



**SEABROOK CITY COUNCIL
NOTICE OF REGULAR CITY COUNCIL MEETING
TUESDAY, JANUARY 3, 2017 - 7:00 PM**

NOTICE IS HEREBY GIVEN THAT THE SEABROOK CITY COUNCIL WILL MEET ON **TUESDAY JANUARY 3, 2017 AT 7:00 PM** IN THE CITY HALL CITY COUNCIL CHAMBERS, 1700 FIRST STREET, SEABROOK, TEXAS, **TO DISCUSS, CONSIDER, AND IF APPROPRIATE, TAKE ACTION** WITH RESPECT TO THE ITEMS LISTED BELOW.

THIS FACILITY IS WHEELCHAIR ACCESSIBLE AND ACCESSIBLE PARKING SPACES ARE AVAILABLE. REQUESTS FOR OTHER ACCOMMODATIONS OR INTERPRETIVE SERVICES MUST BE MADE 48 HOURS PRIOR TO THIS MEETING. PLEASE CONTACT THE CITY SECRETARY'S OFFICE AT (281) 291-5600 OR FAX (281) 291-5710 FOR FURTHER INFORMATION.

PLEDGE OF ALLEGIANCE

1. PRESENTATIONS

1.1. Volunteer Recognition

Honor and recognize Ronica Hall, a long time Seabrook volunteer, for her dedication, loyalty, hard work, and commitment shown over many years of service to the City and the community. (Royal)

1.2. Contest Recognition

Recognize Grand Central Station Gift Boutique as the business winner and Jack Fryday as the residential winner of the 2016 Old Seabrook Holiday Decorating Contest. (Dearman)

2. PUBLIC COMMENTS AND ANNOUNCEMENTS

At this time we would like to listen to any member of the audience on any subject matter, whether or not that item is on the agenda. All comments are limited to a maximum of four minutes for each speaker, shall be limited to city business or city-related business or matters of general public interest, and shall not include any personal attacks. In accordance with the Open Meetings Act, members may not discuss or take action on any item that has not been posted on the agenda. When your name is called, please come to the podium and state your name and address clearly into the microphone before making your comments. Thank you.

- 2.1. Mayor, City Council and/or members of the city staff may make announcements about city/community events. (Council)

3. CONSENT AGENDA (COUNCIL)

Council will discuss, consider, and if appropriate, take action on the items listed below.

3.1. Pipeline Permit

Approve a request for a permit to relocate /lower an 18" MMP pipeline which is located near the Poly One property, 5780 State Highway 146. (Landis)

Documents:

[Agenda briefing pipeline permit.pdf](#)
[Pipeline Permit Application.pdf](#)
[Chapter 62_Pipelines.pdf](#)
[Exhibit A. Engineered Construction Drawings.pdf](#)

3.2. Planning & Zoning Commission Reappointments

Approve the reappointment of Rosebud Caradec, Buddy Hammann, and Tracie Soich as members to the Planning and Zoning Commission for a term ending January 1, 2020. (Hicks)

3.3. Board of Adjustment / Building Standards Commission Reappointments

Approve the reappointment of John Dolan and Sue Langgard as regular members and Dat Tien (Richard) Nguyen as an alternate member to the Board of Adjustment / Building Standards Commission for a term ending January 31, 2019. (Hicks)

3.4. Special Event CCISD Cross Country Meet

Approve a special event permit and waiver of the permit fees for a Clear Creek ISD (Seabrook Intermediate) Cross Country Meet on Monday, January 9, 2017, from 4:45pm until 9:00pm at Meador Park. All supporting documentation and fees have been submitted and approved. (Hicks)

Documents:

[CCISD app.pdf](#)

3.5. Excused Absence

Approve an excused absence for Robert Llorente for the December 6, 2016 regular City Council meeting. (Hicks)

3.6. Minutes

Approve minutes of the December 6, 2016 regular City Council meeting. (Hicks)

Documents:

[120616 minutes.pdf](#)

4. EXECUTIVE SESSION

The City Council will now hold a closed executive meeting pursuant to the provisions of the open meetings Act, Charter 551, Government Code, and Vernon's Texas Codes Annotated, in accordance with the authority contained in one or more of the following sections: Section 551.071, Consultation with Attorney; Section 551.072, Real Property; Section 551.073, Deliberation Regarding a Prospective Gift; Section 551.074, Personnel Matters; Section 551.076. Security Devices; and Section 551.087, Economic Development.

4.1. Executive Session 551.071

Consult with City Attorney regarding legal issues and discuss the amendment to the appointment and term of the Municipal Court Judge, as provided by Section 551.071 of the Texas Government Code. (Cook)

5. OPEN MEETING

Council will reconvene in open session to allow for possible action on any of the agenda items listed above under "Executive Session."

6. NEW BUSINESS (COUNCIL)

Council will discuss, consider and if appropriate, take action on the items listed below.

6.1. Ordinance 2017-01 Thoroughfare Plan

Consider and take all appropriate action on first reading of proposed Ordinance 2017-01, "Adoption of the City of Seabrook 2016 Thoroughfare Plan". (Landis)

AN ORDINANCE OF THE CITY OF SEABROOK, TEXAS, ADOPTING THE "SEABROOK 2016 THOROUGHFARE PLAN" PURSUANT TO TEXAS LOCAL GOVERNMENT CODE CHAPTER 213 AS PROVIDED HEREIN; REPEALING ALL ORDINANCES AND RESOLUTIONS INCONSISTENT OR IN CONFLICT HERewith; AND PROVIDING FOR SEVERABILITY

Documents:

[Agenda Briefing Thoroughfare Plan.pdf](#)

[Ordinance 2017-01.pdf](#)

[Thoroughfare Plan 2016.pdf](#)

6.2. Ordinance 2017-02 Municipal Court Judge

Consider and take all appropriate action on first reading of proposed Ordinance 2017-02, "Amendment to the Term of Office - Municipal Court Judge." (Cook)

AN ORDINANCE AMENDING THE CODE OF THE CITY OF SEABROOK, CHAPTER 50, "MUNICIPAL COURT", ARTICLE II, "ESTABLISHING THE MUNICIPAL COURT AS A COURT OF RECORD", BY AMENDING SECTION 50-20, "TERM OF JUDGE"; MAKING FINDINGS OF FACT; REPEALING ALL ORDINANCES OR PARTS OF ORDINANCES INCONSISTENT OR IN CONFLICT HERewith; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR NOTICE AND EFFECTIVE DATE

Documents:

[Ordinance 2017-02.pdf](#)

6.3. Ordinance 2017-03 Budget Amendment

Consider and take all appropriate action on first and final reading of Ordinance 2017-03, "Amending the Budget for the Fiscal Year Beginning October 1, 2015 and ending September 30, 2016 for the Seabrook General Fund." (Gibbs)

AN ORDINANCE AMENDING THE AMOUNT OF APPROPRIATIONS FOR THE GENERAL FUND BUDGET FOR THE FISCAL YEAR BEGINNING ON OCTOBER 1, 2015 AND ENDING ON SEPTEMBER 30, 2016, FOR THE CITY OF SEABROOK, IN THE AMOUNT OF \$776,000, TO PROVIDE FOR THE PAYMENT OF CAPITAL EXPENDITURES; AND FINDING AVAILABLE UNENCUMBERED FUNDS FOR THE SUPPLEMENTAL APPROPRIATION AND/OR TRANSFER

Documents:

[Agenda Briefing budget amendment.pdf](#)

[Ordinance 2017-03.pdf](#)

6.4. Ordinance 2017-04 No Parking Lakeside Drive

Consider and take all appropriate action on first reading of proposed Ordinance 2017-04, "Revise Prior Update of Section 90-80, (No Parking), Pertaining to Lakeside Drive." (Cook)

AN ORDINANCE AMENDING CHAPTER 90 OF THE CODE OF ORDINANCES OF THE CITY OF SEABROOK, TEXAS, ENTITLED "TRAFFIC AND VEHICLES," ARTICLE III, "STOPPING, STANDING, AND PARKING," DIVISION 1, "GENERALLY," SECTION 90-80, "SCHEDULE I - NO PARKING ZONES;" PROVIDING ADDITIONAL CLARIFYING REVISIONS FOR LAKESIDE DRIVE; PROVIDING FOR A PENALTY IN AN AMOUNT OF NOT MORE THAN TWO HUNDRED DOLLARS (\$200.00) FOR VIOLATION OF ANY PROVISIONS HEREOF BY INCLUSION INTO THE CODE; REPEALING ALL ORDINANCES OR PARTS OF ORDINANCES INCONSISTENT OR IN CONFLICT HERewith; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR NOTICE

Documents:

[Ordinance 2017-04 .pdf](#)
[Exhibit Ord 2017-04.pdf](#)

6.5. Resolution 2017-01 Grant Application

Consider and take all appropriate action on proposed Resolution 2017-01, "Submission of Grant Application for Marked Operations Vehicle with Video Equipment." (Wright)

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SEABROOK, TEXAS, APPROVING SUBMITTAL OF APPLICATION FOR A GRANT TO THE OFFICE OF THE GOVERNOR, CRIMINAL JUSTICE DIVISION, FOR A MARKED OPERATIONS VEHICLE WITH VIDEO EQUIPMENT AND APPOINTING THE CITY MANAGER AS THE AUTHORIZED OFFICIAL FOR ADMINISTRATION OF THE GRANT

Documents:

[Agenda Briefing Grant Resolution.pdf](#)
[Resolution 2017-01.pdf](#)

6.6. Confirmation of Director of Finance

Consider and take all appropriate action for the confirmation per the Seabrook City Charter, Section 5.01(a), of Michael Gibbs as Director of Finance, as appointed by the City Manager. (Cook)

Documents:

[Agenda Briefing Director of Finance.pdf](#)

6.7. Legislative Department Report

Consider and take all appropriate action on the Legislative Department 2016 Annual Report. (Hicks)

Documents:

[Legislative Dept Annual Report.pdf](#)

6.8. Economic Alliance Advocacy

Consider and take all appropriate action on designation of the Council

representative to participate in the Economic Alliance Advocacy trip to Washington D.C. March 28-31, 2017. This is a budgeted item for one representative. (Royal)

6.9. Citizens for Space Exploration

Consider and take all appropriate action on designation of the Council representative to the Citizens for Space Exploration visit to Washington D.C. May 23-26, 2017. This is a budgeted item for one representative. (Royal)

7. ROUTINE BUSINESS

Council will discuss, consider and if appropriate, take action on the items listed below.

7.1. Approve the Action Items Checklist which is attached and made a part of this Agenda.

Documents:

[120716 action items checklist.pdf](#)

7.2. Establish future meeting dates and agenda items.

Documents:

[January calendar.pdf](#)

8. EXECUTIVE SESSION

The City Council will now hold a closed executive meeting pursuant to the provisions of the open meetings Act, Charter 551, Government Code, and Vernon's Texas Codes Annotated, in accordance with the authority contained in one or more of the following sections: Section 551.071, Consultation with Attorney; Section 551.072, Real Property; Section 551.073, Deliberation Regarding a Prospective Gift; Section 551.074, Personnel Matters; Section 551.076. Security Devices; and Section 551.087, Economic Development.

8.1. Section 551.074 CM

Pursuant to Section 551.074, Texas Government Code, conduct an Executive Session to deliberate the evaluation and duties of the City Manager. (Royal)

8.2. Section 551.074 CS

Pursuant to Section 551.074, Texas Government Code, conduct an Executive Session to deliberate the evaluation and duties of the City Secretary. (Royal)

9. OPEN MEETING

Council will reconvene in open session to allow for possible action on any of the agenda items listed above under "Executive Session."

THE CITY COUNCIL RESERVES THE RIGHT TO HEAR ANY OF THE ABOVE DESCRIBED AGENDA ITEMS THAT QUALIFY FOR AN EXECUTIVE SESSION IN AN EXECUTIVE SESSION BY PUBLICLY ANNOUNCING THE APPLICABLE SECTION NUMBER OF THE OPEN MEETINGS ACT, (CHAPTER 551 OF THE TEXAS GOVERNMENT CODE) THAT JUSTIFIES EXECUTIVE SESSION TREATMENT.

I certify that this notice was posted on the bulletin board on or before Friday, December 30, 2016 no later than 5:00 p.m. and that this notice will remain posted until the meeting has ended.

Robin Hicks, TRMC
City Secretary



CITY OF SEABROOK

AGENDA BRIEFING

Date of Meeting: January 3, 2017

Submitter/Requestor: Sean Landis

Date Submitted: December 15, 2016

Presenter: Sean Landis

Description/Subject: Request for a permit to relocate/lower an 18" MMP pipeline which is located near the Poly One property, 5780 State Hwy 146.

Applicant:

Magellan Midstream Partners Pipeline Company, LP.

Legal Description:

Request:

Magellan Midstream Partners Pipeline Company, LP. requests a permit to relocate/lower approximately 3141' of 18" MMP pipeline to a depth of approximately 30' below grade within the City limits of Seabrook.

Purpose/Need: Policy Issue ☐ Administrative Issue ☒

The relocation is required to allow for the construction of the Union Pacific RR/Port of Houston Rail Spur.

The pipeline relocation will occur within the existing pipeline corridor that is located on the west side of State Highway 146. The pipeline will extend from just south of Poly One and extend to the most northerly limits of the City.

All components of the pipeline project will be operated with Best Managements Practices (BMP) and in accordance with the Department of Transportation Title 49, Code of Federal Regulations, Part 192 and ASME B31.4 and B31.8. The pipeline will meet or exceed all federal, state, and/or local installation requirements.

Background/Issue (What prompted this need?):

Impacted Parties (Expected/Notified):

Recommended Action:

As required by Chapter 62 of the City of Seabrook Code of Ordinance, Section 62-6(b), The Committee, which includes; the Director of Community Development, the Building Official, the Fire Chief, the Director of Public Works and the Emergency Management Director have reviewed all plans and specifications for the requested pipeline project. The Committee finds the Project to be compliant with all City Codes and Ordinances and recommends approval of the permit to relocate an 18” MMP pipeline within the City limits of Seabrook as provided for in Exhibit A, Titled Construction Drawings.

Committee Members:

1. Sean Landis – Community Development Director/Building Official
2. Jeff Galyean – Emergency Management Director
3. Arthur Chairez – Public Works Director
4. Kevin Padgett – Assistant Public Works Director
5. Nick Kondejewski- Deputy Building Official
6. Andy Gutacker – Fire Chief

Attachments:

1. Permit Application
2. Copy of the City of Seabrook Pipeline Ordinance
3. Exhibit A., Engineered Construction Drawings including Profiles

Fiscal Impact:	Budgeted	☐ Yes	☐ No	Finance Officer Review:
	Budget Amendment Required	☐ Yes	☐ No	
	Future/Ongoing Impact	☐ Yes	☐ No	

Budget Dept/Line Item Number

Funding Comments:

Where on the agenda should this item be placed?

(i.e. Public Hearing, New Business, Old Business, Consent Agenda, Executive Session, etc.)

Consent Agenda

Suggested Motion:

All requests must be submitted to the City Secretary's Office no later than 5:00 p.m. on the Wednesday preceding the regular Tuesday Council Meeting. All required attachments are to be submitted with the request. Incomplete items cannot be placed on the agenda.

As required by Chapter 62 of the City of Seabrook Code of Ordinance, Section 62-6(b), The Committee, which includes; the Director of Community Development, the Building Official, the Fire Chief, the Director of Public Works and the Emergency Management Director have reviewed all plans and specifications for the requested pipeline project. The Committee finds the Project to be compliant with all City Codes and Ordinances and recommends approval of the permit to relocate an 18" MMP pipeline within the City limits of Seabrook as provided for in Exhibit A, Titled Construction Drawings.

Committee Members:

1. Sean Landis – Community Development Director/Building Official
2. Jeff Galyean – Emergency Management Director
3. Arthur Chairez – Public Works Director
4. Kevin Padgett – Assistant Public Works Director
5. Nick Kondejewski- Deputy Building Official
6. Andy Gutacker – Fire Chief

Attachments:

1. Permit Application
2. Copy of the City of Seabrook Pipeline Ordinance
3. Exhibit A., Engineered Construction Drawings including Profiles

City Manager Review:

- ☐ Approved as submitted
- ☐ Submitted for Council consideration without comment
- ☐ Submitted for Council consideration with comments stated below:

(All items are to be reviewed and approved by the city manager, except items submitted by the mayor or any council member or routine consent agenda items such as minutes and second & third readings of ordinances.)

Sent to City Attorney for review _____
(City Attorney should review all ordinances, resolutions, contracts and executive session items.)

Received and accepted by the City Secretary/Assistant _____

Returned by the City Secretary/Assistant (If incomplete) _____

All requests must be submitted to the City Secretary's Office no later than 5:00 p.m. on the Wednesday preceding the regular Tuesday Council Meeting. All required attachments are to be submitted with the request. Incomplete items cannot be placed on the agenda.

**CITY OF SEABROOK
PIPELINE PERMIT APPLICATION**

1. PIPELINE PROJECT DATA:

Project Name: Bayport Rail Spur
Project Origin: Seabrook TX Project Destination: 45- to 70 days
Pipeline Diameter: 18.00 Pipeline Commodity: _____
Normal Operating Pressure: 834 psi PSI; Max. Operation Pressure: 903 psi PSI; Max. Allowable Temp. _____

2. PIPELINE OWNER:

Owner Name: Magellan Midstream Partners
Owner Address: One Williams Center, Tulsa OK, 74172
Owner Phone: 918-574-7266 Owner Fax: _____
Owner Email: caitlyn.klinghagen@magellanlp.com

3. PERMIT APPLICANT (Owner's Agent):

Company Name: Same as Pipeline Owner
Company Address: _____
Agent Name: _____ Agent Title: _____
Agent Phone: _____ Agent Fax: _____
Agent Email: _____

4. PIPELINE CONTRACTOR: *TO BE PROVIDED*

Company Name: Mid America Pipeline Const.
Company Address: 12115 E Admiral Pl, Tulsa Ok 74116
Primary Contact: Alvaro Galvan / Esteban Galvan Title: Proj. Mang./ Const. Mang.
Primary Contact Phone 1: 832-385-6892 Phone 2: 918-605-7590
Primary Contact Email: agalvan@midampipeline.com egalvan@midampipeline.com

5. 24-HOUR EMERGENCY CONTACTS:

Primary Contact: Alvaro Galvan/ Carlos Soltero Title: Const. Mang.
Primary Contact Phone 1: 832-385-6892 Phone 2: 325-575-1549
Primary Contact Email: agalvan@midampipeline.com/egalvan@midampipeline/alejandro.soltero84@gmail.com
Secondary Contact: Robert Mancha/ Title: Safety
Secondary Contact Phone 1: 281-607-3060 Phone 2: 918-605-7590
Secondary Contact Email: rmancha@midampipeline.com

6. APPLICATION CHECKLIST & SUPPORTING DOCUMENTATION (Check applicable boxes):

☐ COMPLETE ITEMS 1-6 OF PERMIT APPLICATION	☐ ATTACH PIPELINE APPLICATION FEE OF \$1,000.00
☐ SUBMIT PROJECT PLANS (3 HARD COPIES-OR DIGITAL.PDF)	☐ PRINT & SIGN APPLICANT NAME BELOW
☐ ATTACH SIGNED STATEMENT OF COMPLIANCE (62.2.10)	
☐ ATTACH SIGNED STATEMENT OF REPOSITIONING REQUIREMENT (62.2.11)	SCHEDULED STATE DATE OF CONSTRUCTION: <u>12/12/2016</u>
☐ ATTACH SIGNED STATEMENT OF NOTIFICATION REQUIREMENT (62.2.12)	ESTIMATED DURATION OF CONSTRUCTION: <u>2/31/2017</u>

APPLICANT'S PRINTED NAME: _____ APPLICANT'S SIGNATURE: _____

(STAFF USE ONLY) PERMIT NO: _____
PERMIT APPROVED BY: _____ DATE OF APPROVAL: _____

Chapter 62 - PIPELINES

Sec. 62-1. - Declaration of policy.

The city council declares that the policy of the city in the manner of granting to any person the privilege to construct, operate and maintain any pipe or pipeline within the jurisdiction of the city for the purpose of thereby transporting oil, gas, brine or any other liquid or gaseous substance whatsoever shall be stated in this chapter. The provision of this article shall be administered by the director of community development or designee.

(Ord. No. 2014-13, Art. 1, 6-17-2014)

Sec. 62-2. - Definition of terms.

All terms used herein shall be taken in their ordinary signification except the following:

City shall mean the City of Seabrook now incorporated and as hereafter expanded by annexation or consolidation.

Commodity shall mean any liquid or gaseous substance or other product capable of being transported through a pipeline and which is, or may become, flammable, toxic or otherwise hazardous to human, animal or plant health and/or life.

Director shall mean the director of community development or designee.

Permittee shall mean the person to whom a permit is issued under the provisions of this chapter.

Person shall mean an individual, corporation, partnership, association or any other entity, however organized.

Pipeline shall mean any pipeline or part thereof, including pipe, valves and any appurtenances thereto, which is used for the transportation of a commodity into, across, under or over the city.

Relocation shall mean the horizontal or vertical movement of a pipeline.

Reposition shall mean the movement of a pipeline when such movement is necessary for the public construction or public improvement: construction, maintenance and improvement of streets, water lines, sanitary sewer lines, storm sewers, ditches and public utilities.

Review committee shall mean the director of community development, the building official, the city engineer, the fire chief/marshal, the director of public works, and the emergency so management coordinator or their designees.

(Ord. No. 2014-13, Art. 1, 6-17-2014)

Sec. 62-3. - Exemption.

This chapter shall not extend to:

- (1) Any person now or hereafter providing natural gas service for residential and business use only within the city pursuant to a franchise from the city as a gas distribution utility;
- (2) Raw or potable water pipelines, valves and appurtenances; or
- (3) City, county or state agencies for storm drainage or sanitary sewer service pipelines, valves and appurtenances, except industrial wastes transported by pipeline to treatment facilities outside the corporate city limits.

(Ord. No. 2014-13, Art. 1, 6-17-2014)

Sec. 62-4. - Permit required.

No person shall commence the construction, relocation or reposition of a pipeline within the city without a permit being obtained from the city for such pipeline under the terms of this chapter.

(Ord. No. 2014-13, Art. 1, 6-17-2014)

Sec. 62-5. - Application for permit.

A person desiring a permit shall submit a written application to the director and concurrently therewith shall pay a non-refundable fee to the city. The application form, which can be obtained from the director, shall be submitted to the director, in duplicate, with the following information contained thereon:

- (1) The name, business address and telephone number of the pipeline owner and operator.
- (2) The names, titles and telephone numbers of the following persons:
 - a. The person submitting the information;
 - b. The principal contact for submittal of information; and
 - c. The 24-hour emergency contact (and an alternate 24-hour contact), who:
 1. Can initiate appropriate actions to respond to a pipeline emergency;
 2. Has access to information on the location of the closest shutoff valve to any specific point in the city or its jurisdiction; and
 3. Can furnish the common name of the material then being carried by the pipeline.
- (3) The origin point and destination of the pipeline being constructed, adjusted, relocated, replaced, repositioned or repaired.
- (4) A description of the commodity(s) to be transported through the pipeline. A copy of the material safety data sheets for the commodity(s) shall be included with the submittal if the owner or operator is required by federal or state law to have material safety data sheets available.
- (5) The maximum allowable operating pressure on the pipeline as determined according to the U.S. Department of Transportation and state railroad commission procedures or the maximum design strength for unregulated pipelines, if applicable.
- (6) The normal operating pressure range of the pipeline.
- (7) The maximum allowable temperature under which the substance or product may be pumped or otherwise caused or permitted to flow through any and all of the particular portions of the pipeline, if applicable.
- (8) Engineering plans, drawings, maps with summarized specifications showing the horizontal pipeline location, the pipeline covering depths and location of shutoff valves within the corporate limits of the city. A minimum of two emergency shutoff valves shall be required at entry and exit points for new construction. The location of shutoff valves must be known in order for emergency responders to clear the area for access to the valves. To the extent that information can be reasonably obtained, drawings shall show the location of other pipelines and utilities that will be crossed or paralleled within five feet.
- (9) A summary description of the time, location, manner, means and methods of the proposed construction, including but not limited to the following:
 - a. Detailed cross section/profile drawings for all public way crossings if requested by the director;

- b. A plan accurately showing the location, course and alignment of the proposed pipeline, including valve locations (existing and proposed), and all public ways in which the proposed pipeline shall be laid, provided that the degree of accuracy shall not be required to exceed the accuracy which can be practicably achieved by using United States Geological Survey (USGS) maps.
- (10) A statement that the pipeline will comply with the applicable standards required by this chapter as well as all applicable federal, state and local laws and regulations.
- (11) A statement that the permittee shall, at any time in the future, where such pipeline or portion thereof crosses or is laid within, under or across any street, road or utility right-of-way, drainage way or public way existing or projected at the time the permit is issued, reposition such pipeline (which shall include lowering or raising the pipeline, as well as casing it, if required) at the permittee's sole expense, when the city reasonably requires such action incidental to public construction or public improvement: construction, maintenance and improvement of streets, water lines, sanitary sewer lines, storm sewers, ditches and public utilities. The city shall give the permittee prior written notice of the need for repositioning location, and such notice shall be mailed certified mail, return receipt requested, to the permittee as designated in the application. The permittee shall have six months to complete such repositioning.
- (12) A statement that the permittee shall notify the director at least 48 hours prior to performing any scheduled repairs or maintenance on the pipeline. For unscheduled emergency repairs or maintenance, taken to protect the public health, safety or welfare, the permittee shall notify the city police department dispatcher as soon as practical but no later than one hour after commencing repairs or maintenance.

The director expressly reserves the right to require the submission of additional information if the director reasonably deems the information necessary to meet the requirements of this chapter. Such supplemental information shall be submitted by the permittee to the director within ten days, excluding weekends and city holidays, of the permittee's receipt of the director's written request. While awaiting the requested information, the period in which the city must process the application shall be suspended.

(Ord. No. 2014-13, Art. 1, 6-17-2014)

Sec. 62-6. - City council consideration.

- (a) Within 30 days from the date on which the completed permit application and associated fees are received at the official address for the director, the review committee shall advise the applicant whether, based on the committee's professional judgment, the contemplated installation, adjustment, relocation or replacement is in compliance with this chapter. If the committee does not deem the contemplated installation to be in compliance with this chapter, the committee shall specifically notify the applicant of any deficiencies found.
- (b) After the notice described in subsection (a) of this section is given to the applicant, the director, based upon the assessment of the committee as to compliance with this chapter, shall report to the city council upon their examination of such application and plans, including such changes in the plans as the applicant may have made upon their suggestion, with their recommendations as to the granting or denying of the permit application, based upon compliance or noncompliance with this chapter, at the next regularly scheduled council meeting for which adequate notice may be given. The director shall in such report and recommendation state whether the proposed course or alignment of the line and depth at which it is proposed to be laid through undeveloped or unplatted areas is, to the extent economically feasible, consistent with the probable future development of such areas, location and opening of future streets, and laying of water, sanitary sewer and storm sewer lines incident to such probable future development.

- (c) After the report and recommendation is made to the city council, the city council shall promptly approve such application if it meets all applicable city, state and federal requirements as well as all of the terms and conditions of this chapter and shall thereupon issue a permit.

(Ord. No. 2014-13, Art. 1, 6-17-2014)

Sec. 62-7. - Permits.

Upon approval, permits shall be executed in duplicate originals by the director. One duplicate original shall be delivered to the permittee and the other shall be retained by the city. A copy of the permit shall be conspicuously displayed at each point where the pipeline construction, relocation or repositioning intersects any public street, right-of-way, easement or public property within the corporate limits of the city.

(Ord. No. 2014-13, Art. 1, 6-17-2014)

Sec. 62-8. - Permit transference.

Permits may be transferred after prior written notice to the director, on a form provided by the director, which notice shall set forth the full name and address of the transferee, the full name and address of the transferee's registered agent or owner (if an unincorporated entity) and an agreement that the transferee shall be bound by all provisions of the application and permit as originally acted upon and granted by the city. The transfer application shall be signed by an authorized officer, owner or representative of both the transferor and transferee and shall be accompanied by a non-refundable transfer fee.

(Ord. No. 2014-13, Art. 1, 6-17-2014)

Sec. 62-9. - Permit fees.

- (a) Every permit requested under the terms and conditions of this chapter, with the exception of those permits necessitated due to a repositioning of a pipeline at the request or required by the city or another governmental entity, shall provide for the payment by the applicant to the city of a non-refundable application fee of \$1,000.00 per pipeline.
- (b) Every permit granted under the terms and conditions of this chapter shall provide for the payment of an annual fee thereafter in the amount of \$2,500.00 per pipeline per year, payable annually in advance on or before July 1 of each year.
- (c) Every permit transfer request shall be accompanied by a non-refundable transfer fee of \$500.00.

(Ord. No. 2014-13, Art. 1, 6-17-2014)

Sec. 62-10. - Permit expiration.

If construction, relocation or reposition of the pipeline does not commence within one year from the date of the permit, the permit shall be void unless the permittee makes written application for an extension. The city council may grant an extension for no more than one additional year.

(Ord. No. 2014-13, Art. 1, 6-17-2014)

Sec. 62-11. - Abandonment.

- (a) If a permit is not renewed by payment of the required fees as provided in section 62-9 and current proof of insurance/financial responsibility as provided in section 62-14 and subject to 60 days notification to the permittee, all facilities owned by the permittee within the city will be deemed to have been abandoned.
- (b) Pipelines abandoned by permittee after the date of this chapter shall have their permit voided and shall not thereafter be subject to the terms of this chapter except as follows:
 - (1) The owner or operator shall report to the director, in writing, the abandonment of a pipeline that has been permitted in accordance with this chapter.
 - (2) All known abandoned pipelines shall be purged, disconnected from all sources or suppliers of gas, hazardous liquids and chemicals and shall be capped or sealed at each end within the city limits.

(Ord. No. 2014-13, Art. 1, 6-17-2014)

Sec. 62-12. - Construction requirements.

All pipelines shall be constructed in accordance with the following guidelines:

- (1) All pipelines shall be constructed in accordance with the latest applicable minimum standards, if applicable, established by the United States Department of Transportation, Texas Railroad Commission, or any other entity having regulatory authority over pipeline safety and construction matters.
- (2) All pipelines shall be buried to specified depths, as follows:
 - a. Pipelines which run under or within 20 feet of any street or streets and/or any proposed street which has been designated on the master plan for the city or the official city map of the city, shall be buried to a depth of at least six feet measured between the top of the pipeline and the natural surface of the ground.
 - b. Pipelines which run under any ditch and/or drainage area or structure shall be buried to a depth of at least five feet measured between the top of the pipeline and the ultimate channel or structure depth. Permittee is responsible for determining the ultimate depths from the appropriate agency and reporting said information with permit application.
 - c. Pipelines for areas not mentioned in subsections a or b above shall be buried to a minimum depth of four feet measured between the top of the pipeline and the natural surface of the ground.

Provided further, if at any particular point or points the director determines that a greater or lesser depth be required, such permit shall not be granted except upon agreement by the permittee to comply with such depth requirement.

- (3) All pipelines shall cross public streets, public properties and public rights-of-way as closely as possible to a right 90-degree angle.
- (4) All public streets, roads and ways in existence at the time of construction of a pipeline shall be bored under and shall not be cut for the purpose of constructing, relocating or repositioning a pipeline.
- (5) All pipeline related excavations in any public right-of-way shall be backfilled in a manner satisfactory to the city; and if after once refilling such excavation the earth within the excavated area settles so as to leave a depression, the permittee shall be required to make further necessary fills as ordered by the city. All areas shall be graded and maintained so as to provide drainage of the area.

- (6) The permittee shall be required to repair all portions of any street across or along and under which pipelines are laid and place the same in as good a state of repair and condition as they were at the time the construction, repair or removal was commenced, such repairs to be to the satisfaction of the city.
- (7) Upon completion of the pipeline, the permittee shall provide the director with three as-built (or record) drawings of the pipeline, showing the route, distances and shut-off valve locations. These drawings shall be submitted in digital format acceptable to the city.

(Ord. No. 2014-13, Art. 1, 6-17-2014)

Sec. 62-13. - Pipeline location.

- (a) Where feasible, a new pipeline shall be located within existing pipeline corridors. The feasibility of locating new pipelines in established corridors in the city shall be considered from the perspective of the pipeline owner or operator, taking into consideration the following:

- (1) The availability and cost of corridor space;
- (2) The availability and cost of right-of-way to and from the corridor;
- (3) Technical, environmental, safety, efficiency and cost issues related to building, operating and maintaining both the portion of the pipeline that would be located in the corridor and the lengths of pipeline required to gain access to and from routing through a corridor;
- (4) Any delays in right-of-way acquisition or pipeline construction that may result from routing through a corridor;
- (5) The availability of an alternative right-of-way to the owner or operator; and
- (6) All other matters that a prudent pipeline owner or operator would consider in selecting the route for a new pipeline.

Provided that the owner or operator has considered in good faith the use of existing corridors within the city, the determination of the owner or operator as to the feasibility shall be determinative, unless there is clear and convincing evidence that contradicts the conclusion of the owner or operator as determined by the city.

- (b) When it is not feasible for a new pipeline to be located within an existing corridor, the pipeline shall, to the extent practical:

- (1) Follow property boundaries of fee parcels or existing easements to avoid unnecessary fragmentation of land and avoid diagonal routes that would create slivers of land between public ways, except if following:
 - a. Manmade or topographical features is in the public interest;
 - b. Boundary lines or existing easements is impractical under the circumstances;
 - c. Boundary lines or existing easements poses safety concerns; or
 - d. Boundary lines or existing easements would not be feasible.
- (2) Avoid areas of unique recreational or aesthetic importance, environmentally sensitive areas and areas of historical or cultural significance, unless appropriate mitigation measures are undertaken to the satisfaction of the director; and
- (3) Avoid conflict with existing or planned urban development's as well as the location of planned future streets and laying of planned water, sanitary sewer and storm sewer lines, structures and ditches incident to such future development.

(Ord. No. 2014-13, Art. 1, 6-17-2014)

Sec. 62-14. - Liability.

A condition of granting any permit shall include that the permittee indemnify and hold harmless the city, to defend, indemnify, and hold harmless the city from all damages, costs, expenses, and attorney fees for all claims and suits including claims for death, personal injury, and property damage, arising out of, or connected with, the construction, relocation, repositioning, maintenance, operation, repair or removal of any part or all of such pipeline within any public right-of-way or easement, whether or not caused in whole or in part by the negligence of the city, its agents, or employees.

- (1) Except in an emergency, the permittee shall notify the director 48 hours before commencing at any time excavation in any portion of any said unpaved or unimproved street, and not wholly close any street, but shall at all times maintain a route of travel along and within such roadway area, to the extent such travel was allowed prior to the excavation.
- (2) In the event of an emergency, it being evident that immediate action is necessary for the protection of the public and to minimize property damage and loss of investment, the permittee may, at his/her own responsibility and risk, make necessary emergency repairs, notifying the city police dispatch of this action as soon as practical, but not later than one hour after commencing repairs or maintenance.

(Ord. No. 2014-13, Art. 1, 6-17-2014)

Sec. 62-15. - Insurance and bonding requirements.

- (a) A permittee shall furnish, prior to any construction, repair, adjustment, relocation, reposition, replacement or transfer in ownership, and shall further maintain at all times during the life of the permit, commercial general liability insurance for bodily injury and property damage, including explosion, collapse and underground hazard, coverage in the minimum combined single limit amount of \$10,000,000.00 as it pertains to all pipelines or other facilities owned by the permittee in the public way in the jurisdiction. Such policy shall name the city, its officers, agents and employees as additional insureds.
- (b) A certificate of insurance, or policy of insurance if requested by city, specifying the coverage required in subsection (a) of this section with an insurance company having acceptable insurance rating shall be furnished to the director prior to the issuance of any permit. Such certificates of insurance shall provide that at least 30 days' prior written notice for the termination or modification of the required insurance shall be given to the city.
- (c) In lieu of liability insurance, a permit applicant shall furnish evidence of financial responsibility which demonstrates the applicant's qualifications as a self-insurer. Such evidence may take the form of the most recent corporate financial report which is acceptable to the city council as giving assurance of the applicant's financial ability to comply with the requirements of this section.

(Ord. No. 2014-13, Art. 1, 6-17-2014)

Sec. 62-16. - Pipeline permit updates.

It shall be the responsibility of the permittee to provide, in writing, updated information on the following aspects of each permit:

- (1) Name and mailing address of the pipeline owner.

- (2) Name and telephone number of two officers or persons available on a 24-hour basis who can furnish or obtain immediately, information as to the pressure at the point or points of input nearest to the city and the common name of the commodity carried by the pipeline.
- (3) A description of the commodity(s) being transported through the pipeline. A copy of the material safety data sheets for the commodity(s) shall be included with the update if the owner or operator is required by federal or state law to have material safety data sheets available.

This information will be provided with the annual update or upon transference or any change in ownership.

(Ord. No. 2014-13, Art. 1, 6-17-2014)

Sec. 62-17. - Pipeline signs.

Every pipeline, new or existing, within the corporate limits of the city, shall bear at all times, in plain, indelible lettering, signs denoting the ownership of said pipeline, permanently affixed in the pipeline right-of-way where said pipeline right-of-way crosses public streets, public properties or public rights-of-way.

(Ord. No. 2014-13, Art. 1, 6-17-2014)

Sec. 62-18. - Penalty.

Any violation of any section, subsection or part of this chapter shall be deemed a misdemeanor and such violation thereof during all or any portion of any day shall be a separate offense and misdemeanor; and upon final conviction, every person, firm, association, corporation or partnership guilty of such violation shall be fined in a sum not more than \$2,000.00 per each day of violation, a fine not to exceed \$5,000.00 for violation of any provision relating to point source effluent limitations or discharge of pollutant, or the maximum amount provided by law, whichever is greater.

(Ord. No. 2014-13, Art. 1, 6-17-2014)

Sec. 62-19. - No grant of city easement; no assumption of responsibility by city.

- (a) Nothing in this chapter grants permission for the use of any street, right-of-way or property of the city, and any such use shall be subject to the city at its sole discretion.
- (b) Nothing in this chapter shall be construed as an assumption by the city of any responsibility of an owner or operator of a pipeline not owned by the city, and no city officer, employee or agent shall have authority to relieve an owner or operator of a pipeline from their responsibility under this chapter.

(Ord. No. 2014-13, Art. 1, 6-17-2014)

INDEX OF DRAWINGS

COVER SHEET

7005-CD-00

HDD PLAN AND PROFILE

7005-CD-01

HDD PLAN AND PROFILE

7005-CD-02

ENTRY EXIT/PLAN

7005-CD-03

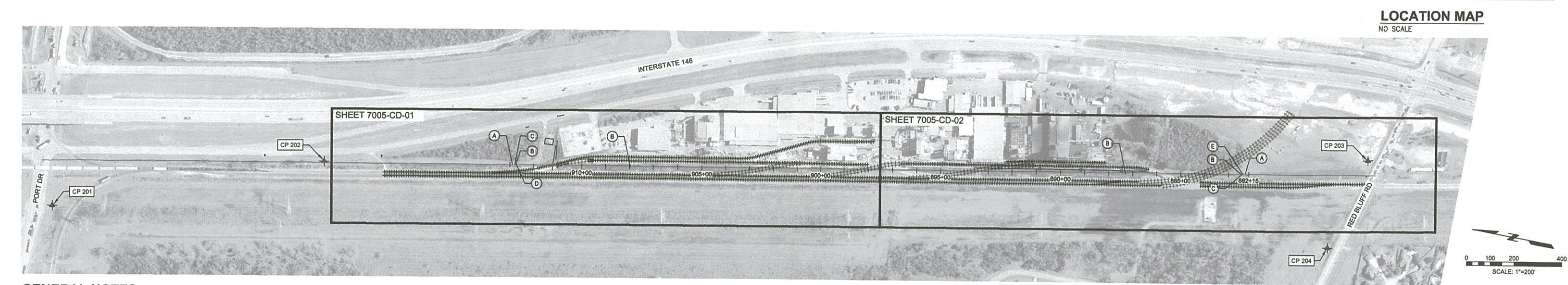
CONTACTS

FARNSWORTH GROUP, INC.

20 ALLEN AVE. SUITE 200
ST. LOUIS, MO 63119
PHONE: (314) 962-7900
CONTACT: JIM KLEIN

MAGELLAN PIPELINE HOLDINGS, L.P.

ONE WILLIAMS CENTER, OTC-9
TULSA, OK 74172
PHONE: (918) 574-7915
CONTACT: CAITLYN MOSER



- GENERAL NOTES:

1. INFORMATION CONTAINED ON THESE DRAWINGS MUST BE CONSIDERED PROJECT SPECIFIC AND MUST NOT BE USED FOR ANY OTHER PURPOSE.

2. INFORMATION PERTAINING TO NEW ROADWAYS, EXISTING LINE LOCATIONS, RIGHT-OF-WAY BOUNDARIES, AND ALL ELEVATION DATA MUST BE CONSIDERED AS APPROXIMATE ONLY.

3. CONTRACTOR MUST FIELD-VERIFY ALL INFORMATION SHOWN PRIOR TO CONSTRUCTION.

4. COMPANY TO FURNISH SUBCONTRACTOR TO PERFORM NON-DESTRUCTIVE TESTING OF ALL WELDS, PER COMPANY STANDARDS.

5. REFER TO PROJECT PLAN FOR SITE ACCESS REQUIREMENTS AND EASEMENT RESTRICTIONS.

6. CONTRACTOR TO FURNISH AND MAINTAIN SAFETY AND SECURITY MEASURES AS NECESSARY TO ENSURE PUBLIC SAFETY.

7. APPROPRIATE EROSION AND SILTATION CONTROLS MUST BE USED, AND ALL EXPOSED SOIL AND OTHER FILLS MUST BE PERMANENTLY STABILIZED AT THE EARLIEST PRACTICAL DATE. ANY TYPE OF LAND DISTURBANCE PERMIT THAT MAY BE REQUIRED SHALL BE OBTAINED BY THE CONTRACTOR PRIOR TO BEGINNING ANY OF THE CONSTRUCTION ACTIVITIES. ALL CONTROLS SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF THE DEPARTMENT OF NATURAL RESOURCES AND/OR LOCAL GOVERNING AUTHORITY.
- CONSTRUCTION NOTES:

1. ALL WORK PERFORMED BY CONTRACTOR/SUBCONTRACTOR, INCLUDING TASKS THAT AFFECT THE OPERATIONS OR INTEGRITY OF THE PIPELINE (COVERED TASKS) PER THE DEFINITIONS SET FORTH IN DOT REGULATIONS 49 CFR PART 195 (OPERATOR QUALIFICATIONS REQUIREMENTS), MUST BE PERFORMED OR SUPERVISED BY QUALIFIED INDIVIDUALS AS DEFINED IN SUCH OQ REQUIREMENTS. CONTRACTOR AGREES TO FURNISH COMPANY REPRESENTATIVE WITH ALL OQ DOCUMENTATION PRIOR TO START OF WORK.

2. ALL WORK SHALL BE CARRIED OUT IN ACCORDANCE WITH ALL COMPANY STANDARDS AND SHALL CONFORM TO ANSI B31.4 LATEST EDITION.

3. THE EXCAVATIONS FOR THIS PROJECT SHALL BE CARRIED OUT IN ACCORDANCE WITH O.S.H.A. REGULATIONS. PROVISIONS FOR WORKER PROTECTION WITHIN EXCAVATIONS ARE THE SOLE RESPONSIBILITY OF THE CONTRACTOR.

4. CONTRACTOR TO EXCAVATE AND RESTORE DISTURBED AREAS TO ORIGINAL CONDITIONS, INCLUDING TOPSOIL CONSERVATION, DOUBLE DITCHING PROVISIONS, ETC. SEE BID DOCUMENTS/SCOPE OF WORK FOR PROJECT-SPECIFIC REQUIREMENTS.

5. REMOVAL, RELOCATION, OR REPAIR OF FIELD TILE SHALL BE PERFORMED BY CONTRACTOR.

6. CONTRACTOR SHALL INSTALL CATHODIC PROTECTION TEST STATIONS AT LOCATIONS SHOWN OR AS DIRECTED BY COMPANY REPRESENTATIVE.

7. THE EXISTING PIPELINE WILL BE MARKED BY COMPANY. VEHICLE AND EQUIPMENT CROSSINGS OF THE PIPELINE SHALL BE KEPT TO A MINIMUM.

8. MINIMUM DEPTH OF PIPE COVER IS 4 FEET, UNLESS OTHERWISE NOTED.

9. CONTRACTOR TO FIELD VERIFY ALL DIMENSIONS PRIOR TO ANY FABRICATION.

10. CONTRACTOR TO MAKE 1" TO 1 1/2" FIELD BENDS WITH ONE PIPE DIAMETER MINIMUM SPACING BETWEEN BENDS AS REQUIRED FOR FINAL ALIGNMENT.

11. CONTRACTOR TO EXPOSE EXISTING LINE(S) AS REQUIRED FOR TIE-IN OR FIELD BEND(S) FOR FINAL ALIGNMENT.

12. CONTRACTOR TO REMOVE AND PROPERLY DISPOSE OF THE CARRIER/CASING PIPE THAT IS RECLAIMED BY THIS PROJECT.

13. CONTRACTOR TO CUT, CAP, AND FILL EXISTING CASING/CARRIER PIPE TO BE ABANDONED IN PLACE WITH APPROVED FILL (80 PSI MIN. TEST @ 28 DAYS). SEE SHEET 7005-CD-03 FOR ADDITIONAL GUIDELINES.

14. CONTRACTOR TO BACK BEVEL PIPE FOR BUTT WELDING AS NECESSARY.

15. CONTRACTOR TO INSTALL NEW BOLTS, NUTS, AND GASKETS, AND PERFORM FLANGE MAKEUPS PER COMPANY AND INDUSTRY STANDARDS.

16. CONTRACTOR TO VERIFY THAT MINIMUM PIPE I.D. FOR PIPE, BENDS, AND FITTINGS IS MET AND SHALL RUN AN APPROPRIATE SIZING PLATE.

17. CONTRACTOR TO TRANSPORT ALL EXCESS NEW PIPE (FULL JOINTS ONLY) TO A SPECIFIED COMPANY FACILITY.

18. CONTRACTOR TO DISPOSE OF ALL NEW AND USED PIPE SCRAPS AT A NON-COMPANY FACILITY.

19. AVAILABLE PIPELINE DATA INDICATES EXISTING PIPE MAY BE COATED WITH COAL TAR COATING. CONTRACTOR TO FIELD VERIFY COATING ON EXISTING PIPE AND INSTALL CORRESPONDING TIE-IN GIRTH WELD COATING PER COMPANY STANDARD. CONTRACTOR SHALL ASSUME ALL COAL TAR COATING TO BE ASBESTOS-CONTAINING AND TREAT PER COMPANY STANDARD.

20. CONTRACTOR SHALL MAINTAIN, ON SITE, A SPILL CLEAN UP KIT IN THE EVENT OF A CONTAMINANT RELEASE FROM THE EQUIPMENT.

21. CONTRACTOR TO FURNISH WELDER NAMES FOR VERIFICATION OF QUALIFICATIONS BY COMPANY, OR WELDERS SHALL BE TESTED, PRIOR TO CONSTRUCTION. WELDER TESTING/QUALIFICATIONS SHALL BE PER COMPANY STANDARDS.
- CONTROL POINTS:

DATUM: NAD83 TEXAS STATE PLANE, SOUTH CENTRAL ZONE, US FOOT

CP 201

NORTHING: 13786367.93500

EASTING: 3229765.53064

ELEV: 8.32

DESC: REBAR

CP 202

NORTHING: 13787285.1781

EASTING: 3229158.2126

ELEV: 8.65

DESC: REBAR

CP 203

NORTHING: 13783009.07604

EASTING: 3229981.72074

ELEV: 11.62

DESC: REBAR

CP 204

NORTHING: 13783106.45503

EASTING: 3229591.1679

ELEV: 11.86

DESC: REBAR
- BILL OF MATERIALS

ITEM NO.	QUANTITY	UM	DESCRIPTION
A	40	FT	PIPE, 18" O.D. X .312" W.T., API-5L-X-60, PSL2, ERW, SRL, W/NOM. 15 MILS (13-18 MIL RANGE) PLANT-APPLIED FBE COATING PER MMP SPECIFICATION: "EXTERNAL COATING - PLANT APPLIED FBE AND ARO."
B	3,260	FT	PIPE, 18" O.D. X .375" W.T., API-5L-X-60, PSL2, ERW, DRL, W/NOM. 15 MILS (13-18 MIL RANGE) PLANT-APPLIED FBE COATING AND NOM. 37 MILS (35-40 MIL RANGE) PER MMP SPECIFICATION: "EXTERNAL COATING - PLANT APPLIED FBE AND ARO."
C	2	EA	PIPE, FACTORY BEND, 18" O.D. X .375" W.T. MIN. 17.25" I.D. MIN. API-5L-X-60, PSL2, ERW OR SAW. 30" BEND, SD (7.5' RAD.) WITH 2" MIN. TANGENT BOTH ENDS, PEB 30 DEG MATCHING .375" W.T. (BOTH ENDS), DESIGN FACTOR=0.72, MOP=1440 PSI. BEND PER MMP SPECIFICATION: "PIPELINE CONSTRUCTION INDUCTION HEATING PIPE BENDS." W/NOM. 15 MILS (13-18 MIL RANGE) PLANT-APPLIED FBE COATING PER MMP SPECIFICATION: "EXTERNAL COATING - PLANT APPLIED FBE AND ARO."
D	1	EA	PIPE, FACTORY BEND, 18" O.D. X .375" W.T. MIN. 17.25" I.D. MIN. API-5L-X-60, PSL2, ERW OR SAW. 31" BEND, SD (7.5' RAD.) WITH 2" MIN. TANGENT BOTH ENDS, PEB 30 DEG MATCHING .375" W.T. (BOTH ENDS), DESIGN FACTOR=0.72, MOP=1440 PSI. BEND PER MMP SPECIFICATION: "PIPELINE CONSTRUCTION INDUCTION HEATING PIPE BENDS." W/NOM. 15 MILS (13-18 MIL RANGE) PLANT-APPLIED FBE COATING PER MMP SPECIFICATION: "EXTERNAL COATING - PLANT APPLIED FBE AND ARO."
E	1	EA	PIPE, FACTORY BEND, 18" O.D. X .375" W.T. MIN. 17.25" I.D. MIN. API-5L-X-60, PSL2, ERW OR SAW. 33" BEND, SD (7.5' RAD.) WITH 2" MIN. TANGENT BOTH ENDS, PEB 30 DEG MATCHING .375" W.T. (BOTH ENDS), DESIGN FACTOR=0.72, MOP=1440 PSI. BEND PER MMP SPECIFICATION: "PIPELINE CONSTRUCTION INDUCTION HEATING PIPE BENDS." W/NOM. 15 MILS (13-18 MIL RANGE) PLANT-APPLIED FBE COATING PER MMP SPECIFICATION: "EXTERNAL COATING - PLANT APPLIED FBE AND ARO."

DESIGN DATA

DESIGN CODE: ASME B31.4 DOT 195

MEASURED LENGTH TOTAL:
HDD/BORE: 3,101'
TRENCH: 40'
TOTAL: 3,141'

DESIGN PRESSURE: 1,440 PSI

EXISTING MOP: 840 PSI

PIPE SPECIFICATIONS

EXISTING PIPE:
PIPE, 18" OD, 0.219" WT, 5L, X-52

PROPOSED TRENCH PIPE:
PIPE, 18" OD, 0.312" WT, API 5L, PSL 2, X-60, ERW, SRL, PEB 30 DEGREES, 13 - 18 MILS FBE (15 MILS TARGET)

PROPOSED HDD / BORE PIPE:
PIPE, 18" OD, 0.375" WT, API 5L, PSL 2, X-60, ERW, DRL, PEB 30 DEGREES, 13 - 18 MILS FBE (15 MILS TARGET) & 35 - 40 MILS ARO (37 MILS TARGET)

LEGEND

PROPOSED MMP PIPELINE

EXISTING MMP PIPELINE

EX GRADE

EXISTING 6" DOW PIPELINE

FUTURE 6" DOW PIPELINE

EX RAIL ROAD TRACK

FUTURE RAIL ROAD TRACK

EXISTING TRACK TO BE REMOVED

NOTES:

1. MAGELLAN PIPELINES HOLDINGS, LP DOES NOT GUARANTEE THE ACCURACY OF THE INFORMATION SHOWN ON THIS DRAWING NOR DOES IT ACCEPT ANY RESPONSIBILITY FOR ERRORS IN LOCATION OR FOR FAILURE TO INDICATE ANY SUCH FACILITIES.

2. CONTRACTOR TO LOCATE AND VERIFY ELEVATIONS OF ALL UNDERGROUND UTILITIES PRIOR TO BEGINNING CONSTRUCTION.

3. A MINIMUM CLEARANCE OF 2 FEET BETWEEN THE PROPOSED PIPELINE AND ANY EXISTING FACILITIES SHALL BE MAINTAINED.

4. CONTRACTOR TO INSTALL WARNING TAPE CENTERED OVER PIPELINES IN TRENCHES AT A DEPTH OF 24" BELOW FINISHED GRADE, BUT IN NO INSTANCES LESS THAN 12" ABOVE THE TOP OF PIPELINE. WARNING TAPE SHALL BE MIN. 3MM THICK AND 3"-6" WIDE EXTRUDED HDPE WITH CONTINUOUS MESSAGE "CAUTION-BURIED PETROLEUM PIPELINE BELOW". WARNING MESSAGE SHALL HAVE A MINIMUM 1" LETTERING WITH NO MORE THAN 12" BETWEEN WARNING TEXT.

5. ALL EXISTING PIPE BETWEEN TIE-IN POINTS SHALL BE ABANDONED IN PLACE. ABANDONED PIPE SHALL BE CAPPED AND FILLED WITH GROUT, UNLESS NOTED OTHERWISE.

ISSUED FOR CONSTRUCTION
DATE: 06-12-2016

Farnsworth GROUP

20 ALLEN AVENUE, SUITE 200
ST. LOUIS, MISSOURI 63119
(314) 962-7900 / info@fw.com
Engineers | Architects | Surveyors | Scientists

MAGELLAN

MIDSTREAM PARTNERS, L.P.

MAGELLAN Pipeline Company, L.P.

BAYPORT RAIL SPUR RELOCATION
LINE ID 7005
TEXAS CITY - PASADENA 18"
HARRIS COUNTY TEXAS

DRAWN BY: FGI

DATE: 05/13/16

CHECKED BY: FGI

PROJECT ENGINEER: C.MOSER

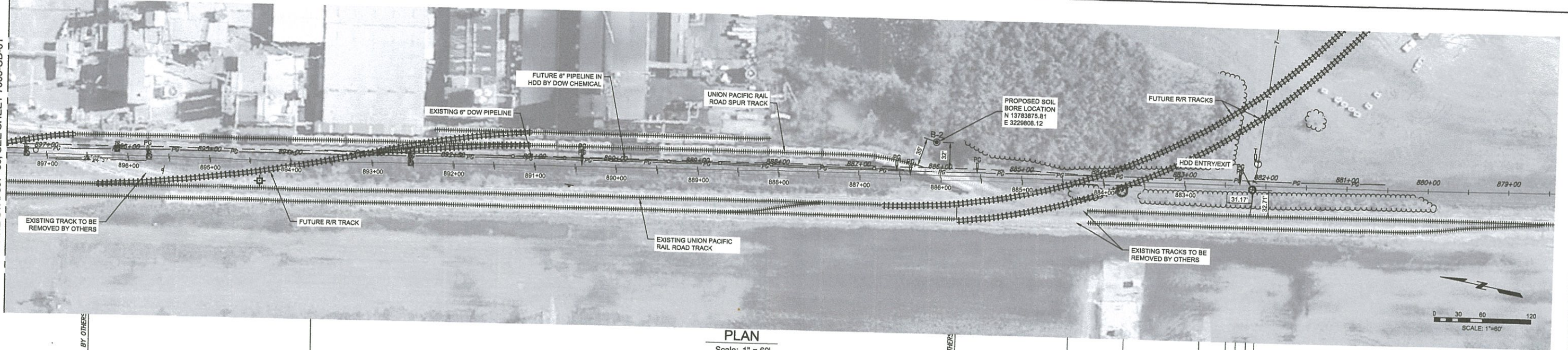
APPROVED BY:

SCALE: AS NOTED

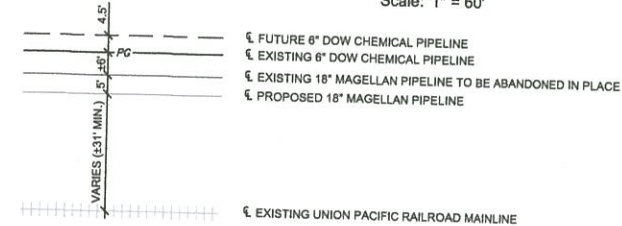
A.F.E.

DRAWING NO. 7005-CD-00

MATCHLINE STA. 897+50, SEE SHEET 7005-CD-01

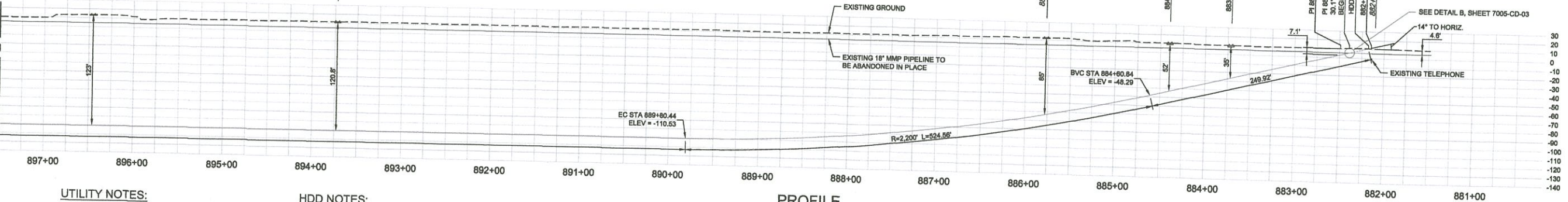


PLAN
Scale: 1" = 60'



TYPICAL PLAN DETAIL
Scale: None

MATCHLINE STA. 897+50
SEE SHEET 7005-CD-01



PROFILE
Scale: 1" = 60' (HORIZ.) 1" = 60' (VERT.)

UTILITY NOTES:

- THE LOCATIONS OF BURIED AND ABOVE GROUND UTILITIES SHOWN ARE APPROXIMATE. FOR CONTRACTOR INFORMATION USE ONLY AND ARE NOT TO BE REFERENCED FOR CONSTRUCTION PURPOSES. THE IMPLIED PRESENCE OR ABSENCE OF UTILITIES IS NOT TO BE CONSTRUED BY THE COMPANY, ENGINEER, CONTRACTOR, OR SUBCONTRACTORS TO BE AN ACCURATE AND COMPLETE REPRESENTATION OF UTILITIES THAT MAY OR MAY NOT EXIST ON THE CONSTRUCTION SITE.
- BURIED AND ABOVE GROUND UTILITY LOCATION, IDENTIFICATION, MARKING, AND PROTECTION ARE THE SOLE RESPONSIBILITY OF THE CONTRACTOR.
- REROUTING, DISCONNECTION, PROTECTION, ETC. OF ANY UTILITIES MUST BE COORDINATED BETWEEN THE CONTRACTOR, UTILITY COMPANY, AND COMPANY. SITE SAFETY, INCLUDING THE AVOIDANCE OF HAZARDS ASSOCIATED WITH BURIED AND ABOVEGROUND UTILITIES, REMAINS THE SOLE RESPONSIBILITY OF THE CONTRACTOR.

HDD NOTES:

- MINIMUM COMBINED RADIUS = 1,400 FEET.
- MAXIMUM ALLOWABLE PULLBACK FORCE = 884,630 PER PULL
- THEORETICAL PULLBACK FORCE REQUIRED = 190,583 LBS.
- MAXIMUM ROTATIONAL TORQUE = 0 IN-LBS PER PULL
- MAXIMUM PIPE SUPPORT SPACING:
HYDROTEST = 50 FEET
STRINGING/PULLBACK = 50 FEET
- PRE-PULLBACK HYDROTESTING SHALL BE IN ACCORDANCE WITH THE PROJECT-SPECIFIC HYDROTEST PLAN.
- CONTRACTOR SHALL VERIFY THAT SOIL BORE HOLES HAVE BEEN ADEQUATELY SEALED TO PREVENT LOSS OF DRILLING FLUID.
- DESIGN PRESSURE AND MOP FOR THIS CROSSING IS 1,440 PSI.
- POST-PLACEMENT TEST SHOULD ACCOUNT FOR STRESSES DUE TO CURVATURE.
- HORIZONTAL ALIGNMENT TOLERANCE: ± 5.0'
- ELEVATION TOLERANCE: 0 FEET AND -15 FEET
- ENTRY POINT: AS SHOWN ON DRAWING
- EXIT POINT TOLERANCE: 0 FEET AND +30 FEET

DESIGN DATA

DESIGN CODE: ASME B31.4 DOT 195
MEASURED LENGTH THIS SHEET:
HDD/BORE: 1,544'
TRENCH: 20'
TOTAL: 1,564'
DESIGN PRESSURE: 1,440 PSI
EXISTING MOP: 840 PSI

PIPE SPECIFICATIONS

- EXISTING PIPE:
PIPE, 18" OD, 0.219" WT, 5L, X-52
- PROPOSED TRENCH PIPE:
(A) PIPE, 18" OD, 0.312" WT, API 5L, PSL 2, X-60, ERW, SRL, PEB 30 DEGREES, 13 - 18 MILS FBE (15 MILS TARGET)
- PROPOSED HDD / BORE PIPE:
(B) PIPE, 18" OD, 0.375" WT, API 5L, PSL 2, X-60, ERW, DRL, PEB 30 DEGREES, 13 - 18 MILS FBE (15 MILS TARGET) & 35 - 40 MILS ARO (37 MILS TARGET)

LEGEND

- PROPOSED MMP PIPELINE
- EXISTING MMP PIPELINE
- EX GRADE
- EXISTING 6" DOW PIPELINE
- FUTURE 6" DOW PIPELINE
- EX RAIL ROAD TRACK
- FUTURE RAIL ROAD TRACK
- EXISTING TRACK TO BE REMOVED

NOTES:

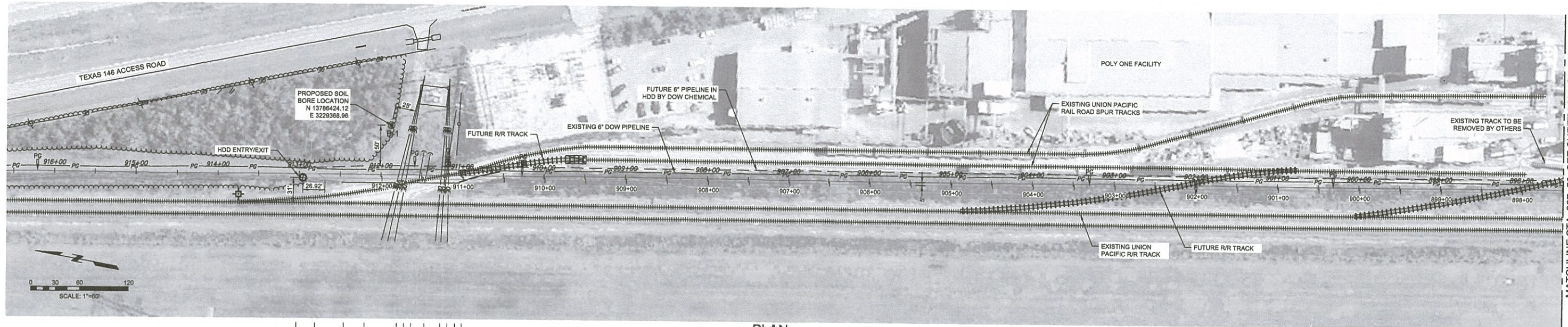
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- CONTRACTOR TO LOCATE AND VERIFY ELEVATIONS OF ALL UNDERGROUND UTILITIES PRIOR TO BEGINNING CONSTRUCTION.
- A MINIMUM CLEARANCE OF 2 FEET BETWEEN THE PROPOSED PIPELINE AND ANY EXISTING FACILITIES SHALL BE MAINTAINED.
- CONTRACTOR TO INSTALL WARNING TAPE CENTERED OVER PIPELINES IN TRENCHES AT A DEPTH OF 24" BELOW FINISHED GRADE, BUT IN NO INSTANCES LESS THAN 12" ABOVE THE TOP OF PIPELINE. WARNING TAPE SHALL BE MIN. 3MM THICK AND 3"-6" WIDE EXTRUDED HDPE WITH CONTINUOUS MESSAGE "CAUTION-BURIED PETROLEUM PIPELINE BELOW". WARNING MESSAGE SHALL HAVE A MINIMUM 1" LETTERING WITH NO MORE THAN 12" BETWEEN WARNING TEXT.
- ALL EXISTING PIPE BETWEEN TIE-IN POINTS SHALL BE ABANDONED IN PLACE. ABANDONED PIPE SHALL BE CAPPED AND FILLED WITH GROUT, UNLESS NOTED OTHERWISE.

ISSUED FOR CONSTRUCTION
DATE: 08-12-2016

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20 ALLEN AVENUE, SUITE 200
ST LOUIS, MISSOURI 63119
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Engineers | Architects | Surveyors | Scientists

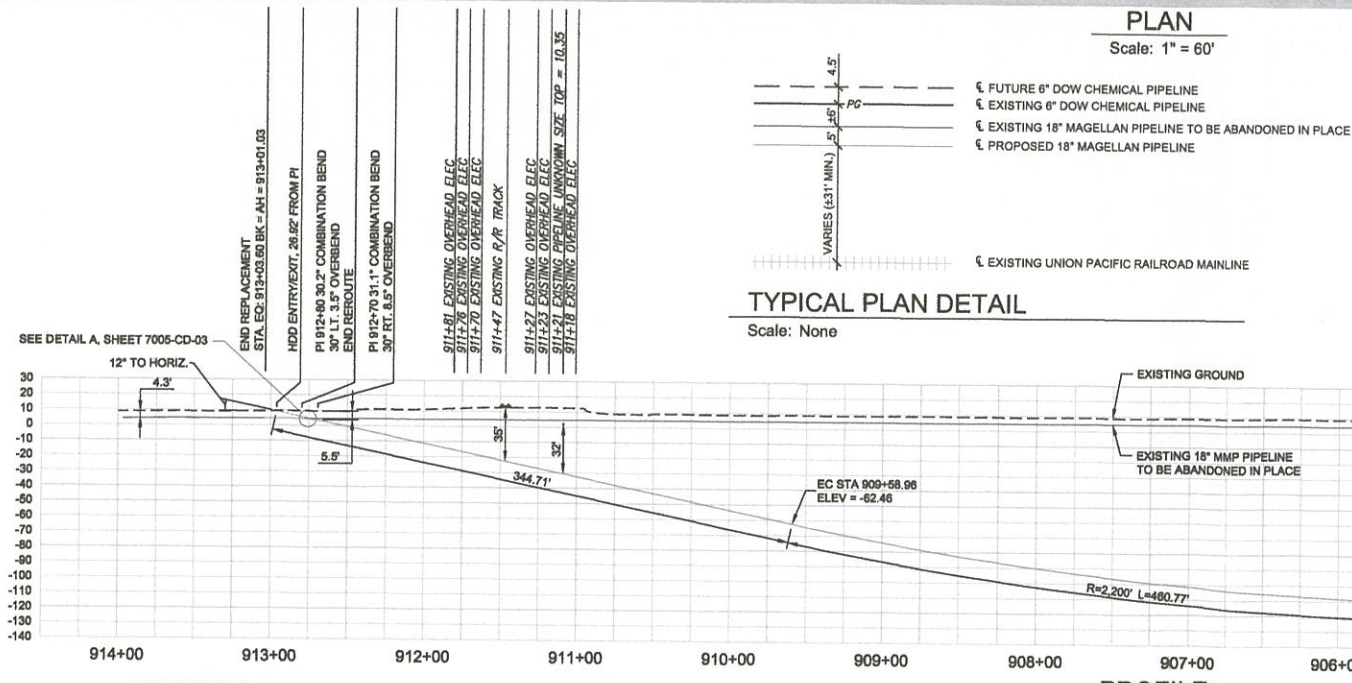
0	ISSUED FOR CONSTRUCTION									
	FSI	08/12/16	JG/AL	C.MOSER						
REVISION NUMBER	DRAWN BY	DATE REVISION	CHECKED BY	PROJECT ENGINEER	APPROVED BY					
 MAGELLAN MIDSTREAM PARTNERS, L P MAGELLAN Pipeline Company, L.P.										
BAYPORT RAIL SPUR RELOCATION LINE ID 7005 TEXAS CITY - PASADENA 18"										
HARRIS COUNTY					TEXAS					
DRAWN BY	FGI	SCALE AS NOTED	A.F.E.							
DATE DRAWN	05/13/16	DRAWING NO.								
CHECKED BY	FGI									
PROJECT ENGINEER	C.MOSER									
APPROVED BY										
7005-CD-02										
0										

7005-CD-02



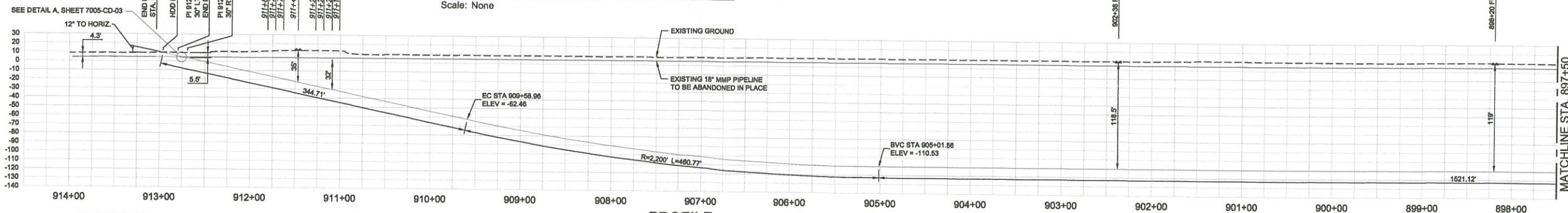
PLAN

Scale: 1" = 60'



TYPICAL PLAN DETAIL

Scale: None



PROFILE

Scale: 1" = 60' (HORIZ.) 1" = 60' (VERT.)

UTILITY NOTES:

- THE LOCATIONS OF BURIED AND ABOVE GROUND UTILITIES SHOWN ARE APPROXIMATE. FOR CONTRACTOR INFORMATIONAL USE ONLY AND ARE NOT TO BE REFERENCED FOR CONSTRUCTION PURPOSES. THE IMPLIED PRESENCE OR ABSENCE OF UTILITIES IS NOT TO BE CONSTRUED BY THE COMPANY, ENGINEER, CONTRACTOR, OR SUBCONTRACTORS TO BE AN ACCURATE AND COMPLETE REPRESENTATION OF UTILITIES THAT MAY OR MAY NOT EXIST ON THE CONSTRUCTION SITE.
- BURIED AND ABOVE GROUND UTILITY LOCATION, IDENTIFICATION, MARKING, AND PROTECTION ARE THE SOLE RESPONSIBILITY OF THE CONTRACTOR.
- REROUTING, DISCONNECTION, PROTECTION, ETC. OF ANY UTILITIES MUST BE COORDINATED BETWEEN THE CONTRACTOR, UTILITY COMPANY, AND COMPANY. SITE SAFETY, INCLUDING THE AVOIDANCE OF HAZARDS ASSOCIATED WITH BURIED AND ABOVEGROUND UTILITIES, REMAINS THE SOLE RESPONSIBILITY OF THE CONTRACTOR.

HDD NOTES:

- MINIMUM COMBINED RADIUS = 1,400 FEET.
- MAXIMUM ALLOWABLE PULLBACK FORCE = 684,630 PER PULL
- THEORETICAL PULLBACK FORCE REQUIRED = 190,583 LBS.
- MAXIMUM ROTATIONAL TORQUE = 0 IN-LBS PER PULL
- MAXIMUM PIPE SUPPORT SPACING:
 - HYDROTEST STRINGING/PULLBACK = 50 FEET
 - PRE-PULLBACK HYDROTESTING SHALL BE IN ACCORDANCE WITH THE PROJECT-SPECIFIC HYDROTEST PLAN.
- CONTRACTOR SHALL VERIFY THAT SOIL BORE HOLES HAVE BEEN ADEQUATELY SEALED TO PREVENT LOSS OF DRILLING FLUID.
- DESIGN PRESSURE AND MOP FOR THIS CROSSING IS 1,440 PSI.
- POST-PLACEMENT TEST SHOULD ACCOUNT FOR STRESSES DUE TO CURVATURE.
- HORIZONTAL ALIGNMENT TOLERANCE: ± 5.0'
- ELEVATION TOLERANCE: 0 FEET AND -15 FEET
- ENTRY POINT: AS SHOWN ON DRAWING
- EXIT POINT TOLERANCE: 0 FEET AND +30 FEET

DESIGN DATA

DESIGN CODE: ASME B31.4 DOT 15S

MEASURED LENGTH THIS SHEET:

 HDD/BORE: 1,557'
 TRENCH: 20'
 TOTAL: 1,577'

DESIGN PRESSURE: 1,440 PSI

EXISTING MOP: 840 PSI

PIPE SPECIFICATIONS

EXISTING PIPE:

PIPE, 18" OD, 0.219" WT, 5L, X-52

PROPOSED TRENCH PIPE:

(A) PIPE, 18" OD, 0.312" WT, API 5L, PSL 2, X-60, ERW, SRL, PEB 30 DEGREES, 13 - 18 MILS FBE (15 MILS TARGET)

PROPOSED HDD / BORE PIPE:

(B) PIPE, 18" OD, 0.375" WT, API 5L, PSL 2, X-60, ERW, DRL, PEB 30 DEGREES, 13 - 18 MILS FBE (15 MILS TARGET) & 35 - 40 MILS ARO (37 MILS TARGET)

LEGEND

—	PROPOSED MMP PIPELINE	=====	EX RAIL ROAD TRACK
—	EXISTING MMP PIPELINE	=====	FUTURE RAIL ROAD TRACK
- - - -	EX GRADE	=====	EXISTING TRACK TO BE REMOVED
PG	EXISTING 6" DOW PIPELINE		
---	FUTURE 6" DOW PIPELINE		

NOTES:

- MAGELLAN PIPELINES HOLDINGS, LP DOES NOT GUARANTEE THE ACCURACY OF THE INFORMATION SHOWN ON THIS DRAWING NOR DOES IT ACCEPT ANY RESPONSIBILITY FOR ERRORS IN LOCATION OR FOR FAILURE TO INDICATE ANY SUCH FACILITIES.
- CONTRACTOR TO LOCATE AND VERIFY ELEVATIONS OF ALL UNDERGROUND UTILITIES PRIOR TO BEGINNING CONSTRUCTION.
- A MINIMUM CLEARANCE OF 2 FEET BETWEEN THE PROPOSED PIPELINE AND ANY EXISTING FACILITIES SHALL BE MAINTAINED.
- CONTRACTOR TO INSTALL WARNING TAPE CENTERED OVER PIPELINES IN TRENCHES AT A DEPTH OF 24" BELOW FINISHED GRADE, BUT IN NO INSTANCES LESS THAN 12" ABOVE THE TOP OF PIPELINE. WARNING TAPE SHALL BE MIN. 3MM THICK AND 3"-6" WIDE EXTRUDED HDPE WITH CONTINUOUS MESSAGE "CAUTION-BURIED PETROLEUM PIPELINE BELOW". WARNING MESSAGE SHALL HAVE A MINIMUM 1" LETTERING WITH NO MORE THAN 12" BETWEEN WARNING TEXT.
- ALL EXISTING PIPE BETWEEN TIE-IN POINTS SHALL BE ABANDONED IN PLACE. ABANDONED PIPE SHALL BE CAPPED AND FILLED WITH GROUT, UNLESS NOTED OTHERWISE.

 ISSUED FOR CONSTRUCTION
 DATE: 08-12-2016

Farnsworth
 GROUP
 20 ALLEN AVENUE, SUITE 200
 ST LOUIS, MISSOURI 63119
 (314) 992-7992 / info@fsg.com
 Engineers | Architects | Surveyors | Scientists

0		ISSUED FOR CONSTRUCTION		FGI		08/12/16		JK/ML		C.MOSER		APPROVED BY	
REVISION NUMBER	0	DATE	08/12/16	CHECKED BY	FGI	SCALE	AS NOTED	A.F.E.					
MAGELLAN MIDSTREAM PARTNERS, L.P. MAGELLAN Pipeline Company, L.P.													
BAYPORT RAIL SPUR RELOCATION LINE ID 7005 TEXAS CITY - PASADENA 18"													
HARRIS COUNTY TEXAS													
DRAWN BY	FGI	DATE	05/13/16	DRAWING NO.	7005-CD-01								
CHECKED BY	FGI												
PROJECT ENGINEER	C.MOSER												
APPROVED BY													

MATCHLINE STA. 897+50, SEE SHEET 7005-CD-02

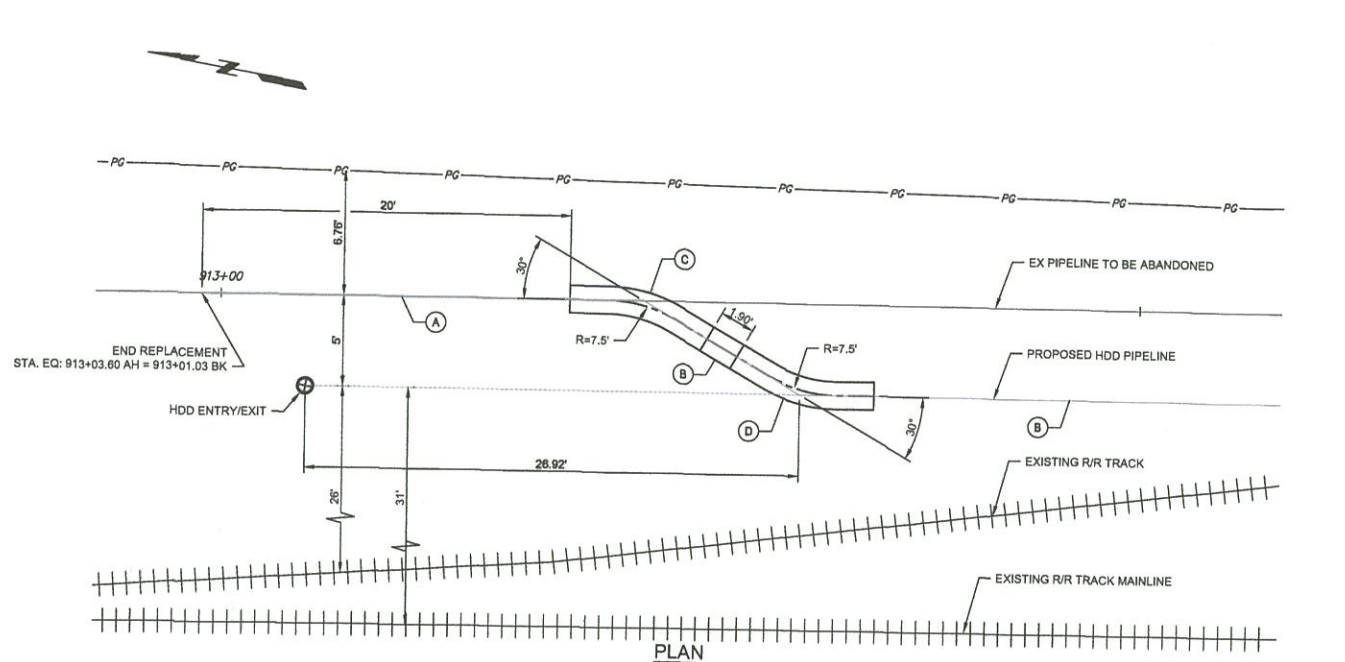
MATCHLINE STA. 897+50
SEE SHEET 7005-CD-02

GUIDELINES FOR ABANDONMENT PROCEDURES ON UPRR RIGHT-OF-WAY:

FOR PIPELINES, STEAM TUNNELS, PIPE TUNNELS AND OTHER SIMILAR STRUCTURES THAT ARE SCHEDULED FOR ABANDONMENT ON THE UPRR RIGHT-OF-WAY, IT IS THE CURRENT STANDARD OF THE UPRR STRUCTURES DEPARTMENT TO REQUIRE THE PIPELINE/STRUCTURE TO BE FILLED WITH CLSM (CONTROLLED LOW-STRENGTH MATERIAL). THIS PROCESS IS DESIGNED TO HELP AVOID FUTURE SUBSIDENCE AS THE LINE DETERIORATES AFTER ABANDONMENT. THE USE OF LOW STRENGTH CLSM ALSO ALLOWS THE FUTURE REMOVAL OF CLSM AT A LATER DATE IF DEEMED NECESSARY.

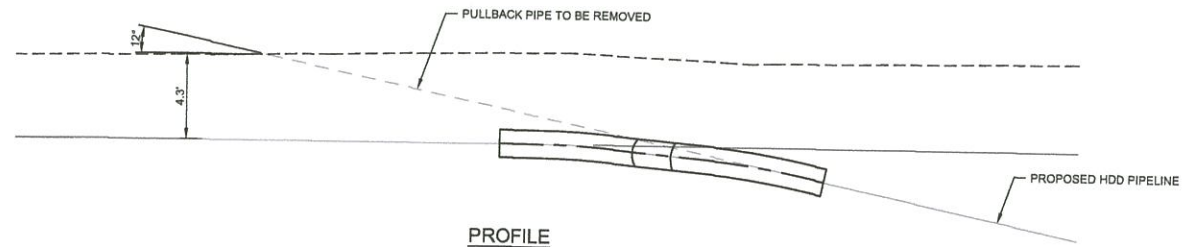
THE FOLLOWING REQUIREMENTS ARE ADAPTED FROM GENERAL NOTES AND DETAILS FOR ROUND STEEL PIPE CULVERTS, UPRR PLAN 680000

1. THE CLSM MATERIAL SHALL HAVE AN UNCONFINED COMPRESSIVE STRENGTH OF 50 TO 300PSI. (CURRENTLY, UPRR SPECIFIES 300 PSI AS A STANDARD FOR ABANDONED PIPELINE FILL. THIS STRENGTH SHOULD PROVIDE ADEQUATE PROTECTION WHILE ALLOWING FUTURE REMOVAL IF NECESSARY.)
 2. THE MIXTURE SHALL CONSIST OF WATER, PORTLAND CEMENT, FLY ASH, AND SOUND FINE OR COARSE AGGREGATE OR BOTH.
 3. THE MIX DESIGN SHALL ALLOW ADEQUATE FLOWABILITY WITHOUT SEGREGATION OF AGGREGATES.
 4. HARDENING TIME IS OF PRIME IMPORTANCE AND CLSM SHOULD DEVELOP 50PSI IN ABOUT ONE HOUR.
 5. THE MAXIMUM LAYER OF THICKNESS FOR CLSM SHALL BE 3 FEET.
 6. ADDITIONAL LAYERS SHALL NOT BE PLACED UNTIL THE CLSM HAS LOST SUFFICIENT MOISTURE (TO BE WALKED ON WITHOUT INDENTING MORE THAN 2 INCHES)*
- *IN MOST CASES, IT WILL NOT BE POSSIBLE TO CHECK MOISTURE CONTENT BY THE "WALKING ON" PROCEDURE ABOVE, HOWEVER A REASONABLE TIME SHOULD BE PROVIDED BEFORE PLACING ADDITIONAL LAYERS/LIFTS.



DETAIL A - HDD ENTRY/EXIT

SCALE: 1" = 5'



DESIGN DATA

DESIGN CODE: ASME B31.4 DOT 195
MEASURED LENGTH THIS SHEET:
HDD/BORE: N/A
TRENCH: N/A
TOTAL: N/A
DESIGN PRESSURE: 1,440 PSI
EXISTING MOP: 840 PSI

PIPE SPECIFICATIONS

- EXISTING PIPE:
PIPE, 18" OD, 0.219" WT, 5L, X-52
- PROPOSED TRENCH PIPE:
(A) PIPE, 18" OD, 0.312" WT, API 5L, PSL 2, X-60, ERW, SRL, PEB 30 DEGREES, 13 - 18 MILS FBE (15 MILS TARGET)
- PROPOSED HDD / BORE PIPE:
(B) PIPE, 18" OD, 0.378" WT, API 5L, PSL 2, X-60, ERW, DRL, PEB 30 DEGREES, 13 - 18 MILS FBE (15 MILS TARGET) & 35 - 40 MILS ARO (37 MILS TARGET)

LEGEND

PROPOSED MMP PIPELINE	=====	EX RAIL ROAD TRACK
EXISTING MMP PIPELINE	=====	FUTURE RAIL ROAD TRACK
EX GRADE	-----	EXISTING TRACK TO BE REMOVED
EXISTING 6" DOW PIPELINE	-----	
FUTURE 6" DOW PIPELINE	-----	

NOTES:

1. MAGELLAN PIPELINES HOLDINGS, LP DOES NOT GUARANTEE THE ACCURACY OF THE INFORMATION SHOWN ON THIS DRAWING NOR DOES IT ACCEPT ANY RESPONSIBILITY FOR ERRORS IN LOCATION OR FOR FAILURE TO INDICATE ANY SUCH FACILITIES.
2. CONTRACTOR TO LOCATE AND VERIFY ELEVATIONS OF ALL UNDERGROUND UTILITIES PRIOR TO BEGINNING CONSTRUCTION.
3. A MINIMUM CLEARANCE OF 2 FEET BETWEEN THE PROPOSED PIPELINE AND ANY EXISTING FACILITIES SHALL BE MAINTAINED.
4. CONTRACTOR TO INSTALL WARNING TAPE CENTERED OVER PIPELINES IN TRENCHES AT A DEPTH OF 24" BELOW FINISHED GRADE, BUT IN NO INSTANCES LESS THAN 12" ABOVE THE TOP OF PIPELINE. WARNING TAPE SHALL BE MIN. 3MM THICK AND 3"-6" WIDE EXTRUDED HDPE WITH CONTINUOUS MESSAGE "CAUTION-BURIED PETROLEUM PIPELINE BELOW". WARNING MESSAGE SHALL HAVE A MINIMUM 1" LETTERING WITH NO MORE THAN 12" BETWEEN WARNING TEXT.
5. ALL EXISTING PIPE BETWEEN TIE-IN POINTS SHALL BE ABANDONED IN PLACE. ABANDONED PIPE SHALL BE CAPPED AND FILLED WITH GROUT, UNLESS NOTED OTHERWISE.

GUIDELINES FOR ABANDONMENT PROCEDURES ON UPRR RIGHT-OF-WAY (CONT'D):

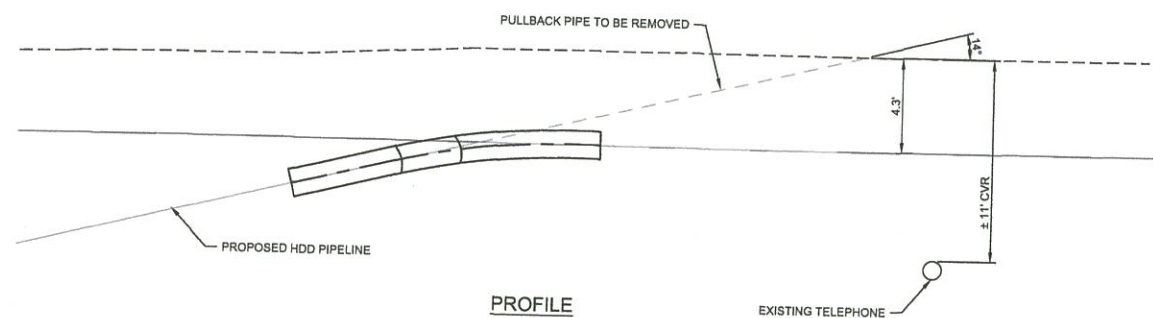
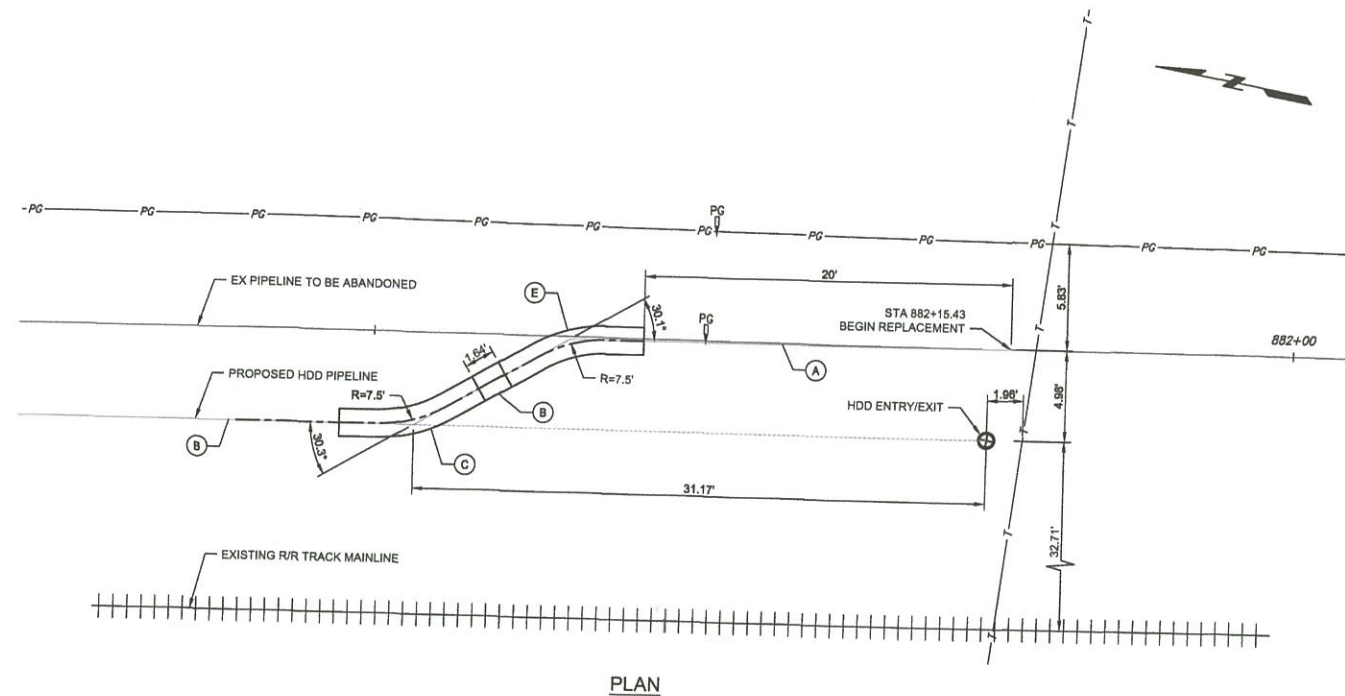
ADDITIONAL NOTES:

1. FOR PIPELINES OR STRUCTURES WITH A DEPTH GREATER THAN 3 FEET, CLSM SHALL BE PLACED IN LIFTS.
2. CONTRACTOR SHOULD VERIFY NO VOIDS WILL BE PRESENT AFTER FILLING THE STRUCTURE.
3. ACCESS TO FILL PIPELINES SHALL BE FROM OFF THE UPRR RIGHT-OF-WAY IF POSSIBLE. IF EXCAVATION IS REQUIRED FOR THE FILL PROCEDURE, EXCAVATIONS SHALL MEET REQUIREMENTS FOR SHORING DESIGN.

ADDITIONAL REFERENCES:

APPLICATIONS THAT REQUIRE REMOVAL OF CLSM AT A LATER DATE USUALLY LIMIT THE MAXIMUM COMPRESSIVE STRENGTH TO LESS THAN 200 PSI.

FROM PORTLAND CEMENT ASSOCIATION "CEMENT AND CONCRETE BASICS, CONTROLLED LOW-STRENGTH MATERIAL", WWW.CEMENT.ORG



DETAIL B - HDD ENTRY/EXIT

SCALE: 1" = 5'

ISSUED FOR CONSTRUCTION
DATE: 08-12-2016

Farnsworth GROUP
20 ALLEN AVENUE, SUITE 200
ST LOUIS, MISSOURI 63119
(314) 982-7900 / info@f-w.com
www.f-w.com
Engineers | Architects | Surveyors | Scientists

0	ISSUED FOR CONSTRUCTION	08/12/16	JK/ML	C.MOSER	
REVISION NUMBER	DRAWN BY	DATE REVISED	CHECKED BY	PROJECT ENGINEER	APPROVED BY
	FGI	05/13/16	FGI	C.MOSER	
MAGELLAN MIDSTREAM PARTNERS, L.P. MAGELLAN Pipeline Company, L.P.					
BAYPORT RAIL SPUR RELOCATION LINE ID 7005 TEXAS CITY - PASADENA 18" HARRIS COUNTY TEXAS					
DRAWN BY: FGI DATE: 05/13/16 CHECKED BY: FGI PROJECT ENGINEER: C.MOSER APPROVED BY:					
SCALE: AS NOTED DRAWING NO. 7005-CD-03					



**CITY OF SEABROOK
PARADE, CARNIVAL, SHOW, FESTIVAL,
SPECIAL OR COMMUNITY EVENT**

Date of Application: 12-14-16 Name of Applicant: Seabrook Intermediate
Full Address of Applicant: 2401 E. Meyer Rd., Clear Creek ISD
Seabrook, TX 77586
Day Time Phone: 281 284 3100 Night time phone: 281 635 0288
e-mail address: cgravelly@ccisd.net
Name of Organization, Firm or Corporation on whose behalf this application is made: _____

Address of Organization (if different from above):

City State Zip Code

Phone Number of Organization (if different from above):

Is the organization recognized as a non-profit organization for tax purposes? YES

Requested Date(s) and Times of the Event: January 9, 2017 3:30 - 6:00 pm

Location of the Event: MEADOR PARK

Will any portion of this event be held on city property? If so, where?

Note: If you will hold the event in a city park or facility, you must also complete an additional application to use city facilities.

Give a brief description of the event: 7th and 8th grade Cross-country meet

Estimated No. of Workers 15 Estimated No. of Attendees 400 Student runners

Will the event be held in a parking area? No. 200 parents that come and go

If so, how many parking spaces will be temporarily lost?

How many parking spaces are you providing for the event? Seabrook Intermediate parking lot

Will alcohol be served? No

If so, you are required to pay an additional deposit if you wish to serve alcohol on city property. You must also contact the Texas Alcoholic Beverage Commission.

Will admission be charged for this event? No

Do you want to display temporary signs or banners to advertise this event? No

Number of signs for this event _____ Complete the sign permit application attached to the packet. Please note that signs may only be displayed on private property, with the property owners' permission and with a city permit. Signs are not permitted in any street rights-of-way.

If this event is a parade, please answer the following additional questions.

Proposed Route (Attach Map): _____

Estimated number and kind of animals to be used: _____

Estimated number of parade participants including, animals and riders, bicycle riders, animal-drawn vehicles, floats motor vehicles, motorized displays and marching units or organizations, such as bands, color-guards, and drill teams: _____

THIS SECTION NEEDS TO BE COMPLETED IN ORDER TO PROCESS YOUR APPLICATION.

This application has been reviewed by the Seabrook Police Chief or designee and the signature below verifies that adequate provisions for security have been made by the applicant.

Bryan Brand
Print name
Police Department Representative

12-27-14
Date Approved

[Signature]
Signature
Police Department Representative

Comments: We will have Galveston county sherriffs
on duty - (2).

I have enclosed the following items as part of my application and have initialed each relevant item:

1. completed applications form including approval by the Seabrook Police Department.
2. If the event is to be held on city property, an additional application for the use of city facilities.
3. Permit fee in the amount of \$ 50.00. (Non-profit organizations may substitute a letter of request to the City Council requesting a waiver of the permit fee.
4. If event is a parade a deposit fee of _____ is included. Deposits are not waived.
5. A certificate of insurance, naming the City of Seabrook as certificate holder. This insurance provides protection of not less than \$100,000 against liability for damages to property and protection of not less than \$100,000 for protection of injury to the death of one person and of not less than \$300,000 for protection against injury to death of two or

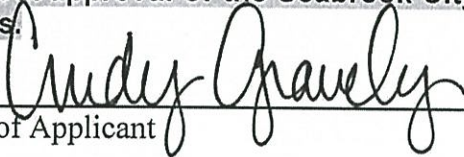
more persons in a single accident or occurrence. (A sample certificate of insurance is enclosed.)

6. For special events, a site plan is attached as required by the Code of the City of Seabrook, Section 4.07. (See attached excerpt.)
7. For parades, a map showing the parade route is attached.

As applicant, I certify that all information contained in this application is true and correct to the best of my knowledge. I state that I am fully authorized to act and contract for any persons, organizations, firms or corporations on whose behalf this application is made. As applicant for the above organization, I do contract and agree that they will jointly and severally, indemnify and hold the City of Seabrook harmless against liability for any and all claims for damage to property or injury to or death of persons arising out of or resulting from the issuance of the permit or the conduct of the participants. As applicant, I understand that I may be held liable as principal in place of the organization for the cost of cleaning or repairing city property which may have sustained damage as a result of the special event. I understand that a special events permit may be issued for no more than five consecutive days. If the permit is granted, I, as representative, agree to adhere to all city ordinances regarding the special event.

I understand that If I am applying to use a city park, community house or other city facility to hold this event, additional applications and fees will be required. I also understand that all required applications, accompanying documents and fees must be submitted to the City Secretary's Office at least 30 days prior to the date of the event, and that the event may not be held without approval of the Seabrook City Council. I have read and have agreed to the above conditions.

Signature of Applicant



Printed Name of Applicant

CINDY GRAVELY

Date Submitted 12-14-16

FOR OFFICE USE ONLY

Reviewed by City Secretary

Date 12-27-16

If applicable: Fire Marshal notified N/A Building Official Notified ✓ City Mgr ✓

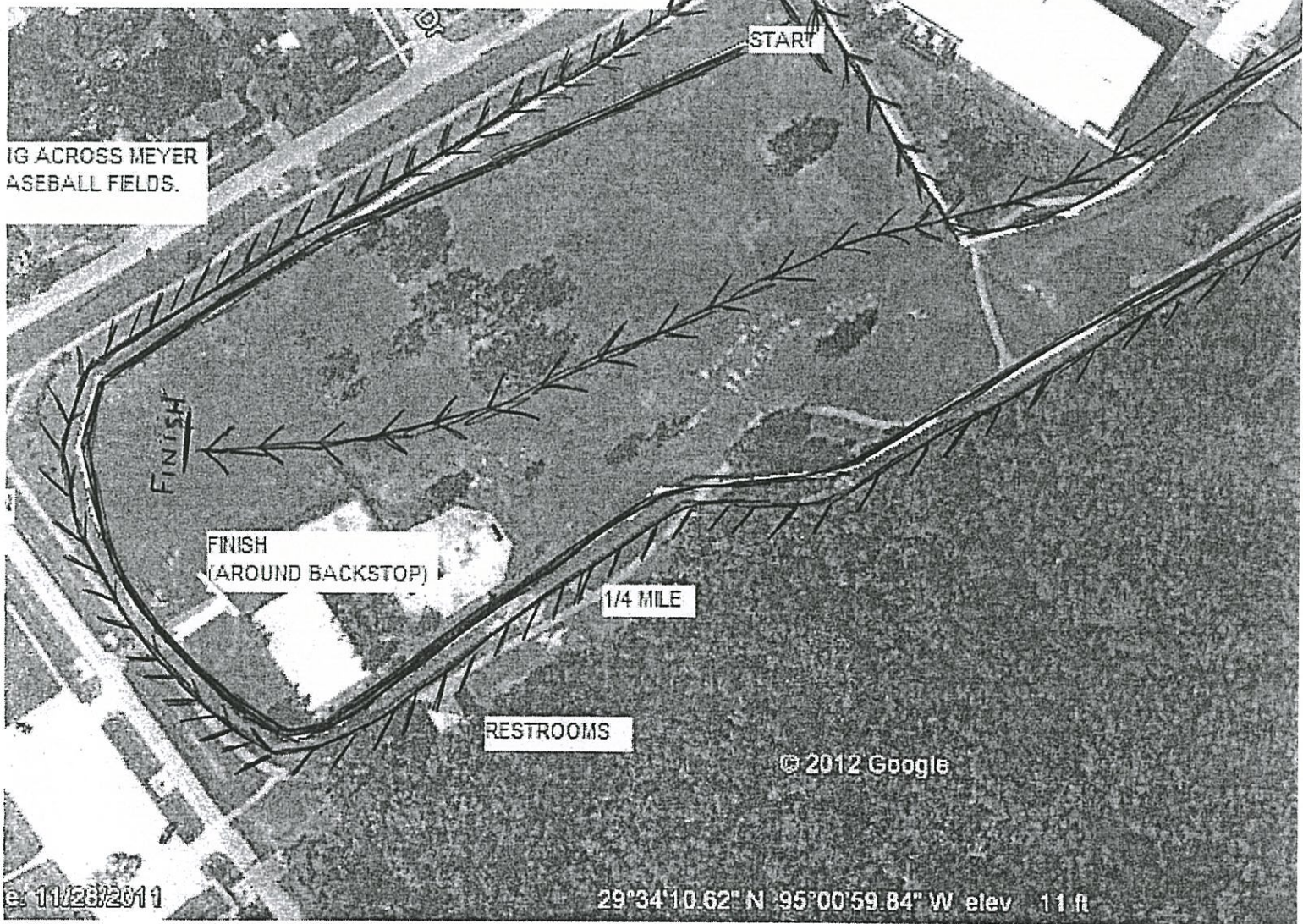
This application has been reviewed by the Seabrook City Council on
and has been APPROVED DENIED.

The following conditions are placed upon this event:

Girls	(2m)	2:30/2:35	(Unlimited)
Boys / Girls	(2m)	3:00/3:05	(Unlimited)
	(4k)	3:30	(Limit 7 per team)
	(4k)	3:55	(Limit 7 per team)
Boys	(4k)	4:20	(Limit 7 per team)
Girls	(4k)	4:45	(Limit 7 per team)

- 2 Big Loops plus 300 meters passed start to finish line
the backstop by pavillion.

- 1 Big Loop, one Small Loop, plus 300 meters passed start
line just passed the backstop by the pavillion.



CITY OF SEABROOK

REC#: 00689633 12/14/2016 9:30 AM
OPER: 017 TERM: 001
REF#:

TRAN: 3.0000 LICENSES & PERMITS
CINDY GRAVELY CCISD CR C MEET
CCISD CR C MEET 01/09/2017
LICENSES & PERMITS/ 50.00CR

TENDERED: 50.00 CASH
APPLIED: 50.00-

CHANGE: 0.00



TEXAS RISK POOL CERTIFICATE OF LIABILITY COVERAGE

DATE (MM/DD/YYYY)
06/01/2016

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE RISK POOL BELOW. THIS CERTIFICATE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING RISK POOL, AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL COVERED ENTITY / PERSON, the terms of coverage(s) must be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the coverage, certain terms of coverage may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER	CONTACT NAME: Wesley Aycock	
	PHONE (A/C. No. Ext): 800-482-7276	PHONE (A/C. No. Ext): 512-467-3645
	E-MAIL ADDRESS: Wesley.aycock@tasb.org	
	PRODUCER CUSTOMER ID:	
	RISK POOL AFFORDING COVERAGE	
COVERED ENTITY / PERSON Clear Creek ISD Alice Benzaia PO Box 799 League City, TX 77574-0799	RISK POOL A: TASB Risk Management Fund	
	RISK POOL B:	
	RISK POOL C:	

COVERAGES

CERTIFICATE NUMBER:

REVISION NUMBER:

THIS IS TO CERTIFY THAT THE COVERAGES LISTED BELOW HAVE BEEN ISSUED TO THE COVERED ENTITY / PERSON NAMED ABOVE FOR THE COVERAGE PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE COVERAGE DOCUMENTS DESCRIBED HEREIN ARE SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH COVERAGE DOCUMENTS. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF COVERAGE	ADDL INSD	SUBR WVD	EFFECTIVE DATE (MM/DD/YYYY)	EXPIRATION DATE (MM/DD/YYYY)	LIMITS			
A	GENERAL LIABILITY			05/01/2016	05/01/2017	EACH OCCURRENCE	\$2,000,000		
	☐ COMMERCIAL GENERAL LIABILITY					DAMAGE TO RENTED PREMISES (Each occurrence)	Excluded		
	☐ CLAIMS-MADE ☒ OCCUR					MED EXP (Any one person)	Excluded		
	☒ General Liability					PERSONAL & ADV INJURY	Included		
						PRODUCTS - COMP/OP AGG	Excluded		
						EMPLOYEE BENEFITS LIAB	100,000		
	GEN'L AGGREGATE LIMIT APPLIES PER:								
	☐ POLICY ☐ PRO-JECT ☐ LOC								
	AUTOMOBILE LIABILITY								
	☐ ANY AUTO								
☐ ALL OWNED AUTOS	☐ SCHEDULED AUTOS								
☐ HIRED AUTOS	☐ NON-OWNED AUTOS								

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

Cross Country Track Meet

CERTIFICATE HOLDER

CANCELLATION

Miramar Park
1109 Hammer St.

Seabrook, TX 77586

SHOULD ANY OF THE ABOVE DESCRIBED COVERAGES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE PROVISIONS IN THE COVERAGE DOCUMENTS.

AUTHORIZED REPRESENTATIVE

2012 ACORD CORPORATION. All rights reserved.

The City Council of the City of Seabrook met in regular session on Tuesday, June 7, 2016 at 7:00 p.m. in Seabrook City Hall, 1700 First Street, Seabrook, Texas to discuss, consider and if appropriate, take action on the items listed below.

THOSE PRESENT WERE:

GLENN R. ROYAL	MAYOR
ROBERT LLORENTE – Ex. Abs.	COUNCIL PLACE NO. 1
MIKE GIANROSSO	COUNCIL PLACE NO. 2
GARY JOHNSON	COUNCIL PLACE NO. 3
MELISSA BOTKIN	COUNCIL PLACE NO. 4
GLENNA ADOVASIO	COUNCIL PLACE NO. 5
O.J. MILLER	MAYOR PRO TEM & COUNCIL PLACE NO. 6
GAYLE COOK – Ex. Abs.	CITY MANAGER
SEAN LANDIS	DEPUTY CITY MANAGER
STEVE WEATHERED	CITY ATTORNEY
ROBIN HICKS	CITY SECRETARY

Mayor Royal called the meeting to order at 7:00 p.m. and led the audience in the Pledge of Allegiance

1. PRESENTATIONS

1.1. Post Event Report

Presentation of the post event report regarding the J/Fest Southwest event on October 29-30, 2016 at the Lakewood Yacht Club. (Christensen)

Dave Christensen, representing the Lakewood Yacht Club reported that there was concern this year that participation would fall because of the economic situation; however, that concern was unfounded, and in fact, a few more boats were added for a total of 59 compared to 57 last year. There was a little over 400 people who participated, with about half that number from out of town, including some from Missouri and Colorado. This event could not happen without Seabrook's help. The event budget this year was \$27,000 and a little over half of that total was given by Seabrook. The budget was spent on advertising, the competitors' dinner, trophies, and general event expenses. The advertising included press releases in local and national media and yacht clubs; a national and a southwest newsletter that reaches boat owners; local forums; sailing and racing magazines; J/Fest posters; direct electronic marketing through the event website, emails, and social media. The new J/Fest website was developed from scratch this year and tied in the sponsors' websites. Regatta registration took place through the new website, participants were able to order food from Neptune Subs, and local attractions/activities for families were featured. A new, big event, the J/105 race, will take place at Lakewood next year. This event will occur the weekend after J/Fest. J/Fest will finish on Sunday and J/105 will start on Wednesday. J/105 owners might use J/Fest as a warm up; therefore, participants will be in the area for J/Fest and stay through the J/105 championship, about 10 days here.

1.2. Seabrook Volunteer Fire Department Quarterly Report

Presentation of the Quarterly Report by the Seabrook Volunteer Fire Department (SVFD). (Gutaker)

This item was pulled from the agenda and will be completed at a January meeting.

2. PUBLIC COMMENTS AND ANNOUNCEMENTS - none

At this time we would like to listen to any member of the audience on any subject matter, whether or not that item is on the agenda. All comments are limited to a maximum of four minutes for each speaker, shall be limited to city business or city-related business or matters of general public interest, and shall not include any personal attacks. In accordance with the Open Meetings Act, members may not discuss or take action on any item that has not been posted on the agenda. When your name is called, please come to the podium and state your name and address clearly into the microphone before making your comments. Thank you.

2.1. Mayor, City Council and/or members of the city staff may make announcements about city/community events. (Council)

Councilmember Giangrosso announced the following events: 2016 Santa Run; HCMCA December 15 meeting; 2016 Share Your Christmas; 2016 Old Seabrook Decorating Contest. In addition, the Mayor thanked City staff for the great Tree Lighting event.

3. CONSENT AGENDA (Council)

Council will discuss, consider, and if appropriate, take action on the items listed below.

3.1. CLEMC Monthly Report

Approve the Clear Lake Emergency Medical Corps (CLEMC) monthly report for November 2016. (Hunter)

3.2. Fire Department Monthly Report

Approve the Seabrook Volunteer Fire Department (SVFD) monthly report for November 2016. (Gutaker)

3.3. Police Department Monthly Report

Approve the Seabrook Police Department monthly report for November 2016. (Wright)

3.4. Building Department Monthly Report

Approve the Seabrook Building Department monthly report for November 2016. (Landis)

3.5. Excused Absence

Approve an excused absence for Melissa Botkin for the November 15, 2016 regular City Council meeting. (Hicks)

3.6. Minutes November 15, 2016

Approve minutes of the November 15, 2016 regular City Council meeting. (Hicks)

Motion was made by Councilmember Johnson and seconded by Councilmember Adovasio

To approve the Consent Agenda as presented.

MOTION CARRIED BY UNANIMOUS CONSENT

4. NEW BUSINESS (Council)

Council will discuss, consider and if appropriate, take action on the items listed below.

4.1. Resolution 2016-26 CenterPoint Energy Rates

Consider and take all appropriate action on proposed Resolution 2016-26, "Suspending the December 21, 2016 Effective Date of the Statement of Intent of Centerpoint Energy to Increase Rates." (Cook)

A RESOLUTION BY THE CITY OF SEABROOK, TEXAS SUSPENDING THE DECEMBER 21, 2016 EFFECTIVE DATE OF THE STATEMENT OF INTENT OF CENTERPOINT ENERGY TO INCREASE RATES WITHIN THE HOUSTON AND TEXAS COAST DIVISIONS AND CONSOLIDATE THE HOUSTON AND TEXAS COAST DIVISIONS TO PERMIT THE CITY TIME TO STUDY THE REQUEST AND TO ESTABLISH REASONABLE RATES; FINDING THAT THE CITY'S REASONABLE RATE CASE EXPENSES SHALL BE REIMBURSED BY THE COMPANY; AUTHORIZING PARTICIPATION WITH THE GULF COAST COALITION OF CITIES; HIRING LEGAL AND CONSULTING SERVICES TO NEGOTIATE WITH THE COMPANY AND DIRECT ANY NECESSARY LITIGATION AND APPEALS; FINDING THAT THE MEETING AT WHICH THIS RESOLUTION IS PASSED IS OPEN TO THE PUBLIC AS REQUIRED BY LAW; REQUIRING NOTICE OF THIS RESOLUTION TO THE COMPANY AND LEGAL COUNSEL.

Sean Landis, Deputy City Manager, explained that Seabrook belongs to a coalition of cities which gives member cities advice on whether to support the Center Point increases. The coalition typically recommends that cities do not support the increases, and this resolution is to approve the suspension of the proposed December 21, 2016 increase.

Motion was made by Councilmember Miller and seconded by Councilmember Botkin

To approve proposed Resolution 2016-26, "Suspending the December 21, 2016 Effective Date of the Statement of Intent of Centerpoint Energy to Increase Rates."

MOTION CARRIED BY UNANIMOUS CONSENT

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4.2. CLEMC Funding

Consider and take all appropriate action regarding funding the Clear Lake Emergency Medical Corps (CLEMC) through March, 2017, in amount of \$53,536.74 (January through March 2017 payments). (Cook)

Councilmember Johnson explained that CLEMC has \$400,000 in the bank today and receives about \$200,000 through monthly billings. Expenditures are about \$275,000 each month. To reduce expenses, and because a majority of the expenditures are on payroll (about 80/20), CLEMC has already made a reduction in staff, and is looking at a second reduction in staff. Other cities are considering making a large payment to CLEMC, and MUD 55 has approved an entire year's payment up front in the next 30 days. A new billing/collection company has been hired and will start January 1. The next 90-120 days will give a clearer picture of whether CLEMC can be sustained.

Mayor Royal asked about the transfer business that CLEMC started, in response to past financial difficulties. Councilmember Johnson explained that CLEMC is having trouble collecting the monies for the transfer runs. There was an issue with St. John's hospital and with the billing software, which have both now been resolved. The CLEMC Board will meet in January and again in March to evaluate the financials after the new billing/collection company starts. Councilmember Johnson will report back to Council in the next 60 days. In addition, CLEMC's year end audit has started, which will give everyone a better picture of the status.

Motion was made by Councilmember Botkin and seconded by Councilmember Adovasio

To approve funding the Clear Lake Emergency Medical Corps (CLEMC) through March, 2017, in amount of \$53,536.74 (January through March 2017 payments).

MOTION CARRIED BY UNANIMOUS CONSENT

4.3. Directional Sign Program Project Agreement

Consider and take all appropriate action on the renewal of the Directional Sign Program project agreement between the Seabrook Economic Development Corporation and National Sign Plazas, Inc., for a term of five years, for construction, installation, inspection, repair, replacement, and maintenance of approved directional sign panels. (Chavez)

Paul Chavez, Director of Economic Development, stated that this is a renewal of the contract for the directional signs that are seen roadside when arriving in and leaving Seabrook to point visitors to various attractions and points of interest. The Seabrook Economic Development Corporation board voted unanimously to renew this contract.

Motion was made by Councilmember Miller and seconded by Councilmember Giangrosso

To approve the renewal of the Directional Sign Program project agreement between the Seabrook Economic Development Corporation and National Sign Plazas, Inc., for a term of five years, for construction, installation, inspection, repair, replacement, and maintenance of approved directional sign panels.

MOTION CARRIED BY UNANIMOUS CONSENT

5. OLD BUSINESS

Council will discuss, consider and if appropriate, take action on the items listed below.

5.1. Ordinance 2016-31 No Parking

Consider and take all appropriate action on second reading of proposed Ordinance 2016-31, "Update of Section 90-80 pertaining to Lakeside Drive and Todville Road." (Cook)

AN ORDINANCE AMENDING CHAPTER 90 OF THE CODE OF ORDINANCES OF THE CITY OF SEABROOK, TEXAS ENTITLED "TRAFFIC AND VEHICLES," ARTICLE III, "STOPPING, STANDING, AND PARKING," DIVISION 1, "GENERALLY," TO UPDATE AND PROVIDE FOR ADDITIONAL TRAFFIC REGULATIONS UNDER SECTION 90-80, "SCHEDULE I - NO PARKING ZONES" PERTAINING TO LAKESIDE DRIVE AND TODVILLE ROAD; PROVIDING FOR A PENALTY IN AN AMOUNT OF NOT MORE THAN TWO HUNDRED DOLLARS (\$200.00) FOR VIOLATION OF ANY PROVISIONS HEREOF BY INCLUSION INTO THE CODE; REPEALING ALL ORDINANCES OR PARTS OF ORDINANCES INCONSISTENT OR IN CONFLICT HERewith; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR NOTICE.

Sean Landis, Deputy City Manager, stated that this Ordinance was before Council previously, and Council asked staff to take a look at permitting, rather than long term parking restrictions. After consultation with the City Attorney, staff learned that there are some issues/limitations with the ability to permit, which include not being able to exclude public access to a city street for an extended period. Staff worked with residents of the area and came to a consensus that there would be a no parking zone during limited hours, at this time. Staff will continue to research the ability to permit. It is hoped that the no parking zones will cure the issue, and if not, then staff will bring a recommendation back to Council. In addition, this ordinance adds no parking along the entire length of Todville Road, as the recent increased traffic has caused some issues, especially near 10th street by the bridge.

Motion was made by Councilmember Johnson and seconded by Councilmember Botkin

To approve on second reading proposed Ordinance 2016-31, "Update of Section 90-80 pertaining to Lakeside Drive and Todville Road."

MOTION CARRIED BY UNANIMOUS CONSENT

6. ROUTINE BUSINESS

Council will discuss, consider and if appropriate, take action on the items listed below.

6.1. Approve the Action Items Checklist which is attached and made a part of this Agenda.

TXDOT – Sean Landis, Deputy City Manager, stated that staff attended a meeting in Kemah that was similar to EDC’s Morning Brew, with business owners. Quincy Allen from TXDOT gave a short presentation at this meeting, and he stated that TXDOT and Union Pacific have come to an agreement on the purchase price for the rail right of way. The two parties are still haggling over details, but an agreement has been reached. Thirty percent (30%) of the design is completed, and staff has been informed by TXDOT that the northbound ramp that was requested by Kemah is not feasible; therefore, it will not be built.

Projects – the Public Works building is moving forward, with much of the foundation in place.

Park Bench and Pelican – the goal for this week is to get all pad sites completed so that benches can start to be set by the end of this week. The Pelican is completed and will be placed on the concrete pad in Friendship Park.

Councilmember Adovasio stated that the Park Bench and Pelican item can be removed from the checklist now and an item for the CLEMC status should be added.

Motion was made by Councilmember Giangrosso and seconded by Councilmember Botkin

To approve the Action Items Checklist, approve removing the Park Bench and Pelican item, and approve adding a CLEMC item.

MOTION CARRIED BY UNANIMOUS CONSENT

6.2. Establish future meeting dates and agenda items

There will not be a second City Council meeting in December. The first meeting for 2017 is on January 3.

Upon motion duly made and seconded, Mayor Royal adjourned the meeting at 7:40 p.m.

Approved this 3rd day of January 2017.

Glenn Royal, Mayor

Robin Hicks, TRMC
City Secretary



CITY OF SEABROOK

AGENDA BRIEFING

Date of Meeting: January 3, 2017

Submitter/Requestor: Sean Landis

Date Submitted: December 15, 2016

Presenter: Sean Landis

Description/Subject: Adoption of the City of Seabrook 2016 Thoroughfare Plan.

AN ORDINANCE OF THE CITY OF SEABROOK, TEXAS, ADOPTING THE “SEABROOK 2016 THOROUGHFARE PLAN” PURSUANT TO TEXAS LOCAL GOVERNMENT CODE CHAPTER 213 PROVIDED HEREIN; REPEALING ALL ORDINANCES AND RESOLUTIONS INCONSISTENT OR IN CONFLICT HEREWITH; AND PROVIDING FOR SEVERABILITY.

Name of Applicant (if applicable) : N/A

Legal Description (if applicable): N/A

Purpose/Need: Policy Issue

Background/Issue (What prompted this need?): The Texas Local Government Code, Section 213, authorizes the governing body of a municipality to adopt a comprehensive plan for long-range development of the municipality and to define the content and design of a comprehensive plan, which may include, but is not limited to, provisions on land use, transportation, and public facilities, which may consist of a single plan or a coordinated set of plans organized by subject and geographic area, and which may be used to coordinate and guide the establishment of development regulations.

The transportation system is the heart of a community which is the portal to smart growth. Providing the necessary infrastructure for all road users ensures public safety and economic vitality. As such, the City of Seabrook has initiated the creation of the 2016 City of Seabrook Thoroughfare Plan, with the goal of providing the City with a tool that can be used to manage, guide and design an efficient transportation system that accommodates new development and growth in the area. Alongside, the City has developed a Comprehensive Plan which will aid in establishing a future land use plan with community input. This Thoroughfare Plan has been developed in collaboration with the recommendations made in the Comprehensive Plan.

City Council received a presentation from Cobb Fendley on July 19, 2016, at that time they voted to approve the 2016 City of Seabrook Thoroughfare Plan. Staff has prepared Ordinance 2017-01 for consideration and approval.

Impacted Parties (Expected/Notified): N/A

Miscellaneous Comments: N/A

Recommended Action: Approval of Ordinance 2017-01 "2016 Seabrook Thoroughfare Plan.

Attachments:

- (1.)Copy of Proposed Ordinance 2017-01 "Adoption of the City of Seabrook 2016 Thoroughfare Plan".
- (2.)Copy of Proposed Seabrook 2016 Thoroughfare Plan .
- (3.)July 19, 2016 Council Meeting Minutes

Fiscal Impact: Finance Officer Review ☐ Yes ☒ No
Budgeted ☐ Yes ☒ No
Budget Amendment Required ☐ Yes ☒ No

Budget Dept/Line Item Number: N/A

Future/Ongoing Impact: N/A

Funding Comments: N/A

Where on the agenda should this item be placed? Specific Public Hearing

Suggested Motion: Approval of Ordinance 2017-01 "2016 Seabrook Thoroughfare Plan.

(All items are to be reviewed and approved by the city manager, except items submitted by the mayor or any council member or routine consent agenda items such as minutes and second & third readings of ordinances.)

Sent to City Attorney for review on

Approved by City Attorney on

(City Attorney should review all ordinances, resolutions, contracts and executive session items.)

All requests must be submitted to the City Secretary's Office no later than 12:00 p.m. on the Monday, one week prior to the regular Tuesday Council Meeting. All required attachments are to be submitted with the request. Incomplete items cannot be placed on the agenda.

1
2
3 **CITY OF SEABROOK**
4 **ORDINANCE NO. 2017-01**

5 **ADOPTION OF THE CITY OF SEABROOK**
6 **2016 THOROUGHFARE PLAN**
7

8 **AN ORDINANCE OF THE CITY OF SEABROOK, TEXAS,**
9 **ADOPTING THE “SEABROOK 2016 THOROUGHFARE PLAN”**
10 **PURSUANT TO TEXAS LOCAL GOVERNMENT CODE CHAPTER**
11 **213 AS PROVIDED HEREIN; REPEALING ALL ORDINANCES AND**
12 **RESOLUTIONS INCONSISTENT OR IN CONFLICT HERewith;**
13 **AND PROVIDING FOR SEVERABILITY.**
14

15 **WHEREAS**, the Texas Local Government Code, Section 213, authorizes the
16 governing body of a municipality to adopt a comprehensive plan for long-range development
17 of the municipality and to define the content and design of a comprehensive plan, which may
18 include, but is not limited to, provisions on land use, transportation, and public facilities,
19 which may consist of a single plan or a coordinated set of plans organized by subject and
20 geographic area, and which may be used to coordinate and guide the establishment of
21 development regulations; and
22

23 **WHEREAS**, the City Council of the City of Seabrook finds that a thoroughfare map,
24 designating local, collector, and arterial streets, is vital for the future planning, coordination,
25 and guidance of growth within the City; and
26

27 **WHEREAS**, pursuant to Chapter 212.010 of the Texas Local Government Code, the
28 City of Seabrook may require that subdivision plats conform to “... the general plan of the
29 municipality and its current and future streets ...” and “...the general plan for extension of the
30 municipality and its roads, streets, and public highways within the municipality and its extra-
31 territorial jurisdiction....”; and
32

33 **WHEREAS**, requirements for right-of-way dedication and construction of street
34 improvements apply to all subdivision of land within the City’s incorporated area and its
35 extra-territorial jurisdiction, and in accordance with the Texas Local Government Code, the
36 City has adopted rules governing plats and subdivision of land within the municipality’s
37 jurisdiction, and the City’s ETJ, as provided in Chapter 80, “Subdivisions” of the Seabrook
38 Code of Ordinances; and
39

40 **WHEREAS**, the City Council wishes to adopt the “Seabrook 2016 Thoroughfare
41 Plan,” designating the location of local, collector, and arterial streets; and
42

43 **WHEREAS**, all public notices have been posted and published on this matter in
44 accordance with law;
45
46

47
48
49 **NOW THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE**
50 **CITY OF SEABROOK, STATE OF TEXAS:**

51
52 **SECTION 1. FINDINGS OF FACT.**

53
54 That the facts and matters set forth in the preamble of this Ordinance are hereby
55 found to be true and correct.

56
57 **SECTION 2. ADOPTION OF SEABROOK 2016 THOROUGHFARE PLAN.**

58
59 The City Council hereby adopts the “Seabrook 2016 Thoroughfare Plan” for the City
60 of Seabrook, a copy of which is attached hereto and made a part hereof, pursuant to the
61 limitations, restrictions and requirements of Section 213 of the Texas Local Government
62 Code and law. Copies of such Plan shall be filed and made available through the City
63 Secretary and Planning office. The existence of this Plan does not limit the ability of the City
64 to prepare other plans, policies, or strategies as required.

65
66 **SECTION 3. REPEAL OF CONFLICTING ORDINANCES AND**
67 **RESOLUTIONS.**

68
69 All Ordinances or Resolutions or parts of Ordinances or Resolutions in conflict or
70 inconsistent with this Ordinance are hereby expressly repealed to the extent of such conflict,
71 and the provisions of this Ordinance shall be and remain controlling as to the matters
72 regulated herein..

73
74 **SECTION 4. SEVERABILITY.**

75
76 In the event any clause phrase, provision, sentence, or part of this Ordinance or the
77 application of the same to any person or circumstances shall for any reason be adjudged
78 invalid or held unconstitutional by a court of competent jurisdiction, it shall not affect,
79 impair, or invalidate this Ordinance as a whole or any part or provision hereof other than the
80 part declared to be invalid or unconstitutional; and the City Council of the City of Seabrook,
81 Texas, declares that it would have passed each and every part of the same notwithstanding
82 the omission of any such part thus declared to be invalid or unconstitutional, whether there be
83 one or more parts.

84
85 **SECTION 5. NOTICE.**

86
87 The City Secretary shall give notice of the enactment of this Ordinance by promptly
88 publishing it or its descriptive caption after final passage in the official newspaper of the
89 City; the Ordinance to take effect upon publication.
90
91
92

SECTION 6. OPEN MEETING COMPLIANCE

That it is hereby officially found and determined that the meeting at which this Ordinance was passed was open to the public as required by law and that public notice of the time, place and purpose of said meeting was given as required by the Texas Open Meetings Act, Texas Government Code, Chapter 551.

PASSED, AND APPROVED with a quorum present, by an affirmative vote of a majority of Councilmembers present, in accordance with Seabrook City Charter Section 2.10, on **first reading this 3th day of January, 2017.**

PASSED, AND APPROVED with a quorum present, by an affirmative vote of a majority of Councilmembers present, in accordance with Seabrook City Charter Section 2.10, on second and **final reading this 17th day of January, 2017.**

BY: _____
Glenn Royal
Mayor

ATTEST:

By: _____
Robin Hicks, TRMC
City Secretary

APPROVED AS TO FORM:

Steven L. Weathered
City Attorney

CITY OF SEABROOK

2016 Thoroughfare Plan

Adopted on: July 19, 2016

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1 INTRODUCTION

The transportation system is the heart of a community which is the portal to smart growth. Providing the necessary infrastructure for all road users ensures public safety and economic vitality. As such, City of Seabrook has initiated an update to the current City of Seabrook Thoroughfare Plan, with the goal of providing the City with a tool that can be used to manage, guide and design an efficient transportation system that accommodates new development and growth in the area. Alongside, the City has developed a Comprehensive Plan which will aid in establishing a future land use plan with community input. This Thoroughfare Plan has been developed in collaboration with the recommendations made in the Comprehensive Plan.

A Thoroughfare Plan is a long-range plan that identifies the location and type of roadway facilities that will be needed to meet the demands of projected growth and assists in guiding future development within an area. Along with a future land use plan, a Thoroughfare plan can form a long range statement of public policy which can aid a community in achieving their overall socio-economic development goals. Knowing the relationship between land use and transportation infrastructure is vital as an evolving land use dictates the transportation infrastructure needed to support and sustain viable long-term growth. In turn, the right transportation infrastructure is key in sustaining individual needs that arise from the different types of land uses. In detail, the benefits of developing and updating a Thoroughfare Plan includes:

- Provides for orderly development of an adequate transportation system as traffic grows and development occurs;
- Reduces travel and transportation costs by ensuring that thoroughfares effectively serve both regional and local traffic;
- Reduces the cost of major thoroughfare improvements through coordinated public and private improvements;
- Minimizes disruption and displacement of people and businesses by providing a long range plan for major thoroughfares;
- Reduces environmental impacts on air-quality, wetlands, historic sites, parks and other publicly used recreational areas, archaeological sites, endangered species, and neighborhoods;
- Provides opportunities for bicycles and pedestrians to safely share the right-of-way.

1.1 Previous Planning Efforts

1.1.1 2010 Thoroughfare Plan

The first City of Seabrook thoroughfare plan was adopted in 2010. This plan has aided in the growth of the City as well as ensured that the vision of the community was portrayed. The 2010 City of Seabrook Thoroughfare Plan was used as a starting point for the development of this thoroughfare plan.



1.1.2 Capital Improvement Projects (FY16-FY21+)

City of Seabrook's Capital Improvement Projects (CIP), is a list of short-range projects that identifies capital projects and equipment purchases, provides a planning schedule and identifies options for financing the plan. A CIP provides many benefits including:



The City's Capital Improvement Project (CIP) list will help solidify the City's thoroughfare network. While the City's CIP (2016-2020+) includes mostly water and wastewater projects and small improvements to local streets, it is important to take these projects into account when making recommendations to the City's thoroughfare network in order to ensure consistency and efficient use of the public funds. A summary of the City's 2016-2020 CIP is shown below. A copy of the detailed CIP is included in the Appendix.

WATER PROJECTS			
CIP #	PROJECT DESCRIPTION	PROJECT COST	
W1	TODVILLE ROAD 12-INCH WATER LINE	\$	1,495,920.00
W2	SHIPYARDS WATER SERVICE PHASE 1	\$	655,420.00
W3	SHIPYARDS WATER SERVICE PHASE 2	\$	721,280.00
W4	HUMBLE DRIVE WATER PLANT RELOCATION	\$	2,618,758.00
W5	TAYLOR LAKE WATER LINE CROSSING	\$	1,846,800.00
W6	OLD SEABROOK WATER LINE IMPROVEMENTS	\$	256,820.00
W7	STATE HIGHWAY 146 WATER LINE ADJUSTMENTS	\$	3,000,000.00

TOTAL WATER PROJECTS	\$ 10,594,998.00
-----------------------------	-------------------------

WASTEWATER PROJECTS			
CIP #	PROJECT DESCRIPTION	PROJECT COST	
WW1	EAST MEYER PIPE BURSTING	\$	1,547,800.00
WW2	SHIPYARDS SEWER SERVICE PHASE 1	\$	1,246,200.00
WW3	SHIPYARDS SEWER SERVICE PHASE 2	\$	565,400.00
WW4	TODVILLE SEWER LINE REPLACEMENT	\$	2,128,000.00
WW5	WASTEWATER TREATMENT PLANT UPGRADES PHASE 1	\$	506,400.00
WW6	WASTEWATER TREATMENT PLANT UPGRADES PHASE 2	\$	1,617,300.00
WW7	RED BLUFF SANITARY SEWER EXTENSION	\$	446,000.00
WW8	STATE HIGHWAY 146 SANITARY SEWER ADJUSTMENTS	\$	2,500,000.00
WW9	LAKESIDE DRIVE SANITARY SEWER RELOCATION	\$	331,139.00

TOTAL WASTEWATER PROJECTS	\$ 10,888,239.00
----------------------------------	-------------------------

DRAINAGE PROJECTS		
CIP #	PROJECT DESCRIPTION	PROJECT COST
D1	TODVILLE ROAD BRIDGE	\$ 2,038,000.00
D2	EL MAR DITCH	\$ 4,202,800.00
D3	RED BLUFF ROAD DRAINAGE CHANNEL	\$ 10,240,625.00
D4	WILDLIFE PARK DRAINAGE EXPANSION	\$ 527,000.00
D5	BAYBROOK SECTION 1 - DRAINAGE IMPROVEMENTS	\$ 988,200.00
D6	BAYWOOD BRIDGE	\$ 423,400.00
D7	HESTER'S GULLY	\$ 801,650.00
TOTAL DRAINAGE PROJECTS		\$ 19,221,675.00

STREET PROJECTS		
CIP #	PROJECT DESCRIPTION	PROJECT COST
S1	BAYBROOK SECTION 1 - DELABROOK CT	\$ 225,676.00
S2	BAYBROOK SECTION 1 - CEDARBROOK CT	\$ 224,038.00
S3	BAYBROOK SECTION 1 - BROOKWOOD CT	\$ 220,819.00

TOTAL STREET PROJECTS	\$ 670,533.00
------------------------------	----------------------

FACILITY PROJECTS		
CIP #	PROJECT DESCRIPTION	PROJECT COST
FAC1	CITY HALL PARKING LOT	\$ 159,027.00

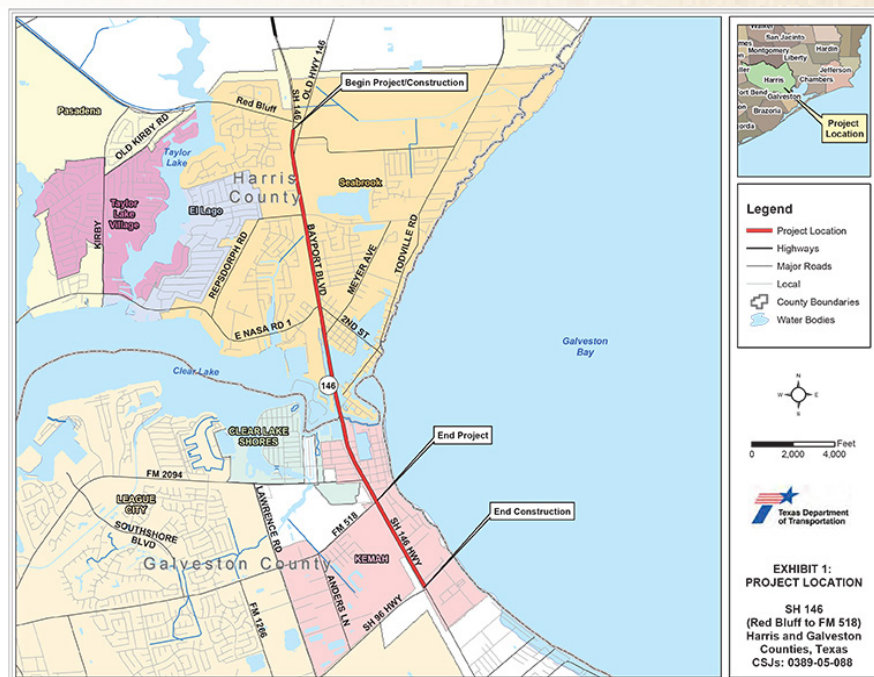
TOTAL STREET PROJECTS	\$ 159,027.00
------------------------------	----------------------

TOTAL WATER PROJECTS	\$	10,594,998.00
TOTAL WASTEWATER PROJECTS	\$	10,888,239.00
TOTAL DRAINAGE PROJECTS	\$	19,221,675.00
TOTAL STREET PROJECTS	\$	670,533.00
TOTAL FACILITY PROJECTS	\$	159,027.00
TOTAL CIP 2014-2018	\$	41,375,445.00

Costs highlighted in yellow are ballpark estimates based on current information from TxDOT.



1.1.3 State Highway (SH) 146 Expansion Project



Improvements to State Highway (SH) 146 have been proposed by the Texas Department of Transportation (TxDOT) in conjunction with the City of Seabrook. As per the information shown in the City's website, the expansion of SH 146 is greatly needed to alleviate daily traffic congestion. As the official hurricane evacuation corridor, the proposed improvements to SH 146 will increase mobility and safety during day-to-day operations and hurricane evacuations. In summary, the project will consist of the following:

- Widen and restructure the existing facility to a six- to 12-lane controlled access facility
- Add grade separations at major intersections
- Add access roads in selected locations
- Add express lanes over Clear Creek

The highway will be expanded south through Seabrook from Red Bluff Road to FM 518. A new expressway bridge will be built parallel and west of the Seabrook-Kemah Bridge. The current bridge will remain and serve as a frontage road for motorists.

It is important to note that the proposed TxDOT alignment will be consistent with the SH 146 improvements completed in the City of La Porte. Details of the proposed alignment are shown graphically in the City's website. Construction is expected to commence in 2017.

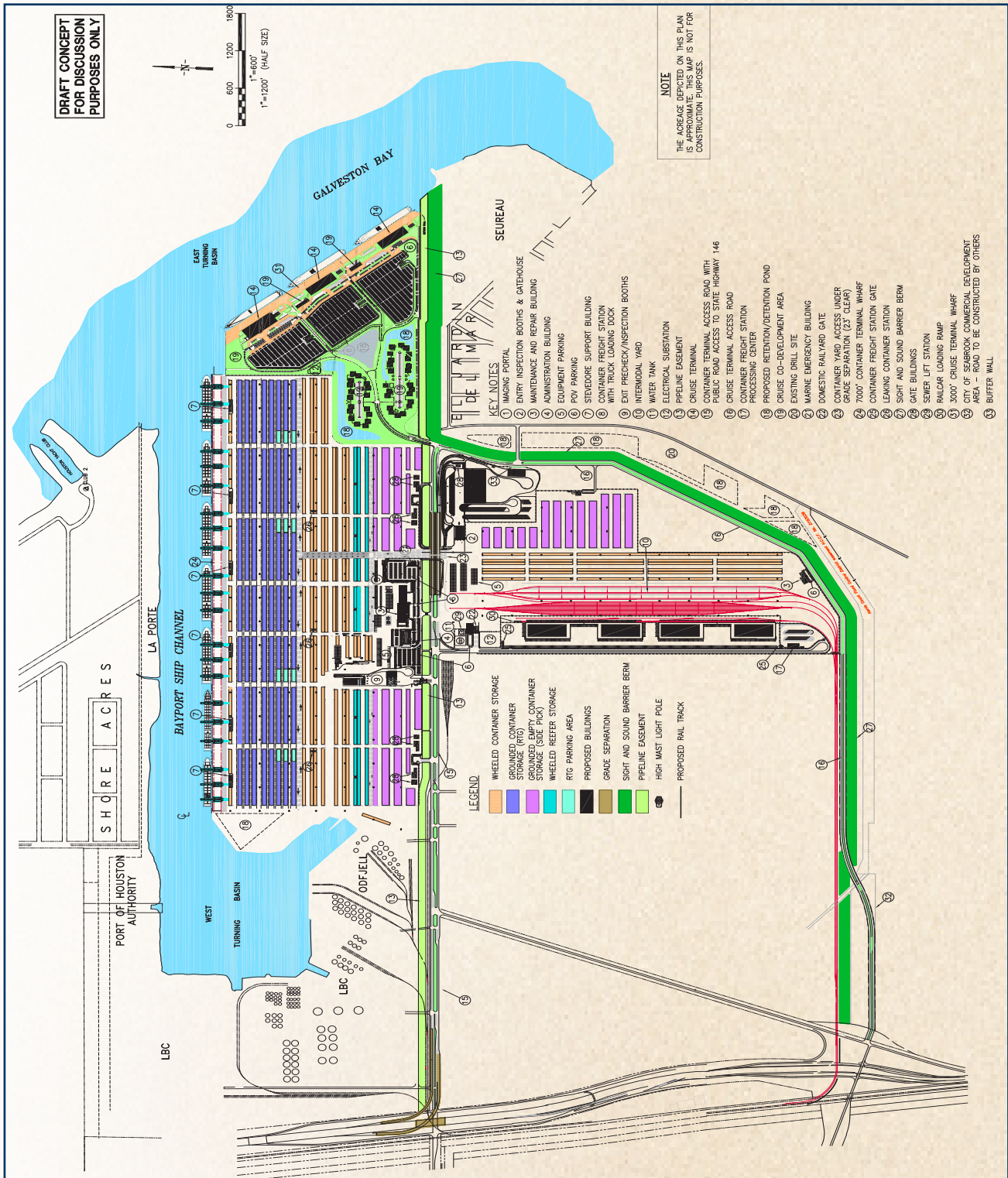
1.1.4 Comprehensive Plan

The City of Seabrook is developing a city-wide comprehensive plan which, along with this thoroughfare plan, will aid in developing the long-term vision of the community. Additionally the plan determines community goals and aspirations and dictates public policy in terms of transportation, utilities, land use, recreation, and housing.

1.1.5 Other Planning Efforts

1.1.5.1 Bayport Master Plan

While not a City of Seabrook effort, the Bayport Master Plan was developed with input from City of Seabrook staff. As road users from the Port use City of Seabrook's transportation network to access TX 146 and other regional thoroughfares, City involvement was necessary. Negotiations between City of Seabrook staff and the Port resulted in the creation of an industrial street typical section to be used for "Commercial Road." This typical section can be seen in Chapter 4 of this plan.



1.1.5.2 Freight Mobility Plan

The Texas Department of Transportation (TxDOT) is developing a Freight Mobility Plan which identifies Texas' freight transportation challenges and outlines investment strategies and policies needed to address them. The plan also provides a vision for a safe, reliable, and efficient freight transportation system for Texas that supports economic growth and economic competitiveness. A critical component for the development of the Draft Freight Plan has been a continued, robust, and meaningful engagement of all freight stakeholders and the general public throughout the state. The draft Freight Plan was developed through a collaborative effort between TxDOT and the Texas Freight Advisory Committee as well as input gathered from extensive stakeholder outreach over the last two years.

Due to City of Seabrook's proximity to the Port, it is of the utmost importance to be informed of the recommendations and decisions proposed in the Freight Mobility Plan. This will ensure that the Seabrook community will be aware of decisions that may or may not impact land uses and roadway functionality. Currently, TxDOT is seeking input from public and private sectors including: air cargo, shippers, receivers, rail, ports, trucking, energy, manufacturing, retail, agriculture, pipelines, freight forwarders, transporters, organizations involved in freight movement, the general public, community leaders, and local, regional, state, and federal entities throughout the state.



1.2 Need for Thoroughfare Plan Update

As new developments occur in the City of Seabrook, the area's changing needs require an update to the Thoroughfare Plan in order to ensure that the community's demands are being met. In order to understand the wants and needs of the community, public opinion was obtained during the Comprehensive Plan's public involvement meeting. The overall findings of the public involvement meeting are detailed in the Comprehensive Plan. Some of the key issues that the public would like for this thoroughfare plan to address are as follows:



Detailed documentation and pictures of the final community input boards obtained at the transportation station during the public meeting are included in the Appendix of this report.





2 GOALS & OBJECTIVES

After obtaining input from the public, City, County and TxDOT staff, a guiding principle and specific goals and objectives concerning City of Seabrook's transportation system were determined. These were used as the overall vision of this Thoroughfare Plan.

The goals described below are the vision of what City of Seabrook foresees the transportation network to be in the long term. The objectives are action-oriented tasks to be used as the framework to achieve the stated goals.



Goal

Preserve adequate rights-of-way for future expansion and connectivity.

Objectives:

1. Define typical sections
2. Define Roadway Functional Classifications
3. Develop a long-term Thoroughfare Map with the functional classifications of major roadways defined



Goal

Develop a safe, well-connected transportation system to, from, and within local communities that complement the regional transportation network.

Objectives:

1. Establish a Traffic Generator Map which includes announced developments to aid in establishing the need for connections.
2. Define the Thoroughfare Map to establish necessary connections.
3. Identify high incident locations in the City and use them when making roadway recommendations.

Guiding Principle

Designing livable communities requires employing multi-modal transportation planning guidelines that support a community's natural resources and land uses. The vision of the City of Seabrook Thoroughfare Plan is to establish context-sensitive guidelines for the development of a safe and efficient multi-modal transportation system that provides regional connections between destinations and neighborhoods and provides all road users with opportunities to drive, walk, bike and take transit. In order to maximize the economic vitality of the community and promote smart growth throughout the City, this plan establishes guidelines consistent with federal, state, and local standards that highlight the best practices for context-sensitive roadway design. The desired outcome of this plan is to inspire a consistent approach to roadway design that embraces the concept of establishing a balance between all modes of transportation, ensuring that all roads are safe and aesthetically pleasing for all users, and enhances the efficiency of roadways throughout City of Seabrook.

3 Goal

Establish design standards that enhance the safety and mobility of all roadway users consistent with regional planning efforts.

Objectives:

1. Review Access Management Standards established in the Comprehensive Plan
2. Define Traffic Impact Guidelines

4 Goal

Institute policies and procedures to coordinate and optimize transportation investments in the City.

Objectives:

1. Establish comprehensive and adaptable implementation policy approaches that aid in fostering the principles defined in this Thoroughfare Plan including complete streets, context sensitive design, access management, etc.





3 EXISTING TRANSPORTATION NETWORK

City of Seabrook's existing transportation network is an extensive system comprised of multi-modal roadways with different functional classifications. The City is mostly located in Harris County with 5.7 square miles (sq. mi) of land area and 15.8 sq. mi of water area (21.5 sq. mi total). Additional demographics for the City are detailed in the Comprehensive Plan.

The 2010 City of Seabrook Thoroughfare plan defined the functional classifications for the City's transportation network as existing and future major thoroughfares, as shown in Map 1. In order to further understand the needs of the City's transportation network, the existing thoroughfare system was evaluated in order to develop a thoroughfare plan that accurately addresses the City's needs. During this analysis, existing data was evaluated which included identifying the City's major traffic generators, speed limits, maintenance responsibility, existing flood plain, land use, zoning and incident locations.

3.1 Roadway Network

Currently, Seabrook has a roadway network that serves a variety of land uses. The roadway system consists of a conventional grid pattern in the heart of the City (Main Street area) that is surrounded by a curvilinear roadway network that was designed to serve the newer developments and provide regional connectivity from the northern to southern most point in the City.

The current transportation network could be summarized into three categories:



Major Thoroughfares

- Provides service to trips of substantial statewide or interstate travel.
- Provides links to cities and or regions which form an integrated network providing interstate and inter-county service.
- Higher controlled access and higher speeds.



City-Wide Thoroughfares

- Provides service to trips of moderate length.
- Provides both land access and traffic circulation.
- Do not penetrate directly into neighborhoods.



Local Thoroughfares

- Provides service to trips smaller in length.
- Provides access to neighborhoods and commercial areas.

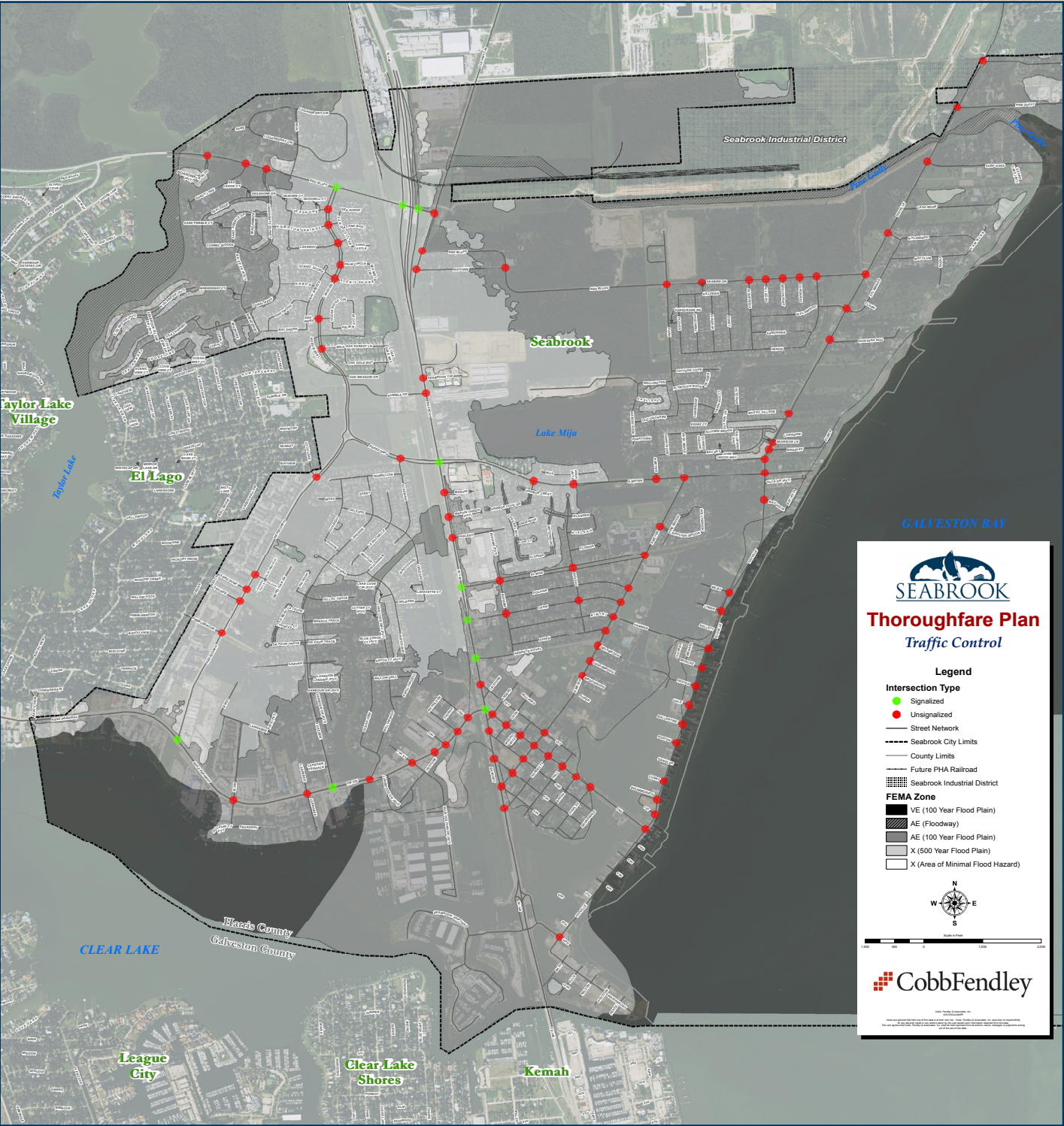
Some of the currently identified thoroughfares in the City are as follows:



State Highway (SH) 146 is the most prevalent thoroughfare that provides connectivity from Galveston to SH 225. SH 146 runs through the City and extends beyond the northern and southern City limits. This connection has aided in the economic development and population increase of the City. The improvement plans for SH 146 will be essential in hurricane evacuations and the economic growth of the City.

In an effort to understand the operations of the roadway system within the City limits, a roadway inventory of the area was performed. The inventory gathered data such as locations and type of traffic control devices, speed limits and maintenance responsibilities. The data gathered aided in developing and defining the recommended functional classifications specified in Chapter 4. The information gathered is presented in Maps 2-4.

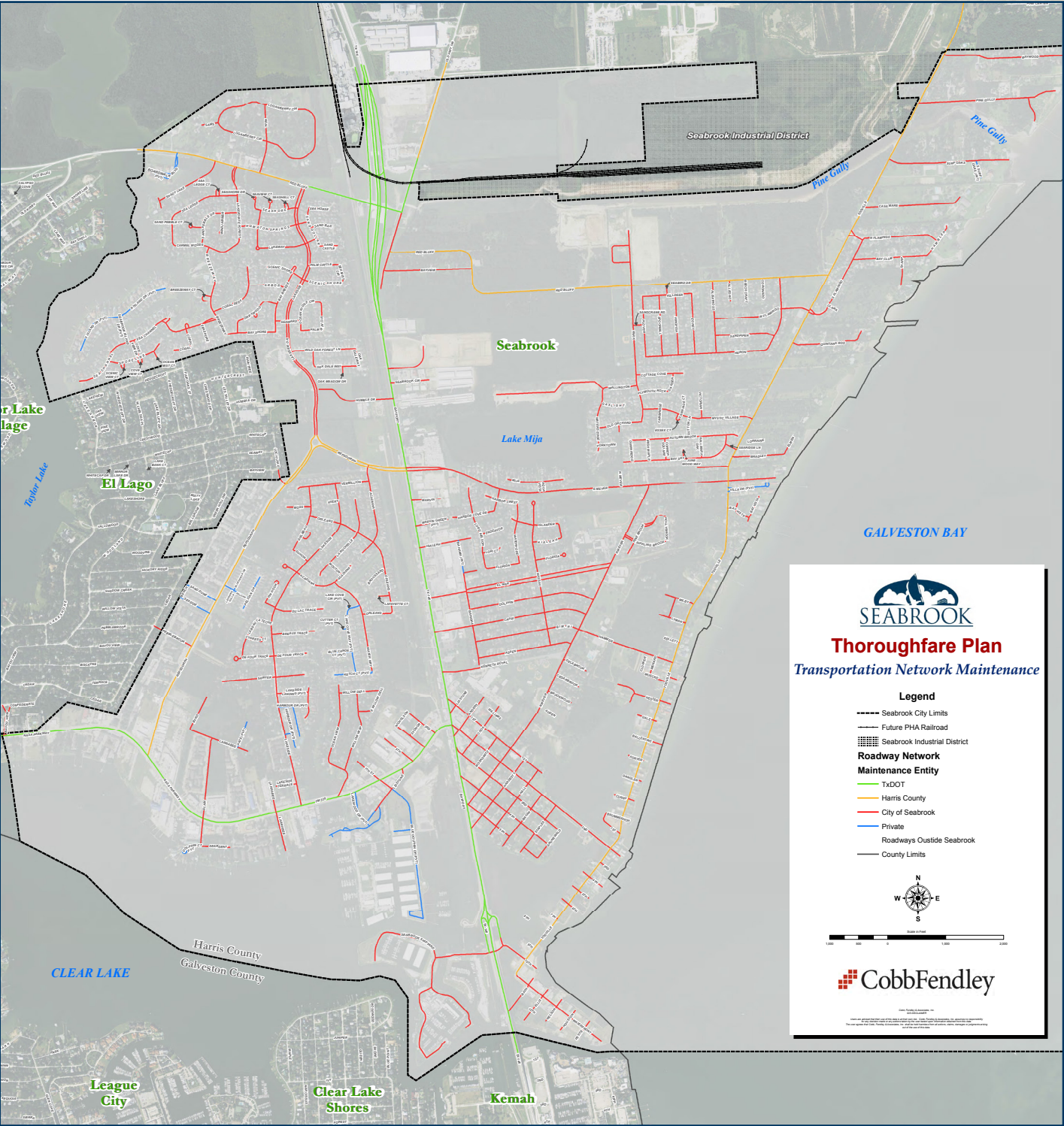
Map 2: Traffic Control



Map 3: Speed Limits



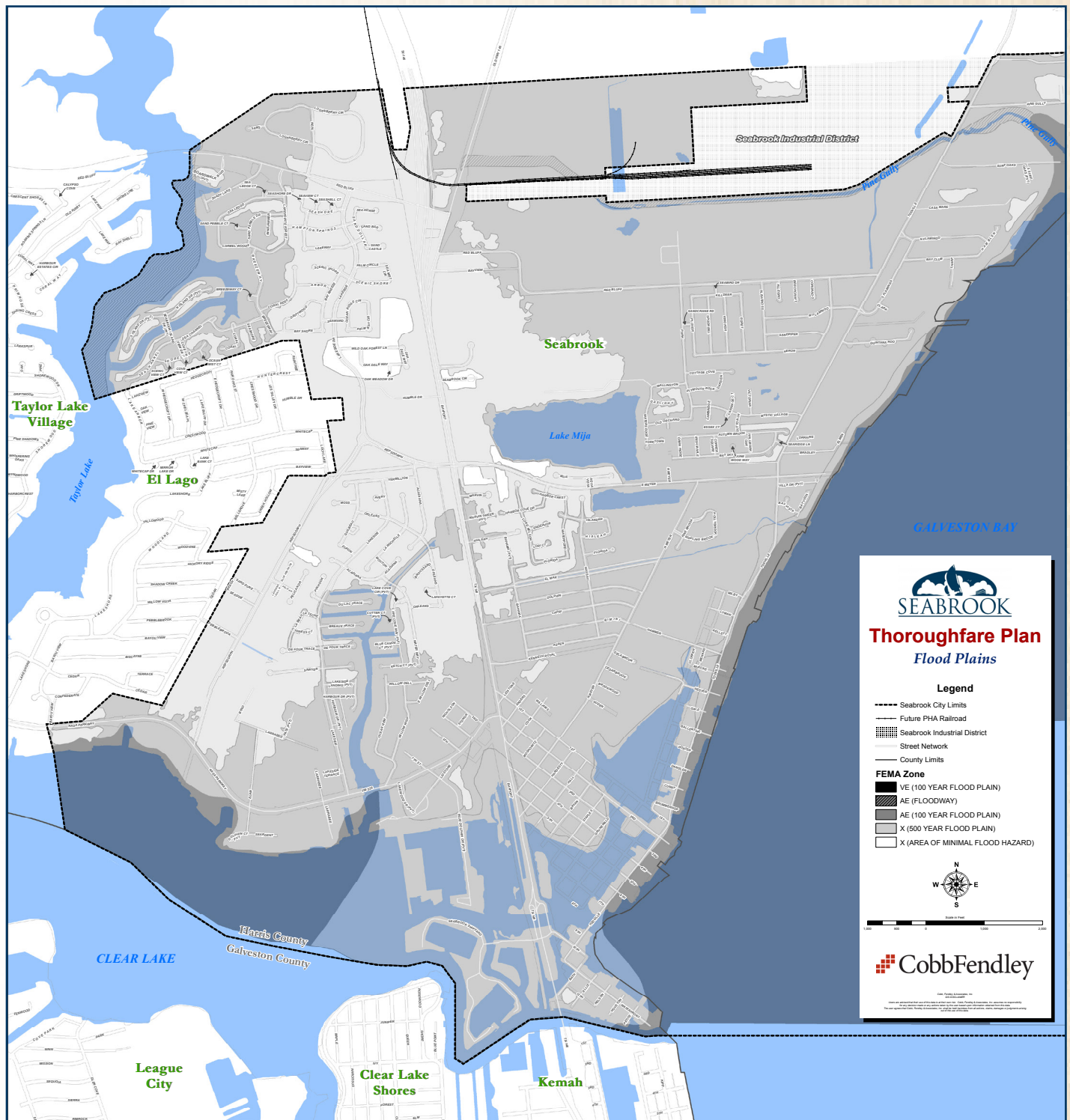
Map 4: Transportation Network Maintenance



3.1.1 Flood Plains

City of Seabrook is located on the coast of Galveston Bay. As such, it is important to understand the flood plains in the area and analyze how these could impact roadway recommendations.

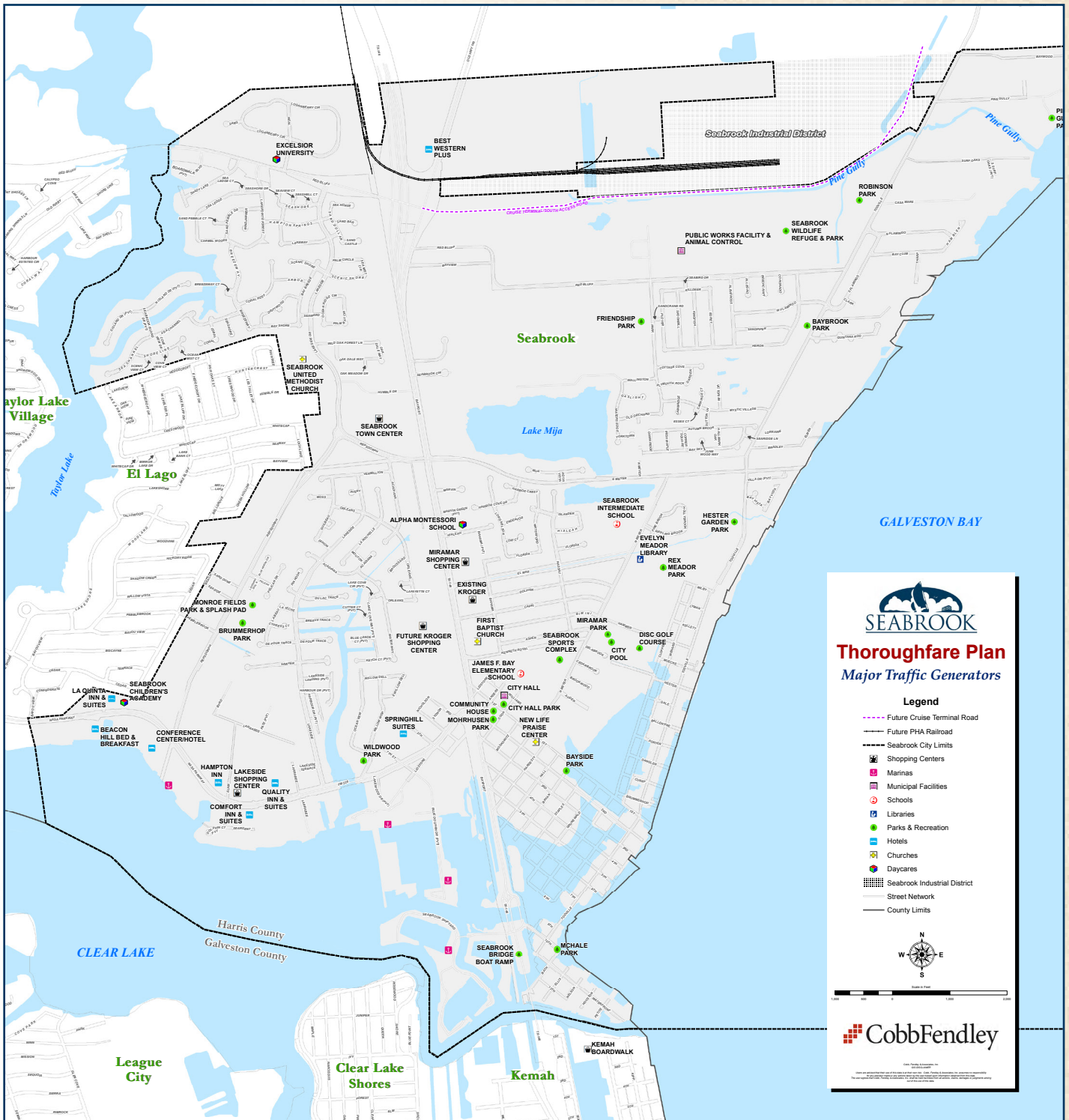
Map 5: Flood Plains



3.1.2 Major Traffic Generators

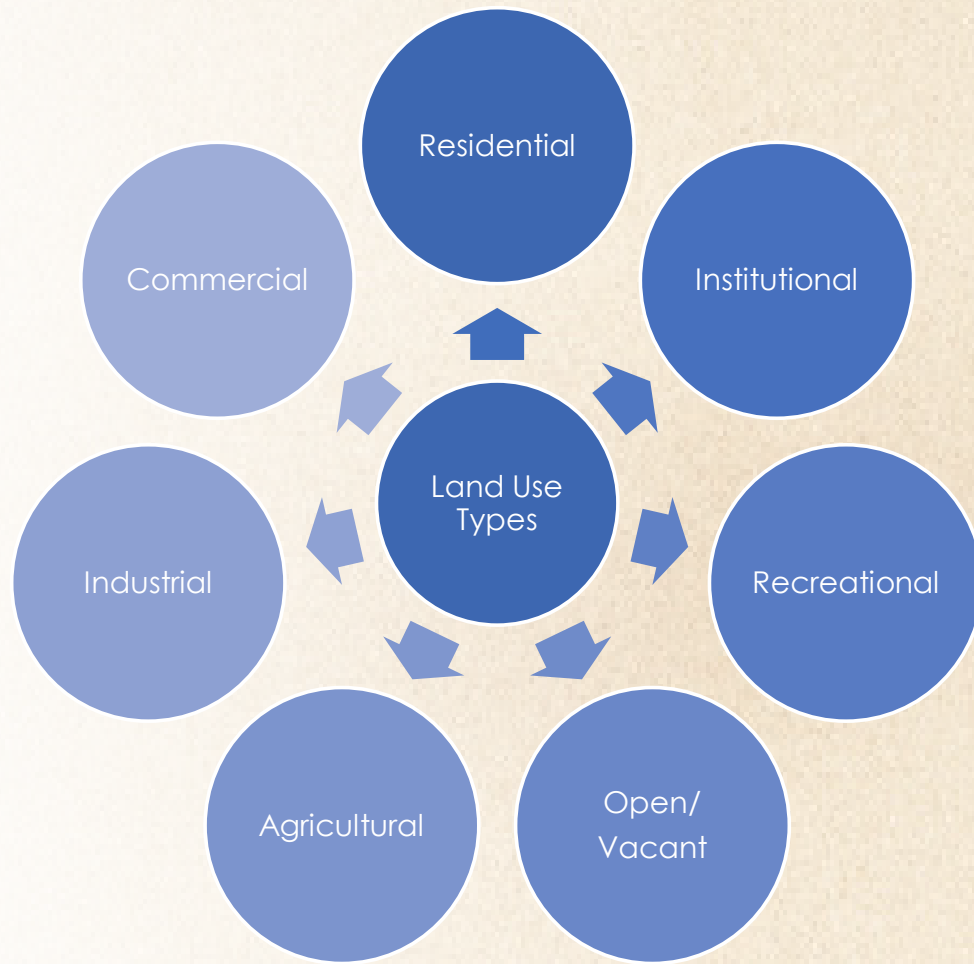
Traffic generators consist of developments and/or land uses that attract traffic to a certain area. It is crucial to understand the location of these traffic generators in order to determine the need for capacity/operation improvements as well as to ensure that recommendations are appropriate. The types of traffic generators shown in Map 6, include shopping centers, marinas, municipal facilities, schools, libraries, parks & recreational areas, hotels, churches and daycares.

Map 6: Major Traffic Generators



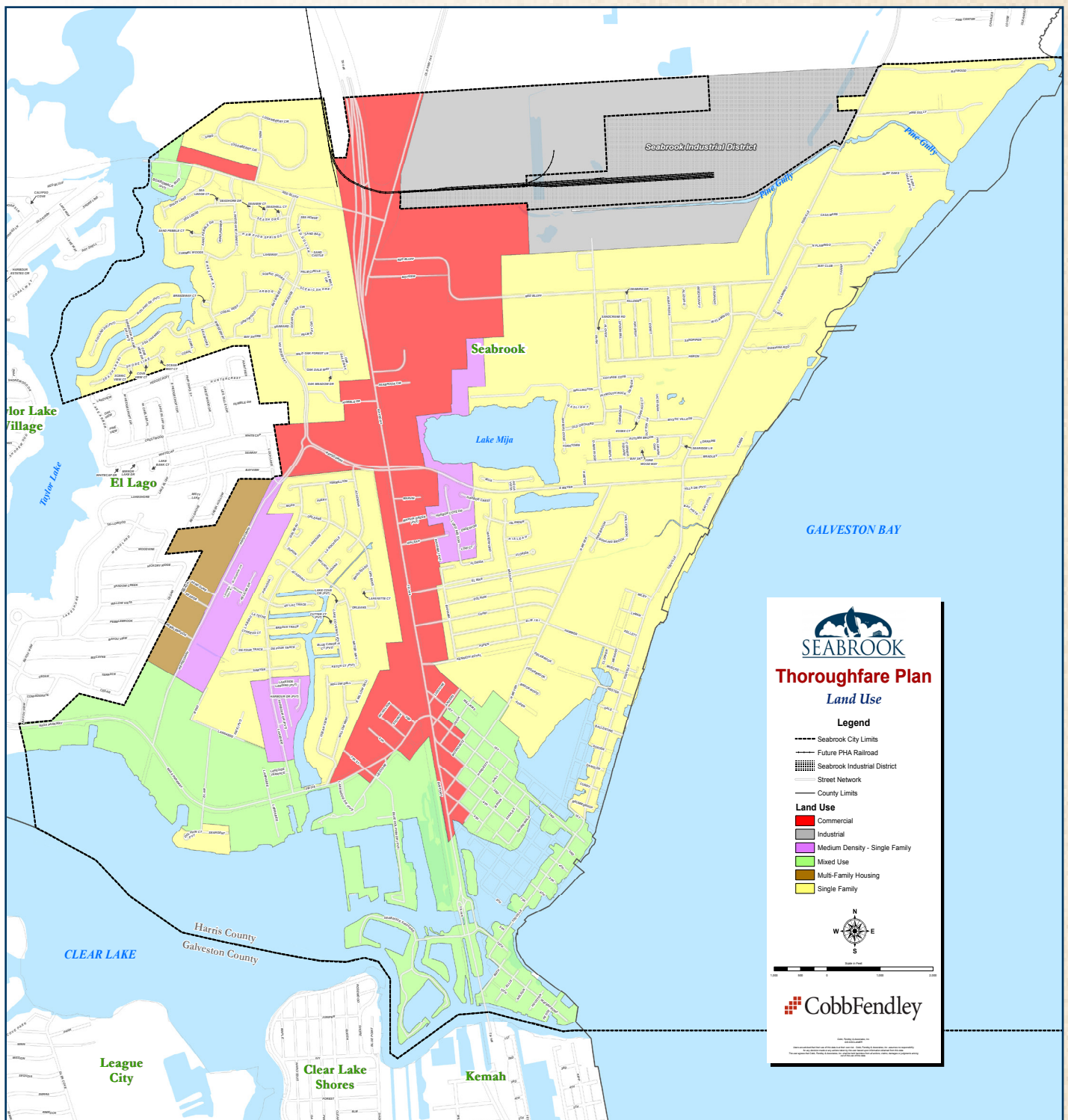
3.1.3 Existing Land Use and Zoning

Land use and zoning information is valuable when evaluating the transportation system in order to understand traffic origin-destination patterns and roadway usage. This information can be used to determine the future needs of a roadway to accommodate the trips it will generate.

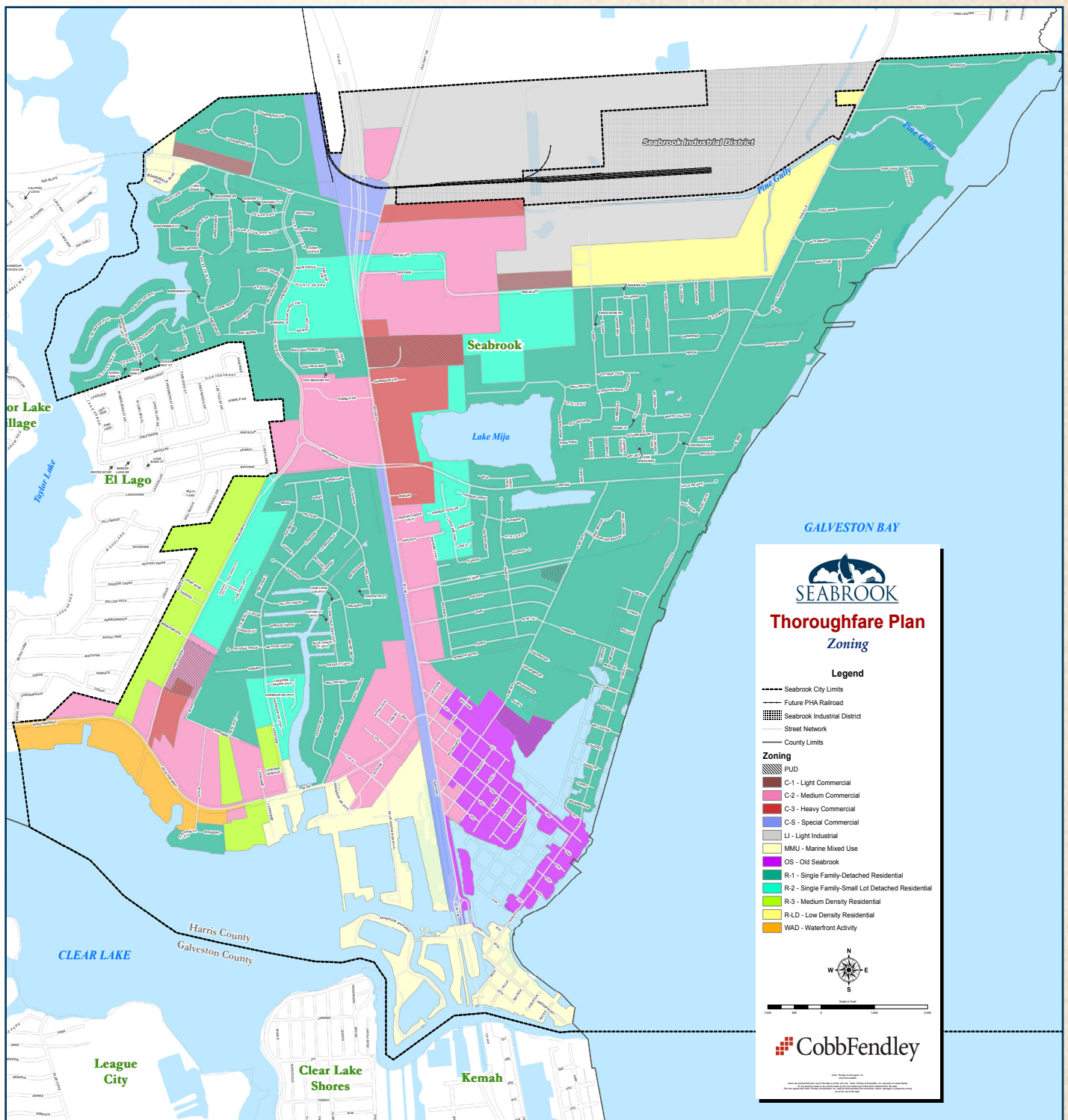


The Comprehensive Plan further details the existing zoning and land uses. As part of the efforts of this study, the current land use and zoning maps in the City were studied in order to understand the existing capacity and/or operational needs for accommodating road users that each land use attracts. The existing land use and zoning maps have been included in the following pages:

Map 7: Land Use



Map 8: Zoning



3.1.4 Safety

A key function of any transportation system is to not only move vehicles efficiently, but to do so while providing for the safety of all travelers. While roadway design standards go a long way toward maximizing the safety of the traveling public, they cannot anticipate the complex interaction of variables with which travelers are confronted. Therefore, it is necessary to identify safety issues that may arise on existing roadways.

Data obtained from law enforcement officials and the general public aided in identifying high incident locations, as seen in Map 9. Identifying high incident locations aided in understanding congestion and operational issues within the City. Locations with high crash frequencies, usually intersections, are generally selected for closer examination as it is important to prioritize resource allocation to locations that may have

greater opportunities for safety improvement. Some safety improvements could be accomplished through engineering measures such as signing, pavement markings, illumination, median treatments, signalization, removal of roadside obstacles, or roadway alignment adjustments.

Map 9: Safety Concerns



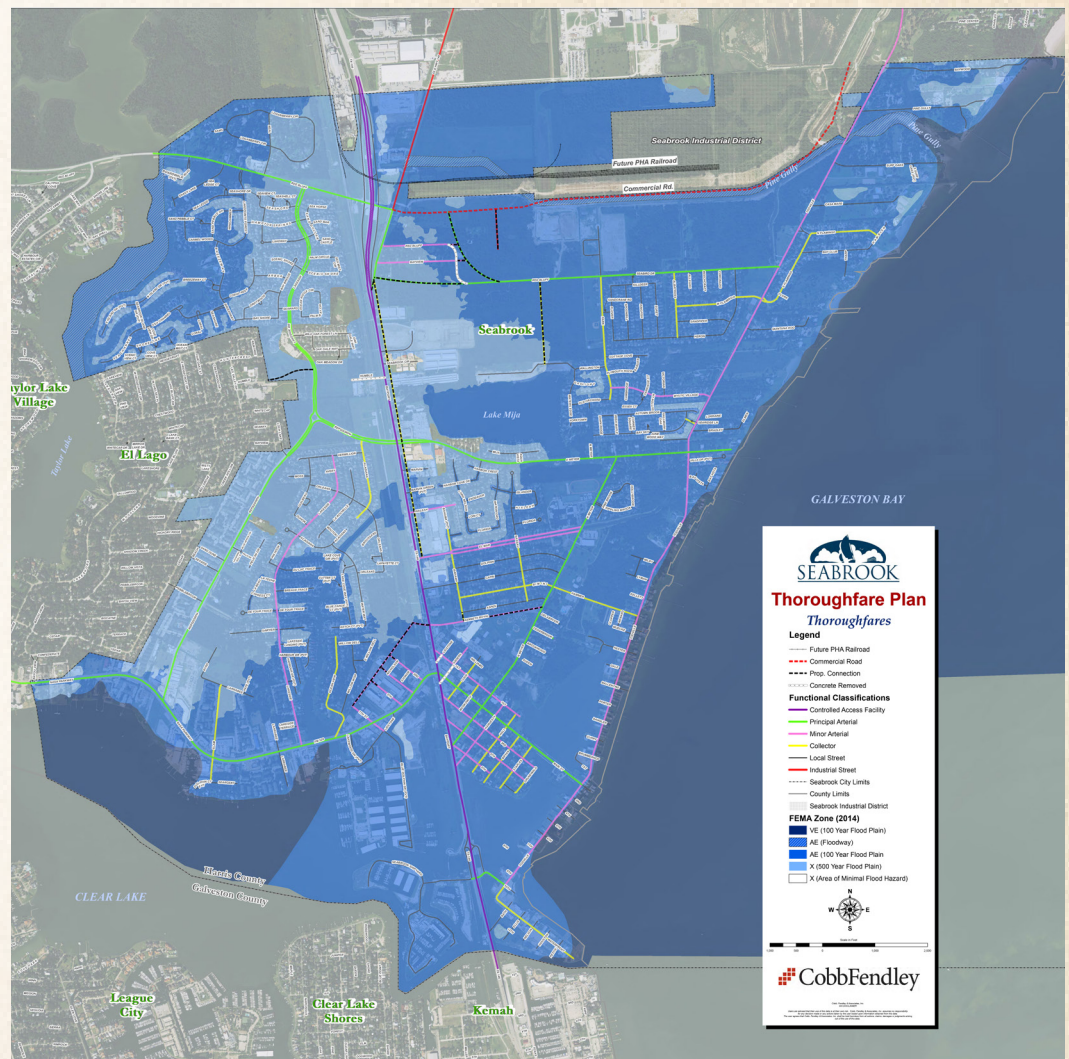


4 THOROUGHFARE PLAN

The proposed thoroughfare plan is shown in Map #10 below. Design criteria recommendations for the functional classification system are described and highlighted in the following sections. As per the established goals, objectives, guiding principle and comments received from the general public during the Comprehensive Plan public meeting, the design criteria are based on community goals to achieve a well-connected safe thoroughfare system with access management principles in place.

High incident locations, announced projects, traffic generators, flood plains and land uses were all considered in the recommendations for the transportation system. However, the recommendations are high level, and more detailed studies may be necessary to refine the alignments and the design cross sections as the growth pattern becomes more certain. Development of subdivision site plans that include thoroughfares should be done in collaboration and under the review of the appropriate agencies.

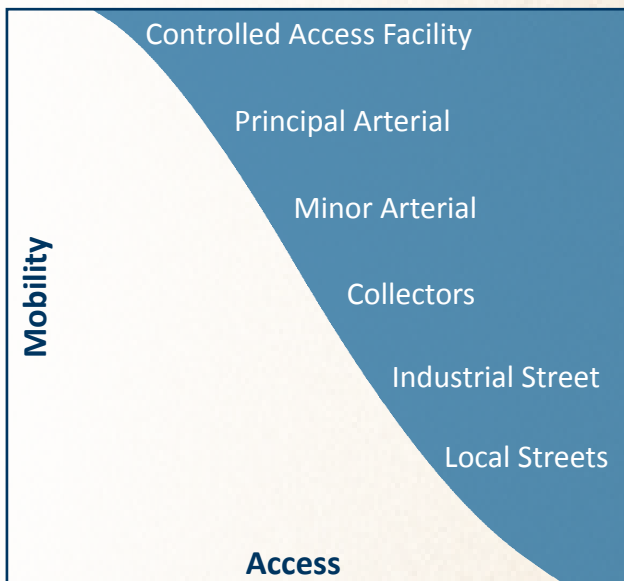
Map 10: Thoroughfare Plan



4.1 Functional Classification

Functional classification is the process by which local and regional roadways are grouped into hierarchical categories according to the transportation objectives they are intended to provide. This process identifies the role each roadway serves in the context of the larger transportation system and facilitates planning for logical and efficient routing of traffic through the roadway network. Transportation systems are designed to serve a diverse range of travel needs, from long-distance travel between cities to local trips between home and commercial land uses. Assigning a functional class to each roadway in the system helps ensure that the transportation system can serve the diverse travel needs of users in a logical and efficient manner. Additionally they provide a basis for selecting appropriate speeds and geometric design criteria for a given roadway. However, this does not mean that the functional classification for a given roadway prescribes specific design criteria. Instead, the actual configuration of roadways is subject to review to ensure facility design is coordinated with adjacent development and takes into account other community goals and objectives, often referred to as context sensitive design. For roadways maintained by the County, City of Seabrook will work project by project on roads maintained by the County when necessary.

4.1.1 Mobility vs. Access

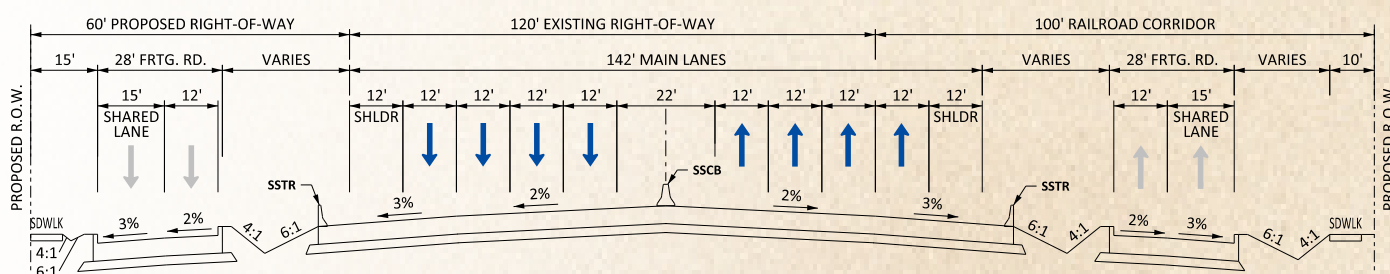


The two primary travel needs served by roadways are mobility, or the ability to move people or goods efficiently between locations, and access, or the ability to reach numerous desired destinations. While all roadways serve these two needs, by design certain types of roadways serve one need over the other. For example, freeways, provide a high degree of mobility, facilitating long-distance travel between destinations by providing minimal traffic conflicts and few opportunities to enter/exit the roadway. Such roadways are classified as Controlled Access Facilities under the City of Seabrook functional classification system. Neighborhood streets, on the other hand, provide a high degree of access (to homes, shopping centers, etc.),

but offer lower mobility due to the presence traffic signals, lower speeds and other design characteristics. These roadways are classified as Local Streets under the City of Seabrook functional classification system. In order for synergy to exist in a transportation network, a combination of different roadway classes must exist. A variety of roadways are needed to make a network functional and creates a different densities of roadways and intersections.

The proposed City of Seabrook Functional Classification System has six functional classes. The proposed typical sections and functional classifications are presented in the sections below and summarized in Table 4-1.

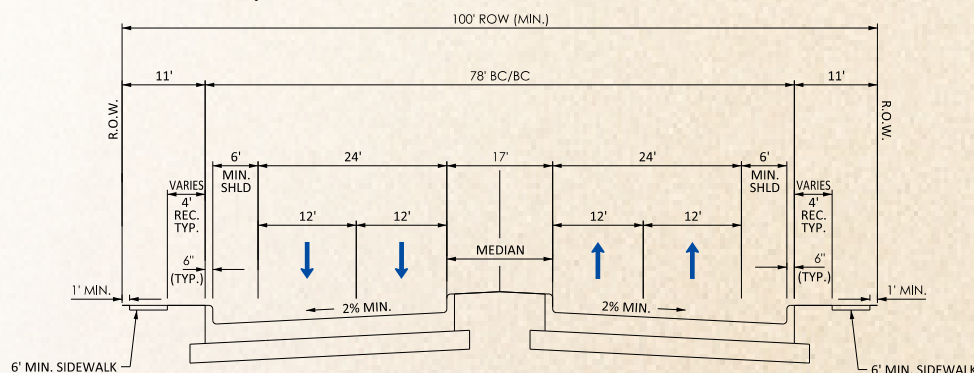
- Controlled Access Facility (F)** roadways provide a high degree of mobility by serving travel between major destinations, as well as long-distance traffic that goes through or bypasses an area. They are designed to minimize travel time by providing high posted speed limits, offering physical separation from other roadways (e.g. no at-grade intersections, sidewalks, or bicycle lanes) and providing a limited number of access/egress points (e.g. entrance and exit ramps). These high-volume thoroughfares often have more than two lanes in each direction, no medians, and at least 300 feet of right-of-way.



CONTROLLED ACCESS FACILITY > 28,000 VEH/DAY

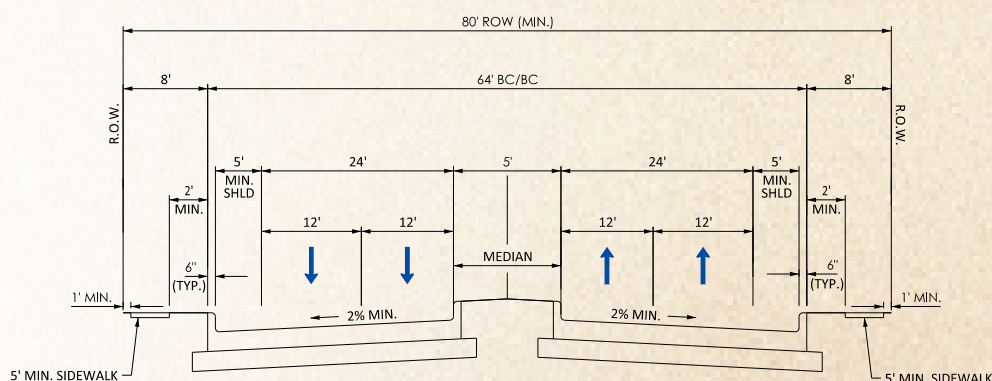
*SOURCE: TXDOT 146 SCHEMATICS

- Principal Arterials (PA)** provide a high degree of regional mobility by serving travel between major destinations, activity centers, as well as long-distance traffic that goes through or bypasses an area. They also connect traffic into and between interstate and freeway thoroughfares. Medians are large, the number of lanes can vary between two and eight lanes in each direction, and there are infrequent median openings. There are limited driveway and street intersections, and no on-street parking. There is no grade separation between principal arterials and smaller intersecting roadways. Large (greater than 6 feet) sidewalks and bicycle lanes can be found on Principal Arterials.



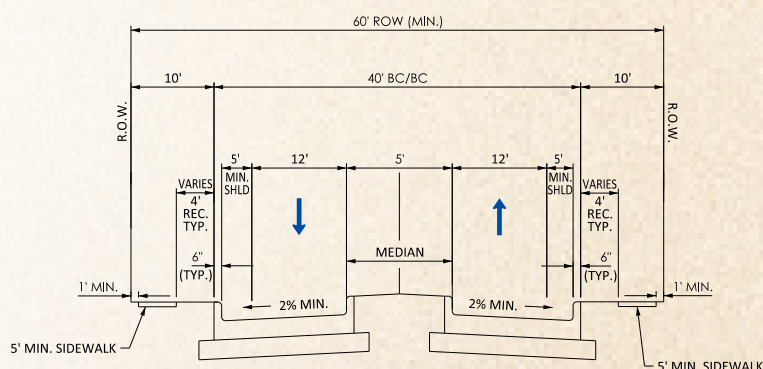
PRINCIPAL ARTERIAL 15,000 - 35,000 VEH/DAY

- Minor Arterials (MA)** are intended to connect traffic into and between the principal arterial systems. They can serve trips of moderate length by connecting smaller geographic areas. While minor arterials provide slightly less mobility benefit than principal arterials, overall they are characterized by relatively high travel speeds, low interference from cross traffic and provide greater local accessibility. Typically, there is no grade separation between Minor Arterials and intersecting roadways of similar class. When present, medians are wide and may contain turn lanes. On-street parking, large 6 foot sidewalks and bicycle lanes can be found on Minor Arterials.



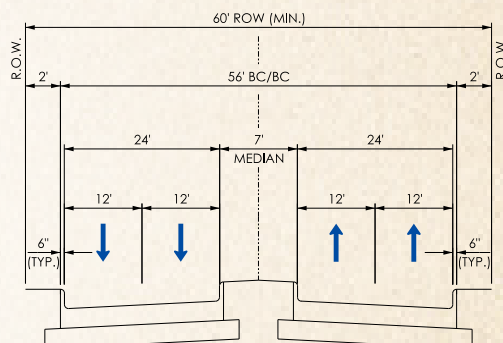
MINOR ARTERIAL
10,000 - 25,000 VEH/DAY

- Collectors (C)** provide a balance between mobility and access, primarily serving to collect traffic from local streets and provide connections to arterials. In urban areas, collectors provide traffic circulation in residential areas or commercial districts, while in rural areas they primarily serve travel within the county (i.e. trips shorter than those served by arterials). Collectors specifically provide access to and from local communities and activity centers. They are characterized by more frequent median openings than previously mentioned roadways, and more driveway and street intersections.



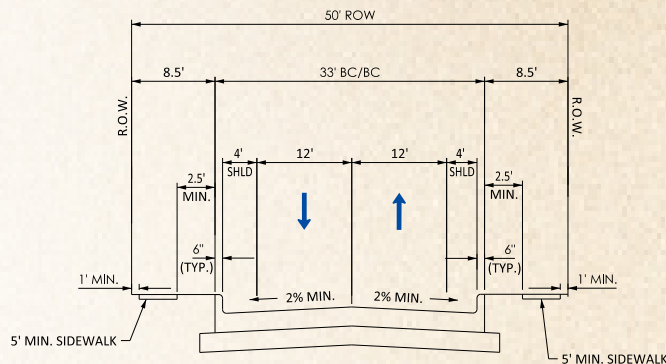
COLLECTOR
1,000 - 15,000 VEH/DAY

- **Industrial Streets (I)** provide access to industrialized areas. These streets are designed to withstand heavy vehicle loads and discourage the use of regular vehicular traffic and non-motorist road users. As such, bike lanes and pedestrian crosswalks are not found in these streets.



INDUSTRIAL STREET

- **Local Streets (L)** provide direct access to local destinations (neighborhoods, commercial uses, schools, etc.) They are not intended for use in long distance travel and are often designed to discourage through traffic. Pedestrian and bike safety as well as aesthetics are a high priority for this type of street.



LOCAL STREET
100 - 3,000 VEH/DAY

Thoroughfare Type	Abbreviation	Character Area	Number of Lanes (one direction)	Minimum Right of Way	Design Speed	Vehicles per Day	Minimum Median Spacing	Desirable Spacing	Minimum Shoulder Width	Typical Characteristics
Controlled Access Facility *	F	Urban	>2	300 ft	> 50 mph	> 28,000	No medians present	N/A	8 - 12 ft	- Includes Interstate Highways, Freeways, Expressways and Tollways - High Degree of Access Control - All interchanges are grade separated - No Sidewalks - No Bicycle Lanes
Principal Arterial	PA	Urban	>2 and <8	100 ft	30-50 mph	15,000 - 35,000	- If intersecting with a PT, 500 ft. - If intersecting with a ST, 350 ft. - If intersection with MC or MIC, 300 ft	2 miles or more	6 - 10 ft	- Higher speeds and regional mobility - Infrequent median openings. - Limited driveway and street intersections - No On Street Parking - > 6 ft Sidewalks - Bicycle Lanes
Minor Arterial	MA	Urban	>2 and <6	80 ft	30-45 mph	10,000 - 25,000	- If intersecting with a PT, 400 ft. - If intersecting with a ST, 300 ft. - If intersection with MC or MIC, 250 ft	1 to 2 miles	6 - 10 ft	- Greater local accessibility - Infrequent median openings. - Limited driveway and street intersections - Permitted Street Parking - 6 ft Sidewalks - Bicycle Lanes
Collectors	C	Urban	>2 and <4	60 ft	20-40 mph	1,000 - 15,000	- If intersecting with a PT, 350 ft. - If intersecting with a ST, 300 ft. - If intersection with MC or MIC, 250 ft	1/4 to 2 miles	4 - 8 ft	- Accessibility to and from local communities and activity centers. - Frequent median openings, driveway and street intersections - Permitted Street Parking - Sidewalks may not be present - Bicycle Lanes - Landscape/Beautification
Industrial Street	I	Urban	>2 and <4	60 ft	20-40 mph	1,000 - 15,000	- If intersecting with a PT, 350 ft. - If intersecting with a ST, 300 ft. - If intersection with MC or MIC, 250 ft	1/4 to 2 miles	< 4 ft	- To be used in Industrial areas - No pedestrian activity
Local Streets	L	Urban	Undesignated	50 ft	20-30 mph	100 - 3,000	- No medians present	Min. 125 ft	< 4 ft	- Influenced by local access and community - Involve short trips - Unlimited driveway and street intersections - Pedestrian safety, bicycle safety and aesthetics are high priority.

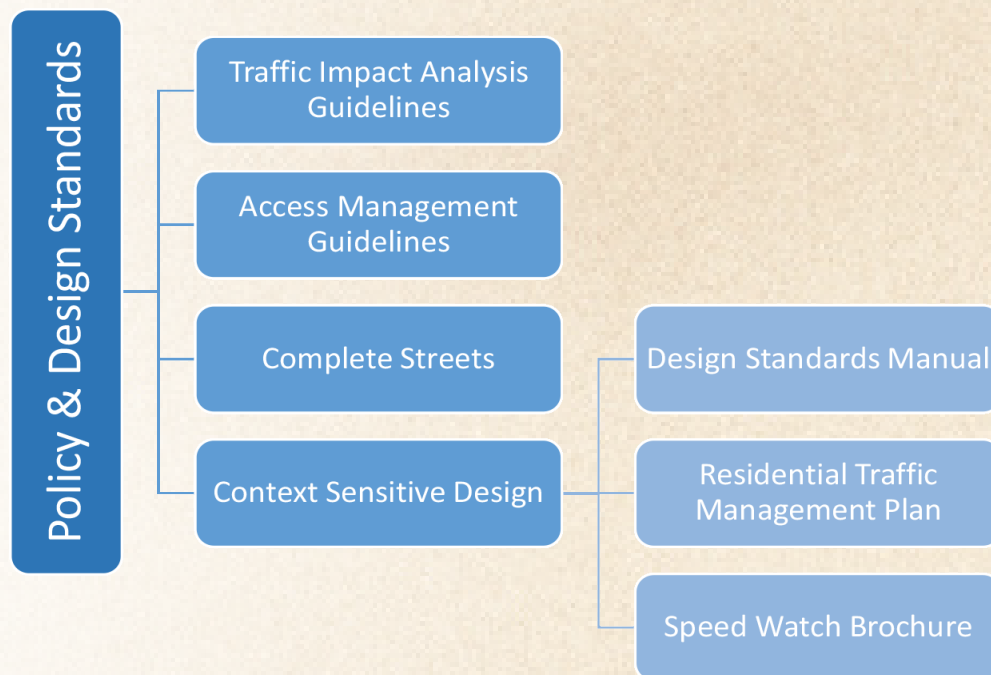
Notes:

- * Interstate/Freeway/Toll Roads
- * Min. Shoulder Width based on the TxDOT Roadway Manual
- * AADT's based on the TxDOT 2013 Counts of the area
- * Median Spacing based on TxDOT Access Management



5 POLICY & DESIGN STANDARDS

City of Seabrook’s existing and future transportation system is a significant infrastructure component that shapes land uses, the environment, and quality of life. Policy and Standards enable government officials, engineers, planners and local stakeholders to ensure that the guiding principle and goals (Chapter 2) of the City’s thoroughfare plan are enforced as development occurs. This section discusses the following comprehensive and adaptable implementation policy and design standards that aid in enforcing the goals set forth in this plan.



5.1 Traffic Impact Analysis (TIA) Guidelines

The City of Seabrook may require a Traffic Impact Analysis (TIA) if it is determined that a proposed site development is expected to have a significant impact on the transportation system. Additionally, the City may require any and all public improvements, recommended as necessary by the TIA, to provide accommodation of traffic generated by the proposed development. These guidelines detail the requirements, process and format of a TIA. The guidelines have been developed to ensure that a TIA will include the necessary information in a format that will allow City staff to review and make informed decisions in a timely manner.

5.1.1 Purpose of a TIA

A Traffic Impact Analysis is conducted to assist the City and partner agencies in coordinating land use, transportation development and in identifying potential impacts of a proposed development on the existing and planned street network. A TIA should be conducted during the early stages of a site development approval process in order to help identify current and future traffic problems and their solutions. The results of the analysis should:

1. Compare the traffic generated by the proposed development to street network capacity.
2. Address the City's requirements.
3. Establish appropriate mitigation measures for the identified impacts.
4. Balance a safe and efficient transportation system with the development needs of the City.

5.1.2 Determining the Need for a TIA

Not every proposed development will have a significant impact on vehicle travel to require a TIA. The following criteria are not absolute, but guidelines. The City Engineer and the Planning and Zoning Commission have the right to require or not require a TIA as they deem necessary. At a minimum, a TIA may be required if the proposed development meets one of the following conditions:

- Generates 1,000 vehicle trips/day
- Generates 50 vehicle trips/peak hour of adjacent street network
- Larger than 100 acres
- Zoning/Rezoning requests
- Amendments to City Thoroughfare Plan

In order to assist City staff in determining whether a TIA should be performed, the applicant must first fill out the Trip Generation Worksheet, which is included in the following page. This worksheet shall be submitted with each plat and/or site plan for developments that do not have an approved TIA on file. The worksheet shall be filled out using the latest edition of the Institute of Transportation Engineers Trip Generation Manual. If the development land use is not known at the time of the submittal then the applicant should make assumptions based on the worst-case scenario for the site. Should this be the case, at a minimum, the following items need to be evaluated:

- The type of land use allowed by the city's zoning criteria for the site.
- The maximum amount of developable land based on setbacks and other restrictions (detention, easements, etc.)
- Logical assumptions by the applicant
- Adjacent land uses

If the proposed land use is not listed in the Trip Generation Manual, the City shall require a letter from a licensed engineer, in lieu of the trip generation worksheet, documenting the type of development proposed and identify the number of trips generated based on either:

- A trip generation study performed for a similar land use
- Their professional opinion if no such study is available.

This letter should be signed and sealed by a registered professional engineer in the State of Texas.





CITY OF SEABROOK

TRAFFIC IMPACT ANALYSIS TRIP GENERATION WORKSHEET

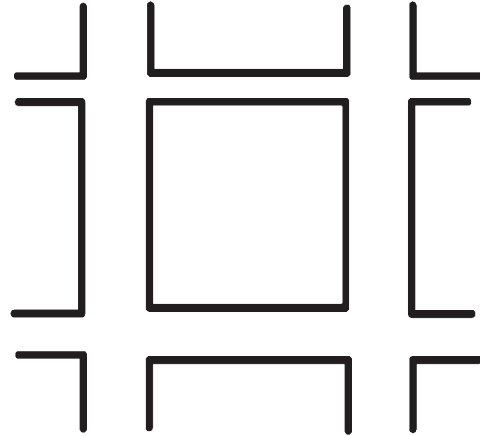
SITE INFORMATION:

Street Address (Primary Access)

Legal Description (if no street address)

Zip Code

Location Map



The dimensions of the private property, and the type and location of improvements thereon or to be placed thereon:

Tract Size (Sq Ft or Acres): _____

Current Land Use (include # of units, square footage of improvements, etc.):

Proposed Trip Generation Rates (Based on latest version of the ITE Trip Generation Handbook)

ITE Land Use Classification: _____ AM Trip Rate: _____ PM Trip Rate: _____
(Code & Description)

AM Peak Hour Trips: _____ PM Peak Hour Trips: _____ Average Daily Traffic: _____
(Provide Trip Generation supporting documentation as applicable. Must include which equations or rates were used.)

Proposed use to be made of the private property (include proposed # of units sq. ft. of improvements, etc.):

Notes: _____

5.1.3 Preliminary Scoping Meeting

The applicant's consulting engineer shall meet with City staff to determine the scope and requirements for the TIA. Items to be agreed to by City staff and the engineer include, but are not limited to:

- Study area and intersections
- Applicable standards and methodologies
- Ultimate analysis year
- Growth rate methodologies
- Nearby proposed developments to be accounted for

It is strongly recommended that this meeting occur before any work is done on the TIA, as work completed without the City's knowledge or input is at the applicant's risk and is subject to a request for revision from the City without formal review or comments.

5.1.4 TIA Format

The analysis shall be presented in a straightforward and logical sequence, leading the reader step-by-step through the various stages of the process and the resulting conclusions and recommendations. The analysis shall be presented in a manner that allows the reviewer to easily duplicate the calculations. The report should be organized according to the subject areas listed below:

- I. Executive Summary
 - Study purpose
 - Key findings
 - Recommendations
- II. Introduction
 - Description of proposed development
 - Definition of study area
 - Study purpose, objectives and methodology
- III. Existing Conditions
 - Study area roadway network
 - Existing land use
 - Existing traffic volumes
 - State roadway functional classification as per the City's Thoroughfare Plan

- IV. Trip Generation and Distribution (use a new section for each phase if development has multiple phases)
 - Details of proposed development
 - Trip generation
 - Projection of existing traffic volumes to ultimate analysis year
 - Trip adjustments (pass-by trips, shared trips)
 - Nearby proposed developments
 - Trip distribution methodology
 - Future background (no-build) traffic volumes
- V. Operational Analysis (use a new section for each phase if development has multiple phases)
 - Existing Level of Service
 - Future background Level of Service
 - Projected Level of Service
 - Traffic signal warrant analysis
 - Mitigation measures and their Level of Service
 - For new roadways, recommendation on speed limits based on functional classification shall be stated as referenced in the plat.
- VI. Conclusions
 - Key findings
 - Recommendations
- VII. Appendices
 - Response to City staff comments (resubmittals only)
 - Detailed site plan
 - Existing 24-hour directional counts
 - Existing AM & PM peak hour turning movement counts
 - All Synchro (or similar software) reports
 - Traffic signal warrant analysis
 - Attached CD with Synchro (or similar software) files

The following exhibits should be provided, at a minimum, in the applicable sections of the TIA:

- Show and distinguish between all existing, proposed and future facilities on the site
- Clearly show all proposed traffic improvements
- Show all existing, generated, future background and proposed traffic volumes within the existing and proposed street networks

The TIA shall be prepared under the supervision of, and sealed by, a Professional Engineer registered in the State of Texas.

5.1.5 TIA Standards & Data Sources

In order to provide consistency in the evaluation process and to ensure that the TIA is performed according to commonly accepted methodologies, the following standards, software, and data sources should be used:

1. [Trip Generation Rates](#) – The trip generation rates used in the TIA must be either from the latest edition of the ITE Trip Generation Manual or from a local study of corresponding land uses approved by City staff.
2. [Pass-By Trips and/or Shared Trips](#) – Reduction in trips generated by the development land uses due to pass-by trips and/or shared trips must be based either on the latest edition of the ITE Trip Generation Handbook or local studies from similar land uses.
3. [Future Background Traffic Volumes](#) – Estimates of background traffic for the ultimate analysis year shall be based on either trends in the City’s traffic growth rates or projected area traffic volumes from the Houston-Galveston Area Council travel demand model.
4. [Capacity Analysis](#) – Capacity analysis must be performed at all intersections, signalized and unsignalized, within the study area, and at all project site access points. The analysis methodologies should be based on the latest edition of the Transportation Research Board’s Highway Capacity Manual (HCM). Use of Synchro or other software based on HCM methodologies is recommended.
5. [Traffic Signal Warrant Analysis](#) – Traffic signal warrant analyses shall be performed based on the procedures outlined in the latest edition of the Texas Manual on Uniform Traffic Control Devices (TMUTCD).
6. [Required Levels of Service](#) – If existing Levels of Service on study area streets are currently LOS A or B, traffic generated by the proposed development shall not deteriorate them beyond LOS C. If the existing Levels of Service are LOS C or worse, they shall be maintained at their current level.

5.2 Access Management Guidelines

Establishing access management policies ensures that the transportation system develops in a manner that maintains safety, preserves mobility and aligns with the City's vision and goals. Access management encompasses the physical improvements, ordinances, and policies that regulate roadway access. It is recommended that access management strategies and policies be adopted to ensure that roadway investments maintain their value as areas begin to develop.

To aid regulating access to jurisdictional roadways, physical improvements or modifications can be implemented. Depending on the severity of current or future congestion in the region one or more physical modifications may be needed to improve the corridor. The following physical improvements in concurrence with access management principles, include medians, turn lanes, driveway spacing consolidation, freeway access management, signal modifications, and driveway permitting.

5.2.1 Medians

Raised medians are barriers between opposite travel directions used to prevent vehicles from crossing onto oncoming traffic. Raised medians restrict driveway and cross-street access and direct motorists to specific property access points. These increased restrictions increase mobility along main roadways and increase safety due to conflict point reduction.

In order to maintain mobility and safety intact along the City's thoroughfares, access management principles should be enforced for the design of roadways and/or raised medians. The TxDOT Roadway Design Manual (RDM) suggests that median openings should be provided approximately every $\frac{1}{4}$ mile for high speed facilities, and typically at intersections or prominent driveways.

As a center lane improvement, raised medians are alternatives to two-way left-turn lanes (TWLTL's). Two-way left turn lanes are often confusing or misused by motorists which may lead to vehicle conflicts. The RDM suggests the use of raised medians where the Average Daily Traffic (ADT) exceeds or is anticipated to exceed 20,000 vehicles per day (VPD).

Depending on congestion, crash rates and volumes along thoroughfares, median openings may not always allow every movement. For example, a median opening may not allow a left turn from a side street. For this case, U-turn accommodations must be provided for those road users.

5.2.2 Turn Lanes & Auxiliary Lanes

Adding turn or auxiliary lanes may be one way to improve mobility at locations experiencing significant delays. Turn or auxiliary lanes are used by left turning, right turning, accelerating and decelerating motorists traveling along a thoroughfare. In order to provide adequate storage space for vehicles in queue, an existing turn lane may be extended or an additional turn lane added. In an effort to increase safety, accel/decel lanes may be added to a location in order to aid motorists in merging scenarios. It should be noted that these efforts may require additional right-of-way (ROW) acquisition which may increase costs. Guidelines for incorporating auxiliary and turn lanes are available in the TxDOT Access Management Manual.

5.2.3 Driveway Spacing & Permitting

Access point density refers to the number of driveways along a length of road which is a major factor in determining roadway functionality. Roadways with high point density typically experience decreased mobility and travel time with an increase in crash rates.

Driveway spacing for new developments or roadways, is typically achieved through ordinance and development guidelines that mandate factors such as minimum spacing and cross parcel access. Driveway consolidation, which may be concurrent with an improvement to an existing roadway, can address the overabundance of driveways on existing corridors or properties. Consolidating or removing specific driveways may be considered for the following reasons:

- A driveway is located close to the functional area of an intersection.
- A driveway provides redundant parcel access and does not meet spacing criteria as defined in the local access management ordinance or the TxDOT Access Management Manual.

Existing driveways typically cannot be closed without property owner consent, and often require agreements among adjacent parcel owners for shared maintenance and cross parcel access. Providing accessibility using alternate roadways may increase public acceptance for driveway consolidation. Over time, the City may enforce more stringent access management criteria as parcels redevelop and effect closures.



Typically when a new or improved driveway is proposed at a property, an application is made to the City during the plating process, accompanied by a drawing of the driveway geometry, driveway spacing with respect to adjacent driveways/intersections, parking and other relevant information. Limiting or regulating the number of allowed driveways can be an effective tool in access management. While a community's access needs are unique, the Texas Department of Transportation and the Transportation Research Board have established driveway spacing guidelines. Using those guidelines as a starting point, the graphic shown in the following page shall be used in determining driveway spacing.

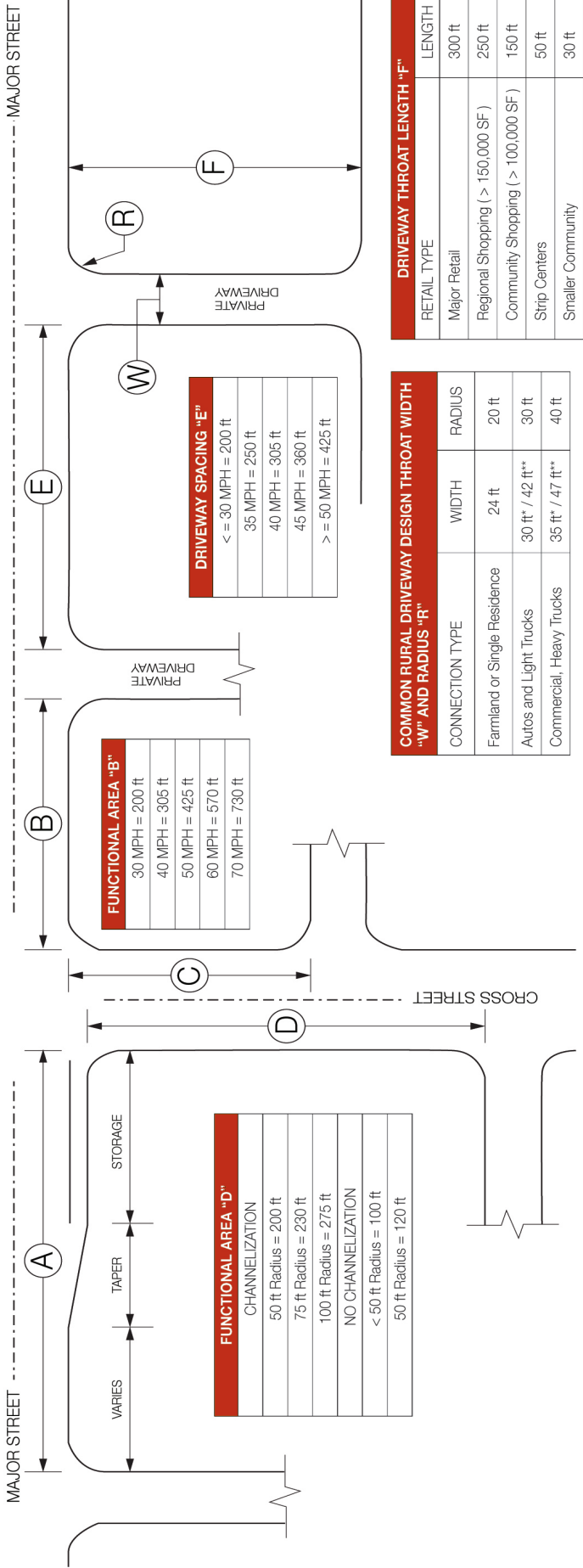


Access Management Recommended Guidelines

FUNCTIONAL AREA "A"	
DESIRABLE	MINIMUM
30 MPH = S+T+100ft	200 ft
40 MPH = S+T+145ft	305 ft
50 MPH = S+T+185ft	425 ft
60 MPH = S+T+145ft	425 ft
70 MPH = S+T+255ft	425 ft

FUNCTIONAL AREA "C"
Is based on queuing volume generally 125 ft

COMBINATION OF DRIVEWAY THROAT WIDTH "W" AND RADIUS "R" WITH A BIKE LANE		
CONDITION	RADIUS	THROAT WIDTH
Entering passenger car must wait until exiting vehicle clears the driveway	10 ft	25 ft
Simultaneous exist and entry by passenger cars	15 ft	30 ft
Simultaneous exit by passenger car and entry by single unit truck	25 ft	30 ft
Separate RTL and LTL for passenger cars and simultaneous entry by passenger car	15 ft	40 ft
Simultaneous entry and exit by single unit truck	25 ft	40 ft



* Single lane exit
** Two lane exit

Source: TxDOT Access Management Manual
TRB Access Management Manual



5.3 Complete Streets

City of Seabrook's Thoroughfare Plan is based on a strategic framework to develop a transportation network that maximizes the economic vitality of the community, promotes smart growth and fully considers the community's desires by providing all road users with opportunities to drive, walk, bike and take transit. Historically, conventional transportation planning and roadway design have placed its focus on mobility rather than pedestrian and non-motorized travel. This resulted in roadways with wide traffic lanes that have the capacity to service a maximum amount of vehicles traveling at high speeds.

Recent transportation planning and design approaches shift design priorities from reaching destinations quickly to increasing the number of accessible places within established access management, roadway and traffic engineering guidelines. Known as Complete Streets, this new standard defines principles and policies that transportation advocates, urban planners, traffic and highway engineers, public health practitioners, and community members can use to plan and design roadways/facilities that consider each transportation mode. Complete Streets allows for safe travel by those walking, cycling, driving automobiles, riding public transportation, or delivering goods.

Complete streets principles work best when the entire transportation network is planned and designed with safety and accessibility at the forefront. Single individual projects, arranged in piecemeal ways are not likely to result in a connected network accessible by the greatest number of users. Instead, a system planned and designed comprehensively has the potential to meet a broader range of community objectives, reduce costs by avoiding costly future retrofits, and reduce congestion on roadways by providing travelers with alternate modes of transportation. An established Thoroughfare plan, like the one presented here, and Comprehensive Plan are at the epicenter of this effort.



It is recommended that complete streets policies be implemented as part of the continued planning of the thoroughfare corridors. Complete Streets projects may include the following improvements:

- **Sidewalks and Crosswalks:** Adding sidewalks and crosswalks to existing or new infrastructure increases pedestrian accessibility and can reduce the chance of conflict between pedestrian and motor vehicles. Generally, a wider separation between roadways and sidewalks increases pedestrian comfort, which can lead to a greater number of trips taken by walking or in combination with transit. During the Comprehensive Plan's public meeting, in the Transportation station, the public expressed the need for sidewalks throughout the City, including E. Meyer.
- **Bike Lanes:** Bike lanes increase the options system users have and increases mobility for individuals who prefer non-motorized modes of travel. Dedicated bike lanes may increase cyclist perception of safety and increase non-motorized travel, thereby reducing congestion on roadways. Another added benefit of bike lanes is the removal of cyclist from sidewalks and potential conflict with pedestrians. During the Comprehensive Plan's public meeting, in the Transportation station, the public expressed the need for a bike path/lane on Todville, Red Bluff and connection to access Kemah.
- **Accessible Public Transportation:** Many individuals who rely on public transportation may delay or eliminate trips due to poor accessibility to the public transportation stops. Providing accessible transit can support economic vitality by allowing more people to effectively participate in the economy. This in turn reduces automobile congestion as more trips are accomplished by using transit. When possible, public transportation stops should be designed with adequate sidewalks, curb cuts, shelters and adequate lighting. This will increase the accessibility for non-motor vehicle travelers and therefore increase the number of road users choosing public transportation as their travel mode. During the Comprehensive Plan's public meeting, in the Transportation station, the public expressed the desire for public transportation in the form of community shuttles, a trolley system, park and rides as well as water taxis.

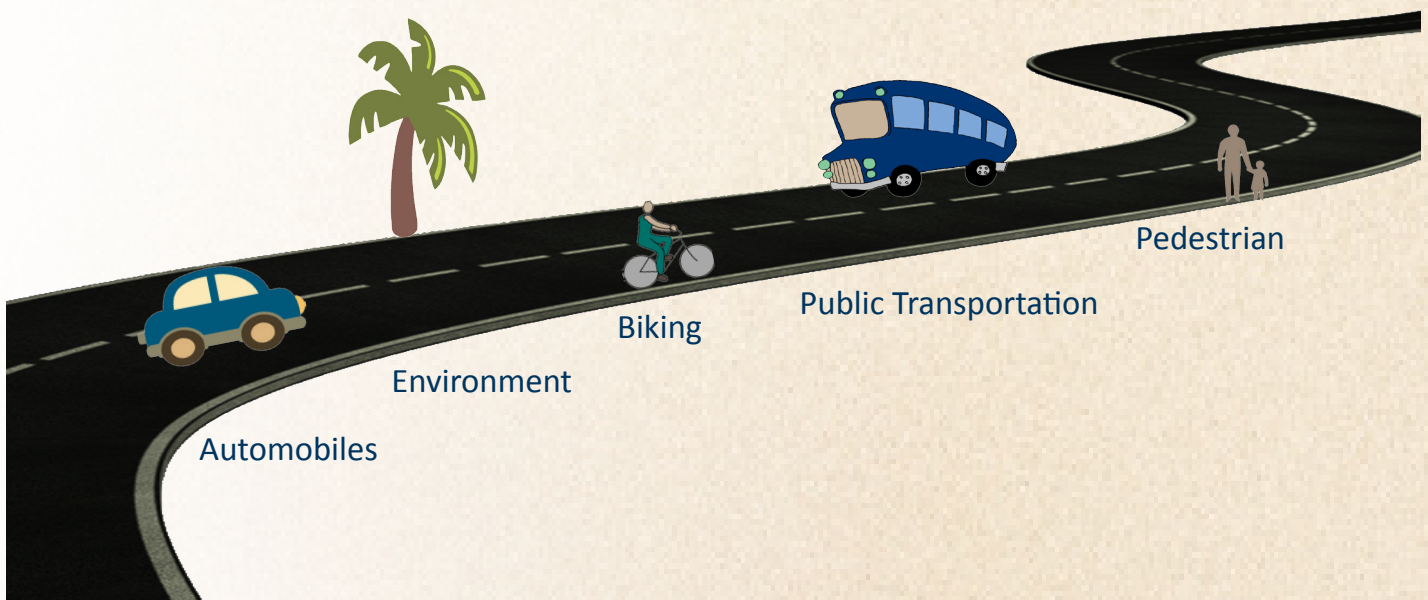
It should be noted that the City of Seabrook is currently working on establishing a Master Plan for Hike and Bike Trails which will help satisfy the needs for non-motorized travel as expressed by the public. A summary of the public's needs expressed during the Comprehensive Plan public meeting, has been included in the Appendix of this report.

5.4 Context Sensitive Design

As City of Seabrook continues the transition from a mostly rural area to one marked by increasing urbanization, the interaction between transportation system users, communities, and the surrounding land uses, plays a significant role in how transportation projects are designed and implemented. Context Sensitive Design is a model for transportation project development that proposes transportation projects to be designed not only for their physical aspects as a facility serving specific transportation objectives, but also for its effects on the aesthetic, social, economic and environmental values of a community. Projects with context sensitive designs, include the following:

- Safety for all users and the community regardless of mode.
- Solves transportation problems through a comprehensive collaboration with a wide range of stakeholders.
- Ensures harmony with the community, and preserves the environmental, scenic, aesthetic, historic, and natural resource values of the area.
- Minimizes the disruption to the community.
- Provides context sensitive solutions (CSS).
- Involves efficient and effective use of the resources (time, budget, community) of all involved parties.

This thoroughfare plan considers the significance of Context Sensitive Design policies to merge individual and community needs, while maintaining mobility and the community's aesthetic quality. City of Seabrook may use context sensitive design principles to effectively merge the past aesthetics of the community with the new development patterns in ways that maintain the local rural character, but does not sacrifice efficiency or impede accessibility to new area destinations.



The City has established design standards that are used for new developments and facilities. Some of these include City of Seabrook Design Standards Manual, Residential Traffic Management Plan and Speed Watch Brochure.

5.4.1 City of Seabrook Subdivision Design Standards

The City of Seabrook has Subdivision Design Standards in order to describe the general requirements for the preparation of construction plans and the supporting documents required for approval by the City. Specific design requirements such as standards provided in this document, in addition to these Standards, may be required. All projects that are required to conform to these Standards shall also be in compliance with all applicable ordinances in the City, including the following:

- Subdivision
- Zoning
- Flood Plain Management
- Traffic
- Sign
- Water and Sewer

The latest version of these design standards can be found in the City of Seabrook's website.

5.4.2 Residential Traffic Management Plan

This policy establishes consistent procedures for addressing the traffic-related issues that may occasionally arise along roadways within or nearby residential areas in the city. Neighborhood traffic issues specifically addressed in this policy include the following:

- No Parking Zone Implementation Requests
- Resident Only Restricted Parking Requests
- Cut Through Traffic Mitigation Requests
- Pedestrian Treatment Requests
- School Zone Safety Requests
- Speed Control Requests
- Intersection Control Requests (Multi-way Stops, Traffic Signals, and Roundabouts)
- Other Advisory or Advanced Warning Sign Requests
- Other Public Safety and Traffic Issue Requests

Other neighborhood traffic issues not specifically addressed in this policy may be presented to staff for review by any citizen, business, or group. The Seabrook Public Works-Streets Department staff will work with those parties to review their situation and formulate an appropriate response as necessary.

5.4.3 City of Seabrook Speed Watch Brochure

City of Seabrook has developed a brochure in which the “Neighborhood Speed Watch Program” is presented to the community. The program has three-parts designed to address the concerns of our community. The brochure presents a form that may be filled out by community members that want to request law enforcement to “speed watch.” This has aided the City in fulfilling the needs and safety concerns of the community.

Speed Watch Request Form

Name _____

Address _____

Cell Number _____

Signature _____ Date _____

Location Requested _____

Time of Day of Most Concern _____

Approximate Date to Start Radar _____

Return Applications to:
City of Seabrook
Police Department / Records
ATTN: SPEED WATCH REQUEST
1400 Cook St
Seabrook, TX 77586

City of Seabrook Neighborhood Speed Watch Program



City of Seabrook

www.seabrooktx.gov

Public Works Department
Street Department

Neighborhood Speed Watch Program

Speeding drivers on neighborhood streets is one of the most common complaints received by the Seabrook Police Department and the Street Department in Public Works. Neighborhood Speed Watch is a three-part program designed to address the concerns of our community. The program is a partnership between the Seabrook Police Department and our citizens and is initiated by citizens concerned about speeding vehicles in their neighborhood.

The “Shield 12” speed monitoring device is what is utilized by the Seabrook Police Department on busy streets as well as in subdivisions. The Shield 12 is a self-contained speed display unit that can either be placed on a permanent speed limit sign or some other type of solid pole structure. These are specifically designed to promote speed awareness. The Shield 12 uses a radar unit to determine the speed of vehicles approaching or driving away from the unit. The speed is displayed on the front of the device and a strobe feature can be turned on to catch the attention of oncoming traffic.

WHAT GOOD DOES THIS DO?

Educating both drivers and residents is important. Residents are, after all, the primary travelers in their own neighborhoods.

POLICE ENFORCEMENT

The use of this trailer has shown to significantly reduce the speed of vehicle traffic. Many drivers do not realize how fast they drive on residential streets. The radar device is a tool that helps educate the public. In conjunction with the radar device use on residential streets, the Police Department can follow up with increased enforcement. Residents may contact the City of Seabrook’s Traffic Hotline at 281-291-5775 to request that the device be put on their street.



WE WANT TO HELP

The City of Seabrook’s priority is keeping streets and neighborhoods safe and accessible. The Speed Watch Program can help drivers slow down.

HAVE OTHER TRAFFIC CONCERNS?

The City of Seabrook has a [Residential Traffic Management Program](#) that addresses additional concerns such as:

- No Parking Sign Requests
- Cut Through Traffic Requests
- Pedestrian Crossing Requests
- School Zone Safety Requests
- Speed Control Requests
- Traffic Calming Measures

For more information, visit www.seabrooktx.gov/trafficpolicy

1
2
3
4
5
6 **CITY OF SEABROOK**
7 **ORDINANCE NO. 2017-02**
8
9

10 **AMENDMENT TO THE TERM OF OFFICE - MUNICIPAL COURT JUDGE**
11

12
13 **AN ORDINANCE AMENDING THE CODE OF THE CITY OF SEABROOK, CHAPTER**
14 **50, “MUNICIPAL COURT”, ARTICLE II, “ESTABLISHING THE MUNICIPAL**
15 **COURT AS A COURT OF RECORD”, BY AMENDING SECTION 50-20, “TERM OF**
16 **JUDGE”; MAKING FINDINGS OF FACT; REPEALING ALL ORDINANCES OR**
17 **PARTS OF ORDINANCES INCONSISTENT OR IN CONFLICT HEREWITH;**
18 **PROVIDING FOR SEVERABILITY; AND PROVIDING FOR NOTICE AND**
19 **EFFECTIVE DATE.**
20

21
22 **WHEREAS**, Chapter 30 of the Texas Government Code authorizes a city to establish its
23 municipal court as a court of record, and the City Council of the City of Seabrook established the
24 Seabrook Municipal Court as a Court of Record on May 5, 2004, with the adoption of Ordinance
25 2004-09; and
26

27 **WHEREAS**, City of Seabrook City Charter, Section 9.02, provides that the Municipal
28 Court Judge to be appointed for a three (3) year term, (unless otherwise required by state law),
29 expiring on June 7 of the third year; and
30

31 **WHEREAS**, Section 30.00006(d) of the Texas Government Code states that the term of
32 the municipal court judge must be for a definite term of two (2) or four (4) years; and
33

34 **WHEREAS**, pursuant to Section 9.02 of the Charter, City Council determines and finds
35 that it was the intent of such provision that the municipal court judge shall have been appointed
36 for a 2 or 4 year term consistent with and as directed by Section 30.00006(d) and that the
37 Seabrook Code of Ordinances, Chapter 50, “Municipal Court”, Section 50-20 “Term of Judge”
38 shall be amended to reflect appointment of such required definite term pursuant to the subject
39 statute;
40

41
42 **NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE**
43 **CITY OF SEABROOK, TEXAS:**
44

45 **SECTION 1. FINDINGS OF FACT.**

46
47 The facts and matters set forth in the preamble of this Ordinance are hereby found to be
48 true and correct and incorporated herein.
49

50
51 **SECTION 2. AMENDMENT TO THE CODE.**

52
53 Chapter 50 “Municipal Court”, Article II, “Establishing the Municipal Court as a Court of
54 Record,” of the Seabrook Code of Ordinances is amended as follows:
55

56 **“Sec. 50-20. – Term of Judge.**

57 [~~The current municipal judge shall continue in office through the expiration of his or her current~~
58 ~~term.~~]

59 **The municipal court judge shall be appointed for a term of _____ () years, beginning**
60 **June 7, 2017.”**

61 **SECTION 3. INCORPORATION INTO THE CODE; PENALTY CLAUSE.**

62
63 This Ordinance is hereby incorporated and made a part of the Seabrook City Code.
64
65

66 **SECTION 4. REPEAL OF CONFLICTING ORDINANCES.**

67
68 All ordinances or parts of ordinances inconsistent or in conflict herewith are, to the extent
69 of such inconsistency or conflict, hereby repealed to the extent of such conflict, and the
70 provisions of this Ordinance shall be and remain controlling as to the matters regulated herein.
71

72
73 **SECTION 5. SEVERABILITY.**

74
75 In the event any clause phrase, provision, sentence, or part of this Ordinance or the
76 application of the same to any person or circumstances shall for any reason be adjudged invalid
77 or held unconstitutional by a court of competent jurisdiction, it shall not affect, impair, or
78 invalidate this Ordinance as a whole or any part of provision hereof other than the part declared
79 to be invalid or unconstitutional; and the City Council of the City of Seabrook, Texas, declares
80 that it would have passed each every part of the same notwithstanding the omission of any such
81 part thus declared to be invalid or unconstitutional, whether there be one or more parts.
82

83 **SECTION 6. NOTICE**

84
85 The City Secretary shall give notice of the enactment of this Ordinance by promptly
86 publishing it or its descriptive caption and penalty after final passage in the official newspaper of
87 the City; the Ordinance to take effect upon publication.

SECTION 7. OPEN MEETING COMPLIANCE

That it is hereby officially found and determined that the meeting at which this Ordinance was passed was open to the public as required by law and that public notice of the time, place and purpose of said meeting was given as required by the Texas Open Meetings Act, Texas Government Code, Chapter 551.

PASSED, AND APPROVED with a quorum present, by an affirmative vote of a majority of Councilmembers present, in accordance with Seabrook City Charter Section 2.10, on first reading this **3th day of January, 2017.**

PASSED, AND APPROVED with a quorum present, by an affirmative vote of a majority of Councilmembers present, in accordance with Seabrook City Charter Section 2.10, on second and **final reading this 17th day of January, 2017**

By: _____
Glenn Royal
Mayor

ATTEST:

By: _____
Robin Hicks, TRMC
City Secretary

APPROVED AS TO FORM:

Steven L. Weathered
City Attorney



CITY OF SEABROOK

AGENDA BRIEFING

Date of Meeting: January 3, 2017

Submitter/Requestor: Cook/Gibbs

Date Submitted: 12/22/2016

Presenter: Gibbs

Description/Subject: Ordinance 2017-03, Amending the Budget for the Fiscal Year 2015-16 for the General Fund

Applicant: N/A

Legal Description: N/A

Request: Consider and take all appropriate action on Ordinance 2017-03, Amendment to the Budget for the Fiscal Year 2015-16 for the General Fund

Purpose/Need: Policy Issue _____ Administrative Issue ☒ _____

Background/Issue (What prompted this need?):

City staff presented to city council on September 17, 2016, the final bid scenario award totals for the Public Works and Animal Control and Adoption facility. With the allotted budgeted funds from the Bond Issue, there were a number of items within the project that had to be supplemental or alternate items due to possible budgetary constraints and previous bidding experience.

During discussion and explanation of each alternate item by staff, it was explained that with the low bid only certain base items were covered and that the alternates would complete the project as it was desired originally but each with a cost. Additionally, staff outlined that there was a contingency of \$530,146 and remaining funds of \$87,705 available to determine any additional alternate bid items to add back to the project for contract approval; however, for all alternates to be considered more funds would need to be approved outside of the bond issuance.

City council asked and received verification that many items could be completed more efficiently and cost effectively now during initial construction of the facility as opposed to rebidding the items separately at a later date as an improvement. In a PowerPoint presentation, different scenarios were presented and totals for additional funds were explained.

At the end, the motion was made and approved to expend an additional \$776,000 for those items discussed that would supplement the contingency and remaining funds in the bond project.

Alternate 1 – Metal Buildings	\$320,000
Alternate 2 – Canopy	\$585,000
Alternate 8 – Generator	\$235,000
Alternate 9 – LED Lighting	\$ 76,000

Impacted Parties (Expected/Notified): **Municipal Judge**

Recommended Action:

Approve Ordinance 2017-03, Amending the Budget for the Fiscal Year 2015-16 for the General Fund in an amount of \$776,000.

Attachments:

Fiscal Impact: Budgeted ☐ Yes ☒ No Finance Officer Review:
Budget Amendment Required ☒ Yes ☐ No
Future/Ongoing Impact ☐ Yes ☒ No

Budget Dept/Line Item Number SPECIAL PROJECT FUND ACCOUNT

Funding Comments:

Where on the agenda should this item be placed?

(i.e. Public Hearing, New Business, Old Business, Consent Agenda, Executive Session, etc.)

Consent Agenda

Suggested Motion:

Motion to approve Ordinance 2017-03, Amending the Budget for the Fiscal Year 2015-16 for the General Fund in an amount of \$776,000.

City Manager Review:

- 
- ☐ Approved as submitted
 - ☐ Submitted for Council consideration without comment
 - ☐ Submitted for Council consideration with comments stated below:

(All items are to be reviewed and approved by the city manager, except items submitted by the mayor or any council member or routine consent agenda items such as minutes and second & third readings of ordinances.)

All requests must be submitted to the City Secretary's Office no later than 5:00 p.m. on the Wednesday preceding the regular Tuesday Council Meeting. All required attachments are to be submitted with the request. Incomplete items cannot be placed on the agenda.

Sent to City Attorney for review _____
(City Attorney should review all ordinances, resolutions, contracts and executive session items.)

Received and accepted by the City Secretary/Assistant _____

Returned by the City Secretary/Assistant (If incomplete) _____

All requests must be submitted to the City Secretary's Office no later than 5:00 p.m. on the Wednesday preceding the regular Tuesday Council Meeting. All required attachments are to be submitted with the request. Incomplete items cannot be placed on the agenda.

**CITY OF SEABROOK
ORDINANCE NO. 2017-03**

**AMENDING THE BUDGET FOR THE FISCAL YEAR
BEGINNING OCTOBER 1, 2015 AND ENDING SEPTEMBER 30, 2016
FOR THE SEABROOK GENERAL FUND**

AN ORDINANCE AMENDING THE AMOUNT OF APPROPRIATIONS FOR THE GENERAL FUND BUDGET FOR THE FISCAL YEAR BEGINNING ON OCTOBER 1, 2015 AND ENDING ON SEPTEMBER 30, 2016, FOR THE CITY OF SEABROOK, IN THE AMOUNT OF \$776,000.00 TO PROVIDE FOR THE PAYMENT OF CAPITAL EXPENDITURES; AND FINDING AVAILABLE UNENCUMBERED FUNDS FOR THE SUPPLEMENTAL APPROPRIATION AND/OR TRANSFER

WHEREAS, the City Council of the City of Seabrook Approved Budget Ordinance 2015-19 on September 15, 2015; and

WHEREAS, the City Manager has certified there are revenues and/or unencumbered fund balances available for appropriation in excess of those appropriated for specific expenditures in the budget for supplemental appropriation and/or transfer, and;

WHEREAS, Budget Supplement 2016-03 was approved on May 17, 2016, a General Fund transfer to the Public Works and Animal Control Complex Project in the amount of \$776,000; and

WHEREAS, such expenditures will occur subsequent to the adoption of the 2016/17 budget and will require formal appropriations; and

WHEREAS, the City Council of the City of Seabrook desires to reduce the General Fund Unreserved Fund Balance by transferring \$776,000 to the Public Works Animal Control Fund, according to Budget Supplement 2016-03; and

WHEREAS, the City Council of the City of Seabrook finds and determines that this budget amendment complies with all requirements under its Charter and laws;

**NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE
CITY OF SEABROOK, STATE OF TEXAS:**

THAT, the 2015/16 Adopted Budget for the City of Seabrook for the period beginning on October 1, 2015 and ending on September 30, 2016 is hereby amended by reducing the General Fund Unreserved Fund Balance and allocating those funds to the Public Works Animal Control Fund, in the amount of \$776,000.

PASSED, AND APPROVED with a quorum present, by an affirmative vote of a majority of Councilmembers present, in accordance with Seabrook City Charter Section 2.10, on first and final reading this **3th day of January, 2017.**

Glenn Royal
Mayor

ATTEST:

Robin Hicks, TRMC
City Secretary

APPROVED AS TO FORM:

Steven L. Weathered
City Attorney

4.5. Council appointments as representatives

Consider, discuss, and authorize approval of or take action on selection/appointment of Councilmembers as representatives and/or members of various organizations. (Council)

The Mayor asked if everyone wanted to remain as liaison to their current organizations, and the discussion, nominations, and voting were as follows:

Bay Area Houston Convention and Visitors Bureau – Giangrosso and Adovasio

Bay Area Houston Economic Partnership – Llorente and Johnson

Bay Area Houston Transportation Partnership – Llorente

Clear Lake Emergency Medical Corps – Johnson, Miller and Adovasio

Economic Alliance Port Region – Botkin and Royal

Galveston Bay Foundation – Miller

Hotel Tax Liaison Committee – Giangrosso and Adovasio

Houston Galveston Area Council - Royal and Johnson

Seabrook Economic Development Corporation – Llorente

EXECUTIVE SESSION

At 7:30 p.m. Mayor Royal announced that the City Council will now hold a closed executive meeting pursuant to the provisions of the Open Meetings Act, Chapter 551 Government Code, and Vernon's Texas Codes Annotated, in accordance with the authority contained in Sections 551.071 and 551.072, Consultation with an Attorney and Deliberation Regarding Real Property.

OPEN MEETING

At 8:22 p.m. Mayor Royal reconvened the meeting in open session and stated that item 4.6 and 5.1 had been discussed, but that no action had been taken in executive session.

4.6. Bid Award and Contract with Crain Group, LLC

Consider, discuss, and authorize approval of or take action on Bid Award for Project 2016-04, Public Works and Animal Control Complex; Execution of a Construction Contract with Crain Group, LLC, in an amount not to exceed \$6,470,000.00 (Base Bid + Alternate Bid 2: Canopy + Alternate Bid 8: Generator); and associated Budget Supplement 2016-03, in the amount of \$377,559. (Chairez)

Jeff Gerber, Architect with PGAL, stated that when the project went out for bid the first time, all bids were over budget; therefore, the project was repackaged with the scope refined, and the second time it went for bid, the City received two good bids on March 31, 2016, from two qualified contractors. PGAL, as the architect on the project, recommends contracting with the Crain Group, LLC.

Arthur Chairez, Director of Public Works, gave a brief history of the project, stating that the Council passed Resolution 2011-22 in November 2011 to start the project. PGAL was awarded the design contract in 2012 through the Request for Qualifications (RFQ) process. The City called a bond election in 2014 and Proposition 1 passed for the construction of a Public Works and Animal Control Adoption Center. In November of 2015, a notice to bidders was published and the City received six bids with the highest bid being \$8.6 million and the lowest bid coming in at \$7.2 million. All bids were over budget. Council rejected all bids and authorized a re-bid. The current bid package includes a bid for base facility construction plus alternate options for adding various items on to the base facility.

Gayle Cook, City Manager, explained that the low bidder submitted the following costs for base bid plus alternates:

Base Bid	\$5,650,000
Alternate 1: (2) Metal Buildings	\$320,000
Alternate 2: Vehicle Canopy & Paving	\$585,000
Alternate 3: Add Paving	\$120,000
Alternate 4: Add Paving	\$90,000
Alternate 7: Epoxy Resinous Floor	\$40,000
Alternate 8: Generator	\$235,000
Alternate 9: LED Lighting	\$76,000

The Base Bid encompasses the administration building, the main parking, the metal buildings, and the wrap around to the fuel station. The alternates are as follows:

Alternate 1 – (2)Buildings: Provide 42’ long building expansion to building “A”. Provide 41’ long building expansion to building “B”. Provide mezzanine in building “B”. The base bid shall not include any of these improvements. The base bid shall include crushed stone under buildings included in this alternate.

Alternate 2 (Essential) – Canopy: Provide vehicle canopy and vehicle wash. Provide concrete paving. The base bid will include “as is” site conditions under pavement and Vehicle Canopy included in the Alternate.

Alternates 3 & 4 – Paving

Alternate 7 – Epoxy Resinous Floor in the front room of the Animal Control Complex

Alternate 8 (Essential) – Generator: Furnish and install 500 KW natural gas generator. Staff thought the City could get a generator at a substantial savings through a Cooperative Agreement with the State, but that was not the case.

Alternate 9 - LED lighting

The bond issue that passed in 2014 was \$6,850,000:

•	\$50,000	Issuance Fees
•	\$5,562,295	Construction (with Escalation)
•	\$424,117	Soft Costs
•	\$530,146	Contingency (10%)
•	\$265,073	Furniture, Fixtures & Equip

The following scenarios show the amount of funds that would be needed over and above the approved bond issue construction budget plus the entire 10% contingency funding:

Scenario #1 = Base Bid + Generator

BASE BID +ALTs	\$5,885,000
Construction Funds	\$5,562,295
Contingency	<u>\$ 530,146*</u>
	+ \$ 207,441

Scenario #2 = Base Bid + Generator + Building Additions

BASE BID +ALTs	\$6,205,000
Construction Funds	\$5,562,295
Contingency	<u>\$ 530,146*</u>
FUNDS NEEDED	\$ 112,559

Scenario #3 = Base Bid + Generator + Canopy

BASE BID +ALTs	\$6,470,000
Construction Funds	\$5,562,295
Contingency	<u>\$ 530,146*</u>
FUNDS NEEDED	\$ 377,559

Scenario #4 = Base Bid + Generator + Canopy +Buildings

BASE BID +ALTs	\$6,790,000
Construction Funds	\$5,562,295
Contingency	<u>\$ 530,146*</u>
FUNDS NEEDED	\$ 697,559

The ending General Fund Balance is \$7,127,803 with
25% Required Reserve \$2,429,786 and
Port \$1,600,000 leaving
Unreserved Fund Balance \$3,098,017

If Scenarios 2, 3, or 4 were approved, any additional funds needed would be taken from the unreserved fund balance of \$3,098,017.

Councilmember Johnson explained that if the City tried to go back and build some of the alternates later, the cost would be about 50% higher, and because of some of the unknowns with the Highway 146 expansion project, the City may not have the funds to go back later and add some of the alternates. It would be prudent, and the City would benefit from, going ahead with the alternates today. Mr. Chairez explained that going back later to add paving (Alternates 3 & 4) and add LED lighting (Alternate 9) would be easy. The paving could be added to any other paving project the City might complete. Councilmembers discussed going ahead and adding Alternate 9 for LED lighting, because the cost is \$76,000.

Motion was made by Councilmember Johnson and seconded by Councilmember Llorente

To approve the Bid Award for Project 2016-04, Public Works and Animal Control Complex; approve execution of an AIA Construction Contract, with Crain Group, LLC, which contract will be amended to include Alternate 9, as was requested be added to the contract by Council, in an amount not to exceed \$6,866,000.00 for the Base Bid + Alternate 1 (Metal Buildings), Alternate 2 (Canopy), Alternate 8 (Generator), and Alternate 9 (LED Lighting); require the submission of the entire insurance policy and bonding documents for the City files; and approve the associated Budget Supplement 2016-03, in the amount of \$776,000.

MOTION CARRIED BY UNANIMOUS CONSENT

6.1. Agreement for Market Study

Consider, discuss, and authorize approval of or take action on a proposal and service agreement with DP Consulting for a Market Study for a Full Service Hotel and Conference Center, in the amount of \$19,975.00, and authorize City Manager to sign same. Funding is recommended from the Hotel Occupancy Tax Fund. (Cook)

Motion was made by Councilmember Llorente and seconded by Councilmember Miller

To approve a proposal and service agreement with DP Consulting for a Market Study for a Full Service Hotel and Conference Center, in the amount of \$19,975.00, pending review by the City Attorney, authorizing the City Manager to sign the service agreement, and approving funding from the Hotel Occupancy Tax Fund.

MOTION CARRIED BY UNANIMOUS CONSENT

SECTION 1. FINDINGS OF FACT.

The facts and matters set forth in the preamble of this Ordinance are hereby found to be true and correct.

SECTION 2. AMENDMENT TO THE CODE.

That Chapter 90 entitled, "Traffic and Vehicles," Article III, "Stopping, Standing, and Parking," Division 1, "Generally", Section 90-80, "Schedule I – No Parking Zones", be amended as follows:

"Sec. 90-80. Schedule I: No Parking Zones

There shall be installed at such points on streets and rights-of-way in the city, as may be directed by the city council, appropriate signs or markings designating "No Parking Any Time" or related prohibitions, which shall be installed at the locations as listed. Such signs may include additional notice of tow-away zone, but such additional notice shall not be required. Whenever any such sign has been erected, it shall be unlawful for the driver or operator of any vehicle to park contrary to such sign. Each day or part of a day that prohibited parking continues shall constitute a separate offense.

The parking prohibition provided in this section shall not be in effect until appropriate signs or markings have been provided at the location giving notice to motorists. The city manager, chief of police or their authorized representative is directed to cause such signs to be erected or appropriate markings to be made on the curbs at such locations in accordance with the Texas Manual for Traffic Signs and Signals.

STREET	EXACT LOCATION	TIME
10th Street	At any point on 10th Street, including no parallel parking within McHale Park Parking Area	No parking at any time
Waterfront Dr.	0 Blk - 699 Blk at the intersection with Todville Road southeast to the end of 11th Street at the Point	No parking at any time
Bahama Drive	1500 Blk to 1900 Blk on the east side between Aspen Lane and El Mar Lane	No parking at any time
Bath Avenue	100 Blk to 300 Blk between 10th Street and 12th Street	No parking at any time
Cook Street	1200 Blk to 1400 Blk on either side of Cook St	No parking at any time

Ellis Avenue	100 Blk (Unimproved Surface) from Waterfront Dr southwest to the end of Ellis Avenue	No parking at any time
Hardesty	1000 Blk on the west side between 3rd Street and 4th Street	No parking at any time
Lakeside Drive	<u>NASA Parkway to Address 1807 Lakeside (east and west side)</u>	<u>No Parking at anytime</u>
	<u>1808 Address to 1899 Address (both east and west side)</u>	<u>No parking between 11:00p.m. and 7:00a.m.</u>
	<u>1900 Address to 2032 Address (east and west side)</u>	<u>No Parking between 6:00a.m. and 6:00p.m.</u>
	<u>2034 Address to 2052 Address (west side)</u>	<u>No Parking between 6:00a.m. and 6:00p.m.</u>
	<u>2053 Address to 3300 Blk (Intersection of Lakeside Dr. and Vermillion) (east and west side)</u>	<u>No Parking between 6:00a.m. and 6:00p.m.</u>
	<u>All Blocks from Traffic Circle north to Red Bluff Intersection (east and west side)</u>	<u>No Parking at anytime</u>
Larrabee	In its entirety from NASA Parkway north to its end	No parking at any time
Main Street	1500 Blk to 1800 Blk, between SH 146 and N. Meyer	No parking at any time
N. Meyer	500 Blk to 2000 Blk between State Highway 146 and E. Meyer	No parking at any time
Old SH 146	At any point	No parking at any time
State Highway 146	From the northern city limit extending south to the southern city limit	No parking at any time
Todville Road	All Blocks	No parking at any time
W. Repsdorph Road	At any point	No parking at any time

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SECTION 3. PENALTY CLAUSE; INCLUSION INTO THE CODE.

This Ordinance is hereby incorporated into and made a part of the Seabrook City Code. Any person who shall violate any provision of this Ordinance shall be deemed guilty of a misdemeanor and, upon conviction, shall be fined in an amount not more than Two Hundred Dollars (\$200.00) per offense. Each day of violation shall constitute a separate offense.

SECTION 4. REPEAL OF CONFLICTING ORDINANCES.

All ordinances or parts of ordinances inconsistent or in conflict herewith are, to the extent of such inconsistency or conflict, hereby repealed.

SECTION 5. SEVERABILITY.

In the event any clause, phrase, provision, sentence, or any part of this Ordinance or the application of the same to any person or circumstances shall for any reason be adjudged invalid or held unconstitutional by a court of competent jurisdiction, it shall not affect, impair, or invalidate this Ordinance as a whole or any part or provision hereof other than the part declared to be invalid or unconstitutional; and the City Council of the City of Seabrook, Texas, declares that it would have passed each and every part of the same notwithstanding the omission of any such part thus declared to be invalid or unconstitutional, whether there be one or more parts.

SECTION 6. NOTICE BY PUBLICATION

The City Secretary shall give notice of the enactment of this Ordinance by promptly publishing it or its descriptive caption and penalty after final passage in the official newspaper of the City; the Ordinance to take effect upon publication.

SECTION 7. OPEN MEETING COMPLIANCE

That it is hereby officially found and determined that the meeting at which this Ordinance was passed was open to the public as required by law and that public notice of the time, place and purpose of said meeting was given as required by the Texas Open Meetings Act, Texas Government Code, Chapter 551.

THIS SPACE INTENTIONALLY LEFT BLANK

PASSED AND ADOPTED with a quorum present, by an affirmative vote of a majority of Councilmembers present, on this **3rd day of January, 2017**, in accordance with Seabrook City Charter Section 2.10.

PASSED AND ADOPTED with a quorum present, by an affirmative vote of a majority of Councilmembers present, on this **17th day of January, 2017**, in accordance with Seabrook City Charter Section 2.10.

By: _____
Glenn Royal
Mayor

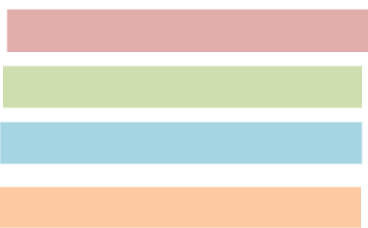
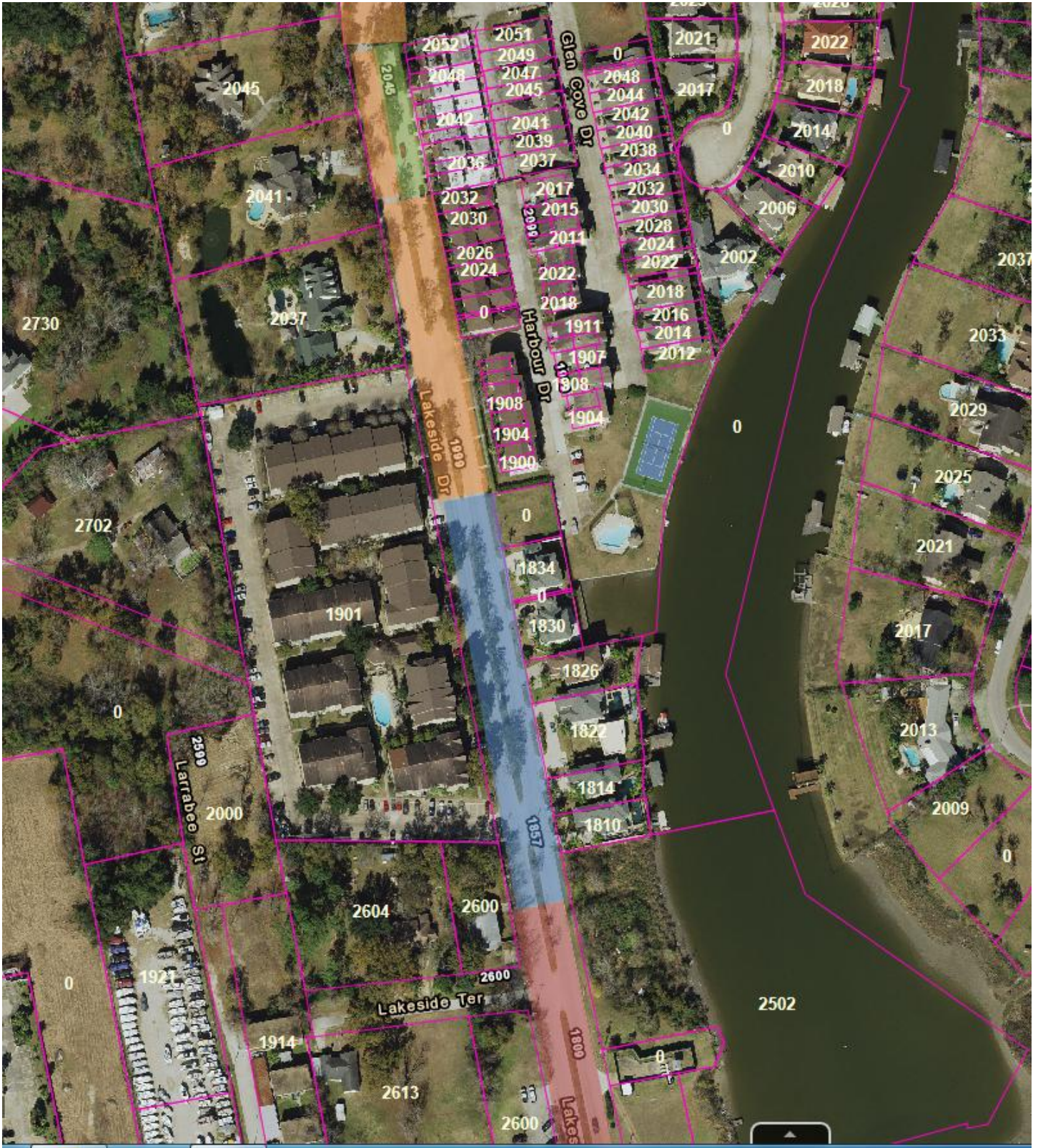
ATTEST:

By: _____
Robin Hicks, TRMC
City Secretary

Approved as to form:

Steven L. Weathered
City Attorney

LAKESIDE PARKING ORDINANCE
ORDINANCE 2017-04



Red Zone – No Parking Anytime

Green Zone – Parking Allowed

Blue Zone – No Parking 11:00p.m. – 7:00a.m.

Orange Zone – No Parking 6:00a.m. – 6:00p.m.



*CITY
OF
SEABROOK*

AGENDA
BRIEFING

Date of Meeting: January 3, 2017

Submitter/Requestor: Chief Wright

Date Submitted: December 21, 2016

Presenter: Chief Wright

Description/Subject: Resolution for Grant

Name of Applicant (if applicable) :

Legal Description (if applicable):

Purpose/Need: Administrative Issue

Background/Issue (What prompted this need?): Requirement for Grant Funding

Impacted Parties (Expected/Notified): Police Department & Finance Department

Miscellaneous Comments:

Recommended Action: Approve Resolution

Attachments: Resolution 2017-01

Fiscal Impact: Finance Officer Review ☒ Yes ☐ No
Budgeted ☐ Yes ☐ No
Budget Amendment Required ☐ Yes ☐ No

Budget Dept/Line Item Number:
Future/Ongoing Impact:

Funding Comments:

Where on the agenda should this item be placed? New Business

Suggested Motion: Approve

(All items are to be reviewed and approved by the city manager, except items submitted by the mayor or any council member or routine consent agenda items such as minutes and second & third readings of ordinances.)

Sent to City Attorney for review on

Approved by City Attorney
(City Attorney should review all ordinances, resolutions, contracts and executive session items.)

Approved by City Manager

All requests must be submitted to the City Secretary's Office no later than 12:00 p.m. on the Monday, one week prior to the regular Tuesday Council Meeting. All required attachments are to be submitted with the request. Incomplete items cannot be placed on the agenda.

**CITY OF SEABROOK
RESOLUTION NO. 2017-01**

**SUBMISSION OF GRANT APPLICATION
FOR MARKED OPERATIONS VEHICLE WITH VIDEO EQUIPMENT**

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SEABROOK, TEXAS, APPROVING SUBMITTAL OF APPLICATION FOR A GRANT TO THE OFFICE OF THE GOVERNOR, CRIMINAL JUSTICE DIVISION, FOR A MARKED OPERATIONS VEHICLE WITH VIDEO EQUIPMENT AND APPOINTING THE CITY MANAGER AS THE AUTHORIZED OFFICIAL FOR ADMINISTRATION OF THE GRANT.

WHEREAS, the City of Seabrook finds it in the best interest of the citizens of Seabrook that a Marked Operations Vehicle, (“Edward Byrne Justice Formula Grant (JAG) Program”) be implemented in order to purchase and deploy a marked police unit equipped with a L3 video recording system in order to prevent and control crime and make improvements to the criminal justice system; and

WHEREAS, the City of Seabrook agrees that in the event of loss or misuse of the Criminal Justice Division funds, the City of Seabrook shall return all funds to the Criminal Justice Division in full; and

WHEREAS, the City of Seabrook designates Gayle Cook, City Manager, as the grantee’s authorized official. The authorized official is given the power to apply for, accept, reject, alter or terminate the grant on behalf of the applicant agency;

NOW THEREFORE, BE IT RESOLVED that the City Council of the City of Seabrook approves submission of the grant application for the Marked Operations Vehicle with Video Equipment to the Office of the Governor, Criminal Justice Division, and appoints the City Manager as an authorized official to administer the subject grant.

PASSED, APPROVED, and ADOPTED on this 3rd day of January 2017.

CITY OF SEABROOK, TEXAS

Glenn Royal
Mayor

ATTEST:

Robin Hicks
City Secretary



CITY OF SEABROOK

AGENDA BRIEFING

Date of Meeting:
01/03/17

Submitter/Requestor: Cook

Date Submitted: 12/16/2016

Presenter: Cook

Description/Subject: Director of Finance Confirmation

Applicant: N/A

Legal Description: N/A

Request: Consider and take all appropriate action for the confirmation of Michael Gibbs as Director of Finance as appointed by the City Manager

Purpose/Need: Policy Issue _____ Administrative Issue x

Background/Issue (What prompted this need?):

*Seabrook City Charter
Section 5.01(a) – Department of Finance*

There shall be established a Department of Finance, the head of which shall be appointed by the City Manager subject to confirmation by Council.

Impacted Parties (Expected/Notified):

Recommended Action:

Motion to approve confirmation of Michael Gibbs as Director of Finance as appointed by the City Manager per the Seabrook City Charter.

Attachments:

Fiscal Impact: Budgeted _____ Yes x No
Budget Amendment Required _____ Yes x No

Finance Officer Review:

Future/Ongoing Impact _ Yes ___ No

Budget Dept/Line Item Number Various

Funding Comments:

Where on the agenda should this item be placed?

(i.e. Public Hearing, New Business, Old Business, Consent Agenda, Executive Session, etc.)

Consent Agenda

Suggested Motion:

Motion to approve confirmation of Michael Gibbs as Director of Finance as appointed by the City Manager per the Seabrook City Charter.

City Manager Review:

- ☐ Approved as submitted
- ☐ Submitted for Council consideration without comment
- ☐ Submitted for Council consideration with comments stated below:

(All items are to be reviewed and approved by the city manager, except items submitted by the mayor or any council member or routine consent agenda items such as minutes and second & third readings of ordinances.)

Sent to City Attorney for review _____
(City Attorney should review all ordinances, resolutions, contracts and executive session items.)

Received and accepted by the City Secretary/Assistant _____

Returned by the City Secretary/Assistant (If incomplete) _____

All requests must be submitted to the City Secretary's Office no later than 5:00 p.m. on the Wednesday preceding the regular Tuesday Council Meeting. All required attachments are to be submitted with the request. Incomplete items cannot be placed on the agenda.

2016 ANNUAL REPORT

DEPARTMENT: ADMINISTRATION
DIVISION: CITY SECRETARY

ACTIVITY	DESCRIPTION	TOTAL
Agendas (City Council, Open Space & Trails, Ethics Review Commission)	All agendas covered by the City Secretary's office & workshop agendas & public hearing notices prepared & posted in accordance with Local Government Code. Media packets provided	60
Minutes (City Council, Open Space & Trails, Ethics Review Commission)	Minutes recorded, prepared, approved, archived	38
Ordinances	Ordinances written, processed, published, adopted	28
Resolutions	Resolutions written & processed	26
Proclamations/Recognitions	Proclamations & Recognitions, written & presented	25
Boards & Commissions appointments	Board appointments implemented & completed, appointments recorded	
Contracts & Agreements	Contracts & Agreements approved & executed	20
Alcohol Permits	Alcohol permits certificated or renewed	36
Vendor / Solicitor Permits	Vendor Solicitor applications processed for permits	13
Professional Development Training	Certification/training courses completed per Texas Registered Municipal Clerk Certification	1 – M 6- R
Open Records Requests	Number of Open Records Requests processed (within 10 days as required)	465
Wrecker Permits	Processed	7
Special Events/Parades	Applications reviewed by staff & approved by City Council	17

ACTION ITEM CHECK LIST

#	STATUS	DATE ASSIGNED	RESPONSIBLE ORGANIZATION	AGENDA ITEM NUMBER	DESCRIPTION OF ACTION ITEM
23	OPEN/IN WORK	11/4/2014	Mayor / City Mgr.	5.1	Provide periodic updates on TxDOT's progress to improve/widen SH 146.
32	OPEN/IN WORK	2/17/2015	Staff	6.1	Provide periodic project updates

January 2017

Sun	Mon	Tue	Wed	Thu	Fri	Sat
1	2	3 Regular City Council meeting 7:00pm	4	5 Open Space & Trails 5:00pm	6	7
8	9	10	11	12 Joint CC / EDC 6pm EDC 7:00pm	13	14
15	16	17 Regular City Council meeting 7:00pm	18	19 P&Z 7:00pm	20	21
22	23	24	25	26	27	28
29	30	31				