



CITY OF  
**CORPUS CHRISTI**

**AGENDA MEMORANDUM**

Planning Commission Meeting of January 21, 2026

**DATE:** January 21, 2026

**TO:** Micheal Dice, Interim Assistant City Manager & Director of Development Services

**FROM:** Ernesto De La Garza, P.E., Interim Assistant City Manager & Director of Public Works  
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**Corpus Christi Transportation Master Plan “Mobility CC” Developer Amendment  
Request– Removal of Two Proposed C1 Collectors**

**PURPOSE:**

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.

**BACKGROUND AND FINDINGS:**

The Public Works Department oversees the City’s Transportation Master Plan “Mobility CC” which addresses the master planned transportation network in the City of Corpus Christi limits and the City’s Extraterritorial Jurisdiction (ETJ). The master plan is important and utilized for the following reasons:

- Designating the ultimate rights-of-way for collector, arterial, and freeway segments and their alignments to maintain a well-connected street network as the City grows;
- Creating a coordinated plan used by the City and other public agencies when making transportation planning and land acquisition decisions;
- Creating an efficient multi-modal system;
- Defining how roads will be designed and constructed.

Amendments to the plan require Planning Commission recommendation to City Council for action.

**Meadow Ridge**

The Public Works Department received an application to amend “Mobility CC” from MPM Development, the agent for the Meadow Ridge subdivision, on December 5, 2025. Meadow Ridge is an undeveloped tract (15.54-acres) located on the west side of IH 69 and north of County Road 52 within city limits (District 1). The development is proposed to consist of 89 dwelling units. The City’s Transportation Master Plan proposes a C1 Collector alignment (60-ft Right-of-Way dedication) within the development which is comprised of two separate projects:

1. Project 1-AN: 1400' E of CR 69 to 3105' E of CR 69
2. Project 1- AO: 3105' E of CR 69 to 4519' E of CR 69

MPM Development submitted a request for a Transportation Master Plan amendment to delete both projects. They also provided a Peak Hour Traffic (PHT) Form which projected 66 peak Hour AM trips and 88 peak hour PM trips. As part of the request, the developer stated AEP transmission lines easements and acceptance of a preliminary plat for Nemec Towne Center on October 1, 2025 without dedication of a master planned street.

A summary of the developer's request is summarized in the table below.

ID #	Classification	Limits	Proposed (Developer) Modification
Project 1-AN	C1 Collector	1400' E of CR 69 to 3105' E of CR 69	Deletion
Project 1-AO	C1 Collector	3105' E of CR69 to 4519' E of CR69	Deletion

City staff is recommending maintaining both projects on the Transportation Master Plan. However, Project 1-A0 is recommended to terminate at the (east) property line in a cul-de-sac. Staff support is based on the following:

1. The approved Preliminary Plat for River Ridge Unit 4 shows a proposed east/west connection created south of the AEP easement. This plat was approved in 2020 prior to the approval to the updated Transportation Master Plan in 2024 by City Council. Although the Right-of-Way dedication is shown to be 50-ft, it still maintains the intent of the newly adopted Transportation Master Plan.
2. Conformity to *Unified Development Code (UDC) Section 8.2.1.D. External Connectivity* which requires a minimum of two external access points for subdivisions with 81 to 160 buildable lots for the City's existing or future roadway network. The proposed plat only shows one access point onto County Road 52. This is also supported by initial comments from the Corpus Christi Fire Department requiring two points of access to meet Fire Code. Maintaining the Transportation Master Plan provides the second access point to allow connectivity to CR69.

#### 8.2.1.D. External Connectivity

1. Existing streets in adjacent or adjoining areas shall be continued in a new subdivision consistent with the City's Urban Transportation Plan. Whenever connections to anticipated or proposed surrounding streets are required by this Section, the right-of-way shall be extended and the street developed to the property line of the subdivided property (or to the edge of the remaining undeveloped portion of a single tract) at the point where the connection to the anticipated or proposed street is expected. Temporary turnarounds may be required to be constructed at the end of such streets pending their extension when such turnarounds appear necessary to facilitate the flow of traffic or accommodate emergency or service vehicles. No temporary dead-end street shall be permitted in excess of 500 feet unless no other practical alternative is available.
2. Subdivisions shall require sufficient external access points to the City's existing or future roadway network and shall be provided in accordance with Table 8.2.1.E.

Table 8.2.1.E Subdivision External Access Points

Buildable Lots in Subdivision	Min. External Access Points Required
80 or fewer	1
81 to 160	2
161 or more	3

12ccD107.1 One- or two-family dwelling residential developments. Developments of one- or two-family dwellings where the number of dwelling units exceeds 50 shall be provided with two separate and approved fire apparatus access roads.
Exceptions:
1. Where there are more than 30 dwelling units on a single public or private fire apparatus access road and all dwelling units are equipped throughout with an approved automatic sprinkler system, access from two directions shall not be required.
2. The number of dwelling units on a single fire apparatus access road shall not be increased unless fire apparatus access roads will connect with future development, as determined by the fire code official.
13ccD107.2 Remoteness. Where two fire apparatus access roads are required, they shall be placed a distance apart equal to not less than one-half of the length of the maximum overall diagonal dimension of the property or area to be served, measured in a straight line between accesses.
Unless otherwise approved by the Fire Marshal. 14ccNote: This plan review indicates that 89 homes will be constructed. Therefore, per the directives above, two points of access will be required from CR 52. Please submit revised plans indicating these two points of access.
15ccPlatc503.2.5 Dead ends. Dead-end fire apparatus access roads more than 150 feet in length shall be provided with an approved area for turning around fire apparatus.
16ccPlatcTable D103.4 Requirements for Dead-end fire apparatus access roads. Turnaround provisions shall be provided with a 96-foot diameter cul-de-sac.

3. Conformity to *Unified Development Code (UDC) Section 8.2.1.E. Street Layout* which states the “*...arrangement, character, extent, width, and location of all streets...conform to the Urban Transportation Plan...*”

**8.2.1.E. Street Layout**

1. The arrangement, character, extent, width, and location of all streets shall:
  - a. Conform to the Urban Transportation Plan and any applicable area development plan; and
  - b. Be considered in relation to existing and planned streets, to topographical conditions, to public convenience and safety and to the proposed uses of the land to be served by such streets.
2. If a street is not shown in the Urban Transportation Plan or any applicable area development plan, the arrangement of streets in a subdivision shall provide for the continuation of an appropriate projection of existing streets in surrounding areas.

4. This projected design capacity falls within the threshold of a C1 Collector.

Per the Infrastructure Design Manual, the typical cross-sections of a C1 Collector is provided in the table below:

Road	ROW Width (FT)	Travel Lanes	Median Turn Lane	Sidewalk (FT)	Average Daily Trips (Vehicles/Day)
C1 Collector	60	2	No	5	4,000 – 8,000

**Nemec Towne Center Phase 2, Block 1**

The Public Works Department received an application to amend “Mobility CC” from the Stratus firm, the agent for the Nemec Towne Center Phase 2, Block 1 subdivision, on December 17, 2025. Nemec Towne Center Phase 2, Block 1 subdivision is an undeveloped tract (25.343-acres) located on the west side of IH 69 and north of County Road 52. The development is located within City limits in District 1 and the site is planned for commercial use. The City’s Transportation Master Plan proposes a C1 Collector alignment (60-ft Right-of-Way dedication) within the development. The alignment is comprised of the following project:

1. Project 1- AO: 3105' E of CR 69 to 4519' E of CR 69

The Stratus firm submitted a request for a Transportation Master Plan amendment to delete Project 1-AO. They have also provided a Peak Hour Traffic (PHT) Form which projected 186.5 peak Hour AM trips and 276.2 peak hour PM trips. This projected design capacity falls within the threshold of a C1 Collector.

City staff is recommending removal of the project on the Transportation Master Plan. The commercial development will have access to two arterial roadways, IH69 frontage road and County Road 52. Additionally, removal will eliminate impacts of commercial development to adjacent residential developments.

A summary of the developer’s request is summarized in the table below.

ID #	Classification	Limits	Proposed Modification
Project 1-AO	C1 Collector	3105' E of CR69 to 4519' E of CR69	Deletion

**ALTERNATIVES:**

Denial of City Staff recommendations.

**FISCAL IMPACT:**

None.

**RECOMMENDATION:**

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.

**LIST OF SUPPORTING DOCUMENTS:**

Presentation  
MTP Application Requests  
Peak Hour Traffic (PHT) Forms