



## **AGENDA MEMORANDUM**

For the Planning Commission Meeting of July 25, 2018

**DATE:** July 18, 2018

**TO:** Nina Nixon-Mendez, FAICP, Director, Development Services Department

**FROM:** Kathleen Holmes, CFM, Project Manager, Development Services Department

### **Urban Transportation Plan Amendments**

deleting a proposed A2 Arterial segment of CR 52 between IH 69 and Haven Drive; realigning proposed Yellow Oak Avenue and at the intersection with CR 48, extend southward as an RA1 Minor Rural Arterial to intersect with proposed east/west RA1 Minor Rural Arterial; realigning proposed arterial CR 48 between FM 1694 (Callicoate Rd) and FM 24 (Violet Rd) to the northeast and redesignate as a Local Rural Street; deleting a segment of proposed C1 Collector Oregon Trail; designating a segment of Haven Road from FM 24 to proposed point near north/south Collector west of Warrior Drive as a C1 Collector; deleting a proposed C1 Collector segment from Oregon trail to the intersection near FM 1694; adding an RA1 Minor Rural Arterial between IH 69 and FM 24, redesignating proposed C1 Collector to an RA1 Minor Rural Arterial between IH 69 and FM 24; and, adding a proposed rural street designation of (RS1) Local Rural Street to the UTP

### **PURPOSE:**

The purpose of this item is to change the City's Urban Transportation Plan (UTP) map by realigning, redesignating, adding and deleting a series of proposed roads to accommodate a proposed 297.80-acre industrial development located in the Extraterritorial Jurisdiction (ETJ) area of the City of Corpus Christi, and to provide improved traffic flow relative to current area development.

### **BACKGROUND AND FINDINGS:**

EPIC Midstream Holdings, LLC, is proposing to construct an industrial facility on a 297.80-acre site within the extraterritorial jurisdictional boundaries of the City of Corpus Christi. This industrial facility will process natural gas liquids from area pipelines. Natural gas liquids (NGL) product flows through an extensive network of

pipelines. EPIC will finish the last phase of their new pipeline in the spring of 2019. This pipeline will link Corpus Christi to NLG reserves from the northwest Texas Permian and south Texas Eagle Ford fields. The EPIC Midstream facility is expected to be operational by June of 2021, with construction expected to commence in 2019.

To accommodate EPIC Midstream facility site requirements, amendments to the UTP map are proposed. Developer-initiated proposed amendments to the UTP accommodate the proposed industrial facility location. These proposed amendments have been reviewed by Staff with a resulting reorganization of street connections providing an improvement in right-of-way alignment while accommodating future traffic flow.

Epic Midstream's daytime operational staff is expected to be thirty employees at a maximum. Fewer than ten employees will be on site during the night shift. No transport of materials in or out of this industrial facility will occur once the facility is operational.

The proposed amendment to the City Urban Transportation Plan (UTP) map will:

- 1) Delete a proposed A2 Arterial segment of CR 52 between IH 69 and Haven Drive;
- 2) Realign proposed Yellow Oak Avenue and at the intersection with CR 48, extend southward as an RA1 Minor Rural Arterial to intersect with proposed east/west RA1 Minor Rural Arterial;
- 3) Realign proposed arterial CR 48 between FM 1694 (Callicoate Rd) and FM 24 (Violet Rd) to the northeast and redesignate as a Local Rural Street;
- 4) Delete a segment of proposed C1 Collector Oregon Trail;
- 5) Designate a segment of Haven Road from FM 24 to proposed point near north/south Collector west of Warrior Drive as a C1 Collector;
- 6) Delete a proposed C1 Collector segment from Oregon trail to the intersection near FM 1694;
- 7) Add an RA1 Minor Rural Arterial between IH69 and FM 24, and;
- 8) Redesignate proposed C1 Collector to an RA1 Minor Rural Arterial between IH 69 and FM 24.

Arterial streets bring traffic to and from the freeway and accommodate high volumes of cross-town traffic. The ideal design of the arterial system is characterized by a grid street pattern with arterial spacing at one to one and one-half miles. Efficient movement is the primary function of arterial roads, hence, private access and frontage should be controlled and limited to high volume generators like shopping centers, universities, employment centers, etc.

Collector and Local Rural streets provide access to local, other collector, and arterial streets. The lowest order of collector streets is designed to collect local streets with the intent of connecting to an arterial grid system.

The proposed extension of County Road 52, as an A2 arterial, will be deleted between IH 69 and its connection with Haven Drive. Deletion of this segment of CR 52 solves the cost issue of an arterial road crossing a railway line northwest of Callicoatte Road where no crossing currently exists.

County Road 48 will be realigned to the northeast and redesignated as a Local Rural street, offering local east-west local traffic movement between Callicoatte Road and Tuloso-Midway High School.

Yellow Oak Avenue, currently a proposed C1 collector, will be realigned to intersect with CR 48. South of this intersection the newly proposed RA1 Rural Arterial along the western edge of the subject property provides north-south arterial travel from developing industrial areas.

Oregon Trail, a proposed C1 collector segment along the subject property's northeast boundary, which connects to Violet Road (FM 24), will be deleted. This road dead-ends providing no traffic flow. Adequate traffic flow will be provided by the proposed realignment and redesignation of CR 48 as a Local Rural street.

#### **ALTERNATIVES:**

Denial or alteration of the proposed UTP amendments.

#### **OTHER CONSIDERATIONS:**

Not applicable

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

The proposed amendments conform to City policy and Plan CC Comprehensive Plan.

- Plan CC, Element 5- Transportation and Mobility Goal 1-  
*Strategies for Decision Makers #6: "Provide convenient access to industrial areas."*
- Plan CC, Element 5- Transportation and Mobility Goal 1-  
*Strategies for Decision Makers #10: "Promote desirable patterns of development consistent with the Urban Transportation and Future Land Use Plans."*

#### **EMERGENCY / NON-EMERGENCY:**

Non-emergency.

#### **DEPARTMENTAL CLEARANCES:**

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

**FINANCIAL IMPACT:**

☐ Operating      ☐ Revenue      ☐ Capital      ☒ Not applicable

<b>Fiscal Year: 2017-2018</b>	<b>Current Year</b>	<b>Future Years</b>	<b>TOTALS</b>
Line Item Budget			
Encumbered / Expended Amount			
This item			
BALANCE			

**Comments:** None

**RECOMMENDATIONS:**

Staff and the Transportation Advisory Commission recommend approval of the proposed amendments as presented for the following reasons:

1. An adequate transportation network for the future land use plan is maintained for the area's large tract industrial developments, single-family development and nearby parks and Tuloso-Midway High School.
2. The conflict of a proposed A2 Arterial (CR 52) intersecting an existing railway line where no railroad crossing exists, is removed;
3. A more efficient north-south and east-west traffic flow is provided.

**LIST OF SUPPORTING DOCUMENTS:**

Presentation

EPIC Midstream/Munoz Engineering Request for UTP Amendment