

AGENDA MEMORANDUM

Planning Commission Meeting of August 10, 2022

DATE: August 10, 2022

TO: Al Raymond, Director of Development Services

FROM: Sergio Luna, Engineer II, Development Services
sergiol@cctexas.com
(361) 826-3568

Azali Estates Unit 3

Request for a plat waiver for One Way Cycle Track Construction (both sides)
in Section 3.8.3.C of the Unified Development Code

BACKGROUND:

We, Bass & Welsh Engineering, on behalf of Dorsal Development, owners of the referenced property, would like to request a waiver to deviate from the One- Way Cycle Track (both sides) street standard to build a 10' walkway/path and reduce the size of the walkway/path to 5' on one side of the street

The subject property, known as the proposed **Azali Estates Unit 3** (13.841 acres +/-), located east of Azalli Drive. The land is zoned "RS 4.5" District. The City of Corpus Christi annexed the area in 1995. The property is located east of Karo Street and south of drainage channel 31. The Bicycle Mobility Plan has a One-Way Cycle Track (both sides) along a Parkway Collector (P1) alignment.

Table 8.2.1.C Non-Local Street Standards Table

| | ROW Width (ft.) | BB Width (ft.) | Through Lanes | Median/ Turn Lane | Spacing (miles) | Sidewalk** (ft.) | Back of Curb to Property Line (ft.) | Avg. Daily Trips |
|------------------------------|-----------------------|----------------------|------------------|----------------------|--------------------|---------------------|--|---------------------|
| Non-local Streets* | | | | | | | | |
| Minor Res. Collector (C1) | 60 | 40 | 2 | No | 0.25 to 0.50 | 5 | 10 | 1,000 - 3,000 |
| Secondary Collector (C2) | 65 | 41 | 3 | Center turn | 0.25 to 0.50 | 5 | 12 | 2,000 - 5,500 |

| Table 8.2.1.C Non-Local Street Standards Table | | | | | | | | |
|--|-----------------|----------------|---------------|-------------------|-----------------|------------------|-------------------------------------|------------------|
| | ROW Width (ft.) | BB Width (ft.) | Through Lanes | Median/ Turn Lane | Spacing (miles) | Sidewalk** (ft.) | Back of Curb to Property Line (ft.) | Avg. Daily Trips |
| Primary Collector (C3) | 75 | 50 | 4 | No | 0.25 to 0.50 | 5 | 12.5 | 4,000 – 8,500 |
| Parkway Collector (P1) | 80 | 40 | 2 | -- | 0.25 to 0.50 | 5 to 8 | 14.5 to 25.5 | 1,000 – 3,000 |

A One-way Cycle Track (both sides) would require 11' walkway path on both sides of the collector in lieu of a 5- sidewalk on one side and an 8' sidewalk on the other side of the street. **The waiver request** is to build a 10' walkway/path on one side and a 5' sidewalk on the other side of the 1,420' One-Way Cycle Track (both sides) running through the middle of the development to Channel 31.

STAFF ANALYSIS and FINDINGS:

UDC Section 3.8.3.C.2 states that the preliminary plat is consistent with the Comprehensive Plan, Utility Master Plans and any other adopted plans as they relate to:

- The City's future streets, sidewalks, alleys, public open space and other public improvements; and
- The extension of the city limits or the extension, improvement or widening of its roads, taking into account access to and extension of water, storm water and wastewater mains and the instrumentalities of public utilities.

UDC Section 8.1.3.A states that all infrastructure and public improvements shall be designed and installed in accordance with the Comprehensive Plans and applicable area development and master plans.

UDC Section 8.1.4: During platting the "developer shall provide:

- Streets, including but not limited to pavement, curb and gutter, sidewalks, roadside ditches, hike and bike trails...."

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:

- 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;
- The conditions that create the need for the waiver shall not generally apply to other property in the vicinity.
- Application of a provision of this Unified Development Code will render subdivision of land unfeasible; or
- The granting of the waiver would not substantially conflict with the Comprehensive Plan and the purposes of this Unified Development Code.

Factors in Support of the waiver request

The applicant states that

1. A 10' walkway/bike path on one side and a 5' walkway on the other side would be sufficient. This would allow pedestrian passage on both sides of the street with bike passage on one side.
2. This waiver would save development cost generally but also very substantially at the bridge crossing of Channel 31 where it would save 5' of bridge length.

Factors weighing against the waiver request

1. UDC Section 3.8.3.C.2 states that the preliminary plat is consistent with the Comprehensive Plan, Utility Master Plans and any other adopted plans. **This includes the Bicycle Mobility Plan.**
2. The One-Way Cycle Track is clearly defined on the Bicycle Mobility Plan. Not building these tracks will remove the connectivity of bicycle network and future construction of a quarter of a mile that is part of the trail.
3. Building these tracks will promote future pedestrian and bicycle traffic as the area grows. **Azalli Estates Unit 3 plat indicates that there are 59 lots that will be developed.** This development along with the current and the rest of the future Azalli Estates development phases will generate pedestrian and bicycle traffic.
4. The properties along the proposed One-Way Cycle Track from Drainage Channel 31 to Yorktown Blvd. are unplatted, so an approximately 3000' in length One-Way Bicycle Track (both sides) can be constructed as properties plat. Yorktown Blvd. from Rodd Field Road to the Oso Creek bridge is a CIP project under design.
5. The Del Mar College South Campus and Bill Witt Regional Park are within one mile from the property. A future CCISD school campus is proposed south of Yorktown Blvd. within have a mile from the property. All of these will generate pedestrian and bicycle traffic.
6. The 80' street right of way provides sufficient space for the track (both sides).
7. This project could be eligible for city participation funds UDC 8.4.1.C

STAFF RECOMMENDATION:

Staff recommends

- **Disapproval of the waiver** request to deviate from the One- Way Cycle Track (both sides) street standard and reduce the size of the 10' walkway/path to 5' on one side of the street.

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

LIST OF SUPPORTING DOCUMENTS:

Exhibit A – Final Plat
Exhibit B – Waiver Request Letter
Exhibit C – Street Section
Exhibit – PowerPoint Presentation

Exhibit A

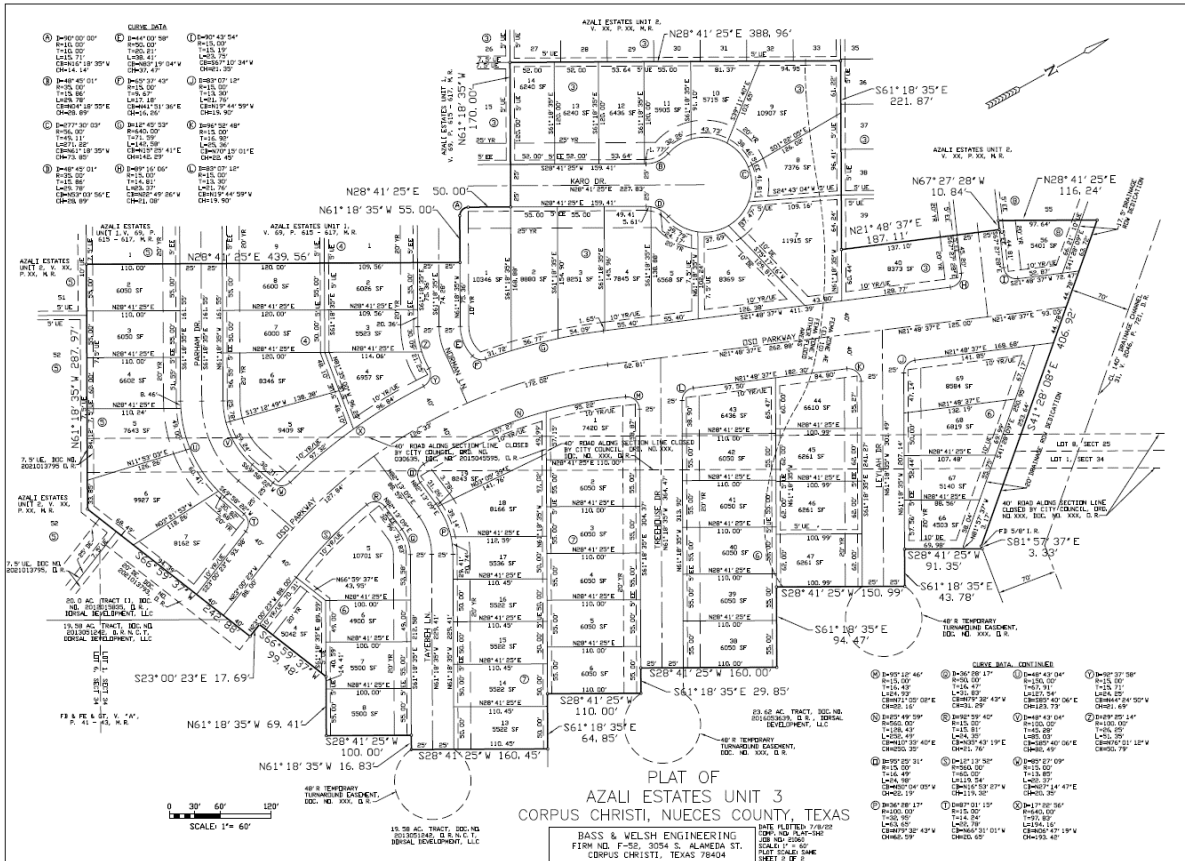


Exhibit B

MURRAY BASS, JR., P.E., R.P.L.S.
NIXON M. WELSH, P.E., R.P.L.S.
www.bass-welsh.com

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August 3, 2022
21060-Waiver Request.doc

Mark Orozco
City of Corpus Christi
Department of Development Services
2406 Leopard St.
Corpus Christi, Texas 78408

Subject: Waiver - Azali Estates Unit 3


Dear Mark:

It is my understanding that the present City requirement for Oso Parkway is to have a 10' walkway/bike path on both sides of the street. I believe that a 10' walkway/bike path on one side and a 5' walkway on the other side would be sufficient. This would allow pedestrian passage on both sides of the street with bike passage on one side.

This waiver would save development cost generally but also very substantially at the bridge crossing of Channel 31 where it would save 5' of bridge length.

Please accept this letter as my request that the PC grant a waiver to not have the 10' walk/bike path on both sides of the street. Thank you.

Sincerely,



Nixon M. Welsh, P.E.

NMW:sab

Exhibit C

