

Choices

2015 SEALY COMPREHENSIVE PLAN

Adopted July 28, 2015

comprehensive
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Pedestrian
old
priorities
economic
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goals
Future
Citizens
homes
improvement
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CHOICES

ACKNOWLEDGEMENTS

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Forward

On May 13, 2009, the City of Sealy adopted the 2009 Comprehensive Plan, hereafter referred to as the plan. The implementation strategy of the plan required that the plan be reviewed and updated where necessary after five years. After the plan was adopted, Census 2010 was completed. The City Council, in 2013, adopted the Planning/Capacity/Building Project report prepared by Public Management, Inc. through a grant the Office of Rural Affairs of the State of Texas. This report was completed with extensive community input and was built upon the foundation of the 2009 Sealy Comprehensive Plan. It was the goal and intention of the City to incorporate the information developed in the 2013 Planning/Capacity/Building Project report into the 2009 Comprehensive Plan to serve as the five year update to the plan. With that data incorporated into the plan, the vision, goals and objectives would be revised as necessary and the implementation strategy updated as necessary. With that background understood, the 2015 update to the plan retained the original format of the plan and supplemented that the plan with current data and emerging trend information that has relevance to Sealy. A short summary of the composition and order of the plan is described below.

Chapter 1 – Historic Perspectives and Data

This chapter describes the purpose of planning and developing city visions, goals and objectives to serve as the basis for decisions pertaining to the growth and development of Sealy. Chapter 1 describes the process of creating the 2009 Comprehensive Plan and the subsequent Planning/Capacity/Building Project report and highlights the broad based public input that formed the foundation for each document. This information is critical because it documents the public participation activities that are the foundation all vision statement from which the plan's goals and policies were derived. The chapter also includes a significant amount of data describing the composition of the community, growth trends, factors that affect the growth of the community, issues and opportunities confronting the community and how Sealy fits into the larger regional trends affecting this region and the state. It's difficult to effectively develop a plan without knowing the characteristics of the population of citizens whose futures will be affected by the plan. To understand the characteristics of the citizens of Sealy, all of the information from Chapter 1 of the 2009 Plan was supplemented with 2010 Census data and all of the additional data developed with the Planning/Capacity/Building Project report. The primary purpose of Chapter 1 is to develop a deeper understanding of who lives in Sealy and the characteristics and needs of that population. Chapter 1 is a foundation for the remainder of the updated plan.

Chapter 2 – Urban Form & Land Use

This chapter provides a vision for the future physical development of Sealy and preferred growth areas in its extraterritorial jurisdiction. The purpose of this chapter is to establish the necessary policy guidance that will enable sound decision-making about the compatibility and appropriateness of individual developments within the context of the larger community. Other key planning priorities include directing ongoing development and managing future growth, preserving valued areas and lands, and protecting the integrity of neighborhoods, while also safeguarding and enhancing community image and aesthetics. All of these strategies are intended to achieve and maintain an envisioned community character for Sealy.

Chapter 3 – Water & Sewer Inventory & Analysis

This chapter includes an assessment of the City's utility infrastructure, both for serving today's community as well as future development and population. It then outlines policies regarding how the City intends to accommodate growth and new development to ensure efficient utility network utilization, and need to provide adequate water supply and waste water treatment capacities for a growing population.

Chapter 4 – Growth Management & Capacity

This chapter outlines methods by which the community can effectively manage its future development in a wise and fiscally responsible manner. It includes an additional assessment of the City's utility infrastructure, in the context of drainage and transportation infrastructure and the need ensure efficient land and roadway network utilization, orderly extension of public services, and achievement of a desired urban form and character over the coming decades. Tools are also provided for more accurately weighing the benefits and costs of new development and potential annexation activity by the City.

Chapter 5 – Transportation

This chapter addresses community-wide mobility needs on all levels, from sidewalks and trails, to local streets and neighborhood access, to arterial roadways and highways, and to public transit and freight movement. This plan element includes an updated Thoroughfare Plan, which is the long-term plan for orderly development of an overall system of roadways for the City and its planning area. This long-range transportation plan is to be used as a guide for securing rights-of-way and upgrading and extending the network of arterial and collector roads and highways in an efficient manner. This should be done concurrently with ongoing development and consistent with the urban form and community character objectives contained in the Urban Form and Land Use chapter.

Chapter 6 – Adopted Plans and Maps

The City Council has adopted several policy plans, reports, studies and official maps that are used by the City to guide daily and long range decisions and forecasts. This chapter formally recognizes each of those documents and formally incorporates each by reference into this Comprehensive Plan.

Chapter 7 – Implementation

This final chapter utilizes the recommendations of the individual plan elements to consolidate an overall strategy for executing the comprehensive plan, particularly for the highest-priority initiatives that will be first on the community's action agenda. Specific tasks are cited which must be accomplished to achieve the community's vision and goals. This chapter also outlines the organizational structure necessary to implement the plan effectively, including roles and responsibilities, and establishes a process for annual and periodic appraisal of plan implementation efforts and necessary updating of the plan.

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Community Vision

The City of Sealy is dedicated to preserving our history of excellence while continually investing in our future of progress.

Mission

The City of Sealy will strive to assure the highest quality of life for those who choose to live, work, and play here while protecting the City's economic well-being for current and future generations.

Core Values

The City Council & staff identified several key values associated with the community and how the City of Sealy will conduct its business and serve the community. Those core values are:

- Strong work ethic
- Respect among Council, staff and the citizens
- Strong community support and involvement
 - Adherence to strong moral principals
 - Emphasis on family
 - Strong community pride

These were later translated in to the following **Core Values Statement**.

"I CARE"

I - Integrity

C - Customer Care

A - Accountability

R - Reliability

E - Excellence

Goals, Objectives and Implementation Actions

Community Goal 1:

Continue to enhance the community character of Sealy.

Objective 1: Continue to add performance standards to the existing ordinances to enable new development to conform to the desires of residents while providing additional clarity to applicants.

- A. Continue to adopt performance-based standards where appropriate to provide additional certainty in the development process and to enhance the appearance of the community. Performance-based standards should continue to allow a range of development options on individual properties, with standards to ensure compatibility for adjacent uses, to allow a greater land use mix. These standards are particularly critical as in-fill properties are developed. As existing properties are redeveloped and as properties on the edge of city are initially developed.
- B. Continue to add buffer yard provisions and incentive-based requirements to mitigate adverse impacts of adjoining uses and protect and maintain the character and property values of both. This is particularly important in outlying and growth areas where increasing development causes character to change, and for in-fill development.
- C. Continue to adapt design standards to reflect the values of the community for building design, landscaping, environmental impacts, signage, outdoor storage, screening; open space and streetscape areas as the city develops. Industrial district standards should continue to differentiate between properties visible to the public and lower intensity uses and those uses shielded or screened from public views via building orientation, location, or design. Truck loading and exterior storage areas should be effectively screened and buffered if near residential uses or public rights-of-way.
- D. Continue to update development standards to require, or to incentivize, amenities that promote the use of flood plains for open space, connectivity to hike and bike trails, linear parks and related improvements that connect the community and enhance the livability of the community.
- E. Continue to implement environmental development standards that related to noise, heat, glare, dust, light and other development issues to allow for local enforcement in lieu of relying on state and federal enforcement.
- F. Proactively address the inevitable TCEQ related water quality issues that arise in rapid growth communities.
- G. Prior to the inception of the tract home development, coordinate with a vendor to execute a agreement for wayfinding signage for home builders and other key Sealy landmarks, such as schools, government buildings and parks.

Objective 2: Continue to update existing landscaping and screening standards to ensure that new developments contribute to community character and do not negatively impact existing developments.

- A. Update the Subdivision Ordinance to require the submittal of tree preservation plans and the preservation of as many protected oak and pecan trees as possible and as many other healthy mature trees as possible into greenbelt, HOA amenity areas or parkland dedication areas. The Subdivision Ordinance can also be updated to allow for clustered developments, in order to preserve stands of

protected and/or mature trees and to allow very low density developments with a rural design sensibility to achieve the same objective.

- B. Continue to increase the minimum open space ratio within single-family residential development and nonresidential development. These open space areas would provide visual buffering and shade, accommodate recreational amenities, and provide needed space for stormwater absorption and detention.
- C. Continue to create buffering and screening provisions for large residential developments (25+ homes), multi-family, and commercial sites. A menu of buffering requirements should be created dependent upon the intensity of adjacent uses and varying site conditions.
- D. Require screening along all parking and vehicular use areas that have frontage on public street rights-of-way and major entrance drives. The screening may include shrubbery, earthen berms, walls, or a combination.
- E. Establish minimum parking lot setback requirements to form a streetscape green adjacent to street rights-of-way, with sufficient width (minimum five to eight feet) to accommodate monument signs, trees, and parking lot screening.
- F. Consider standards to require that materials stored outdoors to be screened from public view. Furthermore, specify the percentage of site area that may be used for the display of outdoor merchandise, as well as its location on the site (typically abutting the building), enclosure separating it from other use areas, and the height of stacked materials, among other applicable requirements.

Objective 3: Promote multimodal options along corridors and create connectivity between subdivisions as is typical in traditional neighborhood development.

- A. Continue to promote development practices that result in highly walkable neighborhoods, meaning there is a mixture of uses within convenient distance so that automobiles are not essential for relatively short trips.
- B. Require sidewalks in new developments as a means for pedestrian connections to neighboring developments. Nearby destinations should have sidewalk connections so that residents are not forced to climb into their cars to run around the block to a nearby school, adjoining subdivision, park, or business.
- C. Establish uniform treatment of sidewalks in the current development ordinances. Based upon the type of residential development, there are different types of sidewalk requirements. This is unnecessarily confusing. The City could simply adopt the most comprehensive sidewalk standard as the baseline for all residential development. This would also address the issue of internal pedestrian connections that would link amenities on-site.
- D. Develop design standards that allow adequate right-of-way for safe automobiles, bicycles and pedestrian access and utility placement.

Objective 4: Implement all of the community enhancement initiatives outlined in the 2014 City Council Strategic Plan (see Appendix C).

Community Goal 2:

Expand opportunities for redevelopment & economic growth in the Downtown Development District while respecting the existing historic character.

Objective 1: Continue to support development that compliments the historic nature of Downtown.

- A. Continue enforcing and enhancing the standards of the “Downtown Development District to preserve its historic, Main Street character. Areas of historic value should be maintained and enhanced, and expanded where appropriate, in accordance with preservation guidelines and development standards.
- B. Continue to explore the use of additional standards that follow the style of existing Downtown Development District. including requirements related to the following:
 - a. zero front and side yard setbacks;
 - b. minimum building height of two stories (still retain maximum of three stories);
 - c. entrances and architecture focused on the street front;
 - d. building exteriors;
 - e. site lighting;
 - f. signs and awnings; and
 - g. sidewalk and streetscape improvements
- C. Continue to encourage residential uses to create a mixed use environment.

Objective 2: Continue to identify local, state, or national historical district designations that could allow for grants and preservation design guidelines.

- A. Continue to pursue Downtown for designation as a Federal and/or State registered historic Downtown. The “district” should be a contiguous area that has definitive boundaries denoted on a parcel map.
- B. Designate a local historical district with boundaries that capture contributing buildings identified in a historical survey. Contributing buildings are those buildings that give the historic district a special character. An example of a contributing building may be a single-family home from the early 1900s, while a non-contributing building may be a recently built gas station. This local historical district could be further protected by special design review guidelines and procedures.
- C. Create standards and guidelines that relate to development, reconstruction, and additions to buildings within the boundaries of the district. A certificate of appropriateness can be required subject to conformance with the standards, to ensure the historic integrity of the district. The provisions may also address prohibited and allowable demolitions.

Objective 3: Continue to evaluate existing streetscape and landscape standards to ensure that they are producing appropriate design outcomes for the Downtown.

- A. Continue to maintain harmony with the urban character, continue zero front setbacks of buildings along Main Street to accentuate street “enclosure” and create public space.
- B. Initiate a Downtown economic development study to determine future business opportunities for the Downtown and evaluate options for future redevelopment. Retaining viable businesses in the Downtown is essential since it contributes to the lifeblood of the city.
- C. Consider developing traditional (pedestrian-focused) cross streets that will open up new areas north and south of Main Street. The limits of this area could be expanded to encompass potential redevelopment areas or incorporate existing properties. Areas along the north/south side of 2nd, 4th, 5th, and 6th Streets and along Fowlkes Street could be added to the traditional Main Street corridor to offer additional potential to expand and strengthening the Downtown.

Objective 4: Capitalize on “place making” opportunities through Downtown gateway and signage improvements.

- A. Create entry enhancements to form a sense of arrival into the Downtown. Aside from a traditional downtown building form, there is currently only one physical feature — the Main Street monument — that distinguishes the historic Downtown from any other area of the community. As a result, it blends into the fabric rather than emerging as a “place” within the larger community.
- B. Use design elements and other unifying treatments to form an edge that demarcates the definitive boundaries of the Downtown. This may include unique streetscaping, signage, lighting, monummentation, or other features.
- C. Install a network of way-finding signs in the community to direct visitors to the Downtown and pedestrians to individual sites within the Downtown area such as City Hall, the Post Office, etc.
- D. Use street trees, building design techniques, covered walkways, and other treatments to minimize the effects of weather on downtown patrons and visitors.
- E. Coordinate with the Texas Department of Transportation (TxDOT) to identify rights-of-way enhancements, including the street cross section, traffic control devices (signs and signals), pedestrian improvements (sidewalks, crosswalks, way-finding, pedestrian-actuated signals, curb cuts, ADA accessibility), and property access (driveway location, number, width, design) along Meyer Street (State Highway 36).
- F. Establish a Business Improvement District (BID) as a funding mechanism for proposed Downtown improvements. Once a majority of the property owners have agreed to abide by the self-imposed restrictions of the group, the City should designate the district geography, as well as its time span and scope. It may, and perhaps should, encompass a larger area than the proposed historic district.
- G. Improve future transportation access to the Downtown through dedicated visitor parking and/or a bus drop-off area(s). Convenient parking and pedestrian connections are vital.
- H. Improve existing land and/or buildings, possibly in partnership with other local private and public entities, such as the Sealy Economic Development Corporation (SEDC). The initial success of the facade program lends itself to further investment. General building and landscaping maintenance, visitor parking spaces, street trees, landscaping, benches, and wayfinding signage, and intersection upgrades should be added to add to the viability of downtown as a mixed use destination.

Objective 5: Identify future planning studies for the Downtown and the near downtown area that will allow for greater economic development opportunities.

- A. Prepare a Downtown Master Plan extending along Main Street and the immediate streets in the Downtown area. The plan should identify the potential form of development/redevelopment, along with improvements relating to streets and parking areas, vehicular and pedestrian access and circulation, streetscaping and amenities, signage and lighting, and infrastructure upgrades. Furthermore, it should establish implementation priorities and identify possible funding sources and financing options.
- B. Prepare an associated plan for the neighborhoods and transitional areas immediately adjacent to and around the Downtown to identify measures to secure their integrity. An area-wide access and parking plan is needed, as is a buffering plan, to provide an appropriate transition from the neighborhood residential style to a more intensive downtown.
- C. Improve housing structures and general neighborhood conditions in areas next to the Downtown through infrastructure reinvestment, housing rehabilitation, compatible infill development, as well as by providing technical assistance.

Objective 6: Implement all of the economic development and redevelopment initiatives outlined in the 2014 City Council Strategic Plan (see Appendix C).

Community Goal 3:

Improve urban design and aesthetics along major corridors and city gateways.

Objective 1: Create Sealy signature gateways at key thresholds to the City, Downtown, neighborhoods and business corridors.

- A. Consider the design and phased construction of signature gateways in the following locations:
 - a. Downtown Gateways;
 - b. I-10 and Hwy 90 Gateways;
 - c. Reserved location at 1094 and 2187; and
 - d. Along Hwy 36, both north and south.
- B. Consider enhanced gateway treatments with more significant monuments, landscaping, and lighting at the locations with the greatest visibility. These may be constructed by the City or, potentially, sponsored and coordinated with adjacent private development or community organizations.
- C. Integrate gateway and other street enhancements (lighting, signage, landscaping, street furniture, paths, etc.) into programmed capital improvement projects. Enhancements may also include pavement colors and patterns at intersections, crosswalk textures (particularly in pedestrian environments), ornamental street fixtures (signal poles and mast arms), unique signage, added green space, land contouring, street trees, and pedestrian paths and amenities. Coordination with TxDOT will be required for state routes.
- D. Initiate redevelopment and enhancement projects at entrances to the community or major corridors leading to the Downtown, including public infrastructure improvements and strict enforcement of code violations. The City may consider a grant or low-interest loan program for qualifying private enhancement projects.
- E. Pursue partnerships with the BNSF and UP railroads to allow the city to beautify railroad rights-of-way in strategic locations and to provide safer and enhanced pedestrian and bicycle passage across railroad rights-of-way to connect downtown to the neighborhoods east and north of downtown.

Objective 2: Prepare commercial corridor and small area enhancement plans focusing on beautification, streetscape, and signage design improvements. This can apply to existing corridors as well as corridors that will be the site of future developments.

- A. Continue to identify commercial and residential properties that are experiencing, or at risk for experiencing, disinvestment and decline. Special emphasis should be placed on sites along commercial corridors and near the Downtown. Subsequently, establish targeted infrastructure improvement programs, funding and incentive programs, and administrative assistance to aid in their redevelopment and aesthetic improvement. In some cases and/or strategic locations, public acquisition may need to be considered.
- B. Continue to adopt and enforce provisions that reduce blighting influences along corridors and in neighborhoods, including:
 - a. On-street storage of commercial vehicles, recreational vehicles, utility trailers, and other vehicles.
 - b. Removal of junk, abandoned vehicles, and other derelict items from yards and alleys.
 - c. Accessory building sizes and setbacks.

- C. Create a pro-active program for handling the condemnation, demolition, and rehabilitation of substandard structures and underdeveloped property. Revise local health, building, and development codes to streamline the process for addressing unsafe or dilapidated structures and other health and safety risks such as inoperable vehicles, weeds and heavy trash, overgrown sites, and run-down structures used for criminal activity.

Objective 3: Implement all urban design and aesthetics initiatives outlined in the 2014 City Council Strategic Plan pertaining to public health and safety (see Appendix C).

Economic Development Goal 1:

Establish a plan to identify available land for purchase to provide an economic development incentive.

Objective 1: Update the current tax incentive policy as one of a number of tools local policyholders have for stimulating and encouraging economic development.

Objective 2: Explore the possibility of providing land as an additional incentive.

Objective 3: Explore the possibility for creating an industrial park.

Economic Development Goal 2:

Provide a city that allows citizens to live, shop, work, play, learn and worship in Sealy.

Objective 1: Continue to closely coordinate economic development strategies with the Economic Development Board, Planning Commission, Center Point Energy, AT&T, Austin County; EMS Board, TxDOT, property owners; realtors; engineers, and the Hospital Trust.

Objective 2: Develop a plan for the establishment/reestablishment of the hospital district for the creation of a regional trauma center.

Objective 3: Update the Incentive Policy and consider the possibility of providing land as an additional incentive to tax abatement.

Economic Development Goal 3:

Attract businesses that create primary jobs and career opportunities in Sealy.

Objective 1: Update the Buxton Reports and promote the results.

Economic Development Goal 4:

Encourage investment in infrastructure to enhance economic development.

Objective 1: Continue to closely coordinate the Economic Development Board, Center Point Energy, AT&T, Austin County; and TxDOT.

Educational Goal 1:

Continue to provide educational opportunities for the Citizens of Sealy and promote the development of our youth for the betterment of Sealy.

- Objective 1: Implement all education related initiatives of the 2014 City Council Strategic Plan (see Appendix C).**
- Objective 2: Coordinate closely with Sealy ISD, Blinn College, Gordon Memorial Library, YMCA and SEDC to ensure program coordination, unnecessary overlapping of services, workforce development, economic opportunity and effectively utilize all of the resources of the community in a thoughtful and effective manner.**
- Objective 3: Continue to provide training for City Council Members, Advisory Board/Commission Members, and staff**

Environmental Goal 1:

Preserve Sealy's most sensitive environmental areas for both their economic and ecologic benefits.

Objective 1: Support programs and policies that preserve wetlands and stream corridors. These sensitive areas are the backbone of the local drainage system. Protection of these areas is needed to minimize flooding and to ensure compliance with TCEQ environmental regulations.

- A. Use bio-retention areas or rain gardens to collect rainwater after storms and divert it from the stormwater system. Runoff from parking areas can be channeled into wetlands or native planting areas. Potential bio-retention sites should be identified that could assist the storm drainage system in removing water from the roads. These sites might also be effective in reducing the need for stormwater system extensions into difficult-to-reach locations, sensitive areas, or sites that have high engineering costs.
- B. Identify, map and protect areas with the greatest slopes that are located near rivers, creeks, wetlands, and other water bodies. Conservation easements or outright purchases can be used to safeguard Sealy's most attractive locations for riparian preservation and wildlife habitats.
- C. Maintain green spaces in the most natural state possible for protecting sensitive areas and managing stormwater.
- D. As part of a larger drainage plan, acquire wetlands and sensitive areas as conservation areas, particularly in instances where assembly of land is possible.
- E. Where practical, utilize sensitive environmental areas for passive recreation purposes, such as a linear park or green belt.

Objective 2: Encourage growth management strategies that promote agricultural and rural area preservation.

- A. Promote conservation easements, which maintain open space in perpetuity or for a prescribed period, as a mechanism for preserving rural lands while benefiting landowners. With a conservation easement, the landowner continues to own the land and is responsible to maintain it. The land also remains on the tax rolls, although there may be significant tax advantages to the landowner for the easement dedication, which also lowers the cost of acquisition.

- B. Promote continuation of the area's agricultural character through events such as a local farmers' market. A farmers' market can be programmed in a Downtown space to allow local farmers and residents to buy and sell produce. A suitable location is needed that will provide adequate space for people, sufficient parking at peak periods, and address liability issues.

Objective 3: Continue to implement recycling program elements, maintain its effectiveness with population growth and expand its reach in the community.

- A. Continue to explore the possibility of a centralized drop-off recycling program concurrent with population increases. There can eventually be expansion to curb-side recycling and to more niche markets that may not be participating as heavily as the typical residential home, such as businesses and apartments.
- B. Continue to fit all public areas with garbage cans, as well as recycling receptacles, so these public spaces can be kept clean and beautiful for the enjoyment of all residents and visitors. Expanding the program to all existing and then new parks is an initial step toward implementation.
- C. Continue to provide opportunities for citizens to drop-off hazardous materials, such as oil, paint, batteries, and obsolete electronics to ensure the safe disposal of these materials.

Objective 4: Promote the use of stormwater management tools that will protect riparian areas while reducing the impact of flooding.

- A. Adopt Stormwater Best Management Practices (BMPs) for construction and post-construction stages of development. These guidelines help to reduce pollutants from entering local drainage courses and stormwater systems, but also control erosion and sedimentation. This proactive step results in better functioning stormwater systems, improved water quality, sustained habitats, and reduced flooding.
- B. Continue to implement the Master Drainage Plan as a policy guide for subdivision review and development.
- C. Upgrade the minimum standards for stormwater improvements to ensure that stormwater management improvements match accepted engineering standards.
- D. Systematically upgrade and replace existing stormwater drainage lines that impede the community's ability to meet drainage and detention targets.
- E. Require the use of bio-swales in parking lots and along roadways to collect and hold stormwater, enhance recharge rates, and improve water quality.
- F. Design new municipal buildings as pilot projects for innovative rainwater capture and treatment techniques. This will result in financial savings over the long run, especially in operating costs. Use interpretive displays to inform residents about the science and conservation efforts behind the pilot project.
- G. Incorporate incentives by way of expedited approval, local tax credits, or other alternatives for integrating runoff reduction practices in private land development. This is particularly applicable for high-density residential and "big box" development that have higher ratios of impervious surfaces.

Objective 5: Improve air quality and energy practices in building design and construction.

- A. Add street trees to assist in the improvement and management of air quality levels, as well as to mitigate the effects of urbanization in the future. Street trees do much more than clean the air in local areas. Street trees can improve property values, enhance aesthetics, reduce the urban "heat island" effect, provide wildlife habitat, reduce vehicle speeds in neighborhoods, shade automobiles, create an

appealing pedestrian environment, and soften an otherwise harsh urban environment. Encouraging additional trees on individual sites can be done by enforcing regulations related to tree preservation during redevelopment and ensuring that trees are replanted after redevelopment. The landscaping requirements for new developments should evolve to the point that new developments look attractive and there are no loopholes allowing construction of subdivisions with poor landscaping.

- B. Continue to support alternative transportation solutions at the local and regional levels to preserve air quality. As highway and air transportation connections increase to the region there will likely be subsequent deterioration in air quality. Offering multi-modal options is one method of combating poor regional air quality.
- C. Continue to maintain current enforcement of the International Building Code in regards to building energy efficiency. This new code, which went into effect recently, incorporates energy efficiency standards into the Sealy building code. While judging its effectiveness, the City can encourage higher levels of energy and water efficiency through voluntary practices in both site and building design.
- D. Continue to identify and implement into city codes energy saving measures for both private and public structures. Initial efforts could focus on building lighting, street lights, building heating/cooling, and water usage. More important than changing employee habits is the adoption of energy efficient retrofits to buildings and operations, such as installing motion sensitive lights or faucets with automatic shut-off.
- E. Continue to implement a long-term municipal energy strategy to include an energy plan that enumerates reduction goals based on the current energy usage. The results should give rise to municipal policies aimed at electricity reduction solutions that save money while benefiting the environment. This plan could focus on the following energy saving strategies:
 - a. Lighting, indoors and outdoors;
 - b. Insulation;
 - c. Windows; and
 - d. Energy-efficient appliances (automatic shut-offs for items not in use, such as bathroom lights or conference rooms).
- F. Continue to implement the use of “green design” standards for new municipal projects. The City can act as a leader in energy-efficient design that not only benefits the environment, but also saves the City money on energy usage. Fiscal responsibility is a critical issue, and the City must be a steward of taxpayer dollars. Investing in new buildings or retrofitting old buildings should be done with energy efficiency as a primary goal. An inexpensive yet inefficient building will eventually cost more in the long term.
- G. Consolidate programs and options related to environmental protection and stormwater management under a common theme.

Environmental Goal 2:

Preserve open spaces within the corporate limits and the ETJ.

Objective 1: Continue to strictly enforce the Subdivision Ordinance and ensure that future developments provide provisions for public spaces.

Objective 2: Designate natural areas for use as nature parks, plant and wildlife conservation areas and greenbelts throughout the city.

- A. Continue to identify and purchase nature sites within the city that can be used for park development.
- B. Ideal sites are those with significant historical or cultural attributes, or sites that have contributed to the identity of the city throughout the years.
- C. Consider low-lying or flood prone areas that are not conducive to commercial or residential development.
- D. Continue to identify funding options such as the Texas Parks and Wildlife Department grant programs.
- E. Upon acquisition, develop sites with limited or primitive facilities; such as primitive camping sites, park benches, low impact walking trails, birding towers, picnic tables and BBQ grills.

Environmental Goal 3:

Continue to encourage the development of projects that provide beneficial economic opportunities for local residents without destroying the existing physical environment.

- Objective 1: Continue to provide incentives such as tax breaks and grant assistance to encourage businesses to invest in Sealy.**
- Objective 2: Continue to promote public and private sector economic development projects on the vacant undeveloped land and/or agricultural land.**
- Objective 3: Continue to require that developers inform the City Council of the development's impact on the physical environment i.e. drainage, air quality, water quality, light, soils, noise, traffic, water usage and sewer usage before approval of building permits and possibly approval of water and sewer service.**
- Objective 4: Implement all of the environmental based initiatives outlined in the 2014 City Council Strategic Plan.**
- Objective 5: Proactively identify and consider regulations to mitigate the effects of other forms of pollution, such as the runoff of chemicals and affluent from agricultural uses.**

Parks and Recreation Goal 1:

Develop and maintain a first-class parks and recreation system.

Objective 1: Invest in park and recreation opportunities described in the 2007 Comprehensive Park Plan.

- A. Continue maintenance programs that address routine equipment and landscaping repair and replacement. The improvements needed include replacement of vandalized equipment; a rigorous grounds maintenance program; new benches, tables, grills, and trash containers; additional landscaping and shade trees; picnic facilities and shaded gathering areas; improved and/or expanded parking areas; and new fencing and lighting. Additional proposed maintenance items are itemized in the 2007 Comprehensive Park Plan.
- B. Continue to focus on new park development in the growing areas of Sealy and to provide neighborhood parks in existing neighborhoods where practical. Consider vacant in-fill lots for such purposes. Continue to monitor opportunities to acquire desirable tracts that are favorably situated in new growth areas for future park development. It is particularly important to target potential purchases before area land prices begin to escalate with oncoming urbanization.

- C. Update the Subdivision Ordinance to target linear recreation opportunities and the preservation of acreage ideally suited for recreational development or for passive recreation, such as floodplains and wetland area. Preservation of open space to achieve stormwater BMP goals should be encouraged as development credits for landscaping.
- D. The city should consider alternative methods and partnerships to create a linear park system that connects the city. The use of easements, public rights-of-way, commercial development, public and private schools and churches and city parks can be linked to create pedestrian & bicycle connectivity.

Objective 2: Continue to explore additional park sites for long-term development. This may include trails, greenways, natural areas, or community parks.

- A. Continue the planning process to identify the best and most efficient means for gradually achieving a community trail network. A system of parks and recreation areas is not complete without linear linkages between park facilities, neighborhoods, schools, and other public use facilities. Such linkages may boost accessibility to parks and other public spaces, thereby expanding the effective service area coverage of these existing parks. This, in turn, reduces the amount of public investment necessary to locate and construct parks densely throughout the community.
- B. Continue to develop a City-wide greenways program along each of the creeks, floodways and drainageways, and other flood-prone areas, as well as forested corridors within the City and ETJ. These areas may then be used to protect the resource through sound management practices, while also hosting recreational trails to tie the community together. This work can potentially be done in partnership with Austin County, Town of San Felipe, Texas Parks & Wildlife and local conservation & recreation organizations.
- C. Design interpretive sites in parks to leverage their value for preserving the environment and educating the public about the importance of land and resource management. In general, ecological education should be incorporated into the local park system and associated programming.
- D. Amend the street cross sections in the Subdivision Ordinance, as appropriate, to include provisions for trails and bikeways. These facilities should be included in new road projects, as well as reconstruction projects, where feasible and acceptable. At a minimum, sidewalks should be constructed along both sides of collector and arterial streets and at least one side of local streets. Provision should also be made for pedestrian walkways on bridges and across culverts.

Objective 3: Provide official support and adequate funding and resources—on par with similar-sized communities—to perform ongoing maintenance and repairs and to construct needed improvements at existing and future parks and recreation facilities.

- A. Continue to utilize provisions that allow payment of fees to the City in lieu of dedicating land within new developments for public parks and open space purposes. This ensures adequate resources to fund new facilities at equivalent standards. This park fee policy should be reviewed periodically to make sure that the fees are adjusted, as necessary, to keep pace with inflation. Ultimately, the City must rely on other funding measures to achieve its park system goals (e.g., bonds, capital budgeting, grants). The park dedication ordinance can also be updated to require a fee for park improvements.
- B. Establish funding sources for priority improvements and a strategic implementation program with annual targets and objectives for the first five years.
- C. Regularly prepare nominations and applications to qualify for grant assistance or other funding arrangements to finance annual capital improvements.

- D. Maintain existing policies related to agreements with individual user groups that include user fees. These fees may pay for specific improvements to a park, such as field lighting, play equipment, viewing stands, or benches. Interested groups may include the adult and youth sports associations. This collaborative effort starts by documenting recreational demand and specific needs and ensuring appropriate contributions to field and facility maintenance based on level of utilization.

Objective 4: Implement all of the parks and recreation based initiatives outlined in the 2014 City Council Strategic Plan (see Appendix C).

Neighborhood & Housing Goal 1:

Assist citizens to procure safe and affordable housing in a fair and equitable manner.

Objective 1: Continue policies to further fair housing opportunities in Sealy by encouraging reputable developers to offer a variety of residential housing in mixed-use developments.

- A. Fair housing opportunities are vital outside of areas of geographic concentration of protected classes.
- B. The provision of fair housing opportunities in the immediate vicinity of the downtown area can have the added benefit of stimulating reinvestment in the downtown by providing services to residents who live in the immediate vicinity of the downtown area. Reinvestment in downtown would in turn increase the property values of the adjoining residential properties and stimulate additional reinvestment in those neighborhoods; creating synergy between the two uses.

Objective 2: Continue to purchase distressed land (lots & larger tracts).

- A. Distressed property can be resold to developers at substantial discounts with the agreement that part of the development will include lower priced modest housing.
- B. The purchase and maintenance of distressed property can have positive impacts on surrounding development by maintaining the appearance of neighborhoods (cutting high grass and weeds), removing dilapidated structures when appropriate and reducing neighborhood crime.
- C. The purchase of key distressed properties provides the city with the ability to create neighborhood parks and/or to make key infrastructure improvements such as making drainage projects or the extension, expansion or rerouting of streets in distressed neighborhoods.

Objective 3: Provide development incentives to facilitate infill development, or redevelopment, on vacant lots or lots with abandoned dilapidated structures.

- A. Incentives may be considered include waivers of building permit and tap fees as well as providing tax trust properties at a minimum cost to the developer.
- B. Development ordinances of the City can include provisions that expressly target the development and redevelopment of distressed areas of the city to stimulate and facilitate infill development and that target infill areas that were never developed.

Objective 4: Consider the use of the TDHCA HOME Housing Tax Credit Program to construct new apartment buildings.

- A. Tax credits provide investors in affordable rental housing programs with benefits used to offset a portion of their federal tax liability in exchange for the production of affordable rental housing. Each

qualified tax credit development must include a minimum percentage of rent restricted units to be set aside for eligible tenants.

- B. Consider the use of TDHCA HOME Multi-family funding to rehabilitate existing apartment buildings.
- C. Continue to pursue grant funding for water and waste water improvements through the Texas Rural CDBG program.

Neighborhood & Housing Goal 2:

Continue to improve the quality of living for Sealy residents by upgrading the quality of the housing stock.

Objective 1: Consider the use of the HOME program, administered by the Texas Department of Housing and Community Affairs, to repair dilapidated housing units in the community.

Objective 2: Continue efforts to rid the City of vacant and dilapidated structures.

- A. Aggressively acquire properties in tax trust or with delinquent taxes;
- B. Sell these properties at minimal cost to developers with stipulations ensuring that affordable new housing is constructed on the lot within a certain time period.
- C. Continue to pursue grant funding for water and waste water improvements through the Texas Rural CDBG program, since vacant & depilated strictures often are the result of inadequate infrastructure.

Neighborhood & Housing Goal 3:

Continue to preserve and enhance existing, older neighborhoods.

Objective 1: Consider the adoption of a zoning ordinance.

- A. Zoning ensures that non-residential uses will not encroach upon traditional neighborhoods.
- B. Zoning ensures that non-residential uses do not have the ability to “pop up” in the middle of stable neighborhoods, eventually destabilizing those neighborhoods.
- C. Zoning ensures that the investments made by the average citizen and small land owner are respected are not trampled by large scale investors and other persons not interested in the long term future of Sealy.
- D. Zoning implements the Comprehensive Plan, implements the future land use plan of the Comprehensive and proves a basis for Capital Improvement Program planning. It’s difficult for cities to make long term capital improvements assumptions, decisions and investments when land uses are potentially subject to the whim of a person or company who may not be interested in the long term consequences of those decisions on Sealy.
- E. Zoning ensures that the City controls its long term growth and destiny and does not cede that direction to outside parties who are focused on short term gains, and not long term impacts of development decisions on Sealy.
- F. Without zoning, a single decision made by a single person can be a catalyst that begins a process that destabilizes a stable neighborhood. Many neighborhoods in Sealy are at risk from the impacts of such a decision.
- G. Without zoning, the City cannot ensure that neighborhoods will remain a stable and safe investment.

Objective 2: Increase code enforcement efforts in at-risk neighborhoods.

- A. At-risk neighborhoods are defined as those with at least 25% of all housing units considered deteriorated or dilapidated.

Neighborhood & Housing Goal 4:

Ensure quality development of new subdivisions both inside the corporate limits and in the City's Extra Territorial Jurisdiction

Objective 1: Continue to vigorously enforce the City regulations.

- A. By developing a Unified Development Code, the City can have a greater ability to enforce development requirements in the ETJ, particularly with respect to sign, tree preservation and subdivision regulations.
- B. The completion of strategic annexations and the expansion of the City ETJ is a primary tool available for the City to ensure that the outlying areas surrounding Sealy that will eventually become a part of Sealy are developed appropriately before they are incorporated in to the City of Sealy.

Objective 2: Implement the land use concepts developed in the Future Land Use Plan.

- A. Continue to enforce housing codes and ordinances and to update those codes as new code additions are developed.
- B. Continue efforts to secure funding for housing related projects.
- C. Continue to further fair housing opportunities by encouraging developers to offer residents a variety of housing options.
- D. The implementation of a Future Land Use Plan (FLUM) is contingent on zoning. Without zoning to implement those recommendations, the FLUM has no weight of law. Land owners, developers and community leaders need the assurance provided by zoning that their investments will not be vain because a neighbor or owner completes a project that diminishes the use or value of their property, particularly of their residence.
- E. Capital Improvements Program planning is entirely based on Future Land Use assumptions. Without those assumptions, and a belief that those assumptions will remain fairly consistent, it's difficult for the city to assume wastewater treatment capacity needs, water supply needs, or transportation needs because those decisions are tied to land use assumptions (reflected in the zoning of land). Such uncertainty makes funding "right size capacity" decisions difficult, improving the likelihood that improvements will be over- or under-sized. Without that foundation, it's difficult to hit capacity and supply targets and avoid over- and under-spend on major projects.

Neighborhood & Housing Goal 5:

Promote an aesthetically pleasing, durable, and safe living environment for present and future generations.

Objective 1: Continue to implement the City's Code Enforcement Program.

Objective 2: Consider the adoption of a Zoning Ordinance as a tool to allow the City to protect its residential areas from non-compatible land use encroachment.

Objective 3: Continue to strictly enforce the City's Subdivision Regulations.

- Objective 4: Continue to clear unsightly and dilapidated buildings and/or cluttered lots that are fire hazards and eyesores, and encourage the restoration of older buildings and houses that are in good condition.
- Objective 5: Implement all neighborhood and housing related initiatives outlined in the 2014 City Council Strategic Plan (see Appendix C).

Water/Sanitary Sewer Infrastructure Goal 1:

Continue to provide utilities and infrastructure in a manner that will encourage controlled, targeted, efficient, green and aesthetically pleasing development.

- Objective 1: Continue to implement the City of Sealy Capital Improvements Program.
- Objective 2: Continue to coordinate closely with TxDOT, HGAC, TCEQ, UP & BNSF Railroads, all local and regionally based utility providers, developers and Austin County on all matters that pertain to infrastructure.
- Objective 3: Continue to enforce and update the Subdivision Ordinance and design requirements for public improvements.
- Objective 4: Continue to implement all of the infrastructure initiatives outlined in the 2014 City Council Strategic Plan (see Appendix C).

Water/Sanitary Sewer Infrastructure Goal 2:

Continue to encourage a well-managed pattern of development that is fiscally responsible and timed with the adequate provision of utilities and services.

Objective 1: Use the growth management strategy outlined in this chapter to direct most development to growth areas while minimizing development in the resource protection and holding areas.

- A. Continue to identify prime growth areas to determine where capital improvements and expanded public services should be focused, thereby using public investments to direct future development. The City should target improvements to under-served areas in the City limits as the highest priority, followed by areas immediately adjacent to the City limits.
- B. Continue to ensure that any proposed utility extensions are made only into prime growth areas.
- C. Continue to evaluate alternative mechanisms to pay for utility extensions including capital improvements programming (supported by municipal bond initiatives), impact fees, and public improvement districts. Alternative mechanisms can enable development in advance of municipal infrastructure while effectively managing the timing and sequencing of new development. Recapture agreements (in which developers pay for oversized lines and are paid back by subsequent developers who use them) can be used to finance the construction of oversized lines to new development.

Objective 2: Continue to encourage infill development in the developed area of Sealy.

- A. Establish incentives for infill development, such as density bonuses if certain performance standards are met. For instance, increased density may be allowed for accomplishing community objectives such as a minimum open space ratio, preservation of trees, conservation of natural resources, enhanced compatibility with adjacent uses, inclusion of amenities such as parks, trails, and attractions, and any other heightened development standards that are important to the community.

- B. Develop alternatives to overcome constraints to development or redevelopment of areas within the City limits, including common issues that cause difficulty for building on infill sites such as alleviation of flooding, provision of street and utility infrastructure, strict compliance with flood detention requirements, and on-site parking requirements. Standards pertaining to setbacks, lot coverage, and building height may need to be relaxed—or offset through other performance standards—to make development of constrained sites feasible.
- C. Continue to adopt infill development standards concerning density, intensity, and other dimensional requirements to maintain a consistent character with adjacent existing development. Of particular importance within older, historic areas is to ensure that the architecture and materials are consistent with those in the immediate neighborhood.
- D. Continue to adopt policies and standards regarding the provision of adequate infrastructure to serve infill development sites. Capital projects (including rehabilitation and replacement of water distribution and wastewater collection lines) should be prioritized to benefit undeveloped sites and increase the utilization and efficiency of existing infrastructure systems.

Objective 3: Continue to utilize the City’s land development regulations to influence the pattern of development.

- A. Update the City’s development standards to encourage, through incentives, cluster development, which, in effect, leaves portions of development sites undisturbed; allows overland conveyance of stormwater; reduces the buildable area and, hence, impervious cover; increases aquifer recharge; and, allows some degree of development in sensitive areas while protecting valued resources.
- B. Amend the subdivision regulations to incorporate Adequate Public Facilities provisions, such as requiring adequate road capacities concurrent with development, as well as demonstration of the ability to meet minimum fire flow requirements.
- C. Amend the City’s development standards to establish criteria for the protection of floodplain areas. Density bonuses can be used to support the focusing of development on the developable portion of constrained sites.

Water/Sanitary Sewer Infrastructure Goal 3:

Continue to improve infrastructure to accommodate the current corporate limits, and extra territorial jurisdiction (ETJ).

Objective 1: Continue to follow the recommendations in the water, wastewater and streets elements of this comprehensive plan and the 2013 Capital Improvements Program (CIP).

Objective 2: Continue to pursue all available methods of financing critical infrastructure improvements.

- A. Texas Community Development Block Grant Program (TxCDBG) - This program provides funding for infrastructure development. It should be noted that these funds can only be utilized in the City’s low-to-moderate income areas.
- B. Texas Water Development Board-The Texas Water Development Fund is used to provide loans to eligible applicants for the construction of local or regional water supply, wastewater treatment, flood control, and municipal solid waste management projects. This includes such facilities as water wells, transmission mains, storage tanks, and water and sewage treatment plants. The City should always compare private bond option before proceeding with Texas Water Development Board funds.

- C. When appropriate consider the use Revenue and/or General Obligation Bonds or Certificates of Obligation;
- D. Continue to pursue Texas USDA Rural Development funding when available.

Water/Sanitary Sewer Infrastructure 4:

Continue to encourage the development of projects that provide beneficial economic opportunities for local residents without destroying the existing physical environment.

- Objective 1: Continue to require that developers inform the City Council of the development's impact on the physical environment i.e. drainage, air quality, water quality, soils, noise, traffic, water usage and sewer usage etc. before approval of building permits and possibly approval of water and sewer service.

Water/Sanitary Sewer Infrastructure Goal 5:

The city should continue to have a dependable water supply that will provide for all water demands, including domestic, industrial, and commercial, as well as an allowance of about 10-15% for distribution system leakage, fire-fighting, and other un-metered uses.

- Objective 1: Install one new well, elevated storage tank and booster station in the northwest quadrant of the City, near FM 2187.
- Objective 2: Install one new well, ground storage tank and booster station near the Wal-Mart Distribution Center
- Objective 3: Continue to replace undersized distribution lines throughout the system.
- Objective 4: Implement the conservation strategies for municipal uses as discussed in the Region H State Water Plan.
- Objective 5: Expand water service into un-served areas.
- Objective 6: Implement all of the water related initiatives outlined in the 2014 City Council Strategic Plan (see Appendix C).

Water/Sanitary Sewer Infrastructure Goal 6:

The Sealy sanitary sewer system should continue to have the capacity to provide high quality service both within the current corporate limits and the Extraterritorial Jurisdiction throughout the planning period.

- Objective 1: Continue to smoke test the system in order to locate sources of infiltration
- Objective 2: Implementing the conservation strategies for municipal uses described in the 2013 Planning/Capacity/Building Project Report to reduce the amount of water being used and treated by the wastewater system and treated by the wastewater treatment plant
- Objective 3: Continue to systematically replace all old clay sewer lines according to the phasing schedule detailed in the 2013 Planning/Capacity/Building Project Report.
- Objective 4: Expand the existing plant or construct a new plant in order to increase capacity.
- Objective 5: Expand sewer service into unserved and underserved areas.

Objective 6: Implement all of the wastewater related initiatives outlined in the 2014 City Council Strategic Plan (see Appendix C)

Water/Sanitary Sewer Infrastructure Goal 7:

Continue to provide adequate and efficient provision of infrastructure, including water and wastewater facilities, to accommodate the growth and economic development objectives of the community over the next 20 years.

Objective 1 Continue to maintain and rehabilitate the existing water and wastewater systems through phased and targeted improvements.

- A. Continue to plan for and fund wastewater treatment plant expansion or the construction of a new plant. The City is currently at 56 percent of capacity, and planning for facility expansion or construction should begin upon reaching 75 percent of capacity.
- B. Implement the recommendations of the 2013 Planning/Capacity/Building Project Report to upgrade and expand all existing sanitary sewer utility infrastructure. In addition to expanding the capacity at the wastewater treatment plant, inflow and infiltration (I/I) problems in the collection system must be addressed. Implementation of the plan would identify necessary improvements to the aging infrastructure where improvements will be required to support economic growth and address weaknesses in the system.
- C. Continue to implement the recommendation of the 2013 five-year capital improvement program, including replacement of infrastructure based upon a priority ranking system. Continue to upgrade and replace aging and failing wastewater collection lines and lift stations using this phased approach.
- D. Implement the recommendations of the 2013 Planning/Capacity/Building Project Report and the 2013 five-year capital improvement program for water to address the future needs of a growing population and economic development by making targeted improvements related to water supply, water treatment facilities, storage, and distribution systems.
- E. Implement a water conservation program to reduce average per capita use. The program could include public education, landscape and irrigation ordinances, and rates structured to encourage conservation.
- F. Increase awareness of xeriscaping techniques, which emphasize the use of local native vegetation, to reduce irrigation demand.

Objective 2: Implement all of the water and wastewater related initiatives outlined in the 2014 City Council Strategic Plan (see Appendix C).

Drainage Goal 1:

A regional drainage system that adequately and efficiently handles stormwater flows and minimizes flooding of property, improves public health and safety, and maximizes the potential of properties that are ideally suited for economic development.

Objective 1: Continue to improve drainage in the Allens Creek watershed through targeted improvements.

- A. Continue to secure funding to implement the recommendations identified in the Allens Creek Master Drainage Plan. Funding sources can include property taxes assigned to the general fund, bonds, and drainage district and drainage utility fees. The City currently has a drainage utility fee; however, revenues from this fee are not sufficient to pay for improvements. The City may want to consider alternative means including a bond election or improvement district.
- B. Continue to prioritize and implement the recommendations in the June 2004 Allens Creek Master Drainage Plan, which was subsequently, updated by the January 2011 Master Drainage Plan for Allens Creek Watershed 2010-2020. Recommendations included the following:
 - i. Channel Improvements Downstream of State Highway 36 – acquire easements and excavate channel.
 - ii. Highway 90/Rexville Road Improvements – replace the highway structure and re-route the channel between the highway and Rexville Road.
 - iii. Westview Drainage – there are three approaches to addressing drainage in the Westview subdivision including: (1) constructing a detention facility, (2) constructing a channel along the former Cane Belt Railroad right-of-way, and (3) constructing a storm sewer either through or around Westview subdivision to the open channel section of Allens Creek.
 - iv. Terri Avenue Drainage – increase the capacity of the existing channel through placement of a storm sewer.
 - v. Brookside Street Reconstruction and Drainage – reconstruct the street to allow more overland flow capacity.
 - vi. Fowlkes Street Drainage – enclose the existing ditch with pipe or reconstruct an improved channel in the area.
 - vii. Upper San Felipe Tributary of Allens Creek Drainage – acquire easements, excavate channel, and replace culverts under existing roads.
- C. Implement the recommendations of the 2010 regional drainage studies based upon development expectations and current drainage conditions to identify necessary structural and non-structural drainage system improvements that will eliminate the flooding of structures and residential properties and to solve overflow conditions on many of the streets.

Objective 2: Continue to utilize the City's land development regulations to reduce impervious surface coverage and enhance drainage in the community.

- A. Amend the land development regulations to better control impervious cover and the ratio of open space (residential) and landscape surface (nonresidential) on development sites, incorporating incentives as appropriate.
- B. Encourage different types of development patterns in the community, including cluster or planned developments, as these have many advantages including reduced stormwater runoff.
- C. Investigate the use of regional detention and treatment facilities for new growth areas. Detention ponds can be developed as a community amenity and/or recreation facility with trails, fountains, etc.
- D. Consider using retention basins for irrigation water.
- E. Encourage non-structural techniques, such as bio swales and constructed wetlands, to treat stormwater runoff.
- F. Develop regulations to achieve the goal pertaining to the “preservation of Sealy's most sensitive environmental areas for both their economic and ecological benefits” provides an additional strategy

to manage community drainage and stormwater runoff, to comply with Best Management Practice (BMP) standards of TECQ.

Objective 3: Implement all of the drainage related initiatives outlined in the 2014 City Council Strategic Plan (see Appendix C).

Public Safety Goal 1:

Continue to provide adequate public safety facilities and services.

Objective 1: Continue to support the City's public safety functions and personnel through adequate budget allocations and community backing.

- A. Continue to prepare annual estimates of the community's daytime population and review and adjust police and fire staffing as necessary and warranted.
- B. Continue to plan and budget for additional police and fire staffing (and the requisite vehicles, equipment, and facilities) to meet current and future needs.

Objective 2: Continue to coordinate closely with TxDOT, HGAC, TCEQ, UP & BNSF Railroads, all local and regionally based utility providers, developers and Austin County on all matters that pertain to transportation from the perspective of emergency response in a community where emergency response is great affected by highway and railroad disruptions and/or closures/heavy traffic loads.

Objective 3: Continue to closely coordinate with local and regionally based power utilities and natural gas utilities the ensure that lines are located, or relocated, in a manner that is not detrimental to development or redevelopment of Sealy or detrimental to existing development in the community.

Objective 4: Implement all of the public safety initiations outlined in the 2014 City Council Strategic Plan.

Annexation Goal 1:

Guide the orderly growth and development of the city through targeted strategic involuntary annexations based on sound fiscal rationale and to amend development codes to require voluntary annexation as a condition of plat and site plan approvals in order to provide for the orderly extension of city utilities and services and to avoid the use of private or special utility districts.

Objective 1: Continue to target annexations that follow the following guidelines to the greatest extent possible; but to be aggressive when necessary to defend the boundaries of the city from challenges from other communities, such as Houston, and to capitalize on the prominent regional location of Sealy to attain economic growth and development that is desirable, and to prevent undesirable development detrimental to the long term goals of Sealy.

- A. Policies for Boundary Adjustment

1. The City will actively seek local landowners wishing to request annexation into the corporate limits.
2. The City will seek to concentrate annexation in potential commercial areas.
3. The City will seek to annex residential properties with high property values.
4. The City will actively seek to annex tracts located within close proximity to current infrastructure.
5. The City will be sensitive to those residents living in substandard conditions and needing City services, or protection offered by City ordinances.
6. The City will be sensitive to those tracts that have historical and/or environmental significance.
7. The City will amend development codes as necessary; and avoid circumstances, that would require the City to annex property under the requirement of Texas Local Government Code Section 43 Subchapter C.

B. Prioritized Recommendations

1. Continue to explore ways to expand the current corporate limits through voluntary annexation.

Objective 2: Continue to pursue a staged annexation strategy to accommodate future growth and development and protect surrounding areas.

- A. Develop an annexation plan, linked to the City's growth management strategy, to annex land strategically in advance of development. Generally, new development should occur on vacant parcels within the City limits before significant territory is annexed.
- B. Coordinate the City's long-term capital improvements plan with the annexation plan to ensure the availability of "full municipal services" in newly-annexed areas within the minimum timeframes required by state statutes.
- C. Use reliable, sophisticated cost-benefit analysis methods to evaluate all proposed annexations. In many cases where more than pure financial considerations are involved, policy decisions will be necessary to consider the value of gaining greater control over peripheral development versus the added cost for providing state-mandated public facilities and services.

Transportation Goal 1:

Continue to facilitate regional mobility to efficiently move people and goods to and from the community.

Objective 1: Continue to coordinate with local, state and federal agencies in enhancing regional mobility.

- A. Continue to actively participate with TxDOT in designing and implementing future improvements to the I-10 corridor in the Sealy area, particularly to safeguard the community's interests with respect to local traffic circulation and support for economic development. The City should particularly coordinate with TxDOT to ensure the beneficial location and effective spacing of on/off ramps to the new I-10 frontage roads, and to advocate that the Rexville Road overpass not be eliminated in the new freeway corridor design.
- B. Continue to coordinate with the Union Pacific and Burlington Northern Santa Fe Railroads as necessary to help ensure that regional railroad and automobile mobility needs are coordinated and to explore opportunities to improve accessibility between each side of the railroads that bisect Sealy.

Transportation Goal 2:

Continue to create a system of arterial and collector roads that provides adequate connectivity and through movements across the City.

Objective 1: Utilize the Future Thoroughfare Plan to achieve adequate mobility within the community and preserve rights-of-way.

- A. Continue to utilize the functional classifications of arterial and collector roadways as shown on the Future Thoroughfare Plan. The recommended street cross sections and pavement widths that correspond with the functional classifications should be adhered to in all new developments. In certain instances where there are unavoidable constraints for complying with the City's standards (that are peculiar to the location and not brought about by the subdivider through the subdivision layout or design), the City may allow an exception as long as it is the minimum variation needed to otherwise abide by the City's standards, which may require additional study to verify.
- B. Amend the Subdivision Ordinance to:
 - 1. Include cross section standards and required right-of-way and pavement widths for arterial, collector and local streets consistent with the policies identified in this plan.
 - 2. Include performance standards for local residential streets. Under this approach, the type of access, number of dwelling units served, and the units' average frontages determine the street right-of-way, pavement width, and other design requirements such as parking lanes, curb width, parkways, and sidewalks (this would apply only to local streets with no potential for future connection or extension). Therefore, the required right-of-way and street design is directly tied to development density and generated traffic volumes as opposed to a "one-size-fits-all" standard for all local streets.
 - 3. Enhance the City's current traffic impact analysis provisions to include specific requirements and thresholds as to when a traffic impact analysis is required. Provisions should allow the City to require a traffic impact analysis (TIA) study if projected traffic from a particular development site would exceed a certain established traffic generation threshold or specified development conditions (e.g., square feet of non-residential development, number of residential units, or other site-specific factors that could trigger the need for mitigation measures along adjacent public streets or at nearby intersections). Such situations could require submission of a study prior to the official acceptance of an application for subdivision or property development. The TIA should include mitigation measures to help maintain the desired traffic conditions along the roadway.
 - 4. Incorporate traffic calming requirements to slow traffic where continuous and relatively straight streets (for a distance of 500 feet or more) carry higher volumes of traffic in excess of 100 vehicles per hour during peak hours.

Objective 2: Enhance connectivity between neighborhoods.

- A. Amend the Subdivision Regulations to require connectivity standards to existing and proposed streets and neighborhood and improve directness of routes. The purpose of connectivity requirements is to create multiple, alternate routes for automobiles and create more route options for people on foot and bicycles. The connectivity ratio would be identified in the subdivision regulations and would be based on existing subdivisions in Sealy that stakeholders deem to have good connectivity. Features of the ordinance should include:

1. An appropriate connectivity index (e.g., street links divided by street nodes).
2. Requirements for connecting local and collector streets to adjacent developments to ensure a minimum level of external connectivity.
3. Requirements to establish pedestrian routes between land uses. This is particularly important where natural features or other constraints make it impractical to connect streets.
4. Provisions to discourage cut-through traffic and speeding.
5. Partner with the railroads to improve connectivity for pedestrians and bicyclists across railroad rights-of-way between downtown and neighborhoods north and east of downtown.

B. Extend collector roads to arterial roads to increase connectivity within and between subdivisions. This can be achieved by requiring, concurrent with subdivision approval, collector roadways between all arterials, aligning with existing collector roadway segments.

Objective 3: Continue to develop land use policies and land development regulations to encourage developments that enhance mobility within a neighborhood and throughout the community.

A. Continue to implement recommendations identified in Chapter 2, Urban Form & Land Use, related to cluster development and mixed use and walkable neighborhoods. Clustered development has the most potential to reduce the number of vehicle trips when it is combined in a mixed-use development where essential services are within walking or biking distances from residences. Clustered development also reduces the number of miles of streets that must be constructed and maintained.

Objective 4: Continue to implement access management and other Transportation System Management (TSM) measures to help increase capacity along constrained roadways and maintain capacity along arterials in the community.

- A. In conjunction with TxDOT, continue to develop appropriate improvements to SH 36 to improve regional access to and through Sealy. .
- B. Develop an access management program and guidelines that provide appropriate strategies and access design requirements based on a roadway's functional classification as identified on the Thoroughfare Plan map (with the greatest emphasis placed on mobility versus access on arterial streets).
- C. Amend the subdivision regulations to:
 1. Restrict and/or guide the number, location, and spacing of driveways, street intersections, medians and median openings, marginal access roads, turn lanes, and acceleration/deceleration lanes at major intersections. This is particularly important in preserving capacity along roadways that are not currently lined with development.
 2. Require shared driveways and cross-access easements between adjacent properties to eliminate the need to use the public street for access between adjoining businesses.
 3. Limit or prohibit residential driveways along collector and arterial roadways to preserve the intended function of these roadways. Ideally side lot lines should face toward the collector street.
 4. Periodically conduct signal warrant studies as area travel volumes increase with new development. In areas that are already managed by traffic signals, signal timing should be reviewed, particularly in congested areas, to determine if timed traffic signals are appropriate relative to the volume and peaks in traffic flow. Adjustments should be made to traffic signals so they are timed accordingly.

Objective 5: Continue to maintain and enhance existing roadways.

- A. Continue to implement the recommendations of the City-wide pavement condition inventory completed in 2013; and continue to integrate that inventory into the City's mapping and database management program. Continue to manage the comprehensive pavement management system, which would include a list of all necessary improvements to meet the established street standard, the level of financial commitment required, and a five-year prioritized implementation plan and funding program.
- B. Continue to maintain the inventory of street lights and develop a database and corresponding map. Compare the inventory with street lighting and spacing standards to identify areas of deficiency. Subsequently, establish a street light replacement and installation program, coordinated with street repair and improvement.
- C. Continue to upgrade the City's design criteria and technical specifications regarding street construction standards and all associated infrastructure requirements (e.g., street lights, drainage, and sidewalks).
- D. Continue to amend the development standards to include sight visibility requirements at all street and driveway intersections.
- E. Install railroad crossing arms at all road intersections with local railroads. To enhance safety applicable pavement markings and signage should also be installed. The implementation of measure to create additional "Quiet zones" should also be implemented along all railroad corridors through town.

Transportation Goal 3:

Continue to develop a mobility system that offers a variety of choice in modes of travel.

Objective 1: Continue to develop pedestrian and bicycle amenities and facilities throughout the City.

- A. Prepare a comprehensive bike and pedestrian plan that identifies a network of bike lanes, trails, greenways, and pedestrian linkages throughout the City & extraterritorial jurisdiction. The study should identify a system of on- and off-street linear connections between neighborhoods, parks, schools, and commercial areas. Priority should be given to identifying bikeway and sidewalk improvements in and around the downtown area and near schools, where roadways could be "retrofitted" to accommodate bike lanes and/or sidewalks. The plan may also include recommendations to amend subdivision regulations to provide street cross-section standards for collectors and arterials to include sufficient right-of-way for bike lanes.
- B. Adopt a policy whereby pedestrian improvements (e.g., sidewalks, trails, & bike lanes, and requisite funding are required in the design and construction/reconstruction of all street improvement projects.
- C. Amend the subdivision regulations to include the following:
 - 1. Establish requirements pertaining to the location of sidewalks within the right-of-way. ROW should accommodate a green space/natural area separating sidewalks from the street.
 - 2. Include a requirement for sidewalks or trails to be installed on both sides of all arterial and collector streets, and on one side of local streets, pursuant to the above recommended placement standards.
 - 3. Require public access easements every 800 feet, or portion thereof, where there are continuous rows of homes abutting trails or collector and arterial roads. Such easements must be a minimum width of 15 feet, improved with a five foot wide sidewalk or trail connection.
 - 4. Increase the minimum width of sidewalks from four to five feet in heavily traveled pedestrian areas.
 - 5. Consider, in appropriate and feasible locations, striping and signage for on-street bike lanes. Where there is sufficient pavement width, this may be accomplished by narrowing the vehicle lanes or

making use of a wide shoulder lane. Bike lanes are appropriate on collector roadways given adequate pavement width and design. On minor arterials, the minimum bike lane width must be six feet, again, given adequate design considerations. Many existing City streets have adequate width to accommodate bike lanes without additional right-of-way or street widening.

6. Continue to install bicycle racks at key locations and buildings throughout the community.
7. Continue to implement the recommendations identified in the Parks Master Plan for the sidewalk routes.
8. Continue to identify intersections heavily used by pedestrians and prioritize and implement safety improvements at these intersections. Intersections should be prioritized based on use and pedestrian risk. Improvements may include installing accessible ramps for persons with disabilities; marked, signed, and/or signaled pedestrian crossings; and pedestrian-actuated signal detectors, and cross walks.
9. Conduct and map a community sidewalk inventory to denote the existence or non-existence of sidewalks along city streets. Inventory segments that are in poor condition or unfit for safe use, as well as barriers to connectivity. Barriers may include major roadways, railroad, utility poles/boxes, and buildings. In subsequent five-year capital improvement programs, programs should include sidewalk projects, with the highest priority assigned to areas most in need of sidewalks such as around schools, downtown, parks, and other areas of high pedestrian traffic. An established amount should be budgeted annually for sidewalk improvement, replacement, and construction.
10. Continue to identify locations where the conditions warrant a Safe Sidewalks Program, particularly around and adjacent to, and leading to/away from schools, public buildings and other areas with high levels of pedestrian use. In these priority areas, conduct regular safety inspections to ensure that the surface is free from hazards and obstructions. Also organize a public education program to inform the community of individual responsibilities for sidewalk care and maintenance.
11. The City should continue to pursue grants from the Texas Safe Routes to School program and other programs to secure external funding support for sidewalk and trail programs, and to require developers to dedicate right-of-way and/or make private improvements that link sidewalks and trails throughout the city.
12. Amend the City's street design standards for the installation of pedestrian- and bicycle-actuated traffic signals. Also, coordinate with TxDOT to ensure their installation at targeted locations on State highways in town.
13. Coordinate with Texas Parks and Wildlife and the Town of San Felipe to facilitate connecting Sealy Bike and Trail improvements to the Stephen F. Austin State Historic Park.

Objective 2: Develop a public transit system that meets the varying needs of the community.

1. As growth occurs work with the Colorado Valley Transit Authority in refining and enhancing current transit services to meet the needs of residents.

Transportation Goal 4:

Continue to provide roadways that accommodate all users of the system and are designed to fit the physical setting of the community and contribute to community character.

Objective 1: Continue to design transportation infrastructure so that it fits the physical setting of the community, contributes to Sealy's character, and capitalizes on natural and historical features.

- A. Continue to implement context sensitive solutions when widening existing and constructing new roadways to insure projects are compatible with community values. When constructing new roadways, consideration should be given to enhancing and preserving the community's character through protection of environmental and historic resources such as mature trees and one-of-a-kind structures. Roadways should be designed within the "context" of the surrounding environment so they can complement the area and not detract from its character.
- B. Incorporate into the subdivision regulations and street construction standards the following requirements/policies for all new local and collector streets:
- C. Continue to preserve existing tree lines and minimize alteration of natural, cultural or historic site features.
- D. In rural areas, secure views to prominent natural vistas and open space.
- E. Where prudent, install calm traffic speeds and encourage pedestrian and bicycle movement.
- F. Enhance development standards for tree preservation, landscaping, buffering, screening, and property maintenance along arterial and collector roadways to improve the appearance and aesthetics of the community's primary roadway corridors. Vegetation and natural areas should be preserved and incorporated into the design of all new roadways. While some disturbance to natural areas will occur, efforts should be made to minimize the impacts and enhance the roadway corridor through restoration or rehabilitation of disturbed areas or enhancement of the corridor through landscaping.
- G. Initiate redevelopment and enhancement projects at the entrances to the community, including public infrastructure improvements and strict enforcement of code violations. The areas should be prioritized according to traffic counts at each location.

Objective 2: Enhance city standards to provide road designs that result in "Complete Streets" which safely provide for all users of the system and not just the automobile.

- A. Narrow the pavement width of collector and residential streets where appropriate (as previously recommended) and use the extra right-of-way for sidewalks, trails, neighborhood scale street lighting, tree preservation, landscaping and open space.
- B. Prepare guidelines and standards for pedestrian access to transit stop locations and incorporate these features along bus routes. Standards should include provisions relating to sidewalks; curb cuts and handicap-accessible ramps; non-slip surfaces; marked, signed and/or signaled pedestrian crossings; prevention of obstructions for wheelchair access; and installation of pedestrian-actuated traffic signals.

Objective 3: Continue to coordinate closely with TxDOT, HGAC, TCEQ, UP & BNSF Railroads, all local and regionally based utility providers, developers and Austin County on all matters that pertain to transportation and associated infrastructure improvements.

Objective 4: Implement all of the transportation related initiatives outlined in the 2014 City Council Strategic Plan (see Appendix C).

Transportation Goal 5:

Continue to provide for the safe movement of traffic and to provide roadways that will require little or no maintenance costs.

- Objective 1: Continue to implement the street system capital improvements schedule as outlined in the 2013 Street System Capital Improvements Program (2013-2018) and the 2013 Street System Future Priorities) and the 2014 City Council Strategic Plan (see Appendix C).
- Objective 2: Implement the long-range capital improvements in the 2013 Planning Capacity Report and in future CIP programs. The long-range capital improvements include the reclamation and paving of unpaved roadways as well as additional seal coat projects.
- Objective 3: Continue routine maintenance and minor repairs on streets not listed in the Capital Improvements Schedule.
- Objective 4: Continue to enforce and upgrade the City's roadway design standards.
- Objective 5: Continue to enforce the city's subdivision ordinance so that design standards are met in new developments.

Transportation Goal 6:

Continue to develop future roadways that will enhance economic development opportunities for both current and future local business owners

- Objective 1: Consider the development of a loop on the north side of the City that originates from Koy Underpass, traverses north to FM 1094 and then travels west until it turns south to connect with the IH 10 frontage road.
- Objective 2: Consider development of the proposed collectors and arterials as outlined in the Future Thoroughfare Plan.
- Objective 3: Continue to coordinate closely with TxDOT, HGAC, TCEQ, UP & BNSF Railroads, all local and regionally based utility providers, developers and Austin County on all matters that pertain to transportation infrastructure.

Forward

On May 13, 2009, the City of Sealy adopted the 2009 Comprehensive Plan, hereafter referred to as the plan. The implementation strategy of the plan required that the plan be reviewed and updated where necessary after five years. After the plan was adopted, Census 2010 was completed. The City Council, in 2013, adopted the Planning/Capacity/Building Project report prepared by Public Management, Inc. through a grant the Office of Rural Affairs of the State of Texas. This report was completed with extensive community input and was built upon the foundation of the 2009 Sealy Comprehensive Plan. It was the goal and intention of the City to incorporate the information developed in the 2013 Planning/Capacity/Building Project report into the 2009 Comprehensive Plan to serve as the five year update to the plan. With that data incorporated into the plan, the vision, goals and objectives would be revised as necessary and the implementation strategy updated as necessary. With that background understood, the 2015 update to the plan retained the original format of the plan and supplemented that the plan with current data and emerging trend information that has relevance to Sealy. A short summary of the composition and order of the plan is described below.

Chapter 1 – Historic Perspectives and Data

This chapter describes the purpose of planning and developing city visions, goals and objectives to serve as the basis for decisions pertaining to the growth and development of Sealy. Chapter 1 describes the process of creating the 2009 Comprehensive Plan and the subsequent Planning/Capacity/Building Project report and highlights the broad based public input that formed the foundation for each document. This information is critical because it documents the public participation activities that are the foundation all vision statement from which the plan's goals and policies were derived. The chapter also includes a significant amount of data describing the composition of the community, growth trends, factors that affect the growth of the community, issues and opportunities confronting the community and how Sealy fits into the larger regional trends affecting this region and the state. It's difficult to effectively develop a plan without knowing the characteristics of the population of citizens whose futures will be affected by the plan. To understand the characteristics of the citizens of Sealy, all of the information from Chapter 1 of the 2009 Plan was supplemented with 2010 Census data and all of the additional data developed with the Planning/Capacity/Building Project report. The primary purpose of Chapter 1 is to develop a deeper understanding of who lives in Sealy and the characteristics and needs of that population. Chapter 1 is a foundation for the remainder of the updated plan.

Chapter 2 – Urban Form & Land Use

This chapter provides a vision for the future physical development of Sealy and preferred growth areas in its extraterritorial jurisdiction. The purpose of this chapter is to establish the necessary policy guidance that will enable sound decision-making about the compatibility and appropriateness of individual developments within the context of the larger community. Other key planning priorities include directing ongoing development and managing future growth, preserving valued areas and lands, and protecting the integrity of neighborhoods, while also safeguarding and enhancing community image and aesthetics. All of these strategies are intended to achieve and maintain an envisioned community character for Sealy.

Chapter 3 – Water & Sewer Inventory & Analysis

This chapter includes an assessment of the City's utility infrastructure, both for serving today's community as well as future development and population. It then outlines policies regarding how the City intends to accommodate growth and new development to ensure efficient utility network utilization, and need to provide adequate water supply and waste water treatment capacities for a growing population.

Chapter 4 – Growth Management & Capacity

This chapter outlines methods by which the community can effectively manage its future development in a wise and fiscally responsible manner. It includes an additional assessment of the City's utility infrastructure, in the context of drainage and transportation infrastructure and the need ensure efficient land and roadway network utilization, orderly extension of public services, and achievement of a desired urban form and character over the coming decades. Tools are also provided for more accurately weighing the benefits and costs of new development and potential annexation activity by the City.

Chapter 5 – Transportation

This chapter addresses community-wide mobility needs on all levels, from sidewalks and trails, to local streets and neighborhood access, to arterial roadways and highways, and to public transit and freight movement. This plan element includes an updated Thoroughfare Plan, which is the long-term plan for orderly development of an overall system of roadways for the City and its planning area. This long-range transportation plan is to be used as a guide for securing rights-of-way and upgrading and extending the network of arterial and collector roads and highways in an efficient manner. This should be done concurrently with ongoing development and consistent with the urban form and community character objectives contained in the Urban Form and Land Use chapter.

Chapter 6 – Adopted Plans and Maps

The City Council has adopted several policy plans, reports, studies and official maps that are used by the City to guide daily and long range decisions and forecasts. This chapter formally recognizes each of those documents and formally incorporates each by reference into this Comprehensive Plan.

Chapter 7 – Implementation

This final chapter utilizes the recommendations of the individual plan elements to consolidate an overall strategy for executing the comprehensive plan, particularly for the highest-priority initiatives that will be first on the community's action agenda. Specific tasks are cited which must be accomplished to achieve the community's vision and goals. This chapter also outlines the organizational structure necessary to implement the plan effectively, including roles and responsibilities, and establishes a process for annual and periodic appraisal of plan implementation efforts and necessary updating of the plan.

CHOICES

HISTORIC PERSPECTIVE & DATA



CHAPTER

The Sealy Comprehensive Plan was adopted May 13, 2009 to serve as a framework to guide future development, redevelopment, and community enhancement in the City and its surrounding planning area for 20 years and beyond. The purpose of the plan was to establish visions, realistic goals and achievable strategies that residents, business, land owners, institutions, civic groups, community leaders, and public officials would embrace.

The implementation strategy of the 2009 Comprehensive recommended periodic updates as the community established new priorities and observed changes to the trends that were the basis of 2009 Plan. The plan cautioned that the favorable location of Sealy in the Texas growth triangle could impact the planning assumptions that were the foundation of the 2009 Plan and recommended that the plan be updated every five years to reflect the reality.

Purpose of the Comprehensive Plan

A Comprehensive Plan is one of the most important policy document a municipal government prepares and maintains because the plan:

- Lays out a “big picture” vision and associated goals regarding the future growth and enhancement of the community;
- Considers at once the entire geographic area of the community, including potential growth areas where new urbanization may occur beyond the already developed portions of the city; and
- Assesses near- and longer-term needs and desires across a variety of inter-related topics that represent the key “building blocks” of a community (e.g., land use, transportation, urban design, economic development, redevelopment, neighborhoods, parks and recreation, utility infrastructure, public facilities and services, etc.).
- Includes an Action Plan with benchmarks to implement the plan and help guide short and long term decisions of City Council, staff and the City of Sealy.

Comprehensive Plan. The general plan for growth and development of the City and its environs, including any elements of such plan, such as a land use plan, thoroughfare plan, utilities plan, drainage plan, infrastructure master plan, parks plan, capital improvement plan, and others.

Definition from Chapter 87 of the City of Sealy Municipal Code, Plats and the Subdivision of Land.

In geographic terms, this Comprehensive Plan addresses the current City limits of Sealy, as well as its surrounding “extraterritorial jurisdiction” (ETJ). As stipulated by Chapter 42 of the Texas Local Government Code, based on city population size, Sealy’s ETJ extends one mile beyond the City limits.

“Planning” is ... the process of identifying issues and needs, establishing goals and objectives, and determining the most effective means by which these ends may be achieved.

Local Government Planning

The success of the plan depends upon how it is integrated with the operation of local government (planning, policy development, budgeting, regulation, and programming through City departments).

Through a comprehensive plan, a community determines how best to accommodate and manage its projected growth, as well as the redevelopment of older neighborhoods and commercial and industrial areas. Like most similar plans, this comprehensive plan is aimed at ensuring that ongoing development and redevelopment will proceed in an orderly, well-planned manner so that public facilities and services can keep pace and residents’ quality of life will be enhanced. Significantly, by clarifying and stating the City’s intentions regarding the area’s physical development and infrastructure investment, the plan also creates a level of certainty for residents, land owners, developers, and all stakeholders.

Use of this Plan

A Comprehensive Plan, if prepared well with community input, should be embraced by the community and its leadership, have the potential to take a city to a whole new level in terms of livability and tangible accomplishments. However, Comprehensive Plans are only expressions of the ideals of the community that only have meaning if those ideals continually act like a compass to guide the direction of the community and are implemented with action.

The plan is ultimately a guidance document for City officials and staff who must make decisions on a daily basis that will determine the future direction, financial health, and “look and feel” of the community. These decisions are carried out through:

- Targeted programs and expenditures prioritized through the City’s annual budget process, including routine but essential functions such as code enforcement;
- Major public improvements and land acquisitions financed through the City’s capital improvements program and related bond initiatives;
- New and amended ordinances and regulations that are closely linked to Comprehensive Plan objectives (and associated review and action plan);
- Departmental work plans and staffing in targeted areas;
- Support for ongoing planning and studies that will further clarify needs and strategies;
- Pursuit of external grant funding to supplement local budgets and/or expedite certain projects; and
- Initiatives pursued in conjunction with other public and private partners to leverage resources and achieve successes neither could accomplish alone.

Despite these many avenues for action, a comprehensive plan is not a “cure all” for every tough problem a community faces, but is rather a guide. The plan will tend to focus on the responsibilities of City government in the areas where cities can have a more direct and extensive role than in other areas that residents value, such as education, social services, and arts and culture. Of necessity, comprehensive plans are visionary and policy documents and a reflection of community values. As such, they must remain relatively general and conceptual, but can contain some specific recommendations. The resulting plan may not touch on every challenge before the community, but it is meant to set a tone and motivate concerted efforts to move the community forward in coming years.

It is also important to distinguish between the function of the comprehensive plan relative to the City's development regulations, such as the subdivision regulations and the downtown district ordinance. The plan establishes overall policy for future development, roads, utilities, and other aspects of community growth and enhancement. The City's ordinances then implement the plan in terms of specific building and site development standards. The City's subdivision regulations also establish standards in conformance with the plan for the physical subdivision of land, the layout of new streets and building sites, and the design and construction of roads, water and sewer lines, storm drainage, and other infrastructure that will be dedicated to the City for long-term maintenance.

Planning Authority

State Support for Community Planning— Section 213 of the Texas Local Government Code

Unlike some other states, municipalities in Texas are *not* mandated by state government to prepare and maintain local comprehensive plans. However, Section 213 of the Texas Local Government Code provides that, "The governing body of a municipality may adopt a comprehensive plan for the long-range development of the municipality." The Code also cites the basic reasons for long-range, comprehensive community planning by stating that, "The powers granted under this chapter are for the purposes of promoting sound development of municipalities and promoting public health, safety and welfare." The Code also gives Texas municipalities the freedom to "define the content and design" of their plans, although Section 213 suggests that a comprehensive plan may:

1. Include, but is not limited to, provisions on land use, transportation, and public facilities;
2. Consist of a single plan or a coordinated set of plans organized by subject and geographic area; and
3. Be used to coordinate and guide the establishment of development regulations.

The 2009 Comprehensive Plan represented the first time that the City of Sealy developed a Comprehensive Plan since 1976. The creation of the 2009 plan took into consideration the goals and objectives set forth in past documents such as the previous Comprehensive Plan, the Sealy Comprehensive Park Plan (2007), and the Sealy Retail Study (2006).

Why Plan?

Planning allows the citizens of the City of Sealy to have a greater measure of control over their destiny rather than simply reacting to change. Planning allows the City to manage future growth and development pro-actively as opposed to reacting to development proposals on a case-by-case basis without adequate and necessary consideration of community-wide issues.

The process required to update the Sealy Comprehensive Plan may prove more valuable to the community than the plan itself since the document is ultimately only a snapshot in time. The planning process involves major community decisions about how much and where growth will occur, the nature of future development, and whether the community can afford to provide the necessary public services and facilities to support this growth.

"'Comprehensive' is used here in describing the fact that the plan tries to reflect all factors which affect our future. Sealy is not just schools, or streets, or stores, or parks, or houses, and so on. It is all of these and more, interrelated with the most important part of Sealy – the people and their hopes and desires for tomorrow."

Introduction,
*City of Sealy
Comprehensive
Development Plan,
1976-1995*

Choices and Priorities

For the plan to be effective, community issues must be researched and analyzed, solutions and alternatives evaluated, and a realistic and feasible plan of action put in place to overcome the problem. The evaluation of alternatives for resolving issues—and the selection of one or more strategies that are both reasonable and acceptable—are essential elements of the community planning process.

Getting to Action

The plan must go beyond general and lofty sounding goals. While everybody may agree with such goals, true progress will only occur if the plan establishes a policy framework and provides guidance as to how particular opportunities and challenge are to be tackled.

This leads to pivotal discussions about what is "best" for the community and how everything from taxes to "quality of life" will be affected.

Long-range planning also provides an opportunity for the City's elected and appointed officials to step back from pressing, day-to-day issues and clarify their ideas on the kind of community they are trying to create. Through the plan development process, they can look broadly at programs for neighborhoods, housing, economic development and provision of public infrastructure and how these concerns may relate to one another. The Sealy Comprehensive Plan represents a "big picture" of the City, one that can be related to the trends and interests of the broader region as well as the State of Texas.

Additionally, local planning is often the most direct and efficient way to involve members of the general public in describing the community they want. The process of plan preparation provides a rare opportunity for two-way communication between citizens and local government officials as to their vision of the community and the details of how that vision is to be achieved. The plan will result in a series of goals and policies that, ideally, will guide the City in administering development regulations; in determining the location, financing and sequencing of public improvements; and, in guiding reinvestment and redevelopment efforts. The plan also provides a means of coordinating the actions of many different departments and divisions within the City.

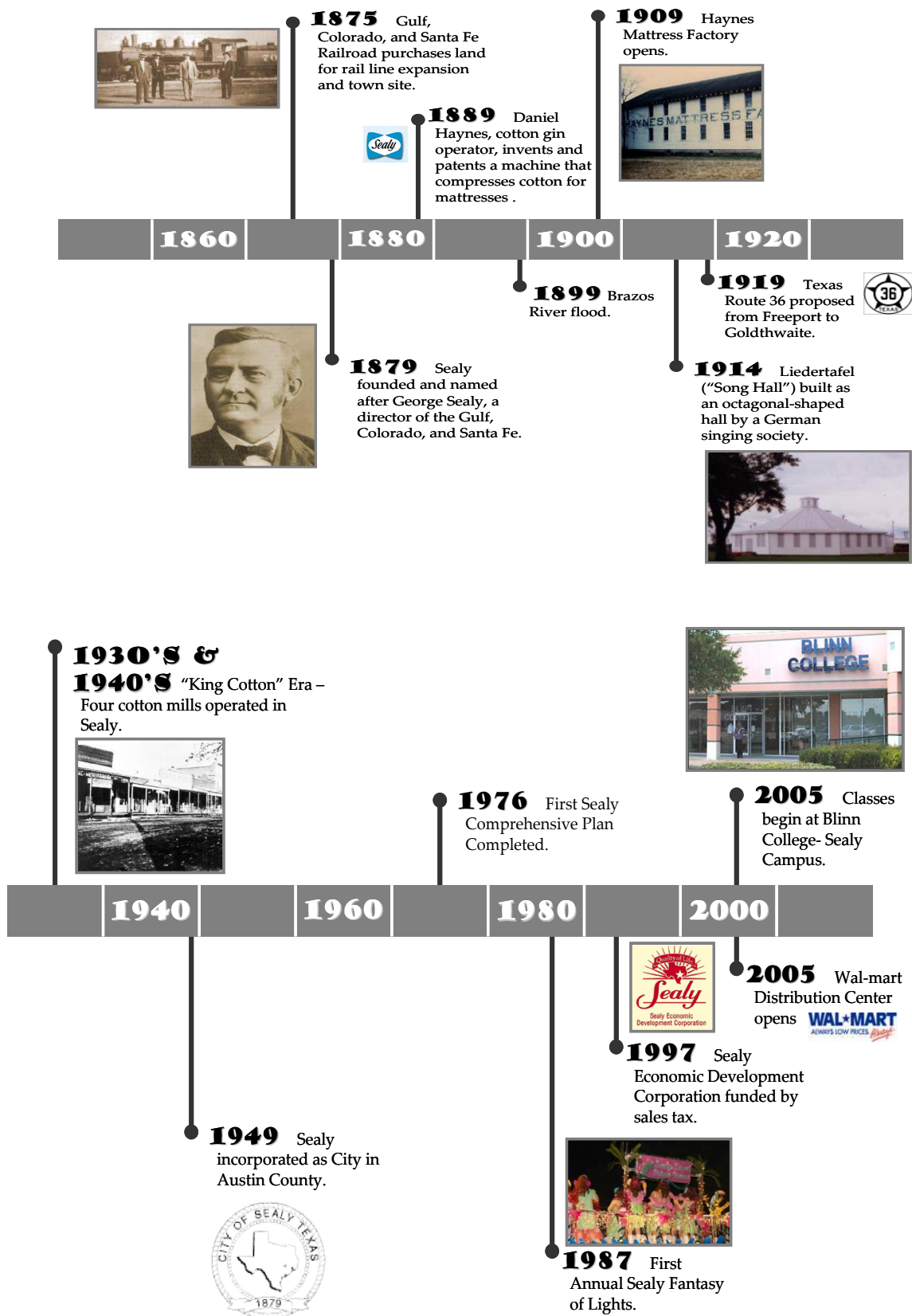
In summary, important reasons for long-range planning in Sealy include:

- To ensure adequate facilities to meet the demands of future growth and development.
- To develop an efficient growth pattern that reflects the values of the community.
- To ensure the long-term protection and enhancement of the visual image and appearance of the community.
- To maintain the community's local heritage and culture.
- To involve local citizens in the decision-making process and reach consensus on the future vision for Sealy and its ongoing development.
- To develop annual work programs and to prioritize improvements consistent with the Comprehensive Plan

Community Overview

Before beginning to plan for Sealy's future, it is important to have an understanding of where the community has been, where it is now, and where it is headed in the future if current trends and patterns continue. An appreciation of these conditions allows the community to appropriately plan for future growth and associated amenities and facilities. Community characteristics determine what types of housing and parks and recreation facilities are needed, while population projections help identify the need for new infrastructure and public services. This community overview section provides a snapshot of Sealy's past and present conditions and establishes assumptions for future growth.

Sealy Historical Timeline



In planning for its future, Sealy faces the challenges of accommodating the needs and desires of an aging population, providing opportunities to retain and attract younger residents and families, boosting local employment options through targeted economic development efforts, and updating and expanding upon its housing stock.

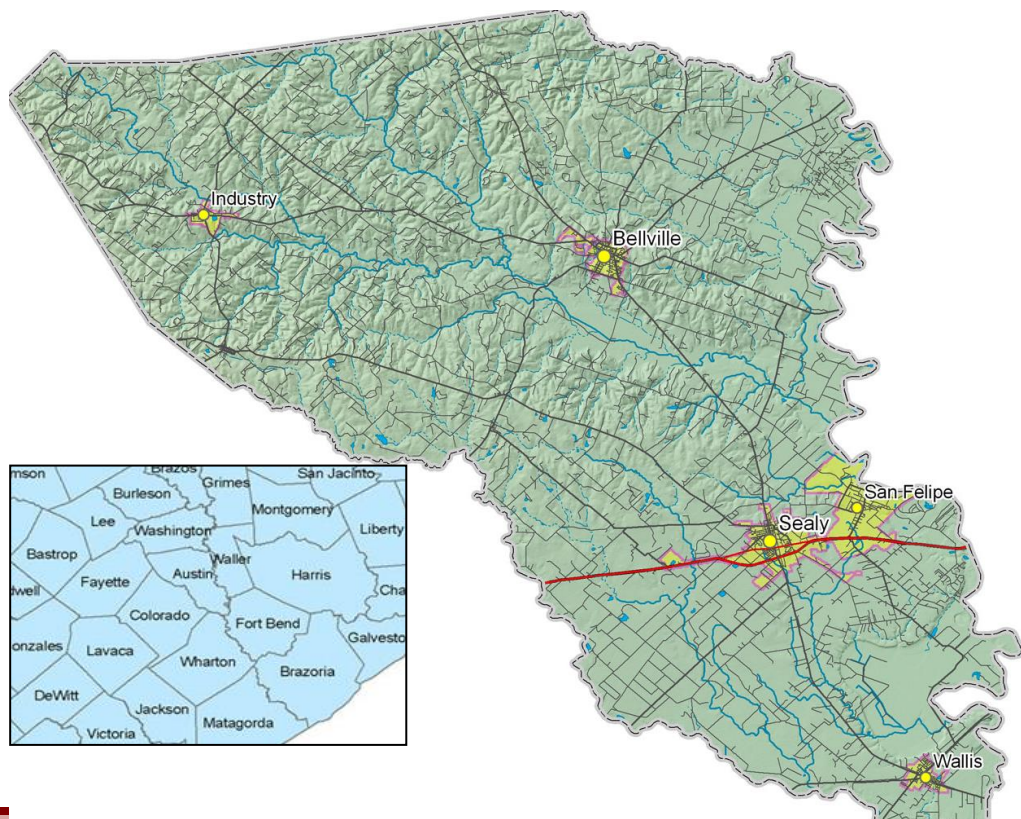
Location

Sealy is located approximately 48 miles west of downtown Houston at the intersections of Interstate 10, US Highway 90, State Highway 36 and two regional railroads. These networks make Sealy easily accessible to all points on the Texas Growth Triangle. State Highway 36 links Sealy to the Gulf Coast and Interstate 35 and the major growth areas of Austin, Waco, southwest metro Houston and the D/FW Metroplex. Interstate 10 and US Highway 90 provide superior access to Houston and San Antonio. These transportation networks place Sealy in close proximity to 5 of the 16 largest cities in the US and to 2 of the 6 largest metro areas in the US (D/FW is #4, Houston is #6) and 3 of top 25 largest metro areas (San Antonio is #25).

Sealy has a rich railroad history that has evolved over the years into a center for manufacturing and distribution activities. This is attributable to the location of Sealy at the junction of the Union Pacific and Burlington Northern & Santa Fe (BNSF) railroads.

As illustrated in **Figure 1.1**, Sealy is approximately 14 miles from Bellville, the county seat. Austin County is bordered by rapidly growing Waller, Fort Bend and Washington counties, each of which is a part of Metro Houston. **Figure 1.28** at the end of this chapter shows Sealy's location in more detail and in the broader context of the region.

Figure 1.1 – Austin County



Sealy 2009 Comprehensive Plan – Respect the Planning Process

To plan for the future, we must understand our past and how we grew to our present condition. This is especially true for planning documents, because each plan reflects a snapshot in time and reflects the best attempt of a community to understand its place in a particular moment of time. The Sealy Comprehensive Plan was adopted May 13, 2009 after a 2-year process that is summarized below to provide a context for the period of time when the plan was developed and to understand the visions, goals, objectives and recommendations of that plan.

City Council began the planning process in mid-2007 by hiring a planning consultant and appointing a Comprehensive Plan Advisory Committee comprised of 21 citizens and liaisons from City Council and the Planning Commission, working with City officials, staff and residents. Over a period of 1 year, a variety of public outreach programs were conducted & background studies completed. Each planning element was drafted, reviewed and refined to create a draft plan for public and official consideration. One of the highlights of that process was a Citizens Forum to discuss the future of Sealy. This event was held on February 21, 2008. Appendix B of this plan summarizes the public input from that event, which was attended by more than 50 residents and elected officials.

At the start of that planning process, the local and national economies were growing and prosperous. By the time the plan was adopted, the U.S. was near the bottom of the Great Recession. The context of those times is important to understand the recommendations of the plan. Additionally, available data to develop the 2009 Comprehensive Plan was based on Census 2000 data, U.S. Census Bureau estimates between 2001-2008, and other available statewide estimates. Those facts are pointed out because a stagnant economy and old data base tends to result more conservative planning recommendations, which was prudent in 2009. Despite those uncertainties of those times, Sealy was wise to adopt the 2009 Comprehensive Plan to reflect the visions and aspirations of the community.

A hallmark of Comprehensive Plans is that they typically contain a wealth of data to support the recommendations of the plan. Sealy did not have that luxury in 2009 using outdated census data from 2000. To compensate, the plan focused on documented long term historic growth trends of Sealy and metro-Houston and the conservative growth estimates available at that time. The Action Plan of the 2009 Plan urged that the plan be updated in 5 years with 2010 Census to grow the plan as the community grew.

Sealy exceeded the expectations of the 2009 Plan by completing the 2013 Planning/Capacity/Building Project report to synthesize data from Census 2010 and further refine the needs of the community. That report was developed with the extensive public input documented later in this plan. That public input, along with the input from 2007-2009, provide the city with the means to supplement the 2009 Plan with current data.

The 2009 Comprehensive Plan has remained an on-going work in progress since 2007 and reflects extensive input and dedication from the public, civic leaders and staff. No plan is ever complete or ever perfect, but will always be adapted to evolve with the community. The Sealy 2009 Comprehensive Plan is no different and has evolved by adding the data from the 2013 report cited above. The citizens and leadership of Sealy should be commended for continuing the planning process over the past 7 years and supporting the concept of planning for its destiny.

“‘Comprehensive’ is used here in describing the fact that the plan tries to reflect all factors which affect our future. Sealy is not just schools, or streets, or stores, or parks, or houses, and so on. It is all of these and more, interrelated with the most important part of Sealy – the people and their hopes and desires for tomorrow.”

Introduction,
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1976-1995*

2010 Census & 2013 Planning/Capacity/Building Project Report

When the 2009 Comprehensive Plan was adopted, the future was clouded by the reality of a prolonged economic decline. Justifiably, that uncertainty factored into the growth trends and forecast models included in the plan. Data from the 2010 Census confirmed the reality of how Sealy was affected by the economic conditions. The 2010 snapshot of Sealy shows the impacts of the reality of those times in higher housing occupancy rates, unemployment, poverty levels and in many other telltale statistics. As a result, 2010 population data and long range growth forecasts were depressed and skewed by the poor economic conditions of 2009 and 2010.

Since then, the national economy has stabilized and the economy of Texas rapidly accelerated, with growth due in large part to expansion in the energy industry and continued Sun Belt migration. Those factors particularly benefited the four largest metro areas of the state and in the smaller cities and counties near those metro areas. The realities of those trends were quantified less than 3 years later in the Planning/Capacity/Building Project report. That report was completed because Sealy was a rural community located in close proximity to the 6th largest metro area in the US. This report was completed in 2013 by Public Management, Inc. and was funded by the Office of Rural Affairs, Texas Department of Agriculture, in conjunction with the US Department of Housing and Urban Development. The report quantified the emerging trends and forecasted the impacts of these trends on the City of Sealy in terms of population growth, land use demand, and infrastructure demand. The report generated the data set lacking in the Sealy 2009 Comprehensive Plan and quantified the potential issues and opportunities expressed by the citizens of Sealy between 2007 and 2009.

Trend data was completed by the consultant working closely with City Council and other elected officials, city staff, community input, independent research and the incorporation of hard data from the 2010 US Census. After the data was assembled, public hearings were conducted on May 7, 2013, June 20, 2013, July 2, 2013, July 30, 2013, August 6, 2013, September 3, 2013 and September 9, 2013. The purpose of the hearings was to communicate the trends with the public and to solicit input in the development in order to update the goals and objectives of the City of Sealy.

The City of Sealy derived three primary benefits from the completion of this report:

1. The report supplemented the 2009 Comprehensive Plan with 2010 Census data and real time data observed in the field in 2012 and 2013.
2. The degree & quality of public input was significant and reflected the collective will of a broad cross section of Sealy and confirmed the 2009 plan goals & objectives.
3. The report fulfilled a key action item of the 2009 Plan to be updated after 5 years. The data, trends and future assumptions developed in the report update the Comprehensive Plan. So the 2009 Plan merely needs to be updated to add that data and potentially tweak the vision, goals and objectives of the community and the action plan to implement the Comprehensive Plan.

When the 2009 Comprehensive Plan was adopted, the City relied on the historic trends of the past, as reflected in **Figures 1.2, 1.3 and 1.4** and discounted potential impacts from the growth of Metro Houston that affected other area cities during 2000-2006, as depicted in **Figure 1.6**. For that reason alone the population portion of Chapter 1 is divided into the

historic growth of Sealy and is followed by population forecast for the next 20 years. The remainder of Chapter 1 is updated with the data from the 2010 Census, data from the 2013 Planning/Capacity/Building Project report and other pertinent data.

Key Socioeconomic Trends and Factors

A History of Steady Growth (1949-2009)

Since the City's incorporation in 1949, Sealy's population has increased by 15-20 percent in most decades, as shown in **Figure 1.1, Historical Population**. The exception, as in most of southeast Texas and statewide, was during the 1970s, when the community added nearly 1,200 residents, representing 44 percent growth over the decade. Growth during the 1980s and 1990s returned to the historical norm (15.6 percent during the 1990s).

Austin County's population growth by decade has been more uneven dating back to the 1950s. This included a period of population loss during the 1950s and then only a slight gain during the 1960s. Then, like the City of Sealy, the county also experienced more sizable growth during the 1970s, increasing its population by 28 percent. Growth county-wide has been steadier since 1980, with an 18.9 percent population increase during the 1990s (compared to 22.8 percent for all of Texas).

From 1950 to 1990, Sealy steadily increased its proportion of the county-wide population, reaching approximately 23 percent by 1990. The City's population share dropped slightly during the 1990s (to 22.2 percent).

The 2010 Census revealed that the historic growth trends for Sealy and Austin County remained consistent with the growth trends of the previous decades.

Figure 1.2 – Historical Population

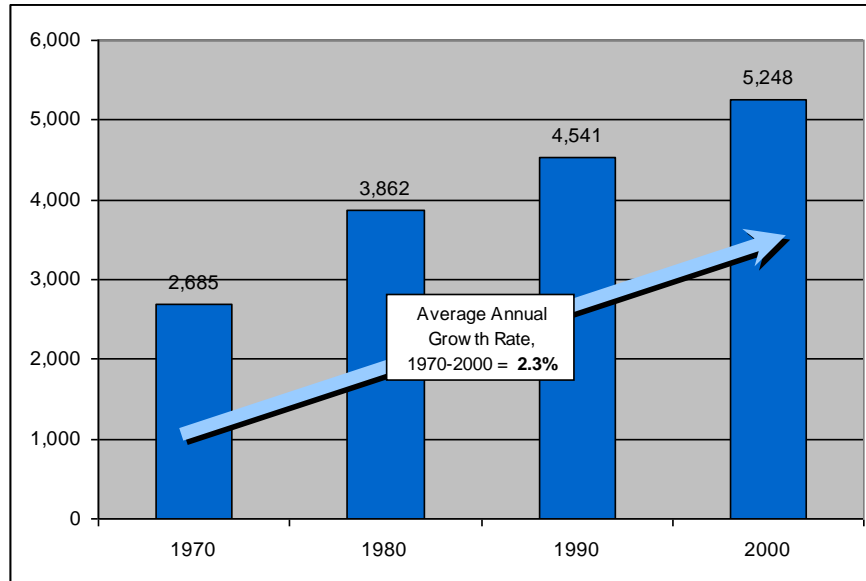
Year	Sealy Population	Percent Change	City Share of County Population	Austin County Population	Percent Change
1950	1,942	—	13.2%	14,663	—
1960	2,328	19.9%	16.9%	13,777	-6.0%
1970	2,685	15.3%	19.4%	13,831	0.4%
1980	3,862	43.8%	21.8%	17,726	28.2%
1990	4,541	17.6%	22.9%	19,832	11.9%
2000	5,248	15.6%	22.2%	23,590	18.9%
2010	6,019	14.69%	21.18%	28,417	20.46%

Source: U.S. Census Bureau

The 2009 Comprehensive Plan indicated an annual growth rate of 2.3% for the population of Sealy between 1970 and 2000, as shown in **Figure 1.3**.

Figure 1.3 – Steady 2.3% Annual Growth Trend

Sealy Growth Trend, 1970 to 2000

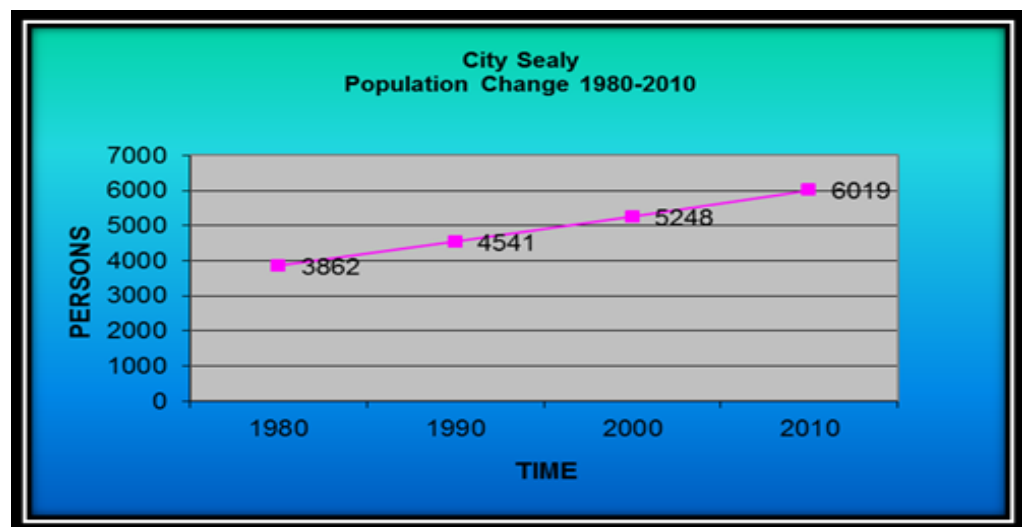


Source: U.S. Census Bureau

2010 Census Population & Growth Trend

The 2010 Census determined that Sealy had a population of 6,019, as depicted in **Figure 1.4**. The 30 year growth trend line showed an annual growth rate of 2.1% per year between 1980 and 2010, which is on par with the 2.3 % annual growth trend of 1970-2000.

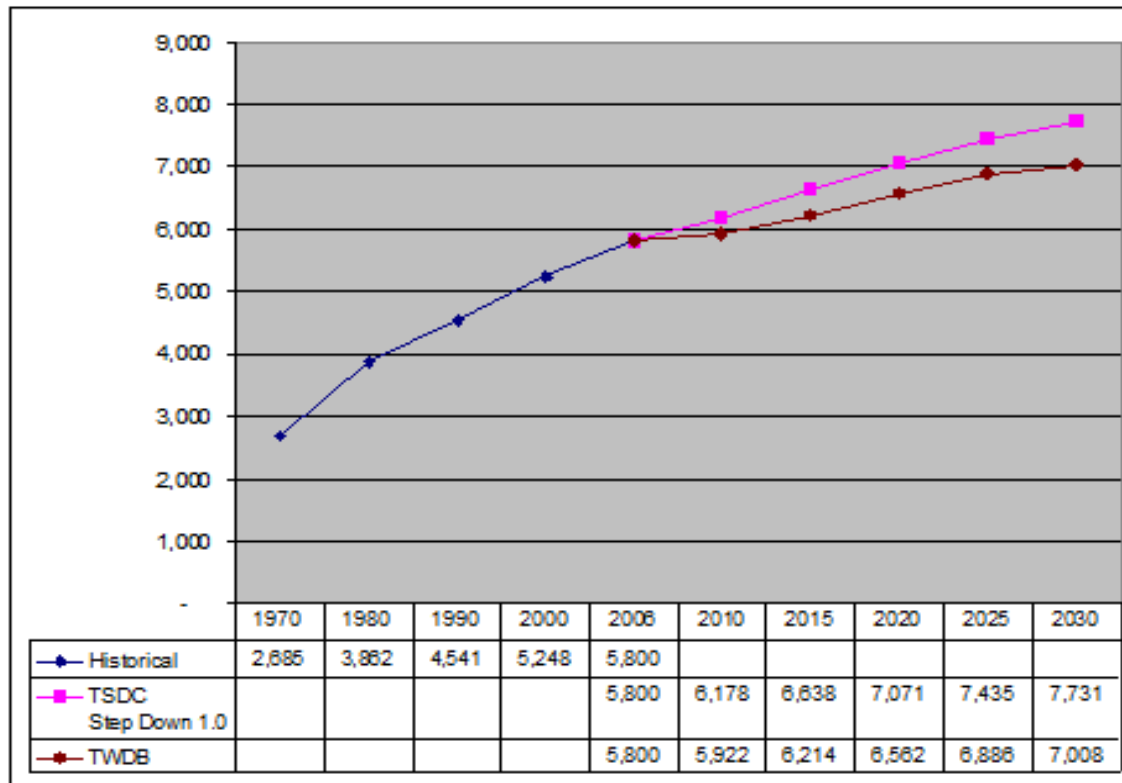
Figure 1.4 – Sealy Growth Trend, 1980-2010



2009 Comprehensive Plan 20-Year Growth Forecast

A 20 year population growth forecast for Sealy was developed in 2009 based on data provided by the Texas Water Development Board (TWDB) and the Texas State Data Center (TSDC). The 20 Year Growth Forecast is depicted in **Figure 1.4**. It's worth noting that the data of the 2010 Census corroborated the assumptions of both of these organizations and shows a similar population forecast.

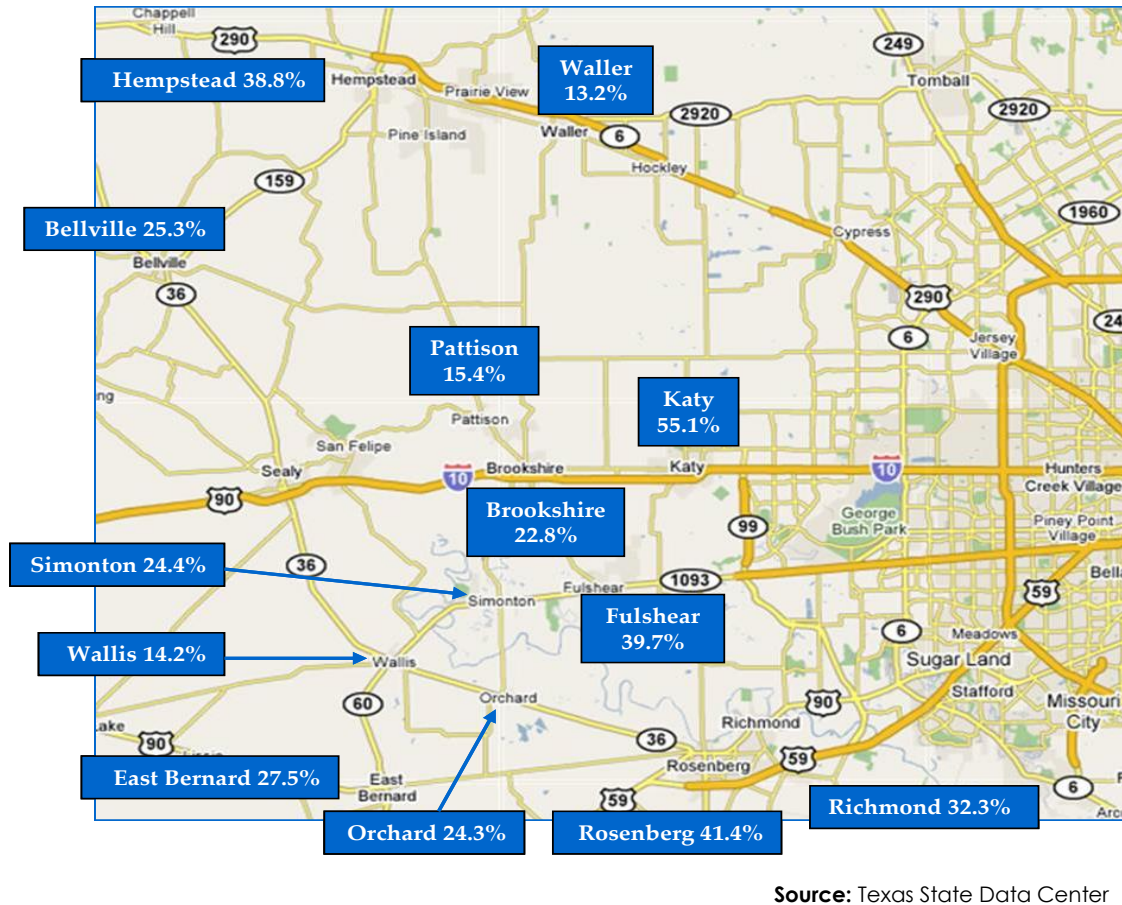
Figure 1.5 – 2009 Comprehensive Plan 20 Year Growth Projection



TSDC Texas State Data Center
TWDB Texas Water Development Board

None of the growth forecasts developed for Sealy factored in the proximity of Sealy to metro Houston. However, the 2009 Comprehensive Plan did caution that *“It is recommended that Sealy monitor its growth trend from year to year over the time horizon of this plan to determine if the 2030 population trend is still remaining within a range from approximately 7,000 to 7,750 persons. Any variance outside this range, higher or lower, would indicate the need for immediate rethinking of the assumptions and strategies reflected in this plan.”* Those words of caution reflected the population growth trends shown in **Figure 1.5** in cities east of Sealy in Fort Bend & Waller Counties and the potential for the same growth in Sealy. By 2013, the Planning/Capacity/Building Project report showed that Sealy had erased its residential vacancy rate and had a population estimated to be 7,151, with new residents absorbed into existing vacant dwelling unit. That fact indicates that Sealy could exceed the top end population estimate of the 2009 Comprehensive Plan by 2015 or 2016, rather than 2030.

Figure 1.6 – Growth of Cities West of Houston (2000-2006)



A New Growth Wave Coming — or Already Started?

The 2009 Comprehensive Plan predicted that Sealy would likely be impacted during the 20-year time by the start of a period of very rapid growth, in much the same way that communities east of Sealy have been impacted, as shown in **Figure 1.6**. It's not a surprise that Waller, Hempstead, Richmond or Rosenberg have grown given their close proximity to Houston and locations on regional highways. More significant is the growth of the small communities of Orchard, Wallis, Simonton, East Bernard and Brookshire.

As quantified in the following section of this chapter, the 2013 Planning/Capacity/Building Project report revealed that the population of Sealy has grown by 18.81% between 2010 and 2013. This figure clearly indicates that growth wave has moved farther west to Sealy.

In the areas of race and ethnicity, Sealy is experiencing the same growth in Hispanic population that is occurring across Texas and the Southwest. The 2000 Census indicated that Sealy had 1,597 Hispanic citizens (30.4% of the population). By the 2010 Census, these figures rose to 2,319 persons (38.5% of the population).

In 2000, 15.1% of all Sealy residents were foreign born. By 2010 that figure was 20.2%. In 2000, 94.3% of foreign born residents of Sealy migrated to Sealy from Latin American countries. In 2010, this figure was unchanged. This trend suggests that the average

household size in Sealy will continue to from the 2010 level of 2.7 persons per household. Sealy's household size in 2000 was 2.6 persons per household. These race and ethnicity trends alone guarantee a sharp increase in the population of Sealy.

2013 Sealy Estimated Population

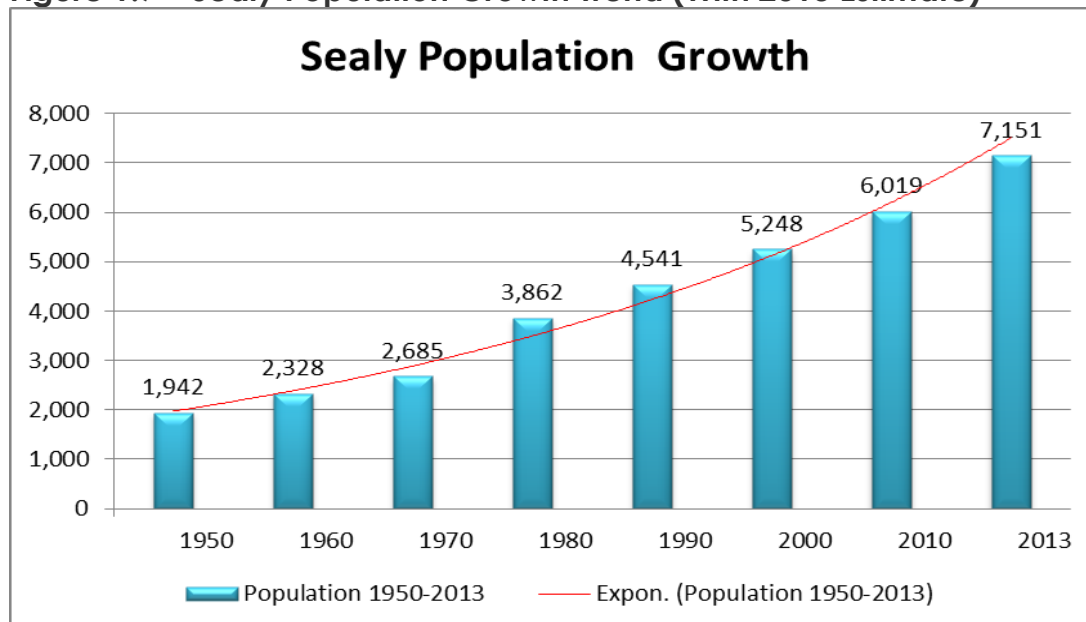
In completing the 2013 Planning/Capacity/Building Project report, Public Management, Inc. conducted a field survey of all housing units in Sealy and determined that that the city, at the start of 2013, had 2,622 occupied dwelling units. The 2010 Census indicated only 2,207 occupied housing units in 2010. That represents a 415-unit occupancy increase between 2010 and the start of 2013. The 2013 estimate of 2,622 occupied units was based on field research and City utility account records and is a valid method to estimate the 2013 population of Sealy.

The 2010 Census showed a vacancy rate of 13.8% of all dwelling units in Sealy. The 2010 Census was conducted near the low point of a deep national; recession. The high vacancy rate of 2010 shows the impact of the economy on Sealy. The rebound to 2,622 occupancy units in 2013 reflects the economic recovery.

The 2010 Census indicated that Sealy had an average household size of 2.7 persons per unit. Multiply that figure by 2,622 occupied dwellings and the result is an estimated population of 7,151 persons in early 2013, which represents a growth rate of 18.81% between 2010 and 2013. That growth reflects the absorption of new citizens into the existing vacant housing stock noted in the 2010 Census and steady permit growth.

Figure 1.7 below adds the 2013 estimated population of Sealy to the actual population figures of the 1950-2010 Census reports and shows an adjusted trend line. The trend lines shown in **Figures 1.2 and 1.3** are now superseded by a steeper trend line indicative of faster growth.

Figure 1.7 – Sealy Population Growth Trend (With 2013 Estimate)



US Census Bureau 2010 – Public Management, Inc. 2013

The population forecast in 2013 Planning/Capacity/Building Project report (**Figure 1.8**) was based on a population of 7,151 at the start of 2013 as a starting point shows minimum and maximum growth rates for 20 years. Those figures were influenced by the age and race composition of the city described later in this chapter and on regional factors. Based on that methodology, the City considers that estimate to be valid as the basis for all planning and implementation strategies of this plan. Given the regional factors discussed in the next section of this chapter, these population estimates are very conservative with respect to both the minimum and maximum population estimates.

An estimated 2013 population of 7,151 represents a near doubling of Sealy's population since the 1980 Census showed a population of 3,862. Additionally, there are considerable numbers of persons who reside in the Sealy ETJ and just outside of the Sealy ETJ, who utilize Sealy services. This growth is visible on aerial photos and is evidenced by the fact the Sealy ISD Preliminary Fall 2014 enrollment is projected to increase by 4% relative to 2013 enrollment. That indicates that families are moving to Sealy and the larger area covered by SISD.

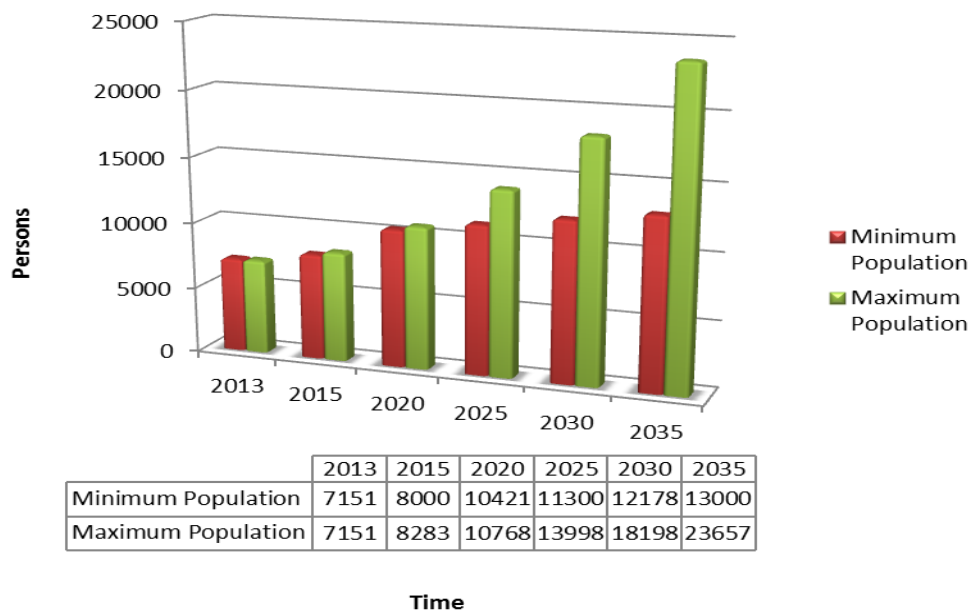
Future population forecasts were derived using the Sealy specific growth trends previously described and adding regional trends affecting Texas in general, and the Houston-Sugar Land-Baytown Metropolitan Statistical Area (MSA) in particular, because of its proximity to Sealy. The Houston-Sugar Land Baytown MSA was the fourth fastest growing MSA in Texas between 2000 and 2010 and one of the fastest growing in the nation for the same time period. Similarly, the US Census Bureau reported in 2012 that Texas had 8 of the top 15 fastest growing large cities since 2010. Between 2000 and 2010, Texas added more than 4 million people. When population forecasts were developed in 2013, there were no indications showing the rate of growth for Texas or the Houston-Sugar Land-Baytown MSA slowing in the coming decade. In fact, the report noted that the growth rate could increase due to the recent economic expansion attributable to the energy industry and other industries. Texas is also becoming a destination for corporate headquarters.

The future population forecast was determined by two methods. The first method of determining future population was using the Texas Water Development Board "2011 Regional Water Plan-City Population Projections for 2000-2060". It should be noted that the Texas Water Development Board figures were also used in the City's previous planning efforts. In 2006, the Texas Water Development Board projected that the City's population would be 7,008 in 2030. These numbers have already been surpassed and the Texas Water Development Board has already adjusted its projections based on the strong growth in the region and the State. The second method was a linear progression of the population growth rate in the years 2010-2013. This rate was used year by year through the year 2035 to determine the maximum population growth for the City of Sealy as shown in **Figure 1.8**. **Figure 1.9** shows the growth trends pre-2010 and post-2010.

The Planning/Capacity/Building Project report concluded that "realistically, the population for Sealy will probably fall somewhere between the two scales" shown in **Figure 1.8**. The report also cautioned that "this population projection method does not recognize an anomaly of a major subdivision development, or apartment complex with high density housing which would skew the population curve upward. These anomalies may be expected but the intensity is not known and cannot be used in a solid population projection. The population increases indicate the need to further develop the City's infrastructure to keep up with the growth." Given the proximity of Sealy to Houston, the

minimum and maximum population estimates are on the conservative side given the regional growth east of Sealy. For that reason alone, prudent planning suggests that the maximum trend line be used as the basis for planning the future of Sealy.

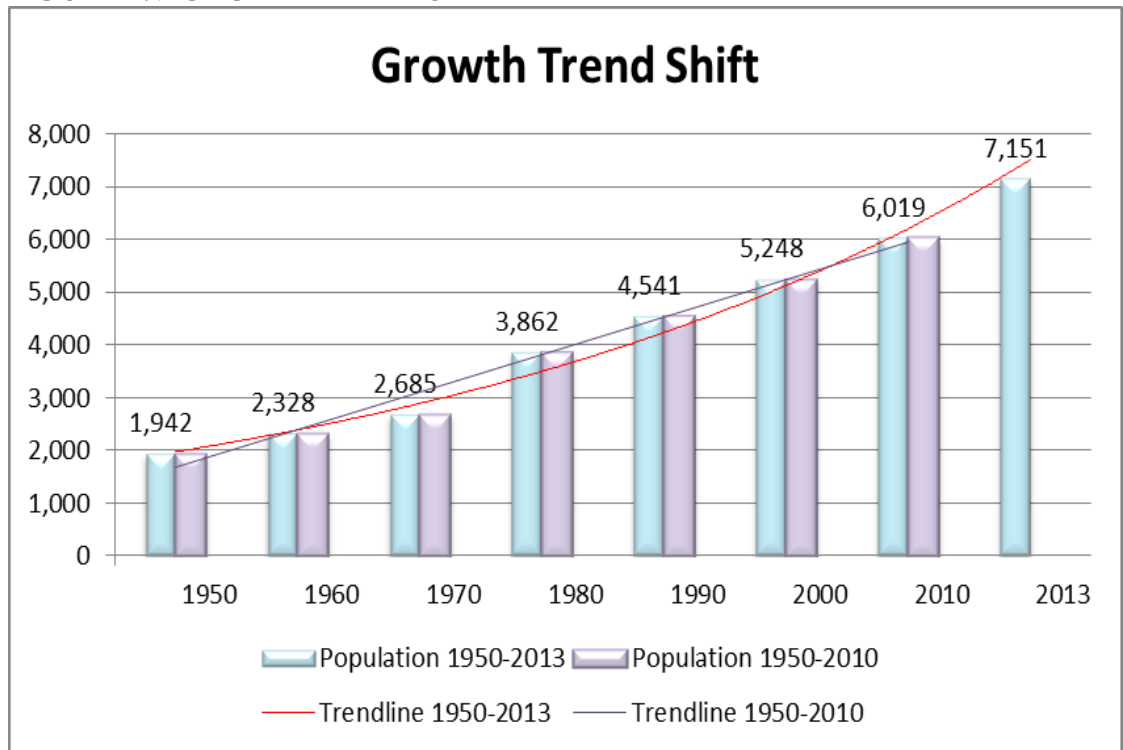
Figure 1.8
City of Sealy 2035 Projected Population



US Census Bureau 2010 – Public Management, Inc. 2013

Potential Rapid & Hyper Growth Scenario

The Brazos River is the west boundary of the Houston-Sugar Land-Baytown MSA (Waller & Fort Bend Counties). Washington County is located in the Bryan-College Station MSA and Houston-Sugar Land-Baytown MSA. Austin County adjoins each MSA. To the west, Guadalupe, Hayes, and Bastrop counties represent the eastern edge of the San Antonio and Austin MSA's. Toll Road 130 will enable those MSA's to migrate farther east. Austin County is located in the Eagle Ford Shale Formation, just northeast and south of the current hubs of drilling activity. **Figure 1.10** shows the location of the formation through Austin County, the amount of drilling occurring southwest of Sealy and trend line to the northeast. **Figure 1.11** shows similar information, but also depicts the drilling occurring in the Eaglebine Formation (Eaglebine is the name given to shale at the confluence of the Eagle Ford and Woodbine formations) in the vicinity of Brazos County. Sealy is positioned near the center of area separating the San Antonio, Austin, Bryan-College Station and Houston MSA's and the Eagle Ford and Eaglebine Shale Formations. This location within the region on 3 regional highways and at a railroad junction, positions Sealy for rapid, or even hyper, growth. Growth of that nature will require the City of Sealy to make key capital investments on infrastructure and public safety to facilitate and keep pace with a rapid growth rate.

FIGURE 1.9 GROWTH TREND SHIFT

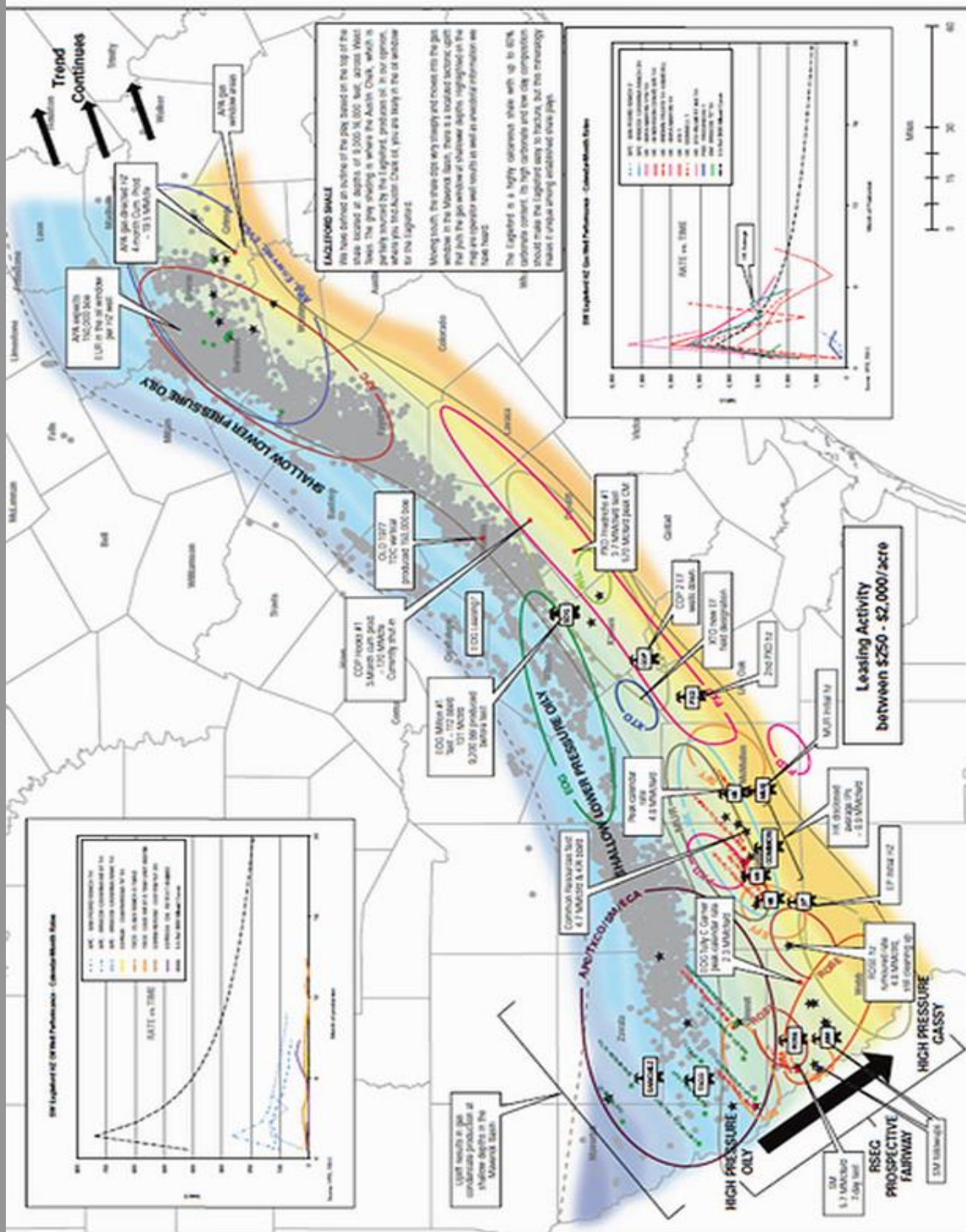
US Census Bureau 2010 – Public Management, Inc. 2013

Why is Eagle Ford Shale Important in Terms of Population?

Fracking is a phenomenon of only the past 8-9 years, with the exponential growth of the industry only beginning in 2011. When the 2009 Comprehensive Plan was developed, fracking was not mentioned as an issue or opportunity since such activity was only occurring southwest and south of San Antonio. The 2013 Planning/Capacity/Building report did not reference it in terms of its potential impact on population, housing, transportation, ground water supply or quality or any other aspect of Sealy's future because exploration was still only as close as Gonzales and Brazos Counties. The figures on following pages demonstrate that industry presently has a leasing footprint in Austin County and that Sealy is located in close proximity to untapped petroleum resources and that the industry views Sealy as a key cog in the industry. The petroleum resources are located over a deep fresh water aquifer that the city intends to tap for the long term growth of Sealy. Since fracking requires considerable water and uses chemicals that potentially could pollute water sources, the city has a vested interest in the conservation of the aquifer from consumption and water quality perspectives. All of these factors have population consequences that must be addressed in the Comprehensive Plans.

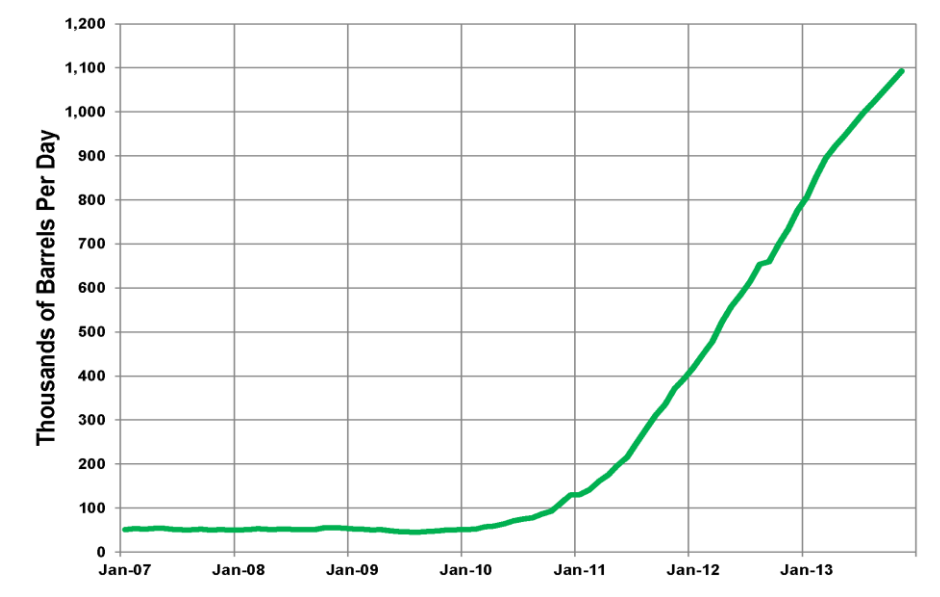
Figure 1.12 illustrates the accelerated growth of the industry. **Figure 1.13** shows the existing leasing footprint of a single driller (Conoco Phillips), existing lease locations in Austin County and the vast resources near Sealy. **Figures 1.14 and 1.15** depict the various companies active in the Eagle Ford Shale and the number of issued permits issued as of December 2010, respectively. **Figures 1.16 and 1.17** depict the projected role that Sealy would play in the regional energy supply grid. This data and the proximity of Sealy to Houston suggest that at some point, Sealy could experience a period of extreme, or hyper, growth.

Figure 1.11 – Eagle Ford & Eaglebine Shale Formation Leasing Map



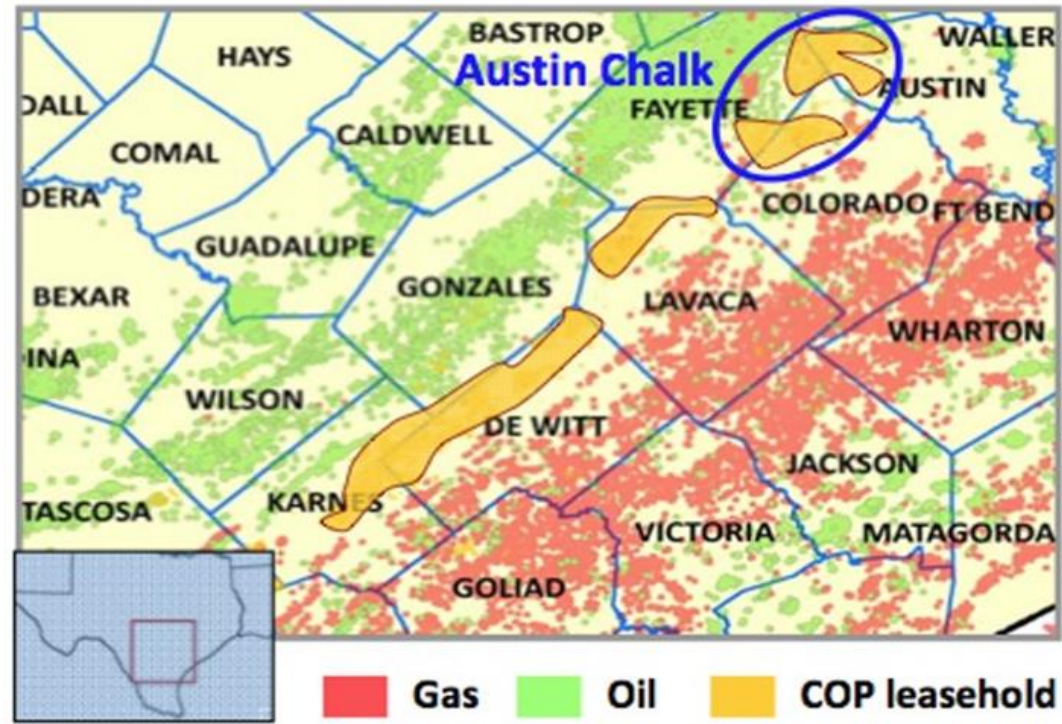
The growth of this industry west of Sealy led to tent cities, mobile home parks, needs for short term/rental housing, public health and safety issues from traffic, lack of fire protection and lack of sanitation and infrastructure impacts because communities were not prepared to meet the demands of the industry..

Figure 1.12– Eagle Ford Shale Formation Historical Production



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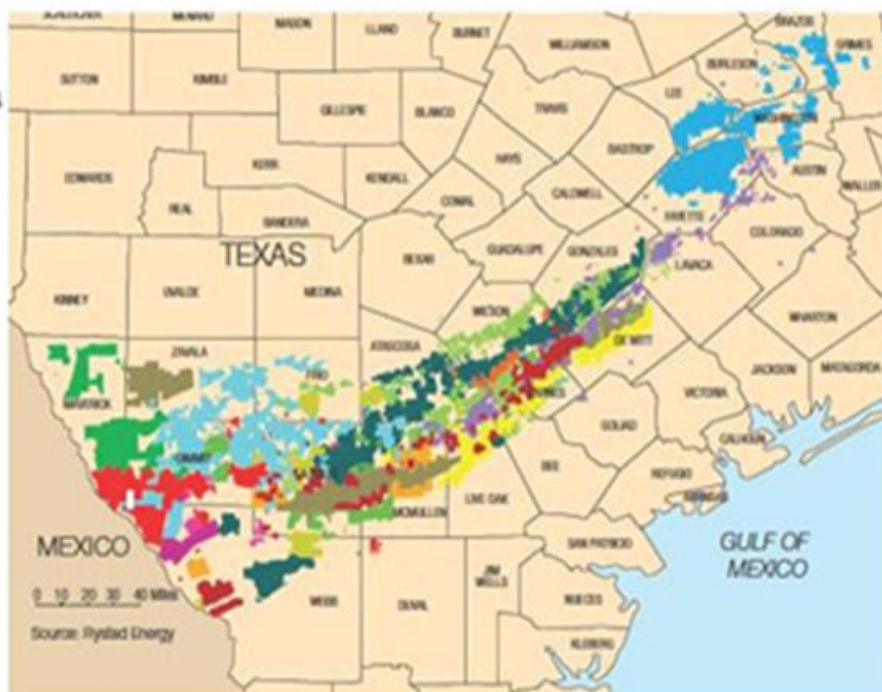
Figure 1.13 – Conoco Phillips Leasehold (Large Resources in Close Proximity to Sealy)



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Figure 1.14 – Eagle Ford Shale Drilling Leases (Note Conoco Phillips & Apache Lease Positions in Austin County)

Eagle Ford Shale Acreage

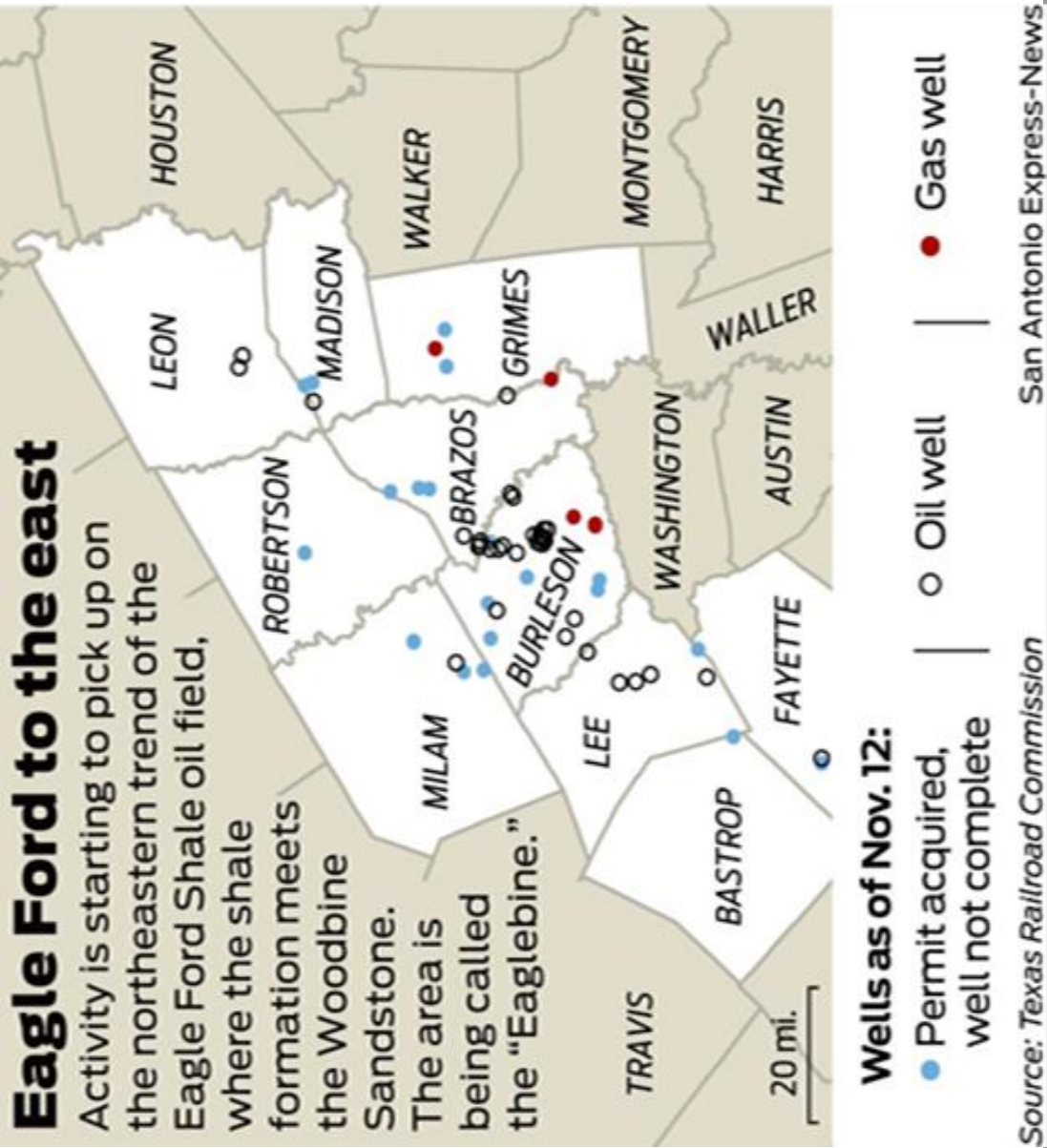


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Figure 1.15 illustrates the emergence of the Eaglebine Formation with data through November 2012. This formation represents the confluence of the Eagle Ford and Woodbine Shale formations. The Eagle Ford formation extends top the Rio Grande River up this point. The Woodbine Formation extends into East Texas and Louisiana. The rapid pace in the growth of leasing and exploration operations in the Eaglebine formation is similar to that seen in the rapid expansion areas of the Eagle Ford Shale formation between 2009 and 2012. The trend for activity in this formation is toward the south/southeast, toward the heart of the Eagle Ford Shale Formation, which is trending toward the northeast. **Figure 1.10 and Figure 1.11** show activity in both formations trend line for each.

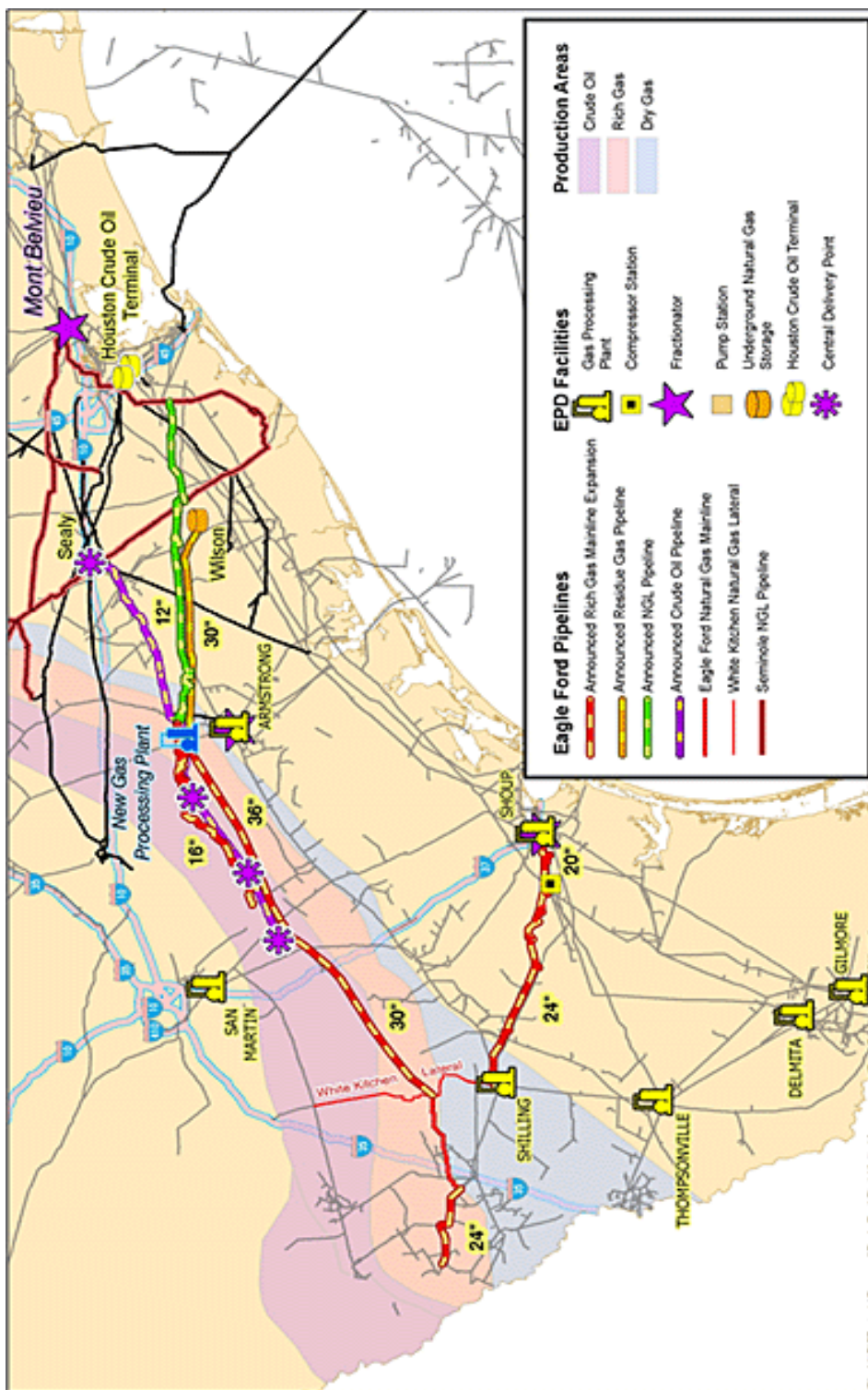
Figures 1.15 and 1.16 illustrate the strategic importance of Sealy as a central delivery terminal for energy that is transported from the west and north of Sealy to the refineries in metro Houston and Freeport/Angleton. Both of those figures were developed by Enterprise Products Partners, LP, for the energy industry and reflect the distribution network that connects the refineries on the Gulf Coast with the oilfields of southwest, south and southeast Texas.

Figure 1.15 – Emergence of the Eaglebine (Eagle Ford & Woodbine)



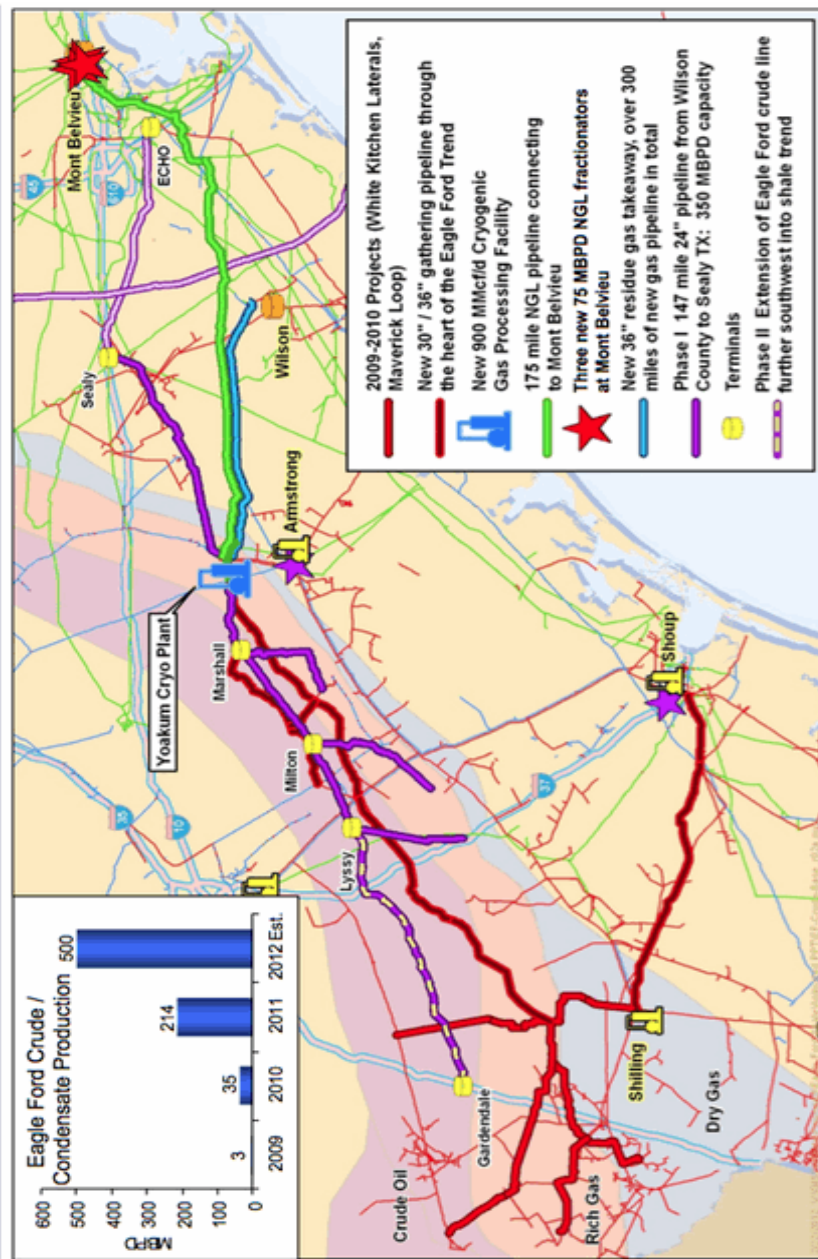
November 2013 Texas Eagle Ford Shale Data

Figure 1.16 – Regional Energy Supply Grid and Sealy



Per Eagle Ford Shale Blog Editor - February 13, 2012

Eagle Ford Shale Projects



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In **Figure 1.16**, note the numerous spokes of energy networks that converge in Sealy. That fact, added to the proximity of Sealy to the refineries on the Gulf Coast and nearby oilfields and the location of Sealy on regionally prominent highways and railroads, provides Sealy with tremendous geographical advantages that will affect population growth, housing needs, land uses and economic development. It's for that reason why the Comprehensive Plan is updated to illustrate the scope of this growing industry, the role that industry envisions for Sealy and to prompt the City to take appropriate actions to plan for the numerous positive and negative impacts that this industry, and those businesses that support the energy industry, will have on the community. Sealy will see the introduction of a transient work force to work in the industry, while other hopefully long term citizens will arrive as economic opportunities arrive as the economic base of the community as the community expands.

Figure 1.17 – Sealy Projected to Expand as a Distribution Terminal

Population Growth Vigilance

The Planning/Capacity/Building Project indicated that the start of large scale tract development and/or a major multi-family residential project could easily begin to skew the population estimate and potentially signal the start of a rapid growth scenario. The expansion of activity nearby in the Eagle Ford Shade or Eaglebine Formations could also begin a rapid growth scenario. The City will need to be vigilant in tracking platting and permit activity and monitor energy leasing and exploration activity. To illustrate this final point, **Figure 1.13** shows Conoco Phillips leasing activity in the vicinity of Austin County and the amount of energy resources near Sealy in Colorado and Wharton Counties. **Figure 1.14** shows the many different companies with an interest in the Eagle Ford Shale formation and how the formation has been more heavily drilled to the southwest and is migrating to the northeast. The trend line is clear. The proximity of these leases to communities in Dewitt, Karnes and Lavaca Counties had tremendous positive and negative impacts on communities inside and outside the formation. Most of the negative impacts resulted when communities were not being prepared for rapid growth from housing, infrastructure and public safety perspectives. It's critical that Sealy be aware of its proximity to the Eagle Ford Shale Formation and the potential to be affected by the continued development of the formation.

Key Demographic Trends and Factors

Age Patterns

In 2000, the Census indicated that the City of Sealy had a slightly older population than the State of Texas by 0.4 median years. A decade later and that trend continues; but now by 0.6 median years. The 2000 Census indicated that Sealy was younger than Austin County by 2.3 years. The City is now younger than Austin County by 6.5 years. It should be noted, however that the City's "under 5" population is growing faster than that of the State. This would indicate the need for additional education facilities and recreation areas in the years moving forward.

The age distribution of Sealy in 2000 indicated a slightly older population (median age of 32.7 years) relative to the rest of Texas (32.3 years). The median age in Sealy in 2000 was significantly younger than that of Austin County (37.6 years) and the nation (35.3 years).

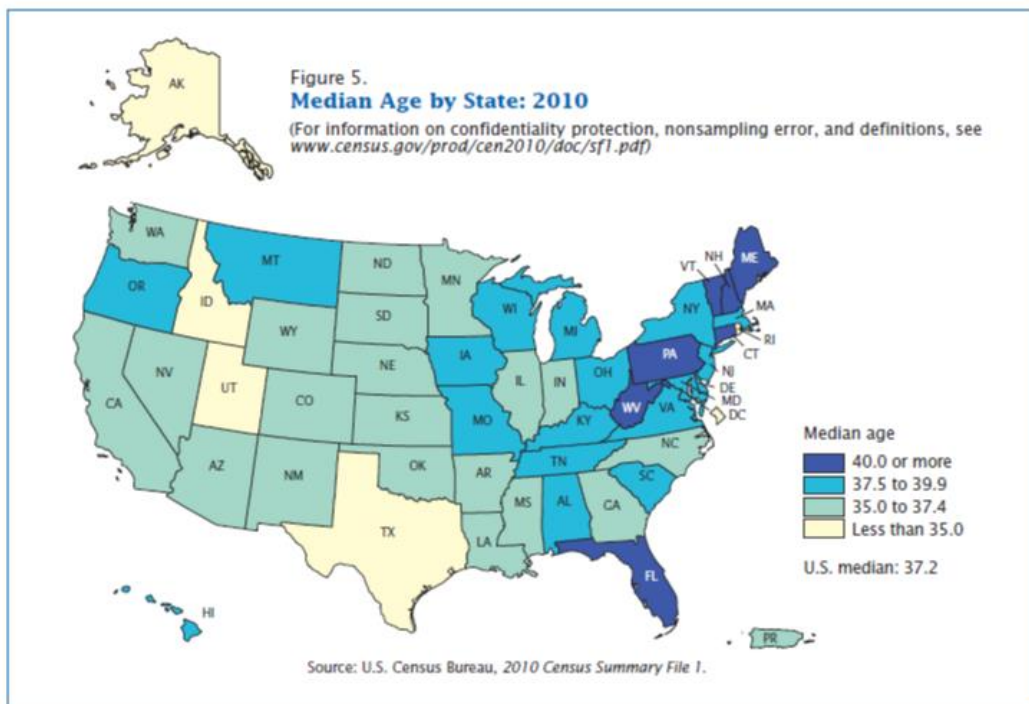
Below is the median age comparison from the 2010 Census.

Census 2010 – Median Age (Years)

	<u>Males</u>	<u>Females</u>	<u>All</u>
Sealy	32.3 years	36.5 years	34.2 years
Texas	32.6 years	34.6 years	33.6 years
United States	38.5 years	38.5 years	37.2 years

The 2010 Census also revealed that Texas was one of only 4 states in the country with a median population age under 35 years. This bodes well for continued population growth in Texas and in this region.

United States 2010 Median Age – By State



Population Composition

In 2000, nearly one-third of Sealy's population was under 21 years old. In 2010, this age group represents 32.1% of the population, which is a slight increase. In 2000, almost 17 percent of the population was 65 years and older. By 2010, this figure fell to 13.1%.

In 2000, there was a relatively low percentages of individuals in the young adult years from ages 20 through 39, particularly for males. The plan concluded that such a trend could indicate a population that has moved elsewhere to seek higher education, serve in the military, or pursue other life opportunities. However, it could also reflect a lack of suitable employment options locally.

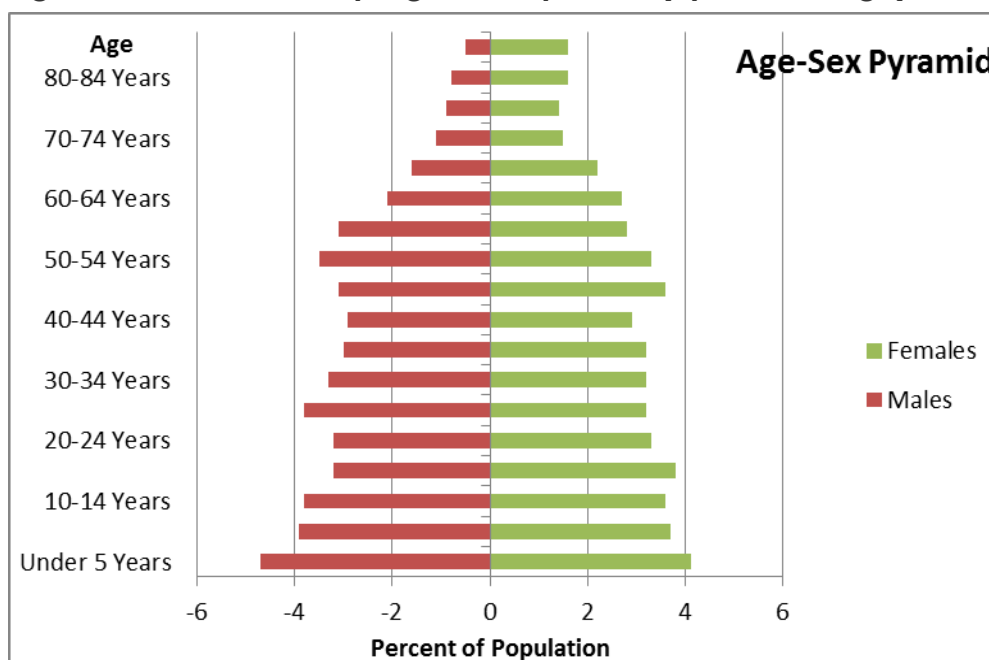
By 2010, this population distribution anomaly had improved, suggesting that the population was able to find economic and educational opportunities locally, within the regional around Sealy. Below is a comparison of Sealy population distribution with United States and Texas average. While the age 18-44 age group lags the state and nation averages, this gap can be eliminated by 2020 as regional economic opportunities begin to affect Sealy.

Census 2010 – Population Composition

<u>Age Group</u>	<u>U.S.</u>	<u>Texas</u>	<u>Sealy</u>
< 18 years	24.0%	27.3%	28.2%
18-44 years	36.5%	38.4%	34.5%
45-64 years	26.4%	24.0%	24.2%
65+ years	13.0%	10.3%	13.1%

Age – Sex Population Composition

Figure 1.18 – 2010 Sealy Age-Sex Pyramid (By Percentage)



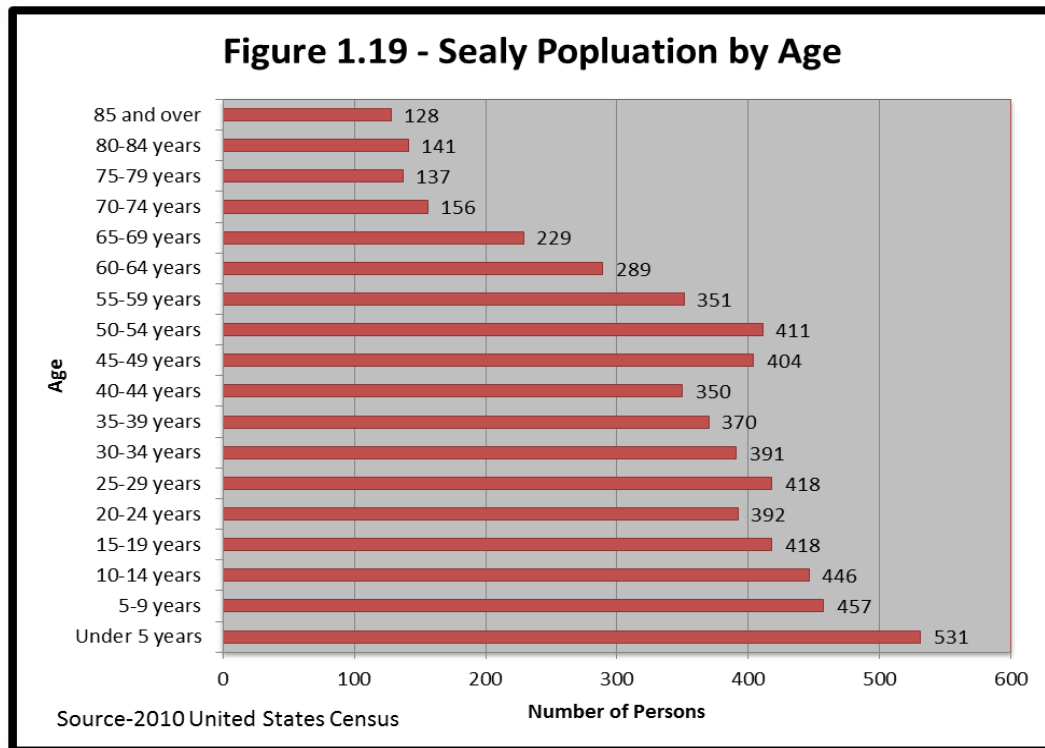
Source: U.S. Census Bureau 2010

The 2010 Sealy Age-Sex Pyramid reveals four significant trends. **Trend 1** is that the Baby Boomer Generation is beginning to move into the top tiers of the pyramid. Persons in those years are in their primary earning years and are beginning to transition into their retirement years. **Trend 2** is that the children of the Baby Boomer Generation comprise a significant portion of the Sealy population and have begun their own families. That reality is reflected in the large percentages of the population under ages 14. Those figure account for Sealy being a young community, which is **Trend 3**. **Trend 4** is that Sealy more females over age 60 than males in the same age groups. That anomaly shows up in the median ages statistics that the median age of Sealy females being 4.2 years older than males. These findings are more apparent looking at the total population by age brackets on **Figure 1.20**.

Moving forward, the 2020 Census will show increasing numbers in the top tiers of the pyramid, a considerable number of citizens nearing the end and midpoints of their prime earning years, and youngest cohorts of the population of Sealy becoming young adults and beginning their own families. Additionally, the size of the under age 14 cohort will remain a significant percentage of the population because of continued migration of persons Latin American countries and increases in the average household size.

All of these trends have implications for housing needs, the type of parks and recreation facilities and programs needed in a community and on the need to provide social services for the aging population and young families and educational and vocational facilities for all age groups. Sealy will also be challenged to retain this younger population as they begin and complete their secondary education and enter adulthood. But, as in communities across the country, the gradual “graying” of the overall U.S. population will

also require attention to the housing, transportation, and health care needs of older residents.

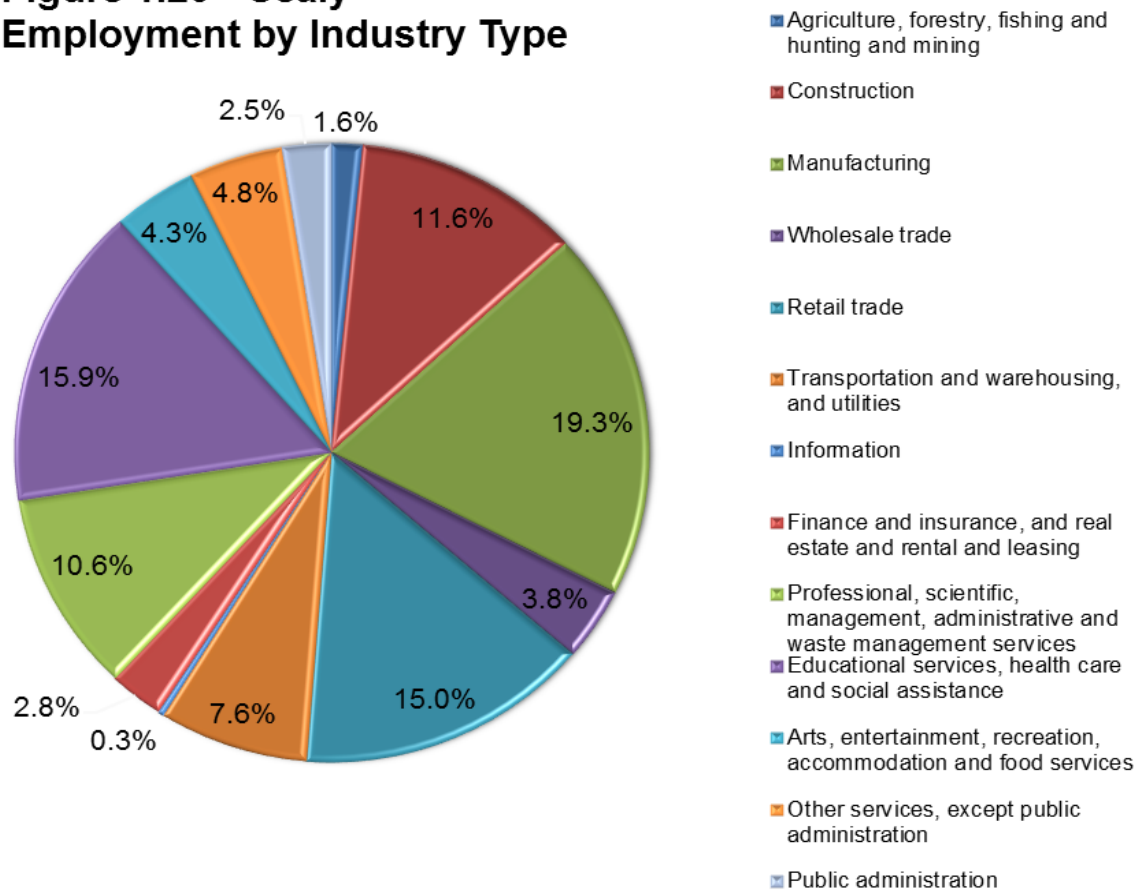


Sources of Employment and Commuting Implications

In 2000, the Census indicated that retail trade and manufacturing provided the majority of employment for Sealy residents. Retail trade was employing about 20% of the work force and manufacturing was employing 18%. By the year 2010, the dynamics had changed slightly. The 2006-2010 American Community Survey, conducted by the U.S. Census indicated that the two new leaders were manufacturing (19.3%) and educational, health care and social services (15.9%). It should be noted that retail trade was still a strong sector, but employment had dropped from 20% to 15% of the total work force. Manufacturing is actually up from 18% to 19%, which is good news for the area. Educational, health care and social services remained constant at about 16%, but was elevated to number 2 because of the drop in the retail sector. The sector that showed the most growth was the professional services. This information is depicted in **Figure 1.20**.

Occupational data for Sealy residents, also from the 2000 Census, shows that the largest percentage, 27.5 percent, worked in sales and office jobs; 24.4 percent worked in areas related to production, transportation, and material moving; and, another 22.4 percent were in management and professional positions. The remainder had jobs in services (15.1 percent) and construction, extraction and maintenance (10.5 percent). These occupations indicate that Sealy has a highly skilled work force that could fill similar positions when they become available as the city develops.

**Figure 1.20 - Sealy
Employment by Industry Type**



Source: United States Census (2006-2010 American Community

In 2010, 86% of the employed residents of Sealy were wage and salary workers in private businesses. Of the remainder, 9% were in public sector positions and 5% were self-employed. The 2010 Sealy labor force was 3,115 citizens. Of that number, 8.5% were unemployed in 2010, which was below the national average at that time, but 0.8% higher than the Texas average of 7.7%. The average commute time to work for Sealy residents was 26.4 minutes in 2000 and 27 minutes in 2010. The consistency in that number suggests that the average commuter works within a radius of Brenham, Columbus, Katy, Sugar Land and the western edge of Houston. It's worth noting that the average commute time for all persons employed in Texas in 2010 was 25 minutes, so Sealy is consistent with the average of a state that is highly mobile.

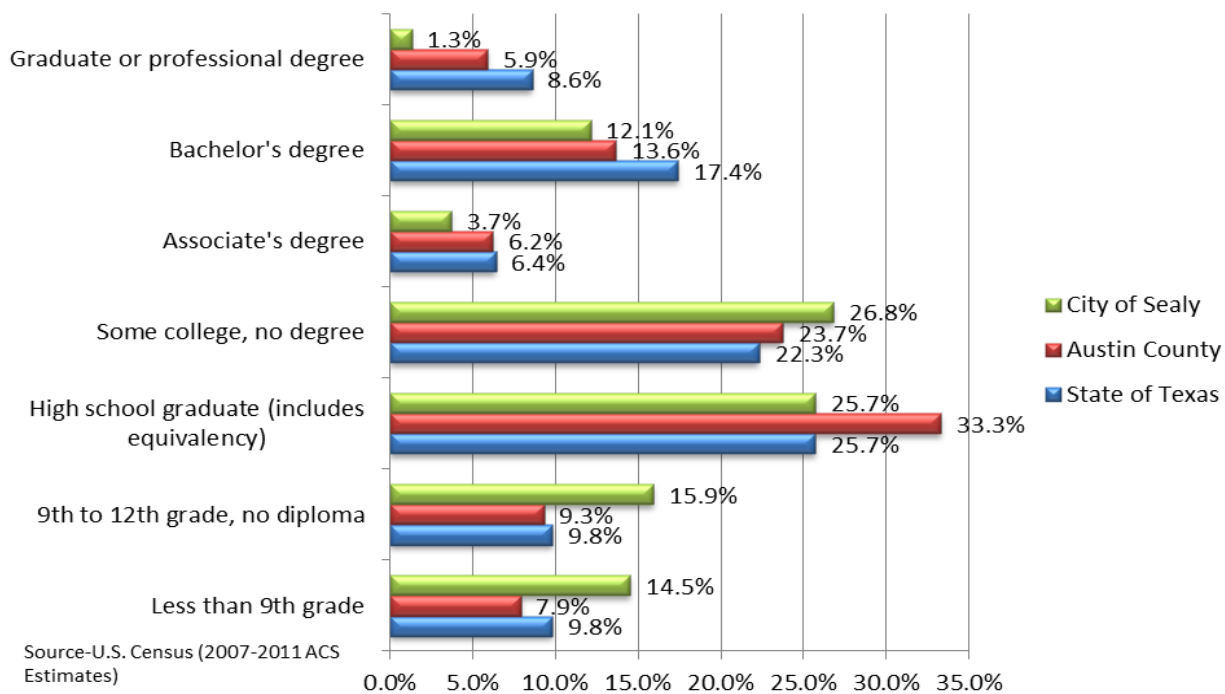
Journey to work data from Census 2010 shows that 78.3% of the workforce population traveled alone to work by automobile, while 11.9% carpooled. Not surprisingly, given limited local options, 0.4% of Sealy residents used public transportation. A positive trend is that 5.7% of residents worked at home, which is a significant increase from Census 2000.

The fact that most residents must rely on a private automobile to reach their jobs can have implications for those of limited means. Census 2000 data for Sealy show that 10.5 percent of local households had no vehicle available. This figure rose to 11.1% by Census 2010.

Educational Attainment

One of the factors that determine the earning potential for an individual is the level of education that is attained. While there are countless examples of wealthy individuals that had little or no formal education, the conventional wisdom indicates that you are more likely to earn more money throughout your lifetime if you are educated. The educational attainment of the community is also taken into consideration by potential employers. Different types of businesses require certain levels of education. **Figure 1.21** benchmarks Sealy residents in 2010 against State of Texas and Austin County educational averages. The figure shows that a lower percentage of Sealy residents graduated high school than Austin County residents as a whole, but that Sealy is on pace with the state average. It should be noted that Sealy residents show a higher percentage of persons that have at least attended college than Texas or Austin County residents.

Figure 1.21 - Educational Attainment



The level of educational attainment within a community also determines the capabilities of the area labor force. This, in turn, influences the types of businesses that come to or remain in a community, as well as the success certain businesses will have at finding the types of labor skills they require. **Figure 1.21, Educational Attainment**, shows that a higher percentage of Sealy residents and Austin County residents had at least graduated high school compared to all Texas residents. Sealy trails Austin County and State of Texas averages in terms of earning professional degrees.

Ethnicity Composition

Figure 1.22 below gives a detailed composition of the Hispanic and non-Hispanic population groups by race.

Figure 1.22- 2010 Hispanic/Non-Hispanic by Race

Race	Non-Hispanic	Hispanic Ethnicity also	Total
White	2,873	1,413	4,286
Black/African American	712	19	731
Asian	40	4	44
American Indian/Alaskan Native	9	11	20
Native Hawaiian/Other Pacific Islander	0	0	0
Other Multi-Racial	66	872	938
		Grand Total	6,019

Source: 2010 United States Census

Figure 1.23 shows the population composition of Sealy from 2000 to 2010 according to census data. The population grew by 771 persons (14.69%) between the years 2000 and 2010. The data in this figure is consistent with the growth that is occurring in the Houston region and across Texas.

Figure 1.23-Census Data Groups of Persons & Total Population

Group	2000	% Total	2010	% Total	% Change
White, not Hispanic	2,908	55.4%	2,873	47.7%	-7.7%
Black, not Hispanic	662	12.6%	712	11.8%	-0.8%
Hispanic	1,597	30.4%	2,319	38.5%	+8.1%
American Indian/Alaskan Native	13	0.2%	9	0.1%	-0.1%
Asian/Pacific Islander	29	0.6%	40	0.7%	+0.1%
Other	4	0.1%	13	0.2%	+0.1%
Two or more races	35	0.7%	53	0.9%	+0.2%
TOTAL	5,248		6,019		
Female Householder	258	13.7	337	15.3	

Source: 2000 and 2010 United States Census

Demographic Profile and Income

Figure 1.24 provides a demographic profile, according to the United States Census. The most significant factors in the table are the percentage of individuals with low to moderate incomes and the percentage of individuals living below the poverty level. The percentage of low to moderate income persons is 51.76% and the percentage of individuals below the poverty level is 13.7%. The state average for this factor is 16.9%. Although still high, these numbers have shown improvement for the period 2000 to 2012. The 2000 Census indicated that the City was below the State in both median household income and per capita income. According to current data, the City now exceeds the State in median household income.

Level of education, skills, and transportation access all factor into the “employability” of individuals, which, in turn, determines one’s income earning potential. Displayed in **Figure 1.25, Income Comparison**, are the median household and per capita income levels of Sealy residents in 2010 relative to Brookshire, Austin County, and Texas. This data placed Sealy somewhat below the income levels of all county and state residents, but above the income levels found at that time in Brookshire. Brookshire was included in the 2009 Comprehensive Plan as a benchmark for comparison given its comparable size to Sealy and proximity to metro Houston. For that reason, it was retained in the plan.

Figure 1.26, Families Below Poverty Level, shows that at 9.2 percent, a smaller percentage of families in Sealy were impacted by poverty compared to levels across Texas and in Brookshire. Austin County was only slightly lower, at 9.1 percent. It should be noted that when the 2009 Comprehensive Plan was completed, the poverty rate in Sealy was 11.2%, so the poverty rate has declined by 2%. The poverty rate in Austin County rose from 8.8% to 9.1%. During this same time frame, the poverty rate of Texas dropped from 19.6% to 17.4%. As a result, the trend lines for declining poverty rates are improving for both Sealy and Texas.

Figure 1.24 - Census Demographic Profile

General Characteristics	Number	%
Male	2,916	48.4
Female	3,103	51.6
Median Age (years)	34.2	
Under 5 years	531	8.8
65 years and over	791	13.1
Average household size	2.73	
Economic Characteristics		
Median household income	\$50,833	
Per Capita income	\$22,623	
Individuals below poverty level		13.7
Income Classifications		
Very low (at or below 30% of the AMFI)	1,182	19.6
Low (31-50% of the AMFI)	982	16.3
Moderate (51-80% of the AMFI)	951	15.8
Non-Low/Moderate (above 80% of the AMFI)	2,904	48.25
Total	6,019	
Subtotal-all low/moderate	3,115	
Percent low/moderate	51.76%	

Source: 2000 and 2010 United States Census

Figure 1.25 – Income Comparison (U.S. Census 2010)

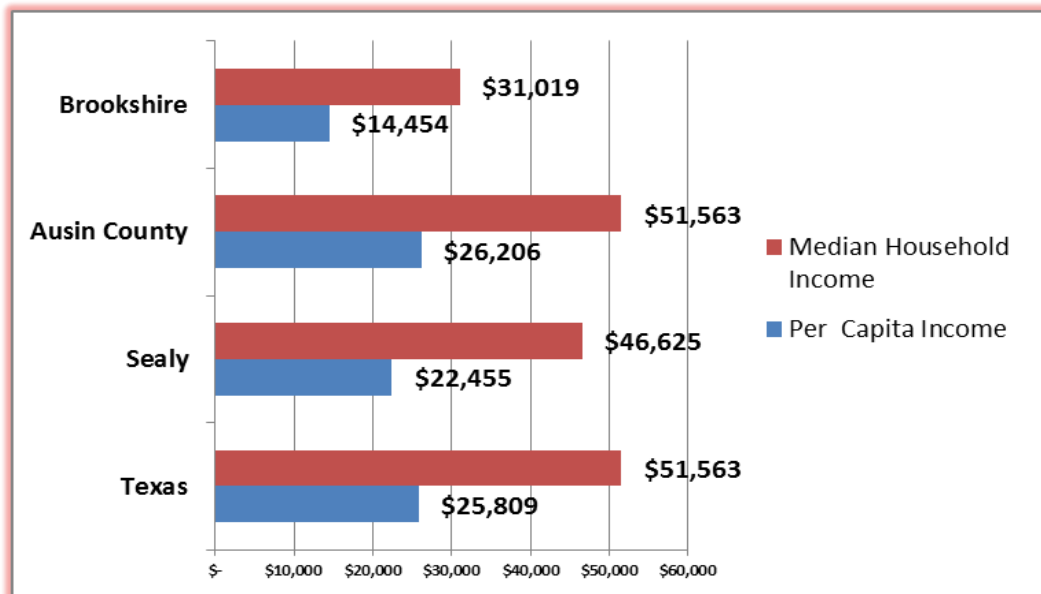
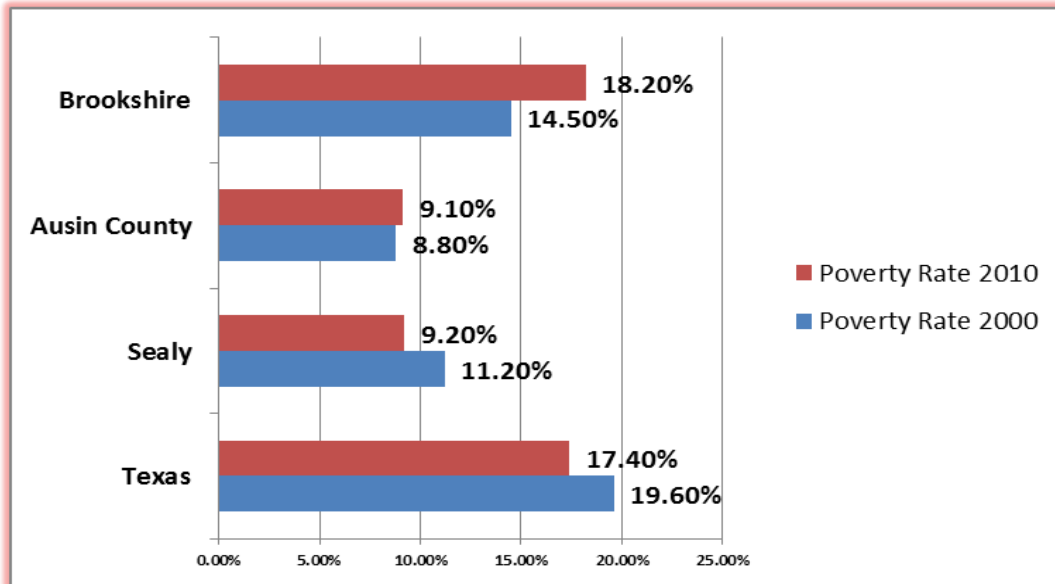


Figure 1.26 – Families Below Poverty Level (U.S. Census 2010)



Sealy Household Data

Local housing market data from Census 2000 showed that 64 percent of occupied housing units in Sealy were owner-occupied and the remaining 36 percent were renter-occupied. By 2010, the Census showed owner-occupied housing had dropped to 60.8%. Also, the number of persons per household in Sealy increased from 2.6 persons to 2.70. The average household size in Austin County and the State of Texas is 2.80. Persons per household is a key planning indicator because it has implications for population density and associated public service demands, as well as needed housing types.

One perspective on local housing affordability involves a “rule of thumb” used by lenders, which suggests that a household should devote no more than 30 % of its annual income toward housing costs. In 2000, 17.1 percent of Sealy homeowners that had mortgages were spending between 30 to 34.99% of their household income, to meet their housing needs. By 2010, this figure declined to 7%. The 2010 State of Texas average for this data set is 8%, so Sealy was in line with the state average.

In 2000, 14.8% of Sealy homeowners that had mortgages were spending more than 35% of their household income to meet their housing needs. By 2010 this figure rose to 26%. Statewide, the figure was 23.4%, up from 22% in 2000. These figures are significant because they illustrate one of the principal factors that created the Great Recession and the high vacancy rates that were noted locally and around the nation in Census 2010.

In 2000, 76.1% of Sealy homeowners with a mortgage spent less than 25 percent of their household income on housing. By 2010, this figure declined to 51.4%. The State of Texas average for 2010 was 56.2%.

Among Sealy renters, the 2010 Census indicated that Sealy has 783 rental units. In 2000, 24.8% of Sealy renters spent between 30 to 34.99% of their household income on housing.

By 2010 this figure was 3.58%. The State of Texas average in 2010 was 9.0%, so Sealy bettered the state average for rental property. The 2010 Census indicated that 32.82% of Sealy renters spent more than 35% of their household income on housing. The State of Texas average was 40.3% in 2010. While Sealy bettered the State of Texas average, the figure for Sealy is disturbingly high, particularly at a moment when occupancy rates for rental properties was over 13% in 2010. The 32.82% figure likely indicates a lack of affordable housing opportunities in Sealy.

The U.S. Department of Housing and Urban Development (HUD) defines any household that is paying more than 35% of their household income toward housing as being “cost burdened.” Such a burden results in household that must often forego other essential and discretionary needs – or choose to sacrifice quality of life in another manner. Such behavior, while totally understandable, is not conducive to economic growth or a positive quality of life. The fact that 26% of Sealy households with a mortgage, and 32.82% of Sealy households paying monthly rent, exceeded the 35% threshold in 2010 is a disturbing trend. The fact that Texas and national averages were worse than those documented for Sealy provides additional evidence to demonstrate the depth of the Great Recession and the slow pace that the national country has witnessed in trying to rebound from these economic events.

Proposed Population Distribution Map

As stated previously in this chapter, Public Management, Inc. completed the Planning/Capacity/Building Project report in 2013. As an element of that report, the following map/data was developed:

1. Existing and 2035 Population

This map is attached on the following page as **Figure 1.27**. The purposes of this map scope are to show the existing distribution in Sealy by City quadrant and the probable locations for where future population growth in Sealy may occur. The reasons and rationale for the distribution assumptions depicted reflect the proximity of each quadrant to factors that are critical for growth, such as schools, transportation facilities, utilities and other community resources and those quadrants located in proximity to factors that limit growth, such as proximity to floodplains, location on soils that inhibit good drainage or that are simply more ideally suited for low density development. This information is incorporated into the Comprehensive Plan because these factors are used as a foundation for this plan and were used by the City Council in adopting the 2013 CIP program for Sealy. Population distribution and density is a crucial element for projecting capital improvements for the continued growth of the City.

Figure 1.27 Sealy Existing and 2035 Population Map

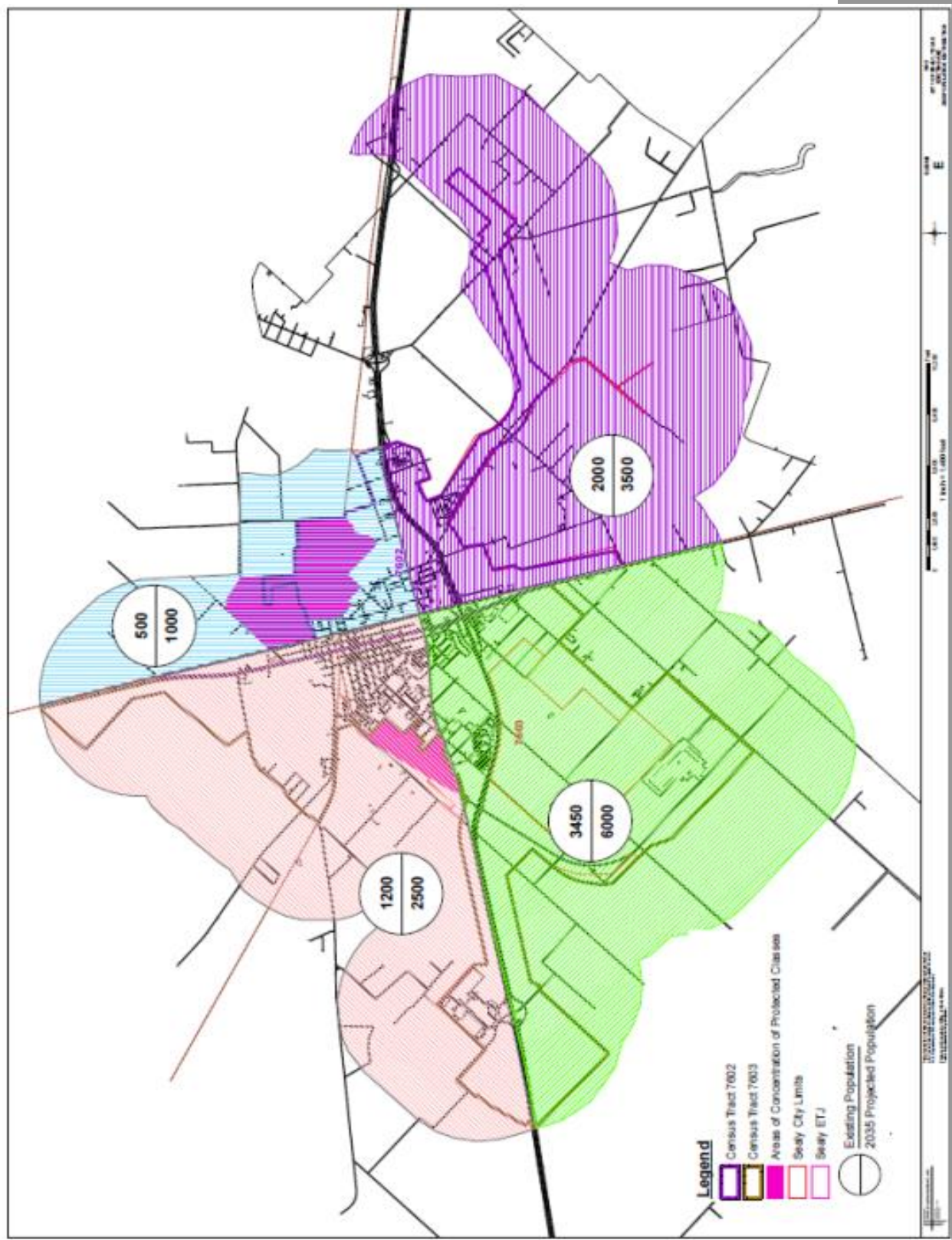
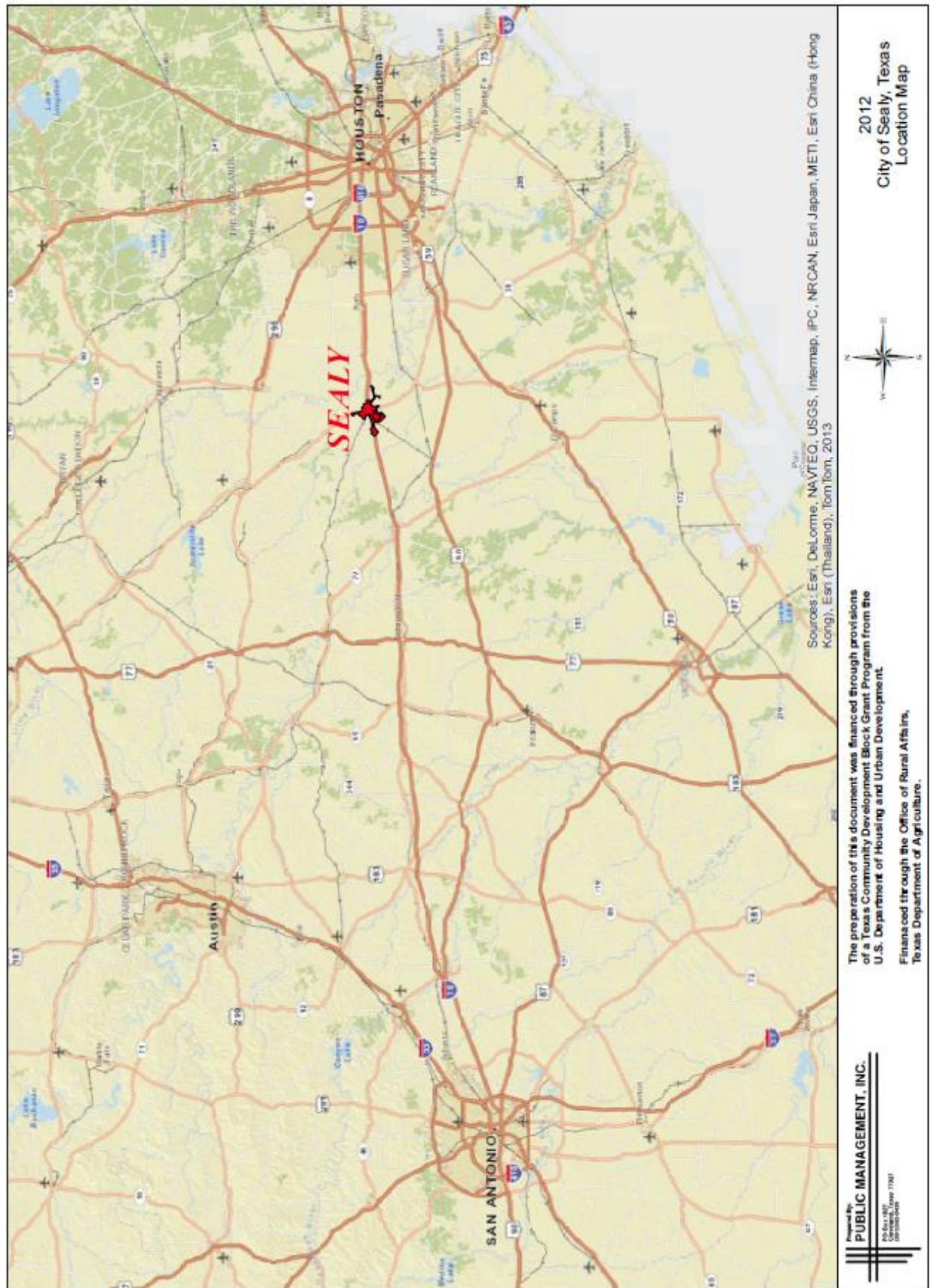


Figure 1.28 Sealy Regional Map



CHOICES

URBAN FORM & LAND USE

2 CHAPTER

Sealy residents articulated their desire to see the integrity of existing neighborhoods maintained and more housing options developed in traditional neighborhoods; provision of quality, affordable housing; preservation of open space; protection of environmental resources; enhancement of the historic Downtown center and the adjacent residential areas; and attractive and functional corridors and districts. The goal of this chapter, therefore, is to translate these values into strategies to achieve tangible results and the preferred development outcomes. This may be accomplished through a series of recommended programs, initiatives, ordinances and projects aimed at achieving the intended pattern and character of future development.

Introduction

Sealy's history as a free-standing community dates back to its very origins as a railroad company town. It functioned as a crossroads for goods and people while retaining its own identity. There has always been a sense of "place" associated with Sealy as a city and a destination. This identity stands as a stark contrast to suburbs that blend together without much distinction or character. As the suburban expansion continues in the direction of Sealy, it creates greater impact on the land use patterns in Sealy. The housing and job markets that were once too far away to create more than a ripple in the local economy are now within an easy drive. In terms of urban form and land use patterns, this slow change has created both opportunities and challenges for Sealy. These issues that relate to urban design, land use, parks, historic preservation, and the environment, will be addressed in this plan chapter.

Since the last comprehensive plan in 1976, Sealy has periodically considered more targeted needs and strategies through special studies and plans prepared for particular districts, corridors, and unique areas of the community. The challenge for today and the years ahead is to come to consensus on how best to accomplish the continuing vision of a

The future of Sealy is like walking a tightrope. Residents are trying to maintain the small town atmosphere but also want to see new growth.

How should Sealy develop in the future and still be true to its past?

Residents speak out about Sealy as ...

- “Market for retirees. Baby boomers are coming out here that prefer to avoid dealing with traffic in Houston.”
- “Place for economic growth and business expansion. Focus on attracting and retaining businesses (higher-salary) to create more local jobs.”
- “Quality rental properties are hard to find. There are homes for sale and there are lots to develop, but quality rental units are scarce.”
- “Interest in more recreation opportunities. Biking or nature trails, swimming pool, and regionally-sized sports field complex are all potential amenities.”
- “Standardize certain development items like sidewalks and lighting.”
- “Need additional enforcement for local nuisances. There are many vacant lots that appear unsightly or are filled with cars.”
- “Identifies itself as a free-standing city, but can be difficult for visitors to recognize gateways. There is serious potential for creating high-quality gateway signage (e.g., Columbus underpass, Washington County gateway on U.S. Highway 290).”

well-planned and highly attractive community, balancing private interests and public prerogatives in the process.

As Sealy enters a new phase of accelerating growth and land development activity, it is more critical than ever to plan for orderly accommodation of additional residents, homes and businesses and the traffic, housing, and public service demands they will bring. Municipal government, in particular, must position itself to be responsive and meet the level-of-service expectations of new citizens in the community, as well as the needs of longtime residents.

Purpose

The purpose of this chapter is to establish the necessary policy guidance that enables the City to plan effectively for future growth, development, parks, environmental resources, and historic preservation. Sound planning is essential to ensure that the community is not only prepared for serving anticipated infrastructure needs, but also for preserving community character. Ensuring high quality development is as critical as providing the pipes underground and connecting streets to new sites.

The concepts of land use and community character are integral to other components of the

Comprehensive Plan. For instance, the transportation network provides access to land, which influences the type and density of development. The provision or lack of utilities can also dictate the amount, location, and timing of development. Design and development character impact community aesthetics and, thus, the perceptions held by area residents and those considering investment in the community. Proximity to public facilities can impact public health and safety at specific locations and, as a result, impact the development potential of an area.

This Urban Form and Land Use chapter is divided into three sections:

- Existing Land Use analysis and condition assessment
- Identification of natural factors affecting the growth and development of Sealy.
- Identification and analysis of trends affecting development opportunities in Sealy.
- Recommended goals, objectives and actions for retaining Sealy’s valued resources.
- Future land use analysis, direction and discussion.

In October-November 2012, Public Management, Inc. conducted a survey of all of the housing units and land uses in Sealy. The result included in the 2013 Planning/Capacity/Building Project report. That data remains as an accurate reflection of the current condition of Sealy, and is incorporated into the Sealy Comprehensive Plan in this Chapter.

Land Use Inventory - Definitions

Following are definitions, and representative photographs, used in the data and analysis that is provided on the following pages of this chapter:

Single-Family Structure--a permanent structure used by individuals/families for living purposes. It is detached from other housing units. **Figure 2.2** depicts such a structure

Manufactured Home, HUD Code--refers to a structure built on or after 6/15/76 per the rules of the US Department of HUD, transportable in 1 or more sections, built on a permanent chassis, designed to be used as a dwelling with or without a permanent foundation when connected to the required utilities, as depicted in **Figure 2.1**.



Figure 2.1-Manufactured Home.

Standard--refers to a structure that has deteriorated less than ten percent (10%) of it highest value. An observation of such a structure may reveal no physical problems or minor items of needed repair such as flaking paint.



Figure 2.2-Standard Single Family Unit.

Deteriorated--refers to a structure that has deteriorated between 10-50% of its highest value. Deterioration may include physical issues ranging from rotted siding, roof deterioration, foundation issues or limited structural damage, **per Figure 2.3**.



Figure 2.3-Deteriorated Single Family Unit

Dilapidated--a structure that has deteriorated more than 50% of its highest value. An observation of such a structure may reveal a number of physical problems consisting of severe foundation problems, extensive structural damage, roof deterioration, rotted siding, electrical problems, and plumbing problems, **per Figure 2.4.**



Figure 2.4-Dilapidated Single Family Unit.

Multi-Family Unit—refers to a permanent structure used by individuals and families for living purposes with attached housing units on single or multiple levels, **per Figure 2.5.**



Figure 2.5-Edgewood Apartments-Multi-Family Units

Commercial Structure--a permanent structure that is used for purposes other than living such as the conduct of business, government, and education activities.

Figure 2.6-Holiday Inn Express, Sealy, TX



Church--a permanent structure that is used for the conduct of religious activities.



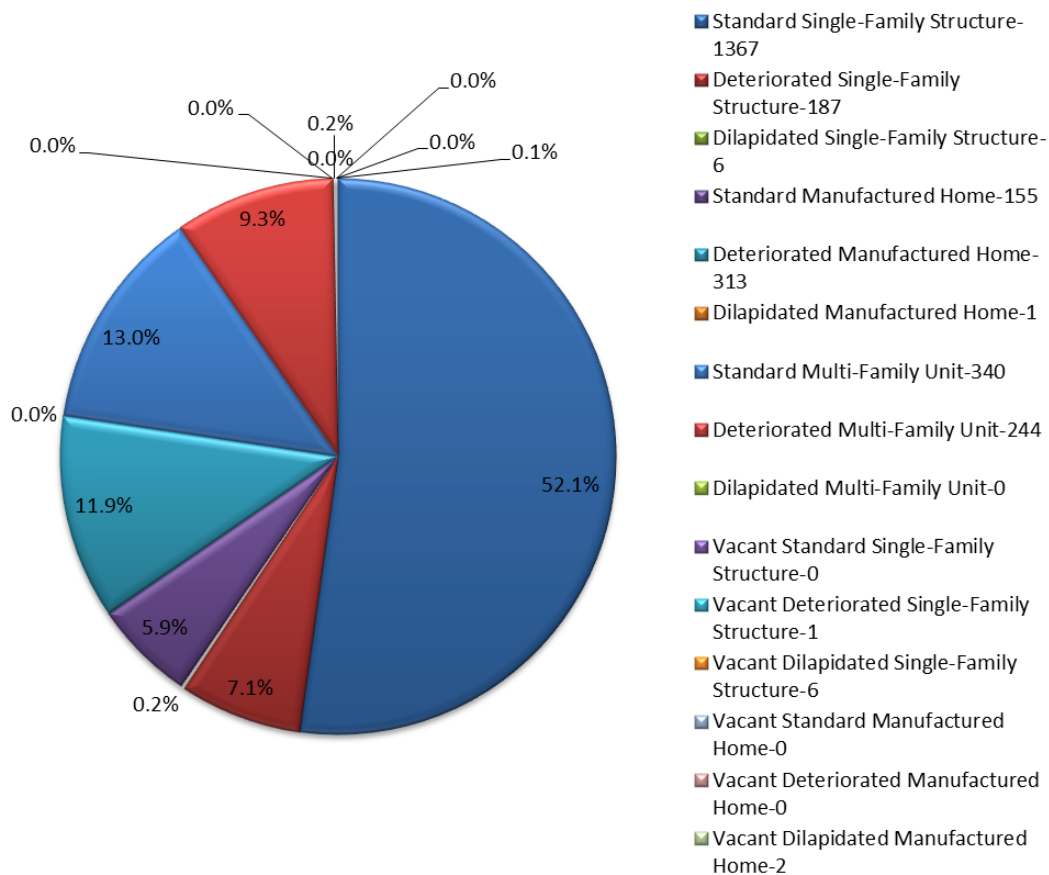
Figure 2.7-First United Methodist Church, Sealy, TX

Housing Analysis

Using the definitions described above **Figures 2.8 and 2.9** were developed by Public Management, Inc. in 2012 as the Housing Unit Survey for the City of Sealy, Texas based on the field survey completed in December 2012. **Figures 2.10 and 2.11** were developed using data from the American Community Survey 2008-2012 report produced by the U.S. Census Bureau.

Figure 2.8 on the following page provides an analysis of the inventory of housing stock by type, based on the residential definitions provided previous, and by the physical condition of each type of housing category type.

Figure 2.8
Inventory and Classification of Housing Stock



Source: 2012 Housing Unit Survey, Public Management, Inc.

According to the field survey, 9 units, or 0.3% of the City's total housing units are vacant, compared to the 288 units indicated in the 2010 United States Census. The field survey seems to reflect more accurately the actual occupancy status of residential housing in the City. There are indications that vacant units are hard to come by and the ones that are vacant are of poor quality. In fact, previous planning efforts for the City have indicated that the lack of quality rental housing units is a major need.

As described in Chapter 1, all of the information developed by Public Management, Inc. was based on actual "in-the-field" investigations and analysis is more representative of the actual conditions of Sealy and the needs of Sealy, as they existed at the beginning of 2013, and as they likely exist in 2014, relative to its conditions reported in the in the 2010 Census. This is true for housing and commercial buildings. The updated Comprehensive Plan, and all strategies to implement that plan, will accordingly be based on the research, analysis, conclusions and benchmarks provided in the Planning/Capacity/Building Project report, with less emphasis given to 2010 Census data, with limited to no emphasis on the subsequent forecasts and analysis developed by the American Community Survey (ACS) in 2012 for the future of Sealy based on the depressed data from 2010.

According to the 2010 U.S. Census Bureau, nearly 61% of Sealy's occupied housing units are owner occupied, compared to about 76% for Austin County. Both figures are consistent with other communities in this region, since cities tend to have more rental properties than unincorporated areas. These figures are depicted in **Figure 2.9** below.

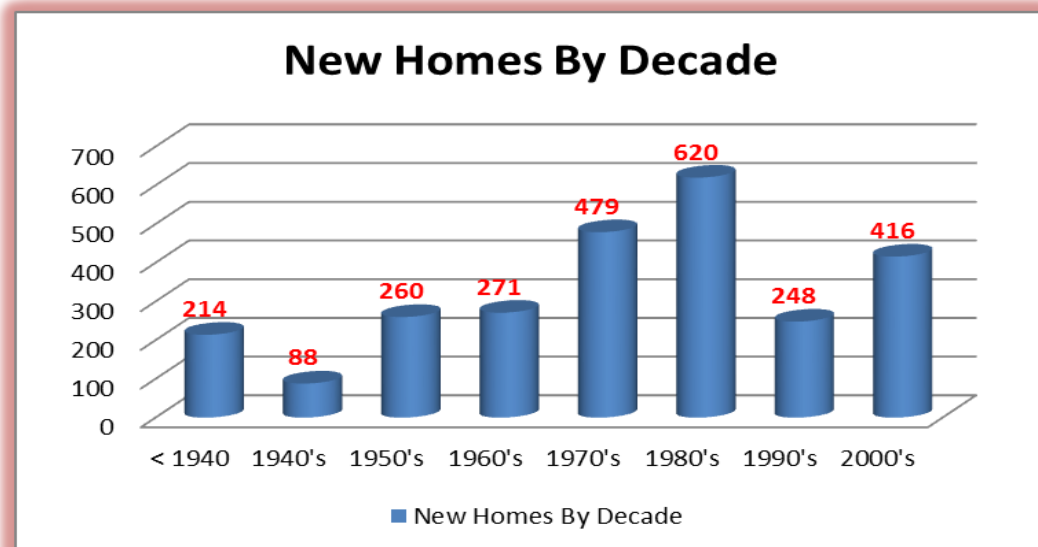
Data from the 2008-2012 American Community Survey (ACS) 5-Year Estimate developed by the Census Bureau depicts Sealy's housing stock in **Figure 2.10 and 2.11**. These figures show a small surge in housing stock over the past decade after a period of slow growth during the 1990's and a return to the construction trend between 1970 and 1989. Only 21.6% of all existing homes in Sealy were constructed prior to 1960 and only 32% of all homes were constructed prior to 1970. In 2000, same data sets were 24% and 40%, respectively. The ACS data shows that Sealy had 2,597 homes that comprised its housing stock. Steady permitting growth, on the order of about 20 new units per year in the past 4-5 years. That growth is not depicted on these figures.

Figure 2.9 - Occupied Housing Unit Types

Type	Number (Sealy)	% of Total	Number (Austin County)	% of Total
Owner Occupied	1,341	60.8	8,192	75.6
Renter Occupied	866	39.2	2,645	24.4
Total	2,207	100.0%	10,837	100.0%

Source-2010 United States Census

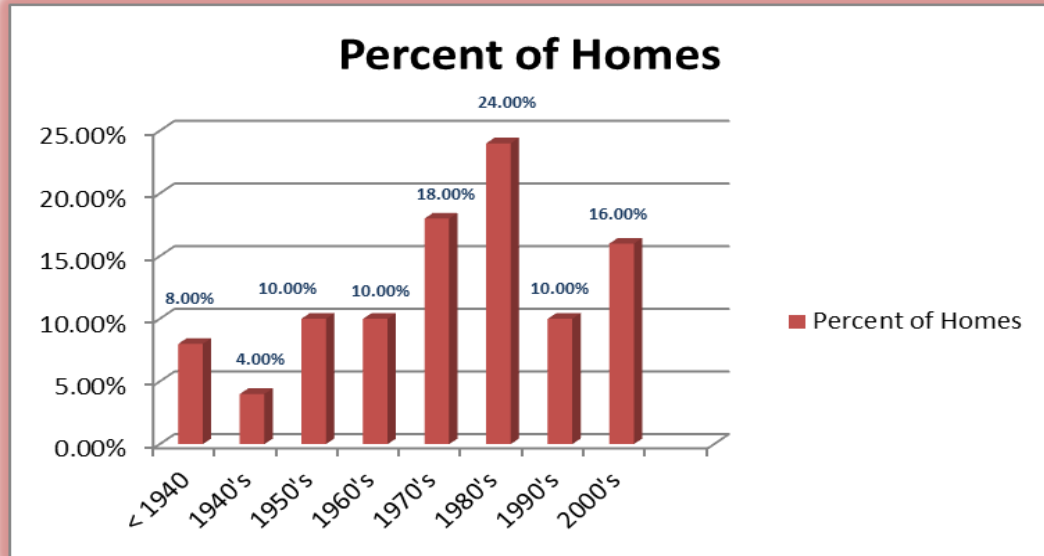
Figure 2.10 – Sealy Housing – New Homes by Decade Constructed



American Community Survey 2008-2012 (U.S. Census Bureau)

This data is depicted in **Figure 2.11** on the following page based on the percentage of all homes in Sealy constructed by decade.

Figure 2.11 – Sealy Housing – New Homes By Decade/Percentage



American Community Survey 2008-2012 (U.S. Census Bureau)

Housing Assessments

1. Home-ownership and the availability of affordable housing appear to be the biggest problems associated with housing in Sealy. The fact that 39% of the City's occupied housing stock is rental property supports that conclusion.
2. The 2008-2012 American Community Survey, 5-Year Estimates, conducted by the United States Census Bureau indicates that the average median contract rent in Sealy was \$794/month, compared to a rate of \$535/month five years earlier. The State of Texas average is \$834, so the rental rate in Sealy tracks closely with the state average. The spike in the rental rate for Texas and Sealy is probably an indication that the number of available rental units in Texas and Sealy is not keeping pace with the demands of a growing population.
3. Aging Housing Stock-According to Census data, approximately 21.6% of the city's housing stock was built in 1960 or earlier. The state average for this criterion is 17.2%. This is a potential concern because approximately 29% of the City's householders, both renters and owners, have at least 1 person over the age of 65 years old. This percentage will increase as the baby boomer generation continues to age. In addition, approximately 13% of the City's population reported some type of disability. These figures were report on the 2008-2012 ACS 5-Year Estimates. Older homes and manufactured homes typically have smaller doorways and restrooms that result in mobility challenges for individuals in wheelchairs. Older homes are generally not retrofitted with ramps to simplify access.
4. Deteriorated and dilapidated owner-occupied units appear to be the City's next biggest problem area. The City can consider the use of Texas Department of Housing and Community Affairs HOME program funds.

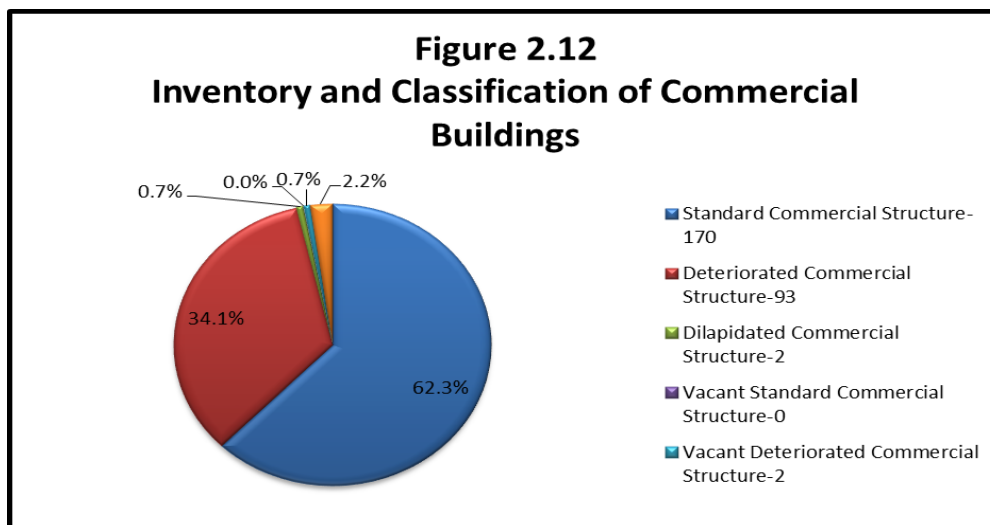
5. Vacant, dilapidated & deteriorated buildings constitute significant percentages of the total number of residential and commercial buildings in Sealy. Buildings in this condition erode property value, encourage disinvestment in the community, contribute to blight & may encourage crime.
6. A significant percentage (9.2%) of the population lives below the poverty line, as depicted on the existing structures map incorporated into this plan. These areas were determined based on census data & previous Texas CDBG surveys.

The Role of Housing Rehabilitation

Residential housing units (includes residential structures, manufactured homes and rental units) fall primarily in the categories of standard (71.0%) and deteriorated (28.4%). These two categories make up a substantial amount (99.4%) of the residential units in the City. However, there are fifteen (15) units in the City that are dilapidated and constitute the remainder of the housing stock (0.6%). The dilapidated units do not make up a significant percentage of the overall units, but it is the percentage of deteriorated units that give cause for concern. Deteriorated units can easily turn into dilapidated units in a relatively short time if not maintained. How do these units go from mild deterioration to severe dilapidation? Given that 48% of the City's total population is low-to-moderate income, it is unlikely that funds are being diverted to home maintenance; rather they are being used for food and clothing. Sometimes the unit is neglected for long periods of time and the thought of repairing the unit becomes too overwhelming for the homeowner. Another answer is that some units undergo a change in occupancy. Given the state of the economy overall, some homeowners are forced to rent an existing unit because the market dictates that selling the unit is not feasible. In most markets, housing condition tends to decline when it is renter-occupied as opposed to owner-occupied. That said, the City can participate in the Texas Department of Housing and Community Affairs HOME programs.

Commercial Inventory and Building Classification

Figure 2.12 below provides an analysis of the inventory of commercial building by type and by the physical condition of each building.



Source: 2012 Commercial Unit Survey, Public Management, Inc.

Maps & Data Incorporated by Reference into the Plan

As stated earlier in this chapter, Public Management, Inc. completed the Planning/Capacity/Building Project report in 2013. As elements of that report, the following maps and data were developed:

1. 2013 Existing Land Use Map
2. 2013 Existing Structures Map

The scope and scale of the data contained on each map is not suitable for a report format; so each is hereby incorporated by reference into this Comprehensive Plan and each is incorporated as a reference used as a foundation for this plan. Appendix A of this plan contains a reduced sized copy of each map. The full size/full detail version of each is available as a PDF that is fully incorporated in that format by reference as element of this Comprehensive Plan.

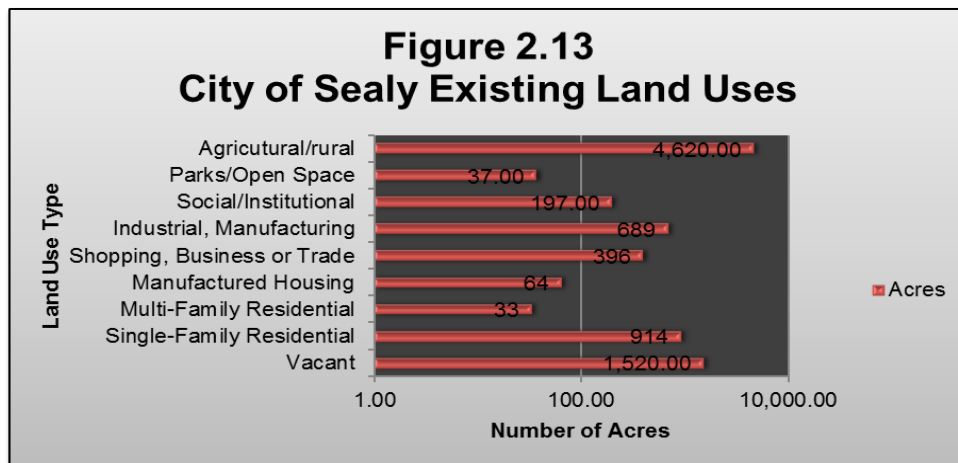
Land Use Analysis

A. Introduction

The City of Sealy was created in 1879 when San Felipe, Texas sold part of its original township to Gulf, Colorado and Santa Fe Railroad. The City grew as a railroad town and served as a place for people to exchange goods and services. In 1881, a cotton gin builder filled a request for a cotton-filled mattress and thus the Sealy Mattress Company was born. Business grew exponentially which led to additional innovations and patents, including a machine that compressed cotton. Over the years, the economy of Sealy has experienced many different shifts in focus, such as agriculture, energy and services. This diversification has enabled the City to survive rough economic times. Through it all, the City has retained its small-town character.

B. Tabulation

Figure 2.13 depicts existing land use in Sealy by category of use (exclusive of the ETJ). If the ETJ was included, the area of vacant and agricultural uses would approach 9,000 acres. Data in the 2009 Comprehensive Plan estimated that figure to be 8,316 acres. Annexations completed since 2009 would increase that figure to exceed 9,000 acres.



Source: 2012 Housing Unit Survey, Public Management, Inc.

Similarly, the data in **Figure 2.14** depicts this same data and adds the comparison of each land use as a percentage of land use in Sealy and the amount of acreage per 100 persons. This data is critical because successful cities have a proportionate balance of land uses to ensure that businesses have an adequate population to deliver services and that sales taxes off-set the residential property tax rates. The overall acres per 100 person figures are important indicators to determine if the city has room to expand within its existing corporate boundaries or if expansion of the community is required. The figures for Sealy depicted in **Figure 2.14** indicate that the City has room for land use expansion in every category within the current corporate limits. There is significant amount undeveloped acreage in the city, although some of this land is not developable due to location in the 100-year floodplain. Even so, there are opportunities for in-fill within the city to increase the city's ad-valorem tax income. There is also significant room for expansion within the City's current Extraterritorial Jurisdiction (ETJ). It should also be noted that Sealy is located in a very competitive neighborhood with respect to economic growth and development. The fact that the city has room to expand within its corporate limits and existing ETJ should not preclude the city from pursuing key strategic annexation policies to ensure that the city obtains jurisdiction over the growth and development of key economic growth corridors on major highways and highway intersection and can regulate undesirable development within areas where the city will eventually expand. Annexation is crucial to avoid the establishment of satellite communities and MUD districts around the periphery of the city outside of the current Sealy ETJ. Existing state laws makes it extremely difficult and expensive for cities to incorporate these areas into the corporate boundaries of the city once they've been established. There are many examples in Texas where this type of unincorporated area eventually resulted in blight, health issues and were detrimental to the city and the persons living in these areas. Strategic annexation is the only method for a city to avoid this situation.

Figure 2.14 - Existing Land Use			
Land Use	Acres	Percentage of Total Acres	Acres per 100 persons
Vacant	1,520.00	17.95%	21.26
Single-Family Residential	914	10.79%	12.78
Multi-Family Residential	33	0.39%	0.46
Manufactured Housing	64	0.76%	0.90
Shopping, Business or Trade	396	4.68%	5.54
Industrial, Manufacturing	689	8.13%	9.64
Social/Institutional	197.00	2.33%	2.75
Parks/Open Space	37.00	0.44%	0.52
Agricultural/Rural	4,620.00	54.55%	64.60
TOTAL	8,470.00	100%	118.45
Undeveloped	6,140.00	72.49%	
Developed	2,330.00	27.51%	
Source: 2012 Housing Unit Survey, Public Management, Inc.			

The fact that the city is largely surrounded by rural and agricultural land uses allows the city a timely opportunity to establish definable edges to the community to avoid a proliferation of strip commercial and industrial development within, and just outside, the City of Sealy. Those types of undesirable development along the major corridors that lead into communities have a tendency to create a long lasting impression that persons have of communities and allows those uses to define communities. The community needs to take measure to ensure that it defines itself in a manner representative of the community.

C. Existing Land Use

The existing land use pattern for Sealy is typical for a community of the size of Sealy. Commercial and light industrial land uses are generally adjacent to the major highways. Residential, light business, and public land uses are near the central city, in core downtown areas of Sealy. Agricultural and rural residential uses extend beyond the City's corporate limits into the ETJ. Multi-family residential uses tend to be located along, or near, regional highways and arterial streets. Traditional neighborhoods with single and two-family units surround the core of the city. The most significant changes that may occur are the emergence of additional residential subdivisions in traditional agricultural areas, especially in the City's outer corporate limits and current ETJ and the introduction of regional based commercial, warehouse and industrial uses along major highways through the city. As traffic continues to increase on SH 36 and Loop 350, there is a high probability that several of the homes that front onto those highways will transition into office and light business uses. This occurs because the highway traffic and associated congestion and noise eventually will make these properties less desirable for residential uses. The transition of residential uses to higher intensity uses potentially could destabilize neighborhoods behind the lots that begin to transition to higher intensity uses. Without zoning control, the city has no tools at its disposal to regulate this process.

One area that could see a rapid transition to very high intensity uses are the properties between US 90 and I-10. The short separation between these highways almost guarantees that very high intensity uses will occupy much of this property, particularly as metro-Houston continues to migrate toward Sealy. It's easy to envision a development that has an entrance from a frontage road along I-10 and secondary entrances from US 90 and the roads between US 90 and I-10.

Another area that could see rapid growth from rural/agricultural uses to warehouse, major commercial and industrial development is the land south of I-10, west of SH 36 and north of FM 3013. The Wal-Mart Distribution Center anchors this area. Properties in this area are large, level, well drained and ideally suited from an accessibility perspective for high intensity development. The proximity of this area to the Eagle Ford Shale Formation and I-10 make it perfect for a mix of uses ranging from a regional power center, a mixed use development and light and/or heavy industrial uses. Some of these characteristics are available on properties fronting on US 90 west of Sealy High School and along each side I-10 west of Sealy. It would be prudent for the city to annex properties to the west along I-10 to reap the benefit from the expansion of land development west of Sealy and to play a role in how that property is developed.

I.H. 10, U.S. 90 and S.H. 36 are the primary arterials for the city. F.M. 1094 and TX-350 are secondary arterials that feed the primary arterials. Eventually, several surrounding Farm to Market road in Sealy's jurisdiction will become primary and secondary highways. This fact is mentioned because major land uses follow these roads and result in major impact on the future form of the city and land uses. Future land use planning and transportation planning and realities are intimately related and must be considered in tandem.

D. What Matters the Most to the Citizens of Sealy?

On the opposite side of the land use spectrum are those aspects of Sealy that need to be respected, nurtured and protected. The community has identified four "quality of life factors" as the most important to be maintained to the greatest degree possible. Each is listed below and depicted in the images on the following pages:

1. The rural and agricultural "feel" of Sealy.
2. Sealy's Historic Main Street District
3. Sealy's Historic Homes and Charming Tree-Lined and Inviting Neighborhood
4. Sealy's recreational opportunities and open space

Agricultural and related land uses are still prevalent in Sealy's corporate limits and the Sealy ETJ. These uses help promote Sealy's commitment to protecting its small-town rural charm and it's historic heritage in the founding of Texas.

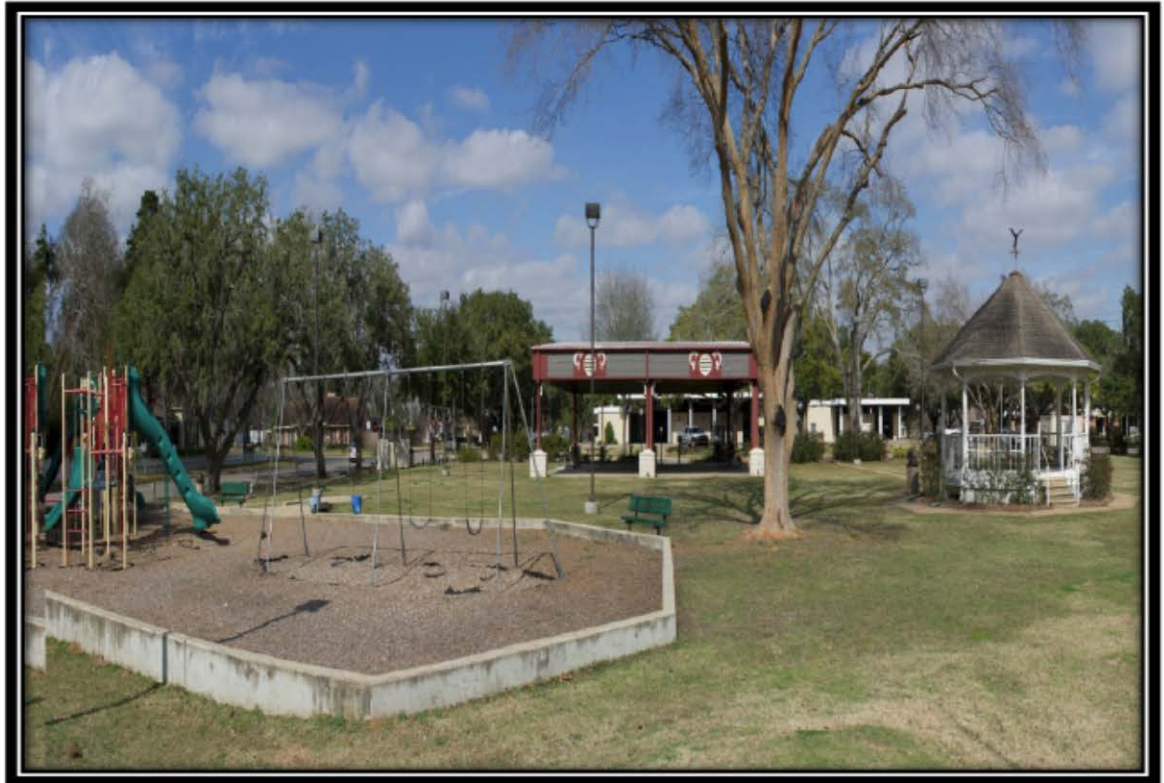


Sealy's Historic Main Street is great example of how a city can maintain a traditional city-center that can thrive in the pressures of large scale regional based development along major highways.

The historic Ward Hahn Home is an example of historic preservation one way the City can realize part of its vision of preserving its "History of Excellence"



Recreation & Open Space, like that found at Levine Family Park, provides an opportunity for family outings and peaceful reflection for both residents and visitors alike.



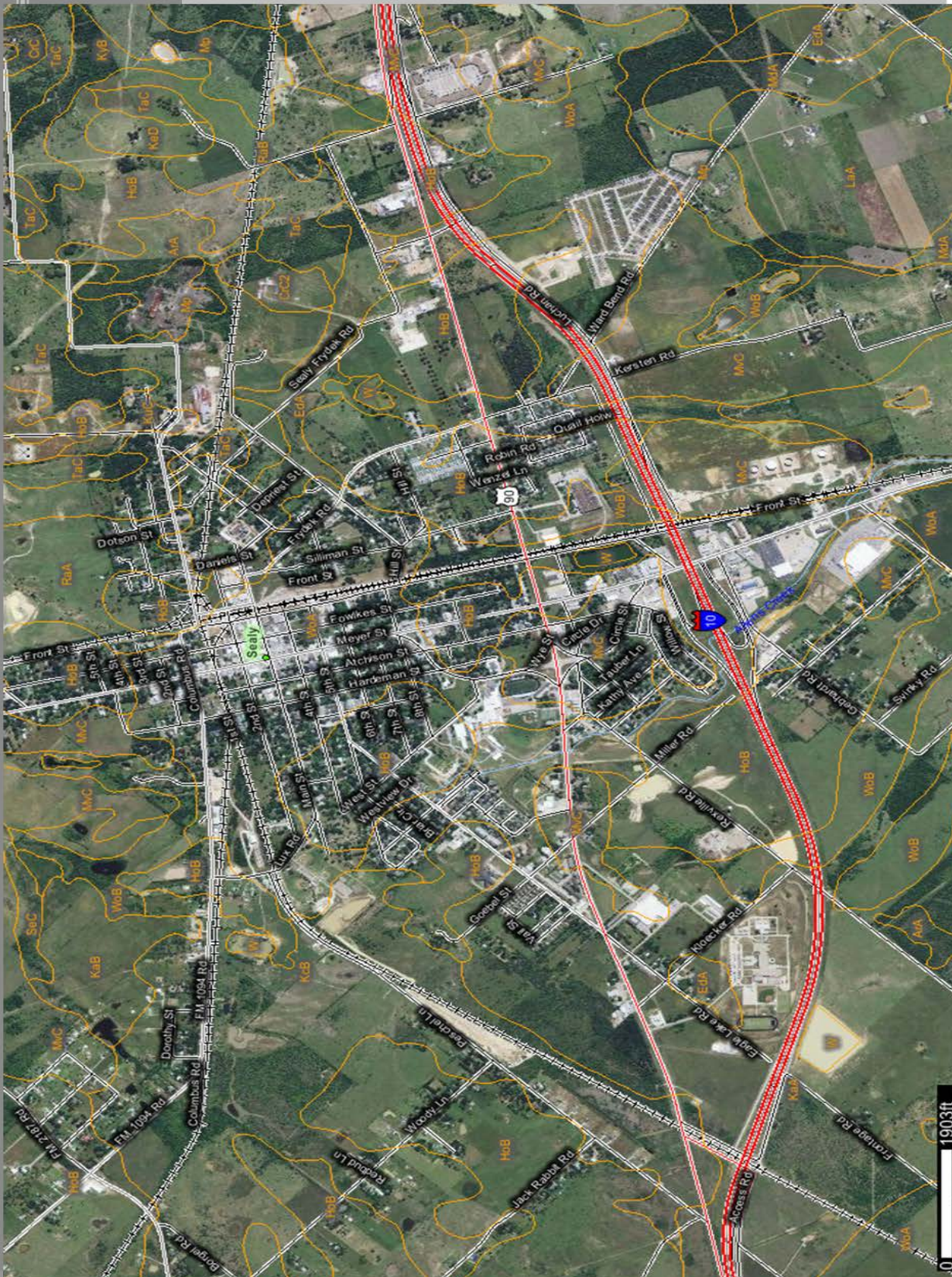
Soil Characteristics (As related to Land Development)

When considering land uses and building conditions, soil is often neglected as a contributing factor that influences the developed environment. This is particularly true in Sealy because the soils in Sealy are very dynamic. Those soils, combined with the average annual rainfall, can adversely affect building condition. As the city develops and redevelops, it's critical that the limitations and characteristics of the soils be considered. This is especially true as the city considers recreations projects and public facilities. Some soils should be avoided. Other are manageable provided that geotechnical analysis is carefully factored into the development process, particularly with respect to engineering slabs and foundations, to avoid costly foundation repairs and building deterioration.

The plans makes these points because the Soil Survey of Austin and Waller Counties, produced by the by the U.S. Department of Agriculture, indicates that soil in and around Sealy tends be found on gently slopes that are somewhat poorly drained, and have a loamy and/or sandy composition. **Figure 2.15** shows the different types of soils in the Sealy area the development characteristics of each. **Figure 2.16** is a soil map of Sealy.

Figure 2.15 - Soil Characteristics				
<i>Soil Name</i>	<i>Symbol</i>	<i>Building Site Development - Structures</i>	<i>Recreational Development</i>	<i>Wildlife Habitat Potential</i>
<i>Hockley fine sandy loam</i>	<i>HoB</i>	<i>Moderate: wetness with high shrink- swell</i>	<i>Moderate: small stones</i>	<i>Good: with the exception of wetland wildlife</i>
<i>Monaville loamy fine sand</i>	<i>MvC</i>	<i>Moderate: wetness with high shrink- swell</i>	<i>Moderate to sandy</i>	<i>Very Poor for wetland wildlife; Good for rangeland wildlife:</i>
<i>Wockley fine sandy loam</i>	<i>WoA WoB</i>	<i>Severe: low strength- wetness</i>	<i>Severe: wetness</i>	<i>Good</i>
<i>Katy fine sandy loam</i>	<i>KaB</i>	<i>Severe: wetness</i>	<i>Severe: wetness, erodes easily</i>	<i>Good: with the exception of wetland wildlife</i>
<i>Katy-Edna complex</i>	<i>KcB</i>	<i>Severe: wetness</i>	<i>Severe: wetness, erodes easily</i>	<i>Good: with the exception of wetland wildlife</i>
Source: U.S. Department of Agriculture-1984 Soil Survey of Austin and Waller Counties, Texas				

Figure 2.16 – Sealy Soil Map



Source: U.S. Department of Agriculture-1984 Soil Survey of Austin and Waller Counties, Texas

Community Character

Community character relates to the use of land, but, more importantly, translates to the design characteristics that influence the “look and feel” of development. Instead of simply identifying the land use, such as commercial, a determination of an area’s community character more distinctly defines the intensity of development and the dimensional attributes that contribute to its character and appeal. For instance, a traditional downtown with a grid street pattern, streets with sidewalks and street furniture, smaller-sized lots, and mature trees is distinctly different in character—even though both are commercial in use—from a contemporary highway commercial strip that features large parking areas and larger signage targeting regional traffic.

It should be understood that community character is highly affected by traffic and traffic volume. An example of this is SH 36, which continues to experience increasing regional and local traffic volume. That traffic provides an opportunity for local retailers to attract business and to expand operations, while simultaneously creating a negative impact on homes that front on SH 36. The lack of land use controls could result in the conversion of these homes to commercial use or for several properties to be purchased to allow for a single large scale commercial use. Community character is a fine balance of economic needs and the need to protect and maintain stable neighborhoods and investments in commercial and residential development. These issues also affect the location and size of targeted public investments in utility and drainage improvements and recreation and public facility improvements

Issues and Opportunities

As stated previously, Sealy completed extensive comprehensive planning exercises between 2007 and 2009 and in 2012 to 2013. With respect to “Urban Form and Land Use,” the 2009 Comprehensive Plan focused on the City of Sealy at large, while the 2013 study provided considerable emphasis on housing and capital improvement planning. Each planning effort identified issues and opportunities that are still relevant in 2014 and 2015 and proposed goals and objectives and potential actions to consider addressing each issue and capitalizing on each opportunity. The remainder of this chapter will join together the planning direction provided through each of these planning events, identify the steps that Sealy has taken since 2009 to implement the Comprehensive Plan’s goals and objectives, identify on-going programs that are in progress and identify new issues and opportunities that need to be addressed by this plan.

During 2007 to 2009, the primary concerns of that period related to urban design, park development, parks, and historic preservation. Discussions during that time framed the planning focus on the following five (5) issue statements, along with the analysis of existing conditions, the review of Sealy’s development ordinances, and an examination of the City planning and development process—all within the context of local sentiments related to development regulation. These issue statements bring focus to this plan regarding the community’s values, expectations and priorities for addressing development, parks and historic preservation needs in Sealy. Following the identification of the key issues is a set of community goals and objectives along with discussion of necessary implementation steps.

Maintain Small Town Character & Accommodate Growth

Historically, Sealy consisted of a compact network of neighborhoods situated near the crossroads of US 90 and SH 36 and the junction of two regional railroads. In the past 30-40 years, the City form has expanded to stretch along I-10, US 90, SH 36 and into areas south of I-10. The compact City expanded to an area exceeding 17.0 square miles and has a population exceeding 7,000 residents. The economic engines of the nearby Houston energy corridor and local industry will continue to contribute long-term population growth and the development of new subdivisions. This changes the once rural landscape. To ensure high quality development, Sealy must take a proactive stance to maintain the desirable qualities that it values. Otherwise, small-town charm will give way to suburbia. Early signs of such a transition are occurring with new growth on the southern and northwestern edges of the city.

Through the course of community input, residents indicated that they were willing to embrace growth as long as it does not compromise quality of life. Citizens treasure those features that make Sealy an attractive living environment. Those features are a compact community form, smaller-scale development, significant open space, access to recreation opportunities, highly livable neighborhoods, an historic downtown, and a distinct separation from the Houston metropolitan area provided by the surrounding rural environs, among others. Any alteration of these valued assets is considered a compromise to the City's character.

To achieve this goal, the plan recommended the following action:

1. Consider adoption of performance-based versus traditional, use-based standards for Sealy's development ordinances.
2. Evaluate existing landscape standards to ensure that they are producing appropriate landscape designs for neighborhoods.
3. Evaluate the land use and transportation connections in existing and future neighborhoods so that there is adequate connectivity to local destinations (e.g., parks, schools, etc.).
4. Amend the Subdivision Regulations to allow for increased flexibility. Regulations can also provide incentives related to certain development types that are appealing to residents, such as development clustering and conservation development types.



Sealy has community character that is derived from its land use and urban form. The Downtown area is an example of a commercial use that maintains an urban flavor. As the Downtown expands over the coming years, how will new buildings fit into the existing community character?

Rejuvenating the Downtown Main Street Area

Residents identify with Downtown and would like to see it preserved and improved. However, as traffic volumes continue to increase along I-10 and new commercial areas



The Downtown area has a few local anchors that attract residents to shop and stroll the along Main Street. However, there are many opportunities for additional businesses and improved buildings. Besides the privately owned buildings, there are opportunities to improve the public spaces, such as the parking areas, sidewalks, lighting, and street furniture.

impose a competing market, they see its function eroding and its distinctive community identity slowly disappearing. Downtown property owners and tenants articulated this perspective based upon the decay of physical infrastructure in the Downtown and the surge in traffic along the interstate corridor. Therefore, Sealy must make a deliberate choice as to the revival and redevelopment of the area. There was both optimism and concern voiced at the community meetings, with a general preference to see the City's center preserved, enhanced, and possibly enlarged.

To help sustain and enlarge the City center, there is an opportunity to enhance the streetscape and infrastructure near the Downtown. As the population grows, infrastructure improvements must keep pace, meaning that additional investments will be needed. Any new City investment should help stabilize Downtown and serve as a catalyst and anchor for redevelopment. Its design could also reinforce the historic urban character and set the stage for an improved district identity. This and other redevelopment initiatives may

warrant near-term action to solidify the City's long-term interests.

To achieve this goal, the plan recommended the following action:

1. Preserve and enhance the quality of the buildings in the Downtown through redevelopment or façade improvements.
2. Identify local, state, or national historical district designations that could allow for grants and preservation design guidelines.

3. Evaluate existing streetscape and landscape standards to ensure that they are producing appropriate landscape designs for the Downtown.
4. Capitalize on “placemaking” opportunities through Downtown gateway and signage improvements.
5. Identify future planning studies for the Downtown and the Downtown fringe area that will allow for greater economic development opportunities.

Promoting Environmental Resource Protection

The environmental component of this chapter focuses on protecting the role of land, water, and air resources in shaping the physical form of the City. Sealy has many quality environmental resources and agricultural lands. This element reflects the City’s conviction to preserving and sustaining a high-quality natural environment. There need to be policies to maximize protection and minimize the impacts of the built environment on the systems of the natural environment. Innovative technologies and practices should be adopted in the near term that not only keep pace with population growth, but also match the “best practice” efforts of other nearby cities.

To achieve this goal, the plan recommended the following action:

1. Preserve and enhance the riparian corridors that drain water from surrounding lands.
2. Pursue agricultural preservation strategies that will encourage farmers to maintain agricultural uses and allow for growth management.
3. Institute a robust recycling program and increase the percentage of recycled materials recovered.
4. Promote the development of stormwater management tools that will protect riparian areas while reducing the impact of flooding.
5. Improve air quality and energy practices in building design and construction.



Riparian areas are the buffered edges or stream corridors that run along the length of a waterway. These areas filter pollutants, provide wildlife habitat, and reduce the impact of flooding.

Achieve Progress in Park and Recreation Plan Implementation

The purpose of this statement is to ensure that Sealy explores additional options in implementing the Comprehensive Park Plan while reducing the financial burden of ongoing park maintenance in existing or future parks. As a secondary measure, this goal statement addresses the need for park expansion concurrent with the growth of the city to ensure that Sealy keeps pace with ongoing population growth and new development.

Improving the quality of life for citizens by offering a variety of programs and physical activities would benefit the community as a whole. Through enhancing the park system, new residents and existing families will be more inclined to consider Sealy their home. However, parks and recreation opportunities and programs must be diverse enough to suit the needs of all age groups, including Sealy’s older residents.

Integral to park planning is a thorough evaluation of the existing system, which was completed as part of the Comprehensive Park Plan. The foundation for establishing an adequate parks and recreation system began with the availability, location, and condition of the existing City-located parks and recreation areas. In determining the need for additional park land, recreational facilities, and park-related improvements, the first step was to assess the level of sufficiency of the existing parks in meeting the needs of the community. This assessment was done, first, by comparing the acreage of parks to standards for cities of comparable size and, secondly, by soliciting the input of citizens. Each park must also be evaluated in terms of its proximity to its users, its safety and accessibility, the availability and condition of its equipment and facilities, and its utilization.

To achieve this goal, the plan recommended the following action:

1. Continue to address the near-term park and program opportunities listed in the Comprehensive Park Plan.
2. Explore additional park sites for long-term development. This may include trails, greenways, natural areas, or community parks.
3. Provide adequate funding to construct needed improvements at existing and future parks and recreation facilities.

Improve Urban Design, Appearance and Gateways

The appearance of Sealy is the single most evident glimpse of its economic vitality, resident pro-activeness, and civic pride. The initial impression is formed by the quality of development, property upkeep, condition of public facilities, amount and quality of public spaces, and the design of roadways and other public buildings and infrastructure. Visual appeal reinforces the quality of life for those who reside in Sealy, as well as those making investment decisions.

The City now has a window of opportunity, before ongoing development fully alters its character and transforms its identity, to enact policies and standards that influence the quality of Sealy's natural and built environments. Without a plan to accentuate corridors, special districts, neighborhoods, and open spaces, there will be a sense of "sameness" in the community with little to distinguish it from the County or other communities. This concern was voiced by residents in terms of the monotony of housing and, particularly, creating developments that have lasting value. They would like to preserve the uniqueness of Sealy and exploit its assets without over-regulation.

To achieve this goal, the plan recommended the following action:

1. Further develop signature gateways at key thresholds to the City, Downtown, neighborhoods, and business corridors.
2. Preparing commercial corridor and small area enhancement plans focusing on transportation, streetscape, and signage design improvements.

Goals, Objectives and Implementation Actions

The following goals, objectives, and recommendations were adopted by City Council in the 2009 Comprehensive Plan and during the 2013 Planning/Capacity/Building Project Report (CIP Plan). All were developed after extensive community discussion and input and remain relevant to Sealy. Each goal is based on attaining the community vision. Each objective is a means to achieve each goal. It is important to note that goals and objectives are general statements and recommendations of policy intended be considered by the City Council and staff to implement the Comprehensive Plan by ordinances, capital improvements expenditures and other future actions. When the City is considering legislative action, policy direction or considering the adoption of a long range plan or weighing alternatives and City direction, it is the purpose of these Goals and Objectives to provide insight and direction about how to proceed because the goals and objectives of the plan were developed by the community and reflect the desire of the community. The plan is a reflection the collective city will.

Community Goal 1:

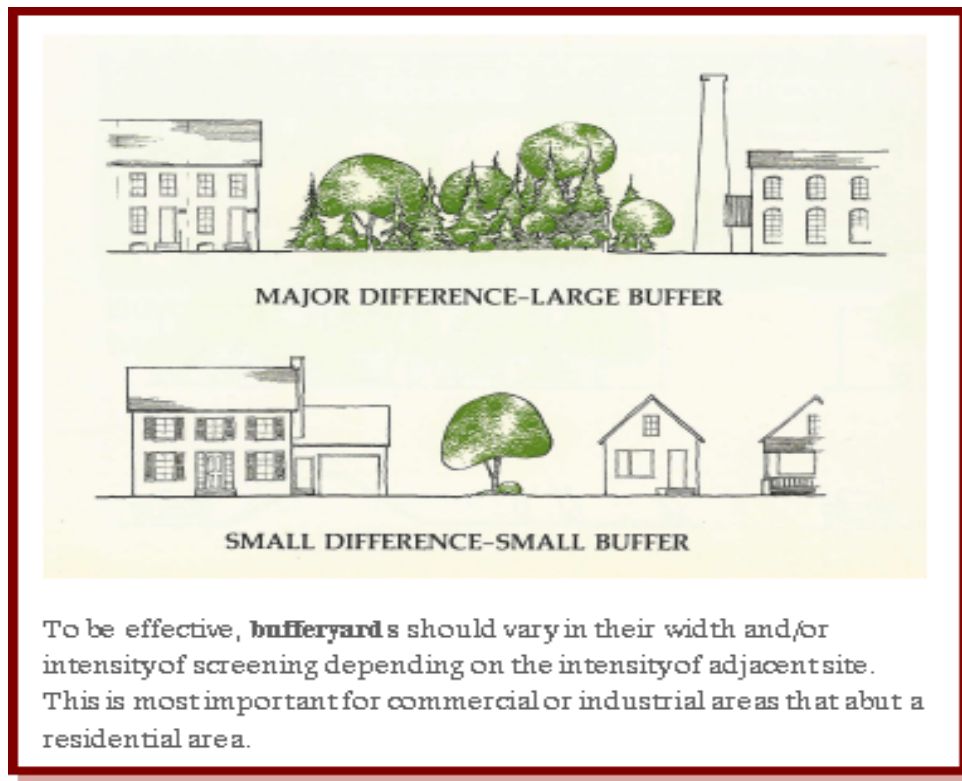
Continue to enhance the community character of Sealy.

Objective 1: Add performance standards to the existing ordinances to enable new development to conform to the desires of residents while providing additional clarity to applicants.

- A. Continue to adopt performance-based standards where appropriate to provide additional certainty in the development process and to enhance the appearance of the community. Performance-based standards should continue to allow a range of development options on individual properties, with standards to ensure compatibility for adjacent uses, to allow a greater land use mix. These standards are particularly critical as in-fill properties are developed. As existing properties are redeveloped and as properties on the edge of city are initially developed.
- B. Continue to strengthen buffer yard provisions and incentive-based requirements to mitigate adverse impacts of adjoining uses and protect and maintain the character and property values of both. This is particularly important in outlying and growth areas where increasing development causes character to change, and for in-fill development.
- C. Continue to adapt design standards to reflect the values of the community for building design, landscaping, environmental impacts, signage, outdoor storage, screening; open space and streetscape areas as the city develops. Industrial district standards should continue to differentiate between properties visible to the public and lower intensity uses and those uses shielded or screened from public views via building orientation, location, or design. Truck loading and exterior storage areas should be effectively screened and buffered if near residential uses or public rights-of-way.
- D. Development standards should be updated to require, or to incentivize, amenities that promote the use of flood plains for open space, connectivity to hike and bike trails, linear parks and related improvements that connect the community and enhance the livability of the community.

- E. Implement environmental development standards that related to noise, heat, glare, dust, light and other development issues to allow for local enforcement in lieu of relying on state and federal enforcement.
- F. Proactively address the inevitable TCEQ related water quality issues that arise in rapid growth communities.
- G. Prior to the inception of the tract home development, coordinate with a vendor to execute a agreement for wayfinding signage for home builders and other key Sealy landmarks, such as schools, government buildings and parks.

Figure 2.17 – Buffer Concept Based on Adjoining Land Uses



Objective 2: Continue to update existing landscaping and screening standards to ensure that new developments contribute to community character and do not negatively impact existing developments.

- A. Update the Subdivision Ordinance to require the submittal of tree preservation plans and the preservation of as many protected oak and pecan trees as possible and as many other healthy mature trees as possible into greenbelt, HOA amenity areas or parkland dedication areas. The Subdivision Ordinance can also be updated to allow for clustered developments, in order to preserve stands of protected and/or mature trees and to allow very low density developments with a rural design sensibility to achieve the same objective.
- B. Continue to increase the minimum open space ratio within single-family residential development and nonresidential development. These open space areas would provide visual buffering and shade, accommodate recreational amenities, and provide needed space for stormwater absorption and detention.

Multimodal streets and corridors offer different options of transportation. It may be as simple as a local street with lanes for car traffic and sidewalks for pedestrians. Multimodal corridors may also include options such as bus routes, rail lines, bike/hike trails, bike lanes, and sidewalks alongside travel lanes for cars.

- C. Continue to create buffering and screening provisions for large residential developments (25+ homes), multi-family, and commercial sites. A menu of buffering requirements should be created dependent upon the intensity of adjacent uses and varying site conditions.
- D. Enhance screening requirements along all parking and vehicular use areas that have frontage on public street rights-of-way and major entrance drives. The screening may include shrubbery, earthen berms, walls, or a combination.
- E. Enhance minimum parking lot setback requirements to form a streetscape green adjacent to street rights-of-way, with sufficient width (minimum five to eight feet) to accommodate monument signs, trees, and parking lot screening.
- F. Consider standards to require materials stored outdoors to be screened from public view. Furthermore, specify the percentage of site area that may be used for the display of outdoor merchandise, as well as its location on the site (typically abutting the building), enclosure separating it from other use areas, and the height of stacked materials, among other applicable requirements.

Objective 3: Promote multimodal options along corridors and create connectivity between subdivisions as is typical in traditional neighborhood development.

- A. Continue to promote development practices that result in highly walkable neighborhoods, meaning there is a mixture of uses within convenient distance so that automobiles are not essential for relatively short trips.
- B. Continue to require sidewalks and other linkages in new developments as a means for pedestrian connections to neighboring developments. Nearby destinations should have sidewalk connections so that residents are not forced to climb into their cars to run around the block to a nearby school, adjoining subdivision, park, or businesses.
- C. Establish uniform treatment of sidewalks in the current development ordinances. Based upon the type of residential development, there are different types of sidewalk requirements. This is unnecessarily confusing. The City could simply adopt the most comprehensive sidewalk standard as the baseline for all residential development. This would also address the issue of internal pedestrian connections that would link amenities on-site.
- D. Develop design standards that allow adequate right-of-way for safe automobiles, bicycles and pedestrian access and utility placement.

Objective 4: Implement all of the community enhancement initiatives outlined in the 2014 City Council Strategic Plan (see Appendix C).



Landscaping and buffering can be improved in areas where a commercial use abuts a residential area. Fences alone are not attractive buffers from adjacent uses and could be complemented with landscaping. Specific landscaping requirements can improve neighborhood character without restricting use of the property.

Community Goal 2:

Continue to expand opportunities for redevelopment & economic growth in the Downtown Development District while respecting the existing historic character.

Objective 1: Continue to support development that compliments the historic nature of Downtown.

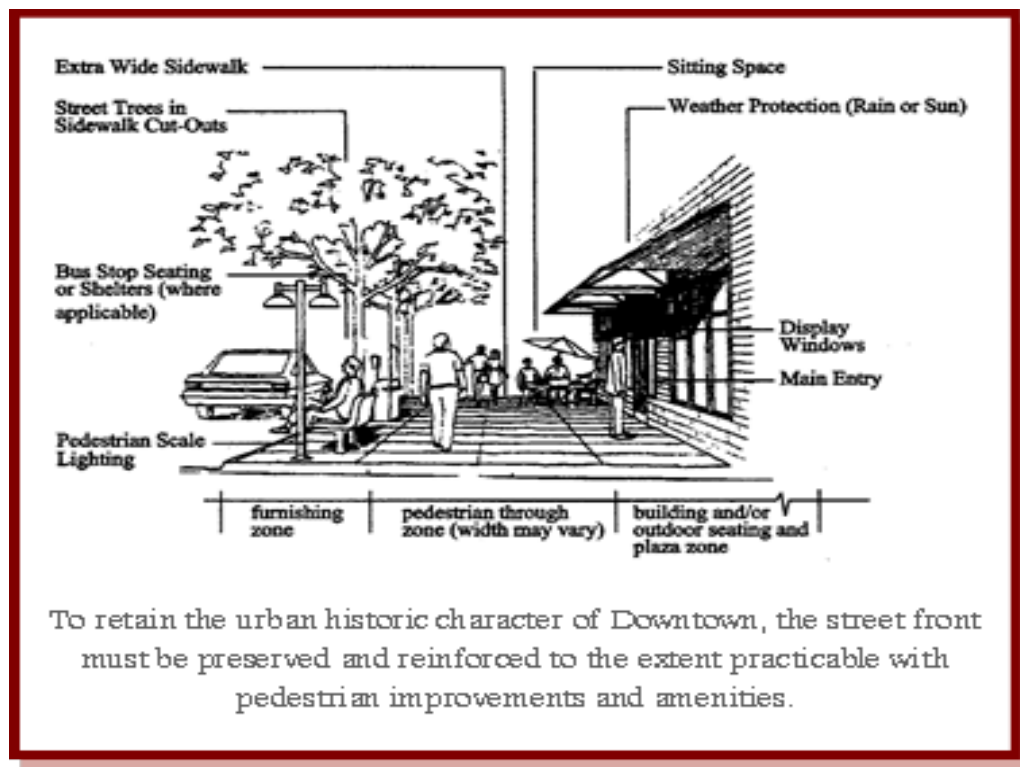
- A. Continue enforcing and enhancing the standards of the “Downtown Development District to preserve its historic, Main Street character. Areas of historic value should be maintained and enhanced, and expanded where appropriate, in accordance with preservation guidelines and development standards.
- B. Continue to explore the use of additional standards that follow the style of existing Downtown Development District. including requirements related to the following:
 - a. zero front and side yard setbacks;
 - b. minimum building height of two stories (still retain maximum of three stories);
 - c. entrances and architecture focused on the street front;

- d. building exteriors;
 - e. site lighting;
 - f. signs and awnings; and
 - g. sidewalk and streetscape improvements
- C. Continue to encourage residential uses to create a mixed use environment.

Objective 2: Continue to identify local, state, or national historical district designations that could allow for grants and preservation design guidelines.

- A. Continue to pursue Federal and/or State registered historic Downtown designations. The “district” should be a contiguous area, and areas for potential expansion, that has definitive boundaries denoted on a parcel map.
- B. Continue to pursue expanding the local historical district with boundaries to capture contributing buildings identified in a historical survey. Contributing buildings are those buildings that give the historic district a special character. An example of a contributing building may be a single-family home from the early 1900s, while a non-contributing building may be a recently built gas station. This local historical district could be further protected by special design review guidelines and procedures.
- C. Continue to strengthen standards and guidelines that relate to development, reconstruction, and additions to buildings within the boundaries of the district. A certificate of appropriateness can be required subject to conformance with the standards, to ensure the historic integrity of the district. The provisions may also address prohibited and allowable demolitions.

Figure 2.18 – Downtown Streetscape Concept



Objective 3: Implement Downtown Plan streetscape and landscape recommendations to ensure that they are producing appropriate design outcomes for the Downtown.

- A. Continue to maintain harmony with the urban character, continue zero front setbacks of buildings along Main Street to accentuate street “enclosure” and create public space.
- B. Initiate a Downtown economic development plan to determine future business opportunities for the Downtown and evaluate options for future redevelopment. Retaining viable businesses in the Downtown is essential since it contributes to the lifeblood of the city.
- C. Consider developing traditional (pedestrian-focused) cross streets that will open up new areas north and south of Main Street. The limits of this area could be expanded to encompass potential redevelopment areas or incorporate existing properties. Areas along the north/south side of 2nd, 4th, 5th, and 6th Streets and along Fowlkes Street could be added to the traditional Main Street corridor to offer additional potential to expand and strengthening the Downtown.

Objective 4: Capitalize on “place making” opportunities through Downtown gateway and signage improvements.

- A. Continue to create entry enhancements to form a sense of arrival into the Downtown. Aside from a traditional downtown building form, there is currently only one physical feature — the Main Street monument — that distinguishes the historic Downtown from any other area of the community. As a result, it blends into the fabric rather than emerging as a “place” within the larger community.
- B. Continue to use design elements and other unifying treatments to form an edge that demarcates the definitive boundaries of the Downtown. This may include unique streetscaping, signage, lighting, monumentation, or other features.
- C. Install a network of way-finding signs in the community to direct visitors to the Downtown and pedestrians to individual sites within the Downtown area such as City Hall, the Post Office, etc.
- D. Continue to use street trees, building design techniques, covered walkways, and other treatments to minimize the effects of weather on downtown patrons and visitors.
- E. Coordinate with the Texas Department of Transportation (TxDOT) to identify rights-of-way enhancements, including the street cross section, traffic control devices (signs and signals), pedestrian improvements (sidewalks, crosswalks, way-finding, pedestrian-actuated signals, curb cuts, ADA accessibility), and property access (driveway location, number, width, design) along Meyer Street (State Highway 36).
- F. Continue to foster the coordination of the Downtown Business Association and City Council to facilitate high visibility public improvements projects as a means to leverage private investment.
- G. Establish a Business Improvement District (BID) as a funding mechanism for proposed Downtown improvements. Once a majority of the property owners have agreed to abide by the self-imposed restrictions of the group, the City should

designate the district geography, as well as its time span and scope. It may, and perhaps should, encompass a larger area than the proposed historic district.

- H. Improve future transportation access to the Downtown through dedicated visitor parking and/or a bus drop-off area(s). Convenient parking and pedestrian connections are vital.
- I. Improve existing land and/or buildings, possibly in partnership with other local private and public entities, such as the Sealy Economic Development Corporation (SEDC). The initial success of the facade program lends itself to further investment. General building and landscaping maintenance, visitor parking spaces, street trees, landscaping, benches, and wayfinding signage, and intersection upgrades should be added to add to the viability of downtown as a mixed use destination.

Objective 5: Implement the recommendations of the Downtown Plan and to provide greater economic development opportunities for downtown and the near downtown areas.

- A. Prepare and implement the Downtown Master Plan to facilitate improvements to the downtown, and near downtown areas relating to development/redevelopment, streets and parking areas, vehicular and pedestrian access and circulation, streetscaping and amenities, signage and lighting, and infrastructure upgrades. Furthermore, it should establish implementation priorities and identify possible funding sources and financing options.
- B. Prepare an associated plan for the neighborhoods and transitional areas immediately adjacent to and around the Downtown to identify measures to secure their integrity. An area-wide access and parking plan is needed, as is a buffering plan, to provide an appropriate transition from the neighborhood residential style to a more intensive downtown.
- C. Continue to improve housing structures and general neighborhood conditions in areas next to the Downtown through infrastructure reinvestment, housing rehabilitation, compatible infill development, as well as by providing technical assistance.

Objective 6: Implement all economic development and redevelopment initiatives outlined in the 2014 City Council Strategic Plan (see Appendix C).

Community Goal 3:

Improve urban design and aesthetics along major corridors and city gateways.

Objective 1: Create Sealy signature gateways at key thresholds to the City, Downtown, neighborhoods and business corridors.

- A. Consider the design and phased construction of signature gateways in the following locations:
 - a. Downtown Gateways;
 - b. I-10 and Hwy 90 Gateways;
 - c. Reserved location at 1094 and 2187; and
 - d. Along Hwy 36, both north and south.

- B. Consider enhanced gateway treatments with more significant monuments, landscaping, and lighting at the locations with the greatest visibility. These may be constructed by the City or, potentially, sponsored and coordinated with adjacent private development or community organizations.
- C. Integrate gateway and other street enhancements (lighting, signage, landscaping, street furniture, paths, etc.) into programmed capital improvement projects. Enhancements may also include pavement colors and patterns at intersections, crosswalk textures (particularly in pedestrian environments), ornamental street fixtures (signal poles and mast arms), unique signage, added green space, land contouring, street trees, and pedestrian paths and amenities. Coordination with TxDOT will be required for state routes.
- D. Initiate redevelopment and enhancement projects at entrances to the community or major corridors leading to the Downtown, including public infrastructure improvements and strict enforcement of code violations. The City may consider a grant or low-interest loan program for qualifying private enhancement projects.
- E. Pursue partnerships with the BNSF and UP railroads to allow the city to beautify railroad rights-of-way in strategic locations and to provide safer and enhanced pedestrian and bicycle passage across railroad rights-of-way to connect downtown to the neighborhoods east and north of downtown.

Objective 2: Prepare commercial corridor and small area enhancement plans focusing on beautification, streetscape, and signage design improvements. This can apply to existing corridors as well as corridors that will be the site of future developments.

- A. Continue to identify commercial and residential properties that are experiencing, or at risk for experiencing, disinvestment and decline. Special emphasis should continue to be placed on sites along commercial corridors and near the Downtown. Subsequently, establish targeted infrastructure improvement programs, funding and incentive programs, and administrative assistance to aid in their redevelopment and aesthetic improvement. In some cases and/or strategic locations, public acquisition may need to be considered.
- B. Continue to adopt and enforce provisions that reduce blighting influences along corridors and in neighborhoods, including:
 - a. On-street storage of commercial vehicles, recreational vehicles, utility trailers, and other vehicles.
 - b. Removal of junk, abandoned vehicles, and other derelict items from yards and alleys.
 - c. Accessory building sizes and setbacks.
- C. Continue to create a pro-active program for handling the condemnation, demolition, and rehabilitation of substandard structures and underdeveloped property. Revise local health, building, and development codes to streamline the process for addressing unsafe or dilapidated structures and other health and safety risks such as inoperable vehicles, weeds and heavy trash, overgrown sites, and run-down structures used for criminal activity.

Objective 3: Implement all urban design and aesthetics initiatives outlined in the 2014 City Council Strategic Plan pertaining to public health and safety.

Economic Development Goal 1:

Continue to identify available land for purchase to provide an economic development incentive.

Objective 1: Continue to evaluate the current tax incentive policy as one of a number of tools local policyholders have for stimulating and encouraging economic development.

Objective 2: Continue to explore the possibility of providing land as an additional incentive.

Objective 3: Continue to explore the possibility for creating an industrial park.

Economic Development Goal 2:

Provide a city that allows citizens to live, shop, work, play, learn and worship in Sealy.

Objective 1: Continue to closely coordinate economic development strategies with the Economic Development Board, Planning Commission, Center Point Energy, AT&T, Austin County; EMS Board, TxDOT, property owners; realtors; engineers, and the Hospital Trust.

Objective 2: Develop a plan for the establishment/reestablishment of the hospital district for the creation of a regional trauma center.

Objective 3: Continue to assess, and update when necessary, the Incentive Policy and consider the possibility of providing land as an additional incentive to tax abatement.

Economic Development Goal 3:

Attract businesses that create primary jobs and career opportunities in Sealy.

Objective 1: Update the Buxton Reports and promote the results.

Economic Development Goal 4:

Encourage investment in infrastructure to enhance economic development.

Objective 1: Continue to closely coordinate the Economic Development Board, Center Point Energy, AT&T, Austin County; and TxDOT.

Educational Goal 1:

Continue to provide educational opportunities for the Citizens of Sealy and promote the development of our youth for the betterment of Sealy.

- Objective 1:** Implement all education related initiatives of the 2014 City Council Strategic Plan (see Appendix C).
- Objective 2:** Coordinate closely with Sealy ISD, Blinn College, Gordon Memorial Library, YMCA and SEDC to ensure program coordination, unnecessary overlapping of services, workforce development, economic opportunity and effectively utilize all of the resources of the community in a thoughtful and effective manner.
- Objective 3:** Continue to provide training for City Council Members, Advisory Board/Commission Members, and staff

Environmental Goal 1:

Preserve Sealy's most sensitive environmental areas for both their economic and ecologic benefits.

- Objective 1:** Support programs and policies that preserve wetlands and stream corridors. These sensitive areas are the backbone of the local drainage system. Protection of these areas is needed to minimize flooding and to ensure compliance with TCEQ environmental regulations.
- A. Use bio-retention areas or rain gardens to collect rainwater after storms and divert it from the stormwater system. Runoff from parking areas can be channeled into wetlands or native planting areas. Potential bio-retention sites should be identified that could assist the storm drainage system in removing water from the roads. These sites might also be effective in reducing the need for stormwater system extensions into difficult-to-reach locations, sensitive areas, or sites that have high engineering costs.
 - B. Identify, map and protect areas with the greatest slopes that are located near rivers, creeks, wetlands, and other water bodies. Conservation easements or outright purchases can be used to safeguard Sealy's most attractive locations for riparian preservation and wildlife habitats.
 - C. Maintain green spaces in the most natural state possible for protecting sensitive areas and managing stormwater.
 - D. As part of a larger drainage plan, acquire wetlands and sensitive areas as conservation areas, particularly in instances where assembly of land is possible.
 - E. Where practical, utilize sensitive environmental areas for passive recreation purposes, such as a linear park or green belt.

Objective 2: Encourage growth management strategies that promote agricultural and rural area preservation.

- A. Promote conservation easements, which maintain open space in perpetuity or for a prescribed period, as a mechanism for preserving rural lands while benefiting landowners. With a conservation easement, the landowner continues to own the land and is responsible to maintain it. The land also remains on the tax rolls, although there may be significant tax advantages to the landowner for the easement dedication, which also lowers the cost of acquisition.

- B. Promote continuation of the area's agricultural character through events such as a local farmers' market. A farmers' market can be programmed in a Downtown space to allow local farmers and residents to buy and sell produce. A suitable location is needed that will provide adequate space for people, sufficient parking at peak periods, and address liability issues.

Objective 3: Continue to implement recycling program elements, maintain its effectiveness with population growth and expand its reach in the community.

- A. Continue to explore the possibility of additional drop-off recycling programs concurrent with population increases. There can eventually be expansion to curb-side recycling and to more niche markets that may not be participating as heavily as the typical residential home, such as businesses and apartments.
- B. Continue to fit all public areas with garbage cans, as well as recycling receptacles, so these public spaces can be kept clean and beautiful for the enjoyment of all residents and visitors. Expanding the program to all existing and then new parks is an initial step toward implementation.
- C. Continue to provide opportunities for citizens to drop-off hazardous materials, such as oil, paint, batteries, and obsolete electronics to ensure the safe disposal.

Objective 4: Promote the use of stormwater management tools that will protect riparian areas while reducing the impact of flooding.

- A. Adopt Stormwater Best Management Practices (BMPs) for construction and post-construction stages of development. These guidelines help to reduce pollutants from entering local drainage courses and stormwater systems, but also control erosion and sedimentation. This proactive step results in better functioning stormwater systems, improved water quality, sustained habitats, and reduced flooding.
- B. Continue to implement the Master Drainage Plan as a policy guide for subdivision review and development.
- C. Continue to upgrade the minimum standards for stormwater improvements to ensure that stormwater management improvements match accepted engineering standards.
- D. Continue to systematically upgrade and replace existing stormwater drainage lines that impede the community's ability to meet drainage and detention targets.
- E. Require the use of bio-swales in parking lots and along roadways to collect and hold stormwater, enhance recharge rates, and improve water quality.
- F. Continue to design new municipal buildings as pilot projects for innovative rainwater capture and treatment techniques. This will result in financial savings over the long run, especially in operating costs. Use interpretive displays to inform residents about the science and conservation efforts behind the pilot project.
- G. Incorporate incentives by way of expedited approval, local tax credits, or other alternatives for integrating runoff reduction practices in private land development. This is particularly applicable for high-density residential and "big box" development that have higher ratios of impervious surfaces.

Objective 5: Improve air quality and energy practices in building design and construction.

- A. Continue to add street trees to assist in the improvement and management of air quality levels, as well as to mitigate the effects of urbanization in the future. Street trees do much more than clean the air in local areas. Street trees can improve property values, enhance aesthetics, reduce the urban “heat island” effect, provide wildlife habitat, reduce vehicle speeds in neighborhoods, shade automobiles, create an appealing pedestrian environment, and soften an otherwise harsh urban environment. Encouraging additional trees on individual sites can be done by enforcing regulations related to tree preservation during redevelopment and ensuring that trees are replanted after redevelopment. The landscaping requirements for new developments should evolve to the point that new developments look attractive and there are no loopholes allowing construction of subdivisions with poor landscaping.
- B. Continue to support alternative transportation solutions at the local and regional levels to preserve air quality. As highway and air transportation connections increase to the region there will likely be subsequent deterioration in air quality. Offering multi-modal options is one method of combating poor regional air quality.
- C. Continue to maintain current enforcement of the International Building Code in regards to building energy efficiency. This new code, which went into effect recently, incorporates energy efficiency standards into the Sealy building code. While judging its effectiveness, the City can encourage higher levels of energy and water efficiency through voluntary practices in both site and building design.
- D. Continue to identify and implement into city codes energy saving measures for both private and public structures. Initial efforts could focus on building lighting, street lights, building heating/cooling, and water usage. More important than changing employee habits is the adoption of energy efficient retrofits to buildings and operations, such as installing motion sensitive lights or faucets with automatic shut-off.
- E. Continue to implement a long-term municipal energy strategy to include an energy plan that enumerates reduction goals based on the current energy usage. The results should give rise to municipal policies aimed at electricity reduction solutions that save money while benefiting the environment. This plan could focus on the following energy saving strategies:
 - a. Lighting, indoors and outdoors;
 - b. Insulation;
 - c. Windows; and
 - d. Energy-efficient appliances (automatic shut-offs for items not in use, such as bathroom lights or conference rooms).
- F. Continue to implement “green design” standards for new municipal projects. The City can act as a leader in energy-efficient design that not only benefits the environment, but also saves the City money on energy usage. Fiscal responsibility is a critical issue, and the City must be a steward of taxpayer dollars. Investing in new buildings or retrofitting old buildings should be done with energy efficiency as a primary goal. An inexpensive yet inefficient building will eventually cost more in the long term.

- G. Consolidate programs and options related to environmental protection and stormwater management under a common theme.

Environmental Goal 2:

Preserve open spaces within the corporate limits and the ETJ.

Objective 1: Continue to strictly enforce the Subdivision Ordinance and ensure that future developments provide provisions for public spaces.

Objective 2: Designate natural areas for use as nature parks, plant and wildlife conservation areas and greenbelts, throughout the city.

- A. Continue to identify and purchase nature sites within the city that can be used for park development.
- B. Ideal sites are those with significant historical or cultural attributes, or sites that have contributed to the identity of the city throughout the years.
- C. Consider low-lying or flood prone areas that are not conducive to commercial or residential development.
- D. Continue to identify funding options such as the Texas Parks and Wildlife Department grant programs.
- E. Upon acquisition, continue to develop sites with limited or primitive facilities; such as primitive camping sites, park benches, low impact walking trails, birding towers, picnic tables and BBQ grills.

Environmental Goal 3:

Continue to encourage the development of projects that provide beneficial economic opportunities for local residents without destroying the existing physical environment.

Objective 1: Continue to provide incentives such as tax breaks and grant assistance to encourage businesses to invest in Sealy.

Objective 2: Continue to promote public and private sector economic development projects on the vacant undeveloped land and/or agricultural land.

Objective 3: Continue to require that developers inform the City Council of the development's impact on the physical environment i.e. drainage, air quality, water quality, light, soils, noise, traffic, water usage and sewer usage etc. before approval of building permits and possibly approval of water and sewer service.

Objective 4: Implement all of the environmental based initiatives outlined in the 2014 City Council Strategic Plan (Appendix C).

Parks and Recreation Goal 1:

Continue to develop and maintain a first-class parks and recreation system.

Objective 1: Continue to invest in park and recreation opportunities described in the 2007 Comprehensive Park Plan.

- A. Continue maintenance programs that address routine equipment and landscaping repair and replacement. The improvements needed include replacement of vandalized equipment; a rigorous grounds maintenance program; new benches, tables, grills, and trash containers; additional landscaping and shade trees; picnic facilities and shaded gathering areas; improved and/or expanded parking areas; and new fencing and lighting. Additional proposed maintenance items are itemized in the 2007 Comprehensive Park Plan.
- B. Continue to focus on new park development in the growing areas of Sealy and to provide neighborhood parks in existing neighborhoods where practical. Consider vacant in-fill lots for such purposes. Continue to monitor opportunities to acquire desirable tracts that are favorably situated in new growth areas for future park development. It is particularly important to target potential purchases before area land prices begin to escalate with oncoming urbanization.
- C. Update the Subdivision Ordinance to target linear recreation opportunities and the preservation of acreage ideally suited for recreational development or for passive recreation, such as floodplains and wetland area. Preservation of open space to achieve stormwater BMP goals should be encouraged as development credits for landscaping.
- D. The city should consider alternative methods and partnerships to create a linear park system that connects the city. The use of easements, public rights-of-way, commercial development, public and private schools and churches and city parks can be linked to create pedestrian & bicycle connectivity.

Objective 2: Continue to explore additional park sites for long-term development. This may include trails, greenways, natural areas, or community parks.

- A. Continue to implement the recommendations of the Park Plan to create the best and most efficient means for gradually achieving a community trail network. A system of parks and recreation areas is not complete without linear linkages between park facilities, neighborhoods, schools, and other public use facilities. Such linkages may boost accessibility to parks and other public spaces, thereby expanding the effective service area coverage of these existing parks. This, in turn, reduces the amount of public investment necessary to locate and construct parks densely throughout the community.
- B. Continue to develop a City-wide greenways program along each of the creeks, floodways and drainageways, and other flood-prone areas, as well as forested corridors within the City and ETJ. These areas may then be used to protect the resource through sound management practices, while also hosting recreational trails to tie the community together. This work can potentially be done in partnership with Austin County, Town of San Felipe, Texas Parks & Wildlife and local conservation & recreation organizations.
- C. Design interpretive sites in parks to leverage their value for preserving the environment and educating the public about the importance of land and resource management. In general, ecological education should be incorporated into the local park system and associated programming.
- D. Amend the street cross sections in the Subdivision Ordinance, as appropriate, to include provisions for trails and bikeways. These facilities should be included in new road projects, as well as reconstruction projects, where feasible and acceptable.

At a minimum, sidewalks should be constructed along both sides of collector and arterial streets and at least one side of local streets. Provision should also be made for pedestrian walkways on bridges and across culverts.

Objective 3: Continue to provide official support and adequate funding and resources, on par with similar-sized communities, to perform ongoing maintenance and repairs and to construct needed improvements at existing and future parks and recreation facilities.

- A. Continue to utilize provisions that allow payment of fees to the City in lieu of dedicating land within new developments for public parks and open space purposes. This ensures adequate resources to fund new facilities at equivalent standards. This park fee policy should be reviewed periodically to make sure that the fees are adjusted, as necessary, to keep pace with inflation. Ultimately, the City must rely on other funding measures to achieve its park system goals (e.g., bonds, capital budgeting, grants). The park dedication ordinance can also be updated to require a fee for park improvements.
- B. Continue to establish funding sources for priority improvements and a strategic implementation program with annual targets and objectives for the first five years.
- C. Continue to regularly prepare nominations and applications to qualify for grant assistance or other funding arrangements to finance annual capital improvements.
- D. Continue to maintain existing policies related to agreements with individual user groups that include user fees. These fees may pay for specific improvements to a park, such as field lighting, play equipment, viewing stands, or benches. Interested groups may include the adult and youth sports associations. This collaborative effort starts by documenting recreational demand and specific needs and ensuring appropriate contributions to field and facility maintenance based on level of utilization.

Objective 4: Implement all of the parks and recreation based initiatives outlined in the 2014 City Council Strategic Plan (see Appendix C).

Neighborhood & Housing Goal 1:

Assist citizens to procure safe and affordable housing in a fair and equitable manner.

Objective 1: Continue policies to further fair housing opportunities in Sealy by encouraging reputable developers to offer a variety of residential housing in mixed-use developments.

- A. Fair housing opportunities are vital outside of areas of geographic concentration of protected classes.
- B. The provision of fair housing opportunities in the immediate vicinity of the downtown area can have the added benefit of stimulating reinvestment in the downtown by providing services to residents who live in the immediate vicinity of the downtown area. Reinvestment in downtown would in turn increase the property values of the adjoining residential properties and stimulate additional reinvestment in those neighborhoods; creating synergy between the two uses.

Objective 2: Continue to purchase distressed land (lots & larger tracts).

- A. Distressed property can be resold to developers at substantial discounts with the agreement that part of the development will include lower priced modest housing.
- B. The purchase and maintenance of distressed property can have positive impacts on surrounding development by maintaining the appearance of neighborhoods (cutting high grass and weeds), removing dilapidated structures when appropriate and reducing neighborhood crime.
- C. The purchase of key distressed properties provides the city with the ability to create neighborhood parks and/or to make key infrastructure improvements such as making drainage projects or the extension, expansion or rerouting of streets in distressed neighborhoods.

Objective 3: Provide development incentives to facilitate infill development, or redevelopment, on vacant lots or lots with abandoned dilapidated structures.

- A. Incentives may be considered include waivers of building permit and tap fees as well as providing tax trust properties at a minimum cost to the developer.
- B. Development ordinances of the City can include provisions that expressly target the development and redevelopment of distressed areas of the city to stimulate and facilitate infill development and that target infill areas that were never developed.

Objective 4: Consider the use of the TDHCA HOME Housing Tax Credit Program to construct new apartment buildings.

- A. Tax credits provide investors in affordable rental housing programs with benefits used to offset a portion of their federal tax liability in exchange for the production of affordable rental housing. Each qualified tax credit development must include a minimum percentage of rent restricted units to be set aside for eligible tenants.
- B. Consider the use of TDHCA HOME Multi-family funding to rehabilitate existing apartment buildings.
- C. Continue to pursue grant funding for water and waste water improvements through the Texas Rural CDBG program.

Neighborhood & Housing Goal 2:

Continue to improve the quality of living for Sealy residents by upgrading the quality of the housing stock.

Objective 1: Continue to use the HOME program, administered by the Texas Department of Housing and Community Affairs, to repair dilapidated housing units in the community.

Objective 2: Continue efforts to rid the City of vacant and dilapidated structures.

- A. Aggressively acquire properties in tax trust or with delinquent taxes;
- B. Sell these properties at minimal cost to developers with stipulations ensuring that affordable new housing is constructed on the lot within a certain time period.

- C. Continue to pursue grant funding for water and waste water improvements through the Texas Rural CDBG program, since vacant & depilated strictures often are the result of inadequate infrastructure.

Neighborhood & Housing Goal 3:

Preserve and enhance existing, older neighborhoods.

Objective 1: Consider the adoption of a zoning ordinance.

- A. Zoning ensures that non-residential uses will not encroach upon traditional neighborhoods.
- B. Zoning ensures that non-residential uses have the ability to “pop up” in the middle of stable neighborhoods, eventually destabilizing those neighborhoods.
- C. Zoning ensures that the investments made by the average citizen and small land owner are respected are not trampled by large scale investors and other persons not interested in the long term future of Sealy.
- D. Zoning provides a level playing field, implements the Comprehensive Plan, implements the future land use plan of the Comprehensive and proves a basis for Capital Improvement Program planning. It’s difficult for cities to make long term capital improvements assumptions, decisions and investments when land uses are potentially subject to the whim of a person or company who may not be interested in the long term consequences of those decisions on Sealy.
- E. Zoning ensures that the City is in control of its long term growth and destiny and does not cede that direction to outside parties who are focused on short term gains, and not long term impacts, of development decisions on Sealy.
- F. Without zoning, a single decision made by a single person within, or along the edge of a neighborhood, could be the catalyst that begins a process that destabilizes a solid and stable neighborhood. Many great neighborhoods in Sealy are at risk from the impacts of such a decision.
- G. Without zoning, the City cannot ensure that neighborhoods will remain a stable and safe investment.

Objective 2: Increase code enforcement efforts in at-risk neighborhoods.

- A. At-risk neighborhoods are defined as those with at least 25% of all housing units considered deteriorated or dilapidated.

Neighborhood & Housing Goal 4:

Ensure quality development of new subdivisions both inside the corporate limits and in the City’s Extra Territorial Jurisdiction

Objective 1: Continue to vigorously enforce the City regulations.

- A. By developing a Unified Development Code, the City can have a greater ability to enforce development requirements in the ETJ, particularly with respect to sign, tree preservation and subdivision regulations.
- B. The completion of strategic annexations and the subsequent expansion of the City ETJ is a primary tool available for the City to ensure that the outlying areas

surrounding Sealy that will eventually become a part of Sealy are developed appropriately before they are incorporated in to the City of Sealy.

Objective 2: Implement the land use concepts developed in the Future Land Use Plan.

- A. Continue to enforce housing codes and ordinances and to update those codes as new code additions are developed.
- B. Continue efforts to secure funding for housing related projects.
- C. Continue to further fair housing opportunities by encouraging developers to offer residents a variety of housing options.
- D. The implementation of a Future Land Use Plan (FLUM) is contingent on zoning. Without zoning to implement those recommendations, the FLUM has no weight of law. Land owners, developers and community leaders need the assurance provided by zoning that their investments will not be vain because a neighbor or owner completes a project that diminishes the use or value of their property, particularly of their residence.
- E. Capital Improvements Program planning is entirely based on Future Land Use assumptions. Without those assumptions, and a belief that those assumptions will remain fairly consistent, it's difficult for the city to assume wastewater treatment capacity needs, water supply needs, or transportation needs because those decisions are tied to land use assumptions (reflected in the zoning of land). Such uncertainty makes funding "right size capacity" decisions difficult, improving the likelihood that improvements will be over- or under-sized. Without that foundation, it's difficult to hit capacity and supply targets and avoid over- and under-spend on major projects.

Neighborhood & Housing Goal 5:

Continue to promote an aesthetically pleasing, durable, and safe living environment for present and future generations.

- Objective 1:** Continue to implement the City's Code Enforcement Program.
- Objective 2:** Consider the adoption of a Zoning Ordinance as a tool to allow the City to protect its residential areas from non-compatible land use encroachment.
- Objective 3:** Continue to strictly enforce the City's Subdivision Regulations.
- Objective 4:** Continue to clear unsightly and dilapidated buildings and/or cluttered lots that are fire hazards and eyesores, and encourage the restoration of older buildings and houses that are in good condition.
- Objective 5:** Implement all of the neighborhood and housing related initiatives outlined in the 2014 City Council Strategic Plan (Appendix C).

Before concluding this section it should be reemphasized that the Goals, Objection and potential implementation actions were developed by the entire community over the course of two different planning processes that concluded in 2009 and 2013. The goals and objectives were not driven by single person, a single City Council, current or past staff or a group of persons, but rather the collective will of the community. These Goals and Objectives were approved by City Council in 2009 and 2013 after long planning processes that involved considerable public input. The issues and opportunities that face Sealy in 2014 and 2015 are the same as those expressed in the 2009 and 2013 planning

projects. Since each study was completed so recently, staff believes that both plans continue to reflect the will and direction of the community and were not changed. This is also true for the action items and proposed changes that are described below. Since 2009, staff members, Commission members and Council members have come and gone, but the will of the citizens of Sealy has remained consistent. For that reason, this document continues to reflect the will expressed by the community in 2009 and 2013.

Effect of Transient Population, Regional Trends & Transportation on Sealy Goals and Objective and Implementation Strategies

Chapter 1 of this plan demonstrated that Sealy was located at the edges of metro Houston and at the Eagle Ford Shale Formation. Those realities will affect land uses that develop in Sealy and will result in a transient community who reside in Sealy. Transient populations have their own specific needs in terms of housing, recreation and shopping. The eventual expansion of US 90 and I-10 and the close proximity of the two highways, will also contribute to land development in Sealy. These factors are singled out because each can have positive or negative impacts on the quality of life in Sealy. It would be prudent for the city manage and regulate the effects from these factors, rather than be subject to the whims of the development community. Likewise, these factors have a direct correlation with aspects of the Goals and Objectives of Sealy and those strategies are implemented.

Future Land Use and Character

The urban form and land use findings and recommendations contained in this plan provide the basis for the City's development ordinances as the primary tools to implement the plan. Strengthening the existing regulations by implementing a character-based system will provide benefits not only in improving the quality and character of development, but in increasing parks and open space, resource conservation and protection, stormwater management and drainage, and providing for a variety of housing types to meet the diverse needs of the community—all of which are important in enhancing the quality of life in Sealy.

Future Land Use Map & Comprehensive Park Plan Incorporated by Reference into the Comprehensive Plan

As stated previously, Public Management, Inc. completed the Planning/Capacity/Building Project report in 2013. Included in that report was a Future Land Use Map (FLUM) that was used as the basis for deriving land use assumptions that formed the basis for the 5-Year Capital Improvement Program (CIP) adopted for the city for 2013-2018. Additionally, in March 2007 City Council adopted the 2007 Comprehensive Park Plan for the growth and expansion of parks in Sealy. Based on the effort and community input involved with each of those planning efforts, this Comprehensive Plan update incorporates by reference:

1. 2013 Future Land Use Map (FLUM)
2. 2013-2018 Capital Improvements Program (CIP)
3. 2007 Comprehensive Park Plan

The scope and scale of the data contained these documents is such that it is not suitable for a report format; so the FLUM, 2013-2018 CIP and the 2007 Comprehensive Park Plan in their entirety are each incorporated by reference into this Comprehensive Plan as living elements of the Sealy Comprehensive Plan.

Ordinance Specifications and Proposed Changes

To ensure effective implementation of this core element of the Comprehensive Plan, key code amendments and enhancements to consider include:

1. Provide additional detail and standards to the ordinances that are used to manage land use and development standards in Sealy.
2. Incorporate “adequate public facility” concurrency provisions into the code to avoid premature urbanization in fringe areas.
3. Make other enhancements to the Development Code to better position the City to address and/or encourage:
 - a. housing quality and diversity of housing types;
 - b. Downtown vitality and commercial/residential mixing;
 - c. development clustering & conservation for resource protection purposes;
 - d. development quality and compatibility through the use of site and building design standards, particularly along high-profile corridors; and
 - e. Allow density bonuses **or** other incentives when applicants meet code standards consistent with comprehensive plan policies and objectives.
4. Revisit and amend, as necessary, policies for cost sharing and/or impact fees to enable development in advance of municipal infrastructure provision, while effectively managing the timing and sequencing of new development.

Conventional land use based zoning systems employed by most Texas cities are land use driven designed to prevent incompatible land uses from locating next to one another. Many cities are considering form-based zoning systems to allow several land uses to coexist in a manner beneficial to all uses. An example is ground floor retail office with residential units on upper levels. This is comparable to downtowns were originally designed, where persons would live, work and shop in their neighborhood. Town Center Sugar Land is example of this concept. Many cities allow this option and also continue to require the use of tried and true open space, buffer yard and screening requirements between differing land uses to ensure use compatibility and quality outcomes. This approach is beneficial because it better defines uses according to their particular impacts and increases development flexibility within the individual districts. Both applications can have play a positive role in land use compatibility is Sealy.

The strategies described above in this section and in the subsequent sections of this plan were recited from the 2009 Comprehensive Plan. The 2009 Comprehensive Plan was derived by the citizens of Sealy. That point is emphasized for clarity because it was the citizens of Sealy who have considered the implementation of zoning and other land use controls, to protect the future of Sealy. Those recommendations were not developed by current or former staff or by current or former members of the City Council. The recommendations were derived by the citizens of Sealy, which suggests that the citizens of Sealy may be ready to take significant steps to ensure their long term quality of life.

Implementation: Prudent Use of Development Regulations

Directly associated with the implementation of this plan is the enactment of appropriate incentives, standards and regulations to ensure compliance with the City's policies and overall community vision. While regulations impose certain restrictions on the use of land, in the interest of all persons and the community as a whole, they are an essential component for realizing many of the values and priorities expressed by individuals and groups during this planning process. Regulations that are enacted must be reasonable, fair, and equally applied—and effective in achieving a specific public purpose. There must also be diligence in their enforcement so as to “maintain a level playing field” and protect the interests of all persons and not just those who are nearby or adjacent to the use.

There are a variety of methods available to enact control and, thus, manage development in a responsible manner. One example cited in the 2009 Comprehensive is the concept of “build to” lines. Most cities have setbacks to ensure that buildings are not located adjacent to property lines. In the case of downtown developments, buildings were traditionally built up to front property lines. The point was made that the use of setbacks was inappropriate for areas like downtown City codes need to be flexible & adaptable to different locations in Sealy.

The implementation methods that are selected are fully in the hands of the community. While there are traditional means common to most communities, there are also creative variations that can be customized to Sealy. The content of this chapter is intended to establish a foundation and framework to support the strategy selected by the community.

Implementation: 2009 Downtown Revitalization Plan and 2014 THC Resource Team Report

Since 2009, the City of Sealy and citizens and business community of Sealy have taken several steps to begin to implement many of the community and economic based goals and objectives of this Comprehensive Plan. Much of that direction was based on the recommendations and directive provided by the 2009 Downtown Revitalization Plan and 2014 THC Resource Team Report Based on the depth of scope and direction provided by each of those plans, both are hereby incorporated by reference into this Comprehensive Plan. Rather than recite specific recommendation and text from those plans, the several of the design principals described in the plans that are depicted visually are provided below because they relate directly to several of the Goals and Objectives articulated in this Chapter of the Comprehensive Plan and the 2014 Sealy Strategic Plan.

On the following pages of this Chapter are figures from the 2009 Downtown Revitalization Plan and 2014 THC Resource Team Report that reflect the goals and objectives that pertained to the Downtown Development District, Sealy Main Street program and in-fill development.

Figure 2.19 – Conceptual Reimaging of Fowlkes Street



Figure 2.20 – Examples of Methods to Create Curb Appeal



Figure 2.21 – Designated Main Street Area & Area of Potential Expansion



Figure 2.22 – Example of Potential Streetscape Improvements

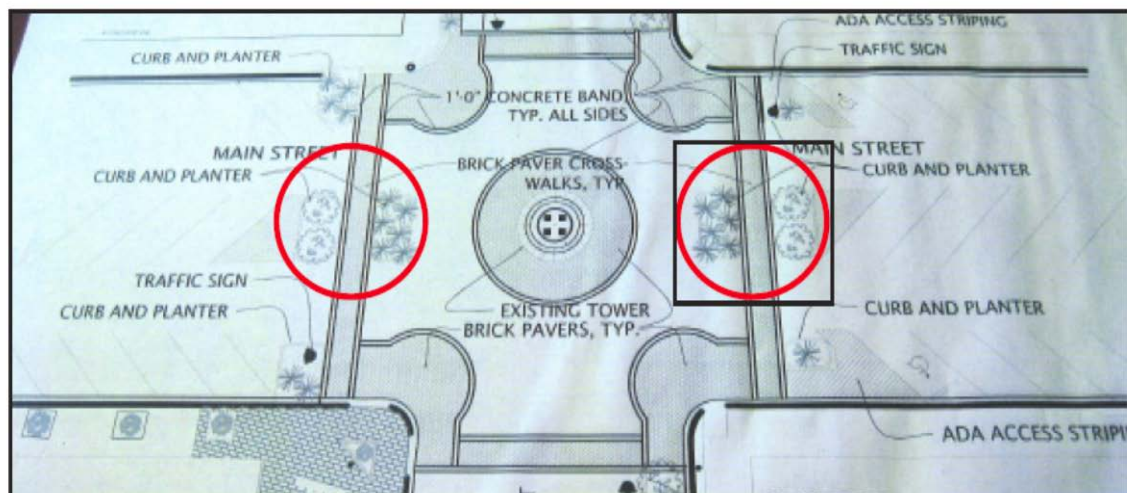
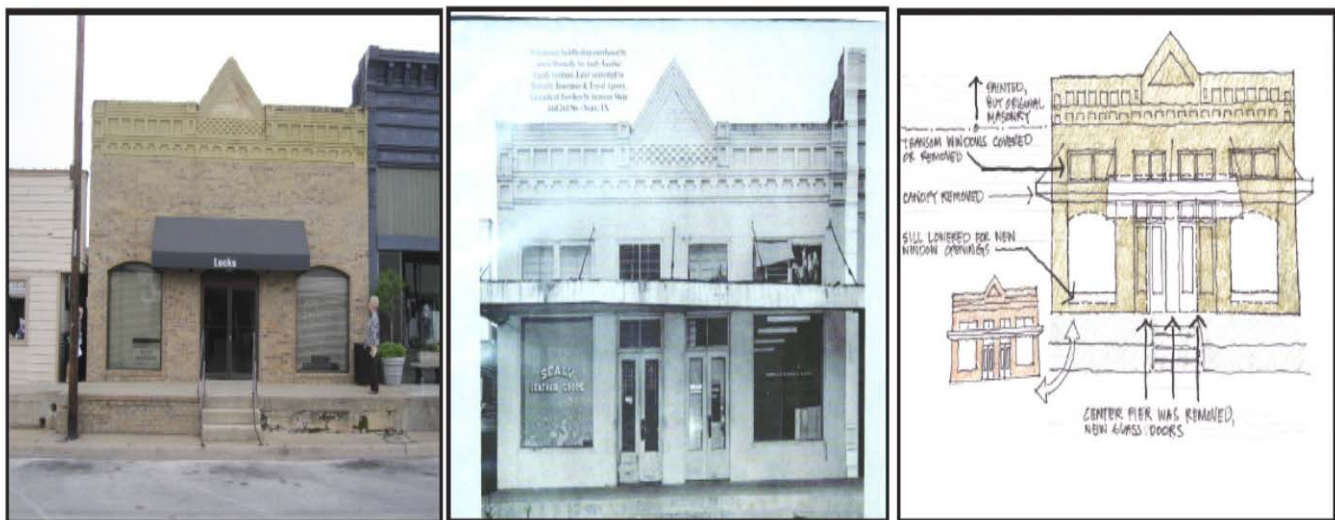


Figure 2.23 – Example of Minor Changes to Create Design Appeal



Reopening transom windows, enhancing window display, adding a sign band, restoring painted design elements, adding a canopy and either restoring the original building color or brick to an Earth tone results in a design that compliments Main Street.

Figure 2.24 – Evolution of a Design to Restore Original Design Form & Character



Existing façade on Fowlkes (above, top), Historical photograph of same facade (center), and analysis of façade: historical superimposed upon existing to evaluate window locations and placement of structural elements (above, lower picture).

Figure 2.25 – Main Street Reimagined with Infill & Streetscape Elements



Figure 2.26 – Fowlkes Street Reimagined with Streetscape Elements and Minor Building Design Improvements



Figure 2.27 Combined Impact of Streetscape Improvements & Minor Building Design Improvements

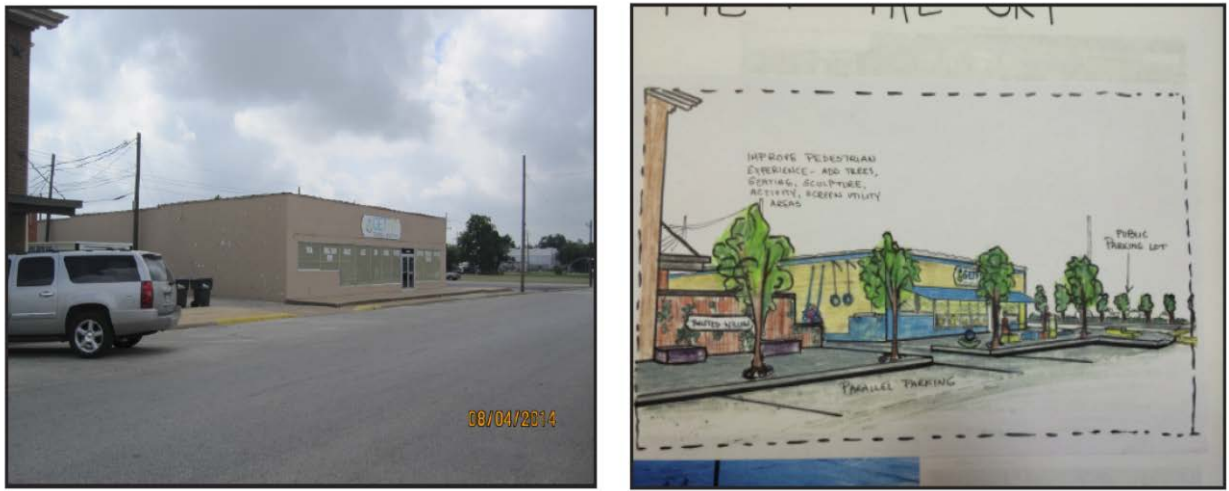


Figure 2.28 –SH 36 Reimagined with Streetscape Elements



Figure 2.29 – Potential Scope of Main Street Improvements



These diagrams depict potential redesign of the Downtown District in the 2009 Downtown Revitalization Plan. While an appropriate solution, it will require a comprehensive approach to traffic circulation and parking management through downtown.

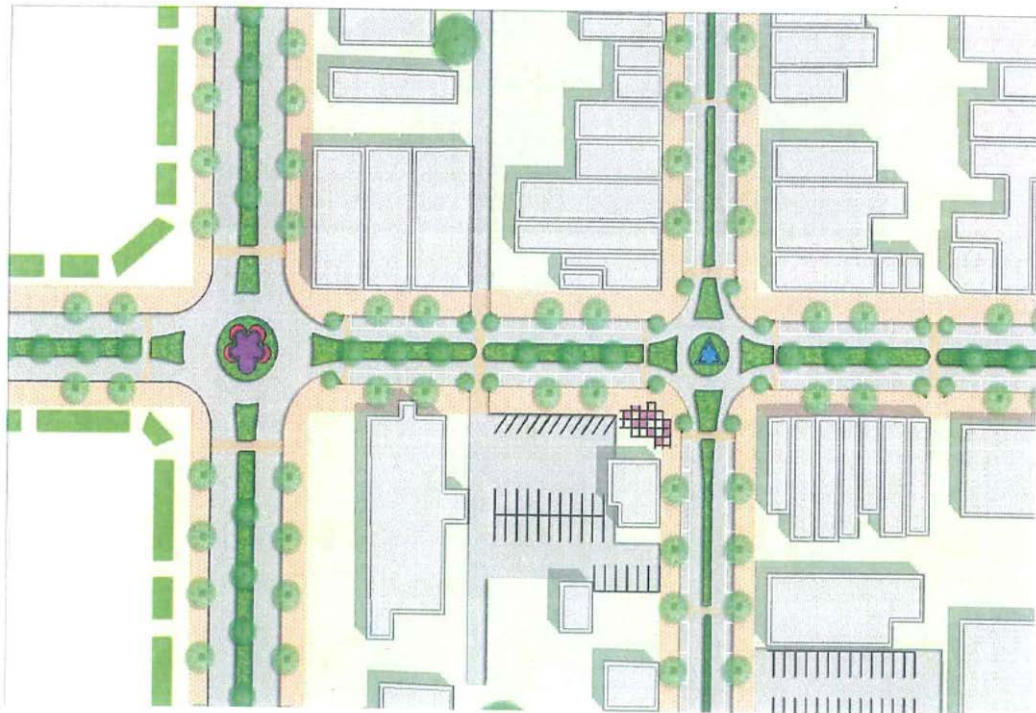
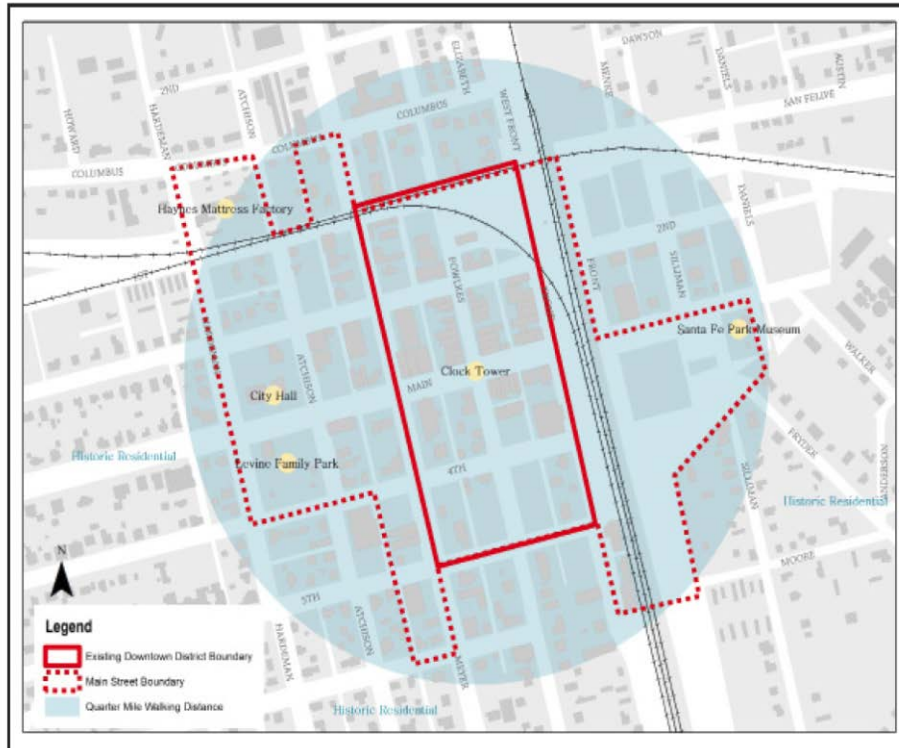


Figure 2.30 – Potential Expanded Scope of Main Street Improvements



Above are the boundaries of the Downtown Development District and Main Street program, overlaid on a ¼ mile radius from the Main Street Clock Tower

Figure 2.31 – Potential Downtown Development District Boundaries

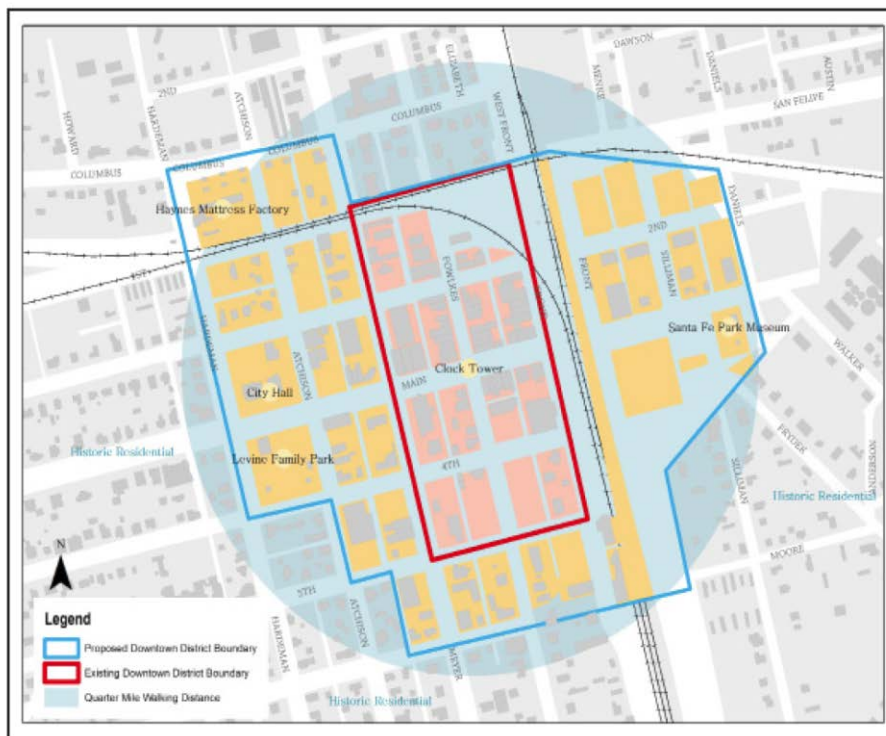
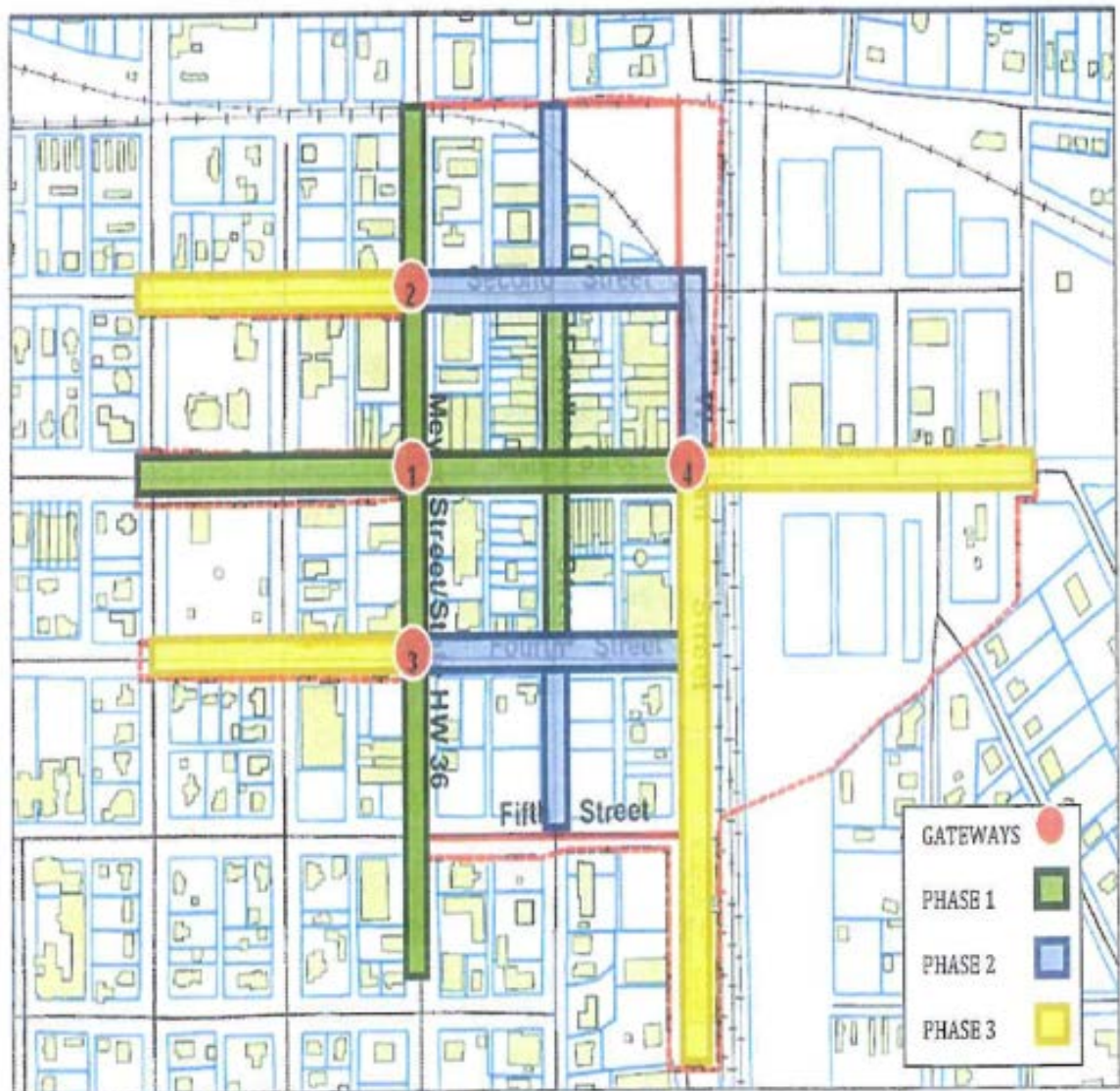
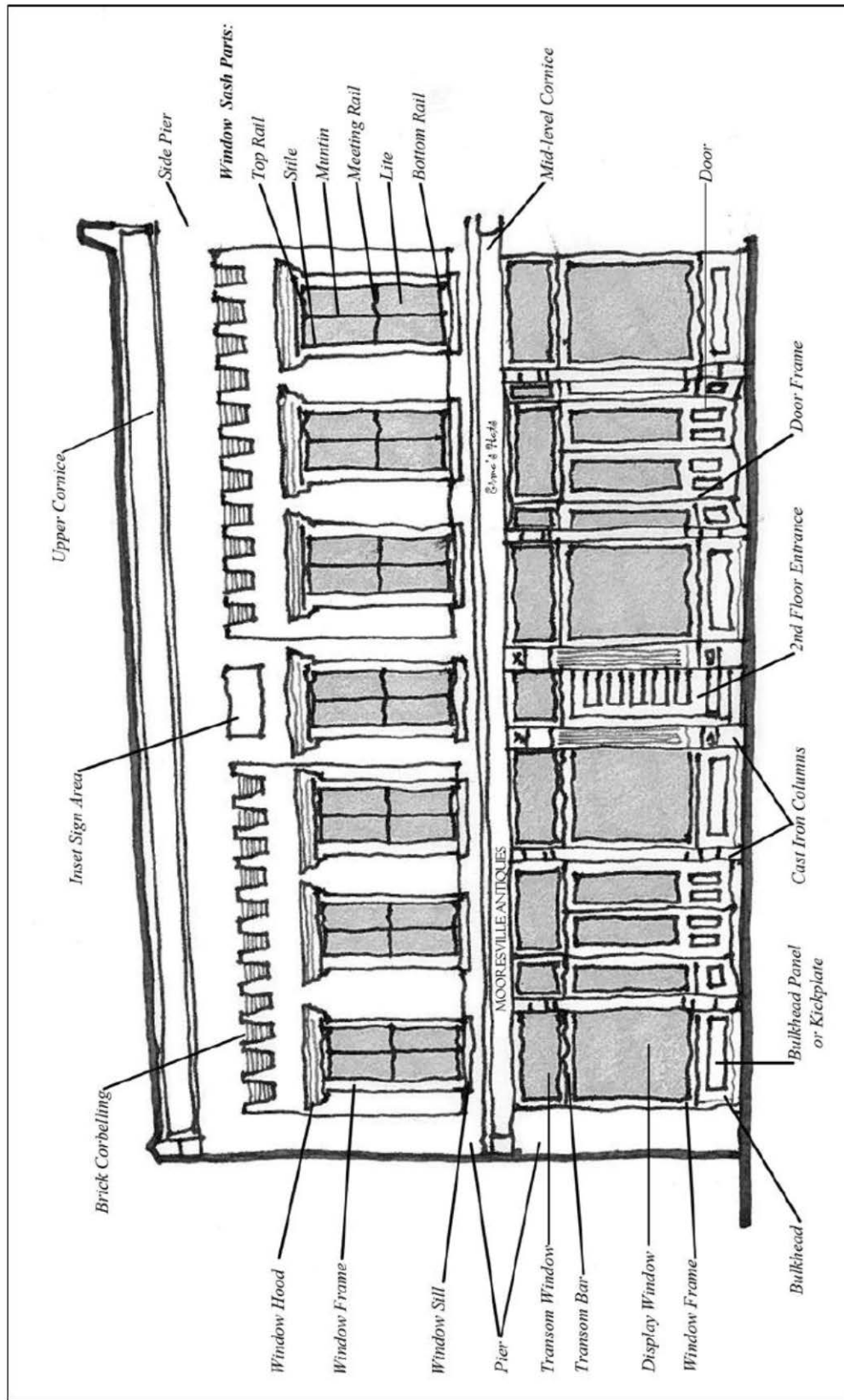


Figure 2.32 – Potential Phasing Schedule for Improvements



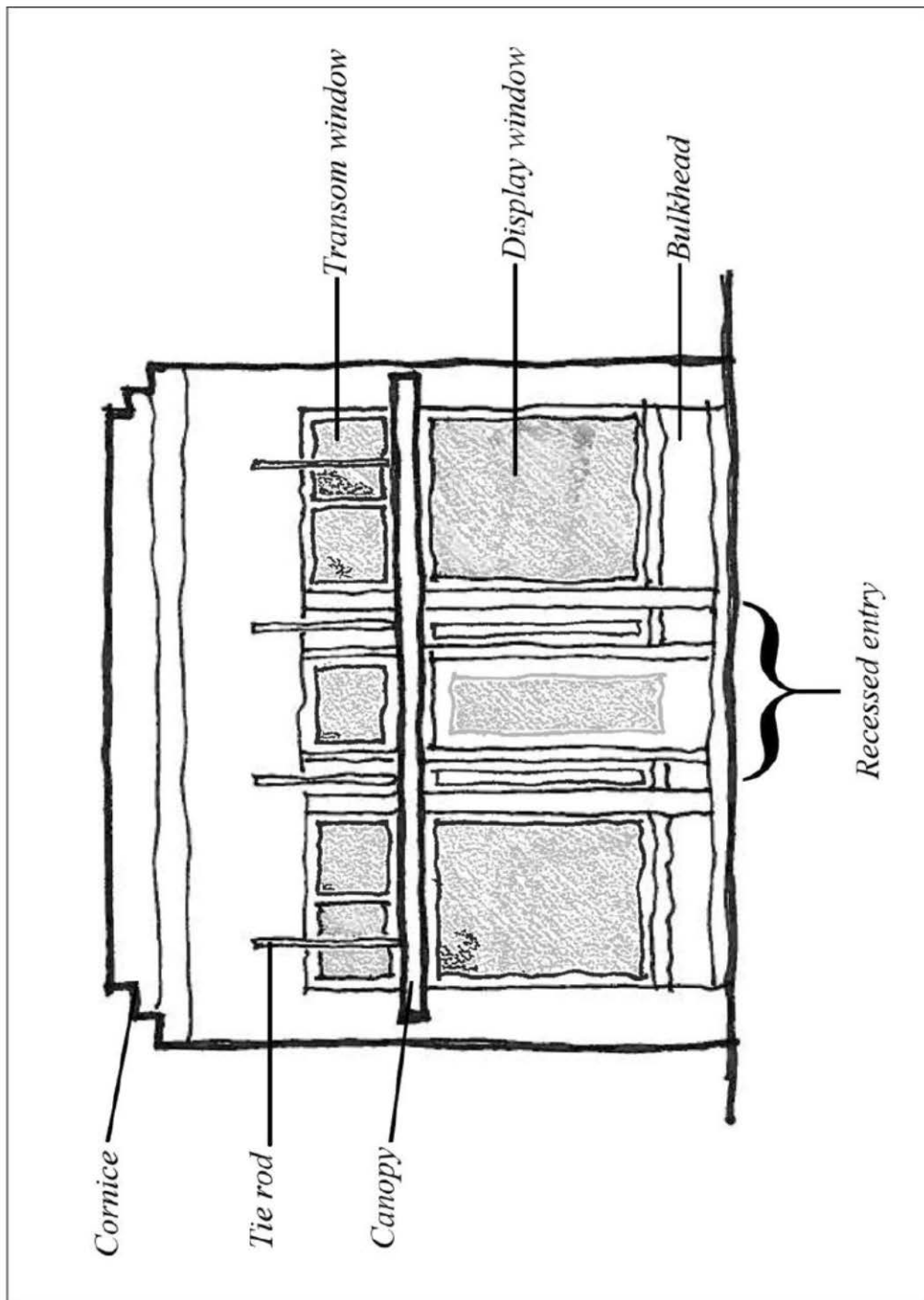
The scope of the improvements that may be planned for the Downtown District lend themselves to being implemented over a number of years in phases. A phased approach would minimize the impact of construction on downtown businesses and allow improvements to be funded over a longer time horizon project. Such an approach would also allow a Comprehensive “plan of attack” in each phase would enable all required utility, street, parking and streetscape improvements to completed concurrently in each phase, rather than in a piecemeal fashion, to minimize the long term disruptions to the downtown merchants and to use public/private funds in a prudent manner.

Figure 2.33 – Targeted Design Elements to Feature/Accentuate



Architectural terms for a two-story building.

Figure 2.34 – Targeted Design Elements to Feature/Accentuate



Architectural terms for a one-story building.

CHOICES

WATER & SEWER INVENTORY &
ANALYSIS3
CHAPTER

To achieve its desired vision, Sealy must have an in depth understanding of its existing water and wastewater infrastructure and an understanding of regional and statewide issues that will affect the ability of the city to expand its infrastructure to accommodate future growth and maintain a safe environment that is compliant with all applicable state and federal regulations for potable water and for fire protection. Critical decisions will need to be made that balance the desire economic growth in a manner that is fiscally responsible and preserves the character of the community. This chapter establishes an understanding that is fundamental to guide decisions relating to extension of adequate water and sanitary sewer infrastructure and the provision of quality municipal services. This chapter will be divided into a detailed analysis of water; followed by a detailed analysis of waste water.

WATER SYSTEM

Inventory

1. Introduction

The City is a member of Region H (**Figure 3.1**) with the Texas Water Development Board (TWDB), as part of the state water planning process as required by Senate Bill 1. Region H encompasses all or part of fifteen counties in southeast Texas and includes the majority of the San Jacinto River basin and the lower reaches of the Brazos and Trinity River basins. Region H is an economic powerhouse crucial to the Texas and national economies. Adequate water supplies are essential to continued economic health and to the region's future growth. Two thirds of all U.S. petrochemical production and almost a third of the nation's petroleum industries are located in Region H. The area provides some of the state's most popular vacation spots that generate hundreds of millions of dollars in annual tourism revenues. The Port of Houston is the second busiest port in the nation. As of 2008, the Houston area employed 2.6 million people. Region H is generally characterized by

urbanizing land uses and broad-based economic development. In areas outside of the urban core, agriculture dominates economic activities.

Region H water demands are projected to increase from approximately 2.38 million acre-feet per year in year 2010 to over 3.52 million acre-feet per year by year 2060. In addition to municipal demand, water consumption for manufacturing, steam-electric power generation and mining will increase throughout the planning period. Water demands for livestock production are projected to remain constant within Region H. Manufacturing demands, while still increasing, will account for a smaller percentage of total water use (declining from 30% today to 28% in 2060). The projected municipal water demands reflect existing water conservation programs and expected (passive) conservation from plumbing code changes, the latter reducing per capita demands approximately 8 percent by 2060. Additional water conservation for municipalities, manufacturing and irrigation is recommended as a management strategy. Region H accounts for 40 percent of Texas' manufacturing water use, the largest of the sixteen planning regions. Almost half of the total water demand in the Region is in Harris County.

The RHWPG considered a variety of strategies for meeting the projected shortages and solicited input from the public before adopting a management plan. A detailed analysis process was developed to define potential water management strategies. The process addressed the specific shortages of all the WUG needs beyond existing supplies and then developed associated specific strategies assuming the WWP's would be the vehicle to solve WUG shortages. The process generally consisted of the following:

Conservation Strategy:

- Industrial Conservation—Industries with projected shortages will seek out ways to reduce their water demand as a means of managing their operating costs. The wide range of industries within Region H, and their varying progress in this area, prevented the estimation of projected savings for this strategy for general use. However, some information provided by manufacturing users in Fort Bend County was used to apply some level of conservation to the 2011 RWP.
- Irrigation Conservation—Reduction of on-farm demands through land leveling, canal lining and other system improvements.
- Municipal Conservation—Municipal conservation was applied at the WUG level based on projected savings provided by WUGs in their water conservation plans wherever possible. For other municipal WUGs, conservation was assumed to reduce demands at a level ranging from 5.55% to 6.34%, depending on the size of the WUG. Projected water savings total 75,696 ac-feet/year in year 2030 and 105,494 ac-feet/year in year 2060.

Contractual Strategy:

- WUG-Level Contracts – Contracts to WUGs from WWP's were increased within the limits of existing supplies, including contracts to new customers. Additionally, some reallocation of existing supplies was performed where possible.
- WWP Contracts – Where possible, contracts will also be expanded between seller and buyer WWP's to enhance the use of existing supplies. Additionally, there are numerous cases where project sponsor WWP's will develop water supplies in order

to provide water under contract to existing WWP customers before the water is sold to WUGs.

Groundwater Strategy:

- Expanded Use of Groundwater – Only a portion of the groundwater available to Region H is developed supply (i.e., existing wells). An additional 90,617 ac-feet per year of new well capacity is needed to fully utilize this resource. **Figure 3.2** shows the location of Austin County if the Gulf Coast AQuifer.
- Interim Groundwater Use – In some cases, the near-term needs in the year 2010 will be met with the use of additional groundwater supplies. This is only recommended where existing groundwater regulation permits.
- New Groundwater Wells for Livestock – Development of new groundwater resources for meeting minor shortages to livestock supplies¹.

Surface Water Strategy:

- Allens Creek Reservoir – This site is located in Austin County, one mile north of the City of Wallis, on Allens Creek, a tributary to the Brazos River (**Figure 3.3**). Approximately 7,000 acres would be inundated. This project is configured as a scalping reservoir that would divert stormwater flows (periods of high water) from the Brazos River and impound these flows in the reservoir to create storage yield. The maximum dam height is 53 feet. The conservation storage quantity is approximately 145,500 acre-feet at an elevation of 121 feet mean sea level (msl). The projected firm yield of this project is 99,650 acre-feet per year. The total project cost is estimated at \$222,752,400. The Brazos River Authority and City of Houston will jointly develop this reservoir project for their water users within the lower Brazos and San Jacinto River Basins.

At some point in time, the City of Sealy may be required to purchase some of this water based on legislative regulation that pertain to pumping from wells.

2. Regulation

Municipal water systems are influenced by rules of the Texas Commission on Environmental Quality, the Texas Fire Insurance Commission, and the Texas Public Utility Commission. The Texas Commission on Environmental Quality and Texas Fire Insurance Commission each exert a strong influence on municipal water systems.

3. Prior Studies

The system has not been studied as part of an overall comprehensive plan, but was reviewed in detail by the 2013 Planning/Capacity/Building Project Report. Periodically, the Texas Commission on Environmental Quality conducts surveys on the City's system. The last (4) dates were 4/28/2003, 7/12/2006, 2/17/2009 and 12/20/2011. The City has not had any deficiencies noted since 2001 and in fact, the City's system is rated as "Superior".

State Water Plan, Region H, Regional Summary, updated 2011

4. Maps and Figures Studies

The following figure illustrates the Major Aquifers of Texas

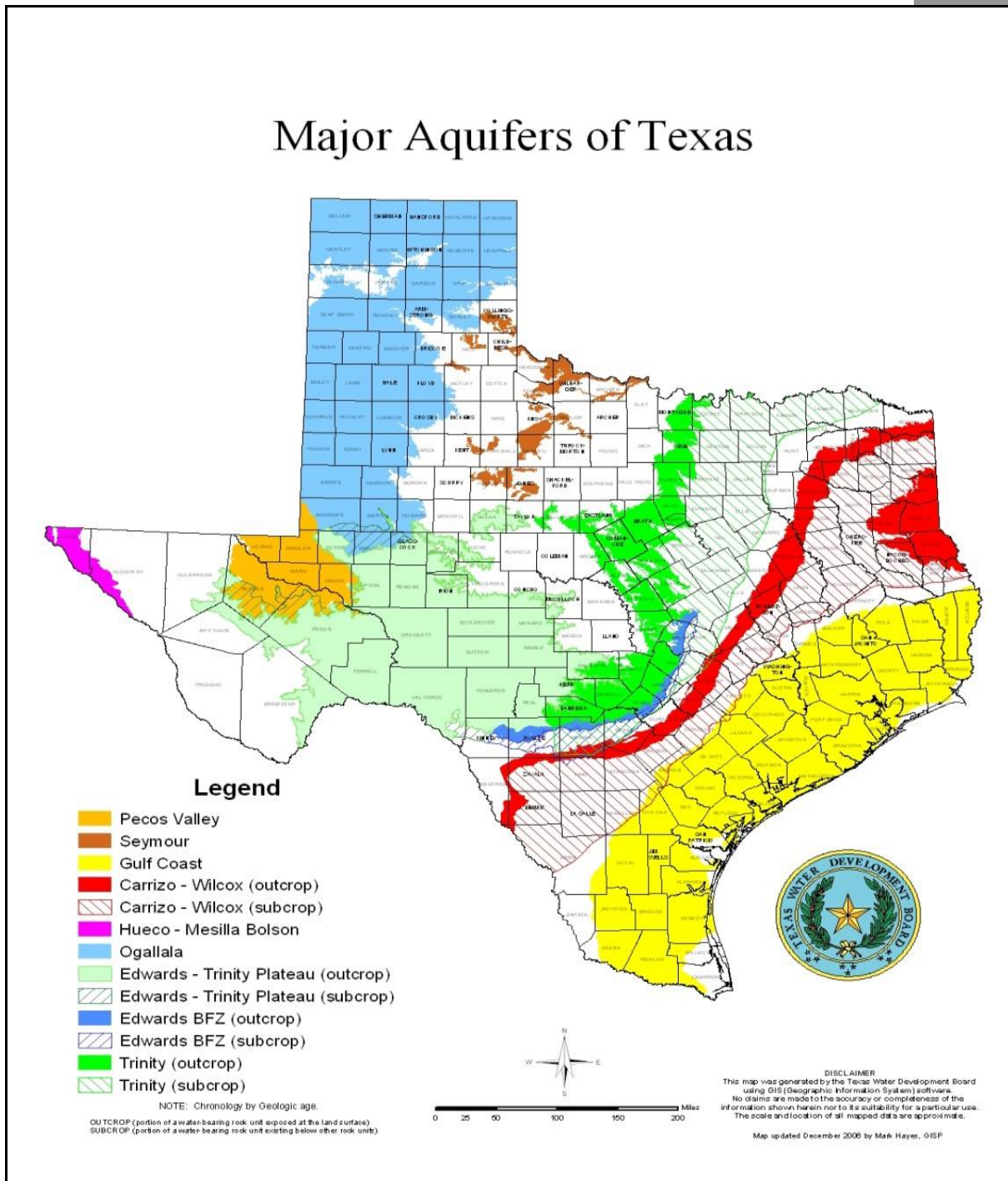


Figure 3.2 Major Aquifers of Texas

5. Existing Facilities

The water system is operated and maintained by the City of Sealy. **Tables 3.1 and 3.2** show the existing well water capacity and water storage capacity figures for Sealy.

Table 3.1¹
CITY OF SEALY
Existing Water Well Capacities

Water Well Number	Location	Status	Year Drilled	Rated Capacity (GPM)
5	915 Columbus Rd.	Active	1957	350
6	631 Columbus Rd.	Active	1968	500
7	800 Silliman St.	Active	1971	500
8	2051 Ward Bend St	Active	1998	1,000
TOTAL WATER WELL CAPACITY				2,350

¹ Source: City of Sealy and Texas Commission on Environmental Quality

Table 3.2¹
CITY OF SEALY
Existing Water Storage Capacity

Description	Capacity (gallons)
Elevated Storage	1,000,000
Rexville Rd.	400,000
101 East Main	300,000
FM 3013 (Currently not on the distribution system)	300,000
Ground Storage	800,000
TOTAL STORAGE CAPACITY	1,800,000

¹ Source: City of Sealy and Texas Commission on Environmental Quality

Analysis

1. Water Wells-Availability of Water

The principal requirement for a municipal well system is that the wells furnish ample quantities of water during periods of maximum demand, which may continue for several consecutive days, or even weeks. The Texas Commission on Environmental Quality (TCEQ) requires that the City's total well capacity be at least 0.6 gallons per minute per connection. For a city of 1,673 connections, this requirement amounts to about 1,004 gallons per minute (GPM) with one well out of service for repairs. At present, Sealy's dependable yield (1,350 GPM), with the largest existing well inoperable, is well above the requirement of the State.

Additionally, the Brazos River Authority has long been proposing a reservoir on Allens Creek. Although this water is contractually reserved for the City of Houston, the City of Sealy may be required to purchase some of this water based on legislative regulations.

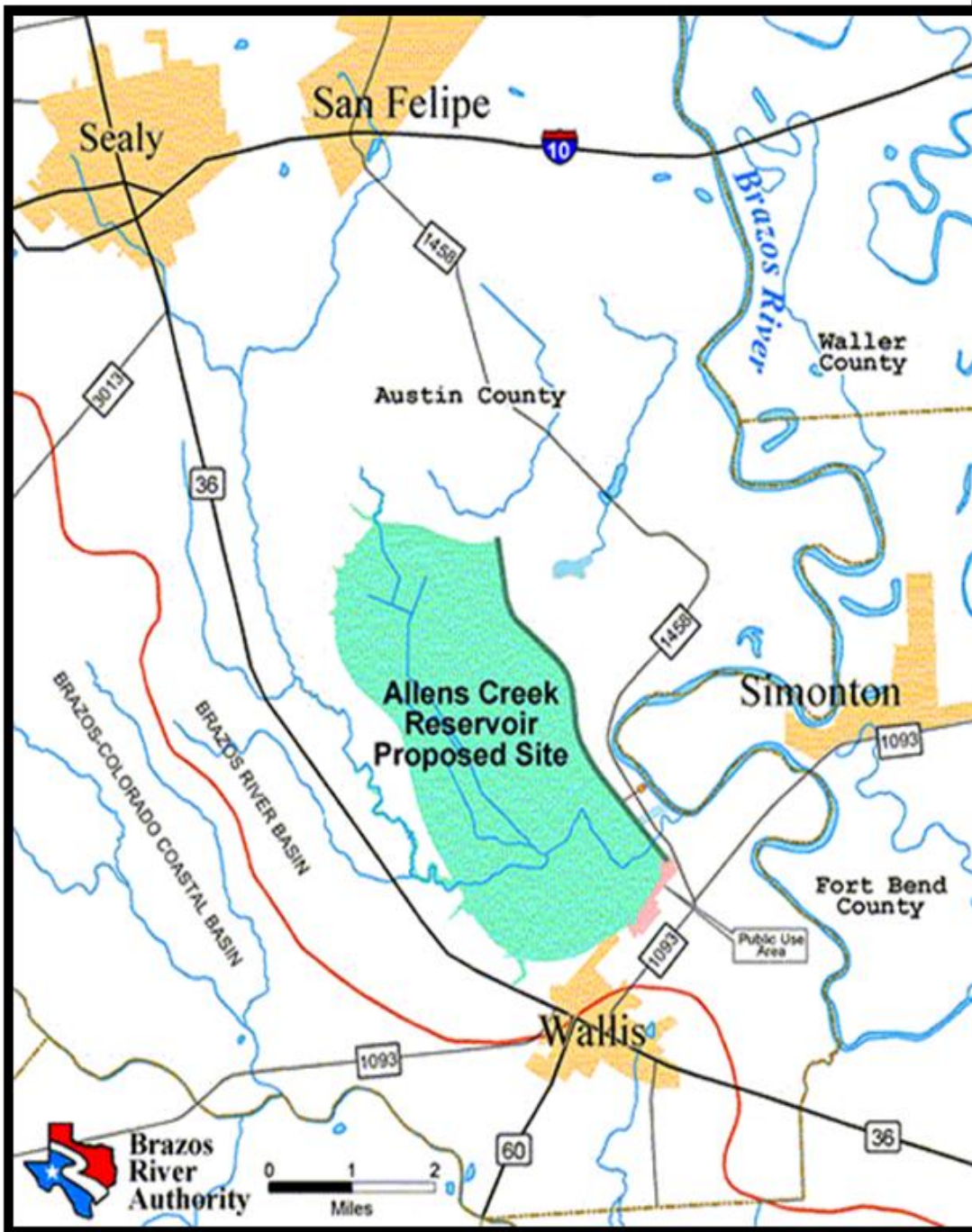


Figure 3.3 Allens Creek Reservoir proposed site

2. Water Supply Requirements

Projected water supply requirements are presented in **Table 3.3**. Future requirements were developed using projected population figures, an average daily demand of 200 gallons per capita, and a peak day demand factor of 250%.

Table 3.3
City of Sealy
Projected Water Supply Requirements

<i>YEAR</i>	<i>POPULATION</i>	<i>TOTAL ANNUAL DEMAND (MG)</i>	<i>DAILY AVERAGE DEMAND (MG)</i>	<i>PEAK DAY DEMAND (MG)</i>
2015	8,000	584.000	1.600	4.000
2025	11,300	824.000	2.258	5.650
2035	13,000	949.000	2.600	6.500

Source: Public Management, Inc

3. Ground Storage

The purpose of ground storage is to provide a large supply of water that the high service pumps may draw upon during periods of heavy demand or during a serious fire. Fire protection criteria are the most important factors in evaluating the need for ground storage facilities. It is suggested that the city provides 130 gallons of storage per person served. In Sealy's case, this requirement amounts to a necessity for approximately 929,630 gallons. The system currently does not meet this suggested ground storage requirement, according to the City's current estimated population.

4. Elevated Storage

The function of elevated storage is to provide a pressurized water supply during power failures and to provide for short-term surges of demand. Fire insurance rates are increased for cities that do not provide at least 54 gallons of elevated storage for each person served. The TCEQ has a somewhat less stringent requirement. To meet the fire insurance criteria for its present population, Sealy needs approximately 386,154 gallons in elevated storage. Although the City has enough elevated storage capacity for its present population and for the future population projected for the planning period, additional elevated tanks are needed for the purpose of improving water pressure.

Table 3.4 depicts the projected water storage requirements for the City of Sealy moving forward, based on current population expansion trends. It's worth noting, that a hyper population growth scenario, should it occur, would render **Tables 3.3 and 3.4** completely obsolete.

Table 3.4
City of Sealy
WATER STORAGE REQUIREMENTS

YEAR	POPULATION(1)	CONNECTION(2)	TOTAL REQUIRED STORAGE (GAL)(3)	TOTAL REQUIRED ELEVATED STORAGE (GAL)(4)	SUGGESTED TOTAL GROUND STORAGE (GAL)(5)	SUGGESTED TOTAL ELEVATED STORAGE (GAL)(6)
2010	6,019	1,673	334,600	167,300	782,470	326,230
2015	8,000	2,222	444,400	222,200	1,040,000	433,600
2020	10,421	2,895	579,000	289,500	1,354,730	564,818
2025	11,300	3,139	627,800	313,900	1,469,000	612,460
2030	12,178	3,383	676,600	338,300	1,583,140	660,048
2035	13,000	3,611	722,200	361,100	1,690,000	704,600

Source: Texas Commission on Environmental Quality

1. From Exhibit "D" Minimum Population Projections TxCDBG Planning Project
2. Based upon 3.60 people per connection
3. Based upon TCEQ required 200 gallons/ connection
4. Based upon TCEQ required 100 gallons/ connection
5. Based upon suggested 130 gallons per person
6. Based upon suggested 54.2 gallons per person

5. Distribution Lines

The existing pipe system is generally adequate, although many of the lines are materials other than PVC and should be systematically replaced. It consists of a grid of six-inch and eight-inch pipes throughout the city, with smaller services lines. The water distribution network must deliver adequate amounts of water at sufficient pressure to serve both peak consumer usage and firefighting requirements. Long dead-end mains are undesirable, because of stagnation problems and because of the danger of a pipe rupture or valve failure that would leave an area without fire protection; thus grids and loops are recommended wherever feasible. For fire purposes, dead-end mains should be no longer than 1,800 feet in length, and six-inch loops should not exceed 3,500 feet in total length.

6. Fire Hydrants

According to House Bill 1717, a hydrant is non-functioning if "the device pumps less than 250 gallons of water per minute". According to FireHydrant.org, hydrant laterals and distributor mains should not be less than 6 in. At present, the city is in compliance with these requirements.

7. Water Quality

There are no water quality issues at this time. In fact, the city received a rating

of “Superior” from the Texas Commission on Environmental Quality. This rating indicates the following:

Approved Public Water System: To attain this recognition

- *There shall be a minimum of two certified operators.*
- *The system's microbiological record for the previous 24 months period shall indicate no violations of the drinking water standards.*
- *The quality of the water shall comply with all primary water quality parameters.*
- *The system's operation shall comply with applicable state statutes.*
- *The system's capacities shall meet or exceed minimum water system capacity requirements.*
- *The system shall have at least two wells, two raw water pumps or a combination of these with enough capacity to provide average daily consumption with the largest well or pump out of service.*

Superior Public Water System: To attain this recognition

- *the system should meet all "Approved Public Water System" requirements.*
- *an additional chemical quality shall comply with all secondary constituent levels listed in the drinking water standards.*

8. Water Pressure

Water pressure is provided by the 700,000 gallon elevated tank. The static pressure ranges from 25 psi to 55 psi. Water pressure in the northwest and southwest quadrants of the City is a major concern. At times, the pressure drops to 25 psi in these areas. The City plans to alleviate the problem by installing new wells, booster pumps and storage facilities in these areas.

9. Operation Procedures

The City should continue to operate the system in compliance with requirements of Texas Commission on Environmental Quality. This suggests operators having at least “C” Certificates. In addition, operation and maintenance manuals should be followed and effective maintenance records should be maintained. Routine lubrication, electrical checks for hot spots, replacement of bearings and similar parts in accordance with manufacturer’s recommendations are all required in order to obtain full equipment life expectancy.

The City adopted a drought contingency plan, as required by Texas Commission on Environmental Quality. The drought contingency plan evaluates the system’s ability to provide water under drought conditions. Virtually all of the counties in Texas have been hit by drought conditions that have persisted since 2010. Although recent rains have alleviated the situation in many areas, conservation efforts should continue into the foreseeable future due to nature of weather in Texas. **Figure 3.4** shows the current drought monitor conditions for Texas on January 6, 2015.

Figure 3.4: U. S. Drought Monitor, Texas

U.S. Drought Monitor Texas

January 6, 2015

(Released Thursday, Jan. 8, 2015)

Valid 7 a.m. EST

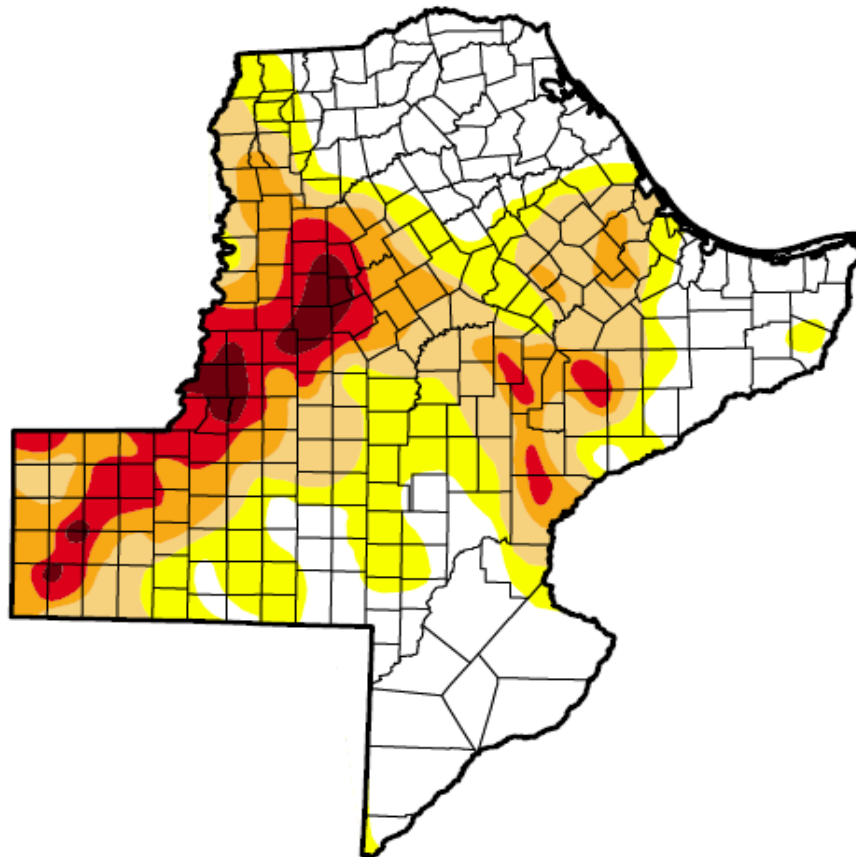
Drought Conditions (Percent Area)						
	None	D0-D4	D1-D4	D2-D4	D3-D4	D4
Current	38.95	61.05	41.81	24.07	10.72	2.47
Last Week 12/30/2014	34.37	65.63	44.68	25.73	11.70	3.17
3 Months Ago 10/7/2014	29.64	70.36	49.29	29.49	11.78	2.88
Start of Calendar Year 12/30/2014	34.37	65.63	44.68	25.73	11.70	3.17
Start of Water Year 9/30/2014	28.92	71.08	48.95	29.54	11.26	2.69
One Year Ago 1/1/2014	28.13	71.87	43.89	20.84	5.82	0.79

Intensity:



The Drought Monitor focuses on broad-scale conditions. Local conditions may vary. See accompanying text summary for forecast statements.

Author:
 Brad Rippey
 U.S. Department of Agriculture



<http://droughtmonitor.unl.edu/>

10. Adequacy of the System to Meet Existing and Forecasted Needs

As stated above in the analysis, the system's ability to produce water is above that which is required by the state.

<i>WATER RATES – INSIDE CITY LIMITS</i>	<i>CURRENT RATE</i>
<i>First 2,000 gallons (minimum charge)</i>	<i>\$10.50</i>
<i>Next 6,000 gallons (per 1,000 gallons)</i>	<i>\$ 2.35</i>
<i>Next 15,000 gallons (per 1,000 gallons)</i>	<i>\$ 2.50</i>
<i>Over 23,000 (per 1,000 gallons)</i>	<i>\$ 2.75</i>

Source: City of Sealy
Source: Sealy Finance Department
Source-City of Sealy Annual Audit (2013)

<i>WATER RATES – OUTSIDE CITY LIMITS</i>	<i>CURRENT RATE</i>
<i>First 2,000 gallons (minimum charge)</i>	<i>\$15.75</i>
<i>Next 6,000 gallons (per 1,000 gallons)</i>	<i>\$ 3.80</i>
<i>Next 15,000 gallons (per 1,000 gallons)</i>	<i>\$ 4.01</i>
<i>Over 23,000 (per 1,000 gallons)</i>	<i>\$ 4.21</i>

Source: City of Sealy
Source: Sealy Finance Department
Source-City of Sealy Annual Audit (2013)

11. Water Costs to the City and Review of Current and Future Needs

The City evaluates its rate structure each year to ensure that revenues are exceeding costs with funds left over to pay for repairs, maintenance and long-term capital improvements. During the fiscal year that ended in September of 2012, the City's assets increased by more than \$900,000.00 over the previous fiscal year, due in part to effective operations of the water and sewer systems.

12. List And Rank Of Problems Related To The System

- A. Low water pressure in the northwest quadrant of the City
- B. Numerous small and/or old pipes throughout the system;
- C. Inadequate size lines which do not allow enough pressure for existing service or extensions of lines for requested service.

Water Goal, Objectives, Policies & Funding Sources

Goal Statement and Objectives

The goal is for the city to have a dependable water supply that will provide for all water demands, including domestic, industrial, and commercial, as well as an allowance of about 10-15% for distribution system leakage, fire-fighting, and other un-metered uses.

- Objective 1:** Install one new well, elevated storage tank and booster station in the northwest quadrant of the City, near FM 2187.
- Objective 2:** Install one new well, ground storage tank and booster station near the Wal-Mart Distribution Center

- Objective 3:** Continue to replace undersized distribution lines throughout the system.
- Objective 4:** Consider implementing some or all of the conservation strategies for municipal uses as discussed in the Region H State Water Plan.
- Objective 5:** Continue to expand water service into un-served areas.
- Objective 6:** Implement all of the water related initiatives outlined in the 2014 City Council Strategic Plan (see Appendix C).

Policies and Programs to Encourage Efficient Water Use:

- Ensure the utility rate structure encourages water efficiency, or at least does not discourage it.
- Make retrofit kits for residences and businesses available free or at cost. Kits may contain low flow faucet aerators, high efficiency showerheads, leak detection tablets, and replacement valves.
- Offer incentive programs (rebates/tax credits) to homeowners and businesses to encourage replacement of plumbing fixtures and appliances with water-efficient models

Sources of Funding:

Possible funding sources for proposed improvements to the water system would include Grant funds as might be available through the Texas Department of Agriculture (TDA) based on a priority rating system conducted annually. It should be noted that these funds can only be utilized in the City's low-to-moderate income areas. Other sources to be considered by the City are: Texas State Bonds issued through the Water Development Board (TWDB) and issuance of bonds and certificates of obligation.

Incorporated by Reference

Incorporated by reference into this Comprehensive Plan are the following reports and studies and the existing/proposed expanded water network maps associated with each:

- 2013 Planning/Capacity/Building Project Report
- 2013-18 Sealy CIP (As May be Amended)
- 2013 Existing Sealy Water System Map
- 2013 Proposed Sealy Water System Improvements Map
- 2013 Existing Sealy Wastewater System Map
- 2013 Proposed Sealy Wastewater System Map
- 2014 Proposed Sealy Wastewater Treatment Plant Evaluation

WASTEWATER SYSTEM

Inventory

1. Prior Studies

Prior to the 2009 Comprehensive Plan, the Sealy wastewater system had never been studied as part of an overall comprehensive plan. Beginning with the 2009 Comprehensive Plan, this system has been studied and inventoried extensively, as documented above, by

all of the plans, maps, reports and studies that were incorporated by reference into this Comprehensive Plan.

Because of the depth and scope of the technical analysis that was provided by each of the aforementioned studies and maps, the following section of this report is intended to provide an overview of the Sealy wastewater system and the various issues and opportunities that the City of Sealy will need to address the planning goals and objectives that relate to the future of this system.

2. Type of Treatment Facility and Operation Agreement

The City owns and operates an activated sludge type sewer system. The joint operation of the water and sewer facilities allows the city to collect the sewer fees with a potential water service cutoff for delinquent accounts. In the event of annexation, the City provides sewer capacity to the newly annexed area but does not provide the infrastructure. This is consistent with the level of service that the City provides throughout its jurisdiction. All newly annexed areas and other unserved areas have the option of utilizing pressure sewer systems. The goal of this plan is to address the ability of the system to provide capacity, in the most cost effective manner, throughout the planning period of 2013-2035, to areas both within the current corporate limits and the Extraterritorial Jurisdiction (ETJ).

3. Standards and Criteria

The criteria used to determine wastewater system needs are based upon the standards as established by the Texas Commission on Environmental Quality (TCEQ). These standards along with projected population estimates and future land use determine the size and location of sanitary sewer facilities to adequately service the planning area. These standards can be found at the official web site for the TCEQ under the official rules for TCEQ (www.tceq.state.tx.us/RuleS). In addition to these standards, TCEQ now has new rules concerning pressure sewer systems; both grinder pump and septic tank effluent pump (STEP) sewers. A grinder pump pressure sewer receives raw wastewater in which the solids have been ground by a grinder pump. A STEP pressure sewer receives the effluent from an interceptor tank. Both of these systems are accepted by the City.

4. Additional Standards

No sanitary sewer lines should be less than six (6) inches in diameter. All sewers should have sufficient slopes to maintain a velocity when flowing full of not less than two (2.0) feet per second. Polyvinyl Chloride (PVC) sewer pipe is the common medium used for sanitary sewer systems today and most likely to be used throughout the planning period. All new construction has utilized PVC pipe. Special provisions should be made for all collection lines located near reservoirs and streams. Septic tanks should be avoided within two thousand (2000) feet of any surface water.

Manholes should be spaced approximately five hundred (500) feet apart but may be increased depending on the City's available maintenance equipment. Brick manholes are not allowed. Sanitary sewer force mains should maintain velocities in the range of two (2) to five (5) feet per second, include air relief valves and provisions to allow lines to be flushed. All commercial services should be connected to a manhole and be a minimum of six (6) inches in diameter. Single-family structures should be served with at least four (4) inch line and multi-family services should be a minimum of six (6) inches in diameter.

Sanitary sewer lift station sites should give consideration to accessibility, potential nuisance aspects, and flooding. Stations should be located as remotely as possible from populated areas. All pumps should be of the non-clog design, be capable of passing 3 inch diameter spheres and have not less than 3 inch suction and discharge. The pump capacity should be capable of handling the peak flow with the largest pump out of service. System curves should be developed to illustrate the performance of pumps operating alone or in combination. Elapsed time meters should be required for all new stations and installed in old stations to aid in operation. The system uses, and will continue to use, grinder pump lift stations in accordance with TECQ regulations where the flows are less than 100 GPM.

Table 3.5 illustrates parameters generally accepted for the design of sewer systems

Table 3.5²
Wastewater System Design Parameters

SOURCE	TYPE OF USE	DAILY SEWAGE FLOW GALLONS PER PERSON	SEWAGE STRENGTH MG/I BOD5
<i>Municipality</i>	<i>Residential</i>	<i>100</i>	<i>200</i>
<i>Subdivision</i>	<i>Residential</i>	<i>100</i>	<i>200</i>
<i>Trailer Park Transient</i>	<i>2½ persons per trailer</i>	<i>50</i>	<i>300</i>
<i>Mobile Home Park</i>	<i>3 persons per trailer</i>	<i>75</i>	<i>200</i>
<i>School with Cafeteria</i>	<i>With Showers</i>	<i>20</i>	<i>300</i>
	<i>Without Showers</i>	<i>15</i>	<i>300</i>
<i>Recreational Parks</i>	<i>Overnight User</i>	<i>30</i>	<i>200</i>
	<i>Day User</i>	<i>5</i>	<i>100</i>
<i>Restaurant</i>	<i>Per Meal</i>	<i>5</i>	<i>600</i>
<i>Hospital</i>	<i>Per Bed</i>	<i>200</i>	<i>300</i>
<i>Nursing Home</i>	<i>Per Bed</i>	<i>100</i>	<i>300</i>

² Source: Texas Commission on Environmental Quality

Analysis

1. Infiltration/Inflow

Infiltration is that part of the sewage flow that comes from ground water and inflow is the part that comes from storm water runoff. This water enters the sewage collection system by leakage through faulty pipe joints, manholes, cracked pipe and any connections that may not be watertight. All sewage collection systems have some infiltration because it has not been found economically feasible to build and maintain a watertight sewer system, except in areas where the sewer mains are below the ground water table. The system has infiltration problems throughout the City. The older areas of the City have clay sewer pipes. These pipes tend to collapse over time thus causing a break in the system where storm water can infiltrate. The City has tried to combat this problem over the years by slip-lining the clay pipes. It is also believed that the infiltration problems are the result of many smaller individual service lines to residences.

2. Industrial Waste and Special Treatment Facilities

The City requires pre-treatment by the owner before it is discharged to the City.

5. Operational Procedures

TCEQ standards state that a municipality must begin planning for treatment plant expansion when 75% permitted flow is exceeded during three consecutive months. At 90%, the City must begin the financial planning and construction phase of treatment expansion. The City's numbers show that the system is at the 55-60% level. The City is already in the process of preparing for plant expansion, or the construction of another plant.

6. Unserved Areas

At this time, approximately two percent (2%) of the area within the corporate limits of the City is unserved. At the same time, zero percent (0%) of the area within the City's ETJ is served. The City allows all newly annexed areas and other unserved areas the option of utilizing pressure sewer systems.

5. Characteristics of the Soil and Terrain Affecting Collection and Treatment

The characteristics of the terrain are such that several lift stations are needed at various locations throughout the system because there is not enough variance in elevations to solely rely on gravity. The soils, on the other hand, do not pose specific problems to collection and treatment.

6. List and Rank of Problems Related To The System

- Infiltration is occurring due to leaky manhole covers, old collection lines and individual yard lines.
- Plant expansion and/or new plant construction is needed.
- Service is needed in un-served areas.

Sanitary Sewer Goal, Objectives & Funding Sources

Goal Statement and Objectives

The goal of the Sealy sanitary sewer system plan is to address the ability of the treatment plant and system components to provide quality service both within the current corporate limits and the Extraterritorial Jurisdiction (ETJ) throughout the planning period.

- Objective 1: Continue to smoke test the system in order to locate sources of infiltration
- Objective 2: Continue to implement conservation strategies for municipal uses described in the 2013 Planning/Capacity/Building Project Report to reduce the amount of water being used and treated by the wastewater system and treated by the wastewater treatment plant
- Objective 3: Continue to systematically replace all old clay sewer lines according to the phasing schedule detailed in the 2013 Planning/Capacity/Building Project Report.
- Objective 4: Expand the existing plant or construct a new plant in order to increase capacity.
- Objective 5: Expand sewer service into unserved and underserved areas.
- Objective 6: Implement all of the wastewater related initiatives outlined in the 2014 City Council Strategic Plan (see Appendix C).

Sources of Funding

Possible funding sources for proposed improvements to the water system would include Grant funds as might be available through the Texas Department of Agriculture (TDA) based on a priority rating system conducted annually. It should be noted that these funds can only be utilized in the City's low-to-moderate income areas. Other sources to be considered by the City are: Texas State Bonds issued through the Water Development Board (TWDB) and issuance of bonds and certificates of obligation.

Water/Sanitary Sewer Infrastructure Goal 1:

Continue to provide utilities and infrastructure in a manner that will encourage controlled, targeted, efficient, green and aesthetically pleasing development.

- Objective 1: Continue to implement the City of Sealy Capital Improvements Program.
- Objective 2: Continue to coordinate closely with TxDOT, HGAC, TCEQ, UP & BNSF Railroads, all local and regionally based utility providers, developers and Austin County on all matters that pertain to infrastructure.
- Objective 3: Continue to enforce and update the Subdivision Ordinance and design requirements for public improvements.
- Objective 4: Implement all of the infrastructure initiatives outlined in the 2014 City Council Strategic Plan (see Appendix C).

Water/Sanitary Sewer Infrastructure Goal 2:

Continue to encourage a well-managed pattern of development that is fiscally responsible and timed with the adequate provision of utilities and services.

Objective 1: Use the growth management strategy outlined in this chapter to direct most development to growth areas while minimizing development in the resource protection and holding areas.

- A. Continue to identify prime growth areas to determine where capital improvements and expanded public services should be focused, thereby using public investments to direct future development. The City should target improvements to under-served areas in the City limits as the highest priority, followed by areas immediately adjacent to the City limits.
- B. Continue to ensure that any proposed utility extensions are made only into prime growth areas.
- C. Continue to evaluate alternative mechanisms to pay for utility extensions including capital improvements programming (supported by municipal bond initiatives), impact fees, and public improvement districts. Alternative mechanisms can enable development in advance of municipal infrastructure while effectively managing the timing and sequencing of new development. Recapture agreements (in which developers pay for oversized lines and are paid back by subsequent developers who use them) can be used to finance the construction of oversized lines to new development.

Objective 2: Continue to encourage infill development in the developed area of Sealy.

- A. Continue to establish incentives for infill development, such as density bonuses if certain performance standards are met. For instance, increased density may be allowed for accomplishing community objectives such as a minimum open space ratio, preservation of trees, conservation of natural resources, enhanced compatibility with adjacent uses, inclusion of amenities such as parks, trails, and attractions, and any other heightened development standards that are important to the community.
- B. Develop alternatives to overcome constraints to development or redevelopment of areas within the City limits, including common issues that cause difficulty for building on infill sites such as alleviation of flooding, provision of street and utility infrastructure, strict compliance with flood detention requirements, and on-site parking requirements. Standards pertaining to setbacks, lot coverage, and building height may need to be relaxed—or offset through other performance standards—to make development of constrained sites feasible.
- C. Continue to adopt infill development standards concerning density, intensity, and other dimensional requirements to maintain a consistent character with adjacent existing development. Of particular importance within older, historic areas is to ensure that the architecture and materials are consistent with those in the immediate neighborhood.

- D. Continue to adopt policies and standards regarding the provision of adequate infrastructure to serve infill development sites. Capital projects (including rehabilitation and replacement of water distribution and wastewater collection lines) should be prioritized to benefit undeveloped sites and increase the utilization and efficiency of existing infrastructure systems.

Objective 3: Continue to utilize the City's land development regulations to influence the pattern of development.

- A. Update the City's development standards to encourage, through incentives, cluster development, which, in effect, leaves portions of development sites undisturbed; allows overland conveyance of stormwater; reduces the buildable area and, hence, impervious cover; increases aquifer recharge; and, allows some degree of development in sensitive areas while protecting valued resources.
- B. Amend the subdivision regulations to incorporate Adequate Public Facilities provisions, such as requiring adequate road capacities concurrent with development, as well as demonstration of the ability to meet minimum fire flow requirements.
- C. Amend the City's development standards to establish criteria for the protection of floodplain areas. Density bonuses can be used to support the focusing of development on the developable portion of constrained sites.

Water/Sanitary Sewer Infrastructure Goal 3:

Continue to improve infrastructure to accommodate the current corporate limits, and extra territorial jurisdiction (ETJ).

Objective 1: Continue to follow the recommendations in the water, wastewater and streets elements of this comprehensive plan and the 2013 Capital Improvements Program.

Objective 2: Continue to pursue all available methods of financing critical infrastructure improvements.

- A. Texas Community Development Block Grant Program (TxCDBG) - This program provides funding for infrastructure development. It should be noted that these funds can only be utilized in the City's low-to-moderate income areas.
- B. Texas Water Development Board-The Texas Water Development Fund is used to provide loans to eligible applicants for the construction of local or regional water supply, wastewater treatment, flood control, and municipal solid waste management projects. This includes such facilities as water wells, transmission mains, storage tanks, and water and sewage treatment plants. The City should always compare private bond option before proceeding with Texas Water Development Board funds.
- C. When appropriate consider the use Revenue and/or General Obligation Bonds or Certificates of Obligation;
- D. Continue to pursue Texas USDA Rural Development funding when available.

Water/Sanitary Sewer Infrastructure Goal 4:

Continue to encourage the development of projects that provide beneficial economic opportunities for local residents without destroying the existing physical environment.

Objective 1: Continue to require that developers inform the City Council of the development's impact on the physical environment i.e. drainage, air quality, water quality, soils, noise, traffic, water usage and sewer usage etc. before approval of building permits and possibly approval of water and sewer service.

Water/Sanitary Sewer Infrastructure Goal 5:

The city should continue to have a dependable water supply that will provide for all water demands, including domestic, industrial, and commercial, as well as an allowance of about 10-15% for distribution system leakage, fire-fighting, and other un-metered uses.

Objective 1: Install one new well, elevated storage tank and booster station in the northwest quadrant of the City, near FM 2187.

Objective 2: Install one new well, ground storage tank and booster station near the Wal-Mart Distribution Center

Objective 3: Continue to replace undersized distribution lines throughout the system.

Objective 4: Implement the conservation strategies for municipal uses as discussed in the Region H State Water Plan.

Objective 5: Expand water service into un-served areas.

Objective 6: Implement all of the water related initiatives outlined in the 2014 City Council Strategic Plan (see Appendix C).

Water/Sanitary Sewer Infrastructure Goal 6:

The Sealy sanitary sewer system should continue to have the capacity to provide high quality service both within the current corporate limits and the Extraterritorial Jurisdiction throughout the planning period.

Objective 1: Continue to smoke test the system in order to locate sources of infiltration

Objective 2: Implement the conservation strategies for municipal uses described in the 2013 Planning/Capacity/Building Project Report to reduce the amount of water being used and treated by the wastewater system and treated by the wastewater treatment plant

Objective 3: Continue to systematically replace all old clay sewer lines according to the phasing schedule detailed in the 2013 Planning/Capacity/Building Project Report.

Objective 4: Expand the existing plant or construct a new plant in order to increase capacity.

- Objective 5: Expand sewer service into unserved and underserved areas.
- Objective 6: Implement all of the wastewater related initiatives outlined in the 2014 City Council Strategic Plan (see Appendix C).

Water/Sanitary Sewer Infrastructure Goal 7:

Continue to provide adequate and efficient provision of infrastructure, including water and wastewater facilities, to accommodate the growth and economic development objectives of the community over the next 20 years.

Objective 1: Continue to maintain and rehabilitate the existing water and wastewater systems through phased and targeted improvements.

- A. Continue to plan for and fund wastewater treatment plant expansion or the construction of a new plant. The City is currently at 56 percent of capacity, and planning for facility expansion or construction should begin upon reaching 75 percent of capacity.
- B. Implement the recommendations of the 2013 Planning/Capacity/Building Project Report to upgrade and expand all existing sanitary sewer utility infrastructure. In addition to expanding the capacity at the wastewater treatment plant, inflow and infiltration (I/I) problems in the collection system must be addressed. Implementation of the plan would identify necessary improvements to the aging infrastructure where improvements will be required to support economic growth and address weaknesses in the system.
- C. Continue to implement the recommendation of the 2013 five-year capital improvement program, including replacement of infrastructure based upon a priority ranking system. Continue to upgrade and replace aging and failing wastewater collection lines and lift stations using this phased approach.
- D. Implement the recommendations of the 2013 Planning/Capacity/Building Project Report and the 2013 five-year capital improvement program for water to address the future needs of a growing population and economic development by making targeted improvements related to water supply, water treatment facilities, storage, and distribution systems.
- E. Implement a water conservation program to reduce average per capita use. The program could include public education, landscape and irrigation ordinances, and rates structured to encourage conservation.
- F. Increase awareness of xeriscaping techniques, which emphasize the use of local native vegetation, to reduce irrigation demand.

Objective 2: Implement all of the water and wastewater related initiatives outlined in the 2014 City Council Strategic Plan (see Appendix C).

CHOICES

GROWTH MANAGEMENT & CAPACITY

4 CHAPTER

To achieve its desired vision, Sealy should have a balanced strategy for achieving economic growth while guiding development in a manner that is fiscally responsible and preserves the character of the community. Doing so will require preparedness and pro-activeness by City government, both in terms of its advance facility planning and future growth management. This chapter establishes a policy framework that is designed to guide decisions relating to timely extension of adequate infrastructure, provision of quality municipal services, and a logical sequencing of future development.

Introduction

Many communities across Texas are dealing with the negative impacts of sprawl and unmanaged growth that often results in inefficient development and substandard street and utility infrastructure and lacks other public services like parks and public safety. Sealy is fortunate in that sprawl has not been a major issue thus far—although the beginning signs of sprawl are emerging with new subdivisions being developed on the periphery of the city in the extraterritorial jurisdiction (ETJ) as shown in **Figure 4.1**. While Sealy is not presently experiencing rapid growth, the proximity of Sealy to the growth engines of the Houston energy corridor and Eagle Ford Shale Formation corridor mean that it's only a matter of time before Sealy experiences growth pressures. Those forces were illustrated and quantified in Chapter 1 of this plan. Growth in the suburbs and beyond has increased over the years as more and more people move away from the urban core. As these suburbanized areas keep expanding, growth will continue to move farther away from core city centers, putting pressure on smaller/rural towns like Sealy—changing their landscape and character forever.

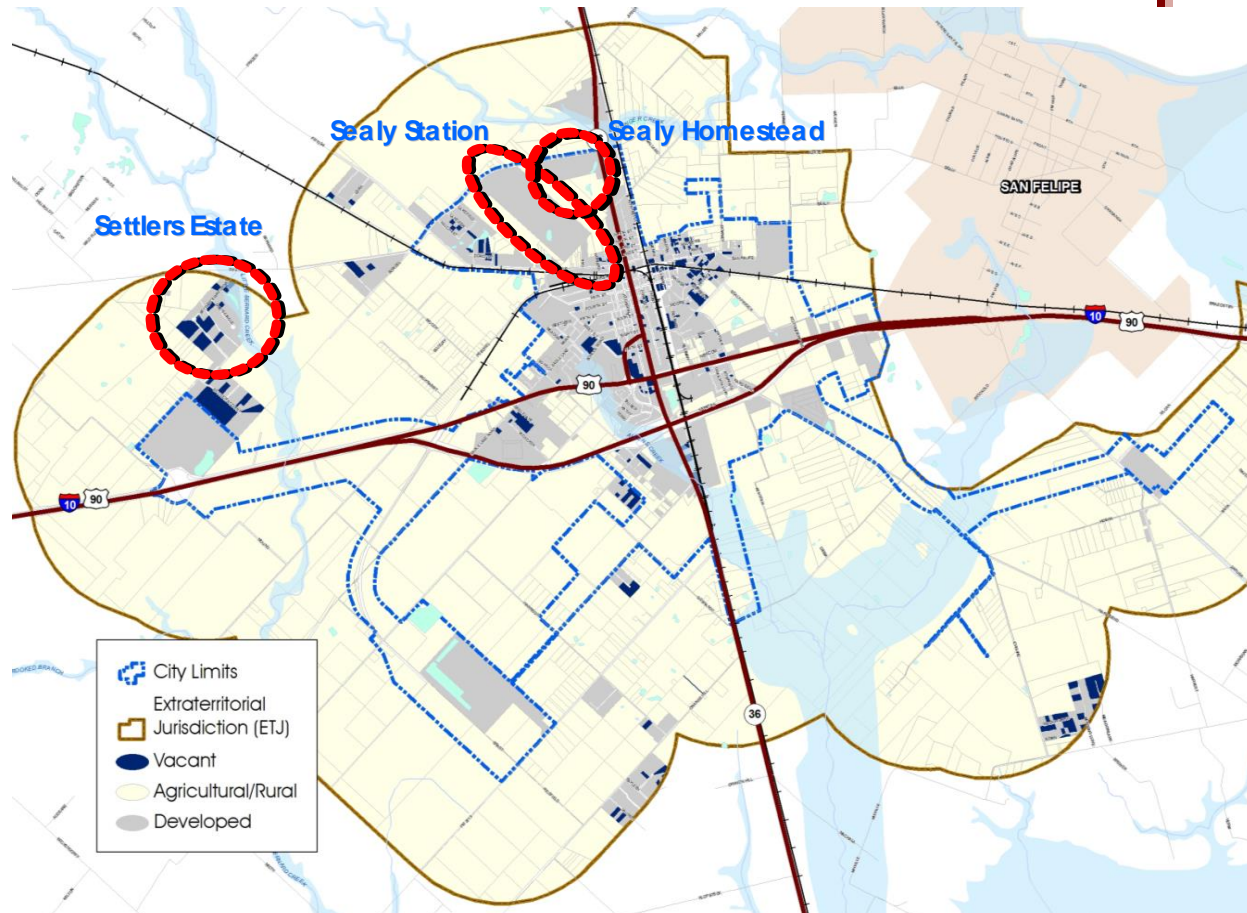
What does this mean for Sealy? Growth requires cities to provide additional utility, police and fire protection substations, new or expanded roadways, and new parks and recreation facilities. If not managed properly, growth will “eat up” the rural landscape, eliminating green spaces, placing pressures on



New residential development is beginning to emerge on the northern edge of the community.

municipal facilities & services and exacerbate existing drainage issues. With limited growth occurring at the moment, Sealy has an opportunity to pro-actively address these issues rather than reacting to development when it occurs. Growth management strategies and reasonable land development regulations can guide future development in a fiscally responsible manner, timed with the ability of the city to provide additional utility

Figure 4.1 – Sealy's Existing Development Pattern and Form



Sealy is a home rule community less than an hour west of Houston. The community has a unique form, driven by the location of regional TxDOT highways. While most of the residential and commercial development and public facilities remain in the core of the city, the city limits extend out along highway corridors, taking in key commercial and industrial facilities including the Wal-Mart Distribution Center and the former BAE System development. New residential growth is occurring on the fringe of the city limits and in the ETJ with the development of new subdivisions including Settlers Estate, Sealy Station and Sealy Homestead.

and public services in a manner compatible with the community vision.

Purpose

The purpose of this chapter is to clarify and establish City policy regarding how growth and new development will be accommodated and should occur in an orderly and beneficial manner in and around Sealy consistent with other fiscal and community considerations. Chief among these are utility infrastructure and public service capacities, as well as efficient land and roadway network utilization to maintain and achieve a desired urban form and character. With regard to critical public safety services (police,

fire/rescue), the paramount concern is the City's ability to serve its current geographic area and residents while also preparing for added service demands from a growing population.

In addition to incorporating planning considerations and guidance into the provision of infrastructure and public service delivery, this chapter also establishes a framework for growth management, strategic direction and policies and practices to be considered to better manage growth and development. The emphasis is on viable and practical solutions the City can pursue to preserve its community character when growth occurs, ensure efficient provision of adequate public infrastructure and services, protect its strategic community assets, and secure Sealy's long-term fiscal health.

Issues and Opportunities

Throughout the planning process, a number of issues and concerns were expressed related to drainage and utilities in Sealy. These discussions formed the basis of the following issue statements, along with analysis of existing conditions and review of Sealy's current development ordinances. These issue statements bring focus to this plan regarding the community's values, expectations and priorities for addressing water, wastewater and drainage needs in Sealy. Following the identification of the key issues is a set of community goals and objectives along with discussion of necessary implementation steps.

Satellite Communities – Pro-active Annexation Required

In 1999, the State of Texas enacted legislation that made it very difficult for cities to annex existing populations of persons in its ETJ, particularly if those persons happened to be located in a MUD, PID or similar special utility district. Without going into a detailed analysis of the legislation, the bottom line result of the legislation was that cities should avoid allowing satellite communities to form in their ETJ's, particularly if they are provided utility services by a special utility district, because to annex those area into any city required the target development to be annexed under the provisions of a 3-Year Annexation Plan (TLGC Section 43.051.). The 3-Year Annexation Plans should be avoided because those annexations require cities to immediately assume all of the debt service of the special utility district that was annexed. Most cities don't have the means to assume that debt, so net outcome is a city with populations present on the fringe of a city with land owners that use city services but that don't pay for those services and land owners who want city services that cannot be provided by cities due to the annexation plan requirements. This is frustrating for city leaders and for the land owners alike.

To avoid this situation, the Subdivision Ordinance can discourage the formation of special utility districts in the ETJ and require that all new residential subdivisions be voluntarily annexed into the City prior to the recordation of the Final Plat. Those requirements would simultaneously avoid the need for a future annexation plan and allow the city to maintain orderly growth and development. Annexation should be considered to be a tool to allow the City to ensure orderly growth and development and not simply as a method to increase the size of the city.

Ensuring Adequate Capacity and Quality of Infrastructure

Having adequate water and wastewater treatment and water storage capacities is important in supporting future growth in the community. The City of Sealy is in good

shape with regards to the provision of water. The City has adequate water supply which is currently derived from four wells. It also has adequate storage capacity to meet current and long-term water needs within the community. However, wastewater treatment capacity will likely become a concern in the near term, depending on the pace of growth. Current plant capacity is 0.975 million gallons per day (MGD). Without future plant expansion or development of a new plant, the community's growth will be limited at some point, possibly well before the 20-year horizon of this plan. All currently developed areas in the City limits have water and wastewater service, but utility extensions will be needed in various areas to enable further land development.

Extensions of city utilities should be done in a logical and sequential fashion so as not to overburden the City's fiscal resources and to manage the utility rates charged to customers. It's also critical that utility supplies and capacities remain ahead of the anticipated growth rates of the community to facilitate new utility connections without interrupting or slowing the growth and expansion of the city.

With those goals in mind, Public Management, Inc., in 2013, and O'Malley Engineers in 2014, have reviewed the existing water and waste water facilities of the city and the ability of these resources to accommodate the future growth of the city.

Wastewater:

When assessing wastewater treatment plant capacity, the TCEQ rules that "whenever flow managements for any sewage treatment plant reaches 75% of the permitted average daily or annual average flow for 3 consecutive months, the permittee must initiate engineering and financial planning for the expansion and/or upgrading of the wastewater and/or collection facilities. Whenever the average daily or annual flow reaches 90% of the permitted average daily flow for 3 consecutive months, the permittee shall obtain necessary authorization from the commission (TCEQ) to commence construction of the necessary additional treatment and/or collection facilities." (tceq Rule Section 305.126.)

That rule is commonly referred to as the "TCEQ 75/90 Rule" and the "75% DAF and 90% DAF" triggers. With respect to Sealy, O'Malley Engineers indicated that Sealy has the following conditions:

Remaining Equivalent Residential Connections to 75% Trigger = 301 connections
Remaining Equivalent Residential Connections to 90% Trigger = 843 connections

The engineers caution that those connection figures are approximations improvements that owners may have made that do not take into account The assumptions used to compute the remaining connections shown above are:

Current Daily Average Flow = Approximately 650,000 gallons per day (GPD)
Flow Contribution Per Equivalent Connection = 270 GPD (based on 2.7 persons per connection and 100 gallons per day per connection)

Based on the population data developed by Public Management Inc. in 2013, the City is essentially at the 75% trigger.

Water

In general, TCEQ requires the following on water storage capacity:

Minimum Total Storage Required (Ground + Elevated) = 200 gallons/connection

For 1,920 connections, the City needs a minimum of 384,000 gallons of combined elevated and ground storage.

Minimum Elevated Storage Required = 100 gallons per connection

For 2,059 connections (average number of connections for 2013), Sealy needs a minimum of 205,900 gallons/elevated storage.

Water pressure maintenance is generally the primary consideration for elevated storage more just satisfying a minimum TCEQ elevated storage criteria.

With respect to those TCEQ standards, the City of Sealy presently has the following storage capacities:

Elevated Storage Capacity: 1,000,000 gallons

Ground Storage Capacity: 800,000 gallons

As discussed in Chapter 1 of this plan, Sealy is about to enter a period of growth. In order to facilitate that growth, the city must ensure that adequate infrastructure and utilities are available for new business development to support its economic development objectives and for new residential growth. Regular maintenance of new and existing infrastructure is critical to ensure the longevity of the investments made by the public in all infrastructure facilities.

Key issues related to the provision of quality infrastructure include:

1. Establishing adequate wastewater treatment plant capacity to accommodate growth over the next 20 years. The City is currently at 56 percent capacity and will be looking at the possibility of expanding the existing treatment plant or building a new one as the 75 percent threshold is approached.
2. Updating aging infrastructure. The City is working on upgrading/replacing aged lift stations and upgrading older water distribution lines.
3. Addressing inflow and infiltration of stormwater into the sanitary sewer system. The City Public Works Department conducted a smoke testing program during Summer 2008 to identify areas of infiltration. Following the testing, a plan will be prepared to address this problem.

Addressing Drainage Challenges

Allens Creek is the major drainage channel within the City of Sealy and has historically flooded in several areas. As shown in **Figure 4.2, Development Considerations**, Allens Creek runs through the central part of the community and into the southern ETJ. The Allens Creek watershed includes an area northwest of Peschel Lane, the Westview subdivision area, and the commercial areas along Interstate 10 and State Highway 36.

Areas that have experienced repeated flooding include the Westview subdivision and Highway 36 and Schmidt Road. Most of the community is drained by street flows/ditches, with a small part of town being drained with storm sewers.

With continued development comes an increase in impervious surface coverage and resulting drainage problems—if not adequately addressed. The design of development significantly influences the volume of stormwater that is generated and its means of collection and conveyance. The density and intensity of development, measured in terms of units per acre and ratios of open space relative to impervious surface coverage, contributes to both localized and community-wide flooding conditions.

Addressing all the drainage issues related to the Allens Creek watershed is beyond the scope of this plan as this will require detailed engineering studies and plans. However, various policies, growth strategies and land development regulations can help to manage drainage and storm water flows more effectively, particularly with regards to new developments.

Key issues related to drainage, as addressed by Goal 2, include:

1. Regional coordination with neighboring cities and Austin County in addressing drainage across a larger area.
2. Joint use of detention areas for drainage and parks and recreation amenities.
3. Adequate design of new developments to maintain pre-development runoff conditions. Different development types with progressively more extensive open space preservation—such as cluster, conservation, and preservation developments—allow densities that are proportional to the capacity of the land to support urban development while conserving site resources and preserving sufficient land for stormwater collection, holding, and aquifer recharge.

Drainage Plans & Criteria Incorporated by Reference

Beginning with the 2009 Comprehensive Plan, the Sealy drainage system has been studied and inventoried extensively. The following reports and map are hereby incorporated by reference into the Comprehensive Plan:

- 2013 Planning/Capacity/Building Project Report
- 2013-18 Sealy CIP (As may be Amended)
- 2010-2020 Little Bernard Creek Master Plan
- 2010-2020 Allen Creek Master Plan
- City of Sealy Drainage Criteria
- 2013 Proposed Sealy Water and Drainage System Improvements Maps

Managed Growth

The intent of many of the policies and principles outlined in this plan is to encourage efficient development patterns, thereby minimizing adverse fiscal impacts caused by outward, sprawling development patterns. Through advance planning, an opportunity exists to ensure that new development occurs in an orderly and fiscally responsible manner through the City's land development regulations and phased annexation of additional territory. Managed growth involves ensuring a sequential pattern of contiguous development, to the extent possible, and promoting development patterns that encourage

the efficient use of resources. The most efficient pattern for the community will be growth that occurs sequentially from previously developed areas, and which is closely coordinated and timed to occur concurrent with adequate service provision. Haphazard development that occurs in an unplanned and uncontrolled manner is inefficient and undesirable. Instead, the community should establish a growth sequencing plan, which then provides guidance to its capital facilities planning.

Figure 4.2 – Impact of Density on Stormwater Runoff

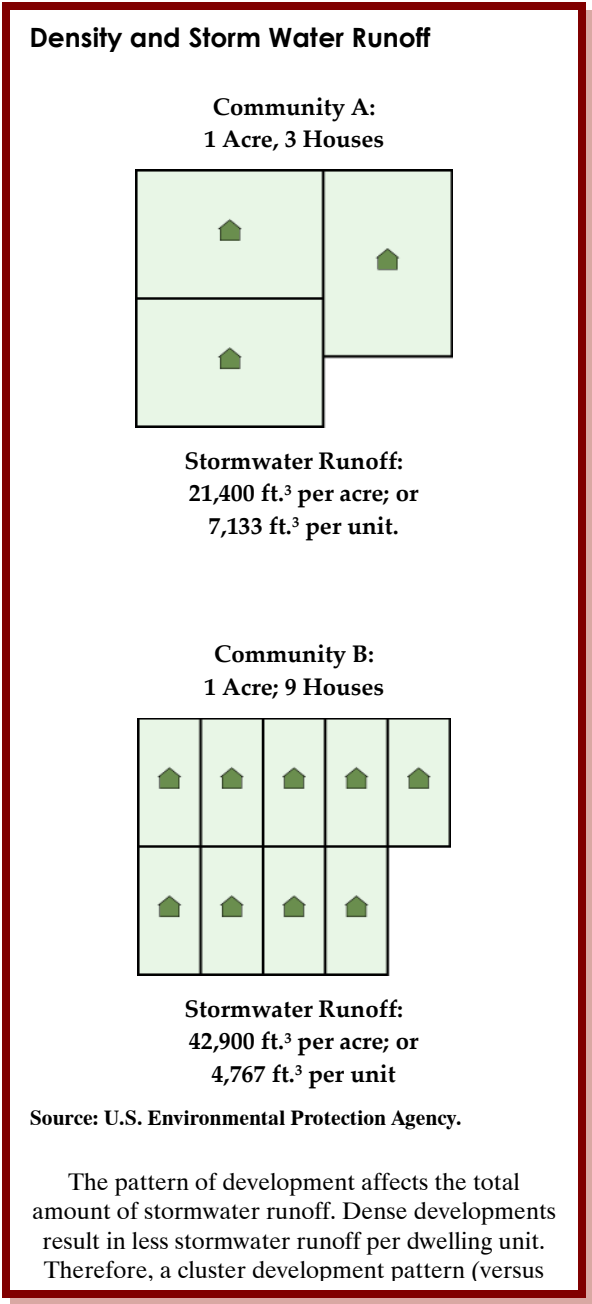
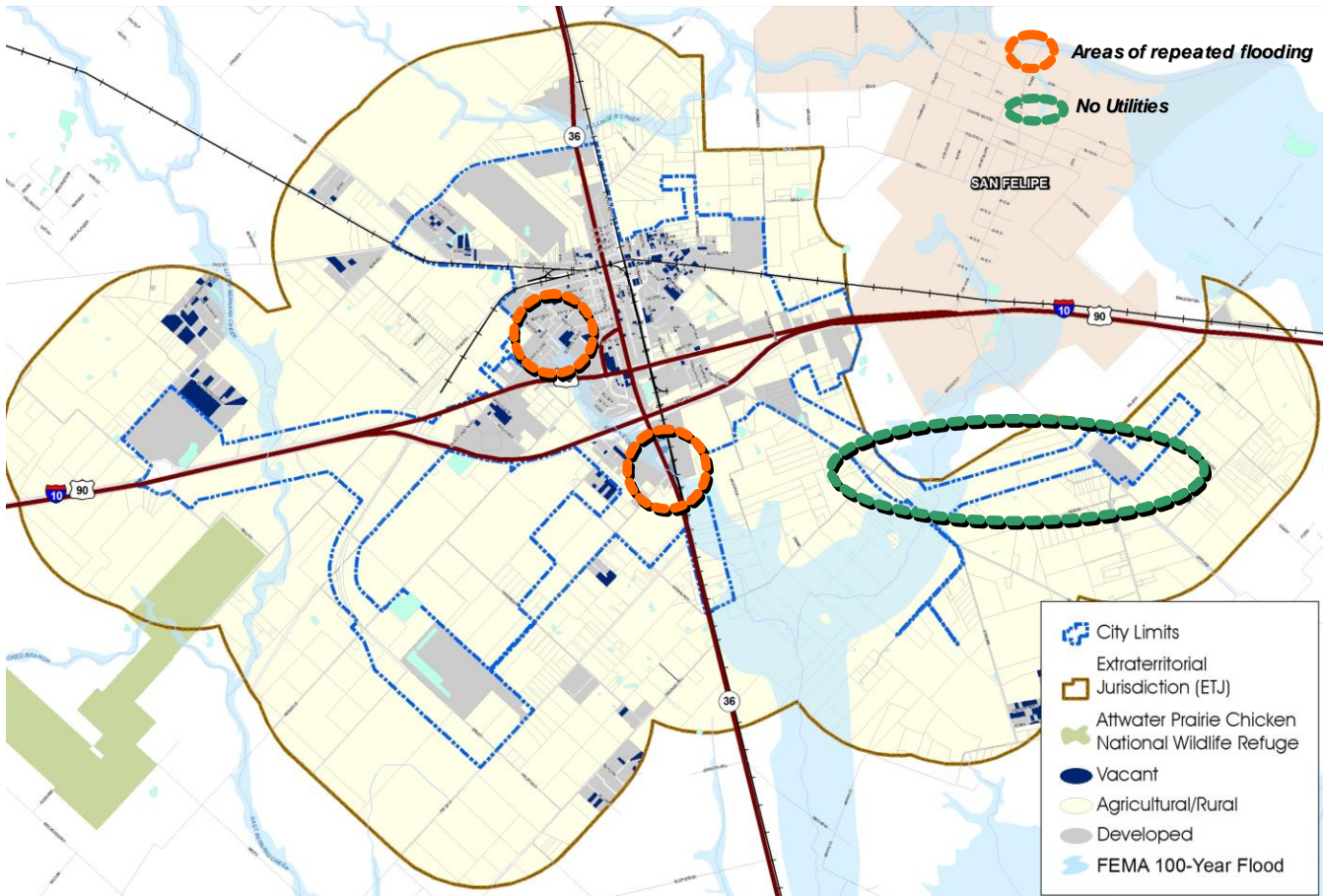


Figure 4.3 – Development Considerations



Constraints to future development in and around the community include floodplains, areas of repeated flooding, Attwater Prairie Chicken habitat (in a portion of the southwest ETJ), and the lack of utilities in newly-annexed areas.

Sealy is already starting to see the signs of scattered development with a few subdivisions popping up on the periphery of town and in the ETJ. Besides straining local government resources, a “leap frog” growth pattern can also undermine community character and individual quality of life as traffic congestion appears in more locations—and particularly on rural roadways not designed to accommodate this growth, as provision of parks and other public facilities lags behind new growth, and as older neighborhoods and retail areas lose their vitality.

Key planning considerations for better management of growth includes:

1. Follow the growth management strategy outlined in this plan to identify areas of development for the next 20 years to accommodate the projected future population.
2. Maximize efficiency and the sustainable use of resources through promotion of infill development, redevelopment, and adaptive reuse of under-utilized sites and structures.

3. Planned extension of utilities to targeted growth areas through capital improvements programming.
4. Preserving existing community character, including the rural landscape around Sealy, through growth management strategies.
5. Annexation of key areas to meet long-term growth needs and preserve surrounding countryside. Annexation should be strategically planned and undertaken in a staged fashion to avoid premature growth and prevent development that is inconsistent with the community's long-term interests.

Adequate Public Services

As growth continues, the organization and administration of the police and fire departments will naturally need to evolve to accommodate increased calls and demands for service over a larger geographic area. This change will warrant additional staffing, space, and equipment. In addition to public safety services, the City's administration will also require additional staff and space over time.

Key planning considerations includes:

1. Providing adequate staffing levels for the police and fire departments.
2. Investing in facility upgrades and necessary equipment purchases to support public safety departments in accommodating increased service demands.

GROWTH STRATEGY

Capacity for Growth

Sealy has vacant land in the City limits and ETJ to accommodate future growth. However, how and where this growth is directed will be important in maintaining community character and Sealy's desired vision for the future. Vacant and agricultural lands within the city comprise the vast majority of all land uses. Within the ETJ, most of the land is vacant or agricultural/rural. Even with ample vacant land available, there are several constraints to growth in the community including drainage and floodplain issues associated with the Allens Creek watershed. Because of poor drainage in certain parts of the city, some tracts of land may not be as desirable for development as other areas. Many of these areas are depicted in **Figure 4.3**, along with the constraints that affect the development of these areas. A considerable amount of acreage within the City limits and the ETJ lie within the floodplain and are not favorable for development, but are ideal for green space, recreation and resource protection (conservation) areas.

Growth Areas

Figure 4.4 displays desirable growth areas in the community. These areas are where development is most likely to occur over the next 20 years based on availability of utilities and existing and projected development patterns. Future development should be directed first to vacant areas within the City limits where utilities and public services are available, then to key "growth areas" where utilities should be extended, contiguous to the City limits.

Desirable growth areas include:

- Vacant, developable areas within the City limits.
- Redevelopment areas in and around downtown.
- Redevelopment along Highway 36.
- I-10 corridor.
- Northwest Sealy.

Strategy

Developed Area

The developed area within Sealy consists of the compact developed area within the existing City limits. This area has existing infrastructure. Despite its name, not all land within the developed area is fully developed, and some land is included that is vacant or in agricultural use within the city. Planning issues in this area consist primarily of infill and redevelopment.

Policies for the developed area include:

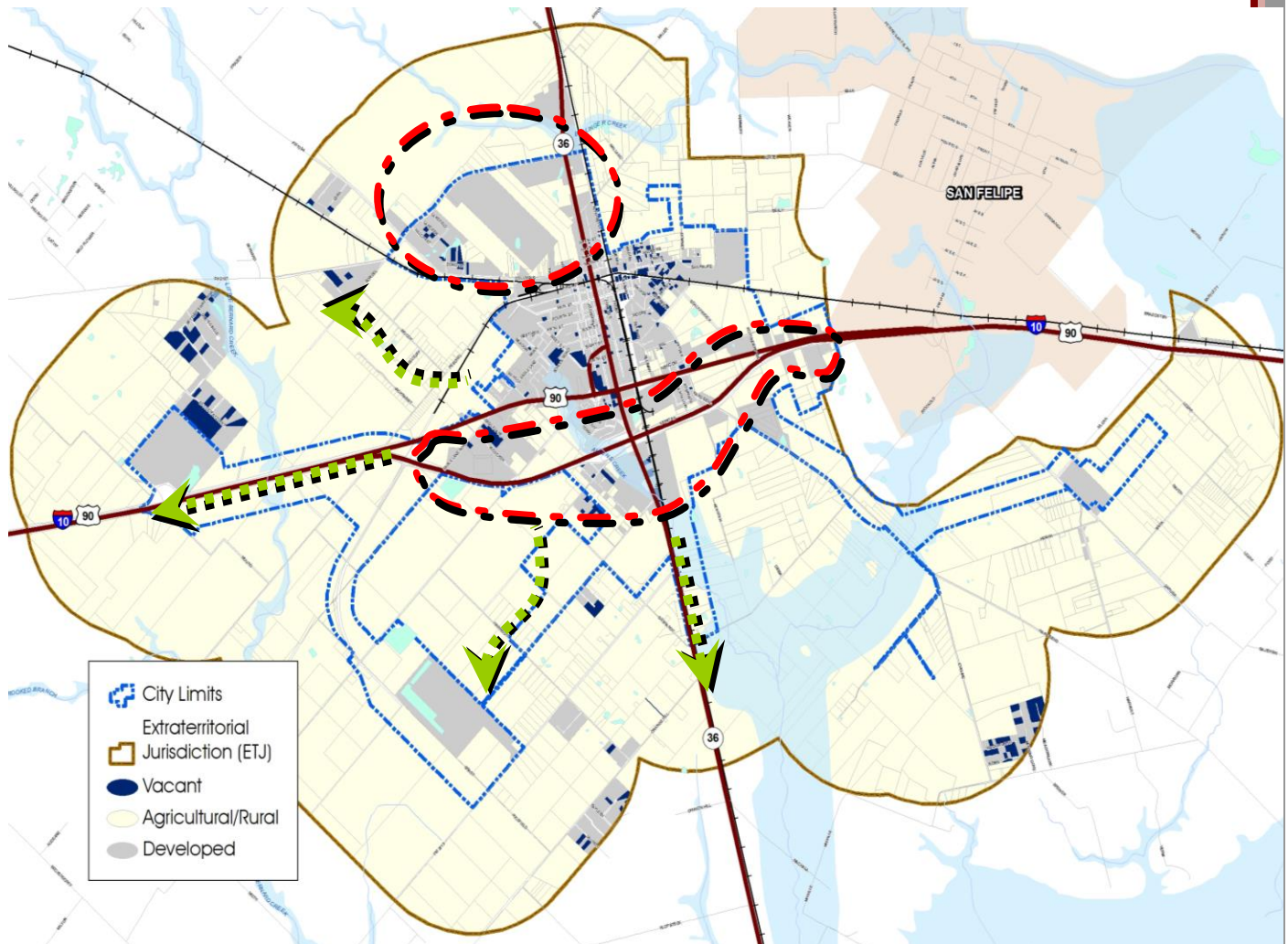
- Development should be focused on vacant land within this area where utilities are readily available.
- Redevelopment and revitalization of older areas should be a priority.
- Any current deficiencies or constraints to utility provision should be addressed as a priority.
- Constraints to infill development and adaptive reuse should be overcome.

Age of Existing Infrastructure

A common problem of municipal wastewater systems, resulting particularly from aging pipes, valves, and manholes), is the inflow and infiltration (I/I) of stormwater into the sanitary sewer lines. The most significant impact associated with I/I problems is the burden placed on the wastewater treatment plant to process increased volumes of flow through the plant. Based on the age of a significant portion of the existing infrastructure of Sealy, it's probable that the City of Sealy has I/I issues at various locations in the system.

To remedy any issue in the existing infrastructure network, the City can fund capital improvement projects, pursue state and local grants and can create Improvement Districts. The purpose of an Improvement District is fund public improvements and programs by assessing those land owners who would benefit from the infrastructure improvements. The strength of such an approach is that is the owners who directly benefit from the improvements are the ones who the assessment and the improvement district is administered by the governmental unit that formed them, rather by a private organization, such as a MUD. The only weakness of the district is that the creation of the district can be lengthy. Once established, however, the district would be administered by the City exactly as any other utilities.

Figure 4.4 – Potential Growth Areas



This map shows developed (gray), vacant (blue), and agricultural/rural (beige) areas in the City and ETJ. It also highlights areas that likely will accommodate most projected growth over the next 20 years (within red circled areas and along corridors with green arrows). The I-10 and SH 36 area is already starting to see new commercial development, while new residential growth is occurring to the northwest with the development of Sealy Homestead and Sealy Station. With continued growth in the Energy Corridor and the Katy area, it is only a matter of time before I-10 through Sealy and the surrounding area starts experiencing additional growth pressure.

Growth Planning Areas



Communities should have areas designated for existing development and where near term growth will occur, where long term growth will occur (holding areas) and conservation areas suitable for parkland, habitat preservation and where floodplains are located. Each of these areas should have specific goals, objectives, policies and regulations that reflect the visions of the community.

Growth Areas

An area or areas on the fringe of the developed area should be identified as the community's growth area, where new growth is to be encouraged. The growth area should accommodate the projected population for the next 20 years (up to 2,000 additional residents according to the population projections in Chapter 1 of this plan). Some communities might plan for a series of growth areas to be phased in over 20 years, while others might have a single growth area that would last for most of the planning period. The growth area is where the community will plan most expansions of roads, water and sanitary sewer service.

Policies for the growth area(s) include:

- Capital improvements should be concentrated within this area, after maximizing the potential for infill and redevelopment in the developed area.
- Areas for lower density residential development should be included.
- Parks, solid waste collection, and police and fire protection should be provided concurrent with new development.

Holding Area (Future Growth Areas)

This is the area beyond the 20-year growth period. This area is intended for continued rural or agriculture use over the near term, but it may be designated to accommodate more intensive development in the future.

Policies for the holding area include:

- Public infrastructure should not be extended to this area until there is a net fiscal benefit for doing so (public benefits exceeding public cost).
- The City should be proactive to influence, as best it can under Texas law, the pattern, type and scale of development, consistent with the vision and policies of this plan.

Resource Protection Area

These are areas of floodplain, wetlands and other natural areas that need to be protected, as shown in Figure 3.2. Floodplains should be protected so drainage and flooding issues are not further exacerbated in the region. Within the City limits and ETJ there are 362 and 1,855 acres of floodplain, respectively, representing 8.7 percent of the total land area.

Policies for resource protection areas include:

- Development should be restricted to uses and densities that preserve existing character.

- Preservation of natural areas should be maximized through planned and clustered development techniques.
- Incentives such as density bonuses should be provided to protect sensitive lands and resources.

2013 Planning/Capacity/Building Project Report Findings

1. For existing developed land, adequate utilities are available. However, the rate of population increase will necessitate the need for capital improvements to City utilities, particularly wastewater improvements. Historically, the City has been able to use Texas Community Development Block Grant Funds to help offset the costs of these improvements. It is anticipated that these funds will be available to the City in the future. The city can also issue revenue bonds, update its utility rates or consider utility impact fees to fund infrastructure improvements.
2. Although many of the City's public facilities are in adequate condition, some facilities will not be to handle the maximum anticipated population for the year 2035. The recommended improvements were listed in the 2013 report and adopted in the 2013-2018 CIP Plan.
3. Throughout Sealy are areas of localized drainage issues, but the primary areas encompassing the area adjoining Allens Creek, which is a small tributary of the Brazos River. The creek originates south of downtown Sealy and flows south for about 16 km before making a strong turn to the east, emptying into the Brazos River after another 6 km. To address the drainage issue, the City adopted a development policy to maintain zero net increase in storm water runoff rates, which requires developers to provide retention/detention improvements.

Additionally, the City enacted a Municipal Drainage Utility Fund to develop a large regional detention pond. The City could potentially sell capacity in that facility to future developers. Developers would be responsible for improvements to convey drainage to the regional pond. This strategy would offer developers the option of providing their own on-site detention or purchasing capacity in the City's pond.

4. Allens Creek and the 100-year floodplain are natural constraints that limit development in certain parts of Sealy. Man-made constraints such as railroad and highway rights-of-way may restrict and/or facilitate development in certain parts of Sealy in both positive and negative consequences. For instance, retail development tends to occur near the highways. Industrial development tends to occur near the railways. The negative element is that new single-family residential development does not typically locate near these constraints, and many neighborhoods are located in close proximity to these natural and man-made constraints. Three goals of this plan are to 1) avoid locating sensitive uses in close proximity to these areas, 2) place appropriate land uses next to these areas and 3) to find the highest and best of these areas as community gateways, greenbelts, recreation areas, parks and trails and uses that can best utilize their superior location along a railroad or highway right-of-way for the economic improvement of Sealy. All utility and other capital improvements developed by the City of Sealy should be developed to encourage and facilitate the and citing of land uses in those appropriate locations.

GOALS, OBJECTIVES & IMPLEMENTATION ACTIONS

The following goals, objectives, and recommendations were adopted by City Council in the 2009 Comprehensive Plan and during the 2013 Planning/Capacity/Building Project Report (CIP Plan). The goals and objectives, and actions plans were developed after extensive community discussion and input and are relevant to Sealy in 2014 and 2015 to address the issues and needs outlined in this chapter. The goals reflect the overall vision of the community, which may be achieved through implementing each objective. It is important to note that goals and objectives are general statements and recommendations of policy that are required to be implanted by future actions, ordinances and direction of the City Council and staff. When the City is considering legislative action, policy direction or considering the adoption of a long range plan or weighing alternatives and direction for City action, it is the purpose of these Goals and Objectives to provide insight and direction about how to proceed, because these goals, objectives and potential actions were developed by the community and reflect the desire of the community, and not any single individual, group of individuals, staff, or the City Council, but Sealy collectively.

Drainage Goal 1:

A regional drainage system that adequately and efficiently handles stormwater flows and minimizes flooding of property, improves public health and safety, and maximizes the potential of properties that are ideally suited for economic development.

Objective 1: Continue to improve drainage in the Allens Creek watershed through targeted improvements.

- A. Continue to secure funding to implement the recommendations identified in the Allens Creek Master Drainage Plan. Funding sources can include property taxes assigned to the general fund, bonds, and drainage district and drainage utility fees. The City currently has a drainage utility fee; however, revenues from this fee are not sufficient to pay for improvements. The City may want to consider alternative means including a bond election or improvement district.
- B. Continue to prioritize and implement the recommendations in the June 2004 Allens Creek Master Drainage Plan, which was subsequently, updated by the January 2011 Master Drainage Plan for Allens Creek Watershed 2010-2020. Recommendations included the following:
 - i. Channel Improvements Downstream of State Highway 36 – acquire easements and excavate channel.
 - ii. Westview Drainage – there are two approaches to addressing drainage in the Westview subdivision including: (1) constructing a channel along the former Cane Belt Railroad right-of-way, and (2) constructing a storm sewer either through or around Westview subdivision to the open channel section of Allens Creek.
 - iii. Terri Avenue Drainage – increase the capacity of the existing channel through placement of a storm sewer.

- iv. Brookside Street Reconstruction and Drainage – reconstruct the street to allow more overland flow capacity.
 - v. Fowlkes Street Drainage – enclose the existing ditch with pipe or reconstruct an improved channel in the area.
 - vi. Upper San Felipe Tributary of Allens Creek Drainage – acquire easements, excavate channel, and replace culverts under existing roads. Continue to coordinate with Austin County.
- C. Implement the recommendations of the 2010 regional drainage studies based upon development expectations and current drainage conditions to identify necessary structural and non-structural drainage system improvements that will eliminate the flooding of structures and residential properties and to solve overflow conditions on many of the streets.

Objective 2: Continue to utilize the City’s land development regulations to reduce impervious surface coverage and enhance drainage in the community.

- A. Amend the land development regulations to better control impervious cover and the ratio of open space (residential) and landscape surface (nonresidential) on development sites, incorporating incentives as appropriate.
- B. Encourage different types of development patterns in the community, including cluster or planned developments, as these have many advantages including reduced stormwater runoff.
- C. Investigate the use of regional detention and treatment facilities for new growth areas. Detention ponds can be developed as a community amenity and/or recreation facility with trails, fountains, etc.
- D. Consider using retention basins for irrigation water.
- E. Encourage non-structural techniques, such as bio swales and constructed wetlands, to treat stormwater runoff.
- F. Develop regulations to achieve the goal pertaining to the “preservation of Sealy’s most sensitive environmental areas for both their economic and ecological benefits” provides an additional strategy to manage community drainage and stormwater runoff, to comply with Best Management Practice (BMP) standards of TECQ.

Objective 3: Implement all of the drainage related initiatives outlined in the 2014 City Council Strategic Plan (see Appendix C).

Public Safety Goal 1:

Continue to provide adequate public safety facilities and services.

Objective 1: Continue to support the City’s public safety functions and personnel through adequate budget allocations and community backing.

- A. Continue to prepare annual estimates of the community’s daytime population and review and adjust police and fire staffing as necessary and warranted.
- B. Continue to plan and budget for additional police and fire staffing (and the requisite vehicles, equipment, and facilities) to meet current and future needs.

- Objective 2:** Continue to coordinate closely with TxDOT, HGAC, TCEQ, UP & BNSF Railroads, all local and regionally based utility providers, developers and Austin County on all matters that pertain to transportation from the perspective of emergency response in a community where emergency response is great affected by highway and railroad disruptions and/or closures/heavy traffic loads.
- Objective 3:** Continue to closely coordinate with local and regionally based power utilities and natural gas utilities the ensure that lines are located, or relocated, in a manner that is not detrimental to development or redevelopment of Sealy or detrimental to existing development in the community.
- Objective 4:** Implement all of the public safety initiations outlined in the 2014 City Council Strategic Plan (see Appendix C).

Annexation Goal 1:

Guide the orderly growth and development of the city through targeted strategic involuntary annexations based on sound fiscal rationale and to amend development codes to require voluntary annexation as a condition of plat and site plan approvals in order to provide for the orderly extension of city utilities and services and to avoid the use of private or special utility districts.

Objective 1: Target annexations that follow the following guidelines to the greatest extent possible; but to be aggressive when necessary to defend the boundaries of the city from challenges from other communities, such as Houston, and to capitalize on the prominent regional location of Sealy to attain economic growth and development that is desirable, and to prevent undesirable development that may be detrimental to the long term needs or goals of Sealy.

A. Policies for Boundary Adjustments (Annexations)

1. The City will actively seek local landowners wishing to request annexation into the corporate limits.
2. The City will seek to concentrate annexation in potential commercial areas.
3. The City will seek to annex residential properties with high property values.
4. The City will actively seek to annex tracts located within close proximity to current infrastructure.
5. The City will be sensitive to those residents living in substandard conditions and needing City services, or protection offered by City ordinances.
6. The City will be sensitive to those tracts that have historical and/or environmental significance.
7. The City will amend development codes as necessary; and avoid circumstances, that would require the City to annex property under the requirement of Texas Local Government Code Section 43 Subchapter C.

B. Prioritized Recommendations

1. Explore ways to expand the current corporate limits through voluntary annexation.

Objective 2: Continue to pursue a staged annexation strategy to accommodate future growth and development and protect surrounding areas.

- A. Develop an annexation plan, linked to the City's growth management strategy, to annex land strategically in advance of development. Generally, new development should occur on vacant parcels within the City limits before significant territory is annexed.
- B. Coordinate the City's long-term capital improvements plan with the annexation plan to ensure the availability of "full municipal services" in newly-annexed areas within the minimum timeframes required by state statutes.
- C. Continue to use reliable, sophisticated cost-benefit analysis methods to evaluate all proposed annexations. In many cases where more than pure financial considerations are involved, policy decisions will be necessary to consider the value of gaining greater control over peripheral development versus the added cost for providing state-mandated public facilities and services.

GROWTH MANAGEMENT METHODS

There are an array of strategies for influencing the pattern and timing of development, ranging from simply minimizing the impacts of growth without affecting the pattern to strictly controlling growth. Given the limitations of Texas law governing city and county government, there are few, if any, mechanisms currently available to entirely prevent sprawl. Instead, Texas cities are faced with a complex set of rules regarding a municipality's ability to manage its development. While there are some mechanisms available to better manage peripheral development, there are also factors over which the City has little control (e.g., no building permit requirements or building code enforcement in the ETJ).

In broad terms, growth management techniques considered for Sealy include:

- **Comprehensive planning** to establish the policy basis for the potential institution and administration of growth regulations.
- **Regulatory mechanisms**, including subdivision controls and development standards.
- **Annexation**, which expands the geographic jurisdiction of the City to implement a full range of regulatory and fiscal approaches to growth management.
- **Development and/or participation agreements**, which provide for infrastructure funding (and may, in some instances, include land use controls).
- **Improvement districts and political subdivisions**, which are independent entities that provide for infrastructure funding and operation.
- **Interlocal cooperation contracts** as a means for local governments to coordinate formally with other units of government for the provision of infrastructure and public services, as well as administrative functions.

- **Extension of publicly-owned utilities** by way of capital improvements programming.
- **Impact Fees** can be assessed by the city on new development activity in the City and a condition of granting development approvals and building permits. The advantage of impact fees is that the impacts that result from new development on existing traffic, water, wastewater, and drainage infrastructure is paid by that development. Such a fee allows development to occur without putting a financial burden on the existing residents of the community.

Below are further considerations for these various growth management techniques.

Comprehensive Planning

- Sealy should make its Comprehensive Plan more authoritative with regard to decisions about land use and capital expenditures. By clarifying the intended character of future land use, the City will be able to plan its infrastructure more effectively.
- The Comprehensive Plan offers the ability to establish the City's growth policies, which must then be directly related to the City's primary implementation tools: subdivision regulations (as well as land use regulations, if available), development standards, and capital improvements. Generally, the plan should direct development, first, to areas where there is already adequate infrastructure and, secondly, to areas that may be readily and efficiently served with public facilities and services. Areas around the periphery of the community that cannot be efficiently served—or are simply premature for development—should be reserved in the near term for agriculture or very low intensity uses, with infrastructure staging for longer-term development.

Regulatory Mechanisms

Subdivision Regulations

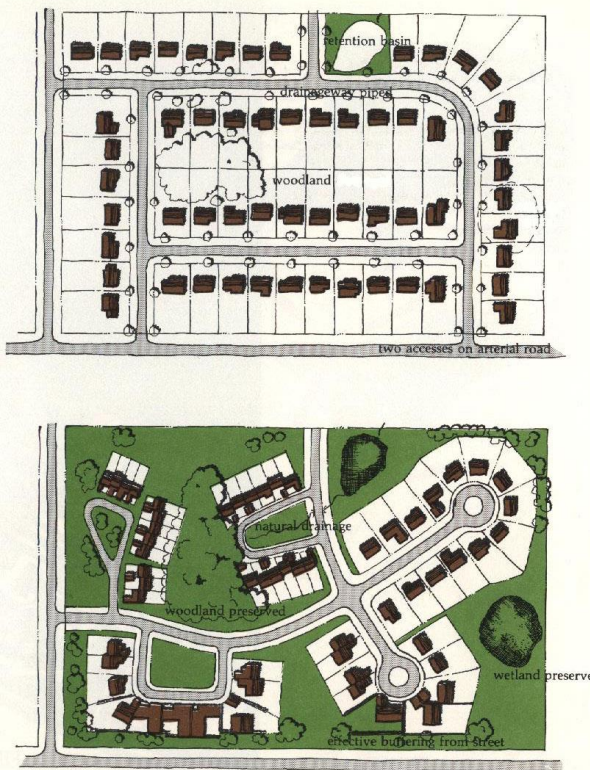
- The most readily available means for minimizing the impacts of peripheral growth is by way of amending the subdivision regulations because, unlike zoning regulations, the subdivision regulations may be applied within the ETJ.
- The key to linking the subdivision regulations to growth management efforts is to establish clear, definitive development standards that must be met to receive subdivision approval. This is because, by statute, subdivision review and approval is an administrative function, meaning that a plat *must* be approved if all City requirements are met. Therefore, standards for adequate water, sewer and street infrastructure are especially crucial for managing subdivision activity in the ETJ.
- Access management standards could be imposed along rural ETJ roadways consistent with or similar to those recommended by the Texas Department of Transportation. For example, if the minimum spacing limitation between driveways is 360 feet (recommended for streets with a 45 m.p.h. posted speed), then 100- to 200-foot frontage lots with individual drives would not be allowed. This would preserve the safety and traffic-carrying capacity of roadways that may

be improved to collector or arterial standards in the future. Strict application of spacing requirements could also trigger platting if a developer chose to construct an access street parallel to the main roadway to enable more lots and driveways (the access street would require public dedication, which in turns requires platting).

- Subdivision regulations in the ETJ could include an allowance—or incentive—for development clustering. Rather than constructing a rural large-lot subdivision with no public open space, the developer could incorporate smaller lots and a high ratio of public open space into the subdivision design. This allows the rural character to remain with the advantages of less impervious cover, reduced water demands, increased recharge, and land conservation. Given certain performance standards, the open land could also continue to be used for agricultural purposes amid or adjacent to the clustered residential development.
- As part of the consideration of “protection areas” within and around the community, the City may also establish standards for the identification and protection of floodplains, wetlands, habitats, mature vegetated areas, or other natural features. Resource protection standards would provide a method and means for requiring varying degrees of protection of resource features, depending on their scale and significance. Density bonuses can be used to support the

focusing of development on the developable portions of a site. The bonuses would act as an incentive by allowing a gross density equivalent to or higher than a conventional subdivision layout. This is achieved by adjusting lot sizes or using different housing types in combination with an open space ratio.

- A development plat requirement is a way for the City to regulate development in areas of the City limits and ETJ that may otherwise be exempt from the subdivision plat process. Whereas a subdivision plat is required for the division of land into two or more parts, a development plat may be required concurrent with property development



Through the use of incentives, alternative development types like that shown in the lower graphic can be encouraged, as opposed to “cookie cutter” development as in the upper example.

even if there is no division of land. Development plat review can be required to enable the City to document all planned improvements, easements and rights-of-way prior to initiation of construction, as well as conformance with any applicable City ordinances, plans or policies.

Zoning Regulations

- If Sealy were to adopt land use regulations at some point in the future, then, like most zoned cities, it could stipulate that all newly-incorporated areas will initially be zoned only for agricultural or rural uses (i.e., whichever zoning district places the greatest limitation on suburban-style residential development given the lack of public infrastructure to support it, or in the interest of protecting agriculture and the rural setting). However, to serve its growth management function, the minimum lot size in such a district must also be large enough (e.g., five acres or more) to limit premature urban development. This would also maintain the open, rural character of these areas. Their eventual rezoning to a residential or non-residential district classification could also be timed with the City's staged growth strategy and infrastructure improvement planning. Additionally, the City could allow for very low density residential development in these agriculturally zoned areas by allowing extreme clustering on a relatively small portion of an overall parcel. This enables there to be some development value to the land and also allows for construction of additional homes for family members on larger rural tracts.

Development Regulations in General

- If Sealy is to be successful at enticing more development to occur within the City limits rather than the ETJ, its development processes and timing of approvals must not be a constraint. Since a subdivision plat is the only required approval for development in the ETJ (with no plat requirement for lots larger than 10 acres), the complexity of the process and length of time to gain approval within the City may outweigh the benefits of in-City development (public utilities, faster emergency response times, increased convenience, etc.).

Conservation Easements

- With a conservation easement, the landowner continues to own the land and is responsible to maintain it. The land also remains on the tax rolls, although there may be significant tax advantages to the landowner for the easement dedication, which also lowers the cost of acquisition.
- An important aspect of this land management tool is its flexibility. A variety of restrictions and development options can be tailored to the needs of the landowner and the City as the entity accepting the conservation easement. For example, an agricultural easement could allow the landowner the right to continue to farm or graze the land and keep his or her home and buildings. It could also allow some additional development. This provides an opportunity to customize the acquisition to meet landowner concerns and reduce the cost of the easement.

- This instrument is most appropriate for, and may best be used to supplement, a host of other management techniques, rather than as an independent method of conserving resources and open space. As noted elsewhere in this Comprehensive Plan, where greater density might be provided to developments in exchange for increased open space, a conservation easement may be used to permanently protect the open space.

Annexation

Introduction & Legal Considerations

- Through annexation, the City is able to impose its land development regulations, which provides an essential growth management tool to implement the Comprehensive Plan. Annexation also extends the City's ETJ, enabling it to regulate the subdivision and development of land over a larger area. However, Texas annexation statutes also mandate stringent requirements for extending services to newly-annexed areas in a timely and adequate manner, which must be comparable to pre-existing services and service levels in similar incorporated areas.
- By statute, in any given year the City may annex a quantity of acreage that is equivalent to up to 10 percent of its current incorporated land area. If it does not annex all of the land that is allowed, the difference rolls over to the next year. The City can make two such rollovers, meaning it can annex up to 30 percent of its land area in a single year.
- In 1999, the Texas statutory framework governing municipal annexation was significantly overhauled, establishing a much more involved planning and coordination process prior to conclusion of City-initiated (involuntary) annexations. However, a notable exemption from these procedural requirements was provided for annexation proposals that involve fewer than 100 tracts of land where each tract contains at least one residential dwelling. Various potential annexation areas qualify for this exemption, enabling the City to continue with a phased, multi-year annexation program to add previously developed areas that make sense for immediate incorporation.

The current annexation laws make it extremely difficult for cities to annex large residential subdivisions that have 100 or more lots. If communities of this size are allowed to exist outside of the city, these communities will impact the City of Sealy but will not pay “a fair share” for the services rendered by the City. Additionally, the City cannot implement all of its services and regulations to those areas, so these areas tend to be underserved and become dilapidated over time. If one of these areas is served by a MUD or a PID or a similar private utility, the city would be required to buy the entire infrastructure owned by that MUD or PID. For these reasons, it's prudent for cities for cities to not allow these types of developments to be created. Aggressive annexation and a strict utility extension policy are the defenses for the city from these types of developments.

- State statutes dictate the minimum level of service that municipalities must extend to annexed areas. Significantly, State law does “not require that a uniform level of

full municipal services be provided to each area of the municipality if different characteristics of topography, land use, and population density constitute a sufficient basis for providing different levels of service.” Therefore, to the extent that Sealy’s current City limits include areas with minimal public services, for the reasons cited by State law, the City can annex territory with similar characteristics and, likewise, provide a minimal (rural) level of service.

Economic Factors (Revenue versus cost of providing utilities and services)

Like all other Texas cities, Sealy relies on property taxes and sales taxes to provide the bulk of its income for the general fund. The enterprise fund, consisting of primarily water and sewer utility revenue, is self-sustaining and profitable. The general fund generally provides services that are not fee based such as police, fire and emergency medical services. Therefore, an ever-expanding tax base is desirable to keep up with the services needed by population growth.

Residential properties, through property taxes, generally do not provide a revenue stream sufficient to pay for services from the general fund. Therefore, it is not usually in a municipality’s best interest to annex residential properties that will not pay their way. There are exceptions to this rule of thumb, and that is when the value of the property is high enough to pay for services, or the location of the property is such that the resulting expansion of the ETJ will offer protection to landowners from annexation into a neighboring City or its ETJ.

The obvious benefit of annexation is property and sales tax revenues. Because the City has adopted the 4b sales taxes, the City’s benefit is much greater for commercial properties. The location of the areas in question plays the biggest role in determining the cost of providing utilities and services. It should be the City’s policy to concentrate annexation in potential commercial areas. Also, the commercial areas should be considered prior to residential areas unless there is a significant health, or safety issue within a residential development, necessitating the need for annexation. Maintaining property values and blight prevention are less obvious additional benefits derived from annexation

Social Factors

Certain residential developments may be in serious need of protection through City ordinances, or services such as water and wastewater utilities. In these cases, the City may feel pressured to incorporate the above mentioned areas in order to improve the quality of living for those residents. The pro is that the City will benefit from the property taxes, but the con is that the City may inherit significant costs in providing services to that tract of land. The City will also have to bear the cost of street improvements within the development once annexation occurs. If the streets are in the jurisdiction of the County, the City could ask for improvements prior to annexation.

Environmental Factors

From time to time, it may be necessary for the City to annex areas of environmental importance. Environmentally sensitive areas need protection, and incorporation into the City can provide that protection through City ordinances. In general, the City does not significantly benefit economically from this type of annexation, but the City may benefit in

terms of public relations. Most of these areas can be used for parks, nature areas, etc, providing recreational opportunities for its citizens.

Threats to Area-wide Jurisdiction

Another reason to consider annexation is the significance of a threat to the City's influence and jurisdiction by the consistent march of the City of Houston. By virtue of its five-mile ETJ, the City of Houston ETJ line is not that far from the Sealy ETJ boundary. Every time Houston completes an annexation, its ETJ is extended five miles. By comparison, every time that Sealy does an annexation, its ETJ expands by one (1) mile. By annexing properties to the south, north, west and northwest along major highways and railways, the City could protect future influence and jurisdiction as well as protect important economic development areas for enhancing the tax base.

Control of Community Development

It is no secret that in the triangle of Texas constituting Houston—Dallas-Ft. Worth—Austin-San Antonio, population growth has been exponential over the last several years. It is expected to continue. Sealy is in the middle of this triangle. Population growth of this magnitude will perpetuate community development pressures. Orderly development of housing and related infrastructure enhances the quality of life for all persons and protects communities from crime, disease, and general sociological breakdown. However, orderly development is elusive outside municipalities in Texas. Most Texas counties have minimum development standards and environmental protection. Conversely, most municipalities are much stricter with enforcement of development through subdivision ordinances, building codes, development codes and environmental codes.

It is in the best interests of the City to extend its influence into a large ETJ where at least the City's subdivision ordinance would be enforced by City Staff. There has been recognition by City Staff over the last several years that enforcement of development; building and environmental codes has a positive effect on the future of the community. With the ability to extend its enforcement powers through annexation, the City could eliminate poorly developed subdivisions, shoddy building practices, dangerous and dilapidated mobile homes, junk cars, piled up debris, and environmental hazards. Beyond economic development and threats to area-wide jurisdiction, annexation will have long term incremental enhancement to the quality of life in Sealy.

Political Implications

Involuntary annexations are usually unpopular in the short term, politically, but beneficial in the long term to the persons annexed and the city. To minimize the political ramifications, it is important for the City to demonstrate sound planning principals and logic for annexations to avoid the appearance of annexations being viewed as arbitrary, self-serving or politically motivated. The economic, environmental, social and community development factors should all be considered prior to annexation.

To minimize the need for involuntary annexations, or an Annexation Plan based annexation, the city should require that all new developments be voluntarily be annexed into the city before plat recordation and disallows the creation of private utilities. Such regulations would result in the orderly expansion of city services and avoid the need for

the future annexation of large populations of citizens. Such policies are socially, economically, environmentally and politically sound.

Criteria for Boundary Adjustment

The following factors should be at the top of list of determining boundary adjustments:

1. Request from local landowners
2. Proximity to existing infrastructure
3. Revenue benefits versus anticipated costs
4. Social Need
5. Control of Community Development
6. Historical or environmental significance

When considering annexations, the city should rank and list any problems and potential benefits to be derived from every annexation proposal. Critical issues to consider are:

1. Revenue benefits versus anticipated costs, to assess how long it may take for the City to recoup its investment on any annexation.
2. Street maintenance expenses incurred by the City to take over maintenance of annexed streets, formerly maintained by Austin County.
3. The expense of other City services to provide police and fire protection, and all other city services to any area annexed as a full services annexation.

Potential Annexation Areas

Based on the criteria listed above, the 2013 Planning/Capacity/Building Project identified seven (7) target areas for future annexations. Those areas are described below, with an estimated cost to the city (in 2013 dollars) necessary to serve each annexation area.

1. Northwest Sealy, FM 1094 and FM 2187

There are both water and sewer services in close proximity to the area. In addition, the area has potential for both commercial and industrial development.

2. South Sealy, FM 3013 and SH 36

There are both water and sewer services in close proximity to the area. In addition, the area has potential for commercial and residential development. The result of this annexation would push the City's ETJ further south toward the property that was brought into the City's ETJ in 1999.

3. South Sealy, Stockold Rd. and SH 36

At present, water and sewer services are not in close proximity to the area. However, once utilities are constructed, the main transmission and collection lines will be close to this area. The area has potential for commercial and residential development. Also, the result of this annexation would push the City's ETJ further south toward the Reliant Energy property brought into the City's ETJ in 1999, and the proposed Allens Creek reservoir.

4. South Sealy, Orange Hill Rd. and SH 36

At present, water and sewer services are not in close proximity to the area. However, once Phase II utilities are constructed, the main transmission and collection lines will be close. Like Phase II, the area has potential for commercial and residential development. Also, the

result of this annexation would push the City's ETJ further south toward the property that was brought into the City's ETJ in 1999, and the proposed Allens Creek reservoir.

5. REXVILLE RD.-NORTH

The area is serviced by a large water transmission line. The cost would be minimal to provide water capacity to the area.

6. REXVILLE RD.- SOUTH

The area is serviced by a large water transmission line. The cost would be minimal to provide water capacity to the area.

7. IH-10 WEST

There is water service in close proximity to the area, but not sewer service. The water service investment would likely be minimal, but the wastewater investment would be costly. The area, however, has tremendous potential for both commercial and industrial development.

Future Thoroughfare Plans

Another tool that the City of Sealy has to implement the growth strategy of the plan is the Future Thoroughfare Plan (FTP). The FTP is conceptual in nature, and represents a moving target that will become more concrete as project begin to develop and as TxDOT, Union Pacific and BNSF develop regional transportation plans that relate to Sealy. The FTP and Future Land Use Map (FLUM) are directly related to one another because of the close relationship between land uses and highways and arterial streets. Any adjustment to one map or plan, directly affects the other. For that reason, the FTP and FLUM are items that generally are updated on a regular basis, and as needed, to facilitate development projects.

The current Future Transportation Plan adopted with the 2009 Comprehensive Plan is included at the end of this Chapter.

Adequate Public Facilities Requirements

- Some communities allow development to occur only as adequate facilities and services are available. Also known as “concurrency” requirements, essentially this mechanism ensures that infrastructure exists, or is readily—and efficiently—available, prior to or concurrent with development.
- Adequate Public Facilities Ordinances (APFOs) require applicants for new development to demonstrate that facilities and services will be available to serve the project at the time the development is available for occupancy. Utilizing this system, the City is able to adopt level-of-service standards, which can be used as criteria for judging conformance with the subdivision regulations. As an alternative, increased developer participation in infrastructure construction and financing may be necessary to shorten development timeframes.
- The value of this approach is in how it establishes a direct, causal link between the provision of public facilities and the public health, safety, and welfare. The general components include:
- Determining a service threshold at which demand exceeds the desired capacity of public facilities, whether it is water and wastewater systems, roadways, parks, or

schools. Generally, the difference between the established threshold and the existing level of service is the amount available for development.

- Determining if there are projects that will be exempted or receive flexibility in meeting the threshold requirements by way of achieving other community objectives, such as economic development, infill development, mixed use, affordable housing, etc.
- Determining the steps needed to remedy situations when the threshold is exceeded, including delay of development until such time as the project no longer exceeds the threshold; reducing the project's impact to the point that it meets requirements; or mitigating the impact of the project by upgrading public facilities or infrastructure.
- Reserving the amount of capacity projected for a development during the time between approval of a project and its completion, which counts against the total capacity of public facilities in future applications for development. An expiration date for approved projects may be necessary so as not to unnecessarily burden or deny other projects.

Development Agreements

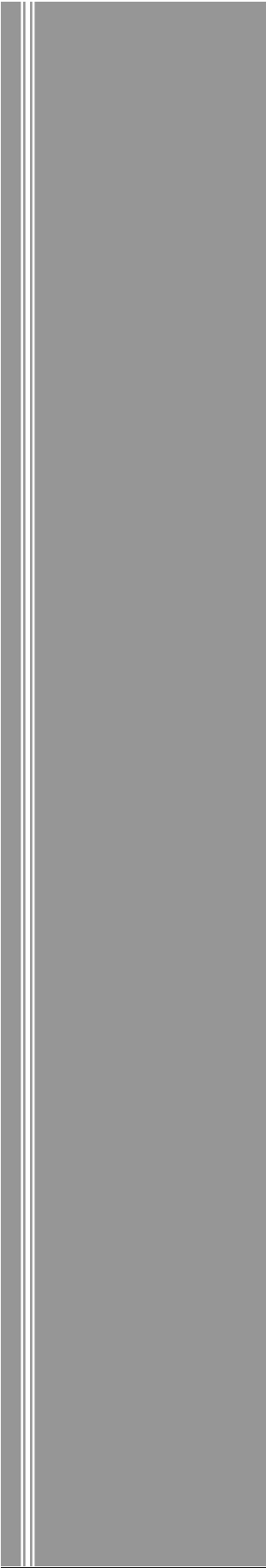
- Development agreements are written contracts that can be used for a wide variety of purposes, including to impose land use and environmental controls over property in the ETJ in exchange for the provision of City infrastructure and public services (e.g., streets, drainage, and water, wastewater, and other utilities).
- Such agreements can also document a City's guarantee to annex a property (on agreed upon terms), or not to annex the property for a period of up to 15 years.
- Since they are contracts, development agreements require negotiation and execution by the City and developer. In many cases, there is little incentive for the developer to enter into a development agreement because the City has relatively little discretion. The City may not condition the provision of municipal utilities on the execution of a development agreement. Also, developers have several alternatives to provide for infrastructure and utilities, such as a petition for the creation of a political subdivision (as described under Improvement Districts). The City may only place very limited conditions on the formation of the political subdivision.
- The City does have some leverage in such negotiations, especially if the City is able to provide timely infrastructure and services on reasonable terms, which directly benefits the developer. Since the City may enter into development agreements with landowners in the ETJ, this may offer an opportunity for providing services in exchange for the development abiding by aspects of the City's regulations that would not normally apply in the ETJ, and/or meeting other community objectives (e.g., resource protection).
- Development agreements run with the land but do not bind end buyers of fully developed lots, except with respect to land use and development regulations that apply to the lots.

Improvement Districts

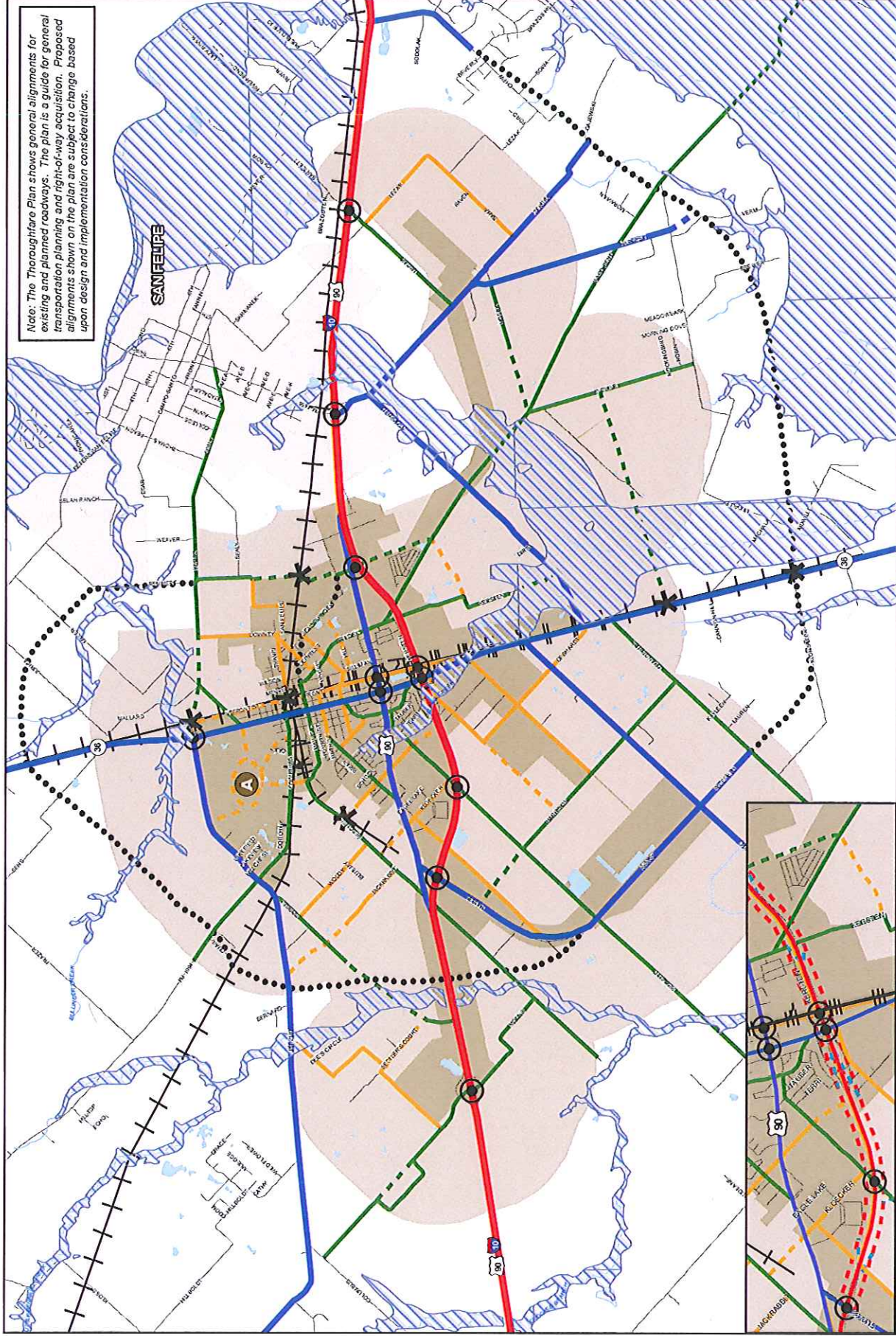
- Improvement districts may be created to fund infrastructure improvements by special assessment against the property owners who principally benefit from them, in fair proportion to the level of their benefit. Improvement districts are run by the governmental unit that creates them, in this case, the City. The district has the power to impose a special assessment, but not to tax.
- A variety of public improvements may be funded by an improvement district. Among those most essential to growth management are:
 - acquiring, constructing, improving, widening, narrowing, closing, or rerouting of sidewalks or of streets, any other roadways, or their rights-of-way;
 - acquiring, constructing, or improving water, wastewater, or drainage facilities or improvements;
 - establishing or improving parks;
 - acquiring, by purchase or otherwise, real property in connection with an authorized improvement; and, in the case of home rule municipalities like Sealy,
 - levying, straightening, widening, enclosing, or otherwise improving a river, creek, bayou, stream, other body of water, street, or alley.
- Improvement districts can be created within the City's corporate limits or ETJ, after completing a process specified by statute, including one or more public hearings regarding: the advisability of the improvement; the nature of the improvement; the estimated cost of the improvement; the boundaries of the public improvement district; the method of assessment; and the apportionment of costs between the district and the municipality as a whole.
- An ongoing service plan must be approved by the City. The plan "must cover a period of at least five years and must also define the annual indebtedness and the projected costs for improvements." The service plan must include an assessment plan and must "be reviewed and updated annually for the purpose of determining the annual budget for improvements."
- Use of this mechanism may be feasible and warranted as a means for meeting infrastructure needs within portions of designated growth areas where the City is not yet prepared to commit capital resources to extend services.

Interlocal Cooperation

- As authorized by the Texas Government Code, the purpose of interlocal cooperation contracts is to "increase the efficiency and effectiveness of local governments by authorizing them to contract, to the greatest possible extent, with one another and with agencies of the state."
- Municipalities are provided broad authority to contract with each other, with counties, with special districts and political subdivisions, with federally recognized tribal governments that are located in the State of Texas, and with State agencies to provide "governmental function[s] or service[s] that each party to the contract is authorized to perform individually."

- 
- Growth management is most effective when approached from several levels of government. Therefore, interlocal cooperation contracts should be considered between the City of Sealy and other governmental entities (e.g., Austin County) which play a role in public functions and services that could benefit from inter-jurisdictional coordination. Examples include:
 - transportation infrastructure;
 - water supply and wastewater treatment;
 - drainage;
 - police protection and detention services;
 - fire protection;
 - parks and recreation; and, planning and engineering.

Note: The Thoroughfare Plan shows general alignments for existing and planned roadways. The plan is a guide for general transportation planning and right-of-way acquisition. Proposed alignments shown on the plan are subject to change based upon design and implementation considerations.



Thoroughfare Plan

- Grade Separation
- Railroad Crossing
- Expressway
- Proposed I-10 Frontage Roads
- Major Arterial
- Proposed Major Arterial
- Minor Arterial
- Proposed Minor Arterial
- Collector
- Proposed Collector
- Special Concept Alignment for Further Study
- City Limits

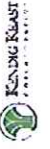
- Extraterritorial Jurisdiction (ETJ)
- FEMA 100-Year Flood
- Railroad

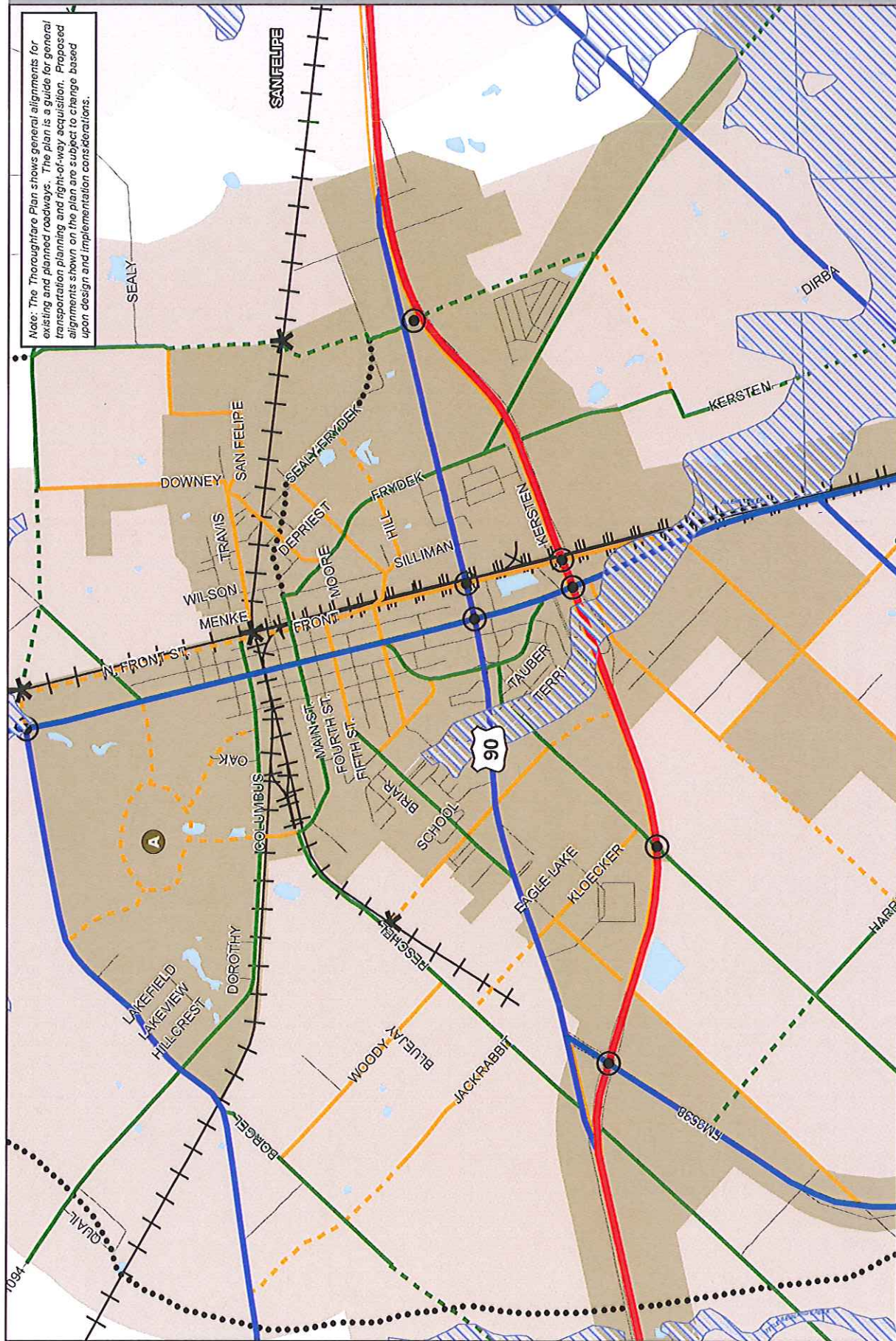
Concept Collector. As a policy, collectors should be used to provide internal connectivity within a "superblock". Collectors in primarily residential areas should not provide straight continuous routes between arterials. However they should align with other arterial and collector streets at appropriate locations on the arterial network for signalized intersections.

0 0.25 0.5 1 Miles

MAP

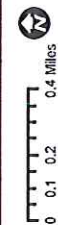
4.1 A





Note: The Thoroughfare Plan shows general alignments for existing and planned roadways. The plan is a guide for general transportation planning and right-of-way acquisition. Proposed alignments shown on the plan are subject to change based upon design and implementation considerations.

MAP 4.1 B



Concept Collector. As a policy, collectors should be used to provide internal connectivity within a "superblock". Collectors in primarily residential areas should not provide straight continuous routes between arterials. However they should align with other arterial and collector streets at appropriate locations on the arterial network for signalized intersections.

A

Extrajurisdictional Jurisdiction (ETJ)

FEMA 100-Year Flood

Railroad

Special Concept Alignment for Further Study

City Limits

Collector

Proposed Collector

Proposed Major Arterial

Minor Arterial

Proposed Minor Arterial

Frontage Roads

Proposed I-10

Expressway

Railroad Crossing

Grade Separation

Thoroughfare Plan

SEALY COMPREHENSIVE PLAN

CHOICES

TRANSPORTATION

5 CHAPTER

The Transportation chapter establishes a system to accommodate local and regional travel demand through the year 2030 and beyond. While traveling by car is the predominant form of mobility in the community, the plan addresses all modes of travel and looks at transportation infrastructure in a holistic fashion—recognizing that facilities should accommodate all users and be designed within the context of its built and natural environment. A well planned transportation system moves goods and people in a safe and efficient manner, and also enhances economic development and local quality of life.

Introduction

One of the principal daily activities of life and progress in any city is the transportation of people and goods in all forms. Sealy residents should be able to reach their desired destination with ease and comfort and should not be exposed to delay caused by inadequate facilities. Streets form the backbone of all cities, shape the form of all cities, dictate land uses, and represent the largest single required expenditure of any city. Thoroughfare rights-of-way occupy a significant amount of Sealy's total developed area and allow for circulation between all areas of the city. In addition to the movement of traffic, pedestrians and bicycles, streets provide access to and drainage for abutting properties, open space between buildings, and avenues for utilities. Streets are essential ensure future growth and development in an orderly manner and to ensure public health and safety. f providing that guide.

Transportation systems influence quality of life and the economic development. Highways, streets, trails and sidewalks contribute to a healthy and vibrant community. When residents are not mobile, by car, transit, walking or biking, with relative ease; the result is frustration and detracts from ones quality of life. Adequate highways and rail facilities attract businesses and add to the community economic development.

A complete transportation system should accommodate the needs of all users in a safe and efficient manner. Key features include a well connected and functioning system of arterial and collector roadways, connected neighborhoods with multiple options for getting in and out, pedestrian amenities allowing residents to walk and bike safely to and from their destinations, and appropriate accommodations for transit users and cyclists. In addition to accommodating all users, transportation infrastructure should be designed within the context of its built and natural environment. "Great streets" function more than just as a way for moving cars from one point to another—they are part of the built environment and their design, layout and other characteristics contribute to community character, aesthetic appeal, and level of utility and function by all users.

Coordinated Planning

Transportation planning is closely related to other elements of the plan especially Urban Form & Land Use. For instance, the future land use and overall development patterns outlined in

Chapter 2 help determine the transportation infrastructure necessary to meet future mobility needs.

Additionally, the transportation system is vital to the movement of goods, thereby having direct influence on the community's economic development. Businesses seeking to locate or expand are interested in their access to and circulation within the community and, in the case of a major industry, the proximity to a freeway. Transportation arteries also provide opportunities for linear connections via sidewalks and/or bicycle routes, which complement the parks and recreation system. The location, design, and capacity of roadways also determine the type and character of development.

A coordinated planning approach was utilized in developing the Transportation chapter, ensuring the plan and its recommended policies and strategies are compatible with the community's land use goals and economic development objectives.

PURPOSE

The purpose of this chapter is to identify and address key transportation issues in the community and make recommendations to help improve mobility in the area and accommodate future growth. Additionally, included in this chapter is a Thoroughfare Plan map that can be used by City staff, Planning Commission & City Council for securing rights-of-way as new development occurs.

ISSUES AND OPPORTUNITIES

Through the plan development process a number of issues and concerns were expressed related to mobility in the community. These discussions formed the basis of the following issue statements, along with analysis of existing conditions, and examination of expected future growth trends. These statements bring focus to this plan regarding the community's values, expectations and priorities for transportation in Sealy. Following the identification of the key issues is a set of community goals and objectives along with discussion of necessary implementation steps.

Regional Transportation

Regional access to neighboring communities, including the greater Houston area, is important for Sealy from a quality of life and economic development perspective. With approximately 66 percent¹ of its working population commuting to and from Sealy for work, and with several large industrial businesses located within the vicinity, including the Wal-Mart Distribution Center, moving people and goods through the community efficiently is

important.

Sealy is strategically located at the intersection of I-10 and SH 36, 48 miles west of Houston. From a regional perspective, the community has good access to the Energy Corridor and the greater Houston area via I-10, and to central Texas and the Gulf Coast via SH 36. I-10 has been widened in the Houston and Katy areas and there are plans to widen the freeway to Sealy—although the segments in the Sealy area have yet to be funded. Plans for the section of I-10 through the Sealy also include frontage roads in each direction between the Burlington Northern Santa Fe (BNSF) railroad tracks to FM 3538. The widening of I-10 through the Sealy area will further enhance regional access and will have implications for the community in terms of population and industry growth. SH 36/Meyer Street is a four lane arterial that runs through the central part of town. Regionally, SH 36 connects Interstates 10 and 35. Texas Department of Transportation (TxDOT) plans to improve that section of SH 36 to pass below US 90 to a 4 lane section that is 100-year storm compliant. Completion of these improvements will improve regional mobility by eliminating a highway choke point, in terms of driving lanes and a periodic closes due to flooding.

¹ Based on 2010 Census

Key planning considerations for regional mobility, as addressed by Transportation Goal 1, include:

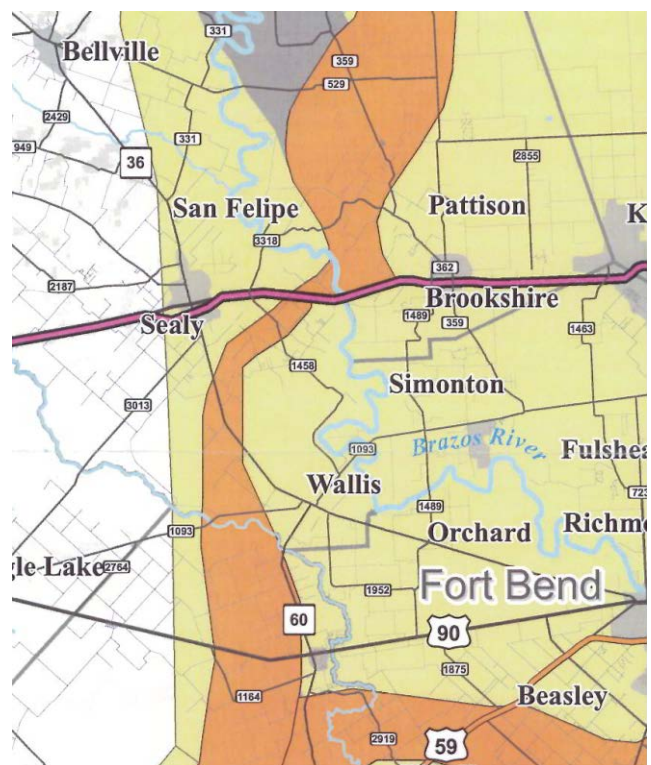
1. Long-term solutions to traffic along the SH 36 and I-10 corridors, as population growth and development continue to expand westward from the greater Houston area.
2. Close coordination with TxDOT on final design of the I-10 reconstruction project to ensure a new configuration of main lanes, frontage roads, on/off ramps, and overpasses that is beneficial to Sealy, both in terms of traffic circulation and economic development.
3. Coordination with other entities in enhancing regional mobility including Austin County, the Houston-Galveston Area Council and TxDOT.

Local Transportation Network

Moving residents through the community from their homes to employment and shopping centers, schools, and places of leisure in an efficient and safe manner is essential to local quality of life in Sealy. The local transportation system is made up of a network of roads and streets, each designed with varying capacities and functions to move traffic within and around the community and throughout the region and state. Each street connection contributes to the efficiency and effectiveness of the overall system, making each individual link important. Therefore, dead-end streets, discontinuous roadways, and those yet to be extended or improved cause traffic to be unnecessarily re-routed onto other streets that are not designed to function in this capacity. As development continues, particularly in the outlying areas, ensuring through movement along the arterial street system, adequate connectivity between subdivisions and developments, and ample options for travel on the roadway network will be important in enhancing local mobility.

Sealy's transportation network consists of a grid system in the center of the city. Outside of the central city, streets become more curvilinear with fewer connections and through roadways. Arterials that provide through movement in and around the community include US 90, FM 1094, FM 2187, SH 36, and FM 3538. In the outlying, rural areas of the ETJ access and through movement are more limited, particularly south of the community where streets jog and some roads are unpaved.

One impediment to connectivity in the community is the railroad tracks that divide Sealy in east/west and north/south directions, with only one overpass at US 90. The Union Pacific railroad runs through central Sealy, bisecting it in an east/west direction. The Burlington Northern Santa Fe (BNSF) railroad tracks also bisect the city in a north/south direction running parallel to SH 36 and Front Street. The railroad can be a physical barrier, causing traffic delays to regional highway traffic and local traffic, traffic congestions and

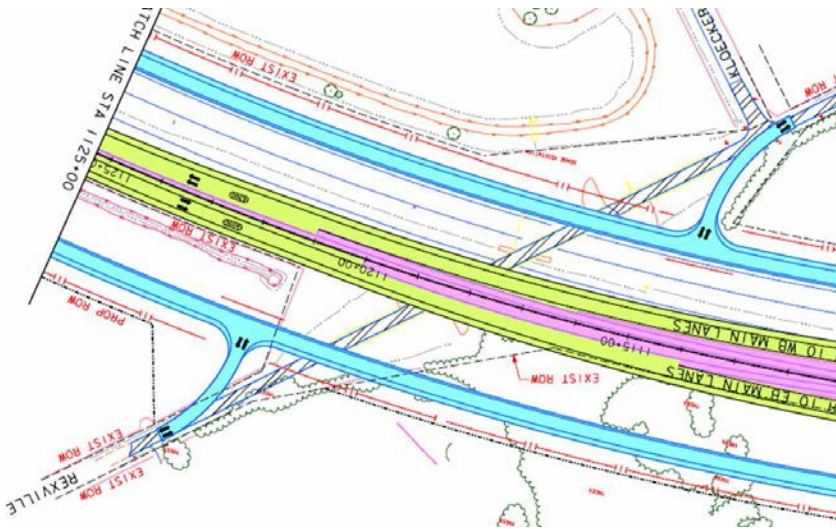


Since the 2009 Comprehensive Plan was drafted, the Trans Texas Corridor (TTC) concept was largely abandoned by the Texas Department of Transportation. TxDOT has since announced its intent to focus instead on improvement of existing freeways and state highways as much as possible.

potential delays in emergency access when trains are passing through or stopped.

Key considerations for mobility, as addressed by Transportation Goal 2, include:

1. A system of arterial and collector streets that provide for multiple connections and through movement.



Sealy is poised to benefit from new frontage roads along the Interstate 10 corridor when this local freeway segment is reconstructed at some point in the future. Service roads along the entire stretch of I-10 within the community will greatly enhance traffic circulation options and also open up new access to properties fronting on I-10, which undoubtedly will spur economic development activity. It is critical that the location and spacing of highway on/off ramps be carefully considered to facilitate the most beneficial development outcomes for Sealy. The potential elimination of the existing overpass of I-10 at Rexville Road (as shown above on a conceptual TxDOT schematic) is cause for concern because that could reduce circulation options in the vicinity of the Sealy High School campus and limit circulation alternatives for citizens when the community is impacted by heavy traffic or during a regional hurricane evacuation. The loss of the overpass would also reduce access south of I-10, which could affect emergency response time and limit the development of property south of I-10.

2. Development patterns and land use decisions that have a positive effect on the transportation system.
3. Maximizing flow and reducing traffic conflicts on existing facilities through access management and other Transportation System Management strategies.
4. Enhanced standards for local road, including adequate right-of-way, pavement width and facilities.
5. Enhanced railroad crossing safety (plus "quiet zone" implementation to reduce railroad horn noise in the heart of the community.
6. Improved roadway conditions and safety through reconstructing failing streets, stripping roadways, seal-coating or overlaying those needing surface improvement, and installing and/or improving underground or ditch drainage systems.

Alternative Modes of Travel

Currently the private automobile is the primary form of transportation for most individuals in the Sealy area. While this is expected to continue in the future, a complete transportation system accounts for other modes of travel including transit, bike and pedestrian facilities. Bicycle and pedestrian facilities add to the quality of life of the community and help create a cohesive environment that is interconnected not only through roadways but through a system of bike lanes, trails and sidewalks. In addition to their practical function of getting people around, pedestrian and bicycle opportunities can help meet some of the recreational needs in the community. Bicycle and pedestrian facilities should be incorporated into all roadway projects and designed to enhance safety of the user and minimize conflicts with vehicles.

Bicycle and pedestrian facilities are currently limited within the community. Sidewalks are present in some of the neighborhoods but not everywhere. Additionally there are no bicycle or trail facilities. The City has an opportunity to create a trail system along Allens Creek, and opportunities exist for bike and pedestrian facilities along existing roadways where ample right-of-way exists. However, retrofitting existing roadways with sidewalks and/or bike lanes will have to be balanced with preserving natural features and amenities including mature trees. The 2007 Comprehensive Park Plan proposes a trail alignment along Allens Creek which could serve as the beginning of a trail system for the community.

Transit provides an alternative means of travel for those who cannot get around by car. Colorado Valley Transit provides rural transit service in Austin County, with funding support from Sealy (via the Sealy Economic Development Corporation) and other area communities plus the County. Service is provided between the cities of Sealy, Bellville, and Wallis. Within Sealy the transit service runs a loop with five stops. Demand-responsive service is available for door to door service for the elderly and handicapped.



Sidewalks are present in some parts of the community. However, in other areas they are discontinuous or completely lacking.

COMPLETE STREETS are designed and operated to enable safe access for all users. Complete street policies direct transportation planners and designers to consistently design with all users in mind. Places that adopt complete street policies are making sure that their streets and roads work for drivers, transit riders, pedestrians, and bicyclists, as well as for older people, children, and people with disabilities.

Elements of Complete Streets can include:

- Sidewalks / trails
- Bike lanes
- Wide shoulders
- Crosswalks
- Refuge medians
- Bus pull-outs
- Special bus lanes
- Raised crosswalks
- Audible pedestrian signals
- Sidewalk bulb-outs
- Pedestrian amenities
- Trees and landscaping
- Shade and shelter

Source: www.completestreets.org

Key planning considerations for alternative travel modes, as addressed by Transportation Goal 3, include:

1. Expand public transit service as growth occurs, in coordination with Colorado Valley Transit,
2. Develop a trail/bike system to create an integrated and connected network throughout the community.
3. Enhance pedestrian amenities particularly downtown & near parks, schools and other public facilities.

Roadway Design

Roadway design plays an important role in adding to the character of the community, the functionality of the roadway to all types of users, and the efficiency of the system in moving people from one point to another in a safe manner. A well designed roadway is one that takes into account the surrounding environment, preserving those characteristics of local and regional value. Additionally, it includes and incorporates all users of the

"Context sensitive solutions (CSS) is a collaborative, interdisciplinary approach that involves all stakeholders to develop a transportation facility that fits its physical setting and preserves scenic, aesthetic, historic, and environmental resources, while maintaining safety and mobility. CSS is an approach that considers the total context within which a transportation improvement project will exist."

Source: Federal

system, is aesthetically pleasing, capitalizing on natural features, and is highly functional in connecting users to the local and regional system. Roadway design influences the following:

- intended function of a roadway through design features including connectivity, access management and traffic calming;
- its inclusion of all users of the system—not just the car; and
- community character through design that is in context with the area and the community's values and goals.

Thoroughfare development in Sealy should be designed in context with the surrounding environment and complement the desired character whether it is rural, suburban or auto-urban. For example on the outskirts of town and in the ETJ, Sealy has a primarily rural character. To maintain this, roadways do not necessarily need to be designed with curb and gutter (as you would see in a more urban environment). Instead streets can be narrower and designed with large swales, allowing drainage to be dealt with naturally. Likewise it may not be necessary to have sidewalks on both sides of the street; instead trails on one side of the street may be more appropriate and contribute to the rural feel of the town². Wide shoulders on rural roadways can also serve as bike lanes and/or trails to accommodate recreational cyclists. In auto-urban settings, streets should have curbs and should have sidewalks on at least one side of the street—or the use of trails in lieu of sidewalks. To reflect a suburban character, streets may be with or without curbs (provided they are designed for adequate storm drainage). A trail system may replace the use of sidewalks. In downtown and other areas within an urban context, the roadway design should enhance the "Main Street," pedestrian oriented character. Streets should be "enclosed" by buildings (reduced front setbacks) with ample room for wide sidewalks. Due to the development intensity, sidewalks are necessary on both sides of the street.

Additionally pedestrian facilities like cross walks and signals should be present to minimize conflicts with vehicles. Appropriate facilities for transit users should be provided at transit stops including signage and a bus shelter.

Key planning considerations for roadway design, as addressed by Transportation Goal 4, include:

1. Preserving environmental features and the character of corridors through "Context Sensitive Solutions." The design of transportation infrastructure contributes to the collective appearance of the community, whether it involves protection of the landscape, preservation of open lands, the use of landscaped medians, or the design of bridges, overpasses, and retaining walls.



Streets in an urban context such as downtown must be pedestrian-scale and designed for human contact.

² The City currently has standards for rural local street design in the ETJ. A rural local street (those with driveway spacing of greater than 100 feet) must have a minimum ROW of 70 feet, with a 22 foot pavement width. Curbs are not required and open roadside ditches may be used for drainage. (Source: Appendix F, Pavement Geometric Design Guidelines, *Minimum Construction Standards for Community Improvements*.)

2. Thoroughfare development that is compatible with and complements neighborhood character.
3. Neighborhood design that calms traffic and encourages slower speeds including narrower streets where appropriate.

LOCAL GOVERNMENT TOOLS FOR TRANSPORTATION SYSTEM MANAGEMENT

There are a number of mechanisms that have the potential to assist a community in integrating land use planning and decision making with transportation planning and capital investment. Each of the items in this toolbox has strengths and weaknesses as far as helping Sealy to address and manage the critical link between private development and public investment in transportation. The toolbox includes:

- Comprehensive Plan (Future Thoroughfare Plan)
- Subdivision regulations
- Public investment
- Performance zoning
- Clustered development
- Private streets
- Traffic impact analysis
- Traffic impact fees

Comprehensive Plan. The comprehensive plan serves as the City's policy document in directing future growth and infrastructure investment. It includes a Thoroughfare Plan Map, which is a long range plan that identifies the location and type of roadway facilities that are needed to meet projected growth within the area. The Thoroughfare Plan should be used by City Staff, Planning Commission and City Council in securing needed rights-of-way as development occurs in the community.

Under Chapter 212 of the Texas Local Government Code, the City of Sealy can require that development plans and subdivision plats conform to "... the general plan of the municipality and its current and future streets ..." and "... the general plan for extension of the municipality and its roads, streets, and public highways within the municipality and its extraterritorial jurisdiction." Requirements for right-of-way dedication and construction of street improvements should apply to all subdivision of land within the City and ETJ.

Subdivision Regulations. A City's subdivision regulations can be used to establish roadway design criteria and cross sectional elements in the City limits and ETJ including required ROW, pavement width, width and number of travel lanes, and other required elements including parkways, sidewalks and bikeways. Additionally, access management standards can be included in the subdivision regulations and imposed along roadways. Access management standards help to preserve the safety and traffic-carrying capacity of roadways that may be improved to collector or arterial standards in the future. The City's design standards and criteria should correlate to the functional classification system identified on the Future Thoroughfare Plan.



Natural

This is the traditional concept of rural space, where the roadway travels through forest land, farm land, and other open space. There are few access points along the roadway and little or no development. Design constraints tend to involve topographic, environmental, scenic or historic resources. Pedestrian, bicycle and transit activity is usually infrequent and of low volume. However, bicyclists and pedestrians may be attracted to low-volume roadways traversing scenic rural areas.

Village

This is an isolated built-up area with storefronts, civic uses, and interspersed housing. Varied building setbacks, and frequent driveways and intersections are common. Individual property frontage is generally less than 200 feet. Right-of-way is usually constrained by the built environment. Pedestrian activity can be moderate to high and bicycle activity is often generated to, from, and within villages. Transit activity may be present, but is uncommon. An important safety consideration for design is the often rapid transition between rural natural or rural developed areas to a rural village.

Developed

This is an area of low-density residential development or occasional commercial uses. Buildings generally have large setbacks from the roadway and are frequently invisible due to tree cover. Occasional driveways require a driver to be more alert for entering and exiting vehicles than in rural natural areas. The consideration of future development and/or desires to retain the rural character of the area are important considerations in project development. Pedestrian and bicycle activity are more frequent than in natural areas, but generally of modest scale. Transit activity is uncommon.

Transportation infrastructure should be designed within the context of the surrounding environment or area type. The “environment” influences the type of accommodations needed by users and the design characteristics of the roadway.

Source: Massachusetts Highway Department Project Development & Design Guide, 2006

Public Investment. Direct public investment in the transportation system is a tried and true method of funding roadway improvements and addressing transportation deficiencies. However, because of the long implementation threshold, and the even longer debt repayment cycle of most bond programs, successful public investment in transportation infrastructure requires an ongoing, forward thinking, and collaborative planning process.

Collaboration is important because most transportation investments require funding partners. For major projects, the funding partner is typically the State or Federal government. If the project is smaller, but is targeted to provide benefit to specific economic

development or land use activities, then it is often equitable to include private sector funding partners to participate in project financing.

Performance Zoning. If Sealy were to adopt land use regulations at some point in the future, performance zoning is a system that emphasizes protecting and maintaining community character, rather than emphasizing isolating different land uses from each other. Performance zoning allows for development that reduces impacts on transportation infrastructure, for example, by:

- Promoting clustered development, which reduces the overall number of miles of roads that must be constructed and maintained; and
- Calibrating the scale of uses to the design of the roads that serve them (e.g., a convenience store could be located on a small road, but a “big box” retailer would have to be located on an arterial).

Clustered Development. Traditional zoning ordinances establish minimum lot sizes, setbacks and widths that developers must follow in designing residential developments. As a result, developers tend to subdivide entire tracts of land into large lots especially in more rural areas, which consumes almost all of the available land. For example, a 50-acre parcel that is zoned for minimum lot sizes of five acres will be divided into eight or nine five-acre lots (some of the land will have to be used for streets). When zoning regulations are revised to allow for cluster development, either as part of a comprehensive performance zoning code or a stand-alone element in an otherwise conventional subdivision or zoning code, the ordinance will allow the lots to be smaller so that the balance of the tract can be reserved as open space. The cluster development regulations can also provide an incentive to cluster, by allowing a few additional lots to developers that choose the cluster option (known as a “density bonus”). Although Sealy does not currently have zoning the City could encourage cluster development through its Development Standards.

The three basic goals of clustering units onto smaller lots are: (1) preservation of community character by maintaining open space, (2) protecting ecologically sensitive habitat, and (3) preserving agricultural land. Setting aside open space also preserves the community’s options for establishing the best use of the undeveloped space.

Clustered development can make walking, bicycling, and transit more feasible (and thereby reduce auto trips). But to do so requires reasonable access to nonresidential uses (either on-site, as in the hamlet or village concept, or off-site, in a nearby location) or to transit service (which can be facilitated by increasing the number of homes with pedestrian access to transit stops).

Private Streets. Where streets are private, residents pay the costs of development and maintenance of their own streets. Although sometimes useful in the short term as an interim solution, private streets may have residual consequences. Frequently, private streets are under-designed in terms of capacity and/or durability (pavement material and thickness). These conditions become problems for the City in terms of public safety (fire, medical and police access). If the City ultimately inherits a private street, it is responsible to improve the street to public standards. Therefore, if the City chooses to allow private streets, it should ensure that they are developed to public street standards and should require legal assurances that they will be maintained and properly designed.

Traffic Impact Analysis (TIA) Studies

TIA's are a common planning tool used by many communities in Texas and elsewhere to gauge site-specific demands on abutting and nearby roadways and intersections. Their scope and complexity varies depending on the type and size of the proposed development, but most are brief and quickly conducted and submitted.

Typical solutions, which vary according to the extent of traffic impact, include:

- Limiting the number of access driveways or altering their design or location along the development frontage;
- Requiring developer contribution to traffic signal upgrades or timing changes;
- Requiring installation of deceleration and/or acceleration lanes for main driveways to reduce traffic conflicts in busy areas; or
- Requiring developer contribution to intersection improvements, which typically involves construction of new or lengthened left and/or right turn lanes.

Cities and county and state governments plan for phased widening and improvement of primary roadways over time to accommodate economic development. However, they cannot anticipate how a certain development at a particular location may impact traffic flow and safety along a given roadway segment or at a nearby intersection.

In practice, mitigation measures are often a shared effort between the developer and the public agency. Needed traffic flow and safety solutions which clearly go beyond the effects of any one development remain the responsibility of public agencies. TIAs help to clarify when an adverse impact is isolated to a particular site development and its newly-generated traffic.

Traffic Impact Analysis. A traffic impact analysis is a technical study that determines how the construction of a proposed development will affect the traffic on the surrounding roadways. A traffic impact analysis also determines what changes in the roadways (or in the density or design of the development) would be necessary to maintain traffic flows if the proposed development was constructed. Governmental jurisdictions can require that a traffic impact analysis be made by a certified traffic engineer prior to approval of new development projects. Often, local development ordinances set thresholds for when a TIA must be conducted (e.g., a certain number of residential lots or units, a certain square footage of non-residential development) to exclude relatively small developments from TIA requirements.

With the traffic impact analysis in hand, the regulating agency can then either require that the developer pay for the transportation improvements required by the increased traffic flow from the development, or deny the development approval if the impact is too great. One weakness of traffic impact analysis is that it often focuses only on one transportation mode—vehicles—and does not address transit, bike or pedestrian mobility impacts of the development. In addition, if a traffic impact analysis process is too tightly focused it may put priority only on the local impact of the additional traffic created by the development and not consider how the development will impact the overall highway network, that is, how traffic patterns will change across the entire network of roadways due to development. Therefore, these analyses tend to work best when an area has a strong comprehensive planning process to provide system-wide context for the site analysis.

There are two approaches to implementing traffic impact analyses in the site plan approval process. The first approach is to require the developer to hire a traffic engineer to perform analysis that will be presented to the City. The strength of this approach is that the logistical burden is on the developer to carry out the process. The weakness of this approach is that the professional doing the analysis has client obligations to the developer and not the City, and the City still has to fund staff or a contractor to review the analysis, with costs that are hard to recover through permitting fees.

The second approach is to have the developer pay a fee to have the City perform the traffic impact analysis. Theoretically this approach puts no additional financial burden on the developer,

who had to pay for the analysis in the first approach as well. In practice this approach should be less expensive because the City can contract for lower costs due to quantity. The

strength of this approach is that, whether it is a staff member or contractor, the professional doing the analysis is answerable to the City as the client, and therefore the City's interests remain paramount. The weakness in this approach is that the logistical burden for securing services and completing the analysis falls on the City, and, without the developer's incentive to get it done quickly, the process can bog down.

Finally, if a traffic impact analysis program is to be implemented, it should be standards-based. That is, thresholds should be developed to evaluate whether the anticipated impacts of a development are acceptable (approvable) or not. These thresholds provide for consistent decision-making and avoid potentially unfair treatment.

Impact Fees. Impact fees are a mechanism for assessing developers for the impacts their development proposals are anticipated to have on the transportation system. Impact fees are established based on careful, technical study of: (1) the per-unit (or per square foot, for nonresidential uses) impact on the transportation system and the public cost of providing service to the new residential or commercial use, and (2) the share of the use's demand on the City's planned capital improvements (not operations or maintenance) that will serve the use. Once the fees are established, they are generally charged as building permits are issued. Impact fees must be spent on infrastructure that benefits the new development to the extent of the development's impacts, and not on fixing existing deficiencies. As such, impact zones are established and separately accounted for, so collections in each zone are spent in the same zone, ensuring that the expenditures benefit the new residents or businesses (similar to park zones for park fees). The fee revenue must also be spent on road improvement projects within a specified timeframe or be refunded, providing assurance to the developers that improvements will be completed.

GOALS, OBJECTIVES & ACTION RECOMMENDATIONS

The following goals, objectives, and recommended actions were formulated to specifically address the issues and needs in Sealy. The goals reflect the overall vision of the community, which may be achieved by pursuing the objectives and acting on the recommendations. It is important to note that these are also general statements of policy that may be cited when reviewing development proposals, as well as when making important community investment decisions regarding the provision and timing of facilities and services.

Transportation Goal 1:

Continue to facilitate regional mobility to efficiently move people and goods to and from the community.

Objective 1: Continue to coordinate with local, state and federal agencies in enhancing regional mobility.

A. Continue to actively participate with TxDOT in designing and implementing future improvements to the I-10 corridor in the Sealy area, particularly to safeguard the community's interests with respect to local traffic circulation and support for economic development. The City should particularly coordinate with TxDOT to ensure the beneficial location and effective spacing of on/off ramps to the new I-10 frontage roads,

and to advocate that the Rexville Road overpass not be eliminated in the new freeway corridor design.

- B. Continue to coordinate with the Union Pacific and Burlington Northern Santa Fe Railroads as necessary to help ensure that regional railroad and automobile mobility needs are coordinated and to explore opportunities to improve accessibility between each side of the railroads that bisect Sealy.

Transportation Goal 2:

Create a system of arterial and collector roads that provides adequate connectivity and through movements across the City.

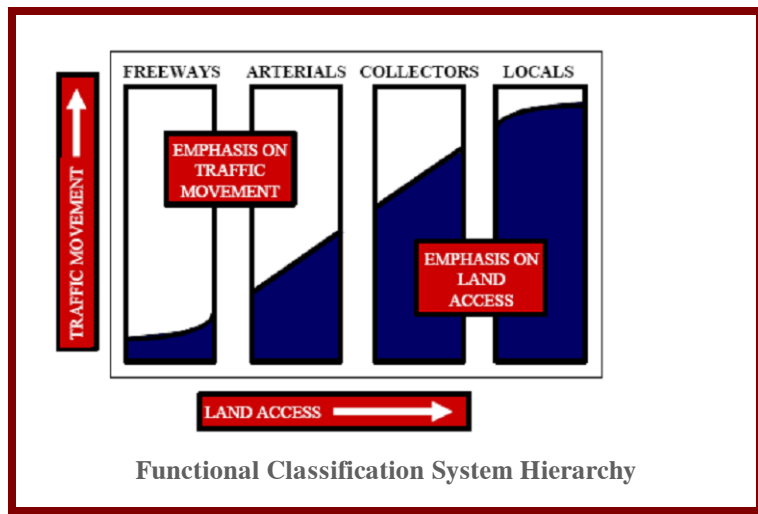
Objective 1: Utilize the Future Thoroughfare Plan to achieve adequate mobility within the community and preserve rights-of-way.

- A. Continue to utilize the functional classifications of arterial and collector roadways as shown on the Future Thoroughfare Plan. The recommended street cross sections and pavement widths that correspond with the functional classifications should be adhered to in all new developments. In certain instances where there are unavoidable constraints for complying with the City's standards (that are peculiar to the location and not brought about by the subdivider through the subdivision layout or design), the City may allow an exception as long as it is the minimum variation needed to otherwise abide by the City's standards, which may require additional study to verify.
- B. Amend the Subdivision Ordinance to:
 - 1. Include cross section standards and required right-of-way and pavement widths for arterial, collector and local streets consistent with the policies identified in this plan.
 - 2. Include performance standards for local residential streets. Under this approach, the type of access, number of dwelling units served, and the units' average frontages determine the street right-of-way, pavement width, and other design requirements such as parking lanes, curb width, parkways, and sidewalks (this would apply only to local streets with no potential for future connection or extension). Therefore, the required right-of-way and street design is directly tied to development density and generated traffic volumes as opposed to a "one-size-fits-all" standard for all local streets.
 - 3. Enhance the City's current traffic impact analysis provisions to include specific requirements and thresholds as to when a traffic impact analysis is required. Provisions should allow the City to require a traffic impact analysis (TIA) study if projected traffic from a particular development site would exceed a certain established traffic generation threshold or specified development conditions (e.g., square feet of non-residential development, number of residential units, or other site-specific factors that could trigger the need for mitigation measures along adjacent public streets or at nearby intersections). Such situations could require submission of a study prior to the official acceptance of an application for subdivision or property development. The TIA should include mitigation measures to help maintain the desired traffic conditions along the roadway.

4. Incorporate traffic calming requirements to slow traffic where continuous and relatively straight streets (for a distance of 500 feet or more) carry higher volumes of traffic in excess of 100 vehicles per hour during peak hours.

Objective 2: Enhance connectivity between neighborhoods.

- A. Amend the Subdivision Regulations to require connectivity standards to existing and proposed streets and neighborhood and improve directness of routes. The purpose of connectivity requirements is to create multiple, alternate routes for automobiles and create more route options for people on foot and bicycles. The connectivity ratio would be identified in the subdivision regulations and would be based on existing subdivisions in Sealy that stakeholders deem to have good connectivity. Features of the ordinance should include:
 1. An appropriate connectivity index (e.g., street links divided by street nodes).
 2. Requirements for connecting local and collector streets to adjacent developments to ensure a minimum level of external connectivity.
 3. Requirements to establish pedestrian routes between land uses. This is particularly



important where natural features or other constraints make it impractical to connect streets.

4. Provisions to discourage cut-through traffic and speeding.
 5. Pursue partnerships with the BNSP and UP railroads to allow the city to beautify railroad rights-of-way in strategic locations and to provide safer and enhanced pedestrian and bicycle passage across railroad rights-of-way to connect downtown to the neighborhoods east and north of downtown.
- B. Extend collector roads to arterial roads to increase connectivity within and between subdivisions. This can be achieved by requiring, concurrent with subdivision approval, collector roadways between all arterials, aligning with existing collector roadway segments.

Objective 3: Continue to develop land use policies and land development regulations to encourage developments that enhance mobility within a neighborhood and throughout the community.

- A. Implement recommendations identified in Chapter 2, Urban Form & Land Use, related to cluster development and mixed use and walkable neighborhoods. Clustered development has the most potential to reduce the number of vehicle trips when it is combined in a mixed-use development where essential services are within walking or biking distances from residences. Clustered development also reduces the number of miles of streets that must be constructed and maintained.

Objective 4: Continue to implement access management and other Transportation System Management (TSM) measures to help increase capacity along constrained roadways and maintain capacity along arterials in the community.

- A. In conjunction with TxDOT, continue to develop appropriate improvements to SH 36 to improve regional access to and through Sealy. .
- B. Develop an access management program and guidelines that provide appropriate strategies and access design requirements based on a roadway's functional classification as identified on the Thoroughfare Plan map (with the greatest emphasis placed on mobility versus access on arterial streets).
- C. Amend the subdivision regulations to:
 - 1. Restrict and/or guide the number, location, and spacing of driveways, street intersections, medians and median openings, marginal access roads, turn lanes, and acceleration/deceleration lanes at major intersections. This is particularly important in preserving capacity along roadways that are not currently lined with development.
 - 2. Require shared driveways and cross-access easements between adjacent properties to eliminate the need to use the public street for access between adjoining businesses.
 - 3. Limit or prohibit residential driveways along collector and arterial roadways to preserve the intended function of these roadways. Ideally side lot lines should face toward the collector street.
 - 4. Periodically conduct signal warrant studies as area travel volumes increase with new development. In areas that are already managed by traffic signals, signal timing should be reviewed, particularly in congested areas, to determine if timed traffic signals are appropriate relative to the volume and peaks in traffic flow. Adjustments should be made to traffic signals so they are timed accordingly.

Objective 5: Continue to maintain and enhance existing roadways.

- A. Continue to implement the recommendations of the City-wide pavement condition inventory completed in 2013; and continue to integrate that inventory into the City's mapping and database management program. Continue to manage the comprehensive pavement management system, which would include a list of all necessary improvements to meet the established street standard, the level of financial commitment required, and a five-year prioritized implementation plan and funding program.
- B. Continue to maintain the inventory of street lights and develop a database and corresponding map. Compare the inventory with street lighting and spacing standards to identify areas of deficiency. Subsequently, establish a street light replacement and installation program, coordinated with street repair and improvement.

- C. Continue to upgrade the City's design criteria and technical specifications regarding street construction standards and all associated infrastructure requirements (e.g., street lights, drainage, and sidewalks).
- D. Continue to amend the development standards to include sight visibility requirements at all street and driveway intersections.
- E. Install railroad crossing arms at all road intersections with local railroads. To enhance safety applicable pavement markings and signage should also be installed. The implementation of measure to create additional "Quiet zones" should also be implemented along all railroad corridors through town.



Transportation Goal 3:

Continue to develop a mobility system that offers a variety of choice in modes of travel.

Objective 1: Continue to develop pedestrian and bicycle amenities and facilities throughout the City.

- A. Prepare a comprehensive bike and pedestrian plan that identifies a network of bike lanes, trails, greenways, and pedestrian linkages throughout the City & extraterritorial jurisdiction. The study should identify a system of on- and off-street linear connections between neighborhoods, parks, schools, and commercial areas. Priority should be given to identifying bikeway and sidewalk improvements in and around the downtown area and near schools, where roadways could be "retrofitted" to accommodate bike lanes and/or sidewalks. The plan may also include recommendations to amend subdivision regulations to provide street cross-section standards for collectors and arterials to include sufficient right-of-way for bike lanes.
- B. Adopt a policy whereby pedestrian improvements (e.g., sidewalks, trails, & bike lanes, and requisite funding are required in the design and construction/reconstruction of all street improvement projects.
- C. Amend the subdivision regulations to include the following:

1. Establish requirements pertaining to the location of sidewalks within the right-of-way. ROW should accommodate a green space/natural area separating sidewalks from the street.
2. Include a requirement for sidewalks or trails to be installed on both sides of all arterial and collector streets, and on one side of local streets, pursuant to the above recommended placement standards.
3. Require public access easements every 800 feet, or portion thereof, where there are continuous rows of homes abutting trails or collector and arterial roads. Such easements must be a minimum width of 15 feet, improved with a five foot wide sidewalk or trail connection.
4. Increase the minimum width of sidewalks from four to five feet in heavily traveled pedestrian areas.
5. Consider, in appropriate and feasible locations, striping and signage for on-street bike lanes. Where there is sufficient pavement width, this may be accomplished by narrowing the vehicle lanes or making use of a wide shoulder lane. Bike lanes are appropriate on collector roadways given adequate pavement width and design. On minor arterials, the minimum bike lane width must be six feet, again, given adequate design considerations. Many existing City streets have adequate width to accommodate bike lanes without additional right-of-way or street widening.
6. Continue to install bicycle racks at key locations and buildings throughout the community.
7. Continue to implement the recommendations identified in the Parks Master Plan for the sidewalk routes.
8. Continue to identify intersections heavily used by pedestrians and prioritize and implement safety improvements at these intersections. Intersections should be prioritized based on use and pedestrian risk. Improvements may include installing accessible ramps for persons with disabilities; marked, signed, and/or signaled pedestrian crossings; and pedestrian-actuated signal detectors, and cross walks.
9. Conduct and map a community sidewalk inventory to denote the existence or non-existence of sidewalks along city streets. Inventory segments that are in poor condition or unfit for safe use, as well as barriers to connectivity. Barriers may include major roadways, railroad, utility poles/boxes, and buildings. In subsequent five-year capital improvement programs, programs should include sidewalk projects, with the highest priority assigned to areas most in need of sidewalks such as around schools, downtown, parks, and other areas of high pedestrian traffic. An established amount should be budgeted annually for sidewalk improvement, replacement, and construction.
10. Continue to identify locations where the conditions warrant a Safe Sidewalks Program, particularly around and adjacent to, and leading to/away from schools, public buildings and other areas with high levels of pedestrian use. In these priority areas, conduct regular safety inspections to ensure that the surface is free from hazards and obstructions. Also organize a public education program to inform the community of individual responsibilities for sidewalk care and maintenance.
11. The City should continue to pursue grants from the Texas Safe Routes to School program and other programs to secure external funding support for sidewalk and trail programs, and to require developers to dedicate right-of-way and/or make private improvements that link sidewalks and trails throughout the city.

12. Amend the City's street design standards for the installation of pedestrian- and bicycle-actuated traffic signals. Also, coordinate with TxDOT to ensure their installation at targeted locations on State highways in town.
13. Coordinate with Texas Parks and Wildlife and the Town of San Felipe to facilitate connecting Sealy Bike and Trail improvements to the Stephen F. Austin State Historic Park.

Objective 2: Develop a public transit system that meets the varying needs of the community.

- A. As growth occurs work with the Colorado Valley Transit Authority in refining and enhancing current transit services to meet the needs of residents.



Transportation Goal 4:

Continue to provide roadways that accommodate all users of the system and are designed to fit the physical setting of the community and contribute to community character.

Objective 1: Continue to design transportation infrastructure so that it fits the physical setting of the community, contributes to Sealy's character, and capitalizes on natural and historical features.

- A. Continue to implement context sensitive solutions when widening existing and constructing new roadways to insure projects are compatible with community values. When constructing new roadways, consideration should be given to enhancing and preserving the community's character through protection of environmental and historic resources such as mature trees and one-of-a-kind structures. Roadways should be designed within the "context" of the surrounding environment so they can complement the area and not detract from its character.
- B. Incorporate into the subdivision regulations and street construction standards the following requirements/policies for all new local and collector streets:

- C. Continue to preserve existing tree lines and minimize alteration of natural, cultural or historic site features.
- D. In rural areas, secure views to prominent natural vistas and open space.
- E. Where prudent, install calm traffic speeds and encourage pedestrian and bicycle movement.
- F. Continue to enhance development standards for tree preservation, landscaping, buffering, screening, and property maintenance along arterial and collector roadways to improve the appearance and aesthetics of the community's primary roadway corridors. Vegetation and natural areas should be preserved and incorporated into the design of all new roadways. While some disturbance to natural areas will occur, efforts should be made to minimize the impacts and enhance the roadway corridor through restoration or rehabilitation of disturbed areas or enhancement of the corridor through landscaping.
- G. Initiate redevelopment and enhancement projects at the entrances to the community, including public infrastructure improvements and strict enforcement of code violations. The areas should be prioritized according to traffic counts at each location.

Objective 2: Enhance city standards to provide road designs that result in "Complete Streets" which safely provide for all users of the system and not just the automobile.

- A. Narrow the pavement width of collector and residential streets where appropriate (as previously recommended) and use the extra right-of-way for sidewalks, trails, neighborhood scale street lighting, tree preservation, landscaping and open space.
- B. Prepare guidelines and standards for pedestrian access to transit stop locations and incorporate these features along bus routes. Standards should include provisions relating to sidewalks; curb cuts and handicap-accessible ramps; non-slip surfaces; marked, signed and/or signaled pedestrian crossings; prevention of obstructions for wheelchair access; and installation of pedestrian-actuated traffic signals.

Objective 3: Continue to coordinate closely with TxDOT, HGAC, TCEQ, UP & BNSF Railroads, all local and regionally based utility providers, developers and Austin County on all matters that pertain to transportation and associated infrastructure improvements.

Objective 4: Implement all of the transportation related initiatives outlined in the 2014 City Council Strategic Plan (see Appendix C).

Transportation Goal 5:

Continue to provide for the safe movement of traffic and to provide roadways that will require little or no maintenance costs.

Objective 1: Continue to implement the street system capital improvements schedule as outlined in the 2013 Street System Capital Improvements Program (2013-2018) and the 2013 Street System Future Priorities) and the 2014 City Council Strategic Plan (see Appendix C).

Objective 2: Implement the long-range capital improvements in the 2013 Planning Capacity Report and in future CIP programs. The long-range capital

improvements include the reclamation and paving of unpaved roadways as well as additional seal coat projects.

Objective 3: Continue routine maintenance and minor repairs on streets not listed in the Capital Improvements Schedule.

Objective 4: Continue to enforce and upgrade the City's roadway design standards.

Objective 5: Continue to enforce the city's subdivision ordinance so that design standards are met in new developments.

Transportation Goal 6:

Continue to develop future roadways that will enhance economic development opportunities for both current and future local business owners.

Objective 1: Consider the development of a loop on the north side of the City that originates from Koy Underpass, traverses north to FM 1094 and then travels west until it turns south to connect with the IH 10 frontage road.

Objective 2: Continue development of the proposed collectors and arterials as outlined in the Future Thoroughfare Plan.

Objective 3: Continue to coordinate closely with TxDOT, HGAC, TCEQ, UP & BNSF Railroads, all local and regionally based utility providers, developers and Austin County on all matters that pertain to transportation infrastructure.

FUTURE THOROUGHFARE PLAN

The Thoroughfare Plan is designed to provide for future travel needs by ensuring orderly development of the street system, including the extension and improvement of existing streets and planned future roadways. The purpose and importance of the Thoroughfare Plan is to ensure that adequate rights-of-way are preserved with a general alignment and sufficient width to allow for efficient expansion and improvement of the street system. In addition, it is designed to provide opportunities for other transportation modes so as not to place a fiscal burden on the community to fund extensive road improvements, which, in turn, require long-term maintenance.

Displayed in Map 4.1A and Map 4.1B, is the Future Thoroughfare Plan, depicting the proposed conceptual alignments for the extension of existing and new collector and arterial roadways and planned new roadways. The purpose of this plan is to preserve needed transportation corridors (even if they will not be needed in the near term) so that as development occurs in the future, the City will have the ability to develop appropriately sized transportation facilities.

The Future Thoroughfare Plan shows various potential roadway extensions and linkages that would improve the connectivity of the local street network and provide more circulation options for residents and visitors. Map 4.1A and Map 4.1B also indicates several possible roadway alignments that are especially conceptual in nature and would require more in depth study, including consideration of alternative alignments that would achieve the same mobility objective. Among these objectives are: (1) a western bypass route that would relieve traffic (especially trucks) on SH 36 through the heart of Sealy—and also contribute to more effective hurricane evacuation, and (2) a potential south side alignment that would improve east-west mobility in this area and also provide another link to I-10,

especially from SH 36. Eventual installation of frontage roads along all of I-10 through Sealy is a particular community priority, as indicated in the inset map view on Map 4.1A and 4.1B.

Roadway Design Standards

This section describes the existing and proposed roadway design standards associated with each of the street classifications reflected on the Thoroughfare Plan. Further background on the Thoroughfare Plan and each street classification is provided in **Appendix A**.

The City's current roadway design standards are located in *Appendix F Pavement Geometric Design Guidelines, Minimum Construction Standards for Community Improvements*. These standards include roadway design criteria and cross sections for arterial, collector, and local streets. While the street classification reflects the function of each roadway as part of the overall street network, the roadway design standards are related to traffic volume, design capacity, and level of service. The cross section includes spacing for the vehicle lanes, and potential parkways, bike lanes, sidewalks, and medians. The roadway width and features contribute to the character of development and are part of context sensitive design. The City's existing requirements are shown in **Table 5.1, Existing Street Standards**.

Table 5.1 – Existing Street Standards

	Divided Arterial	Collector (4 lane)	Collector (2 lane)	Local
Number of Traffic Lanes	4	4	2	2
Lane Width	12	12	12	27 (F-F) ¹
ROW	100	80	70	60
Design Speed	40-50	30-45	30-40	20-30

¹ Front of curb to front of curb

Source: *Appendix F, Pavement Geometric Design Guidelines, Minimum Construction Standards for Community Improvements*

In administering the Thoroughfare Plan there will be special cases and unique circumstances that arise where physical conditions and development constraints conflict with the location and alignment of designated thoroughfares. Such occasions require some degree of flexibility and adaptability in the implementation of the plan.

Acceptable minimum design criteria and special roadway cross sections may be applied in constrained areas where existing conditions limit the ability to meet the standards. However, these adjustments must not alter the intent of the Thoroughfare Plan and should not be brought about for any other reason than the peculiarities or constraints of a project site. Special cross sections should be determined on a case-by-case basis when necessary, and these exceptions should be subject to approval by the City Engineer. Otherwise, standard roadway cross sections should be used in all developing areas.

Local Streets

Local streets allow direct property access within residential and commercial areas. Through traffic and excessive speeds should be discouraged by using appropriate geometric designs, traffic control devices, and traffic calming techniques. Local streets typically comprise about 65 to 80 percent of the total street system.

The current Sealy standard for local streets is a minimum right-of-way width of 60 feet and a pavement width of 27 feet. Current standards do not account for situations where a different right-of-way and pavement width may be acceptable and more appropriate due to development density and trips generated. Therefore, this plan proposes alternative street cross sections that in some cases may require a greater pavement width than what is currently required.

Displayed in **Figure 5.1, Alternate Local Street Sections**, are two alternative cross sections requiring a minimum 50 feet of right-of-way with minimum pavement widths of 28 and 32 feet. A local street with a pavement width of 28 feet would be limited to developments with fewer, larger lots taking access onto the local street. On-street parking would not be allowed on the narrower street width, but would be allowed on only one side of the 32-foot street section. (A wider cross section to accommodate parking on both sides of the street is another option, although this can lead to excessive paving and higher speeds when parked cars are not routinely present.) Such parking restrictions necessitate review of lot sizes, setbacks, and on-lot parking provisions to accommodate parked vehicles out of the public right-of-way, as recommended in this section. These

pavement widths are designed to adequately carry immediate local traffic, still be sufficient to accommodate fire apparatus, and yet be an appropriate width to accomplish neighborhood traffic calming.

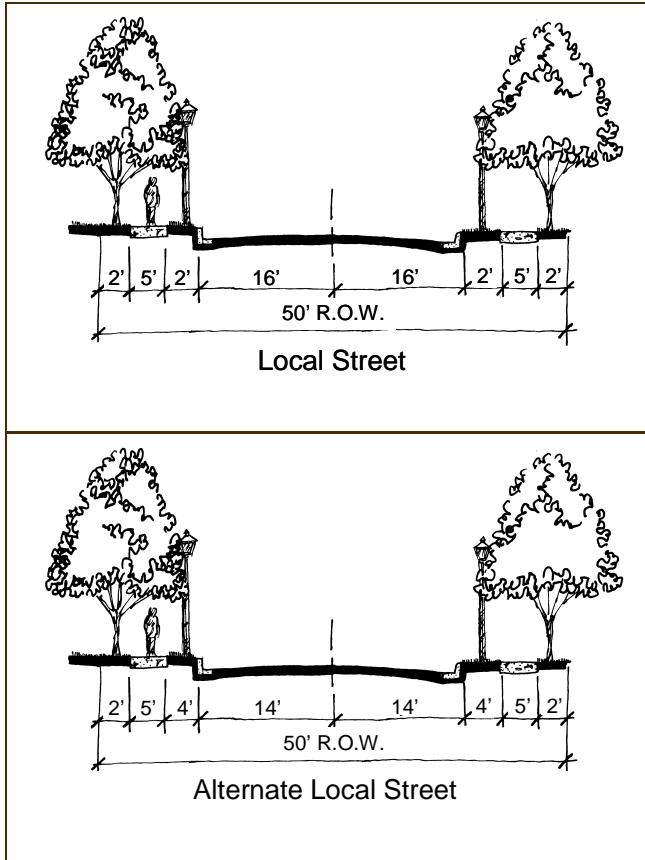
Local streets may also be adapted to an estate or rural development character by including an open or closed ditch system rather than curb and gutter.

Collector Streets

Subdivision street layout plans and commercial and industrial districts must include collector streets in order to provide efficient traffic ingress/egress and circulation. Since collectors generally carry higher traffic volumes than local streets, they require a wider roadway cross section and added lanes at intersections with arterial streets to provide adequate capacity for both through traffic and turning movements. However, since speeds are slower and more turn movements are expected on collectors versus arterials, a higher speed differential and much closer intersection/access spacing can be used than on arterials. Collectors typically make up about five to 10 percent of the total street system.

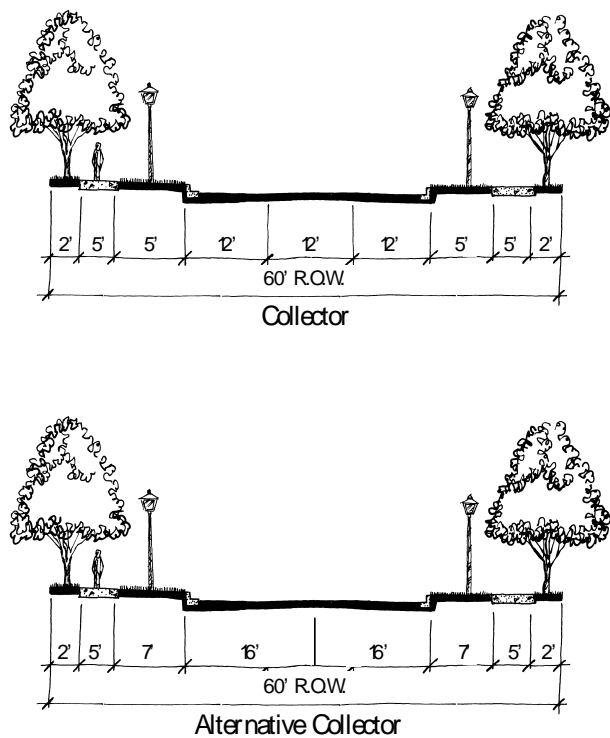
The proposed collector cross sections, as displayed in **Figure 5.2, Collector Street Sections**, require 60 feet of right-of-way with pavement widths of 36 and 32 feet. The standard collector roadway will have a 36-foot pavement section with sidewalks on both sides. As an alternative, a developer willing to set aside additional green space and provide

Figure 5.1 – Alternate Local Street Sections



Source: Kendig Keast Collaborative

Figure 5.2 – Collector Street Sections



Source: Kendig Keast Collaborative

enhanced pedestrian pathways and/or street trees may request that the pavement width be reduced to 32 feet with parking permitted on one side only. A street cross section that is 32 feet wide provides two 12-foot travel lanes and an eight-foot parking lane, which is sufficient to serve the traffic carrying capacity of a collector roadway.

Another option possible for estate and rural development is consideration of collector roads without sidewalks or curb and gutter. This permits the development to maintain the look and feel of a rural area, and it also would not provide the drainage system offered with roads that utilize curbs and gutters. In this type of development, significant green space and an interior trail system would be necessary to compensate for the loss of sidewalks. Pavement width could be reduced to 32 feet, while the right-of-way requirement would remain at 60 feet to account for the space required for open or covered ditches.

Arterial Streets

Arterial streets form an interconnecting network for broad movement of traffic. Although they usually represent only five to 10 percent of the total roadway network, arterials typically accommodate between 30

and 40 percent of an area's travel volume. Since traffic movement, not land access, is the primary function of arterials, access management is essential to avoid traffic congestion and delays caused by turning movements for vehicles entering and exiting driveways. Likewise, intersections of arterials with other public streets and private access drives should be designed to limit speed differentials between turning vehicles and other traffic to no more than 10 to 15 miles per hour. Signalized intersection spacing should be long enough to allow a variety of signal cycle lengths and timing plans that can be adjusted to meet changes in traffic volumes and maintain traffic progression (preferably one-third to one-half mile spacing).

Functional classification is not dependent on the existing number of lanes since the functional role served by a roadway typically remains constant over time, while the roadway's cross section is improved to accommodate increasing traffic volumes. For example, the cross section of arterials may vary from multi-lane roadways with four to six lanes down to two-lane roadways in the developing fringe and rural areas of the ETJ. In these areas traffic volumes either have not increased to the point that more travel lanes are needed or they are not warranted due to limited density. Thus, lower-volume roadways that are continuous over long distances may also function as arterials, particularly in the ETJ.

According to the current thoroughfare design standards, right-of-way width for Arterials (major thoroughfares) is 100 feet. Current standards do not differentiate between major and minor arterials. Displayed in **Figure 5.3, Alternate Arterial Street Sections**, are alternative standards with a minimum of 80 feet for a minor arterial and 100 feet for a principal arterial (120 feet for a six-lane). This allows for a center turn lane on the minor arterial cross section and a raised median on the principal arterial cross section. This plan advocates a raised or depressed median in all new principal arterial roadways where the land development pattern is not yet fully established. Medians for principal arterials within the existing developed area of the community should be evaluated on a case-by-case basis based upon the warrants and constraints, accident records and fatality incidents, and specific design considerations. It is proposed that the minor arterial roadways consist of an undivided street section with the dimensional characteristics shown in **Figure 5.3**.

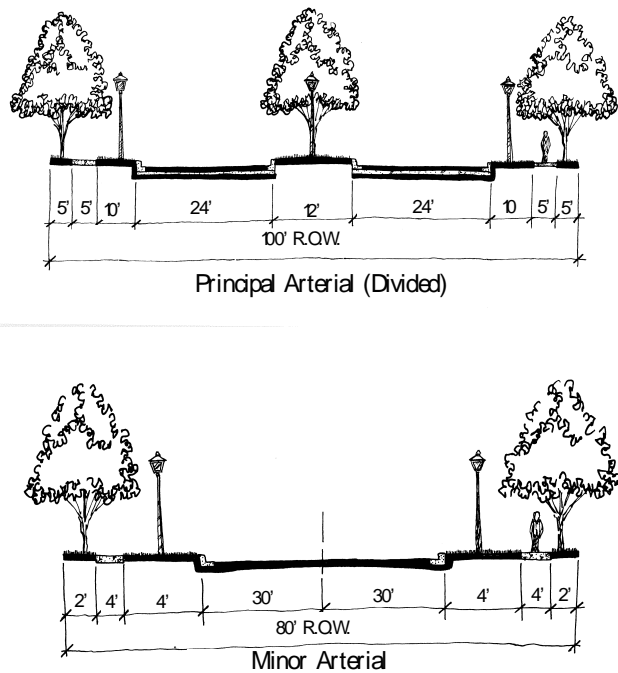
Some elements of the thoroughfare system, such as those roadways for which abutting development has already occurred or is planned to occur, will require new or wider rights-of-way and may ultimately be developed as two-lane or multi-lane roadways with various cross sections. Some streets identified as arterials or collectors on the plan will not necessarily ever be widened due to physical constraints and right-of-way limitations. Instead, the designation signifies its traffic-handling role in the overall street system and highlights the importance of maintaining it and similar streets in superior condition to maximize their traffic capacity since they most likely cannot be improved to an optimal width and cross section.

PLAN IMPLEMENTATION

Implementation of thoroughfare system improvements occurs in stages over time as the community grows and, over many years, builds toward the ultimate thoroughfare network shown by the Thoroughfare Plan. The fact that a future thoroughfare is shown on the plan does not represent a commitment to a specific timeframe for construction or that the City — or other jurisdiction — will build the roadway improvement. Individual thoroughfare improvements may be constructed by a variety of implementing agencies, including the City, Austin County, and/or TxDOT, as well as private developers and land owners for sections of roadways located within or adjacent to their property. Road construction can be implemented by individual entities or by partnerships.

The City, County, and TxDOT, as well as residents, land owners, and subdividers, can utilize the Thoroughfare Plan in making decisions relating to planning, coordination, and programming of future development and transportation improvements. Review of preliminary and final plats for proposed subdivisions in accordance with the City's subdivision regulations should include consideration of compliance with the Thoroughfare

Figure 5.3 – Alternate Arterial Street Sections



Source: Kendig Keast Collaborative

Plan to ensure consistency and availability of sufficient rights-of-way for the general roadway alignments shown on the plan. It is particularly important to provide for continuous roadways and through connections between developments to ensure mobility. By identifying thoroughfare locations where rights-of-way are needed, land owners and subdividers can consider the roadways in their subdivision planning, dedication of public rights-of-way, and provision of setbacks for new buildings, utility lines, and other improvements located along the right-of-way for existing or planned thoroughfares.

2012-2013 Street System Survey

Transportation Goal 2, Objective 5 states the following:

“Conduct a City-wide pavement condition inventory, which should be integrated into the City’s mapping and database management program. Subsequently, establish a comprehensive pavement management system, which would include a list of all necessary improvements to meet the established street standard, the level of financial commitment required, and a five-year prioritized implementation plan and funding program.”

Until 2012, the City of Sealy has had limited studies conducted regarding the condition of the existing street system. That portion of the road system that is designated as state highways is analyzed annually by the Texas Department of Transportation (TxDOT). TxDOT annually collects, on average 82,000 short-term traffic counts, 1,000 manual traffic counts and more than 300 long-term counts. TxDOT collects data 24 hours a day, 365 days a year to support federal, state, regional and local transportation entities. District Traffic maps show the Annual Average Daily Traffic (AADT) counts on all TxDOT-maintained roads. Twenty-four-hour counts, with truck and seasonal factors, are applied.

In 2012-2013, Public Management, Inc. completed an inventory and summary of the street system as an element of Planning/Capacity/Building Project Report. The inventory and analysis included information for each street including the right-of-way width, pavement width, roadway type and roadway condition and was depicted on the 2013 Existing Street Condition Map, which is incorporated into the Comprehensive Plan by reference. TxDOT has jurisdiction over certain roadways in and around Sealy. These roadways are IH 10, US 90, SH 36, FM 1094, FM 2187, FM 3538 and TX-350 LOOP. The City is not responsible for improvements to those roadways.

Analysis

Inventory from Field Survey

Local roadways within Sealy vary in pavement width from 14’ to 80’ in some areas. The more narrow streets are found in the JJ Walker, Kveton and Blacknell Subdivisions. The paved city streets are both asphalt and concrete with some curb and gutters, open drainage channels and limited underground drainage. In addition to the paved streets, the City still has some unpaved streets, mainly with a gravel surface. These include Old Sealy-Frydek, Weeping Willow and a portion of Hluchan.

Street Deterioration and Causes

In the case of Sealy, premature deterioration is attributed mainly to severe weather and the type of soils that the roads are built upon.. The City of Sealy is located near the Gulf Coast and therefore must deal with occasional hurricanes. Although located somewhat inland, the City still feels the power of these storms in terms of wind and rainfall. The result of the severe weather on the street system is that the water tends to pond on the roadway and eventually seeps underneath the asphalt, thus causing the base to break down or wash away. **Figure 2.15**, Soil Characteristics, of this plan, shows that most of the soil in Sealy is subject to moderate, high and severe levels of shrink-swell and in many cases has low strength. Some of the soil types erode easily. The combination of these soil types and the weather that is typical in Sealy lead to road deterioration.

In addition to severe weather caused by rain and wind, the City's street system is also exposed to extreme temperatures. The temperatures in this region easily reach 100 degrees during the summer. When an asphalt pavement is exposed to sun, wind and water, the asphalt hardens, or oxidizes. This causes the pavement to become more brittle. As a result, the pavement will crack because it is unable to bend and flex when exposed to traffic and temperature changes.

Another cause of premature deterioration of a City's street system is increased traffic volumes. As indicated in the population study, the City's population is likely to increase by as much as forty percent (40%) over the next twenty (20) years. The increased traffic volumes cause the streets to deteriorate at a faster rate than the City can keep up with the maintenance. Therefore, the City may need to consider complete reconstruction of some streets, rather than just sealing.

Without the benefit of financial aid, it is not economically feasible for the city to install expensive flood prevention or storm drainage infrastructure at this time, so the best way to combat the premature deterioration of the streets is through proper design. The city can build the base material up before paving and ensure proper crowning in the center of the streets. In general the street system is in fair condition and is adequate in its ability to meet the city's current needs.

Types of Street Improvements

- Point Repairs-excavation of failed pavement sections to a depth of eight inches (8"), back-filled with eight inches (8") of crushed limestone stabilized with two percent (2%) cement, primed and sealed with a coarse surface treatment. (used to treat potholes and other imperfections and roadway hazards)
- Level-up-leveling of depressions in pavement with hot mix asphaltic concrete (HMAC) or hot/cold laid asphaltic concrete. (used to even out roadway surface)
- Seal-Coat-application of asphalt cement and covered with pre-coated aggregate at one (1) cubic yard of aggregate per ninety (90) square yards. Aggregate is rolled after application. (ideally used once every seven (7) to ten (10) years to maintain streets and forestall more costly repairs)
- Overlay-depending on the severity of the wear, approximately one inch (1") of surface is milled off the existing roadway. The remaining surface material is then overlaid with a minimum of one and one-half to two inches (1.5" to 2") of hot mix asphaltic concrete (HMAC) or hot mix/cold laid asphaltic concrete, followed by a

surface treatment. (used to completely replace the surface material of a street to address pavement deterioration and extend street life)

- Reclaim-Mill existing base and asphalt materials to a depth of six inches (6"), add water-based emulsified asphalt to create a recycled asphalt-enhanced roadway base. A two-course surface treatment or asphalt cement is then applied and covered with pre-coated aggregate. The aggregate is rolled after each application. (streets receiving this treatment will last twelve to twenty (12-20) years, depending on the traffic load and environmental conditions)

The City typically meets its street repair and maintenance needs through the budgetary process. The type of improvements normally utilized under the City's current program is seal-coat application. The repairs are usually outsourced to a construction company. If the need arises to do major street repairs, such as the reconstruction of a street, those funds usually come from grants or bond issuances.

In 2012-2013, Public Management, Inc., as an element of Planning/Capacity/Building Project Report, listed and ranked all non-TxDOT maintained streets in Sealy based on the following factors:

- A. Poor riding surface on some roadways;
- B. Limited budget for repairs and maintenance;

The results of that study show all of the streets within the Sealy corporate limits together with the width of traveled surface, type of surface, and general condition. The street condition classifications can generally be defined as follows:

- **Good** – Relatively smooth surface, without major potholes, well maintained and well drained.
- **Fair** – Rough surface, potholes patched during periodic maintenance, less stable sub grade associated with poorer drainage, but can be traveled comfortably at a reasonable speed.
- **Poor** – Very rough or unpaved surface, open potholes, unstable subgrade associated with poor drainage or lack of maintenance, and cannot be traveled comfortably.

Using those criteria, the results of that study resulted in the following items:

- 2013 Existing Street Condition Map
- 2013 Capital Needs List
- 2013 Street System Capital Improvements Program (2013-2018)
- 2013 Street System Future Priorities (2018-2035)
- 2013 Capital Improvements Program (2013-2018)
- 2013 Planning/Capacity/Building Project Report

Each of those maps, tables and programs are hereby incorporated by reference into this Comprehensive Plan.

The results of the study were fairly predictable, with the city having a mix of streets in all three condition categories. This is typical for most small cities that have a long history of development and that are beginning to grow.

When in a road system is in this type of condition, the city must take the following steps:

1. Ensure that roads rated as good continue to be well maintained to ensure the life of the road as a good condition road.
2. Identify mission critical roads, either for emergency access, city services or economic development, that are rated as fair, or poor, for inclusion in the City CIP program for funding.
3. Identify roads that are beyond the point of rehabilitation and identify if special funding designations, such as Improvement Districts, should be considered to reconstruct the road in lieu of continuous of a road.

The City Council took these measures in 2013 by adopting all of the documents referenced on the proceeding page from the Planning/Capacity/Building Project Report.

Since then, in addition to the annual studies conducted by TxDOT, the City of Sealy adopted Street Design Standards in 2009. In addition to lane widths, Right-of-Way widths and designed speeds, the City adopted standards for bike lanes and sidewalks as part of an overall mobility system. The City Council also adopted the Goals and Objectives from the Street System Plan that was included in the 2013 Planning/Capacity/Building Project Report. Those Goals and Objectives are detailed below:

Street System Plan

Goal 1:

Provide for the safe movement of traffic and to provide roadways that will require little or no maintenance costs.

- Objective 1:

Complete the street system capital improvements schedule as outlined in the 2013 Street System Capital Improvements Program (2013-2018) and the 2013 Street System Future Priorities (2018-2035).

- Objective 2:

Consider the long-range capital improvements as outlined in Table 6.2. The long-range capital improvements include the reclamation and paving of unpaved roadways as well as additional seal coat projects.

- Objective 3:

Continue routine maintenance and minor repairs on streets not listed in the Capital Improvements Schedule.

- Objective 4:

Continue to enforce the City's roadway design standards.

- Objective 5:

Continue to enforce the city's subdivision ordinance so that design standards are met in new developments.

Goal 2:

Develop future roadways that will enhance economic development opportunities for both current and future local business owners

- Objective 1:

Consider the development of a loop on the north side of the City that originates from Koy Underpass, traverses north to FM 1094 and then travels west until it turns south to connect with the IH 10 frontage Rd.

- Objective 2:

Consider development of the proposed collectors and arterials as outlined in the City's 2009 Thoroughfare Plan.

POTENTIAL FUNDING SOURCES

The sources of funding for street improvements may come from the following:

- A. City general fund revenues;
- B. Certificates of Obligations and/or Bond Issuances
- C. TxDOT;
- D. Private developers for future development.
- E. Impact Fees

CHOICES

ADOPTED PLANS & MAPS

6 CHAPTER

The City of Sealy has adopted several plans, studies and maps that supplement this Comprehensive Plan and provide more specific and detailed analysis and definition to the information contained in this Comprehensive Plan. As a result, the purpose of this Chapter of the Comprehensive Plan is to formally recognize each of those reports, studies and maps and to formally incorporate them by reference into this Comprehensive Plan to be used as a basis for the City of Sealy to make sound decisions, set priorities, and secure necessary resources to implement the action strategies set forth in this plan.

MAPS

The 2013 Planning/Capacity/Building Project Report included several maps that were used to form the rationale for the recommendations contained in that report. The following maps from that report are hereby incorporated by reference into this plan:

- 2013 Existing Structures Map
- 2013 Existing Land Use Map
- 2013 Future Land Use Map
- 2013 Capital Need List
- 2013-2017 Street System Capital Improvements Program
- 2018-2035 Street System Future Priorities
- 2013 Existing Street Condition Map
- 2013 Proposed Street Improvements Map
- 2013-2034 Projected Water Supply Requirements
- 2013-2035 Water Storage Requirements
- 2013 Existing Water System Map
- 2013 Proposed Water System Improvements Map
- 2013 Existing Waste Water System Map
- 2013 Proposed Waste Water System Improvements Map
- 2013 Proposed Annexation Possibilities Map
- 2007 Comprehensive Park Plan

PLANS & REPORTS

The 2013 Planning/Capacity/Building Project Report is hereby incorporated in its totality into this plan. One of the results of that report was the adoption of a 5-Year 2013-2018 Capital Improvements Program. For that reason, this plan formally recognizes the following:

- 2013-2018 Sealy Capital Improvements Program (CIP), inclusive of the capital need list and the formally approved CIP Program and Budget, as may be amended by City Council.

Additional Plans and Reports that are formally incorporated by reference into this plan include the following:

- 2010-2020 Little Bernard Creek Master Plan
- 2010-2020 Allens Creek Master Plan
- City of Sealy Drainage Criteria
- 2013 Proposed Sealy Water and Drainage System Improvements Maps
- 2009 Safe Routes to School Plan
- 2013 City of Sealy Technology Plan
- 2009 City of Sealy Downtown Revitalization Plan
- 2006 TxDOT Corridor Study State Highway 36
- 2007 Minimum Construction Standards for Community Improvements
- 2014 City of Sealy Strategic Plan
- 2012 CDBG Questionnaire Survey
- 2010 Downtown Revitalization Plan
- 2006 Sidewalk and Trail Concept Plan
- August 2014 Texas Historic Commission Sealy Resource Team Report
- Sealy Main Street Program Map (as amended)
- Approved Master Park Plans (Park Specific)

PLAN ADMINISTRATION

As the city continues to mature and expand, so will the planning maps, reports and studies. As each new plan is formally adopted by City Council, it will, by reference, be incorporated into this Comprehensive Plan, superseding any previous map, plan or study. The City Council may also adopt additional maps, plans or studies that are included in this plan. Those maps, plans and studies will also be incorporated by reference into this plan as each is adopted.

PLAN AMENDMENT PROCESS

The Sealy Comprehensive Plan, and each of the elements listed above as being incorporated into the plan by reference, is meant to be flexible to allow for adjustment to changing conditions over time. Shifts in political, economic, physical, technological, and social conditions, and other unforeseen circumstances, may influence and change the priorities and fiscal outlook of the community. As the City grows and evolves, new issues will emerge while others will no longer be as relevant. Some action statements will be found impractical or outdated while other plausible solutions will arise. To ensure that it continues to reflect the overall goals of the community and remains relevant and resourceful over time, the plan must be revisited on a regular basis to confirm that the plan

elements are still on point and the associated goals, policies and action statements are still appropriate.

Revisions to the comprehensive plan, and the information incorporated by reference, are expected to occur. Any plan revision, or revision to the supporting maps, plans and studies, will occur as necessary and will responsive to the needs of the community as they evolve.

CHOICES

IMPLEMENTATION

7 CHAPTER

With the completion of a new Comprehensive Plan, the City of Sealy has goals and direction as to how and where the community should grow and improve over the next 20 years. However, now comes the most challenging and important step in the planning process—implementing the plan by turning the community’s aspirations into reality. This will take the efforts and commitment of the entire community and require the City to make sound decisions, set priorities, and secure necessary resources to implement the action strategies set forth in this plan.

Plan implementation is the most important step of the plan development process. It requires the efforts and commitment of the City’s leadership, including the Mayor, City Council, Planning Commission, other City boards and commissions, and City staff. It is also necessary for there to be close coordination with and a joint commitment from the Sealy Economic Development Corporation, Sealy Chamber of Commerce, Sealy Independent School District, Austin County, the Houston-Galveston Area Council, Colorado Valley Transit District, Texas Department of Transportation (TxDOT), and many other public and private organizations and individuals to serve as champions of the plan.

Each chapter of this plan outlines the specific issues that must be addressed in order to achieve what is envisioned by community leaders and residents. In response to these issues are a number of recommended actions that relate to regulatory changes, programmatic initiatives, and capital improvement projects. While these recommendations are comprehensive and intended to be accomplished over the 20-year horizon of this plan, near-term strategies must be put in place to take the first step toward successful implementation. These strategies must then be prioritized, with decisions made by the community as to the sequencing of implementation activities, the capacity to fulfill each initiative, and the ability to obligate the necessary funding. Those deemed as top priorities and viewed as feasible in the short term are placed in a three-year action plan. In addition to implementing these targeted strategies, the broader policies set forth by the plan text and maps may be used by City staff, the City’s boards and commissions, and local property owners and businesses in making decisions related to the physical and economic development of the community.

Therefore, the purpose of this chapter is to integrate the different elements of the plan in such a way as to provide a clear path for sound decision making. This chapter outlines the organizational structure necessary to implement the plan, including methods of implementation, roles and responsibilities, and specific implementation strategies. It then sets forth a three-year action plan. Equally important are formal procedures for the ongoing monitoring and reporting of successes achieved, difficulties encountered, new opportunities and challenges that have emerged, and any other change in circumstances which may require rethinking of plan priorities. Therefore, this chapter also establishes a process for annual and periodic evaluation and appraisal of the plan to ensure it is kept relevant through needed updates.

PLAN IMPLEMENTATION METHODS

Simply setting out an implementation framework in this chapter is not enough to ensure that the action items of this plan will be carried out and the community's vision and goals ultimately achieved. The policies and action priorities in this plan should be consulted frequently and should be widely used by decision-makers as a basis for judgments regarding:

- The timing and availability of infrastructure improvements.
- Proposed development and redevelopment applications.
- City-initiated and landowner-requested annexations.
- Expansion of public facilities, services and programs.
- Annual capital budgeting.
- Potential re-writes and amendments to the City's land development ordinances and related code elements.
- Intergovernmental (including inter-City and City/County) coordination and agreements.
- Operations, capital improvements, and programming related to individual City departments.

There are six general methods for plan implementation:

- (1) policy-based decisions;
- (2) land development regulations and engineering standards;
- (3) capital improvements programming;
- (4) special projects, programs and initiatives;
- (5) coordination and partnerships; and
- (6) ongoing study and planning.

Policy-Based Decisions

Policies, both direct and indirect, should be implemented through decisions made by City staff, the Planning Commission, and City Council related to development proposals, zone change requests, site plan review, annexation, utility extensions, and infrastructure improvements. As new developments are being proposed within the City limits and the extra-territorial jurisdiction (ETJ), City staff and the Commission and Council have the

opportunity to work with developers and land owners to ensure the type and pattern of development reflects the desired character of the community and policies identified in this plan. The pattern of development should be compatible with the City's utility infrastructure and public service capacities, priority roadway alignments should be preserved and needed rights-of-way secured as shown on the Thoroughfare Plan map, and priorities for infrastructure investment should be established in accordance with an ongoing and well-coordinated utility master planning process.

Land Development Regulations and Engineering Standards

Land development regulations and engineering standards are fundamentals for plan implementation. It is plain—but often underappreciated—that private investment decisions account for the vast majority of any City's physical form. Consequently, subdivision and land development regulations and associated development criteria and technical engineering standards are the basic keys to ensuring that the form, character and quality of development reflect the City's planning objectives. These ordinances should reflect the community's desire for quality development outcomes while recognizing economic factors. They should not delay or interfere unnecessarily with appropriate new development or redevelopment that is consistent with plan goals and policies.

Capital Improvements Programming

A capital improvements program, or "CIP," is a multi-year plan (typically five years) that identifies budgeted capital projects, including street infrastructure; water, wastewater and drainage facilities; parks, trails and recreation facility construction and upgrades; construction of public buildings; and purchase of major equipment. Identifying and budgeting for major capital improvements will be essential to implementing this plan. Decisions regarding the prioritization of proposed capital improvements should take into account the policy and management directives of this plan.

Special Projects, Programs and Initiatives

Special projects and/or initiatives are another important tool in implementing the plan. This may include initiating or expanding upon key City programs. Funding for special projects and initiatives may come from a variety of sources including City funds, economic development funds, and/or grants and public/private partnerships. Coordinating comprehensive plan implementation with the City's annual budget process will be essential to secure base funding and/or matching funds for special projects and initiatives.

Coordination and Partnerships

Some initiatives or community needs identified in the Comprehensive Plan cannot be accomplished by City government on its own. They may require direct coordination, intergovernmental agreements, or funding support from other public entities or levels of government. Additionally, the unique role of potential private and non-profit partners to advance the community's action agenda should not be underestimated. This may occur through cooperative efforts, volunteer activities and in-kind services (which can count toward the local match requirements for various grant opportunities), and public/private financing of community improvements.

Ongoing Study and Planning

There are a number of areas where additional planning work is recommended, at a “finer grain” level of detail than is appropriate in a comprehensive plan. As such, some parts of this plan will be implemented only after some additional planning or special study.

PLAN ADMINISTRATION

During the development of the plan, representatives of government, business, civic groups, and others came together to inform the planning process. These community leaders, and new ones to emerge over the horizon of this plan, must maintain their commitment to the ongoing implementation of the plan’s policies—and to the periodic updating of the plan to adapt to changing conditions or unforeseen events.

Education

Comprehensive plans are relatively general in nature, but they are still complex policy documents that account for interrelationships among various policy choices. As such, educating decision-makers and administrators about plan implementation is an important first step after plan adoption. As the principal groups that will implement the plan, the City Council, Planning Commission, and City department heads should all be “on the same page” with regard to priorities, responsibilities and interpretations.

Consequently, an education initiative should be undertaken immediately after plan adoption, which should include:

- A discussion of the individual roles and responsibilities of the Council, Commission (and other advisory bodies), and individual staff members.
- A thorough overview of the entire comprehensive plan, with emphasis on the parts of the plan that relate to each individual group.
- Implementation tasking and priority setting, which should lead to each group establishing a one-year and three-year implementation agenda.
- Facilitation of a mock meeting in which the use of the plan and its policies and recommendations is illustrated.
- An in-depth question and answer session, with support from the City Attorney, the City Engineer, and other key staff.

Role Definition

As the community’s elected officials, the City Council will assume the lead role in implementation of this plan. The key responsibilities of the City Council are to decide and establish priorities, set timeframes by which each action will be initiated and completed, and determine the budget to be made available for implementation efforts. In conjunction with the City Manager, City Council must also ensure effective coordination among the various groups that are responsible for carrying out the plan’s recommendations.

The City Council will take the lead in the following general areas:

- Acting as a “champion” of the plan.
- Adopting and amending the plan by resolution, after recommendation by the Planning Commission.

- Adopting new or amended land development regulations to implement the plan.
- Approving interlocal agreements that implement the plan.
- Establishing the overall action priorities and timeframes by which each action item of the plan will be initiated and completed.
- Considering and approving the funding commitments that will be required.
- Offering final approval of projects and activities and the associated costs during the budget process, keeping in mind the need for consistency with the plan and its policies.
- Providing policy direction to the Planning Commission, other appointed City boards and commissions, and City staff.

The Planning Commission will take the lead in the following general areas:

- Hosting the education initiative described above.
- Periodically obtaining public input to keep the plan up to date, using a variety of community outreach and citizen and stakeholder involvement methods.
- Ensuring that recommendations forwarded to the City Council are reflective of the plan goals, policies and recommendations. This relates particularly to decisions involving development review and approval, ordinance amendments, and potential annexations.
- After holding one or more public hearings to discuss new or evolving community issues and needs, making recommendations to the City Council regarding plan updates and plan amendments.

City Staff will take the lead in the following general areas:

- Managing day to day implementation of the plan, including ongoing coordination between City departments.
- Supporting and carrying out capital improvements planning efforts.
- Managing the drafting of new or amended land development regulations.
- Conducting studies and developing additional plans (including management of consultant efforts, as necessary).
- Reviewing applications for consistency with the comprehensive plan as required by the City's land development regulations.
- Negotiating the specifics of interlocal agreements.
- Administering collaborative programs and ensuring open channels of communication with various private, public and non-profit implementation partners.
- Maintaining an inventory of potential plan amendments, as suggested by City staff and others, for consideration during annual and periodic plan review and update processes.

ACTION PLAN

The vision and goals in a comprehensive plan are attained, over time, through a multitude of specific actions. To this end, both long- and short-range implementation strategies must be identified along with an action timeframe and the assignment of responsibilities to specific entities.

Table 7.2, Action Agenda (at the end of this chapter), highlights key community issues and needs that were identified through the comprehensive planning process, along with potential ways to address them as discussed with the Comprehensive Plan Advisory Committee (CPAC). The action options are organized into the six general categories identified earlier in this chapter. It is helpful to have the City's leadership identify their highest priorities among these issues—and then further rank them as priority 1, 2 or 3—to provide direction for the plan implementation efforts of both municipal government and the broader community (the "Issue/Need" items currently included in Table 5.1 are arranged in no particular priority order).

As part of the joint workshop of City Council and the Planning Commission that was held to review highlights of the City's draft Comprehensive Plan (December 18, 2008), a similar type of prioritization exercise was completed to determine which recommended action items in the plan might receive priority attention in the first several years of plan implementation. The results are presented in **Table 7.1, Results of Action Prioritization Exercise**. A total of 20 individuals participated in the ranking exercise (members of Council and Commission, the Economic Development Corporation Board, the Comprehensive Plan Advisory Committee, and others in attendance). Each participant was given five sticker dots to indicate their highest priorities among a list of 21 key themes from the plan: four dots of the same color were worth 5 points each, and one dot of a different color was worth 10 points ("silver bullet" dot). The results show that "Interstate 10 frontage roads" received a very high number of regular dots (18), and "Drainage solutions" received a high number of "silver bullet" dots (8). The first four items in the table clearly rose to the top through this ranking exercise.

The exercise was conducted to demonstrate the value of considering plan implementation priorities among the City's leadership—and then revisiting these priorities at least annually to recognize accomplishments, highlight areas where further attention and effort is needed, and determine whether some items have moved up or down on the priority list given changing circumstances and emerging needs. It should be kept in mind that early implementation of certain items, while perhaps not the uppermost priorities, may be expedited by the availability of related grant opportunities, by a state or federal mandate, or by the eagerness of one or more partners to pursue an initiative with the City. On the other hand, some high-priority items may prove difficult to tackle in the near term due to budget constraints, the lack of an obvious lead entity or individual to carry the initiative forward, or by the community's readiness to take on a potentially controversial new program.

Based on the data accumulated in the plan update, it is apparent the results of the 2009 Action Prioritization Exercise are still relevant in 2015 and that the order of the items remains accurate.

Table 7.1 – Results of Action Prioritization Exercise

Rank	Action	Regular Dots (5 pts)		"Silver Bullet" Dots (10 pts)		Total Points*
		Number	Points	Number	Points	
1	Interstate 10 frontage roads (economic development, tax base, local jobs)	18	90	1	10	100
2	Drainage solutions	3	15	8	80	95
3	Amenities (parks/trails/sidewalks, restaurants/shopping, green/landscaping to attract and retain young adults and families and increase "rooftops" for retail support)	8	40	2	20	60
4	Environmental protection and "green" practices	4	20	3	30	50
5 (tie)	SH 36 improvements	5	25	0	0	25
5 (tie)	Allen's Creek Reservoir amenity	5	25	0	0	25
5 (tie)	In-City development promotion	3	15	1	10	25
5 (tie)	Growth management planning	3	15	1	10	25
6 (tie)	New or expanded wastewater treatment plant	4	20	0	0	20
6 (tie)	Street network connectivity	2	10	1	10	20
6 (tie)	Entry-level and affordable housing (variety of types)	4	20	0	0	20
6 (tie)	Railroad "quiet zone" (railroad noise)	4	20	0	0	20
6 (tie)	Neighborhood protection / integrity	2	10	0	0	20
6 (tie)	Downtown / Main Street revitalization	4	20	0	0	20
7	Capitalizing on San Felipe tourism draw (lodging, RVs, restaurants, retail/ services)	3	15	0	0	15
8	Management of potential large-scale residential development	2	10	0	0	10
9 (tie)	West bypass (SH 36 relief, truck/hazmat route, evacuation route)	1	5	0	0	5
9 (tie)	Southwest commercial / industrial development	1	5	0	0	5
9 (tie)	Public safety staffing	1	5	0	0	5
10 (tie)	Enhanced commercial development quality	0	0	0	0	0
10 (tie)	Railroad crossing safety	0	0	0	0	0

* Based on the dot tally, three regular dots were not used (77 versus 80) and three "silver bullet" dots were not used (17 versus 20).

PLAN AMENDMENT PROCESS

The Sealy Comprehensive Plan is meant to be a flexible document allowing for adjustment to changing conditions over time. Shifts in political, economic, physical, technological, and social conditions, and other unforeseen circumstances, may influence and change the priorities and fiscal outlook of the community. As the City grows and evolves, new issues will emerge while others will no longer be as relevant. Some action statements will be found impractical or outdated while other plausible solutions will arise. To ensure that it continues to reflect the overall goals of the community and remains relevant and resourceful over time, the plan must be revisited on a regular basis to confirm that the plan elements are still on point and the associated goals, policies and action statements are still appropriate.

Revisions to the comprehensive plan are two-fold, with minor plan amendments occurring at least bi-annually and more significant modifications and updates occurring every five years. Minor amendments could include revisions to certain elements of the plan as a result of the adoption of another specialized plan or interim changes to the Thoroughfare Plan. Major updates will involve reviewing the base conditions and anticipated growth trends; re-evaluating the goals, policies and recommendations in the plan—and formulating new ones as necessary; and adding, revising or removing action statements in the plan based on implementation progress.

Annual Progress Report

The Planning Commission, with the assistance of staff, should prepare an annual progress report for presentation to the Mayor and City Council. This ensures that the plan is consistently reviewed and that any needed modifications or clarifications are identified for the bi-annual minor plan amendment process. Ongoing monitoring of consistency between the plan and the City's implementing ordinances and regulations should be an essential part of this effort.

The Annual Progress Report should include and highlight:

- Significant actions and accomplishments during the past year, including the status of implementation for each programmed task in the comprehensive plan.
- Obstacles or problems in the implementation of the plan, including those encountered in administering the land use and transportation aspects, as well as any other policies of the plan.
- Proposed amendments that have come forward during the course of the year, which may include revisions to the individual plan maps or other recommendations or text changes.
- Recommendations for needed actions, programs and procedures to be developed and implemented in the coming year, including recommendation of projects to be included in the City's CIP, other programs/projects to be funded, and priority coordination needs with public and private implementation partners.

Bi-annual Amendment Process

Plan amendments should occur on at least a bi-annual (every two year) basis, allowing for proposed changes to be considered concurrently so that the cumulative effect may be

understood. When considering a plan amendment, the City should ensure the proposed amendment is consistent with the goals and policies set forth in the plan regarding character protection, development compatibility, infrastructure availability, conservation of environmentally sensitive areas, and other community priorities. Careful consideration should also be given to guard against site-specific plan changes that could negatively impact adjacent areas or detract from the overall character of the area. Factors that should be considered in deciding on a proposed plan amendment include:

- Consistency with the goals and policies set forth in the plan.
- Adherence with the Thoroughfare Plan.
- Compatibility with the surrounding area.
- Impacts on infrastructure provision including water, wastewater, drainage, and the transportation network.
- Impact on the City's ability to provide, fund and maintain services.
- Impact on environmentally sensitive and natural areas.
- Whether the proposed amendment contributes to the overall direction and character of the community as captured in the plan vision and goals (and ongoing public input).

Five-Year Update / Evaluation and Appraisal Report

An evaluation and appraisal report should be prepared every five years. This report should be prepared by City staff with input from various City departments, the Commission, and other boards and commissions. The report process involves evaluating the existing plan and assessing how successful it has been in achieving the community's goals. The purpose of the report is to identify the successes and shortcomings of the plan, look at what has changed over the last five years, and make recommendations on how the plan should be modified in light of those changes.

Ideally, the next major update to this plan should occur after the completion of Census 2020 and the availability of data from that census, which would be mid-2021. Preliminary planning on community vision, goal and objectives, however, should begin in 2020. The Census 2020 data would then be added to the plan and trend lines and assumptions adjusted accordingly, as would any goal or assumption that was affected by the Census 2020 data.

The report should review baseline conditions and assumptions about trends and growth indicators. It should also evaluate implementation potential and/or obstacles related to any unmet goals, policies and recommendations. The evaluation report and process should result in an amended comprehensive plan, including identification of new or revised information that may lead to updated goals, policies and/or action recommendations.

More specifically, the report should identify and evaluate the following:

- (1) Summary of major actions and interim plan amendments undertaken over the last five years.
- (2) Major issues in the community and how these issues have changed over time.
- (3) Changes in the assumptions, trends and base studies data, including the following:

- The rate at which growth and development is occurring relative to the projections put forward in the plan.
 - Shifts in demographics and other growth trends.
 - The area of land in and/or around the community that is targeted for urban development and its capacity to meet projected demands and needs.
 - City-wide attitudes and whether apparent shifts, if significant, necessitate amendments to the stated goals or strategies of the plan.
 - Other changes in political, social, economic, technological or environmental conditions that indicate a need for plan amendments.
- (4) Ability of the plan to continue to support progress toward achieving the community's goals. The following should be evaluated and revised as needed:
- Individual statements or sections of the plan must be reviewed and rewritten, as necessary, to ensure that the plan provides sufficient information and direction to achieve the intended outcome.
 - Conflicts between goals and policies that have been discovered in the implementation and administration of the plan must be pointed out and resolved.
 - The action agenda must be reviewed and major accomplishments highlighted. Those not completed by the specified timeframe should be re-evaluated to ensure their continued relevance and/or to revise them appropriately.
 - As conditions change, the timeframes for implementing the individual actions of the plan should be re-evaluated where necessary. Some actions may emerge as a higher priority given new or changed circumstances while others may become less important to achieving the goals and development objectives of the community.
 - Based upon organizational, programmatic and procedural factors, as well as the status of previously assigned tasks, the implementation task assignments must be reviewed and altered, as needed, to ensure timely accomplishment of the plan's recommended actions.
 - Changes in laws, procedures and missions may impact the ability of the community to achieve its goals. The plan review must assess these changes and their impacts on the success of implementation, leading to any suggested revisions in strategies or priorities.

Ongoing Community Outreach and Engagement

All review and updates processes related to the comprehensive plan should emphasize and incorporate ongoing public input. The annual and continual plan evaluation and reporting process should also incorporate specific performance measures and quantitative indicators that can be compiled and communicated both internally and to elected officials and citizens in a "report card" fashion. Examples might include:

- Acres of new development (plus number of residential units and square footage of commercial and industrial space) approved and constructed in conformance with this plan and related City codes.

- Various measures of service capacity (gallons, acre-feet, etc.) added to the City’s major utility systems as indicated in this plan and associated utility master plans—and the dollars allocated to fund the necessary capital projects.
- Acres of parkland and linear feet of trail developed or improved in accordance with this plan and related parks and recreation plans.
- Indicators of City efforts to promote neighborhood integrity as emphasized in this plan (e.g., enhanced screening and buffering techniques between different development types, code enforcement activity, etc.).
- New businesses and associated employment added to the local job market through the economic development initiatives and priorities identified in this plan.
- Indicators of the benefits of redeveloped sites and structures (appraised value, increased property and/or sales tax revenue, etc.) as envisioned through this plan.
- The estimated dollar value of operating cost savings from reduced energy and water use, heating/cooling, etc., from green building practices and related conservation efforts in new and existing City facilities, as suggested in this plan.

Table 7.2 – Action Agenda

ISSUE / NEED	Priority			Policy	Regulatory	Capital Improvements	Program	Coordination / Partnerships	Ongoing Study / Planning
	1	2	3						
Interstate 10 frontage roads (economic development, tax base, local jobs)					- Development code refinements (e.g., shared parking)	- City participation		- TxDOT	
West bypass (SH 36 relief, truck/hazmat route, evacuation route)				- Thoroughfare Plan		- City participation		- TxDOT	
SH 36 improvements					- Access management standards	- Intersection improvements - Signal enhancement		- TxDOT - Austin County	- Access Management Study (with TxDOT)
Allen’s Creek Reservoir amenity							- Marketing	- Brazos River Authority	
Southwest commercial/industrial development				- Thoroughfare Plan		- Utility availability	- Economic development	- SEDC	- Economic Development Plan
New / expanded wastewater treatment plant						- WWTP (planning/ design at 75% of capacity)			- Wastewater System Master Plan
Drainage solutions				- Sealy-specific storm water management standards - Possible impact fees for funding regional detention	- Impervious cover limits - Floodplain regulation	- Physical improvements (regional detention) - Storm water line upgrades, replacement	- Bond program or improvement district to supplement utility fee revenue - Storm water Best Management Practices	- Austin County - U.S. Army Corps of Engineers	- Regional drainage study and Master Plan (and Allen’s Creek Master Plan implementation)
Street network connectivity				- Thoroughfare Plan	- Subdivision regulations	- Selected street extensions / connections		- SEDC - Austin County - TxDOT	
Public safety staffing				- City budgeting for professional staff				- Grant opportunities	
Amenities (parks/trails/sidewalks, restaurants/shopping, green/landscaping to attract and retain young adults and families and increase “rooftops” for retail support)				- Street cross section standards regarding sidewalks and to accommodate bike lanes	- Subdivision regulations - Periodic review of park fees (in lieu of land dedication) and user fees to adjust for inflation	- Parks / trails / greenways (including enhanced maintenance) - Sidewalks - Gateway / corridor enhancements	- Economic development	- TX Parks & Wildlife grants - Texas Safe Routes to School grants - SEDC - Create a City-appointed Parks Board	- Economic Development Plan - Bicycle/Pedestrian Master Plan - Parks Master Plan updates - Sidewalk inventory/ plan

ISSUE / NEED	Priority			Policy	Regulatory	Capital Improvements	Program	Coordination / Partnerships	Ongoing Study / Planning
	1	2	3						
Entry-level and affordable housing (variety of housing types)						- Utility availability	- Economic development		- Economic Development Plan
Railroad quiet zone (railroad noise)						- City participation		- Federal Railroad Administration	
In-City development promotion				- Incentives	- Building code updates, including synchronizing with state requirements (for ETJ)	- Utility availability		- SEDC	
Neighborhood protection/integrity					- Development standards - Traffic Impact Analysis thresholds, criteria		- Code enforcement - Targeted demolitions, as warranted	- Neighborhood/homeowners associations	- Neighborhood planning
Management of potential large-scale residential development					- Subdivision regulations - Development standards	- Utility availability - MUD formation	- Recruiting of master planned community developers		
Growth management planning				- Utility extension policy - Incentives for clustered development in sensitive areas - Incentives for infill development and redevelopment	- Subdivision regulations - ETJ development standards (including Adequate Public Facilities criteria)	- Improvements focused in targeted growth areas/corridors	- Fiscal impact analysis - Periodic review of police/fire staffing relative to population growth and service area expansion	- Austin County - Nearby cities	- Annexation planning
Capitalizing on San Felipe tourism draw (lodging, RVs, restaurants, retail/services)						- Utility availability	- Economic development	- San Felipe	- Economic Development Plan
Downtown / Main Street revitalization				- Historic district designation	- Downtown ordinance refinements	- Further amenities, streetscape/entry enhancements - Wayfinding signage - Parking, transit and bike/ped access improvements	- Ongoing assistance with façade rehabilitation	- SEDC - Create Downtown Business Association	- Downtown Plan (including economic study and near downtown neighborhoods)

ISSUE / NEED	Priority			Policy	Regulatory	Capital Improvements	Program	Coordination / Partnerships	Ongoing Study / Planning
	1	2	3						
Enhanced commercial development quality					- Development standards	- Gateway / corridor enhancements	- Property / building enhancement assistance, incentives	- SEDC	
Railroad crossing safety						- Crossing arms, pavement, markings, signage		- Railroads	- Prioritize crossing locations
Environmental protection and “green” practices				- Incentives for green development practices - Structuring of utility fees to promote conservation		- Natural drainage techniques - Centralized drop-off recycling location - Green design in new/renovated City facilities	- Targeted land acquisition and conservation easements - Green operational practices in municipal buildings and activities (energy/water use savings, waste reduction)	- Land trusts - Create a public/private Energy Task Force	- Water System Master Plan (including water conservation plan)

Choices

2015 SEALY COMPREHENSIVE PLAN

Adopted June 26, 2015

comprehensive
discussion
Pedestrian
old
priorities
economic
visions
goals
Future
Citizens
homes
improvement
Image
downtown
redevelopment
Infra
new
Dev
communit

CHOICES

ACKNOWLEDGEMENTS

CITY COUNCIL

Mark Stolarski	Mayor
Michael Kubricht	Councilmember – Place 1
Janice Whitehead	Councilmember – Place 2
Sandra Vrablec	Councilmember – Place 3
Jennifer Sullivan	Councilmember – Place 4
Larry Koy	Councilmember – Place 5
Wyn McCready	Councilmember – Place 6

PLANNING COMMISSION

Dennis Ziemer	Commissioner (Chair)
Janice Whitehead	Commissioner (Vice Chair)
Dwayne Virnau	Commissioner
Maria Hernandez	Commissioner
Theadra Curry	Commissioner
E. Anne Smith	Commissioner
Diane Wuthrich	Commissioner

CITY STAFF

Krishna Langton	Acting City Manager
Randy Anderson	Director of Planning & Community Development
Kim Meloneck	Executive Director, Sealy EDC
Jim Cook	Director of Public Works
Steven Kutra	Director of Finance
Dayl Cooksey	City Secretary
Toni Franklin	Main Street Director
Allison Land	GIS Technician

On May 13, 2009, the City of Sealy adopted the 2009 Comprehensive Plan, hereafter referred to as the plan. The implementation strategy of the plan required that the plan be reviewed and updated where necessary after five years. After the plan was adopted, Census 2010 was completed. The City Council, in 2013, adopted the Planning/Capacity/Building Project report prepared by Public Management, Inc. through a grant the Office of Rural Affairs of the State of Texas. This report was completed with extensive community input and was built upon the foundation of the 2009 Sealy Comprehensive Plan. It was the goal and intention of the City to incorporate the information developed in the 2013 Planning/Capacity/Building Project report into the 2009 Comprehensive Plan to serve as the five year update to the plan. With that data incorporated into the plan, the vision, goals and objectives would be revised as necessary and the implementation strategy updated as necessary. With that background understood, the 2015 update to the plan retained the original format of the plan and supplemented that the plan with current data and emerging trend information that has relevance to Sealy. A short summary of the composition and order of the plan is described below.

Chapter 1 – Historic Perspectives and Data

This chapter describes the purpose of planning and developing city visions, goals and objectives to serve as the basis for decisions pertaining to the growth and development of Sealy. Chapter 1 describes the process of creating the 2009 Comprehensive Plan and the subsequent Planning/Capacity/Building Project report and highlights the broad based public input that formed the foundation for each document. This information is critical because it documents the public participation activities that are the foundation all vision statement from which the plan's goals and policies were derived. The chapter also includes a significant amount of data describing the composition of the community, growth trends, factors that affect the growth of the community, issues and opportunities confronting the community and how Sealy fits into the larger regional trends affecting this region and the state. It's difficult to effectively develop a plan without knowing that characteristics of the population of citizens whose futures will be affected by the plan. To understand the characteristics of the citizens of Sealy, all of the information from Chapter 1 of the 2009 Plan was supplemented with 2010 Census data and all of the additional data developed with the Planning/Capacity/Building Project report. The primary purpose of Chapter 1 is to develop a deeper understanding of who lives in Sealy and the characteristics and needs of that population. Chapter 1 is a foundation for the remainder of the updated plan.

Chapter 2 – Urban Form & Land Use

This chapter provides a vision for the future physical development of Sealy and preferred growth areas in its extraterritorial jurisdiction. The purpose of this chapter is to establish the necessary policy guidance that will enable sound decision-making about the compatibility and appropriateness of individual developments within the context of the larger community. Other key planning priorities include directing ongoing development and managing future growth, preserving valued areas and lands, and protecting the integrity of neighborhoods, while also safeguarding and enhancing community image and aesthetics. All of these strategies are intended to achieve and maintain an envisioned community character for Sealy.

Chapter 3 – Water & Sewer Inventory & Analysis

This chapter includes an assessment of the City's utility infrastructure, both for serving today's community as well as future development and population. It then outlines policies regarding how the City intends to accommodate growth and new development to ensure efficient utility network utilization, and need to provide adequate water supply and waste water treatment capacities for a growing population.

Chapter 4 – Growth Management & Capacity

This chapter outlines methods by which the community can effectively manage its future development in a wise and fiscally responsible manner. It includes an additional assessment of the City's utility infrastructure, in the context of drainage and transportation infrastructure and the need ensure efficient land and roadway network utilization, orderly extension of public services, and achievement of a desired urban form and character over the coming decades. Tools are also provided for more accurately weighing the benefits and costs of new development and potential annexation activity by the City.

Chapter 5 – Transportation

This chapter addresses community-wide mobility needs on all levels, from sidewalks and trails, to local streets and neighborhood access, to arterial roadways and highways, and to public transit and freight movement. This plan element includes an updated Thoroughfare Plan, which is the long-term plan for orderly development of an overall system of roadways for the City and its planning area. This long-range transportation plan is to be used as a guide for securing rights-of-way and upgrading and extending the network of arterial and collector roads and highways in an efficient manner. This should be done concurrently with ongoing development and consistent with the urban form and community character objectives contained in the Urban Form and Land Use chapter.

Chapter 6 – Adopted Plans and Maps

The City Council has adopted several policy plans, reports, studies and official maps that are used by the City to guide daily and long range decisions and forecasts. This chapter formally recognizes each of those documents and formally incorporates each by reference into this Comprehensive Plan.

Chapter 7 – Implementation

This final chapter utilizes the recommendations of the individual plan elements to consolidate an overall strategy for executing the comprehensive plan, particularly for the highest-priority initiatives that will be first on the community's action agenda. Specific tasks are cited which must be accomplished to achieve the community's vision and goals. This chapter also outlines the organizational structure necessary to implement the plan effectively, including roles and responsibilities, and establishes a process for annual and periodic appraisal of plan implementation efforts and necessary updating of the plan.

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Community Vision

The City of Sealy is dedicated to preserving our history of excellence while continually investing in our future of progress.

Mission

The City of Sealy will strive to assure the highest quality of life for those who choose to live, work, and play here while protecting the City's economic well-being for current and future generations.

Core Values

The City Council & staff identified several key values associated with the community and how the City of Sealy will conduct its business and serve the community. Those core values are:

- Strong work ethic
- Respect among Council, staff and the citizens
- Strong community support and involvement
 - Adherence to strong moral principals
 - Emphasis on family
 - Strong community pride

These were later translated in to the following **Core Values Statement**.

"I CARE"

I - Integrity

C - Customer Care

A - Accountability

R - Reliability

E - Excellence

Goals, Objectives and Implementation Actions

Community Goal 1:

Continue to enhance the community character of Sealy.

Objective 1: Continue to add performance standards to the existing ordinances to enable new development to conform to the desires of residents while providing additional clarity to applicants.

- A. Continue to adopt performance-based standards where appropriate to provide additional certainty in the development process and to enhance the appearance of the community. Performance-based standards should continue to allow a range of development options on individual properties, with standards to ensure compatibility for adjacent uses, to allow a greater land use mix. These standards are particularly critical as in-fill properties are developed. As existing properties are redeveloped and as properties on the edge of city are initially developed.
- B. Continue to add buffer yard provisions and incentive-based requirements to mitigate adverse impacts of adjoining uses and protect and maintain the character and property values of both. This is particularly important in outlying and growth areas where increasing development causes character to change, and for in-fill development.
- C. Continue to adapt design standards to reflect the values of the community for building design, landscaping, environmental impacts, signage, outdoor storage, screening; open space and streetscape areas as the city develops. Industrial district standards should continue to differentiate between properties visible to the public and lower intensity uses and those uses shielded or screened from public views via building orientation, location, or design. Truck loading and exterior storage areas should be effectively screened and buffered if near residential uses or public rights-of-way.
- D. Continue to update development standards to require, or to incentivize, amenities that promote the use of flood plains for open space, connectivity to hike and bike trails, linear parks and related improvements that connect the community and enhance the livability of the community.
- E. Continue to implement environmental development standards that related to noise, heat, glare, dust, light and other development issues to allow for local enforcement in lieu of relying on state and federal enforcement.
- F. Proactively address the inevitable TCEQ related water quality issues that arise in rapid growth communities.
- G. Prior to the inception of the tract home development, coordinate with a vendor to execute a agreement for wayfinding signage for home builders and other key Sealy landmarks, such as schools, government buildings and parks.

Objective 2: Continue to update existing landscaping and screening standards to ensure that new developments contribute to community character and do not negatively impact existing developments.

- A. Update the Subdivision Ordinance to require the submittal of tree preservation plans and the preservation of as many protected oak and pecan trees as possible and as many other healthy mature trees as possible into greenbelt, HOA amenity areas or parkland dedication areas. The Subdivision Ordinance can also be updated to allow for clustered developments, in order to preserve stands of

protected and/or mature trees and to allow very low density developments with a rural design sensibility to achieve the same objective.

- B. Continue to increase the minimum open space ratio within single-family residential development and nonresidential development. These open space areas would provide visual buffering and shade, accommodate recreational amenities, and provide needed space for stormwater absorption and detention.
- C. Continue to create buffering and screening provisions for large residential developments (25+ homes), multi-family, and commercial sites. A menu of buffering requirements should be created dependent upon the intensity of adjacent uses and varying site conditions.
- D. Require screening along all parking and vehicular use areas that have frontage on public street rights-of-way and major entrance drives. The screening may include shrubbery, earthen berms, walls, or a combination.
- E. Establish minimum parking lot setback requirements to form a streetscape green adjacent to street rights-of-way, with sufficient width (minimum five to eight feet) to accommodate monument signs, trees, and parking lot screening.
- F. Consider standards to require that materials stored outdoors to be screened from public view. Furthermore, specify the percentage of site area that may be used for the display of outdoor merchandise, as well as its location on the site (typically abutting the building), enclosure separating it from other use areas, and the height of stacked materials, among other applicable requirements.

Objective 3: Promote multimodal options along corridors and create connectivity between subdivisions as is typical in traditional neighborhood development.

- A. Continue to promote development practices that result in highly walkable neighborhoods, meaning there is a mixture of uses within convenient distance so that automobiles are not essential for relatively short trips.
- B. Require sidewalks in new developments as a means for pedestrian connections to neighboring developments. Nearby destinations should have sidewalk connections so that residents are not forced to climb into their cars to run around the block to a nearby school, adjoining subdivision, park, or business.
- C. Establish uniform treatment of sidewalks in the current development ordinances. Based upon the type of residential development, there are different types of sidewalk requirements. This is unnecessarily confusing. The City could simply adopt the most comprehensive sidewalk standard as the baseline for all residential development. This would also address the issue of internal pedestrian connections that would link amenities on-site.
- D. Develop design standards that allow adequate right-of-way for safe automobiles, bicycles and pedestrian access and utility placement.

Objective 4: Implement all of the community enhancement initiatives outlined in the 2014 City Council Strategic Plan (see Appendix C).

Community Goal 2:

Expand opportunities for redevelopment & economic growth in the Downtown Development District while respecting the existing historic character.

Objective 1: Continue to support development that compliments the historic nature of Downtown.

- A. Continue enforcing and enhancing the standards of the “Downtown Development District to preserve its historic, Main Street character. Areas of historic value should be maintained and enhanced, and expanded where appropriate, in accordance with preservation guidelines and development standards.
- B. Continue to explore the use of additional standards that follow the style of existing Downtown Development District. including requirements related to the following:
 - a. zero front and side yard setbacks;
 - b. minimum building height of two stories (still retain maximum of three stories);
 - c. entrances and architecture focused on the street front;
 - d. building exteriors;
 - e. site lighting;
 - f. signs and awnings; and
 - g. sidewalk and streetscape improvements
- C. Continue to encourage residential uses to create a mixed use environment.

Objective 2: Continue to identify local, state, or national historical district designations that could allow for grants and preservation design guidelines.

- A. Continue to pursue Downtown for designation as a Federal and/or State registered historic Downtown. The “district” should be a contiguous area that has definitive boundaries denoted on a parcel map.
- B. Designate a local historical district with boundaries that capture contributing buildings identified in a historical survey. Contributing buildings are those buildings that give the historic district a special character. An example of a contributing building may be a single-family home from the early 1900s, while a non-contributing building may be a recently built gas station. This local historical district could be further protected by special design review guidelines and procedures.
- C. Create standards and guidelines that relate to development, reconstruction, and additions to buildings within the boundaries of the district. A certificate of appropriateness can be required subject to conformance with the standards, to ensure the historic integrity of the district. The provisions may also address prohibited and allowable demolitions.

Objective 3: Continue to evaluate existing streetscape and landscape standards to ensure that they are producing appropriate design outcomes for the Downtown.

- A. Continue to maintain harmony with the urban character, continue zero front setbacks of buildings along Main Street to accentuate street “enclosure” and create public space.
- B. Initiate a Downtown economic development study to determine future business opportunities for the Downtown and evaluate options for future redevelopment. Retaining viable businesses in the Downtown is essential since it contributes to the lifeblood of the city.
- C. Consider developing traditional (pedestrian-focused) cross streets that will open up new areas north and south of Main Street. The limits of this area could be expanded to encompass potential redevelopment areas or incorporate existing properties. Areas along the north/south side of 2nd, 4th, 5th, and 6th Streets and along Fowlkes Street could be added to the traditional Main Street corridor to offer additional potential to expand and strengthening the Downtown.

Objective 4: Capitalize on “place making” opportunities through Downtown gateway and signage improvements.

- A. Create entry enhancements to form a sense of arrival into the Downtown. Aside from a traditional downtown building form, there is currently only one physical feature — the Main Street monument — that distinguishes the historic Downtown from any other area of the community. As a result, it blends into the fabric rather than emerging as a “place” within the larger community.
- B. Use design elements and other unifying treatments to form an edge that demarcates the definitive boundaries of the Downtown. This may include unique streetscaping, signage, lighting, monummentation, or other features.
- C. Install a network of way-finding signs in the community to direct visitors to the Downtown and pedestrians to individual sites within the Downtown area such as City Hall, the Post Office, etc.
- D. Use street trees, building design techniques, covered walkways, and other treatments to minimize the effects of weather on downtown patrons and visitors.
- E. Coordinate with the Texas Department of Transportation (TxDOT) to identify rights-of-way enhancements, including the street cross section, traffic control devices (signs and signals), pedestrian improvements (sidewalks, crosswalks, way-finding, pedestrian-actuated signals, curb cuts, ADA accessibility), and property access (driveway location, number, width, design) along Meyer Street (State Highway 36).
- F. Establish a Business Improvement District (BID) as a funding mechanism for proposed Downtown improvements. Once a majority of the property owners have agreed to abide by the self-imposed restrictions of the group, the City should designate the district geography, as well as its time span and scope. It may, and perhaps should, encompass a larger area than the proposed historic district.
- G. Improve future transportation access to the Downtown through dedicated visitor parking and/or a bus drop-off area(s). Convenient parking and pedestrian connections are vital.
- H. Improve existing land and/or buildings, possibly in partnership with other local private and public entities, such as the Sealy Economic Development Corporation (SEDC). The initial success of the facade program lends itself to further investment. General building and landscaping maintenance, visitor parking spaces, street trees, landscaping, benches, and wayfinding signage, and intersection upgrades should be added to add to the viability of downtown as a mixed use destination.

Objective 5: Identify future planning studies for the Downtown and the near downtown area that will allow for greater economic development opportunities.

- A. Prepare a Downtown Master Plan extending along Main Street and the immediate streets in the Downtown area. The plan should identify the potential form of development/redevelopment, along with improvements relating to streets and parking areas, vehicular and pedestrian access and circulation, streetscaping and amenities, signage and lighting, and infrastructure upgrades. Furthermore, it should establish implementation priorities and identify possible funding sources and financing options.
- B. Prepare an associated plan for the neighborhoods and transitional areas immediately adjacent to and around the Downtown to identify measures to secure their integrity. An area-wide access and parking plan is needed, as is a buffering plan, to provide an appropriate transition from the neighborhood residential style to a more intensive downtown.
- C. Improve housing structures and general neighborhood conditions in areas next to the Downtown through infrastructure reinvestment, housing rehabilitation, compatible infill development, as well as by providing technical assistance.

Objective 6: Implement all of the economic development and redevelopment initiatives outlined in the 2014 City Council Strategic Plan (see Appendix C).

Community Goal 3:

Improve urban design and aesthetics along major corridors and city gateways.

Objective 1: Create Sealy signature gateways at key thresholds to the City, Downtown, neighborhoods and business corridors.

- A. Consider the design and phased construction of signature gateways in the following locations:
 - a. Downtown Gateways;
 - b. I-10 and Hwy 90 Gateways;
 - c. Reserved location at 1094 and 2187; and
 - d. Along Hwy 36, both north and south.
- B. Consider enhanced gateway treatments with more significant monuments, landscaping, and lighting at the locations with the greatest visibility. These may be constructed by the City or, potentially, sponsored and coordinated with adjacent private development or community organizations.
- C. Integrate gateway and other street enhancements (lighting, signage, landscaping, street furniture, paths, etc.) into programmed capital improvement projects. Enhancements may also include pavement colors and patterns at intersections, crosswalk textures (particularly in pedestrian environments), ornamental street fixtures (signal poles and mast arms), unique signage, added green space, land contouring, street trees, and pedestrian paths and amenities. Coordination with TxDOT will be required for state routes.
- D. Initiate redevelopment and enhancement projects at entrances to the community or major corridors leading to the Downtown, including public infrastructure improvements and strict enforcement of code violations. The City may consider a grant or low-interest loan program for qualifying private enhancement projects.
- E. Pursue partnerships with the BNSF and UP railroads to allow the city to beautify railroad rights-of-way in strategic locations and to provide safer and enhanced pedestrian and bicycle passage across railroad rights-of-way to connect downtown to the neighborhoods east and north of downtown.

Objective 2: Prepare commercial corridor and small area enhancement plans focusing on beautification, streetscape, and signage design improvements. This can apply to existing corridors as well as corridors that will be the site of future developments.

- A. Continue to identify commercial and residential properties that are experiencing, or at risk for experiencing, disinvestment and decline. Special emphasis should be placed on sites along commercial corridors and near the Downtown. Subsequently, establish targeted infrastructure improvement programs, funding and incentive programs, and administrative assistance to aid in their redevelopment and aesthetic improvement. In some cases and/or strategic locations, public acquisition may need to be considered.
- B. Continue to adopt and enforce provisions that reduce blighting influences along corridors and in neighborhoods, including:
 - a. On-street storage of commercial vehicles, recreational vehicles, utility trailers, and other vehicles.
 - b. Removal of junk, abandoned vehicles, and other derelict items from yards and alleys.
 - c. Accessory building sizes and setbacks.

- C. Create a pro-active program for handling the condemnation, demolition, and rehabilitation of substandard structures and underdeveloped property. Revise local health, building, and development codes to streamline the process for addressing unsafe or dilapidated structures and other health and safety risks such as inoperable vehicles, weeds and heavy trash, overgrown sites, and run-down structures used for criminal activity.

Objective 3: Implement all urban design and aesthetics initiatives outlined in the 2014 City Council Strategic Plan pertaining to public health and safety (see Appendix C).

Economic Development Goal 1:

Establish a plan to identify available land for purchase to provide an economic development incentive.

Objective 1: Update the current tax incentive policy as one of a number of tools local policyholders have for stimulating and encouraging economic development.

Objective 2: Explore the possibility of providing land as an additional incentive.

Objective 3: Explore the possibility for creating an industrial park.

Economic Development Goal 2:

Provide a city that allows citizens to live, shop, work, play, learn and worship in Sealy.

Objective 1: Continue to closely coordinate economic development strategies with the Economic Development Board, Planning Commission, Center Point Energy, AT&T, Austin County; EMS Board, TxDOT, property owners; realtors; engineers, and the Hospital Trust.

Objective 2: Develop a plan for the establishment/reestablishment of the hospital district for the creation of a regional trauma center.

Objective 3: Update the Incentive Policy and consider the possibility of providing land as an additional incentive to tax abatement.

Economic Development Goal 3:

Attract businesses that create primary jobs and career opportunities in Sealy.

Objective 1: Update the Buxton Reports and promote the results.

Economic Development Goal 4:

Encourage investment in infrastructure to enhance economic development.

Objective 1: Continue to closely coordinate the Economic Development Board, Center Point Energy, AT&T, Austin County; and TxDOT.

Educational Goal 1:

Continue to provide educational opportunities for the Citizens of Sealy and promote the development of our youth for the betterment of Sealy.

- Objective 1: Implement all education related initiatives of the 2014 City Council Strategic Plan (see Appendix C).**
- Objective 2: Coordinate closely with Sealy ISD, Blinn College, Gordon Memorial Library, YMCA and SEDC to ensure program coordination, unnecessary overlapping of services, workforce development, economic opportunity and effectively utilize all of the resources of the community in a thoughtful and effective manner.**
- Objective 3: Continue to provide training for City Council Members, Advisory Board/Commission Members, and staff**

Environmental Goal 1:

Preserve Sealy's most sensitive environmental areas for both their economic and ecologic benefits.

Objective 1: Support programs and policies that preserve wetlands and stream corridors. These sensitive areas are the backbone of the local drainage system. Protection of these areas is needed to minimize flooding and to ensure compliance with TCEQ environmental regulations.

- A. Use bio-retention areas or rain gardens to collect rainwater after storms and divert it from the stormwater system. Runoff from parking areas can be channeled into wetlands or native planting areas. Potential bio-retention sites should be identified that could assist the storm drainage system in removing water from the roads. These sites might also be effective in reducing the need for stormwater system extensions into difficult-to-reach locations, sensitive areas, or sites that have high engineering costs.
- B. Identify, map and protect areas with the greatest slopes that are located near rivers, creeks, wetlands, and other water bodies. Conservation easements or outright purchases can be used to safeguard Sealy's most attractive locations for riparian preservation and wildlife habitats.
- C. Maintain green spaces in the most natural state possible for protecting sensitive areas and managing stormwater.
- D. As part of a larger drainage plan, acquire wetlands and sensitive areas as conservation areas, particularly in instances where assembly of land is possible.
- E. Where practical, utilize sensitive environmental areas for passive recreation purposes, such as a linear park or green belt.

Objective 2: Encourage growth management strategies that promote agricultural and rural area preservation.

- A. Promote conservation easements, which maintain open space in perpetuity or for a prescribed period, as a mechanism for preserving rural lands while benefiting landowners. With a conservation easement, the landowner continues to own the land and is responsible to maintain it. The land also remains on the tax rolls, although there may be significant tax advantages to the landowner for the easement dedication, which also lowers the cost of acquisition.

- B. Promote continuation of the area's agricultural character through events such as a local farmers' market. A farmers' market can be programmed in a Downtown space to allow local farmers and residents to buy and sell produce. A suitable location is needed that will provide adequate space for people, sufficient parking at peak periods, and address liability issues.

Objective 3: Continue to implement recycling program elements, maintain its effectiveness with population growth and expand its reach in the community.

- A. Continue to explore the possibility of a centralized drop-off recycling program concurrent with population increases. There can eventually be expansion to curb-side recycling and to more niche markets that may not be participating as heavily as the typical residential home, such as businesses and apartments.
- B. Continue to fit all public areas with garbage cans, as well as recycling receptacles, so these public spaces can be kept clean and beautiful for the enjoyment of all residents and visitors. Expanding the program to all existing and then new parks is an initial step toward implementation.
- C. Continue to provide opportunities for citizens to drop-off hazardous materials, such as oil, paint, batteries, and obsolete electronics to ensure the safe disposal of these materials.

Objective 4: Promote the use of stormwater management tools that will protect riparian areas while reducing the impact of flooding.

- A. Adopt Stormwater Best Management Practices (BMPs) for construction and post-construction stages of development. These guidelines help to reduce pollutants from entering local drainage courses and stormwater systems, but also control erosion and sedimentation. This proactive step results in better functioning stormwater systems, improved water quality, sustained habitats, and reduced flooding.
- B. Continue to implement the Master Drainage Plan as a policy guide for subdivision review and development.
- C. Upgrade the minimum standards for stormwater improvements to ensure that stormwater management improvements match accepted engineering standards.
- D. Systematically upgrade and replace existing stormwater drainage lines that impede the community's ability to meet drainage and detention targets.
- E. Require the use of bio-swales in parking lots and along roadways to collect and hold stormwater, enhance recharge rates, and improve water quality.
- F. Design new municipal buildings as pilot projects for innovative rainwater capture and treatment techniques. This will result in financial savings over the long run, especially in operating costs. Use interpretive displays to inform residents about the science and conservation efforts behind the pilot project.
- G. Incorporate incentives by way of expedited approval, local tax credits, or other alternatives for integrating runoff reduction practices in private land development. This is particularly applicable for high-density residential and "big box" development that have higher ratios of impervious surfaces.

Objective 5: Improve air quality and energy practices in building design and construction.

- A. Add street trees to assist in the improvement and management of air quality levels, as well as to mitigate the effects of urbanization in the future. Street trees do much more than clean the air in local areas. Street trees can improve property values, enhance aesthetics, reduce the urban "heat island" effect, provide wildlife habitat, reduce vehicle speeds in neighborhoods, shade automobiles, create an

appealing pedestrian environment, and soften an otherwise harsh urban environment. Encouraging additional trees on individual sites can be done by enforcing regulations related to tree preservation during redevelopment and ensuring that trees are replanted after redevelopment. The landscaping requirements for new developments should evolve to the point that new developments look attractive and there are no loopholes allowing construction of subdivisions with poor landscaping.

- B. Continue to support alternative transportation solutions at the local and regional levels to preserve air quality. As highway and air transportation connections increase to the region there will likely be subsequent deterioration in air quality. Offering multi-modal options is one method of combating poor regional air quality.
- C. Continue to maintain current enforcement of the International Building Code in regards to building energy efficiency. This new code, which went into effect recently, incorporates energy efficiency standards into the Sealy building code. While judging its effectiveness, the City can encourage higher levels of energy and water efficiency through voluntary practices in both site and building design.
- D. Continue to identify and implement into city codes energy saving measures for both private and public structures. Initial efforts could focus on building lighting, street lights, building heating/cooling, and water usage. More important than changing employee habits is the adoption of energy efficient retrofits to buildings and operations, such as installing motion sensitive lights or faucets with automatic shut-off.
- E. Continue to implement a long-term municipal energy strategy to include an energy plan that enumerates reduction goals based on the current energy usage. The results should give rise to municipal policies aimed at electricity reduction solutions that save money while benefiting the environment. This plan could focus on the following energy saving strategies:
 - a. Lighting, indoors and outdoors;
 - b. Insulation;
 - c. Windows; and
 - d. Energy-efficient appliances (automatic shut-offs for items not in use, such as bathroom lights or conference rooms).
- F. Continue to implement the use of “green design” standards for new municipal projects. The City can act as a leader in energy-efficient design that not only benefits the environment, but also saves the City money on energy usage. Fiscal responsibility is a critical issue, and the City must be a steward of taxpayer dollars. Investing in new buildings or retrofitting old buildings should be done with energy efficiency as a primary goal. An inexpensive yet inefficient building will eventually cost more in the long term.
- G. Consolidate programs and options related to environmental protection and stormwater management under a common theme.

Environmental Goal 2:

Preserve open spaces within the corporate limits and the ETJ.

Objective 1: Continue to strictly enforce the Subdivision Ordinance and ensure that future developments provide provisions for public spaces.

Objective 2: Designate natural areas for use as nature parks, plant and wildlife conservation areas and greenbelts throughout the city.

- A. Continue to identify and purchase nature sites within the city that can be used for park development.
- B. Ideal sites are those with significant historical or cultural attributes, or sites that have contributed to the identity of the city throughout the years.
- C. Consider low-lying or flood prone areas that are not conducive to commercial or residential development.
- D. Continue to identify funding options such as the Texas Parks and Wildlife Department grant programs.
- E. Upon acquisition, develop sites with limited or primitive facilities; such as primitive camping sites, park benches, low impact walking trails, birding towers, picnic tables and BBQ grills.

Environmental Goal 3:

Continue to encourage the development of projects that provide beneficial economic opportunities for local residents without destroying the existing physical environment.

- Objective 1: Continue to provide incentives such as tax breaks and grant assistance to encourage businesses to invest in Sealy.**
- Objective 2: Continue to promote public and private sector economic development projects on the vacant undeveloped land and/or agricultural land.**
- Objective 3: Continue to require that developers inform the City Council of the development's impact on the physical environment i.e. drainage, air quality, water quality, light, soils, noise, traffic, water usage and sewer usage before approval of building permits and possibly approval of water and sewer service.**
- Objective 4: Implement all of the environmental based initiatives outlined in the 2014 City Council Strategic Plan.**
- Objective 5: Proactively identify and consider regulations to mitigate the effects of other forms of pollution, such as the runoff of chemicals and affluent from agricultural uses.**

Parks and Recreation Goal 1:

Develop and maintain a first-class parks and recreation system.

Objective 1: Invest in park and recreation opportunities described in the 2007 Comprehensive Park Plan.

- A. Continue maintenance programs that address routine equipment and landscaping repair and replacement. The improvements needed include replacement of vandalized equipment; a rigorous grounds maintenance program; new benches, tables, grills, and trash containers; additional landscaping and shade trees; picnic facilities and shaded gathering areas; improved and/or expanded parking areas; and new fencing and lighting. Additional proposed maintenance items are itemized in the 2007 Comprehensive Park Plan.
- B. Continue to focus on new park development in the growing areas of Sealy and to provide neighborhood parks in existing neighborhoods where practical. Consider vacant in-fill lots for such purposes. Continue to monitor opportunities to acquire desirable tracts that are favorably situated in new growth areas for future park development. It is particularly important to target potential purchases before area land prices begin to escalate with oncoming urbanization.

- C. Update the Subdivision Ordinance to target linear recreation opportunities and the preservation of acreage ideally suited for recreational development or for passive recreation, such as floodplains and wetland area. Preservation of open space to achieve stormwater BMP goals should be encouraged as development credits for landscaping.
- D. The city should consider alternative methods and partnerships to create a linear park system that connects the city. The use of easements, public rights-of-way, commercial development, public and private schools and churches and city parks can be linked to create pedestrian & bicycle connectivity.

Objective 2: Continue to explore additional park sites for long-term development. This may include trails, greenways, natural areas, or community parks.

- A. Continue the planning process to identify the best and most efficient means for gradually achieving a community trail network. A system of parks and recreation areas is not complete without linear linkages between park facilities, neighborhoods, schools, and other public use facilities. Such linkages may boost accessibility to parks and other public spaces, thereby expanding the effective service area coverage of these existing parks. This, in turn, reduces the amount of public investment necessary to locate and construct parks densely throughout the community.
- B. Continue to develop a City-wide greenways program along each of the creeks, floodways and drainageways, and other flood-prone areas, as well as forested corridors within the City and ETJ. These areas may then be used to protect the resource through sound management practices, while also hosting recreational trails to tie the community together. This work can potentially be done in partnership with Austin County, Town of San Felipe, Texas Parks & Wildlife and local conservation & recreation organizations.
- C. Design interpretive sites in parks to leverage their value for preserving the environment and educating the public about the importance of land and resource management. In general, ecological education should be incorporated into the local park system and associated programming.
- D. Amend the street cross sections in the Subdivision Ordinance, as appropriate, to include provisions for trails and bikeways. These facilities should be included in new road projects, as well as reconstruction projects, where feasible and acceptable. At a minimum, sidewalks should be constructed along both sides of collector and arterial streets and at least one side of local streets. Provision should also be made for pedestrian walkways on bridges and across culverts.

Objective 3: Provide official support and adequate funding and resources—on par with similar-sized communities—to perform ongoing maintenance and repairs and to construct needed improvements at existing and future parks and recreation facilities.

- A. Continue to utilize provisions that allow payment of fees to the City in lieu of dedicating land within new developments for public parks and open space purposes. This ensures adequate resources to fund new facilities at equivalent standards. This park fee policy should be reviewed periodically to make sure that the fees are adjusted, as necessary, to keep pace with inflation. Ultimately, the City must rely on other funding measures to achieve its park system goals (e.g., bonds, capital budgeting, grants). The park dedication ordinance can also be updated to require a fee for park improvements.
- B. Establish funding sources for priority improvements and a strategic implementation program with annual targets and objectives for the first five years.
- C. Regularly prepare nominations and applications to qualify for grant assistance or other funding arrangements to finance annual capital improvements.

- D. Maintain existing policies related to agreements with individual user groups that include user fees. These fees may pay for specific improvements to a park, such as field lighting, play equipment, viewing stands, or benches. Interested groups may include the adult and youth sports associations. This collaborative effort starts by documenting recreational demand and specific needs and ensuring appropriate contributions to field and facility maintenance based on level of utilization.

Objective 4: Implement all of the parks and recreation based initiatives outlined in the 2014 City Council Strategic Plan (see Appendix C).

Neighborhood & Housing Goal 1:

Assist citizens to procure safe and affordable housing in a fair and equitable manner.

Objective 1: Continue policies to further fair housing opportunities in Sealy by encouraging reputable developers to offer a variety of residential housing in mixed-use developments.

- A. Fair housing opportunities are vital outside of areas of geographic concentration of protected classes.
- B. The provision of fair housing opportunities in the immediate vicinity of the downtown area can have the added benefit of stimulating reinvestment in the downtown by providing services to residents who live in the immediate vicinity of the downtown area. Reinvestment in downtown would in turn increase the property values of the adjoining residential properties and stimulate additional reinvestment in those neighborhoods; creating synergy between the two uses.

Objective 2: Continue to purchase distressed land (lots & larger tracts).

- A. Distressed property can be resold to developers at substantial discounts with the agreement that part of the development will include lower priced modest housing.
- B. The purchase and maintenance of distressed property can have positive impacts on surrounding development by maintaining the appearance of neighborhoods (cutting high grass and weeds), removing dilapidated structures when appropriate and reducing neighborhood crime.
- C. The purchase of key distressed properties provides the city with the ability to create neighborhood parks and/or to make key infrastructure improvements such as making drainage projects or the extension, expansion or rerouting of streets in distressed neighborhoods.

Objective 3: Provide development incentives to facilitate infill development, or redevelopment, on vacant lots or lots with abandoned dilapidated structures.

- A. Incentives may be considered include waivers of building permit and tap fees as well as providing tax trust properties at a minimum cost to the developer.
- B. Development ordinances of the City can include provisions that expressly target the development and redevelopment of distressed areas of the city to stimulate and facilitate infill development and that target infill areas that were never developed.

Objective 4: Consider the use of the TDHCA HOME Housing Tax Credit Program to construct new apartment buildings.

- A. Tax credits provide investors in affordable rental housing programs with benefits used to offset a portion of their federal tax liability in exchange for the production of affordable rental housing. Each

qualified tax credit development must include a minimum percentage of rent restricted units to be set aside for eligible tenants.

- B. Consider the use of TDHCA HOME Multi-family funding to rehabilitate existing apartment buildings.
- C. Continue to pursue grant funding for water and waste water improvements through the Texas Rural CDBG program.

Neighborhood & Housing Goal 2:

Continue to improve the quality of living for Sealy residents by upgrading the quality of the housing stock.

Objective 1: Consider the use of the HOME program, administered by the Texas Department of Housing and Community Affairs, to repair dilapidated housing units in the community.

Objective 2: Continue efforts to rid the City of vacant and dilapidated structures.

- A. Aggressively acquire properties in tax trust or with delinquent taxes;
- B. Sell these properties at minimal cost to developers with stipulations ensuring that affordable new housing is constructed on the lot within a certain time period.
- C. Continue to pursue grant funding for water and waste water improvements through the Texas Rural CDBG program, since vacant & depilated strictures often are the result of inadequate infrastructure.

Neighborhood & Housing Goal 3:

Continue to preserve and enhance existing, older neighborhoods.

Objective 1: Consider the adoption of a zoning ordinance.

- A. Zoning ensures that non-residential uses will not encroach upon traditional neighborhoods.
- B. Zoning ensures that non-residential uses have the ability to “pop up” in the middle of stable neighborhoods, eventually destabilizing those neighborhoods.
- C. Zoning ensures that the investments made by the average citizen and small land owner are respected are not trampled by large scale investors and other persons not interested in the long term future of Sealy.
- D. Zoning implements the Comprehensive Plan, implements the future land use plan of the Comprehensive and proves a basis for Capital Improvement Program planning. It’s difficult for cities to make long term capital improvements assumptions, decisions and investments when land uses are potentially subject to the whim of a person or company who may not be interested in the long term consequences of those decisions on Sealy.
- E. Zoning ensures that the City controls its long term growth and destiny and does not cede that direction to outside parties who are focused on short term gains, and not long term impacts of development decisions on Sealy.
- F. Without zoning, a single decision made by a single person can be a catalyst that begins a process that destabilizes a stable neighborhood. Many neighborhoods in Sealy are at risk from the impacts of such a decision.
- G. Without zoning, the City cannot ensure that neighborhoods will remain a stable and safe investment.

Objective 2: Increase code enforcement efforts in at-risk neighborhoods.

- A. At-risk neighborhoods are defined as those with at least 25% of all housing units considered deteriorated or dilapidated.

Neighborhood & Housing Goal 4:

Ensure quality development of new subdivisions both inside the corporate limits and in the City's Extra Territorial Jurisdiction

Objective 1: Continue to vigorously enforce the City regulations.

- A. By developing a Unified Development Code, the City can have a greater ability to enforce development requirements in the ETJ, particularly with respect to sign, tree preservation and subdivision regulations.
- B. The completion of strategic annexations and the expansion of the City ETJ is a primary tool available for the City to ensure that the outlying areas surrounding Sealy that will eventually become a part of Sealy are developed appropriately before they are incorporated in to the City of Sealy.

Objective 2: Implement the land use concepts developed in the Future Land Use Plan.

- A. Continue to enforce housing codes and ordinances and to update those codes as new code additions are developed.
- B. Continue efforts to secure funding for housing related projects.
- C. Continue to further fair housing opportunities by encouraging developers to offer residents a variety of housing options.
- D. The implementation of a Future Land Use Plan (FLUM) is contingent on zoning. Without zoning to implement those recommendations, the FLUM has no weight of law. Land owners, developers and community leaders need the assurance provided by zoning that their investments will not be vain because a neighbor or owner completes a project that diminishes the use or value of their property, particularly of their residence.
- E. Capital Improvements Program planning is entirely based on Future Land Use assumptions. Without those assumptions, and a belief that those assumptions will remain fairly consistent, it's difficult for the city to assume wastewater treatment capacity needs, water supply needs, or transportation needs because those decisions are tied to land use assumptions (reflected in the zoning of land). Such uncertainty makes funding "right size capacity" decisions difficult, improving the likelihood that improvements will be over- or under-sized. Without that foundation, it's difficult to hit capacity and supply targets and avoid over- and under-spend on major projects.

Neighborhood & Housing Goal 5:

Promote an aesthetically pleasing, durable, and safe living environment for present and future generations.

Objective 1: Continue to implement the City's Code Enforcement Program.

Objective 2: Consider the adoption of a Zoning Ordinance as a tool to allow the City to protect its residential areas from non-compatible land use encroachment.

Objective 3: Continue to strictly enforce the City's Subdivision Regulations.

- Objective 4: Continue to clear unsightly and dilapidated buildings and/or cluttered lots that are fire hazards and eyesores, and encourage the restoration of older buildings and houses that are in good condition.
- Objective 5: Implement all neighborhood and housing related initiatives outlined in the 2014 City Council Strategic Plan (see Appendix C).

Water/Sanitary Sewer Infrastructure Goal 1:

Continue to provide utilities and infrastructure in a manner that will encourage controlled, targeted, efficient, green and aesthetically pleasing development.

- Objective 1: Continue to implement the City of Sealy Capital Improvements Program.
- Objective 2: Continue to coordinate closely with TxDOT, HGAC, TCEQ, UP & BNSF Railroads, all local and regionally based utility providers, developers and Austin County on all matters that pertain to infrastructure.
- Objective 3: Continue to enforce and update the Subdivision Ordinance and design requirements for public improvements.
- Objective 4: Continue to implement all of the infrastructure initiatives outlined in the 2014 City Council Strategic Plan (see Appendix C).

Water/Sanitary Sewer Infrastructure Goal 2:

Continue to encourage a well-managed pattern of development that is fiscally responsible and timed with the adequate provision of utilities and services.

Objective 1: Use the growth management strategy outlined in this chapter to direct most development to growth areas while minimizing development in the resource protection and holding areas.

- A. Continue to identify prime growth areas to determine where capital improvements and expanded public services should be focused, thereby using public investments to direct future development. The City should target improvements to under-served areas in the City limits as the highest priority, followed by areas immediately adjacent to the City limits.
- B. Continue to ensure that any proposed utility extensions are made only into prime growth areas.
- C. Continue to evaluate alternative mechanisms to pay for utility extensions including capital improvements programming (supported by municipal bond initiatives), impact fees, and public improvement districts. Alternative mechanisms can enable development in advance of municipal infrastructure while effectively managing the timing and sequencing of new development. Recapture agreements (in which developers pay for oversized lines and are paid back by subsequent developers who use them) can be used to finance the construction of oversized lines to new development.

Objective 2: Continue to encourage infill development in the developed area of Sealy.

- A. Establish incentives for infill development, such as density bonuses if certain performance standards are met. For instance, increased density may be allowed for accomplishing community objectives such as a minimum open space ratio, preservation of trees, conservation of natural resources, enhanced compatibility with adjacent uses, inclusion of amenities such as parks, trails, and attractions, and any other heightened development standards that are important to the community.

- B. Develop alternatives to overcome constraints to development or redevelopment of areas within the City limits, including common issues that cause difficulty for building on infill sites such as alleviation of flooding, provision of street and utility infrastructure, strict compliance with flood detention requirements, and on-site parking requirements. Standards pertaining to setbacks, lot coverage, and building height may need to be relaxed—or offset through other performance standards—to make development of constrained sites feasible.
- C. Continue to adopt infill development standards concerning density, intensity, and other dimensional requirements to maintain a consistent character with adjacent existing development. Of particular importance within older, historic areas is to ensure that the architecture and materials are consistent with those in the immediate neighborhood.
- D. Continue to adopt policies and standards regarding the provision of adequate infrastructure to serve infill development sites. Capital projects (including rehabilitation and replacement of water distribution and wastewater collection lines) should be prioritized to benefit undeveloped sites and increase the utilization and efficiency of existing infrastructure systems.

Objective 3: Continue to utilize the City’s land development regulations to influence the pattern of development.

- A. Update the City’s development standards to encourage, through incentives, cluster development, which, in effect, leaves portions of development sites undisturbed; allows overland conveyance of stormwater; reduces the buildable area and, hence, impervious cover; increases aquifer recharge; and, allows some degree of development in sensitive areas while protecting valued resources.
- B. Amend the subdivision regulations to incorporate Adequate Public Facilities provisions, such as requiring adequate road capacities concurrent with development, as well as demonstration of the ability to meet minimum fire flow requirements.
- C. Amend the City’s development standards to establish criteria for the protection of floodplain areas. Density bonuses can be used to support the focusing of development on the developable portion of constrained sites.

Water/Sanitary Sewer Infrastructure Goal 3:

Continue to improve infrastructure to accommodate the current corporate limits, and extra territorial jurisdiction (ETJ).

Objective 1: Continue to follow the recommendations in the water, wastewater and streets elements of this comprehensive plan and the 2013 Capital Improvements Program (CIP).

Objective 2: Continue to pursue all available methods of financing critical infrastructure improvements.

- A. Texas Community Development Block Grant Program (TxCDBG) - This program provides funding for infrastructure development. It should be noted that these funds can only be utilized in the City’s low-to-moderate income areas.
- B. Texas Water Development Board-The Texas Water Development Fund is used to provide loans to eligible applicants for the construction of local or regional water supply, wastewater treatment, flood control, and municipal solid waste management projects. This includes such facilities as water wells, transmission mains, storage tanks, and water and sewage treatment plants. The City should always compare private bond option before proceeding with Texas Water Development Board funds.

- C. When appropriate consider the use Revenue and/or General Obligation Bonds or Certificates of Obligation;
- D. Continue to pursue Texas USDA Rural Development funding when available.

Water/Sanitary Sewer Infrastructure 4:

Continue to encourage the development of projects that provide beneficial economic opportunities for local residents without destroying the existing physical environment.

- Objective 1: Continue to require that developers inform the City Council of the development's impact on the physical environment i.e. drainage, air quality, water quality, soils, noise, traffic, water usage and sewer usage etc. before approval of building permits and possibly approval of water and sewer service.

Water/Sanitary Sewer Infrastructure Goal 5:

The city should continue to have a dependable water supply that will provide for all water demands, including domestic, industrial, and commercial, as well as an allowance of about 10-15% for distribution system leakage, fire-fighting, and other un-metered uses.

- Objective 1: Install one new well, elevated storage tank and booster station in the northwest quadrant of the City, near FM 2187.
- Objective 2: Install one new well, ground storage tank and booster station near the Wal-Mart Distribution Center
- Objective 3: Continue to replace undersized distribution lines throughout the system.
- Objective 4: Implement the conservation strategies for municipal uses as discussed in the Region H State Water Plan.
- Objective 5: Expand water service into un-served areas.
- Objective 6: Implement all of the water related initiatives outlined in the 2014 City Council Strategic Plan (see Appendix C).

Water/Sanitary Sewer Infrastructure Goal 6:

The Sealy sanitary sewer system should continue to have the capacity to provide high quality service both within the current corporate limits and the Extraterritorial Jurisdiction throughout the planning period.

- Objective 1: Continue to smoke test the system in order to locate sources of infiltration
- Objective 2: Implementing the conservation strategies for municipal uses described in the 2013 Planning/Capacity/Building Project Report to reduce the amount of water being used and treated by the wastewater system and treated by the wastewater treatment plant
- Objective 3: Continue to systematically replace all old clay sewer lines according to the phasing schedule detailed in the 2013 Planning/Capacity/Building Project Report.
- Objective 4: Expand the existing plant or construct a new plant in order to increase capacity.
- Objective 5: Expand sewer service into unserved and underserved areas.

Objective 6: Implement all of the wastewater related initiatives outlined in the 2014 City Council Strategic Plan (see Appendix C)

Water/Sanitary Sewer Infrastructure Goal 7:

Continue to provide adequate and efficient provision of infrastructure, including water and wastewater facilities, to accommodate the growth and economic development objectives of the community over the next 20 years.

Objective 1 Continue to maintain and rehabilitate the existing water and wastewater systems through phased and targeted improvements.

- A. Continue to plan for and fund wastewater treatment plant expansion or the construction of a new plant. The City is currently at 56 percent of capacity, and planning for facility expansion or construction should begin upon reaching 75 percent of capacity.
- B. Implement the recommendations of the 2013 Planning/Capacity/Building Project Report to upgrade and expand all existing sanitary sewer utility infrastructure. In addition to expanding the capacity at the wastewater treatment plant, inflow and infiltration (I/I) problems in the collection system must be addressed. Implementation of the plan would identify necessary improvements to the aging infrastructure where improvements will be required to support economic growth and address weaknesses in the system.
- C. Continue to implement the recommendation of the 2013 five-year capital improvement program, including replacement of infrastructure based upon a priority ranking system. Continue to upgrade and replace aging and failing wastewater collection lines and lift stations using this phased approach.
- D. Implement the recommendations of the 2013 Planning/Capacity/Building Project Report and the 2013 five-year capital improvement program for water to address the future needs of a growing population and economic development by making targeted improvements related to water supply, water treatment facilities, storage, and distribution systems.
- E. Implement a water conservation program to reduce average per capita use. The program could include public education, landscape and irrigation ordinances, and rates structured to encourage conservation.
- F. Increase awareness of xeriscaping techniques, which emphasize the use of local native vegetation, to reduce irrigation demand.

Objective 2: Implement all of the water and wastewater related initiatives outlined in the 2014 City Council Strategic Plan (see Appendix C).

Drainage Goal 1:

A regional drainage system that adequately and efficiently handles stormwater flows and minimizes flooding of property, improves public health and safety, and maximizes the potential of properties that are ideally suited for economic development.

Objective 1: Continue to improve drainage in the Allens Creek watershed through targeted improvements.

- A. Continue to secure funding to implement the recommendations identified in the Allens Creek Master Drainage Plan. Funding sources can include property taxes assigned to the general fund, bonds, and drainage district and drainage utility fees. The City currently has a drainage utility fee; however, revenues from this fee are not sufficient to pay for improvements. The City may want to consider alternative means including a bond election or improvement district.
- B. Continue to prioritize and implement the recommendations in the June 2004 Allens Creek Master Drainage Plan, which was subsequently, updated by the January 2011 Master Drainage Plan for Allens Creek Watershed 2010-2020. Recommendations included the following:
 - i. Channel Improvements Downstream of State Highway 36 – acquire easements and excavate channel.
 - ii. Highway 90/Rexville Road Improvements – replace the highway structure and re-route the channel between the highway and Rexville Road.
 - iii. Westview Drainage – there are three approaches to addressing drainage in the Westview subdivision including: (1) constructing a detention facility, (2) constructing a channel along the former Cane Belt Railroad right-of-way, and (3) constructing a storm sewer either through or around Westview subdivision to the open channel section of Allens Creek.
 - iv. Terri Avenue Drainage – increase the capacity of the existing channel through placement of a storm sewer.
 - v. Brookside Street Reconstruction and Drainage – reconstruct the street to allow more overland flow capacity.
 - vi. Fowlkes Street Drainage – enclose the existing ditch with pipe or reconstruct an improved channel in the area.
 - vii. Upper San Felipe Tributary of Allens Creek Drainage – acquire easements, excavate channel, and replace culverts under existing roads.
- C. Implement the recommendations of the 2010 regional drainage studies based upon development expectations and current drainage conditions to identify necessary structural and non-structural drainage system improvements that will eliminate the flooding of structures and residential properties and to solve overflow conditions on many of the streets.

Objective 2: Continue to utilize the City’s land development regulations to reduce impervious surface coverage and enhance drainage in the community.

- A. Amend the land development regulations to better control impervious cover and the ratio of open space (residential) and landscape surface (nonresidential) on development sites, incorporating incentives as appropriate.
- B. Encourage different types of development patterns in the community, including cluster or planned developments, as these have many advantages including reduced stormwater runoff.
- C. Investigate the use of regional detention and treatment facilities for new growth areas. Detention ponds can be developed as a community amenity and/or recreation facility with trails, fountains, etc.
- D. Consider using retention basins for irrigation water.
- E. Encourage non-structural techniques, such as bio swales and constructed wetlands, to treat stormwater runoff.
- F. Develop regulations to achieve the goal pertaining to the “preservation of Sealy’s most sensitive environmental areas for both their economic and ecological benefits” provides an additional strategy

to manage community drainage and stormwater runoff, to comply with Best Management Practice (BMP) standards of TECQ.

Objective 3: Implement all of the drainage related initiatives outlined in the 2014 City Council Strategic Plan (see Appendix C).

Public Safety Goal 1:

Continue to provide adequate public safety facilities and services.

Objective 1: Continue to support the City's public safety functions and personnel through adequate budget allocations and community backing.

- A. Continue to prepare annual estimates of the community's daytime population and review and adjust police and fire staffing as necessary and warranted.
- B. Continue to plan and budget for additional police and fire staffing (and the requisite vehicles, equipment, and facilities) to meet current and future needs.

Objective 2: Continue to coordinate closely with TxDOT, HGAC, TCEQ, UP & BNSF Railroads, all local and regionally based utility providers, developers and Austin County on all matters that pertain to transportation from the perspective of emergency response in a community where emergency response is great affected by highway and railroad disruptions and/or closures/heavy traffic loads.

Objective 3: Continue to closely coordinate with local and regionally based power utilities and natural gas utilities the ensure that lines are located, or relocated, in a manner that is not detrimental to development or redevelopment of Sealy or detrimental to existing development in the community.

Objective 4: Implement all of the public safety initiations outlined in the 2014 City Council Strategic Plan.

Annexation Goal 1:

Guide the orderly growth and development of the city through targeted strategic involuntary annexations based on sound fiscal rationale and to amend development codes to require voluntary annexation as a condition of plat and site plan approvals in order to provide for the orderly extension of city utilities and services and to avoid the use of private or special utility districts.

Objective 1: Continue to target annexations that follow the following guidelines to the greatest extent possible; but to be aggressive when necessary to defend the boundaries of the city from challenges from other communities, such as Houston, and to capitalize on the prominent regional location of Sealy to attain economic growth and development that is desirable, and to prevent undesirable development detrimental to the long term goals of Sealy.

- A. Policies for Boundary Adjustment

1. The City will actively seek local landowners wishing to request annexation into the corporate limits.
2. The City will seek to concentrate annexation in potential commercial areas.
3. The City will seek to annex residential properties with high property values.
4. The City will actively seek to annex tracts located within close proximity to current infrastructure.
5. The City will be sensitive to those residents living in substandard conditions and needing City services, or protection offered by City ordinances.
6. The City will be sensitive to those tracts that have historical and/or environmental significance.
7. The City will amend development codes as necessary; and avoid circumstances, that would require the City to annex property under the requirement of Texas Local Government Code Section 43 Subchapter C.

B. Prioritized Recommendations

1. Continue to explore ways to expand the current corporate limits through voluntary annexation.

Objective 2: Continue to pursue a staged annexation strategy to accommodate future growth and development and protect surrounding areas.

- A. Develop an annexation plan, linked to the City's growth management strategy, to annex land strategically in advance of development. Generally, new development should occur on vacant parcels within the City limits before significant territory is annexed.
- B. Coordinate the City's long-term capital improvements plan with the annexation plan to ensure the availability of "full municipal services" in newly-annexed areas within the minimum timeframes required by state statutes.
- C. Use reliable, sophisticated cost-benefit analysis methods to evaluate all proposed annexations. In many cases where more than pure financial considerations are involved, policy decisions will be necessary to consider the value of gaining greater control over peripheral development versus the added cost for providing state-mandated public facilities and services.

Transportation Goal 1:

Continue to facilitate regional mobility to efficiently move people and goods to and from the community.

Objective 1: Continue to coordinate with local, state and federal agencies in enhancing regional mobility.

- A. Continue to actively participate with TxDOT in designing and implementing future improvements to the I-10 corridor in the Sealy area, particularly to safeguard the community's interests with respect to local traffic circulation and support for economic development. The City should particularly coordinate with TxDOT to ensure the beneficial location and effective spacing of on/off ramps to the new I-10 frontage roads, and to advocate that the Rexville Road overpass not be eliminated in the new freeway corridor design.
- B. Continue to coordinate with the Union Pacific and Burlington Northern Santa Fe Railroads as necessary to help ensure that regional railroad and automobile mobility needs are coordinated and to explore opportunities to improve accessibility between each side of the railroads that bisect Sealy.

Transportation Goal 2:

Continue to create a system of arterial and collector roads that provides adequate connectivity and through movements across the City.

Objective 1: Utilize the Future Thoroughfare Plan to achieve adequate mobility within the community and preserve rights-of-way.

- A. Continue to utilize the functional classifications of arterial and collector roadways as shown on the Future Thoroughfare Plan. The recommended street cross sections and pavement widths that correspond with the functional classifications should be adhered to in all new developments. In certain instances where there are unavoidable constraints for complying with the City's standards (that are peculiar to the location and not brought about by the subdivider through the subdivision layout or design), the City may allow an exception as long as it is the minimum variation needed to otherwise abide by the City's standards, which may require additional study to verify.
- B. Amend the Subdivision Ordinance to:
 - 1. Include cross section standards and required right-of-way and pavement widths for arterial, collector and local streets consistent with the policies identified in this plan.
 - 2. Include performance standards for local residential streets. Under this approach, the type of access, number of dwelling units served, and the units' average frontages determine the street right-of-way, pavement width, and other design requirements such as parking lanes, curb width, parkways, and sidewalks (this would apply only to local streets with no potential for future connection or extension). Therefore, the required right-of-way and street design is directly tied to development density and generated traffic volumes as opposed to a "one-size-fits-all" standard for all local streets.
 - 3. Enhance the City's current traffic impact analysis provisions to include specific requirements and thresholds as to when a traffic impact analysis is required. Provisions should allow the City to require a traffic impact analysis (TIA) study if projected traffic from a particular development site would exceed a certain established traffic generation threshold or specified development conditions (e.g., square feet of non-residential development, number of residential units, or other site-specific factors that could trigger the need for mitigation measures along adjacent public streets or at nearby intersections). Such situations could require submission of a study prior to the official acceptance of an application for subdivision or property development. The TIA should include mitigation measures to help maintain the desired traffic conditions along the roadway.
 - 4. Incorporate traffic calming requirements to slow traffic where continuous and relatively straight streets (for a distance of 500 feet or more) carry higher volumes of traffic in excess of 100 vehicles per hour during peak hours.

Objective 2: Enhance connectivity between neighborhoods.

- A. Amend the Subdivision Regulations to require connectivity standards to existing and proposed streets and neighborhood and improve directness of routes. The purpose of connectivity requirements is to create multiple, alternate routes for automobiles and create more route options for people on foot and bicycles. The connectivity ratio would be identified in the subdivision regulations and would be based on existing subdivisions in Sealy that stakeholders deem to have good connectivity. Features of the ordinance should include:

1. An appropriate connectivity index (e.g., street links divided by street nodes).
2. Requirements for connecting local and collector streets to adjacent developments to ensure a minimum level of external connectivity.
3. Requirements to establish pedestrian routes between land uses. This is particularly important where natural features or other constraints make it impractical to connect streets.
4. Provisions to discourage cut-through traffic and speeding.
5. Partner with the railroads to improve connectivity for pedestrians and bicyclists across railroad rights-of-way between downtown and neighborhoods north and east of downtown.

B. Extend collector roads to arterial roads to increase connectivity within and between subdivisions. This can be achieved by requiring, concurrent with subdivision approval, collector roadways between all arterials, aligning with existing collector roadway segments.

Objective 3: Continue to develop land use policies and land development regulations to encourage developments that enhance mobility within a neighborhood and throughout the community.

A. Continue to implement recommendations identified in Chapter 2, Urban Form & Land Use, related to cluster development and mixed use and walkable neighborhoods. Clustered development has the most potential to reduce the number of vehicle trips when it is combined in a mixed-use development where essential services are within walking or biking distances from residences. Clustered development also reduces the number of miles of streets that must be constructed and maintained.

Objective 4: Continue to implement access management and other Transportation System Management (TSM) measures to help increase capacity along constrained roadways and maintain capacity along arterials in the community.

- A. In conjunction with TxDOT, continue to develop appropriate improvements to SH 36 to improve regional access to and through Sealy. .
- B. Develop an access management program and guidelines that provide appropriate strategies and access design requirements based on a roadway's functional classification as identified on the Thoroughfare Plan map (with the greatest emphasis placed on mobility versus access on arterial streets).
- C. Amend the subdivision regulations to:
 1. Restrict and/or guide the number, location, and spacing of driveways, street intersections, medians and median openings, marginal access roads, turn lanes, and acceleration/deceleration lanes at major intersections. This is particularly important in preserving capacity along roadways that are not currently lined with development.
 2. Require shared driveways and cross-access easements between adjacent properties to eliminate the need to use the public street for access between adjoining businesses.
 3. Limit or prohibit residential driveways along collector and arterial roadways to preserve the intended function of these roadways. Ideally side lot lines should face toward the collector street.
 4. Periodically conduct signal warrant studies as area travel volumes increase with new development. In areas that are already managed by traffic signals, signal timing should be reviewed, particularly in congested areas, to determine if timed traffic signals are appropriate relative to the volume and peaks in traffic flow. Adjustments should be made to traffic signals so they are timed accordingly.

Objective 5: Continue to maintain and enhance existing roadways.

- A. Continue to implement the recommendations of the City-wide pavement condition inventory completed in 2013; and continue to integrate that inventory into the City's mapping and database management program. Continue to manage the comprehensive pavement management system, which would include a list of all necessary improvements to meet the established street standard, the level of financial commitment required, and a five-year prioritized implementation plan and funding program.
- B. Continue to maintain the inventory of street lights and develop a database and corresponding map. Compare the inventory with street lighting and spacing standards to identify areas of deficiency. Subsequently, establish a street light replacement and installation program, coordinated with street repair and improvement.
- C. Continue to upgrade the City's design criteria and technical specifications regarding street construction standards and all associated infrastructure requirements (e.g., street lights, drainage, and sidewalks).
- D. Continue to amend the development standards to include sight visibility requirements at all street and driveway intersections.
- E. Install railroad crossing arms at all road intersections with local railroads. To enhance safety applicable pavement markings and signage should also be installed. The implementation of measure to create additional "Quiet zones" should also be implemented along all railroad corridors through town.

Transportation Goal 3:

Continue to develop a mobility system that offers a variety of choice in modes of travel.

Objective 1: Continue to develop pedestrian and bicycle amenities and facilities throughout the City.

- A. Prepare a comprehensive bike and pedestrian plan that identifies a network of bike lanes, trails, greenways, and pedestrian linkages throughout the City & extraterritorial jurisdiction. The study should identify a system of on- and off-street linear connections between neighborhoods, parks, schools, and commercial areas. Priority should be given to identifying bikeway and sidewalk improvements in and around the downtown area and near schools, where roadways could be "retrofitted" to accommodate bike lanes and/or sidewalks. The plan may also include recommendations to amend subdivision regulations to provide street cross-section standards for collectors and arterials to include sufficient right-of-way for bike lanes.
- B. Adopt a policy whereby pedestrian improvements (e.g., sidewalks, trails, & bike lanes, and requisite funding are required in the design and construction/reconstruction of all street improvement projects.
- C. Amend the subdivision regulations to include the following:
 - 1. Establish requirements pertaining to the location of sidewalks within the right-of-way. ROW should accommodate a green space/natural area separating sidewalks from the street.
 - 2. Include a requirement for sidewalks or trails to be installed on both sides of all arterial and collector streets, and on one side of local streets, pursuant to the above recommended placement standards.
 - 3. Require public access easements every 800 feet, or portion thereof, where there are continuous rows of homes abutting trails or collector and arterial roads. Such easements must be a minimum width of 15 feet, improved with a five foot wide sidewalk or trail connection.
 - 4. Increase the minimum width of sidewalks from four to five feet in heavily traveled pedestrian areas.
 - 5. Consider, in appropriate and feasible locations, striping and signage for on-street bike lanes. Where there is sufficient pavement width, this may be accomplished by narrowing the vehicle lanes or

making use of a wide shoulder lane. Bike lanes are appropriate on collector roadways given adequate pavement width and design. On minor arterials, the minimum bike lane width must be six feet, again, given adequate design considerations. Many existing City streets have adequate width to accommodate bike lanes without additional right-of-way or street widening.

6. Continue to install bicycle racks at key locations and buildings throughout the community.
7. Continue to implement the recommendations identified in the Parks Master Plan for the sidewalk routes.
8. Continue to identify intersections heavily used by pedestrians and prioritize and implement safety improvements at these intersections. Intersections should be prioritized based on use and pedestrian risk. Improvements may include installing accessible ramps for persons with disabilities; marked, signed, and/or signaled pedestrian crossings; and pedestrian-actuated signal detectors, and cross walks.
9. Conduct and map a community sidewalk inventory to denote the existence or non-existence of sidewalks along city streets. Inventory segments that are in poor condition or unfit for safe use, as well as barriers to connectivity. Barriers may include major roadways, railroad, utility poles/boxes, and buildings. In subsequent five-year capital improvement programs, programs should include sidewalk projects, with the highest priority assigned to areas most in need of sidewalks such as around schools, downtown, parks, and other areas of high pedestrian traffic. An established amount should be budgeted annually for sidewalk improvement, replacement, and construction.
10. Continue to identify locations where the conditions warrant a Safe Sidewalks Program, particularly around and adjacent to, and leading to/away from schools, public buildings and other areas with high levels of pedestrian use. In these priority areas, conduct regular safety inspections to ensure that the surface is free from hazards and obstructions. Also organize a public education program to inform the community of individual responsibilities for sidewalk care and maintenance.
11. The City should continue to pursue grants from the Texas Safe Routes to School program and other programs to secure external funding support for sidewalk and trail programs, and to require developers to dedicate right-of-way and/or make private improvements that link sidewalks and trails throughout the city.
12. Amend the City's street design standards for the installation of pedestrian- and bicycle-actuated traffic signals. Also, coordinate with TxDOT to ensure their installation at targeted locations on State highways in town.
13. Coordinate with Texas Parks and Wildlife and the Town of San Felipe to facilitate connecting Sealy Bike and Trail improvements to the Stephen F. Austin State Historic Park.

Objective 2: Develop a public transit system that meets the varying needs of the community.

1. As growth occurs work with the Colorado Valley Transit Authority in refining and enhancing current transit services to meet the needs of residents.

Transportation Goal 4:

Continue to provide roadways that accommodate all users of the system and are designed to fit the physical setting of the community and contribute to community character.

Objective 1: Continue to design transportation infrastructure so that it fits the physical setting of the community, contributes to Sealy's character, and capitalizes on natural and historical features.

- A. Continue to implement context sensitive solutions when widening existing and constructing new roadways to insure projects are compatible with community values. When constructing new roadways, consideration should be given to enhancing and preserving the community's character through protection of environmental and historic resources such as mature trees and one-of-a-kind structures. Roadways should be designed within the "context" of the surrounding environment so they can complement the area and not detract from its character.
- B. Incorporate into the subdivision regulations and street construction standards the following requirements/policies for all new local and collector streets:
- C. Continue to preserve existing tree lines and minimize alteration of natural, cultural or historic site features.
- D. In rural areas, secure views to prominent natural vistas and open space.
- E. Where prudent, install calm traffic speeds and encourage pedestrian and bicycle movement.
- F. Enhance development standards for tree preservation, landscaping, buffering, screening, and property maintenance along arterial and collector roadways to improve the appearance and aesthetics of the community's primary roadway corridors. Vegetation and natural areas should be preserved and incorporated into the design of all new roadways. While some disturbance to natural areas will occur, efforts should be made to minimize the impacts and enhance the roadway corridor through restoration or rehabilitation of disturbed areas or enhancement of the corridor through landscaping.
- G. Initiate redevelopment and enhancement projects at the entrances to the community, including public infrastructure improvements and strict enforcement of code violations. The areas should be prioritized according to traffic counts at each location.

Objective 2: Enhance city standards to provide road designs that result in "Complete Streets" which safely provide for all users of the system and not just the automobile.

- A. Narrow the pavement width of collector and residential streets where appropriate (as previously recommended) and use the extra right-of-way for sidewalks, trails, neighborhood scale street lighting, tree preservation, landscaping and open space.
- B. Prepare guidelines and standards for pedestrian access to transit stop locations and incorporate these features along bus routes. Standards should include provisions relating to sidewalks; curb cuts and handicap-accessible ramps; non-slip surfaces; marked, signed and/or signaled pedestrian crossings; prevention of obstructions for wheelchair access; and installation of pedestrian-actuated traffic signals.

Objective 3: Continue to coordinate closely with TxDOT, HGAC, TCEQ, UP & BNSF Railroads, all local and regionally based utility providers, developers and Austin County on all matters that pertain to transportation and associated infrastructure improvements.

Objective 4: Implement all of the transportation related initiatives outlined in the 2014 City Council Strategic Plan (see Appendix C).

Transportation Goal 5:

Continue to provide for the safe movement of traffic and to provide roadways that will require little or no maintenance costs.

- Objective 1: Continue to implement the street system capital improvements schedule as outlined in the 2013 Street System Capital Improvements Program (2013-2018) and the 2013 Street System Future Priorities) and the 2014 City Council Strategic Plan (see Appendix C).
- Objective 2: Implement the long-range capital improvements in the 2013 Planning Capacity Report and in future CIP programs. The long-range capital improvements include the reclamation and paving of unpaved roadways as well as additional seal coat projects.
- Objective 3: Continue routine maintenance and minor repairs on streets not listed in the Capital Improvements Schedule.
- Objective 4: Continue to enforce and upgrade the City's roadway design standards.
- Objective 5: Continue to enforce the city's subdivision ordinance so that design standards are met in new developments.

Transportation Goal 6:

Continue to develop future roadways that will enhance economic development opportunities for both current and future local business owners

- Objective 1: Consider the development of a loop on the north side of the City that originates from Koy Underpass, traverses north to FM 1094 and then travels west until it turns south to connect with the IH 10 frontage road.
- Objective 2: Consider development of the proposed collectors and arterials as outlined in the Future Thoroughfare Plan.
- Objective 3: Continue to coordinate closely with TxDOT, HGAC, TCEQ, UP & BNSF Railroads, all local and regionally based utility providers, developers and Austin County on all matters that pertain to transportation infrastructure.

Forward

On May 13, 2009, the City of Sealy adopted the 2009 Comprehensive Plan, hereafter referred to as the plan. The implementation strategy of the plan required that the plan be reviewed and updated where necessary after five years. After the plan was adopted, Census 2010 was completed. The City Council, in 2013, adopted the Planning/Capacity/Building Project report prepared by Public Management, Inc. through a grant the Office of Rural Affairs of the State of Texas. This report was completed with extensive community input and was built upon the foundation of the 2009 Sealy Comprehensive Plan. It was the goal and intention of the City to incorporate the information developed in the 2013 Planning/Capacity/Building Project report into the 2009 Comprehensive Plan to serve as the five year update to the plan. With that data incorporated into the plan, the vision, goals and objectives would be revised as necessary and the implementation strategy updated as necessary. With that background understood, the 2015 update to the plan retained the original format of the plan and supplemented that the plan with current data and emerging trend information that has relevance to Sealy. A short summary of the composition and order of the plan is described below.

Chapter 1 – Historic Perspectives and Data

This chapter describes the purpose of planning and developing city visions, goals and objectives to serve as the basis for decisions pertaining to the growth and development of Sealy. Chapter 1 describes the process of creating the 2009 Comprehensive Plan and the subsequent Planning/Capacity/Building Project report and highlights the broad based public input that formed the foundation for each document. This information is critical because it documents the public participation activities that are the foundation all vision statement from which the plan's goals and policies were derived. The chapter also includes a significant amount of data describing the composition of the community, growth trends, factors that affect the growth of the community, issues and opportunities confronting the community and how Sealy fits into the larger regional trends affecting this region and the state. It's difficult to effectively develop a plan without knowing the characteristics of the population of citizens whose futures will be affected by the plan. To understand the characteristics of the citizens of Sealy, all of the information from Chapter 1 of the 2009 Plan was supplemented with 2010 Census data and all of the additional data developed with the Planning/Capacity/Building Project report. The primary purpose of Chapter 1 is to develop a deeper understanding of who lives in Sealy and the characteristics and needs of that population. Chapter 1 is a foundation for the remainder of the updated plan.

Chapter 2 – Urban Form & Land Use

This chapter provides a vision for the future physical development of Sealy and preferred growth areas in its extraterritorial jurisdiction. The purpose of this chapter is to establish the necessary policy guidance that will enable sound decision-making about the compatibility and appropriateness of individual developments within the context of the larger community. Other key planning priorities include directing ongoing development and managing future growth, preserving valued areas and lands, and protecting the integrity of neighborhoods, while also safeguarding and enhancing community image and aesthetics. All of these strategies are intended to achieve and maintain an envisioned community character for Sealy.

Chapter 3 – Water & Sewer Inventory & Analysis

This chapter includes an assessment of the City's utility infrastructure, both for serving today's community as well as future development and population. It then outlines policies regarding how the City intends to accommodate growth and new development to ensure efficient utility network utilization, and need to provide adequate water supply and waste water treatment capacities for a growing population.

Chapter 4 – Growth Management & Capacity

This chapter outlines methods by which the community can effectively manage its future development in a wise and fiscally responsible manner. It includes an additional assessment of the City's utility infrastructure, in the context of drainage and transportation infrastructure and the need ensure efficient land and roadway network utilization, orderly extension of public services, and achievement of a desired urban form and character over the coming decades. Tools are also provided for more accurately weighing the benefits and costs of new development and potential annexation activity by the City.

Chapter 5 – Transportation

This chapter addresses community-wide mobility needs on all levels, from sidewalks and trails, to local streets and neighborhood access, to arterial roadways and highways, and to public transit and freight movement. This plan element includes an updated Thoroughfare Plan, which is the long-term plan for orderly development of an overall system of roadways for the City and its planning area. This long-range transportation plan is to be used as a guide for securing rights-of-way and upgrading and extending the network of arterial and collector roads and highways in an efficient manner. This should be done concurrently with ongoing development and consistent with the urban form and community character objectives contained in the Urban Form and Land Use chapter.

Chapter 6 – Adopted Plans and Maps

The City Council has adopted several policy plans, reports, studies and official maps that are used by the City to guide daily and long range decisions and forecasts. This chapter formally recognizes each of those documents and formally incorporates each by reference into this Comprehensive Plan.

Chapter 7 – Implementation

This final chapter utilizes the recommendations of the individual plan elements to consolidate an overall strategy for executing the comprehensive plan, particularly for the highest-priority initiatives that will be first on the community's action agenda. Specific tasks are cited which must be accomplished to achieve the community's vision and goals. This chapter also outlines the organizational structure necessary to implement the plan effectively, including roles and responsibilities, and establishes a process for annual and periodic appraisal of plan implementation efforts and necessary updating of the plan.

CHOICES

TRANSPORTATION



What is a Thoroughfare Plan?

The Thoroughfare Plan is a long range plan that identifies the location and type of roadway facilities that are needed to meet projected long term growth within the area. The Thoroughfare Plan is not a list of construction projects but rather serves as a tool to *facilitate the preservation of future corridors for transportation system development*, as the need arises. Many of the proposed arterial and collector streets identified on the thoroughfare plan, especially in the ETJ, will likely not be needed or constructed within the next 20 or 30 years. However, one of the purposes of the thoroughfare plan is to preserve needed roadway alignments (even if they will not be needed in the immediate future) so that as development occurs in the future, the City will have the ability to develop appropriately sized transportation facilities to serve the needs of the community at that time.

Legal Authority

Under the provisions of Article XI, Section 5 of the Texas Constitution and Title 7, Chapter 212 of the Texas Local Government Code, the City of Sealy can require that development plans and subdivision plats conform to "... the general plan of the municipality and its current and future streets..." and "...the general plan for extension of the municipality and its roads, streets, and public highways within the municipality and its extraterritorial jurisdiction."

Requirements for right-of-way dedication and construction of street improvements apply to all subdivision of land within the City's incorporated area and its extraterritorial jurisdiction. In accordance with the Texas Local Government Code, the City has adopted rules governing plats and subdivision of land within the municipality's jurisdiction, and, by ordinance, those rules have also been extended to the City's ETJ.

How it Should be Used

The Thoroughfare Plan should be used by City Staff, the Planning Commission and City Council in securing needed rights-of-way as development occurs in the community. Displayed in **Map 4.1, Thoroughfare Plan**, are proposed general alignments for the extension of existing collector and arterial roadways and planned new roadways.

It is important to note that the actual alignments of these roadways will likely vary somewhat from this plan and will be determined through the subdivision development process and the preliminary engineering phase of construction. Slight modifications to

facility locations, such as a shift of an alignment several hundred feet one way or another or changes in roadway curvature are warranted and accepted as long as the *intent of the Thoroughfare Plan* to provide system connectivity and appropriate types of facilities is not compromised. As development occurs alignment studies will probably be needed to determine the exact location of roadways, keeping in mind the overall purpose and intent of the Thoroughfare Plan and the alignments shown on it.

The plan does not show future local streets because they function principally to provide access to individual sites and parcels and their future alignments will, therefore, vary depending upon individual land development plans. Local street alignment should be determined by the City in conjunction with land owners as part of the subdivision development process. Likewise, collectors are required with new development, but are not shown in all places on the Thoroughfare Plan—particularly in the far outlying areas of the ETJ – since their alignments will depend on the surrounding street system and the layout and density of development. They are, nevertheless, vital to an efficient and viable transportation network and must, therefore, not be overlooked during the subdivision development review process. Collectors should be situated to connect arterial streets with other collectors and local streets.

Functional Classification

An effective transportation system is comprised of a network of roadways each with its own designation, function and capacity within the overall system. Each street segment contributes to the interconnectivity of the network. Therefore, for a network to operate efficiently, it is essential for there to be a complete network of roadways designed in a hierarchy from highways, to arterial and collector streets, to the local street network. Each link is intended to function according to its design capacity, in effect, distributing traffic from the lowest design classification—local streets—to the highest functional classification—highway or expressway. Connectivity is a key to providing an efficient, safe, and convenient roadway network for vehicular traffic.

Characteristics of the City's functional classification system as shown on the Thoroughfare Plan map are summarized in **Table A.1**. A functional roadway system facilitates a progressive transition in the handling of traffic from the provision of access to the provision of movement. Freeway and arterial facilities are at one end of the spectrum, primarily providing the function of moving vehicles. Collector and local streets are at the opposite end of the spectrum, providing access to property. To enable streets and highways to accomplish their intended function, the planning and design of the facilities should consider those elements that support their functional role.

TABLE A.1 – Functional Classification Criteria

Criterion	Regional	Principal Arterial	Minor Arterial	Collector	Local Street
Functional Role	Entirely through traffic movement with no direct access to property.	Mobility is primary, access is secondary. Connects Freeways and other Arterials.	Connects Freeways, Principal Arterials, and lower classification roadways. Access is secondary.	Collects traffic destined for the Arterial network. Connects Arterials to Local Streets. Also land access.	Access is primary. Little through movement.
Roadway Continuity	Inter-city, regional, and interstate.	Connects Freeways to lower classification roadways. Connects major activity centers.	Connects Freeways and Principal Arterials to lower classification roadways.	Continuous between Arterials. May extend across Arterials.	Discontinuous. Connects to Collectors.
Roadway Length	Usually more than 5 miles.	Usually more than 5 miles.	Usually more than 3 miles.	Varies from roughly one-half mile to 2 miles.	Generally less than 1 mile.
Traffic Volumes (VPD = vehicles per day)	40,000+ VPD	20,000 to 60,000 VPD	5,000 to 30,000 VPD	1,000 to 15,000 VPD	100 to 5,000 VPD
Desirable Spacing	5 miles or more.	2 miles or more.	Generally one-half to 2 miles.	Generally one-quarter to one-half mile.	Varies with block length (at least 125 feet between).
Posted Speed	55 to 70 mph	40 to 55 mph	30 to 45 mph	30 to 35 mph	20 to 30 mph
Access	Controlled access. Grade separated interchanges and frontage/service roads.	Intersects with Freeways, Arterials, Collectors, and Local Streets. Restricted driveway access.	Intersects with Freeways, Arterials, Collectors, and Local Streets. Restricted driveway access.	Intersects with Arterials and Local Streets. Driveways limited.	Intersects with Collectors and Arterials. Driveways permitted.
On-Street Parking	Prohibited	Restricted	Restricted	Normally permitted	Permitted
Community Relationship	Defines neighborhood boundaries	Defines neighborhood boundaries	Defines and traverses neighborhood boundaries	Internal and traverses neighborhood boundaries	Internal
Through Truck Routes	Yes	Yes	Permitted	No	No
Bikeways	No	Limited	Permitted	Yes	Yes
Sidewalks	No	Yes	Yes	Yes	Yes

Requirements and Standards

This section outlines criteria for certain characteristics of street and land development. These criteria supplement or expand upon the design standards of the City's subdivision regulations, providing further policy support for such provisions. These policies should be applied through ordinance provisions to ensure proper implementation.

- **Location and alignment of thoroughfares.** The general location and alignment of thoroughfares must be in conformance with the Thoroughfare Plan, as currently expressed in the City's subdivision regulations. Subdivision plats should provide

for dedication of needed rights-of-way for thoroughfares within or bordering the subdivision. Any major changes in thoroughfare alignment that are inconsistent with the plan should require the approval of the City's Planning Commission through a public hearing process. A major change would include any proposal that involves the addition or deletion of established thoroughfare designations or changes in the planned general alignment of thoroughfares that would affect parcels of land beyond the specific tract in question.

- **Location and alignment of collectors.** Generally, to adequately serve their role to collect traffic from local streets and distribute it to the arterial street system, collectors should be placed between arterial streets, with a spacing of approximately one-quarter to one-half mile for minor and major collectors, respectively (the Sealy Thoroughfare Plan does not distinguish between major and minor collectors). Collectors must be shown on all proposed subdivisions of land consistent with the Thoroughfare Plan. In cases where a collector is not shown on the plan, but is warranted due to development density and projected traffic volumes, it is also required and must be shown on the proposed plat.
- **Roadway continuity.** To maximize mobility, it is essential that collector streets traverse adjacent neighborhoods to provide access and circulation not only within, but also between neighborhoods. Collector streets should generally connect bounding arterials, rather than allowing developments to design a street system with limited or no points of ingress/egress other than the primary entrance(s) to the development. Rather than allowing waivers of this requirement, the subdivision regulations should identify warrants and criteria for exemption.
- **Right-of-way and pavement width.** The pavement and right-of-way width for thoroughfares must conform to minimum standards unless a waiver is granted using formalized criteria. Properties proposed for subdivisions that include or are bordered by an existing thoroughfare with insufficient right-of-way width should be required to dedicate land to compensate for any right-of-way deficiency. When a new thoroughfare extension is proposed to connect with an existing thoroughfare that has a narrower right-of-way, a transitional area must be provided. An alternative to the current practice of requiring street widening at the time of subdivision development is a street escrow program whereby funds for street construction are held in escrow until such time as widening of the complete street section is warranted due to development.
- **Continuation and projection of streets.** In accordance with the policies and recommendations of this plan, existing streets in adjacent developed areas should be continued. When an adjacent area is undeveloped, the street layout must provide for future projection and continuation of streets into the undeveloped area. In particular, the arrangement of streets in a new subdivision must provide for continuation of right-of-way for the principal existing streets in adjoining areas – or where new public streets will eventually be necessary on adjacent properties that have not yet been subdivided. Where adjacent land is undeveloped, stub streets must include a temporary turnaround to accommodate fire apparatus.
- **Location of street intersections.** New intersections of subdivision streets with existing thoroughfares within or bordering the subdivision should be planned to

align with existing intersections to avoid creation of off-set or "jogged" intersections and to provide for continuity of existing streets, especially collector and arterial streets.

- **Angle of intersection.** The angle of intersection for street intersections should be as nearly at a right angle as possible. Corner cutbacks or radii should be required at the acute corner of the right-of-way line to provide adequate sight distance at intersections.
- **Offset intersections.** The standard for offset or "jogged" street intersections should be a minimum of 200 feet between the centerlines of the intersecting streets.
- **Cul-de-sacs.** Through streets and tee-intersections are preferable to cul-de-sacs. Care should be taken so as not to over utilize cul-de-sacs, which limits through access, restricts pedestrian circulation, increases emergency response times, and confuses motorists. When cul-de-sacs are used, they should have a maximum length of not more than 600 feet measured from the connecting street centerline to the center point of the cul-de-sac bulb. Pavement diameter of the cul-de-sac bulb in a residential area should be 100 feet with a right-of-way diameter of 120 feet. A cul-de-sac bulb with an island should have a diameter of not less 150 feet.
- **Residential lots fronting on arterials.** Subdivision layout must avoid the creation of residential lots fronting on arterials with direct driveway access to the arterial street. Lots should be accessed from local streets within or bordering the subdivision or an auxiliary street designed to accommodate driveway traffic.
- **Residential lots fronting on collectors.** Subdivision layout must avoid the arrangement of lots to access major collector streets and, to the maximum practicable extent, minimize access to minor collector streets, particularly within 180 feet of an intersection.
- **Geometric design standards and guidelines.** Other requirements and guidelines for the geometric design of thoroughfares and public streets should be provided in the City's subdivision regulations and standard specifications. This includes special provisions for lot width and building setbacks on corner lots to preserve sight distances at adjacent intersections.

CHOICES

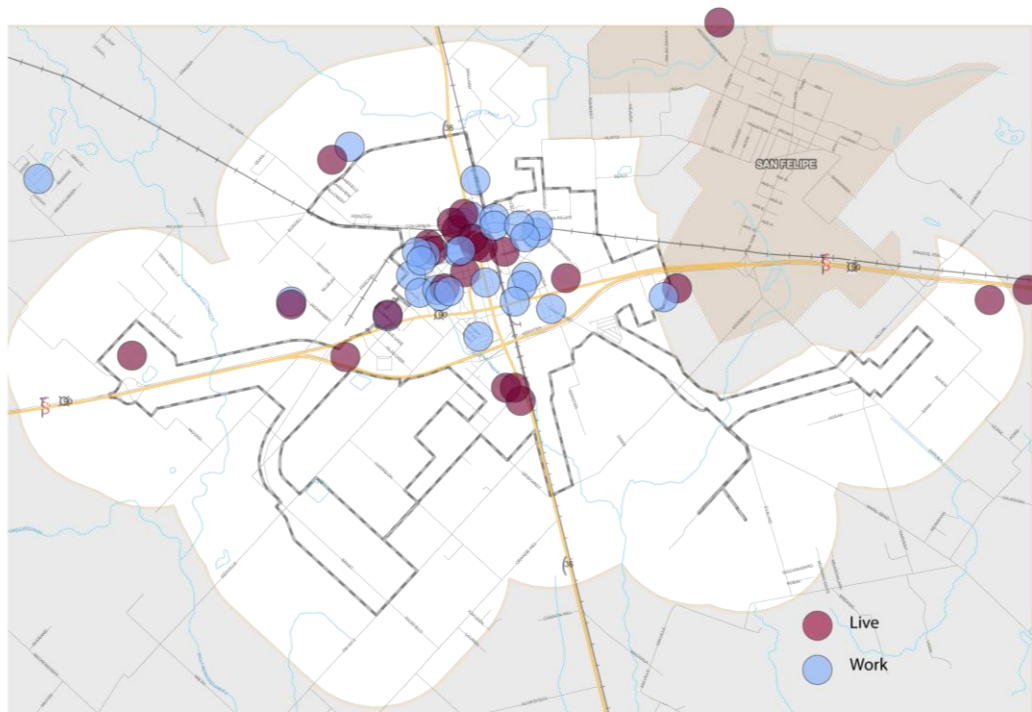
CITIZENS FORUM

B APPENDIX

The Citizens Forum on Sealy's Future was held on February 21, 2008, at the American Legion Hall. The purpose of the event was to introduce the community to the comprehensive planning process and gain valuable input for identifying community issues, improvement needs, and priorities.

Following opening remarks, including a Comprehensive Plan overview presentation by lead consultant Kendig Keast Collaborative (KKC), three rounds of breakout sessions were held to encourage discussion of specific plan topics. Forum attendees were able to participate in breakout sessions on:

- (1) Growth and Development (facilitated by Jon Grosshans, KKC),
- (2) Transportation and Infrastructure (facilitated by Naina Magon, KKC), and
- (3) Amenities and Image (facilitated by Gary Mitchell, KKC).



The event was attended by a diverse group of 50+ residents and elected officials. Red dots indicate where attendees live and blue dots where they work.

The comments and insights received through this significant community event will be particularly helpful for formulating a community vision and goals, policies, and action strategies for the updated Comprehensive Plan. This summary of comments from the Forum is based on flipchart and staff notes taken during the breakout sessions.

URBAN FORM AND FUTURE LAND USE

Downtown

- Need to do something with downtown
- Sealy is a destination to get away from the big city
- Only reason to go downtown is business
- Downtown owners need to get together
- Redevelopment option: Old homes as businesses
- Redevelopment - costs money to renovate
- Too many regulations- plumbing, electrical, building
- Bill's Country Market moved downtown – bringing people downtown
- Want restaurants, sidewalks, cafes
 - Need more rooftops to get more restaurants
- Invest in “old downtown”
- Would like to see activities for kids
- Plaza or gathering space needed
- Need downtown leadership
- Fix up old buildings like Bellville, Katy
- Farmers’ market
- People pass through, limited – few options
- Downtown looks nice
- Business turnover is a problem. Nothing can remain viable for long.
- Keep it non-franchise
- Historic
- Would like to see any new buildings look like old buildings
- Don’t prohibit building
- Limited space
- Obstacles – electrical and plumbing
- Parking is an issue for visitors, staff, and owners
- Keep it old, nice, clean
- In 20 years, are there going to be multi-story office buildings?

Quality of Life

- Possibly too small of a town
- Railroad horns are too loud in the community; need quiet zones
- Not enough restaurant, bank, grocery options
- Need sit-down restaurants
- Lack of medical amenities here
- Hospital / medical is one of few multi-story buildings
- Medical options only in Katy
- Need bigger library and movie theater
- Need to make attractive for visitors - depends on how codes are applied

“Need more rooftops to get more restaurants.”

- Need to spend money in Sealy
- Missing entertainment options
- Need to maintain quality of life
 - Police
 - Fire (challenges to the volunteer fire department, equipment)
 - Recreation
 - Housing
 - Unused parkland (Stephen F. Austin State Park)
- We are what we are
- Private covenants vs. city ordinances / standards
- Do not want overdevelopment or over-regulation
- Division between I-10 activity (HEB, big stores) and neighborhoods / downtown – residents use it, benefit from it, but it is away from homes
- Want to move away from mobile homes and used car lots
- Desire sports / athletic fields – land costs again
- Good maintenance of homes and businesses

Quality of Life Priorities for the City to Focus on:

- Restaurants (24-hour, national chains)
- Water / spray park – joint City, ISD
- Fitness facility – exercise indoor/outdoor
- Youth / teen facility, programs
- Library
- Sealy’s and neighbors’ prisons are full (e.g. Houston, Austin County, Columbus)

Housing

- Housing choice is mid-range
- Mid-level apartments? Do not want cookie-cutter, large
- “Affordable” homes – relative to prices in Katy, etc., relative to wages
- Land costs – starter homes (tract houses), but want quality (costs up recently)
 - Need starter homes – income levels
- Bedroom community
- Demand for rentals – less pressure to maintain
- Prefer residential that is focused on families
- Want nice residential neighborhoods
- Used homes available
- New homes – Homestead
- Habitat homes – look the same
- Blend new neighborhoods; balance and blend of housing
 - All types, big / small homes
 - Different housing options
- Want nice apartments, nice town homes
- Low-income housing options
- Limited supply of existing homes
- Want more subdivisions, upscale apartments, multi-family housing
- There aren’t many new subdivisions



GROWTH MANAGEMENT AND CAPACITY

Growth Issues

- Need regulations to make sure things are done right
- City needs to think like a master-planned community
- Quality of life factors – need to avoid quality of life decline
- Do we want to grow? What did we come here for? What's at stake?
- Don't want growth for growth's sake
- Excited about growth – new people
- Don't want growth too fast
- Need vision for how we grow
- Not opposed to growth
- Focus business in right areas – need to be profitable
- Land turnover (willing sellers) / cost (lack of big tracts)
- Some (businesses) might not want to come because of requirements
- Need jobs!
- Lower taxes
- Pressure on City with growth
- All development is good?
- Need separation between neighborhoods and the highway businesses
- Weary of industry as neighbor; nothing hazardous - smells
 - No steel mills
- Downtown turnover
- Type of commercial / industrial development – wage level? industrial park? rail access?
- ETJ growth – how to control?
 - Balance growth
 - Utilities, fire – costs?
- I-10 corridor to neighborhoods - keep neighborhoods safe / no traffic
- Interest in growth with 19th century flavor
- Growth could mean code relaxation – downtown
- Commercial / industrial additions – old Wal-Mart center
- Industrial park – Wal-Mart distribution center area?
- Trade centers attract daytime population
- Tradeoffs with growth – pros and cons
- Some things are beyond control – but control what you can
 - Local parks
 - Maintain neighborhoods

Competition

- Who is Sealy competing with?
 - Even with local Wal-Mart – still compete with shopping to the east
 - Have to go east for shopping, restaurants, and theater
- How to attract workers, not just new people
- Gas prices – cost of living, work closer to home
- Tax base – more residential here
- Have to consider demographics / income here

“City needs to think like a master-planned community.”

Schools

- Community support for schools – Blinn College too (3-year renewal)
- Blinn College – develop / improve
- School – attraction (new facility)
- ETJ growth – another elementary?

Drainage

- Cannot support new development; new developments have drainage issues
- Individual sites vs. regional detention
- Regional detention as an amenity
- New retention won't necessarily solve problems – issue is to determine how water can leave town
- Maintain quality of life – drainage will be difficult to address
- Drainage at Allen's Creek – study is being done, buying the easements
 - Proposed reservoir south of here – have not gone in and cleaned
 - How much taxation is the community willing to pay in order to get to the reservoir (capital cost, right of way issues)
 - Allen's Creek is an asset
- Impacts county, land owners too – drainage impacted Wal-Mart, but still developed
- Need federal or state funding
- Three modes for water supply in Sealy
 - Bullinger Creek
 - Allen's Creek
 - Brazos River
- Cannot change capacity because it will impact downstream
- Need to seek regional solutions (e.g. City of San Felipe, TxDOT, Army Corp of Engineers, etc.)
- Potential threat that Houston will annex water supply
 - Houston ETJ can move at 5 miles/yr, Sealy can move at 2 miles/yr
 - Different perspectives on drainage districts
- New businesses were required to have on-site drainage – difficult for newcomers and small businesses
 - Ordinance has been amended for small businesses
- Need for County-City collaboration
- Need something to drain into the Brazos River
- Need a way to move the water out of town!
- Bullinger Creek brings water that comes from feed lot
- Outlet center detention pond is the only one that works – it's dry

Sewer

- Will need sewer plant within the next two years (where to put it?)
 - Already at 75% capacity
- Just got a new water tower for storage only (not supply)
- Opportunities for tax credits, greywater recycling
- Wastewater is tied to fresh water - regional issue
- Don't want MUD taxes
- Wastewater and surface water issues

Other Utilities

- Need updated telephone utilities
- Need improvements to cell phone, internet access – lots of dead zones
- Landline infrastructure is poor – residents don't get cable tv (only satellite), centralized voicemail
 - Issue stems from residential growth
- Need alternative energy solutions (e.g. solar, wind) – need to allow in code

TRANSPORTATION

Transportation Hot Spots

- Main issues are I-10, Hwy. 90, Hwy. 36
- Hwy. 36 and I-10 (major thoroughfares)
- Against Trans Texas Corridor – has the ability to take resources
- If I-69/Trans Texas Corridor happens then City should forget about development on the other side of the tracks
- Hwy. 90 / Hwy. 36 improvements – no money, just a plan
- Connectivity – northeast river, northwest
- Need to improve local roadways
- Old Hwy. 90 (36 to school)
- Immediate concern: Hwy. 36 through town - “suicide” (continuous left turn) lane is dangerous
- Widening of Rexville is being studied
- All traffic on Hwy. 90
- Future widening of Hwy. 36 – out of town, still funded and planned
- Widening of I-10 – indefinite, just a plan
- Four “big ticket” projects on hold
- New lights at Schmidt (just south of new Wal-Mart), Dairy Queen – improvements happening now (painting lines, adding lights); Gebhardt changes
- Need to improve timing of lights along Hwy. 36 – City Council has already talked to engineers

Traffic Congestion

- Some say they like the community because there is no traffic, short travel times
- All schools are clustered together – traffic at the same times
- Hwy. 90 is a logjam
- Hwy. 36 business traffic

“Need updated telephone utilities”.

“Peschel has the potential to be widened and become a ‘Trans Sealy Road.’”

- Interest in possibility of a bypass around town – realize potential consequences like Bastrop (downtown business decline)
- Hwy. 90 improvements in front of school
 - Need turn lanes
 - Need new lanes
 - Good shoulder
- Good way to get around is F.M. 2187, Peschel Lane – connects to new F.M. road
- Peschel has potential to be widened and become a “Trans Sealy Road” – will help alleviate Hwy. 36 truck traffic and school commute)
- Near BAE Systems (I-10) at noon bad

Commute / Public Transportation

- No public transportation until recently – just got the bus
- New bus goes to Bellville (\$3) and through Sealy (\$1)
- Will come to houses to pick up residents
- Transports seniors
- Bus service mostly on a grant – mostly works, but people need to keep it viable
- Sponsored by the Colorado Valley Transit
- Want to improve ecological aspects of the community, but won’t get there until better mass transit
- Need mass transit to Houston
- Half the community works in town, half commutes

Pedestrian

- Walkability is limited
- Connections – streets and sidewalks
- Options downtown, west side of Hwy. 36
- Want more bike paths in the right-of-way
- Crosswalk improvements
- Sidewalks along Hwy. 90, Eagle Lake Rd.

Railroads

- Increase in train volume
- Need another over or under pass – the only one is at Hwy. 90
- Trains stop and back up traffic – problem will not go away, need central switching facilities
- Track alignment slows - railroad traffic / trains

Appearance

- Like older parts of town, wider streets
- Wide streets – Main Street
- Good example is Main Street (like old trees, old fixtures)
- I-10 to downtown – nice corridor
- Mature trees – well-kept and maintained
- Cutting down all the trees
- Entrance
- Railroad – Columbus Rd. North

- Roadway maintenance is fair

Top Transportation Priorities

- Development of thoroughfare plan, street development
- Pedestrian-friendly
- Railroad crossings, especially at Hwy. 36
- Worst case is Hwy. 36 and railroads, especially with kids in the morning
- Bypass Sealy (conflicting opinions on this)
- Hwy. 36 north to Hwy. 90 – take care of truck traffic

CHOICES

2014 Strategic Plan



On September 23, 2014, the Sealy City Council adopted the 2014 Strategic Plan for the City of Sealy, updating the 2007 Sealy Strategic Plan. It's worth noting that the 2007 Strategic Plan led to starting of the planning process that resulted in the 2009 Comprehensive Plan and the 2013 Planning Capacity report. By adopting the 2014 Strategic Plan, the planning process has completed a circle of planning, implementation, and reassessment.

The 2014 Strategic Plan is included in this Comprehensive Plan because the purpose of the plan is to implement the recommendations of this Comprehensive Plan by providing more detailed specific actions to be taken by the city.

Report and Strategic Plan

City Council Staff

Retreat



Adopted by City Council
September 23, 2014

Facilitated by

Ron Cox
Ron Cox Consulting



Report and Action Plan

Introduction

November 17, 2006.

On November 17, 2006, the City of Sealy Mayor, City Council, City Manager and his staff met in a retreat to discuss and develop long-term goals for the City Council and staff. Prior to the retreat, Ron Cox, facilitator, met with the Mayor and each City Council member to learn and understand areas of concern and ideas regarding the long-term needs and goals for the City of Sealy. The plan was adopted in 2007.

November 9, 2013

On November 9, 2013, the City of Sealy Mayor, Council members and City Manager and his staff met to review the results of the 2006 planning retreat, to review the goals and priorities developed in the 2008 Comprehensive Plan, to review the priorities set in the 2013 Capital Improvements Plan and to set new goals and strategies for Council and staff to accomplish.

The City Council, City Manager and staff participated in the retreat discussions in a free and open manner. All members were honest and respectful in their responses, and dialogue was excellent in all respects. The purpose of this report is to document the discussion at the retreat and provide the basis for action plans for the long term goals established at the retreat.

Results of 2006-07 Strategic Plan

Governance

The facilitator reviewed the City's Vision, Mission and Core Values with the group. These had specifically been prepared as a result of the 2006-07 Plan. They are as follows.

Vision

The City of Sealy is dedicated to preserving our history of excellence while continually investing in our future of progress.

Mission

The City of Sealy will strive to assure the highest quality of life for those who choose to live, work, and play here while protecting the City's economic well-being for current and future generations.

Core Values

In the course of discussions in 2006-07 regarding various issues, the Council and staff identified several key values associated with the community. These are not exhaustive by any means, but those identified are listed below.

- Strong work ethic
- Respect among Council, staff and the citizens
- Strong community support and involvement
- Adherence to strong moral principals
- Emphasis on family
- Strong community pride

These were later translated in to the following **Core Values Statement**.

"I CARE"

I - Integrity

C - Customer Care

A - Accountability

R - Reliability

E - Excellence

Report on 2007 Strategic Plan

The City Manager reported on progress made on the goals set in 2007.

Planning Goals:

- Develop a Comprehensive Plan
 - Complete the Plan and begin implementation by July 2008. –Completed-
- Support the Library Board in the development of the library.
 - Meet with the Library Board by March, 2007. – Ongoing – Donations have increased by 10%.
- Create a clean and orderly appearance on major thoroughfares through proper development standards. –Ongoing- Mowing I-10 area; monthly litter pick up; tree limb service; leaf pickup; restrictive sign ordinances, landscape requirements for commercial development signature intersections; promotional banners for city.
 - Review applicable ordinances and standards and report to Council initial findings. – Completed.

Economic Development Goals:

- Provide a city that allows citizens to live, shop, work, play, learn and worship in Sealy. – Ongoing -
- Attract businesses that create primary jobs and career opportunities in Sealy. – Ongoing - A list of new businesses was provided to the Council including Blencor, ABC Domes, Landy's Energy, Wildcats, Goodwill, Palais Royale, Jin's, China Buffet, Dollar General, Family dollar, Washington Tractor, Gray industrial, DaVita Clinic, Urgent Care Clinic, Avery's Grill, Quick Stop, Enterprise Crude expansion project.
- Create and adopt a comprehensive financial incentive policy to maximize the financial resources of the City. – Completed and available on SEDC website -
- Encourage investment in infrastructure to enhance economic development. – Ongoing – Invested over \$700,000 in utility infrastructure at the FM 3538 and I-10 area; \$70,000 sanitary sewer line expansion for the Blencor project; \$1.6 million new water lines, rehabilitation of sanitary sewer with new water and gas lines on Highway 36 prior to TxDOT project.
- Enhance the medical facilities and medical capabilities in the City. – Ongoing - .

Community Goals:

- Establish vision and mission statements for the City. – Completed -
- Improve communication between developers and the City staff. – Ongoing -. Significant improvements have been made with new staff and new processes in place.
- Establish, gain, and maintain trust among the citizens. – Ongoing -. It was noted the City Manager recently received an award from the Chamber of Commerce for his work in the community.

Education Goals:

- Provide educational opportunities for citizens to be fully educated in Sealy (K-16, vocational and technical education). – Ongoing – Developed the Blinn College campus in Sealy.
- Support opportunities for youth development and education. – Ongoing – YMCA programs implemented and growing. New Memorial Park providing new recreational activities.

Issues and Concerns

The facilitator led the Council and staff in a discussion of issues and concerns currently identified. A considerable amount of time was devoted to fully discussing these issues and concerns. Later in the meeting, they were grouped within the Areas of Emphasis outlined above. The Council and staff broke into groups, discussed the identified issues and concerns and established new strategies. These strategies are outlined in the Strategic Plan below.

Confirmation of Priorities

2009 Comprehensive Plan

The staff reviewed the priorities outlined in the 2009 Comprehensive Plan. The objective was to confirm the priorities established at that time continue to be the priorities of the Council. After a thorough review of the priorities contained in Table 5.1 Action Agenda of the Comprehensive Plan, it was agreed these priorities continue to be appropriate.

In order to provide a consistent plan of action, the Council instructed the new initiatives brought forward in this planning process be incorporated into the Comprehensive Plan Table 5.1. After Council review it is to be presented to the citizens (forum or method not discussed) to determine their priorities. Following that, the Council will adopt the priorities.

2013 Capital Improvements Plan

The staff also reviewed the priorities outlined in the 2013 Capital Improvements Plan (CIP), as outlined in the Sealy Planning/Capacity/Building Project Plan prepared and adopted by the City Council. The staff reviewed Table 8.6 and discussed the specific projects outlined in that Table. The Council agreed again on the priorities established and added projects as follows. These projects are to be prioritized.

- **Public Safety Facility**

- o Purchase and installation of a generator for the new Public Safety building.
- o Purchase and installation of covered parking to protect the electronic equipment in the police vehicles from summer heat.
- o Fencing the back perimeter of the Public Safety Building for added security.
- **Park Improvements**
 - o Phase II of new City Park.
 - o Construction of a multipurpose park facility.
 - o Construction of the “Lazy River” water feature.
- **I-10 Southside Feeder Road**

These projects will be added to the CIP, and then considered in the annual appropriations budget.

Action Plan and Adoption of Strategic Plan

Following the retreat, staff met to develop an action plan for the developed strategies. The result of their work is outlined in the Strategic Plan attached. Of note, the staff recognized the Area of Emphasis entitled Planning was not named properly for the goals set in that category. They recommend renaming the Area of Emphasis to Communication. In addition, the CIP discussion lent itself to creating two additional Areas of Emphasis entitled Utilities and Infrastructure and Quality of Life.

Reporting to Council on the progress of the Plan will be done on a quarterly basis.

The plan was adopted by City Council September 23, 2014.

**Strategic Plan
2013-14**

City Council/Staff

Retreat

November 9, 2013

**Adopted
September 23, 2014**

Vision Statement

The City of Sealy is dedicated to preserving our history of excellence while continually investing in our future of progress.

Mission Statement

The City of Sealy will strive to assure the highest quality of life for those who choose to live, work, and play here while protecting the City's economic well-being for current and future generations.

Core Values

"I CARE"

I - Integrity

C - Customer Care

A - Accountability

R - Reliability

E - Excellence

Area of Emphasis

Communication

Strategy: Communicate to the citizens of Sealy by providing them current and up-to-date information about City projects, goals, meetings, services, etc.

Team Assignments:

- **Facilitator:** Krisha Langton-Assistant to the City Manager
- **Team members:** Toni Franklin-Director of Main Street Program, Dayl Cooksey-City Secretary, Kim Kaiser-Administrative Services Manager, Kristin Anderson-Administrative Assistant, Eric Gum-Police Officer
- **Partners:** Community Foundations, AT&T, Boards/Committees/Commission members, Chamber of Commerce, Newspaper, County, Sealy ISD, Blinn College

Action Plan:

- Meet with Team and Partners
- Set priorities for Goals
- Develop
 - Action Steps
 - Krisha to do quarterly newsletter and annual report. Staff will need to respond to requests for information.
 - Developing a meeting schedule for meeting directly with Sealy ISD Board
 - Timeline
 - Costs

2007 Ongoing Goals

- Create a clean and orderly appearance on major thoroughfares through proper development standards.

2013 Goals

- Provide annual performance reports to the citizens.
- Mayor to give an annual “State of the City” address.
- Establish a plan to identify available land for purchase to provide an economic development incentive. (Note: This is a duplication to a similar strategy in Economic Development.

Area of Emphasis

Economic Development

Strategy: Update the current tax incentive policy as one of a number of tools local policyholders have for stimulating and encouraging economic development.

Team Assignments:

- **Facilitator:** Kim Meloneck-SEDC Executive Director
- **Team Members:** Randy Anderson-Director of Planning & Community Development, Jim Cook-Director of Public Works, David Ondruch-Public Works Consultant, Jimmy Wright-Water/Sewer Superintendent, Dayl Cooksey-City Secretary, Toni Franklin-Director of Main Street Program, Steven Kutra-Director of Finance.
- **Partners:** ED Board, Planning Commission Board, CenterPoint, AT&T, County; EMS Board, Property owners; realtors; engineers, Hospital Trust.

Action Plan:

- Meet with Team and Partners - held meeting
- Set priorities for Goals
- Develop
 - Action Steps
 - Timeline
 - Costs

2007 Ongoing Goals

- Provide a city that allows citizens to live, shop, work, play, learn and worship in Sealy.
- Attract businesses that create primary jobs and career opportunities in Sealy.
- Encourage investment in infrastructure to enhance ED.

2013 Goals

- Develop a Marketing Plan for the city.
- Update the Buxton Reports and promote the results.
- Develop a plan for the establishment/reestablishment of the hospital district for the creation of a regional trauma center.
- Update the Incentive Policy
 - Explore the possibility of providing land as an additional incentive to tax abatement.

Area of Emphasis

Community Development

Strategy: Develop a community environment that Sealy residents can be proud of with emphasis on amenities to enhance life, work, and play.

Team Assignments:

- **Facilitator:** Toni Franklin-Director of Main Street Program
- **Team Members:** Kim Meloneck-SEDC Executive Director, Randy Anderson-Director of Planning & Community Development, Kim Kaiser-Administrative Services Manager, Chrissy McGee-Code Enforcement Officer, Jim Cook-Director of Public Works, Perry Strauss-Street Superintendent, (Vacant)-Chief of Police
- **Partners:** Downtown Association, Main Street Advisory Board, Texas Historical Commission, Chamber of Commerce, Downtown business owners, Nancy Naron

Action Plan:

- Meet with team and partners
- Set goals and priorities
- Develop
 - Action steps
 - Timeline
 - Costs

2007 Ongoing Goals

- Improve Communications between developers and city staff.
- Establish, gain, and maintain trust among the citizens.

2013-14 Goals

- Brand the historical downtown.
 - Build a marketing strategy.
 - Focus on old mattress factory
 - Create walking tour of downtown using historical photos of Sealy, describing old town
- Design a uniform signage program
 - Utilize color and signage for all major access arteries and for public buildings
 - Include a planned maintenance schedule.

Area of Emphasis

Education

Strategy: Provide educational opportunities for the Citizens of Sealy and promote the development of our youth for the betterment of the Sealy Community.

Team assignments:

- **Facilitator:** Dayl Cooksey-City Secretary
- **Team Members:** Kim Meloneck-SEDC Executive Director, Kim Kaiser-Administrative Services Manager, Chris Coffman-City Manager, Krisha Langton-Assistant to the City Manager
- **Partners:** Blinn College, Sealy ISD, Library Board, YMCA, Friends of the Library

Action Plan:

- Meet with team and partners
- Set goals and priorities
- Develop
 - Action steps
 - Timeline
 - Costs

2007 Ongoing Strategies

- Provide educational opportunities for citizens to be fully educated in Sealy.
- Support opportunities for youth development and education.

2013-14 Strategies

- Conduct monthly workshops with SISD and Blinn to discuss improvements and constraints to educational programs.
- Review and make recommendations regarding moving the library under the city's administration.
 - Work with Blinn College to transform the facility to a media/resource center.
- Include more online and offline training for Council and staff, utilizing TML and other resources.
- Develop a Charter amendment to require Council training and define minimal requirements.

Area of Emphasis

Utilities and Infrastructure

Strategy: Provide utilities and infrastructure in a manner that will encourage controlled, targeted, efficient, green and aesthetically pleasing development.

Team Assignments:

- **Facilitator:** Jim Cook-Director of Public Works
- **Team Members:** Jonathan Kloss-Gas Superintendent, Jimmy Wright-Water/Sewer Superintendent, Randy Anderson-Director of Planning & Community Development, Kim Meloneck-SEDC Executive Director, (Vacant)-Chief of Police
- **Partners:** CenterPoint, O'Malley Engineers, developers, TxDOT, Eagle Rock, TCEQ, contractors, County

Action Plan:

- Meet with team and partners
- Set goals and priorities
- Develop
 - Action steps
 - Timeline
 - Costs

Capital Improvements Program 2014

Priority	Project Area	Description	Amount
		Public Safety Improvements	\$275,000
		City Hall Expansion/Renovation	\$2,200,000
	Economic Development	IH-10 Southside Frontage Road	
	Public Works	Drainage Improvements-Channel near Allen's Creek	\$300,000
		Storm Drainage-FM 3538	\$125,000
	Utilities	North Water Well Complex	\$2,500,000
		South Water Well Complex	\$1,700,000
		Water SCADA Controls	\$600,000
		Highway 36 Wastewater Extensions	\$1,650,000
		FM 3013 Gas Extensions	\$500,000

Area of Emphasis

Quality of Life

Strategy: Controlling the future growth of Sealy by implementing these strategies to ensure Sealy remains a high quality community in which to live, work, play, and worship.

Team Assignments:

- **Facilitator:** Chris Coffman-City Manager
- **Team Members:** Krisha Langton-Assistant to the City Manager, (Vacant)-Chief of Police, Kim Kaiser-Administrative Services Manager, Kim Meloneck-SEDC Executive Director, Jim Cook-Director of Public Works, Jay Reeves-Police Captain, Lawrence Siska-Parks Department, Toni Franklin-Director of Main Street Program
- **Partners:** ED Board, architect, Parks Board, Little League Board, Cryan Foundation, Sealy Community Foundation, Levine Foundation, Selman Foundation, Leroy Zapalac, Crime Prevention experts

Action Plan:

- Meet with team and partners
- Set goals and priorities
- Develop
 - Action steps
 - Timeline
 - Costs

Quality of Life Initiatives

Priority	Project Area	Description	Amount
	Facilities	Baseball Complex	\$2,500,000
		Phase Two-Cryan Park	
		Amenities Improvements	
	Quality of Life	Green practices projects	
		Neighborhood protection	
	Staffing	Public Safety staffing	

City of Sealy
2014 Strategic Plan
Area of Emphasis: Communication

Policy Statement: Communicate to the citizens of Sealy by providing them current and up-to-date information about City projects, goals, meetings, services, etc.

Strategic Initiative (priority order)	Action Steps	Budget	Timeline
Strategy #1 – Quarterly Newsletters	<ul style="list-style-type: none"> • First mail out – July 2014 (electronically – email, website, social media). • Future newsletters will be sent electronically and mailed with the City utility bills. 	Electronically - \$0 Mail with City utility bills - \$3,500/fiscal year	Ongoing – Quarterly (January, April, July, October)
Strategy #2 – Annual Report	<ul style="list-style-type: none"> • Report prepared and presented by Mayor and/or City Manager – Include info about the City and its current status: financially, future plans, growth, projects, etc. • Present at Chamber of Commerce meeting and/or Town Hall Meeting 	\$0	June 2015
Strategy #3 – Quality of Life in Sealy video	<ul style="list-style-type: none"> • Purchase equipment – camera, tripod, audio, and lighting • Arrange interviews with Mayor, City Manager, local civic leaders, business owners, etc. • Video city facilities, parks, schools, businesses, events, economic development, Main Street Program, etc. 	\$1,600	October 2015 – purchase equipment November 2015 – arrange interviews December 2015 – video

Team Facilitator: Krisha Langton-Assistant to the City Manager

Team Members: Toni Franklin-Director of Main Street Program, Dayl Cooksey-City Secretary, Kim Kaiser-Administrative Services Manager, Kristin Anderson-Administrative Assistant, Eric Gum-Police Officer

Partners: Community Foundations, Boards/Committees/Commission members, Chamber of Commerce, Newspaper, Fire Department, Social Media

City of Sealy
2014 Strategic Plan
Area of Emphasis: Economic Development

Policy Statement: Update the current tax incentive policy as one of a number of tools local policyholders have for stimulating and encouraging economic development.

Strategic Initiative (priority order)	Action Steps	Budget	Timeline
Ongoing 2007 Goals			
Provide a city that allows citizens to live, shop, work, play, and worship in Sealy.			Ongoing
Attract businesses that create primary jobs and career opportunities in Sealy.			Ongoing
Encourage investment in infrastructure to enhance economic development.	Various infrastructure projects have been funded over the years. The SEDC continues to provide financial assistance to support pivotal infrastructure projects.	\$0	N/A
Strategy #1- Update incentive policy and explore the possibility of providing land as an additional incentive	<ul style="list-style-type: none"> • Conduct a workshop with team members and partners to discuss the current policy, trends and how we compare to other communities. • Make recommendations for updates/changes to the current tax incentive policy. 	\$0	November/ December 2014 January/ February 2015
	<ul style="list-style-type: none"> • Prioritize incentives and the potential of creating an industrial park. • Received proposal for services dated February 7, 2014. Procure and commission consultant to perform an independent market demand and feasibility analysis for the development of an industrial/business park. 	\$31,500	October-December 2015

**City of Sealy
2014 Strategic Plan**

Area of Emphasis: Economic Development

Strategy #2 - Update the Buxton Report (retail identification) and promote results	<ul style="list-style-type: none"> • Contacted a Buxton representative and discussed current products available and pricing. • Other companies and opportunities exist that could be explored in the future. 	\$50,000/year (3 year program)	FY2015-16
	<ul style="list-style-type: none"> • Researched and priced other sources and programs that could produce data reports, gap analysis and trade area data. 	\$1,095	October 2014
Strategy #3 - Develop a plan for the establishment/re-establishment of the hospital district for the creation of a regional trauma center	<ul style="list-style-type: none"> • Contact facility hospital administrators at Ben Taub, Memorial Hermann, Methodist, and trauma centers in Austin and San Antonio to receive comments and feedback from the medical industry for them to expand their network into Sealy. 	Unknown cost at this time	TBD
Team Facilitator: Kim Meloneck-SEDC Executive Director			
Team Members: Randy Anderson-Director of Planning & Community Development, Jim Cook-Director of Public Works, David Ondruch-Public Works Consultant, Jimmy Wright-Water/Sewer Superintendent, Dayl Cooksey-City Secretary, Toni Franklin-Director of Main Street Program, Steven Kutra-Director of Finance.			
Partners: Sealy Economic Development Board, Planning Commission, Centerpoint Energy, AT&T, Austin County Commissioner's Court, Emergency Medical Service leadership, property owners, realtors, O'Malley Engineers			

**City of Sealy
2014 Strategic Plan**

Area of Emphasis: Community Development

Policy Statement: Develop a community environment that Sealy residents can be proud of with emphasis on amenities to enhance life, work, and play.

Strategic Initiative (priority order)	Action Steps	Budget	Timeline
Ongoing 2007 Goals			
Continue to provide communication to developers from city staff	Newsletters, Realtor breakfasts, website listing of regulations, social media	n/a	Active and ongoing
Maintain Trust among citizens	Transparency of financial records, website communication, social media, town hall meetings, open door policy with city manager	n/a	Active and ongoing
Strategy #1 Brand the historic downtown			
• Build Marketing Strategy	Billboard(s) provided by SEDC • Determine message	\$30,000	FY2014-15
	Promotion Committee to Design Logo for Downtown Marketing	Accomplished	September 2014
	Implement Logo • Replace sign on Main Street office • Pay Wittenburg Printing a fee to have logo available for all printing	\$1,000	2014
	Engage community partners	n/a	TBD
	Engage design committee	n/a	TBD
	Plan for visual improvements, banners, art, floral, etc.	TBD	TBD
	Implement energetic events, programs, gatherings, etc.	TBD	TBD

City of Sealy
2014 Strategic Plan
Area of Emphasis: Community Development

• Building Marketing Strategy (cont.)	Focus on old Mattress Factory <ul style="list-style-type: none"> • Identify ownership • Develop relationship • Determine availability for public use (tours/events) 	n/a	2014/2015
	Create walking tour of downtown using historical photos of Sealy, describing old town <ul style="list-style-type: none"> • Photo files exist with Main Street and Historical Commissions • Develop a brochure • Develop a marker/placard program to identify all historic structures • Engage Main Street Design Committee 	Brochure - \$200 Marker/Placards – est. \$3,000	Per Board Approval – FY2014-15
Strategy #2 Design a uniform signage program	Utilize color and signage for all major access arteries and public buildings		
	Procure architectural services and build/install signage	est. \$20,000	December 2015
	To be developed by architect upon completion of the design of the signage program.	TBD	Simultaneously with design
	Maintenance schedule for signage	TBD	Ongoing
	City Code Sign Ordinance – conformity for subdivision signage	TBD	TBD
Team Facilitator: Toni Franklin-Director of Main Street Program			
Team Members: Kim Meloneck-SEDC Executive Director, Randy Anderson-Director of Planning & Community Development, Kim Kaiser-Administrative Service Manager, Chrissy McGee-Code Enforcement Officer, Jim Cook-Director of Public Works, Perry Strauss-Street Superintendent, (Vacant)-Chief of Police			
Partners: Downtown Association, Main Street Advisory Board, Texas Historic Commission, Chamber of Commerce, Downtown Business owners, Randy Anderson, Nancy Naron			

City of Sealy
2014 Strategic Plan
Area of Emphasis: Education

Policy Statement: Provide educational opportunities for the Citizens of Sealy and promote the development of our youth for the betterment of the Sealy Community.

Strategic Initiative (priority order)	Action Steps	Budget	Timeline
Ongoing 2007 Goals			
Provide educational opportunities for citizens to be fully educated in Sealy.			Ongoing
Support opportunities for youth development and education.			Ongoing
Strategy #1 - Monthly meetings with SISD and Blinn College leadership and team members and partners to discuss improvements and constraints to educational programs.	<ul style="list-style-type: none"> • Initial meeting with partners and team • Set monthly meetings and determine a time and place. 	None at this time.	October-December 2014
Strategy #2 - Research and put together a project and plan to provide a YAC program.	<ul style="list-style-type: none"> • Research YAC program and attend training to gather additional information. • Speak with leaders of successful YAC programs • Ensure City Council is willing to put in the time and effort necessary for success • Create a plan for Sealy, including a budget for consideration by council • Begin research by the end of September. • Use the next fiscal year to gather information and form a plan. • Meet with YMCA regarding their youth government program(s). • Implement the plan 	TBD	FY 2015-16

City of Sealy
2014 Strategic Plan
Area of Emphasis: Education

Strategy #3 - Training for City Council and City Staff	<ul style="list-style-type: none"> • Provide information and resources to council and Staff regarding training opportunities. 	n/a	Ongoing
	<ul style="list-style-type: none"> • Provide training opportunities in Sealy through TML or SGR. 	<ul style="list-style-type: none"> • TML conference for 14 people \$6,500 	TML Annual Conference- October 2014
		<ul style="list-style-type: none"> • Diversity Training - \$4,500 	October/ November 2014
		<ul style="list-style-type: none"> • Online training TML – No cost 	Online at the individual's schedule
		<ul style="list-style-type: none"> • SGR \$20 per session or 30 day access 	Online at the individual's schedule
	<ul style="list-style-type: none"> • Ask staff for ideas on what training they need or would like to receive. 	n/a	Ongoing
Strategy #4 - Educational Opportunities for Citizens	<ul style="list-style-type: none"> • Work with Blinn College to come up with ideas to provide educational/ training/skill classes for adults in the community 	TBD	TBD
	<ul style="list-style-type: none"> • Provide information - water bills, Facebook, City, Chamber website – on available training and educational classes. 	Staff time for social media development & input	Ongoing
	<ul style="list-style-type: none"> • Citizens Police Academy 	TBD	October 2014

**City of Sealy
2014 Strategic Plan
Area of Emphasis: Education**

Educational Opportunities for Citizens (cont.)	<ul style="list-style-type: none"> Continue with workforce development education continuation – funded by SEDC 	TBD	Ongoing
Strategy #5 – Collaborate with Blinn College to transform the Gordon Memorial Library into a media resource center.	<ul style="list-style-type: none"> Establish a stronger relationship with Blinn College Director to understand the needs of the college. 	TBD	Immediately
	<ul style="list-style-type: none"> Host a workshop to allow for networking with city staff, SISD leadership, Blinn Sealy director and staff and the Gordon Library Board of Directors to communicate. 	TBD	Fall 2016
Team Facilitator: Dayl Cooksey-City Secretary			
Team Members: Kim Kaiser-Administrative Services Manager, Kim Meloneck-SEDC Executive Director, Chris Coffman-City Manager, Krisha Langton-Assistant to the City Manager			
Partners: Lisa Caton with Blinn College; Charles Kinney with RAP; Dwayne Virnau with Gordon Memorial Library Board; Sheryl Moore, Superintendent of Sealy ISD; Betsy Zapalac with YMCA.			

**City of Sealy
2014 Strategic Plan**

Area of Emphasis: Utilities and Infrastructure

Policy Statement: Provide utilities and infrastructure in a manner that will encourage controlled, targeted, efficient, green and aesthetically pleasing development.

Strategic Initiative (priority order)	Action Steps	Budget	Timeline
Strategy #1 – Public Safety Improvements	Install Generator, covered parking, and fence at Police Department: <ul style="list-style-type: none"> • Solicit grant funds for generator • Works with Kraftsman Products for design and cost estimates for covered parking and fence. 	\$275,000	October 2014 (begin)
Strategy #2 – Wastewater Treatment Plant Rehabilitation	Clarifier, screens, and electrical MDP: <ul style="list-style-type: none"> • Provide information to City Council to determine funding for rehabilitation 	TBD	Upon approval of City Council
Strategy #3 – Utilities	North Water Well Complex <ul style="list-style-type: none"> • Engage engineer for design • Seek bids 	\$2,500,000	TBD by City Council
Strategy #4 – FM 3013 Gas Extensions	<ul style="list-style-type: none"> • Engage engineer for design 	\$500,000	2015
Strategy #5 – Drainage Improvements for Channel near Allen's Creek	<ul style="list-style-type: none"> • Engage engineer for design • Seek bids 	\$300,000	2015
Strategy #6 – Storm Drainage FM 3538	<ul style="list-style-type: none"> • Engage engineer • Seek bids 	\$125,000	2015
Strategy #7 – Highway 36 Wastewater Extensions	<ul style="list-style-type: none"> • Engage engineer for design • Seek bids 	\$1,650,000	Upon approval of City Council
Strategy #8 – South Water Well Complex	<ul style="list-style-type: none"> • Engage engineer for design • Seek bids 	\$1,700,000	Upon approval of City Council
Strategy #9 – SCADA Controls for Water Distribution System	<ul style="list-style-type: none"> • Bid has been awarded by City Council 	\$800,000	September 2014

**City of Sealy
2014 Strategic Plan**

Area of Emphasis: Utilities and Infrastructure

Strategy #10 – IH-10 Frontage Roads	South Side of IH-10 <ul style="list-style-type: none"> • Work with TxDOT on installation of frontage road • Partner with developers – 380 Agreement • Engage engineer for design 	TBD	TBD
	North Side of IH-10 <ul style="list-style-type: none"> • Design – engineering 	Paid	Completed
	<ul style="list-style-type: none"> • Construction 	\$3,200,000	To be completed by March 2016
Strategy #11 – City Hall Expansion/Renovation	<ul style="list-style-type: none"> • Engage architectural firm for design • Seek bids for construction • Provide information to the public 	\$2,000,000	TBD
Strategy #12 – City Parks <ul style="list-style-type: none"> • Phase II New City Park • Construction of multi-purpose facility • Construction of lazy river water feature 	<ul style="list-style-type: none"> • Engage engineer for design • Seek bids • Award contract 	TBD	TBD
Strategy #13 – Infrastructure	<ul style="list-style-type: none"> • Replace existing infrastructure as provided in 2013 Capital Improvement Plan – water, sewer, gas, streets 	TBD	TBD
Team Facilitator: Jim Cook-Director of Public Works			
Team Members: Jonathan Kloss-Gas Superintendent, Jimmy Wright-Water/Sewer Superintendent, Kim Meloneck-SEDC Executive Director, Randy Anderson-Director of Planning & Community Development, (Vacant)-Chief of Police			
Partners: O'Malley Engineers, TxDOT, Eagle Rock Energy, TCEQ, CenterPoint Energy			

City of Sealy
2014 Strategic Plan
Area of Emphasis: Quality of Life

Policy Statement: Controlling the future growth of Sealy by implementing these strategies to ensure Sealy remains a high quality community in which to live, work, play, and worship.

Strategic Initiative (priority order)	Action Steps	Budget	Timeline
Strategy #1 Facilities			
• Baseball-Softball Complex	Collaboration with SISD, SEDC and other foundations for joint partnership and grant opportunities	n/a	1 st Quarter 2015
	Procure Architect for programming design	6-8 percent of construction cost	TBD
	Procurement of land	TBD	Ongoing
	Install infrastructure	TBD based on the location of the land acquired	TBD
	Design and specification for bidding and award bid	TBD	TBD
	Complete construction	TBD	TBD
• Phase Two for Memorial Park	Collaboration with SISD, SEDC and other foundations for joint partnership and grant opportunities		1 st Quarter 2015
	Reaffirm park improvements desired by city council and stakeholders (public hearings)		1 st Quarter 2015
	Procure Architect for programming design		TBD
	Design and specification for bidding and award bid		TBD
	Complete construction	TBD	TBD

City of Sealy
2014 Strategic Plan
Area of Emphasis: Quality of Life

• Amenities Improvements	Gateway signage –procure architect to design and construct • Work with TxDOT for branding	TBD	TBD
	Acquire land – donation or purchase for gateway entry signage or messaging • 380 agreements to include land & amenities		
	Construction of signage and landscaping for the amenities – timeline to be staged IH-10 and then HWY 36 • TxDOT upgrades as built improvements • TxDOT grants & others		
	City Code to require: • Regulations of platting property • Sign regulations • Trail & sidewalk amenities • Promotional development		
	Coordinate with Keep Sealy Beautiful, SEDC, SISK, Main Street		
	Revitalize downtown Sealy by leveraging the IH-10 development to fund the revitalization and infrastructure	\$2,500,000	2016
	Develop the IH-10 corridor for restaurant row and retail business	TBD	2015
• Keep Sealy Beautiful	Create organization by ordinance	\$100	July 2014
	Appoint Board members	n/a	September/ October 2014
	Kick off meeting- discuss bylaws, priorities, project and fundraising	n/a	October 2014
	Participate in the Texas Trash Off	\$1,000	April-May 2015
	Continue regular meetings of the board	n/a	Ongoing

City of Sealy
2014 Strategic Plan
Area of Emphasis: Quality of Life

Strategy #2 Quality of Life

Green practices projects	Curbside Recycling: <ul style="list-style-type: none"> • Texas Disposal System – provide education to the public utilizing website, newsletters and social media to increase curbside pickup and to encourage and increase with commercial recycling 		ongoing
	Groundwater protection: <ul style="list-style-type: none"> • Enhance partnerships to protect groundwater supply and quality by working with Bluebonnet Groundwater Conservation District and Water Attorney to revise the Groundwater District Rules, state water laws and city codes pertaining to drilling and water conservation. 	Attorney fees, City Manager to attend seminars and conferences on subject matter	ongoing
	City Code updates: <ul style="list-style-type: none"> • Update ordinances as necessary to provide incentives and regulations designed to promote conversation and green philosophies with Scenic City values. 		January-June 2015
	Scenic City: <ul style="list-style-type: none"> • Continue with Scenic City initiatives. 	\$500	ongoing

City of Sealy
2014 Strategic Plan
Area of Emphasis: Quality of Life

Green practices projects (cont.)	Connectivity: <ul style="list-style-type: none"> Citywide walking and biking trail system. Trail is planned but funding has not been determined or appropriated. 	TBD	2016-2017 Budget
	Energy Conservation: <ul style="list-style-type: none"> Encourage Centerpoint to exchange street lights to LED As city equipment is updated, ensure energy conservation equipment is utilized. Sewer plant, water distribution system, park lighting, etc. 	\$0	January 2015
	Light Pollution: <ul style="list-style-type: none"> Develop city code to prohibit or limit light pollution 	Legal Fees - \$300	July-December 2015
Neighborhood protection	District policing by the PD	n/a	ongoing
	Town Hall meetings between the Police Department personnel and neighborhood and/or communities	n/a	January 2015
	Explorer Program through the PD with the youth ages 12-17	Self-funded	TBD
	Citizens Police Academy	TBD	10-2014
	Home and/or Business Crime prevention education	n/a	ongoing
	Neighborhood Watch programs	n/a	2017
	Hotel video surveillance building code requirements. (No exterior room entry)	\$100	January 2015
	Camera Surveillance of high density traffic corridors	\$30,000+	2015-2016 Budget

City of Sealy
2014 Strategic Plan
Area of Emphasis: Quality of Life

Neighborhood protection (cont.)	Enhance Emergency Operation Center with equipment, training for staff and council. Benchmark needs with other communities in the similar geographic and demographic areas.		
	Staff to attend State EOC annual conference	\$1,000 per person	2015
	Public facilities for court and administration. Facility to be constructed on the public safety land.	\$2,000,000	2018-2019
Strategy #3 Staffing			
Public Safety	Monitor and maintain adequate staffing level based on calls for service and crime rate. (ideally, three patrol staff on call currently and increase as population and/or crime mandates)	TBD	ongoing
	Increase supervisory staff as patrol staffing increases		
	Increase investigative and narcotic officers as population increases and/or crime requires		
	Partner with other agencies to provide public safety services (mutual aid)	n/a	ongoing
	Increase patrol staff incrementally to maintain adequate staffing levels as the community grows.	TBD	ongoing

City of Sealy
2014 Strategic Plan
Area of Emphasis: Quality of Life

Public Safety (cont.)	Increase patrol fleet to allow for increased staffing on patrol	\$35k per unit	2016-2021
	Increase municipal court, code enforcement, building official, planning staffing	TBD	2016-2021

Team Facilitator: Chris Coffman-City Manager/Randy Anderson-Director of Planning & Community Development

Team Members: Krisha Langton-Assistant to the City Manager, (Vacant)-Chief of Police, Kim Kaiser-Administrative Services Manager, Jim Cook-Director of Public Works, Jay Reeves-Police Captain, Lawrence Siska-Parks Department, Toni Franklin-Director of Main Street Program

Partners: Sealy Economic Development Board and Executive Director Kim Meloneck, Park Board, Sealy Little League, Cryan Foundation, Sealy Community Foundation, Levine Foundation, Selman Foundation, Leroy Zapalac, YMCA Director Betsy Zapalac and crime prevention experts.

2014 Sealy Strategic Plan And Report



Adopted by City Council
September 23, 2014

Facilitated by

Ron Cox
Ron Cox Consulting

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SEALY STRATEGIC PLAN

Adopted September 23, 2014



Report and Action Plan

Introduction

November 17, 2006.

On November 17, 2006, the City of Sealy Mayor, City Council, City Manager and his staff met in a retreat to discuss and develop long-term goals for the City Council and staff. Prior to the retreat, Ron Cox, facilitator, met with the Mayor and each City Council member to learn and understand areas of concern and ideas regarding the long-term needs and goals for the City of Sealy. The plan was adopted in 2007.

November 9, 2013

On November 9, 2013, the City of Sealy Mayor, Council members and City Manager and his staff met to review the results of the 2006 planning retreat, to review the goals and priorities developed in the 2008 Comprehensive Plan, to review the priorities set in the 2013 Capital Improvements Plan and to set new goals and strategies for Council and staff to accomplish.

The City Council, City Manager and staff participated in the retreat discussions in a free and open manner. All members were honest and respectful in their responses, and dialogue was excellent in all respects. The purpose of this report is to document the discussion at the retreat and provide the basis for action plans for the long term goals established at the retreat.

Results of 2006-07 Strategic Plan

Governance

The facilitator reviewed the City's Vision, Mission and Core Values with the group. These had specifically been prepared as a result of the 2006-07 Plan. They are as follows.

Vision

The City of Sealy is dedicated to preserving our history of excellence while continually investing in our future of progress.

Mission

The City of Sealy will strive to assure the highest quality of life for those who choose to live, work, and play here while protecting the City's economic well-being for current and future generations.

Core Values

In the course of discussions in 2006-07 regarding various issues, the Council and staff identified several key values associated with the community. These are not exhaustive by any means, but those identified are listed below.

- Strong work ethic
- Respect among Council, staff and the citizens
- Strong community support and involvement
- Adherence to strong moral principals
- Emphasis on family
- Strong community pride

These were later translated in to the following **Core Values Statement**.

"I CARE"

I - Integrity

C - Customer Care

A - Accountability

R - Reliability

E - Excellence

Report on 2007 Strategic Plan

The City Manager reported on progress made on the goals set in 2007.

Planning Goals:

- Develop a Comprehensive Plan
 - Complete the Plan and begin implementation by July 2008. –Completed-
- Support the Library Board in the development of the library.
 - Meet with the Library Board by March, 2007. – Ongoing – Donations have increased by 10%.
- Create a clean and orderly appearance on major thoroughfares through proper development standards. –Ongoing- Mowing I-10 area; monthly litter pick up; tree limb service; leaf pickup; restrictive sign ordinances, landscape requirements for commercial development signature intersections; promotional banners for city.
 - Review applicable ordinances and standards and report to Council initial findings. – Completed.

Economic Development Goals:

- Provide a city that allows citizens to live, shop, work, play, learn and worship in Sealy. – Ongoing -
- Attract businesses that create primary jobs and career opportunities in Sealy. – Ongoing - A list of new businesses was provided to the Council including Blencor, ABC Domes, Landy's Energy, Wildcats, Goodwill, Palais Royale, Jin's, China Buffet, Dollar General, Family dollar, Washington Tractor, Gray industrial, DaVita Clinic, Urgent Care Clinic, Avery's Grill, Quick Stop, Enterprise Crude expansion project.
- Create and adopt a comprehensive financial incentive policy to maximize the financial resources of the City. – Completed and available on SEDC website -
- Encourage investment in infrastructure to enhance economic development. – Ongoing – Invested over \$700,000 in utility infrastructure at the FM 3538 and I-10 area; \$70,000 sanitary sewer line expansion for the Blencor project; \$1.6 million new water lines, rehabilitation of sanitary sewer with new water and gas lines on Highway 36 prior to TxDOT project.
- Enhance the medical facilities and medical capabilities in the City. – Ongoing - .

Community Goals:

- Establish vision and mission statements for the City. – Completed -
- Improve communication between developers and the City staff. – Ongoing -. Significant improvements have been made with new staff and new processes in place.

- Establish, gain, and maintain trust among the citizens. – Ongoing -. It was noted the City Manager recently received an award from the Chamber of Commerce for his work in the community.

Education Goals:

- Provide educational opportunities for citizens to be fully educated in Sealy (K-16, vocational and technical education). – Ongoing – Developed the Blinn College campus in Sealy.
- Support opportunities for youth development and education. – Ongoing – YMCA programs implemented and growing. New Memorial Park providing new recreational activities.

Issues and Concerns

The facilitator led the Council and staff in a discussion of issues and concerns currently identified. A considerable amount of time was devoted to fully discussing these issues and concerns. Later in the meeting, they were grouped within the Areas of Emphasis outlined above. The Council and staff broke into groups, discussed the identified issues and concerns and established new strategies. These strategies are outlined in the Strategic Plan below.

Confirmation of Priorities

2009 Comprehensive Plan

The staff reviewed the priorities outlined in the 2009 Comprehensive Plan. The objective was to confirm the priorities established at that time continue to be the priorities of the Council. After a thorough review of the priorities contained in Table 5.1 Action Agenda of the Comprehensive Plan, it was agreed these priorities continue to be appropriate.

In order to provide a consistent plan of action, the Council instructed the new initiatives brought forward in this planning process be incorporated into the Comprehensive Plan Table 5.1. After Council review it is to be presented to the citizens (forum or method not discussed) to determine their priorities. Following that, the Council will adopt the priorities.

2013 Capital Improvements Plan

The staff also reviewed the priorities outlined in the 2013 Capital Improvements Plan (CIP), as outlined in the Sealy Planning/Capacity/Building Project Plan prepared and adopted by the City Council. The staff reviewed Table 8.6 and discussed the specific

projects outlined in that Table. The Council agreed again on the priorities established and added projects as follows. These projects are to be prioritized.

- **Public Safety Facility**
 - o Purchase and installation of a generator for the new Public Safety building.
 - o Purchase and installation of covered parking to protect the electronic equipment in the police vehicles from summer heat.
 - o Fencing the back perimeter of the Public Safety Building for added security.
- **Park Improvements**
 - o Phase II of new City Park.
 - o Construction of a multipurpose park facility.
 - o Construction of the “Lazy River” water feature.
- **I-10 Southside Feeder Road**

These projects will be added to the CIP, and then considered in the annual appropriations budget.

Action Plan and Adoption of Strategic Plan

Following the retreat, staff met to develop an action plan for the developed strategies. The result of their work is outlined in the Strategic Plan attached. Of note, the staff recognized the Area of Emphasis entitled Planning was not named properly for the goals set in that category. They recommend renaming the Area of Emphasis to Communication. In addition, the CIP discussion lent itself to creating two additional Areas of Emphasis entitled Utilities and Infrastructure and Quality of Life.

Reporting to Council on the progress of the Plan will be done on a quarterly basis.

The plan was adopted by City Council September 23, 2014.

Strategic Plan 2014

City Council/Staff

**Adopted
September 23, 2014**

Vision Statement

The City of Sealy is dedicated to preserving our history of excellence while continually investing in our future of progress.

Mission Statement

The City of Sealy will strive to assure the highest quality of life for those who choose to live, work, and play here while protecting the City's economic well-being for current and future generations.

Core Values

"I CARE"

I - Integrity

C - Customer Care

A - Accountability

R - Reliability

E - Excellence

Area of Emphasis

Communication

Strategy: Communicate to the citizens of Sealy by providing them current and up-to-date information about City projects, goals, meetings, services, etc.

Team Assignments:

- **Facilitator:** Krisha Langton-Assistant to the City Manager
- **Team members:** Toni Franklin-Director of Main Street Program, Dayl Cooksey-City Secretary, Kim Kaiser-Administrative Services Manager, Kristin Anderson-Administrative Assistant, Eric Gum-Police Officer
- **Partners:** Community Foundations, AT&T, Boards/Committees/Commission members, Chamber of Commerce, Newspaper, County, Sealy ISD, Blinn College

Action Plan:

- Meet with Team and Partners
- Set priorities for Goals
- Develop
 - Action Steps
 - Krisha to do quarterly newsletter and annual report. Staff will need to respond to requests for information.
 - Developing a meeting schedule for meeting directly with Sealy ISD Board
 - Timeline
 - Costs

2007 Ongoing Goals

- Create a clean and orderly appearance on major thoroughfares through proper development standards.

2013 Goals

- Provide annual performance reports to the citizens.
- Mayor to give an annual “State of the City” address.
- Establish a plan to identify available land for purchase to provide an economic development incentive. (Note: This is a duplication to a similar strategy in Economic Development.

Area of Emphasis

Economic Development

Strategy: Update the current tax incentive policy as one of a number of tools local policyholders have for stimulating and encouraging economic development.

Team Assignments:

- **Facilitator:** Kim Meloneck-SEDC Executive Director
- **Team Members:** Randy Anderson-Director of Planning & Community Development, Jim Cook-Director of Public Works, David Ondruch-Public Works Consultant, Jimmy Wright-Water/Sewer Superintendent, Dayl Cooksey-City Secretary, Toni Franklin-Director of Main Street Program, Steven Kutra-Director of Finance.
- **Partners:** ED Board, Planning Commission Board, CenterPoint, AT&T, County; EMS Board, Property owners; realtors; engineers, Hospital Trust.

Action Plan:

- Meet with Team and Partners - held meeting
- Set priorities for Goals
- Develop
 - Action Steps
 - Timeline
 - Costs

2007 Ongoing Goals

- Provide a city that allows citizens to live, shop, work, play, learn and worship in Sealy.
- Attract businesses that create primary jobs and career opportunities in Sealy.
- Encourage investment in infrastructure to enhance ED.

2013 Goals

- Develop a Marketing Plan for the city.
- Update the Buxton Reports and promote the results.
- Develop a plan for the establishment/reestablishment of the hospital district for the creation of a regional trauma center.
- Update the Incentive Policy
 - Explore the possibility of providing land as an additional incentive to tax abatement.

Area of Emphasis

Community Development

Strategy: Develop a community environment that Sealy residents can be proud of with emphasis on amenities to enhance life, work, and play.

Team Assignments:

- **Facilitator:** Toni Franklin-Director of Main Street Program
- **Team Members:** Kim Meloneck-SEDC Executive Director, Randy Anderson-Director of Planning & Community Development, Kim Kaiser-Administrative Services Manager, Chrissy McGee-Code Enforcement Officer, Jim Cook-Director of Public Works, Perry Strauss-Street Superintendent, (Vacant)-Chief of Police
- **Partners:** Downtown Association, Main Street Advisory Board, Texas Historical Commission, Chamber of Commerce, Downtown business owners, Nancy Naron

Action Plan:

- Meet with team and partners
- Set goals and priorities
- Develop
 - Action steps
 - Timeline
 - Costs

2007 Ongoing Goals

- Improve Communications between developers and city staff.
- Establish, gain, and maintain trust among the citizens.

2013-14 Goals

- Brand the historical downtown.
 - Build a marketing strategy.
 - Focus on old mattress factory
 - Create walking tour of downtown using historical photos of Sealy, describing old town
- Design a uniform signage program
 - Utilize color and signage for all major access arteries and for public buildings
 - Include a planned maintenance schedule.

Area of Emphasis

Education

Strategy: Provide educational opportunities for the Citizens of Sealy and promote the development of our youth for the betterment of the Sealy Community.

Team assignments:

- **Facilitator:** Dayl Cooksey-City Secretary
- **Team Members:** Kim Meloneck-SEDC Executive Director, Kim Kaiser-Administrative Services Manager, Chris Coffman-City Manager, Krisha Langton-Assistant to the City Manager
- **Partners:** Blinn College, Sealy ISD, Library Board, YMCA, Friends of the Library

Action Plan:

- Meet with team and partners
- Set goals and priorities
- Develop
 - Action steps
 - Timeline
 - Costs

2007 Ongoing Strategies

- Provide educational opportunities for citizens to be fully educated in Sealy.
- Support opportunities for youth development and education.

2013-14 Strategies

- Conduct monthly workshops with SISD and Blinn to discuss improvements and constraints to educational programs.
- Review and make recommendations regarding moving the library under the city's administration.
 - Work with Blinn College to transform the facility to a media/resource center.
- Include more online and offline training for Council and staff, utilizing TML and other resources.
- Develop a Charter amendment to require Council training and define minimal requirements.

Area of Emphasis

Utilities and Infrastructure

Strategy: Provide utilities and infrastructure in a manner that will encourage controlled, targeted, efficient, green and aesthetically pleasing development.

Team Assignments:

- **Facilitator:** Jim Cook-Director of Public Works
- **Team Members:** Jonathan Kloss-Gas Superintendent, Jimmy Wright-Water/Sewer Superintendent, Randy Anderson-Director of Planning & Community Development, Kim Meloneck-SEDC Executive Director, (Vacant)-Chief of Police
- **Partners:** CenterPoint, O'Malley Engineers, developers, TxDOT, Eagle Rock, TCEQ, contractors, County

Action Plan:

- Meet with team and partners
- Set goals and priorities
- Develop
 - Action steps
 - Timeline
 - Costs

Capital Improvements Program 2014

Priority	Project Area	Description	Amount
		Public Safety Improvements	\$275,000
		City Hall Expansion/Renovation	\$2,200,000
	Economic Development	IH-10 Southside Frontage Road	
	Public Works	Drainage Improvements-Channel near Allen's Creek	\$300,000
		Storm Drainage-FM 3538	\$125,000
	Utilities	North Water Well Complex	\$2,500,000
		South Water Well Complex	\$1,700,000
		Water SCADA Controls	\$600,000
		Highway 36 Wastewater Extensions	\$1,650,000
		FM 3013 Gas Extensions	\$500,000

Area of Emphasis

Quality of Life

Strategy: Controlling the future growth of Sealy by implementing these strategies to ensure Sealy remains a high quality community in which to live, work, play, and worship.

Team Assignments:

- **Facilitator:** Chris Coffman-City Manager
- **Team Members:** Krisha Langton-Assistant to the City Manager, (Vacant)-Chief of Police, Kim Kaiser-Administrative Services Manager, Kim Meloneck-SEDC Executive Director, Jim Cook-Director of Public Works, Jay Reeves-Police Captain, Lawrence Siska-Parks Department, Toni Franklin-Director of Main Street Program
- **Partners:** ED Board, architect, Parks Board, Little League Board, Cryan Foundation, Sealy Community Foundation, Levine Foundation, Selman Foundation, Leroy Zapalac, Crime Prevention experts

Action Plan:

- Meet with team and partners
- Set goals and priorities
- Develop
 - Action steps
 - Timeline
 - Costs

Quality of Life Initiatives

Priority	Project Area	Description	Amount
	Facilities	Baseball Complex	\$2,500,000
		Phase Two-Cryan Park	
		Amenities Improvements	
	Quality of Life	Green practices projects	
		Neighborhood protection	
	Staffing	Public Safety staffing	

City of Sealy
2014 Strategic Plan
Area of Emphasis: Communication

Policy Statement: Communicate to the citizens of Sealy by providing them current and up-to-date information about City projects, goals, meetings, services, etc.

Strategic Initiative (priority order)	Action Steps	Budget	Timeline
Strategy #1 – Quarterly Newsletters	<ul style="list-style-type: none"> • First mail out – July 2014 (electronically – email, website, social media). • Future newsletters will be sent electronically and mailed with the City utility bills. 	Electronically - \$0 Mail with City utility bills - \$3,500/fiscal year	Ongoing – Quarterly (January, April, July, October)
Strategy #2 – Annual Report	<ul style="list-style-type: none"> • Report prepared and presented by Mayor and/or City Manager – Include info about the City and its current status: financially, future plans, growth, projects, etc. • Present at Chamber of Commerce meeting and/or Town Hall Meeting 	\$0	June 2015
Strategy #3 – Quality of Life in Sealy video	<ul style="list-style-type: none"> • Purchase equipment – camera, tripod, audio, and lighting • Arrange interviews with Mayor, City Manager, local civic leaders, business owners, etc. • Video city facilities, parks, schools, businesses, events, economic development, Main Street Program, etc. 	\$1,600	October 2015 – purchase equipment November 2015 – arrange interviews December 2015 – video

Team Facilitator: Krisha Langton-Assistant to the City Manager

Team Members: Toni Franklin-Director of Main Street Program, Dayl Cooksey-City Secretary, Kim Kaiser-Administrative Services Manager, Kristin Anderson-Administrative Assistant, Eric Gum-Police Officer

Partners: Community Foundations, Boards/Committees/Commission members, Chamber of Commerce, Newspaper, Fire Department, Social Media

**City of Sealy
2014 Strategic Plan**

Area of Emphasis: Economic Development

Policy Statement: Update the current tax incentive policy as one of a number of tools local policyholders have for stimulating and encouraging economic development.

Strategic Initiative (priority order)	Action Steps	Budget	Timeline
Ongoing 2007 Goals			
Provide a city that allows citizens to live, shop, work, play, and worship in Sealy.			Ongoing
Attract businesses that create primary jobs and career opportunities in Sealy.			Ongoing
Encourage investment in infrastructure to enhance economic development.	Various infrastructure projects have been funded over the years. The SEDC continues to provide financial assistance to support pivotal infrastructure projects.	\$0	N/A
Strategy #1- Update incentive policy and explore the possibility of providing land as an additional incentive	<ul style="list-style-type: none"> • Conduct a workshop with team members and partners to discuss the current policy, trends and how we compare to other communities. • Make recommendations for updates/changes to the current tax incentive policy. 	\$0	November/ December 2014 January/ February 2015
	<ul style="list-style-type: none"> • Prioritize incentives and the potential of creating an industrial park. • Received proposal for services dated February 7, 2014. Procure and commission consultant to perform an independent market demand and feasibility analysis for the development of an industrial/business park. 	\$31,500	October-December 2015

**City of Sealy
2014 Strategic Plan**

Area of Emphasis: Economic Development

Strategy #2 - Update the Buxton Report (retail identification) and promote results	<ul style="list-style-type: none"> • Contacted a Buxton representative and discussed current products available and pricing. • Other companies and opportunities exist that could be explored in the future. 	\$50,000/year (3 year program)	FY2015-16
	<ul style="list-style-type: none"> • Researched and priced other sources and programs that could produce data reports, gap analysis and trade area data. 	\$1,095	October 2014
Strategy #3 - Develop a plan for the establishment/re-establishment of the hospital district for the creation of a regional trauma center	<ul style="list-style-type: none"> • Contact facility hospital administrators at Ben Taub, Memorial Hermann, Methodist, and trauma centers in Austin and San Antonio to receive comments and feedback from the medical industry for them to expand their network into Sealy. 	Unknown cost at this time	TBD
Team Facilitator: Kim Meloneck-SEDC Executive Director			
Team Members: Randy Anderson-Director of Planning & Community Development, Jim Cook-Director of Public Works, David Ondruch-Public Works Consultant, Jimmy Wright-Water/Sewer Superintendent, Dayl Cooksey-City Secretary, Toni Franklin-Director of Main Street Program, Steven Kutra-Director of Finance.			
Partners: Sealy Economic Development Board, Planning Commission, Centerpoint Energy, AT&T, Austin County Commissioner's Court, Emergency Medical Service leadership, property owners, realtors, O'Malley Engineers			

**City of Sealy
2014 Strategic Plan**

Area of Emphasis: Community Development

Policy Statement: Develop a community environment that Sealy residents can be proud of with emphasis on amenities to enhance life, work, and play.

Strategic Initiative (priority order)	Action Steps	Budget	Timeline
Ongoing 2007 Goals			
Continue to provide communication to developers from city staff	Newsletters, Realtor breakfasts, website listing of regulations, social media	n/a	Active and ongoing
Maintain Trust among citizens	Transparency of financial records, website communication, social media, town hall meetings, open door policy with city manager	n/a	Active and ongoing
Strategy #1 Brand the historic downtown			
• Build Marketing Strategy	Billboard(s) provided by SEDC	\$30,000	FY2014-15
	• Determine message		
	Promotion Committee to Design Logo for Downtown Marketing	Accomplished	September 2014
	Implement Logo	\$1,000	2014
	• Replace sign on Main Street office		
	• Pay Wittenburg Printing a fee to have logo available for all printing		
	Engage community partners	n/a	TBD
	Engage design committee	n/a	TBD
	Plan for visual improvements, banners, art, floral, etc.	TBD	TBD
	Implement energetic events, programs, gatherings, etc.	TBD	TBD

**City of Sealy
2014 Strategic Plan**

Area of Emphasis: Community Development

• Building Marketing Strategy (cont.)	Focus on old Mattress Factory <ul style="list-style-type: none"> • Identify ownership • Develop relationship • Determine availability for public use (tours/events) 	n/a	2014/2015
	Create walking tour of downtown using historical photos of Sealy, describing old town <ul style="list-style-type: none"> • Photo files exist with Main Street and Historical Commissions • Develop a brochure • Develop a marker/placard program to identify all historic structures • Engage Main Street Design Committee 	Brochure - \$200 Marker/Placards – est. \$3,000	Per Board Approval – FY2014-15
Strategy #2 Design a uniform signage program	Utilize color and signage for all major access arteries and public buildings		
	Procure architectural services and build/install signage	est. \$20,000	December 2015
	To be developed by architect upon completion of the design of the signage program.	TBD	Simultaneously with design
	Maintenance schedule for signage	TBD	Ongoing
	City Code Sign Ordinance – conformity for subdivision signage	TBD	TBD
Team Facilitator: Toni Franklin-Director of Main Street Program			
Team Members: Kim Meloneck-SEDC Executive Director, Randy Anderson-Director of Planning & Community Development, Kim Kaiser-Administrative Service Manager, Chrissy McGee-Code Enforcement Officer, Jim Cook-Director of Public Works, Perry Strauss-Street Superintendent, (Vacant)-Chief of Police			
Partners: Downtown Association, Main Street Advisory Board, Texas Historic Commission, Chamber of Commerce, Downtown Business owners, Randy Anderson, Nancy Naron			

City of Sealy
2014 Strategic Plan
Area of Emphasis: Education

Policy Statement: Provide educational opportunities for the Citizens of Sealy and promote the development of our youth for the betterment of the Sealy Community.

Strategic Initiative (priority order)	Action Steps	Budget	Timeline
Ongoing 2007 Goals			
Provide educational opportunities for citizens to be fully educated in Sealy.			Ongoing
Support opportunities for youth development and education.			Ongoing
Strategy #1 - Monthly meetings with SISD and Blinn College leadership and team members and partners to discuss improvements and constraints to educational programs.	<ul style="list-style-type: none"> • Initial meeting with partners and team • Set monthly meetings and determine a time and place. 	None at this time.	October-December 2014
Strategy #2 - Research and put together a project and plan to provide a YAC program.	<ul style="list-style-type: none"> • Research YAC program and attend training to gather additional information. • Speak with leaders of successful YAC programs • Ensure City Council is willing to put in the time and effort necessary for success • Create a plan for Sealy, including a budget for consideration by council • Begin research by the end of September. • Use the next fiscal year to gather information and form a plan. • Meet with YMCA regarding their youth government program(s). • Implement the plan 	TBD	FY 2015-16

City of Sealy
2014 Strategic Plan
Area of Emphasis: Education

Strategy #3 - Training for City Council and City Staff	<ul style="list-style-type: none"> • Provide information and resources to council and Staff regarding training opportunities. 	n/a	Ongoing
	<ul style="list-style-type: none"> • Provide training opportunities in Sealy through TML or SGR. 	<ul style="list-style-type: none"> • TML conference for 14 people \$6,500 	TML Annual Conference- October 2014
		<ul style="list-style-type: none"> • Diversity Training - \$4,500 	October/ November 2014
		<ul style="list-style-type: none"> • Online training TML – No cost 	Online at the individual's schedule
		<ul style="list-style-type: none"> • SGR \$20 per session or 30 day access 	Online at the individual's schedule
	<ul style="list-style-type: none"> • Ask staff for ideas on what training they need or would like to receive. 	n/a	Ongoing
Strategy #4 - Educational Opportunities for Citizens	<ul style="list-style-type: none"> • Work with Blinn College to come up with ideas to provide educational/ training/skill classes for adults in the community 	TBD	TBD
	<ul style="list-style-type: none"> • Provide information - water bills, Facebook, City, Chamber website – on available training and educational classes. 	Staff time for social media development & input	Ongoing
	<ul style="list-style-type: none"> • Citizens Police Academy 	TBD	October 2014

City of Sealy
2014 Strategic Plan
Area of Emphasis: Education

Educational Opportunities for Citizens (cont.)	<ul style="list-style-type: none"> • Continue with workforce development education continuation – funded by SEDC 	TBD	Ongoing
Strategy #5 – Collaborate with Blinn College to transform the Gordon Memorial Library into a media resource center.	<ul style="list-style-type: none"> • Establish a stronger relationship with Blinn College Director to understand the needs of the college. 	TBD	Immediately
	<ul style="list-style-type: none"> • Host a workshop to allow for networking with city staff, SISD leadership, Blinn Sealy director and staff and the Gordon Library Board of Directors to communicate. 	TBD	Fall 2016
Team Facilitator: Dayl Cooksey-City Secretary			
Team Members: Kim Kaiser-Administrative Services Manager, Kim Meloneck-SEDC Executive Director, Chris Coffman-City Manager, Krisha Langton-Assistant to the City Manager			
Partners: Lisa Caton with Blinn College; Charles Kinney with RAP; Dwayne Virnau with Gordon Memorial Library Board; Sheryl Moore, Superintendent of Sealy ISD; Betsy Zapalac with YMCA.			

**City of Sealy
2014 Strategic Plan**

Area of Emphasis: Utilities and Infrastructure

Policy Statement: Provide utilities and infrastructure in a manner that will encourage controlled, targeted, efficient, green and aesthetically pleasing development.

Strategic Initiative (priority order)	Action Steps	Budget	Timeline
Strategy #1 – Public Safety Improvements	Install Generator, covered parking, and fence at Police Department: <ul style="list-style-type: none"> • Solicit grant funds for generator • Works with Kraftsman Products for design and cost estimates for covered parking and fence. 	\$275,000	October 2014 (begin)
Strategy #2 – Wastewater Treatment Plant Rehabilitation	Clarifier, screens, and electrical MDP: <ul style="list-style-type: none"> • Provide information to City Council to determine funding for rehabilitation 	TBD	Upon approval of City Council
Strategy #3 – Utilities	North Water Well Complex <ul style="list-style-type: none"> • Engage engineer for design • Seek bids 	\$2,500,000	TBD by City Council
Strategy #4 – FM 3013 Gas Extensions	<ul style="list-style-type: none"> • Engage engineer for design 	\$500,000	2015
Strategy #5 – Drainage Improvements for Channel near Allen’s Creek	<ul style="list-style-type: none"> • Engage engineer for design • Seek bids 	\$300,000	2015
Strategy #6 – Storm Drainage FM 3538	<ul style="list-style-type: none"> • Engage engineer • Seek bids 	\$125,000	2015
Strategy #7 – Highway 36 Wastewater Extensions	<ul style="list-style-type: none"> • Engage engineer for design • Seek bids 	\$1,650,000	Upon approval of City Council
Strategy #8 – South Water Well Complex	<ul style="list-style-type: none"> • Engage engineer for design • Seek bids 	\$1,700,000	Upon approval of City Council
Strategy #9 – SCADA Controls for Water Distribution System	<ul style="list-style-type: none"> • Bid has been awarded by City Council 	\$800,000	September 2014

**City of Sealy
2014 Strategic Plan**

Area of Emphasis: Utilities and Infrastructure

Strategy #10 – IH-10 Frontage Roads	South Side of IH-10 <ul style="list-style-type: none"> • Work with TxDOT on installation of frontage road • Partner with developers – 380 Agreement • Engage engineer for design 	TBD	TBD
	North Side of IH-10 <ul style="list-style-type: none"> • Design – engineering 	Paid	Completed
	<ul style="list-style-type: none"> • Construction 	\$3,200,000	To be completed by March 2016
Strategy #11 – City Hall Expansion/Renovation	<ul style="list-style-type: none"> • Engage architectural firm for design • Seek bids for construction • Provide information to the public 	\$2,000,000	TBD
Strategy #12 – City Parks <ul style="list-style-type: none"> • Phase II New City Park • Construction of multi-purpose facility • Construction of lazy river water feature 	<ul style="list-style-type: none"> • Engage engineer for design • Seek bids • Award contract 	TBD	TBD
Strategy #13 – Infrastructure	<ul style="list-style-type: none"> • Replace existing infrastructure as provided in 2013 Capital Improvement Plan – water, sewer, gas, streets 	TBD	TBD
Team Facilitator: Jim Cook-Director of Public Works			
Team Members: Jonathan Kloss-Gas Superintendent, Jimmy Wright-Water/Sewer Superintendent, Kim Meloneck-SEDC Executive Director, Randy Anderson-Director of Planning & Community Development, (Vacant)-Chief of Police			
Partners: O'Malley Engineers, TxDOT, Eagle Rock Energy, TCEQ, CenterPoint Energy			

City of Sealy
2014 Strategic Plan
Area of Emphasis: Quality of Life

Policy Statement: Controlling the future growth of Sealy by implementing these strategies to ensure Sealy remains a high quality community in which to live, work, play, and worship.

Strategic Initiative (priority order)	Action Steps	Budget	Timeline
Strategy #1 Facilities			
• Baseball-Softball Complex	Collaboration with SISD, SEDC and other foundations for joint partnership and grant opportunities	n/a	1 st Quarter 2015
	Procure Architect for programming design	6-8 percent of construction cost	TBD
	Procurement of land	TBD	Ongoing
	Install infrastructure	TBD based on the location of the land acquired	TBD
	Design and specification for bidding and award bid	TBD	TBD
	Complete construction	TBD	TBD
• Phase Two for Memorial Park	Collaboration with SISD, SEDC and other foundations for joint partnership and grant opportunities		1 st Quarter 2015
	Reaffirm park improvements desired by city council and stakeholders (public hearings)		1 st Quarter 2015
	Procure Architect for programming design		TBD
	Design and specification for bidding and award bid		TBD
	Complete construction	TBD	TBD

City of Sealy
2014 Strategic Plan
Area of Emphasis: Quality of Life

• Amenities Improvements	Gateway signage –procure architect to design and construct	TBD	TBD
	• Work with TxDOT for branding		
	Acquire land – donation or purchase for gateway entry signage or messaging		
	• 380 agreements to include land & amenities		
	Construction of signage and landscaping for the amenities – timeline to be staged IH-10 and then HWY 36		
	• TxDOT upgrades as built improvements		
	• TxDOT grants & others		
• Keep Sealy Beautiful	City Code to require:		
	• Regulations of platting property		
	• Sign regulations		
	• Trail & sidewalk amenities		
	• Promotional development		
• Keep Sealy Beautiful	Coordinate with Keep Sealy Beautiful, SEDC, SISD, Main Street		
	Revitalize downtown Sealy by leveraging the IH-10 development to fund the revitalization and infrastructure	\$2,500,000	2016
	Develop the IH-10 corridor for restaurant row and retail business	TBD	2015
	Create organization by ordinance	\$100	July 2014
	Appoint Board members	n/a	September/ October 2014
• Keep Sealy Beautiful	Kick off meeting- discuss bylaws, priorities, project and fundraising	n/a	October 2014
	Participate in the Texas Trash Off	\$1,000	April-May 2015
	Continue regular meetings of the board	n/a	Ongoing

City of Sealy
2014 Strategic Plan
Area of Emphasis: Quality of Life

Strategy #2 Quality of Life

Green practices projects	Curbside Recycling: <ul style="list-style-type: none"> • Texas Disposal System – provide education to the public utilizing website, newsletters and social media to increase curbside pickup and to encourage and increase with commercial recycling 		ongoing
	Groundwater protection: <ul style="list-style-type: none"> • Enhance partnerships to protect groundwater supply and quality by working with Bluebonnet Groundwater Conservation District and Water Attorney to revise the Groundwater District Rules, state water laws and city codes pertaining to drilling and water conservation. 	Attorney fees, City Manager to attend seminars and conferences on subject matter	ongoing
	City Code updates: <ul style="list-style-type: none"> • Update ordinances as necessary to provide incentives and regulations designed to promote conversation and green philosophies with Scenic City values. 		January-June 2015
	Scenic City: <ul style="list-style-type: none"> • Continue with Scenic City initiatives. 	\$500	ongoing

City of Sealy
2014 Strategic Plan
Area of Emphasis: Quality of Life

Green practices projects (cont.)	Connectivity: <ul style="list-style-type: none"> Citywide walking and biking trail system. Trail is planned but funding has not been determined or appropriated. 	TBD	2016-2017 Budget
	Energy Conservation: <ul style="list-style-type: none"> Encourage Centerpoint to exchange street lights to LED As city equipment is updated, ensure energy conservation equipment is utilized. Sewer plant, water distribution system, park lighting, etc. 	\$0	January 2015
	Light Pollution: <ul style="list-style-type: none"> Develop city code to prohibit or limit light pollution 	Legal Fees - \$300	July-December 2015
Neighborhood protection	District policing by the PD	n/a	ongoing
	Town Hall meetings between the Police Department personnel and neighborhood and/or communities	n/a	January 2015
	Explorer Program through the PD with the youth ages 12-17	Self-funded	TBD
	Citizens Police Academy	TBD	10-2014
	Home and/or Business Crime prevention education	n/a	ongoing
	Neighborhood Watch programs	n/a	2017
	Hotel video surveillance building code requirements. (No exterior room entry)	\$100	January 2015
	Camera Surveillance of high density traffic corridors	\$30,000+	2015-2016 Budget

City of Sealy
2014 Strategic Plan
Area of Emphasis: Quality of Life

Neighborhood protection (cont.)	Enhance Emergency Operation Center with equipment, training for staff and council. Benchmark needs with other communities in the similar geographic and demographic areas.		
	Staff to attend State EOC annual conference	\$1,000 per person	2015
	Public facilities for court and administration. Facility to be constructed on the public safety land.	\$2,000,000	2018-2019
Strategy #3 Staffing			
Public Safety	Monitor and maintain adequate staffing level based on calls for service and crime rate. (ideally, three patrol staff on call currently and increase as population and/or crime mandates)	TBD	ongoing
	Increase supervisory staff as patrol staffing increases		
	Increase investigative and narcotic officers as population increases and/or crime requires		
	Partner with other agencies to provide public safety services (mutual aid)	n/a	ongoing
	Increase patrol staff incrementally to maintain adequate staffing levels as the community grows.	TBD	ongoing

City of Sealy
2014 Strategic Plan
Area of Emphasis: Quality of Life

Public Safety (cont.)	Increase patrol fleet to allow for increased staffing on patrol	\$35k per unit	2016-2021
	Increase municipal court, code enforcement, building official, planning staffing	TBD	2016-2021

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Team Facilitator: Chris Coffman-City Manager/Randy Anderson-Director of Planning & Community Development
Team Members: Krisha Langton-Assistant to the City Manager, (Vacant)-Chief of Police, Kim Kaiser-Administrative Services Manager, Jim Cook-Director of Public Works, Jay Reeves-Police Captain, Lawrence Siska-Parks Department, Toni Franklin-Director of Main Street Program
Partners: Sealy Economic Development Board and Executive Director Kim Meloneck, Park Board, Sealy Little League, Cryan Foundation, Sealy Community Foundation, Levine Foundation, Selman Foundation, Leroy Zapalac, YMCA Director Betsy Zapalac and crime prevention experts.