



**Planning Commission Report**  
Public Hearing for Planning Commission  
June 14, 2017

**DATE:** June 6, 2017

**TO:** Planning Commission

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Proposed Urban Transportation Plan Amendment – Deletion of Bronx Drive between  
Master Channel 31 Ditch and Yorktown Boulevard

**CAPTION:**

Ordinance amending the Urban Transportation Plan Map, of Mobility CC, a transportation element of the Comprehensive Plan of the City of Corpus Christi, by deleting a portion of Bronx Drive between Master Channel 31 Ditch and Yorktown Boulevard; amending related elements of the Comprehensive Plan of the City; providing for severance; and providing for publication.

**REQUEST/ PROJECT BACKGROUND:**

As the agent of Del Mar College (DMC), Urban Engineering has requested the deletion of Bronx Drive between Yorktown Boulevard and the Master Chanel 31 Ditch. This request is associated with the development of the proposed Del Mar College Southside Campus.

Del Mar College is proposing a \$139 million Southside Campus which was approved by the voters in November of 2016. The project is proposed to be developed in three phases, with full build-out anticipated in the year 2030. At full build-out, the student population is projected to reach 20,000. Campus activity will generate approximately 24,600 vehicles per day during a typical weekday by Phase 3 (2030). It will generate 2,400 trips during A.M. peak hour and 2,400 trips during P.M. peak hour movement. In lieu of Bronx Drive, DMC is proposing a four-lane boulevard on the west side of the campus, with a traffic signal at Yorktown Boulevard that would serve internal traffic only. This private access would have roughly the same alignment as Bronx Drive but would not connect to the north across Master Channel Ditch 31.

## **BACKGROUND AND FINDINGS:**

### **Collector Streets**

The Collector Street type collects and distributes traffic to and from local streets, other collectors, arterials, and freeway frontage roads. The function of this street type is to “collect” neighborhood traffic and strategically direct the traffic to the arterial grid system. However, the Collector Street system should not create high speed “short cuts” through residential neighborhoods. The ideal collector street intersection spacing between arterials is 0.25 to 0.50 miles apart. On-street parking and direct access to homes from this street type is discouraged.

The Minor Residential Collector is the lowest order collector and provides for internal neighborhood circulation as well as property access. This type of collector should not connect parallel arterial streets but may connect with arterial streets which are perpendicular to one another. The most common type of Collector Street, this collector will circulate traffic within a neighborhood, moving it from a higher order arterial street to a local access street. This street class is not intended to be continuous for more than one mile. Off-sets, or “T” intersections, are appropriate for this class of street in order to prevent short cuts through neighborhoods. This street type may serve low density housing to medium multifamily housing, elementary schools or other uses with similar traffic generating characteristics. This ordinance will delete a segment of Bronx Drive, a proposed Minor Residential Collector (C1, 60' ROW), from the City's Urban Transportation Plan (UTP) Map.

### **Amendment Process**

To maintain flexibility in transportation planning, a process is provided so amendments can be made to the Urban Transportation Plan. The amendment process is outlined in the City Charter (1987) and requires at least one public hearing by the Planning Commission prior to City Council public hearing and adoption. The City's Planning Director shall determine if a proposed development is inconsistent with the Comprehensive Plan and make recommendations to City Council, Planning Commission, or other Boards or Commissions accordingly.

Any proposed development which is not consistent with the Corpus Christi Urban Transportation Plan requires a plan amendment. Inconsistency with the Comprehensive Plan may be defined as any proposed roadway pattern that changes the Urban Transportation Plan proposed street classification, reduces travel lanes indicated in the adopted plan, or connects or fails to connect with other roadways as indicated in the plan. The Director of Development Services / Planning Director and City Engineer may allow minor plan deviations where a street is already fully improved (curb, gutter, and underground drainage) with the requisite number of travel lanes and / or in State Rights of Ways consistent with the Texas Department of Transportation's requirements.

### **Findings**

On behalf of Del Mar College, a professional consultant prepared a comprehensive Traffic Impact Analysis (TIA) that addressed the traffic impacts of the proposed Southside Campus on the adjacent street network. The TIA included traffic analysis on the proposed elimination of

Bronx Drive from Master Chanel 31 Ditch to Yorktown Boulevard. It analyzed the key intersections of Cimarron/Lipes, Bronx/Lipes, Yorktown/Rodd Field, Yorktown/Cimmarron, and Airline/Lipes for the three phases of construction, Phase 1(2020); Phase 2 (2025), and Phase 3 (2030), assuming the extension of Lipes. The City standard of acceptable operation is Level of Service is D. The traffic analysis showed no adverse traffic impacts to these key intersections with the removal of Bronx Drive from the system. City Traffic Engineering concurs with the findings of the TIA.

### **Bicycle Mobility Plan of Urban Transportation Plan**

The recently adopted Bicycle Mobility Plan prescribes a one-way cycle tracks on both sides of Bronx Drive that would connect from Yorktown to Brockhampton in the north. The proposed deletion would eliminate a key north/south segment on the bicycle mobility network and a direct and safe connection with Bill Witt Park. To mitigate this item Del Mar College has stated that they will dedicate an easement and construct a pedestrian and bike bridge across Master Channel Ditch 31. This construction will preserve the north/south movement across the ditch and allow residents to directly access Bill Witt Park.

### **Access**

The removal of Bronx Drive eliminates an access point to the neighborhoods north of Master Channel Ditch 31 for emergency response from Fire Station 17. Per the TIA driving times to the proposed Lipes/Bronx intersection would be approximately three minutes versus one minute and twenty-two seconds if Bronx Drive was in place. The analysis within the TIA did not include future conditions when the neighboring intersections drop in operational levels. It is anticipated that drive times will increase as this portion of the city builds out.

### **RECOMMENDATION:**

Based on the results of the TIA and Del Mar College's commitment to fund the construction of the bike and pedestrian facility from Yorktown to the north side of Master Channel 31, City staff recommends approval of the amendment to the Urban Transportation Plan.

### **LIST OF SUPPORTING DOCUMENTS:**

Presentation

Del Mar College Letter

UTP Amendment Request Letter

Final Traffic Impact Analysis (TIA)