

South Seabrook Marine District Waterfront Development Plan



June 2006



Economic
Development
Corporation II

Acknowledgements



The South Seabrook Marine District Waterfront Development Study is the result of an ongoing public dialogue and the perseverance of numerous individuals and groups. Special thanks are due to the many individuals and groups recognized here. As implementation of improvements included in this plan are undertaken, a continued commitment to success will be required by many citizens and community leaders. All those that took part in the process of creating this document are encouraged to remain involved and to become the champions of projects that will better the City of Seabrook.

Mayor

Robin Riley

Seabrook City Council

Mile Laible
Dee Wright
Rick Sammons
Peter Braccio
John Buhman
Gary Renola

Seabrook Economic Development Corporation II

Mayor Robin Riley
Mayor Pro Tem John Buhman
Bruce Dresner
Fred Tawil
Paul Dunphey
Ernie Davis
Marc Coody

South Seabrook Marine District

Bruce Dresner - Chair
Richard Tomlinson
Dee Wright

Waterfront Development Study Working Committee

Helene Barnett
Don Cline
Paul Dunphey
Thomas Kolupski
Cynthia Langford
Bo McDaniel
Frank Samperi
Gene Scott
Richard Tomlinson
Dee Wright

Draft Document 3-22-06
Final Document 6-8-06

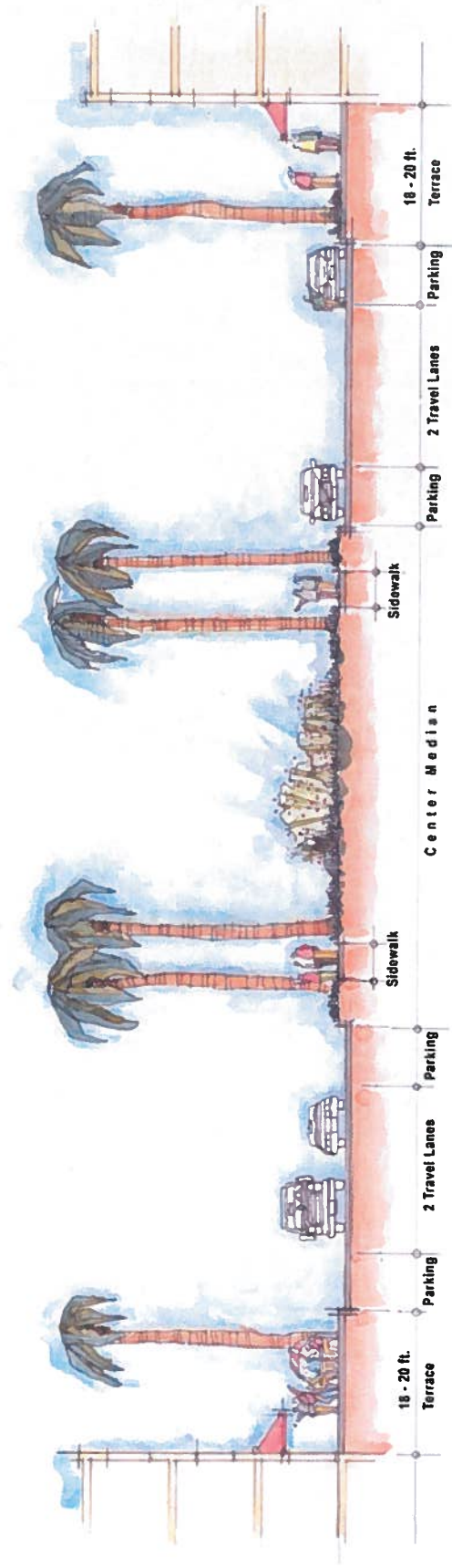
Project Consultant Team



DEVELOPMENT STRATEGIES®

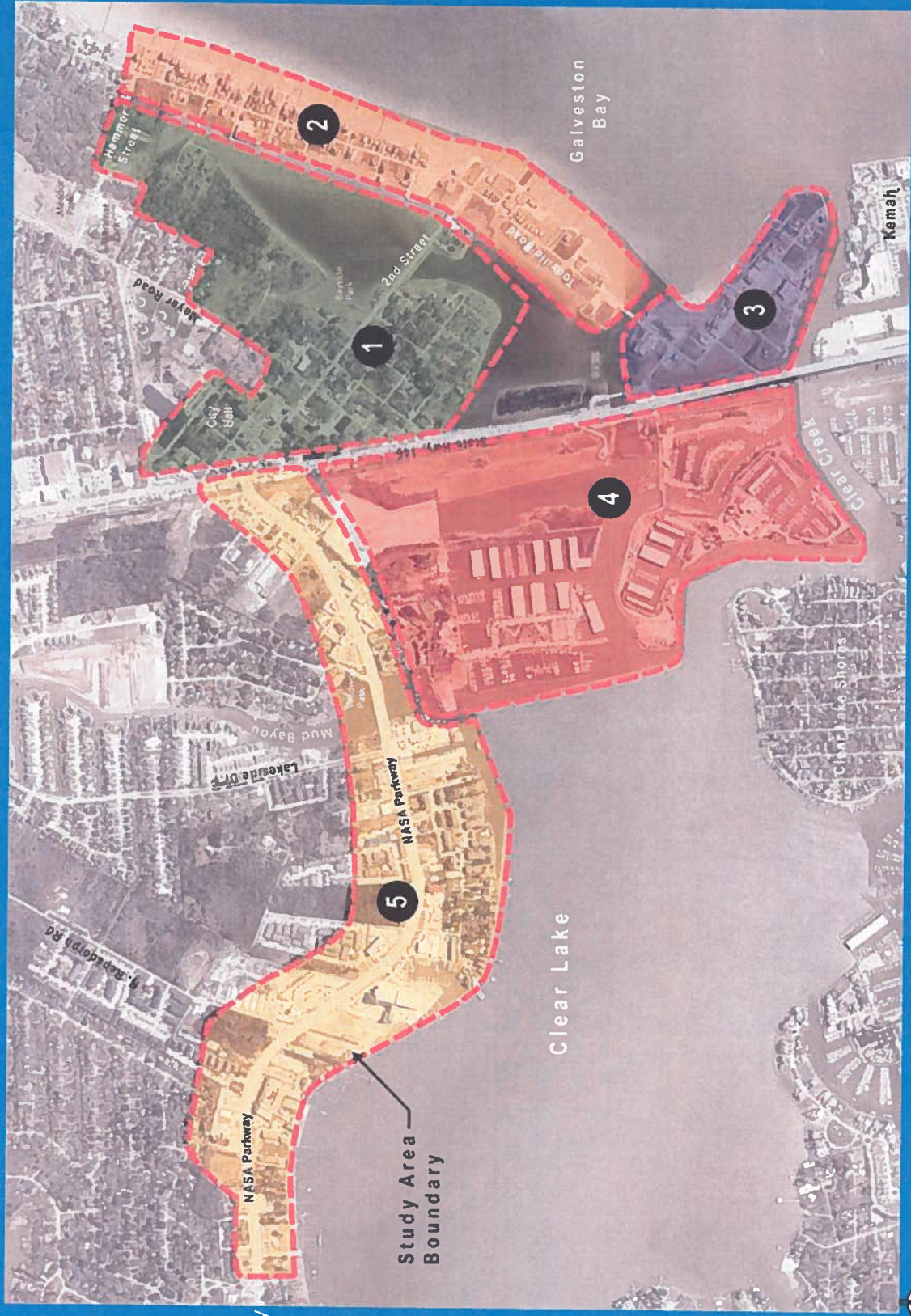
Contents

Project Overview	5
Major Plan Elements and Principles	7
Potential Fiscal Benefits of New Development	9
Recommendations by Character District	17
Old Seabrook	17
Todville Road	21
The Point	23
The Marina District	29
NASA Parkway	33
Action and Implementation Strategies	39



Study Area & Character Districts

- 1 Old Seabrook
- 2 Todville Road
- 3 The Point
- 4 Marina District
- 5 NASA Parkway



With its location offering waterfront access on both Galveston Bay and Clear Lake, the City of Seabrook is uniquely situated to provide a wide variety of waterfront experiences for residents and visitors alike. Recent plans, studies and surveys taken in Seabrook point to the developing Seabrook's waterfront areas and providing public access to and along the water as an objective of prime importance.

Development and public access, however, can be interpreted in many different ways and no one document has looked at Seabrook's major waterfront areas in a holistic manner. The planning process for the Waterfront Development Study was designed to analyze a broad area of Seabrook's prime water frontage within the context of its physical characteristics, existing and probable future economic trends, anticipated demographic changes, local, State and Federal regulations, adjacent land uses and significant public input.

The resulting recommendations within this plan are intended to help the city to work toward controlled redevelopment of waterfront lands within a framework that will encourage shoreline protection, ecosystem conservation and restoration, public access to the waterfront and a mix of needed housing and commercial developments. The ultimate goal of this plan and subsequent redevelopment of Seabrook's waterfront is to bring new investment and revenue into the city, to attract new businesses and to improve infrastructure such as streets and utilities while retaining Seabrook's charm and qualities of southern coastal living.

This plan is not intended to be overly prescriptive in its recommendations, but rather to form a development framework within which the EDC II and City boards and commissions can operate in order to guide future public and private developments throughout the South Seabrook Marine District. In developing the recommendations in this plan, several key aspects that affect waterfront development were analyzed and addressed. These include:

- An economic market analysis that examined current local and regional levels of development, current fiscal conditions and future development potentials,
- Planning analysis of physical land-based conditions, current land uses, zoning and potential future development zones
- Coastal engineering analysis of waterfront conditions and parameters and regulations to be addressed during development efforts

Planning Area

The planning area of this study is illustrated in the aerial photograph on the opposite page and includes the major waterfront lands within the City of Seabrook. This area is served by two State highways, major collectors and a series of local streets. STH 146 serves as a major north-south route between Houston and Galveston and NASA Parkway serves as major east-west route linking Seabrook to Johnson Space Center, the western Clear Lake region and Interstate 45. Second Street, Todville Road, Repsdrorh Road and Meyer Road all serve as major collector streets that serve the areas within this study.

The study area has been divided into five character districts that align with both geographic and existing land uses as illustrated on the opposite page. These districts each have unique qualities related to their existing or potential land uses, their proximity to the waterfront or roadways and their zoning regulations. These character districts also offer the City the opportunity to focus targeted improvement efforts within individual districts and to follow guidelines or policies for each particular district.

The great majority of lands within the study area are at elevations that range from 2' to 10' above the water levels of Galveston Bay and Clear Lake. Most lands along the NASA Parkway corridor and lakefront are at a level of 5' or higher, but most of the lands that include Old Seabrook, Todville Road, the Point and the Marina District lie at elevations less than 5' above normal lake or bay levels. Shore edge conditions vary greatly throughout the study area. While many areas along Clear Lake and in the Marina district have been improved with vertical pile or riprap edgings, shorelines in Old Seabrook and along Todville Road very greatly from parcel to parcel and include a range of treatments including unimproved/unprotected edges, improved beaches, riprap and vertical edges.

Process

The Waterfront Development Study was initiated through the leadership of the EDC II during the Spring and Summer of 2005. Project kickoff meetings were held on August 11-13 2005 and were led by the design team of JIR and Development Strategies Inc. This round of meetings included a meeting with the EDC II to discuss project process and milestones as well as a brainstorming session to identify goals and objectives of the study and ideas of possible development patterns and land uses. The meeting was attended by approximately 130 residents. Individual meetings were also held with major land owners and stakeholders within the study area. These meetings helped to inform the project team of previous and ongoing development efforts and to discuss ideas for the future of the South Seabrook Marine District. This time was

also used by the design team for site tours and investigations from both the land and the water.

A second set of major project meetings was held from October 24-26, 2005. These meetings were held to discuss alternative concepts and character illustrations with the Working Committee, the EDC II, City Council and the public. Based on feedback received in these meetings a consensus alternative land use concept was developed for the study area.

After the development of refined character district concepts and recommendations, a final set of project meetings was held March 22-24, 2006. A joint meeting of the EDC II, Project Working Committee and City Council was held to review the draft study recommendations and to provide feedback on refinements to be made to the final recommendations and documentation.

Throughout the project process, teleconference meetings between the Project Working Committee, EDC II and the design team were held to provide updates on the project progress and to obtain feedback on recommendations.

Ongoing Projects

Throughout the development of this plan, several parallel projects were identified that would likely affect or be affected by this project. These projects include:

STH 146 reconstruction planning by TxDOT

Status: Early phases of planning to expand STH 146 at the time of this study with three alternatives being developed. For the alternatives and recommendations of this plan, the TxDOT road alignment alternative preferred by the City of Seabrook was used.

High rise residential development on Jennings Island

Status: Project was in the planning phase at the time of this study and this plan includes an approximation of site illustrations provided to the design team.

Mixed use development in Old Seabrook on the Upper Slough

Status: Project is in the planning phase at the time of this study and this plan includes an approximation of site plans provided to the design team.

Plan Principles and Highlights

Basic Principles for Waterfront Planning and Development in Seabrook

Early in the project, a set of principles was established to guide both this study process and its recommendations and to guide future development in the South Seabrook Marine District. These principles are as follow:

- *Build on Seabrook's Unique Character*
- *Achieve Sustainable Economic Development*
- *Emphasize Revenue-Producing or Federal/State Funded Public Projects*
- *Improve Seabrook's Infrastructure*
- *Enhance the Natural Environment*
- *Improve Seabrook's Image and Identity*
- *Improve Visual Quality and Promote Civic Pride*
- *Encourage and Maintain Water-Dependent Uses Along the Waterfront*
- *Create Corridors to Connect Districts, Recreational Amenities and Public Spaces*

Plan Horizon

Redevelopment of most areas within the South Seabrook Marine District will not happen as one wholesale change, but rather, as a series of incremental improvements over a period that will likely span several decades. Good, long-range planning studies will accommodate this process and stand the test of time when:

- Clearly stated principles help guide City leaders in evaluating a wide range of future development proposals,
- Recommendations include short, medium and long-term improvement and implementation recommendations,
- Recommendations are not overly prescriptive and retain a degree of flexibility that allows for change,
- An implementation plan identifies not only projects, but interim tasks and responsible organizations or project champions.

Plan Highlights

Major recommendation headings for each district include the following. Detailed recommendations are included within each district's document pages.

Old Seabrook

- Enhance Old Seabrook's park and open space infrastructure
- Create a more walkable and pedestrian friendly Old Seabrook
- Develop a mixed use core within Old Seabrook that encourages a mixture of retail, professional office and residential uses.
- Preserve areas of low density residences in Old Seabrook
- Concentrate higher density commercial uses along STH 146
- Create a civic campus for governmental and community services

Todville Road

- Improve the roadway infrastructure to incorporate a multi-use trail along its full length
- Provide a public overlook access point at the termination of Second Street

The Point

- Develop a central green space around which commercial activity can thrive.
- Provide uninterrupted public access to the waterfront perimeter of the Point.
- Create a habitat and recreation island that offers the Point and lower Todville Road protection from storm events.
- Connect the Point to the Marina District and Old Seabrook via pedestrian and multi-use trails.
- Expand Seabrook's marina facilities including both resident and transient dockage.
- Enhance Walkability
- Develop the Point as a mixed-use development.
- Maintain the Fishing Fleet as a vital asset to the community.

Marina District

- Maintain marina services as the dominant land use in this district with limited infill of residential and commercial development.
- Promote streetscape upgrades and a multi-use path connection to the Point

NASA Parkway

- Enhance the entire NASA Parkway corridor through streetscape enhancements and intersection improvements.
- Pursue the development of a high quality retail development south of NASA Parkway and adjacent to STH 146.

Potential Fiscal Benefits from New Development

Projected Scale of Future Development

Market analysis and land capacity analysis indicate that the South Seabrook Marine District could support new and replacement real estate development over the next ten years in the amounts shown on the accompanying table.

- There could be an additional 690 housing units of various types, but mostly likely in multi-family (condominium and apartment) formats and as townhouses. NASA Parkway and the Marina District would be the focus of housing growth, almost certainly in higher density formats. Upper Todville Road and Old Seabrook would most likely attract custom-built single family homes. Only The Point would exclude housing.
- There could be just over one million square feet of additional retail space, most of it in the NASA Parkway corridor, especially at the intersection of NASA Parkway and Highway 146 where the NASA Parkway corridor abuts the Marina District. But The Point can also support a large amount of retail space—including restaurants and fish markets—to accommodate the tourism and specialty shopping market. Old Seabrook's growth is anticipated to favor small specialty shops and restaurants in character with the slower pace of retailing there.
- The NASA Parkway corridor is also a favored location for office space and office parks that are consistent with similar developments along the length of NASA Parkway from I-45 to Seabrook. The corridor within Seabrook is projected to absorb about 300,000 square feet over the coming decade. The rest of the study area would not likely attract significant amounts of office development.

Some of this development will be "net new" additions to the built environment of Seabrook. Some, on the other hand, will certainly replace obsolete structures. While it is almost impossible to determine specific

Sector	Residential Units	Retail Square Feet	Office Square Feet
NASA Parkway	320	600,000	300,000
The Point	-	425,000	-
Old Seabrook	25	17,000	-
Upper Todville Road	25	-	-
Marina District	320	-	-
TOTAL	690	1,042,000	300,000

properties that would be replaced by newer development, and therefore almost impossible to determine the net change in housing and floor area, it is clear that Seabrook's emergence as a tourism, employment, and shopping destination will put pressure on some existing development to be replaced.

FISCAL BENEFIT FROM PROJECTED DEVELOPMENT

The creation and replacement of real estate development in the South Seabrook Marine District creates opportunities for increases in property values and taxable sales, among other improvements in the local tax base. The following analysis focuses on potential enhancements in the property tax and the sales tax.

Ad valorem real estate taxes make up about 45% of Seabrook's city revenues and sales taxes make up about 20%. These are the two "big" sources of revenue. Using the latest data obtained from Seabrook, the 2005-06 city budget anticipated that almost \$2.7 million would be obtained from the property tax while almost \$1.2 million would come from sales taxes. The total projected budget is \$5.7 million for that fiscal year.

To project the impact of the projected development on these two tax sources, we simply assume a "straight-line" forecast over ten years for each of the major development categories (residential, retail, office). That is, one-tenth of the projected development would take place each year. To this development are applied key value and sales assumptions, all excluding effects of inflation (that is, all stated in 2006 dollars). All of these assumptions are subject to change pending review by Seabrook officials and others.

1. The average market value of new residential units in the NASA Parkway and Old Seabrook sectors would be \$250,000. The average value along Upper Todville Road, however, would be \$400,000, and the Marina District average would be \$375,000. The blended average for all 690 units would be \$313,400.
2. The average market value of retail and office property would be \$120 per square foot regardless of location.
3. Retail sales would average \$275 per square foot in the NASA Parkway corridor and on The Point. The average would be \$225 per square foot in Old Seabrook. At full build-out, the weighted average would be \$274 per square foot.
4. Tax rates applied to these base numbers just for the city of Seabrook are:

- a. 60.8¢ per \$100 of taxable real estate value (includes both general fund and debt service fund).
- b. 1.00% of retail sales.

Total taxes generated would be more than these rates imply because of other taxing jurisdictions, such as the state, the county, and so forth. These rates apply only to the city of Seabrook.

1. Taxable values for residential units are reduced 20% from market value for homestead exemptions

After ten years, or full build-out of the projected development:

- Market real estate values for the projected development would total almost \$377.3 million (in 2006 dollars).
- Taxable real estate values would be \$334.0 million after the residential homestead reduction.
- Since most, if not all, of projected development will take place on existing property that is already subject to ad valorem taxes, the \$334.0 million is reduced by another 30% to determine "net new" potential tax revenues after ten years.
- Total retail sales from the new development would be \$285.7 million on an annual basis (again in 2006 dollars).
- Taxable retail sales are assumed to be 85% of this amount, or \$242.8 million, to adjust for tax-exempt sales.

These projections lead to the following potential tax revenues for the city of Seabrook emanating from the projected development of the South Seabrook Marine District alone after ten years of growth:

- \$1.42 million per year in ad valorem taxes per year.
- \$2.43 million in sales taxes per year.

Based on the most recent budget data for the city of Seabrook, ad valorem tax revenues in 2006 dollars are about \$2.7 million per year while sales tax revenues are about \$1.2 million per year. Projected development as suggested for the South Seabrook Marine District could, therefore, add about 50 percent more in property tax revenues per year (after ten years) and about 100 percent more in sales tax revenues. These totals are shown on the last page of this report. The five pages prior to that show the tax base estimates for each of the five character districts within the South Seabrook Marine District.

Tax Projections Seabrook Old Seabrook

		2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
AD VALOREM PROPERTY TAXES											
Residential											
New housing units	25										
Average value home	\$ 250,000										
Total residential value		\$ 625,000	\$ 1,250,000	\$ 1,875,000	\$ 2,500,000	\$ 3,125,000	\$ 3,750,000	\$ 4,375,000	\$ 5,000,000	\$ 5,625,000	\$ 6,250,000
Homestead Reduction	20%										
Total taxable value		\$ 500,000	\$ 1,000,000	\$ 1,500,000	\$ 2,000,000	\$ 2,500,000	\$ 3,000,000	\$ 3,500,000	\$ 4,000,000	\$ 4,500,000	\$ 5,000,000
Retail											
New retail square feet	17,000										
Average value per SF	\$ 120										
Total retail value		\$ 2,040,000	\$ 4,080,000	\$ 6,120,000	\$ 8,160,000	\$ 1,020,000	\$ 1,224,000	\$ 1,428,000	\$ 1,632,000	\$ 1,836,000	\$ 2,040,000
Office											
New office in square feet											
Average value per SF	\$ 120										
Total office value		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total market value		\$ 829,000	\$ 1,658,000	\$ 2,487,000	\$ 3,316,000	\$ 4,145,000	\$ 4,974,000	\$ 5,803,000	\$ 6,632,000	\$ 7,461,000	\$ 8,290,000
Total taxable value		\$ 704,000	\$ 1,408,000	\$ 2,112,000	\$ 2,816,000	\$ 3,520,000	\$ 4,224,000	\$ 4,928,000	\$ 5,632,000	\$ 6,336,000	\$ 7,040,000
City property tax rate	0.608236%										
Total property taxes		\$ 4,300	\$ 8,600	\$ 12,900	\$ 17,100	\$ 21,400	\$ 25,700	\$ 30,000	\$ 34,300	\$ 38,600	\$ 42,800
Reduction for existing taxes	30%										
Net new property taxes		\$ 3,000	\$ 6,000	\$ 9,000	\$ 12,000	\$ 15,000	\$ 18,000	\$ 21,000	\$ 24,000	\$ 27,000	\$ 30,000
Sales Tax											
Retail space in square feet	17,000										
Sales per square foot	\$ 225										
Total sales		\$ 3,825,000	\$ 7,650,000	\$ 11,475,000	\$ 15,300,000	\$ 19,125,000	\$ 22,950,000	\$ 26,775,000	\$ 30,600,000	\$ 34,425,000	\$ 38,250,000
Tax Exempt Sales	15%										
Taxable Sales	85%	\$ 3,251,250	\$ 6,502,500	\$ 9,753,750	\$ 13,005,000	\$ 16,256,250	\$ 19,507,500	\$ 22,758,750	\$ 26,010,000	\$ 29,261,250	\$ 32,512,500
City sales tax rate	1.00%										
Sales taxes		\$ 3,300	\$ 6,600	\$ 9,900	\$ 13,200	\$ 16,500	\$ 19,800	\$ 23,100	\$ 26,400	\$ 29,700	\$ 33,000
Total taxes generated		\$ 7,600	\$ 15,100	\$ 22,600	\$ 30,100	\$ 37,700	\$ 45,200	\$ 52,800	\$ 60,300	\$ 67,800	\$ 75,300

Tax Projections Seabrook

Upper Todville Road District

AD VALOREM PROPERTY TAXES

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Residential										
New housing units	25	3	5	8	10	13	15	18	20	23
Average value home	\$ 400,000									
Total residential value	\$ 1,000,000	\$ 2,000,000	\$ 3,000,000	\$ 4,000,000	\$ 5,000,000	\$ 6,000,000	\$ 7,000,000	\$ 8,000,000	\$ 9,000,000	\$ 10,000,000
Homestead Reduction	20%									
Total taxable value	\$ 800,000	\$ 1,600,000	\$ 2,400,000	\$ 3,200,000	\$ 4,000,000	\$ 4,800,000	\$ 5,600,000	\$ 6,400,000	\$ 7,200,000	\$ 8,000,000
Retail										
New retail square feet	-	-	-	-	-	-	-	-	-	-
Average value per SF	\$ 120									
Total retail value	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Office										
New office in square feet	-	-	-	-	-	-	-	-	-	-
Average value per SF	\$ 120									
Total office value	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Summary										
Total market value	\$ 1,000,000	\$ 2,000,000	\$ 3,000,000	\$ 4,000,000	\$ 5,000,000	\$ 6,000,000	\$ 7,000,000	\$ 8,000,000	\$ 9,000,000	\$ 10,000,000
Total taxable value	\$ 800,000	\$ 1,600,000	\$ 2,400,000	\$ 3,200,000	\$ 4,000,000	\$ 4,800,000	\$ 5,600,000	\$ 6,400,000	\$ 7,200,000	\$ 8,000,000
City property tax rate	0.608236%									
Total property taxes	\$ 4,900	\$ 9,700	\$ 14,600	\$ 19,500	\$ 24,300	\$ 29,200	\$ 34,100	\$ 38,900	\$ 43,800	\$ 48,700
Reduction for existing taxes	30%									
Net new property taxes	\$ 3,400	\$ 6,800	\$ 10,200	\$ 13,700	\$ 17,000	\$ 20,400	\$ 23,900	\$ 27,200	\$ 30,700	\$ 34,100
Sales Tax										
Retail space in square feet	-	-	-	-	-	-	-	-	-	-
Sales per square foot	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total sales	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Tax Exempt Sales	15%									
Taxable Sales	85%									
City sales tax rate	1.00%									
Sales taxes	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total taxes generated	\$ 4,900	\$ 9,700	\$ 14,600	\$ 19,500	\$ 24,300	\$ 29,200	\$ 34,100	\$ 38,900	\$ 43,800	\$ 48,700

Tax Projections Seabrook The Point

AD VALOREM PROPERTY TAXES

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Residential										
New housing units	-	-	-	-	-	-	-	-	-	-
Average value home	\$ 200,000	-	-	-	-	-	-	-	-	-
Total residential value	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Homesite Reduction	20%	-	-	-	-	-	-	-	-	-
Total taxable value	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Retail										
New retail square feet	425,000	85,000	127,500	170,000	212,500	255,000	297,500	340,000	382,500	425,000
Average value per SF	\$ 120	\$ 120	\$ 120	\$ 120	\$ 120	\$ 120	\$ 120	\$ 120	\$ 120	\$ 120
Total retail value	\$ 51,000,000	\$ 10,200,000	\$ 15,300,000	\$ 20,400,000	\$ 25,500,000	\$ 30,600,000	\$ 35,700,000	\$ 40,800,000	\$ 45,900,000	\$ 51,000,000
Office										
New office in square feet	-	-	-	-	-	-	-	-	-	-
Average value per SF	\$ 120	\$ 120	\$ 120	\$ 120	\$ 120	\$ 120	\$ 120	\$ 120	\$ 120	\$ 120
Total office value	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total										
Total market value	\$ 51,000,000	\$ 10,200,000	\$ 15,300,000	\$ 20,400,000	\$ 25,500,000	\$ 30,600,000	\$ 35,700,000	\$ 40,800,000	\$ 45,900,000	\$ 51,000,000
Total taxable value	\$ 51,000,000	\$ 10,200,000	\$ 15,300,000	\$ 20,400,000	\$ 25,500,000	\$ 30,600,000	\$ 35,700,000	\$ 40,800,000	\$ 45,900,000	\$ 51,000,000
City property tax rate	0.608236%	-	-	-	-	-	-	-	-	-
Total property taxes	\$ 31,000	\$ 62,000	\$ 93,100	\$ 124,100	\$ 155,100	\$ 186,100	\$ 217,100	\$ 248,200	\$ 279,200	\$ 310,200
Reduction for existing taxes	30%	-	-	-	-	-	-	-	-	-
Net new property taxes	\$ 21,700	\$ 43,400	\$ 65,200	\$ 86,900	\$ 108,600	\$ 130,300	\$ 152,000	\$ 173,700	\$ 195,400	\$ 217,100
Sales Tax										
Retail space in square feet	425,000	85,000	127,500	170,000	212,500	255,000	297,500	340,000	382,500	425,000
Sales per square foot	\$ 275	\$ 275	\$ 275	\$ 275	\$ 275	\$ 275	\$ 275	\$ 275	\$ 275	\$ 275
Total sales	\$ 11,688,000	\$ 23,375,000	\$ 35,063,000	\$ 46,750,000	\$ 58,438,000	\$ 70,125,000	\$ 81,813,000	\$ 93,500,000	\$ 105,188,000	\$ 116,875,000
Tax Exempt Sales	15%	-	-	-	-	-	-	-	-	-
Taxable Sales	\$ 9,934,800	\$ 19,869,600	\$ 29,804,400	\$ 39,737,500	\$ 49,672,300	\$ 59,606,300	\$ 69,541,100	\$ 79,475,000	\$ 89,409,800	\$ 99,343,800
City sales tax rate	1.00%	-	-	-	-	-	-	-	-	-
Sales taxes	\$ 99,300	\$ 198,700	\$ 298,000	\$ 397,400	\$ 496,700	\$ 596,100	\$ 695,400	\$ 794,800	\$ 894,100	\$ 993,400
Total taxes generated	\$ 130,300	\$ 260,700	\$ 391,100	\$ 521,500	\$ 651,800	\$ 782,200	\$ 912,500	\$ 1,043,000	\$ 1,173,300	\$ 1,303,600

**Tax Projections Seabrook
Marina District**

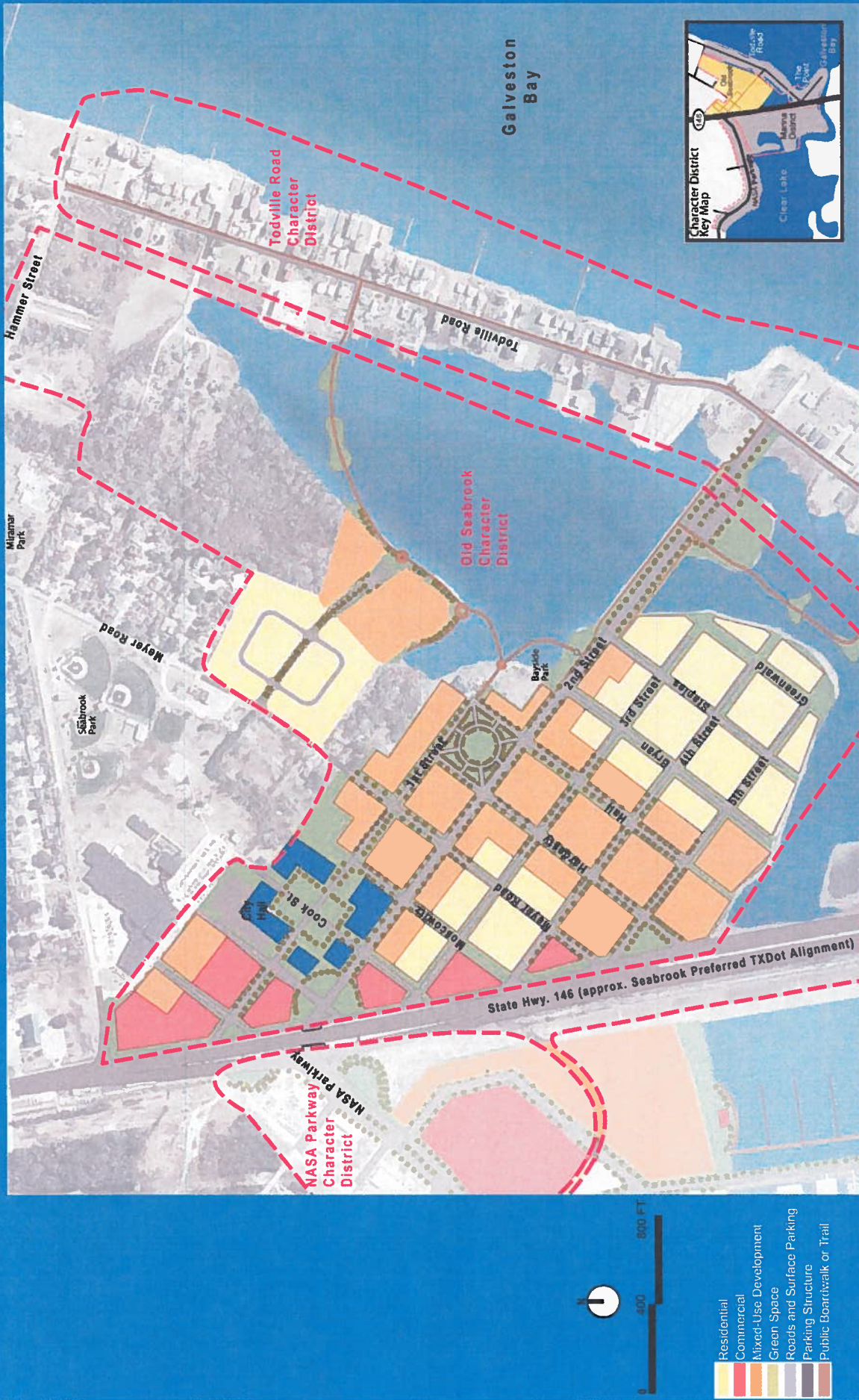
	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
AD VALOREM PROPERTY TAXES										
Residential										
New housing units	320	32	64	96	128	160	192	224	256	320
Average value home	\$ 375,000									
Total residential value	\$ 12,000,000	\$ 24,000,000	\$ 36,000,000	\$ 48,000,000	\$ 60,000,000	\$ 72,000,000	\$ 84,000,000	\$ 96,000,000	\$ 108,000,000	\$ 120,000,000
Homestead Reduction	20%									
Total taxable value	\$ 9,600,000	\$ 19,200,000	\$ 28,800,000	\$ 38,400,000	\$ 48,000,000	\$ 57,600,000	\$ 67,200,000	\$ 76,800,000	\$ 86,400,000	\$ 96,000,000
Retail										
New retail square feet	-	-	-	-	-	-	-	-	-	-
Average value per SF	\$ 120									
Total retail value	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Office										
New office in square feet	-	-	-	-	-	-	-	-	-	-
Average value per SF	\$ 120									
Total office value	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total										
Total market value	\$ 12,000,000	\$ 24,000,000	\$ 36,000,000	\$ 48,000,000	\$ 60,000,000	\$ 72,000,000	\$ 84,000,000	\$ 96,000,000	\$ 108,000,000	\$ 120,000,000
Total taxable value	\$ 9,600,000	\$ 19,200,000	\$ 28,800,000	\$ 38,400,000	\$ 48,000,000	\$ 57,600,000	\$ 67,200,000	\$ 76,800,000	\$ 86,400,000	\$ 96,000,000
City property tax rate	0.608236%									
Total property taxes	\$ 58,400	\$ 116,800	\$ 175,200	\$ 233,600	\$ 292,000	\$ 350,300	\$ 408,700	\$ 467,100	\$ 525,500	\$ 583,900
Reduction for existing taxes	30%									
Net new property taxes	\$ 40,900	\$ 81,800	\$ 122,600	\$ 163,500	\$ 204,400	\$ 245,200	\$ 286,100	\$ 327,000	\$ 367,900	\$ 408,700
Sales Tax										
Retail space in square feet	-	-	-	-	-	-	-	-	-	-
Sales per square foot	\$ 275									
Total sales	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Tax Exempt Sales	15%									
Taxable Sales	85%									
City sales tax rate	1.00%									
Sales taxes	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total taxes generated	\$ 58,400	\$ 116,800	\$ 175,200	\$ 233,600	\$ 292,000	\$ 350,300	\$ 408,700	\$ 467,100	\$ 525,500	\$ 583,900

**Tax Projections Seabrook
NASA Parkway District**

		2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
AD VALOREM PROPERTY TAXES											
Residential											
New housing units	320										
Average value home	\$ 250,000										
Total residential value		\$ 8,000,000	\$ 16,000,000	\$ 24,000,000	\$ 32,000,000	\$ 40,000,000	\$ 48,000,000	\$ 56,000,000	\$ 64,000,000	\$ 72,000,000	\$ 80,000,000
Homestead Reduction	20%										
Total taxable value		\$ 6,400,000	\$ 12,800,000	\$ 19,200,000	\$ 25,600,000	\$ 32,000,000	\$ 38,400,000	\$ 44,800,000	\$ 51,200,000	\$ 57,600,000	\$ 64,000,000
Retail											
New retail square feet	600,000										
Average value per SF	\$ 120										
Total retail value		\$ 72,000,000	\$ 14,400,000	\$ 21,600,000	\$ 28,800,000	\$ 36,000,000	\$ 43,200,000	\$ 50,400,000	\$ 57,600,000	\$ 64,800,000	\$ 72,000,000
Office											
New office in square feet	300,000										
Average value per SF	\$ 120										
Total office value		\$ 3,600,000	\$ 7,200,000	\$ 10,800,000	\$ 14,400,000	\$ 18,000,000	\$ 21,600,000	\$ 25,200,000	\$ 28,800,000	\$ 32,400,000	\$ 36,000,000
Total market value		\$ 18,800,000	\$ 37,600,000	\$ 56,400,000	\$ 75,200,000	\$ 94,000,000	\$ 112,800,000	\$ 131,600,000	\$ 150,400,000	\$ 169,200,000	\$ 188,000,000
Total taxable value		\$ 17,200,000	\$ 34,400,000	\$ 51,600,000	\$ 68,800,000	\$ 86,000,000	\$ 103,200,000	\$ 120,400,000	\$ 137,600,000	\$ 154,800,000	\$ 172,000,000
City property tax rate	0.603236%										
Total property taxes		\$ 104,600	\$ 209,200	\$ 313,800	\$ 418,500	\$ 523,100	\$ 627,700	\$ 732,300	\$ 836,900	\$ 941,500	\$ 1,046,200
Reduction for existing taxes	30%										
Net new property taxes		\$ 73,200	\$ 146,400	\$ 219,700	\$ 293,000	\$ 366,200	\$ 439,400	\$ 512,600	\$ 585,800	\$ 659,100	\$ 732,300
SALES TAXES											
Retail space in square feet	600,000										
Sales per square foot	\$ 275										
Total sales		\$ 16,500,000	\$ 33,000,000	\$ 49,500,000	\$ 66,000,000	\$ 82,500,000	\$ 99,000,000	\$ 115,500,000	\$ 132,000,000	\$ 148,500,000	\$ 165,000,000
Tax Exempt Sales	15%										
Taxable Sales	85%	\$ 14,025,000	\$ 28,050,000	\$ 42,075,000	\$ 56,100,000	\$ 70,125,000	\$ 84,150,000	\$ 98,175,000	\$ 112,200,000	\$ 126,225,000	\$ 140,250,000
City sales tax rate	1.00%										
Sales taxes		\$ 140,300	\$ 280,500	\$ 420,800	\$ 561,000	\$ 701,300	\$ 841,500	\$ 981,800	\$ 1,122,000	\$ 1,262,300	\$ 1,402,500
Total taxes generated		\$ 244,900	\$ 489,700	\$ 734,600	\$ 979,500	\$ 1,224,400	\$ 1,469,200	\$ 1,714,100	\$ 1,959,900	\$ 2,205,800	\$ 2,446,700

**Tax Projections Seabrook
Total South Marine District**

		2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
AD VALOREM PROPERTY TAXES											
Residential											
New housing units	690	69	138	207	276	345	414	483	552	621	690
Average value home	\$ 313,400										
Total residential value		\$ 21,625,000	\$ 43,250,000	\$ 64,875,000	\$ 86,500,000	\$ 108,125,000	\$ 129,750,000	\$ 151,375,000	\$ 173,000,000	\$ 194,625,000	\$ 216,250,000
Homestead Reduction	20%										
Total taxable value		\$ 17,300,000	\$ 34,600,000	\$ 51,900,000	\$ 69,200,000	\$ 86,500,000	\$ 103,800,000	\$ 121,100,000	\$ 138,400,000	\$ 155,700,000	\$ 173,000,000
Retail											
New retail square feet	1,042,000	104,200	208,400	312,600	416,800	521,000	625,200	729,400	833,600	937,800	1,042,000
Average value per SF	\$ 120										
Total retail value		\$ 12,504,000	\$ 25,008,000	\$ 37,512,000	\$ 50,016,000	\$ 62,520,000	\$ 75,024,000	\$ 87,528,000	\$ 100,032,000	\$ 112,536,000	\$ 125,040,000
Office											
New office in square feet	300,000	30,000	60,000	90,000	120,000	150,000	180,000	210,000	240,000	270,000	300,000
Average value per SF	\$ 120										
Total office value		\$ 3,600,000	\$ 7,200,000	\$ 10,800,000	\$ 14,400,000	\$ 18,000,000	\$ 21,600,000	\$ 25,200,000	\$ 28,800,000	\$ 32,400,000	\$ 36,000,000
Total market value		\$ 37,729,000	\$ 75,458,000	\$ 113,187,000	\$ 150,916,000	\$ 188,645,000	\$ 226,374,000	\$ 264,103,000	\$ 301,832,000	\$ 339,561,000	\$ 377,290,000
Total taxable value		\$ 33,404,000	\$ 66,808,000	\$ 100,212,000	\$ 133,616,000	\$ 167,020,000	\$ 200,424,000	\$ 233,828,000	\$ 267,232,000	\$ 300,636,000	\$ 334,040,000
City property tax rate	0.608236%										
Total property taxes		\$ 203,200	\$ 406,300	\$ 609,500	\$ 812,800	\$ 1,015,900	\$ 1,218,000	\$ 1,422,200	\$ 1,625,400	\$ 1,828,500	\$ 2,031,800
Reduction for existing taxes	30%										
Net new property taxes		\$ 142,200	\$ 284,400	\$ 428,700	\$ 569,100	\$ 711,200	\$ 853,300	\$ 995,600	\$ 1,137,700	\$ 1,280,100	\$ 1,422,200
Sales Tax											
Retail space in square feet	1,042,000	104,200	208,400	312,600	416,800	521,000	625,200	729,400	833,600	937,800	1,042,000
Sales per square foot	\$ 274										
Total sales		\$ 28,571,000	\$ 57,140,000	\$ 85,711,000	\$ 114,280,000	\$ 142,851,000	\$ 171,420,000	\$ 199,991,000	\$ 228,560,000	\$ 257,131,000	\$ 285,700,000
Tax Exempt Sales	15%										
Taxable Sales		\$ 24,285,400	\$ 48,569,100	\$ 72,864,400	\$ 97,138,000	\$ 121,423,400	\$ 145,707,100	\$ 169,992,400	\$ 194,276,000	\$ 218,561,400	\$ 242,845,100
City sales tax rate	85%										
Sales taxes	1.00%	\$ 242,900	\$ 485,700	\$ 728,600	\$ 971,400	\$ 1,214,300	\$ 1,457,100	\$ 1,700,000	\$ 1,942,800	\$ 2,185,700	\$ 2,428,400
Total taxes generated		\$ 242,900	\$ 485,700	\$ 728,600	\$ 971,400	\$ 1,214,300	\$ 1,457,100	\$ 1,700,000	\$ 1,942,800	\$ 2,185,700	\$ 2,428,400



Old Seabrook

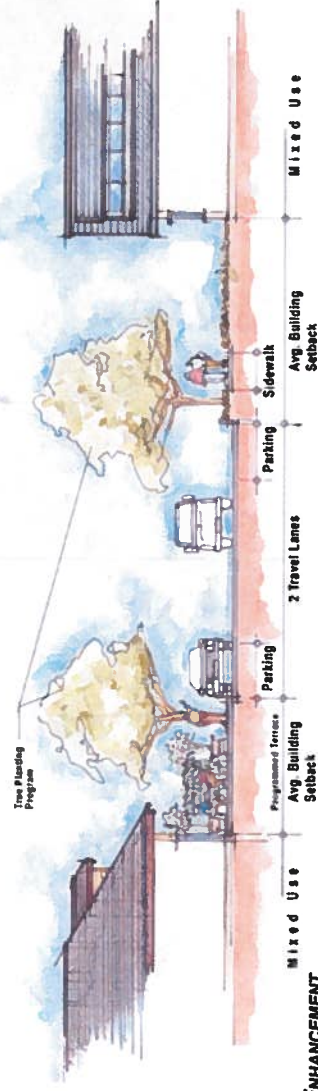
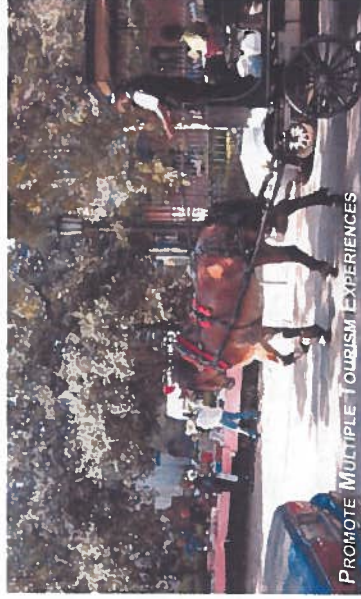
The area known as Old Seabrook lies east of STH 146 and includes the lands bordering the west side of the upper and lower sloughs. Second Street serves as this district's primary thoroughfare providing access and opportunities for the greatest visibility and identity. The small-scaled blocks, narrow tree-covered road sections and unique combination of civic, commercial and residential uses in this area create an environment that is reminiscent of a small town center. This small town feel should be retained as Seabrook's waterfront areas continue to be developed and renovated. Careful attention should be paid to ensure that future developments respect the human-scaled environment of Old Seabrook. The recommendations for this district are intended to accentuate the walkability of the area and to cluster development in order to bring an even better cohesiveness to Old Seabrook. These recommendations include:

ENHANCE OLD SEABROOK'S PARK AND OPEN SPACE INFRASTRUCTURE

- Create a signature civic square along Second Street that serves as a central gathering place and a hub around which commercial activity can be developed.
- Create a memorable entry to Old Seabrook at the intersection of Second Street, NASA Parkway and STH 146 by creating a cohesive set of parcel-corner greenspaces that serve as a memorable gateway to Old Seabrook and include wayfinding, public art and entry signage.
- Develop boardwalks and habitat viewing trails that connect Old Seabrook to Todville Road and the Point and that cross the Seabrook sloughs via a series of habitat islands.

CREATE A MORE WALKABLE AND PEDESTRIAN FRIENDLY OLD SEABROOK

- Provide sidewalks on both sides of Second Street and along both Hardesty and Hall streets.
- Implement a street tree planting program throughout the district to augment existing street trees.
- Include public access boardwalks and overlooks as a part of mixed use waterfront developments that border the Seabrook sloughs
- Enhance the shoreline along Second Street between the sloughs with additional pedestrian amenities.



SECOND STREET ENHANCEMENT

DEVELOP A MIXED USE CORE WITHIN OLD SEABROOK THAT ENCOURAGES A MIXTURE OF RETAIL, PROFESSIONAL OFFICE AND RESIDENTIAL USES.

- The Second Street corridor should be developed as a walkable destination with a mixture of primarily small retail, professional office and lodging establishments. Care should be taken to design infill developments and renovations to maintain structures at the street frontage and to locate parking areas, where needed, in the rear or along the sides of buildings. Outdoor dining areas are encouraged to be developed as a part of restaurant or café developments.

PRESERVE AREAS OF LOW DENSITY RESIDENCES IN OLD SEABROOK

- An important part of Old Seabrook's image is its many quiet streets and quaint homes that evoke the image of southern coastal living. This residential pattern should be maintained through preservation of existing signature homes and careful redevelopment throughout Old Seabrook that honors the scale, choice of materials and detailing found among many of the structures in Old Seabrook.

CONCENTRATE HIGHER DENSITY COMMERCIAL USES ALONG STH 146

- High density commercial development, while not recommended in the interior portions of Old Seabrook or along the Second Street corridor, can take advantage of the roadway frontage along STH 146. With reconstruction to STH 146 currently being planned by TxDOT, infill of these parcels should be undertaken after roadway improvements are finalized.



PRESERVE AND EXPAND OPEN GREEN SPACES

CREATE A CIVIC CAMPUS FOR GOVERNMENTAL AND SERVICES

- To take advantage of the existing cluster of civic buildings in Old Seabrook that includes City Hall the Meeting House and the Post Office, new civic buildings that are needed should be sited in this area. Any additions and remodeling of the Post Office should rethink the parking and building entry and how those elements relate to Second Street.



NATURALIZED EDGES AS AMENITY



INTERNAL COURTS CREATE UNIQUE SPACES



EMPHASIZE OLD SEABROOK'S UNIQUE SHOPS



BUILD UPON EXISTING ARCHITECTURAL CHARACTER



PRESERVE QUIET RESIDENTIAL AREAS

Old Seabrook



A PLACE TO RELAX



A CIVIC PLACE TO GATHER



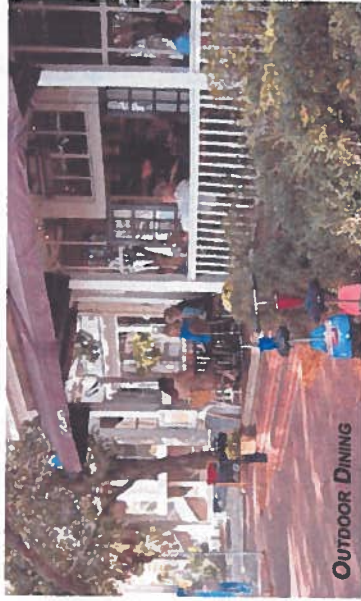
ACCESS TO THE SLOUGHS



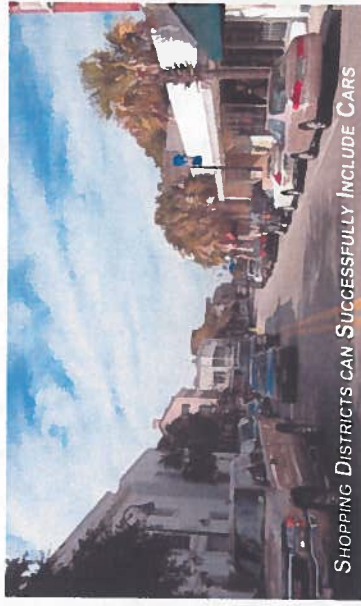
WAYFINDING



CREATE NESTING PLACES



OUTDOOR DINING



SHOPPING DISTRICTS CAN SUCCESSFULLY INCLUDE CARS



BOARDWALKS



CREATE ACCESS TO VIEW WETLAND HABITATS



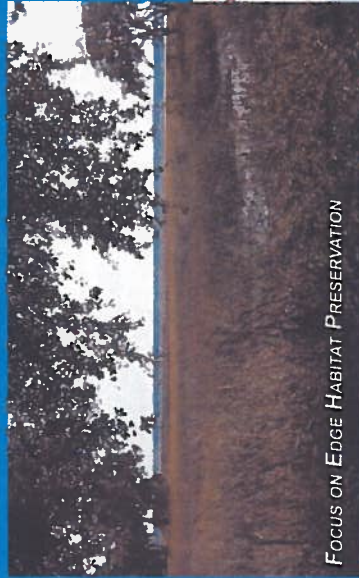
ENCOURAGE DISTINCTIVE HIGH-QUALITY ARCHITECTURE



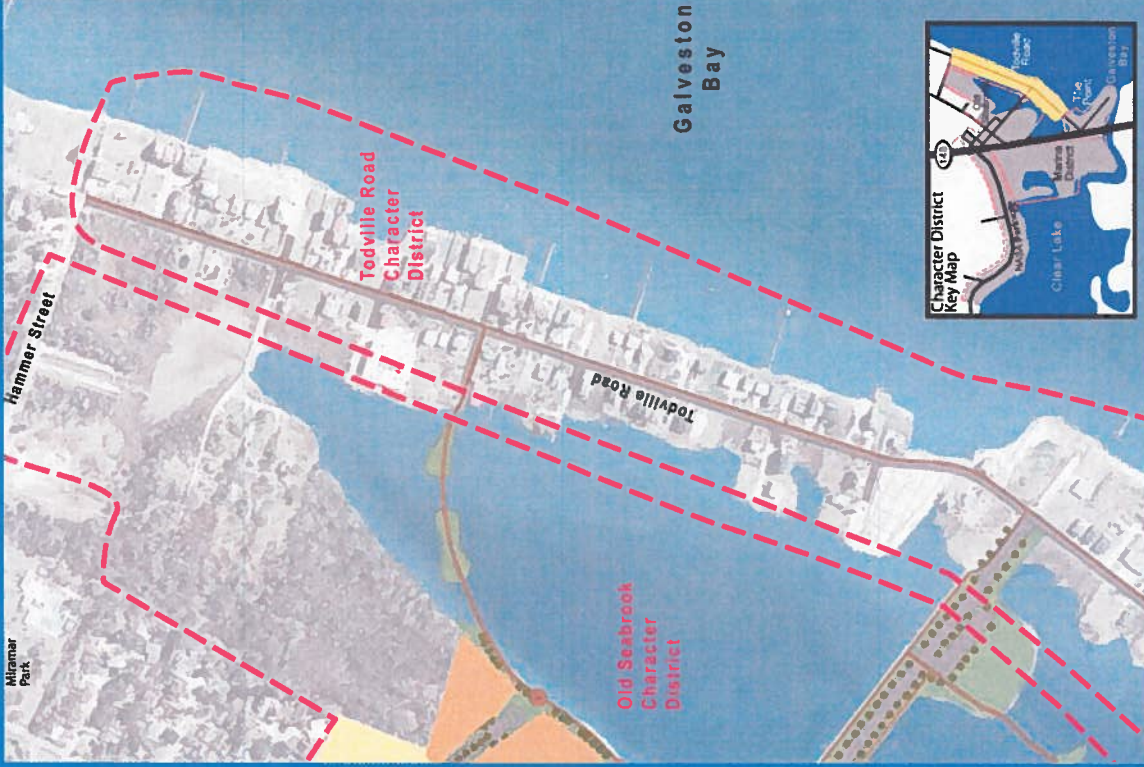
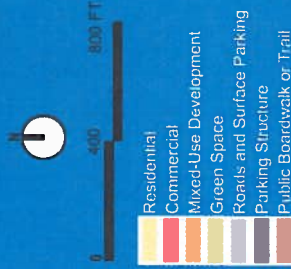
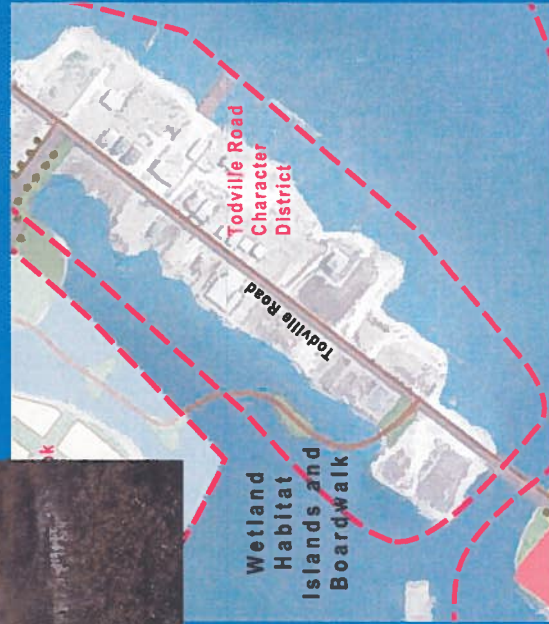
PUBLIC ACCESS OVERLOOK



INCORPORATE MULTI-USE TRAILS



FOCUS ON EDGE HABITAT PRESERVATION



Todville Road

This study includes the section of Todville Road that stretches from Hammer Street to the north down to Waterfront Street on the Point. Areas north of Second Street are typically known as "Upper" Todville Road, while areas from Second Street to the Point are referred to as "Lower" Todville Road. This corridor is bounded by the upper and lower Seabrook Sloughs to the west and Galveston Bay to the east, creating a narrow strip of land that is in most areas, only two parcels wide. Recommendations for the Todville Road character district include:

RETAIN TODVILLE ROAD'S PRIMARY FUNCTION AS A HIGH-QUALITY SINGLE FAMILY RESIDENTIAL DISTRICT.

IMPROVE THE ROADWAY INFRASTRUCTURE TO INCORPORATE A MULTI-USE TRAIL ALONG ITS FULL LENGTH

- A 10' wide paved multi-use trail is recommended along the east side of the roadway within the current Right of Way. This trail can provide linkages to wetland boardwalk trails in the upper and lower sloughs and to both Old Seabrook and the Point.
- Improvements to the roadway should include moving existing overhead utilities to underground and incorporation of storm sewers under or adjacent to the multi-use trail.

PROVIDE A PUBLIC OVERLOOK ACCESS POINT AT THE TERMINATION OF SECOND STREET

- A projecting breakwater structure will be required to control sand and sediment transport down the Todville Road shoreline through littoral drift. This structure should be constructed in conjunction with a proposed island near the point.

- A public overlook should be incorporated into this structure as both a terminating focal point along Second Street and as a point of public access on Galveston Bay. This feature should tie into the multi-use and boardwalk trail system proposed and could include interpretive elements that highlight Galveston Bay.



PUBLIC ACCESS OVERLOOK



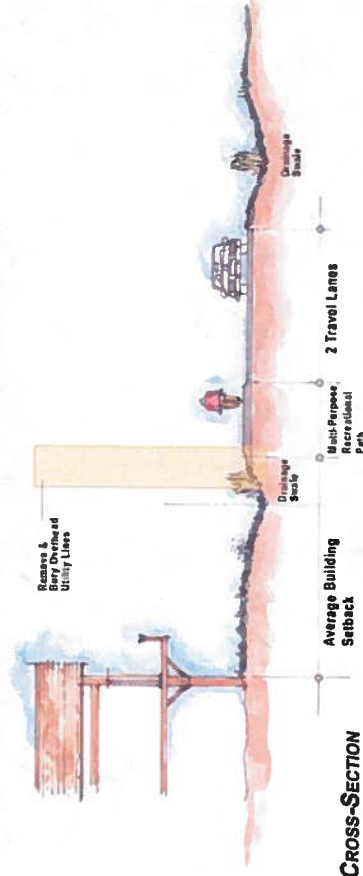
PROMOTE EXISTING ARCHITECTURAL CHARACTER



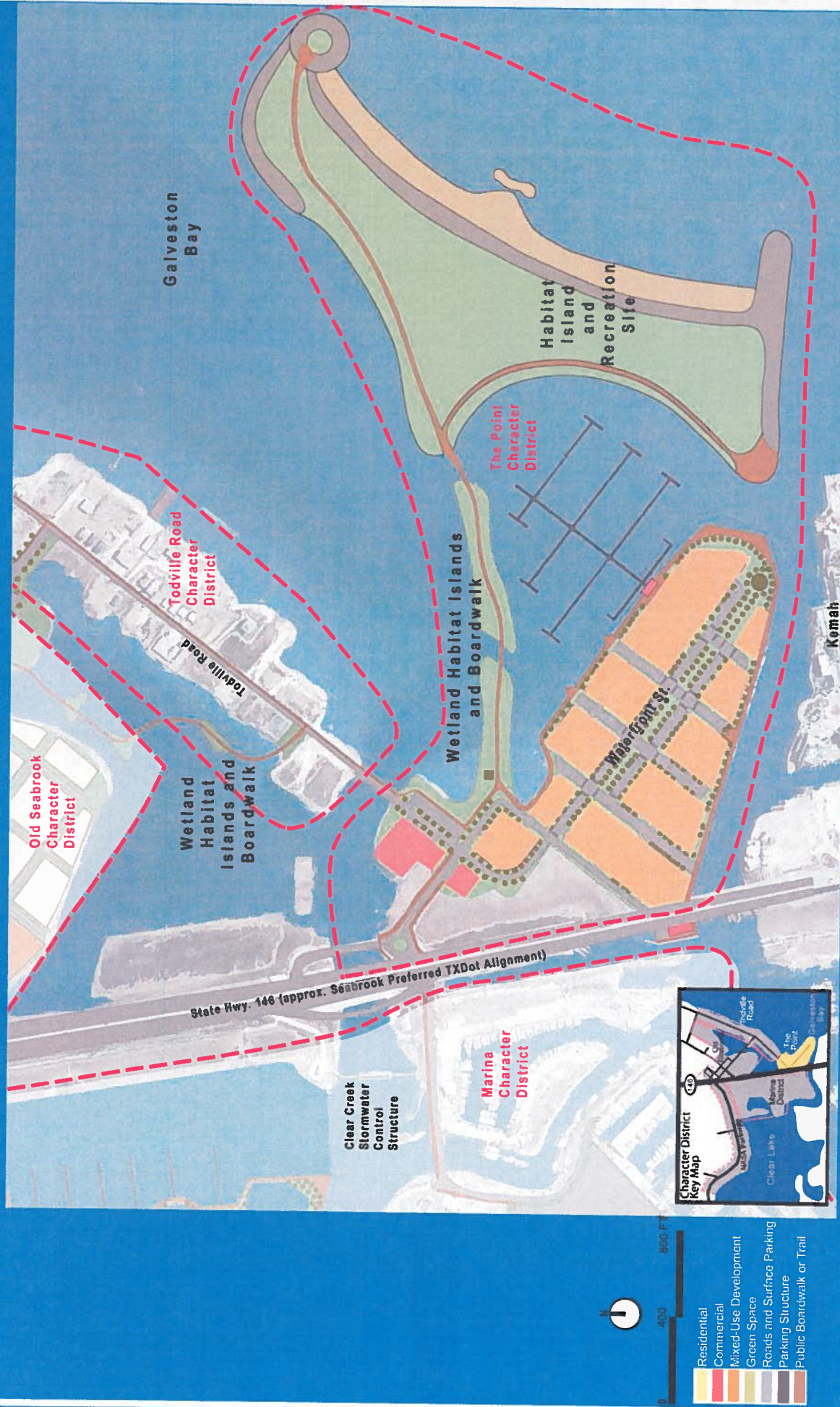
PROVIDE ACCESS TO THE BAY



AMENITIES FOR ANGLERS



TODVILLE ROAD PROPOSED CROSS-SECTION



The Point

The Point

The Point is Seabrook's most unique waterfront land feature and holds great promise for positive economic development efforts to enhance the area. The Point is located at the termination of Todville Road and comprises an area of approximately 35 acres. Throughout the past several decades the Point has been home to part of the area's shrimping fleet and seafood wholesale and retail operations. The Point is also home to a Pappadeaux's restaurant, bed and breakfast establishments and several bar and grill establishments. While there is currently retail and commercial activity on the Point, large portions of the area are underutilized or are in a dilapidated state. Additionally, roadway, utility and shoreline protection infrastructure has received little attention in recent years and as a result, flooding and utility failures have become common. These negative aspects combine to form a disincentive for development on this prime collection of waterfront parcels.

Directly across Clear Creek from the Point lies the Kemah Boardwalk development that includes retail, entertainment and dining establishments. While its entertainment-focused themes may be different than those desired for the Point, it can be looked to as a successful waterfront redevelopment from which Seabrook can use to inform its own redevelopment efforts. Some of these elements include the continuous boardwalk edge, integrated parking structures, architectural designs that include sacrificial first floor spaces and the inclusion of generous exterior gathering spaces.

The Point area once included a barrier island (known both as Goat Island and Pirate Island) to the north and east and that was at one time connected to the Kemah side of Clear Creek. As a result of subsidence and major storms, this land slowly became submerged and in 1983 after hurricane



INTERPRETIVE SIGNAGE

Alicia, the island disappeared. The loss of this barrier island has meant a loss of wave and storm surge protection for the lower Todville and Point area shorelines. An important factor in the redevelopment of the Point will be its level of susceptibility to storm events. If reasonable protections of the area are implemented, redevelopments can be undertaken that focus on long-term economic sustainability. The recommendations in this plan include both land based infrastructure upgrades and water-based protection structures to help solidify this area's economic status.

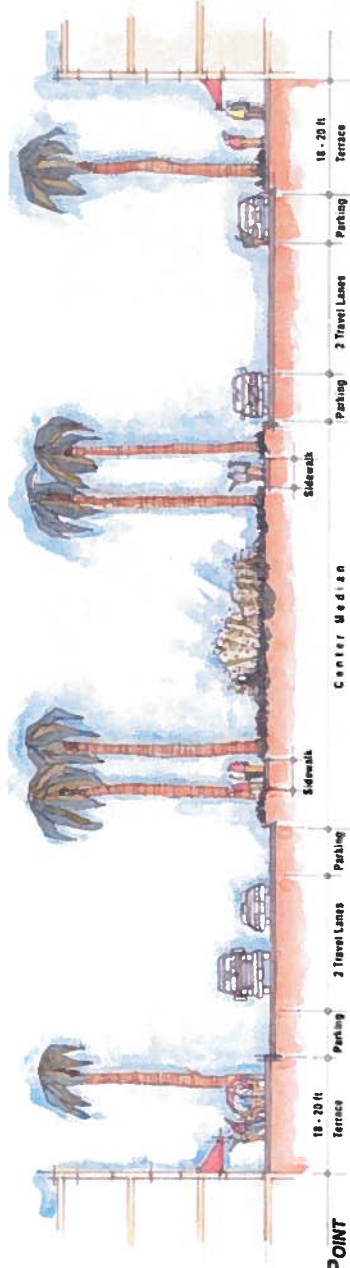


The recommendations in this plan aim to create a unique environment that combines the working waterfront of the shrimping and seafood industry with a blend of retail, commercial, marina and recreation activities.

DEVELOP A CENTRAL GREEN SPACE AROUND WHICH COMMERCIAL ACTIVITY CAN THRIVE.

- As a part of improvements to Waterfront Street that include reconstruction of the roadway to a 40' cross-section and underground utilities, a four block central greenspace can be developed adjacent to the road. This central green can form a civic open space around which a diverse mix of commercial activities can be developed. Due to storm surge protection requirements, many commercial activities will need to be located on the second floor. Connections to adjacent buildings and streets can be achieved through careful design of bridge connections, elevator access and, where needed, integrated ramps.
- Every effort should be made during redevelopment efforts to retain the working shrimp fleet and associated retail seafood markets. These markets offer a uniqueness and authenticity to the Point that cannot be found in similar nearby waterfront districts. Through thoughtful site design and an understanding of the needs of the seafood markets, retail operations and customers, a clean and safe environment can be created. Examples of this mix of working waterfront and public retail development include Granville Island in Vancouver, Seattle's Pike Place Market and San Francisco's Fisherman's Wharf.

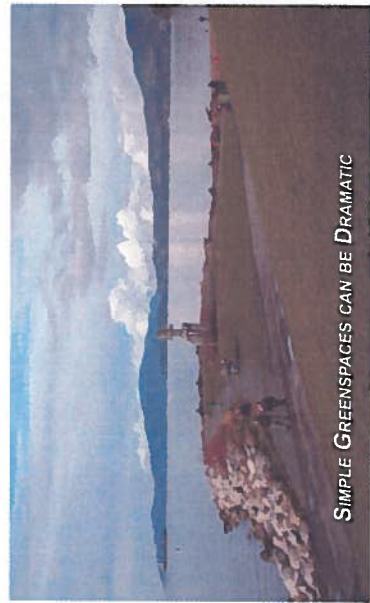




BOULEVARD SECTION AT THE POINT



A PLACE TO SIT



SIMPLE GREENSPACES CAN BE DYNAMIC



TEACH THE LOCAL ENVIRONMENT

The Point

PROVIDE UNINTERRUPTED PUBLIC ACCESS TO THE WATERFRONT PERIMETER OF THE POINT.

- The creation of a public boardwalk edge, with access to commercial and retail establishments and marina activities will give visitors prime water views and will allow safe interactions with the working waterfront and marina activities.

CREATE A HABITAT AND RECREATION ISLAND THAT OFFERS THE POINT AND LOWER TUDVILLE ROAD PROTECTION FROM STORM EVENTS.

- The dual purpose of the proposed off-shore island complements two desires expressed for future developments along Seabrook's waterfront: protection from storm events and the expansion of Seabrook's wetland bird and fish habitats.
- The island is proposed to be connected to the Point via a series of wetland islands and a raised boardwalk. Facilities on the island could include a boardwalk edge, Galveston Bay overlooks and created habitat demonstration project areas. While active recreation facilities are possible on the island, they should be kept away from sensitive habitat areas. This island could become a centerpiece for Seabrook's ecotourism activities and a regional tourist draw.

CONNECT THE POINT TO THE MARINA DISTRICT AND OLD SEABROOK VIA PEDESTRIAN AND MULTI-USE TRAILS.

- Continued emphasis should be given to providing pedestrian and multi-use path connections throughout Seabrook's waterfront areas. A perimeter boardwalk and habitat island boardwalks offer the opportunity to connect to the marina district and Old Seabrook.

EXPAND SEABROOK'S MARINA FACILITIES INCLUDING BOTH RESIDENT AND TRANSIENT DOCKAGE.

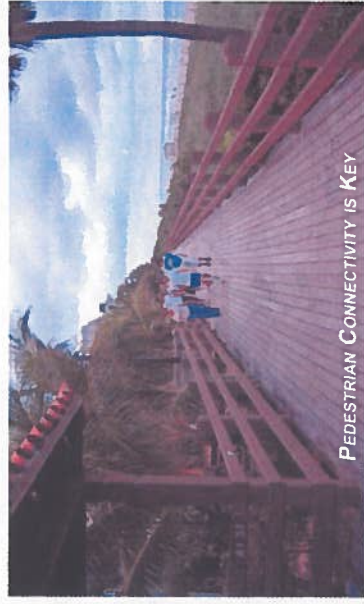
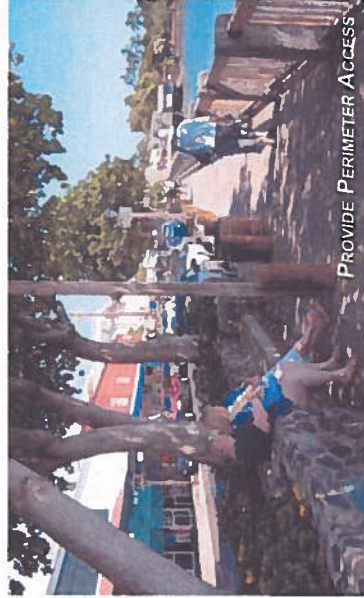
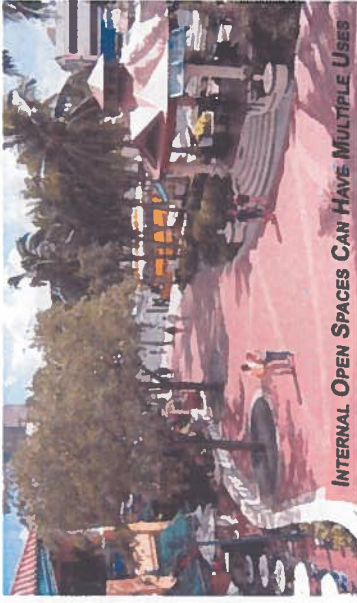
- The proposed habitat and protection island offers the opportunity to create a protected quiet water basin that can hold new marina facilities in Seabrook. This dredged basin can open on the existing channel at Clear Creek and could accommodate between 300-350 slips. As a part of the redevelopment of the Point as a regional commercial and tourism draw, transient dockage should be included within the design of the marina. The marina should include services such as a fuel dock, ship's store, administration building and clubhouse, showers and laundry and parking.

ENHANCE WALKABILITY

- Provide strategic locations for public parking structures and street parking to encourage walking.
- Encourage water taxi service
- Provide transient dockage

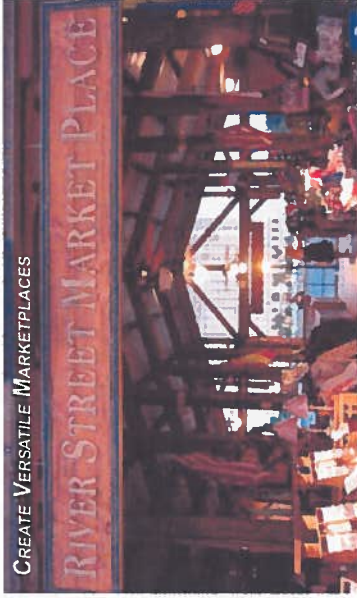
DEVELOP THE POINT AS A MIXED-USE DEVELOPMENT

- Destination retail
- Destination seafood markets
- Lodging
- Water recreation
- Maintain the Fishing Fleet as a vital community asset.





TAKE ADVANTAGE OF UNIQUE INTERACTIONS



CREATE VERSATILE MARKETPLACES

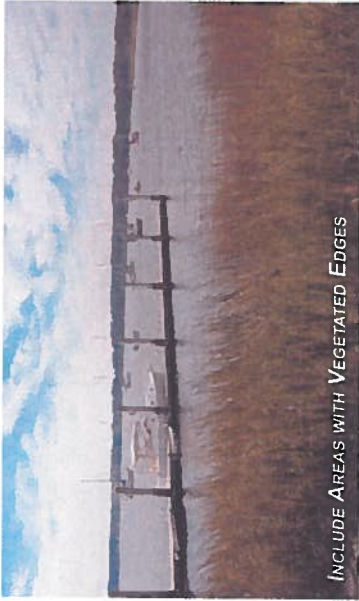


A PLACE TO RELAX

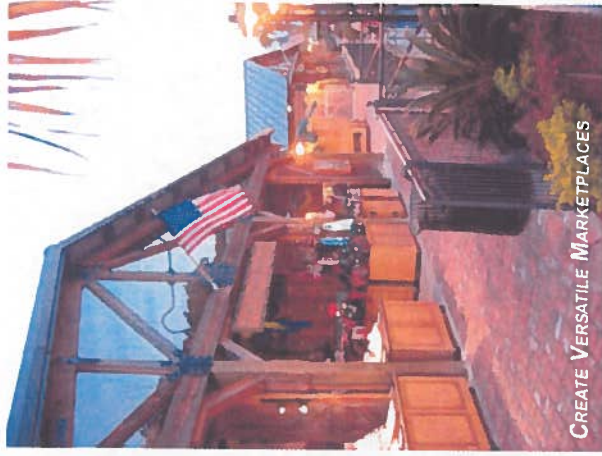




MANAGE PUBLIC MARINA ACCESS



INCLUDE AREAS WITH VEGETATED EDGES



CREATE VERSATILE MARKETPLACES



PROTECT PEDESTRIANS FROM THE ELEMENTS



CAREFUL DETAILING OF SPACES FOR CARS



MARINA SERVICE FACILITY



A PLACE FOR PERFORMANCES



Marina District

Seabrook's Marina District is an area that is nearly fully developed and is dominated by in-water boat marinas housing both power and sail craft. The area includes lands adjacent to STH 146 and south of NASA Parkway and also includes Jennings Island. Though much of the land within the district is in active marina use, several parcels in the district are available for development or redevelopment. The following recommendations are intended to promote a more diversified district with greater amenities and opportunities for economic growth:

MAINTAIN MARINA SERVICES AS THE DOMINANT LAND USE IN THIS DISTRICT WITH LIMITED INFILL OF RESIDENTIAL AND COMMERCIAL DEVELOPMENT.

- Develop additional marina facilities adjacent to STH 146 east of the existing Blue Dolphin Marina. This area has the potential to add an additional 150-200 in-water slips to the district.
- Encourage limited infill of commercial developments within the district. Restaurant development on Jennings Island can create a dining destination both from drive in customers and through transient dockage for boaters.
- Jennings Island includes a parcel that is currently being planned for a high-rise residential development. This usage is consistent with the recommendations of this plan. Careful site design should include upgrades to the entry roads leading to this site.
- A mid-rise to high-rise mixed use development is recommended to the north of the recommended new marina development. This development holds the opportunity to tie into retail and commercial developments recommended to the north along NASA Parkway as well as the opportunity to include marina amenities for residential tenants if it is developed in conjunction with the marina. Land to the east of this development is recommended to include surface parking or a parking structure to serve both this mixed use development and the retail and commercial developments to the north.
- Residential townhouse development is recommended along Lakewood Road to serve as an improved entrance to the district and to promote higher density marina linked residential living.

PROMOTE STREETSCAPE UPGRADES AND A MULTI-USE PATH CONNECTION TO THE POINT

- Recommended improvements to the Point and to the restaurant developments on Jennings Island hold the promise of creating a much more vibrant connection between these two districts. Enhanced pathway connections for walkers and bicyclists and upgraded streetscaping and wayfinding elements along Shipyard Drive.



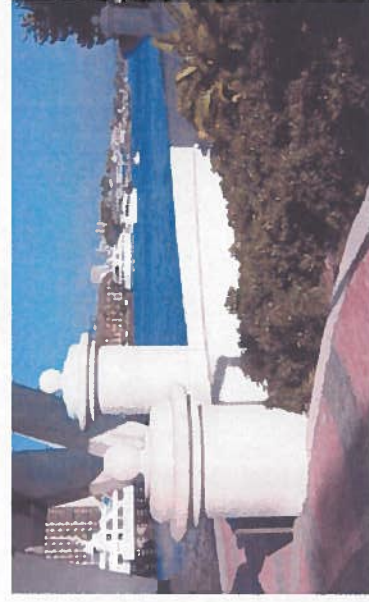
MAKE USE OF FORGOTTEN SPACES



EXPAND DINING OPTIONS TO CREATE A DINING DESTINATION

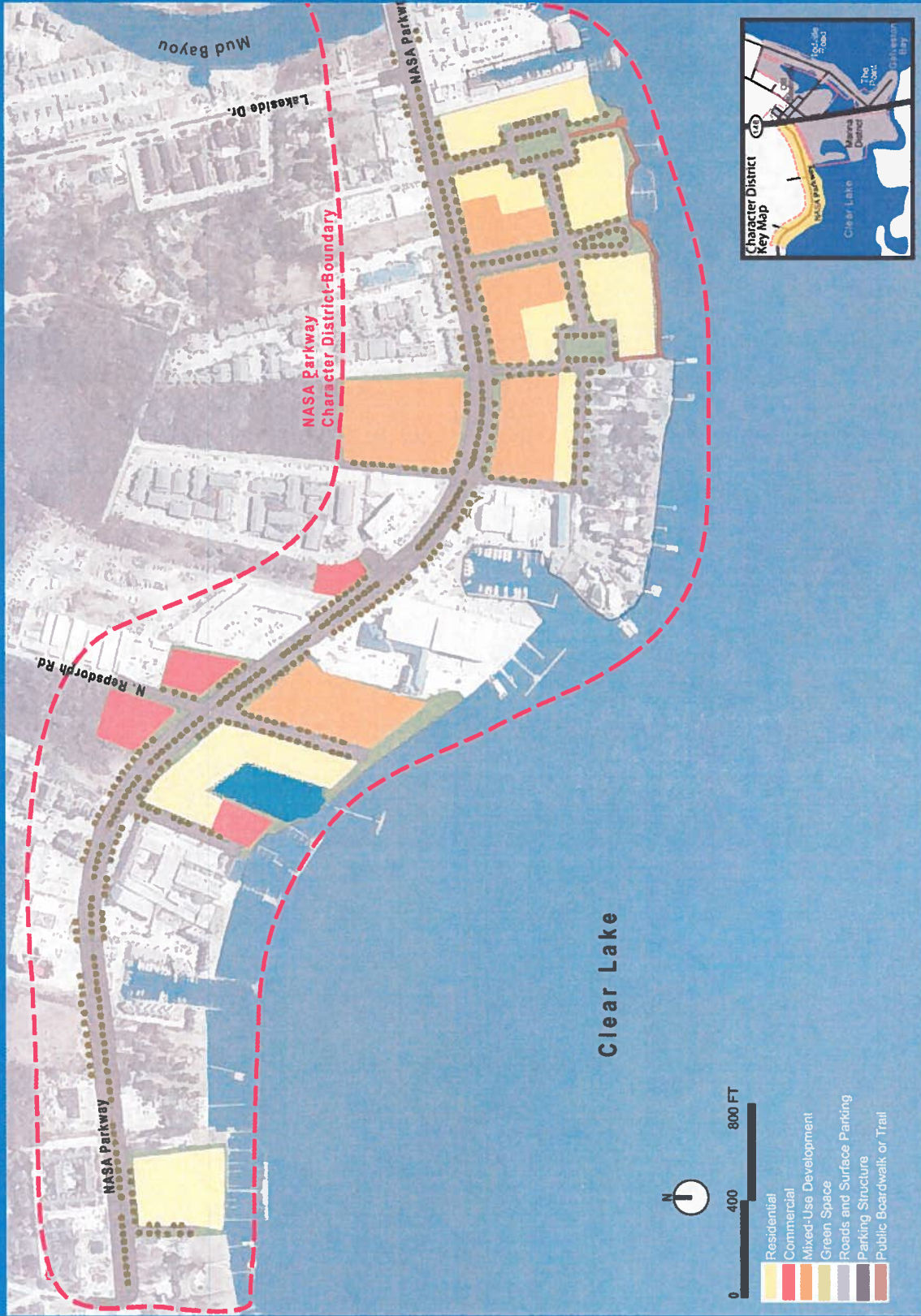


WATER TAXIS AS AMENITY



Marina District





NASA Parkway

NASA Parkway serves as Seabrook's prime commercial corridor and as an important east-west connection between STH 146, the western Clear Lake region and Interstate 45. This corridor holds the opportunity for several infill development and redevelopment projects that can absorb sizable portions of retail, mixed use and residential capacities outlined in the market analysis portion of this study. This corridor, being a gateway to the City of Seabrook, is in need of streetscape improvements that will aid in attracting new development. Recommendations for the NASA Parkway Corridor include:

ENHANCE THE ENTIRE NASA PARKWAY CORRIDOR THROUGH STREETScape ENHANCEMENTS AND INTERSECTION IMPROVEMENTS.

- Develop streetscape and building façade design guidelines for the full corridor in cooperation with TxDOT. Guidelines should identify opportunities for landscaped medians, terrace plantings and trees, gateway intersection opportunities and guidelines for building facades and parking areas.
- Implement center median and terrace improvements along the full corridor within the Seabrook City limits. Medians should take the place of the existing center turn lane and should be designed to include appropriate breaks for turning movements or cross streets.
- Implement intersection improvements that include beautification and wayfinding elements at Repsдорф Road and STH 146

Encourage infill development of parcels that include higher density residential and mixed use developments.

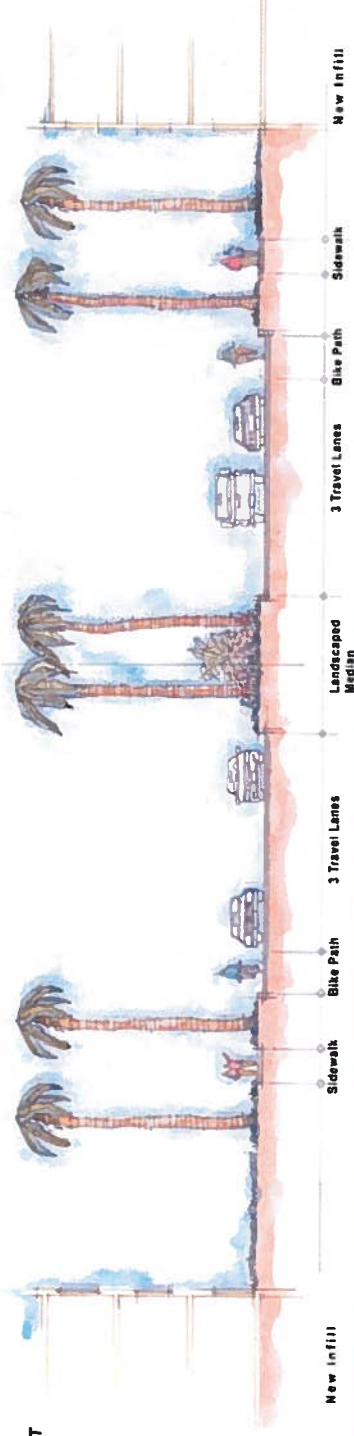
- Ensure that views to Clear Lake are maintained in each development along the waterfront.
- As a part of mixed use and commercial developments, provide public access to and along the waterfront through plazas or boardwalks wherever possible.

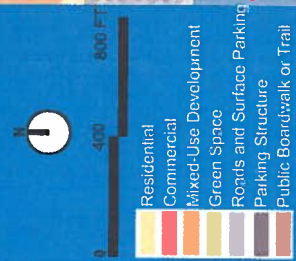
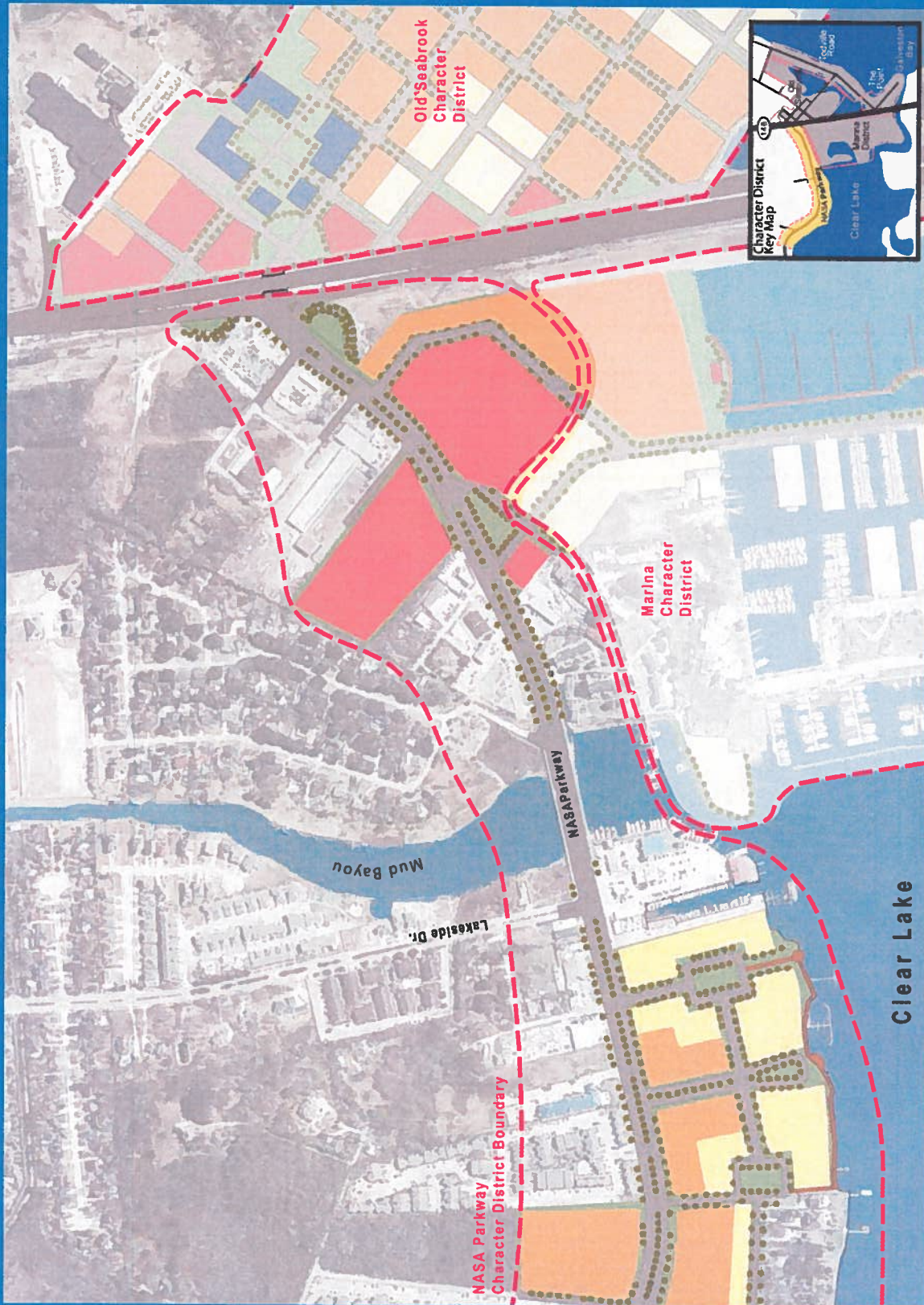
PURSUE THE DEVELOPMENT OF A HIGH QUALITY RETAIL DEVELOPMENT SOUTH OF NASA PARKWAY AND ADJACENT TO STH 146.

- Economic market analyses point to the ability of this area of Seabrook to accommodate significant retail commercial developments. This area, located near the central "hub" of Seabrook at the intersection of NASA Parkway/STH 146/Second Street is in a prime location for an upscale retail development.



NASA PARKWAY BOULEVARD ENHANCEMENT





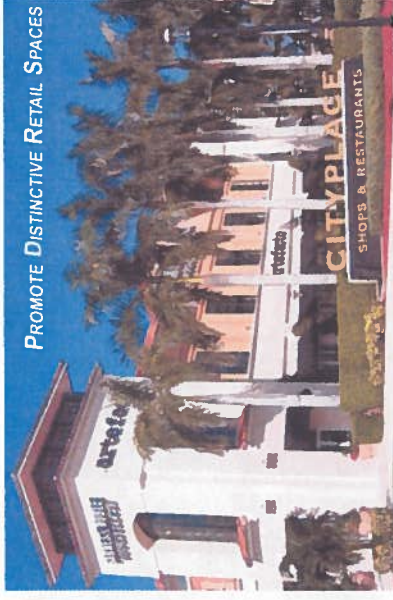
NASA Parkway



MEDIAN ENHANCEMENTS CREATE BOTH SAFETY AND IDENTITY



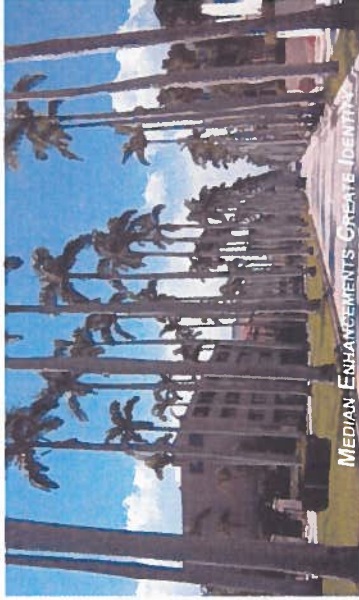
PROVIDE VIBRANT GATHERING SPACES



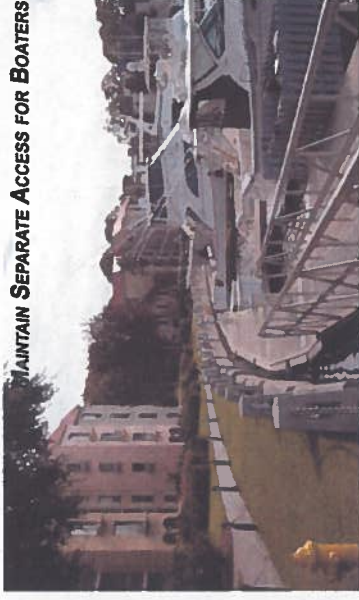
PROMOTE DISTINCTIVE RETAIL SPACES



PUBLIC ACCESS TO WATER

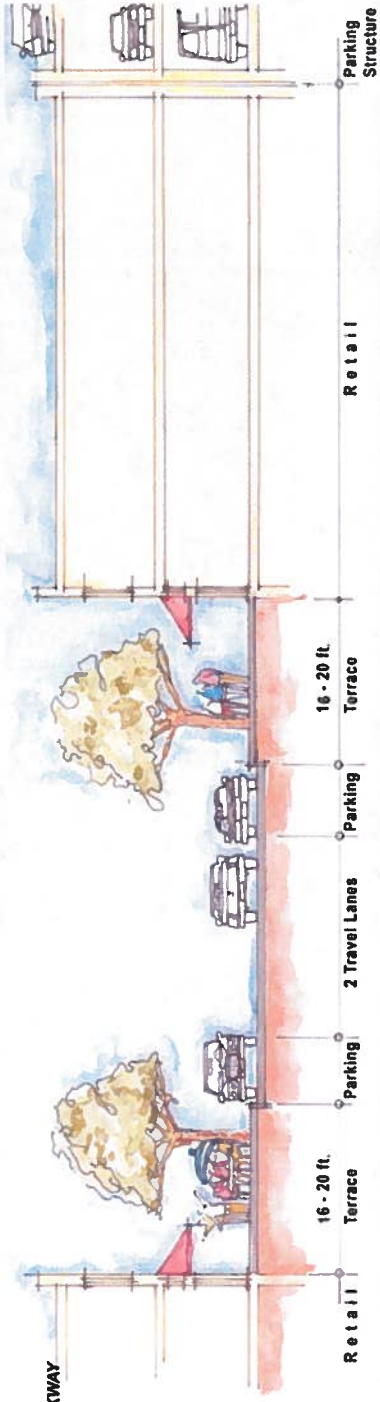


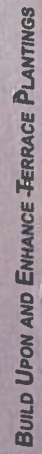
MEDIAN ENHANCEMENTS CREATE IDENTITY



MAINTAIN SEPARATE ACCESS FOR BOATERS

COMMERCIAL INFILL ALONG NASA PARKWAY



[illegible]



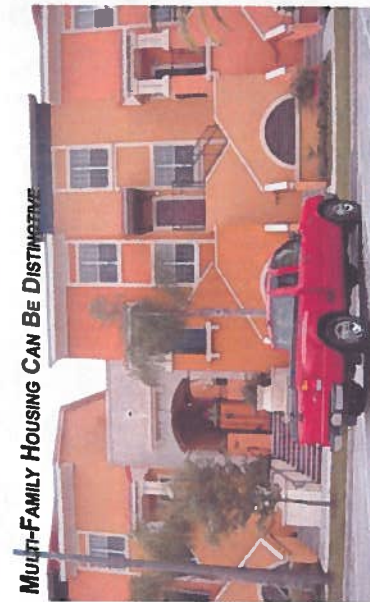
INTEGRATE PEDESTRIANS AND BICYCLES IN STREETSCAPES



CREATE DYNAMIC CENTRAL OPEN SPACES



PRESERVE VIEW CORRIDORS



MULTI-FAMILY HOUSING CAN BE DISTINCTIVE



Action and Implementation Strategies

Implementation of a plan such as this requires both diligence and patience. The breadth of work to be accomplished and the associated costs can be challenging to any community, but they are attainable through a systematic approach and to the adherence by all parties of the plan as a central guiding vision.

This plan has proposed a set of location-specific ideas within the five character districts studied. In order to accomplish these development ideas, individuals and groups from across the Seabrook community will need to be actively involved. Individual projects will likely need to be reviewed by multiple members of City staff, boards and commissions and both State and Federal agencies. The matrix within this section outlines major projects that are recommended within this plan and includes specific tasks to implement the project, responsible organizations or project champions and potential funding sources. These implementation steps do not include every step to be taken or group responsible for each project, but rather give an outline of major milestones or critical elements that will help make each project a success. These major projects are listed in a hierarchical order with the priority projects listed first within each character district.

It is important to note that much of the funding for these projects will likely need to be obtained from Federal, State and local grant programs. In order for the City of Seabrook to adequately track potential grants, their applicability to projects in Seabrook, and their submission requirements, it is recommended that a City staff member or committee be charged with coordinating this information on an ongoing basis.

Two potential incentive and fund raising mechanisms that could be utilized by the City as it attempts to encourage and implement quality developments include the creation of Special Management Districts and the concept of wetland mitigation banking. Special Management Districts include the creation of a special taxing entity in which an improvement district is delineated and a small additional percentage of tax is collected on all goods and services within that district. These funds are then available for the purpose of making improvements to that district without the need to compete with other areas of the community. Primary locations for the creation of special management districts include Old Seabrook and The Point.

The project can also provide an important mitigation banking site for use by government entities in and around Seabrook. Mitigation banking could provide an "advance compensation" for future development projects in Seabrook that would affect small wetland areas. A larger scale habitat bank such as the proposed island would serve to mitigate

the development impacts of numerous important smaller projects that are desired in Seabrook but are limited by small habitat impacts. A wetlands mitigation banking master plan should be undertaken by the City to define appropriate banking sites and to outline the process and financial realities of the creation of wetland mitigation banks.

Finally, many projects and their associated grants will need regional endorsement. Whether that is from regional Federal agencies, State agencies or the endorsement of the Council of Governments, positive working relationships will need to be created or maintained at all levels of City government with these agencies and organizations.

Relationships to existing zoning within the study area

While the land use recommendations and development concepts within this plan do not explicitly state specific uses or structural forms, nonetheless, these plans must be able to be successfully implemented within City zoning regulations. In reviewing existing zoning districts included within the study area, most existing zoning classifications will allow the implementation of recommendations in this plan. For the purpose of this study, the "Standards for High Rise Development" (01/05/05 Revision) have been used in this analysis. It is understood that these standards apply to the MMU district and the WAD.

Changes to current zoning regulations that should be considered by the City in order to implement portions of these recommendations include:

- A small area of medium density commercial zoning exists south of NASA Parkway and west of Lakeside Drive. This should be rezoned to either Waterfront Activity District (WAD) or Marne Oriented Mixed Use (MMU).
- The MMU district currently includes all of the land that encompasses the Point. Under the "Standards for High Rise Development" this area would allow buildings unlimited height with a conditional use permit. In order to support the character of the Point as proposed in this plan, it is recommended that this become it's own zoning district and include height restrictions of five to six stories. This creation of a new zoning district would also allow the City to craft a clearer vision of the uses intended at the Point through zoning, similar to the approach used for the Waterfront Activity District.

Action and Implementation Strategies

CIAP	Coastal Impact Assistance Program (General Land Office)
GLO	Texas General Land Office
HCFCD	Harris County Flood Control District
TxDOT	Texas Department of Transportation
TPW	Texas Parks and Wildlife
TCEQ	Texas Commission on Environmental Quality
USACE	U.S. Army Corps of Engineers
NGOs	Non-Governmental Organization (Examples include organizations such as the Audubon Society, Sierra Club, Nature Conservancy, Civic clubs such as Rotary and Lions and foundations such as the Kresge Foundation and Robert Wood Johnson Foundation)

District	Action	Tasks to Accomplish	Project Type	Responsibility or Champion	Potential Funding Sources
Overall District	Approve Waterfront Development Plan	Working Committee and EDC II to review and adopt	Administrative	Working Committee and EDC II	
	Determine organizational structure for further development and implementation of Waterfront Development Plan	1. Organize tour and/or review of other communities 2. Assess alternatives for organizational structure, public-private non-profit foundation or corporations, etc. 3. Establish recommendation for City Council review and approval	Administrative	Mayor and Working Committee	
			Administrative	Mayor and Working Committee	
			Administrative	Mayor and City Council	
	Develop and maintain public relations	1. Create web site, executive summary and graphics for distribution 2. Develop and broadcast public television programming to promote SSMD 3. Develop and schedule public presentations and events to promote SSMD	Promotional	EDC II	
			Promotional	EDC II	
			Promotional	EDC II, Mayor and City Council	
	Develop overall public access and pedestrian network plan	1. Develop consistent policies and review process for new development 2. Develop incentives and programs for privately owned property 3. Establish recommendations for City Council review and approval	Administrative	EDC II and City Council	
			Administrative	EDC II and City Council	
			Administration	EDC II and City Council	
Old Seabrook	Develop specific design guidelines for each sub-district: Old Seabrook, Towhee Road, The Point, Marina District, NASA Parkway	1. Prepare consistent design character and urban planning criteria 2. Develop policy, review and approval process 3. Establish recommendation for City Council review and approval	Administrative	EDC II and Working Committee	
			Administrative	EDC II	
			Administrative	Mayor and City Council	
	Develop and process to encourage private development	Develop user-friendly review and approval process	Promotional	Mayor and EDC II and City Council	
	Catalytic Projects	1. Purchase and develop public green 2. Develop boardwalks and environmental enhancement of sloughs 3. Develop entry green gateway along Second Street at STH 148 in conjunction with TxDOT project. 4. Develop publicly accessible boardwalks and overlooks as a part of private developments bordering the sloughs 5. Upgrade utilities 6. Identify and practice private development opportunities that could serve as private catalytic projects. Establish dialogue with land owners to explore incentives for redevelopment. 7. Enhance streetscape along Second Street 8. Enhance streetscape along Hardesty and Hall Streets 9. Allow high density commercial along STH 148 Edge 10. Redevelop civic campus centered around City Hall	Design Construction Management Design Long-term Management Administration Long-term Management Construction Management Construction Management Administration Long-term Management	Parks and Rec Board and City Council Parks and Rec Board, Eco-tourism Committee, Wetlands Advisory Board and City Council Public Works, Planning & Zoning and City Council EDC II, Planning & Zoning and City Council Public Works and City Council EDC II, Planning & Zoning and City Council Planning & Zoning, Public Works and City Council Planning & Zoning, Public Works and City Council Planning & Zoning and City Council Planning & Zoning and City Council	CIAP, TIF District, Creation of Special Management District CIAP, GLO, TPW, Environmental NGOs CIAP, Environmental NGOs TxDOT Enhancement Program, Creation of Special Management District TxDOT Enhancement Program, Creation of Special Management District

Action and Implementation Strategies

District	Action	Tasks to Accomplish	Project Type	Responsibility or Champion	Potential Funding Sources
Tobacco Road	Catalytic Projects	1. Improve road and incorporate recreational path	Engineering and Construction	Public Works, Parks and Rec Board and City Council	TxDOT Transportation Enhancement Program, FEMA
		2. Remove and bury overhead wires	Engineering and Construction	Public Works and City Council	Local Utilities
		3. Assess shoreline existing condition and recommend shoreline protection	Design	Parks and Rec Board and City Council	USACE, TCEQ
The Point	Catalytic Projects	1. Promote and support existing redevelopment projects	Administration	EDC II and City Council	
		2. Prepare Point redevelopment plan that reaches consensus between major land owners and the City on a refined vision for the Point	Planning	EDC II and City Council	Creation of Special Management District
		3. Work with fishing fleet to integrate new mixed-use development and to identify short, mid-term and long-term goals for the integration of the fleet on the Point	Planning	EDC II and City Council	
		4. Assess and improve utilities and streets	Engineering	Public Works	
		5. Prepare memorandum to detail proposed island project for consideration as a part of the Harris County Flood Control District project on Clear Lake	Planning	EDC II and City Council	
		6. Build new island and boardwalk connection	Engineering	EDC II, Parks and Rec Board, Wetlands Advisory Board, Ecotourism and City Council	HCFCO, USACE, US Fish and Wildlife, CHAP, NGOs
		7. Develop perimeter public boardwalk	Engineering	Planning & Zoning and City Council	HCFCO, CHAP, TPW, Environmental NGOs
		8. Develop transient and full-service marina	Construction	EDC II, Planning & Zoning and City Council	Boating Infrastructure Grant
		9. Develop public parking facility	Construction	Planning & Zoning and City Council	Creation of Special Management District
Marina District	Catalytic Projects	1. Prepare Marina District redevelopment plan that reaches consensus between major land owners and the City on a refined vision for the Marina District	Planning	EDC II and City Council	
		2. Prepare a public realm enhancement plan that includes the development of public access guidelines to be implemented as future improvements are made to private properties	Long Term Management	Parks and Rec Board, EDC II	
		3. Develop public bike path connection to the Point	Engineering	Planning and Zoning Commission	TxDOT Transportation Enhancement Program
		4. Develop public access and overlook at Clear Creek stormwater outflow pool	Construction Management	Parks and Rec Board and City Council	HCFCO
		5. Support development of new private marina basin	Administration	EDC II and City Council	
		6. Develop canoe/kayak port	Construction Management	Parks and Rec Board and City Council	US Fish and Wildlife, TPW, Environmental NGOs
		7. Encourage restaurant development with transient dockage	Administration	EDC II and City Council	
NASA Parkway	Catalytic Projects	1. NASA Parkway streetscape and intersection improvements	Administration	TxDOT, City-Appointed Steering Committee and Planning & Zoning	TxDOT Enhancement Program
		2. Develop gateway structures	Planning	TxDOT, City-Appointed Steering Committee and Planning & Zoning	TxDOT Enhancement Program
		3. Identify and prioritize redevelopment sites	Design	EDC II and City Council	
		4. Prepare redevelopment plans for priority sites	Design	EDC II, Planning & Zoning Commission and City Council	
		5. Develop public overlook and waterfront access guidelines to be implemented as future improvements are made to private properties	Planning	Parks and Rec Board, EDC II and City Council	

CIAP	Coastal Impact Assistance Program (General Land Office)
GLO	Texas General Land Office
HCFCO	Harris County Flood Control District
TxDOT	Texas Department of Transportation
TPW	Texas Parks and Wildlife
TCEQ	Texas Commission on Environmental Quality
USACE	U.S. Army Corps of Engineers
NGOs	Non-Governmental Organization (Examples include organizations such as the Audubon Society, Sierra Club, Nature Conservancy, Civic clubs such as Rotary and Lions and foundations such as the Kresge Foundation and Robert Wood Johnson Foundation)