

**AGENDA – WORKSHOP OF THE PLANNING AND ZONING COMMISSION OF THE CITY OF PEARLAND, TEXAS, TO BE HELD ON MONDAY, JUNE 17, 2013, AT 6:00 P.M., IN THE COUNCIL CHAMBERS, CITY HALL, 3519 LIBERTY DRIVE, PEARLAND, TEXAS.**

**I. CALL TO ORDER**

**II. PURPOSE OF THE WORKSHOP:**

**1. COMMISSION INPUT AND DISCUSSION: REGARDING THE PROPOSED UPDATE TO THE THOROUGHFARE PLAN.**

*Mr. Trent Epperson, Director of Engineering and Capital Projects.*

**III. ADJOURNMENT**

This site is accessible to disabled individuals. For special assistance, please call Young Lorfin at 281-652-1840 prior to the meeting so that appropriate arrangements can be made.

I, Debbie Cody, Administrative Clerk of the City of Pearland, Texas, do hereby certify that the foregoing agenda was posted in a place convenient to the general public at City Hall on the 14<sup>th</sup> day of June, 2013, A.D., at 5:30 p.m.

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Debbie Cody, Administrative Clerk

Agenda removed \_\_\_\_\_ day of June 2013.

**AGENDA REQUEST  
BUSINESS OF THE CITY COUNCIL  
CITY OF PEARLAND, TEXAS**

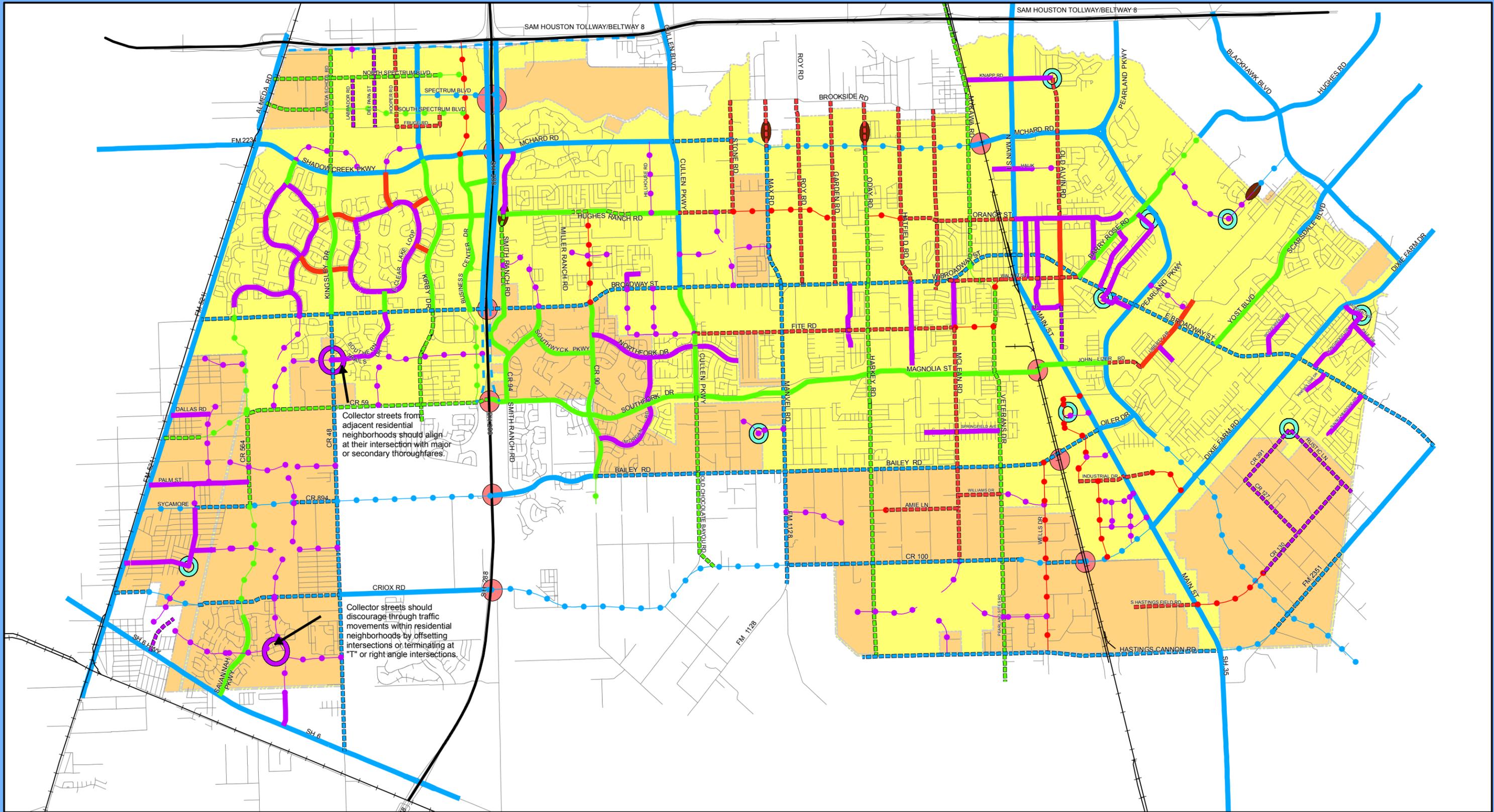
<b>AGENDA OF:</b> June 17th, 2013	<b>ITEM NO.:</b>
<b>DATE SUBMITTED:</b> June 11, 2013	<b>DEPARTMENT OF ORIGIN:</b> Projects
<b>PREPARED BY:</b> Trent Epperson	<b>PRESENTOR:</b> Andrea Broughton
<b>REVIEWED BY:</b> Trent Epperson	<b>REVIEW DATE:</b> June 11, 2013
<b>SUBJECT:</b> Proposed updates to the Thoroughfare Plan	
<b>EXHIBITS:</b> 1 – Thoroughfare Plan 2 – 01.28.13 Workshop Presentation – Dixie Farm Rd & Pearland Parkway Alignment Studies 3 – 11.12.12 Workshop Presentation – McHard Rd & Max Rd Alignment Studies	
<b>EXPENDITURE REQUIRED:</b> \$NA <b>AMOUNT AVAILABLE:</b> \$NA <b>ACCOUNT NO.:</b> NA	<b>AMOUNT BUDGETED:</b> \$NA <b>PROJECT NO.:</b> NA
<b>ADDITIONAL APPROPRIATION REQUIRED:</b> <b>ACCOUNT NO.:</b> <b>PROJECT NO.:</b>	
<b>To be completed by Department:</b> <input type="checkbox"/> Finance <input type="checkbox"/> Legal <input type="checkbox"/> Ordinance <input type="checkbox"/> Resolution	

**EXECUTIVE SUMMARY**

Council will be presented with proposed updates to the Thoroughfare Plan. The attached background information includes the current Thoroughfare Plan and two presentation to Council regarding multiple road alignment studies conducted in the past few years.

**RECOMMENDED ACTION**

Conduct the workshop.



Collector streets from adjacent residential neighborhoods should align at their intersection with major or secondary thoroughfares.

Collector streets should discourage through traffic movements within residential neighborhoods by offsetting intersections or terminating at "T" or right-angle intersections.

# City of Pearland Thoroughfare Plan

## 120' Minimum ROW

- Major Thoroughfares - Sufficient Width
- - - Major Thoroughfares - To Be Widened
- · - · - Major Thoroughfares - To Be Acquired
- - - - - Major Thoroughfares - Proposed Frontage Road

## 100' Minimum ROW

- Secondary Thoroughfares - Sufficient Width
- - - Secondary Thoroughfares - To Be Widened
- · - · - Secondary Thoroughfares - To Be Acquired

## 80' Minimum ROW

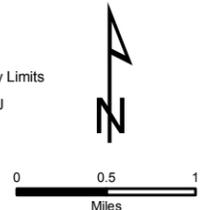
- Major Collector Streets - Sufficient Width
- - - Major Collector Streets - To Be Widened
- · - · - Major Collector Streets - To Be Acquired

## 60' Minimum ROW

- Minor Collector Streets - Sufficient Width
- - - Minor Collector Streets - To Be Widened
- · - · - Minor Collector Streets - To Be Acquired
- Freeway

- Proposed Grade Separation
- 15:1 R.O.W. Transition
- Collector Streets
- Street intersect at a right angle as part of a T or 4-way intersection

- City Limits
- ETJ



This product is for informational purposes and may not have been prepared for or be suitable for legal, engineering, or surveying purposes. It does not represent an on-the-ground survey and represents only the approximate relative location of property boundaries.  
 MAP PREPARED ON: JAN 2013 (GIS)  
 View online maps at [www.cityofpearland.com](http://www.cityofpearland.com)



# Pearland Parkway & Dixie Farm Road Alignment Studies

January 28, 2013



# Pearland Parkway & Dixie Farm Road Alignment Study

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- **Purpose:** Determine a definitive alignment, which is adopted into the Thoroughfare Plan and used for land acquisition and dedication via platting
- **Initial layouts consider:**
  - Existing fixed points
  - City Limits
  - Existing right-of-ways
  - Geometrics
- **The alignment is refined considering:**
  - Drainage
  - Existing structures
  - Acquisition factors
  - Environmental Issues
  - Other agency infrastructure



# Pearland Parkway Alignment Dixie Farm Road to FM2351

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- 120' right-of-way
- 4-lane boulevard with raised median
- 1.9 Miles
- One lane in each direction passable in 100-year storm
- Identify obstructions
  - Structures
  - Pipelines
  - Ditches or creek crossings
  - Significant floodplain or floodway issues
  - Equalize acquisition from both sides where practical



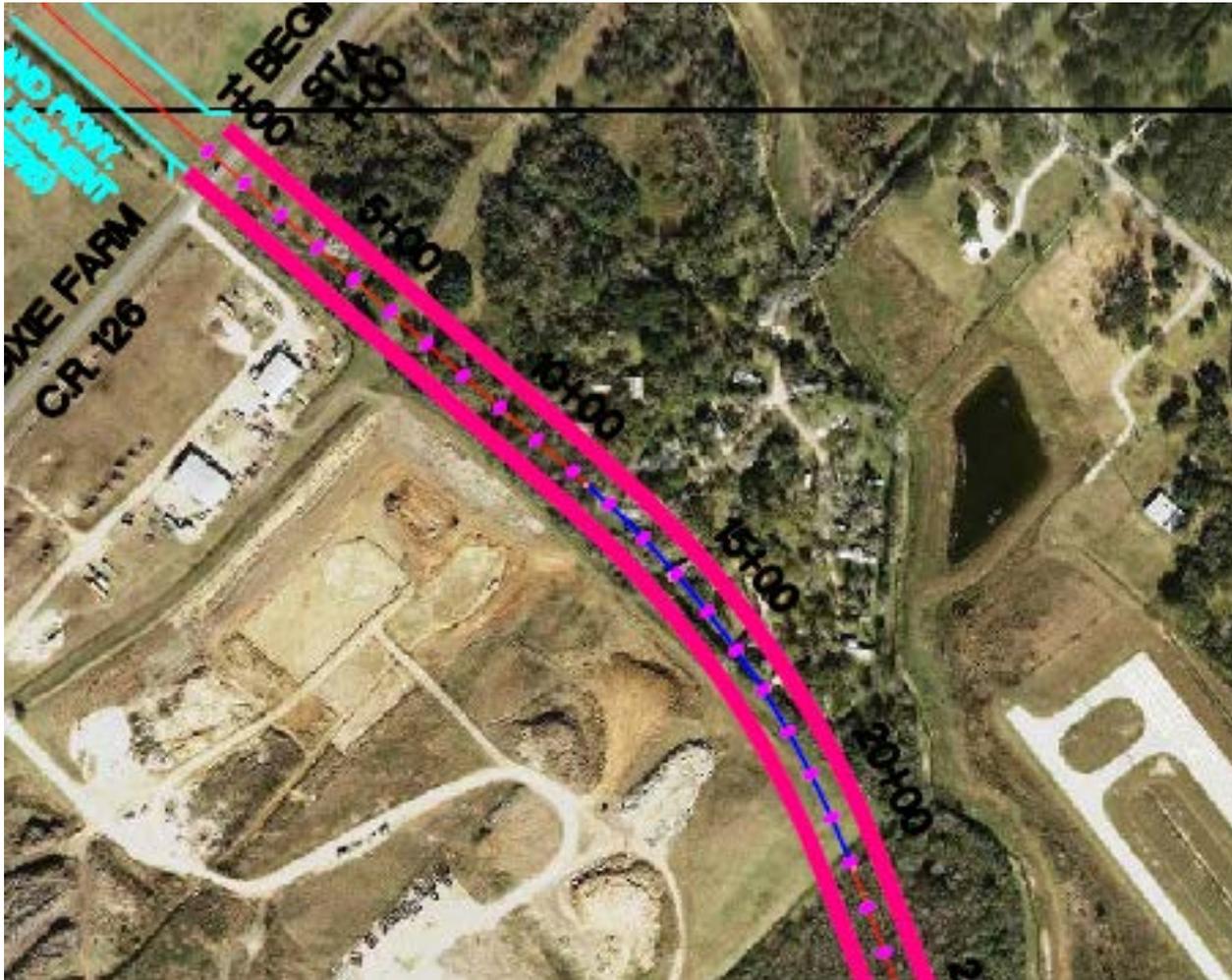
# Pearland Parkway Alignment Dixie Farm Road to FM2351





# Pearland Parkway Alignment DFR to Airport

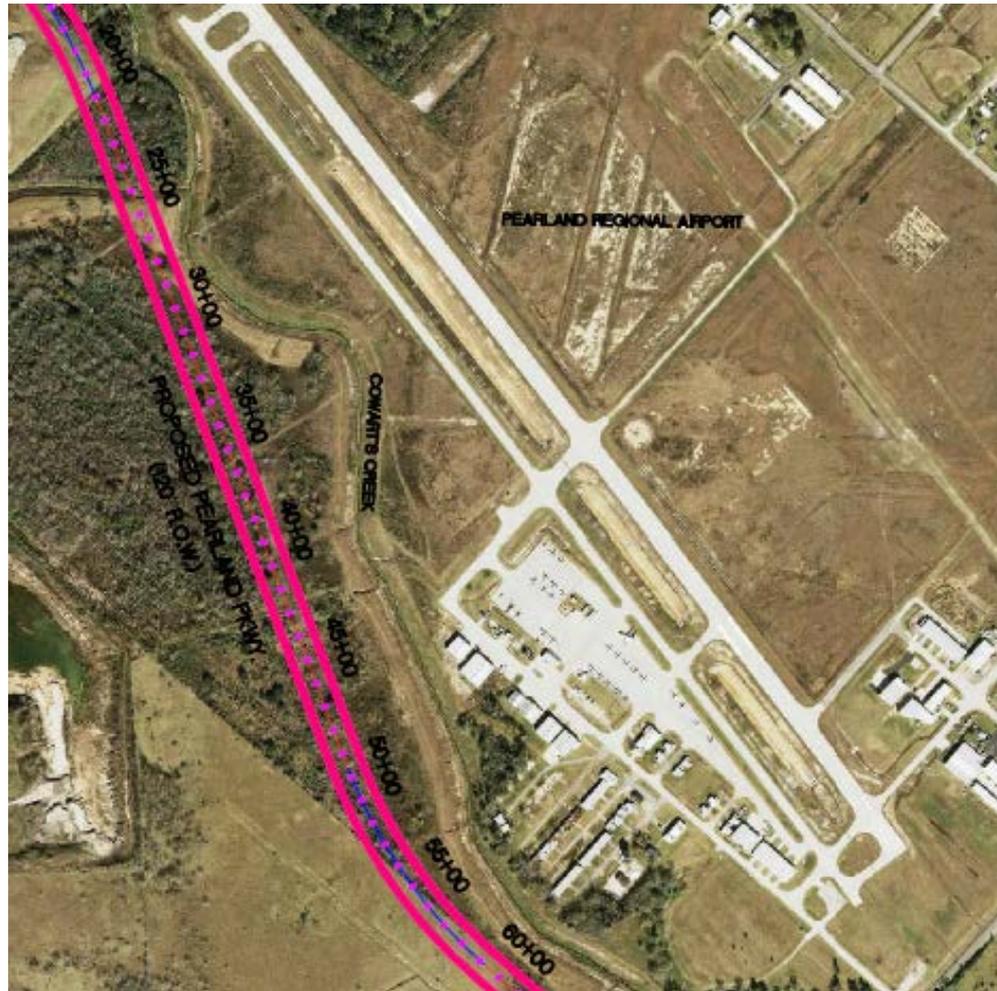
- 6 Parcels (4 owned by the City), 9 Structures





# Pearland Parkway Alignment Adjacent to Airport

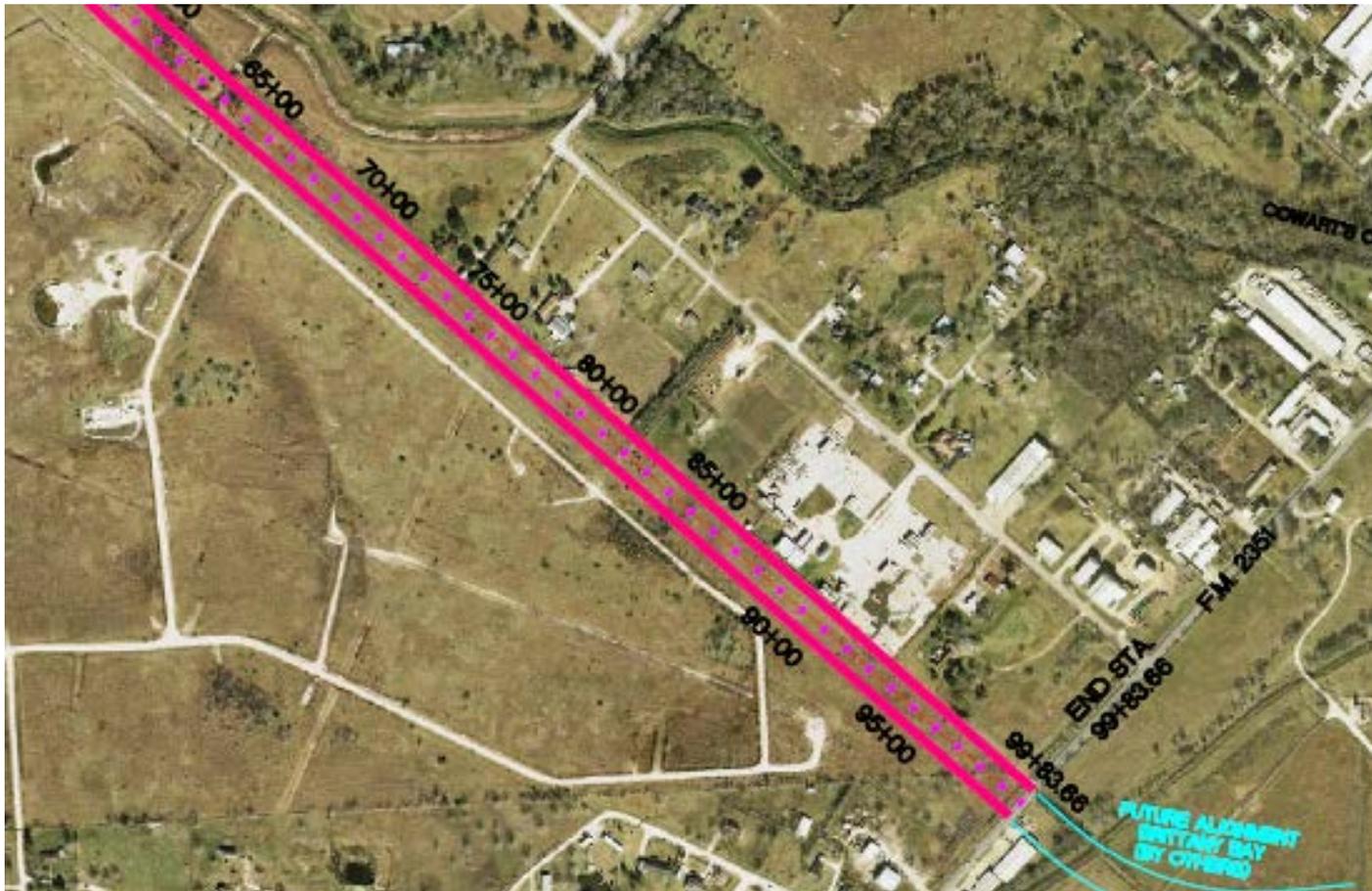
- 1 Parcels, 0 Structures, 1 Bridge, 2 Floodplain locations





# Pearland Parkway Alignment Airport to FM2351

- 3 Parcels, 0 Structures





# Pearland Parkway Alignment DFR to FM2351

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## Summary:

- Total Estimated Parcels: 6
- Total Estimated Structures: 9
- Total Potential Pipeline Relocations: 4
- Major Floodplain Areas: 2 (Cowarts Creek)

## Other Considerations:

- Hill Sand Landfill
- Pearland Regional Airport



# Dixie Farm Road Alignment Veterans to SH35

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- 120' right-of-way
- 4-lane boulevard with raised median
- 1.8 Miles
- One lane in each direction passable in 100-year storm
- Identify obstructions
  - Structures
  - Pipelines
  - Ditches or creek crossings
  - Significant floodplain or floodway issues
- Equalize acquisition from both sides where practical



# Dixie Farm Road Alignment Veterans Drive to SH35







# Dixie Farm Road Alignment Wells Drive to BNSF RR

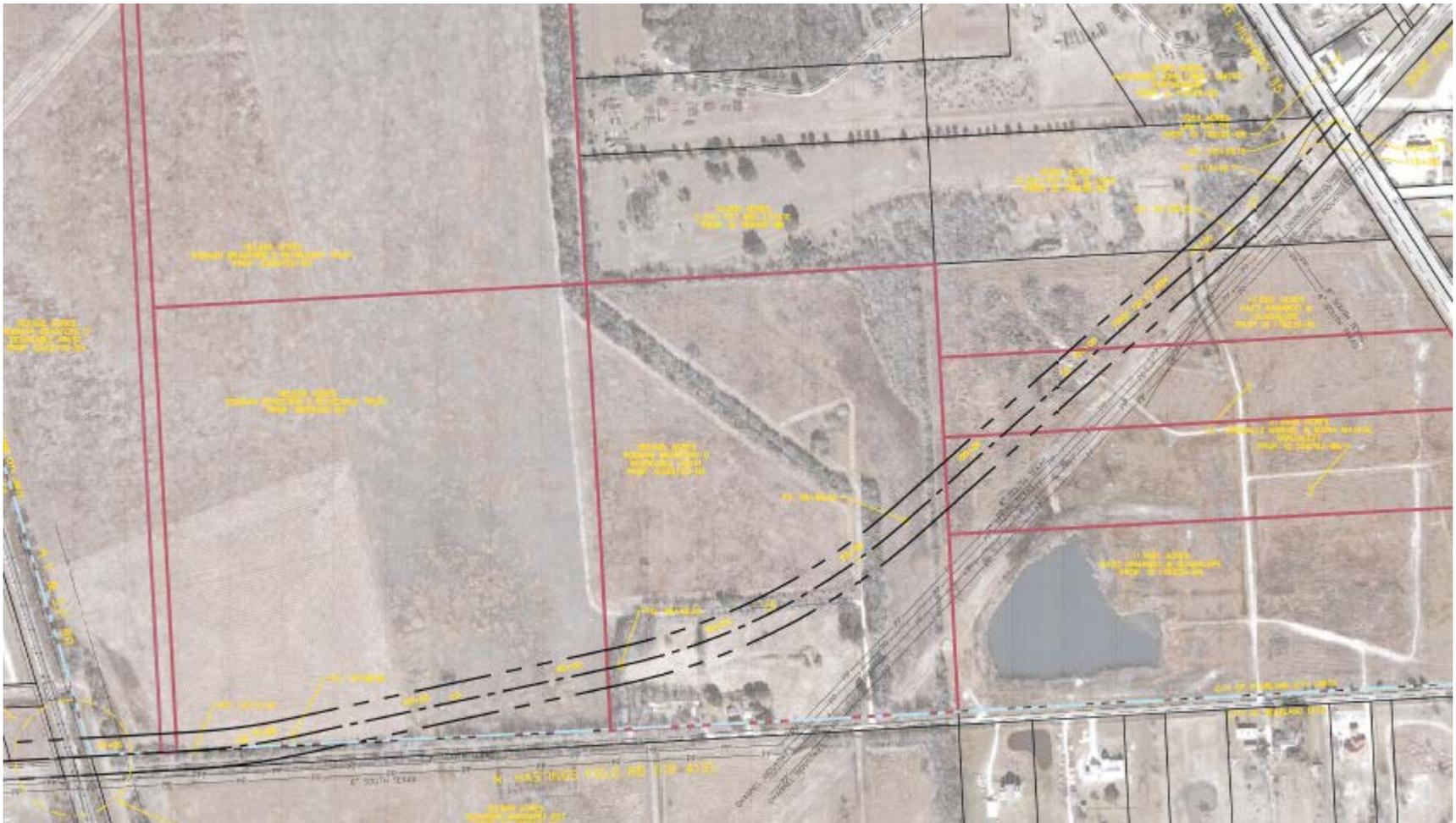
- 15 Parcels, 8 Structures, 8 Pipeline Crossings, 2 Pipelines Parallel, Houston Airpark, Railroad Crossing





# Dixie Farm Road Alignment BNSF RR to SH35

- 8 Parcels, 0 Structures, 1 Pipeline Crossing, 4 Pipelines Parallel





# Dixie Farm Road Alignment Veterans Drive to SH35

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## Summary:

- Total Estimated Parcels: 35
- Total Estimated Structures: 11
- Total Potential Pipeline Relocations: 9+
- Total Bridges: 0
- Major Floodplain Areas: 1 (between Veterans and RR)

## Other Considerations:

- Detention available in Cowart Creek Detention Pond
- Cannot build RR overpass next to airfield
- West of Veterans the alignment holds the existing north ROW line to avoid multiple structures



# McHard Road & Max Road Alignment Study

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- Next Steps
  - Make final alignment adjustments
  - Adopt alignments into the Thoroughfare Plan



# McHard Road & Max Road Alignment Studies

Excerpted from the November 12, 2012  
Monthly Project Update



# McHard Road & Max Road Alignment Study

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- **Purpose:** Determine a definitive alignment, which is adopted into the Thoroughfare Plan and used for land acquisition and dedication via platting
- **Initial layouts consider:**
  - Existing fixed points
  - City Limits
  - Existing right-of-ways
  - Geometrics
- **The alignment is refined considering:**
  - Drainage
  - Existing structures
  - Acquisition factors
  - Environmental Issues
  - Other agency infrastructure



# McHard Road Alignment Cullen to Mykawa

- 120' right-of-way
- 4-lane boulevard with raised median
- 3.5 Miles
- One lane in each direction passable in 100-year storm
- Identify obstructions
  - Structures
  - Pipelines
  - Ditches or creek crossings
  - Significant floodplain or floodway issues
  - Equalize acquisition from both sides where practical





# McHard Road Alignment Cullen Pkwy to Stone Road

- 31 Parcels, 1 Structure, Pipeline Corridor to the north







# McHard Road Alignment Roy Road to O'Day Road

- 8 Parcels, 1 Pipeline, 3-5 Structures







# McHard Road Alignment Woody Road to Mykawa Road

- 5 Parcels, 1 Structure





# McHard Road Alignment Cullen Pkwy to Mykawa Road

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- Total Estimated Parcels: 56
- Total Estimated Structures: 8-12
- Total Potential Pipeline Relocations: 3
- Major Floodplain Areas: 2 (Hickory Slough & Clear Creek)



# Max Road Alignment Hughes Ranch Road to BW8

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- 120' right-of-way
- 4-lane boulevard with raised median
- 2.1 Miles
- Traffic Model – More effective aligned with MLK versus Wayside at BW8
- One lane in each direction passable in 100-year storm
- Identify obstructions
  - Structures
  - Pipelines
  - Ditches or creek crossings
  - Significant floodplain or floodway issues
- Equalize acquisition from both sides where practical



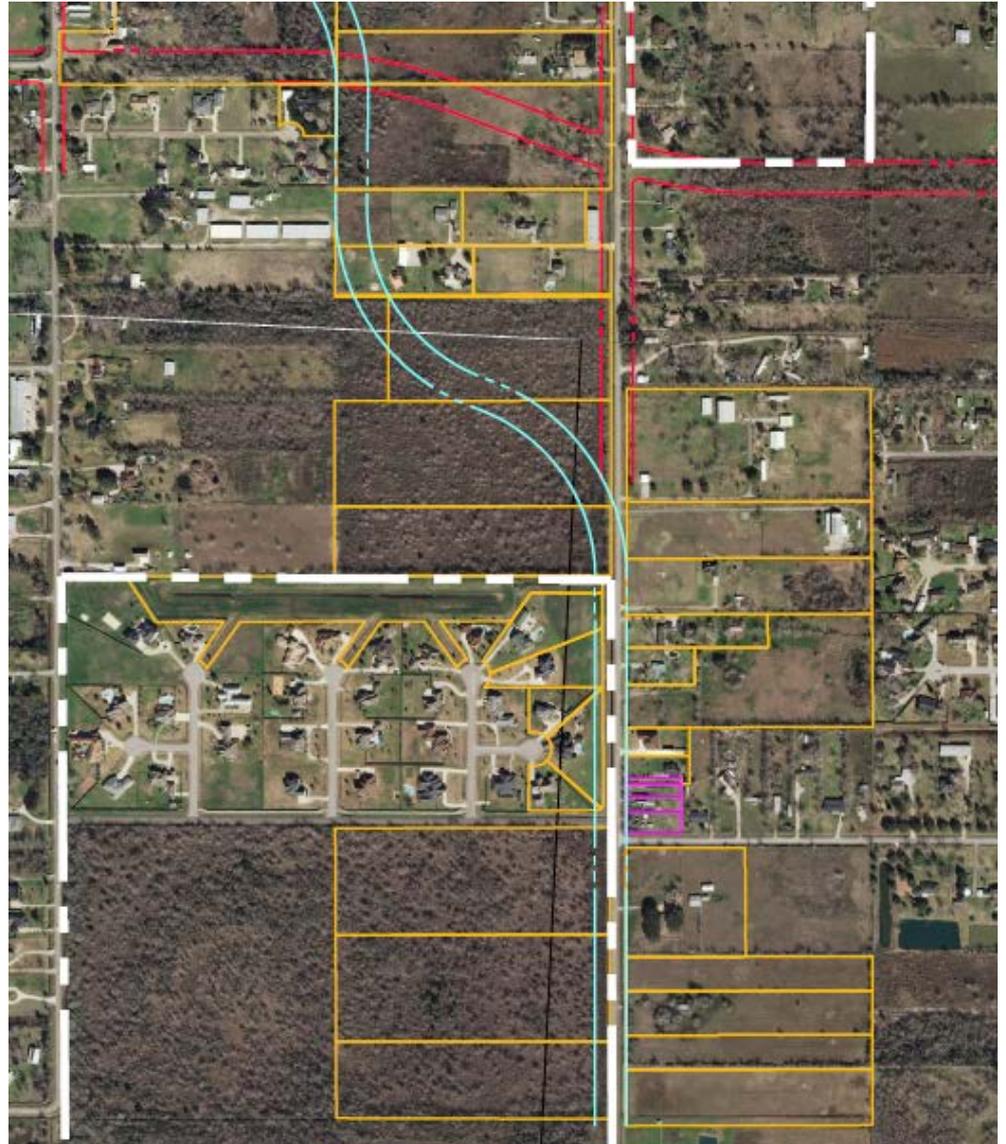
# Max Road Alignment Hughes Ranch Road to BW8





# Max Road Alignment Hughes Ranch Road to McHard Road

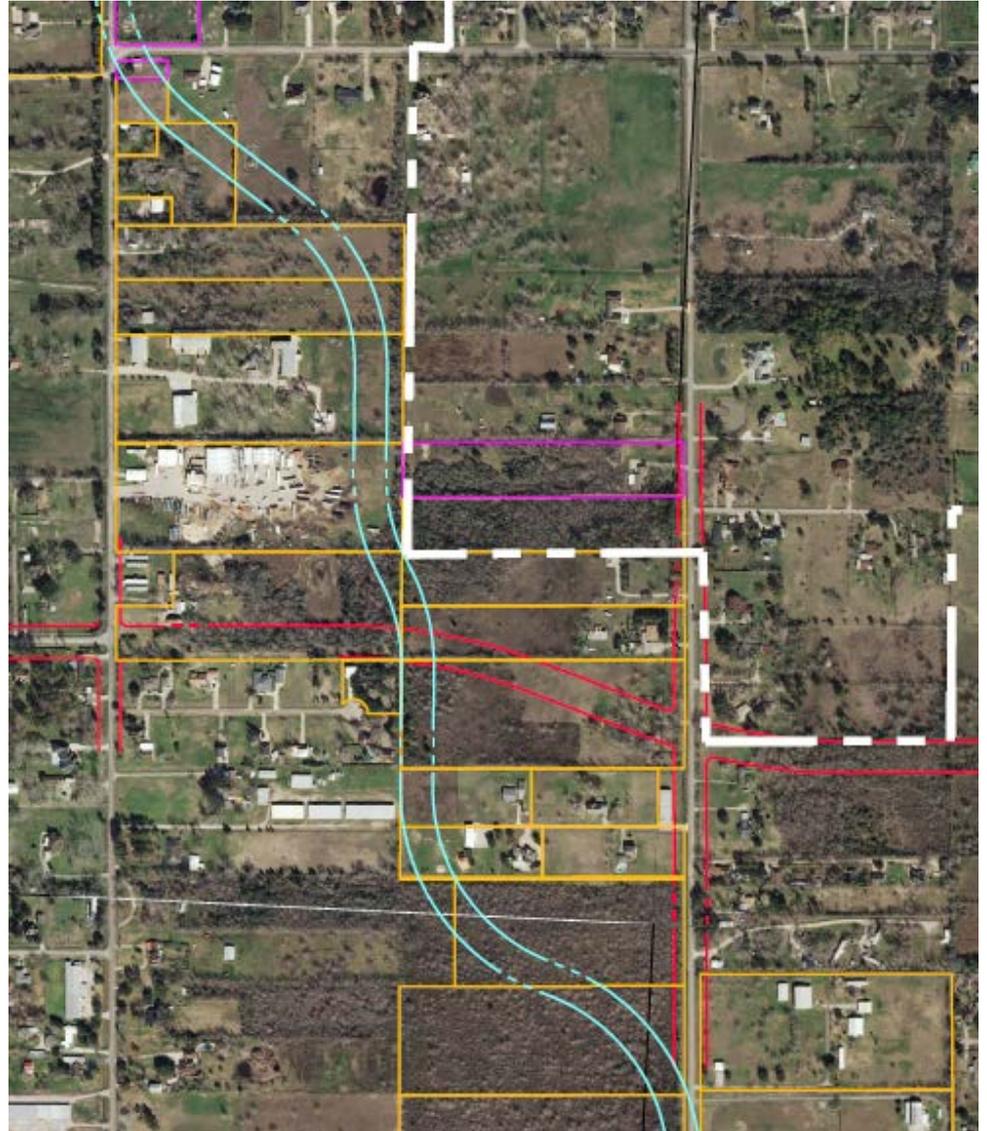
- 21 Parcels
- 0 Structures





# Max Road Alignment McHard Road Intersection

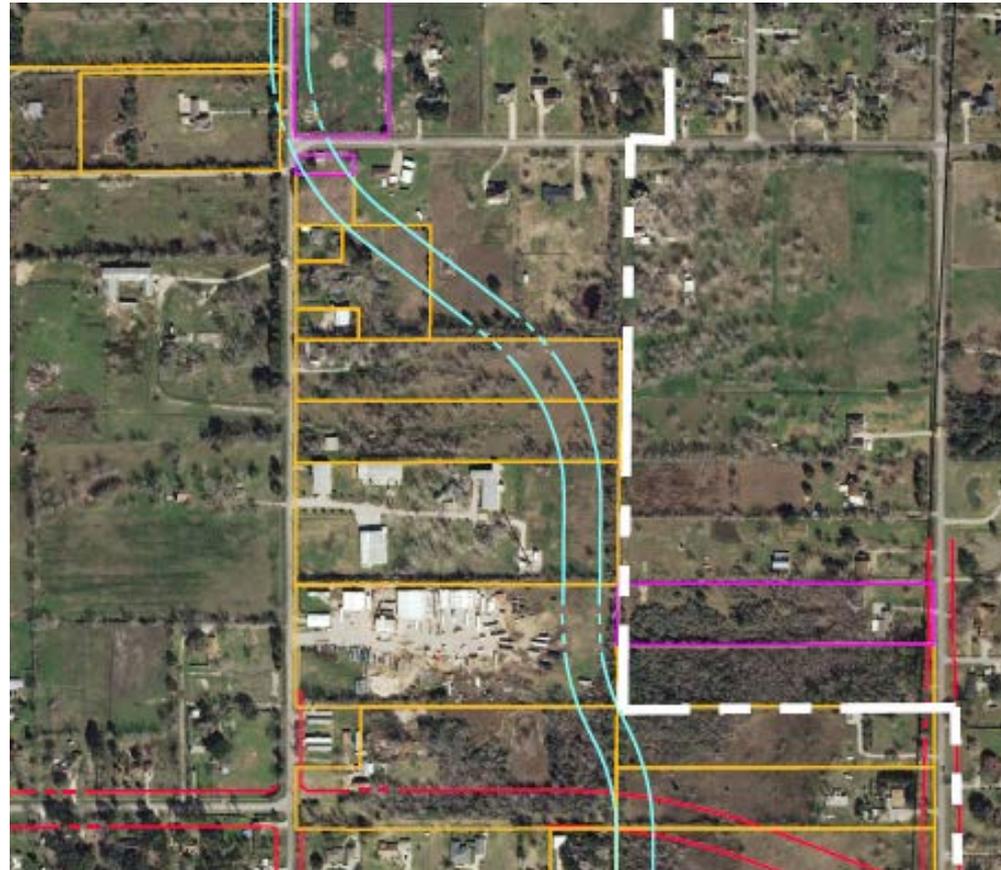
- Curves allow intersection to be perpendicular with McHard
- Curves are a 750' radius
- 40 mph design speed
- Avoids Brookside Village City Limits
- Coordinating with Brookside Village on the segment north of intersection





# Max Road Alignment McHard Road to Brookside Road

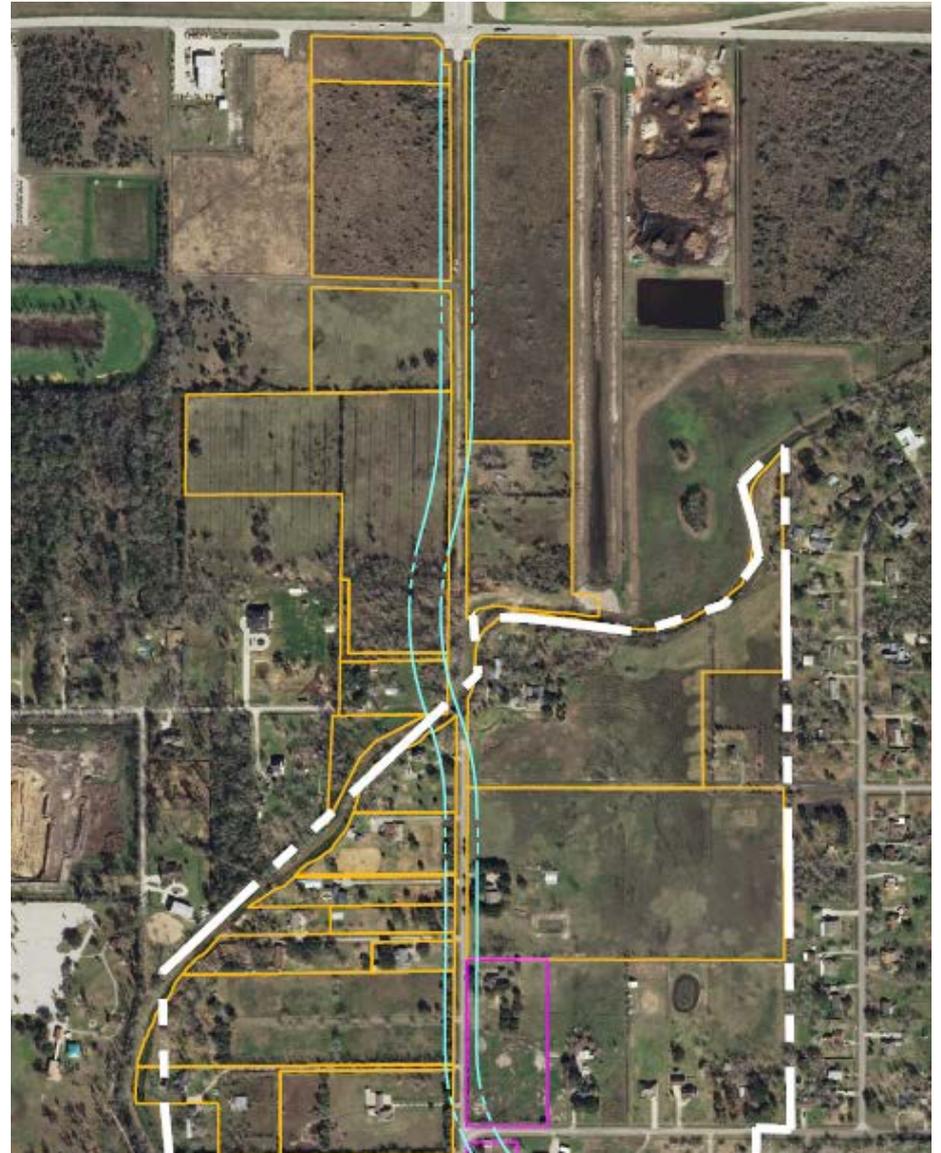
- 11-14 Parcels
- 0 Structures





# Max Road Alignment Brookside Road to BW8

- 21 Parcels
- 1-4 Structures
- 2 Pipelines
- 1 Bridges





# Max Road Alignment Hughes Ranch Road to BW8

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- Total Estimated Parcels: 53-56
- Total Estimated Structures: 1-4
- Total Potential Pipeline Relocations: 2
- Total Bridges: 1
- Major Floodplain Areas: 1 (Clear Creek)



# McHard Road & Max Road Alignment Study

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- Next Steps
  - Review Pearland Parkway Alignment Study – Dixie Farm Road to City Limits
  - Review Dixie Farm Road Alignment Study – SH35 to Veterans
  - Make final alignment adjustments
  - Adopt alignments into the Thoroughfare Plan