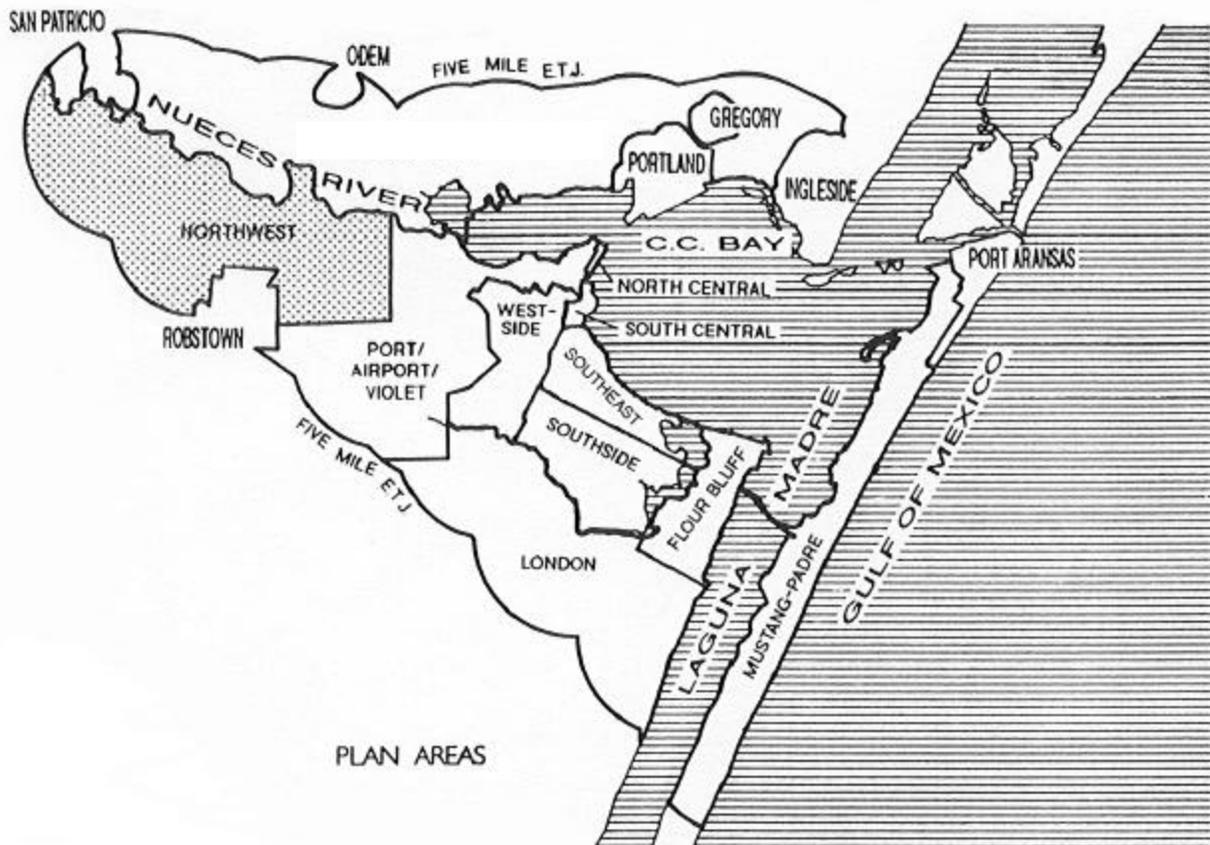


# ***NORTHWEST AREA DEVELOPMENT PLAN***



*An Element of the  
Comprehensive Plan*

**Adopted  
January 9, 2001**



**DEPARTMENT OF PLANNING**

**NORTHWEST  
AREA DEVELOPMENT PLAN**

**Updated and Adopted by City Council  
Ordinance # 024331, January 9, 2001  
supersedes and rescinds  
City Council  
Ordinance # 20428, August 16, 1988**

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 grant from the Corpus Christi Metropolitan Planning Organization.

**Staff thanks the many citizens who helped formulated this plan with a special thanks to City Council District 1, the Northwest Business Association, Tuloso Midway Independent School District, and State Representative Jaime Capelo's Office. Participants from these groups included: City Councilperson District 1 - Betty Jean Longoria; Dr. Steve Waddell, Tuloso-Midway Independent School District Superintendent; Warren Albrecht, Davie Cissna and Carole Wilkinson of the Northwest Business Association; Bert Quintanilla, Chief of Staff for State Representative Jaime Capelo; and William Kelly, Former Planning Commissioner.**

**Corpus Christi City Council - January 9, 2001**

Mayor Loyd Neal

Arnold Gonzales At Large	Betty Jean Longoria District 1	John Longoria District 3	Melody Cooper At Large
Henry Garrett At Large	Javier Colmenero District 2	Mark Scott District 4	Rex Kinnison District 5

City Manager David Garcia

Deputy City Manager George Noe

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**Corpus Christi Planning Commission - January 9, 2001**

Chairman David Berlanga

Shirley Mims, Vice Chairman	W. David Cheek	Elizabeth Chu Richter	Brooke Sween-McGloin
Neill Amsler	William J. Kelly	Eloy H. Salazar	Robert Zamora

Director of Planning Michael N. Gunning, AICP

AN ORDINANCE

024331

JAN 2001

AMENDING THE COMPREHENSIVE PLAN OF THE CITY OF CORPUS CHRISTI ("THE CITY") BY ADOPTING THE REVISED NORTHWEST AREA DEVELOPMENT PLAN FOR THE AREA GENERALLY BOUNDED BY THE CITY'S EXTRATERRITORIAL JURISDICTION (ETJ) TO THE WEST, THE NUECES RIVER ON THE NORTH, RAND MORGAN ROAD ON THE EAST, AND STATE HIGHWAY 44 AND ROBSTOWN CITY LIMITS ON THE SOUTH; ESTABLISHING THE CITY'S POLICIES FOR GROWTH AND DEVELOPMENT OF THE AREA TO ASSURE THE MOST APPROPRIATE AND BENEFICIAL USE OF LAND, WATER AND OTHER NATURAL RESOURCES, CONSISTENT WITH THE PUBLIC INTEREST; RESCINDING THE NORTHWEST AREA DEVELOPMENT PLAN ADOPTED BY CITY COUNCIL ORDINANCE 20428, AUGUST 16, 1988, AND THE PORTION OF THE PORT/AIRPORT/VIOLET AREA DEVELOPMENT PLAN COVERING THE AREA LOCATED WEST OF RAND MORGAN ROAD AND NORTH OF STATE HIGHWAY 44 ADOPTED BY CITY COUNCIL RESOLUTION 21490 AND AMENDED BY ORDINANCE 022166, SEPTEMBER 22, 1995; PROVIDING FOR SEVERANCE; AND PROVIDING FOR PUBLICATION.

**WHEREAS**, the Planning Commission has forwarded to the City Council its reports and recommendations concerning the amendment of the Northwest Area Development Plan, an element of the Comprehensive Plan of the City of Corpus Christi;

**WHEREAS**, with proper notice to the public, public hearings were held on Wednesday, October 25, 2000, during a meeting of the Planning Commission, and on Tuesday, December 19, 2000, during a meeting of the City Council, in the Council Chambers, at City Hall, in the City of Corpus Christi, during which all interested persons were allowed to appear and be heard; and

**WHEREAS**, the City Council has determined that these amendments would best serve public health, necessity, and convenience and the general welfare of the City of Corpus Christi and its citizens.

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

**SECTION 1.** That the Northwest Area Development Plan (a part of the Comprehensive Plan of the City of Corpus Christi, Texas), including the Northwest Future Land Use Plan, the Transportation Plan, the Introduction, Policy Statements, Figures, Tables and all other elements and parts of the Northwest Area Development Plan, are hereby adopted as an integral part of said Comprehensive Plan to read as shown in Exhibit "A" attached hereto and hereby incorporated by reference.

**SECTION 2.** That the Northwest Area Development Plan adopted by City Council Ordinance 20428, August 16, 1988, and the portion of the Port/Airport/Violet Area Development Plan covering the area west of Rand Morgan Road and North of State

Highway 44 adopted by City Council Resolution 21490 and amended by Ordinance 022166, September 22, 1995, are hereby rescinded.

**SECTION 3.** That to the extent that the amendments made by this Ordinance represent a deviation from the Comprehensive Plan, the Comprehensive Plan is amended to conform to the amendments made by this Ordinance.

**SECTION 4.** That the Comprehensive Plan of the City of Corpus Christi, Texas, as amended from time to time, except as changed by this ordinance and any other ordinances adopted on this date, remains in full force and effect.

**SECTION 5.** That any ordinance or part of any ordinance in conflict with this ordinance is expressly repealed by this ordinance.

**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 a court of competent jurisdiction, it shall not affect any other section, paragraph, subdivision, 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 in the official publication of the City of Corpus Christi as required by the City Charter of the City of Corpus Christi.

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# Northwest Area Development Plan January 9, 2001

Adoption of this plan will expand the Northwest Area Development Plan (ADP) area to include the area previously known as the Bluntzer ADP area and the northwestern portion of the Port/Airport/Violet ADP. Adoption of the Plan will supersede and rescind any prior adopted Area Development Plans for these areas.

## INTRODUCTION

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

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**T**he **Corpus Christi Comprehensive Plan** is mandated by the City Charter. The Charter requires the City Council to ". . . establish comprehensive planning as a continuous governmental function to guide, regulate, and manage future development . . ." and that ". . . all city improvements, ordinances, and regulations shall be consistent with the Comprehensive Plan . . .". The Comprehensive Plan is comprised of various plan elements such as Policy Statements, Area Development Plans, Capital Improvement Programs, and Master Utility Plans. The comprehensive planning process is a means for citizens and community leaders to guide community development. The Comprehensive Plan, by definition, is general, long range, and broad in scope. Its purpose is to guide the City in policy formulation and in the implementation of strategies related to population, housing, environment, land use, transportation, and public services.

The Northwest Area is located in the extreme northwestern part of the City. The first Northwest Area

Development Plan (ADP) was adopted on August 16, 1988 by the City Council. The Plan area has been expanded to include the Bluntzer Area (area west of County Road 73 to the ETJ and Nueces River) and a portion of the Port/Airport/Violet ADP (area west of Rand Morgan Road and north of State Highway 44).



The Plan area is bounded by the Nueces River on the north, Rand Morgan Road on the east, State Highway 44 and the Robstown city limits on the south and the Corpus Christi Extraterritorial Jurisdiction (ETJ) to the west. (See Figure 1- Plan Update Boundary Map.)

The Northwest Area contains approximately 65,809 acres (103 sq. miles) with 10,900 acres (17 sq. miles) inside city limits and 54,909 acres (86 sq. miles) outside city limits (Figure 2). Approximately 17% of the Plan Area is currently inside city limits and 83% is located outside city limits in the City's Extraterritorial Jurisdiction.

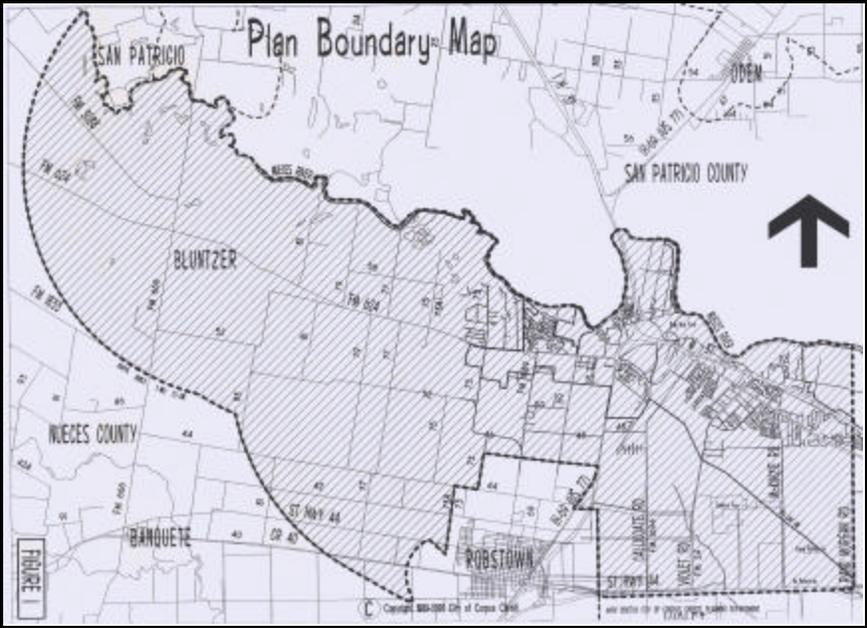
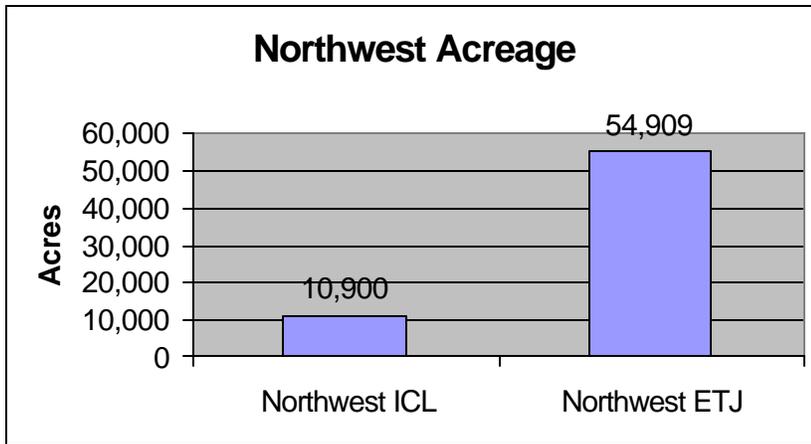


Figure 1 – Northwest Plan Study Area Boundary



Nueces River Flood Plain

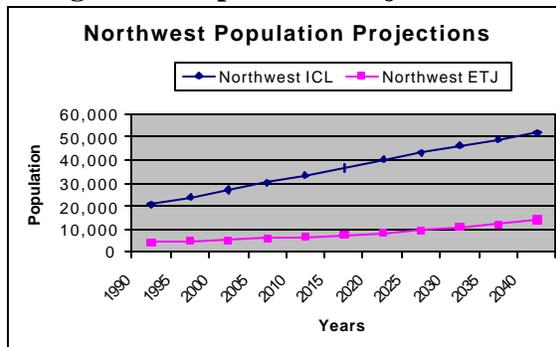
**Figure 2 – Northwest Acreage**



Implementation of the Plan and its policies will provide for the health, safety and welfare of the Northwest community. The Plan addresses land use and development issues such as the zoning and platting of properties, Capital Improvement Programs, and other specific concerns. In addition, coordination of the Capital Improvements Program with the Northwest Area Development Plan will result in more cost-effective development and tax dollar savings.

**Figure 3 - Population Projections**

The 2000 estimated population of the Northwest area is 32,000 with 27,000 residents inside city limits and 5,000 residents outside city limits. Since 1990 the population of the area has increased by approximately 30%, or 3% per year. This is almost triple the growth rate of the City's overall population during the same period, which makes the Northwest one of the fastest growing areas in the City (Figure 3 and Table 1).



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**Table 1 - Population Projections – Inside City Limits (ICL) and the Extraterritorial Jurisdiction (ETJ)**

<u>Plan Area</u>	<u>1990</u>	<u>2000</u>	<u>2010</u>	<u>2020</u>	<u>2030</u>	<u>2040</u>
<u>Northwest ICL</u>	<u>20,863</u>	<u>26,908</u>	<u>33,228</u>	<u>39,980</u>	<u>46,251</u>	<u>51,959</u>
<u>Northwest ETJ</u>	<u>4,069</u>	<u>5,022</u>	<u>6,380</u>	<u>8,225</u>	<u>10,709</u>	<u>14,052</u>
<u>Total</u>	<u>24,932</u>	<u>31,930</u>	<u>39,609</u>	<u>48,205</u>	<u>56,960</u>	<u>66,011</u>

Existing land uses are illustrated in Table 2 and a comparison of existing land uses for 1990 vs the year 2000 is shown in Table 3 (Page 9).

**Table 2 – Northwest Existing Land Use for the Year 2000**

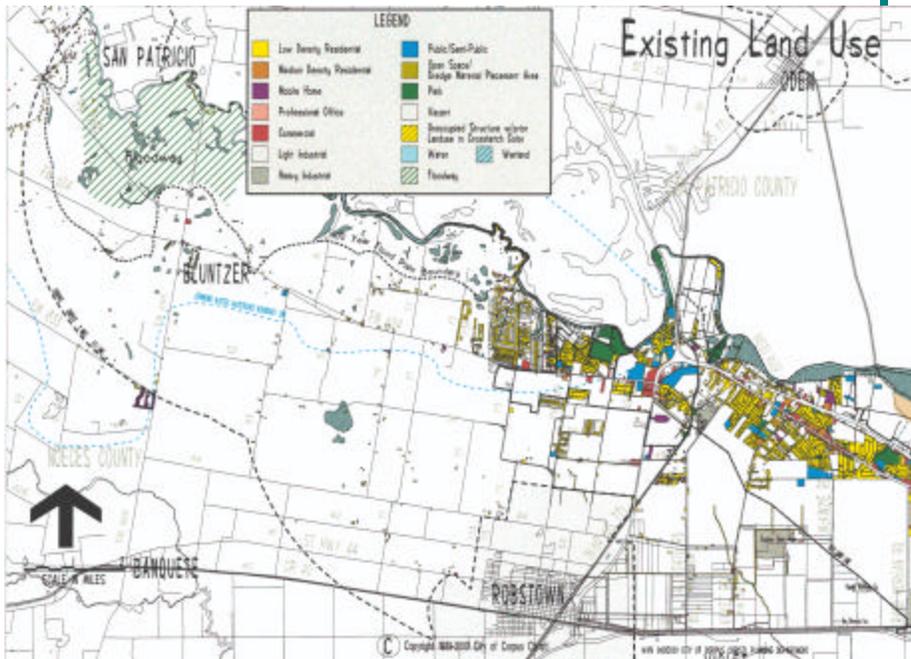
<b>Land Use</b>	<b>Acreage</b>	<b>Percentage</b>
Low Density Residential	2,650	4.02%
Medium Density Residential	145	0.22
Commercial	323	0.49
Industrial	670	1.02
Public/Semi Public	2,633	4.00
Parks	449	0.68
Vacant	58,938	89.56
<b>Total</b>	<b>65,809</b>	<b>100.00%</b>

**Existing land uses are illustrated in Figure 4.**

Increases in land use over the last 10 years are reflected in the increasing volume of traffic accessing Northwest Boulevard (F.M. 624). From 1995 thru 2000 traffic volume increases per year on Northwest Boulevard were the highest in the city, averaging 12% per year over a five-year period. Because of the vast area that is accessed by Northwest Boulevard ultimate development and traffic generation is expected to far exceed the existing capacity (30,000 average daily trips) of the roadway. Addressing this critical problem is a high priority of all responsible governmental entities including Nueces County, TxDOT, and the City of Corpus Christi.



**FIGURE 4 - EXISTING LAND USE MAP**



.... 90% of the Northwest area is vacant... the Northwest is growing at a rate three times as fast as the rest of the city...

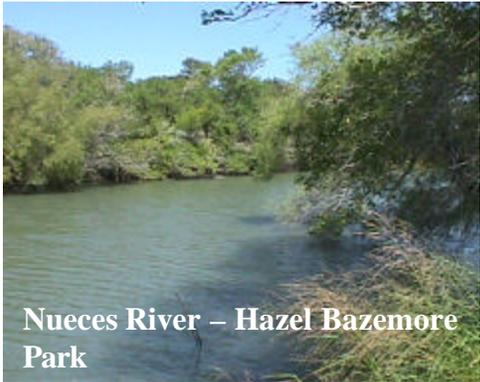


## A. ENVIRONMENT

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### POLICY STATEMENT A.1

**Maintain and/or improve water quality in the Nueces River upstream from the Calallen Dam to Lake Corpus Christi to a level consistent with the Texas Natural Resource Conservation Commission’s standards for contact recreation, high quality aquatic habitat (See Figure 5 – Wetlands), and public water supply.** Documented concerns regarding total dissolved solids and phosphorus loading in this river segment warrants increased protective measures to assure the viability



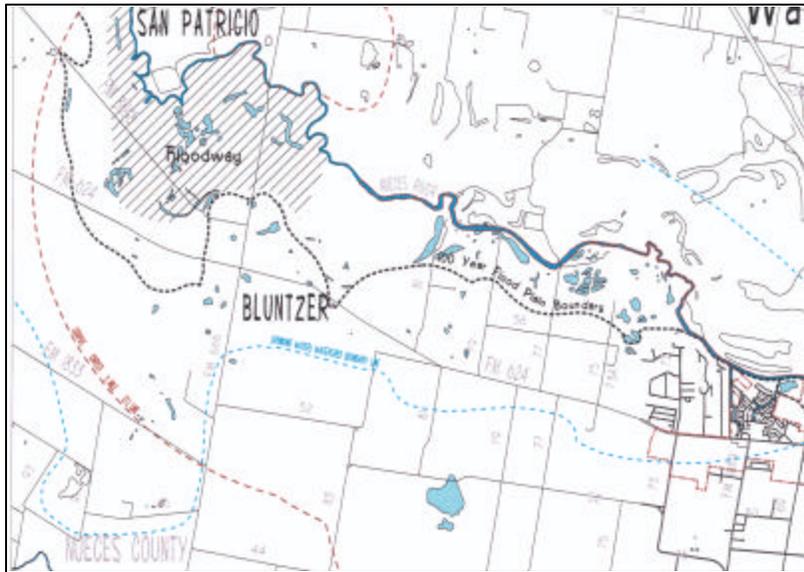
Nueces River – Hazel Bazemore Park

of the region’s primary drinking water supply. (See Policy Statement E.6)

### POLICY STATEMENT A.2

**Encourage preservation of the expansive open space within the Nueces River Floodplain.** The City should take a leading role to encourage floodplain preservation by means of land dedication, purchase, donation, by acquiring conservation easements, annexations and finally by zoning the land Farm Rural “FR”. (Also see Policy Statements E.2 and E.3)

**FIGURE 5 - WETLANDS IN THE WESTERN PART (BLUNTZER) OF THE NORTHWEST PLAN AREA**



**Nueces River Flood Plain**



## B. LAND USE

### LAND USE POLICY STATEMENT B.1

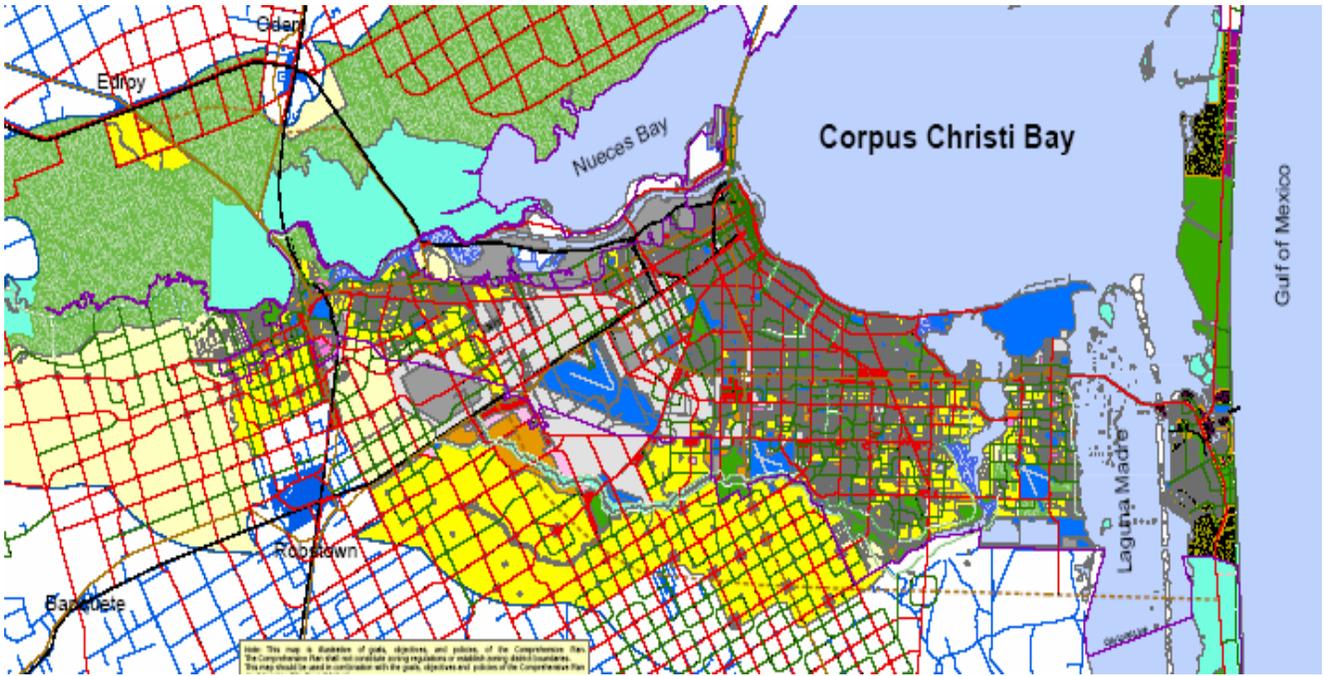
The City Council, hereby, adopts the Northwest Future Land Use Plan (Figure 6) and the accompanying text as a guide for future land use decisions. The Plan provides guidance for future land use decisions including rezoning, platting, fiscal management, and capital improvement planning. The Plan supports environmentally sound development and the efficient provision of public services and facilities.

Table 3 contains the total acreage of future land uses and potential population of an ultimately developed Northwest area.

- a) **Areas designated Conservation/Preservation are to be conserved and protected from urban development.** This designation applies only to existing floodways along the Nueces River. This land use designation includes existing agricultural uses, natural preserves, and the several large sand and gravel excavation operations within the Nueces River floodplain. On-site wastewater disposal systems are not allowed in these areas or within 75' of these areas under State and County restrictions. With regard to the sand and gravel excavation operations the operators should be encouraged/required to provide environmentally sensitive reclamation of the land when the operations cease. The overburden and the barrow pits produced by these operations may be reclaimed as wetlands and possibly provide stormwater detention facilities to prevent downstream flooding.
- b) **Areas designated for Agricultural and Rural uses are intended to encourage continuation of farming, ranching, and large lot residential activities in a rural setting within the 100-year flood plain (including a**

**portion of the Drinking Water Watershed).** New development within the Agricultural and Rural land use category is recommended for up to one residential unit per five acres. One unit per five acres may be achieved on a lot by lot basis (each lot 5 acres) or on smaller lots if a portion of the development is not developed and permanently kept in a natural state. Where smaller lots are provided in combination with an undeveloped area the overall density of the development shall not exceed 1 unit per five acres. These low-density residential uses will be consistent with the City's desire to protect drinking water quality in the region's drinking water supply watershed (upstream of the diversion dam on the Nueces River) and to minimize repetitive losses due to flood damage.





[Click here for the](#)

# Corpus Christi Future Land Use Plan

Adopted

May 24, 2005, Ordinance 026278

Corpus Christi



**TABLE 3 NORTHWEST FUTURE LAND USE ASSUMPTIONS**

LAND USES	TOTAL AC.	%	HOUSING UNITS	ULTIMATE POPULATION <sup>2</sup>
<b>Conservation /Preservation</b> No residential uses	1,897	2.88	0	0
<b>Agricultural &amp; Rural</b> Up to one unit per 5 acres	7,094	10.78	1,419	3,831
<b>Estate Residential</b> Up to 1 unit per acre	35,470	53.90	26,603	71,827
<b>Low Density Residential</b> Up to 8 units per acre	10,194	15.49	38,230	103,220
<b>Medium Density Residential</b> 8 to 15 units per acre	577	0.88	4,977	13,437
<b>High Density Residential</b> 15 or more units per acre	0	0.00	0	0
<b>Mobile Homes/RV's</b>	380	0.58	1,426	3,851
<b>Office / Light Commercial</b>	127	0.19		
<b>Neighborhood/ General Commercial</b>	2,072	3.15		
<b>Light Industrial</b> No residential uses	2,132	3.24		
<b>Heavy Industrial</b> No residential uses	2,051	3.12		
<b>Public/Semi-Public</b>	729	1.11		
<b>Parks</b>	536	0.81		
<b>Wetlands</b>	1,471	2.23		
<b>Water</b>	1076	1.63		
<b>Total</b>	65,809	100	72,654	196,166



\*\* 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.



- c) **Areas designated for Estate Residential uses, with a maximum of one residential unit per acre, will encourage large lot subdivisions consistent with available infrastructure and will protect the Drinking Water Watershed.** Until wastewater services become available, these areas should continue to be designated for large lots. Several plan areas are designated for Estate Residential uses including: the area located between Industrial District #2 and Robstown; the area west of County Road 73; and the area north of I-37 and west of the Koch Refinery West Plant.
- d) **Commercial development of a small scale for convenience shopping needs is necessary and desirable to serve the outlying portions of the Plan area.** The most appropriate locations for these types of uses are at arterial/arterial intersections. Strip commercial development is discouraged from occurring along arterial roadways. Nodal commercial development is encouraged whereby commercial uses are concentrated at the major intersections of arterials as indicated on the Future Land Use Plan. As more public services become available (water and wastewater, etc.) and as the area develops, larger scale commercial uses may be necessary.
- e) **The expansion of business<sup>1</sup> uses along Northwest Boulevard (F.M. 624) or any other arterial street should be planned and zoned so that the traffic carrying capacity of the street is protected.** The plan recognizes the many existing commercial uses located along Northwest Boulevard, Leopard Street, and other arterial streets and calls for their continuance. However,

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<sup>1</sup> Professional Office/Light Commercial Uses and General Commercial Land Use Categories – Professional Office and Limited Commercial Uses are equivalent to the “AB” Professional Office and the “B-1A” Neighborhood Commercial Districts in the Zoning Ordinance. The General Commercial land use category may include uses found in the Neighborhood Commercial (“B-1”) or the General Commercial (“B-4”) zoning districts.

every available means should be used to manage traffic flow/access (e.g. access management devices, marginal access controls, driveway use restrictions, etc.) from adjacent new uses and protect the City's investment in an efficient transportation system.



West of County Road 75, commercial uses on Northwest Boulevard should only be allowed at arterial intersections. Surrounding low-density residential activities should be buffered from higher density commercial uses at the intersections with medium density residential, office or light commercial uses. This nodal approach to high-density development will help to preserve traffic flow on Northwest Boulevard and other arterial streets and concentrate traffic generation at signalized intersections where it can be efficiently managed. The depth of such commercial developments should not exceed a depth of 300 to 500 feet.

- f) Large-scale commercial uses are encouraged on both sides of US 77 (IH-69) north of Robstown.** South of County Road 50 extended and on the east side of US 77, light industrial uses are encouraged due to the availability of rail line access. In addition, for the foreseeable future, US 77 will be the area's I-69 North American Free Trade (NAFTA) Route, therefore large scale commercial and industrial uses are warranted along this strategic transportation corridor.
- g) Industrial District #2 (located between Violet Road, Rand Morgan Road, County Road 48 extended and State Highway 44) provides an important economic benefit to the area and the region and should be continued with the following guidelines.**
  - 1) Due to the prevailing southeast winds and concerns of the Northwest Community, limit expansion of new heavy industry in the district to the footprint indicated on the future land use plan.**



- 2) **Create a minimum 1,000' light industrial land use buffer on the south, west, and east sides of Industrial District #2.**
- 3) **The Estate Residential land use category will be used as a land use buffer between areas of industry and higher density residential development.**

Industrial district agreements provide for a payment to the City, in lieu of taxes, with a guarantee the City will not annex the area for a set time period. Industrial District #2 is partially developed with several large heavy industrial uses. Industrial District #2 provides a significant benefit over Industrial District #1 (the Port/ship channel area) as District #2 contains large spacious sites that are not available in District #1. On the north side of Industrial District #2, industry has purchased land to create a "downwind" buffer area between the industry and existing residential areas to the north.

- h) **Protect the Corpus Christi International Airport by discouraging heavy industrial uses from locating under flight approach zones.** The primary airport approach flight path is located over the Annaville/Calallan areas in a southeast-northwest direction. The plan recommends residential and light industrial uses in these underlying areas. Note: This residential area is approximately 2 miles from the end of the airport's existing and proposed runways and meets the City's standard for keeping residential uses at least 1 ½ miles from the ends of the runways.

**POLICY STATEMENT B.2**

**The City, County, and utility districts/companies will work together to prevent development of "colonias".** For purposes of this plan, Colonias are defined as developments that do not meet minimum development standards for water, wastewater, stormwater, access, and other requirements normally associated with the development and platting of subdivisions. Colonias are also referred to as illegal or

unplatted subdivisions. In order to prevent such development the City, County and utility districts will continue to closely monitor development activity and coordinate requests for water, wastewater, and electrical service to assure all public health and safety requirements are met. A key to prevention of new colonias is to tie approval of water and electrical service connections with a guarantee that wastewater service is available and meets all health requirements and that all platting requirements of the City have been met.

For existing colonias, illegal subdivisions, and/or unplatted subdivisions, the City and County will work with property owners to provide for minimum health and safety standards. Enforcement actions taken by the City will include actions based on complaints and on a proactive basis.

### **POLICY STATEMENT B.3**

**Encourage development of recreational vehicle parks in the northwest area to capture “Winter Texans” traveling U.S. 77 (IH-69).** Evaluation of proposals for specific RV sites will be based on location, compatibility of surrounding land uses, access to arterials and expressways, and other appropriate factors.

### **POLICY STATEMENT B.4**

**The City designates Interstate 37, State Highway 44 and the proposed South Loop as scenic corridors.** Scenic corridors are streets and highways the City wishes to visually enhance due to their utility as highly travel corridors or as entrances to the city. Design objectives for these areas are:

1. IH-37: The areas along IH-37 between the Nueces River and Carbon Plant Road on the north and Rand Morgan Road on the south should be limited to residential and commercial uses. No industrial uses of any kind including outdoor storage and construction yards and no off-premise signage (billboards) should be allowed within this designated scenic corridor. In addition, the area north of IH-37 and east of Carbon Plant Road to the westernmost edge of the existing Koch refinery should be limited to agricultural/rural





and public/semi-public uses and not permit off-premise signage.

2. S.H. 44: The areas on both sides of the roadway between the Robstown city limits and Oso Creek should be limited to agricultural/rural and residential uses. No industrial uses of any kind including outdoor storage and construction yards and no off-premise signage should be allowed within this designated scenic corridor. In addition, the area on both sides of S.H. 44 between Oso Creek and the South Loop are designated to be light industrial and commercial uses, however, off-premise signage should not be permitted.

3. Additional Beautification Efforts: Development adjacent to these scenic corridors will be required to provide a higher standard of landscaping than for non-scenic corridor streets. The City's Landscaping requirements in the Zoning Ordinance should be changed to require all street yards for multi-family, public-semi public, business and industrial uses to provide a minimum of 0.04 points of landscaping per square foot where property is developed adjacent to a designated scenic corridor. Note: street yards are areas between structures and the street right-of-way.

4. Strict enforcement of the City's Highway Beautification Ordinance.



Hazel Bazemore Park

**POLICY STATEMENT B.5**

**Development along all arterial and expressways will be required to plant street trees on fifty-foot centers in a tree planting zone located within 10 feet of any property line abutting the street rights-of-way.** The City's landscape requirements in the Zoning Ordinance will be changed to require street tree plantings from any species listed in the Preferred Trees and Palms section of the City's Landscape Ordinance. The Landscaping Requirements should allow, on a 1 to 1 basis, an exception to new tree planting when an existing tree of a minimum 6" caliper is located within 20 feet of the right-of-way.

## C. ANNEXATION



# ANNEXATION

### **P**OLICY STATEMENT C.1

**Pursue annexation of property in advance of development, particularly, along major roadways for the purpose of creating compatible land use and development patterns.** A significant amount of development has occurred between 1990 and 2000 in the Northwest ETJ areas. Monitor increases in development by creating a database for properties in the ETJ. New development will be “tracked” by creating a database of approved Health Department permits for new septic systems in the extraterritorial jurisdiction.

### **PLAN STATEMENT C.2**

**Prior to annexation, develop detailed assessments of infrastructure and action plans for improving and or replacing inadequate infrastructure in outlying substandard developments.** Pursue federal and state grants for purposes of bringing substandard infrastructure into conformance with City standards. Detailed assessments of infrastructure and action plans for the Suburban Acres and the River Acres areas are a high priority.

### **PLAN STATEMENT C.3**

**The City should aggressively pursue annexation of the developing areas within the Nueces River watershed within Nueces County.** The City’s primary water intake from its reservoir system is located in the Calallen area. Water quality from this point and upstream is extremely important to all that are served by this regional water resource.

Storm runoff from upland uses can dramatically impact the quality of water in the Nueces River. Cleaner water in the



Nueces River has a direct impact on the City’s water treatment program at the O. N. Stevens Water Treatment Plant. Annexation will allow the City to insure that inappropriate land uses and development are prohibited and building standards imposed in this critical drinking water watershed.

## D. TRANSPORTATION



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### **P**OLICY STATEMENT D.1

**The City Council adopts the Transportation Plan (see Figure 7) as the guide for future transportation decisions.**

Plan recommendations are based on the "ultimate" street network necessary to serve a fully developed plan area. Unless otherwise specified all streets are recommended to contain curb, gutter and underground drainage. Wherever this transportation plan calls for the acquisition of

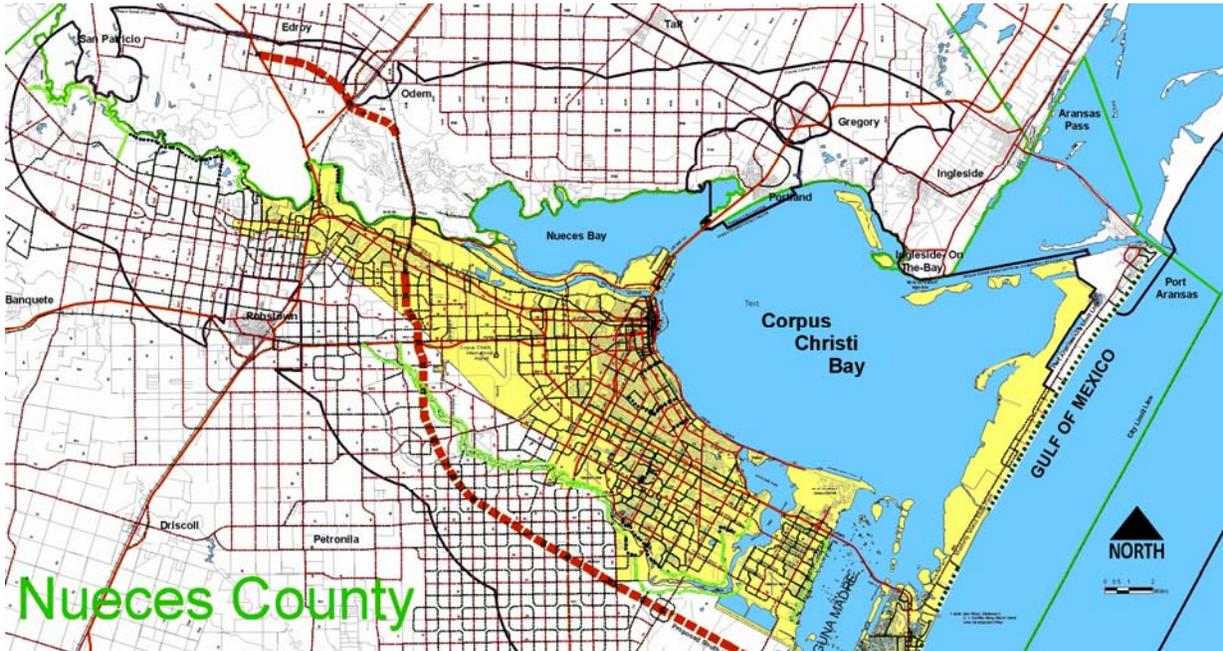


more right-of-way than currently exists, the future right-of-way line shall be used to determine building setbacks. Use of the future right-of-way line to measure setbacks will prevent construction of buildings, signs or



any other permanent structures that would encroach into the future right-of-way and setbacks. The

transportation network of this Plan constitutes an amendment to the City's Transportation Plan.



Click here for the

# Corpus Christi Urban Transportation Plan

Adopted  
May 24, 2005, Ordinance 026278

Corpus Christi



2003



City of  
Corpus  
Christi

**Plan changes, which are subject to 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) **Relief of traffic congestion along Northwest Boulevard (F.M. 624) and at the Five Points Intersection is a major focus of the plan recommendations. Northwest Boulevard** has experienced the fastest growing traffic volumes of any street segment in the City over the last five years (1995-2000). This trend is expected to continue due to healthy growth in the Northwest area and the unusual traffic pattern caused by the geography of the Northwest/Bluntzer Area. Most arterial streets can obtain relief from increasing traffic on adjacent parallel arterials. However, Northwest Boulevard does not benefit from any paralleling arterials to the north because of the close proximity of the Nueces River to the north. In addition, Northwest Boulevard extends as a long straight arterial street for many miles drawing traffic from growth occurring in the City's Extraterritorial Jurisdiction and beyond to Orange Grove and development on the west side of Lake Corpus Christi.

Note: Projected traffic levels on Northwest Boulevard can be expected to ultimately exceed existing and planned capacities by a wide margin if relief routes to the south are not made available, if land uses are not carefully controlled and if good access management practices are not followed. Projections of traffic indicate that without relief routes to aid Northwest Boulevard traffic generation from ultimate development would approach or even exceed 50,000 average daily trips. This would far exceed the existing capacity of the street, which is approximately 30,000 average daily trips and the planned capacity of street.



**The following recommendations will help to provide relief to this growing traffic congestion problem:**

- 1. Northwest Boulevard** is recommended as an arterial street with an ultimate 120' minimum right-of-way, six traffic lanes, and a median. Median cuts should maintain a spacing of not less than 600' or the Texas Department of Transportation's standard, whichever is greater. This type of roadway will increase the carrying capacity of Northwest Boulevard (F.M. 624) at its approach to 5 Points by 35 percent. **The City will encourage TxDot and the Metropolitan Planning Organization (MPO) to make these improvements one of their highest transportation improvement priorities.**
  
- 2. A two-lane 60-foot right-of-way loop collector street (south of Wal-Mart) is proposed between U.S. 77 and the extension of River East Drive.** This loop collector is proposed to relieve traffic congestion at Five Points Intersection by providing a new route for traffic destined west and away from the Five Points area.
  
- 3. County Road 52 is recommended as an arterial street with an ultimate 100' minimum right-of-way, four travel lanes and a landscaped median.** This cross section is recommended between County Road 75 and the proposed South Loop Expressway. Portions of County Road 52 east of the South Loop Expressway and west of County Road 75 are recommended as a collector with an ultimate 70' minimum right-of-way with four travel lanes. County Road 52 will serve as:
  - A relief route for through traffic to avoid Northwest Boulevard congestion west of 5-Points. County Road 75 extended will serve as the connection between Northwest Boulevard (F.M. 624) and County Road 52 and provide east bound traffic an easy connection to County Road 52 and U.S. 77;

- An alternative route to the use of the IH-37/ U.S. 77 Interchange in times of congestion after County Road 52 is extended to Callicocate Road; and
- An attractive parkway drive that will connect both the Calallan and Annaville areas.



**b) South Loop Expressway (See Figure 8):** The Proposed South Loop Expressway is based on the Metropolitan Planning Organization's (MPO) South Loop Transportation Study.

The Study was undertaken in cooperation with Nueces County, TxDot, and the City of Corpus Christi. The South Loop Transportation Study was accepted by City Council and adopted by the MPO's Policy Committee in 1999.

The purpose of the South Loop Expressway is to:

1. Provide a relief route to South and North Padre Island Drives and IH-37 which are experiencing increasing traffic congestion;
  2. Enhance interconnectivity between the City's Southside, Westside, Northside and the Northwest areas;
  3. Create a second major crossing of the Nueces River and to northbound highways for emergency evacuation from the City; and
  4. Provide a primary connection to I-37 and State Highway 44.
- c) County Roads 48 and 44** are to serve as major arterial roadways connecting the suburban and rural areas to the west of U.S. 77 to the Industrial Districts and to the International Airport to the east.

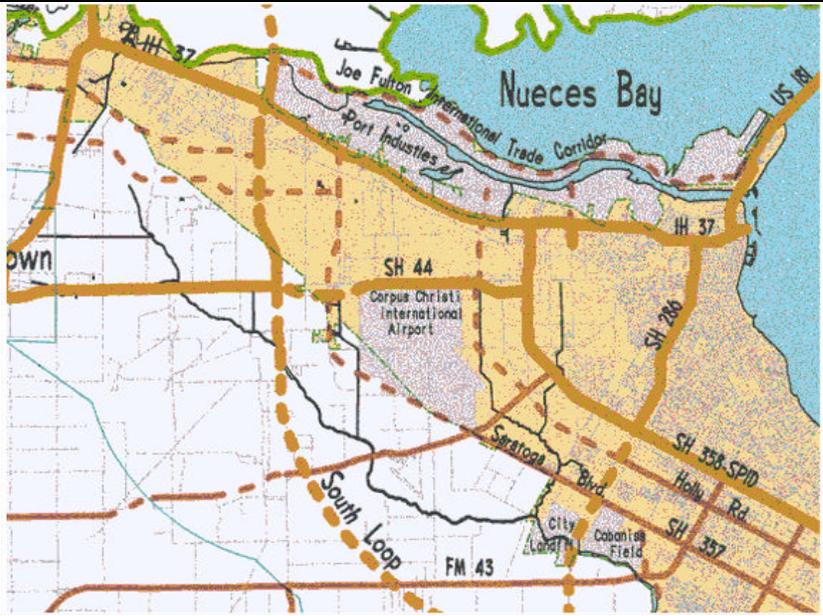


d) **Create a four lane, 70-foot right-of-way collector street** paralleling and west of U.S. 77 between the proposed collector street south of Wal-Mart and County Road 44. The purpose of this collector street is to provide for circulation adjacent to a high-density commercial corridor similar to McArdle Street/SPID combination on the Southside.

e) **Up River Road is designated a 4-lane, 70-foot right-of-way collector street** between Rand Morgan Road and McKenzie Roads. Improvement of this road will be considered a high priority for the City's Capital Improvement Program. This section of Up River Road serves an expanding residential neighborhood, a new elementary school, and a major park (West Guth Park) for the Northwest Area. In addition, this portion of Up River Road also serves as the frontage road for IH-37.

- The purpose of the South Loop Expressway is to:*
- ✓ *Provide traffic congestion relief to Padre Island Drive and I-37;*
  - ✓ *Connect the Northwest with the rest of the City;*
  - ✓ *Create a second major emergency evacuation from the City; and*
  - ✓ *Provide a primary connection to I-37 and State Highway 44.*

**FIGURE 8 – PROPOSED SOUTH LOOP EXPRESSWAY**



## E. PUBLIC SERVICES

### LIBRARIES

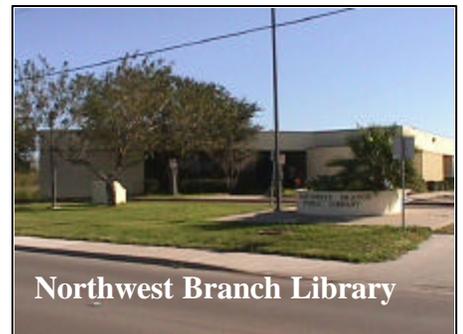
#### **P**OLICY STATEMENT E.1

**A high citywide priority shall be given to expanding the Northwest Branch Library.** The current facility, located on McKenzie Road, of approximately 7,000-sq. ft. is substantially smaller than the other three branches, which are approximately 13,000-sq. ft. in size. In expanding and developing a larger branch library the City shall pursue joint programs with area school districts and Nueces County.

### PARK AND RECREATION

#### **P**OLICY STATEMENT E.2

**The City will pursue acquisition of strategic flood plain areas adjacent to the Nueces River. (See Policy Statement A.2)** The purpose of these acquisitions will be to create a continuous public open space/trail system and parks at appropriate locations along the Nueces River. These acquisitions will also protect water quality along the Nueces River upstream from the City's water intake at O. N. Stevens Water Treatment Plant.



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**POLICY STATEMENT E.3**



**Create a Nueces River Hike and Bike Trail system with connections to the Oso Parkway system, and schools, parks and other public facilities in the Northwest Area.** (See Figure 5, Future Land Use Plan) The trail system should be fully integrated with the City’s drainage right-of-way and collector street system. Hike and bike trail surfaces will range from improved concrete or asphalt surfaces to unimproved dirt trails. The Bikeway System is envisioned as one using primitive trails with minimal maintenance on drainageways in combination with existing streets. Capital improvements for the system shall consist mainly of bikeway and bike path signage.

**WATER AND WASTEWATER**

**POLICY STATEMENT E.4**

**The City will work with the Nueces County Water Control and Improvement District #3 (Robstown area), River Acres Water Supply Corporation, and South Texas Water Authority to develop written agreements or modification of existing water contracts to clearly indicate areas of responsibility for provision of water utilities.** Once agreements have been reached the City will pursue

modification of its State of Texas Certificate of Conveyance and Necessity to match with agreed upon areas for providing service.

**POLICY STATEMENT E.5**

**Connections to the City's Transmission Main System may only be made if the connection:**

- a) **Will not impair the City's ability to provide sufficient water pressure taking into account the ultimate development of the area;**
- b) **Are consistent with the City's Water Master Plan; and**
- c) **Meet platting ordinance requirements.**

**POLICY STATEMENT E.6**

**Initiate a watershed management program and emergency response plan for the Nueces River Watershed in cooperation with the City of Corpus Christi and Nueces River Authority.** Hundreds of petroleum product pipelines cross the Nueces River and its tributaries that if ruptured could place the region's primary water supply at risk. For example, in March 2000, the City of Dallas lost, for an indefinite period of time, one third of its water supply when 500,000 gallons of fuel additive, MTBE, spilled from a ruptured pipeline into East Caddo Creek. East Caddo Creek drains into Lake Tawakoni, which provides a third of the City of Dallas's water supply. By way of comparison the Nueces River transports two-thirds of the City of Corpus Christi's and the region's water supply. In light of the Dallas loss of water supply, it is clear that protection and precautionary plans should be considered for the City's water supply.





## **STORMWATER<sup>2</sup>**

### **POLICY STATEMENT E.7**

**A high priority for the Northwest Area is for the City to update its Stormwater Master Plan of the area.** As part of this update the City should review the drainage system in the Northwest to determine if the unique topography and hydrology in the area warrants additional drainage capacity improvements and/or higher stormwater design standards.

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<sup>2</sup> Note: this plan is not intended to address the location of future stormwater drainage facilities as the City is in the process of creating a citywide Master Stormwater Master Plan.