



AGENDA MEMORANDUM

Public Hearing for the Planning Commission Meeting of February 22, 2017

DATE: February 10, 2017

TO: Planning Commission

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Urban Transportation Plan Amendment –
Realigning a Planned C1 Collector Street System Involving Norchester Drive, Zenith Drive, Evans Road and Acushnet Drive

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 realigning a proposed C1 Minor Residential Collector street system proposed south of Saratoga Boulevard from intersecting at Norchester Drive to intersecting at Zenith Drive and connecting with Evans Road to the south and Acushnet Drive to the east; amending related elements of the Comprehensive Plan of the City; providing for severance; and providing for publication.

PURPOSE:

The purpose of this item is to change the City's Urban Transportation Plan map by realigning two planned streets to accommodate a proposed development in the area southwest of the Saratoga Boulevard/Weber Road intersection.

BACKGROUND AND FINDINGS:

The City's Urban Transportation Plan (UTP) Map proposes a north-south C1 Collector connecting Evans Road to Saratoga Boulevard and connecting to Acushnet Drive, an east-west C1 Collector. When aligned with Norchester Drive, this planned C1 Collector is split between Cabaniss Field (government property) and private property before jogging to the east to tie into Acushnet Drive. Each property owner is responsible to build their half of the master planned street.

A developer submitted a preliminary plat for a 28.5-acre tract of land that is currently zoned for commercial and light industrial uses. Preliminary plats are required to comply with City master plans. The preliminary plat does not conform to the City's

UTP map. The preliminary plat shows the proposed extensions of existing streets (Zenith Drive, Acushnet Drive, and Evans Road), but it does not show the extension of the planned C1 Collector, Norchester Drive, as designated on the UTP map. All of the existing streets contained within the plat boundary have a 60-foot right-of-way.

The developer's proposal not to build the C1 Collector (aligned with Norchester Drive) is based on challenges in obtaining right-of-way from the adjacent property owner, who is the federal government (Department of the Navy). The City cannot require the federal government to dedicate right-of-way. Another challenge presented is the *Grant of Easement* signed in 1985 which granted a drainage easement, on government property to the City, for a period of 50 years. The federal government (acting through the Department of the Navy), granted an easement to the City of Corpus Christi for the "...construction, installation, operation, maintenance, repair, and replacement of a drainage ditch..." This agreement states that upon termination, the City "...at its expense shall remove, to the extent requested by the Government, improvements installed ..."

The developer requests the deletion of the current UTP-designated C1 Collector that borders private property and federal property and aligns with Norchester Drive on the opposite side of Saratoga Blvd. Instead, the developer proposes to extend Zenith Drive, of which approximately 380 feet is already constructed to the C1 Collector street design standards, south to Evans Road and east to the proposed Acushnet Drive. The extension of Zenith Drive would become the western terminus of Acushnet Drive.

The proposed amendment maintains the intent of the UTP map by providing connectivity south of Saratoga Blvd and east to Acushnet Drive. This alignment also allows for a future three-legged "T" signalized intersection at the intersection with Saratoga Boulevard, if a traffic signal warrant analysis indicates requirements were met.

ALTERNATIVES:

Staff considered maintaining the proposed C1 collector alignment between private property and federal property. City staff would recommend the removal of the current jog in the proposed alignment, as shown on the UTP Map, and propose a straight alignment that provides for a 90-degree intersection at Acushnet Drive. As part of Option B, the private developer would be required to dedicate 30' of right-of-way for future construction of the master planned street. Under this scenario, however, street construction would not occur until the City is able to obtain right-of-way from the federal government.

OTHER CONSIDERATIONS:

Not applicable

CONFORMITY TO CITY POLICY:

The proposed amendment conforms to City policy.

EMERGENCY / NON-EMERGENCY:

Non-Emergency

DEPARTMENTAL CLEARANCES:

Street Operations (Traffic Engineering), Planning, and Development Services

FINANCIAL IMPACT:

☐ Operating

☐ Revenue

☐ Capital

☒ Not applicable

Fiscal Year: 2016-2017	Current Year	Future Years	TOTALS
Line Item Budget			
Encumbered / Expended Amount			
This item			
BALANCE			

Fund(s):

Comments: Not Applicable

RECOMMENDATION:

Staff and the Transportation Advisory Commission recommend approval of the UTP map amendment as presented.

LIST OF SUPPORTING DOCUMENTS:

Ordinance

PowerPoint Presentation