

Ordinance amending the Unified Development Code (UDC) and corresponding UDC Zoning Map to adopt Military Compatibility Area Overlay Districts for the areas of and surrounding Truax Field at Naval Air Station – Corpus Christi, Naval Auxiliary Landing Field Cabaniss, and Naval Auxiliary Landing Field Waldron to make land use compatible with Naval Air Station - Corpus Christi's military mission to include regulation of land use, density, intensity, noise, light, and vertical obstructions; and providing for penalty.

WHEREAS, during a joint meeting of the Planning Commission and City Council, a public hearing was held and with proper notice to the public, all interested persons were allowed to appear and be heard;

WHEREAS, pursuant to a joint meeting of the City Council and the Planning Commission, the Planning Commission has forwarded to the City Council its final report and recommendation regarding this amendment of the City's Unified Development Code ("UDC");

WHEREAS, in 2009 the United States Navy concluded a study involving the Air Installation Compatibility Use Zones (AICUZ) of Naval Air Station – Corpus Christi and in 2020 United States Navy concluded a study involving the Air Installation Compatibility Use Zones (AICUZ) of Cabaniss and Waldron Naval Outlying Landing fields (NOLF);

WHEREAS, in 2013 the City adopted the Joint Land Use Study (JLUS) done in partnership with the United States Navy involving the declaration of various zones including the Safety Subzones of Naval Air Station – Corpus Christi, Cabaniss Naval Outlying Landing Field (NOLF), and Waldron Naval Outlying Landing Field (NOLF);

WHEREAS, the creation of the Military Compatibility Area Overlay Districts are designed to protect the health, safety, and welfare of civilians and military personnel by encouraging land use that is compatible with aircraft operations, to reduce noise impacts caused by aircraft operations, while meeting operational, training, and flight safety requirements, both on and in the vicinity of installations, to inform the public and seek cooperative efforts to minimize noise and aircraft accident potential impacts by promoting compatible development, and to protect installation investments by safeguarding the installation's operational capabilities;

WHEREAS, these regulations are adopted pursuant to the authority conferred by Texas Local Government Code Chapters 211, 212, and 214 and the City's Home-rule authority;

WHEREAS, amendments are to promote public safety, enhance quality of life through visual relief and facilitate development and redevelopment; and

WHEREAS, the City Council has determined that this amendment to the UDC would best serve the public's health, necessity, convenience, and the general welfare of the City and its citizens.

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

SECTION 1. The recitals contained in the preamble of this Ordinance are determined to true and correct and are hereby adopted as a part of this Ordinance.

SECTION 2. The Unified Development Code, Article 6 "Special Zoning Districts", Section 6.5 "Air Installation Compatibility Use Zones (AICUZ)" is repealed and replaced by adding the following language as delineated below:

6.5 Military Compatibility Area Overlay Districts

6.5.1 Purpose

The City of Corpus Christi has designated the Military Compatibility Area Overlay Districts to promote the public health, safety, peace, comfort, convenience, and general welfare of the inhabitants of properties surrounding areas of military operations and to prevent the impairment of airfields and the public investment therein. The areas below departure and approach paths are exposed to measurable risk of aircraft accidents and influence of increased noise. It is, therefore, necessary to limit the density of development and intensity of uses in such areas.

6.5.2 Definitions and Boundaries

- A. Clear Zone (CZ):** The Clear Zone is a zone within the Safety Subzone of the Military Compatibility Area Overlay District consisting of the area immediately beyond the usual runway threshold is designated the “clear zone”. This area, which is adjacent to the runway, possesses a higher potential for accidents than other areas further away from the runway.
- B. Accident Potential Zone 1 (APZ-1):** Accidental Potential Zone 1 is a zone within the Safety Subzone of the Military Compatibility Area Overlay District consisting of area beyond the clear zone which still possesses a measurable potential for accidents relative to the clear zone.
- C. Accident Potential Zone 2 (APZ-2):** Accident Potential Zone 2 is a zone within the Safety Subzone of the Military Compatibility Area Overlay District consisting of an area beyond the Accidental Potential Zone-1 which has a measurable potential for aircraft accidents relative to Accidental Potential Zone-1 or the clear zone.
- D. Safety Subzone:** Safety Subzone is a subzone within the within the Military Compatibility Area Overlay District consisting of the Clear Zone, Accident Potential Zone 1, and Accident Potential Zone 2. Safety Subzone regulates compatible land use types and densities / intensities within the CZ and APZs 1 and 2.
- E. Noise Subzone:** Noise Subzone is a subzone within the Military Compatibility Area Overlay District consisting of the area located off-installation that fall within the noise contours greater than 65 weighted decibel (dB) day-night average sound level (DNL) noise levels associated with aircraft activities. Noise subzone provides sound attenuation measures to reduce interior noise impacts to achieve a maximum interior noise level of 45 DNL.
- F. Vertical Obstruction Subzone:** Vertical Obstruction Subzone is a subzone within the Military Compatibility Area Overlay District consisting of a 3-D geographic area comprised of imaginary surfaces. Vertical Obstruction Subzone regulates the height of all structures and buildings within the imaginary surfaces.
- G. Light Subzone:** Light Subzone is a subzone within the Military Compatibility Area Overlay District consisting of areas that may generate ambient light and the direction of light that have the potential to affect night training missions, operations, and controller vision.
- H. Military Compatibility Area Overlay District (MCAOD):** Military Compatibility Area Overlay District is a zoning district consisting of the Safety Subzone including the Clear Zone, Accident Potential Zone 1, Accident Potential Zone 2, Noise Subzone, Light Subzone, and Vertical Obstruction Subzone. The specific boundaries of the Military

Compatibility Area Overlay Districts and its underlying subzones are shown on the official zoning map maintained by the City of Corpus Christi.

6.5.3 Zoning Classification, Designation, and Permitted Uses

- A. Overlay Districts:** The Military Compatibility Overlay Districts are designed as overlays to the regular zoning districts. Properties located within these districts must also be designated as being within one of the established zoning districts. Authorized uses must be permitted in both the base zoning district and the overlay district and must comply with height, yard, area, and parking requirements of the base zoning district.
- B. Zoning Designation:** The base zoning designation of property located within a Military Compatibility Area Overlay District shall consist of the base zoning designation and the overlay district zone designation as a suffix. For example, if a parcel is zoned "CG-2" General Commercial District and is also located within Accident Potential Zone 2 (APZ-2), the zoning designation of the property would be "CG-2/APZ-2." In effect, the designation of property as being within a military compatibility overlay places such properties in a new zoning district classification and all procedures and requirements for zoning/rezoning must be followed.
- C. Permitted Uses:** The following uses are permitted within the Military Compatibility Overlay Districts, subject to the limitations indicated in the Military Compatibility Overlay Districts permitted use table (Table 6.5.3. below).

Table 6.5.3 Land Use Compatibility in Military Compatibility Area Overlay District					
Land Use and Density					
SLUCM NO.	Land Use Name	Clear Zone	APZ-1	APZ-2	Maximum Density
10	<i>Residential</i>				
11	Household Units:				
11.11	Single Units; Detached	N	N	Y	Maximum density of 2 Du/Acre
11.12	Single Units; Semi-detached	N	N	N	
11.13	Single Units; Attached Row	N	N	N	
11.21	Two Units; Side-by-Side	N	N	N	
11.22	Two Units; One above the other	N	N	N	
11.31	Apartments; Walk up	N	N	N	
11.32	Apartments; Elevator	N	N	N	
12	Group Quarters	N	N	N	
13	Residential Hotels	N	N	N	
14	Mobile home parks or courts	N	N	N	
15	Transient lodgings	N	N	N	
16	Other Residential	N	N	N	

20 <i>Manufacturing</i>					
21	Food & Kindred products; Manufacturing	N	N	Y	Maximum FAR 0.56
22	Textile mill products; Manufacturing	N	N	Y	Same as above
23	Apparel and other finished products made from fabrics, leather, and similar materials; manufacturing	N	N	N	
24	Lumber and wood products (except furniture); manufacturing	N	Y	Y	Max FAR of 0.28 in APZ 1 & 0.56 in APZ 2
25	Furniture and Fixtures; Manufacturing	N	Y	Y	Same as above
26	Paper & allied products; Manufacturing	N	Y	Y	Same as above
27	Printing, Publishing, and allied industries	N	Y	Y	Same as above
28	Chemicals and allied products; Manufacturing	N	N	N	
29	Petroleum refining and related industries	N	N	N	
31	Rubber and Misc. Plastic products; Manufacturing	N	N	N	
32	Stone, Clay, and Glass Products; Manufacturing	N	N	Y	Max FAR 0.56
33	Primary Metal Industries	N	N	Y	Same as above
34	Fabricated Metal Products; Manufacturing	N	N	Y	Same as above

35	Professional, scientific, and controlling instruments; photographic and optical goods; watches and clocks; Manufacturing	N	N	N	
39	Miscellaneous Manufacturing	N	Y	Y	Maximum FAR of 0.28 in APZ 1 & 0.56 in APZ 2
40	Transportation, Communication, and Utilities				
41	Railroad, rapid rail transit, and street railway transportation	N	Y ¹	Y	Maximum FAR of 0.28 in APZ 1 & 0.56 in APZ 2
42	Motor Vehicle Transportation	N	Y ¹	Y	Same as above
43	Aircraft Transportation	N	Y ¹	Y	Same as above
44	Marine Craft Transportation	N	Y ¹	Y	Same as above
45	Highway & street right-of-way	N	Y ¹	Y	Same as above
46	Automobile parking	N	Y ¹	Y	Same as above
47	Communication	N	Y ¹	Y	Same as above
48	Utilities	N	Y ¹	Y	Same as above
48.5	Solid waste disposal (landfills, incineration, etc.)	N	N	N	
49	Other transportation, communication, and utilities	N	Y ¹	Y	
50	Trade				
51	Wholesale Trade	N	Y	Y	Maximum FAR of 0.28 in APZ 1 & 0.56 in APZ 2
52	Retail trade-building materials, hardware, and farm equipment	N	Y	Y	Maximum FAR of 0.14 in APZ 1 & 0.28 in APZ 2
53	Retail trade-shopping centers	N	N	Y	Maximum FAR of 0.22
54	Retail trade-food	N	N	Y	Maximum FAR of 0.24

55	Retail trade-automotive, marine craft, aircraft, and accessories	N	Y	Y	Maximum FAR of 0.14 in APZ 1 & 0.28 in APZ 2
57	Retail trade-furniture, home furnishings, and equipment	N	N	Y	Same as above
58	Retail trade-eating and drinking establishments	N	N	N ⁸	
59	Other retail trade	N	N	Y	Maximum FAR of 0.22
60	Services				
61	Finance, insurance, and real estate services	N	N	Y	Maximum FAR of 0.22 for Office/Business Park
62	Personal Services	N	N	Y	Office uses only. Maximum FAR of 0.22 in APZ 2
62.4	Cemeteries	N	Y	Y	
63	Business services (credit reporting, mail, stenographic reproduction, advertising)	N	N	Y	Maximum FAR of 0.22 in APZ 2
63.7	Warehousing and storage services	N	Y	Y	Maximum FAR of 1.0 in APZ 1 & 2.0 in APZ 2
64	Repair Services	N	Y	Y	Maximum FAR of 0.11 in APZ 1 & 0.22 in APZ 2
65	Professional services	N	N	Y	Max FAR of 0.22
65.1	Hospitals, Nursing homes	N	N	N	
65.1	Other medical facilities	N	N	N	
66	Contract construction services	N	Y	Y	Maximum FAR of 0.11 in APZ 1 & 0.22 in APZ 2
67	Governmental services	N	N	Y	Max FAR of 0.24
68	Educational services	N	N	N	

69	Miscellaneous services	N	N	Y	Max FAR of 0.22
70	Cultural, entertainment, and recreational				
71	Cultural activities (including churches)	N	N	N	
71.2	Nature exhibits	N	Y ²	Y ²	
72	Public Assembly	N	N	N	
72.1	Auditoriums, concert halls	N	N	N	
72.11	Outdoor music shells, amphitheaters	N	N	N	
72.2	Outdoor sports arenas, spectator sports	N	N	N	
73	Amusements	N	N	Y	
74	Recreational activities (including golf courses, riding stables, water recreation)	N	Y ²	Y ²	Maximum FAR of 0.11 in APZ 1 & 0.22 in APZ 2
75	Resorts and group camps	N	N	N	
76	Parks	N	Y ²	Y ²	Maximum FAR of 0.11 in APZ 1 & 0.22 in APZ 2
79	Other cultural, entertainment and recreation	N	Y	Y	Maximum FAR of 0.11 in APZ 1 & 0.22 in APZ 2
80	Resource production and extraction				
81	Agriculture (except livestock)	Y ³	Y ⁴	Y ⁴	
81.5, 81.7	Livestock farming and breeding	N	Y ⁴	Y ⁴	
82	Agricultural-related activities	N	Y ⁴	Y ⁴	Maximum FAR of 0.28 in APZ 1; 0.56 in APZ 2 no activity which produces smoke, glare, or involves explosives
83	Forestry activities	N ⁵	Y	Y	Same as above
84	Fishing activities	N ⁶	Y	Y	Same as above

85	Mining activities and related services	N	Y	Y	Same as above
89	Other resource production and extraction	N	Y	Y	Same as above
90	Other				
91	Undeveloped Land	Y	Y	Y	
93	Water Areas	N ⁷	N ⁷	N ⁷	

Abbreviations

SLUCM – Standard Land Use Coding Manual, U.S. Department of Transportation

Y (Yes) – Land use and related structures are allowed.

N (No) – Land use and related structures are prohibited.

Y^x (Yes w/ restrictions) – Land use and related structures are allowed with restrictions.

N^x (No with exceptions) – Land use and related structures are prohibited with exceptions.

FAR (Floor Area Ratio) – A floor area ratio is the ratio between the square feet of floor area of the building and the site area.

Du/Ac – Dwelling units per acre.

Restrictions

1. Passenger terminals and major above-ground transmission lines in APZ-I are prohibited.
2. Tot lots, clubhouses, meeting places, auditoriums, and large classes are prohibited.
3. Structures (except airfield lighting), buildings or aboveground utility/communications lines are prohibited in clear zone.
4. Feedlots, intensive animal husbandry, and activities that attract concentrations of birds creating a hazard to aircraft operations are prohibited.

Exceptions

5. Forestry activities does not include lumber and timber products removed due to establishment, expansion, or maintenance of clear zones.
6. Fishing activities do not include controlled hunting and fishing for the purpose of wildlife management.
7. Water Areas does not include naturally occurring water features (e.g., rivers, lakes, streams, wetlands).
8. Drive-thru only restaurants with no dining facilities or areas for food or drink consumption are allowed in APZ-2.

D. Prohibited Uses.

1. Residential uses are prohibited, except as provided for in exceptions for residential uses in this section.
2. All other uses not permitted under subsection (C) of this section.

E. Limited Exceptions for Residential Uses.

- 1. Existing Residences.** Notwithstanding any other provisions of the Unified Development Code, residential uses located within a Military Compatibility Area Overlay District which were lawfully in compliance with the provisions of this chapter on the effective date of this chapter may be repaired and enlarged provided (1) the number of dwelling units is not increased and (2) all other applicable requirements of the Military Compatibility Area Overlay District are met.
- 2. Vacant Lots.** Vacant platted lots which are zoned for residential uses may be used for single-family residences providing they conform to all other applicable requirements the Military Compatibility Overlay District. Such lots may not be subdivided into lots that exceed a density of one (1) single-family residence per acre.
- 3. Unplatted Property.** Unplatted properties zoned for residential may be platted and used for single residences, providing they conform to all other applicable requirements of the Military Compatibility Overlay District. Such lots may not exceed a density of one (1) single-family residence per acre.
- 4. Property Rendered Undevelopable by Application of Overlay District in Combination with Base Zoning.** If any tract of property is rendered to be undevelopable by the application of a Military Compatibility Overlay District in combination with the base zoning of said tract of property, then such tract may be used as a single-family residence but said tract may not be further subdivided to create residential tracts with a density of more than one single-family residence per acre.

F. Light Subzone. All land within a Light Subzone is subject to the following regulations:

- 1.** All lighting fixtures shall be fully shielded to prevent light output emitted above ninety (90) degrees at any lateral angle around the fixture except incandescent fixtures of 150 watts or less and other sources of 70 watts or less.

G. Noise Subzone. All land within a Noise Subzone is subject to the following regulations:

- 1. Noise insulation standards.** New residential buildings shall be constructed with sound insulation or other means to achieve a DNL of 45 dBA or less inside the building. If the cost of modifications to an existing residential building is 75 percent or more of the total assessed improvement value of the site, the building shall also meet this standard. Garages and similar accessory buildings that do not include living space are exempt from this requirement.

A building that is only partly located within a Noise Subzone is also subject to these regulations.

H. Vertical Obstruction Subzone. All land within a Vertical Obstruction Subzone is subject to the following regulations:

- 1. Imaginary Surfaces for NOLF Waldron.** The following imaginary surfaces are established for NOLF Waldron:
 - a. Primary surface.** A surface located on the ground or water longitudinally centered on each runway with the same length as the runway. The width of the primary surface for runways is 1,000 feet.
 - b. Clear zone surface.** A surface located on the ground or water at each end of the primary surface, with a length of 3,000 feet and the same width as the primary surface.

c. Approach-departure clearance surface (slope). An inclined plane extending at a 20:1 angle (i.e., 1 vertical foot for every 20 horizontal feet), from the end of the primary surface to an elevation of 400 feet above the airfield.

d. Approach-departure clearance surface (Horizontal). A horizontal surface extending from the 400-foot elevation of the glide angle for 50,000 feet from the point of origin.

e. Inner horizontal surface. A plane that is oval in shape at a height of 150 feet above the established airfield elevation. The plane is constructed by scribing an arc with a radius of 3,200 feet about the centerline at the end of each runway and interconnecting these arcs with tangents.

f. Conical surface. A surface extending from the periphery of the inner horizontal surface outward and upward at a slope of 20 to 1 for a horizontal distance of 5,000 feet to a height of 400 feet above the established airfield elevation.

g. Outer horizontal surface. A plane, located 500 feet above the established airfield elevation, extending outward from the outer periphery of the conical surface for a horizontal distance of 30,000 feet.

h. Transitional surfaces. These surfaces connect the primary surfaces, the first 200 feet of the clear zone surfaces, and the approach clearance surfaces to the inner horizontal surface, conical surface, outer horizontal surface or other transitional surfaces. The slope of the transitional surface is 2 to 1 outward and upward at right angles to the runway centerline.

2. Imaginary Surfaces for NOLF Cabaniss. The following imaginary surfaces are established for NOLF Cabaniss:

a. Primary surface. A 1,000-foot-wide plane centered over the runway and extending 200 feet beyond the end of the runway.

b. Clear zone surface. A surface located on the ground or water at each end of the primary surface, with a length of 3,000 feet and the same width as the primary surface.

c. Approach-departure clearance surface (slope). An inclined plane extending at a 40:1 angle (i.e., 1 vertical foot for every 40 horizontal feet), from the end of the primary surface to an elevation of 500 feet above the airfield.

d. Approach-departure clearance surface (Horizontal). A horizontal surface extending from the 500-foot elevation of the glide angle for a distance of 50,000 feet from the point of origin.

e. Inner horizontal surface. A plane that is oval in shape at a height of 150 feet above the established airfield elevation. The plane is constructed by scribing an arc with a radius of 7,500 feet about the centerline at the end of each runway and interconnecting these arcs with tangents.

f. Conical surface. A surface extending from the periphery of the inner horizontal surface outward and upward at a slope of 20 to 1 for a horizontal distance of 7,000 feet to a height of 500 feet above the established airfield elevation.

g. Outer horizontal surface. A plane, located 500 feet above the established airfield elevation, extending outward from the outer periphery of the conical surface for a horizontal distance of 30,000 feet.

h. Transitional surfaces. These surfaces connect the primary surfaces, the first 200 feet of the clear zone surfaces, and the approach clearance surfaces to the inner horizontal surface, conical surface, outer horizontal surface or other transitional surfaces. The slope of the transitional surface is 7 to 1 outward and upward at right angles to the runway centerline.

3. Imaginary Surfaces for Truax Field at NAS CC. The following imaginary surfaces are established for Truax Field at Naval Air Station - Corpus Christi:

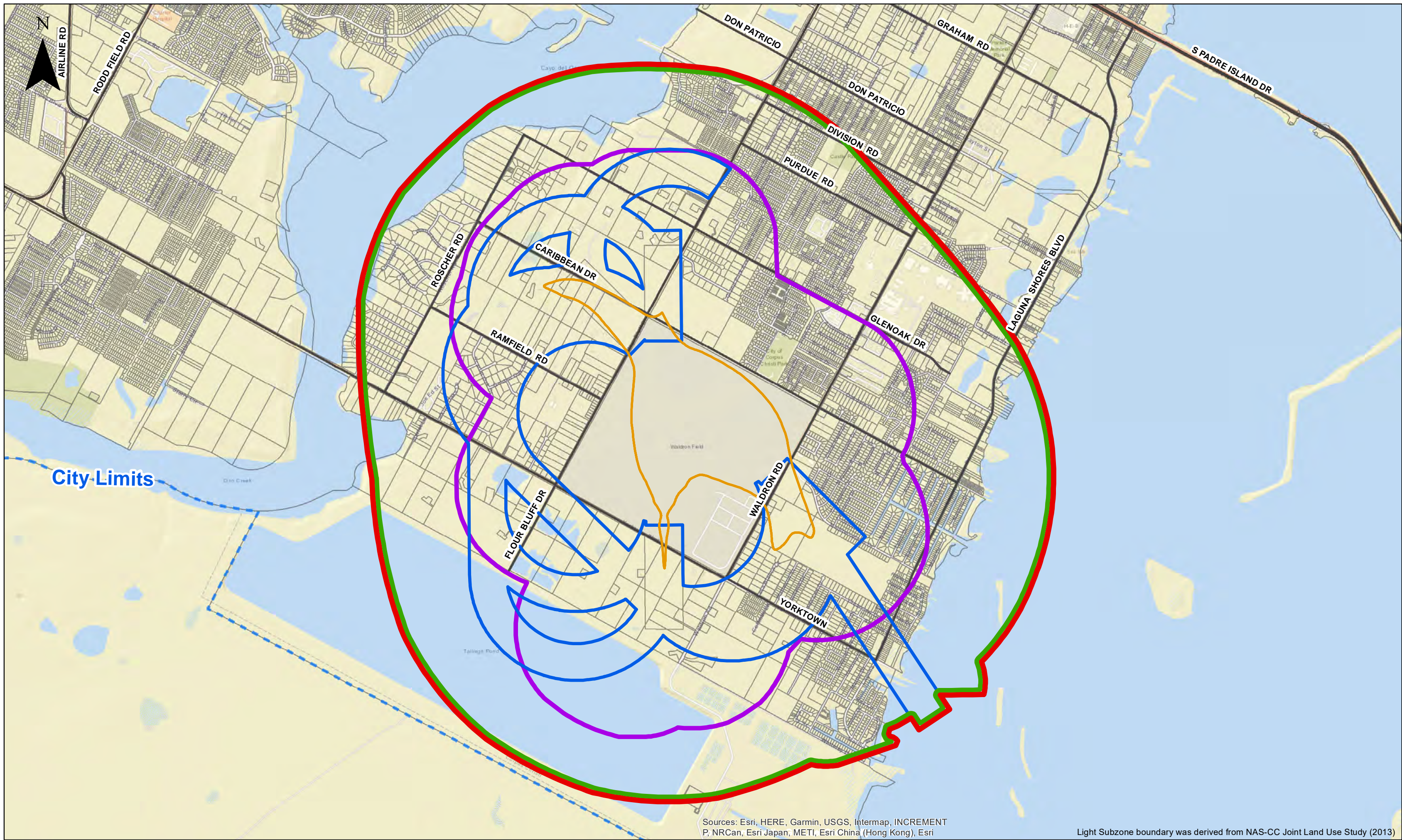
- a. Primary surface.** A 1,500-foot-wide plane centered over the runway and extending 200 feet beyond the end of the runway.
- b. Clear zone surface.** A trapezoidal area 3,000 feet beyond the end of the runway, measuring 1,500 feet wide at the runway and 2,284 feet wide at its outer edge.
- c. Approach-departure clearance surface (Slope).** An inclined plane extending at a 50:1 angle (i.e., 1 vertical foot for every 50 horizontal feet), from the end of the primary surface to an elevation of 500 feet above the airfield.
- d. Approach-departure clearance surface (Horizontal).** A horizontal surface extending from the 500-foot elevation of the glide angle for a distance of 50,000 feet from the point of origin.
- e. Inter horizontal Surface.** An oval-shaped plane 150 feet above the runway, extending in a 7,500-foot radius from the centerline of the end of each runway.
- f. Conical surface.** A conical surface extending 7,000 feet from the periphery of the inner horizontal surface at a 20:1 slope (i.e., 1 vertical foot for every 20 horizontal feet) to an elevation of 500 feet above the airfield.
- g. Outer horizontal surface.** An oval-shaped plane 500 feet above the runway, extending 30,000 feet beyond the periphery of the conical surface.
- h. Transitional surfaces.** An inclined plane that connects the primary surface and the approach-departure clearance surface to the inner horizontal surface, conical surface, and outer horizontal surface.

4. Structures in Imaginary Surfaces prohibited. No structure shall be erected, altered, or maintained, and no tree shall be allowed to grow, in any imaginary surface within a vertical obstruction subzone to a height in excess of the applicable height limit established in this section for such imaginary surface. Such applicable height limitations are hereby established for each of the imaginary surface in question. An area located in more than one of the imaginary surfaces is considered to be only in the imaginary surface with the more restrictive height limitation.

5. Visual Impairment prohibited. No use shall be made of land within a Vertical Obstruction Subzone in such a manner that releases into the air within an imaginary surface any substance which would impair visibility or otherwise interfere with the operation of aircraft; e.g., steam, dust, smoke, etc.

- I. Plat Notice.** A notice shall be placed on all final plats for properties located within Accident Potential Zone 1 and 2 that the property, either partially or wholly, lies within an Accident Potential Zone and is subject to noise and/or aircraft accident potential which may be objectionable.
- J. Supplemental Information.** Whenever any application for a change in zoning in a Military Compatibility Area Overlay District is filed, the director of development services should make formal request to the United States Navy at least thirty (30) days prior to the planning commission hearing for any relevant statistics, operational activities information, technical data, or other studies with bearing on the request.

6.5.4 Military Compatibility Area Overlay District Maps

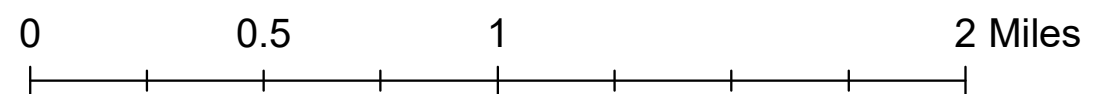


Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri

Light Subzone boundary was derived from NAS-CC Joint Land Use Study (2013)

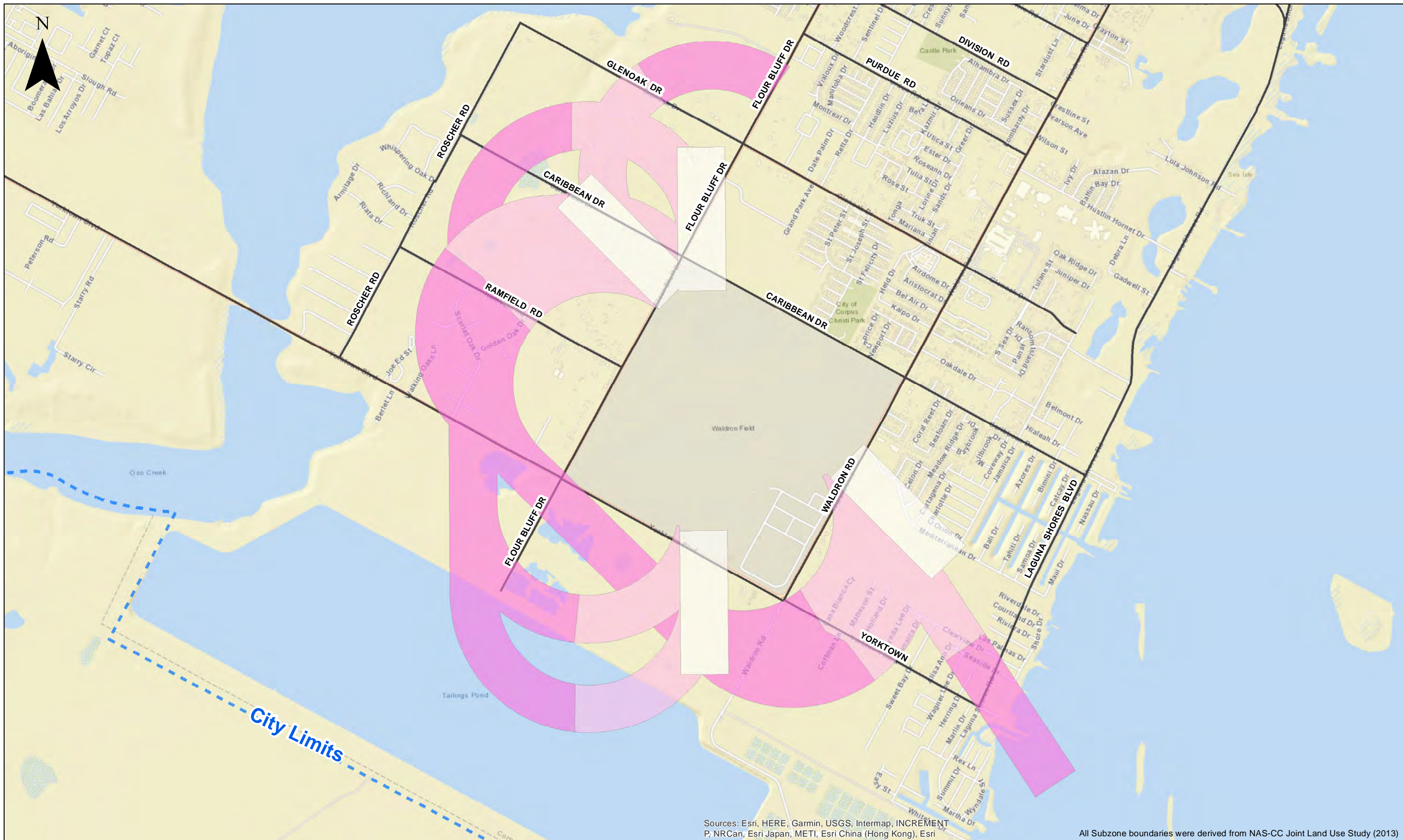


- Vertical Obstruction Subzone
- Light Subzone
- Safety Subzone
- Noise Subzone
- MCA Overlay



6.5.4.A.1. Military Compatibility Area Overlay District NOLF Waldron

Scale: 1:26,000

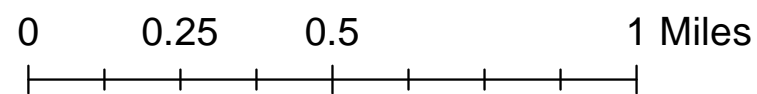


Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri

All Subzone boundaries were derived from NAS-CC Joint Land Use Study (2013)

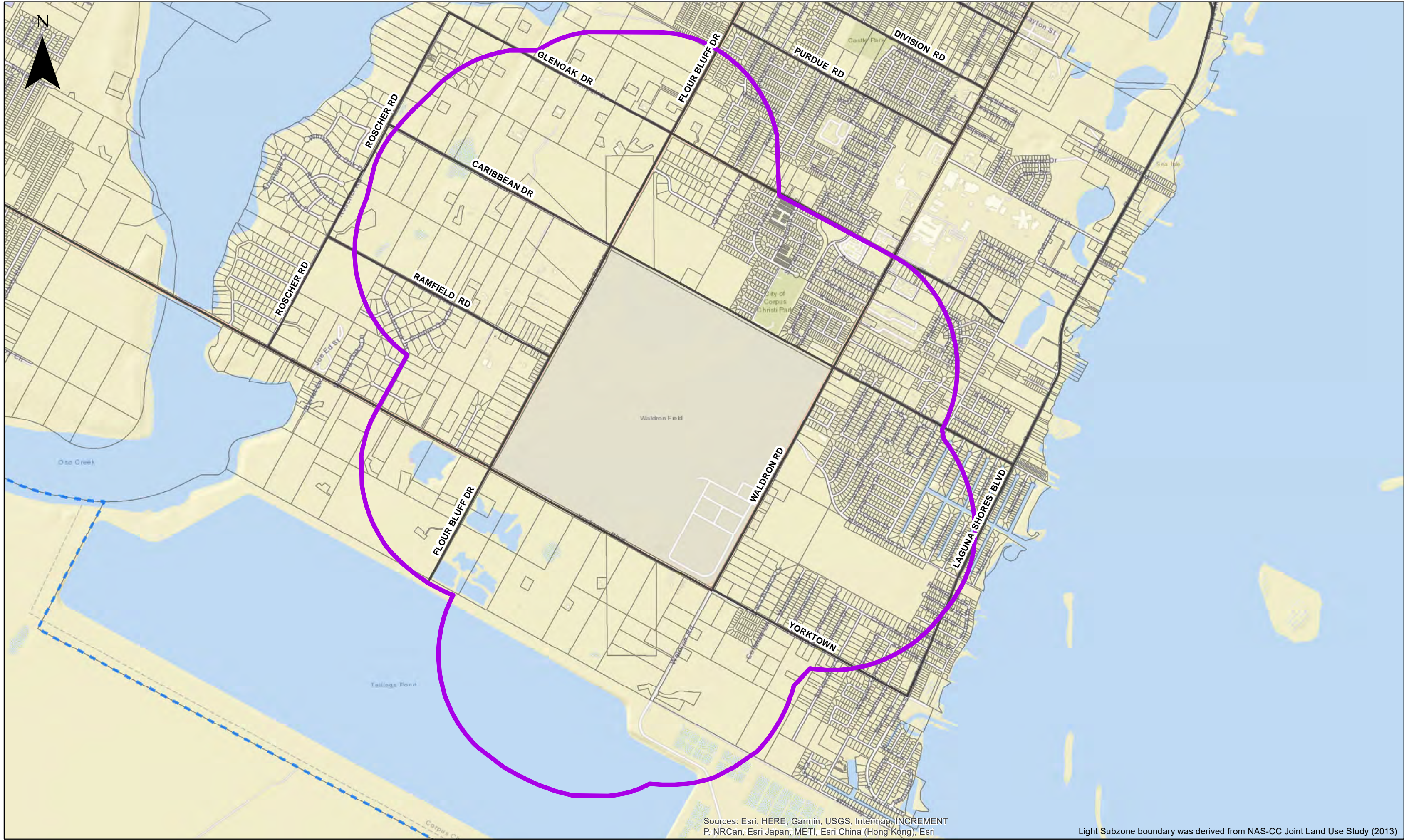


- (CZ)- Clear Zone
- (APZ-1) - Accident Potential Zone 1
- (APZ-2) - Accident Potential Zone 2



6.5.4.A.2. Safety Subzone NOLF Waldron

Scale: 1:20,000

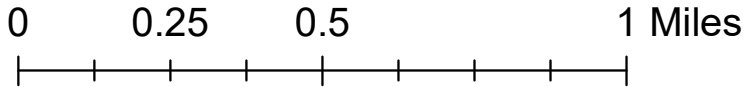


Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri

Light Subzone boundary was derived from NAS-CC Joint Land Use Study (2013)



Light Subzone



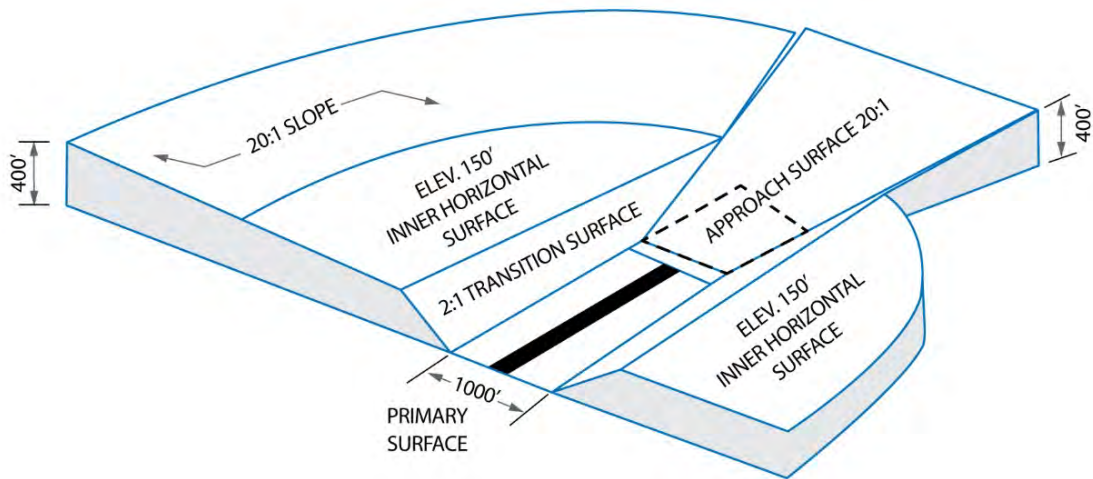
6.5.4.A.3 Light Subzone
NOLF Waldron
Scale: 1:20,000



6.5.5.A.4. Noise Subzone NOLF Waldron

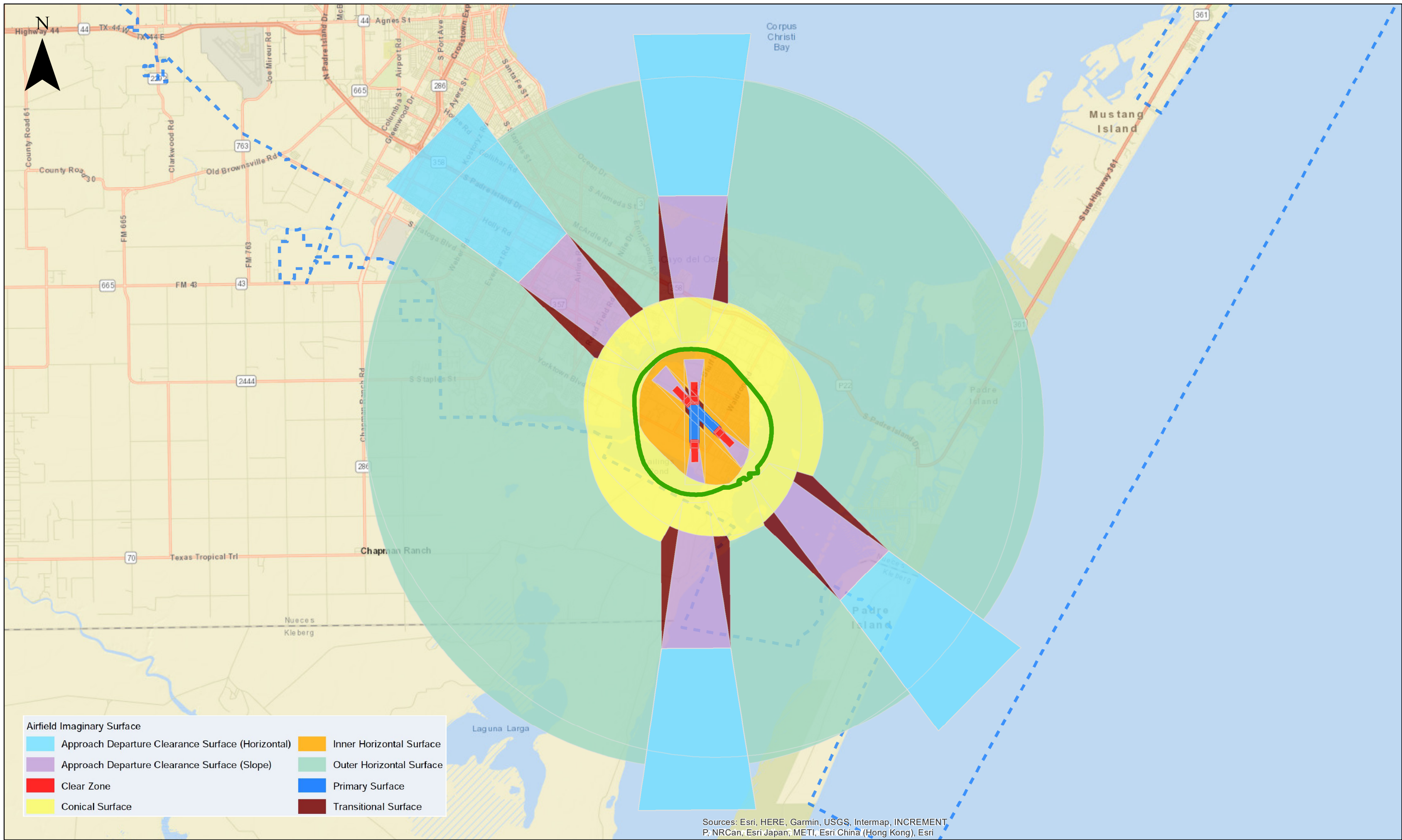
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6.5.4.A.5. Vertical Obstruction Subzone
6.5.4 A.5.a Isometric Airspace
NOLF Waldron

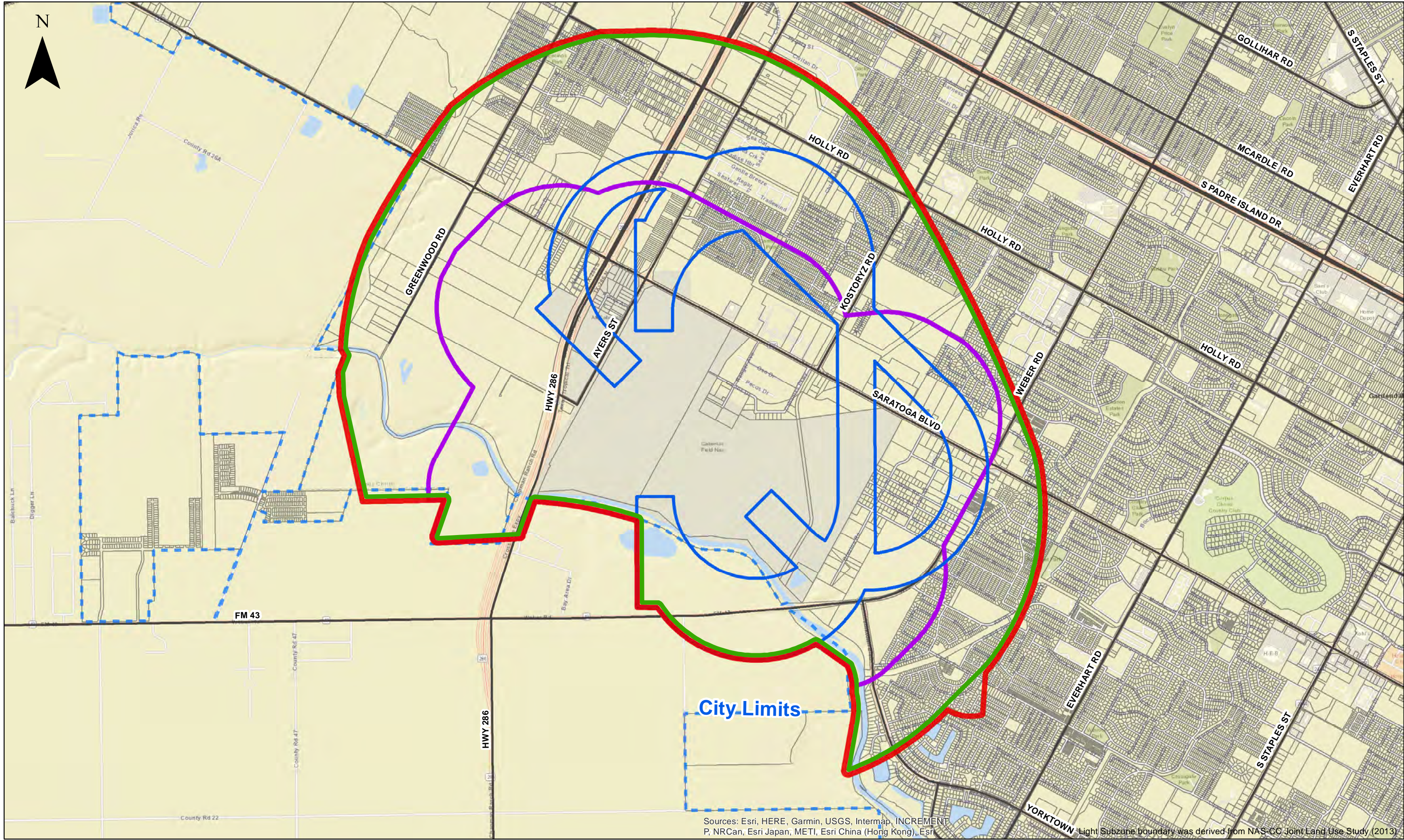


ISOMETRIC
AIRSPACE/IMAGINARY SURFACES
NOT TO SCALE

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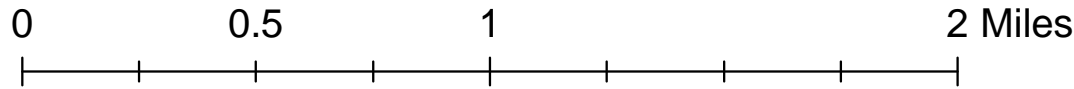
6.5.4.A.5. Vertical Obstruction Subzone 6.5.4.A.5.b Imaginary Surface NOLF Waldron



Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Light Subzone boundary was derived from NAS-CC Joint Land Use Study (2013).

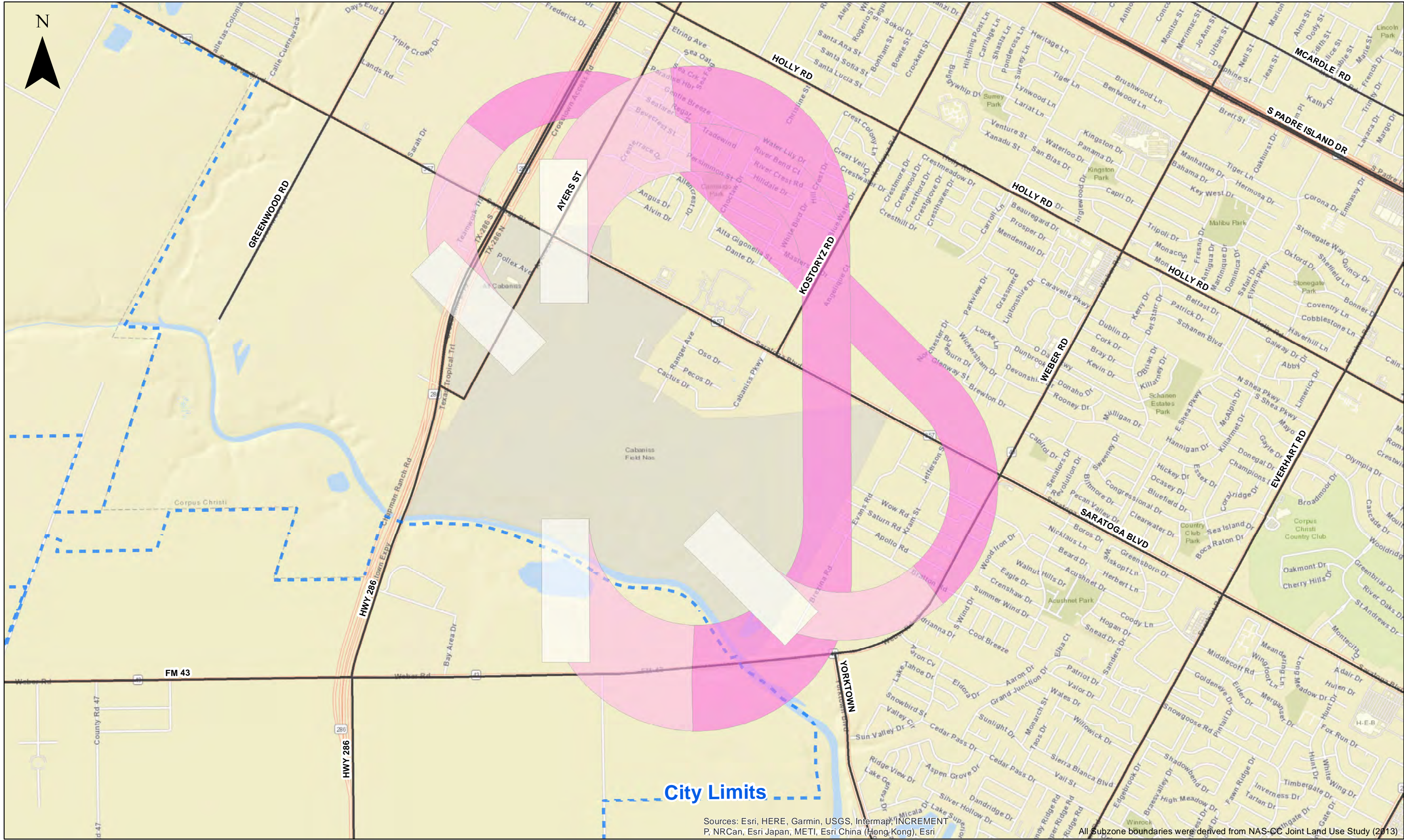


- Vertical Obstruction Subzone
- Light Subzone
- Safety Subzone
- MCA Overlay



6.5.4.B.1. Military Compatibility Area Overlay District NOLF Cabaniss

Scale: 1:26,000

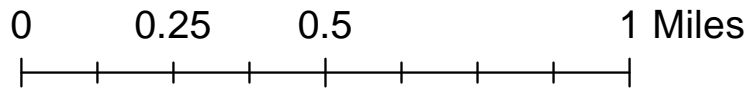


Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri

All Subzone boundaries were derived from NAS-CC Joint Land Use Study (2013)

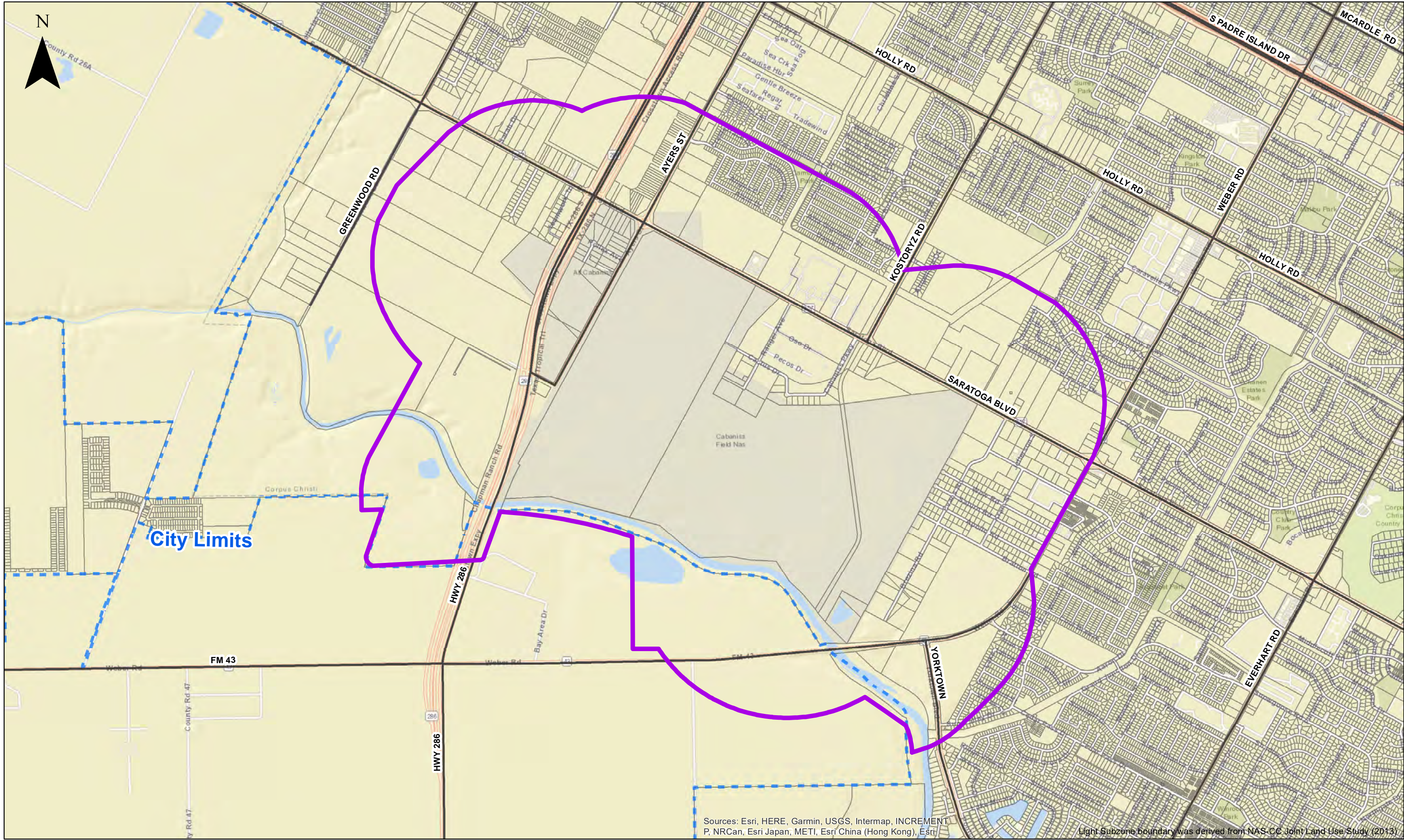


- (CZ)- Clear Zone
- (APZ-1) - Accident Potential Zone 1
- (APZ-2) - Accident Potential Zone 2



6.5.5.B.2. Safety Subzone NOLF Cabaniss

Scale: 1:20,000

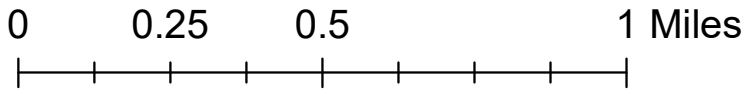


Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri

Light Subzone boundary was derived from NAS-CC Joint Land Use Study (2013)



Light Subzone

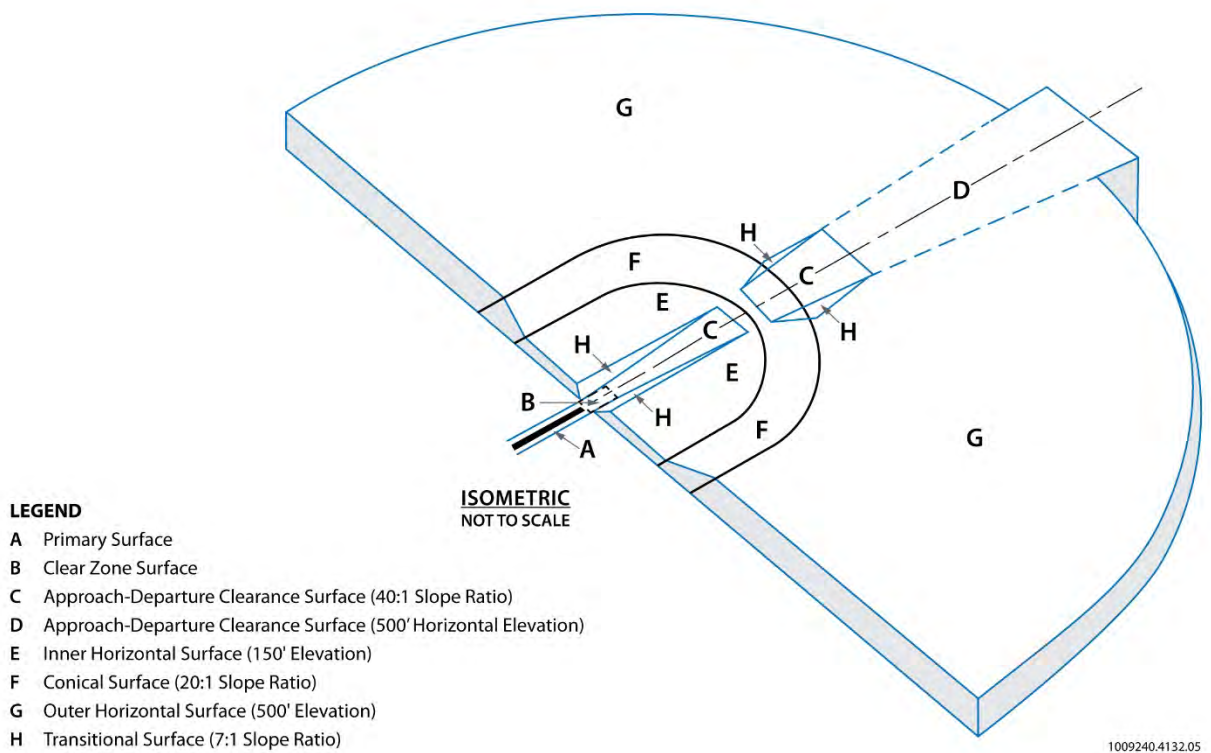


6.5.4.B.3 Light Subzone
NOLF Cabaniss

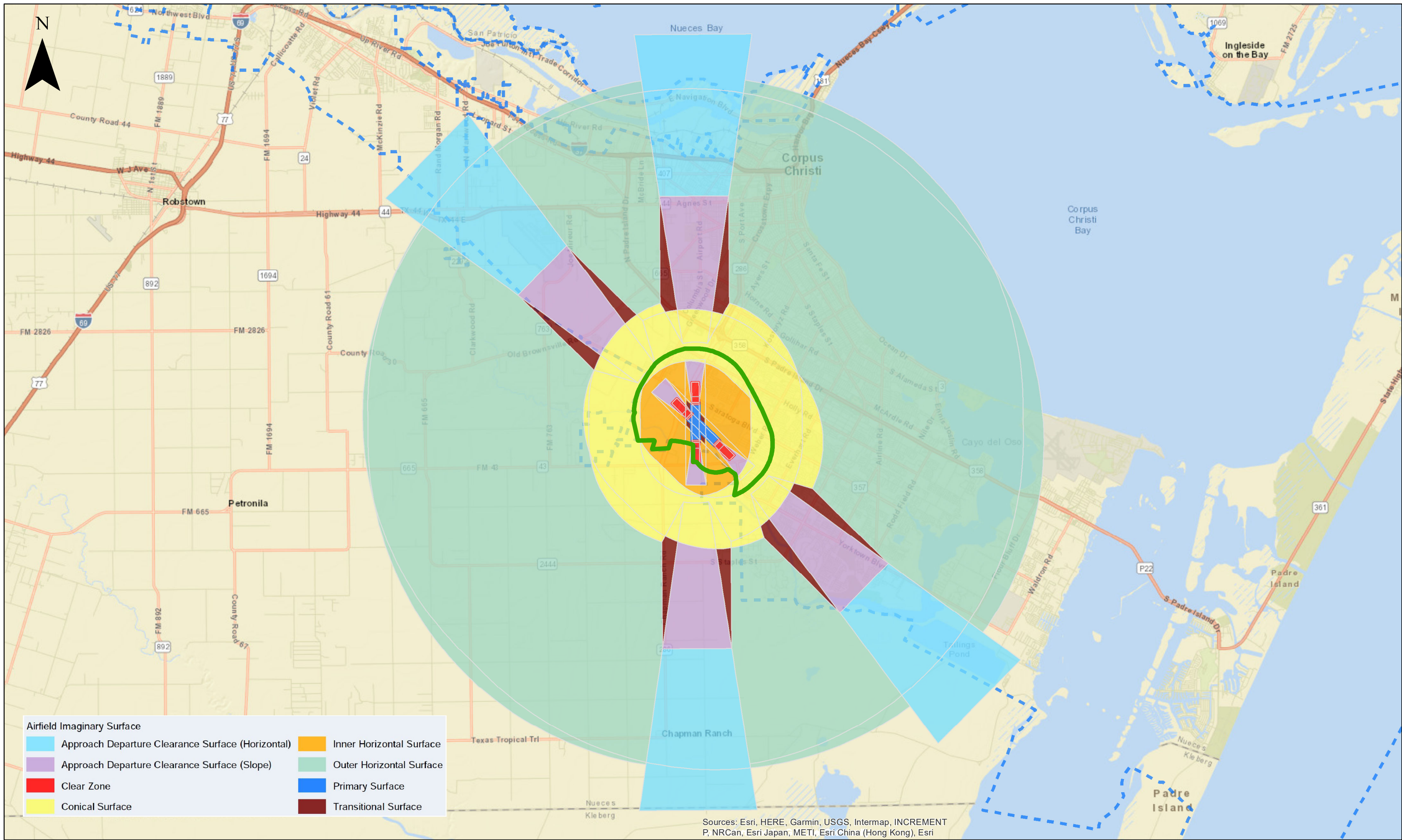
Scale:
1:20,000

6.5.4.B.4 Vertical Obstruction Subzone

6.5.4.B.4.a - Isometric Airspace NOLF Cabaniss



Source: UFC 2-200-05N, Figure II-1, Appendix E

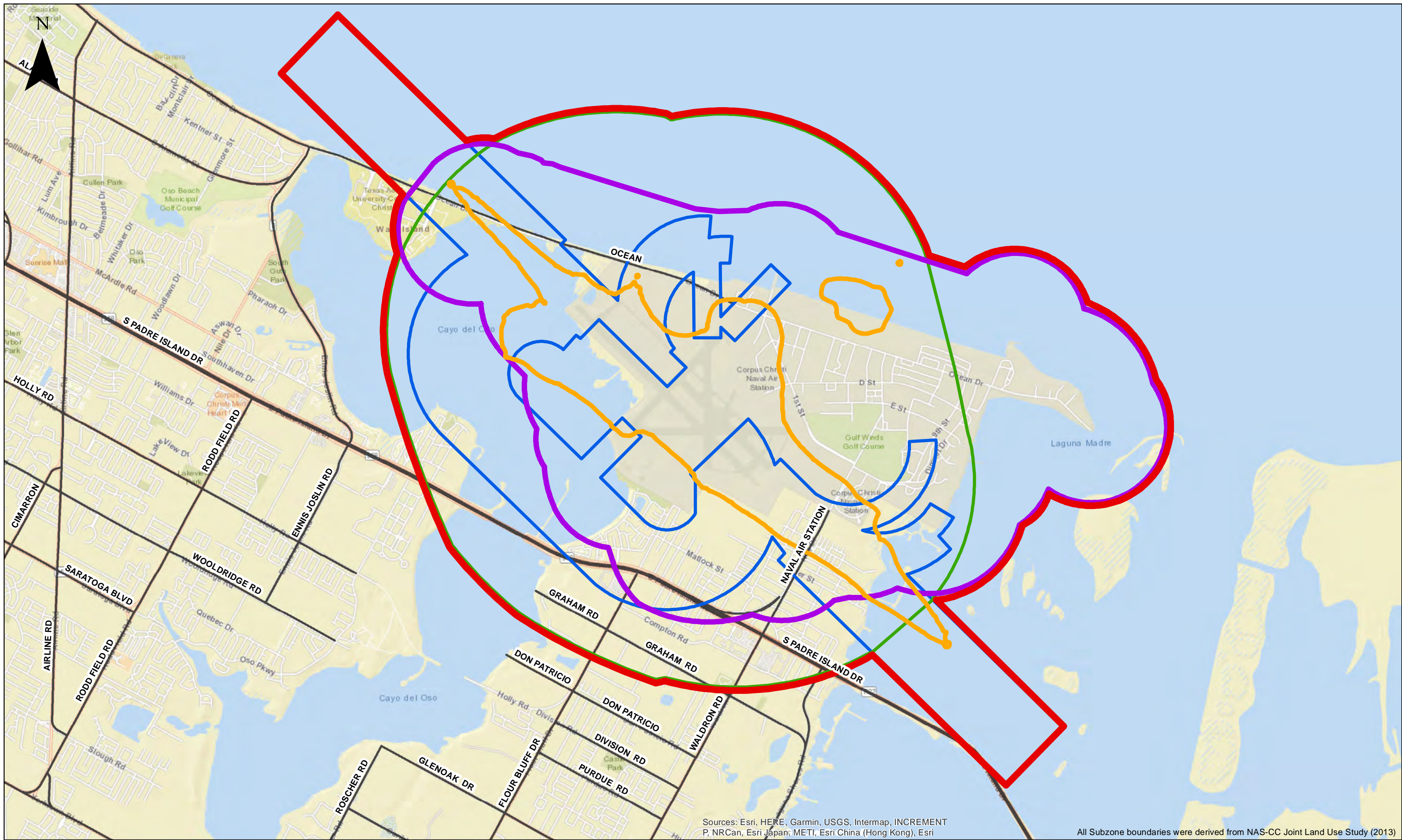


Vertical Obstruction Subzone



Scale: 1:130,000

6.5.4.B.4 Vertical Obstruction Subzone
6.5.4.B.4.b Imaginary Surface
NOLF Cabaniss

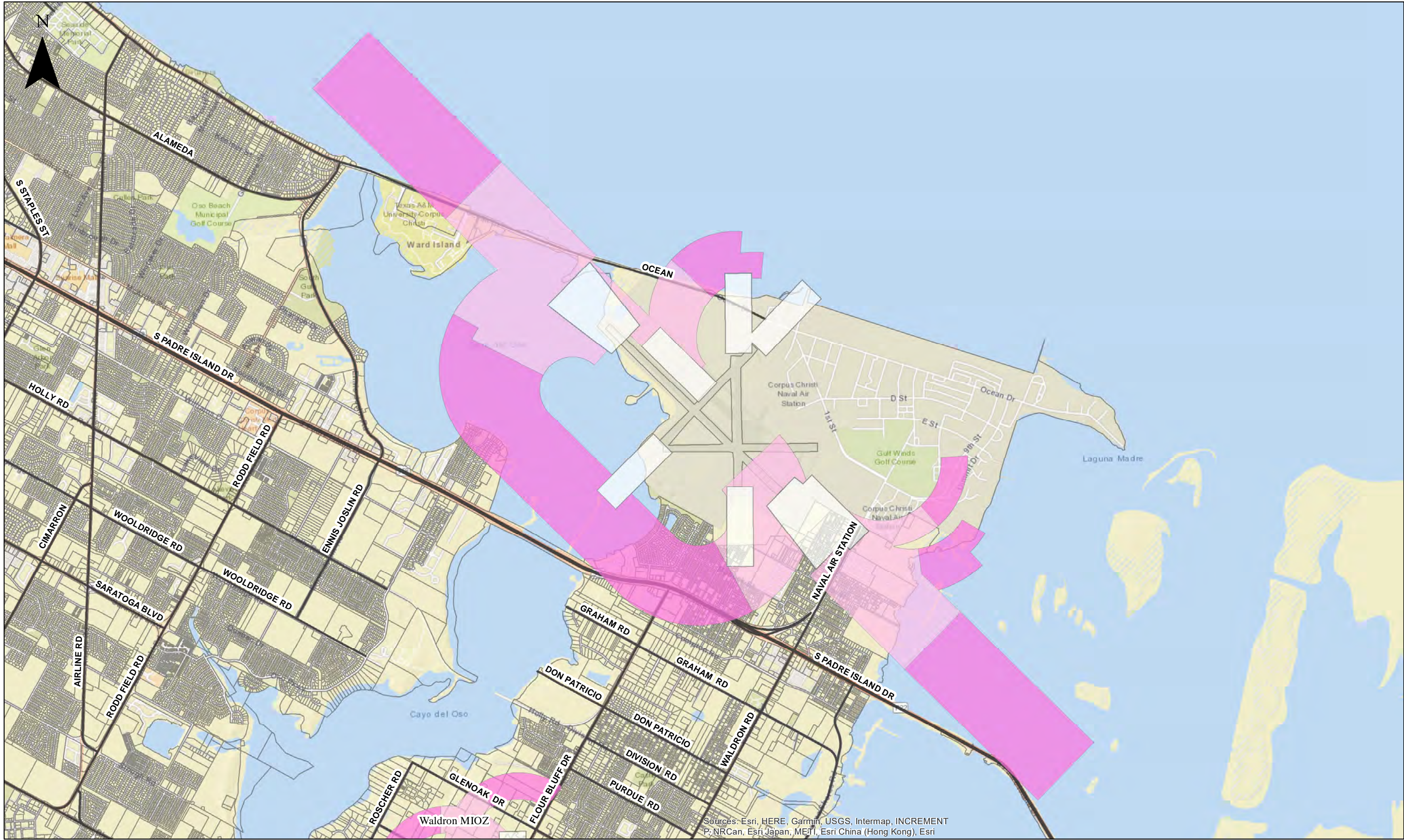





- Vertical Obstruction Subzone
- Light Subzone
- Safety Subzone
- MCA Overlay
- Noise Subzone

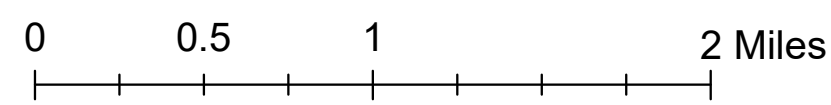
0 0.75 1.5 3 Miles

6.5.5.C.1. Military Compatibility Area Overlay Truax Field at NAS-CC

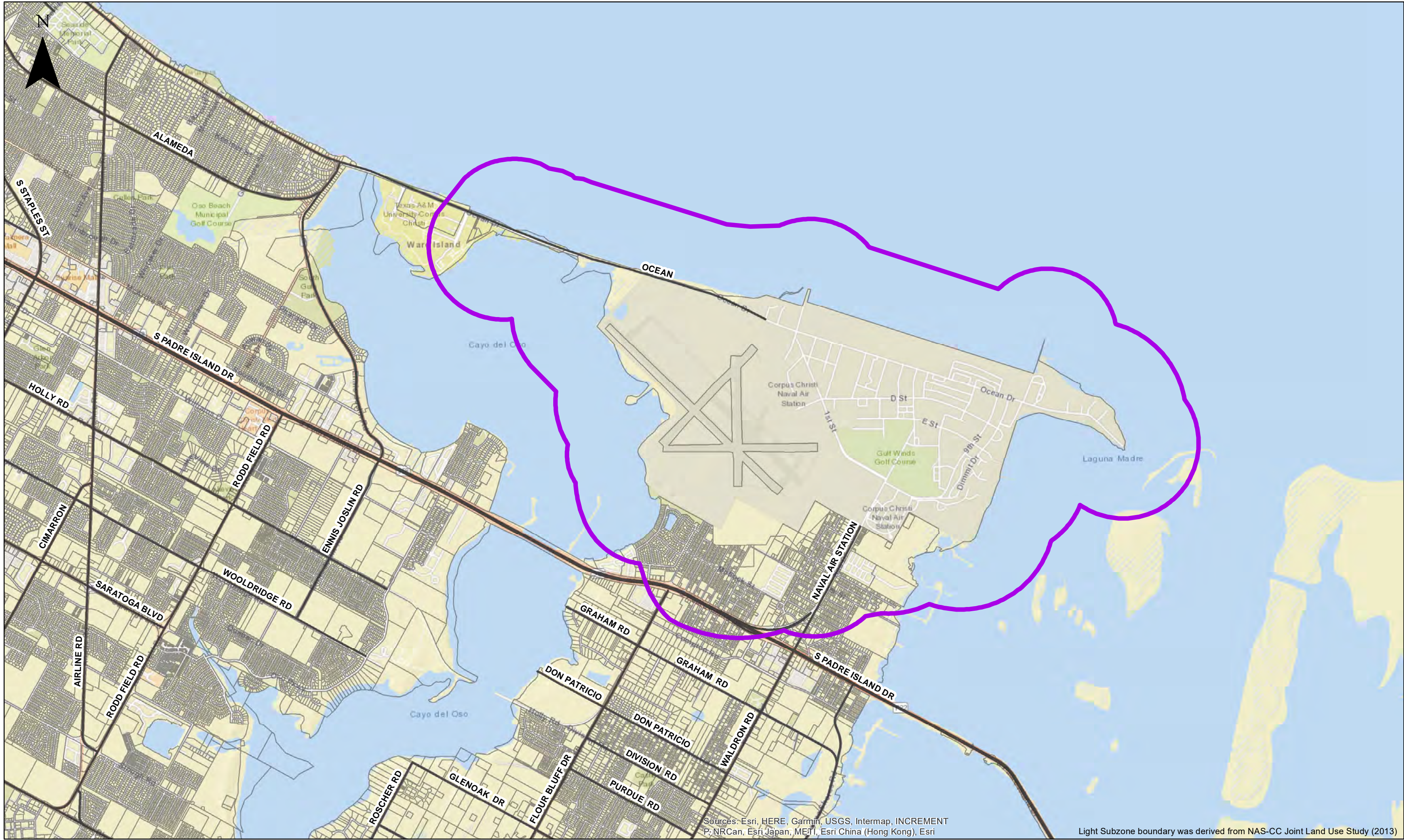
Scale: 1:36,000



-  (CZ) - Clear Zone
-  (APZ-1) - Accident Potential Zone 1
-  (APZ-2) - Accident Potential Zone 2



6.5.4.C.2. Safety Subzone
Truax Field at NASCC
Scale: 1:36,000

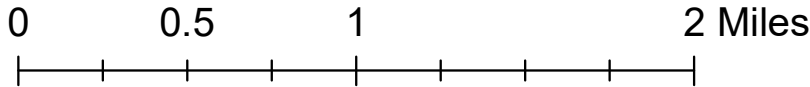


Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri

Light Subzone boundary was derived from NAS-CC Joint Land Use Study (2013)



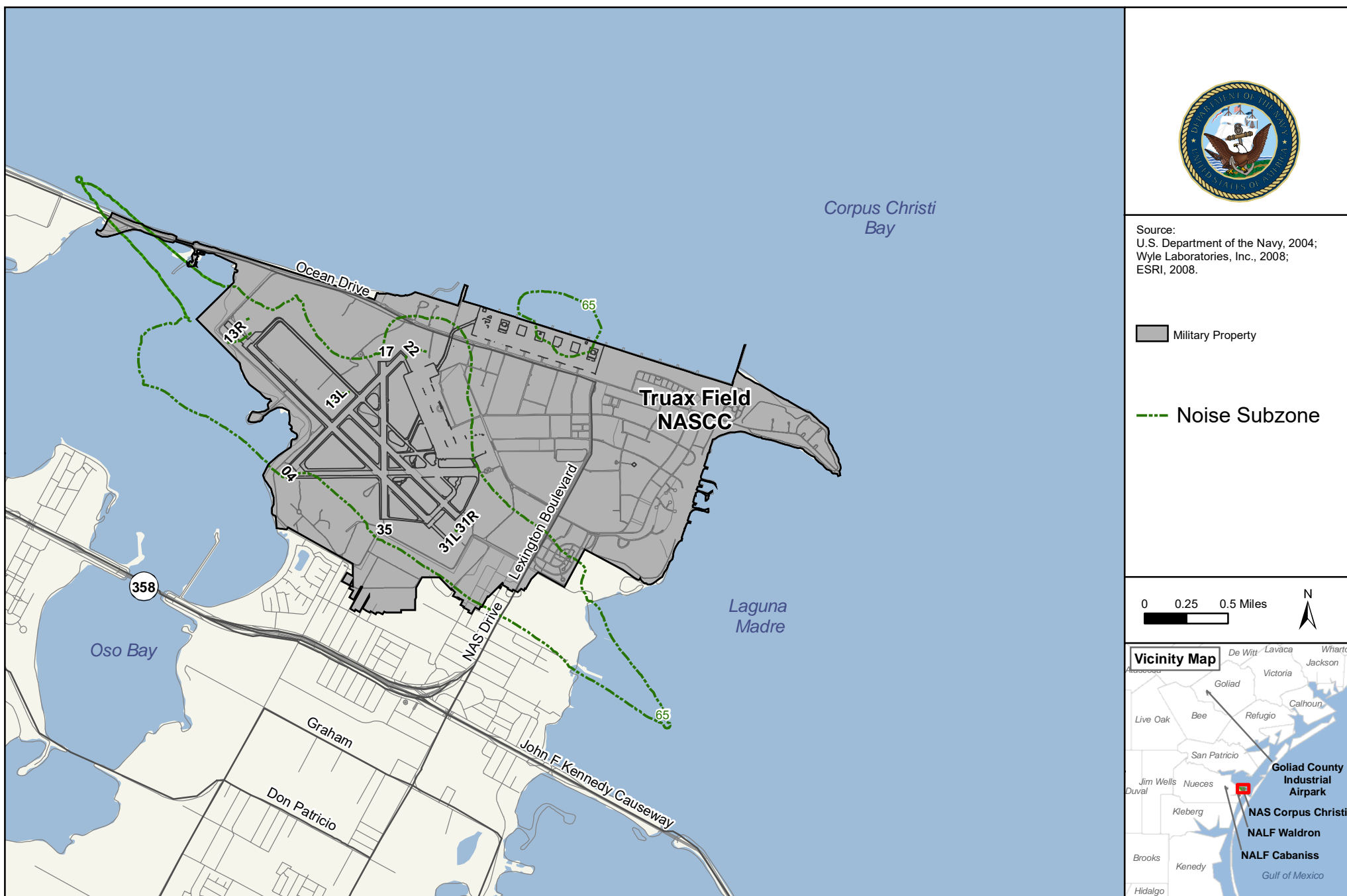
Light Subzone



6.5.4.C.3 Light Subzone
Truax Field as NASCC

Scale: 1:36,000

6.5.4.C.4 Noise Subzone Truax Field at NAS CC

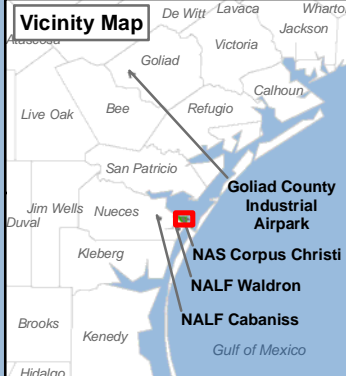


Source:
U.S. Department of the Navy, 2004;
Wyle Laboratories, Inc., 2008;
ESRI, 2008.

 Military Property

 Noise Subzone

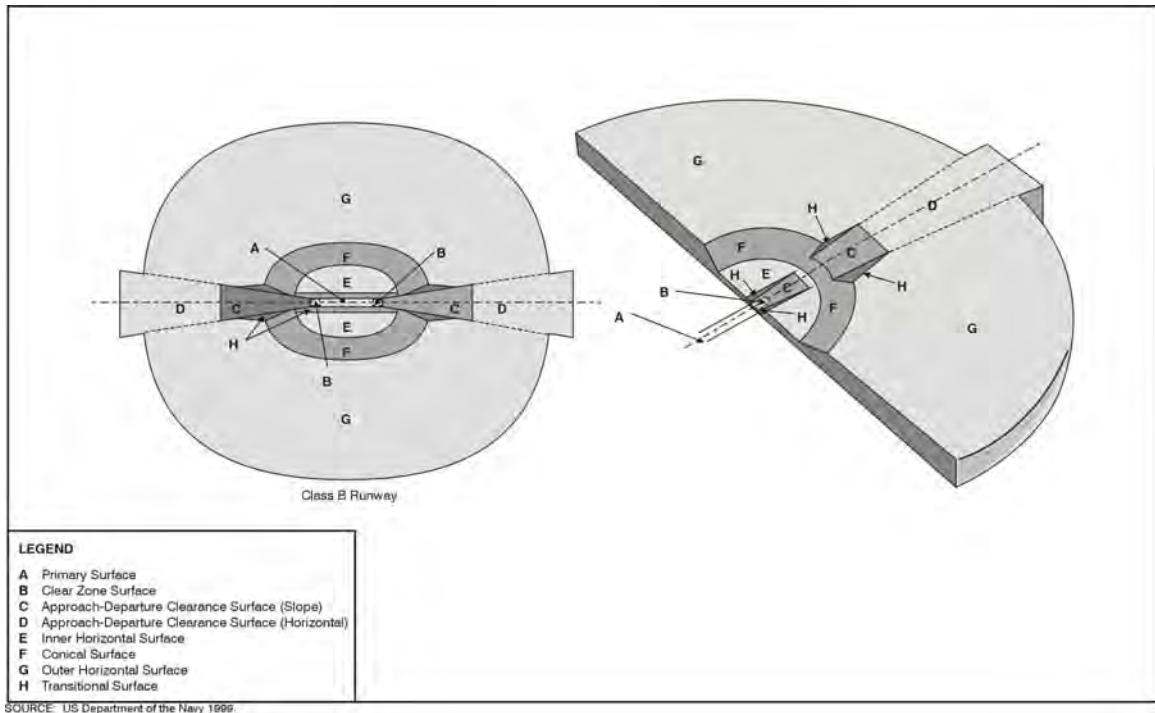
0 0.25 0.5 Miles



6.5.4.C.5. Vertical Obstruction Subzone

6.5.4.C.5.a - Isometric Airspace

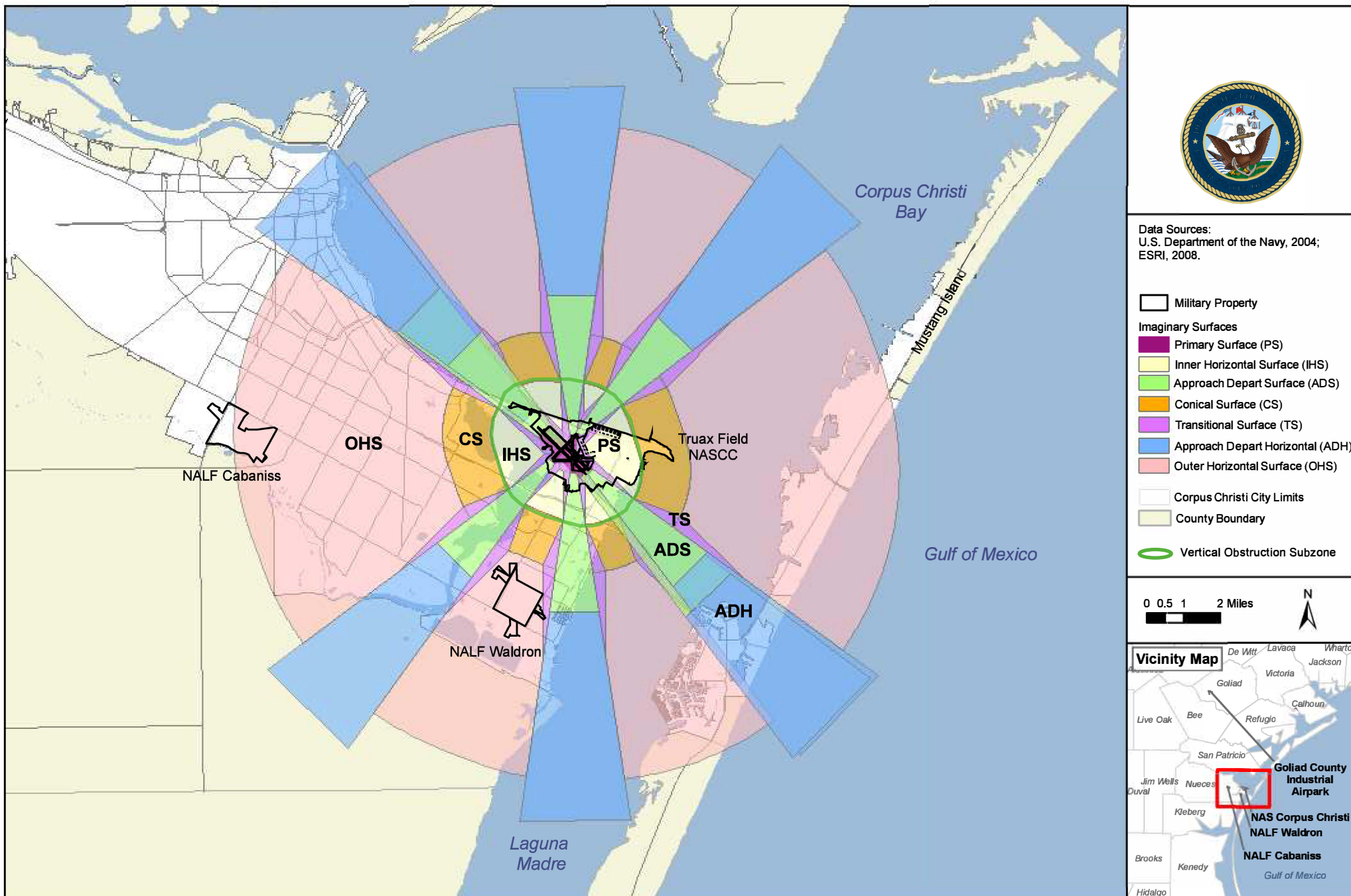
Truax Field at NASCC



6.5.4.C.5. Vertical Obstruction Subzone

6.5.4.C.5.b Imaginary Surface

Truax Field at NASCC



SECTION 3. The Unified Development Code Zoning Map of the City of Corpus Christi, Texas is amended by changing the zoning on the subject properties as shown in the maps adopted in Section 6.5.4 of the Unified Development Code to adopt and establish the Military Compatibility Overlay Districts for Truax Field at Naval Air Station – Corpus Christi, Naval Outlying Landing Field Cabaniss, and Naval Outlying Landing Field Waldron.

SECTION 4. The UDC and corresponding UDC Zoning Map of the City, made effective July 1, 2011, and as amended from time to time, except as changed by this ordinance, both remain in full force and effect including the penalties for violations as made and provided for in Article 10 of the UDC.

SECTION 5. To the extent this amendment to the UDC represents a deviation from the City's Comprehensive Plan, the Comprehensive Plan is amended to conform to the UDC, as it is amended by this ordinance.

SECTION 6. All ordinances or parts of ordinances specifically pertaining to the zoning of the subject property that are in conflict with this ordinance are hereby expressly repealed.

SECTION 7. A violation of this ordinance, or requirements implemented under this ordinance, constitutes an offense punishable as provided in Article 1, Section 1.10.1 of the UDC, Article 10 of the UDC, and/or Section 1-6 of the Corpus Christi Code of Ordinances.

SECTION 8. If for any reason, 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, it may not affect any other section, paragraph, subdivision, clause, phrase, word, or provision of this Ordinance, for it is the definite intent of this City Council that every section, paragraph, subdivision, clause, phrase, word, or provision of this Ordinance be given full force and effect for its purpose.

SECTION 9. Publication shall be made in the official publication of the City of Corpus Christi as required by the City Charter of the City of Corpus Christi.

SECTION 10. This ordinance takes effect after official publication.

SECTION 11. Following the first 6 months after the passage of this ordinance, zoning application fees are waived for properties within a Safety Subzone that rezone to bring the property in compliance with the Military Compatibility Area Overlay District.

That the foregoing Ordinance was read for the first time and passed to its second reading on this day, the _____ day of _____, 2022, by the following vote:

Paulette Guajardo	_____	John Martinez	_____
Roland Barrera	_____	Ben Molina	_____
Gil Hernandez	_____	Mike Pusley	_____
Michael Hunter	_____	Greg Smith	_____
Billy Lerma	_____		

That the foregoing Ordinance was read for the second time and passed finally on this day, the _____ day of _____, 2022, by the following vote:

Paulette Guajardo	_____	John Martinez	_____
Roland Barrera	_____	Ben Molina	_____
Gil Hernandez	_____	Mike Pusley	_____
Michael Hunter	_____	Greg Smith	_____
Billy Lerma	_____		

PASSED AND APPROVED on this day, the _____ day of _____, 2022.

ATTEST:

Rebecca Huerta
City Secretary

Paulette Guajardo
Mayor