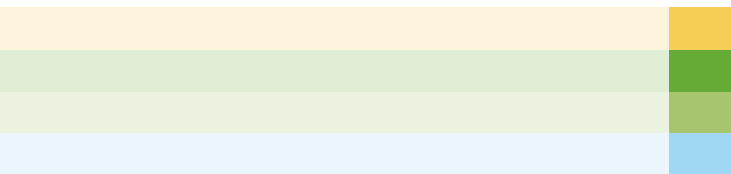




OLD SEABROOK

Livable Center Study

November 2021



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SEABROOK
Hardesty Ave
OLD SEABROOK DISTRICT

SEABROOK
Main
OLD SEABROOK DISTRICT
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1



Introduction

Study Purpose

The Old Seabrook District is the traditional center and local destination for goods and services, civic functions, and entertainment in the heart of the City of Seabrook. The District has close access to Clear Creek and Galveston Bay and features boutique retail and local eateries.

Although its preeminence as a commercial center has diminished as businesses have relocated to SH 146 and NASA Road 1 over the past several decades, those who call Old Seabrook home appreciate the coastal atmosphere, small-town charm, and eclectic character of the area.

The study area encompasses about 55 acres, primarily located north and south of Main Street and east of SH 146. The study area is bounded by SH 146 to the west and

Clear Lake to the southeast. With its mix of uses and traditional street grid surrounded by a modestly resurgent residential neighborhood, the area provides a footprint well-scaled for a walkable, mixed-use area. The section of Main Street within the study area has a length of three-quarters of a mile, a scale that further reinforces walkability and civic gathering.

This Livable Center Study aims to leverage the 2035 Comprehensive Master Plan and other previous planning efforts, evaluate the market realities, and present practical recommendations to improve connectivity, encourage economic development, and enhance the overall quality of life in the Old Seabrook District.

What is a Livable Center?

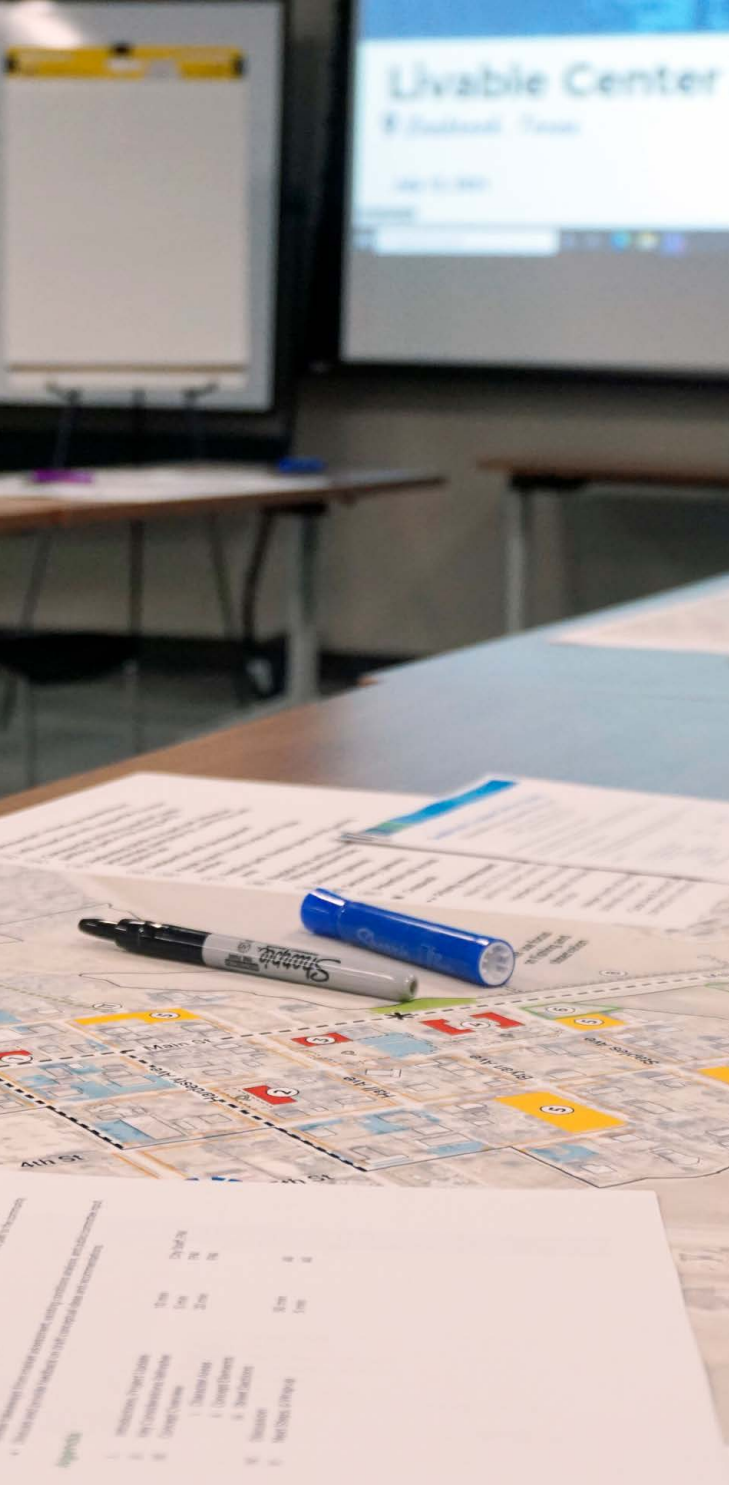
The Old Seabrook Livable Center Study is part of the Houston-Galveston Area Council's (H-GAC) Livable Centers Program, which works with local communities to encourage walkable, mixed-use development, provide opportunities for multi-modal transportation options, improve environmental quality, and promote economic development.

A Livable Center focuses on recommending context-sensitive solutions to create more places where people can live, work, and play with less reliance on their cars. The recommendations of this Study aim to both further the goals of the Livable Center Program and achieve the unique vision for Old Seabrook.



Map 1. *Old Seabrook Livable Center Study Area*





Planning Process

Project Phases

This planning process involves four main phases. Each phase is essential to ensure the final plan reflects the vision of the community, has public support and includes actionable recommendations. The four phases are:

1. Public Outreach and Participation;
2. Needs Assessment;
3. Draft Plan Concepts and Recommendations; and
4. Plan Finalization and Adoption.

Public Outreach and Participation

Public outreach conducted during the first phase of the plan identifies the needs and desires of the community. This phase sets the foundation for the vision of the Old Seabrook District. A combination of engagement methods, including online surveys, community meetings, advisory committee meetings, and outreach at public events, were used in conjunction for a comprehensive engagement approach. Although the public outreach is identified in the initial phase, participation opportunities were present throughout the process.

Needs Assessment

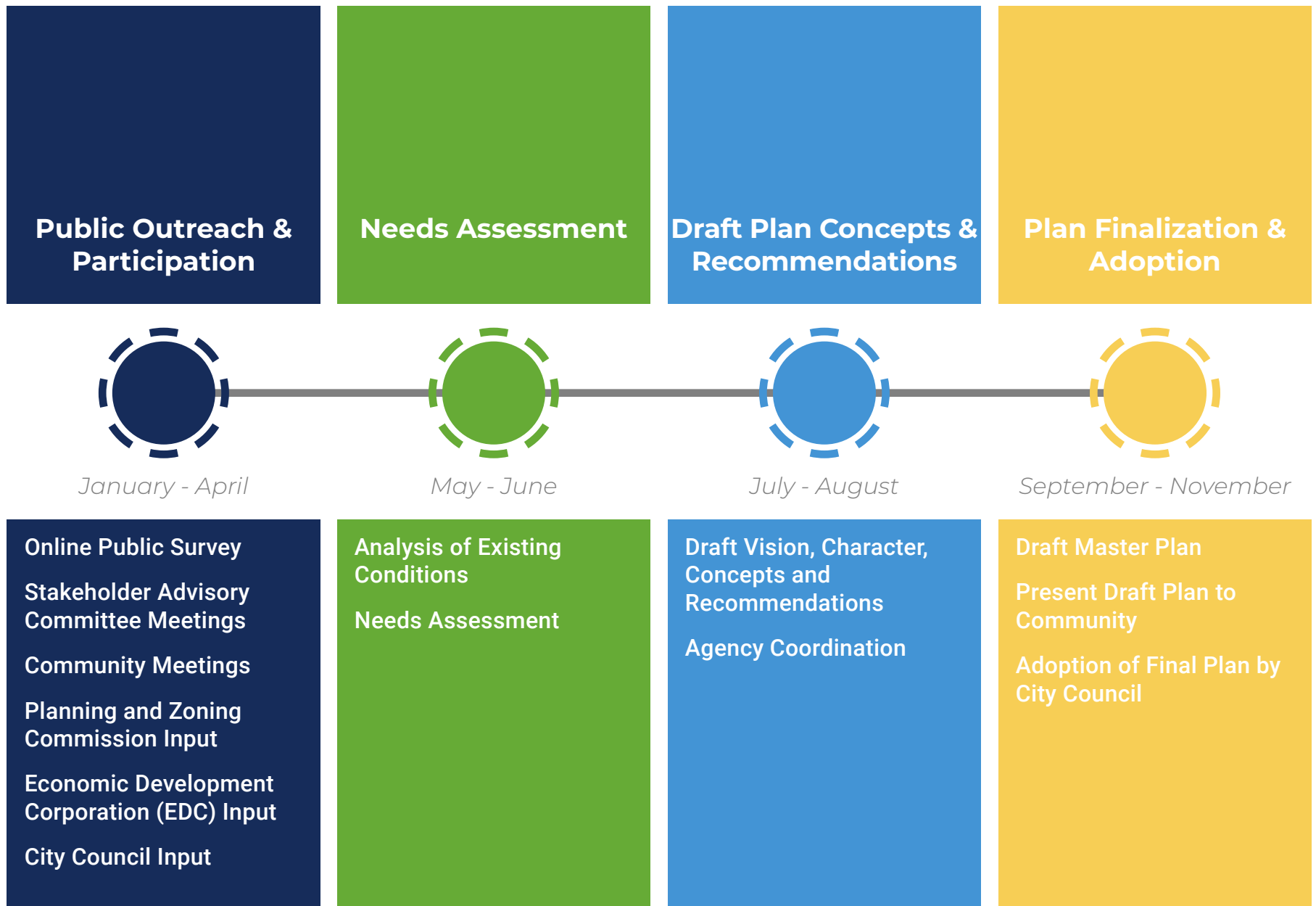
Understanding the area's existing conditions and market realities is essential to identify the realistic opportunities available in the Old Seabrook District. The physical conditions analysis included a review of existing land uses, building framework, and pedestrian network. A market assessment was also conducted to reveal the types of development that can be supported in the District.

Draft Plan Concepts and Recommendations

The Master Plan concepts and recommendations were drafted utilizing the information gathered from the public outreach and needs assessment phases. Recommendations, action items, and economic development strategies accompany the projects in the Master Plan to achieve the vision for the area.

Plan Finalization and Adoption

In the final phase, the draft concepts and recommendations of the plan are presented to the community to verify that the vision established in the public outreach phase is reflected in the Master Plan. With support from the community, the plan was then reviewed and adopted by City Council.



Public Input

The key to a successful plan is public engagement and community buy-in. Incorporating the public in the planning process creates a more transparent process and ensures the vision for Old Seabrook reflects the community's vision for the area. Residents and stakeholders were engaged using multiple methods during the planning process. The input gathered from these engagement opportunities directly influences the recommendations.

Stakeholder Advisory Committee

The Stakeholder Advisory Committee (SAC) includes residents, business owners, and community members who are knowledgeable about the history and have an interest in Old Seabrook. The role of the SAC is to serve as advocates for the plan and to guide plan recommendations. The planning team held five meetings with the SAC throughout the process.

Agency Coordination

The planning team met with various public and private agencies that may have an interest in the development of Old Seabrook. These entities were consulted to ensure the plan's recommendations align with other initiatives in the area and to identify potential partnership opportunities. The planning team met with agencies including the school district, General Land Office (GLO), and Texas Department of Transportation (TxDOT).

City Council and Commissions

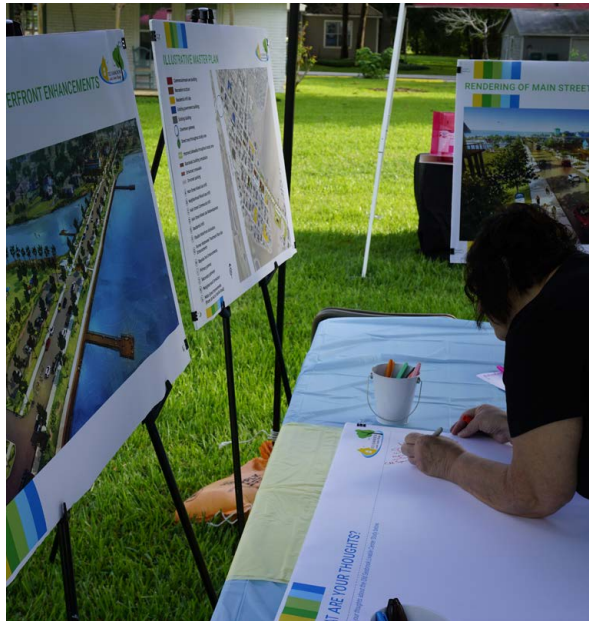
The planning team met with City Council, the Planning and Zoning Commission, and the Economic Development Corporation (EDC) throughout the planning process to gather input from each group about the future of Old Seabrook and provide periodic updates.

Online Survey and Project Website

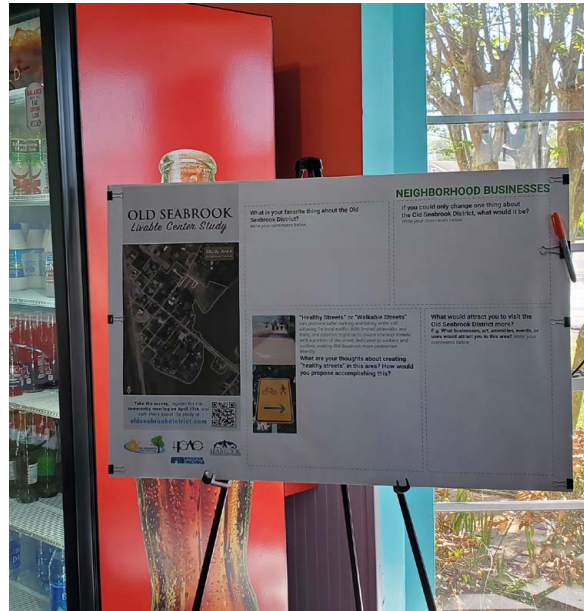
A project website was available where the public could learn about the project, review project materials, and submit feedback throughout the process. An online survey was also used to gather input from the community about the future of Old Seabrook. The survey asked questions regarding existing conditions in the area and the vision for what Old Seabrook should look like in the future. The survey was available from January 14, 2021, to April 23, 2021.

Community Meetings and Outreach Events

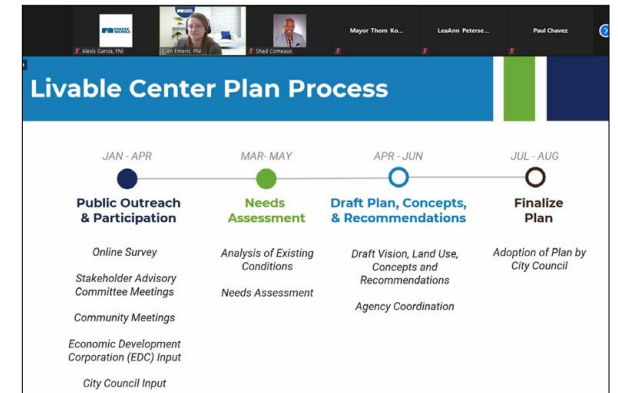
Various community meetings and outreach events were held to allow the public to learn about the project and provide feedback on the plan. Outreach events include online community meetings, the annual Easter Extravaganza, Jenuine Treasures Market Days, input boards distributed to various businesses within the study area, and public hearings. The purpose of these meetings and outreach events was to provide ample opportunities for the public to participate in the planning process and provide feedback about the plan recommendations.



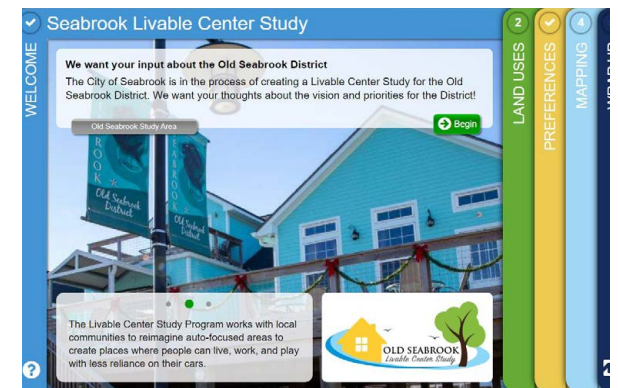
Public Engagement at Jenuine Treasure Market Days



Public Input Board at Waffle Company



Online Community Meeting



Online Community Survey



Stakeholder Advisory Committee Meeting



Public Engagement Booth at Easter Extravaganza



Engagement Summary

Top 5 Placemaking Improvements



Street
Furnishings



Lighting



Landscaping



Sidewalk
Treatments



Gateway
Signage

Issues

Poor Sidewalk Quality and
Connectivity

Traffic and Parking
Accessibility

Drainage Issues

High Cost of New
Development Due to
Height Requirement

Opportunities

Waterfront Location

Leverage Trail Network as an
Attraction for Recreation
and Ecotourism

Grow Opportunities for
Small Businesses

Balance Residential and
Commercial Development



1 Food and Beverage

2 Shopping

3 Entertainment

"A great place for families to walk around, eat and be entertained."

“Keep its Old Charm while adding additional residential and commercial.”

“Green, More greenery and parks.”

“Fun quirky artsy, must-see spot!”

"More opportunity for community events and business growth."

"We would love to see a popular, charming destination filled with thriving shops and restaurants."

"To maintain it's charm and focus on locally-owned businesses and not chain stores"

FAVORITE Thing About Old Seabrook

Its Gorgeous
Local/Family Businesses
Garden and Trails
Restaurants
Small Community

What Would Attract You to VISIT More?

- Art Walk or Farmer's Market
- Outdoor Theatre/Events
- Less Traffic
- More Bike Trails

What's your Vision for Old Seabrook...?



Key Takeaways

The public and stakeholder input reveals several key takeaways that represent the ultimate desires of the community. These themes are high-level, over-arching ideas that are repeated throughout the feedback. These concepts will be used throughout the plan to inform the Master Plan and recommendations. The following are the key takeaways from the public input.

- Maintain the existing small-town character and eclectic appearance.
- Improve pedestrian and bicycle connectivity.
- Provide more entertainment and family-friendly destinations.
- Enhance and capitalize on the waterfront as a community amenity and destination location.
- Encourage a mix of uses and development types.





2 | **Market Assessment**

Introduction

Community Development Strategies (CDS) conducted research and analysis to determine the market conditions and opportunities for the Old Seabrook Livable Center Study. The findings from this analysis will ultimately shape the recommendations for revitalization, redevelopment, and general enhancement of the Livable Center study area.

Seabrook

According to the City of Seabrook 2035 Comprehensive Master Plan (Comprehensive Plan) adopted in 2016, Seabrook has a total of 2,715 acres of developable land within its current city limits—excluding the Bay area (10,894 acres) and Right-of-Way (502 acres), which make up 11,396 acres of undevelopable land. Developable land represents only about 20% of the total land area within Seabrook’s city limits.

Seabrook sits on the banks of Galveston Bay, just 33 miles southeast of Houston. Growth has been strategically controlled through zoning and development regulations. Nearly all of Seabrook’s commercial development is concentrated along the major thoroughfare corridors like NASA Parkway and SH 146, with the

exception of Old Seabrook—the historical arts/antiques enclave along Main Street (formerly Second Street).

Single-family residential constitutes the largest land use, comprising 33.5% of the existing land within the city limit. Seabrook’s primary land uses are characterized as suburban-density residential development, which is indicative of many communities within the region, adjacent to the employment opportunities in and around the City of Houston. Seabrook’s coastal-suburban nature is very attractive to both residents and small businesses, who consider population and destinations as part of their site selection criteria.

The Future Land Use Map shows the largest land use in Seabrook will continue to be low density residential, comprising approximately 49.7% of the total city limits. Medium density residential and high density residential are projected to make up 0.3% and 2.5%, respectively. If community services such as parks and recreation are to be expanded, it will be necessary for Seabrook to diversify the tax base and capitalize on non-residential tax generators (primarily the commercial, industrial, office, and retail uses).





Ultimate Capacity

Seabrook is landlocked along its western city limits by Taylor Lake, El Lago, Clear Lake and Kemah, and bordered to the east by Galveston Bay. Seabrook's physical geography limits the potential for expansion beyond the city limits, while the remaining developable parcels have strict development requirements or have already been sighted for development. The City has no extraterritorial jurisdiction (ETJ) and cannot annex any land outside of its city limits due to the boundaries of the adjacent cities and waterfront.

The ultimate capacity is the estimated build-out population of Seabrook. Seabrook is an encapsulated community with no ETJ, thereby making the estimate of build-out more reliable. According to the Comprehensive Plan, the ultimate capacity of Seabrook is 6,826 housing units, 6,028 households, and 16,579 people according to the Comprehensive Plan. At the time of the Comprehensive Plan, using 2014 American Community Survey estimates, 1,328 housing units could potentially be added.

In 2020, using PCensus estimates, there are currently 6,037 housing units in Seabrook. This would equate to 789 housing units to reach ultimate capacity. The Comprehensive Plan calls for the following land uses and percentages.

Based on 2020 estimates, Seabrook could see:

- Low Density – single-family detached and attached – 48.3% - 381 units
- Medium Density – multi-family (duplexes, rowhouses, townhomes) – .008% - 6 units
- High Density – apartments, townhomes, high-rises, and mixed-use – 50.9% - 402 units

As of April 2019, the City of Seabrook had six ongoing residential projects and one completed (apartments). The new development includes 232 single family and townhomes, 416 luxury apartments, and 259 Senior units. A total of 907 housing units exceeds the ultimate capacity determined by demographic projections and the Comprehensive Plan.

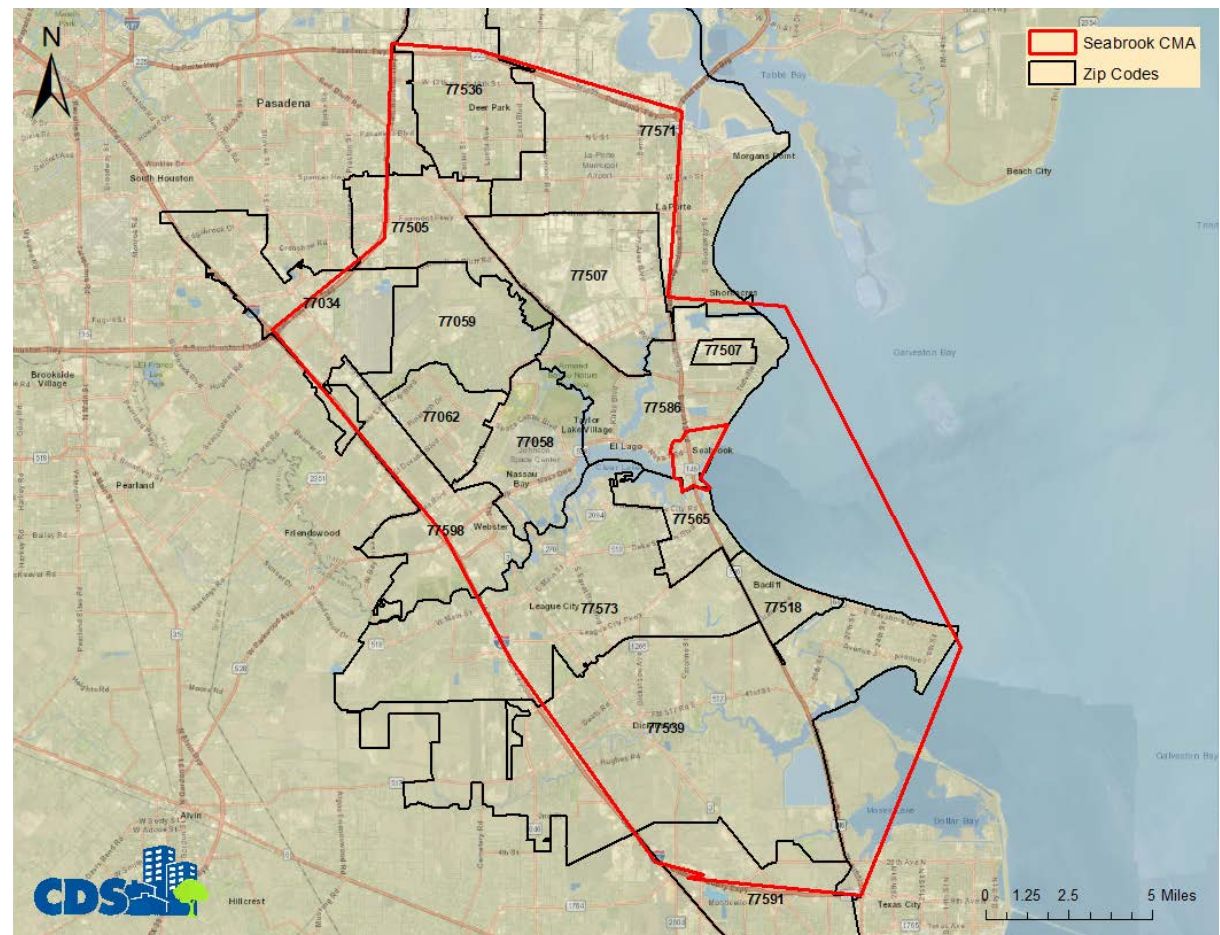
Competitive Market Area

The economic and development opportunities within the study area are ultimately determined by the overall nature and volume of market demand in the greater area in which the study area is located. CDS considered a Competitive Market Area (CMA), encompassing an area that is roughly south of Fairmont Parkway, west of Galveston Bay, north of FM 539/ Dickinson, and east of I45 South and Beltway 8.

Since economic and development opportunities are determined in large part by the nature and volume of market demand in the greater area, the market conditions were evaluated at four different levels:

- The Study Area
- The Competitive Market Area (CMA)
- The City of Seabrook, and
- Harris County.

Figure 1. Competitive Market Area with Zip Codes



Source: PCensus for ArcView

Demographics

Population Growth and Current Estimates

According to data from the US Census, the study area population decreased significantly (20.4%) from 2000 to 2010. As of 2020, it has not regained the population of 2000. From 2010 to 2020, the City of Seabrook has seen growth at 25.6%, while the CMA saw an increase of 18.6% and the County at 16.9%. Households have shown similar growth.

According to the 2020 demographic projections, the CMA has around 232,359 residents, which represents a 4.8% share of the estimated 4,787,379 population living in Harris County. Seabrook represents 6.4% of the CMA.

Age

The median age in the study area is 39.3 compared to 39.8 in Seabrook (city limits) and 38.4 in the CMA. The County has a slightly younger population at 34.3.

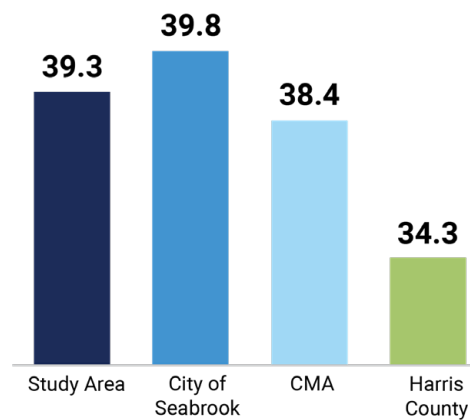
Seventy-four percent of the study area's population is in the age range 21 and over. Only 15.9% are over age 65, and 26.4% are under the age of 21.

Figure 2. Population and Households, 2000 to 2025

Population	Study Area	City of Seabrook	CMA	Harris County
2000 Census	1,757	10,054	168,637	3,400,577
2010 Census	1,397	11,952	196,807	4,092,459
2020 Estimate	1,474	15,015	232,359	4,787,379
2025 Projection	1,541	16,365	249,569	5,125,699
Households	Study Area	City of Seabrook	CMA	Harris County
2000 Census	663	4,186	65,638	1,205,527
2010 Census	541	4,771	77,205	1,435,155
2020 Estimate	584	6,037	90,163	1,666,546
2025 Projection	615	6,594	96,708	1,782,069

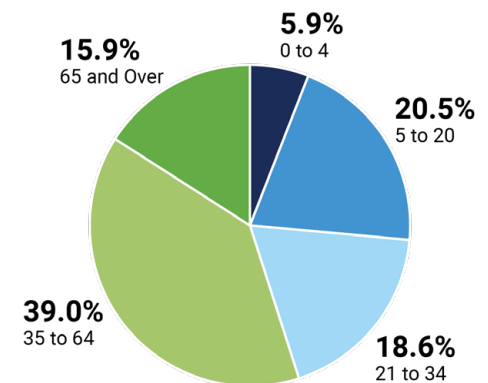
Source: US Census, American Community Survey, Nielsen/Claritas 2020 Estimates – PCensus for ArcView

Figure 4. Median Age, 2020



Source: US Census, American Community Survey, Nielsen/Claritas 2020 Estimates – PCensus for ArcView

Figure 3. Study Area Population by Age, 2020



Educational Attainment

The County has a much higher portion of lesser-educated individuals in households than the Seabrook and the CMA. The study area has roughly 40.2% of bachelor's degrees and professional and graduate degrees (master's and doctorate), Seabrook has 44.7% compared to the CMA at 40.1% and the County at 30.5%.

Household Income

As seen in **Figure 6**, households in Seabrook median household income (\$91,016) is higher than the CMA (\$80,264). The study area median household income (\$86,267) is a little lower than the City. The median income in the County is comparable to the City.

Figure 5. Educational Attainment of Population 25+ Years Old, 2020

Category	Study Area	City of Seabrook	CMA	Harris County
Less than 9th grade	0.79%	1.05%	3.72%	10.64%
Some High School, no diploma	2.11%	2.16%	4.34%	8.52%
High School Graduate (or GED)	15.77%	14.08%	19.43%	23.48%
Some College, no degree	29.16%	23.71%	21.89%	20.04%
Associate Degree	11.92%	14.21%	10.47%	6.78%
Bachelor's Degree	26.66%	30.73%	26.00%	19.57%
Master's Degree	9.34%	10.61%	10.14%	7.69%
Professional School Degree	2.35%	2.27%	2.17%	2.03%
Doctorate Degree	1.90%	1.18%	1.85%	1.27%

Source: US Census, American Community Survey, Nielsen/Claritas 2020 Estimates – PCensus for ArcView

Figure 6. Household Income Groups, 2020

Category	Study Area	City of Seabrook	CMA	Harris County
Households	584	6,037	90,163	1,666,546
Median HH Income	\$86,267	\$91,016	\$80,264	\$91,571

Source: US Census, American Community Survey, Nielsen/Claritas 2020 Estimates – PCensus for ArcView

Employment

The business community of Seabrook is mainly concentrated around waterfront lifestyle, retail, and hospitality. There are over 25 companies involved in boating, boat sales and repair, marine research, and fishing / shrimping. This sector is expected to continue growing, especially as the area attracts more tourists.

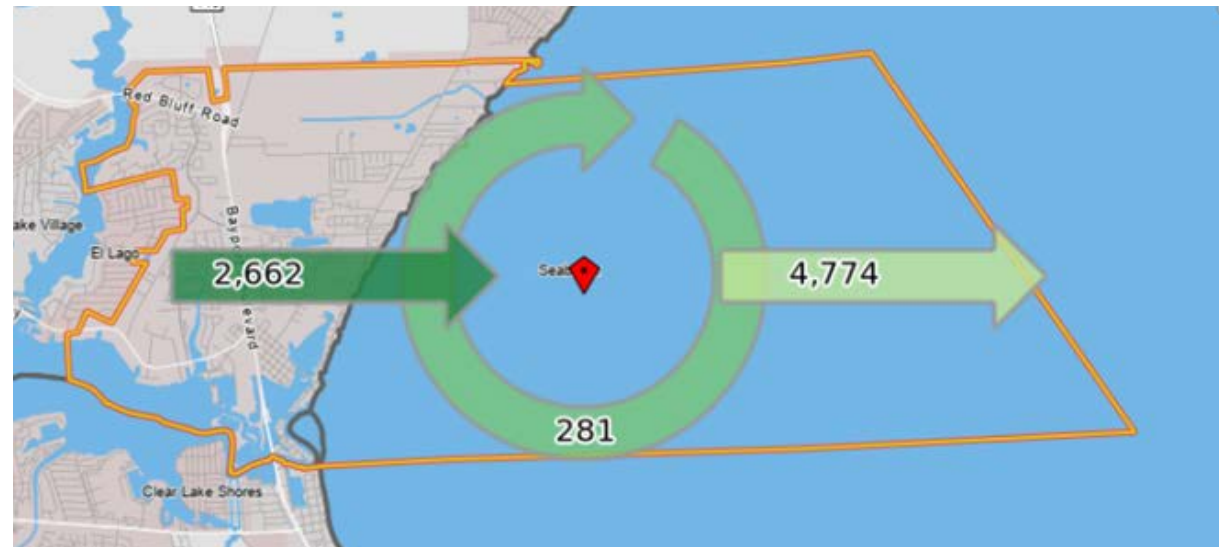
To better understand local demand for various land uses, it is helpful to look at the jobs data provided by the Longitudinal Employer-Household Dynamic (LEHD), which is part of the US Census Bureau. While the most recent data available is from 2018 (and differs slightly from the employment estimates provided previously), it is still helpful in understanding present-day commuting patterns.

Figure 7. Employment Inflow and Outflow, 2018

Employment Inflow/Outflow	City of Seabrook	
	#	%
Employed in the Area	2,943	100
Employed in the Area but Living Outside	2,662	90.5
Employed in the Area and Living Inside	281	9.5
Living in the Area	5,055	100
Living in the Area but Employed Outside	4,774	94.4
Living in the Area and Employed Inside	281	5.6

Source: US Census Longitudinal Employer-Household Dynamics, 2018 Note: 2018 is latest data available from the Census LEHD

Figure 8. LEHD Inflow and Outflow



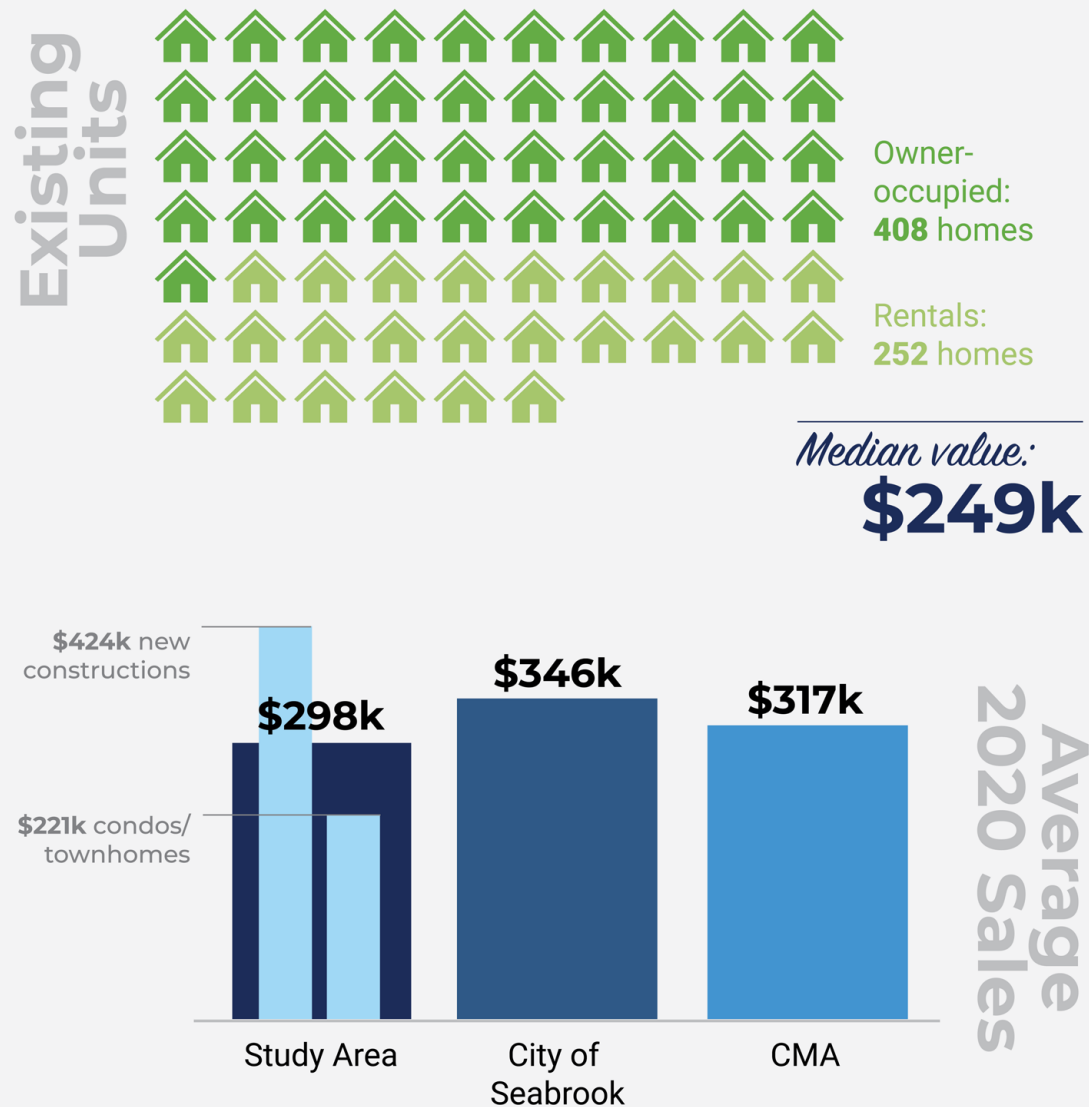
Source: LEHD 2018

Existing Market Conditions

Single-Family Homes

There are 660 housing units in the market assessment study area. Slightly under two-thirds are owner-occupied, with a median value under \$250,000. Listings in the area, which average \$654,000 in price, vary from \$233,000 to \$1.8M, with the most expensive homes typically located along the water. Fourteen single family units were listed for sale in the study area at the time of this assessment.

In 2020, average sale prices for single-family units in the study area were lower than in both the City and the CMA, at \$298,000. The average monthly rent for a single-family rental unit was \$1,840.



Multi-Family Rentals

There are currently no multi-family rental units in the market assessment study area. However, the City of Seabrook has 3,051 units, including one “Active Adults” 55+ property. 22% of these units are considered Class A properties, which is the highest classification category, and 42% are Class B properties, which are typically characterized by slightly older buildings that are generally well-located, under quality management, and could easily be renovated if improvements are needed. Vacancy rates are low compared to the greater Houston area, about 9%, while the price is strong at \$1.29 per square foot.

The CMA includes 30,027 multi-family rental units, with nearly 250 new units under construction and an existing vacancy rate of just under 8%. The average cost is \$1.25 per square foot.



Existing
Units



Study Area: 0 homes

Seabrook:
3,000 homes

CMA:
30,000
homes

City of Seabrook & CMA

Vacancy rate:	9.3%	7.9%
Average rents:	\$1.29 per sq. ft.	\$1.25 per sq. ft.

Current
Supply

Retail & Commercial

Existing supply of retail and office space is 14.2M square feet (sf) in the CMA, 930,000 in Seabrook, and 205,000 sf in the study area. Additional square footage is proposed in the region and City—53,500 sf in the CMA and 44,000 sf in Seabrook. This shows that although some commercial area will have been displaced by SH 146 improvements, substantial replacement in other areas is likely to occur. Retail vacancy in the City is 8%, which is relatively low.

Seabrook's average buying power is about \$101,600 annually. In the market assessment study area, leakage exists in motor vehicles, furniture, electronics, building materials, clothing, sporting goods, general merchandise, and non-store retailers. In retail, leakage refers to consumers spending money outside the local market for certain goods and services.

Office

Very few office-specific uses currently exist in the study area.



Current
Supply



Seabrook:
930k sf

Study Area:
205k sf



Commercial
Market
Leakage

Potential Demand

Single-Family

Based on the market assessment's evaluation of future demand for single-family housing in the area, there is a potential for increased supply in the next several years. By 2025, the CMA's market could support about 2,560 new single-family homes. Within the City of Seabrook, potential demand is 58 new homes by 2025 and an additional 199 by 2030. For the study area, the number decreases to 6 by 2025 with an additional 19 by 2030.

New homes could be traditional single-family, single-family rentals, or townhomes/duplexes. Pricing is projected to range from \$150,000 to \$250,000, depending upon construction upgrades.



Multi-family Rental

There is demand in Seabrook to justify a new Class B+/A apartment project of 75 units by 2025. It is reasonable to assume that Seabrook could absorb new development in the form of an additional 144 units by 2030. The study area could absorb approximately 30-45 of these units. Rents in this area currently range from \$1.20 psf to \$1.75 psf.

Conventional

Multi-family demand may manifest as conventional attached units ranging from townhomes to four-plexes to units above retail, where available. By 2025, evaluation showed that the CMA could absorb 736 new

units; the City of Seabrook, 74 units; and the study area, 14 to 28 units. In Seabrook, this is likely to be class B+/A, "project style" development (small gated complex or above retail) with 1-2 bedroom units, and could range from \$1.20psf to \$1.75psf.

Active Adult

The market demand in Seabrook could see up to 94 units fulfilled by "active adult" developments, likely townhomes or similar, with 15-20 of those in the study area. It will be important to monitor COVID-19 for its impact on occupancy in this setting.



Retail & Commercial

Demand for retail & commercial space in the CMA is estimated to be 965,000 square feet. In the City of Seabrook, 85,600 square feet of space is estimated, while the study area could capture about 20,000 square feet.

Highway 146 frontage will create new opportunities in Seabrook. Through this assessment, CDS recommends that new retail space be focused on facilitating local businesses in the categories of food and drink, such as small grocery, a wine bar, beer garden, coffee shop, café, ice cream, or grill; boutique healthcare (dentist, chiropractor, etc.), beauty/grooming and fitness, health and wellness businesses, such as a local cross fit, yoga, pilates; or alternative health niche businesses. If residents express additional demand for commercial or retail uses, the best opportunities will likely come from leakage areas (motor vehicles, furniture, electronics, building materials, clothing, sporting goods, general merchandise, and non-store retailers).

Office

Given the regional economic trends, office market conditions, realistic potential capture of regional office growth, COVID-19, and competitiveness factors for the CMA, additional office space in the study area is not recommended at this time. With time, as employment grows and the supply of office space is absorbed, small-scale office operations, including office suites above retail, could be very compatible and synergistic with other uses in the area.



Key Takeaways

- New single-family housing supply is only limited by land availability in the foreseeable future (thru 2030), not a lack of demand.
- Apartments above retail, small complex, or townhomes are options for future multifamily (Conventional or Active Adult/Senior).
- Leakage opportunities exist for future retail/commercial uses.
- Local businesses should be the focus for the future.
- Office is not recommended at present or in the near future.



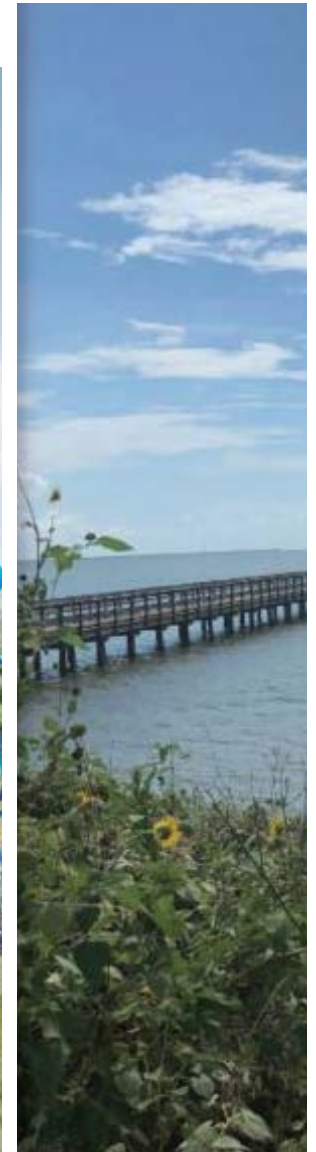


3

Previous Planning and Existing Conditions

Previous Planning Efforts

The City of Seabrook has already completed substantial planning for the Old Seabrook District; these previous planning efforts have shaped Old Seabrook's development and adequately set the stage for this Livable Center Study. Many of the past plans yielded overlapping recommendations. The Old Seabrook District Livable Center Study incorporates elements related to many of these recommendations previously identified, and it prioritizes improvements that can create the most positive impact in an efficient manner. The following is a snapshot of these previous efforts and key elements that impact the District.



South Seabrook Marine District Waterfront Development Plan (2006)

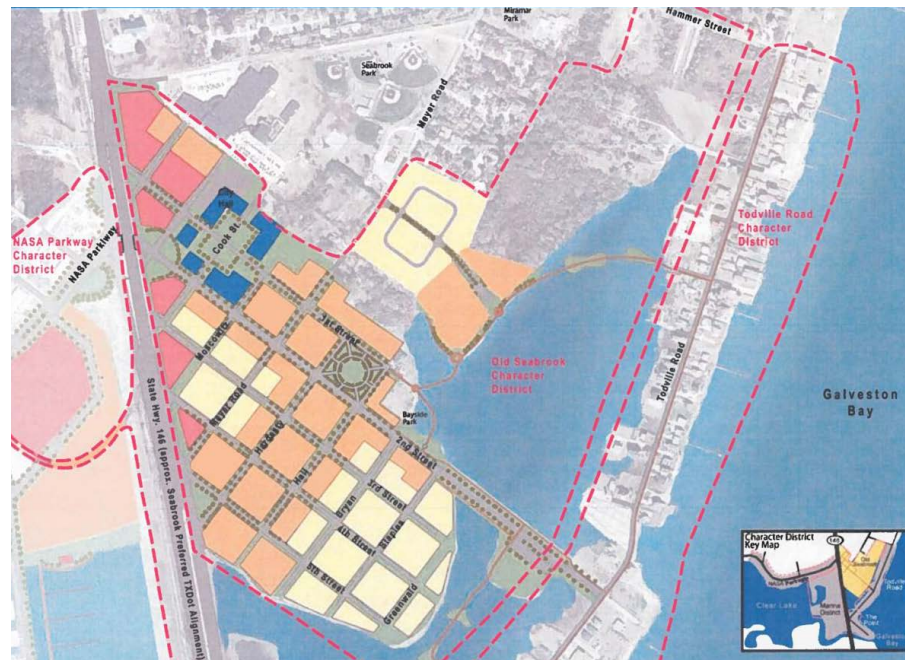
The Waterfront Development Plan specifically analyzes Seabrook's major waterfront areas to develop strategic actions that will most benefit those unique spaces and facilitate new investment while preserving their distinctive character. It examines physical characteristics, economic and demographic trends, regulatory constraints, and utilized various methods of public input. The Plan divides the southern part of Seabrook into five character districts, one of which is Old Seabrook.

The recommendations in the Waterfront Development Plan are structured as a matrix of prioritized, location-specific ideas with action items, responsible organizations, and potential funding sources. This makes it an important tool for understanding what improvements may be most feasible in the district and can be easily integrated with the recommended action items of this Livable Center Study.

Recommendations

Recommendations from the Waterfront Development Plan which are directly applicable to the Old Seabrook District can be easily integrated with the recommended action items of this plan.

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



South Seabrook Marine District Waterfront Development Study - Old Seabrook Character District

2035 Comprehensive Master Plan (2016)

Seabrook's Comprehensive Master Plan was completed in 2016. It presents a holistic planning strategy that anticipates new demands on the City's infrastructure and natural resources while seeking to protect Seabrook's unique character. The plan specifies that Old Seabrook should "remain a priority into the future, as it plays a major role in the character of the areas."

Geographic Areas

The Comprehensive Plan divides recommendations by major geographic planning areas, two of which are relevant to this study and the Old Seabrook District – the SH 146 Corridor District and Old Seabrook, referred to as the "Old Town Seabrook District." Only the southern portion of the SH 146 corridor is applicable to this study, but is useful in helping to frame relevant goals from the Comprehensive Plan as they relate to the Old Seabrook District.



Seabrook Comprehensive Master Plan Geographic Planning Areas

Major Opportunities

During the Comprehensive Plan planning process, important “Major Opportunities” within the City of Seabrook were identified to help inform recommendations that would have the most impact. The Livable Center Study directly addresses several of these opportunities, including:

- **Main Street** as a thriving community core/town center, with development along this roadway connected to other destinations;
- **Infill development** and redevelopment as strategic actions for the future due to aging homes and commercial properties;
- **Major corridors**, specifically SH 146, as critical locations for the local economy and physical development of the City;
- **The waterfront area** as a destination that will attract economic development and tourism to the area;
- **Enhanced gateways** with a positive and unique appearance, located both at City entry points and internal, secondary locations.

Recommendations







Implementation actions were categorized into four topics or “Guiding Principles”—Future Land Use; Image, Branding and Marking; Transportation and Connectivity; and Economic Development—and these

topics are mirrored in the recommended actions for the Livable Center Study.

Recommendations from the Comprehensive Plan included both general and geographically specific items. Some recommendations applicable to the efforts of the Old Seabrook District study area include:

- Establish an overlay district for Main Street incorporating building architecture and maximum building size.
- Prepare and implement a pedestrian plan to connect the various key destinations within the Old Seabrook District.
- Research, evaluate, and implement a shared centralized parking solution in Old Seabrook.
- Review permitting requirements in the district to promote reinvestment in existing structures.

TABLE 1.1, GUIDING PRINCIPLES VERSUS CHAPTER ELEMENTS

GUIDING PRINCIPLES	FUTURE LAND USE	TRANSPORTATION AND CIRCULATION	IMAGE, BRANDING, AND MARKETING	ECONOMIC DEVELOPMENT
 ECONOMIC DEVELOPMENT	X	X	X	X
 PEDESTRIAN CONNECTIVITY		X		
 COMMUNITY EVENTS			X	
 COMMUNITY CHARACTER	X		X	X
 SMALL TOWN	X		X	
 WATERFRONT	X		X	X

2035 Comprehensive Plan Guiding Principles vs Chapter Elements Table

Thoroughfare Plan (2016)

The Thoroughfare Plan was developed in 2016 in conjunction with the recommendations made in the Comprehensive Plan. A thoroughfare plan is a long-range plan that identifies the location and type of roadway facilities that will be needed to meet the demands of projected growth and assists in guiding future development within an area. It considers safety, planned improvement projects, traffic generators, flood plains, and land uses. Although the plan focuses more heavily on regional connectivity, it does identify SH 146 and Main Street as major thoroughfares that should be preserved and prioritized moving forward.

The Thoroughfare Plan functions as a policy document and provides guidance for things such as functional classification, complete streets, roadway design criteria, and context-sensitive design. It also addresses the expansion of SH 146, which is greatly needed to alleviate traffic congestion and create a connected network. Long-range classification plans for roadways within the Livable Center study area include:

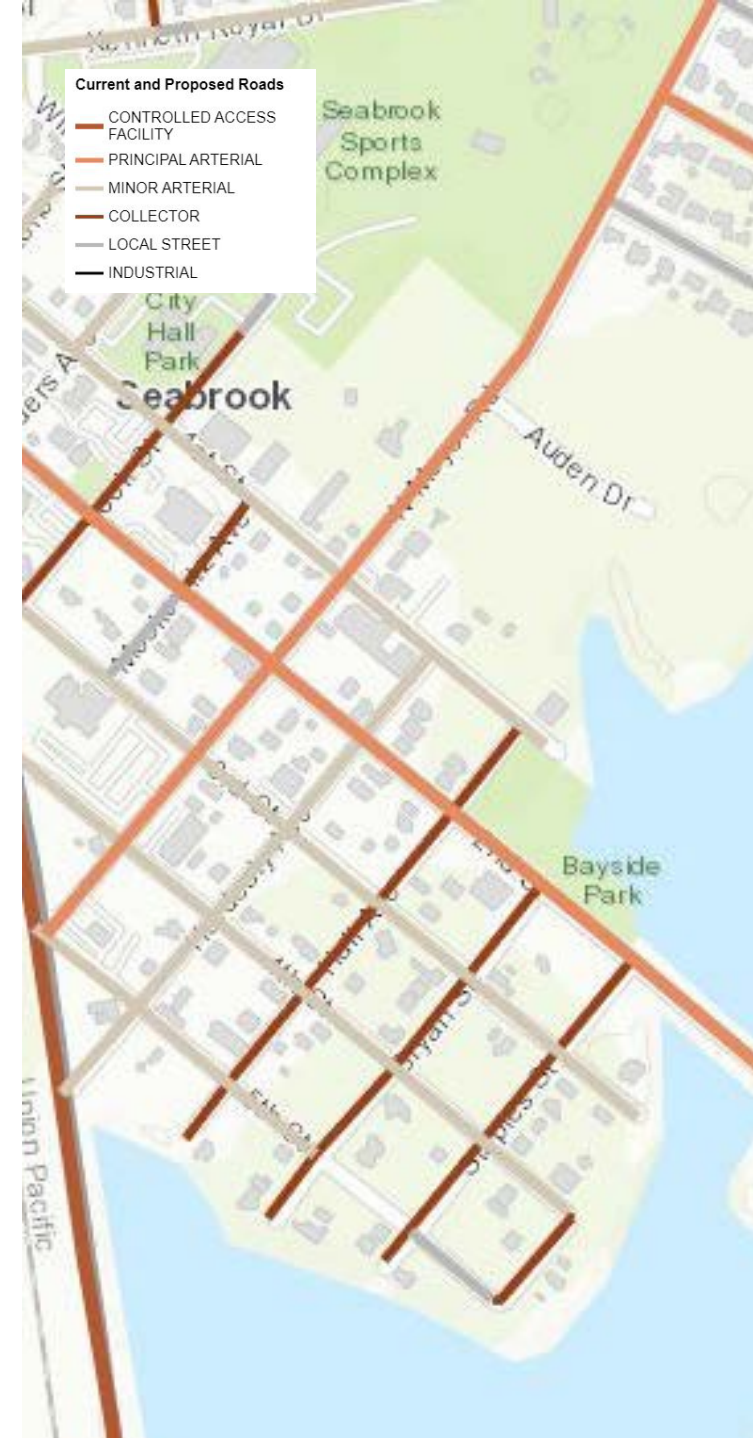
- Controlled Access Facility: SH 146
- Principal Arterials: Main Street, Meyer Avenue
- Minor Arterials: 1st, 3rd, 4th, 5th Streets, and Hardesty Avenue
- Collectors: Cook, Moskowitz, Hall, Bryan, Staples, and Grundewald Avenues.

A map of these roadways is shown in the Seabrook Thoroughfare Plan. Future improvements to roadways within the study area should consider the recommendations and guidelines of the Thoroughfare Plan.

Recommendations

While every corridor in a city represents a critical contribution to the transportation network as a whole, the goals and objectives in the Thoroughfare Plan that are most specifically related to Old Seabrook include:

- Preserve adequate rights-of-way for future expansion and connectivity; Define typical sections.
- Develop a safe, well-connected transportation system to, from, and within local communities that complement the regional transportation network.
- Establish design standards that enhance the safety and mobility of all roadway users consistent with regional planning efforts.



Seabrook Thoroughfare Plan

Seabrook Master Landscaping and Branding Plan (2017)

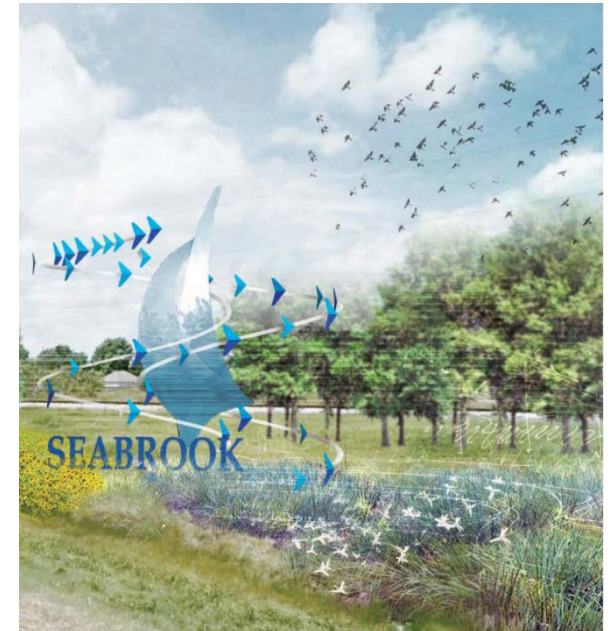
The Seabrook Master Landscaping and City Branding project was executed in 2017 and served as a mechanism for establishing collective branding and character goals. Specifically, the goals address maintaining and enhancing the cultural and historical elements that have made the City of Seabrook a local and regional destination.

The plan acknowledges that the SH 146 improvements have the potential to drastically change the character of the area and provide an opportunity for elevating the City's branding as an iconic gateway anchored with unique destinations.

Opportunities for enhancements on existing and new infrastructure outlined in the plan include signage, lighting, branded sculptures, landscaping, sign columns, retaining walls, barriers, highway columns, hardscape, among others. Furthermore, it provides inspiration and guidance for a City/District logo refresh and/or redesign.



WAYFINDING: Bird Pier Theme Urban



OPPORTUNITIES FOR ARTFUL LANDSCAPE AMENITIES



Seabrook Master Landscaping and Branding Plan Branding Exhibits

Seabrook Open Space and Parks Master Plan (2020)

The City of Seabrook has 18 named parks and over 200 acres of parkland, and the Open Space and Parks Master Plan, which was completed recently, addresses and outlines approaches to preserve and enhance these natural assets.

The plan's stated purpose is to:

- Assess parks and recreation facilities within the City,
- Revise inventory to acknowledge recent acquisitions and improvements,
- Determine present necessities, and
- Identify unrealized opportunities.

It uses demographic projections to anticipate demand, land use analysis, and public input to identify needs and prioritization. The document also outlines needs for specific community amenities serving parks and trails, several of which are addressed in the Old Seabrook District Livable Center Study, including areas for waterfront access, areas for nature viewing, restroom facilities, and a boat ramp/kayak launch.

Below is the inventory assessment for the two parks most applicable to the Livable Center study area:

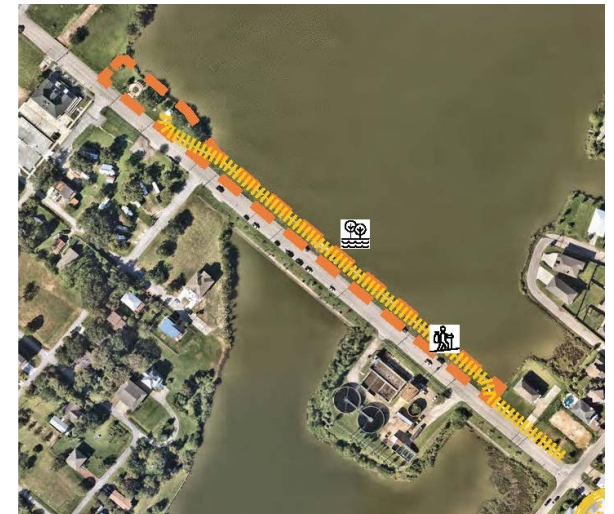
Bayside Park/Bay Area Veteran's Memorial

Opportunities:

- Paved trail
- Ample street parking
- Educational signage at Memorial
- Proximity to Galveston Bay
- Trails in good condition

Constraints:

- Lack of shade along trail
- Proximity to wastewater plant



Bayside Park Opportunities and Constraints Map

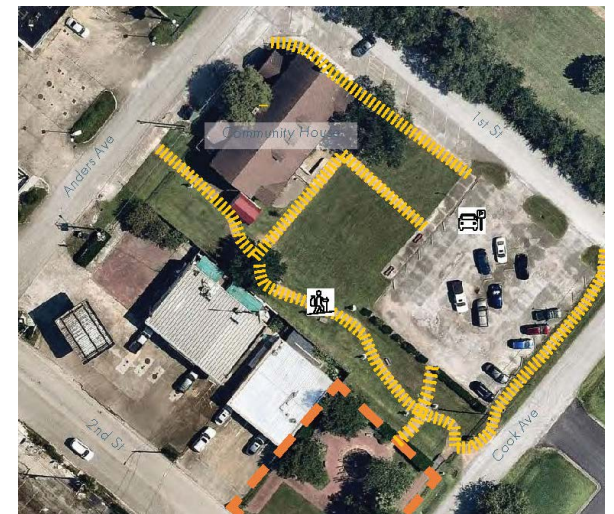
Mohrhusen Park

Opportunities:

- Central location in the City, proximity to Community House and City Hall
- Trails in good condition
- Art installation - Marcy Fryday Pelican Path
- Well-maintained

Constraints:

- Limited Parking
- Needs maintenance on turf



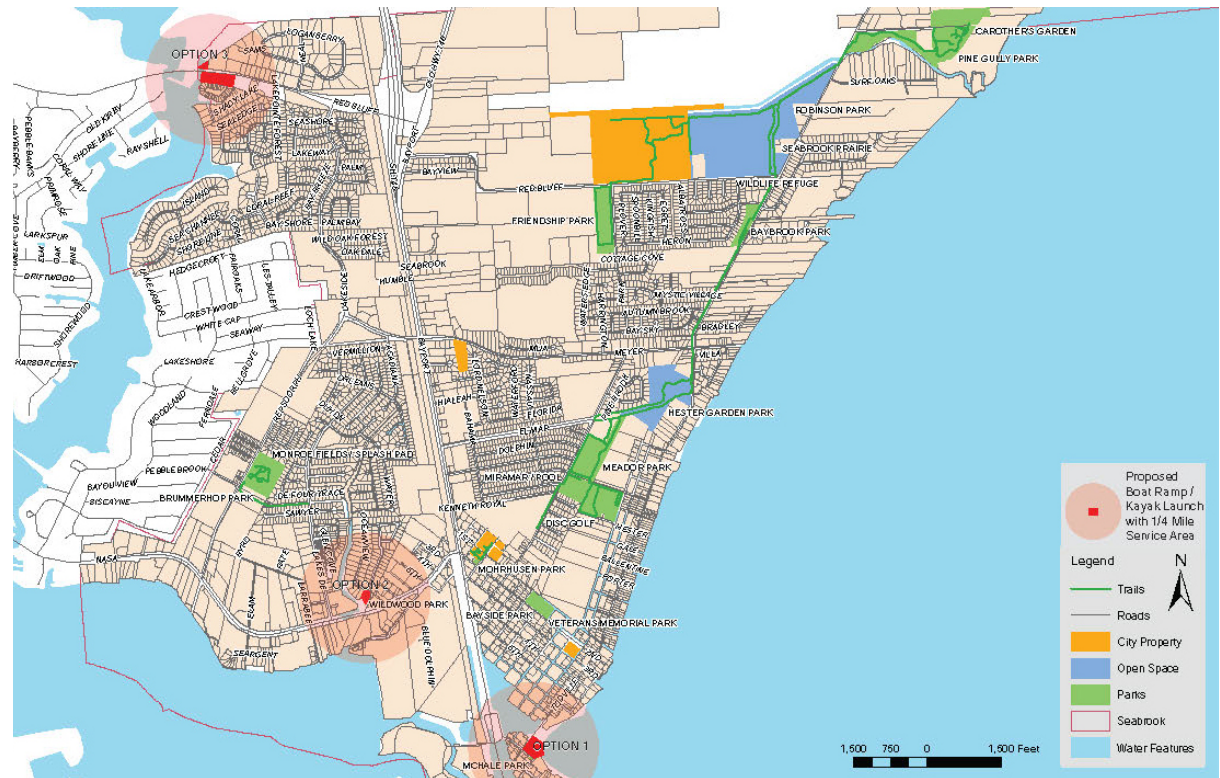
Mohrhusen Park Opportunities and Constraints Map

Recommendations

Two recommendations in the Parks and Open Space Master Plan are particularly relevant to this Livable Center Study, including:

- Provide new amenities to existing parks to expand on diverse activities (#16)
- Develop a new boat ramp/kayak launch area within the City (#5)

Overall, this plan affirms the Old Seabrook District as a critical zone where users will be able to connect between the future SH 146 pedestrian paths, existing parks and trails, and pass through the heart of the City.



Seabrook Open Space and Parks Master Plan - Potential Boat Ramp and Kayak Launch Locations

Existing Conditions

Existing Land Use

Existing building footprints and land uses within the Old Seabrook District are shown on **Map 2 on page 55**. Residential and commercial uses are currently the most common, along with several vacant parcels and public or semi-public properties, such as the post office. Stakeholder and public engagement showed a consistent desire among Seabrook-area residents for a continued mix of uses with a low-density or neighborhood-like character. Understanding the current distribution of land uses provides a solid framework for analyzing potential improvements or development that is context-sensitive and regionally appropriate.

Building Framework

The building framework in Old Seabrook is relatively low in density, with mostly detached one- and two-story structures. As existing development is updated or enhanced and new improvements are introduced, it will be important to maintain a consistent building framework and density pattern to protect and enhance the District's characteristically eclectic, walkable environment.



Map 2. Existing Land Use and Building Framework



Active Transportation Network

The building framework and parcels in the Old Seabrook District together with the existing pedestrian network are visualized in **Map 3 on page 57**. Connectivity, and specifically walkability, are key elements to any successful pedestrian-centered area. Sidewalks are sparse and do not currently connect all of the identified destinations, or activity hubs (notated with blue squares), in the District. There is a sidewalk that spans most of the Bayside Park area along both sides of Main Street from Staples Avenue to Todville Road.

Connectivity & Walkability

Shown around each of the activity hubs is a buffer of 1/8-mile, representing approximately a 3-minute walk. Many of these buffers overlap, indicating close proximity and easy access between destinations. This type of analysis can help determine where new or infill development may be most appropriate.

Bicycle Network

The City of Seabrook has a robust trail system that connects to neighboring communities, making it a popular location for cyclists. While no dedicated bicycle

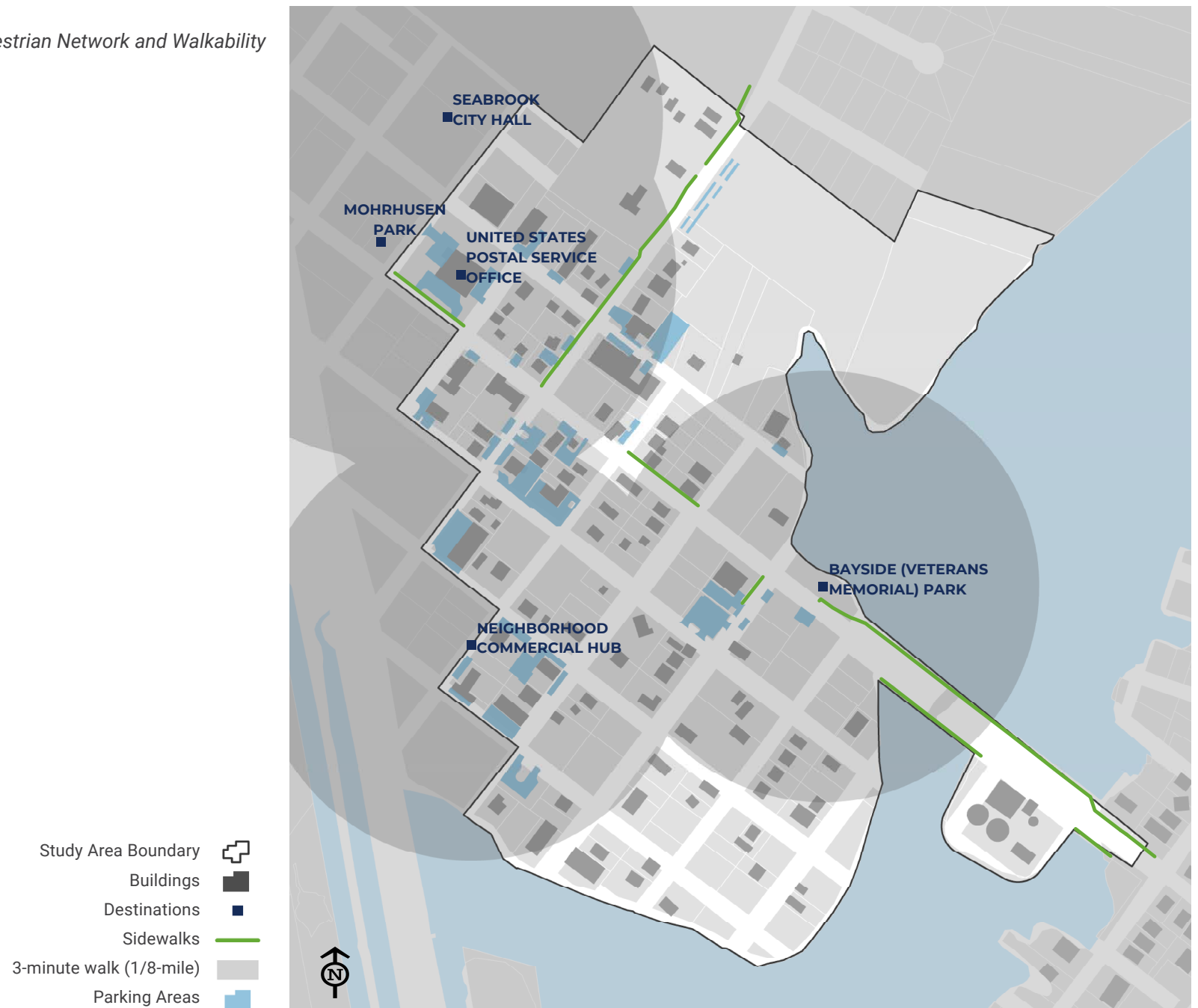
facilities currently exist in the study area, future connections to that network via other parts of the city, such as gateways, are feasible.

Parking & Accessibility

Existing parking opportunities throughout the District are well-dispersed near commercial and retail destinations and primary roadway corridors, and most of them exist within the 1/8-mile walkability buffer. Concentrated and consolidated parking opportunities were a consistent concern from stakeholders. New parking should facilitate access to various areas of activity and connect safely to destinations via accessible pedestrian facilities.



Map 3. Pedestrian Network and Walkability



Opportunities and Challenges

In order to develop a concept plan for the Old Seabrook District improvements, the project team used information taken from previous planning efforts, analysis of existing physical conditions, and stakeholder and community input to determine key opportunities and challenges in the area. The exercise of identifying opportunities and challenges serves as a steppingstone from feedback, input, and analysis to a more solidified concept plan and allows planners to pinpoint appropriate locations for improvement.

Opportunities

Destinations

A key area of focus included locating the existing destinations where the most activity currently occurs. Identifying commercial and retail destinations (Hardesty Street, Main Street) provides insight on potential locations for appropriate infill in the District to create a consistent and cohesive area where residents and visitors can easily access goods and services. Likewise, the civic and recreation destinations within and near Old Seabrook demonstrate those consistent destinations that are already bringing people into the study area, and will presumably continue to do so into the future.

Access Points

Primary access points serve as good locations for potential gateways. Creating a brand, sense of entry, and identity in the District will indicate to residents and visitors alike that they are somewhere special.

Vacant Land & Existing Parking

Existing vacant parcels are important areas to identify when considering any type of infill development. Multiple vacant parcels adjacent to one another are common, and this scenario provides greater flexibility in the types of improvements and configurations that may be possible.

Parking should be considered when thinking about where new uses could be developed, and shared parking further provides an opportunity for cooperation between businesses or destinations that benefit all visitors to the District.

Access: Waterfront & Sidewalks

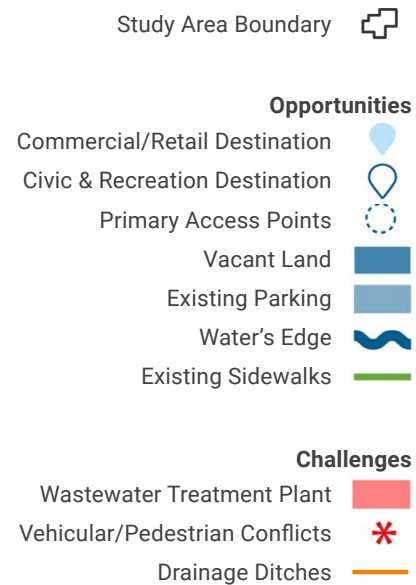
The water's edge is a key opportunity in the Old Seabrook District. Any viable improvements to the area must provide safe access to the water and create more opportunities for people to experience what sets Old Seabrook apart. Sidewalks similarly can provide a connected network to reach these key destinations.

Challenges

Challenges represent potential obstacles to improvement within the District, potential barriers to positive experiences, or areas of focus for additional enhancement, elevated safety, and quality amenities. These challenges include things such as drainage ditches that may interfere with right-of-way improvements and flood mitigation, or conflict points between vehicles and pedestrians. While the Wastewater Treatment Plant poses a challenge in its existing state, plans for future plant removal and improvement of the site represent an opportunity for the District.

It is important to note that addressing physical challenges in the District will require careful prioritization and identification of those most critical elements for the future. Focusing on priorities will help create better, more cohesive project recommendations that will set up Old Seabrook for more success in the short-term future and create a good foundation for further future enhancement.

Map 4. Opportunities and Challenges





4 | Master Plan

Overview

Master Plan Vision

The 2035 Comprehensive Master Plan, adopted in August 2016, describes the intent and character of the Old Seabrook District as an area with small-scale mixed residential, shops, restaurants, and entertainment. The Comprehensive Plan also portrays a unique place with local, non-chain establishments that is walkable and pedestrian-friendly. The community feedback garnered during the engagement phase in this Livable Center Study Master Plan continues to reflect the same vision for Old Seabrook District as it did in the 2016 Comprehensive Plan.

This Master Plan makes several recommendations related to transportation and connectivity, image, branding and marketing, and future land uses. Both public- and private-driven projects in the Master Plan help guide future development.

There were key considerations from the public and stakeholder input and the existing conditions analysis:

- Authentic, eclectic, small-town feel
- Maintain unique character, enhance the appearance
- A desire for better pedestrian/bicycle connectivity

We would love to see
*a popular, charming
destination filled with
thriving shops and
restaurants.*

MetroQuest Survey Public Comment

- A desire for more entertainment/commercial destinations within the district
- Family-oriented activities and destinations
- Capitalize on and improve waterfront
- Interest in mixed-use-type developments

These considerations somewhat mirror what the community voiced during the comprehensive planning process. These considerations helped guide the planning team through the development of the Master Plan. Chapter 4 will discuss the conceptual elements, priority streetscapes, and the Master Plan's physical recommendations in some detail.





Conceptual Elements

Land Use and Character Areas

During the public outreach process, stakeholders and members of the public provided input on the character of uses in the Old Seabrook District. A clear preference emerged for a balanced mix of uses, and the Master Plan reflects this preference by emphasizing a small-town, eclectic character style that can support a variety of uses. Mixed-use development should be accentuated in appropriate locations wherever possible in the District, which will reinforce the authentic seaside personality that residents and visitors want to preserve.

Map 5 on page 63 illustrates the ultimate character that might be achieved in the various parts of the Old Seabrook District. Boundaries are purposefully less defined and are meant to provide a general line of guidance for future development. Character zone depictions are not meant to represent zoning recommendations.

Residential Character

In the Old Seabrook District, residential character areas should be generally low-density and consist of one- or two-story attached or detached dwellings facing public streets. Architecture should remain authentic and eclectic.

Neighborhood Commercial Character

In the Old Seabrook District, commercial uses should support a variety of activities, including retail, dining, and services. General character should be mixed-use where possible, and compatible with residential or neighborhood structures. This may include structures similar to a single-family home, one- or two-story.

Parks/Recreation Character

Parks and recreation character areas should encompass any public and open spaces, uses, and structures that are recreation-oriented. They are generally outdoors, and appearances should be compatible with the surrounding character.

Priority Streetscapes

Roadway improvements in the Master Plan focus on primary priority corridors: Main Street as the spine for most activity, and both Meyer Avenue and Hardesty Avenue as critical cross-access corridors. These are illustrated in **Map 5 on page 63**, and specific enhancement recommendations are outlined in the following pages. These corridors should also be the focus of future investment as they collectively act as a catalyst that can anchor future development.



Examples of Seabrook's **Residential Character**



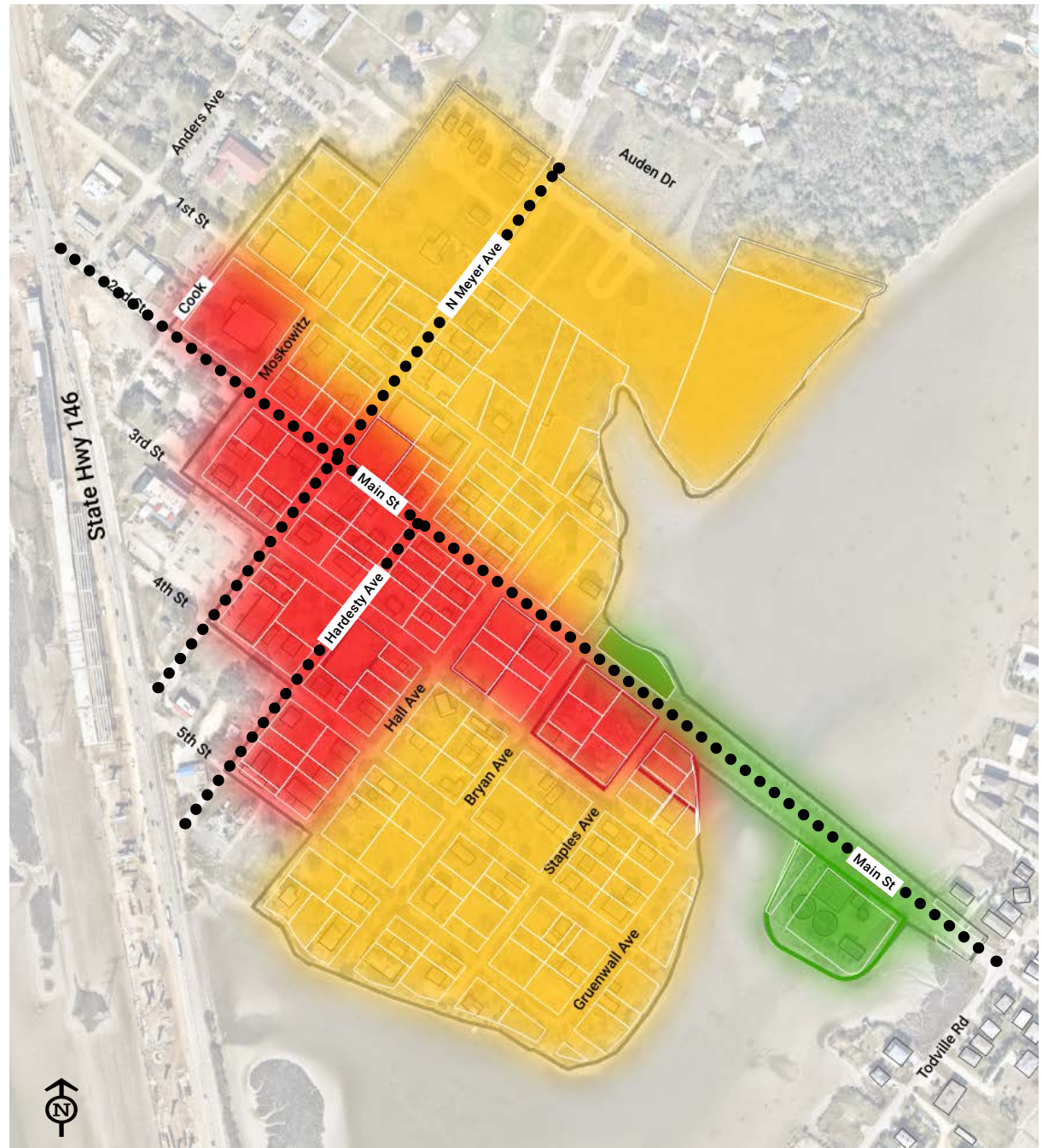
Examples of **Neighborhood Commercial Character**



Examples of **Parks and Recreation Character**

**Map 5. Target Character Areas
with Priority Streetscapes**

- Primarily Residential Character
- Neighborhood Commercial Character
- Parks/Recreation Character
- Priority Streetscape Improvements



Master Plan

The Master Plan depicts the long-term vision for the Old Seabrook District. Its purpose is to illustrate the recommended physical improvements at full buildout. The elements of the Master Plan were developed using input from the public and stakeholder groups, while also considering local economic constraints assessed in the market analysis. The recommendations provided in this section support the implementation of projects or programs necessary to achieve this plan.

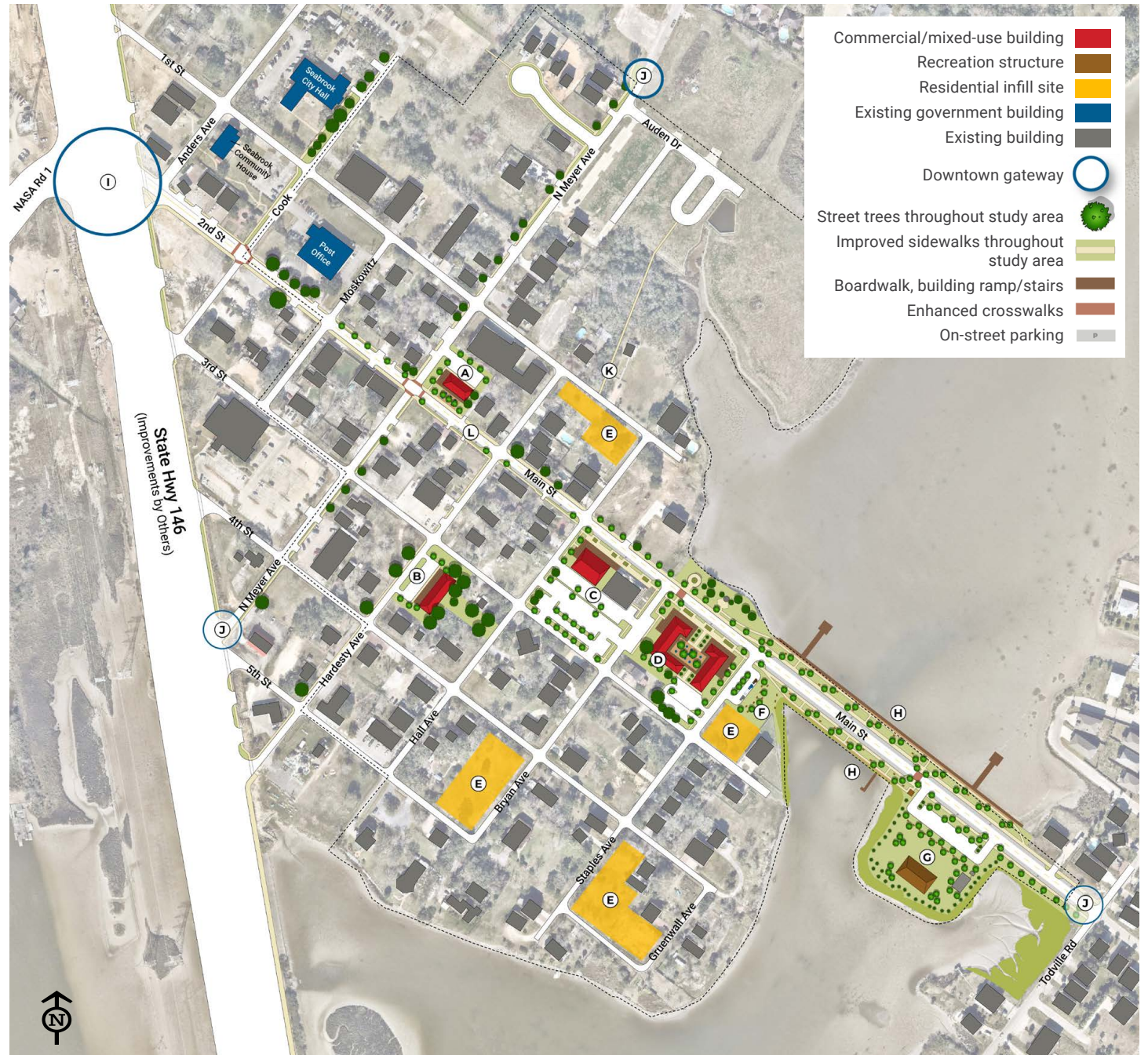
Master Plan Elements

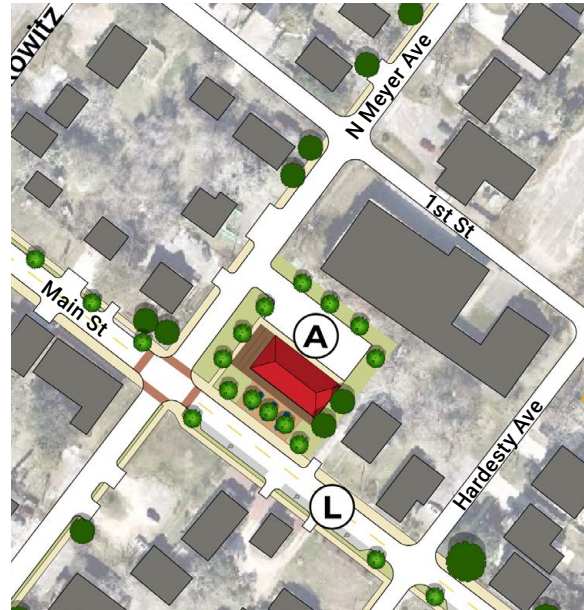
- A. Main Street Mixed-Use Infill (Main & Meyer)
- B. Neighborhood Mixed-Use Infill (3rd & Hardesty)
- C. Main Street Commercial Infill (Main & Hall)
- D. Main Street Mixed-Use Redevelopment
- E. Residential Infill
- F. Flexible Waterfront Activation
- G. Former Wastewater Treatment Plant Site Enhancements
- H. Bayside Park Enhancements
- I. Primary Gateway
- J. Secondary Gateways
- K. Neighborhood Connection
- L. Main Street Improvements (between SH 146 and Todville Rd)



Map 6. Master Plan

- Main Street Mixed-Use Infill (A)
- Neighborhood Mixed-Use Infill (B)
- Main Street Commercial Infill (C)
- Main Street Mixed-Use Redevelopment (D)
- Residential Infill (E)
- Flexible Waterfront Activation (F)
- Former Wastewater Treatment Plan Site Enhancements (G)
- Bayside Park Enhancements (H)
- Primary Gateway (I)
- Secondary Gateways (J)
- Neighborhood Connection (K)
- Main Street Improvements (L)





A Main Street Mixed-Use Infill (Main & Meyer)

At the intersection of Main Street and Meyer Avenue, encourage a commercial or mixed-use development that integrates into the neighborhood commercial character of the Old Seabrook District. The potential development could provide a shaded outdoor seating area with off-street parking at the rear of the development.

The infill development would also serve as an anchor at a prominent intersection, helping to encourage the enhancement or redevelopment of nearby, similar properties ripe for commercial or mixed-use land uses.



B Neighborhood Mixed-Use Infill (3rd & Hardesty)

Hardesty Avenue, south of 3rd Street, encourages mixed uses that incorporate the nearby and adjacent residential character. The property could accommodate a single development or multiple smaller ones. The site would also provide off-street parking that could serve multiple locations if a parking management district is created in the future.

Due to the configuration of the parcel, an additional outdoor structure could be built, or there may be an opportunity to provide outdoor spaces or seating in the portion of the property that extends south towards Hall Avenue.



C Main Street Commercial Infill (Main & Hall)

Owned by the Economic Development Corporation (EDC), the parcel adjacent to Merlion Restaurant provides an opportunity for commercial development of a similar character. A balcony connecting the two developments and a new ramp likely at the north end of the property would allow for synergy and easier access.

The existing public parking lot behind Merlion should be reconfigured to expand the existing area and provide additional entrances along 3rd Street and Hall Avenue. The parking area could function as a park-n-ride location for visitors, bicyclists, etc. A developer RFQ for the development of the vacant parcel could accelerate the utilization of the city-owned property.



D Main Street Mixed-Use Redevelopment

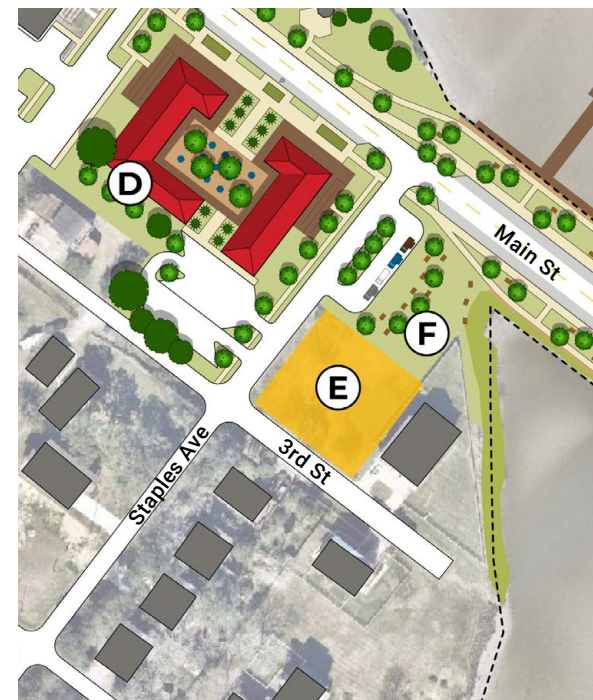
The highest and best use for these four existing parcels would be the redevelopment of the majority of the block as a mixed-use development. It could be developed in multiple ways; however, the site configuration above shows two buildings connected by an upper-level balcony. The ground level provides an outdoor seating area with views toward the water and the Bay Area Veterans Memorial. Off-street public parking would be provided along 3rd Street and Bryan Avenue.

A pedestrian promenade along Main Street extends the character in front of Merlion and connects with Bayside Park via an enhanced crosswalk. This block is privately owned, and current use may remain.



E Residential Infill

The Livable Center Market Assessment suggests incremental development of attached townhomes or smaller single-family homes on vacant or re-developable sites (including infill sites) within the study area. A more “urban” or small-lot configuration is desired, and smaller homes in the study area (1,000 to 1,300 square feet) are more adaptable to smaller city lots. The development of residential infill would help increase population density in Old Seabrook, bringing services and amenities within walking distance. Residential infill opportunities are identified in the study, and new residential construction should incorporate the existing residential character in the Old Seabrook District.

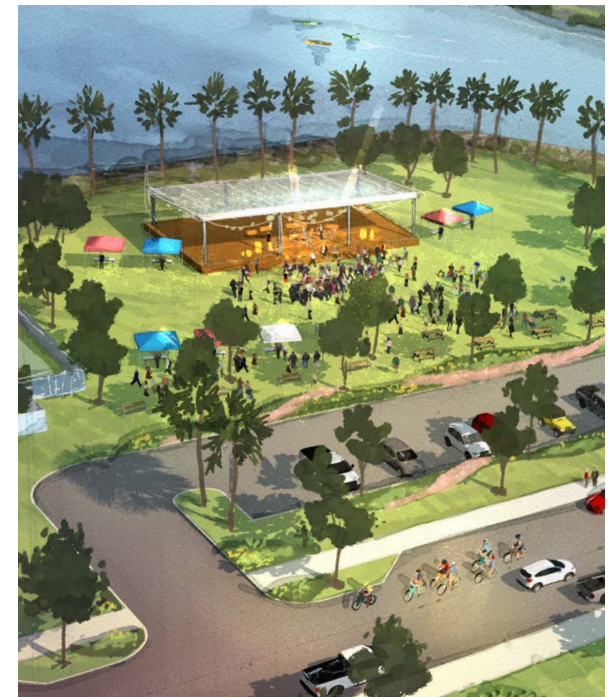
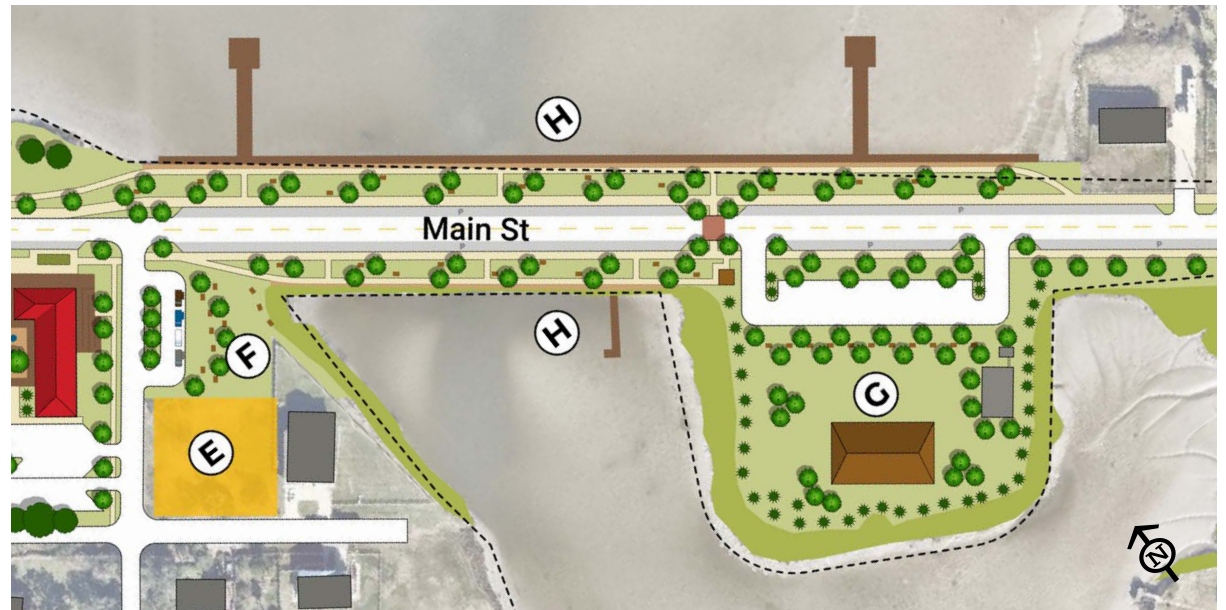


F Flexible Waterfront Activation

Fishing has been a long-time waterfront activity in the Old Seabrook area. Still, opportunities exist to re-imagine existing vacant waterfront properties. These properties lend themselves to a flexible recreational space with food truck hook-ups. Opportunities for mobile vendors such as a farmer's market or kayak rentals could help activate these vacant properties and provide eating and activity options for nearby anglers and other visitors to the area. The waterfront activation would bring a unique element to the area and attract various users.

G Former Wastewater Treatment Plant Site Enhancements

When the current wastewater treatment plant is relocated, it will leave a site that can only be utilized as a park or open space. There is no park of considerable size in Old Seabrook. A festival-type park should be developed on this site with a large picnic pavilion similar in scale to Rex L. Meador Park. In addition to picnicking, tables can be reconfigured to allow for evening events under the pavilion. Shade trees and picnic areas should be dispersed throughout the site. The new festival park should be developed with a small off-street parking lot. A lift station must remain at this site but should be buffered by a decorative fence or vegetative screening.



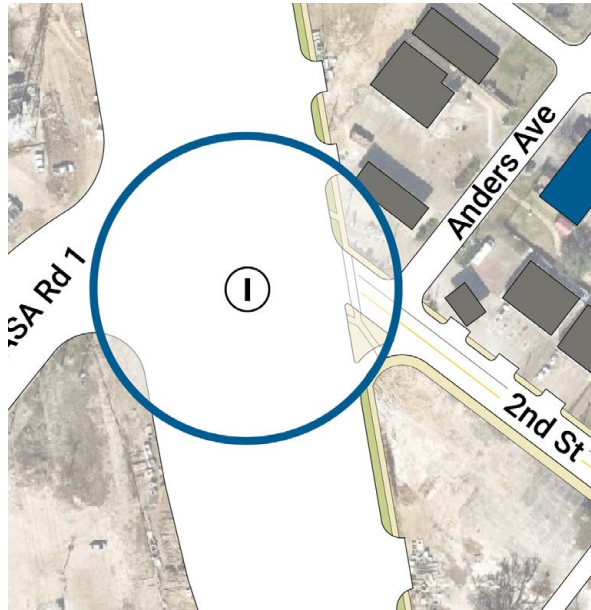


H Bayside Park Enhancements

Recommended enhancements to Bayside Park include a boardwalk with fishing piers and overlooks on the north side of Main Street. A kayak launch should be located on the south side while encouraging fishing and water-viewing on the north side. A public restroom facility should be located near the parking entrance at the festival park. Opportunities for outdoor seating and gathering space, shade trees, enhanced landscaping, amenities for bird-watchers and other local wildlife, and seating exist along with green spaces between the road and the water for the enjoyment of the natural recreation area.



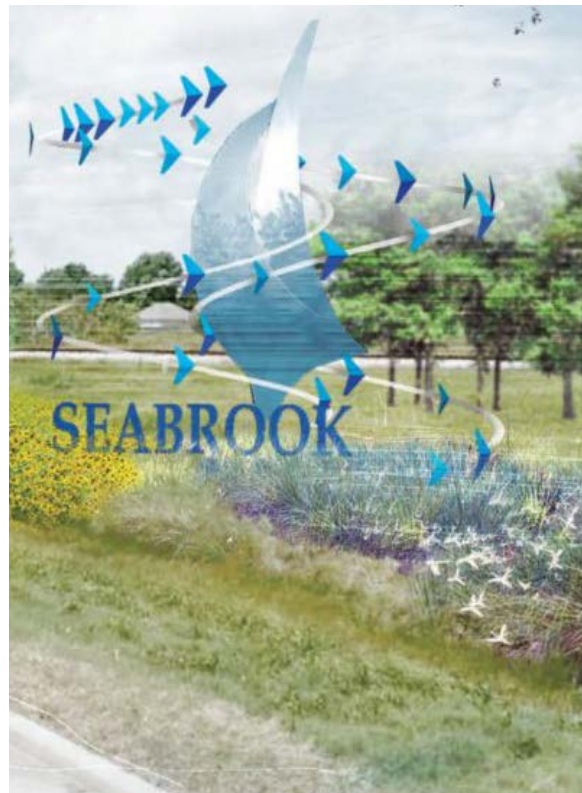


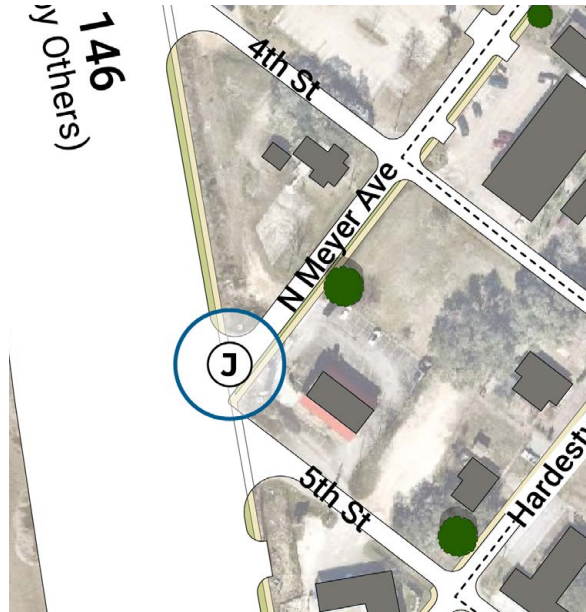
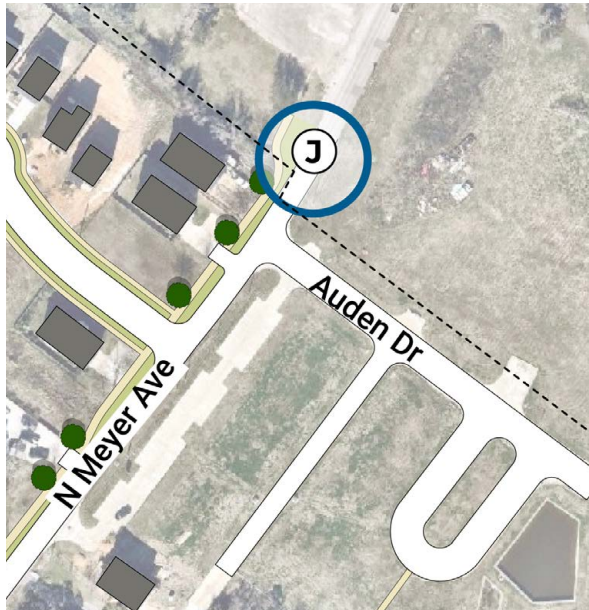


I

Primary Gateway

Create an enhanced entrance (primary gateway) into the Old Seabrook District to help people identify entering a special district. Design elements could include signage, enhanced landscaping, lighting, or public art. The City should coordinate with TxDOT on the siting of the gateway and potential opportunities to enhance the area under the new SH 146 intersection at Main Street.



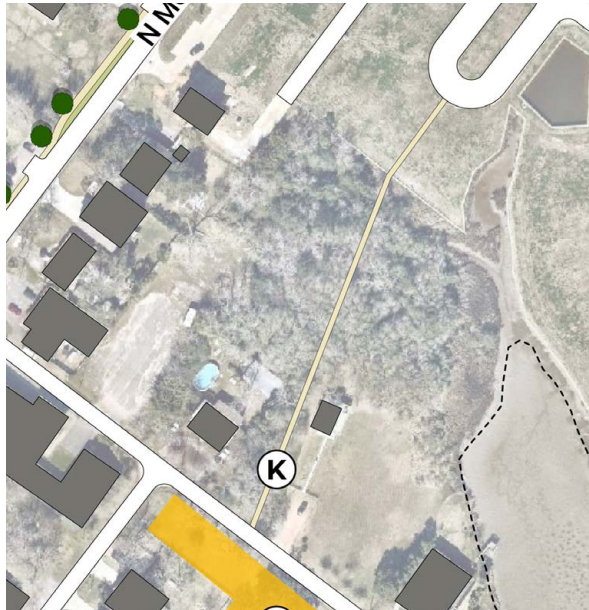


J

Secondary Gateways

Like a primary gateway, secondary gateways let people know that they are entering somewhere special but are smaller in scale. Secondary gateways should use similar branding and design aesthetics like primary gateways. The locations of secondary gateways include the north end of the study area on Meyer Avenue, the intersection of Meyer Avenue and SH 146 frontage road, and the intersection of Main Street and Todville Road. The gateway at North Meyer also connects with the existing trail network and can serve users with additional trailhead amenities such as a bike repair station.





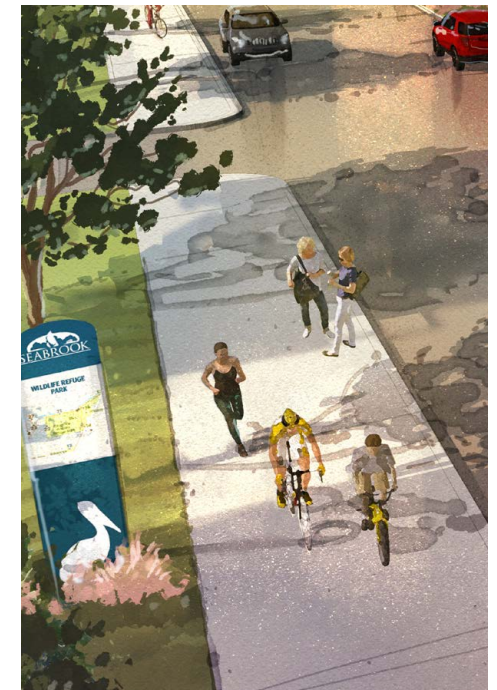
K Neighborhood Connection

The connection between 1st Street and the residential neighborhood to the north is an easement currently owned by the City. While specific improvement recommendations are not made in this plan, this corridor can connect the Old Seabrook District to the trail network on North Meyer and provide a connection to Main Street from the adjacent neighborhood. It provides an alternate pedestrian connection to the Old Seabrook District.



L Main Street Improvements

Main Street is the primary corridor in the study area that extends from SH 146 to Todville Road. It creates the first impression for most visitors and provides water frontage and potential for access. There may be space for pedestrian improvements along the north side of Main Street by reducing the area dedicated to vehicles. Parallel parking near the waterfront provides parking opportunities for various activities, including for the wastewater treatment plant location to serve the festival park and other waterfront activities. Improvements to Main Street should also serve as a catalyst for other implementation projects and recommendations in the Old Seabrook District.





Existing Main St From SH 146 to Staples Ave

The north end of Main Street from SH 146 to Staples Avenue has an average right-of-way of 50 to 56 feet. Development from SH 146 to Meyer Avenue is primarily commercial in nature, and many of the businesses have associated off-street parking. Development between Meyer Avenue and Staples Avenue includes a blend of commercial and residential buildings. This area also starts to have on-street parking along one side of the street.

Travel lanes average 14- to 16-feet wide throughout the north end of Main Street, and sidewalk connectivity is inconsistent. Some buildings are located very close to the right-of-way.

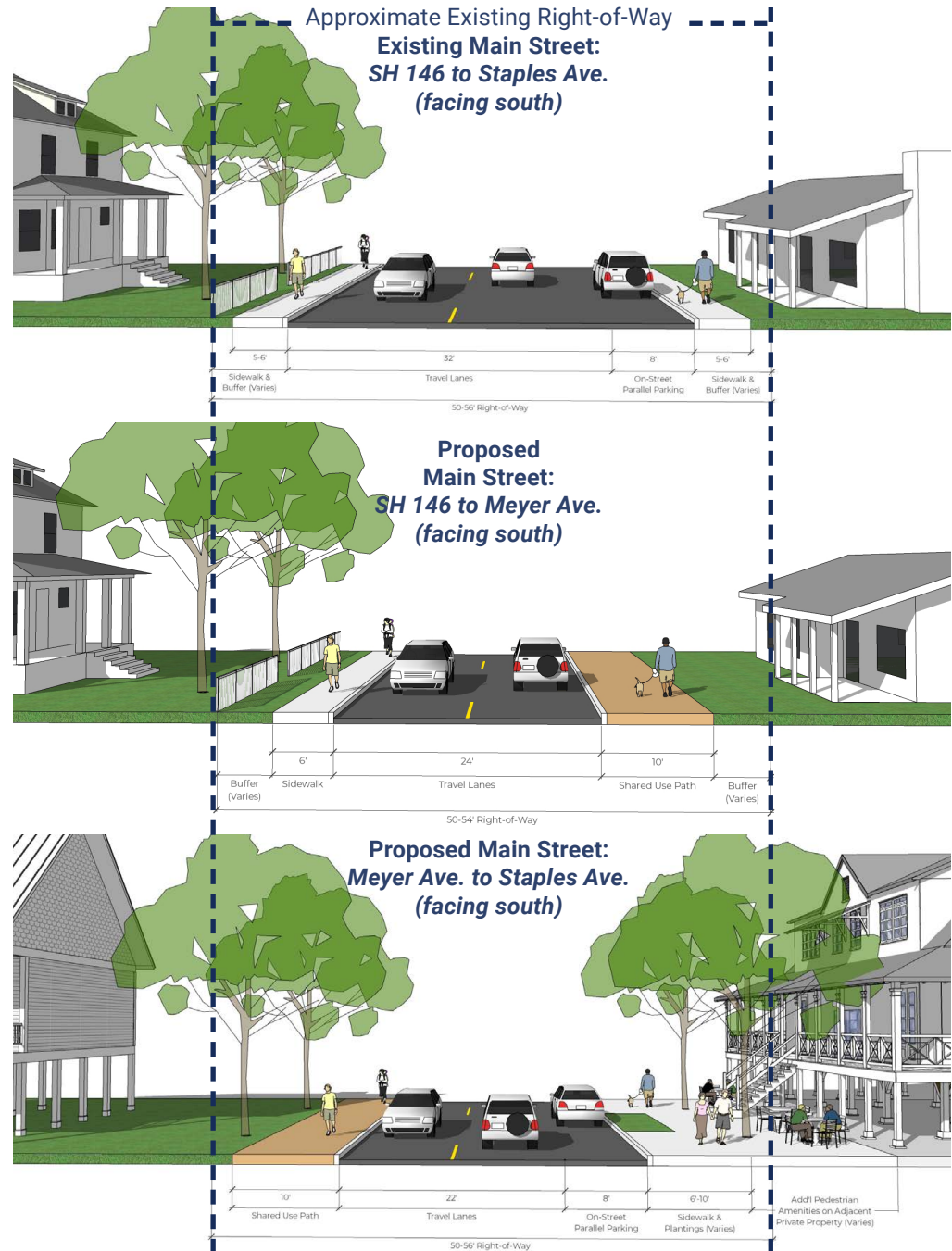
Proposed Main St from SH 146 to Meyer Ave

Proposed improvements in this segment include reducing travel lanes to 12-feet wide, with narrowed lanes at the SH 146 intersection, as needed. A consistent sidewalk follows the north side of Main Street, past the numerous commercial driveway aprons. A 10-foot shared use path for both cyclists and pedestrians extends along the south side of Main Street to the Meyer Avenue intersection, where it shifts to the north side of the street.

No on-street parking is proposed in this area based on the prevalence of existing off-street parking and the constrained right-of-way.

Proposed Main St from Meyer Ave to Staples Ave

Moving south past Meyer Avenue, the shared use path continues along the north side of the road. Travel lanes are narrowed to 11-feet wide to help slow traffic. On-street parking is located on the south side of the road, adjacent to existing commercial development. Due to undeveloped or underdeveloped land in this area, there may be an opportunity for expanded pedestrian amenities to be built as part of new development.

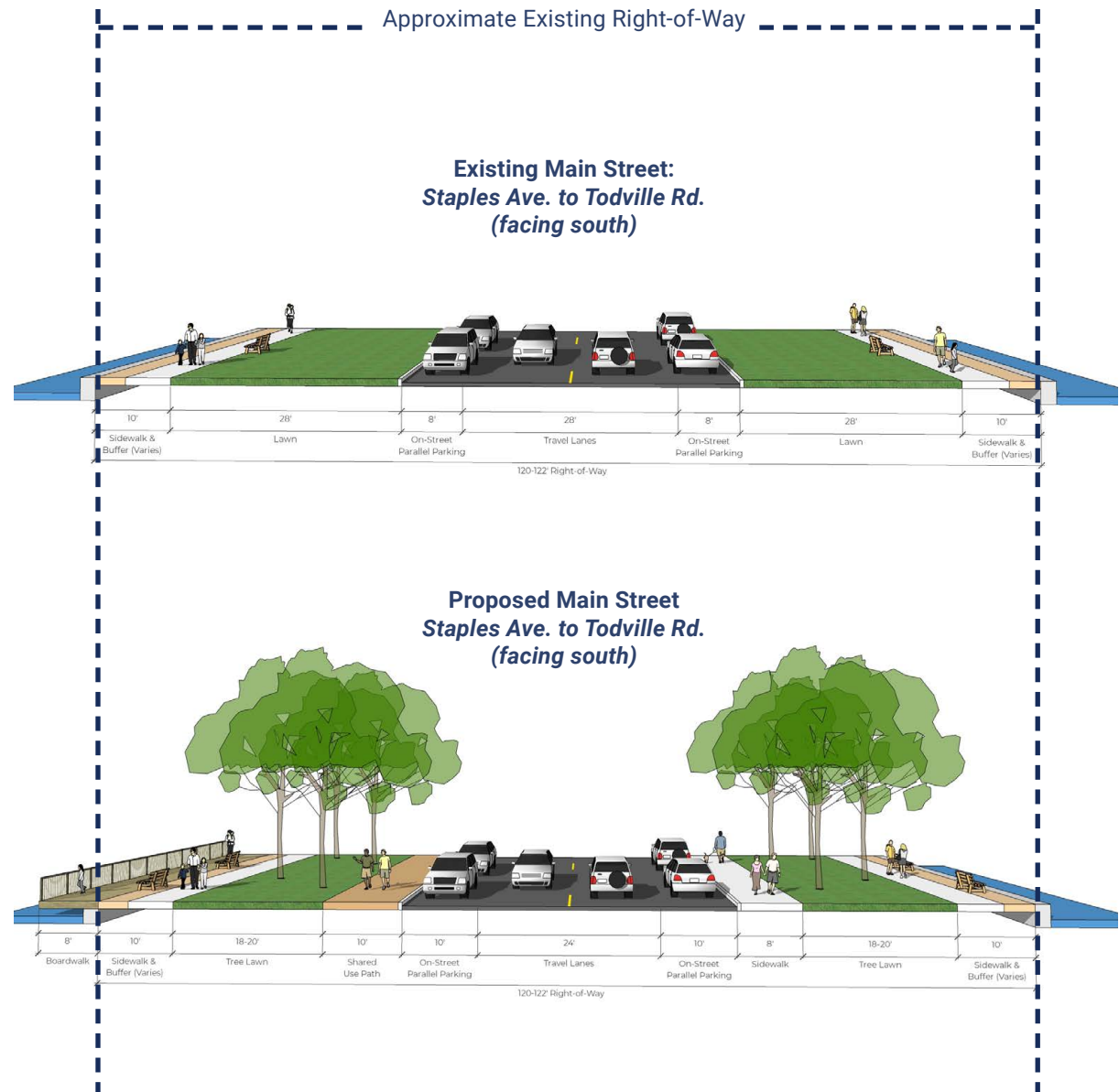


Existing Main Street From Staples Avenue to Todville Road

The south end of Main Street, between Staples Avenue and Todville Road, has a much different character than the north end. This area has an approximate existing right-of-way of 120 to 122 feet between the water access on the north and south sides of the road. The current configuration includes approximately 14-foot-wide travel lanes and on-street parking on both sides of the street. Sidewalks extend along the water frontage, and a wide grassy area with minimal plantings is located between the sidewalk and the road.

Proposed Main Street From Staples Avenue to Todville Road

The proposed configuration in this area includes 12-foot-wide travel lanes and oversized on-street parking spaces (e.g., 10' wide) to accommodate people loading/unloading fishing equipment, etc. The shared use path continues along the north side of the road, and a consistent sidewalk extends along the south side of the road. A boardwalk with fishing piers extends over the water on the north side of the road, providing a new, water-focused experience for users. Depending on utility configuration, there may be an opportunity to add shade trees and enhanced plantings in key locations along this green space to create aesthetic improvements and add much-needed shade that will encourage greater pedestrian use.





5 | Implementation

Implementation and Funding

Implementation and Sequencing

Implementing the recommendations of the Livable Center Study will maximize the value of the existing grid street network in Old Seabrook by focusing on transportation, connectivity, and public realm improvements along the major corridors.

These improvements will help to form a spine corridor network from which new growth and redevelopment can emerge. Increased walkability and connectivity, coupled with an improved visual appeal of the area's waterside location, will enhance economic variety and future growth opportunities.

Infrastructure improvements in the area need to be planned toward the recommended ultimate road sections and pedestrian facilities. The sequencing approach outlined in the plan uses the recommended infrastructure improvements to and along the spine corridor network as the underlying basis of work to be completed and a timing horizon for that work, as shown in **Figure 9 on page 81**.

The initial priorities in the sequencing approach should be those streets identified as "Priority Streetscape" corridors, including Main Street, N Meyer Avenue, and Hardesty Avenue. These projects are listed early in the sequencing shown on the Project Implementation Chart. As the infrastructure in a corridor is completed, enhancements such as gateways and neighborhood connections can be layered upon previous improvements and built as funds become available (Projects I, J, K).

Projects such as Bayside Park enhancements and waterfront activation may be dependent on the schedule for relocating the wastewater treatment plant and are shown later in the timeline for implementation (Projects G, H, F). Publicly-driven projects such as parking improvements can be implemented all at once or evolve (Project C).

Additionally, private-sector projects related to new development and redevelopment should be incentivized proactively and implemented as opportunities arise (Projects A, B, C, D, E).



Figure 9. Project Implementation Chart

Master Plan Element		Project	Implementation Year									
			1	2	3	4	5	6	7	8	9	10
Public-Driven												
L	Main Street Improvements	Main Street PER										
		Main Street Design										
		Main Street ROW/Easement Acquisition										
		Main Street Construction										
	Sidewalk improvements	Meyer/Cook/Hardesty PER										
		Meyer/Cook/Hardesty Design										
		Meyer/Cook/Hardesty ROW/Easement Acquisition										
		Meyer/Cook/Hardesty Construction										
G	Former Wastewater Treatment Plant Site Park Enhancements	Festival Park and Flex Space										
H	Bayside Park Enhancements	Kayak Launch and Public Restrooms										
		Boardwalk with Fishing Piers and Overlooks										
I	Primary Gateway	Primary Gateway										
J	Secondary Gateways	Secondary Gateways										
F	Flexible Waterfront Activation	Food Truck Court and Flex Space										
K	Neighborhood Connections	Trail Access										
C	Main Street Commercial Infill (Main & Hall)	Public Parking Areas										
Private-Driven												
A	Main Street Mixed-Use Infill (Main & Meyer)	Commercial/Mixed-Use Development										
B	Neighborhood Mixed-Use Infill (3rd & Hardesty)	Infill Mixed-Use Development with Residential Character										
C	Main Street Commercial Infill (Main & Hall)	Commercial/Mixed-Use Development										
D	Main Street Mixed-Use Redevelopment	Mixed-Use Redevelopment										
E	Residential Infill	Residential Infill Development										
New Funding Resources												
		TIRZ Evaluation and Creation										
		PID Evaluation and Creations										
		Drainage Impact Fee Evaluation and Creation										
		Parking Management District Evaluation and Creation										

The following is an outline describing each step of the sequencing approach with elements to include or considerations to be made.

1. Prepare a preliminary engineering report (PER) for Main Street

- a. Conduct a drainage analysis to size the storm sewer properly for the corridor and the immediate drainage area and potential stub connections that may drain it in the future.
- b. Evaluate the need to rehabilitate and/or relocate existing water and sanitary sewer facilities to accommodate the proposed corridor section, including driving lanes, parking, and pedestrian facilities.
 - i. Coordinate sanitary sewer relocations that may be needed for the wastewater treatment plant relocation project.
- c. Identify additional right-of-way or easements needed to accommodate the proposed corridor section.
- d. Coordinate with private utilities regarding relocation requirements and potential plans of the utility companies that need to be accommodated.
- e. Evaluate and recommend options for paving and trail locations, elevations, and materials.
- f. Evaluate and recommend streetscape enhancements such as lighting, landscaping, seating, public art, signage, and gateways.
- g. Prepare preliminary construction plans, typically deemed 30% complete plans.
- h. Prepare cost estimates and identity potential sub-phasing if needed due to the magnitude of the improvements.
 - i. Consider construction impacts and access coordination for local property owners and businesses during and after construction.

2. Fund and construct Main Street Corridor

3. Prepare PER for Meyer, Cook, and Hardesty

- a. Follow the same outline as Main Street PER

4. Fund and construct remaining priority corridors

- a. Phased based on cost magnitude **and funding availability.**

5. Upon completion of the wastewater treatment plant relocation:

- a. Plan, design, fund, and construct waterfront-related projects, including food truck court, festival park, and boardwalk and fishing piers.

Funding Resources Approach

No one program or funding source is likely to be sufficient to accommodate the implementation of all the improvements identified in this Study. To maintain an ongoing focus and commitment to the Study's implementation over the long-term, the ongoing engagement and involvement of the Old Seabrook community will need to be cultivated and maintained.

The funding approach is, therefore, threefold:

1. The use and programming of existing City and Seabrook Economic Development Corporation (SEDC) resources
2. The use of new special districts and impact fees
3. The ongoing communication to and input from the Old Seabrook community itself

The following charts and lists delineate the various funding resources and processes for special district and impact fee creation.



Existing Programs and Funding Sources

It will be important that this Plan be revisited for implementation opportunities regularly, for instance, annually as part of the City's capital improvements plan or the SEDC annual budgeting process. **Figure 10** shows existing programs and funding sources available to the City that are most applicable to implementation.

Figure 10. Existing Programs and Funding Sources

Program/Source	Description	Application for Old Town
Capital Improvement Program (CIP)	The City maintains a five year projection of funding needs for infrastructure projects that are needed and annually allocates funding for the highest priority projects.	Establish a separate category in the CIP containing the projects recommended in the Plan for the Old Seabrook to reinforce the annual consideration of the Plan's recommendations.
Community Development Block Grants (CDBG)	The City uses the CDBG funds it receives for a variety of eligible projects including the WWTP relocation.	Utilize CDBG to fund elements of the Plan that may be eligible under the CDBG program.
Certificates of Obligation (CO)	CO's are a method of debt financing the City utilizes to fund large cost infrastructure projects.	Beginning in 2025, several prior debt obligations will be retired, potentially freeing up tax rate space to issue additional CO's focused on the Old Seabrook.
Water and Wastewater Impact Fees	Impact fees are assessed against new development to defray the cost of providing major infrastructure necessary to provide capacity for those uses.	To the extent that any eligible impact fee projects are located within Old Seabrook, impact fees may be used to fund those improvements, reducing the burden on other funding sources.
Excess Fund Reserves	City policy requires a minimum reserve equal to 25% of annual expenses be maintained in the General Fund and 15% in the Enterprise Fund.	City policy could be amended to specify that reserve funds that accumulate in excess of the minimums be directed toward Old Seabrook projects as a first priority before being utilized for other City priorities.
Economic Development Corporation (EDC)	The Seabrook EDC is a "Type B" corporation, meaning it has the broadest powers under State Law and has successfully focused on the Old Seabrook in the past and will have a specific Old Seabrook budget allocation in Fiscal Year 2022.	The EDC has the authority to program funding infrastructure recommended in the Plan and may also provide incentives to private entities that will implement aspects of the Plan.

Special Districts and Impact Fees

In addition to existing programs and sources, new funding sources beyond the City and the SEDC will need to be sought. **Figure 11** identifies applicable opportunities that the City could initiate to serve as potential funding sources.

Figure 11. Special Districts and Impact Fees

Program/Source	Description	Application for Old Town
Tax Increment Reinvestment Zone (TIRZ)	The City maintains a five-year projection of funding needs for infrastructure projects that are needed and annually allocates funding for the highest priority projects.	Establish a separate category in the CIP containing the projects recommended in the Plan for the Old Seabrook to reinforce the annual consideration of the Plan’s recommendations.
Public Improvement District (PID)	The City uses the CDBG funds it receives for a variety of eligible projects including the WWTP relocation.	Utilize CDBG to fund elements of the Plan that may be eligible under the CDBG program.
Drainage Impact Fees	CO’s are a method of debt financing the City utilizes to fund large cost infrastructure projects.	Beginning in 2025, several prior debt obligations will be retired, potentially freeing up tax rate space to issue additional CO’s focused on the Old Seabrook.
Parking Management District	Impact fees are assessed against new development to defray the cost of providing major infrastructure necessary to provide capacity for those uses.	To the extent that any eligible impact fee projects are located within Old Seabrook, impact fees may be used to fund those improvements, reducing the burden on other funding sources.

Special Districts and Impact Fee Description and Community Involvement

The process for creating and operating special districts can serve as opportunities for engagement with the community over the long term by maximizing community feedback and garnering support for the ongoing implementation of the Study recommendations. The tentative time frame for the implementation of these funding sources is shown in **Figure 9 on page 81**.

The creation process for special districts will likely include a petition process from property owners to create either a Tax Increment Reinvestment Zone (TIRZ) and/or a Public Improvement District (PID). The City can use the petition process as an educational and communication tool focused on informing the community of the positive outcomes associated with the districts and their impact on the implementation outcomes of the Study. Developing a robust educational component in the petition process will allow the City to gauge the level of community support for the Study improvements and these special districts if the petition drives prove successful.

Tax Increment Reinvestment Zone (TIRZ)

Chapter 311 Texas Tax Code

- A TIRZ can be created by the City or by petition of property owners.
- A City-initiated TIRZ can have a maximum of 30% residential value at the time of creation.
- The petition for a TIRZ requires the owner of more than 50% of the value in the zone to request creation; it does not have a maximum 30% residential limitation.
- The tax revenue from the value of new development within the TIRZ is collected in a separate city account and utilized to fund or reimburse the costs of eligible public infrastructure projects such as streets, utilities, or sidewalks, for example
- A TIRZ has a defined term, usually 30 years.
- Board composition is based on the method of creating the TIRZ; refer to the statute.
- Based on preliminary projections, a TIRZ will generate minimal revenue in the short term but could serve as an annual “forced savings account” with accumulating financial impact.

Public Improvement District (PID)

Chapter 372 Texas Local Government Code

- The petition must be signed by owners of more than 50% of the value in the District.
- A PID is administered by the city, but an advisory board can be appointed composed of property owners.
- A PID assessment is a defined capital dollar amount payable over a specified period.
- PIDs have a defined term, usually 20 to 30 years but could be reauthorized if successful.
- A PID in Old Seabrook could be coupled with a TIRZ to fund enhancements that other sources can’t support, such as decorative lighting, enhanced landscaping, public art, or brick pavers.

Drainage Impact Fees

Chapter 395 Texas Local Government Code

- Instituting drainage impact fees follows a process defined in State law.
- A projection of the new growth that will occur within the study period is prepared, followed by a capital improvement plan needed to fund the drainage impacts estimated to be caused by the new development. The cost of the needed improvements is equitably assigned to new development (per acre or connection, for example) and typically collected at the time of the building permit for the new development.
- Collected funds are maintained in a separate account by the City to be used solely to fund the identified capital improvements.

Parking Management District

By City Ordinance

- A parking management district can identify appropriate parking improvements and coordinate with private sector parties who control parking assets that may contribute to mutually beneficial shared parking arrangements.
- A parking management district can oversee the regulation of parking in the residential areas of the District to prohibit visitor or commercial parking encroachment.
- A parking management district can oversee the regulation of parking in the District's residential areas to prohibit visitor or commercial parking encroachment.
- A parking management district can recommend that paid parking might be a feasible option within certain areas of the District.
- A parking management district can be created by city ordinance.



Implementation Plan

Implementation Plan Elements

The recommendations describe the actions necessary to bring the elements in the Master Plan to reality. Each recommendation, either individually or in concert with other recommendations, supports the implementation of the Master Plan elements and, ultimately, the vision for Old Seabrook.

Each recommendation is related to Transportation and Connectivity; Image, Branding, and Marketing; or Future Land Use. **Figure 12 on page 89** shows how the recommendations relate to the Master Plan elements. Each recommendation includes associated action items, anticipated timeframe for implementation, leading organization, and potential partnerships. City staff should review these recommendations every year to measure their success and determine available funding for implementation.

Recommendations and Action Items

Each recommendation is intended to achieve one or more elements of the Master Plan. Each recommendation includes several individual action items to implement as part of the recommendation. In many cases, a recommendation may catalyze subsequent

recommendations. Action items should be completed as opportunities arise or funding sources become available to support implementation.

Leading Organization and Potential Implementation Partners

The leading organization is the department responsible for implementing the individual recommendation based on how well suited that department or organization is to facilitate the recommendation or funding resources available. Potential partnerships with other organizations are an effective way to achieve a recommendation. Potential partnerships have been identified where coordination with certain departments or teaming up with outside organizations can positively impact the implementation of the recommendation.

Anticipated Implementation Timeframe

The implementation timeframe is the anticipated timeframe to initiate the recommendation. Some recommendations may involve activities that set the stage for later recommendations or require prerequisite activities prior to implementation. These timeframes are identified as a resource for future planning. Recommendations can take

place during an earlier or later timeframe depending on changing circumstances or when opportunities become available. The phases are:



Short-Term (1-5 Years): Recommendations are typically “low-hanging fruit” and easier to achieve because they do not require a large amount of capital.



Mid-Term (5-10 Years): Recommendations may require more planning and capital than the 5-year horizon.



Long-Term or On-Going (10+ Years): Recommendations generally need a large amount of capital, planning and coordination for completion. However, some individual actions may be able to begin in the shorter-term. These projects may require other steps before implementation or may need to be revisited regularly throughout the life of the recommendation or implementation of the plan.

Figure 12. Recommendations and Master Plan Elements

Recommendations		Master Plan Elements											
		A	B	C	D	E	F	G	H	I	J	K	L
Transportation & Connectivity	1 Enhance and Reconfigure Main Street												
	2 Improve Safe Pedestrian Connectivity in Priority Corridors throughout the District												
	3 Optimize Parking Opportunities in Old Seabrook												
	4 Implement Primary and Secondary Community Gateway Elements												
Image, Branding, & Marketing	5 Enhance Bayside Park by Providing Waterfront Amenities												
	6 Activate Community Spaces for Flexible Use												
Future Land Use	7 Promote Commercial and Mixed-Use Infill Development in Priority Locations												
	8 Target Catalyst Infill Developments in Priority Locations												
	9 Update Land Use Policies to support plan recommendations												

Recommendations

1. Enhance and Reconfigure Main Street

Main Street is the primary corridor through the Old Seabrook District and serves as a spine to anchor both development and activity. Enhancement of the corridor will reinforce it as a critical connection for the District and draw additional activity and commerce while reconfiguring the right-of-way will create a safer, more balanced environment for all users. Ultimately, this reconfiguration could result in wider sidewalks, a shared-use pathway, dispersed parking opportunities, safe pedestrian and cyclist crossing opportunities, and more complete connections to nearby destinations.

A preliminary engineering report (PER) is recommended as a first step to determine appropriate improvements, as each block will require unique, context-sensitive treatment. The PER can provide more detailed cost information and may identify additional constraints that require consideration. Design, acquisition, and construction will follow as needed and recommended by the PER.



Existing View of Main Street Facing South

Timeframe for Implementation:



Leading Organization:

City of Seabrook (Public Works/ Parks, Community Development, and Administration)

Potential Partner(s):

Economic Development Corporation, TxDOT, Harris County, Property Owners

Action Items:

- 1.1 Initiate a PER for Main Street improvements, including sidewalks, on-street parking, safety elements, and placemaking.
- 1.2 Design updated Main Street sections.
- 1.3 Acquire added Right-Of-Way as needed.
- 1.4 Construct improvements.

2. Improve Safe Pedestrian Connectivity in Priority Corridors Throughout the District

Maintaining and enhancing the walkable environment in the Old Seabrook District is a priority for the City, stakeholders, and the public. To achieve this, improvements to pedestrian and bicycle facilities should focus on bridging gaps between existing connections, thus enhancing the overall network. In addition to Main Street, priority corridors should include Meyer Avenue, where an existing sidewalk just north of the study area leads to part of the City's trail system, and Hardesty Avenue, which provides neighborhood passage and access to the future multi-use path along SH 146.

Some priority connection points should include various destinations along Main

Street, Bayside Park, Todville Road, SH 146 (via the future multi-use path and bridge), the location of public services such as the post office and City Hall, and James F. Bay Elementary School.

Just as with the Main Street improvements, a PER is the recommended first step to determine appropriate treatments for pedestrian connectivity throughout the District. Ultimately, improvements should prioritize the safety of all roadway users via solutions such as lighting, crossings, dedicated facilities, and traffic calming.

Timeframe for Implementation:



Leading Organization:

City of Seabrook (Public Works/Parks, Community Development, Administration)

Potential Partner(s):

Economic Development Corporation, TxDOT, Harris County, Property Owners

Action Items:

- 2.1. Initiate a PER to prepare priority locations (N Meyer Ave. and Hardesty Ave.) for pedestrian improvements, including sidewalks and lighting.
- 2.2. Add enhanced crosswalks for safety along Main Street at Cook Ave., N Meyer Ave., near Bryan Ave., and between the slough & Todville Rd.
- 2.3. Add lighting where determined necessary.
- 2.4. Connect new facilities to the existing trail network and to James F. Bay Elementary School via Main Street, the SH 146 multi-use path (in progress), and N Meyer Ave.



Example of Roadside Shared Use Path



Example of Decorative Crosswalk

3. Optimize Parking Opportunities in Old Seabrook

Optimizing on- and off-street parking opportunities as shown on the Master Plan will allow the City to provide options for future patrons to use public parking areas and navigate the District on foot. The publicly-owned property on Main Street at Hall Avenue provides the perfect opportunity to expand the existing public parking facilities located behind Merlion at 3rd Street and Bryan Avenue. The City can also provide parallel on-street parking by restriping along Main Street. Striping can take place before Main Street improvements are complete or as part of the construction.

Before constructing more public parking in the District, the City should conduct a parking study to determine the ultimate demand for parking. An analysis can identify the amount of parking needed to serve the area sufficiently. Although the Master Plan identifies areas for future parking, the parking study is necessary to determine the locations and the total number of spaces needed.

The creation of a Parking Management District will provide the City with a tool to implement recommendations of the parking study, manage parking in the area, and, when applicable, initiate parking fees in the District.



Existing Public Parking Behind Merlion

Timeframe for Implementation:



Leading Organization:

City of Seabrook (Community Development, Administration)

Potential Partner(s):

Economic Development Corporation, Property Owners, Businesses

Action Items:

- 3.1. Initiate a parking study to determine demand.
- 3.2. Create a Parking Management District.
- 3.3. Provide additional space in community lots adjacent to select new developments and stripe new on-street parking.

4. Implement Primary and Secondary Community Gateway Elements

Branding and gateway elements should be implemented in the Old Seabrook District to provide a sense of arrival and create a distinct identity for the District. Primary and secondary gateway signage should be installed at the main entrances of Old Seabrook as designated on the Master Plan at:

- Main Street and SH 146;
- Main Street and Todville Road;
- N Meyer Avenue and SH 146; and
- N Meyer Avenue and Auden Drive.

Gateway monumentation should utilize the City's Master Landscaping and Branding Plan to influence the signage design at these locations. Although gateway monumentation ranges in size and style, it typically incorporates design elements such as large signage, landscaping, lighting, or public art. The City should coordinate with other entities, such as TxDOT, to fund, design, and construct gateway signage where opportunities for collaboration are present.

Timeframe for Implementation:



Leading Organization:

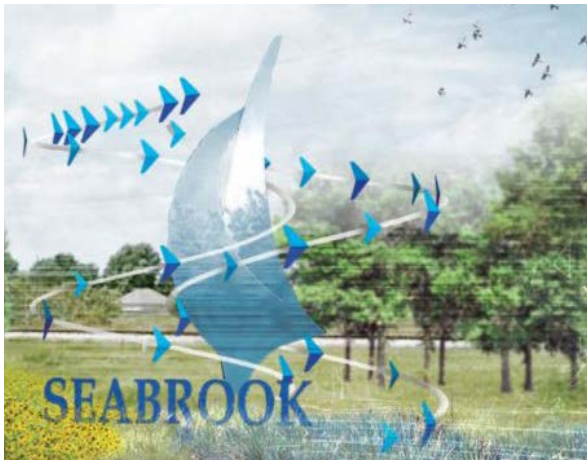
City of Seabrook (Community Development, Administration)

Potential Partner(s):

Economic Development Corporation, TxDOT

Action Items:

- 4.1. Implement Primary Gateway elements near NASA Road 1 and Main Street.
- 4.2. Implement Secondary Gateway elements at SH 146 and N Meyer Ave.; N Meyer Ave. and Auden Dr.; and at Main Street and Todville Rd.
- 4.3. Incorporate signage, placemaking, and design elements in collaboration with TxDOT (where applicable) and in accordance with the Master Landscaping and Branding Plan.



Examples of Gateway Signage and Branding Elements from the Master Landscaping and Branding Plan

5. Enhance Bayside Park by Providing Waterfront Amenities

Providing additional amenities or features to the waterfront area at Bayside Park will help to create an appealing park experience. Improvements to the park area should include:

- Public restrooms,
- Kayak launch,
- Boardwalk,
- Fishing pier,
- Landscaping, and
- Other park amenities.

Boardwalk and fishing elements should be located north of Main Street, while the kayak launch and public restrooms should be located south of Main Street.



Timeframe for Implementation:



Leading Organization:

City of Seabrook (Public Works/ Parks, Community Development, Administration)

Potential Partner(s):

Economic Development Corporation, General Land Office, Harris County, Open Space & Trails Committee

Action Items:

- 5.1. Provide public restrooms and kayak launch along the waterfront south of Main Street.
- 5.2. Construct a boardwalk with fishing piers and overlooks and incorporate placemaking elements such as benches and landscaping along the waterfront north of Mains Street.



Existing Park Amenities

6. Activate Community Spaces for Flexible Use

Community spaces such as parks and plazas offer residents places to gather, bond, and recreate. Although these spaces often include passive recreation opportunities, activating these spaces through different types of programming can spur increased activity and encourage the community to visit these places more often.

Examples of activating community spaces through programming might include, but are not limited to:

- Temporary art installations
- Interactive placemaking installations such as giant chess, mobile library, live music
- Educational displays
- Local business for pop-ups
- Gatherings and events for community groups
- Food trucks and vendors
- Festivals
- Farmers markets

To support these activities, City codes and regulations should be reviewed to ensure existing regulations permit the desired activities.



Examples of Programming for Community Spaces

Timeframe for Implementation:



Leading Organization:

City of Seabrook (Public Works/Parks, Community Development, Public Relations, Administration)

Potential Partner(s):

Economic Development Corporation, Planning & Zoning Commission, Businesses, Property Owners, Community

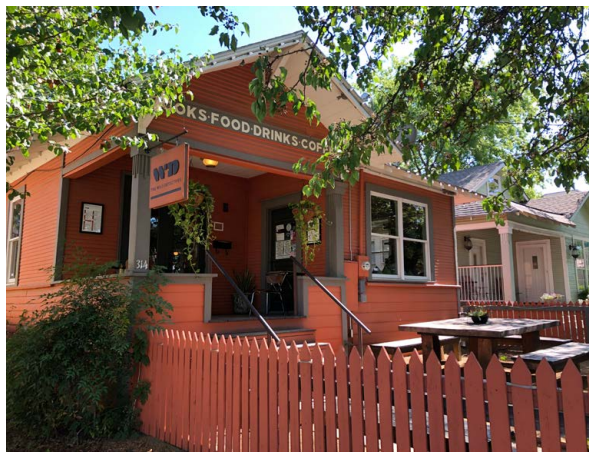
Action Items:

- 6.1. Provide active programming for parks and gathering spaces in the district.
- 6.2. Update zoning regulations as needed to allow for outdoor dining areas along sidewalks, food trucks, and other temporary uses to activate community spaces.

7. Promote Commercial and Mixed-Use Infill Development in Priority Locations

Encourage new commercial and mixed-use infill on vacant lots in the district by using economic development tools. Incentivize investment in the area using the economic development tools available to the City. New development should be appropriately scaled for the context of the area.

In addition to utilizing economic incentives, coordinate with the EDC to actively promote new development in Old Seabrook. New businesses should center around boutique retail, local dining options, personal services, and family-friendly entertainment.



Examples of Neighborhood Mixed-Use Infill Matching Existing Old Seabrook Character

Timeframe for Implementation:



Leading Organization:

Economic Development Corporation

Potential Partner(s):

City of Seabrook (Community Development, Administration), Planning & Zoning Commission

Action Items:

- 7.1. Incentivize new and appropriately scaled development throughout the district utilizing economic development tools available to the city.
- 7.2. Actively promote Old Seabrook for new development.

8. Target Catalyst Infill Developments in Priority Locations

Several locations within the study area are identified for potential new commercial development or redevelopment. As these sites are developed, they can catalyze future commercial and residential growth. New catalyst development can be initiated by the City or by the private sector.

Developments like the redevelopment of the wastewater treatment plant site to public open space will significantly improve the area and serve as a new amenity to the district that encourages commercial development.



The publicly-owned property at the corner of Main Street and Hall Ave is a prime opportunity for future commercial or mixed-use development. As a publicly-owned property, a request for qualifications (RFQ) should be prepared to identify an entity that will develop the site in line with the Master Plan.

Other properties can be prepared for future development or redevelopment where appropriate by ensuring suitable land-use policies, offering incentives, or ensuring proper infrastructure is in place.



Timeframe for Implementation:



Leading Organization:

Economic Development Corporation

Potential Partner(s):

City of Seabrook (Community Development, Public Works/Parks, Administration), Planning & Zoning Commission, Developers

Action Items:

- 8.1. Prepare RFQ for publicly-owned property next to Merlion to attract new commercial development.
- 8.2. Prepare southern adjacent block for mixed-use development site.
- 8.3. Initiate adaptive reuse of wastewater treatment plant site.

Vision for Potential Catalyst Developments at Main Street and Hall, and Former WWTP

9. Update Land Use Policies to Support Plan Recommendations

Due to the unique character in the Old Seabrook District, local codes and regulations must consider and reflect the anticipated development patterns in the area. Update the City zoning codes and other regulations, as needed, to support the initiatives of the Livable Center Study. Updating the codes will align the regulations with the area's character and streamline the development process for desired uses. In conjunction with updates, coordinate with property owners to ensure clear communication about the intent of the code updates and land use goals for the future.

Examples of code updates may include:

- Parking requirements that allow for reduced parking or shared parking areas for commercial uses.
- Appropriate setback requirements.
- Require sidewalks in appropriate locations as recommended by the Master Plan.
- Unique signage requirements for the District.
- Reduce the need for special permits for specific uses within the District to incentivize investment in the area.
- Coordinate with property owners to conduct zoning changes, where appropriate, to support initiatives of the plan.

Timeframe for Implementation:



Leading Organization:

City of Seabrook (Community Development, Administration)

Potential Partner(s):

Planning & Zoning Commission, Property Owners

Action Items:

- 9.1. Review codes to ensure that land use policies, zoning, and parking policies are updated to support mixed uses, appropriate density, preservation of dedicated residential areas, and residential design character, where necessary, to support the Livable Center Study recommendations.



Figure 13. Compiled Recommendations Implementation Table

#	Recommendation	Action Item	Implementation Timeframe	Leading Organization	Potential Partner(s)
Transportation and Connectivity Recommendations					
1	Enhance and Reconfigure Main Street	1.1. Initiate a PER for Main Street improvements, including sidewalks, on-street parking, safety elements, gateways and placemaking elements. 1.2. Design updated Main Street sections. 1.3. Acquire added Right-of-Way, as needed. 1.4. Construct Main Street improvements.	Short-Term	City of Seabrook (Public Works/Parks, Community Development, Administration)	Economic Development Corporation TxDOT Harris County Property Owners
2	Improve Safe Pedestrian Connectivity in Priority Corridors Throughout the District	2.1. Initiate a PER to prepare priority locations (N Meyer Ave. and Hardesty Ave.) for pedestrian improvements, including sidewalks and lighting. 2.2. Add enhanced crosswalks for safety along Main Street at Cook Ave., N Meyer Ave., near Bryan Ave., and between the slough & Todville Rd. 2.3. Add lighting where determined necessary. 2.4. Connect new facilities to the existing trail network and to James F. Bay Elementary School via Main Street, the SH 146 multi-use path (in progress), and N Meyer Ave.	Short-Term	City of Seabrook (Public Works/Parks, Community Development, and Administration)	Economic Development Corporation TxDOT Harris County Property Owners
3	Optimize Parking Opportunities in Old Seabrook	3.1. Initiate a parking study to determine demand. 3.2. Create a Parking Management District. 3.3. Provide additional space in community lots adjacent to select new developments and stripe new on-street parking.	Long-term or Ongoing	City of Seabrook (Community Development and Administration)	Economic Development Corporation Property Owners Businesses
4	Implement Primary and Secondary Community Gateway Elements	4.1. Implement Primary Gateway elements near NASA Road 1 and Main Street. 4.2. Implement Secondary Gateway elements at SH 146 and N Meyer Ave.; N Meyer Ave. and Auden Dr.; and at Main Street and Todville Rd. 4.3. Incorporate signage, placemaking, and design elements in collaboration with TxDOT (where applicable) and in accordance with the Master Landscaping and Branding Plan.	Mid-Term	City of Seabrook (Community Development and Administration)	Economic Development Corporation TxDOT

#	Recommendation	Action Item	Implementation Timeframe	Leading Organization	Potential Partner(s)
Image, Branding, and Marketing Recommendations					
5	Enhance Bayside Park by Providing Waterfront Amenities	5.1. Provide public bathrooms and kayak launch along the waterfront south of Main Street. 5.2. Construct a boardwalk with fishing piers and overlooks and incorporate placemaking elements such as benches and landscaping along the waterfront north of Mains Street.	Short-Term	City of Seabrook (Public Works/Parks, Community Development, Administration)	Economic Development Corporation General Land Office Harris County Open Space & Trails Committee
6	Activate Community Spaces for Flexible Use	6.1. Provide active programming for parks and gathering spaces in the district. 6.2. Update zoning regulations as needed to allow for outdoor dining areas along sidewalks, food trucks, and other temporary uses to activate community spaces.	Mid-Term	City of Seabrook (Public Works/ Parks, Community Development, Public Relations, Administration)	Economic Development Corporation Planning & Zoning Commission Businesses Property Owners Community
Future Land Use Recommendations					
7	Promote Commercial and Mixed-Use Infill Development in Priority Locations	7.1. Incentivize new and appropriately scaled development throughout the district utilizing economic development tools available to the City. 7.2. Actively promote Old Seabrook for new development.	Long-Term or On-Going	Economic Development Corporation	City of Seabrook (Community Development, Administration) Planning & Zoning Commission
8	Target Catalyst Infill Developments in Priority Locations	8.1. Prepare RFQ for publicly-owned property next to Merlion to attract new commercial development. 8.2. Prepare southern adjacent block for mixed-use development site. 8.3. Initiate adaptive reuse of wastewater treatment plant site.	Long-Term or On-Going	Economic Development Corporation	City of Seabrook (Community Development, Public Works/ Parks, Administration) Planning & Zoning Commission Developers
9	Update Land Use Policies to Support Plan Recommendations	9.1. Review codes to ensure that land use policies, zoning, and parking policies are updated to support mixed uses, appropriate density, preservation of dedicated residential areas, and residential design character, where necessary, to support the Livable Center Study recommendations.	Long-Term or On-Going	City of Seabrook (Community Development, Administration)	Planning & Zoning Commission Property Owners



