



# City of Corpus Christi

1201 Leopard Street  
Corpus Christi, TX 78401  
corpuschristitx.gov

## Meeting Agenda - Final

### Planning Commission

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Wednesday, February 4, 2026

5:30 PM

Council Chambers

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*The Planning Commission shall be responsible to and act as an advisory body to City Council; shall review and make recommendations to City Council regarding the adoption/implementation of a comprehensive plan; regarding all proposals to adopt/amend land development regulations for the purpose of establishing consistency with the comprehensive plan; regarding zoning or requests for zoning changes in a manner to ensure consistency with the adopted comprehensive plan; regarding the City's annual capital budget and any capital improvement bond program. The Planning Commission also exercises control (approving body) over platting/subdividing land within the corporate limits and the extraterritorial jurisdiction of the City in a manner to ensure the consistency of all plats with the adopted comprehensive plan.*

**I. Call to Order, Roll Call**

**II. PUBLIC COMMENT: Citizens will be allowed to attend and make public comments in person at City Planning Commission meetings. The public is invited to speak on any agenda item and any other items that pertain to the Planning Commission. Comments are limited to three minutes. If you choose to speak during this period, you will not be allowed to speak again when the specific item is being considered in order of the agenda. Electronic media that you would like to use may only be introduced into the City system IF approved by the City's Communications Department at least 24 hours prior to the Meeting. Please contact IT at 826-3211 to coordinate.**

**III. Approval of Absences: Commissioner Cantu (January 21, 2026 meeting)**

**IV. Approval of Minutes: January 21, 2026**

**1. [26-0158](#) January 21, 2026 Meeting Minutes**

**V. Consent Public Hearing: Discussion and Possible Action (Item A)**

*NOTICE TO THE PUBLIC: The following Consent Public Hearing consists of items in which City Staff has given a recommendation of approval. The Planning Commission has been furnished with background and support material on each item. All items will be acted upon by one vote without being discussed separately unless a Commissioner has requested to pull a specific item for individual consideration. In any event, the item or items will immediately be withdrawn for individual consideration in its normal sequence*

**A. Plats**

2. [26-0135](#) PL9035  
**REPLAT - Cane Harbor Bay**  
Lots 30R and 32R, Block 38  
(0.60 acres)
- (District 4) Generally located at 15138 Cane Harbor Boulevard, north of Whitecap Boulevard, and east of South Padre Island Drive (Park Road 22).

**VI. Public Hearing: Discussion and Possible Action (Item B, C, & D)**

*The following Public Hearing items will be considered individually.*

**B. Plat with Variance (Waiver)**

3. [26-0148](#) Request for a Plat Waiver for Sidewalk Construction per UDC Sections 3.8.5, 3.30.1, 8.1.4 and 8.2.2

**C. Plat**

4. [26-0129](#) PL9091  
**REPLAT - Laguna Shores Vista**  
Lot 1 Block 1  
(0.22 Ac.)

(District 4) Generally located at 4049 Laguna Shores Road, on the southeast corner of Laguna Shores Road and Rex Lane.

**D. Public Hearing: Discussion and Possible Action Regarding the Padre/Mustang Island Mobility Plan**

5. [26-0181](#) Public Hearing and recommending action for City Council to adopt the Padre/Mustang Island Mobility Plan as an element of Corpus Christi's Comprehensive Plan - Plan CC.

**VII. Director's Report****VIII. Future Agenda Items****IX. Adjournment**

**Persons with disabilities who plan to attend this meeting and who may need auxiliary aids or services are requested to contact Jessica Martinez, at 361-826-3202 or [jessicam2@corpuschristtx.gov](mailto:jessicam2@corpuschristtx.gov), no later than 48 hours prior to this meeting so that appropriate arrangements can be made.**



# City of Corpus Christi

1201 Leopard Street  
Corpus Christi, TX 78401  
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## Meeting Minutes - Draft

### Planning Commission

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Wednesday, January 21, 2026

5:30 PM

Council Chambers

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#### I. Call to Order, Roll Call

Chairman Salazar-Garza called the meeting to order at 5:30 pm. A quorum was present to conduct the meeting with Commissioner Cantu absent.

#### II. PUBLIC COMMENT: None.

#### III. Approval of Absences: All commissioners in attendance at 1.7.2026 meeting

#### IV. Approval of Minutes: January 7, 2026

Vice Chairman Munoz made a motion to approve the meeting minutes from January 7, 2026, as presented by staff. Commissioner Miller seconded. Vote: All Aye. Motion passed.

##### 1. [26-0083](#) January 7, 2026 Meeting Minutes

Attachments: [1.7.26 PC Meeting Minutes- DRAFT](#)

#### V. Consent Public Hearing: Discussion and Possible Action (Item A)

Andrew Dimas, Development Services introduced items #2 & 3 into record. The plats will satisfy the requirements of the Unified Development Code and State Law. The Technical Review Committee recommends Approval. Recordation is pending satisfactory completion of UDC Review Criteria for 3.8.5.D.

With no questions for staff, Chairman Salazar-Garza opened for public comment on items #2 & 3. Being none, public comment was closed.

Commissioner Budd made a motion to approve consent agenda items #2 & 3 as presented by staff. Commissioner Teichelman seconded. Vote: All Aye. Motion passes.

#### A. Plats

##### 2. [26-0053](#) PL9077 **REPLAT - Port Aransas Cliffs** Lot 65A Block 117 (0.24 Acres)



(District 2) Generally located at 208 Doddridge Street on the northeast corner of Doddridge Street and Aransas Street.

**Attachments:**    [PL9077ReplatCoverTab](#)  
                              [PL9077ClosedCommentReport](#)  
                              [PL9077Latest Plat](#)

3.    [26-0093](#)    PL9085  
                  **REPLAT - El Oso Dormido**  
                  Lots 1R and 2, Block 1  
                  (4.83 acres)

(District 4) Generally located at 2337 Yorktown Boulevard, south of Sera Street, east of Armani Street, and west of Roscher Road.

**Attachments:**    [PL9085ReplatCoverTab](#)  
                              [PL9085ClosedCommentReport](#)  
                              [PL9085LatestPlat](#)

#### **VI.    Public Hearing: Discussion and Possible Action (Item B)**

With Commissioner Hedrick abstaining, agenda item #4 was presented by Jorge Chavez, Public Works.

The purpose of this item is to address developer requests to amend the City's Roadway Master Plan Map and the Urban Transportation Plan Map of Mobility CC, transportation elements of the Comprehensive Plan of the City of Corpus Christi, by deleting two proposed C1 Collectors, Project 1-AO and Project 1-AN. Project 1-AN and 1-AO impact the Meadow Ridge subdivision. Project 1-AO impacts the Nemec Towne Center Phase 2, Block 1 subdivision. Agents for both developments have requested both projects be removed from their respective sites. City Staff recommends maintaining Project 1-AN on the master plan. Project 1-AON is recommended to be maintained from the limits of Project 1-AN to the (east) property line of the Meadow Ridge subdivision. Project 1-AO is recommended for removal from the Nemec Towne Center Phase 2, Block 1 subdivision.

Commissioner Miller asked who owns property between River Ridge and Meadow Ridge. States his concern is that the developer at Meadow Ridge will be building a road with no planned connectivity for a while. Commissioner Miller stated he does not see how the issue of public safety is addressed if the C-1 collector isn't built out on commercial development. Connectivity would be very beneficial to the proposed developments.

Chairman Salazar-Garza states it seems this body approves the master plan and years later as development starts, we have to make amendments.

Commissioner Teichelman stated like Commissioner Miller this is an all or nothing plan

amendment. Again, focusing on the issue of public safety.

Vice Chair Munoz asked if developments over 80 must have two points of access for emergency vehicles. He stated if they do follow staff's recommendation, there will be only one access point for emergency vehicles and if this was following fire department code

Tony Perez, Fire Marshal & Assistant Fire Chief. He states yes, it is vital to have secondary points of access on a development. He clarified that there are instances they have allowed one access point based on the future development (ex: Rancho Vista). He also stated they could gate off the Cul de sac entrance and only fire would have access to get to the rear part of the development This could be an amendment  
With no other questions from staff, Chairman Salazar-Garza opened up for public comment.

Moses Mostaghassi, MPM Development, spoke on behalf of his property. He stated he wanted to body to understand there is a UTP amendment not being followed to the east with an approved plat maybe not constructed but one that has been approved on their prelim. He also stated they can gate the community with its two access points.

Commissioner Miller asked if the developer will still have to provide connectivity if they choose to change the development to a gated community.

Renee Couture, Assistant Director of Public Works stated the plat must conform to the master plan. For it to be approved as a gated community you would have to remove the alignment from the master plan.

With no other comments, Chairman Salazar-Garza closed public comment.

Commissioner Munoz made a motion to delete the two proposed C-1 collector roads from the Roadway Master Plan. Commissioner Teichelman seconded. Vote: Aye: Chairman Salazar-Garza, Vice Chairman Munoz, Commissioners Budd, Teichelman, Esparza, & Jackson. Nay: Commissioner Miller. Motion passes

## **B. Discussion and Possible Action regarding Transportation Master Plan (Mobility CC) Amendments**

4. [26-0082](#) Corpus Christi Transportation Master Plan "Mobility CC" Developer Amendment Request- Removal of Two Proposed C1 Collectors

**Attachments:** [RMP Amendment \(Project 1-AO 1-AN\) -PC-1.21.26](#)  
[Presentation - Nemec Meadow -PC-1-21-26](#)

**VII. Director's Report: None.**

**VIII. Future Agenda Items: None.**

**IX. Adjournment**

With no other business to conduct, Chairman Salazar-Garza adjourned the meeting at 7:13 pm.

**TECHNICAL REVIEW PLAT REQUIREMENTS**  
**REGULAR PLANNING COMMISSION MEETING**  
**February 4, 2026**

PL9035

**REPLAT – Cane Harbor Bay**

Lots 30R and 32R, Block 38  
(0.60 acres)

(District 4) Generally located at 15138 Cane Harbor Boulevard, north of Whitecap Boulevard, and east of South Padre Island Drive (Park Road 22).

Zoned: RS-6

Owners: Alexander J. Kraft, Lonzo B. Tomerlin, and Ernestina Tomerlin

Surveyor: Voss Engineering

The applicant proposes to replat the property for house construction. All Technical Review Committee comments have been addressed. The submitted Replat complies with the requirements of the Unified Development Code and State law. Staff recommends **approval**.

STATE OF TEXAS  
COUNTY OF NUECES

I, ALEXANDER J. CRAFT, HEREBY CERTIFY THAT I AM THE OWNER OF LOTS 32R, BLOCK 38, EMBRACED WITHIN THE BOUNDS OF THE FOREGOING MAP; THAT I HAD SAID LAND SURVEYED AS SHOWN; THAT STREETS AS SHOWN ARE DEDICATED TO THE PUBLIC FOREVER; THAT ALL EASEMENTS ARE DEDICATED TO THE PUBLIC FOR THE INSTALLATION, OPERATION AND USE OF THE PUBLIC UTILITIES; THAT THIS MAP WAS MADE FOR THE PURPOSES OF DESCRIPTION AND DEDICATION,

THIS THE \_\_\_\_ OF \_\_\_\_\_, 2026.

ALEXANDER J. CRAFT  
OWNER

STATE OF TEXAS  
COUNTY OF NUECES

WE, AMERICAN BANK, HEREBY CERTIFY THAT WE ARE THE HOLDERS OF A LIEN AGAINST THE LANDS EMBRACED WITHIN THE BOUNDS OF CORPUS CHRISTI, NUECES COUNTY, TEXAS AND THAT WE APPROVE THE SUBDIVISION AND DEDICATIONS OF SAME FOR THE PURPOSE THEREIN EXPRESSED.

THIS \_\_\_\_ DAY OF \_\_\_\_\_, 2026.

STATE OF TEXAS  
COUNTY OF NUECES

BEFORE ME, THE UNDERSIGNED AUTHORITY, ON THIS DAY PERSONALLY APPEARED, ALEXANDER J. CRAFT, KNOWN TO ME TO BE THE PERSONS WHOSE NAMES SUBSCRIBED TO THE FOREGOING INSTRUMENT OF WRITING AND ACKNOWLEDGED TO ME THAT THEY EXECUTED THE SAME FOR THE PURPOSES AND CONSIDERATION HEREIN EXPRESSED AND IN THE CAPACITY HEREIN STATED.

GIVEN UNDER MY HAND AND SEAL OF OFFICE, THIS THE \_\_\_\_ DAY OF \_\_\_\_\_, 2026.

NOTARY PUBLIC IN AND FOR THE STATE OF TEXAS

STATE OF TEXAS  
COUNTY OF NUECES

I, RONALD A VOSS, A REGISTERED PROFESSIONAL LAND SURVEYOR OF VOSS ENGINEERING, INC., HAVE PREPARED THE FOREGOING MAP FROM SURVEY MADE ON THE GROUND UNDER MY DIRECTION AND IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE, INFORMATION AND BELIEF; I HAVE BEEN ENGAGED UNDER CONTRACT TO SET ALL LOT AND BLOCK CORNERS AS SHOWN HEREIN AND TO COMPLETE SUCH OPERATIONS WITH DUE AND REASONABLE DILIGENCE CONSISTENT WITH SOUND PROFESSIONAL PRACTICE.

THIS THE \_\_\_\_ OF \_\_\_\_\_, 2026. SEAL

RONALD A. VOSS  
REGISTERED PROFESSIONAL LAND SURVEYOR No. 2293

STATE OF TEXAS  
COUNTY OF NUECES

THIS FINAL PLAT OF THE HEREIN DESCRIBED PROPERTY WAS APPROVED ON BEHALF OF THE CITY OF CORPUS CHRISTI, TEXAS BY THE PLANNING COMMISSION

THIS THE \_\_\_\_ DAY OF \_\_\_\_\_, 2026.

CYNTHIA SALAZAR-GARZA, CHAIRPERSON

MICHAEL DICE, SECRETARY

STATE OF TEXAS  
COUNTY OF NUECES

THIS FINAL PLAT OF THE HEREIN DESCRIBED PROPERTY APPROVED BY THE DEVELOPMENT SERVICES ENGINEER OF THE CITY OF CORPUS CHRISTI, TEXAS.

THIS THE \_\_\_\_ OF \_\_\_\_\_, 2026.

BRIA WHITMIRE, P.E., C.F.M., C.P.M.  
DEVELOPMENT SERVICES ENGINEER

STATE OF TEXAS  
COUNTY OF NUECES

I, KARA SANDS, CLERK OF THE COUNTY COURT, IN AND FOR NUECES COUNTY TEXAS, HEREBY CERTIFY THAT THE FOREGOING INSTRUMENT DATED THE \_\_\_\_ DAY OF \_\_\_\_\_, 2026, WITH IT'S CERTIFICATE OF AUTHENTICATION, WAS FILED FOR RECORD IN MY OFFICE THIS \_\_\_\_ DAY OF \_\_\_\_\_, 2026 AT \_\_\_\_ O'CLOCK \_\_M AND DULY RECORDED IN VOLUME \_\_\_, PAGE \_\_\_, (M.R.N.C.T.)

WITNESS MY HAND AND SEAL OF OFFICE IN CORPUS CHRISTI, TEXAS, THIS THE \_\_\_\_ DAY OF \_\_\_\_\_, 2026.

KARA SANDS, COUNTY CLERK

DEPUTY TO THE COUNTY CLERK

STATE OF TEXAS  
COUNTY OF NUECES

WE, LONZO B. TOMERLIN & ERENSTINA TOMERLIN, HEREBY CERTIFY THAT WE ARE THE OWNERS OF LOTS 30R, BLOCK 38, EMBRACED WITHIN THE BOUNDS OF THE FOREGOING MAP; THAT WE HAD SAID LAND SURVEYED AS SHOWN; THAT STREETS AS SHOWN ARE DEDICATED TO THE PUBLIC FOREVER; THAT ALL EASEMENTS ARE DEDICATED TO THE PUBLIC FOR THE INSTALLATION, OPERATION AND USE OF THE PUBLIC UTILITIES; THAT THIS MAP WAS MADE FOR THE PURPOSES OF DESCRIPTION AND DEDICATION,

THIS THE \_\_\_\_ OF \_\_\_\_\_, 2026.

LONZO B. TOMERLIN  
OWNER

ERENSTINA TOMERLIN  
OWNER

STATE OF TEXAS  
COUNTY OF NUECES

BEFORE ME, THE UNDERSIGNED AUTHORITY, ON THIS DAY PERSONALLY APPEARED, LONZO B. TOMERLIN & ERENSTINA TOMERLIN, KNOWN TO ME TO BE THE PERSONS WHOSE NAMES SUBSCRIBED TO THE FOREGOING INSTRUMENT OF WRITING AND ACKNOWLEDGED TO ME THAT THEY EXECUTED THE SAME FOR THE PURPOSES AND CONSIDERATION HEREIN EXPRESSED AND IN THE CAPACITY HEREIN STATED.

GIVEN UNDER MY HAND AND SEAL OF OFFICE, THIS THE \_\_\_\_ DAY OF \_\_\_\_\_, 2026.

NOTARY PUBLIC IN AND FOR THE STATE OF TEXAS

## CANE HARBOR BAY BLOCK 38, LOTS 30R & 32R

BEING A REPLAT OF LOTS 30, 31 & 32, BLOCK 38, CANE HARBOR BAY,  
AS RECORDED IN VOLUME 49, PAGES 5-6 (M.R.N.C.T.)  
CORPUS CHRISTI, NUECES COUNTY, TEXAS



### VICINITY MAP (NTS)

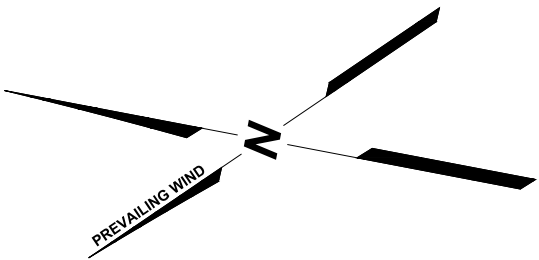
#### LEGEND:

PLAT BOUNDARY	Y.R.	YARD REQUIREMENT
ROAD CENTERLINE	B.L.	BUILDING LINE
ADJACENT LOT LINE	U.E.	UTILITY EASEMENT
YARD REQUIREMENT / BUILDING LINE	E.E.	ELECTRICAL EASEMENT
EASEMENT	D.E.	DRAINAGE EASEMENT
FOUND PROPERTY CORNER	B.C.	BLOCK CORNER
SET PROPERTY CORNER	D.H.	DRILL HOLE
GRADE ELEVATION	I.R.	IRON ROD
	D.R.N.C.T.	DEED RECORDS OF NUECES COUNTY, TX
	M.R.N.C.T.	MAP RECORDS OF NUECES COUNTY, TX
	O.P.R.N.C.T.	OFFICIAL RECORDS OF NUECES COUNTY, TX

#### NOTES:

- THE YARD REQUIREMENTS, AS DEPICTED, IS A REQUIREMENT OF THE UNIFIED DEVELOPMENT CODE AND SUBJECT TO CHANGE, AS THE ZONING MAY CHANGE.
- FOUND 5/8-INCH IRON ROD AT ALL LOT CORNERS, P.T.'S, BLOCK CORNERS ETC., UNLESS OTHERWISE SPECIFIED. "S" DENOTES SET 5/8-INCH IRON ROD.
- THIS PROPERTY LIES WITHIN FLOOD ZONE AE (9' & 10'), COMMUNITY #48355C, PANEL 0755G (CITY OF CORPUS CHRISTI), AND IS WITHIN THE 100 YEAR FLOOD PLAIN. REFER TO MAPS INDEX DATED 10/13/2022.
- THE RECEIVING WATER FOR THE STORM WATER RUNOFF FROM THIS PROPERTY IS THE CORPUS CHRISTI BAY. THE TCEQ HAS CLASSIFIED THE AQUATIC LIFE USE FOR THE CORPUS CHRISTI BAY AS "EXCEPTIONAL" AND "OYSTER WATERS". TCEQ ALSO CATEGORIZED THE CORPUS CHRISTI BAY AS "CONTACT RECREATION" USE.
- TOTAL PLATTED AREA IS 0.609 ACRE.
- BASIS OF BEARINGS ARE BASED ON THE TEXAS COORDINATE SYSTEM OF 1983, TEXAS SOUTH ZONE 4205, AND ARE BASED ON THE NORTH AMERICAN DATUM OF 1983 (2011) EPOCH (2010.00).
- IF ANY LOT IS DEVELOPED WITH RESIDENTIAL USES, COMPLIANCE WITH THE OPEN SPACE REGULATION WILL BE REQUIRED DURING THE BUILDING PERMIT PHASE.

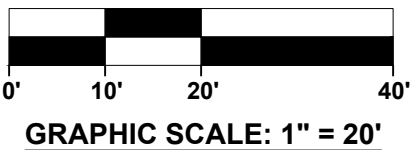
### CANE HARBOR BOULEVARD (65' R.O.W.)



CURVE TABLE					
CURVE #	RADIUS	ARC LENGTH	DELTA	TANGENT	CHORD BEARING & LENGTH
C1	2,722.23'	88.75'	01° 52' 05"	44.38'	N 11° 52' 25" W 88.75'
C2	2,867.23'	93.48'	01° 52' 05"	46.74'	S 11° 52' 44" E 93.47'
C3	2,722.23'	88.73'	01° 52' 03"	44.37'	N 10° 05' 56" W 88.72'
C4	2,867.23'	93.50'	01° 52' 06"	46.75'	S 10° 13' 07" E 93.49'



FIRM NO. F-166  
6838 GREENWOOD DRIVE,  
CORPUS CHRISTI, TEXAS 78415-9760  
Phone: (361) 854-6202  
FAX: (361) 853-4696



DATE:

01/16/2026

REVISED:

OFFICE:

RV & PP

JOB #:

25-5406

**TECHNICAL REVIEW PLAT REQUIREMENTS**  
**REGULAR PLANNING COMMISSION MEETING**  
**February 4, 2026**

PL9035

**REPLAT – Cane Harbor Bay**

Lots 30R and 32R, Block 38  
(0.60 acres)

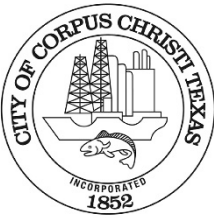
(District 4) Generally located at 15138 Cane Harbor Boulevard, north of Whitecap Boulevard, and east of South Padre Island Drive (Park Road 22).

Zoned: RS-6

Owners: Alexander J. Kraft, Lonzo B. Tomerlin, and Ernestina Tomerlin

Surveyor: Voss Engineering

The applicant proposes to replat the property for house construction. All Technical Review Committee comments have been addressed. The submitted Replat complies with the requirements of the Unified Development Code and State law. Staff recommends **approval**.



## AGENDA MEMORANDUM

Planning Commission Meeting of February 4<sup>th</sup>, 2026

**DATE:** January 26, 2026

**TO:** Yvette Dodd-Wallace, CFM  
Interim Director of Development Services

**FROM:** Bria A. Whitmire, PE, CFM, CPM, ENV SP, CBO  
Engineer V Development Services  
BriaW@cctexas.com  
(361) 826-3268

### **PL9091 Laguna Shores Vista Lot 1 Block 1**

Request for a Plat Waiver for Sidewalk Construction per  
UDC Sections 3.8.5, 3.30.1, 8.1.4 and 8.2.2

### **BACKGROUND:**

The applicant is re-platting a 0.225 acre tract, inclusive of a 0.023 acre right-of-way dedication to the City of Corpus Christi, at the corner of Laguna Shores Road and Rex Lane. Upon plat review, this site was found to be subject to sidewalk construction. of their client Rally Credit Union, would like to request a waiver of the sidewalk construction.

**This plat waiver request** is for the construction of approximately 200 feet of sidewalk along Laguna Shores Road and Rex Lane per UDC Sections 3.8.5, 3.30.1, 8.1.4 and 8.2.2.

### **STAFF ANALYSIS AND FINDINGS:**

UDC 3.8.5.D, Final Plat Review Criteria, includes compliance with subdivision design and improvement standards adopted by the city (found in Article 8 of the UDC) and that the tract of land is adequately served by the improvements that meet Article 8 standards.

UDC 3.30.1., a final plat shall not be approved until the developer has installed the improvements required by this Unified Development Code or has guaranteed that such improvements will be installed.

UDC 8.1.4., *Types of Improvements Required*, outlines the following:

“In the absence of any provision to the contrary, the developer shall provide the following improvements, as approved in the construction plans, in conformity with the standards, specifications and requirements of this Unified Development Code, the Design Standards, utility master plans and any state or federal requirements. Improvements eligible for participation shall be in compliance with Section 8.4 (Ordinance 029765, 03/19/2013)

- A. **Streets**, including but not limited to pavement, curb and gutter, **sidewalks**, roadside ditches, hike and bike trails, alleys, bridges and street lighting;....”

Within Article 8, the applicable standards referenced are in UDC 8.2.2., *Sidewalk Design Standards*, and UDC 8.2.1., *Street Design Standards*.

UDC Section 8.2.2.C allows for Administrative Exemptions for sidewalk construction for residential lots that meet certain provisions.

*“8.2.2.C: An administrative exception may be granted to the standard in paragraph 8.2.2.A only when the following conditions are met:*

1. Sidewalks shall not be required along each side of a street right-of-way where such street is a permanent dead-end street and where there is pedestrian access from the permanent dead-end street to a paved hike and bike trail. In such instance, a sidewalk only shall be required on one side of the street right-of-way, or
2. Sidewalks shall not be required along street rights-of-way where each lot fronting on such street has direct access from the side or rear to a paved hike and bike trail, or
3. The lot is a minimum of 22,000 square feet and zoned Farm Rural or, Residential Estate, or
4. Sidewalks adjacent to private streets may be allowed to be placed on only one side of the street if the sidewalk width is 6 feet or greater, or
5. Sidewalk construction is not required if all the following conditions are met:
  1. The lot does not front on, and is not adjacent to, a right-of-way, street, alignment, or corridor that is designated on:
    - a. The Urban Transportation Plan (UTP) or Thoroughfare Plan, or has a right-of-way width greater than 50 feet, or
    - b. the MobilityCCPlan, including the Trails Master Plan (HikeBikeCC) and the ADA Master Plan, or-
    - c. the Corpus Christi Metropolitan Planning Organization's (MPO) Strategic Plan for Active Mobility, or
    - d. any other plan that designates sidewalks or active transportation improvements.
  2. The lot is zoned Farm Rural, Residential Estate or Single-Family Residential RS-4.5, RS-6, RS-10, RS-15, RS-22, or Single Family Residential Two Family (RS-TF);
  3. There are no existing or planned sidewalks on adjacent lots;
  4. At least 75% of the block face (lots fronting on the same side of the street as the subject plat) is improved, as measured by the number of lots, or, by the linear footage of the block face, and does not have sidewalks.”

The criteria listed in UDC 8.2.2.C for staff to administratively waive sidewalk is not applicable to this plat.

The UDC also states, under Section 8.2.2.B.1, that a waiver *may* be granted, in accordance with the waiver procedure in Section 3.8.3.D:

*“The waiver may be approved, approved with conditions, or denied after consideration of the following factors:*

1. The granting of the waiver shall not be detrimental to the public health, safety or general welfare, or be injurious to other property in the area, or to the City in administering this Unified Development Code;
2. The conditions that create the need for the waiver shall not generally apply to other property in the vicinity.



3. Application of a provision of this Unified Development Code will render subdivision of land unfeasible; or
4. The granting of the waiver would not substantially conflict with the Comprehensive Plan and the purposes of this Unified Development Code.”

The enumerated conditions in UDC 3.8.3.D for a sidewalk waiver are not fully met on this subject property.

#### **FACTORS IN SUPPORT OF WAIVER APPROVAL**

1. There are currently no adjacent sidewalks along Laguna Shores Road nor Rex Lane to connect to. The nearest sidewalk is approximately 4,000 LF away to the northwest at Yorktown Blvd and Holland Drive.
2. There are rural drainage ditches throughout the area which would make it unsafe for pedestrians to use sidewalks.
3. The nearest bus stations are along Yorktown Blvd, which also does not have sidewalks.
4. Waiver of sidewalk will not be detrimental to the public health, safety, or general welfare.
5. Waiver of sidewalk will not affect the adjacent property in a manner to restrict or render unfeasible.

#### **FACTORS AGAINST WAIVER APPROVAL**

1. Not having sidewalks along a local street typically leads to pedestrians walking in roadways, an unsafe situation.
2. Construction of sidewalks, even unconnected sections, promotes construction of sidewalks throughout the community.

#### **STAFF RECOMMENDATION:**

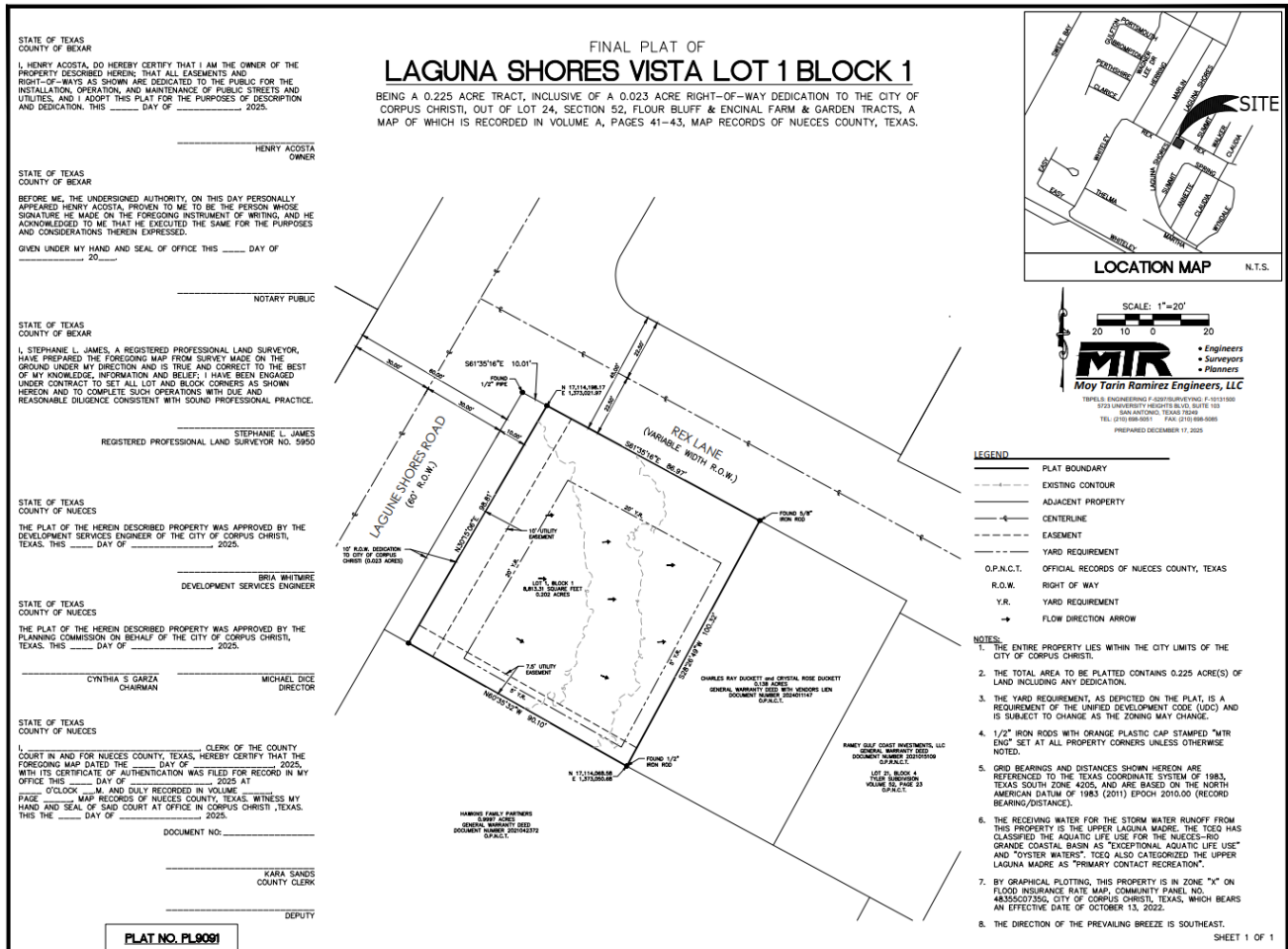
Staff recommend **approval** of the waiver from the sidewalk construction requirement.

Planning Commission may choose to follow or decline Staff’s recommendations, and Planning Commission may approve, approve with conditions, or deny the waiver request.

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

Exhibit A – Final Plat of Laguna Shores Vista Lot 1 Block 1  
Exhibit B – Area Map  
Exhibit C – Property Frontage images

# Exhibit A – Final Plat of Laguna Shores Vista Lot 1 Block 1







**Exhibit C – Property Frontage images**

**Existing ROW Condition**  
***Facing South from Laguna Shores***



**Existing ROW Condition**  
***Facing North from Laguna Shores***





# **PL9091 Laguna Shores Vista Lot 1 Block 1**

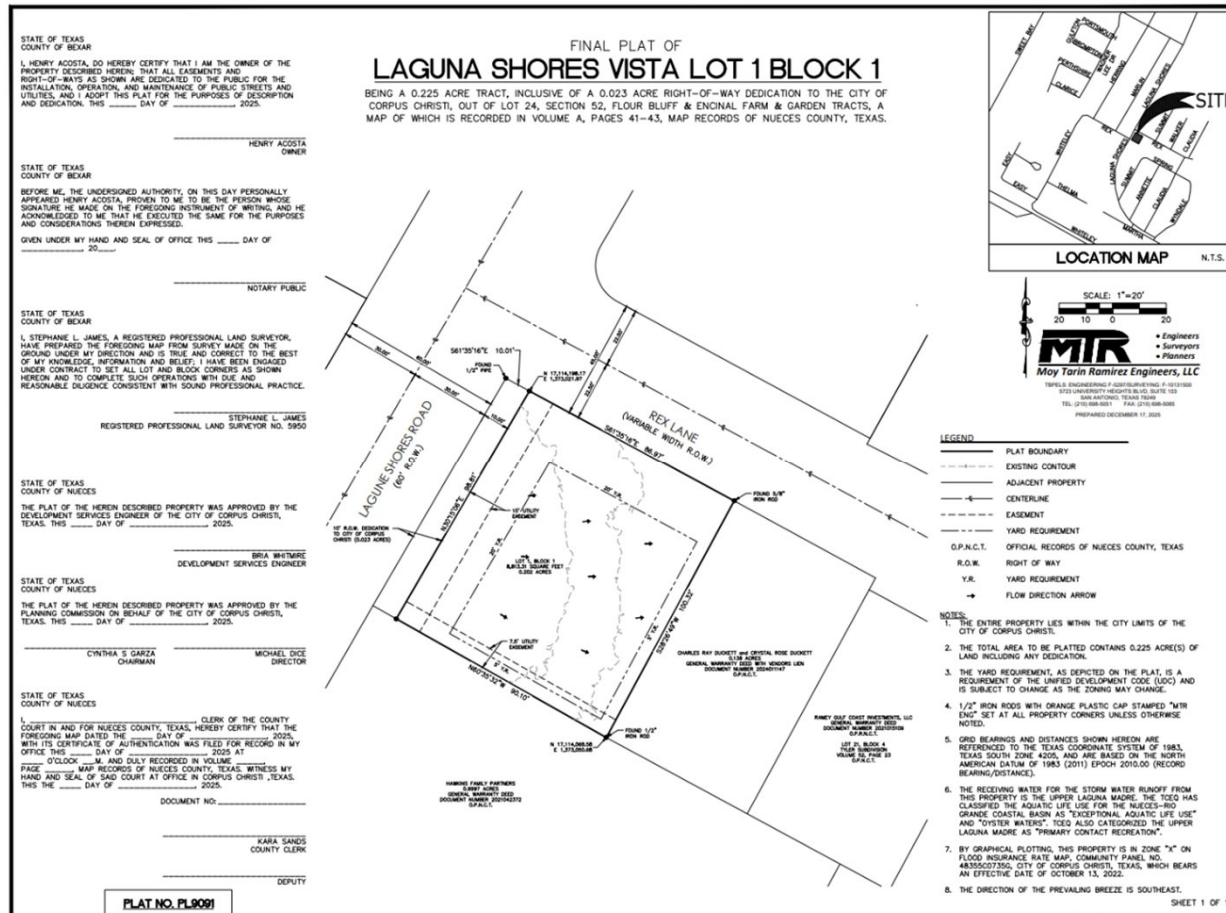
**Request for Plat Waiver  
for Sidewalk Construction**

Planning Commission Meeting  
February 4<sup>th</sup>, 2026



# Proposed Plat

## Laguna Shores Vista Lot 1 Block 1

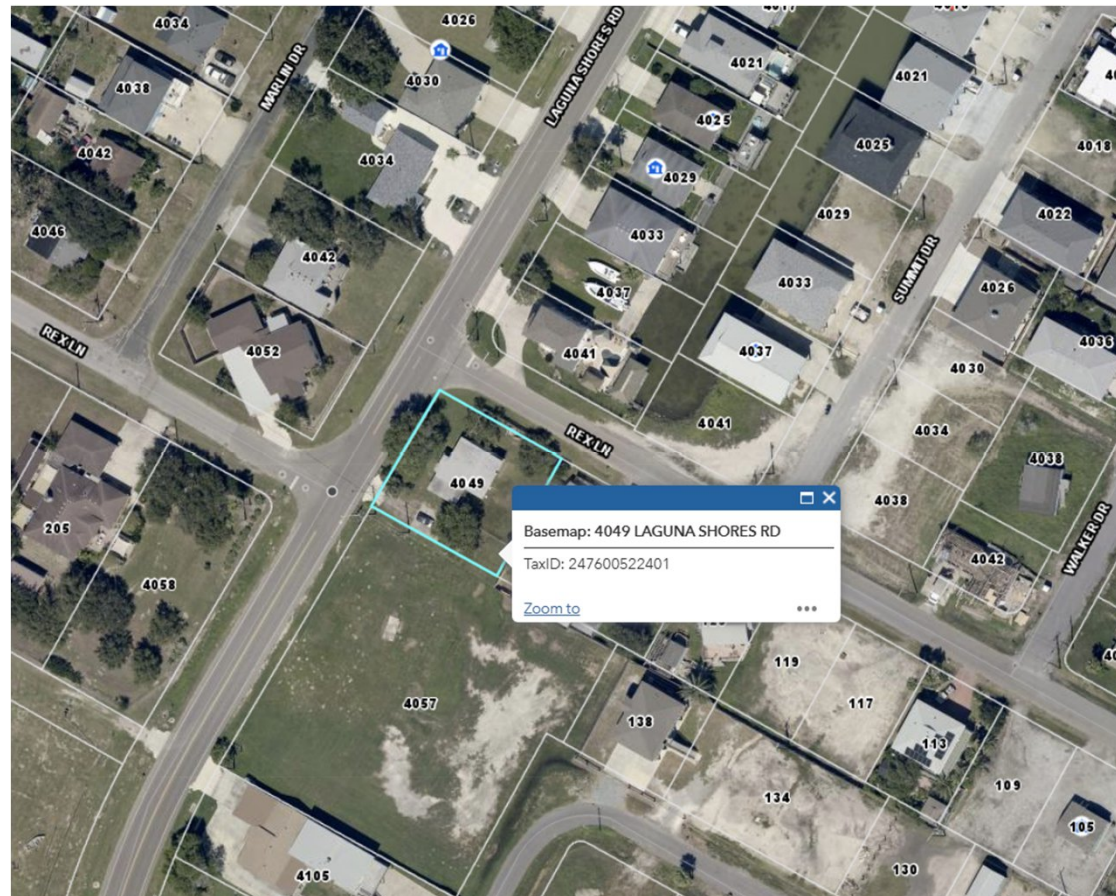






# Aerial View

## *Laguna Shores Vista Lot 1 Block 1*





# Applicable Final Plat Approval Procedures

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**Property must comply with subdivision design to for final plat approval**

## UDC 3.8.5.D.3. Final Plat Review Criteria

*"The final plat is in compliance with any subdivision design and improvement standards adopted by the City...to promote the health, safety or general welfare of the City and the safe, orderly and healthful development of the City."*

## UDC 3.30.1.A: Applicability of Developer Guarantees

*"Neither a final plat approval nor a certificate of occupancy for building development shall be issued until the developer has installed the improvements required by this Unified Development Code or has guaranteed that such improvements will be installed."*

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# Sidewalk Subdivision Design Standards

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## **Sidewalk construction is a general provision of subdivision design**

UDC 8.1.4: General provisions for required improvements of subdivision design

*"The developer shall provide the following improvements, as approved in the construction plans, in conformity with the standards...A. Streets, including but not limited to pavement, curb and gutter, sidewalks, roadside ditches, hike and bike trails, alleys, bridges and street lighting;"*

## **Sidewalks should follow design standards and allow neighboring properties to extend at development**

UDC 8.2.2.A.1: Subdivision design standards for sidewalk improvements

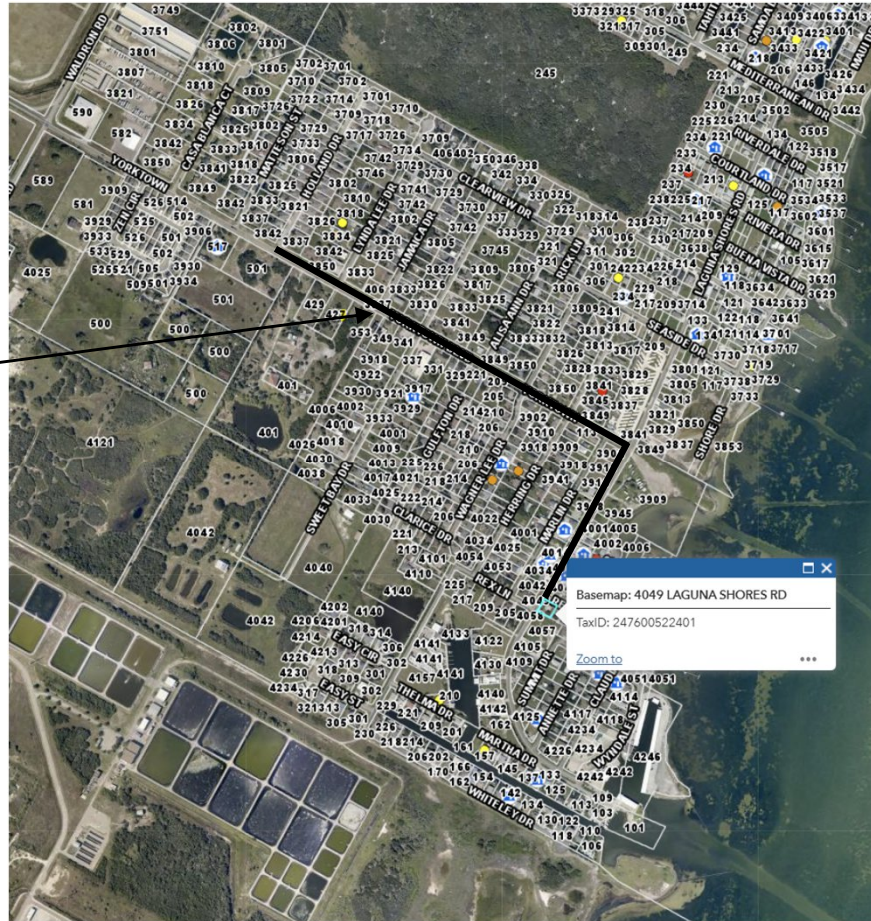
*"Concrete sidewalks...shall be constructed in accordance with Subsection 8.2.1.B, Street Right-of-Way Dimensional Standards, and the ADA Master Plan, within all subdivisions except as provided...4. Sidewalks shall connect to existing adjacent sidewalks or be designed and placed to allow connection to future adjacent sidewalks."*

---



# Nearest Sidewalk

Nearest Sidewalk  
Approximately  
4,000 LF







## UDC 8.2.2.C

# Criteria for Administrative Exemption

---

1. On permanently dead-ended streets, one side of the ROW sidewalk construction can be administratively waived if there's pedestrian access to a paved hike/bike trail;
2. Each lot has direct access to a paved hike/bike trail;
3. Property is zoned FE or RE and 22,000+sqf;
4. One side of a private street is constructed with 6' or greater sidewalk;
5. ALL of the following applies:
  1. Street is not on the UTP nor greater than 50'
  2. Street is not on a city recognized transportation plan
  3. Farm Rural, Residential Estate or Single-Family Residential RS-4.5, RS-6, RS-10, RS-15, RS-22, or Single Family Residential Two Family (RS-TF)
  - ★ 4. 75% block frontage (lots/sqf) is improved and does not have sidewalk

***The criteria listed in UDC 8.2.2.C for staff to administratively waive sidewalk is not applicable***



## UDC 3.8.3.D. Applicable Factors for Consideration

The waiver may be *approved*, *approved with conditions* or *denied* after Planning Commission's **consideration of the following factors for waiving sidewalk construction**:

1. Granting waiver shall not be a detriment to public health, safety, or general welfare, or be injurious to other property in area, or to the City;
2. The conditions that create the need for the waiver shall not generally apply to other property in the vicinity;
3. If application of a provision will render subdivision of land unfeasible;
4. The granting of the waiver would not substantially conflict with the Comprehensive Plan and the purposes of the UDC



# Existing ROW Condition *Facing South from Laguna Shores*

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# Existing ROW Condition *Facing North from Laguna Shores*

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# Factors in Support of Waiver Approval

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1. There are currently no adjacent sidewalks along Laguna Shores Road nor Rex Lane to connect to. The nearest sidewalk is approximately 4,000 LF away to the northwest at Yorktown Blvd and Holland Drive.
  2. There are rural drainage ditches throughout the area which would make it unsafe for pedestrians to use sidewalks.
  3. The nearest bus stations are along Yorktown Blvd, which also does not have sidewalks.
  4. Waiver of sidewalk will not be detrimental to the public health, safety, or general welfare.
  5. Waiver of sidewalk will not affect the adjacent property in a manner to restrict or render unfeasible.
-



# Factors Against Waiver Approval

---

1. Not having sidewalks along a local street typically leads to pedestrians walking in roadways, an unsafe situation.
  2. Construction of sidewalks, even unconnected sections, promotes construction of sidewalk throughout the community.
-





# Staff Recommendation

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Staff recommends **approval** of the waiver from the sidewalk construction requirement.

(**Approval** = sidewalks do not have to be constructed for recordation  
**Disapproval** = sidewalks do have to be constructed for recordation)

Planning Commission may choose to follow or decline Staff's recommendation, and Planning Commission may approve, approve with conditions, or deny the waiver request.

---

**TECHNICAL REVIEW PLAT REQUIREMENTS  
REGULAR PLANNING COMMISSION MEETING  
February 4, 2026**

PL9091

**REPLAT – Laguna Shores Vista**

Lot 1 Block 1

(0.22 Ac.)

(District 4) Generally located at 4049 Laguna Shores Road, on the southeast corner of Laguna Shores Road and Rex Lane.

Zoned: RS-4.5

Owners: Henry Acosta

Surveyor: MTR Engineering

The applicant proposes to replat the property for house construction. All Technical Review Committee comments have been addressed. The submitted Replat complies with the requirements of the Unified Development Code and State law. Staff recommends **approval**.

**Merged Document Report****Application No.: PL9091**

Description :	
Address :	
Record Type :	PLAT

**Submission Documents:**

<b>Document Filename</b>
Draft Plat - Laguna Shores Vista (2).pdf

**Comment Author Contact Information:**

Author Name	Author Email	Author Phone No.:
Alex Harmon	alexh2@corpuschristitx.gov	361-826-1102
Mark Zans	markz2@corpuschristitx.gov	361-826-3553

**General Comments**

Comment ID	Author : Department	Status	Review Comments	Applicant Response Comments
11	Alex Harmon : DS	Closed	Improvements Required for Recordation, per UDC 8.1.4. A. Streets: No Sidewalks: Yes, per UDC 8.2.2 B. Water: No Fire hydrants: No C. Wastewater: No D. Stormwater: No E. Public open space: No F. Permanent monument markers: No  Please note, improvements required should be constructed to city standards, found in Article 8 and the IDM.	

**Corrections in the following table need to be applied before a permit can be issued**

Comment ID	Page Reference	Annotation Type	Author : Department	Status	Review Comments	Applicant Response Comments
7	P001	Note	Alex Harmon : DS	Closed	Laguna Shores is on the Roadway Master Plan as a proposed parkway. This requires a right of way of 80 ft. Dedicate 10 ft of ROW.	
8	P001	Note	Alex Harmon : DS	Closed	Laguna Shores is part of the Bike Mobility Plan and sidewalks are required to be constructed.  Per UDC 8.2.2. Concrete sidewalks, having a width of not less than 4 feet and thickness of not less than 4 inches, shall be constructed in accordance with Subsection 8.2.1.B, Street Right-of-Way Dimensional Standards, and the ADA Master Plan.	
9	P001	Note	Alex Harmon : DS	Closed	It appears there are electric poles in the rear lot. Per UDC 8.2.3. provide a 7.5 ft UE at the rear of the lot.	
10	P001	Note	Alex Harmon : DS	Closed	Per UDC 8.2.3 dedicate a utility easement along Laguna Shores of 10 ft.	
2	P001	Note	Mark Zans : LD	Closed	Please supply the most recent copy of the ownership deed showing the ownership in Henry Acosta.	
3	P001	Note	Mark Zans : LD	Closed	Please change plat title to "Final Plat of Laguna Shores Vista Lot 1 Block 1	
4	P001	Note	Mark Zans : LD	Closed	Label as Lot 1, Provide lot square footage under the label.	
5	P001	Note	Mark Zans : LD	Closed	Provide a block number for the platted area. Block 1	
6	P001	Note	Mark Zans : LD	Closed	Add name Michael Dice and change title to Director	
12	P001	Note	Mark Zans : LD	Closed	Traffic comments: <ul style="list-style-type: none"> <li>•The proposed plat does not impact or alter the existing Roadway Master Plan.</li> <li>•Proposed Driveway access to public City Street shall conform to access management standards outlined in Article 7 of the UDC (UDC 7.1.7)</li> <li>•Proposed ROW to reflect as the street(s) design and their pertaining categories/ type as per Article 8 of the UDC (UDC 8.2.1)</li> <li>•The PW-Traffic Department (Right-of-Way Division) is responsible for reviewing and permitting new construction and repairs/modifications to driveways, sidewalks, curb, and gutter. The review and approval of the permit must be approved prior to the issuance of the building permit (issued by DSD). (Refer to Municode Chapter 49-30 for permit requirements.)</li> <li>•A ROW Construction Permit, issued by PW-Traffic</li> </ul>	

Comment ID	Page Reference	Annotation Type	Author : Department	Status	Review Comments	Applicant Response Comments
					Department (Right-of-Way Division), is required for any work obstructing, closing, or occupying public right-of-way (Reference Chapter 49-2). Work within the Right-of-Way without a permit is subject to daily Non-Compliance Fees (Reference Municode Chapter 49)	
13	P001	Note	Mark Zans : LD	Closed	Updated comment 1/15./2026 Correct spelling of Laguna Shores Road.	
14	P001	Note	Mark Zans : LD	Closed	Updated comment 1/15/26 Hatch the area for the road dedication.	

I, HENRY ACOSTA, DO HEREBY CERTIFY THAT I AM THE OWNER OF THE PROPERTY DESCRIBED HEREIN; THAT ALL EASEMENTS AND RIGHT-OF-WAYS AS SHOWN ARE DEDICATED TO THE PUBLIC FOR THE INSTALLATION, OPERATION, AND MAINTENANCE OF PUBLIC STREETS AND UTILITIES, AND I ADOPT THIS PLAT FOR THE PURPOSES OF DESCRIPTION AND DEDICATION. THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2025.

STATE OF TEXAS  
COUNTY OF BEXAR

BEFORE ME, THE UNDERSIGNED AUTHORITY, ON THIS DAY PERSONALLY APPEARED HENRY ACOSTA, PROVEN TO ME TO BE THE PERSON WHOSE SIGNATURE HE MADE ON THE FOREGOING INSTRUMENT OF WRITING, AND HE ACKNOWLEDGED TO ME THAT HE EXECUTED THE SAME FOR THE PURPOSES AND CONSIDERATIONS THEREIN EXPRESSED.

-----  
NOTARY PUBLIC

STATE OF TEXAS  
COUNTY OF BEXAR

I, STEPHANIE L. JAMES, A REGISTERED PROFESSIONAL LAND SURVEYOR, HAVE PREPARED THE FOREGOING MAP FROM SURVEY MADE ON THE GROUND UNDER MY DIRECTION AND IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE, INFORMATION AND BELIEF; I HAVE BEEN ENGAGED UNDER CONTRACT TO SET ALL LOT AND BLOCK CORNERS AS SHOWN HEREON AND TO COMPLETE SUCH OPERATIONS WITH DUE AND REASONABLE DILIGENCE CONSISTENT WITH SOUND PROFESSIONAL PRACTICE.

STEPHANIE L. JAMES  
REGISTERED PROFESSIONAL LAND SURVEYOR NO. 5950

STATE OF TEXAS  
COUNTY OF NUECES

THE PLAT OF THE HEREIN DESCRIBED PROPERTY WAS APPROVED BY THE  
DEVELOPMENT SERVICES ENGINEER OF THE CITY OF CORPUS CHRISTI,  
TEXAS. THIS \_\_\_\_ DAY OF \_\_\_\_\_, 2025.

BRIA WHITMIRE  
DEVELOPMENT SERVICES ENGINEER

STATE OF TEXAS  
COUNTY OF NUECES

THE PLAT OF THE HEREIN DESCRIBED PROPERTY WAS APPROVED BY THE  
PLANNING COMMISSION ON BEHALF OF THE CITY OF CORPUS CHRISTI,  
TEXAS. THIS \_\_\_\_ DAY OF \_\_\_\_\_, 2025.

CYNTHIA S GARZA  
CHAIRMAN

MICHAEL DICE  
DIRECTOR

STATE OF TEXAS  
COUNTY OF NUECES

\_\_\_\_\_, CLERK OF THE COUNTY  
COURT IN AND FOR NUECES COUNTY, TEXAS, HEREBY CERTIFY THAT THE  
FOREGOING MAP DATED THE \_\_\_\_\_ DAY OF \_\_\_\_\_, 2025,  
WITH ITS CERTIFICATE OF AUTHENTICATION WAS FILED FOR RECORD IN MY  
OFFICE THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2025 AT  
\_\_\_\_\_ O'CLOCK \_\_\_\_\_M. AND DULY RECORDED IN VOLUME \_\_\_\_\_  
PAGE \_\_\_\_\_, MAP RECORDS OF NUECES COUNTY, TEXAS. WITNESS MY  
HAND AND SEAL OF SAID COURT AT OFFICE IN CORPUS CHRISTI, TEXAS.  
THIS THE \_\_\_\_\_ DAY OF \_\_\_\_\_, 2025.

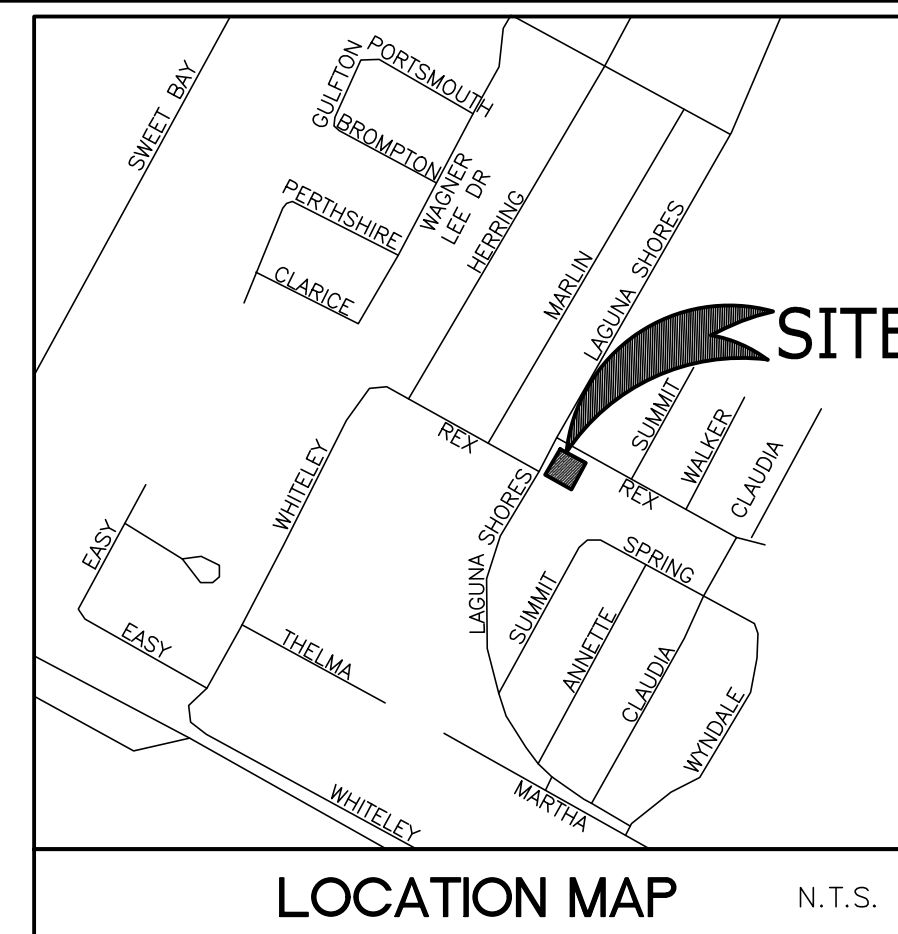
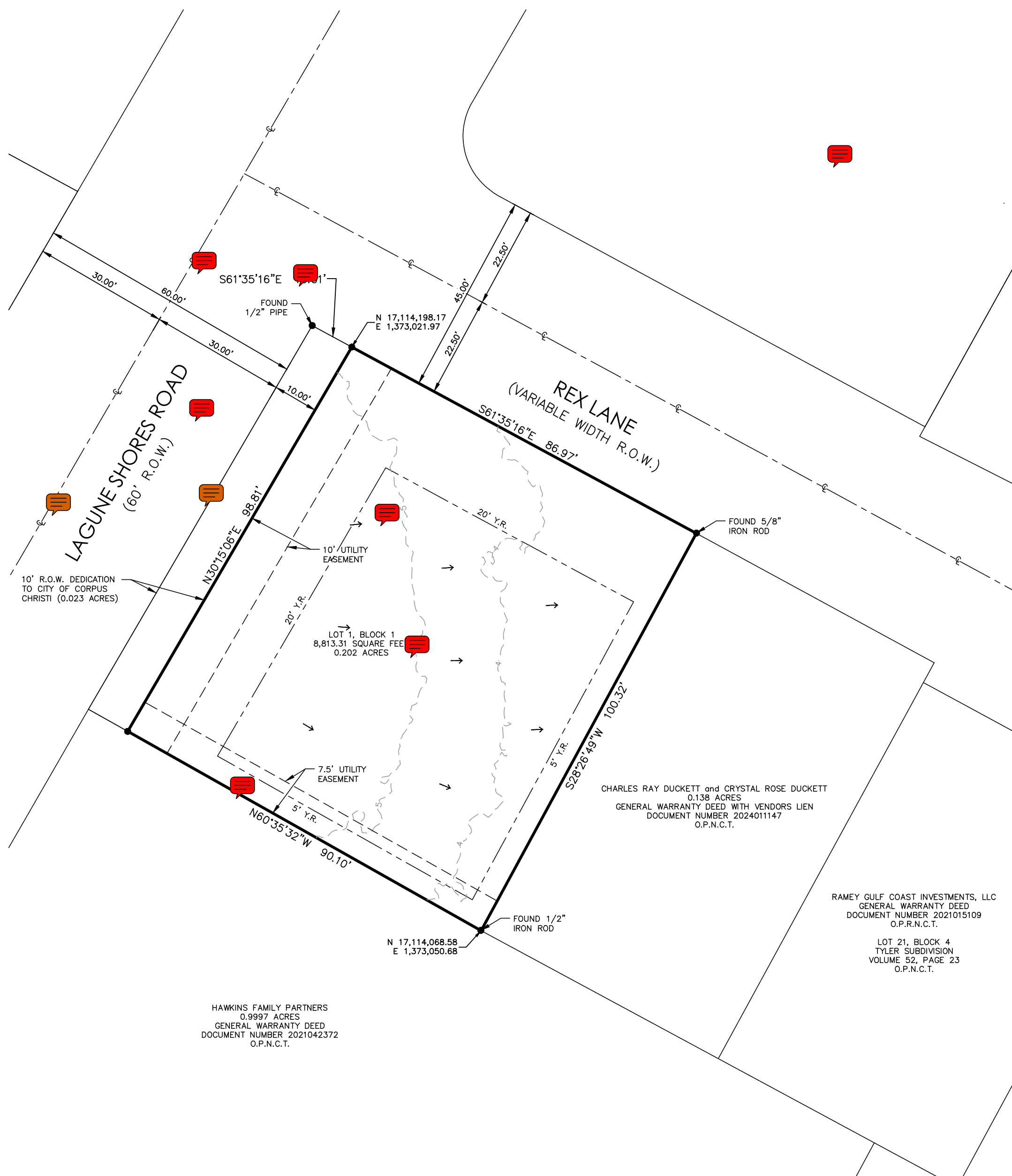
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KARA SANDS  
COUNTY CLERK

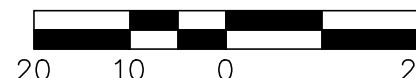
DEPUTY

PLAT NO. PL9091

BEING A 0.225 ACRE TRACT, INCLUSIVE OF A 0.023 ACRE RIGHT-OF-WAY DEDICATION TO THE CITY OF  
CORPUS CHRISTI, OUT OF LOT 24, SECTION 52, FLOUR BLUFF & ENCINAL FARM & GARDEN TRACTS, A  
MAP OF WHICH IS RECORDED IN VOLUME A, PAGES 41-43, MAP RECORDS OF NUECES COUNTY, TEXAS.



SCALE: 1"=20'










- **Engineers**
- **Surveyors**
- **Planners**

***Moy Tarin Ramirez Engineers, LLC***

TBPELS: ENGINEERING F-5297/SURVEYING: F-10131500  
5723 UNIVERSITY HEIGHTS BLVD, SUITE 103  
SAN ANTONIO, TEXAS 78249  
TEL: (210) 698-5051 FAX: (210) 698-5085

PREPARED DECEMBER 17, 2025

### LEGEND

	PLAT BOUNDARY
	EXISTING CONTOUR
	ADJACENT PROPERTY
	CENTERLINE
	EASEMENT
	YARD REQUIREMENT
O.P.N.C.T.	OFFICIAL RECORDS OF NUECES COUNTY, TEXAS
R.O.W.	RIGHT OF WAY
Y.R.	YARD REQUIREMENT
	FLOW DIRECTION ARROW

NOTES:

1. THE ENTIRE PROPERTY LIES WITHIN THE CITY LIMITS OF THE CITY OF CORPUS CHRISTI.
2. THE TOTAL AREA TO BE PLATTED CONTAINS 0.225 ACRE(S) OF LAND INCLUDING ANY DEDICATION.
3. THE YARD REQUIREMENT, AS DEPICTED ON THE PLAT, IS A REQUIREMENT OF THE UNIFIED DEVELOPMENT CODE (UDC) AND IS SUBJECT TO CHANGE AS THE ZONING MAY CHANGE.
4. 1/2" IRON RODS WITH ORANGE PLASTIC CAP STAMPED "MTR ENG" SET AT ALL PROPERTY CORNERS UNLESS OTHERWISE NOTED.
5. GRID BEARINGS AND DISTANCES SHOWN HEREON ARE REFERENCED TO THE TEXAS COORDINATE SYSTEM OF 1983, TEXAS SOUTH ZONE 4205, AND ARE BASED ON THE NORTH AMERICAN DATUM OF 1983 (2011) EPOCH 2010.00 (RECORD BEARING/DISTANCE).
6. THE RECEIVING WATER FOR THE STORM WATER RUNOFF FROM THIS PROPERTY IS THE UPPER LAGUNA MADRE. THE TCEQ HAS CLASSIFIED THE AQUATIC LIFE USE FOR THE NUECES-RIO GRANDE COASTAL BASIN AS "EXCEPTIONAL AQUATIC LIFE USE" AND "OYSTER WATERS". TCEQ ALSO CATEGORIZED THE UPPER LAGUNA MADRE AS "PRIMARY CONTACT RECREATION".
7. BY GRAPHICAL PLOTTING, THIS PROPERTY IS IN ZONE "X" ON FLOOD INSURANCE RATE MAP, COMMUNITY PANEL NO. 48355C0735G, CITY OF CORPUS CHRISTI, TEXAS, WHICH BEARS AN EFFECTIVE DATE OF OCTOBER 13, 2022.
8. THE DIRECTION OF THE PREVAILING BREEZE IS SOUTHEAST.



I, HENRY ACOSTA, DO HEREBY CERTIFY THAT I AM THE OWNER OF THE PROPERTY DESCRIBED HEREIN; THAT ALL EASEMENTS AND RIGHT-OF-WAYS AS SHOWN ARE DEDICATED TO THE PUBLIC FOR THE INSTALLATION, OPERATION, AND MAINTENANCE OF PUBLIC STREETS AND UTILITIES, AND I ADOPT THIS PLAT FOR THE PURPOSES OF DESCRIPTION AND DEDICATION. THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2026.

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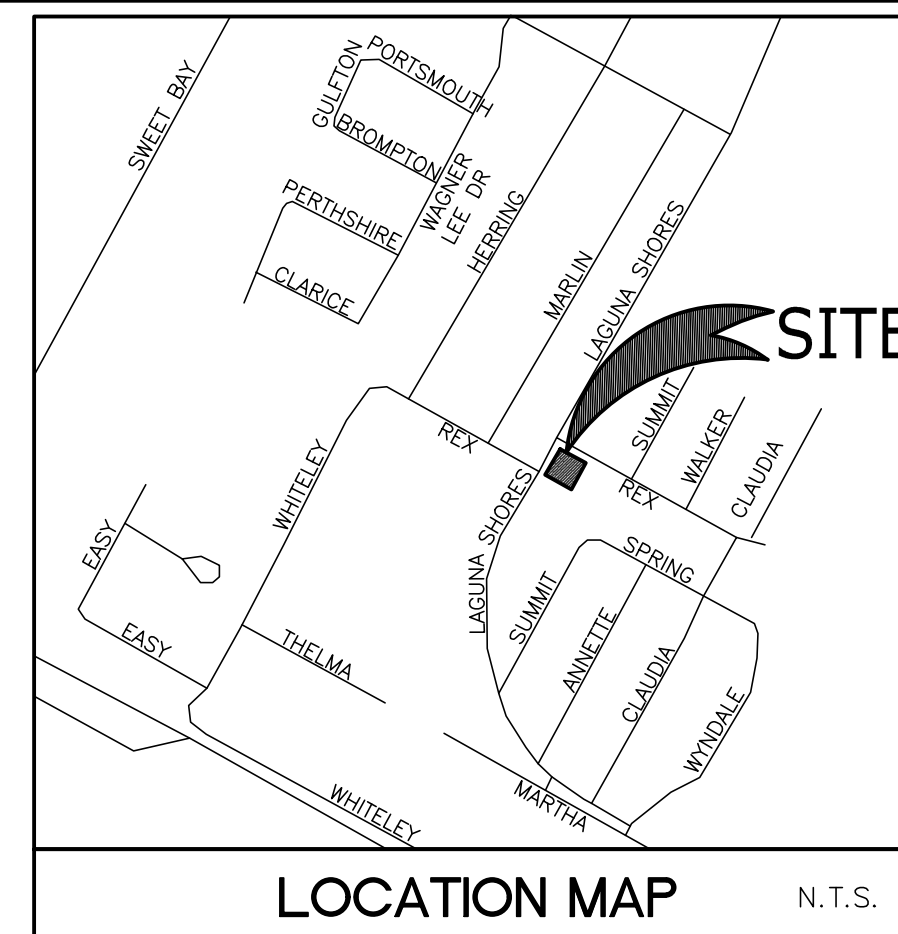
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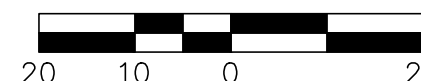
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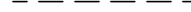


SCALE: 1"=20'



**MTR**  
**Moy Tarin Ramirez Engineers, LLC**

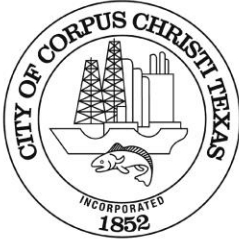
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SAN ANTONIO, TEXAS 78249  
TEL: (210) 698-5051 FAX: (210) 698-5085  
PREPARED JANUARY 15, 2026

### LEGEND

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8. THE ENTIRETY OF THE PREVAILING BREEZE IS SOUTHEAST.



## AGENDA MEMORANDUM

Public Hearing Item for the Planning Commission meeting of February 4, 2026

**DATE:** January 29, 2026

**TO:** Peter Zaroni, City Manager

**FROM:** Daniel McGinn, Interim Assistant City Manager  
[DanielMc@cctexas.com](mailto:DanielMc@cctexas.com)  
(361)826-7011

<p><b>Ordinance adopting the Padre/Mustang Island Mobility Plan as an element of the Plan CC Comprehensive Plan.</b></p>
--

**CAPTION:**

Public Hearing and recommending action for City Council to adopt the Padre/Mustang Island Mobility Plan as an element of Corpus Christi's Comprehensive Plan – Plan CC.

**SUMMARY:**

The Padre/Mustang Island Mobility Plan ("Island Mobility Plan") was initiated by the City of Corpus Christi to further previous planning efforts conducted for the area. The Island Mobility Plan evaluates the existing transportation system and recommends improvements that establish safe walking, cycling, golf cart, and watercraft connectivity.

**BACKGROUND AND FINDINGS:**

The Island Mobility Plan establishes recommendations for a comprehensive transportation network that connects residential neighborhoods to activity centers by identifying critical routes for walking, bicycling, golf carts, and water transportation. The recommendations were developed through extensive community engagement. In addition, city staff coordinated with the Texas Department of Transportation (TxDOT) and Nueces County parks regarding recommendations that would impact those state- and county-owned facilities.

The Island Mobility Plan launched in the Spring of 2023 under the Economic Development Department and Funded by the TIRZ #2

**Project Timeline**

- Spring/Summer 2023 – Existing Conditions Review
- August 8, 2023 – Project intro at Island Strategic Action Committee (ISAC) and First Survey Launched
- Fall 2023 – Draft Recommendations Developed
- October 2023 – Public Open House
- Winter 2023/24 - Finalize Recommendations
- November 2023 – 2nd Online Survey



- April 15, 2024 – Public Open House

In May 2024, project management was transferred to the Planning and Community Development Department to finalize the recommendations. Upon review of the draft recommendations, and in consultation with the ISAC, more specific recommendations for Park Road 22 and State Highway 361 were developed and presented to TxDOT and Chairman Todd Hunter. Once recommendations were finalized, the Public Draft of the Padre/Mustang Island Mobility Plan was published online in late April 2025 and announced via Constant Contact email, initiating the plan adoption process.

#### Plan Adoption Timeline

- June 3, 2025 – ISAC recommended adoption of the Padre/Mustang Island Mobility Plan with an amendment to emphasize greenscape and adequate drainage solutions on Park Road 22 and revise Sea Pines and Whitecap West interim and future recommendations with the ISAC.
- June 11, 2025 – Planning Commission held a Public Hearing and recommended adoption of the Padre/Mustang Island Mobility Plan with an amendment giving preference to native plants and oak trees in the landscape areas of Park Road 22 and adding language to consider configurations to accommodate vehicle staking during school pick up and drop off along Park Road 22.
- February 3, 2026 – ISAC discussion and recommending action.
- February 4, 2026 – Planning Commission Public Hearing and recommending action.

The Draft Island Mobility Plan is already informing the design for Sand Dollar, which is funded by the TIRZ #2 Paper Streets Project.

#### **ALTERNATIVES:**

The plan development process involved the analysis of alternatives that were reviewed with the community and partner agencies. The plan being presented represents the selection of the best alternatives for improving connectivity across North Padre Island.

#### **FISCAL IMPACT:**

Adoption of the plan itself does not have a financial impact. While the plan includes an implementation schedule for recommend improvements, City staff, the TIRZ #2 Board, and Council would review and approve future actions with financial obligations needed to implement this plan.

#### **Funding Detail:**

Fund: N/A

Organization/Activity: N/A

Department: N/A

Project # (CIP Only): N/A

Account: N/A

#### **RECOMMENDATION:**

Staff and the Island Strategic Action Committee recommend adoption of the Padre/Mustang Island Mobility Plan with the proposed ISAC amendments.

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

Padre/Mustang Island Mobility Plan  
Presentation



CITY OF CORPUS CHRISTI  
**PLANNING & ECONOMIC  
DEVELOPMENT**

# Padre/Mustang Island Mobility Plan

Planning Commission

February 4, 2026

# Project Timeline

- Spring 2023 – Project Launch with PM Roger Montelongo / Economic Development Department
- Spring/Summer 2023 – Existing Conditions Review
- August 8, 2023 – Project intro at ISAC + First Survey Launched
- Fall 2023 – Draft Recommendations Developed
- October 2023 – Public Open House
- Winter 2023/24 - Finalize Recommendations
- November 2023 – 2nd Online Survey
- April 15, 2024 – Public Open House
- May 2024 – Project Management Transferred to Planning Division to Finalize
- September 2024 – ISAC Briefing
- Fall 2024 – Conversations with TxDOT and Chairman Hunter & County Parks
- April 2025 – Presentation of Draft Island Mobility Plan to TxDOT staff for review



# Draft Document Review

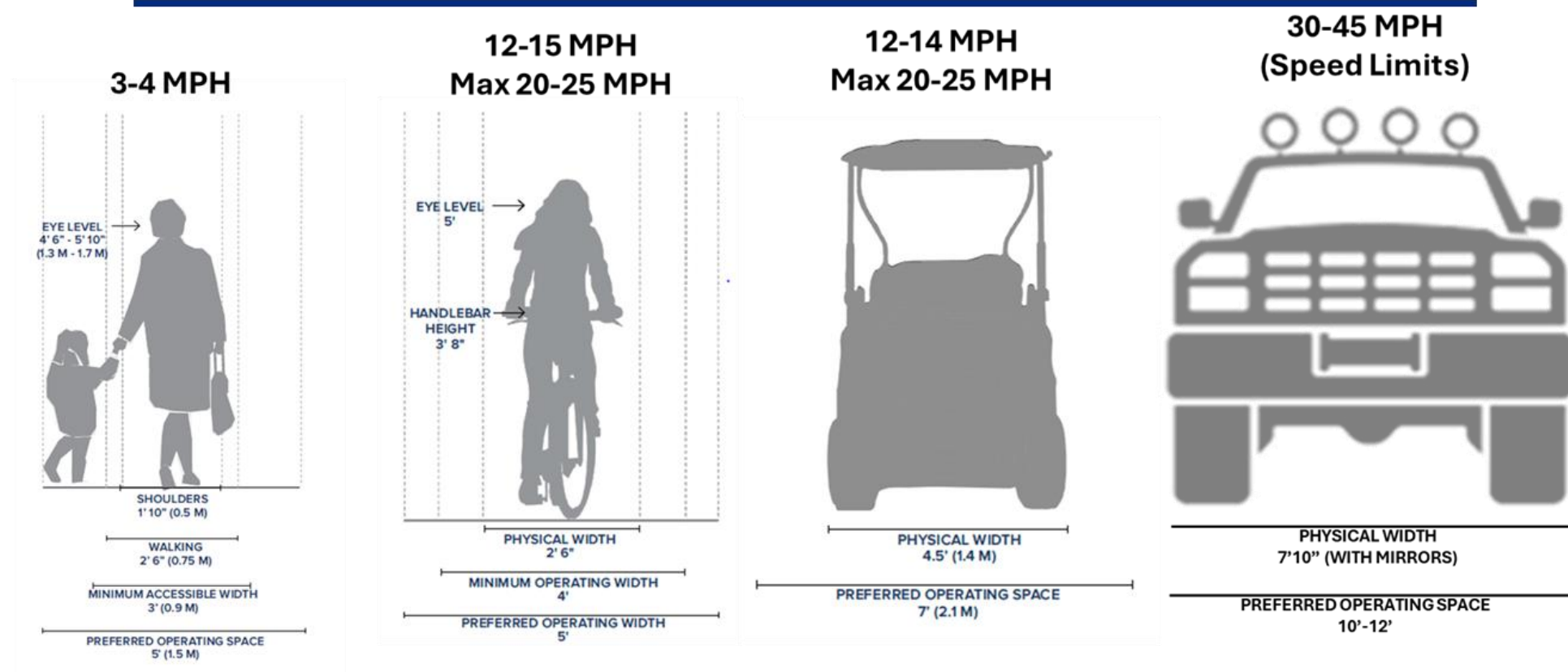
- April 2025 – Public Draft Document Published Online + Marketing Email
- May 12 and June 3, 2025 - ISAC review of plan and recommended plan adoption with amendments:
  - to emphasize greenscape and adequate drainage solutions on Park Road 22;
  - and revise Sea Pines and Whitecap West interim and future recommendations with the Island Strategic Action Committee (ISAC).
- June 11, 2025 – Planning Commission Public Hearing and recommended plan adoption with amendments:
  - to consider Park Road 22 road configurations to accommodate the existing schools that have stacking on road during pick up and drop off;
  - And give preference to native plants and oak trees in the landscape areas

**Draft Plan already informing TIRZ-funded Paper Streets Project**





# ROW User Profiles



Sources: Alta Planning + Design: Fayette County Master Plan Path System Design Guidelines (2019). Ford Motor Company: Ford F-150 (2024).





# Mobility Plan



## Legend

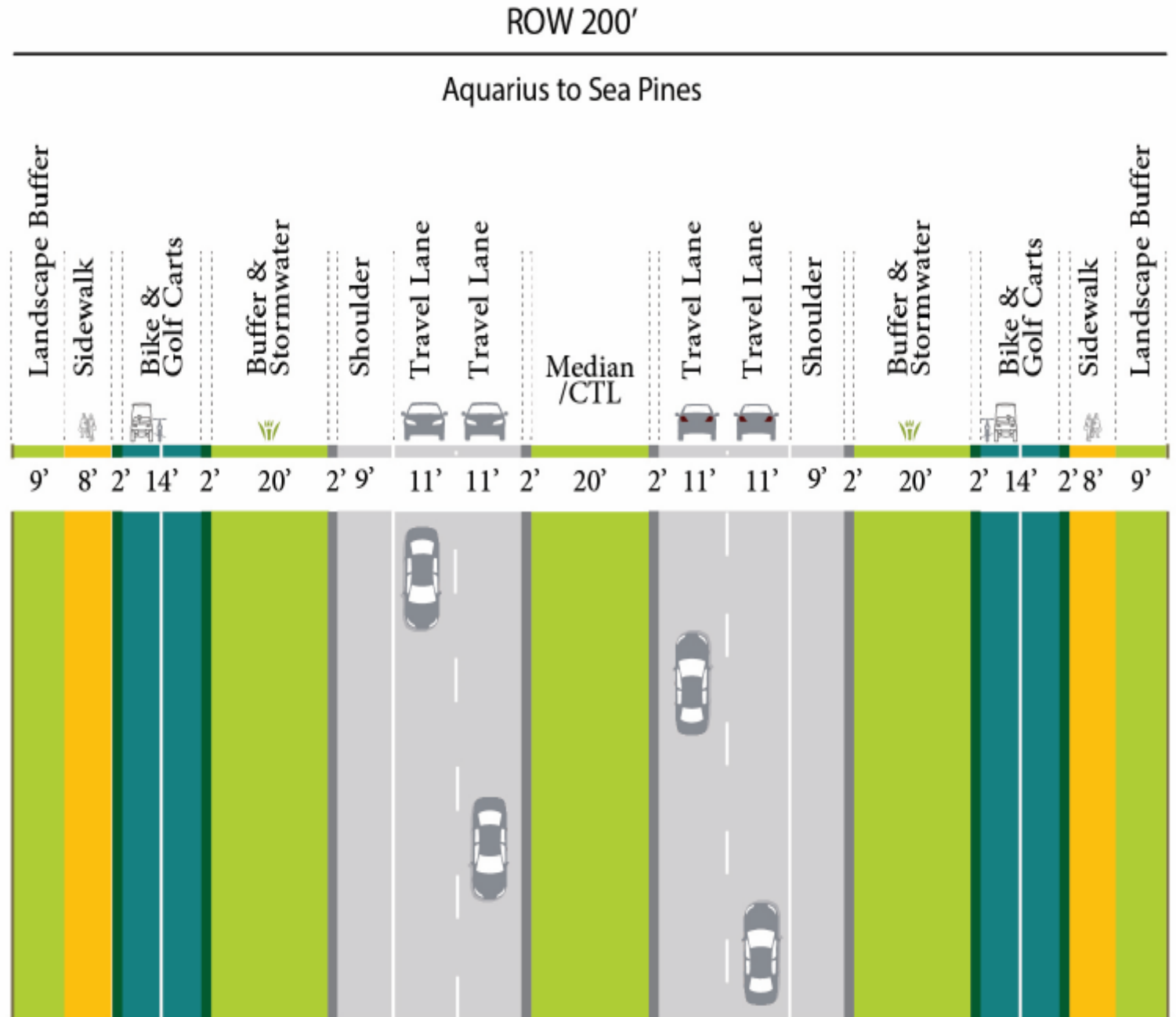
- TxDOT Facilities
- North Loop Streets
- City Beach Connectors
- County Beach Connectors
- West Island Connectors
- Parks
- Study Area

0 0.25 0.5  
Miles



# TxDot – PR 22

1. Reduce PR 22 speed limit to 45 mph from 55 mph for cars.
2. PR 22 (Aquarius to Sea Pines) 14-foot, two-way, 15 mph, bicycle and golf cart shared-use paths on both sides and 8-foot sidewalks on both sides + landscape buffers.



# Appendix – Don Patricio Bridge

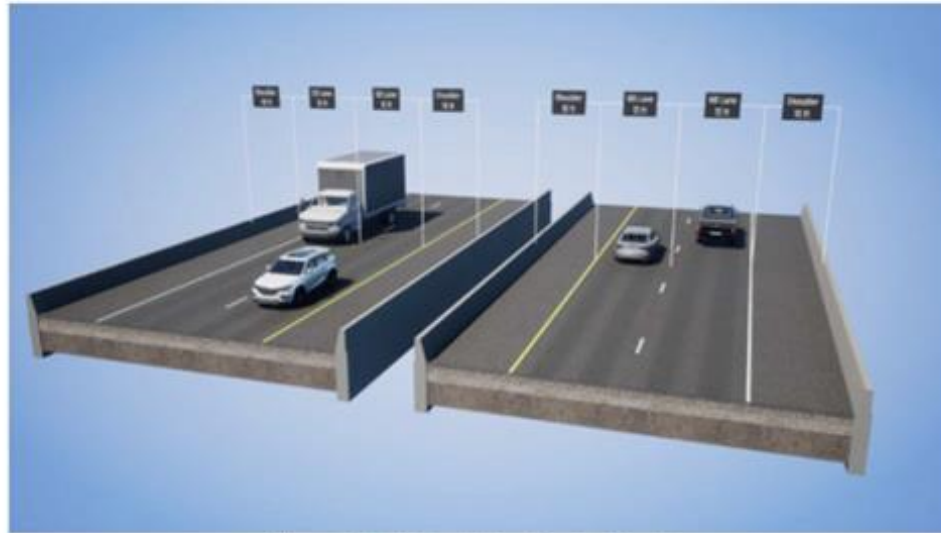


Figure 2: Existing Bridge Typical Section



Figure 3: Proposed Bridge Typical Section



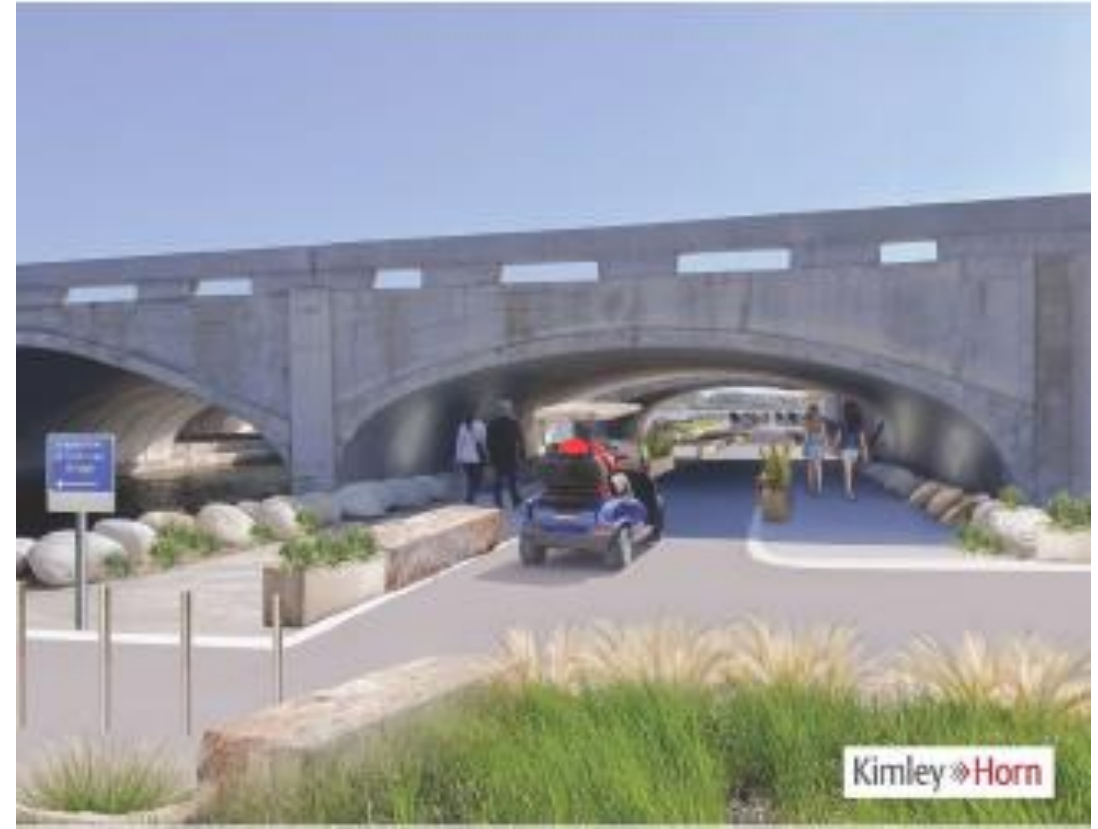


# Appendix – Don Patricio Bridge





# Appendix – Don Patricio Bridge



# Next Steps

✓June 3, 2025 ISAC recommended adoption of the Island Mobility Plan with an amendment to emphasize greenscape and adequate drainage solutions on PR 22 and revise Sea Pines and Whitecap (west of PR 22) interim and future recommendations with the ISAC.

✓June 11, 2025 Planning Commission held a Public Hearing and recommended adoption with text additions to PR 22 recommendations.

✓February 3, 2026 ISAC agenda item

❑ February 4, 2026 Planning Commission Public Hearing and recommending action

❑ February 10&17, 2026 City Council Public Hearing & Two readings of ordinance

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**PLANNING & ECONOMIC  
DEVELOPMENT**

**Thank you!**

# Padre/Mustang Island Mobility Plan

July 18, 2025





# Acknowledgements

[Inside Cover]

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Corpus Christi, Texas 78401

Ordinance adopting the Padre/Mustang Island Mobility Plan as an element of the Plan CC Comprehensive Plan.

WHEREAS, the Planning Commission has forwarded to City Council its reports and recommendations concerning the adoption of the Padre/Mustang Island Mobility Plan;

WHEREAS, with proper notice to the public, public hearings were held during a meeting of the Planning Commission, and during a meeting of the City Council, in the Council Chambers, at City Hall, in the City of Corpus Christi, during which all interested persons were allowed to give testimony and present written evidence;

WHEREAS, City Staff invited the public to workshops and public meetings to give input to help develop a Padre/Mustang Island Mobility Plan for Corpus Christi, and to receive public feedback;

WHEREAS, the City shall use the Padre/Mustang Island Mobility Plan as a guideline for urban growth, implementation of policy initiatives and public investments, and to facilitate other plans that the city considers necessary for systematic growth and development; and

WHEREAS, the City Council has determined that these amendments would best serve public health, safety, necessity, convenience, and general welfare of the City of Corpus Christi and its citizens.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF CORPUS CHRISTI, TEXAS:

SECTION 1. The Padre/Mustang Island Mobility Plan is adopted as shown in Exhibit A, which is attached and incorporated by reference.

SECTION 2. That the Plan CC Comprehensive Plan adopted by City Council ordinance #030978 on September 27, 2016 is hereby amended to include the Padre/Mustang Island Mobility Plan as an element.

SECTION 3. To the extent that the amendment made by this ordinance represents a deviation from the Comprehensive Plan, the Comprehensive Plan is amended to conform to the amendment made by this ordinance. The Comprehensive Plan, as amended from time to time and except as changed by this ordinance, remains in full force and effect.

SECTION 4. The City Council intends that every section, paragraph, subdivision, clause, phrase, word or provision hereof shall be given full force and effect for its purpose. Therefore, if any section, paragraph, subdivision, clause, phrase, word or provision of this ordinance is held invalid or unconstitutional by final judgment of a court of competent



jurisdiction, that judgment shall not affect any other section, paragraph, subdivision, clause, phrase, word or provision of this ordinance.

**SECTION 5.** This ordinance takes effect after final passage on second reading.

Introduced and voted on the \_\_\_\_ day of \_\_\_\_\_, 2025.

PASSED and APPROVED on the \_\_\_\_ day of \_\_\_\_\_, 2025.

ATTEST:

\_\_\_\_\_  
Paulette Guajardo, Mayor

\_\_\_\_\_  
Rebecca Huerta, City Secretary



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# 1. INTRODUCTION

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# 1. Introduction

The 2021 Padre/Mustang Island Area Development Plan established the Policy Initiative to “Accommodate Safe, Efficient Movement of Pedestrians, Bikes, and Golf Carts Throughout the Island” and includes strategies such as “*Promote tourist-oriented development east of State Highway 361/Park Road 22 and between Zahn Road and Whitecap Boulevard by providing public and private amenities to make the area more attractive and ‘people-friendly’.* These amenities should support a multimodal transportation system (pedestrian, bicycle, vehicular, golf cart, and watercraft) and uniquely attractive developments, both public and private, with facilities using the highest quality design and materials.”

The **Padre/Mustang Island Mobility Plan** furthers that initiative by assessing the current conditions of Padre/Mustang Island (Study Area), evaluating recommendations from existing plans, gathering feedback on desired enhancements, and creating recommendations for a comprehensive multimodal network for the area.

The Padre/Mustang Island Mobility Plan creates a comprehensive transportation network that connects residential neighborhoods to activity centers by identifying critical routes for walking, bicycling, watercraft, and golf carts on local roadways.

This Mobility Plan sets the foundation for future projects to reference for design criteria and recommended multimodal elements for inclusion, where feasible for transportation projects. These projects focus on collector and arterial streets throughout the Island. The Plan also recommends project implementation timeframes.

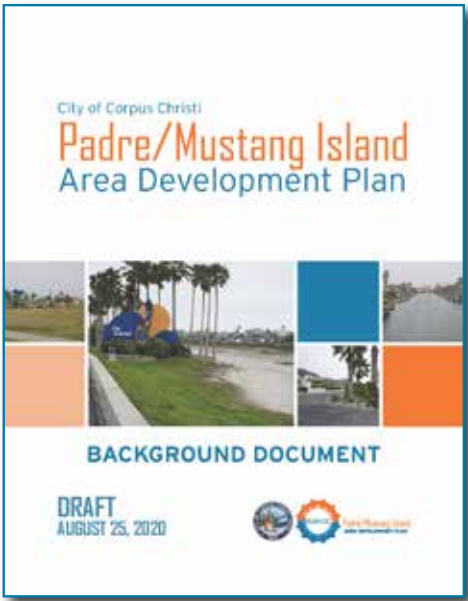


Figure 1: Padre/Mustang Island Study Area



This Mobility Plan evaluates the current conditions of publicly owned roadways and rights-of-way and presents recommendations for active-transportation related improvements at a planning-level of design. This means that the recommendations do not provide an engineered design that include detailed proposals for drainage, utilities, and intersection operations.

Roadway alignments	Addressed in this Mobility Plan
Surface level cross-section design	
Energy	Addressed during the feasibility and preliminary engineering phases of project development;
Utilities	
Water	
Sewer/Wastewater	
Drainage/Stormwater	
Signal operations	OR
Right-of-way purchase	
Cost Estimates	
	Developed during the project development phases of the project.

## 1.1 Plan Organization

This Mobility Plan for Padre/Mustang Island is organized into four chapters to offer insight regarding the impetus for the plan, the engagement efforts, analysis process, and recommendations. The following provides a brief description of the key elements of each chapter.

- **Chapter 1:** This initial chapter introduces the project and provides an overview of the document. It describes a Mobility Plan and why it is important, provides a background on the project including the impetus for creating the plan, its vision, goals, and the project timeline as well as highlights the public and stakeholder engagement efforts that took place over the course of this planning project.
- **Chapter 2:** Map of the Mobility Plan, with subsequent map exhibits that highlight network connections for individual modes (i.e., sidewalks for pedestrians)
- **Chapter 3:** Provides more detailed information regarding recommendations for key corridors within the Study Area.
- **Chapter 4:** Details implementation timeline recommendations for the Mobility Plan.





## 1.2 What is a Mobility Plan?

A Mobility Plan sets a vision for the transportation network as it relates to different modes of transportation. The Plan provides a set of recommendations to achieve the desired network that can be referenced for further study and developing new or reconstruction projects. A Mobility Plan identifies the priorities of the transportation network within a designated area so that should circumstances change, (i.e., new policy, new technology) implementation of transportation projects can focus on prioritizing improvements that fit within the established vision.

### Shifts in Mobility Planning

These changes can be brought on by a variety of factors including development, demographic shifts, new technology, or major changes in policy and requirements. Mobility Plans will maintain an element of flexibility to account for potential shifts by showing the desired vision for a corridor, but not the detailed requirements to achieve it.

### Demographics

Data collected from the ESRI Tapestry data which pulls from the American Community Survey from 2017 to 2021 indicates that the median population age on the Island is 49.4 with the population split of 30% Baby Boomer, 20.5% Generation X, and 22% Millennial. The average household size is 2.32, and all the households within the area have at least one vehicle.

As the current population ages, considerations should be made to provide an environment where residents can age in place and use other modes of transportation to make shorter trips to restaurants, retail, and other activity centers.



### Technology and Sustainability

Changes in technology also have a major influence on the transportation network. As companies in certain sectors have been able to shift to more online and remote work, some have been able to reduce their number of weekly commuter trips.

Other changes in technology, such as electrifying bikes and scooters, now move these previously human-powered vehicles with assistance to allow users to travel farther with less exertion. These shifts help to enhance the attractiveness of these more active modes of transportation for short trips such as from residences to neighborhood restaurants or retail in the Study Area. Nationwide, there is a measurable increased popularity of active modes of transportation.

### Community Connection

Recognition that streets act as a gateway, experience, and gathering place in different instances, in addition to moving traffic, has also influenced a paradigm shift in design. The relationship between land uses and the design of roadways can have an impact on how the street is used and improve health and economic activity in the area. Designing streets to create a sense of place through comfortable design and pedestrian-scaled infrastructure (i.e., lighting, landscaping) has a strong impact on utilization.

New developments, especially those at a larger scale, are focusing on integrating spaces for connections with pedestrians and active modes of transportation into residential, commercial, and retail uses. As these internal networks are established, connecting to the larger transportation network is essential.





1.3 Project Background

The Study Area is comprised of a tight-knit community within the city limits of Corpus Christi. Padre/ Mustang Island (the Island) includes well-established neighborhoods, commercial development, and miles of beaches and natural areas. Development on the Island continues to grow in both residential and commercial areas as the Island maintains its draw as both a great place to live and work, as well as a premier tourist destination.

Additional information regarding the existing conditions of the Study Area can be found in the Padre/ Mustang Island Mobility Plan Existing Conditions Technical Memorandum.

Why Do We Need a Plan?

The current transportation network within the Study Area is car-centric, with limited facilities for pedestrians and bicyclists. In recent years, the utilization of golf carts or neighborhood electric vehicles (NEV) has increased for both residents and visitors. Recognizing that vehicular travel and parking at destinations is a growing concern, the community indicated that they would want to enhance the network for the active modes of transportation, especially for those shorter, local trips. In the Padre/Mustang Island Area Development Plan (ADP), 29% of survey responses indicated that the inability to walk or ride a bike to places, or the lack of golf cart/off-highway vehicle/neighborhood electric vehicle paths were the greatest infrastructure issue facing the Island.

Additionally, the community has expressed concerns about the future of the Island, especially as it relates to the safety of residents and access to commercial areas and other activity centers. Emphasizing the priority of these modes of transportation for vulnerable users adjacent to or within the roadway is vital to creating a sustainable transportation network on the Island.

Adopting a mobility plan for the area establishes priorities for incorporation in the designs of road reconstruction projects and new transportation connections for the Island.

Goals and Objectives

Safely connecting residents and visitors to activity centers such as the Oak Motte Sanctuary, Aquarius Park, Seashore Learning Academy, and the beach/bay or other water access points is a priority for the Island. Through these previous engagement activities, many transportation-related goals were developed. After a review of these goals and initial outreach efforts regarding this Mobility Plan, the following goal was established:

**GOAL:**  
To accommodate safe, efficient movement of pedestrians, bikes, golf carts, and access to watercraft throughout Padre/ Mustang Island.

Four objectives were identified to help meet this goal and guide the decision-making processes for recommendations:

SAFETY



Accommodate safe, efficient movement of pedestrians, bicyclists, and other means of active transportation as well as golf cart/NEV users throughout the Island.

VIABLE OPTIONS



Introduce low-cost interim designs that do not require complete street reconstruction, allowing for faster and financially feasible implementation timelines.

CONNECTED NETWORK



Plan and develop a comprehensive and convenient active transportation network that ensures residents and visitors of all ages and abilities can walk, bicycle, or use other low-mass vehicles to meet their daily transportation needs with connections to schools, parks, beaches, and other activity centers.

NATURAL LANDSCAPES



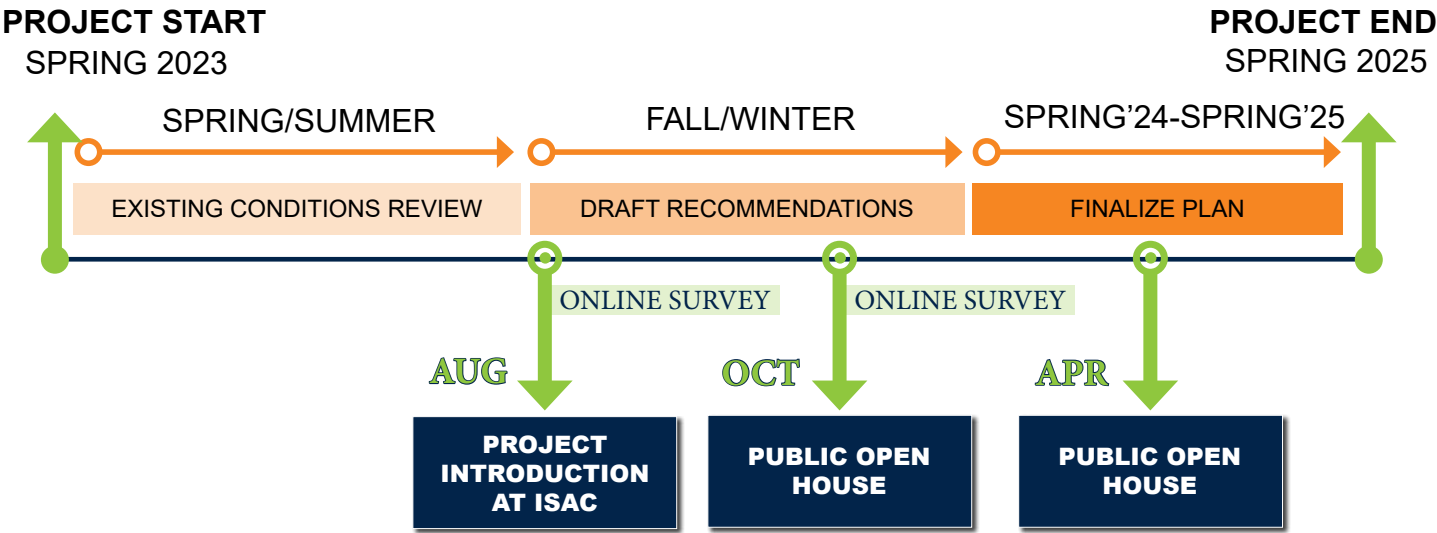
Incorporate landscaping practices in transportation system design that celebrate the unique ecosystem of Padre Island and also provide natural shade and stormwater solutions that can supplement and enhance the performance of underground infrastructure.



Project Timeline

The Plan was developed over two years and completed in three phases: 1) Existing Conditions Review; 2) Draft Recommendations; and 3) the Final Plan. Figure 2 depicts these phases with the Plan timeline.

Figure 2: Project Timeline



1.4 Public & Stakeholder Engagement

As part of this planning effort, the City encouraged engagement with the community and stakeholders at milestones throughout the project. The City met with other agencies to make them aware of this planning effort and the intended outcomes, while learning any new plans under consideration by TxDOT, the Corpus Christi Metropolitan Planning Organization (CCMPO), Nueces County Parks, and Corpus Christi Regional Transit Authority (CCRTA). These discussions were essential to confirm recommendations would adhere to the needs of stakeholders as well as established standards and requirements. The following represents the timeline of outreach and engagement activities held throughout the project.

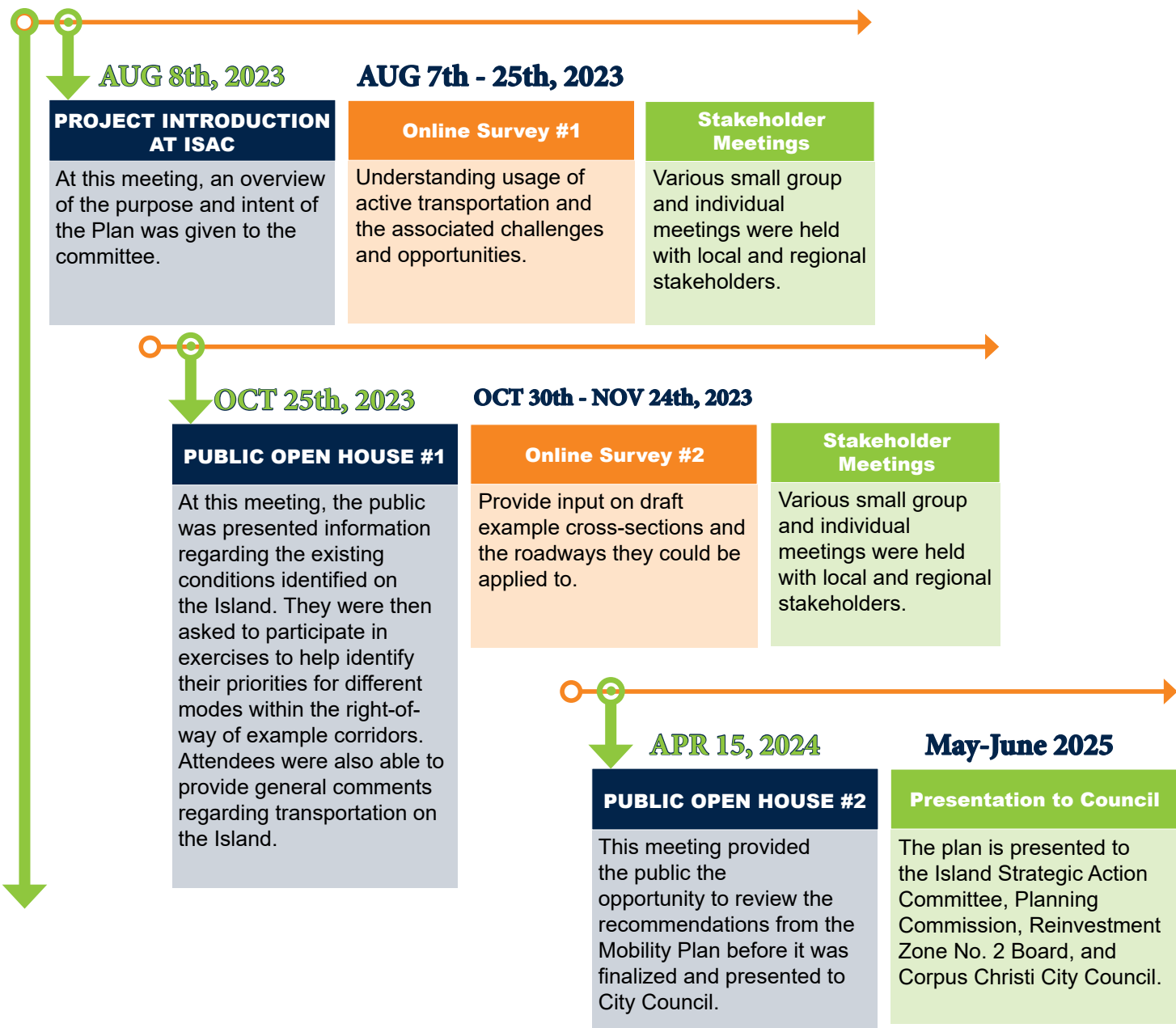




Figure 3: Timeline of Outreach and Engagement Activities

Feedback gathered through the public meetings and online surveys revealed the following sentiments from the community. Additional information regarding the outreach events and engagement activities for this Plan can be found in the **Padre/Mustang Island Mobility Plan Outreach Summary Technical Memorandum**.

*Do you feel safe/comfortable walking from the neighborhoods to commercial around the Island?*

Response	Count	Percentage
Yes	149	26%
No	294	52%
I don't walk around the Island	122	21%
No response	7	1%
<b>Total</b>	<b>572</b>	<b>100%</b>

*Do you feel safe/comfortable sharing the road with vehicles when you ride a bike on the Island?*

Response	Count	Percentage
Yes	75	13%
No	287	50%
I rarely ride a bike on the Island	199	35%
No response	11	2%
<b>Total</b>	<b>572</b>	<b>100%</b>

*Do you feel safe/comfortable sharing the road with vehicles when you use a golf cart to make trips on the Island?*

Response	Count	Percentage
Yes	190	33%
No	130	23%
I don't use a golf cart to make trips on the Island	245	43%
No response	7	1%
<b>Total</b>	<b>572</b>	<b>100%</b>



*"Not enough room on the street and the bike. With parked cars and moving vehicles, there is no room for a safe bike ride."*

*"I wish we had more sidewalks for walking. Overall feel safe outside. Not as many sidewalks in neighborhoods and no crosswalks along Whitecap."*

*"Lots of residential roads without sidewalks to get to commercial property."*

*"Would prefer to have my own road for golf cart use."*

*"Competing with cars on the road. Would prefer my own travel lane."*

*"I would like to be able to get to the following areas via golf cart: Under the JFK Bridge (i.e. Docs/Snoopys/Marker 37), Scuttlebutts shopping center, The businesses west of Park Rd 22 between Commodores and Whitecap (i.e. Rock and Roll Sushi)."*

## 2. MOBILITY PLAN





## 2. Mobility Plan

Planning for infrastructure needs requires consideration of multiple components including:

1. Understanding the needs of the community,
2. Developing a flexible plan that responds to development trends,
3. Examining the current utilization of the roadway corridor,
4. Establishing the priority users for specific corridors,
5. Identifying gaps and missing connections within the network, and
6. Creating or updating transportation policies as needed.

Pursuing the goals from previous planning efforts to create a connected multimodal transportation network that prioritized the active transportation network, the city has developed the following Mobility Plan for the Island Study Area.

### 2.1 Mobility Plan Map

The the Island Mobility Plan map associates each publicly owned street with a recommended design as displayed in the associated cross sections. More detailed information for these recommendations is provided in Section 3: Roadway Design Recommendations.

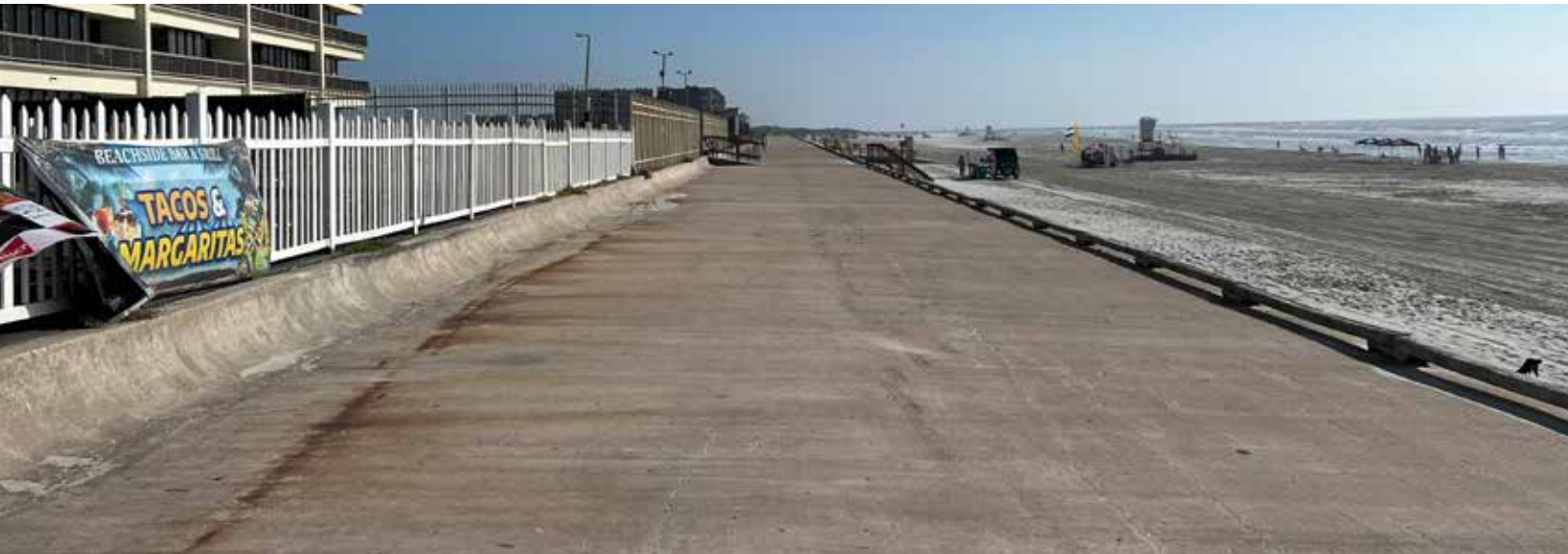
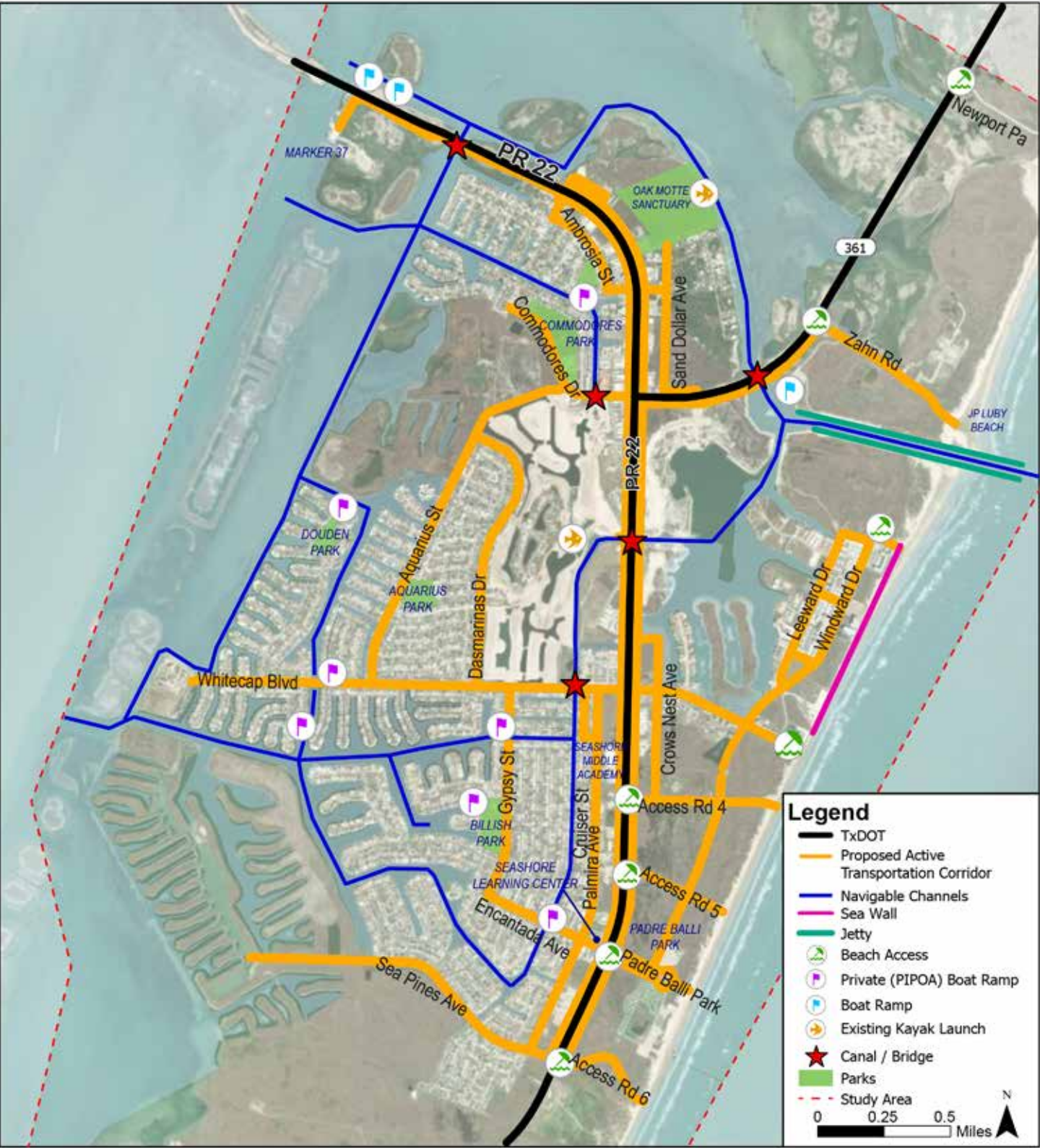


Figure 4: Padre/Mustang Island Mobility Plan





2.2 Pedestrian

Every trip you take starts and ends with you as a pedestrian. The term pedestrian includes more than walkers when we discuss the network. In this case, pedestrian also encapsulates those using wheeled assist services such as wheelchairs/motorized chairs, as well as users of more human-powered, low mass devices such as skateboarders and rollerbladers. Pedestrians are the most vulnerable user of the transportation network and providing for their safe travel is a top priority.

Sidewalks are generally recommended to be between six (6) and eight (8) feet wide, with eight feet preferred in commercial districts, based on the 2022 TxDOT Roadway Design Manual.

Enhanced landscape buffers are incorporated where space permits in order to increase pedestrian sense of safety, provide natural shade with native drought-tolerant trees, and create opportunities for green-infrastructure to assist with stormwater retention after heavy rain events.



Figure 5 (on the following page) displays the pedestrian network where dedicated facilities are proposed based on this plan's recommendations.

Figure 5: Padre/Mustang Island Recommended Pedestrian Network





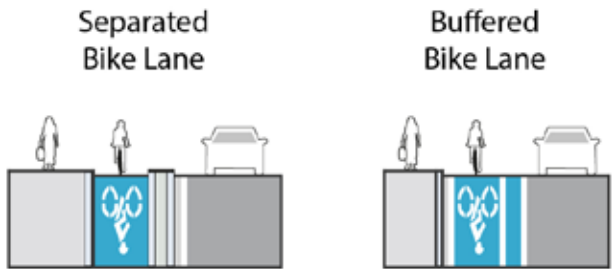
2.3 Bicycle

Bicycling is used for commuting and recreation by both residents and visitors. User experience and comfort on a bicycle can range drastically from those that are very comfortable riding in traffic during any conditions, to those requiring more separation from vehicles to feel safe. Creating a bicycle network that appeals to both ends of this user spectrum can be difficult. For the purposes of this plan for the Island Study Area, recommendations were directed more toward the users that would classify themselves as interested in bicycling but concerned about their ability and safety. Targeting this population will lend toward creating a network that users of all ages and abilities are more likely to utilize. Recommended bike facilities in the proposed network favor separated 7 to 10-foot lanes shared by bicycle and golf cart users where feasible. Where space is more limited, and automobile use and/or speed is high, wider sidewalks that are at least 8-feet wide to allow pedestrians and bicycles users to share the path are recommended. And within slower and less-traveled neighborhood streets, bicycles are recommended to share the travel lanes with automobiles. The following images are from the TxDOT Roadway Design Manual.

**Bike Lanes:** Dedicated space for bicycles by using pavement markings to identify a lane.



**Separated Bike Lanes:** Dedicated space for bicycles using pavement markings to identify a lane and a separation from vehicular traffic through a variety of methods. These include a painted buffer or physical buffer such as a candlestick.



**Shared Use Paths:** Dedicated space separate from vehicular traffic that the bicycle will share with either a pedestrian or a golf cart depending on the facility.

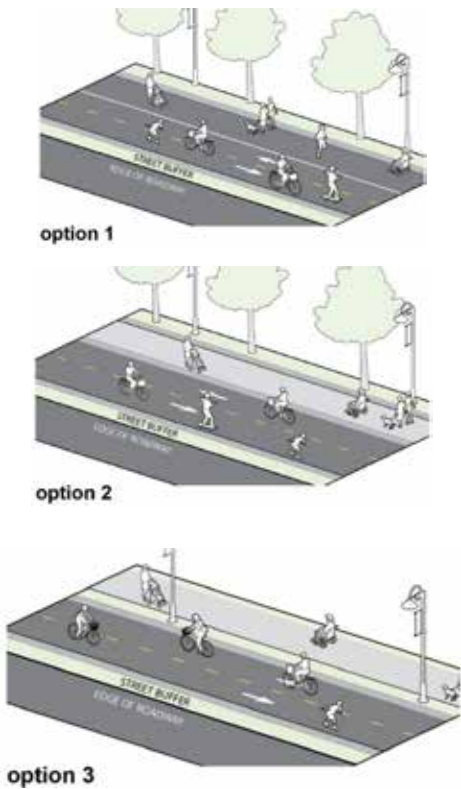


Figure 6 (on the following page) displays the bicycle network where dedicated facilities are proposed based on this plan’s recommendations.

Figure 6: Padre/Mustang Island Recommended Bicycle Network





2.4 Golf Cart/Neighborhood Electric Vehicle

The use of golf carts and neighborhood electric vehicles (NEV) has become common on the Island as they are able to operate on roads with a posted speed limit of 35 mph or less (which is the case for a majority of the roads on the Island). Golf cart rental businesses are located in the Study Areas as well. As a compact vehicle for short trips, more and more residents and tourist have been utilizing this mode of transportation.

Where space permits within public right-of-way, separated 15 mile-per-hour travel lanes are recommended for golf cart/NEV and bicycle users. Where space is more limited within slower neighborhood streets, the recommendation is for golf carts/NEV users to share travel lanes with automobiles.

**Figure 7** (on the following page) displays the golf cart/NEV network where dedicated facilities and sharrows are proposed based on this plan's recommendations.



Figure 7: Padre/Mustang Island Recommended Golf Cart/NEV Network





2.5 Watercraft

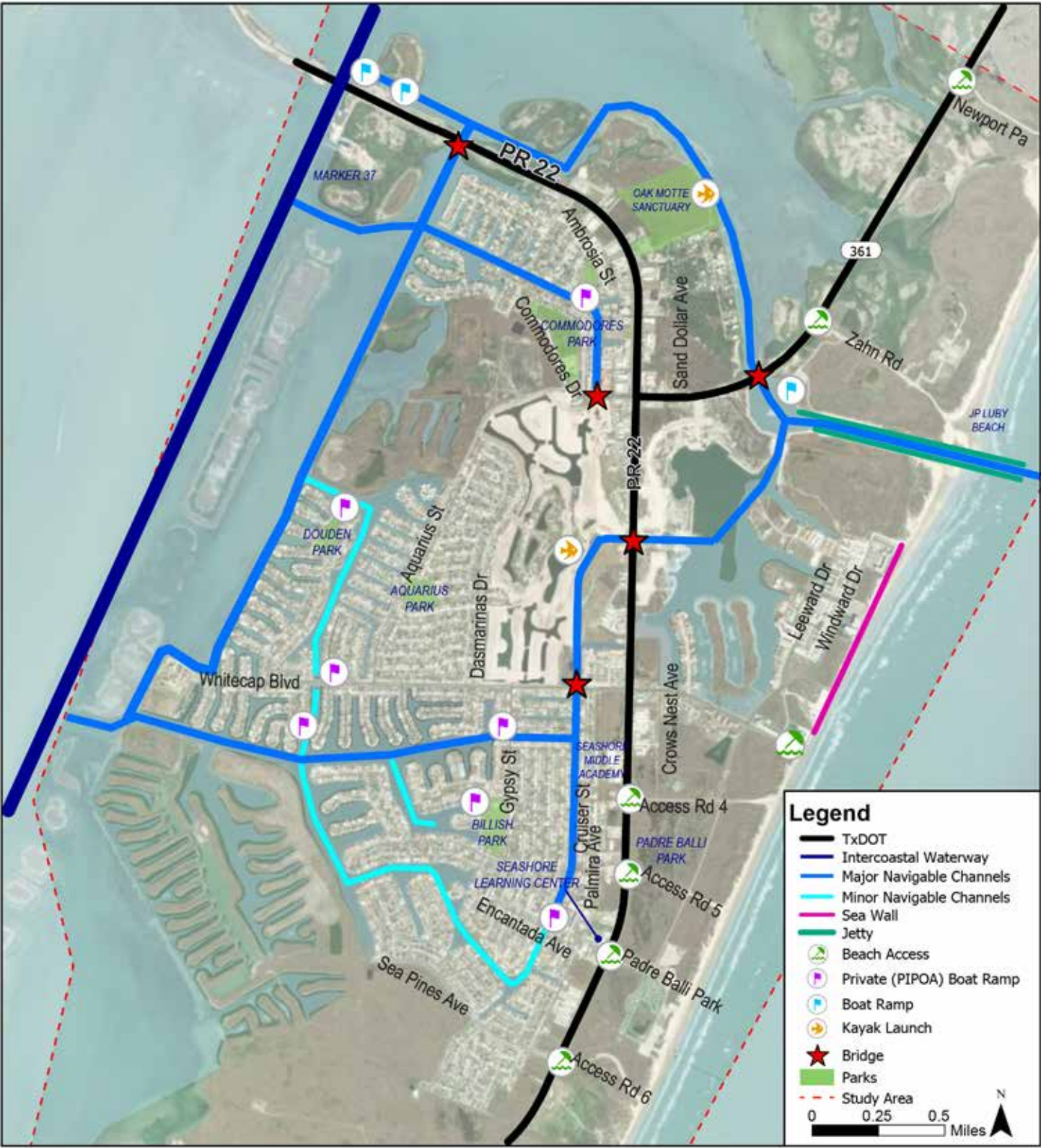
A large appeal of the Island is the access to water through existing beaches/waterfronts and the waterways/canal system. Integrating connections to these resources in the transportation network is imperative to creating an active transportation network that connects users to activity centers.

Recently completed projects such as the Park Road 22 Bridge in conjunction with the upcoming development projects (e.g., Lake Padre and Whitecap NPI) are transformative for the Study Area as they connect the Laguna Madre to the Gulf via new navigable canals. These developments will also help connect residents on the southern portion of the Island to the northern area where there are commercial areas with boat docks.

**Figure 8** (on the following page) displays the waterway networks and access points throughout the Study Area based on this plan’s recommendations. The watercraft “arterials” (shown in blue) show the main routes of watercraft and their proximity to boat ramps and kayak launching spots. The new Lake Padre and Whitecap NPI are expected to bring additional water access points but have not been finalized at the time of this Plan.

Special consideration will need to be given to any road new or reconstruction at locations of water crossing bridges to ensure their clearance is appropriate for watercraft to pass safely under. As a comparison, the recently competed Park Road 22 Bridge raised the road profile by approximately 12 feet while the Commodores bridge currently under construction allows for 14-foot air draft clearance underneath for boat traffic.

Figure 8: Padre/Mustang Island Waterway and Access Points Network





### 3. ROADWAY DESIGN RECOMMENDATIONS

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### 3. Roadway Design Recommendations

The roadway network on the Island can be divided into three categories: TxDOT thoroughfares, collector streets, and local streets. An assessment of their current design and recommendations are discussed in this section. The recommendations of this project are focused on publicly-owned facilities, including TxDOT thoroughfares.

#### 3.1 Active Transportation Corridors

The cross-sections depicted in this chapter are representative of the recommendations for sharing the right-of-way between the different modes of transportation. Once selected as a project for engineering design and construction, the representative cross-sections will need to be further refined as they do not currently illustrate how to accommodate drainage and other engineering constraints (i.e., utilities). The Padre/Mustang Island Area Development Plan states that any new projects should place utility lines underground when practical.

The remainder of this section provides the following information for the collector streets that are integral to creating a connected active transportation network. Each corridor page contains the following:

- **Existing Conditions:** describes the current configuration of each collector street.
- **Interim Recommendations:** identifies recommended interim improvements that could be implemented within the existing pavement (in most cases).
- **Future Vision:** identifies the proposed improvements for the desired configuration acknowledging the identified corridor right-of-way (ROW).

Cross-sections were developed using existing geometric design criteria from the City's Infrastructure Design Manual (IDM) that states a minimum of 10 feet is needed for a travel lane with a preferred width of 11 feet, as well as a preferred width of 12 feet for turn lanes.

In addition, the fire department was consulted on minimum pavement widths to accommodate fire engine apparatus. According to the City Fire Marshal, current standards require a minimum pavement width of 38 feet if there is parking on both sides of the street, 28 feet if parking is only permitted on one side of the street, and 20 feet will accommodate the required pavement clear zone if parking is not permitted on the street.

Recommendations also include reducing speed limits along local collectors to the State of Texas "prima facie," or default, of 30 MPH for urban roadways. Proposed cross-sections support the reduced speed limits and enhance safety and comfort for non-automobile users.

#### 3.2 Map of Districts

The following map displays the districts for each cross-section proposed as part of this Mobility Plan.

Figure 9: Map of Corridor Districts





### 3.3 TxDOT Facilities

This section includes:

1. Highway 361 (p. 27)
2. Park Road 22 (p. 28).
3. JFK Causeway Sidepath Bridge (p. 29)



### Highway 361

Limits: PR 22 to Lake Padre entrance

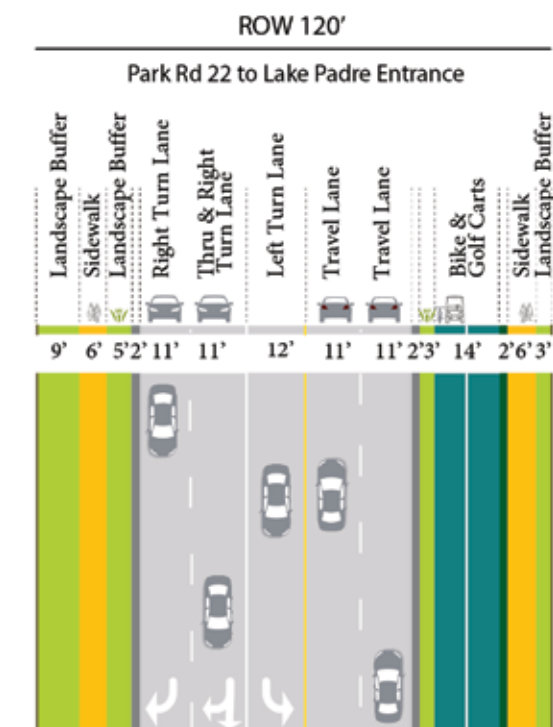
#### EXISTING CONDITIONS

SH 361 provides a connection from Port Aransas down to Padre/Mustang Island where it intersects with PR22. The segment between PR22 and just west of the future Lake Padre Development entrance currently operates as a five lane roadway and then transitions to two lanes with shoulders.

#### FUTURE VISION

- Crossing for ped/bike/golf carts necessary at PR 22 intersection and possibly at Lake Padre entrance as well.
- After the Lake Padre entrance, a 15-foot shared multi-use path from the Lake Padre development entrance to Zahn Rd. is recommended.
- A concrete barrier is recommended to be installed on the bridge to separate the 15' of shoulder on the south side of the bridge for the shared multi-use path.
- Plan recommendations could be impacted by ongoing TxDOT study of Hwy 361, including a possible bridge replacement project.

#### FUTURE



Park Road 22

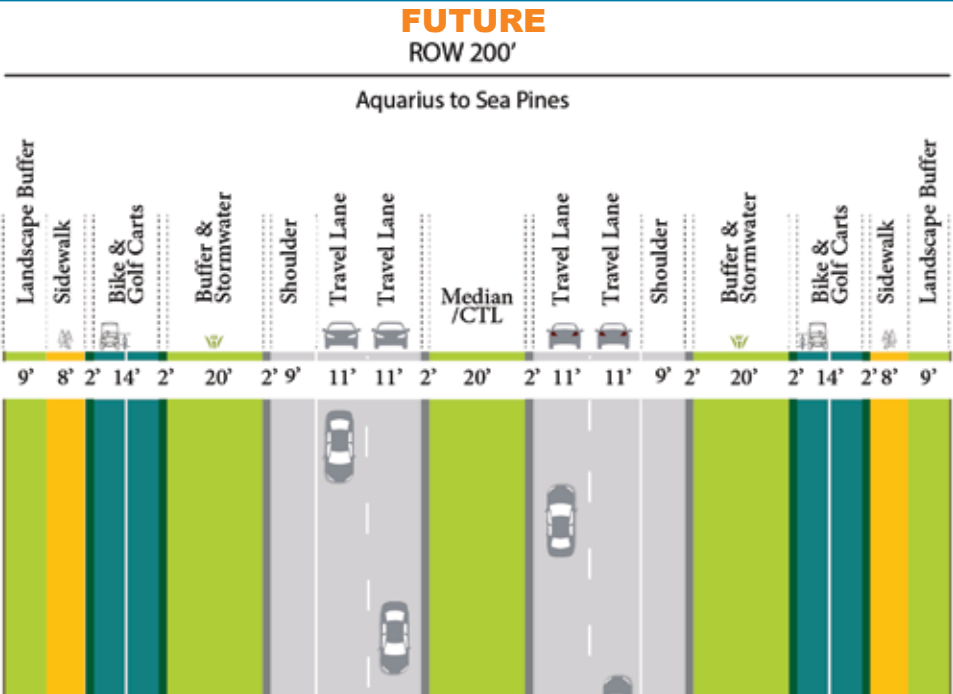
Limits: Aquarius to Sea Pines

EXISTING CONDITIONS

PR 22 is a TxDOT facility that acts as the spine of the transportation network within the Padre/Mustang Island study area. Ultimately, jurisdiction for this roadway falls to TxDOT which has other active and upcoming projects that will be focused on this corridor. The plan development process included coordination with TxDOT and communication of community priorities that were gathered as part of the public outreach efforts. The Island community is interested in having dedicated facilities for active transportation along this corridor.

FUTURE VISION

- Proposed reducing speed limit to 45 MPH from current 55 MPH.
- Emphasize greenscape and adequate drainage solutions, and give preference to native plants and oak trees in the landscape areas.
- Phasing implementation of this cross-section is likely and can correspond with planned TxDOT facility upgrades.
- Currently, the 10-year Corpus Christi Metropolitan Planning Organization Transportation Improvement Program includes a project to upgrade the Park Road 22 corridor from Aquarius Street to Whitecap Boulevard for pedestrian and access management improvements without adding capacity.
- Intersection upgrades are also indicated to allow all users safe crossings at PR 22 and Aquarius St., Commodores Dr./Highway 361, Whitecap Blvd., Encantada Ave./Padre Balli Park Rd., Sea Pines/Beach Access Rd. 6, and possibly Verdemar Dr./Jackfish Ave.
- Consider configurations to accommodate stacking of vehicles during school pick up and drop off.
- A cross-section recommendation for the Don Patricio Water Exchange Bridge is included in Appendix A.



TxDOT - JFK Causeway Sidepath Bridge

Limits: Aquarius St. to Padre Island Access Rd.

Recommendations:

- Recommended 20-foot minimum width to accommodate two-way golf cart/NEV, bicycle, and pedestrian traffic.
- An engineering feasibility study analysis will be necessary to determine the most practical alignment of the bridge, either north or south of the JFK Memorial Causeway.
- A pedestrian ferry service could be explored to provide an interim connectivity solution.





Ambrosia Street

Limits: Jackfish to Aquarius

RIGHT-OF-WAY	EXISTING PAVEMENT	OWNER	SPEED LIMIT	LENGTH
60'	24'	Corpus Christi	30 MPH	0.4 Miles

EXISTING CONDITIONS

- North/South corridor providing a parallel connection to PR 22. Connects with Aquarius Street and Jackfish Avenue.
- Two-way travel with unmarked lanes providing access to residences and retail. There are no pedestrian or bicycle facilities.

INTERIM RECOMMENDATION

As the corridor is currently used by all modes, recommend continuing to operate as a yield street, while dedicating 6' of the pavement to a sidewalk. Recommend positioning the sidewalk on the north/east side of the street. Sidewalk may be painted and/or delineators installed to facilitate implementation.

FUTURE VISION

The ultimate vision for the corridor would include using more of the ROW to expand the pavement. This would then provide space for dedicated facilities for pedestrians, and given the slow speed on the corridor, a shared lane for vehicles, bicycles, and golf carts/NEVs.

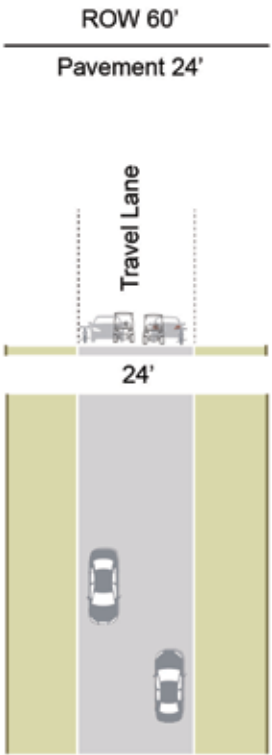
3.4 North Loop Streets

This section includes:

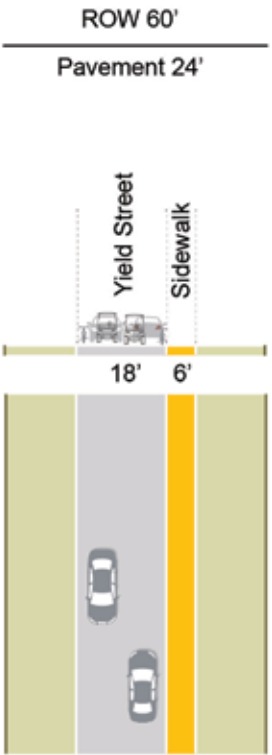
1. Ambrosia Street (p. 31)
2. Aquarius Street (p. 32)
3. Jackfish Avenue (p. 33)
4. Marina Park Boulevard (p. 34)
5. Packery Pointe Drive (p. 35)
6. Sand Dollar Avenue (p. 36)
7. Verdemar Drive (p. 37)



EXISTING



INTERIM



FUTURE





Aquarius Street

Limits: Ambrosia St to PR 22

RIGHT-OF-WAY	EXISTING PAVEMENT	OWNER	SPEED LIMIT	LENGTH
70'	37'	Corpus Christi	30 MPH	0.09 miles

EXISTING CONDITIONS

- North/South corridor that provides access to residences from PR22.
- Two-lane unstriped corridor.

INTERIM RECOMMENDATION

As the corridor is currently used by all modes, recommend striping the existing shoulder to be used as a sidewalk with necessary signage; install signage and pavement markings for sharing the travel lane with bicycles and golf carts/NEVs. Sidewalks may be painted and/or delineators installed to facilitate implementation.

FUTURE VISION

The ultimate vision for the corridor would include using more of the ROW to expand the pavement. This would then provide space for dedicated facilities for pedestrians, and given the slow speed on the corridor, markings for a shared lane for vehicles, golf carts/NEVs, and bicycles.

Jackfish Avenue

Limits: Ambrosia St to PR 22

RIGHT-OF-WAY	EXISTING PAVEMENT	OWNER	SPEED LIMIT	LENGTH
60'	24'	Corpus Christi	30 MPH	0.1 Miles

EXISTING CONDITIONS

- This is focus on the portion of the roadway from PR 22 to Ambrosia Street.
- East/West corridor providing a connection from residences to PR 22.
- Two-way traffic with no pavement markings, curbed. There are no bicycle facilities on the road.
- A 5-ft sidewalk is located on the north side of the street.

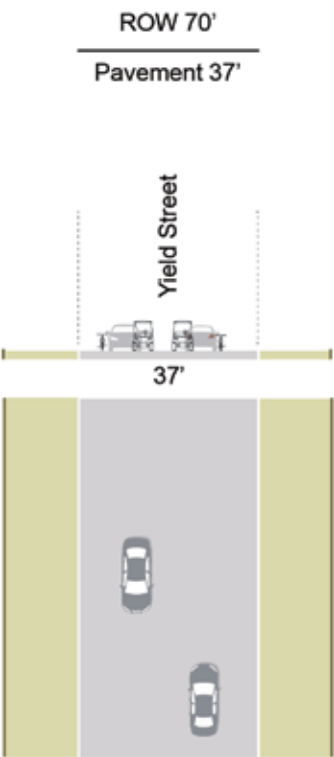
INTERIM RECOMMENDATION

As the corridor recently underwent construction, no interim recommendation identified.

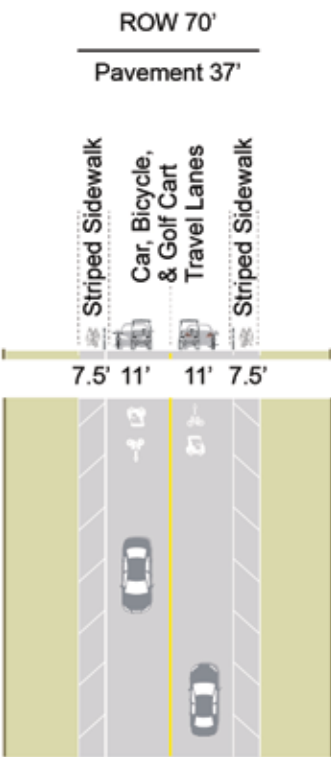
FUTURE VISION

The ultimate vision for the corridor in the future would be to dedicate space for sidewalks and add pavement markings for bicycles and golf carts to share the roadway with vehicles.

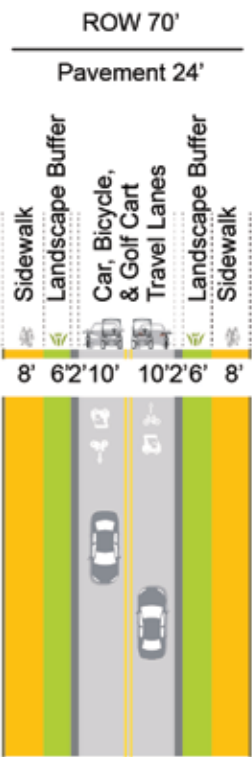
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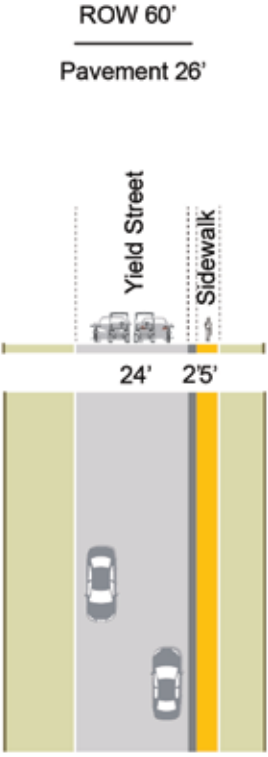
INTERIM



FUTURE



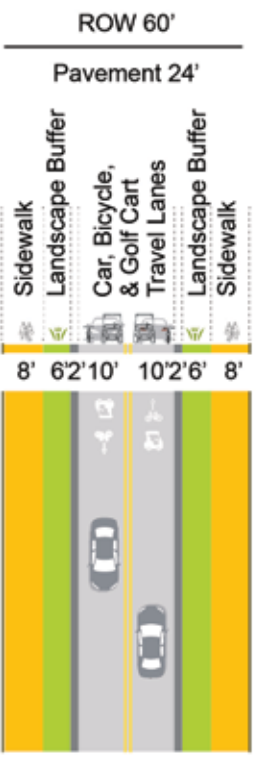
EXISTING



INTERIM

No interim recommendation

FUTURE





Marina Park Boulevard

Limits: PR 22 to north of Packery Pointe

RIGHT-OF-WAY	EXISTING PAVEMENT	OWNER	SPEED LIMIT	LENGTH
60'	36'	Corpus Christi	30 MPH	0.09 Miles

EXISTING CONDITIONS

- Existing two lane undivided road with 6' sidewalks on both sides.
- Connects PR 22 to Packery Pointe/Aquarius Cove.
- Dead-ends north of Packery Point.

INTERIM RECOMMENDATION

No interim recommendation for this corridor.

FUTURE VISION

The ultimate vision for the corridor in the future would be to dedicate additional space for sidewalks, reduce travel lane widths, and add pavement markings for bicycles and golf carts to share the travel lanes with vehicles.

Packery Pointe Dr

Limits: PR 22 to Marina Park Blvd

RIGHT-OF-WAY	EXISTING PAVEMENT	OWNER	SPEED LIMIT	LENGTH
60'	36'	Corpus Christi	30 MPH	0.2 miles

EXISTING CONDITIONS

- Short, east/west corridor that provides access to restaurants on the north side of PR 22.
- Connects to unfinished segment, Marina Park Blvd.
- The corridor is observed to have a large queue of vehicles accessing the Starbucks.
- A portion of this segments is called Aquarius Cove.

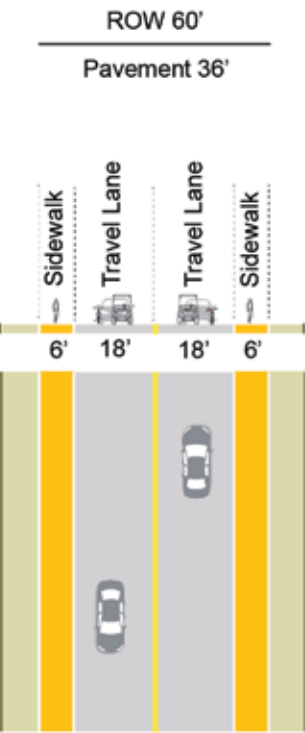
INTERIM RECOMMENDATION

No interim recommendation for this corridor.

FUTURE VISION

The ultimate vision for the corridor in the future would be to dedicate additional space for sidewalks, reduce travel lane widths, and add pavement markings for bicycles and golf carts to share the travel lanes with vehicles.

EXISTING



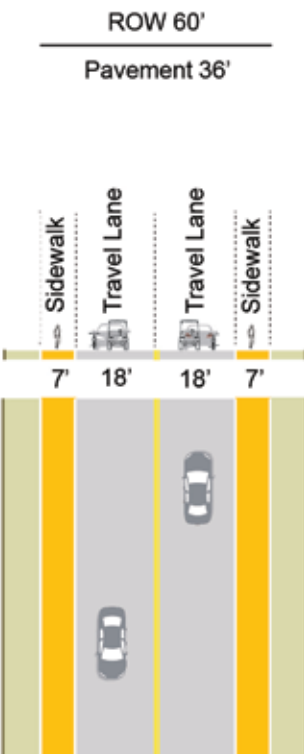
INTERIM

No interim recommendation

FUTURE



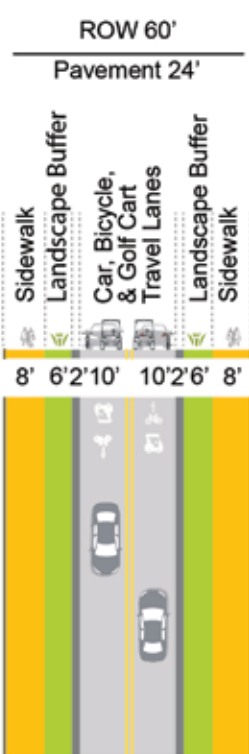
EXISTING



INTERIM

No interim recommendation

FUTURE



Sand Dollar Avenue

Limits: Packery Channel Park Rd to Hwy 361

RIGHT-OF-WAY	EXISTING PAVEMENT	OWNER	SPEED LIMIT	LENGTH
50'	22'	Corpus Christi	30 MPH	0.5 mile

EXISTING CONDITIONS

Two separate segments discussed for this corridor.

- The existing segment from Packery Channel Park Rd to Verdemar Dr.
- The second would be new construction from Verdemar Dr to SH 361.
- Sand Dollar is a paper street between Verdemar Dr. And Hwy 361.
- Currently there is TIRZ #2 Funding for paper streets and the engineering design is underway.

INTERIM RECOMMENDATION

No interim recommendations for either segment.

FUTURE VISION

The future vision uses the full ROW to design and construct the corridor to include sidewalks and pavement markings for bicycles and golf carts/NEVs to share the travel lanes with vehicles. The intersection at HWY 361 needs to be studied including a recommended pedestrian/bicycle/golf cart crossing of Hwy 361 at the Lake Padre Entrance that then connects to Sand Dollar Ave.

Verdemar Drive

Limit: Sand Dollar Ave to PR 22

RIGHT-OF-WAY	EXISTING PAVEMENT	OWNER	SPEED LIMIT	LENGTH
50'	24'	Corpus Christi	30 MPH	0.1 Miles

EXISTING CONDITIONS

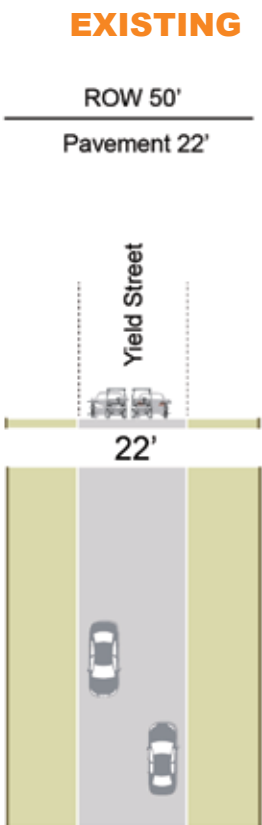
- This focuses on a small portion of Verdemar Drive from PR 22 to Sand Dollar Avenue.
- East/West corridor providing access to residences to the east.

INTERIM RECOMMENDATION

As the corridor is currently used by all modes, recommend continuing to operate as a yield street, while dedicating 6' of the pavement to a sidewalk through striping in the interim. Recommend positioning the sidewalk on the south/west side of the street. Sidewalks may be painted and/or delineators installed to facilitate implementation.

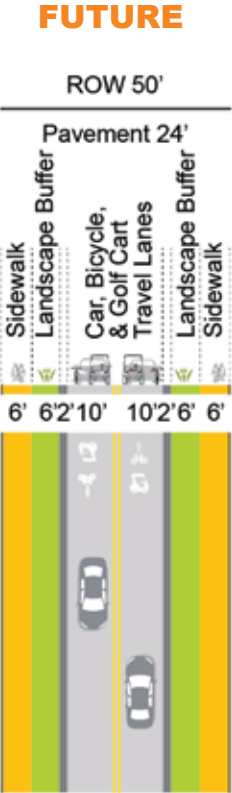
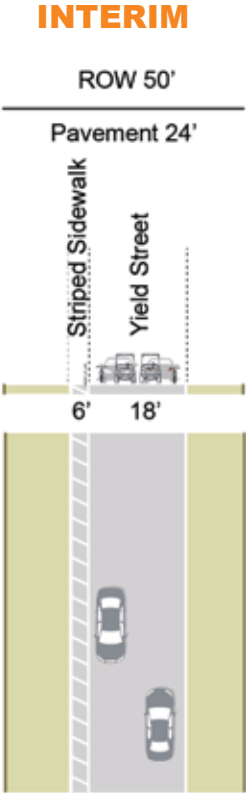
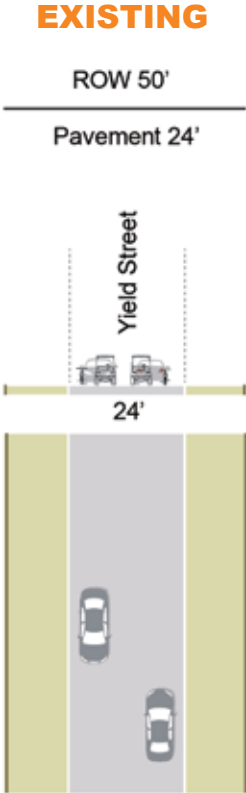
FUTURE VISION

The ultimate vision for the corridor would include using the full ROW to have dedicated facilities for pedestrians. The street is envisioned to function at slower speeds that would permit travel lanes to be shared with golf carts/NEVs and bicycle users. The intersection at PR 22 may require signalized crossing to Jackfish.



INTERIM

No interim recommendation





**Beach Access Rd. 3A**

Limits: St. Bartholomew Ave to Beach

RIGHT-OF-WAY	EXISTING PAVEMENT	OWNER	SPEED LIMIT	LENGTH
100'	29'	Corpus Christi	15 MPH	0.13 Miles

**EXISTING CONDITIONS**

- 12-foot travel lanes, one in each direction
- Separated 5-foot sidewalk with candlestick delineators

**INTERIM RECOMMENDATION**

No interim recommendation for this corridor.

**FUTURE VISION**

Add bicycle and golf cart sharrow marking in the travel lanes.

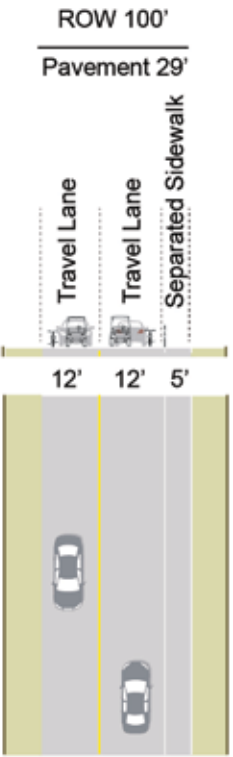
**3.5 City Beach Connectors**

This section includes:

1. Beach Access Rd. 3A (p. 39)
2. Crowsnest Ave. (p. 40)
3. Leeward Dr. (p. 41)
4. Robla Dr. (p. 42)
5. St. Augustine Dr (p. 43).
6. St. Bartholomew Dr. (p. 44)
7. Whitecap Blvd. (east) (p. 45)
8. Windward Dr. (p. 46)
9. Zahn Rd. (p. 48)



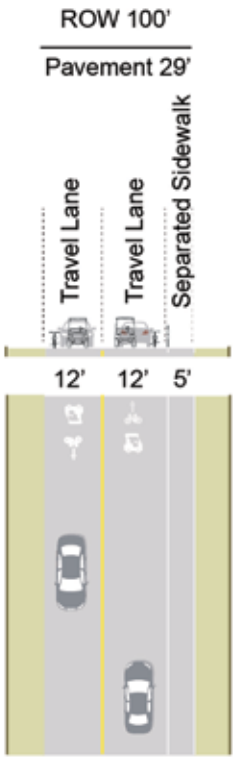
**EXISTING**



**INTERIM**

No interim recommendation

**FUTURE**



Crows Nest Avenue

Limits: Beach Access Rd 4 to PR 22

RIGHT-OF-WAY	EXISTING PAVEMENT	OWNER	SPEED LIMIT	LENGTH
50'	N/A	Corpus Christi	N/A	0.7 Miles

EXISTING CONDITIONS

- Crows Nest is a paper street between Beach Access 4 that crosses Whitecap Blvd and extends north until curving west and terminating at Park Road 22.
- The area is currently used by golf carts in a makeshift path.
- Currently there is TIRZ #2 Funding for paper streets and the engineering design is underway.

INTERIM RECOMMENDATION

No interim recommendations.

FUTURE VISION

Recommend using the full ROW to design and construct the corridor to include dedicated facilities for pedestrians and pavement markings for bicycles and golf carts/NEVs to share the travel lanes with vehicles. The intersection at Whitecap Blvd. needs to be studied for a possible pedestrian/bicycle/golf cart crossing.

Leeward Drive

Limits: St Bartholomew to Windward Dr

RIGHT-OF-WAY	EXISTING PAVEMENT	OWNER	SPEED LIMIT	LENGTH
100'	55'	Corpus Christi	30 MPH	0.6 mile

EXISTING CONDITIONS

- North/South corridor that provides access to a predominantly tourist and residential area and connects St. Bartholomew Avenue to Windward Drive.
- There is a half-build portion of the roadway to the north. Generally, the corridor has pavement markings for two 27.5' travel lanes. On-street parking is typical. There are no pedestrian or bicycle facilities on the road.

INTERIM RECOMMENDATION

As an interim improvement, recommend painting / Restriping 55' existing pavement all at grade. Install 12' pedestrian and bicycle SUP on both sides. SUP may be painted and/or delineators installed to facilitate implementation.

FUTURE VISION

As the area continues to develop in a more tourist-driven environment, the recommendation for the corridor includes dedicated facilities for pedestrians, on-street parking and a shared bike and golf cart facility.

EXISTING

No existing roadway

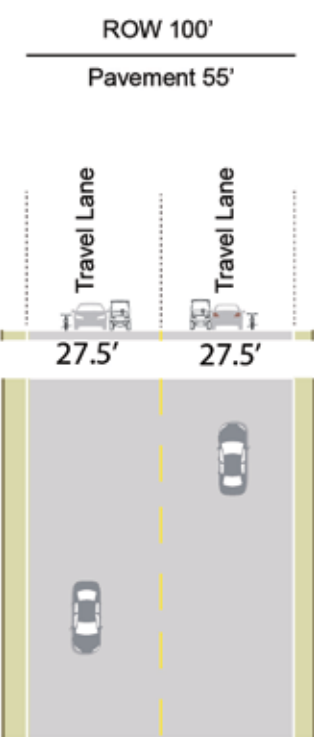
INTERIM

No interim recommendation

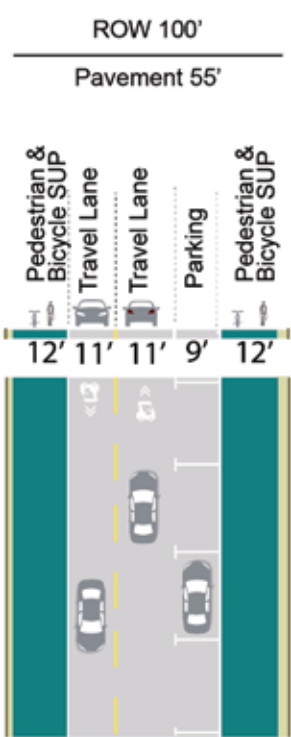
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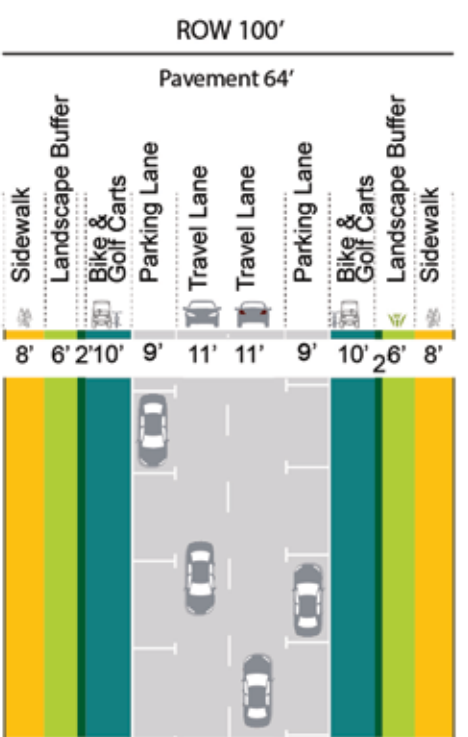
EXISTING



INTERIM



FUTURE





Robla Drive

Limits: Leeward Dr. to Windward Dr.

RIGHT-OF-WAY	EXISTING PAVEMENT	OWNER	SPEED LIMIT	LENGTH
100'	55'	Corpus Christi	30 MPH	0.1 Miles

EXISTING CONDITIONS

- Short, East/West corridor connecting Leeward Drive to Windward Drive.
- The corridor has pavement markings for two 27.5' travel lanes. On-street parking is typical. There are no pedestrian or bicycle facilities on the road.

INTERIM RECOMMENDATION

As an interim improvement, recommend painting / Restriping 55' existing pavement all at grade. Install 12' pedestrian and bicycle SUP on both sides. SUP may be painted and/or delineators installed to facilitate implementation.

FUTURE VISION

As the area continues to develop in a more tourist-driven environment, the recommendation for the corridor includes dedicated facilities for pedestrians, on-street parking and a shared bike and golf cart facility.

St. Augustine Drive

Limits: Leeward Dr. to Windward Dr.

RIGHT-OF-WAY	EXISTING PAVEMENT	OWNER	SPEED LIMIT	LENGTH
100'	55'	Corpus Christi	30 MPH	0.1 Miles

EXISTING CONDITIONS

- Short East/West corridor connecting Leeward Drive to Windward Drive.
- The corridor has pavement markings for two 27.5' travel lanes. On-street parking is typical. There are no pedestrian or bicycle facilities on the road.

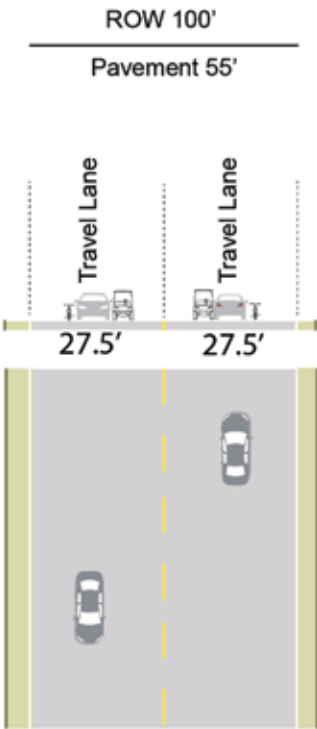
INTERIM RECOMMENDATION

As an interim improvement, recommend painting / Restriping 55' existing pavement all at grade. Install 12' pedestrian and bicycle SUP on both sides. SUP may be painted and/or delineators installed to facilitate implementation.

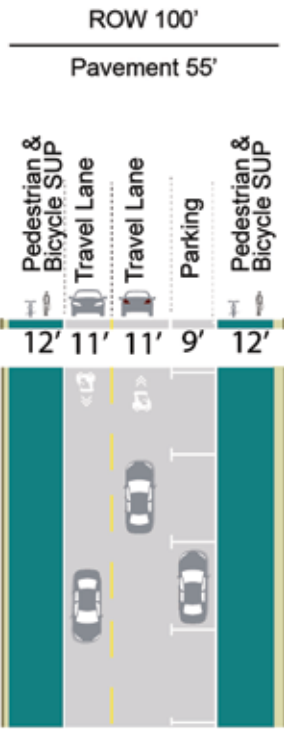
FUTURE VISION

As the area continues to develop in a more tourist-driven environment, the recommendation for the corridor includes dedicated facilities for pedestrians, on-street parking and a shared bike and golf cart facility.

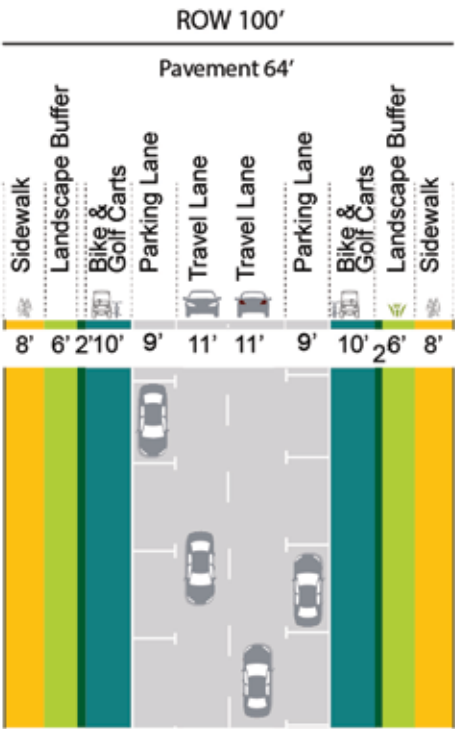
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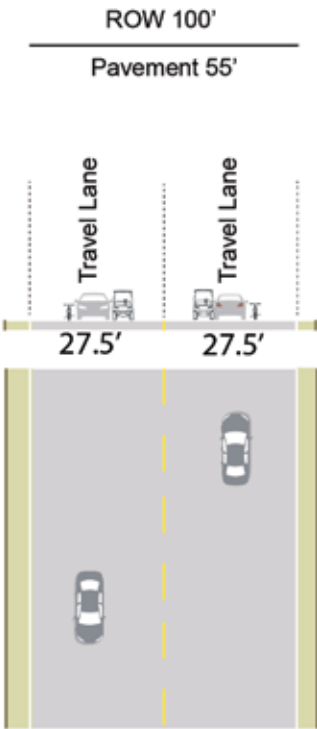
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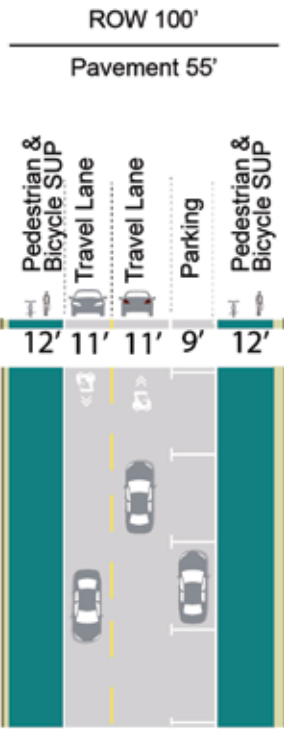
FUTURE



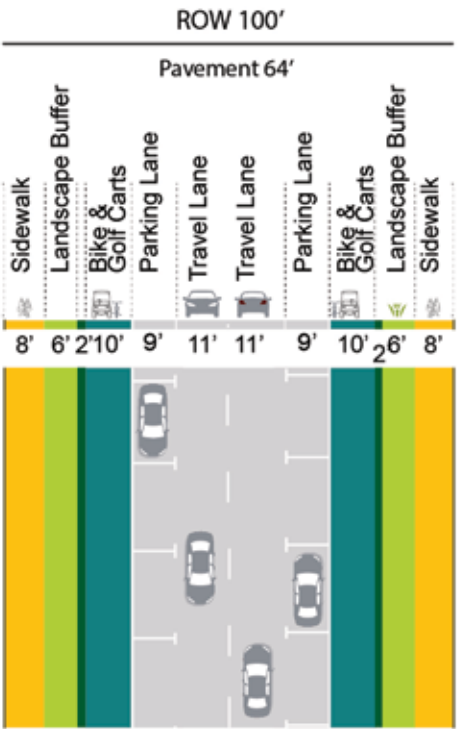
EXISTING



INTERIM



FUTURE



St. Bartholomew Ave

Limits: Leeward Dr. to Windward Dr.

RIGHT-OF-WAY	EXISTING PAVEMENT	OWNER	SPEED LIMIT	LENGTH
100'	24'	Corpus Christi	30 MPH	0.10 mile

EXISTING CONDITIONS

- East/West connection between Leeward Drive, Windward Drive, and Beach Access Road 3a.
- Striped with 12' travel lane without dedicated pedestrian or bicycle facilities.
- This street acts as a way for users to loop around the area.

INTERIM RECOMMENDATION

As the corridor is currently used by all modes, recommend continuing to operate as a yield street while dedicating 6' of the pavement to a sidewalk through striping in the interim. Recommend positioning the sidewalk on the south/west side of the street. Sidewalk may be painted and/or delineators installed to facilitate implementation.

FUTURE VISION

As the area continues to develop in a more tourist-driven environment, the recommendation for the corridor includes dedicated facilities for pedestrians, on-street parking and a shared bike and golf cart facility.

Whitecap Boulevard (East)

Limits: PR 22 to Beach access

RIGHT-OF-WAY	EXISTING PAVEMENT	OWNER	SPEED LIMIT	LENGTH
100' - 120'	60'	Corpus Christi	15-40 MPH	0.66 miles

EXISTING CONDITIONS

- East/West corridor providing access to the Beach.
- ROW reduces to 60 ft east of Windward for Beach Access.
- The corridor has 11' travel lanes and a 14' center turn lane with 8' pavers for sidewalks.
- Currently 40 mph per city ordinance (PR 22 to Windward).

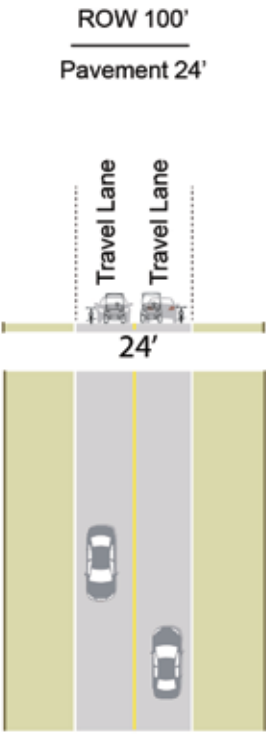
INTERIM RECOMMENDATION

Recommend adding golf cart sharrow to the travel lanes, allow bicycles to share the existing 8' side paths, and add a crosswalk at Windward. Lower speed limit to 30 mph from PR 22 to Windward Dr., and maintain 15 mph east of Windward to the beach access. Add pedestrian connection to the Seawall.

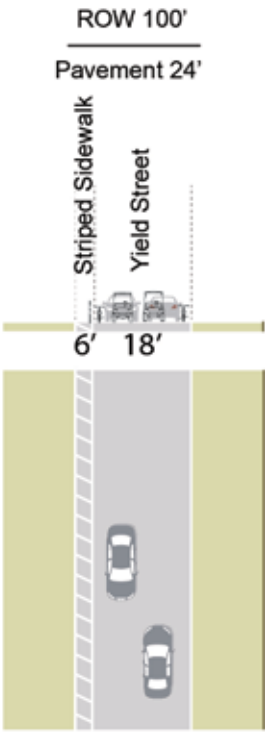
FUTURE VISION

The ultimate recommendation is that this corridor is developed as an aesthetically inviting beach gateway with enhanced landscaping and signage with better use of the center lane and buffer areas.

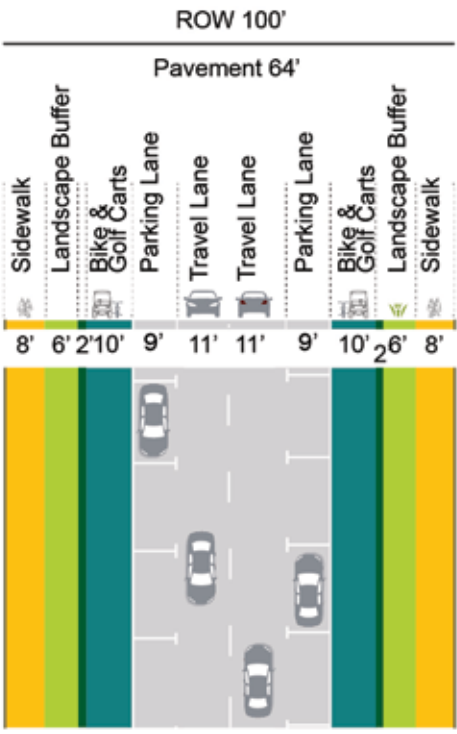
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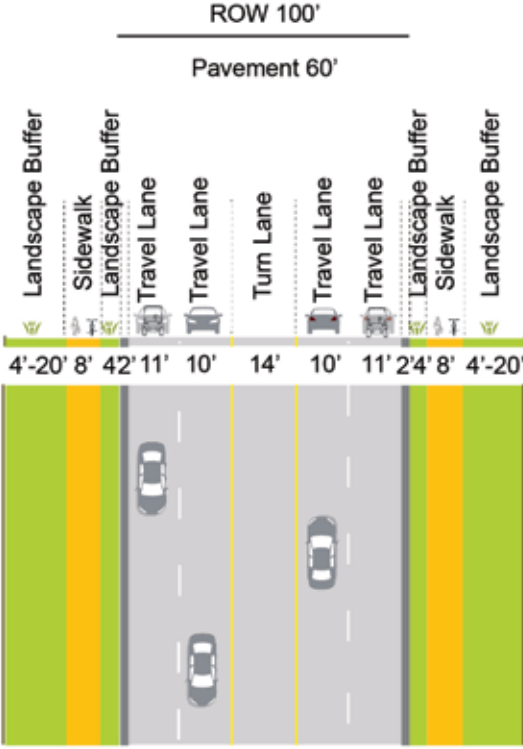
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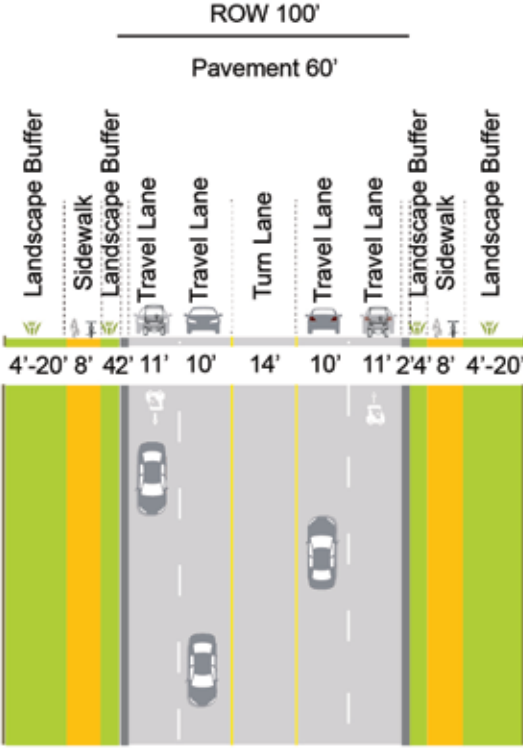
FUTURE



EXISTING



INTERIM / FUTURE



Windward Drive

Limits: Access Rd. 4 to Robla Dr

RIGHT-OF-WAY	EXISTING PAVEMENT	OWNER	SPEED LIMIT	LENGTH
100'-120'	50'-61'	Corpus Christi	30-35 MPH	1.1 miles

EXISTING CONDITIONS

- North/South corridor that provides access to a predominantly tourist and residential area from Whitecap Boulevard to St. Bartholomew Avenue and to the south almost to Access Road 4.
- The road is five lanes with a center turn lane.
- There is an evident pedestrian made path from Leeward Drive to Whitecap Boulevard due to repeated use.

INTERIM RECOMMENDATION

In the interim, recommend adding candlestick or other buffer for pedestrians and bicycle SUP and add golf cart pavement markings to travel lanes. Extend Windward Dr. south to connect to Elliff Rd. Recommend reducing speed limit to prima facie speed of 30 MPH for entire segment.

FUTURE VISION

As the area continues to develop in a more tourist-driven environment, the recommendation for the corridor would have dedicated facilities for pedestrians, bicyclists, and golf carts.

Windward Drive

Limits: Robla Dr to St Bartholomew

RIGHT-OF-WAY	EXISTING PAVEMENT	OWNER	SPEED LIMIT	LENGTH
100'-120'	50'-61'	Corpus Christi	35 MPH	1.1 miles

EXISTING CONDITIONS

- North/South corridor that provides access to a predominantly tourist and residential area from Whitecap Boulevard to St. Bartholomew Avenue.
- Where there is 50' of pavement, the road is divided with 10' travel lanes in either direction, 5' bike lanes, and on-street parking. One side has 8' parallel parking and the other maintains 12' reverse angled parking.

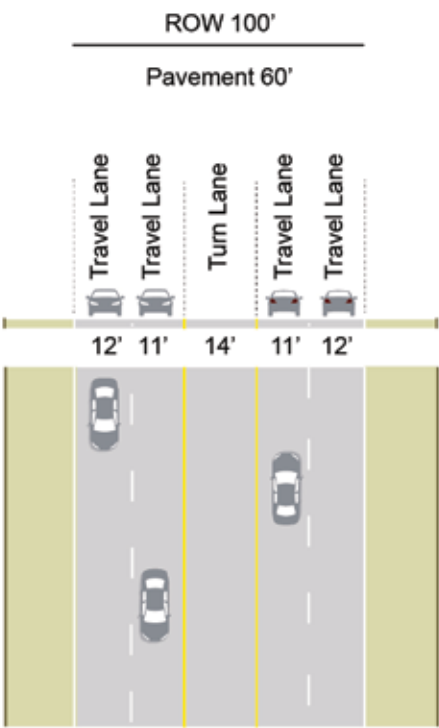
INTERIM RECOMMENDATION

As an interim improvement, recommend painting / Restriping 55' existing pavement all at grade. Install 12' pedestrian and bicycle SUP on both sides. SUP may be painted and/or delineators installed to facilitate implementation. Add golf cart pavement markings to travel lanes. Reduce speed limit to prima facie speed of 30 MPH.

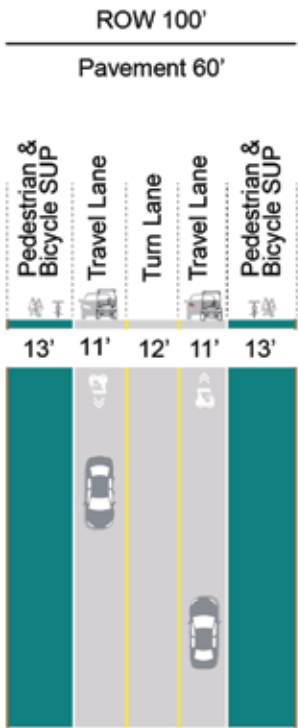
FUTURE VISION

As the area continues to develop in a more tourist-driven environment, the recommendation for the corridor includes dedicated facilities for pedestrians, on-street parking and a shared bike and golf cart facility.

EXISTING



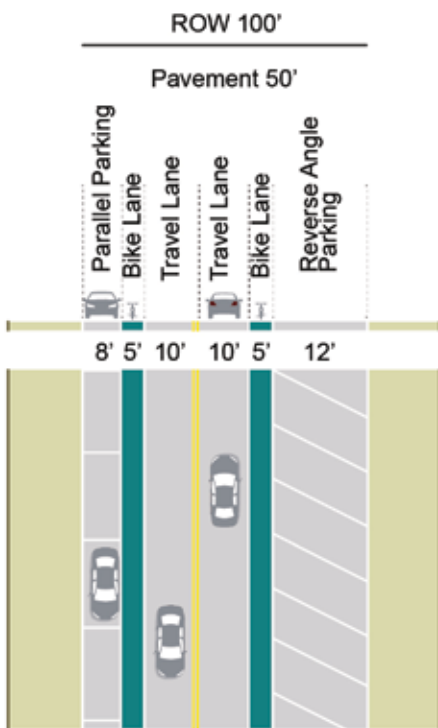
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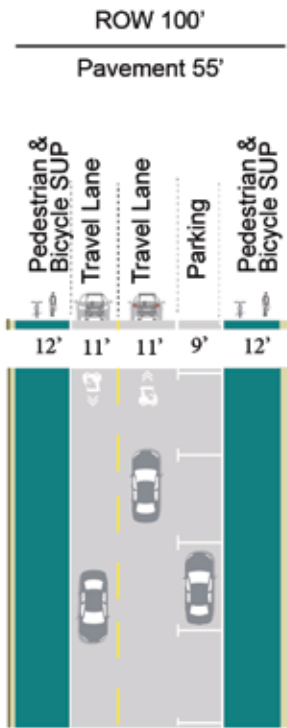
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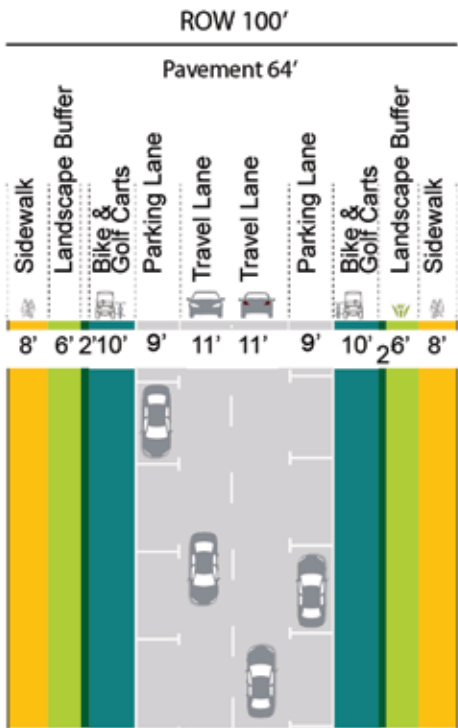
EXISTING



INTERIM



FUTURE





Zahn Road

Limits: Hwy 361 to Tortuga Dunes Rd.

RIGHT-OF-WAY	EXISTING PAVEMENT	OWNER	SPEED LIMIT	LENGTH
N/A	34'	Corpus Christi	15 – 35 MPH	0.6 mile

EXISTING CONDITIONS

- East/West corridor that provides access from SH 361 to an up-and-coming residential area and the beach. It also provides access to the boat launch at the Packery Channel and corresponding parking area.
- The corridor is striped with two 13' travels lanes and 4' shoulders that transition to natural area. There is a 10' landscape buffer with a 6' sidewalk on the northern side of the road.

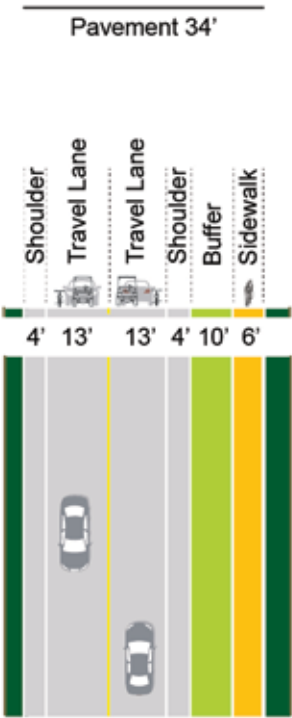
INTERIM RECOMMENDATION

Complete existing pedestrian side path from Hwy 361 to public boat launch access road. Add bicycle and golf cart sharrows to the existing car travel lanes. Recommend prima facie speed limit of 30 MPH between Hwy 361 and Tortuga Dunes Blvd. After Tortuga Dunes Blvd., recommend maintaining current speed limit of 15 mph and adding a separated pedestrian path that is buffered with candlestick delineators.

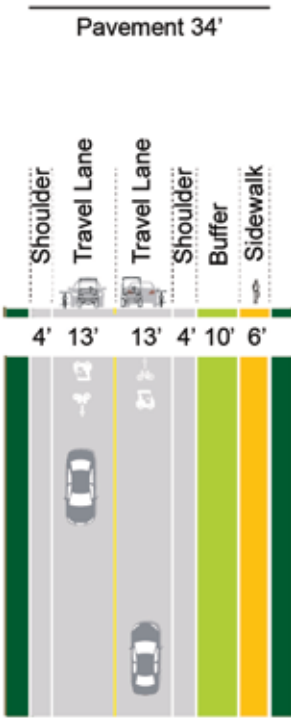
FUTURE VISION

As this area continues to develop, creating connections between Packery Channel, the residential area, and the beach will be important. The recommendation for this area is to convert pedestrian side path to a 15-foot bicycle and pedestrian shared-use side path on one side of the street. Evaluate pedestrian and bicycle access needs to Packery Channel Park amenities.

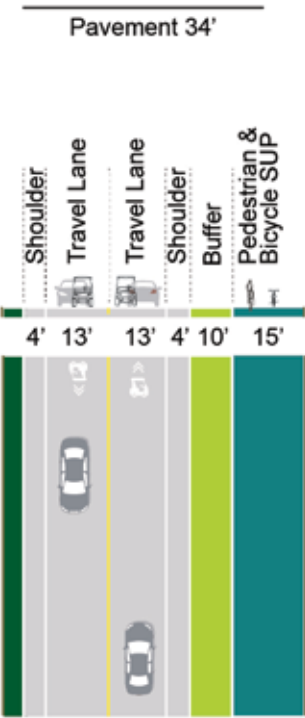
EXISTING



INTERIM



FUTURE



3.6 County Beach Connectors

This section includes:

- 1. Beach Access Rd. 4 (p. 50)
- 2. Beach Access Rd. 5 (p. 51)
- 3. Beach Access Rd. 6 (p. 52)
- 4. Elliff Rd. (p. 53)
- 5. Padre Balli Park Rd. (p. 54)



Access Road 4

Limits: PR 22 to the beach

RIGHT-OF-WAY	EXISTING PAVEMENT	OWNER	SPEED LIMIT	LENGTH
N/A	24'	Nueces County	15 MPH	0.48 mile

EXISTING CONDITIONS

- East/West corridor that provides access to the beach from PR 22. The road intersects with a user-made path (Crows Nest) that runs parallel to PR 22 and with Elliff Road to the south. Based on the current UTP, there is potential for the road to intersect with Windward Drive to the north should the proposed extension occur.
- The road allows for two-way travel with unmarked lanes and no designated shoulders that transition to natural area. There are no pedestrian or bicycle facilities on the road.

INTERIM RECOMMENDATION

Recommend continuing to operate as a yield street, while dedicating 6' of the pavement to a sidewalk on the north side of the road to connect to the future paper street, Crows Nest. Sidewalk may be painted and/or delineators installed to facilitate implementation.

FUTURE VISION

The ultimate vision for the corridor would add a 15' shared pedestrian and bicycle path to one side of the road with candlestick delineators. Golf cart sharrow markers added to travel lanes.

Beach Access Rd. 5

Limits: PR 22 to the beach

RIGHT-OF-WAY	EXISTING PAVEMENT	OWNER	SPEED LIMIT	LENGTH
N/A	24'	Nueces County	15 MPH	0.39 mile

EXISTING CONDITIONS

- Provides access from PR 22 to beach where cars can park and drive along the beach.
- Two-way travel with unmarked lanes and ditch. There are no pedestrian or bicycle facilities on the road.

INTERIM RECOMMENDATION

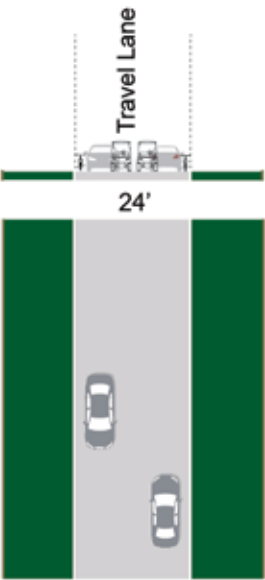
Recommend continuing to operate as a yield street, while dedicating 6' of the pavement to a sidewalk. Sidewalk may be painted and/or delineators installed to facilitate implementation.

FUTURE VISION

The ultimate vision for the corridor would add a 15' shared pedestrian and bicycle path to one side of the road with candlestick delineators. Golf cart sharrow markers added to travel lanes.

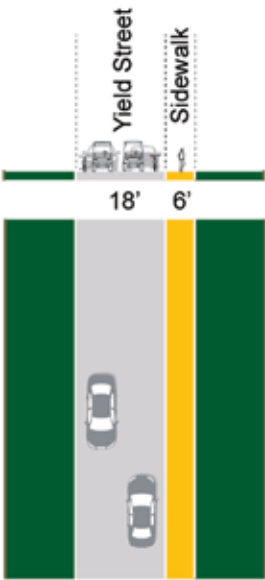
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Pavement 24'



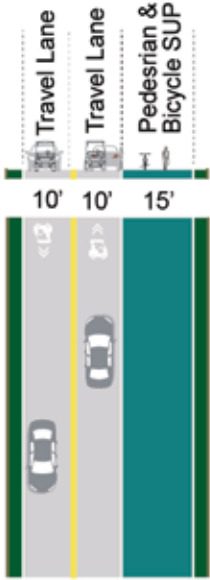
INTERIM

Pavement 24'



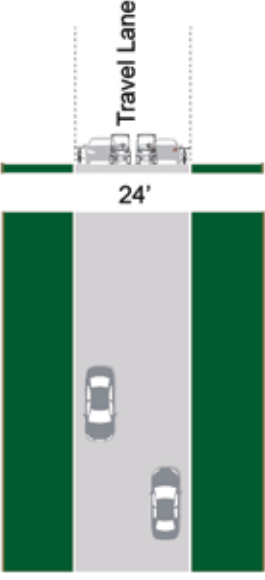
FUTURE

Pavement 35'



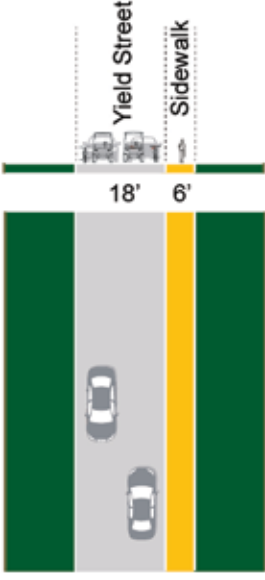
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Pavement 24'



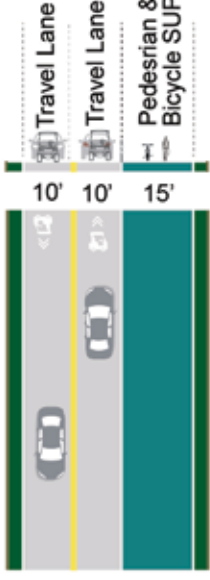
INTERIM

Pavement 24'



FUTURE

Pavement 35'



Access Road 6

Limits: PR 22 to the beach

RIGHT-OF-WAY	EXISTING PAVEMENT	OWNER	SPEED LIMIT	LENGTH
N/A	22'	Nueces County	15 MPH	0.38 mile

EXISTING CONDITIONS

- Provides access to beach where cars can park and drive along the beach.
- Two-way travel with unmarked lanes and ditch. There are no pedestrian or bicycle facilities on the road.
- Connects to PR 22. The other intersecting roadway at this four-way intersection is Sea Pines Drive, a collector to residential streets.

INTERIM RECOMMENDATION

The current pavement width is too narrow to recommend dedicating space to other modes with an interim recommendation.

FUTURE VISION

The ultimate vision for the corridor would add a 15' shared pedestrian and bicycle path to one side of the road with candlestick delineators. Golf cart sharrow markers added to travel lanes.

Eliff Road

Limits: Access Rd 4 to Padre Balli Park

RIGHT-OF-WAY	EXISTING PAVEMENT	OWNER	SPEED LIMIT	LENGTH
N/A	22'	Nueces County	15 MPH	1 mile

EXISTING CONDITIONS

- North/South corridor that provides access from Access Road 4 to Padre Balli Park and the RV park Briscoe King Pavilion. Potential connection to the north to Windward Drive should the proposed extension of that corridor occur.
- Two-way traffic with no pavement markings on 22' of pavement that transitions to natural area. There are no pedestrian or bicycle facilities on the road.

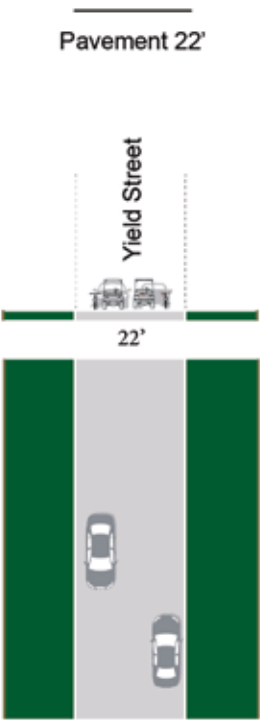
INTERIM RECOMMENDATION

The current pavement width is too narrow to recommend dedicating space to other modes with an interim recommendation.

FUTURE VISION

The ultimate vision for the corridor would add a 15' shared pedestrian and bicycle path to one side of the road with candlestick delineators. Golf cart sharrow markers added to travel lanes.

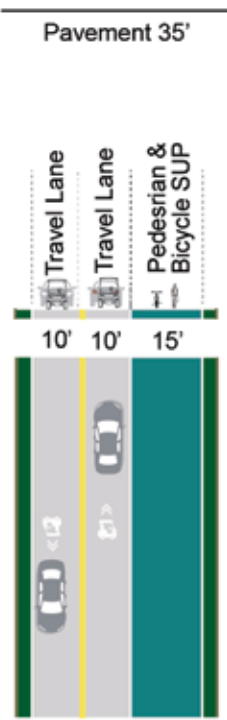
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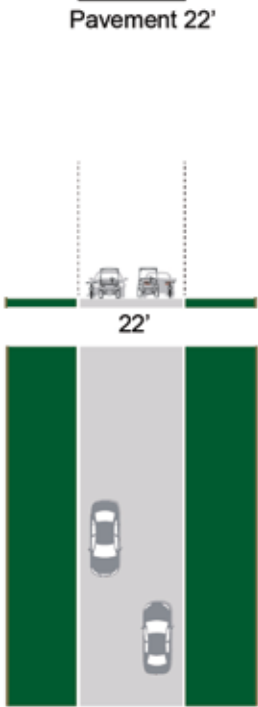
INTERIM

No interim recommendation

FUTURE



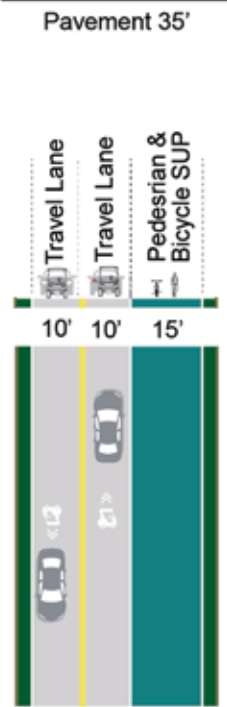
EXISTING



INTERIM

No interim recommendation

FUTURE





Padre Balli Park Road

Limits: PR 22 to the Beach

RIGHT-OF-WAY	EXISTING PAVEMENT	OWNER	SPEED LIMIT	LENGTH
N/A	24'	Nueces County	15 MPH	0.5 mile

EXISTING CONDITIONS

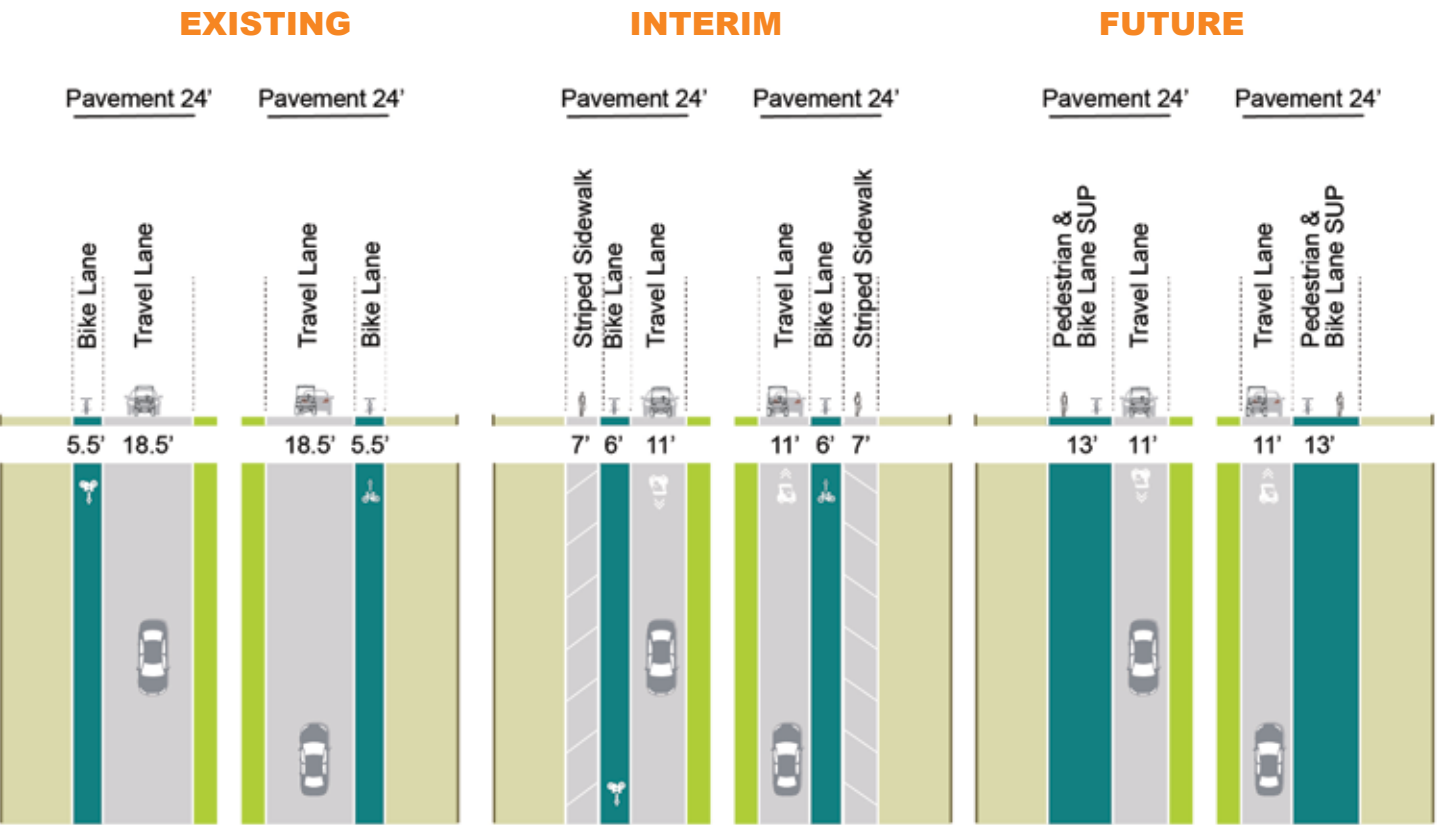
- East/West corridor provide access to Nueces County Coastal parks, the beach, Briscoe King Pavilion, and the RV park. To the west, it connects with Encantada Avenue.
- The eastbound and westbound travel are separated by a wide median of 150'. Each has a single travel lane of 18.5' with a 5.5' bike lane. There are no sidewalks along either facility.

INTERIM RECOMMENDATION

Recommend restriping the roadway to include a striped 7' sidewalk, separated from the 11' travel lane by a 6' bike lane. Sidewalks may be painted and/or delineators installed to facilitate implementation.

FUTURE VISION

The ultimate design for the corridor would be to create permanent infrastructure based on the interim recommendations with a 13' shared use path on both sides.



3.7 West Island Connectors

This section includes:

1. Aquarius St. (p. 56)
2. Commodores Dr. (p. 57)
3. Dasmariñas Dr. (p. 59)
4. Encantada Ave. (p. 60)
5. Gypsy St. (p. 61)
6. Palmira Ave. (p. 62)
7. Sea Pines Dr. (p. 63)
8. Whitecap Blvd. (west) (p. 64)



Aquarius Street

Limits: Whitecap to Commodores

RIGHT-OF-WAY	EXISTING PAVEMENT	OWNER	SPEED LIMIT	LENGTH
60'	37' – 50'	Corpus Christi	30 MPH	1.4 miles

EXISTING CONDITIONS

- North/South corridor that provides access to a residences and Aquarius Park from Commodores Drive and Whitecap Boulevard.
- Two distinct road configurations, which change just north of Dasmarinas Drive.
- Northern section: 7' sidewalk, 12' travel lanes, and a 21' median, curbed.
- Southern section: 12' travel lanes and 6.5' shoulders on each side, with speed humps, curbed.

INTERIM RECOMMENDATION

As the corridor is currently used by all modes, recommend striping an 8' sidewalk on one side with necessary signage; install signage and pavement markings for sharing the travel lanes with bicycles and golf carts/NEVs. Interim can be at-grade with paint / restriping and delineators as appropriate.

FUTURE VISION

The ultimate vision would provide space for dedicated facilities for all modes. In addition to the existing 8-foot side path between Commodores and Dasmarinas, the Whitecap Preserve developer is currently constructing a parallel path on their property. Therefore, the mobility plan does not include recommendations for the segment of Aquarius between Commodores and Dasmarinas beyond adding golf cart sharrow markings and permitting bicycle users to share the side paths with pedestrians.

Commodores Drive

Limits: PR 22 to Aquarius St.

RIGHT-OF-WAY	EXISTING PAVEMENT	OWNER	SPEED LIMIT	LENGTH
120'	98'	Corpus Christi	35 MPH	0.65 miles

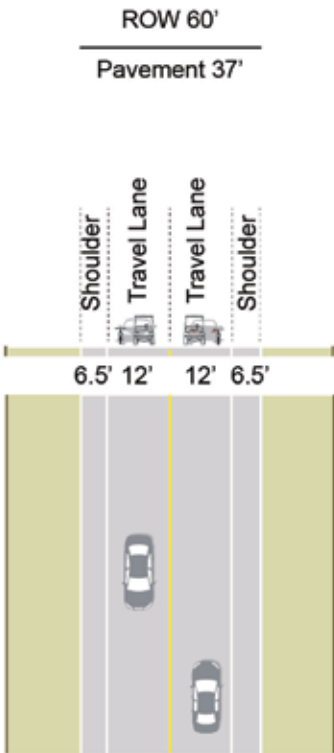
EXISTING CONDITIONS

- East/West corridor that provides access to residences, Commodore Park, and retail from PR 22. The corridor intersects with Aquarius Street.
- Recently reconstructed with two 13' travel lanes, buffered bike lanes with a 6' buffer and 7' bike lane, and an approximately 46' median, curbed.
- There is a small segment of existing sidewalk from Compass Street to Waves Drive on the southern side of the corridor.
- Commodores Bridge is currently under construction and though this section will have a more limited 85 feet of pavement, the median width is significantly reduced as well.

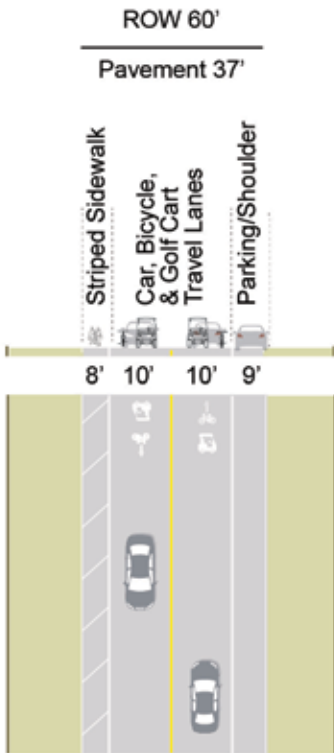
INTERIM RECOMMENDATION

Reduce travel lane widths and create a shared bicycle and golf cart lane with separated sidewalk facilities. Recommend reducing speed limit to prima facie speed of 30 MPH.

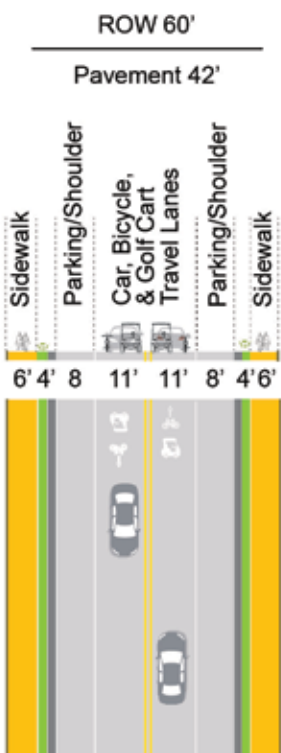
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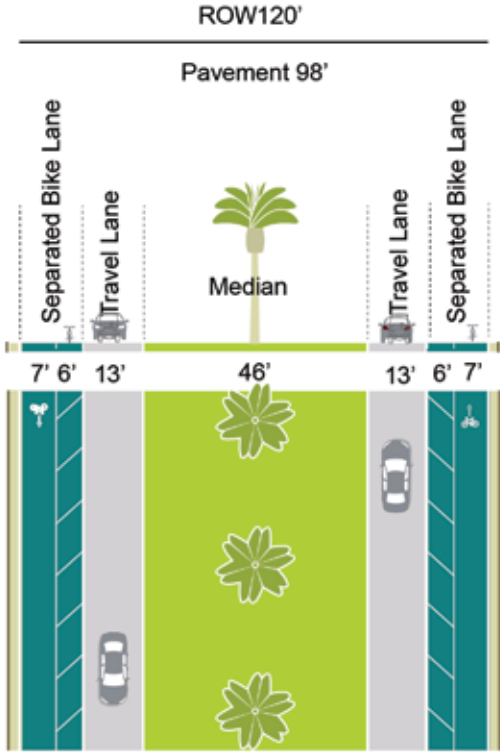
INTERIM



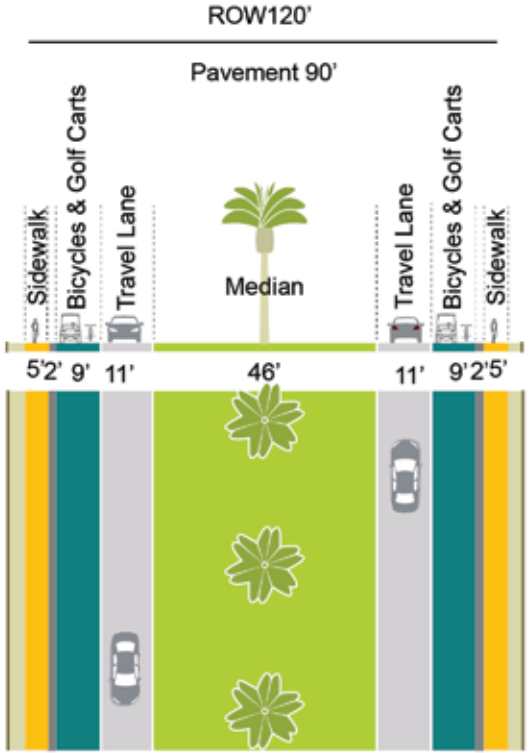
FUTURE



EXISTING



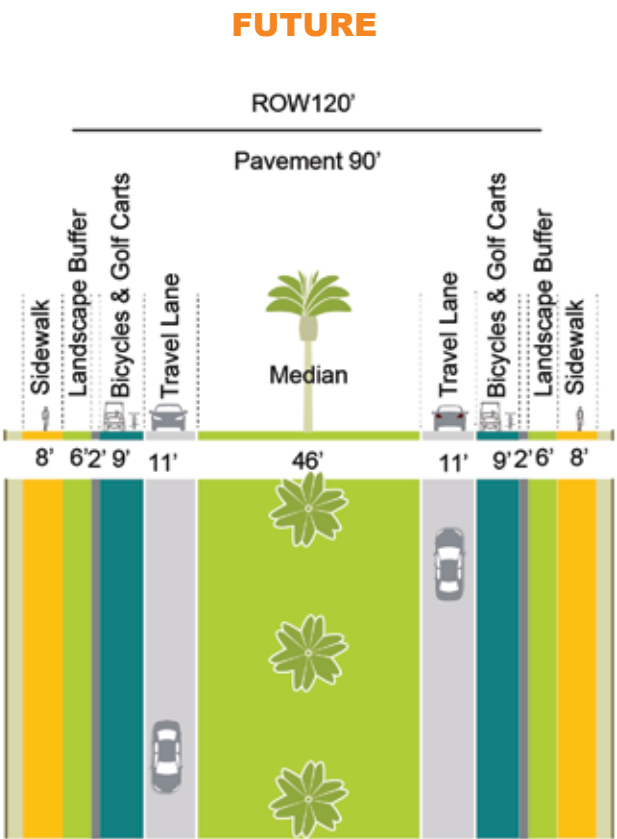
INTERIM



Commodores Drive Continued

FUTURE VISION

Build from the interim recommendations, and separate wider sidewalk using a landscape buffer.



Dasmarinas Drive

Limits: Aquarius St. to Whitecap Dr.

RIGHT-OF-WAY	EXISTING PAVEMENT	OWNER	SPEED LIMIT	LENGTH
60'	40'	Corpus Christi	30 MPH	1.4 miles

EXISTING CONDITIONS

- North/South corridor that provides access to residences from Aquarius Street to Whitecap Boulevard, somewhat parallel to PR 22.
- Local street with no pavement markings, multiple speed humps, with curb and gutters. There are no pedestrian or bicycle facilities on the road.

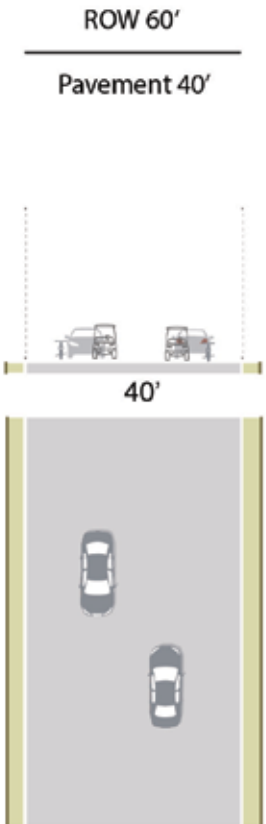
INTERIM RECOMMENDATION

Currently operates at a higher speed than a typical residential street. Recommend dedicating pavement space through striping to have two 11' travel lanes, a parking lane on one side and a 9' striped sidewalk on the other. Sidewalk may be painted and/or delineators installed to facilitate implementation.

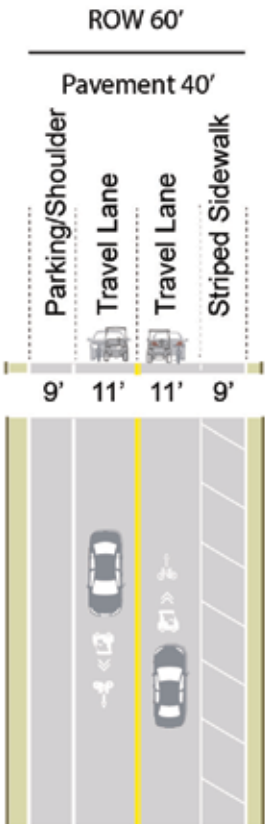
FUTURE VISION

The ultimate design for the corridor maintains the neighborhood character for residents that both live on and use this street, while also providing connectivity on the west side of the Island.

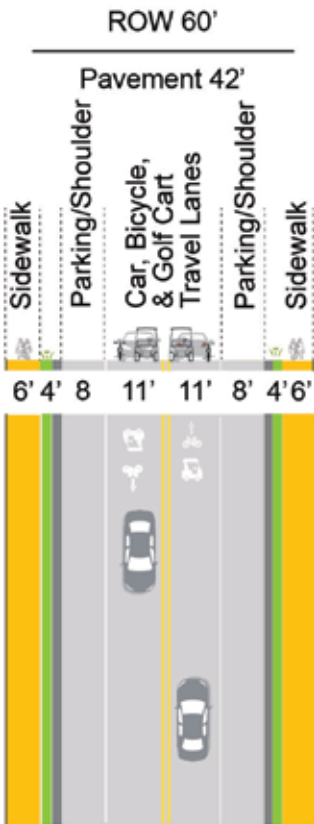
EXISTING



INTERIM



FUTURE





Encantada Avenue

Limits: Gypsy St. to PR 22

RIGHT-OF-WAY	EXISTING PAVEMENT	OWNER	SPEED LIMIT	LENGTH
100'	40'	Corpus Christi	15 – 30 MPH	0.5 mile

EXISTING CONDITIONS

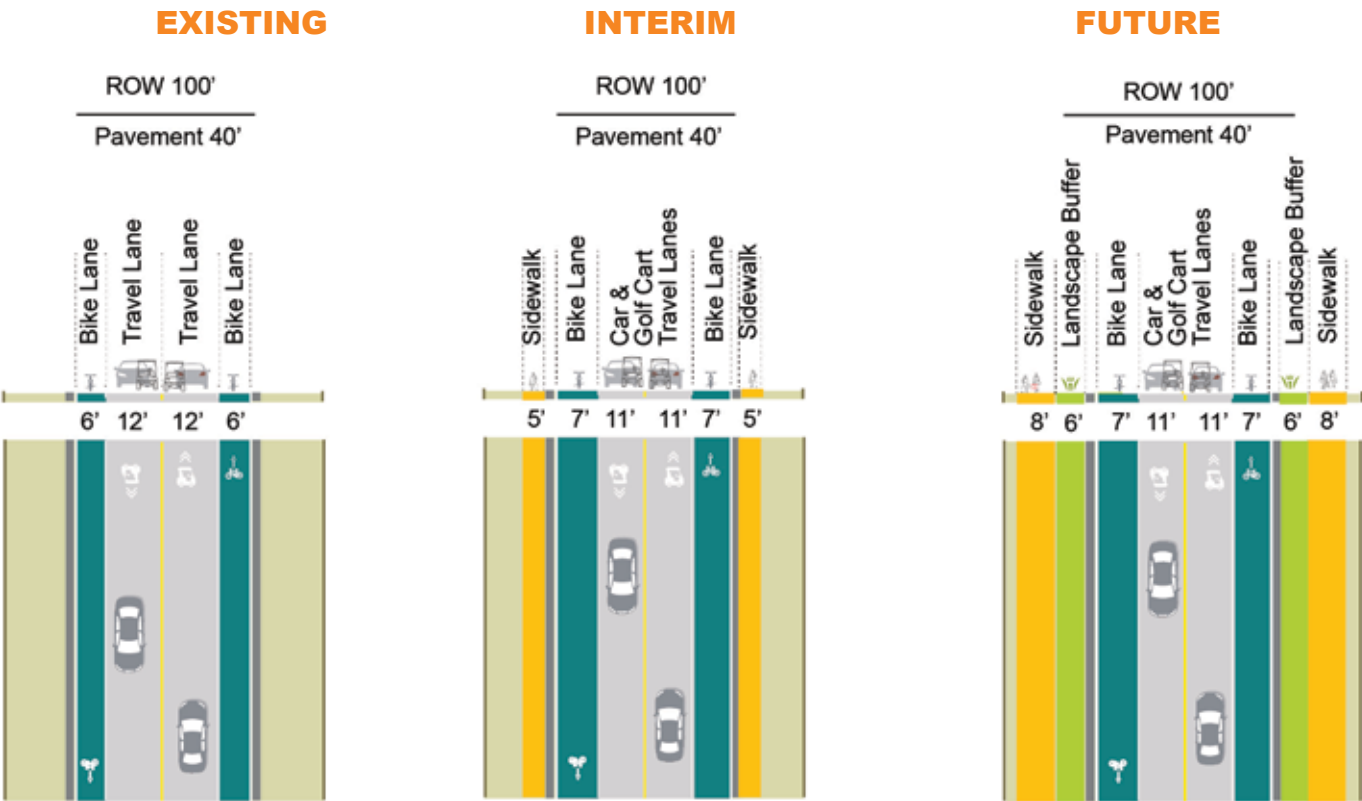
- East/West corridor that provides a connection to schools, churches, and residences from PR 22. Intersects with Gypsy Street, Cruiser Street, Palmira Avenue, and several local streets.
- Designed with 12' lanes and 6' bike lanes, curbed. There are no pedestrian or bicycle facilities on the road.
- Mid-block crosswalk at the learning center as well as crosswalk striped at the intersection with Palmira Avenue.

INTERIM RECOMMENDATION

As an interim recommendation, reduce travel lanes to 11' with 7' bike lanes. These alterations can be at-grade with paint / restriping and/or delineators. There is a current project underway to add 5' sidewalks tied to the curbs on both sides of Encantada between Gypsy and PR22. (Funded by Transportation Block Grant Set-Aside funds).

FUTURE VISION

The ultimate vision for the corridor would include wider sidewalk facilities with landscaped buffers to enhance pedestrian comfort along this corridor, while maintaining the interim pavement recommendation with separate bike lanes on both sides of the street.



Gypsy Street

Limits: Whitecap Dr. to Encantada Ave.

RIGHT-OF-WAY	EXISTING PAVEMENT	OWNER	SPEED LIMIT	LENGTH
100'	36'	Corpus Christi	30 MPH	1 mile

EXISTING CONDITIONS

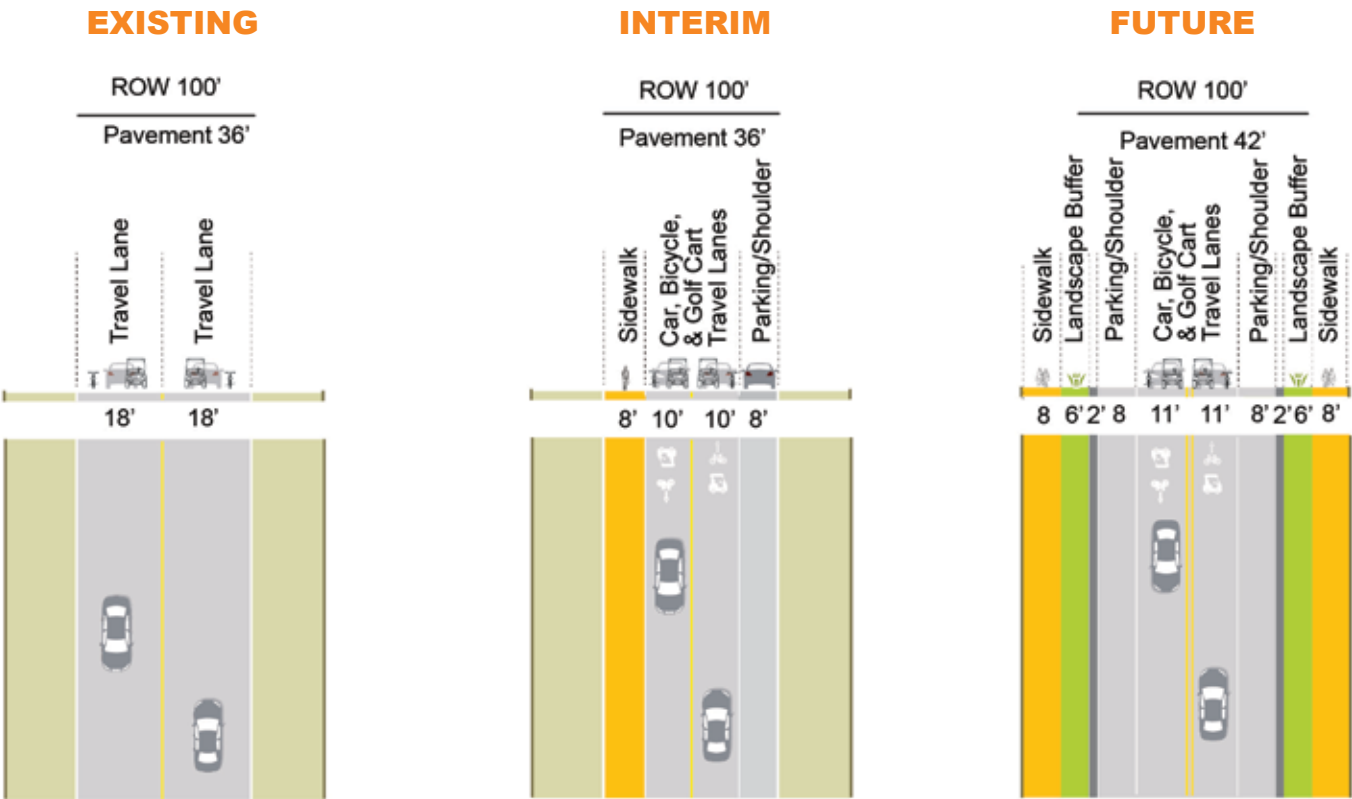
- North/South corridor that provides access to residences and Billish Park from Encantada Avenue to Whitecap Boulevard.
- The road is divided into two 18' travel lanes with several speed humps, and is curbed. There are no pedestrian or bicycle facilities on the road.
- In the northern segment, there is a constrained bridge approximately 31' wide.

INTERIM RECOMMENDATION

In the interim, recommend narrowing the roadway through striping to have two 10' travel lanes, an 8' parking lane, and an 8' sidewalk that can be accomplished with at-grade paint / restriping and/or delineators and additional signage to indicate sharing the travel lane with bicycles and golf carts/NEVs.

FUTURE VISION

To provide safer access to Billish Park, the ultimate vision for the corridor includes dedicated facilities for pedestrians on both sides of the street, and given the slow speed on the corridor, markings for shared travel lanes for vehicles, golf carts/NEVs, and bicycles.



Palmira Avenue

Limits: Whitecap Dr to Sea Pines Dr.

RIGHT-OF-WAY	EXISTING PAVEMENT	OWNER	SPEED LIMIT	LENGTH
50'	26'	Corpus Christi	30 MPH	1.2 miles

EXISTING CONDITIONS

- North/South corridor running parallel to PR 22 from Las Tunas Drive to Sea Pines Drive. The corridor provides access to residences, schools, as well as the back side of commercial and retail businesses that front PR 22.
- Approximately 26' of pavement without pavement markings or pedestrian or bicycle facilities.
- While sidewalks are present in some segments, they are inconsistent and disconnected.

INTERIM RECOMMENDATION

Recommend continuing to operate as a yield street while dedicating 8' of the pavement to a sidewalk through striping and/or delineators in the interim. No recommendation on which side of the road to place the sidewalk. Since no pavement is currently in place north of Las Tunas, recommend utilizing Las Tunas and Cruiser Street for connectivity to Whitecap Blvd. Prioritize segment by school that has some sidewalks.

FUTURE VISION

The ultimate vision for the corridor would include using more of the ROW to provide space for dedicated facilities for pedestrians, and given the design for slower speeds on the corridor, add pavement markings for vehicles, golf carts/NEVs, and bicycles to share the travel lanes.

Sea Pines Avenue

Limits: PR 22 to West Terminus

RIGHT-OF-WAY	EXISTING PAVEMENT	OWNER	SPEED LIMIT	LENGTH
100'	78'	Corpus Christi	35 MPH	0.85 mile

EXISTING CONDITIONS

- East/West corridor that provides access to residences from PR 22 and connects to Beach Access Road 6. The corridor intersects with Palmira Avenue and many local streets.
- The roadway is currently designed with 11' travel lanes, a 24' median 5' bike lanes, and is guttered. There are no pedestrian facilities along this corridor. Speed limit is 35 MPH.

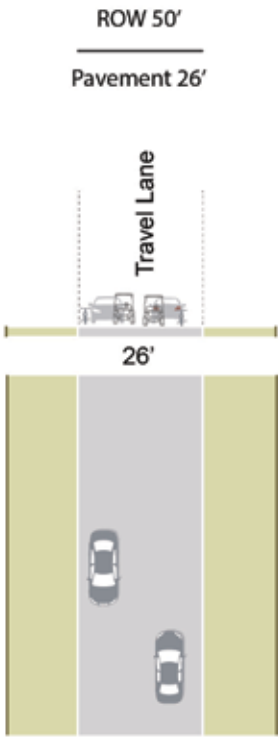
INTERIM RECOMMENDATION

Recommend reducing speed limit to prima facie speed of 30 MPH. Obtain current peak hour traffic count data and conduct additional community engagement to determine preferred configuration of existing pavement.

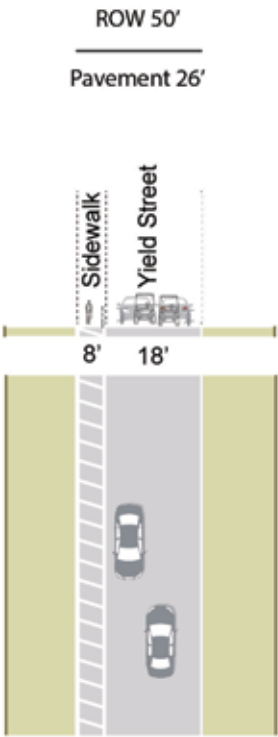
FUTURE VISION

The ultimate design for the corridor will be developed based on additional traffic count data and community input.

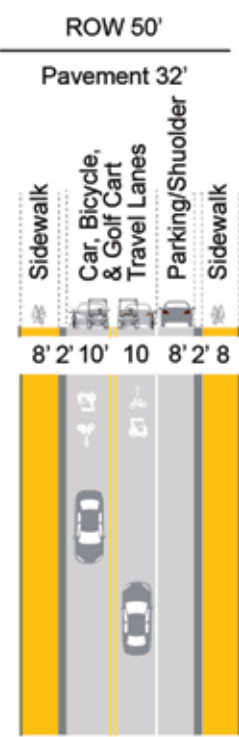
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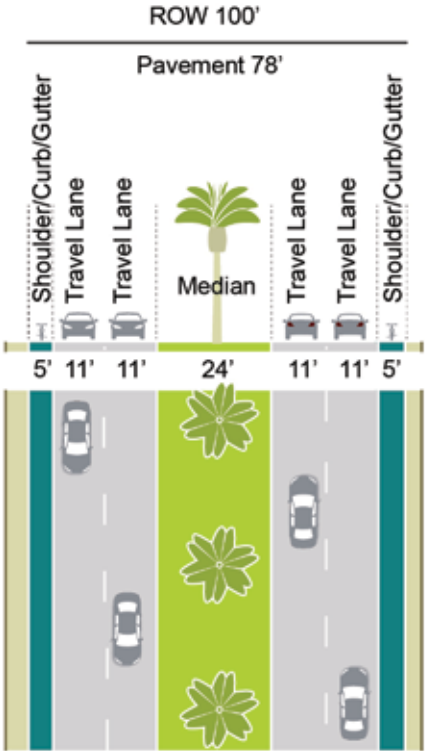
INTERIM



FUTURE



EXISTING



Whitecap Blvd (West)

Limits: PR 22 to WWTP

RIGHT-OF-WAY	EXISTING PAVEMENT	OWNER	SPEED LIMIT	LENGTH
100'	85'	Corpus Christi	35 MPH	1.6 Miles

EXISTING CONDITIONS

- This corridor primarily serves to connect neighborhoods on the west side of the Island with Park Road 22 as well as a connection to area parks and the Whitecap Wastewater Plant.
- This segment includes a median, two travel lanes, 5-foot shoulders on both sides and a single 7-foot sidewalk on the north side of the street.

INTERIM RECOMMENDATION

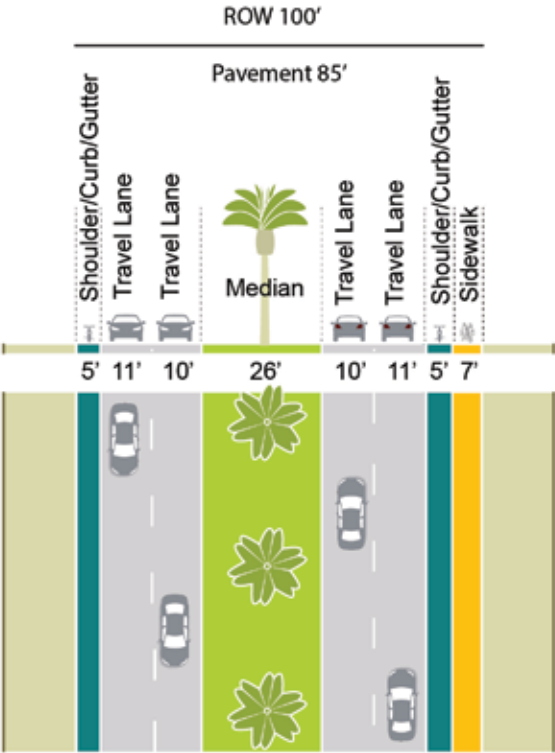
Recommend reducing speed limit to the prima facie speed of 30 MPH. Obtain current peak hour traffic count data and conduct additional community engagement to determine preferred configuration of existing pavement.

FUTURE VISION

The ultimate design for the corridor will be developed based on additional traffic count data and community input.

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EXISTING





## 4. IMPLEMENTATION PLAN

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## 4. Implementation Plan

### 4.1 Projects

Table 1 through Table 3 in this section present implementation phasing recommendations. However, implementation may occur sooner if a street in this plan is identified for the City’s Rapid Pavement Program, Preventative Maintenance, Reconstruction, or other street improvement program, as the proposed improvements to that segment would occur at that time.

Table 1: Short-Term Projects (Next 5 Years)

Page #	Corridor	Limits	Design
28	Park Road 22 (TxDOT)	Aquarius St. to Whitecap Blvd.	Future Design
36	Sand Dollar Ave. (In Design*)	Hwy 361 to Verdemar Dr.	Future Design
39	Beach Access Rd. 3A	Windward Dr. to beach	Pavement Markings
40	Crows Nest Ave. (In Design*)	Beach Access Rd. 4 to Whitecap Blvd.	Future Design
46	Windward Dr.	Beach Access Rd. 4 to Robla	Interim Design
47	Windward Dr.	Robla to St. Bartholomew Ave.	Interim Design
56	Aquarius St.	Commodores Dr. to Whitecap Blvd.	Interim Design
57	Commodores Dr.	PR 22 to Aquarius St.	Interim Design
59	Dasmarinas Dr.	Aquarius St. to Whitecap Blvd.	Interim Design
60	Encantada Ave.	PR 22 to Gypsy St.	Interim Design
61	Gypsy St.	Whitecap Blvd. to Encantada Ave.	Interim Design
64	Whitecap Blvd. (west)	PR 22 to west terminus	Interim Design

\*Note: TIRZ 2 Allocated Paper Streets Project Funding of \$7.2M for design, permitting, and construction of Sand Dollar and Crows Nest Avenues.

Table 2: Mid-Term Projects (6 - 10 Years)

Page #	Corridor	Limits	Design
27	Hwy 361 (TxDOT)	PR 22 to Lake Padre Entrance	Future Design
29	JFK Causeway Side Path Bridge	Aquarius St. to Padre Island Access Rd.	Future Design
31	Ambrosia St.	Aquarius St. to Jackfish Ave.	Interim Design
32	Aquarius St.	PR 22 to Ambrosia St.	Interim Design
41	Leeward Dr.	Robla Dr. to St. Bartholomew Ave.	Interim Design
42	Robla Drive	Leeward Dr. to Windward Dr.	Interim Design
43	St. Augustine Dr.	Leeward Dr. to Windward Dr.	Interim Design
44	St. Bartholomew Ave.	Leeward Dr. to Windward Dr.	Interim Design
48	Zahn Rd.	Hwy 361 to beach	Interim Design
50	Beach Access Rd. 4	PR 22 to beach	Interim Design
54	Padre Balli Park Rd.	PR 22 to beach	Interim Design
62	Palmira Ave.	Encantada Ave. to Sea Pines Dr.	Final Design
63	Sea Pines Dr.	PR 22 to west terminus	Interim Design



Table 3: Long-Term Projects (Over 10 years)

Page #	Corridor	Limits	Design
28	Park Road 22	Whitecap Blvd. to Sea Pines Dr.	Future Design
33	Jackfish Ave.	PR 22 to Ambrosia St.	Future Design
34	Marina Park Blvd.	PR 22 to Packery Point Dr.	Future Design
35	Packery Point Drive	PR 22 to Marina Park Blvd.	Future Design
36	Sand Dollar	Verdemar Dr. to Packery Channel Park Rd.	Future Design
37	Verdemar Dr.	PR 22 to Sand Dollar Ave.	Future Design
40	Crows Nest	Whitecap Blvd. to PR 22	Future Design
45	Whitecap Blvd.(east)	PR 22 to Beach access	Future Design
51	Beach Access Rd. 5	PR 22 to beach	Interim Design
52	Beach Access Rd. 6	PR 22 to beach	Future Design
53	Elliff Rd.	Beach Access Rd. 4 to Padre Balli Park Rd.	Future Design
N/A	Plan Update	Review and assess plan implementation and street design functionality to inform future design amendments and project prioritization.	N/A

4.2 Next Steps

The City should consider the following next steps to implement the recommended projects listed in this Plan. These steps are integral to project planning and delivery.

- **Adopt Mobility Plan and Associated Policies and Design Standards** – Plan and policy adoption establishes the path to move forward with planning, design, and available funding opportunities. Coordination with the City’s Traffic Engineering Department may be required for additional design standard updates to the Infrastructure Design Manual and amendments to the City’s Municipal Code for speed limit adjustments.
- **Identify CIP Projects** – Based on the project prioritization and available funding sources, identify projects to incorporate in the short-term and long-term Capital Improvement Program.
- **Agency Coordination** – Communicate with Nueces County and TxDOT to align Mobility Plan projects with future agency projects and initiatives.
- **Identify Funding Sources** – There are outside funding mechanisms that will fund pedestrian safety and active transportation projects. Securing outside funding will require the City to be “grant ready”. Overall, a project that is “shovel-ready” and/or already included in the CIP have a higher success rate of being funded.

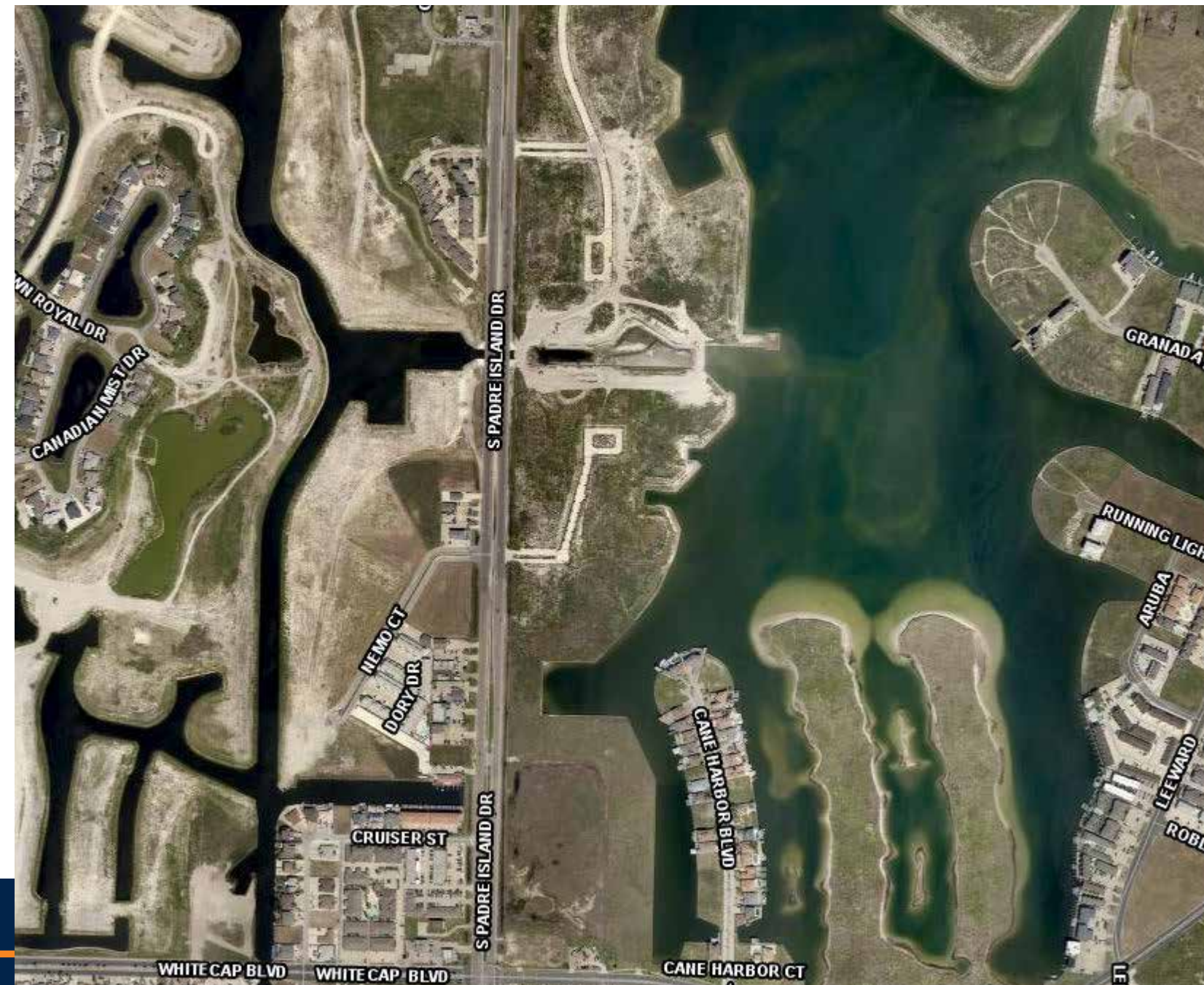




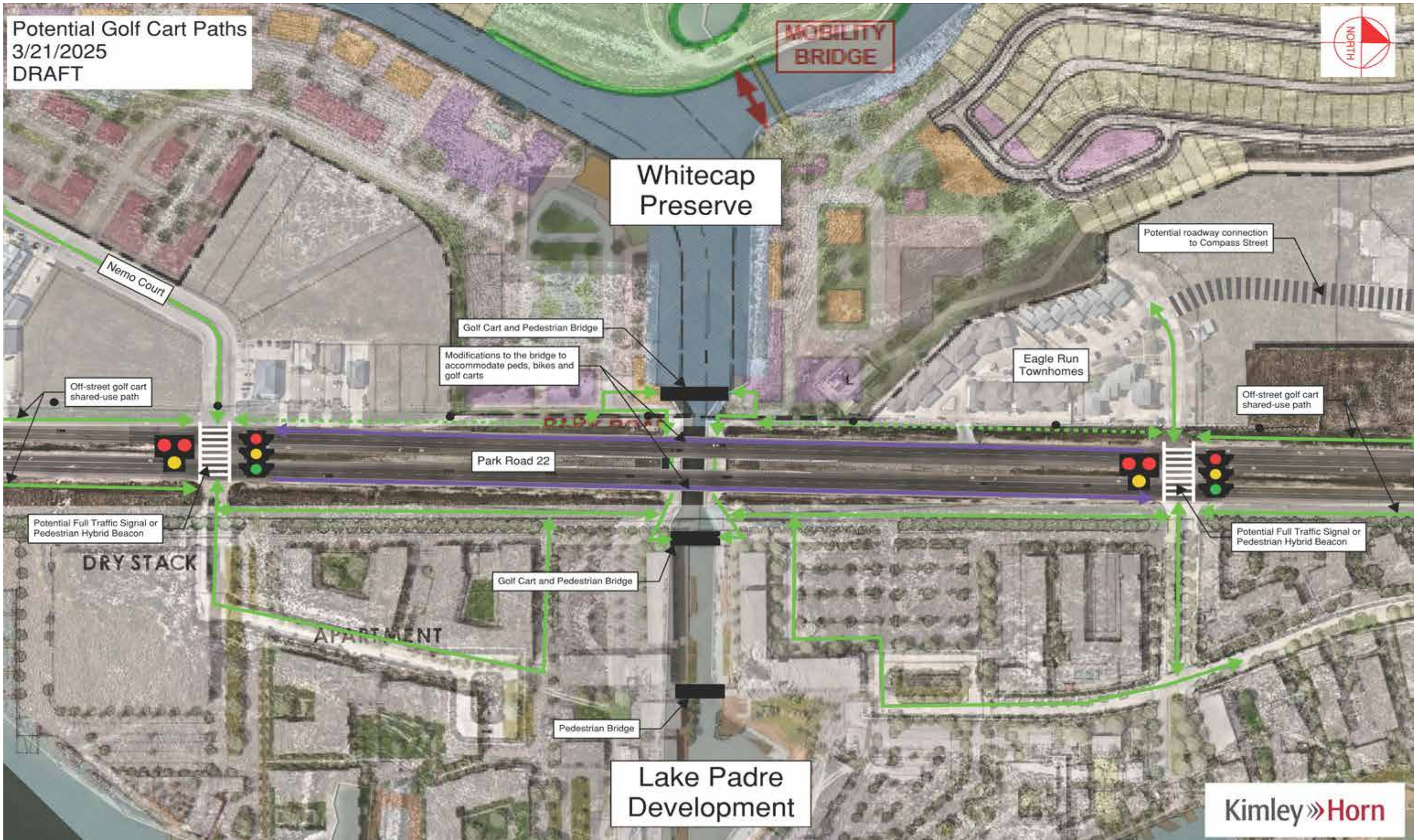
# APPENDIX A

## Don Patricio Water Exchange Bridge Mobility Recommendations

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Potential Golf Cart Paths  
3/21/2025  
DRAFT

Whitecap  
Preserve

MOBILITY  
BRIDGE



Potential roadway connection  
to Compass Street

Eagle Run  
Townhomes

Golf Cart and Pedestrian Bridge

Modifications to the bridge to  
accommodate peds, bikes and  
golf carts

Park Road 22

Off-street golf cart  
shared-use path

Off-street golf cart  
shared-use path

Potential Full Traffic Signal or  
Pedestrian Hybrid Beacon

DRY STACK

Golf Cart and Pedestrian Bridge

APARTMENT

Pedestrian Bridge

Lake Padre  
Development

Potential Full Traffic Signal or  
Pedestrian Hybrid Beacon

Kimley»Horn









March 21, 2025

Ms. Keren Costanzo  
Planning Manager  
1201 Leopard St.  
Corpus Christi, TX 78401  
KerenC@cctexas.com  
361-826-3573

RE: **Corpus Christi – Park Road 22 Bridge – Preliminary Load Analysis and Golf Cart Paths**  
**Park Road 22**  
**Corpus Christi, TX**

Ms. Costanzo,

As requested, Kimley-Horn reviewed the existing bridges (separate bridges for northbound and southbound) located at Park Road 22 for support of the newly proposed lane reconfiguration, which is part of a city improvements project. Our review is limited to reviewing the change in loading that will be applied to the bridge due to the new lane reconfiguration using the information provided by the TxDOT drawings prepared by Urban Engineering (UE). Information provided to date includes bridge geometry, design loads, and record structural drawings prepared by UE sealed on 12/08/2016. Kimley-Horn also reviewed potential golf cart paths on each development as well as along Park Road 22.

EXISTING STRUCTURE

The existing bridge consists of three precast arches with 36'-0", 48'-0", and 36'-0" spans, with a roadway width of 44'-0" and an overall bridge width of 46'-7". The three prefabricated arches are supported on continuous caps with eight (8) 36" diameter drilled shafts. Figure 1 shows the typical bridge profile. Figure 2 shows the existing typical section of the bridges.

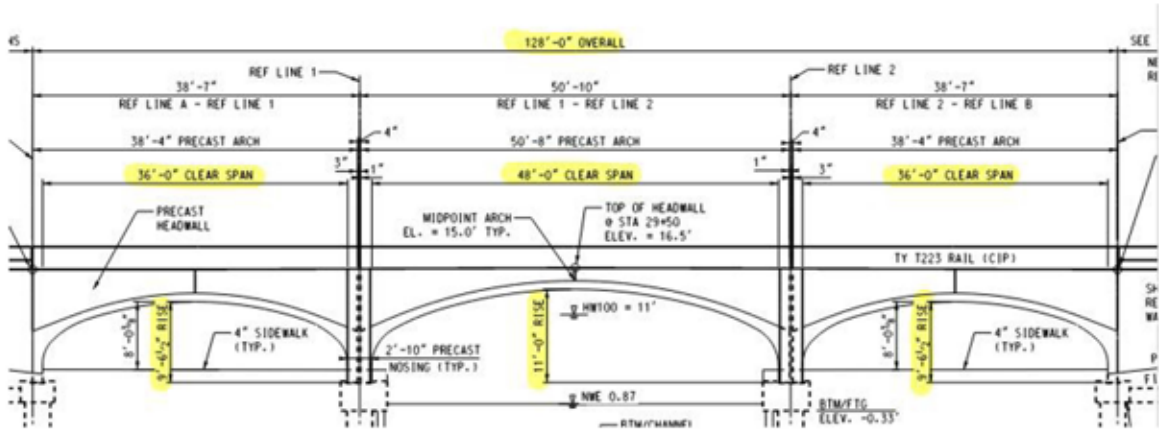
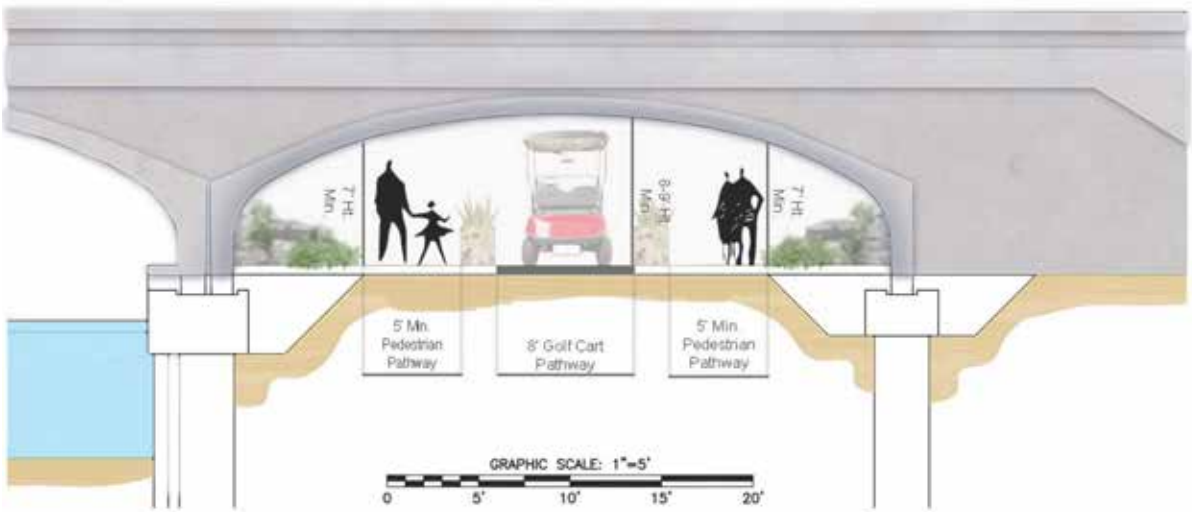


Figure 1: Typical Existing Bridge Profile



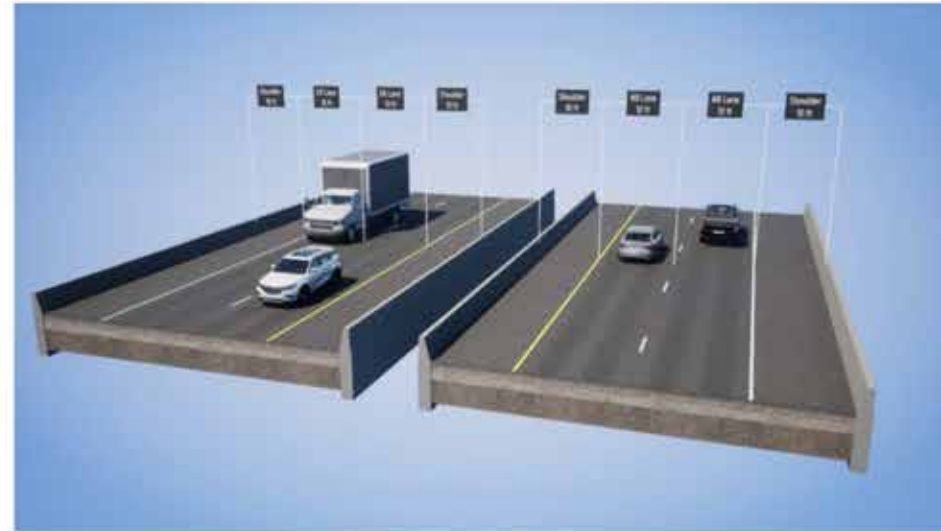


Figure 2: Existing Bridge Typical Section

### PROPOSED LANE RECONFIGURATION

The proposed lane reconfiguration will limit the vehicular loading to a "roadway width" of 29'-0", while the remaining width will be utilized for pedestrian, bicycle, and golf cart loading. An interior traffic railing will separate the roadway section from the pedestrian and bicycle/golf cart section. Pedestrian and H-10 truck loading will apply to a width of 14'-0". A low-profile physical buffer will be provided between the pedestrian and bicycle/golf cart lanes. Exterior T223 rails will be converted to C223 rails suitable for adjacent pedestrian traffic. A speed limit of 15 mph will be signed and enforced on the shared bicycle/golf cart lane to allow safe, concurrent use by both modes. *Figure 3* shows the proposed typical lane reconfiguration.



Figure 3: Proposed Bridge Typical Section

## BRIDGE LOADING ANALYSIS

The extent of our analysis was limited to assessing the change in applied loading. Dead and live loads for the proposed lane reconfiguration were compared against the original design (existing).

As shown in the attached calculations (Appendix A), the total effective dead load on the precast arch culverts is increased by less than 3% due to the additional traffic railings. The design live load for the proposed section is substantially less than the existing one, resulting in lower theoretical stresses in the structure.

The record structural drawings indicate that the existing bridge was designed in accordance with 6<sup>th</sup> edition AASHTO LRFD Bridge Specifications for HL-93 live load. Our load analysis in Appendix A compares HL-93 loading in one lane against the pedestrian and H10 live load to show the reduction in live load in the pedestrian and golf cart sections.

## GOLF CART PATHS AND BRIDGE UNDERPASS RENDERINGS

Kimley-Horn reviewed potential golf cart paths along Park Road 22 and potential routes between the two developments (White Cap and Lake Padre). The exhibits attached show the potential routes as well as three crossing either at grade (intersection crossings) or under the Park Road 22 bridge. The two intersection roadway crossings should be studied further in conjunction with the developments for signalization whether this is a full traffic signal or a pedestrian hybrid beacon system. Kimley-Horn also developed renders of what the crossing under the Park Road 22 bridge may look like in both the daytime and nighttime. The use of landscape rocks and low-light landscaping can be utilized to beautify the crossing. There should also be a separate pedestrian zone from the single-lane golf cart path. As there is only enough room for a single golf cart path, it is recommended to have a passing area in the middle of the crossing in case there are golf carts traveling in both directions. The golf cart path exhibit and renderings can be found in the **Appendix** of this memo.





SUMMARY

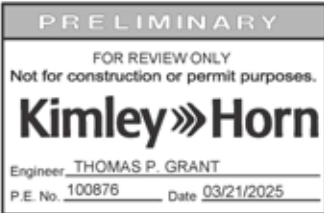
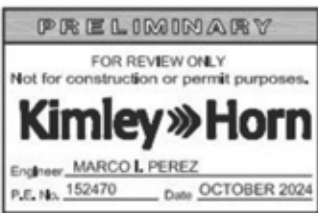
Based on the limited information provided it is our opinion that the proposed section reconfiguration of the existing bridge will not produce substantial negative load effects in the superstructure or substructure of the bridge in terms of vertical loading. Initial live load analysis for downward vertical forces showed that the proposed lane reconfiguration is expected to decrease live load over a 14 ft wide portion of the bridge.

A full load rating of the existing bridge can be prepared if additional information on the condition and fabrication details of the precast arches is provided to support a full analysis. However, based on the qualitative load analysis, the proposed typical section will not substantially increase the demands on the existing bridge in any AASHTO LRFD load combination.

Please contact me should you have any questions.

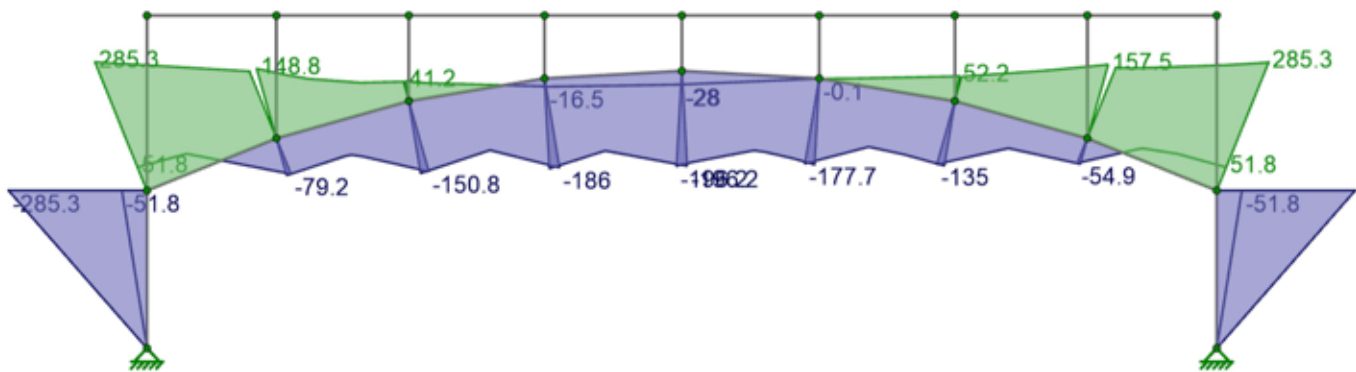
Sincerely,

*Thomas P. Grant*  
Thomas P. Grant, P.E., PTOE  
Marco I. Perez, P.E.  
March 21, 2025



Appendix

- Appendix "A": Preliminary Bridge Load Analysis
- Appendix "B": Golf Cart Path Exhibit and Bridge Underpass Renderings



Envelope Only Solution  
Member z Bending Moments (kip-ft) (Enveloped)

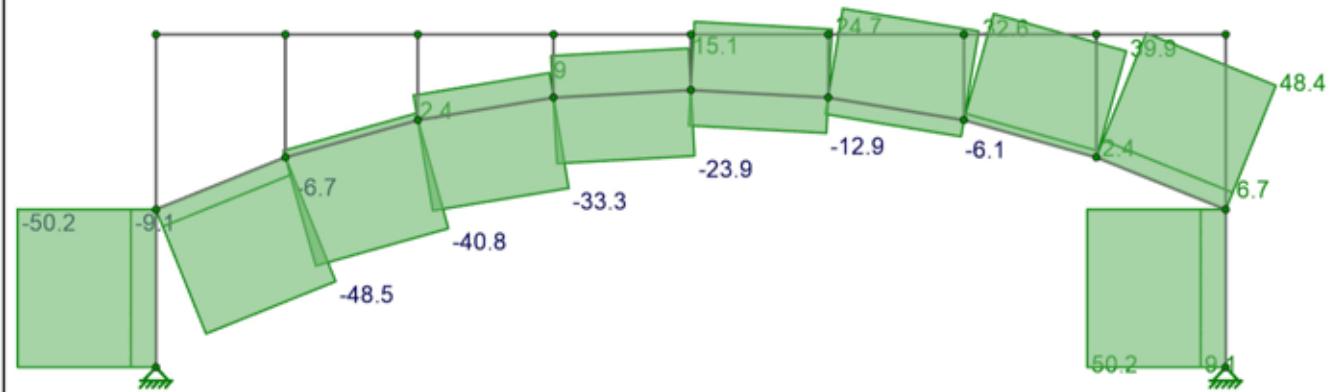
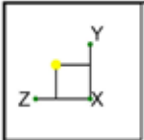


Kimley-Horn  
Marco Perez

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Corpus Christi PR 22 Bridge\_36.r3d

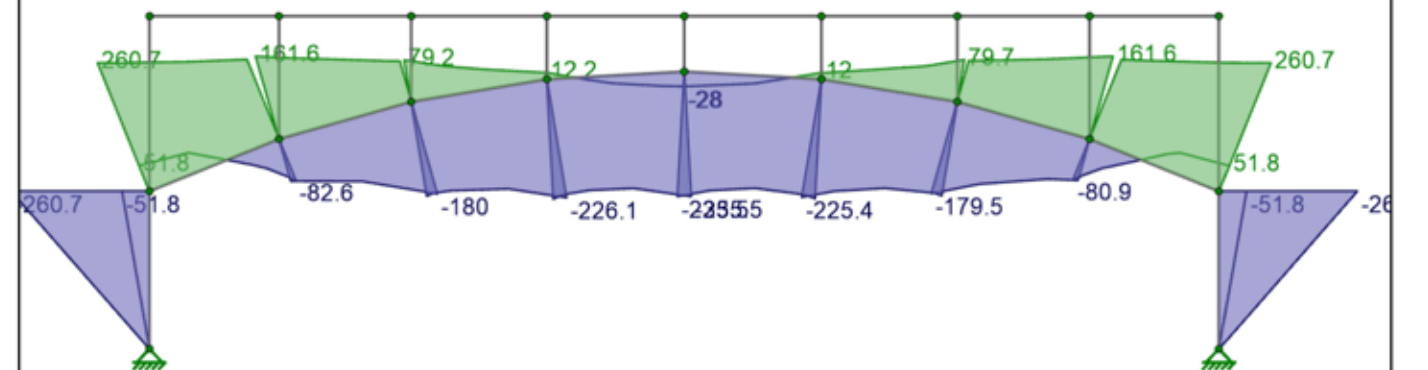
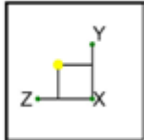






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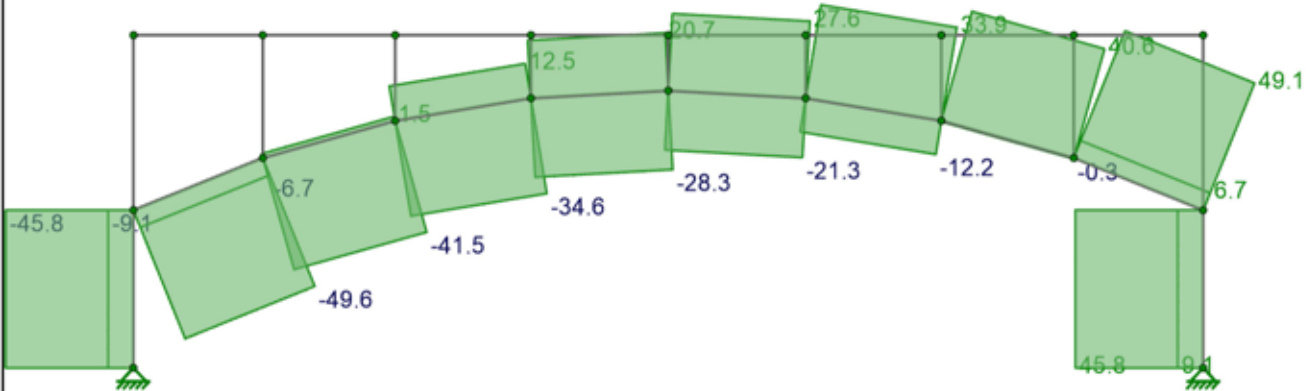
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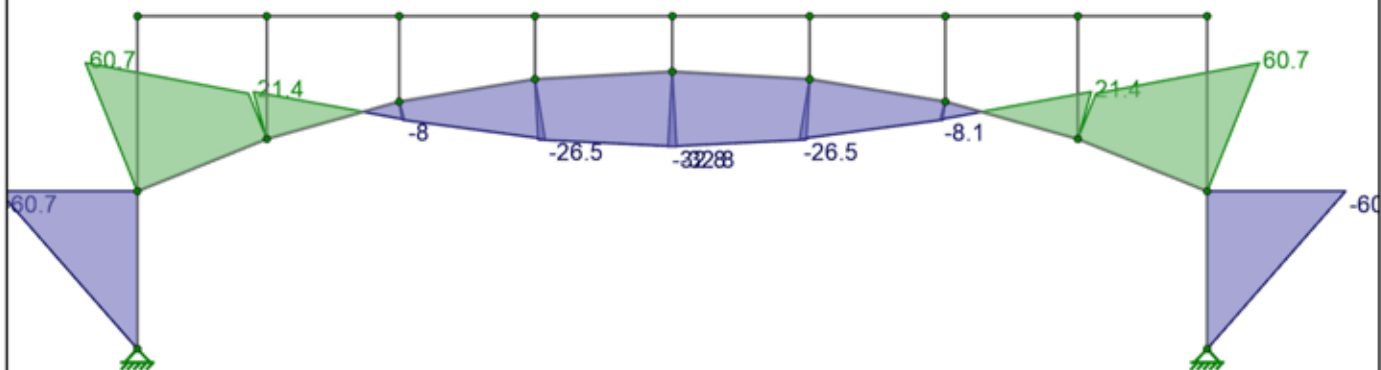
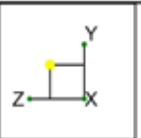


Envelope Only Solution  
Member y Shear Forces (kips) (Enveloped)



Kimley-Horn  
Marco Perez

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Corpus Christi PR 22 Bridge\_36.r3d



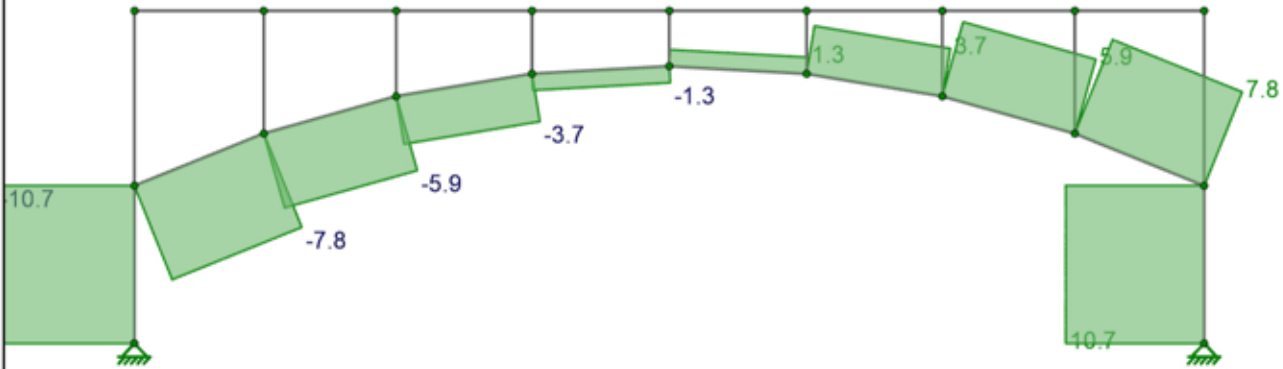
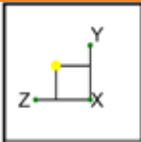
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Member z Bending Moments (kip-ft)



Kimley-Horn  
Marco Perez

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Corpus Christi PR 22 Bridge\_36.r3d





Results for LC 3, Pedestrian Load  
Member y Shear Forces (kips)

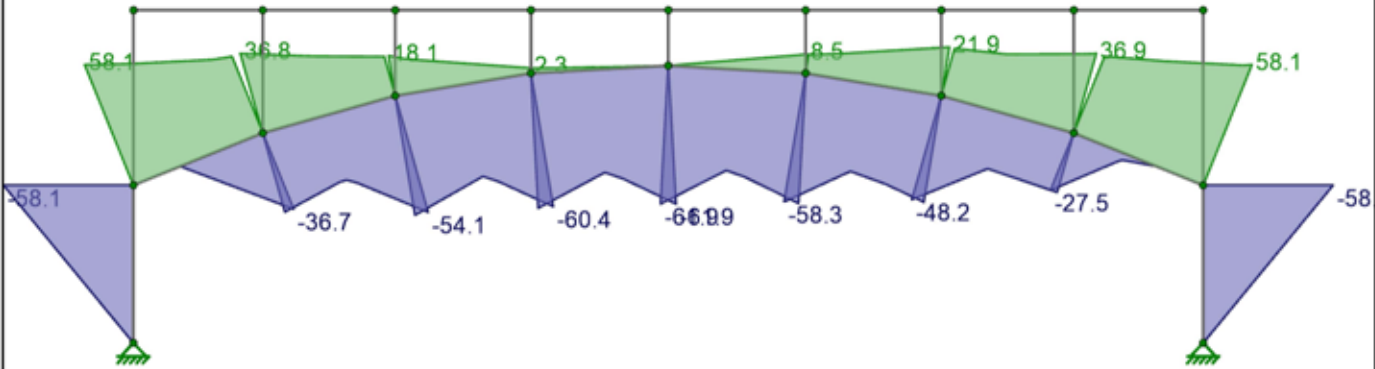
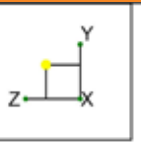


Kimley-Horn  
Marco Perez

36 ft\_Pedestrian\_2

Oct 07, 2024 at 01:29 PM

Corpus Christi PR 22 Bridge\_36.r3d



Envelope Only Solution  
Member z Bending Moments (kip-ft) (Enveloped)



Kimley-Horn  
Marco Perez

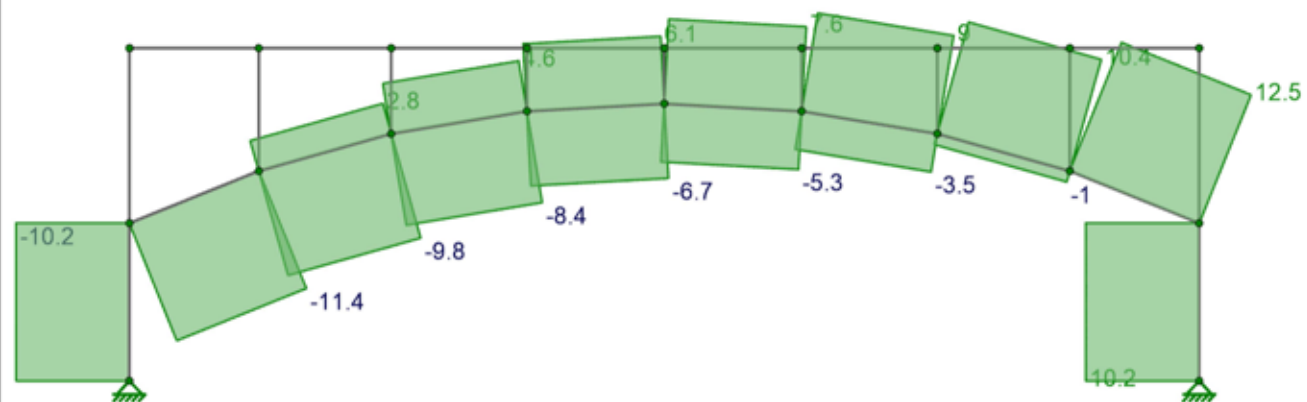
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Corpus Christi PR 22 Bridge\_36.r3d

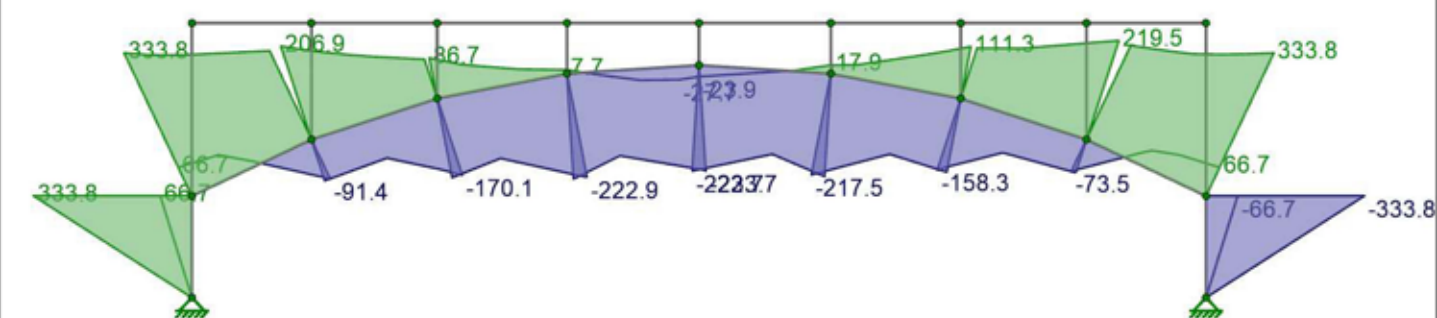
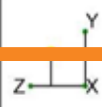






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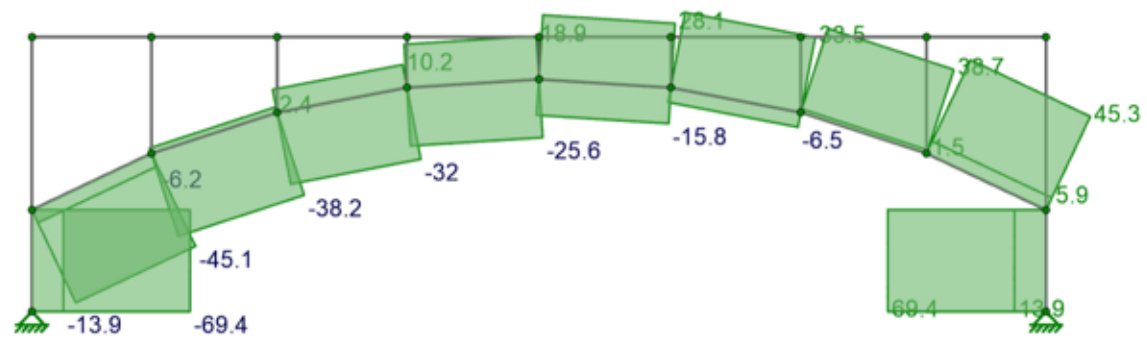
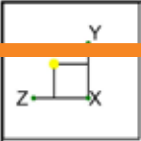
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Envelope Only Solution  
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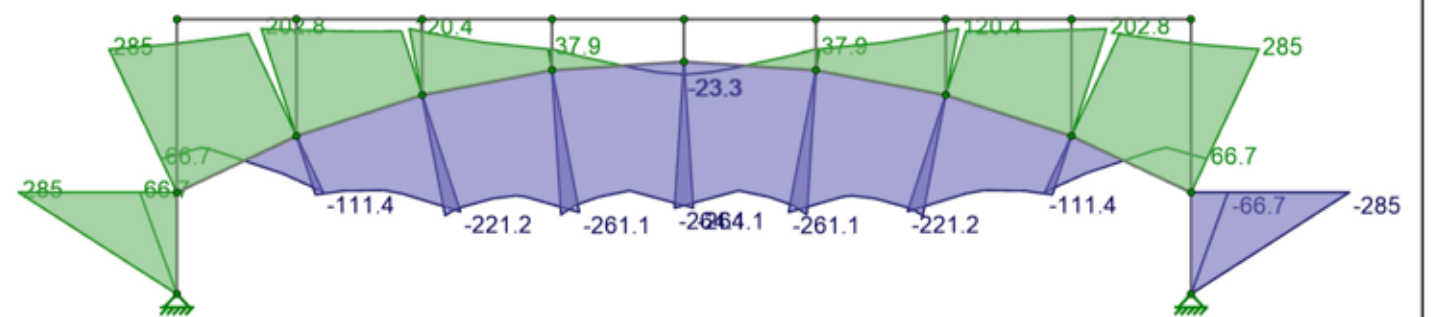
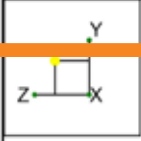


Envelope Only Solution  
Member y Shear Forces (kips) (Enveloped)



Kimley-Horn  
Marco Perez

48 ft\_HL93 Truck + Lane\_2  
Oct 07, 2024 at 01:51 PM  
Corpus Christi PR 22 Bridge\_48.r3d



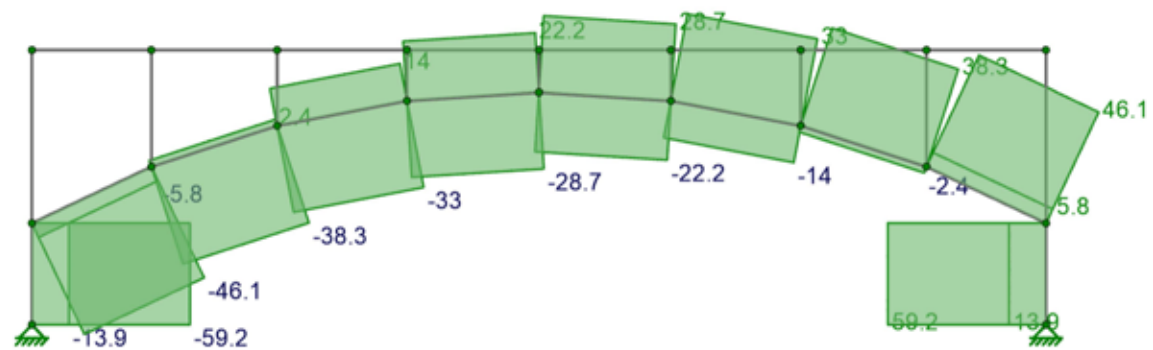
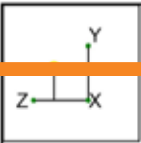
Envelope Only Solution  
Member z Bending Moments (kip-ft) (Enveloped)



Kimley-Horn  
Marco Perez

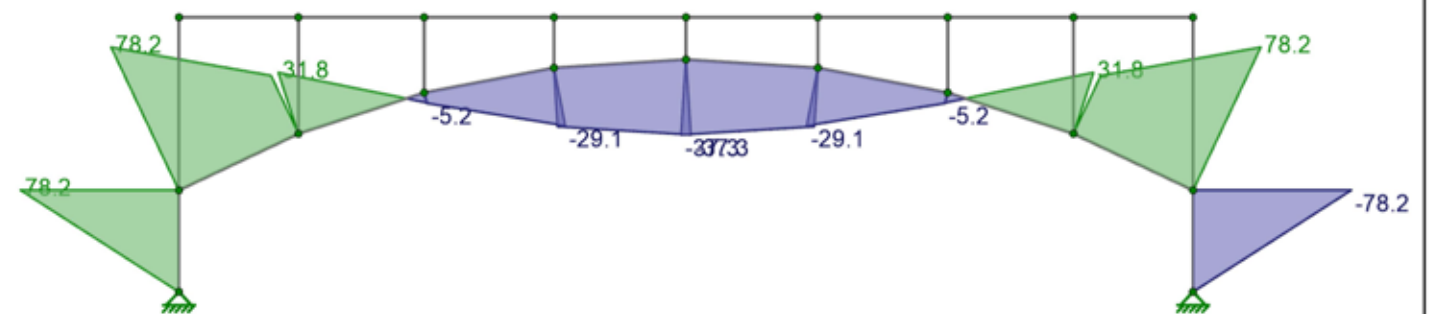
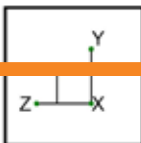
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Envelope Only Solution  
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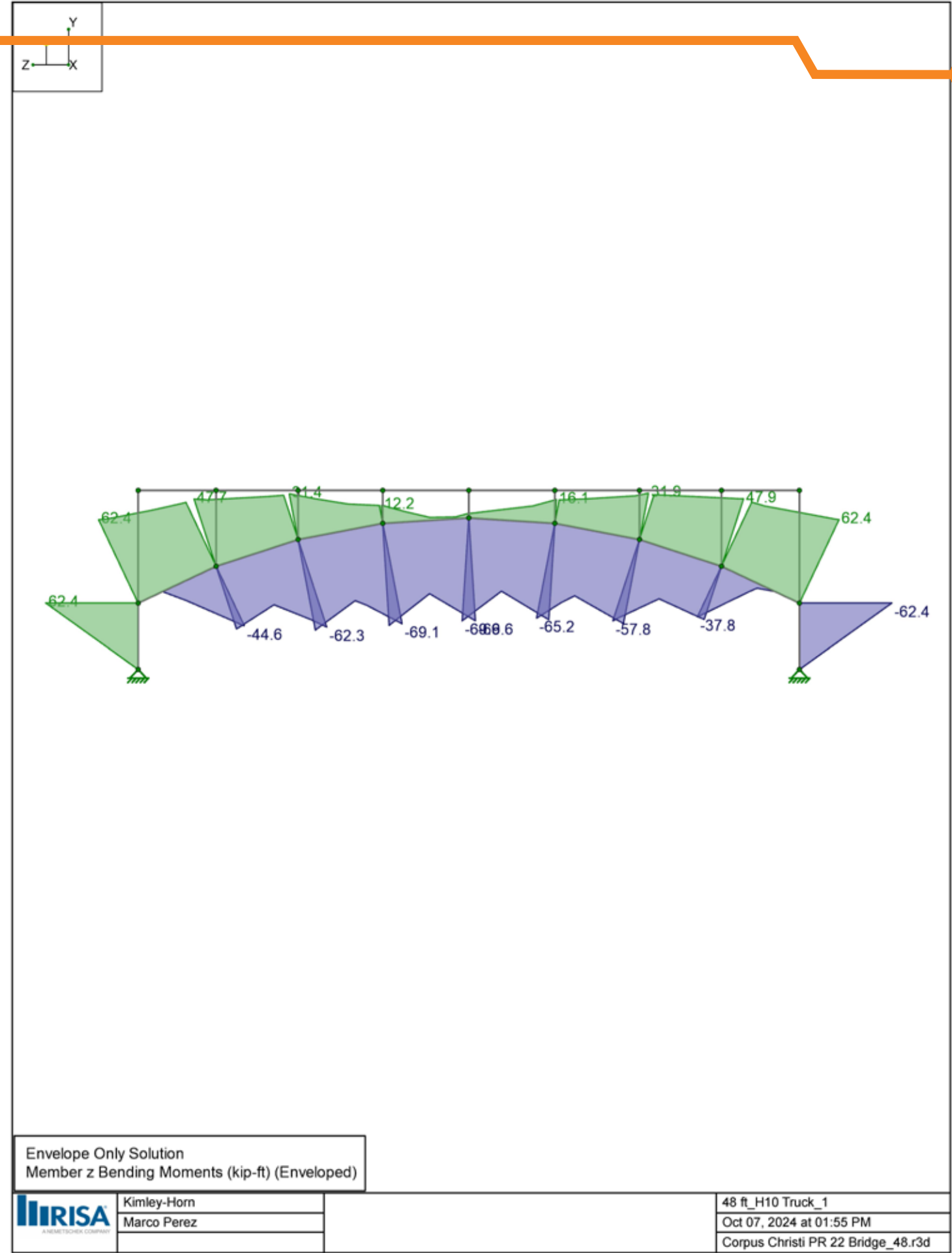
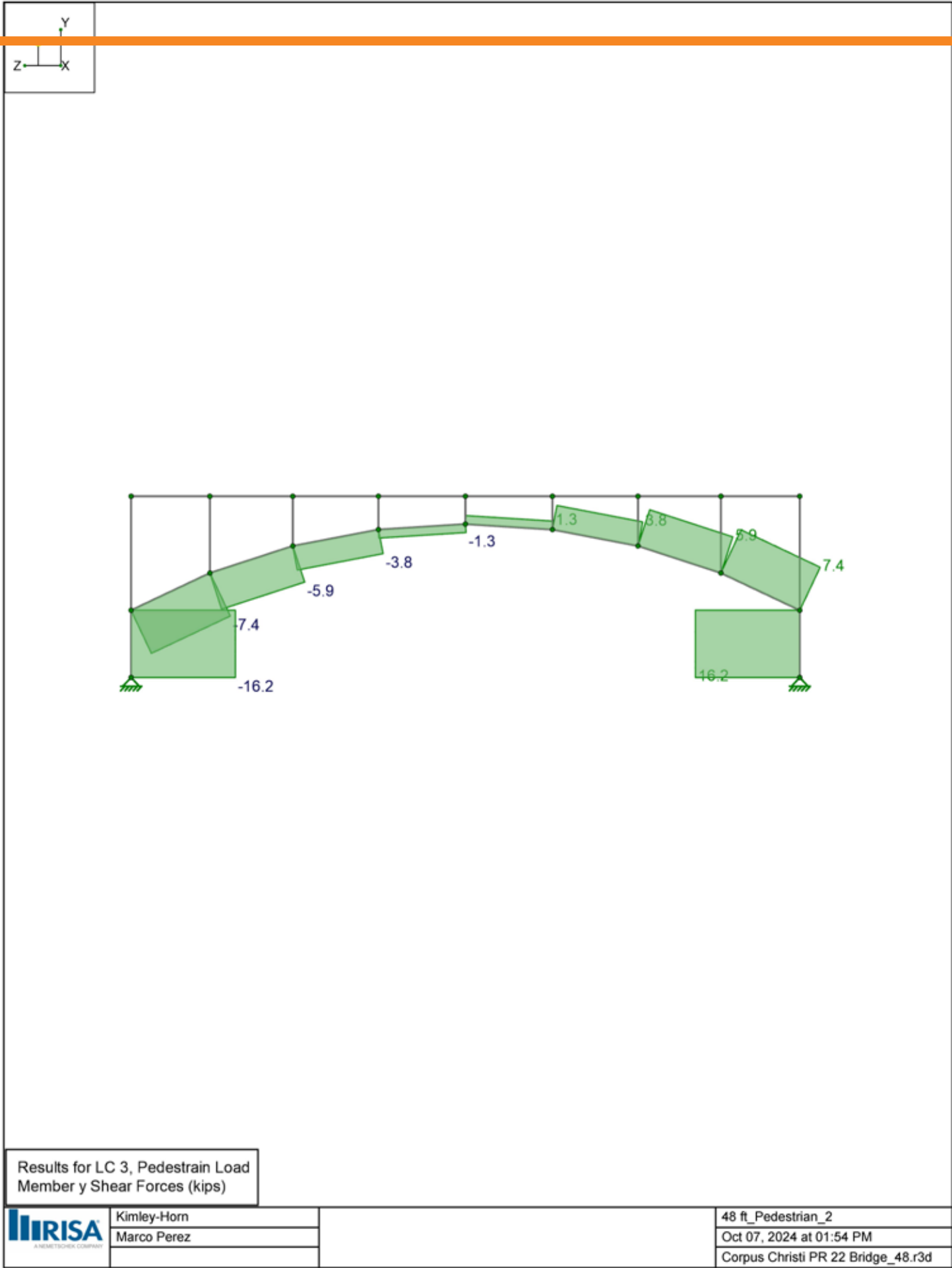


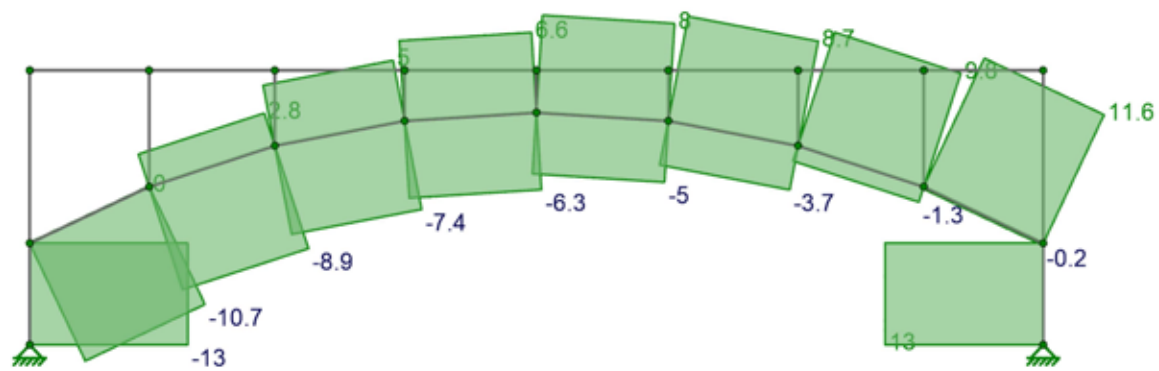
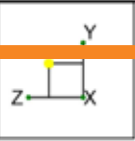
Results for LC 3, Pedestrian Load  
Member z Bending Moments (kip-ft)

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		Corpus Christi PR 22 Bridge_48.r3d









[Inside Cover]

Envelope Only Solution  
Member y Shear Forces (kips) (Enveloped)



Kimley-Horn  
Marco Perez

48 ft\_H10 Truck\_2  
Oct 07, 2024 at 01:56 PM  
Corpus Christi PR 22 Bridge\_48.r3d



