

1 THE CITY COUNCIL OF THE CITY OF SEABROOK AND THE SEABROOK ECONOMIC
2 DEVELOPMENT CORPORATION MET IN SPECIAL JOINT SESSION ON THURSDAY,
3 MAY 02, 2017 AT 5:30 P.M. IN THE SEABROOK CITY HALL, COUNCIL CHAMBERS,
4 1700 FIRST STREET, SEABROOK, TEXAS TO CONSIDER, AND IF APPROPRIATE,
5 TAKE ACTION WITH RESPECT TO THE AGENDA ITEMS LISTED BELOW.

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7 THOSE PRESENT WERE:

8 GLENN ROYAL	MAYOR
9 ROBERT LLORENTE	COUNCIL PLACE NO. 1
10 MIKE GIANROSSO	COUNCIL PLACE NO. 2
11 GARY JOHNSON	COUNCIL PLACE NO. 3
12 MELISSA BOTKIN (exc. absence)	COUNCIL PLACE NO. 4
13 GLENNA ADOVASIO	COUNCIL PLACE NO. 5

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15 SEABROOK ECONOMIC DEVELOPMENT CORPORATION:

16 PAUL R. DUNPHEY	PRESIDENT
17 TERRY CHAPMAN	VICE-PRESIDENT
18 GARY BELL	TREASURER
19 ERNIE DAVIS	SECRETARY

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21 ALSO PRESENT WERE:

22 GAYLE COOK	CITY MANAGER
23 SEAN LANDIS	DEPUTY CITY MANAGER
24 ROBIN HICKS	CITY SECRETARY
25 STEVE WEATHERED	CITY/EDC ATTORNEY
26 PAUL CHAVEZ	DIRECTOR OF ECONOMIC DEVELOPMENT
27 PAT PATEL	EDC ADMINISTRATIVE ASSISTANT

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29 Mayor Glenn Royal called the Council meeting to order at 5:34p.m. and declared that a quorum
30 was present.

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32 **PLEDGE OF ALLEGIANCE**

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34 **1. PUBLIC COMMENTS AND ANNOUNCEMENTS**

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36 There were none.

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38 **2. WORK SESSION**

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40 **2.1 Conduct a joint work session to hear a presentation on and review an update on the**
41 **proposed City of Seabrook Master Landscaping and City Branding Plan. (Landis / Vick)**

42
43 Representatives of the SWA Group gave their third presentation on gateways, experience by
44 vehicle, pedestrian and boat experience, wayfinding, street furniture, and aesthetic lighting for
45 the City of Seabrook Master Landscaping and City Branding Plan, citing the following City
46 documents for guidance: the Comprehensive Master Plan 2035, the Strategic Plan 2016, the

Open Space and Parks Master Plan 2012, the Hike and Bike Trails Master Plan 2010, and the Waterfront Development Plan 2006.

SWA presented the following design concepts for the City of Seabrook Master Landscaping and City Branding Plan:

SWA explained that there are two experiences that are existing within this proposal: (1) the freeway experience; creating a scenic highway with dramatic interventions and providing accessible public space within the right of way for creating destinations. (2) the City experience; how the freeway interventions begin to transform the neighborhood scale and the streetscapes.

- Gateway sculptural themed installations at the end of SH 146 at Red Bluff and also at the beginning of SH 146 on the Clear Lake Island: (1) a bird flyaway monument, (2) flock of migratory birds, or (3) a sailwinds monument.

Any structure that fits within TXDOT's standard scale of 20x20x20 is accepted and funded by TXDOT. The 20x20x20 rule would only apply if it was within TXDOT's right of way.

- Gateway to the City: matching columns on the SH146 bridge. SWA suggested that all vertical bridge supports should align perpendicular to the flow of traffic and all vertical bridge supports should be matching, with columnar profiles.

SWA is working with TXDOT on matching the existing columns and the new columns proposed. So far TXDOT has agreed to align and match the column types and if for any reason they would not be able to match, it would be due to the structural integrity of the bridge. SWA also presented design concepts of artful lighting placed under the bridge. If artful lighting is placed, then it would be mounted on the horizontal structural supports. SWA would then work with TXDOT in terms of coordinating the conduits.

- Experience by vehicle: includes traffic lights, freeway poles, and mse walls designs. The ideal spots would be at Nasa Road 1 and East Meyer where you have the underpass conditions. SWA proposed two design concepts for the MSE wall: (1) sail in horizon with sailboats and (2) full sails catching wind pattern.

SWA explained that the sail in horizon sailboats pattern would also integrate the City logo at the edges within one wall panel. This pattern would require 8 custom panels compared to only 2 panels that the full sails pattern would require. Therefore the cost of the sail in horizon pattern would be more than the full sails pattern. SWA also explained that traffic lights are also another opportunity to think about how to brand Seabrook. Traffic lights that mimic the idea of sail masts could tie the whole freeway experience. SWA also explained that Centerpoint Energy will be providing standard freeway light poles versus what they propose Valmont's light poles would mimic the idea of birds in flight. SWA also proposed artful landscape design at the underpass of Nasa Road 1 and how to introduce rip rap underneath the freeway. Public art like colorful boat structures could also then be placed underneath the intersection of Nasa Road 1 and SH 146.

- Pedestrian experience and wayfinding: (1) proposal of South trail and boardwalk, (2) lighting at South trail and boardwalk (3) design concepts of signage and trail markers. *SWA presented different boardwalk concepts alongside different patterns of wooden guardrails. The proposed design of the boardwalk would also expand underneath the freeway (currently Outriggers location) and would be lit up for fishermen. SWA explained that they want to build on what's already here and successful in Seabrook. The pelican has become a symbol for Seabrook. SWA explained that they are trying to compliment existing signage at the trails and seaside pier. SWA proposed design concepts of different birds, including pelicans, sitting on the post as trail markers and also as a bird pier.*

SWA explained that when all of these objects come together, it's all about creating the complete look and feel of Seabrook. SH 146 serves as a catalyst for some of these improvements and there are some really great opportunities to brand the City.

3. NEW BUSINESS

3.1 Jointly consider and take all appropriate action on the City of Seabrook Master Landscaping and City Branding Plan. (Landis / Vick)

SWA itemized a list of items that the City would need to coordinate with TXDOT as priority items and also included a list of other items for consideration for improvements to the City.

Both the Council and EDC Boards preferred the flock of migratory birds theme for the gateway structure. Both Council and EDC also liked the sail in horizon sailboats pattern for the MSE wall panel. City Manager Gayle Cook explained that there was a flat fee of \$250,000 upto an 8 panel as an add-on to the project. The 2 panel was listed at \$175,000.

The Board was concerned about the costs associated with these designs and plans and wanted to know what the City could afford based on the economics and timeline of the plans. SWA explained that the next stage would be conceptual costs based on the designs that the Boards like. Council Member Gary Johnson suggested a mix of the designs to blend what they need to achieve in cost-wise. SWA explained that the design concepts could also be scaleable for example you don't have to have 200 yards of flock, you can have a smaller part of it that's still effective.

Deputy City Manager Sean Landis explained that this presentation was also to give direction to the Boards as to where they feel the need to go of an overall scheme of either contemporary or old town feel of Seabrook, and based on that to choose the design concepts that fit into that scheme.

Mayor Glenn Royal suggested to go through the list of items requiring the City to coordinate with TXDOT:

- MSE Wall System / Custom Coping / Panel including City Seal
Boards liked the flock theme as gateway structure and the in sail horizon pattern on the MSE wall which also integrated the City Seal.
- Column Design Coordination
Standard TXDOT wave design with the star stamped in it. Also column alignment on the bridge.
- Paint – freeway structure
SWA explained that they don't know what type of beams TXDOT will be using. If they will be using concrete vs. steel. Usually TXDOT does the exterior paint for the concrete, but if it's steel then it's throughout. Because there is no detailed design provided at this stage, there is still time to address the paint issues.
- Blue Star Medallion on Columns
Part of the Blue Star Project. Board agreed to keep it going
- Paving Systems at Underpasses
Pavers with the bird designs for the sidewalks
- Conduit Coordination for Aesthetic Lighting
For lighting under the SH 146 bridge, Mayor Royal suggested talking to the City of Kemah to see if they were interested in sharing the costs for this.
- Rip Rap at Underpasses
The cost escalates for a 12inch rip rap versus 6 inch rip rap. Although it does collect pockets of dirt in the crevasses of the rip rap Mayor Royal stated that TXDOT liked the idea of the rip rap to prevent 18 wheelers to from parking at the underpasses. City Manager Gayle Cook added that there would also be a maintenance cost associated with rip rap. Mayor Royal stated that this item could also be done at a later time. SWA also explained that TXDOT does provide a standard round orb.
- Safety Lighting
Integrated with TXDOT. They would do standard safety lighting at the underpasses.
- Custom Traffic Poles at Intersections
Per TXDOT anything that varies from the norm, the City would have to have at least one or two in stock for them to come install, so the decoratives would have to be extra inventory for the City to do and would incur an extra cost.
- Non Standard Highway Poles
Mayor Royal asked SWA to price these out. SWA explained that it is possible to pay for the difference of the standard TXDOT poles and the Valmont's light poles.
- Regional Detention and Reforestation at Centerpoint Trail (optional irrigation coordination)
SWA explained that TXDOT will set it up in that you can come back and do your own irrigation, but if you were doing some special type of planting at the Red Bluff gateway area then that would be a coordination issue.
- Reforestation at Red Bluff

SWA asked if there were any other items the Boards wanted to consider, outside of TXDOT standards. The Boards agreed to the flocking themes for a Gateway sculpture either at the Red Bluff location or at the South Island location.

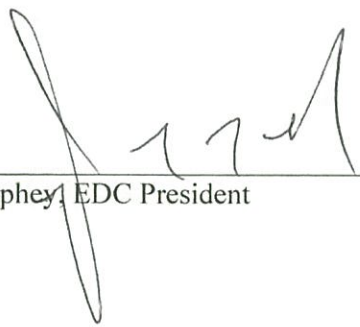
Mayor Glenn Royal opened the Public Comments and Announcements for anyone who wished to provide feedback and/or comment on the presentation:

- Thom Kolupski, at 2541 Breau Trace, stated that he loved the concept that SWA presented and although there were a few contemporary items, overall he loved the flock of migratory birds for the gateway and the sailboats for the MSE wall panels. He stated that TXDOT does allow for the conduit to be placed at a later date for under bridge lighting.
- Natalie Picha, at 4113 Seaview Court, stated that although this would cost the City money, the City should not miss the opportunity to redevelop and rebrand. Seabrook is a destination place and people come to Seabrook for a lot of different reasons.
- EDC Director Paul Chavez stated that when developers come into our community, they look for a City's character and what is the City's defining motif. He stated that the design concepts presented by SWA were definitely in the direction of building the city's character.

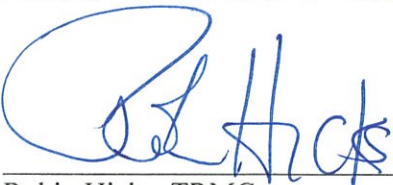
Mayor Royal closed public comments at 6:48 pm and upon motion duly made adjourned the meeting at 6:49 p.m.

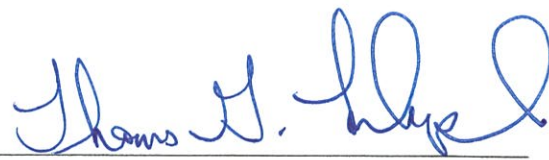
APPROVED ON THE 11TH DAY OF MAY, 2017.


Pat Patel,
EDC Administrative Assistant


Paul Dunphy, EDC President

APPROVED ON THE 6TH DAY OF JUNE, 2017.


Robin Hicks, TRMC
City Secretary


Thomas G. Kolupski, Mayor

