

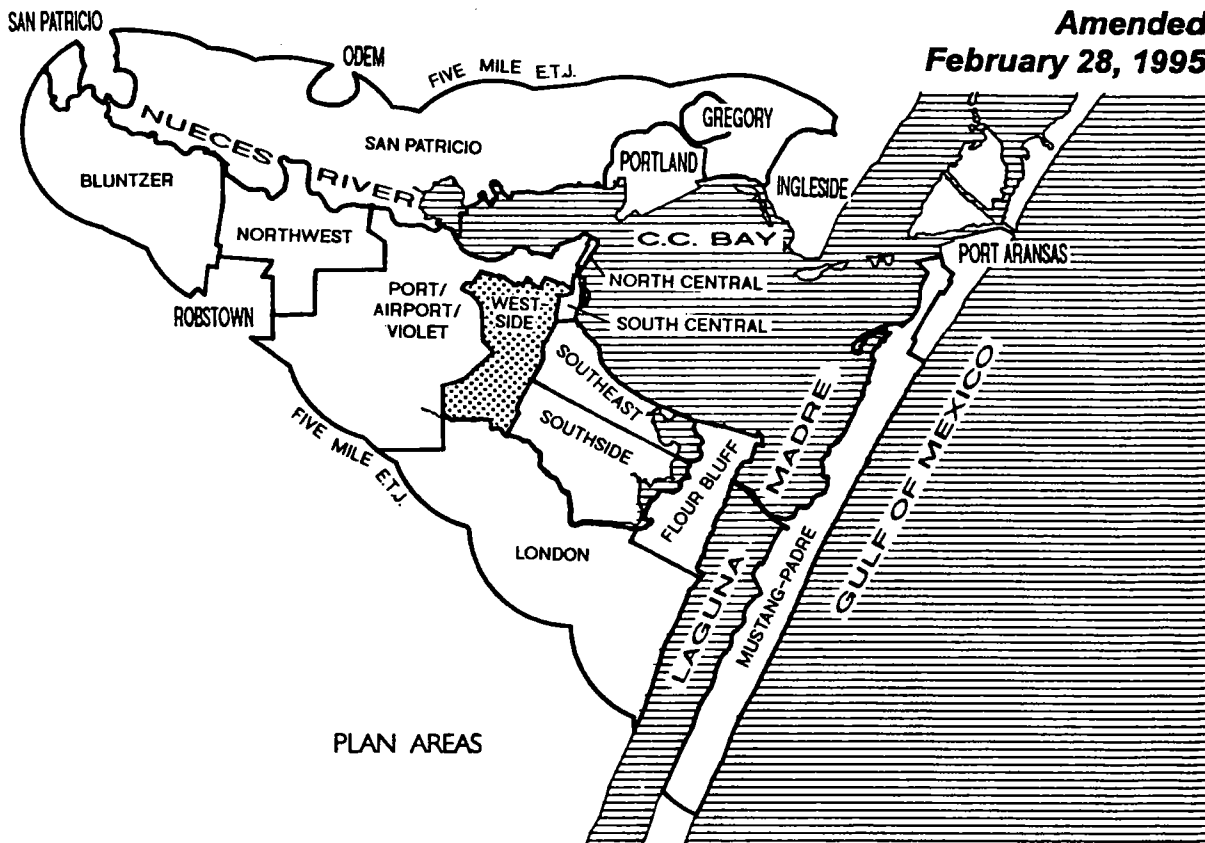
# WESTSIDE

## AREA DEVELOPMENT PLAN

*An Element of the  
Comprehensive Plan*

**Adopted  
August 15, 1989**

**Amended  
February 28, 1995**



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

**WESTSIDE  
AREA DEVELOPMENT PLAN**

**Adopted by City Council  
Ordinance #22166, February 28, 1995, superseding  
City Council Resolution #20756, August 15, 1989**

**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) Killarmet 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

ADOPTING THE WESTSIDE AREA DEVELOPMENT PLAN, AN ELEMENT OF THE COMPREHENSIVE PLAN OF THE CITY OF CORPUS CHRISTI.

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

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

SECTION 2. That the Westside Area Development Plan hereby amends the City's policies for growth, development and aesthetics for the area described by said plan as a portion of the master and general plan of the City.

ATTEST:

Almond S. Chao  
City Secretary

Betty Turner  
MAYOR  
THE CITY OF CORPUS CHRISTI

APPROVED: 27th DAY OF July, 1989  
HAL GEORGE, CITY ATTORNEY

BY Ruben Perez  
Assistant City Attorney

Corpus Christi, Texas

15 day of August, 1989

The above resolution was passed by the following vote:

Betty N. Turner	<u>Aye.</u>
David Berlanga, Sr.	<u>Aye.</u>
Leo Guerrero	<u>Aye.</u>
Tom Hunt	<u>Aye.</u>
Edward A. Martin	<u>Aye.</u>
Joe McComb	<u>Aye.</u>
Clif Moss	<u>Aye.</u>
Mary Rhodes	<u>Absent</u>
Frank Schwing, Jr.	<u>Aye.</u>



**CITY COUNCIL**

Mayor Betty Turner

Edward A. Martin, At Large

Tom Hunt, District 4

Frank Schwing, Jr., District 1

Joe McComb, District 5

David Berlanga, Sr., District 2

Mary Rhodes, At Large

Leo Guerrero, District 3

Clif Moss, At Large

**CITY PLANNING COMMISSION**

Arnoldo Moreno, Chairman

Joe L. Garcia

Roe Wickham

Jake Sanchez

Shirley Mims, Vice-Chairman

Thomas Shirley

Lamont Taylor

Nora M. Garcia

Jo Ann Clayton-Reyna

**CITY MANAGER**

Juan Garza

**ASSISTANT CITY MANAGER**

Ezequiel Elizondo

### ACKNOWLEDGEMENTS

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Faryce Goode-Macon, City Planner

Harry Power, City Planner

Harry Bennett, City Planner

Robert Pena, Cartographer

Tony Recio, Draftsperson

Sylvia Roberts, Land Use Data Clerk II

Linda Williams, Secretary

WESTSIDE AREA DEVELOPMENT PLAN  
PLAN RECOMMENDATIONS

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WESTSIDE AREA DEVELOPMENT PLAN  
PLAN RECOMMENDATIONS

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## THE WESTSIDE AREA DEVELOPMENT PLAN

### INTRODUCTION

#### THE COMPREHENSIVE PLAN FOR THE CITY OF CORPUS CHRISTI

The Comprehensive Planning Process is a means through which citizens and community leaders can guide community development. The Comprehensive Plan, by definition, is general, long range, and comprehensive. To formulate the Comprehensive Plan, the City Council adopted the Corpus Christi Policy Statements and divided the city, and areas adjacent to the city, into twelve (12) Area Development Plan Study Areas. The Corpus Christi Policy Statements provide general direction for each of the area development plans. The Area Development plans will give major consideration to land use issues, the allocation of services/facilities, and other specific area issues. Implementation of these plans will help ensure the most appropriate development of land and public services.

#### THE WESTSIDE AREA DEVELOPMENT PLAN

The key objectives of the Westside Area Development Plan (see Figure 1, Plan Study Area Map next page) are:

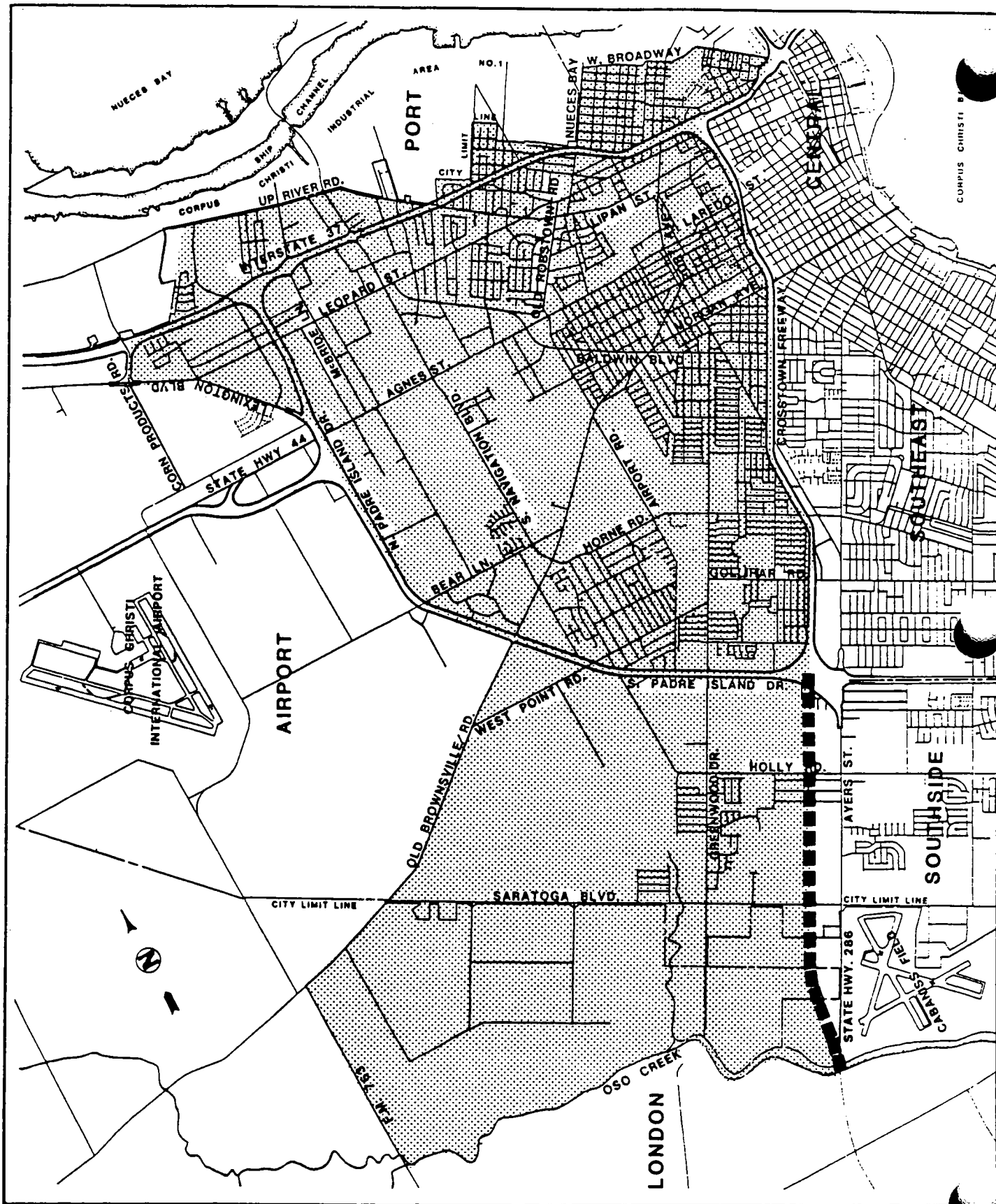
1. To propose redevelopment strategies in established areas of the Westside Plan Area to achieve a harmonious arrangement of land uses, creating a pleasant living and working environment;
2. To identify environmentally sensitive areas and formulate strategies to protect the environment;
3. To propose appropriate land uses and a corresponding transportation network to serve future needs; and
4. To facilitate infrastructure planning through a reasonable estimate of future land use, enabling infrastructure to be planned accordingly.

#### THE PLANNING PROCESS

As part of the planning process, Staff developed various technical papers concerning conditions in the study area. These technical papers are available, upon request, from the City Planning Department.

The City Council, Planning Commission, and City Staff are committed to citizen participation in the planning process and would encourage all interested citizens to participate in the development of this plan. Inquiries regarding the plan may be directed to the City of Corpus Christi, Department of Planning at 880-3560.

FIGURE 1



## PLAN RECOMMENDATIONS

### A. ENVIRONMENT

#### A.1 - POLICY STATEMENT

Create an overlay zoning district between the Oso parkway corridor and the Oso Creek and along its tributaries to accomplish the following objectives:

1. Protection of environmentally sensitive lands;
2. Ensure the best utilization of private and public open spaces;
3. Design control for the Oso parkway, i.e. signage, landscaping, etc.; and
4. Protection of water in the Oso Creek.

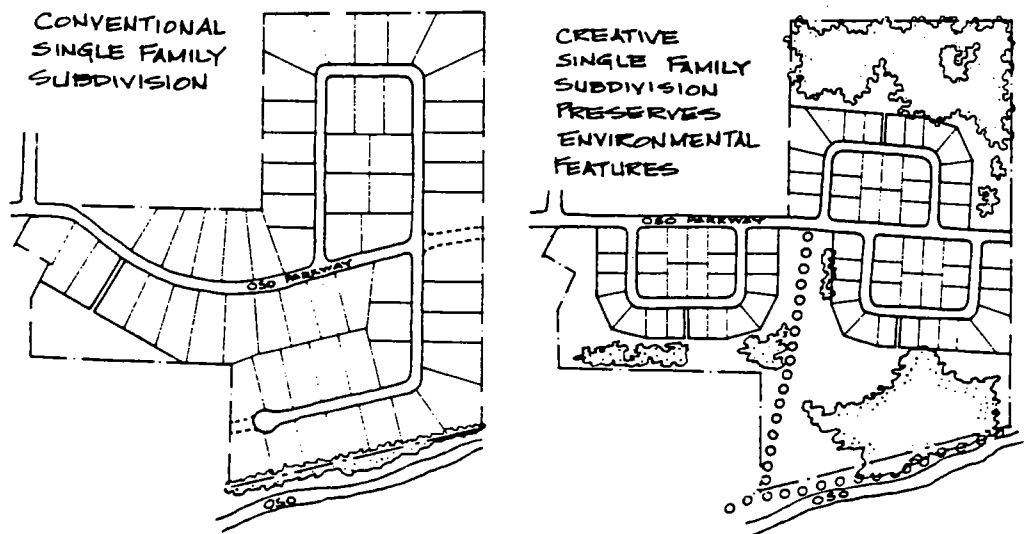
These objectives can be achieved through the following guidelines.

A) Creative site development concepts (see Example: Figure 2, Creative Site Development) should be encouraged within the overlay area in order to ensure that the following objectives are met:

1. No substantial modifications of major environmental features such as clay dunes, archeological sites, wetlands (as defined and designated by the Army Corps of Engineers), or creek banks;

2. Maximum retention, protection and preservation of hillside slopes, tree groupings, brushland, man-made lakes, ponds, bogs, and native grasslands;
3. The increase intensity in a particular area of a project has a compatible transition\*\* with adjacent lower intensity areas within the same project;
4. The higher intensity areas of one project have a proper transition to adjacent properties; and
5. A property owners' association is established to maintain common non-park areas.

FIGURE 2  
EXAMPLE: CREATIVE SITE DEVELOPMENT

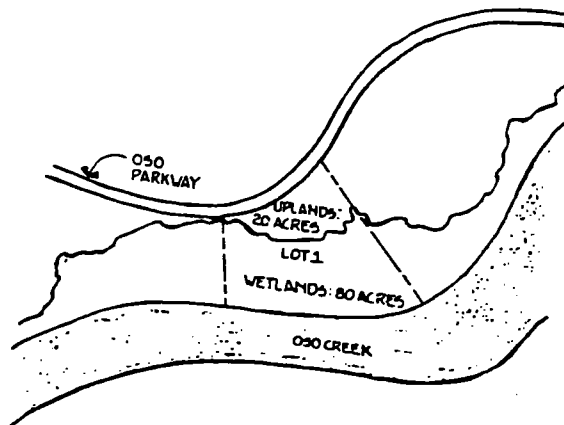


\*\*Compatible transition - defined as a landscaped open space area between areas of higher and lower densities.



B) The gross density of the project, including its undeveloped or common areas should not exceed the permitted density of the underlying zoning. Wetland areas, designated by the Army Corps of Engineers for preservation, may be included in the calculation of the gross density for a site (see Figure 3). The net density is defined as the number of residential dwelling units located on developable acreage exclusive of wetland areas and shall not exceed twice the allowable gross density nor a maximum density of thirty-six (36) units per acre. However, single-family zoned property may not, as a consequence of these objectives, be developed as multi-family without rezoning and in no case should net density exceed thirty-six (36) units per acre;

FIGURE 3: EXAMPLE OF DENSITY CALCULATIONS FOR PROPERTY WITH WETLANDS



If zoned "R-1B" Residential Single-family with permitted density of 7.26 units per acre:

- C) The City should coordinate with the Federal Emergency Management Association to estimate the effect of full development on the Oso flood plain and floodway boundaries;
1. Estimates and studies are needed for planning and controlling development. Amendments, if any, to the official FEMA maps should not occur until these studies are complete and have been reviewed by the City and FEMA.
- D) Encourage park land/open space dedication within the overlay zone area that enhances pedestrian access from neighborhoods to the Oso and, to provide pedestrian access and large open space along the creek;
1. Where possible, locate park land adjacent to surface drainage systems for additional capacity/filtration.

FIGURE 4: PARK DEDICATION FOR BETTER ACCESS TO THE OSO



Park land/Public Open Space; Cul-de-sac ends near the creek and provides a link between the neighborhood and the creek.

- E) Shoreline fills or cuts to the Oso should be designed and located so that significant damage to ecological values or natural resources will not occur; and
- F) Pipe lines (except for storm drains) located under perennial or intermittent waterways, including but not limited to creeks, rivers, streams, and bays are to have shut-off valves or back flow preventers installed on both sides of the waterway.

#### **A.2 - POLICY STATEMENT**

**Require a site plan review process for all developments within the Oso overlay zone area.**

The site plan should clearly indicate the location of dunes, wetlands, and archeological sites in relation to any proposed improvements. Site plan approval should be required prior to the approval of any building permit or other land disturbing activity regulated by the City. The process should include a quick turn-around time of one week or less (not including appeals) 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, engineer, or other environmental related design professional, 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. When legislation (approved amendments to City Ordinances) is drafted to implement this policy, the following information should be considered. In addition, the legislation should address coordination between agencies of authority in a manner that will facilitate and not unduly delay the development process.

- A) Parcel or lot dimensions;
- B) The location, proposed use, 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) Location of wetlands and Army Corps of Engineer Permit number (if available or a copy of Corps' Permit);
- M) Location of all dunes;
- N) Traffic, wastewater, and stormwater generation estimate to ensure compliance with these various master plans;
- O) Refuse collection facilities for multi-family, commercial, and industrial activities; and
- P) Other permits required by agencies of authority.

**B. COMMUNITY DEVELOPMENT**

**B.1 - POLICY STATEMENT**

Establish an aggressive public information program to publicize City programs for community clean-up/redevelopment programs.

- A) The City Information Services Department should coordinate with local television and radio stations to determine the feasibility of producing public service announcements and commercials on city services and establish a monthly program or program segment explaining specific services.

**B.2 - POLICY STATEMENT**

City should work jointly with local public entities, such as the Nueces County Community Action Agency, to

conduct a survey of community needs every ten (10) years, mid point between each decennial Census.

- A) The survey should address the social and physical needs of groups such as the City's homeless population, the indigent, senior citizens, and others.

### B.3 - POLICY STATEMENT

Encourage new owner occupied housing in the area bounded by the Crosstown Expressway, Horne Road, Airport Road, and Agnes Street by reducing local street widths, required lot sizes, sidewalk requirements, and by encouraging innovative designs and technologies in new developments.

- A) Reduction of requirements should be contingent upon a guarantee that new housing will be owner occupied.
  
- B) Reduced lot size requirements should not be allowed where common ownership of adjacent property exists.

### B.4 - POLICY STATEMENT

Where industrial land uses are proposed adjacent to existing or future residential areas, buffering techniques such as greater open space and privacy walls or landscaping should be required.

## B.5 - POLICY STATEMENT

The City Council and City Manager should appoint a Citizen/Staff Task Force to initiate a Targeted Code Enforcement Program for those Westside areas with the most severe housing, business, industrial conditions, sanitation, brush pick-up, and animal control problems as shown in Figure 5.

- A) The four areas shown in Figure 5 are prioritized 1 through 4, with Area 1 being the highest priority;
  
- B) The Task Force might include, but should not be limited to, citizens from the area representing residential, commercial, and industrial interests as well as representatives from the Health, Sanitation, Police, Fire, Neighborhood Improvement, and Building Inspections Departments;
  
- C) The Task Force will initiate a pro-active code enforcement program to:
  - 1. Identify all code violations;
  
  - 2. Identify structures that should be demolished;

3. Identify structures that are in a deteriorated condition, but could be rehabilitated and brought up to code;
  4. Identify land uses that are non-conforming;
  5. Recommend solutions to code enforcement problems found in the area; and
  6. Identify and recommend, for clean-up, any streets or other rights-of-way that have excessive litter and trash.
- D) Within the rehabilitation target areas shown in Figure 5, the maximum amounts for which families may apply to the Emergency Repair Grant Program should be increased, aggressively promote single-family, commercial, and industrial rehabilitation loan programs, and develop additional means of providing financial assistance for these uses.

#### **B.6 - POLICY STATEMENT**

As part of the periodic comprehensive plan review procedure, the City should evaluate the target areas and establish whether these areas should continue to be targeted, re-prioritized, or if other areas should be included in the program.



**LEGEND**



TARGETED CODE EN-  
FORCEMENT AND RE-  
HABILITATION AREAS.  
PRIORITIZED 1-4

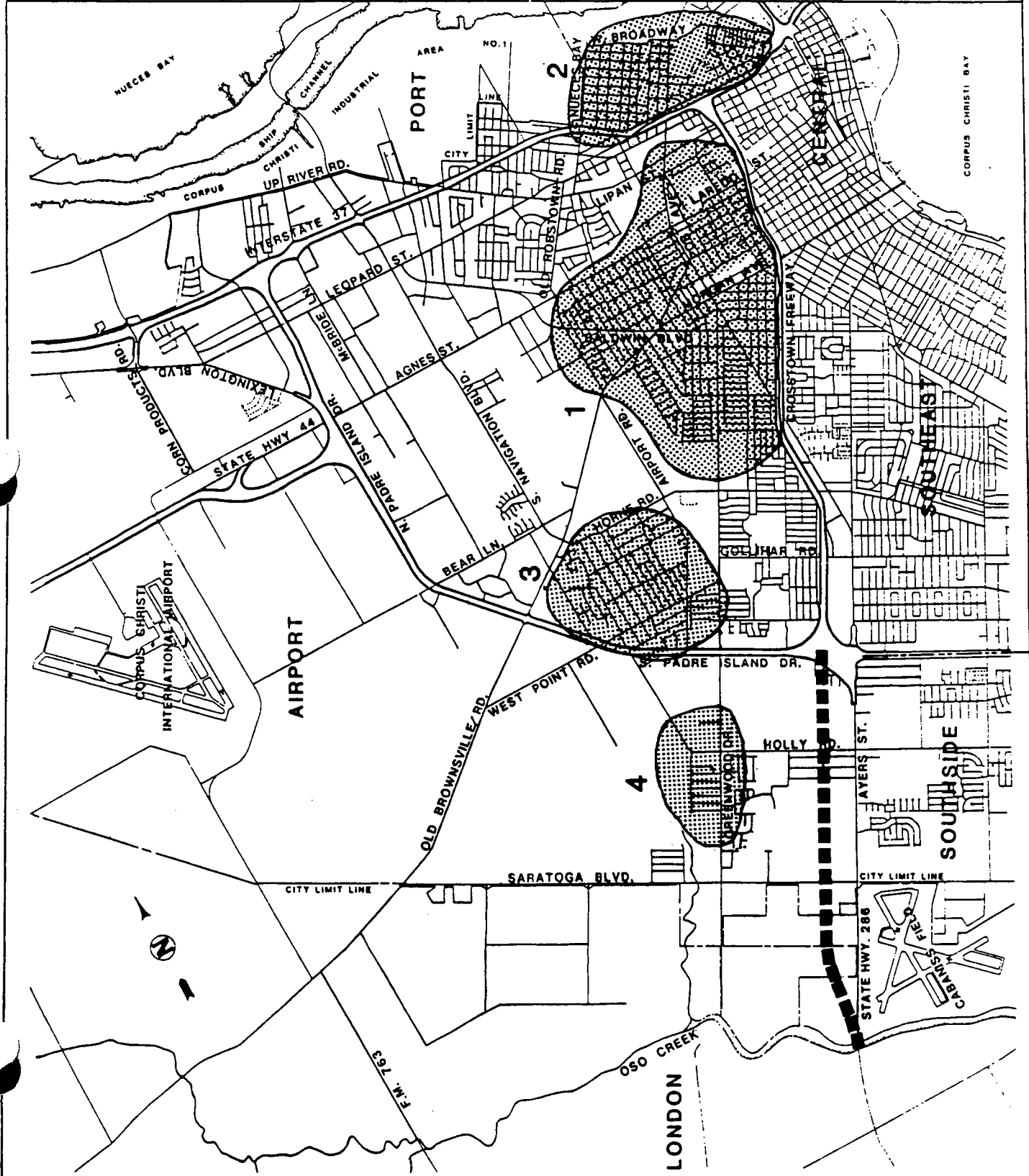
**FIGURE 5**



CITY OF CORPUS CHRISTI  
WESTSIDE AREA  
DEVELOPMENT PLAN



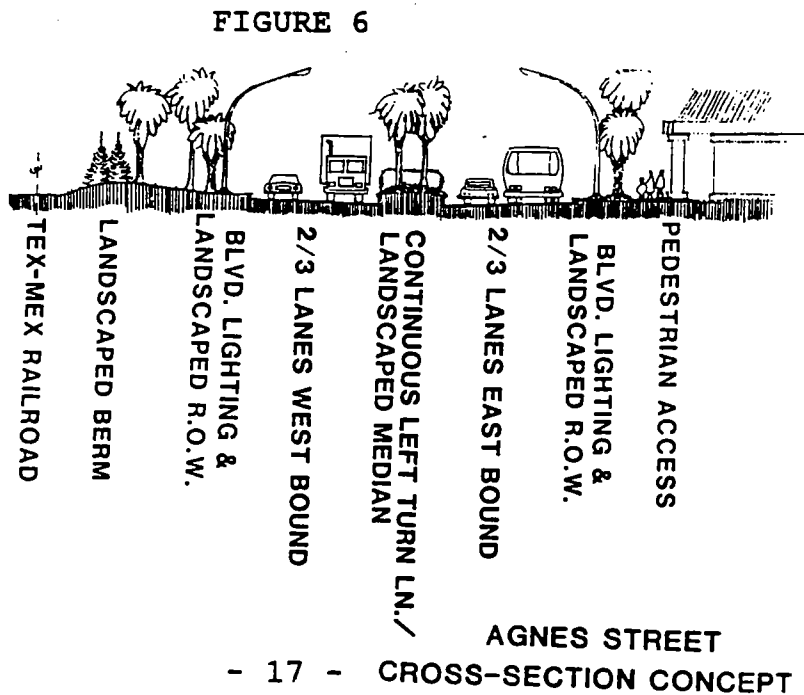
PLANNING DEPT.



## B.7 - POLICY STATEMENT

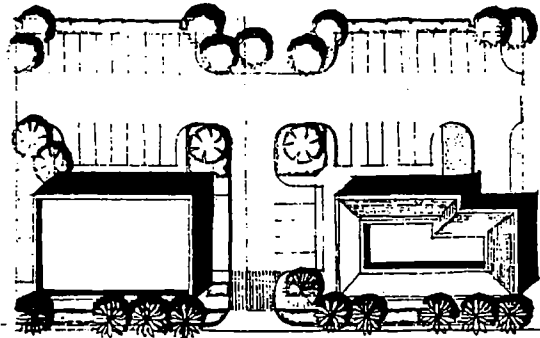
The City should take a leading role in redeveloping Agnes Street and the Agnes/Laredo Corridor. Historically, the area has been a focal point of the Hispanic community, it contains the proposed Hispanic Arts Center site and is one of the "gateways" from the airport into the city.

A) The Parks and Recreation Department and the Traffic Engineering Division should propose, for City Council and the State Highway Department's consideration, a public right-of-way landscaping plan for the corridor. In addition, where salvage yards or other unsightly uses abut the Agnes/Laredo Corridor, a screening program should be proposed. The cross section concept displayed in Figure 6 illustrates a more aesthetically pleasing gateway to the city.



- B) As a result of the State Highway Department's proposed street improvements to Agnes Street, on-street parking will be lost. The Planning Department and Traffic Engineering Division should inventory the area to determine the supply of off-street parking and make recommendations for solving any parking shortages.
1. As redevelopment occurs, emphasis should be placed on encouraging the concept of shared parking and access as displayed in Figure 7.

FIGURE 7



SHARED PARKING & ACCESS  
CONCEPTS

AGNES/LAREDO CORRIDOR

- C) The City should encourage the development of a mercado along the Agnes/Laredo corridor. Such a mercado, during the foreseeable future, is likely to serve the local/adjacent market. City efforts to promote a mercado should include:

1. Existing commercial loan program; and
2. Development of a loan/grant program for mercado like uses.

D) Other design objectives to be a part of, but not limited to, the redevelopment of the Agnes/Laredo Corridor are:

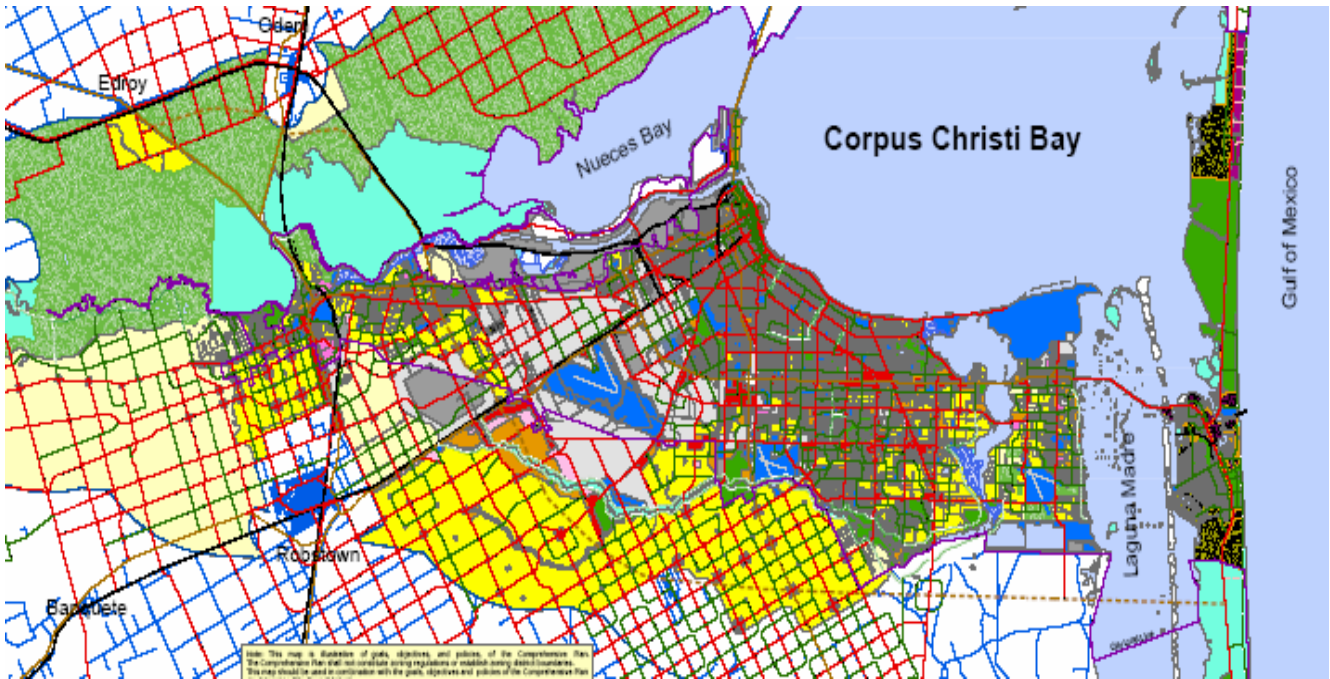
1. Landscaping for existing establishments;
2. Where practical, closure of streets to minimize conflicts and access points to the corridor;
3. Consolidation of signage for on premises use and the removal of billboards;
4. Relocation or burial of power lines and, where possible, avoid lines crossing the street;
5. Provide a landscape buffer between residential and higher intense uses within the corridor;
6. Pedestrian access from establishments and the surrounding neighborhoods should align to provide for safe and direct circulation;

7. Pedestrian crosswalks should be clearly distinguishable from streets;
8. Appropriate and additional lighting, other than street standards, for pedestrian walkways should be provided;
9. Encourage building treatment, to be similar and of an architectural style, to carry the Spanish theme from the corridor entrance to the downtown area; and
10. Provide an entry focal point and signage.

## **C. LAND USE/ZONING**

### **C.1 - POLICY STATEMENT**

The City Council, hereby, adopts Figure 8 as the guide for future land use decisions. Given this overall purpose, the plan provides for a compatible configuration of activities with emphasis on protecting residential uses from incompatible industrial and commercial activities; the placement of commercial activities at locations with good access and high visibility; and the identification of environmental sensitive areas that should be preserved. Table 1 shows the proposed land use distribution for the Westside Area.



Click here for the

# Corpus Christi Future Land Use Plan

Adopted  
May 24, 2005, Ordinance 026278



**FIGURE 1  
PROPOSED LAND USE  
WESTSIDE AREA DEVELOPMENT PLAN**

<u>TOTAL PROPOSED LAND USES</u>	<u>ACREAGE</u>	<u>%</u>	<u>HOUSING CHARACTERISTICS</u>	<u>TOTAL UNITS</u>
Low density residential Approx. 7 units per acre Maximum 3 stories	6,375	38.9	Low density residential	33,469*
Medium density residential Approx. 14 units per acre Maximum 3 stories	701	4.3	Medium density residential	7,361*
High density residential Approx. 36 units per acre Maximum 4 stories	295	1.7	High density residential	<u>7,965*</u>
Neighborhood commercial (potential residential yield 36 units per acre)	164	1.0	<u>POPULATION CHARACTERISTICS</u>	<u>TOTAL POPULATION**</u>
General commercial (potential residential yield 36 units per acre)	2,131	13.0	<u>HOUSEHOLD SIZE</u>	
			Low density (2.8)	93,713
			Medium/High density (2.3)	<u>35,250</u>
Light industrial	3241	19.8	TOTAL POPULATION	128,963
Heavy industrial	1028	6.3	POPULATION DENSITY	13.34 persons per acre***
Public/semi-public	1,311	8.0		
Open space	656	4.0		
Parks	<u>492</u>	<u>3.0</u>		
TOTAL	16,394	100.0%		

\* Total housing unit figures reflect a 25% reduction of residential land acreage to compensate for street, highway, and expressway rights-of-ways.

\*\* Potential unit per acre residential yield allowed on commercially zoned property is not included in the population calculations.

\*\*\* Population density is based on residentially developable property (9,666 acres).

## C.2 - POLICY STATEMENT

The landscaping requirements, as outlined in the current Landscaping Ordinance, are considered the minimal landscaping needs for this Plan Area.

- A) Variances, special permits, or other means to reduce the landscape requirements for development in the Plan Area should be discouraged.

## C.3 - POLICY STATEMENT

The City should evaluate zoning districts where existing zoning should be changed to implement the Land Use Plan (see Figure 9). Adoption of this plan policy will not immediately change any zoning, but it will accomplish the first of at least a three step process. The next step would include a more specific study of each individual property and a staff recommendation to the Planning Commission regarding each property. As the third step, the Commission could then initiate the rezoning process for all, some, or none of the properties.

## C.4 - POLICY STATEMENT

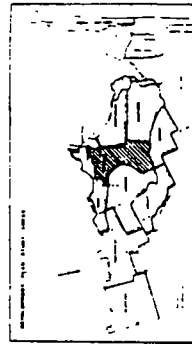
The City should create a green belt on public rights-of-way with dense landscaping, along the southside of West Broadway from Interstate Highway 37 to Burns Street where industrial property abuts residential activities.



**LEGEND**

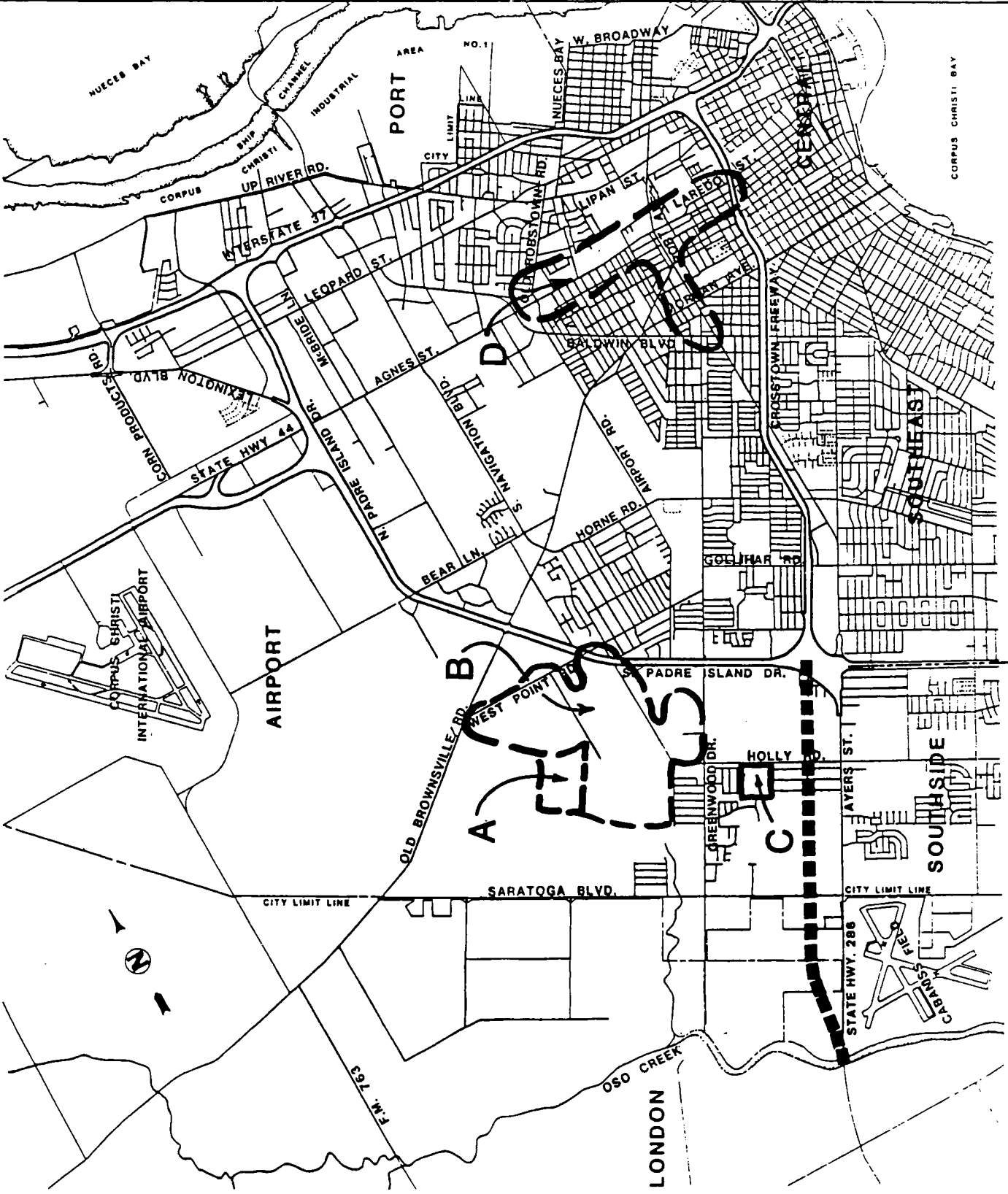
- A. RE-ZONING OF INDUSTRIAL LAND TO RESIDENTIAL
- B. RE-ZONING OF INDUSTRIAL AND HEAVY INDUSTRIAL TO LIGHT INDUSTRIAL
- C. RE-ZONING OF INDUSTRIAL LAND TO RESIDENTIAL
- D. APPROPRIATE ZONING TO REFLECT EXISTING USES

**FIGURE 9**



CITY OF CORPUS CHRISTI  
 WESTSIDE AREA  
 DEVELOPMENT - PLAN  
**RE-ZONING AREAS**

CORPUS CHRISTI BAY



SOUTHSEASIDE

SOUTH SIDE

STATE HWY. 286

LONDON

OSO CREEK

CITY LIMIT LINE

SARATOGA BLVD.

HOLLY

GREENWOOD DR.

S. PADRE ISLAND DR.

WEST POINT RD.

OLD BROWNVILLE RD.

BEAR LN.

S. NAVIGATION BLVD.

AGNES ST.

LEOPARDO ST.

STATE HWY 44

LEXINGTON BLVD.

CORN PRODUCTS RD.

UP RIVER RD.

HUECES BAY

PORT

INDUSTRIAL

NO. 1

W BROADWAY

INUECES BAY

CHANEL

CHRISTI

INDUSTRIAL

AREA

CITY LIMIT

ALIPAN ST.

LAUREO ST.

PROBES TOMMY RD.

BALDWIN BLVD.

AIRPORT RD.

CROSS TOWN FREEWAY

W BROADWAY

CORPUS CHRISTI BAY

#### C.5 - POLICY STATEMENT

High-intensity commercial and industrial areas should be buffered to provide transition from residential areas through the existence of:

- A) Main roads;
- B) Public and institutional buildings;
- C) Open space;
- D) Scale of design;
- E) Landscaping; and
- F) Other transitional land uses.

#### C.6 - POLICY STATEMENT

Industrial properties should be required to minimize undesirable "spillover effects" into residential and commercial areas (this includes noise, air pollution, negligent visual blight, etc.) by means of property layout-out and organization of activities by screening and maintaining buffer areas or zones for their activities.

#### C.7 - POLICY STATEMENT

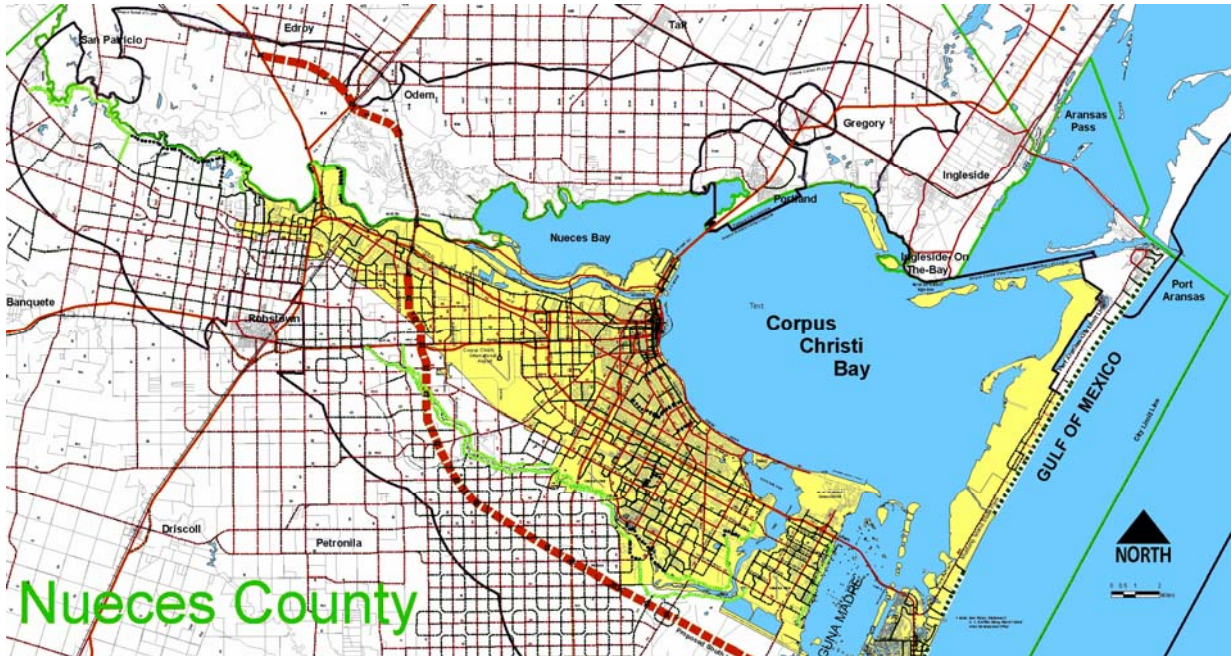
The City's Zoning Ordinance and/or City Code should be amended to reduce the negative impacts of existing and proposed night club and salvage yard activities in areas with nearby residential land uses/districts.

**D. TRANSPORTATION**

**D.1 - POLICY STATEMENT**

The City Council hereby adopts Figure 10 as the guide for future transportation decisions. The transportation network of this plan constitutes an amendment to the City's Transportation Plan and will be submitted for review and inclusion within the MPO Master Transportation Plan. Some of the changes to the City Transportation Plan include the following:

- A) Redesignating the intersection at the Crosstown Expressway and Holly Road from an overpass to an interchange. The interchange for this intersection will be of modified design due to the railroad right-of-way on Holly;
- B) Redesigning the proposed collector street system south of Padre Island Drive to the Oso Creek;
- C) Designating Flato Road as a four-lane collector from Agnes Street to Bear Lane;
- D) A bridge to connect the north and south sides of the Oso Parkway, in close proximity to Greenwood Drive and the Oso Creek intersection;
- E) A four-lane collector extending from Old Brownsville Road toward Greenwood Drive and located approximately midway between Saratoga Boulevard and the Oso Creek;



Click here for the

# Corpus Christi Urban Transportation Plan

Adopted  
May 24, 2005, Ordinance 026278

Corpus Christi



2003



City of  
Corpus  
Christi

- F) An offset spacing of thirteen hundred and twenty feet (1,320') is desirable where:
1. Major collectors (four lanes) "T" into an arterial or another major collector;
  2. A major collector and a minor collector "T" into an arterial or major collector; and
  3. Minor collectors (two lanes) intersect with an arterial or major collector.
- G) An offset spacing of six hundred and sixty feet (660') is desirable where minor collectors (two lanes) intersect with other minor collectors;
- H) Median breaks should be minimized. If median cuts exist along arterials or major collectors, the intersection and alignment of any proposed street should be at the existing median break unless the median break and the proposed street are separated by more than thirteen hundred and twenty feet (1,320 ft.); and
- I) To provide for the safety of motorists and pedestrians alike, the City should amend City ordinances to require additional street

dedication at intersections designated on the MPO Master Transportation Plan for a right turn lane.

#### D.2 - POLICY STATEMENT

The Planning Department and the Traffic Engineering Division should work with the State Department of Highways and Public Transportation to plan for lighting, signage, landscaping, and beautification of those roadways which are main "gateways" into the city:

- A) Interstate Highway 37;
- B) Padre Island Drive;
- C) Crosstown Expressway;
- D) Agnes Street, portions of Laredo Street from Corpus Christi International Airport to the Bayfront; and
- E) Old Brownsville Road from Saratoga Boulevard to Airport Road.

#### D.3 - POLICY STATEMENT

Amend City ordinances to allow increased street lighting for public safety purposes in residential subdivisions, park areas and areas adjacent to all

school grounds, and along major arterials. Prioritize areas for increased lighting using, but not limited to, the following criteria: traffic volumes, vehicular and pedestrian nighttime accidents experienced, and the incidence of crime.

#### D.4 - POLICY STATEMENT

Construct a vehicular and two (2) pedestrian bridges over the Airport stormwater ditch to allow access from the Molina Area to the Dr. Hector P. Garcia Park.

- A) At the extension of Bloomington Street, construct the vehicular/pedestrian bridge in conjunction with appropriate parking, sidewalks, and landscaping improvements within the park.

Replace the existing wooden bridge, closest to West Point Road, with one of the proposed new bridges and construct the second new bridge at the extension of Villareal Street.

#### D.5 - POLICY STATEMENT

The Traffic Engineering Division should work with the State Department of Highways and Public Transportation to select locations for construction of fences and/or dense placement of landscaping to deter pedestrian crossings and to buffer residential areas from the impact of the Crosstown Expressway.

**E. ECONOMIC DEVELOPMENT**

**E.1 - POLICY STATEMENT**

Encourage light industrial development in the Westside Study Area where infrastructure is in place and ready to serve development (see Figure 11).

A) Some stormwater improvements should be made to this area.

**E.2 - POLICY STATEMENT**

The Development Services Center will propose to City Council those areas within the Westside Plan Area as meeting criteria for State and Federal enterprise zones.

**F. PARKS**

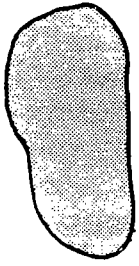
**F.1 - POLICY STATEMENT**

Encourage park land dedication and open space within the Oso Creek overlay zone area that enhances pedestrian access from neighborhoods to the Oso and provide pedestrian access and parks along the creek.

A) Where the Park and Recreation Department assures that wetlands would benefit recreational opportunities, the City may accept, on a case-by-case basis, up to 50 percent of the subdivision ordinance required park land dedications as wetlands.

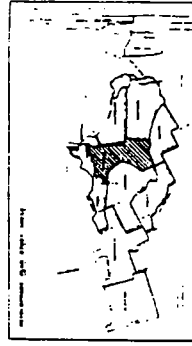


LEGEND



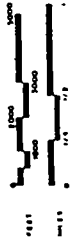
ENCOURAGE INDUSTRIAL DEVELOPMENT AS MOST FACILITIES ARE ALREADY AVAILABLE FOR DEVELOPMENT

FIGURE 11

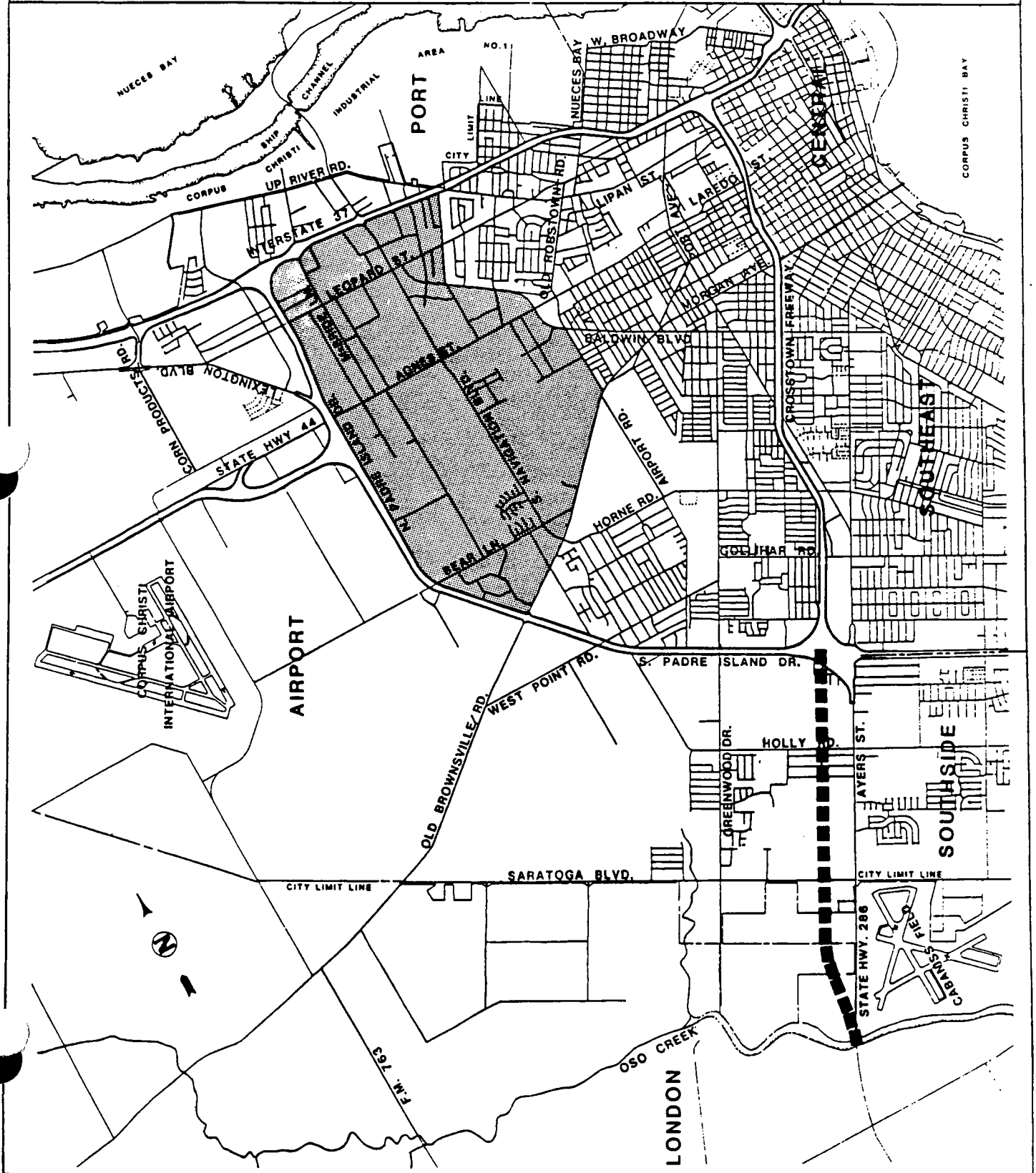


CITY OF CORPUS CHRISTI  
WESTSIDE AREA  
DEVELOPMENT PLAN

ECONOMIC  
DEVELOPMENT  
PLAN



PLANNING DEPT.



## F.2 - POLICY STATEMENT

Develop the sanitary land fill site into a public open space area.

- A) Due to the impact of solid waste facilities, limited recreational activities will be appropriate for this site, i.e. practice fields and scenic trails.

## F.3 - POLICY STATEMENT

The Oso Creek and its tributaries should be considered for installation of bike and pedestrian paths.

## F.4 - POLICY STATEMENT

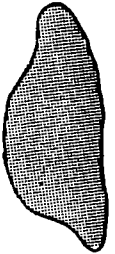
The Planning Department, in conjunction with the Park and Recreation Department, should consult with the West Oso and Corpus Christi Independent School Districts to locate parks adjacent to future school sites.

## F.5 - POLICY STATEMENT

All areas of the Westside Area Plan should have safe accessibility to neighborhood parks and recreation centers.

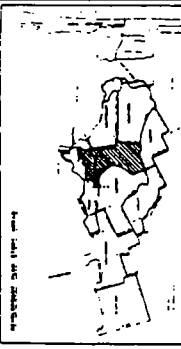
- A) Additional neighborhood parks should be provided to serve the areas displayed on Figure 12.

**LEGEND**



AREAS IN NEED OF  
NEIGHBORHOOD  
PARKS

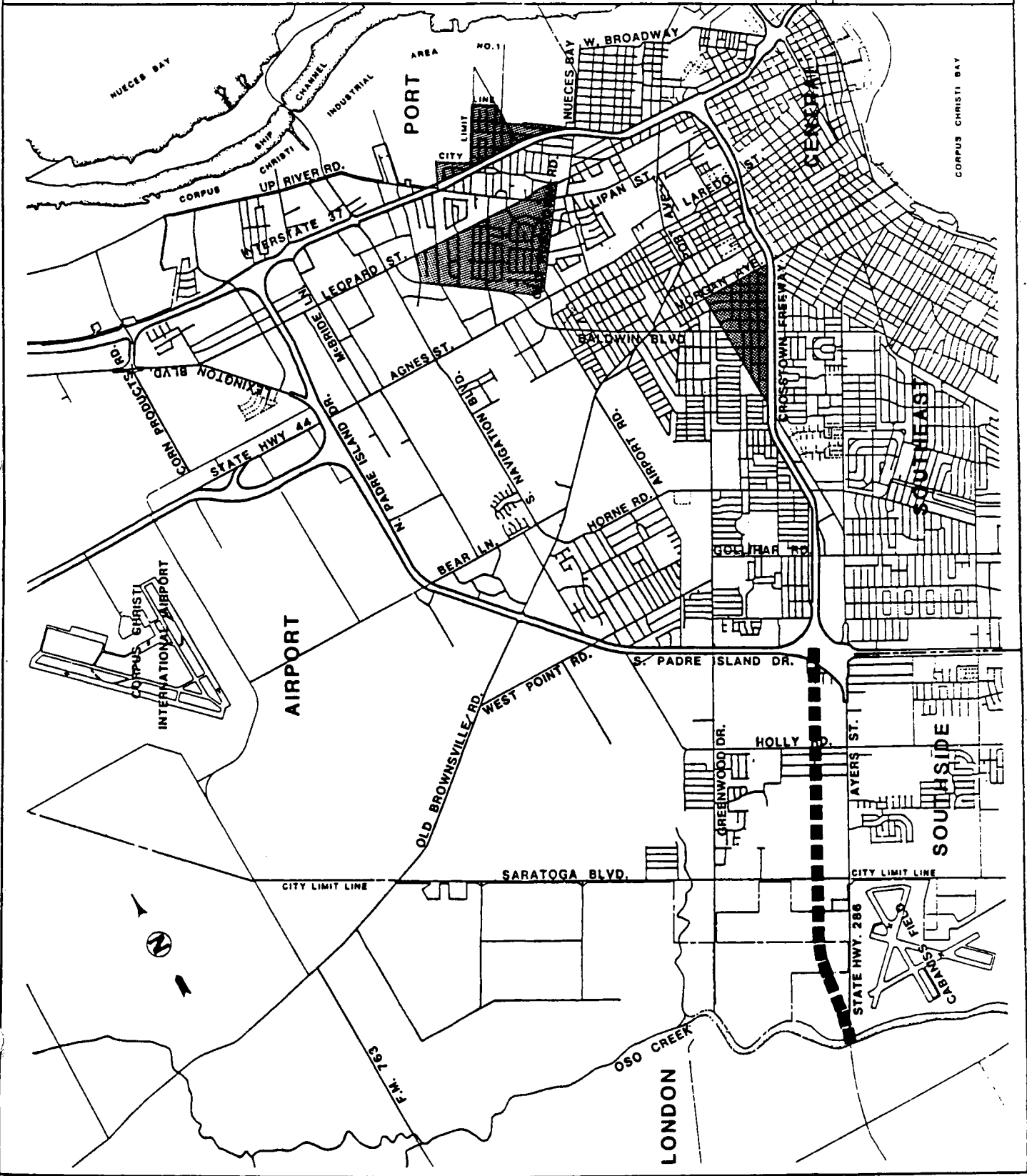
**FIGURE 12**



CITY OF CORPUS CHRISTI  
WESTSIDE AREA  
DEVELOPMENT PLAN  
AREAS WITHOUT  
PARKS



PL. ENGINE. 88-1



#### **F.6 - POLICY STATEMENT**

The Planning Department, in conjunction with the Park and Recreation Department, should prepare a city-wide Park and Recreation Facility Master Development Plan.

- A) Establish minimum city-wide park land and park facility standards for all park classifications. Use of park land and facility standards, in conjunction with neighborhood public hearings, will provide a systematic method for meeting community recreation needs.

#### **G. FIRE PROTECTION**

##### **G.1 - POLICY STATEMENT**

The City and local refineries shall work together to increase awareness and familiarity with emergency evacuation plans.

- A) Strive for a compatible warning system that will be recognized by all citizens;
- B) Periodically, make the public aware of alternate routes in the event of a disaster; and
- C) New refineries or other potentially hazardous industrial activities should be required to develop emergency evacuation plans as part of the building permit approval process.

## G.2 - POLICY STATEMENT

Obtain property through purchase or donation for a future fire station in the area south of Saratoga Boulevard and west of Greenwood Drive.

## G.3 - POLICY STATEMENT

The transport of toxic and hazardous materials should be in compliance with State and National guidelines and coordinated with all Public Safety and Transportation agencies.

## H. POLICE PROTECTION

### H.1 - POLICY STATEMENT

Planning Department Staff, in conjunction with Staff from the Police Department, shall propose strategies to strengthen the current noise and nuisance ordinance, particularly as it applies to properties in or near residential areas.

### H.2 - POLICY STATEMENT

The Police Department should establish an assembly point in the Westside Development Area as part of a future plan to implement community oriented policing in this area.

## I. PUBLIC SERVICES

### WATER

#### I.1 - POLICY STATEMENT

Complete the water system grid in the northern portion of the plan area by extending and connecting transmission mains along Up River Road, Leopard Street, Lipan Street, Port Avenue, West Broadway, and in the southern portion of the plan area along Ayers Street and Saratoga Boulevard.

The Caldwell Reservoir (Ben Garza Park Area) should be completely rehabilitated or replaced.

### WASTEWATER

#### I.2 - POLICY STATEMENT

Complete expansion of the Westside Treatment Plan to a capacity of 8.0 M.G.D.

Complete trunk main system in Ayers Street, Old Brownsville Road, Saratoga Boulevard, and portions of the Westside Plan Area south of Saratoga Boulevard.

### STORMWATER

#### I.3 - POLICY STATEMENT

All open drainage ditches, city-wide, should be regularly maintained and cleaned of all trash and debris.

- A) Create a public information program to discourage dumping of trash in drainage ditches and other public lands which includes appropriate signage in these areas and radio/television announcements.

Through public service announcements, citizens and neighborhood associations should be encouraged to participate in neighborhood beautification programs.

Encourage neighborhood residents to report illegal dumping of trash.

- B) Significantly increase fines for dumping and littering.
- C) Systematically maintain and clean drainage ditches according to:
1. A survey of ditch maintenance/cleaning needs quarterly; and
  2. Targeting maintenance/cleaning efforts quarterly to those drainage ditches with the most severe needs.

#### I.4 - POLICY STATEMENT

Underground piping for stormwater drainage is desirable and is to be encouraged. The Planning and Engineering Departments will establish criteria where underground drainage systems should be used.

#### NATURAL GAS SYSTEM

#### I.5 - POLICY STATEMENT

Continue current policy to provide services as development occurs.

### J. BRANCH LIBRARIES

#### J.1 - POLICY STATEMENT

The highest priorities for library services in the Westside Area are as follows:

1. Bring the Greenwood Branch up to national standards in terms of building size for branch libraries and volumes, before constructing any new libraries in the Westside Area;
2. Purchase or encourage donation of land and facilities for a branch library centrally located with respect to schools and future residential areas south of Holly Road and west of Greenwood Drive; and



3. Explore cooperative agreements with other governmental entities for provision of library facilities.