

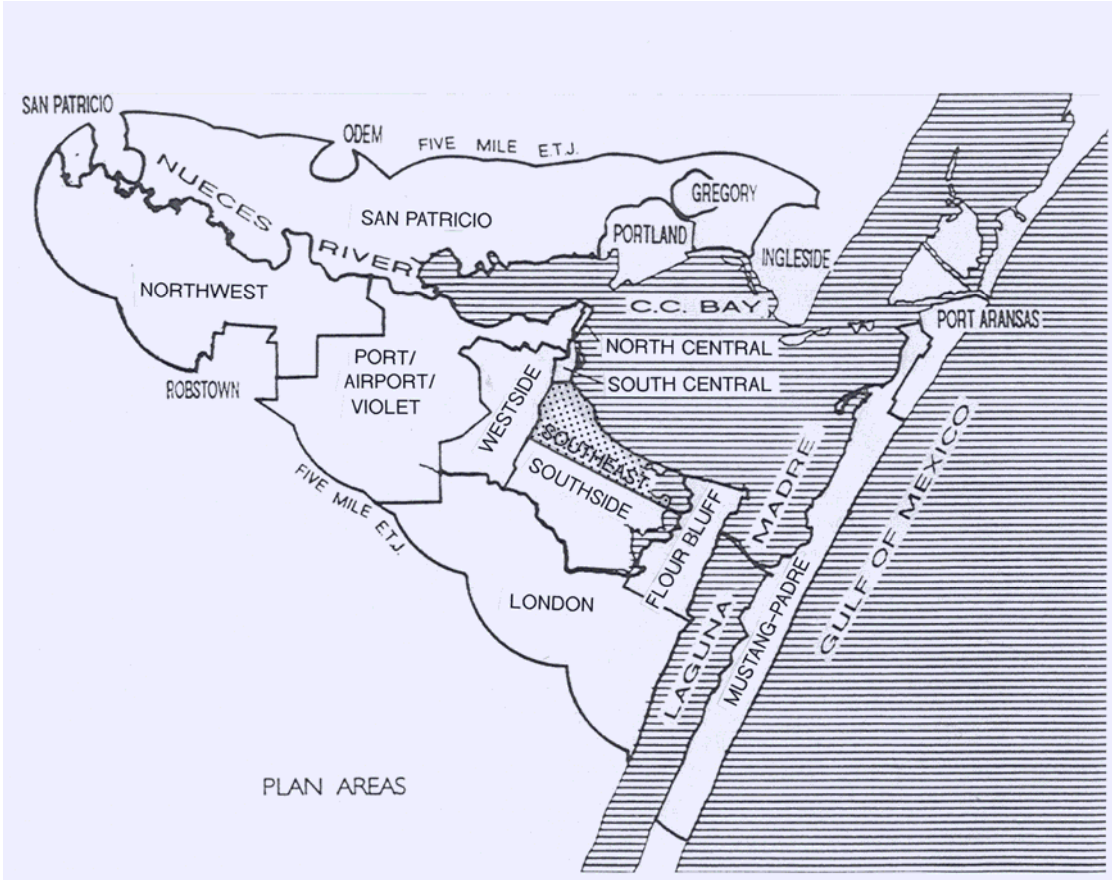
SOUTHEAST

AREA DEVELOPMENT PLAN



*An Element of the
Comprehensive Plan*

**Adopted
July 11, 1995**



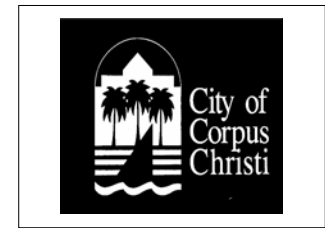
DEPARTMENT OF PLANNING

**SOUTHEAST
AREA
DEVELOPMENT PLAN**

**Adopted by City Council
Ordinance # 22266, July 11, 1995**

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.

Staff thanks the many citizens who helped formulate this plan.





**Corpus Christi City Council
July 11, 1995**

Mayor Mary Rhodes

Dr. Jack Best	Tony Heldenfels	John Longoria
Betty Black	Betty Jean Longoria	Edward M. Martin
Melody Cooper At Large		Dr. David McNichols

City Manager Juan Garza

**Corpus Christi Planning Commission
June 29, 1994**

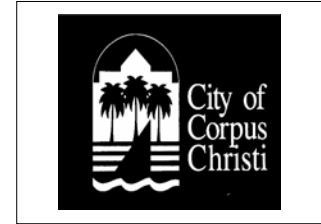
Chairman Shirley Mims

Lamont Taylor, Vice Chairman	Robert Canales	Ralph Hall	Sylva Perez
Michael Bertuzzi	Laurie Cook	Alma Meinrath	Richard Serna

Director of Planning Brandol M. Harvey, AICP, AIA

AN ORDINANCE

ADOPTING THE SOUTHEAST AREA DEVELOPMENT PLAN AS AN ELEMENT OF THE CITY OF CORPUS CHRISTI COMPREHENSIVE PLAN; MODIFYING THE TRANSPORTATION ELEMENT OF THE CITY OF CORPUS CHRISTI COMPREHENSIVE PLAN; AND ESTABLISHING THE CITY OF CORPUS CHRISTI'S DEVELOPMENT OBJECTIVES, POLICIES, AND PROGRAMS FOR THE SOUTHEAST AREA.



WHEREAS, the Planning Commission has forwarded to the City Council its report and recommendations concerning adopting the Southeast Area Development Plan as an element of the City of Corpus Christi Comprehensive Plan;

WHEREAS, in accordance with proper notice to the public, a public hearing was held on Wednesday, June 29, 1994, during a meeting of the Planning Commission and on Tuesday, June 27, 1995, during a meeting 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, the City Council has determined that the hereinafter set forth adoption would best serve public health, necessity, and convenience and the general welfare of the City of Corpus Christi and its citizens.

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

SECTION 1. That the Comprehensive Plan of the City of Corpus Christi, Texas, is amended by making the change hereinafter set out.

SECTION 2. That there is hereby approved and adopted as a portion of the Comprehensive Plan for the City of Corpus Christi the Southeast Area Development Plan, substantial copy of which is attached hereto and made a part hereof for all purposes, marked Exhibit A.

SECTION 3. That the Southeast Area Development Plan hereby establishes the City of Corpus Christi'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.

SECTION 4. That where the Transportation Element of the City of Corpus Christi Comprehensive Plan and the transportation portion of the Southeast Area Development Plan are different, the Transportation Element of Comprehensive Plan



is hereby amended to conform with the transportation portion of the Southeast Area Development Plan.

SECTION 5. That all ordinances or parts of ordinances in conflict herewith are hereby expressly repealed.

SECTION 6. If for any reason any section, paragraph, subdivision, clause, phrase, word, or provision of this ordinance shall be held invalid or unconstitutional by final judgment of clause, phrase, word or provision of this ordinance for it is the definite intent of this City Council that every section, paragraph, subdivision, clause, phrase, word, or provision hereof be given full force and effect for its purpose.

SECTION 7. Publication shall be made one time in the official publication of the City of Corpus Christi by publishing the caption stating in substance the purpose of the ordinance, this ordinance to become effective upon such publication.

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Southeast Area Development Plan July 11, 1995

INTRODUCTION

" . . . establish comprehensive planning as a continuous governmental function to guide, regulate, and manage

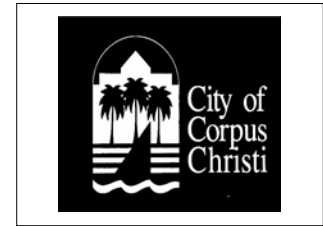
I N T R O D U C T I O N

The Comprehensive Plan is mandated by the City Charter. It requires the City Council to "...establish comprehensive planning as a continuous governmental function in order to guide, regulate, and manage future development..." and, "all city improvements, ordinances, and regulations shall be consistent with the comprehensive plan."

The Comprehensive Plan is a product of various documents such as Policy Statements, Area Development Plans, Capital Improvement Programs, and Master Utility Plans. The comprehensive planning process is a means whereby citizens and community leaders guide community development. The Comprehensive Plan, by definition, is general, long range, and broad in scope. To help formulate the Comprehensive Plan, City Council divided the city and its environs into 13 Area Development Plan (ADP) study areas.

Development plans for these areas will help provide direction in resolving basic land use issues such as zoning, platting of properties, allocation of public services and facilities, and other area specific issues. In many cases, follow-up programs are needed to implement Plan policies. Implementation of these plans assures the most appropriate land development and provision of public services. Coordination of the Capital Improvement Plan, other elements of the Comprehensive Plan and day-to-day actions of line agencies responsible for implementing the Comprehensive Plan, result in more cost effective development and tax dollar savings.

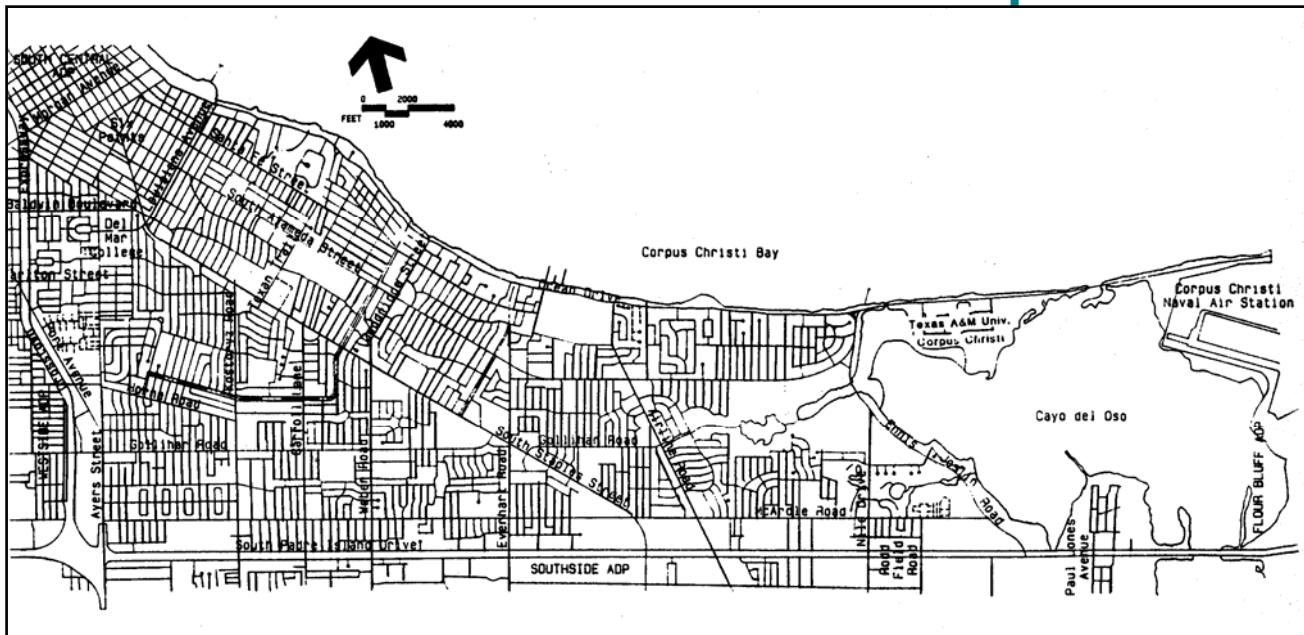
The Southeast Development Plan (SEADP) Area, is bounded on the north by Morgan Street; on the east by Corpus Christi Bay and the Cayo Del Oso; on the south by South Padre Island Drive (SPID); and on the west by the Crosstown Expressway. Points of interest within the Plan area include the Six Points/Spohn Hospital area in the northern section of the Plan area and the shopping malls along SPID. In addition the Plan area is characterized by the



City's largest concentration of residential neighborhoods (see Figure 1).

Plan formulation included development of technical papers for the area, which describe existing conditions and background information. These papers are available from the Planning Department.

FIGURE 1 SOUTHEAST STUDY AREA

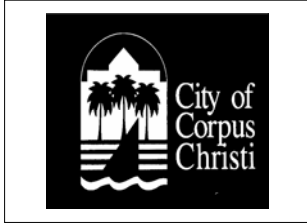


PLAN GOALS AND OBJECTIVES

The Corpus Christi Policy Statements adopted by City Council in 1986 contain the guiding goals, objectives and policies for the entire City and Extraterritorial Jurisdiction (ETJ). The policies of the Southeast Plan complement, and are more specific than the Corpus Christi Policy Statements.

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

Key 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 Southeast Area Development Plan is to protect the predominantly stable residential neighborhoods and to promote the efficient development of under utilized and remaining 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 change, influences the policies and plans contained in the Area Development Plan. Principle objectives include:

- a. Stabilize and conserve residential neighborhoods;
- b. Designate appropriate land uses and a transportation network to adequately serve existing and future land uses;
- c. Facilitate planning for replacement of deteriorated infrastructure;
- d. Protect the unique residential character of Ocean Drive;
- e. Revitalize deteriorated housing and promote new residential development in areas best suited for such development;
- f. Encourage a well-integrated development plan that protects existing residential neighborhoods when conversion of residential use to higher intensity use occurs;
- g. Emphasize conflict-free pedestrian and bikeway corridors and pathways to connect the downtown area to Texas A&M University - Corpus Christi and the Southside;
- h. Preserve public access, scenic views, and recreational opportunities along the bayfront and the Cayo Del Oso; and

Encourage development that protects the continued operation of NAS Corpus Christi.



A. ENVIRONMENT

E N V I R O N M E N T

POLICY STATEMENT A.1

The City should continue to work with State and Federal agencies to balance protection of the environment with the development needs of the community. Some of these agencies include, but are not limited to, the Federal Emergency Management Agency (FEMA), the U. S. Corps of Engineers, the U.S. Fish and Wildlife Service, Texas Parks and Wildlife Department, the Texas General Land Office, Texas Natural Resources Commission, etc.

POLICY STATEMENT A.2

Maintain the one-mile minimum distance from the shoreline for any petroleum drilling operations.

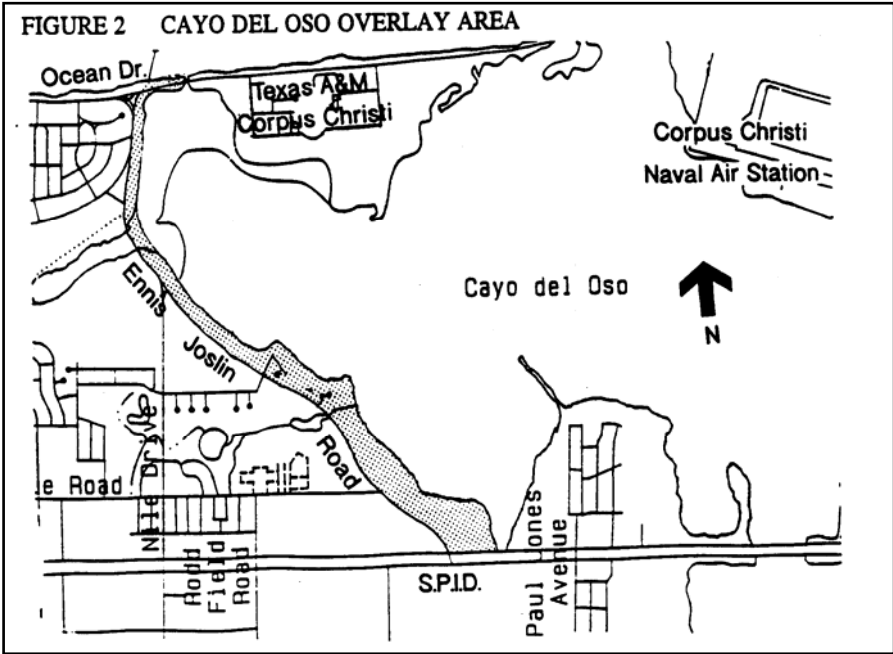
POLICY STATEMENT A.3

The City should create an Overlay Zoning District (see Figure 2) between Ennis Joslin and the Cayo Del Oso similar to the Oso Parkway corridor recommended in the Southside, Westside, and Port/Airport/Violet Area Plan recommendations. Development in this area should protect natural drainage ways, water quality, view vistas, and natural plant/wildlife habitats. Secondly, it should provide open space areas and a hike/bike trail along Ennis Joslin and Ocean Drive shoreline areas. Protection of these features increases development potential for new residential, educational, and recreational uses abutting the bayfront and the Cayo Del Oso.

The City should require a site plan review process for all developments in the Overlay Zone District. Site plan approval should be required prior to the issuance of any building permit. The process should include a quick turnaround so as not to unduly delay the development process. Any site plan appeal process should 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. A site plan review process will assure coordination between City Staff and make development of environmentally sensitive areas easier to accomplish. The site plan review process should address coordination between agencies of authority in a manner that will facilitate and not unduly delay the development process. When legislation (approved amendments to City Ordinances) is drafted to carry out this policy, the following information should be considered.





- a. Parcel or lot dimensions;
- b. The location, proposed use, size, and height;
- c. Yard setbacks and space between existing and proposed structures;
- 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 and delineation of wetlands, as well as archeological sites and show Army Corps of Engineers Permit number;
- m. Provide copies of the Corps permit, as well as any other permits required by a regulatory agency;

- n. Provide traffic, wastewater, and stormwater (utilities) impact reports showing compliance or non-compliance with various master plans and corrective action to ensure compliance; and
- o. Refuse collection facilities for multi-family, commercial, and industrial activities.

POLICY STATEMENT A.4

The City Park and Recreation Department should coordinate with City Engineering Services, the U.S. Fish and Wildlife Service, the Texas Parks and Wildlife Department, Texas A & M University - Corpus Christi, the Naval Air Station, and the U.S. Corps of Engineers to establish a program to:

- a. **Monitor Corpus Christi Bay and Cayo Del Oso shoreline erosion;**
- b. **Schedule shoreline maintenance of these public shorelines; and**
- c. **Propose capital improvement projects to protect the public shoreline.**





B. LAND USE

LAND USE

PLAN STATEMENT B.1

The City Council, hereby, adopts the Future Land Use Plan (Figure 3 and Table 1) and the accompanying text as a guide for future land use decisions. The Plan provides guidance for future land use decisions including rezoning, platting, fiscal management, and capital improvement planning. The Plan supports environmentally sound development and the efficient provision of public services and facilities.

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

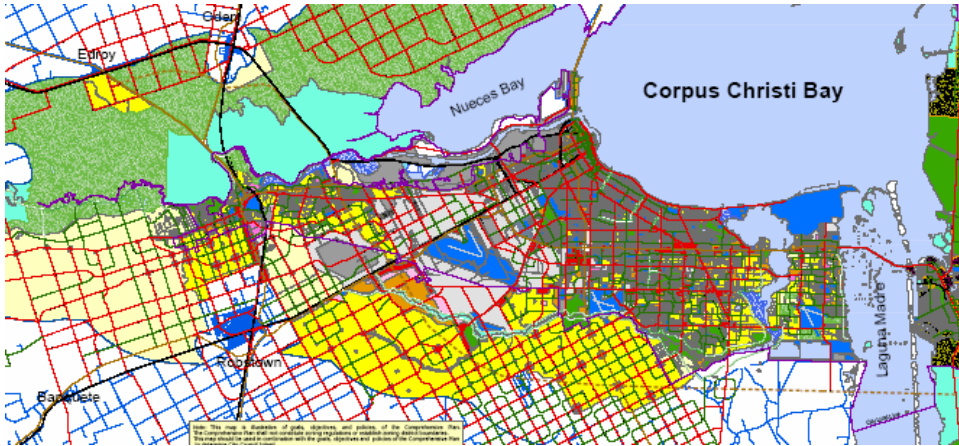
Table 2 contains the total acreage of future land uses and potential population of an ultimately developed Southeast area.

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 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 affected 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; and
- d. Because non-residential areas are considered most suitable next to higher level roads, "also acceptable" uses will need to be buffered from negative traffic noise impacts if they are located immediately next to the highway.

FIGURE 3 FUTURE LAND USE PLAN



Click here for the

Corpus Christi Future Land Use Plan

Adopted May 24, 2005, Ordinance 026278



TABLE 1 continued

SOUTHEAST MOST SUITABLE FUTURE LAND USE	ALSO ACCEPTABLE														
	F A R M / R U R A L	E S T A T E / S F	L O W S F	M E D I U M S F	H I S S & L O W M F	M E D I U M M F	H I M F	H I R I S E M F	M O B I L E H O M E S	L O W P R O F O F F	N E I G H B O R C O M	C O M W N O R E S	C O M W R E S	L I G H T I N D	H E A V Y I N D
MOBILE HMS/RVs; Up to 25 Units/Ac.									■						
PROF OFFICE; 8 to 22 Units/Ac.; 3 St. Max.				✓	✓	✓				■					
NEIGHBORHOOD COM; 8 to 22 Units/Ac.; 3 St. Max.				✓	✓	✓			✓		■				
GENERAL COMMERCIAL W/NO RESIDENTIAL									✓	✓		■			
GEN COM W/ RES; 8 to 36 Units/Ac.					✓	✓	✓	✓	✓	✓			■		
LIGHT INDUSTRIAL									✓	✓	✓			■	
HEAVY INDUSTRIAL									✓	✓	✓		✓		■



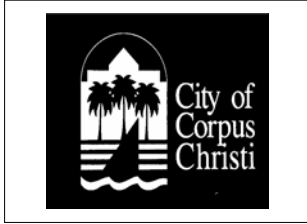


TABLE 2 SOUTHEAST FUTURE LAND USE ASSUMPTIONS

LAND USES	TOTAL AC.	%	HOUSING UNITS	ULTIMATE POPULATION ₂
Residential 3-8 units	6,225	56.10	25,678	61,627
Medium Density Residential 8-15 units	238	2.10	2,053	4,927
Medium Density Residential 15 – 22 units	474	4.30	7,788	18,691
High Density Residential 22 – 36 units	134	1.20	3,000	7,200
High Rise Residential 36 + units	62	0.70	1,674	4,018
Mobile Homes/RV's Up to 25 units	0	0.00	0	0
Office	190	1.70		
Neighborhood Commercial	207	1.90		
General Commercial w/Res	905	8.10		
General Commercial w/No Res	0	0.00		
Light Industrial No residential uses	221	2.00		
Heavy Industrial No residential uses	0	0.00		
Public/Semi-Public	1,288	11.60		
Parks	744	6.70		
Open Space Drainage	405	3.60		
Total	11,097	100.00	40,193	96,463

** Population estimates are totals for **ultimate** build out and are based on full occupancy, average household size of 2.7 persons, and a midpoint of the density range for each land use category.

POLICY STATEMENT B.3

Redevelopment of properties within the area west of Fifth Street to Seventh Street (alley between Staples and Seventh) and generally between Booty and Hancock Streets (See Figure 4) should be sensitive to the remaining residential neighborhoods. In order to protect the existing residential uses the City should prevent conversion of property from residential or professional office uses to commercial zoning. This area is used predominately for single family residential 27%, and multi-family residential 32%, or professional office use.

There are 3.7 multi-family units for every one single-family unit. Rental single-family units outnumber owner occupied single-family units 1.7 units to one unit. The majority of the multi-family (92%) and single-family (63%) are rented but a significant number of single-family (37 %) and multi-family (8 %) units are owner occupied.

If the property owners wish to acquire greater protection from non-residential uses including low intensity professional offices, property owner-initiated rezoning to a strictly residential zoning district may be accommodated by staff (via the zoning process). Such requests should be considered for rezoning if they encompass large areas i.e., contiguous areas of 1/2 block in size or larger.

POLICY STATEMENT B.4

The City should encourage the Regional Transportation Authority and the Six Points Property Owners to improve the retailing environment of the Six Point Shopping Center. Major improvements should include:

- a. Alameda and Staples median improvements;
- b. Sidewalk and crosswalk improvements; and
- c. Facade, landscaping, and other urban design improvements.

More detail on each of the above recommendations can be found in the RTA & Six Points Study conducted by the Regional Transportation Authority (fall 1992). If the property owners in the area request it, the City should consider the creation of a new zoning district and/or urban design guidelines for the Six Points area.

POLICY STATEMENT B.5

Industrial zoned areas in the Southeast should not be expanded more than shown in the Future Land Use Plan. Existing industrial uses should be permitted to continue and allowed limited expansion as shown in the Future Land Use Plan.



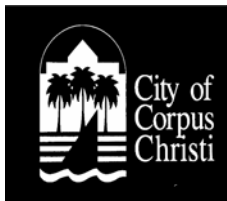
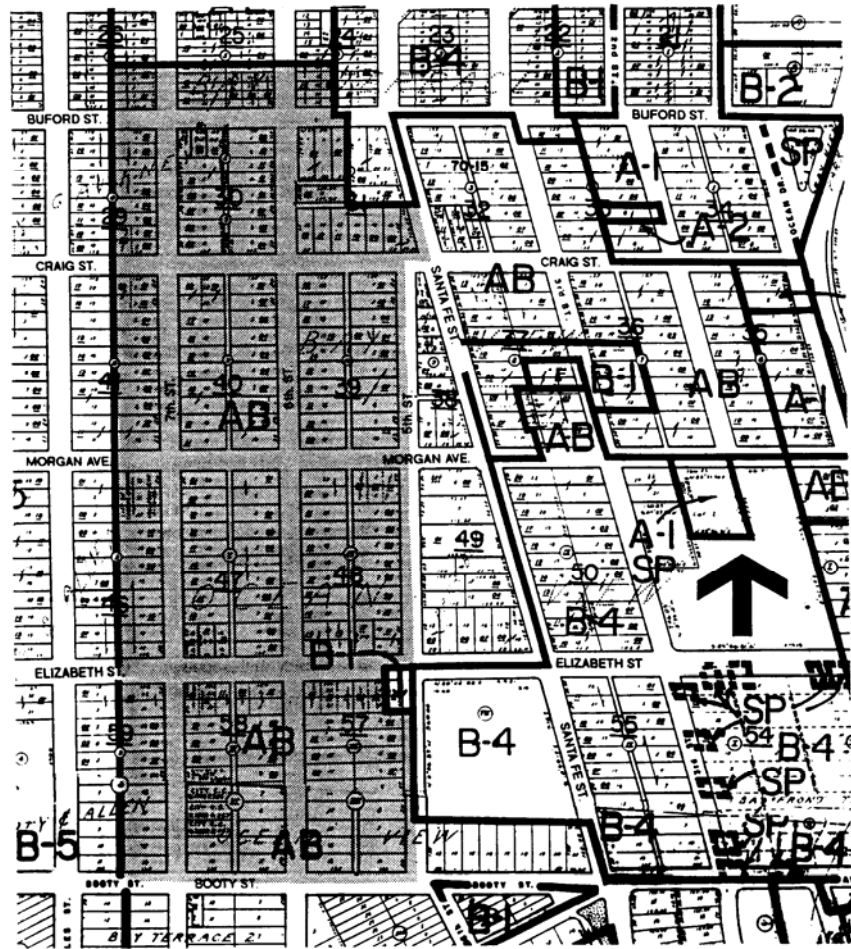


FIGURE 4 REDEVELOPMENT WEST OF SPOHN HOSPITAL



Areas of Single and Multi-Family Use - Fifth Street to Seventh Street (alley between Staples and Seventh) and generally between Booty and Hancock Streets.



POLICY STATEMENT B.6

Ocean Drive is a unique, scenic, drive with single family residential land uses along its corridor from Ayers Drive to Alameda and rezonings to higher density multi-family or commercial uses should be strongly discouraged.

POLICY STATEMENT B.7

Ennis Joslin Drive is an important scenic drive connecting with Ocean Drive. Ennis Joslin should be maintained as a scenic corridor. Some commercially zoned vacant land is in place and can be compatible with the scenic corridor concept if additional attention is paid to landscaping signage and safe bikeways. Expansion of commercial development or new commercial zoning should be discouraged except at the Ennis Joslin intersection with SPID. Due to the high carrying capacity needed on Ennis Joslin to serve through traffic and considering that portions of Ennis Joslin right-of-way are relatively narrow, high intensity, traffic generating uses (strip commercial centers) should be discouraged. Where feasible, landscaping and limitations on signage consistent with scenic corridors should be required.

Other design objectives along Ennis Joslin Road include the following:

- Open Space for pedestrian and bikeway access along the Cayo Del Oso should be provided through park dedication, donation, purchase, or inclusion in private development. This bikeway/pedestrian access would be in addition to the on-street Bay Trail planned for inclusion in the Ennis Joslin right-of-way. The shoreline bikeway/pedestrian access way would connect with SPID and McArdle Road.
- The Nile/Ennis Joslin intersection should be redesigned to discourage through traffic from "short cutting" through the Pharaoh Valley neighborhood between SPID and Ennis Joslin Road.
- Designate Ennis Joslin on the Transportation Map a 90' foot arterial with a continuous center left turn lane. However, to reduce the impact on the abutting neighborhood, portions of the street may be narrowed to include only 4 moving lanes or where feasible, a median may be constructed instead of a center left turn lane.

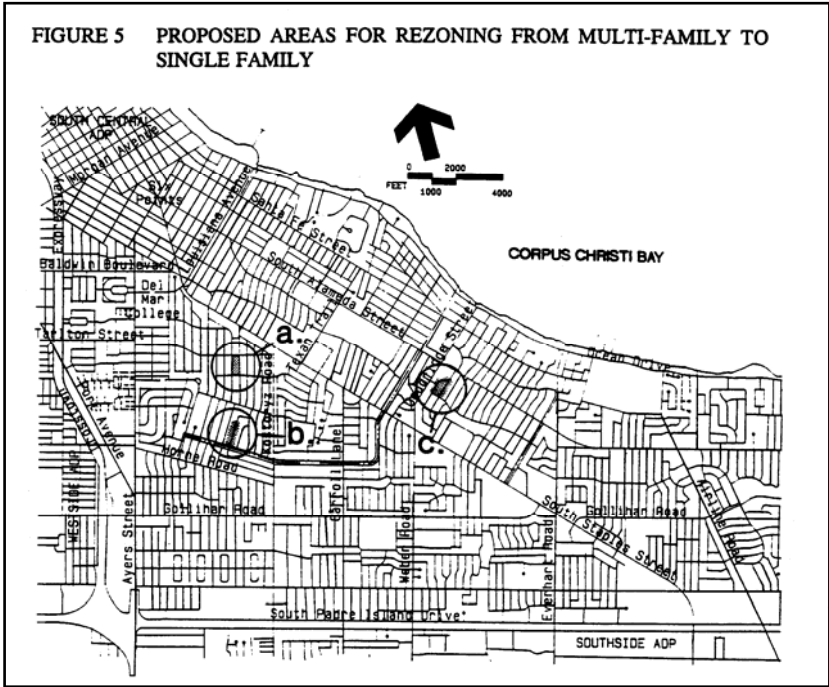




POLICY STATEMENT B.8

Several areas are completely developed with stable single family residential land use but are zoned multifamily. These areas should be rezoned from multi-family zoning to single family zoning in order to protect the existing stable single family residential uses:

- a. Maryland and Devon Streets between Blevins and Orlando Streets;
- b. Lazy Lane north of Brawner Parkway to existing multi-family uses; and
- c. Wilshire Place and Delaine Drive between Alameda Street and Reid Drive.



POLICY STATEMENT B.9

The City encourages development that is compatible with the Naval Air Station, and other air installations. A primary concern associated with these Naval facilities is land use compatibility in the Navy's Air Installation Compatible Use Zones (AICUZ). These are areas where, due to frequency of over flights and other factors, a measurable potential for aircraft accidents is present. The geographic areas covered by these zones may change in the future due to changes in operations at the air fields, changes in the aircraft using the runways or other factors. The City should maintain constant contact with the Navy to maintain an accurate record of any changes to these zones and change as appropriate any city regulations pertaining to these AICUZs.

Most of the land area in the Southeast area affected by clear zones and accident potential zones is on Ward Island. A small portion of Ward Island is privately owned and this policy and subsequent ordinances could be applied to the private property. However, most of Ward Island is owned by the State of Texas (Texas A&M University - Corpus Christi). Because Texas A&M University-Corpus Christi is an entity of the State of Texas, zoning regulations and other codes and requirements cannot be applied to this area without the permission of the State of Texas. Therefore, the City should encourage the Texas A&M University-Corpus Christi to balance its needs for expanding the University with the guidelines and safety concerns expressed by the City and Navy in these areas.

Within AICUZs there are three areas with different degrees of accident potential: Clear Zones (CZ); Accident Potential Zone 1 (APZ-1); and Accident Potential Zone 2 (APZ-2). Naval guidelines suggest that Clear Zones be purchased by the Navy as they are the most hazardous areas. Accident Potential Zone 1 is the second highest area of concern and Accident Potential Zone 2 is least hazardous of the three areas. Existing zoning ordinance regulations do not comprehensively address concerns associated with land use compatibility in the Navy's Accident Potential Zones. Dense residential developments or non-residential uses which congregate large groups of people should be prohibited in Accident Potential Zones.

Due to the significant amount of existing development within these APZs it is not feasible, at this time, to strictly follow the Navy's use guidelines which call for:

- a. Accident Potential Zone 1 - prohibit residential uses and non-residential uses which may congregate large groups of people.





- b. Accident Potential Zone 2 - limit residential development to 1 or 2 units per acre and prohibit nonresidential uses that may congregate large groups of people.

Given these concerns the following short and long-term objectives are recommended:

SHORT TERM OBJECTIVES

- a. The City encourages the Navy to continue purchasing any remaining clear zone areas as these are the most hazardous of the Navy's Air Installation Compatible Use Zones.
- b. Non-residential uses and residential uses that may congregate large groups of people should be prohibited from locating in APZ - I or APZ - II areas. The City should create an APZ Overlay Zone, for APZ areas (see Figure 6), to prohibit the following new and similar uses in any underlying base zoning districts:
 - hospitals
 - places of worship (indoor or outdoor)
 - schools/universities
 - stadiums/athletic fields
 - fairgrounds/circus grounds
 - child care centers/nursing homes
 - theaters/auditoriums (indoor or outdoor)
 - exposition halls
 - clubs and bars with seating for more than 50 people or for more than 100 persons per acre
 - amusement parks
 - motels/hotels
 - public swimming pools, or natatoriums
 - any private or public facility for assembly, which averages more than 100 persons per acre.
 - any new residential use with a density of greater than 1 unit per net (does not include street right-of-way or other public properties) acre for APZ-1 and 2 units per net acre for APZ-2 except where the base zoning is more restrictive, then use base zoning residential density/use requirements.

In addition, storage of explosives should be prohibited in any Clear Zone or Accident Potential Zone.

- c. City housing rehabilitation programs should only be used in areas where residential land use is recommended and where residential zoning exists.

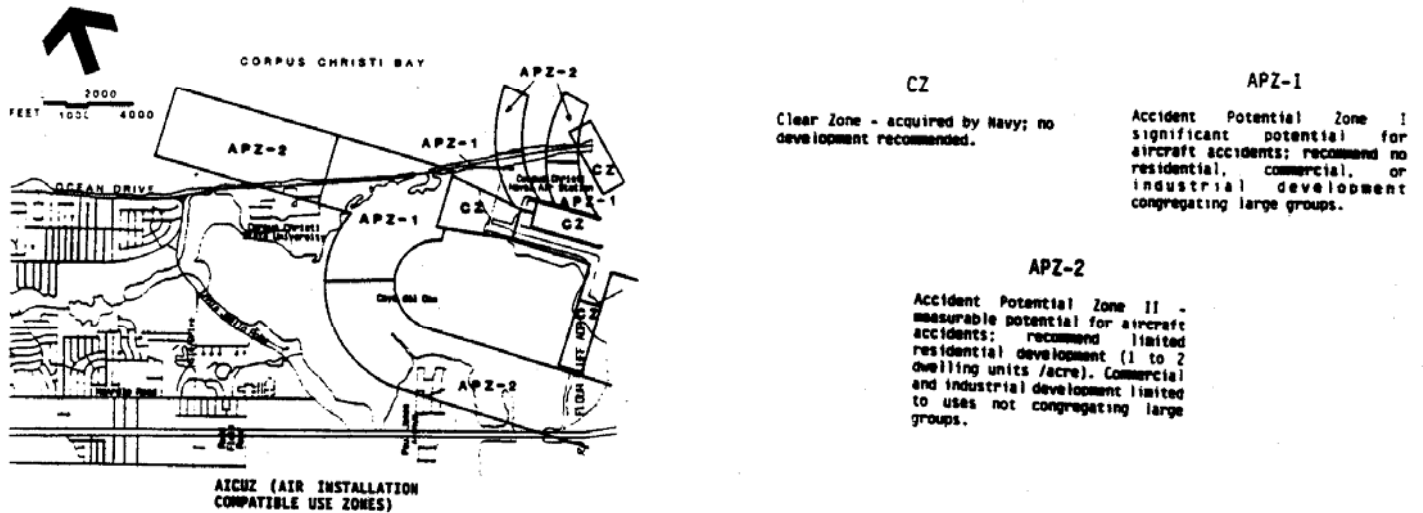
- d. Public purposes being served by existing and planned expansion to Texas A & M University - Corpus Christi are considered appropriate.
- e. Consider rezoning (base zoning district) of vacant, and unplatted property that is not consistent with AICUZ objectives. The remaining vacant unplatted property east of South Bay Subdivision located under APZ - 2 should be considered for rezoning, consistent with these objectives.



LONG TERM OBJECTIVES:

- a. Continue overlay zone requirements contained in the short term objective and consider prohibiting new residential uses in APZ-1.

FIGURE 6 AIR INSTALLATION COMPATIBILITY USE ZONE



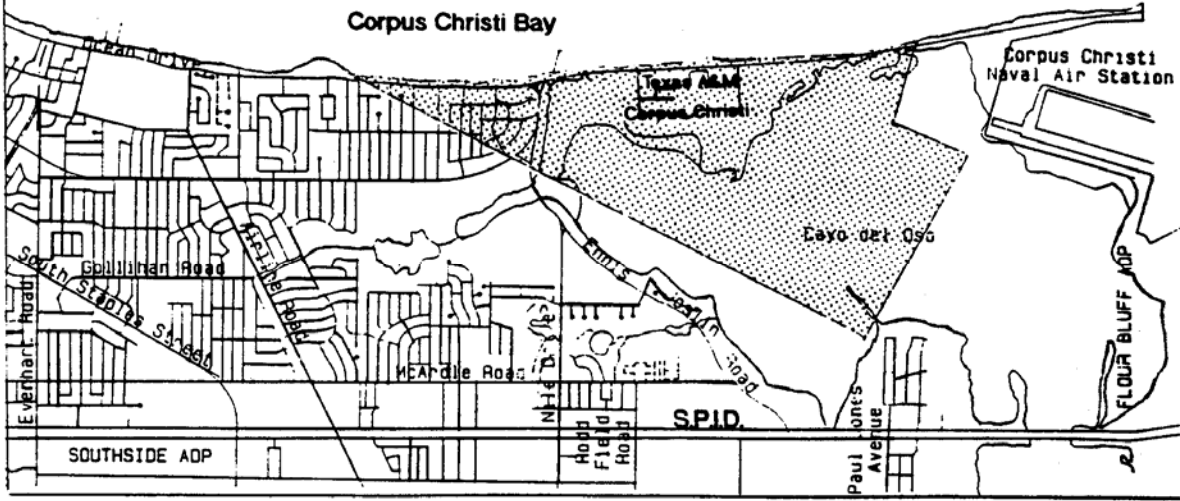


POLICY STATEMENT B.10

The Joint Airport Zoning Board should amend the Military Airport Zoning Height Regulations to address the Horizontal Imaginary Surface height limitation guidelines established by the Navy for the Naval Air Station. (see Figure 7) The City's current height limitation zoning ordinance meets minimum height restrictions of the Federal Aviation Administration (FAA). However, the Navy has published height limitation guidelines that, in some areas, would be more restrictive than the FAA requirements and the current city military airport zoning ordinance. Figure 7 below displays those areas where a more restrictive height limitation is recommended. It is important that new development not intrude into the Horizontal Imaginary Surface as this aircraft approach is used during times when visibility is poor and for pilot training.

If this policy is adopted, implementation could be required of all new development on private property. However, the City cannot restrict development of State lands. Therefore, the City should encourage Texas A&M University-Corpus Christi on Ward Island to discuss future development with the City and Navy and balance development needs in a way that will not limit or place continued operation of NAS Corpus Christi in jeopardy.

FIGURE 7 NAS HORIZONTAL IMAGINARY SURFACE



Areas where the existing Military Airport Zoning Ordinance would allow construction heights greater than provided under the Horizontal Imaginary Surface (backup to primary approach) established by the Navy for the Naval Air Station.



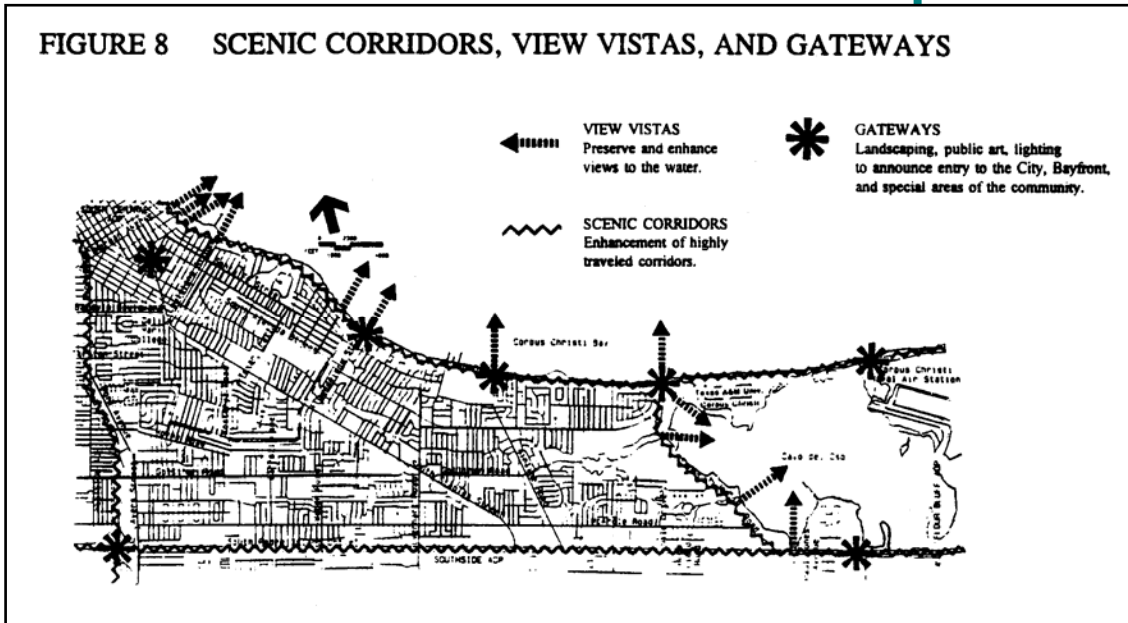
POLICY STATEMENT B.11

The City should establish development regulations along streets designated as scenic corridors, and at points designated for view vistas and gateways. (See Figure 8)

Scenic corridors are rights-of-way where the City wishes to enhance highly traveled streets or entryways. The primary emphasis is on providing an attractive view from a vehicle or pedestrian passing.

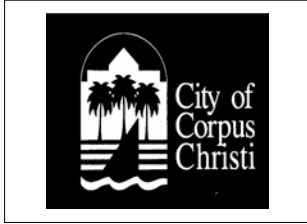
View vistas are defined as points of public land where the City wishes to preserve a clear line of sight to a natural or manmade feature. Those features might include a bay, a special district, or an historic structure. Primary emphasis is on the view from a right-of-way corridor to the point of interest.

Gateways are designed to give a sense of place marking passage from one area to another. For example, Six Points, the intersection of Ocean Drive and Alameda Street, and the intersection of South Padre Island Drive and Crosstown Expressway. Major landscaping, public art, and special effect lighting are appropriate at gateways. When these improvements are made they will create a more distinct and memorable place.



View vistas should be under public control whenever possible or protected through special permits as appropriate.

Design objectives along view and scenic corridors and gateways include:



- a. Landscaping on private property should be consistent with the Landscape Ordinance and the planting theme established in the area (i.e. Ocean Drive area median with it's palm plantings)
- b. Private and public signage of all types should have stringent design controls consistent with the tourist and recreational theme of the Bayfront. Public signage should be standardized and billboards and portable signs should be eliminated;
- c. Utilities should be placed underground; and
- d. Public art projects could be placed in gateways and strategically located in scenic corridors, consistent with the Municipal Arts Commission's public art guidelines and plan.

POLICY STATEMENT B.12

Much of the area along Everhart Road between SPID and Staples Street is transitioning from residential, office, and neighborhood commercial use to a more intensive commercial use. As this transition occurs the City will encourage the most intensive nodes of commercial development at the intersection of SPID and Staples Street. Between these high intensity nodes of commercial development the City will encourage a transition to a combination of unrestricted neighborhood commercial uses and some limited general commercial uses.

Over a period of years the increase in traffic flow on Everhart Road has made residential areas less desirable for residential use and attractive for intensive commercial redevelopment. The City's Special Permit (Zoning Ordinance) has been used to grant general commercial uses for many of these properties while retaining the underlying low intensity zoning district. As this area continues to redevelop with commercial uses, the City should require property owners to develop their properties in a way that will minimize negative impacts to adjacent residential neighborhoods and lesser commercial uses still going through transition. The following design objectives and list of prohibited uses should be applied to this area.

- a. No loading areas allowed within 50' of the rear property line and within 10' of the side property lines which abut single family zoning districts.
- b. No trash dumpsters allowed within 50' of the rear property line and within 10' of the side property lines which abut single family zoning districts.
- c. Lighting directed away from residential areas.

- d. No public address systems allowed and noise attenuation techniques may be required. For example, noise attenuation may include an eight-foot screening wall instead of a standard six-foot fence. Another example might be to prohibit garage doors along the rear of a building (side next to residential zoned area) to reduce noise from auto repair shops.

- e. Prohibited uses - uses associated with noise or high traffic generation beyond the usual business hours of 8 a.m. to 7 p.m. should be prohibited. Such uses would include but are not limited to bars, clubs, dance halls or taverns; billiard parlors, bowling alleys, or skating rinks; 24 hour printing, publishing or engraving.

Implementation of these design objectives should be accomplished by the existing Special Permit Process.





C. TRANSPORTATION

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PLAN STATEMENT C1

The City Council adopts the Transportation Plan (see Figure 9) as the guide for future transportation decisions.

Wherever this transportation plan calls for additional rights-of-way (than currently exists), such future right-of-way line is considered to be the property line when measuring building setbacks, in order to prevent construction of buildings, signs or any other permanent structures that would block these future rights-of-way. The transportation network of this plan constitutes an amendment to the City's Transportation Plan. These changes, which are a function of Texas Department of Transportation funding, will be submitted for inclusion in the Metropolitan Planning Organization's Urban Transportation Plan. Changes to the City's Transportation Plan include:

- a. Make Ocean Drive's planned cross-section consistent with its existing improvements of four lanes with landscaped median. A long-term objective of the plan is to protect and preserve this truly unique scenic corridor. Another major objective for future improvement of this boulevard is to increase pedestrian safety by allowing dedication of sidewalk easements in locations where sidewalks are not available or where the sidewalk is too narrow in lieu of the otherwise required right-of-way dedication.

Because so much of the Ocean Drive street segment is already developed and the potential for acquiring the right-of-way or easement through the platting process is very limited, public acquisition through purchase will be required in many cases.

- b. Continue the theme of Ocean Drive's scenic corridor along the Cayo Del Oso and accommodate larger volumes of traffic to Texas A&M University-Corpus Christi and the Naval Station by upgrading Ennis Joslin ultimately to 4 or 5 travel lanes in 90 feet of ROW;

- c. In the long term, as traffic congestion on Ocean Drive continues to increase, the level of service on Alameda, Santa Fe, and 3rd Street should be improved in order for these arterials to function as overflow or relief routes for commuter through-traffic. The following long-range improvements should be accomplished to provide relief to Ocean Drive traffic congestion;

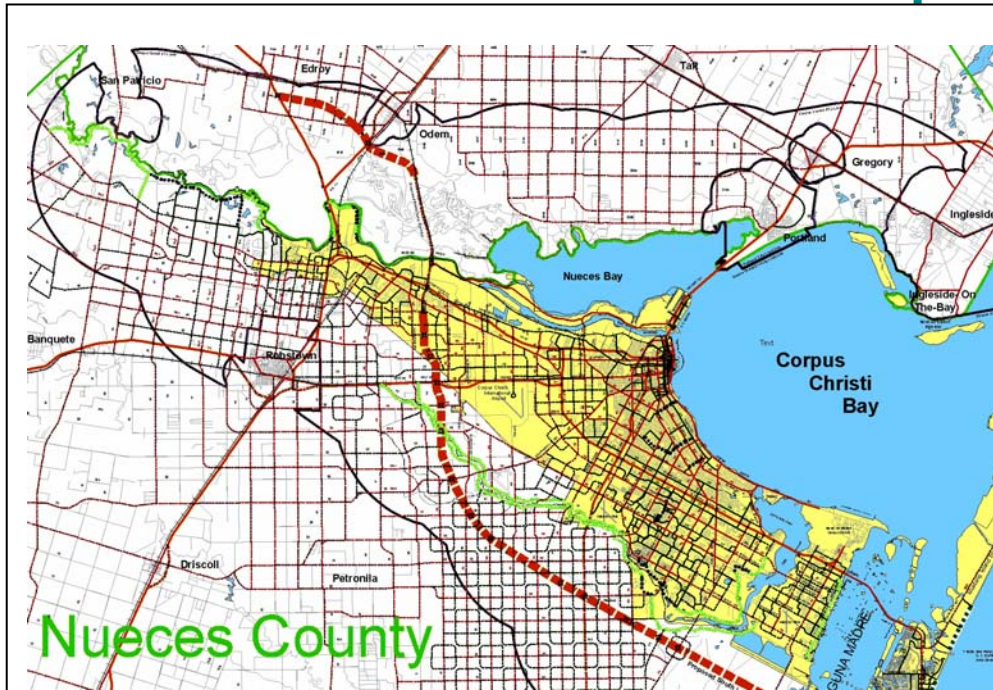
- 1) Improve through-movement of traffic on Alameda, Santa Fe, and 3rd Street with

"real-time" traffic responsive signal coordination.

- 2) Provide a smoother connection between Ennis Joslin Road and Alameda Street. (see Figure 9) This will provide more direct traffic flow between Ennis Joslin and Alameda, thus serving to relieve commuter through traffic from Ocean Drive.
- 3) Provide a more direct connection of Santa Fe Street with Third Street in the vicinity of Spohn Hospital to provide two-way traffic. This is an expanding and redeveloping complex. As redevelopment of the area occurs the City should work with property owners to make this connection or provide alternative relief.



FIGURE 9 TRANSPORTATION PLAN



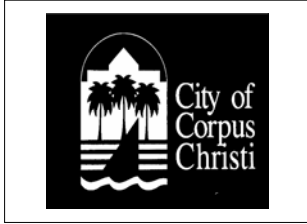
Click here for the

Corpus Christi Urban Transportation Plan

Adopted May 24, 2005, Ordinance 026278

Corpus Christi





- 4) Preserve the opportunity (via existing street and drainage right-of-way) for an Everhart to Santa Fe connection as one of several options to relieve congestion on Alameda Street and on Aberdeen Avenue.
 - 5) Analyze the need for a RTA park and ride facility throughout the study area and the city. The primary function of such a facility is to reduce congestion, consumption of fuel, and to protect the air quality. A secondary benefit is the relief of the parking requirement at Texas A&M University-Corpus Christi freeing the limited space available for education and related activities and buildings. Such a facility should include security.
- d. Redesignate Ayers Street, between Ocean Drive and Baldwin Boulevard, 80-foot arterial with five lanes;
 - e. Reduce the proposed cross-section on Ayers Street, south of Baldwin Avenue, from a 100-foot arterial with 7 lanes to an 80-foot arterial with five lanes;
 - f. Redesignate Elizabeth Street, between Ocean Drive and Brownlee Boulevard, from an 80 foot arterial with five lanes to a 70-foot collector with four lanes;
 - g. Increase the proposed cross-section of Brownlee Boulevard, between Morgan Avenue and Staples Street, from a two lane collector to a 70-foot collector with four lanes;
 - h. Designate Booty Street as a 60-foot collector with two travel lanes;
 - i. Designate Alameda Street north of Booty as a 60 foot collector with two travel lanes;
 - j. Designate Naples Street, between Staples and Blevins Streets, as a 70-foot collector with 4 lanes;
 - k. Decrease the proposed cross-section of Ramsey Street, between Horne Road and Brawner Parkway, from an arterial with five lanes to an 70-foot collector with four lanes;
 - l. Increase the proposed cross-section of Horne Road, between Ramsey Street and Kostoryz Road, from a two-lane collector to a 70-foot collector with four lanes;

- m. Redesignate proposed cross-section of McArdle Road between the Carroll Lane to Everhart Road, from two lanes to a 60-foot collector with two lanes and a center left turn lane and no parking;
- n. Redesignate McArdle Road between Everhart Road to Holmes Street, from two lanes with 60' of right-of-way to four lanes with 70 feet of right-of-way;
- o. Redesignate McArdle Road between Holmes Street/Lions Park to Crescent Street from a collector to an arterial with 80 feet of right-of-way, four lanes, and a continuous center left turn lane;
- p. Redesignate McArdle Road between Crescent Street and Ennis Joslin Road, from a two lane collector with 60 feet of right-of-way to a four lane collector with 70 feet of right-of-way (no parking);
- q. Extend Mustang Trail, between Staples Street and S.P.I.D., as a 70 foot, four lane network-serving collector;
- r. Retain only those collectors, as indicated in Figure 9, which are currently or projected to meet the traffic demands as urban collectors on the Transportation Plan. Reclassify the following streets, which are indicated on the current Transportation Plan as urban collectors, to minor collectors or residential streets. Identify and amend the Urban Transportation Plan to reflect these changes:
 - Angel/Breezeway/Oleander Streets
 - Churchill/Shely/Logan Streets
 - Blevens Street (between Naples and Staples Streets)
 - Casa Linda Street (Norton to Staples)
 - Swantner Street (Texas to Glazebrook)
 - Reid Drive
 - Rossiter Street
 - Center Street
 - Dulaine Street
 - Ft. Worth Street
 - Catalina Street
 - Harry Street
 - Belmeade Street
 - Gollihar Road (Airline to Belmeade)
 - Harbor Lights/Cayo Drive





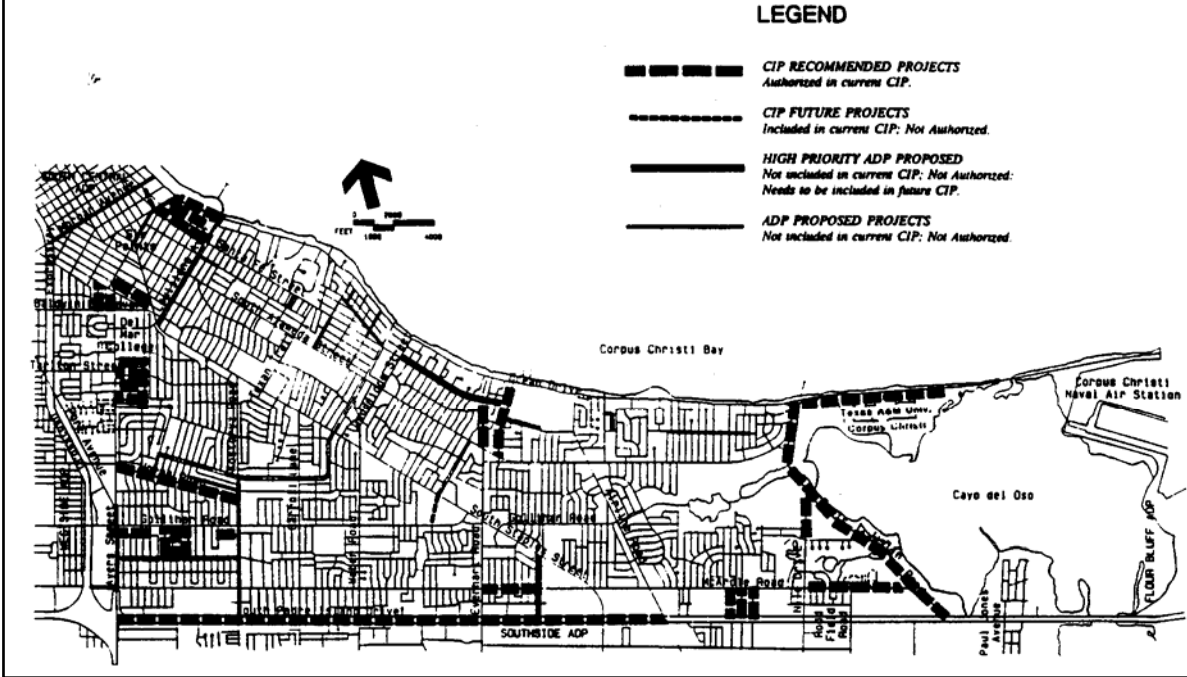
**POLICY STATEMENT C.2
CAPITAL IMPROVEMENT NEED**

Policy objectives in descending order of priority for improvements should be projects that will efficiently serve the Southeast Area with emphasis on:

- Improving entry/exit access and traffic capacity enhancements to SH 358 (SPID) expressway;
- Improving access to and from Texas A&M University-Corpus Christi; and
- Relieving of congestion and creating a safer pedestrian environment for pedestrians, hikers, joggers, and bicyclists on Ocean Drive.

The following is a prioritized list of transportation improvement projects (see Figure 10) for the Southeast area. This prioritized list is subject to change during the City's annual capital improvement prioritization process.

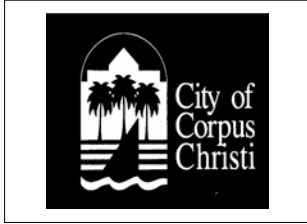
FIGURE 10 TRANSPORTATION IMPROVEMENT PLAN



- A. CIP Recommended Projects - 1995-99 Capital Improvement Program (includes several projects approved in the 1986 Bond Program)¹;
1. Wynn Seale School Area, Phase 3 (1986 Bond Program) - new pavement, curb, gutter, sidewalks, driveways, and drainage. Phase 3 includes 16th and 17th Streets from Cole to Staples, 18th Street from Cole to Baldwin, and Naples street from 16th to 18th Streets. (FY 94-95)
 2. Texas A & M University-Corpus Christi Access Improvements - to meet additional traffic demand, streets will be widened and turning lanes constructed.
 3. Ocean Drive/Alameda Street and Alameda/Ennis Joslin Road intersections;
 - a) Ennis Joslin Road - reconstruction and widening from Alameda to SPID including sidewalks, driveways, and storm sewers; and
 - b) Ocean Drive - street widening and bicycle/pedestrian enhancements from Alameda to Texas A&M University-Corpus Christi and a low bridge crossing will be elevated. (FY 94 thru 96)
 - c) McArdle Road - Everhart to Holmes street widening and curb/gutter/sidewalk improvements. (FY 94-95 and FY 97-98)
 3. McArdle Road - Nile Drive to Ennis Joslin Road - street widening to four lanes with curb/gutter/sidewalk, driveway, storm sewer and street lighting improvements. (FY 94-95 and FY 97-98)
 4. Intersection Approach Improvements - to relieve congestion and improve traffic flow. Widening of street approaches to heavily traveled intersections and commercial

¹ ¹ Text and project prioritization contained in this Council draft plan reflect changes as compared to the recommendations made by the Planning Commission on June 29, 1994. These changes are limited to those CIP projects as adopted by City Council on February 14, 1995 in the City of Corpus Christi 1995-1999 Capital Improvement Program.





driveways, including but not limited to the Mall areas, for construction of exclusive right-turn channels or left-turn lanes.(FY 94-95, and FY 98-99, and beyond)

5. Del Mar Area Streets, Phase 1 (1986 Bond Program) - reconstruction of pavement and rehabilitation of curb, gutter, sidewalks, and driveways in an area bounded by Ocean Drive, Louisiana, Santa Fe, and Ayers Street. This project is part of the City's Voluntary Paving Program which assesses property owners for a portion of the cost. (FY 95-96)

6. Street Overlay Program - Alameda from Doddridge to Louisiana (1986 Bond Program), Santa Fe (Doddridge to Robert), and Weber Street (SPID to Staples) minor base repairs, level-up, and a new asphalt wearing surface. (FY 95-96)

7. Nile Drive - Pharaoh Drive to Ennis Joslin Road (1986 Bond Program) a 40-foot wide collector type street is planned including an improved alignment of Nile Drive with Ennis Joslin Road with appropriate sidewalks and necessary storm sewer. (FY 95-96)

8. Bonita Addition Street Improvements - Bounded by 18th, Ayers, Baldwin and Terrace Streets, reconstruction including curb gutter, sidewalks, and underground drainage. (FY95-96)

9. Neighborhood Street Improvements - Voluntary Paving Program. Qualified petitions have been received for the following Southeast area Streets. (FY 96 thru 99)

- a) Brookdale Area - Gollihar to Sunnybrook;
- b) Woodlawn Area - McArdle to SPID; and
- c) Whiting Drive - Churchill to Lanier.

11. Horne Road - Ayers to Kostoryz, reconstruction including sidewalk, driveway, and drainage improvements.(FY 96-97)



12. Street Overlay/Reconstruction Program - to improve rideability and reduce maintenance cost. This citywide program includes base failure repairs, level-up, overlay, and/or reconstruction for the following Southeast Streets (FY 95-96 and beyond):

- a) Airline/Ocean to Holly;
- b) Alameda/Ocean to Six Points
- c) Doddridge-Weber/Ocean to SH 358;
- d) Everhart/Staples to SH 358;
- e) Gollihar/Staples to Weber;
- f) Horne/Ayers to SH 286;
- g) Louisiana/Staples to Ocean;
- h) Morgan/Ocean to Airport;
- i) Ocean/Alameda to Furman;
- j) Staples/SH 358 to Six Points;
and
- k) Santa Fe-Carancahua-3rd/Lipan to Louisiana.

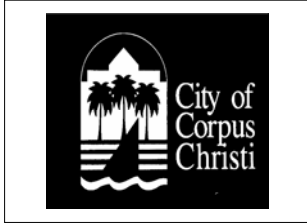
13. Southmoreland Area Street Improvements - improve narrow streets and eliminate roadside ditches. (FY 97 thru 99)

14. Street Lighting Improvements - to install additional street lighting in residential areas and along arterial streets. Locations for the Southeast area, if any, have not been determined. (FY97-98 and after FY 97-98)

15. Bike Trail (Bike/Hike) Project Improvements - Ocean Drive, Alameda, and Ennis Joslin. (FY 94-95, FY 95-96, and FY 96-97)

16. Robert Drive - Ocean to Alameda realignment and widening to a 48-foot width including sidewalks, driveways, and drainage. (after FY 97-98)

17. Everhart Road Widening and Extension - Alameda to Santa Fe Street. This improvement would utilize an existing drainage outfall in Lamar Park to connect Everhart to Santa Fe Street. (after FY 97-98)



B. CIP Future Projects - included in current CIP, however, not authorized;

18. Ayers Street - Port to Nemece re-construction to a 62 foot wide street to accommodate increasing traffic volumes and eliminate roadside ditches.

19. Street Overlay Program including repair of pavement base, level-up, overlay and/or reconstruction on the following Southeast Streets:

- a) Ayers, from Port to Norton;
- b) Ayers, from Santa Fe to Ocean;
- c) Everhart, from Alameda to Staples;
- d) Gollihar, from Staples to Airline;
- e) Gollihar, from Weber to Greenwood;
- f) Kostoryz, from Staples to Holly;
- g) Nile, from Pharaoh to SPID; and
- h) Texan Trail, from Staples to Santa Fe.

20. Santa Fe Street/Third Street realignment to discourage through traffic on Third Street in the Del Mar Neighborhood;

21. Crosstown Expressway Pedestrian Barriers - this project will help prevent unsafe pedestrian crossing of the Crosstown Expressway between the Westside and Southeast areas.

22. Carmel Parkway Extension - Staples to Gollihar - reconstruct the existing roadway to a 50-foot-wide street including street lighting.

23. Sunnybrook Drive - Ayers to Kostoryz reconstruct the existing roadway to a 28 foot wide street with curb, gutter, sidewalks and drainage improvements.

24. Bike Lane/Bike Trail Improvements - acquisition of right-of-way and construction of bike lanes or trails in accordance with the City's Comprehensive Plan.

C. High Priority ADP Projects not included in current CIP and should be added to the CIP Recommended category.

25. Facilitate traffic capacity along SPID frontage roads and signalized interchanges. Possible solutions include ramp reversal, ramp relocation, ramp scissoring, signalized signal control along frontage roads, etc.

26. Mustang Trail - extend as a network serving collector between Staples Street- SPID.

27. Santa Fe Street widening - Doddridge to extension of Everhart Road. The extension of Everhart Road to Santa Fe would also require the narrow pavement width within the section of Santa Fe to be widened to provide minimum 11 foot-wide travel lanes.

D. ADP Proposed Projects not in current CIP and should be included in the Future CIP category.

28. Kostoryz Road - SPID to Brawner Parkway - increase from four lanes to five lanes with a continuous center left turn lane.

29. Houston Street - Kostoryz to Greengrove - street widening and curb/gutter/sidewalk.

30. Louisiana Boulevard (northbound only) - Ocean Drive to Staples reconstruction of the street, and Lawnview Street - Louisiana to Texas - curb/gutter/sidewalk.

31. Ayers Street - Ocean Drive to Six Points - street reconstruction.

32. Morgan Street - Ocean Drive to Crosstown Expressway - street widening and curb/gutter/sidewalk improvements.

33. McArdle Road Extension - Ayers to Crosstown Expressway.

34. Rossiter Street - Alameda to Santa Fe - curb/gutter/sidewalk improvements.

35. Glazebrook Street - Alameda to Santa Fe - curb/gutter/sidewalk improvements.

36. Wray Lane - Paloma to Jarvis - curb/gutter/sidewalk improvements.





37. Aransas Cliffs Area Streets (San Antonio, Ropes and Santa Barbara) curb/gutter/sidewalk improvements.

38. Kentner Street- Claremore to Glenmore - curb/ gutter/ sidewalk improvements.

E. PUBLIC SERVICES

PARKS AND RECREATION

POLICY STATEMENT D.1

The City Council adopts this Parks Facilities Plan as a guide for future Southeast Area park improvements. (See Figure 11)

POLICY STATEMENT D.2

CAPITAL IMPROVEMENT NEED

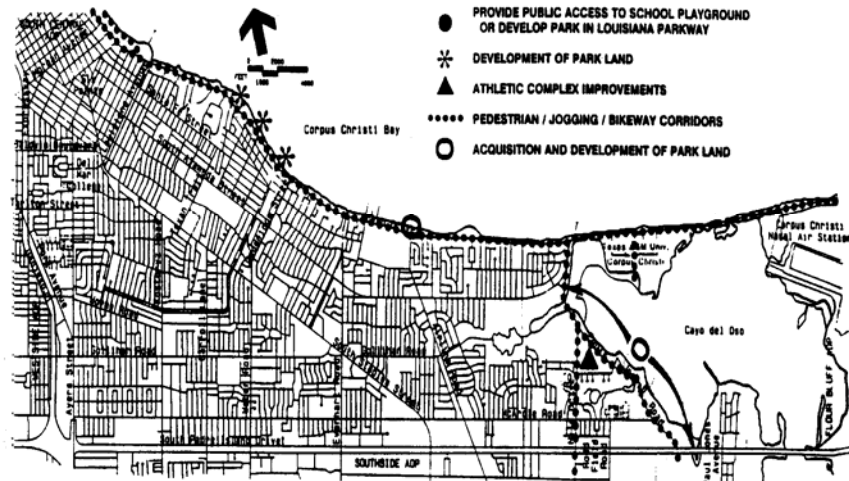
Adequate funds for the following prioritized improvements should be included in future capital improvement programs:

- a. Public access to Menger Elementary playground should be pursued with CCISD. If access cannot be provided, the City should develop a neighborhood park within Louisiana Parkway between Alameda and Santa Fe Streets;
- b. Renovate existing parks;
- c. Develop the Bay Trail pedestrian/bikeway. Note, the Traffic Engineering Division, Park and Recreation Department, and the Planning and Development Department are formulating a comprehensive area-wide bikeway plan.
- d. Use of private and governmental facilities for more efficient service delivery of both recreational and senior community services;
- e. Improve drainage, parking, concession and restroom facilities, lighting, fencing and other needed improvements for the athletic complexes at Price, Botsford and South Guth Parks; and
- f. Acquire and develop combination park/ bayfront view vista points with parking, picnic tables, outlooks, and walkways / bikeways:
 - 1) At the intersection of Ocean Drive and Airline Road; and
 - 2) Along the Cayo Del Oso shoreline - east of Ennis Joslin Road.





FIGURE 11 PARK FACILITIES PLAN



POLICY STATEMENT D.3

As redevelopment occurs in the Southeast area, the park system should be evaluated (at least every five years) to determine the need for existing parks. Where residential areas have been redeveloped for commercial uses, existing parks should be considered for designation as surplus property and sold. Where feasible, the proceeds from sale of surplus park land (referendum required) should be set aside for improvements to those parks most likely to serve nearest residential neighborhoods.

POLICY STATEMENT D.4

The City should continue to encourage park land purchase, donation and dedication along the Corpus Christi Bay and the Cayo Del Oso.

SENIOR COMMUNITY SERVICES

POLICY STATEMENT D.5

Additional senior community services should utilize expansion of existing recreational centers and senior community facilities, and possibly existing religious, educational and commercial facilities. This will provide senior services more effectively, allowing for maximum flexibility as recreation needs change while reducing the need for costly new structures.

PUBLIC SAFETY - FIRE DEPARTMENT

POLICY STATEMENT D.6

The City should work with property owners in outlying areas of the City or its Extraterritorial Jurisdiction to acquire a new fire fighter training site to meet the long-term needs of the Fire Department. The existing site is limited in its ability to function as a training facility because of the proximity of

nearby development. (Continue to maintain the adjacent Fire Station #7). The old training site should then be utilized for professional office or neighborhood commercial purposes (due to its location at the intersection of arterial streets).

WATER AND WASTEWATER SYSTEMS

POLICY STATEMENT D.7

Conduct critical analysis and needs assessment of the water distribution and wastewater collection systems. One of the most critical service issues facing the Southeast area is the failure rate of the aging water and wastewater distribution and collection systems. This assessment should include a long-range improvement program which addresses replacement needs of deteriorating infrastructure. This assessment should also take into account projected long-range uses according to the Future Land Use Plan. These studies will help to prioritize and target capital improvements and assure replacement and, where necessary, upgrades to the existing water/wastewater systems.

POLICY STATEMENT D.8

CAPITAL IMPROVEMENT NEED

Provide increased water supply and wastewater collection capacity to Texas A&M University-Corpus Christi to meet the anticipated needs of the University's programmed expansion. For planning purposes these improvements should, at a minimum, provide sufficient capacity to accommodate growth for a full-time equivalent student population of 3,000 for 1994, 4,500 for 2000, and 9,000 for 2010. These improvements should be coordinated with planned improvements to the roadway of Ocean Drive, and proposed expansion of gas, wastewater, electrical, telephone, and cable services.

STORMWATER SYSTEM

POLICY STATEMENT D.9

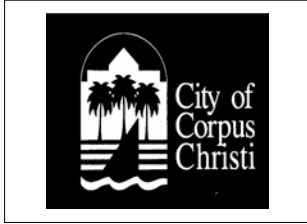
Amend the Master Stormwater Drainage Plan for the Southeast Area, as well as the rest of the City to comply with the U.S. Water Quality Act of 1987. The City's Engineering Services Department should initiate a study to amend the Master Stormwater Drainage Plan and any other affected plans such as the Urban Transportation Plan, etc., to comply with this Act.

NATURAL GAS SYSTEM

POLICY STATEMENT D.10

Continue the present policy to provide service as development occurs, including providing expanded service to Texas A&M University-Corpus Christi.





COMMUNITY DEVELOPMENT SERVICES

POLICY STATEMENT D.11

City housing rehabilitation programs should only be used in areas where residential land use is recommended or acceptable. For example, if an area is recommended for low intensity professional office, the land use suitability table indicates single family land use as also acceptable. Therefore, housing rehabilitation programs applied to this area are also acceptable. In areas designated for general commercial land use only multi-family housing rehabilitation programs and not single family rehabilitation programs would be acceptable, as single family land use is not acceptable in the general commercial land use category. In areas where industrial land use is recommended, residential uses and housing rehabilitation programs are not recommended.

POLICY STATEMENT D.12

Community Development should target code enforcement and rehabilitation programs for those areas with the most severe housing, commercial, sanitation, brush pick-up, and animal control problems. Areas 1, 2, and 3 (see Figure 12) are characterized by a wide range of housing conditions. It is important that the city actively promote code enforcement and rehabilitation programs to prevent further deterioration of property and to help prevent the spread of such deterioration to adjacent neighborhoods to the east. Furthermore, to assist in conserving these neighborhoods the City should, when funds are available, improve substandard neighborhood streets without requiring property owner assessments.

The commercial areas in Area 4, along SPID, are also targeted as this is one of the most visible and highly traveled corridors in the City. Code compliance and overall community appearance from SPID along this corridor is especially important since it is the only route through the city to the barrier island visitor areas.

As part of the periodic comprehensive plan review procedure, the City should reevaluate 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.

