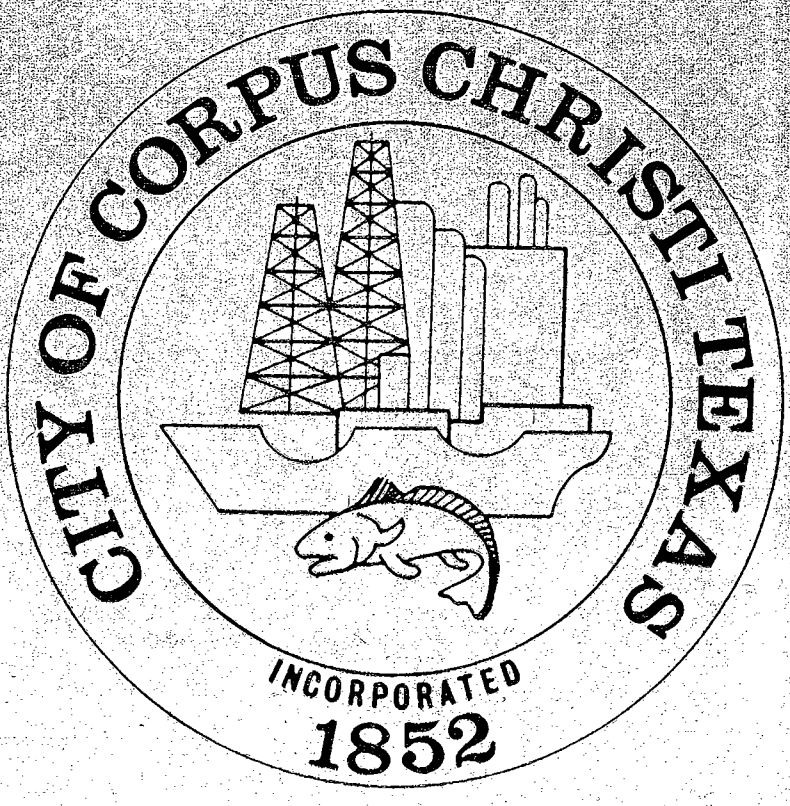
LONDON AREA DEVELOPMENT PLAN



AN ELEMENT OF THE
COMPREHENSIVE PLAN

AN ORDINANCE

ADOPTING THE LONDON AREA DEVELOPMENT PLAN, AN ELEMENT OF THE COMPREHENSIVE PLAN.

SECTION 1. That there is hereby adopted the London Area Development Plan, an element of the Comprehensive Plan, a substantial copy of which is attached hereto and made a part hereof, marked Exhibit A.

That the foregoing ordinance was read for the first time and passed to its second reading on this the 1st day of September, 1987, by the following vote:

Betty N. Turner	Aye	Clif Moss	Aye
David Berlanga, Sr.	Aye	Bill Pruet	Aye
Leo Guerrero	Aye	Mary Rhodes	Aye
Frank Mendez	Aye	Mary Pat Slavik	Aye
		Linda Strong	Aye

That the foregoing ordinance was read for the second time and passed to its third reading on this the 8 day of September, 1987, by the following vote:

Betty N. Turner	Aye	Clif Moss	Aye
David Berlanga, Sr.	Aye	Bill Pruet	Absent
Leo Guerrero	Aye	Mary Rhodes	Aye
Frank Mendez	Aye	Mary Pat Slavik	Aye
		Linda Strong	Aye

That the foregoing ordinance was read for the third time and passed finally on this the 15 day of September, 1987, by the following vote:

Betty N. Turner	Aye	Clif Moss	Aye
David Berlanga, Sr.	Aye	Bill Pruet	Aye
Leo Guerrero	Aye	Mary Rhodes	Aye
Frank Mendez	Aye	Mary Pat Slavik	Aye
		Linda Strong	Aye

PASSED AND APPROVED, this the 15 day of September, 1987.

ATTEST:

Amanda Chapa
City Secretary

Betty Turner
MAYOR
THE CITY OF CORPUS CHRISTI, TEXAS

APPROVED:
17th DAY OF August, 1987:

HAL GEORGE, CITY ATTORNEY

By R W Coffin
Assistant City Attorney

19975

99.044.01

LONDON AREA DEVELOPMENT PLAN

An Element of the Comprehensive Plan

September 15, 1987

CITY COUNCIL

Mayor Betty Turner

Mary Pat Slavik, At Large

Frank Mendez, District 1

David Berlanga, Sr., District 2

Leo Guerrero, District 3

Linda Strong, District 4

Bill Pruet, District 5

Mary Rhodes, At Large

Clif Moss, At Large

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ASSISTANT CITY MANAGER

Ezequiel Elizondo

ACKNOWLEDGEMENTS

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Robert Pena, Cartographer

Harry Keen, Draftsperson

Sylvia Roberts, Land Use Data Clerk II

Erma Ramirez, Secretary

PREFACE

Planning is a continuous process: a process that is continuous in nature and one that requires periodic revaluation as new ideas or information becomes available. In fact, because planning by its nature is forward looking, the act of planning is always carried out with inadequate information. Lack of information does not suggest that planning should not be undertaken, rather it simply points to the necessity of revaluation as more information becomes available. With this in mind the scope of this general plan shall include discussion and recommendations concerning topics where more information would have been helpful. The plan will serve to highlight these areas where more research is warranted and challenge City staff to explore these areas.

In the meantime, the guiding principal of our planning efforts must not be, "not to plan until more information is available", as this would paralyze the act of planning and not serve the public interest. Rather, the guiding principal must be to plan, and then re-evaluate approved plans as the Planning Commission or City Council feels it is appropriate.

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INTRODUCTION

I. INTRODUCTION

The Elements of the Comprehensive Plan

The City's Comprehensive Plan consists of three elements. The first is the City's Comprehensive Policy Statements which describe the goals, objectives, and policies for the entire community. The purpose of these statements is to establish a general framework by which the City can consider developmental decisions. The policy statements, moreover, address issues for protection of neighborhoods, the environment, promote economic development and provision of public services.

The second element is the City's Area Development Plans. Currently, twelve geographic areas consisting of land inside and outside the city limits, have been recommended for study. The plans developed for these areas will bridge the gap between the broad-range policies, found in the comprehensive policy statements, and the actual zoning and development of property. The area plans will also be used to zone and plat land in a manner that will be beneficial to the general public, and they will enable City Staff to plan more effectively for future services of residential, commercial, and industrial areas recommended for development.

The third element of the Comprehensive Plan is the citywide service master plans. These deal with the technical aspects of service delivery such as the specific location of wastewater plants, sewer lines, and water mains. Moreover, since planning is a continuous process, this element, as well as the other two, must be re-evaluated periodically as more information become available and/or community attitudes change.

Planning Process for the London Area

A planning process has been adopted by the Planning Commission for the construction of area development plans (see Appendix A). This process was used as a guideline for the London Area Development Plan. A map of the study area is displayed on page I-4. The study area is bounded on the north by Oso Creek; on the southeast by Cayo Del Oso and the King Ranch; on the south-southwest by County Road 18, State Highway 286, and F.M. 2444; and on the west by County Road 49, F.M. 43 and 763.

After the study area's boundaries were identified, the Planning Staff collected data on the existing conditions in the London Area; base maps were drawn; property ownerships were identified; and a draft report on the existing condition was developed. In addition, a discussion of the developmental issues was drafted and future land use alternative maps were constructed.

It is important to note that when the London Area Study was initiated, the policy statements had not been adopted by the City Council. For this reason, the planning process for the London Area has taken longer than normally required, as indicated in the appendix. In brief, the planning process was initiated in October 1986 to facilitate the City Council's request to study the area with the prezoning case 886-2T.

By January 1987, the Planning Commission had reviewed a draft of the existing conditions and alternative land use maps. Instead of proceeding with the public hearings, the Commission forwarded its recommendation (to City Council) that additional work on the London Area be postponed until the Policy Statements were adopted.

Once the Policy Statements were adopted by the Planning Commission on May 27, 1987, the Planning Commission held public hearings to receive recommendations, concerning the alternative land use maps, from interested landowners and

citizens. With the recommendations in hand, the Planning Staff revised the maps and resubmitted them to the Planning Commission for further review and adoption. After review, the Planning Commission recommended a future land use plan to the City Council.

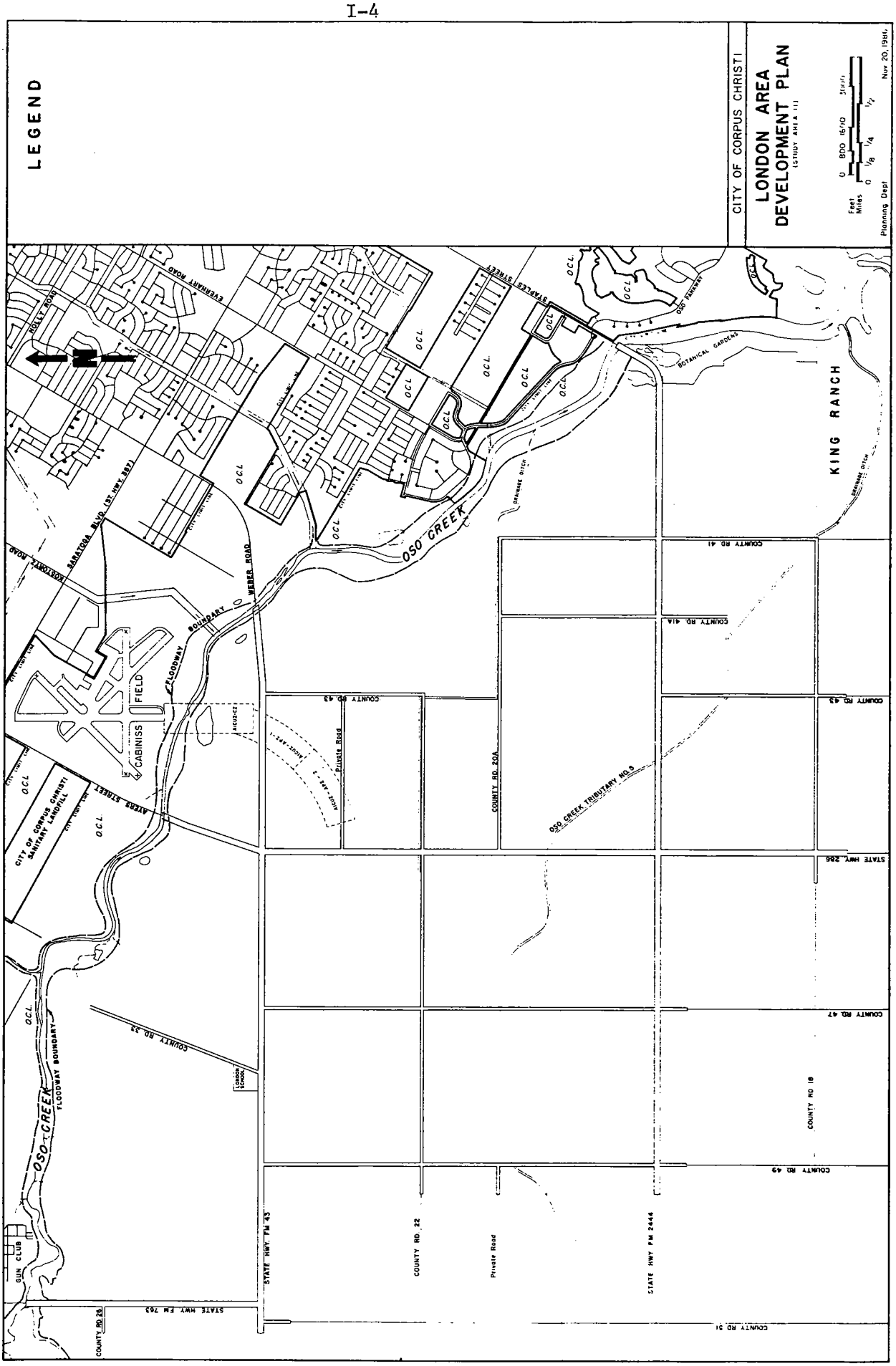

LEGEND
CITY OF CORPUS CHRISTI
LONDON AREA
DEVELOPMENT PLAN
Feet
Miles
Planning Dept
Nov 20, 1986
KING RANCH
OSO CREEK
OSO CREEK TRIBUTARY NO. 5
CABINISS FIELD
CITY OF CORPUS CHRISTI SANITARY LANDFILL
FLOODWAY BOUNDARY
WEBER ROAD
AYERS STREET
STAPLES STREET
EVERHART ROAD
HOLLY ROAD
SARATOGA BLVD. (ST. HWY. 357)
KOSTOMYZ ROAD
BOTANICAL GARDENS
OSO PARKWAY
DRAINAGE DITCH
COUNTY RD. 41
COUNTY RD. 41A
COUNTY RD. 43
COUNTY RD. 20A
STATE HWY. 286
COUNTY RD. 47
COUNTY RD. 18
COUNTY RD. 49
COUNTY RD. 51
COUNTY RD. 33
COUNTY RD. 22
STATE HWY. FM 43
STATE HWY. FM 2444
STATE HWY. FM 763
COUNTY RD. 26
GUN CLUB
LONDON SCHOOL
Private Road
O.C.L.

FIGURE 1

EXISTING CONDITIONS

II. EXISTING CONDITIONS

Natural Features

Topography - Figure 2 (page I-2) illustrates that the local relief of the study area is generally flat to gently rolling and that most of the relief is found along the banks of Oso Creek. As the illustration depicts, the highest contour of 35 feet is found near the western boundary of the study area while the lowest contour of 5 feet is found along Oso Creek. This means that the contour values increase from the northeast to southwest, indicating a rise in elevation toward the southwest.

Drainage/Floodways - Figure 2 (page I-2) also displays the natural drainage of the study area. The figure shows that Oso Creek serves as the major drainage system of the area and that two small tributaries flow into Oso Creek. The first tributary parallels County Road 20A and intersects Oso Creek north of S.H. 2444. This tributary drains a relatively small area while the second tributary drains a larger area, the southern portion of the study area, and intersects Oso Creek south of the Botanical Gardens.

The illustration also depicts the floodway boundary of Oso Creek. The floodway is the area where floodwaters will flow in times of flood. The floodway must be kept free of urban encroachment to accommodate floodwaters without substantial impediments to flood flows. Areas adjacent to the floodway, the floodway fringe, will contain pools of water and areas of inundation but will not usually contain swift floodway water.

Although the City does not allow development to occur within the floodway, it does permit development within the 100-year boundary as long as three criteria are met. The first requires developers to identify the 100-year flood boundary on their property and corresponding plats; the second requires

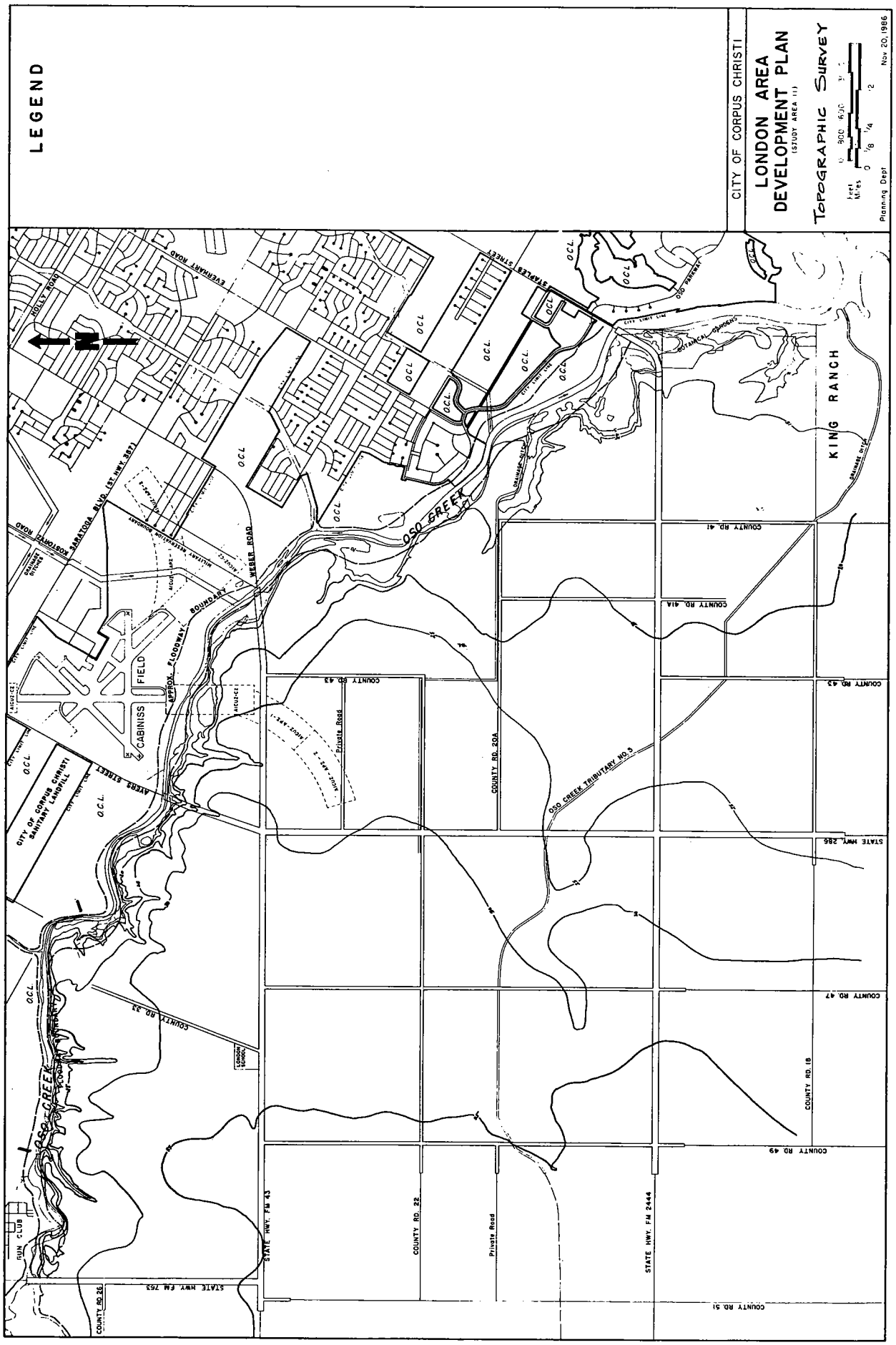

LEGEND
CITY OF CORPUS CHRISTI
LONDON AREA DEVELOPMENT PLAN
(STUDY AREA II)
TOPOGRAPHIC SURVEY
Nov. 20, 1986
Planning Dept
OCL
OSO CREEK
OSO CREEK TRIBUTARY NO. 3
KING RANCH
CABINISS FIELD
CITY OF CORPUS CHRISTI SANITARY LANDFILL
AVERY STREET
WEBER ROAD
JOLLY ROAD
EVERHART ROAD
STAPLES STREET
SARATOGA BLVD. (ST. HWY. 357)
BOUNDARY
APPROX. FLOODWAY
Private Road
COUNTY RD. 20A
COUNTY RD. 22
COUNTY RD. 18
COUNTY RD. 33
COUNTY RD. 26
COUNTY RD. 41
COUNTY RD. 41A
COUNTY RD. 43
COUNTY RD. 47
COUNTY RD. 49
COUNTY RD. 51
STATE HWY. FM 43
STATE HWY. FM 2444
STATE HWY. FM 763
STATE HWY. 286
GOLF CLUB

FIGURE 2

developers to construct structures that meet City building codes for flood-prone areas; and the third requires proof (from developers) that a new development will not raise flood water surface elevations an additional one foot. Moreover, since the three criteria are based on guidelines established by the Federal Emergency Management Agency (FEMA) and the National Insurance Administration, strict adherence to the guidelines is essential to qualify developers or homeowners for flood insurance.

Soils, General - Soil characteristics are important indicators of limitations to development. The following discussion focuses on areas where soils are generally favorable for development, and, conversely, on areas where soils are not favorable for development.

Figure 3 (II-4) illustrates that the London Area is dominated by Victoria clays, also known as the blacksoils of the coastal plains. These clays are characterized by low-permeability (poor drainage), high-water holding capacity, and low to moderate compressibility. In addition, Figure 3 also illustrates areas that are dominated by clay sand and silt. These soils have moderate permeability and drainage, moderate water-holding capacity, and low to moderate compressibility.

Soils, Suitability Index for Construction - Figure 4 (II-5) shows areas where development, based on soil suitability, is favorable or unfavorable, as defined by the Nueces County Soil Conservation Service. The factors considered in constructing the soil suitability index for development were flood hazard, shrink-swell potential, water-holding capacity, permeability, and local relief.

The map breaks the soils into the following categories:

I. Low to Moderate Limitations to Development

These soils have a few limitations that could cause problems during or after construction. Some of the limitations such as ponding or minor

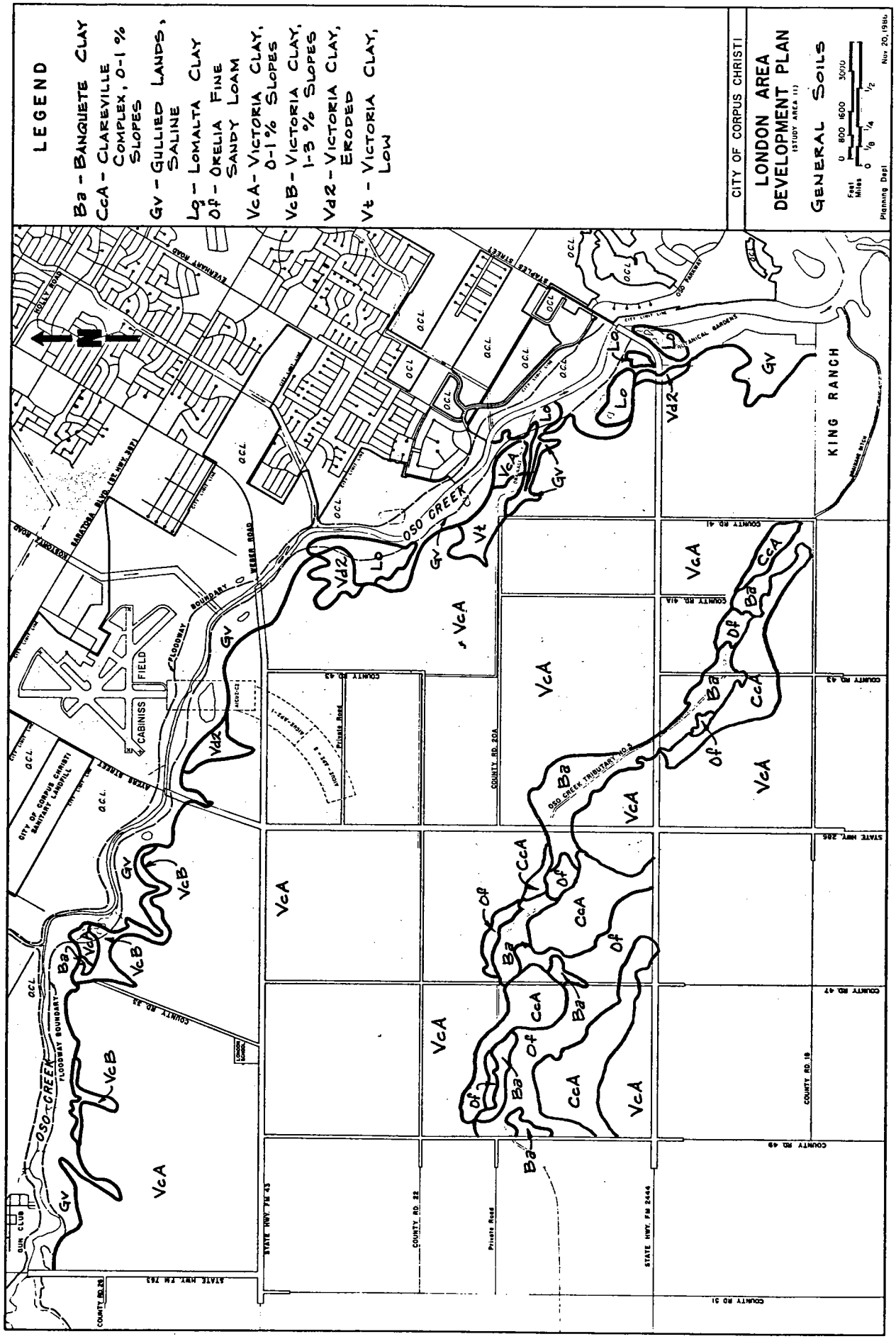

LEGEND
Ba - BANQUETE CLAY
CcA - CLAREVILLE COMPLEX, 0-1 % SLOPES
Gv - GULLIED LANDS, SALINE
Lo - LOMALTA CLAY
Of - ORELIA FINE SANDY LOAM
VcA - VICTORIA CLAY, 0-1% SLOPES
VcB - VICTORIA CLAY, 1-3 % SLOPES
Vd2 - VICTORIA CLAY, ERODED
Vt - VICTORIA CLAY, LOW
CITY OF CORPUS CHRISTI
LONDON AREA DEVELOPMENT PLAN
(STUDY AREA II)
GENERAL SOILS
Feet
Miles
0 800 1600 3000
0 1/8 1/4 1/2
Planning Dept
Nov 20, 1986
KING RANCH
OSO CREEK
OSO CREEK TRIBUTARY NO. 5
CABINISS FIELD
CITY OF CORPUS CHRISTI SANITARY LANDFILL
FLOODWAY BOUNDARY
WEBER ROAD
EVERHART ROAD
HOLLY ROAD
STAPLES STREET
AYERS STREET
SARATOGA BLVD. (ST. HWY. 358)
KOSTORYZ ROAD
OLYANICAL GARDENS
OSO PARKWAY
COUNTY RD. 41
COUNTY RD. 41A
COUNTY RD. 43
COUNTY RD. 20A
COUNTY RD. 47
COUNTY RD. 18
COUNTY RD. 49
COUNTY RD. 51
COUNTY RD. 22
COUNTY RD. 26
STATE HWY. FM 43
STATE HWY. FM 2444
STATE HWY. FM 763
STATE HWY. 286
Private Road
GUN CLUB
O.C.L.

FIGURE 3

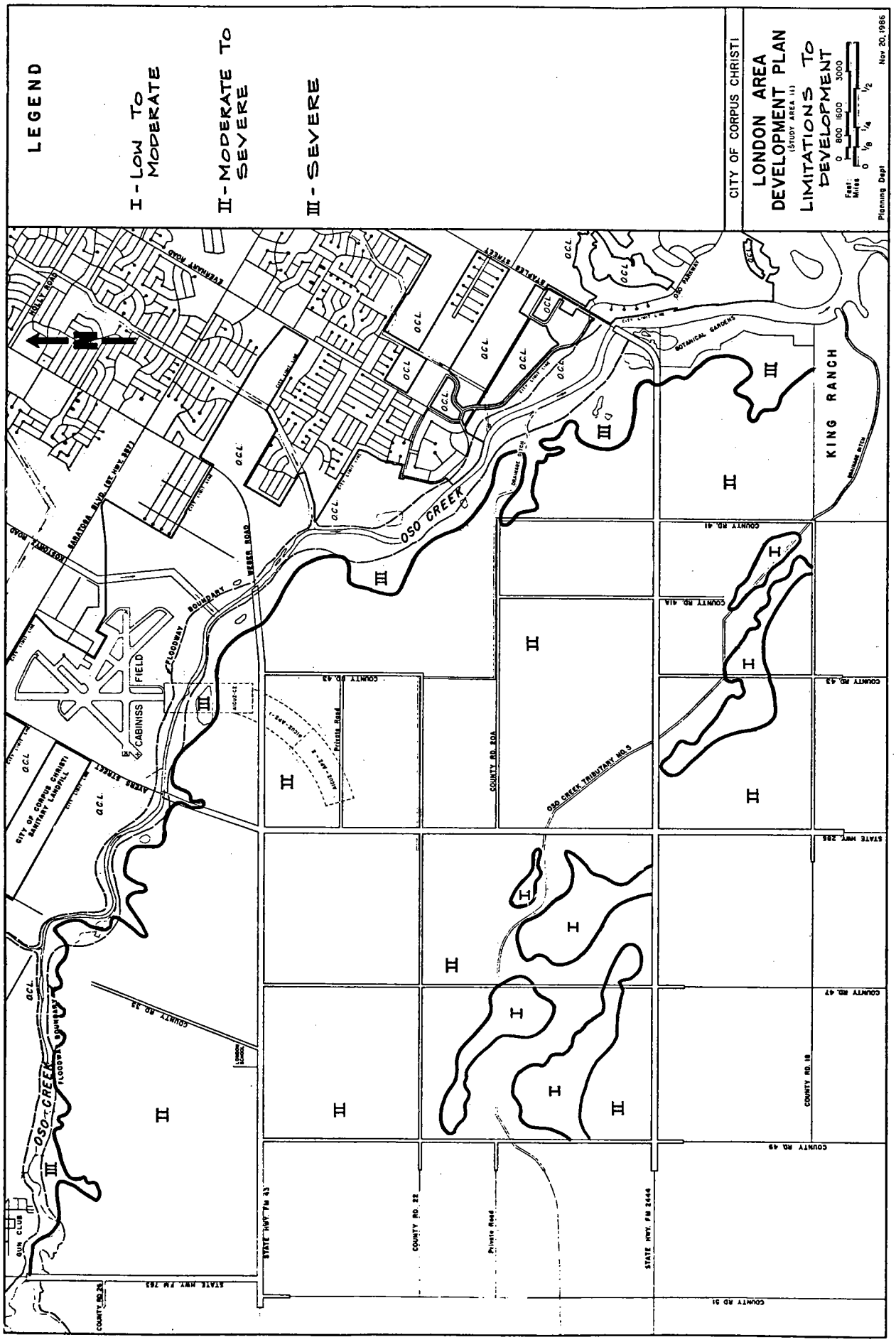

LEGEND
I - LOW TO MODERATE
II - MODERATE TO SEVERE
III - SEVERE
CITY OF CORPUS CHRISTI
LONDON AREA DEVELOPMENT PLAN
(STUDY AREA II)
LIMITATIONS TO DEVELOPMENT
Feet: 0 800 1600 3000
Miles 0 1/8 1/4 1/2
Planning Dept
Nov 20, 1986
KING RANCH
OSO CREEK
CABINISS FIELD
CITY OF CORPUS CHRISTI SANITARY LANDFILL
FLOODWAY BOUNDARY
WEBER ROAD
SARATOGA BLVD (ST. HWY. 357)
KOSTORYZ ROAD
EVERHART ROAD
KOLLY ROAD
STAPLES STREET
BOTANICAL GARDENS
OSO PARKWAY
DRAINAGE DITCH
COUNTY RD. 41
COUNTY RD. 41A
COUNTY RD. 43
COUNTY RD. 20A
OSO CREEK TRIBUTARY NO. 5
STATE HWY. 286
COUNTY RD. 47
COUNTY RD. 18
COUNTY RD. 49
COUNTY RD. 51
COUNTY RD. 22
STATE HWY. FM 43
STATE HWY. FM 2444
STATE HWY. FM 763
COUNTY RD. 26
COUNTY RD. 35
GUN CLUB
Private Road
O.C.L.

FIGURE 4

flooding can be overcome easily, but one or more problems could be difficult or expensive to correct. Soils in this category may have a moderate shrink-swell potential or moderately slow permeability. These problems can be overcome, in part, by increasing strengths in structures.

Figure 4 (II-5) illustrates that these types of soils are located, primarily, along the drainage ditch traversing the southern limits of the study area. These soils have low to moderate limitations for development due to their moderate water-holding capacity, permeability; low to moderate compressibility, and shrink-swell potential. Unfortunately, the soils that are most suitable for development cover a small portion of the study area and are found in areas quite remote from existing developments.

II. Moderate to Severe Limitations to Development

These soils have two or more limitations which are severe, and these limitations are difficult or expensive to overcome.

Soils that have moderate to severe limitations for development are found throughout the central portion of the study area. These soils, the Victoria Clays, are widely distributed and form the largest group of soils (figure 4). Generally speaking, these soils are moderately suited for residential development and poorly suited for commercial or industrial development.

III. Severe Limitations to Development

These soils have several severe limitations. They may be subject to flooding, low water-holding capacity, and high shrink-swell potential. The difficulty and expense of developing on these soils are high.

Soils that are least suited for all types of development are found along the southern banks of Oso Creek. These soils are unsuitable because they

are subject to occasional flooding and they consist of wetlands and tidal marshes that border Oso Creek.

Soils, Suitability for Wastewater Disposal Sites - The soil suitability for on-site waste disposal systems, especially septic tanks, is ranked primarily on these factors: soil permeability, water retention, and flooding susceptibility. Soils that flood frequently, percolate slowly, or have high water-holding capacity are not suited for sewage disposal. Most of the study area contains soils that are rated poor or least suitable for wastewater disposal sites. As with other land use activities reviewed previously, the Victoria Clays, which typify the area, constitute a major impediment to septic tank use.

Environmentally sensitive areas - The northern boundary of the study area abuts approximately 10 miles of the Oso Creek and Cayo del Oso. The Texas Natural Area Survey update completed in the early 1980s identified the Oso as one of the State's most significant urban natural areas. In addition, the Coastal Bend Council of Governments (CBCOG) adopted a resolution in 1983 supporting the dedication of land for open space along the Oso.

The Oso contains a unique wetland environment. A great variety of vegetation and wildlife can be found in the area. Ebony, mesquite, live oak, sweet acacia, and numerous grasses are found along the Oso. Deer, javelina, raccoons, and many varieties of song birds inhabit the Oso Area.

In an effort to highlight the natural beauty of the area and provide a valuable tourist attraction to the community, the Corpus Christi Botanical Society has identified a botanical garden site along the Oso. The proposed site for the Botanical Garden is within the London study area and is generally located south of Staples Street and adjacent to the Oso. A preliminary concept plan is displayed on figure 5 (page II-9). Once the botanical garden is constructed, it will include formal gardens, scenic trails and nature walks, a

Mexican colonial style visitor center, a nature interpretive center, research center and amphitheatre.

Development of these facilities will have the potential to greatly benefit the entire community. As a major future community resource (the botanical gardens) to be located on the Oso, the City has an important environmental and economic interest in preserving the Oso Creek/Cayo del Oso Area.

Housing and Population

Developmental Characteristics - The study area is a large, rural area of approximately 18 square miles (11,579 acres). Most of the land is in agricultural use and isolated farmsteads dot the countryside. The only sizeable, rural development is around London School. There are 14 single-family dwellings and one mobile home within the vicinity of the school.

Population Estimates - The population estimate for the study area is approximately 105 individuals (Table 1). This figure is estimated by multiplying the number of occupied single-family units (41) by 2.56 persons per household (household size based on Census Tract 54, 1980 Census).

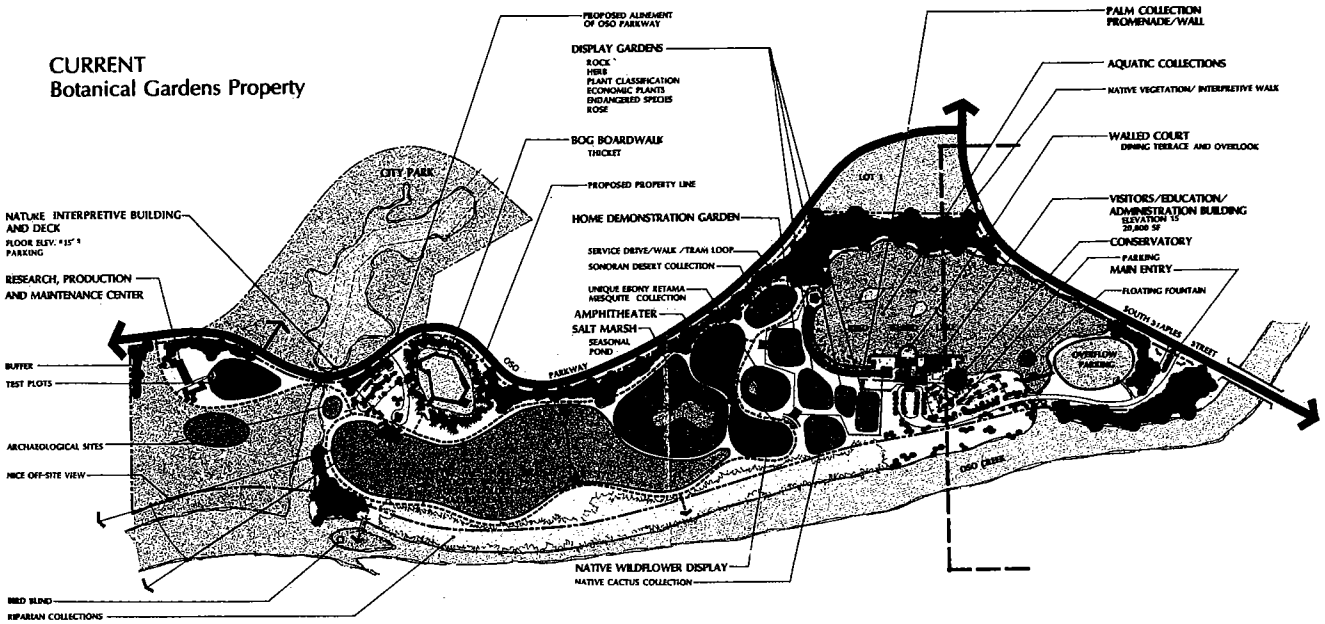
Table 1

Housing Data

1. Number of Persons Per Household = 2.56 (1980 Census)
2. Number of Single-family Dwellings = 43
3. Number of Vacant Households = 2
4. Number of Single-family Dwellings in Use = 41

Land Use/Zoning

Table 3 (page II-11) illustrates the land use activities in the study area. As the table indicates, the area contains 11,579 acres or 18 square miles. Most of the land (11,450 acres) is utilized for agriculture and a few oil-related activities while the remaining 129 acres are utilized for other uses. This



PRELIMINARY CONCEPT PLAN

means that 99 percent is in agricultural or oil extraction/storage use, and 1 percent is in other land use activities.

An existing land use map is provided on figure 6 (page II-12). Of the 1 percent, approximately 100 acres are utilized for single-family dwellings. The area has 40 units and each unit contains, on the average, approximately 2.5 acres per lot. In addition, there are two mobile homes; and each contains about 1.67 acres per lot.

The study area contains only six commercial uses, and each contains approximately 1.97 acres per lot, a total of 9.85 acres. Three of the five are located in the London School Area. They include: a dentist office, Sally-Mac, Inc. Storage Co., and London Gin & Elevator Cooperative. The other two are located elsewhere. A dental laboratory is located on Weber Road (F.M. 43) midway between S.H. 286 and Oso Creek. A Conoco Gas Station and a butane service center are located at the intersection of S.H. 286 and F.M. 43.

There are two public/semi-public uses in the study area. The first use is the London School which encompasses 4 acres. The second public/semi-public activity is a storage shed near the future site of the Botanical Gardens. Although the structure occupies a small area, the site will eventually be landscaped to accommodate modern facilities and a park-like environment that will ultimately cover 111 acres along the southeastern corner of the study area, adjacent to Oso Creek.

Table 3

Existing Land Uses

Type	Units	Average Acreage/ Unit	Total Average Acreage	
Single-family	40	2.50	100	
Mobile Homes	2	2.00	4	
Commercial	5	N/A	10	
Public/Semi-Public	2	N/A	5	
Light Industrial	1	5.00	10	
	49		129	Sub Total
Agriculture	-	-	11,450	
	49	-	11,579	Grand Total

Community Facilities

Fire Protection - The study area does not contain any fire stations and must rely on the City for fire protection. Since the area is outside the present City limits, the residents must pay a service charge if a fire emergency occurs and the City Fire Department is called to provide service. Fire Station 6, located near the intersection of Saratoga Blvd. and Weber Street, is approximately 1 mile away and would most likely respond in case of an emergency.

Parks and Recreation - There are not any parks within the London area. The closest existing City parks are almost a mile away. However, three proposed community parks have been recommended for development within the study area and along the Oso (figure 7, page II-14). Two of these proposed community parks are

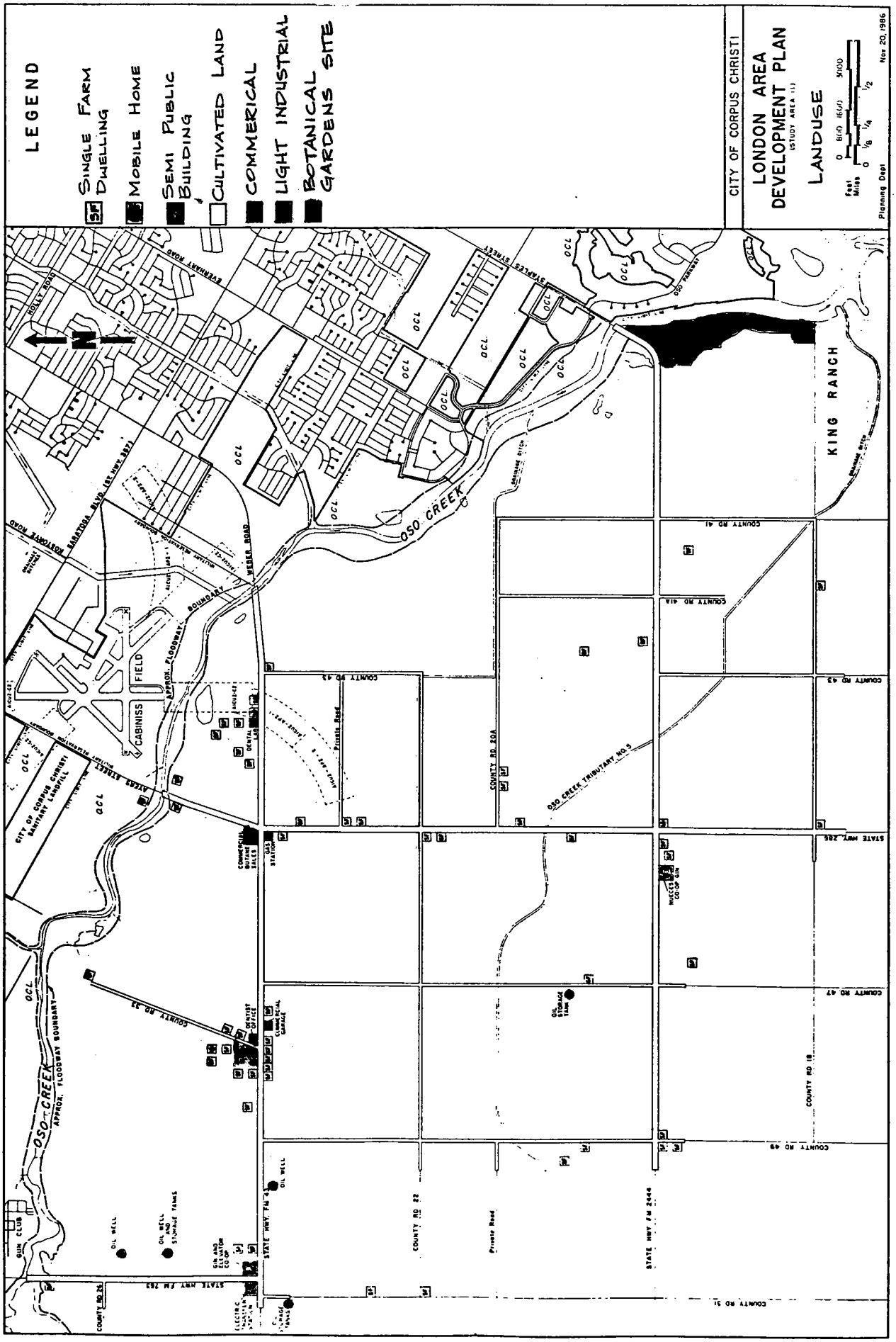

LEGEND
SF Single Farm Dwelling
Mobile Home
Semi Public Building
Cultivated Land
Commerical
Light Industrial
Botanical Gardens Site
CITY OF CORPUS CHRISTI
LONDON AREA DEVELOPMENT PLAN
(STUDY AREA II)
LANDUSE
Feet
Miles
Planning Dept
Nov 20, 1986
KING RANCH
OSO CREEK
OSO CREEK TRIBUTARY NO. 5
CABINISS FIELD
CITY OF CORPUS CHRISTI SANITARY LANDFILL
APPROX. FLOODWAY BOUNDARY
WEBER ROAD
EVERHART ROAD
HOLLY ROAD
STAPLES STREET
OSO PARKWAY
COUNTY RD 41
COUNTY RD 41A
COUNTY RD 43
COUNTY RD 20A
COUNTY RD 47
COUNTY RD 18
COUNTY RD 49
COUNTY RD 51
COUNTY RD 22
COUNTY RD 26
STATE HWY FM 2444
STATE HWY FM 763
STATE HWY FM 43
GAS STATION
COMMERCIAL GARAGE
DENTIST OFFICE
OIL STORAGE TANK
OIL WELL
GUN CLUB
Private Road

FIGURE 6

located north of the study area on either side of Chapman Ranch Road. The third community park is to be located on the south side of Oso Creek and just north of Staples Street. These proposed community parks contain a total of 468 acres.

The community park proposed for development west of Chapman Ranch Road and north of the Creek is currently part of the City's landfill. Once the landfill is terminated, the City plans to convert it into a community park. However, since the City must allow the landfill enough time to become environmentally safe for public use, the park will take a number of years to develop.

In addition to these parks, the botanical gardens will be located in a 111-acre tract of land south of Staples Street. As part of this development, a neighborhood park has been proposed (figure 5, page II-9).

Water and Sewer - The City now provides water to a limited number of residents in the study area (Figure 8, page II-15). The waterlines are privately owned and were installed at the request and expense of the property owners. Unfortunately, the diameter of the mains are small in comparison to those required by the City. The largest mains are 3-1/2 inches in diameter while the smallest mains are 2-1/2 inches. By comparison, the City requires waterlines that have a minimum of 8 inches in diameter to support fire protection services.

Only two small sections of study area 11 are served by these water lines. The first is the London School area. A 3-1/2 inch line extends from Old Brownsville Road along F.M. 763 to the intersection of F.M. 43. From this intersection, the waterline extends easterly along F.M. 43 to a point east of the London School area. At the school junction, a waterline spur extends northward along F.M. 33 and serves the school and a few homes along the road.

The second waterline extends from the City limits along S.H. 268 to the intersection of F.M. 2444. This line extends westerly along F.M. 2444 to a

point west of County Road 49. Except for this spur, all other lines extend east toward Oso Creek.

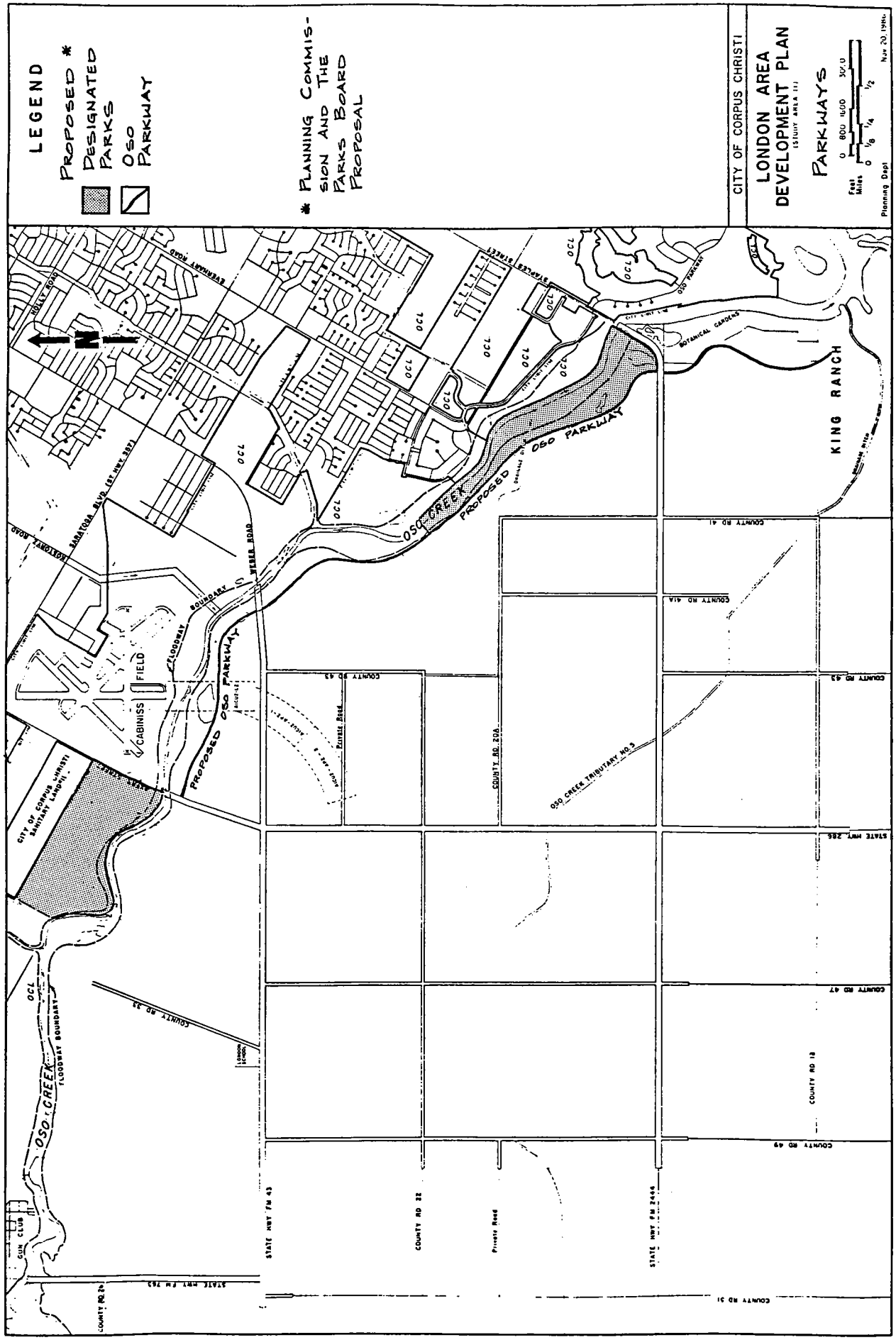
With respect to sewer service, the City has not extended service to the study area. For this reason, all residents utilize septic tanks. However, this type of master disposal system is not recommended for the area because of low soil permeability.

Consequently, before more development occurs, the City Council must approve a wastewater plan that will service the entire area and, in the process, eliminate the usage of septic tanks. The need to adopt a plan has taken a sense of urgency due to the encroachment of residential developments along Oso Creek.

If development occurs south of the Oso prior to the adoption of a wastewater plan, developers would have three alternatives. The first is to construct a lift station at their own expense. The lift station would pump wastewater into the existing Oso Wastewater System and operate until the City extends wastewater service to the study area. The second alternative would be to construct a package plant in an area south of Oso Creek. The third alternative would be to construct septic tanks for single-family dwellings. Use of septic systems for multi-family, commercial, and industrial activities would not be appropriate due to the potential for pollution and due to the poor soil suitability for septic tanks in the area.

The City Council commissioned a consulting firm in 1984 to develop alternatives for the provision of wastewater services (major trunk system only) to the City and surrounding areas through the year 2025.

The firm evaluated six alternatives and selected one of the six as the most appropriate for Corpus Christi (Figure 9, page II-18). The alternative included the addition of a new Southside Wastewater Plant, improvements to the Oso Plan,


LEGEND
PROPOSED *
DESIGNATED PARKS
OSO PARKWAY
* PLANNING COMMISSION AND THE PARKS BOARD PROPOSAL
CITY OF CORPUS CHRISTI
LONDON AREA DEVELOPMENT PLAN
PARKWAYS
Feet
Miles
Planning Dept
Nov 20, 1986
KING RANCH
OSO CREEK
PROPOSED OSO PARKWAY
OSO CREEK TRIBUTARY NO. 3
CABINISS FIELD
CITY OF CORPUS CHRISTI SANITARY LANDFILL
FLOODWAY BOUNDARY
WEBER ROAD
SARATOGA BLVD. (ST. HWY. 357)
HOLLY ROAD
EVERHART ROAD
STAPLES STREET
BOTANICAL GARDENS
COUNTY RD 41
COUNTY RD 41A
COUNTY RD 43
COUNTY RD 20A
STATE HWY 286
COUNTY RD 47
COUNTY RD 18
COUNTY RD 49
COUNTY RD 51
COUNTY RD 22
STATE HWY FM 43
STATE HWY FM 2444
STATE HWY FM 763
COUNTY RD 26
COUNTY RD 33
GUN CLUB
OCL

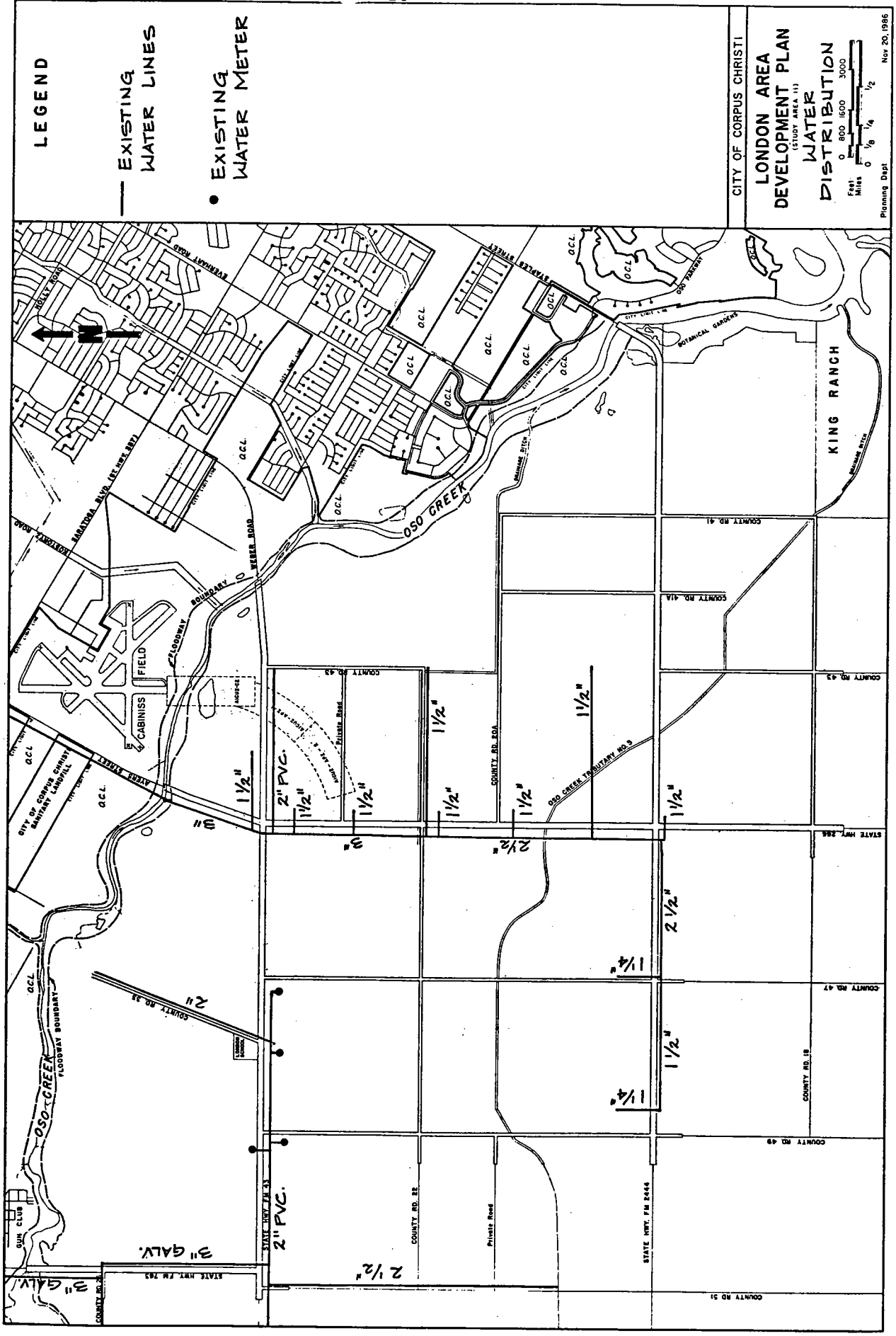

LEGEND
EXISTING WATER LINES
EXISTING WATER METER
CITY OF CORPUS CHRISTI
LONDON AREA DEVELOPMENT PLAN
(STUDY AREA II)
WATER DISTRIBUTION
Feet
Miles
0 800 1600 3000
0 1/8 1/4 1/2
Planning Dept
Nov 20, 1986
KING RANCH
OSO CREEK
CABINISS FIELD
CITY OF CORPUS CHRISTI SANITARY LANDFILL
FLOODWAY BOUNDARY
WEBER ROAD
SARATOGA BLVD. (ST. HWY. 357)
KOSTORYZ ROAD
EVERHART ROAD
HOLLY ROAD
STAPLES STREET
AYERS STREET
BOTANICAL GARDENS
DRAINAGE DITCH
COUNTY RD. 41
COUNTY RD. 41A
COUNTY RD. 43
COUNTY RD. 20A
COUNTY RD. 47
COUNTY RD. 18
COUNTY RD. 49
COUNTY RD. 51
COUNTY RD. 22
COUNTY RD. 25
STATE HWY. FM 43
STATE HWY. FM 2444
STATE HWY. FM 763
OSO CREEK TRIBUTARY NO. 3
Private Road
GUN CLUB
O.C.L.
2" PVC.
3" GALV.
1 1/2"
2 1/2"
1 1/4"
3"
2"

FIGURE 8

and expansion of the Westside Plant to handle current and projected wastewater levels.

The consulting firm also suggested that the Oso Plant be modified to increase its capacity from 16 million to 23 million gallons per day; and when the plant reaches a capacity of 19 MGD, work should begin to build the new Southside Plant. Based on growth projections, the firm expects the Oso Plant to reach 19 MGD by 1995. Anticipated flows from the southside plant will come from a large area south of Oso Creek as well as an area between Staples, the Cayo del Oso, Holly, and Oso Creek.

A new pump station is also proposed along Oso Creek (Figure 9). This station will pump flows from the Southside, including the study area, to the Oso Plant until the new plant is constructed. Once the Southside plant has been constructed, flows will be diverted to the new treatment plant.

Transportation - The study area contains a grid pattern of roads (Figure 10, page II-19). The road system is characterized as a rural system without any "urban subdivision" composed of local and collector streets. There are a total of 18.91 miles of two-lane paved roads, 3.17 miles of one-lane paved roads, and 14.05 miles of one-lane unpaved roads. Specifically, County Roads 18, 20A, 47, and 49 are partially paved; and they are all one-lane roads. County Roads 33, 41, 41A, 43, and 22 (east of S.H. 286 and just north of County Road 20A) are one-lane unpaved roads while the remaining roads are all two-lane paved roads.

Only two roads extend from the study area to other cities: They are S.H. 43 and 286. The former extend to Petronila, Texas, approximately 21 miles from the study area, and eventually to Driscoll, Texas; while the latter extend to Chapman Ranch, approximately 10 miles south of the study area, and eventually to Bishop, Texas.

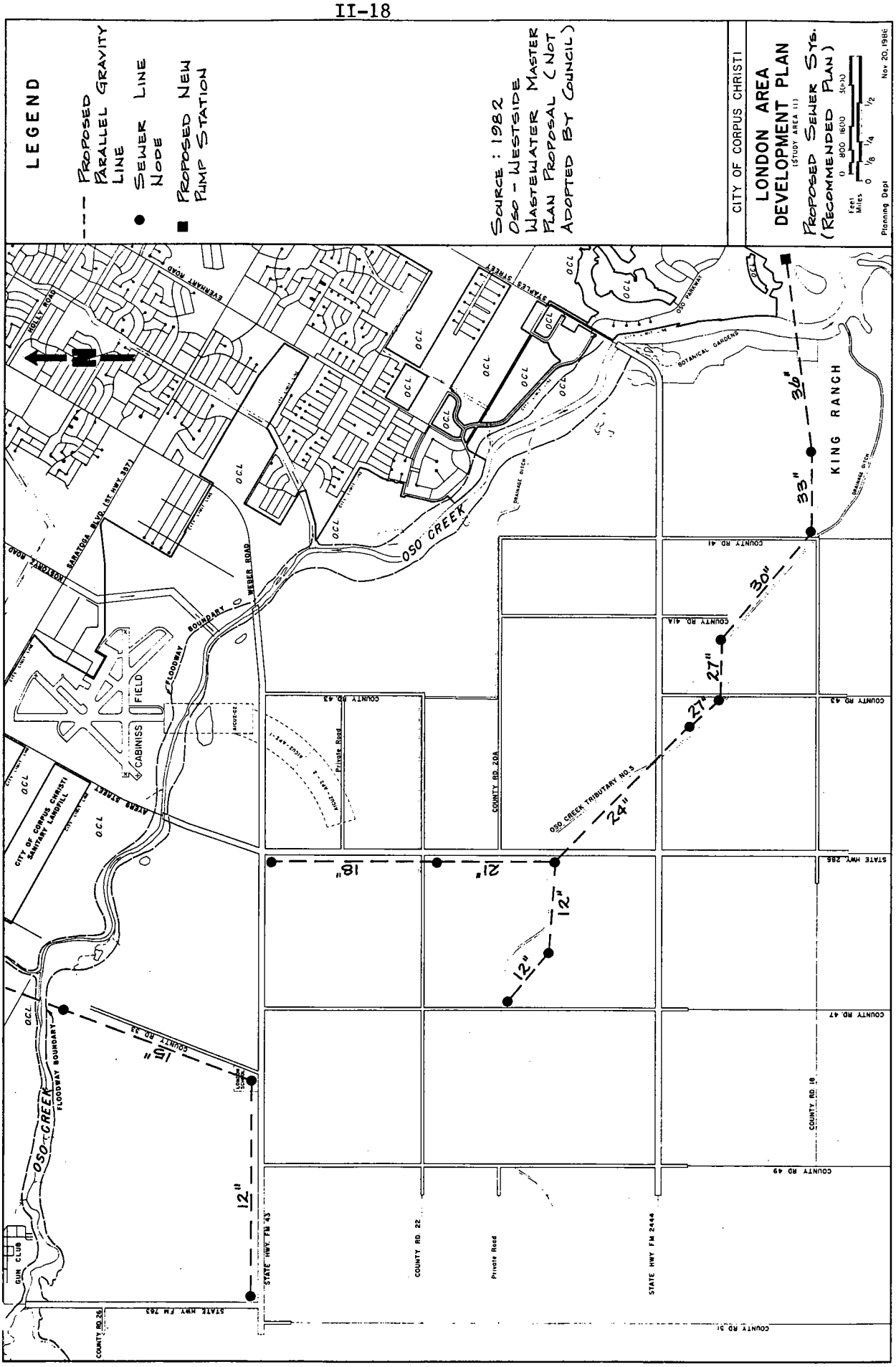

LEGEND
Proposed Parallel Gravity Line
Sewer Line Node
Proposed New Pump Station
Source : 1982 Oso - Westside Wastewater Master Plan Proposal (Not Adopted By Council)
CITY OF CORPUS CHRISTI
LONDON AREA DEVELOPMENT PLAN
(STUDY AREA 11)
Proposed Sewer Sys. (Recommended Plan)
Planning Dept
Nov 20, 1986
OSO CREEK
OSO CREEK TRIBUTARY NO.5
KING RANCH
BOTANICAL GARDENS
SARATOGA BLVD. (ST. HWY. 357)
HOLLY ROAD
EVERHART ROAD
STAPLES STREET
OSO PARKWAY
WEBER ROAD
AYERS STREET
CABINISS FIELD
FLOODWAY BOUNDARY
CITY OF CORPUS CHRISTI SANITARY LANDFILL
GUN CLUB
COUNTY RD. 35
COUNTY RD. 41
COUNTY RD. 41A
COUNTY RD. 43
COUNTY RD. 20A
COUNTY RD. 47
COUNTY RD. 18
COUNTY RD. 49
COUNTY RD. 22
COUNTY RD. 26
COUNTY RD. 51
STATE HWY. 286
STATE HWY FM 43
STATE HWY FM 763
STATE HWY FM 2444
Private Road
DRAINAGE DITCH
12"
15"
18"
21"
24"
27"
30"
36"
O.C.L.

Figure 9

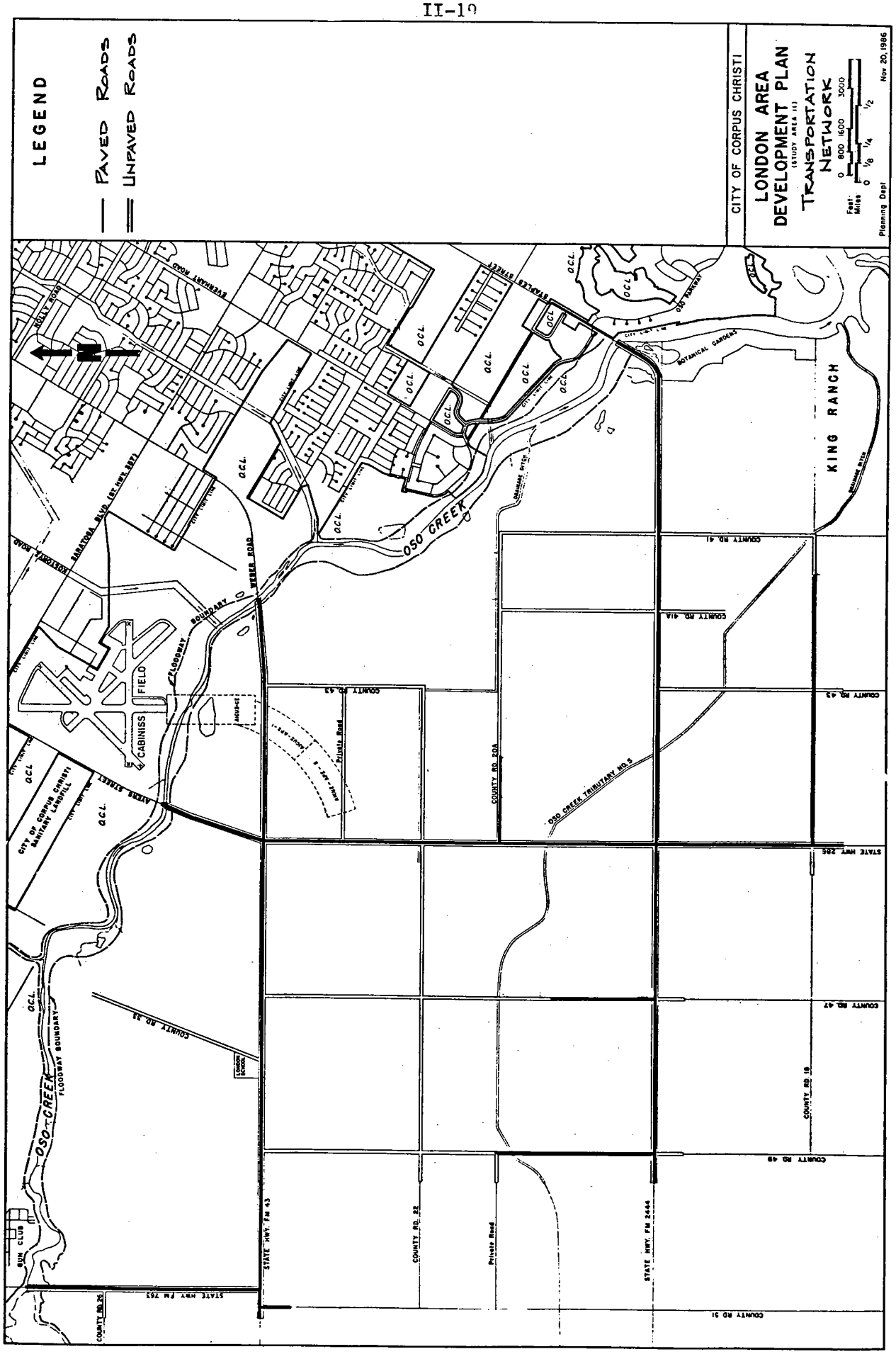

LEGEND
PAVED ROADS
UNPAVED ROADS
CITY OF CORPUS CHRISTI
LONDON AREA DEVELOPMENT PLAN
(STUDY AREA II)
TRANSPORTATION NETWORK
Feet: 0 800 1600 3000
Miles: 0 1/8 1/4 1/2
Planning Dept
Nov 20, 1986
KING RANCH
OSO CREEK
OSO CREEK TRIBUTARY NO. 5
FLOODWAY BOUNDARY
WEBER ROAD
CABINISS FIELD
CITY OF CORPUS CHRISTI SANITARY LANDFILL
BOTANICAL GARDENS
STATE HWY. FM 43
STATE HWY. FM 2444
STATE HWY. FM 763
COUNTY RD. 41
COUNTY RD. 41A
COUNTY RD. 43
COUNTY RD. 20A
COUNTY RD. 47
COUNTY RD. 18
COUNTY RD. 49
COUNTY RD. 51
COUNTY RD. 22
COUNTY RD. 26
STATE HWY. 286
Private Road
O.C.L.

FIGURE 10

The extension of the Crosstown Expressway into the study area should occur during the 1990s. As this road is built, it should have a dramatic impact on development of the area.

Airports - There is one military air-training installation, Cabaniss Field, adjacent to study area 11. Since the installation was constructed prior to pressures from urban development, no restrictions were adopted to limit urban encroachment. However, the City has purchased property around the airport to control development and land use studies have been undertaken to suggest methods for promoting compatible development.

In 1980 the Navy designated Air Installation Compatible Use Zones (AICUZ) adjacent to Cabaniss Field. These zones identify crash hazard areas and provide a recommendation from the Navy to the City concerning future land use. Adherence to the Navy recommendations are intended to protect the public health, safety, and welfare. Three of these zones are located at the end of the Cabaniss north-south runway which extends into the London study area (figure 11, page II-21). These zones are described below:

A. The Clear Zone (CZ), located at the end of the runway recommends that no development occur;

B. Accident Potential Zone I (APZ-1) identifies an area where there is significant potential for accidents. APZ-1 restrictions on development include the recommendations that no residential development be allowed and only commercial or industrial developments that will not cause the congregation or large groups of people; and,

C. Accident Potential Zone II (APZ-2) identifies an area of measurable accident potential. APZ-2 restrictions on development include recommendations to limit residential development to 2 units per acre and

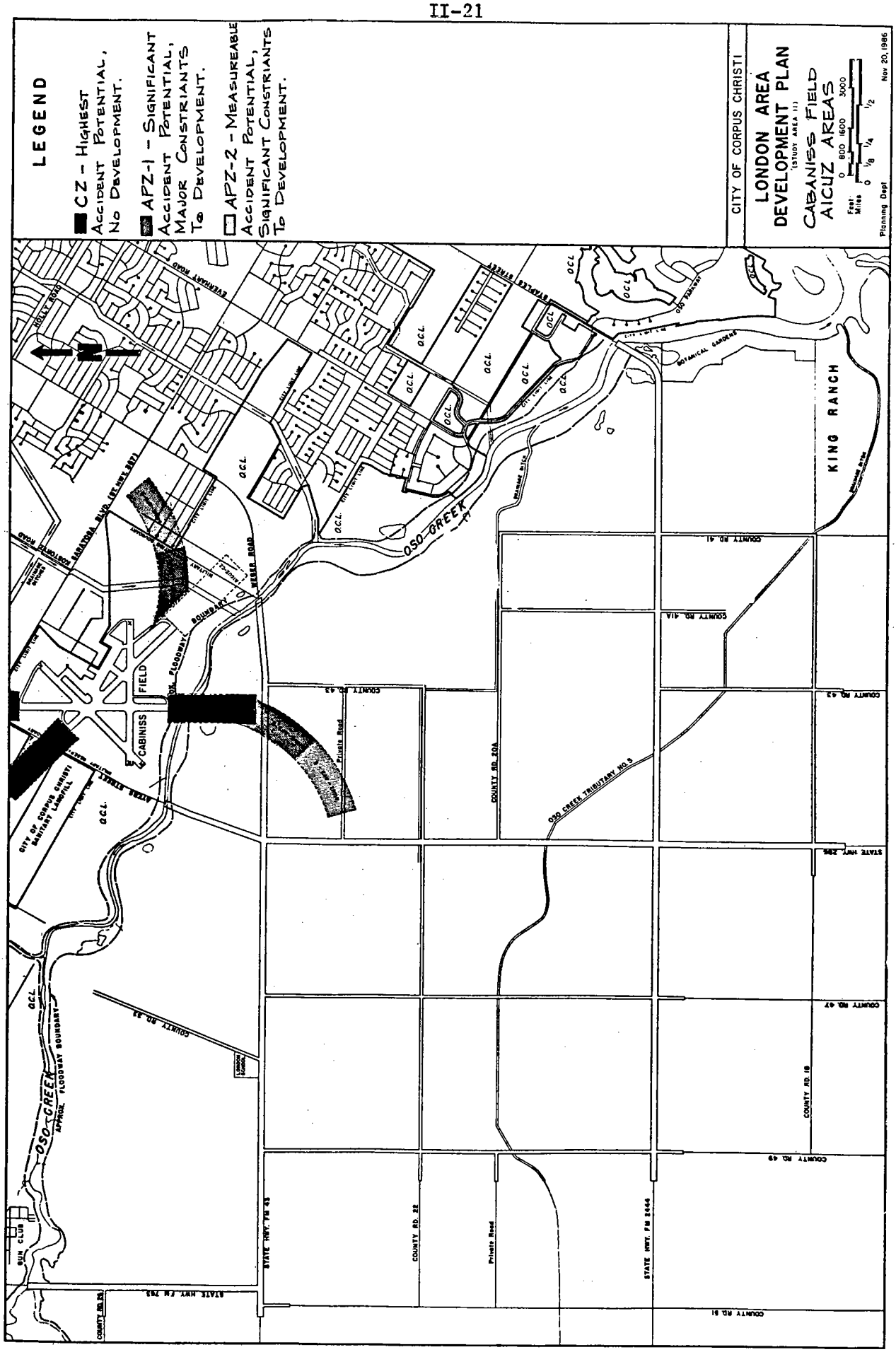

LEGEND
CZ - Highest Accident Potential, No Development.
APZ-1 - Significant Accident Potential, Major Constriants To Development.
APZ-2 - Measureable Accident Potential, Significant Constriants To Development.
CITY OF CORPUS CHRISTI
LONDON AREA DEVELOPMENT PLAN
(STUDY AREA II)
CABANISS FIELD
AICUZ AREAS
Feet
Miles
0 800 1600 3000
0 1/8 1/4 1/2
Planning Dept
Nov 20, 1986
KING RANCH
OSO CREEK
CABINISS FIELD
CITY OF CORPUS CHRISTI SANITARY LANDFILL
OSO CREEK TRIBUTARY NO. 5
COUNTY RD. 41
COUNTY RD. 41A
COUNTY RD. 43
COUNTY RD. 20A
COUNTY RD. 47
COUNTY RD. 18
COUNTY RD. 49
COUNTY RD. 51
COUNTY RD. 22
STATE HWY. FM 43
STATE HWY. FM 2444
STATE HWY. FM 765
COUNTY RD. 33
Private Road
APPROX. FLOODWAY BOUNDARY
GUN CLUB
BOTANICAL GARDENS
O.C.L.

FIGURE 11

commercial or industrial developments that will not cause the congregation of large groups of people.

Other Topics

The Chapman Ranch Plan - Since the London study area is in between the existing City limits and the Chapman Ranch, it is critically important to reconsider recommendations for the Chapman Ranch in light of recommendations for the London area. For these reasons, a summary of the Chapman Ranch Plan is provided.

Chapman Ranch Plan Background - In June 1985, the City Council approved a contract with Shell Management, Inc. (owners of the Chapman Ranch) to provide planning studies related to Chapman Ranch. Subsequently, Shell Management hired the consulting firms of Brown and Caldwell, and Freese and Nichols, Inc. to develop a conceptual plan for distribution of services to the Chapman Ranch.

The Ranch contains approximately 34,000 acres, with only a small portion within the City's 5-mile extra-territorial jurisdiction. Due to the size of the Ranch and the potential population associated with development of the area, it is likely that the Ranch will have a substantial impact on the City's future transportation and infrastructure development.

Chapman Ranch Plan, Water - Since the size of the Ranch includes approximately 34,000 acres, at full development, the Ranch area could include as many as 100,000 people. In order to serve this large population, the plan suggests that the area be served by City of Corpus Christi water. Several alternatives to Corpus Christi water are considered, but they are ruled out as too expensive. These alternatives include on-site ground water, supply of water from existing or proposed reservoirs and supply of water from nearby Kingsville.

The plan suggests that two large water mains be extended from the Corpus Christi system. Several pump stations and storage tanks are also recommended.

The City adopted a water service plan in 1982. The plan does not specifically recommend any waterlines within the Chapman Ranch area. However, several lines are proposed for the area north of Chapman Ranch with the London area. The proposed lines in the 1982 plan and those recommended in the Chapman Ranch Plan are displayed on figure 12 (page II-24). It is important to note that the 1982 plan specifies lines that would be of insufficient size to tie onto the proposed Chapman Ranch water lines. It is also important to note that the closest point of connection between the proposed lines in the 1982 Water Plan would still be more than a mile from the Chapman Ranch property. For these reasons, the 1982 plan must be amended to incorporate the needs of the Chapman Ranch area.

Chapman Ranch Plan, Wastewater - The Chapman Ranch Plan proposes that a temporary "package" treatment plant be constructed to serve the initial development phases. The plant location is proposed for an area northeast of the Chapman Ranch and southeast of the London area as displayed on figure 12 (page 26). The proposed southside wastewater treatment plan is proposed as a long-term solution to the Chapman Ranch wastewater needs.

As an alternative to the eventual connection onto the proposed southside plant, the plan suggests that the City may wish to participate in the development of a package plant with the intent to eventually convert the plant to another conventional wastewater treatment facility.

As illustrated on figure 11, the Chapman Ranch Plan also indicates the need for seven pump stations. Additional recommendations include the possible installation of "small" wastewater lines initially with a planned replacement program to larger lines during the latter development stages.

Chapman Ranch Plan, Natural Gas - Although the Chapman Ranch Development Plan does not discuss a natural gas distribution system for the area, the City

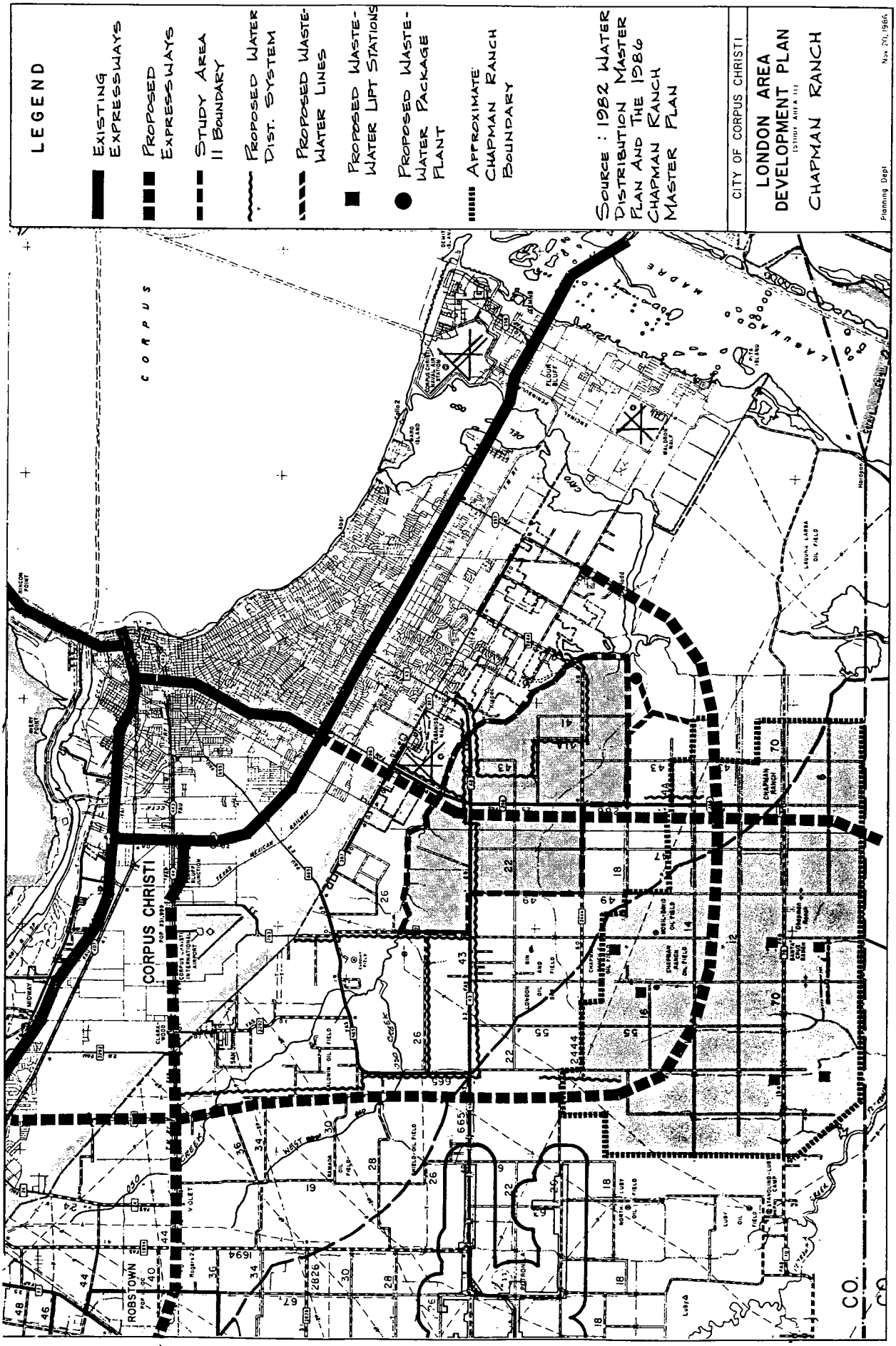

LEGEND
EXISTING EXPRESSWAYS
PROPOSED EXPRESSWAYS
STUDY AREA II BOUNDARY
PROPOSED WATER DIST. SYSTEM
PROPOSED WASTE-WATER LINES
PROPOSED WASTE-WATER LIFT STATIONS
PROPOSED WASTE-WATER PACKAGE PLANT
APPROXIMATE CHAPMAN RANCH BOUNDARY
SOURCE : 1982 WATER DISTRIBUTION MASTER PLAN AND THE 1986 CHAPMAN RANCH MASTER PLAN
CITY OF CORPUS CHRISTI
LONDON AREA DEVELOPMENT PLAN
CHAPMAN RANCH
Planning Dept
Nov 20, 1986
CORPUS CHRISTI
ROBSTOWN
CO.

Figure 12

may need to incorporate this planning aspect in projecting long-range planning needs for the area south of Oso Creek.

Presently, the City is committed to purchase its gas supply from Valero Corporation through 1993. Valero has a high pressure transmission main adjacent to Chapman Ranch. If the City decides to provide natural gas to the Chapman Ranch area, a purchase point and regulator station could be planned to avoid costly duplication. Moreover, while the Ranch becomes fully developed, the City could plan to locate large-diameter transmission lines and regulator stations throughout the Ranch.

Chapman Ranch Plan, Transportation - A number of major improvements are proposed, however, only one of these improvements would traverse the London area: extension of the Crosstown Expressway. The Crosstown Expressway is recommended for extension south through the London and Chapman Ranch areas.

Another major recommendation is the development of a beltway around the metropolitan area. This recommendation has implications for the London area, however, it does not specifically affect any property within the London area.

ANALYSIS

III. ANALYSIS

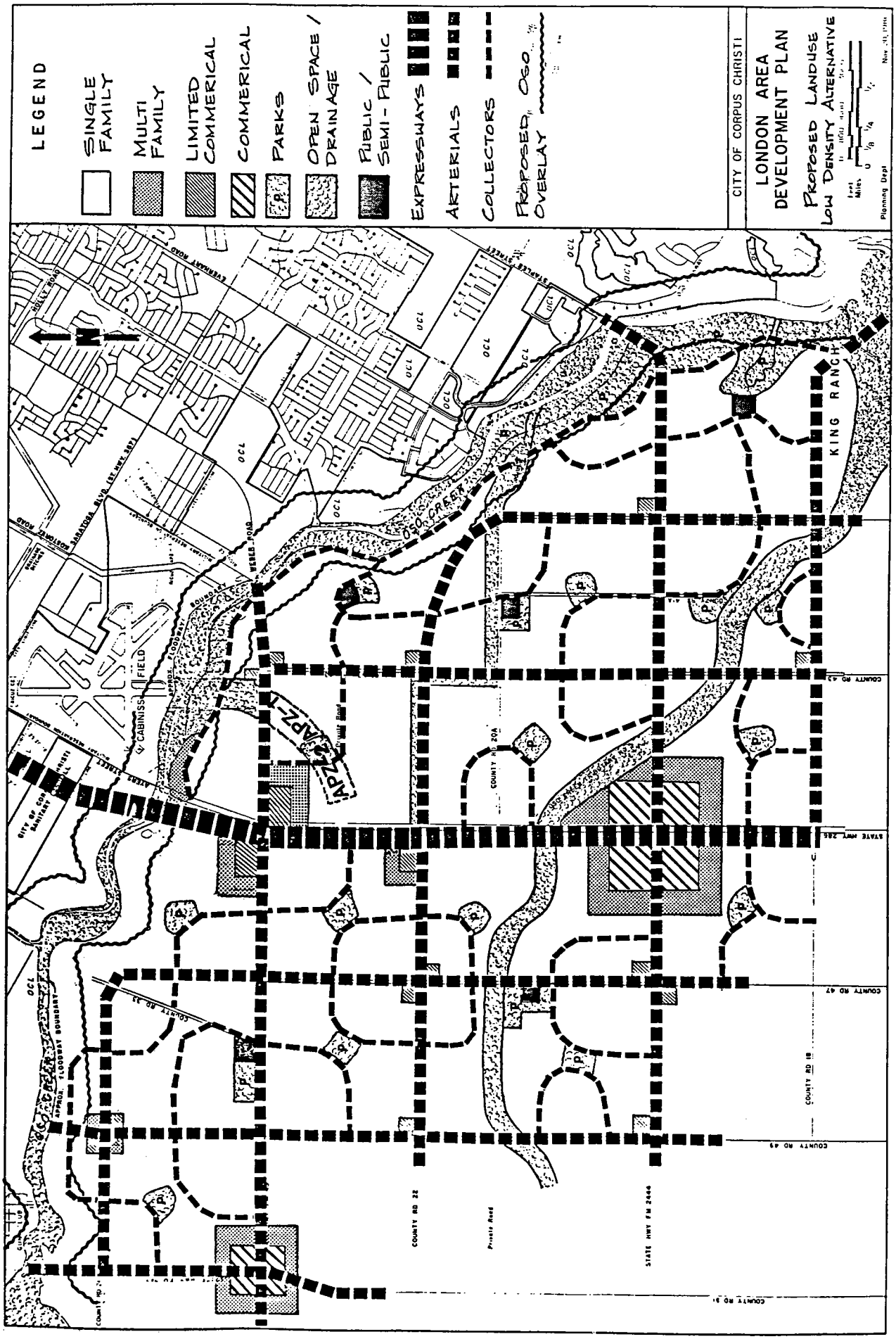
The Relationship of the London Area Plan to the Comprehensive Policy Statements

As part of the area development planning process three future land use sketch maps were developed (see pages III-2 through III-7). These maps were drawn with the Policy Statements in mind so that all land use activities within the area would comply with the policies yet provide various features, in terms of land use, park locations, roadway configuration, etc. As discussed in the following paragraphs, the Policy Statements have had a major impact on the location of commercial activities, the proposed street system, activities to be located adjacent to air installation compatible use zone (AICUZ), the need to preserve environmentally sensitive areas and the need to promote economic development.

To accomplish this goal, large commercial centers were located at major intersections to allow customer accessibility and to allow for the development of compact shopping centers. These centers, in turn, are surrounded by multi-family dwellings (or areas of less intensity) that buffer residential neighborhoods from commercial activity and fast-moving traffic.

Limited commercial shopping centers were also located at arterial intersections. Depending on the size of the shopping centers, some of these will require buffer areas. The purpose of these centers is to serve the needs of adjacent neighborhoods rather than the entire community. These centers will contain activities that are neighborhood oriented.

Although the stripping of commercial and multi-family uses are discouraged in the Policy Statements, it is allowed in special situations, e.g., where a


LEGEND
SINGLE FAMILY
MULTI FAMILY
LIMITED COMMERICAL
COMMERICAL
PARKS
OPEN SPACE / DRAINAGE
PUBLIC / SEMI-PUBLIC
EXPRESSWAYS
ARTERIALS
COLLECTORS
PROPOSED OSO OVERLAY
CITY OF CORPUS CHRISTI
LONDON AREA DEVELOPMENT PLAN
PROPOSED LANDUSE
LOW DENSITY ALTERNATIVE
Planning Dept
KING RANCH
OSO CREEK
CABINISS FIELD
APZ-1
APZ-2
OCL
COUNTY RD 43
STATE HWY 286
COUNTY RD 47
COUNTY RD 49
COUNTY RD 22
STATE HWY FM 2444
COUNTY RD 18
COUNTY RD 20A
COUNTY RD 33
EVERHART ROAD
HOLLY ROAD
SARATOGA BLVD (ST HWY 357)
WEBER ROAD
STAPLES STREET
APPROX. FLOODWAY BOUNDARY
CITY OF CORPUS CHRISTI SANITARY

LOW DENSITY ALTERNATIVE

LAND USES

	ACREAGE	%
SINGLE FAMILY	6,911[a]	60
MULTI FAMILY	545	5
LT. COMMERCIAL	160	1
COMMERCIAL	164	1
LT. INDUSTRIAL	—	—
OPEN SPACE	705	6
PARKS	468	4
PUBLIC	64	1
TRANSPORTATION	2,562[b]	22
TOTAL	11,579	100%

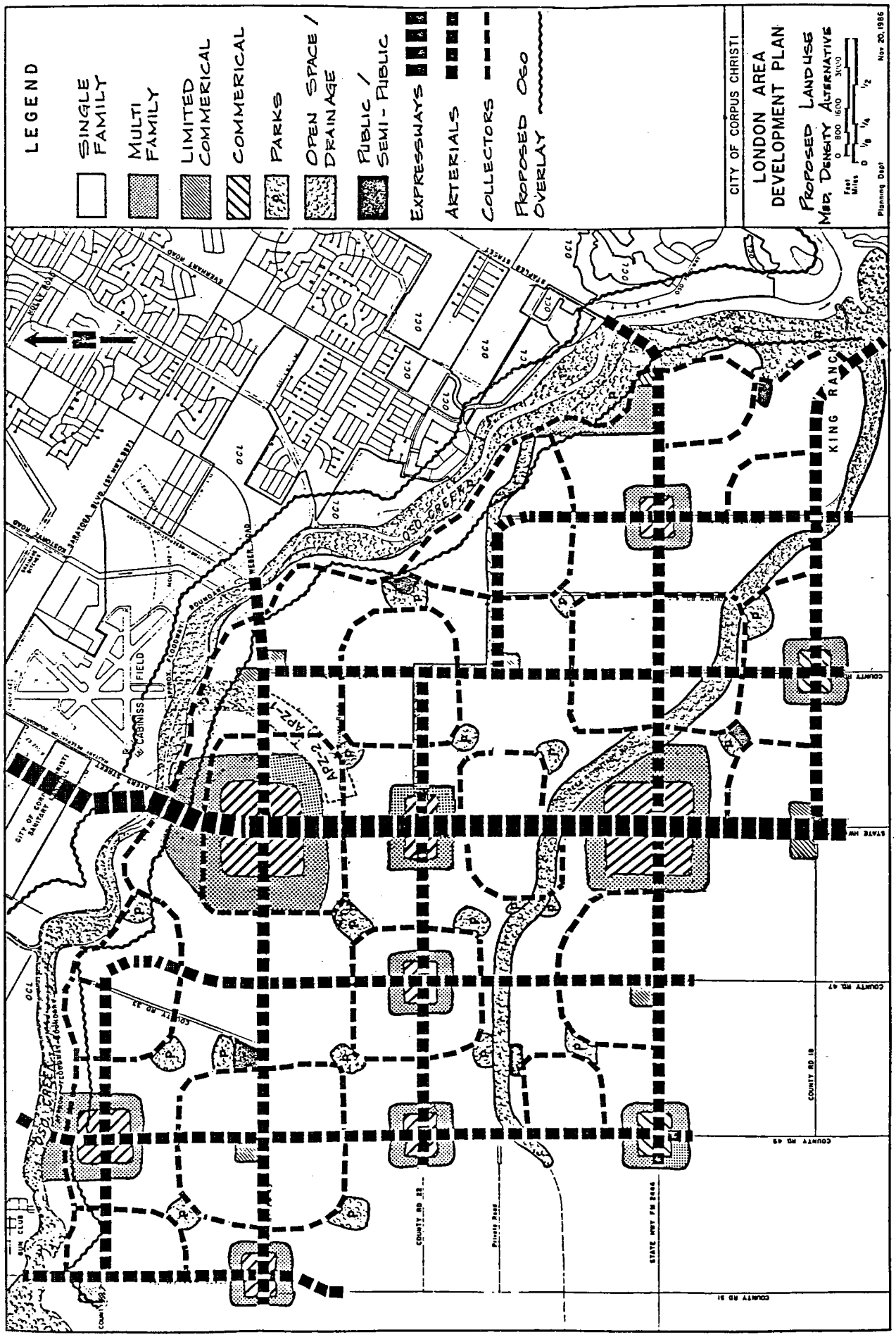
[a] THESE ACREAGES WERE REDUCED BY .25% TO REFLECT STREET DEDICATION (OR RIGHT-OF-WAYS) WITHIN SINGLE-FAMILY AREAS.

[b] THESE ACREAGES INCLUDE THE 25% STREET DEDICATIONS IN SINGLE-FAMILY AREAS AND THE CROSSTOWN EXPRESSWAY RIGHT-OF-WAY, 245 ACRES.

HOUSING & POPULATION CHARACTERISTICS

	UNITS PER ACRE
SINGLE FAMILY	5
MULTI FAMILY	15

	TOTAL UNITS
SINGLE FAMILY	34,555
MULTI FAMILY	8,175
HOUSEHOLD SIZE FOR CENSUS TRACT 54	2.56
TOTAL POPULATION	109,389


LEGEND
SINGLE FAMILY
MULTI FAMILY
LIMITED COMMERICAL
COMMERICAL
PARKS
OPEN SPACE / DRAINAGE
PUBLIC / SEMI-PUBLIC
EXPRESSWAYS
ARTERIALS
COLLECTORS
PROPOSED OSO OVERLAY
CITY OF CORPUS CHRISTI
LONDON AREA DEVELOPMENT PLAN
PROPOSED LANDUSE MED. DENSITY ALTERNATIVE
Feet
Miles
Planning Dept
Nov 20, 1986
KING RANCH
OSO CREEK
APZ-1
APZ-2
CABINISS FIELD
WEBER ROAD
STAPLES STREET
EVERHART ROAD
SARATOGA BLVD. (ST NWY 357)
COUNTY RD 47
COUNTY RD 49
COUNTY RD 18
COUNTY RD 22
STATE HWY FM 2444
COUNTY RD 31
GUN CLUB
OCL

MEDIUM DENSITY ALTERNATIVE

LAND USES

	ACREAGE	%
SINGLE FAMILY	6359[a]	55
MULTI FAMILY	971	8
LT.COMMERCIAL	95	1
COMMERCIAL	545	5
LT. INDUSTRIAL	--	--
OPEN SPACE	705	6
PARKS	477	4
PUBLIC	44	.4
TRANSPORTATION	2383[b]	21
TOTAL	11,579	100%

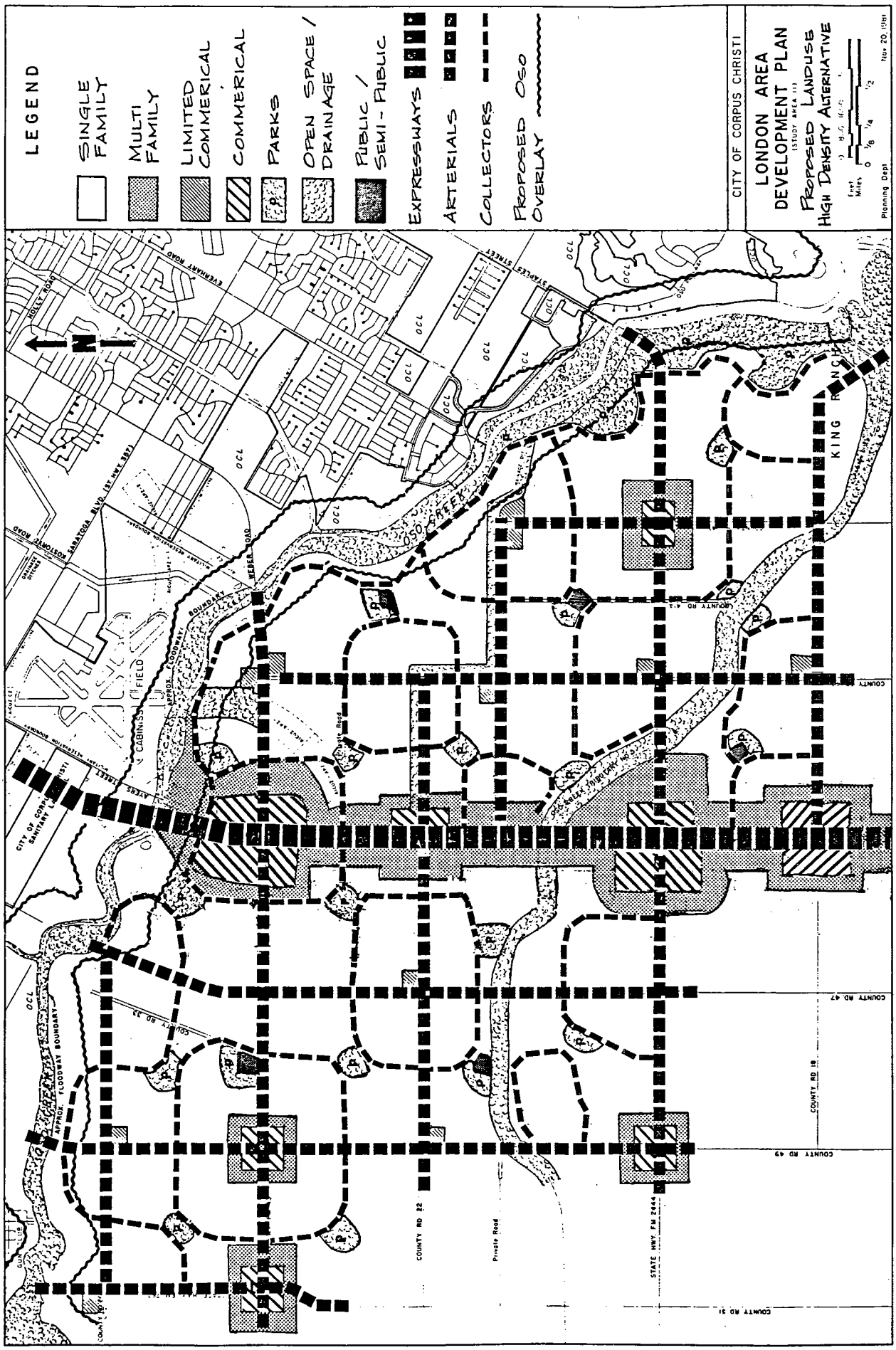
[a] THESE ACREAGES WERE REDUCED BY .25% TO REFLECT STREET DEDICATION (OR RIGHT-OF-WAYS) WITHIN SINGLE-FAMILY AREAS.

[b] THESE ACREAGES INCLUDE THE 25% STREET DEDICATIONS IN SINGLE-FAMILY AREAS AND THE CROSSTOWN EXPRESSWAY RIGHT-OF-WAY, 245 ACRES.

HOUSING &POPULATION CHARACTERISTICS

	UNITS PER ACRE
SINGLE FAMILY	5
MULTI FAMILY	22

	TOTAL UNITS
SINGLE FAMILY	31,935
MULTI FAMILY	20,416
HOUSEHOLD SIZE FOR CENSUS TRACT 54	2.56
TOTAL POPULATION	134,019


LEGEND
SINGLE FAMILY
MULTI FAMILY
LIMITED COMMERICAL
COMMERICAL
PARKS
OPEN SPACE / DRAINAGE
PUBLIC / SEMI-PUBLIC
EXPRESSWAYS
ARTERIALS
COLLECTORS
PROPOSED OSO OVERLAY
CITY OF CORPUS CHRISTI
LONDON AREA DEVELOPMENT PLAN
(STUDY AREA III)
PROPOSED LANDUSE
HIGH DENSITY ALTERNATIVE
Feet
Miles
0 1/8 1/4 1/2
Planning Dept
Nov 20, 1981
N
OCL
OSO CREEK
KING RANCH
CABINISS FIELD
APPROX. FLOODWAY BOUNDARY
EVERHART ROAD
HOLLY ROAD
STAPLES STREET
SARATOGA BLVD. (ST. HWY. 357)
WEBER ROAD
AYERS STREET
COUNTY RD 33
COUNTY RD 22
COUNTY RD 47
COUNTY RD 49
COUNTY RD 18
COUNTY RD 31
STATE HWY. FM 2444
Private Road

HIGH DENSITY ALTERNATIVE

LAND USES

	ACREAGE	%
SINGLE FAMILY	6,116[a]	53
MULTI FAMILY	1,246	11
LT. COMMERCIAL	118	1
COMMERCIAL	581	5
LT. INDUSTRIAL	—	—
OPEN SPACE	705	6
PARKS	550	5
PUBLIC	52	.4
TRANSPORTATION	2,211	19
TOTAL	11,579[b]	100%

[a] THESE ACREAGES WERE REDUCED BY .25% TO REFLECT STREET DEDICATION (OR RIGHT-OF-WAYS) WITHIN SINGLE-FAMILY AREAS.

[b] THESE ACREAGES INCLUDE 25% OF THE STREET DEDICATIONS IN SINGLE FAMILY AREAS AND THE EXTENSION OF THE CROSSTOWN EXPRESSWAY OUTSIDE THE STUDY AREA.

HOUSING & POPULATION CHARACTERISTICS

	UNITS PER ACRE
SINGLE FAMILY	5
MULTI FAMILY	29

	TOTAL UNITS
SINGLE FAMILY	30,580
MULTI FAMILY	36,134

HOUSEHOLD SIZE FOR CENSUS TRACT 54	2.56
TOTAL POPULATION	170,788

marginal access street is provided. However, the high-density alternative does display a stripping of multi-family uses along the proposed Crosstown Expressway. Such strips are not recommended along arterial streets but such a strip may be necessary along the proposed Crosstown Expressway.

The Policy Statements also require that a graduated street system be developed throughout the City, and the existing transportation network will be useful for providing the framework that will meet these requirements. Although local streets are not shown on the map (due to problems in scale), they are implied. Local streets provide access to residential areas while collector streets (a step higher in the graduated system) funnel traffic from residential areas to arterials. Arterials, one step higher than collectors, are major streets that link major land use activities throughout the city. Freeways, the highest level of graduated streets, move traffic from the metropolitan area to other areas in the region.

The graduated street system also allowed elementary schools and parks to be located along collector streets, and when possible, the two facilities were located adjacent to one another to encourage their joint use. Moreover, the two facilities were also located along collector streets to avoid fast-moving traffic and between adjoining collectors to increase their accessibility from surrounding neighborhoods.

With respect to AICUZ flight paths surrounding Cabaniss Field, the Policy Statements require that they be developed in a manner that is sensitive to expected levels of noise so that they will not subject residents to unreasonable risk due to possible aircraft accidents. For these reasons, these areas were converted, when possible, into parks or open space.

In addition, areas with large drainage systems such as Oso Creek including its two small tributaries are recommended as open space/drainageways. In

addition, along the Oso Creek a parkway street is recommended to take advantage of the unique and interesting visual relief provided by the Creek.

With respect to economic development, the Policy Statements encourage private or public ventures in areas where they will be compatible with the surrounding land use activities. One of these ventures is the Botanical Garden located in the southeastern corner of the study area. The site is at the intersection of State Highway 2444 and Oso Creek, and it is surrounded by the Oso Parkway, which encompasses large environmentally-sensitive areas.

Although this venture will attract a large number of tourists and local residents, it will not hinder residential development within the immediate area. The reason is that the reserve is large, and it contains large parcels of land that will buffer one activity from the other.

Problems and Issues: Constraints to Development

Soils - As discussed previously, the best soils for development within the study area are located along a small tributary of the Oso Creek; but since these soils form isolated pockets, they are not significantly important to development.

On the other hand, Victoria Clays are widely distributed; and they form the largest group of soils throughout the study area (see Figure 4). Although these soils have moderate to severe limitations for development, they are relatively suited for residential development but marginally suited for commercial and industrial development.

The only soils that had severe limitations to development were found along Oso Creek. Fortunately, these soils will not obstruct future development in the study area because they are located within the proposed Oso Parkway and in areas protected by environmental agencies.

Stormwater Facilities - Presently, the London Area does not have a stormwater (drainage) plan. The City has entered into a contract with a consulting firm to develop a stormwater plan for the study area and all areas within the Oso Creek watershed. Once completed, the stormwater plan will show the areas and rights-of-way along which the drainageways lead to the Oso. In the meantime, an alternative land use (or development) plan should be utilized as the basis upon which drainageways will be constructed. If necessary, changes to the development plan will be made to accommodate the recommendations of the stormwater plan and the immediate needs of the area.

Water and Wastewater Facilities - The City provides water to a limited number of residents; and, unfortunately, the existing lines are smaller in comparison to those required by the City. As development occurs, old lines must be replaced and new lines installed for all land use activities, including fire emergencies.

As mentioned earlier, the City adopted a 1982 water distribution plan for the entire city and surrounding areas. The plan outlines several proposed mains that traverse the study area (see Figure 12). Once these mains are installed, feeder lines will be constructed to serve developing areas and existing households. However, the general location of these lines will be determined as development occurs.

The London Area also has no sewer or wastewater service. Consequently, area residents utilize septic tanks. However, this type of waste disposal system is not recommended for the study area because the soils have low-permeability. If their use is unchecked, their proliferation may have a harmful effect on the local environment, including ground water contamination. For this reason, the City must adopt a wastewater service plan for the area.

Another reason for adopting a wastewater plan and discouraging septic tanks is to promote orderly, contiguous growth that is cost-effective to the city. Oftentimes, septic tanks encourage isolated development that lead to the fragmentation of the urban landscape; and contain plumbing systems that cannot be upgraded to the city's developmental standards.

Parks and Recreation Facilities - Parks are an essential aspect in the developmental process of all areas because they serve a three-fold purpose: 1) they provide facilities for outdoor recreation; 2) they enable historic and scenic areas in the city to be preserved; and 3) they permit areas poorly adapted to urban use, by virtue of their steepness or poor drainage, to be protected from harmful private use.

An accepted minimum standard for parks in an urban area requires one acre of parkland for each 100 persons. Approximately one-half of this should consist of local or neighborhood parks, with the remaining in large parks. Other "rules of thumb" call for the setting aside of ten percent of the urban space for parks or open space. These standards, of course, are not always realized because of fixed conditions or other factors that may preclude the possibility of completely addressing them. But, an attempt was made to realize these goals while developing the alternative land use plans.

The low-density alternative contains 1,173 acres of parkland and open space, the medium-density 1,182 acres, and the high-density 1,255 acres. If each acreage is divided by its acre per 100 persons ratio, the calculations show that the low-density alternative contains 1.07 acres, the medium-density 0.88 acre, and the high-density 0.74 acre per 100 persons, respectively.

The analysis demonstrates that only the low-density alternative meets the minimum requirement, while the other two fall short of the goal. Nonetheless,

these ratios are relatively close to the minimum standard, and they can therefore be considered adequate.

Moreover, the space preserved for parks and open space also meets the ten percent park requirement, and parkland alone accounts for five percent of the total urban space. By comparison, they City requires a five percent park dedication from all developers before an area can be platted for residential purposes. If this is the case, the City would require that 372 acres be dedicated for all residential areas (single and multi-family dwellings) in the low-density land use plan. Similarly, the City would require that 367 acres be dedicated in the medium density map and 368 acres in the high-density land use alternative. From this perspective, all three land use plans have an ample amount of parkland and open space for all residential areas.

The Oso Creek forms the northern boundary of the London Study Area, and it constitutes a unique wetland environment. Along the Oso's channels, bosks, and hills, native vegetation and wildlife are found in abundance. The vegetation alone is extremely important to the ecosystem because it provides food and protection that supports a multitude of wildlife within the natural setting. It is, therefore, extremely important that the land use plans protect the Creek from harmful land use activities that could pollute the water quality and destroy the natural habits of the waterway.

Transportation Facilities - As mentioned earlier, the London Study area has an existing transportation network that forms the basis upon which land use activities will be located. As development occurs, it is important to plan effectively for future street and highways capable of carrying large traffic flows. To accomplish this task, it is necessary to adopt a transportation plan for the area that will obtain sufficient rights-of-way and allow for a timely and orderly expansion of streets and highways.

Another important issue associated with transportation is a long-term bridge building policy along Oso Creek and other drainageways in the study area. Such a policy should reduce the long-term construction costs and ensure the construction of structures that will not impede 100-year floodwaters.

The three alternatives show that as the population density increases, the number of bridges also increase. The reason for this is to accommodate large traffic flows and business activities between adjoining areas. There have been some concerns expressed by property owners that a bridge across the Oso at Everhart Road is needed. Staff does not recommend a bridge at this location unless 1) upon more detail study that actual traffic needs will warrant a bridge at this location; 2) that a bridge at this location will not congest traffic along Everhart to the north.

Land Use Activities - The AICUZ flight paths extend beyond Cabaniss Field to the London Study Area. These zones define areas of high noise and accident potential. Consequently, they must be developed carefully to ensure compatible land use activities adjacent to the airfield and protect the public health and welfare of nearby residents. Simply stated, careful planning around the airfield will prevent future land use conflicts, and, in the process, enhance the development of the impacted areas.

Since the London Study Area will also be one of the city's most important growth areas in the near future, compatible land uses should be planned so that the immediate and future needs of all residents will be met. The result should be a land use plan that closely resembles the guidelines expressed in the Policy Statements of the Comprehensive Plan.

RECOMMENDATIONS

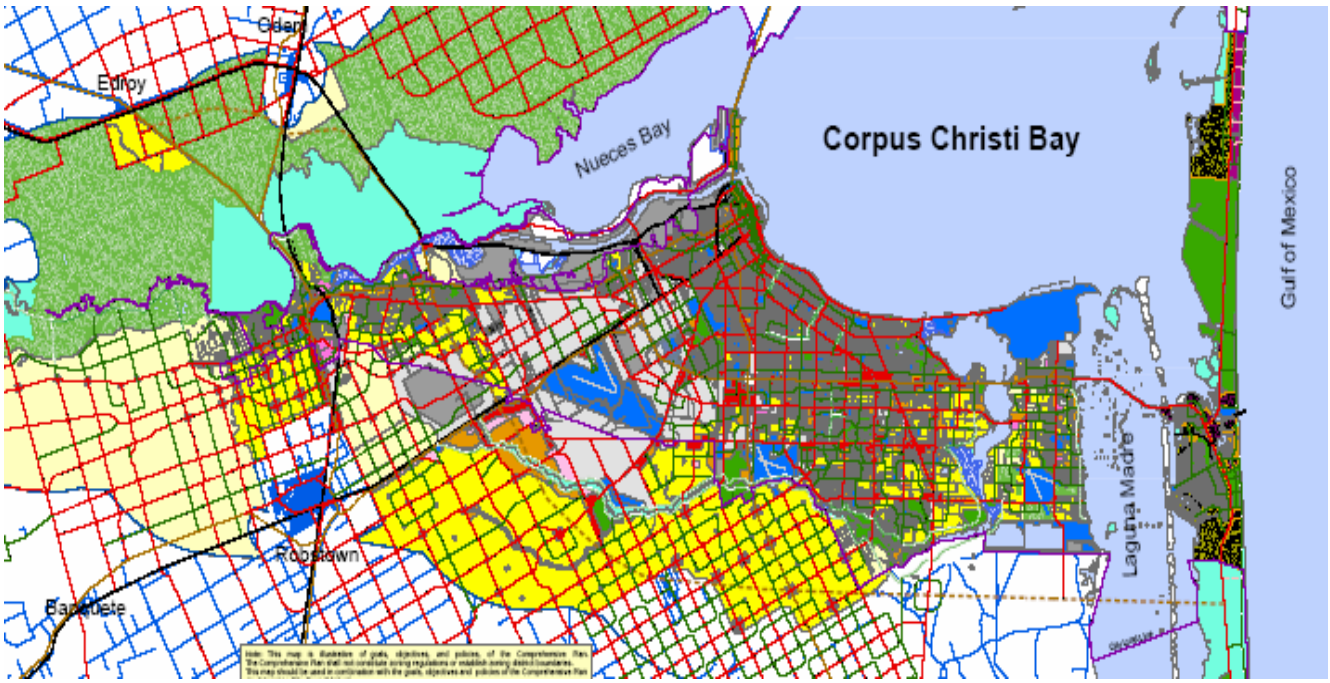
IV. LONDON AREA DEVELOPMENT PLAN RECOMMENDATIONS

Given the City's proposed Comprehensive Policy Statements, the discussion of existing conditions in chapter 2, and the analysis of these conditions in chapter 3, a number of development issues begin to emerge. The purpose of this chapter is to summarize these issues and suggest a recommended course of action. The recommendations are as follows:

1. The need to identify a future land use pattern for the study area is of critical importance as the future land use pattern will provide a plan that will help the developer and the city to better coordinate zoning and platting, development of parks and the installation of the water and sewer system to accommodate future needs.

   Based on comments received at the Planning Commission's public hearing, the city's policy statements and other city plans it is recommended that the City Council adopt the future land use map displayed on page IV-2. Staff is of the opinion that the high density alternative is not as consistent with the Policy Statements as is the medium-density alternative due to the stripping of activities along the Crosstown Expressway. Furthermore, the low-density alternative, although consistent with the Policy Statements, does not appear to contain a realistic land use density.

2. An important issue related to development of the future land use pattern is the need to prevent future land use conflicts adjacent to Cabaniss Field. Experience has shown, both in Texas and the rest of the country, that improper placement of land use activities adjacent to airports can result in public safety problems, loss of property values, and other serious land use conflicts.



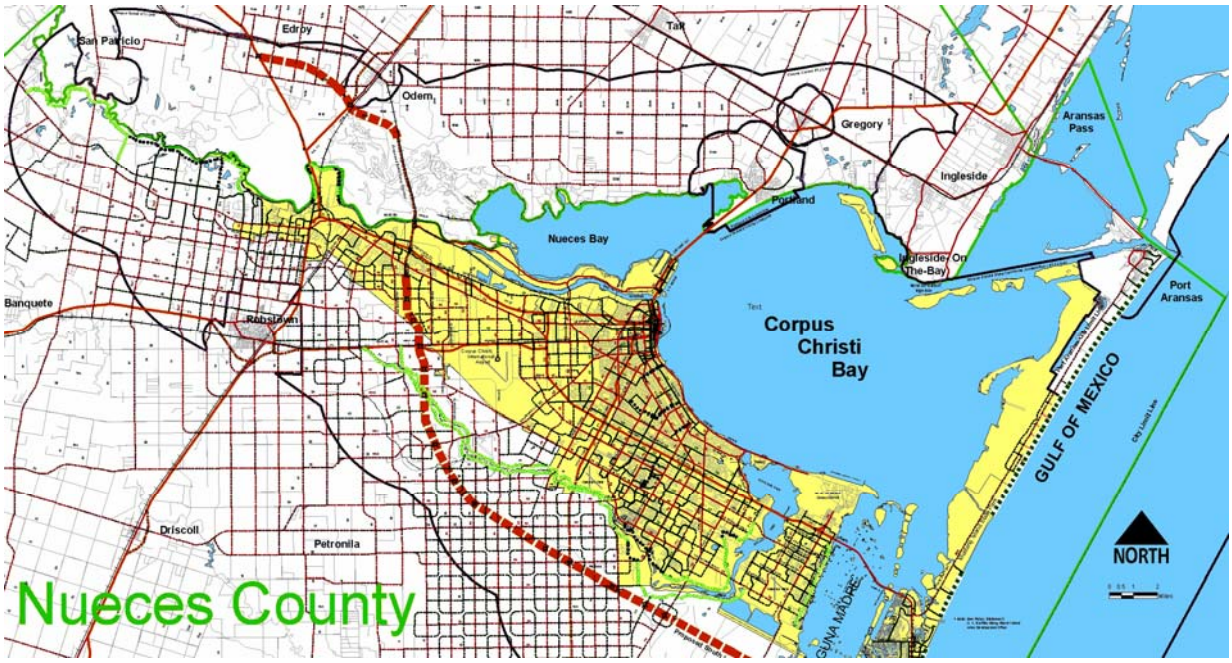
Click here for the

Corpus Christi
Future Land Use Plan

Adopted
May 24, 2005, Ordinance 026278

Corpus Christi
All-America City
2003

City of Corpus Christi



Click here for the

Corpus Christi Urban Transportation Plan

Adopted
May 24, 2005, Ordinance 026278

Corpus Christi
All-America City
2003

City of Corpus Christi

LONDON AREA DEVELOPMENT PLAN

LAND USES

	ACREAGE	%
SINGLE FAMILY	6359[a]	55
MULTI FAMILY	971	8
LT.COMMERCIAL	95	1
COMMERCIAL	545	5
LT. INDUSTRIAL	--	--
OPEN SPACE	705	6
PARKS	477	4
PUBLIC	44	.4
TRANSPORTATION	2383[b]	21
TOTAL	11,579	100%

a THESE ACREAGES WERE REDUCED BY .25% TO REFLECT STREET DEDICATION (OR RIGHT-OF-WAYS) WITHIN SINGLE-FAMILY AREAS.

b THESE ACREAGES INCLUDE THE 25% STREET DEDICATIONS IN SINGLE-FAMILY AREAS AND THE CROSSTOWN EXPRESSWAY RIGHT-OF-WAY, 245 ACRES.

HOUSING &POPULATION CHARACTERISTICS

	UNITS PER ACRE
SINGLE FAMILY	5
MULTI FAMILY	22

	TOTAL UNITS
SINGLE FAMILY	31,935
MULTI FAMILY	20,416
HOUSEHOLD SIZE FOR CENSUS TRACT 54	2.56
TOTAL POPULATION	134,019

To reduce future land use conflicts adjacent to Cabaniss Field it is recommended that the AICUZ Clear Zone be purchased by the City, if the City has the funds to do so, or the Navy, prior to water and sewer lines being placed in the area between the Crosstown Expressway extension and the Weber Road extension. Furthermore, it is recommended that the APZ-1 and APZ-2 be zoned for very low densities such as are found in the "F-R" and "RE" zoning districts.

3. The London Area Development Plan should function to protect the Oso Creek from land uses that could cause significant pollution to water quality and damage to natural habitats. The Oso Creek has been recognized by the State as an important natural habitat and as an important archaeological site. In addition, the Oso Creek area is important to the community as the botanical garden is located along the Oso Creek, not to mention its importance to residents who have homes on the north side of the Oso Creek.

   To encourage preservation of openspace along the Oso Creek and to ensure that future development does not impede the flow of flood waters and cause flooding beyond the floodway it is recommended that areas within the floodway be rezoned to "F-R" Farm-Rural zoning district so that when these areas are platted they will contain a great deal of open space because of the five acre lot minimum.

   In addition to rezoning and creating open space, the City should develop a special overlay performance zoning district within the floodplain to preserve additional open space along the Oso Creek and insure that future development is compatible with this environmentally sensitive area. Such overlay districts have been used by other communities to protect environmentally sensitive areas. An overlay district would be "overlayed" on top of an existing residential, commercial, or industrial district and possibly

allow additional uses if such uses meet design criteria that would not cause damage to the environment. For example, where an area is zoned for residential use and is then overlayed the overlay might allow for some multi-family uses if the multi-family uses meet certain design criteria.

4. An important concern with regard to future land uses suggested in the London Plan is that there is not any proposed industrial land uses. It is possible that there will not be any need for industrial uses in the area since there is vacant industrial land immediately to the north of the study area and because the proposed transportation system should provide efficient access to existing industrial areas. Furthermore, if the plan does depict industrial land uses for the area and these areas are prezoned, it will be very difficult to "down zone" them back to residential uses when this plan is updated. For these reasons it is recommended that industrial land uses not be placed on this plan but could be considered when the plan is updated. However, the plan could be amended for any high-tech industrial, non-polluting use, provided it is in conjunction with a mixed use concept (compatible mixing of residential/commercial/industrial activities).

5. Currently the City does not have a master drainage plan for the London Area. In addition to the drainageways suggested on the future land use map, it is recommended that a drainage master plan for the area be developed. Development of the plan should incorporate the future land uses recommended on this plan and any other applicable future land use plans. The drainage master plan should evaluate and, if necessary, recommend changes to the existing floodway boundary lines along the Oso Creek. Assessment of the floodway boundary line should be based on the ultimate development of the area.

6. The adopted plan shall serve as the City's recommendation for the location of future expressways, arterials, and collectors. However, these locations should be considered conceptual, especially with regard to collector street design. The collector streets represented on the plan should be considered as a minimum.

7. The location of the neighborhood parks on the plan represent a locational concept insofar as such parks should be located with maximum reasonable access to pedestrian traffic, adjacent to existing or future elementary school sites/residential areas and away from major arterial streets.

   It is recommended that future elementary school sites be coordinated with the City Parks Board so that, where possible, elementary schools and neighborhood parks can be combined.

   Future middle and high school locations should be located adjacent to major streets, however, it is not recommended that these schools be located next to expressway/arterial intersections. These intersections should be reserved for activities that require good access to Crosstown traffic. Middle and high schools usually do not require freeway access and would therefore tend to unnecessarily congest these access points.

8. It is important to establish a long-term bridge building policy where the London Area abuts the Oso Creek. Such a policy would help to reduce long-term costs and ensure that such structures will not impede 100-year floodwaters.

   With this in mind, existing bridges should be improved and a new bridge be built as funds are available and as development warrants such improvements at the following locations:

Existing Bridges

- Crosstown Expressway extension (S.H. 286)

- Weber (F.M. 43)
- Staples (F.M. 2444)
- F.M. 763

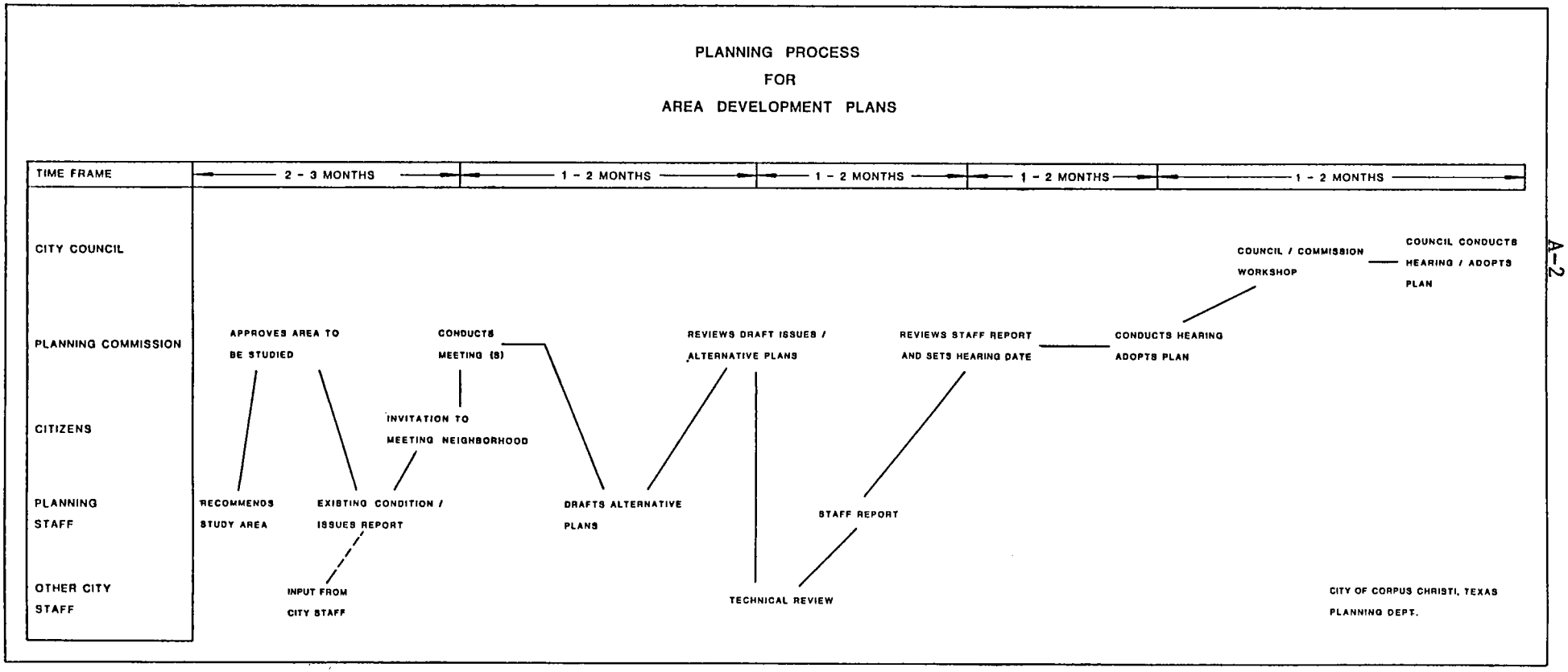
New Bridge

- County Road 49 extended to connect with County Road 35 north of the Oso Creek via a new bridge.

In addition, it is recommended that any future pedestrian crossings not impede the 100 year flood waters.

9. It is recommended that the existing water and wastewater master plans be expanded/amended to accommodate the future development recommendations of this plan and the recently approved Chapman Ranch Plan. In addition, it is recommended that the City continue to utilize the state requirements for permitting on-site septic systems.

10. It is recommended that the London Area Development Plan be incorporated, quantified, and analyzed in the Corpus Christi Urban Transportation Study as part of the continuing urban transportation planning process.

APPENDIX

PLANNING PROCESS
FOR
AREA DEVELOPMENT PLANS