

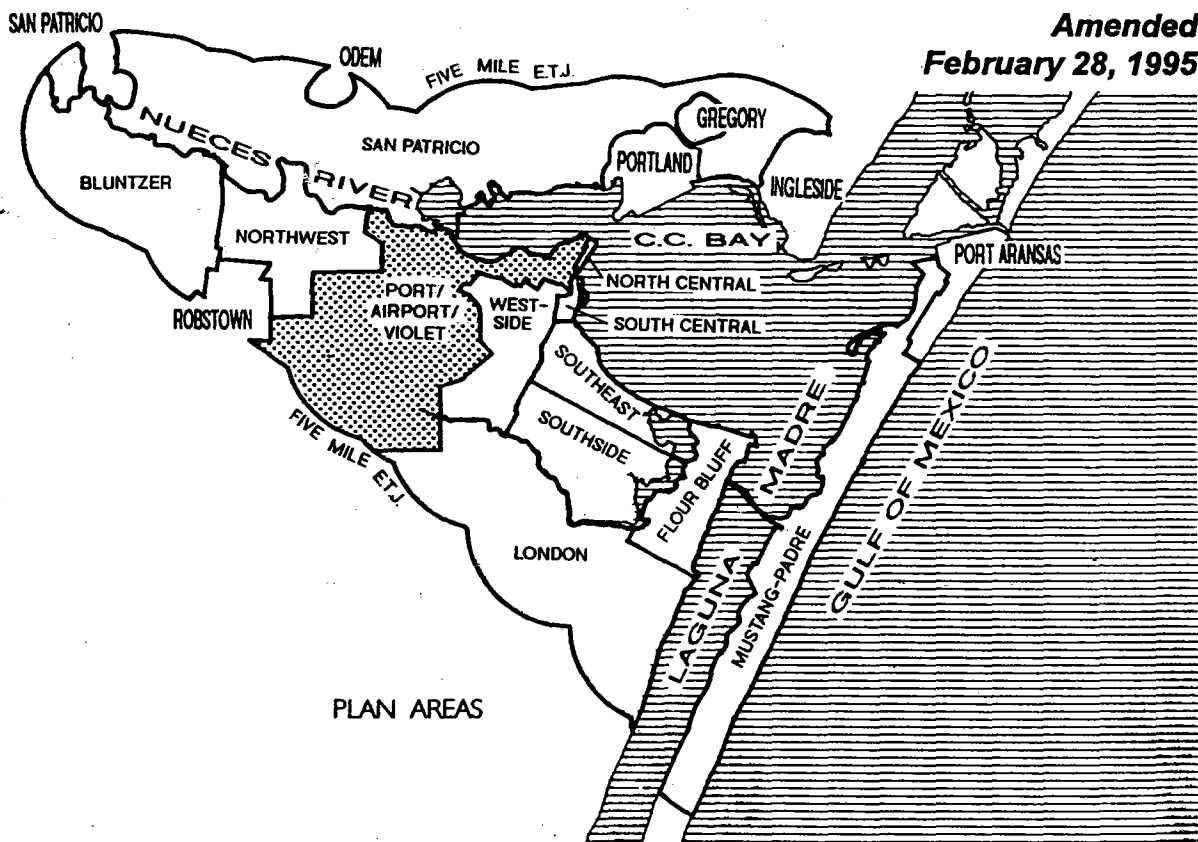
PORT/AIRPORT/VIOLET

AREA DEVELOPMENT PLAN

*An Element of the
Comprehensive Plan*

*Adopted
September 22, 1992*

*Amended
February 28, 1995*



**CITY OF CORPUS CHRISTI
PLANNING AND DEVELOPMENT DEPARTMENT**

**PORT/AIRPORT/VIOLET
AREA DEVELOPMENT PLAN**

**Adopted by City Council
Ordinance #22166, February 28, 1995, superseding
City Council Resolution #21490, September 22, 1992**

**The preparation of this document was financed in part by a Community
Development Block Grant from the United States Department of Housing and
Urban Development and a Metropolitan Planning Organization grant from the
Federal Highway Administration.**

**City of Corpus Christi
Department of Planning and Development**

AN ORDINANCE

AMENDING AND ADOPTING THE TRANSPORTATION ELEMENT OF THE CITY OF CORPUS CHRISTI COMPREHENSIVE PLAN (THE URBAN TRANSPORTATION PLAN) ADOPTED BY THE CITY COUNCIL ON APRIL 21, 1965 AS AMENDED, REVISED, AND UPDATED BY MAKING ADDITIONS, DELETIONS, AND CHANGES TO THE STREET NETWORK IN THE SOUTHSIDE, WESTSIDE, PORT/AIRPORT/VIOLET, NORTH CENTRAL, SOUTH CENTRAL, OSO PARKWAY, AND MUSTANG-PADRE ISLAND AREAS; ADOPTING NEW STREET CROSS SECTIONS; ADOPTING THOSE TRANSPORTATION PORTIONS OF THE SOUTHSIDE, WESTSIDE, PORT/AIRPORT/VIOLET, NORTH CENTRAL, AND SOUTH CENTRAL AREAS PREVIOUSLY APPROVED BY RESOLUTION AND ADOPTING THE SOUTHSIDE, WESTSIDE, PORT/AIRPORT/VIOLET, NORTH CENTRAL, AND SOUTH CENTRAL AREA DEVELOPMENT PLANS PREVIOUSLY APPROVED BY RESOLUTION.

WHEREAS, the Transportation Element of the Comprehensive Plan adopted by Resolution on April 21, 1965 has been amended, revised, and updated by Ordinances numbered 13385, 13941, 15135, 15181, 17592, 18586, 19524, 19675, 19739, 19865, 19975, 20245, 20418, 20428, 20589, 21315, 21721, 21746, 21811 and Resolutions numbered 20678, 20756, 20871, 21169, 21490 and is commonly known as the Urban Transportation Plan;

WHEREAS, the Comprehensive Plan adopted by Ordinance 19865 on July 21, 1987 has been amended, revised, and updated by Ordinances numbered 19975, 20428, 21746, and 21811 and Resolutions numbered 20678, 20756, 20871, 21169, and 21490;

WHEREAS, the Planning Commission has forwarded to the City Council its reports and recommendations concerning a proposed amendment to the Transportation Element of the Comprehensive Plan of the City of Corpus Christi;

WHEREAS, in accordance with proper notice to the public, public hearings were held on Wednesdays of, May 18, 1994, October 19, 1994, and February 8, 1995 during meetings of the Planning Commission and on Tuesday, December 13, 1994 and Tuesday February 21, 1995 during meetings of the City Council, in the Council Chambers at City Hall in the City of Corpus Christi allowing all interested persons to appear and be heard; and

WHEREAS, in accordance with the laws of the State of Texas and the City Charter of the City of Corpus Christi, the City Council shall adopt by ordinance a comprehensive plan.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF CORPUS CHRISTI, TEXAS:

SECTION 1. That the Corpus Christi Transportation Plan (The Urban Transportation Plan) of the City of Corpus Christi, Texas, adopted by Resolution number 12704 on April 21, 1965 as

amended, revised, and updated by Ordinances numbered 13385, 13941, 15135, 15181, 17592, 18586, 19524, 19675, 19739, 19865, 19975, 20245, 20418, 20428, 20589, 21315, 21721, 21746, 21811 and Resolutions numbered 20678, 20756, 20871, 21169, 21490 are hereby adopted as the Transportation Element of the Comprehensive Plan of the City of Corpus Christi, Texas.

SECTION 2. That the Southside Area Development Plan adopted by Resolution number 20678 on May 16, 1989, the Westside Area Development Plan adopted by Resolution number 20756 on September 15, 1989, the Port/Airport/Violet Area Development Plan adopted by Resolution number 21490 on September 22, 1992, the North Central Area Development Plan adopted by resolution number 20871 on February 6, 1990, and the South Central Area Development Plan adopted by resolution number 21169 on May 21, 1991, are hereby adopted as Elements of the Comprehensive Plan of the City of Corpus Christi, Texas.

SECTION 3. That the Comprehensive Plan of the City of Corpus Christi, Texas, is amended by making the changes hereinafter set out.

SECTION 4. That the Southside portion of the Transportation Plan is adopted and amended by realigning Ennis Joslin Road between South Padre Island Drive and Rodd Field Road; designating 1) Ennis Joslin Road and Wooldridge Road between Rodd Field Road and South Padre Island Drive as a six lane with median Arterial Street (A-7), 2) Wooldridge Road between Cimmaron Boulevard and Rodd Field Road as a four lane with turn lane Arterial Street (A-2), 3) Tiger Lane and Corona Drive between Weber Road and Everhart Road as a four lane Collector Street (C-2), and 4) Killarnet Drive, North Shea Parkway, and Del Starr Drive from Collector Streets to Local Streets; and adding two new Collector Streets to connect the Cimmaron Boulevard Collector Street loop south of Yorktown Boulevard and east of Cimmaron Boulevard to Rodd Field Road and the Oso Parkway, such amendments being depicted in Attachment A attached hereto and made a part hereof for all purposes.

SECTION 5. That the Westside portion of the Transportation Plan is adopted and amended by the realigning Saratoga Boulevard and associated Collector Streets and by moving the Saratoga Boulevard intersection with Old Brownsville Road, such amendments being depicted in Attachment B attached hereto and made a part hereof for all purposes.

SECTION 6. That the Port/Airport/Violet portion of the Transportation Plan is adopted and amended by changing and realigning the Oso Parkway to incorporate changes adopted in the Oso Parkway Plan, such amendment being depicted in Attachment C attached hereto and made a part hereof for all purposes.

SECTION 7. That the North Central portion of the transportation plan is adopted and amended by designating 1) Beach Avenue and Burleson Road as four lane Collector Streets (C-2) and 2) Bridgeport and Breakwater Avenues as two lane Collector Streets (C-1), such amendments being depicted in Attachment D attached hereto and made a part hereof for all purposes.

SECTION 8. That the South Central portion of the Transportation Plan is hereby adopted, such portion of the plan being depicted in Attachment E attached hereto and made a part hereof for all purposes.

SECTION 9. That the Oso Parkway portion of the Transportation Plan is amended by changing Policy Statement D.2, pertaining to the frontage required for driveways, where the Oso Parkway does not serve as a segment of an arterial street or four lane collector street and the Oso Creek side of the parkway is public park land, such amendment being depicted in Attachment F attached hereto and made a part hereof for all purposes.

SECTION 10. That the Transportation Element of the Comprehensive Plan is amended by adding three new street cross sections by creating a new RA5/250' cross section and two new Gulf Beach Alternative Road Sections, GB1/70 and GB2/70, all of which may be used in the Beachfront Construction Area where environmental and water quality standards dictate, such amendments being depicted in Attachment G and Attachment H attached hereto and made a part hereof for all purposes.

SECTION 11. That the Mustang-Padre Island portion of the Transportation Plan is adopted and amended by designating State Highway 361 as a RA5/250 cross section, such amendment being depicted in Attachments I attached hereto and made a part hereof for all purposes.

SECTION 12. That the Comprehensive Plan of the City of Corpus Christi, Texas, be and the same is hereby amended as herein ordained.

SECTION 13. That the Transportation Element of the Comprehensive Plan of the City of Corpus Christi, Texas, approved on the 21st day of April, 1965, as amended, revised, and updated from time to time, except as herein changed, shall remain in full force and effect.

SECTION 14. That all ordinances or parts of ordinances in conflict herewith are hereby expressly repealed. Where any provision of this ordinance imposes standards or restrictions different from those imposed by any other provision of any other City ordinance, rule, or regulation, the provisions of this ordinance shall control.

That the foregoing ordinance was read for the first time and passed to its second reading on this the 21 day of February, 19 95, by the following vote:

Mary Rhodes	<u>Aye</u>	Edward A. Martin	<u>Aye</u>
Dr. Jack Best	<u>Aye</u>	Dr. David McNichols	<u>Aye</u>
Melody Cooper	<u>Aye</u>	Clif Moss	<u>Aye</u>
Cezar Galindo	<u>Aye</u>	David Noyola	<u>Aye</u>
Betty Jean Longoria	<u>Aye</u>		

That the foregoing ordinance was read for the second time and passed finally on this the 28 day of February, 19 95, by the following vote:

Mary Rhodes	<u>Aye</u>	Edward A. Martin	<u>Aye</u>
Dr. Jack Best	<u>Aye</u>	Dr. David McNichols	<u>Aye</u>
Melody Cooper	<u>Aye</u>	Clif Moss	<u>Aye</u>
Cezar Galindo	<u>Absent</u>	David Noyola	<u>Aye</u>
Betty Jean Longoria	<u>Aye</u>		

PASSED AND APPROVED, this the 28 day of February, 1995.

ATTEST:

Armando Chapa
Armando Chapa, City Secretary

Mary Rhodes
MAYOR
THE CITY OF CORPUS CHRISTI

APPROVED THIS 17th DAY OF FEBRUARY, 1995:

JAMES R. BRAY, JR., CITY ATTORNEY

By: Norbert J. Hart
Norbert J. Hart, Assistant City Attorney

A RESOLUTION


APPROVAL OF THE PORT/AIRPORT/VIOLET AREA DEVELOPMENT PLAN FOR ADOPTION AS AN ELEMENT OF THE CITY OF CORPUS CHRISTI COMPREHENSIVE PLAN, ESTABLISHING CITY COUNCIL'S DEVELOPMENT OBJECTIVES, POLICIES, AND PROGRAMS FOR THE AREA.

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF CORPUS CHRISTI, TEXAS:

SECTION 1. That there is hereby approved for adoption as a portion of the Comprehensive Plan for the City of Corpus Christi, the Port/Airport/Violet Area Development Plan, a substantial copy of which is attached hereto and made a part hereof, marked Exhibit A.

SECTION 2. That the Port/Airport/Violet Area Development Plan hereby establishes the City's policies for growth, development, and aesthetics for the area described by said plan, a portion of the master and general plan of the City.

ATTEST:



City Secretary



MAYOR
THE CITY OF CORPUS CHRISTI

APPROVED: 14 DAY OF Sept, 19 92
JAMES R. BRAY, JR., CITY ATTORNEY

By 

Assistant City Attorney

Corpus Christi, Texas

22 day of September, 1992

The above resolution was passed by the following vote:

Mary Rhodes	<u>Aye</u>
Cezar Galindo	<u>Absent</u>
Leo Guerrero	<u>Absent</u>
Betty Jean Longoria	<u>Aye</u>
Edward A. Martin	<u>Absent</u>
Joe McComb	<u>No</u>
Dr. David McNichols	<u>Aye</u>
Clif Moss	<u>Aye</u>
Mary Pat Slavik	<u>Aye</u>

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PLAN GOALS AND OBJECTIVES

The guiding goals and objectives for the entire City, ETJ and all Area Development Plans including the Port/Airport/Violet Area, are contained in the Policy Statements adopted by the City Council in 1987.

The policies encompassed by this Plan address not only current issues, but needs that the City and Port/Airport/Violet residents, property owners, and businesses perceive will become pressing in future years. Recognizing that not all suggested implementations will take place immediately, it is important to foresee and note problems and opportunities, and develop a long term strategy to address them.

Key goals, objectives or policies of the Plan are printed in bold print. However, for a full understanding of each statement, refer to the entire text.

The specific goal of the Port/Airport/Violet Area Development Plan is to promote redevelopment of under-used land and proper development of abundant vacant land in the area. An awareness of the multiplicity of uses, variety of special interest groups, economic development needs, and long time frame needed to bring about change influences the policies and plans contained in the Area Development Plan. **Principal objectives:**

- **a. Proposed appropriate land uses and a transportation network to serve future land uses.**
- **b. Facilitate infrastructure planning through a reasonable estimate of future land use.**
- **c. Protect the Oso Creek environment.**
- **d. Suggest a long term annexation policy designed to protect future airport development.**
- **e. More aggressively monitor and control pipelines.**
- **f. Minimize incompatible land uses surrounding the airport while encouraging aviation dependent industrial businesses to take advantage of the proximity and access to the airport.**
- **g. Coordinate Port and Airport development with adjacent City controlled and regulated public and private lands.**
- **h. Due to the strategic location of the study area consider the regional transportation needs of the City, emphasizing transportation services linking the Port and Airport.**

The City's ability to encourage compatible growth within, and adjoining, the airport is critical to accomplishing the goals and objectives of this Plan. Formulation of a proactive but flexible development strategy will maximize market opportunities, insuring adequate public facilities and developments of the highest quality. Capitalizing on the market potential of the airport area, the City's role must not be only one of regulator, but one of partner and active participant. The key to this role is to achieve community consensus on what should occur in the area, then to aggressively promote this common vision. §

A. ENVIRONMENT

***POLICY
STATEMENT***

A.1

The City should meet all Federal and State environmental requirements.

***POLICY
STATEMENT***

A.2

The City should continue the special building requirements contained in Chapter 34 of the Building Code to address construction in the Saxet Oil Field area. These requirements address minimum distances between buildings structures and active wells or gas seepage areas. In addition, the City should continue to monitor these hazards and provide the most current data possible about the area to any potential builder. The Saxet Oil Field area is generally bounded by I-37, Southern Minerals Road, County Road 36, and F. M. 2292. (See Figure 2, Saxet Oil Field). For more detail see "The U. S. Geological Survey" Open-File Report 80-969). Hazards in the Saxet Oil Field area include: the Clarkwood fault line; subsidence; seeping methane gas at the surface of the ground; and underground pipelines.

***POLICY
STATEMENT***

A.3

The City should continue to work with the Texas Water Commission and support enforcement of stormwater regulations. In addition, the City should initiate a program to increase public awareness of the need to protect water quality by properly disposing of wastes.

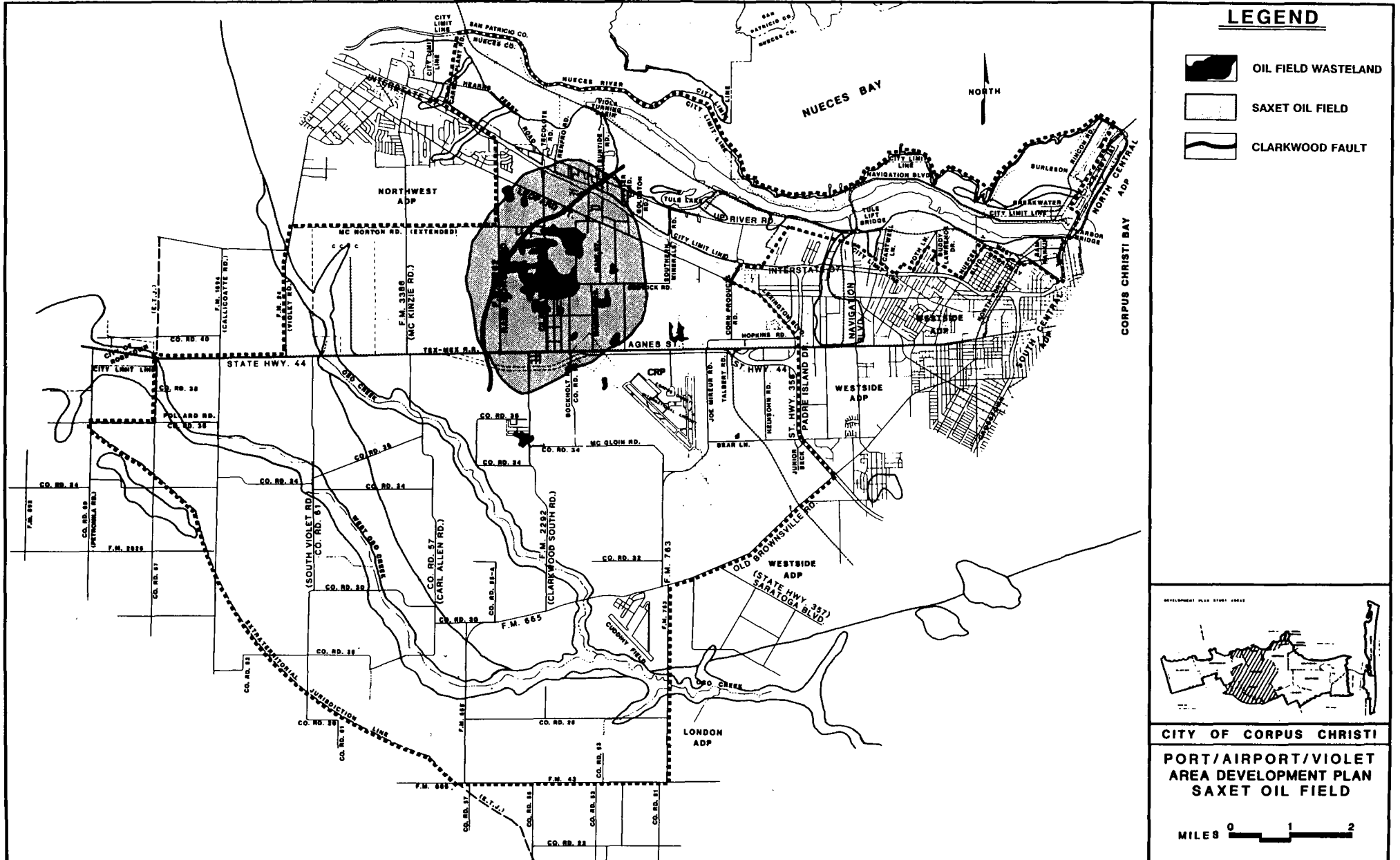


FIGURE 2 - SAXET OIL FIELD

**POLICY
STATEMENT**

A.4

The City should create an Overlay Zoning District between the Oso Parkway and the Oso creek/tributaries consistent with the Southside and Westside Plan recommendations. In lieu of a new overlay zoning district for this area the existing planned unit development district could be used to accomplish plan objectives.

**POLICY
STATEMENT**

A.5

As a unique and environmentally sensitive area the City should require a site plan review process for all developments in the proposed Oso Overlay Zoning District. The site plan should clearly indicate the location of wetlands, and archeological sites in relation to any proposed improvements. Site plan approval should be required prior to the issuance of any building permit or other land disturbing activity regulated by the City. The process should include a quick turn-around time so as not to unduly delay the development process. The appeal process shall include a final determination by either an appointed board/commission or by the City Council.

The site plan may not necessarily require the services of a professional planner, architect, or engineer if the applicant can provide the required information. The site plan review process will assure coordination between City Staff and facilitate the "one stop" development concept. The legislation should address coordination between agencies of authority in a manner that will facilitate and not unduly delay the development process. When legislation is drafted to implement this policy, the following site plan information should be considered.

- a. Parcel or lot dimensions;
- b. The location, proposed use, building size and height;
- c. Yard setbacks and space between buildings;
- d. Parking, ingress, egress, and circulation;
- e. Grading/drainage;
- f. Placement and size of utilities;
- g. Screening;
- h. Required landscaping;
- i. Zoning;
- j. Notation and delineation of regulatory flood hazard or floodway boundary;
- k. Finished ground floor elevation;
- l. Locations, boundaries and types of wetlands and Army Corps of Engineer Permit number (if available or a copy of corps' Permit);

- m. Traffic, wastewater, and stormwater generation estimate to ensure compliance with these various master plans;
- n. Refuse collection facilities for multi-family, commercial and industrial activities; and
- o. Other permits required by agencies of authority.

***POLICY
STATEMENT***

A.6

The City should encourage the use of drainage ditches w/landscaping as a land use separator between residential and non-residential uses. Use of drainage facilities to separate land uses helps to create a definite edge to a neighborhood and prevent encroachment of non-residential activities.

***POLICY
STATEMENT***

A.7

The City should require sufficient right-of-way/easements to construct drainage ditches in residential areas of a swale type design as they are more compatible with residential development than the traditional "v" type ditch. Swale type drainage ditches allow the opportunity for park like amenities, sidewalks/bikepaths while providing flood protection. Such drainage facilities should be located to provide a connection between neighborhoods and, schools, parks, recreation centers and other public places.

***POLICY
STATEMENT***

A.8

Stormwater drainage ditches lined with a pervious surface such as turf/grass rather than concrete lining are preferred. Impervious surfaces such as concrete prevent percolation and filtering of stormwater runoff. Pervious surfaces allow some percolation and filtering of runoff and help to improve water quality at outfalls into the creek and bay system.

B. LAND USE

POLICY STATEMENT

B.1

The City Council, hereby, adopts the proposed land use plan for future land use decisions (Figure 3). The plan provides a compatible configuration of activities emphasizing:

- a. Identification of environmentally sensitive areas that should be preserved;
- b. Protection of the airport from incompatible activities; and
- c. Defining the Oso Creek as the boundary between predominantly industrial land use and residential development in the area.

In addition, the future land use plan constitutes an amendment to the Westside Area Development in the vicinity of Saratoga Blvd. and Old Brownsville Road.

The future land use plan recommends those uses which are "most suitable." However, other uses which may also be acceptable are described in Table 1 below. Those uses described as "also acceptable" are more likely to require special buffering to assure compatibility with adjacent uses, or perhaps some other improvements in order to meet the full intent of the Comprehensive Plan.

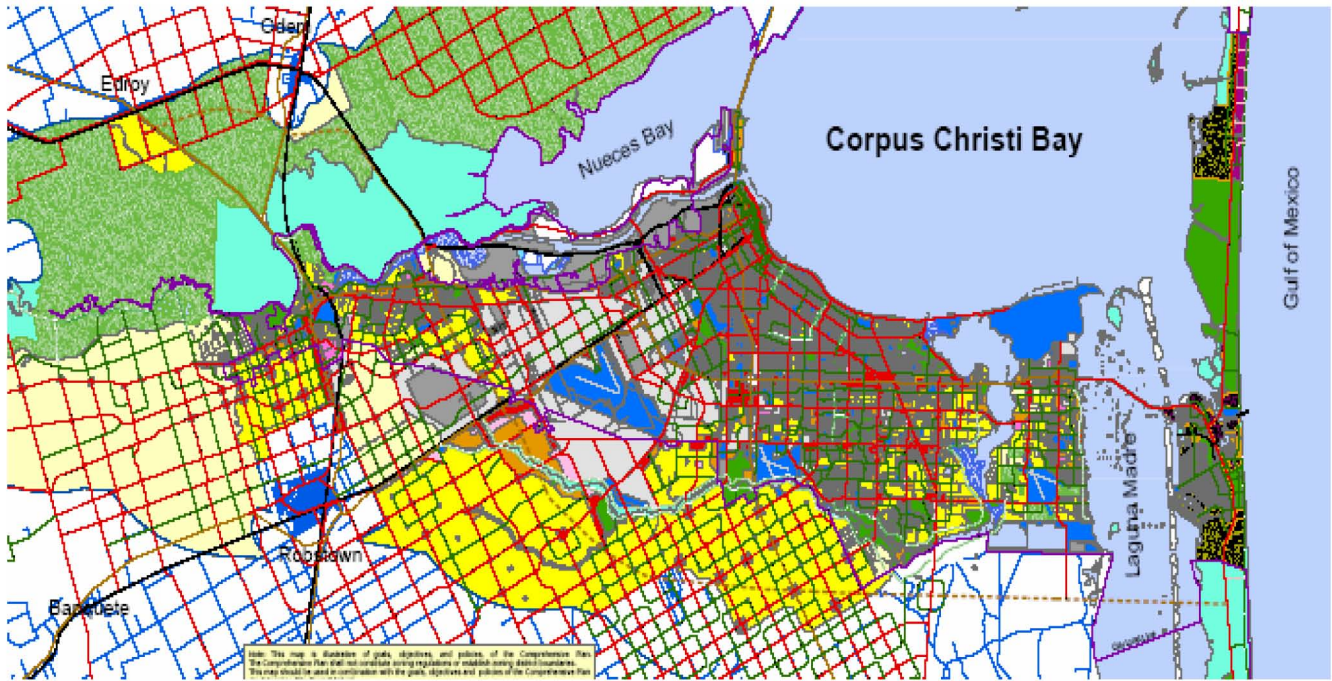
Table 2 indicates the total acreage of future land uses and potential population of an ultimately developed Port/Airport/Violet area.

POLICY STATEMENT

B.2

In Table 1, Future Land Use Suitability, the "most suitable land use" column indicates those land uses least likely to cause negative impacts to the surrounding area and which are thought to most directly benefit the public health, safety and welfare of the community. Uses described as "also acceptable" might be permissible but they are likely to be negatively impacted by the most suitable use or surrounding uses unless steps are taken to buffer negative impacts. Steps that should be taken to prevent negative impacts and promote sensitive design are:

- a. Lighting from non-residential uses should be directed away from residential areas.
- b. Noise impacts from non-residential uses should be reduced by creating a buffer open space between the two areas. Such spaces may be landscaped areas, a street, a screening fence, larger setbacks, etc. These methods can be used singularly but are usually most effective when applied in combination to provide the desired effect.
- c. Placing low intensity activities next to single family uses.
- d. Because non-residential areas are considered most suitable next to higher level roads, "also permitted" uses will need to be buffered from negative traffic noise impacts if they are located immediately next to the highway.



Click here for the

Corpus Christi Future Land Use Plan

Adopted
May 24, 2005, Ordinance 026278

Corpus Christi

All-AmericaCity

2003



PORT/AIRPORT/VIOLET FUTURE LAND USE ACREAGE						
LAND USE	PAV	%	ETJ	%	TOTAL	%
MED DEN SF	23,033	40.5	10,725	85.2	33,759	48.6
LOW DEN MF	809	1.4	NA	0.0	809	1.1
MED-HI DEN MF	647	1.1	NA	0.0	647	0.9
MOBILE HOMES	0	0.0	0	0.0	0	0.0
LOW INTEN PROF OFFICE	1,299	2.3	0	0.0	1,299	1.9
NEIGH COMMERCIAL	1,111	1.9	988	7.9	2,099	3.0
GEN COM W/NO RES	0	0.0	0	0.0	0	0.0
GEN COM W/RES	1,420	2.5	521	4.1	1,941	2.8
LIGHT IND	8,982	15.8	0	0.0	8,982	12.9
HEAVY IND	6,935	12.2	0	0.0	6,935	9.9
PUB/SEMI-PUB	573	1.0	NA	0.0	573	0.8
PARKS	1,034	1.8	354	2.8	1,388	2.0
OPEN SPACE DRAINAGE	3,783	6.7	NA	0.0	3,783	5.5
DREDGE MATERIAL	1,138	2.0	0	0.0	1,138	1.6
AIRPORT LU	6,068	10.7	0	0.0	6,068	8.7
TOTAL	56,833	1100.	12,588	1100.	69,421	100.
HOUSING¹						
MEDIUM DENSITY SF	60,463	75.8	28,154	100.0	88,616	82.1
LOW DEN MF	6,974	8.7	0	0.0	6,974	6.5
MED-HI DEN MF	12,376	15.5	0	0.0	12,376	11.5
TOTAL UNITS	79,813	100.	28,154	100.	107,967	100.
POPULATION²						
MEDIUM DENSITY SF	137,855	75.8	64,191	100.0	202,045	82.1
LOW DEN MF	15,901	8.7	0	0.0	15,901	6.5
MED-HI DEN MF	28,218	5.5	0	0.0	28,218	11.5
TOTAL POP	181,973	100.	64,191	100.	246,164	100.

TABLE 2 - POPULATION AND HOUSING ASSUMPTIONS

¹ ASSUMPTIONS INCLUDE A 25% DISCOUNT FOR TRANSPORTATION AND THE USE OF MID-POINT OF DENSITY RANGE

² ASSUMPTIONS INCLUDE A FUTURE HOUSEHOLD SIZE OF 2.4 AND A 5% VACANCY RATE.

**POLICY
STATEMENT**

B.3

The City should encourage development around the airport as displayed on Figure 4.

■ a. Airport Operations / Commercial - Passenger terminal, loading gates, control tower/fire terminal, airport hotel, car rental/parking facilities and ancillary facilities.

■ b. Aviation Dependent - **PRIMARY EMPHASIS**...Aircraft maintenance/repairs, aircraft manufacturing, air cargo shipping, general aviation, and aviation research and development uses. Uses requiring direct runway access. **SECONDARY EMPHASIS**...Research and industrial technology parks, warehousing, truck terminal, wholesale centers and uses which would benefit from airport services.

■ c. Commercial - Motel, parking facilities, restaurant/gas station, convenient store, offices and other commercial uses complimentary to the airport.

■ d. Limited Industrial - Industrial uses would be restricted within the 50':1' airport approach slope due to the accident potential of these areas or because they are within the 65 Day-Night Average Sound Level (Ldn) contour. No uses which are characterized by labor intensity or attract large groups of people should be allowed. A zoning study will need to be conducted to define acceptable levels of labor intensity and activities which do not attract large groups. The "Land Use Compatibility with Yearly Day Night Sound Levels" table from the Airport Master Plan Update should be used as a guideline to define uses that can be located in the 65+ Ldn noise footprint.

■ e. Multi-Modal Transportation Center - As the City continues to promote air cargo shipping, a long range goal should be to encourage construction of a multi-modal cargo transportation center east of the airport. Transfer of goods between several modes of transportation in a centralized location will create more efficient handling of incoming goods, quicker assembly and quicker out going shipment of finished products by air. An efficient transfer center would make adjacent industrial property more attractive for industrial development, especially industries involving assembly processing activities. Except for the center, the land in area E. is intended for private development and private ownership.

■ Gateways - Entryway to airport. Landscaping, berms, decorative architectural features.

■ Scenic Corridors - Designate Saratoga, Clarkwood South and State Highway 44 as scenic corridors. Scenic corridors should contain generous amounts of landscaping, berms, etc. on public and private properties next to the street, landscaped parking lots, public lighting (preferably metal halide type), maximum street yard setbacks, underground power/communication lines, removal of billboards, minimize free standing pole signage. (also see Policy Statement B.6)

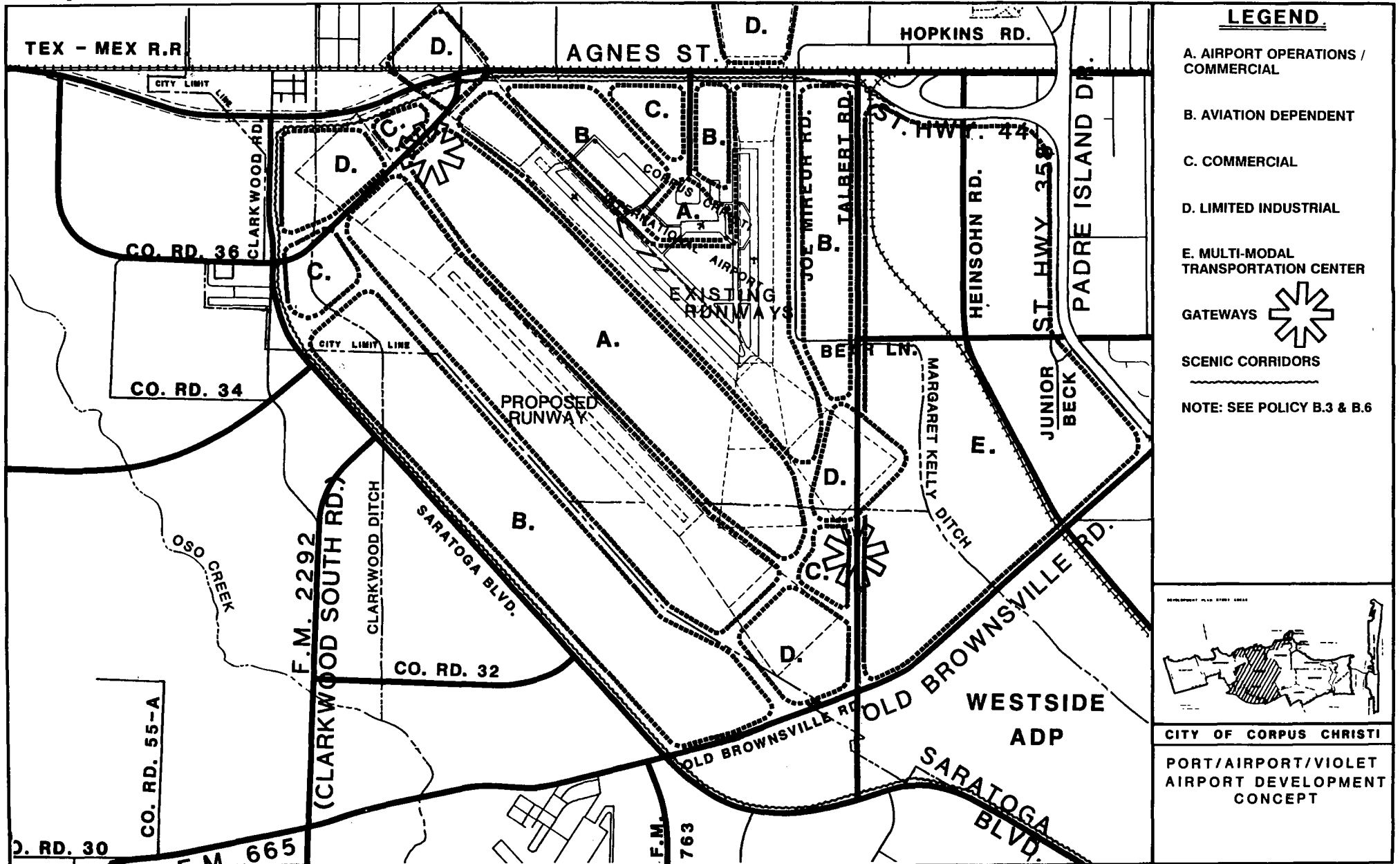
A study of zoning should be conducted to more specifically define those uses to be allowed and what ordinance changes are necessary to implement this concept. Until zoning ordinance changes are made, the existing planned unit development district should be considered as an interim tool to accomplish these objectives.

**POLICY
STATEMENT**



B.4

The City should acquire property within the airport development concept area (see Figure 4) as a major economic development tool to support the Airport.

■ Acquisition Priority 1. The highest priority for acquisition of property should be those areas designated for airport operations/proposed runway.



LEGEND

- A. AIRPORT OPERATIONS / COMMERCIAL
- B. AVIATION DEPENDENT
- C. COMMERCIAL
- D. LIMITED INDUSTRIAL
- E. MULTI-MODAL TRANSPORTATION CENTER
- GATEWAYS 
- SCENIC CORRIDORS 
- NOTE: SEE POLICY B.3 & B.6



CITY OF CORPUS CHRISTI
 PORT/AIRPORT/VIOLET
 AIRPORT DEVELOPMENT
 CONCEPT

FIGURE 4 - AIRPORT DEVELOPMENT CONCEPT

■ **Acquisition Priority 2.** The second highest property acquisition and control priority is for the areas designated D. Limited Industrial on Figure 4. Where feasible it is important to acquire property within the airport approach zones and those areas subject to airport noise levels above 65 Ldn. The City could then lease these properties with sufficient restrictions (in lease agreements) to ensure compatible future development.

■ **Acquisition Priority 3.** A third priority for purchase of land are areas designated B. Aviation Dependent and C. Commercial uses. Due to the strategic location of these areas the city should consider them for future purchase. Properties located in area B. should be reserved for runway dependent uses to insure the optimum long term development of the Corpus Christi air cargo/airplane manufacturing etc. industries. Properties in area C. are also strategically located due to their gateway location to the future Airport Terminal site. Lease agreements would provide the primary means of control.

■ **Acquisition Priority 4.** The fourth priority for property acquisition should be for area E. Multi-Modal Transportation Center. This is a long term improvement with most of area E. to remain in the hands of private property owners. A small fraction of the area in E. may need to be purchased by the city for this facility.

For acquisition priorities 2 and 3, where limited funds of the City make permanent purchase of the property infeasible the City should consider several other options as follows. Less costly but providing somewhat less control would be a strategy to purchase the properties, place deed restrictions on them sufficient to ensure compatible development and then resell them. Yet, another option would be to purchase use easements.

Where property (acquisition priorities 1, 2 and 3) cannot be acquired or until it is feasible for the City to acquire these properties the City should use its zoning authority to require development consistent with the PAV development concept. (also see Annexation Policy C.1)

***POLICY
STATEMENT***

B.5

The City should prohibit any new residential development, schools, hospitals or churches from locating within:

- a. 1 mile of either side of any existing/proposed runways; and
- b. 1 1/2 miles from the ends of any existing/proposed runways.

***POLICY
STATEMENT***

B.6

As a short term improvement the City should extend the main instrument runway from 7,500 feet to 8,000 feet as proposed in the Corpus Christi International Airport Master Plan Update. As a long term airport improvement (10 to 15 year time frame unless market pressure warrants sooner) the City should construct a new 10,000 foot runway. Previous plans called for a new 8,000 foot runway, however, an 8,000 foot runway is less efficient for air cargo operations and could not accommodate larger commercial aircraft associated with international passenger service. The City should determine what effect a 10,000 foot runway would have on the projected 65+ Ldn noise levels found in the Airport Master Plan Update. In addition, upon adoption of this plan the City should update the Joint Airport Advisory Board's height limitation map to provided for the 10,000' runway.

Master Plan Update. In addition, upon adoption of this plan the City should update the Joint Airport Advisory Board's height limitation map to provided for the 10,000' runway.

**POLICY
STATEMENT**

B.7

The City should designate I.H. 37, N.P.I.D., S.H. 44, Clarkwood South, Saratoga Boulevard, Old Brownsville Road, Talbert Road (from Saratoga to the Airport entrance), Manning Road (between S.H. 44 and Saratoga) and the Oso Parkway as scenic corridors.(See Figure 5, Scenic Corridors and Gateways) Public and private development requirements along scenic corridors should establish each scenic corridor as a uniquely attractive roadway in the city. These corridors should be considered for placement on the National Highway System under the new U.S. Surface Transportation Act.

Scenic corridors are defined as streets where the City wishes to enhance highly traveled streets or entry ways. The primary emphasis is on providing an attractive view from a vehicle or pedestrian passing.

Gateways are designed to give a sense of place marking passage from one area to another. For example, I-37 in the vicinity of Shoreline Boulevard, or I-37 and the Crosstown Expressway. Major landscaping, statuary, and lighting are appropriate at gateways. When these improvements are made they create a distinct and memorable place.

A consistent set of urban design/street furniture requirements are needed to address Port/Airport/Violet scenic corridors and other similar corridors throughout the city. Until a citywide scenic/view corridor and gateway plan can be completed the following design objectives should apply:

- a. A minimum 20' street yard with 100% landscaping, except for sidewalks and driveways, should be required adjacent to scenic corridors;
- b. Placement of overhead utility lines underground or at the rear properties away from the scenic corridor;
- c. Removal of billboards;
- d. Locations for public art within public right-of-way and on private property;
- e. Strong consideration should be given to metal halide lighting; and
- f. Greater sign restrictions pertaining to height and size of free standing signs located both within street yards and in the interior (behind street yards/building setbacks) of property.

**POLICY
STATEMENT**

B.8

The City should initiate a study to determine if existing zoning setbacks provide a sufficient buffer between non-residential and residential property.

**POLICY
STATEMENT**

B.9

Community development programs will be implemented consistent with the comprehensive plan. Housing program funds should be used where the comprehensive plan recommends residential development. Where housing conditions are substandard in areas recommended for future non-

residential development, housing or neighborhood relocation to an area planned for future residential development will be the primary objective.

If neighborhoods are designated as in "transition" from residential to non-residential land use, maintenance of existing housing for a limited time will be the primary objective.

If neighborhoods are designated as in "transition" from residential to non-residential land use, rehabilitation programs may be offered for ten years after adoption of the plan policy. These areas should be encouraged to transition within a twenty year period. No public rehabilitation funds should be expended to maintain housing life cycles beyond the twenty year period.

Other actions during this 20 year transition period include rezoning of property according to the Comprehensive Plan. Any rezonings in such areas should be sensitive to the neighborhood such that transition can occur with as few negative impacts to the residents as possible. When rezoning is proposed owner occupancy should be considered, whether the rezoning will be a logical extension of an existing zoning district, and future use of the property and its effect on the remaining neighborhood.

***POLICY
STATEMENT
B.10***

The residential neighborhood on Main Drive and north of McNorton Road extended are neighborhoods in "transition" from residential land use to industrial land use. (see policy statement B.9 and the Future Land Use Plan map)



FIGURE 5 - SCENIC CORRIDORS AND GATEWAYS

C. ANNEXATION

POLICY

STATEMENT

C.1

In order to ensure development compatible with long term airport expansion plans the City should annex the property shown on Figure 6, Proposed Annexation, located south of the airport/current city limit line between State Highway 44, Old Brownsville Road and the southwestern edge of the Oso Creek 100 year flood plain. It is important to note that very little city infrastructure is located near this area or expected to be developed in the near term. When annexation occurs this area should be zoned with a new "holding" zone to allow existing uses but which would prevent isolated, inappropriate, or premature uses from locating on lands for which adequate public services and facilities are unavailable. (see policy statement C.2)

POLICY

STATEMENT

C.2

Revise the City Code/Zoning Ordinance such that when a City initiated annexation occurs properties will be zoned according to appropriate zoning classification based on existing uses and the adopted Comprehensive Plan. A special "holding" zone district should be created to prevent isolated, inappropriate, or premature uses from locating on lands for which adequate public services and facilities are unavailable, or for which a determination of the most appropriate zoning district is precluded by a lack of economic, demographic, geographic, or other data customarily utilized in establishment of permanent district classifications, or for which land use and urban development policies have not been completed. It is intended that the "holding" zone shall be replaced by other district classifications when such limiting conditions no longer apply. Only those uses which are of an unquestionably interim nature, or will not prematurely commit the land to a particular use pattern or intensity of development, should be allowed within the "holding" zone.



FIGURE 6 - ANNEXATION

D. TRANSPORTATION

POLICY STATEMENT

D.1

The City should adopt and promote a loop system concept as conceptually configured on Figure 7, subject to further study and refinement by the City staff and Texas Department of Transportation:

- a. Provide more efficient emergency access routes;
- b. Relieve future traffic congestion; and
- c. Provide an alternative route to the commercial center on the southside.

POLICY STATEMENT

D.2

The City Council should adopt the Future Transportation Plan as a guide for future transportation decisions. (See Figure 8) The transportation network of this plan constitutes a recommendation by the City to amend the Metropolitan Planning Organization Urban Transportation Plan and the transportation plans for both the Northwest and Westside Area Development Plans. Upon adoption, the plan will be submitted for review and inclusion in the MPO Master Transportation Plan. Some recommended changes include but are not limited to:

- a. To accommodate the expansion of the airport the alignment of Saratoga Boulevard has been modified. The extension of Saratoga Blvd. in this plan takes a more southerly direction around the airport to connect with Clarkwood South Road and Rand Morgan. Changing the proposed location of the Saratoga Blvd. to the south will provide more potential for industrial development next to the airport;
- b. Oso Parkway location should be modified as displayed on the PAV Transportation Plan Map;
- c. The proposed extension of Manning Road south of State Highway 44 should curve to the west and connect with Clarkwood South Road;
- d. Eliminate the off-set of Violet Road where it crosses State Highway 44. Violet Road, south of Highway 44 should be realigned to intersect where the existing northern 1/2 of the intersection is located;
- e. Proposed extension of F.M. 2826 east of Violet road is deleted from the transportation plan;
- f. Proposed extension of County Road 36 between Violet Road and McKinzie Road is deleted and the proposed portion of County Road 36 between McKinzie and Clarkwood South is realigned to curve northward and intersect with Highway 44;
- g. Delete proposed portion of Rand Morgan Road extended between proposed Northside Road and UpRiver Road;
- h. Realign proposed westerly extension of McNorton Road southward into Sedwick Road;
- i. Realign Clarkwood north into a "T" intersection with proposed Rand Morgan Road;

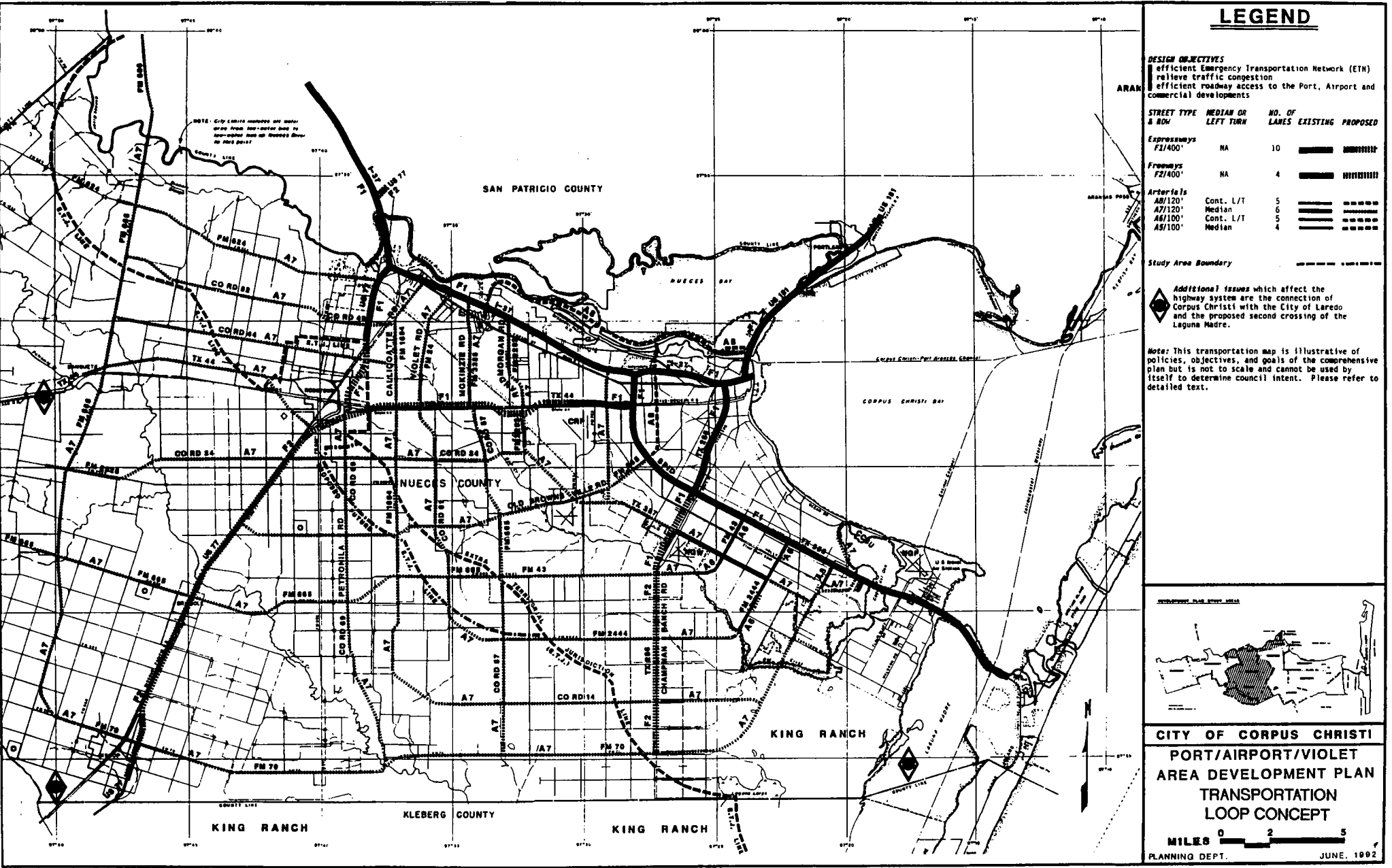


FIGURE 7 - FUTURE TRANSPORTATION LOOP CONCEPT

- j. Designate County Roads 22, 26, 28, 30, 67 and 69 as future arterial streets; and
- k. Extensive redesign of the proposed collector system including changes to the Westside Plan collector system south of Saratoga Blvd.

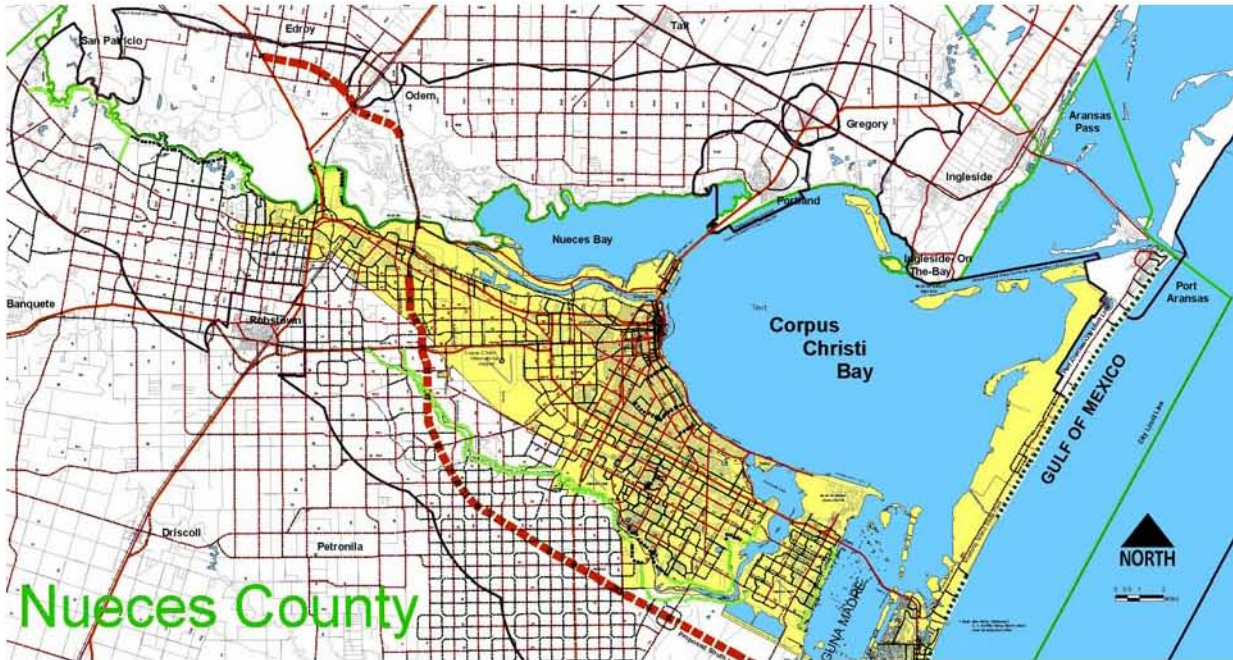
***POLICY
STATEMENT***

D.3

The City should coordinate with the Texas Department Transportation and the Corpus Christi Port Authority to provide maximum accessibility between the containerization facility at the Port and Corpus Christi International Airport.

Although it is impractical to transport a ship container on a cargo airplane it is still important to provide good transportation between the two transportation modes. A high capacity regional highway should serve both the Port and Airport as separate entities but also encourage movement between the two. Assembly plant operations may find it attractive to transport raw or semi-processed materials by ship, assemble, then transport finished products out by air cargo plane. Establishing direct roadway transportation between these two areas will aid assembly plant development. Design objectives are:

- a. The connection of Talbert Road to Corn Products, between Old Brownsville Road and the Port Area, is the preferred truck route to connect the Port and the Airport and should be designated as part of the National Highway System (U.S. Surface Transportation Act);
- b. If the NAS railroad spur between State Highway 44 and Old Brownsville Road (paralleling Talbert Road) is abandoned by the Navy the City should consider maintaining this portion of the line for industrial development purposes; and
- c. Begin discussions to coordinate with the Rail Road companies on whether additional rail service is needed south of State Highway 44 in addition to the Talbert Road crossing. This additional crossing could serve a multi-modal center and serve industrial development near the airport.



Click here for the

Corpus Christi Urban Transportation Plan

Adopted
May 24, 2005, Ordinance 026278

Corpus Christi

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2003



POLICY***STATEMENT******D.4***

The City, Port of Corpus Christi Authority and Nueces County should give high priority to improvement of Navigation Boulevard and Up River Road truck routes as follows:

- a. Navigation Boulevard between Bear Lane and Tule Lift Bridge;
- b. Tule Lift Bridge to Burleson Avenue;
- c. Up River Road from McKinzie Road to I.H. 37.
- d. Proposed Northside Road between Tule Lift Bridge and Carbon Plant Road.

POLICY***STATEMENT******D.5***

The City and Texas Department of Transportation should develop specific truck routes for transportation of hazardous chemicals for the Corpus Christi area.

E. PUBLIC UTILITIES AND SERVICES

POLICY

STATEMENT

E.1

The City, County, and Port should continue to work together to develop a comprehensive emergency planning strategy for the Corpus Christi area. This strategy should include contingency plans addressing natural and manmade disasters. In addition, the plan should meet minimum requirements for manmade hazardous materials response plan requirements under U.S. Department of Transportation Act, SARA Title III.

The plan should contain:

- a. An inventory and analysis of all production and transportation of hazardous materials in the Corpus Christi area.
- b. A hazardous materials response strategy to protect life and property in the event of a disasters, including but not limited to, refinery explosions, petrochemical releases, pipeline accidents, tank truck accidents etc.
- c. A strategy for emergency response pertaining to hurricanes, flooding or other natural disasters.

POLICY

STATEMENT

E.2

The City and State should work together to encourage new industrial pipelines to be routed away from existing or proposed residential areas.

- a. Designate a City liaison to the Railroad Commission responsible for coordination of Railroad Commission activities with the City. Such a liaison should comment on any pipeline permit requests or related matters for consideration by the Railroad Commission within the City or its ETJ.
- b. Encourage the Railroad Commission to establish a property owners' notification and public hearing program. Notification and public hearings should be conducted prior to permitting of pipeline conversion from nonhazardous products. This should apply when such pipelines traverse existing or proposed residential areas.
- c. A long term objective should be create pipeline corridors that minimize impacts to existing or proposed residential areas.

POLICY

STATEMENT

E.3

The City's proposed Land Use Plan should be reviewed and amended, if necessary, to accommodate any proposed stormwater retention facilities.

**POLICY
STATEMENT**

E.4

In order to improve water quality the City should consider encouraging or requiring industrial developments to provide "wet ponds" to filter stormdrainage. Consideration should be given to on-site facilities or participation in larger, multi-user ponds. Such ponds can help filter particulates from industrial runoff before discharging into the creek and bay system.

**POLICY
STATEMENT**

E.5

A high priority should be placed on improving storm drainage across State Highway 44. Such improvements could significantly reduce the 100 year flood plain and possibly reduce home owners flood insurance costs.

**POLICY
STATEMENT**

E.6

The City Police Department should coordinate with the Port, Airport Security and the County Constables to assure efficient compatible emergency communications are available.

**POLICY
STATEMENT**

E.7

The City should continue to encourage park land purchase, donation and dedication along the Oso Creek.

**POLICY
STATEMENT**

E.8

Unless there are overriding economic development, environmental or public safety concerns the City should provide services, such as water, wastewater, and gas, based on the following priority:

- a. First, to those areas that have at least two of these services in place;
- b. Second, to those areas that have at least one of these services in place; and
- c. Third, to raw land.