

City of Corpus Christi

Bayside

Area Development Plan



DECEMBER 10, 2024



Bayside
AREA DEVELOPMENT PLAN

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Brawner Parkway, existing condition
Photo Credit: City of Corpus Christi

ACKNOWLEDGEMENTS

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Resident

One-Reading ordinance adopting a new Bayside Area Development Plan, an element of the Plan CC Comprehensive Plan; rescinding the former Southeast Area Development Plan adopted by ordinance #022265; and amending conflicting plans.

WHEREAS, the Planning Commission has forwarded to City Council its reports and recommendations concerning the adoption of the Bayside Area Development Plan;

WHEREAS, the planning district is named "Southeast" (City Council Ordinance #022265) and "Midtown" (City Council Ordinance #030978) but now will be named "Bayside";

WHEREAS, with proper notice to the public, public hearings were held during a meeting of the Planning Commission and during a meeting of the City Council, during which all interested persons were allowed to give testimony and present written evidence;

WHEREAS, City staff conducted public engagement and used community feedback to help develop the new Bayside Area Development Plan;

WHEREAS, an advisory committee of community members provided guidance and assistance throughout the process;

WHEREAS, the recommendations within the plan include amendments to the *Strategic Plan for Active Mobility, Phase 1: Bicycle Mobility Plan*, a component of the City's adopted mobility plan titled "MobilityCC;"

WHEREAS, the City shall use the Bayside Area Development Plan as a guideline for urban growth, implementation of policy initiatives and public investments, and to facilitate other plans that the City considers necessary for systematic growth and development; and

WHEREAS, the City Council has determined that these amendments would best serve public health, safety, necessity, convenience, and 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, THAT:

SECTION 1. The Southeast Area Development Plan, adopted by City Council ordinance #022265 is hereby rescinded.

SECTION 2. The Bayside Area Development Plan, as shown in **Exhibit A**, which is attached and incorporated by reference, is adopted as an element of the Plan CC Comprehensive Plan ("Comprehensive Plan").

SECTION 3. To the extent that the amendment made by this ordinance represents a deviation from the Comprehensive Plan, the Comprehensive Plan is amended to conform to the amendment made by this ordinance. The Comprehensive Plan, as amended from time to time and except as changed by this ordinance, remains in full force and effect.

SECTION 4. The City Council intends that every section, paragraph, subdivision, clause,

phrase, word or provision hereof shall be given full force and effect for its purpose. Therefore, if any section, paragraph, subdivision, clause, phrase, word or provision of this ordinance is held invalid or unconstitutional by final judgment of a court of competent jurisdiction, that judgment shall not affect any other section, paragraph, subdivision, clause, phrase, word or provision of this ordinance.

SECTION 5. This section constitutes a written request by the mayor or majority of the members of the Council for this ordinance to be passed finally on the date of introduction due to emergency. The City Council finds and declares an emergency due to the need for immediate action necessary for the efficient and effective administration of City affairs; and suspends the City Charter rule that requires consideration of and voting upon ordinances at two regular meetings so that this ordinance is passed and takes effect upon first reading as an emergency measure.

PASSED and APPROVED on the 10th day of December, 2024.


Paulette Guajardo, Mayor

ATTEST:

Rebecca Huerta, City Secretary



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INTRODUCTION



DEVELOPMENT OF THE PLAN

The Bayside Area Development Plan (ADP) continues the momentum of the Plan CC Comprehensive Plan. The Bayside ADP is intended to guide the City in supporting anticipated growth in the community. The strategic recommendations were developed through analysis and understanding of the impact of development patterns, transportation infrastructure, natural infrastructure, and other factors within Bayside. This plan provides guidance for City leadership to assess priorities in infrastructure improvements, regulations, and policy decisions to further improve quality of life.

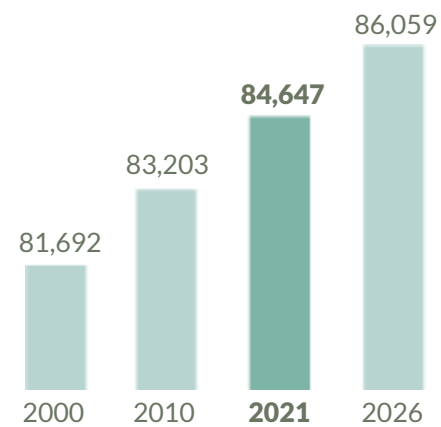
Bayside is located within the Corpus Christi city limits and is bounded by Ocean Drive along the north, Oso Bay to the east, South Padre Island Drive (SPID) to the south, and the Crosstown Expressway to the west. Bayside includes residential neighborhoods, commercial development, educational institutions, medical facilities, and access to natural areas.

The ADP was developed through a combination of examining the existing conditions, public engagement processes, and incorporating the community's vision of the community. Community members of Bayside were involved throughout the planning process, providing their input regarding the future of Bayside. They participated in multiple engagement events and activities such as an online survey, focus group meetings, and community workshop meetings.

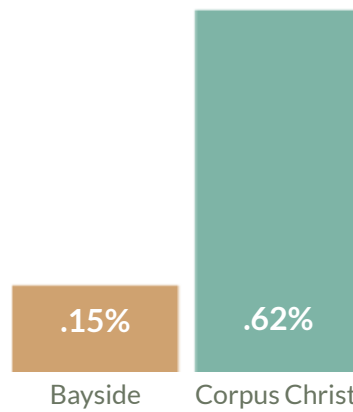
An Advisory Committee was also established, consisting of residents, business owners, and stakeholders who are representatives of the community. The Committee helped guide the planning process by providing their insights and ensuring that various community needs were represented in the ADP. Much of the input provided from the community are directly reflected in the recommendations identified in the plan, making this a collaborative, community-driven plan.

DEMOGRAPHICS

POPULATION

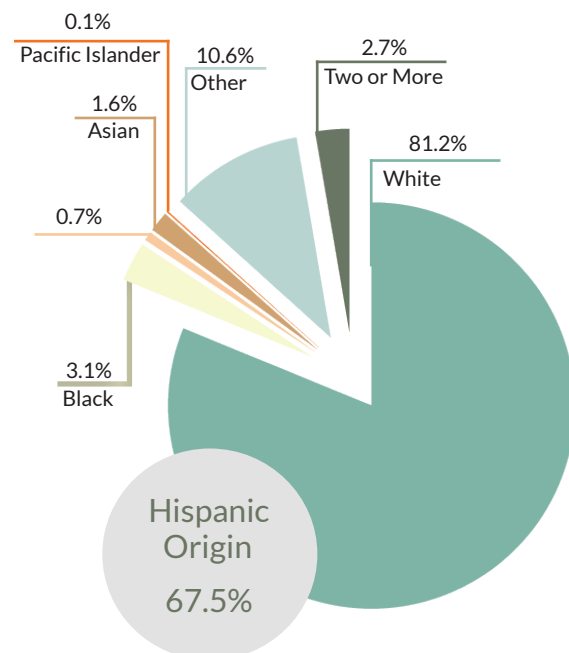


Population Growth by Year

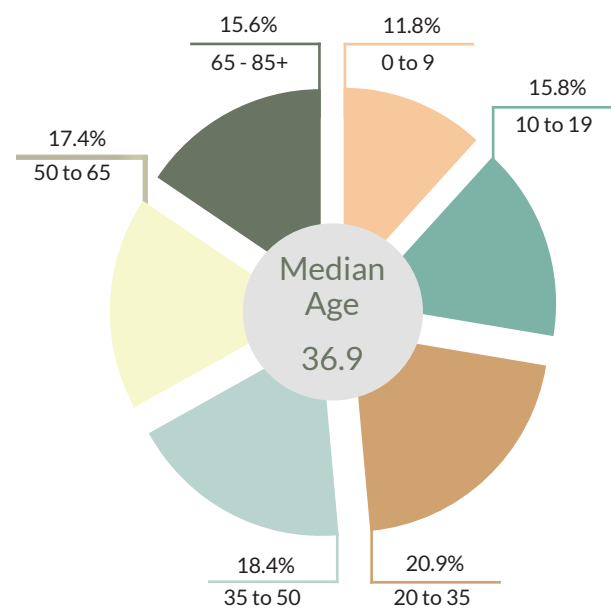


Average Annual Growth Rate 2010 - 2021

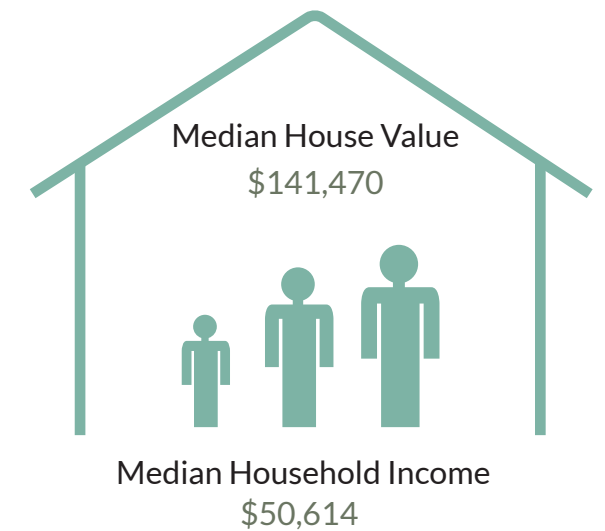
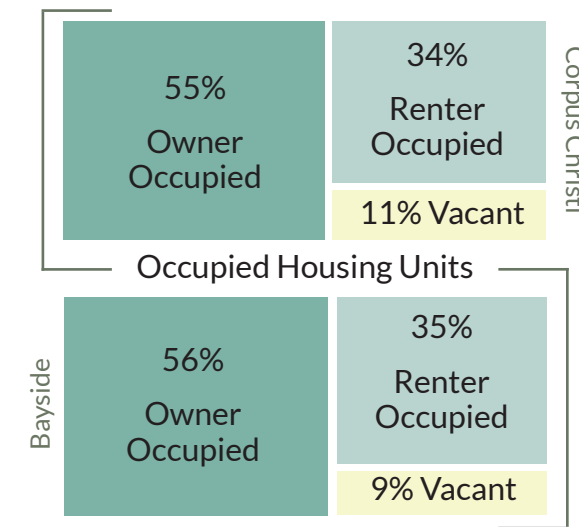
RACE & ETHNICITY (2021)



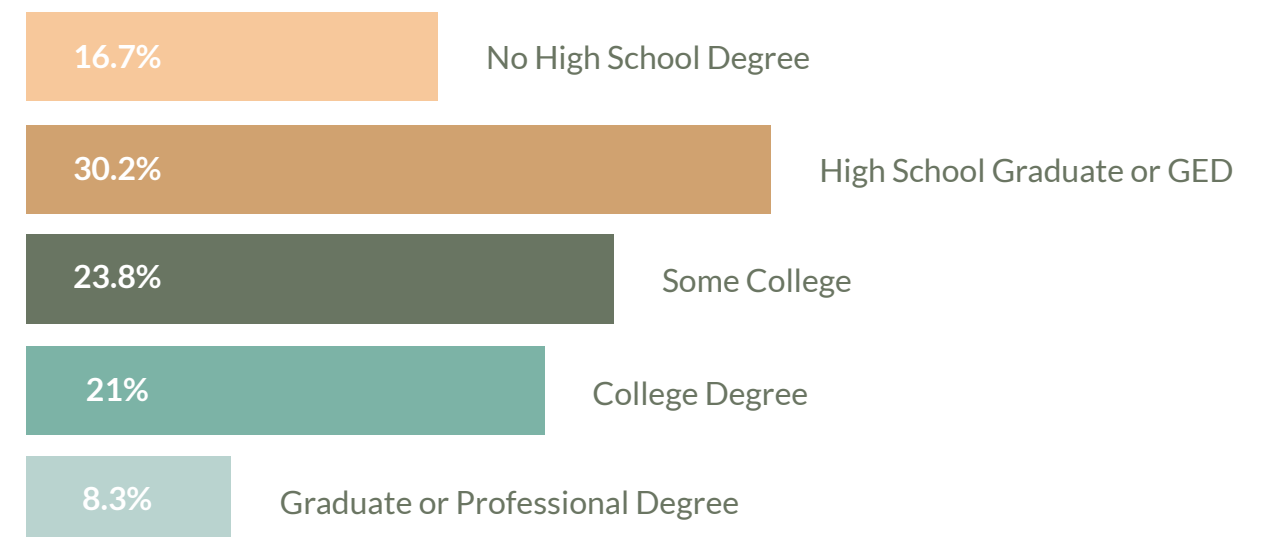
AGE (2021)



HOUSING (2021)



EDUCATIONAL ATTAINMENT FOR POPULATION 25+ (2021)



PUBLIC ENGAGEMENT TIMELINE

ABOUT THE ADVISORY COMMITTEE

The Advisory Committee consisted of 17 community representatives including residents, business owners, City Council, TAMUCC, Del Mar College, Planning Commission, young business professionals, and Corpus Christi ISD.



ADOPTION

SURVEY SUMMARY #1

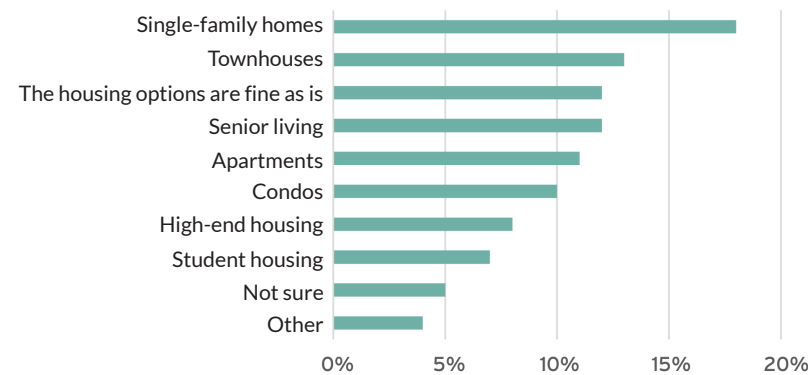
588
PARTICIPANTS

ABOUT SURVEY #1

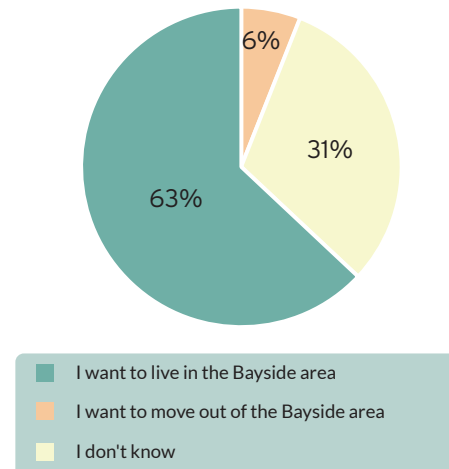
An online survey was launched to gather input from the community regarding the priorities of the community, existing conditions of the area, and opportunities for the future of Bayside. The survey was open from June 9, 2022 to July 31, 2022. This summary presents the results of the online survey.

HOUSING NEED

Housing Needs Facing Bayside

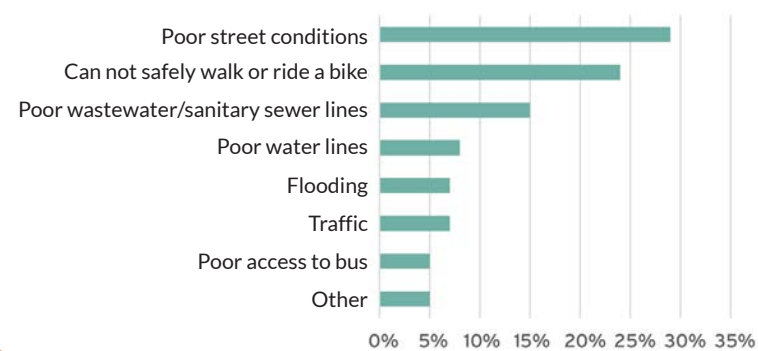


Where do you want to live in 5-10 years?



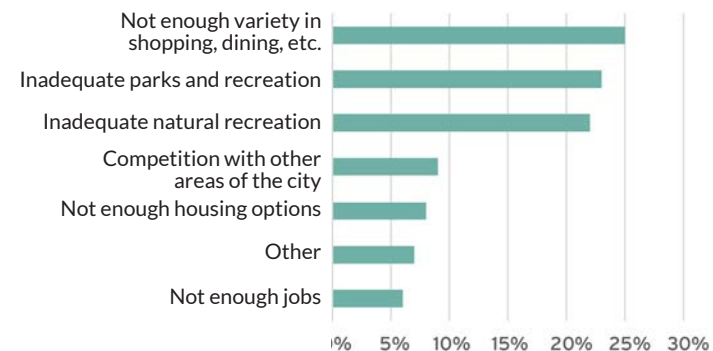
INFRASTRUCTURE

Infrastructure Issues Facing Bayside



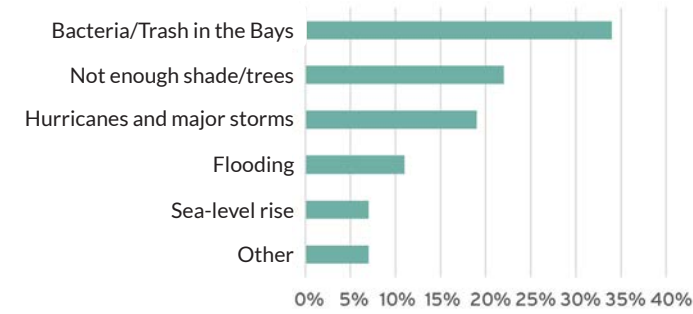
LAND USE

Land Use Issues Facing Bayside



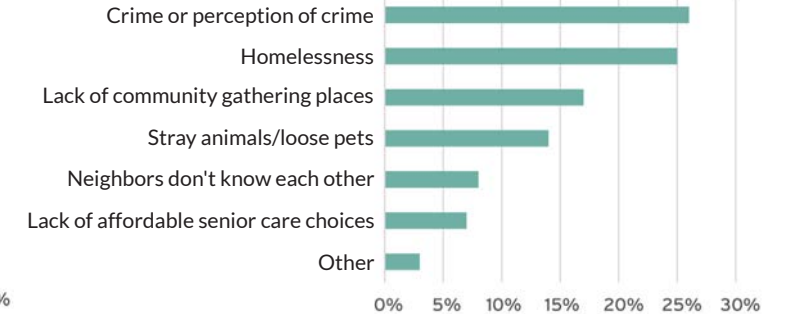
ENVIRONMENT

Environmental Issues Facing Bayside



SOCIAL ISSUES

Social Issues Facing Bayside



MAPPING EXERCISE

Participants were instructed to drag and drop markers on to the map indicating a like, suggestion, or concern onto an interactive online map of the Bayside study area. Maps, as well as the full survey summary, can be viewed in the appendix. From these comments, five summary themes were identified:

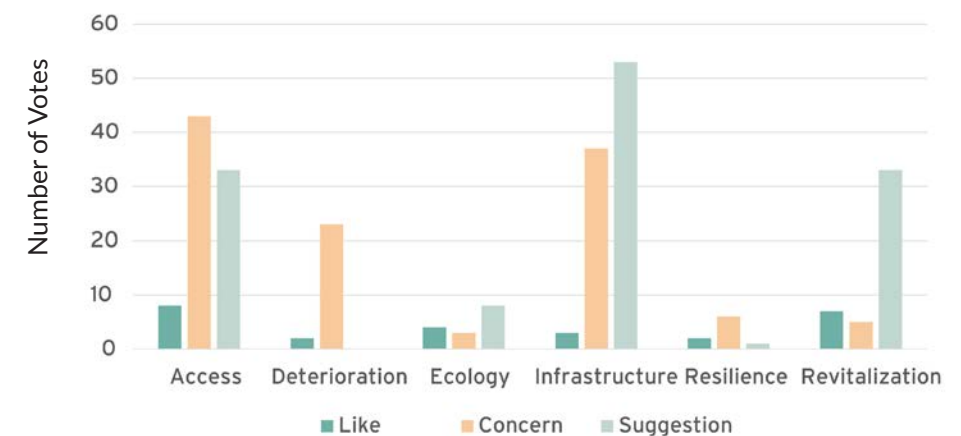
Access: Mobility related to the Bayside area's geographic location, enabling access to its defining physical features and affecting overall convenience of travel to other areas, as well as travel times.

Neighborhood/Area Character: Socioeconomic and related physical characteristics defining Bayside neighborhoods and overall area, such as relationship between decline of business and empty lots, homelessness, and stray animals.

Infrastructure: Relating to the availability and condition of various types of infrastructure in the area, such as sidewalks, crossings, bike lanes, and roadways.

Resilience: Perceptions of the area's ability to withstand day-to-day weathering, weather events, and potential disasters, as well as preservation of area elements.

Environment: Relationship of natural elements to the Bayside area, including the ocean, green areas, trees, wildlife, and pollution.



SURVEY SUMMARY #2

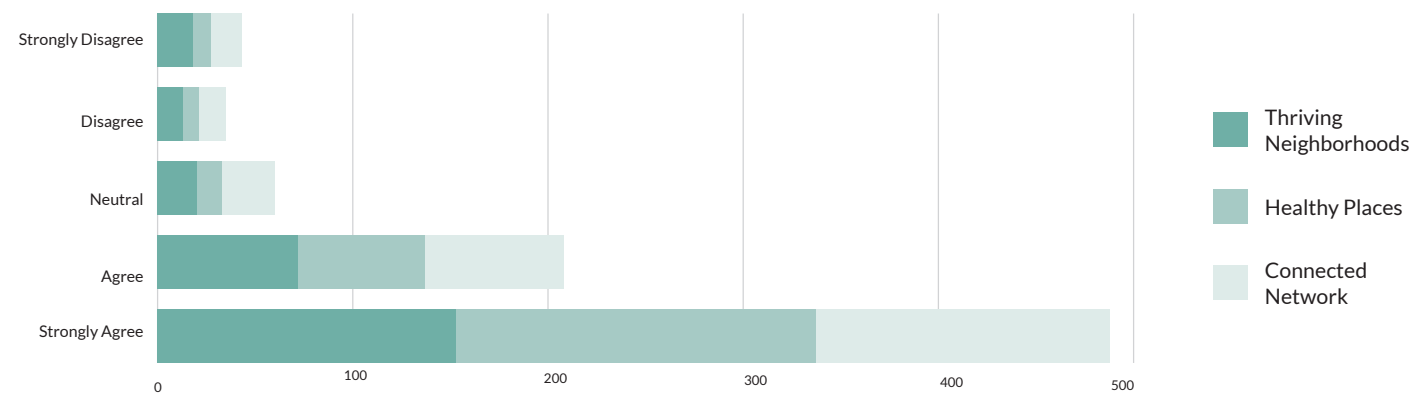
281
PARTICIPANTS

ABOUT SURVEY #2

An online survey was launched to gather input from the community regarding the priorities of the Vision Themes, Policy Initiatives and corresponding Action Items, and the Future Land Use Map of Bayside. The survey was open from September 26 to October 23, 2023. This summary presents the results of the online survey regarding the Vision Themes, Policy Initiatives, and the Action Items.

VISION THEMES

How much do you agree with the Vision(s)?



POLICY INITIATIVES

How much of a priority is this policy initiative to you?*

*The ranking are based on the number of respondents who identified the policy initiative as either "High Priority" or "Essential" on Survey #2



ACTION ITEMS

Participants were instructed to drag and rank the action steps for each policy initiative from highest to lowest priority. Below shows the top three action items that received the highest average rank for each policy initiative.

Enhance Local Business Vitality and Connectivity to Surrounding Neighborhoods

1. Continue to work with Sunrise Mall owners and potential partners through economic development mechanisms.
2. Identify and partner with local agencies that will help small businesses find the resources and technical support they need to grow.
3. Evaluate the Unified Development Code, Infrastructure Design Manual, and Future Land Use Map updates to support the development of walkable, commercial nodes.

Prioritize Safe Transportation for All

1. Prioritize the construction of multi-use paths along drainage channels.
2. Make it safe, comfortable, and convenient for people of all ages and abilities to bike to key destinations like parks, schools, services and work.
3. Reduce traffic crashes and ensure safe and efficient transportation systems.

Understand and Address Bay-Related Environmental Issues

1. Continue working with City partners and external partners to reduce erosion.
2. Collaborate with county, state, and federal agencies to include actions on the local Hazard Mitigation plan to address the City's vulnerability to natural disasters.
3. Support ongoing trash and pollution efforts by creating new programs and funding more improvements.

Improve Green and Open Spaces

1. Where drainage channels are installed, encourage a swale design rather than the outdated "v" type ditch where feasible.
2. Explore opportunities to enhance open spaces in the Oso Bay area with environmentally sensitive design.
3. Promote exercise and health at parks by adding more amenities and activities.

Introduce and Support More Housing Options

1. Work with TAMUCC and Del Mar College to identify new locations for affordable, student housing development.
2. Continue to promote infill development.
3. Support preservation of historic homes.

FUTURE LAND USE MAP



FUTURE LAND USE MAP

ABOUT THE FUTURE LAND USE MAP

The Bayside Future Land Use Map serves as a guideline for future zoning and development decisions, providing a foundation to support the vision and recommendations of the plan, establish a land use framework, and influence policy decisions.

Land use is essential to define how people live, work, and play in an area. When evaluating designated land uses, it is important to factor the current use and the potential use of the land. Most future land use maps retain the current existing land use but may find opportunities to shape the future of how vacant or undeveloped properties can be developed. Zoning is a direct tool used by cities to guide the development of land. Zoning is the prescribed legal use of a parcel of land based on city regulations. Zoning is in large part influenced by the designations identified on the Future Land Use Map.

The Plan CC Comprehensive Plan (adopted in 2016) identified future land uses for all of Corpus Christi and provided

development guidelines. The Area Development Plan process goes further into detail about land uses and areas of development that are specific to Bayside. The Future Land Use Map has been revised to incorporate input from stakeholders, planned development, and best planning practices.

The Bayside Future Land Use Map serves as a guideline for future zoning and development decisions helping to shape the built environment. The Future Land Use Map will provide a foundation to support the vision and recommendations of the plan, establish a land use framework, and influence policy decisions. Each of the designations presented on the Bayside Future Land Use Map correlates with designations identified in Plan CC.

FUTURE LAND USE CATEGORIES

AGRICULTURE/RURAL ENTERPRISE

This category includes farms and other enterprises that serve the rural population.

RESIDENTIAL USES

The predominant residential land use in the City of Corpus Christi is the single-family dwelling at a range of densities. All residential categories also include schools, churches, and neighborhood-serving public uses.

- Low-density residential: up to 3 units per acre
- Medium-density residential: 4 to 13 units per acre (including two-family dwellings)
- High-density residential: more than 13 units per acre

COMMERCIAL USES

Commercial land uses include retail, services, hotel, and office uses that are typically open to the public at large. High-density residential uses, such as townhomes, cottage housing, apartments, and condominiums are considered compatible with commercial uses. Other commercial uses, such as wholesale and distribution businesses, are included in the light industry category because they have similar impacts, such as high volumes of trucking. Schools, churches, and neighborhood-serving public uses can be included in commercial land use areas.

INDUSTRIAL USES

Most of the industrial uses within the city limits of Corpus Christi are light industrial; heavy industry is generally located in the industrial districts outside the city limits.

TRANSPORTATION

Airports, railroads, highway and interstate rights-of-way.

MIXED-USE AREAS

Mixed-use centers include residential, retail, hotel, and office uses. Mixed-use centers are pedestrian-friendly with buildings oriented towards the street. Residential uses are generally of a higher density, including apartments, condominiums, townhomes, cottage housing, and small-lot single-family residential. The mixture can be vertical, with different uses on different floors of a building, and horizontal, with different uses side by side. Churches, schools and public uses are included in mixed-use areas.

INSTITUTIONAL

Hospitals, colleges, universities, schools, large churches, and similar institutions, whether public or private, are designated as separate land uses because of their campus-like character, which requires special attention to edges and relationships with adjacent areas.

GOVERNMENT

Government uses include federal, state, county, regional and municipal government facilities and installations, except for government-owned institutions.

PLANNED DEVELOPMENT

Planned development areas are lands that are currently undeveloped or underutilized but may be suitable in the future for a variety of uses, taking into account environmental and other constraints. Designated on Padre and Mustang islands and in the potential annexation areas, planned development areas are expected to require a rezoning tied to a master planning process or an Area Development Plan process.

PERMANENT OPEN SPACE

Parks and playgrounds, recreational fields and facilities, greenways, and other green areas managed for public access and recreation.

Note: For more information about categories included in the Future Land Use Map, please refer to pages 55-57 of Plan CC.

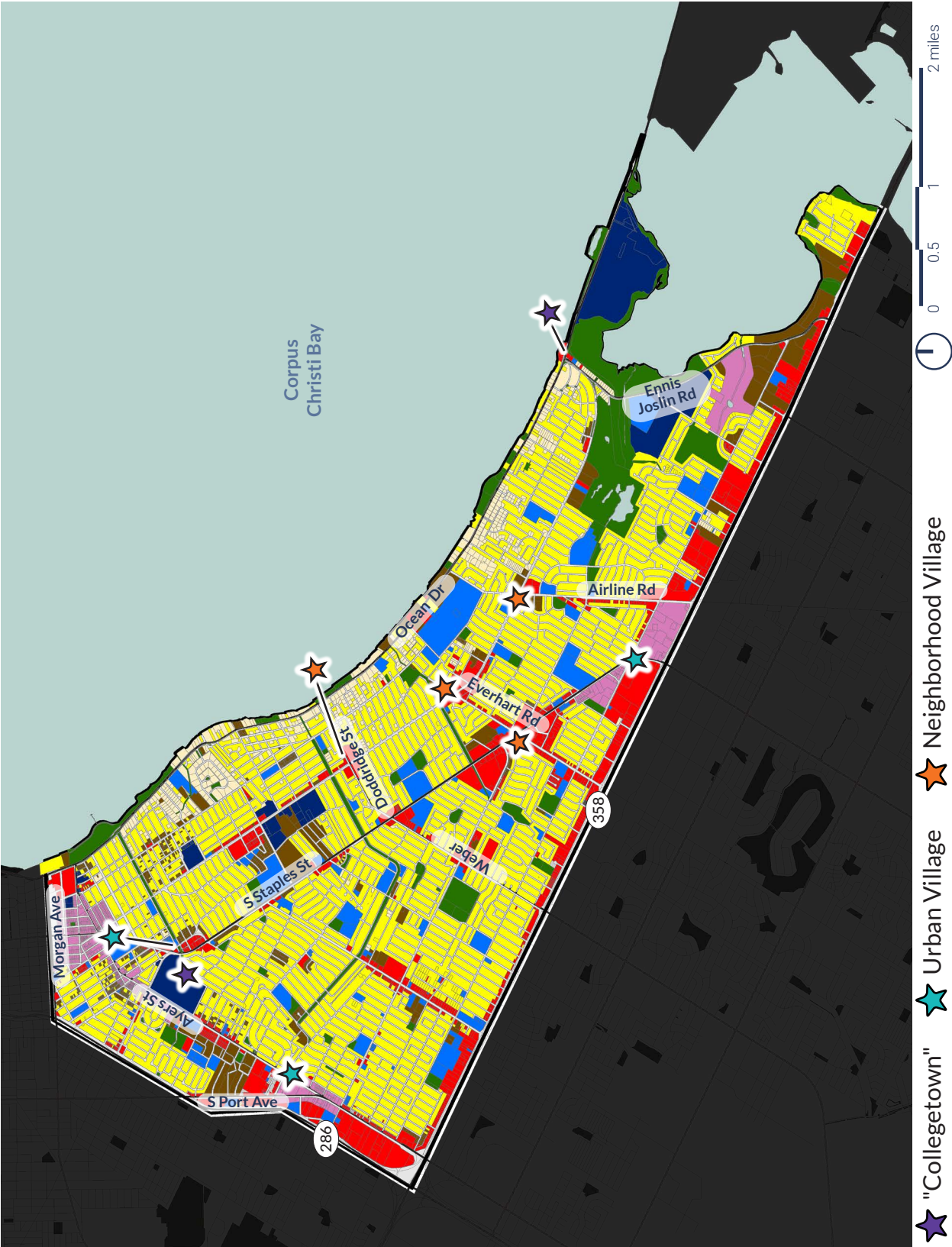
FUTURE LAND USE MAP

LAND USE	ACRES	%
Mixed-Use	438	4%
Commercial	1272	12%
Government	733	7%
Institutional	590	5%
Light Industrial	15	0.14%
Heavy Industrial	2	0.02%
Low-Density Residential	506	5%
Medium-Density Residential	5586	51%
High-Density Residential	730	7%
Permanent Open Space	977	9%
Water	33	0.3%
Total	10,883	100%

Neighborhood Villages are smaller, walkable, mixed-use villages that can be as small as a few blocks around an intersection. They primarily serve the surrounding neighborhoods with retail and services.

Urban Villages are medium sized walkable centers that cover multiple blocks, include ground-floor stores and restaurants and upper-story offices, and typically have public transportation stops or stations. The types of stores, restaurants, and other amenities serve residents in the surrounding neighborhood and attract people from other parts of the city.

A **"collegetown"** is a type of Urban Village, with retail, services, entertainment, and (often) housing, that is oriented toward the needs of students and located near a university, college, or student-oriented housing.



VISION THEMES



VISION THEMES

Visioning is a planning tool and exercise used to collect input from the community to identify clear visions of their community 20 to 30 years from now. Though visions are high level, a community with clear visions can better focus on achieving their goals for the future. The City has a role in helping the community achieve their visions by directing development, improvements, and policy decisions to align with the vision.

The public engagement process surfaced three vision themes that are tied to the residents' desires for the future. The following are the vision themes identified:

• Thriving Neighborhoods

- » Foster inviting, prosperous and multi-generational neighborhoods with a mix of destinations and housing options that instill neighborhood pride for the existing residents and visitors while attracting the new.

• Connected Network

- » Improve walking, biking, and roadways to safely connect people to their destinations.

• Healthy Places

- » Improve public and environmental health and enhance public spaces and infrastructure.

MY VISION IS...

Write down your comments and ideas to make it happen here.

hart/Staples interaction has large properties where businesses have moved in area to attract the needs of the neighborhoods surrounding I.E. shopping can be done but the large properties are intimidating to small business

As long as there are protected bike paths, I agree

Might consider mixed zoning

Prefer a 'pod' approach with neighborhoods, too large a

Write down your comments and ideas to make it happen here.

a all + braunee P Key a bicycle connection from Ramsey to Santa Fe (Yes!)

of a bicycle access is poor & not safe

physically separated bike/pedestrian/multi-use paths (e.g. flex posts, concrete buttons, curbs, planter, etc.)

Side walks

NOT A B A COM

ikes BIKES BIKES!

Area is too large & too wide for not making traffic - density zone to be realistic

Write down your comments and ideas to make it happen here.

I like to see a planned park like Doo Bay Park, with facilities, tennis, parking, etc. we can gather there is so much space and potential, but people can't get to these things.

Access to University Beach in front of TAMU-CC. Waterpark access there is also needed

NEED KAYAK ACCESS TO LAUNCH FROM PARKS ALONG COAST

NEED TO FIX TRASH FROM STORM



95% of community meeting participants agreed with this vision*

THRIVING NEIGHBORHOODS

Foster inviting, prosperous and multi-generational neighborhoods with a mix of destinations and housing options that instill neighborhood pride for the existing residents and visitors while attracting the new.

VISION

Bayside hosts a robust mix of commercial, residential, and recreational uses with clear signage and wayfinding that attract visitors. Bayside's housing stock is well-maintained and contains a variety of housing types. Neighborhoods, commercial areas, and other destinations are easily accessible by foot, bike, transit, or car. Housing serves a range of incomes and affordability levels, and has convenient access to commercial and recreational areas. Bayside has a variety of shopping, dining, and goods and service destinations, supporting long-time enterprises and new businesses alike. Formerly deteriorated and underutilized spaces are reimagined as redevelopment opportunities and become mixed-use districts supporting office, retail, housing, and recreation.

KEY ELEMENTS

- Urban Villages
- Family-Friendly Neighborhood
- Variety of Housing Types
- Commercial and Recreational Areas
- Support for Long-Time and New Businesses

COMMUNITY INPUT

The following community input supports the vision theme:

"There's a lot of potential for [Triangle Area (S. Alameda, Avalon, and Robert Dr. intersection)] area, with some nice businesses and restaurants, but it's not very attractive or walkable. Parking isn't great. It could be so much more."

"[Kostoryz Road between Foley and Gollihar] is a corridor with some good local businesses and restaurants, but it's not very attractive or inviting. Unless you specifically know of your destination, you probably wouldn't wander here to explore the businesses. There's lots of room for improvement."

"This plaza has so much potential for business, but it's so run down that it doesn't feel inviting. Could it be made easier to find and more attractive?"

*Percentages are based on responses received from the second Community Workshop held on September 8, 2023



HEALTHY PLACES

Improve public and environmental health, and enhance public spaces and infrastructure.

VISION

Bayside is a community that features welcoming, accessible, and safe public spaces. Nature-based solutions protect Bayside's shorelines against erosion while enhancing natural beauty and habitat. Public access to the waterfront fosters local pride and supports recreational use. With a variety of amenities in accessible public locations, Bayside improves residents' and visitors' mental and physical health by increasing access to recreation and leisure activities. Enhanced stormwater and green infrastructure mitigates flooding and improves water quality, while also presenting additional uses such as paths and trails where allowable. Green infrastructure, including trees, also serves to beautify parks, trails, boulevards and public spaces.

KEY ELEMENTS

- Well-maintained park facilities
- Access to Corpus Christi Bay
- Access to recreation and leisure activities
- Nature-based solutions to protect bay shorelines from erosion
- Improved coastal resiliency
- Green infrastructure

COMMUNITY INPUT

The following community input supports the vision theme:

"This shoreline is eroding at an alarming rate. Hurricane Hanna accelerated the damage here. Can a living shoreline or something for wildlife be put in place that also addresses erosion and water quality?"

"Please add more trees that are drought tolerant and are diverse. Trees do better when they are near one another."

"Make recreational corridors with bioswales or rain gardens for drainage."

"Area needs further development/ redevelopment but in a way that maximizes the natural beauty of the area and increases opportunities for access through expanded parks, multi-use development, and mass transit/bike use. Protect the waterfront."

*Percentages are based on responses received from the second Community Workshop held on September 8, 2023



CONNECTED NETWORK

Improve walking, biking, and roadways to safely connect people to their destinations.

VISION

Bayside is a community where residents and visitors can safely access key commercial, residential, and recreational destinations on foot, bike, public transit, or car. Streets are well-maintained under improved systems for operations and funding. The sidewalk network is strategically expanded where needed and accessible for all abilities. Shade trees and other amenities are added for comfort. Bicycle infrastructure is safe for all ages and abilities and connects key destinations. Traffic congestion is managed well, and vehicles drive at safer speeds on streets with safe crossings.

KEY ELEMENTS

- Walkable/Bikeable Streets
- Access to Public Transit
- Updated Street Amenities
- Mixed-Use Developments

COMMUNITY INPUT

The following community input supports the vision theme:

"[Ocean Drive at Airline Road] intersection desperately needs a crosswalk across Ocean. People are always crossing here. Lots of people live on this block, and it's near parks and bus stops. The sidewalk also ends soon after this, so pedestrians need a way to cross if they want to stay on a sidewalk."

"Dedicating at least one lane of traffic to a blocked cycling/walking lane would be a huge improvement in safety and attract more people to the neighborhood and the businesses between Everhart and Airline."

"We need safe bike paths between residential and commercial areas like this one so we can choose bikes over cars for everyday errands, not just for recreation."

*Percentages are based on responses received from the second Community Workshop held on September 8, 2023



POLICY INITIATIVES

POLICY INITIATIVES

Five policy initiatives were developed to support the implementation efforts to achieve the vision themes described in the Bayside Area Development Plan. For each policy initiative, strategies are identified to guide the implementation of one or more vision themes. The strategies are the actions needed to be taken by the City to successfully implement the plan.

POLICY INITIATIVES		VISION THEMES		
		THRIVING NEIGHBORHOODS	HEALTHY PLACES	CONNECTED NETWORK
1	ENHANCE LOCAL BUSINESS VITALITY AND CONNECTIVITY TO SURROUND NEIGHBORHOODS	✓	✓	✓
2	UNDERSTAND AND ADDRESS BAY-RELATED ENVIRONMENTAL ISSUES	✓	✓	
3	IMPROVE GREEN AND OPEN SPACES	✓	✓	✓
4	PRIORITIZE SAFE TRANSPORTATION FOR ALL	✓	✓	✓
5	INTRODUCE AND SUPPORT MORE HOUSING OPTIONS	✓	✓	

1

ENHANCE LOCAL BUSINESS VITALITY AND CONNECTIVITY TO SURROUNDING NEIGHBORHOODS

98% of community meeting participants rank this high priority*

HOW WE GET THERE...

- 1.1 Create a sidewalk network that provides pedestrian connectivity among residential, retail, commercial, and recreational uses.
 - 1.1.1 Update the City ADA Master Plan with consideration of bus stop boarding data, including wheelchair boardings, and input from schools and the Regional Transportation Authority to identify priorities for sidewalk, ramp, and crosswalk improvements. Evaluate barriers to implementation such as funding and limited space.
 - 1.1.2 Improve sidewalks to create neighborhood connectivity around the following commercial nodes: Port/Ayers, Six Points, and Staples Street and McArdle Road.
 - 1.1.3 Evaluate the feasibility of a public-private partnership program between the City and property owners to fix and/or install sidewalks.
 - 1.1.4 Amend municipal land development codes to require trail corridor dedication for multi-use trails and the construction of applicable trail segments as part of new



Activating underutilized public space helps enhance connectivity
Photo Credit: Atlantadowntown.com



Small, boutique style businesses can adapt existing buildings to provide opportunities for economic and cultural growth
Photo Credit: Flickr - Creative Commons

- development. (2022 Parks, Recreation, and Open Space Master Plan, Strategy 1.2.2.)
- 1.1.5 Prepare a city-wide trails master plan that serves as a blueprint for increasing bicycling and walking access to parks and other community destinations. (2022 Parks, Recreation, and Open Space Master Plan, Strategy 1.2.3.)
- 1.2 Evaluate the Unified Development Code (UDC) to support the creation of walkable commercial areas.
 - 1.2.1 Amend Article 7 General Development Standards to incentivize or support more sidewalks, lighting, shade, and seating in commercial areas to address safety and accessibility concerns.
 - 1.2.2 Develop a program to install street lighting where current conditions are not meeting the City lighting standards for the distance between light poles. Ensure lighting standards reduce light pollution to maintain dark skies for wildlife such as resident and migrating birds.
 - 1.2.3 Evaluate and amend UDC Section 7.3 Landscaping to optimize the required landscaping or tree plantings for commercial and multifamily developments in a way that creates shade and unobstructed paths for key pedestrian areas.
 - 1.2.4 Incentivize bicycle parking by authorizing a reduction up to a maximum of 20% of required off-street parking spaces for development or uses that make special provisions to accommodate bicyclist facilities. Bicycle parking could also be required for either new construction of a parking lot; when a parking lot is fully reconstructed or resurfaced; or when a parking lot is expanded by an additional 50% or more spaces.
 - 1.2.5 Under Section 7.2.3., allow redevelopment projects to reduce their parking requirements by 10% to provide ADA parking spaces that require more space or for the placement of bus stops.
 - 1.2.6 Amend Section 1.11.3 to include a definition of “redevelopment” as a property investment over 50% of the property value.
 - 1.2.7 Support live-work development types in transition areas between mixed-use centers and single-family residential neighborhoods.
 - 1.2.8 Amend Section 4.5 Commercial Districts to include mixed-use districts such as a Residential Professional District and Corridor Mixed-Use District that would allow residential dwellings to be combined with a commercial ground floor.
 - 1.2.9 Reduce building setback requirements in UDC Section 4.5 from a minimum setback of 20 feet from the street to a maximum of 20 feet (“build-to zone”), which would encourage buildings to be closer to the street, boosting walkability and sense of place. Ensure buildings do not encroach future right-of-way for streets, sidewalks, bike paths, or other public needs.

*Percentages are based on responses received from the second Community Workshop held on September 8, 2023

- 1.3 Evaluate the City's Infrastructure Design Manual to support the creation of walkable commercial areas.
 - 1.3.1 Amend the manual to allow for "flex zones" --- parking spaces that would allow for multiple uses including parking, loading/picking up for buses and cars, as well as parklets.
 - 1.3.2 Evaluate best practices for pedestrian and bicycle infrastructure and amend Section 6.2.3 Pedestrian and Bicycle Accommodations to improve local infrastructure designs.
 - 1.3.3 Evaluate and amend Chapter 9 Landscaping Design Requirements to optimize landscaping or tree planting in a way that creates shade and improved aesthetics along sidewalks or multi-use paths.



Mixing residential and commercial uses at small scales can help foster a more vibrant, walkable community experience
Photo Credit: Whiskey Kitchen

- 1.4 Implement the Future Land Use Map's recommendations for mixed-use development.
 - 1.4.1 Support the development of the following areas as "Urban Villages", as described in the City's Comprehensive Plan future land use definitions: Six Points, the former Sunrise Mall, and Port-Ayers intersection; the following areas as "Neighborhood Villages": Everhart Road/Staples Street/ Carmel Parkway, Alameda Street/ Doddridge Road, Alameda Street/ Robert Drive, and Alameda Street/ Airline Road; and the following areas as "Collegetowns": Del Mar College Heritage Campus on Ayers Street/ Baldwin Avenue and Ennis Joslin Road/Ocean Drive corridor as a collegetown



Creative use of public right-of-ways can provide opportunities for public plazas and other forms of public space
Photo Credit: NACTO

- 1.4.2 Incentivize businesses to share parking, especially within areas identified as Urban Villages and or Mixed-Use.
- 1.4.3 Develop specific plans for identified Urban Villages, Neighborhood Villages, and Collegetowns.
- 1.4.4 Create a local government corporation to act as a redevelopment agency in designated areas of the city where redevelopment is desired, such as the Urban and Neighborhood Village locations.
- 1.4.5 Apply Corridor Mixed-Use District zoning as described in the Corpus Christi Unified Development Code update, if approved, to those areas identified as Urban Villages, Neighborhood Villages, and Collegetowns.
- 1.4.6 Utilize economic development incentive programs such as neighborhood empowerment zones, public improvement districts, Chapter 380 incentives, and tax increment financing to spur redevelopment.
- 1.5 Support destination, recreation, and entertainment options that encourage visitors and locals to visit Corpus Christi and Oso Bays.
 - 1.5.1 Continue incorporating physical improvements to public spaces in future Capital Improvement Plans to help increase use and community connections to Corpus Christi and Oso Bays. (2022 Parks, Recreation, and Open Space Master Plan, Policy 2.2.6)



Wider sidewalks, reduced setbacks, and more flexible urban design standards foster more engaging forms of community space
Photo Credit: Whiskey Kitchen

- 1.5.2 Support small-scale, semi-permanent, and leasable spaces for markets and restaurants, near and along Corpus Christi Bay.
- 1.5.3 The City of Corpus Christi Office of Economic Development will create and manage programs to revitalize the Bayside business community.
- 1.5.4 Continue to work with Sunrise Mall owners and potential partners through economic development mechanisms, such as a Tax Increment Reinvestment Zone or a Chapter 380 Agreement, or a zoning mechanism such as a Planned Unit Development.
- 1.5.5 Ensure a mix of land uses and development types, as well as urban design features such as wide sidewalks, bicycle infrastructure, shade trees, and reduced setbacks that support a walkable area that activates the space and creates a community-oriented development.

1.6 Create a facade improvement program for neighborhoods such as Six Points to assist property owners with making key exterior building improvements that will increase economic value and promote a cohesive urban design and visual identity for the area.

- 1.6.1 Use financial tools such as a Business Improvement District, a Financial Assistance Grant Program/Small Revolving Loan Fund, Low-Interest Loan Program, Tax Increment Reinvestment Zone, Public Improvement District, or Municipal Management District.
- 1.6.2 Develop programs to address unsafe or unsightly commercial properties.
- 1.6.3 Continue the positive work of the City's Nuisance Abatement Team, which is a collaboration of City departments formed to address properties posing the worst threats to public health and safety.
- 1.6.4 Pursue implementation of a citywide vacant building ordinance.
- 1.6.5 Create an ordinance requiring repair or removal of unsightly or derelict signs.
- 1.6.6 Explore Business Improvement District models and business community interest in establishing street corridor aesthetics, parking coordination, and increased safety and cleaning services.

1.7 Identify and partner with local agencies that will help small businesses find the resources and technical support they need to grow.

1.7.1 Support or incentivize the "right-sizing" of larger commercial sites into smaller square footage tenant spaces that are currently in high demand but lacking in the Bayside area. Incentives could range from financial incentives to reduced parking minimums.

1.7.2 Partner with the City's Development Services, Economic Development, the Del Mar College Small Business Development Center, and the Urban Land Institute-San Antonio chapter to create technical assistance for small-scale development.

1.7.3 Revive the Incremental Development Alliance training series previously offered by the City in 2022.

1.7.4 Educate small businesses on financing mechanisms available to them such as LiftFund, financial assistance grant programs, or other low-interest loan programs.



Parklets use existing street parking as a public space to allow for seating and other public or business uses.
Photo Credit: Boston Seaport

1.8 Promote opportunity zones within the Bayside study area to incentivize mixed-use development.

1.9 Recruit entertainment venues within the study area.

1.10 Support businesses trying to create outdoor cafes and amenities for customers.

1.10.1 Amend Section 7.2.3. Districts Exempt from Parking Ratios of the Unified Development Code to add outdoor cafes as a permitted reduction of minimum parking requirements.

1.10.2 Standardize sidewalk café, parklet, and pedlet regulations found in Chapter 49, Streets and Sidewalks, of the City code of ordinances to be allowable within walkable commercial areas in Bayside such as Six Points.



Pedlets extend the public realm from the sidewalk into the streetscape to allow for businesses to use sidewalk space while still accommodating pedestrian traffic.

Photo Credit: The Dominion Post



SUNRISE MALL CONCEPT

Sunrise Mall is a two-story, enclosed shopping mall located at the intersection of Airline Road and South Padre Island Drive. The mall was completed in and flourished during the early 1980s with anchor tenants such as Sears.

The closure of one of the mall's anchor stores, Frost Bros., in the late 1980s led to many retailers leaving Sunrise Mall and moving their businesses across the street to the now La Palmera Mall. This has led to significant downfall of the mall.

Today, the mall still stands with new tenants, including Planet Fitness, New Life Church, Freedom Fitness, Odyssey Early Learning, and Eddie's Tavern & Social (formerly Little Woodrow's Bar).

Previous area plans and Bayside communities have expressed interest and have identified potential opportunities for site revitalization featuring mixed uses, which could include multifamily housing, retail, restaurants and more.

The City's Planning and Community Development Department and Office of Economic Development may have an opportunity to collaborate with the owners of Sunrise Mall to revitalize and reimagine its future.

LEGEND	
	Retail
	Mixed Use, Multi Family
	Hotel
	Parking Garage
	Live/Work Units
	Entertainment Venue
	Existing Structure



2 UNDERSTAND AND ADDRESS BAY-RELATED ENVIRONMENTAL ISSUES

79% of community meeting participants rank this high priority*

HOW WE GET THERE...

2.1 Implement suitable actions identified in the draft Cole and Ropes Park Bacteria Reduction Implementation Plan (iPlan) recommendations for landscaping on public and private property and along public streets because plantings can reduce storm water, improve water quality, reduce urban heat and the temperature of storm water runoff flowing into the bays, and improve the attractiveness of an area, among other benefits.

2.1.1 Evaluate methods to remove bacteria with green infrastructure.

2.1.2 Evaluate retrofitting or improving key areas with Low Impact Development (LID) methods that reduce run-off and improve stormwater quality.

2.1.3 Provide training workshops to the design community demonstrating LID techniques.

2.1.4 As a pilot project, identify an opportunity to install stormwater detention, retention, and/or rain gardens and bioswales to enhance an existing park or greenspace.



Bay improvements can improve environmental quality and resilience while also providing higher quality recreation

Photo Credit: Landezine



Partnerships and community involvement can provide vital support to bay restoration and resilience building efforts

Photo Credit: Wikipedia Commons

*Percentages are based on responses received from the second Community Workshop held on September 8, 2023

POLICY INITIATIVES

2.1.4.1 Use the pilot project to identify and address barriers to constructing LID and as an educational tool.

2.1.4.2 Refine and adopt additional LID standards in the Unified Development Code and Infrastructure Design Manual that will reduce volumes of stormwater runoff from areas of significant redevelopment.

2.1.5 Establish an Urban Forest Management Plan that will help the City plan for and maintain trees in public areas and along streets.

2.1.6 Ensure the selection and placement of the right tree in the right place.

2.2 Monitor bacteria flowing into bays as suggested in the draft Cole and Ropes Park Bacteria Reduction Implementation Plan (iPlan).

2.2.1 Monitor indirect sources of pollution flowing into bays as suggested in the iPlan.

2.2.1.1 Continue sampling bacteria levels along bay front parks.

2.2.1.2 Collect rainfall data along drainage channels leading to the bays for use by researchers to correlate rainfall levels with stormwater pipe flow and bacteria levels.

2.2.1.3 Conduct stormwater outfall flow sampling.



Living shorelines provide a more beautiful bayside environment while fostering greater resilience to coastal erosion

Photo Credit: nrcsolutions.org

2.3 Evaluate public utility programs and projects that reduce bacteria and other contaminants in the bays.

Sanitary Sewer:

2.3.1 Continue and enhance the existing Fats, Oil, and Grease (FOG) Program, encouraging residents and businesses not to dispose of these things down drains.

2.3.2 Review standards for utility infrastructure design in the City's technical construction codes and update codes as needed to ensure new infrastructure meets the latest standards and technology.

2.3.3 Continue monitoring sanitary sewer overflows.

2.3.3.1 Continue and expand the notification system for monitoring sanitary sewer overflows.

2.3.3.2 Establish a targeted inspection program for private sewer lines to test and ensure they do not have any leaks/breaks and require by law the repair of substandard private sewer lines, also known as private laterals.

2.3.3.3 Enhance the inspection program for commercial cross-connections.

2.3.4 Continue and expand collection system line cleaning, inspection, repair, and rehabilitation.

2.3.5 Develop a long-term rainfall infiltration/inflow program to find and fix system defects.

2.3.6 Conduct hydraulic modeling of the wastewater collection system.

Storm Sewer:

2.3.7 Determine the effectiveness of stormwater retrofits to remove bacteria.

2.3.8 Enhance the City's major outfall assessment and repair program by retrofitting structurally unsound outfalls.

2.3.9 Support and encourage the adoption of the Stormwater Master Plan.

2.3.10 Continue storm sewer system line cleaning, inspection, repair and rehabilitation.

2.4 Investigate opportunities to utilize effluent from the Oso Wastewater Treatment Plant to irrigate landscaping at parks, public rights-of-way, and other municipal facilities where feasible.



©Robert Perry
Urban forestry can help foster more widespread tree canopy cover using native tree species such as the Coastal Live Oak
Photo Credit: Robert Perry

2.5 Collaborate with county, state, and federal agencies to include actions on the local Hazard Mitigation plan to address the City's vulnerability to the environmental impact of hurricanes and other natural disasters. Including actions on this plan will allow the City to be eligible for funding through FEMA's Hazard Mitigation Grant Program.

2.5.1 Improve drainage channel ditches throughout the study area by correcting the erosion on the sides and bottom of the ditches.

2.5.2 Provide an updated assessment of the eight major stormwater outfalls and other outfalls that runoff into Corpus Christi Bay, such as the Brawner/Proctor outfall and Gollihar outfall.

2.5.3 Install emergency generators, instrumentation, and electrical control system for automatic switch

between power and emergency generators for Oso Water Treatment Plant.

2.5.4 Map and assess the city's vulnerabilities for coastal erosion, expansive soils, land subsidence, and wildfires.

2.6 Continue working with City partners and external partners to reduce erosion along Corpus Christi and Oso Bays.

2.6.1 Establish a proactive shoreline management plan that would develop, present, and implement measures for addressing erosion while allowing recreational access along the bays.

2.6.2 Engineer a design for shoreline stabilization that would reduce bluff erosion in order to preserve the existing park footprints at South Cole Park, Ropes Park, and Poenisch Park, and provide safe public access to pocket beaches.

2.6.3 Apply hybrid living shoreline stabilization techniques to maximize environmental benefits while restoring safe public access to the shoreline and stabilizing beaches by enhancing or mimicking natural coastal features.

2.6.4 Evaluate other locations that would benefit from shoreline stabilization such as Swantner Park, Doddridge Park, Palmetto Park, South Bay Park, Hans and Pat Suter Wildlife Refuge, and Oleander Point at Cole Park.

2.6.5 Prevent vehicular access to the Oso Bay shoreline.



Shoreline erosion at Poenish Park on the Corpus Christi Bay.
Photo Credit: Alissa Mejia



Preventing vehicular access to the Oso Bay shoreline is critical to protect the Bay's natural features from vehicle impacts such as the ground wear pictured above
Photo Credit: City of Corpus Christi

POLICY INITIATIVES

2.7 Support ongoing trash and pollution efforts by creating new programs and funding more improvements.

2.7.1 Create an introductory public education campaign about water quality in Corpus Christi Bay with all types of media marketing as well as developing educational materials.

2.7.1.1 Develop a specific campaign ("Leave It Better than You Found It" and "Don't Mess with Texas Water") targeting the reduction of litter in the community. (ex: Litter from vehicles and by individuals around public spaces).

2.7.1.2 Develop an advisement protocol to warn the public when bay access areas may have periodically elevated bacteria levels, typically during and immediately after rainfall.

2.7.1.3 Improve education and code enforcement for restaurants to prevent litter from blowing off their premises per City Code of Ordinance Section 22-5.

2.8 Continue to fund and install catch basins, solid interceptors, and other devices for stormwater lines leading into the bays.

2.9 Establish bay cleanup initiatives with communities and stakeholders around the city.

2.10 Provide education and training for homeowners and multifamily management on runoff from pesticides and fertilizers, as well as proper waste disposal including lawn clippings.

2.11 Prevent intentional dumping and disposal by establishing education and outreach programs targeted toward community involvement to identify and report instances of illegal dumping and disposal.

2.12 Continue installation of pet waste disposal stations and develop an Adopt-a-Pet-Waste-Station Program.

2.13 Strengthen animal control ordinances to include the removal and proper disposal of pet waste with new enforcement measures, stricter fines, and enhancements to improve enforceability.



Trash that ends up on streets moves through storm water inlets and pipes and into the Corpus Christi Bay.
Photo Credit: Neil McQueen

3 IMPROVE GREEN AND OPEN SPACES

74% of community meeting participants rank this high priority*

HOW WE GET THERE...

3.1. Promote exercise and health at parks by adding more amenities and activities.

3.1.1 Implement the recommendations of the City's adopted 2022 Parks and Recreation Master Plan for improving existing parks.

- Zepeda Park – Update the basketball courts.
- Cullen Park – Improve sports facilities, maintenance, new trees, new signage, loop trail, and natural areas for landscaping and storm water collection.
- Lamar Park – Update amenities, improve playgrounds, maintenance, trails.
- Cole Park – Complete master planned recommended updates.
- Cupier Park – Upgrade current playground equipment with the installation of new shade structures over the new playgrounds and utilizing a rubber fall zone with concrete sub-base.
- Sam Houston Park – Upgrade current playground equipment with the installation of new shade structures over the new

playgrounds and utilizing a rubber fall zone with concrete sub-base.

- Lindale Park – Renovate and expand recreational center into a multigenerational facility incorporating the existing senior and recreational centers.
- Casa Linda Park – Build new playground.
- Sherwood Park – Upgrade current playground equipment with the installation of new shade structures over the new playgrounds and utilizing a rubber fall zone with concrete sub-base
- Windsor Park – Upgrade current playground equipment with the installation of new shade structures over the new playgrounds and utilizing a rubber fall zone with concrete sub-base.
- South Bay Park – Update with shade trees and lighting; update basketball courts; repair sidewalk, and add benches and shade structures.
- Botsford Park – New playground with mulch fall zone.
- Price Park – Repair and update

*Percentages are based on responses received from the second Community Workshop held on September 8, 2023

POLICY INITIATIVES

parking lots, sidewalks, trails, lighting, fencing, signage, scoreboards, irrigation systems, buildings, structures, playing surfaces and other related improvements.

- Garden Senior Center – Renovate and expand into a multigenerational facility.
- Swantner Park – Develop a parks improvement plan.

3.1.2. Add more shade and seating to pocket parks and waterfront parks.

3.1.3. Explore appropriate locations for watersport launches along the Bay.

3.1.3.1 Develop a “blueway” plan that would identify all current and potential water sport launch points within the city limits.

3.1.3.2 Create convenient paddling trail access points or boat launches in parks along waterways. All boat launches should be designed to serve an assortment of non-motorized watercraft, including electric motor boats, kayaks, and canoes, and should be in convenient locations for park visitors to easily access.

3.1.3.3 Evaluate Swantner Park for a water sport launch, specifically wind foiling which takes advantage of the quick deepening and existing beach at this park.



Hans & Pat Suter Wildlife Refuge

Photo Credit: TAMUCC



"Corpus Christi is the No. 1 place to kiteboard in North America and is in the top three in the Western Hemisphere." - Corpus Christi Caller Times

Photo Credit: Alissa Mejia

POLICY INITIATIVES

3.1.4 Utilize the City’s existing public art program by showcasing local artists and Bayside community branding in parks.

3.1.5 Add interpretation signage paying homage to the indigenous Karankawa people around Hans and Pat Suter Park.

3.1.6 Ensure ADA accessibility throughout parks and surrounding sidewalk networks.

3.1.6.1 North Pope Park – add ADA ramps from neighborhood connections.

3.1.6.2 Evelyn Price Park – add ADA accessible seating and sidewalks.

3.1.7 Provide improved access points to and viewsheds of Corpus Christi Bay and Oso Bay.

3.1.7.1 Preserve views of the bay at the intersection of Ocean Dr. and Airline Rd. by purchasing the property or through other methods.

3.1.7.2 Preserve views of the Oso Bay at Ennis Joslin Park 1 at 6053 Ennis Joslin Rd.

3.2. Explore opportunities to enhance open spaces in the Oso Bay area with environmentally sensitive design.

3.2.1. Address updates needed at Hans and Pat Suter Wildlife Refuge:

3.2.1.1. Support and maintain access to the Hans and Pat Suter Wildlife Refuge by completing repairs to internal trails within the park and converting trails to a concrete, ADA-accessible trail.

3.2.1.2. Reconstruct the boardwalk at an elevated height similar to the one at the Oso Bay Nature and Wetlands Preserve so that it is less impacted by storms/flooding, improves bird watching, and reduces unsafe water access.

3.2.1.3. Conduct shoreline management practices to stabilize and reduce further erosion around the bay edge of the park.

3.2.2. Explore the feasibility of a publicly accessible multi-use trail around the Oso Wastewater Treatment Plant.

3.2.3. Coordinate with TAMU-CC for the University Beach improvements and the adjacent parking site.

3.2.4. Assess opportunities to acquire additional wetlands along Oso Bay to preserve natural habitat and wildlife, support flood mitigation in the adjacent areas, and enhance the overall environmental well-being of Corpus Christi’s watersheds.

3.2.5. Develop more natural areas in existing parks per the adopted 2022 Parks and Recreation Master Plan. A possible pilot project could be at Cullen Park.

3.3. Where drainage channels are installed, adopt a swale design rather than the outdated “v” type ditch where feasible. Swale design drainage channels allow parklike amenities, attractive pocket prairies, and sidewalks/bike paths while providing flood protection and wildlife habitat opportunities. Natural ground cover should replace concrete liners in existing drainage channels wherever possible.



Recreational waterfront features can strengthen community relationships with their environment
Photo Credit: Berger Partnership

3.3.1. Storm drain improvements along Gollihar Rd. and S. Staples St. and channel improvements from Airline Rd to Oso Municipal Golf Course to relieve flooding for neighborhoods and businesses.

3.3.2. Storm drain system improvements along Shephard Dr and across Whitaker Dr and Cleopatra Dr to reduce neighborhood flooding.

3.3.3. Storm drain system improvements along Alameda from Ronson Dr to Glenmore Street to reduce neighborhood and street flooding.

3.3.4. Storm drain system improvements along S. Port Ave, across Crosstown Expressway, and along Shely St; and culvert and storm drain improvements along Logan and Louisiana to reduce flooding west of Crosstown and near Staples and Brownlee.

3.3.5. Culvert and channel improvements along Brawner Parkway from Ramsey Street to Corpus Christi Bay; and storm drain system improvements along Staples St from Buccaneer Dr to Brawner to relieve neighborhood flooding.

3.3.6. Channel improvements along Carmel Pkwy from S. Staples St to Corpus Christi Bay; and storm drain improvements along Santa Fe St to reduce neighborhood flooding.

3.3.7. Storm drain improvements along Ashland Dr and Airline Rd from S Alameda St to Corpus Christi Bay to relieve neighborhood flooding.

3.4. Work with local animal care organizations to create and implement an action plan to reduce stray and loose animals in parks and in neighborhoods.

4 PRIORITIZE SAFE TRANSPORTATION FOR ALL



HOW WE GET THERE...

4.1 Continue efforts to repair existing streets in poor condition.

4.1.1 Ensure funding for traffic signal replacements and coordination.

4.2 Pursue construction of paved shared use paths along drainage channels that the community already uses for recreation, including feasibility studies as needed: Brawner, Louisiana, and Carmel Parkways and the Gollihar/Cullen Ditch.

4.2.1 Create safe street crossings for trails at:

- Brawner Parkway at Kostoryz Road, Staples Street, and Alameda Street.
- Louisiana Parkway at Staples Street, Alameda Street, Santa Fe Street, and Ocean Drive.
- Carmel Parkway at Staples Street, Alameda Street, and Santa Fe Street.
- Gollihar Road at Airline Road and Belmeade Drive.

4.2.2 Ensure the widths of shared use paths follow American Association of State Highway and Transportation



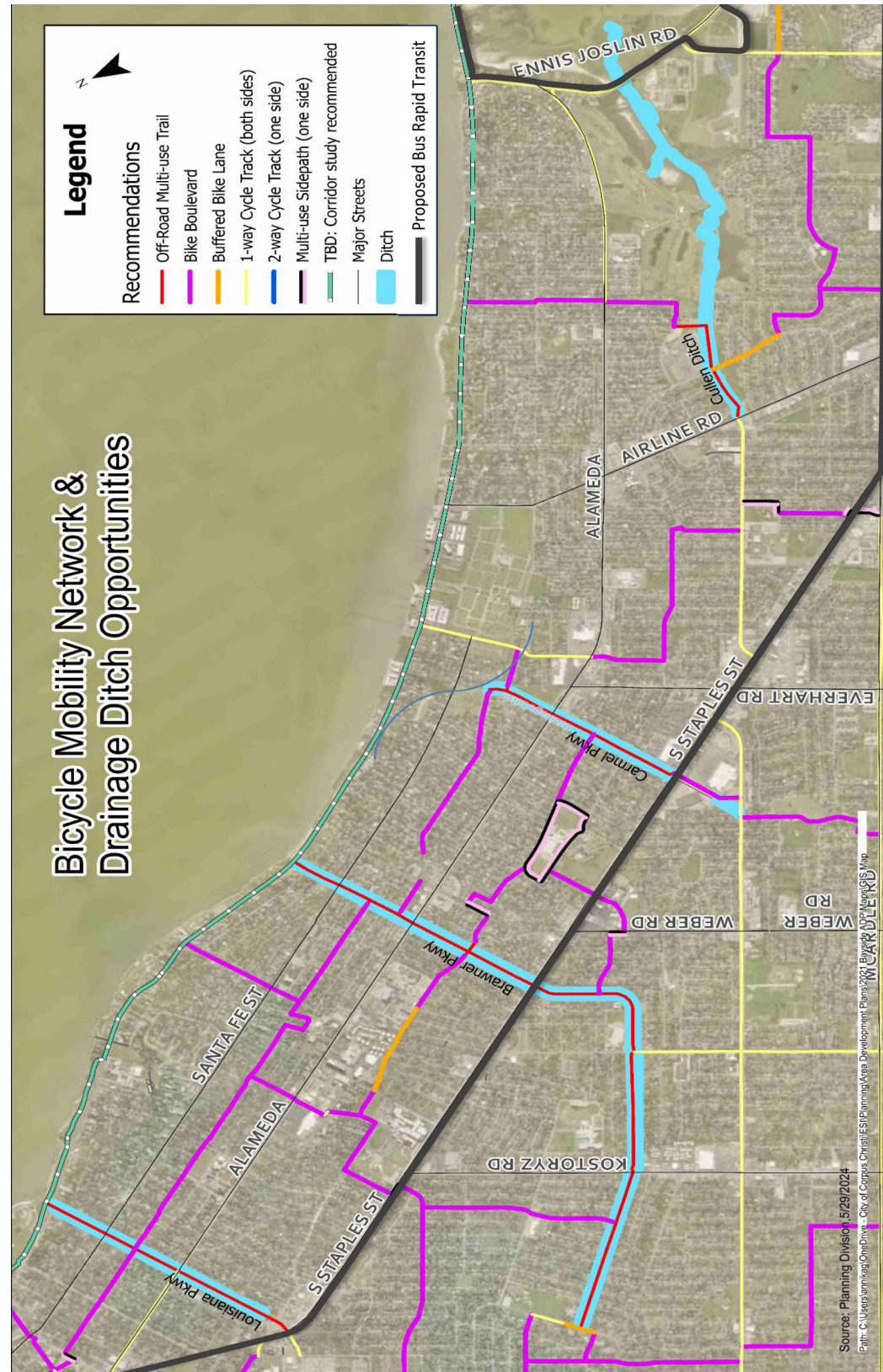
Brawner and other drainage greenways provide an opportunity for further investment into shared use paths to support existing uses.
Photo Credit: City of Corpus Christi

Officials (AASHTO) Guide for the Development of Bicycle Facilities, Section 5.2.1 “Width and Clearance” of being 10 to 14 feet wide and eight feet wide under certain conditions such as low pedestrian use or constrained right- This will accommodate the safe separation of walkers and bicyclists.

4.2.3 Design and construct crossings over drainage channels to create better connections between destinations and neighborhoods.

*Percentages are based on responses received from the second Community Workshop held on September 8, 2023

Bicycle Mobility Network & Drainage Ditch Opportunities



POLICY INITIATIVES

- 4.2.3.1 Improve the safety railing along the Fort Worth Street bridge over the Carmel Parkway drainage channel.
- 4.3 Make it safe, comfortable, and convenient for people of all ages and abilities to walk or use wheelchairs to get to key destinations like parks, schools, services, and work.
- 4.3.1 Review the City's Americans with Disabilities Act (ADA) Master Plan and update the Plan if needed.
- 4.3.2 Construct and incentivize sidewalk improvements in neighborhoods through cost-sharing tools such as the City of San Antonio's Sidewalk Cost-Sharing Program; establishing an in-house residential sidewalk construction team similar to the City of Galveston's where residents only pay for materials and the city provides labor and equipment; and/or creating a residential sidewalk improvement district policy.
- 4.3.3 Develop a list or map of missing sidewalks and prioritize the construction of sidewalks that lead to bus stops, parks, schools, services, and that implement the ADA Master Plan.
- 4.3.4 Review the list of streets planned for reconstruction against the list of needed sidewalks so that projects can be funded and built together.
- 4.3.5 Support TAMU-CC exploring the feasibility of a bridge or boardwalk between the Main Campus and Momentum Campus.



Painted crosswalks in the Six Points area enhance pedestrian safety while beautifying the streetscape
Photo Credit: Asakura Robinson

- 4.4 Make it safe, comfortable, and convenient for people of all ages and abilities to bike to key destinations like parks, schools, services, and work.
- 4.4.1 Identify streets that have excess capacity for vehicle traffic and are located where critical connections for the pedestrian and bicycle networks are needed. Preliminary candidate streets include but may not be limited to:
- Gollihar Road between Greenwood Drive and S. Staples Street.
 - Alameda Street between Texan Trail and Ennis Joslin Road.
 - McArdle Road between Ennis Joslin Road and Carroll Lane.
 - Ennis Joslin Road between South Padre Island Drive and Ocean Drive.
 - Any four-lane undivided street that has been restriped to three-lanes for safety (see Item 4.5.7)

POLICY INITIATIVES

4.4.2 Construct the right type of bicycle infrastructure needed in the right place. Use nationally recognized guidance as the American Association of State Highway and Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities and the National Association of City Transportation Officials (NACTO) guidebook Designing for All Ages and Abilities: Contextual Guidance for High-Comfort Bicycle Facilities.

4.4.2.1 Use nationally recognized methods for safely separating bicycle riders from vehicles where vehicle speeds create a safety hazard.

4.4.2.2 Where there are bike paths, carefully design and construct street intersections with separate crosswalks for walkers and bikers.

4.4.3 Amend the Bicycle Mobility Plan to include protected bicycle paths along Ayers Street, Alameda Street, South Staples Street between Brawner Parkway and Gollihar Road, Gaines Drive, Santa Fe Street between Ayers Street and Doddridge Street; and Airline Road between Alameda and Ocean Drive. These streets are currently missing on the adopted Plan and can link future bike paths on drainage channels to high-density residential and key service areas.

4.4.4 Re-evaluate the design of Ayers Street between Baldwin Blvd. and Port Ave. to provide protected

bike infrastructure and improved sidewalks as recommended by MobilityCC, page 106.

4.5 Reduce traffic crashes and ensure safe and efficient transportation systems.

4.5.1 Work with the Corpus Christi Metropolitan Planning Organization (CCMPO) to develop the Regional Active Transportation and Complete Street Plan for adoption by the City Council.



Shifting space from road to sidewalk creates opportunities for incorporating public-oriented space into building frontage areas
Photo Credit: City of Austin

POLICY INITIATIVES

4.5.1.1 Ensure the plan incorporates specific cross-section design recommendations for all segments of the pedestrian and bicycle mobility networks.

4.5.1.2 Identify priority segments of the mobility networks to incorporate into the CCMPO's financial plan, a requirement of all Federal and State transportation project construction funding, and the City of Corpus Christi Capital Improvement Plan (CIP).

4.5.2 Review the City's Infrastructure Design Manual and Unified Development Code to maximize Average Daily Trip thresholds for each street type, particularly Collector-type streets, so that streets are not overbuilt when reconstructed.

4.5.3 Test anti-speeding or "traffic calming" designs on streets in volunteer neighborhoods through "tactical urbanism," where temporary low-cost traffic calming measures are installed and tested in advance of street reconstruction. Explore model programs like Cincinnati's Paint the Streets program.

4.5.4 Recognize that speed humps and speed cushions are not the only way to reduce vehicle speeds. Update codes or policies to offer neighborhoods a full menu of nationally recognized traffic calming methods, such as curb extensions



Curb extensions help to slow traffic by reducing lane widths at pedestrian crossings while offering beautification opportunities
Photo Credit: Richard Drdul

located at intersections or for on-street parking, chicanes, or traffic circles.

4.5.5 Add features to the street to slow traffic around pedestrian crossings, such as curb extensions, pedestrian islands, or signage with lights or signals.

4.5.6 Complete up-to-date Average Daily Trip (ADT) counts to select efficient, economical, and safer designs for street reconstruction projects.

4.5.7 Convert four-lane roads to three-lane roads (that is, one lane in each direction plus a center turning lane). Four-lane undivided roads are known to create dangerous conditions for drivers. The following streets in the Bayside area are strong candidates for this low-cost, high-impact intervention:

- Santa Fe Street between Ayers Street and Doddridge Street (already complete between Doddridge St. and Robert Dr).

POLICY INITIATIVES

- Texan Trail between Alameda Street and Staples Street.
- Everhart Road between Tarpon Place and Alameda Street.
- Gollihar Road between Staples Street and Airline Road.
- Staples Street between Buckaroo Trail to Leopard Street.
- Ayers Street between Baldwin Boulevard and Staples Street at Six Points.
- Morgan Avenue between Ocean Drive and Airport Road.
- Doddridge Street between S. Alameda Street and Pope Drive.

4.5.8 Evaluate and install improvements to reduce the high rate of crashes on Staples Street between South Padre Island Drive (SPID) and McArdle Road followed by other SPID intersections.

4.6 Work with the Corpus Christi Regional Transportation Authority to improve the safety, convenience, and comfort of riding a public bus.

4.6.1 Support the CC Regional Transportation Authority's development of a Bus Rapid Transit (BRT) route connecting City Hall to TAMU-CC with other key locations along the route, such as Six Points, La Palmera Mall, Southside Transfer Station, former Sunrise Mall, which is ripe for redevelopment.

4.6.1.1 Begin working on "transit corridor design standards" for future Bus Rapid Transit (BRT) routes within the City's Infrastructure Design Manual.



A Bus Rapid Transit route is proposed in the CC Regional Transportation Authority's long-range system plan.
Photo Credit: CCRTA Fleet Forward, December 2022

4.6.2 Prioritize the construction of sidewalks in the Bayside that lead to bus stops, such as improvements to the intersection and sidewalks at Staples Street and McArdle Road from Airline Road to Holmes Drive.

4.6.3 Identify high-priority crosswalk improvements.

4.6.4 Prioritize ADA accessibility to bus stops.

4.6.5 Amend the City's Unified Development Code to allow commercial property owners to reduce their parking requirement when making space for bus stops or shelters.

POLICY INITIATIVES

4.7 Continue to improve Ocean Drive as the Corpus Christi Bay Trail, a premier trail that offers residents and visitors an opportunity to walk and ride bicycles while enjoying the bay views and parks and connecting TAMU-CC to Downtown.

4.7.1 Hold a "ciclovía" event on Ocean Drive where a lane of traffic is closed temporarily for use by the community to walk or ride bikes on a slow Sunday. Consider doing this on the first Sunday of the month to coincide with the monthly Art Walk event held downtown.

4.7.2 Conduct a feasibility study for protected, and separate pedestrian and bicycle facilities along the bay side of Ocean Drive, assuming a 10-foot or more easement adjacent to the right-of-way.

4.7.3 Install pedestrian-activated signalized crosswalks at key locations on Ocean Drive. Prioritize crosswalks that connect to City parks, apartments, and condo buildings or places where there is a high density of users.



Ciclovía events involve temporarily closing a street to car traffic to allow for bike and pedestrian use.
Photo Credit: Flickr - CicLAvia Los Angeles



A child rides their bicycle on Ocean Drive in lanes closed for reconstruction.

Photo Credit: City of Corpus Christi

4.7.4 Evaluate and design Ocean Drive intersections that safely accommodate all users with the following highest priority intersections:

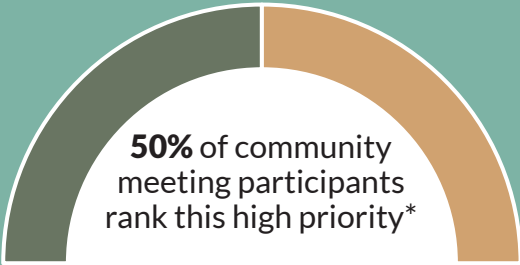
- Ennis Joslin Road
- Doddridge Road
- Airline Road

4.7.5 Reduce the speed limit on Ocean Drive to 35 mph and incorporate traffic calming measures or designs for a lesser speed, which further protects bicyclists and pedestrians using crosswalks to the bayfront parks.

4.7.5.1 Allocate funding for traffic calming devices such as speed feedback signs, radars to collect traffic data, and LED signs.

4.7.5.2 Identify high-risk pedestrian mid-block crossings for improvements. Crossings will be upgraded with ADA pedestrian ramps, crosswalk pavement markings, and signage.

5 INTRODUCTION AND SUPPORT MORE HOUSING OPTIONS



HOW WE GET THERE...

5.1 Develop a City infill reinvestment policy with the following strategies.

- 5.1.1 Continue to fund the City’s recently overhauled Infill Housing Incentive Program.
- 5.1.2 Support housing developers that build new homes in existing neighborhoods by waiving fees such as building permit, plan review, solid waste, and utility taps.
- 5.1.3 Develop a process for the City to acquire abandoned properties and prepare them for future infill development.
- 5.1.4 Create a resource available to the public that identifies residential homes or vacant lots for purchase to promote infill development of available properties.
- 5.1.5 Evaluate a streamlined permitting process for accessory dwelling units (ADUs) such as a pre-permitted design “catalog” and continue to evaluate necessary code amendments to support ADUs.
- 5.1.6 Develop pre-permitted residential plan designs that could be applied on infill residential lots.

- 5.1.7 Create a program or amend the Unified Development Code to reduce the burden of having to combine lots into one larger lot (“replat”) when property owners are building a new structure in an existing neighborhood.
- 5.1.8 Create a Property Improvement Program to help reduce regulatory barriers that low- to moderate-income households experience when trying to improve their houses/ property.



Increasing middle housing options, such as the townhomes pictured above, provide housing opportunities to a broader market
Photo Credit: Harka

- 5.1.8.1 Evaluate implementing a “tangled title” or title remediation program to provide legal assistance to low-income residents to obtain a clear title to a property they have inherited. Having a clear title is essential to keep residents housed, allows the owner to benefit from the ability to sell their property, and enables them to apply for housing grants offered by the City.
- 5.1.8.2 Reduce or rebate rezoning fees for properties within single-family neighborhoods whose current zoning prohibits single-family uses and where the rezoning complies with rezoning criteria. In some recent cases, a property owner has had to rezone their lot to a residential zoning district despite being in a single-family neighborhood to build a new house or an addition to an existing home. Rezoning can cost around \$1,500 and 2.5 to three months.
- 5.1.9 Partner with other government entities to assess whether using Public Facility Corporations (PFCs) or developing vacant government-owned land is a viable option for creating affordable workforce housing.



Accessory Dwelling Units (ADUs) are a valuable housing option for increasing residential density in existing residential areas
Photo Credit: Harka

- 5.2 Create opportunities and incentives for the construction of the missing middle housing types, such as duplexes, triplexes, and multiplexes.
 - 5.2.1 Allow parking requirement reductions for redevelopment projects.
 - 5.2.2 Provide public training opportunities to support adaptive reuse of vacant buildings, infill, and small-scale development.
 - 5.2.3 Develop an adaptive reuse policy that would direct developers interested in redeveloping abandoned buildings into infill multi-family housing developments.
- 5.3 Develop a housing assessment with local higher education institutions.
 - 5.3.1 Work with developers to consider locating student housing within a mixed-use area or build mixed-use housing with supportive services.
 - 5.3.2 Support housing development near transit.

*Percentages are based on responses received from the second Community Workshop held on September 8, 2023

- 5.3.3 Evaluate parking reductions for students near transit or near campus.
- 5.3.4 Encourage university housing development within the Sunrise Mall redevelopment opportunity.
- 5.4 Support aging in place.
 - 5.4.1 Work with the Area Agency for Aging and area non-profits to implement home modifications for seniors, such as ramps, bathroom updates, and other common modifications.
- 5.5 Develop a toolkit for housing renovation.
 - 5.5.1 Identify and evaluate tools such as loan, grant and education programs for qualified housing improvements.
 - 5.5.2 Continue to provide grants for Minor Home Repair to assist low-income or elderly homeowners to make needed home repairs.
 - 5.5.3 Preserve Development Services' Contractor STAR (Safety, Training, Accountability, and Registration) program to provide homeowners with an additional means to find qualified contractors based on their service lines.
 - 5.5.4 Create a tool rental program modeled after San Antonio's Tool Shed Program that would collect a variety of hand and gas power tools that can be used at no cost by residents, businesses, and community groups to clean and improve their properties.
- 5.6 Support preservation of historic homes. in accordance with the City's adopted Historic Preservation Plan.
 - 5.6.1 Establish an incentive program for rehabilitating and preserving historic homes, especially in targeted neighborhoods identified in the Historic Preservation Plan (ex: tax abatements).
 - 5.6.1.1 Determine goals for local tax incentive programs.
 - 5.6.1.2 Identify programs in other cities that can serve as good models.
 - 5.6.1.3 Develop a proposal for consideration by City staff.
 - 5.6.1.4 Engage with the community through multiple meetings as appropriate to explain the goals, proposed responsibilities and benefits associated with each program, and implementation plan/ schedule; answer question and gather feedback. Make revisions as necessary.
 - 5.6.1.5 Bring proposal to the Landmark Commission, Planning Commission, and City Council for consideration.
 - 5.6.1.6 After approval, develop a communications strategy to make property owners aware of the program and

- to encourage participation, measure interest and response, etc.
- 5.6.1.7 Plan to collect data that is needed for annual reports to City officials.
- 5.6.2 Evaluate designating areas, such as Ocean Drive and the following neighborhoods: Del Mar, Six Points, Bessar Park, Morningside/Bellavida, and Lamar Park, as local historic districts
- 5.6.3 Continue to support the Historic Preservation Officer working with neighborhoods to conduct historic building surveys at Morningside and Del Mar subdivisions.
- 5.7 Support efforts to provide resources to help the unhoused.
 - 5.7.1 Evalutate funding permanent supportive housing, which would provide indefinite housing or rental assistance combined with supportive services for disabled persons experiencing homelessness so that they may live independently.
 - 5.7.1.1 Work with the Texas Balance of State Continuum of Care to increase the amount of funds available to the community.
 - 5.7.1.2 Any awarded funding would be administered locally or distributed to providers.

PUBLIC INVESTMENT INITIATIVES



PUBLIC INVESTMENT INITIATIVES

Public Investment Initiatives are improvements to the built or natural environment that align with the vision of this plan and help support the physical development necessary to accomplish the plan's goals. The initiatives described in this section are in direct relation to the City's capital improvement planning efforts and annual budget. While some of these initiatives come directly from the City's Capital Improvement Budget and supporting documentation, others originate from the public input received during the engagement process and are presented here with the intention of integrating new, public-driven projects into future City capital improvement planning efforts.

To articulate how these Public Investment Initiatives should be implemented over time, they have been broken down into three categories: short term (1-5 years), medium term (5-10 years), and long term (10+ years).

Short term projects are typically actionable at the time of plan adoption and should be pursued within a time frame of 1 to 5 years. They tend to be lower cost, often being funded by existing revenue sources or funding mechanisms, and are smaller scale, reducing implementation challenges.

Medium term projects are often larger scale and require greater funding and support to implement. Generally expected to be undertaken within the next 5 to 10 years, they will require greater planning and organizational effort.

Long term projects are those that do not yet have a set time frame, are reliant on the completion of other projects, or will otherwise not realistically be actionable within the next 10 years. They are often larger scale, more ambitious efforts with high potential benefit and should be continually revisited and revised as more short to medium term projects are completed.

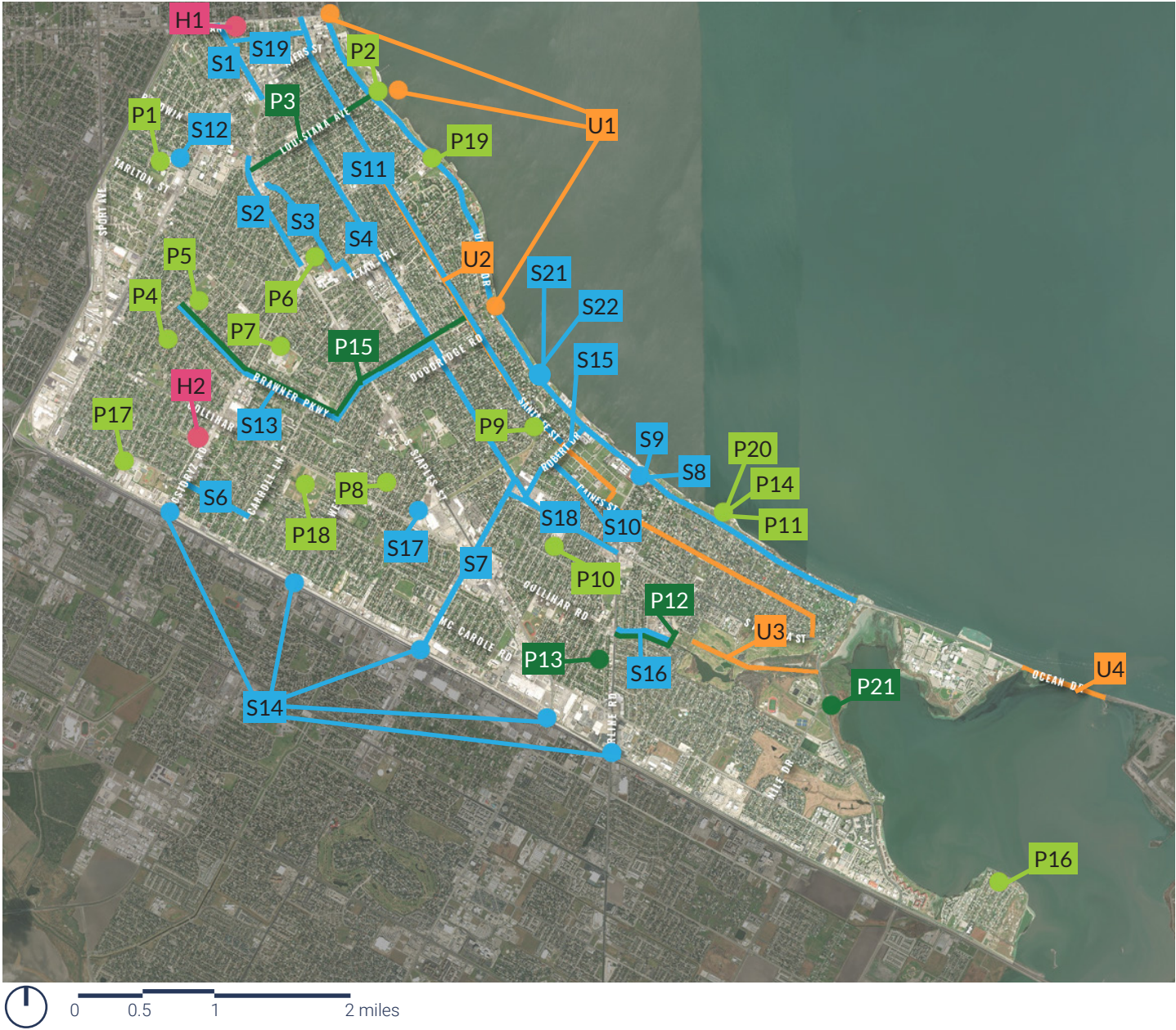
SHORT TERM (1-5 YEARS)

#	PROJECT NAME
PARK AND TRAIL IMPROVEMENTS	
P1	H.E.B. Park Improvements, Pool Resurfacing & Parking Lot
P2	Cole Park Plaza Shade Structure
P3	Louisiana Parkway Trail Design & Construction
P4	Cupier Park Improvements
P5	Sam Houston Park Improvements
P6	Lindale Park Improvements
P7	Casa Linda Park Improvements
P8	Sherwood Park Improvements
P9	Lamar Park Improvements
P10	Windsor Park Improvements
P11	Swantner Park Master Plan
P12	Gollihar/Cullen Ditch Multi-Use Trail
P13	Koolside Park Sidewalk/Trail
P14	Swantner Park Water Sports Launch
P15	Brawner Parkway Trail Design & Construction
P16	South Bay Park Improvements
P17	Botsford Park Playground
P18	Price Park Parking Lot Improvements
P19	Oleander Park Parking Lot Improvements
P20	Swantner Park Parking Lot and Lighting Improvements
P21	Hans & Pat Suter Wildlife Refuge Improvements: Parking Lot, Lighting, Trail & Erosion
P22*	Urban Forest Management Plan
P23*	Funding for Urban Trees
STREET IMPROVEMENTS	
S1	Brownlee Boulevard Reconstruction (Staples St to Morgan Ave)
S2	South Staples Street Reconstruction (Kostoryz Rd to Baldwin Blvd)
S3	Swantner Drive Reconstruction (Texan Trail to Indiana Ave)
S4	Alameda Street Reconstruction (Louisiana Parkway to Texan Trail)
S5	Alameda Street Design and Reconstruction Project (Texan Tr to Doddridge St)
S6	McArdle Road Reconstruction (Carroll Ln to Kostoryz Rd)
S7	Everhart Road Reconstruction (SPID to Alameda St)

* indicates projects with a location that is still being determined or are not location specific

#	PROJECT NAME
S8	Ocean Drive/Airline Road Intersection Improvement Project
S9	Ocean Drive/Airline Road Intersection Bike/Pedestrian Safety Improvements
S10	Gaines Street Bike/Pedestrian Improvements to Brookdale Park
S11	Santa Fe Street Multi-Modal Design & Reconstruction (Ayers to Doddridge)
S12	Tompkins/Fig Street Safety Improvements
S13	Brawner Parkway Reconstruction (Ramsey to Alameda)
S14	SPID Intersection Traffic Safety Improvements
S15	Robert Dr. Sidewalks for Bus Stops (Alameda St to Ocean Dr)
S16	Gollihar Rd. Reconstruction (Airline Rd to Belmeade Dr)
S17	Neyland Library Traffic Safety Improvements
S18	Alameda Street Reconstruction and Bike/Pedestrian Improvements (Everhart to Airline, including Avalon)
S19	Elizabeth Street Reconstruction (Santa Fe St to Staples St)
S20	Alameda Street Reconstruction (Doddridge St to Everhart Rd)
S21	Ocean Drive Maintenance Program & Median Improvements
S22	Ocean Dr. Bike & Pedestrian Improvement Plan
S23*	Complete Streets, Active Transportation, & Micro-Mobility Plan (CCMPO)
S24*	Combined Santa Fe St./Alameda St./Ocean Dr. Traffic Analysis
UTILITY/INFRASTRUCTURE IMPROVEMENTS	
U1	Morgan, Louisiana, and Brawner/Proctor Outfall Assessments
U2	Hewitt Place/Santa Fe Street Wastewater Line Upsizing (Consent Decree priority)
U3	36" Twin Wastewater Line Rehabilitation within Oso Golf Course (Consent Decree priority)
U4	Ocean Drive Bridge Replacement (TxDOT)
U5*	Cole Park, Louisiana, & Morgan Bay Water Quality Improvements/Trash Interceptors
U6*	Wastewater Capacity Constraints Projects
U7*	Bay Erosion Plan
U8*	Water Line Replacements (Citywide)
HEALTH & SAFETY IMPROVEMENTS	
H1	Fire Station #3 Replacement
H2	Fire Station #8 Replacement

PUBLIC INVESTMENT INITIATIVES



MID-TERM (5-10 YEARS)

#	PROJECT NAME
PARK AND TRAIL IMPROVEMENTS	
P24	Price Park Sports Complex Improvements
P25	Lindale Multigenerational Recreational Facility
P26	Ropes Park Shoreline Erosion Improvements
P27	Doddridge Park Shoreline Erosion Improvements
P28	Zepeda Park Basketball Court Improvements
P29	Oso Golf Course Club House Improvements
P30	Swantner Park Shoreline Erosion Improvements
P31	Poenisch Park Shoreline Erosion Improvements
P32	Karankawa People Interpretative Signage Project
P33	Hans and Pat Suter Wildlife Refuge: Elevated Boardwalk, Benches, Observation Blinds
P34	Cole Park Improvements - Phase 1-2-3 (Construction)
P35	Nature-Based Storm Water Solutions at Cullen Park
STREET IMPROVEMENTS	
S25	Alameda Street Reconstruction (Staples St to Coleman Ave)
S26	Ayers Street Intersection and Sidewalk Improvements (Port to Gollihar)
S27	Kosar Street Reconstruction (Staples St to Naples St)
S28	Norton Street Reconstruction (Kostoryz Rd to Ramsey St)

#	PROJECT NAME
S29	Staples St./McArdle Intersection & Sidewalk Improvements (Airline Rd to Holmes)
S30	Gollihar Rd. Reconstruction & 4 to 3 Lane Conversion Evaluation (Airline Rd to Staples St)
S31	Carmel Parkway North & South (Staples St to Ft Worth St)
S32	Bus Rapid Transit Traffic Signal Synchronization and Prioritization (Staples/McArdle/Ennis Joslin/Ocean)
S33*	Sidewalk Connectivity Assessment Implementation, Phase 1
UTILITY/INFRASTRUCTURE IMPROVEMENTS	
U8	Brawner Parkway Drainage Channel Improvements
U9	Oso Wastewater Treatment Plant Improvements
U10	Gollihar Road Storm Water Culvert Improvements (Staples St to Airline Rd)
U11	Carmel Drainage Channel Improvements & Trail (Design Only)
U12*	Wastewater / Water Line Replacements (Citywide)
U13*	Wastewater Capacity Constraints Projects
HEALTH & SAFETY IMPROVEMENTS	
H3	Fire Station #11 Replacement

* indicates projects with a location that is still being determined or are not location specific



LONG-TERM (10+ YEARS)

#	PROJECT NAME
PARK AND TRAIL IMPROVEMENTS	
P35	Swantner Park Improvements Master Plan
P36	Trail Around Oso WW Treatment Plant/ TAMUCC Momentum Campus
P37	University Beach Improvement Project (TAMUCC)
P38	Intercampus Boardwalk Project (TAMUCC)
P39	Neyland Library Expansion
STREET IMPROVEMENTS	
S33	Gollihar Street 4-to-3 Lane Evaluation (Greenwood Dr to Staples St)
S34	Staples Street Bike Infrastructure (Brawner Pkwy to Gollihar Rd)
S35	Carmel Parkway Trail Intersection Improvements
S36	Alameda St. Reconstruction (Airline Rd to Parade Dr)
S37	Bike Loop (Ennis Joslin Rd/Alameda St/ Airline Rd/ Ocean Dr)
S38	Alameda St. Reconstruction (Parade Dr to Ennis Joslin Rd)
S39	Ennis Joslin Road/Ocean Drive Intersection Improvements
S40	Ocean Drive Bike Improvements (Ennis Joslin Rd to TAMUCC)
S41*	Sidewalk Connectivity Assessment Implementation, Phase 2

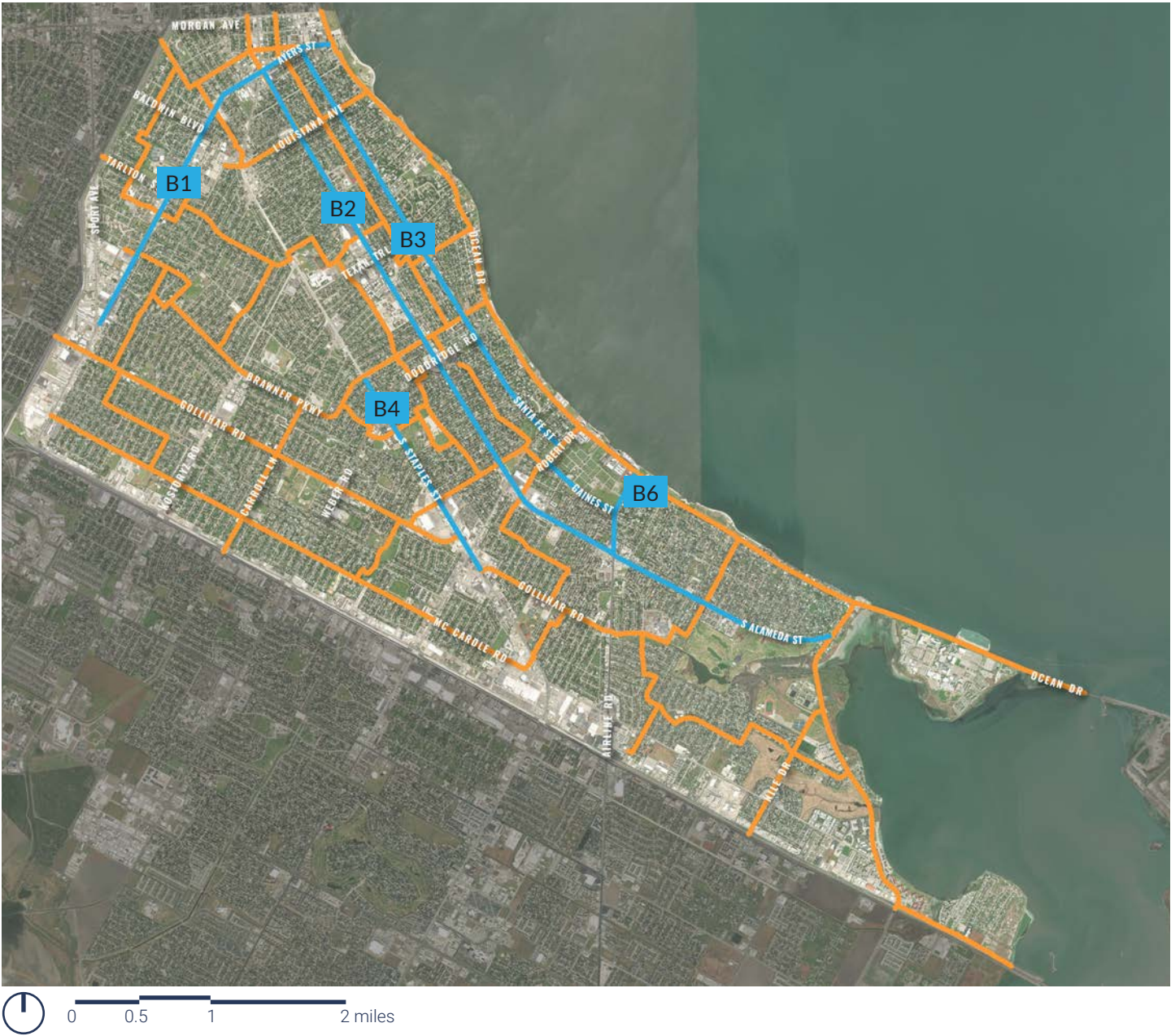
UTILITY/INFRASTRUCTURE IMPROVEMENTS	
U12	Carmel Parkway Drainage Channel Improvements & Trail (Construction)
U13	Alameda Street Storm Water Culvert Improvements (Ronson Dr. to Oso Golf Course)
U14	Airline Road Storm Water Culvert Improvements (St. Pius Dr. to Ocean Dr.)
U15*	Erosion Protection Improvements on City-Owned Land
U16*	Wastewater / Water Line Replacements (citywide)
U17*	Wastewater Capacity Constraints Projects
HEALTH & SAFETY IMPROVEMENTS	
H4*	New Police Substation

* indicates projects with a location that is still being determined or are not location specific



BICYCLE MOBILITY PLAN
AMENDMENTS

#	PROJECT NAME	
BIKE IMPROVEMENTS		TYPE
B1	Ayers (Port Ave to Ocean Drive)	One-way cycle track (both sides)
B2	Alameda (Ayers to Ennis Joslin)	One-way cycle track (both sides)
B3	Santa Fe (Ayers to Robert)	One-way cycle track (both sides)
B4	Staples Street (Brawner to Gollihar)	One-way cycle track (both sides)
B5	Gaines (Airline to Robert)	Multi-use side path
B6	Airline (Alameda to Ocean)	One-way cycle track (both sides)
	Current Bicycle Mobility Plan	-



ALAMEDA STREET CONCEPT DESIGNS



ALAMEDA STREET CONCEPT DESIGNS

The City of Corpus Christi and residents of the City have expressed a need and interest in improving pedestrian and bike connectivity and mobility within Bayside. Alameda Street was selected as one of the key corridors that connect to various neighborhoods within Bayside that should be prioritized in right-of-way improvements.

Concepts for the following three segments of Alameda Street were designed to improve safety and mobility on Alameda Street, with key features including:

● Alameda Street at Texan Trail

- » Proposed bike lanes on both sides of Alameda Street
- » Addition of a mid-block crosswalk between Texan Trail and Rossiter Street
- » Additional trees planted along Alameda Street

● Alameda Street at Avalon Street

- » Vehicular road closure at the intersection of Alameda Street and Avalon Street
- » Proposed bike lanes on Everhart Road, Robert Drive, and Avalon Street
- » More trees and landscape in the area

● Alameda Street at Ennis Joslin Road

- » A proposed off-street trail along the northern boundary of the Oso Bay Golf Course
- » Proposed landscaped road medians along Alameda Street, including a pedestrian island on Ennis Joslin, closing off the right-turn lane
- » Proposed crosswalks throughout the area

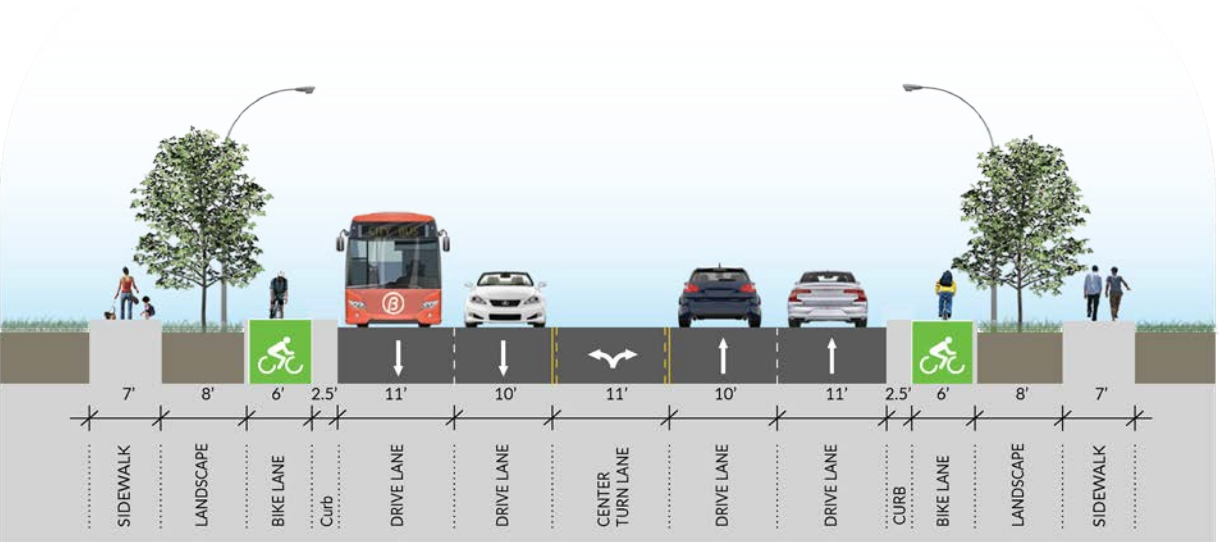


Corpus Christi RTA shuttle bus on Alameda Street

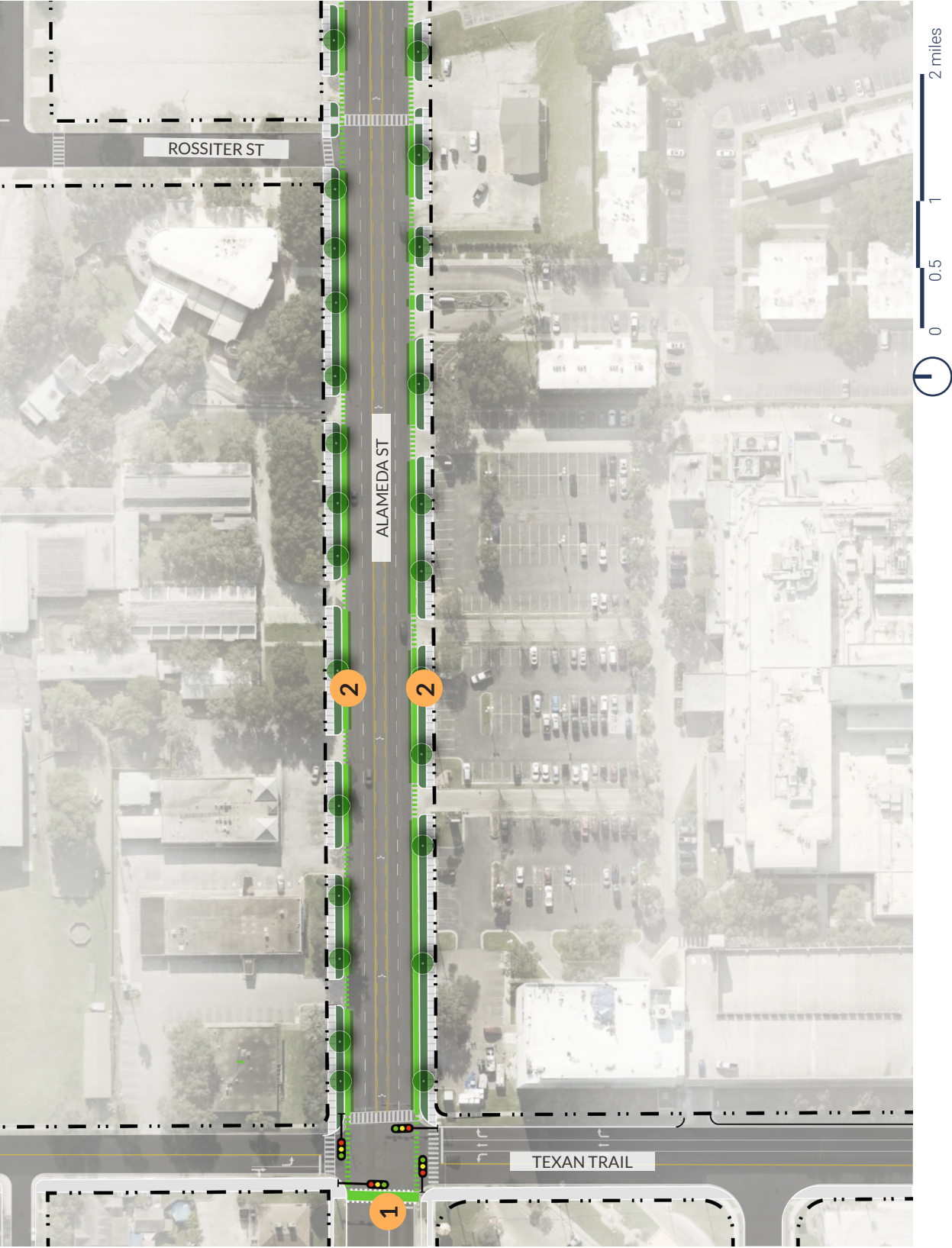
ALAMEDA - TEXAN TRAIL

STREET IMPROVEMENTS	
1	Proposed Crosswalk
2	Proposed Bike Lane

LEGEND	
	Existing Crosswalk
	Traffic Light
	Existing Bus Stop
	Proposed Tree
	Yellow Lane Divider
	Proposed Bike Lane
	Parcel












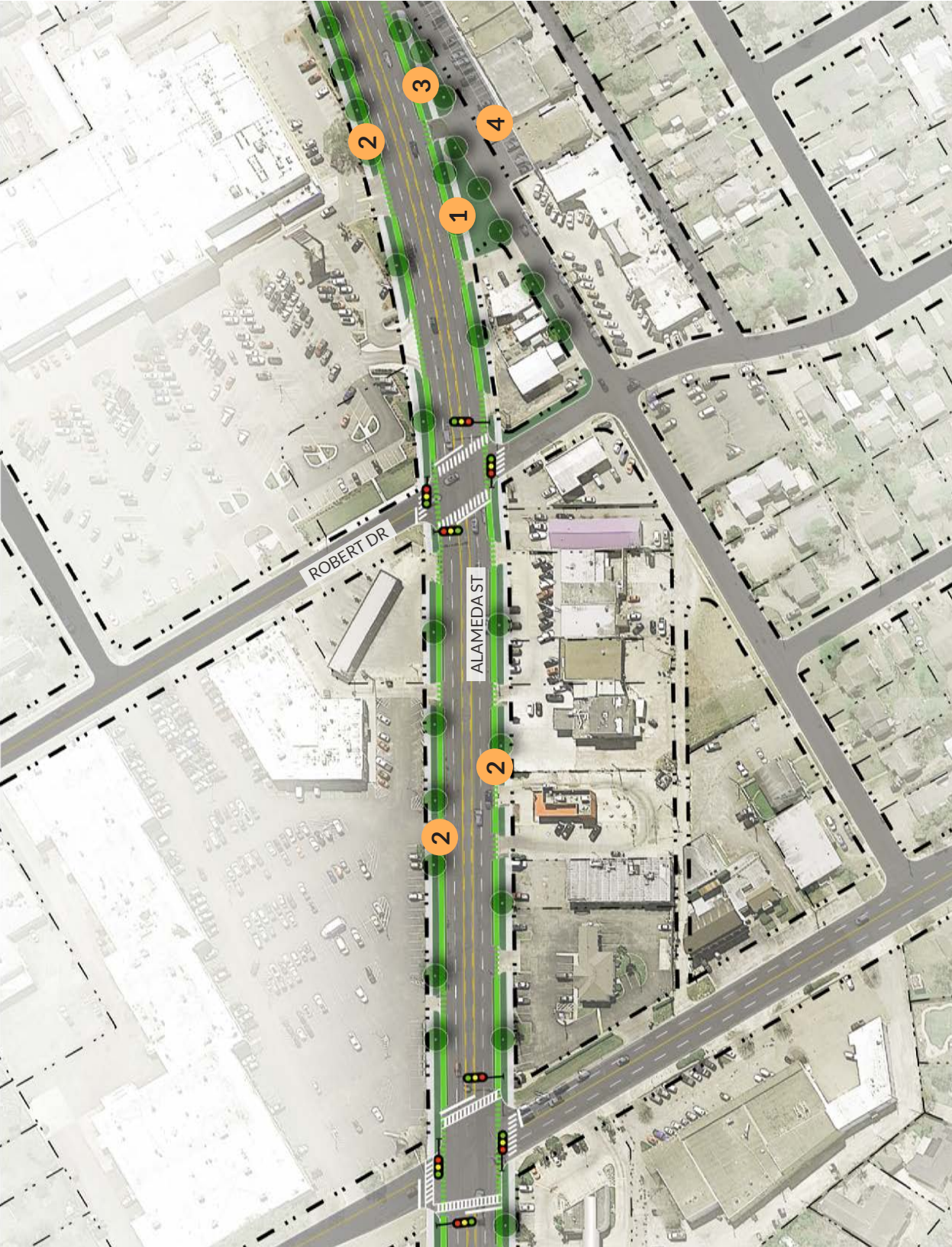
Right-of-Way Section for Alameda St.



ALAMEDA - AVALON AREA










STREET IMPROVEMENTS	
1	Proposed Sidewalk
2	Proposed Bike Lane
3	Proposed Landscape
4	Reorganized Avalon/Alameda Connection

LEGEND	
	Existing Crosswalk
	Traffic Light
	Existing Bus Stop
	Proposed Bus Stop
	Proposed Tree
	Proposed Sidewalk
	Yellow Lane Divider
	Proposed Bike Lane
	Parcel

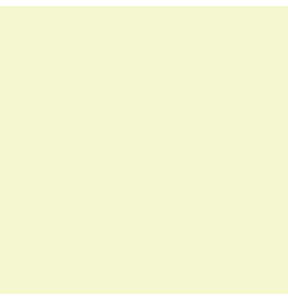


ALAMEDA - ENNIS JOSLIN

STREET IMPROVEMENTS	
1	Proposed Crosswalk
2	2-Way Cycle Track
3	Road Median

LEGEND	
	Existing Crosswalk
	Traffic Light
	Existing Bus Stop
	Existing Road Median
	Proposed Landscaped Road Median
	Proposed Off-Street Trail
	Yellow Lane Divider
	Existing Bike Lane
	Parcel





Bayside
AREA DEVELOPMENT PLAN