

## **AGENDA MEMORANDUM**

Public Hearing and First Reading Ordinance for the City Council Meeting of February 11, 2014  
Second Reading Ordinance for the City Council Meeting of February 18, 2014

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**DATE:** January 23, 2014

**TO:** Ronald L. Olson, City Manager

**FROM:** Mark E. Van Vleck, P.E., Director, Development Services Department  
MarkVV@cctexas.com  
(361) 826-3246

<p style="text-align: center;"><b>Urban Transportation Plan Amendment by Spear Consolidated, Ltd.: Deletion of the Future Extension and Connection of Allencrest Drive with Saratoga Boulevard (SH 357)</b></p>
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### **CAPTION:**

Ordinance amending the Corpus Christi Urban Transportation Plan, an element of the Comprehensive Plan of the City of Corpus Christi, Texas, by eliminating the proposed extension of Allencrest Drive southward to Saratoga Boulevard (SH 357); amending related elements of the Comprehensive Plan of the City; providing for severance; and providing for publication.

### **PURPOSE:**

The purpose of this amendment to the Urban Transportation Plan ("Plan") is to eliminate the requirement that the landowner or future developer construct the extension of Allencrest Drive south toward Saratoga Boulevard (SH 357) where it would intersect.

### **RECOMMENDATION:**

- Staff recommends denial of the proposed Plan amendment to remove the future extension of Allencrest Drive from the Plan.
- The Planning Commission and Transportation Advisory Committee recommend approval of the proposed Plan amendment citing increased traffic into the Crestmont Subdivision.

## **BACKGROUND AND FINDINGS:**

The purpose of the extension of Allencrest Drive (See Exhibit A) from its current dead-end location is to:

- Provide an alternative entrance and exit for the residents of the Crestmont Subdivision. Currently, Allencrest Drive provides access to Ayers Street for approximately 425 dwellings.
- Provide an intersection on Saratoga Boulevard (SH 357) consistent with City standards for collector street intersection spacing. Collector street intersections should be spaced between 0.25 and 0.50 miles from arterial street intersections. An intersection at the extension of Allencrest Drive with Saratoga Boulevard (SH 357) would be approximately 0.50 miles from Ayers Street and 0.50 miles from Kostoryz Road.
- To provide a potential location for a traffic signal on Saratoga Boulevard (SH 357) should traffic warrant a signal in the future.

The extension of Allencrest Drive as a collector street has been shown on the City's Urban Transportation Plan since at least 1963. The construction of the Crestmont Subdivision Unit 8 in 1983 shows a subdivision that complied with the requirements of the City's Urban Transportation Plan.

The City's Traffic Engineer has provided an analysis of the purpose and need for the extension of Allencrest Drive in Exhibit D.

The Fire Department objects to the removal of the Allencrest Drive extension because access to Saratoga Boulevard (SH 357) would reduce emergency vehicle response time by 1.5 minutes.

Neighbors of the Crestmont Subdivision appeared at the Planning Commission hearing on December 18, 2013, to express their concerns about removing the Allencrest Drive extension. One neighbor felt that extending Allencrest Drive to Saratoga Boulevard would provide better circulation as opposed to having a dead-end. Also, with frequent criminal activity occurring in a Crestmont neighborhood park, one neighbor felt that the Police officers would be able to respond faster and more stealthily if they had access to the neighborhood park from Saratoga Boulevard.

In summary the extension of Allencrest Drive to Saratoga Boulevard (SH 357) will:

- Provide secondary entrance and exit to the subject property and abutting neighborhood;
- Provide an appropriate location for traffic signalization that will serve both the subject property and the abutting neighborhood;
- Provide secondary emergency access to the property and neighborhood;
- Provide value to the property by making the site accessible to east bound traffic on Saratoga Boulevard (SH 357) and the abutting neighborhood;
- Comply with the design standards of the Unified Development Code (see Conformity to City Policy below); and
- Comply with the Comprehensive Plan.

Spear Consolidated, Ltd., expressed concern that the landowner was never notified that the Allencrest Drive would be required to be extended to Saratoga Boulevard (SH 357) as shown on the Urban Transportation Plan (“Plan”). State law and City ordinance require public hearing prior to the adoption of the Plan or prior to amending the Plan. As required by the Texas Open Meetings Act, the public was notified of the Plan by the posting of the agenda 72 hours in advance of the Planning Commission and City Council public hearings. Additionally, as a matter of practice, the City publishes notice of the public hearings regarding the Plan in the newspaper prior to both Planning Commission and City Council public hearings.

The landowner was also notified by mail about the Crestmont Subdivision’s layout and street configuration when the subdivision was platted in 1983. As required by law, the City sent public hearing notices to the landowners adjacent to the Crestmont Subdivision. The Planning Commission public hearing minutes from 1983 do not show any objections to the subdivision plat or comments on Allencrest Drive (see Exhibit C).

**ALTERNATIVES:**

Recommend a cul-de-sac be placed at the end of Allencrest Drive on the requesting landowner’s property if the proposed Plan amendment is approved.

**OTHER CONSIDERATIONS:**

Not applicable

**CONFORMITY TO CITY POLICY:**

The extension of Allencrest Drive to Saratoga Boulevard (SH 357) is consistent with the following City policies/codes:

**Comprehensive Plan:** The requirement to extend Allencrest Drive is consistent with the Mobility Plan CC / Urban Transportation Plan. The function of the collector street is to “...‘collect’ neighborhood traffic and strategically direct the traffic to the arterial grid system....The ideal collector street intersection spacing between arterials is 0.25 to 0.50 miles apart.”

**Unified Development Code (UDC):**

Section 8.2.1.D “External Connectivity” states:

1. Existing streets in adjacent or adjoining areas shall be continued in a new subdivision...; and
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.

<u>Buildable Lots in Subdivision</u>	<u>Minimum External Access Points Required</u>
80 or fewer	1
81 to 160	2
161 or more	3

Crestmont Subdivision Units 8 and 9 have only one direct point of external access to the City's existing or future roadway network. Not extending Allencrest Drive to Saratoga Boulevard (SH 357) would violate the intent of UDC Section 8.2.1.

**EMERGENCY / NON-EMERGENCY:**

Non-Emergency

**DEPARTMENTAL CLEARANCES:**

The Departments of Engineering Services, Development Services, and former Planning and Environmental Services recommend denial of the proposed plan amendment.

Planning Commission and Transportation Advisory Committee recommended approval of the proposed Plan amendment.

**FINANCIAL IMPACT:**

Operating       Revenue       Capital       Not applicable

<b>Fiscal Year: 2013-2014</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				
<b>BALANCE</b>				

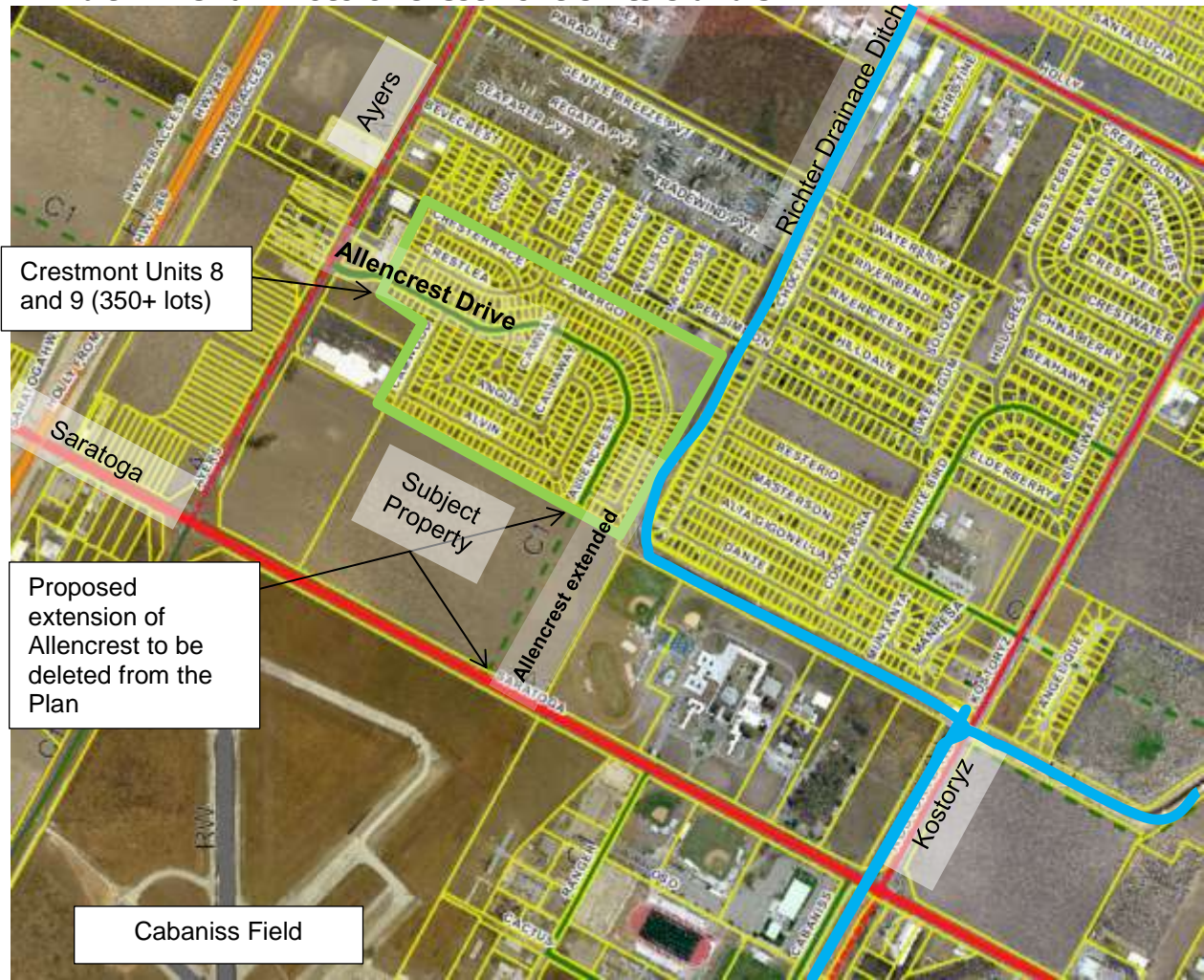
Fund(s):

**Comments:** None

**LIST OF SUPPORTING DOCUMENTS:**

- Exhibit A: Aerial Photo of the Crestmont Subdivision Units 8 and 9
- Exhibit B: Excerpt from the Urban Transportation Plan
- Exhibit C: Excerpt from Planning Commission Minutes from July 5, 1983, regarding Crestmont Subdivision Unit 8
- Exhibit D: Memo from City Traffic Engineer
- Exhibit E: Landowner's Request

# Exhibit A: Aerial Photo of Crestmont Units 8 and 9



Crestmont Units 8 and 9 (350+ lots)

Proposed extension of Allencrest to be deleted from the Plan

Cabaniss Field

**Exhibit B: Excerpt from the Urban Transportation Plan**



**Urban Transportation Legend Street Type & Required Right-of-Way**

Urban Streets	Design Feature	No. of Lanes	Existing	Proposed
<b>Collectors</b>				
C1 / 60'		2		
C2 / 65'	Cont. L/T	3		
C3 / 75'		4		
<b>Parkways/Gulf Beach Access</b>				
P1/80'	Bikeway	2		
CB	Gulf Beach			
PA/60'	Beach Parking			
<b>Arterials</b>				
A1 / 95'	Cont. L/T	5		
A2 / 100'	Median	4		
A3 / 130'	Median	6		

Exhibit C: Excerpt from Planning Commission minutes July 5, 1983 - Crestmont Unit 8 Subdivision

Planning Commission Minutes  
July 5, 1983

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P783-71 PORT'S MEADOW (Preliminary - 177.11 acres)  
Located between S. Padre Island Drive (SH 358) and Holly Road east of  
Lexington Road

It was moved, seconded and passed that this plat be denied, subject however  
to approval upon satisfactory compliance with the following conditions:

- (1) Dickinson Street name being changed to avoid a duplication;
- (2) Relocate the park area south of the drainage right-of-way;
- (3) The drainage plan conforming to the Master Storm Drainage Plan;
- (4) Verify that the drainage right-of-way is adequate;
- (5) Indicating a bridge crossing the drainage right-of-way;
- (6) The 40' road dedication crossing the property in an east-west direction  
being abandoned by City Council action or indicate the street.

P783-72 WILLOWOOD UNIT V (Final - 11.583 acres)  
Located north of the extension of Woodway Creek Drive south of the  
extension of Hilltop Road and west of Violet Road

It was moved, seconded and passed that this plat be tabled for two weeks.

P783-73 WOODLAWN ESTATES, BLOCK 8, LOT 5A (Final replac - 0.30 acre)  
Located south of Daly Drive and west of S. Padre Island Drive (SH 358)

It was moved, seconded and passed that this plat be approved as submitted.

1. BRECKENRIDGE UNIT 6 (Preliminary - 50.36 acres)  
Located north of Cedar Pass Drive (County Road 26) and east of the extension  
of Weber Road (FK 43)

It was moved, seconded and passed that this plat be denied, subject however  
to approval upon satisfactory compliance with the following conditions:

- (1) Contractual annexation;
- (2) A bridge contract;
- (3) The lift station site, size, and location being reviewed by the  
Engineering Department;
- (4) A 20' yard requirement line along the street frontage around the park.

2. COBURN CHRISTI INDUSTRIAL PARK (Preliminary - 80 acres)  
Located west of McKinzie Road immediately north of the City limit line  
crossing of McKinzie Road

It was moved, seconded and passed that this plat be tabled for two weeks.

3. CRESTMONT SUBDIVISION UNIT 8 (Final - 38.18 acres)  
Located east of Ayers Street north of Saratoga Boulevard

It was moved, seconded and passed with Conoly abstaining that this plat be  
denied, subject however to approval upon satisfactory compliance with the  
following conditions:

- (1) Construction plans;
- (2) A 20' yard requirement line along both street frontages on lot 12 in  
Block 2.

4. INDUSTRIAL HEIGHTS SECTION 2, BLOCK 3, LOTS 3-12 (Final - 5.58 acres)  
Located north of Hopkins Road and west of Corn Products Road

It was moved, seconded and passed that this plat be denied, subject however  
to approval upon satisfactory compliance with the following conditions:

- (1) A Sanitary Sewer System acreage fee of \$3,344.00 being paid;
- (2) Compliance with the Water Distribution System Standards;
- (3) A drainage plan.

## Exhibit D: Traffic Engineering



## MEMORANDUM

**DATE:** December 11, 2013  
**TO:** Bob Payne, AICP, Senior City Planner  
**FROM:** Raymond Chong, P.E., PTOE, PTP, City Traffic Engineer

Allencrest Drive Extension as Collector Street  
in Urban Transportation Plan

### **PURPOSE:**

This memorandum is a review of Allencrest Drive Extension as collector street in the Urban Transportation Plan.

### **BACKGROUND:**

Under the "Transportation" element of Comprehensive Plan, mandated by the City Charter, The Urban Transportation Plan consolidates policies and street networks contained in the City's Adopted Area Development Plans. Roadways are classified as Urban Streets and Rural Streets on the streets network.

Allencrest Drive is classified as C1— Minor Residential Collector with right of way of 60 feet width and two travel lanes.

The *Highway Functional Classification: Concepts, Criteria and Procedures, 2013 Edition*, describes the procedures and processes for assigning functional classifications to roadways and adjusting urban area boundaries.

The relationship between mobility and land access: Arterials provide mostly mobility; Locals provide mostly land access; and Collectors strike a balance between the two. Context Sensitivity and Livability form the environment through which Mobility and Access should be considered.

Collectors serve a critical role in the streets network by gathering traffic from Local Roads and funneling them to the Arterial network.

- Serve both land access and traffic circulation in lower density residential and commercial/industrial areas
- Penetrate residential neighborhoods, often only for a short distance
- Distribute and channel trips between Local Roads and Arterials, usually over a distance of less than three-quarters of a mile



- Operating characteristics include lower speeds and fewer signalized intersections

In America, the best transportation planning practice in street network recommends the placement of collector at spacing with arterial at least every ½ mile.

### **FINDINGS:**

Allencrest Drive serves as collector street for the Crestmont Subdivision about 425 dwelling units as its only external access point with Ayers Street, an arterial street. Its extension would connect with Saratoga Boulevard, an arterial street. It would provide another important external access point for the Crestmont Subdivision. Ideally, there should be at least three external access points.

The existing traffic volumes (year) in the area are:

- Allencrest Drive – 1,170 vehicles per day (2008)
- Ayers Street – 7,215 vehicles per day (2010)
- Saratoga Boulevard – 23,380 vehicles per day (2013)

According to the regional travel demand model, the projected traffic volumes for year 2040 are forecast as:

- Ayers Street – 8,500 vehicles per day
- Saratoga Boulevard – 22,200 vehicles per day

Development traffic growth in the area has resulted in higher traffic volumes than anticipated on Saratoga Boulevard.

The proposed segment to extend Allencrest Drive to Saratoga Boulevard will provide shorter distance from neighborhoods to schools comparing with existing routes using Ayers Street or Kostoryz Road. It also will provide safer route with less traffic (Arterial vs. Collector).

### **RECOMMENDATION:**

To protect integrity of Urban Transportation Plan and its policies, Engineering Services Department recommends that Allencrest Drive Extension remains as a collector street in the Urban Transportation Plan.

## **Exhibit E: Property Owner Request**

November 15, 2013

Bob Payne  
[bobpayne@cctexas.cc](mailto:bobpayne@cctexas.cc)

I appreciate you taking time today to discuss an item on the 54 acre track off of Saratoga that our family has owned since 1961. As you are well aware, we are seeking to cut out a small piece of the property at the southeast corner of which is going to require a replat of the property and also zoning of the 4 acre site that we have a prospective buyer to build a building.

In the process we discovered that at some time unbeknownst to us or any member of our family the City had a preliminary plan to provide a road from Allencrest to Saratoga Blvd. This item that was put in by long term planning. The road would be some 1200' in length would create damage to the development value of our property at that particular location.

You had indicated that there was a meeting coming up that I could go to whereby I could request that that proposed right-of-way extension of Allencrest to Saratoga be removed. If you could please put me on that Agenda and give me a little bit more information on the meeting and where it is and so forth, I would appreciate it.

If you have any questions on any of this email, please give me a call at 883-5588.

Thanks,

Morgan Spear, Architect