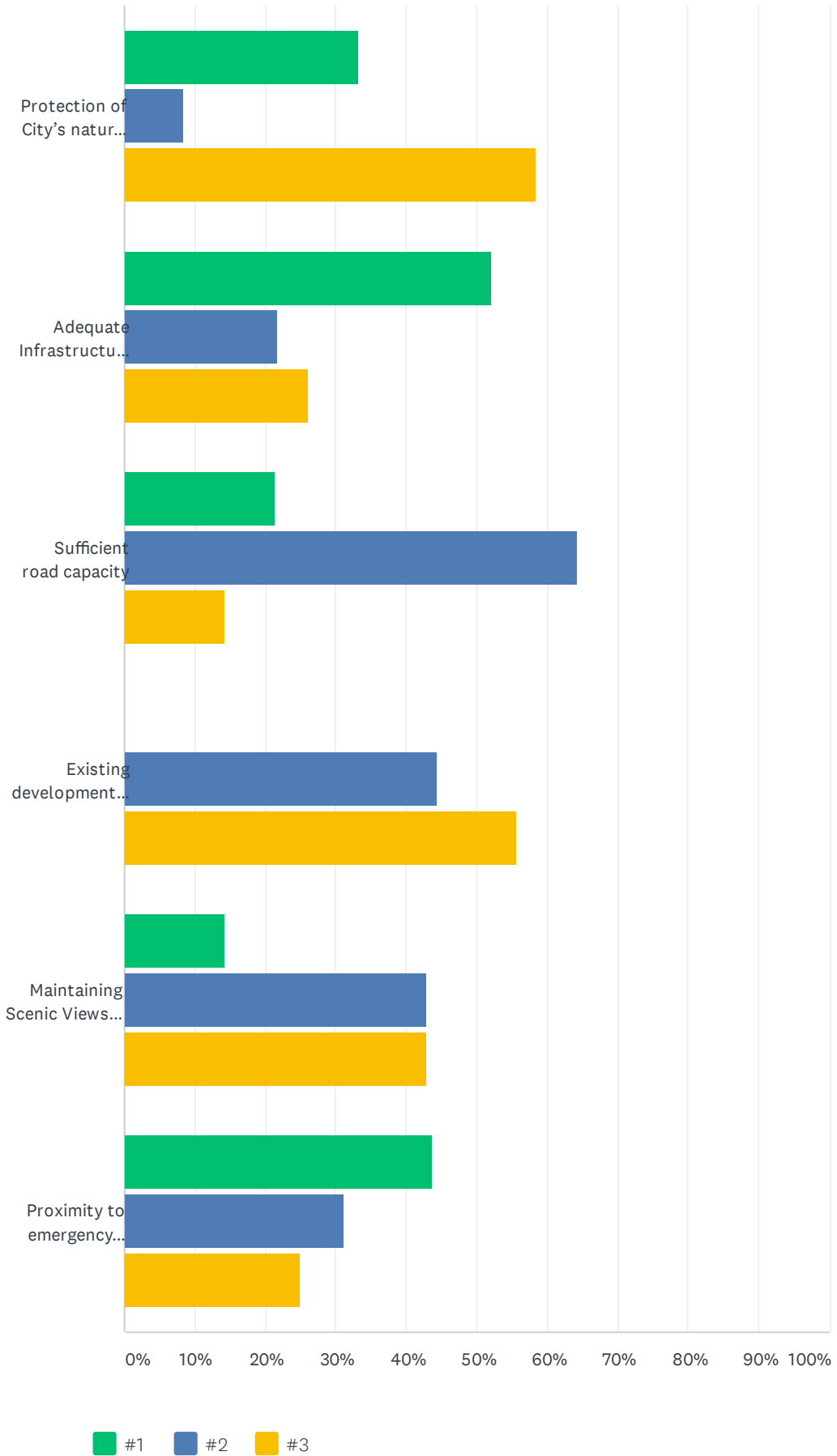


	#1	#2	TOTAL	WEIGHTED AVERAGE
Mixed Use Development (Commercial + Residential mixed in one area or region)	75.00% 9	25.00% 3	12	1.25
Commercial/Office Development	50.00% 5	50.00% 5	10	1.50
Low and Medium Density Residential Development (i.e. Single Family attached homes between 1 to 8 units per acre)	54.55% 6	45.45% 5	11	1.45
High Density Residential Development (i.e. townhomes and apartments more than 8 units per acre)	14.29% 1	85.71% 6	7	1.86
Industrial/Light Manufacturing Development	42.86% 6	57.14% 8	14	1.57

Q7 What factors below are most important when it comes to new development in Cleveland? (SELECT YOUR TOP 3 PRIORITIES - YOUR FIRST CHOICE IN COLUMN #1 AND LAST CHOICE IN COLUMN #3)

Answered: 27 Skipped: 0

COMPREHENSIVE PLAN SURVEY

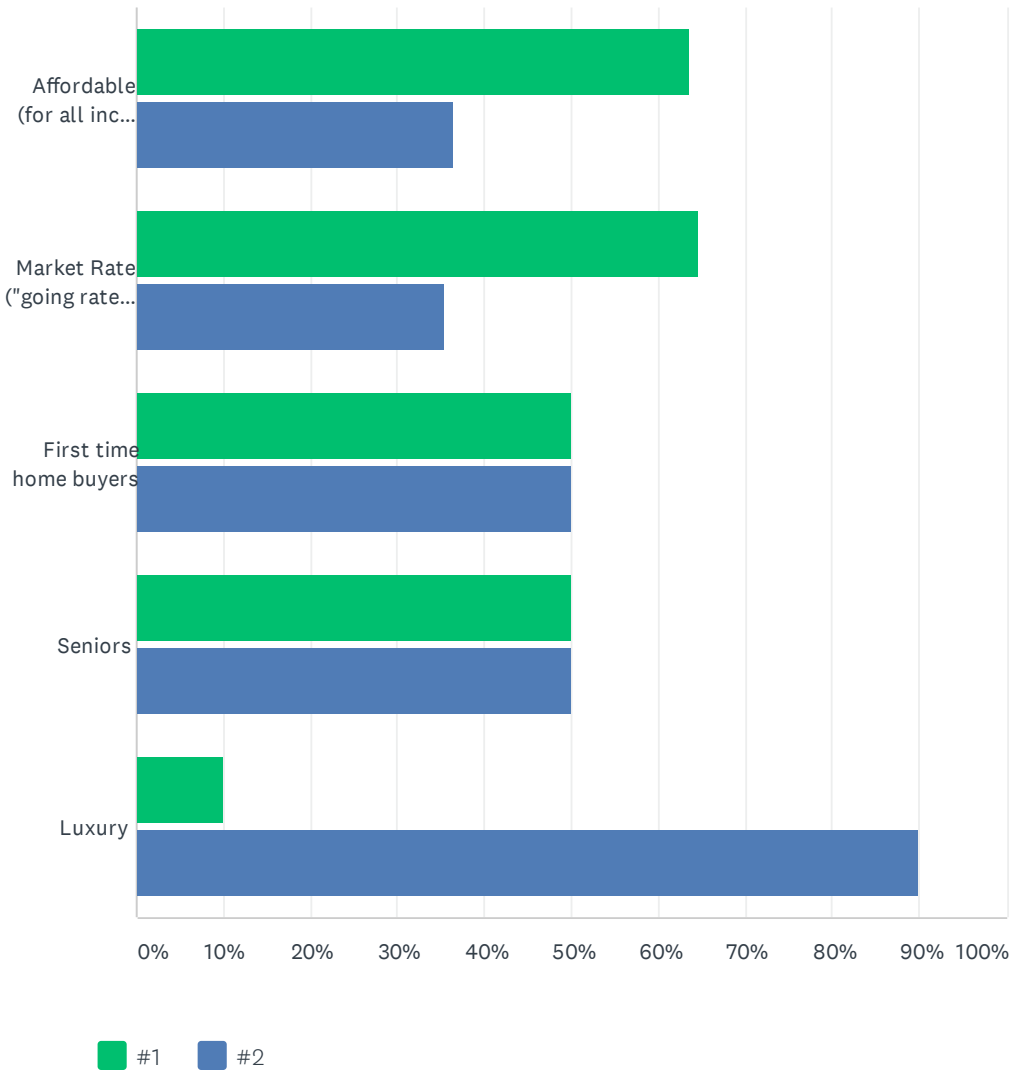


COMPREHENSIVE PLAN SURVEY

	#1	#2	#3	TOTAL	WEIGHTED AVERAGE
Protection of City's natural features and open space (parks, water quality)	33.33% 4	8.33% 1	58.33% 7	12	2.25
Adequate Infrastructure and Services	52.17% 12	21.74% 5	26.09% 6	23	1.74
Sufficient road capacity	21.43% 3	64.29% 9	14.29% 2	14	1.93
Existing development density of surrounding area	0.00% 0	44.44% 4	55.56% 5	9	2.56
Maintaining Scenic Views and Open Space areas	14.29% 1	42.86% 3	42.86% 3	7	2.29
Proximity to emergency service facilities/response time	43.75% 7	31.25% 5	25.00% 4	16	1.81

Q8 What should be the top priorities when it comes to housing in Cleveland? (SELECT YOUR TOP 2 PRIORITIES - YOUR FIRST CHOICE IN COLUMN #1 AND LAST CHOICE IN COLUMN #2)

Answered: 27 Skipped: 0



	#1	#2	TOTAL	WEIGHTED AVERAGE
Affordable (for all income levels)	63.64% 7	36.36% 4	11	1.36
Market Rate ("going rate") for housing or usual price charged in a free market – mid level housing)	64.71% 11	35.29% 6	17	1.35
First time home buyers	50.00% 5	50.00% 5	10	1.50
Seniors	50.00% 3	50.00% 3	6	1.50
Luxury	10.00% 1	90.00% 9	10	1.90

Q9 What are your biggest concerns about the future of Cleveland? (LIST YOUR TOP TWO)

Answered: 26 Skipped: 1

ANSWER CHOICES	RESPONSES
1	100.00% 26
2	100.00% 26

#	1	DATE
1	Lack of police, fire, and ems coverage.	12/7/2020 3:11 PM
2	Price of House rentals for medium income that falls between low and medium income but don't qualify for low housing rates.	11/30/2020 5:28 PM
3	taxes too high	11/30/2020 2:34 PM
4	Safety	11/24/2020 11:17 AM
5	Not enough industry/jobs	11/20/2020 11:23 AM
6	WATER DEPT INFRASTRUCTURE AND WASTE TREATMENT	11/19/2020 1:18 AM
7	Traffic	11/18/2020 9:39 PM
8	Cost to develop because the city lacks funds	11/18/2020 8:21 PM
9	Hispanic community becoming to overwhelm	11/18/2020 7:13 PM
10	that it will stay the same	11/18/2020 4:28 PM
11	Education	11/18/2020 4:18 PM
12	Lack of Infrastructure	11/18/2020 4:18 PM
13	Continued support from the community for the growing district	11/18/2020 3:06 PM
14	crime rate	11/18/2020 1:37 PM
15	Very little, if any, for ages 7-18 to do for recreation	11/18/2020 1:33 PM
16	Schools	11/18/2020 1:06 PM
17	over-population, under-development (insufficient shopping and amenities)	11/18/2020 12:45 PM
18	Overcrowding	11/18/2020 12:42 PM
19	Not enough things for children to do in town.	11/18/2020 10:55 AM
20	Infrastrcuture- making sure our infrastructure can handle any growth	11/18/2020 10:53 AM
21	Safety	11/18/2020 10:31 AM
22	More police	11/18/2020 8:40 AM
23	Emergency services	11/18/2020 7:39 AM
24	Roads	11/18/2020 7:14 AM
25	No opportunity	11/18/2020 7:12 AM
26	Not growing with the times.	11/17/2020 4:10 PM

COMPREHENSIVE PLAN SURVEY

#	2	DATE
1	Inadequate infrastructure- water, sewer, sidewalks, etc.	12/7/2020 3:11 PM
2	lack of job opportunities which keeps people from staying here.	11/30/2020 5:28 PM
3	poor leadership/fiscal responsibility/ oversight	11/30/2020 2:34 PM
4	Jobs	11/24/2020 11:17 AM
5	Being overrun by Hispanic population	11/20/2020 11:23 AM
6	NOT ADEQUATE HOUSING FOR MIDDLE CLASS	11/19/2020 1:18 AM
7	Affordable Housing	11/18/2020 9:39 PM
8	Ordinances to build and difficulty	11/18/2020 8:21 PM
9	Police not follow the law	11/18/2020 7:13 PM
10	that the city will seek to run folks off instead of embracing the growth	11/18/2020 4:28 PM
11	Economy	11/18/2020 4:18 PM
12	Opposed to Growth	11/18/2020 4:18 PM
13	Bringing in top businesses that can help our city grow and develop. The higher quality of businesses offered the more our city will grow	11/18/2020 3:06 PM
14	roads can not handle population at least in my neighborhood	11/18/2020 1:37 PM
15	No city swimming pool	11/18/2020 1:33 PM
16	Illegal immigrants living in Cleveland	11/18/2020 1:06 PM
17	Adequate roads, sidewalks	11/18/2020 12:45 PM
18	Poverty	11/18/2020 12:42 PM
19	Crime	11/18/2020 10:55 AM
20	commercial growth	11/18/2020 10:53 AM
21	Low crime	11/18/2020 10:31 AM
22	clean up NE Liberty county ditches, roads, etc	11/18/2020 8:40 AM
23	Schools	11/18/2020 7:39 AM
24	Police & Emergency	11/18/2020 7:14 AM
25	Education	11/18/2020 7:12 AM
26	Not the best quality of certain things.	11/17/2020 4:10 PM

Q10 What are the three greatest strengths of the City of Cleveland (LIST THREE)

Answered: 21 Skipped: 6

ANSWER CHOICES	RESPONSES	
1	100.00%	21
2	90.48%	19
3	80.95%	17

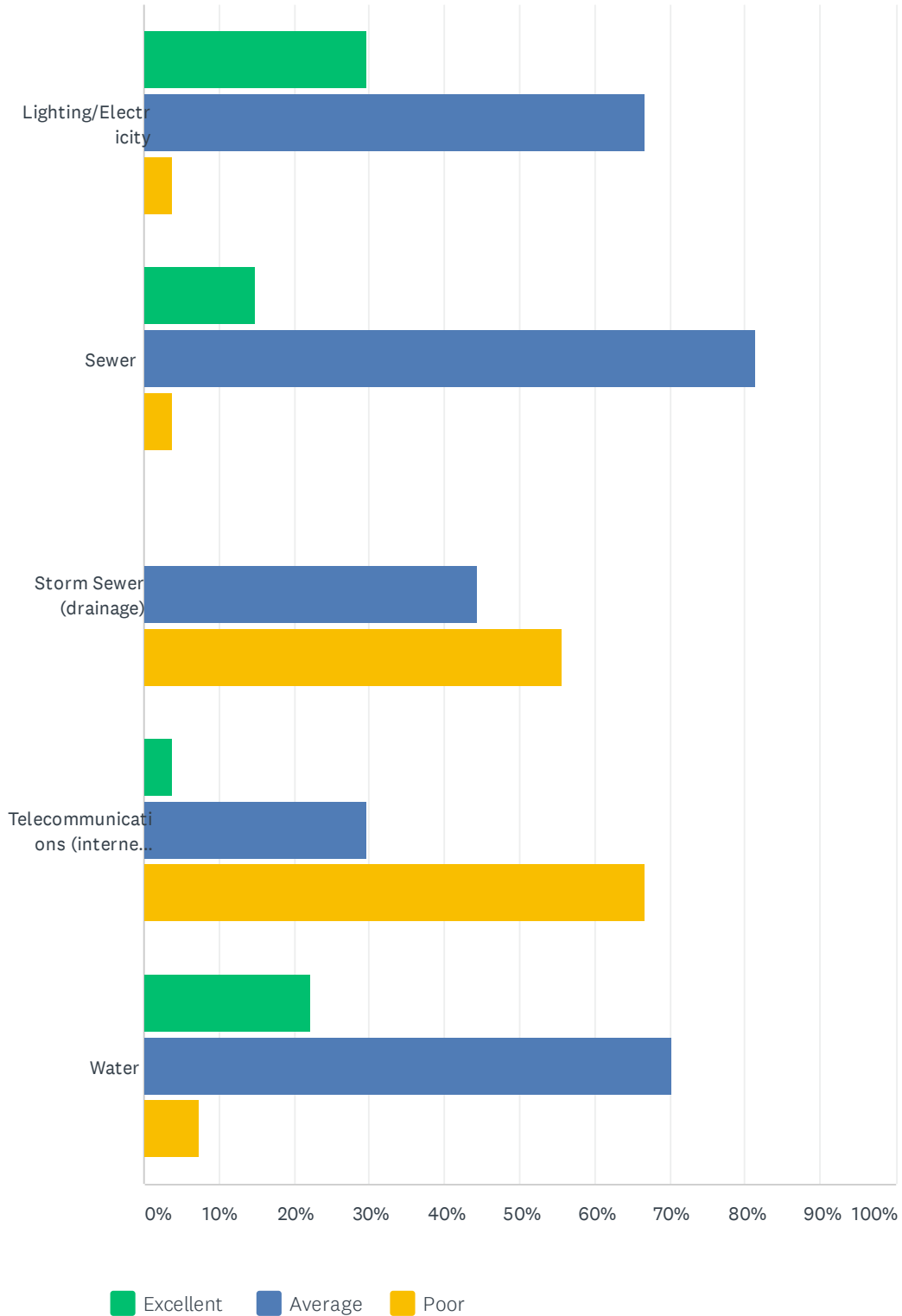
#	1	DATE
1	People	12/7/2020 3:11 PM
2	Always open to new ideas, and businesses.	11/30/2020 5:28 PM
3	location and opportunity for big city relocators	11/30/2020 2:34 PM
4	Community	11/24/2020 11:17 AM
5	Small town	11/20/2020 11:23 AM
6	SMALL TOWN AND CAN MAKE DECISIONS QUICKLY	11/19/2020 1:18 AM
7	Solid Financial Standing	11/18/2020 9:39 PM
8	Land	11/18/2020 8:21 PM
9	some of the people	11/18/2020 4:28 PM
10	its people	11/18/2020 4:18 PM
11	School District	11/18/2020 3:06 PM
12	Law Enforcement	11/18/2020 1:33 PM
13	Close to Houston/suburbs and can have affordable middle class homes	11/18/2020 1:06 PM
14	The remnant of people who live here and love it, are positive, and desire growth.	11/18/2020 12:45 PM
15	Proximity to Houston for growth	11/18/2020 12:42 PM
16	The citizens themselves and their love of community	11/18/2020 10:53 AM
17	Small town feel	11/18/2020 10:31 AM
18	Quiet	11/18/2020 8:40 AM
19	Growth	11/18/2020 7:14 AM
20	Police	11/18/2020 7:12 AM
21	Room to grow	11/17/2020 4:10 PM

COMPREHENSIVE PLAN SURVEY

#	2	DATE
1	Available Land	12/7/2020 3:11 PM
2	expansion potential	11/30/2020 2:34 PM
3	Location	11/24/2020 11:17 AM
4	Low crime rates	11/20/2020 11:23 AM
5	CITY DECISION MAKING AND NOT HAVING TO ALWAYS GO TO COUNTY	11/19/2020 1:18 AM
6	Current residential development	11/18/2020 9:39 PM
7	Growth	11/18/2020 8:21 PM
8	proximity to Houston	11/18/2020 4:28 PM
9	Businesses	11/18/2020 4:18 PM
10	Chamber	11/18/2020 3:06 PM
11	City Management	11/18/2020 1:33 PM
12	Great people (for most part)	11/18/2020 1:06 PM
13	Leaders with a growth mindset.	11/18/2020 12:45 PM
14	Small town feel	11/18/2020 12:42 PM
15	strategic plan regarding budget and infrastructure	11/18/2020 10:53 AM
16	Conservative	11/18/2020 10:31 AM
17	Hometown feel	11/18/2020 8:40 AM
18	Historical Cleveland	11/18/2020 7:14 AM
19	Police	11/18/2020 7:12 AM
#	3	DATE
1	Wildlife	12/7/2020 3:11 PM
2	good library	11/30/2020 2:34 PM
3	Land	11/24/2020 11:17 AM
4	Good place to raise a family	11/20/2020 11:23 AM
5	BUILDING AND DEVELOPMENT	11/19/2020 1:18 AM
6	Caring people in our community	11/18/2020 9:39 PM
7	Transportation	11/18/2020 8:21 PM
8	Being a crossroad	11/18/2020 4:28 PM
9	stable government	11/18/2020 4:18 PM
10	First Responders: Police & Fire	11/18/2020 3:06 PM
11	Location/proximity to several big cities	11/18/2020 12:45 PM
12	Hard working middle class	11/18/2020 12:42 PM
13	proximity to houston	11/18/2020 10:53 AM
14	Low taxes	11/18/2020 10:31 AM
15	Not crowded	11/18/2020 8:40 AM
16	Convenience	11/18/2020 7:14 AM
17	Police	11/18/2020 7:12 AM

Q11 How would you rate the dependability and quality of the following utilities:

Answered: 27 Skipped: 0



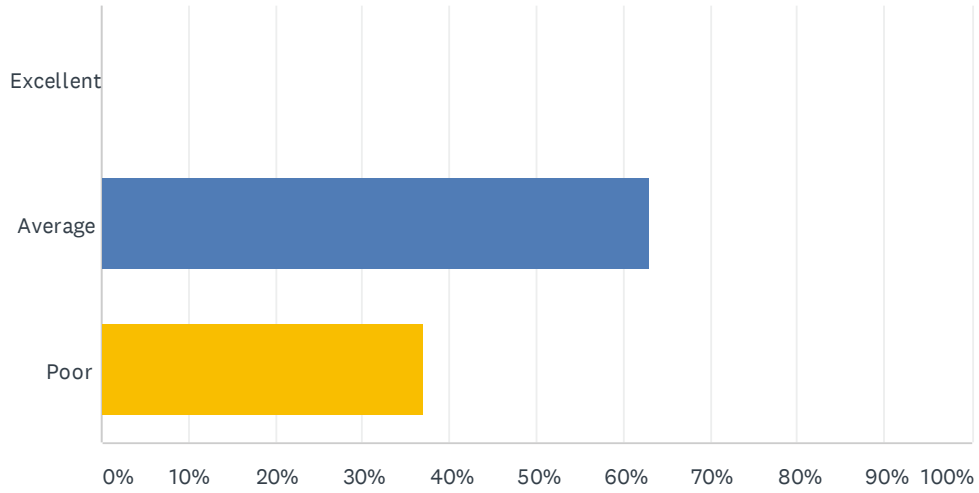
COMPREHENSIVE PLAN SURVEY

	EXCELLENT	AVERAGE	POOR	TOTAL	WEIGHTED AVERAGE
Lighting/Electricity	29.63% 8	66.67% 18	3.70% 1	27	1.74
Sewer	14.81% 4	81.48% 22	3.70% 1	27	1.89
Storm Sewer (drainage)	0.00% 0	44.44% 12	55.56% 15	27	2.56
Telecommunications (internet, etc)	3.70% 1	29.63% 8	66.67% 18	27	2.63
Water	22.22% 6	70.37% 19	7.41% 2	27	1.85

#	COMMENTS (OPTIONAL)	DATE
1	do not trust the water or the people who monitor it	11/30/2020 2:34 PM
2	Need more water and sewer facilities in order to grow	11/18/2020 4:18 PM

Q12 How would you rate the condition of the City's roads and streets?

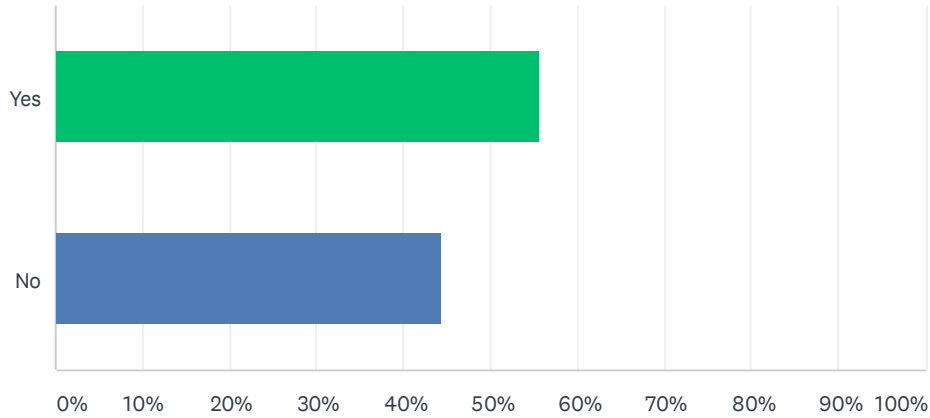
Answered: 27 Skipped: 0



ANSWER CHOICES	RESPONSES	
Excellent	0.00%	0
Average	62.96%	17
Poor	37.04%	10
TOTAL		27

Q13 Are there particular areas where you feel the roads are unsafe?

Answered: 27 Skipped: 0

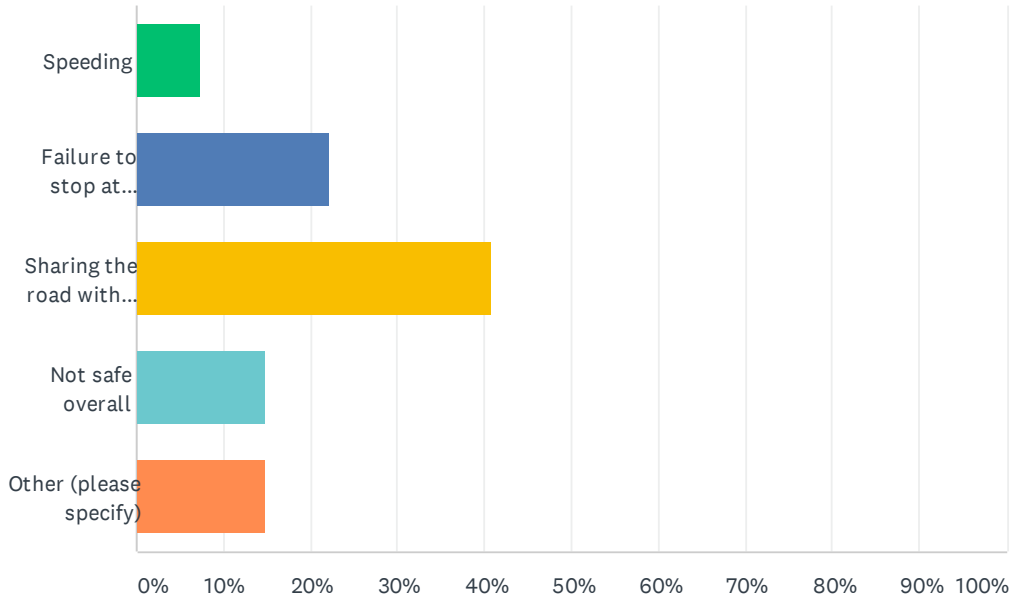


ANSWER CHOICES	RESPONSES
Yes	55.56% 15
No	44.44% 12
TOTAL	27

#	IF YES, PLEASE LIST.	DATE
1	787 & Plum Grove area	11/24/2020 11:17 AM
2	Precinct 20	11/20/2020 11:23 AM
3	ON WAY TO PLUM GROVE	11/19/2020 1:18 AM
4	Houston Avenue through town	11/18/2020 9:39 PM
5	Glen Park, narrow streets, no sidewalks,during Eastside Elem pick up and drop off we can not get into or out of our driveway	11/18/2020 1:37 PM
6	Middle of town - southline area	11/18/2020 1:33 PM
7	All throughout the city - no safe space for bicycles and pedestrians	11/18/2020 12:45 PM
8	105/321 and Bypass Intersections	11/18/2020 12:42 PM
9	North Cleveland Park road.	11/18/2020 10:55 AM
10	Precinct 20	11/18/2020 10:53 AM
11	E.booth street in front of lowe's tires shop	11/18/2020 7:39 AM
12	Rural Roads that are caving. Mine	11/18/2020 7:14 AM
13	600 blk Shell, road by Baldwin park	11/18/2020 7:12 AM
14	no side walks along Houston, where there is a lot of foot traffic.	11/17/2020 4:10 PM

Q14 What is your biggest traffic concern within City streets (excluding highways)?

Answered: 27 Skipped: 0

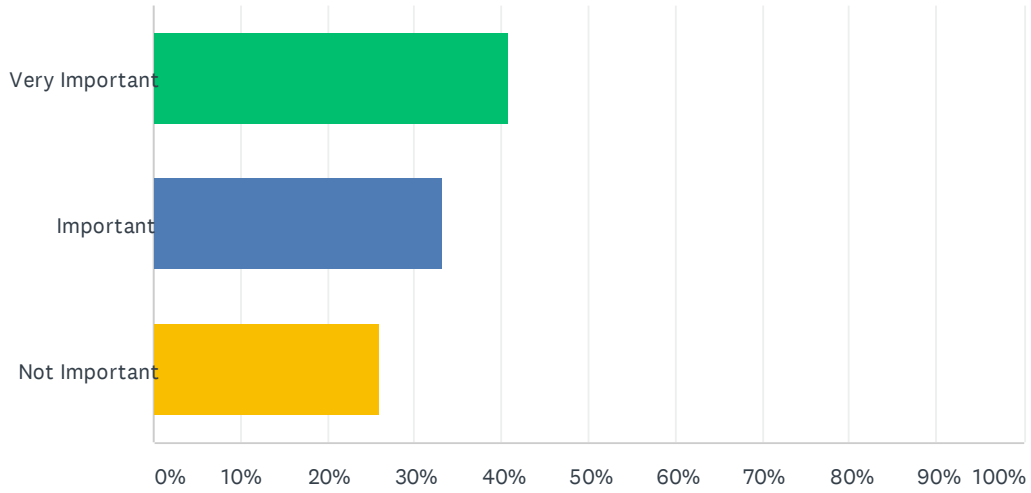


ANSWER CHOICES	RESPONSES
Speeding	7.41% 2
Failure to stop at intersections	22.22% 6
Sharing the road with bicycles, pedestrians, etc.	40.74% 11
Not safe overall	14.81% 4
Other (please specify)	14.81% 4
TOTAL	27

#	OTHER (PLEASE SPECIFY)	DATE
1	N/A	11/18/2020 1:06 PM
2	Overcrowding causing wrecks	11/18/2020 12:42 PM
3	lack of sidewalks and conditions of streets	11/18/2020 10:53 AM
4	Roads	11/18/2020 7:14 AM

Q15 How important is it to provide multi-use paths (i.e. 8-10' trail detached from the road) for walking and bicycling throughout the City?

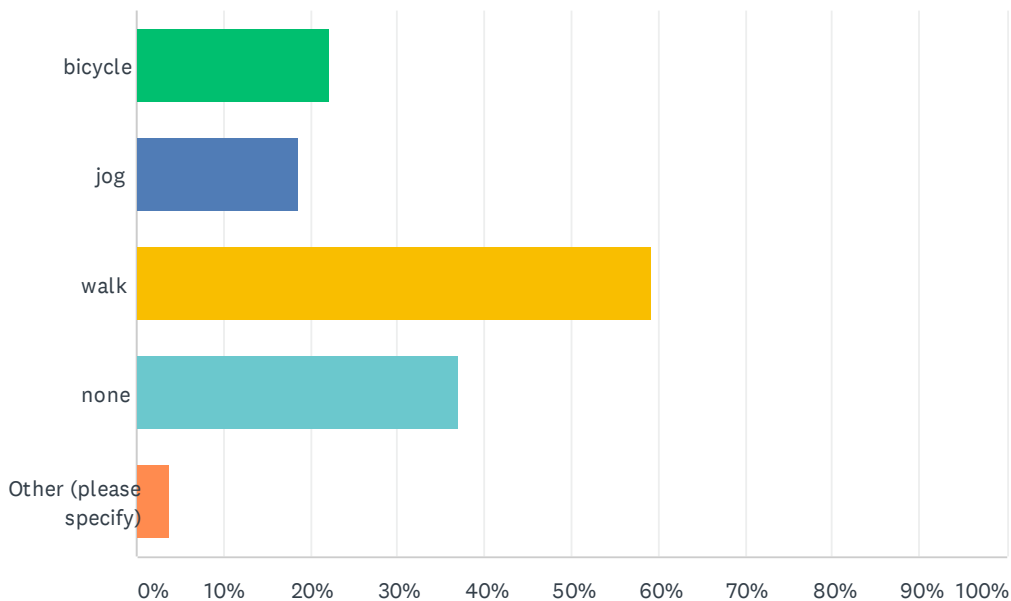
Answered: 27 Skipped: 0



ANSWER CHOICES	RESPONSES	
Very Important	40.74%	11
Important	33.33%	9
Not Important	25.93%	7
TOTAL		27

Q16 What means of travel do you use other than by vehicle within City of Cleveland (CHECK ALL THAT APPLY)

Answered: 27 Skipped: 0

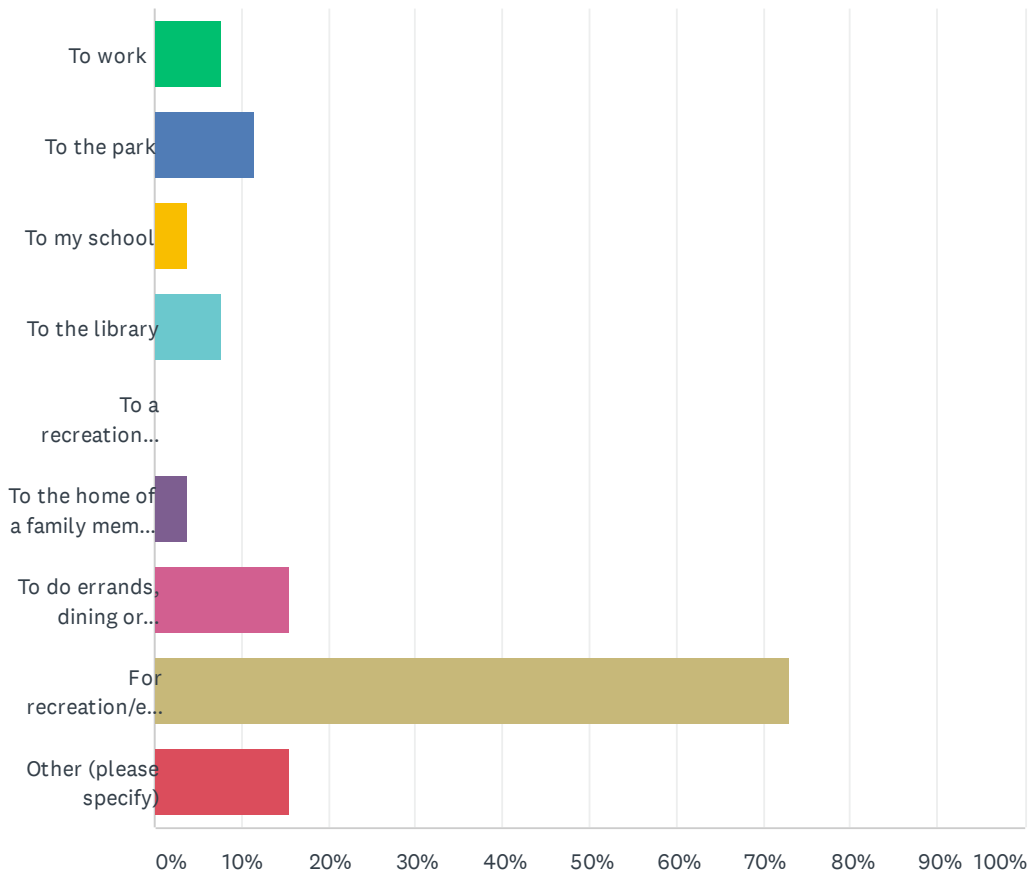


ANSWER CHOICES	RESPONSES
bicycle	22.22% 6
jog	18.52% 5
walk	59.26% 16
none	37.04% 10
Other (please specify)	3.70% 1
Total Respondents: 27	

#	OTHER (PLEASE SPECIFY)	DATE
1	Brazos Transit Public Transportation	11/30/2020 5:28 PM

Q17 What is your primary destination when you bike, jog or walk? (CHECK ALL THAT APPLY)

Answered: 26 Skipped: 1



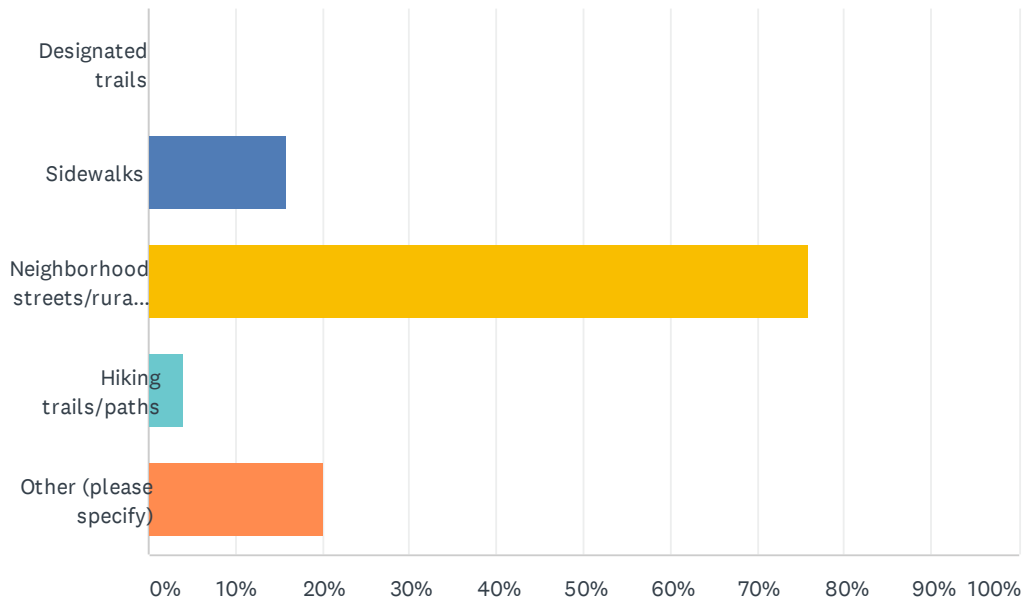
ANSWER CHOICES	RESPONSES	
To work	7.69%	2
To the park	11.54%	3
To my school	3.85%	1
To the library	7.69%	2
To a recreation center	0.00%	0
To the home of a family member or friend	3.85%	1
To do errands, dining or shopping	15.38%	4
For recreation/exercise (i.e. no specific destination)	73.08%	19
Other (please specify)	15.38%	4
Total Respondents: 26		

COMPREHENSIVE PLAN SURVEY

#	OTHER (PLEASE SPECIFY)	DATE
1	exercise	11/30/2020 2:34 PM
2	From business to business	11/18/2020 8:21 PM
3	not applicable	11/18/2020 4:18 PM
4	N/A	11/18/2020 4:18 PM

Q18 When you bike, jog, or walk which do you use? (CHECK ALL THAT APPLY)

Answered: 25 Skipped: 2

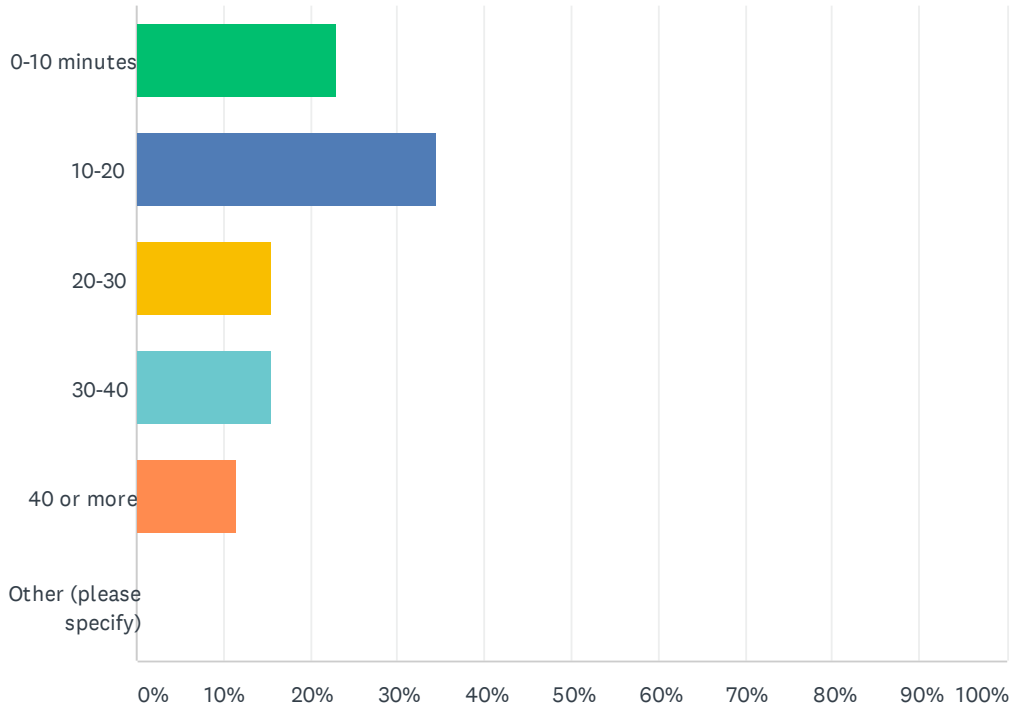


ANSWER CHOICES	RESPONSES	
Designated trails	0.00%	0
Sidewalks	16.00%	4
Neighborhood streets/rural roads (on the actual street, not on a sidewalk or trail)	76.00%	19
Hiking trails/paths	4.00%	1
Other (please specify)	20.00%	5
Total Respondents: 25		

#	OTHER (PLEASE SPECIFY)	DATE
1	There aren't any sidewalks, trails, etc.	11/30/2020 5:28 PM
2	road	11/30/2020 2:34 PM
3	Streets	11/18/2020 9:39 PM
4	not applicable	11/18/2020 4:18 PM
5	N/A	11/18/2020 4:18 PM

Q19 What is your average one-way distance? (SELECT ONE)

Answered: 26 Skipped: 1

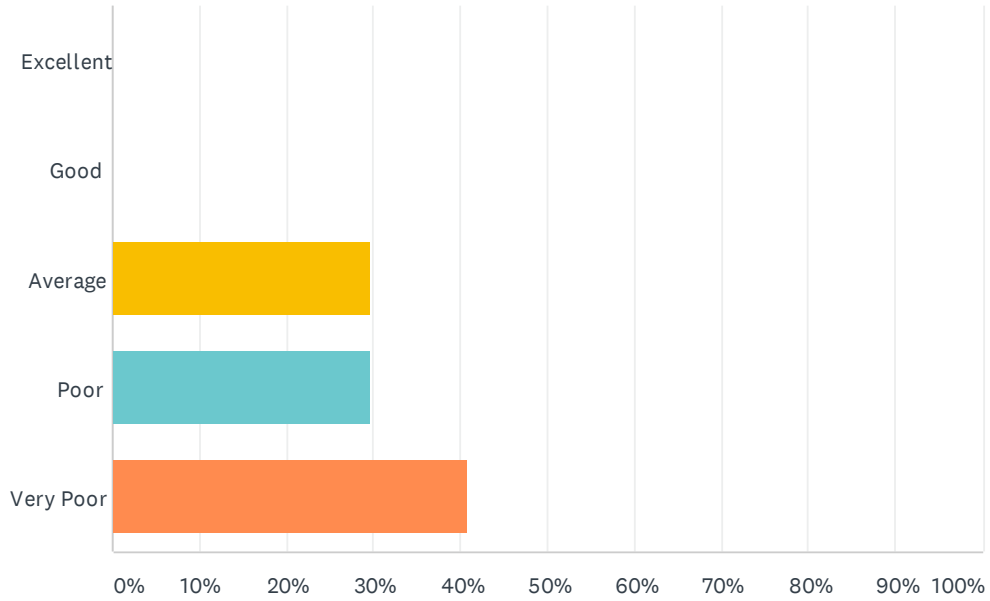


ANSWER CHOICES	RESPONSES	
0-10 minutes	23.08%	6
10-20	34.62%	9
20-30	15.38%	4
30-40	15.38%	4
40 or more	11.54%	3
Other (please specify)	0.00%	0
TOTAL		26

#	OTHER (PLEASE SPECIFY)	DATE
	There are no responses.	

Q20 Please rate the quality of the sidewalks or trails in the City?

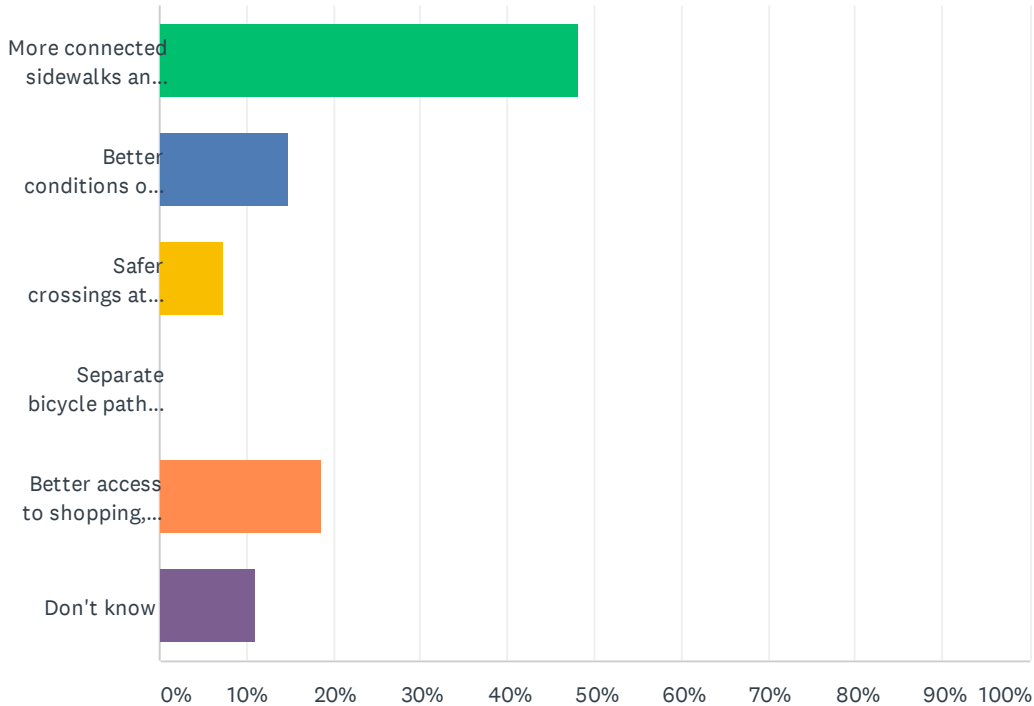
Answered: 27 Skipped: 0



ANSWER CHOICES	RESPONSES	
Excellent	0.00%	0
Good	0.00%	0
Average	29.63%	8
Poor	29.63%	8
Very Poor	40.74%	11
TOTAL		27

**Q21 Which of the following would do the MOST to encourage yourself and other Cleveland residents to utilize trails and sidewalks in Cleveland?
(SELECT ONE)**

Answered: 27 Skipped: 0



ANSWER CHOICES	RESPONSES	
More connected sidewalks and trails (better network)	48.15%	13
Better conditions of sidewalks and trails	14.81%	4
Safer crossings at intersections	7.41%	2
Separate bicycle paths, wider shoulders	0.00%	0
Better access to shopping, schools, parks and other destinations	18.52%	5
Don't know	11.11%	3
TOTAL		27

Q22 Please provide your comments on the Future Land Use Plan.

Answered: 13 Skipped: 14

#	RESPONSES	DATE
1	Just a dream plan that looks good on paper. I see no real plan to develop any of it.	12/7/2020 3:11 PM
2	I don't know what this is.	11/30/2020 5:28 PM
3	unknown what this means or have any info on it-- poorly worded question without an explanation	11/30/2020 2:34 PM
4	n/a	11/20/2020 11:23 AM
5	It is essential that future land use addresses drainage.	11/18/2020 9:39 PM
6	Commercial and home lots	11/18/2020 8:21 PM
7	Easy st needs a side walk. Lot of ppl walk in the road and hard to see them at night.	11/18/2020 7:13 PM
8	No Comment	11/18/2020 4:18 PM
9	The City of Cleveland does not need to focus on biking trails and walking paths for citizens to get around. That is the least of our concerns. Let's get the schools improved so more solidly employed individuals will move to Cleveland.	11/18/2020 1:06 PM
10	We need more thing for children in town, too many new stores.	11/18/2020 10:55 AM
11	We need sidewalks and outdoor recreation areas that include walking and biking pathways.	11/18/2020 10:53 AM
12	Need more information	11/18/2020 10:31 AM
13	Buildings that are in poor condition should be torn down including homes.	11/18/2020 7:14 AM

Q23 Please provide your comments on the Thoroughfare Plan.

Answered: 10 Skipped: 17

#	RESPONSES	DATE
1	#1,3,4,5, & 9 are good ideas. #2, & 7 are a waste of time and money, #6 should only be considered if someone is looking to be there otherwise another road to no where in Cleveland. #7 & 8 are Liberty County Issues and should not be on the City's plan unless they want to voluntarily annex. #10 appears to be a road for private development from the south end of Fenner which there are houses there and I wonder if they know a plan to place a street through their living room exists. However, private development roads are provided by the developer not the City.	12/7/2020 3:11 PM
2	I don't know what this is.	11/30/2020 5:28 PM
3	see answer to #22	11/30/2020 2:34 PM
4	n/a	11/20/2020 11:23 AM
5	MUCH NEEDED	11/19/2020 1:18 AM
6	I-69 - FM 2025 is probably the most critical. The 105 bypass and Hwy 321 are also critical to traffic flow.	11/18/2020 9:39 PM
7	Some areas such as 59/2025 bridge needs to be redone and the railroad tracks need overpasses to open up frontage roads	11/18/2020 8:21 PM
8	No Comment	11/18/2020 4:18 PM
9	Need more information	11/18/2020 10:31 AM
10	Would love to not see big trucks going thru town. They should be using bypass.	11/18/2020 7:14 AM

Q24 Please provide your comments on the Parks, Open Space and Trails Plan.

Answered: 12 Skipped: 15

#	RESPONSES	DATE
1	Most of these already exist. #5 has no access off of S. Travis or through the woods from the bypass or FM 1010 or CR 319 (Wells Rd). The use of #7 just looks like someone randomly chose different areas with no way to discuss them or they would have been individually identified. So my guess is they are not really in a plan that I would see in my life time.	12/7/2020 3:11 PM
2	This is much needed in Cleveland. There aren't any places for people to walk except in the road through most all of Cleveland, to get from point A to point B.	11/30/2020 5:28 PM
3	see answer to #22	11/30/2020 2:34 PM
4	n/a	11/20/2020 11:23 AM
5	WILL HELP MORAL OF CITIZENS	11/19/2020 1:18 AM
6	There is a critical need for sidewalks and bike paths. Especially near schools and areas where seniors live.	11/18/2020 9:39 PM
7	No vision	11/18/2020 8:21 PM
8	Trails should not run into the downtown city area, but instead remain on the outskirts to preserve a feeling of being in nature. An escape of sorts.	11/18/2020 4:18 PM
9	We need a City swimming pool	11/18/2020 1:33 PM
10	Yes! Yes! Yes! But safety and security need to be kept in mind since the city let the parks to down hill.	11/18/2020 10:55 AM
11	Need more information	11/18/2020 10:31 AM
12	Would love more splash pads for kids. More covered areas for families.	11/18/2020 7:14 AM

Q25 Please provide your comments on the Wastewater Plan.

Answered: 10 Skipped: 17

#	RESPONSES	DATE
1	#1 is a waste of time and money unless someone is buying that property and then they can chip in to get it done. #2, 4, and 6 are good ideas for the plan. However, #3 should be #1 on the list and #5 should be #2 on the list and should already be in the design phase as the city's current infrastructure can not handle the steady growth we currently have.	12/7/2020 3:11 PM
2	Unknown	11/30/2020 5:28 PM
3	see answer to #22	11/30/2020 2:34 PM
4	n/a	11/20/2020 11:23 AM
5	MUCH NEEDED UPDATE WHEN SEVERAL RESIDENTS HAVE SIGNIFICANT ISSUES DAILY	11/19/2020 1:18 AM
6	Constant updating is required.	11/18/2020 9:39 PM
7	Poor infrastructure need more capacity	11/18/2020 8:21 PM
8	Maintain West WWTP for future residential development on the West side of Cleveland. Lots of land that could be developed into neighborhoods in the future on that side.	11/18/2020 4:18 PM
9	Need more information	11/18/2020 10:31 AM
10	No comment	11/18/2020 7:14 AM

Q26 Please provide your comments on the Water Plan

Answered: 10 Skipped: 17

#	RESPONSES	DATE
1	All sound like good projects except # 5. Why build a road, sewer lines, and water lines to no where in the hopes someone will build there one day.	12/7/2020 3:11 PM
2	Unknown	11/30/2020 5:28 PM
3	see answer to #22	11/30/2020 2:34 PM
4	n/a	11/20/2020 11:23 AM
5	AS THE DEMAND GROWS WE NEED TO KEEP UP	11/19/2020 1:18 AM
6	Constant updating is required.	11/18/2020 9:39 PM
7	Poor infrastructure most of city has inadequate pipe	11/18/2020 8:21 PM
8	No Comment	11/18/2020 4:18 PM
9	Need more information	11/18/2020 10:31 AM
10	No comment	11/18/2020 7:14 AM

Q27 Please provide your comments on the Storm Water Plan.

Answered: 10 Skipped: 17

#	RESPONSES	DATE
1	#1, & 4 are good. #2 already holds water and is rarely used. #3 is good in theory but there is not access. #5 says 105 by-pass but is clearly marked as detention for the neighborhood.	12/7/2020 3:11 PM
2	Unknown	11/30/2020 5:28 PM
3	see answer to #22	11/30/2020 2:34 PM
4	n/a	11/20/2020 11:23 AM
5	THIS IS A MUST PARTICULARLY DURING HURRICANE SEASON	11/19/2020 1:18 AM
6	Home and business flooding has become very serious over the past few years.	11/18/2020 9:39 PM
7	Drainage needs to be improved on some of the streets	11/18/2020 8:21 PM
8	No Comment	11/18/2020 4:18 PM
9	Need more information	11/18/2020 10:31 AM
10	No comment	11/18/2020 7:14 AM