

August 18, 2021

Annika Gunning Yankee, AIG  
Planning Manager  
City of Corpus Christi  
1201 Leopard Street  
Corpus Christi, Texas 78401

Subject: **URBAN TRANSPORTATION PLAN AMENDMENT REQUEST**

Dear Annika:

Per your request, please see responses to task associated with "Urban Transportation Plan Amendment Guidelines for Evaluation."

**TASK 1 EVALUATE NEED FOR THOROUGHFARE PLAN AMENDMENT**

Proposed UTP Amendment is necessary to maintain alignment of UTP street (Martin Street) on property line and avoid all of its ROW dedication and improvement cost being borne by a single property Owner. The realignment also provides a division between residentially zoned property and light industrial property within the AICUZ zone that the existing alignment does not. The proposed alignment places the UTP collector road on the perimeter of a residential development and light industrial property where it better serves its intended function rather than traversing through the middle of the proposed residential development. Additionally, the proposed alignment placing collector on the perimeter of the proposed residential development makes the land uses more efficient. The proposed realignment does not impact or otherwise change the mobility or capacity of existing system.

**TASK 2 EVALUATE POTENTIAL IMPACT ON CITY MASTER PLANS, CIP OR BOND PROGRAM**

The proposed realignment does not impact City Master Plans, CIP or Bond Program.

**TASK 3 RECOMMEND POTENTIAL MODIFICATIONS TO THE UTP**

We are recommending a minor realignment to the current UTP that does not impact mobility or capacity and better serves proposed land uses and development.

Please consider the requested UTP Amendment and let me know if you have any questions.

Sincerely,  
URBAN ENGINEERING

Murray F. Hudson, P. E.

MFH/ek



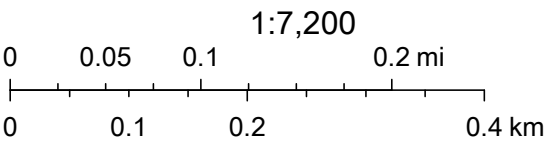
Exhibit



March 24, 2021

Transportation Plan

- |                          |                         |                            |
|--------------------------|-------------------------|----------------------------|
| — Arterial A1 Existing   | — Collector2 Existing   | — Beach Parking Existing   |
| - - Arterial A1 Proposed | - - Collector2 Proposed | - - Beach Parking Proposed |
| — Arterial A2 Existing   | — Collector3 Existing   | — Arterial RA1 Proposed    |
| - - Arterial A2 Proposed | - - Collector3 Proposed | — Arterial RA2 Existing    |
| — Arterial A3 Existing   | ■ Gulf Beach            | — Arterial RA2 Proposed    |
| - - Arterial A3 Proposed | — Freeway Existing      | — Arterial RA3 Proposed    |
| — Collector1 Existing    | - - Freeway Proposed    | ≡≡≡ Railroad               |
| - - Collector1 Proposed  | ●●● Bikeway Existing    | — Runway                   |
|                          | ○○○○ Bikeway Proposed   | — Sea Wall                 |



Texas Parks & Wildlife, Esri, HERE, Garmin, INCREMENT P, Intermap, USGS, METI/NASA, EPA, USDA  
UE GIS



# Exhibit



March 24, 2021

## Transportation Plan

— Arterial A1 Existing

— — Arterial A1 Proposed

— Arterial A2 Existing

— — Arterial A2 Proposed

— Arterial A3 Existing

Arterial A3 Proposed

Collector1 Existing

Collector1 Proposed

Collector2 Existing

Collector2 Proposed

Collector3 Existing

Collector3 Proposed

## Gulf Beach

Freeway Existing

Freeway Proposed

Bikeway Existing

### Bikeway Proposed

Beach Parking Existing

Beach Parking Proposed

Arterial RA1 Proposed

— Arterial RA2 Existing

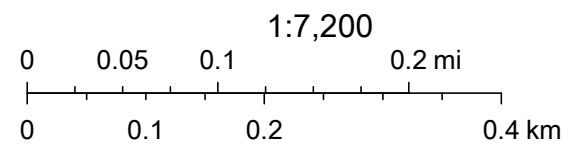
 Arterial RA2 Proposed

 Arterial RA3 Proposed

⚓ Railroad

 Runway

■ ■ ■ ■ ■ Sea Wall



Texas Parks & Wildlife, Esri, HERE, Garmin, INCREMENT P,  
Intermap, USGS, METI/NASA, EPA, USDA  
UE GIS



## **OFFSET RIGHTS-OF-WAY**

Right-of-way dedications during the subdivision process are intended to be shared equally between adjacent property owners. Occasionally, existing development one side of the roadway will become an obstacle to increasing the right-of-way equally on both sides of the roadway. In such cases an more right-of-way will need to be acquired on one side of the roadway then the other. In such cases the City will acquire, through dedication, up to one half of the total street right-of-way with the remaining "offset" portion to be purchased by the City or some other public entity. Until the City has the funds available for purchase of the rights-of-way, a building line shall be placed on the property, as indicated by an offset right-of-way designation on the Transportation Plan Map and / or subdivision plat. The purpose of the building line is to prevent structures from being erected on property that will later be purchased for street widening. Yard requirements must be measured from the future right-of-way line established by the Building Line. The following is a list of streets where an off-set may occur:

- Wooldridge Road between Rodd Field Road and the extension of Ennis Joslin Drive
- State Highway 361 between the Packery Channel and the Port Aransas City Limits
- County Road 52 (Haven Drive) extended east of McKenzie Road
- Holly Road east of Rodd Field Drive
- Chapman Ranch Road (State Highway 286) south F.M. 43
- Graham Road between Laguna Shores Road and the Cayo Del Oso
- Clarkwood Road between State Highway 44 and I.H. 37
- Carbon Plan Road between IH 37 and Nueces River
- Cimarron Boulevard between Yorktown and Oso Parkway

Note: a minimum 20 foot yard requirement must be provided in addition to the above rights-of-way.