

Policy No. _____
Adopted _____
Effective _____

RESOLUTION NO. 17-20

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SUGAR LAND, TEXAS, ADOPTING A STREETSCAPE POLICY ESTABLISHING STANDARDS FOR THE BEAUTIFICATION, LIGHTING, LANDSCAPING, AND MAINTENANCE OF THE CITY'S RIGHTS-OF-WAY; REPEALING RESOLUTION NO. 12-14 AMENDING THE STREETSCAPE POLICY ADOPTED BY RESOLUTION NO. 11-30; AND REPEALING RESOLUTION NO. 11-30 ADOPTING A STREETSCAPE POLICY.

WHEREAS, the City Council wishes to adopt a policy that establishes standards for the beautification, lighting, landscaping, and maintenance of the City's rights-of-way; NOW, THEREFORE,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SUGAR LAND, TEXAS:

Section 1. That Resolution No. 12-14, amending the Streetscape Policy adopted by Resolution No. 11-30, is repealed.

Section 2. That Resolution No. 11-30 adopting a Streetscape Policy is repealed.

Section 3. That the City Council adopts the following Streetscape Policy establishing beautification, lighting, landscaping, and maintenance standards for the public rights-of-way:

City Council Policy

STREETSCAPE POLICY

PURPOSE

The purpose of this Streetscape Policy (Policy) is to establish uniform standards for the existing beautification, lighting, landscaping and maintenance of City rights-of-way (ROW). This policy also serves as a guide as the City's street network continues to grow to ensure minimum ROW standards for landscaping, street lighting, entryways, tree management, use, irrigation management, screening, traffic signals and poles, beautification, and maintenance. This policy does not govern over the City's ordinances or Development Code.

SCOPE

The appearance of the City's streetscapes has become a signature element for Sugar Land

residents, businesses, and visitors. In accordance with the City's Comprehensive Plan's goal of a Safe and Beautiful City, the City has worked on creating standards for the physical appearance of the streetscapes in Sugar Land. Since 2004, the City Council has adopted many related internal policies: Urban Beautification Policy, Tree Trimming Ordinance, Streetlight Banner and Flag Policy, Design Standards, Landscape Master Plans, and Public Landscape Water Cost Share Participation Program. All of these policies and programs impact the appearance and maintenance of the ROW.

This policy addresses existing conditions in the City's ROW and provides minimum standards for the City's maintenance and reimbursement of maintenance in the ROW. This policy does not discourage enhanced landscaping and maintenance by third parties in the ROW that exceeds these minimum standards, as long as the landscaping is done in accordance with the City's permitting process. This policy does not establish design standards for development.

This Streetscape Policy replaces the following policies:

1. Streetscape Policy adopted by Resolution No. 11-30; and
2. Streetscape Policy adopted by Resolution No. 12-14.

DEFINITIONS

Drainage Easement means an attachment to a property deed which states that access to part of the property is given to a third party, usually a municipality, for the purpose of maintaining drainage. The drainage easement may include a culvert or drain which feeds into a drainage system or the easement may simply state that runoff needs to be allowed to flow freely over an area of the property. The easement cannot be lifted from the deed unless there are special circumstances, and it will be associated with the deed even when it is transferred or sold.

Hardscape means structures and features such as walls, fences, paving, signs and site furnishings.

Visibility Triangle means an imaginary triangle located on a property at the corner of intersecting streets to provide an unobstructed view of cross-traffic. Refer to the City ordinance for specific measurements of various street types.

Xeriscape means a landscape design style incorporating principles of using efficient irrigation methods, drought tolerant plants, as well as appropriate use of mulches, decorative aggregates, and turf areas. When properly designed, this style will minimize overall maintenance and water consumption.

POLICY REQUIREMENTS

The City is the chief steward of the ROW and is responsible for maintaining all public infrastructure within the ROW. The ROW contains many utilities and system improvements. Coordination and standardization helps manage and protect the public investment located in the ROW. The following elements assist in defining the four roadway classifications:

Landscaping – This policy addresses existing conditions in the City's ROW and provides

minimum standards for the City's landscape maintenance and reimbursement of landscape maintenance in the ROW. This policy does not discourage enhanced landscaping that exceeds these minimum standards by third parties in the ROW. Each roadway classification – Imperial, Highway 6, Signature, and Classic –has unique levels of landscaping and maintenance.

Tree Trimming – The purpose of this portion of the policy is to provide guidance for maintenance contracts. All tree trimming efforts should conform to current City ordinances. Trees located in the City ROW represent an important aspect of the City streetscape. The City tree trimming efforts and inspection will occur based on the roadway's classification. This policy does not preclude POAs or HOAs from enhanced maintenance of trees that exceed the standards in this section.

Street Lighting – The installation of street lighting is mandatory along all streets within the City limits and the City's extraterritorial jurisdiction as defined by the City's Development Code and Design Standards. As replacement of grandfathered systems is needed, all systems must be replaced with CenterPoint's approved systems. For private lighting systems existing on the date of adoption of this Streetscape Policy, a policy for reimbursement is included in this policy.

The City will allow outside entities to request a change out from the standard lighting system. If approved, the requesting party is responsible for all costs associated with the planning, design, and construction of the new lighting facilities, including all costs associated with additional lights that may be required to keep lighting levels at the City's standards. The requesting party may apply for funding assistance under the City Council Policy "City Participation with Community-Based Organizations in Joint Capital Improvement Projects," adopted by Resolution No. 02-29-A. If the City's annual budget for replacement of CenterPoint lighting becomes available for residential change outs, the City may use it to help outside entities offset associated change out costs. Upon change out, the City is responsible for the operational and maintenance costs associated with the lighting system.

The City will use a portion of the annual number of street lights allotted to the City by CenterPoint to convert private lighting systems that are currently participating in the City's private lighting reimbursement program detailed herein. If a homeowner's association (HOA) or property owner's association (POA) decides to participate in the conversion program, an agreement will be necessary and will be based on the lighting standard selected by the association. However, the conversion program is subject to available funds and available street light allotment from CenterPoint.

Flags and Banners –The City has established a Streetlight Banner and Flag Policy, Policy No. PW-105 (Banner and Flag Policy). Banners are installed only to street light poles on Signature roadways as provided in the Banner and Flag Policy.

Traffic Signal Poles – Decorative (Black) Traffic Signal intersection poles will be the standard within the City limits. The specifications are located within the City Standard Specifications. Galvanized steel traffic signal intersection poles will be the standard within the Industrial Park. Existing galvanized steel intersection poles, not in the Industrial Park, will be included in the City's Capital Improvement Program based on its life expectancy. Life expectancy will be

determined by the date it was installed plus twenty (20) years as a minimum.

Hardscape - Hardscape elements include sidewalks, curb ramps, concrete pavers and other hardscape structures such as signs or neighborhood entry features.

Curb Ramps - Curb ramps must meet current accessibility standards. Truncated dome pavers are Standard and will be Pavestone “River Red” or similar.

Structures - The right-of-way should be kept clear of obstructions. A Freestanding Sign, wall, fence, neighborhood entry feature, or other permanent structure must not be placed or located within a public easement or public right-of-way unless the City gives its written consent to the encroachment through the issuance of a permit or Consent to Encroachment.

Star and Crown Columns can be used by the City to help motorists and residents identify the roadways and entryways of Sugar Land.

Concrete pavers —The City can install concrete pavers on median tips and back of curb for beautification and functionality. Stained or colored concrete may be installed in lieu of pavers where the distance between the backs of the curbs are inadequate to support landscaping. The stain color must match the standard paver color – “Antique Red”.

Water Conservation – Water conservation should be emphasized with all landscaping and irrigation projects through the use of plants that require minimal water usage (after plant establishment) and properly positioned and angled sprinklers. In order to conserve water, irrigation must not spray onto any hard surface. All ROW irrigation systems shall follow TCEQ standards, including having a licensed irrigation technician or licensed irrigator on-site when an irrigation system is installed, maintained, altered, repaired, or serviced.

All entities irrigating in City ROW must provide plans and drawings by a licensed irrigator to the City to ensure the new irrigation installations follow TCEQ regulations and City Design Standards. All plans must include and show the location of an automatic controller and sensors that prevent the operation of irrigation during rainfall or in freezing weather. All new automatically controlled irrigation systems must include sensors or other technology designed to inhibit or interrupt operation of the irrigation system during periods of moisture or rainfall. Repairs to existing automatic irrigation systems that require replacement of an existing controller must include a sensor or other technology designed to inhibit or interrupt operation of the irrigation system during periods of moisture or rainfall.

Screening – During a Capital Improvement Project, it may be necessary to include screening as part of the project if residential areas are impacted. The impact shall be defined by the engineering consultant during design, who shall also provide a final recommendation to mitigate the impact. This recommendation must be approved by the City Council. This can be addressed by Hardscape or Vegetation or a combination of both. The following standards shall apply to screen or buffer materials:

Hardscape - The City minimum standard appearance for hardscape in a City-constructed

project shall be precast concrete panel walls or “Rock Style”. The panels shall be dark brown in color (Sherwin Williams 6089 or approved equal) and the fence posts shall be crème/beige/off-white (or approved equal). The height of the wall shall be a maximum of eight (8) feet unless otherwise determined by the design consultant and approved by the City Council.

If the HOA, POA, developer, property owner(s) or other entity desires to modify the hardscape standard, the City may elect to pay the cost of the standard hardscape if the HOA, POA, developer, property owner(s), or other entity agrees to build the wall. The wall shall be designed and constructed according to a recommended height by the HOA’s, POA’s, developer’s, property owner’s, or other entity’s engineering consultant. The City shall have a right to review and approve the final design prior to construction of the wall. The wall shall be constructed on private property and not in public ROW.

Vegetation - Screening can lessen the visual intrusion that may otherwise occur within an urbanized area. Even minimal screening can provide an impression of separation of spaces, and more extensive screening can shield one use from the visual impact of an adjacent use. New plant materials shall consist of a combination of deciduous, evergreen, and ornamental trees and shrubs at a density that, at maturity, provides a year round screen and buffer of the subdivision from adjacent roadways and shall satisfy the height and size requirements of the City’s Development Code at installation.

Earthen Berms – Berms may be used in combination with hardscape or vegetative screening. They must be completely covered with turf or other vegetation and shall not exceed a three (3) to one (1) slope to allow for maintenance and mowing.

To distinguish among the various streetscape treatments along the City’s roadways, four roadway classifications are established to delineate the different landscape maintenance, street lighting, flag and banner, and traffic signal pole standards that are utilized. Those four classifications are Imperial, Highway 6, Signature, and Classic.

A. Imperial

This classification is designated for the streetscape treatments of areas directly adjacent to interstate and state highways. Ultimately designed for harsh conditions, these areas provide a dramatic green aesthetic to an area where high volumes of traffic travel at higher speeds. These roadways are U.S. Highway 59, U.S. Highway 90A (from U.S. 59 to State Highway 6), and State Highway 99.

1. Landscaping for Imperial Roadways - Roadways designated as Imperial will include, but will not be limited to: turf, shade trees, ornamental trees, large shrub masses, climbing vines on walls, flowering plants for seasonal interest, ground cover plants, and ornamental grasses. Plants shall be selected for hardiness, low maintenance, and low water requirements. Planting beds and trees, but not turf, will be irrigated with drip line or spray heads. Landscaping must include necessary groundcover or storm water pollution control features to prevent erosion and sediment run-off during rain events, as required by City

ordinance. The City is responsible for design, construction, and maintenance of the landscaping and irrigation. All planting and irrigation design must conform to TxDOT standards and be approved by TxDOT prior to installation. This policy does not preclude an HOA or POA from enhanced landscaping and maintenance.

City maintenance will be performed at 44 cycles per year and will include mowing, trimming, and edging. Litter pick-up will be performed at 52 cycles per year. Additional contracted services will include weed control, insect control, disease control, fertilization, tree trimming, plant, and irrigation water monitoring and irrigation repair. The City irrigation system shall have remote access and central control.

2. Tree Trimming for Imperial Roadways - Roadways designated as Imperial have large sections of ROW and all plantings will be strategically placed so as to never interfere with the visibility triangle. Trees in this category will be monitored on an annual basis by City crews and inspected/trimmed on a routine basis by City contractors. This category will be inspected and trimmed, depending on need, in a five (5) year rotation.
3. Street Lighting for Imperial Roadways - The City owns private lighting systems located along the major highways in Sugar Land. These systems are maintained by the City and have been approved by the Texas Department of Transportation (TxDOT).
4. Water Conservation for Imperial Roadways - The Imperial irrigation system is controlled by software connected to a weather station. This system also provides the ability to monitor water usage, to automatically shut off irrigation in the event of rain, freeze or major leaks and breaks, and to ensure watering only occurs between the off-peak times. Imperial irrigation consists of drip line, bubblers, and limited pop-up sprays. Imperial irrigation is only used for bed and tree irrigation and does not include watering of turf. This policy does not preclude an HOA or POA from enhanced landscaping and maintenance that exceeds the standards in this section.

B. Highway 6

Since infrastructure features on State Highway 6 are a hybrid of both the Imperial and Signature categories, State Highway 6 has its own classification. This classification reflects the important role State Highway 6 plays as a major corridor for the City.

1. Landscaping for Highway 6 - The Highway 6 classification will include turf, shade trees, ornamental trees, minimal quantity of shrub and ground cover plantings primarily near intersections, and possible vines on sound walls. Landscaping must include necessary groundcover or storm water pollution control features to prevent erosion and sediment run-off during rain events, as required by City ordinance. The City or another entity, such as a developer, HOA, POA, or other entity, may be responsible for the design, construction, or maintenance. All planting and irrigation design must conform to TxDOT standards and be approved by TxDOT prior to installation. This policy does not preclude an HOA or POA from enhanced landscaping and maintenance.

City maintenance will be performed at 44 cycles annually and will include mowing, trimming, and edging. Litter pick-up will be performed at 52 cycles per year. Additional services will include weed control, tree trimming, plant pruning, fertilization, irrigation water monitoring, and irrigation repair. Irrigation of Highway 6 can include drip or spray irrigation of trees, shrubs, and turf as per City and State requirements. The irrigation system may have remote access and central control by the City, HOA, POA, or other entity.

This category includes a road with regularly-spaced lines of trees along the parkway or in the medians. Often trees will be missing in the tree line because of death of the tree from vehicle crashes, road or utilities repair, addition of turn lanes, or from disease or natural causes. Trees that are missing will be replaced if funding can be secured through insurance claims or contractor replacement as a result of roadway or utility maintenance and improvements.

2. Tree Trimming for Highway 6 - Highway 6 has large sections of ROW and all plantings will be strategically placed so as to never interfere with the visibility triangle. Trees on Highway 6 will be monitored on an annual basis by City crews and inspected/trimmed on a routine basis by City contractors. These sections will be inspected and trimmed, depending on need, in a three (3) year rotation.
3. Street Lighting for Highway 6 - The lighting along State Hwy 6 will be the black decorative street lights.
4. Water Conservation for Highway 6 - The Highway 6 classification includes the irrigation of areas owned or maintained by the City of Sugar Land, POAs, and HOAs. The sprinkler apparatuses include spray heads, pop ups, drip, and bubblers. This policy does not preclude an HOA or POA from enhanced landscaping and maintenance that exceeds the minimum standards.

C. Signature

The heavily travelled boulevard streets in the City have become Sugar Land's trademark. These streets make it easy to distinguish which neighborhoods are located within the City limits. Roadways in this classification typically have the following characteristics:

1. Classification as a major collector or arterial roadway as defined in the Major Thoroughfare Plan,
2. Connects to a State Highway or Freeway, or
3. Include a landscaped median dividing the roadway.

Signature roadways are:

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|-------------------|---|
| 1. Austin Parkway | 2. Greatwood Parkway from U.S. Highway 59 to Forest Woods |
| 3. Bay View Drive | 4. Jess Pirtle Blvd. |
| 5. Brooks St. | 6. Lexington Blvd. |

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|---|--|
| 7. Burney Rd. | 8. New Territory Blvd. from Wescott Ave to Jillian Ln. |
| 9. Commerce Green Blvd. | 10. Riverbrook Dr. from Greatwood Pkwy to Fielding Dr. |
| 11. Commonwealth Blvd. | 12. Sandhill Dr. from Jaymar Dr to Winston Ln |
| 13. Cunningham Creek Blvd. from US90A to Autumn Ridge Dr. | 14. Settlers Way Blvd. |
| 15. Dulles Avenue | 16. Sugar Creek Blvd. from U.S. Highway 59 to Country Club Blvd. |
| 17. Dairy Ashford Rd. | 18. Sansbury Blvd. |
| 19. Eldridge Rd. | 20. Sugar Lakes Blvd. |
| 21. Ellis Creek Blvd. | 22. Sweetwater Blvd. |
| 23. First Colony Blvd. | 24. University Blvd. |
| 25. Gateway Blvd. | 26. West Airport Blvd. |
| 27. Williams Trace Blvd. | 28. Stadium Dr from US90A to Oyster Creek |

As the City incorporates newly built roadways in the future, the City Council can amend this policy to add streets to this category and therefore allow them to be eligible for reimbursement.

1. Landscaping for Signature Roadways - Roadways designated as Signature will include turf, shade trees, ornamental trees, minimal quantity of shrub and ground cover plantings primarily near intersections, and possible vines on sound walls. Landscaping must include necessary groundcover or storm water pollution control features to prevent erosion and sediment run-off during rain events, as required by City ordinance. The City, or another entity, such as a developer, HOA, or POA, may design, construct, maintain, and irrigate at the Signature level.

Maintenance will be performed at 44 cycles annually and will include mowing, trimming, and edging. Litter pick-up will be performed at 52 cycles per year. Additional services will include weed control, tree trimming, fertilization, plant pruning, irrigation monitoring, and irrigation repair. Irrigation of Signature level roads may include drip or spray irrigation of trees, shrubs, and turf meeting City and State requirements. The irrigation system may have remote access and central control by the City. However, it is likely that the irrigation system is monitored and controlled by an HOA, POA, or other entity.

This category includes a number of roads with regularly spaced lines of trees along the parkway or in the medians. Often trees will be missing in the tree line because of death of the tree from vehicle crashes, road or utilities repair, addition of turn lanes, or disease or natural causes. Trees that are missing will be replaced if funding can be secured through insurance claims or contractor replacement as a result of roadway or utility maintenance and improvements.

2. Tree Trimming for Signature Roadways - Roadways designated as Signature utilize understory plantings and shrubs. Trees planted in these areas should not interfere with street lighting, pedestrian walkways, or the visibility triangle. Trees in this category will be monitored on an annual basis by City crews and inspected/trimmed on a routine basis.

This category will be inspected and trimmed, depending on need by City contractors or HOAs participating in the Landscape Cost Share Program.

3. Street Lighting for Signature Roadways - As the City constructs or improves Signature routes, the standard will be one of two standard lighting systems, approved by CenterPoint: a black decorative cobra head system or a black decorative lamppost system.
4. Flags and Banners for Signature Roadways - New street lights along Signature roadways will be installed at visible intersections according to the CenterPoint specifications and banners installed as set forth in the Banner and Flag Policy. The City's flag stands will be placed along Signature roadways according to the Banner and Flag Policy.
5. Water Conservation for Signature Roadways - The Signature classification includes the irrigation of areas owned or maintained by the City of Sugar Land, HOAs, POAs, and other entities. The sprinkler apparatuses include spray heads, pop ups, drip, and bubblers. This policy does not preclude an HOA or POA from enhanced landscaping and maintenance that exceeds the minimum standards.

The City will make available, through the Utility Fund, a water cost reimbursement program to HOAs purchasing potable water from the City to irrigate the City ROW. The reimbursement rate will be established by the City and will be based on drought tolerant materials utilizing smart controller technology. An HOA may use other materials; however, the reimbursement rate will be based only on drought tolerant materials.

In order to maximize water efficiency, the City will make available a CIP cost-share program to allow HOAs to change out plant materials in the Signature category to achieve improved water conservation. Additional mulch and rock treatments will also be considered.

D. Classic

The Classic category encompasses entryways into neighborhoods and esplanades along collector streets that are traditionally landscaped by the adjacent homeowner associations as an entry feature and amenity for subdivisions. It is also reserved for drainage easements maintained by the City.

1. Landscaping for Classic Roadways - Roadways designated as Classic may include shade trees and ornamental trees, with very minimal quantity of landscaping around signage or intersections. Irrigation systems may exist in the ROW but they belong to an entity other than the City. If the ROW is maintained by an HOA, POA, or other entity, it is solely at that entity's expense.

If the ROW is not maintained by another entity, maintenance may be performed by the City. The maintenance at the Classic level is 24 cycles per year and consists of mowing, trimming, and litter pick-up. This does not preclude an HOA or POA from enhanced landscaping and maintenance that exceeds the minimum standards.

2. Tree Trimming for Classic Roadways - Generally, streets designated as Classic have little existing tree inventory. Entryways typically utilize understory plantings and shrubs. Trees planted in these areas should not interfere with street lighting or the visibility triangle. Trees in these sections will be monitored on annual basis and trimmed as occasion may require.
3. Street Lighting for Classic Roadways - Two standard lighting systems, supplied by CenterPoint, are allowed in the ROW: a standard 30' cobra head system and a standard 12' non-cobra- lamppost system.
4. Water Conservation for Classic Roadways - The Classic category includes minimal to no irrigation. The majority of Classic ROW areas are only landscaped with turf and do not require irrigation. The areas that are irrigated are limited to HOA and POA property for small areas such as monuments or small decorative entrances to subdivisions.

LANDSCAPE REIMBURSEMENT PROGRAM

The intent of this program is to aid an HOA or Council-approved entity in the cost to maintain landscaping on City-owned ROW along Signature roadways, as defined in this policy. City Council may approve funding for a landscape reimbursement program as part of the City's budget.

The reimbursement rate will be determined on an annual basis during budget preparation and will be equal to the rate the City pays to maintain the City's right-of-way. This will be calculated by adding the total cost for the landscape beautification, tree trimming, irrigation repair, irrigation monitoring, and fertilizer/ant bait contracts divided by the total square footage of right-of-way the City is currently maintaining. The reimbursement amount will be based on the number of square feet of ROW maintained by the entity multiplied by the established City rate. Annual contracts will be established with individual HOAs or other Council-approved entities that identify the current rate and square footage to be maintained. The contract will allow for quarterly disbursement of the reimbursement based up completion of the maintenance and provided documentation of the completed work.

To be eligible to participate in or continue participating in a Council-approved landscape reimbursement program, the HOA or other Council-approved entity must restore or re-establish landscaping within a reasonable amount of time, but not to exceed 120 days of an unanticipated incident causing the need for replacement.

Participants in the City's landscape cost share program will comply with the City ROW Use Ordinance. Prior to commencement of construction by the City on Signature roadways, participating HOAs may be eligible for reasonable reimbursement of impacted landscape in the ROW. The City may approve a reimbursement agreement for the reinstallation of irrigation and landscape to meet the new configuration.

If landscape and irrigation improvements are initiated by a private entity, the entity must receive prior approval from the City for the improvements in the ROW. A permit from the City must be

issued for the improvements in order for the improvements to be eligible for reimbursement. Xeriscape treatment/installation will also be eligible for the cost share program.

STREETLIGHT REIMBURSEMENT PROGRAM

The City has previously provided prorated reimbursements to requesting organizations that own private lighting systems used to light the ROW. These systems and the associated reimbursements will be grandfathered under the following program:

1. The reimbursement will be for the operational cost of the equivalent number of 9,500 lumen standard cobra head streetlights necessary to properly light a street to the City's minimum requirements. The reimbursement rate is calculated based on the following criteria as outlined in electrical provider's tariff and current energy rate:

Single Luminaire Fixture Rate

(Monthly KWH x Rate Per KWH) + Monthly Rate Per Fixture

Double Luminaire Fixture Rate

2 x (Monthly KWH x Rate Per KWH) + 2 x Monthly Rate Per Fixture

2. The organization will be responsible for the maintenance and operation of the decorative lighting system within the ROW and must keep those lighting systems in good working order and aesthetic condition.
3. The organization will complete a minimum of one inspection per month of all street lighting to assure proper operation. All light outages identified via the inspection program or reported by others will be repaired within 72 hours after notification.
4. The organization will provide annual inspection of all lighting fixtures to evaluate the structural condition and the aesthetic appearance. The organization will take immediate action to correct any structural defects found as a result of this inspection. All work identified to maintain the aesthetics of the fixtures would be completed by the organization within the subsequent year. The results of this inspection will be sent to the Public Works Department.
5. The Public Works Department will strictly enforce the provisions within the program through random inspections to ensure compliance. If the organization does not comply with the terms and conditions of the program, the City may withhold a prorated portion of the reimbursement payment based on the time period the organization did not meet the terms and conditions of the program.
6. This policy will be administered via annual agreements between the City and the organizations. These agreements will continue for successive one-year terms unless either party terminates the agreement by giving the other written notice 120 days prior to the end

of the term. Additionally, all street lighting reimbursement agreements are subject to the annual appropriation of funding by the City Council.

APPROVED on _____, 2017

Joe R. Zimmerman, Mayor

ATTEST:

Glenda Gundermann, City Secretary

APPROVED AS TO FORM:

DAnn Shea Smith