

AGENDA – WORKSHOP OF THE CITY COUNCIL OF THE CITY OF PEARLAND, TEXAS, TO BE HELD ON JUNE 4, 2007, AT 7:00 P.M., IN THE COUNCIL CHAMBERS, CITY HALL, 3519 LIBERTY DRIVE, PEARLAND, TEXAS.

I. CALL TO ORDER

II. PURPOSE OF THE WORKSHOP:

P&Z
and
Council

1. **COUNCIL INPUT AND DISCUSSION:** REGARDING PROPOSED PLANNED DEVELOPMENT DISTRICT (PD) FOR COMMERCIAL AND LIGHT INDUSTRIAL USES APPROXIMATELY 10 ACRES GENERALLY LOCATED ON THE EAST SIDE OF MAIN STREET (STATE HIGHWAY 35). *Ms. Lata Krishnarao, Planning Director.*

P&Z
and
Council

2. **COUNCIL INPUT AND DISCUSSION:** REGARDING PROPOSED AMENDMENTS TO THE UNIFIED DEVELOPMENT CODE (UDC) GENERALLY REGARDING SIGNAGE. *Ms. Lata Krishnarao, Planning Director.*

Council
only

3. **COUNCIL INPUT AND DISCUSSION:** REGARDING HOMESTEAD EXEMPTIONS. *Mr. Bill Eisen, City Manager.*

Council
only

4. **COUNCIL INPUT AND DISCUSSION:** REGARDING FACADE MATERIALS FOR CBL'S PEARLAND TOWN CENTER. *Ms. Lata Krishnarao, Planning Director.*

Council
only

5. **COUNCIL INPUT AND DISCUSSION:** REGARDING DESIGN BUILDER SELECTION PROCESS. *Mr. Darrin Coker, City Attorney.*

III. ADJOURNMENT

This site is accessible to disabled individuals. For special assistance, please call Young Lorfing at 281-652-1655 prior to the meeting so that appropriate arrangements can be made.

AGENDA - WORKSHOP OF THE CITY COUNCIL OF THE CITY OF BEARLAND, TEXAS TO BE HELD ON WEDNESDAY, 2007 AT 7:00 P.M. IN THE COUNCIL CHAMBERS, CITY HALL, 210 LIBERTY DRIVE, BEARLAND, TEXAS

I	II	III
CALL TO ORDER		
PURPOSE OF THE WORKSHOP		
COUNCIL INPUT AND DISCUSSION: RECALL THE PROPOSED PLANNED DEVELOPMENT DISTRICT (PDD) FOR COMMERCIAL AND LIGHT INDUSTRIAL USES APPLICABLE TO ACRES GENERALLY LOCATED ON THE EAST SIDE OF MAIN STREET (STATE HIGHWAY 25) AND LOCATED NEARLY INTERSECTION	12:00 12:15 12:30	
COUNCIL INPUT AND DISCUSSION: RESEARCHING PROPOSED AMENDMENTS TO THE UNIFIED DEVELOPMENT CODE (UDC) GENERAL BYZANTINE SIGNAGE AND SIGNAGE AND SIGNAGE	12:45 13:00 13:15	
COUNCIL INPUT AND DISCUSSION: RESEARCHING PROPOSED AMENDMENTS TO THE UNIFIED DEVELOPMENT CODE (UDC) SIGNAGE AND SIGNAGE AND SIGNAGE	13:30 13:45 14:00	
COUNCIL INPUT AND DISCUSSION: RECALL THE PROPOSED PLANNED DEVELOPMENT DISTRICT (PDD) FOR COMMERCIAL AND LIGHT INDUSTRIAL USES APPLICABLE TO ACRES GENERALLY LOCATED ON THE EAST SIDE OF MAIN STREET (STATE HIGHWAY 25) AND LOCATED NEARLY INTERSECTION	14:15 14:30 14:45	
COUNCIL INPUT AND DISCUSSION: RECALL THE PROPOSED PLANNED DEVELOPMENT DISTRICT (PDD) FOR COMMERCIAL AND LIGHT INDUSTRIAL USES APPLICABLE TO ACRES GENERALLY LOCATED ON THE EAST SIDE OF MAIN STREET (STATE HIGHWAY 25) AND LOCATED NEARLY INTERSECTION	15:00 15:15 15:30	

12 inches
in 24 hrs,
constitutes
being part of
100 YR flood
plan

Present: Ruby A. Susan A.,
Gerry Koza, Jr., Sheryl H.,
Neil W, Darrell Diggs

Began @ 6:00 pm
6-4-07

Henry arrived @ 6:03 pm
Fuertes

MEMORANDUM

TO: CITY OF PEARLAND PLANNING & ZONING COMMISSION

FROM: MIKE HODGE, ASSISTANT CITY MANAGER

DATE: MAY 23, 2007

Mike Hodge made presentation

SUBJECT: FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM 2008 - 2012

Beginning this year, the City is modifying its process for preparing and presenting its Capital Improvement Plan (CIP). The changes will bring the process into compliance with the City's Charter and provide an orderly process for implementing the 5-year CIP.

Pursuant to City Charter, the Planning & Zoning Commission (P&Z) is to "submit annually to the City Manager, not less than ninety (90) days prior to the beginning of the budget year, a list of recommendations for capital improvements, which, in the opinion of the commission are necessary or desirable to be constructed during the forthcoming five (5) years. Such list shall be arranged in order of preference, with recommendations as to which projects shall be constructed in which year."

City Staff has been working for the past 12 months to develop the priority list. Part of this work effort included updating the City's existing water, sewer and transportation models to include current developments and recently completed capital projects. In addition, the Planning staff led by Ms. Lata Krishnarao, provided development scenarios for 2010, 2015 and 2020 that were used to guide the modeling effort as we projected future infrastructure needs. Attached is a list of capital improvement projects for fiscal years 2008 - 2012 by preference order and identifying the fiscal year in which funding is to begin. The year of funding may change based on needs and fiscal constraints. Project Name, Project Description, and Project Justification are included for each project.

The City of Pearland's Capital Improvement Program (CIP) has been developed in order to further our commitment to the citizens of Pearland by working to meet today's needs as well as those of the future. The development of the CIP is a continuous process and, consequently, should be viewed as a working document. Therefore, while the list covers a five-year planning horizon, it is revised every year in order to accommodate new projects and reflect changing needs. The first year of the CIP is incorporated into the City's annual budget to appropriate funds. Improvements identified in subsequent years are approved only on a planning basis and do not receive appropriation of funds.

Projects included in the CIP are either City managed projects or those projects managed by other agencies that require City participation. In addition to the recently completed modeling efforts, projects in the program have been identified through the results of various studies, developer agreements and include the projects from the bond propositions that were passed by the voters on May 12, 2007.

Staff will be present at the June 4, 2007 P&Z meeting to review the list with the Commission.

Also present:
Lata Krishnarao,
Theresa Strahmann,
Jim Chi, Richard
Keller, Guay, Richard
Tamy Du Noye, Preja,
Nick Finum

Brent Epperson,
Laird Manthei,
Araiza Liza,
Danny Cameron,
Gregg Albritton

City of Pearland



2008 – 2012
5-Year Capital Improvements Program

City of Pearland
2008 – 2012 Capital Improvements Program
Preference Listing & Summary Page
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CITY OF PEARLAND
 2008 - 2012 CAPITAL IMPROVEMENTS PROGRAM
 DRAINAGE

PREFERENCE NO.	PROJECT NO.	PROJECT NAME	YEAR OF FUNDING	
1	DR0602	Cowart Creek Diversion	2007	ROW/Construction
2	DR2004	Town Ditch Phase III	2008	Design
3	DR2007	Veterans Walnut Drainage - Phase I	2008	Design
4	DR2001	Spectrum Regional Detention Facility	2008	Construction
5	D50071	Pine Hollow Improvements	2007 - 2008	Design/Construction
6	DR2006	East Mary's Creek Phase 1	2008	Design
7	T50072	Old Townsite Drainage Improvements	ANNUALLY	Construction
8	F50991	SH35 Drainage	2009	Design
9	DR2003	Hickory Slough Detention at Max Rd.	2010	Design
10	DR2002	D.L. Smith Detention Pond Expansion	2011	Construction

CITY OF PEARLAND
2008 - 2012 CAPITAL IMPROVEMENTS PROGRAM
SUMMARY - DRAINAGE

PREF. NO.	PROJECT NO.	PROJECT NAME	PROJECT DESCRIPTION	JUSTIFICATION
1	DR0602	Cowart Creek Diversion	Cowart Creek Diversion and Regional Detention for the Bailey Rd corridor between FM 1128 and Wells Road. This project will entail construction of approximately 4,300 lf of interceptor box culvert, 3.2 miles of diversion ditches, a 600 ac-ft regional detention facility and associated bridge, culvert and road ditch improvements.	The basis of this diversion and detention project is to separate the drainage corridor out of the Bailey Rd (FM1128 to Veterans) transportation corridor, thereby allowing for the development of both the ultimate transportation and drainage facilities in adequately sized, separate corridors.
2	DR2004	Town Ditch Phase III	Construct capacity increases in the drainage conveyance system west of SH-35 providing for a 100 yr event and extend and realign the ditch between the BNSF railroad right of way and Mykawa Rd. This will include the installation of large box culverts along various locations, a crossing beneath the railroad tracks and the construction of new open channel with a 12 foot bottom in a 100 foot right of way.	The area north of FM518 and west of the BNSF tracks does not currently have adequate conveyance and outfall capacity to handle the 100 yr event. Improvements to the conveyance system down stream allow the ditches' upstream capacity to be increased, providing needed drainage to this developing area.
3	DR2007	Veterans Walnut Drainage - Phase I	Construct underground drainage along the south side of Walnut from BNSF Railroad to McLean Rd and on Veterans from Walnut to Mary's Creek. Project includes the installation of a box culvert trunk line along Walnut that will drain into a twin box culvert alongside and beneath Veterans. The system will collect and convey 100 yr flows from the Old Town area across Walnut and down Veterans to Mary's Creek. The project is planned for a four phase approach to the construction with the first phase to coincide with the improvements to Walnut itself.	Extreme weather events currently inundate and flood residential neighborhoods north of Walnut and west of the railroad. Walnut blocks sheet flow of these waters and existing conveyance systems are not sufficient to convey even 3 yr events past Walnut.
4	DR2001	Spectrum Regional Detention Facility	This project will provide regional detention capacity along Clear Creek by approx. 180 ac-ft. This project is driven by development occurring between Beltway 8 and Clear Creek, west of SH 288. The detention facility will also include construction of a channel connecting to other private detention.	This project will provide regional detention capacity to support private and public development occurring between Beltway 8 and Clear Creek, west of SH 288.

CITY OF PEARLAND
2008 - 2012 CAPITAL IMPROVEMENTS PROGRAM
SUMMARY - DRAINAGE

PREF. NO.	PROJECT NO.	PROJECT NAME	PROJECT DESCRIPTION	JUSTIFICATION
5	D50071	Pine Hollow Improvements	Drainage improvements for Pine Hollow Estates in the form of overflow swales, internal underground storm sewer improvements, and outfalls to Mary's Creek By-pass. Outfalls to Mary's Creek By-pass will be contingent upon the availability of regional detention and improvements to Mary's Creek By-pass.	The area has historically experienced street and residential flooding. Improvements are proposed to reduce the amount of repetitive flooding.
6	DR2006	East Mary's Creek Phase 1	Approximately 150 Ac-Ft detention facility within a 70 acre site at confluence of Mary's Creek and Mary's Creek Bypass. The facility will ultimately be expandable to approximately 400 Ac-Ft of storage.	To reduce the risk of flooding in areas adjacent to Mary's Creek, approximately 2500 Ft. west of Dixie Farm Road and 2800 Ft. south of FM 518.
7	T50072	Old Townsite Drainage Improvements	Design and construction of storm sewer and inlets along Orange Street and Grand Boulevard to provide storm runoff relief to the roadside ditches. The scope will also include ditch re-grading to assure proper drainage of the roadside ditch.	This portion of Old Townsite has experienced drainage problems in the past with repetitive flooding of streets, properties, and homes. The drainage project should reduce repetitive flooding in the area.
8	F50991	SH35 Drainage	The project will provide detention and mitigation for the SH35 widening project from FM518 to BW8 that is being managed by TxDOT. The City will provide the project detention and floodplain fill mitigation in the Clear Creek, Hickory Slough, and Town Ditch watersheds.	This project is required to detain the increased storm water and to mitigate floodplain fill created by the SH35 widening project.
9	DR2003	Hickory Slough Detention at Max Rd.	This project is intended to provide approx. 425 ac-ft of detention along Hickory Slough. The project will include a wier, pump station, and will be designed to accommodate for a concurrent project use, a sports field complex on the basin floor.	Extreme weather events currently inundate and flood residential neighborhoods in the vicinity of Hickory Slough. The project will allow for detention along the slough to lower the level of the slough during 3, 10 and 100 year events. Additionally, the athletic/sports use will be a concurrent use for this site.
10	DR2002	D.L. Smith Detention Pond Expansion	Expansion of the existing DL Smith detention facility to: increase storage capacity along Clear Creek by approximately 300 Ac feet, plan for future development along McHard Rd and accommodate possible construction of the University of Houston, Clear Lake Campus. Project will expand an existing pond and create a new one by re-configuring the existing linear pond.	The City has a need for additional storage capacity along the Clear Creek Water shed. This project incorporates satisfying those needs and accommodating future development of the local property with a fire station and an educational facility. The additional capacity will work in conjunction with other City sponsored drainage improvements along the watershed, such as the Town Ditch Phase III Improvements.

CITY OF PEARLAND
2008 - 2012 CAPITAL IMPROVEMENTS PROGRAM
FACILITIES

PREFERENCE NO.	PROJECT NO.	PROJECT NAME	YEAR OF FUNDING	
1	FA0801	UHCL - Pearland Campus	2007 - 2008	Design/Construction
2	FA0802	Hillhouse Road Annex	2008 - 2012	Design
3	F20101	Pearland Fire/EMS Station #5	2009	Design/Construction
4	FA1001	Pearland Fire Station #2	2010	Design
5	FA1101	Pearland Fire Station # 3	2011	Design

CITY OF PEARLAND
2008 - 2012 CAPITAL IMPROVEMENTS PROGRAM
SUMMARY - FACILITIES

PREF.NO.	PROJECT NO.	PROJECT NAME	PROJECT DESCRIPTION	JUSTIFICATION
1	FA0801	UHCL - Pearland Campus	Located on 40 acres of the David L. Smith site, UHCL-Pearland Campus will consist of 30,000 sq. ft. of which 20,000 sq. ft. to be used by UHCL and 10,000 sq. ft. to be used by PEDC as space permits.	UHCL desires to improve access to its higher education programs to Pearland area residents and the City of Pearland believe that the location of a UHCL campus will improve educational opportunities for residents of the City and surrounding areas, provide improved economic development opportunities and add to the prestige of the City.
2	FA0802	Hillhouse Road Annex	Create a facility on property owned by the City north of FM518 on Hillhouse Road. This facility will include a lunch room, locker room, storage facility, fuel island, auction space, and equipment laydown area for city crews, police, etc. working on the west side of the City. Preliminary design has been completed by Maintenance Design Group.	Property was condemned in 2004 for a city facility. This work will make best use of the property while reducing time spent by employees in traveling to the service center for fuel, lockers, and equipment. Also eliminates the need for city departments to rent storage space.
3	F20101	Pearland Fire/EMS Station #5	Construction of approximately 9,500 sq-ft. Station to house 9 personnel from Fire and EMS, including dorm space, kitchen and dining area, day room, offices and exercise room. Also included are 2 apparatus bays, gear storage, medical supplies storage, electrical room, work room, scba storage and hose storage.	Due to population growth, residential development and commercial development taking place in this area of the City, additional Fire and EMS services will be needed to meet federal and state guidelines.
4	FA1001	Pearland Fire Station #2	Construction of a new facility between 9,000 and 10,000 square feet located between Broadway and Magnolia and Mclean and Harkey. This new facility will house 7 to 9 personnel. This will provide a fire crew for one pumper and one EMS personnel for one ambulance in the future. The facility should be capable of housing two fire apparatus and an ambulance.	This fire station is almost forty years old. Locating the facility in one of the two areas mentioned would help maintain response time and distances. There is no space for crews to stand-by either for short-term when other stations are responding to calls or for an extended period during a storm.
5	FA1101	Pearland Fire Station # 3	Construction of a new facility at it's current location to be between 9,000 and 10,000 square feet. The facility will house approximately 7 to 9 employees and will provide a fire crew for one pumper and one EMS personnel for one ambulance in the future. The facility may need to be two stories, with crew quarters on the second floor, if there is not enough space to expand the facility to meet present and future needs.	Housing of fulltime daytime crews or night standby personnel is not possible. Storage space is also non-existent. The station also does have the capability of exhausting the diesel exhaust form the apparatus.

CITY OF PEARLAND
 2008 - 2012 CAPITAL IMPROVEMENTS PROGRAM
PARKS

PREFERENCE NO.	PROJECT NO.	PROJECT NAME	YEAR OF FUNDING	
1	P20006 / P50072	Trail Connectivity ✓	2007	Design/Construction
2	P20007	Natatorium & Recreation Center ✓	2008	Design
3	P20005	Max Road Sports Complex Phase I ✓	2010	Design
4	P20002	Shadow Creek Ranch Park Ph 1 ✓	2011	Design
5	P20001	Independence Park Ph 1 ✓	2011	Design
6	P50071	Centennial Park Ph II ✓	2011	Design
7	P20004	SWEC Nature Center Ph 1 ✓	2012	Design
8	PK0801	Orange St. Park, Phase II ✓	2008	Design/Construction

CITY OF PEARLAND
2008 - 2012 CAPITAL IMPROVEMENTS PROGRAM
SUMMARY - PARKS

PREF. NO.	PROJECT NO.	PROJECT NAME	PROJECT DESCRIPTION	JUSTIFICATION
1	P20006 / P50072	Trail Connectivity	Implement a portion of Phase I of the Hike and Bike Master Plan starting at Centennial Park along Mary's Creek to and around SWEC to Mary's Creek detention to MUD #6 ultimately connecting to Magnolia. The Master Plan is in the final stages of completion and will be presented in draft form to City Council in June of 2007.	The Parks and Recreation Plan that was adopted by Council in December of 2005, lists the hike and bike trails as the number one priority for acquisition and development.
2	P20007	Natorium & Recreation Center	The development of a 50 meter indoor pool for competitive swim team practices and meets plus the development of a 25 yard indoor zero depth pool for recreation programming and lap swimming. A Recreation Center will be immediately adjacent to the indoor pools and will provide a wide variety of recreational opportunities for the entire community including, basketball, racquetball, weight training, fitness classes and dance. Total indoor space is 95,000 square feet.	The Pearland Independent School District and the PEDC have agreed to joint venture with the City on this project. The number one indoor priority of the master plan is a recreation center. The master plan also identifies the need for a indoor natatorium as the second highest priority. This project satisfies both requirements.
3	P20005	Max Road Sports Complex Phase I	Proposed improvements include six international sized (11 vs.11) lighted fields, parking, restrooms and a covered area for gatherings. The park would be located inside of a detention facility.	There is a significant need for game soccer fields and sports fields in the City. With the development of this facility Centennial Park will be able to be converted to a facility for youth softball that will allow the youth soccer program, youth softball program and the youth baseball program to expand as the population in the community increases.
4	P20002	Shadow Creek Ranch Park Ph 1	Project elements include eight lighted softball/baseball fields, one soccer field, six volleyball courts, parking, a hike and bike trail around the fields and a lawn amphitheater for special events.	The Parks and Recreation Master Plan call for a multipurpose sports complex in this area of the community to serve the anticipated growth of the area.
5	P20001	Independence Park Ph 1	Phase I Improvements include a reorientation of the entry into the park, relocation and upgrade of the existing playground, improvements to the existing pavilion, the construction of additional parking, an amphitheater for special events and landscaping.	Independence Park is one of the oldest and most recognized parks that the City owns. According to the park utilization survey conducted with the master plan, this park had the second highest utilization of all city parks. Most of the current amenities at the park are outdated or in bad condition and are in need of replacement. The Master Plan list improvements to this park as a high priority.

CITY OF PEARLAND
2008 - 2012 CAPITAL IMPROVEMENTS PROGRAM
SUMMARY - PARKS

PREF. NO.	PROJECT NO.	PROJECT NAME	PROJECT DESCRIPTION	JUSTIFICATION
6	P50071	Centennial Park Ph II	Phase II of Centennial Park includes the demolition of the existing soccer fields, the construction of two new lighted softball fields, the installation of a new picnic pavilion and additional parking for the complex.	Once the Max Road Sports Complex is completed, youth and adult soccer will move from Centennial Park to Max Road where the program can be expanded. The existing soccer fields will be demolished and converted to lighted softball fields. Girls softball will move from the Dad's Club to Centennial Park allowing their program to expand as the population increases. Adult Softball will ultimately move to the Shadow Creek Ranch Complex once completed to make room for girls softball.
7	P20004	SWEC Nature Center Ph 1	The project would include a 7,000sq feet building with an open air pavilion at one end (green building) that would include: environmental educational displays, demonstration gardens, interpretive exhibits, 6 or 7 offices, storage, restrooms, outdoor spray station and plenty of hose bibs. The site would include 2 miles of 6 ft and 8 ft trails being a combination of crushed granite and concrete in low lying areas boardwalk, pedestrian bridge, fishing pier, picnic tables, benches, trash receptacles, drinking fountain, a tree farm and landscaping with tree bubblers, paddle craft launching area and grass crete parking. The building would have 6 or 7 offices with a reception area, classroom with a 50 capacity seating area, sinks and counter space, sound system, drop down speaker and screen, at least 400 sq ft of storage, a storage area for rakes, shovels, litter bags (yard equipment) and a board room.	This project would give Pearland a unique opportunity to showcase SWEC as a learning opportunity for the entire community. Children/adults would be able to come and take classes and learn about the environment in a hands on setting. This would be the office for the KPB staff. There is a great need in the community to educate the public on the benefit of recycling, green space and trees. This would also provide an opportunity to showcase the entire concept of utilizing one site as multi purposing for parks, recreation, detention, education, recycling, and environmental park.
8	PK0801	Orange St. Park, Phase II	Continue development of the park along Orange St. to include trails, benches, gathering area, landscaping and/or a pavilion.	Continue development of park as directed by Council goals.

CITY OF PEARLAND
 2008 - 2012 CAPITAL IMPROVEMENTS PROGRAM
STREETS

PREFERENCE NO.	PROJECT NO.	PROJECT NAME	YEAR OF FUNDING	
1	T20003	Cullen Parkway Improvements ✓	2007 - 2008	Design/Construction
2	TR0804	Fite Road and Sidewalks ✓	2008	Construction
3	T20005	State Highway 288 Frontage Roads ✓	2008	Construction
4	T08002	Bailey/Veterans to FM 1128 ✓	2008 - 2009	Design/Construction
5	TR0803	Old Town Area Sidewalks ✓	ANNUALLY	Construction
6	T50071	Hillhouse Road ✓	2008	Construction
7	TR0805	Dixie Farm Road Expansion Phase II ✓	2008	Construction
8	T20001	McHard Rd Extension (Country Place to Cullen) ✓	2010	Design
9	TR1101	CR 403 (Hughes Ranch Road) ✓	2011	Design
10	T20002	Old Alvin Rd Widening (Plum Street to Knapp Road) ✓	2012	Construction
11	T68976	Mykawa Road Extension (BW8 to FM 518) ✓	2012	Design

CITY OF PEARLAND
2008 - 2012 CAPITAL IMPROVEMENTS PROGRAM
SUMMARY - STREETS

PREF. NO.	PROJECT NO.	PROJECT NAME	PROJECT DESCRIPTION	JUSTIFICATION
1	T20003	Cullen Parkway Improvements	Reconstruction of Cullen from FM518 to Beltway 8. Project includes 4-lane divided boulevard with raised median approximately 2.7 miles long. Includes a bridge over Clear Creek and Hickory Slough, the signalization of the intersections at Hughes Rd (CR 403) and Brookside (CR 106) and the shared use trail along the west right-of-way. The project will require the acquisition of a small amount of additional ROW for construction of the bridge embankment and detention for the project.	Cullen is on the Major Thoroughfare list which provides another direct route to Beltway 8 as well as into the city itself. This route is currently experiencing congestion as demand for access to the Beltway increases. In addition, PISD plans to construct the new high school along this route which will increase traffic loads as far out as McHard.
2	TR0804	Fite Road and Sidewalks	Enclose the ditch on the south side of Fite Road and widen the road between Cullen and FM1128. Install sidewalks on Fite between Cullen and FM1128 and continue south on the west side of FM1128 to Massey School.	This is work that was agreed on with CDBG to improve pedestrian access to the school on FM1128. We expect additional funding will be required to complete the entire scope, but the funding shown is all that was agreed to for 2008.
3	T20005	State Highway 288 Frontage Roads	Construct north and southbound 3-lane frontage roads along SH288 from FM2234 south to FM518, including exit and entrance ramps and to accommodate future managed lanes, a total of 1.68 miles, within existing State Right of Way.	Development along the SH288 corridor will continue to increase towards build out. Lanes are needed to accommodate increased local traffic demands and access to frontage properties. City has opted to fund this project to accelerate the State's schedule for this project and accommodate the rapid development along the corridor.
4	T08002	Bailey/Veterans to FM 1128	Bailey Road will be improved to a four-lane concrete curb and gutter boulevard between FM 1128 and Veterans Drive, a distance of 2.5 miles. The drainage improvements will accommodate the roadway after the Cowart Creek Diversion project has been completed.	Four lane boulevard segment will accommodate school traffic and provide drainage improvements that will provide re-graded ditches that will drain to the south and away from Bailey Road.
5	TR0803	Old Town Area Sidewalks	Enclose ditches and install sidewalks in the Old Town area between Houston St. and Grand Ave., from Walnut St. to Orange St.	Sidewalks are part of the Old Town Revitalization plan. In order to install sidewalks without acquiring additional right of way, the roadside ditches must be enclosed. There are currently no sidewalks in the Old Town area; the work described here includes work we expect to complete in 2008.

CITY OF PEARLAND
2008 - 2012 CAPITAL IMPROVEMENTS PROGRAM
SUMMARY - STREETS

PREF. NO.	PROJECT NO.	PROJECT NAME	PROJECT DESCRIPTION	JUSTIFICATION
6	T50071	Hillhouse Road	Construct a 28' bc/bc concrete road with associated drainage from current Hillhouse road to limit of City property. Also construct 8" water line from existing line to Sun King Drive and 8" sanitary sewer line from FM518 to City property limit. Design and ROW acquisition are being completed in FY2007 using a budget allocation.	Property was condemned in 2004 for a city facility. Infrastructure must be completed before the property will be useable.
7	TR0805	Dixie Farm Road Expansion Phase II	This project expands Dixie Farm Rd, from Beamer Rd to SH 35, to a 4-lane roadway. The project also includes 3 detention facilities. Phase 1 (Beamer to south of FM-518) construction commenced in October 2006 and is anticipated to be a 26-month construction contract. Phase 2 (FM-518 to SH-35) will follow.	Dixie Farm Road is a Major Thoroughfare, conducting traffic from SH-35 to the northern city limits and beyond to I-45. Expansion to a 4-lane roadway with improved drainage will allow for a higher level of service.
8	T20001	McHard Rd Extension (Country Place to Cullen)	Concrete curb and gutter boulevard extension of McHard Road from Country Place Boulevard to Cullen Road. Storm sewers, 6-ft sidewalk, new traffic signal at Country Place and signal modification at Cullen are also planned with possible bridge crossings. This section now exists as 0.5 mile of 2-lanes which are part of a future 4-lane boulevard. This project will construct the additional 2-lanes of the 0.5 mile stretch and extend the full 4-lane boulevard section from that point to Cullen Road for 1.2 miles from Country Place Boulevard.	Extend McHard Rd to ease traffic for future commercial development in the area.
9	TR1101	CR 403 (Hughes Ranch Road)	Reconstruction of CR403 from Cullen to Smith Ranch Road from a two lane asphalt open ditch roadway to a four lane concrete curb and gutter boulevard for a distance of 2 miles.	The roadway will provide enhanced safety and access to the future high school site located at Cullen Blvd.
10	T20002	Old Alvin Rd Widening (Plum Street to Knapp Road)	Reconstruction of approximately 1.6 miles of Old Alvin Rd from Plum St to Knapp Rd from a 2-lane asphalt to a 4-lane undivided curb and gutter roadway.	To minimize the impacts to the existing Church and residences in the northern end of the project.

CITY OF PEARLAND
 2008 - 2012 CAPITAL IMPROVEMENTS PROGRAM
 SUMMARY - STREETS

PREF. NO.	PROJECT NO.	PROJECT NAME	PROJECT DESCRIPTION	JUSTIFICATION
11	T68976	Mykawa Road Extension (BW8 to FM 518)	Construct approximately 3 miles of 4-lane concrete curb and gutter divided boulevard section roadway, including storm sewers, outfalls and detention, traffic signals and related items. A detailed Drainage Study, Environmental Assessment, and 95% Construction Plans, Specifications, and Estimates were completed in 2004 from a previous design effort for the portion from Beltway 8 to McHard Rd.	Improve roadway and drainage along this corridor.

CITY OF PEARLAND
2008 - 2012 CAPITAL IMPROVEMENTS PROGRAM
WATER

PREFERENCE NO.	PROJECT NO.	PROJECT NAME	YEAR OF FUNDING	
1	W42051	City of Houston Connection	2007 - 2008	Construction
2	WA0801	Pearland Parkway Water Phase III to McHard	2008	Design
3	WA0802	Pearland Parkway Water Phase III from MC to SE	2008	Design
4	WA0803	McHard Rd Water Phase III to Pearland Pkwy	2008	Design
5	WA0804	Water Plant SCADA	2008 - 2010	Design/Construction
6	WA0805	Pearland Parkway waterline from Oiler Rd. to Shadycrest	2008 - 2010	Design/Construction
7	WA0806	Twin Woods/Clearcreek Estates Waterline	2008 - 2010	Design/Construction
8	WA0807	Sterling Road Waterline	2008 - 2010	Design/Construction
9	WA0808	Sharondale and Terrell Waterline	2008 - 2010	Design/Construction
10	WA0809	Bellavita Waterline	2008 - 2010	Design
11	WA0810	Fite Waterline	2008 - 2010	Design/Construction
12	WA0811	Old City Hall ground storage tank	2008 - 2010	Design
13	WA1001	McHard Rd Water Phase III to Alice Street	2010	Design
14	WA1101	Old Alvin Road Water	2011	Design
15	WA1102	SH 35 Water - South of Magnolia Road	2011	Design
16	WA1103	Business Center Dr Water Line	2011	Design
17	WA1201	Broadway Water West Side	2012	Design
2007 Supplemental	W42065	Manvel Road (FM 1128) 16" Waterline		
2007 Supplemental	W42064	Broadway Waterline Replacement		

CITY OF PEARLAND
2008 - 2012 CAPITAL IMPROVEMENTS PROGRAM
SUMMARY - WATER

PREF. NO.	PROJECT NO.	PROJECT NAME	PROJECT DESCRIPTION	JUSTIFICATION
1	WA42051	City of Houston Connection	This project provides for a 36 in. water transmission line to provide 10 MGD of fresh water to the City of Pearland. The project will provide for a connection from the City of Houston at Beamer/Fuqua to the City of Pearland, with a flow meter and building in the City of Houston and a storage and treatment facility in the City of Pearland. The City of Pearland will contract with Gulf Coast Water Authority for the water supply from the City of Houston.	The City of Pearland's population growth will demand additional potable water supplies in the near term. This project will provide up to 10 MGD of water to be supplied, treated and distributed to the City.
2	WA0801	Pearland Parkway Water Phase III to McHard	6,000 Feet of 36-inch Water Line along Pearland Parkway from the City of Houston connection to McHard Road.	This line is necessary for the distribution of the City of Houston connection. Size and route are based on the City's Water Model.
3	WA0802	Pearland Parkway Water Phase III from MC to SE	600 Feet of 16-inch Water Line along Pearland Parkway from McHard Road to the Southeast.	This line is necessary for the distribution of the City of Houston connection. Size and route are based on the City's Water Model.
4	WA0803	McHard Rd Water Phase III to Pearland Pkwy	2,700 Feet of 36-inch Water Line along McHard Road from Old Alvin Rd to Pearland Parkway.	This line is necessary for the distribution of the City of Houston connection. Size and route are based on the City's Water Model.
5	WA0804	Water Plant SCADA	Design and install SCADA systems at all remaining water plants: Green Tee pumping station, Alice water well, Magnolia water well, Old City Hall water well, McLean water well, Garden Rd water well, and Southdown water well.	SCADA will help cut cost of operations for wells by decreasing overtime and eliminating overflows. It will also provide more control of the water system as a whole. It enables us to remotely view and evaluate problems with security systems, water pressure, pumps, and chemical disinfection. Expected cost is \$70,000 per plant; however, this price assumes all plants are done within the same year. Costs may increase if work is split over several years.
6	WA0805	Pearland Parkway waterline from Oiler Rd. to Shadycrest	Install 16" waterline from Oiler Drive to Shadycrest Drive. Project includes 1150 ft of 16" waterline and 2 hydrants.	Project will complete the water system loop, providing an additional source for water and improving water pressure to the area.
7	WA0806	Twin Woods/Clearcreek Estates Waterline	Replace 3" A/C water lines with 6" C-900 lines and install fire protection. Total of 5200 ft of 6" pipe and 9 hydrants.	This area does not have adequate fire protection. The project will provide fire protection and upgrade existing small A/C lines.

CITY OF PEARLAND
2008 - 2012 CAPITAL IMPROVEMENTS PROGRAM
SUMMARY - WATER

PREF. NO.	PROJECT NO.	PROJECT NAME	PROJECT DESCRIPTION	JUSTIFICATION
8	WA0807	Sterling Road Waterline	Install 6", 8", and 12" water line and fire hydrants in the Sterling Estates area.	This area is served by Walker Water Works and does not have adequate fire protection. The project will provide fire protection to city residents.
9	WA0808	Sharondale and Terrell Waterline	Install 8" waterline along Sharondale St. and Terrell Dr., along with fire hydrants.	This area is primarily served by Walker Water Works and does not have adequate fire protection. The area already has dual Water CCN's for Walker Water Works and the City. The closest fire hydrants are located along Harkey Rd. The project will provide fire protection while providing city water service to these residents.
10	WA0809	Bellavita Waterline	Install 12" water line from Bellavita subdivision to Dixie Farm Road. Total of 3500 ft of 12" water line.	Project will complete the water system loop, providing an additional source for water and improving water pressure to the area.
11	WA0810	Fite Waterline	Install 12" waterline along Fite Road from Cullen to Arwady View Road, a total distance of about 1400 ft.	There is currently only one water line feeding the Villages of Edgewater Estates subdivision. This project will provide an additional source, which will improve water pressure in the area and help to avoid water outages.
12	WA0811	Old City Hall ground storage tank	Replace the bolted steel ground storage tank at the Old City Hall water well.	The existing bolted steel tank at the Old City Hall water well will be 25 years old in 2008. While the annual inspection of this tank revealed it to be in good condition, the inspector recommends that the tank be replaced because of its age. It will be replaced with a welded steel tank on the existing tank foundation.
13	WA1001	McHard Rd Water Phase III to Alice Street	1,700 Feet of 30-inch Water Line along McHard Road from Old Alvin Road to the Alice Street Connection.	This line is necessary for the distribution of the City of Houston connection. Size and route are based on the City's Water Model.
14	WA1101	Old Alvin Road Water	13,200 Feet of 20-inch Water Line along Old Alvin Road from Magnolia Road to McHard Road.	This line is necessary for the distribution of the City of Houston connection. Size and route are based on the City's Water Model.
15	WA1102	SH 35 Water - South of Magnolia Road	2,500 Feet of 16-inch Water Line along SH 35 (Main) from Magnolia Road to the South.	This line is necessary for the distribution of the City of Houston connection. Size and route are based on the City's Water Model.

CITY OF PEARLAND
2008 - 2012 CAPITAL IMPROVEMENTS PROGRAM
SUMMARY - WATER

PREF. NO.	PROJECT NO.	PROJECT NAME	PROJECT DESCRIPTION	JUSTIFICATION
16	WA1103	Business Center Dr Water Line	800 Feet of 12-inch Water Line along Business Center Dr from Broadway Street to the North.	Looping of transmission lines based on the City's Water Model.
17	WA1201	Broadway Water West Side	14,800 Feet of 12-inch Water Line along Broadway from FM 521 (Alameda Road) to Half Moon Bay.	Looping of transmission lines based on the City's Water Model.
2007 Supplemental	W42065	Manvel Road (FM 1128) 16" Waterline	Update detailed construction drawings and technical specifications as needed for installation of a 16-inch waterline along Manvel Rd (FM 1128). Water line is to be installed from Bailey Rd to Fite Rd.	Provide water to the new PISD school at the corner of Manvel Rd and Fite Rd.
2007 Supplemental	W42064	Broadway Waterline Replacement	Construction of a 16-inch PVC water main along FM 518 between Pearland Pkwy and the eastern city limits. Project consists of 11,830 l ft of 16-inch PVC trunk main and two partial branch mains, approximately 600 l ft each along Longwood Dr and Woodcreek Dr.	Existing 12-inch trunk main along FM 518 is undersized for the service demand of the near future. Additionally, the existing line has reached the end of its useful life span and the A/C pipe material is brittle and prone to breaks during the dry months in the summer.

CITY OF PEARLAND
2008 - 2012 CAPITAL IMPROVEMENTS PROGRAM
WASTEWATER

PREFERENCE NO.	PROJECT NO.	PROJECT NAME	YEAR OF FUNDING	
1	W42061	SWEC Expansion	2007 - 2008	Design/Construction
2	W67993	SH35 Water & Sewer (BW8-FM518)	2008	Construction
3	WW0801	SH 35 North Force Main	2008	Construction
4	WW0802	Knapp Road Pipe Bursting	2008	Construction
5	WW0803	Hatfield Lift Station #3 Upgrade	2008	Construction
6	WW0804	Walnut Lift Station / SCADA Link	2008	Construction
7	WW0805	Old Townsite Inflow and Infiltration	2008	Construction
8	WW0807	Lift Station SCADA	2008	Construction
9	WW0809	Sherwood Inflow and Infiltration	2008	Construction
10	WW0810	Woodcreek I&I Inspection	2008	Construction
11	WW0901	Barry Rose WWTP Lift Station and Influent Sewer	2009	Design
12	WW0902	Hatfield Basin Truck Sewer Line	2009	Design
13	WW0903	Village Grove Lift Station Upgrade	2009	Design
14	WW0904	Brookside Service Area	2009	Design
15	WW0905	Orange Mykawa Lift Station Retirement	2009	Design
16	WW0906	Barry Rose Service Area	2009	Design
17	WW1002	West Oaks Lift Station Retirement	2010	Design
18	WW1001	West Lea Lift Station	2010	Design
19	WW1101	South Texas Avenue Sanitary Sewer Upgrade	2011	Design
20	WW1201	Mykawa/Scott SCADA Lift Station	2012	Design
21	WW1202	Twin Creek Regional SCADA Lift Station & Basin Rehab	2012	Design
22	WW1203	Southdown Lift Station Upgrade	2012	Design
2007 Supplemental	W67075, W42067	Magnolia Corridor Sewer (FM 1128 to Harkey Rd.)		

CITY OF PEARLAND
2008 - 2012 CAPITAL IMPROVEMENTS PROGRAM
SUMMARY - WASTEWATER

PREF. NO.	PROJECT NO.	PROJECT NAME	PROJECT DESCRIPTION	JUSTIFICATION
1	W42061	SWEC Expansion	Design and construct expansion of the plant capacity from 2 MGD to 6 MGD and equip the plant to expand treatment capacity to 4 MGD (ADF). New components will include expanded lift station, piping, headworks, 4 new SBR basins sized to handle a 4Q peak flow, a new disk filter media system, two new aerobic digesters, a new solids centrifuge and sludge handling system, new blowers and associated electrical and instrumentation. The project also includes additions to administrative areas and a maintenance area, a circumferential fence and obscuring landscaping package.	TCEQ regulations require that cities begin their expansion design programs when plants experience flows in excess of 75% of their existing capacity for three consecutive months. The Southwest Environmental Center experienced flows exceeding 75% of its capacity in summer and fall of 2004. Previously the City had been diverting excess flows to the Barry Rose treatment plant. In accordance with TCEQ regulations and the growth rate for the service area the City determined that construction must begin by the time the facility reaches 90% of its current rated capacity.
2	W67993	SH35 Water & Sewer (BW8-FM518)	Project will be performed in conjunction with TXDOT's SH35 improvement project. City of Pearland will construct lift stations and sanitary sewer outside TXDOT ROW, one located at Knapp Rd (east of SH35) and one at the existing Blockbuster property on SH35 (north of Orange). A 12" gravity line will be constructed on the east side of SH35 from the Flea Market to Knapp Rd lift station and an 8" from the Funeral Home area to Knapp connecting to the 12". A 6" force main will be constructed from the Knapp lift station and tie to an existing gravity line.	
3	WW0801	SH 35 North Force Main	Installation of new 16-inch force main along SH 35 from Hickory Slough to McHard for approximately 1,010 feet.	Wastewater Modeling Needs
4	WW0802	Knapp Road Pipe Bursting	Pipe burst existing 8" sanitary sewer line along Knapp Road from Old Alvin approximately 1400 ft. to the west. Also pipe burst existing 8" and 10" sanitary sewer lines along Bobby Road. All pipes will be expanded to 12". Project includes reconnection of 10 long- and 12 short-side service leads. Total extent of project is about 3000 ft.	This work has been recommended by the sanitary sewer model to eliminate surcharging in the Twin Creek and Clear Creek areas. It must be completed before the SH35 project is underway in order to enable the elimination of the Knapp Road and SH35 flea market lift stations. In addition, the project will reduce inflow and infiltration in this 30-year-old system. Pipe bursting to a larger size is a more cost-effective option than installing new sewer lines and abandoning the existing lines.

CITY OF PEARLAND
2008 - 2012 CAPITAL IMPROVEMENTS PROGRAM
SUMMARY - WASTEWATER

PREF. NO.	PROJECT NO.	PROJECT NAME	PROJECT DESCRIPTION	JUSTIFICATION
5	WW0803	Hatfield Lift Station #3 Upgrade	Upgrade lift station and increase pump head.	Wastewater Modeling Needs
6	WW0804	Walnut Lift Station / SCADA Link	Upgrade lift station.	Wastewater Modeling Needs
7	WW0805	Old Townsite Inflow and Infiltration	Rehabilitate the sanitary sewer system in the Old Town area. Work includes pipe bursting almost 12,000 ft of 6" and 8" pipe with 8" HDPE pipe, installing 5700 ft of cure-in-place pipe, rehabilitating all manholes, and reconnecting 173 service connections.	This project was identified in our 5-year plan for sanitary sewer rehabilitation. Inflow and infiltration work eliminates excessive flows to the wastewater treatment plants, especially during wet weather. This prevents the treatment plant from being out of compliance with environmental regulations and decreases the cost of electricity and chemicals used during treatment. For older treatment plants including Barry Rose WWTP (the plant that services this area), I&I work may delay required expansion of the treatment plant.
8	WW0807	Lift Station SCADA	Design and install SCADA systems at major lift stations with monitoring and basic controls routed through nearby SCADA nodes. Minimal design is expected as all lift stations are SCADA-ready.	SCADA will help cut cost of operations by drastically decreasing call-outs and overtime. It will also improve environmental performance by significantly decreasing overflows. The system enables us to remotely view and evaluate problems with lift station levels and pumps for the 10 "monitor-only" stations, and actually turn pumps on and off at the 25 suggested "full-control" stations. Expected cost is \$20,000 for each full-control station (requested for 2008) and \$15,000 for each monitor-only station (requested for 2009).
9	WW0809	Sherwood Inflow and Infiltration	Rehabilitate the sanitary sewer system in the Sherwood area. Work includes pipe bursting over 10,000 ft of 6" and 8" pipe with 8" HDPE pipe, installing 365 ft of cure-in-place pipe, rehabilitating all manholes, and reconnecting 142 service connections.	This project was identified in our 5-year plan for sanitary sewer rehabilitation. Inflow and infiltration work eliminates excessive flows to the wastewater treatment plants, especially during wet weather. This prevents the treatment plant from being out of compliance with environmental regulations and decreases the cost of electricity and chemicals used during treatment. For older treatment plants including Barry Rose WWTP (the plant that services this area), I&I work may delay required expansion of the treatment plant.

CITY OF PEARLAND
2008 - 2012 CAPITAL IMPROVEMENTS PROGRAM
SUMMARY - WASTEWATER

PREF. NO.	PROJECT NO.	PROJECT NAME	PROJECT DESCRIPTION	JUSTIFICATION
10	WW0810	Woodcreek I&I Inspection	Clean and inspect about 42,000 ft of sanitary sewer lines in the Woodcreek area using TV inspection equipment.	This work prepares for sewer rehabilitation work to be performed in 2009 and is included in our five-year plan. Completing inspections during 2008 will allow us to accurately budget for repairs needed in this area. The cost shown assumes that a contractor will perform the work; if Public Works acquires the TV equipment, work will be completed in-house and additional funding for this project will become unnecessary.
11	WW0901	Barry Rose WWTP Lift Station and Influent Sewer	Replace the existing lift station with a larger and deeper lift station sized for future plant flows and a new plant influent line to replace the existing undersized line that causes system surcharging.	The larger lift station is necessary for projected flows to the plant based on growth. The existing influent line is a 30" line that is fed by a 36" and 27" line which causes surcharging in the Barry Rose service area.
12	WW0902	Hatfield Basin Truck Sewer Line	Provide a 30" trunk sewer along Hatfield Road from Magnolia Road to Broadway Street and a 24" trunk sewer from Broadway Street to Hatfield Lift Station #2.	As many as seven (7) lift stations could be eliminated as part of this project. In addition, modeled overflows in the basin will be eliminated, as well as reducing I/I work to the Walnut Lift Station.
13	WW0903	Village Grove Lift Station Upgrade	Upgrade lift station and increase pump head.	Wastewater Modeling Needs
14	WW0904	Brookside Service Area	New gravity sewer system along Brookside Road, Manor Dr, Woody Road, March Road and Mykawa for approximately 12,714 feet.	Wastewater Modeling Needs
15	WW0905	Orange Mykawa Lift Station Retirement	Abandonment of lift station and installation of new 12-inch gravity sewer line along Mykawa from Orange to Walnut for approximately 3,386 feet.	Wastewater Modeling Needs
16	WW0906	Barry Rose Service Area	Installation of a new gravity sewer, force main and lift station for approximately 25,268 feet along the future Barry Rose corridor.	Wastewater Modeling Needs
17	WW1002	West Oaks Lift Station Retirement	Abandonment of the West Oaks lift station and installation of a new 12-inch gravity sewer line along Harkey Road for approximately 771 feet.	Wastewater Modeling Needs
18	WW1001	West Lea Lift Station	New 8-inch force main along the sewer easement from the West Lea Lift Station to Quail Run Drive for approximately 697 feet.	Wastewater Modeling Needs

CITY OF PEARLAND
2008 - 2012 CAPITAL IMPROVEMENTS PROGRAM
SUMMARY - WASTEWATER

PREF. NO.	PROJECT NO.	PROJECT NAME	PROJECT DESCRIPTION	JUSTIFICATION
19	WW1101	South Texas Avenue Sanitary Sewer Upgrade	Installation of new 12-inch gravity sewer line along Washington and Texas Avenues for approximately 1,936 feet.	Wastewater Modeling Needs Assessment
20	WW1201	Mykawa/Scott SCADA Lift Station	Replacement of the existing lift station, a new force main from Mykawa to SH35 and a new gravity line along Mykawa from Scott Street to Shank.	The Mykawa-Scott basin has heavy I/I base on pump run time. Rehabilitation of the basin with the above improvements will reduce flow to the Barry Rose WWTP, reduce surcharging in the McHard 24" trunk sewer, and eliminate one lift station.
21	WW1202	Twin Creek Regional SCADA Lift Station & Basin Rehab	A new Twin Creek lift station near Pearland Parkway with various new gravity sewer lines in the service area including a 24" gravity line along Pearland Parkway from Clear Creek to the roundabout.	Eliminate modeled overflows and heavy I/I in the basin. In addition, the new lift station and gravity lines will eliminate three (3) existing lift stations.
22	WW1203	Southdown Lift Station Upgrade	Upgrade lift station.	Wastewater Modeling Needs
2007 Supplemental	W67075, W42067	Magnolia Corridor Sewer (FM 1128 to Harkey Rd.)	This project will connect existing and future development in the vicinity of FM 1128 and Magnolia Rd. to the SWEC wastewater treatment plant via a 24 inch gravity flow line, and two (2) 12-inch gravity flow lines will be constructed from the West Oaks and West Oaks Village subdivisions, and the existing 2 lift stations will be decommissioned by Public Works.	This project was a part of the 2002 Utility Impact Fee study. The original location/limits were FM 1128 from Bailey Rd. to Fite Rd. However, upon further review, this project can be constructed in the Magnolia Rd. Corridor. Fund sources: Sewer Revenue Bonds and Utility Impact Fees.

AGENDA – WORKSHOP OF THE PLANNING AND ZONING COMMISSION OF THE CITY OF PEARLAND, TEXAS, TO BE HELD ON JUNE 4, 2007, AT 7:00 P.M., IN THE COUNCIL CHAMBERS, CITY HALL, 3519 LIBERTY DRIVE, PEARLAND, TEXAS.

I. PURPOSE OF THE WORKSHOP:

A. INPUT AND DISCUSSION: Regarding Proposed Planned Development District (PD) for commercial and light industrial uses, approximately 10 acres, generally located on the east side of Main Street (State Highway 35), and on the south side of Knapp Road, *presented by Lata Krishnarao*

B. INPUT AND DISCUSSION: Proposed Amendments to the Unified Development Code (UDC), generally regarding signage, *presented by Lata Krishnarao*

II. ADJOURNMENT

This site is accessible to disabled individuals. For special assistance, please call Young Lorfin at 281-652-1655 prior to the meeting so that appropriate arrangements can be made.

I, **Judy Krajca, Administrative Planning Secretary** 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 **1st day of June, 2007, at 5:30 p.m.**

Judy Krajca
Administrative Planning Secretary

Agenda removed _____ day of June, 2007.

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

AGENDA OF: 06-04-07

ITEM NO. Workshop #1

DATE SUBMITTED: 05-22-07

DEPARTMENT OF ORIGIN: Planning

PREPARED BY: Lata Krishnarao

PRESENTOR: Lata Krishnarao

APPROVED BY: Nicholas Finan

DATE: May 25, 2007

SUBJECT: Informal Workshop regarding proposed Planned Development (PD) on North Main Street.

EXHIBITS: Proposed PD Document.

EXPENDITURE REQUIRED: None

AMOUNT BUDGETED: N/A

ACCOUNT NO. N/A

ADDITIONAL APPROPRIATION REQUIRED: N/A

ACCOUNT NO. N/A

FUNDS AVAILABLE _____ (Finance Department Approval)

EXECUTIVE SUMMARY

This is a joint workshop to discuss a proposed PD located on North Main Street. The UDC requires a joint workshop prior to the public hearing for PDs. The applicant is proposing this PD on a 10 acre tract zoned General Commercial (GC). The proposed use is a business park with small to medium sized service type office/warehouse building accessed by a common driveway. The PD has a list of all proposed uses. Fourteen lots of varying sizes are proposed to be accessed by this common driveway. The reason a PD is required is to allow access to separate lots by a common driveway instead of a street; and variances in lot setback requirement, landscaping requirements, size of lots, lot width and depth. After a preliminary review staff is in favor of the PD. However the following comments need to be addressed. After detailed review by other city staff, additional comments may be forth coming.

Variances requested:

1. Uses, lot sizes, and areas – Staff does not have any concerns.
2. Five foot landscaped buffer along North Main Street instead of 30'. Staff recommends compliance with Corridor Overlay District (COD) standards and a 30' buffer.
3. Proposed landscaping is less than that required by the UDC. Staff recommends that all the lots in the PD be subject to the COD requirements in terms of landscaping.
4. Minimum required rear building setbacks are proposed to be 10' while the required is 20'. Staff recommends compliance with 20'.
5. The proposed parking ratio of 1.2 per 1000 sq. ft. is very low for retail and office uses that require 1 per 200 sq. ft and 1 per 300 sq. ft respectively. Staff recommends that parking conform to the UDC guidelines for each use or a multi occupancy ratio of one per 200 sq. ft. Warehouse requires 1 per 2000 sq. ft.
6. Section g.2. – Applicant is proposing crushed rock for certain areas. UDC requires paving with an all weather surface for all parking, driveways and loading/unloading areas. Crushed rock is not considered all-weather and staff is not in favor of crushed rock as proposed.
7. Five feet as proposed for landscaping strips does not meet the 6' requirement of the UDC. Staff recommends compliance with UDC and 6' wide landscaped strips.
8. Section k. – Five foot wide sidewalks proposed along Main Street. Staff recommends 6' wide sidewalks in conformance with UDC.

Other comments:

1. Base zoning needs to be specified as GC or other under Section II.2 in the PD document.
2. The Land Use Summary table is incomplete. This table is not required in the PD.
3. It is not clear if each lot would meet the requirements of the GB zone. This needs to be clarified.
4. The UDC requires a PD plan that is specific and not conceptual. This needs to be clarified.
5. Define “non-heavy” truck under parking design, location and use.
6. Parking islands and aisles need to meet the requirements of the UDC. The sizes and width need to be specified if not in compliance with UDC.
7. Section f.6 – “Additional parking may be added in driveway or joint ingress areas provided that they run 90 degrees from side ___” – not clear. The aisles need to be left clear for emergency / fire access.
8. Section g.3. – All storage needs to be screened as per the UDC. The term “orderly storage” needs to be clarified.
9. Section h. – All refuse containers need to meet the UDC and COD requirements.
10. Section l. – Exterior design should meet all the requirements of the UDC including Façade requirements. Staff recommends that all details regarding design, building height, roof design, fence design, canopy, cantilever, signage etc. be removed from the PD.

RECOMMENDED ACTION

Conduct the workshop.



Application for a Planned Development

March 26, 2007

Applicant: TNRG Acquisitions, LLC

Location Map (Insert)



Introduction

- 1. Boundary Description of the Planned Development (PD).**
The tract, (+/- 10 Acres) is more fully described in the attached metes and bounds description in Exhibit A, and is made a part of this PD.
- 2. Description of the Proposed Development.** The purpose of this Planned Development, (PD) is intended to permit a wide spectrum of business uses, characterized most notably by small to medium sized service-type office/warehouse buildings, wide joint access driveway aprons, and moderate outdoor storage suitable for uses that require frequent small scale loading, unloading, and storage of goods. This PD is unlike any zoning classification currently provided for in the Unified Development Code, and therefore special design standards are contemplated within this PD. The project is meant to function as one business unit, with uniform guidelines and uses throughout the park.

II. Zoning and Land Use

- 1. Existing Zoning Districts.**
 - This subject tract is presently zoned (GC) General Commercial.
 - To the north of the subject tract, property is presently zoned (GC) General Commercial.
 - To the east of the subject tract, property is presently zoned (GC) General Commercial.
 - To the south of the subject tract, property is presently zoned (GC-S) General Commercial Specific Use.
 - To the west of the subject tract, property is presently zoned (M-1) Light Industrial.
- 2. Base Zoning for this PD**
The tract, (+/- 10 Acres) is more fully described in the attached metes and bounds description in Exhibit A, and is made a part of this PD. The zoning contemplated within the boundary area of this PD, is meant to address the development within the entire boundaries of this subject tract.
- 3. Authorized Uses.** Permitted and Conditional Uses, authorized in this district, are contained in the Land Use Matrix, in Exhibit B of this document.
- 4. Land Use Summary.** The below table reflects the overall density by category.

Building	Lot Area (SF)	Coverage (%)
Building 1		
Building 2		
Building 3		
Building 4		
Building 5		
Building 6		
Building 7		
Building 8		
Building 9		

Building 10		
Building 11		
Building 12		
Building 13		
Building 14		

III. Design Standards

1. **Site Design Guidelines.** The purpose of these guidelines is to provide an adequate foundation for the design of a fully integrated business park site plan. Truck delivery plays an integral part in the design process, and therefore this PD seeks to minimize the amount of duplicate paving, and maximize the turning radius for truck delivery, to the benefit of the design of each building, through joint driveway access. Guidelines that dictate the design of the site plan include:
 - a. **Entire PD Boundary Setback:** Along the perimeter of this PD, the following setbacks shall apply:
 1. *Minimum Front Building Setback-* Twenty-five (25) feet as measured from the property line along Main Street, inclusive of the *Landscaping Setback*. Parking, fencing, and landscaping may be constructed within portions of this setback.
 2. *Minimum Front Landscaping Setback-* Five (5) feet as measured from the property line along any public street for landscaping uses only.
 3. *Minimum Side Building Setback-* Twenty (20) feet. Parking, fencing, landscaping, and outside storage may be permitted within this setback.
 4. *Minimum Rear Building Setback-* Twenty (20) feet. Parking, fencing, landscaping, and outside storage may be permitted within this setback.
 - b. **Size of Lots:**
 1. *Minimum Lot Size* – Fifteen thousand (15,000) square feet in area, only when two properties share a common ingress. Should a Lot maintain only one single access drive without shared access, the Minimum Lot Size shall be twenty-thousand five hundred (20,500) square feet.
 2. *Minimum Lot Width* – One hundred five (105') feet, when two properties share a common ingress.
 3. *Minimum Lot Depth* - One hundred twenty five (125') feet.
 4. No Maximum Lot Size, Width, or Depth shall be defined.
 - c. **Building Setbacks & Spacing:**
 1. *Minimum Front Building Setback-* Forty (40) feet as measured from the centerline of any common access

driveway. Parking, landscaping, and sidewalks may be constructed within this setback, but any outside storage, or fencing is not permitted.

2. *Minimum Side Building Setback*- Ten (10) feet. Parking, fencing, landscaping, and outside storage may be constructed within this setback.
3. *Minimum Rear Building Setback*-Ten (10) feet. Parking, fencing, landscaping, and outside storage may be constructed within this setback.
4. *Minimum Building Spacing* – Maintain at least a Twenty (20) foot separation between structures.

d. Building Orientation & Sitting:

1. Buildings must face onto a street or a common access driveway.
2. A minimum five (5') foot planting strip is required along the façade of the building, where the front door faces any general parking area.
3. A minimum five (5') sidewalk, built to ADA standards is required in all parking areas.
4. Building Sitting must be contained within the established setbacks.

e. Parking Design, Location, & Use Guidelines. Non-heavy truck parking is permitted in the designated parking areas of the PD. All parking areas shall be defined as concrete, curbed, and striped areas and no parking area shall encroach into any landscaping areas.

1. Parking may be constructed within the *Building Setback* areas, however, NO PARKING may encroach into any *Landscaping Setback*.
2. Parking areas shall be paved and striped and located within close proximity to the front door of the building.
3. Parking areas shall be separated from buildings with sidewalks and landscaping.
4. 90 degree parking stalls are permitted along the main access drive.
5. A minimum of (1.2) parking spots are required per 1,000 SF of building floor area for the entire PD area. In the event that phased construction occurs, this ratio shall be maintained.
6. No maximum number of parking spots is specified.
7. Minimum parking stall dimensions are Nine (9') feet wide by Eighteen (18') feet long.
8. Striping shall be colored either yellow or white.
9. ADA striping and locations shall conform to the City's adopted Building Code.
10. A parking island, of suitable size for landscaping use is required for every 15 parking spots within the PD.
11. Parking spots are intended for passenger car use.

f. **Private Driveway Design & Use Guidelines.** It is the intent of this section to adequately address the private driveway access and turning movement demands anticipated by business users within the PD. Design guidelines include:

1. Joint Access Drives shall maintain a minimum of forty (40') feet paving width.
2. Fire hydrant water lines and locations, shall be placed in a public easement.
3. Fire lane striping shall meet the existing City of Pearland design and use criteria.
4. Joint Access driveways shall be kept clear of any materials, or the storage of materials, that would impede or hinder truck delivery movements.
5. Joint ingress areas may not be fenced or obstructed in any way, including; the parking of any vehicles, delivery trucks, trailers, or other equipment for periods longer than 24 hours. All other trucks and or equipment must be positioned adjacent and within close proximity to a building to avoid any maneuvering conflicts.
6. Additional parking spaces may be added in the driveway or joint ingress areas provided that they run 90 degrees from the side wall of the building, and are located not further than twenty five (25') from the building. Stop blocks must be located at least six (6') feet from the building, and stall striping is required per the parking lot guidelines.

g. **Storage Yard Design, Location, & Use Guidelines.** It is the intent of this section to adequately address the yard design and specify the uses that most appropriately address the demands placed by business users within the PD. Design requirements include:

1. The yard should be placed behind the building, with a single point of access located along one side of the building.
2. The yard area must be stabilized with a surface of small or crushed rock, asphalt, or concrete, thus preventing any vegetation from penetrating the surface.
3. Yard areas are intended for the orderly outside storage of goods. Random outdoor storage, or 'dumping', of goods is not permitted.
4. Parking and ANY outside storage on non-paved or stabilized surfaces within the Yard Areas is NOT permitted.

h. **Refuse Containers Design, Location, & Use Guidelines.**

1. One designated refuse container location shall be provided for every two (2) buildings.
2. These refuse sites shall be screened in CMU block and accessed with a wooden gate, and be approximately ten (10'-0" by 10'-0") feet in size, and placed in the designated refuse locations on the site plan.
3. NO refuse containers are allowed to be placed forward of the front wall of the building.
4. Up to two (2) additional refuse containers are permitted per building, subject to the locations of those containers within the designated yard area of the Lot. No refuse container may be

placed closer than ten (20') feet to any building or other structure.

- i. **Landscaping Design Guidelines for *Front Landscaping Setback*:** Landscaping is an integral part of a business park, adding value from a visual sense, as well as from a functional perspective. The purpose of landscaping along public streets, is to screen the parking areas from passerby traffic, while creating a visually pleasing living barrier. Specific design criteria for landscaping is as follows:
 1. Within the *Front Landscaping Setback*, a hedge of living shrub-type materials must be used. At the time of planting, the shrubs shall be a minimum of three (3') feet tall, measured from the ground. No parking shall encroach into this area.
 2. The remainder of the *Front Landscaping Setback*, shall be planted with grasses, ornamental trees, shrubs, or other plant materials that completely cover the surface of this area.
 3. Rocks, stones, and bases for signage may also be incorporated into this zone, however, they may not cover more than five (5%) percent of the entire area of the setback.
 4. Shrubs shall be maintained at a minimum height of three (3') and a maximum height of four (4') feet, and must be regularly maintained to achieve a uniform shape.
 5. One tree with a minimum of 2" caliper, measured two (2') feet from the ground, must be planted for every fifty (50') feet of frontage onto a public ROW. No minimum or maximum spacing is specified and natural cluster planting is encouraged.
 6. Natural drainage swales, pipes, or other conveyance channels should be maintained within these areas.
 7. When a tree is preserved on-site, this shall be counted towards the landscaping requirements.

- j. **Landscaping Design Guidelines for the Building Areas:** The purpose of adding landscaping in the areas along the front of the buildings, is to separate the parking and walking areas, from the stark walls of the buildings.
 1. The buildings shall maintain a minimum five (5') foot *Building Area Landscaping Area* along the front wall of the building.
 2. Within this area, one shrub shall be planted for every four (4) linear feet for the façade of the building. At the time of planting, the shrubs shall be a minimum of three (3') feet tall, measured from the ground. No parking, or sidewalks shall encroach into this area, except for the sidewalk leading into the primary entry of the building.
 3. The remainder of the building area landscaping area, shall be planted with grasses, ornamental trees, shrubs, or other plant materials that completely cover the surface of this area.

4. Rocks, stones, and bases for signage may also be incorporated into this zone, however, they may not cover more than five (5%) percent of the entire area.
5. Shrubs shall be maintained at a minimum height of three (3') and a maximum height of four (4') feet, and must be regularly maintained to achieve a uniform shape.
6. Parking islands must maintain a minimum of one tree with a minimum of 2" caliper, measured two (2') feet from the ground.
7. When a tree is preserved on-site, this shall be counted towards the landscaping requirements.

k. Sidewalks. Sidewalks must follow the below design criteria:

1. A minimum five (5') foot sidewalk is required along any public ROW, the entire distance of the frontage of the PD along that thoroughfare, including any ADA requirements that may apply.
2. Five (5') foot sidewalks are also necessary along the front parking lot areas leading to the entrance for each building, and must include ADA ramping treatments that may apply.

2. Building Improvement Design Guidelines: The purpose of having building design guidelines is to maintain a uniform look and scale for the project through the conformity of design. The following guidelines apply to the structures contained within this PD.

a. Exterior Building Design Requirements. The materials used on the exterior of all building improvements are subject to the following guidelines.

1. Within a distance of two hundred fifty (250') feet from any public right-of-way, (ROW), all improvements facing Main Street, or ninety (90) degrees to this road, shall include 100% coverage in masonry, or glass within this zone. This pertains to the façade and any exterior wall area that is visible. Any wall not visible to the roadway may be covered in the above referenced materials as well as metal.
2. No overhead doors are permitted on the façade wall, or in a position to face onto Main Street for a minimum distance of one hundred fifty 150' feet from the road ROW.
3. Any building located more than two hundred fifty 250' feet from the Main Street ROW line, must maintain a façade covered in masonry or glass, from the slab height extending upward one hundred eight (108") inches, on the façade, (front wall), only. Any areas above this height on the façade or front wall, may be covered in metal, as well as 100% of the side walls and back walls may be covered in the above materials or metal.
4. For the purposes of this section, materials permitted are;
 - i. Metal exterior wall surfaces shall be a minimum of twenty-four (24) gauge or heavier architectural panels, deep grey in color.
 - ii. Masonry materials are defined as; brick, brick veneer, stone, stone veneer, custom treated tilt-wall, decorative or textured concrete, block,

split-face block, stucco, and EIFS, (Exterior insulation and finish systems.), white, or natural white/cream in color, or natural chalk in color. No glossy or polished finish is permitted.

- iii. New technologies not addressed or contemplated by these regulations may also be allowed by conditional use permit, CUP.
- iv. Trim materials. Architectural metal or concrete board is permitted for window, door, awning, fascia, soffit, or other overhang materials and fasteners, white, black, or silver in color.
- v. Glass must be tinted in dark black color.
- vi. Wood is not a permitted construction material.

b. Building Height

1. **Uniform Building Height.** In order to maintain a uniform composition of buildings within the park, a minimum height for buildings is established at fourteen (14') feet and a maximum building height is established at twenty five (25') feet.
2. **Uniform peak roof height or closed parapets across the front.** It is important that single sloped roofs be utilized, in order to maintain a uniform height across the front of the buildings. If a closed parapet design is utilized, roofs may slope from a ridge line that runs from the front to the back, with slopes to the sides of the buildings. A closed parapet is then required in order to maintain a uniform height across the front wall.

c. Roof Design. Roof designs contemplated include:

1. Galvanized single-slope metal roofs are ideally suited for this PD.
2. Arched roofs are acceptable as long as a uniform front height is established through a closed parapet.
3. No roof should have gables, gambrels, corbels, or any other intricate design details.
4. No systems such as HVAC or other apparatus are allowed on any roof. Any associated venting that is necessary must be screened from public view.
5. Roof colors are restricted to white, light grey, or silver.
6. Skylight panels are acceptable.

d. Fence Design. Fences shall be allowed in the PD provided that;

1. Only the yard areas may be fenced, provided that no fencing should occur in any shared access areas or forward of the front wall of any building.
2. In order to erect a fence, the yard area must be stabilized with a surface of small or crushed rock, asphalt, or concrete, thus preventing any vegetation from penetrating the surface.

3. Fencing materials may only consist of square black iron type fencing, with a minimum height of 6'-0" and a maximum height of 8'-0"
4. Directional turning, spiking, or other security designs directed outward of the yard are permitted on 8'-0" fences only.
5. No razor wire or barbed wire stringing is permitted.
6. Gates may either slide, or turn inward, but must NOT turn or swing into any common joint access areas.
7. No metal chain link, hurricane, or wooden fences are permitted for the yard areas.
8. All fences shall be painted black, and maintained or kept free of rust.

- e. **Canopy.** No canopies or other fabric is permitted on any wall of a building.
- f. **Cantilever Awning Design** is permitted over entrances, provided that they are of metal construction type, and are black in color.

3. **Paving Construction Material Guidelines.** The purpose of identifying construction materials is to create a uniform design through a limited range of materials.

Requirements include:

- a. **Concrete Paving** is permitted and must match the colors of the City roads. No dying, or decorative scoring is permitted.
- b. **Sidewalk** materials must meet ADA and ANSI requirements and must match the paving color.

4. **Signage.** Signs are an important element from a design and function standpoint. All signs within the PD shall conform to the following regulations:

a. **On-Building Signs, Lettering, or Numbering:**

1. Each building is allowed one sign, which may only be attached and mounted to the building, and may not exceed thirty two (32 SF) square feet in total size.
2. Signs must be placed at least one hundred forty-four (144") inches above the slab FF, but not more than two hundred and four (204")
3. Signs must be either centrally located on the building, or centrally located above the front door.
4. Signs may be internally lit, or un-illuminated, but may not flash, scroll, be digitally controlled, turn, or change rapidly.
5. Signs may be constructed from metal, glass, fiberglass, plexi-glass, or plastic. Wood signs are not permitted.
6. Only building address numbers may be placed on doors or windows, with **ARIAL** type face only, and must be four inches (4") in size, colored white.
7. No roof mounted signs, awning mounted signs, or individual ground monument signs are permitted.

8. No sign may extend above the roof line or past any wall section of any building.

b. **Park Identity Signs.** One monument sign may be erected near the entrance to the park, along the public ROW and must conform to the City of Pearland criteria for multi-tenant signs in the (GC) General Commercial zoning.

5. **Joint and Shared Access.** Access to the public ROW shall be provided by a joint use access driveway intended to be used as a common ingress and egress route available for common access to all Properties within the PD.

6. **Issuance of Certificate of Occupancy.** No certificate of occupancy, (CO) shall be issued until the terms and conditions of this PD have been met, as approved.

7. All other requirements not contemplated by this PD, must conform to the Unified Development Code.

IV. Design Plans;

1. Exhibit C: Overall Site Master Plan
2. Exhibit D: Lot Plan for Platting
3. Exhibit E: Project Phasing Plan
4. Exhibit F: Landscaping, Sidewalk, Fire Lane, Refuse, & Detention Plan
5. Exhibit G: Typical Building Plan - Shell
6. Exhibit I: Typical Building Plan - Profile

EXHIBIT A

Map of Subject Property

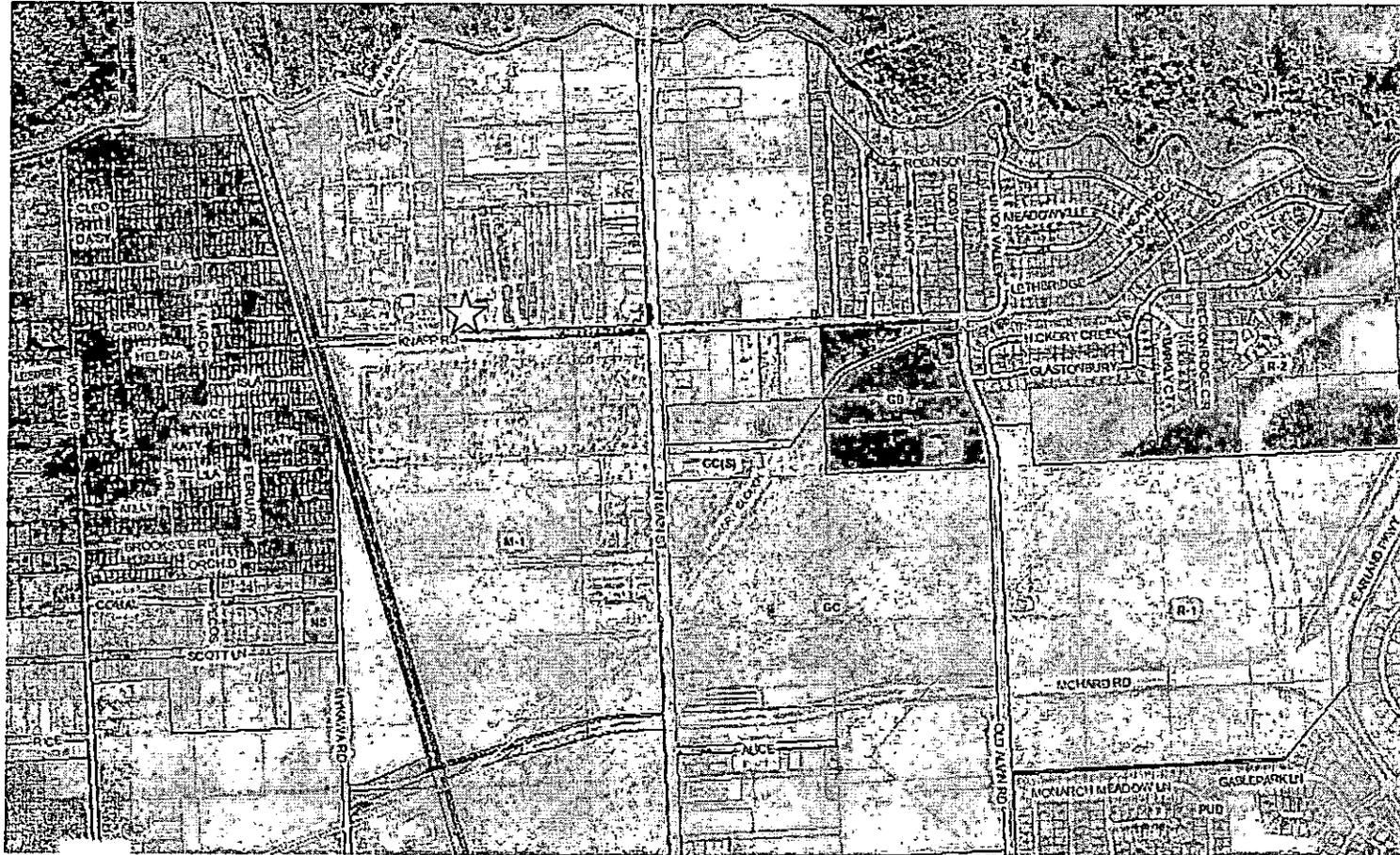
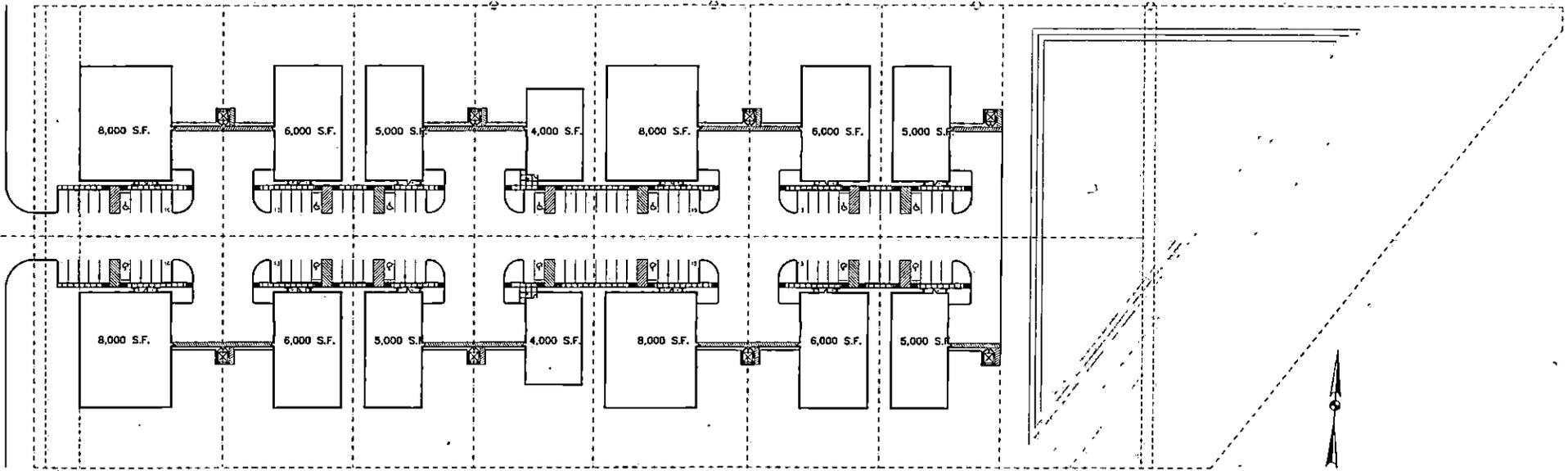


EXHIBIT B

Land Use Matrix

P=Permitted N=Not Permitted C=Conditional Use

Any use NOT specified	C
Appliance Sales/Service	P
Automotive or Transportation Sales/Service	P
Boat Sales/Service	P
Book Binding Sales/ Service	P
Building Materials Sales/ Service	P
Cabinet & Wood Materials Sales/ Service	P
Chemical Sales/Storage	N
Climate Control Storage	N
Communication Equipment Sales/Service	P
Communications Towers	N
Construction Contractor Sales/Service	P
Electronic Sales/Service	P
Equipment Sales/Service	P
Furniture Sales/Service	P
Funeral Home Grounds Maintenance Related Service	P
Machinery Sales/Service	P
Medical Sales/Service	P
Heating & Air Conditioning Sales/Service	P
Exterminator Sales/Service	P
Laboratory, Medical or Dental	P
Laundry Facility/ Sales/Service	P
Lawnmower Sales/Service	P
Light Manufacturing (Principal activity done in warehouse)	P
Light Manufacturing (Principal activity done in yard)	C
Locksmith Sales/ Service	P
Mini-Warehouse	N
Moving, Restoration Service	P
Office Warehouse Storage/Sales/Service	P
Printing	P
Residential Use	N
Sports Related Sales/Training/Instruction	P
Tool and Machinery Rental/Sales/Service	P
Upholstery, Saddle, Tack Sales/Service	P
Vacuum Cleaner Sales/Service	P
Welding Sales/Service (Principal activity in warehouse)	P
Welding Sales/Service (Principal activity in yard)	C
Wholesale Trade Sale/Service	P
Warehouse & Distribution Service	P



AGENDA – WORKSHOP OF THE PLANNING AND ZONING COMMISSION OF THE CITY OF PEARLAND, TEXAS, TO BE HELD ON JUNE 4, 2007, AT 7:00 P.M., IN THE COUNCIL CHAMBERS, CITY HALL, 3519 LIBERTY DRIVE, PEARLAND, TEXAS.

I. PURPOSE OF THE WORKSHOP:

A. INPUT AND DISCUSSION: Regarding Proposed Planned Development District (PD) for commercial and light industrial uses, approximately 10 acres, generally located on the east side of Main Street (State Highway 35), and on the south side of Knapp Road, *presented by Lata Krishnarao*

B. INPUT AND DISCUSSION: Proposed Amendments to the Unified Development Code (UDC), generally regarding signage, *presented by Lata Krishnarao*

II. ADJOURNMENT

This site is accessible to disabled individuals. For special assistance, please call Young Lorfing at 281-652-1655 prior to the meeting so that appropriate arrangements can be made.

I, **Judy Krajca, Administrative Planning Secretary** 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 **1st day of June, 2007, at 5:30 p.m.**

Judy Krajca
Administrative Planning Secretary

Agenda removed _____ day of June, 2007.

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

AGENDA OF: 06-04-07

ITEM NO. Workshop #2

DATE SUBMITTED: 05-17-07

DEPARTMENT OF ORIGIN: Planning

PREPARED BY: Lata Krishnarao

PRESENTOR: Lata Krishnarao

REVIEWED BY: Nicholas Finan

DATE: 5-29-07

SUBJECT: Joint Workshop regarding signage along SH 288 and Beltway 8.

EXHIBITS: Table – Comparison of Signage along Highways.

EXPENDITURE REQUIRED: None

AMOUNT BUDGETED: N/A

ACCOUNT NO. N/A

ADDITIONAL APPROPRIATION REQUIRED: N/A

ACCOUNT NO. N/A

FUNDS AVAILABLE _____ (Finance Department Approval)

EXECUTIVE SUMMARY

This is a joint workshop to discuss revisions to the Unified Development Code to address signage along additional SH 288 and Beltway 8 corridors.

This was discussed briefly at the workshop held on April 30, 2007. Since then staff did some more research on signage regulations along highways in other towns. A request for information was sent through the Planners Web Service and the responses have been tabulated. The table has been attached to this memo. In some instances not all responses were complete and therefore those areas have been identified as "No Info".

Harris County Toll Road Authority has jurisdiction on signage along Beltway 8 and their regulations have also been included. SH 288 in Houston is designated as a Scenic Highway and those regulations have also been included.

Based on the regulations in other towns, it seems that the 60' high signs with a limit of 1500 square feet on the area of signage, proposed by the developers and discussed at the last workshop, might be excessive. The maximum area of signs range from 75 square feet to 300 square feet in the towns that we have information on, while the height ranges from 10' to 50'.

RECOMMENDED ACTION

Conduct the workshop and provide guidance as to acceptable height and amount of display area.

**COMPARISON
OF SIGNAGE
ALONG
HIGHWAYS**

Jurisdiction	Maximum Area	Maximum Height	Minimum Setback*	Type of Sign	Type of Business Sign & Location	Number Allowed	Comments
Pearland	200 s.f. max.	17'	10' from ROW	Monument	Applies to Multi Tenant Sign – more than one business/use.	One per 600 feet of street frontage. Additional sign for every additional 600' of frontage.	
Houston	100 s.f.	14'	No Info.	Ground Sign	SH 288 South & Beltway 8 – Single business	One per 350' of frontage. Additional sign for additional 350'. Minimum spacing distance = 350'.	SH 288 is designated as scenic ROW and Beltway 8 is designated as a Scenic District
	200 s.f.	19'	No Info.	Ground Sign	SH 288 South & Beltway 8 – Multi tenant – 2 or 3 businesses		
	300 s.f.	24'	No Info.	Ground Sign	SH 288 South & Beltway 8 – Multi tenant – 4 or more businesses		
Beltway 8 Harris County Toll Road Authority	75 s.f.	12'	If 0-250' from ROW	Berm /Monument Sign	Applies to single business	For businesses with more than 1000' frontage one additional sign per 1000' frontage shall be allowed, provided the separation	These regulations apply to any sign visible from the toll way. Signs within 660' are presumed to
	100 s.f.	12'	If 250' +	Berm	Applies to single		

	200 s.f.	12'	Infinite	/Monument Sign	business	distance is 500' and not more than 5 signs are allowed per businesses.	be visible; however there is no presumption that signs beyond 660' are not visible.
	300 s.f.	12'	Infinite	Berm /Monument Sign	Multi Tenant, applies to 2-3 businesses		
				Berm /Monument Sign	Multi Tennant, applies to more than 2-3 businesses		
Sugarland	100 s.f.	10'	10' from curb	Monument	Non-residential, Frontage on U.S. Highway 59	One for first 125'. One for each additional 125'.	
Cleburne US 67 bypass and others	250 s.f.	50'	No Info.	Pole	Adjacent Freeway	No Info.	
	160 s.f. for up to 75,000 s.f. of building area	25'	No Info.	Pole	Primary Highways		
		20'	No Info.	Pole	Others	No Info.	
	200 s.f. for over 75,000 s.f. of building area	25'	No Info.	Pole	Primary Highways	No Info.	
		20'	No Info.	Pole	Others	No Info.	
Georgetown, TX	225 s.f.	28'	No Info.	Pole	I-35	No Info.	For properties below the grade of the highway, additional allowance is permitted. This additional allowance will be determined by measuring the difference between

							the elevation of the property at the proposed location of the sign and the elevation of IH 35
Austin	No Info.	35'	No Info.	No Info.	Highways	No Info.	
Forney	150 s.f.	35'	10'-20'. See comments.	No Info.	US Hwy 80	One per property. Graduated Scale - Signs no taller than 6' in height may be located 1' behind the street ROW or property line.	Signs 6' to 10' in height shall be located no closer than 10' to the street ROW or property line. Signs 11' to 16' in height shall be located no closer than 15' to the street ROW or property line. 16' to 35' in height shall be located no closer than 20' to the street ROW or property line.
City of Southlake	160 s.f. (total) and 80 s.f. per sign face	12 feet	15'	Monument	Freeways (S.H. 114)	1 per every 500 feet of highway frontage with a maximum of 2.	
	120 s.f. (total) and 60 s.f. per sign face	8 feet	12'	Monument	Regional Boulevards (F.M. 1709 and F.M. 1938)	1 per every 500 feet of regional boulevard frontage with a maximum of 2.	
Denton	250 s.f.	40'	20'	Ground Sign / Monument Sign	IH 35N, 35E, 35W	1 per frontage. For premises over 500' feet of frontage, additional signage is provided for	

	150 s.f.	30'	20'	Ground Sign / Monument Sign	Loop 288	every additional 500' or fraction thereof.	
Galveston	200 s.f.	50'	No Info.	No Info.	Freeway	One per property.	ZBA has granted variances up to 400 s.f. if businesses have signs and have multi-tenant signs
Hurst	200 s.f.	20' above the grade of highway	No Info.	Pole signs	Freeway	No Info.	
Richardson	80 s.f.	20'	No Info.	Free standing signs	US 75	Number of signs depends on acreage – one per 10 acres, two for sites in between 10-15 acres, and 3 for sites over 15 acres.	
Shenandoah	144 s.f. 144 s.f.	40' 20'	10' 10'	Pole signs Monument Sign	I-45 Other Highways	Number of signs depends on the size of the center. No other info.	
San Marcos	260 s.f. 160 s.f.	42.5' 30'	No Info. No Info.	Pole Pole	I-35 SH 123, SH 21, SH 80	No Info.	
Missouri City	No Info.	25'	No. Info	No Info.	Highways	No Info.	Council recently denied 40' height requested by the applicant and approved 25' after researching other overpass intersections and getting input from other developers

							agreed on 25' height.
Bellaire	None.	None	None	None	I-610	None	No signage allowed, except for small wall signs on buildings

* When a setback is not mentioned in the regulations, it could also imply that there is a zero setback for signs.