

AGENDA MEMORANDUM

Public Hearing and First Reading for the City Council Meeting of November 27, 2018
Second Reading for the City Council Meeting of December 4, 2018

DATE: November 12, 2018

TO: Keith Selman, Interim City Manager

FROM: Daniel McGinn, Director, Planning/ESI
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Urban Transportation Plan Amendments
For Alpine Street, Corn Products Road, Sedwick Road, Diamond Cut Drive, Hopkins Road, and Joe Mireur Road, located between Leopard Street and Agnes Street (State Highway 44) and between Bronco Road and Corn Products Road

CAPTION:

Ordinance amending the Urban Transportation Plan map of Mobility CC, a transportation element of the Comprehensive Plan of the City of Corpus Christi, for Alpine Street, Corn Products Road, Sedwick Road, Diamond Cut Drive, Hopkins Road, and Joe Mireur Road; 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 and deleting a series of streets to accommodate a proposed 378-acre industrial development in the area north of the Corpus Christi International Airport and between Bronco Road and Corn Products Road.

BACKGROUND AND FINDINGS:

Pin Oak Terminals (developer) is planning to construct an approximately 378-acre industrial facility for the wholesale storage and transfer of petroleum-based products. The site will be developed with a rail facility connecting to the existing Kansas City Southern railroad on the north side of Agnes Street (SH 44). The developer proposes amendments to the UTP map to accommodate the proposed facility and improve and reorganize the neighboring street grid design.

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

1. Remove a proposed segment of Sedwick Road, a C1 Collector;
 2. Remove the extension of Diamond Cut Road, a C3 Collector;
 3. Remove a proposed segment of Alpine Road, a C2 Collector;
 4. Remove a proposed segment of Hopkins Road, a C3 Collector;
 5. Remove a proposed segment of Joe Mireur Road, an A2 Arterial;
 6. Convert a portion of Hopkins Road from A2 Arterial to C1 Collector.
 7. Convert a segment of Corn Products Road from A2 Arterial to C1 Collector;
- and

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 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 amendments:

1. Remove Sedwick Road, a C1 Collector, east of Southern Minerals Road to avoid road construction over a series of pipelines and easements. This will benefit the City, the developer, and the owners of the easements during construction and maintenance of the roads and utilities.
2. Remove Diamond Cut Drive, a proposed C3 Collector, between Leopard Street and Hopkins Road.
3. Remove Alpine Street, a proposed east/west C2 Collector, from future Southern Minerals Road to Corn Products Road. If not eliminated, this segment of Alpine Street would cross through the center of the proposed development.
4. Remove Hopkins Road, a proposed east/west C3 Collector, from future Southern Minerals Road to future Joe Mireur Road. The proposed Hopkins Road cannot be constructed over Corpus Christi International Airport's (CCIA) light path. This light path is also located in an aviation easement where street construction and private development are prohibited.
5. Remove Joe Mireur Road, a proposed A2 arterial, between Corn Products Road and Agnes Street (SH 44). An overpass connecting Joe Mireur Road from the north side of SH 44 to the south side of SH 44 would be a hazard to the CCIA's flight path.
6. Convert or reclassify Corn Products Road from Leopard Street south approximately 1,300 feet from a "proposed" A2 Arterial to an "existing" C1 Collector status. Corn Products Road is an existing street ranging in right-of-way width from 60 to 80 feet and currently meets the definition of a C1 Collector. Corn Products Road will accommodate north/south traffic for this area in the absence of the proposed Joe Mireur Road and Diamond Cut Drive.
7. Convert or reclassify the existing Hopkins Road connection to SH 44 from a "proposed" A2 Arterial to an "existing" C1 Collector. Hopkins Road will allow north/south traffic on Corn Products Road to enter or exit from SH 44.

ALTERNATIVES:

The City Council may deny, approve or alter the proposed UTP amendments.

Following the Planning Commission's approval, new information about oil and gas pipeline locations and easements affecting the future extension of Sedwick Road was discovered that would make constructing Sedwick Road impractical. Rather than realign Sedwick Road as presented to the Planning Commission, staff recommends completely removing Sedwick Road east of Southern Minerals Road and Diamond Cut Drive between Sedwick Road and Leopard Street.

OTHER CONSIDERATIONS:

The proposed site plan was created and adjusted with staff input during the associated rezoning. Secondary to the rezoning, the project's viability at this location depends on adjustments to the City's Urban Transportation Plan.

CONFORMITY TO CITY POLICY:

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

Plan CC, Transportation and Mobility Goal 1:

Corpus Christi has an efficient and safe transportation network...that is integrated with land uses...and promotes sustainable development patterns and economic development.

Policy 6: Provide convenient access to industrial areas.

Plan CC, Transportation and Mobility Goal 4

Policy 3: Encourage development of areas adjacent to the Corpus Christi International Airport in compliance with the Joint Land Use Study in order to minimize the impact on the airport and its operations.

EMERGENCY / NON-EMERGENCY:

Non-Emergency

DEPARTMENTAL CLEARANCES:

Street Operations (Traffic Engineering), Planning, Development Services, Legal, and Corpus Christi International Airport.

FINANCIAL IMPACT:☐ Operating☐ Revenue☐ Capital☒ Not applicable

Fiscal Year: 2018-2019	Current Year	Future Years	TOTALS
Line Item Budget			
Encumbered / Expended Amount			
This item			
BALANCE			

Fund(s):

Comments: Not Applicable**RECOMMENDATION:**

Staff, Planning Commission, and the Transportation Advisory Commission recommend approval of the proposed amendments for the following reasons:

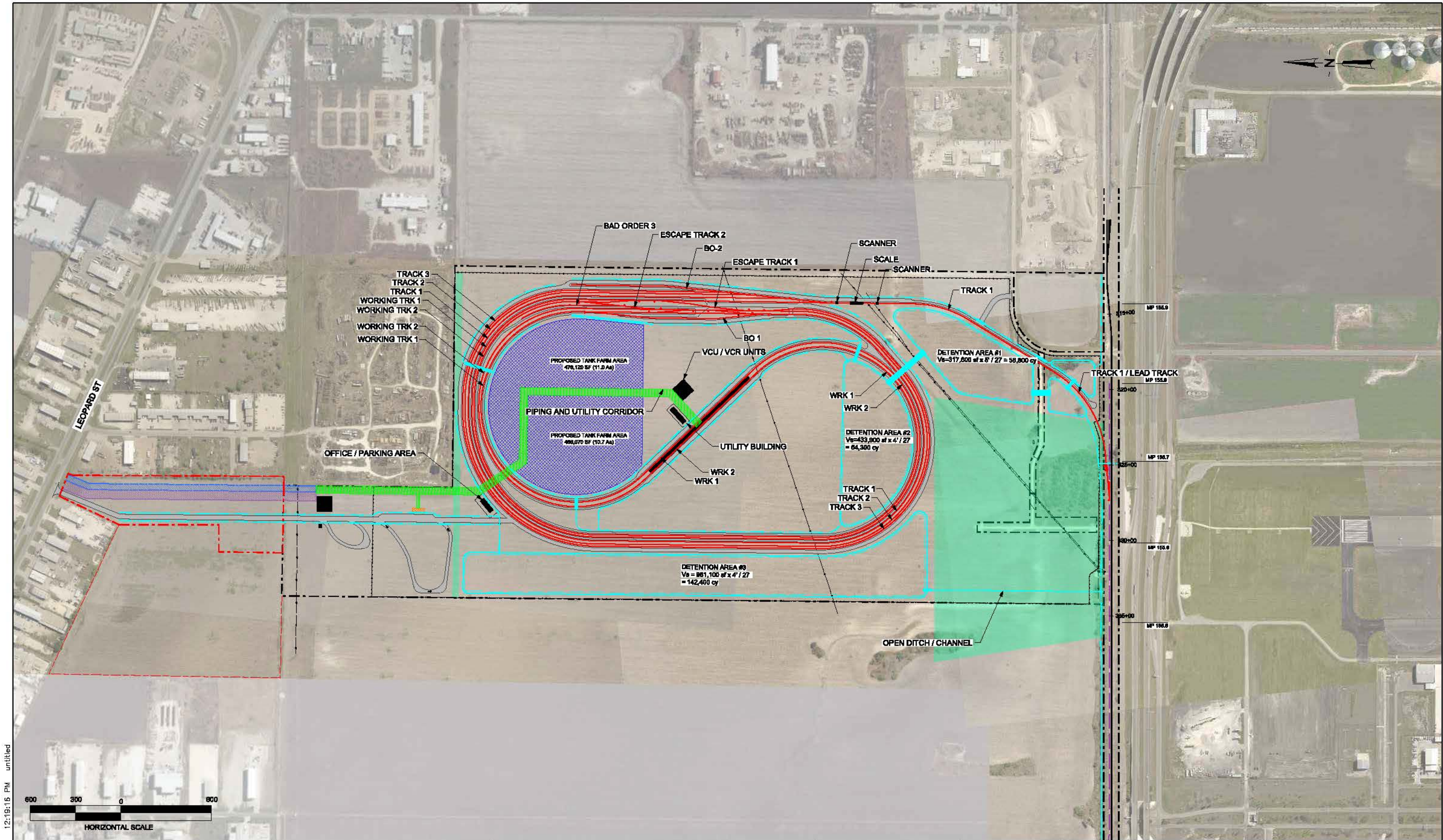
- Maintains an adequate transportation network for the future land use plan:
 - For large tract industrial developments; and
 - For an area where no significant destination nodes or trip generators exist.
- Reduces conflicts with Corpus Christi International Airport's operations and existing pipeline and electrical easements.

LIST OF SUPPORTING DOCUMENTS:

Ordinance

PowerPoint Presentation

Site Plan



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7/27/2018



LEGEND	
EXISTING MAIN	
PROPOSED LOOP ALIGNMENT	
FUTURE TRACK	
PROPOSED CULVERT	
PROPOSED POND	
PROPOSED FENCE	
PROPOSED ACCESS ROAD	
EXISTING UTILITY	
EXISTING KCS ROW	
EXISTING AIRPORT ROW	
40' POTAC PIPELINE CORRIDOR	
60' SITE UTILITY CORRIDOR	

REVISIONS		
ITEM	BY	DATE

REMARKS:



DES/CHK	DATE	VAL SEC:	N/A
DCB/MS	07/27/2018	DRAWING:	GN-02
DRW/CHK	SCALE	SHEET:	
MMQ/MS	AS NOTED	FILE:	Overall Site Layout

POTAC, LLC
FAA CONSTRUCTION NOTIFICATION
OVERALL SITE LAYOUT