



AGENDA MEMORANDUM

Action Item for the Planning Commission Meeting September 29, 2021

DATE: September 8, 2021

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Urban Transportation Plan Amendment – Realignment of Martin Street to Lands Road

CAPTION:

Ordinance amending the Urban Transportation Plan (UTP) Map of Mobility CC, a transportation element of the Comprehensive Plan of the City of Corpus Christi, by shifting a proposed C1 Minor Collector to the east, thereby extending Martin Street toward the south approximately 1,100 feet and connecting Martin Street to Lands Road.

SUMMARY:

As requested by Urban Engineering, on behalf of the landowner/developer MVR Construction Company, this ordinance amends the Urban Transportation Plan by realigning a proposed C1 Minor Residential Collector street from within the proposed Saratoga Downs Unit 4 single-family subdivision to the east edge of the subdivision, resulting in the connection of Martin Street to the future Lands Road. The realignment creates a more efficient transportation network that is coordinated with future land uses.

BACKGROUND AND FINDINGS:

The segment of Martin Street proposed for realignment is categorized as a C1 Minor Residential Collector. This request is associated with the future development of Saratoga Downs Unit 4, which is a 33-acre single-family development located approximately 1,450 feet west of the Crosstown Extension (SH 286) and 1,300 feet north of Saratoga Boulevard (SH 357).

The Collector Street type collects and distributes traffic to and from local streets, other collectors, arterials, and freeway frontage roads. The function of this street type is to “collect” neighborhood traffic and strategically direct the traffic to the arterial grid system. However, the Collector Street system should not create high speed “short cuts” through residential neighborhoods. The ideal collector street intersection spacing between arterials is 0.25 to 0.50 miles apart. On-street parking and direct access to single-family dwellings from this street type is discouraged.

The proposed change will impact the subject property along with the neighboring property to the east. The current alignment proposes a C1 Collector to curve through the subject property connecting into the future Lands Road. The proposed realignment shifts the road east, making it a straight connection between Martin Street and Lands Road.

The proposed realignment would also split the necessary right-of-way between two the subject property and the undeveloped property to the east. One of the items considered when developing the Urban Transportation Plan was to place proposed streets on property lines when possible. The placement of streets along property lines allowed for shared responsibility for construction and equal access to the properties.

Land Use

The current zoning of the subject property is RS-4.5 Single-Family and the affected property to the east is zoned IL Light Industrial. Shifting the Collector Street to the east along the border of the two properties creates a buffer between the two conflicting land uses. Additionally, the areas east of the subject property and east of the proposed extension of Martin Street are within the Navy's Accident Potential Zone 2 (APZ-2), where non-residential and less intense commercial and industrial uses are recommended.

Grid System

With the grid pattern, Arterial streets are planned every 1 to 1½ miles with Collector streets filling in the grid of Arterials streets and spaced every ¼ to ½ mile. A grid system increases the street network's ability to handle traffic. The grid pattern increases connectivity, increases the number of routes available to all users, and helps address congestion. Having alternate routes available to drivers/pedestrians/bicyclists makes for a more convenient transportation system for all users; assists emergency responders; and facilitates convenient detours during construction.

Analysis of the Amendment

Overall, connectivity is adequate in both the current plan and proposed realignment, but the shifting of the alignment east addresses a few issues.

The proposed amendment will:

- Maintain an adequate and efficient street network for the proposed land uses.
- Improve connectivity by creating a grid pattern of streets.
- Better separate residential uses from light industrial uses.
- Eliminate the need for a drainage crossing, thereby reducing construction costs in the short-term and long-term maintenance costs.

ALTERNATIVES:

No viable alternatives were evaluated.

RECOMMENDATION:

Staff recommends approval of the proposed amendment to the Urban Transportation Plan.

LIST OF SUPPORTING DOCUMENTS:

- Exhibit Map
- Applicant Request for UTP amendment
- PowerPoint