

1. 5:30 P.M. 2-23-2016 Council Workshop

Documents: [02-23-2016 COUNCIL WORKSHOP - COMPLETE.PDF](#)

February 23, 2016
City Council
Workshop Meeting
5:30 p.m.



Julie Masters, Mayor
Charles Suderman
Bruce Henderson
Walter Wilson

AGENDA
City of Dickinson
CITY COUNCIL
SPECIAL WORKSHOP
MEETING

Wally Deats, Mayor Pro Tem
Louis Decker
William H. King III
Julie M. Robinson, City
Administrator

February 23, 2016

NOTICE is hereby given of a **SPECIAL WORKSHOP MEETING** of the City Council for the City of Dickinson, County of Galveston, State of Texas, to be held on **TUESDAY, February 23, 2016**, at **5:30 p.m.** at: 4403 Highway 3, Dickinson, Texas 77539 for the purpose of considering the following numbered items. The City Council of the City of Dickinson, Texas, reserves the right to meet in a closed session on any of the below items should the need arise and if applicable pursuant to authorization by Title 5, Chapter 551, of the Texas Government Code.

ITEM 1.) CALL TO ORDER AND CERTIFICATION OF A QUORUM

ITEM 2.) PRESENTATION, DISCUSSION AND DIRECTION CONCERNING: Review and Revision of Revised Draft of Transportation Chapter of New Comprehensive Plan.

ITEM 3.) DISCUSSION AND DIRECTION CONCERNING: Possible Revisions To Proposed Masonry Regulations To Be Contained In Section 18-70, Building Design Standards, Of Chapter 18, Zoning, Of The Code Of Ordinances.

ITEM 4.) ADJOURN

CERTIFICATION

This is to certify that a copy of the Notice of the City Council Special Meeting for **TUESDAY, February 23, 2016** was posted on the bulletin board at City Hall, 4403 Highway 3, Dickinson, Texas, on this 18th day of February, 2016, prior to 5:30 p.m.


Carolyn E. Anderson, City Secretary



In compliance with the Americans with Disabilities Act, the City of Dickinson will provide reasonable accommodations for disabled persons attending City Council Meetings. Requests should be received at least 24 hours prior to the scheduled meeting, by contacting the City Secretary's office at 281-337-6217, or by FAX at 281-337-6190.

**CITY OF DICKINSON, TEXAS
CITY COUNCIL MEETING
ATTENDANCE LIST**

**MEETING DATE: February 23, 2016
Special Meeting**

<u>MAYOR/COUNCIL</u>	<u>PRESENT</u>	<u>ABSENT</u>
MAYOR JULIE MASTERS	_____	_____
POS. 1: COUNCILMEMBER CHARLES SUDERMAN	_____	_____
POS. 2: COUNCILMEMBER BRUCE HENDERSON	_____	_____
POS. 3: COUNCILMEMBER WALTER WILSON	_____	_____
POS. 4: COUNCILMEMBER WALLY DEATS	_____	_____
POS. 5: COUNCILMEMBER LOUIS DECKER	_____	_____
POS. 6: COUNCILMEMBER WILLIAM KING	_____	_____
<u>ALSO IN ATTENDANCE:</u>		
CITY ATTORNEY, David W. Olson	_____	_____
CITY ADMINISTRATOR, Julie M. Robinson	_____	_____
Administrative Services Manager, Stephanie Russell	_____	_____
Director of Community Dev. Zach Meadows	_____	_____
Public Works Director Kellis George	_____	_____
Library Director Vicki McAllister	_____	_____
Fire Marshal Lee Darrow	_____	_____
Management Assistant Alun Thomas	_____	_____
Chief Ron Morales	_____	_____
EMS Director Derek Hunt	_____	_____

**Dickinson City Council
Agenda Item Data Sheet**

MEETING DATE February 23, 2016

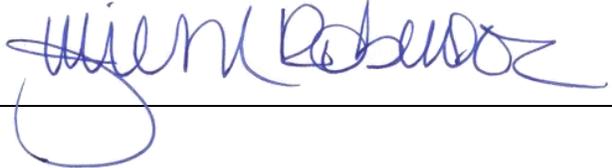
TOPIC:	Review and Revision of Revised Draft of Transportation Chapter of New Comprehensive Plan
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BACKGROUND:	<p>On Friday, February 12, 2016, City Administrator Julie Robinson emailed the Council a revised draft of the Transportation Chapter of the City's new Comprehensive Plan. This Chapter has been completely rewritten, so a redlined version of the previous version that was included in the packet for the Workshop Meeting on January 26, 2016 has not been provided with this agenda item since it was difficult to see all of the changes. Mrs. Robinson requested that the Council review the revised draft and submit any revisions to her no later than Wednesday, February 17, 2016.</p> <p>Staff received proposed revisions from one Councilmember, and a redlined version of the draft revised Transportation Chapter reflecting the submitted revisions is provided for your review and consideration with this agenda item.</p> <p>Please note that the proposed Future Thoroughfare Plan has not yet been included in the draft Transportation Chapter. If the narrative of the Chapter is acceptable, then staff will create a proposed Future Thoroughfare Plan and present the proposed Plan during the March 8 Council Workshop.</p>
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RECOMMENDATION:	Staff requests feedback from the Council concerning the revised Transportation Chapter.
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ATTACHMENTS:	<ul style="list-style-type: none"> Redlined Version of Revised Chapter 6, Transportation, of the New Comprehensive Plan Emailed to the City Council on February 12, 2016
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FUNDING ISSUES	<input checked="" type="checkbox"/> Not applicable <input type="checkbox"/> Not budgeted <input type="checkbox"/> Full Amount already budgeted. <input type="checkbox"/> Funds to be transferred from Acct.# - -
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SUBMITTING STAFF MEMBER	CITY ADMINISTRATOR APPROVAL
Zachary Meadows, Director of Community Development	

ACTIONS TAKEN		
APPROVAL <input type="checkbox"/> YES <input type="checkbox"/> NO	READINGS PASSED <input type="checkbox"/> 1 st <input type="checkbox"/> 2 nd <input type="checkbox"/> 3 rd	OTHER

Chapter 6 Transportation

This chapter of the Comprehensive Plan provides an efficient and structured framework for planning and guiding the rational and orderly development of the City of Dickinson's thoroughfare system, including Interstate Freeways, Minor Arterials-Major Roads, Major Collector-Frontage Roads, and Local Streets, to accommodate future growth and development. It works in concert with the Future Land Use Plan and includes an overview of existing transportation facilities and services, analyses of travel characteristics and development of the thoroughfare system plan for the City of Dickinson. It encompasses the same geographic area, the City limits and Extraterritorial Jurisdiction ("ETJ"), as other elements of the Comprehensive Plan. [In addition to recommendations by the City of Dickinson](#), this Chapter also incorporates information and recommendations from two planning studies, the Farm to Market Road 517 and State Highway 3 Access Management Plan ("AMP"), and the City of Dickinson Park & Ride and Pedestrian/Transit Access Master Plan ("PTMP") that were completed for the City of Dickinson and contain a host of goals and recommendations that are summarized in this chapter.

Existing Conditions

Authority for Planning and Regulation of Thoroughfares

Under the provisions of Article XI, Section 5, of the Texas Constitution, and Title 7, Chapter 212 of the Texas Local Government Code, the City of Dickinson may require that development plans and subdivision plats must conform "...the general plan of the municipality and its current and future streets..." and, "...the general plan for extension of the municipality and its roads, streets, and public highways within the municipality and its extraterritorial jurisdiction..." Requirements for right-of-way dedication and construction of street improvements apply to all subdivision of land within the City's incorporated area.

Existing and Programmed Transportation System

The development of this chapter for the Comprehensive Plan includes analysis and evaluation of the City of Dickinson's existing transportation system. A considerable amount of information concerning FM 517 and Highway 3 has been provided through the FM 517 and State Highway 3 Access Management Plan ("AMP"), developed by the Houston-Galveston Area Council on behalf of the City of Dickinson. The AMP will be discussed later in this Chapter.

Overview of Major Roadways

The predominant mode of transportation for Dickinson residents is the automobile which is served through a utilitarian roadway network that includes Interstate 45 ("IH 45"), flanked by northbound and southbound feeder roads, several State roadways, and local streets. IH 45, ~~although it~~ passes through Dickinson for 1.06 miles, [and](#) is the major artery from Houston to

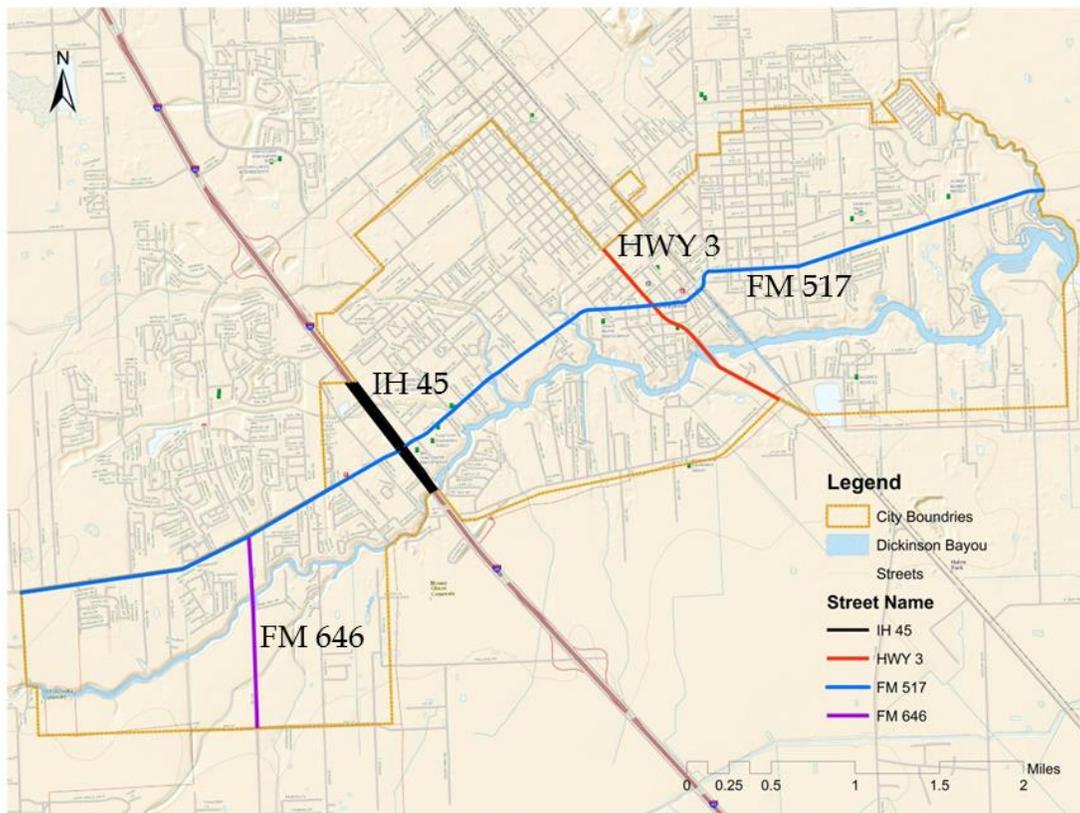
Galveston. Northbound or southbound motorists on IH 45 can access Dickinson at Exit 19. IH 45 is also a major hurricane evacuation route.

State Maintained Roadways

~~In addition to IH 45, Dickinson has one state highway, State Highway 3 (“SH 3”), which is a major north-south thoroughfare between League City to the north and Texas City to the south. Dickinson has three State Farm-to-Market (“FM”) roads:~~

- State Highway 3: In addition to IH 45, Dickinson has one state highway, State Highway 3 (“SH 3”), which is a major north-south thoroughfare between League City to the north and Texas City to the south.
- FM 517: This Farm-to-Market road is the only road in the City that runs the length of the city from east to west. The segments of FM 517 at and west of IH 45 and its intersection with FM 646 are two of the most congested areas in the City.
- FM 646: This Farm-to-Market road is located on the west side of the City and runs from north to south between League City to the north and Santa Fe to the south. The only portion of this road within the City is south of FM 517.
- FM 1266: This Farm-to-Market road is located on the east side of the City, less than a mile from SH 3 and runs north to League City. FM 1266 intersects with FM 517 and motorists must then travel either east or west along FM 517.

Figure 6.1, Major Roadways in Dickinson



Planned Transportation System Changes

~~The location and character of land uses that generate large numbers of trips have a major influence on traffic volumes and flow patterns.~~ Major traffic generators are identified and considered in reviewing the transportation system and developing the Future Thoroughfare Plan and other elements of this Chapter. ~~element.~~ The planned widening and associated ramp flipping of IH 45 through Dickinson, as well as the widening of FM 517 west of FM 646 by Texas Department of Transportation (“TxDOT”) will impact mobility in future years. In 2015, the City was notified that TxDOT anticipates letting the IH 45 expansion project for construction in the fall of 2016.

The proposed ~~expansion-widening~~ of FM 517 west of FM 646, as well as the FM 517 and State Highway 3 Access Management Plan’s (“AMP”) recommendation of a third lane from IH 45 to FM 646, will improve the traffic needs generated by significant development on the far west end of Dickinson and the portion of League City that abuts the north side of FM 517. With additional new residential developments as well as new commercial development that are expected in this area of Dickinson, including a new elementary and middle school complex on Calder Road by Dickinson Independent School District (DISD), the traffic volumes will continue to grow.

Pedestrian and Public Transit Conditions

In the spring of 2010, the City of Dickinson began providing fixed route bus service throughout the City through Connect Transit, the mass transit provider for Galveston and Brazoria Counties. The Gator Run, the City’s fixed route transit service, provides a transportation alternative to a variety of service and retail providers. The Gator Run also connects to other routes offered by Connect Transit to enable riders to move from Dickinson north to NASA Road 1 and south to Galveston at an affordable cost. Figure 6.2 shows the Gator Run Route, as well as how it connects to other regional routes.

[REMAINDER OF PAGE LEFT INTENTIONALLY BLANK]

sometimes extend to the street, which in turn presents a lack of right-of-way for the City to construct a sidewalk.

Local and Regional Planning Initiatives

Studies have been conducted covering various portions of Dickinson’s Transportation network. The State Highway 3 and FM 517 Access Management Plan (“AMP”) was conducted [in 2012 and 2013](#) with the purpose of developing an implementation plan of transportation improvements along the identified roadways to reduce crashes and improve mobility.¹ The City of Dickinson Park & Ride and Pedestrian/Transit Access Master Plan (“PTMP”) was prepared for The City of Dickinson and Gulf Coast Center by The Goodman Corporation [in 2013](#) for the purpose of providing a strategy to improve connectivity to local and regional transit opportunities as well as identifying infrastructure upgrades to promote walkability for pedestrians. The third study is the Regional Hike and Bike Trails Plan produced by H-GAC. Each of these studies provide information that assists the City in decision making concerning its comprehensive transportation strategy, and the plans are explained in further detail below. [Copies of these studies are available from the Community Development Department at Dickinson City Hall.](#)

State Highway 3 and FM 517 Access Management Plan (“AMP”)

The SH 3 and FM 517 Access Management Plan was developed by the Houston-Galveston Area Council (“H-GAC”) [in 2012 and 2013](#), in partnership with Texas Department of Transportation (“TxDOT”), Galveston County, Connect Transit and the Cities of Dickinson and League City. H-GAC engaged stakeholders, a steering committee and the general public in the process of decision making. The development of the AMP included: a description and catalog of conditions along FM 517 and SH 3, including traffic volume, traffic calming and congestion level, speed limits, accident data and analysis, right-of-way, signalization, transportation-related policies, level of service for segments and intersections, and safety concerns, data collection from those who are affected by alteration of FM 517 and SH 3, analysis of current conditions, and provision of goals and recommendations for future improvements. The AMP was approved by the Dickinson City Council in November of 2013.

The AMP includes various short (0-5 years), medium (5-15 years), and long (15+ years) term recommendations as shown in Table 6.1.

Table 6.1, SH 3 and FM 517 Access Management Plan Recommendations

	Short	Medium	Long
Traffic signal at Hughes Lane/Medical Park Drive	x		
Intersection lane configuration and turn bay storage	x	x	
Upgrade intersection signal equipment	x	x	
Construct separate speed differential lanes (IH45 & FM517 and FM517 & SH3)	x	x	

Convert continuous turn lanes to raised medians	x	x	x
Add continuous sidewalks	x	x	x
Right-of-way acquisition		x	x
Addition of lanes		x	
Side street realignment		x	x
Thoroughfare planning to enhance connectivity and spacing	x		
Enhance landmark and aesthetic features	x	x	x
Grade separation at intersections		x	x
Reconfiguration of IH 45 ramps		x	
Future development plans			x

The City of Dickinson Park & Ride and Pedestrian/ Transit Access Master Plan

The City of Dickinson Park & Ride and Pedestrian/Transit Access Master Plan ("PTMP") was developed by the Gulf Coast Center and The Goodman Corporation in 2013 and is based on guidelines provided by the Federal Transit Administration's Livable Communities Initiative (LCI)², [a copy of which may be found at http://www.fhwa.dot.gov/livability/](http://www.fhwa.dot.gov/livability/).

The PTMP is organized into five general sections. The first is a study of the current transit service condition, followed by an analysis of demand for each commuter service. ~~And that includes~~ modeling of four major components: Dickinson Park & Ride, LCI streetscape improvements, bus stop improvements, and gateway treatments. The third step is a site proposal for a future park and ride facility. ~~Then, a~~ benefit/cost analysis was used to estimate ~~the~~ cost of recommended bus stop infrastructure improvements. ~~Lastly, a~~ an outline of a multi-phased strategy to fund and implement the plan was ~~provided~~ included.

The PTMP provided the following recommendations:

- Location of a future Dickinson Park & Ride on SH 3 at Mowat Drive. This would be implemented in two construction phases: phase one would consist of 201 parking spaces and phase two would consist of an additional 151 parking spaces, to accommodate future expansions.
- Improvement of pedestrian and transit streetscape infrastructure in the four following corridors:
 - FM 517: Timber Drive to Liggio Street
 - SH 3: Deats Road to FM 517
 - SH 3: North of Deats Road to 21st Street
 - SH 3: South of FM 517 to Oleander Drive

- Construction of infrastructure for 40 bus stops located in Dickinson that would include Americans with Disability Act compliant ramps, pedestrian lighting, landscaping, bus stop signage and other related amenities depending on the needs of each bus stop.
- Enhanced gateway sign and landscaping at an official entrance into Dickinson on the east end of FM 517.

Dickinson, working in conjunction with The Goodman Corporation on behalf of Connect Transit and the Gulf Coast Center, has developed a 5-year plan for implementing bus stop infrastructure throughout the City, and Dickinson Management District #1 has set a policy of allocating \$20,000.00 annually to be used as matching funds for grants that may be utilized by Gulf Coast Center for the bus stop infrastructure improvements.

Regional Hike and Bike Trails Plan

Although there are currently very limited facilities dedicated to non-motorized travel modes, there is a growing demand for walking, jogging and bicycling trails. In 2010, the Houston-Galveston Area Council created a Regional Hike and Bike Trails Plan that included the City of Dickinson and a proposed future Bike Lane was identified for SH 3 as reflected in Figure 6.3 below.

Figure 6.3 Regional Hike and Bike Trails Plan (H-GAC, 2010)

responsible for constructing and, or improving that portion of all roadways within or adjacent to their development, regardless of functional classification.

It is important to recognize that the alignments shown for proposed facilities represent desired corridors and are merely illustrative. The approximate alignments and right-of-way requirements for planned thoroughfares shown on the Plan should be considered in platting of subdivisions, right-of-way dedication and construction of major roadways.

A number of elements must be considered in the process of developing a Thoroughfare Plan, including the Future Land Use Plan, travel demands, traffic and pedestrian movement and access requirements, and existing physical constraints to roadway construction. Moreover, special efforts will be required in the thoroughfare planning process to ensure that the integrity of residential neighborhoods are protected from unwanted and undesired vehicular traffic.

Existing Functional Classifications

Streets in a community are categorized according to their function. In regard to motorized vehicles, streets have two major characteristics — they serve to provide mobility and to provide a path for motorists to access businesses, homes, schools and other destinations. In a Thoroughfare Plan, roadways are assigned a functional classification, which is a system used to categorize roadways based on a hierarchy that identifies its function as it relates to its posted speed limits, its Annual Average Daily Traffic (“AADT”) and how many lanes it has.

Some streets, such as freeways and arterials, are designed with mobility in mind, and have limited access to decrease congestion and maximize mobility. Other streets, such as local streets, are designed with access in mind. Street classification can help property developers identify what type of traffic they can expect in the near or long term future. A clear and concise street classification system provides order and comprehension of how the roads are planned to function within an area.

Dickinson does not currently have a functional classification system for its thoroughfares, and the functional classifications of Dickinson established by TxDOT and Houston-Galveston Area Council (“H-GAC”) are inconsistent. Consequently, this Transportation Chapter classifies Dickinson’s roads and streets using a traditional roadway classification approach.

Dickinson’s Functional Road Classifications

The functional classification of streets provides for the circulation of traffic in a hierarchy of movement from one classification to the next. Functional road classes can be subdivided further into major and minor designations to further detail their role in the community. Dickinson’s Road Classification Plan is graphically represented in Figure 6.4.

- Highway/Freeway: Permits movement for all sizes of vehicles (motor bike, private cars, buses and trucks) with posted speed limits above 50 MPH. It has limited access to other streets and guides traffic toward cities or towns through bridges or tunnels. This class does not have sidewalks or bike lanes.
- Major Arterial: Provide traffic movement through and between different areas within the city and access to adjacent land uses. Access is more controllable because driveway spacing requirements are much greater and, if safety dictates, overall access can be limited to specific turning movements.
- Minor Arterial: Provide service for trips of moderate length, serve geographic areas that are smaller than their higher Arterial counterparts and offer connection of lower functional classifications and major Arterials.
- Collector: These streets are intended to balance traffic between arterial streets and local streets. Collector streets tend to carry a high volume of traffic over shorter distances, providing access and movement between neighborhoods, parks, schools, retail areas and the arterial street system
- Local Streets: Provide access adjoining properties by collecting the traffic from surrounding areas and distributing it to adjoining collectors or arterial streets.

The use of a traditional classification will help Dickinson understand the general nature of the existing roadways within the city limits.

**Figure 6.4 Dickinson Road Classification Plan
[TO BE INCLUDED]**

Implementation of the Future Thoroughfare Plan

Implementation of future thoroughfare system improvements occurs over many years and builds towards the ultimate thoroughfare system shown in the Future Thoroughfare Plan. The fact that a planned thoroughfare is shown in the Future Thoroughfare Plan does not represent a commitment to a specific timeframe for construction, nor that the City of Dickinson will build the roadway improvement.

The City of Dickinson, Dickinson Management District #1, Dickinson Economic Development Corporation, Galveston County Water Control & Improvement District #1, Galveston County, and Texas Department of Transportation, as well as private developers and land owners, can utilize the Future Thoroughfare Plan in making decisions relating to the planning, coordination and programming of future development and transportation improvements. By identifying future thoroughfare locations where right-of-way is needed, land owners and developers can consider the roadways in their subdivision planning, dedication of public right-of-way and provision of

setbacks for new buildings, utility lines, and other improvements located along the rights-of-way for existing and planned thoroughfares.

The Thoroughfare Plan will have long reaching effects on the growth and development in the Dickinson area since it guides the reservation of rights-of-way needed for future thoroughfare improvements. While other elements of the Comprehensive Plan look at foreseeable changes and needs over a 20-year period, thoroughfare planning requires an even longer-range perspective extending into the very long-term future. Future changes in transportation technology, cost structure, service demands for the transportation system and resulting long-term shifts in urban growth and development patterns require a farsighted and visionary approach to thoroughfare planning decisions.

**Figure 6.5 Future Thoroughfare Plan
[TO BE INCLUDED]**

Community Wayfinding Systems

In addition to pedestrian and transit systems, there is a need for the development of a community wayfinding system. A community wayfinding system is a coordinated and continuous system of signs, lighting fixtures, architectural style throughout a City that direct tourists and other road users to key civic, cultural, visitor, recreational attractions, and other destinations within a city or a local urbanized or downtown area.³ Community wayfinding systems help to establish a sense of place and direction for pedestrians and motorists, as well as attract and retain potential shoppers to a specific area within a city.

Recommendations for developing a community wayfinding system can be found in the Assessment Findings and Suggestions Report prepared by Roger Brooks International in 2015.

Goals, Objectives, and Action Items

Goal 8.1 Improve citywide mobility to accommodate present and future transportation needs

Objective 8.1.1 Ensure adequate connectivity and access throughout the city.

Action 8.1.1.1 Construct a new one-way thoroughfare from Sunset Drive south to Deats Road between Interstate 45 and the Frostwood Subdivision to provide for traffic to proceed south from Sunset Drive to Deats Road without having to travel through the Frostwood Subdivision.

Action 8.1.1.2 Extend Water Street/Medical Park Drive south across Dickinson Bayou to provide connectivity from the southbound feeder road of Interstate 45 to FM 517.

Action 8.1.1.3 Extend Hughes Lane north to Cross Colony Drive in League City, Texas to provide additional connectivity from FM 517 north.

Action 8.1.1.4 Develop a Master Sign Plan for the City that includes wayfinding signage and promotes easy navigation throughout the City.

Action 8.1.1.5 Identify funding and implement the Master Sign Plan throughout the City using a consistent look.

Objective 8.1.2 Reduce traffic congestion, improve safety of traveling public, and increase level of service in main traffic corridors.

Action 8.1.2.1 Eliminate a large portion of the continuous turn lanes through construction of raised medians from FM 646 to Spruce Street on FM 517 as recommended by the AMP.

Action 8.1.2.2 As TxDOT implements construction on the additional lanes for FM 517, encourage increasing the width of the raised medians and the addition of continuous sidewalks to increase pedestrian mobility as recommended by the AMP.

Action 8.1.2.3 Work with business owners to eliminate curb cuts to reduce the amount of entry and exit points on major roadways to decrease motor vehicle conflict points as recommended by the AMP.

Action 8.1.2.4 Coordinate with TxDOT to provide possible new traffic signal installation and provide adequate signal timing for motorists to enter businesses across high traffic volume intersections as recommended in the AMP.

Action 8.1.2.5 Work with TxDOT to update traffic signals throughout the City to pole and mast arm as roadway improvements are completed as recommended in the AMP.

Action 8.1.2.6 Work with TxDOT to improve traffic light signalization at the I-45 and FM 517 intersection.

Goal 8.2 Increase opportunities for multi-modal connectivity throughout the City and region

Objective 8.2.1 Promote citywide pedestrian mobility and livability.

Action 8.2.1.1 Expand the sidewalk inventory contained in the PTMP to capture data throughout the City.

Action 8.2.1.2. Develop a plan for constructing and maintaining sidewalk infrastructure, ADA ramps, and crosswalk infrastructure throughout the City to ensure pedestrian mobility is promoted City-wide.

Action 8.2.1.3 Target funding sources and submit grant applications for pedestrian improvements.

Action 8.2.1.4 Initiate a ranking process utilizing Pedestrian Level of Service (PLOS) demonstration data as outlined in the Dickinson Park & Ride and Pedestrian/Transit Master Plan to select which sidewalk segments to submit to the Federal Transit Administration (FTA) for inclusion within a capital grant application.

Action 8.2.1.5 Utilize Letter of No Prejudice as basis to expend City funds towards pedestrian improvements that improve sidewalk infrastructure along SH 3 and FM 517, as identified in the Dickinson Park & Ride and Pedestrian/Transit Master Plan.

Action 8.2.1.6 Develop citywide wayfinding system and implement the signage program to direct vehicular and pedestrian traffic.

Action 8.2.1.7 Preserve existing green spaces and implement gateway beautification treatments along corridors on current and new developed properties.

Objective 8.2.2 Enhance regional mobility and connectivity options through public transportation.

Action 8.2.2.1. Continue to actively participate in the Galveston County Transit District.

Action 8.2.2.2 Identify funding for development of a potential park and ride facility as the inter-modal stops for Houston Metro, Gator Run buses, and future commuter rail services and as provided in the PTMP.

Action 8.2.2.3 Work with the Gulf Coast Center and the Goodman Corporation to implement a 5-year plan for bus stop improvements for the Gator Run System.

Action 8.2.2.4 Continually reevaluate bus stops utilized by the Gator Run System with the Gulf Coast Center and the Goodman Corporation.

Action 8.2.2.5 Continue to actively participate in the Transportation Policy Council through the Houston-Galveston Area Council and request inclusion in the Galveston Corridor Planning Efforts as appropriate.

Action 8.2.2.6 Encourage connectivity between Connect Transit and Houston Metro through the Galveston County Transit District and the Gulf Coast Center.

¹ Kimley-Horn & Associates, I., CJ Hensch & Associates, I., AIA Engineers, Ltd., & Knudson, LP. (2013). *FM 517 and SH 3 Access Management Plan*. City of League City & Dickinson: H-GAC, TxDOT, City of Dickinson, City of League City & Connect Transit. pp.1-4

² The Goodman Corporation. (2013). *The City of Dickinson Park & Ride and Pedestrian/Transit Access Master Plan*. The City of Dickinson & Gulf Coast Center: the Goodman Corporation. p.ES-1.

³ FHWA. (2009). 2009 Edition Chapter 2D. Guide Signs—Conventional Roads. (U.S. Department of Transportation Federal Highway Administration) Retrieved from Manual on Uniform Traffic Control Devices (MUTCD): <http://mutcd.fhwa.dot.gov/htm/2009/part2/part2d.htm>

**Dickinson City Council
Agenda Item Data Sheet**

MEETING DATE February 23, 2016

TOPIC:	Discussion and Direction Concerning Possible Revisions To Proposed Masonry Regulations To Be Contained In Section 18-70, Building Design Standards, Of Chapter 18, Zoning, Of The Code Of Ordinances
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BACKGROUND:	Over the last year and a half, the City Council has discussed and reached consensus on different possible revisions to the masonry regulations contained in Section 18-70, Building Design Standards, of Chapter 18, Zoning, of the Code of Ordinances. During the Council's last discussion of the proposed regulations on April 14, 2015, staff was directed to include the following additional revisions:
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Section 18-70 (A)(1):

- Language is changed from "total exterior walls" to "total exterior wall area".
- The last sentence was added as a recommendation from K Hovnanian Home Builders at the April 14, 2015 Meeting, it reads "The entire 1st floor of a structure shall be constructed of one hundred percent (100%) approved masonry materials."

Section 18-70(A)(4): This section was removed because garages are considered accessory buildings/structures and are covered under Sections 18-49, 18-50, and 18-51 pertaining to Rural Residential, Conventional Residential, and Small Lot Residential zoning districts, respectively.

Section 18-70 (A)(5): This section was removed because carports are considered accessory buildings/structures and are covered under Sections 18-49, 18-50, and 18-51 pertaining to Rural Residential, Conventional Residential, and Small Lot Residential zoning districts, respectively.

Section 18-70 (A)(6): This section was removed since the regulation of screening around the foundation of homes is contained in Sections 18-49, 18-50, and 18-51 pertaining to Rural Residential, Conventional Residential, and Small Lot Residential zoning districts, respectively.

Section 18-70 (B)(1): Language is change from "total exterior walls" to "total exterior wall area".

ACTIONS TAKEN

APPROVAL <input type="checkbox"/> YES <input type="checkbox"/> NO	READINGS PASSED <input type="checkbox"/> 1 st <input type="checkbox"/> 2 nd <input type="checkbox"/> 3 rd	OTHER
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**Dickinson City Council
Agenda Item Data Sheet**

RECOMMENDATION: Staff requests further direction from the Council regarding possible revisions to the City's masonry regulations contained in Section 18-70, Building Design Standards, of Chapter 18, Zoning, of the Code of Ordinances.

ATTACHMENTS:

- Redlined version of changes revising Section 18-70 (adopting new masonry requirements) based on changes from April 14, 2015 Council meeting

FUNDING ISSUES

Not applicable
 Not budgeted
 Full Amount already budgeted.
 Funds to be transferred from Acct.# - -

SUBMITTING STAFF MEMBER	CITY ADMINISTRATOR APPROVAL
Julie M. Robinson, City Administrator	



ACTIONS TAKEN		
APPROVAL <input type="checkbox"/> YES <input type="checkbox"/> NO	READINGS PASSED <input type="checkbox"/> 1 st <input type="checkbox"/> 2 nd <input type="checkbox"/> 3 rd	OTHER

ORDINANCE NUMBER XXX-20165

AN ORDINANCE OF THE CITY OF DICKINSON, TEXAS, AMENDING SECTION 18-11, DEFINITIONS OF TERMS AND PHRASES, OF ARTICLE II, DEFINITIONS, OF CHAPTER 18, ZONING, OF THE CODE OF ORDINANCES OF THE CITY OF DICKINSON, TEXAS, TO ADD DEFINITIONS FOR “BRICK,” “CINDER BLOCK,” “DECORATIVE CONCRETE MASONRY UNIT,” “EXTERIOR INSULATION AND FINISH SYSTEM (EIFS),” “MASONRY MATERIALS,” AND “STUCCO”; REPEALING SECTION 18-70, BUILDING DESIGN STANDARDS, OF ARTICLE VI, SUPPLEMENTAL REGULATIONS, OF CHAPTER 18, ZONING, OF THE CODE OF ORDINANCES; ADOPTING A NEW SECTION 18-70, BUILDING DESIGN STANDARDS, TO ESTABLISH MINIMUM MASONRY AND EXTERIOR VENEER STANDARDS IN BOTH RESIDENTIAL AND NON-RESIDENTIAL ZONING DISTRICTS; PROVIDING FOR THE INCORPORATION OF PREAMBLE; PROVIDING A PENALTY OF AN AMOUNT NOT TO EXCEED \$2,000 FOR EACH DAY OF VIOLATION HEREOF; AND PROVIDING A REPEALER CLAUSE, A SAVINGS CLAUSE, A SEVERABILITY CLAUSE AND AN EFFECTIVE DATE.

WHEREAS, the City Council finds that it is in the best interest of the health, safety, and welfare of the citizens of the City of Dickinson to require minimum building design standards for Masonry Materials and Exterior Finish and Insulation Systems (EFIS) ; and

WHEREAS, the City Council is of the opinion and finds that the regulations contained in this Ordinance are in the best interest of the health, safety, and welfare of the Citizens;

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF DICKINSON, TEXAS, THAT:

Section 1. The facts and matters set forth in the preamble of this Ordinance are hereby found to be true and correct.

Section 2. Section 18-11, Definitions, of Article II, Definitions, of Chapter 18, Zoning, of the Code of Ordinances of the City of Dickinson, Texas, is hereby amended by the addition of the following definitions of “Brick,” “Cinder Block,” “Decorative Concrete Masonry Unit,” “Exterior Insulation and Finish Systems (EIFS),” “Masonry Materials,” and “Stucco”:

“**Brick** means hard-fired (kiln fired) clay or shale material that meets the latest version of ASTM standard C216, Standard Specification for Facing Brick (Solid Masonry Unit Made of Clay or Shale), is Severe Weather (SW) grade, that is made of or covered with masonry, flat panel concealed fastener metal systems.”

“**Cinder block**” means a lightweight building brick, usually not solid, made of concrete and small cinders.”

“**Decorative concrete masonry unit** shall mean highly texture finish, such as split face, indented, hammered, fluted, ribbed, or similar architecture finish; coloration shall be integral to the Masonry Materials and shall not be painted.”

“**Exterior Insulation and Finish System (EIFS)** means a non-load bearing, exterior wall cladding system that consists of an insulation board attached either adhesively or mechanically, or both, to the substrate; an integrally reinforced base coat; and a textured protective finish coat.”

“**Masonry Materials** shall mean and include that form of construction defined below and composed of brick, stone, concrete block or tile, pre-cast concrete panels, decorative concrete masonry unit, stucco, rock or other materials of equal characteristics laid up unit upon unit set and bonded to one another in mortar. It shall not include cinder block.”

“**Stucco** means a durable finish for exterior walls usually composed of cement, sand and lime and applied while wet.”

Section 3. Section 18-70, Building Design Standards, of Article VI, Supplemental Regulations, of Chapter 18, Zoning, of the Code of Ordinances of the City of Dickinson, Texas, is hereby repealed.

Section 4. A new Section 18-70, Building Design Standards, of Article VI, Supplemental Regulations, of Chapter 18, Zoning, of the Code of Ordinances of the City of Dickinson, Texas, is hereby adopted and shall read as follows:

“Sec. 18-70. Building Design Standards.

A. Residential Design Standards

Criteria to be used in designing and constructing single-family residential and multi-family residential structures in residential zoning districts (RR, CR, SR, HR, and MH), including accessory structures and structures associated with those uses allowed by a specific use permit within residential zoning districts (RR, CR, SR, HR and MH):

- (1) Single Family – A minimum of seventy-five percent (75%) of the total exterior walls area above grade level, excluding doors and windows, shall be constructed of Brick, stone, or a combination of such materials, or other Masonry Materials as defined herein. The entire 1st floor of a structure shall be constructed of one hundred percent (100%) approved masonry materials.

(2) Multi-family – For all principal and accessory buildings located in a residential zoning district (RR, CR, SR, HR and MH), a minimum of seventy percent (70%) of the total exterior walls area, excluding doors and windows, shall be constructed of Brick, stone, or a combination of either materials or other Masonry Materials as defined herein.

(3) Manufactured homes are exempt from the above construction requirements.

~~(4) Garages. As required in the Zoning Ordinance, garages that are required for residential structures, regardless of whether attached or detached, shall meet the required percentage of brick, stone, or a combination of such materials, or other Masonry Materials as defined herein as the residential structure and shall be compatible in appearance with the main residential structure.~~

~~Exception: Where a single family residential structure existed prior to the adoption of this Section, any subsequent garage added to the site may be constructed with a compatible type and percentage of exterior cladding used on the primary single family residential structure.~~

~~(5)(4) Carports constructed entirely out of metal are not permitted. Carports shall be compatible in design and material with the main residential structure.~~

~~(6)(5) Screening. For residential structures that are required by the Zoning Ordinance to have permanent screening around its perimeter to screen from view openings in the foundation (e.g., pier and beams), the screening shall be constructed of Brick, stone, a combination of both, or other Masonry Materials as defined herein and shall allow for adequate ventilation and drainage. For residential structures that are elevated eight feet (8') or more, any screening below the foundation shall be exempt from the requirements of this Subsection.~~

~~(7)(6) These provisions apply to all new development and building enlargements, alterations, or extensions that are greater than fifty (50) percent of the gross floor area.~~

B. Non-Residential design standards

Criteria to be used in designing and constructing non-residential structures in non-residential zoning districts (NC, GC, and GI), including accessory structures and structures associated with those uses allowed by a specific use permit within non-residential zoning districts (NC, GC and GI):

(1) All non-residential structures shall have a minimum of eighty percent (80%) of the total exterior walls area, excluding doors and windows, constructed of Brick, stone, or a combination of such materials, or other Masonry Materials as defined herein.

- (2) Additionally all non-residential buildings shall have a minimum of eighty percent (80%) of any building front and side facades that are facing public street right-of-way or a residential zoning district, constructed of Brick, stone, or a combination of such materials, or other Masonry Materials as defined herein.
- (3) EIFS shall generally be used as accent material for window head, sill or cornices around a structure. EIFS shall not be permitted as a primary building material. EIFS shall only be permitted above the first eight feet (8') of elevation.
- (4) Each building elevation shall provide architectural features such as columns, reveals and articulations to break up long front facades exceeding fifty (50) feet in length.
- (5) Additional landscaping shall be placed along the side or end of the building, more than seventy-five (75) feet in length, which is perpendicular to a public street right-of-way. The landscaping shall be planted in such a manner as to "break up" a long expanse of a side or end wall.
- (6) These provisions apply to all new development and building enlargements, alterations, or extensions that are greater than fifty (50) percent of the gross floor area. Additionally these provisions do not apply to those requirements previously adopted and established in Section 18-131 through Section 18-224 describing the Highway 3 Overlay District.

C. Variances

- (1) Section 18-34 of the Code of Ordinances references the process and reasons for granting a variance. All variance requests will be heard by the Board of Adjustments.
- (2) In addition to the reasons in Section 18-34, architectural variances may be considered for, but are not limited to, Queen Anne, Victorian, English Tudor, Italian Villa, or Log designs."

Section 5. All provisions of the ordinances of the City of Dickinson in conflict with the provisions of this Ordinance are hereby repealed, and all other provisions of the Ordinances of the City of Dickinson not in conflict with the provisions of this Ordinance shall remain in full force and effect.

Section 6. The repeal of any ordinance or part of ordinances effectuated by the enactment of this Ordinance shall not be construed as abandoning any action now pending under or by virtue of such ordinance or as discontinuing, abating, modifying or altering any penalty accruing or to accrue, or as affecting any rights of the municipality

under any section or provisions of any ordinance at the time of passage of this Ordinance.

Section 7.

Any person who shall intentionally, knowingly, recklessly, or with criminal negligence violate any provision of this Ordinance shall be deemed guilty of a misdemeanor and, upon conviction, shall be subject to a fine in an amount not to exceed \$2,000.00. Each day a violation continues shall constitute a separate offense.

Section 8. In the event any clause, phrase, provision, sentence, or part of this Ordinance or the application of the same to any person or circumstance shall for any reason be adjudged invalid or held unconstitutional by a court of competent jurisdiction, it shall not affect, impair, or invalidate this Ordinance as a whole or any part or provision hereof other than the part declared to be invalid or unconstitutional; and the City Council of the City of Dickinson, Texas, declares that it would have passed each and every part of the same notwithstanding the omission of any such part thus declared to be invalid or unconstitutional, whether there be one or more parts.

Section 9. This Ordinance shall become effective upon final reading and adoption of this Ordinance, in accordance with law.

DULY PASSED AND APPROVED on first reading this the ____ day of _____, 20165.

DULY PASSED AND APPROVED on second reading this ____ day of _____, 20165.

DULY PASSED, APPROVED, AND ADOPTED on third and final reading this ____ day of _____, 20165.

Julie Masters, Mayor
City of Dickinson, Texas

ATTEST:

Carolyn E. Anderson, City Secretary
City of Dickinson, Texas

APPROVED AS TO FORM AND CONTENT:

| ~~Donna L. Johnson~~[David Olson](#), City Attorney
City of Dickinson, Texas

DRAFT

ADJOURN

TIME: _____

MOTION: _____

SECOND: _____

VOTE _____