



AGENDA MEMORANDUM
Planning Commission Public Hearing on March 6, 2019

DATE: February 26, 2019

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

FROM: Daniel McGinn, AICP, CFM, Director, Planning & Environmental
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<p>Urban Transportation Plan Amendment – Removal of Oso Parkway & Brezina Road Between SH 286 and the Future Extension of Yorktown Boulevard</p>
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PURPOSE:

The purpose of this item is to remove Oso Parkway and the end of Brezina Road from the Urban Transportation Plan to reduce obstacles for private development.

BACKGROUND AND FINDINGS:

The Ybarra Family owns a nine-acre unplatted tract of land zoned “FR” Farm-Rural on Weber Road (FM 43) west of Yorktown Boulevard where they have planned to build a single-family dwelling. Development of the parcel is limited by an approximately three-acre pond, the Oso Creek floodway, and the proposed location of Oso Parkway. The City’s Urban Transportation Plan (UTP) Map proposes construction of Oso Parkway on the north side of Oso Creek, north of Weber Road (FM 43) between Brezina Road and SH 286 (Crosstown Expressway). The location would cut through the Ybarra’s property and the Ybarra’s would be responsible for constructing the portion of Oso Parkway located within their property boundaries when they plat the property. The Ybarra’s requested an amendment to the City’s UTP to maximize the parcel’s buildable area and eliminate the requirement to construct a segment of Oso Parkway.

Oso Parkway is designated as a P1 Parkway Collector on the UTP map with an 80-foot wide right-of-way (ROW), 40-foot wide paved width, two travel lanes, two parking lanes, and an eight-foot wide sidewalk. The purpose of a P1 Parkway Collector is to provide neighborhood circulation along a route that takes advantage of natural or man-made scenic views or areas. Parkways incorporate hike and bike trails on the “scenic” side of the street.

The segment of Oso Parkway from Yorktown Boulevard to Greenwood Drive has been part of the City’s Master UTP Map since 1963. At that time, State Highway 286 (Chapman Ranch Road), commonly known as Crosstown Expressway, was not an elevated roadway and an “at-grade” intersection at SH 286 and Oso Parkway was foreseeable. TXDOT recently upgraded SH 286 (Crosstown Expressway) and constructed bridge overpasses at Weber Road and elevated the bridges over Oso Creek. TXDOT’s project virtually eliminated any

possible opportunity for connectivity through a potential four-way intersection as proposed in this plan.

The City's Future Land Use Plan calls for industrial and Navy airfield ("transportation") uses to continue in this area. A Parkway Collector, such as Oso Parkway, is intended to serve a residential area. A Parkway Collector is not necessary for the uses in this area. The U.S. Navy owns 86% of the property between SH 286 and Brezina Road where Oso Parkway is proposed. Roadways in close proximity to airfields and especially runways are not recommended.

In addition, portions of the alignment of Oso Parkway between northbound SH 286 frontage road and Weber Road are situated in close proximity to wetland area and to one of the Cabaniss runways. Constructing a road in close proximity to the end of a runway or over wetlands is not advisable. Shifting Oso Parkway in a way to avoid both obstacles is nearly impossible.

ALTERNATIVES:

1. Denial of the proposed UTP amendment.
2. Realign Oso Parkway – Staff evaluated realigning Oso Parkway off the Ybarra property and onto Navy property. The Navy already owns 86% of the land where this segment of Oso Parkway is proposed. Shifting Oso Parkway onto Navy property would give the Navy full control of when or if the roadway should be constructed. The realignment would have shifted Oso Parkway into a Clear Zone. The Navy could not endorse the proposal; therefore, staff does not recommend it.

OTHER CONSIDERATIONS:

Removing Oso Parkway from the plan would prevent the City from requiring the construction of Oso Parkway if the Navy abandoned Cabaniss Airfield and sold the property to a private developer. If the Navy ever sells the property, the City and Navy would need to work together prior to sale to determine if Oso Parkway or a hike/bike trail is needed at that time.

CONFORMITY TO CITY POLICY:

The proposed amendment conforms to City policy, MobilityCC, and Plan CC Comprehensive Plan.

EMERGENCY / NON-EMERGENCY:

Non-emergency.

DEPARTMENTAL CLEARANCES:

Street Operations (Traffic Engineering)
Development Services

FINANCIAL IMPACT:

☐ Operating ☐ Revenue ☐ Capital ☒ Not applicable

Fiscal Year 2018-2019	Project to Date Expenditures (CIP only)	Current Year	Future Years	TOTALS
Line Item Budget				
Encumbered / Expended Amount				
This item				
BALANCE				

Fund(s): Not applicable

Comments: None

RECOMMENDATION:

Staff and the Transportation Advisory Commission recommend removal of this segment of Oso Parkway from the UTP for the following reasons:

- It will not meet the City's transportation goals.
- The upgrade of SH 286 creates limitations on access and mobility.
- The City's Adopted Future Land Use plan does not warrant a roadway such as Oso Parkway.
- Street construction in or near a wetland area is not recommended.
- The location is too close to a runway.

LIST OF SUPPORTING DOCUMENTS:

PowerPoint