



WORKSHOP

PLANNING AND ZONING COMMISSION OF THE
CITY OF PEARLAND, TEXAS,
MONDAY, JUNE 15, 2015, AT 6:00 p.m.
COUNCIL CHAMBERS - CITY HALL - 3519 LIBERTY DRIVE

I. PURPOSE OF THE WORKSHOP:

- A. COMMISSION INPUT AND DISCUSSION:** Pearland Parkway Corridor Study, *Presented by Lata Krishnarao, Community Development Director.*
- B. COMMISSION INPUT AND DISCUSSION:** Proposed Cluster Plan Amendments, *Presented by Ian Clowes, Interim City Planner.*
- C. COMMISSION INPUT AND DISCUSSION:** Proposed Oil and Gas Pipeline Setback Amendments, *Presented by Ian Clowes, Interim City Planner.*

II. ADJOURNMENT

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

I, Jennifer Tatum, Office Assistant 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 12th day of June, 2015, A.D., at 5:30 p.m.

Jennifer Tatum, Office Assistant

Agenda removed _____ day of June, 2015.

A. Commission Input & Discussion

Pearland Parkway Corridor Study

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

AGENDA OF: June 15, 2015	ITEM NO.:
DATE SUBMITTED: June 3, 2015	DEPT. OF ORIGIN: Planning
PREPARED BY: Ian Clowes	PRESENTOR: Lata Krishnarao
REVIEWED BY:	REVIEW DATE:
SUBJECT: Pearland Parkway Corridor Review	
EXHIBITS: Attachment A - 5.27.15 Memo to the Planning and Zoning Commission Regarding Pearland Parkway Corridor Study and Staff Recommendations; Attachment B - 2.17.15 Memo to Mayor & City Council Regarding Pearland Parkway Findings and Staff Recommendation	
EXPENDITURE REQUIRED: N/A	AMOUNT BUDGETED: N/A
AMOUNT AVAILABLE: N/A	PROJECT NO.: N/A
ACCOUNT NO.: N/A	
ADDITIONAL APPROPRIATION REQUIRED: N/A	
ACCOUNT NO.: N/A	
PROJECT NO.: N/A	
To be completed by Department:	
<input type="checkbox"/> Finance	<input type="checkbox"/> Legal
<input type="checkbox"/> Ordinance	<input type="checkbox"/> Resolution

EXECUTIVE SUMMARY

The purpose of the workshop is to receive a formal directive from the City Council and Planning and Zoning Commission to proceed with staff's recommendations of zoning action for the undeveloped tracts of land along Pearland Parkway, where automobile-related uses would be allowed by right or with approval of a Conditional Use Permit (CUP). Automobile-related uses include, but are not limited to gas stations; auto repair, minor and major; auto washes and auto sales. For a comprehensive list of automobile-related uses, please see the 2.17.15 memo (Attachment B).

Staff conducted a workshop with the City Council on April 13, 2015 and was given direction at that time to bring back a proposal that would minimize the potential impact of auto related uses along Pearland Parkway.

A workshop was held with the Planning and Zoning Commission on June 1, 2015 (Staff Memo Attachment A), where staff presented the latest proposal for city initiated zoning action. The directive given to staff at that time by the commission was to proceed with the proposed recommendations and to add the use of Pawn Shop to the list of restricted uses. The Planning & Zoning commission had some concerns with regards to the amount of land throughout the city that would be affected by the proposed changes. Staff explained that the changes would only affect auto related uses, and that the proposed changes did not prohibit a use from operating but merely allowed for the Planning and Zoning Commission and City Council to evaluate the appropriateness of that specific use on a given tract of land via an approval of a CUP. The commission also voiced concerns regarding the Pawn Shop, Payday Loan, and Gold Exchange use and requested that this use be added to the list of restricted uses in the GB and GC zones.

The study area included Pearland Parkway from the northern city limits, just south of Clear Creek to the future connection of Dixie Farm Road to the south. Zoning districts within the study area range from Planned Developments (PD), including the Stonebridge PD, Lakes of Highland Glen, Pearland's Marketplace, Center at Pearland Parkway, Oakbrook Estates to conventional zoning district, General Business (GB). Thirteen (13) undeveloped tracts of land were identified within the study area that would permit automobile-related uses by right or with approval of a CUP.

Staff Recommendation

If it is the Council's desire to prevent the proliferation of automobile-related uses along Pearland Parkway, staff recommends city-initiated zoning action as follows:

1. Amend the existing PDs (Stonebridge and Oakbrook Estates) to restrict automobile-related uses;
2. Amend the Unified Development Code to require any automobile-related uses and pawn shops to obtain approval of a Conditional Use Permit in both the General Business (GB) and General Commercial (GC) zoning districts, prior to issuance of a Certificate of Occupancy.

Attachment A



Memo

To: Planning and Zoning Commission

From: Planning Department

Date: May 27, 2015

Re: Pearland Parkway Corridor Study

Executive Summary

Staff was directed to review the Pearland Parkway Corridor to identify all undeveloped tracts of land within the specified review area and where existing zoning districts allow for automobile related uses by right. For those specific tracts, the City Council requested staff to recommend changes that would limit the continued growth of automobile related uses along Pearland Parkway.

The purpose of the item is to get feedback regarding staffs recommendation to the City Council regarding the undeveloped tracts of land along Pearland Parkway, where automobile-related uses would be allowed by right or with approval of a Conditional Use Permit (CUP). Automobile-related uses include, but are not limited to gas stations; auto repair, minor and major; auto washes and auto sales. For a comprehensive list of automobile-related uses, please see the February 19, 2015 memo (attached).

The study area included Pearland Parkway from the northern city limits, just south of Clear Creek to the future connection of Dixie Farm Road to the south. Zoning districts within the study area range from Planned Developments (PD), including the Stonebridge PD, Lakes of Highland Glen, Pearland's Marketplace, Center at Pearland Parkway, Oakbrook Estates to conventional zoning district, General Business (GB). Thirteen (13) undeveloped tracts of land were identified within the study area that would permit automobile-related uses by right or with approval of a CUP. Additionally, within the study area, a gas station is currently being constructed; a permit is being reviewed by staff for an auto wash/auto repair (minor) use; and there are two (2) existing gas stations.

Attached (Attachment B), for your reference, is the original memo sent to the City Council and presented at the April 13, 2015 City Council meeting.

Staff Recommendation

Tracts 1, 5, 6 and 9, are either mostly developed; recently approved PDs, such as Pearland's Marketplace; or encumbered with floodplain and detention. With the exception of Tracts 1, 5, 6 and 9, if it is the City Council and Planning and Zoning Commissions desire to prevent the proliferation of automobile-related uses along Pearland Parkway, staff recommends the following actions to:

1. For tracts 2, 3, 4 (Stonebridge Planned Development) and 13 (Oakbrook Estates) amend the existing PD's to remove automobile-related uses;
2. For tracts 7, 8, 10, 11, and 12, which are zoned GB, we propose a text amendment to the Unified Development Code (UDC) that would require all automobile related uses obtain a CUP prior to operating within the zone.

PD Amendments and Text Amendments

If the Council and Commission directs staff to proceed with city initiated amendments to the above referenced PD's and UDC, staff recommends processing the UDC Text Amendment first, proceeded by the amendments to the Stonebridge and Oakbrook Estates PD's.

Proposed Use Changes

The following uses are currently permitted in the GB zone and in the identified parcels within the Stonebridge and Oakbrook Estates PD's. With the proposed amendments to the UDC and PD's, all of the listed uses will require a CUP.

- All-Terrain Vehicle (Go-Carts & Motor Cycles) Dealer/Sales
- Auto Accessories and/or Parts (Only Retail in building, no outside storage or display)
- Auto Wash (Full Service/Detail Shop)
- Commercial Transit Terminal
- Gasoline Station (With or Without Auto Wash- Self Serve)
- Parking Lot or Garage for Passenger Cars and Trucks of less than 1 ton capacity
- Unscheduled/New Automobile Related Uses*

*This use only applies to the Planned Developments which were approved under the Land Use and Urban Development Ordinance. This use was removed from the UDC.

All other automobile related uses are either not permitted in the GB zone or already require approval of a CUP prior to operating business.

See attached table (Attachment A) for proposed changes in the Land Use Matrix.

Automobile Uses

Use	Residential Zoning Districts											Mixed Use Districts					Old Town			Non-Residential Zoning Districts								
	SD	R-E	SR-15	SR-12	R-1	R-2	R-3	R-4	TH	MF	MH	SPD					C-MU	G/O-MU	OT-R	OT-GB	OT-MU	RRN	OP	BP-200	NS	GB	GC	M-1
All Terrain Vehicle (Go-Carts & Motor Cycles) Dealer/Sales																												
Description: An establishment that sells all-terrain vehicles (ATV's), motorcycles and go-carts.																												
Parking: One space per 1500 square feet of open sales lot and enclosed floor area devoted to the sale and display.																												

Use	Residential Zoning Districts											Mixed Use Districts					Old Town			Non-Residential Zoning Districts								
	SD	R-E	SR-15	SR-12	R-1	R-2	R-3	R-4	TH	MF	MH	SPD					C-MU	G/O-MU	OT-R	OT-GB	OT-MU	RRN	OP	BP-200	NS	GB	GC	M-1
Auto Accessories and/or Parts (Only Retail Sales in building, no outside storage or display, no repair)																												
Description: The use of any building or other premises for the primary inside display and sale of new or used accessories and/or parts for automobiles, panel trucks or vans, trailers, or recreation vehicles. This definition expressly does not include a "Wrecking or Salvage Yard"; this is separately defined herein.																												
Parking: One space per 200 square feet of gross floor area.																												

Use	Residential Zoning Districts											Mixed Use Districts					Old Town			Non-Residential Zoning Districts											
	SD	R-E	SR-15	SR-12	R-1	R-2	R-3	R-4	TH	MF	MH	SPD					C-MU	G/O-MU	OT-R	OT-GB	OT-MU	RRN	OP	BP-200	NS	GB	GC	M-1	M-2		
Auto Glass Repair/Tinting												S1	S2	S3	S4	S5															
																	C			C							C	C	P	P	
	Description: A shop that repairs damage windows or provides tinting services for vehicles.																														
Parking: One space per 200 square feet of gross floor area.																															

Use	Residential Zoning Districts											Mixed Use Districts					Old Town			Non-Residential Zoning Districts										
	SD	R-E	SR-15	SR-12	R-1	R-2	R-3	R-4	TH	MF	MH	SPD					C-MU	G/O-MU	OT-R	OT-GB	OT-MU	RRN	OP	BP-200	NS	GB	GC	M-1	M-2	
Auto Interior Shop/Upholstery												S1	S2	S3	S4	S5														
																	C			C		C					C	C	P	P
	Description: An establishment that repairs or rebuilds the interior of the passenger compartment of automobiles, including the upholstery of seats.																													
Parking: One space per 200 square feet of gross floor area.																														

Use	Residential Zoning Districts											Mixed Use Districts					Old Town			Non-Residential Zoning Districts										
	SD	R-E	SR-15	SR-12	R-1	R-2	R-3	R-4	TH	MF	MH	SPD					C-MU	G/O-MU	OT-R	OT-GB	OT-MU	RRN	OP	BP-200	NS	GB	GC	M-1	M-2	
Auto Parts Sales (With Outside Storage or Display)												S1	S2	S3	S4	S5														
																											C	C	P	P
	Description: An establishment that sells and installs auto parts and accessories. All outdoor storage will have to meet screening requirements of the Unified Development Code.																													
Parking: One space per 200 square feet of gross floor area.																														

Use	Residential Zoning Districts											Mixed Use Districts					Old Town			Non-Residential Zoning Districts									
Auto Parts Sales (Indoors Only; With Repair Bays)	SD	R-E	SR-15	SR-12	R-1	R-2	R-3	R-4	TH	MF	MH	SPD					C-MU	G/O- MII	OT-R	OT-GB	OT- MII	RRN	OP	BP- 200	NS	GB	GC	M-1	M-2
												S1	S2	S3	S4	S5													
																		C				C				C	C	P	P
Description: An establishment that sells auto parts and accessories and offers installation services.																													
Parking: One space per 200 square feet of gross floor area.																													

Use	Residential Zoning Districts											Mixed Use Districts					Old Town			Non-Residential Zoning Districts									
Auto Rental	SD	R-E	SR-15	SR-12	R-1	R-2	R-3	R-4	TH	MF	MH	SPD					C-MU	G/O- MII	OT-R	OT-GB	OT- MII	RRN	OP	BP- 200	NS	GB	GC	M-1	M-2
												S1	S2	S3	S4	S5													
																				C						C	C	P	P
Description: A business establishment that provides for the renting of automobiles and light trucks on a short-term basis (differentiated from leasing, which is on a long-term basis). This may also involve the incidental storage of the automobiles and light trucks being rented.																													
Parking: One space per 1500 square feet of open sales lot and enclosed floor area devoted to the sale and display.																													

Use	Residential Zoning Districts											Mixed Use Districts					Old Town			Non-Residential Zoning Districts													
	SD	R-E	SR-15	SR-12	R-1	R-2	R-3	R-4	TH	MF	MH	SPD					C-MU	G/O-MU	OT-R	OT-GB	OT-MU	RRN	OP	BP-200	NS	GB	GC	M-1	M-2				
Auto Repair (Major)												S1	S2	S3	S4	S5															C	P	P
	Description: General repair or reconditioning of engines, air conditioning systems and transmissions for motor vehicles; wrecker service; collision repair services including body, frame or fender straightening or repair; customizing; painting; vehicle steam cleaning; undercoating and rust proofing; those uses listed under Automobile Repair (Minor); and other similar uses.																																
	Parking: One space per 200 square feet of gross floor area, excluding office space.																																

Use	Residential Zoning Districts											Mixed Use Districts					Old Town			Non-Residential Zoning Districts													
	SD	R-E	SR-15	SR-12	R-1	R-2	R-3	R-4	TH	MF	MH	SPD					C-MU	G/O-MU	OT-R	OT-GB	OT-MU	RRN	OP	BP-200	NS	GB	GC	M-1	M-2				
Auto Repair (Minor)												S1	S2	S3	S4	S5	C														C	P	P
	Description: Minor repair or replacement of parts, tires, tubes and batteries; diagnostic services; minor maintenance services such as grease, oil, spark plug and filter changing; tune-ups; muffler repair, emergency road service; replacement of starters, alternators, hoses and brake parts; automobile washing and polishing; performing state inspections and making minor repairs necessary to pass said inspection; normal servicing of air-conditioning systems; and other similar minor services for motor vehicles except heavy load vehicles, but not including any operation named under Automobile Repair (Major) or any other similar use.																																
	Parking: One space per 200 square feet of gross floor area, excluding office space.																																

Use	Residential Zoning Districts											Mixed Use Districts					Old Town			Non-Residential Zoning Districts											
	SD	R-E	SR-15	SR-12	R-1	R-2	R-3	R-4	TH	MF	MH	SPD					C-MU	G/O-MU	OT-R	OT-GB	OT-MU	RRN	OP	BP-200	NS	GB	GC	M-1	M-2		
Transfer Station (Refuse/Pick-up)												S1	S2	S3	S4	S5															
	Description: A transfer station is a building for the temporary deposition of some wastes. Transfer stations are often used as places where local waste collection vehicles will deposit their waste cargo prior to loading into larger vehicles or containers.																														

Use	Residential Zoning Districts											Mixed Use Districts					Old Town			Non-Residential Zoning Districts											
	SD	R-E	SR-15	SR-12	R-1	R-2	R-3	R-4	TH	MF	MH	SPD					C-MU	G/O-MU	OT-R	OT-GB	OT-MU	RRN	OP	BP-200	NS	GB	GC	M-1	M-2		
Truck (Heavy) and Bus Rental or Sales												S1	S2	S3	S4	S5															
	Description: The rental or sale of new or used panel trucks, vans, trailers, recreational vehicles or motor-driven buses in operable condition and where no repair work or intensive cleaning operations are performed.																														
Parking: One space per 1500 square feet of open sales lot and enclosed floor area devoted to the sale and display.																															

Use	Residential Zoning Districts											Mixed Use Districts					Old Town			Non-Residential Zoning Districts											
	SD	R-E	SR-15	SR-12	R-1	R-2	R-3	R-4	TH	MF	MH	SPD					C-MU	G/O-MU	OT-R	OT-GB	OT-MU	RRN	OP	BP-200	NS	GB	GC	M-1	M-2		
Truck or Freight Terminal												S1	S2	S3	S4	S5															
	Description: A location used for the transfer of freight or truck hauls typically located near a railway or other transit hub.																														
Parking: One space for each employee on the largest shift																															

Use	Residential Zoning Districts											Mixed Use Districts					Old Town			Non-Residential Zoning Districts											
Pawn Shop, Pay Day Loan (including Title Loans and Check Cashing) & Gold Exchange	SD	R-E	SR-15	SR-12	R-1	R-2	R-3	R-4	TH	MIF	MH	SPD					C-MU	G/O-MU	OT-R	OT-GB	OT-MU	RRN	OP	BP-200	NS	GB	GC	M-1	M-2		
												S1	S2	S3	S4	S5							C				C		C	P	
	Description: An establishment that loans money in exchange for personal property pledged by the property owner to the business, or that buys such property from its owner for resale. Retail sales permitted, including sales of pre-owned items, provided that sales of such pre-owned items comply with all applicable law. This use includes establishments that primarily buy gold from customers, and institutions that loan money based on postdated checks and car titles, or cash personal/paychecks for a fee.																														
Parking: One space per 300 square feet of gross floor area.																															

Attachment B

Memo

To: Lata Krishnarao

From: Planning Department

Date: February 17, 2015

Re: Pearland Parkway Corridor Review

Purpose

Staff was directed to review the Pearland Parkway Corridor to identify all undeveloped tracts of land within the specified review area where existing zoning districts allow for automobile-related uses, by right or with conditional approval.

Area Reviewed

The review includes Pearland Parkway from the northern city limits, just south of Clear Creek to the future connection to Dixie Farm Road, to the south; and was divided into five (5) areas as described below:

- Map 1: McHard Road traffic circle to Barry Rose Road/Hughes Road
- Map 2: Barry Rose Road/Hughes Road to the southern edge of Banbury Cross Subdivision
- Map 3: South end of Clear Creek Subdivision to Broadway Street
- Map 4: Mary's Creek to John Lizer Road
- Map 5: Oiler Drive to Dixie Farm Road

Attached is an aerial, zoning and future land use map for each area.

Methodology

Staff examined the existing zoning and the future land use designations of undeveloped tracts with frontage on Pearland Parkway, to determine if future development of automobile-related uses on the identified tracts would be permitted. Staff also conducted windshield surveys and used aerial maps to identify properties that are currently undeveloped. Staff has identified thirteen (13) tracts of land within the area that are currently undeveloped or partially undeveloped, where automobile-related uses are permitted by right. These tracts are listed as Tracts 1-13 on the attached maps.

Automobile-related uses include the list of uses from the Land Use Matrix of the Unified Development Code (UDC) and the previous Urban Land Use and Development Ordinance. There are tracts of land within the area that are located within Planned Developments, which were approved prior to the adoption of the UDC. Automobile-

related land uses from the previous code are included within the table, where applicable. Attachment 1 identifies automobile-related uses that are permitted within each of the tracts identified within the study area.

Staff Recommendation

A total of thirteen (13) undeveloped tracts located within the area permit automobile-related uses, by right or with approval of a Conditional Use Permit, depending on the specific use. If the City Council desires to prevent the proliferation of automobile-related uses along Pearland Parkway, a city-initiated zone change for the identified tracts will be required.

Below are staff recommendations for each individual tract:

Tract	Recommendation
1	No change recommended. Site is mostly developed.
2	Amend the existing Stonebridge PD to restrict uses or change base zoning from GB to OP. A pre-development meeting was recently conducted for a proposed auto wash/oil change facility.
3	Amend the existing Stonebridge PD to restrict uses or change base zoning from General Business (GB) to Office & Professional (OP).
4	Amend the existing Stonebridge PD to restrict uses or change base zoning from GB to OP.
5	No change recommended. Marketplace PD was recently approved on 12/8/14.
6	No change recommended. Site is mostly detention and is located within the floodplain.
7	Change the current zoning from GB to OP.
8	Change the current zoning from GB to OP.
9	No change recommended. Existing Center at Pearland Parkway PD is mostly built out.
10	Change the current zoning from GB to OP.
11	Change the current zoning from GB to OP. A pre-development meeting was recently conducted for a gas station and convenience store.
12	Change the current zoning from GB to OP.
13	Amend the existing Oakbrook Estates PD to restrict uses or change base zoning from GB to OP.

Attachments

1. Permitted Automobile Related Uses Per Each Tract
2. Area 1 – (Tracts 1-4) Aerial Map, Zoning Map, Future Land Use Map
3. Area 2 - (Tracts 5-8) Aerial Map, Zoning Map, Future Land Use Map
4. Area 3 - (Tract 9) Aerial Map, Zoning Map, Future Land Use Map
5. Area 4 - (Tracts 10-12) Aerial Map, Zoning Map, Future Land Use Map
6. Area 5 - (Tract 13) Aerial Map, Zoning Map, Future Land Use Map

Map 1: Automobile-Related Uses				
Uses	Tract 1	Tract 2	Tract 3	Tract 4
All-Terrain Vehicle (Go-Carts & Motor Cycles) Dealer/Sales	N*	N*	N*	N*
Auto Accessories and/or Parts (Only Retail in building, no outside storage or display, no repair)	Y	Y	Y	Y
Auto Glass Repair/Tinting	N*	N*	N*	N*
Auto Interior Shop/Upholstery	Y	Y	Y	Y
Auto Parts Sales (With Outside Storage or Display)				
Auto Parts Sales (Indoors Only; With Repair Bays)	Y	Y	Y	Y
Auto Rental				
Auto Repair (Major)	N	N	N	N
Auto Repair (Minor)	Y	Y	Y	Y
Auto Sales/Dealer (New-In Building, Auto Servicing and Used Auto Sales as Accessory Uses) Combined Auto Lease	Y	Y	Y	Y
Auto Wash (Full Service/Detail Shop)	Y	Y	Y	Y
Auto Wash (Self-Service)	Y	Y	Y	Y
Auto Wrecker Service				
Boat Sales/Personal Watercraft Sales (New/Repair)	N*	N*	N*	N*
Bus or Truck Storage	N*	N*	N*	N*
Commercial Transit Terminal	N*	N*	N*	N*
Gasoline Station (With or Without Auto Wash- Self Serve)	Y	Y	Y	Y
Limousine/Taxi Service	N*	N*	N*	N*
Motorcycle Sales/Dealer (New/Repair)	N*	N*	N*	N*
Parking Lot or Garage for Passenger Cars and Trucks of less than 1 ton capacity	Y	Y	Y	Y
Tire Retreading and Capping	N	N	N	N
Tire Sales (Outdoors, with Open Storage)	N*	N*	N*	N*
Transfer Station (Refuse/Pick-Up)	N*	N*	N*	N*
Truck (Heavy) and Bus Rental or Sales	N*	N*	N*	N*
Truck or Freight Terminal	N*	N*	N*	N*
Unscheduled/New Automobile Related Uses	Y	Y	Y	Y
P = PERMITTED N= NOT PERMITTED C= CUP REQUIRED				

* All of the tracts are located within Planned Developments approved under the previous Land Use and Urban Development Ordinance. These specific uses were not addressed until the adoption of the Unified Development Code, but may potentially be approved under the Unscheduled/New Automobile Related Use; a use designated under the previous ordinance.

Map 2: Automobile-Related Uses

Uses	Tract 5	Tract 6	Tract 7	Tract 8
All-Terrain Vehicle (Go-Carts & Motor Cycles) Dealer/Sales	N	P	P	P
Auto Accessories and/or Parts (Only Retail in building, no outside storage or display, no repair)	P	P	P	P
Auto Glass Repair/Tinting	N	C	C	C
Auto Interior Shop/Upholstery	N	C	C	C
Auto Parts Sales (With Outside Storage or Display)	N	C	C	C
Auto Parts Sales (Indoors Only; With Repair Bays)	N	C	C	C
Auto Rental	N	C	C	C
Auto Repair (Major)	N	N	N	N
Auto Repair (Minor)	N	C	C	C
Auto Sales/Dealer (New-In Building, Auto Servicing and Used Auto Sales as Accessory Uses) Combined Auto Lease	N	C	C	C
Auto Wash (Full Service/Detail Shop)	N	P	P	P
Auto Wash (Self-Service)	C	C	C	C
Auto Wrecker Service	N	N	N	N
Boat Sales/Personal Watercraft Sales (New/Repair)	N	N	N	N
Bus or Truck Storage	N	N	N	N
Commercial Transit Terminal	N	P	P	P
Gasoline Station (With or Without Auto Wash- Self Serve)	P	P	P	P
Limousine/Taxi Service	N	N	N	N
Motorcycle Sales/Dealer (New/Repair)	N	N	N	N
Parking Lot or Garage for Passenger Cars and Trucks of less than 1 ton capacity	N	P	P	P
Tire Retreading and Capping	N	N	N	N
Tire Sales (Outdoors, with Open Storage)	N	N	N	N
Transfer Station (Refuse/Pick-Up)	N	N	N	N
Truck (Heavy) and Bus Rental or Sales	N	N	N	N
Truck or Freight Terminal	N	N	N	N

Maps 3-5: Automobile-Related Uses					
Uses	Tract 9	Tract 10	Tract 11	Tract 12	Tracts 13
All-Terrain Vehicle (Go-Carts & Motor Cycles) Dealer/Sales	N	P	P	P	P
Auto Accessories and/or Parts (Only Retail in building, no outside storage or display, no repair)	C	P	P	P	P
Auto Glass Repair/Tinting	C	C	C	C	C
Auto Interior Shop/Upholstery	C	C	C	C	C
Auto Parts Sales (With Outside Storage or Display)	N	C	C	C	C
Auto Parts Sales (Indoors Only; With Repair Bays)	C	C	C	C	C
Auto Rental	C	C	C	C	C
Auto Repair (Major)	N	N	N	N	N
Auto Repair (Minor)	C	C	C	C	C
Auto Sales/Dealer (New-In Building, Auto Servicing and Used Auto Sales as Accessory Uses) Combined Auto Lease	N	C	C	C	C
Auto Wash (Full Service/Detail Shop)	N	P	P	P	P
Auto Wash (Self-Service)	C	C	C	C	C
Auto Wrecker Service	N	N	N	N	N
Boat Sales/Personal Watercraft Sales (New/Repair)	N	N	N	N	N
Bus or Truck Storage	N	N	N	N	N
Commercial Transit Terminal	C	P	P	P	P
Gasoline Station (With or Without Auto Wash- Self Serve)	C	P	P	P	P
Limousine/Taxi Service	N	N	N	N	N
Motorcycle Sales/Dealer (New/Repair)	N	N	N	N	N
Parking Lot or Garage for Passenger Cars and Trucks of less than 1 ton capacity	C	P	P	P	P
Tire Retreading and Capping	N	N	N	N	N
Tire Sales (Outdoors, with Open Storage)	N	N	N	N	N
Transfer Station (Refuse/Pick-Up)	N	N	N	N	N
Truck (Heavy) and Bus Rental or Sales	N	N	N	N	N
Truck or Freight Terminal	N	N	N	N	N



Tract 1
Lakes of Highland Glen PD
Zone: PD-GB
Gas Station/Retail Under Construction
Rear Lot Undeveloped

Tract 4
Stonebridge PD
Zone: PD-GB
Owned by UGHS

Tract 2
Stonebridge PD
Zone: PD-GB
Auto Wash/Lube Proposed

Tract 3
Stonebridge PD
Zone: PD-GB
No Official Proposal

Pearland Parkway

Land Use Study Regarding Auto Related Uses

Map 1 - Aerial

 Permitted By Right

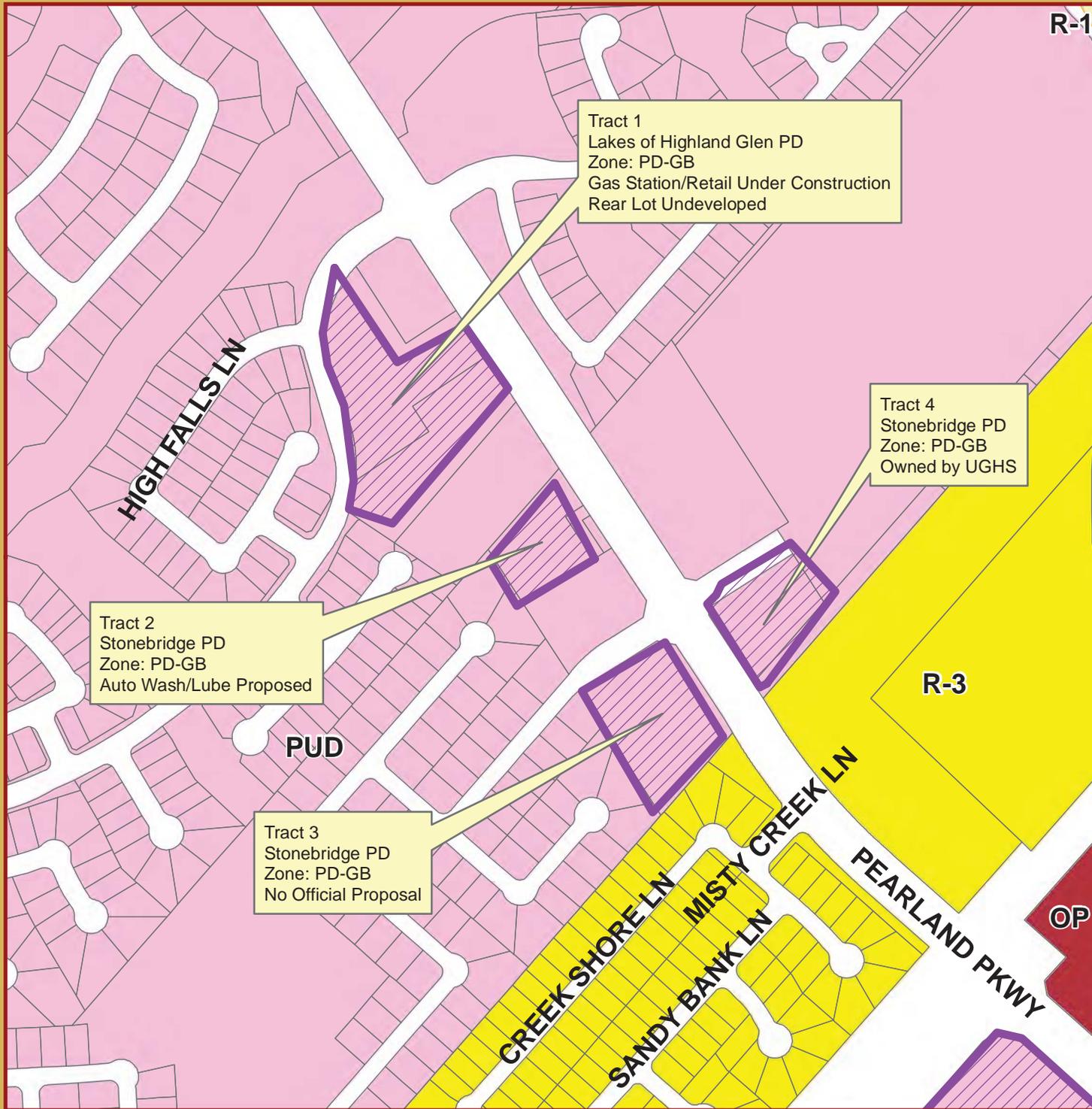


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1 inch = 413 feet

JANUARY 2015
PLANNING DEPARTMENT





Pearland Parkway

Land Use Study Regarding Auto Related Uses

Map 1 - Zoning

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PLANNING DEPARTMENT



Pearland Parkway

Land Use Study Regarding Auto Related Uses

Map 1 - FLUP

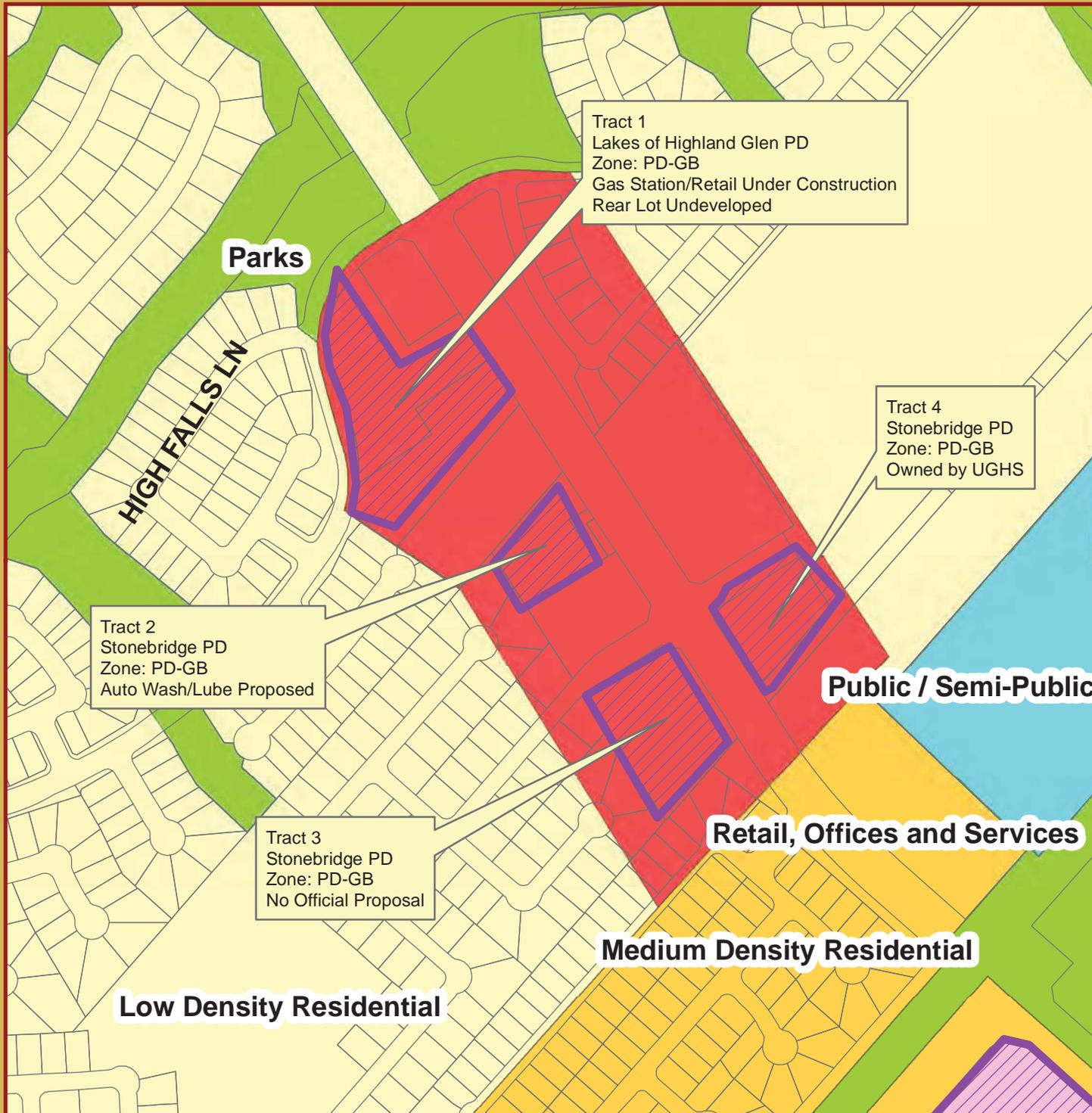
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PLANNING DEPARTMENT





Tract 5
 Pearland Marketplace PD
 Zone: PD-GB/OP
 Gas Station Permitted
 Auto Wash/Auto Sales/Auto Repair Prohibited

Tract 6
 Zone: GB
 No Official Proposals

Tract 8
 Zone: GB
 No Official Proposals

Tract 7
 Zone: GB
 No Official Proposals

Pearland Parkway

Land Use Study Regarding Auto Related Uses

Map 2 - Aerial

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1 inch = 517 feet

JANUARY 2015
 PLANNING DEPARTMENT



Pearland Parkway

Land Use Study Regarding Auto Related Uses

Map 2 - Zoning

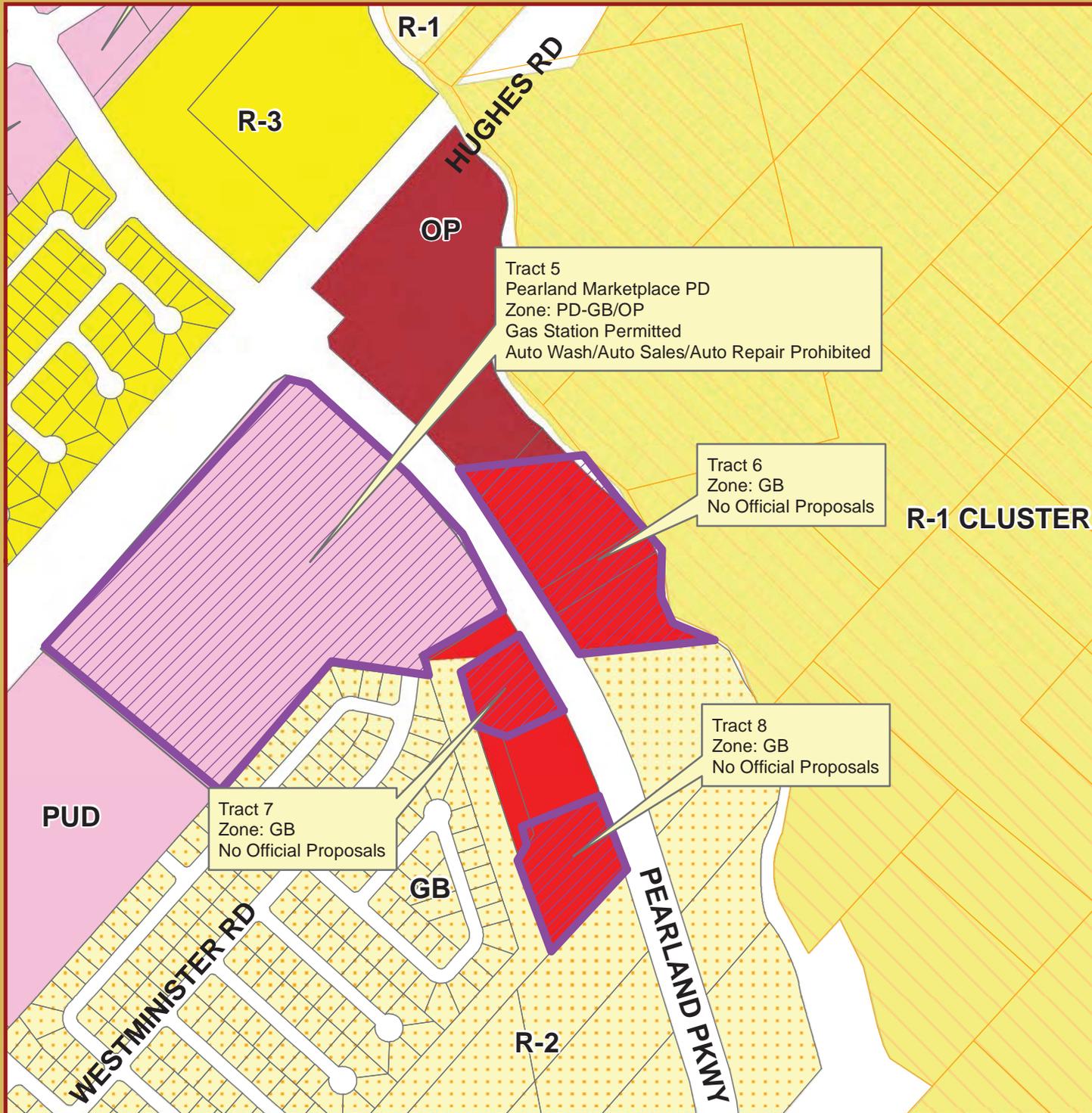
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1 inch = 517 feet

JANUARY 2015
PLANNING DEPARTMENT



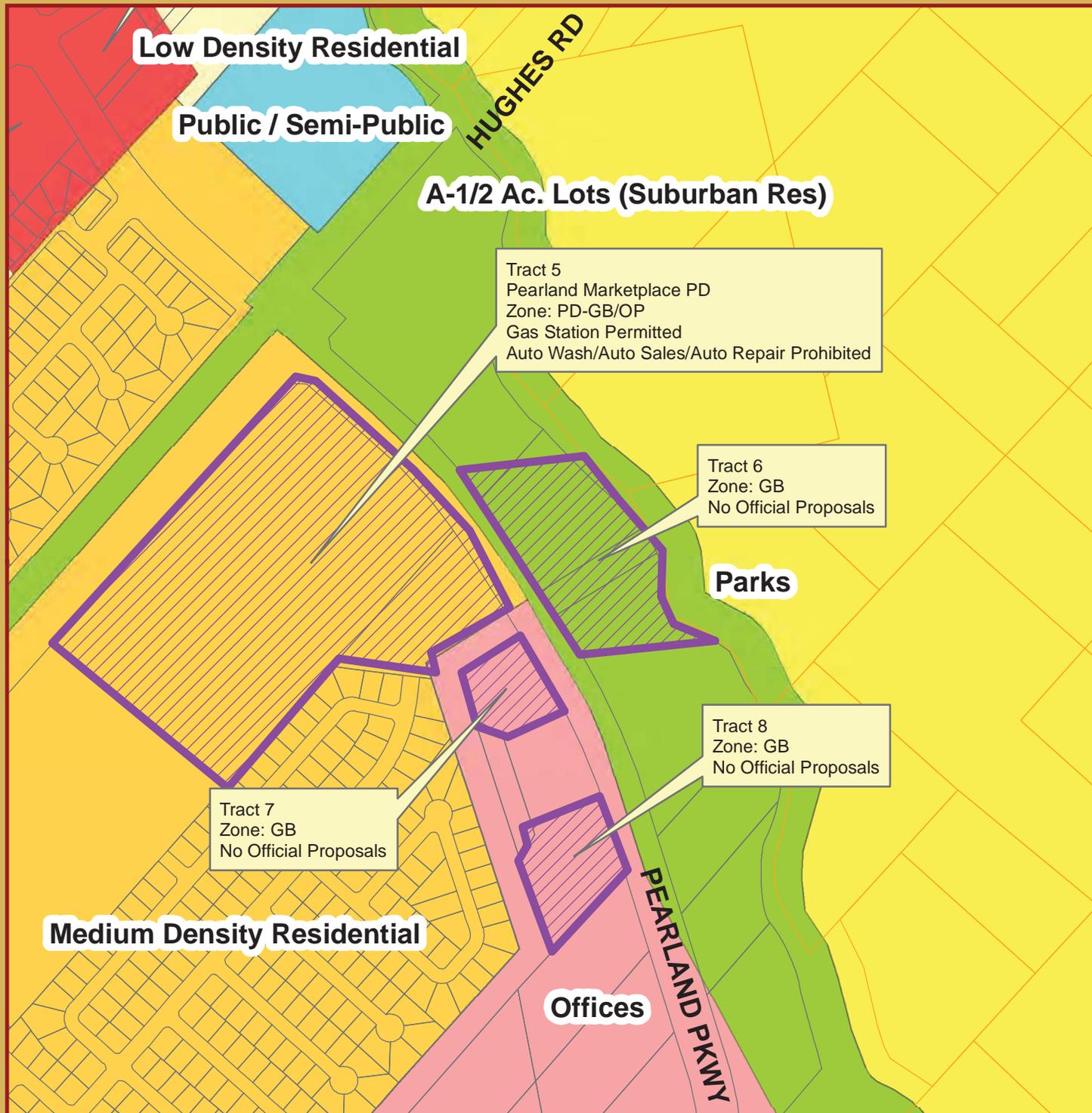
Tract 5
Pearland Marketplace PD
Zone: PD-GB/OP
Gas Station Permitted
Auto Wash/Auto Sales/Auto Repair Prohibited

Tract 6
Zone: GB
No Official Proposals

Tract 8
Zone: GB
No Official Proposals

Tract 7
Zone: GB
No Official Proposals

R-1 CLUSTER



Pearland Parkway

Land Use Study Regarding Auto Related Uses

Map 2 - FLUP

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1 inch = 517 feet

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PLANNING DEPARTMENT





Tract 9
 Center at Pearland Parkway
 Zone: PD - GB
 Under Construction

Pearland Parkway

Land Use Study Regarding Auto Related Uses

Map 3 - Aerial

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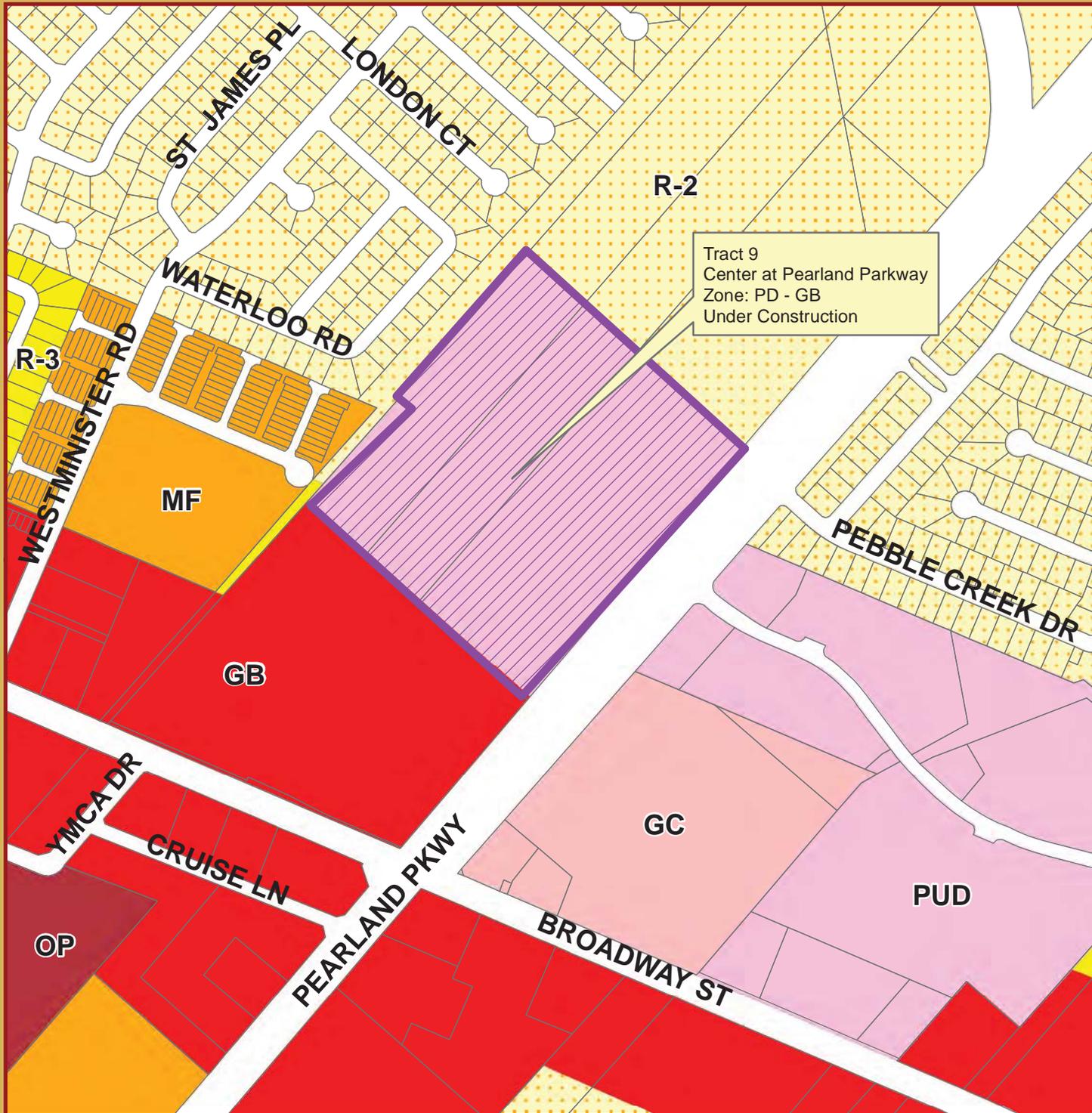


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1 inch = 517 feet

JANUARY 2015
 PLANNING DEPARTMENT





Tract 9
 Center at Pearland Parkway
 Zone: PD - GB
 Under Construction

Pearland Parkway

Land Use Study Regarding Auto Related Uses

Map 3 - Zoning

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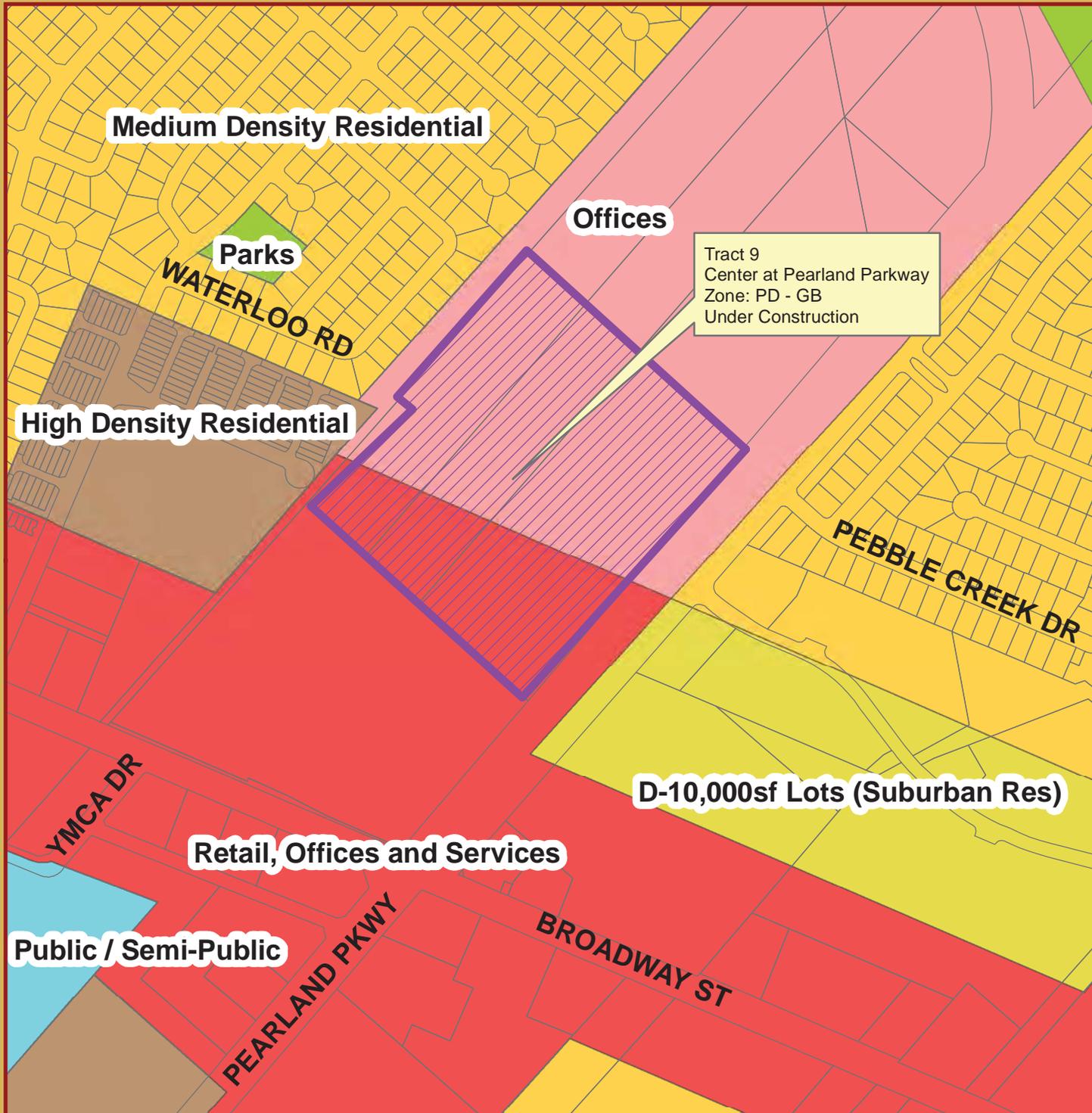


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1 inch = 517 feet

JANUARY 2015
 PLANNING DEPARTMENT





Pearland Parkway

Land Use Study Regarding Auto Related Uses

Map 3 - FLUP

 Permitted By Right

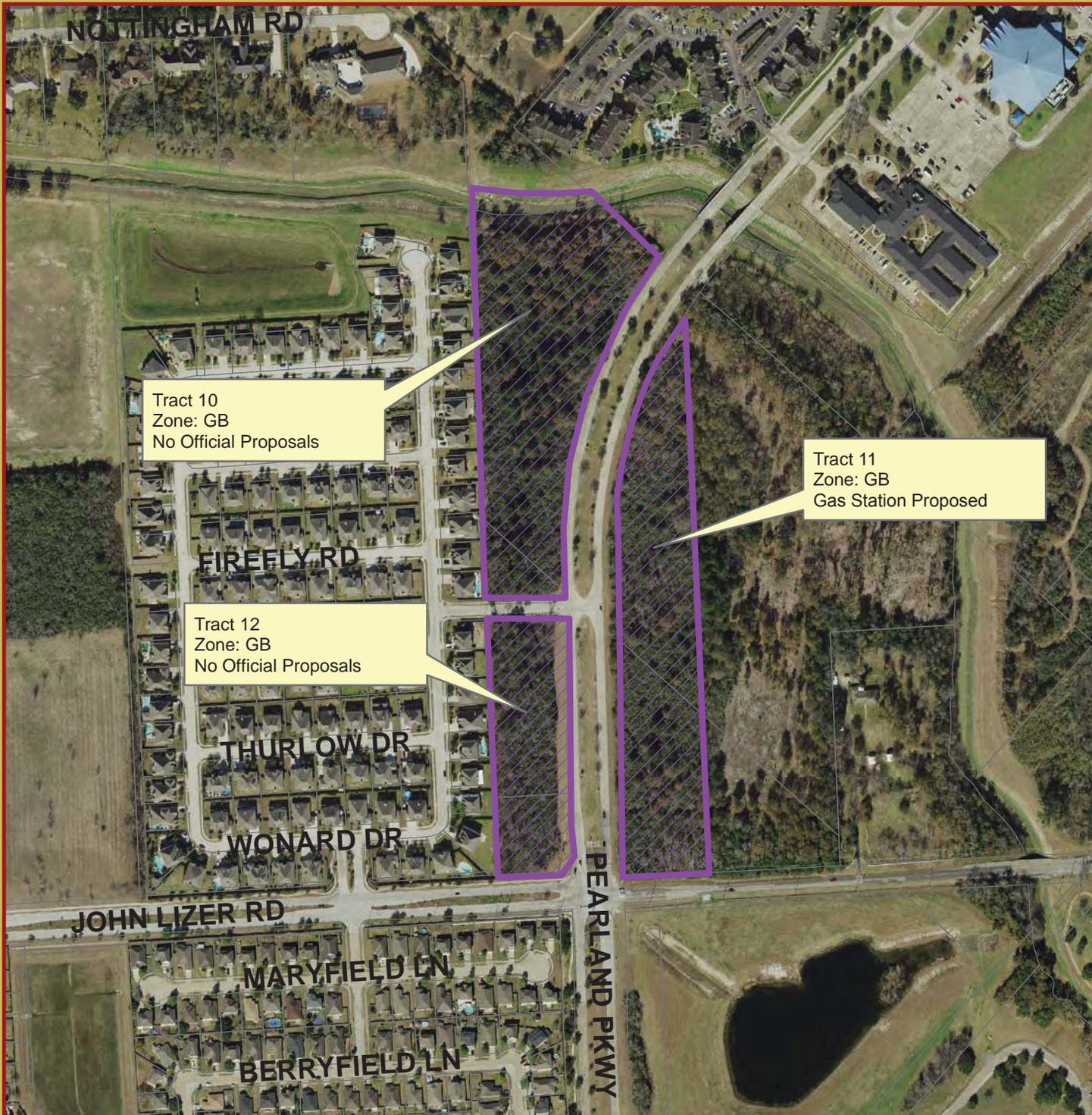


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1 inch = 517 feet

JANUARY 2015
PLANNING DEPARTMENT





Tract 10
Zone: GB
No Official Proposals

Tract 11
Zone: GB
Gas Station Proposed

Tract 12
Zone: GB
No Official Proposals

Pearland Parkway

Land Use Study Regarding Auto Related Uses

Map 4 - Aerial

 Permitted By Right

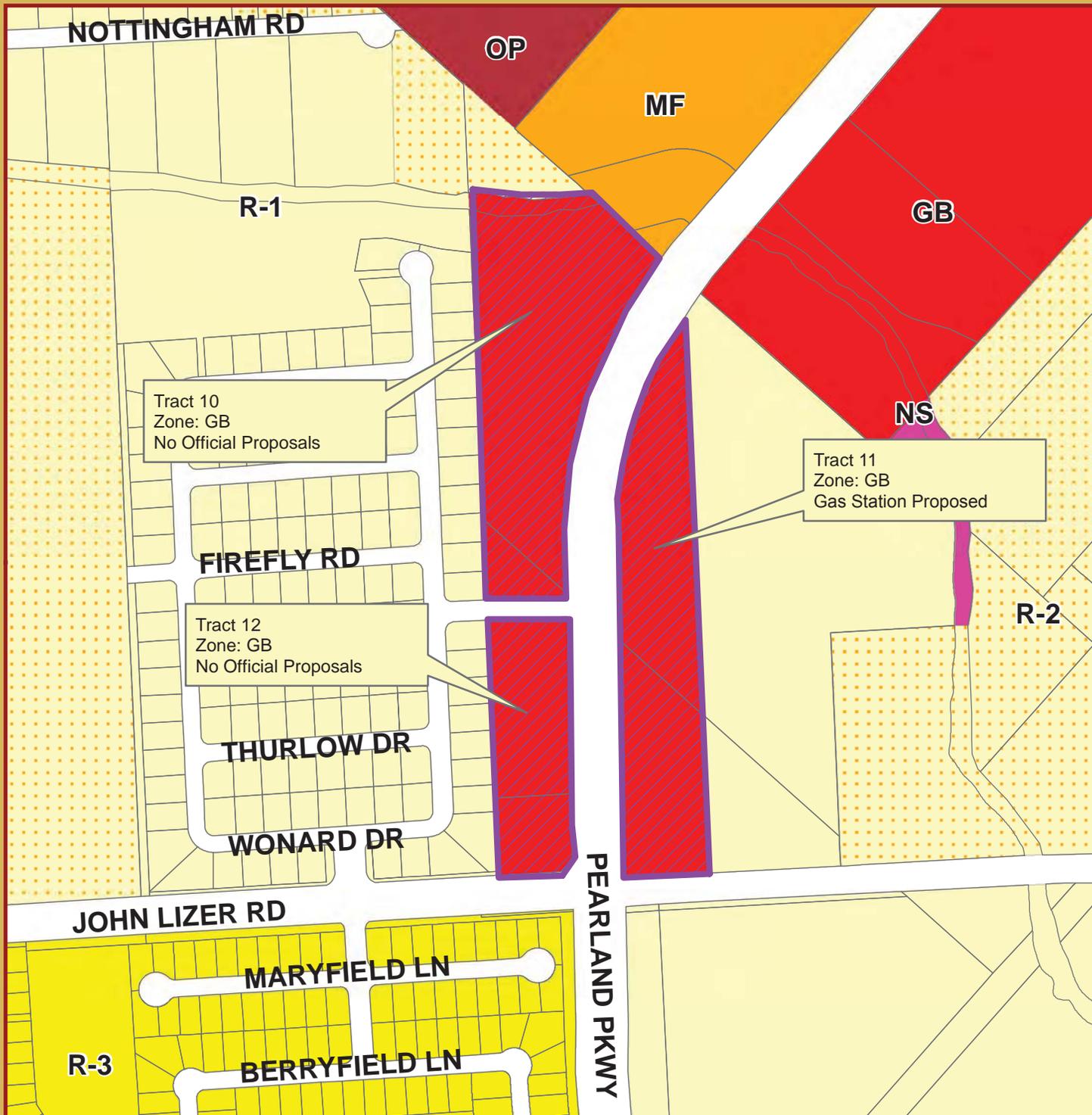


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1 inch = 413 feet

JANUARY 2015
PLANNING DEPARTMENT





Pearland Parkway

Land Use Study Regarding Auto Related Uses

Map 4 - Zoning



Permitted By Right

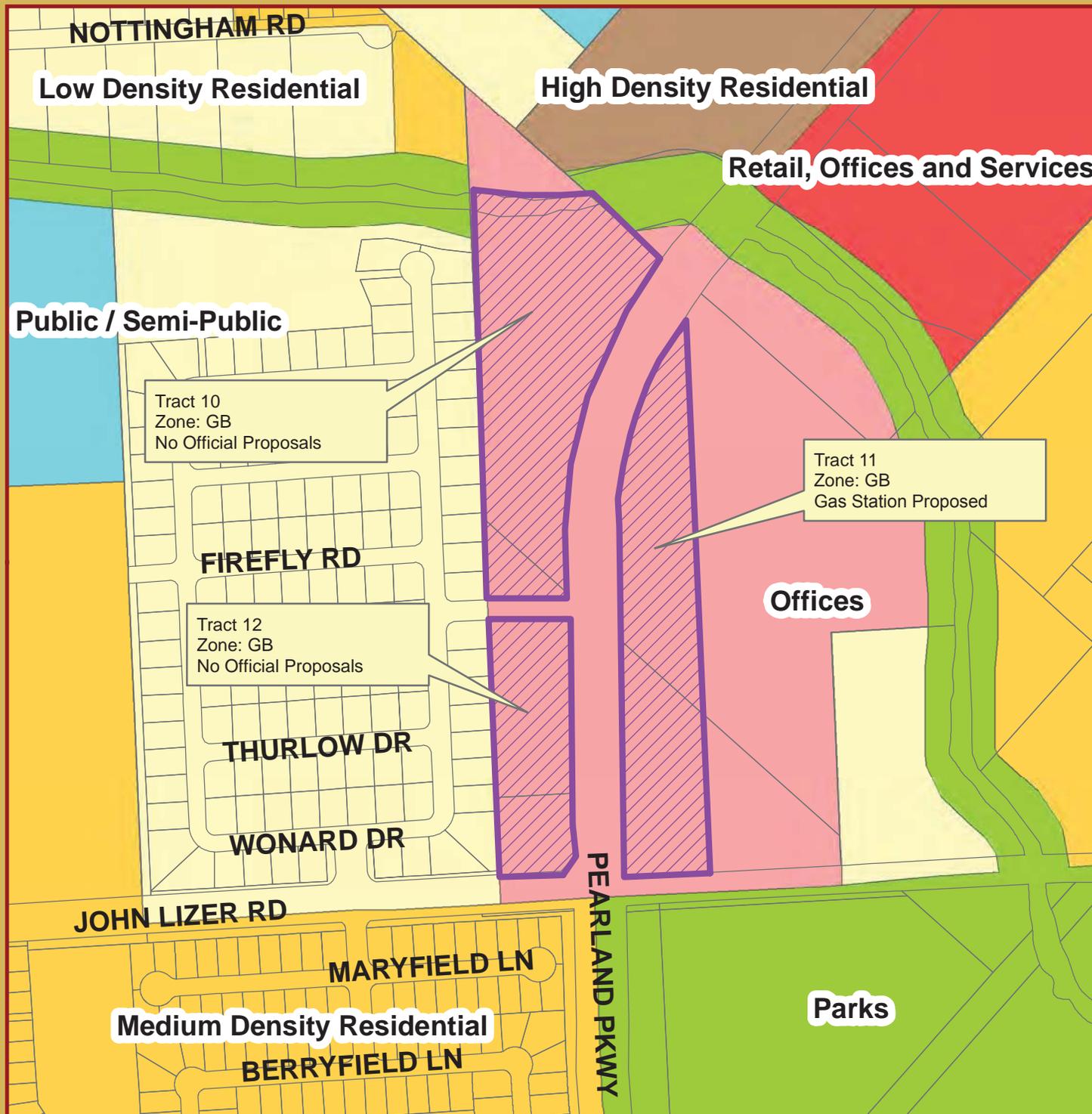


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1 inch = 413 feet

JANUARY 2015
PLANNING DEPARTMENT





Pearland Parkway

Land Use Study Regarding Auto Related Uses

Map 4 - FLUP

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1 inch = 413 feet

JANUARY 2015
PLANNING DEPARTMENT





Tract 13
Oakbrook Estates
Zone: GB - Commercial Reserve
No Official Proposals

Pearland Parkway

Land Use Study Regarding Auto Related Uses

Map 5 - Aerial

 Permitted By Right

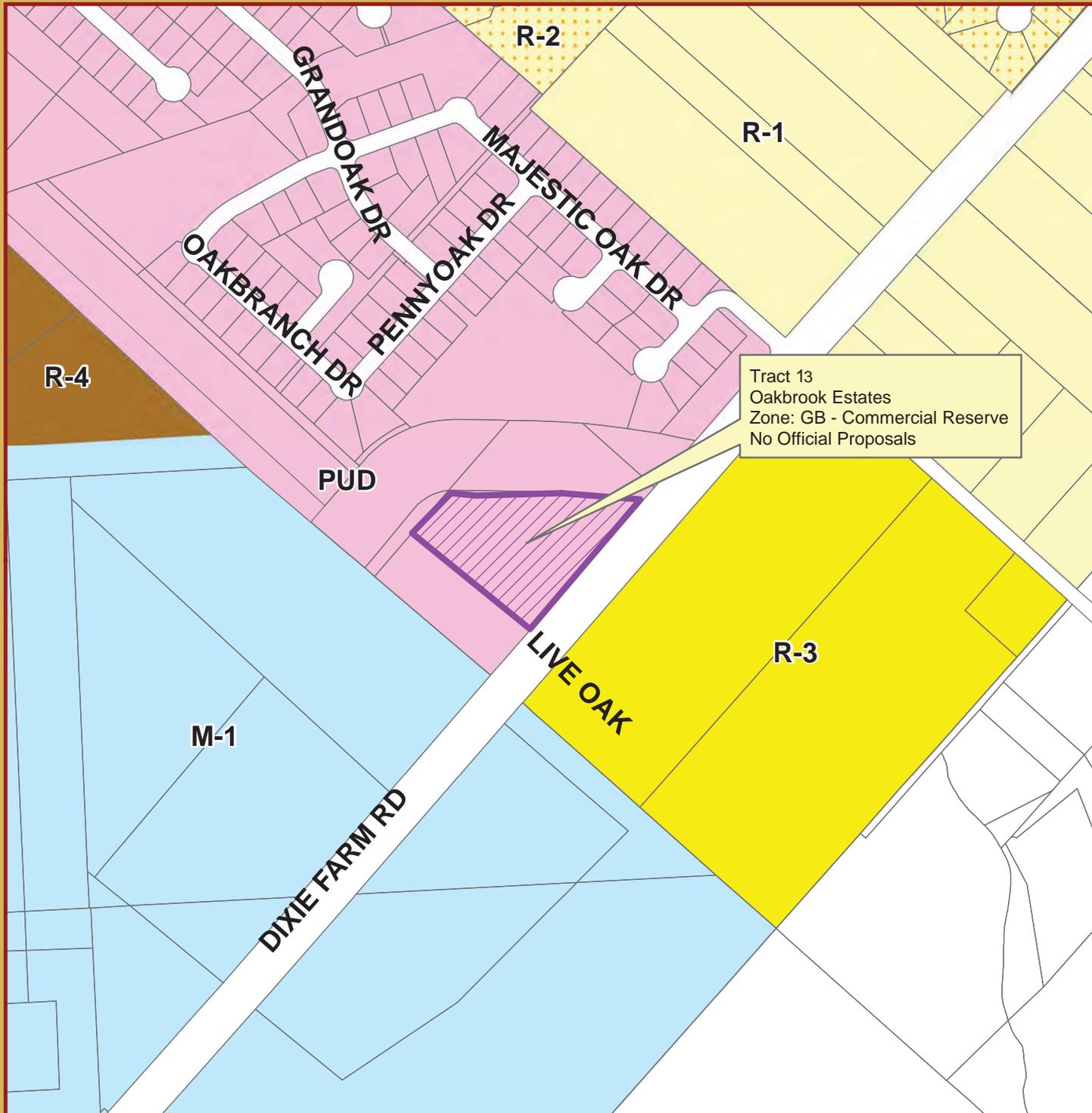


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JANUARY 2015
PLANNING DEPARTMENT





Pearland Parkway

Land Use Study Regarding Auto Related Uses

Map 5 - Zoning

 Permitted By Right

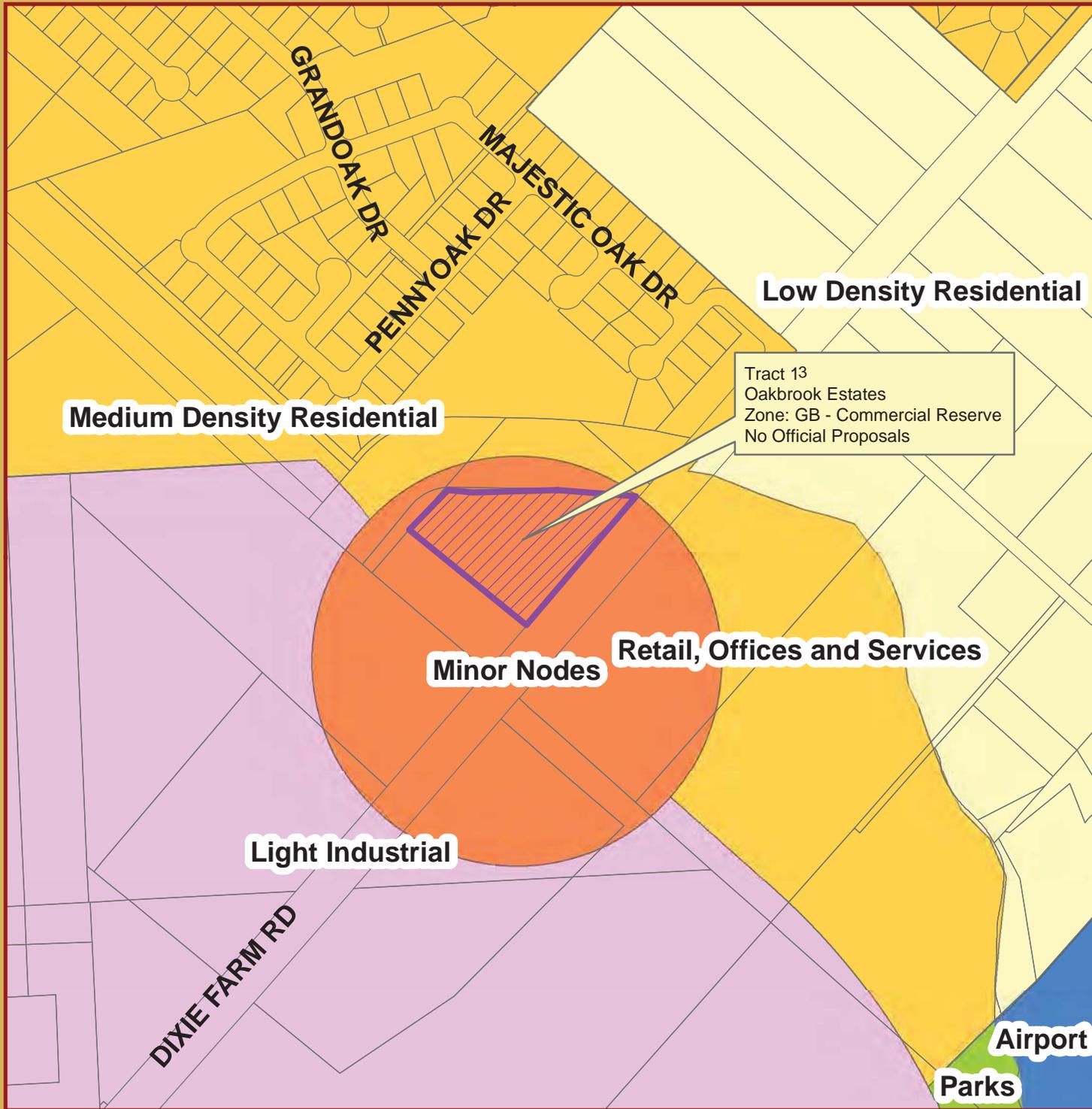


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JANUARY 2015
PLANNING DEPARTMENT





Pearland Parkway

Land Use Study Regarding Auto Related Uses

Map 5 - FLUP

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JANUARY 2015
PLANNING DEPARTMENT



B. Commission Input & Discussion

Proposed Cluster Plan Amendments



Memo

To: Planning and Zoning Commission

From: Planning Department

Date: June 10, 2015

Re: Cluster Plan Workshop

Executive Summary: The City of Pearland, over the past couple of years, has seen an increase in Cluster Development Plan activity. This activity has been in the form of formal Cluster Development Plan submittals, as well as general discussions with developers pertaining to possible future Cluster Development Plan submittals. A number of Commissioners have felt that many of the approved and proposed Cluster Development Plans do not meet the intent of a Cluster Plan, and seem more like a Planned Development “light” where applicants are simply asking for lot width variances and providing minimal open space and amenities in return. Staff was asked to look into possible amendments to the Unified Development Code that would address the Commission’s concerns regarding Cluster Development Plan requirements.

A main focus of Staff discussion will be the current lack of guidelines in Pearland Unified Development Code as it pertains to criteria of approval for a Cluster Development Plan. This lack of approval criteria makes it difficult for both the Staff and the Planning and Zoning Commission to make a sound recommendation on a proposal. Staff believes that one way to address this concern is to add specific criteria of approval similar to the Planned Development section of the Unified Development Code.

The Planned Development section of the Unified Development code has specific, quantifiable requirements for Planned Development, summarized below, which are not contained in the Cluster Development section of the code:

- Minimum acreage requirements for residential, commercial, and mixed-use proposals
- Maximum lot size deviations for residential proposals (10%)
- Design Plan/Layout/Conceptual site plan requirement with maximum deviation
- Minimum open space requirements
- Joint Workshop Requirement

These requirements serve as a guide for minimum requirements of a Planned Development to not only the Commission and Staff, but also for an applicant so that they are aware of what will be required of their submittal ahead of time.

Staff believes that the Cluster Development Plan option of developing residential property, if used in the manner intended, can be a positive development tool. However,

in order for it to be effectively administered, some clarifications of expectations should be added to the requirements of a proposal, similar to a Planned Development.

As the Cluster Development concept is a relatively common planning practice, Staff has contacted surrounding cities in order to determine how they address these types of requests. It appears that the majority of cities contacted addresses these requests in the form of a Planned Development, and do not have specific sections in their development codes which pertain to Cluster Developments. The developers are able to accomplish the goal of smaller lot sizes, in return providing additional amenities not achievable through traditional zoning, in the form of a zoning case (in which case the final approval authority ends with City Council rather than the Commission), rather than with a Cluster Development Plat, as is currently done in Pearland. The current Cluster Development process in Pearland is a more expeditious process than a zoning case (which requires a Commission recommendation and two readings with City Council), which serves as an advantage to the developer. Therefore, Staff is not at this point recommending that Pearland adopt the same practice as surrounding communities, however suggesting that we clarify the requirements of a Cluster Development proposal to make everyone involved in the process aware of the expectations of a project.

The ultimate goal of a Cluster Development Plan is to preserve a large amount of open space that would otherwise have been developed with additional residential lots, while still allowing a similar amount of homes to be developed. This is achieved by allowing smaller lots clustered together on a portion of the development while leaving the remaining acreage as useable open space. Staff recommends adding specific size and open space requirements to simplify the process for all parties involved, but avoid requiring specific amenities. Amenity discussions leads us more into the realm of Planned Developments and should be avoided while discussing Cluster Development Plans.

Staff Recommendation: Staff has a come up with a proposed recommendation that addresses most of our concerns and leads us more towards the intent of a true Cluster Development Plan:

- Require a minimum acreage of 10 acres for each development.
- A minimum percentage of the gross acreage shall be set aside as useable open space. This acreage shall not include Detention, pipelines, required yards, easements, ROW dedications, and platted streets. Percentages will be on a sliding scale dependent on the total size of the development.
 - o 10-20 acre developments – 50%
 - o 21-50 acre developments – 40%
 - o 51+ acre developments – 30%
- Open space protections need to be in place via Deed Restrictions/Conservation Easement/HOA Guidelines, and shall be maintained by the HOA.
- All areas considered as open space must have a minimum contiguous dimension of 200’.
- The proposed density must meet the base zoning density.
- Setbacks may be reduced to 5’ on the side, 15’ in the front, and 15’ in the rear.

C. Commission Input & Discussion

Proposed Oil and Gas Pipeline Setback Amendments



Memo

To: Planning and Zoning Commission

From: Planning Department

Date: June 10, 2015

Re: Oil and Gas Pipelines Workshop

Executive Summary:

The United States is heavily dependent on transmission pipelines to distribute energy because they are the safest mode available for transportation of energy fuels. Energy demand has increased by about 35 percent in the last decade, and is estimated to increase by another 36 percent. According to the Railroad Commission of Texas, U.S. petroleum demand is expected to increase 1.63 percent from 2014 to 2015 to 19.43 million barrels per day and increase 0.36 percent from 2015 to 2016 to 19.41 million barrels per day. U.S. natural gas demands is expected to increase 3.08 percent from 2014 to 2015 to 27.65 trillion cubic feet, and is expected to increase by 0.62 percent from 2015 to 2016 to 27.82 trillion cubic feet.

The nation's projected demand for energy especially in new and fast-growing metropolitan may require cities to reevaluate how we plan near pipelines. Increasing urbanization is resulting in more people living and working closer to pipelines. As a result, new development near pipelines is occurring in formerly rural and unincorporated areas. Transmission pipelines carry over 35 hazardous products such as refined and unrefined petroleum products and natural gas. Transmission pipelines ruptures can have a major impact on humans, the environment, and local and regional economies.

Because of increasing urbanization in the areas surrounding existing pipeline easements, zoning regulations involve a balancing of the financial interests of property owners in proximity to the pipelines and the safety of the increased numbers of people who would be placed within the zone of risk if more intensive development is permitted. Zoning regulations would be less controversial if existing and future natural gas transmission pipelines could be routed through farmland or other undeveloped lands. When originally constructed, many of the older, major natural gas transmission pipelines were sited in that way. But population growth and development patterns have brought increased population densities to the areas surrounding many of these transmission pipelines, and difficult decisions must now be made. A tragic accident in Bellingham, Washington in 1999 which caused three deaths, eight injuries and over 45 million dollars in property damage was the wake-up call in enacting new pipeline safety laws.

Texas has the largest pipelines infrastructure in the nation, with more than 425,939 miles of pipelines representing about 1/6 of the total pipeline mileage of the entire United States. According to the Texas Railroad Commission, Texas' pipelines are divided into the

categories of natural gas and LP-gas distribution lines (more than 146,966), hazardous liquid and natural gas transmission lines (more than 69,169), intrastate production and gathering lines leaving a lease lines (more than 163,543 miles), and interstate lines (46,097 miles).

In December 2014, Texas natural gas production was 706.82 billion cubic feet up from 682.44 billion cubic feet produced during the same month in 2013. In December, 2014, Texas crude oil production averaged 2.701 million barrels per day, up from 2.284 million barrels per day report the same month in 2013.

There are no generally accepted zoning standards for land uses in close proximity to natural gas transmission pipelines. The Texas Railroad Commission has authority over intrastate pipelines (those that originate and end within the State of Texas) for pipeline safety and pipeline rate regulations. The Railroad Commission is limited in its authority and has no authority over the routing or siting of intrastate or interstate pipelines with the exception of pipelines that contains hydrogen sulfide because of the potential toxicity at certain levels.

There is no standard width for a pipeline easement but the widths are usually specified in the contracts. Generally pipelines must be buried a minimum of 36 inches (three feet) however, pipeline operators are not required to maintain this depth if erosion occurs after installation. For gas pipelines, there is no minimum setback requirement. Hazardous liquids pipelines that are within 50 feet of a structure must be buried to a depth of 48 inches (four feet), which is 12 inches more than the standard 36 inches (three feet).

The primary reason for establishing setbacks from transmission pipelines is to avoid encroachment on the pipeline right-of-way, thereby reducing the likelihood of third party damage to the pipeline. Typically such damage in urban settings is caused by construction activity or underground utility work. Third party damage can certainly be lessened by consistent use of one-call utility locator systems, but experience shows that keeping construction or utility work away from pipeline easements or corridors is preferable. An adequate setback for avoiding third party damage can be far less than the setback distance needed to protect individuals from the energy of a catastrophic rupture.

Pipeline companies are very quiet on the issue of setbacks, probably because of the financial implications. Setbacks lessen the likelihood of third party damage from encroachment activity and lessen the possibility of personal injuries if there is a release from a transmission pipeline. Though pipeline operators might prefer that structures not be built close to their pipelines, publicly they will not say that setbacks are necessary or recommended. The pipeline industry instead puts out a consistent public message that their pipelines are "safe". How "safe" is a matter of opinion, and varies depending upon the pipeline operator. Historically, pipeline operators purchased easements that were adequate for installation and maintenance of their pipelines, with probably little awareness

that there would be significant pressure for development around their pipelines decades later. Setbacks can impose a financial burden on landowners whose property adjoins or is near the pipeline easement because they generally are not compensated for reduced development potential.

Management of development near transmission pipelines has the potential to address inappropriate development, yet federal or state regulations do not control land uses within close proximity of transmission pipelines. The authority for managing pipelines hazards rests largely with local governments who manage land uses surrounding transmission pipelines. Growth management and control techniques implemented by local governments provide one of the most important areas where changes could prevent harm to humans and the environment from transmission pipeline ruptures.

In the absence of accepted standards, a priority of local governments should be the protection of the lives and property of those living, working or recreating in the vicinity of natural gas transmission pipelines. A jurisdiction could choose to permit single family residences, but not multi-family housing, within a specified distance from the pipeline easement. A jurisdiction could choose to prohibit facilities such as nursing homes or hospitals within a certain distance from the pipeline easement. Zoning regulations can encourage mini-storage structures or similar uses near pipelines. The goal should be to zone in a way that minimizes the likelihood of large numbers of casualties in the event of a catastrophic rupture.

A city or county, as part of the normal planning process, need to establish setbacks and zoning regulations for the natural gas transmission pipelines that are within its jurisdiction. Those regulations are a quantification of the risk that the local government decides is acceptable. The unfortunate reality is that in our increasingly dense cities development will generally occur to the extent allowed by current land development regulations, and people will buy homes adjoining pipeline easements, assuming that construction permits would not have been issued by the city if the development was not safe. Residents rely upon cities and counties to provide safe environments to live and work, and establishing prudent setbacks is part of that difficult task.

Recommended Actions:

Pipeline incidents, population growth, urbanization and increasing energy demands are leading to a greater focus and attention on the need for increased land use controls in the vicinity of pipelines. For the most part, local governments have not systematically considered risks to the public from transmission pipelines incidents in regulating land use. Encroachment and inappropriate human activity can affect pipeline safety. Good land use decisions can reduce risks associated with transmission pipelines by reducing probabilities and the consequences of incidents.

Growth management tools can be used to address long-range community goals and changes and reduce inappropriate development in hazardous areas. Growth management programs generally consist of a mix of regulatory, incentive, and informational strategies. Under a regulatory approach, local governments use tools such as zoning, special ordinances, or building setback requirements to control growth near pipelines transmission. The Pipeline and Hazardous Materials Safety Administration has developed some best practices for planning near planning near pipelines which are outline below.

Regulatory tools used in planning near pipelines include:

- Low-density zoning surrounding policies
- Transmission pipeline zoning overlay district
- Special transmission pipeline hazard ordinance
- Fire resistance requirements in the building code
- Minimum building setback requirement for building adjacent to transmission pipelines
- Restriction on the location of critical facilities near transmission pipelines (such as fire, police stations, and public schools)
- Deed restrictions for property with pipeline easements
- Watershed protection ordinance with provisions for transmission pipelines
- Berms and/or containment ponds adjacent to hazardous liquid pipelines
- Mandatory open space dedication.

Additional recommended practices developed by the Pipeline and Hazardous Materials Safety Administration for cities include:

- Obtaining Transmission Pipeline Mapping Data
- Adopting Transmission Pipeline Consultation Zone Ordinance
- Defining Transmission Pipeline Consultation Zone
- Require Consideration of Transmission Pipeline Facilities in Land Development Design
- Collaborate on Alternate Use and Development of Transmission Pipeline Right-of-Way
- Provide Flexibility for Developing Open Space along Transmission Pipeline Right-of-Way

- Record Transmission Pipeline on Easements on Development Plats and Final Plats
- Reduce Transmission Pipelines Risk through Design and Location of New Parking Lots and Parking Lots Parking Structures
- Reduce Transmission Pipeline Risk through Design and Location of New Roads and New Utilities and Infrastructure.
- Plan and Locate Vegetation to Prevent Interference with Transmission Pipeline Activities
- Locate and Design Water Supply and Sanitary Systems to prevent Contamination and Excavation Damage.
- Reduce Transmission Pipeline Risk in New Development for Residential, Mixed-Use, and Commercial Land Use.
- Use, Document, Record and Retain Encroachment Agreements or Permits and Letters and No Objections and Conditional Approvals.

Local Survey of Surrounding Communities:

The City of Pearland conducted interviews with local planners in surrounding communities to determine their practices regarding transmission pipelines. Most of the cities had adopted a pipeline ordinance (similar to the City of Pearland) that primary dealt with oil and gas drilling and wells. The following cities were survey to determine their current zoning and planning practices regarding pipelines and setback requirements.

- City of Sugarland
- League City,
- City of Pasadena
- City of Baytown,
- Texas City
- Missouri City
- League City

Of the cities surveyed, most had a pipeline ordinance but none of the ordinances specified any setback requirements for transmission pipelines. However, some cities were requiring setbacks during the platting process.

Name of City	Pipeline Ordinance	Setback Requirement
City of Pearland	YES	No
City of Sugar Land	YES	NO - Require separate reserve during plating process
City of Pasadena	YES	NO
City of Baytown	YES	NO – has 5 Pipeline Corridors

Texas City	YES	NO
Missouri City	YES	YES - 13 feet from easement or 30 feet from pipeline.
League City	YES	NO

Recommendations:

The American Petroleum Institute recommends setbacks of 50 feet from petroleum and hazardous liquids for new homes, business, and place of public assembly. Setbacks of 25 feet are recommended for garden sheds, septic tanks, and water wells. A report by the Transportation Research Board indicates that the most common practice of local governments is a required setback of 25 feet from the center of the pipeline. There is not a universal standard recommendation for an appropriate setback from a pipeline due to the vary sizes and pressures and the varying type of adjacent land uses. However, as a result of the tragic accident in Washington State, the State did develop a model ordinance for local governments of a minimum of 50 feet (see attachment).

It is recommended that the City of Pearland adopt the model ordinance for local government along with the recommended practices established by the Pipeline and Hazardous Materials Safety Administration.

Attachments

- Draft Ordinance Establishing Setback Requirements
- Top Ten Root Causes of Pipeline Damage
- Top Ten Damages to Pipeline by Type of Work Performed
- Incidents of Pipeline Damages in Texas per Year
- Incidents of Pipeline Damages in Texas per Month
- Map of Transmission Lines in Pearland

**Model Setback Ordinance
For Transmission Pipelines
(For Discussion Only)**

ORDINANCE NO. _____

**AN ORDINANCE ESTABLISHING SETBACK REQUIREMENTS FOR NEW
HAZARDOUS LIQUID AND GAS TRANSMISSION PIPELINES WITHIN AND
THROUGH THE CITY OF PEARLAND.**

NOW, THEREFORE, THE CITY OF PEARLAND DOES ORDAIN:

Section 1. Definition.

Pipeline Corridor shall mean the pipeline pathway through the jurisdiction of the City Pearland in which the pipelines and facilities of a pipeline operator are located, including public rights-of-way and easements over and through public or private property.

Section 2. Setback Requirement for Gas Pipelines.

Setback requirements from gas transmission pipelines for general residential, commercial, and industrial buildings shall be a minimum of 50 feet. The setback distance shall be measured from the nearest edge of the pipeline corridor.

Section 3. Setback Requirement for Hazardous Liquid Pipelines.

The setback requirement from a hazardous liquid pipeline corridor for all general residential, commercial, and industrial buildings shall be a minimum of 50 feet. The setback distance shall be measured from the nearest edge of the pipeline corridor.

Section 5. Effective Date.

PASSED/ADOPTED this ____ day of _____, 20__.

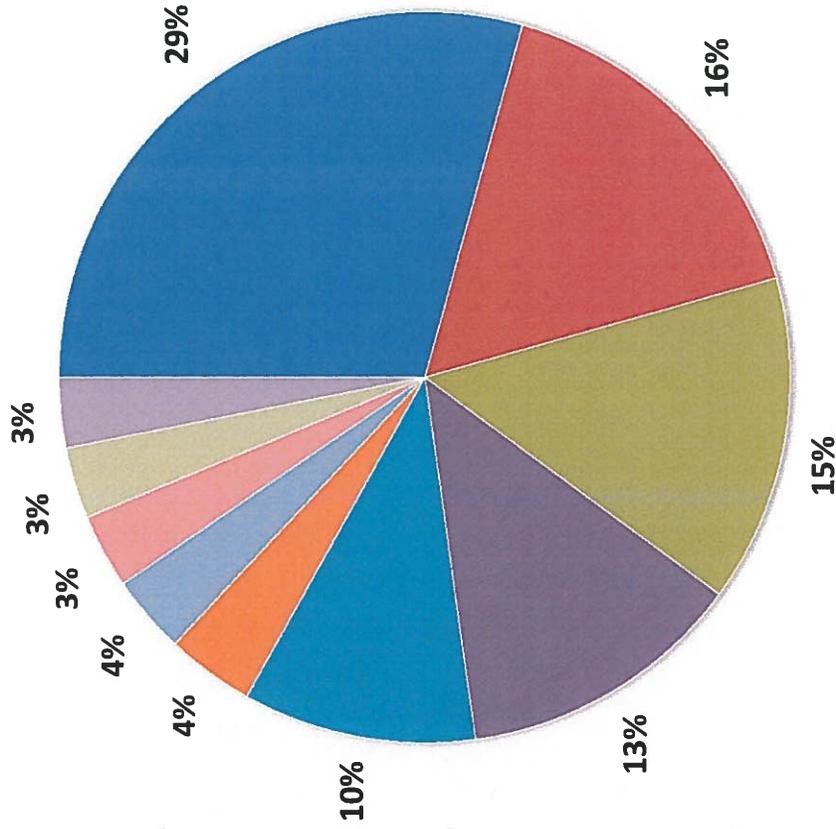
SIGNATURE LINE:

ATTEST:

APPROVED AS TO FORM:

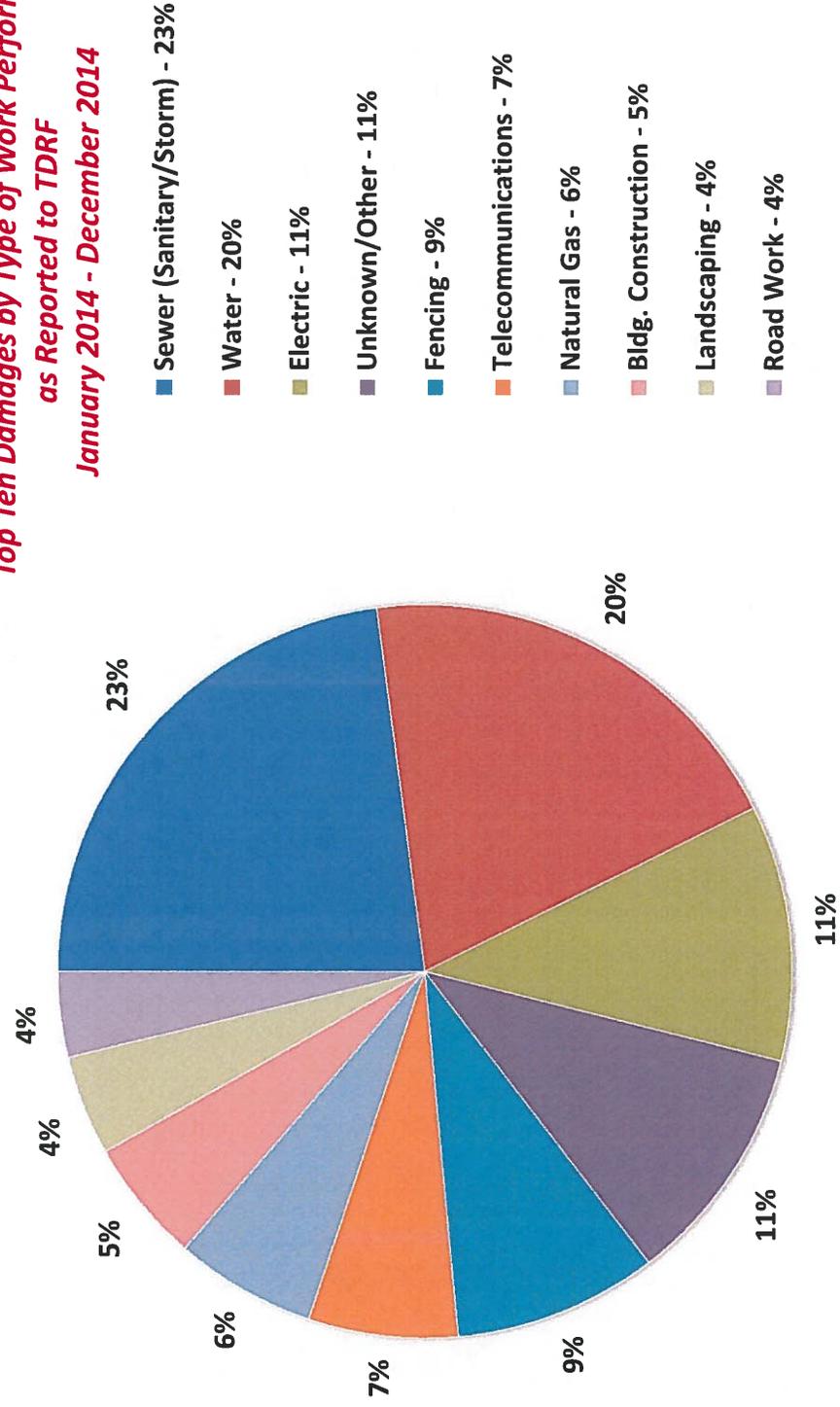
PUBLISHED:

**Top Ten Root Causes
as Reported to TDRF
January 2014 - December 2014**

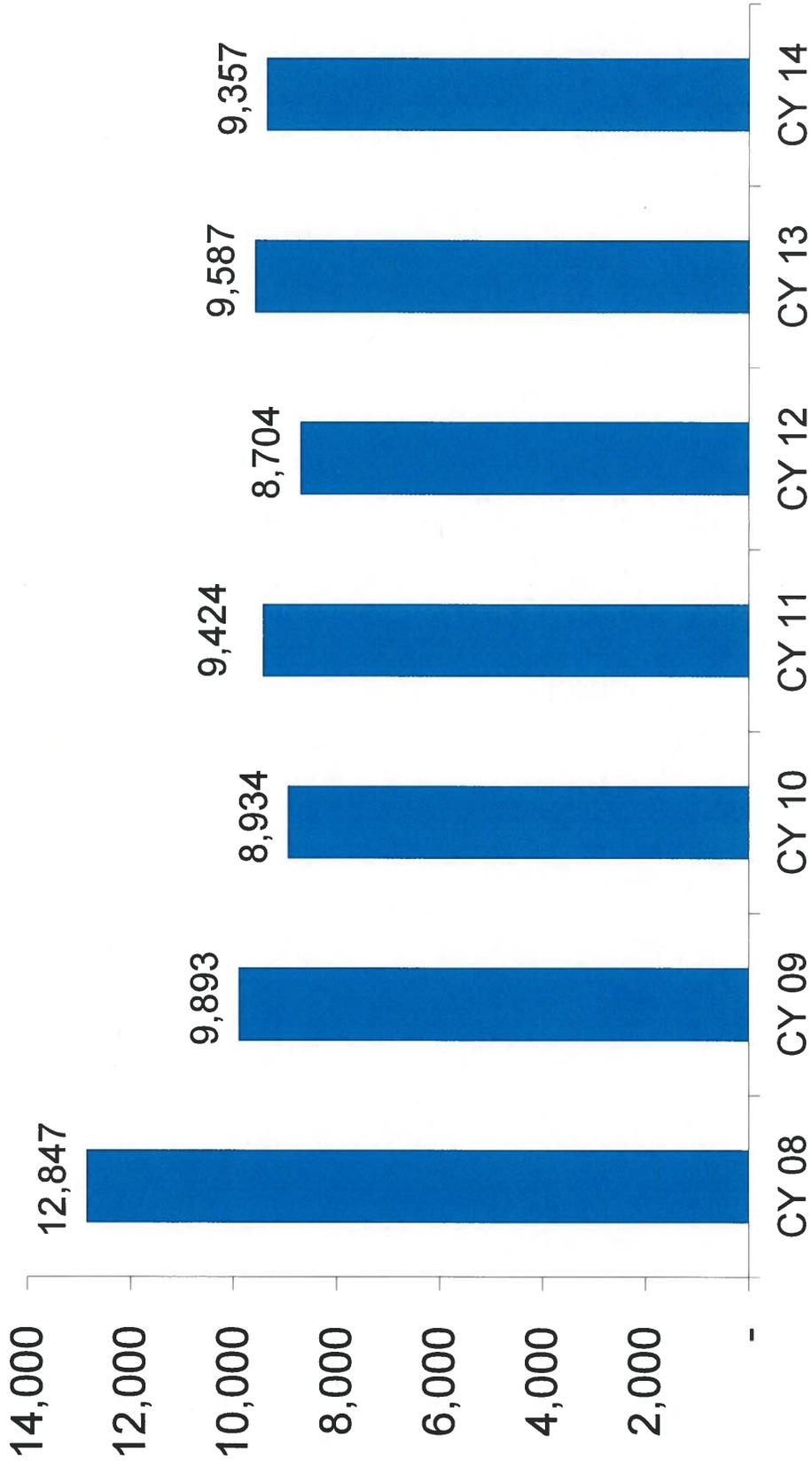


- No notification made to the One-Call center - 29%
- Facility was not located or marked - 16%
- Facility marking or location not sufficient - 15%
- Other - 13%
- Failure to maintain clearance - 10%
- Failure to use hand tools where required - 4%
- Facility could not be found or located - 4%
- Failure to maintain marks - 3%
- Data Not Collected - 3%
- Other insufficient excavation practices - 3%

**Top Ten Damages by Type of Work Performed
as Reported to TDRF
January 2014 - December 2014**

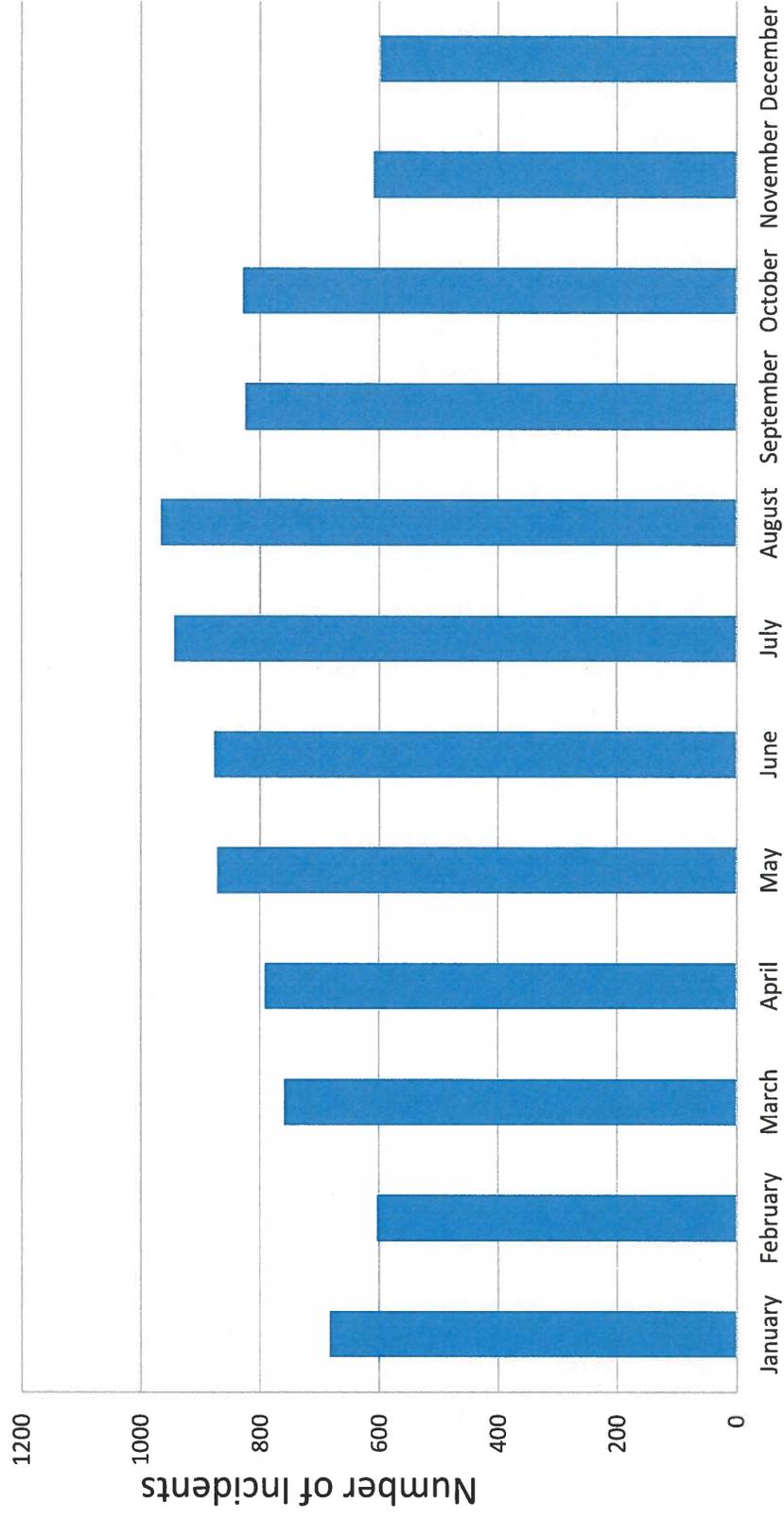


Incidents Per Year

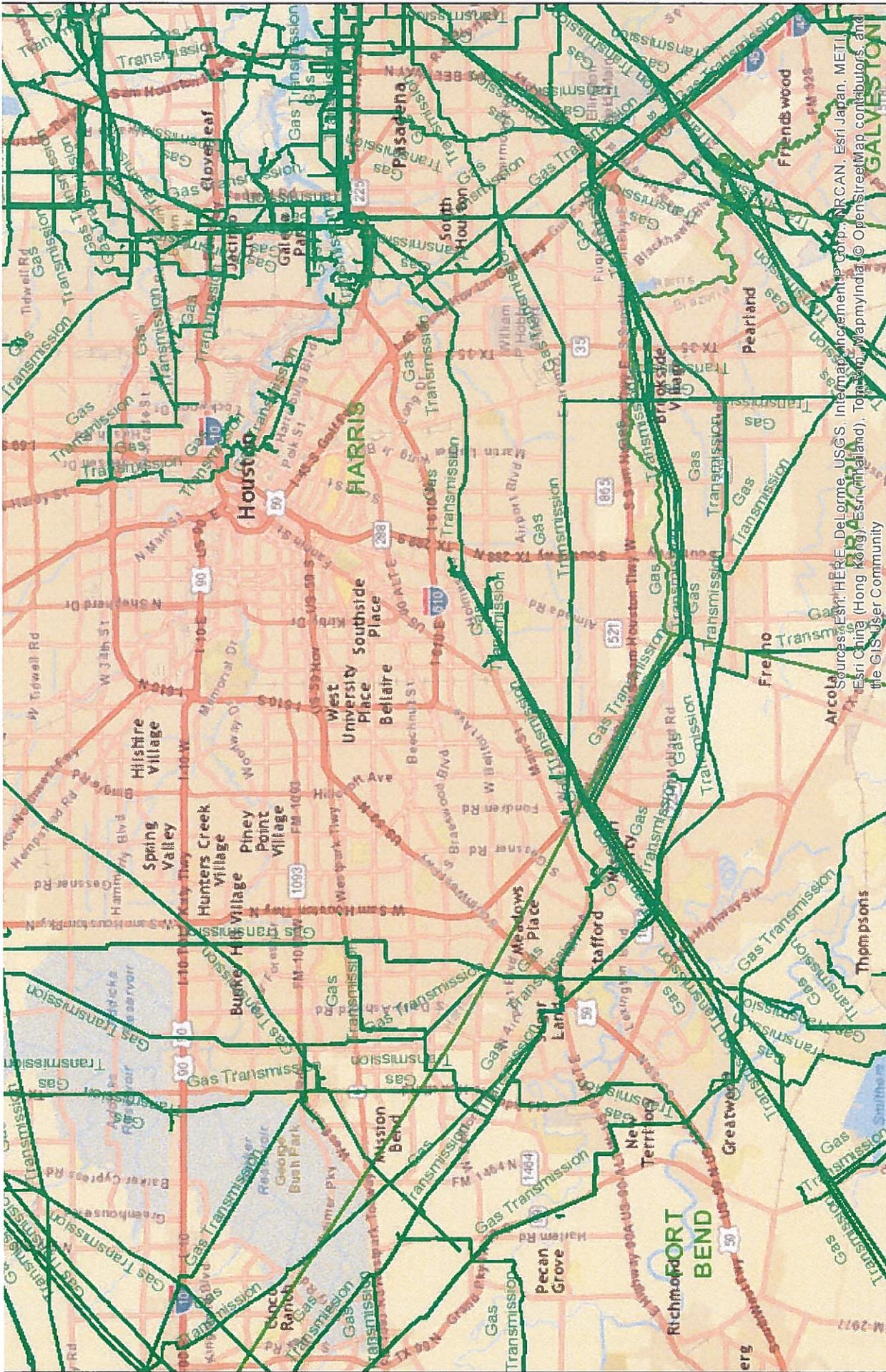


Source: RRC Pipeline Safety Damage Prevention

Incidents Per Month 2014

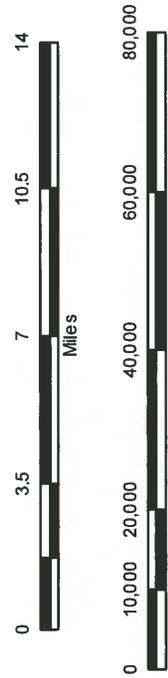


Source: RRC Damage Prevention



June 9, 2015

1 inch = 24,075 feet



NOTICE/DISCLAIMER: Mapping data sets are provided for informational purposes only. These data sets are continuously being updated and refined. Users are responsible for checking the accuracy, completeness, currency and/or suitability of these data sets themselves. This is not a survey grade product and should not be used to define or establish survey boundaries.

II. Adjournment