



## **AGENDA MEMORANDUM**

First Reading for the City Council Meeting April 12, 2016  
Second Reading for the City Council Meeting April 19, 2016

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**DATE:** March 21, 2016

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<p><b>Proposed Urban Transportation Plan Amendment - Deletion of the Extension of First National Boulevard between Compton Road and Graham Road</b></p>
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**CAPTION:**

Ordinance amending the Urban Transportation Plan Map, of Mobility CC, a transportation element of the Comprehensive Plan of the City of Corpus Christi, by deletion of the extension of First National Boulevard; amending related elements of the Comprehensive Plan of the City; providing for severance; and providing for publication.

**PURPOSE:**

The purpose of a C1 Minor Residential Collector is to provide internal neighborhood circulation and property access for residents.

**BACKGROUND / FINDINGS:**

Gulf Coast Marine requests the deletion of the extension of First National Boulevard, between Compton Road and Graham Road, from the City's Urban Transportation Plan (UTP) map in Mobility CC. First National Boulevard is designated as a proposed C1 Minor Residential Collector (60 feet right-of-way).

Gulf Coast Marine, property owner, proposes to plat approximately 37 acres of undeveloped land for both residential (single-family homes) and commercial (boat storage) uses. This tract is located south of First National Boulevard between Compton Road and Graham Road in Flour Bluff. A drainage ditch bisects it. The portion of the tract, that abuts Compton Road and is north of the drainage ditch, is approximately 20.6 acres and is zoned CG-2 (Commercial) or RE (Residential Estate). The portion of the tract that abuts Graham Road, which is south of the drainage ditch, is zoned RE (Residential Estate).

First National Boulevard first appeared on Corpus Christi Urban Transportation Plan 1963-1964 as a proposed collector between South Padre Island Drive (SH 358) and Graham Road. The proposed collector still exists on the currently adopted 2010 UTP map. At this time, First National Boulevard is built from the South Padre Island Drive (SPID) SH 358 frontage road to Compton Road. The remaining segment of First National Boulevard, which terminates at Graham Road, is approximately a quarter mile in length. This remaining segment is contained entirely within the tract.

The proposed UTP amendment is to delete the portion of First National Boulevard between Compton Road and Graham Road. This would result in First National Boulevard ending as a tee-intersection with Compton Road. Gulf Coast Marine contends this segment of First National Boulevard is not required, does not preserve orderly traffic flow in the area and will not cause any adverse traffic impacts.

Gulf Coast Marine engaged Maldonado-Burkett Intelligent Transportation Systems, LLP (MBITS) to conduct a Traffic Impact Analysis (TIA). The goal of the TIA was to determine, with ultimate build out, if First National Boulevard could be deleted without having any adverse traffic impacts to adjacent streets and intersections. Their report concluded the new development would have no adverse traffic impacts to existing street system.

Trip generation data for the proposed boat storage is expected to generate six (6) AM peak hour trips and six (6) PM peak hour trips. The proposed residential development is expected to generate eight (8) AM peak hour trips and ten (10) PM peak hour trips. Surrounding intersections were analyzed to determine existing and projected Levels of Service (LOS). The City of Corpus Christi Unified Development Code (UDC) requires new and existing intersections to function at a LOS D or better. Findings of the TIA were that intersections analyzed were functioning at a LOS D or better except for the STOP controlled intersections at Graham Road at Flour Bluff Drive and Graham Road at Waldron Road. Both intersections currently function at a LOS E and are projected to remain at a LOS E.

Staff's findings are the extension of First National Boulevard between Compton Road and Graham Road is impractical and not needed to enhance mobility in the area. Deleting this segment is justified due to the projected low traffic volumes and minimal amount of additional peak hour trips generated by the development. The deletion of this segment is not expected to have an adverse traffic impacts on the existing street system.

#### **ALTERNATIVES:**

Denial of the proposed Urban Transportation Plan Amendment.

#### **OTHER CONSIDERATIONS:**

Not applicable

#### **CONFORMITY TO CITY POLICY:**

The amendment process conforms to City Policy.

**EMERGENCY / NON-EMERGENCY:**

Non-Emergency

**DEPARTMENTAL CLEARANCES:**

Transportation Advisory Commission, Planning Commission, Street Operations, Development Services, and Legal

**FINANCIAL IMPACT:**

☐ Operating      ☐ Revenue      ☐ Capital      ☒ Not applicable

<b>Fiscal Year 2015-2016</b>	<b>Project to Date Expenditures (CIP only)</b>	<b>Current Year</b>	<b>Future Years</b>	<b>TOTALS</b>
Line Item Budget				
Encumbered / Expended Amount				
This item				
BALANCE				

Fund(s):

**Comments:** None

**RECOMMENDATION:**

Staff recommends approval of the proposed Urban Transportation Amendment for deletion of the extension of First National Boulevard between Compton Road and Graham Road.

**LIST OF SUPPORTING DOCUMENTS:**

Presentation  
Ordinance with Attachment