



City of Corpus Christi

1201 Leopard Street
Corpus Christi, TX 78401
cctexas.com

Meeting Agenda Planning Commission

Wednesday, November 11, 2020

5:30 PM

Via WebEx. The live stream of the Planning Commission meeting can be viewed online at the following address: www.cctexas.com/cctv.

Persons with disabilities who plan to attend this meeting and who may need auxiliary aids or services are requested to contact Catherine Garza, at 361-826-3577 or catherineg@cctexas.com, no later than 48 hours prior to this meeting so that appropriate arrangements can be made.

- I. Call to Order - Roll Call
- II. **PUBLIC COMMENT: AUDIENCE AND PRESENTER SOCIAL DISTANCING AND PUBLIC TESTIMONY AND PUBLIC HEARING INPUT AT PUBLIC MEETINGS OF THE PLANNING COMMISSION.** To reduce the chance of COVID-19 transmission, public meetings will be held in a manner intended to separate, to the maximum practical extent, audience and presenters from personal contact with members of Community, City Staff, and the Planning Commission. Public testimony and public hearing input for Public Comment and all items on the agenda at public meetings of the Planning Commission should be provided in writing, in the form of an e-mail or by using the PUBLIC COMMENT/INPUT FORM located on the City Secretary's webpage (PREFERRED METHOD) and shall be e-mailed to catherineg@cctexas.com no later than five minutes after the start of each meeting of the Planning Commission. Testimony and/or public input shall be in accordance with the City Secretary's instructions, which shall be posted on the City Secretary Office's door and on the City website, and allow for electronic submission. The written public testimony shall be provided to members of the Planning Commission prior to voting on measures for that meeting. Written testimony shall be limited in accordance with the City Secretary's requirements and shall be placed into the record of each meeting. This testimony shall serve as the required public testimony pursuant to Texas Government Code 551.007 and shall constitute a public hearing for purposes of any public hearing requirement under law. The meeting may be held telephonically or via videoconference. The public may participate remotely by following the instructions of the City Secretary at www.cctexas.com/departments/city-secretary.
- III. Approval of Absences: None
- IV. Approval of Minutes

1. [20-1349](#) Regular Meeting Minutes of October 28, 2020

Attachments: [MeetingMinutes28-Oct-2020.pdf](#)

V. Consent Public Hearing (Items A & B): Discussion and Possible Action

A. Plats

New Plat with Variance (Waiver)

2. [20-1350](#) **20PL1105**
GATEWAY PARK, BLOCK 5, LOTS 15A AND 15B (REPLAT - 0.172 ACRES)
Located south of Padre Island Drive (358) between Nagle Street and O'Connell Street.

Attachments: [CoverPg-Gateway 11.11.20MTG.pdf](#)

[Gateway Resol R1 10-28-20.pdf](#)

[Gateway Park R1 10-28-20.pdf](#)

3. [20-1351](#) **20PL1105**
GATEWAY PARK, BLOCK 5, LOTS 15A AND 15B (REPLAT - 0.172 ACRES)
Located south of Padre Island Drive (358) between Nagle Street and O'Connell Street.
Request for a Plat Waiver of Sidewalk Construction Requirement in Section 8.1.4 and Section 8.2.2 of the UDC.

Attachments: [Gateway Park -SWMemo.pdf](#)

[Gateway Park - SWPPT.pptx](#)

[Sidewalk Waiver Request.pdf](#)

New Plats

4. [20-1352](#) **20PL1097**
FLOUR BLUFF ESTATES NO. 2, BLOCK 11, LOT 2A (FINAL REPLAT - .1722 ACRES)
Located east of Jane Street and south of Jester Street.

Attachments: [CoverPg-FB Estates2 11.11.20MTG.pdf](#)

[FB #2 Resol R1 10-08-20.pdf](#)

[FB ESTATES #2 R1 10-08-20.pdf](#)

5. [20-1353](#) **19PL1094**
NUECES RIVER IRRIGATION PARK ANNEX #1, BLOCK 2, LOT 1
(FINAL - 8.905 ACRES)
Located west of County Road 69 and north of Northwest Boulevard (FM 624).
Attachments: [CoverPg - Nueces River Irrigation Park.pdf](#)
[Nueces River Resol R2 3-31-20.pdf](#)
[Nueces Final R2.1 4-22-20.pdf](#)
6. [20-1354](#) **19PL1026 - CONDITIONAL**
CALLICOATE ESTATES UNIT 5 (PRELIMINARY - 24.62 ACRES)
Located south of Leopard Street and east of Callicoate Road.
Attachments: [CoverPage CallicoateEstates11.11.20PCMTG.pdf](#)
[CallicoateEstates Unit5 Prelim-Review CommR1.1.pdf](#)
[19PL1026 Callicoate Estates 5 Prelim.pdf](#)
7. [20-1355](#) **19PL1097 - CONDITIONAL**
CALLICOATE ESTATES UNIT 5- PHASE I (FINAL - 12.33 ACRES)
Located south of Leopard Street and east of Callicoate Road.
Attachments: [CoverPg-Callicoate 11.11.20MTG.pdf](#)
[CallicoateEstates Unit5 Ph I-Review Comments.R1.1.pdf](#)
[Callicoate Estates 5 Phase 1.R1.pdf](#)
8. [20-1365](#) **20PL1035**
BRIDGES MILL VILLAGE FUTURE UNITS (PRELIMINARY - 23.85 ACRES)
Located north of Saratoga Boulevard and east of Kostoryz Road.
Attachments: [CoverPg-BridgesMill 11.11.20MTG.pdf](#)
[Bridges Mills Future Units.R2.pdf](#)
[Comments Bridges Mills Future Units.R2.pdf](#)
- Time Extensions**
9. [20-1356](#) **0816103-NP064 (16-20000008)**
LEXINGTON CENTER UNIT 2 (PRELIMINARY - 32.798 ACRES)
Located east of Crosstown Expressway (SH 288) and north of Holly Road.
Attachments: [TimeExt, LexCntr- 11.11.20PCMTg.pdf](#)
[Lex Center ext request.pdf](#)
[1st EXT Req.pdf](#)
[LEXINGTON CENTER UNIT 2 APPROVED PLAT 20161006 0001.pdf](#)

10. [20-1357](#) **18PL1034**
 PADRE HARBOR (PRELIMINARY - 201.19 ACRES)
 Located south of SH 361 and east of South Padre Island Drive (Park Road 22).

Attachments: [TimeExt, PadreHarborPRELIM- 11.11.20PCMTg.pdf](#)
[Padre Harbor request.pdf](#)
[PADRE HARBOR PRELIM PC APPRVD Sheet 1 & 2.pdf](#)

11. [20-1358](#) **20PL1025**
 PARKDALE VILLAGE ANNEX "C" LOTS 3A, 3B & 3C (REPLAT - 3.2400 ACRES)
 Located west of South Staples Street and south of Gollihar Road.

Attachments: [EXTCoverPg-Parkdale_04.29.20MTG.pdf](#)
[20PL1025 ParkdaleVillageAnnex EXT REQ LTTR.pdf](#)
[APPROVED PLAT.pdf](#)

B. New Zoning

12. [20-1359](#) **Public Hearing - Rezoning Property at or near 14805, 14809, 14813, and 14817 Windward Drive**

 Ocean Harbor II, LLC: Ordinance rezoning property at or near 14805, 14809, 14813, and 14817 Windward Drive (located along the west side of Windward Drive, south of St. Bartholomew's Drive, and north of Robla Drive) from the "RM-AT/IO" Multifamily AT District with the Island Overlay to the "RM-AT/IO/PUD" Multifamily AT District with an Island Overlay and a Planned Unit Development.

Attachments: [PC Report - Ocean Harbor II, LLC with Exhibit.pdf](#)
[PC Presentation - Ocean Harbor II, LLC.pptx](#)

VI. Public Hearing (Items C & D): Discussion and Possible Action

C. New Zoning

13. [20-1360](#) **Public Hearing - Rezoning Property at or near 1902 Rand Morgan Road**

Mary Hutchins Triestman Partnership: Ordinance rezoning property at or near 1902 Rand Morgan Road (located along the east side of Rand Morgan Road, south of Leopard Street, and north of McNorton Road) from the "FR" Farm Rural District and the "RS-6" Single Family 6 District to the "CN-1" Neighborhood Commercial District and the "RS-4.5/PUD"

Single-Family 4.5 District with a Planned Unit Development.

Attachments: [PC Report - Mary Hutchins Triestman Partnership with PUD.pdf](#)
[PC Presentation - Mary Hutchins Triestman Partnership.pptx](#)

D. Comprehensive Plan

14. [20-1361](#) Public Hearing on the draft Northwest Boulevard (FM 624) Corridor Plan, an element of the City of Corpus Christi Comprehensive Plan. The nearly three-mile study area comprises a 500-foot buffer to the north and south of Northwest Boulevard from Interstate 69 to Wright Moravek Road (County Road 73). The draft plan includes amendments to the Future Land Use Map and the Strategic Plan for Active Mobility, Phase 1: Bicycle Mobility in Mobility CC.

Attachments: [Agenda Memo_NW Blvd.pdf](#)
[NWBlvd Corridor Plan_FinalReport_Oct-2020_web.pdf](#)
[Presentation_NWBlvdCorridorPlan_11-11-2020.pptx](#)
[NWBlvd Corridor Plan_Appendix.pdf](#)

VII. Briefing

15. [20-1312](#) Unified Development Code Text Amendments

Attachments: [UDC PC Briefing 11.11.2020.pptx](#)

VIII. Director's Report

IX. Items to be Scheduled

X. Adjournment of Planning Commission Meeting

XI. Convene Beach Dune Committee Meeting (Planning Commission)

XII. Call to Order - Roll Call

XIII. PUBLIC COMMENT: The public is invited to speak on any agenda item and any other items that pertain to the Beach Dune Committee (See previous instructions on page 1, Item II)

E. Beachfront Construction Certificate (THIS ITEM HAS BEEN PULLED)

16. [20-1362](#) Public Hearing - Beachfront Construction Certificate for the Property at or near 106 Beachview Estates Road

Case No. BCC 20BD1002 - Emmons Investments, LLC: A request for a Beachfront Construction Certificate to consider a dune walkover on the property described as 106 Beachview Estates Road and described as Lot 16, Block 1, Bass Subdivision, located along the eastside of State Highway 361, and west of the Gulf of Mexico.

XIV. Adjournment of Beach Dune Committee Meeting

This meeting may be held via video conference call pursuant to Texas Government Code § 551.127. If this meeting is held via video conference call or other remote method of meeting, then a member of this governmental body presiding over this meeting will be physically present at the location of this meeting unless this meeting is held pursuant to Texas Government Code § 551.125 due to an emergency or other public necessity pursuant to Texas Government Code § 551.045. The live stream of the Planning Commission meeting can be viewed online at the following address: www.cctexas.com/cctv.



City of Corpus Christi

1201 Leopard Street
Corpus Christi, TX 78401
cctexas.com

Meeting Minutes Planning Commission

Wednesday, October 28, 2020

5:30 PM

Council Chambers

I. Call to Order, Roll Call

Chairman Baugh called the meeting to order and a quorum was established with no absences.

II. Opening Statement

III. PUBLIC COMMENT: For the record, Andrew Dimas, Development Services, informed the Commission that no written public comment forms were submitted for any of the items on the agenda.

IV. Approval of Absences: Commissioner Gonzalez & Vice Chairman Dibble

A motion was made by Commissioner Schroeder to approve the absences listed above. The motion was seconded by Commissioner Zarghouni and the motion passed.

V. Approval of Minutes

1. [20-1305](#) Regular Meeting Minutes of October 14, 2020

A motion was made by Commissioner York to approve item "1". The motion was seconded by Commissioner Salazar-Garza and the motion passed.

VI. Consent Public Hearing (Item A) - Discussion and Possible Action

Chairman Baugh asked Staff to present the Consent Agenda, items VI.A. Mr. Dimas read the Consent Agenda items into the record. Staff recommends approval for Variance item "3", as stated in Staff's report, along with the accompanying new plat, item "2", which satisfies all requirements of the UDC; the Technical Review Committee recommends approval. New Plat items "4, 5 & 6" satisfy all requirements of the UDC/State Law and the Technical Review Committee recommends approval.

After Staff's presentation, Chairman Baugh opened the floor for Commissioner comments/questions. There being no discussion, Chairman Baugh opened the public hearing. Chairman Baugh closed the public hearing as there were no public comment forms submitted. A motion was made by Commissioner Schroeder to approve Staff's recommendation for items "2, 3, 4, 5 & 6" as presented. The motion was seconded by Commissioner York and the motion passed with no abstentions.

A. Plats**New Plat with Variance (Waiver)**

2. [20-1306](#) 20PL1046
KAG- McBRIDE LANE, LOT 14 (REPLAT - 3.278 ACRES)
Located south of IH 37 and east of McBride Lane.
3. [20-1307](#) **20PL1046 - SIDEWALK**
KAG- McBRIDE LANE, LOT 14 (REPLAT - 3.278 ACRES)
Located south of IH 37 and east of McBride Lane.
Request for a Plat Waiver of Sidewalk Construction Requirement in
Section 8.1.4 and Section 8.2.2 of the UDC.

New Plats

4. [20-1308](#) **20PL1091**
ROY SMITH PLAZA, BLK 1, LOT 3 (FINAL - 2.066 ACRES)
Located south of South Padre Island Drive (SH 358) & east of Rodd
Field Road.
5. [20-1309](#) **20PL1079**
MARY CARROLL HIGH SCHOOL TRACT, BLK 1, LOT 1R & LOT 2
(FINAL REPLAT -57.57 ACRES)
Located north of Saratoga Blvd & east of Kostoryz Road.
6. [20-1324](#) 20PL1093
Village at McArdle Subdivision, Lot 7B (Final - 3.998 Acres)
Located north of McArdle Road and east of Everhart Road.

VII. Director's Report: None.

VIII. Items to be Scheduled: None.

IX. Adjournment of Planning Commission Meeting

There being no further business to discuss, Chairman Baugh adjourned the
meeting at 5:35 p.m.

**TECHNICAL REVIEW PLAT REQUIREMENTS
REGULAR PLANNING COMMISSION MEETING
NOVEMBER 11, 2020**

PROJECT: 20PL1105

GATEWAY PARK, BLOCK 5, LOTS 15A AND 15B (REPLAT – 0.172 ACRES)

Located south of Padre Island Drive (358) between Nagle street and O'Connell Street.

Zoned: RM-1

Owner: Toscanna Bay Custom Homes, LLC

Surveyor: Brister Surveying

The applicant proposes to replat the property to subdivide one lot into two lots for a townhome development. The submitted plat satisfies the requirements of the Unified Development Code and State Law and the Technical Review Committee recommends approval. All comments requiring resolution prior to Planning Commission approval have been addressed.

TECHNICAL REVIEW COMMITTEE (TRC) PLAT REVIEW COMMENTS

Staff Only:

TRC Meeting Date: 11-15-20

TRC Comments Sent Date: 10-20-20

Revisions Received Date (R1): 10-28-20

Staff Response Date (R1): 10-29-20

Revisions Received Date (R2): N/A

Staff Response Date (R2): N/A

Planning Commission Date: 11-11-20 Non-Public Notice Plat

Interdepartmental Staff and outside agencies have reviewed and prepared comments for the proposed plat. All plats must comply with applicable review criteria. These comments are intended to be final.

All corrected plats must be submitted with a comment resolution (response) letter for staff review.

Major plats, in compliance with review criteria, are recommended for approval to the Planning Commission by the TRC. Development Services staff will determine when the plat is scheduled for Planning Commission.

Administrative plats, in compliance with review criteria, are approved by the Director on a rolling basis.

Project: **20PL1105**

GATEWAY PARK, BLOCK 5, LOTS 15A AND 15B (REPLAT – 0.172 ACRES)

Located south of Padre Island Drive (358) between Nagle street and O'Connell Street.

Zoned: RM-1

Owner: Toscana Bay Custom Homes, LLC

Surveyor: Brister Surveying

The applicant is proposing to replat the property in order to subdivide 1 lot into 2 lots for Townhome development.

GIS						
No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	The plat closes within acceptable engineering standards.	Ok			

LAND DEVELOPMENT						
No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	On the owners certificate block revise the managing member name as reference on Secretary of State.	Changed name to Edith E Garza	Addressed		
2	Plat	On the Planning Commission certificate block change "Carl Crull, P.E." to "Jeremy Baugh"	Changed name	Addressed		
3	Plat	Water Lot fee – 2 Lots x \$182.00/Lot = \$364.00	Ok	Prior to plat recordation		
4	Plat	Wastewater Lot fee – 2 Lots x \$393.00/Lot = \$786.00	Ok	Prior to plat recordation		
5	Plat	Water Pro-Rata - 50.00 LF x \$10.53/LF = \$526.50	Ok	Prior to plat recordation		
6	Plat	Wastewater Pro-Rata - 50.00 LF x \$12.18/LF = \$609.00	Ok	Prior to plat recordation		

ZONING						
No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	No comment.	No response			

PLANNING/Environment & Strategic Initiatives (ESI)						
No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	No comment.	No response			

DEVELOPMENT SERVICES ENGINEERING		
Action	Yes	No
Public Improvements Required?		No
Water		No
Fire Hydrants		No
Wastewater		No
Manhole		No
Stormwater		No
Sidewalks	Yes (No sidewalk exists nearby, ditch exists)	
Streets		No

Refer to UDC Section 3.8.3.D Waivers if applicable.

Replat: Sidewalk waiver is applicable

Applicant Response on Waiver:	Yes	
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DEVELOPMENT SERVICES ENGINEERING						
No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	See above table.	Will submit waiver for sidewalk	Addressed: Letter requesting plat waiver from sidewalk construction requirement received. Plat waiver to be scheduled on Planning Commission agenda.		

UTILITIES ENGINEERING						
No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	No wastewater construction is required for platting.	Ok			

TRAFFIC ENGINEERING						
No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Informational	Proposed driveway access to a public City Street shall conform to access management standards outlined in Article 7 of the UDC	Ok			

FLOODPLAIN						
No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	No comment.	No response			

FIRE DEPARTMENT - INFORMATIONAL, REQUIRED PRIOR TO BUILDING PERMIT						
No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution

1	Informational	Purpose: subdivide lots into 2 for Townhome development Note: Development Services considers townhomes as a commercial permit. Therefore, the requirements for water supplies shall consider it as commercial use.	Ok			
2	Informational	Fire hydrant flow for commercial areas shall have 1,500 GPM with a 20 PIS residual. It will need to be determined if the 6-inch line can produce the volume of water required.	Ok			
3	Informational	Fire hydrants are required every 300 feet. Fire hydrants are to be located 100 feet to FDC (if required). Hose lay from hydrant not to exceed 300 feet from furthest point of structure (500 feet if building has fire sprinkler system)	Ok			
4	Informational	Required Access: 503.1.1. The fire apparatus access road shall comply with the requirements of this section and shall extend to within 150 feet (45 720 mm) of all portions of the facility and all portions of the exterior walls of the first story of the building as measured by an approved route around the exterior of the building or facility.	Ok			
5	Informational	503.2.3 Surface. Fire apparatus access roads shall be designed and maintained to support the imposed loads of fire apparatus and shall be surfaced to provide all weather driving capabilities	Ok			
6	Informational	D102.1 Access and loading. Facilities, buildings or portions of buildings hereafter constructed shall be accessible to fire department apparatus by way of an approved fire apparatus access road with an asphalt, concrete or other approved driving surface capable of supporting the imposed load of fire apparatus weighing at least 75,000 pounds (34 050 kg).	Ok			
7	Informational	IFC 2015 Sec. 503.2.1 Dimensions Fire apparatus access roads shall have an unobstructed width of not less than 20 feet, exclusive of shoulders, an unobstructed vertical clearance of not less than 13 feet 6 inches	Ok			
8	Informational	D103.1 Access road width with a hydrant. Where a fire hydrant is located on a fire apparatus access road, the minimum road width shall be 26 feet (7925 mm), exclusive of shoulders	Ok			
9	Informational	Note: If parking is allowed on streets, the minimum width should be 32 ft. otherwise any obstructions to clear path of travel for emergency vehicles will require the painting of fire lanes or installation of No Parking Signs in accordance with section D103.6: Signs. Where required by the fire code official, fire apparatus access roads shall be marked with permanent NO PARKING—FIRE LANE signs Commercial development of the property will require further Development Services review.	Ok			

GAS						
No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	No comment.	No response			

PARKS						
No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	No comment.	No response			

REGIONAL TRANSPORTATION AUTHORITY						
No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Informational	This replat is not located along an existing or foreseeably planned CCRTA service route.	Ok			

NAS-CORPUS CHRISTI						
No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	No comment.	No response			

CORPUS CHRISTI INTERNATIONAL AIRPORT						
No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Informational	1.4 miles Southwest of Truax and 2.8 miles East of Waldron ALF. May be subjected to noise from overflight. Possibly require an aeronautical study based on construction method.	Ok			

AEP-TRANSMISSION						
No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	No comment.	No response			

AEP-DISTRIBUTION						
No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	No comment.	No response			

TXDOT						
No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	No comment.	No response			

NUECES ELECTRIC						
No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	No comment.	No response			

INFORMATIONAL

Comments noted below apply to the preliminary site/utility/transportation plan and preliminary storm water quality management plan (SWQMP) as observations for information only.

These comments should be considered during subsequent site and public infrastructure development but may be required as a condition for plat consideration by the Planning Commission for approval.

Additional comments may be issued with the subsequent submittal plans associated with the property development.

LAND DEVELOPMENT

1. Prior to recordation, provide a tax certificate indicating that all taxes have a \$0.00 balance, along with the submittal of the original tracing.

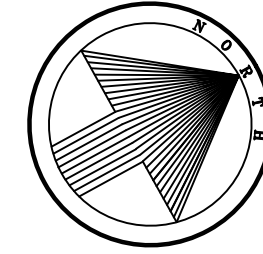


Brister Surveying

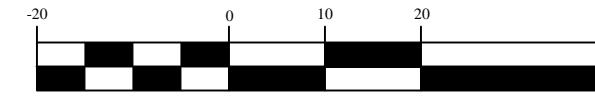
4455 South Padre Island Drive Suite 51
Corpus Christi, Texas 78411
Office 361-850-1800
Fax 361-850-1802
bristersurveying@corpus.twc.com
Firm Registration No. 10072800

PLAT OF GATEWAY PARK BLOCK 5, LOTS 15A AND 15B

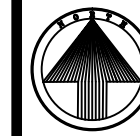
BEING A REPLAT PLAT OF BLOCK 5, LOT 15, GATEWAY PARK, AS SHOWN ON A MAP
RECORDED IN VOLUME 7, PAGE 59, MAP RECORDS OF NUECES COUNTY, TEXAS.



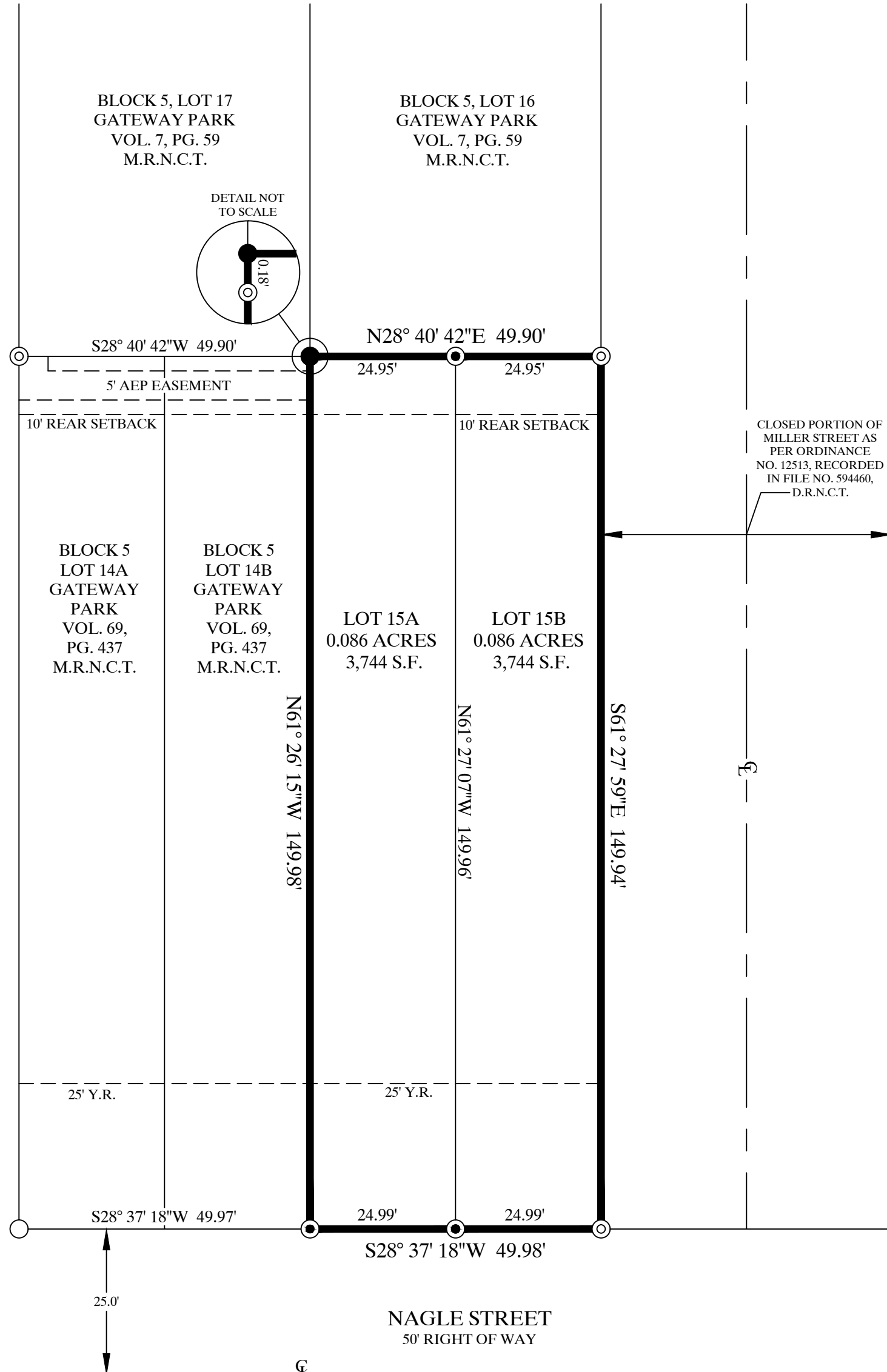
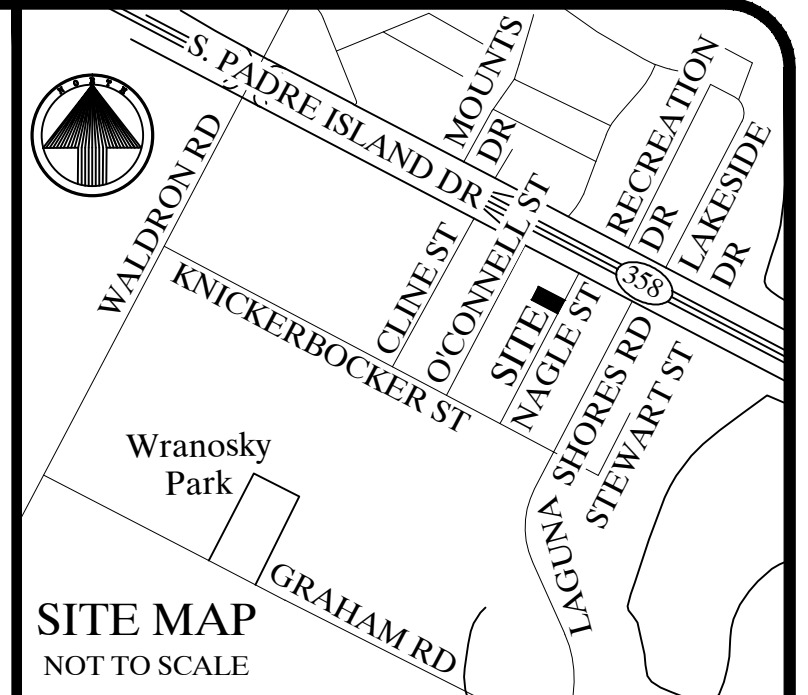
GRAPHIC SCALE



(IN FEET)
1 inch = 20 ft.



SITE MAP NOT TO SCALE



LEGEND:

CL = CENTERLINE
D.R.N.C.T. = DEED RECORDS OF NUECES COUNTY, TEXAS
M.R.N.C.T. = MAP RECORDS OF NUECES COUNTY, TEXAS
PG. = PAGE
S.F. = SQUARE FEET
U.E. = UTILITY EASEMENT
VOL. = VOLUME
Y.R. = YARD REQUIREMENT

- = SET 5/8" RE-BAR
- ⊙ = FOUND 5/8" RE-BAR
- = FOUND 1" IRON PIPE
- = PROPERTY CORNER

STATE OF TEXAS
COUNTY OF NUECES

WE, TOSCANNA BAY CUSTOM HOMES LLC, DO HEREBY CERTIFY THAT WE ARE THE OWNERS OF LOTS 15A AND 15B, THE PROPERTY SHOWN HEREON, WE HAVE HAD SAID LAND SURVEYED AS SHOWN ON THE FOREGOING MAP. THIS MAP HAS BEEN PREPARED FOR THE PURPOSE OF DESCRIPTION AND DEDICATION.

THIS THE _____ DAY OF _____, 2020

EDITH E GARZA, MANAGING MEMBER

STATE OF TEXAS
COUNTY OF NUECES

BEFORE ME, THE UNDERSIGNED AUTHORITY, ON THIS DAY PERSONALLY APPEARED THE PERSON WHOSE NAME IS SUBSCRIBED TO THE FOREGOING INSTRUMENT AND ACKNOWLEDGED TO ME THAT HE EXECUTED THE SAME AS THE ACT AND DEED OF SAID LANDS FOR THE PURPOSE AND CONSIDERATION THEREIN EXPRESSED, AND IN THE CAPACITY STATED.

GIVEN UNDER MY HAND AND SEAL OF OFFICE.

THIS THE _____ DAY OF _____, 2020

NOTARY PUBLIC

STATE OF TEXAS
COUNTY OF NUECES

THIS FINAL PLAT OF THE HEREIN DESCRIBED PROPERTY WAS APPROVED BY THE DEVELOPMENT SERVICES ENGINEER OF THE CITY OF CORPUS CHRISTI, TEXAS.

THIS THE _____ DAY OF _____, 2020

JALAL SALEH, P.E.
DEVELOPMENT SERVICES ENGINEER

STATE OF TEXAS
COUNTY OF NUECES

WE, CHARTER BANK, DO HEREBY CERTIFY THAT WE ARE THE HOLDERS OF A LIEN ON THE LAND EMBRACED WITHIN THE BOUNDARIES OF THE FOREGOING MAP AND THAT WE APPROVE THE SUBDIVISION AND DEDICATION FOR THE PURPOSES AND CONSIDERATIONS THEREIN EXPRESSED. THIS THE _____ DAY OF _____, 2020

BY: _____
TITLE: _____

STATE OF TEXAS
COUNTY OF NUECES

BEFORE ME, THE UNDERSIGNED AUTHORITY, ON THIS DAY PERSONALLY APPEARED THE PERSON WHOSE NAME IS SUBSCRIBED TO THE FOREGOING INSTRUMENT AND ACKNOWLEDGED TO ME THAT HE EXECUTED THE SAME AS THE ACT AND DEED OF SAID LANDS FOR THE PURPOSE AND CONSIDERATION THEREIN EXPRESSED, AND IN THE CAPACITY STATED.

GIVEN UNDER MY HAND AND SEAL OF OFFICE.

THIS THE _____ DAY OF _____, 2020

NOTARY PUBLIC

STATE OF TEXAS
COUNTY OF NUECES

THIS FINAL PLAT OF THE HEREIN DESCRIBED PROPERTY WAS APPROVED BY THE PLANNING COMMISSION OF THE CITY OF CORPUS CHRISTI, TEXAS.

THIS THE _____ DAY OF _____, 2020

JEREMY BAUGH
CHAIRMAN

AL RAYMOND III, A.I.A.
SECRETARY

NOTES:

1. THE RECEIVING WATER FOR THE STORM WATER RUNOFF FROM THIS PROPERTY IS THE LAGUNA MADRE. THE TCEQ HAS CLASSIFIED THE AQUATIC LIFE USE FOR THE LAGUNA MADRE AS "EXCEPTIONAL" AND "OYSTER WATERS". THE TCEQ ALSO CATEGORIZED THE RECEIVING WATER AS "CONTACT RECREATION" USE.
2. PER PRELIMINARY FLOOD INSURANCE RATE MAP, MAP NUMBER 48355C 0545 G, REVISED PRELIMINARY, OCTOBER 23, 2015, THE SUBJECT PROPERTY IS LOCATED IN THE ZONE "AE", ELEVATION 7.0 SPECIAL FLOOD HAZARD AREA. PER EFFECTIVE FLOOD INSURANCE RATE MAP, MAP NUMBER 485464 0317 C, REVISED JULY 18, 1985, THE SUBJECT PROPERTY IS LOCATED IN ZONE "B", AREAS WITHIN THE 500 YEAR BASE FLOOD BOUNDARY.
3. BEARINGS ARE BASED ON GATEWAY PARK RECORDED PLAT IN VOLUME 7, PAGE 59, MAP RECORDS OF NUECES COUNTY, TEXAS.
4. SET 5/8" RE-BAR = STEEL RE-BAR SET WITH YELLOW PLASTIC CAP LABELED BRISTER SURVEYING.
5. THE TOTAL PLATTED AREA IS 0.172 ACRES.
6. THE YARD REQUIREMENT, AS DEPICTED, IS A REQUIREMENT OF THE UNIFIED DEVELOPMENT CODE AND IS SUBJECT TO CHANGE AS THE ZONING MAY CHANGE.

STATE OF TEXAS
COUNTY OF NUECES

I, KARA SANDS, CLERK OF THE COUNTY COURT IN AND FOR NUECES COUNTY, TEXAS, DO HEREBY CERTIFY THAT THE FOREGOING INSTRUMENT DATED THE _____ DAY OF _____, 2020, WITH ITS CERTIFICATE OF AUTHENTICATION WAS FILED FOR RECORD IN MY OFFICE THE _____ DAY OF _____, 2020 AT _____ O'CLOCK __M IN SAID COUNTY IN VOLUME _____, PAGE _____ MAP RECORDS.

WITNESS MY HAND AND SEAL OF THE COUNTY COURT, IN AND FOR SAID COUNTY AT MY OFFICE, IN CORPUS CHRISTI, TEXAS, THE DAY AND YEAR LAST WRITTEN.

NO. _____
FILED FOR RECORD

KARA SANDS, CLERK
NUECES COUNTY, TEXAS

AT _____ O'CLOCK __M

STATE OF TEXAS
COUNTY OF NUECES

I, RONALD E. BRISTER, A REGISTERED PROFESSIONAL LAND SURVEYOR OF BRISTER SURVEYING, HAVE PREPARED THE FOREGOING MAP FROM A SURVEY MADE ON THE GROUND UNDER MY DIRECTION AND IT IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE, INFORMATION AND BELIEF.

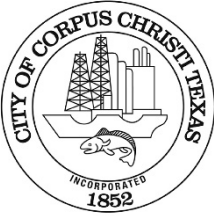
THIS THE _____ DAY OF _____, 2020

RONALD E. BRISTER
REGISTERED PROFESSIONAL LAND SURVEYOR



7. ALL PROPOSED FINISHED FLOOR ELEVATIONS WILL BE A MINIMUM OF 18 INCHES ABOVE CROWN ELEVATIONS OF FRONTING STREETS AND A MINIMUM OF 1 FOOT ABOVE THE PRELIMINARY 100 YEAR BASE FLOOD ELEVATION.
8. THERE ARE NO KNOWN NATURAL WATER BODIES, JURISDICTIONAL WETLANDS, ENDANGERED SPECIES HABITATS, STATE OF TEXAS SUBMERGED LANDS, OR CRITICAL DUNES ON THE SITE.
9. IF ANY LOT IS DEVELOPED WITH RESIDENTIAL USES, COMPLIANCE WITH THE OPEN SPACE REGULATION WILL BE REQUIRED DURING THE BUILDING PERMIT PROCESS.
10. SHARED PARKING WILL BE PROVIDED IN COMPLIANCE WITH SECTION 4.4.3 OF THE U.D.C.
11. THE RECORDED PLAT AND PERMIT APPLICATION WILL BE IN COMPLIANCE WITH THE U.D.C. SECTION 4.4.3. RESIDENTIAL DEVELOPMENT STANDARDS: TABLE 4.4.3. A RESIDENTIAL DEVELOPMENT (TWO FAMILY AND TOWNHOUSE DISTRICT); ATTACHED, TWO FAMILY PER CITY ORDINANCE 029770 DATED MARCH 19, 2013.

DATE OF MAP: 22 OCTOBER 2020



AGENDA MEMORANDUM

Planning Commission Meeting of November 11, 2020

DATE: November 4, 2020

TO: Al Raymond, Director of Development Services

FROM: Mark Orozco, Engineering Associate, Development Services
MarkOr@cctexas.com
(361) 826-3921

<p style="text-align: center;">Gateway Park Block 5, Lots 15A and 15B (Replat) Request for a Plat Waiver of the Sidewalk Construction Requirements in Section 8.1.4 and 8.2.2 of the Unified Development Code</p>
--

BACKGROUND:

Brister Surveying, on behalf of property owner, Toscana Bay Custom Homes, LLC, submitted a request for a waiver of the plat requirement to construct a sidewalk in Section 8.1.4.A and 8.2.2.A of the Unified Development Code (UDC).

The subject property, known as the proposed Gateway Park Block 5, Lots 15A and 15B addressed as 1122 and 1126 Nagle Street, is located south of South Padre Island Drive and west of Laguna Shores Road. This is a Replat of Lot 15. The purpose of the plat is to obtain two residential building permits for Townhomes on the lots. The original subdivision was platted in June of 1940 within the jurisdiction of Nueces County in Flour Bluff. The land was Annexed into the City of Corpus Christi in 1961 and is currently zoned "RM-1" Multifamily 1 District.

STAFF ANALYSIS and FINDINGS:

UDC Sections 3.30.1 and 8.1.4 require construction of sidewalk as part of the platting process. The UDC also states, under Section 8.2.2.B.1-4, that a waiver *may* be granted, in accordance with the waiver procedure in Section 3.8.3.D., but only if certain conditions exist:

1. Sidewalks shall not be required along each side of a street right-of-way where such street is a permanent dead-end street and where there is pedestrian access from the permanent dead-end street to a paved hike and bike trail. In such instance, a sidewalk only shall be required on one side of the street right-of-way.
2. Sidewalks shall not be required along street rights-of-way where each lot fronting on such street has direct access from the side or rear to a paved hike and bike trail.
3. Sidewalks shall not be required for residential subdivisions in the Farm-Rural and Residential Estate zoning districts.

4. Sidewalks adjacent to private streets may be allowed to be placed on only one side of the street if the sidewalk width is 6 feet or greater and approved by the Assistant City Manager of Development Services.

None of the enumerated conditions in UDC 8.2.2.B.1-4 for a sidewalk waiver exist on this subject property.

In any event, Section 3.8.3.D of the UDC provides factors to consider plat waivers, and states that the need for the waiver shall be demonstrated to the Planning Commission's satisfaction. The waiver may be approved, approved with conditions, or denied, after consideration of the following factors:

1. The granting of the waiver shall not be detrimental to the public health, safety or general welfare, or be injurious to other property in the area, or to the City in administering this Unified Code;
2. The conditions that create the need for the waiver shall not generally apply to other property in the vicinity;
3. Application of a provision of this Unified Development Code will render subdivision of land unfeasible; or
4. The granting of the waiver would not substantially conflict with the Comprehensive Plan and the purposes of this Unified Development Code.

Factors in Support of the Waiver. The applicant states that they do not believe sidewalk should be required because:

1. No current sidewalk network exists along Nagel Street and there is not a sidewalk tie in with the existing sidewalk along the Padre Island Drive frontage. The subdivision was approved with a rural street section containing ditches. The south road intersection with Knickerbocker Street does not have a sidewalk network.
2. The property is not located along an existing or foreseeably planned CCRTA fixed route service.
3. Waiver of sidewalk will not be detrimental to the public health, safety, or general welfare, and adjacent property will not be restricted or rendered unfeasible.
4. The Comprehensive Plan will not be substantially affected.

Factors Against the waiver and in support of requiring sidewalk construction:

1. The property is zoned "RM-1" Multifamily 1 District from which a sidewalk network can be provided meeting current standards for a residential street.

STAFF RECOMMENDATION:

Staff recommends approval of the waiver from the sidewalk construction requirement.

Planning Commission may choose to follow or decline Staff's recommendation, and Planning Commission may approve, approve with conditions, or deny the waiver request.¹

LIST OF SUPPORTING DOCUMENTS:

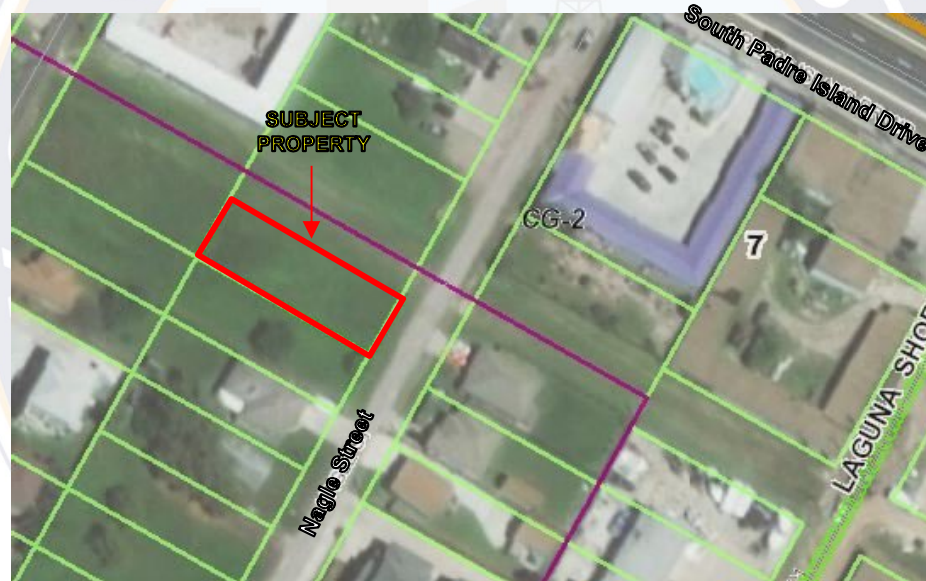
Exhibit A – Waiver Request Letter

Exhibit B – Final Plat

PowerPoint Presentation-Waiver from Sidewalk Requirement

Request for Sidewalk Waiver

Gateway Park Block 5, Lots 15A and 15B (Replat)
Property at 1122 Nagle Street



Planning
Commission
November 11, 2020

Aerial Overview

The aerial map displays a proposed street layout. A yellow line represents the 'EXISTING SIDEWALK' running diagonally from the top center towards the bottom left. A red rectangle highlights the 'SUBJECT PROPERTY' located north of the intersection of Maple Street and Knickerbocker Street. A red arrow points to the intersection area, labeled 'NO SIDEWALK NETWORK'. The map shows various zoning districts: CG-1, CG-2, and RM-1. Surrounding streets include Spadine Island Drive, Wandrona Drive, Stewart Street, and Knickerbocker Street. The map also shows a grid of property lines and existing infrastructure.

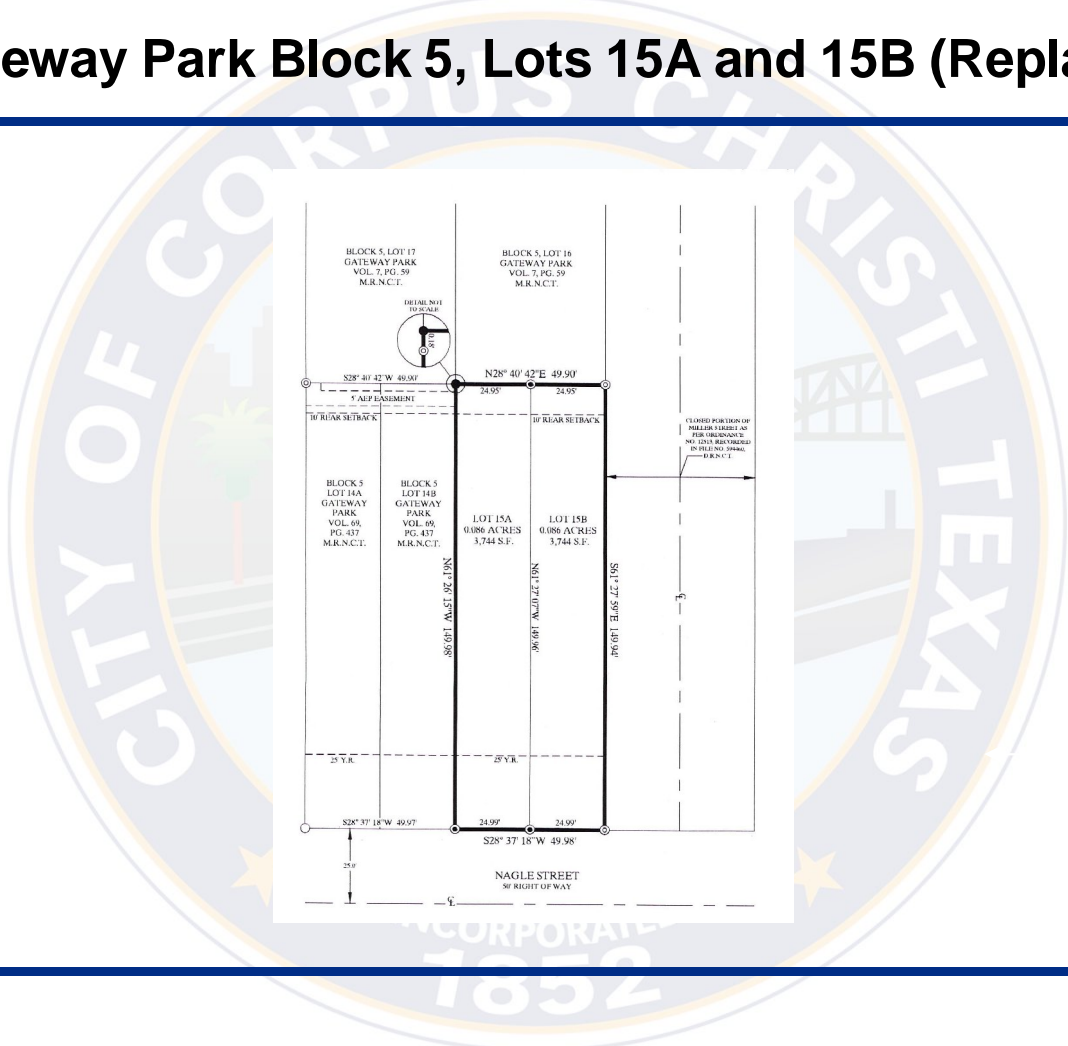


Subject Property, South on Nagle Street



Subject Property, North on Nagle Street





Staff Recommendation

Approval of the request for a waiver from the sidewalk construction requirement.

- Planning Commission may choose to follow or decline Staff's recommendation
 - Planning Commission may approve, approve with conditions, or deny the waiver request
-

Factors in Sidewalk Waiver

Applicant's Factors in Support of Sidewalk Waiver

1. No current sidewalk network exists along Nagel Street and there is not a sidewalk tie in with the existing sidewalk along the Padre Island Drive frontage.
2. The entire residential subdivision is platted and there is little or no opportunity to extend a sidewalk network in the near future on adjacent lots. This is a developed neighborhood with infill lots. The subdivision was approved with a rural street section containing ditches
3. The south road intersection with Knickerbocker Street does not have a sidewalk network.
4. The property is not located along an existing or foreseeably planned CCRTA fixed route service.
5. Waiver of sidewalk will not be detrimental to the public health, safety, or general welfare, and adjacent property will not be restricted or rendered unfeasible.
6. The Comprehensive Plan will not be substantially affected.

Factors Against Sidewalk Waiver (for sidewalk construction)

1. The property is zoned "RM-1" Multifamily 1 District from which a sidewalk network can be provided meeting current standards for a residential street.

Plat Requirements

- UDC 3.30.1.A: requires installation of improvements, or financial guarantee, during platting
 - UDC 8.1.4: During platting, the “developer shall provide”:
 - A. “Streets, including but not limited to pavement, curb and gutter, **sidewalks**”
 - UDC 8.2.2.A.4: “Sidewalks shall connect to existing adjacent sidewalks or be designed and placed to allow connection to future adjacent sidewalks”
-

Plat Waiver UDC 3.8.3.D

- Need for waiver shall be demonstrated to Planning Commission's satisfaction
 - The waiver may be approved, approved with conditions or denied after consideration of the following factors:
 1. Not detrimental to public health, safety, or general welfare, or be injurious to other property in area, or to the City;
 2. The conditions that create the need for the waiver shall not generally apply to other property in the vicinity;
 3. Application of the provision will render subdivision of land unfeasible; or
 4. The granting of the waiver would not substantially conflict with the Comp Plan and the purposes of the UDC
-

Brister Surveying Inc.

4455 South Padre Island Dr. #51

Corpus Christi, Texas 78411

(361) 850-1800

bristersurveying@corpus.twcbc.com

Firm Registration No. 10072800

October 22, 2020

Dear Mr. Andrew Dimas,

On behalf of our client Edith Garza with Toscana Bay Custom Homes we would like to request a waiver for the public improvement of constructing a sidewalk along Nagle Street in Flour Bluff for the replat of Lot 15, Block 5, Gateway Park, also know as 1122 Nagle Street. A few of the reasons why we feel it is unnecessary for the construction of a sidewalk are as follows:

- There is currently no adjacent sidewalk to tie into along Nagle Street
- There are currently open ditches in the right of way of Nagle Street where the sidewalk would go
- Appears there are no bus stops located on Nagle Street
- The waiver will not be detrimental to the public safety or general welfare
- The waiver will not affect the adjacent property in a manner to restrict or render unfeasible

Thank you,



Mike Collier
Brister Surveying, Inc.

**TECHNICAL REVIEW PLAT REQUIREMENTS
REGULAR PLANNING COMMISSION MEETING
NOVEMBER 11, 2020**

PROJECT: 20PL1097

FLOUR BLUFF ESTATES NO. 2, BLK 11, LOT 2A (FINAL REPLAT-0.1722 ACRES)
Located east of Jane Street and south of Jester Street.

Zoned: RS-6

Owner: McMillina Services Inc.

Surveyor: J. Perales Civil, Engineer & Planning Services

The applicant proposes to replat the north half of Lot 2, Block 11; obtain a building permit for a residential use. The submitted plat satisfies the requirements of the Unified Development Code and State Law and the Technical Review Committee recommends approval. All comments requiring resolution prior to Planning Commission approval have been addressed.

TECHNICAL REVIEW COMMITTEE (TRC) PLAT REVIEW COMMENTS

Staff Only:

TRC Meeting Date: 10-01-20

TRC Comments Sent Date: 10-05-20

Revisions Received Date (R1): 10-08-20

Staff Response Date (R1): 10-09-20

Revisions Received Date (R2): N/A

Staff Response Date (R2): N/A

Planning Commission Date: 11-11-20 Public Notice Plat

Interdepartmental Staff and outside agencies have reviewed and prepared comments for the proposed plat. All plats must comply with applicable review criteria. These comments are intended to be final.

All corrected plats must be submitted with a comment resolution (response) letter for staff review.

Major plats, in compliance with review criteria, are recommended for approval to the Planning Commission by the TRC. Development Services staff will determine when the plat is scheduled for Planning Commission.

Administrative plats, in compliance with review criteria, are approved by the Director on a rolling basis.

Project: **20PL1097**

FLOUR BLUFF ESTATES NO. 2, BLOCK 11, LOT 2A (FINAL REPLAT – .1722 ACRES)

Located east of Jane Street and south of Jester Street.

Zoned: RS-6

Owner: McMillina Services Inc.

Engineer: J Perales Civil Engineering & Planning Services

The applicant proposes to replat the north half of Lot 2, Block 11 and obtain a building permit for residential use.

GIS						
No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	The plat closes within acceptable engineering standards.	Informational comment			
2	Plat	Please include complete legal description of adjacent lot on east side of platted area (refer to volume A, Page 42)	Easterly adjacent property legal description added to plat.	Resolved.		

LAND DEVELOPMENT						
No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	On the plat title change "Re-Plat" to "Final Replat"	Plat title corrected.	Addressed		

2	Plat	On the Engineer certificate block revise the engineer name not to show in all capital letters. Correct and revise.	Engineer's certificate corrected.	Addressed		
3	Plat	On the Planning Commission certificate block replace "Carl Crull, P.E" to "Jeremy Baugh"	Planning Commission certificate corrected.	Addressed		
4	Plat	Enlarge the Plat Notes to appear legible.	Plat notes font size increased.	Addressed		
5	Plat	Remove Note 9 referencing Open Space Regulation.	Note 9 regarding open space removed from plat.	Addressed		
6	Plat	Complete the solid lot line for abutting lot 1.	Solid lot line for abutting Lot 1 corrected.	Addressed		
7	Plat	Remove <u>only</u> ownership names along both abutting lots.	Ownership names removed.	Addressed		
8	Plat	On the platted Lot 2A show and label the acreage, sqft and remove <u>only</u> recorded legal description information.	Lot 2A labelling corrected.	Addressed		
9	Plat	Water Lot fee – 1 Lot x \$182.00/Lot = \$182.00	Informational comment.	Prior to plat recordation		
10	Plat	Wastewater Lot fee – 1 Lot x \$393.00/Lot = \$393.00	Informational comment.	Prior to plat recordation		
11	Plat	Water Pro-Rata - 50.00'LF x \$10.53/LF = \$526.50	Informational comment.	Prior to plat recordation		
12	Plat	Wastewater Pro-Rata - 50.00'LF x \$12.18/LF = \$609.00	Informational comment.	Prior to plat recordation		

PLANNING/Environment & Strategic Initiatives (ESI)

No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	No comment.	n/a			

DEVELOPMENT SERVICES ENGINEERING

Action	Yes	No
Public Improvements Required?		No
Water		No

Fire Hydrants		No
Wastewater		No
Manhole		No
Stormwater		No
Sidewalks		No (sidewalk exists)
Streets		No

Refer to UDC Section 3.8.3.D Waivers if applicable.

Applicant Response on Waiver:		
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DEVELOPMENT SERVICES ENGINEERING						
No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	No comment.				

UTILITIES ENGINEERING						
No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	No water construction is required for platting.	Informational comment.			
2	Plat	No wastewater construction is required for platting.	Informational comment.			

TRAFFIC ENGINEERING						
No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Informational	Proposed driveway access to a public City Street shall conform to access management standards outlined in Article 7 of the UDC	Informational comment.			

FLOODPLAIN						
No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	No comment.	n/a			

FIRE DEPARTMENT - INFORMATIONAL, REQUIRED PRIOR TO BUILDING PERMIT						
No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	Fire has no comment.	n/a			

GAS						
No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	No comment.	n/a			

PARKS						
No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution

1	Plat	No comment.	n/a			
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REGIONAL TRANSPORTATION AUTHORITY

No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Informational	This final plat is not located along an existing or foreseeably planned CCRTA service route.	Informational comment.			

NAS-CORPUS CHRISTI

No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	Located in APZ-1 for NAS Truax field. Recommended no single residence be built in this area.	Recommendation only.			

CORPUS CHRISTI INTERNATIONAL AIRPORT

No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Informational	1 mile south of Truax airfield and 3.3 miles east of Waldron ALF. May be subject to overflight noise during operations at Truax. Aeronautical study possibly required based on construction method.	Informational comment.			

AEP-TRANSMISSION

No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	No comment.	n/a			

AEP-DISTRIBUTION

No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	No comment.	n/a			

TXDOT

No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	No comment.	n/a			

NUECES ELECTRIC

No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	No comment.	n/a			

INFORMATIONAL

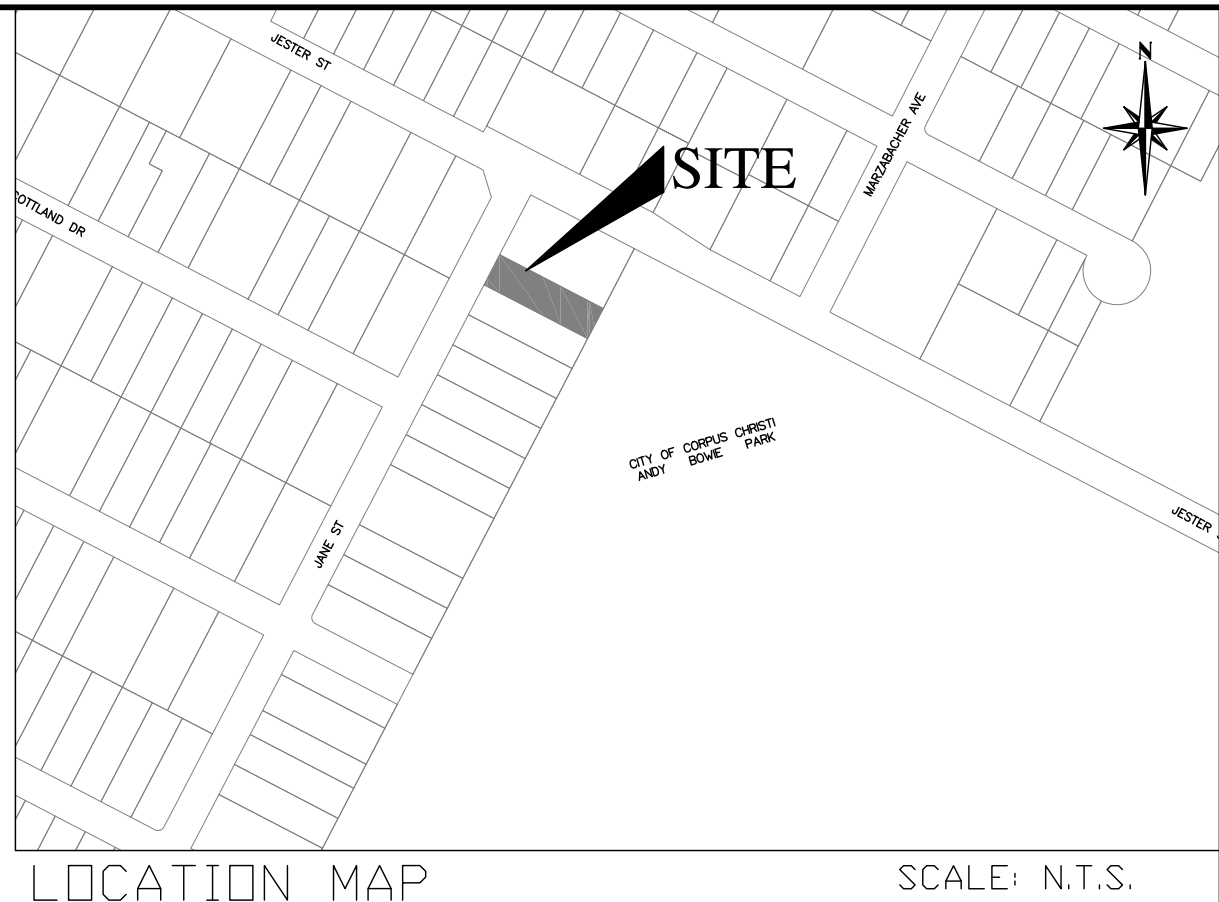
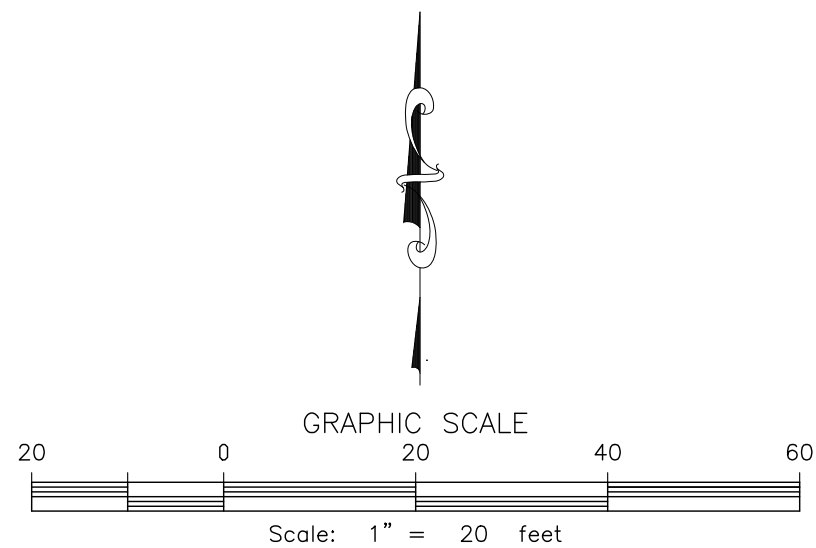
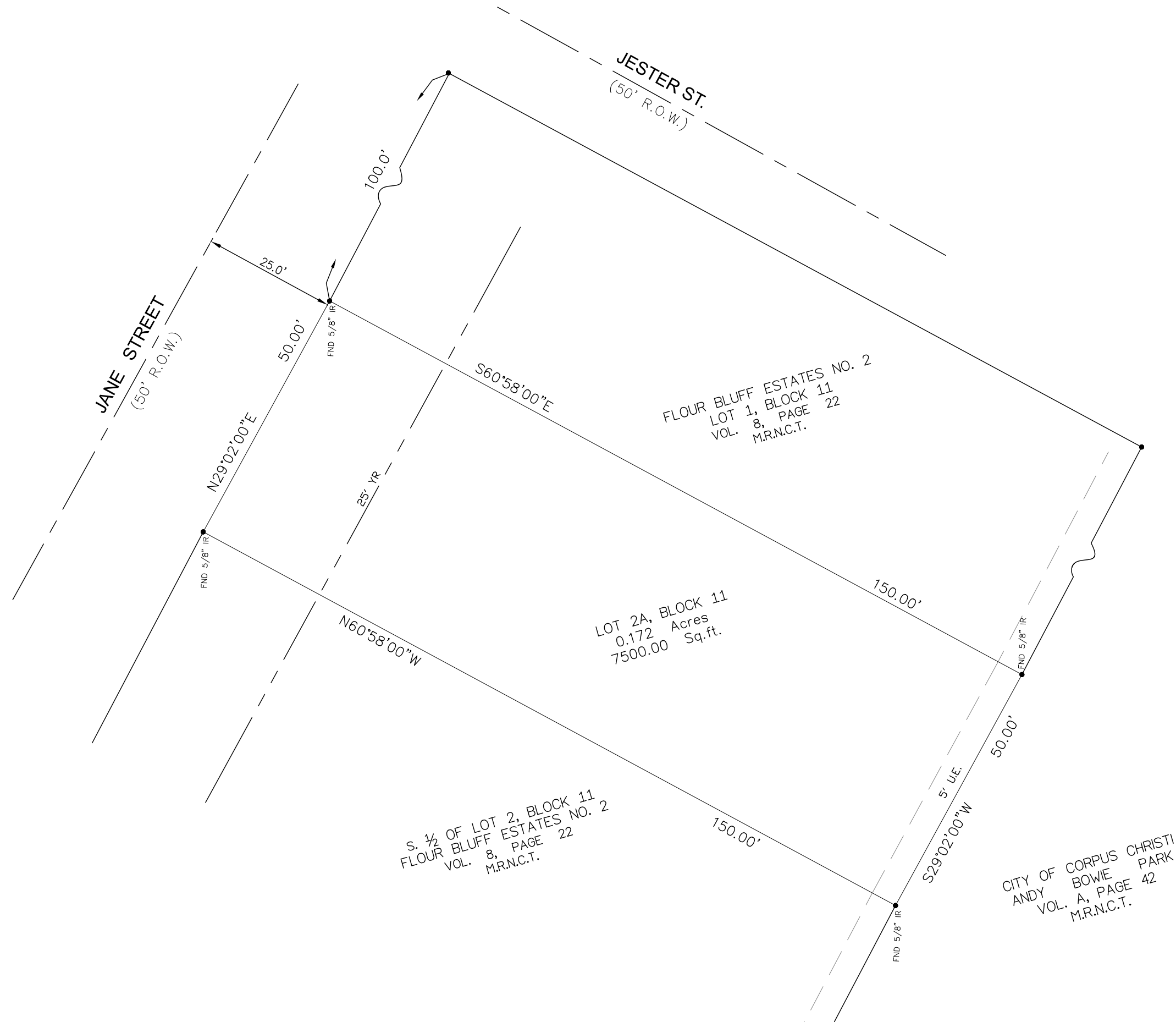
Comments noted below apply to the preliminary site/utility/transportation plan and preliminary storm water quality management plan (SWQMP) as observations for information only.

These comments should be considered during subsequent site and public infrastructure development but may be required as a condition for plat consideration by the Planning Commission for approval.

Additional comments may be issued with the subsequent submittal plans associated with the property development.

LAND DEVELOPMENT

1. Prior to recordation, provide a tax certificate indicating that all taxes have a \$0.00 balance, along with the submittal of the original tracing.



Final Replat of
FLOUR BLUFF ESTATES NO. 2
Block 11, Lot 2A

BEING A 0.172 ACRE TRACT OF LAND OUT OF FLOUR BLUFF ESTATES NO. 2, AND THE NORTH ONE-HALF (N 1/2) OF LOT TWO (2), BLOCK ELEVEN (11), FLOUR BLUFF ESTATES NO. 2, AN ADDITION TO THE CITY OF CORPUS CHRISTI, NUECES COUNTY, TEXAS, AS SHOWN BY THE MAP/PLAT THEREOF RECORDED IN VOLUME 8, PAGE 22, OF THE MAP RECORDS OF NUECES COUNTY, TEXAS.

NOTES

- 1) TOTAL PLATTED AREA CONTAINS 0.172 ACRES OF LAND.
- 2) A 5/8" DIAMETER STEEL REBAR WAS FOUND AT EVERY CORNER, EXCEPT AS SPECIFIED OTHERWISE.
- 3) PER PRELIMINARY FLOOD INSURANCE RATE MAP, MAP NUMBER 4835C0545G, REVISED PRELIMINARY, OCTOBER 23, 2015, THE SUBJECT PROPERTY IS NOT LOCATED IN A SPECIAL FLOOD HAZARD AREA. PER EFFECTIVE FLOOD INSURANCE RATE MAP, MAP NUMBER 485464-0317D, REVISED JULY 18, 1985, THE SUBJECT PROPERTY IS NOT LOCATED IN A SPECIAL FLOOD HAZARD AREA.
- 4) ALL PROPOSED FINISHED FLOOR ELEVATIONS WILL BE A MINIMUM OF 18 INCHES ABOVE CROWN ELEVATIONS OF FRONTING STREETS AND A MINIMUM OF 1 FOOT ABOVE THE PRELIMINARY 100 YEAR BASE FLOOD ELEVATION.
- 5) THE RECEIVING WATER BODY FOR THE STORM WATER RUNOFF FOR THIS PROPERTY IS THE LAGUNA MADRE. THE TCEQ HAS CLASSIFIED THE AQUATIC LIFE USE FOR LAGUNA MADRE AS "HIGH". TCEQ ALSO CATEGORIZED THE LAGUNA MADRE AS "CONTACT RECREATION USE".
- 6) THERE ARE NO KNOWN NATURAL WATER BODIES, JURISDICTIONAL WETLANDS, ENDANGERED SPECIES HABITATS, STATE OF TEXAS SUBMERGED LANDS, OR CRITICAL DUNES ON THE SITE.
- 7) ALL BEARINGS ARE GRID BEARINGS BASED ON THE TEXAS COORDINATE SYSTEM FOR THE LAMBERT SOUTH ZONE NAD 83 (CORS 96) EPOCH 2011. ALL DISTANCES SHOWN ARE SURFACE DISTANCES.
- 8) THE YARD REQUIREMENT, AS DEPICTED, IS A REQUIREMENT OF THE UNIFIED DEVELOPMENT CODE AND IS SUBJECT TO CHANGE AS THE ZONING MAY CHANGE.
- 9) PROPERTY IS CURRENTLY ZONED RS-6 SINGLE FAMILY RESIDENTIAL USE.

STATE OF TEXAS
COUNTY OF NUECES

We, McMillan Services, Inc. , hereby certify that we are the owners of the land embraced within the boundaries of the foregoing plat, that we have surveyed and subdivided as shown; that streets shown are dedicated to the public use forever; that utility easements as shown are dedicated to the public use for the installation, operation and use of public utilities; and that this map was made for the purpose of description and dedication.

this _____ day of _____ 2020.

Christopher McMillan, President

STATE OF TEXAS
COUNTY OF NUECES

This instrument was acknowledged before me by Christopher McMillan, president of McMillan Services, Inc.

this _____ day of _____ 2020.

Notary Public in and for the State of Texas.

STATE OF TEXAS
COUNTY OF NUECES

This final plat of the herein described property was approved by the Department of Development Services of the City of Corpus Christi, Texas.

This the_____ day of _____ 2020.

Jalal Saleh, P.E.
Development Services Engineer

STATE OF TEXAS
COUNTY OF NUECES

This final plat of the herein described property was approved on behalf of the City of Corpus Christi, Texas by the Planning Commission.

This the_____ day of _____ 2020.

Jeremy Baugh
Chairman

Al Raymond III, AIA
Secretary

State of Texas
County of Nueces

I, Kara Sands, Clerk of the County Court in and for said County, do hereby certify that the foregoing instrument dated the ___ day of _____, 20____, with its certificate of authentication was filed for record in my office the ___ day of _____, 20____. At ____ O'clock ____M., and duly recorded the ___ day of _____, 20____, at ____ O'clock ____M., in said County in Volume _____, Page _____, Map Records.

Witness my hand and seal of the County Court, in and for said County, at office in Corpus Christi, Texas, the day and year last written.

No. _____
Filed for Record

at _____ O'clock ____M.
_____, 20_____

Kara Sands, County Clerk
Nueces County, Texas

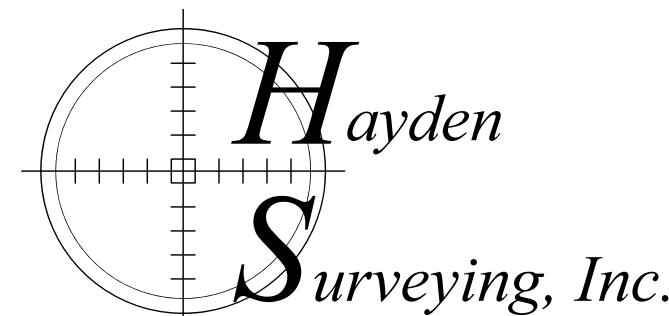
By: _____
Deputy

State of Texas
County of Nueces

I, Fred C. Hayden, Jr., a Registered Professional Land Surveyor for Hayden Surveying, Inc. Have prepared the foregoing map from a survey made on the ground under my direction and is true and correct to the best of my knowledge, information and belief; I have been engaged under contract to set all Lot and Block corners as shown hereon and to complete such operations with due and reasonable diligence consistent with sound professional practice.

This the_____ day of _____ 20_____.

Texas License No. 4486



905 DELTA DR.
CORPUS CHRISTI, TEXAS 78412
PH: 361-815-8900, FAX: 361-991-9034

**TECHNICAL REVIEW PLAT REQUIREMENTS
REGULAR PLANNING COMMISSION MEETING
NOVEMBER 11, 2020**

PROJECT: 19PL1094

NUECES RIVER IRRIGATION PARK ANNEX #1, BLK 2, LOT 1 (FINAL – 8.905 ACRES)

Located west of County Road 69 and north of Northwest Boulevard (FM 624).

Zoned: CN-2 & RS-6

Proposed Rezone: CN-2 City Council second reading was passed 9-10-19

Owner: The Mostaghasi Investment Trust

Surveyor: J. Perales Civil, Engineer & Planning Services

The applicant proposes to plat the property to obtain a building permit for a commercial use. The submitted plat satisfies the requirements of the Unified Development Code and State Law and the Technical Review Committee recommends approval. All comments requiring resolution prior to Planning Commission approval have been addressed.

TECHNICAL REVIEW COMMITTEE (TRC) PLAT REVIEW COMMENTS

Staff Only:
 TRC Meeting Date: 9-05-19
 TRC Comments Sent Date: 9-27-19
 Revisions Received Date (R1): 2-12-20
 Staff Response Date (R1): 3-05-20
 Revisions Received Date (R2): 3-31-20
 Staff Response Date (R2): 4-24-20
 Applicant/Engineer Submitted Revised Utility Plan 10-05-20
 Staff City Engineer Response Addressed Date: 10-08-20
 Planning Commission Date: 11-11-20 Public Notice

Interdepartmental Staff and outside agencies have reviewed and prepared comments for the proposed plat. All plats must comply with applicable review criteria. These comments are intended to be final.
 All corrected plats must be submitted with a comment resolution (response) letter for staff review.

Major plats, in compliance with review criteria, are recommended for approval to the Planning Commission by the TRC. Development Services staff will determine when the plat is scheduled for Planning Commission.
 Administrative plats, in compliance with review criteria, are approved by the Director on a rolling basis.

Project: 19PL1094

NUECES RIVER IRRIGATION PARK ANNEX #1, BLOCK 2, LOT 1 4075-4-5 (FINAL – 8.905 ACRES)
 Located west of County Road 69 and south Northwest Boulevard (FM 624).

Zoned: CN-2 & RS-6
 Proposed Rezone: CN-2 City Council second reading was passed 9-10-19

Owner: The Mostaghani Investment Trust
 Engineer: J. Perales Civil, Engineer & Planning Services

The applicant proposes to plat the property in order to obtain a building permit for commercial use.

GIS					
No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response
1	Plat	The plat closes within acceptable engineering standards. Texas Occupations Code Chapter 1071. Land Surveyors; Title 6, Sec. 1071.002 (6).	informational comment	Correct	
2	Plat	Label the complete and correct legal description of the adjacent properties. Texas Occupations Code Chapter 1071. Land Surveyors; Title 6, Sec. 1071.002 (6). Land Development application instruction requirements.	adjacent property labels corrected	Correct	
3	Plat	Show and label the Drainage Easement filed as doc. #2000018366, Deed Records Nueces County Texas, D.R.N.C.T. on the plat.	drainage easement information has been added to the plat	Correct	
4	Plat	Show and label the adjacent Right of Way Easement filed as volume 1018/Page 241, D.R.N.C.T. and Drainage Easement filed as doc. #1999053786, D.R.N.C.T. on the plat.	and drainage easement information added to the plat.	Correct	
5	Plat	Label the 4504.44 sq. ft. Utility Easement filed as doc. #2008045864, D.R.N.C.T. on the plat.	Utility easement information has been added to the plat.	Correct	
6	Plat	Show and label the Easement and Right of Way filed on behalf of Central Power and Light Company adjacent to CR 69 on the plat. The C.P.&L. Easement and Right of Way south of Northwest Blvd. Is filed as doc. #891219, D.R.N.C.T. and is 142.19' wide at Northwest Blvd.	C.P. & L. transmission line easement has been added to the plat.	Correct	

LAND DEVELOPMENT					
No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response
1	Plat	Condition for plat approval: City Council approval of change in zoning (second reading).	CN-2 zoning ordinance was passed by second reading on 8/27/2019 (Enactment No. 031861)	Addressed: City Council second reading was passed 9-10-19	
2	Plat	On the Engineering certificate block change Gabriel Hinojosa, P.E. to Ratna Pottumuthu, P.E.	Engineering certificate has been changed to Jalal Saleh, P.E., based on current instructions from City staff.	Addressed	
3	Plat	On the Planning Commission certificate block change "Eric Villarreal, P.E." to "Carl Cruik"	Planninc Commission certificate block has been updated.	Addressed	
4	Plat	County Road 69 is classified as Collector Street change 15'U.E to 10'U.E only along County Road 69 (UDC 8.2.3.A)	U.E. along County Road 69 has been changed to 10' width.	Addressed	
5	Plat	Change 7.5' U.E to 15'U.E along the north side property line for Lot 5 (UDC 8.2.3.A.4)	U.E. along north property line has been changed to 15' width.	Addressed	
6	Plat	Reference on Note 13, submit a legal instrument, for a Home Owners Association, for approval by the City Attorney prior to any plat recordation. (UDC 8.1.8)	The plat layout has been amended to provide for only one lot. HOA or POA is no longer necessary. Common improvements will belong to only one owner	Not address: Revise Note 12 to include Private Drainage easment maintained by the proper owner.	Plat Note #12 revised to include private drainage easement as to be maintained by property owner.
7	Plat	Show and label the existing Transmission lines on the plat.	Location of existing electric transmission line has been added to the plat.	Addressed	Addressed
8	Plat	Water Distribution System acreage fee – 8.91 acres x \$1,439.00/acre = \$12,821.49 (Uplatted lots)	informational comment.	Prior to recordation	
9	Plat	Waterwater Distribution System acreage fee – 8.91 acres x \$1,571.00/acre = \$13,997.61 (Uplatted lots)	informational comment.	Prior to recordation	
10	Plat	Water Pro-Rata - 388.78 LF x \$10.53/LF = \$4,093.85	informational comment.	Prior to recordation	
11	Plat	Wastewater Pro-Rata - 388.78 LF x \$12.18/LF = \$4,735.34	informational comment.	Prior to recordation	

PLANNING/Environment & Strategic Initiatives (ESI)				
No.	Sheet	Comment	Applicant Response	Staff Resolution
1	Plat	No comment.		

NUECES COUNTY PUBLIC WORKS					
No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response
1	Plat	Change the YR along FM 624 to 50 feet.	Y.R. along FM 624 has been changed to 50 feet.	Addressed	
2	Plat	Change the YR along CR 69 to 25 feet.	Y.R. along CR 69 has been changed to 25 feet.	Addressed	
3	Plat	Verify the right of way on CR 69; a portion belongs to NCWID #3.	County Road and what is now NCWID #3 rights of way were dedicated by the same instrument. Corrected widths are now shown on the plat.	Not Addressed: Contact Nueces County Public Works Michael Molina 361-888-0490	Right of way width and location for CR 69 verified by field survey and deed out of NCDR Vol 1018, Page 241 and shown on plat. Right of way width and location verified by field survey and deed out of NCDR Vol 65, Page 71.
4	Plat	Correct the deed document number to the Calallen ISO property.	Deed document number has been corrected.	Addressed	Addressed
5	Plat	Provide a water service agreement.	The proposed plat has been revised to include only one lot. The lot falls partly within the city limits of Corpus Christi. Water service will be provided by the City of Corpus Christi. OCL water and wastewater contracts will no longer be required.	Addressed	
6	Plat	Provide a waste water service agreement.	The proposed plat has been revised to include only one lot. The lot falls partly within the city limits of Corpus Christi. Water service will be provided by the City of Corpus Christi. OCL water and wastewater contracts will no longer be required.	Addressed	
7	Plat	Add note stating: Driveways onto CR 69 shall be installed by the subdivision developer to comply with county regulations and must be approved by the Nueces County Department of Public Works prior to installation.	CR 69 driveway note has been added as Note #13 on the plat.	Addressed	
8	SWQMP	Add existing contours and ground elevations.	Existing ground elevations and contours have been added to the SWQMP.	Addressed	
9	SWQMP	Provide a proposed finish contour plan.	Proposed surface drainage patterns have been added to the SWQMP.	Addressed	
10	SWQMP	Add a detail and cross-section of the detention area to include volume.	Detention area details and calculations have been added to the SWQMP.	Addressed	
11	SWQMP	Provide a detail of the proposed detention overflow structure.	Details of the proposed detention overflow structure have been added to the SWQMP.	Not Addressed: Provide more detail overflow structure: Contact Nueces County Public Works Michael Molina 361-888-0490	Stormwater detention system overflow structure details have been upgraded from preliminary schematic to actual design and information added to the SWQMP.
12	SWQMP	Add existing and proposed ditch profile along CR 69.	The existing profile is indicated by elevations and ground contours added to the SWQMP. Proposed development will not alter the existing ditch profile other than to remove debris and re-establish the original ditch profile.	Addressed	
13	SWQMP	Provide the capacity for the existing ditch to the north of this development.	The estimated hydraulic capacity of the existing roadway ditch downstream (north) of the development has been calculated and this information added to the SWQMP.	Addressed	
14	SWQMP	Add stormwater run-off calculations for a 10 year frequency storm.	Stormwater runoff calculations for the 10 year frequency storm event have been added to the SWQMP.	Addressed	
15	SWQMP	Provide a proposed driveway plan and cross-section.	Proposed driveway details have been added to the SWQMP.	Addressed	
16	SWQMP	Follow most current TxDOT rainfall intensity calculations for run-off.	Stormwater runoff calculations have been updated according to the TxDOT Hydraulic Design Manual of September, 2019.	Addressed	
17	SWQMP	Provide a Traffic Engineering Analysis.	Building areas and occupancies are very preliminary. Estimated peak hour traffic generation is less than 500. A City of Corpus Christi Peak Hour Traffic Form has been completed and is attached to this response.	Pending for review	Additional information will be provided as detailed site development plans are completed.
18	Additional Comment:	Plat: Correct the right of way width, Nueces County right of way on CR 69 is 35 feet wide, (Volume 1018 Page 241, NCDR) the eastern 90 feet belongs to NCWID #3, (Volume 65, Page 71, NCDR); correct the deed reference numbers.			The CR 69 and NCWID#3 rights of way widths and locations have been verified and deed references have been updated.
19	Additional Comment:	Plat: Coordinate a meeting between the Developer, City, County, Water District and TxDOT to discuss additional right of way for CR 69.			Total CR 69 right of way at this location is approximately 75 feet. "Flares" at FM 624 intersection have already been dedicated. The Transportation Master Plan designates CR 69 as a C1 Collector street. No other entity has requested additional rights of way during review. If Nueces County requires additional right
20	Additional Comment:	SWQMP: Show location of proposed driveway.			Proposed driveway locations have been added to the SWQMP.
21	Additional Comment:	SWQMP: Label size of proposed driveway pipe culvert.			The pipe culvert sizes have been added to the SWQMP.
22	Additional Comment:	SWQMP: Add top and bottom elevations to cross-section D-D.			Design elevations have been added to Section D-D on the SWQMP.
23	Additional Comment:	SWQMP: Add elevations to the proposed detention overflow structure			Design elevations have been added to detention overflow structure details shown on the SWQMP.
24	Additional Comment:	SWQMP: What is the Q factor of the 2-24" outfall drain pipes and flowline elevations.			Detailed hydraulic analysis was completed for the detention overflow structure, outfall drain pipes, and the roadside ditch outfall, including the adjoining CR 69 right of way. Hydraulic profile information has been added to the SWQMP. The outfall drain pipes have been increased to 2 - 30" diameter lines. Design meets
25	Additional Comment:	SWQMP: Add the existing edge of pavement for CR 69.			Existing CR 69 edge of pavement has been added to the SWQMP.
26	Additional Comment:	Utility Plan: Add the existing underground irrigation line.			There is no NCWID#3 underground line north of the FM 624 intersection. The irrigation canal is mostly filled and abandoned in this area.
27	Additional Comment:	Utility Plan: Add the existing edge of pavement for CR 69.			The existing CR 69 edge of pavement has been added to the Utility Plan.

DEVELOPMENT SERVICES ENGINEERING		
Action	Yes	No
Public Improvements Required?	Yes	
Water	Yes, including fire hydrants	
Wastewater	Yes	
Stormwater	Yes	
Fire Hydrants	Yes	
Manhole	Yes	
Sidewalks	Yes	
Streets		No

Refer to UDC Section 3.8.3.D Waivers if applicable.

Applicant Response on Waiver:	
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DEVELOPMENT SERVICES ENGINEERING					
No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response
1	Zoning	The following comments are conditional to the rezoning approval by the Planning Commission. UDC 2.3.1.A.2	CN-2 zoning ordinance was passed by second reading on 8/27/2019 (Enactment No. 031861)	Addressed	
2	SWQMP	Add notes 4 and 13 from the plat to the SWQMP.	These plat notes have been added to the SWQMP as notes #12 and 13, respectively.	Addressed	
3	SWQMP	Add a plat note stating the maintenance responsibility of the detention area.	Plat note #12 requires all detention areas to be maintained by the property owner.	Addressed	
4	SWQMP	Provide a cross-section of the detention area. Provide a detail for the detention structure. Verify the runoff from the proposed development does not adversely impact the down stream properties. UDC 8.2.8.B.2.	Detention system details have been added to the SWQMP. The system provides for detention of runoff from the 100 year storm event without exceeding pre-development stormwater runoff rates.	Please provide the flows for the 5, 10, 25 and 100 year storm event at the outfall and after detention.	25, and 100 year storm events and corresponding calculated water surface elevations at the detention overflow structure and Addressed
5		Coordinate the Water Public Improvement plans and service with Nueces County District III; provide the letter / email approval from Nueces County District III.	City of Corpus Christi GIS maps indicate that a City arterial or grid water main exists along the FM 624 frontage of the property. Public improvement plans will include connection to this main for potable water service.	Not addressed: Provide the letter / email approval from Nueces County District III to be able to connect to the City of Corpus Christi Water Service and FIRE protection.	After correspondence with NCWID#3, it has been verified that this property falls within the area of their Certificate of Convenience and Necessity (CCN), and determined that potable water service and fire protection for this property will be provided by NCWID#3. The Utility Plan has been amended to comply Not addressed: The Water system from Nueces District 3 is not acceptable because it doesn't give the required 1500 gpm and the 20 PSI residual pressure required. 4-24-20 Per Jalal, Addressed 10-08-20; the Water is provided by Corpus Christi.
6	Utility Plan	Extend the proposed wastewater main to the north property limit.	The proposed plat has been revised to include only one lot. Proposed wastewater service for the single lot is via a private lift station and force main. No public wastewater improvements are proposed.	Addressed	
7	Utility Plan	Provide and label the existing 16" wastewater Force Main along Northwest Blvd and abutting the property.	The existing 16" wastewater force main line has been identified on the Utility Plan.	Addressed	
8		Public Improvements Plans are required; submit a pdf copy of proposed public improvements along with a title sheet to PublicImprovements@ccetexas.com for review and approval; this item is required prior to Plat Recordation. UDC 8.1.3.A	Public improvement plans will be provided upon TRC forwarding the plat to Planning Commission.	Prior to plat recordation	
9		See TXDOT Comments	TXDOT comments addressed below.		
10	Informational	See Utilities Department Comments hereafter	Informational comment		
11	Informational	See Utilities AEP comments	Informational comment		
12	Informational	See Nueces County comments.			Actions have been taken and responses provided above.

UTILITIES ENGINEERING (WATER, WASTEWATER & STORMWATER)					
No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response
1	Plat	Wastewater construction is required for platting, and it must conform City's master plan and TCEQ Chapter 217 Regulations.	The proposed plat has been revised to include only one lot. Proposed wastewater service for the single lot is via a private lift station and force main. No public wastewater improvements are necessary or proposed.		

TRAFFIC ENGINEERING					
No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response
1	Plat	General: The proposed development will be located directly in front of the school. School zone signage should be located in front of driveway exits to inform motorists if there is an existing reduced school speed zone.	School zone signage will be identified and included in site development plans.	To be addressed at the site plan/building permit review phase.	
2	Plat	General: Verify with the County if the roadway condition and geometry is adequate to handle additional traffic generation from commercial use.	Traffic generation estimates are being forwarded to the County for their review. Any required roadway improvements will be identified in their response.	To be addressed at the site plan/building permit review phase.	
3	Plat	General: Although the site did not meet current UDC criteria to warrant a TIA, the Engineer should still evaluate access management techniques along CR 69. These techniques include, but are not limited to, ensuring the design reduces vehicle conflicts, considering whether a right turn lane is needed near the signalized intersection to prevent blockages from queued traffic, consolidating driveways to promote shared access, and addressing access in the back of the property that will serve the proposed businesses.	Access management details will be addressed in preparation of plans for site development.	To be addressed at the site plan/building permit review phase.	

FLOODPLAIN						
No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	No comment.	No comment received.			
FIRE DEPARTMENT - INFORMATIONAL, REQUIRED PRIOR TO BUILDING PERMIT						
No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	No comment.	No comment received.			
GAS						
No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	No comment.	No comment received.			
PARKS						
No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	No comment. Open Space Regulation is noted on plat.	No comment received.			
REGIONAL TRANSPORTATION AUTHORITY						
No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	This final plat is not located along an existing or foreseeably planned CCRTA service route.	informational comment.			
NAS-CORPUS CHRISTI						
No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	No comment.	No comment received.			
CORPUS CHRISTI INTERNATIONAL AIRPORT						
No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	Private drainage easement needs to be designed and maintained to drain within 48 hours of a rain event.	Private drainage easement is designed to empty within 48 hours of any rain event.			
AEP-TRANSMISSION						
No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	Show and label the existing Transmission lines on the plat.	Existing electric transmission line locations have been added to the plat.	Addressed		
AEP-DISTRIBUTION						
No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	No comment.	No comment received.			
TXDOT						
No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	General Comments: 1)Regional detention required as part of public improvements. 2)Existing FM 624 (Northwest Boulevard) right-of-way width to be fully identified on plat (both sides).	Stormwater detention for the entire property is identified on the attached SWQMP, and will be implemented with the first phase of any development on the property. The FM 624 right of way has been identified on the plat.	Addressed		
2		Add Notes on Plat: 1) Drainage to meet TxDOT guidelines and approval. 2) Change Note 9 to read, " No private access onto FM 624 from Lot 1."	Drainage note added to the plat as Note #14. Note 9 has not been changed. Almost all property adjacent to FM 624 from the US 77/IH 69 intersection to west of this location is developed. All developed properties have one or multiple existing driveways. FM 624 at this location is a 4 lane rural section with paved shoulders and a controlled left turn lane. The developer has submitted a driveway permit request to TXDOT to allow for a more comprehensive evaluation of access to the property from FM 624.	Added additional note: Any driveway onto FM 624 shall require TXDOT review and approval.	Plat Note #15 has been added to the Plat, stating that "Any driveway onto FM 624 shall require TXDOT review and approval".	Addressed
3		We recommend the City Traffic Dept. evaluate additional right-of-way width for a future right turn lane in front of Lot 1 on southbound CR 69, due to the expansion/growth of the High School.	Traffic generation estimates are being forwarded to the County for their review. Any required roadway improvements will be identified in their response.	Addressed		
NUECES ELECTRIC						
No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	No comment.	No comment received.			

INFORMATIONAL

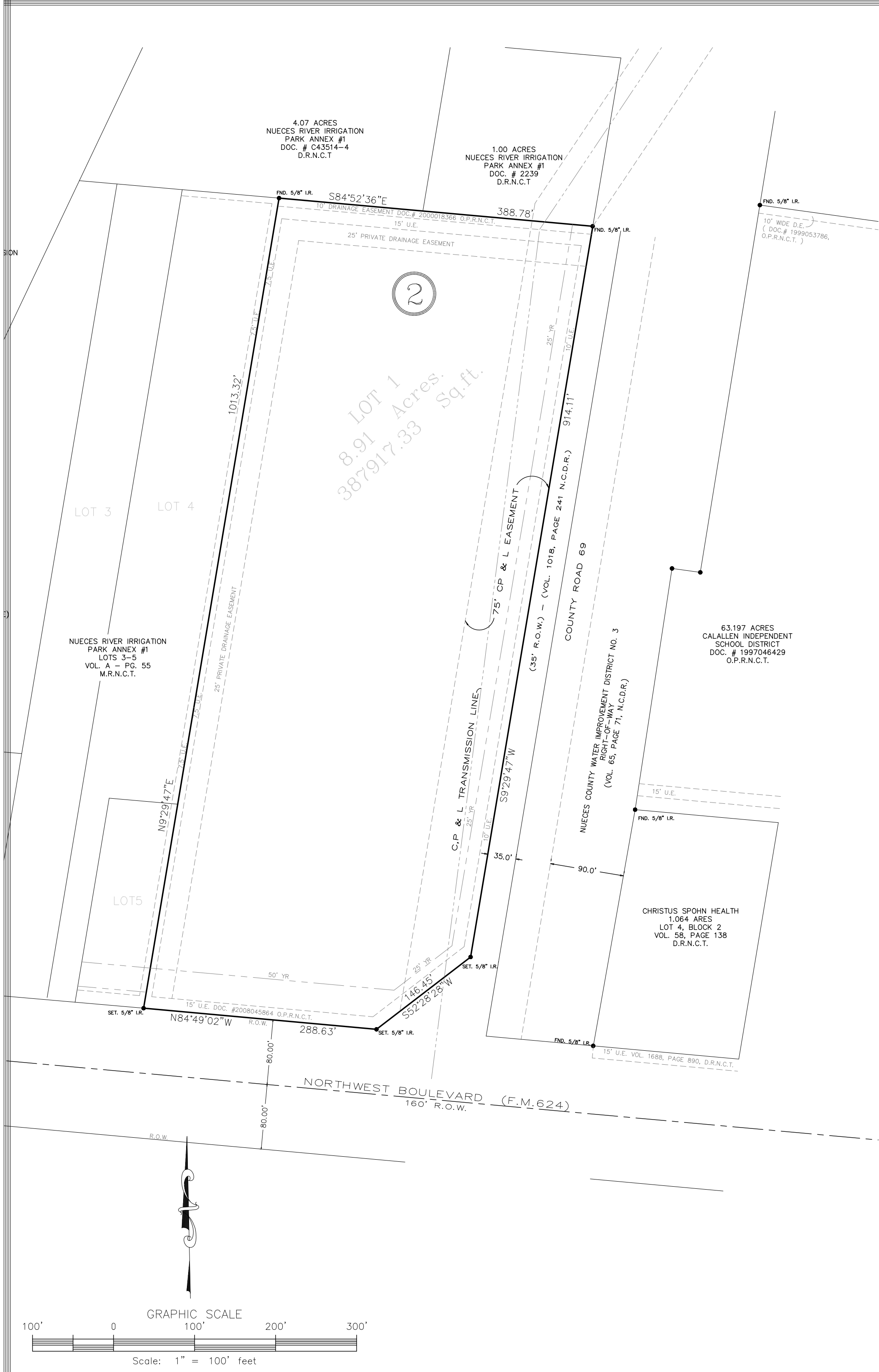
Comments noted below apply to the preliminary site/utility/transportation plan and preliminary storm water quality management plan (SWQMP) as observations for information only.

These comments should be considered during subsequent site and public infrastructure development but may be required as a condition for plat consideration by the Planning Commission for approval.

Additional comments may be issued with the subsequent submittal plans associated with the property development.

LAND DEVELOPMENT

1. Prior to recordation, provide a tax certificate indicating that all taxes have a \$0.00 balance, along with the submittal of the original tracing.



STATE OF TEXAS
COUNTY OF NUECES

WE, THE MOSTAGHASI INVESTMENT TRUST, HEREBY CERTIFY THAT WE ARE THE OWNERS OF THE LAND EMBRACED WITHIN THE BOUNDARIES OF THE FOREGOING PLAT, SUBJECT TO A LIEN IN FAVOR OF PROSPERITY BANK, THAT WE HAVE SURVEYED AND SUBDIVIDED AS SHOWN; THAT STREETS SHOWN ARE DEDICATED TO THE PUBLIC USE FOREVER; THAT UTILITY EASEMENTS AS SHOWN ARE DEDICATED TO THE PUBLIC USE FOR THE INSTALLATION, OPERATION AND USE OF PUBLIC UTILITIES; AND THAT THIS MAP WAS MADE FOR THE PURPOSE OF DESCRIPTION AND DEDICATION.

THIS _____ DAY OF _____ 2020.

HOSSEIN MOSTAGHASI, TRUSTEE

STATE OF TEXAS
COUNTY OF NUECES

THIS INSTRUMENT WAS ACKNOWLEDGED BEFORE ME BY HOSSIEIN MOSTAGHASI AS TRUSTEE OF MOSTAGHASI INVESTMENT TRUST.

THIS _____ DAY OF _____ 2020.

NOTARY PUBLIC IN AND FOR THE STATE OF TEXAS.

STATE OF TEXAS
COUNTY OF NUECES

We Prosperity Bank, Hereby certify that we are the holders of a Lien on the land embraced within the boundaries of the foregoing map and that we approve the subdivision and dedication for the purposes and considerations therein expressed.

BY: _____

TITLE: _____

STATE OF TEXAS
COUNTY OF NUECES

This final plat of the herein described property was approved by the Department of Development Services of the City of Corpus Christi, Texas.

This the _____ day of _____ 2020.

JALAL SALEH, P.E.
Development Services Engineer

STATE OF TEXAS
COUNTY OF NUECES

This final plat of the herein described property was approved on behalf of the City of Corpus Christi, Texas by the Planning Commission.

This the _____ day of _____ 2020.

Carl Crull, P.E.
Chairman

Al Raymond III, AIA
Secretary

State of Texas
County of Nueces

I, Kara Sands, Clerk of the County Court in and for said County, do hereby certify that the foregoing instrument dated the ___ day of _____, 20____, with its certificate of authentication was filed for record in my office the ___ day of _____, 20____. At ___ O'clock ____M., and duly recorded the ___ day of _____, 20____, at ___ O'clock ____M., in said County in Volume _____, Page _____, Map Records.

Witness my hand and seal of the County Court, in and for said County, at office in Corpus Christi, Texas, the day and year last written.

No. _____
Filed for Record

Kara Sands, County Clerk
Nueces County, Texas

at _____ O'clock ____M.
_____, 20____

By: _____
Deputy

State of Texas
County of Nueces

I, Fred C. Hayden, Jr., a Registered Professional Land Surveyor for Hayden Surveying, Inc. Have prepared the foregoing map from a survey made on the ground under my direction and is true and correct to the best of my knowledge, information and belief; I have been engaged under contract to set all Lot and Block corners as shown hereon and to complete such operations with due and reasonable diligence consistent with sound professional practice.

This the _____ day of _____ 20____.

Texas License No. 4486



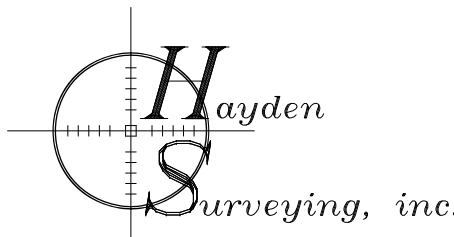
LOCATION MAP

SCALE: N.T.S.

Plat of
NUECES RIVER
IRRIGATION PARK
ANNEX #1
Block 2, Lot 1

BEING A 8.905 ACRE TRACT OF LAND OUT OF ANNEX NO. 1 TO THE NUECES RIVER IRRIGATION PARK, A MAP OF WHICH IS RECORDED IN VOLUME "A", PAGE 55, MAP RECORDS, NUECES COUNTY, TEXAS, AND BEING THE SAME TRACT OF LAND DESCRIBED AS 8.907 ACRE TRACT 3 IN WARRANTY DEED RECORDED IN VOLUME 2207, PAGE 411, DEED RECORDS, NUECES COUNTY, TEXAS

- NOTES
- 1) TOTAL PLATTED AREA CONTAINS 8.905 ACRES OF LAND.
 - 2) A 5/8" DIAMETER STEEL REBAR WAS FOUND AT EVERY CORNER, EXCEPT AS SPECIFIED OTHERWISE.
 - 3) PER PRELIMINARY FLOOD INSURANCE RATE MAP, MAP NUMBER 4835C0260G, REVISED PRELIMINARY, MARCH 30, 2018, THE SUBJECT PROPERTY IS LOCATED OUTSIDE OF ANY SPECIAL FLOOD HAZARD AREAS.
 - 4) THE RECEIVING WATER BODY FOR THE STORM WATER RUNOFF FOR THIS PROPERTY IS THE NUECES RIVER UPSTREAM OF THE CALALLEN SALTWATER INTRUSION DAM LOCATED 1.1 MILES FROM NUECES BAY. THE TCEQ HAS CLASSIFIED THE AQUATIC LIFE USE FOR THIS SEGMENT OF THE NUECES RIVER AS "HIGH". TCEQ ALSO CATEGORIZED THE NUECES RIVER AS "CONTACT RECREATION USE". ADDITIONAL WATER QUALITY PROTECTION MEASURES MUST BE OBSERVED FOR THIS RECEIVING WATER DUE TO THE TCEQ DESIGNATION AS A "PUBLIC WATER SUPPLY".
 - 5) ALL PROPOSED FINISHED FLOOR ELEVATIONS WILL BE A MINIMUM OF 18 INCHES ABOVE CROWN ELEVATIONS OF FRONTING STREETS.
 - 6) THERE ARE NO KNOWN NATURAL WATER BODIES, JURISDICTIONAL WETLANDS, ENDANGERED SPECIES HABITATS, STATE OF TEXAS SUBMERGED LANDS, OR CRITICAL DUNES ON THE SITE.
 - 7) ALL BEARINGS ARE GRID BEARINGS BASED ON THE TEXAS COORDINATE SYSTEM FOR THE LAMBERT SOUTH ZONE NAD 83 (CORS 96) EPOCH 2002. ALL DISTANCES SHOWN ARE SURFACE DISTANCES.
 - 8) THE YARD REQUIREMENT, AS DEPICTED, IS A REQUIREMENT OF THE UNIFIED DEVELOPMENT CODE AND IS SUBJECT TO CHANGE AS THE ZONING MAY CHANGE.
 - 9) IF ANY LOT IS DEVELOPED WITH RESIDENTIAL USES, COMPLIANCE WITH THE OPEN SPACE REGULATION WILL BE REQUIRED DURING THE BUILDING PERMIT PROCESS.
 - 10) LOTS SHALL SHARE ACCESS TO F.M. HIGHWAY 624 AND TO COUNTY ROAD 69 AS REQUIRED TO COMPLY WITH TXDOT AND UNIFIED DEVELOPMENT CODE REQUIREMENTS.
 - 11) NO DIRECT STORM WATER SURFACE RUNOFF TO TXDOT RIGHT OF WAY IS ALLOWED.
 - 12) ALL ON PROPERTY STORM WATER DITCHES, DETENTION AREAS AND PRIVATE DRAINAGE EASEMENTS WILL BE MAINTAINED BY THE PROPERTY OWNER.
 - 13) DRIVEWAYS ONTO CR 69 SHALL BE INSTALLED BY THE SUBDIVISION DEVELOPER TO COMPLY WITH COUNTY REGULATIONS AND MUST BE APPROVED BY THE NUECES COUNTY DEPARTMENT OF PUBLIC WORKS PRIOR TO INSTALLATION.
 - 14) DRAINAGE TO MEET TXDOT GUIDELINES AND APPROVAL.
 - 15) ANY DRIVEWAY ONTO FM 624 SHALL REQUIRE TXDOT REVIEW AND APPROVAL.
 - 16) ALL ON PROPERTY DRAINAGE EASEMENTS, STORM WATER DITCHES, DETENTION AREAS AND DETENTION STRUCTURES SHALL BE MAINTAINED BY THE PROPERTY OWNER ON A YEARLY BASIS TO MAINTAIN THE ENGINEERED DESIGN FLOW.



5866 S. STAPLES, SUITE 342
CORPUS CHRISTI, TEXAS 78413
PHONE: 991-0088

**TECHNICAL REVIEW PLAT REQUIREMENTS
REGULAR PLANNING COMMISSION MEETING
NOVEMBER 11, 2020**

PROJECT: 19PL1026

CALLICOATE ESTATES UNIT 5 (PRELIMINARY – 24.62 ACRES)

Located south of Leopard Street and east of Callicoate Road.

Zoned: FR Farm Rural to RS-4.5 Single-family 4.5
Owner: Luxury Spec Homes
Engineer: Brister Surveying

The applicant proposes to plat the property to develop a new residential subdivision. Upon satisfaction of the remaining conditions and comments in the Plat Review Comments document, the submitted plat will satisfy the requirements of the Unified Development Code and State Law and the Technical Review Committee recommends conditional approval.

TEE (TRC) PLAT REVIEW COMMENTS

Staff Only:

TRC Meeting Date: 9-5-19

TRC Comments Sent Date: 10-5-20

Revisions Received Date (R1): 10-9-20 PC date set for Conditional Plat

(Updated Conditional comments) 11-2-20

Staff Response Date (R1):

Revisions Received Date (R2):

Staff Response Date (R2):

Planning Commission Date: Nov 11, 2020

Interdepartmental Staff and outside agencies have reviewed and prepared comments for the proposed plat. All plats must comply with applicable review criteria. These comments are intended to be final.

All corrected plats must be submitted with a comment resolution (response) letter for staff review.

Major plats, in compliance with review criteria, are recommended for approval to the Planning Commission by the TRC. Development Services staff will determine when the plat is scheduled for Planning Commission.

Administrative plats, in compliance with review criteria, are approved by the Director on a rolling basis.

Project: **19PL1026**

CALLICOATE ESTATES UNIT 5 (PRELIMINARY – 24.62 ACRES)

Located south of Leopard Street and east of South Staples Street.

Zoned: RS-4.5

Owner: MVR Construction Company

Surveyor: Brister Surveying

Engineer: Juan Perales

The applicant proposes to plat the property to develop a residential subdivision.

GIS						
No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	The plat closes within acceptable engineering standards. Texas Occupations Code Chapter 1071. Land Surveyors; Title 6; Sec. 1071.002 (6).	OK	Resolved		
2	Plat	Label the right of way widths and centerline dimensions for all streets and alleys shown on the plat. In the event the right of way varies, provide and label the dimensions at a given point. Unified Development Code; Articles 8.2; 8.2.1; 8.2.1.A; 8.2.1.B; 8.2.1.C; 8.2.1.D	OK	Resolved		
3	Plat	Label the complete and correct legal description of the adjacent properties. Texas Occupations Code Chapter 1071. Land Surveyors; Title 6; Sec. 1071.002 (6). Land Development application instruction requirements.	OK	Resolved		
4	Plat	Callicoate has been adopted by the City as spelled with one "t" not two. Correct the spelling on the street name and in plat note 7 to reflect this. Unified Development Code; Article 8.2.	OK	Resolved		

LAND DEVELOPMENT						
No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Preliminary Plat	Preliminary plat is approved with conditions. All conditions shall be met with the final plat approval.	OK	To be addressed prior to recording.		
2	Plat	The sidewalk waiver presented to Planning Commission on September 04, 2019 did not pass. A PC Action letter will be sent out early next week.	OK	To be addressed with public improvements		
3	Plat	Correct the Owner's certificate with correct owner's name (Company). Provide all three directors. UDC Section 3.8.5	OK	Addressed		
4	Plat	Update the notary certificate to include all three Director names for Notary to verify. UDC Section 3.8.5	OK	Addressed		
5	Plat	Replace the Department of Development Services certificate with a Planning Commission certificate shown at end of the Land Development Comments below. UDC Section 3.8.5	OK	Addressed		

6	Plat	Label the Pipeline License Agreement with the City of Corpus Christi for the existing two pipes (30" and 16") crossing Callicote Road. Provide the Document number on the plat. Doc #2019005996. Relocate the Right of Way agreement #2019027379 label to within the plat boundary.	OK (5996) & OK (7379)	Addressed		
7	Plat	Pipeline right of way Agreement (2019006994) will have to be Amended for authorization for street and drainage construction of Drogo Drive. Amendment should also include allowance of maintenance by the City of Corpus Christi to any public improvement (streets, sidewalks, drainage, water, gas and wastewater lines within or crossing the Pipeline right of way Agreement. Amendment to Agreement or Letter of Authorization will be required prior to approving Public Improvement plans. UDC Section 3.8.5	LEFT AS PER RATNA	Addressed		
8	Plat	The portion of the pipeline easement is to be separated from the residential lots (Lots 14 & 15) to avoid interference with residential structures and to avoid ownership rights as per agreement with Pipeline Company. These areas are to be labeled with a Lot and Block number and labeled as "Non Buildable".	LEFT AS PER RATNA	Addressed		
9		Recommend placing proposed Water and Wastewater lines within a 15' UE along the Drogo Drive to avoid having the interference with Pipelines for Epic. Wastewater line will cross at "Non Buildable" lot.	LEFT AS PER RATNA	Addressed		
10		Provide drainage easements for any public drainage pipes outside the plat boundary that flows to the Retention Pond. UDC Section 8.2.3	AS SHOWN	Addressed		
11		Non-Buildable Lot labelled as Retention Pond to be included with this Final Plat. UDC Section 8.2.3	OK	Addressed		
12		Change 10' YR on Lot 1, Blk 5 to a 10' YR/UE.	OK	Addressed		
13		Change the 7.5' UE for Block 7 to a 10' UE. UDC Section 8.2.3	OK	Addressed		
14	Plat	Verify the 36-inch water main easement running diagonally across the property is vacated. Provide recording document information.	OK	Addressed		
15		For Ownership name, legal, and recording information for Remainder acreage (Phase II). UDC Section 3.8.5	OK	Addressed		
16	Plat	Water Lot fee= 62 Lots x \$182/lot = \$11,284.00	OK	To be addressed prior to recording.		
17	Plat	Waste Water Lot fee= 62 Lots x \$393/lot = \$24,366.00	OK	recording.		
18	Plat	Water Pro-rata: 415 ft x \$10.53/ft= \$4,369.95	OK	To be addressed prior to recording.		

PLANNING/Environment & Strategic Initiatives (ESI)

No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	No comment.	OK			

DEVELOPMENT SERVICES ENGINEERING

Action	Yes	No
Public Improvements Required?	Yes	
Water	Yes	
Fire Hydrants	Yes	
Wastewater	Yes	
Manhole	Yes	
Stormwater	Yes	
Sidewalks	Yes	
Streets	Yes	

Refer to UDC Section 3.8.3.D Waivers if applicable.

Applicant Response on Waiver:

DEVELOPMENT SERVICES ENGINEERING

No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Utility Plan	Pipeline right of way Agreement (2019006994) states Grantor has the surface rights only. Provide an agreement from Grantee stating the City's public infrastructure can be built and maintained in those areas.	attached	Addressed		

2	Utility Plan	Water main and fire hydrants construction required along Callicoate Rd. Water infrastructure construction shall comply with City's Master Plan, Water Distribution Standards and TCEQ Regulations.	OK	Prior to Plat Recordation		
3	Utility Plan	Water main on Drogo Drive to be looped with the water main on Callicoate Road.	OK	Prior to Plat Recordation		
4	Utility Plan	Waste water infrastructure construction shall comply with TCEQ Chapter 217 Regulations.	OK	Prior to Plat Recordation		
5	SWQMP	Provide offsite capacity of receiving system for proposed discharge from development. Retention Pond to be included with this Final Plat. UDC Section 8.2.3.	ADDING NOTED AND CALCUMATIONS TO SWQMP	Addressed		
6	SWQMP	SWMP Plan is very difficult to read. Provide legible plan. Provide directional flows of surface runoff, retention pond cross section. Provide 5, 25 and 100 year water surface elevations in the pond.	OK	Addressed		
7	Utility Plan	Access and Drainage onto Callicoate Road to be approved by TXDOT prior to release of Public Improvement plans from city.	PERMIT TURN IN MONDAY	Prior to Plat Recordation		

UTILITIES ENGINEERING (WATER, WASTEWATER & STORMWATER)

No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	Obtain approval for the required closing of the Utility Easement of the abandoned water line that runs diagonally across the property with Utilities Department management.	DOC. OR SHOWN ON PLAT	Addressed		
2	Plat	Water construction is required for platting.	OK	Prior to Plat Recordation		
3	Plat	Wastewater construction is required for platting.	OK	Prior to Plat Recordation		

TRAFFIC ENGINEERING

No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	Provide locations of proposed street light locations.	OK	Prior to Plat Recordation		
2	Plat	Increase intersection radii to 25' at Callicoate Road.	OK	Addressed		
3	Plat	Add note to plat requiring all lots at street intersections adhere to visibility triangle requirements of UDC Section 4.2.9.	OK	Addressed		

FLOODPLAIN

No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	No comment.	OK	Addressed		

FIRE DEPARTMENT - INFORMATIONAL, REQUIRED PRIOR TO BUILDING PERMIT

No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	No comment.	OK	Addressed		

GAS

No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	Request 10' U.E. Between lots 1 & 2, blk. 1 5' each side	OK	Not addressed		
2	Plat	10' U.E. Between lots 2 & 3, blk. 2 5' each side	OK	Not addressed		
3	Plat	10' U.E. Between lots 2 & 3, blk. 5 5' each side	OK	Not addressed		
4	Plat	5' U.E. On east side of lot 6, blk. 5	OK	Addressed		
5	Plat	10' U.E. Between lots 13 & 14 blk. 7 5' each side	OK	Not addressed		
6	Plat	5' U.E. on east side of lot 10, blk. 7	OK	Not addressed		

PARKS

No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	Parkland Dedication Requirement and Park Development Fees	OK	To be addressed prior to recordation		
2	Plat	Dedication requirement = 0.62 acre. Department will not accept land. UDC 8.3.6 Fee in Lieu of Land	OK	To be addressed prior to recordation		
3	Plat	Cash in lieu of land fees should be calculated at 0.62 x value of an acre = total payment. UDC 8.3.5 Land Dedication	OK	To be addressed prior to recordation		
4	Plat	Park Development Fees: 62 x \$200 = \$12,400.00 UDC 8.3.5 Park Development Fee	OK	To be addressed prior to recordation		

REGIONAL TRANSPORTATION AUTHORITY

No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	This final plat is not located along an existing or foreseeably planned CCRTA service route.	OK	Addressed		

NAS-CORPUS CHRISTI						
No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	No comment.	OK	Addressed		

CORPUS CHRISTI INTERNATIONAL AIRPORT						
No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	Located approximately 7.2 miles along the approach to runway 13 at Corpus Christi International Airport. May be subject to aircraft overflight and noise.	OK (ADDED TO NOTES)	Addressed		

AEP-TRANSMISSION						
No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	No comment.	OK	Addressed		

AEP-DISTRIBUTION						
No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	No comment.	OK	Addressed		

TXDOT						
No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	Callicoatte Rd to be Identified as FM 1694 (Callicoatte Rd.)	OK	Addressed		
2	Plat	Regional detention required as part of public improvements.	OK	To be addressed with public improvements. Maintenance of Retention will be addressed prior to Public Improvement.		
3	Plat	TIA required for Access onto FM 1694.	OK	To be addressed with public improvements		
4	Plat	Existing FM 1694 (Callicoatte Rd.) right-of-way width to be fully identified on plat (both sides).	OK	Addressed		

NUECES ELECTRIC						
No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	No comment.	OK	Addressed		

INFORMATIONAL

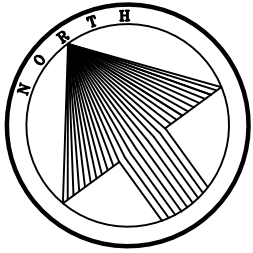
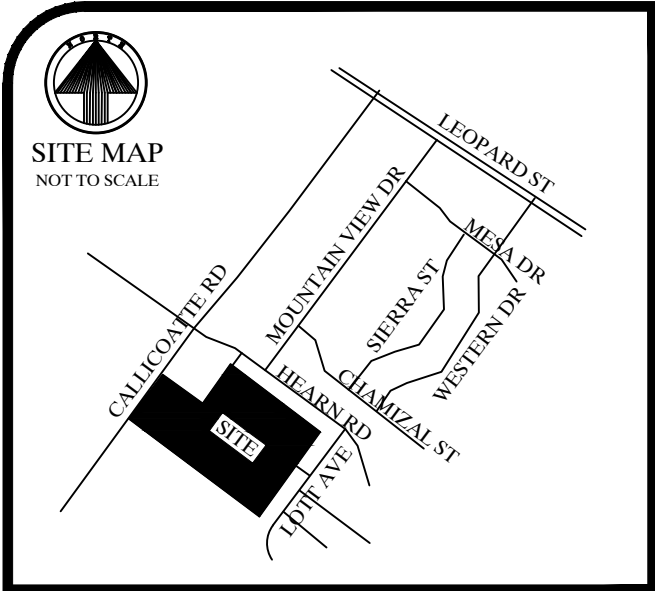
Comments noted below apply to the preliminary site/utility/transportation plan and preliminary storm water quality management plan (SWQMP) as observations for information only.

These comments should be considered during subsequent site and public infrastructure development but may be required as a condition for plat consideration by the Planning Commission for approval.

Additional comments may be issued with the subsequent submittal plans associated with the property development.

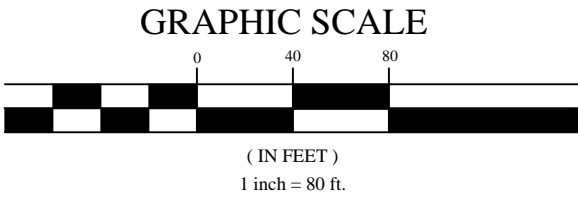
LAND DEVELOPMENT

1. Prior to recordation, provide a tax certificate indicating that all taxes have a \$0.00 balance, along with the submittal of the original tracing.



PRELIMINARY PLAT OF
CALLICOATTE ESTATES UNIT 5

A 24.620 ACRE TRACT DESCRIBED IN A DEED RECORDED IN DOCUMENT NO. 2015045970, OFFICIAL PUBLIC RECORDS NUECES COUNTY, TEXAS. SAID 24.620 ACRE TRACT BEING OUT OF A 39.93 ACRE TRACT DESCRIBED IN A DEED RECORDED IN VOLUME 1017, PAGE 528, DEED RECORDS NUECES COUNTY, TEXAS. SAID 24.620 ACRE TRACT ALSO BEING OUT OF THE GREGORIO FARIAS GRANT, ABSTRACT NO. 592, NUECES COUNTY, TEXAS.



Brister Surveying
4455 SPID Suite 51
Corpus Christi, Texas 78411
Office 361-850-1800
Fax 361-850-1802
bristersurveying@corpus.twebc.com
Firm Registration No. 10072800

OWNER : LUXURY SPEC HOMES, INC.
LAWRENCE DALE WOLTER
MOHAMMED A. REZAEI-NAZARI
PO BOX 271148
CC, TEXAS

SURVEYOR: RONALD E. BRISTER

NOTES:

1. THE RECEIVING WATER FOR THE STORM WATER RUNOFF FROM THIS PROPERTY IS THE NUECES RIVER DOWNSTREAM OF THE CALALLEN SALTWATER INTRUSION DAM LOCATED 1.1 MILES FROM NUECES BAY. THE TCEQ HAS CLASSIFIED THE AQUATIC LIFE USE FOR THIS SEGMENT OF THE NUECES RIVER AS "HIGH". TCEQ ALSO CATEGORIZED THE NUECES RIVER AS "CONTACT RECREATION" USE.
2. THE SUBJECT SITE IS NOT LOCATED ON A 100-YEAR FLOOD PLAIN, IN A FLOOD WAY, IN AN IDENTIFIED "FLOOD PRONE AREA", AS DEFINED BY THE U.S. DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT, PURSUANT TO THE FLOOD DISASTER PROTECTION ACT OF 1973, AS AMENDED, OR AN AREA IDENTIFIED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) AS AN AREA HAVING SPECIAL FLOOD HAZARDS. THIS PROPERTY IS LOCATED IN FLOOD ZONE "C" AS INDICATED ON PANEL NUMBER 485464 0130 C , CITY OF CORPUS CHRISTI, TEXAS.
3. BEARINGS ARE BASED ON GLOBAL POSITIONING SYSTEM, TEXAS STATE PLAIN NAD 83 (93), TEXAS SOUTH ZONE 4205.
4. THE YARD REQUIREMENT, AS DEPICTED, IS A REQUIREMENT OF THE UNIFIED DEVELOPMENT CODE (UDC) AND IS SUBJECT TO CHANGE AS THE ZONING MAY CHANGE.
5. SET 5/8" IRON RODS WITH CAPS STAMPED "BRISTER SURVEYING" UNLESS NOTED OTHERWISE.
6. THE TOTAL PLATTED AREA IS 24.620 ACRES INCLUDING STREET DEDICATION.
7. PHASE 1 IS 12.564 ACRES AND CONTAINS 62 LOTS.
8. PHASE 2 IS 12.056 ACRES AND CONTAINS 64 LOTS AND TO BEGIN 24 MONTHS AFTER PHASE 1.
9. PLAT APPROVAL IS CONDITIONED UPON CITY COUNCIL ADOPTION OF ORDINANCE (AFTER SECOND READING) REZONING THE PROPERTY FROM FR TO RS-4.5. ACCORDING TO ORDINANCE NO. _____, DATED _____
10. DRIVEWAYS ONTO CALLICOATTE ROAD ARE PROHIBITED
11. PROPOSED DRIVEWAY ACCESS TO A PUBLIC CITY STREET SHALL CONFORM TO ACCESS MANAGEMENT STANDARDS OUTLINED IN ARTICLE 7 OF THE UDC.
12. LOT 19, BLOCK 4 IS FOR A RETENTION POND AND IS A NON BUILDABLE LOT.

Curve Table				
Curve #	Length	Radius	Delta	Chord
C1	39.28	25.000	090° 01' 04"	N80° 48' 30"E, 35.36
C2	23.56	15.000	090° 00' 00"	S09° 10' 58"E, 21.21
C3	23.56	15.000	090° 00' 00"	N09° 10' 58"W, 21.21
C4	23.56	15.000	089° 59' 44"	S80° 49' 10"W, 21.21
C5	23.56	15.000	089° 59' 59"	S09° 10' 42"E, 21.21
C6	23.56	15.000	089° 58' 50"	S09° 11' 17"E, 21.21
C7	23.56	15.000	090° 00' 11"	N80° 49' 24"E, 21.21
C8	23.56	15.000	090° 00' 00"	S09° 10' 42"E, 21.21
C9	23.56	15.000	090° 00' 00"	S80° 49' 18"W, 21.21
C10	23.56	15.000	090° 00' 00"	N09° 10' 42"W, 21.21
C11	23.56	15.000	090° 00' 00"	N80° 49' 18"E, 21.21
C12	23.56	15.000	090° 00' 00"	S09° 10' 42"E, 21.21
C13	23.56	15.000	090° 00' 00"	S80° 49' 18"W, 21.21
C14	23.56	15.000	090° 00' 00"	N09° 10' 42"W, 21.21
C15	23.56	15.000	090° 00' 00"	S80° 49' 18"W, 21.21
C16	23.56	15.000	090° 00' 00"	S09° 10' 42"E, 21.21

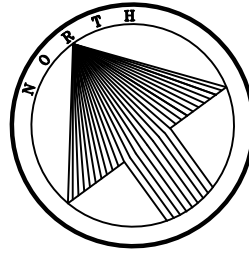
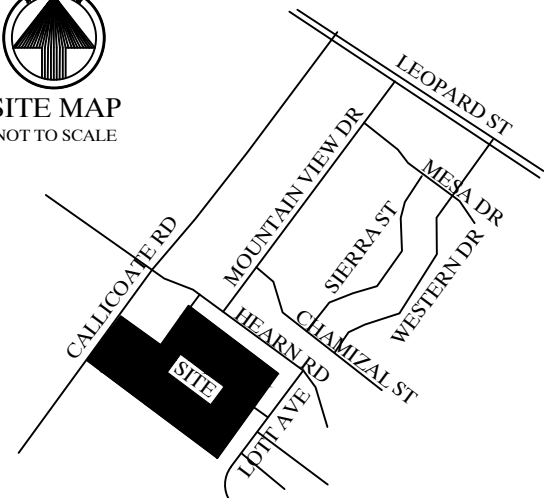
Curve Table				
Curve #	Length	Radius	Delta	Chord
C17	23.56	15.000	090° 00' 00"	S80° 49' 18"W, 21.21
C18	23.56	15.000	090° 00' 00"	N09° 10' 42"W, 21.21
C19	23.56	15.000	090° 00' 00"	N80° 49' 18"E, 21.21
C20	23.56	15.000	090° 00' 00"	S09° 10' 42"E, 21.21
C21	23.48	35.000	038° 26' 16"	N70° 28' 31"E, 23.04
C22	9.32	59.000	009° 02' 58"	S55° 46' 52"W, 9.31
C23	51.78	59.000	050° 17' 16"	S85° 26' 59"W, 50.14
C24	27.78	59.000	026° 58' 28"	N55° 55' 08"W, 27.52
C25	28.81	59.000	027° 58' 39"	N28° 26' 35"W, 28.52
C26	23.56	15.000	090° 00' 00"	S09° 10' 42"E, 21.21
C27	23.56	15.000	090° 00' 00"	S80° 49' 18"W, 21.21
C28	23.57	15.000	090° 01' 21"	S80° 48' 38"W, 21.22
C29	52.75	59.000	051° 13' 45"	N11° 09' 37"E, 51.01
C30	22.87	35.000	037° 26' 15"	S18° 24' 47"W, 22.46
C31	23.56	15.000	090° 01' 49"	S09° 11' 08"E, 21.21

PRELIMINARY PLAT
NOT TO BE RECORDED
FOR ANY REASON

DATE OF MAP: 5 AUGUST 2019



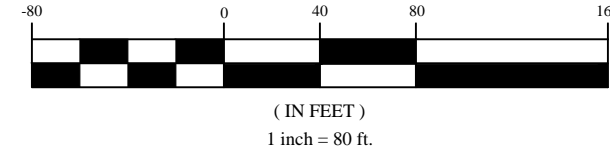
SITE MAP
NOT TO SCALE



PRELIMINARY PLAT OF CALICOATTE ESTATES UNIT 5

A 24.620 ACRE TRACT DESCRIBED IN A DEED RECORDED IN DOCUMENT NO. 2015045970, OFFICIAL PUBLIC RECORDS NUECES COUNTY, TEXAS, SAID 24.620 ACRE TRACT BEING OUT OF A 39.93 ACRE TRACT DESCRIBED IN A DEED RECORDED IN VOLUME 1017, PAGE 528, DEED RECORDS NUECES COUNTY, TEXAS, SAID 24.620 ACRE TRACT ALSO BEING OUT OF THE GREGORIO FARIAS GRANT, ABSTRACT NO. 592, NUECES COUNTY, TEXAS.

GRAPHIC SCALE



Brister Surveying

4455 SPID Suite 51
Corpus Christi, Texas 78411
Office 361-850-1800
Fax 361-850-1802
bristersurveying@corpus.twebc.com
Firm Registration No. 10072800

OWNER: LUXURY SPEC HOMES, INC.
LAWRENCE DALE WOLTER
MOHAMMED A. REZAEI-NAZARI
PO BOX 271148
CC, TEXAS

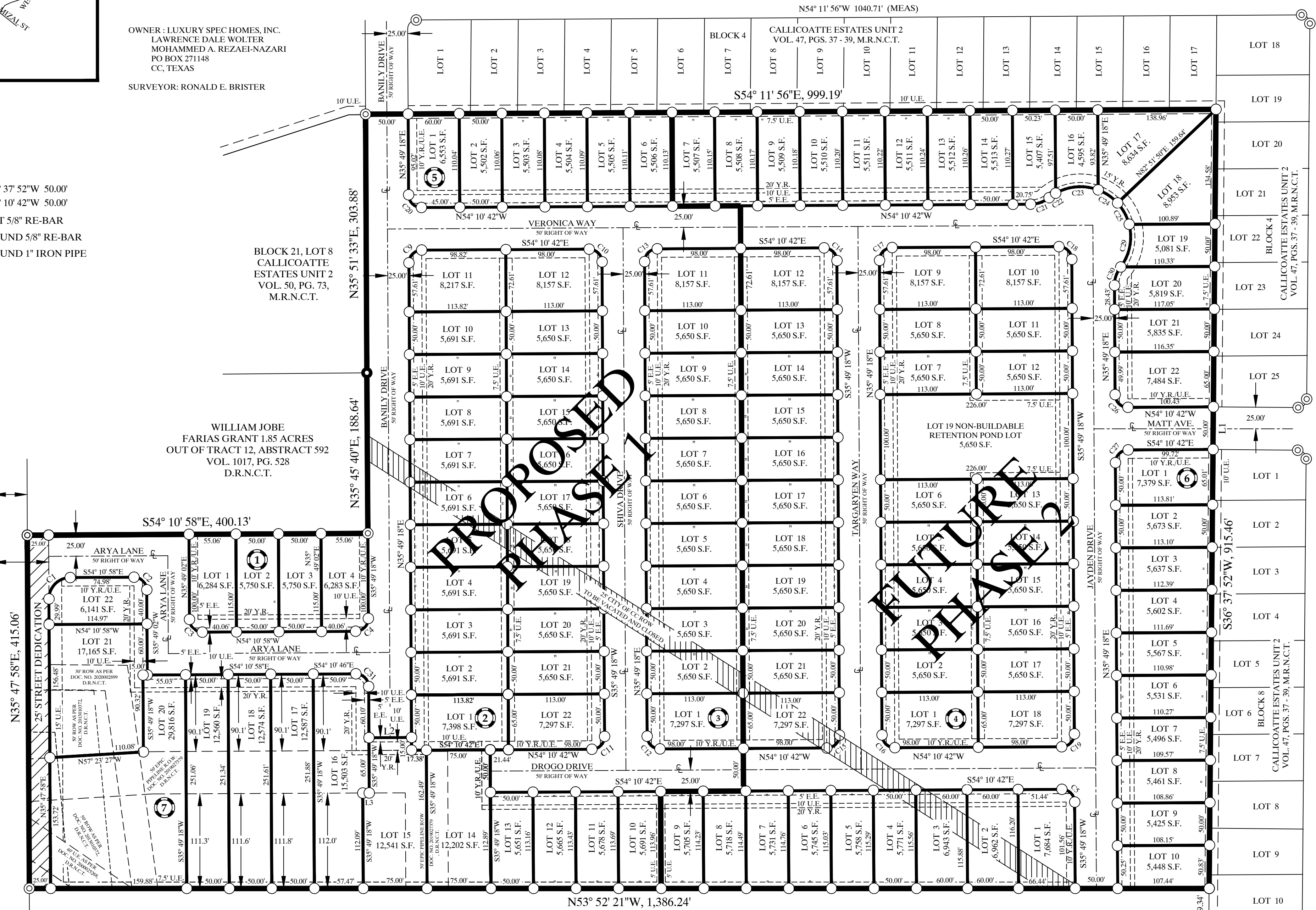
SURVEYOR: RONALD E. BRISTER

- L1=S36° 37' 52"W 50.00'
L2=S54° 10' 42"W 50.00'
○ = SET 5/8" RE-BAR
⊙ = FOUND 5/8" RE-BAR
● = FOUND 1" IRON PIPE

BLOCK 21, LOT 8
CALICOATTE ESTATES UNIT 2
VOL. 50, PG. 73,
M.R.N.C.T.

WILLIAM JOBE
FARIAS GRANT 1.85 ACRES
OUT OF TRACT 12, ABSTRACT 592
VOL. 1017, PG. 528
D.R.N.C.T.

FARM TO MARKET 1694
(CALICOATTE ROAD)
RIGHT OF WAY VARIES



PRELIMINARY PLAT
NOT TO BE RECORDED
FOR ANY REASON

DATE OF MAP: 5 AUGUST 2019

4J LAND LTD
FARIAS GRANT 39.93 ACRES
OUT OF TRACT 12, ABSTRACT 592
DOC. NO. 2015004604
D.R.N.C.T.

**TECHNICAL REVIEW PLAT REQUIREMENTS
REGULAR PLANNING COMMISSION MEETING
NOVEMBER 11, 2020**

PROJECT: 19PL1097

CALLICOATE ESTATES UNIT 5 – PH 1 (FINAL – 12.33 ACRES)

Located south of Leopard Street and east of Callicoate Road.

Zoned: RS-4.5

Owner: MVR Construction Company

Engineer/Surveyor: J. Perales Civil/Brister Surveying

The applicant proposes to plat the property to develop a residential subdivision. Upon satisfaction of the remaining conditions and comments in the Plat Review Comments document, the submitted plat will satisfy the requirements of the Unified Development Code and State Law and the Technical Review Committee recommends conditional approval.

TEE (TRC) PLAT REVIEW COMMENTS

Staff Only:

TRC Meeting Date: 9-5-19

TRC Comments Sent Date: 10-5-20

Revisions Received Date (R1): 10-9-20 PC date set for Conditional Plat

(Updated Conditional comments) 11-2-20

Staff Response Date (R1):

Revisions Received Date (R2):

Staff Response Date (R2):

Planning Commission Date: Nov 11, 2020

Interdepartmental Staff and outside agencies have reviewed and prepared comments for the proposed plat. All plats must comply with applicable review criteria. These comments are intended to be final.

All corrected plats must be submitted with a comment resolution (response) letter for staff review.

Major plats, in compliance with review criteria, are recommended for approval to the Planning Commission by the TRC. Development Services staff will determine when the plat is scheduled for Planning Commission.

Administrative plats, in compliance with review criteria, are approved by the Director on a rolling basis.

Project: **19PL1097****CALLICOATE ESTATES UNIT 5- PHASE I (FINAL – 12.33 ACRES)**

Located south of Leopard Street and east of South Staples Street.

Zoned: RS-4.5

Owner: MVR Construction Company

Surveyor: Brister Surveying

Engineer: Juan Perales

The applicant proposes to plat the property to develop a residential subdivision.

GIS						
No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
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2	Plat	Label the right of way widths and centerline dimensions for all streets and alleys shown on the plat. In the event the right of way varies, provide and label the dimensions at a given point. Unified Development Code; Articles 8.2; 8.2.1; 8.2.1.A; 8.2.1.B; 8.2.1.C; 8.2.1.D	OK	Resolved		
3	Plat	Label the complete and correct legal description of the adjacent properties. Texas Occupations Code Chapter 1071. Land Surveyors; Title 6; Sec. 1071.002 (6). Land Development application instruction requirements.	OK	Resolved		
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4	Plat	Update the notary certificate to include all three Director names for Notary to verify. UDC Section 3.8.5	OK	Addressed		
5	Plat	Replace the Department of Development Services certificate with a Planning Commission certificate shown at end of the Land Development Comments below. UDC Section 3.8.5	OK	Addressed		

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12		Change 10' YR on Lot 1, Blk 5 to a 10' YR/UE.	OK	Addressed		
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18	Plat	Water Pro-rata: 415 ft x \$10.53/ft= \$4,369.95	OK	To be addressed prior to recording.		

State of Texas
County of Nueces

This final plat of the herein described property was approved on behalf of the City of Corpus Christi, Texas by the Planning Commission.

This the ____ day of _____, 20__.

Nina Nixon-Méndez, F.A.I.C.P.
Secretary

Eric Villarreal, P.E.
Chairman

PLANNING/Environment & Strategic Initiatives (ESI)						
No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	No comment.	OK			

DEVELOPMENT SERVICES ENGINEERING		
Action	Yes	No
Public Improvements Required?	Yes	
Water	Yes	
Fire Hydrants	Yes	
Wastewater	Yes	
Manhole	Yes	
Stormwater	Yes	
Sidewalks	Yes	
Streets	Yes	

Refer to UDC Section 3.8.3.D Waivers if applicable.

Applicant Response on Waiver:		
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DEVELOPMENT SERVICES ENGINEERING						
No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Utility Plan	Pipeline right of way Agreement (2019006994) states Grantor has the surface rights only. Provide an agreement from Grantee stating the City's public infrastructure can be built and maintained in those areas.	attached	Addressed		
2	Utility Plan	Water main and fire hydrants construction required along Callicoate Rd. Water infrastructure construction shall comply with City's Master Plan, Water Distribution Standards and TCEQ Regulations.	OK	Prior to Plat Recordation		
3	Utility Plan	Water main on Drogo Drive to be looped with the water main on Callicoate Road.	OK	Prior to Plat Recordation		
4	Utility Plan	Waste water infrastructure construction shall comply with TCEQ Chapter 217 Regulations.	OK	Prior to Plat Recordation		
5	SWQMP	Provide offsite capacity of receiving system for proposed discharge from development. Retention Pond to be included with this Final Plat. UDC Section 8.2.3.	ADDING NOTED AND CALCUMATIONS TO SWQMP	Addressed		
6	SWQMP	SWMP Plan is very difficult to read. Provide legible plan. Provide directional flows of surface runoff, retention pond crossection. Provide 5, 25 and 100 year water surface elevations in the pond.	OK	Addressed		
7	Utility Plan	Access and Drainage onto Callicoate Road to be approved by TXDoT prior to release of Public Improvement plans from city.	PERMIT TURN IN MONDAY	Prior to Plat Recordation		

UTILITIES ENGINEERING (WATER, WASTEWATER & STORMWATER)						
No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	Obtain approval for the required closing of the Utility Easement of the abandoned water line that runs diagonally across the property with Utilities Department management.	DOC. OR SHOWN ON PLAT	Addressed		
2	Plat	Water construction is required for platting.	OK	Prior to Plat Recordation		
3	Plat	Wastewater construction is required for platting.	OK	Prior to Plat Recordation		

TRAFFIC ENGINEERING						
No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	Provide locations of proposed street light locations.	OK	Prior to Plat Recordation		
2	Plat	Increase intersection radii to 25' at Callicoate Road.	OK	Addressed		
3	Plat	Add note to plat requiring all lots at street intersections adhere to visibility triangle requirements of UDC Section 4.2.9.	OK	Addressed		

FLOODPLAIN						
No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	No comment.	OK	Addressed		

FIRE DEPARTMENT - INFORMATIONAL, REQUIRED PRIOR TO BUILDING PERMIT						
No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	No comment.	OK	Addressed		

GAS						
No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	Request 10' U.E. Between lots 1 & 2, blk. 1 5' each side	OK	Not addressed		
2	Plat	10' U.E. Between lots 2 & 3, blk. 2 5' each side	OK	Not addressed		
3	Plat	10' U.E. Between lots 2 & 3, blk. 5 5' each side	OK	Not addressed		
4	Plat	5' U.E. On east side of lot 6, blk. 5	OK	Addressed		
5	Plat	10' U.E. Between lots 13 & 14 blk. 7 5' each side	OK	Not addressed		
6	Plat	5' U.E. on east side of lot 10, blk. 7	OK	Not addressed		

PARKS						
No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	Parkland Dedication Requirement and Park Development Fees	OK	To be addressed prior to recordation		
2	Plat	Dedication requirement =0.62 acre. Department will not accept land. UDC 8.3.6 Fee in Lieu of Land	OK	To be addressed prior to recordation		

3	Plat	Cash in lieu of land fees should be calculated at 0.62 x value of an acre = total payment. UDC 8.3.5 Land Dedication	OK	To be addressed prior to recordation		
4	Plat	Park Development Fees: 62 x \$200 = \$12,400.00 UDC 8.3.5 Park Development Fee	OK	To be addressed prior to recordation		

REGIONAL TRANSPORTATION AUTHORITY

No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	This final plat is not located along an existing or foreseeably planned CCRTA service route.	OK	Addressed		

NAS-CORPUS CHRISTI

No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	No comment.	OK	Addressed		

CORPUS CHRISTI INTERNATIONAL AIRPORT

No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	Located approximately 7.2 miles along the approach to runway 13 at Corpus Christi International Airport. May be subject to aircraft overflight and noise.	OK (ADDED TO NOTES)	Addressed		

AEP-TRANSMISSION

No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	No comment.	OK	Addressed		

AEP-DISTRIBUTION

No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	No comment.	OK	Addressed		

TXDOT

No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	Callicoatte Rd to be Identified as FM 1694 (Callicoatte Rd.)	OK	Addressed		
2	Plat	Regional detention required as part of public improvements.	OK	To be addressed with public improvements. Maintenance of Retention will be addressed prior to Public Improvement.		
3	Plat	TIA required for Access onto FM 1694.	OK	To be addressed with public improvements		
4	Plat	Existing FM 1694 (Callicoatte Rd.) right-of-way width to be fully identified on plat (both sides).	OK	Addressed		

NUECES ELECTRIC

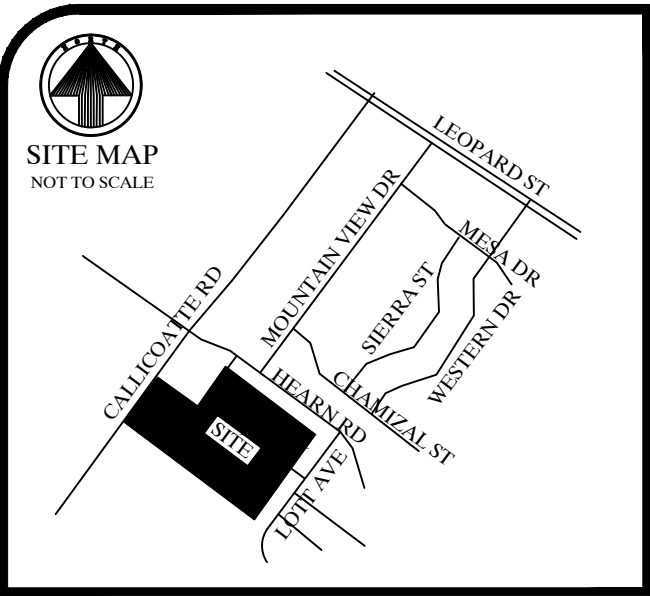
No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	No comment.	OK	Addressed		

INFORMATIONAL

Comments noted below apply to the preliminary site/utility/transportation plan and preliminary storm water quality management plan (SWQMP) as observations for information only.
These comments should be considered during subsequent site and public infrastructure development but may be required as a condition for plat consideration by the Planning Commission for approval.
Additional comments may be issued with the subsequent submittal plans associated with the property development.

LAND DEVELOPMENT

1. Prior to recordation, provide a tax certificate indicating that all taxes have a \$0.00 balance, along with the submittal of the original tracing.



PLAT OF
CALLICOATTE ESTATES UNIT 5 - PHASE I

A 12.564 ACRE TRACT OUT OF A 24.594 ACRE TRACT DESCRIBED IN A DEED RECORDED IN DOCUMENT NO. 2015045970, OFFICIAL PUBLIC RECORDS NUECES COUNTY, TEXAS. SAID 12.564 ACRE TRACT ALSO BEING OUT OF THE GREGORIO FARIAS GRANT, ABSTRACT NO. 592, NUECES COUNTY, TEXAS.



Brister Surveying

4455 SPID Suite 51
Corpus Christi, Texas 78411
Office 361-850-1800
Fax 361-850-1802
bristersurveying@corpus.twcrc.com
Firm Registration No. 10072800

STATE OF TEXAS
COUNTY OF NUECES

WE, MVR CONSTRUCTION, INC., A TEXAS CORPORATION, OWNER, DO HEREBY CERTIFY THAT WE ARE THE OWNERS OF THE PROPERTY SHOWN HEREON, WE HAVE HAD SAID LAND SURVEYED AS SHOWN ON THE FOREGOING MAP. THIS MAP HAS BEEN PREPARED FOR THE PURPOSE OF DESCRIPTION AND DEDICATION.

THIS THE _____ DAY OF _____, 2020

MOHAMMAD REZAEI-NAZARI, DIRECTOR

VAHID REZAEI-NAZARI, DIRECTOR

REZA HADDADZADEH, DIRECTOR

STATE OF TEXAS
COUNTY OF NUECES

BEFORE ME, THE UNDERSIGNED AUTHORITY, ON THIS DAY PERSONALLY APPEARED THE PERSON WHOSE NAME IS SUBSCRIBED TO THE FOREGOING INSTRUMENT AND ACKNOWLEDGED TO ME THAT HE, MOHAMMAD REZAEI-NAZARI, VAHID REZAEI-NAZARI, AND REZA HADDADZADEH, EXECUTED THE SAME AS THE ACT AND DEED OF SAID LANDS FOR THE PURPOSE AND CONSIDERATION THEREIN EXPRESSED, AND IN THE CAPACITY STATED.

GIVEN UNDER MY HAND AND SEAL OF OFFICE.

THIS THE _____ DAY OF _____, 2020

NOTARY PUBLIC

NOTES:

1. THE RECEIVING WATER FOR THE STORM WATER RUNOFF FROM THIS PROPERTY IS THE NUECES RIVER DOWNSTREAM OF THE CALALLEN SALTWATER INTRUSION DAM LOCATED 1.1 MILES FROM NUECES BAY. THE TCEQ HAS CLASSIFIED THE AQUATIC LIFE USE FOR THIS SEGMENT OF THE NUECES RIVER AS "HIGH". TCEQ ALSO CATEGORIZED THE NUECES RIVER AS "CONTACT RECREATION" USE.

2. THE SUBJECT SITE IS NOT LOCATED ON A 100-YEAR FLOOD PLAIN, IN A FLOOD WAY, IN AN IDENTIFIED "FLOOD PRONE AREA", AS DEFINED BY THE U.S. DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT, PURSUANT TO THE FLOOD DISASTER PROTECTION ACT OF 1973, AS AMENDED, OR AN AREA IDENTIFIED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) AS AN AREA HAVING SPECIAL FLOOD HAZARDS. THIS PROPERTY IS LOCATED IN FLOOD ZONE "C" AS INDICATED ON PANEL NUMBER 485464 0130 C, DATED JULY 18, 1985, CITY OF CORPUS CHRISTI, TEXAS.

3. BEARINGS ARE BASED ON GLOBAL POSITIONING SYSTEM, TEXAS STATE PLAIN NAD 83 (93), TEXAS SOUTH ZONE 4205.

4. THE YARD REQUIREMENT, AS DEPICTED, IS A REQUIREMENT OF THE UNIFIED DEVELOPMENT CODE (UDC) AND IS SUBJECT TO CHANGE AS THE ZONING MAY CHANGE.

5. SET 5/8" RE-BAR WITH CAPS STAMPED "BRISTER SURVEYING" UNLESS NOTED OTHERWISE.

6. THE TOTAL PLATTED AREA IS 12.564 ACRES INCLUDING STREET DEDICATION.

7. DRIVEWAYS ONTO CALLICOATE ROAD ARE PROHIBITED

8. PROPOSED DRIVEWAY ACCESS TO A PUBLIC CITY STREET SHALL CONFORM TO ACCESS MANAGEMENT STANDARDS OUTLINED IN ARTICLE 7 OF THE UDC.

9.) LOCATED APPROXIMATELY 7.2 MILES ALONG THE APPROACH TO RUNWAY 13 AT CORPUS CHRISTI INTERNATIONAL AIRPORT. MAY BE SUBJECT TO AIRCRAFT OVERFLIGHT AND NOISE.

10.) ALL LOTS AT STREET INTERSECTIONS MUST ADHERE TO VISIBILITY TRIANGLE REQUIREMENTS OF UDC SECTION 4.2.9.

STATE OF TEXAS
COUNTY OF NUECES

THIS FINAL PLAT OF THE HEREIN DESCRIBED PROPERTY WAS APPROVED BY THE DEVELOPMENT SERVICES ENGINEER OF THE CITY OF CORPUS CHRISTI, TEXAS.

THIS THE _____ DAY OF _____, 2020

WILLIAM J. GREEN, P.E.
DEVELOPMENT SERVICES ENGINEER

STATE OF TEXAS
COUNTY OF NUECES

THIS FINAL PLAT OF THE HEREIN DESCRIBED PROPERTY WAS APPROVED ON BEHALF OF THE CITY OF CORPUS CHRISTI, TEXAS BY THE PLANNING COMMISSION.

THIS THE _____ DAY OF _____, 2020

NINA NIXON-MENDEZ, F.A.I.C.P.
SECRETARY

ERIC VILLARREAL, P.E.
CHAIRMAN

STATE OF TEXAS
COUNTY OF NUECES

I, KARA SANDS, CLERK OF THE COUNTY COURT IN AND FOR NUECES COUNTY, TEXAS, DO HEREBY CERTIFY THAT THE FOREGOING INSTRUMENT DATED THE _____ DAY OF _____, 2020, WITH ITS CERTIFICATE OF AUTHENTICATION WAS FILED FOR RECORD IN MY OFFICE THE _____ DAY OF _____, 2020 AT _____ O'CLOCK ____ M IN SAID COUNTY IN VOLUME _____, PAGE ____ MAP RECORDS.

WITNESS MY HAND AND SEAL OF THE COUNTY COURT, IN AND FOR SAID COUNTY AT MY OFFICE, IN CORPUS CHRISTI, TEXAS, THE DAY AND YEAR LAST WRITTEN.

NO. _____
FILED FOR RECORD

KARA SANDS, CLERK
NUECES COUNTY, TEXAS

BY: _____
DEPUTY:

AT _____ O'CLOCK ____ M

STATE OF TEXAS
COUNTY OF NUECES

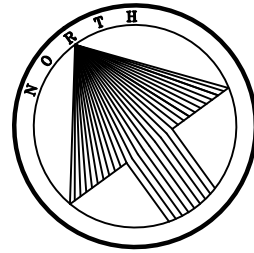
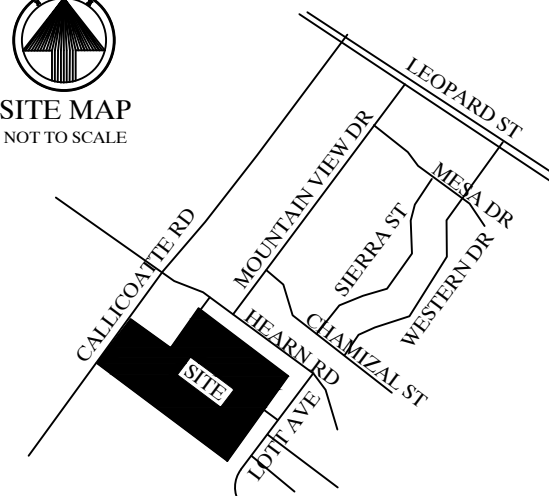
I, RONALD E. BRISTER, A REGISTERED PROFESSIONAL LAND SURVEYOR OF BRISTER SURVEYING, HAVE PREPARED THE FOREGOING MAP FROM A SURVEY MADE ON THE GROUND UNDER MY DIRECTION AND IT IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE, INFORMATION AND BELIEF.

THIS THE _____ DAY OF _____, 2020

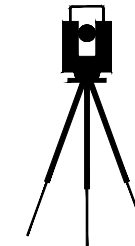
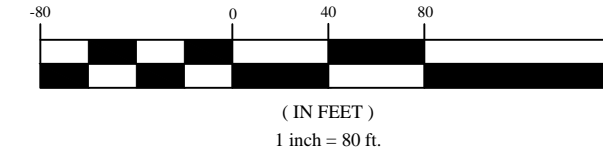
RONALD E. BRISTER
REGISTERED PROFESSIONAL LAND SURVEYOR



SITE MAP
NOT TO SCALE



GRAPHIC SCALE



Brister Surveying

4455 SPID Suite 51
Corpus Christi, Texas 78411
Office 361-850-1800
Fax 361-850-1802
bristersurveying@corpus.twebc.com
Firm Registration No. 10072800

PLAT OF CALICOATTE ESTATES UNIT 5 - PHASE I

A 12.564 ACRE TRACT OUT OF A 24.594 ACRE TRACT DESCRIBED IN A DEED RECORDED IN DOCUMENT NO. 2015045970, OFFICIAL PUBLIC RECORDS NUECES COUNTY, TEXAS. SAID 12.564 ACRE TRACT ALSO BEING OUT OF THE GREGORIO FARIAS GRANT, ABSTRACT NO. 592, NUECES COUNTY, TEXAS.

L1=S36° 37' 52"W 50.00'
L2=S54° 10' 42"E 50.00'
L3=N54° 10' 54"W 7.62'

- = SET 5/8" RE-BAR
- ⊙ = FOUND 5/8" RE-BAR
- = FOUND 1" IRON PIPE

CALICOATTE ESTATES UNIT 2, BLOCK 21
VOL. 47, PGS. 37 - 39, M.R.N.C.T.

BLOCK 21, LOT 8
CALICOATTE
ESTATES UNIT 2
VOL. 50, PG. 73,
M.R.N.C.T.

WILLIAM JOBE
FARIAS GRANT 1.85 ACRES
OUT OF TRACT 12, ABSTRACT 592
VOL. 1017, PG. 528
D.R.N.C.T.

S54° 10' 58"E, 400.13'

ARYALANE

LOT 22

6,141 S.F.

114.97'

LOT 21

17,165 S.F.

10' U.E.

5' E.E.

5' E.E.

5' E.E.

5' E.E.

5' E.E.

5' E.E.

5' E.E.

5' E.E.

5' E.E.

5' E.E.

5' E.E.

5' E.E.

5' E.E.

5' E.E.

5' E.E.

5' E.E.

5' E.E.

5' E.E.

5' E.E.

4J LAND LTD
FARIAS GRANT 39.93 ACRES
OUT OF TRACT 12, ABSTRACT 592
DOC. NO. 2015004604
D.R.N.C.T.

DATE OF MAP: SEPTEMBER 16, 2020

PAGE 2 OF 2

**TECHNICAL REVIEW PLAT REQUIREMENTS
REGULAR PLANNING COMMISSION MEETING
NOVEMBER 11, 2020**

PROJECT: 20PL1035

BRIDGES MILL VILLAGE FUTURE UNITS (PRELIMINARY – 23.85 ACRES)

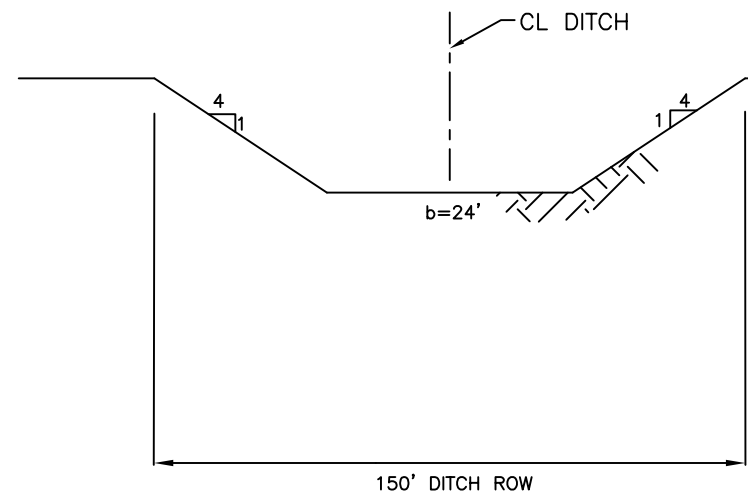
Located north of Saratoga Boulevard and east of Kostoryz Road.

Zoned: RS-6

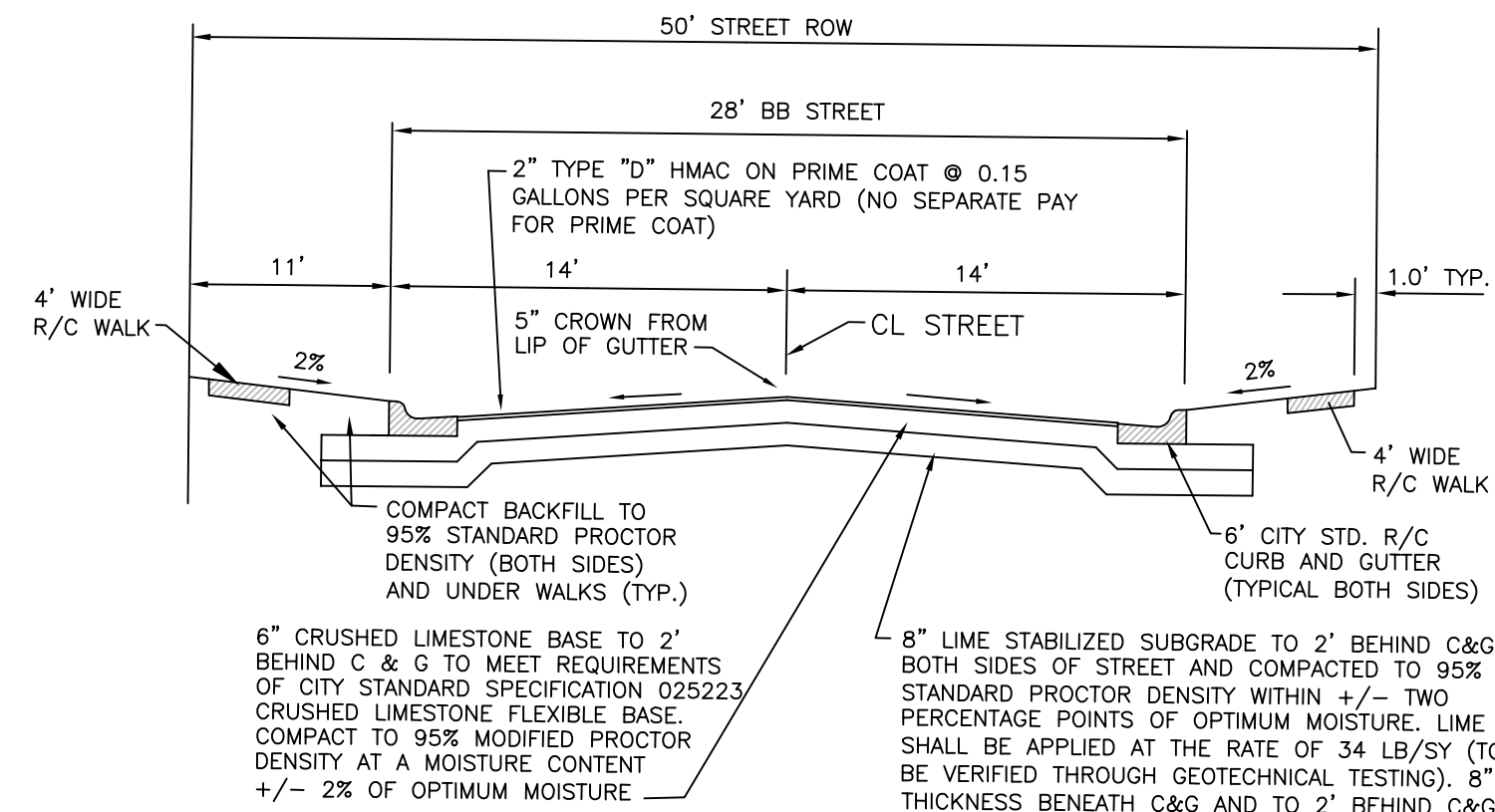
Owner: Superior H & H Development, LLC

Engineer: Bass and Welsh

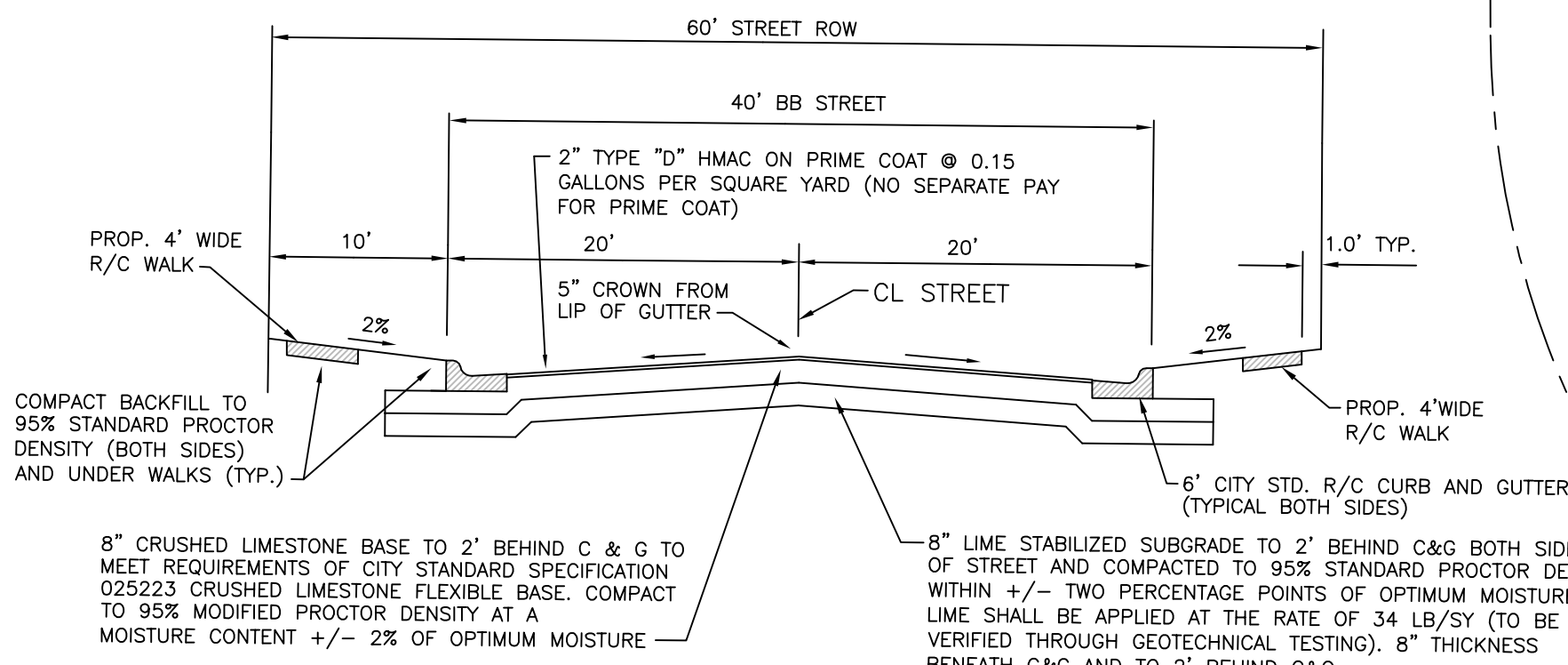
The applicant proposes to plat the property to develop a single family subdivision. The submitted plat satisfies the requirements of the Unified Development Code and State Law and the Technical Review Committee recommends approval. All comments requiring resolution prior to Planning Commission approval have been addressed.



TYPICAL CHANNEL SECTION
NTS



TYPICAL STREET SECTION - 50' ROW
NTS



TYPICAL STREET SECTION - 60' ROW

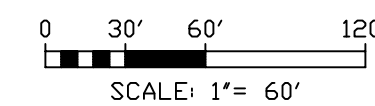


NOTES:

1. THE YARD REQUIREMENT, AS DEPICTED, IS A REQUIREMENT OF THE UNIFIED DEVELOPMENT CODE AND IS SUBJECT TO CHANGE AS THE ZONING MAY CHANGE.
2. THE BASIS OF BEARINGS IS THE STATE OF TEXAS LAMBERT GRID, SOUTH ZONE, NAD 1983.
3. THE RECEIVING WATER FOR THE STORM WATER RUNOFF FROM THIS PROPERTY IS THE OSO CREEK. THE TCEQ HAS NOT CLASSIFIED THE AQUATIC LIFE USE FOR THE OSO CREEK, BUT IT IS RECOGNIZED AS AN ENVIRONMENTALLY SENSITIVE AREA. THE OSO CREEK FLOWS DIRECTLY INTO THE OSO BAY. THE TCEQ HAS CLASSIFIED THE AQUATIC LIFE USE FOR THE OSO BAY AS "EXCEPTIONAL" AND "OYSTER WATERS" AND CATEGORIZED THE RECEIVING WATER AS "CONTACT RECREATION USE".
4. ALL OF THE SUBJECT SITE IS IN ZONE "C" ACCORDING TO FEMA MAP, COMMUNITY PANEL 485464 0238 C, REVISED JULY 18, 1985.
5. THERE ARE NO KNOWN NATURAL WATER BODIES, JURISDICTIONAL WETLANDS, ENDANGERED SPECIES HABITAT, STATE SUBMERGED LANDS OR CRITICAL DUNES ON THE SITE.
6. PRESENTLY THE LAND IS VACANT AND IT IS PROPOSED TO BE USED FOR SINGLE FAMILY RESIDENTIAL (RS4.5 ZONING, 4,500 SF MIN LOT AREA).
7. DESCRIPTION OF SITE DRAINAGE: THE SITE IS ADJACENT TO AND DRAINS INTO THE CARROLL KOSTORYZ DRAINAGE CHANNEL AS INDICATED. NO OTHER PROPERTIES DRAIN THRU THE SUBJECT SITE ACCORDING TO THE MASTER DRAINAGE PLAN.
8. THIS DEVELOPMENT MEETS THE CITY'S MASTER DRAINAGE PLAN. THE PROPOSED DRAINAGE WILL NOT ADVERSELY AFFECT THE DRAINAGE PATTERN OR DESIGN OF THE ADJACENT PROPERTIES.
9. THE TOTAL PLATTED AREA CONTAINS 23.850 ACRES OF LAND INCLUDING STREET DEDICATIONS.
10. ALL DRIVEWAYS SHALL CONFORM TO ACCESS MANAGEMENT STANDARDS OUTLINED IN ARTICLE 7 OF THE UDC.
11. UNIT 1 START CONSTRUCTION MARCH, 2021; UNIT 2 TWO YEARS LATER.
12. THE PARK (ONLY PRIVATE FACILITY BESIDE LOTS) SHALL BE MAINTAINED BY THE HOA.



8/12/20



THIS DOCUMENT IS RELEASED FOR THE PURPOSE OF INTERIM REVIEW UNDER THE AUTHORITY OF NIXON M. WELSH, P.E. NO. 36240 OF BASS AND WELSH ENGINEERING, F 52. IT IS NOT TO BE USED FOR CONSTRUCTION OR BIDDING PURPOSES.

OWNERS:

SUPERIOR H & H DEVELOPMENT, LLC
4833 SARATOGA BLVD., PMB 423
CORPUS CHRISTI, TX 78413
765-7241

BASS & WELSH ENGINEERING
TX SURVEY REG. NO 100027-00, TX ENGINEERING REG. NO. F-52, 3054 S. ALAMEDA STREET, CORPUS CHRISTI, TEXAS 78404

PRELIMINARY PLAT
BRIDGES MILL VILLAGE FUTURE UNITS
A 23.850 ACRE TRACT OF LAND, MORE OR LESS, A PORTION OF LOT 6, SECTION 9, BOHEMIAN COLONY LANDS, A MAP OF WHICH IS RECORDED IN V. "A", P. 48, MAP RECORDS, NUECES COUNTY, TEXAS
CORPUS CHRISTI, NUECES COUNTY, TEXAS

DWN.	N. WELSH JR.	PLOT SCALE:	1" = 60'	COM. NO.	PREL AS PREL
CHK.	N. WELSH	SCALE (H):	SAME	JOB NO.	13017
		SCALE (V):	NONE		
		DATE PLOTTED	10/1/20	SHEET	1 OF 1

TECHNICAL REVIEW COMMITTEE (TRC) PLAT REVIEW COMMENTS

Staff Only:

TRC Meeting Date: 8-20-20

TRC Comments Sent Date: 8-24-20

Revisions Received Date (R1): 10-1-20

Staff Response Date (R1): 10-13-20

Revisions Received Date (R2): 10-16-20

Staff Response Date (R2): 10-19-20 Andrew's email requesting Trail estimate, Cross Section and Parks approval

Set PC date 11-2-20 Trail to be on Public Improvements on Final

Planning Commission Date: 11-11-20

Interdepartmental Staff and outside agencies have reviewed and prepared comments for the proposed plat. All plats must comply with applicable review criteria. These comments are intended to be final.

All corrected plats must be submitted with a comment resolution (response) letter for staff review.

Major plats, in compliance with review criteria, are recommended for approval to the Planning Commission by the TRC. Development Services staff will determine when the plat is scheduled for Planning Commission.

Administrative plats, in compliance with review criteria, are approved by the Director on a rolling basis.

Project: 20PL1035

BRIDGES MILL VILLAGE FUTURE UNITS (PRELIMINARY – 23.85 ACRES)

Located north of Saratoga Boulevard and east of Kostoryz Road.

Zoned: RS-6

Owner: Superior H & H Development, LLC

Engineer: Bass and Welsh Engineering

The applicant proposes to plat the property to develop a single family subdivision.

GIS						
No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	Closure is not checked on preliminary plats.				
2	Plat	No special characters (dashes, apostrophes, periods, slashes, tildes, etc.) may be used in addresses. (Revise *Willie's Landing)	Done.	Resolved		
3	Plat	Street suffix 'Walk' is not acceptable in the city's database. Revise suffix for *Bridges Mill Village Walk.	Done.	Resolved		
4	Plat	All traffic islands are to be private with each having a block and lot number. (park requires lot and block # as well)	Traffic islands eliminated	Resolved		
5	Plat	Pls provide unit phase lines on plat as well as phasing schedule in notes.	Done.	Resolved		

LAND DEVELOPMENT						
No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	Provide a lot and block number for the median within Masterson Drive and for the Park.	Done.	Addressed		
2	Plat	Label park as Private Park.	Done.	Addressed		

3	Plat	Provide plat note on HOA maintenance to park and any other private utility, lots or amenity.	Done.	Addressed		
4	Plat	Label easement for rear of lots on Block 6	Done.	Addressed		
5	Plat	Provide a 10' UE for Masterson Drive a Collector street.	Done.	Addressed		
6	Plat	Provide a 15' UE for Lots 13-15, Block 2 along ditch.	Block 2 does not border ditch	Addressed		

PLANNING/Environment & Strategic Initiatives (ESI)

No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	Multi use trail to be required along Drainage Ditch.	Must be reimbursed by city	Not addressed as Engineering Comment #5	see engr comment 5	To be addressed prior to recording

DEVELOPMENT SERVICES ENGINEERING

Action	Yes	No	
Public Improvements Required?		Yes at the Final Plat stage.	ok
Water		Yes at the Final Plat stage.	ok
Fire Hydrants		Yes at the Final Plat stage.	ok
Wastewater		Yes at the Final Plat stage.	ok
Manhole		Yes at the Final Plat stage.	ok
Stormwater		Yes at the Final Plat stage.	ok
Sidewalks		Yes at the Final Plat stage.	ok
Streets		Yes at the Final Plat stage.	ok

Refer to UDC Section 3.8.3.D Waivers if applicable.

Applicant Response on Waiver:

DEVELOPMENT SERVICES ENGINEERING

No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1		Public Improvements Plans are required prior to plat recordation; submit a pdf copy of proposed public improvements along with a title sheet to PublicImprovements@cctexas.com for review and approval; this item is required prior to Final Plat Recordation. UDC 8.1.3.A	ok	Prior to Final Plat Recordation		
2	Utility Plan	Provide true looping, no dead end water main greater than 100' is allowed.	ok	Prior to Final Plat Recordation		
All 3 sheets		The channel width must be 180' wide per the DRAFT Master Study, please revise all sheets as necessary. Locate and label the 30" WW line along the ditch in relation to the 15' UE by separate instrument.	a preliminary plat has been approved on two different occasions without additional ditch ROW. The master drainage plan is only a draft, not adopted by city council	Not addressed: Provide supporting calculations for your argument.	Preliminary plat approved by the PC on two previous occasions without additional drainage ROW. It was same approved by staff according to city comments on 4/27/20. Why now?	Addressed
4	Utility Plan	Provide provisions to extend wastewater mains to future plats.	ok	Prior to Final Plat Recordation		

5	All sheets	Provide multi use trail per Corpus Christi mobility plan and location for it overlaps with the DE.	cost must be reimbursed by city	Not addressed: What makes you believe, it is reimbursable?	In my experience park improvements have always been reimbursed	To be addressed with Public Improvement plans for the proposed hike/bike trail along the drainage ROW. Additionally, we need the trail cross-section shown on the plans.
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UTILITIES ENGINEERING

No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	Water construction will be required at the Final Plat stage.	ok	Prior to Final Plat Recordation		
2	Plat	Wastewater construction will be required at the Final Plat stage.	ok	Prior to Final Plat Recordation		

TRAFFIC ENGINEERING

No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1		There is a current Master Service Agreement (MSA) for Bond 2020 Street Feasibility Studies for Carroll Lane and Wickersham Drive. Mai Bernal is the PM for this project. There is concern regarding the proposed alignment of Masterson Drive. We would need to make sure that a "collector" alignment within the Bridges Mill Future Units plat allows for an extension and future connection to the existing "Carroll Lane". Right now, without any further information, it appears to dead end into the ditch and would not provide for any future extension.	future connection to Carroll Lane can easily be accomplished when adjacent property plats. There is no dead end into ditch	Addressed		
2		The proposed ROW width of Masterson Drive exceeds City standards for a residential collector. Width needs to conform to City standards or request a variance. Any variance request must provide further detail on the typical section to show proposed lane configurations, median type (e.g. raised, flush) , whether median design allows room for left-turn movements, and median landscaping.	Masterson revised to be typical 60'ROW/40'BB	Addressed		
3		The volume of vehicular and pedestrian traffic is expected to be higher on a residential collector. It is recommended to mitigate safety concerns regarding traffic volume and speed by creating a layout that prevents driveway access or larger lots that allow for circular driveways to prevent backing into a residential collector. (Refer to existing segment of Masterson Drive).	Lots fronting Masterson minimized to only 2 lots	Addressed		
4		Review AASHTO guidelines regarding intersection geometry to improve proposed intersections of Hamed Street and Bridges Mill Village Walk, Bridges Mill Village Walk and Masterson Drive, and Hadi Drive and Masterson Drive. Intersections are recommended to intersect at 90-degrees. Improperly designed intersections create safety and operational issues.	intersections are now 90%	Addressed		
5		A tangent section (typically 100 ft) is required on intersection approaches.	intersections now look good	Addressed		

6		The developer or their representative is required to submit a "street lighting plan", indicating the proposed locations and fixture type of street lights, for review and approval to the City's Traffic Engineering Department. At a minimum, street lights will be required to be provided at entrances to the subdivision, all interior intersections, cul-de-sacs, dead-end streets, and as required by the City's Traffic Engineering Department to meet the City's continuous lighting standards. The "street lighting	street lights by AEP	Addressed		
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FLOODPLAIN

No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	No comment.		Addressed		

FIRE DEPARTMENT - INFORMATIONAL, REQUIRED PRIOR TO BUILDING PERMIT

No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Utility Plan	Residential Development: WATER DISTRIBUTION SYSTEM STANDARDS Fire Hydrant flow at 750 GPM with 20 psi residual with Fire hydrants to be located every 600 feet apart and operational.	ok	To be addressed Prior to recordation on Public Improvement plans		
2		503.2.3 Surface. Fire apparatus access roads shall be designed and maintained to support the imposed loads of fire apparatus and shall be surfaced so as to provide all weather driving capabilities	ok	To be addressed Prior to recordation on Public Improvement plans		
3		D102.1 Access and loading. Facilities, buildings or portions of buildings hereafter constructed shall be accessible to fire department apparatus by way of an approved fire apparatus access road with an asphalt, concrete or other approved driving surface capable of supporting the imposed load of fire apparatus weighing at least 75,000 pounds (34 050 kg).	ok	To be addressed Prior to recordation on Public Improvement plans		
4	Info:	REQUIRED ACCESS-ALL BUILDINGS AND STRUCTURES. IFC 2015 Sec. 503.2.1 Dimensions Fire apparatus access roads shall have an unobstructed width of not less than 20 feet, exclusive of shoulders, an unobstructed vertical clearance of not less than 13 feet 6 inches	ok	To be addressed Prior to recordation on Public Improvement plans		
5	Info:	D103.1 Access road width with a hydrant. Where a fire hydrant is located on a fire apparatus access road, the minimum road width shall be 26 feet (7925 mm), exclusive of shoulders	ok	To be addressed Prior to recordation on Public Improvement plans		

6	Info:	Note: If parking is allowed on streets, the minimum width should be 32 ft. otherwise any obstructions to clear path of travel for emergency vehicles will require the painting of fire lanes or installation of No Parking Signs in accordance with section D103.6: Signs. Where required by the fire code official, fire apparatus access roads shall be marked with permanent NO PARKING—FIRE LANE signs	ok	To be addressed Prior to recordation on Public Improvement plans		
5	Info:	Note: a drivable surface capable of handling the weight of fire apparatus is required to be in place prior to “going vertical” with the structure. Section 503.2 and Appendix D- Cull de Sac turning diameter shall be 96’ minimum.	ok	To be addressed Prior to recordation on Public Improvement plans		
6	Info:	Developments of one- or two-family dwellings where the number of dwelling units exceeds 30 shall be provided with two separate and approved fire apparatus access roads.	a preliminary plat has been previously approved on two different occasions	Masterson is a continuation and has a divided entrance.		
7	Info:	Any obstructions to clear path of travel for emergency vehicles will require the painting of fire lanes or installation of No Parking Signs.	ok	To be addressed Prior to recordation on Public Improvement plans		
8	Info:	Note: If parking is allowed on streets, the minimum width should be 32 ft. otherwise any obstructions to clear path of travel for emergency vehicles will require the painting of fire lanes or installation of No Parking Signs in accordance with section D103.6: Signs. Where required by the fire code official, fire apparatus access roads shall be marked with permanent NO PARKING—FIRE LANE signs	ok	To be addressed Prior to recordation on Public Improvement plans		
9	Info:	The number of dwelling units on a single fire apparatus access road shall not be increased unless fire apparatus access roads will connect with future development, as determined by the fire code official.	ok	Addressed		
10	Info:	Note: Due to the width of Masterson Street, a secondary access into this subdivision may not be required provided that a request for a variance be submitted to the Fire Code Official.	ok	Masterson is a continuation and has a divided entrance.		

GAS						
No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	No comment.		Addressed		

PARKS						
No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	No comment.		Addressed		

REGIONAL TRANSPORTATION AUTHORITY						
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No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	This preliminary plat is not located along an existing or foreseeably planned CCRTA service route.		Addressed		

NAS-CORPUS CHRISTI

No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	Located 1 mile NW of NOLF Cabaniss and will be in the APZ-2 on the updated AICUZ study. Recommend 1-2 dwellings in APZ-2. Not recommended and will be subjected to continuous aircraft overflight and noise.	ok	Addressed		

CORPUS CHRISTI INTERNATIONAL AIRPORT

No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	.8 miles East of Cabaniss ALF. Will be subject to overflight noise and potentially require an aeronautical study based on construction method.	ok	Addressed		

AEP-TRANSMISSION

No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	No comment.		Addressed		

AEP-DISTRIBUTION

No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	No comment.		Addressed		

TXDOT

No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	No comment.		Addressed		

NUECES ELECTRIC

No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	No comment.		Addressed		

INFORMATIONAL

Comments noted below apply to the preliminary site/utility/transportation plan and preliminary storm water quality management plan (SWQMP) as observations for information only.

These comments should be considered during subsequent site and public infrastructure development but may be required as a condition for plat consideration by the Planning Commission for approval.

Additional comments may be issued with the subsequent submittal plans associated with the property development.

LAND DEVELOPMENT

1. Prior to recordation, provide a tax certificate indicating that all taxes have a \$0.00 balance, along with the submittal of the original tracing.

**TIME EXTENSION
REGULAR PLANNING COMMISSION MEETING
November 11, 2020**

PROJECT: 16-20000008

LEXINGTON CENTER UNIT 2 (PRELIM – 32.798 ACRES)

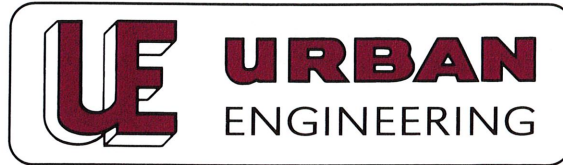
Located east of Crosstown Expressway (SH 288) and north of Holly Road.

Owner: South Padre Investment, LP

Engineer: Urban Engineering

The applicant proposes to plat the property to develop a commercial lot. The Planning Commission originally approved the above plat on October 5, 2016. This is the second request for a twenty-four-month extension (expired October 17, 2020).

The applicant states: “The Holly Road Bond project that had been delayed for several years is finally beginning construction that includes extension of a trunk gravity sewer line from Greenwood to Crosstown that will serve the tract. Circle K has a temporary private pump station that will be served by the new sewer line. The developer has held off selling tracts within Lexington Center until a permanent sewer solution is available. The developer is in the final stages of creating a TIRZ on his larger tract on the west side of Crosstown that will compliment development of the area.”



October 16, 2020

Mark Orozco
Development Services, City of Corpus Christi
2406 Leopard Street, Suite 100
Corpus Christi, Texas 78408

Subject: Lexington Center Unit 2 (preliminary plat) – Time Extension Request

Mr. Orozco:

The preliminary plat of Lexington Center Unit 2 is coming up for expiration on October 17, 2020. We, Urban Engineering, on behalf of the owner, respectfully request a time extension of twenty-four (24) months for the above referenced project. The Holly Road Bond project that had been delayed several years is finally beginning construction that includes extension of a trunk gravity sewer line from Greenwood to Crosstown that will serve the tract. Circle K has a temporary private pump station that will be served by the new sewer line. The Developer has held off selling tracts within Lexington Center until a permanent sewer solution is available. The Developer is in the final stages of creating a TIRZ on his larger tract on the west side of Crosstown that will compliment development of the area. We have included a money order in the amount of \$38.00 (No. 19-181895242) for this request. Please feel free to call if you have any questions or comments.

Thank you,



Xavier Galvan

16-2000008



October 9, 2018

Greg Collins
Senior City Planner
Development Services, City of Corpus Christi
2406 Leopard Street, Suite 100
Corpus Christi, Texas 78408

Subject: Lexington Center Unit 2 (Preliminary plat)

Mr. Collins:

The preliminary plat of Lexington Center Unit 2 is coming up for expiration. We, Urban Engineering, on behalf of South Padre Investment, L.P., would like to request a time extension of twenty-four (24) months for the above referenced project. The owner has been waiting on continued delays associated with the Holly Road, Crosstown to Greenwood Drive bond project that includes a wastewater extension that will provide service to the subject tract. We have included a check in the amount of \$38.00 for this request. Please feel free to call if you have any questions or comments.

Thank you,

Xavier Galvan

***** 16PL20000008 *****

City of Corpus Christi



Fee Selection and Payment Due Sheet

Primary Applicant = Planning HTE

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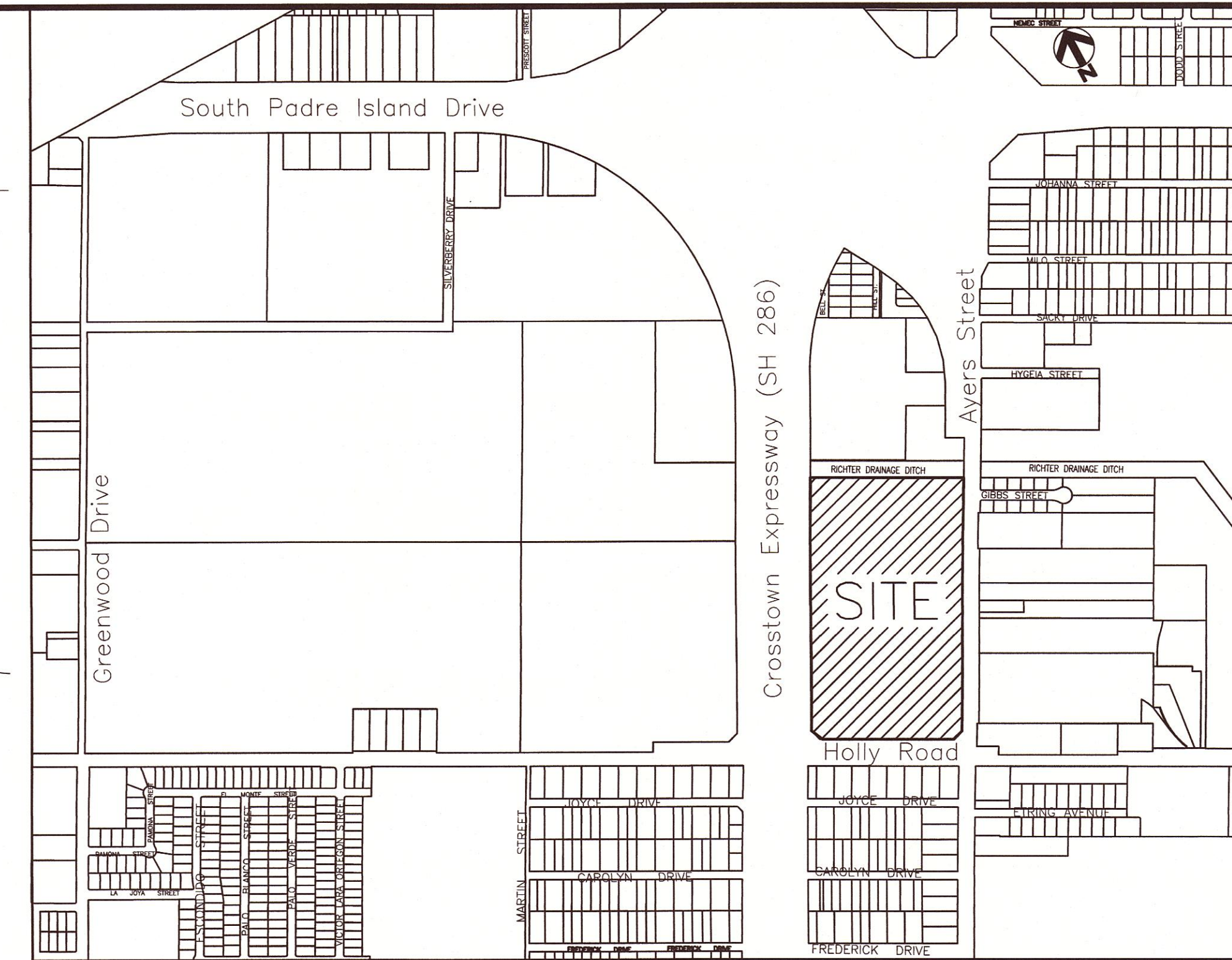
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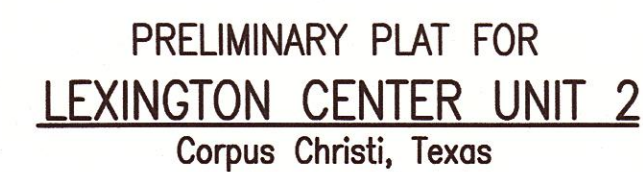
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Fees Outstanding	\$0.00

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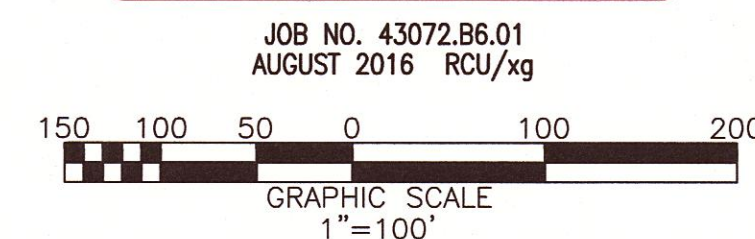
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 02 - Development Services
 \$38.00
 Development Services/CDR - Hansen
 Planning
 16PL20000008
 5409 AYERS ST CORPUS CHRISTI TX 78417
 Planning HTE



- YARD REQUIREMENT (Y.R.)
- UTILITY EASEMENT (U.E.)
- 5/8 Inch Iron Rod, Found in Concrete
- TxDOT Monument (Type II), Found



LEGAL DESCRIPTION:
Being 32.798 Acres of Land out of Lots 3
and 4, Section 4, Bohemian Colony Lands,
Volume A, Page 48, Map Records of Nueces County,
Texas; being the same lands described as a 32.81 Acre Tract
in Warranty Deed from Vallyewinds, Inc., to South
Padre Investments, Inc., as recorded in Volume
2336, Page 64, Official Public Records of
Nueces County, Texas.



ENGINEER:
Urban Engineering Firm #145
2725 Swantner Drive
Corpus Christi, Texas 78404
361-854-3101

1. The total area contains 32.798 Acres of Land.
2. The property is zoned CG-2, "General Commercial".
3. The property is vacant and under cultivation.
4. Lot 1, Block 1 will drain into the existing Crosstown Expressway drainage system as shown.
5. Lot 2, Block 1 will drain to Ditch No. 19 (Richter Ditch). No storm sewer infrastructure.
6. The Ultimate Receiving Body for Ditch No. 19 (Richter Ditch) is the Oso Creek. The TCEQ has not classified the aquatic life use for the Oso Creek, but it is recognized as an environmentally sensitive area. The Oso Creek flows directly into the Oso Bay. The TCEQ has classified the aquatic life use for the Oso Bay as "exceptional" and "oyster waters" and categorized the receiving water as "contact recreation" use.
7. By graphic plotting only, this property is in Zone 'C' on Flood Insurance Rate Map, Community Panel No. 485464 0285 C, Nueces County, Texas.
8. If any lot is developed with residential uses, compliance with the open space regulation will be required during the building permit phase.

**TIME EXTENSION
REGULAR PLANNING COMMISSION MEETING
November 11, 2020**

PROJECT: 18PL1034

PADRE HARBOR (PRELIM – 201.19 ACRES)

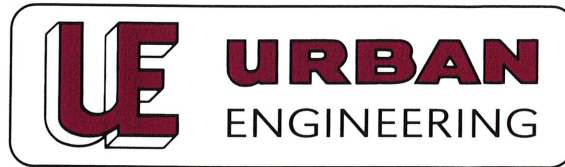
Located south of SH 361 and east of South Padre Island Drive (Park Road 22).

Owner: Lake Padre Development Co, LLC

Engineer: Urban Engineering

The applicant proposes to plat the property to a future commercial harbor project. The Planning Commission originally approved the above plat on October 17, 2018 (expired October 17, 2020). This is the first request for a twenty-four-month extension.

The applicant states: "Haas-Anderson Construction, Ltd. has been issued the Notice to Proceed on the Park Road 22 bridge construction and the new canal work, west of the bridge, was recently completed. Preliminary design is underway to determine construction costs for the infrastructure improvements. AEP is working up an overall services plan for the project; Sea Gate widening initial design and pricing are complete and mitigation work will begin soon."



October 16, 2020

Mark Orozco
Development Services, City of Corpus Christi
2406 Leopard Street, Suite 100
Corpus Christi, Texas 78408

Subject: Padre Harbor (preliminary plat) – Time Extension Request

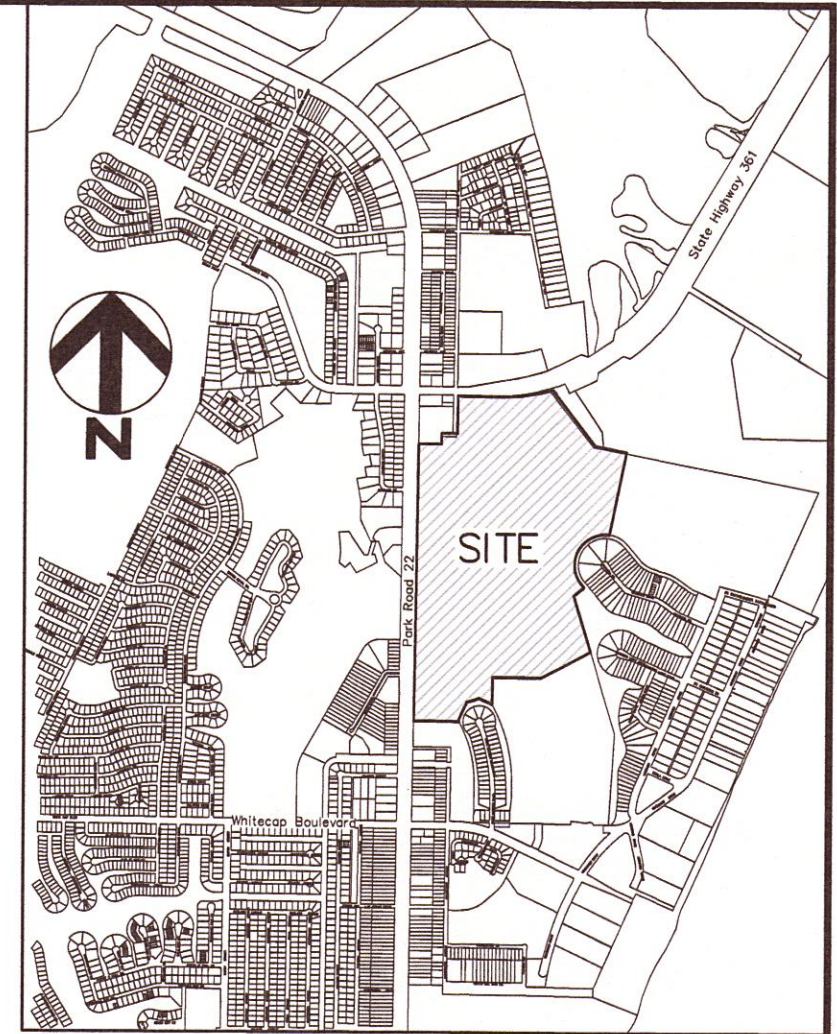
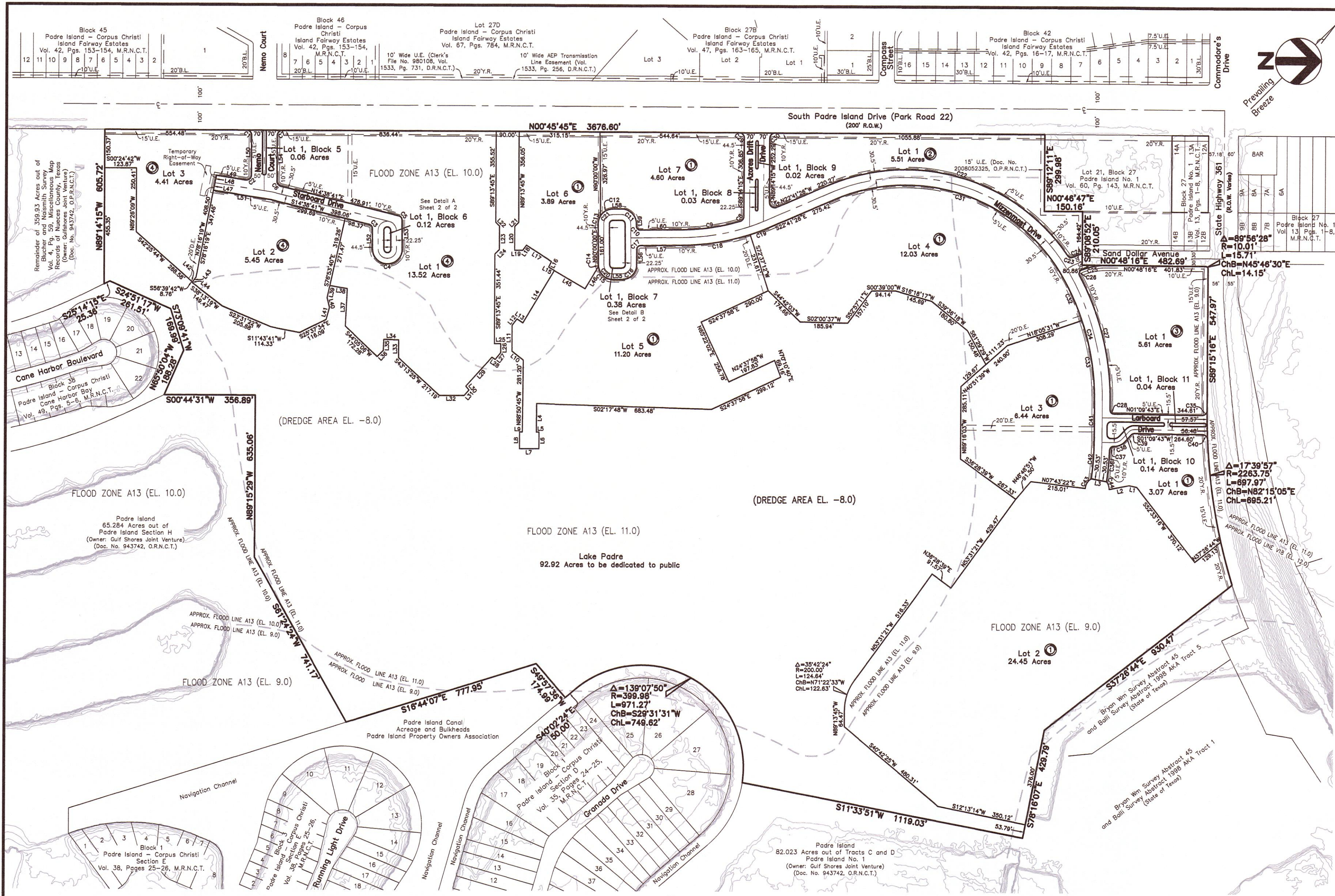
Mr. Orozco:

The preliminary plat of Padre Harbor is coming up for expiration on October 17, 2020. Urban Engineering, on behalf of Lake Padre Development, respectfully requests a time extension of twenty-four (24) months for the above referenced project. Haas-Anderson Construction, Ltd. has been issued Notice to Proceed on the Park Road 22 bridge construction and the new canal work West of the bridge was recently completed. Preliminary design is underway to determine construction costs for the infrastructure improvements. AEP is working up an overall services plan for the project, Sea Gate widening initial design and pricing are complete and mitigation work will begin soon. We have included a money order in the amount of \$38.00 (No. 19-181895243) for this request. Please feel free to call if you have any questions or comments.

Thank you,

A handwritten signature in black ink, appearing to read 'Xavier Galvan', is written over a horizontal line.

Xavier Galvan



NOTES:

- The property is currently undeveloped and zoned CR2.
- A Pollution Prevention Plan will be submitted with any plans of development for this property.
- The receiving body for all storm runoff for this property is Lake Padre. Lake Padre empties into the Packery Channel and then into the Gulf of Mexico. The TCEQ has classified the aquatic life use for the Gulf of Mexico as "exceptional" and "oyster waters". The TCEQ also categorized the Gulf of Mexico as "contact recreation" use.
- There are no jurisdictional wetlands. This area has been dredged and filled in accordance with the approved USACE permit: SWG-2000-02743.
- By graphic plotting only, this property is in Zones "A13 (El 9)", "A13 (El 10)" and "A13 (El 11)", of the Flood Insurance Rate Map, Community Panel Number 485494 0705 D, City of Corpus Christi, Texas, which bears an effective date of May 4, 1992 and it is located in a Special Flood Hazard Area.
- The temporary right-of-way easement in Lot 3, Block 4 will cease once the lot is developed and circulation is provided with its development.
- This project is not within an AICUZ Boundary or Noise Contour.
- Proposed drive access to Park Road 22 and State Highway 361 shall conform to TxDOT access management standards.
- A permit is required by TxDOT for access onto Park Road 22 and State Highway 361.
- Future street access points to Park Road 22 will require TxDOT approval.

*See Sheet 2 of 2 for Line Table, Curve Table and Street Sections.

Preliminary Plat of Padre Harbor Corpus Christi, Texas

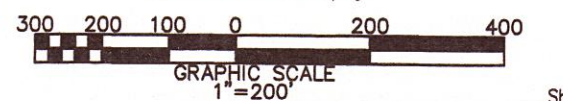
LEGAL DESCRIPTION:

A 201.19 Acre Tract, out of a 359.93 Acre Tract described in a Special Warranty Deed from FW/RD Associates, LTD., a Texas limited partnership, to Gulfshores Joint Venture, a Texas joint venture, recorded in Document Number 943742, of the Official Public Records of Nueces County, Texas; being comprised of a portion of the Amended Vacating Plat of Padre Island - Corpus Christi Section H Unit 1 & Padre Island No. 1, recorded in Volume 52, Pages 149-150, Map Records of Nueces County, Texas; being the same Lands described as a 201.21 Acre Tract in a Contribution Deed from Cameron Cay Investments, LLC to Lake Padre Development Company, LLC, recorded in Document Number 2014002766, of the said Official Public Records.



TBPE FIRM NO. 145, TBPE FIRM NO. 10032400
 2725 SWANTNER DRIVE, CORPUS CHRISTI, TX 78404
 PHONE: 361.854.3101 WWW.URBANENGINE.COM

JOB NO. 39577.87.04
 March 15, 2018 RCU/kg



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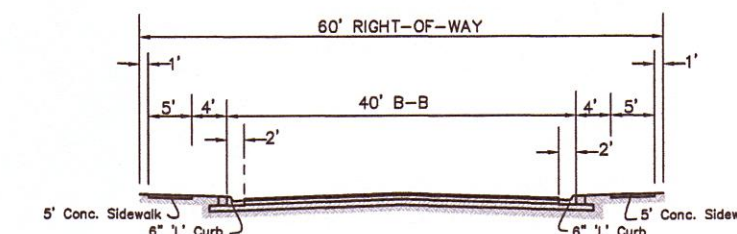
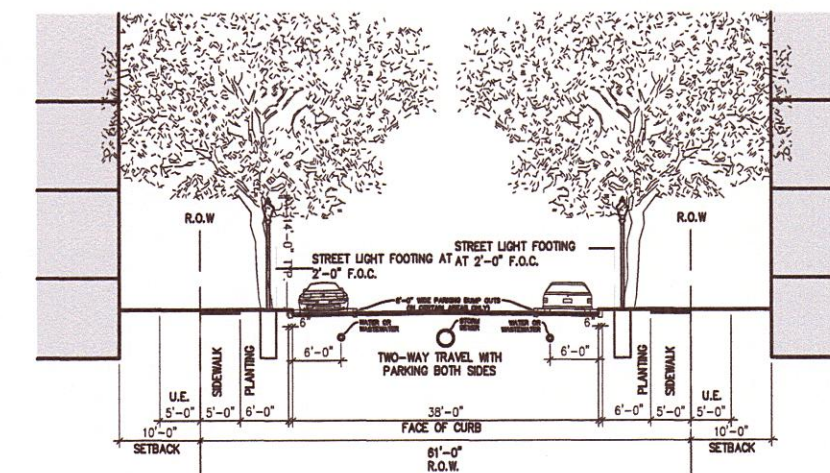
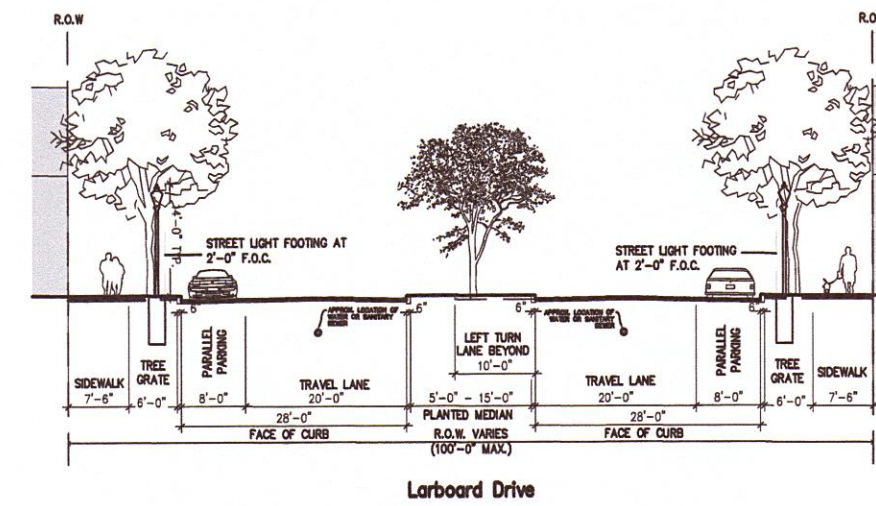
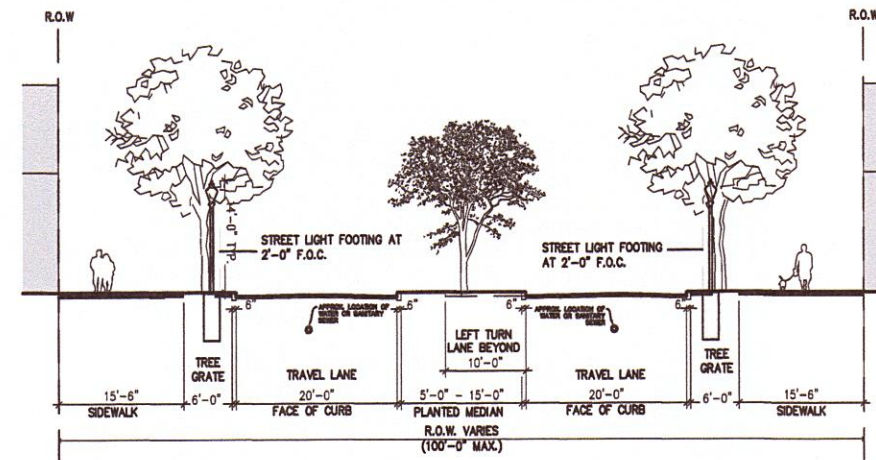
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OWNER/DEVELOPER:
 Lake Padre Development Company, LLC
 14650 Compass Street, Suite 1
 Corpus Christi, Texas 78418

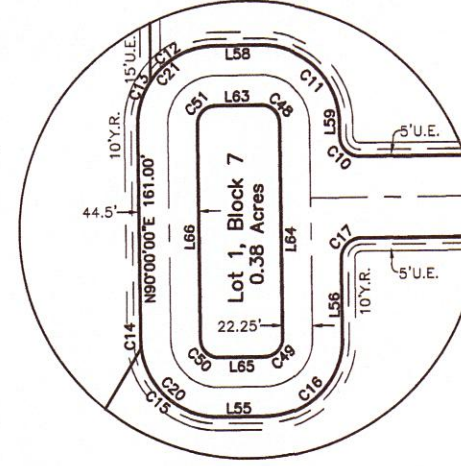
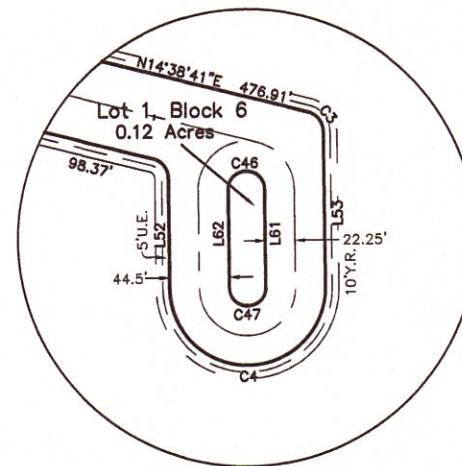
ENGINEER:
 Urban Engineering TBPE Firm #145
 2725 Swantner Drive
 Corpus Christi, Texas 78404

CURVE ID	DELTA ANGLE	RADIUS	ARC LENGTH	CHORD BEARING	CHORD LENGTH
C1	90°00'00"	20.00'	31.42'	N45°45'45"E	28.28'
C2	98°53'49"	20.00'	34.52'	S39°47'20"E	30.39'
C3	75°21'19"	15.00'	19.73'	N52°19'21"E	18.34'
C4	180°00'00"	58.00'	182.21'	S00°00'00"E	116.00'
C5	75°21'19"	15.00'	19.73'	N52°19'21"E	18.34'
C6	76°07'04"	20.00'	26.57'	N52°42'13"E	24.68'
C7	90°00'00"	20.00'	31.42'	S44°14'15"E	28.28'
C8	73°22'18"	20.00'	26.61'	S92°33'07"E	23.90'
C9	15°51'59"	819.50'	226.94'	N07°55'59"W	226.21'
C10	90°00'00"	15.00'	23.56'	N45°00'00"E	21.21'
C11	90°00'00"	58.00'	91.11'	S45°00'00"W	82.02'
C12	55°41'08"	58.00'	56.54'	N72°55'33"W	54.35'
C13	34°08'54"	58.00'	34.57'	N72°55'33"W	34.08'
C14	5°25'01"	58.00'	5.48'	N87°17'29"E	5.48'
C15	84°54'59"	58.00'	85.62'	S42°17'29"W	78.08'
C16	90°00'00"	58.00'	91.11'	N45°00'00"W	82.02'
C17	90°00'00"	15.00'	23.56'	N45°00'00"W	21.21'
C18	17°22'48"	880.50'	287.09'	S08°41'24"E	266.07'
C19	15°18'58"	880.50'	81.61'	S20°02'07"E	81.58'
C20	90°00'00"	58.00'	91.11'	S45°00'00"W	82.02'
C21	90°00'00"	58.00'	91.11'	N45°00'00"W	82.02'
C22	79°04'38"	767.50'	1059.27'	S16°50'53"W	977.18'
C23	78°57'34"	15.00'	20.93'	N16°24'25"E	19.28'
C24	7°04'45"	330.00'	40.77'	N20°02'00"W	40.75'
C25	18°15'47"	270.00'	86.06'	S12°00'02"E	85.70'
C26	98°51'35"	15.00'	26.27'	S89°23'43"E	22.39'
C27	28°26'48"	1023.50'	1508.18'	S76°33'54"W	502.96'
C28	89°26'11"	15.00'	23.41'	S45°52'49"W	21.11'
C29	90°00'11"	20.00'	31.42'	S45°45'40"W	28.29'
C30	90°00'09"	20.00'	31.42'	N44°14'10"W	28.28'
C31	87°53'02"	706.50'	1022.02'	N18°45'05"E	935.21'
C32	11°42'52"	962.50'	196.79'	S88°03'02"W	196.45'
C33	18°53'51"	962.50'	317.38'	S81°21'14"W	315.92'
C34	30°36'23"	962.50'	514.15'	N75°29'48"E	508.08'
C35	90°11'04"	20.00'	31.48'	N43°55'49"W	28.33'
C36	5°58'52"	1202.50'	124.66'	S84°19'35"E	124.60'
C37	88°21'39"	15.00'	24.13'	S43°02'57"E	20.91'
C38	48°30'50"	58.50'	49.53'	N23°07'32"W	48.07'
C39	48°32'40"	19.50'	16.52'	S23°06'37"E	16.03'
C40	86°58'44"	20.00'	30.34'	S44°37'35"W	27.52'
C41	0°44'11"	12433.98'	159.78'	N89°12'22"W	159.78'
C42	7°24'37"	1141.50'	147.83'	N85°07'59"W	147.53'
C43	57°41'30"	46.50'	46.82'	N58°35'54"W	44.87'
C44	40°13'26"	46.50'	32.64'	N72°28'38"E	31.88'
C45	113°27'11"	20.00'	39.60'	N34°02'10"E	33.44'
C46	180°00'00"	13.50'	42.41'	N00°00'00"W	27.00'
C47	180°00'00"	13.50'	42.41'	N00°00'00"W	27.00'
C48	90°00'00"	13.50'	21.21'	N45°00'00"E	19.09'
C49	90°00'00"	13.50'	21.21'	S45°00'00"E	19.09'
C50	90°00'00"	13.50'	21.21'	S45°00'00"W	19.09'
C51	90°00'00"	13.50'	21.21'	N45°00'00"W	19.09'

LINE	BEARING	DISTANCE
L1	N12°09'03"E	30.88'
L2	N10°17'45"W	79.68'
L3	N11°17'23"E	181.07'
L4	S88°40'45"E	1112.58'
L5	S01°09'15"W	10.62'
L6	N88°50'45"W	65.32'
L7	N01°09'15"E	75.84'
L8	N88°50'45"W	65.32'
L9	S01°09'15"W	10.62'
L10	N38°40'45"E	156.66'
L11	S89°13'45"E	101.32'
L12	S51°24'28"E	31.08'
L13	N34°45'47"E	27.84'
L14	N58°38'50"W	238.87'
L15	N31°13'47"E	28.04'
L16	N62°21'58"W	24.41'
L17	S33°51'41"W	117.14'
L18	S33°44'57"E	25.15'
L19	S00°46'15"W	31.35'
L20	N89°13'45"W	94.46'
L21	N44°13'45"W	21.21'
L22	N42°46'15"E	21.21'
L23	N89°13'45"W	92.45'
L24	S44°13'45"E	24.04'
L25	S00°46'15"W	25.00'
L26	N89°13'45"W	94.50'
L27	S51°11'22"E	34.24'
L28	N34°47'13"E	15.88'
L29	N42°17'23"W	151.89'
L30	N50°53'02"E	19.61'
L31	N48°05'11"W	28.97'
L32	N00°30'07"E	67.05'
L33	S89°11'14"E	82.58'
L34	N02°19'13"E	58.59'
L35	S87°09'58"E	43.73'
L36	S44°01'29"E	133.56'
L37	S86°32'16"E	146.45'
L38	N10°31'57"E	69.09'
L39	S76°53'40"E	47.78'
L40	N77°16'35"E	39.23'
L41	N74°09'14"W	49.09'
L42	S56°39'42"W	7.23'
L43	N52°16'28"W	25.52'
L44	N56°39'42"E	11.53'
L45	S31°13'37"W	139.17'
L46	S58°46'23"E	102.62'
L47	S78°16'19"E	30.52'
L48	N78°16'19"W	30.52'
L49	S09°39'34"W	115.33'
L50	N89°14'15"W	154.43'
L51	N09°39'34"E	227.58'
L52	N90°00'00"E	83.28'
L53	N90°00'00"E	118.02'
L54	S89°14'15"E	178.87'
L55	N00°00'00"W	34.00'
L56	N90°00'00"E	60.00'
L57	S00°00'00"E	166.66'
L58	S00°00'00"E	14.00'
L59	N90°00'00"E	10.00'
L60	N00°00'00"W	166.66'
L61	N90°00'00"W	74.07'
L62	N90°00'00"E	74.07'
L63	N00°00'00"W	34.00'
L64	S90°00'00"E	161.00'
L65	S00°00'00"E	14.00'
L66	S90°00'00"W	161.00'



TYPICAL 60' RIGHT-OF-WAY STREET SECTION
Not-to-Scale
Sand Dollar Avenue



Preliminary Plat of Padre Harbor Corpus Christi, Texas

LEGAL DESCRIPTION:
A 201.19 Acre Tract, out of a 359.93 Acre Tract described in a Special Warranty Deed from FW/RD Associates, LTD., a Texas limited partnership, to Gulfshores Joint Venture, a Texas joint venture, recorded in Document Number 943742, of the Official Public Records of Nueces County, Texas; being comprised of a portion of the Amended Vacating Plat of Padre Island - Corpus Christi Section H Unit 1 & Padre Island No. 1, recorded in Volume 52, Pages 149-150, Map Records of Nueces County, Texas; being the same Lands described as a 201.21 Acre Tract in a Contribution Deed from Cameron Cay Investments, LLC to Lake Padre Development Company, LLC, recorded in Document Number 2014002766, of the said Official Public Records.



OWNER/DEVELOPER:
Lake Padre Development Company, LLC
14650 Compass Street, Suite 1
Corpus Christi, Texas 78418

ENGINEER:
Urban Engineering TBPE Firm #145
2725 Swantner Drive
Corpus Christi, Texas 78404



TYPE FIRM NO. 145, TBPE FIRM NO. 10032400
2725 SWANTNER DR., CORPUS CHRISTI, TX 78404
PHONE: 361.854.3101 WWW.URBANEING.COM

JOB NO. 39577.B7.04
March 15, 2018 RCU/xg

GRAPHIC SCALE
1"=200'

**TIME EXTENSION
REGULAR PLANNING COMMISSION MEETING
APRIL 29, 2020**

PROJECT: 20PL1025

PARKDALE VILLAGE ANNEX "C" LOTS 3A, 3B & 3C (REPLAT – 3.2400 ACRES)

Located west of South Staples Street and south of Gollihar Road.

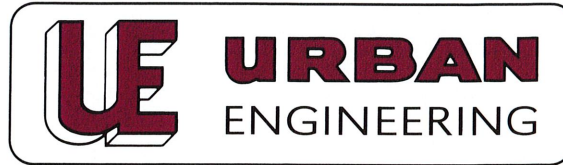
Zoned: CG-2 & CN-1

Owner: TWF Partners, LLC

Engineer: Urban Engineering

The applicant proposes to replat the property to subdivide one lot into two lots and combine three lots into one lot for a commercial use. The Planning Commission originally approved the above plat on April 29, 2020 (expired October 29, 2020). This is the first request for a six-month extension.

The applicant states that they are currently circulating the plat to obtain signatures but do not believe they will have it back in time before the plat expires.



October 27, 2020

Mark Orozco
Development Services, City of Corpus Christi
2406 Leopard Street, Suite 100
Corpus Christi, Texas 78408

Subject: Parkdale Village Annex "C", Lots 3A, 3B and 3C (final plat) – Time Extension Request

Mr. Orozco:

The final plat of Parkdale Village Annex "C", Lots 3A, 3B and 3C is coming up for expiration on October 29, 2020. Urban Engineering, on behalf of TWF Partners, LLC, respectfully requests a time extension of six (6) months for the above referenced project. We are in the process of circulating the plat for signatures and do not believe that we will have it back before the plat expires. We have included a check in the amount of \$38.00 (No. 29549) for this request. Please feel free to call if you have any questions or comments.

Thank you,

A handwritten signature in black ink, appearing to read 'Xavier Galvan', is written over the printed name.

Xavier Galvan

Notes:

1. Total platted area contains 3.2400 Acres of Land
2. Set 5/8 inch iron rods with red plastic cap stamped "URBAN ENGR CCTX" at all lot corners, except where noted.
3. The receiving water for the storm water runoff from this property is the Corpus Christi Bay. The TCEQ has classified the aquatic life use for the Corpus Christi Bay as "exceptional" and "oyster waters". TCEQ also categorized the Corpus Christi Bay as "contact recreation" use.
4. Grid Bearings and Distances shown hereon are referenced to the Texas Coordinate System of 1983, Texas South Zone 4205, and are based on the North American Datum of 1983(2011) Epoch 2010.00.
5. By graphic plotting only, this property is in Zone "C" on Flood Insurance Rate Map, Community Panel No. 485464 0285 C, City of Corpus Christi, Texas, which bears an effective date of September 17, 1992 and is not in a Special Flood Hazard Area.
6. Yard requirements as depicted are a requirement of the Unified Development Code (UDC) and subject to change as the zoning may change.
7. If any lot is developed with residential uses, compliance with the Public Open Space regulations will be required during the building permit phase.
8. All driveways shall conform to access management standards outlined in Article 7 of the UDC.



Plat of
Parkdale Village Annex "C"
Lots 3A, 3B and 3C

being a re-plat of Lot 3, Parkdale Village Annex "C", a map of which is recorded in Volume 68, Pages 162 and 163, Map Records of Nueces County, Texas, Lots 8, 9 and 10, Block 4, Parkdale Village, a map of which is recorded in Volume 22, Page 56, Map Records of Nueces County, Texas, and a portion of Whataburger Way, closed by City Ordinance No. 027589.

State of Texas
County of Nueces

TWF Partners, LLC, a Texas limited liability company, hereby certifies that it is the owner of the lands embraced within the boundaries of the foregoing plat; that it has had said lands surveyed and subdivided as shown; that streets shown are dedicated to the public use forever; that easements as shown are dedicated to the public use for the installation, operation and use of public utilities; and that this map was made for the purpose of description and dedication.

This the _____ day of _____, 20____.

By: TWF Partners, LLC

By: _____
Wayne A. Fagan, Director

State of Texas
County of Nueces

This instrument was acknowledged before me by Wayne A. Fagan, Director of TWF Partners, LLC, a Texas limited liability company, on behalf of said limited liability company.

This the _____ day of _____, 20____.

Notary Public in and for the State of Texas

State of Texas
County of Nueces

Frost Bank, hereby certifies that it holds a lien on the property owned by Heavin & Associates Insurance Agency, Inc., as shown on the foregoing map and it approves of the subdivision and dedication for the purposes and considerations therein expressed.

This the _____ day of _____, 20____.

By: Frost Bank

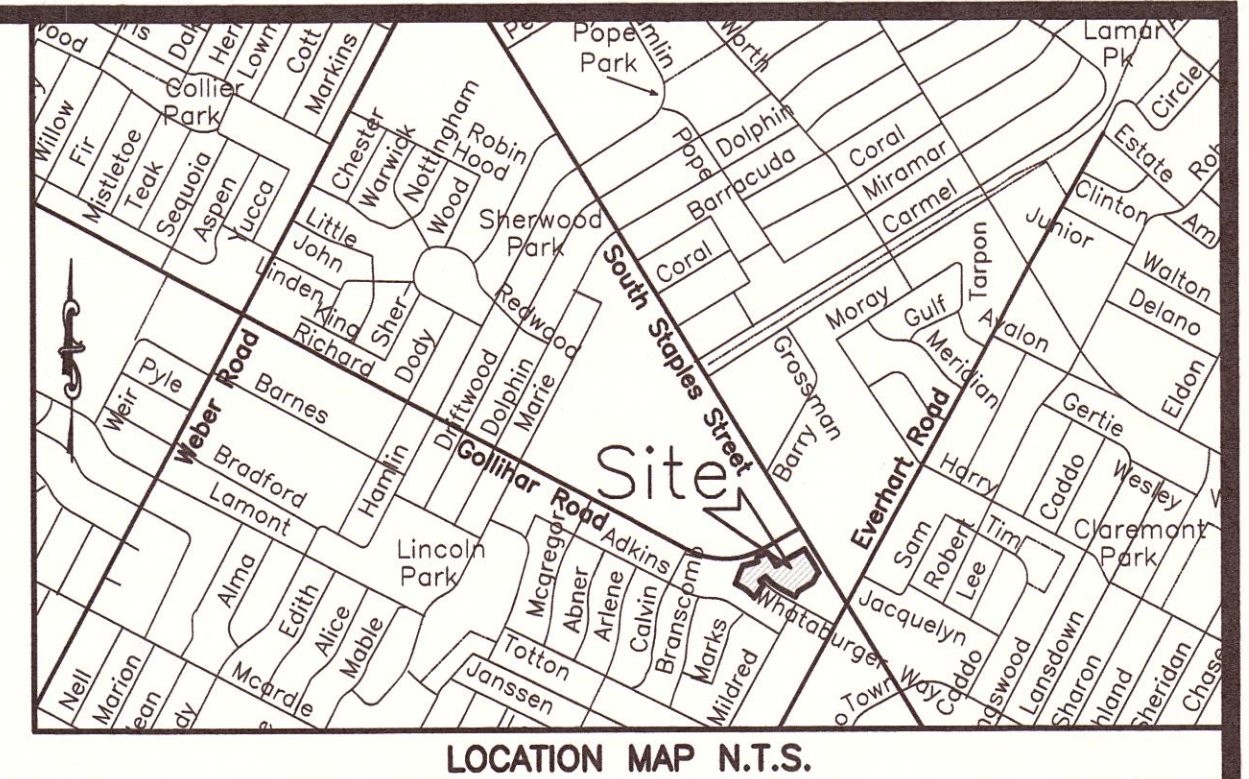
By: _____
Jonas Chupe, Assistant Vice-President

State of Texas
County of Nueces

This instrument was acknowledged before me by Jonas Chupe, as Assistant Vice-President of Frost Bank, on behalf of said bank.

This the _____ day of _____, 20____.

Notary Public in and for the State of Texas



State of Texas
County of Nueces

This final plat of the herein described property was approved by the Department of Development Services of the City of Corpus Christi, Texas.

This the _____ day of _____, 20____.

Jalal Saleh, P.E.
Development Services Engineer

State of Texas
County of Nueces

This final plat of the herein described property was approved on behalf of the City of Corpus Christi, Texas by the Planning Commission.

This the _____ day of _____, 20____.

Al Raymond, III, AIA
Secretary

Carl Crull, P.E.
Chairman

State of Texas
County of Nueces

I, Kara Sands, Clerk of the County Court in and for said County, do hereby certify that the foregoing instrument dated the _____ day of _____, 20____, with its certificate of authentication was filed for record in my office the _____ day of _____, 20____. At _____ O'clock _____ M., and duly recorded the _____ day of _____, 20____, at _____ O'clock _____ M., in said County in Volume _____, Page _____, Map Records.

Witness my hand and seal of the County Court, in and for said County, at office in Corpus Christi, Texas, the day and year last written.

No. _____
Filed for Record
at _____ O'clock _____ M.
_____, 20____

Kara Sands, County Clerk
Nueces County, Texas
By: _____
Deputy

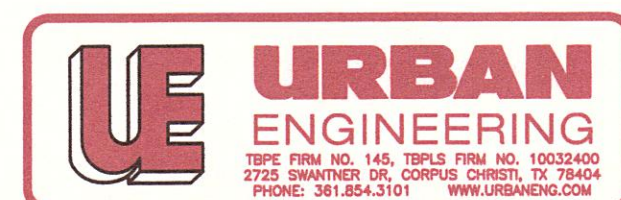
State of Texas
County of Nueces

I, James D. Carr, a Registered Professional Land Surveyor for Urban Engineering, have prepared the foregoing map from a survey made on the ground under my direction and is true and correct to the best of my knowledge, information and belief; I have been engaged under contract to set all Lot and Block corners as shown herein and to complete such operations with due and reasonable diligence consistent with sound professional practice.

This the _____ day of _____, 20____.

Preliminary, this document shall not be recorded for any purpose and shall not be used or viewed or relied upon as a final survey document.

James D. Carr, R.P.L.S.
Texas License No. 6458

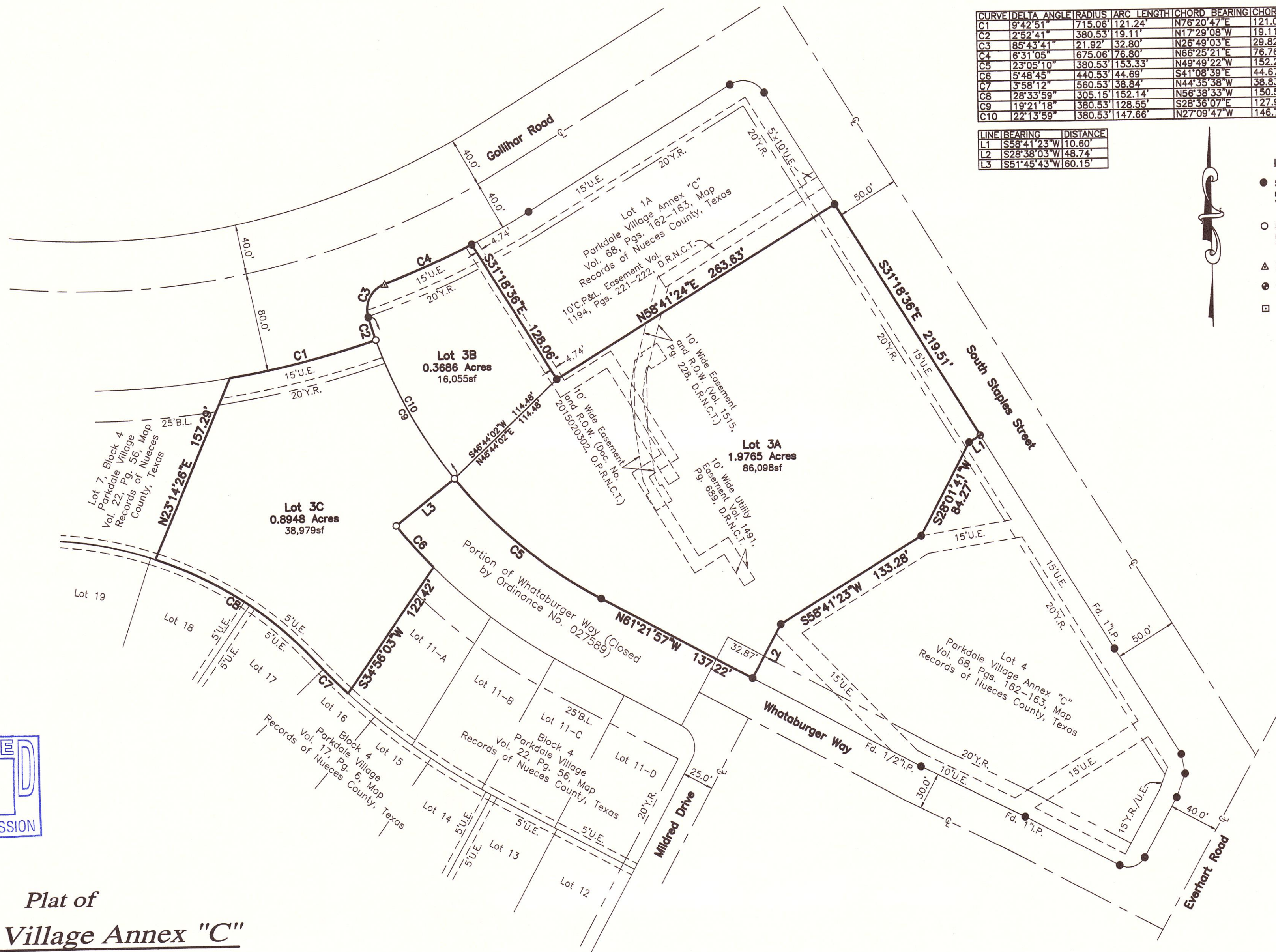


Revised 3/25/2020
Submitted: 3/4/2020
SCALE: None
JOB NO.: 40889.C0.00
SHEET: 1 of 2
DRAWN BY: XG
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urbansurvey1@urbaneng.com

CURVE	DELTA ANGLE	RADIUS	ARC LENGTH	CHORD BEARING	CHORD LENGTH
C1	9°42'51"	715.06'	121.24'	N76°20'47"E	121.09'
C2	2°52'41"	380.53'	19.11'	N17°29'08"W	19.11'
C3	85°43'41"	21.92'	32.80'	N26°49'03"E	29.82'
C4	6°31'05"	675.06'	76.80'	N66°25'21"E	76.76'
C5	23°05'10"	380.53'	153.33'	N49°49'22"W	152.29'
C6	5°48'45"	440.53'	44.69'	S41°08'39"E	44.67'
C7	3°58'12"	560.53'	38.84'	N44°35'38"W	38.83'
C8	28°33'59"	305.15'	152.14'	N56°38'33"W	150.57'
C9	19°21'18"	380.53'	128.55'	S28°36'07"E	127.94'
C10	22°13'59"	380.53'	147.66'	N27°09'47"W	146.74'

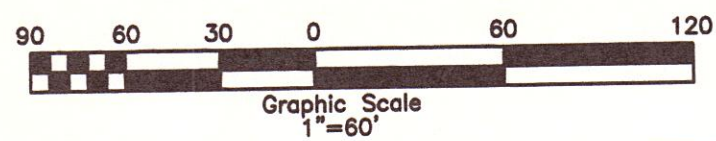
LINE	BEARING	DISTANCE
L1	S58°41'23"W	10.60'
L2	S28°38'03"W	48.74'
L3	S51°45'43"W	60.15'

- Legend:**
- 5/8" I.R. with red with red plastic cap stamped "URBAN ENGR CCTX" Found
 - 5/8" I.R. with red with red plastic cap stamped "URBAN ENGR CCTX" Set
 - △ Drill Hole Found
 - 1 Inch Iron Pipe Found
 - 5/8 Inch Iron Rod Found

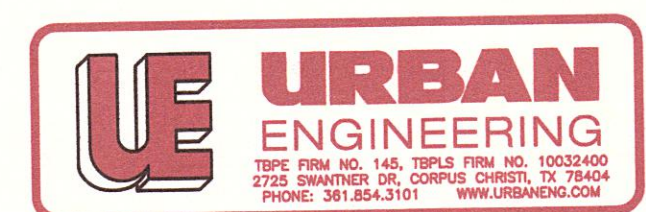


**Plat of
Parkdale Village Annex "C"
Lots 3A, 3B and 3C**

being a re-plat of Lot 3, Parkdale Village Annex "C", a map of which is recorded in Volume 68, Pages 162 and 163, Map Records of Nueces County, Texas, Lots 8, 9 and 10, Block 4, Parkdale Village, a map of which is recorded in Volume 22, Page 56, Map Records of Nueces County, Texas, and a portion of Whataburger Way, closed by City Ordinance No. 027589.



Preliminary, this document shall not be recorded for any purpose and shall not be used or viewed or relied upon as a final survey document.



Revised: 3/25/2020
Submitted: 3/4/2020
SCALE: 1"=60'
JOB NO.: 40889.CO.00
SHEET: 2 of 2
DRAWN BY: XG
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urbansurvey1@urbaneng.com

STAFF REPORT

Case No. 1120-02
 INFOR No. 20ZN1026

Planning Commission Hearing Date: November 11, 2020

Applicant & Legal Description	Owner: Ocean Harbor II, LLC. Applicant: Hanson Professional Services, Inc. Location Address: 14805, 14809, 14813, and 14817 Windward Drive Legal Description: Lots 1 thru 4, Padre Island-Corpus Christi Section A, located along the west side of Windward Drive, south of St. Bartholomew's Drive, and north of Robla Drive.			
Zoning Request	From: "RM-AT/IO" Multifamily AT District with the Island Overlay To: "RM-AT/IO/PUD" Multifamily AT District with the Island Overlay and a Planned Unit Development Area: 2.13 total acres Purpose of Request: To develop a 44-unit townhome development.			
Existing Zoning and Land Uses		Existing Zoning District	Existing Land Use	Future Land Use
	<i>Site</i>	"RM-AT/IO" Multifamily AT with the Island Overlay	Vacant	Mixed Use
	<i>North</i>	"CR-2/IO" Resort Commercial with the Island Overlay	Vacant	Planned Development
	<i>South</i>	"RM-AT/IO" Multifamily AT with the Island Overlay	Medium Density Residential	Mixed Use
	<i>East</i>	"CR-1/IO" Resort Commercial with the Island Overlay	High Density Residential	Mixed Use
	<i>West</i>	"RS-TH/IO/PUD" Townhouse with the Island Overlay and a Planned Unit Development	Medium Density Residential	Mixed Use
ADP, Map & Violations	Area Development Plan: The subject property is located within the boundaries of the Mustang/Padre Island Area Development Plan and is planned for mixed uses. The proposed rezoning to the "RM-AT/IO/PUD" Multifamily AT District with the Island Overlay and a Planned Unit Development is consistent with the adopted Future Land Use Map which calls for mixed uses. Map No.: 028026 City Council District: 4 Zoning Violations: None			

Transportation	Transportation and Circulation: The subject property has approximately 400 feet of street frontage along Windward Drive which is designated as an “C1” Minor Collector Street and 230 feet of street frontage along Leeward Drive which is designated as a “C1” Minor Residential Collector Street. According to the Urban Transportation Plan, “C1” Minor Collector Streets can convey a capacity between 1,000 and 3,000 Average Daily Trips (ADT).				
Street R.O.W.	Street	Urban Transportation Plan Type	Proposed Section	Existing Section	Traffic Volume
	Windward Drive	“C1” Minor Collector	60’ ROW 40’ paved	100’ ROW 60’ paved	N/A
	St. Bartholomew Avenue	“C1” Minor Collector	60’ ROW 40’ paved	100’ ROW 30’ paved	N/A

Staff Summary:

Requested Zoning: The applicant is requesting a rezoning from the “RM-AT/IO” Multifamily AT District with the Island Overlay to the “RM-AT/IO/PUD” Multifamily AT District with the Island Overlay and a Planned Unit Development to allow for a 44-unit townhome development.

Development Plan: The subject property is a total of 17.034 acres in size. Smuggler’s Cove, Planned Unit Development (PUD) is a planned community that will consist of 44 single-family lots and 3 common areas lots.

Minimum Dimensions	“RM-AT” District Standards	“RS-TH” District Standards	Proposed PUD	Deviation
Lot Area	5,000 sf.	1,600 sf.	1,100 sf.	<u>Yes</u>
Minimum Lot Width	50 ft.	16 ft.	17 ft.	<u>Yes</u>
Front Yard	20 ft.	10 ft.	10 ft.	<u>Yes</u>
Front Yard (Corner)	10 ft.	10 ft.	10 ft.	No
Side Yard	5 ft.	0 ft.	5 ft.	No
Rear Yard	5 ft.	5 ft.	5 ft.	No
Open Space	25%	30%	25%	No
Paved Street Width	28 ft.	28 ft.	24 ft.	<u>Yes</u>
Curb Type	6-in. curb & gutter	6-in. curb & gutter	1 ft. ribbon curb	<u>Yes</u>
Parking Requirement	1.5/ unit(1 bedroom) 2/ unit (2 bedroom) 1/5 units (guests) Com: 1:250 sf.	1.5/ unit(1 bedroom) 2/ unit (2 bedroom) 1/5 units (guests) Com: 1:250 sf	1.75 parking spaces per unit (Totaling 77 spaces)	<u>Yes</u>
Sidewalks	5 ft. on both sides or 6 ft. on both sides of private streets	5 ft. on both sides or 6 ft. on both sides of private streets	6 ft. sidewalk on one side of the private street	<u>Yes</u>

Existing Land Uses & Zoning: The subject property is currently zoned “RM-AT/IO” Multifamily AT District with an Island Overlay and consists of vacant property and has remained undeveloped since annexation in 1981. To the north is a vacant property zoned “CR-2/IO” Resort Commercial with the Island Overlay and Beach Access Road 3A. To the south is a condo development (Nautilus Galleria) zoned “RM-AT/IO” Multifamily AT District with an Island Overlay. To the east is a condo development (The Gulfstream Condominium) zoned “CR-1/IO” Resort Commercial with the Island Overlay. To the west is a townhome development (Village by the Beach) zoned “RS-TH/IO/PUD” Townhouse with the Island Overlay and a Planned Unit Development.

AICUZ: The subject property is not located in one of the Navy’s Air Installation Compatibility Use Zones (AICUZ).

Plat Status: The property is platted.

Utilities:

Water: 8-inch ACP line located along St. Bartholomew Avenue.

Wastewater: 8-inch VCP line located along the rear alleyway

Gas: 2-inch line located along the rear alleyway.

Storm Water: 18-inch line located along St. Bartholomew Avenue.

Plan CC & Area Development Plan Consistency: The subject property is located within the boundaries of the Mustang/Padre Island Development Plan (ADP). The proposed rezoning to the “RM-AT/IO/PUD” Multifamily AT District with an Island Overlay and Planned Unit Development is consistent with the adopted with the Mustang/Padre Island ADP. The proposed rezoning is also consistent with the following policies of the Comprehensive Plan:

- Promote a balanced mix of land uses to accommodate continuous growth and promote the proper location of land uses based on compatibility, locational needs, and characteristics of each use (Future Land Use, Zoning, and Urban Design Policy Statement 1).
- Encourage residential infill development on vacant lots within or adjacent to existing neighborhoods. (Future Land Use, Zoning, and Urban Design Policy Statement 3).
- Tourist-oriented business and development will continue to be encouraged and promoted by all agencies of the City as illustrated on the Future Land Use Map. This includes commercial ventures, condominiums and resorts, fishing and outdoor recreation facilities, and recreational vehicle parks (Policy Statement B.2).
- The designation of “Mixed Use” in the Future Land Use Plan expresses the City’s desire to mix residential and non-residential uses. (Policy Statement B.10).

Department Comments:

- The proposed rezoning is compatible with the Future Land Use Map, Plan CC, and the Mustang/Padre Island Area Development Plan (ADP). The proposed rezoning is also compatible with neighboring properties and with the general character of the surrounding area. This rezoning does not have a negative impact upon the surrounding neighborhood.

- The property is currently vacant, zoned “RM-AT/IO” Multifamily AT District with an Island Overlay, and has never been developed.
- Surrounding properties have been rezoned within the past decade indicating a pattern towards high density residential and commercial development. The zoning pattern is in line with a Plan CC policy statement of creating urban villages and accommodating continuous growth.
- The PUD will allow Daily, Weekly, and Monthly rentals. The current “RM-AT/IO” Multifamily AT District with the Island Overlay allows this use today.
- Infill development should be encouraged at this site. PUDs allow flexibility for attractive, efficient design and can often reduce infrastructure installation and maintenance costs to the city. PUDs can encourage development on difficult sites. Additionally, PUDs are encouraged in the Mustang/Padre Island ADP.
- Staff finds that the proposed deviations are acceptable, and the request has been approved by the Technical Review Committee (TRC).

Staff Recommendation:

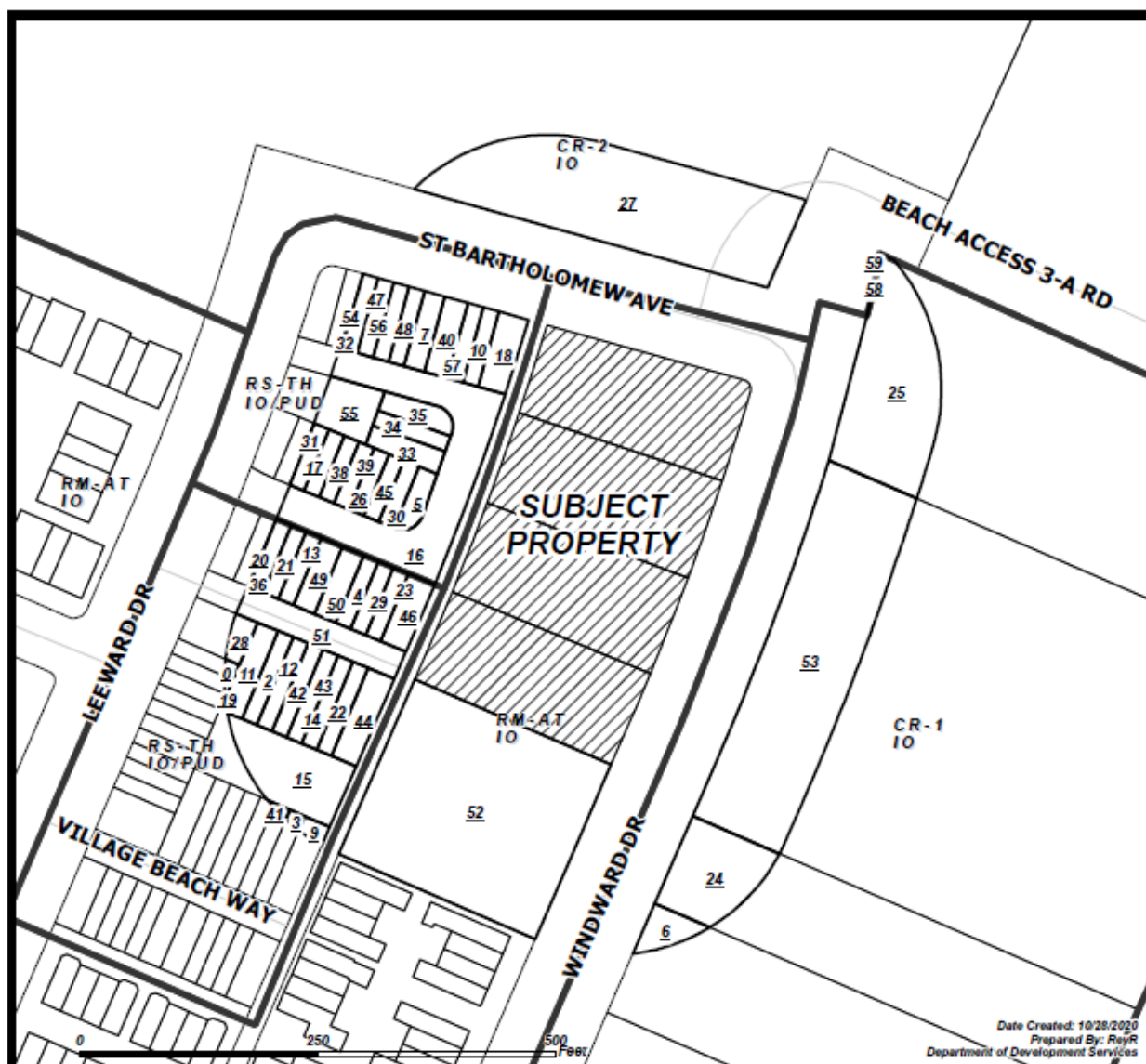
Approval of the change of zoning from the “CR-1/IO” Resort Commercial District with the Island Overlay to the “RM-AT/IO/PUD” Multifamily AT District with the Island Overlay and a Planned Unit Development Overlay with the following conditions:

1. **Planned Unit Development Guidelines and Master Site Plan:** The Owners shall develop the Property in accordance with The Aruba Planned Unit Development (PUD) Guidelines and Master Site Plan.
2. **Parking:** The property must have a minimum of 1.75 parking spaces (9 feet wide by 18 feet long) per dwelling unit. Parking is prohibited within the private street and pedestrian walkways.
3. **Setbacks and Lot Width:** Minimum front yard setbacks for all lots shall be ten feet. Minimum width for townhouse lots shall be 17 feet.
4. **Private Street Access:** The 2-way private access drive shall not be less than 24 feet and the 1 foot ribbon curb shall be striped or marked to indicate “Fire Lane/No Parking.”
5. **Pedestrian Access:** Sidewalks shall be 6 feet wide on one side of the private street and shall be constructed and maintained as identified on the master site plan.
6. **Other Requirements:** The conditions listed herein do not preclude compliance with other applicable UDC and Building and Fire Code Requirements.
7. **Time Limit:** An approved development plan shall expire 24 months after the date that the development plan was approved, unless a complete building permit application has been submitted or, if no building permit is required, a certificate of occupancy has been issued.

Public Notification	Number of Notices Mailed – 59 within 200-foot notification area 5 outside notification area
	<u>As of November 6, 2020:</u>
	In Favor – 20 inside notification area – 0 outside notification area
	In Opposition – 0 inside notification area – 0 outside notification area
	Totaling 0.00% of the land within the 200-foot notification area in opposition.

Attachments:

- A. Location Map (Existing Zoning & Notice Area)
- B. Planned Unit Development (PUD) Guidelines and Master Site Plan
- C. Public Comments Received (if any)



Date Created: 10/28/2020
Prepared By: Ray R.
Department of Development Services

CASE: 1120-02 ZONING & NOTICE AREA

RM-1 Multifamily 1	IL Light Industrial
RM-2 Multifamily 2	IH Heavy Industrial
RM-3 Multifamily 3	PUD Planned Unit Dev. Overlay
OW Professional Office	RS-10 Single-Family 10
RM-AT Multifamily AT	RS-8 Single-Family 8
CN-1 Neighborhood Commercial	RS-4.5 Single-Family 4.5
CN-2 Neighborhood Commercial	RS-TF Two-Family
CR-1 Resort Commercial	RS-15 Single-Family 15
CR-2 Resort Commercial	RE Residential Estate
CG-1 General Commercial	RS-TH Townhouse
CG-2 General Commercial	SP Special Permit
CI Intensive Commercial	RV Recreational Vehicle Park
CBD Downtown Commercial	RMH Manufactured Home
CR-3 Resort Commercial	
FR Farm Rural	
H Historic Overlay	
BP Business Park	

Subject Property with 200' buffer
 Owners in favor
 Owners in opposition
 Owners within 200' listed on attached ownership table



SMUGGLER'S COVE PLANNED UNIT DEVELOPMENT (PUD)

**PADRE ISLAND, CORPUS CHRISTI,
TEXAS**
OWNER

OCEAN HARBOR II, LLC.

SUBMITTED BY

HANSON PROFESSIONAL SERVICES, INC.
ENGINEER: CRAIG B. THOMPSON, P.E.

SOUTH TEXAS PRIME DESIGN GROUP, INC.
DESIGNER: JON HALL

OCTOBER 2020

HANSON: JOB#-20I114



HANSON

Engineering | Planning | Allied Services



Craig Thompson 10/13/2020

DEVELOPMENT DESCRIPTION 3

DEVELOPMENT LOCATION MAP 3

ADJACENT LAND USE AND ZONING..... 3

LOT LAYOUT 4

DEVELOPMENT DEVIATIONS 5

DEVELOPMENT GUIDELINES 5

OPEN SPACE LAYOUT..... 7

VEHICULAR AND PEDESTRIAN ACCESS 8

PARKING REQUIREMENTS..... 9

TYPICAL CROSS SECTION 9

DEVELOPMENT DESCRIPTION

Smuggler's Cove, P.U.D., consists of a residential development of 2.13 acres, being all of Lots 1 thru 4, Padre Island-Corpus Christi Section A, of Volume 33, Pages 97-thru 99 M.R.N.C.T. The development is a planned community that will consist of 44 single-family lots and 3 common areas lots. The property currently is currently vacant land and is zoned Multifamily Apartment Tourist/Island Overlay (RM-AT/IO). The City of Corpus Christi Future Land Use Plan designates the area as mixed use. The proposed zoning is RM-AT/IO/PUD. The proposed density will be 21 units per acre.

DEVELOPMENT LOCATION MAP

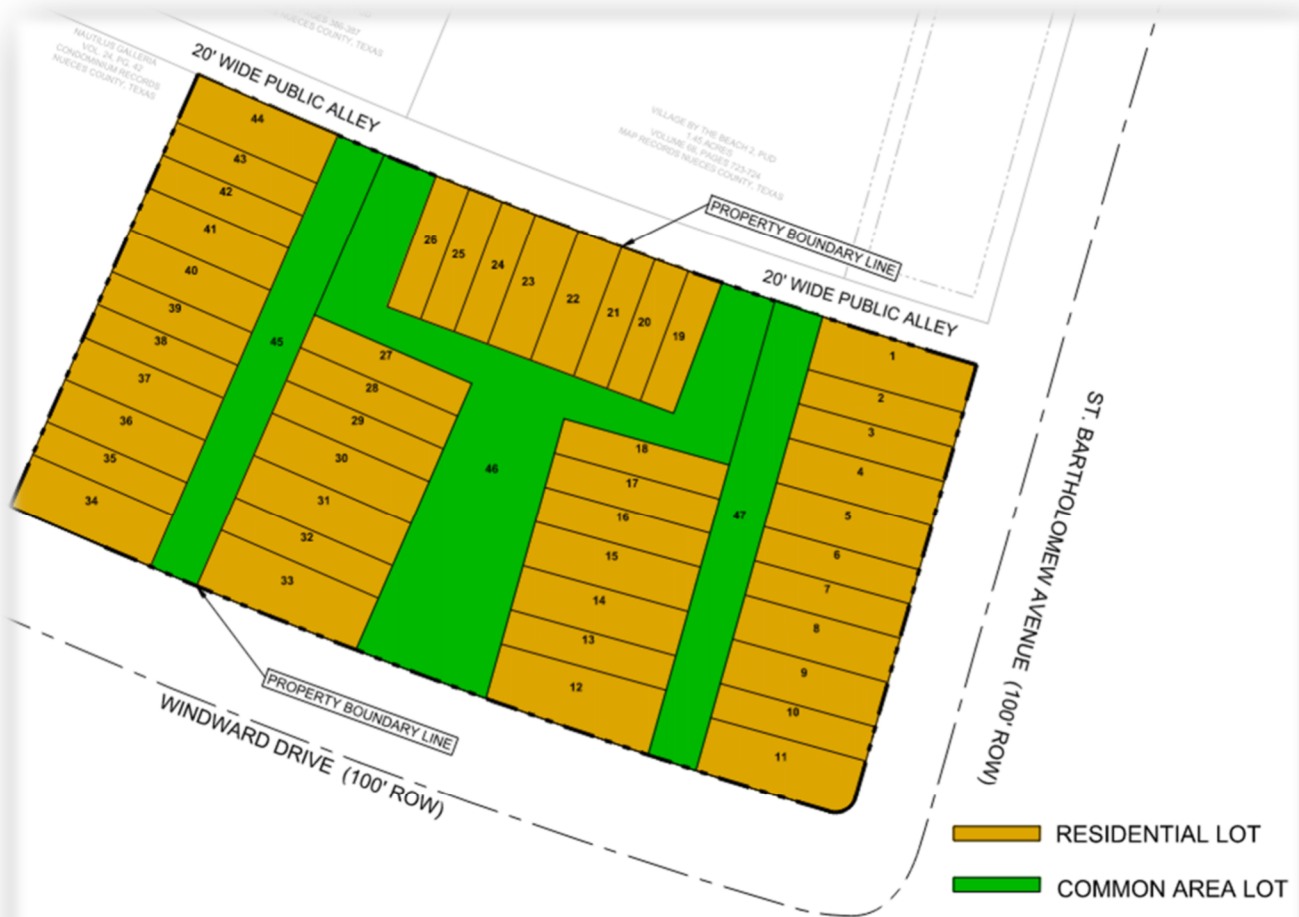


ADJACENT LAND USE AND ZONING

The following table indicates the Adjacent Land Use and Zoning at the time of the PUD:

	CURRENT LAND USE	ZONING
North of Property	Vacant	CR-2/IO
South of Property	Medium Density Residential	RM-AT/IO
East of Property	High Density Residential	CR-1/IO
West of Property	Medium Density Residential	RS-TH/IO/PUD

The following is the Lot Layout for the development:



- 44 SINGLE-FAMILY LOTS

DEVELOPMENT DEVIATIONS

The following table indicates the Development Deviations for the Residential Lots:

DESCRIPTION		UDC- ZONING/PLATTING ORDINANCE REQUIREMENTS (RM-AT)	PUD REQUIREMENTS
Lot Area in Square Feet		Minimum = 5,000 Maximum = N/A	Minimum = 1,100 Maximum = N/A
Lot Width at Front Yard Requirement Line in Feet		Minimum = 50 Maximum = N/A	Minimum = 17 Maximum = N/A
Right-of-way / Access Easement		50 feet	Minimum = 24 feet
Pavement Width in Feet		Minimum = 28	Minimum = 24
Yard Requirements (Minimum in Feet)	Street – Non-Corner	20	10
	Street – Corner	10	10
	Side – Single	5	0
	Side – Total	0	0
	Rear	5	5 (Center of Alley)
Open Space		25%	25%
Curb Type		Standard 6" Curb and Gutter	1' Edge Curb
Sidewalk		5' width on both sides	6' sidewalk on one side of private access drive
Parking Spaces		2 per Unit = 88	1.75 per Unit = 77
Parking Guest Spaces		1 per 5 Units = 9	1 per 5 Units = 9

The following table indicates the Development Deviations for the Common Area Lots:

DESCRIPTION	UDC- OPEN AREA	PUD REQUIREMENTS
Parking requirement per Parks and Open Area in Square Feet	1 per 10,000 SF outdoor lot area = 3	1 per 10,000 SF* = 3
* – The development is designed to be walkable and the common areas are intended for the residences only.		

DEVELOPMENT GUIDELINES

The following tables indicate the Development Guidelines for each lot type within the development:

DEVELOPMENT LOTS	DESCRIPTION	BLOCK NUMBER	LOT NUMBERS
	Residential Lot(s)	1	1-44
	Common Area and Access Easement Lot(s)	1	45-47

RESIDENTIAL LOTS	DESCRIPTION	REQUIREMENTS
	Usage	Residential
	Open Space- Percent Minimum	25%
	Building Height – Maximum in Feet	UDC 4.2.8
	Building Spacing – Minimum in Feet	0
	Parking Requirement Per Unit	1.75
	Maintenance	Lot Owner and/or Home Owners Association (HOA)
	Improvements Allowed	Residential structure(s) and support structure(s) including decks, porches, pavements, fencing, landscaping, etc.
	Improvements Placement	Shall not protrude into the yard or easement(s), or beyond the property line (whichever is applicable) except for pavements, fencing, and landscaping.
	Rental	Daily, weekly, and monthly rentals are allowed

COMMON AREA LOTS	DESCRIPTION		REQUIREMENTS
	Usage		Non-Residential Structures and improvements supporting the Community
	Lot Area in Square Feet		Minimum = N/A Maximum = N/A
	Lot Width at Front in Feet		Minimum = N/A Maximum = N/A
	Yard Requirements (Minimum in Feet)	Street – Non-Corner	10' *
		Street – Corner	N/A
		Side – Single	0
		Side – Total	0
		Rear	5' (Center of Alley)
	Building Height – Maximum in Feet		1-story
	Building Spacing – Minimum in Feet		As per International Building Code
	Landscape Requirement		Will be determined during building permitting.
	Maintenance		Home Owners Association (HOA)
	Improvements Allowed		Community structures and support structures including decks, pool, porches, pavements, fencing, landscaping, utilities, etc.
	Improvements Placement		Shall not protrude into the yard or easement(s), or beyond the property line (whichever is applicable) except for pavements, fencing, landscaping, utilities.
	* – Yard requirement is for Block 1, Lot 46 only.		

The following is the Open Space Layout for the development:

OPEN SPACE CALCULATION	QUANTITY (SQUARE FEET)	QUANTITY (ACRE)	
Total Area of PUD	92,783	2.13	
Total Non-Open Space (Impervious Area) ^{1,2,3}	59,318	1.36	64%
Total Open Space (Pervious Area) ⁴	33,465	0.77	36%

¹ Constructed building area

² Driveway area

³ Area of all Pavement and Sidewalk

⁴ Minimum Open Space required is 25%



VEHICULAR AND PEDESTRIAN ACCESS

The Vehicular and Pedestrian Access for the development is indicated below. The entrances into the development will provide a 24 foot clear entrance/exit for emergency vehicles. The private drive within the development will be a minimum of 24' wide from back-of-curb to back-of-curb. The development will provide 6' sidewalks on one side of the road to promote walkability and access to future amenities as indicated.



PARKING REQUIREMENTS

The following is the Parking Requirements for the development:

LOT TYPE	REQUIREMENTS	QUANTITY OF LOTS	QUANTITY OF PARKING PROVIDED (PUD)
Residential ¹	1.75 per unit	44	77
Residential - Guest Parking ¹	1 per 5 units	44	9
Common Area	1 per 10,000 SF	3	3
Total:			89

¹ – Parking anywhere within the limits of the development.

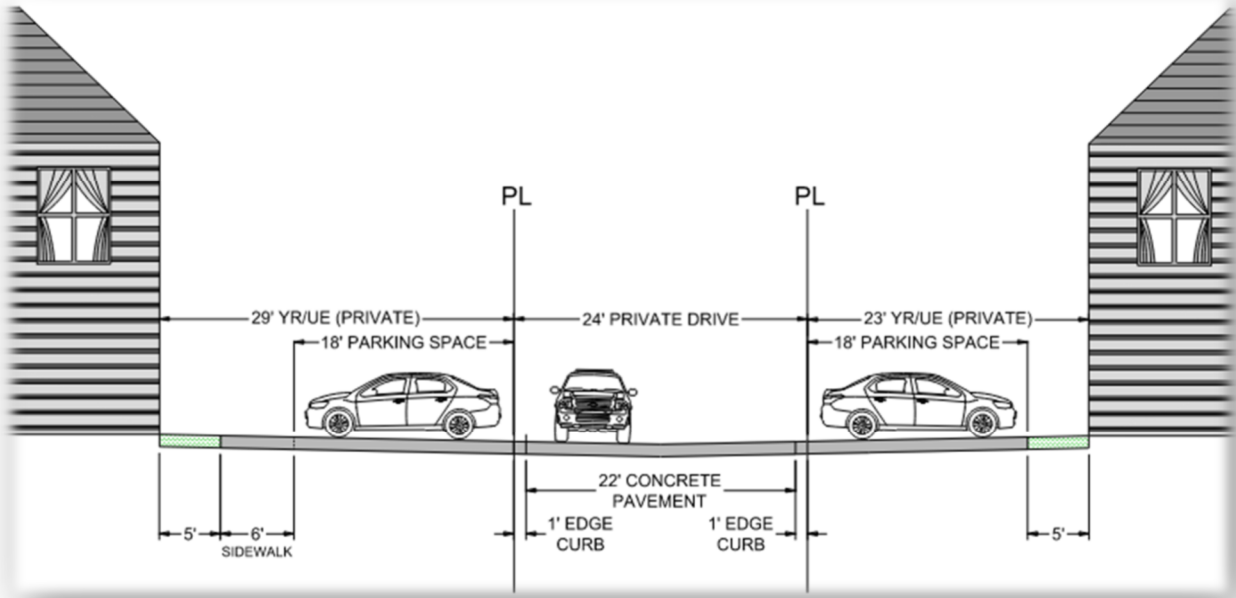
TYPICAL CROSS SECTION

The following are Typical Cross Section(s) for the development:

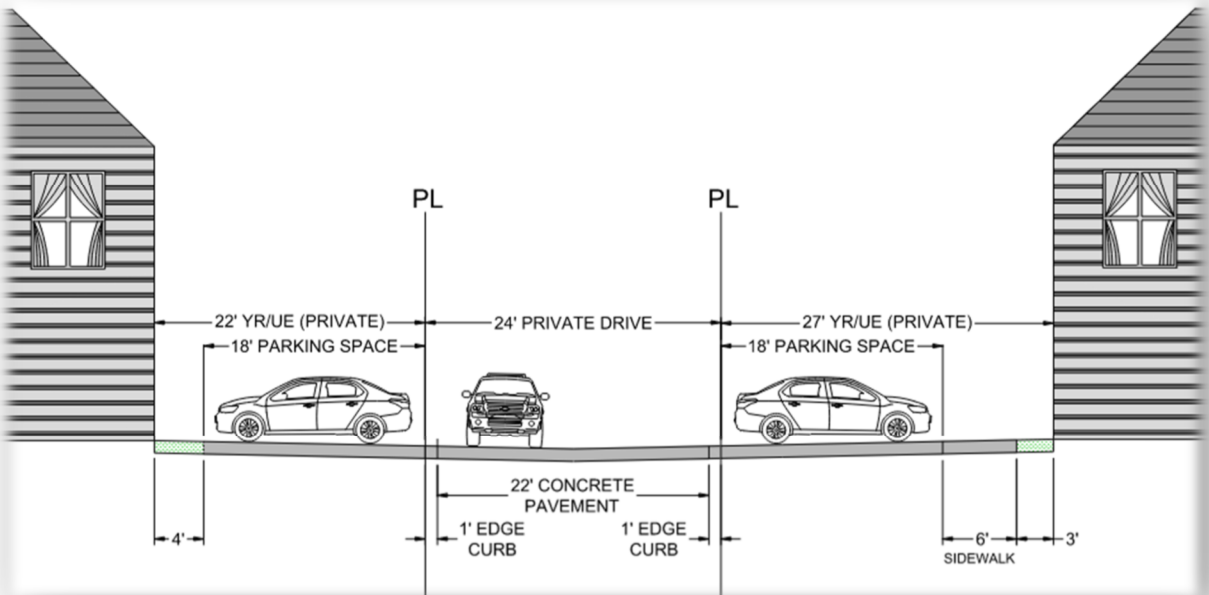
NOTE: The Right of Way is a Private Access Easement and Private Utility Easement.



Cross Section A



Cross Section B



Zoning Case #1120-02

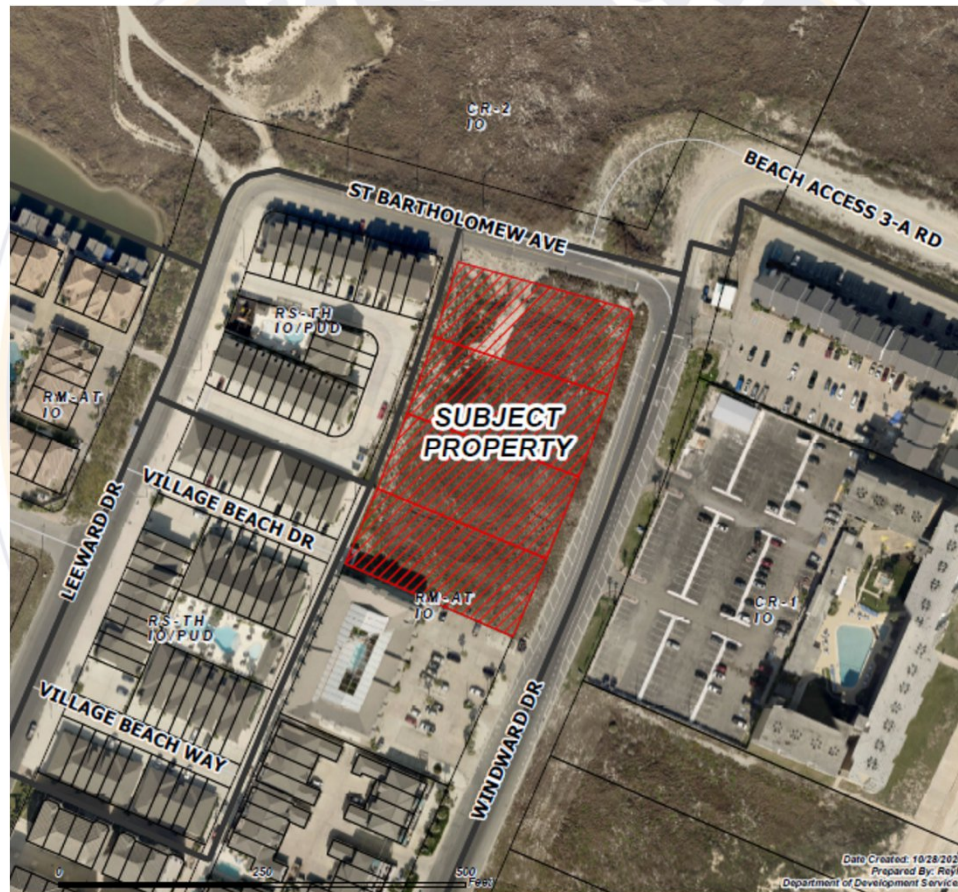
Ocean Harbor II, LLC.

**Rezoning for a Property at 14805 Windward Drive
From “RM-AT/IO” To “RM-AT/IO/PUD”**

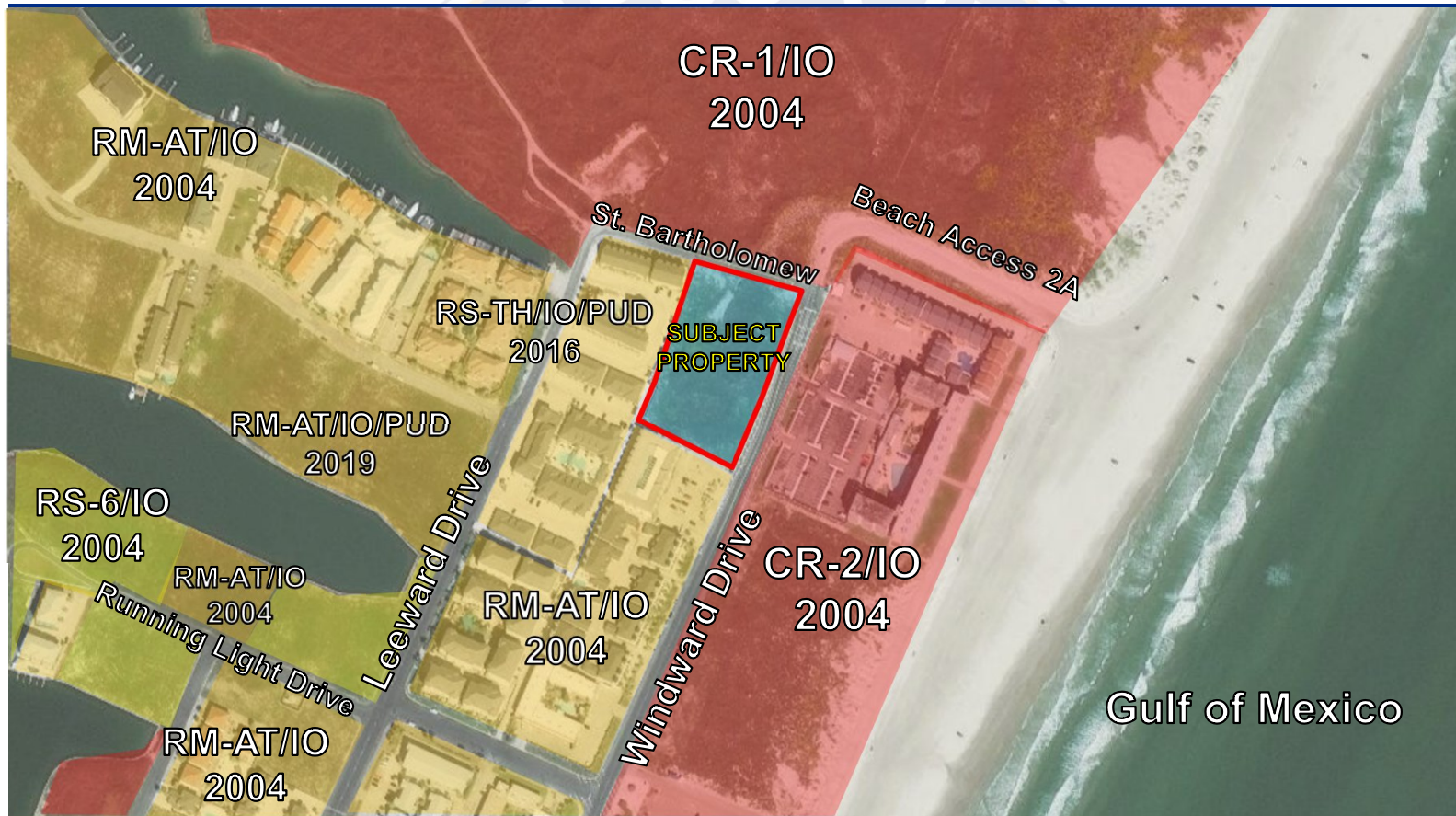


Planning Commission
November 11, 2020

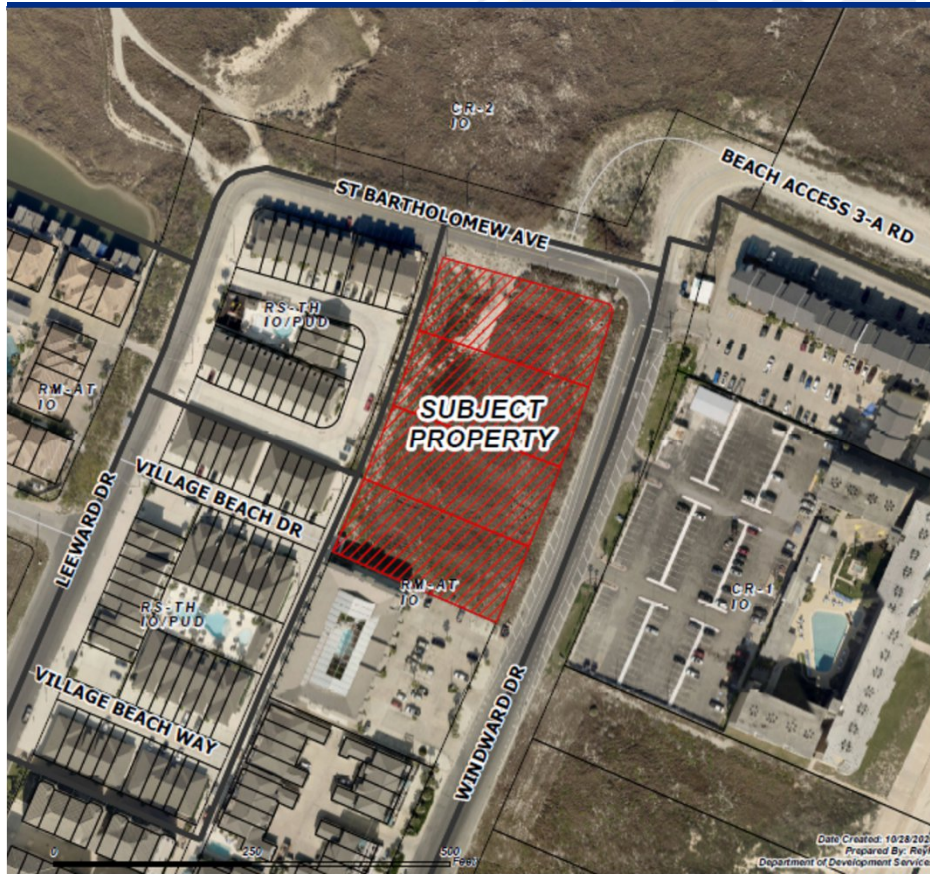
Aerial Overview



Zoning Pattern



UDC Requirements



Buffer Yards:
RM-AT to RS-TH: Type B: 10' & 10 pts.

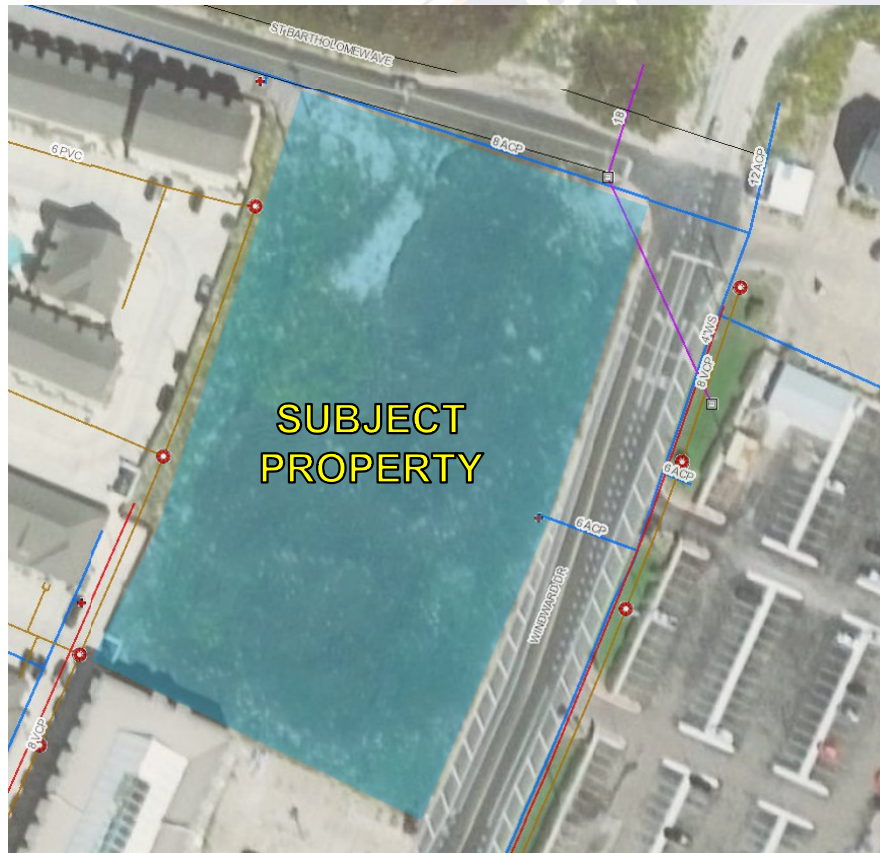
Setbacks:
Street: 20 feet
Side: 5 feet
Rear: 5 feet

Parking:
2 per unit

Landscaping, Screening, and Lighting
Standards

Uses Allowed: Townhouse, Multifamily,
Cottage Housing, Group Living,
Medical, Park, and Overnight
Accommodations.

Utilities



Water:
8-inch ACP



Wastewater:
8-inch VCP



Gas:
2-inch line



Storm Water:
18-inch line

Public Notification

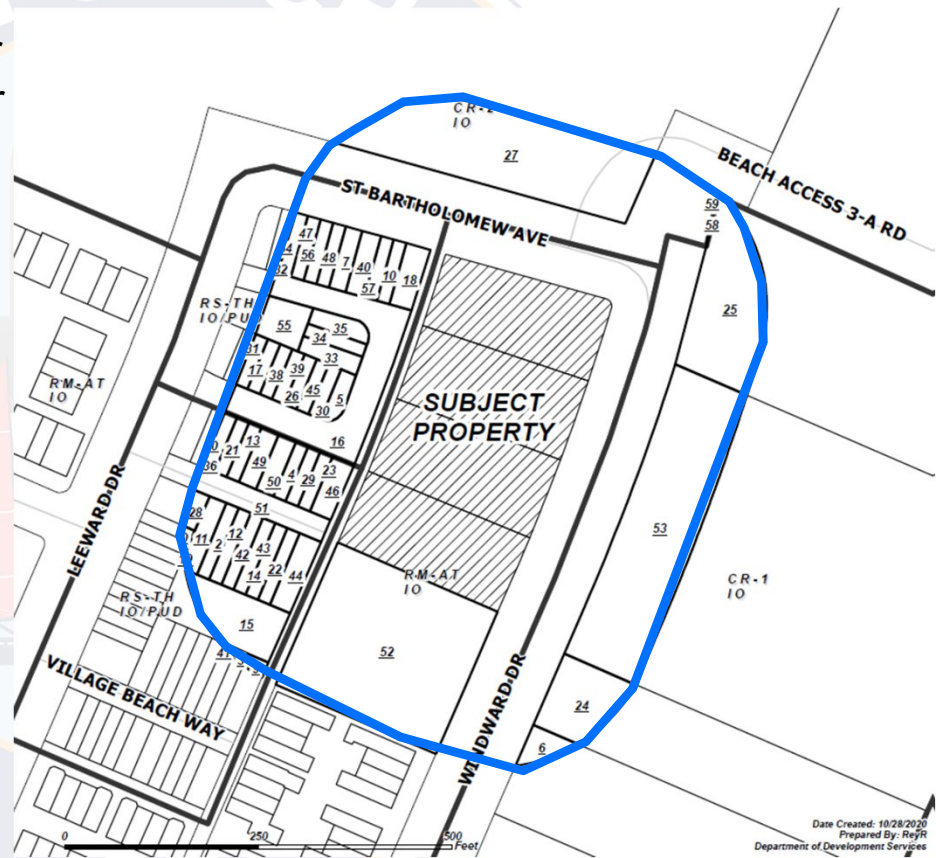
59 Notices mailed inside 200' buffer
5 Notices mailed outside 200' buffer

Notification Area

Opposed: 0 (0.00%)



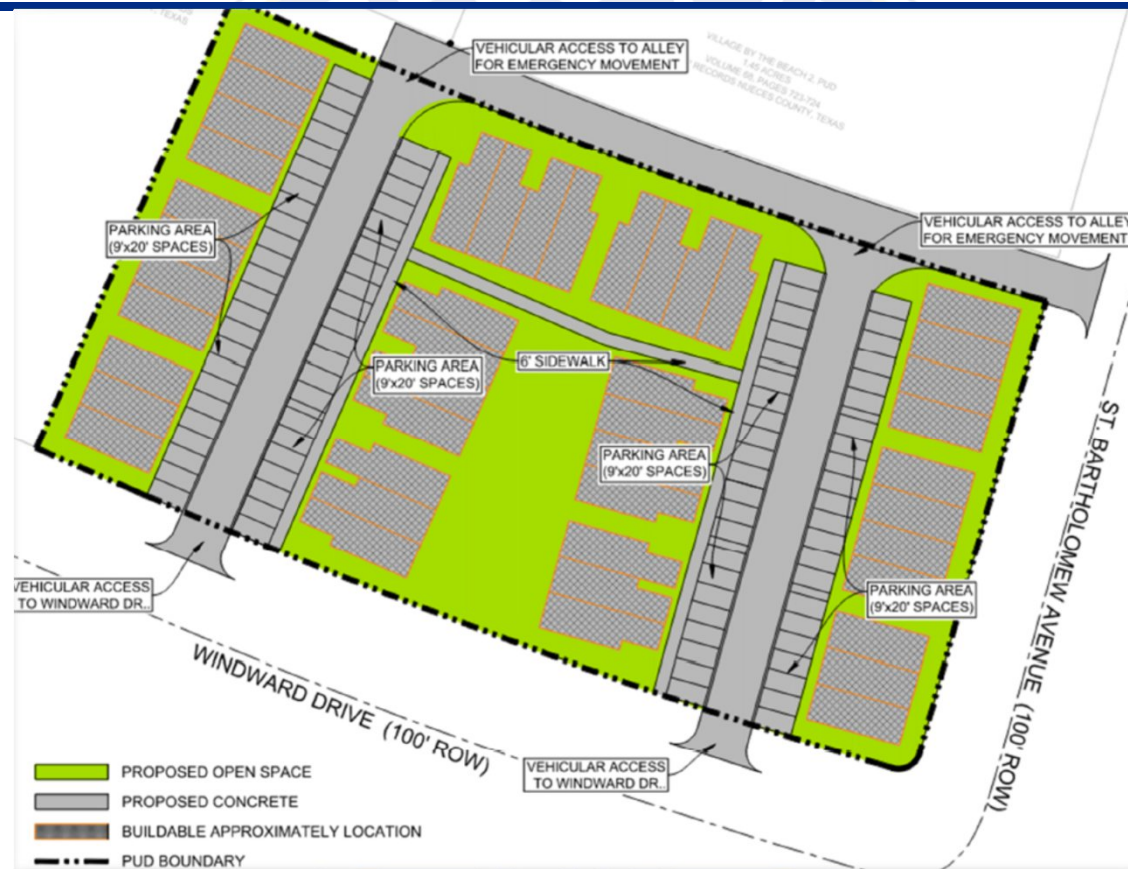
In Favor: 20



PUD Deviations

Minimum Dimensions	"RM-AT" District Standards	"RS-TH" District Standards	Proposed PUD	Deviation
Lot Area	5,000 sf.	1,600 sf.	1,100 sf.	<u>Yes</u>
Minimum Lot Width	50 ft.	16 ft.	17 ft.	<u>Yes</u>
Front Yard	20 ft.	10 ft.	10 ft.	<u>Yes</u>
Front Yard (Corner)	10 ft.	10 ft.	10 ft.	No
Side Yard	5 ft.	0 ft.	5 ft.	No
Rear Yard	5 ft.	5 ft.	5 ft.	No
Open Space	25%	30%	25%	No
Paved Street Width	28 ft.	28 ft.	24 ft.	<u>Yes</u>
Curb Type	6-in. curb & gutter	6-in. curb & gutter	1 ft. ribbon curb	<u>Yes</u>
Parking Requirement	1.5/ unit(1 bedroom) 2/ unit (2 bedroom) 1/5 units (guests) Com: 1:250 sf.	1.5/ unit(1 bedroom) 2/ unit (2 bedroom) 1/5 units (guests) Com: 1:250 sf	1.75 parking spaces per unit (Totaling 77 spaces)	<u>Yes</u>
Sidewalks	5 ft. on both sides or 6 ft. on both sides of private streets	5 ft. on both sides or 6 ft. on both sides of private streets	6 ft. sidewalk on one side of the private street	<u>Yes</u>

Master Site Plan

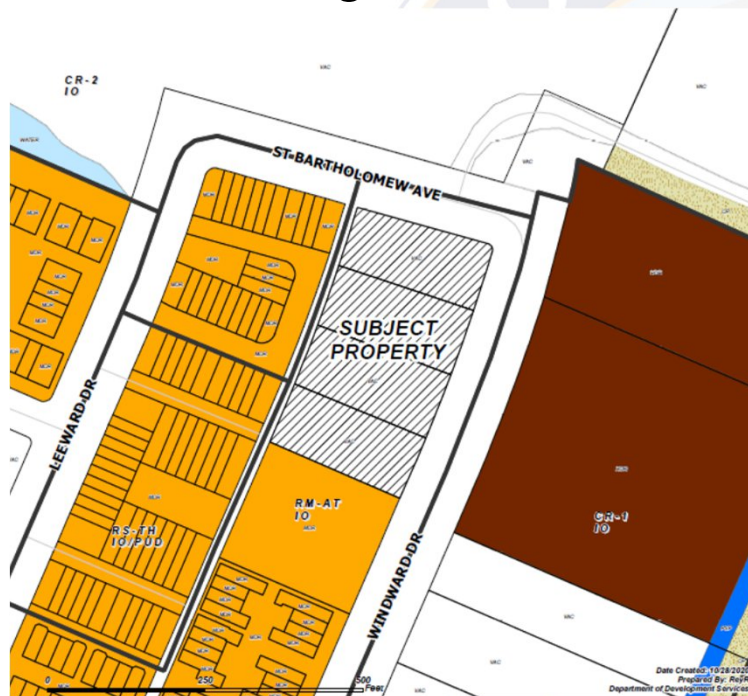


Staff Recommendation

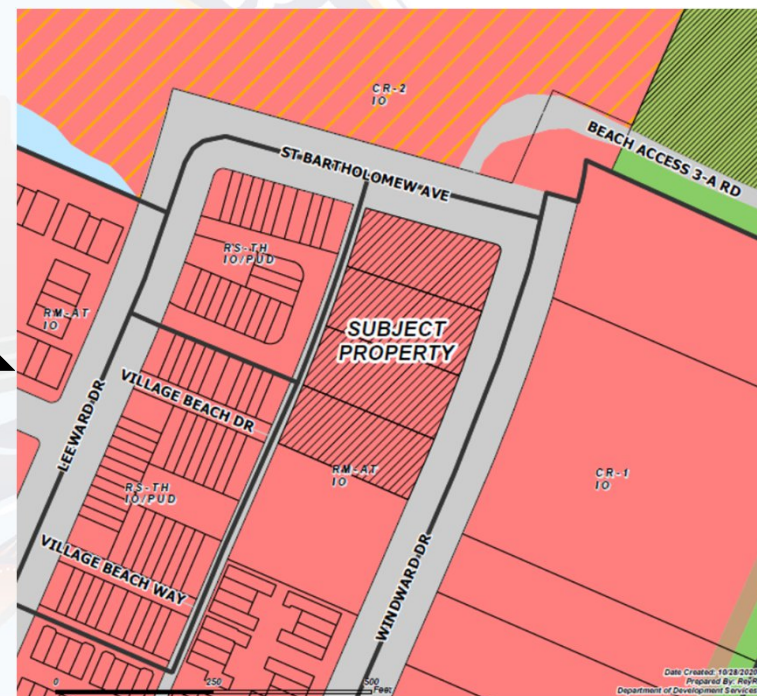
Approval of the
“RM-AT/IO/PUD” Multifamily AT District
with the Island Overlay and a Planned
Unit Development

Land Use

Existing Land Use



Future Land Use



STAFF REPORT

Case No. 1120-01
INFOR No. 20ZN1025

Planning Commission Hearing Date: November 11, 2020

Applicant & Legal Description	<p>Owner: Mary Hutchins Triestman Partnership Applicant: Mary Hutchins Triestman Partnership Location Address: 1902 Rand Morgan Road Legal Description:</p> <p>Tract 1: Being 9.564 acre tract of land, more or less, a portion of Survey 416, A.B.& M. Certificate No. 962, Abstract 838, and being a portion of an 80 acre tract described by deed as "Rand Morgan Road Property" in Document No. 2001007773</p> <p>Tract 2: Being 45.670 acre tract of land, more or less, a portion of Survey 416, A.B.& M. Certificate No. 962, Abstract 838, and being a portion of an 80 acre tract described by deed as "Rand Morgan Road Property" in Document No. 2001007773, located along the east side of Rand Morgan Road, south of Leopard Street, and north of McNorton Road.</p>			
Zoning Request	<p>From: "FR" Farm Rural District and "RS-6" Single-Family 6 District To: "CN-1" Neighborhood Commercial District (Tract 1) and "RS-4.5/PUD" Single-Family 4.5 District with a Planned Unit Development (Tract 2) Area: 55.23 total acres Purpose of Request: To develop commercial properties and a single-family residential subdivision.</p>			
Existing Zoning and Land Uses		Existing Zoning District	Existing Land Use	Future Land Use
	<i>Site</i>	"FR" Farm Rural and "RS-6" Single-Family 6	Vacant	Medium Density Residential
	<i>North</i>	"RS-6" Single-Family 6	Vacant	Medium Density Residential
	<i>South</i>	"RS-4.5" Single Family 4.5	Vacant and Low Density Residential	Medium Density Residential
	<i>East</i>	"IH" Heavy Industrial	Vacant and Heavy Industrial	Heavy Industrial
	<i>West</i>	"RS-6" Single-Family 6 and "RS-4.5" Single Family 4.5	Mobile Home Park and Low Density Residential	Medium and High Density Residential

ADP, Map & Violations	Area Development Plan: The subject property is located within the boundaries of the Northwest Area Development Plan and is planned for a Medium Density Residential use. The proposed rezoning to the “CN-1” Neighborhood Commercial District is inconsistent with the Future Land Use map. However, the proposed “RS-4.5/PUD” Single-Family 4.5 District with a Planned Unit Development is consistent with the Future Land Use Map. Map No.: 058047 City Council District: 1 Zoning Violations: None				
Transportation	Transportation and Circulation: The subject property has approximately 1,500 feet of street frontage along Rand Morgan Road which is designated as an “A2” Secondary Arterial Street. According to the Urban Transportation Plan, “A2” Secondary Arterial Streets can convey a capacity between 20,000 and 32,000 Average Daily Trips (ADT).				
Street R.O.W.	Street	Urban Transportation Plan Type	Proposed Section	Existing Section	Traffic Volume
	Rand Morgan Road	“A2” Secondary Arterial Street	100’ ROW 54’ paved	100’ ROW 50’ paved	N/A

Staff Summary:

Requested Zoning: The applicant is requesting a rezoning from the “FR” Farm Rural District and “RS-6” Single-Family 6 District to the “CN-1” Neighborhood Commercial District and “RS-4.5/PUD” Single-Family District and a Planned Unit Development to allow for a commercial properties and a single-family residential subdivision.

Development Plan: The subject property is a total of 55.23 acres in size. Approximately, 9 acres is for the proposed commercial development. The remaining 45 acres is for the proposed planned unit development. Royal Oak Future Units is a Planned Unit Development (PUD), is proposing three commercial lots and a single-family residential development consisting of 209 lots.

Minimum Dimensions	“RS-4.5” District Standards	Proposed PUD	Deviation
Block 1, Lot 6 Buffer Yard			
Minimum Lot Width	50 feet and 50 points	10 foot side yard & 2 trees east side	<u>Yes</u>
Block 10, Lots 1-35 Buffer Yard			
Buffer Yard: “RS-4.5” and “IH”	50 feet and 50 points	20 foot rear yard & 2 trees east side	<u>Yes</u>
Street Design			
Cul-de-sac Design	Allowed with Technical Review Committee (TRC) Approval	Allowed	<u>Yes</u>

Existing Land Uses & Zoning: The subject property is currently zoned “FR” Farm Rural District and “RS-6” Single-Family 6 District and consists of vacant property and has remained undeveloped since annexation in 1962. To the north is a vacant property zoned “RS-6” Single-Family 6 District. To the south is a developing single-family residential subdivision recently zoned “RS-4.5” Single-Family 4.5 District in 2019. To the east is a large industrial area zoned “IH” Heavy Industrial District. The industrial area consists of the former Celanese Technical Center and STX Beef processing plant and slaughterhouse. To the west is a mobile home park constructed in the 1960s, Fire Station #12 both zoned “RS-6” Single-Family 6 District. Further to the west across Rand Morgan Road are single-family residences (Northwest Crossing, 2001) and the Tuloso-Midway Intermediate School zoned “RS-4.5” Single-Family 4.5 District.

AICUZ: The subject property is not located in one of the Navy’s Air Installation Compatibility Use Zones (AICUZ).

Plat Status: The property is unplatted.

Utilities:

Water: 16-inch DIP line located along Rand Morgan Road.

Wastewater: 2.5-inch PVC line located along Rand Morgan Road.

Gas: 4-inch line located along Rand Morgan Road.

Storm Water: N/A

Plan CC & Area Development Plan Consistency: The subject property is located within the boundaries of the Northwest Area Development Plan (ADP). The proposed rezoning to the “CN-1” Neighborhood Commercial District is inconsistent with the Future Land Use map. However, the proposed “RS-4.5/PUD” Single-Family 4.5 District with a Planned Unit Development is consistent with the Future Land Use Map. Overall, the proposed rezoning is inconsistent with the adopted Comprehensive Plan (Plan CC) as a whole. The following policies should be considered:

- Encourage orderly growth of new residential, commercial, and industrial areas (Future Land Use, Zoning, and Urban Design Policy Statement 1).
- Promote a balanced mix of land uses to accommodate continuous growth and promote the proper location of land uses based on compatibility, locational needs, and characteristics of each use (Future Land Use, Zoning, and Urban Design Policy Statement 1).
- Encourage residential infill development on vacant lots within or adjacent to existing neighborhoods. (Future Land Use, Zoning, and Urban Design Policy Statement 3)
- Support the separation of high-volume traffic from residential areas or other noise-sensitive land uses (Future Land Use, Zoning, and Urban Design Policy Statement 3).
- Encourage the design of commercial centers in a manner that minimizes the impacts of automobile intrusion, noise and visual blight on surrounding areas (Future Land Use, Zoning, and Urban Design Policy Statement 3).

- Promote interconnected neighborhoods with appropriate transitions between lower-intensity and higher-intensity land uses. (Future Land Use, Zoning, and Urban Design Policy Statement 3).
- Encourage the design of commercial centers in a manner that minimizes the impacts of automobile intrusion, noise and visual blight on surrounding areas. (Future Land Use, Zoning, and Urban Design Policy Statement 3).
- Incompatible industrial and commercial land uses should not abut residential areas. Many of the activities allowed in the industrial and commercial districts are incompatible with residential areas. Whenever possible, such uses should be separated from residential areas. When these uses must abut residential areas, steps shall be taken to minimize conflicts, i.e., provision of open space, landscaping, screening fences, etc. (Corpus Christi Policy Statements, Land Use, Residential Policy Statement i.)

Department Comments:

- The proposed rezoning to the “CN-1” Neighborhood Commercial District is inconsistent with the Future Land Use map. However, the proposed “RS-4.5/PUD” Single-Family 4.5 District with a Planned Unit Development is consistent with the Future Land Use Map. Overall, the proposed rezoning is inconsistent with the adopted Comprehensive Plan (Plan CC) as a whole.
- The proposed rezoning is incompatible with neighboring properties and with the general character of the surrounding area. The proposed “RS-4.5” District constitutes an increase in density of single-family homes which is incompatible with the large industrial properties to the east.
- The proposed commercial rezoning will be the only commercial node south of the intersection of Rand Morgan Road and Leopard Street approximately 0.30 miles to the north of the subject property.
- Additionally, all of the higher density single-family residential neighborhoods are located to the west of Rand Morgan Road and across the road from the subject property and there is sufficient interconnectivity between neighborhoods. The subject property is isolated with no possible connectivity with the mobile home park to the east causing the need cul-de-sac streets and only one street of connectivity to the southern developing single-family subdivision.
- This rezoning does have a negative impact upon the surrounding neighborhood. An increase in density next to the large tract heavy industrial facilities will potentially subject additional residential homes to hazards such as: noise, smoke, vibration, dust, and odors.
- During previous adjacent rezoning cases in 2016 and 2019, staff made the following points:
 - Rand Morgan Road is essentially the dividing line between the planned industrial used lands and residentially used land on the Future Land Use map.
 - The subject property has not developed under the current adopted Future Land Use Plan designation and the existing zoning.
 - The McNorton Subdivision to the south of the subject property is designated as a “neighborhood in transition” in the Port/Airport/Violet Area Development Plan (ADP) since the neighborhood is surrounded on three sides with industrial uses or zoning. The term “In Transition” in the ADP suggests that the location of the

- McNorton Subdivision is not an ideal residential location due to potential negative impacts from industrial used or zoned property.
- The proposed 6+ acre buffer proposed by the applicant may be sufficient to protect the proposed residential subdivision from the negative impacts of the abutting “IH” Heavy Industrial zoned property.
 - Staff is of the opinion that the applicant has made a significant effort to address Comprehensive Plan land use issues by proposing the “FR” Farm Rural District as a protective buffer to the neighborhood. Therefore, a change to the Future Land Use Plan map is warranted.
- The site currently only has access to Rand Morgan Road which will present connectivity issues. During the review process, the Texas Department of Transportation (TXDOT) raised concerns with the significant increase in potential traffic and the inability of Rand Morgan Road to absorb such traffic in its current state as a two lane road. TXDOT commented that due to the increased traffic concerns, the proposed commercial lots will not have direct access to Rand Morgan Road. Additional concerns were raised focused on the lack of a traffic signal at the intersection of Oregon Trail and Rand Morgan Road. Oregon Trail serves as not only the primary entrance to the residential subdivision to the west and TMISD school, but also as the primary entrance to the subject property. Primarily, this issues will be addressed during the platting process.
 - A 230’ wide buffer area was established during the previous rezoning case in 2016 to the adjacent industrial areas. This proposed PUD is not continuing the buffer as established by the adjacent subdivision to the south. Additionally, this proposed PUD is requesting relief from the required UDC zoning district buffer yard of 50-feet and 50-points.
 - The adjacent industrial facilities consist of the STX Beef (formerly Sam Kane) slaughterhouse and meat packing plant and the former Celanese Technical Center. Both facilities are zoned “IH” Heavy Industrial District.
 - Members of the Technical Review Committee from the Fire, Solid Waste, Planning Departments have raised several concerns on the design of the proposed PUD. The concerns are specific to the use of the “hammerhead” cul-de-sac design and the proximity to an active heavy industrial use without a significant buffer.
 - Lastly, adjacent to the subject property is the STX Beef (formerly Sam Kane) slaughterhouse and meat packing plant. Within the last 3 years, 341 separate violations for Air Quality have been filed with the Texas Commission on Environmental Quality (TCEQ).

Staff Recommendation:

Approval of the change of zoning from the “FR” Farm Rural District and the “RS-6” Single-Family 6 District to the “CN-1” Neighborhood Commercial District and “RS-4.5/PUD” Single-Family District and a Planned Unit Development with the following conditions:

1. **Planned Unit Development Guidelines and Master Site Plan:** The Owners shall develop the Property in accordance with The Royal Oak Future Units Planned Unit Development (PUD) Guidelines.
2. **Buffer Yard:** The lots identified as Lots 1-35, Block 10 must have a buffer yard consisting of a minimum 20-foot rear yard setback, must have two trees per lot with a minimum of a 2.5 inch caliper, and a 7-foot solid wooden screening fence along the

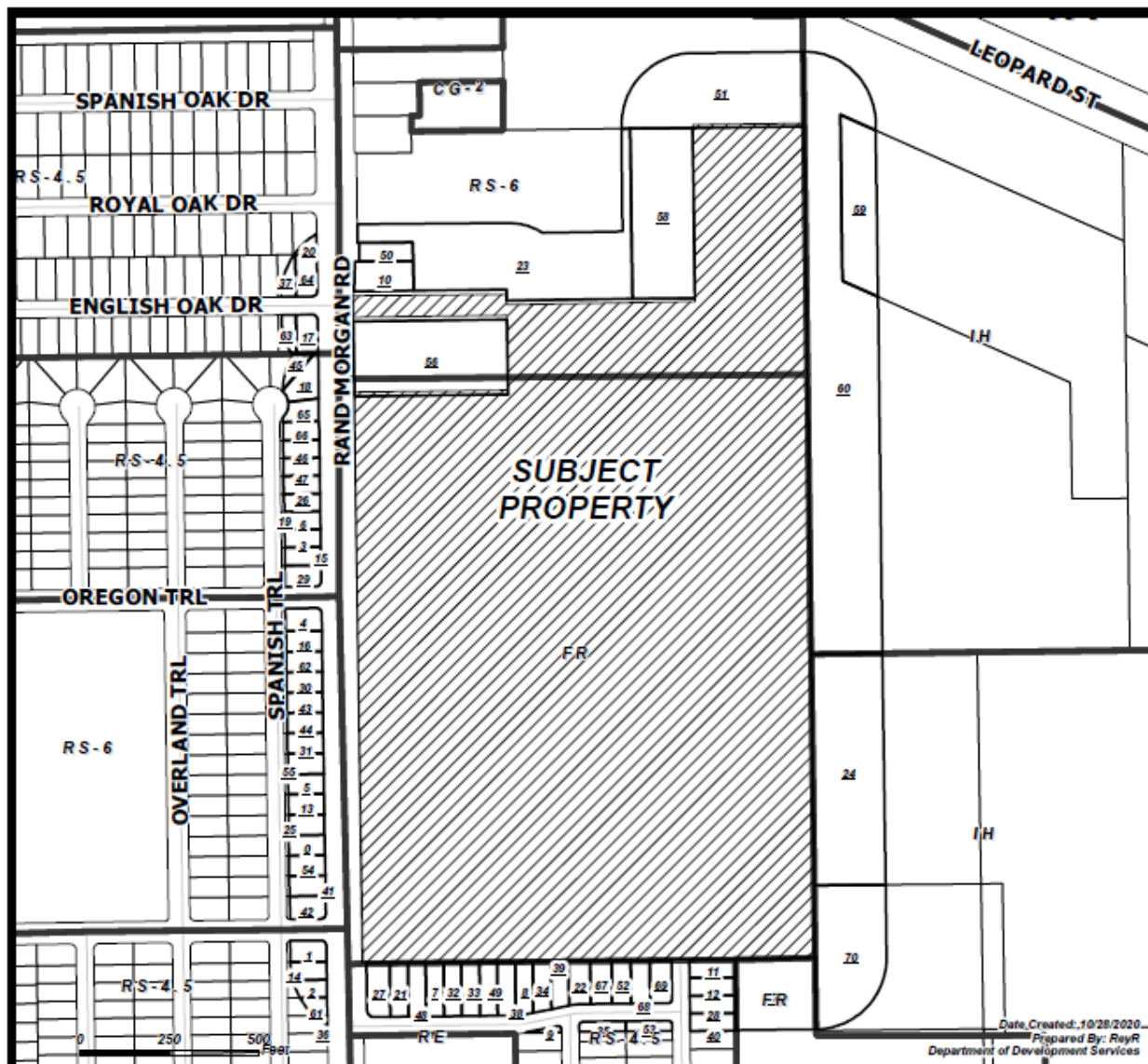
property line shared with the “IH” Heavy Industrial District. The lot identified as Lot 6, Block 1 must have a buffer yard consisting of a minimum 10-foot side yard setback, must have two trees with a minimum of a 2.5 inch caliper, and a 7-foot solid wooden screening fence along the property line shared with the “IH” Heavy Industrial District.

3. **Other Requirements:** The conditions listed herein do not preclude compliance with other applicable UDC and Building and Fire Code Requirements.
4. **Time Limit:** An approved development plan shall expire 24 months after the date that the development plan was approved, unless a complete building permit application has been submitted or, if no building permit is required, a certificate of occupancy has been issued.

Public Notification	Number of Notices Mailed – 70 within 200-foot notification area 6 outside notification area
	<u>As of November 6, 2020:</u>
	In Favor – 0 inside notification area – 0 outside notification area
	In Opposition – 0 inside notification area – 0 outside notification area
	Totaling 0.00% of the land within the 200-foot notification area in opposition.

Attachments:

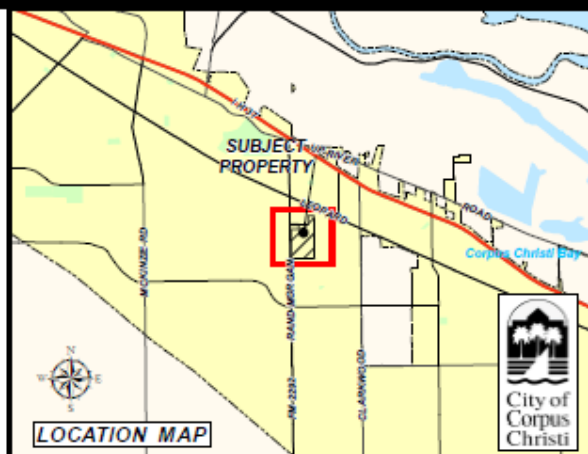
- A. Location Map (Existing Zoning & Notice Area)
- B. Public Comments Received (if any)
- C. Planned Unit Development (PUD) Guidelines and Master Site Plan



CASE: 1120-01 ZONING & NOTICE AREA

RM-1 Multifamily 1	IL Light Industrial
RM-2 Multifamily 2	IH Heavy Industrial
RM-3 Multifamily 3	PUD Planned Unit Dev. Overlay
OH Professional Office	RS-10 Single-Family 10
RM-AT Multifamily AT	RS-8 Single-Family 8
CN-1 Neighborhood Commercial	RS-4.5 Single-Family 4.5
CN-2 Neighborhood Commercial	RS-TF Two-Family
CR-1 Resort Commercial	RS-16 Single-Family 16
CR-2 Resort Commercial	RE Residential Estate
CG-1 General Commercial	RS-TH Townhouse
CG-2 General Commercial	SP Special Permit
CI Intensive Commercial	RV Recreational Vehicle Park
CBD Downtown Commercial	RMH Manufactured Home
CR-3 Resort Commercial	
FR Farm Rural	
H Historic Overlay	
BP Business Park	

- Subject Property with 200' buffer
 Owners in favor
 Owners in opposition
 Owners within 200' listed on attached ownership table



ROYAL OAK FUTURE UNITS

PUD

Corpus Christi, Texas

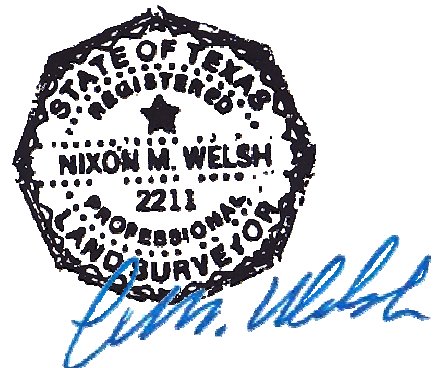
Owner/Developer

MPM DEVELOPMENT, LP
P.O. BOX 331308 CORPUS CHRISTI, TX 78463
774-3832

Submitted by:

BASS & WELSH ENGINEERING
P.O. Box 6397
Corpus Christi, TX 78466-6397

November 5, 2020



ROYAL OAK FUTURE UNITS
PUD
Corpus Christi, Texas

DEVELOPMENT DESCRIPTION:

Royal Oak Future Units, a Planned Unit Development (PUD), is a proposed commercial (3 lots) and single family residential development (208 lots). The developer is requesting a change of zoning from RS-6 to RS-4.5/PUD and FR to CN-1/PUD and RS4.5/PUD to allow deviations from the Unified Development Code.

The deviations are in proposed RS4.5/PUD areas only, not in CN-1 areas, in that 1) Block 1, Lot 6 would be required to have a 50' east side yard setback whereas a 10' YR/UE and two reasonably mature trees are proposed on the east side of this lot, and 2) Block 10, Lots 1 – 35 would be required to have a 50' rear yard setback whereas a 20' rear yard setback and two reasonably mature trees in these lots are proposed. UDC allows no hammerheads whereas two hammerheads are proposed as shown.

LOCATION MAP – See attached

METES AND BOUNDS PROPERTY DESCRIPTION AND SKETCH FOR REZONING – See attached

PROPOSED PRELIMINARY PLAT – See Attached

DEED – See Attached

UDC – PUD COMPARISON

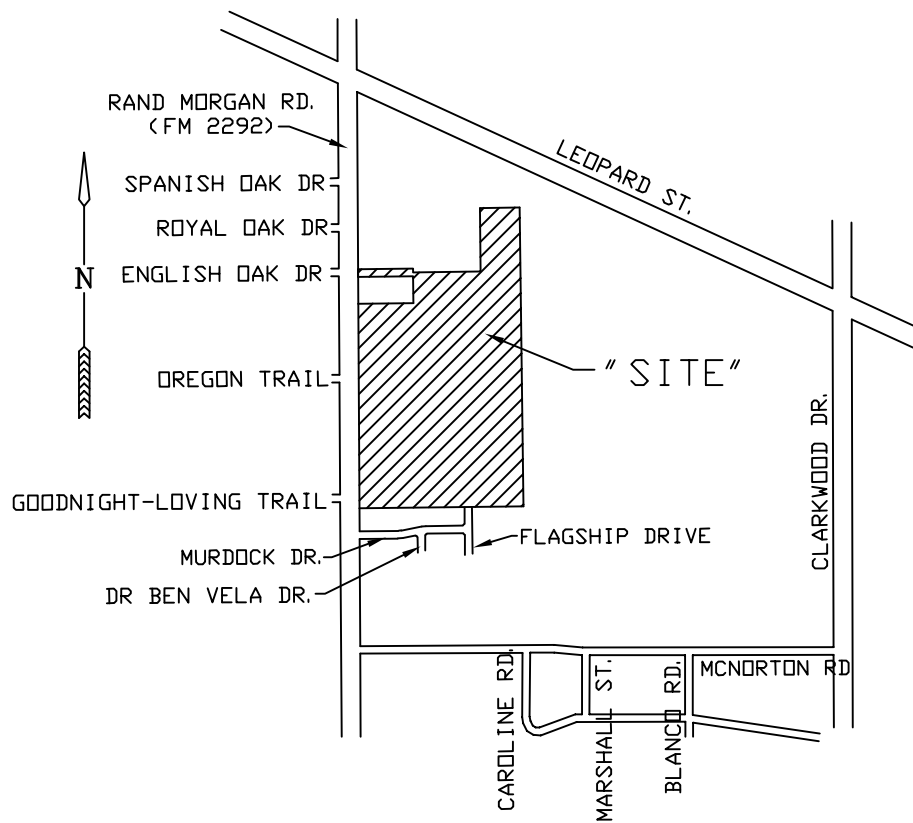
DESCRIPTION	UDC	PUD REQUIREMENT
HAMMERHEADS	NOT ALLOWED	2 Hammerheads OK

DESCRIPTION - BLOCK 1, LOT 6	UDC	PUD REQUIREMENT
MINIMUM EAST YR	50 FT	10'UE/YR & 2 trees East side

DESCRIPTION – Block 10, Lots 1 - 35	UDC	PUD REQUIREMENT
MINIMUM REAR YARD	50 FT	20' YR & 2 trees rear/east

Amenities to include:

Secluded Residential Neighborhood
All streets contain walks



LOCATION MAP - ROYAL OAK FUTURE UNITS PUD
1" = 1500'

BASS & WELSH ENGINEERING
Engineering Firm Reg. No. F-52
Surveying Firm Reg. No. 100027-00
P.O. Box 6397
Corpus Christi, TX 78466-6397

September 29, 2020
20027-M&B-Zoning CN-1.doc

STATE OF TEXAS §

COUNTY OF NUECES §

Description of a 9.564 acre tract of land, more or less, a portion of Survey 416, A.B. & M. Certificate No. 962, Abstract 838, and being a portion of an 80 acre tract described by deed as "Rand Morgan Road Property" in Document No. 2001007773, Official Records of said county, said 9.564 acre tract of land as further described by metes and bounds as follows:

BEGINNING at a point in the east right-of-way line of Rand Morgan Road (FM Highway 2292) for the northwest corner of the tract herein described and southwest corner of a 2.07 acre City of Corpus Christi tract described by deed recorded at Volume 1027, Page 584, Deed Records of said county;

THENCE N89°15'35"E 261.91' along the south boundary line of said 2.07 acre tract to a point for the northeast corner of the tract herein described;

THENCE S00°45'07"E 1596.84' to a point for the southeast corner of the tract herein described in the north boundary line of Tuloso Reserve Unit 1, a map of which is recorded in Volume 69, Pages 347 and 348, Map Records of said county;

THENCE S89°23'36"W 260.00' along the north boundary line of said Tuloso Reserve Unit 1 and along a right-of-way line of said Rand Morgan Road to a point for the southwest corner of the tract herein described and right-of-way corner of said Rand Morgan Road;

THENCE N00°49'15"W 1596.24' along said east right-of-way line of Rand Morgan to the **POINT OF BEGINNING**, a sketch showing said 9.564 acre tract for CN-1 Zoning being attached hereto as Exhibit "C".



Nixon M. Welsh, R.P.L.S.



EXHIBIT "A"

Page 1 of 1

BASS & WELSH ENGINEERING
Engineering Firm Reg. No. F-52
Surveying Firm Reg. No. 100027-00
P.O. Box 6397
Corpus Christi, TX 78466-6397

September 29, 2020
20027-M&B-Zoning RS4.5.doc

STATE OF TEXAS §

COUNTY OF NUECES §

Description of a 45.670 acre tract of land, more or less, a portion of Survey 416, A.B. & M. Certificate No. 962, Abstract 838, and being a portion of an 80 acre tract described by deed as "Rand Morgan Road Property" in Document No. 2001007773, Official Records of said county, said 45.670 acre tract of land as further described by metes and bounds as follows:

BEGINNING at a point in the east right-of-way line of Rand Morgan Road (FM Highway 2292) for a northwesterly corner of the tract herein described and northwest corner of a 2.07 acre City of Corpus Christi tract described by deed recorded at Volume 1027, Page 584, Deed Records of said county;

THENCE N00°49'15"W 60.00' along said east right-of-way line of Rand Morgan Road to a point for the northwest corner of the tract herein described and southwest corner of a 52' x 210' tract of land conveyed to H.C. Davis by deed recorded at Volume 888, Page 295, said deed records;

THENCE N89°27'46"E 430.12' along the south boundary line of said 52' x 210' tract and along the south boundary line of Tract 10, Hutchins Tracts, a map of which is recorded at Volume 34, Page 113, Map Records of said county, to a point for south central corner of said Tract 10, Hutchins Tracts and north central corner of the tract herein described;

THENCE S00°47'47"E 29.82' along a south central boundary line of said Tract 10, Hutchins Tracts, to a point for north central interior corner of the tract herein described and south central corner of said Tract 10, Hutchins Tracts;

THENCE N89°01'08"E 526.98' along the south boundary of said Tract 10, Hutchins Tracts and along the south boundary line of a 2-acre tract described by deed, Document No. 2019047552, said official records, to a point for the southeast corner of said 2-acre tract and the north central or northeasterly corner of the tract herein described;

THENCE N00°39'38"W 495.26' along the east boundary of said 2-acre tract to a point for the northeast corner of said 2-acre tract and westernmost northeast corner of the tract herein described and being in the south boundary line of Tract 6, Hutchins Tracts, a map of which is recorded in Volume 32, Page 98, said map records;

THENCE N89°12'53"E 310.81' along the south boundary line of said Tract 6, Hutchins Tracts, to a point for the southeast corner of said Tract 6, Hutchins Tracts and northeast corner of the tract herein described in the west boundary line of a 70.25 acre tract described by deed recorded at Document No. 2019011303, said official records;

THENCE S00°45'07"E 2335.56' along the west boundary line of said 70.25 acre tract, along the west boundary line of 1 acre tract called "Hutchins Ditch Tract" in said Document No. 2001007773, along the west

EXHIBIT "B"

Metes and Bounds Description, 45.670 Acre Tract, September 29, 2020, Continued;

boundary line of 85.022 acre Parcel 1 described by deed recorded in Document No. 2010036915, said official records and along the west boundary line of 5.100 acre Parcel 3 described by deed recorded at Document No. 2004017839, said official records, to a point for the northeast corner of 25.998 acre Parcel 2 described by said deed recorded at Document No. 2010036915, for the southeast corner of the tract herein described;

THENCE S89°23'36"W 1006.48' along the north boundary line of said 25.998 acre Parcel 2 and continuing along the north boundary line of Tuloso Reserve Unit 1, a map of which is recorded in Volume 69, Pages 347 and 348, said map records, to a point for the southwest corner of the tract herein described;

THENCE N00°45'07"W 1596.84' to a point for a northwesterly corner of the tract herein described in the south boundary line of said 2.07 acre tract;

THENCE S89°15'35"E 168.09' along the south boundary line of said 2.07 acre tract to a point for the southeast corner of said 2.07 acre tract and northwesterly interior corner of the tract herein described;

THENCE N00°49'15"W 210.00' along the east boundary line of said 2.07 acre tract to a point for the northeast corner of said 2.07 acre tract and northwesterly interior corner of the tract herein described;

THENCE S89°15'35"W 430.00' along the north boundary line of said 2.07 acre tract to the **POINT OF BEGINNING**, a sketch showing said 45.670 acre tract for RS-4.5 Zoning being attached hereto as Exhibit "C".

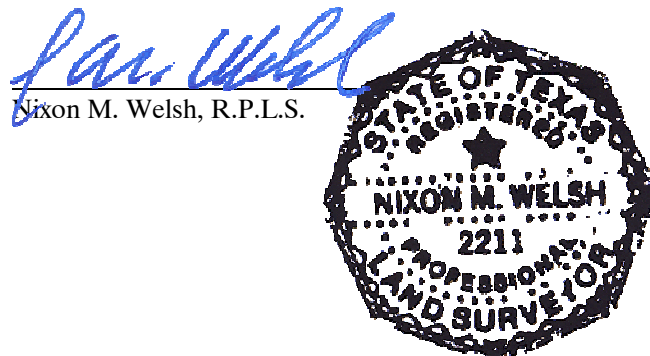


EXHIBIT "B"

Page 2 of 2

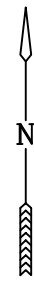
HUTCHINS TRACTS
TRACT 6
V. 32, P. 98, M. R.

N89° 12' 53" E
310. 81'

52' X 210' TRACT,
CONVEYED TO H. C.
DAVIS, V. 888, P.
295, D. R.

HUTCHINS TRACTS
TRACT 10
V. 34, P. 113, M. R.

2 AC. TRACT, 2130
RAND MORGAN RD, LLC,
DOC. NO. 2019047552,
O. R.



N89° 27' 46" E
430. 12'

S00° 47' 47" E
29. 82'

N89° 01' 08" E
526. 98'

N00° 39' 38" W 495. 26'

S89° 15' 35" W 430. 00'

2. 07 AC. TRACT,
V. 1027, P. 584,
D. R., CITY OF C. C.
N89° 15' 35" E 430. 00'

70. 25 AC. TRACT, DOC.
NO. 2019011303, O. R.,
STX BEEF CO., LLC

N00° 49' 15" W
60. 00'

261. 91'

168. 09'

RS 4.5 ZONING TRACT, PORTION
SURVEY 416, A. B. & M. CERT. 962,
ABS. 838 AND BEING A PORTION OF AN
80 AC. TRACT DESCRIBED AS RAND
MORGAN ROAD PROPERTY IN DEED, DOC.
NO. 2001007773, O. R., 45. 670 AC

AC X 17. 46' WIDE
HUTCHINS DITCH
TRACT, DOC. NO.
2001007773, O. R.

S00° 45' 07" E 2335. 56'

85. 022 AC. PARCEL 1,
DOC. NO. 2010036915,
O. R., DBL T & C
PROPERTIES, INC.

5. 100 AC. PARCEL 3,
DOC. NO. 2004017839,
O. R., C. C.
INDUSTRIAL PARK, LLC

EXHIBIT "C"
SKETCH TO ACCOMPANY METES
AND BOUNDS DESCRIPTIONS
1" = 300'

CL RAND MORGAN RD. (FM 2292)

N00° 49' 15" W 1596. 24'

S00° 45' 07" E 1596. 84'

CN-1 ZONING TRACT, PORTION SURVEY 416, A. B. & M.
CERT. 962, ABS. 838 AND BEING A PORTION OF AN 80
AC. TRACT DESCRIBED AS RAND MORGAN ROAD PROPERTY IN
DEED, DOC. NO. 2001007773, O. R., 9. 564 AC.

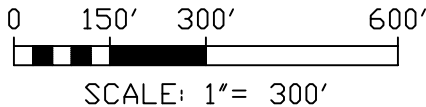
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16

TULSO RESERVE UNIT 1
V. 69, P. 347 & 348,
M. R.

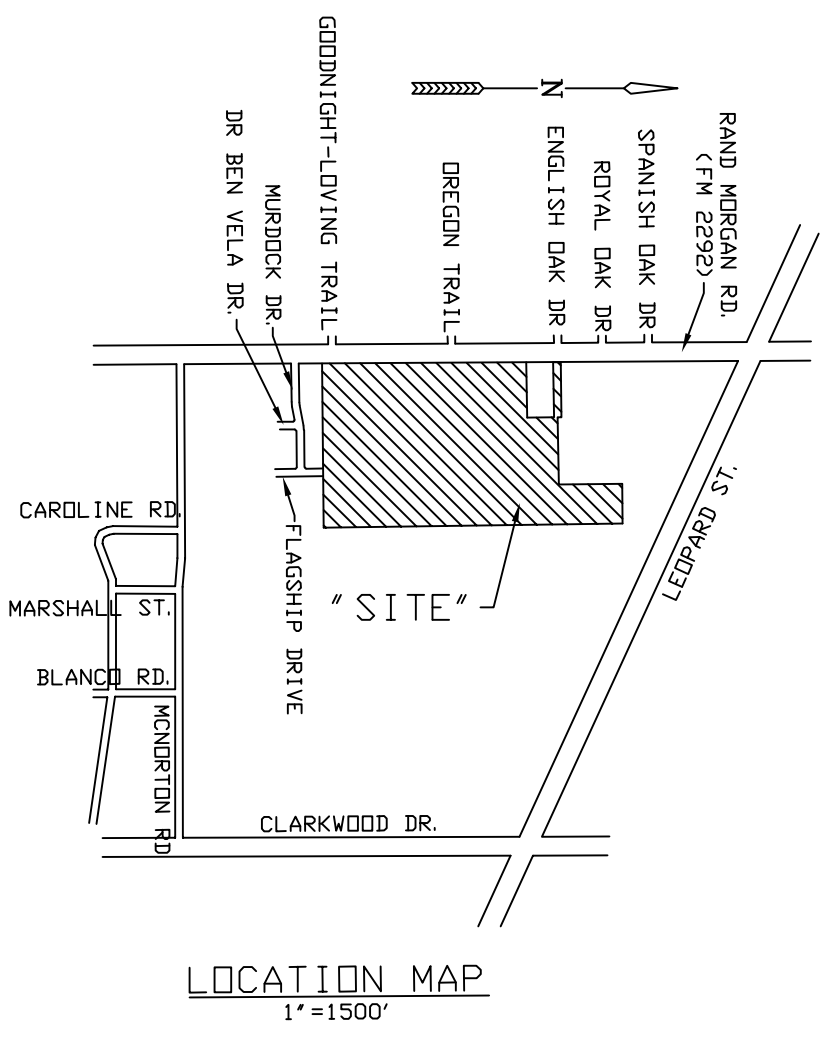
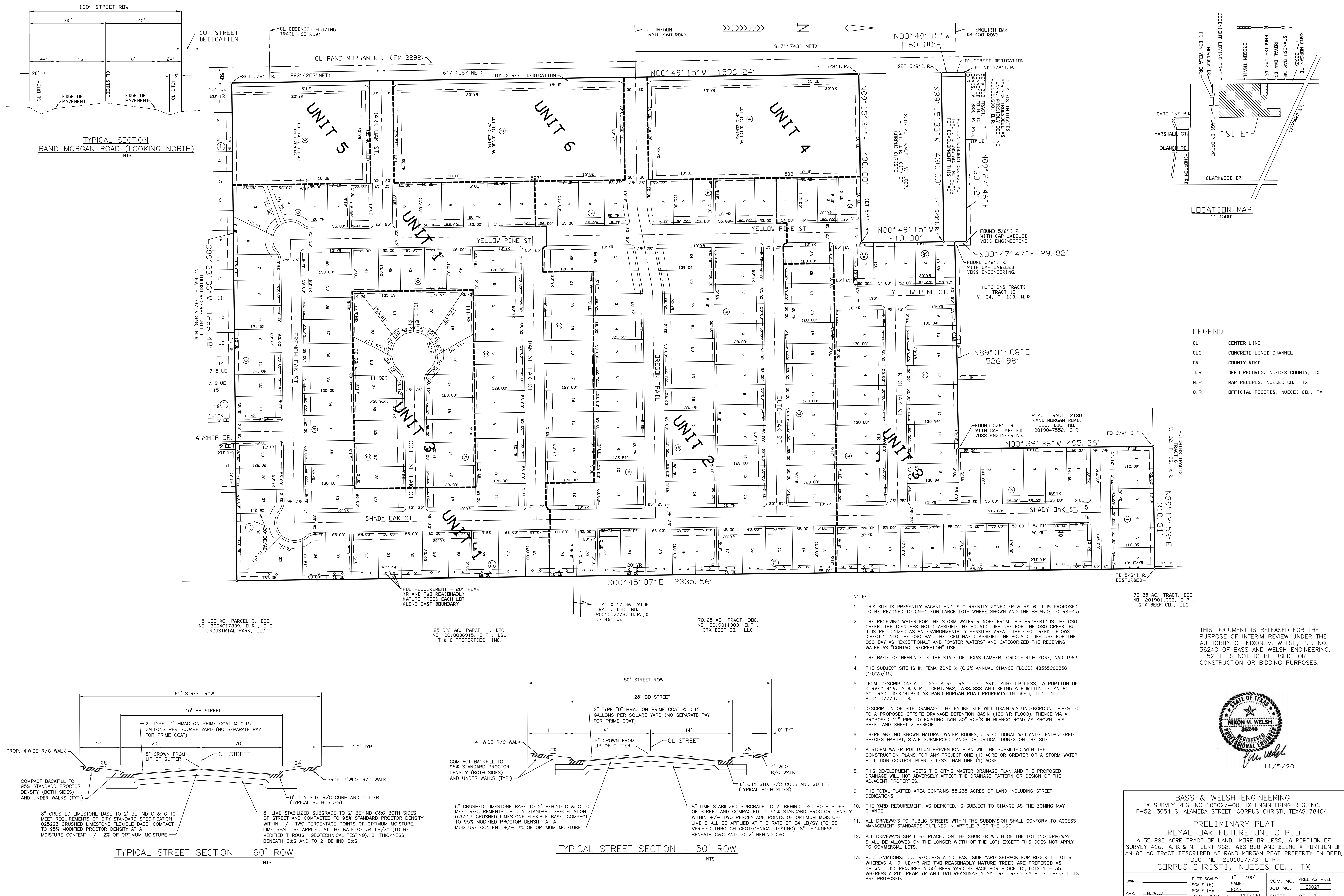
FLAGSHIP DR.

S89° 23' 36" W 1266. 48'

REMAINDER OF 25. 998 ACRE
PARCEL 2, DOC. NO.
2010036915, O. R., DOUBLE
T & C PROPERTIES, INC.



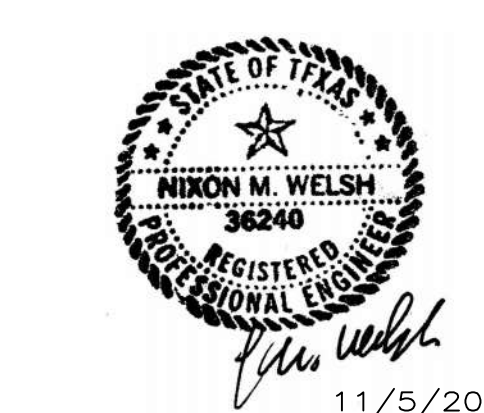
BASS AND WELSH ENGINEERING
CORPUS CHRISTI, TX
SURVEY REG. NO. 100027-00,
TX ENGINEERING REG. NO. F-52,
FILE: EXB-ZONING, JOB NO.
20027, SCALE: 1" = 300'
PLOT SCALE: SAME, PLOT DATE:
9/29/20, SHEET 1 OF 1



LEGEND

CL	CENTER LINE
CLC	CONCRETE LINED CHANNEL
CR	COUNTY ROAD
D.R.	DEED RECORDS, NUECES COUNTY, TX
M.R.	MAP RECORDS, NUECES CO., TX
O.R.	OFFICIAL RECORDS, NUECES CO., TX

- NOTES
- THIS SITE IS PRESENTLY VACANT AND IS CURRENTLY ZONED FR & RS-6. IT IS PROPOSED TO BE REZONED TO CN-1 FOR LARGE LOTS WHERE SHOWN AND THE BALANCE TO RS-4.5.
 - THE RECEIVING WATER FOR THE STORM WATER RUNOFF FROM THIS PROPERTY IS THE OSO CREEK. THE TCEQ HAS NOT CLASSIFIED THE AQUATIC LIFE USE FOR THE OSO CREEK, BUT IT IS RECOGNIZED AS AN ENVIRONMENTALLY SENSITIVE AREA. THE OSO CREEK FLOWS DIRECTLY INTO THE OSO BAY. THE TCEQ HAS CLASSIFIED THE AQUATIC LIFE USE FOR THE OSO BAY AS "EXCEPTIONAL" AND "OYSTER WATERS" AND CATEGORIZED THE RECEIVING WATER AS "CONTACT RECREATION" USE.
 - THE BASIS OF BEARINGS IS THE STATE OF TEXAS LAMBERT GRID, SOUTH ZONE, NAD 1983.
 - THE SUBJECT SITE IS IN FEMA ZONE X (0.2% ANNUAL CHANCE FLOOD) 4835502856 (10/23/15).
 - LEGAL DESCRIPTION: A 55.235 ACRE TRACT OF LAND, MORE OR LESS, A PORTION OF SURVEY 416, A.B. & M., CERT. 962, ABS. 838 AND BEING A PORTION OF AN 80 AC. TRACT DESCRIBED AS RAND MORGAN ROAD PROPERTY IN DEED, DOC. NO. 2001007773, D.R.
 - DESCRIPTION OF SITE DRAINAGE: THE ENTIRE SITE WILL DRAIN VIA UNDERGROUND PIPES TO A PROPOSED OFFSITE DRAINAGE DETENTION BASIN (100 YR FLOOD), THENCE VIA A PROPOSED 42" PIPE TO EXISTING TWIN 30" RCP'S IN BLANCO ROAD AS SHOWN THIS SHEET AND SHEET 2 HEREOF.
 - THERE ARE NO KNOWN NATURAL WATER BODIES, JURISDICTIONAL WETLANDS, ENDANGERED SPECIES HABITAT, STATE SUBMERGED LANDS OR CRITICAL DUNES ON THE SITE.
 - A STORM WATER POLLUTION PREVENTION PLAN WILL BE SUBMITTED WITH THE CONSTRUCTION PLANS FOR ANY PROJECT ONE (1) ACRE OR GREATER OR A STORM WATER POLLUTION CONTROL PLAN IF LESS THAN ONE (1) ACRE.
 - THIS DEVELOPMENT MEETS THE CITY'S MASTER DRAINAGE PLAN AND THE PROPOSED DRAINAGE WILL NOT ADVERSELY AFFECT THE DRAINAGE PATTERN OR DESIGN OF THE ADJACENT PROPERTIES.
 - THE TOTAL PLATTED AREA CONTAINS 55.235 ACRES OF LAND INCLUDING STREET DEDICATIONS.
 - THE YARD REQUIREMENT, AS DEPICTED, IS SUBJECT TO CHANGE AS THE ZONING MAY CHANGE.
 - ALL DRIVEWAYS TO PUBLIC STREETS WITHIN THE SUBDIVISION SHALL CONFORM TO ACCESS MANAGEMENT STANDARDS OUTLINED IN ARTICLE 7 OF THE UDC.
 - ALL DRIVEWAYS SHALL BE PLACED ON THE SHORTER WIDTH OF THE LOT (NO DRIVEWAY SHALL BE ALLOWED ON THE LONGER WIDTH OF THE LOT) EXCEPT THIS DOES NOT APPLY TO COMMERCIAL LOTS.
 - PUD DEVIATIONS: UDC REQUIRES A 50' EAST SIDE YARD SETBACK FOR BLOCK 1, LOT 6 WHEREAS A 10' UE/YR AND TWO REASONABLY MATURE TREES ARE PROPOSED AS SHOWN. UDC REQUIRES A 50' REAR YARD SETBACK FOR BLOCK 10, LOTS 1 - 35 WHEREAS A 20' REAR YR AND TWO REASONABLY MATURE TREES EACH OF THESE LOTS ARE PROPOSED.



BASS & WELSH ENGINEERING
TX SURVEY REG. NO. 100027-00, TX ENGINEERING REG. NO. F-52, 3054 S. ALAMEDA STREET, CORPUS CHRISTI, TEXAS 78404

PRELIMINARY PLAT
ROYAL DAK FUTURE UNITS PUD
A 55.235 ACRE TRACT OF LAND, MORE OR LESS, A PORTION OF SURVEY 416, A.B. & M., CERT. 962, ABS. 838 AND BEING A PORTION OF AN 80 AC. TRACT DESCRIBED AS RAND MORGAN ROAD PROPERTY IN DEED, DOC. NO. 2001007773, D.R.
CORPUS CHRISTI, NUECES CO., TX

OWN.	PLAT SCALE: 1" = 100'	COM. NO.	PREL AS PREL
CHK.	SCALE (H): SAME	JOB NO.	20027
	SCALE (V): NONE		
	DATE PLOTTED: 11/5/20	SHEET	1 OF 1

TYPICAL STREET SECTION - 60' ROW

TYPICAL STREET SECTION - 50' ROW

WARRANTY DEED

Doc# 2001007773

THE STATE OF TEXAS
COUNTY OF NUECES

§
§ KNOW ALL MEN BY THESE PRESENTS:
§

THAT Mary Hutchins Triestman (hereinafter called "Grantor"), for and in consideration of the sum of TEN AND NO/100 DOLLARS (\$10.00) and other good and valuable consideration paid to her by the Grantee named below, the receipt and sufficiency of which are hereby acknowledged, has GRANTED, SOLD and CONVEYED, and by these presents does hereby GRANT, SELL and CONVEY to The Mary Hutchins Triestman Limited Partnership, a New Jersey limited partnership, (together with its successors and assigns being hereinafter called "Grantee"), all of her interest in the following described property:

(a) Land. The real property (the "Land") located in Nueces County, Texas, described in Schedule One attached hereto and made a part hereof for all purposes; together with

(b) Rights and Appurtenances. The benefits, privileges, easements, tenements, hereditaments and appurtenances thereon or in anywise appertaining thereto, and any and all right, title and interest of Grantor in and to adjacent roads, and rights-of-way (herein collectively called the "Rights and Appurtenances"); and together with

(c) Improvements. Grantor's right, title and interest in any improvements located on the Land (herein called the "Improvements").

The Land, Improvements, and Rights and Appurtenances are hereinafter collectively called the "Property".

This conveyance is made and accepted, however, subject to the following (hereinafter collectively called the "Qualifications"):

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(1) Any and all restrictive covenants, easements, and mineral interests, if any, held or owned by others, relating to the Property, but only to the extent they are still in effect and are shown of record in Nueces County, Texas.

(2) All zoning laws, platting laws or ordinances, environmental laws, and other ordinances and municipal and governmental regulations, relating to the Property.

(3) The liens for all governmental assessments and ad valorem taxes for the year 2001 and all subsequent years; the payment of which are hereby assumed by Grantee.

TO HAVE AND TO HOLD the Property unto Grantee forever; and I do hereby bind myself and my heirs, personal representatives, successors, and assigns, to warrant and forever defend all and singular the Property unto Grantee against every person whomsoever lawfully claiming or to claim the Property or any part thereof except as to the Qualifications, by, through or under Grantor, but not otherwise.

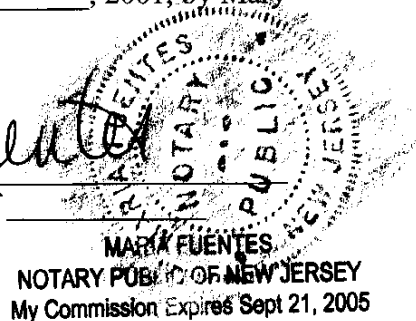
Executed this 22 day of Feb, 2001.

Mary Hutchins Triestman
Mary Hutchins Triestman

STATE OF New Jersey §
COUNTY OF Union §

This instrument was acknowledged before me on the 22 day of Feb, 2001, by Mary Hutchins Triestman.


NOTARY PUBLIC, State of _____



AFTER RECORDING RETURN TO:

Richard L. Leshin
The Kleberg Law Firm, P.C.
800 N. Shoreline Blvd., Suite 900 North
Corpus Christi, Texas 78401

GRANTEE'S ADDRESS:

The Mary Hutchins Triestman Limited
Partnership
1001 Wyandotte Trail
Westfield, New Jersey 07090

SCHEDULE ONE

(1) **Rand Morgan Road Property.** The property described as follows:

Beginning at a stake in the center of a 40 foot road on the West line of Survey No. 416, at a point 724.2 varas North from the Southwest corner of said Survey No. 416 (said beginning point being the Northwest corner of Share No. 1, and the Southwest corner of Share No. 2, in the partition deed hereinafter referred to) for the beginning, and Southwest corner of this tract;

Thence North along the center of said road, 959.61 varas to a point, for the Northwest corner of this tract; thence East 471 varas (to the East line of Share No. 2 hereinafter referred to) for the Northeast corner of this tract;

Thence South 959.61 varas (to the Southeast corner of Share No. 2, and Southwest corner of Share No. 3 on the Northern boundary line of Share No. 1, hereinafter referred to), for the Southeast corner of this tract;

Thence North 89° 56' west 471 varas to the place of beginning;

Being eighty (80) acres off the South end of Share No. 2, as conveyed to George Frank, in a mutual partition of the foregoing and other lands, dated September 3rd, 1923, and filed for record in the Office of the County Clerk of Nueces County, Texas, on October 4th, 1923; being and situated in the County of Nueces, State of Texas, and being a parcel of Survey No. 416, patented by Patent No. 451, Vol. 37, to George Frank, (A.B. & M. Cert. No. 962, State Abstract No.838);

Being the property conveyed by Deed from George O. Frank and wife, Helen Frank, to W. S. Hutchins dated October 20, 1923; filed for record under Nueces County Clerks File No. 12043 and recorded in Volume 144, Page 73, *et. Seq.*, in the Deed of Records of Nueces County, Texas.

SAVE and EXCEPT the surface estate to a tract of land of approximately 10 acres of land, more or less, and to a tract of land of approximately 2 acres of land, more or less, both of which tracts were conveyed by Deed dated March 20, 1937, executed by W. S. Hutchins and wife, Katherine Hutchins, as grantors, to H. H. Howell, as grantee, recorded in Volume 228, Page 371 *et seq.* of the Deed Records of Nueces County, Texas (the "*Deed to Howell*"), but which Deed to H. H. Howell reserved to W. S. Hutchins and Katherine Hutchins all of the oil, gas, and other minerals in and to such 10 Acre Tract and such 2 Acre Tract;

SAVE and EXCEPT the surface estate to a tract of land which measures approximately 52 feet by 210 feet which was conveyed by Deed dated April 29, 1960, executed by W. S. Hutchins and Katherine Hutchins, as grantors, to Harold C. Davis, as grantee ("the Davis Tract"), recorded in Volume 888, Page 295 of the Deed Records of Nueces County, Texas, but which Deed to

Harold C. Davis reserved to W. S. Hutchins and Katherine Hutchins all of the oil, gas, and other minerals in and to the Davis Tract.

SAVE and EXCEPT the surface estate to a tract of land which measures approximately 210 feet by 430 feet (approximately 2.073 acres), which was conveyed by Deed dated January 21, 1964, executed by W.S. Hutchins and wife, Katherine Hutchins, as grantors to the City of Corpus Christi, recorded in Volume 1027, Page 584 of the Deed Records of Nueces County, Texas, but which Deed to the City of Corpus Christi, reserved to W.S. Hutchins and Katherine Hutchins all of the oil, gas, and other minerals in and to said tract.

SAVE and EXCEPT the surface estate to a tract of land which measures approximately 260 feet by 466 feet, which was conveyed by Deed dated February 25, 1964, executed by W.S. Hutchins and wife, Katherine Hutchins, as grantors to Penton E. White and wife, Margaret White, recorded in Volume 1032, Page 259 of the Deed Records of Nueces County, Texas, but which Deed to Penton E. White and wife, Margaret White, reserved to W.S. Hutchins and Katherine Hutchins all of the oil, gas, and other minerals in and to said tract.

SAVE and EXCEPT the surface estate to a tract of approximately 4 acres of land, which was conveyed by Deed dated July 16, 1968, executed by W.S. Hutchins and wife, Katherine Hutchins, as grantors to Melvin R. Vaughn and John L. Schneider, recorded in Volume 1283, Page 408 of the Deed Records of Nueces County, Texas, but which Deed to Melvin R. Vaughn and John L. Schneider, reserved to W.S. Hutchins and Katherine Hutchins all of the oil, gas, and other minerals in and to said tract.

SAVE and EXCEPT the surface estate to a tract of approximately 2 acres of land, which was conveyed by Deed dated January 16, 1978, executed by Corpus Christi State National Bank, Trustee for Mary Katherine Hutchins, as grantor to Melvin R. Vaughn and John L. Schneider, recorded in Volume 1641, Page 807 of the Deed Records of Nueces County, Texas, but which Deed to Melvin R. Vaughn and John L. Schneider, reserved to Corpus Christi State National Bank, Trustee for Mary Katherine Hutchins all of the oil, gas, and other minerals in and to said tract.

SAVE and EXCEPT all other conveyances and easements as shown of record in Nueces County, Texas.

(2) **Violet Road Property.** The property described as follows:

Being the southwest 108.5 acres of land out of a tract of 217 acres conveyed by C.C. Berryman and wife to Charles Heflebower and W. B. Myers, by deed of record in Vol. 143, Pages 309 and 310, of the Deed Records of Nueces County, Texas, said 217 acre tract being composed of 179.4 acres out of the Gregorio Farias Original Grant, and 37.6 acres out of Survey No. 304,

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patented to McCampbell and Givens, Assignee of Fred Steubing and being in Nueces County, Texas, and the part thereof hereby conveyed, being by metes and bounds described as follows:

BEGINNING at the south corner of said Survey No. 304, a mesquite post marked X, same being on the east line of said Gregorio Farias Tract;

Thence with said East line, South 10 deg. 23' West, 657 varas, to a stake for the Southeast corner of this tract, which bears 16 varas North, 10 deg. 23' East, of an old post marked V, a corner of Survey No. 418;

Thence North 53 deg. 14' West at 308.8 varas, past the Southeast corner of Farm Lot No. 12, continue with the Southwest line of said Farm Tract No. 12 at 1078.6 varas, the West corner of said Farm Tract No. 12, for the West corner of this tract, same being also the West corner of said 217 acre tract;

Thence with the Northwest line of said 217-acre tract, 672.3 varas;

Thence South 53 deg. 17' East 790.4 varas, to a point on the East side of said 217-acre tract;

Thence South 44 deg. 57' East, 85.4 varas; to the place of beginning, and containing 108.5 acres of land;

Being the property conveyed by Deed from Charles Heflebower and Jennie Heflebower to W. S. Hutchins and wife, Katherine Hutchins, dated October 1, 1934, filed for record under Nueces County Clerk's File No. 89766 and recorded in Volume 213, Page 38, *et seq.*, in the Deed Records of Nueces County, Texas.

SAVE and EXCEPT the tract of land of 1 acre, more or less, conveyed by Mary Hutchins Triestman *et al* to Juan Aguilar and Simon Carmen Aguilar by Deed recorded in Volume 1597, Page 169 *et seq.* of the Deed Records of Nueces County, Texas;

SAVE and EXCEPT the surface estate (reserving the oil, gas, and other minerals) to two tracts of land of 1.404 and .031 acres, more or less, conveyed by Mrs. H. S. Stillwell, Trustee and William Hutchins, Trustee by Right-of-Way Deed dated February 1, 1952, to Nueces County, Texas, recorded in Volume 548, Page 3 *et seq.* of the Deed Records of Nueces County, Texas.

SAVE and EXCEPT all other conveyances and easements as shown of record in Nueces County, Texas.

(3) **Clarkwood Road Property.** The property described as follows:

A portion of Farm Lots Nos. 26, 29 and 30 of the H.B. Sheppard Farm Lots, described by

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metes and bounds as follows:

Beginning at a point in the center of a public road, the S.W. corner of land owned by John Sagarino and the N.W. corner of Farm Lot No. 30, for a corner of this tract;

Thence with the fence on the South line of the Sagarino tract East 1104.5 feet, set an iron axle at an iron stake driven in the ground the original S.E. corner of the Sagarino tract and the N.E. corner of Farm Lot No. 30, for a corner of this tract;

Thence with the fence on the West line of Farm Lot No. 35, S 1° 36' E 602.2 feet, set a Mesquite post 5.8 feet south of fence corner for S.W. corner of Farm Lot No. 35, and a corner of this tract;

Thence with the South line of Farm Lot No. 35, East 697.2 feet, set an iron axle .5 feet South of the fence from the E.N.E. corner of this tract and the W.N.W. corner of a tract of 122.5 acres of land belonging to Bessie H. Elder, now Bessie H. Stillwell;

Thence with the West line of Bessie H. Elder tract South 2567.7 feet to the North line of 122.5 acres of land belonging to Lura LaGasse, set an Iron Post for S.E. corner of this tract and the S.W. corner of Bessie H. Elder, tract;

Thence with the North line of the Lura LaGasse tract West at 1795.5 feet set an iron pipe on East side of Public road, at 1818.5 feet to center of a public road for the N.W. corner of Lura LaGasse tract and the S.W. corner of this tract;

Thence with the center of said public road North 3168.7 feet to the place of beginning;

Being the property conveyed by Deed from Chessie Perkins and husband, L.G. Perkins, Bessie H. Stillwell (formerly Bessie H. Elder) and husband, H. S. Stillwell, and Lura LaGasse to Katherine Hutchins dated October 3, 1929, filed for record under Nueces County Clerks File No. 60642 and recorded in Volume 192, Page 70, *et seq.*, in the Deed Records of Nueces County, Texas, which deed is in correction of the former deed, dated May 31, 1928, executed by Annie K. Elder and the grantors in said correction deed, which former deed is recorded in Volume 179, Page 324 *et seq.* of the Deed Records of Nueces County, Texas;

SAVE and EXCEPT the surface estate to a tract of land conveyed by Deed dated June 7, 1938, executed by W. S. Hutchins and wife, Katherine Hutchins, as grantors, to M. M. Roden and Nell Roden, as grantee ("*Roden Tract*"), recorded in Volume 228, Page 371 *et seq.* of the Deed Records of Nueces County, Texas, but which Deed to M. M. Roden and Nell Roden reserved to W. S. Hutchins and Katherine Hutchins all of the oil, gas, and other minerals in and to the Roden Tract out of the Clarkwood Road Property.

SAVE and EXCEPT all other conveyances and easements as shown of record

148132.3

in Nueces County, Texas.

(4) **"Hutchins Ditch"**. The property described as follows:

A tract of land of 1 acre, more or less, in Nueces County, Texas, described as follows:

One acre out of Survey Number 416, by virtue of Certificate 962, issued to A.B. & M. Abstract 838, and number 500 by virtue of certificate 88, issued to Con. El Paso Irrigation and Manufacturing Company, Abstract 582, said one acre being off of the north side of the first and third tracts conveyed to the said Mrs. M. B. Mastin by T.H. Issensee and wife, Emma Issensee by their deed dated June 23, 1924, recorded in Volume 147, on Pages 365 to 367 thereof, of the Deed Records of Nueces County, Texas, reference being here made to the said Deed and record thereof for a better description of said first tract and said third tract. Said one acre tract being more particularly described as follows:

Beginning at an iron stake, the Northeast Corner of the abovementioned third tract said beginning point being 1149.9 feet south 89° 56' East and 1231.7 feet North 0° 4' east from the Southwest corner of said Survey 500;

Thence north 89° 56' west 2495.3 feet to an iron stake, the Northwest corner of said first tract conveyed in the abovementioned Deed;

Thence South with the West line of said first tract 17.46 feet;

Thence south 89° 56' east, 2495.3 feet to East line of said tract;

Thence north 0° and 4' East with said East line of said third tract 17.46 feet to the place of beginning, containing one acre of land.

Being the property conveyed by Deed dated May 28, 1928, executed by Mrs. M.B. Mastin, as Grantor, to W.S. Hutchins, as Grantee, filed for record under Nueces County Clerk's File No. 46859 and recorded in Volume 180, Page 147 *et seq.* of the Deed Records of Nueces County, Texas, but which Deed reserved to Mrs. M. B. Mastin all of the oil, gas, and other minerals in and to the 1 Acre Tract.

SAVE and EXCEPT all other conveyances and easements as shown of record in Nueces County, Texas.

(5) **Nonparticipating Royalty Interest Reserved in the Deed Conveying the Gregory Property to Du Pont.** The nonparticipating royalty interest in lands in Nueces and San Patricio Counties, Texas Conveying the Gregory Property reserved in equal shares to (1) Katherine Ann Hutchins Johnson (the "Katherine Ann Hutchins Johnson Share of the Nonparticipating Royalty Interest Reserved in the Deed Conveying the Gregory Property to Du Pont"), (2) Mary Amelia Hutchins Egner (the "Mary Amelia Hutchins Egner Share of the Nonparticipating Royalty Interest Reserved in the Deed Conveying the Gregory Property to Du Pont"), and (3) to Corpus Christi State

148132.3

National Bank, as Guardian of the Estate of William Merritt Hutchins (the "William Merritt Hutchins Estate Share of the Nonparticipating Royalty Interest Reserved in the Deed Conveying the Gregory Property to Du Pont") in Deed dated June 15, 1971, filed for record under Nueces County Clerk's File No. 213278 and recorded in Volume 429, Page 148, *et seq.*, of the Deed Records of Nueces County, Texas (the "Deed to Du Pont"), which Deed to Du Pont conveyed a tract of land of approximately 336.47 acres, more or less (the "Gregory Property") situated in and a part of the T. T. Williamson Survey, A-290, San Patricio County, Texas, and Nueces Bay, Nueces County, Texas said 336.47 acre tract being comprised of the same land conveyed in two tracts by deed from W. S. Hutchins, *et ux*, to William Merritt Hutchins, Trustee, *et al* dated May 7, 1948, and recorded in Volume 156, page 121 *et seq.* in the Deed Records of San Patricio County, Texas, and a 27.28 acre tract of land situated in Corpus Christi Bay, Nueces County, Texas, described in a deed of mutual conveyance between the Nueces County Navigation District No. 1 and Mrs. H. S. Stillwell, Trustee, *et al*, dated April 9, 1952, and recorded in Volume 178, Page 295 *et seq.* of the Deed Records of San Patricio County, Texas.

The Gregory Property was given by gift deeds dated May 7, 1948 by W. S. Hutchins and wife, Mary Katherine Hutchins conveying an undivided one-third interest each respectively to William Merritt Hutchins, Trustee for Katherine Ann Hutchins Johnson, to William Merritt Hutchins, Trustee for Mary Amelia Hutchins Egner, and Mrs. H. S. Stillwell, Trustee for William Merritt Hutchins, in equal undivided one-third shares, which deed to William Merritt Hutchins, Trustee for Katherine Ann Hutchins Johnson and for Mary Amelia Hutchins Egner is recorded in Volume 396, Page 33 *et seq.* of the Deed Records of Nueces County, Texas, and in Volume 156, Page 121 *et seq.* of the Deed Records of San Patricio County, Texas, and which deed to Mrs. H. S. Stillwell, Trustee is recorded in the Deed Records of Nueces County, Texas, and in Volume 156, Page 120 *et seq.* of the Deed Records of San Patricio County, Texas.

STATE OF TEXAS
COUNTY OF NUECES

I hereby certify that this instrument was FILED in File Number
Sequence on the date and at the time stamped herein by me, and
was duly RECORDED, in the Official Public Records of
Nueces County, Texas



[Signature]
COUNTY CLERK
NUECES COUNTY, TEXAS

Doc# 2001007773
Pages 9
Date: 2/27/2001 12:46:42 PM
Filed & Recorded in
Official Records of
NUECES COUNTY
ERNEST M. BRIONES
COUNTY CLERK
Fees \$25.00

Any provision herein which restricts the Sale, Rental or use
of the described REAL PROPERTY because of Race, Color,
Religion, Sex, Handicap, Familial Status or National Origin, is
Invalid and unenforceable under FEDERAL LAW, 3/12/89

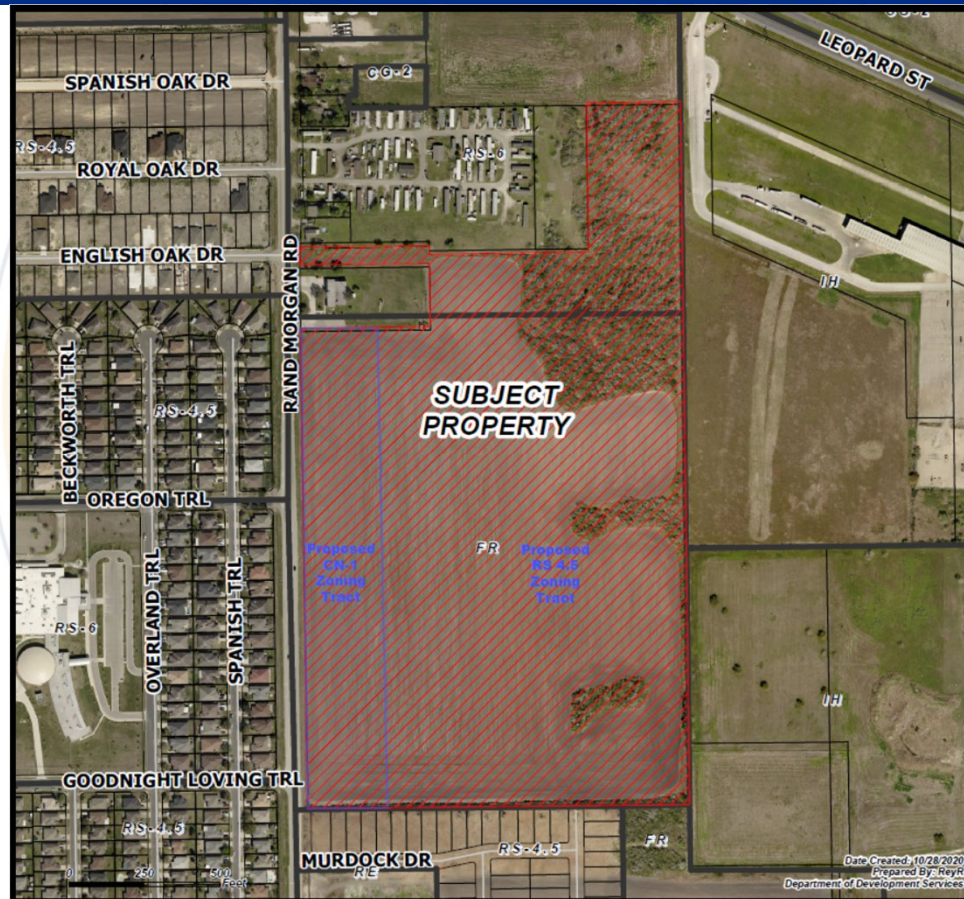
Zoning Case #1120-01

Mary Hutchins Triestman Partnership
Rezoning for a Property at 1902 Rand Morgan Road
From “FR” and “RS-6” To “CN-1” and “RS-4.5/PUD”

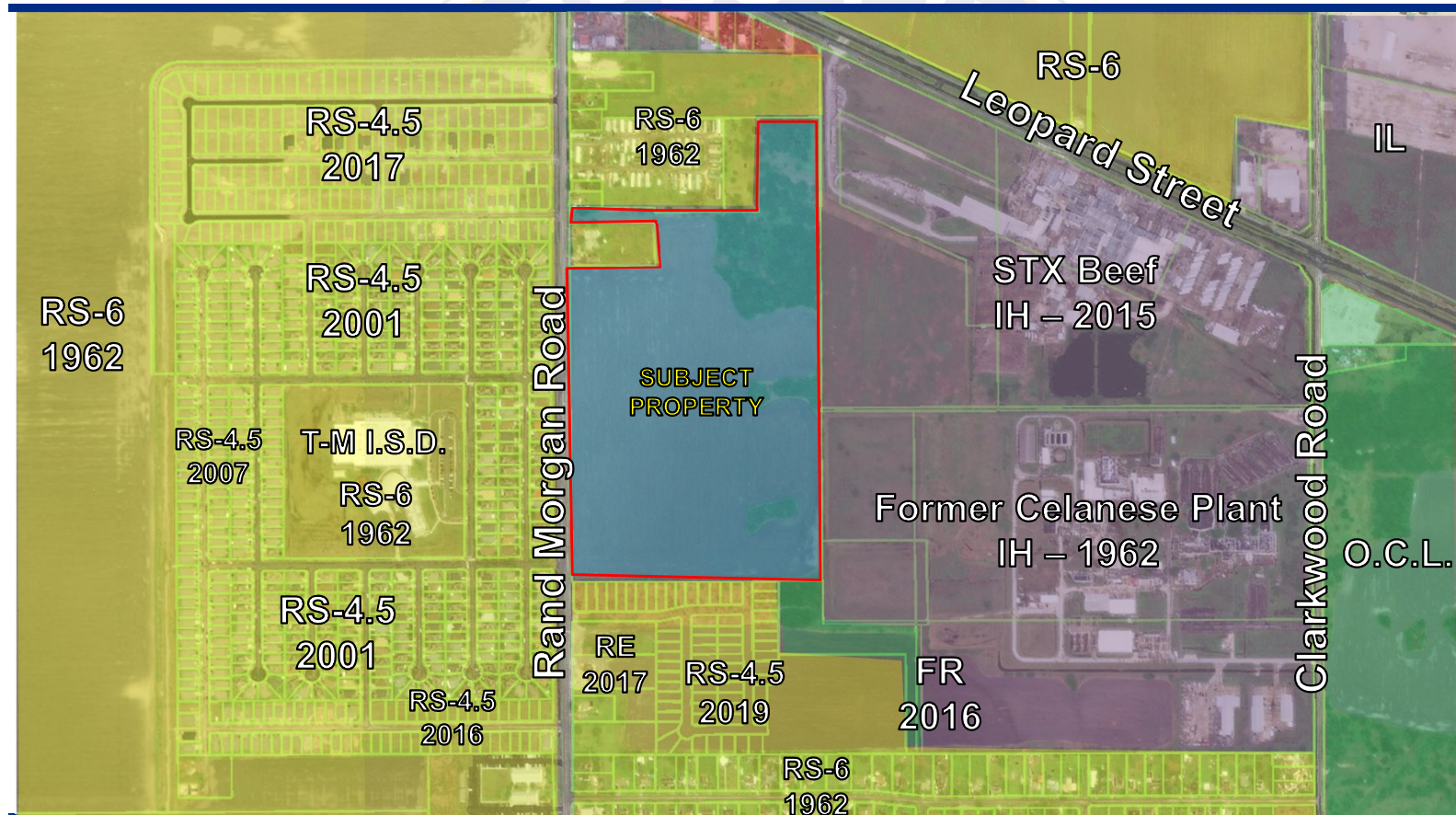


Planning Commission
November 11, 2020

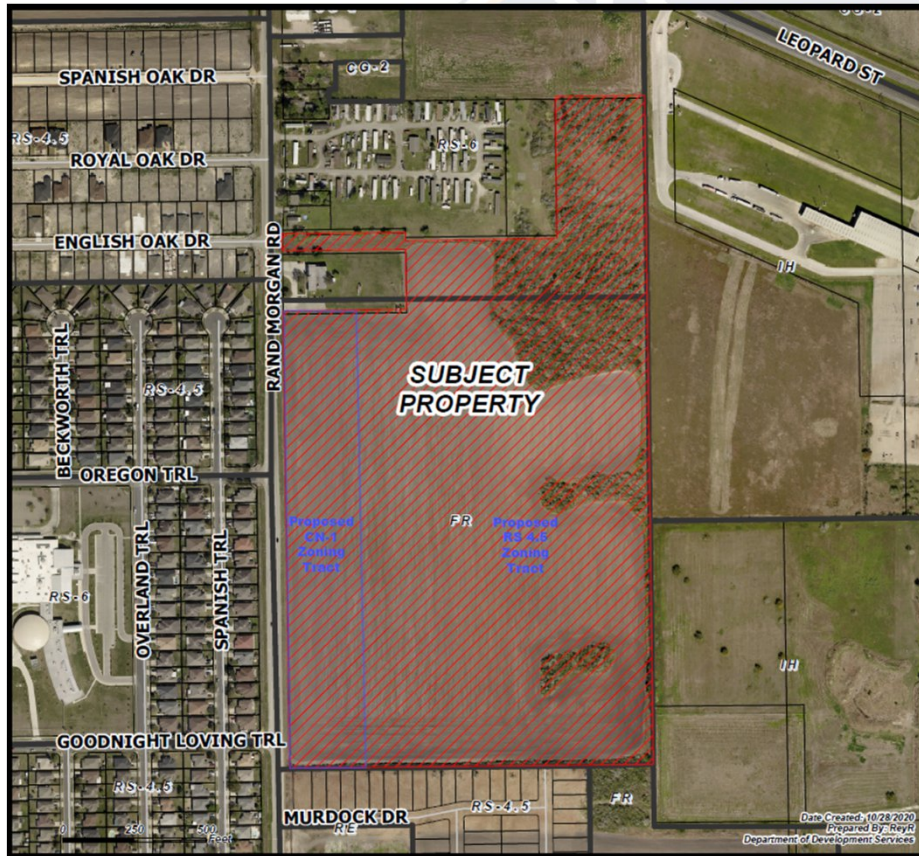
Aerial Overview



Zoning Pattern



UDC Requirements



Buffer Yards:

RS-4.5 to IH: Type E: 50' & 50 pts.

CN-1 to RS-4.5: Type B: 10' & 10 pts.

Setbacks:

Street: 20 feet

Side: 5 feet

Rear: 50 feet (buffer yard)

Parking:

2 per single-family home

Landscaping, Screening, and Lighting Standards

Uses Allowed: Townhouse, Multifamily, Cottage Housing, Group Living, Medical, Park, and Overnight Accommodations.

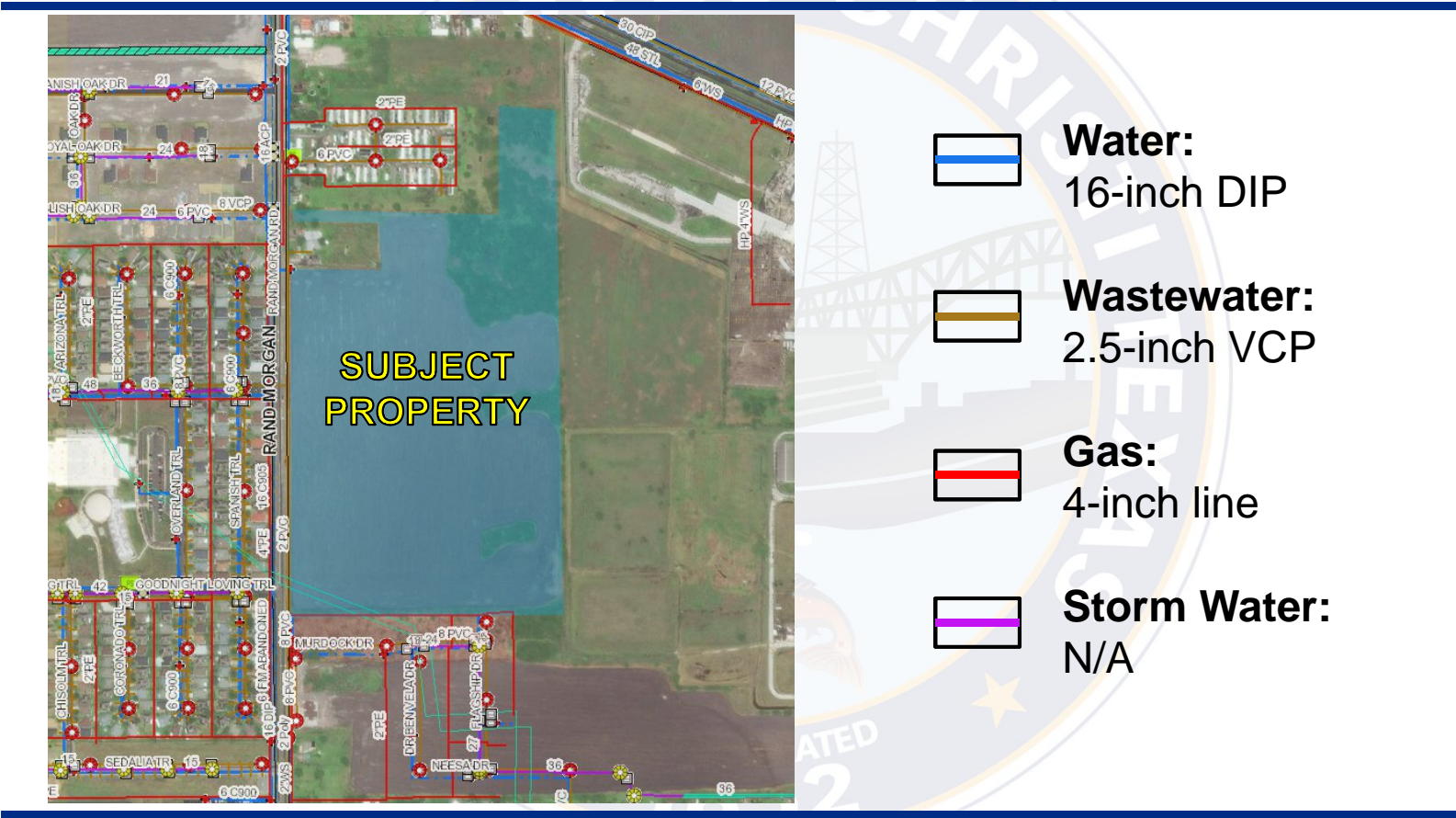
Utilities

Water:
16-inch

Wastew
2.5-inch

Gas:
4-inch li

Storm V
N/A



Wastewater:

2.5-inch VCP

4-inch line

N/A

Public Notification

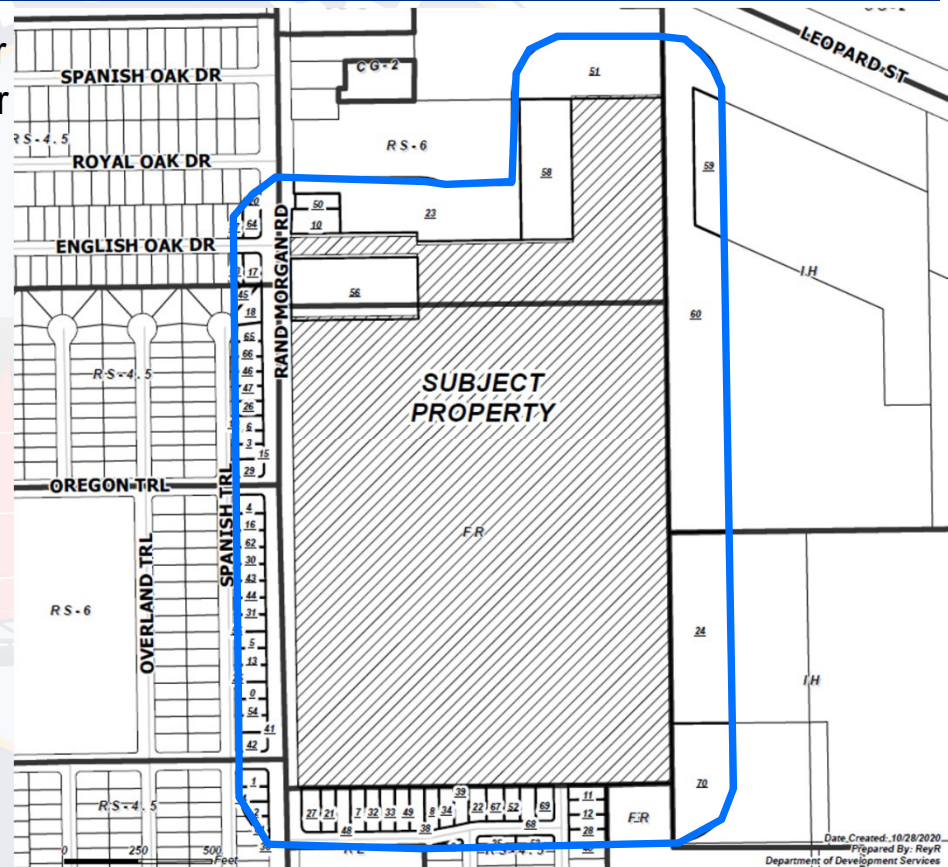
70 Notices mailed inside 200' buffer
6 Notices mailed outside 200' buffer

Notification Area

Opposed: 0 (0.00%)



In Favor: 0



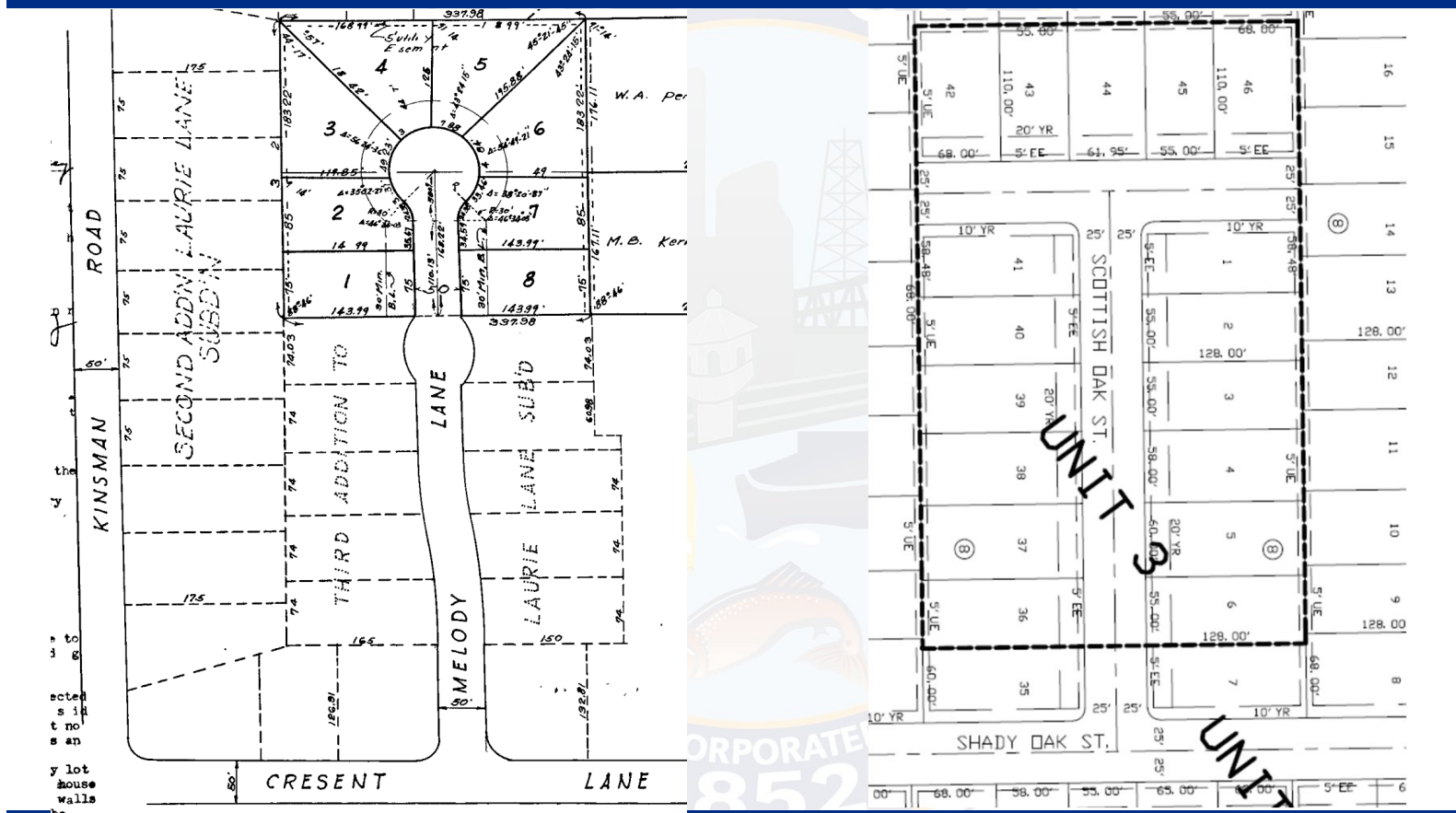
PUD Deviations

Minimum Dimensions	"RS-4.5" District Standards	Proposed PUD	Deviation
Block 1, Lot 6 Buffer Yard			
Minimum Lot Width	50 feet and 50 points	10-foot side yard & 2 trees east side	<u>Yes</u>
Block 10, Lots 1-35 Buffer Yard			
Buffer Yard: "RS-4.5" and "IH"	50 feet and 50 points	20-foot rear yard & 2 trees east side	<u>Yes</u>
Street Design			
Cul-de-sac Design	Allowed with Technical Review Committee (TRC) Approval	Allowed	<u>Yes</u>

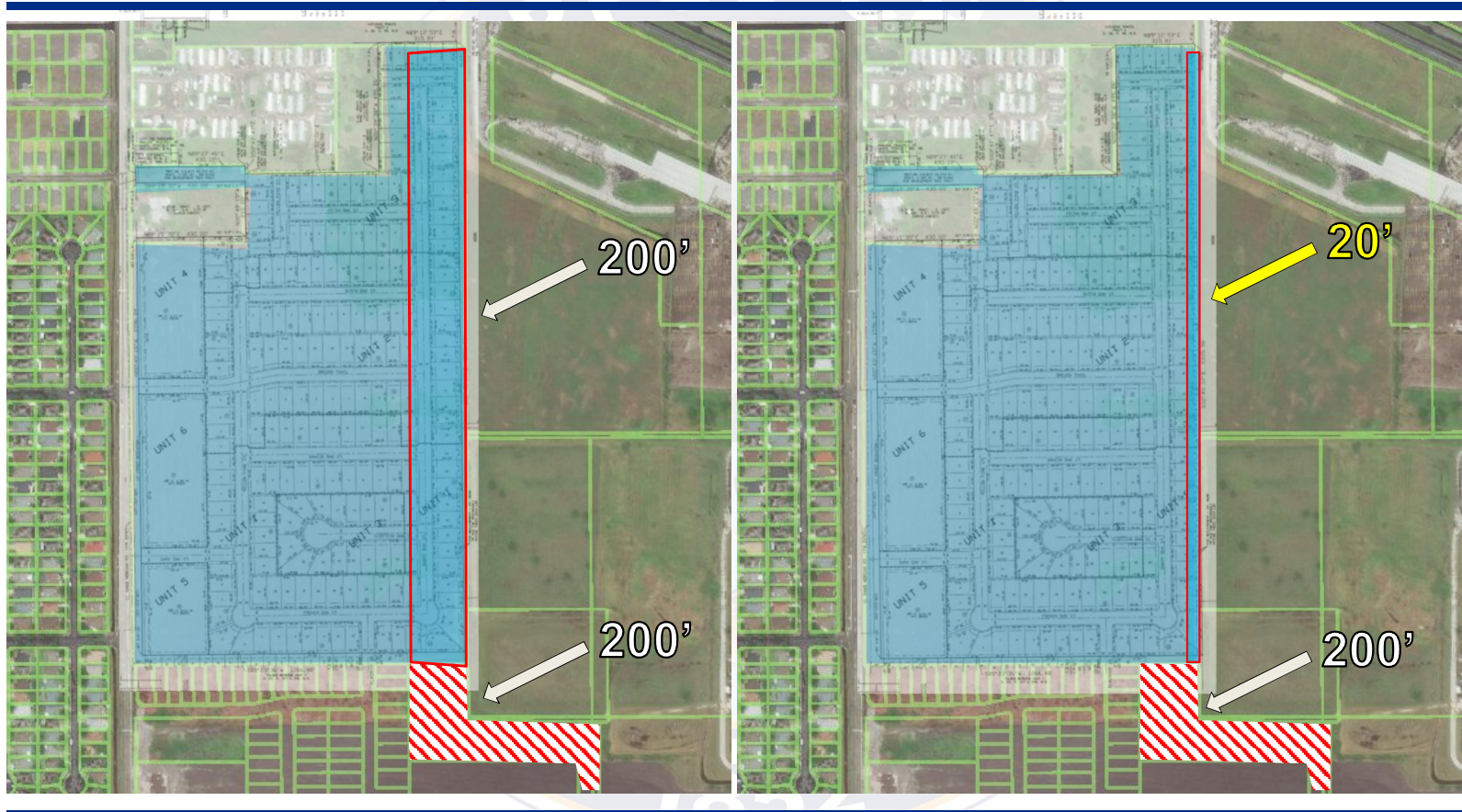
Master Site Plan



Cul-de-sac



Buffer Yard



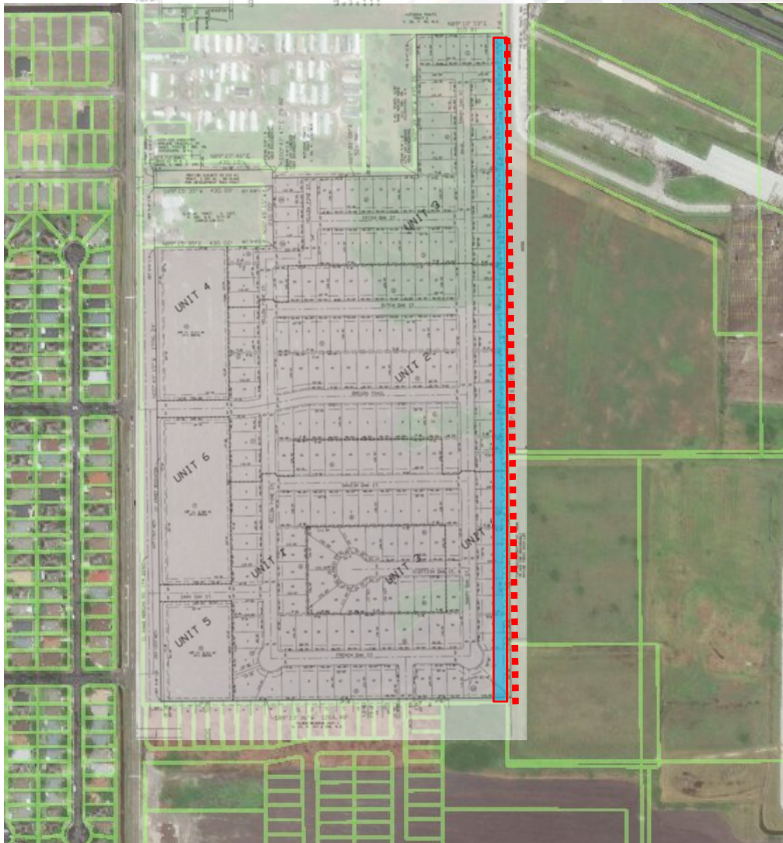
Staff Recommendation

Approval of the
“CN-1” Neighborhood Commercial District
and the “RS-4.5/PUD” Single-Family 4.5
District with a Planned Unit Development
with conditions

PUD Conditions

-
1. **Planned Unit Development Guidelines and Master Site Plan:** The Owners shall develop the Property in accordance with The Royal Oak Future Units Planned Unit Development (PUD) Guidelines.
 2. **Buffer Yard:** The lots identified as Lots 1-35, Block 10 must have a buffer yard consisting of a minimum 20-foot rear yard setback, must have two trees per lot with a minimum of a 2.5 inch caliper, and a 7-foot solid wooden screening fence along the property line shared with the “IH” Heavy Industrial District. The lot identified as Lot 6, Block 1 must have a buffer yard consisting of a minimum 10-foot side yard setback, must have two trees with a minimum of a 2.5 inch caliper, and a 7-foot solid wooden screening fence along the property line shared with the “IH” Heavy Industrial District.
 3. **Other Requirements:** The conditions listed herein do not preclude compliance with other applicable UDC and Building and Fire Code Requirements.
 4. **Time Limit:** An approved development plan shall expire 24 months after the date that the development plan was approved, unless a complete building permit application has been submitted or, if no building permit is required, a certificate of occupancy has been issued.
-

PUD Conditions



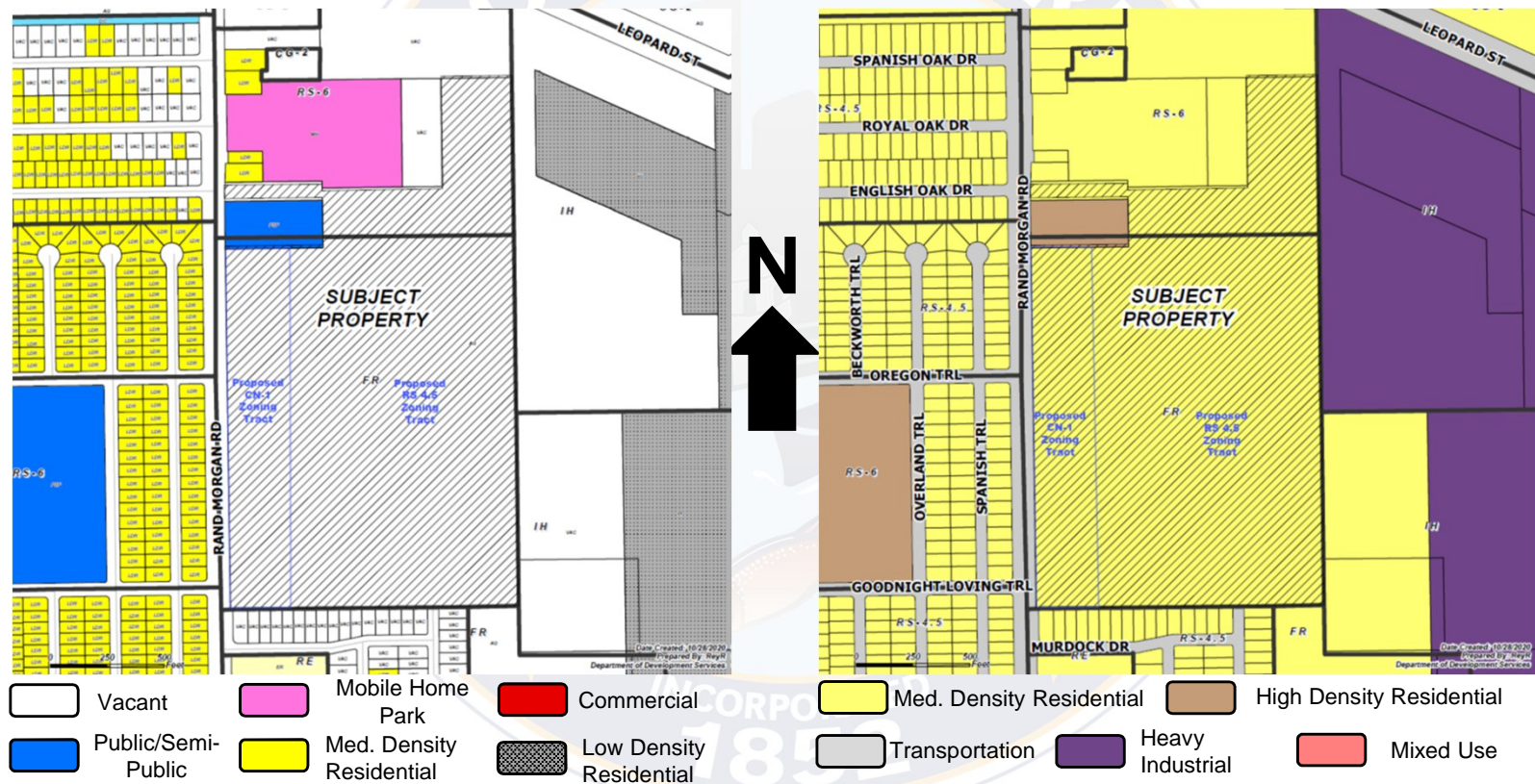
Buffer Yard:

- Rear Setback: 20 feet
- 7-foot solid fence
- 2 trees per lot

Land Use

Existing Land Use

Future Land Use





AGENDA MEMORANDUM

Planning Commission Meeting of November 11, 2020

DATE: November 4, 2020

TO: Al Raymond, Director, Development Services

FROM: Daniel McGinn, AICP, Director of Planning & ESI
DanielMc@cctexas.com
(361) 826-7011

Northwest Boulevard (FM 624) Corridor Plan

CAPTION:

Public Hearing on the draft Northwest Boulevard (FM 624) Corridor Plan, an element of the City of Corpus Christi Comprehensive Plan. The nearly three-mile study area comprises a 500-foot buffer to the north and south of Northwest Boulevard from Interstate 69 to Wright Moravek Road (County Road 73). The draft plan includes amendments to the Future Land Use Map and the Strategic Plan for Active Mobility, Phase 1: Bicycle Mobility in Mobility CC.

SUMMARY:

The Northwest Boulevard Corridor Plan is an element of the City's Comprehensive Plan, designed to provide guidance and direction for future development and public investments in the study area. The purpose of this planning effort was to identify strategies for improving the safety of the corridor for all users (motorists, bicyclists, pedestrians, transit riders, and those with limited mobility), improving the attractiveness of the corridor, and fostering a thriving economic climate.

BACKGROUND AND FINDINGS:

The City of Corpus Christi worked with urban planning consultants from Asakura Robinson to create the Northwest Boulevard Corridor Plan to guide future development in the area and identify opportunities to improve Northwest Boulevard. This project was one of the City Manager's FY 19/20 Budget Initiatives.

The plan includes:

- A community-based vision statement and goals.
- Strategies and actions to achieve the vision and goals including conceptual drawings and examples of suggested improvements.
- An Implementation Plan summarizing the strategies and actions including time frames, rough cost estimates, potential funding sources, and responsible parties.
- An appendix containing the Assessment of Opportunities Report and summaries of surveys and meetings.

Community input was used to create the plan. An Advisory Committee was formed, and the committee met three times. Two online public meetings were held. Two online public surveys were conducted – a Vision Survey and a Concepts Survey. Several individual stakeholders were consulted.

RECOMMENDATION:

Staff recommends approval of the Northwest Boulevard Corridor Plan.

LIST OF SUPPORTING DOCUMENTS

Northwest Boulevard Corridor Plan – Final Report (Oct. 2020)
Appendix
PowerPoint



City of Corpus Christi Northwest Boulevard (FM 624) Corridor Plan

Final Report

Submitted October 2020



ASAKURA
ROBINSON

Acknowledgements

City Council

Mayor Joe McComb
Rudy Garza Jr.
Paulette M Guajardo
Michael T Hunter
Everett Roy
Ben Molina
Roland Barrera
Greg Smith
Gil Hernandez

Planning Commission

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Advisory Committee

Dr. Arturo Almendarez, Calallen Independent School District
Judy Telge, Coastal Bend Center for Independent Living
Rose Fernandez, Calallen Apartments
Thomas Tiffin, P.E., Wood River Community Association
Charles Benavides, P.E., Texas Department of Transportation
Craig Casper, AICP, Corpus Christi Metropolitan Planning Organization
Gordon Robinson, AICP, Regional Transportation Authority
Jack Taylor, Northwest Business Association
Mike Pusley, Northwest Business Association
Yasmene McDaniel, Corpus Christi Medical Center - Northwest
Angela Rhoden, Corpus Christi Medical Center - Northwest
Juan Pimentel, P.E., Nueces County Public Works
Carolyn Vaughn, Nueces County Commissioner
Everett Roy, City Councilmember
Sarah Munoz, P.E., City of Corpus Christi Public Works

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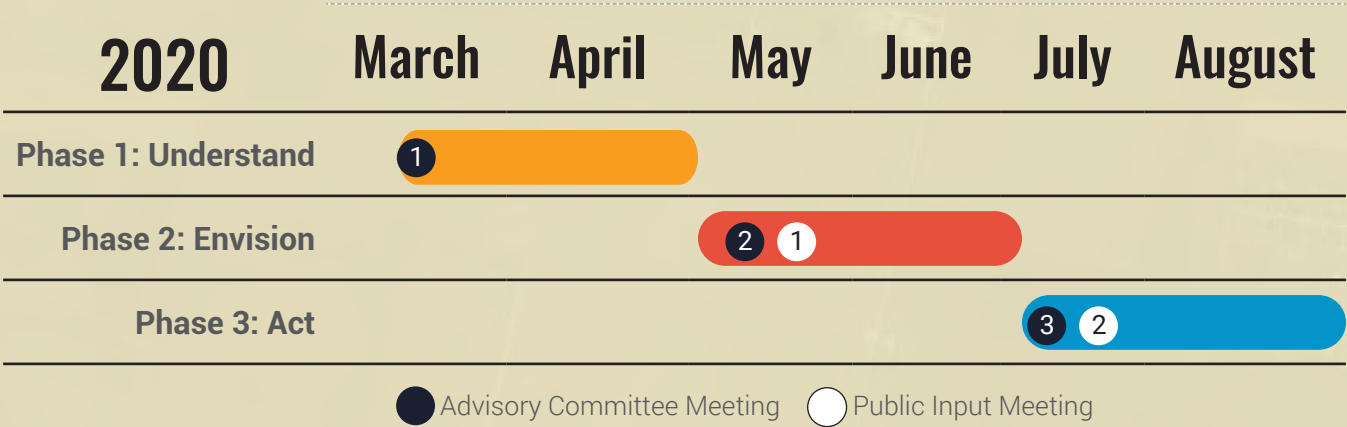
INTRODUCTION

Why a Corridor Plan?

Thanks in part to a surge of industrial development in the Corpus Christi metropolitan area in recent years, the Calallen area of far-northwest Corpus Christi has experienced new development. From oil refining and transportation to steel production, the expansion in these export industries is bringing wealth and job opportunities to the region. With this investment comes development pressure and demand grows for new homes, retailers and services. The City of Corpus Christi anticipates additional residential and commercial development, as well as a new elementary school, in the Northwest Boulevard (FM 624) Corridor. Plans to build a new steel factory in Sinton could drive additional demand for new housing and commerce in Calallen. While new development creates new opportunities for people to live, work and do business in Calallen, it also brings new challenges, such as more auto traffic, and more demands on critical infrastructure.

The Northwest Boulevard (FM624) Corridor Plan represents the City of Corpus Christi's effort to proactively plan for orderly, attractive and sustainable growth and development consistent with the community's vision.

The Northwest Boulevard Corridor lies 20 miles upriver from downtown Corpus Christi. The study area comprises a 500-foot buffer to the north and to the south from Interstate 69 to Wright Moravek Road (County Road 73) - nearly three miles. The Nueces River bounds adjacent neighborhoods to the north, while Interstate 69 presents a physical barrier to the east. To the west and south, development quickly transitions from suburban to rural conditions. The Wood River neighborhood is north of the corridor, and major anchors include one preschool, two elementary schools, one high school, River Hills Country Club, Hazel Bazemore Park, Corpus Christi Medical Center, and retail destinations including Walmart and the Five Points Shopping Center.



A Public Process

Meaningful public engagement has been essential to the development of this Plan's vision and priorities, and the Plan successfully shifted in person engagement online when COVID-19 presented itself in March 2020. Throughout the three-phase planning process - in which the project consulting team first gathered data, facilitated visioning, and refined strategies for implementation - the City of Corpus Christi provided multiple opportunities for the public to express their ideas, hopes, and concerns through numerous channels. These included:

- Two online surveys received a combined 590 responses
- One online mapping tool to identify issues and assets
- Two virtual public meetings
- Three Advisory Committee meetings
- Multiple social media announcements of surveys and public meetings
- Multiple e-newsletter mailings through City of Corpus Christi listservs
- Poster advertisements at bus stops within the study area

Throughout the planning process, the City and consultants engaged and interviewed numerous Corridor stakeholders, from TxDOT and Calallen High School leadership to developers and land owners. The City also convened an Advisory Committee composed of public agency partners, local business and neighborhood association representatives, and major employers to advise the City staff and consultants on development of the Plan's strategies and specific recommendations.

Through compilation of the ideas, aspirations, and concerns collected, several priorities emerged:

Reduce traffic congestion on Northwest Boulevard

Participants repeatedly stressed the importance that the roads should be more convenient for drivers, particularly by mitigating traffic congestion and improving roadway safety.

Preserve and enhance the business and commercial space

Participants especially desired more grocery shopping and dining options, especially family-friendly establishments. Many asked for access to businesses to be maintained, and that they want commercial development to continue to front Northwest Boulevard.

Enhance beauty and landscaping in the area

Respondents desire to improve area aesthetics with proper landscape maintenance. Many desire easy-to-maintain plantings, consistent sign regulations, and to overall improve the attractiveness to visitors.

Improve bicyclist and pedestrian safety

Participants agree the study area's roads should be safer, more accessible, and convenient for bicyclists and pedestrians. Many observed pedestrians walking along Northwest Boulevard without sidewalks.

Figure 1: Study Area Existing Land Uses and Planned Developments



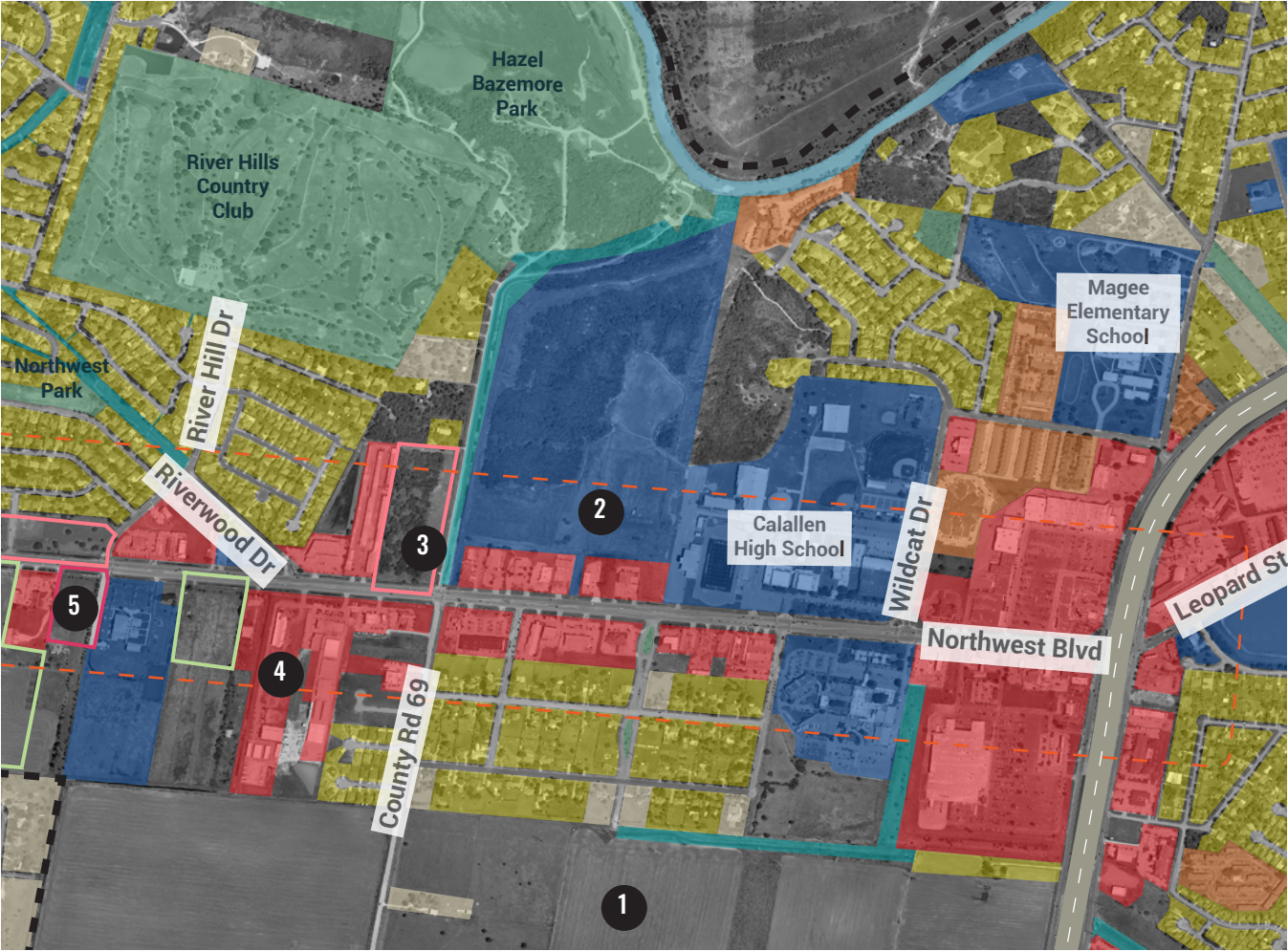
Source: Nueces County Appraisal District, 2019; City of Corpus Christi GIS Services; TXDOT

Existing Land Use

- High-density residential
- Low-density residential
- Estate residential
- Commercial
- Light industrial
- Permanent open space
- Public/Semi-Public
- Water

Zoning of Vacant Land

- Neighborhood Commercial
- General Commercial
- Farm-Rural
- Multi-family
- Single-family
- Study Area boundary
- City boundary



Planned Developments

Key	Proposed/Planned Use	Zoning	Future Land Use Designation (PlanCC)	Plat Status
1	River Ridge Unit 4	RS-6 Single-Family 6	Medium-density residential (4 to 13 units/ acre)	Under review
2	Calallen Elementary School	RS-6 Single-Family 6	Medium-density Residential (4-13 units/acre)	Recorded
3	Office/Neighborhood retail	CN-2 Neighborhood Commercial	Commercial	Pending
4	Urgent care clinic	CG-2 General Commercial	Mixed Use	Recorded
5	Office building	CG-2 General Commercial	Mixed Use	
6	Grocery, neighborhood retail, residential	CG-2 General Commercial	Mixed Use	Recorded
7	"The Lakes at Northwest" 71 single-family homes	RS-6 Single-Family 6	Medium-density Residential (4-13 units/acre)	Construction
8	West River Place Unit 2	CG-2 General Commercial	Medium-density Residential (4-13 units/acre)	Approved
9	Mesquiteville restaurant	CG-2 General Commercial	Commercial	Construction

VISION

Northwest Boulevard is Calallen’s “Main Street,” providing the amenities of a prosperous neighborhood center in a small, tight-knit community. The Boulevard is a welcoming, diverse, and family-friendly place where people go to shop, gather, invest in businesses, play and raise a family.



Calallen Cats. Source: Callalen ISD



National Walk and Bike to School Day. Source: pexels.com



Trails for walking, hiking, and biking. Source: Corpus Christi CVB



Live, work and play. Source: The Char Atnip Team



Mike Cotton's BBQ. Source: Gerald McLeod



Hazel Bazemore Park. Source: Flickr user birdybirdbits

GOALS

Northwest Boulevard's Future Is:

1) Safe, accessible and easy for people of all ages and abilities to get around.

- » Congestion is less frequent, making it easier for people to get around and navigate the neighborhood
- » Traffic is calmed, making it safer for people to drive, walk across, and bike along the boulevard
- » Streets and sidewalks are accessible, and built to ADA standards

2) Prosperous, with a strong local economy anchored by small businesses

- » A variety of neighborhood restaurants and retail outlets offer a diverse array of goods, services, and family-friendly experiences
- » Businesses can receive support and incentives from public entities to recover from loss of income

3) Healthy for people and nature, with opportunities to be active outdoors.

- » Trees and vegetation provide shade and help drain stormwater
- » Trails are easily accessible for walking, hiking and biking

4) Attractive and orderly, with new development that fits into a cohesive whole

- » Public infrastructure is expanded to areas planned for development
- » Public art and neighborhood branding convey a sense of place and beautify the public realm
- » Wayfinding signage draws attention to neighborhood attractions and guides visitors
- » Regulation of commercial signage ensures a consistent, physical appearance along the Boulevard

“Business growth and a diverse population that reside there have made the areas around Northwest Blvd a true melting pot with its own unique sense of pride and character.”

“This area is the future of Corpus Christi and is the first impression for tourists and visitors coming here. Make it more attractive and accessible so they want to return.”

- Survey Respondants

STRATEGIES AND ACTIONS

Overview

The Corridor Plan’s four goals and individual strategies and actions aim to fulfill the Vision by:

- » Identifying major capital and infrastructure projects along with smaller, incremental program or policy changes.
- » Leveraging public-sector actions to encourage private sector responses.
- » Encouraging new development in underutilized areas, while avoiding negative impacts on existing neighborhoods and institutions.



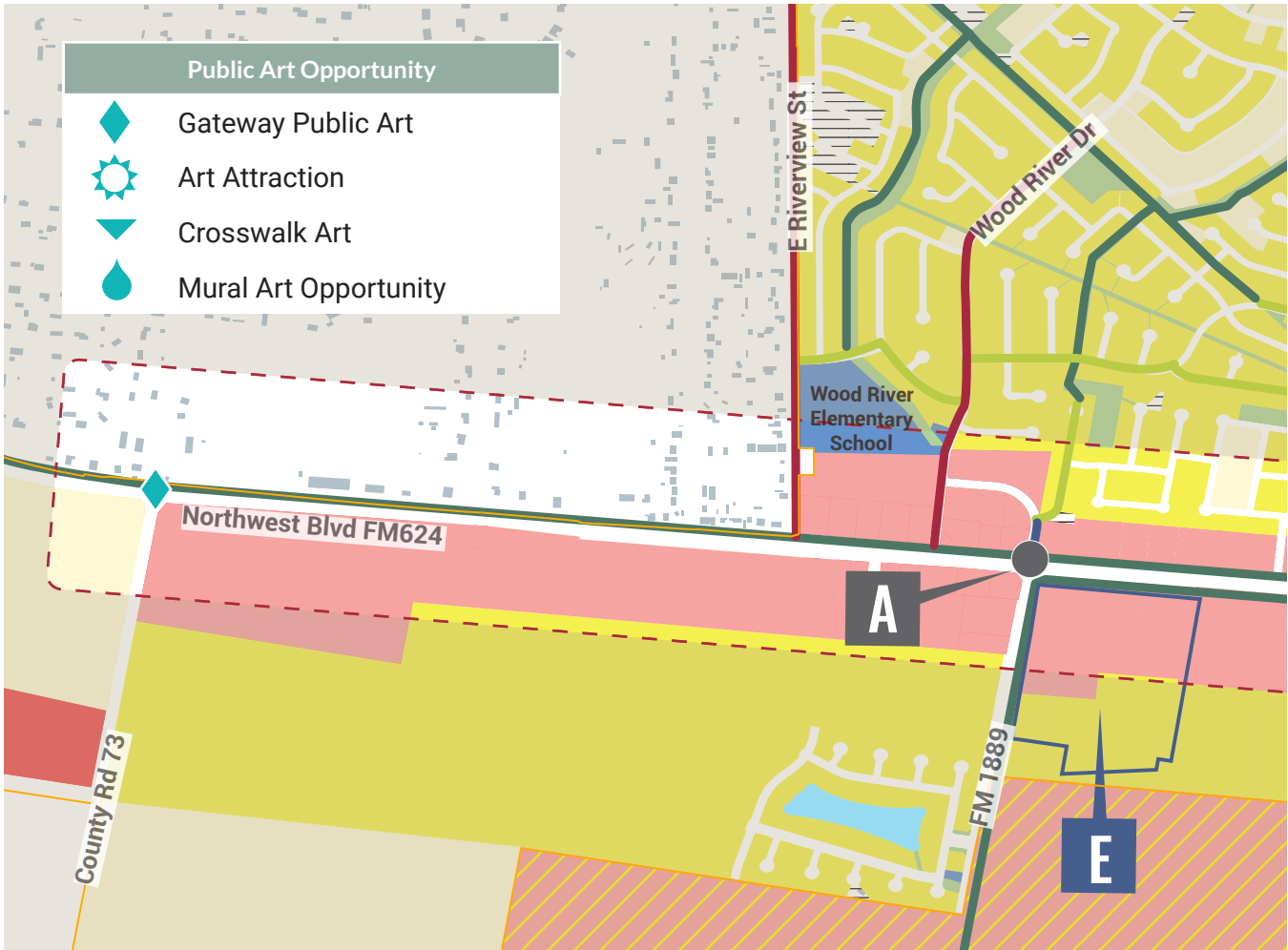
Strategies and Actions	Goals			
	1	2	3	4
Transportation				
T1. Reduce congestion at I-69	✓		✓	
T2. Improve intersections for safety and mobility	✓		✓	
T3. Build active infrastructure along roadways	✓		✓	
T4. Coordinate with ISD to manage traffic demand	✓		✓	
Land Use, Zoning and Business				
L1. Adopt Future Land Use Map Amendment		✓		✓
L2. Relax zoning and other city restrictions for businesses adapting to COVID-19		✓		
L3. Provide small businesses programs that target long-term impacts of COVID-19		✓		
Streetscape				
S1. Reduce lane widths	✓	✓	✓	✓
S2. Enhance planting areas	✓	✓	✓	✓
S3. Expand and plant medians	✓	✓	✓	✓
S4. Design and install signage and banners	✓	✓	✓	✓
S5: Install Public Art	✓	✓	✓	✓

Concept Map















Many of the strategies and actions focus on specific locations within the Corridor. The map below indicates these locations and organizes them by goal. Many other strategies and actions apply more broadly to the

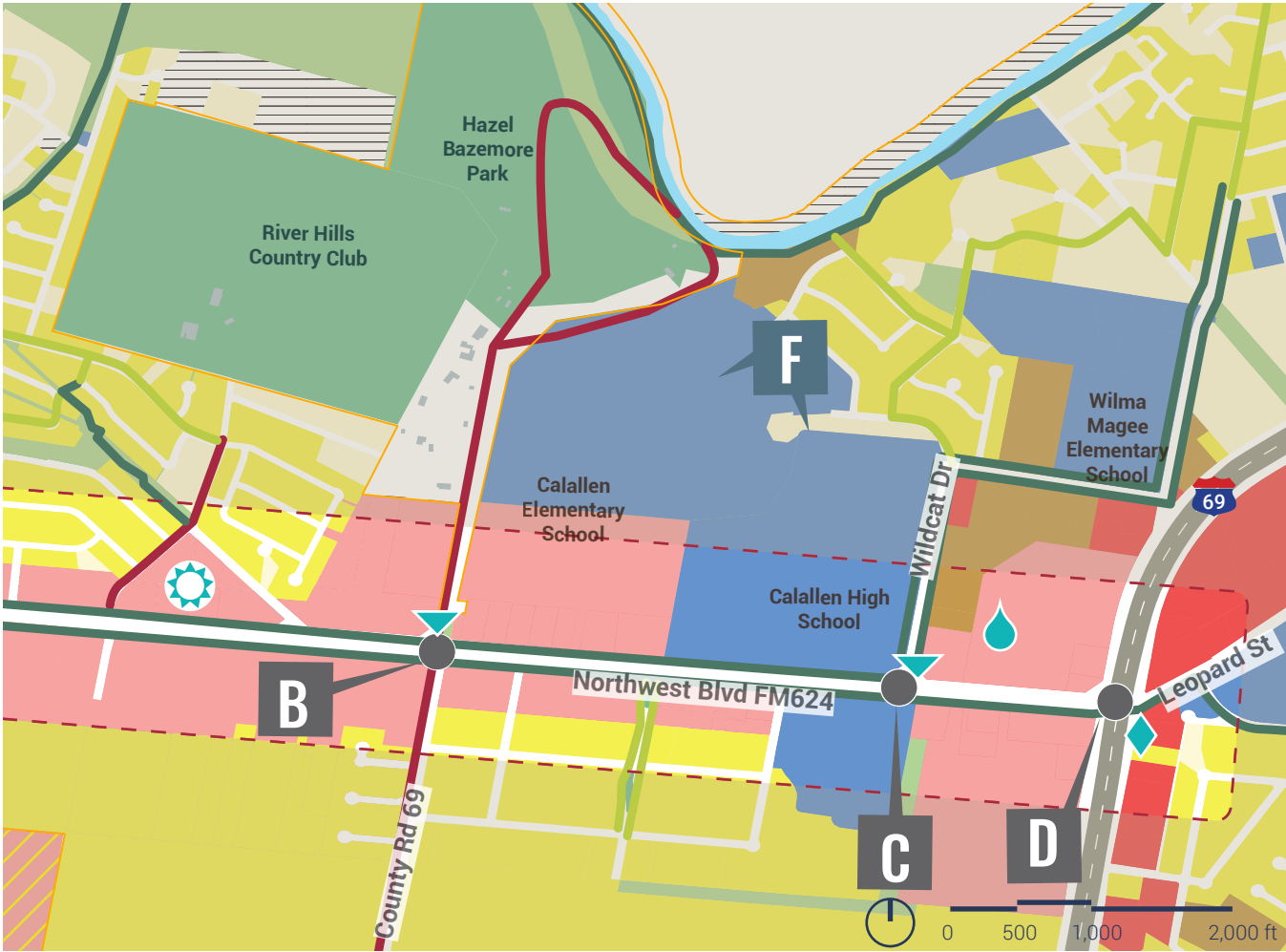
Corridor overall, and do not appear in this map. The strategy descriptions in the following pages and the Implementation Matrix on page 44 offer additional details about these.

Figure 2: Overall Concept Map



- Active Transportation Enhancements**
- Off-road shared use trails** are wide, raised, behind-the-curb paths that provide space for bicyclists and pedestrians to travel in both directions along the path.
 - Buffered bike lanes** are on-street bike lanes with a physical buffer, which may be marked with pavement paint or incorporated vertical elements such as posted bollards, between automobiles and bicyclists.
 - Bike boulevards** are on-street bikeways in which bicyclists share space with automobiles on low speed and low trafficked streets.

Proposed Future Land Use					
	Study area		High-density residential (more than 13 units/ acre)		Light industrial
	Parks and open space		Low-density residential (up to 3 units/ acre)		Permanent open space
	Water		Medium-density residential (4-13 units/ acre, including two-family dwellings)		Government
	City Boundary		Mixed use		Vacant
			Commercial		Planned development



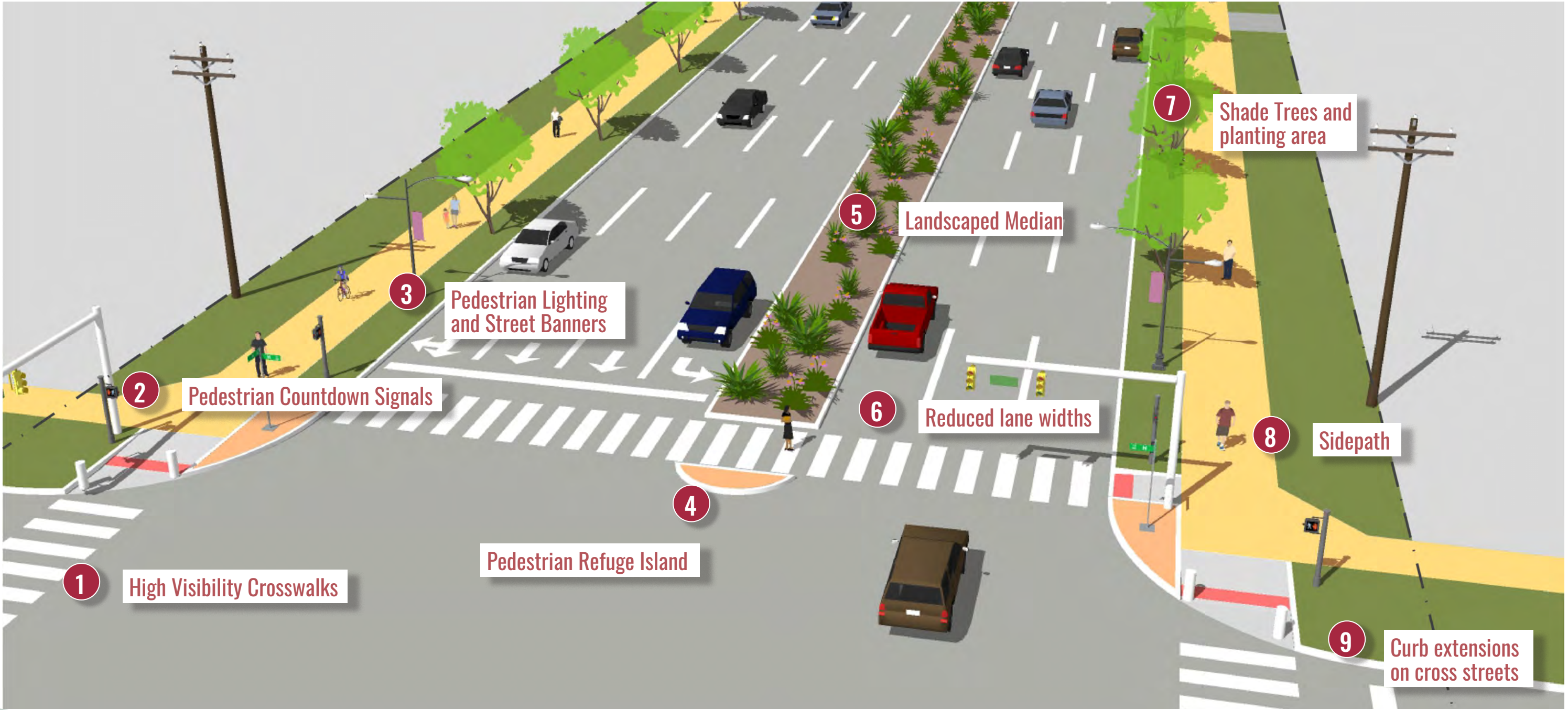
- Intersection Enhancements**
- A** FM 1889 - Ped. countdown signals, crosswalks, curb extensions, ped. refuge island
 - B** CR 69 - Ped. countdown signals, raised crosswalk, curb extensions, ped. refuge island
 - C** Wildcat Drive - Ped. countdown signals, raised crosswalk, curb extensions, ped. refuge island
 - D** US Hwy 77 - Ped. countdown signals; high-visibility crosswalks; ped. refuge island.
- Traffic Circulation Partnerships**
- E** Grocery and Neighborhood retail
 - F** Calallen Elementary and High School

Elements of a Safe, Accessible, and Attractive Northwest Boulevard

Northwest Boulevard's wide right-of-way provides ample room for building roadway design elements that improve safety and accessibility for people driving, walking and biking on Calallen's "Main Street." The diagram below

illustrates how many such features, which are described in detail in the following pages, work together to create a comprehensive, "complete street" that meets the needs of businesses, residents, institutions, and commuters.

Figure 3: Proposed, Model Design for Northwest Boulevard



Transportation Strategies

T1: Reduce congestion at I-69

Goals:

1	2	3	4
✓		✓	

Problem:

Reducing congestion along Northwest Boulevard, particularly between Calallen High School and the IH-69 interchange, emerged as the clear top priority among participants in the planning process; 47% of all survey respondents cited traffic flow and congestion as “the one improvement you’d like to see in the Study Area,” and an additional 6% cited traffic light challenges specifically. 80% “strongly agreed” that “roads should be more convenient for auto traffic with less congestion.” People noted that long back-ups accessing the interstate on-ramps form during morning and afternoon peak periods associated with school opening and dismissal times.

Solution

Several options are available to reduce congestion at the historic “Five Points” intersection of IH-69, Northwest Boulevard, and Leopard Street: reducing traffic demand, expanding interstate throughput capacity, and expanding surface street throughput capacity. The first option has already occurred to the extent that the COVID-19 pandemic has increased working-from-home and virtual learning. However, long-term success for the corridor relies on students returning to classrooms and shoppers returning to businesses. TXDOT is currently studying opportunities to improve traffic flow and entrance and exit movements on IH-69, which could reduce vehicles queuing on surface roads to access the interstate. In the

short term, the City can work with TXDOT to redesign and rebuild the Five Points intersection to more efficiently move traffic.

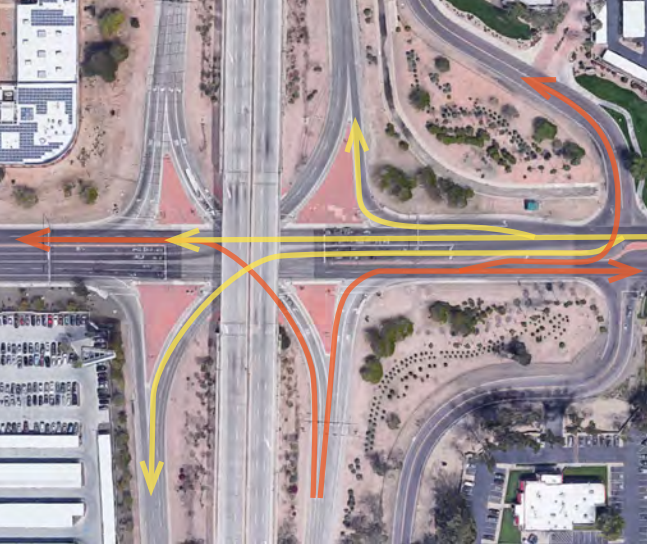
Encouraging greater use of recently improved County Road 52 could reduce demand during peak hours, particularly for traffic heading south. Effective diversion of traffic would eventually increase.

A Single Point Urban Interchange (SPUI) received broad support from survey respondents as a potential innovative solution. A SPUI condenses two signalized intersections into a single intersection with one set of traffic signals, improving efficiency and traffic flow. These are called “urban” because they consume much less right-of-way than other interchange types, such as cloverleafs.

Multilane Roundabouts – unsignalized, circular intersections, offer a second alternative to the existing intersection design. Traffic travels in the same direction

around a central median in two ore more lanes to accommodate exits from the outer lane. Advantages include the elimination of left-hand turns, which are frequent causes of vehicular crashes ; reduced idling during non-peak hours; and traffic calming. However, the drawbacks make roundabouts less viable than a SPUI – they consume much more right-of-way and can be prohibitive for truck traffic. Numerous public comments also suggested that motorists would not understand how multilane roundabouts work, and that the new design could cause crashes.

Regardless of the specific design intervention, the City of Corpus Christi in the short-term should work with TXDOT and the Corpus Christi Metropolitan Planning Organization (MPO) to study alternatives to the existing intersection design and function, identify a preferred design, and allocate funding for design and construction.



Single-point urban interchange (SPUI), Phoenix, AZ. Source: Google Maps



FM624/I-69 Interchange. Source: Google Maps



51st Street Roundabout, Austin. Source: ASCE Texas



Roundabout. Source: Mobility CC

T2: Improve intersections for safety and mobility

Goals:

1	2	3	4
✓		✓	

Problem

Between 2018 and 2019, 272 crashes, resulting in 3 deaths, 4 suspected serious injuries, 12 crashes with non-incapacitating injuries, and 60 crashes involving possible injury occurred in the corridor. Three fatal collisions in the corridor between 2018 and 2019 resulted in the death of one cyclist and two pedestrians. Intersections are frequent locations for traffic crashes. Every pedestrian-vehicle collision occurred near an intersection (River Trail Drive, FM 1889, and Interstate 69E). Numerous survey respondents warned of the need to calm high-speed traffic, particularly at intersections where existing shoulders allow motorists to make turns at high speeds.

Solution

Reducing speed and improving visibility at intersections are proven methods for making roadways safer. Numerous intersection design interventions can effectively calm through-traffic and turning traffic,

including high-visibility crosswalks, raised crosswalks, curb extensions (also known as “bump-outs”), pedestrian countdown signals, and roundabout treatments.

The concept map on pages 10-11 shows locations for recommended priority intersections for these types of traffic calming measures:

IH-69

Numerous crashes have occurred at this major intersection in recent years. The costs are measured not just in human injuries and property damage but also increased traffic congestion and use of emergency response resources.

- Recommendation:** Pedestrian countdown signals; High-visibility crosswalk markings; Pedestrian refuge island.

County Road 69

One mile west of IH-69, this signalized intersection is the next north-south road to extend to County Road 52 and points southward, and therefore is an important alternative route for westbound and eastbound traffic. Northward, it serves Hazel Bazemore County Park and the future Calallen Elementary School.

- Recommendation:** Pedestrian countdown signals; High-visibility crosswalk markings; Raised crosswalks; Curb extensions; Pedestrian refuge island.

Farm-to-Market Road 1889

FM1889 is the next road to the west of CR69 to provide a southern connection to CR52. The H-E-B grocery company (landowner) has installed infrastructure at the large, currently undeveloped parcel to the southeast, and neighborhood retail and new housing are also planned for the vicinity.

- Recommendation:** Pedestrian countdown signals; High-visibility crosswalk markings; Raised crosswalks; Curb extensions; Pedestrian refuge island.

River Trail Drive, Riverview Drive, and East Riverview Street

These three roads serve the low-density residences outside city limits to the north of Northwest Boulevard between FM 1889 and County Road 73. They are each two lane roads and their intersections with Northwest Boulevard are unsignalized. Public feedback indicated unsafe conditions making left turns from the roads onto Northwest Boulevard eastbound. A fatal pedestrian collision also occurred at this part of the corridor in recent years.

- Recommendation:** Roundabout or signal timed to prioritize east-west traffic .



Raised, high-visibility crosswalk in Appleton, WI. *Source: Fox11 News/City of Appleton*



Pedestrian refuge island *Source: NACTO*



Raised, high-visibility crosswalk. *Source: Appleton Department of Public Works*



Curb bump-out. *Source: NACTO*



Pedestrian countdown signal. *Source: Maricopa Association of Governments*

T3: Build active infrastructure along roadways

Goals:

1	2	3	4
✓		✓	

Problem

75% of Visioning Survey respondents “Strongly Agree” (53%) or “Somewhat agree” (22%) that “Northwest Boulevard and area roads should be safer and more accessible and convenient for people to walk or bike along (such as by adding sidewalks, crosswalks, bike lanes, and pedestrian signals).” Recent crashes involving people riding bikes could have possibly been avoided if safer facilities were in place to accommodate them.

Solution

Wide sidewalks and bikeways separated from vehicular traffic are safer and more comfortable than the existing roadway facilities, which consist of wide shoulders west of Calallen High School, and narrow sidewalks immediately adjacent to traffic lanes east of the high school. The City’s adopted Strategic Plan for Active Mobility: Phase 1 Bicycle Mobility (an amendment to MobilityCC) provides guidance for these types of facilities. **Sidepaths** are essentially wide (at least 10’) sidewalks that permit shared use by people walking or bicycling. These are recommended the entire



Sidepath. Source: City’s Strategic Plan for Active Mobility: Phase 1 Bicycle Mobility

length of the north side of Northwest Boulevard within the study area, and on the south side of Northwest Boulevard from FM1889 to IH-69. On-street bike lanes separated by a two-foot pavement marking – known as **buffered bike lanes** – are recommended for less travelled north-south collector roadways, including County Road 69, Riverview Drive, River Hill Drive, and Wood River Drive. **Shared lane markings** (“sharrows”) are appropriate on local, low-volume, low-speed streets that are nonetheless important connectors between destinations, sidepaths and buffered bikeways. The City may pair installation of sharrows with wayfinding and regulatory signage reminding motorists that “Bicycles May Use Full Lane” (MUTCD Section 9B.06). The Concept Map on pages 10-11 illustrates recommended locations for installing each of these facilities.

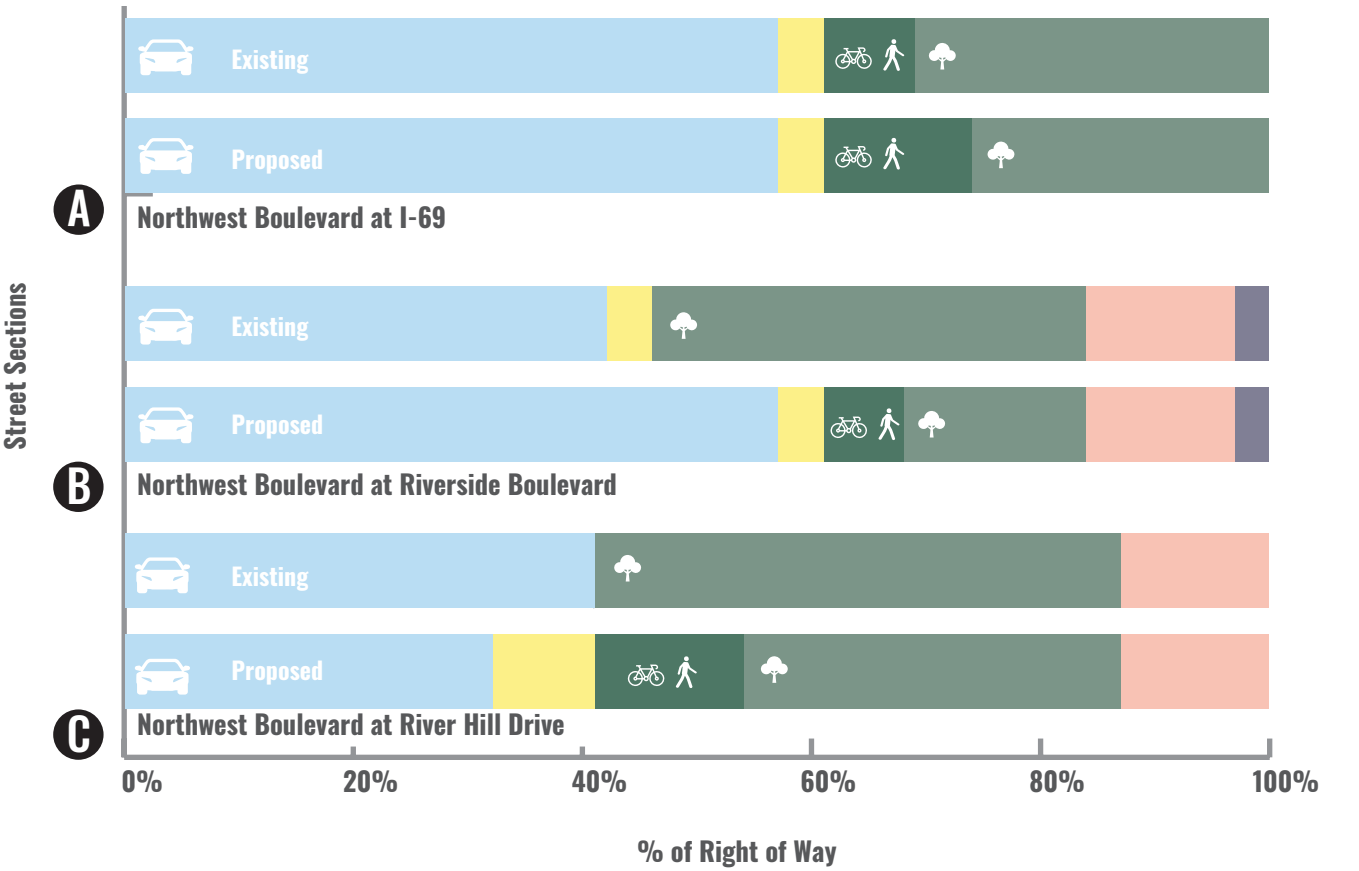
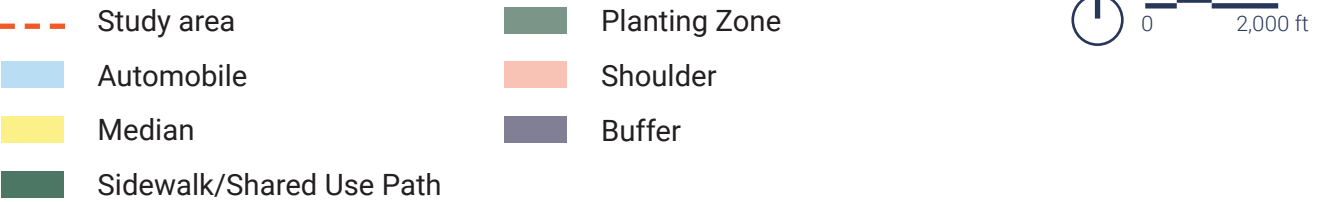
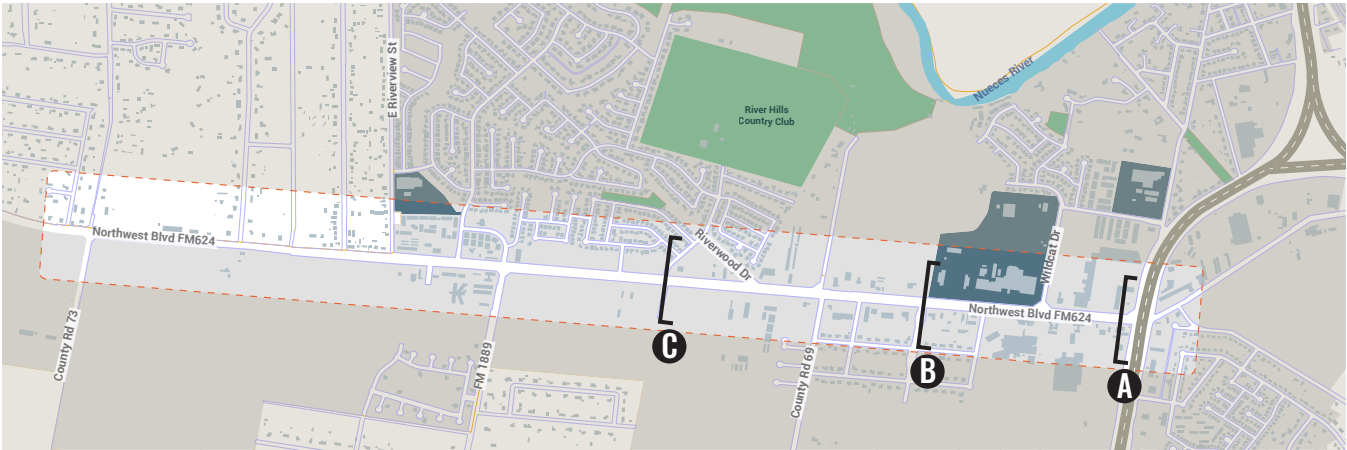


Buffered bike lane. Source: League of American Bicyclists



Shared lane markings. Source: Corpus Christi Caller Times

Figure 4: Summary of Right-of-Way Change



T4: Coordinate with ISD to manage traffic demand

Goals

1	2	3	4
✓		✓	

Traffic congestion on Northwest Boulevard tends to peak during school opening and dismissal times. Closer coordination between the City of Corpus Christi, TXDOT and Calallen ISD can help manage the flow of this traffic and reduce the number of vehicles travelling to and from campuses. This coordination began during the corridor planning process and resulted in short-term actions:

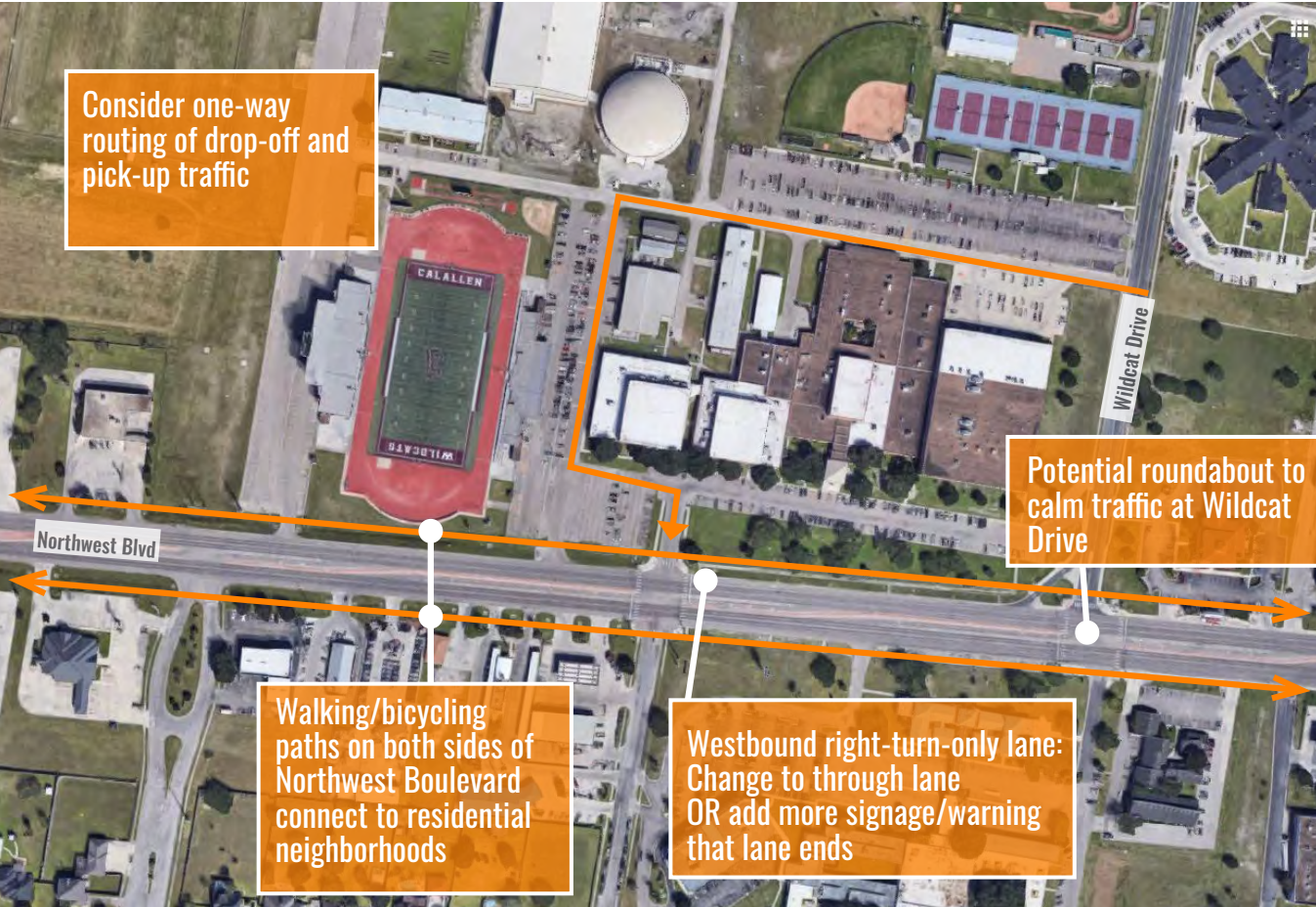
- The City, ISD, and TXDOT will review signal timing at Wildcat Drive and River East Drive for the opportunity to prioritize predominant traffic movements during peak morning and afternoon periods - particularly during the 4pm rush hour.
- TXDOT is working with Callen ISD to produce a traffic management plan designed for special events - namely, football games and the exit of hundreds of vehicles from Calallen High School at once.

Programs can reduce the number of vehicles needing to access the school site for pick-up and drop-off. For instance, parent volunteers and school officials can organize walking school busses, in which parents and guardians drop elementary school students a short distance from campus, and students walk together to school as a group. This program offers the added benefit of increasing children's daily physical activity. More information is available at: http://guide.saferoutesinfo.org/walking_school_bus/



Walking School Bus. Source: New Dream blog

Figure 5: Improved Traffic Circulation



Land Use, Zoning and Business Strategies

Figure 6: Existing Future Land Use Map

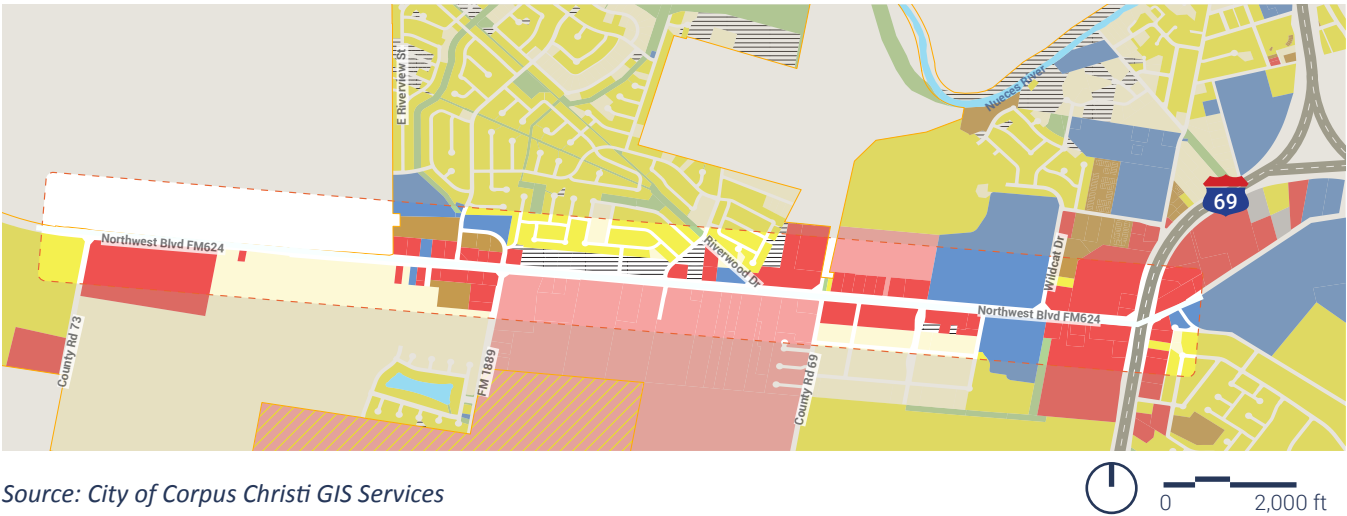
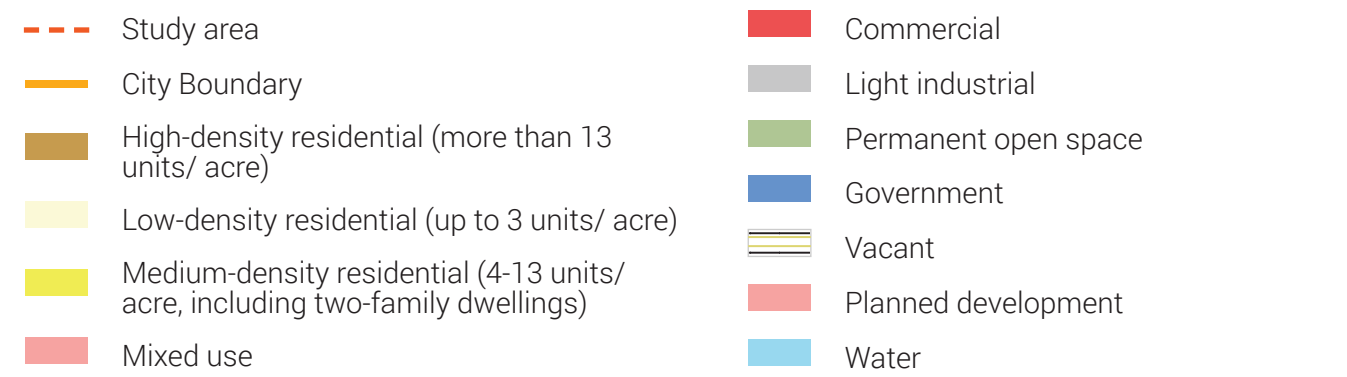
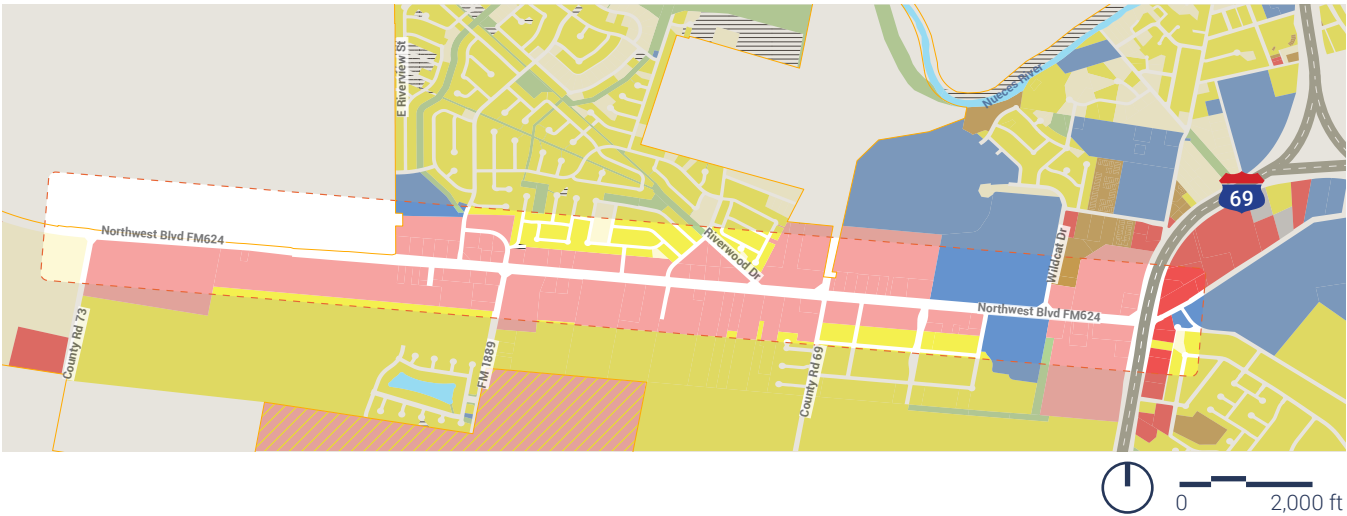


Figure 7: Proposed Future Land Use Map



L1: Adopt Future Land Use Map Amendment

Goals

1	2	3	4
	✓		✓

Problem

While the properties fronting Northwest Boulevard between IH-69 and CR 69 are largely developed, large, undeveloped parcels front the roadway west of CR 69. The PlanCC Comprehensive Plan adopted in 2016 includes a Future Land Use Map for the area, but the Northwest Boulevard Corridor planning process has given the public - and the Planning Division - the opportunity to focus more closely on the Calallen study area.

Visioning survey respondents offered broad support for various principles of new development. 59% somewhat or strongly agreed that “the area should provide more compact, mixed-use development,” while 79% somewhat or strongly agreed that “the area should offer more opportunity for jobs and for opening and growing businesses. 91% said restaurants, including fast food, ice cream shops, and sit-down restaurants, are appropriate on Northwest Boulevard, and nearly 70% of respondents said they are appropriate for side streets. Attracting a full-service grocery store and more dining options was the second most popular response to the question “If you could do one thing to improve the Northwest Boulevard area, what would you do?”

In response to two alternative future land use map scenarios - in which one offers a uniform land use pattern of residential uses set behind commercial uses facing Northwest Boulevard of consistent intensity, and the other proposes a mix of uses fronting the roadway but varying from higher intensity toward the east to low intensity toward the west - survey respondents frequently cited support for commercial uses fronting Northwest Boulevard, but to limit development intensity westward in the corridor in order to mitigate traffic.

Solution

The proposed Future Land Use Map to the left responds to each of the concerns and priorities described above to fulfill the project vision and goals. It combines elements of the two alternatives. This recommendation's intent is to provide only for low-to-moderate intensity commercial or residential uses in the corridor west of FM 1889. However, the Future Land Use Map categories adopted in the PlanCC Comprehensive Plan do not distinguish between low- and high-intensity commercial or mixed uses. Therefore, policymakers considering any proposed changes to the zoning of parcels in this corridor should consult beyond Figure 7 for guidance. The new map proposes the following changes:

- Conversion of Commercial land east of CR 69 to Mixed Use, to incentivize and provide flexibility for redevelopment of aging commercial properties. The intent is not to encourage exclusively residential development directly fronting Northwest Boulevard.
- Conversion of low-density residential land east of CR 69 and south of Northwest Blvd. to “Medium-density residential,” consistent with surrounding residential land and more intense uses of this segment of the corridor.
- Conversion of land south of the 500' buffer from Northwest Boulevard between CR 69 and FM 1889 designated “Mixed Use” to “Medium-density residential.” This designation is recommended over “Commercial” in order to allow flexibility to proposed, large developments that include residential uses as part of compact, mixed-use development. The intent is not to encourage exclusively residential development directly fronting Northwest Boulevard.
- Conversion of land fronting Northwest Boulevard between East Riverview Street and CR 69 currently designated “Commercial,” “High-density residential,” and “Government” and undesignated land to “Mixed Use”

These changes result in a land use plan that allows flexibility necessary for the private real estate development to respond to market demand while respecting community priorities for orderly development.

In addition to adopting the Future Land Use Map changes described above, the City should phase public investment into new site-serving infrastructure to areas south of the Northwest Boulevard that currently lack them. Property owners cited this absence of infrastructure access as a key impediment to development of this area. This should be done in coordination with planned improvements to the roadway itself to reduce impact on existing businesses and residents.

L2: Relax zoning restrictions for businesses adapting to COVID

Goal

1	2	3	4
	✓		

Challenge

COVID-19 has created unprecedented challenges for small and local business owners who, due to coronavirus restrictions, have temporarily closed or reduced services offered. Businesses may have been able to capitalize on temporary financial assistance programs to address gaps in revenue, but as COVID-19 continue to threaten any return to normal, businesses are finding it difficult to make minor, temporary adjustments to their regular operations due to City regulations, or to reduce expenses, such as rent or utility bills. Meanwhile, the study's participants hold the Northwest Boulevard businesses in high regard and value their small-town feel, while also enjoying the diversity of restaurants, retails and goods, and services the corridor offers. The area residents support strategies that would bolster existing and future businesses, especially restaurants and retail, likelihood of surviving the pandemic.



Parking lots provide ample space for restaurant-goers to dine outdoors while socially distancing. Source: Montgomery County Planning Commission

Opportunity

Allow outdoor operations in parking spaces

City Unified Development Code 7.2.2 requires a standard ratio for all commercial zoning districts; restaurants have the lowest ratio at 1 off-street parking spot per 150 square feet of gross floor area. If businesses such as restaurants and retail could extend their services to 50% of its off-street parking spaces, restaurants would be able to accommodate more customers while maintaining social distancing. The City of Houston launched their "More Space"¹ program in August 2020, where at no cost to the business owner, the owner can simply fill out an on-line form stating its intention and proposal to meet the program's requirements.

- Corpus Christi City Code 38-23² restricts no more than two food trucks on a private property. The City may consider granting permission to increase the number of food trucks in a parking lot as long as it does not conflict with the 50% rule previously mentioned.

1. <https://houstontx.gov/mayor/press/2020/more-space-program-restaurants.html#:~:text=The%20new%20program%20allows%20any,strict%20health%20and%20safety%20guidance>.
2. https://library.municode.com/tx/corpus_christi/codes/code_of_ordinances?nodeId=PTIITHCOOR_CH38PEVEMOFOVEITMESO_ARTIINGE_S38-17VEGERE

Collaborate with business owners to transform vacant properties/storefronts into entrepreneurship incubator spaces

Businesses may be faced with vacating their leases due to reduced revenue over time. Temporary permits for pop-ups and incubator spaces can be tedious and cost prohibitive. To help facilitate temporary activations, the City of Austin created a Pop-up retail Ordinance (Section 25-1-364)³ that allows for issuance of temporary Certificates of Occupancy. Permits can be issued for up to 45 days and renewed once for a maximum of 90 days. This opportunity creates the flexibility needed for entrepreneurs while helping bridge the costs of rent and property taxes.

3. https://library.municode.com/TX/Austin/codes/land_development_code?nodeId=TIT25LADE_CH25-1GEREPR_ART9CECOOC_S25-1-364TECEOC

EXISTING PROGRAM

United Corpus Christi Chamber of Commerce Grant Program: up to \$5,000 to businesses with 3-20 employees in economically disadvantaged, vulnerable neighborhoods



Conceptual illustration showing the conversion of a parking lot and adjacent plaza into dining space. Source: Montgomery County Planning Commission

L3: When funding becomes available, continue to provide small business programs that target the long-term impacts of COVID-19

Goal

1	2	3	4
	✓		

Challenge

Available public aid for small businesses and economic opportunity has nearly all been distributed to Corpus Christi businesses and organizations. Unfortunately, the end of the pandemic is likely going to extend through 2021, which will continue to strain small businesses throughout the city.

Opportunity

Create new marketing opportunities for area businesses, such as “shop local” discounts, regular small business “festival” events, etc.

A group of organized businesses can help create an ideal condition for a successful commercial area, promoting each other and contributing to events and special discounts. Marketing and promotions can be an easy first step with a direct impact of attracting foot traffic. At minimum, the group can create a social media campaign, place similarly branded flyers on doorways, and create a discount program for frequent visitors.

EXISTING PROGRAM

United Corpus Christi Chamber of Commerce Small Business of the Day highlights a different business everyday. Loca for Local's outdoor market is a local example of a successful curbside pickup and online ordering system during the pandemic with several small businesses participating

Provide grants or low/no-interest loans to physically adapt brick and mortar stores

These can help fulfill safety standards to keep employers, employees, and customers safe, including plexiglass barriers, walk-up service windows, outdoor seating and shade structures, and social distancing interior modifications.

EXISTING PROGRAM

City of Corpus Christi COVID-19 Recovery and Response Fund: PPE funds for nonprofits and the Small Business (>20 employees) Regional Pandemic Grant Program available from the United Corpus Christi Chamber of Commerce, Port of Corpus Christi, and City of Corpus Christi.

Create a Public Improvement District (PID) that raises tax revenue for local improvements

After business has returned to normal post-COVID, a PID can help the study area’s businesses upkeep public infrastructure like medians and landscaping. Maintenance was raised as a major concern, but beautification of the corridor was a major priority as well. Costs of improvements are paid entirely by property owners within the PID who elect to be included- which is why the timing of this strategy needs to wait for the economic conditions to rebound after COVID-19.

EXISTING POLICY

City of Corpus Christi Resolution 032077 adopted on March 31, 2020 creates the Public Improvement District Policy.



Coordinated marketing flyers can create a cohesive business district. *Source: Steve Mellon / Pittsburgh Post-Gazette*



Businesses need to purchase PPE, such as plexiglass dividers, to protect their customers and employees during the pandemic.. *Source: zoranm/E+/Getty Images*



Other purchases may include social distancing signage. *Source: Kevin Rivoli, The Citizen*

Streetscape Strategies

Goals

1	2	3	4
✓	✓	✓	✓

Problem

Northwest Boulevard’s current design is incomplete. It is characterized by multiple wide lanes in each direction, hardscaped medians that limit left turn access, few sidewalks, and few safe crossing opportunities for pedestrians. The lack of options to walk on the community’s “Main Street” limits opportunities for the types of neighborhood-serving businesses for which project participants voiced support. The lack of ideal walking/biking options also results in residents using a vehicle to get around, further increasing congestion and traffic. Wide lanes in urban areas also encourage higher speeds.

Solution

Northwest Boulevard enjoys a wide, 150-foot right-of-way, and so building roadway design elements that improve safety and accessibility for all modes of travel does not require sacrificing vehicular mobility by eliminating traffic lanes. The diagram on pages 12-13 illustrates how many such features work together to create a comprehensive, “complete street” that meets the needs of all users.

The guidance that follows should be relied upon to inform the design and engineering of future improvements to Northwest Boulevard.

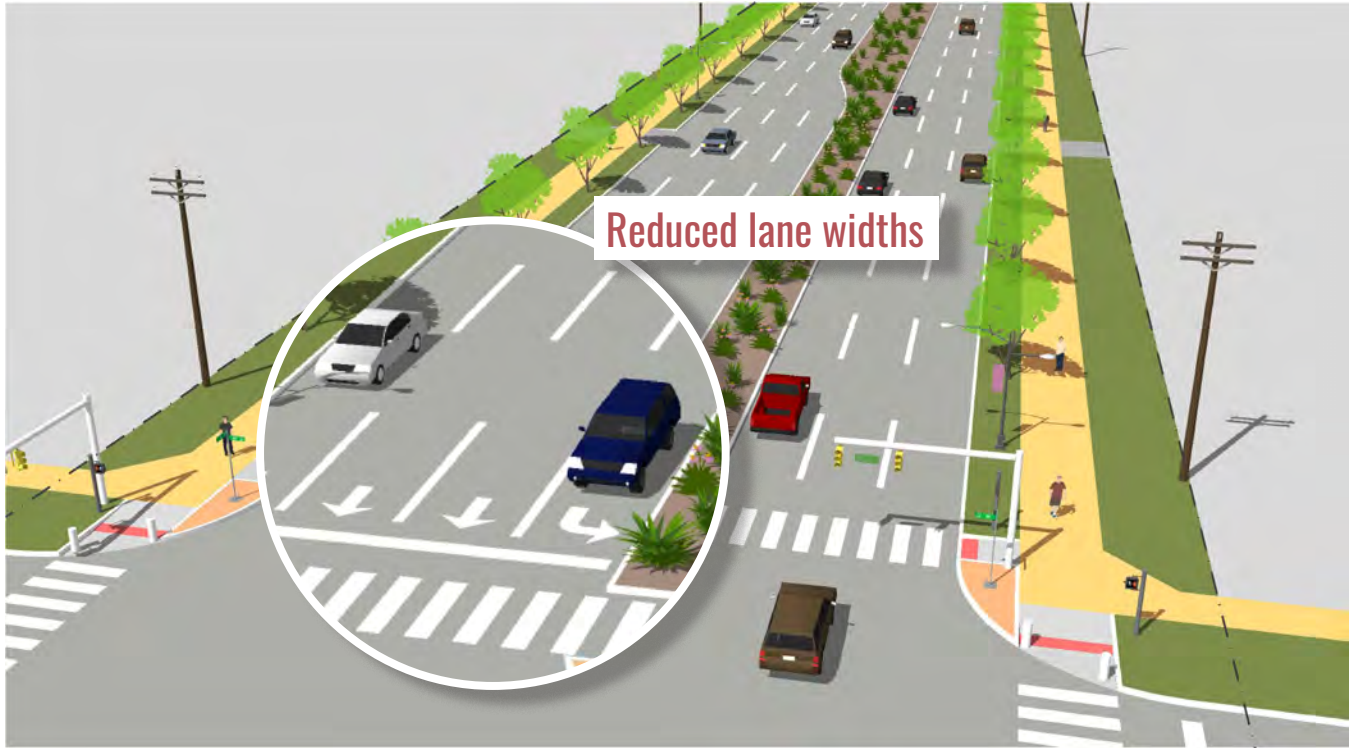
S1: Reduce lane widths

Reducing lane widths discourages speeding while preserving traffic flow capacity, and creates more room for pedestrians to safely cross the street, such as at a wide median, or a curb extension.



FM 624 Eastbound near Riverwood Drive.

Figure 8: Streetscape Elements Diagram



S2: Enhance planting areas

Beyond a comfortable sidewalk, shade is perhaps the next most important street feature to people walking in the Texas sun. Minimum 6' wide planting areas located between the back-of-curb and the sidewalk or sidepath are recommended to accommodate shade trees approved by the City's landscape ordinance and TXDOT. Additional trees may be planted on the outside of sidewalks and sidepaths, between them and the property line.



Shade trees enhance sidewalk comfort. *Source: Duplantis Design Group*

Figure 9: Streetscape Elements Diagram

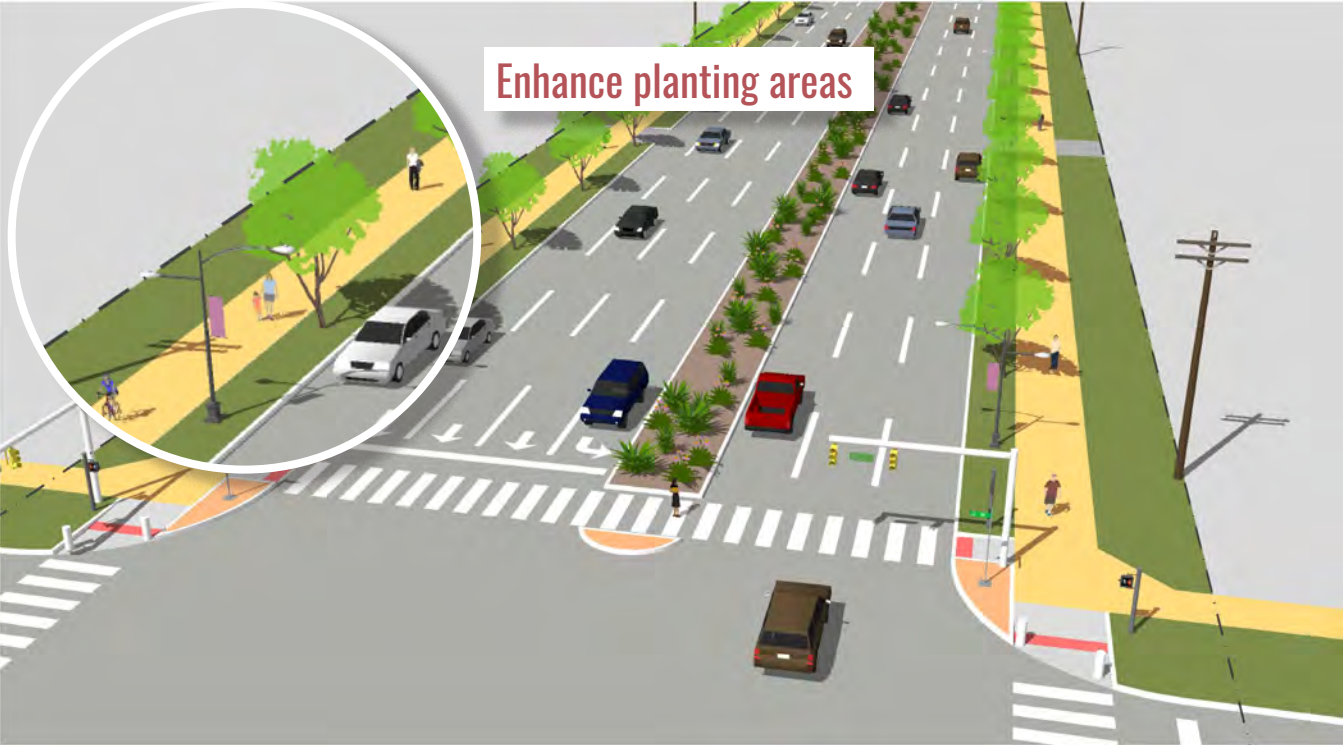


Figure 10: Northwest Boulevard Native Plant Palette

Anacua
Ehretia anacua
Water Use: Low

Texas Mountain-Laurel
Sophora secundiflora
Water Use: Low/Medium

Retama
Parkinsonia aculeata
Water Use: Low/Medium

Little bluestem
Schizachyrium scoparium
Water Use: Low

Inland Sea Oats
Chasmanthium latifolium
Water Use: Medium

Bushy bluestem
Andropogon glomeratus
Water Use: High

Texas Sage
Leucophyllum frutescens
Water Use: Low

Dwarf Wax Myrtle
Agave americana
Water Use: Low

Fire Bush
Hamelia patens
Water Use: Medium

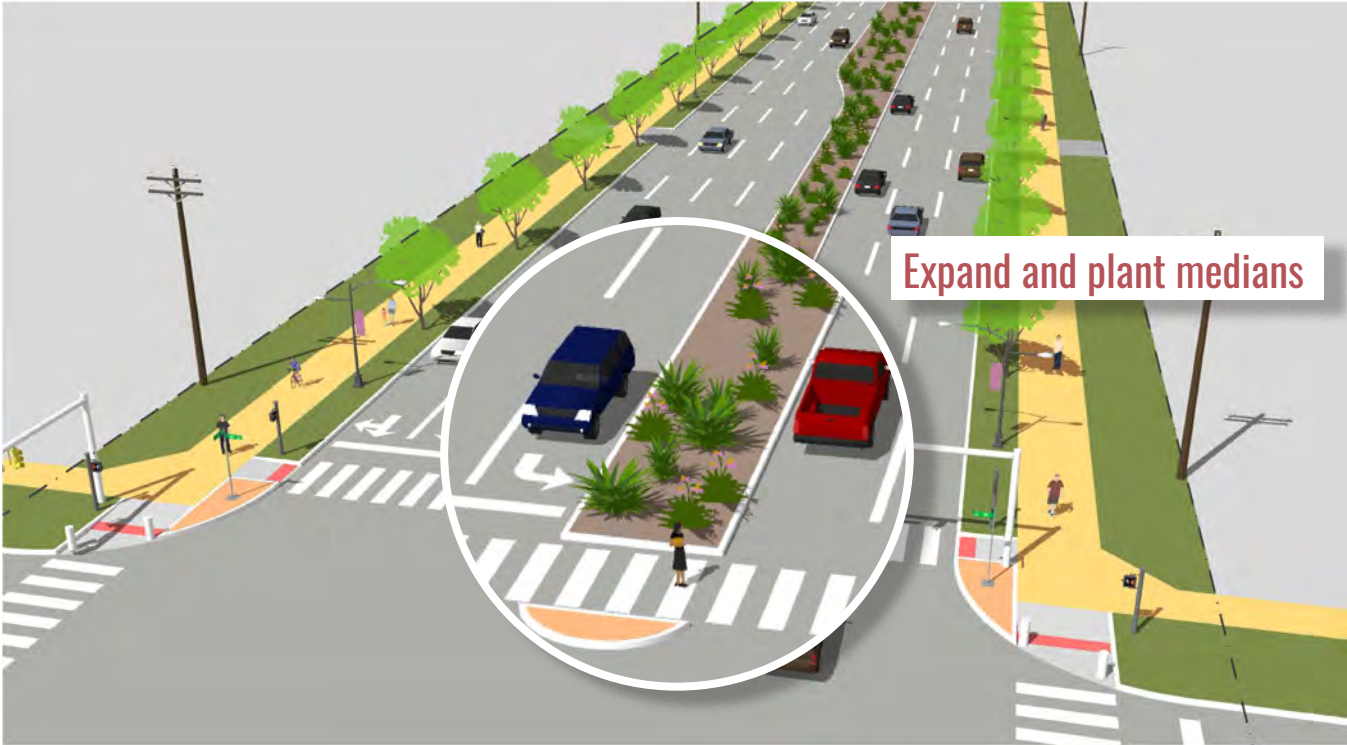
S3: Expand and plant medians

Current medians serve access management purposes, but could be reconfigured to provide safer crossings and a more attractive streetscape. The U.S. Access Board’s Public Rights-of-Way Accessibility Guidelines (PROWAG) require a minimum six-foot wide median to accommodate people crossing each direction of roadway travel. Eliminating the existing striped buffers provided for turning lanes, or narrowing lane widths, can provide the space needed to widen existing medians and build new ones that meet this width requirement. Such medians should be designed with a curbed end cap to better protect the pedestrian from head-on and U-turn traffic while in the area of refuge. PROWAG standards require detectable warning surfaces on each side of the pedestrian refuge to assist the visually impaired or those with disabilities..

Public attitudes toward medians are mixed. Many participants in the first public meeting and respondents to the Visioning Survey warned against investing in median landscapes that the City and State are unable to maintain. Others expressed desire to beautify the roadway by adding plantings along the roadway sides and medians. In response to review of three different median treatments - “Shade,” “Ornamental,” and “Limited,” - a near majority (70 of 144, 49%) preferred Shade, followed by 44 (31%) who preferred the Limited treatment.

Given funding constraints for maintenance, the City should work with TXDOT to at a minimum plant drought-resistant ornamental grasses, perennials, and wildflowers, which absorb stormwater, beautify their environment. and require minimal maintenance.

Figure 11: Streetscape Elements Diagram



Structured plantings on medians with trees. Source: Jimbo.info

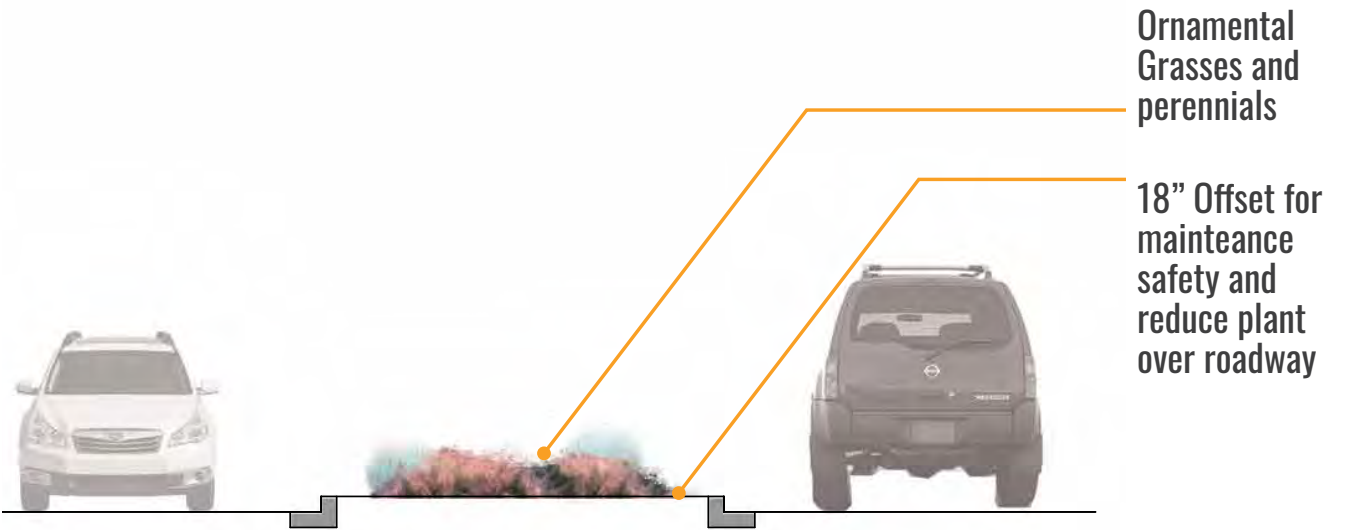


Structured plantings on medians. Source: King of Prussia District



Wildflower plantings on medians. Source: Prairie Restorations, Inc.

Figure 12: Limited Median Landscaping



S4: Design and install signage and banners

Custom branded street signs, wayfinding signage and banners help create a sense of place and distinguish a district. Respondents to the Concepts Survey overwhelmingly supported (101 of 144, 70%) conceptual designs for unique street signage that’s consistent with the identity of the Callalen Independent School District.

Street banners, which typically adorn individual streetlights or may be hung between separate fixtures, even across a street, can supplement branded signage, and be replaced more frequently to mark or advertise seasonal occasions and events, such as festivals or

football games. 90 of 143 Concept Survey respondents (63%) supported this concept.

To support the long-term health and cohesion of the Corridor as a distinct place to live, work and learn, the City should work with the ISD, TXDOT, and community to develop and produce a family of street signage and banner typologies. Initial signage and banner installations should occur toward the eastern side of the Corridor, at intersections with IH-69 southbound, Wildcat Drive, and County Road 69.

Figure 13: Street Signage Options

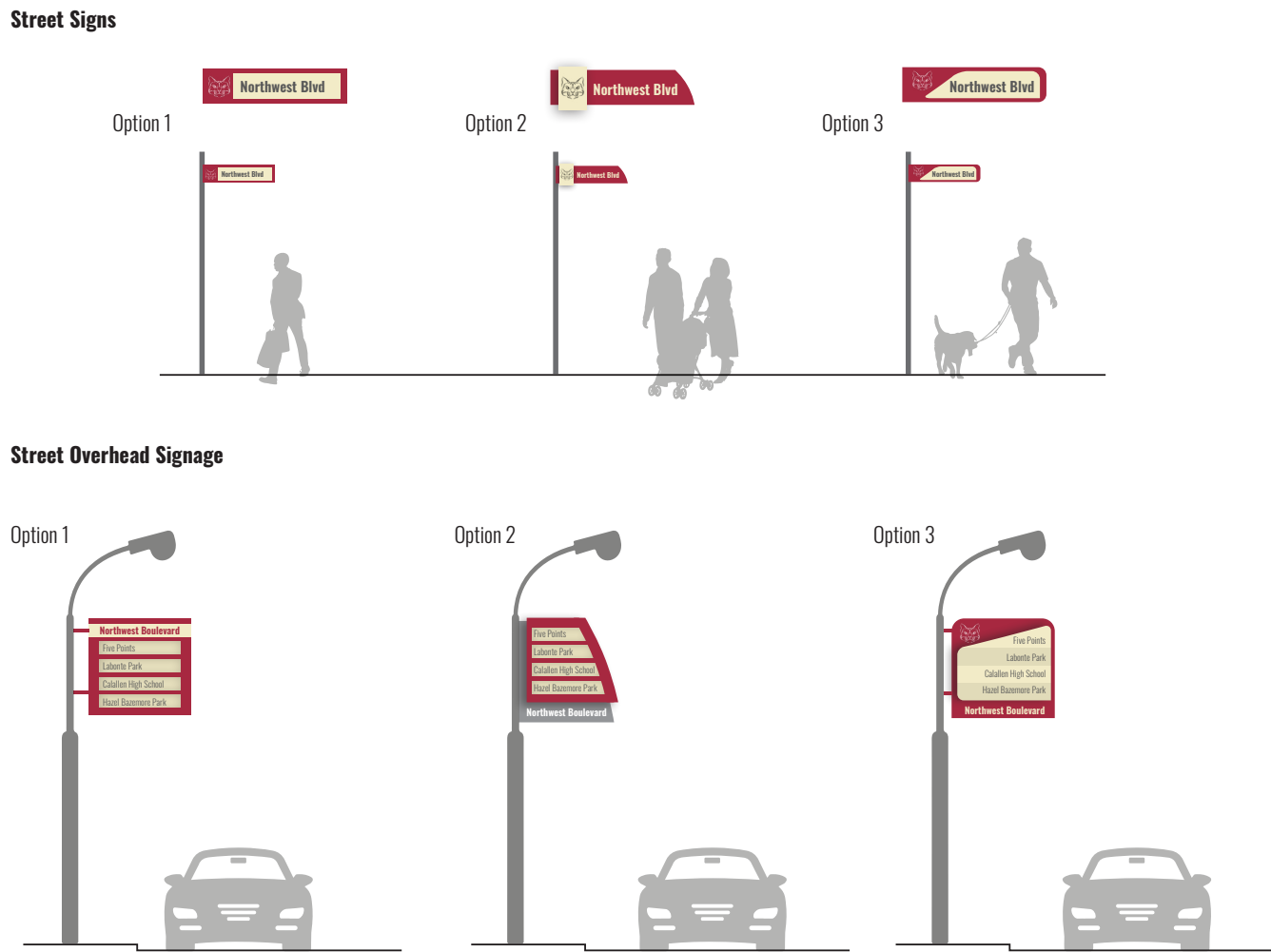


Figure 14: Monument Signage Options



Figure 15: Gateway Options

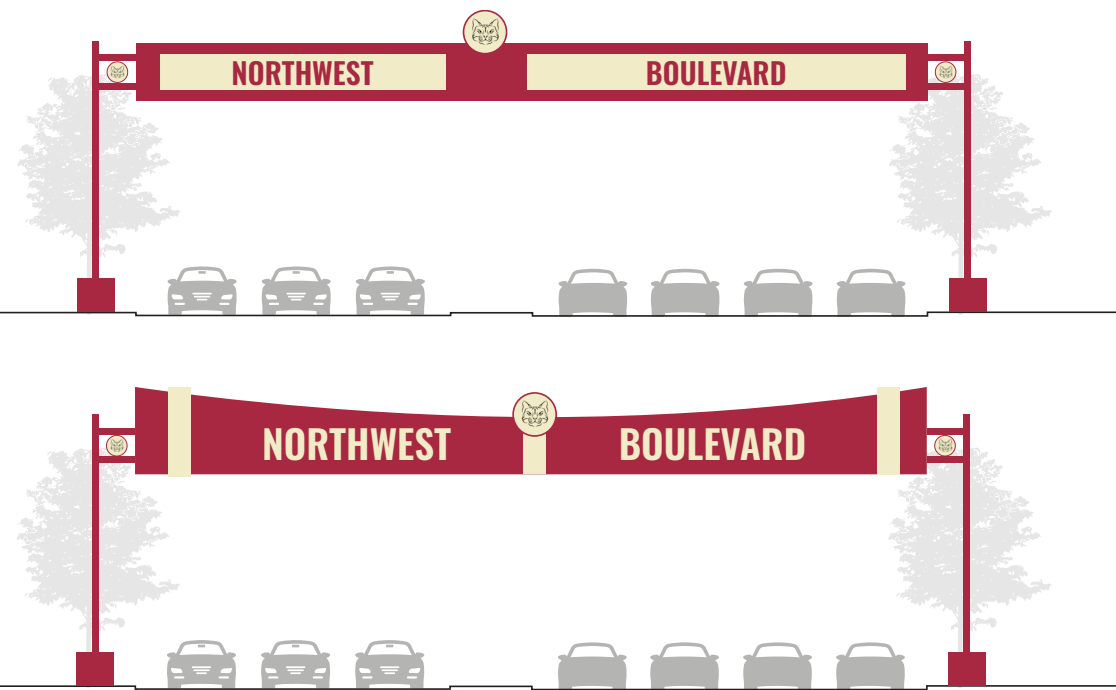


Figure 16: Street Banner Options



S5: Install Public Art

Public art is a way to bring creativity and interest to the Calallen study area, and solidify its identity as a small, tight-knit and family-friendly community. Public art should be made by local artists that reflects local culture and traditions. Blank walls on commercial structures make excellent opportunities for murals, while prominently located, publicly owned land is appropriate for sculptures. 75 of 142 Concept Survey respondents (53%) supported this idea. Art locations are suggested at a variety of strategic locations in the district in the concept map on pages 10-11.

Underpass Art



Toronto Underpass Park.
Source: Justin + Lauren



Existing Underpass Conditions,
potential site for a gateway art.
Source: Google Maps

Crosswalk Art



Crosswalks in Lima.
Source: Carlos Cruz-Diez



Crosswalks near Calallen
High School, potential site for
crosswalk art.
Source: Google Maps

Mural



Historic Walker Lake Mural.
Source: Zakcq Lockrem



Existing Hobby Lobby Wall,
potential site for a mural.
Source: Google Maps

Sculpture Installation



Glass totems in Cathedral Square.
Source: Danny Mingledorff Flickr



Riverwood Drive, potential site
for an art attraction.
Source: Google Maps

IMPLEMENTATION

Overview

If implemented successfully, the strategies detailed in this report will contribute significantly to achieving the community's vision for Northwest Boulevard.

This responsibility rests not just on the City of Corpus Christi, but also its government, nonprofit and business partners who participated in the planning process. The Implementation Matrix that follows organizes all of the Plan's recommended strategies in one place.

Each strategy includes recommended actions and responsible actors, supportive partners, and phasing.

Implementation Matrix

Strategy	Actions	Timeframe	Cost	Potential Funding Sources	Responsible and Partner Entities
Transportation					
1. Reduce congestion at I-69	Study alternatives to existing design, identify preferred design	1 year	Less than \$500,000	FHWA funds allocated through the CCMPO; Local match paid by local tax revenue	City of Corpus Christi, TXDOT
	Allocate/identify funding for design and construction	2 years	None	N/A	City of Corpus Christi, TXDOT
	Complete construction	4 years	Up to \$5 million	FHWA funds allocated through the CCMPO; Local match paid by local tax revenue/capital improvement plan	TXDOT; CCMPO
2. Improve intersections for safety and mobility	Incorporate traffic-calming and pedestrian facilities into designs for prominent intersections	5 years	Less than \$500,000 per intersection	FHWA funds allocated through the CCMPO; Local match paid by local tax revenue/capital improvement plan	City of Corpus Christi, TXDOT; CCMPO

Strategy	Actions	Timeframe	Cost	Potential Funding Sources	Responsible and Partner Entities
3. Build active infrastructure along roadways	Construct sidepaths as recommended along Northwest Boulevard	5 years	Up to \$5 million	FHWA funds allocated through the CCMPO; Local match paid by local tax revenue/capital improvement plan	City of Corpus Christi, TXDOT; CCMPO, CCRTA
	Install buffered bike lanes along recommended roadways	3 years	Less than \$250,000	City Capital Improvement Plan	City of Corpus Christi, TXDOT
	Install shared-lane markings and signage along recommended roadways	3 years	Less than \$100,000	City Capital Improvement Plan	City of Corpus Christi, TXDOT
4. Coordinate with ISD to manage traffic demand	Review signal timing at Wildcat Drive and River East Drive to prioritize predominant traffic movements during peak morning and afternoon periods - particularly during the 4pm rush hour.	1 year	None	N/A	City of Corpus Christi, TXDOT, Calallen ISD
	Produce and execute a traffic management plan designed for special events	1 year	None	N/A	City of Corpus Christi, TXDOT, Calallen ISD
	Organize a walking school bus program and other activities to encourage walking and biking to school	2 years	None	N/A	Calallen ISD

Strategy	Actions	Timeframe	Cost	Potential Funding Sources	Responsible and Partner Entities
Land Use, Zoning and Business					
5. Adopt Future Land Use Map Amendment	Hold necessary Planning Commission and City Council hearings to approve adoption of updated Future Land Use Map (Figure 7, page 22)	1 year	None	N/A	City of Corpus Christi
	Phase investment into new water, wastewater, and drainage infrastructure in areas south of Northwest Boulevard	1-10 years	Up to \$7 million to be determined through engineering assessment and negotiation of shared costs with developers.	City Capital Improvement Plan	City of Corpus Christi; Nueces County

Strategy	Actions	Timeframe	Cost	Potential Funding Sources	Responsible and Partner Entities
6. Relax zoning and other city restrictions for businesses adapting to COVID-19	Direct City staff to explore a temporary program to expand businesses' outdoor operations into off-street parking. Seek City Council approval.	1 year	None	N/A	City of Corpus Christi
	Direct City staff to create a temporary Certificate of Occupancy program for entrepreneurs in vacant properties. Seek City Council approval.	1 year	None	N/A	City of Corpus Christi

Strategy	Actions	Timeframe	Cost	Potential Funding Sources	Responsible and Partner Entities
7. Provide small businesses programs that target long-term impacts of COVID-19	Encourage Northwest Boulevard businesses to organize and create marketing opportunities for the area. The City will provide ombudsman services.	1 year	None	N/A	Northwest Boulevard businesses; City of Corpus Christi
	Continue to provide small and local business resources for low/no-cost loans	1 year	None	Federal and State grants, Philanthropic grants	City of Corpus Christi Small Business Recovery Program
	Direct City staff to determine if the Northwest Boulevard area would benefit from a new Public Improvement District.	2 years	None	N/A	City of Corpus Christi and property owners

Strategy	Actions	Timeframe	Cost	Potential Funding Sources	Responsible and Partner Entities
Landscape/Streetscape					
8.Improve streetscape	Design and build enhancements to existing and future conditions of Northwest Boulevard to include narrower lane widths	5 years	Less than \$100,000	FHWA funds allocated through the CCMPO; Local match paid by local tax revenue/capital improvement plan	City of Corpus Christi, TXDOT; CCMPO
	Design and build enhancements to existing and future conditions of Northwest Boulevard to include street trees	5 years	Less than \$500,000	FHWA funds allocated through the CCMPO; Local match paid by local tax revenue/capital improvement plan	City of Corpus Christi, TXDOT; CCMPO
	Design and build enhancements to existing and future conditions of Northwest Boulevard to include minimally landscaped, expanded medians	5 years	Less than \$1 million	FHWA funds allocated through the CCMPO; Local match paid by local tax revenue/capital improvement plan	City of Corpus Christi, TXDOT; CCMPO

Funding the Plan

MPO/TXDOT Funds

A combination of local, state, federal and even philanthropic funding sources will be necessary to fully implement the Northwest Boulevard Corridor Plan. As of the report's writing, funding has not been allocated to support all of the improvements and programs recommended in the Corridor Plan.

TXDOT and the CC Metropolitan Planning Organization have included \$18 million in the regional Transportation Improvement Plan (TIP) to expand Northwest Boulevard from four to six lanes with a median, from CR 69 to FM 73, citing traffic volumes and the roadway's designation as a Hurricane Evacuation Route.

This Plan has documented several reasons to prioritize funding for roadway improvements outside of capacity expansion, including public desire to mitigate new traffic to the corridor, and to fix existing safety and accessibility problems.

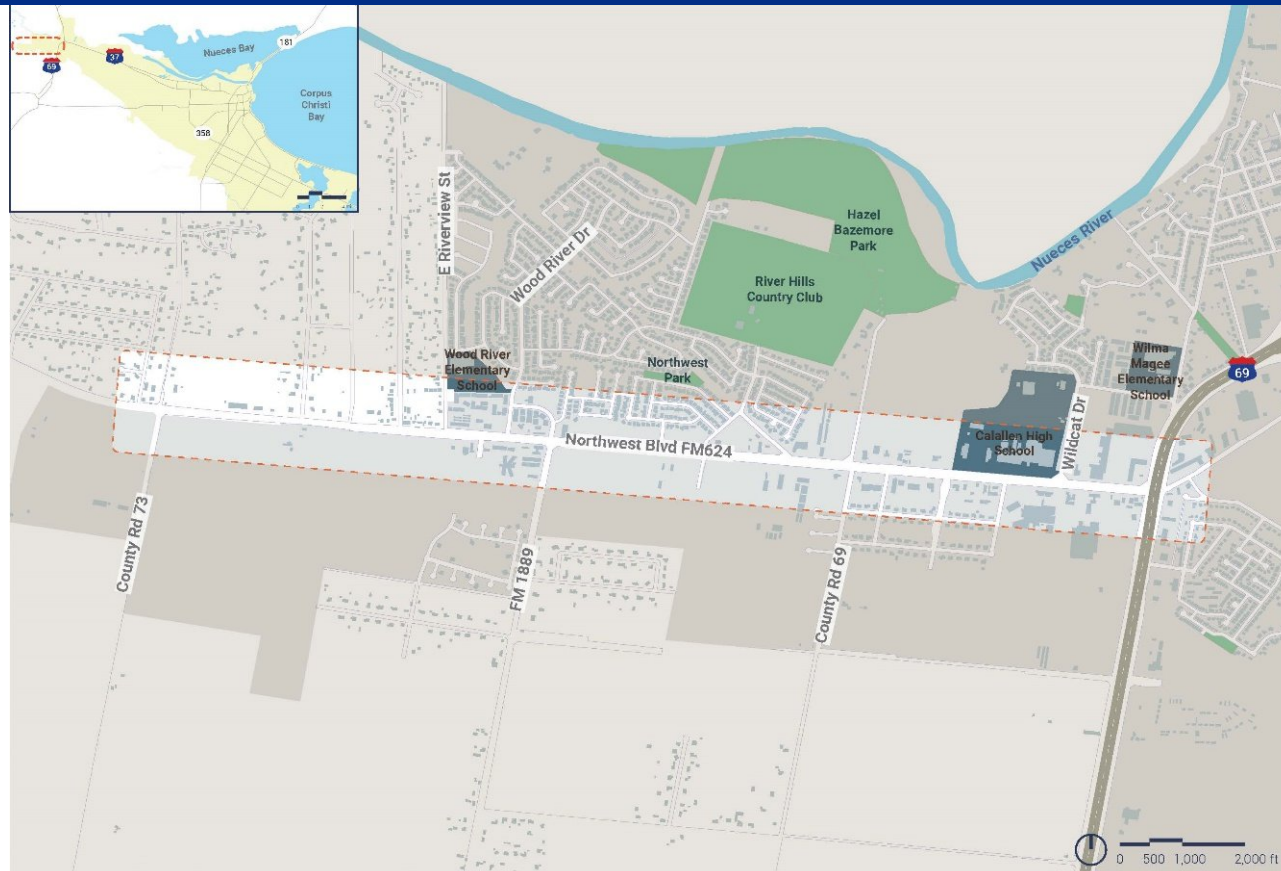
Northwest Boulevard (FM 624) Corridor Plan



Planning Commission Presentation
November 11, 2020



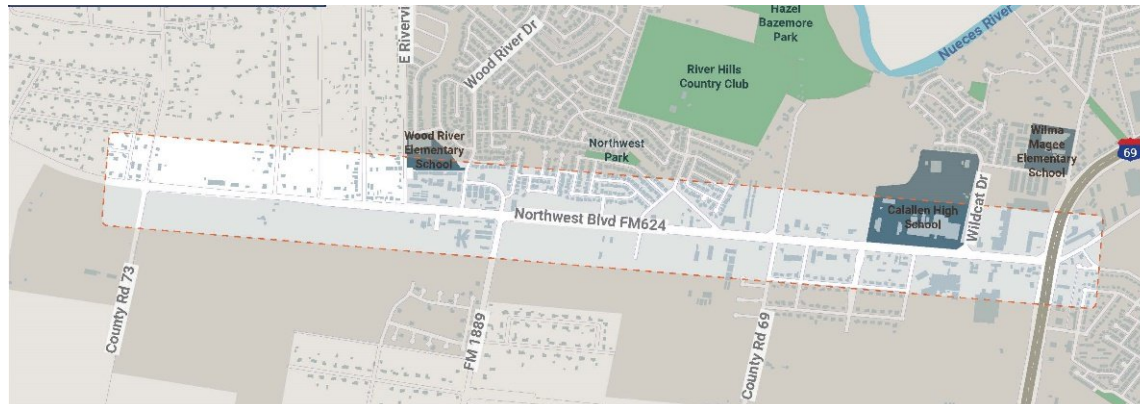
About the Project





About the Project

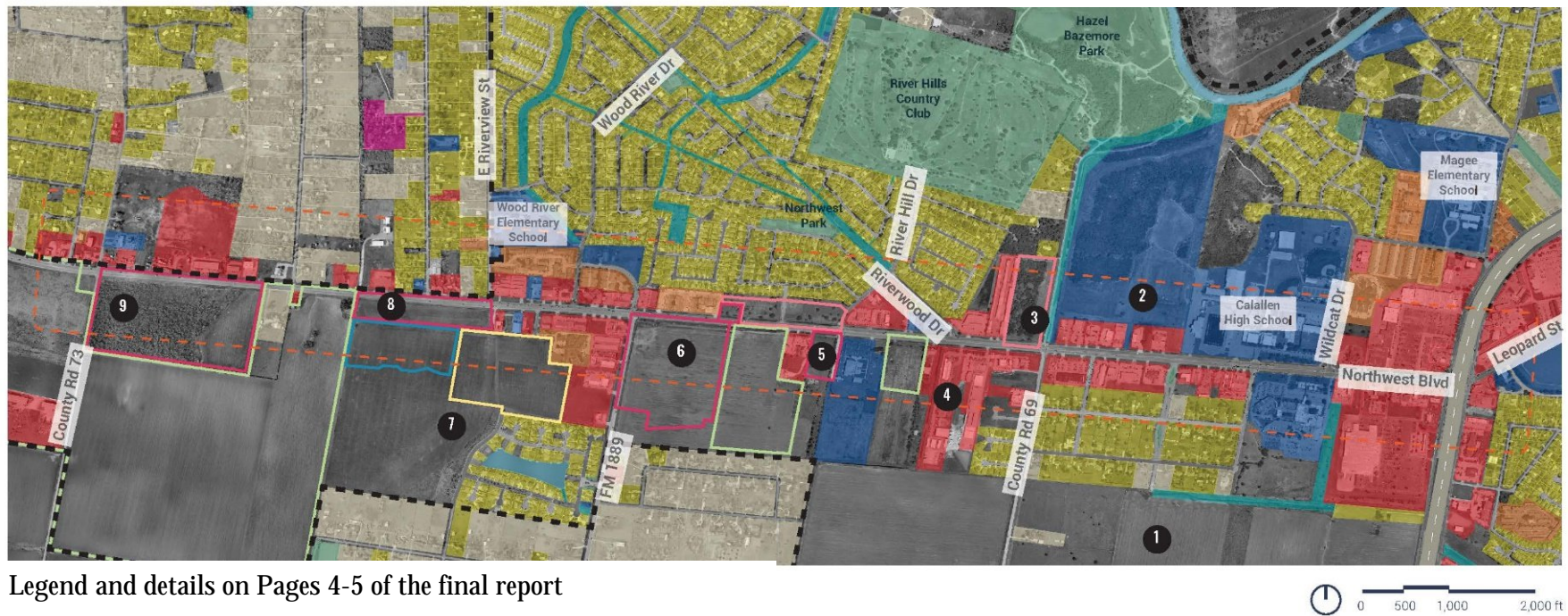
- Effort to proactively plan for orderly and attractive growth consistent with the community's vision.
- First step toward creating an attractive and safe corridor for all users
 - Motorists, pedestrians, bicyclists, bus riders, and those with limited mobility.
- Corridor is prioritized in the MPO's Transportation Improvement Plan
 - Expansion from 4 to 6 lanes with a median from CR 69 to CR 73 (\$18M)





Planned Developments

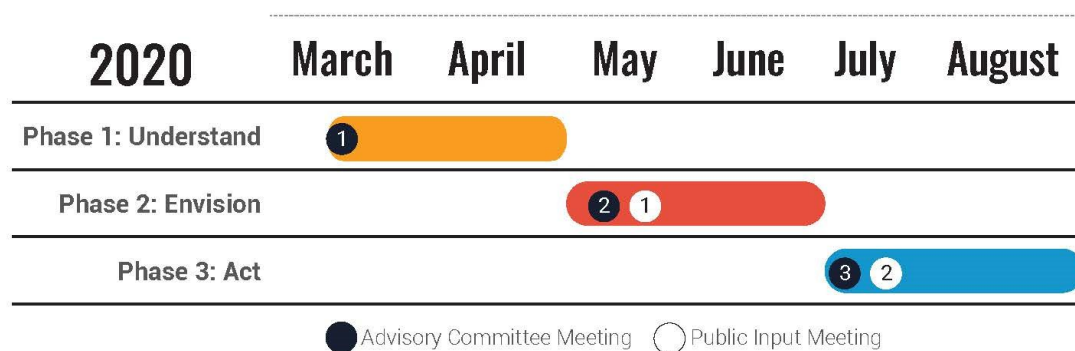
Figure 1: Study Area Existing Land Uses and Planned Developments



Legend and details on Pages 4-5 of the final report



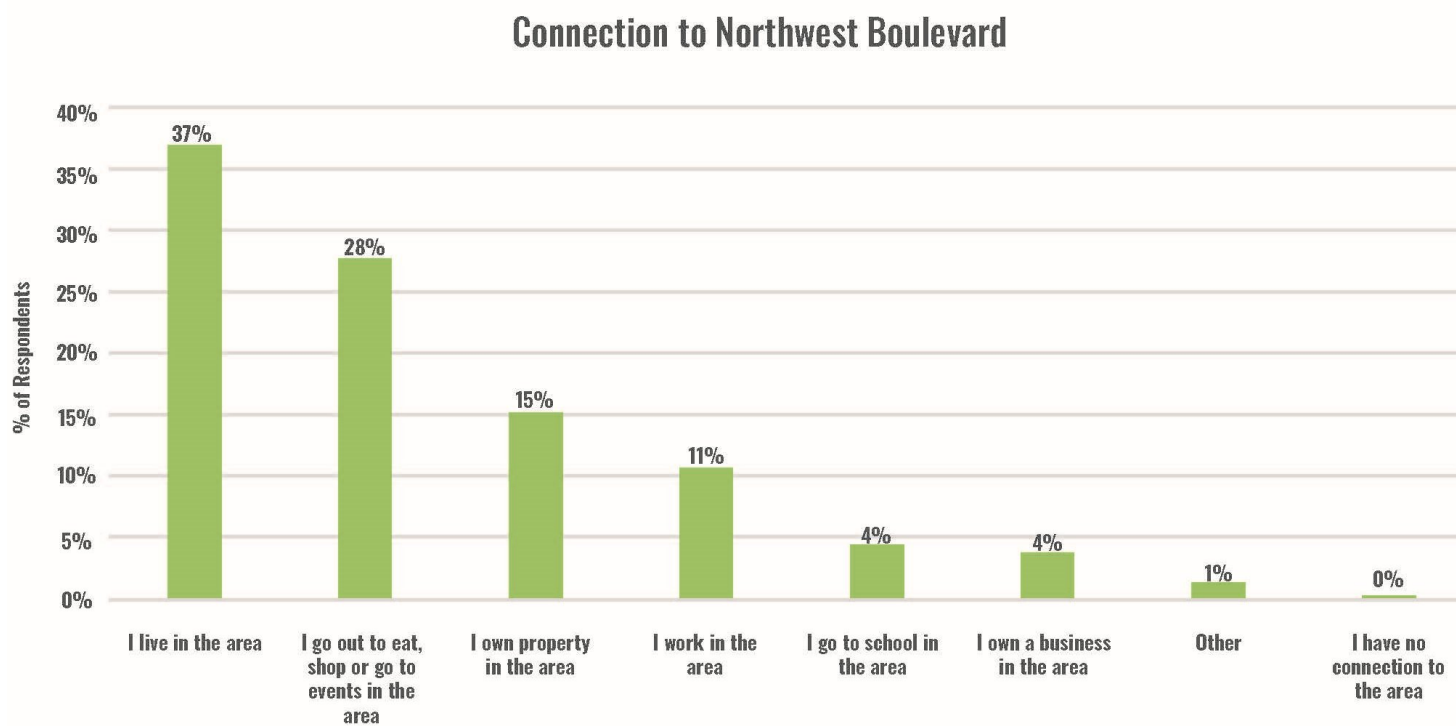
Public Engagement



- Two online surveys received a combined 590 responses
- One online mapping tool to identify issues and assets
- Two virtual public meetings
- Three Advisory Committee meetings
- Individual stakeholder discussions

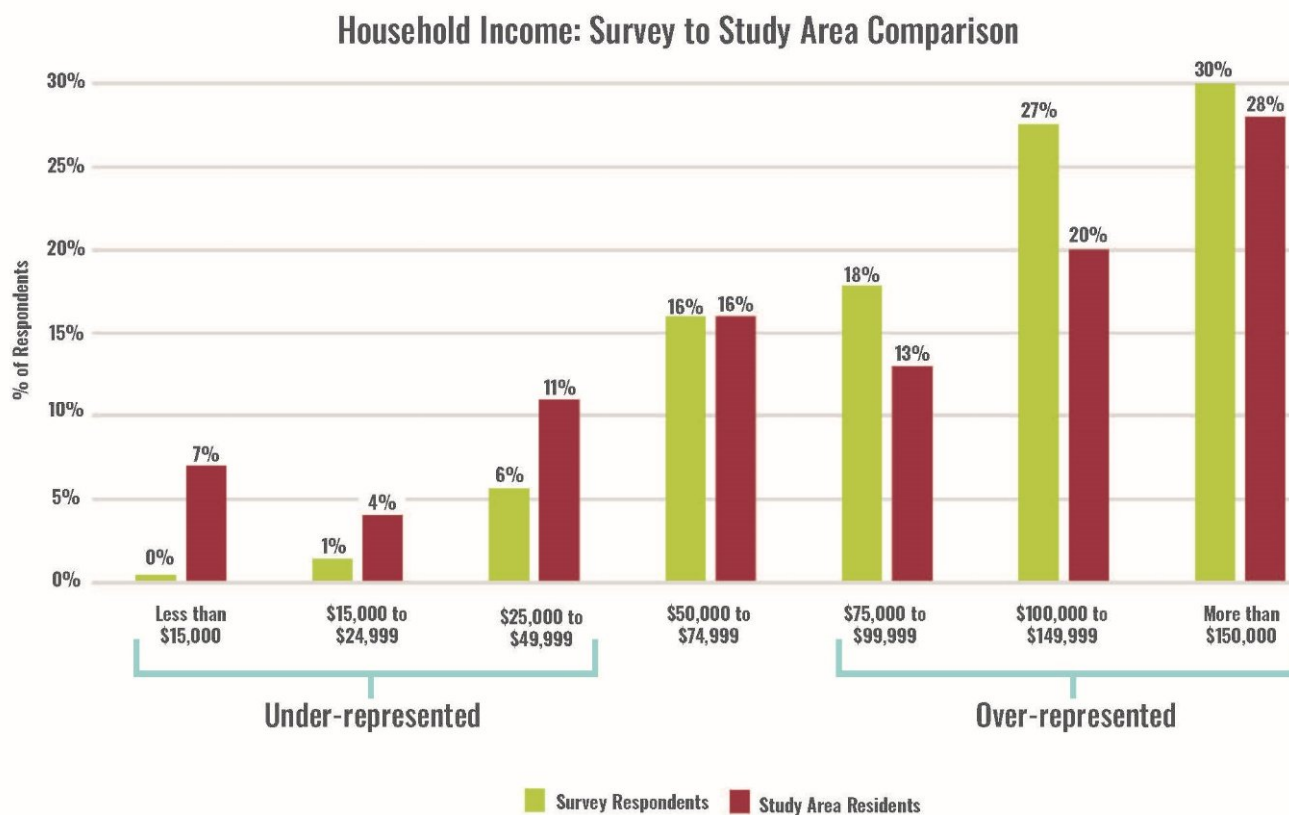


Vision Survey Results





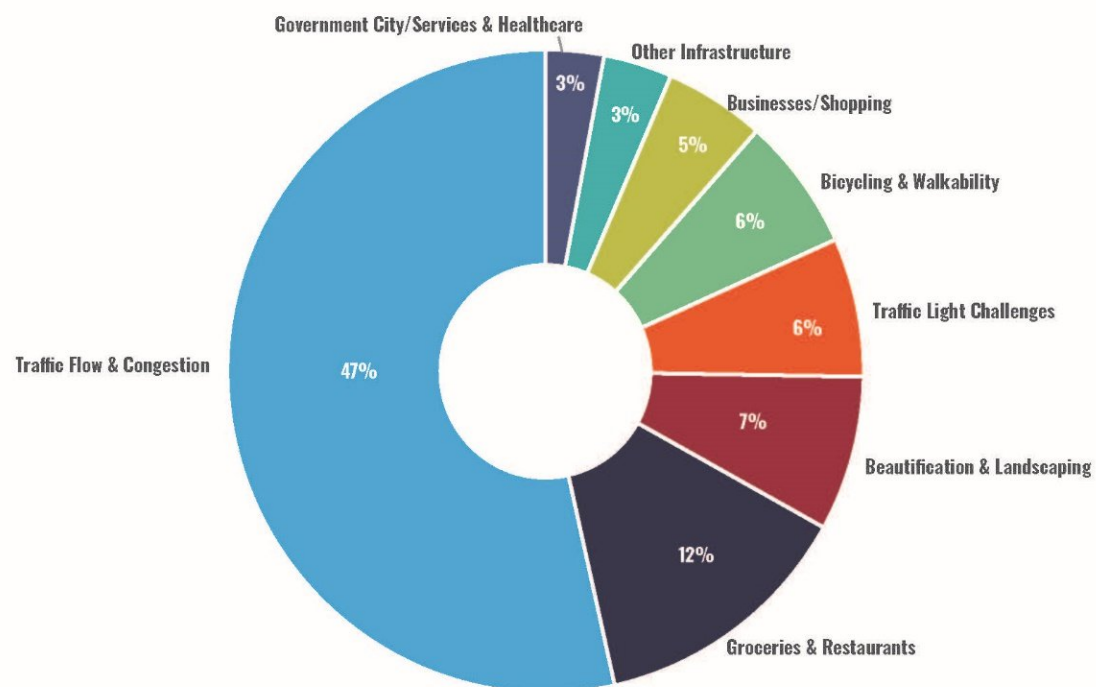
Vision Survey Results





Vision Survey Results

Name one improvement you'd like to see in the Study Area





Vision Survey Results



Reduce Traffic Congestion



80% Strongly Agree

Roads should be more convenient for auto traffic with less congestion



Vision Survey Results



Develop a Grocery Store and Dining Options



Hat Creek Burger Company, Austin, Texas



H-E-B

Desire for a grocery store and for more restaurant options, particularly family-friendly dining in options



Vision Survey Results



Enhance Beautification and Landscaping

#1 Write In
on additional thoughts for
improving the Northwest
Boulevard area

"This area is the future of Corpus Christi and is the first impression for tourists and visitors coming here. Make it more attractive and accessible so they want to return."





Vision Survey Results

Improve Pedestrian and Bicyclist Safety



Over 50% Strongly Agree
Northwest Boulevard area
roads should be safer
and more accessible and
convenient for bicyclists and
pedestrians



Vision Survey Results



Mixed Results on Housing



The majority (55%) agrees or strongly agrees that **"people who work in the area should be able to find housing within their means in the area."**



However, **only 30%** agree or strongly agree that **"the area should provide a wider variety of housing options for different types of households."**



The Vision

Northwest Boulevard is Calallen's "Main Street," providing the amenities of a prosperous neighborhood center in a small, tight-knit community. The Boulevard is a welcoming, diverse, and family-friendly place where people go to shop, gather, invest in businesses, play and raise a family.





Goals Identified

Northwest Boulevard's future is:

1) Safe, accessible and easy for people of all ages and abilities to get around.

- » Congestion is less frequent, making it easier for people to get around and navigate the neighborhood
- » Traffic is calmed, making it safer for people to drive, walk across, and bike along the boulevard
- » Streets and sidewalks are accessible, and built to ADA standards

2) Prosperous, with a strong local economy anchored by small businesses

- » A variety of neighborhood restaurants and retail outlets offer a diverse array of goods, services, and family-friendly experiences
- » Businesses can receive support and incentives from public entities to recover from loss of income



Goals Identified

Northwest Boulevard's future is:

3) Healthy for people and nature, with opportunities to be active outdoors.

- » Trees and vegetation provide shade and help drain stormwater
- » Trails are easily accessible for walking, hiking and biking

4) Attractive and orderly, with new development that fits into a cohesive whole

- » Public infrastructure is expanded to areas planned for development
- » Public art and neighborhood branding convey a sense of place and beautify the public realm
- » Wayfinding signage draws attention to neighborhood attractions and guides visitors
- » Regulation of commercial signage ensures a consistent, physical appearance along the Boulevard



Strategies & Actions

Transportation

Strategies and Actions	Goals			
	1	2	3	4
Transportation				
T1. Reduce congestion at I-69	✓		✓	
T2. Improve intersections for safety and mobility	✓		✓	
T3. Build active infrastructure along roadways	✓		✓	
T4. Coordinate with ISD to manage traffic demand	✓		✓	

Land Use, Zoning & Business

Strategies and Actions	Goals			
	1	2	3	4
Land Use, Zoning & Business				
L1. Adopt Future Land Use Map Amendment		✓		✓
L2. Relax zoning and other city restrictions for businesses adapting to COVID-19		✓		
L3. Provide small businesses programs that target long-term impacts of COVID-19		✓		

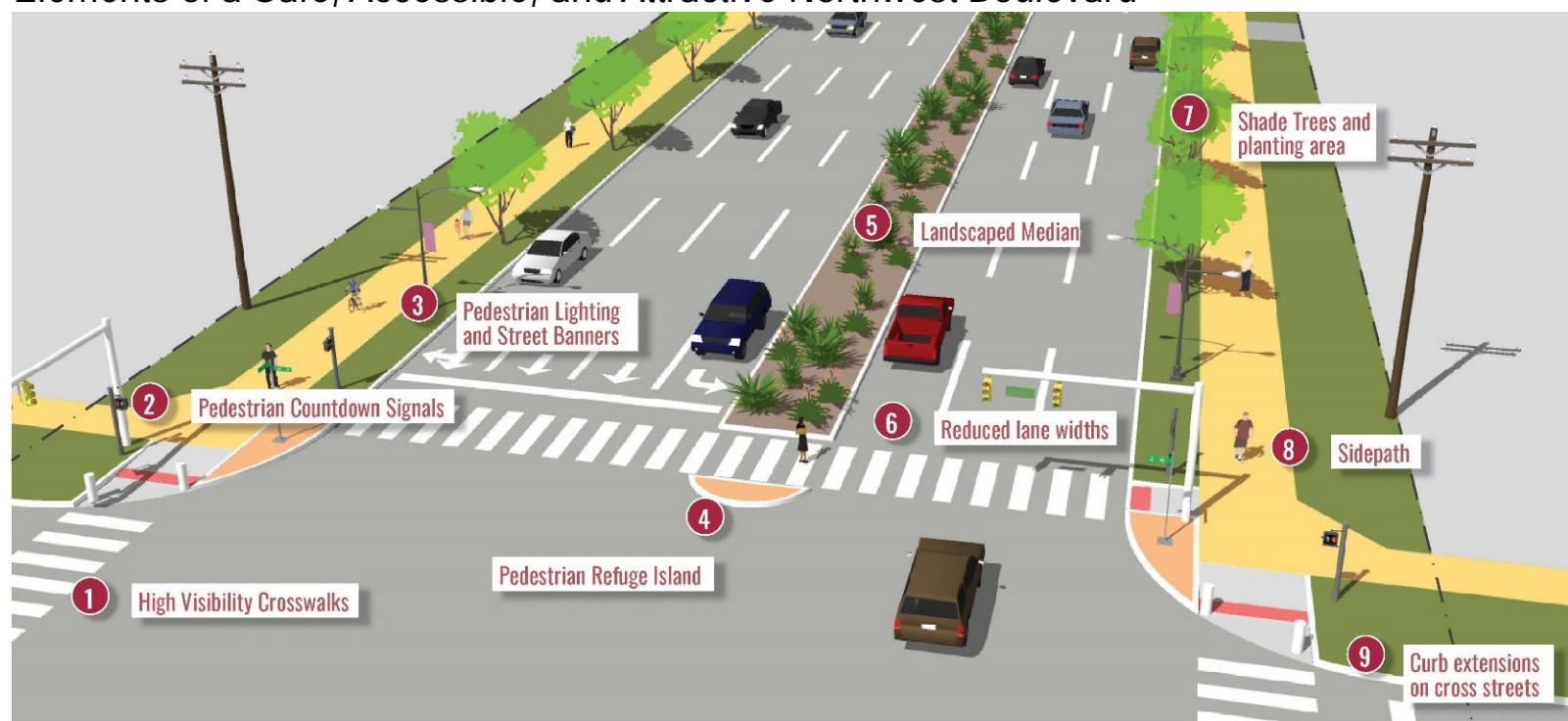
Streetscape/Landscape

Strategies and Actions	Goals			
	1	2	3	4
Streetscape				
S1. Reduce lane widths	✓	✓	✓	✓
S2. Enhance planting areas	✓	✓	✓	✓
S3. Expand and plant medians	✓	✓	✓	✓
S4. Design and install signage and banners	✓	✓	✓	✓
S5: Install Public Art	✓	✓	✓	✓



Putting the Strategies Together

Elements of a Safe, Accessible, and Attractive Northwest Boulevard

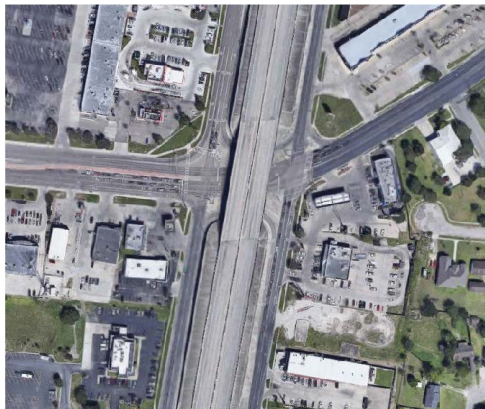


Pages 13-14 of the final report

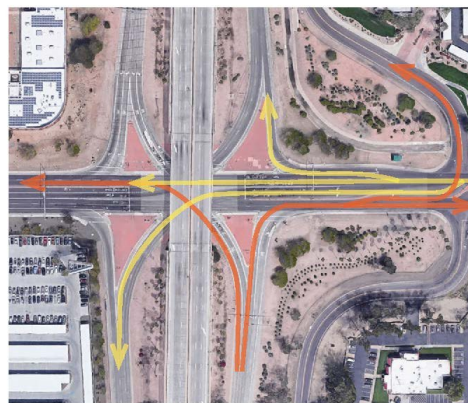


Transportation Strategies

Strategy	Actions
T1. Reduce congestion at I-69	Study alternatives to existing design, identify preferred design
	Allocate/identify funding for design and construction



FM 624/I-69 Interchange.
Source: Google Maps



Single-Point Urban Interchange,
Phoenix, AZ Source: Google Maps



51st Street Roundabout at I-35, Austin, TX
Source: ASCE Texas



Transportation Strategies

Strategy	Actions
T2. Improve intersections for safety and mobility	Incorporate traffic-calming and pedestrian facilities into designs for prominent intersections





Traffic Calming & Pedestrian Facilities



Pedestrian refuge island.
Source: NACTO



Curb bump-out. Source: NACTO



Raised, high-visibility crosswalk.
Source: Fox11 News/City of Appleton



Raised, high-visibility crosswalk. Source: Appleton Dept. of Public Works



Pedestrian countdown signal.
Source: Maricopa Assn. of Governments

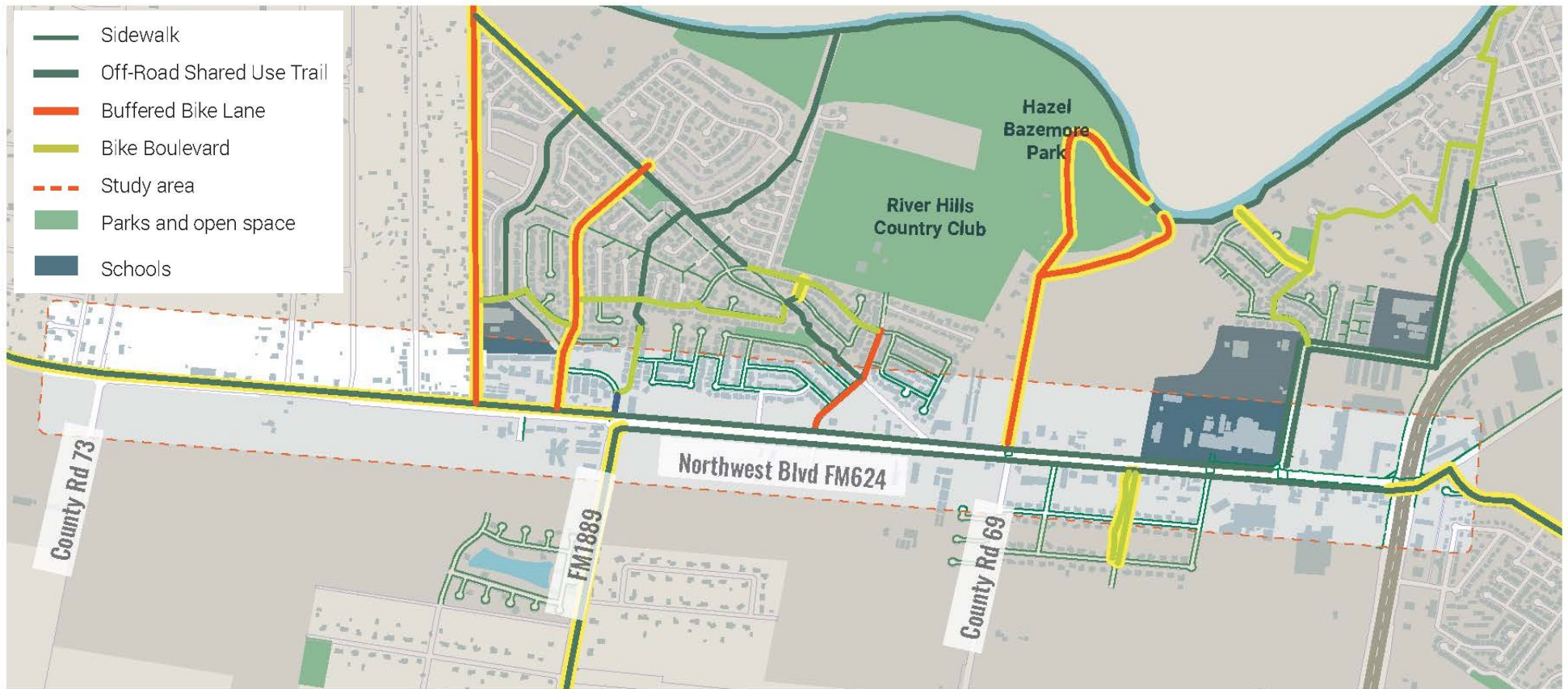


Transportation Strategies

Strategy	Actions
T3. Build active infrastructure along roadways	Construct sidepaths as recommended along Northwest Boulevard
	Install buffered bike lanes along recommended roadways
	Install shared-lane markings and signage along recommended roadways



Proposed Changes for Bicycle Plan





Bicycle Facility Types



Off-Road Shared Use Trail



Bicycle Boulevard



Buffered Bike Lane



Transportation Strategies

Strategy	Actions
<p>T4. Coordinate with ISD to manage traffic demand</p> <p>Figure 5: Improved Traffic Circulation</p>	<p>Review signal timing at Wildcat Drive and River East Drive to prioritize predominant traffic movements during peak morning and afternoon periods - particularly during the 4pm rush hour.</p> <p>Produce and execute a traffic management plan designed for special events.</p> <p>Organize a walking school bus program and other activities to encourage walking and biking to school.</p>

Pages 20-21 of the final report



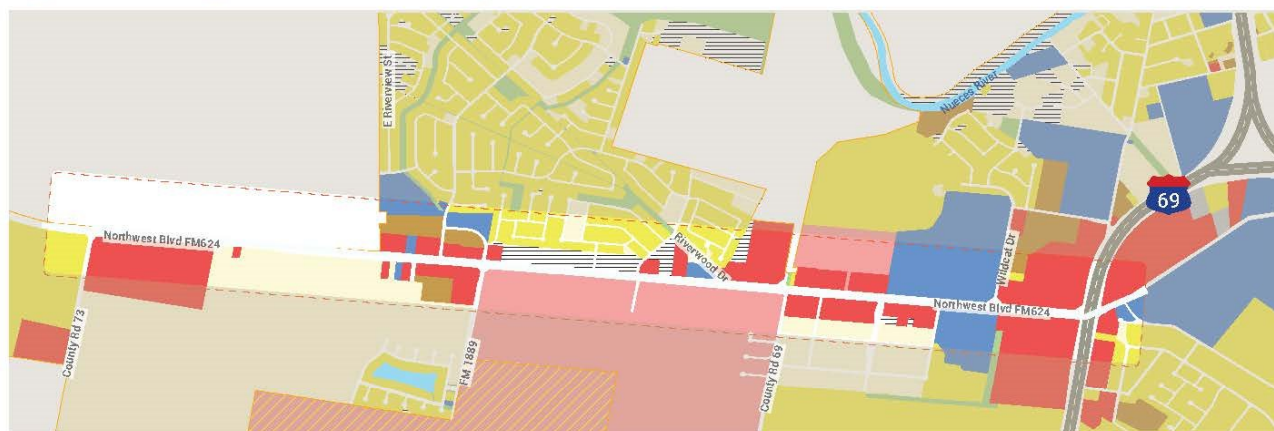
Land Use, Zoning & Business Strategies

Strategy	Actions
L1. Adopt Future Land Use Map amendment	Hold necessary Planning Commission and City Council hearings to approve adoption of updated Future Land Use Map (Figure 7, page 22)
	Phase investment into new water, wastewater, and drainage infrastructure in areas south of Northwest Boulevard



Today's Future Land Use Map

Figure 6: Existing Future Land Use Map



- Study area
- City Boundary
- High-density residential (more than 13 units/ acre)
- Low-density residential (up to 3 units/ acre)
- Medium-density residential (4-13 units/ acre, including two-family dwellings)
- Mixed use

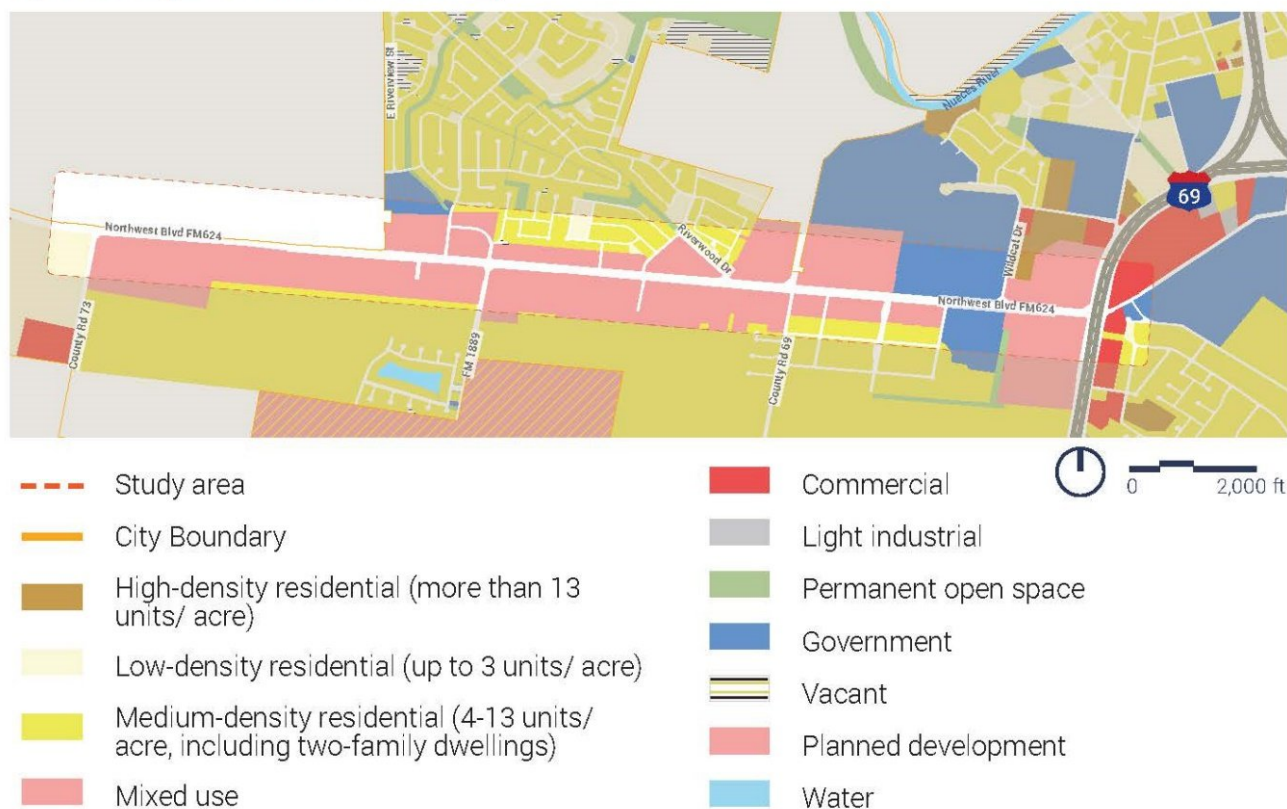
- Commercial
- Light industrial
- Permanent open space
- Government
- Vacant
- Planned development
- Water





Proposed Future Land Use Map

Figure 7: Proposed Future Land Use Map



Additional Details on Pages 22-23 of the final report




Land Use, Zoning & Business Strategies

Strategy	Actions
L2. Relax zoning and other city restrictions for businesses adapting to COVID-19	Explore creating a temporary program to expand businesses' outdoor operations into off-street parking. Seek City Council approval.
	Explore creating a temporary Certificate of Occupancy program for entrepreneurs to transform vacant properties into incubator spaces. Ex: City of Austin's Pop-Up Retail Ordinance.

Parking lots provide ample space for restaurant-goers to dine outdoors while socially distancing. Source: Montgomery County Planning Commission



Land Use, Zoning & Business Strategies

Strategy	Actions
L3. When funding becomes available, provide small business programs that target long-term impacts of COVID-19.	Encourage Northwest Boulevard businesses to organize and create new marketing opportunities for the area. The City could provide ombudsman services.
	Continue to provide small and local business resources for low/no-interest loans.
	Determine if the Northwest Boulevard area would benefit from a new Public Improvement District (PID), which would generate tax revenue for local improvements.



Streetscape Strategies

Strategy

S1. Reduce lane widths to discourage speeding while preserving traffic flow capacity and creating more room for pedestrians.

FM 624 Eastbound near Riverwood Drive.

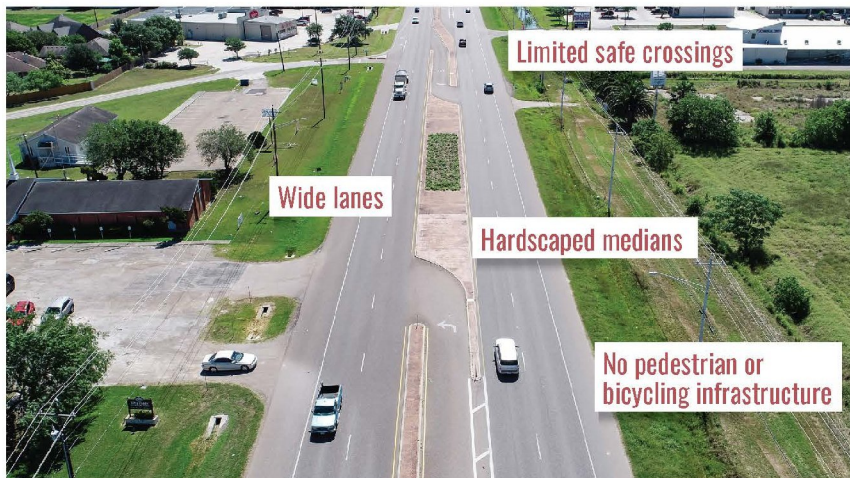


Figure 8: Streetscape Elements Diagram





Streetscape Strategies

Strategy

S2. Enhance planting areas / install street trees

Figure 9: Streetscape Elements Diagram





Streetscape Strategies

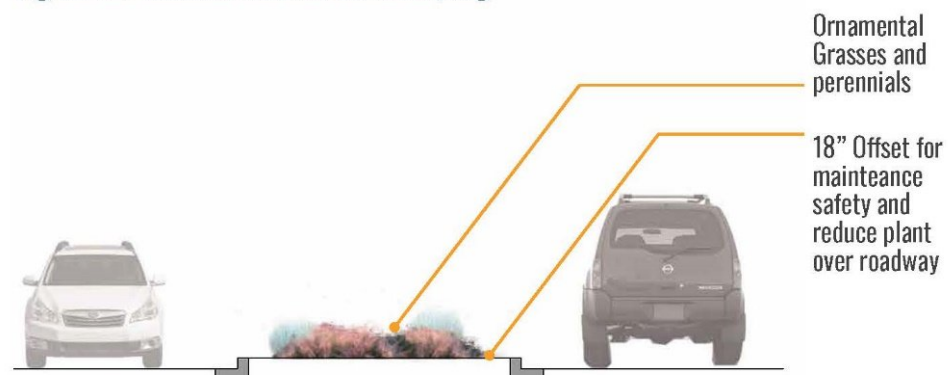
Strategy

S3. Expand and plant medians with limited landscaping.

Figure 11: Streetscape Elements Diagram



Figure 12: Limited Median Landscaping

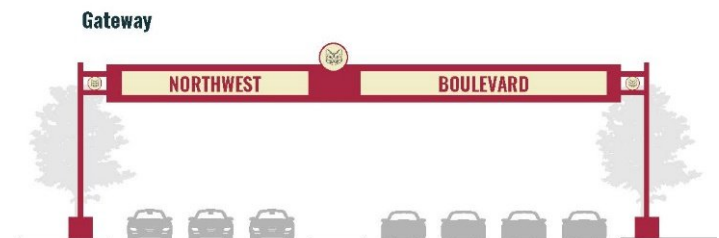
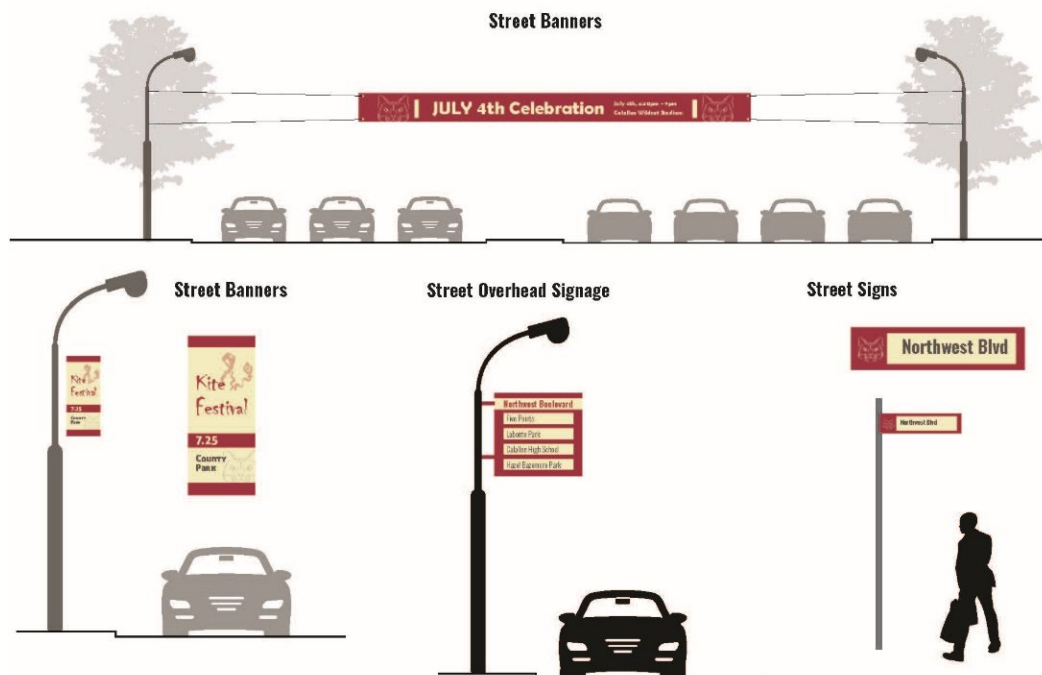




Streetscape Strategies

Strategy

S4 Design and install signage and banners consistent with the identity of CISD.





Streetscape Strategies

S5. Install public art.

Underpass Art



Toronto Underpass Park.
Source: Justin + Lauren



Existing Underpass Conditions,
potential site for a gateway art.
Source: Google Maps

Crosswalk Art



Crosswalks in Lima.
Source: Carlos Cruz-Diez



Crosswalks near Calallen
High School, potential site for
crosswalk art.
Source: Google Maps

Mural



Historic Walker Lake Mural.
Source: Zakcq Lockrem



Existing Hobby Lobby Wall,
potential site for a mural.
Source: Google Maps

Sculpture Installation



Glass totems in Cathedral Square.
Source: Danny Mingledorff Flickr



Riverwood Drive, potential site
for an art attraction.
Source: Google Maps



Next Steps

- Nov. 11 - Planning Commission Public Hearing and Recommendation
- Nov. 23 – Transportation Advisory Commission
- TBD - City Council Public Hearing for Adoption



Questions



City of Corpus Christi Northwest Boulevard (FM 624) Corridor Plan

Appendix

Submitted October 2020



ASAKURA
ROBINSON

APPENDIX

Engagement Summary and Documentation Assessment of Opportunities



Public Meetings

Public Meeting #1 Summary

Uploaded June 25, 2020

May 28, 2020 | 6:00 PM - 7:30 PM CT

Held via Zoom Webinar video conference

<https://us02web.zoom.us/j/88697436750>

Panelists:

Brianna Frey, Asakura Robinson

Matt Rufo, Asakura Robinson

Zakcq Lockrem, Asakura Robinson

Dan McGinn, City of Corpus Christi

Agenda:

1. Introductions (6-6:05 PM)
4. Project Overview and Initial Findings (6:05-6:25 PM)
5. Q&A Part 1 (6:25-6:35 PM)
6. Visioning (6:35-6:55 PM)
7. Q&A Part 2 (6:55-7:30 PM)
5. Adjourn (7:30 PM)

Summary:

The purpose of the meeting was to share an overview of the Northwest Boulevard (FM 624) Corridor Plan with the community, the current status of the project, and the expected activities in the next phases of the project. Brianna Frey introduced Dan McGinn, who provided an overview of the project purpose, and introduced Councilmember Everett Roy and City Manager Peter Zaroni, who each delivered opening remarks. Matt Rufo followed up with a presentation of findings from the needs assessment of the project study area, regarding population changes, businesses, land use, open space/community assets, congestion/safety, and transportation. The first round of questions and answers regarded these findings. Matt Rufo then presented examples of design treatments for elements of the built environment (e.g., landscaping, streetscape, etc.), opportunities to provide input on the website, and the prospective phase II outcomes of the project. The second round of questions and answers took place until the meeting adjourned.

NOTE: 38 attendees at this point in the webinar.

Q&A Part 1

- Question: The right-hand turn signal at I-69/Northwest Blvd. is often ignored. Many drivers don't know it's there. Is there a plan to either improve the system in place or educate drivers about the light?

- Dan responded that the intersection is controlled by the Texas Department of Transportation (TxDOT) and that the project planning team is in contact with them to let them know of this issue.
- Question: What is the current speed limit and should it be reduced?
 - Matt responded that it is as high as 50 mph for at least a portion of the area, and that high a speed is not common in areas with retail or schools. Matt also noted that this will be examined in the next phase of the project.
 - Zakcq shared that the roadway is a TxDOT facility, so the City cannot unilaterally decide to make changes to the speed limit. However, he noted that the project team is coordinating with TxDOT and that safety design enhancements are being prioritized for the project.
 - A participant commented that the speed limit heading to Corpus Christi is 60, 50, 45, and 35 mph.
- Question: Are relief routes such as County Road (CR 52) being studied to help with congestion?
 - Matt shared that CR 52 is relevant to this project and although responding to CR 52 needs is technically outside the scope of the project, the project team can recommend an extension of east-west thoroughfares.
 - Dan added that CR 52 was expanded through a City-County effort; the long-range goal is for CR 52 to go farther the west, but the specifics are not set at this time. He noted that there are options for how to extend it to the west.
- Question: Why not have an alternative route for heavy commercial truck traffic along County Road 52?
 - Matt responded that a truck route would be a long-range project that could develop, but CR 52 is built as far west as possible right now. This is also not seen as a short-term goal right now.
- Question: Are there plans to install sidewalks on both sides of Northwest Blvd. through the proposed study area?
 - A panelist responded "not yet." An expansion of Northwest Blvd. from County Road 69 to County Road 73 is being discussed, but where/when to construct sidewalks is not yet under discussion and will be evaluated during this planning effort. The next public meeting will feature design alternatives that include sidewalks.
- Question: Will the ditches that run parallel to Northwest Blvd. be removed?
 - A panelist responded that costs for traditional underground stormwater design are being discussed.
- Question: Will additional signalized lights for safety be considered?
 - A panelist responded that TxDOT, a member of the project advisory committee, is in charge of determining where/when traffic signals are installed, however, the team will work closely with TxDOT in the next phase of this project to address concerns/challenges about making left/right turns especially.

Q&A Part 2

NOTE: 56 attendees by this point in the webinar.

- Question: The panelist noted three questions about landscaping and maintenance along the corridor (i.e., landscaping maintenance failure). What funds will be used to maintain the landscaping?
 - Zakcq responded with two main points. First, he noted the priority to focus on opportunities to do great low-maintenance, landscaping (e.g., native planting, plant material) that align with stakeholder's/City's/TxDOT's ability to maintain. Second, he noted that there are several funding sources in Texas that fund and maintain these types of landscaping. The project team plans to work on developing more information on funding opportunities to present to the community.
- Question: a panelist noted questions regarding the development of the area south of the Northwest Boulevard in the form of infrastructure and sewage drains, for instance. When/if/how will infrastructure south of Northwest Blvd. be extended?
 - Dan shared that this would not be seen specifically in this process. The City Utilities Department is looking into updating the wastewater master plan. The Utility Dept. has also reached out to the other entities that oversee water and drainage in the Calallen area. He reaffirmed that drainage is a major problem in development and that Northwest Blvd. divides two drainage basins. The drainage system in place right now cannot handle additional volume, but discussions are happening.
- Question: How much land is being discussed to yield and expand the right of way from 4 to 6 lanes? There aren't that many cyclists in the area; is there better use of land?
 - Matt shared that the right of way appears to be in place already to accommodate the lane expansion. Dan said that drainage ditches are using a lot of space right now, so re-designs would include stormwater lines underground to not take up more space.
 - Zakcq responded to the bicyclist portion of the question by acknowledging that there currently are not many bicyclists in the area, which makes sense because there is not a lot of safe bicycling infrastructure in the area but noted a neighborhood trail system that is heavily used. He offered that streetscape infrastructure opportunities would allow for both bicyclists and pedestrians (i.e., serving a variety of needs for low-cost).
- Question: Sightlines and landscape/medians can make for dangerous conditions. Also, a concern of people being in the medians.
 - Zakcq shared that both will be considered when crafting street designs.

- Question: Will turning lanes be added?
 - Matt responded that the project planning team is working with TxDOT to understand fixes to include in this plan, including short-term and longer-term solutions for access and traveling east/west. He also explained that the level of traffic congestion there is the result of decades of planning and engineering decisions.
- Question: Have we considered adding a pedestrian bridge over FM 624?
 - Matt shared that this has not yet been discussed because it is a long-term and expensive solution. He shared that the team will look at the areas where pedestrian safety is most needed and noted pedestrian crosswalks as a much more short-term solution.
- Question: Are we considering the access to Northwest Boulevard from I-37 southbound?
 - A panelist reaffirmed that it is a dangerous intersection and that TxDOT is working on improving this already.
- Question: Have you considered the funnel traffic effect when streets converge from three to two lanes?
 - A panelist responded that building more lanes builds capacity and also more traffic. Traffic volumes are much lower right now because of the pandemic and may take years for traffic to get back to those levels. Six lanes can handle a significantly larger amount of traffic than now.
- Question: What else can we do to advertise the next meeting to allow more community residents?
 - Matt shared that the team is building a contacts database and welcomes suggestions on how to advertise to communities. He noted that press releases, social media, and the website are currently being used and that word of mouth has been useful.
 - Zakcq also requested that attendees share information about community groups that the project team could reach out to.
 - A participant suggested contacting St. Thomas the Apostle Catholic Church and River Hills Baptist Church to place announcements in their bulletins.
- Question: A lot of business plans are in flux with the recent economic issues. How will the planning team take into account updates to business plans that may come up over the next several months. For example, some business development plans, such as new stores, may disappear.
 - Zakcq shared that roadways are a means of travel but also impact businesses and jobs. He shared that he understands how vital it is to access jobs and businesses and that the planning team has seen that there is a lot of money being spent outside the community, on groceries for instance. The team hopes

that demand could be filled by businesses within the Northwest Blvd. area, but that the planning team does not have information about that at this time. In terms of COVID-19, he noted that the planning team does not have an answer for that now. He shared that they are looking to see how COVID-19 is affecting communities nationally. He also encouraged the public to share feedback with the planning team through the project's Visioning Survey.

- Question: Has Calallen Independent School District (ISD) stated any concerns on how this plan will impact the schools within the study area?
 - Matt shared that the Calallen ISD superintendent is participating in this project. He shared that they have discussed the transportation needs of a new elementary school. Increased traffic volume resulting from the new school will impact the enhancements needed in the area. He noted the project team will continue engaging with the school district to discuss this.
- Question: How will this plan consider residential development?
 - Zakcq shared that the visioning survey asks some housing-related questions. He encouraged people to answer these questions as the next public meeting will discuss housing possibilities, land use mix, and evolution of the corridor.
- Question: Will eliminating ditches and burying cables underground improve connectivity and development?
 - A panelist shared underground utilities will be suggested as part of the improvements to Northwest Blvd. The panelist understood the ditches are not desirable and that undergrounding and improving natural drainage of areas was a smart way to address this. The panelist noted that it's an idea to consider for cost estimates.

Additional Notes

- Matt invited attendees who did not have a chance to ask or have their questions answered to submit their questions or comments over email.

Unanswered Questions

The meeting adjourned before panelists had the opportunity to answer all questions. Unanswered questions are below with responses provided through this document.

How far out is the jurisdictional boundary of the zoning area going west on FM 624?

The City can only control zoning/land use within its City limits. North of Northwest Boulevard (FM 624), East Riverview Drive is the western boundary. South of Northwest Boulevard, the boundary is parallel to and approximately 1,800 feet west of County Road 73.

Have any of the developers personally been to our area?

Due to travel restrictions related to COVID-19, the planning consultant team has not yet visited the study area in person but will do so in subsequent project phases when determined safe. The planning consultant team does not include private land developers.

What is the total timeline for the construction?

TxDOT estimates that construction will begin on Northwest Boulevard from Country Road 73 to Wildcat Drive in five to ten years. However, this estimate is subject to change based on future funding availability and prioritization of regional projects.

When will Calallen get an H-E-B grocery store?

The City does not know the timing related to the opening of any new H-E-B stores.

Additional Comments

The following is a summary of meeting participants’ comments that were typed in the webinar chat tool.

Question
Landscaping/Medians Comments
Landscaping needs to be Texas Natives...
The past landscaping presented danger, blocking the view of oncoming traffic for vehicles turning left. Will the effect of landscaping on such safety issues be seriously considered?
I'm concerned about the safety issue with people begging in the narrow median at Five Points on the west side of I-69. Will wider medians encourage more people gathering there? I feel bad for them, but this is dangerous!
Will the City or TxDOT actually keep up with the upkeep before we spend money on landscaping? Leopard St. median from Callicoatte is always overgrown and when contractors are behind it becomes a safety issue. Streetlights and trees get hit and are never replaced.
Landscaping failed the first time and became an eyesore. Where will funds come from to continue the upkeep.
Sidewalks/Walking/Biking Comments
With regards to the bike lanes, our area is not one that has many cyclists. Is there not a better use of that space or those funds?
Loving the idea of lanes for cyclist. Really looking forward to seeing it happen.
More people would cycle if it was safe. After the death last year, people are very cautious.
If no sidewalks, maybe a safe trail to get to new elementary school, high school and stores by means of walking/biking. This could reduce some traffic.
Due to health concerns in Nueces County, it would be good to have opportunities for people to have access to walking, running, cycling, etc.....
Traffic Congestion/Safety Comments
Pulling into Hobby Lobby is a disaster when coming from the east side of I-69. Will there be plans to improve traffic flow?
In terms of access, crossing Northwest Boulevard to pull into Hobby Lobby is a disaster.
Have you considered the “funnel effect” traffic from CR 69 to Interstate 69 if you go from 4-6 lanes from CR 73 to CR 69? It’s already a mess during busy hours.
If you increase NW Blvd to six lanes is that going to make the bottle neck at I-69 and NW Blvd worse and if so how will you solve that issue?
I would suggest extending the westbound barrier [median] past the first shopping center entrance. People routinely try to turn into that first entrance crossing traffic coming off I69.
NW Blvd/I-69 is a bottleneck for traffic.
Please add to long your term plans to extend CR 52 as a relief route for FM624.
Are there plans to place signal lights along FM 1889 to allow residents in the subdivisions along FM 1889 to be able to get onto 1889 during peak traffic times? Currently it can be difficult to get onto FM 1889.

Drainage & Infrastructure Comments
We must get infrastructure on the southside of 624. HEB want more housing and home builders need infrastructure. Example - I built the Stoneridge Center. We had to build a private lift station for sewage. Also, we had a tough time meeting the fire code requirement since our fire hydrants on the south side of FM 624 don’t meet the 1,500 gallons per minute requirement.
Drainage has been an issue on the south side of FM 624. We own a business there and we have not been successful with TXDOT regarding addressing this issue for years. Will your Master Plan address this issue besides obtaining sidewalks?
Miscellaneous Comments
We need to revisit the plan to add more traffic lanes. We need to use the \$18 million to put in alternative facilities--sidewalks, bike lanes, etc.
Are there plans to have a meeting to discuss the future plans for housing development?
What is the total timeline for the construction?
When is our area going to get its own HEB? The Annville location is very congested and far away. Wal-Mart is low quality food. I have to drive to Robstown for groceries and it’s inconvenient. All of us in the neighborhood app have been talking about this for a long time.
We need much more community participation then the current viewers this evening.
Other than Mike Pusley promoting this meeting there were no other announcements that I am aware of to the public.

Public Meeting #2 Summary (Web)
July 30, 2020 | 5:30 PM - 7:00 PM CT
Held via Zoom Webinar video conference
<https://corridorscc.com/6206/widgets/19187/documents/13061>

Presenters:

Brianna Frey, Asakura Robinson
Matt Rufo, Asakura Robinson
Zakcq Lockrem, Asakura Robinson
Hugo Colon, Asakura Robinson
Annika Gunning Yankee, City of Corpus Christi
Dan McGinn, City of Corpus Christi

Agenda:

1. Welcome & Introductions (5:30-5:40 PM)
4. Project Overview (5:40-5:45 PM)
5. Engagement Findings 1 (5:45-6:00 PM)
6. Draft Vision Statement & Goals (6:00-6:15 PM)
7. Draft Land Use & Transportation Alternatives (6:15-6:55 PM)
5. Review of Next Steps and Adjourn (6:55-7:00 PM)

Summary:

The purpose of the meeting was to share key proposed elements of the Northwest Boulevard (FM 624) Corridor Plan with the community for their review and comment. Brianna Frey introduced Dan McGinn, Director of Planning, and Annika Gunning Yankee, Senior City Planner, who welcomed attendees and explained the project purpose and recognized Councilmember Everett Roy in attendance. Matt Rufo followed with a presentation of a project overview, findings from the first phase of public engagement, and draft proposed vision statement and supportive goals. Presenters then took a few moments to respond to several questions. Mr. Rufo, Zakcq Lockrem, and Hugo Colon then presented a series of draft transportation, land use, streetscape and landscape concepts, or alternatives. Following this presentation, presenters responded to additional audience questions.

Q&A Part 1

- Question: City Manager Peter Zanoni had a clarifying question on the goal: “Businesses can receive support to recover from the loss of income” He specifically asked if it was from COVID support funds or in general.
 - Zakcq responded that that is referring to COVID incentives. He shared the when concept plans are reviewed later in the presentation, it will offer more details on what that means.
 - Peter followed-up in concern that the language is very general and implies the government is going to have subsidies no matter what or when; there are limited resources. He states that they probably do not have any more funds and that they used about \$1-1.5 million already. He’s not sure if the goal is appropriate.

- Question: City Manager Peter Zanoni asked if the trails/vegetation pictures used in the presentation were in Corpus Christi and the project area specifically.
 - Matt answered that the image was in Corpus Christi but was not in the project area. He said they are examples near the area.
 - Zanoni responded that he would not depend on pictures provided on the tourism website, and he suggested finding pictures of a particular site in Hazel Bazemore Park.
- Question: City Manager Peter Zanoni asked for clarification if the goal “Prosperous, with a strong local economy anchored by small businesses” referred to which location specifically.
 - Zakcq clarified it refers to the entire Northwest Boulevard study area.
 - Zanoni suggested that the planning team should make sure that the local residents want the area to be anchored by small businesses or would prefer larger businesses anchoring the area.
 - Matt clarified that residents did say they wanted small businesses as a priority from the community survey. He did mention the desire for an HEB as one large business, but many people shared a desire to preserve small businesses.
- Question: City Manager Peter Zanoni asked how many people are on the call.
 - Matt answered that 25 people were on the call, excluding the panelists.
- Question: a chat question asked if the planning team was disappointed that only four percent of respondents were identified as small businesses.
 - Matt answered yes, that the team would of course want to see more participation from small businesses. He shared, however, that members of the Northwest Business Association have been included in an Advisory Committee for the project and that they’ll continue finding ways how to increase engagement for small businesses in the community when they concepts come up for adoption.
- Question: is there additional housing included in the plan? What type of housing?
 - Matt answered that the city does not plan to create its own housing, but will create conditions for the private market to develop housing since the City’s role is to zone land appropriately to permit housing where needed. He said that later in the presentation they would go over the expected housing demand in the next couple of years from population growth.
 - Dan acknowledged there are some infrastructure challenges in the area. The city is working with a developer just east of the corridor and just east of the NW Boulevard area in response to the Steel Dynamics project because they know it’s going to have a major impact in Calallen. The city anticipates housing will increase and is doing what they can to help developers for only single-family housing now.

Q&A Part 2

- Question: there were questions on eliminating turn lanes and how that applies to customers accessing businesses, including people already expressing concern because customers turning left are already getting backed up turning on the boulevard.
 - Matt answered the medians now are trying to cover several purposes, such as balance flow through the corridor for thru-traffic access, but medians limit access. A lot can be achieved by working with the interaction to make it easier to turn left or right, make a

U-turn, etc. He suggested roundabouts go a long way in helping with that and that there is potential to reduce the number and length of medians if you're making intersections easier to navigate. He reminded participants that this is a TxDOT roadway and that the city does not have the authority to do it, but reassured that if the Plan reflects consistent resident support, it can go a long way with making a case for changes.

- Question: there were questions about pedestrian crossways, specifically crossing to the Walmart and Hobby Lobby plaza. How do we encourage pedestrians to cross at traffic lights and not jaywalking?
 - Matt answered that pedestrians are going to follow their most convenient route. He shared that the school inquired about a pedestrian overpass. He said good pedestrian infrastructure is necessary to preserve the safety with their convenience; he emphasized enhancing the signalized interactions, curb extensions, high-profile crosswalks, high visibility crosswalks, pedestrian countdown signals as pieces of infrastructure the team is proposing at the signalized intersections. He said it can be tricky for the long stretches of roadway between signals; there isn't a commonly approved way to cross six-lane roadways without putting something like a HAWK signal that only turns red when someone needs to cross the street. He said that he wasn't sure there were many applications for that across a six-lane roadway in an urban area.
 - Zakcq added that another challenge here is that there many cases of someone trying to cross the street from one destination to another must typically walk another half-mile to get to a signalized crosswalk, so he suggested that by human nature that if someone is just trying to get directly across to reach their destination, they will naturally take that route, even if it's dangerous. The school and community college were examples of this. Zakcq shared that the school is shuttling people between those two spaces. He said that we need to think of human-understanding solutions for travel from one location to another.
- Question: An attendee asked Matt to clarify that there will be turning opportunities in the corridor to turn left.
 - Matt shared that there will not be extending medians to block left-turn lanes. They haven't heard public opinion expressing a desire for that, so it is not on the table. There are places where medians exist and they will stay that way. The design concepts showing medians are those cases.
 - Hugo added that the median will not go along the whole way because left turns are needed for businesses, residential areas, etc. He said another reason why medians are important is that in those areas where there are crossing, it can act as a refuge for those crossing. Given that this is a six-lane road, the refuge is vital, but this needs more study with TxDOT.
- Question: Can we add an RTA bus stop next to the Walmart?

- Matt answered that whether or not that can be done is something the team can relay to the RTA. RTA is currently considering a change to the routing for the area, so instead of going down Leopard Street, circling Five Points, and heading down Route 77 southward toward Robstown, the route would instead move westward and take a left onto 1889, traveling south in that direction; then the reverse direction back up 1889 to the right to Northwest Boulevard. This case presents the need for new bus stop installations and sidewalk infrastructure to serve them. They are still studying this, but the plan would improve pedestrian facilities, ADA-accessible, and provide safe crossings through the roadway. He wasn't sure where the suggestion was for the new bus stop or what the challenges were with it, but the comments will be relayed.
- Question: if you expand the number of traffic lanes throughout the boulevard, what kind of funnel traffic effect will it create at the current mess we already have at the intersection 69/624?
 - Matt answered when we talk about the expansion of four lanes to six lanes, it's going to attract more traffic, which naturally happens when you provide more capacity. It simply attracts more cars. If you're looking to decrease traffic on 624 or slow the increase, expanding does not help. That is a consideration if you're weighing in on the land scenarios. The uniform land scenario is one where six lanes make more sense because preserving land uses to be less intense; it goes a long way to prevent six-lane expansion.
- Question: What will be done to the intersection that County Road 69 and Northwest Boulevard that is already backed up and will get worse when the new school opens?
 - Matt answered is that the northern part of 69 will be widened to accommodate that traffic. He brought up roundabouts as potential to support this. The intention would be traffic calming and continuation while providing safety for pedestrians.
 - Zakcq added that the congestion is happening during pick-up and drop-off. Schools across the country and Texas have created plans to smooth that flow, such as airport cell-phone weighting lots, one-way flows, and more. The team is examining this with the schools.
- Question: there are concerns about maintenance for trees and landscaping for medians.
 - Hugo answered there are ways around this considering planting intensity and strategies for special areas to maintain just those areas. This would need further study. He suggested more intensity can be just for prime locations, such as near schools, so it doesn't have to be along the whole corridor. In terms of watering, they would focus on low-water, native plants. Some plants may not need irrigation or only at the beginning.
 - Zakcq added there are nongovernmental ways to adopt a highway or median that can be evaluated.
- Question: the panelist said alternate routing was asked about, specifically if the team was considering this or if TxDOT was interested in expanding them or find cross-town routes

- (e.g., County Roads 52 or 73). The concerns were rather than expanding the Northwest Boulevard, is TxDOT considering looking at other routes?
- Matt answered that 52 is a popular route. He asked Dan if there is no plan to extend 52 westwards. Dan said correct, there is no plan for that. The county did expand 69 to 1889 recently to provide relief from the highway; there is no plan to go further west.
 - Question: since most of the growth is west coming down 624, there is fear that the beautification recommendations will not address growth outside the project boundary.
 - Matt answered this is true. He said the city cannot control what is outside its jurisdiction but can work with them about ideas they generally support based on changing conditions, such as new industrial plants. The hope is that this is a plan that guides future land use and transportation decision-making; a tool rather than concrete law. The plan can be amended as conditions evolve. This plan is intending to capture the overall sentiment the team has received.

Additional Notes

- Matt and Annika invited attendees who did not have a chance to ask or have their questions answered to submit their questions or comments over email.

Adjourn

Advisory Committee Meetings

Advisory Committee Meeting Summary

April 9, 2020 | 1:00 PM

Held via GoToMeeting video conference

Attendees:

Arturo Almendarez
Annika Gunning Yankee
Avery Oltmans
Daniel McGinn
Sarah Munoz
Yasmene McDaniel
Angela Rhoden
Mark Porterfield
Craig Casper
Jack Taylor
Mike Pusley
Paul Thurman
Juan Pimentel
Gordon Robinson
Judy Telge
Charles Benavides
Thomas Tiffin
Brianna Frey
Matt Rufo
Meghan Skornia
Zakcq Lockrem

Calallen ISD
City of Corpus Christi, Planning
City of Corpus Christi, Planning
City of Corpus Christi, Planning
City of Corpus Christi, Public Works
Corpus Christi Medical Center- Northwest
Corpus Christi Medical Center- Northwest
Grace United Methodist Church
MPO
Northwest Business Association
Northwest Business Association
Nueces County Commissioner Office- Precinct 1
Nueces County Public Works
Regional Transportation Authority
Transportation Advisory Commission
TxDOT
Wood River Community Association
Asakura Robinson (consultant)
Asakura Robinson (consultant)
Asakura Robinson (consultant)
Asakura Robinson (consultant)

Absent:

Rose Fernandez
Everett Roy
Carolyn Vaughn

Calallen Apartments
City of Corpus Christi Councilmember District 1
Nueces County Commissioner- Precinct 1

Agenda:

1. Welcome and Introductions
2. Presentation
3. Group Discussion
4. Next Steps
5. Adjourn

Questions for Group Discussion:

1. Does your department/organization have any projects or plans in this study area?

2. What do you and your department/organization see as key issues facing the study area?
3. What are the biggest challenges you see for this project?
4. What opportunities for programming and new uses do you see? What community needs could be met?
5. Who are the key stakeholders that should be engaged?
6. What impediments to implementation might we face?

Notes:

Welcome and Introductions

Presentation

- Discussion and clarification for the engagement timeline during the COVID crisis.
- Discussion and clarification about the plan's goals, such as the land use component and addressing the existing traffic issues.
- Discussion about upcoming projects along the corridor, including the HEB tract and Country Road 52.

Group Discussion

- Discussion of ongoing projects in the area, including from TxDOT, the MPO, and developers.
 - TxDOT is planning flyover enhancements to alleviate vehicle stacking. This project has started and will add additional lanes through new striping.
 - The MPO and TxDOT are funding a separate feasibility study to examine construction along the Northwest Boulevard corridor, but the State will be billions short in tax revenues. Current expected timeline is 24 months
 - HEB owns a large parcel at Northwest Boulevard and FM1889
 - Calallen Retail Partners also owns adjacent land and plans to build apartments
 - A new elementary school is planned adjacent to the high school. This school will let out at 3pm. 80% to 100% of students will qualify as bus riders.
- Discussion of specific traffic problems, such as certain choke points, peak traffic hours, access management, and dangerous intersections.
 - Attendees expressed concern that any new development will exacerbate existing traffic challenges
 - In general, the Boulevard has high traffic counts - carries about 33,000 vehicles per day, comparable to Staple Street.
 - Country Road 52 was to alleviate traffic counts but has not performed as well as intended
 - Right of way between I-69 and the high school is as wide as possible.
 - Access management
 - I-69 and Northwest Boulevard intersection:
 - Long delays at peak hours, and the problem is worsening. Current delays can be up to 10-15 minutes and worse during school opening and closing times.

- Stacking regularly occurs at the northbound onramp to I-37 in front of Chilis - TxDOT is examining alternatives to mitigate this traffic.
 - School drop off and pick up impacting traffic patterns - TxDOT works with schools on internal traffic control plans to slow flow onto Northwest Boulevard, such as through metering.
 - A couple hundred of the 1,200 high school students drive their own cars. Eight buses drop off in the morning and pick up in the afternoon.
- Discussion of study area's challenges, including the lack of available infrastructure for future development, and drainage problems.
 - Continued sprawl of Corpus Christi residents moving outward will continue to increase traffic numbers on Northwest Boulevard
 - Limited utility infrastructure continues to curb potential commercial and residential development in the study area
 - The Boulevard has drainage ditches rather than stormwater drainage system, and stormwater lingers in them for days.
 - The areas south and west of the Boulevard are served by two different water districts.
 - The city's development regulations require new development sites to have detention ponds to prevent frequent and significant flooding
- Study Area Opportunities: Attendees named several amenities and facilities that could improve quality of life for study area residents, including:
 - Pedestrian and bicycle infrastructure that connect homes to schools and open space
 - Increased transit service, particularly for residents of the new Wood River apartments at FM 1889
 - Practice ballfields (baseball) with lighting
 - Neighborhood bicycle/pedestrian connections to Hazel Bazemore Park
- Discussion of stakeholders that need to be involved in the planning process and how to reach existing residents.
 - Attendees offered support to the project team in identifying study area constituents to engage
 - Existing businesses and the Business Association
 - Neighborhoods and the Neighborhood Associations, including Wood River neighborhood

Next Steps

- The project team is conducting a Needs Assessment over the next month and will have a draft for presentation at the next Advisory Committee meeting.
- The project team is also working toward a project public launch and redesigning the engagement plan in light of restrictions against travel and public gathering.

Adjourn

Advisory Committee Meeting Summary

May 21, 2020 | 10:00 AM CT
Held via Zoom video conference

Attendees:

Annika Yankee, City of Corpus Christi
Avery Oltmans, City of Corpus Christi
Charles Benavides, Texas Department of Transportation
Craig Casper, Corpus Christi Metropolitan Planning Organization
Dan McGinn, City of Corpus Christi
Gordon Robinson, Regional Transit Authority
Jack Taylor, Northwest Business Association
Keren Costanzo, City of Corpus Christi
Judy Telge, Coastal Bend Center for Independent Living & Transportation Advisory Commission
Leane Heldenfels, City of Corpus Christi
Mark Porterfield, Grace United Methodist Church
Michael Alvarez
Mike Pusley, Northwest Business Association
Rob MacDonald, Corpus Christi MPO
Brianna Frey, Asakura Robinson
Meghan Skornia, Asakura Robinson
Abygail Mangar, Asakura Robinson
Matt Rufo, Asakura Robinson
Zakcq Lockrem, Asakura Robinson

Agenda:

- 1. Introductions
- 4. Project Schedule
- 5. Phase I: Findings
- 6. Phase II: Visioning
- 7. Phase II: Outcomes
- 5. Adjourn

Notes:

Introductions

Presentation

- Discussion on project schedule status
- Discussion on latest city goals
- Discussion on Phase I findings from the Needs Assessment; Focuses on residents, land use, open space / community assets, congestion and safety. Concluded with discussion on what is missing from Needs Assessment findings.
- Discussion on Phase II visioning; focuses on land use changes from 2016 comprehensive plan, recent TxDOT and CC MPO regional Transportation Improvement Plan investment, development opportunities/ideas (e.g., streetscape, public arts/murals, bicycling infrastructure).

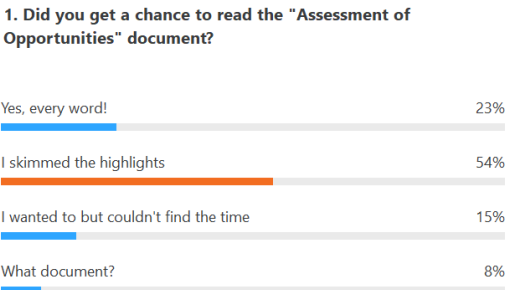
- Discussion on marketing the upcoming engagement
- Summary of Phase II outcomes (i.e., vision statement, supportive goals, development ideas)

Project Overview

- Discussion on upcoming meeting and goals:
 - 5/28 is first virtual public meeting. Marketing materials (e.g., flyers) have already been created and will be shared
 - Draft vision statement and goals will be determined following the meeting; draft deliverables will be submitted to committee in July for public comment
 - Judy: concern from the wording that there will be an emphasis on accessibility (i.e., not ADA requirement, but feeling the word “accessibility” must explicitly be in the goals). Multimodal and accessibility must vitally be reflected.
 - Matt shared that there will be engagement questions regarding top 3 words important to project, where such comments as these would be highly relevant
 - Mike P.: public meeting announcements must go out to NW business association so that they have time to participate if interested. NW Chamber of Commerce is suggested.

Phase I: Findings

- Discussion on Needs Assessment
 - Poll on who received the reviewed the Needs Assessment.



- Attendees were skeptical of the traffic volume information shared:
 - Mike P. requested clarification on the lack of change in traffic volumes in the last 20 years. Zakcq: traffic volume decreased significantly during the Great Recession. Explained data from Figure 20 of the Needs Assessment that clarified the different types of traffic changes.
- Clarification on zoning map changes:
 - Commercial #3 rezoned to residential? Site #3 is called Martin Plaza. It is zoned commercial. It was recently subdivided into two commercial lots. The subdivision plat application indicates urgent care is proposed at that location.
- Attendees expressed concern on accessibility and public transportation for vulnerable populations:
 - Judy: Pedestrian access will be needed for any added bus stops to the corridor, especially connections to schools and apartments.

- Gordon: Higher priority to increase flex service to grocery stores and other key destinations. Would like to program the capital for ADA compliance because some apartments are not served effectively.
- Annika: Laura R. is a nurse, serving residents of low-income. Route 27 public transit would be especially useful for these underserved groups according to Laura.
- Mike P.: Impact on county roads have had on current traffic conditions and routes, particularly how it may favorably impact conditions. On the development and right on way maps, County Road 52 goes all the way to FM 1889.

Phase II: Visioning

- Clarification on existing plans and investments:
 - Comprehensive plan approved in 2016 provided new land use map
 - TxDOT and CC MPO already approved \$18 million for street infrastructure improvements, but the designs from the proposal not approved yet.
 - Jack T: Curb cuts as currently configured are essential to his businesses and asked whether those changes would be made by this plan. Matt R. responded that proposed guidelines may suggest improvements to future curb cuts but that existing curb cuts from recently completed development will not be prioritized for changes.
- Reviewed examples of streetscape mechanisms (e.g., wayfinding, bike racks, signage, etc.) that could be implemented in the project. Other design enhancements reviewed include public art/murals, pedestrian safety infrastructure, bicycling infrastructure.
- Discussion on materials available to advertise upcoming engagement opportunities:
 - Public meeting will be 5/28 at 6 PM; website, flyer, and city press release/social media are available about the project and meeting
 - planning@cctexas.com email to respondents on marketing documents. Commission and city council engagement will be in late August / early September. Visioning survey and marketing materials provided in email sent in the past week.
 - Reviewed sections and capacities of visioning survey

Phase II: Outcomes

- Summary on phase II outcomes (i.e., vision statement, supportive goals, development ideas)

Next Steps

- Visioning survey is on the website and looking for as many respondents as possible. Action: Annika send survey
- May 28th: public meeting
- June: consultant team analysis meeting
- July: advisory meeting #3
- Late July: public meeting #2

Adjourn

Advisory Committee Meeting Summary

May 21, 2020 | 10:00 AM CT

Held via Zoom video conference

Attendees:

Annika Yankee, City of Corpus Christi
 Avery Oltmans, City of Corpus Christi
 Carolyn Vaughn, Commissioner
 Charles Benavides, Texas Department of Transportation
 Craig Casper, Corpus Christi Metropolitan Planning Organization
 Dan McGinn, City of Corpus Christi
 Dr. Arturo Almendarez, Callalen ISD
 Gordon Robinson, Regional Transit Authority
 Jack Taylor, Northwest Business Association
 Keren Costanzo, City of Corpus Christi
 Judy Telge, Coastal Bend Center for Independent Living & Transportation Advisory Commission
 Leane Heldenfels, City of Corpus Christi
 Michael Alvarez, City of Corpus Christi Public Works
 Sarah M, City of Corpus Christi Public Works
 Thomas Tiffin, P.E, Red River Community Association
 Brianna Frey, Asakura Robinson
 Hugo Colon, Asakura Robinson
 Meghan Skornia, Asakura Robinson
 Matt Rufo, Asakura Robinson
 Zakcq Lockrem, Asakura Robinson

Agenda:

1. Introductions
4. Project Overview
5. Engagement Findings
6. Draft Vision Statement and Goals
7. Draft Land Use and Transportation Alternatives
5. Review of Next Steps and Adjourn

Notes:

Introductions

Presentation

- Discussion on project schedule status
- Discussion on survey findings
- Discussion on Vision Statement and Goals, including reviewing PlanCC, draft Vision Statement and the four goals. Concluded with a discussion of first reactions to drafted goals.
- Discussion on the Concept Plan, which encompasses seven categories of transportation, land use, zoning, small business support, streetscape, landscape, and public art/placemaking. Concluded with a discussion of support or concern.

- Discussion on project's remaining steps through September.

Project Overview

- Discussion on upcoming meeting and goals:
 - 7/30 is second virtual public meeting. Marketing materials (e.g., flyers) have already been created and will be shared
 - Draft vision statement and goals will be refined following this meeting and the public meeting; draft concept plan will be finalized as well to support the final vision statement and goals.

Engagement Findings

- Discussion on survey findings
 - Judy was happy to hear safety features are of high importance. She gave an overview on the Transportation Advisory Committee's efforts and concerns, and confirmed the consultant team was looking at Vision Zero and the Active Mobility Plan.
 - Attendees supported the summary of survey findings.

Draft Vision Statement and Goals

- Discussion on Vision Statement and Goals
 - Attendees expressed concern on the alignment of the goals to any upcoming MPO work, and asked for clarification on funding and timing of MPO work.
 - Commissioner Vaughn expressed concern that this study's beautification efforts would not be reflected in future MPO work.
 - Charles asked for clarification on MPO funding because dollars have not been allocated yet.
 - Craig clarified that yes, although the Northwest Boulevard/FM 624 has been identified as a priority area, the Harbor bridge has consumed a majority of the MPOs funding. 2025-2028 is a likely timeline for this effort's implementation. Clarified that federal funding is performance based.
 - Zakcq highlighted this planning effort will hopefully position the corridor well for federal funding opportunities.
 - Annika shared a story about a North Carolina community who formed a Corridor Commission 10 years in advance of a highway redevelopment project, to better align their community's vision with future construction.
 - Judy asked for clarification on what was highlighted in the survey results about housing and affordable housing.
 - Matt explained the mixed results from the survey respondents. Most agreed with the statement that anyone who works in the study area should find housing options, but in another question a majority opposed diverse new housing types. Housing is not addressed in the goals, but the consultant team hopes to collect more nuance from the public in the next phase of engagement.
- Draft Land Use and Transportation Alternatives
 - Discussion of the transportation strategies
 - Attendees were supportive of the school improvement recommendations, but asked for a more detailed recommendation regarding traffic patterns after major school events, like football games.

- Artie described the illegal U-turns when attendees want to redirect back east towards I-69.
- Zakcq suggested a more detailed phone call between the project team, TxDOT, and the Schools.

- Discussion of the land use strategies
 - The group asked for clarification on if the plan shows residential south of Northwest Boulevard, are we proposed the City would develop utilities?
 - Matt provided explanation that no, the land use and zoning recommendations would set the stage for private development to build where the market is feasible.
- Due to time limitations, following discussion of zoning, small business support, streetscape designs and landscape elements, the Advisory Committee was asked to provide comments through email or through the upcoming online survey.

Next Steps

- Concept plan survey will be posted the website during the public meeting and the team is looking for as many respondents as possible.
 - Action: Annika will share survey once it's been presented at the public meeting.
- July 30: Public meeting #2
- August: Consultant team will refine preferred concepts into a Corridor Plan with implementation tactics.
- September: Presentation of final report at public hearings.

Adjourn

Surveys and Results

Visioning Survey Summary
Northwest Boulevard (FM 624) Corridor Plan
Prepared by Asakura Robinson
July 15, 2020

Overview

The Northwest Boulevard (FM 624) Corridor Plan process has sought public input on priorities for land use, transportation, and streetscape enhancements. To this end, the City of Corpus Christi Planning Division published an online visioning survey on May 20th, 2020 to gather input from area stakeholder. The responses yielded the following top priorities:

- 1. **Reduce traffic congestion on Northwest Boulevard.** Approximately 80% of respondents strongly agreed that the roads should be more convenient for drivers, particularly by mitigating traffic congestion and improving roadway safety.
- 2. **Introduce more grocery shopping and dining options.** Respondents shared a strong desire for a grocery store and family-friendly dining options.
- 3. **Enhance beauty and landscaping in the area.** Respondents desire to improve area aesthetics with proper landscape maintenance.
- 4. **Improve bicyclist and pedestrian safety.** Over 50% of respondents strongly agreed that the study area’s roads should be safer, more accessible, and convenient for bicyclists and pedestrians.

Disparities were shown in the representation of survey respondents, particularly regarding household income. The survey showed a 15-percentage points gap in representation of households with incomes under \$50,000 in the study area. Further engagement efforts should therefore attempt to better achieve representation from lower-income households.

Methodology

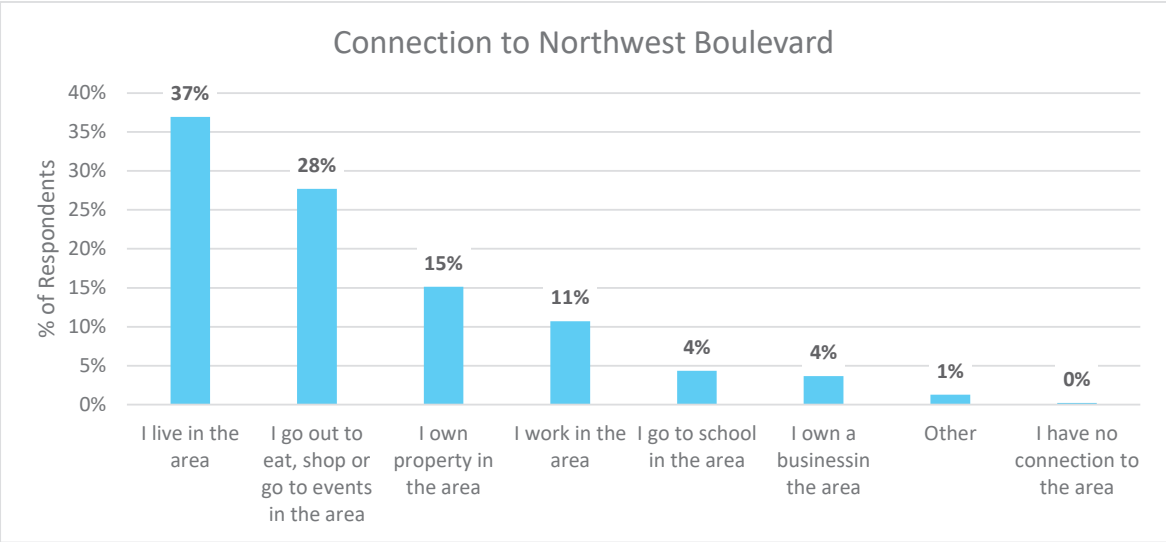
The survey encompassed 17 questions regarding respondents’ perspectives on the Northwest Boulevard’s current landscape and desired and safety. It was open from May 20th to June 29th, 2020, accumulating 435 responses in the open period. Surveys were made available online through a website dedicated to the Northwest Boulevard project (<https://corridorscc.com/>). The survey was also advertised at the first public meeting on May 28th, 2020, as well as on several social media platforms (e.g., Facebook, Twitter, Instagram, etc.).

Findings

The following sections illustrate the findings of each question from the survey.

Question 1: What is your connection to the Northwest Boulevard area? (n=434)

The majority of respondents identified as living in the Northwest Boulevard area. The second most comment connection to Northwest Boulevard was visiting the area for retail, shopping, or dining. 15% own property in the area. Approximately 11% of respondents work in the area, and nearly 10% identified as either going to school, owning a business, or having another unidentified connection to the area.



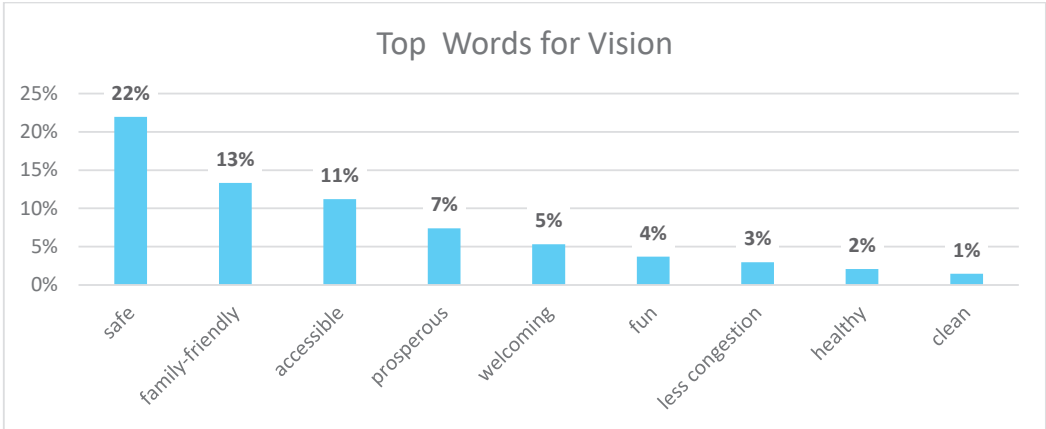
Question 2: What makes the Northwest Boulevard area a unique and special place today? (n=327)

A free response format, this question gave respondents the opportunity to share their thoughts on the study area’s greatest assets. While no specific prompts were given, a handful of consistent themes emerged:

- 1. The study area enjoys a small-town atmosphere, yet has access to the amenities and services of a big city.
 - “Small town nested inside a city, with great potential for growth.”
 - “The small town feel makes it special and the high school being physically central create a focus on youth and young kids.”
 - “Small town community "feel" and culture, with conveniences of being part of a larger city.”
 - “It has everything you could need while still maintaining that small town feel”
 - “Small town” feel, but also has many restaurants, shops, etc. It is convenient for those who live in the area so we don’t have to drive into town for everything.”
 - “Away from the hustle and bustle that exists in other areas of the city. Like living in the country but being in the city limits.”
- 2. The study serves achieves many purposes, meeting many needs in one space.
 - “I use it every single day to go to and from my house and everything we shop is in the same area!! It’s our lifeline.”
 - “It has everything we need and nothing we dont. It's quiet, away from the city, and has a great school.”
 - “Various businesses, schools, and parks are all in a central area.”
 - “The ease of getting to the area along with the surprising variety of places to eat and shops to visit.”
- 3. The study area represents a small, tight knit community.
 - “It’s a small community where people take care of one another. Going out you frequently run into friends or family.”
 - “The small town feeling. Everyone knows everyone. The fact a lot of the stores or shopping is super close.”
 - “We are a close knit community away from the main part of the city but close enough to have all the benefits of a city.”
 - “It is a tight-knit community, with almost everything we need within a stone's throw.”
- 4. The study area offers many businesses and shopping options to residents.
 - “Business growth and a diverse population that reside there have made the areas around Northwest Blvd a true melting pot with its own unique sense of pride and character.”
 - “It’s a small town with some big and small businesses to keep me and my family happy.”
 - “Still has small business, family-owned unique places. Friendly people with good customer service.”
 - “What makes it special is the amount of people who don’t live in the area that come to visit and enjoy the small businesses.”

Question 3: What are three words you would use to describe your vision for the future of the Northwest Boulevard area? (for instance: healthy, prosperous, safe, fun, family-friendly, welcoming, accessible) (n=379)

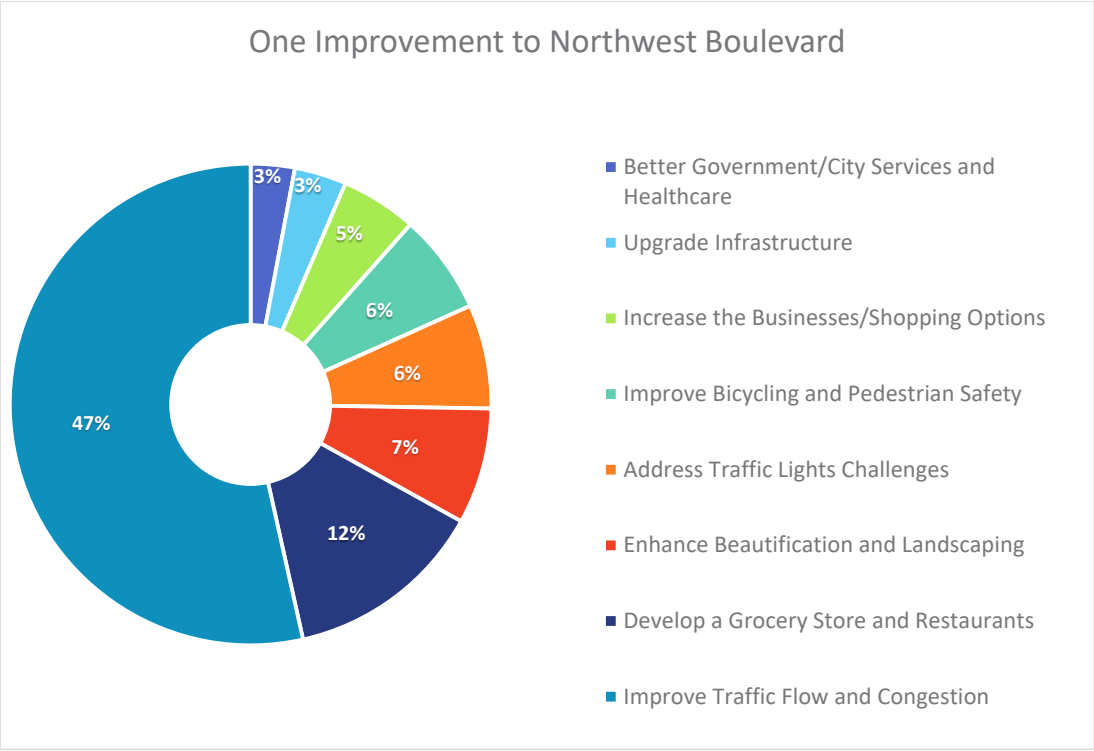
The chosen words for vision regarded topics of safety, accessibility, economic development, transportation, and culture. Over 20% of respondents identified safety as its main vision for Northwest Boulevard. A desire for a family-friendly environment was clear as the second top word for vision. Accessibility was the third most common word for a vision of Northwest Boulevard; based on the feedback given in other questions, accessibility seemed to regard road accessibility in terms of traffic conditions. It should be noted that several of the top words from respondents were given in the question itself as examples, potentially acting as a leading question.



Question 4: If you could do one thing to improve the Northwest Boulevard area, what would you do? (n=395)

Transportation topics collectively represented nearly 70% of responses as the one improvement desired for Northwest Boulevard. Improving traffic flow and congestion was respondents’ top concern for improvement with 47% of responses. Other transportation concerns discussed included traffic light challenges (i.e., potential light synchronization issues in particular and the desire for more lights) and safety for bicyclists and pedestrians. Regarding the latter, one respondent wrote, “Find a way to accommodate foot traffic safely. There are too many walkers on the shoulders of the road. There should be sidewalks a safe distance from the road and perhaps barriers to prevent road traffic from impeding sidewalks.”

The second top choice for improvement was a need for a grocery store and more restaurants in the study area. Other top desired improvements included a desire for more businesses and improving infrastructure (i.e., in general, or specific mentions to burying power lines); government/city services and healthcare regarded the desire for a larger police presence as well as a desire for a hospital in the study area.



Question 5: Please tell us how much you agree with the following land use priorities. (n=432)

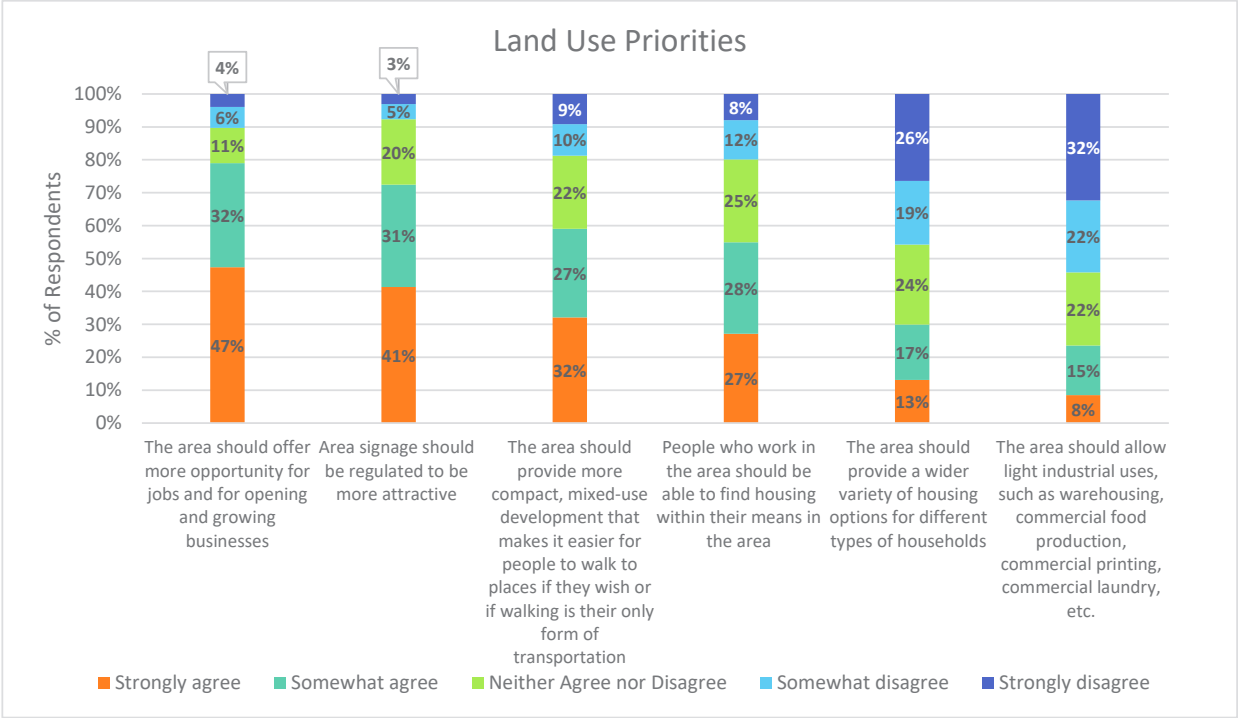
The two most supported land use priorities for Northwest Boulevard were:

- The area should offer more opportunity for jobs and for opening and growing businesses (79% “Strongly agree” or “Agree”)
- Area signage should be regulated to be more attractive (72% “Strongly agree” or “Agree”)

The two most opposed land uses for the study area were:

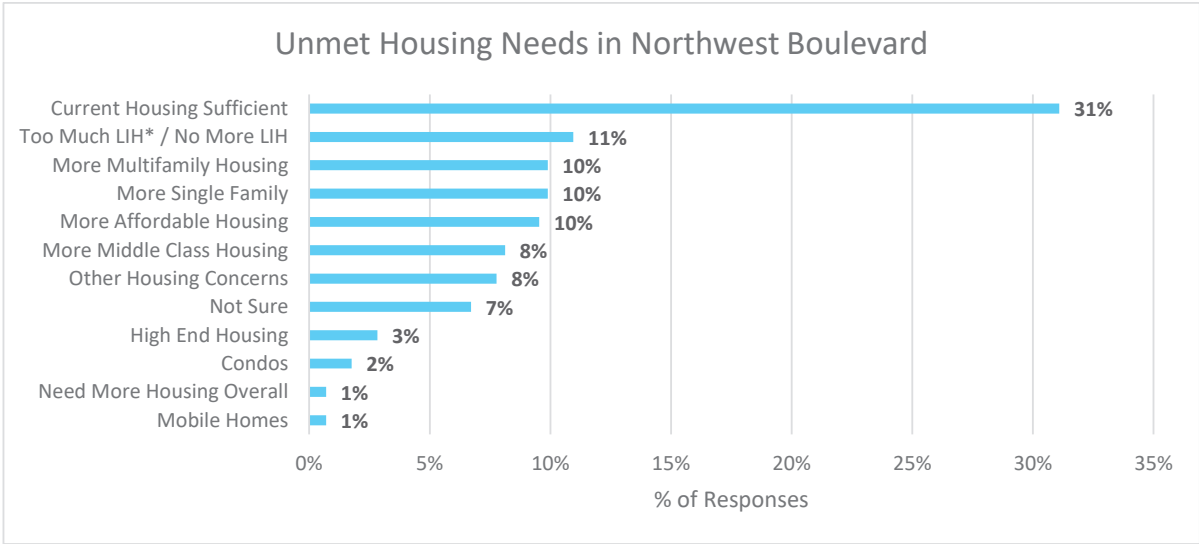
- The area should allow light industrial uses, such as warehousing, commercial food production, commercial printing, commercial laundry, etc. (54% “Strongly disagree” or “Disagree”)
- The area should provide a wider variety of housing options for different types of households (45% “Strongly disagree” or “Disagree”)

Respondents showed more mixed attitudes toward the remaining two land use priorities presented. Approximately 60% of respondents agreed or strongly agreed that Northwest Boulevard should provide more compact, mixed-use development to promote walkability in the area; nearly 60% of respondents also agreed or strongly agreed that people who work in Northwest Boulevard should be able to find housing in the area.



Question 6: What kind of housing needs are currently not being met in the Northwest Boulevard area? What should be done to address them? (n=278)

The most common response was that Northwest Boulevard’s current housing market is sufficient (31%). Respondents’ second most common sentiment regarded an unfavorable viewpoint toward low-income or government housing (11%). Many respondents proposed housing options alternative to low-income or government options: multifamily housing (10%), affordable housing in general (10%), single-family housing (10%), and middle-class housing (8%). One respondent shared, “Affordable apartments or townhomes that aren’t income restricted. Either you make too much or not enough, but rent is still high. Not sure what should be done to address them.”



*LIH: low-income housing

Question 7: Please add any additional thoughts you have about housing in the area. (n=205)

This question was a free response format for respondents to share their thoughts on housing in the study area. The following themes emerged:

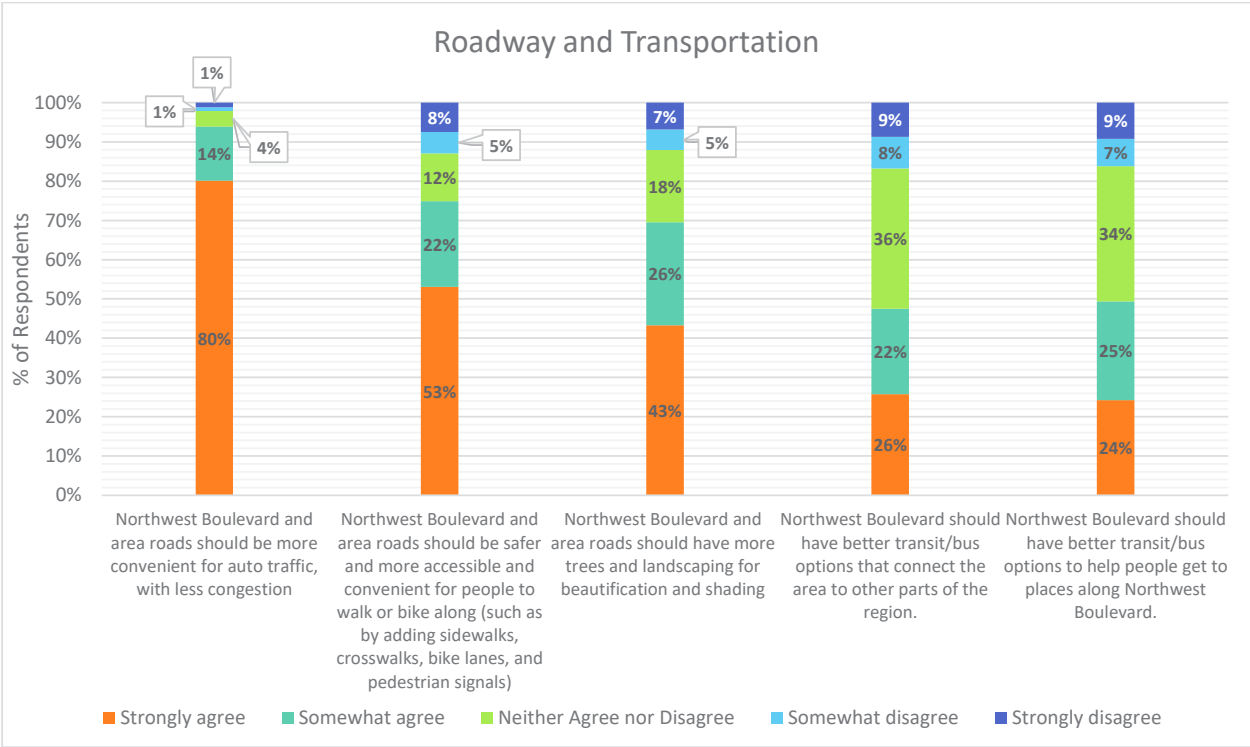
1. The study area lacks a variety of housing options.
 - “There’s not much that meets the needs of the average working class or single income families.”
 - “Townhome options for senior citizens should be encouraged to build.”
 - “Would be nice to have single living options outside of low income options.”
2. The study area shows challenges in affordable housing for residents.
 - “Being someone who makes \$50k/year, it was hard to find a house in the area I could afford. If I could, it wasn’t in the shape or neighborhood I wished to live. Renting an apartment = house payment.”
 - “Affordable housing options but with property standards to be kept. Nice architectural features with clean and appealing aesthetic and colors.”
 - “The city needs more affordable housing options and mixed used residential areas.”
3. The study area requires infrastructure upgrades in order to support new development.
 - “Need to be able to walk on sidewalks from houses to school and businesses.”
 - “It needs to be developed with sewer lines not septic.”
 - “People want acreage and utilities.”

*LIH: low-income housing

Question 8: Please tell us how much you agree with the following roadway and transportation priorities. (n=427)

The most supported roadway and transportation priority for Northwest Boulevard was “Northwest Boulevard and area roads should be more convenient for auto traffic, with less congestion,” with 94% agreement, 80% of which was strong agreement. Safety for bicyclists and pedestrians was the second-highest transportation priority, with one in three respondents agreeing that roads must be safe, accessible, and convenient for bicyclists and pedestrians. Addressing landscaping and beautification also showed a considerable agreement, with 69% identifying it as a priority.

Improvement of public transportation (i.e., buses) to connect people in the Northwest Boulevard area to other parts of the region was slightly unfavorable (17%) but overall, 48% agreed or strongly agreed that this is a priority. Public transportation connections into the Northwest area similarly showed slight opposition (16%) but general agreement, with 49% of respondents agreeing or strongly agreeing it is a priority. One in three respondents, expressed neutral perspectives on these statements (i.e., 36% and 34%, respectively).



Question 9: What types of new public and commercial uses are appropriate in the Northwest Boulevard area? (n=426)

The survey asked respondents to indicate whether various types of public and commercial land uses were appropriate on Northwest Boulevard or on side streets.

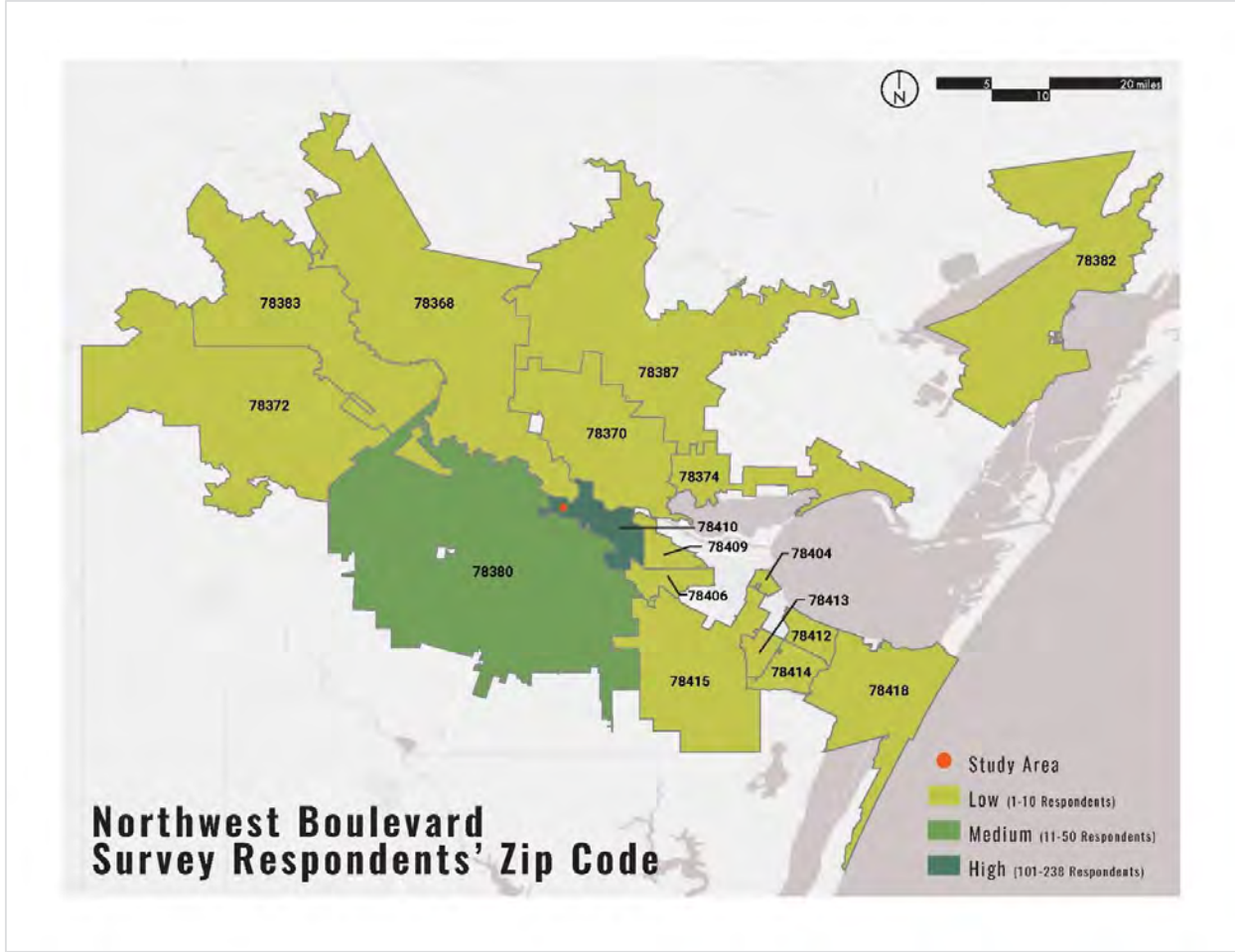
- **Restaurants** were the most supported land use for the overall study area. 91% said that this category, including fast food, ice cream shops, and sit-down restaurants, is appropriate on Northwest Boulevard, and nearly 70% of respondents said they’re appropriate for side streets.
- 84% of respondents said **retail goods** are appropriate on Northwest Boulevard, and 70% said they’re appropriate on side streets.
- 76% of respondents said **outdoor commercial recreation** is appropriate on side streets, while 60% said they’re appropriate for Northwest Boulevard.
- The most opposed use in the study area was **vehicle sales and services** (e.g., car rentals, repair shops, tire sales, etc.). 24% of respondents said they’re not appropriate anywhere in the study area, while 20% said they’re only appropriate on Northwest Boulevard. Nevertheless, a plurality – 28% - said they’re appropriate everywhere in the study area.
- 23% of respondents opposed **overnight accommodations** (hotels, bed and breakfasts, inns, motels) anywhere in the study area, though 52% said they’re appropriate on Northwest Boulevard.

Question 10: Please add any additional thoughts you have about public and commercial development in the area. (n=159)

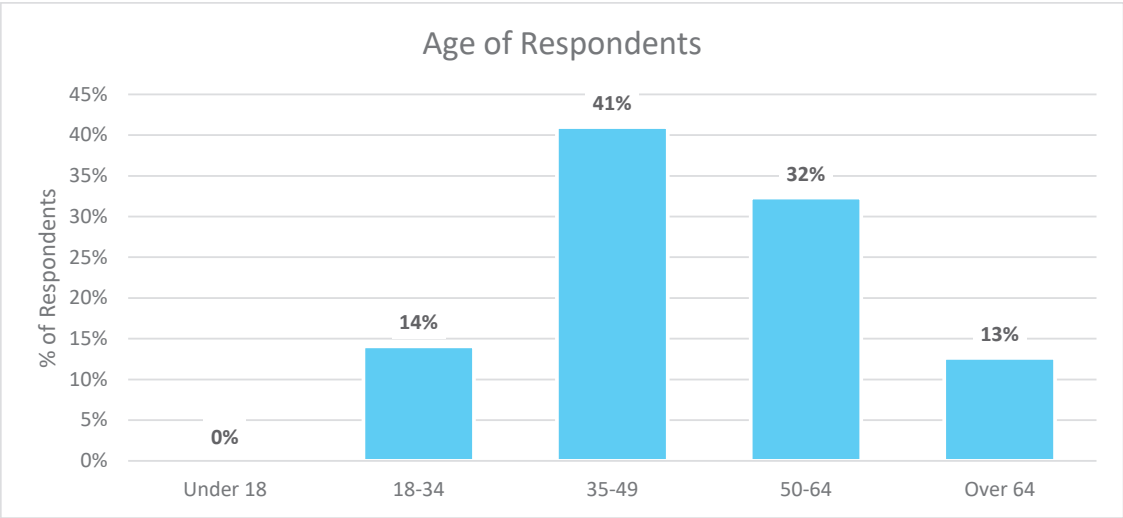
- 1. Address traffic congestion and roadway challenges in the study area.
 - “Need better roads to and from the area. Easy access to make it safer.”
 - “Safer use for pedestrians and cyclists.”
 - “The commute from FM 666 to IH 37 has become significantly more dangerous & time consuming within the last 5 years. Adding more commercial businesses and neighborhoods will only increase the problem. Please concentrate on alternate routes.”
 - “This area has been neglected for too long and because of that there is an increase in traffic accidents, traffic congestion, risky driving related to frustration and others driving under the posted speed limit, which further causes congestion.”
 - “Yes, there are several areas of concern with NW BLVD. The majority of the issues are during commuting times and when Calallen ISD is in session. Again, my suggestion is to expand FM 52 to a four lane with biking and sidewalks, not NW BLVD.”
- 2. Respondents want additional shopping, restaurants, and businesses in the study area.
 - “More fun type restaurants for gathering with friends.”
 - “Mom and Pop Main street type of business/local owners.”
 - “We are a residential community and wish to remain so. Shopping and recreational activities are welcome. Minimize industrial activities and high-density housing.”
 - “We need more restaurants in the area that are more diverse.”
- 3. Respondents want a grocery store in the study area.
 - “We need an HEB.”
 - “Just hoping for more variety of food options or grocery options like for instance a meat market.”
 - “We need a large Grocery store.”
- 4. Respondents want development in the study area to be based on strategic decisions, such as master planning.
 - “There needs to be a plan. The plan needs to be enforced. Currently there is too much mixed business/housing/office in the area that makes it less approachable for shopping/eating than other parts of Corpus Christi.”
 - “Commercial development needs to be spread out all the way down NW boulevard and not just compacted at 5 points.”
 - “Love the idea of development as long as it looks uniform to the are and traffic flows well.”

Question 11: In which ZIP code do you live? (n=356)

Respondents covered 22 ZIP codes areas and 12 cities/towns. Representation was highest from ZIP code 78410 (238 responses, 67%) and 78380 (77 responses, 22%).

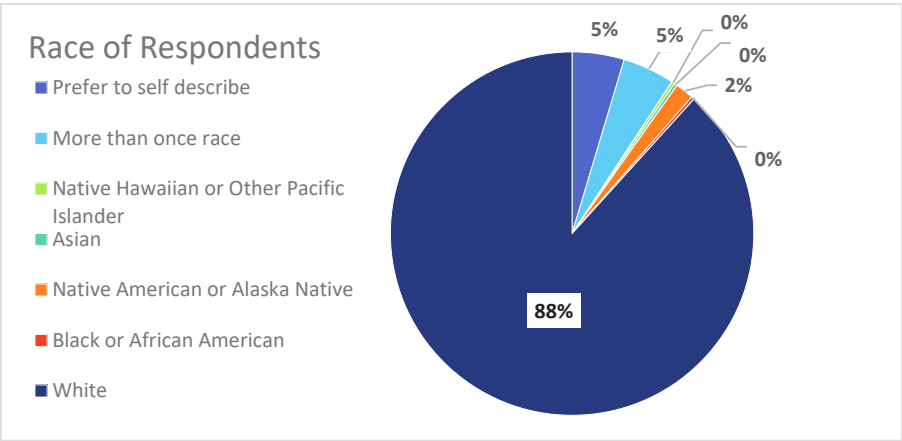


Question 12: What is your age? (n=427)



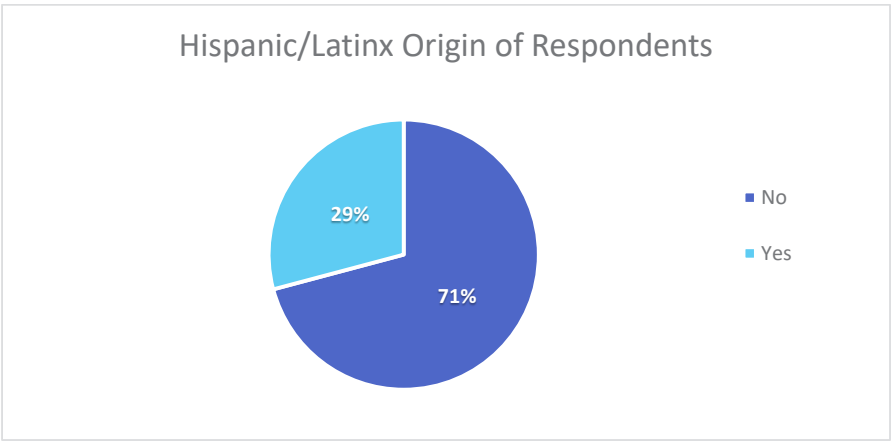
Question 13: How would you describe yourself? Select all that apply. (n=367)

Approximately 88% of respondents identified as White. This roughly matched the Assessment of Opportunities report's findings of the White population accounting for 90% of the study area's total resident population. One-percent of study area residents is Black, but the survey only received one respondent that identified as Black; Asian respondents similarly were lacking representation in the survey with only one respondent identifying as so while the study area shows one% of Asian-identifying residents. The survey nevertheless seemed to closely resemble the racial breakdown of the study area.



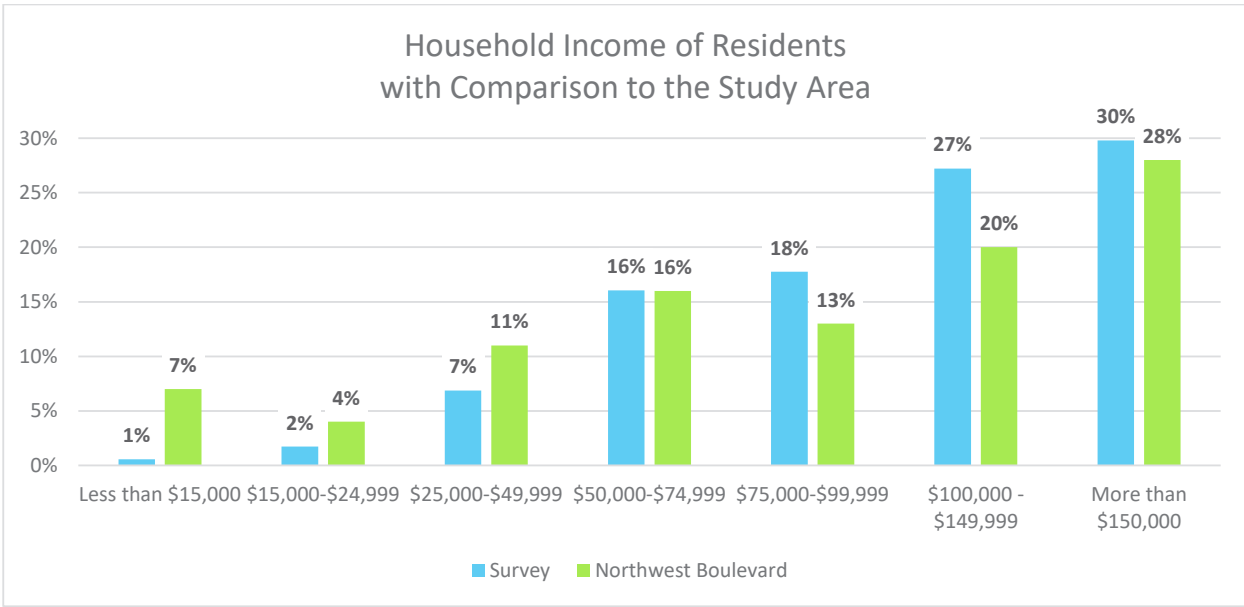
Question 14: Are you of Hispanic or Latinx origin? (n=350)

Approximately 29% of respondents identified as having a Hispanic or Latinx origin. The Assessment of Opportunities report found that approximately 47% of the study area's residents identified as Hispanic, demonstrating a 18 percentage point discrepancy between residents and survey respondents.



Question 15: What is your annual household income (before taxes)? (n=349)

The Needs Assessment found that 22% of the study area's residents have household incomes below \$50,000, but the survey represented only 10% of individuals under this threshold. This marked a socioeconomic disparity in survey respondents, most notably seen in the representation of households with income under \$15,000. Another socioeconomic disparity was seen with overrepresentation of households with incomes over \$75,000.



Question 16: Please add any other thoughts or ideas you have for improving the Northwest Boulevard area. (n=186)

- 1. Respondents want the study area to show beautification, landscaping, and improved signage in the study area.
 - “Beautification!! Goes a long way.”
 - “This area is the future of Corpus Christi and is the first impression for tourists and visitors coming here. Make it more attractive and accessible so they want to return.”
- 2. Respondents want improvement in public services and safety in the study area.
 - “Make it safe.”
 - “Keep it clean and community friendly. Keep the community involved!”
 - “Keeping it safe and clean in all ways including types of businesses.”
- 3. Respondents want the traffic congestion addressed in the study area.
 - “Better traffic flow. Too much congestion around schools, shopping centers, and entrance and exit off main highway.”
 - “Traffic congestion needs to be addressed, especially around Calallen High School. It feels like there is no plan for the area so whatever goes.”
 - “Traffic flow and congestion needs to be addressed.”
- 4. Respondents want to grocery store in the study area.
 - “We need an HEB.”

Other Non-Survey Comments

Participants in public meetings and other engagement events were given the project managers’ contact information to share additional comments through email. The following were highlighted quotes from email feedback.

“I know we are very interested in seeing the bus stops extended into our area since the route seems to stop near the high school presently. It would be nice to see it continue out to the Wood River area which would give access to our church location and some of the services we offer.” – Grace United Methodist Church Food Distribution (Emailed on 7/3/2020)

“While driving down the current road trying to envision the project. We do not want three more miles of unkept medians and overgrown right of ways that the state of Texas only maintains on a semiannual or quarterly basis. Nor do we want the overgrown median on Leopard St near Violet Rd or Callicoatte. Which the City of Corpus Christi neglects. We’ve been forgotten for years don’t start something you don’t intend to maintain.” (Emailed on 6/9/2020)

List of Traffic and Land Use Priorities (Emailed on 4/24/2020):

- *What are the key issues facing the study area?*
 - *Lack of east and west traffic carrying corridors.*
 - *Please notice that Hwy 77 or I-69 has limited east/west penetrations at Northwest Blvd., County Rd. 52 and County Rd. 48. With minimal right-of-way extensions east of said highway.*
 - *Several large areas of residential infill needed to complete traffic circulation particularly in the Annaville area.*
 - *Limited land use growth opportunities to the north and south of the following major corridors Leopard, Northwest Boulevard and IH-37. Limitations are due to several factors: 1) Nueces River (Annaville & Calallen areas) 2) and more concerning the encroachment and expansion of the Industrial districts in the Annaville & Tuloso Midway areas.*
 - *Air quality or lack there of in and around the Kane meat processing facility and industrial plants. Solar Estates and Arlington Heights neighborhoods adversely impacted with very poor air quality on most days.*
- *Assets and opportunities: What is important to preserve, protect, and enhance?*
 - *Several large undisturbed natural areas in and around the Nueces River.*
 - *City to continue making enhancements to West Guth Park (large regional park) More tree plantings, water feature improvements, etc.*
 - *Encourage Nueces County to make enhancements to Hazel Bazemore Park.*
 - *More tree plantings, upgrade to facilities and park features.*
- *Challenges and threats: What problems need to be solved?*
 - *Improve the traffic grid. Extremely limited east and west traffic corridors funnel traffic loads onto Northwest Boulevard and Leopard creating a real traffic snarl at five points and other intersections along said corridor and Leopard.*
 - *City Engineering needs to improve many rural residential rights-of-way by building proper curb and cutter and ADA compliant sidewalks. Many older residential neighborhoods do not have sidewalks so there is no walkable connectivity.*
- *What changes are planned for the study area?*

- A new H.E.B. was forecast to be constructed but has yet to be built. This would seriously relieve the over grounding at the both Walmart and current H.E.B. at Violet and Leopard.
- County Road 52 or Cooperative Avenue improvements must continue to relieve traffic pressures on Northwest Boulevard.
- Development of an east and west corridor in the Annville area south of Leopard between I-69 Corridor and Callicoatte Road, Violet Road, McKinzie Road and Rand Morgan Road.
- Improvements to HWY 44 with new and under construction overpasses between Corpus Christi and Robstown.
- What uses would you propose for new private development?
 - City sale a portion or all of Labonte Park to private water park developer amusement park.
 - Development of additional grocery store opportunities. Both H.E.B. and Walmart function as regional stores in an expanding food desert in this area of Nueces county and Corpus Christi.
- What kind of public amenities and services are desired? Answered above.
- Who are the key stakeholders?
 - Multiple Refinery Companies with terminals and facilities abutting and encroaching into planned residential areas.
 - Nueces County
 - City of Corpus Christi
 - Engineering Department (traffic engineering)
 - Parks and Recreation
 - Code Enforcement

Transportation and Land Use Strategies Survey

Northwest Boulevard (FM 624) Corridor Plan

Prepared by Asakura Robinson

July 29 – August 23rd, 2020

The Northwest Boulevard (FM 624) Corridor Plan process has sought the public’s feedback on support, opposition, or other thoughts on 20 transportation and land use strategies proposed for the Northwest Boulevard study area. The City of Corpus Christi Planning Division published an online transportation and land use concepts survey on July 23rd, 2020 to gather input from area stakeholders. The survey closed on August 23rd. The responses yielded the following key takeaways:

1. **Strong support for the Vision Statement.** Approximately 78 percent of respondents supported the Vision Statement for this project.
2. **Coordinating with Calallen ISD to mitigate school traffic** (i.e., including one-way drop-off and pickups, closing U-turns during special events, and organizing walking school buses) is the most supported strategy out of the 20 given. Approximately 82 percent of respondents supported this strategy.
3. **Agreement with Goal #2: “Northwest Boulevard is prosperous, with a strong local economy anchored by small businesses.”** This goal received 76-percent of respondents support, showing the most supported out of the four proposed Goals for the Northwest Boulevard study area. Some respondents left additional comments expressing a desire for more information on the business incentives to allow for this goal.
4. **Mixed feelings on the small business support strategies.** The six small business support strategies received a range of 25-64 percent strong agreement. “Create a Public Improvement District that raises tax revenue for local improvements,” received the strongly opposition (i.e., 28 percent collectively somewhat and strongly opposing). “Create new marketing opportunities for area businesses” received the strongest support (i.e., 87 percent collectively somewhat and strongly supporting).
5. **Mixed feelings on currently adopted Future Land Use Map.** Many respondents express support for the future land use map, particularly for its flexibility on what could be developed and the mixed-use (i.e., commercial, low and high residential). The “Uniform” future land use scenario overall seemed to show more support, however, compared to the “Transitional” future land use scenario.
6. **Concern for roundabouts safety.** Several respondents expressed concern that the study area’s visitors are not educated on roundabout usage (i.e., causing more accidents). The opposition was from this concern, but roundabout education was recommended by some.
7. **Mixed feelings on public art and other aesthetics.** About half of respondents supported public art ideas. Opposing respondents expressed that public art funds be instead used to address critical infrastructure needs before such aesthetics. Respondents shared similar opposing sentiments regarding a gateway entrance and signage.

Summary of Question Responses

Q1 Do you support the following Vision Statement? "Northwest Boulevard is Calallen’s “Main Street,” providing the amenities of a prosperous neighborhood center in a small, tight-knit community. The Boulevard is a welcoming, diverse, and family-friendly place where people go to shop, gather, invest in businesses, play and raise a family."

<ul style="list-style-type: none"> • I support this goal (78%) • This goal needs improvement (specify below) (12%) • I have no opinion (3%) • I have more thoughts to share (7%)
<p>Q2 Do you support Goal #1? Northwest Boulevard is safe, accessible and easy for people of all ages and abilities to get around. » Congestion is less frequent, making it easier for people to get around and navigate the neighborhood. » Traffic is calmed, making it safer for people to drive, walk across, and bike along the boulevard. » Streets and sidewalks are accessible, built to ADA standards.</p> <ul style="list-style-type: none"> • I support this goal (65%) • This goal needs improvement (specify below) (28%) • I have no opinion (2%) • I have more thoughts to share (6%)
<p>Q3 Do you support Goal #2? Northwest Boulevard is prosperous, with a strong local economy anchored by small businesses. » A variety of neighborhood restaurants and retail outlets offer a diverse array of goods, services, and family-friendly experiences » Businesses can receive support and incentives from public entities to recover from loss of income</p> <ul style="list-style-type: none"> • I support this goal (76%) • This goal needs improvement (specify below) (14%) • I have no opinion (7%) • I have more thoughts to share (4%)
<p>Q4 Do you support Goal #3? Northwest Boulevard is healthy for people and nature, with opportunities to be active outdoors. » Trees and vegetation provide shade and help drain stormwater » Trails are easily accessible for walking, hiking and biking</p> <ul style="list-style-type: none"> • I support this goal (68%) • This goal needs improvement (specify below) (19%) • I have no opinion (9%) • I have more thoughts to share (5%)
<p>Q5 Do you support Goal #4? Northwest Boulevard is attractive and orderly, with new development that fits into a cohesive whole. » Public infrastructure is expanded to areas planned for development » Public art and neighborhood branding convey a sense of place and beautify the public realm. » Wayfinding signage draws attention to neighborhood attractions and guides visitors » Regulation of commercial signage ensures a consistent, physical appearance along the Boulevard</p> <ul style="list-style-type: none"> • I support this goal (69%) • This goal needs improvement (specify below) (19%) • I have no opinion (10%) • I have more thoughts to share (1%)
<p>Q6 Do you support the following idea? Improve Vehicular Flow at I-69/US-77 by replacing the intersections with innovative solutions, such as a single point urban interchange or roundabouts</p>

<ul style="list-style-type: none"> • Support (60%) • Oppose (please explain below) (21%) • No opinion (6%) • I have more thoughts to share (13%)
<p>Q7 Do you support the following idea? Address safety hazards by investing in traffic calming infrastructure, like raised crosswalks, curb extensions ("bump-outs"), and roundabouts.</p> <ul style="list-style-type: none"> • Support (67%) • Oppose (please explain below) (17%) • No opinion (7%) • I have more thoughts to share (8%)
<p>Q8 Do you support the following idea? Build active infrastructure, including sidewalks, safe crossings, and walking and biking trails.</p> <ul style="list-style-type: none"> • Support (78%) • Oppose (please explain below) (10%) • No opinion (5%) • I have more thoughts to share (8%)
<p>Q9 Do you support the following idea? Coordinate with Calallen ISD to mitigate school traffic, including one-way drop-off and pickups, closing u-turns during special events, and organizing walking school buses.</p> <ul style="list-style-type: none"> • Support (82%) • Oppose (please explain below) (5%) • No opinion (9%) • I have more thoughts to share (4%)
<p>Q13 Please tell us how much you support or oppose the following small business support strategies</p> <p>Provide grants or low/no-interest loans to physically adapt brick and mortar stores</p> <ul style="list-style-type: none"> • Strongly oppose (7%) • Somewhat oppose (5%) • Neither support nor oppose (15%) • Somewhat support (27%) • Strongly support (46%) <p>Allow outdoor operations in parking spaces</p> <ul style="list-style-type: none"> • Strongly oppose (10%) • Somewhat oppose (13%) • Neither support nor oppose (17%) • Somewhat support (31%) • Strongly support (30%) <p>Collaborate with business owners to transform vacant properties/storefronts into entrepreneurship incubators spaces</p>

<ul style="list-style-type: none"> Strongly oppose (3%) Somewhat oppose (2%) Neither support nor oppose (10%) Somewhat support (33%) Strongly support (52%) <p>Create new marketing opportunities for area businesses ("shop local" discounts, regular small business "festival" events, etc.)</p> <ul style="list-style-type: none"> Strongly oppose (2%) Somewhat oppose (3%) Neither support nor oppose (8%) Somewhat support (23%) Strongly support (64%) <p>Create a Public Improvement District that raises tax revenue for local improvements</p> <ul style="list-style-type: none"> Strongly oppose (14%) Somewhat oppose (14%) Neither support nor oppose (19%) Somewhat support (26%) Strongly support (27%) <p>Consider project-based Tax Increment Financing (TIF) for commercial affordability and infrastructure</p> <ul style="list-style-type: none"> Strongly oppose (8%) Somewhat oppose (15%) Neither support nor oppose (24%) Somewhat support (28%) Strongly support (25%)
<p>Q14 Do you support the street redesign option for Northwest Boulevard at I-69?</p> <ul style="list-style-type: none"> Support (76%) Oppose (please specify below) (8%) No opinion (5%) I have more thoughts to share (10%)
<p>Q15 Do you support the street redesign options for Northwest Boulevard at River Hill Drive?</p> <ul style="list-style-type: none"> Support (73%) Oppose (please specify below) (9%) No opinion (10%) I have more thoughts to share (8%)
<p>Q16 Which proposed street redesign option for Northwest Boulevard at Riverside Boulevard do you support?</p> <ul style="list-style-type: none"> Option 1 - Expand to six lanes and add sidewalk/sidepath (15%) Option 1B - Expand to six lanes with shoulders, and add sidewalk/sidepath (36%)

<ul style="list-style-type: none"> Option 1C - Expand to six lanes with shoulders, but reduce lane widths, and add sidewalk/sidepath (16%) Option 2 - Improve with sidewalks/paths, but keep to four lanes (22%) Keep as is (3%) No opinion (6%) Other (please specify) (1%)
<p>Q17 Which roadway median treatments do you support?</p> <ul style="list-style-type: none"> I support the Ornamental median treatment to beautify the street (18%) I support the Shade median treatment to beautify and cool the street (44%) I support the Limited median treatment to preserve any landscaping budget for trees along the sidewalk/sidepath (28%) I do not support any median treatments (5%) I have other ideas (5%)
<p>Q18 Do you support the ideas for Public Art?</p> <ul style="list-style-type: none"> I support the proposed public art ideas (51%) The public art ideas need improvement (specify below) (16%) I have no opinion (22%) I have other ideas (12%)
<p>Q19 Do you support the idea of building gateway entrances to the study area?</p> <ul style="list-style-type: none"> I support community gateway entrances (40%) This idea needs improvement (please specify below) (12%) I have no opinion (35%) I have other ideas (14%)
<p>Q20 Do you support the ideas for unique street signage?</p> <ul style="list-style-type: none"> I support the proposed street signs (67%) This idea needs improvement (please specify below) (9%) I have no opinion (17%) I have other ideas (7%)
<p>Q21 Do you support the ideas for Monument Signage?</p> <ul style="list-style-type: none"> I support these monument signage ideas (48%) This idea needs improvement (please specify below) (15%) I have no opinion (26%) I have other ideas (11%)
<p>Q22 Do you support the ideas for Street Banners?</p> <ul style="list-style-type: none"> I support these street banner ideas (63%) This idea needs improvement (please specify below) (10%) I have no opinion (22%) I have other ideas (6%)



Calallen High School

Assessment of Opportunities

June 2020

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KEY TAKEAWAYS

This Assessment of Opportunities report summarizes key findings from a review of existing demographic, land use, and economic conditions and recent trends. Among the noteworthy takeaways are:

1. Study area residents enjoy higher incomes and longevity than the average Corpus Christi resident.....12

The median household income for the study area is between \$75,000 to \$99,999, much higher than the median household income for Corpus Christi, which is \$55,709. The average life expectancy for the census tracts in the study area is 80.5 years, 2.5 years higher than that of Nueces county and 1.7 years higher than that of Texas.
2. The study area is home to approximately 140 businesses and 1,450 employees....18

Businesses serving regional demand include banks, big box retail like Walmart and the Five Points Shopping Center, fast food restaurants, restaurant chains, and medical facilities. Restaurants and schools employ the most workers: 2005 and 200, respectively.
3. Residents spend over \$120 million annually on groceries, general merchandise, clothing, and health and personal care outside the primary trade area.....20

The current supply of grocery stores could double in number or size to meet just resident demand within the trade area. Residents currently spend over \$50 million on groceries outside the trade area.
4. The study area contains 1.5 million square feet of vacant land zoned for commercial uses22

Commercial parcels vary largely in size. The majority of commercial properties range between 20,000 and 60,000 square feet.A handful of landowners in the area own 56% of the available vacant land ripe for development, or 29% of the entire study area.
5. Traffic volumes along Northwest Boulevard are similar in 2018 to those traffic volumes collected in 1999.....24

A steady, incremental increase of traffic volumes on Northwest Boulevard is expected based on the 20 year Average Annual Daily Trip (AADT) trends.
6. Three fatal collisions in the corridor between 2018 and 2019 resulted in the death of one cyclist and two pedestrians.....28

Every pedestrian-vehicle collision occurred near an intersection (River Trail Drive, FM 1889, and Interstate 69E).
7. No sidewalks are present for most of the length of Northwest Boulevard.....35

Sidewalks are present directly along Northwest Boulevard on the northside between Calallen High School campus and Interstate 69E and on the southside between Wildcat Drive and Interstate 69E
8. The 2018 Strategic Plan for Active Mobility: Phase 1 Bicycle Mobility recommends a cycletrack on either side of Northwest Boulevard.....38

Located between Wildcat Drive and River Hill Drive, this facility would connect the Wood River neighborhood to the intersection with Highway 77.

Introduction

Thanks in part to a surge of industrial development in the Corpus Christi metropolitan area in recent years, the Calallen area of far-northwest Corpus Christi has experienced new development. From oil refining and transportation to steel production, the expansion in these export industries is bringing wealth and job opportunities to the region. With this investment comes development

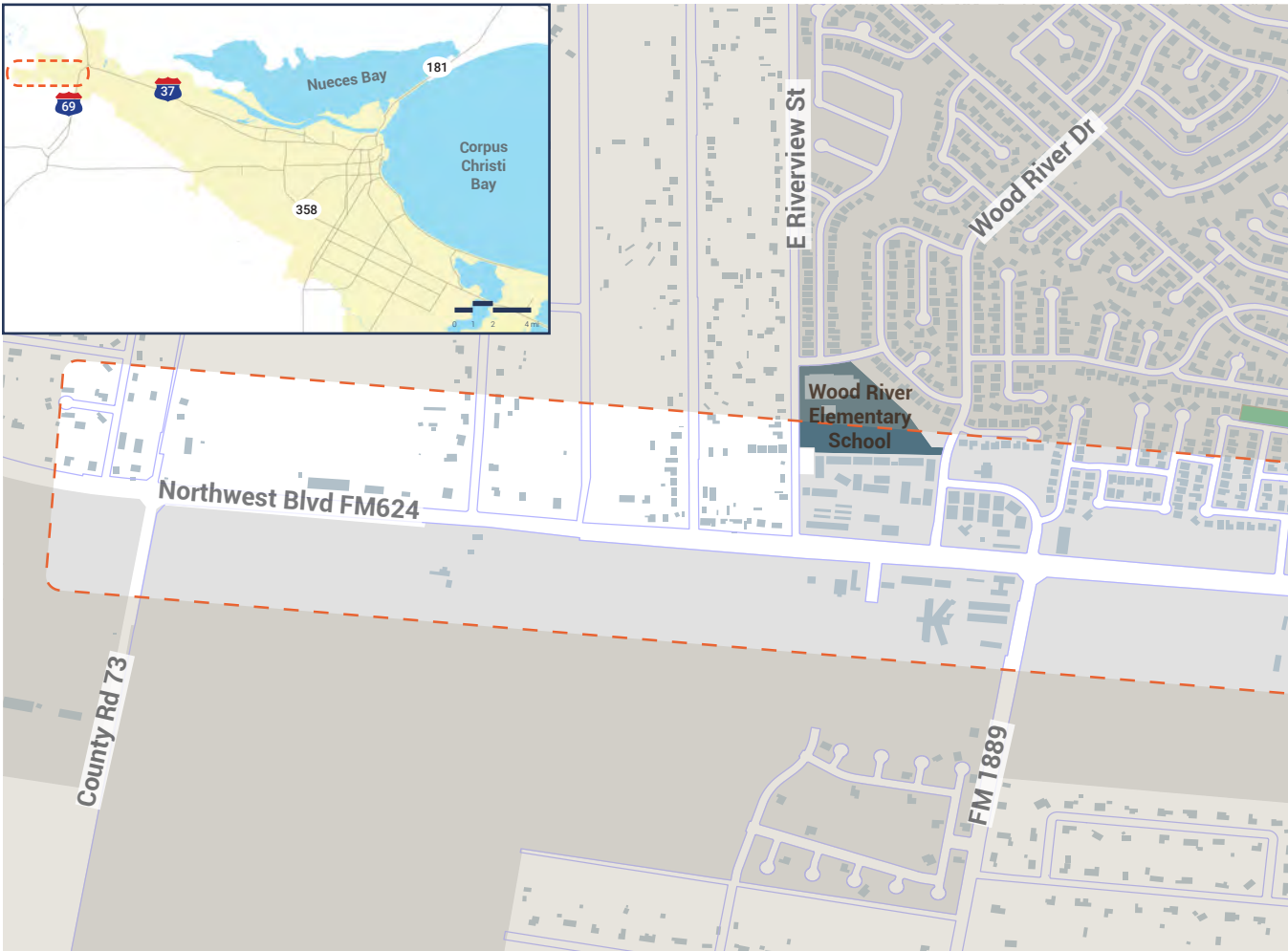
pressure and demand grows for new homes, retailers and services. The City of Corpus Christi anticipates additional residential and commercial development, as well as a new elementary school, in the Northwest Boulevard (FM 624) Corridor, shown below. Plans to build a new steel factory in Sinton, if realized, could drive additional demand for new housing and commerce in Calallen. While new

development creates new opportunities for people to live, work and do business in Calallen, it also brings new challenges, such as more auto traffic, and more demands on critical infrastructure.

This planning study represents the City of Corpus Christi's effort to proactively plan for orderly, attractive and sustainable growth and development consistent with the community's vision. The Northwest Boulevard Corridor lies 20 miles upriver from downtown Corpus Christi. The study area comprises a 500-foot buffer to the north and to the south from Interstate 69 to Wright

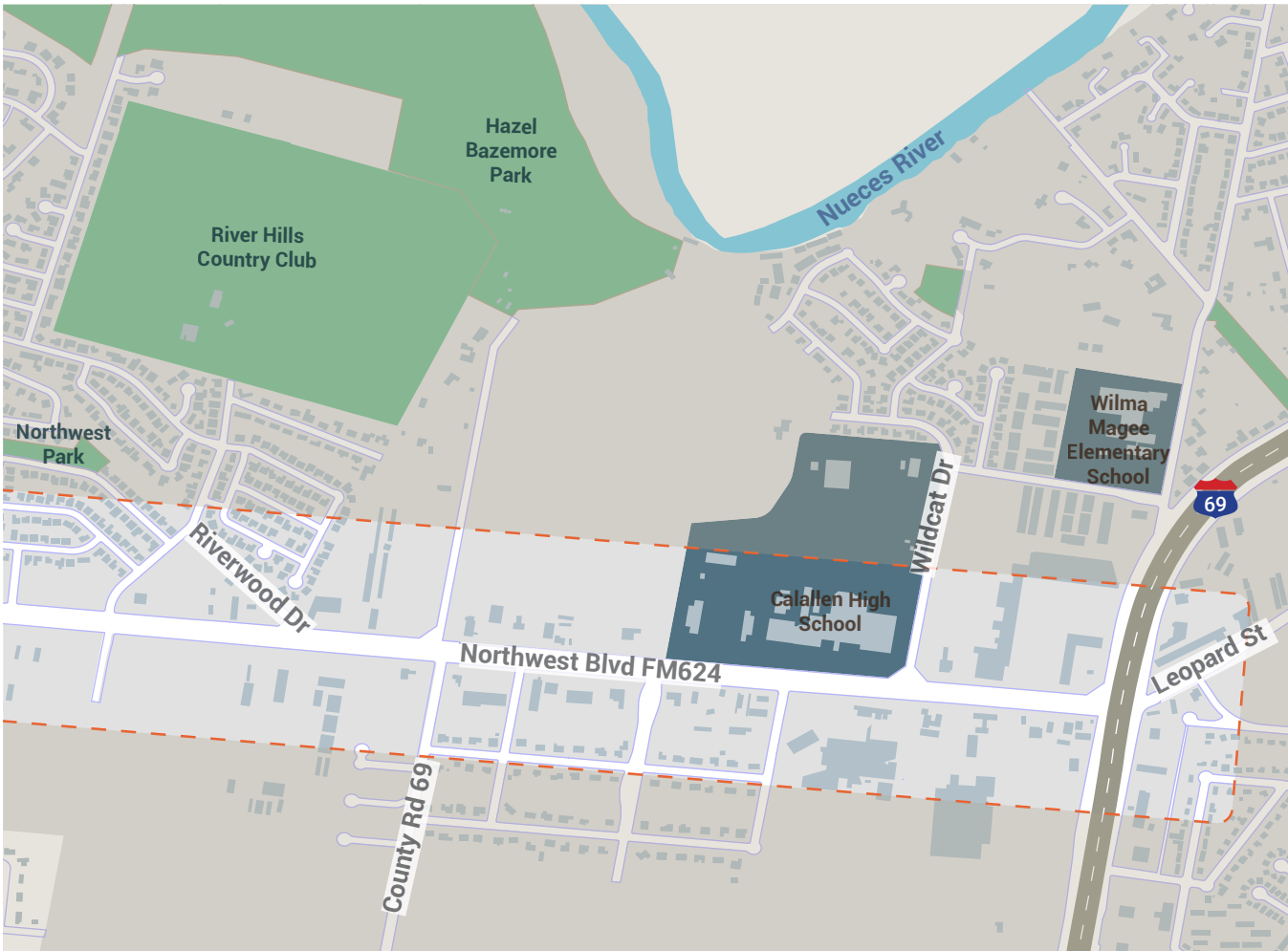
Moravek Road (County Road 73) - nearly three miles. The Nueces River bounds adjacent neighborhoods to the north, while Interstate 69 presents a physical barrier to the east. To the west and south, development quickly transitions from suburban to rural conditions. The Wood River neighborhood is north of the corridor, and major anchors include one preschool, two elementary schools, one high school, River Hills Country Club, Hazel Bazemore Park, Corpus Christi Medical Center, and retail destinations including Walmart and the Five Points Shopping Center.

Figure 1: Northwest Boulevard (FM 624) Corridor



Source: City of Corpus Christi GIS Services

- Study area
- Parks and open space
- Schools
- Buildings
- Parcels



0 500 1,000 2,000 ft

Development History

The Town of Calallen was established in 1910 where the St. Louis, Brownsville and Mexico railroad crossed the Nueces River, and grew into a center for agricultural trade.¹ The initial settlement was located to the northeast of the Northwest Boulevard study area, between what is today Interstate 37 and the Nueces River.

¹ Calallen Independent School District, History of Calallen, Accessed 20 April 2020, Available at: <https://www.calallen.org/domain/88>.

The City of Corpus Christi annexed this area in the 1960s, and annexed the majority of the Northwest Boulevard study area in the 1980s and 1990s. Urban development coincided with annexation; its peak development was in the 1980s and 1990s, though many current structures were built prior to annexation.

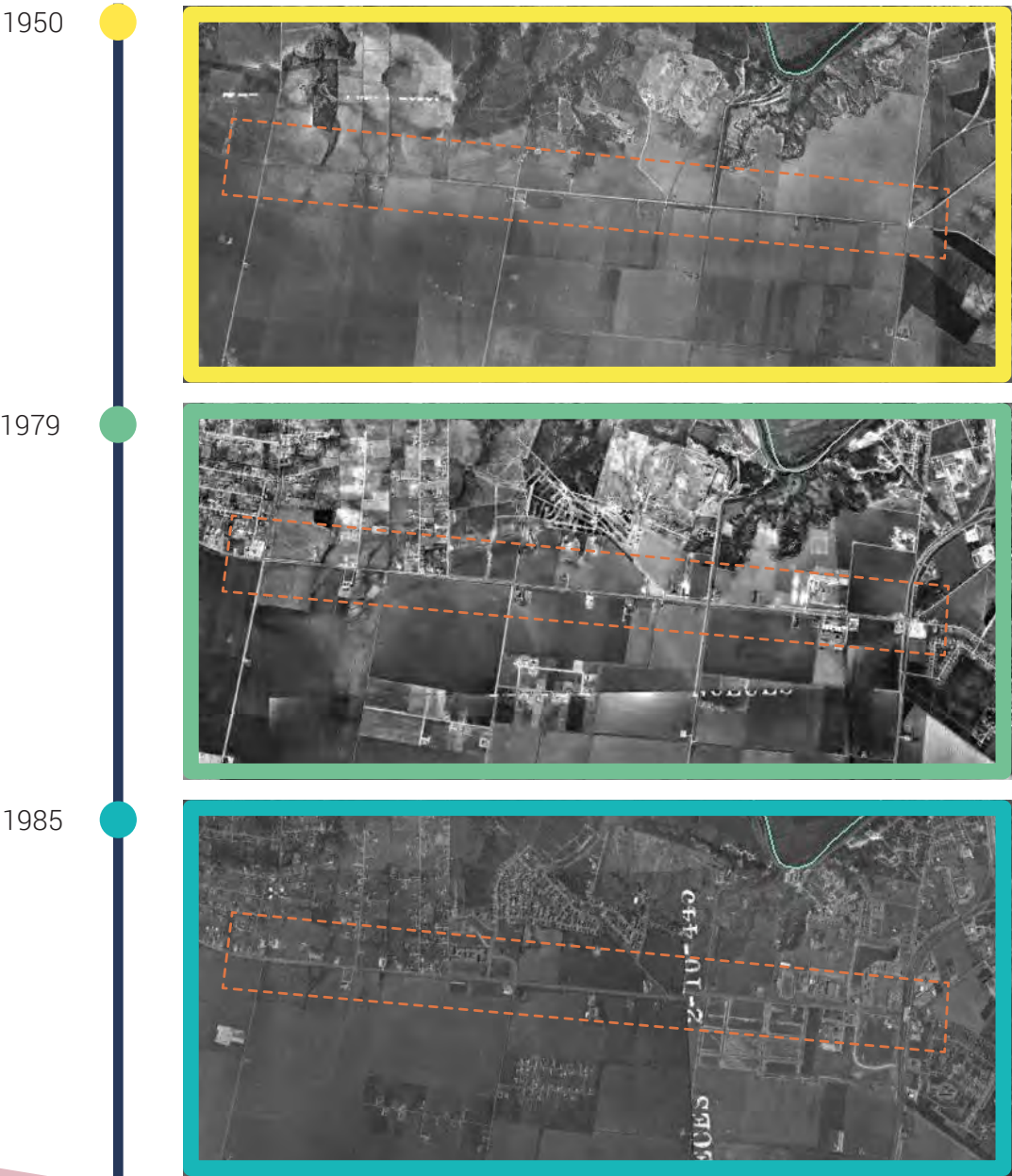
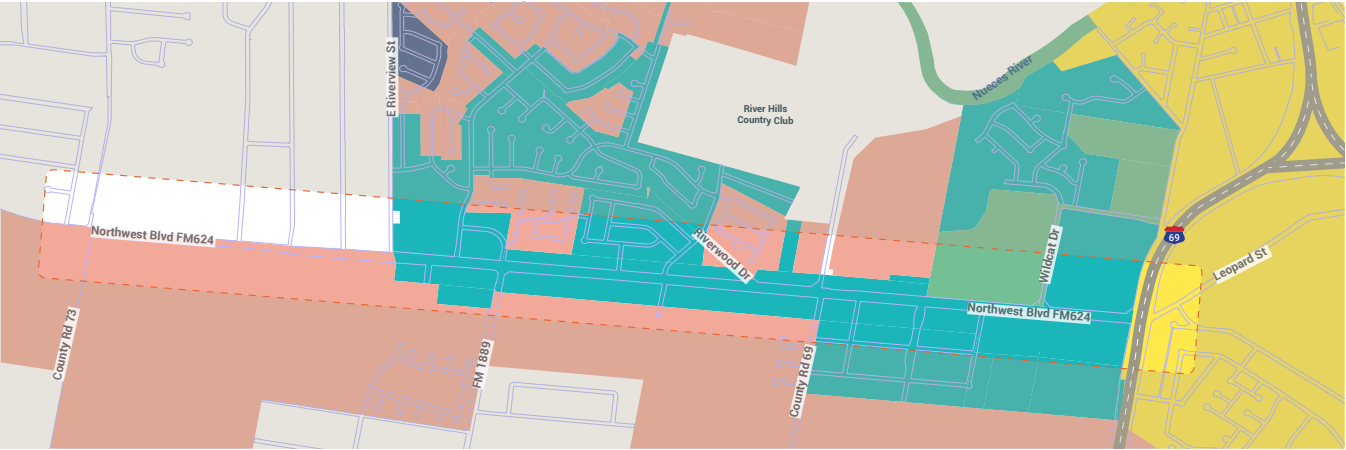
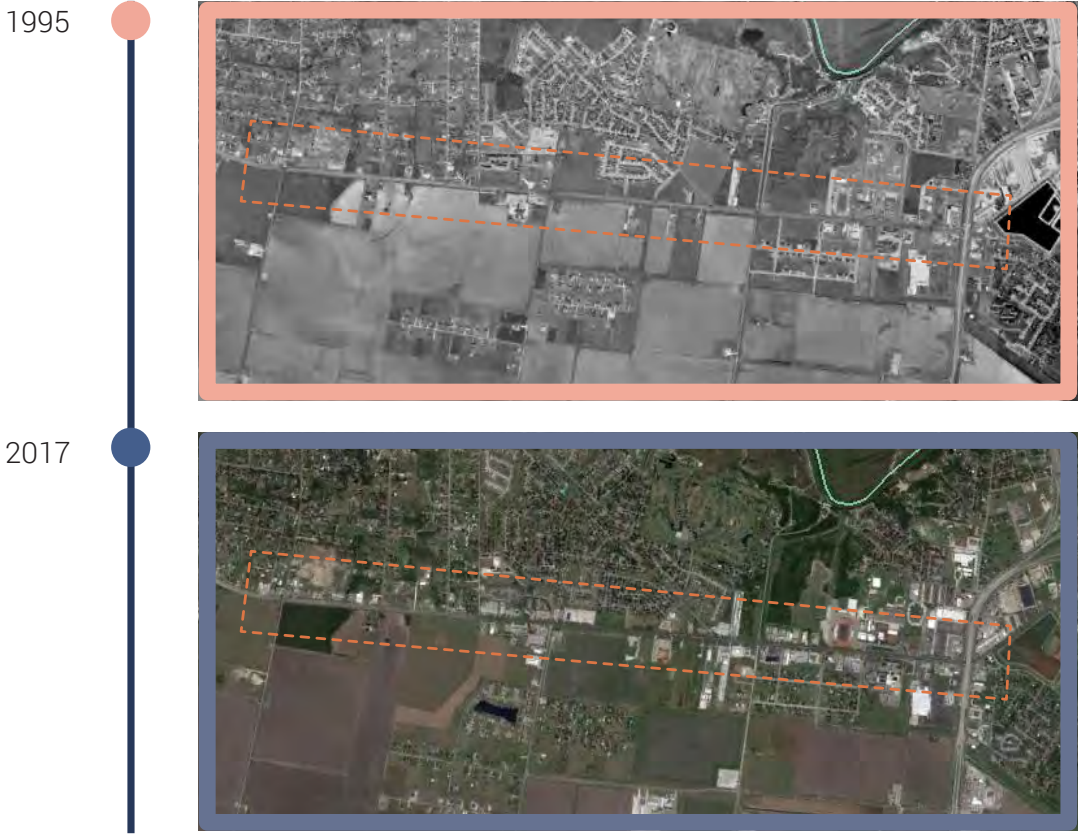
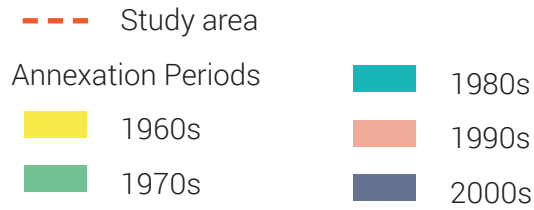


Figure 2: Annexation and Development History




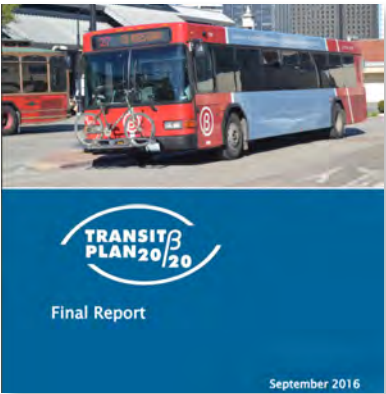
Source: City of Corpus Christi GIS Services




Satellite image source: Google Earth

Previous Planning

As a primary artery serving mutiple institutional uses in Corpus Christi's northwest, Northwest Blvd. has been subject to numerous citywide, comprehensive, and long-range planning efforts. They focus on the function of the roadway, and emphasize the safe balance of user modes, particularly east of FM 1889.

Plan	Major Goals
Bicycle Mobility Plan, CCMPO, 2018 	This plan is Phase I of the Strategic Plan for Active Mobility under the CCMPO. The major vision goals are 1) develop a cohesive, strategic network of bicycle facilities that accommodates a diversity of riders 2) Increase the percentage of trips of all types that are made by bicycle 3) Promote health and wellness through bicycling and 4) Enhance safety for bicyclists. The plan methods included developing a community hotspot analysis to determine demand that was then used for bicycle route selection via network analyst reflecting community preferences: 1) Off-road trail connections were prioritized over routes that followed the street network 2) neighborhood streets and minor collectors were prioritized over busier roadways and 3) streets that pass through areas adjacent to activity centers were prioritized over streets that run right through the heart of an activity center or through areas with a very low concentration of destinations. Once presented and “tested” with the community for feedback, specific bicycle infrastructure treatments and facilities were then identified.
Transit Plan 20/20, Corpus Christi Regional Transportation Authority, 2016 	A Five-Year Service Plan was developed based on the existing conditions report findings and community engagement activities, including surveys, according to the following themes: upgrades to southside services, more frequent service on Leopard and Port, expanded Sunday service, more direct westside service, Downtown/North Beach route improvements, increased direct routing and frequency in Robstown, consolidated Port Aransas service, expanded Express service, and improved speed and reliability, which are organized within the report according to service types and are divided into two implementation phases. Recommended improvements address service design (i.e. direct routing, route alignment, route deviations, schedule simplicity), established performance metrics (i.e. ridership productivity, passenger loads, schedule reliability, schedule efficiency), and bus stops (i.e. accessibility, amenities, real time arrival information, etc).

Relation to this effort	Implementation Details
As Phase 1 of the Mobility Plan, the Bicycle Mobility identifies street segments for bikeway infrastructure and details what types of bicycle facilities are recommended for each street segment. Community engagement informed detailed mapping analyses to select routes and suggest corresponding facility recommendations matching stakeholder preferences.	This plan recommendations bicycle infrastructure along Northwest Boulevard between Wildcat Drive and River Hill Drive in the form of protected cycletracks on either side of the boulevard located outside of the vehicular traffic lanes.
Transit Plan 20/20 includes recommendations to improve current service after comprehensively analyzing the strengths of the system and identifying gaps in service. The plan includes recommendations that directly impact Northwest Boulevard.	Transit Plan 20/20 includes recommended improvements to Route 27, a portion of which operates along Northwest Boulevard within the study area corridor. The plan recommends rerouting Route 27 from the I-69 Access Road after looping around the Five Points Shopping Center to Northwest Boulevard before turning south onto FM 1889. The reroute will likely create additional bus stops along Northwest Boulevard and FM 1889, requiring pedestrian infrastructure to connect these potential bus stops to the existing sidewalk network.

Plan	Major Goals
Mobility CC, City of Corpus Christi, 2013 	<p>Of the eight policies the plan establishes, the following are relevant to the Northwest Boulevard Study Area:</p> <p>Policy 1: Integrate street infrastructure that provides balanced transportation options and design features into street design and construction to create safe and inviting environments for all users to walk, bicycle, and use public transportation.</p> <p>Policy 3: Plan and develop a comprehensive and convenient bicycle and pedestrian transportation network.</p> <p>Policy 6: Provide children with safe and appealing opportunities for walking and bicycling to school in order to decrease rush-hour traffic, and fossil fuel consumption, encourage exercise and healthy living habits in children, and reduce the risk of injury to children through traffic collisions near school.</p> <p>Policy 7: Create safe routes to parks and open spaces.</p>
Northwest Area Development Plan, City of Corpus Christi, 2001 	<p>Relevant Policy Statements:</p> <p>A) Environment. (A1): Maintain and/or improve water quality in the Nueces River - The river provides 2/3 of the City's drinking water supply.</p> <p>B) Land Use. (B1e): The expansion of business uses along Northwest Boulevard (F.M. 624) or any other arterial street should be planned and zoned so that the traffic carrying capacity of the street is protected. West of County Road 75, commercial uses on Northwest Boulevard should only be allowed at arterial intersections. (B3): Encourage development of recreational vehicle parks in the northwest area to capture "Winter Texans" traveling U.S. 77 (IH-69). (B5): Development along all arterial and expressways will be required to plant street trees on fifty-foot centers in a tree planting zone located within 10 feet of any property line abutting the street rights-of-way.</p> <p>C) Annexation. (C1): Pursue annexation of property in advance of development, particularly, along major roadways for the purpose of creating compatible land use and development patterns. (C2): Prior to annexation, develop detailed assessments of infrastructure and action plans for improving and or replacing inadequate infrastructure in outlying substandard developments. (C3): The City should aggressively pursue annexation of the developing areas within the Nueces River watershed within Nueces County.</p> <p>D) Transportation. (D1a): Relief of traffic congestion along Northwest Boulevard (F.M. 624) and at the Five Points Intersection is a major focus of the plan recommendations.</p> <p>E) Public Services. (E3): Create a Nueces River Hike and Bike Trail system with connections to the Oso Parkway system, and schools, parks and other public facilities in the Northwest Area.</p>

Relation to this effort	Implementation Details
<p>This document is the transportation element of the city's Comprehensive plan. It guides decision-making pertaining to the planning, design, operation and maintenance of the city's transportation networks. It "houses all transportation related plans, including the City's Thoroughfare Plan, Trails Master Plan, Americans with Disabilities Act (ADA) Master Plan (formerly the ADA transition plan), plans for the installation of roundabouts and road diets at select locations, and plans for specific street corridors."</p> <p>The Urban Transportation Plan establishes roadway classifications for the city's streets, broadly categorized into Local Access Streets, Collectors, Arterials, and Freeways.</p> <p>The Northwest Area Development Plan component of the City's Comprehensive Plan illustrates the decades-long attempt to guide transportation and land use development in an orderly manner that enhances quality of life. Specifically, it names mobility improvements around Northwest Boulevard designed to mitigate congestion of its eastern terminus at the "Five Points Intersection." Several of these improvements remain to be funded and constructed. This plan also indicated the community's desire to improve the appearance of Northwest Boulevard through three plantings.</p>	<p>The UTP identifies Northwest Boulevard as an "A3 Primary - Arterial Divided" urban street, indicating a 130'-wide right-of-way, up to 6 lanes of traffic, 17.5' of distance between curb and property line, and 30,000 to 48,000 maximum average daily trips.</p> <p>HikeBikeCC recommends 10.26 miles of on-street and off-street facilities to comprise the Nueces River Trail, which would connect Northwest Boulevard to the river via Trinity River Drive, River Walk Drive, and a drainage corridor through the Wood River subdivision, and eastward along the river's south bank to Labonte Park.</p> <p>PS D1 Recommendation a1: "Northwest Boulevard is recommended as an arterial street with an ultimate 120' minimum right-of-way, six traffic lanes, and a median."</p> <p>PS D1 Recommendation a2: "A two-lane 60-foot right-of-way loop collector street (south of Wal-Mart) is proposed between U.S. 77 and the extension of River East Drive."</p> <p>PS D1 Recommendation a3: "County Road 52 is recommended as an arterial street with an ultimate 100' minimum right-of-way, four travel lanes and a landscaped median."</p>

Resident Demographics

An estimated 11,000 people reside in the five Census Block Groups adjacent to the study area, as of 2019.² This is an 8.3% increase since 2010, nearly 1% per year - just under the city's rate of 9.8%. Population growth ranged from 6.3% to 13.8% among the Block Groups to the north, west, and south of the study area, while it declined 3.1% in the neighborhood east of I-69.

The median age group of residents is between 35 and 44, but residents ages 55 and over roughly make up almost a third (32.3%) of the study area population. Comparatively, in Corpus Christi, Nueces County, and Texas, residents ages 55+ only make up about a quarter of their population (27.7%, 28.1%, and 24.7%, respectively). The percent of households with children is slightly higher than the county average (43% and 36%, respectively).³

² Business Analyst. U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2019.
³ Business Analyst. U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2019 and 2024.

The study area contains two nursing homes, each with 120 beds: the Windsor Calallen Nursing Home and River Ridge Nursing and Rehabilitation. Almost 8 in 10 residents (78.6%) live in family households compared to non-family households (21.5%) at rates higher to those of the county and state, where 68.1% of the population live in family households in Nueces and 69.6% in Texas.⁴

⁴ Business Analyst. U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2019 and 2024.

Figure 3: Population change by Censu Block Groups

Source: Business Analyst. U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2019

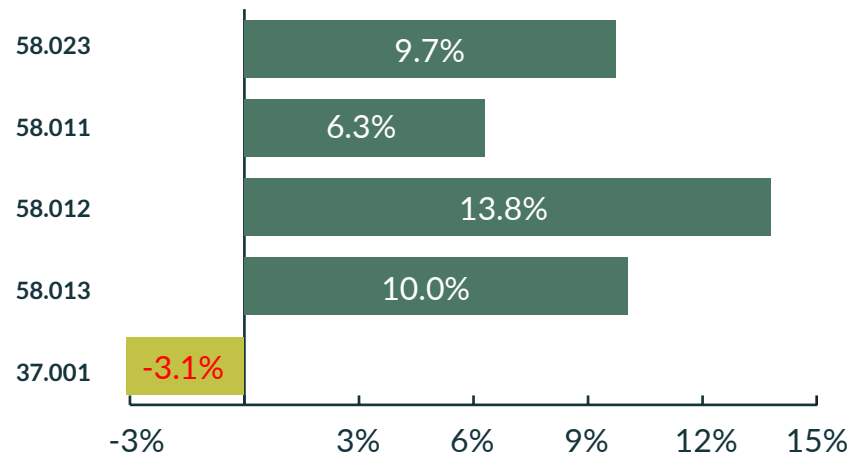
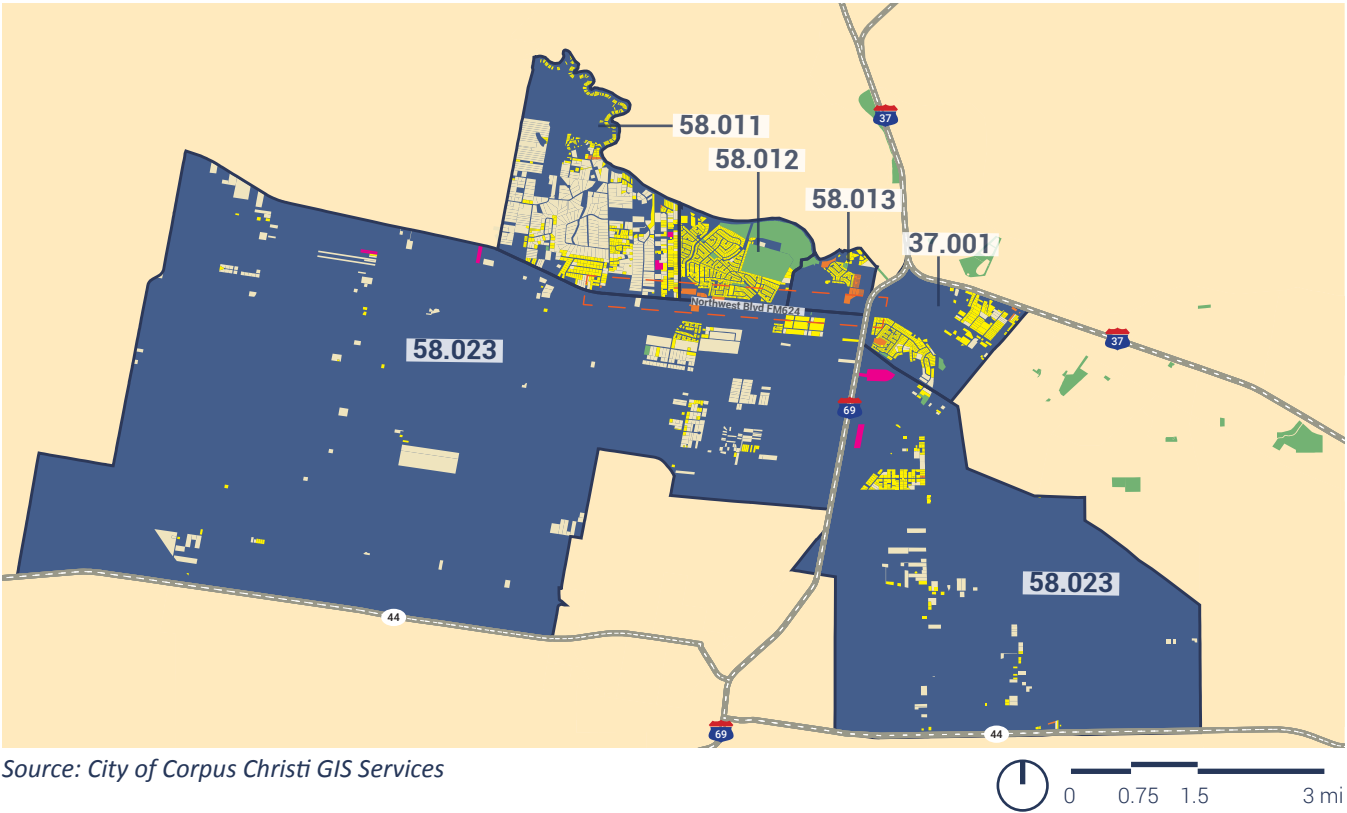


Figure 4: Adjacent Residential Areas, by Census Block Group



The study area is composed of predominantly white residents (90.0%), of whom almost half identify with Hispanic origin (46.6%).⁵ The median household income for the study area is \$87,253, much higher than the median household income for Corpus Christi, which is \$53,614. The average life expectancy for the census tracts in the study area is 80.5 years, 2.5 years higher than that of Nueces county and 1.7 years higher than that of Texas⁶, suggesting that residents have relatively high access to public health resources.

The study area is majority homeowners (79%), and has a slightly higher percentage of homeowners compared to the city (70%). Since 2010, homeownership has decreased by about 3% within the study area and citywide, likely due to increases in multi-family development⁷.

5 Business Analyst. U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2019 and 2024.
6 National Center for Health Statistics. U.S. Small-Area Life Expectancy Estimates Project, 2010-2015]. National Center for Health Statistics. 2018. Available from: <https://www.cdc.gov/nchs/nvss/usaleep/usaleep.html>.
7 Business Analyst. U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2019 and 2024.



Calallen High School, home of the Wildcats, serves 1,256 students in grades 9-12. The school is located on Northwest Boulevard, close to the I-69 intersection.
Source: Calallen ISD

Figure 5: Household types

Source: Business Analyst. U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2019.

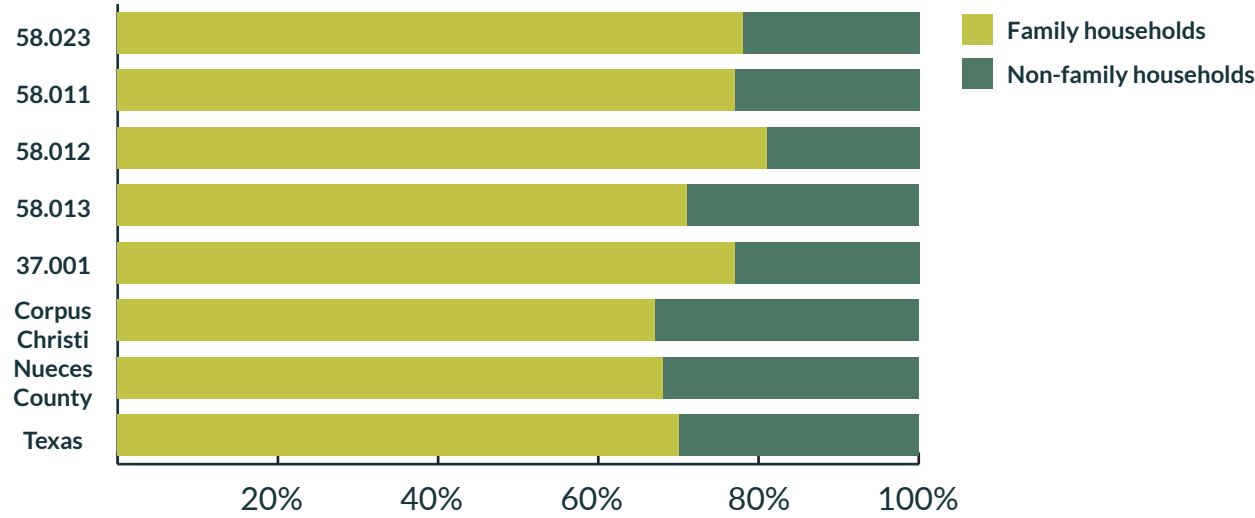


Figure 6: Household income in the past 12 months (in 2018 inflation-adjusted dollars)

Source: Business Analyst. U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2019.

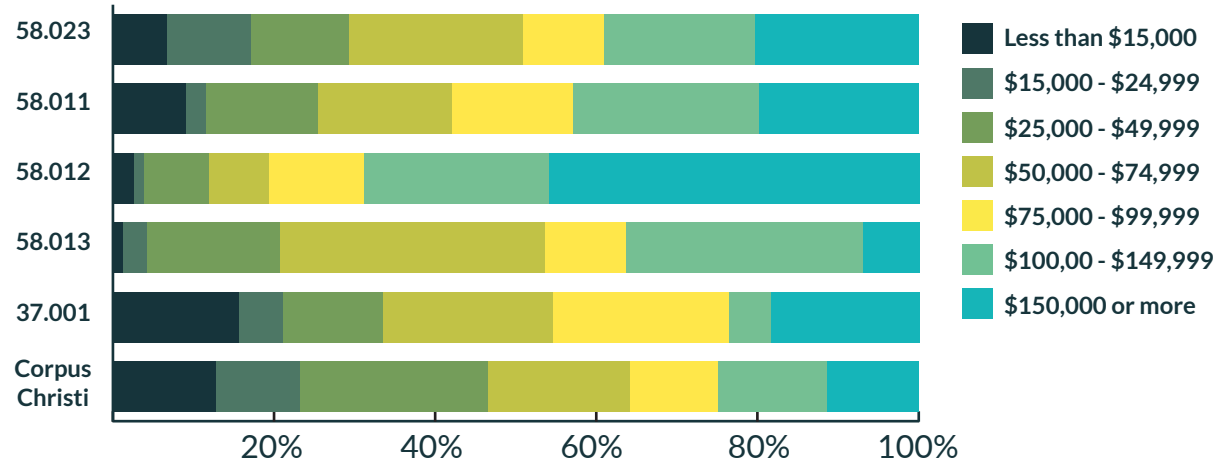
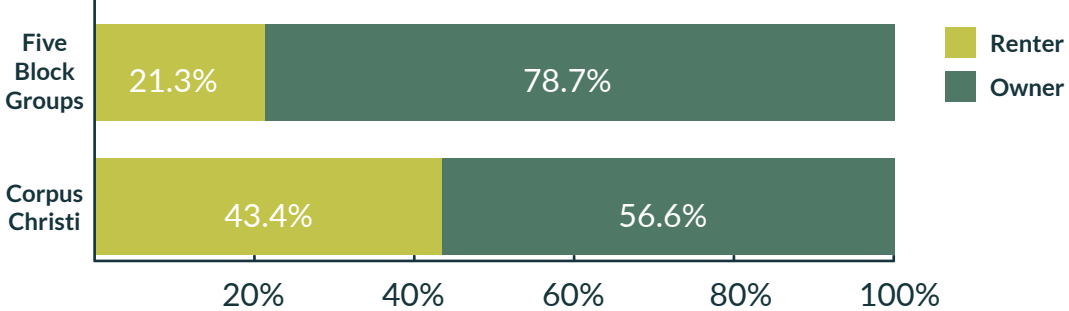


Figure 7: Tenure

Source: Business Analyst. U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2019.



Land Use and Market Analysis

Existing Land Use

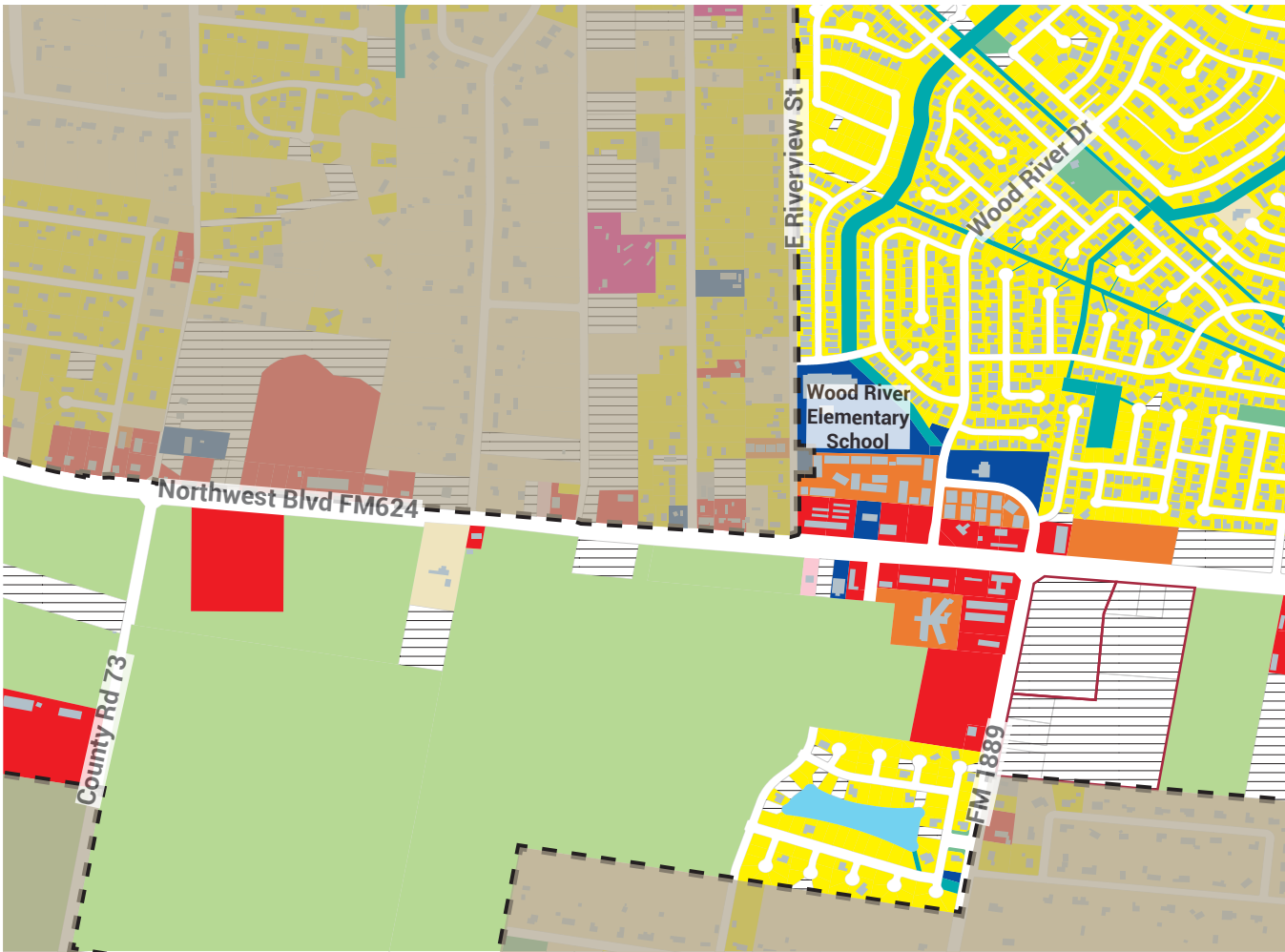
The map in Figure 8 shows existing land uses within the study area as determined for the 2016 Plan CC Comprehensive Plan. The study area contains a wide variety of land uses, including agriculture, low- to medium-density residential, commercial, as well as many currently vacant lands. Several civic uses such as schools, colleges, and parks also reside within the study area.

The breadth of land uses indicate the importance of the study area across a variety of stakeholders in addition to the challenges of creating an attractive and unified corridor that accomplishes the collective vision of the City.

The study area and adjacent neighborhoods have large parcels of land not fully developed; which are currently zoned as Farm Rural, Multifamily, Neighborhood Commercial, or General Commercial.⁸

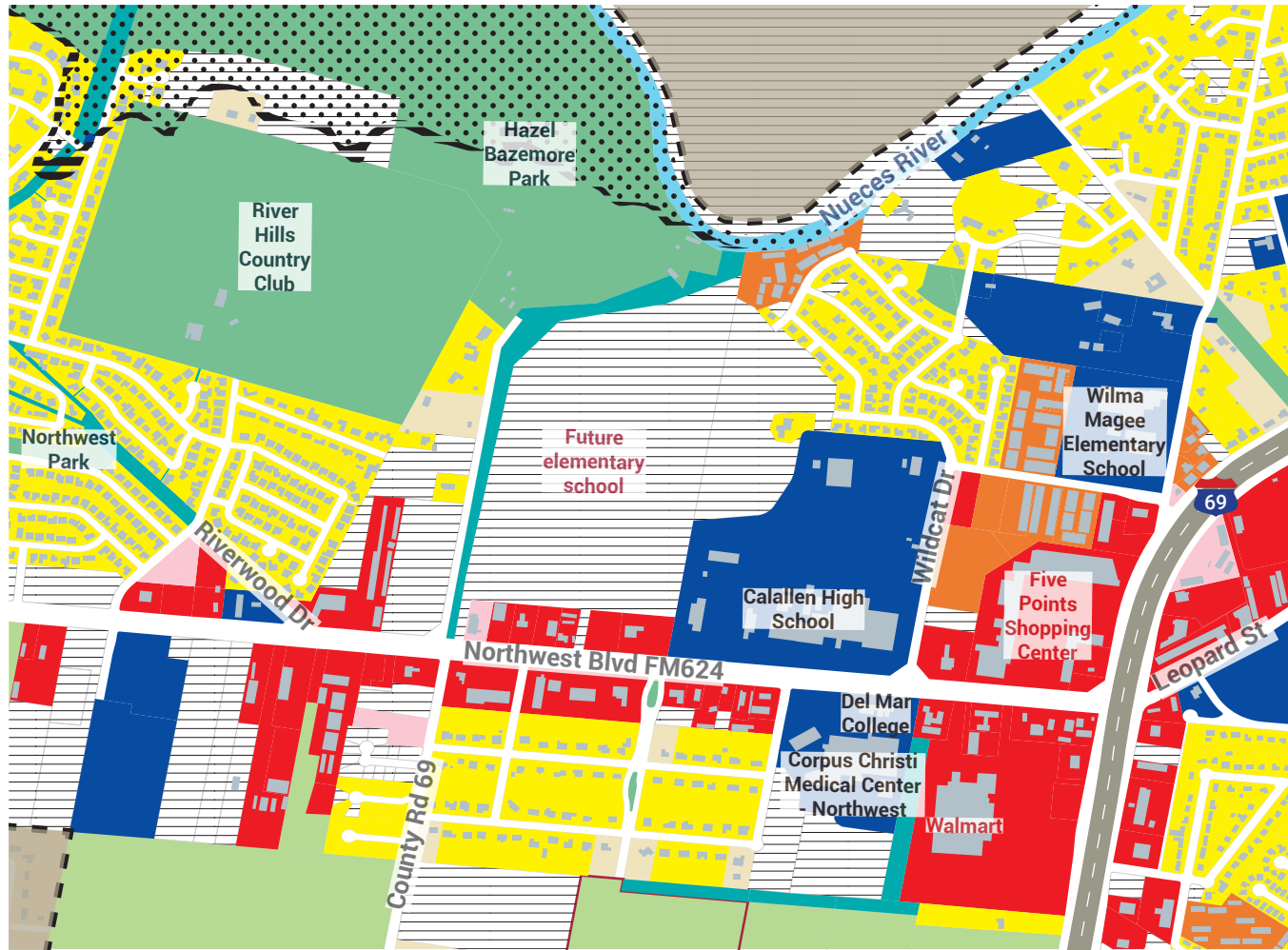
8 City of Corpus Christi Zoning Shapefile

Figure 8: Existing Land Use Map



Source: City of Corpus Christi GIS Services

- City limits
- Light green Agriculture (1 unit/ 5 acres)
- Teal Drainage corridor
- Light brown Estate residential (1 unit/ 1 acre)
- Yellow Low-density residential (up to 8 units/ acre)
- Orange Medium-density residential (8-22 units/ 1 acre)
- Pink Mobile home
- Light pink Professional office
- Red Commercial
- Light gray Light industrial
- Dark green Park and open space
- Dark blue Public and semi-public
- White Vacant
- Red outline Future development
- Gray Buildings
- Blue Water
- Dotted line 100-year floodplain
- Thick black line 500-year floodplain



Current Zoning

Most of the land fronting Northwest Boulevard is zoned General Commercial, which intends to provide "sufficient space in appropriate locations for all types of commercial and service activity, particularly along arterial streets where a general mixture of such activity now exists."⁹ Neighborhood Commercial Districts are interspersed among the General Commercial Districts, near the center of the study area. These provide areas for commercial activity such as sale of convenience goods and personal services that primarily benefit nearby residential areas," and are usually have pedestrian access from nearby residential neighborhoods.¹⁰

9 City of Corpus Christi Unified Development Code, Section 4.5.1.D.
10 Ibid., Section 4.5.1.A.

A significant amount of land within the study area and adjacent to the south and west is zoned Farm-Rural, which is intended for land that is "relatively underdeveloped and agricultural in nature." It is also "the default zoning district for land newly-annexed to the City," and therefore subject to reclassification for appropriate uses.¹¹

Beyond the study area itself, most adjacent neighborhood zoning is for residential uses - largely for single family homes, but also including some multi-family classified parcels.

11 Ibid., Section 4.3.1.A.

Figure 9: Current Zoning Map



Source: City of Corpus Christi GIS Services



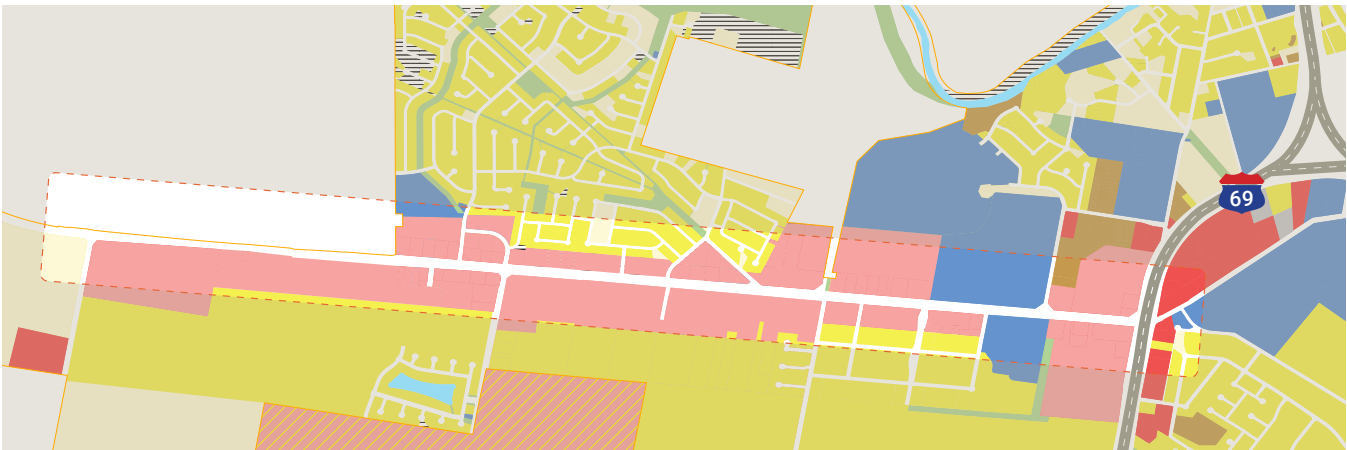
- | | |
|-------------------------|---------------------|
| --- Study area | Multi-family |
| Neighborhood Commercial | Two-family |
| General Commercial | Single-family |
| Farm-Rural | Park and open space |
| Light Industrial | Water |
| Neighborhood Office | |

Future Land Use Designations

PlanCC, the City's comprehensive plan, establishes a Future Land Use Map (FLUM) to guide development and redevelopment for the next twenty years. It is not a zoning map, but rather a guide for decision-makers charged with making rulings on zoning and land use issues.

The vision of future development in the Northwest Boulevard Corridor codified in FLUM is for a mix of uses largely anchored by commercial uses. Government close to the interstate (Calallen High School, Corpus Christi Medical Center Northwest, and Del Mar College) remain in place, while medium density residential comprises a stretch of the southern side of Northwest Boulevard west of FM 1889. A handful of parcels between FM 1889 and County Road 69 do not have FLUM designations.

Figure 10: Future Land Use Map



Source: City of Corpus Christi GIS Services



- | | |
|---|----------------------|
| --- Study area | Light industrial |
| High-density residential (more than 13 units/ acre) | Permanent open space |
| Low-density residential (up to 3 units/ acre) | Government |
| Medium-density residential (4-13 units/ acre, including two-family dwellings) | Vacant |
| Mixed use | Planned development |
| Commercial | Water |

Housing Stock

The neighborhoods adjacent to the Study Area are primarily single-family residential. These neighborhoods contain mostly single-family detached homes, but also includes multi-family, condos, and the Windsor Calallen Nursing home, which has 120 beds, or 60 rooms.

There is one recent multi-family development, the Calallen Apartments, and one planned multi-family development just south of the new Calallen apartments. There is one planned single-family development, called River Ridge Unit 4. South of Northwest Boulevard, this proposed 136 lot development sits north of County Road 52, east of County Road 69, and at the extension of Riverside Boulevard.

Businesses

Figure 11: Housing typology within 500’ buffer

Typology	Parcels	Land Area	Appraised value
Single-family	360	83.3%	78.4%
Mobile homes	6	2.4%	0.2%
Condominiums	8	1.7%	1.2%
Multi-family	2	5.7%	11.8%
Two-family	1	0.2%	0.2%
Four- or more-family	1	0.4%	0.4%
Townhouses	9	5.4%	7.7%
Vacant residential land	6	1.0%	0.2%

Source: Nueces County Appraisal District, 2019.

The study area is home to approximately 140 businesses

and 1,450 employees.¹² As a commercial corridor, commercial and retail businesses are located immediately off Northwest Boulevard's right-of-way, surrounded by residential neighborhoods, and most of the corridor's businesses are clustered on the east side of the study area, supporting regional demand from Interstate 69. Businesses serving regional demand include banks, big box retail like Walmart and the Five Points Shopping Center, fast food restaurants, restaurant chains, and medical facilities. Services and local businesses serving the surrounding neighborhoods include local cafes and restaurants. Restaurants and schools employ the most workers: 2005 and 200, respectively.

Despite the high number of jobs in the study area and adjacent neighborhoods (4,934),¹³ the majority of residents commute elsewhere for employment. Approximately 601 out of 4,558 employed residents live and work within the study area's adjacent neighborhoods, resulting in 4,333 employees commuting into the study area from other parts of the Corpus Christi area. This daily inflow and outflow has a large impact on traffic, especially during peak travel hours. More traffic analysis will be discussed in the following Transportation Section.

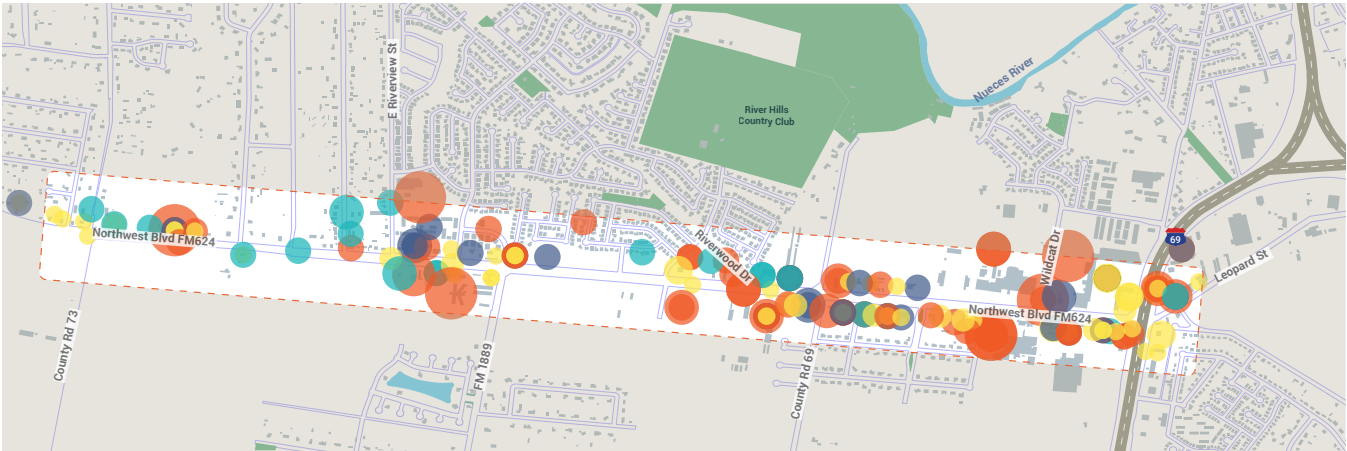
Figure 12: Workers Inflow and Outflow, 2017



Source: OnTheMap U.S Census LODES data, 2017

12 Business Analyst. Copyright 2019 Infogroup, Inc. Esri Total Residential Population forecasts for 2019.
13 OnTheMap, U.S. Census LODES data, 2017

Figure 13: Business Industry and Employees Map



Source: Business Analyst (ESRI 2019); City of Corpus Christi GIS Services

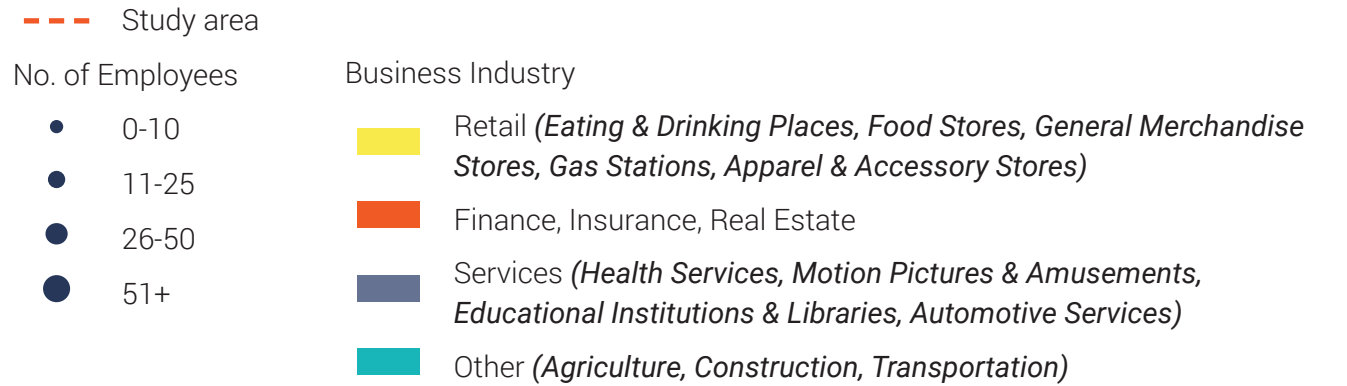


Figure 14: SIC type and employee count (2019) within 500’ buffer

SIC Code Business Industry	Number of Businesses	Number of Employees	Sales Volume
Retail (<i>Eating & Drinking Places, Food Stores, General Merchandise Stores, Gas Stations, Apparel & Accessory Stores</i>)	43	606	\$162,029,000
Finance, Insurance, Real Estate	16	95	\$30,107,000
Services (<i>Health Services, Motion Pictures & Amusements, Educational Institutions & Libraries, Automotive Services</i>)	49	539	\$93,334,000
Other (<i>Agriculture, Construction, Transportation</i>)	31	210	\$54,044,000

Source: Business Analyst (ESRI 2019)

Retail Market Analysis

Approximately 60,000 people live within a 15-minute driving distance of the center of the Northwest Boulevard study area, which encompasses the towns of Odem and Edroy to the north, Robstown to the south, and neighborhoods adjacent to the Leopard Street corridor eastward to US Highway 358. Households within this "primary trade area" had an estimated median disposable income of \$47,543 and total disposable income of \$1.28 billion in 2019. The population grew by over 5,000 since 2010 - an annual rate of about 1%. At this rate, the population will grow by about 2,900 by 2024¹⁴.

While the study area offers many shopping opportunities, analysis of sales by retail category within the primary trade area suggest that residents within the area are leaving it to make purchases. These categories and their leakage amounts are:

Food & Beverage Stores: \$56.7 million¹⁵

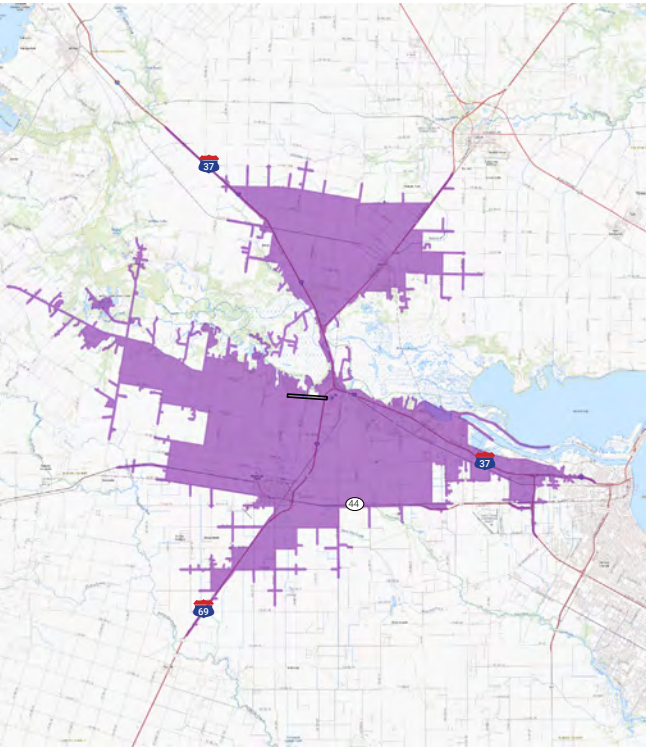
This category includes grocery stores of all sizes, specialty food stores, and beer, wine and liquor stores. This figure represents about half of the total resident demand for grocery purchases within the primary trade area, meaning that the current supply of grocery stores could double in number or size to meet just resident demand within the trade area.

General merchandise Stores: \$30.5 million

This category includes "big box" discount stores such as Walmart, smaller "dollar" stores such as Dollar General, and chain pharmacies. Each of these are found on the eastern side of the study area. This represents 28% of overall resident demand, indicating that existing general merchandise stores meet a greater share of demand for their products than grocery stores do.

¹⁴ U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2019 and 2024.
¹⁵ Source: Esri and Infogroup. Esri 2019 Updated Demographics. Esri 2017 Retail MarketPlace.

Figure 15: Primary Trade Area



Source: Business Analyst. Copyright 2019 Infogroup, Inc.

- Study area
- 15-minute drive area

Clothing & Accessories Stores: \$19.0 million

This includes clothes, shoes, and jewelry. This amount represents two thirds of total resident demand for clothing stores. Thus, while the total leakage value is lower than grocery and general merchandise leakage, this category is comparatively less saturated within the primary trade area.

Health and Personal Care Stores: \$17.5 million

Trade area residents spend \$36.5 million on health and personal care stores, but study area retailers sell only \$19 million in products and services, which means residents are spending nearly that same amount outside the trade area.

Some retail categories within the trade area sell more goods and services than its residents consume. This means people are traveling from outside the trade area to make these purchases, indicating that these sectors are already strong attractors, and do not require recruitment to locate within the study area and meet residents needs. These categories and their surplus sales amounts are:

Motor Vehicle & Parts Dealers: \$139.5 million

Sales within this category are twice the demand among trade area residents. The cluster of car dealerships along the US Hwy. 77/I-69 corridor south of the study area contributes to the large supply of this category within the primary trade area.

Gasoline Stations: \$27.9 million

Trade area residents spend \$64.3 million per year at gasoline stations, yet area stations sell \$92.2 million.

Restaurants: \$14.9 million

It is common among trade areas that experience high levels of commuters to experience higher restaurant sales than area residents demand. This surplus may be the result of commuters to the area's numerous employment centers, such as schools and the medical center, going out for lunch or dinner.



Above: Retailers at the Five Points Shopping Center located near I-67 offer a mix of clothing, general merchandise, and home goods and crafts. Source: Google Streetview, August 2015

Below: A neighborhood retail strip shopping center featuring a new Starbucks location recently opened at County Road 69.

Source: Google Streetview, April 2019

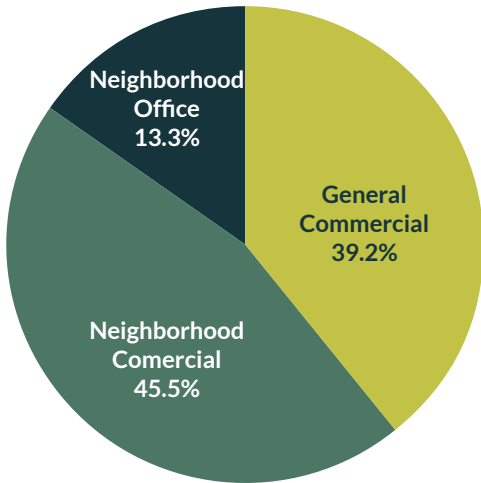


Commercial Characteristics

The study area has large parcels not fully developed; roughly 1.5 million square feet is vacant parcels zoned commercial (General Commercial, Neighborhood Commercial, and Neighborhood Office). Commercial parcels vary largely in size. The majority of commercial properties range between 20,000 and 60,000 square feet.

Figure 16: Vacant commercial parcel zoning

Percent of Land within 500' buffer
Source: Nueces County Appraisal District, 2019.

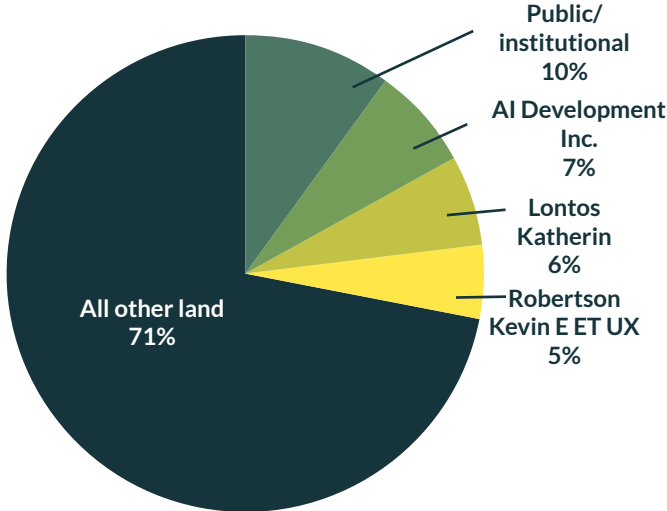


Land Ownership

Given its large amount of vacant land, the study area is well-positioned to contribute to the city's economic development through the development of a live-work environment. A handful of landowners in the area own 56% of the available vacant land ripe for development, or 29% of the entire study area. 10% of the study area is owned by the City and the Callalan ISD, and those properties are already developed or have development plans in place.

Figure 17: Major ownership

Percent of Land within 500' buffer
Source: Nueces County Appraisal District, 2019.



Catalytic Development Sites

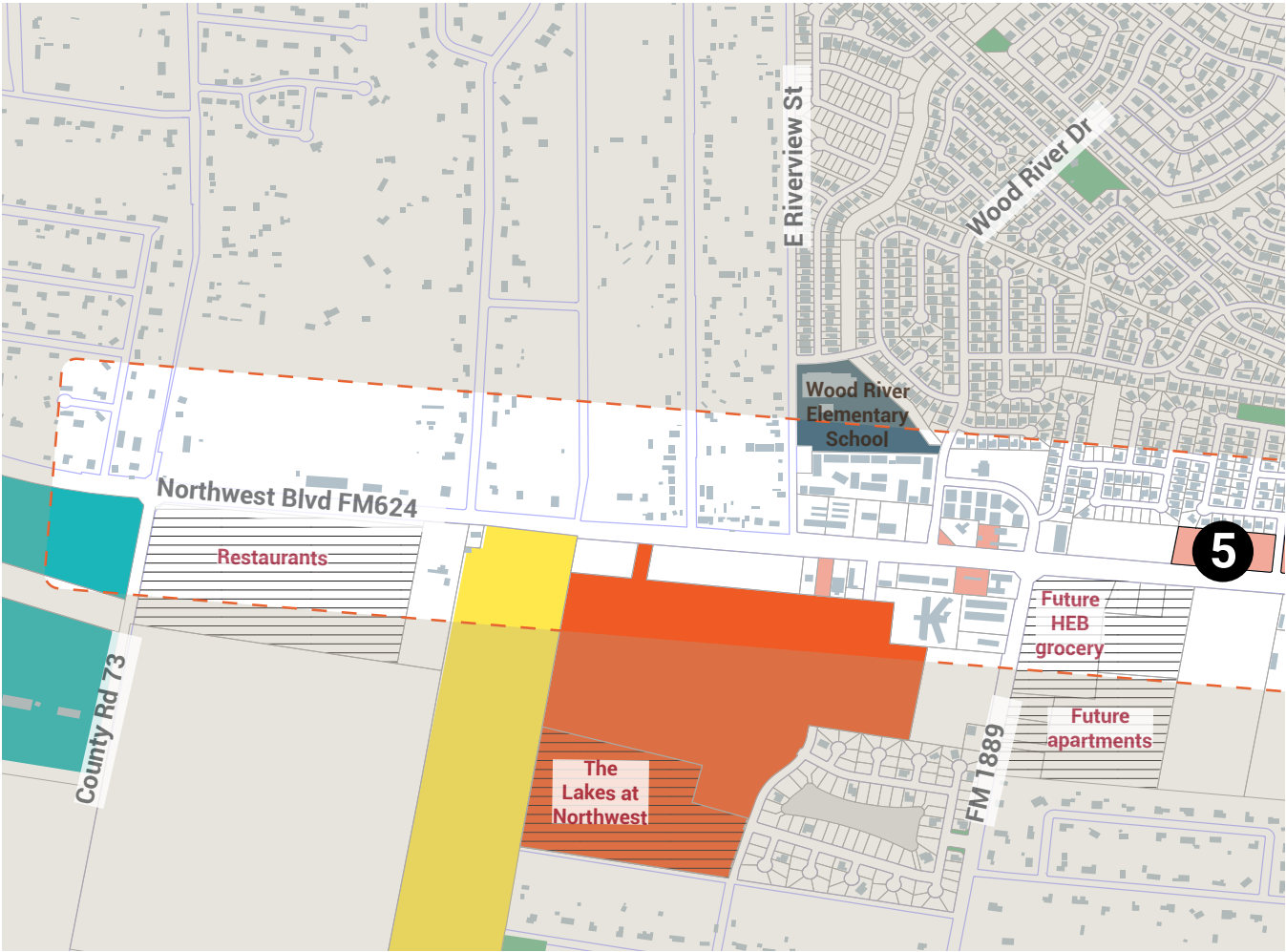
Catalytic development sites, indicated on the following page, are located where development can fulfill city and corridor goals, including job creation, improved transportation and access, or new housing units.

A common issue that complicates development within this corridor is the location of oil and gas pipelines. Some pipelines are abandoned, but others remain active. The unreliability of survey data adds risk and cost to upcoming development.

A high level review of the following attributes were considered in the analysis of land for catalytic development viability:

- Existing zoning
- Proximity to higher traffic volumes
- Adjacent to development for cost-effective utilization of existing utilities
- Size of site
- Adjacency to Northwest Boulevard

Figure 18: Redevelopment Map



Source: Nueces County Appraisal District, 2019. City of Corpus Christi GIS Services

- Study area
- Parcels
- Vacant Commercial Parcels
- In platting/construction process
- Catalytic Development Sites
- Ownership

Lontos Katherine
- AI Development Inc
- Robertson Kevin E ET UX
- Public/ Institutional

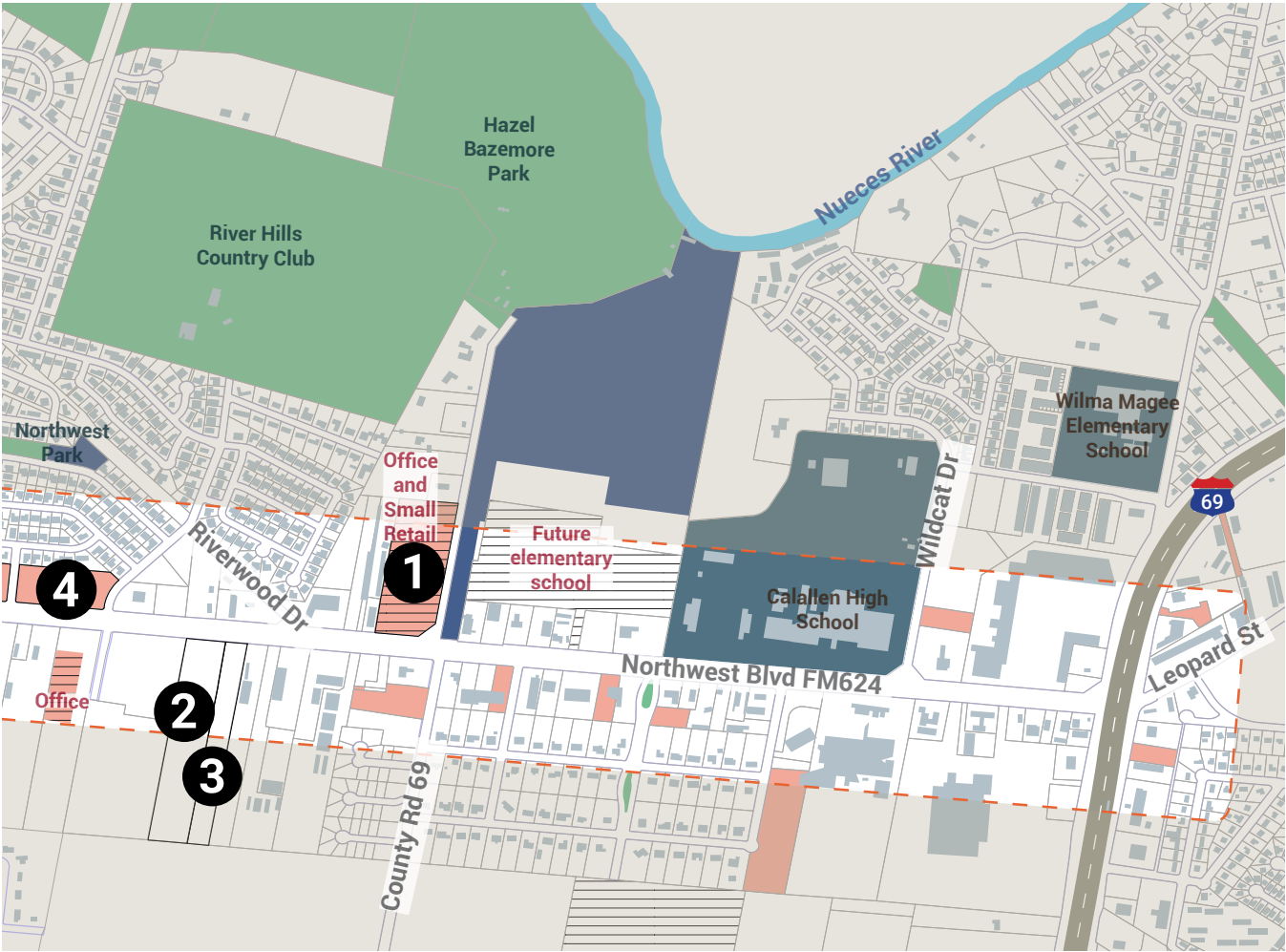


Figure 19: Catalytic development sites

Map Key	Likelihood to Change	Zoning	Future Land Use	Acreage	Traffic Volume
1	High	CN-2 "Neighborhood Commercial"	Commercial	8.907	32,502
2	Very High	FR "Farm Rural"	Mixed Use	10	32,502
3	Very High	FR "Farm Rural"	Mixed Use	5	32,502
4	Moderate	CN-1 Neighborhood Commercial	N/A	3.95	23,361
5	Moderate	CN-1 Neighborhood Commercial	N/A	4.22	23,361

Source: Nueces County Appraisal District, 2019.

Transportation Analysis

Traffic Volumes

The Texas Department of Transportation (TxDOT) average annual daily traffic (AADT) volumes for vehicles in the Northwest Boulevard study area in 2018 are illustrated in the map on the following page. Moving eastward along Northwest Boulevard from County Road 73 to its eastern terminus at Interstate I-69, the AADT ranges from 23,361 to 33,512 auto vehicles each day utilizing the corridor. Auto traffic volumes are higher in the eastern portion of the study area, as expected, given the proximity to Interstate I-69 and concentration of intense land uses. Two traffic count locations (E and F on Figure 20) located along Interstate 69 have traffic volumes between 45,000 and 62,000 vehicles. Traffic volumes on roads terminating onto Northwest Boulevard are lower; fewer than 10,000 vehicles currently travel on FM 1889 daily.

A 20-year trend analysis for the traffic count locations

in the study area indicates that the daily traffic volumes along Northwest Boulevard are similar in 2018 to those traffic volumes collected in 1999. FM 1889 has experienced the most stable traffic volumes during this 20-year period, with traffic volumes on Northwest Boulevard fluctuating by as much as 10,000 vehicles per day between the highest and lowest traffic volume counts. Beginning in 2007 at the start of the Great Recession, traffic volumes on Northwest Boulevard declined before starting to grow again in 2010; in 2018 traffic volumes on Northwest Boulevard were similar to 2007 volumes. Traffic volumes have fluctuated widely along Interstate 69 in the study area, with traffic volumes doubling from 30,000 to over 60,000 between 2013 and 2018. Much of this fluctuation is a direct result of construction-related impacts on Interstate 69.

Pedestrians and cyclists are not included in this count; the

Strategic Plan for Active Mobility Phase 1: Bicycle Mobility Plan includes case studies of cities that have conducted bicycle counts and recommends bicycle counts be conducted for performance measures.

A steady, incremental increase of traffic volumes on Northwest Boulevard was expected based on the 20 year AADT trends. However, taking the evidence of the decline of traffic in the Great Recession, it is unclear how the COVID 19 crisis will impact long term trends on the corridor. Land use changes that are expected to contribute to the increase of traffic volumes include the construction of restaurants and limited retail in the western half of the study area at County Roads 73 and 69, in addition to a residential development west of FM

1889. The possible construction of a new H-E-B store at FM 1889 and Northwest Boulevard would likely increase traffic volumes along both segments.

Although there is no bicycle or pedestrian count data available for this segment of Northwest Boulevard, newer residential and retail and restaurant uses will likely increase demand for biking and walking facilities in the study area. Students living in the recently completed Calallen Apartments at FM 1889 and future students living in The Lakes at Northwest subdivision under construction will need safe infrastructure for both traveling along Northwest Boulevard and crossing the five-lane roadway to access area schools on foot or by bike.

Figure 20: 20-Year AADT Trends for Study Area Count Locations

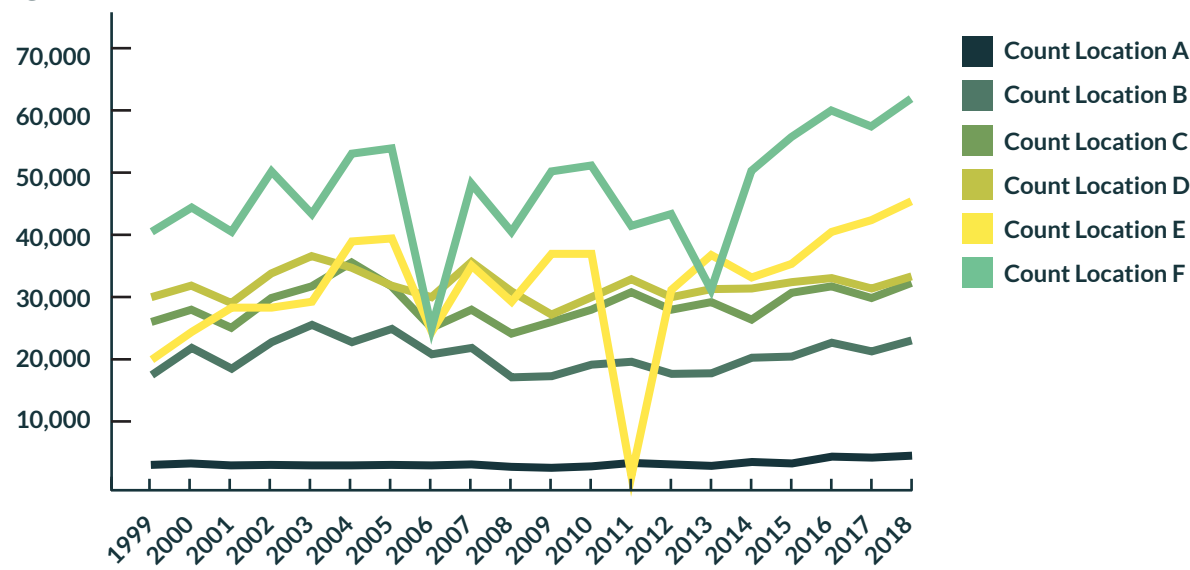
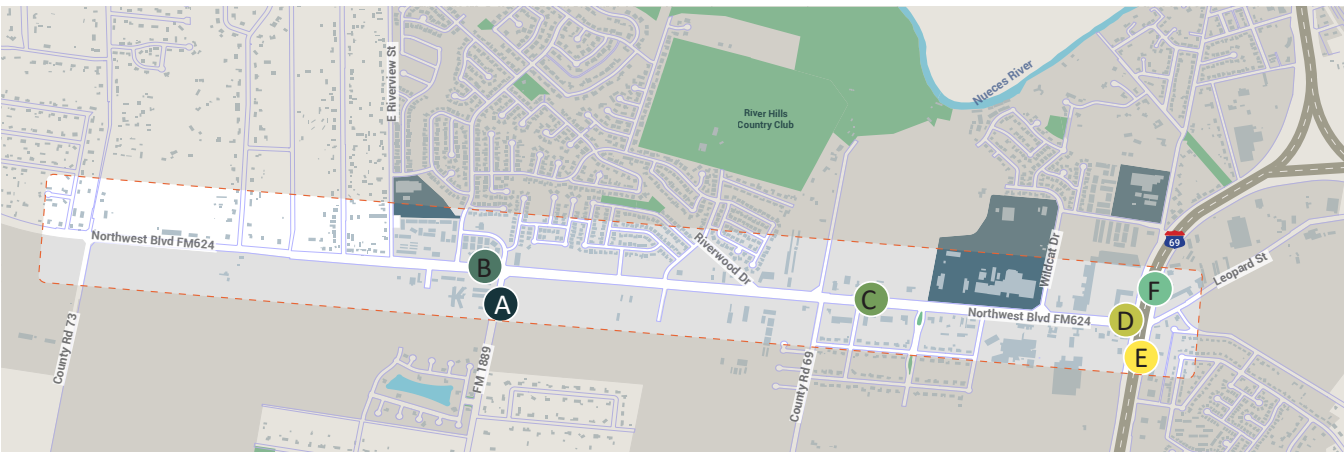


Figure 21: Average Annual Daily Traffic Counts, 2018



Source: Texas Department of Transportation GIS Services

- Study area
- Count Location A - 6,026
- Count Location B - 23,361
- Count Location C - 32,502
- Count Location D - 33,512
- Count Location E - 45,751
- Count Location F - 62,090
- Parks and open space
- Schools
- Buildings
- Parcels

Transit

The Corpus Christi Regional Transportation Agency (CCRTA) operates one local fixed bus route, Route 27, serving a portion of Northwest Boulevard. Route 27, the second longest route in the CCRTA system,¹⁶ runs from downtown Corpus Christi westward along Leopard Street and then south along the I-69 Access Road/US-77 to Robstown multiple times daily. Route 27 also operates in tandem with two Parks and Recreation services. One Park-and-Ride at the Robstown Transfer Station in Robstown, located at Avenue A and 4th Street, has a maximum

¹⁶ Corpus Christi Regional Transportation Authority, Transit Plan 20/20, 2016.

capacity of 33 parking spaces. The second Park-and-Ride in Annville is located between IH-37 and Leopard Street immediately west of the Rehfeld Road intersection with a maximum capacity of 75 parking spaces.

Both the southbound or outbound trips and the north bound or inbound trips northbound and southbound routes create a short loop around the Five Points Shopping Center, which experiences high ridership, utilizing Northwest Boulevard, Wildcat Drive, and Teague Lane. Five bus stops serving Route 27 are within the

study area boundaries, with one bus stop directly along Northwest Boulevard just east of Wildcat Drive. One of the reasons why ridership is high on this route along this segment is because Route 27 maintains the same schedule and route alignment on the weekends instead of consolidating the route or operating across a shorter window of service.

The CCRTA Transit Plan 20/20 recommends changes to the Route 27 alignment to “serve additional commercial development along FM 624.”¹⁷ The suggested reroute will

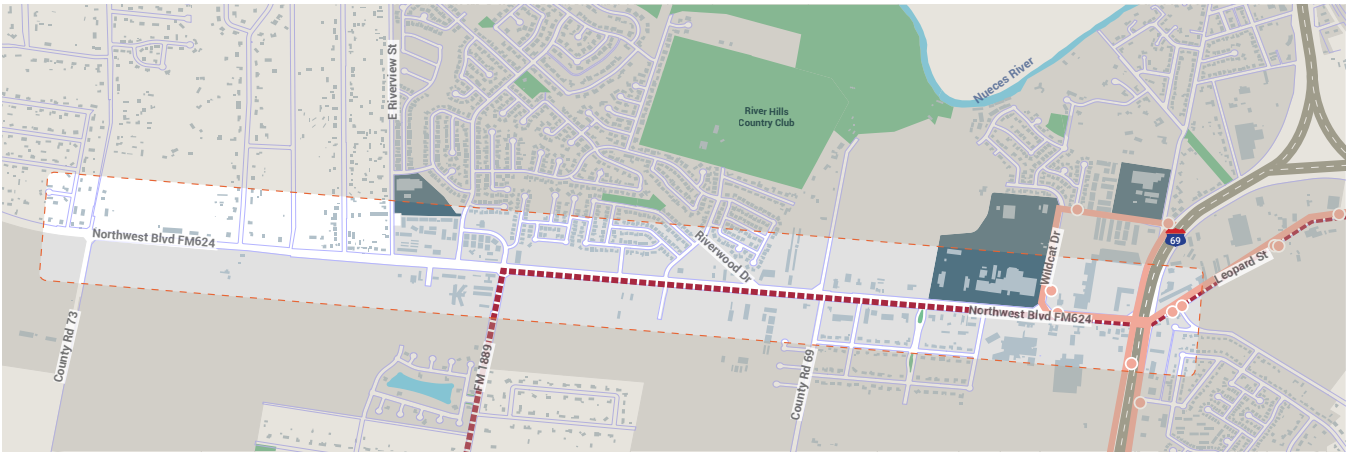
¹⁷ Corpus Christi Regional Transportation Authority, Transit Plan 20/20, 2016.

Figure 23: Recommended Route 27 Reroute



Source: Corpus Christi Regional Transportation Authority, Transit Plan 20/20, 2016.

Figure 22: Bus Stops and Bus Routes



Source: City of Corpus Christi GIS Services

- Study area
- Bus Stop
- Route 27 (existing)
- Route 27 (proposed)
- Parks and open space
- Schools
- Buildings
- Parcels

continue west along Northwest Boulevard and turn on to FM 1889 to reach Robstown Station, rather than by travelling on US Highway 77. Findings from interviews conducted with bus operators as part of the Transit Plan 20/20 indicated that there may be pent up demand for Route 27, especially on weekend mornings,as evidenced by standing-room only conditions.

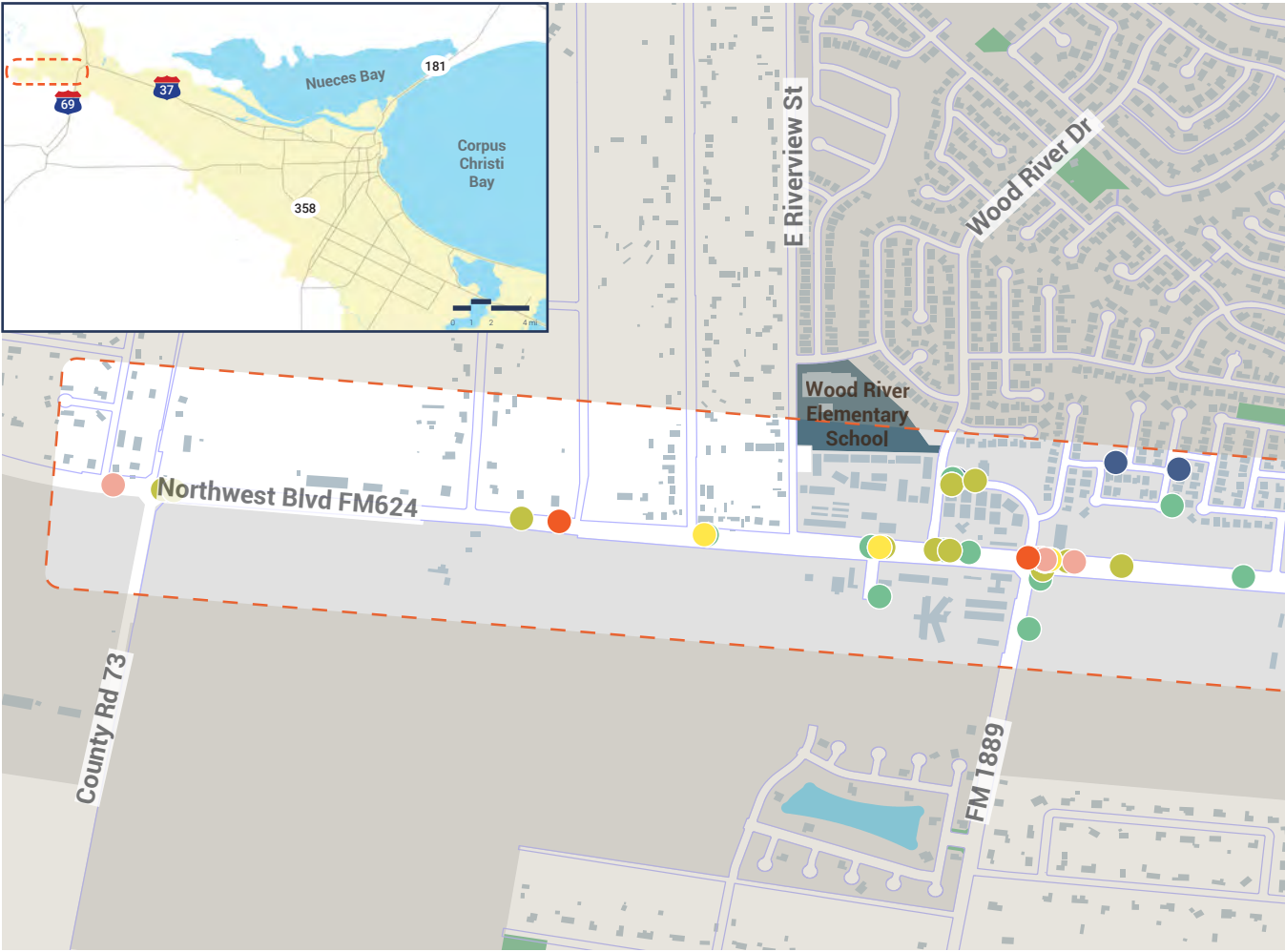
Traffic Safety

Between 2018 and 2019, there were 272 collisions in the study area corridor involving 579 parties. These crashes resulted in 3 deaths, 4 suspected serious injuries, 12 crashes with non-incapacitating injuries, 60 crashes

involving possible injury, 188 collisions in which no one was injured, and 5 collisions with unknown severity.

Mapping the locations of the collisions shows that the vast majority of crashes in the study corridor occur east of Wildcat Drive along Northwest Boulevard and along I-69. When overlaid the curb cut locations shown in Figure 29, the locations of these crashes correspond

Figure 24: Crash Locations and Injury Severity, 2018 - 2019



Source: City of Corpus Christi GIS Services

- Study area

Fatal Crash

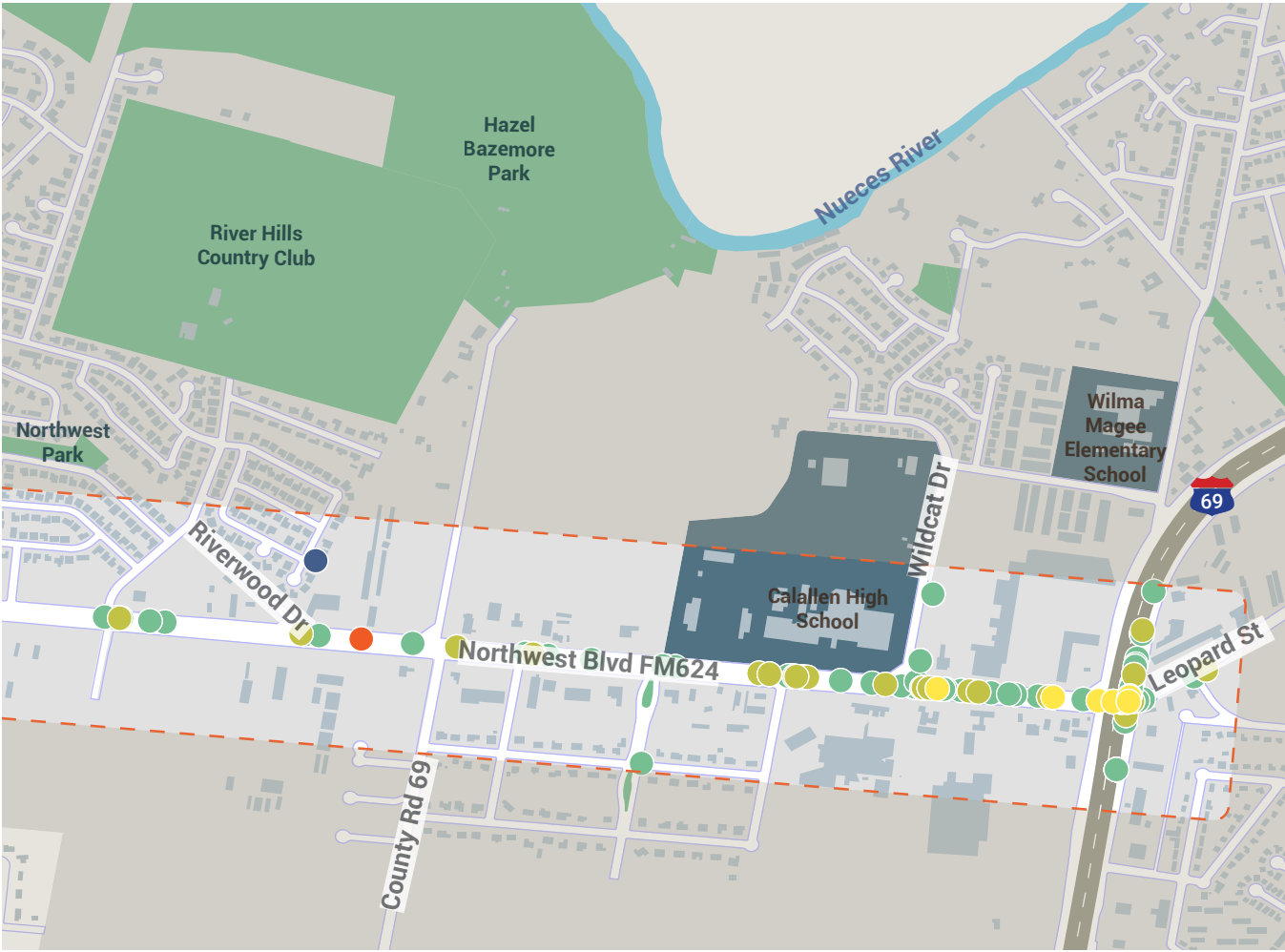
Suspected Serious Injury

Non-Incapacitating Injury

Possible Injury

No Injury

Unknown Severity



- Parks and open space
- Schools
- Buildings
- Parcels

with the locations of driveways to the commercial and institutional parcels along Northwest Boulevard. A survey of corridor images shows that nearly every curb cut, or driveway, lacks any directional signage in the form of posted stop signs or painted stop bars for motorists, indicating that drivers may not be yielding ample right-of-way time before making turning movements.

Of these 272 incidents, 266 or 98% of collisions involved only motor vehicles. There was one bike-related and four pedestrian-related collisions with motor vehicles along Northwest Boulevard, with an additional “no contact” collision listed in the crash report data. While the overall number of collisions involving both motor vehicles and people biking and walking were low, these were among the deadliest collisions. The three fatal collisions in the corridor between 2018 and 2019 resulted in the death of one cyclist and two pedestrians. The remaining two pedestrian-vehicle collisions in the corridor during this time period resulted in non-incapacitating injuries. Every pedestrian-vehicle collision occurred near an intersection (River Trail Drive, FM 1889, and Interstate

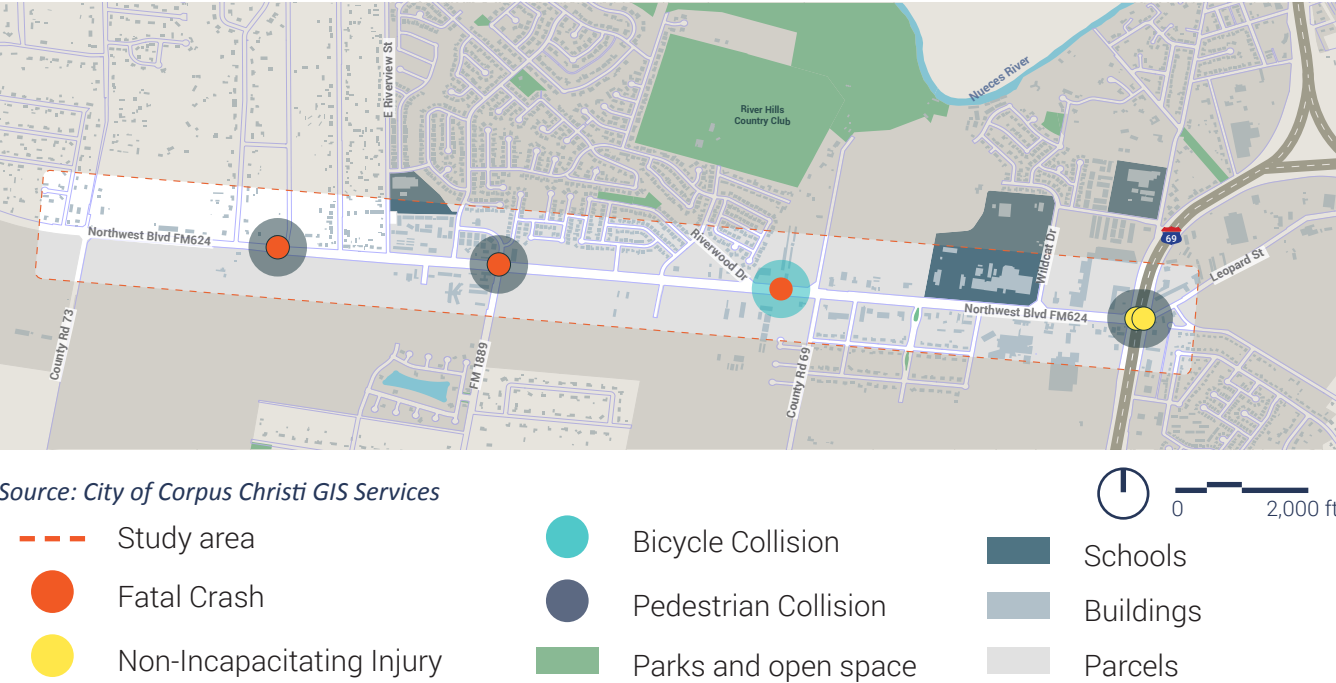
69E), with the former two pedestrian-vehicle collisions at unsignalized intersections and the latter two pedestrian-vehicle collisions at signalized intersections with marked crosswalks.

The crash report data notes from police reports cited that the contributing factor in every pedestrian-vehicle crash was the “pedestrian [failure] to yield right of way to vehicle,” indicating that safer, formalized pedestrian crossings of Northwest Boulevard are needed for pedestrians since 50% of these collisions resulted in the death of pedestrians. The presence of sidewalks and traffic signals is discussed below under “Pedestrian and Bicycling Infrastructure.”

There was no contributing factor listed in the police report for the bicycle-vehicle collision, although the driver was reported as “going straight” along Northwest Boulevard. News reports of the bicyclist fatality describe the incident as a hit-and-run since the driver did not stop; the 30-year-old victim was traveling south on Northwest Boulevard before being struck at approximately 7:00 a.m. on a weekday morning¹⁸. With a posted speed limit of 50 miles

18 ABC News, Kiii TV South Texas, CCPD identify

Figure 25: Northwest Boulevard Bicycle and Pedestrian Crashes



per hour and traffic volume exceeding 30,000 vehicles daily, any recommended bikeway for this corridor will be either separated or off-street for maximum user safety. Existing bikeway conditions are discussed below under “Pedestrian and Bicycle Infrastructure.”

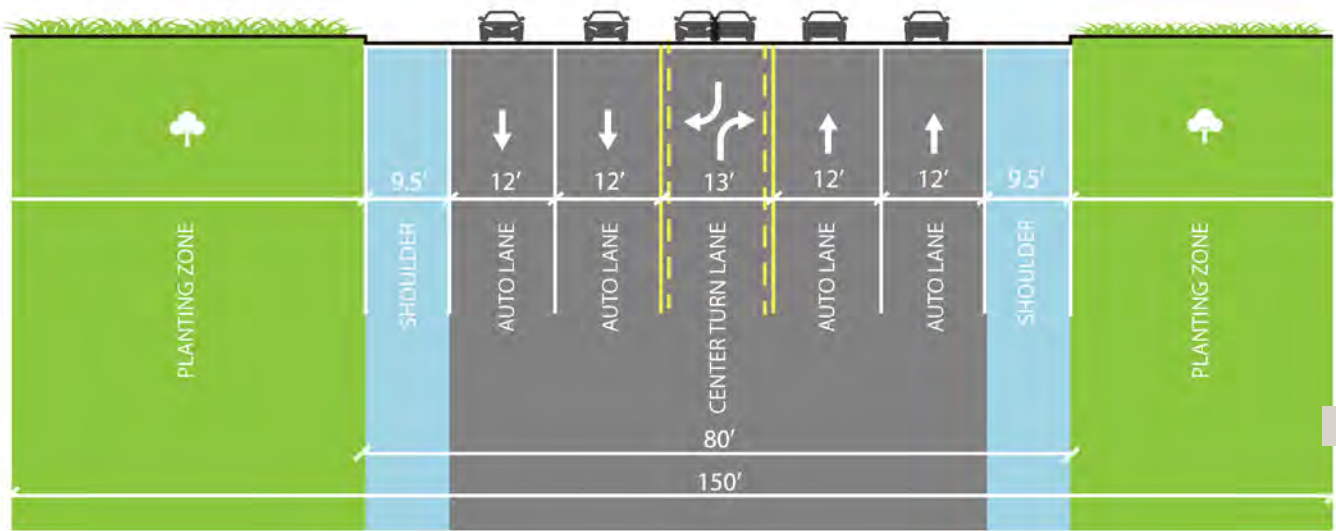
Roadway Geometry

Between CR 73 and River Hill Drive (a 1.5 mile length), Northwest Boulevard is 5 lanes across with two driving lanes in each direction, a center turning lane, and a wide shoulder on either side.

Between River Hill Drive and Wildcat Drive (1 mile length), Northwest Boulevard retains two driving lanes in each direction, with the center turning lane punctuated by medians to protect left-turning drivers from oncoming traffic.

East of Wildcat Drive (0.3 mile length), Northwest Boulevard expands to three driving lanes in each direction with a median-protected center turn lane. At the intersection with Interstate 69E, there are three westbound driving lanes and the eastbound traffic is divided between one left-turn only lane, a shared left-turn and through lane, a through lane only, and a right-turn only lane.

Figure 26: Northwest Boulevard from CR 73 to River Hill Drive



body found along FM 624 in northwest Corpus Christi, July 24,2019. Accessed April 15, 2020.

Figure 27: Northwest Boulevard at Riverside Boulevard

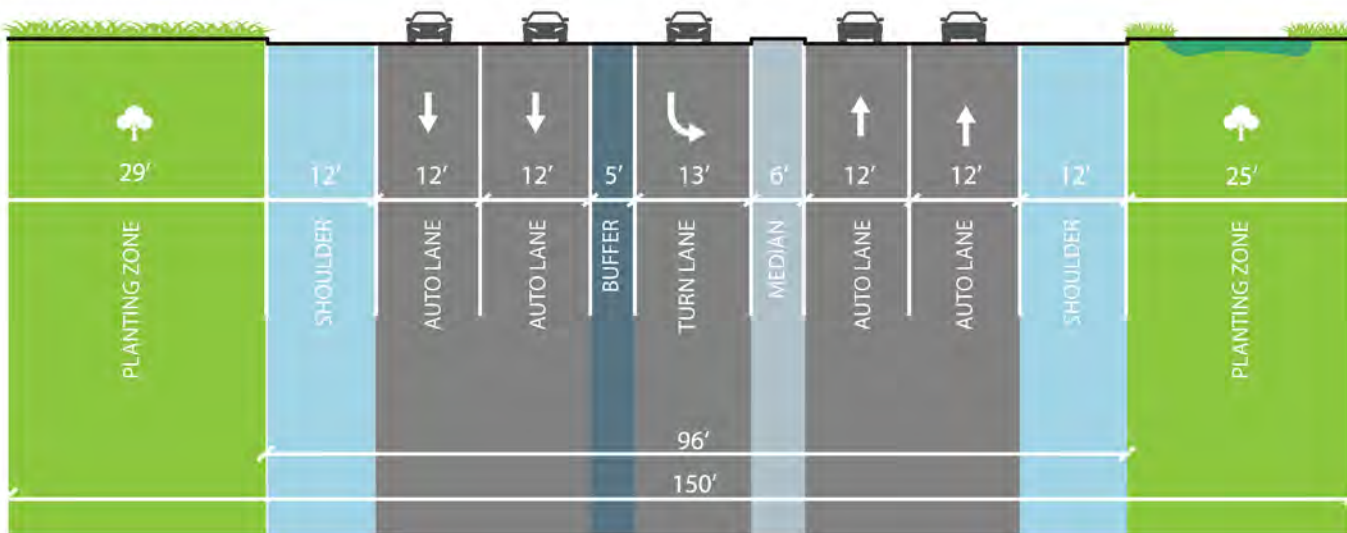
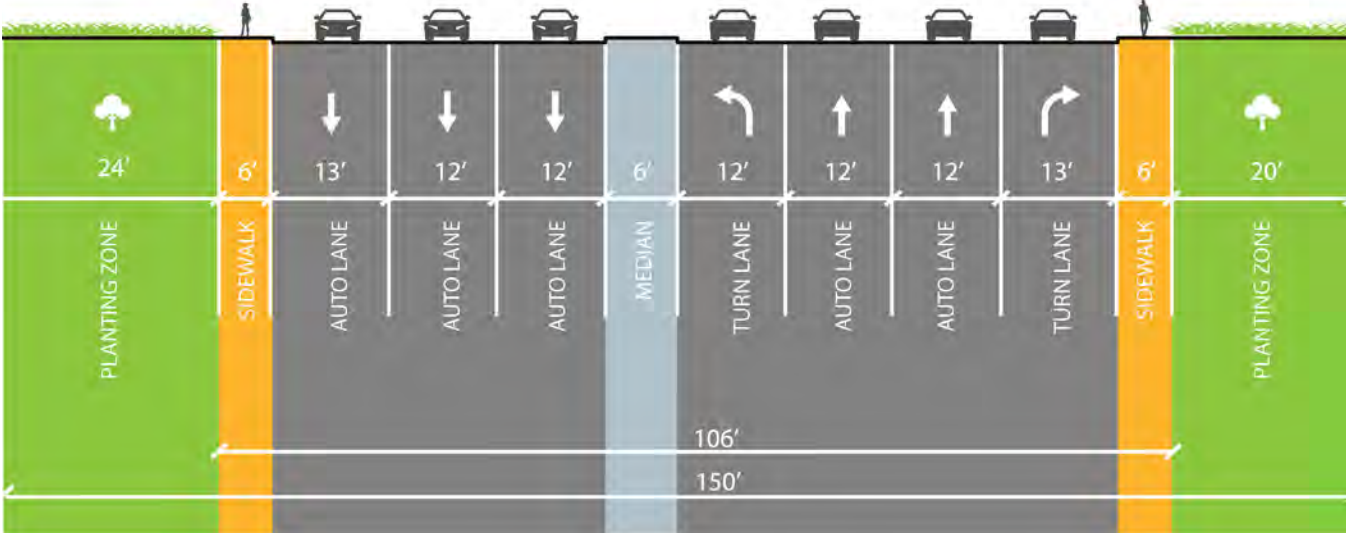


Figure 28: Northwest Boulevard at Interstate 69E Access Road



Pedestrian and Bicycling Infrastructure

No sidewalks are present for most of the length of Northwest Boulevard in the study area. Sidewalks are present directly along Northwest Boulevard on the northside between Calallen High School campus and Interstate 69E and on the southside between Wildcat Drive and Interstate 69E. The sidewalk on Calallen High School campus is approximately six feet wide and separated from auto traffic by a drainage ditch. This segment is the only sidewalk in the study area corridor along Northwest Boulevard that has any shade and this limited shade is provided by the canopy of trees planted on campus.

East of Wildcat Drive, the existing sidewalks are immediately adjacent to the roadway with no landscaping or vegetative buffer between pedestrians and vehicles. These sidewalks are approximately six feet wide and cross at least half a dozen driveways on each side of Northwest Boulevard with no crosswalk markings, painted stop bars, or stops signs for any of these driveways with the exception of Chick-fil-A, which has a painted stop bar and stop sign at its driveway.

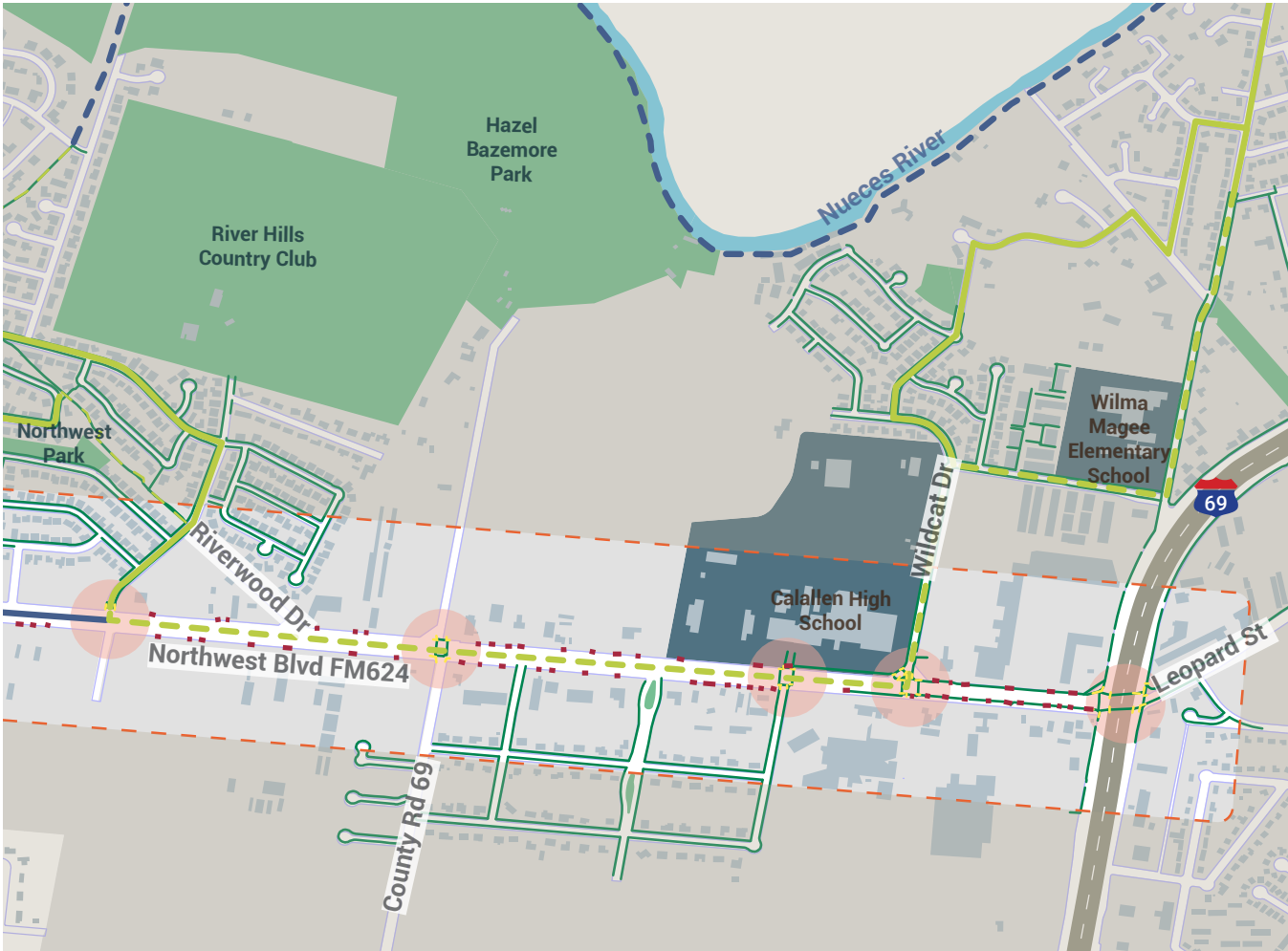
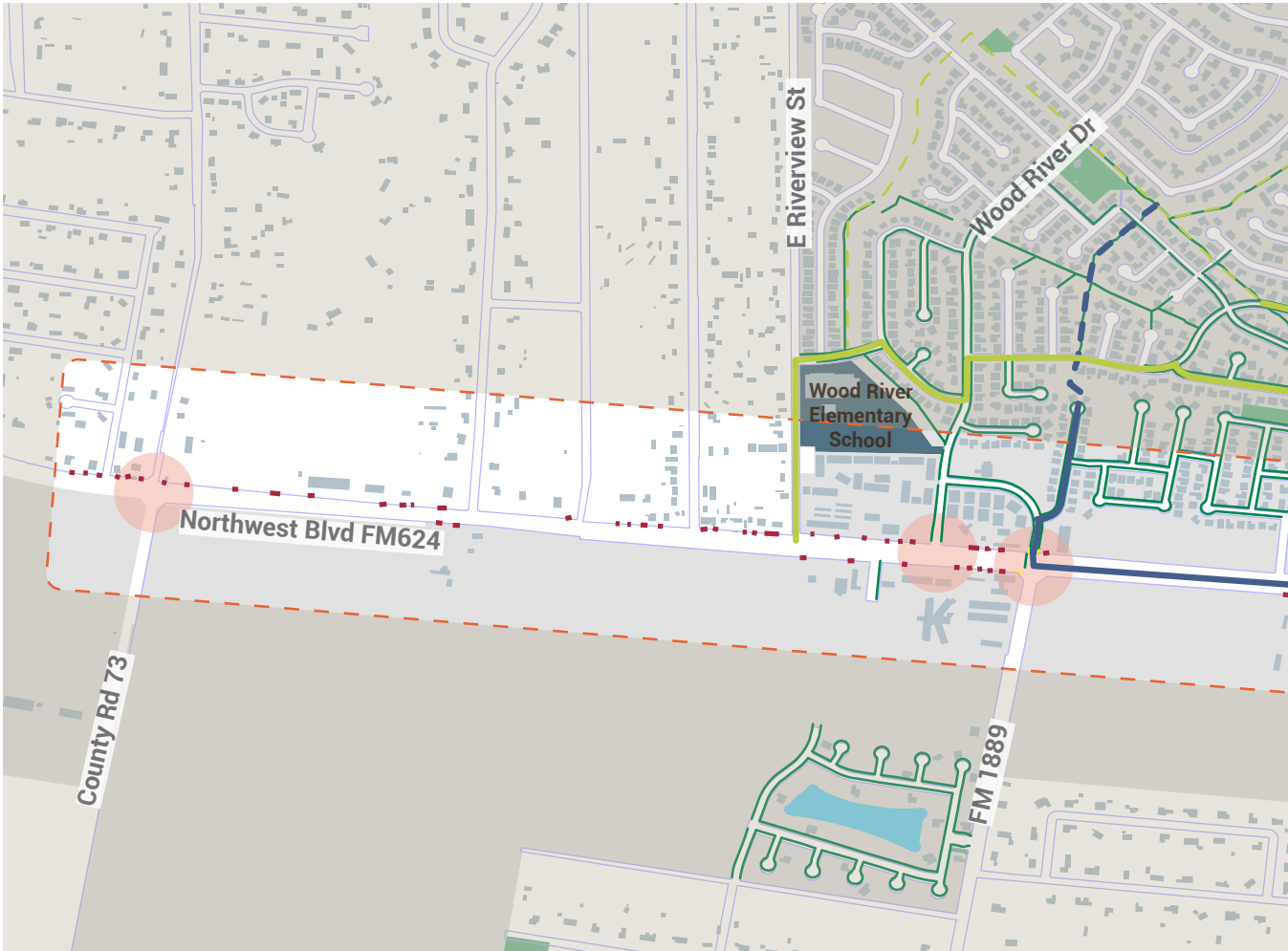
Residential sidewalks are present in the subdivided neighborhood areas immediately adjacent school campuses, The Lakes at Northwest on FM 1889 south Northwest Boulevard, and the neighborhood south of Northwest Boulevard and Calallen High School. There is generally shade provided by trees along these sidewalks except for The Lakes at Northwest since this is a newer subdivision replanted with younger, smaller trees.

However, there is no direct pedestrian connection between the neighborhood surrounding Wood River Elementary School and the neighborhood adjacent Calallen High School. Older students residing in the Wood River neighborhood have no formalized pedestrian connection to Calallen High School, which is approximately one mile away for about half of the neighborhood.

Eight signalized intersections are within the study area: at Interstate 69E, Wildcat Drive, River East Drive, FM 69, River Hill Drive, FM 1889/Trinity River Drive, Wood River Drive, and CR 73. Marked crosswalks serve pedestrians in all directions at the Northwest Boulevard intersections with Wildcat Drive, River East Drive, and CR 69. At the River Hill Drive, a marked crosswalk serves pedestrians crossing River Hill Drive on the north side of the intersection. At the Trinity River Drive/FM 1889 intersection, crosswalks are marked across Northwest Boulevard on the west side of the intersection and across Trinity River Drive. The intersections of Northwest Boulevard at CR 73 or at Wood River Drive do not provide any marked crosswalks.

While people may ride bikes on Northwest Boulevard's

Figure 29: Bicycle and Pedestrian Infrastructure



Source: City of Corpus Christi GIS Services

- Study area
- Mobility CC recommended off-street bikeways
- Mobility CC recommended on-street bikeways
- Phase 1 Bicycle Mobility recommended off-street facilities
- Phase 1 Bicycle Mobility recommended off-street facilities
- Existing sidewalks
- Driveway
- Signalized Intersection
- Parks and open space
- Schools
- Buildings
- Parcels



shoulders west of River E Drive, no formal bicycling facilities are available throughout the study area. The 2018 Strategic Plan for Active Mobility: Phase 1 Bicycle Mobility recommends a cycletrack on either side of Northwest Boulevard between Wildcat Drive and River Hill Drive, which would connect the Wood River neighborhood to the Five Points Shopping Center.

The 2013 Mobility CC plan from the City's Comprehensive

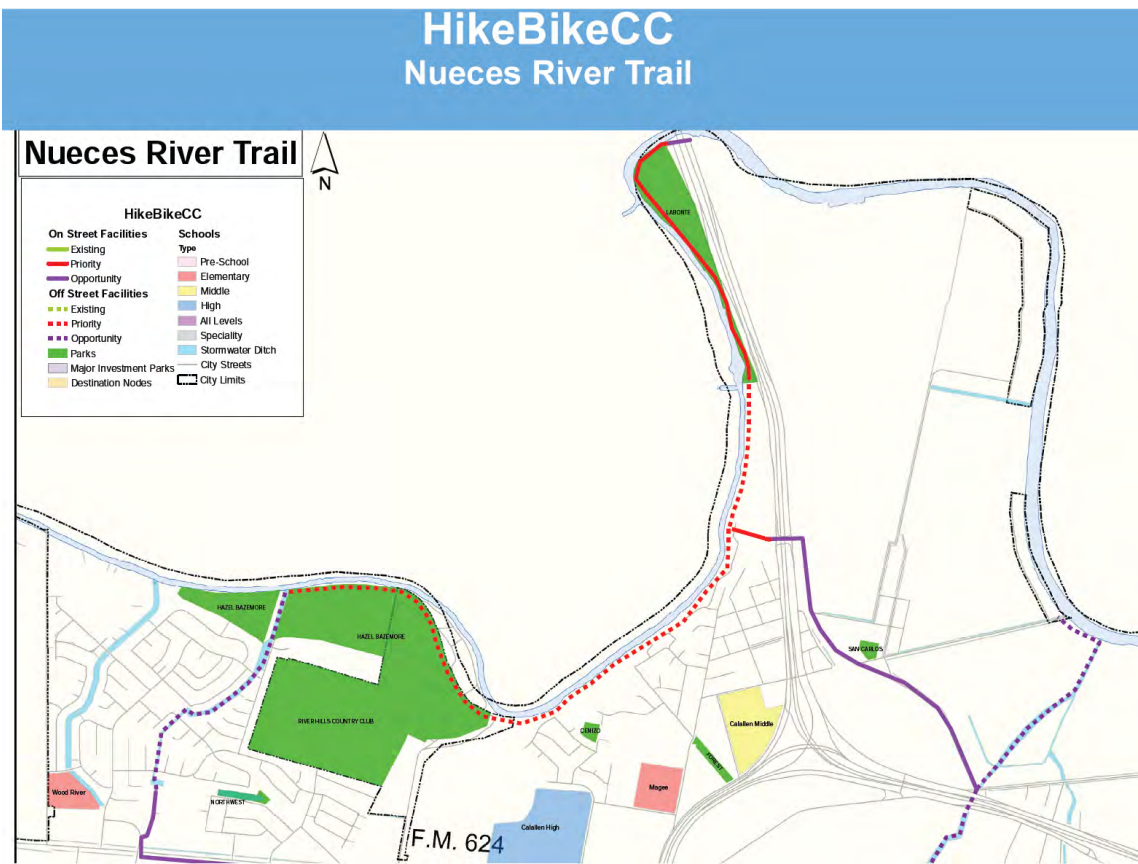
Plan also recommends a hike and bike trail along the Nueces River, which has the opportunity to connect to the proposed Phase 1 off-road multi-use trail along the Wood River ditch and/or with the proposed bike boulevard along Northwest Trail in the Strategic Plan for Active Mobility. Although outside the study area corridor, this hike and bike trail could provide a separated bikeway facility as a recreational amenity for study area residents and workers.

Figure 30: Recommended Bikeways from the Strategic Plan for Active Mobility: Phase 1 Bicycle Mobility



Source: CCMPO, Bicycle Mobility Plan. 2018

Figure 31: Proposed Nueces River Hike and Bike Trail



Source: City of Corpus Christi, Mobility CC Plan, 2013





UDC 2020 Code Cycle Text Amendments

**Planning Commission Presentation
November 11, 2020**

2020 Code Cycle

- Code Cycle opened on January 1, 2020 and closed on June 1, 2020
 - 60 Proposed amendments were received
- Development Services Technical Advisory Group discussed submitted proposed amendments from March - September
 - 53 Amendments were discussed with DSTAG
 - 42 proposed required a UDC amendment
 - 5 proposed did not require an amendment
- 13 Amendments will be discussed in 2021

Editing/Clarifying

12 Amendments are categorized as Editing/Clarifying

Editing/Clarifying amendments are changes that remove redundant and conflicting language or provide additional clarification for an adopted standard without requiring a change in current policy.

Amendments include:

- Removing conflicting language between the UDC and the Code of Ordinances
 - Removing specific local, State and Federal code citations
 - Combining sections to remove redundancy and streamline the Code
-

Beyond Editing/Clarifying

4 Amendments are categorized as Beyond Editing/Clarifying

Beyond Editing/Clarifying amendments are changes that change the intent of the Code without a change in policy.

Amendments include:

- Consolidating uses
- Promoting rehabilitation
- Revising and clarifying definitions

Policy Change

26 Amendments are categorized as Policy Change

Policy Change amendments are changes that change the intent of the Code and a change in policy.

Amendments include:

- Appeal/Administrative exemptions
- Promoting public safety
- Reducing lot sizes
- Reducing side yard setbacks for Accessory Dwelling Units
- Promoting responsible development
- Facilitating development and redevelopment

2021 Consideration

In 2021, Development Services will move forward with discussion and consideration for following amendments:

- Park and Community Enrichment Fees
 - Traffic Signal Placement
 - Restructure Zoning Districts
 - Landscaping
 - Parking Ratios
 - Streets
 - Wastewater Exemption
 - Signs
-

Next Steps

- Current - Amendments are posted for public comment at www.cctexas.com/UDC
 - November 16, 2021- Zoning Board of Adjustment Briefing
 - November/December Stakeholder engagement
 - UDC Stakeholder Group
 - CBHBA
 - AGC
 - December 9, 2020 - Planning Commission Public Hearing and Consideration
 - January 12, 2021 -City Council Public Hearing and First Reading
-