

**NOTICE OF MEETING REVISED
CITY OF SOUTH PADRE ISLAND
SHORELINE TASK FORCE**

NOTE: One or more members of the City of South Padre Island City Council may attend this meeting; if so, this statement satisfies the requirements of the OPEN MEETINGS ACT.

NOTICE IS HEREBY GIVEN THAT THE SHORELINE TASK FORCE OF THE CITY OF SOUTH PADRE ISLAND, TEXAS, WILL HOLD A REGULAR MEETING ON:

MONDAY, MAY 11, 2015
3:00 P.M. AT THE MUNICIPAL BUILDING,
CITY COUNCIL CHAMBERS, 2ND FLOOR
4601 PADRE BLVD, SOUTH PADRE ISLAND, TEXAS

1. Call to Order.
2. Pledge of Allegiance.
3. Public Comments and Announcements: *This is an opportunity for citizens to speak to Task Force relating to agenda or non-agenda items. Speakers are required to address the Task Force at the podium and give their name before addressing their concerns. [Note: State law will not permit the Shoreline Task Force to discuss debate or consider items that are not on the agenda. Citizen Comments may be referred to City Staff or may be placed on the agenda of a future Shoreline Task Force meeting]*
4. Approval of minutes of the April 27, 2015 regular meeting.
5. Discussion & action on the Beachfront Construction and Dune protection permit to construct an ADA ramp seaward of the property's existing retaining wall and construct the stairs on the south end of the property. (3900 Gulf Blvd) (Trevino)
6. Discussion and possible action on providing input on the proposed projects upcoming fiscal year Capital Improvement Plan (CIP).
7. Discussion and action on the proposed beach user fee plan. (Trevino)
8. Discussion and possible action on identifying the source of the petrochemical pollutant discharging in to the bay at the west end of Corral Street. (Nixon)
9. Discussion regarding Shoreline Task Force members attending the upcoming Water Quality and Management Planning Conference. (Munarriz)
10. Discussion & update on beach access maintenance and improvement projects. (Trevino)
11. Adjournment

DATED THIS THE 8TH DAY OF MAY 2015


Susan Hill, City Secretary

I, THE UNDERSIGNED AUTHORITY, DO HEREBY CERTIFY THAT THE ABOVE NOTICE OF MEETING OF THE SHORELINE TASK FORCE OF THE CITY OF SOUTH PADRE ISLAND, TEXAS IS A TRUE AND CORRECT COPY OF SAID NOTICE AND THAT I POSTED A TRUE AND CORRECT COPY OF SAID NOTICE ON THE BULLETIN BOARD AT CITY HALL/MUNICIPAL BUILDING ON **MAY 8, 2015** AT/OR BEFORE **3:00 P.M.** AND REMAINED SO POSTED CONTINUOUSLY FOR AT LEAST 72 HOURS PRECEDING THE SCHEDULED TIME OF AID MEETING.




Susan Hill, City Secretary

THIS FACILITY IS WHEELCHAIR ACCESSIBLE, AND ACCESSIBLE PARKING SPACES ARE AVAILABLE. REQUESTS FOR ACCOMMODATIONS OR INTERPRETIVE SERVICES MUST BE MADE 48 HOURS PRIOR TO THIS MEETING. PLEASE CONTACT BUILDING OFFICIAL, JAY MITCHIM; ADA DESIGNATED RESPONSIBLE PARTY AT (956) 761-1025.

**CITY OF SOUTH PADRE ISLAND
SHORELINE TASK FORCE
AGENDA REQUEST FORM**

MEETING DATE: May 11, 2015

NAME & TITLE: Reuben Trevino, Coastal Resources & Parks Administrator

DEPARTMENT: Coastal Resources and Parks Administration

ITEM

Approval of minutes of the April 27, 2015 regular meeting.

ITEM BACKGROUND

BUDGET/FINANCIAL SUMMARY

COMPREHENSIVE PLAN GOAL

LEGAL REVIEW

Sent to Legal: YES: _____ NO: _____
Approved by Legal: YES: _____ NO: _____

Comments:

RECOMMENDATIONS/COMMENTS

**MINUTES
CITY OF SOUTH PADRE ISLAND
SHORELINE TASK FORCE COMMITTEE
MONDAY, APRIL 27, 2015**

I. CALL TO ORDER.

The Shoreline Task Force Committee of the City of South Padre Island, Texas held a meeting on Monday April 27, 2015, at the Municipal Complex Building, 2nd Floor, and 4601 Padre Boulevard, South Padre Island Texas. Chairman Munarriz called the meeting to order at 3:01 p.m. A quorum was present: Chairman Paul Munarriz and members Charlie Brommer, Virginia Guillot, Troy Giles, Rob Nixon and Neil Rasmussen all present. Member with an excused absence Theresa Metty. City staff members present were Coastal Resources Administrator, Reuben Trevino, Coastal Resources Foreman, Joe Vela, Finance Director, Rodrigo Gimenez, Environmental Health Director, Victor Baldivinos, Councilwoman Alita Bagley and City Manager, William DiLibero.

II. PLEDGE OF ALLEGIANCE.

Chairman Munarriz led the Pledge of Allegiance.

III. PUBLIC ANNOUNCEMENTS AND COMMENTS:

Public comments and announcements were given at this time.

IV. APPROVAL OF MINUTES FOR REGULAR MEETING APRIL 13, 2015.

Shoreline Task Force Member Virginia Guillot made a motion, second by Member Neil Rasmussen to approve the minutes of April 13, 2015 regular meeting. Motion carried unanimously.

***Item #10 was moved up on the agenda to accommodate Rene Valdez, Mgr., The Pearl South Padre.**

V. DISCUSSION AND UPDATE ON THE DEVELOPMENT OF NEW BEACH SIGNAGE FOR ORDINANCES.

Councilwoman Alita Bagley and Coastal Resources Administrator, Reuben Trevino presented newly designed signage planned for beach accesses. No action on this item.

VI. DISCUSSION AND UPDATE ON COASTAL STUDY BEING INITIATED BY THE UNITED STATES ARMY CORPS OF ENGINEERS.

Reuben Trevino gave an update on the recent meetings in Galveston regarding a Coastal Texas Study. No action on this item.

VII. DISCUSSION AND POSSIBLE ACTION ON RESTORE ACT GRANT FUNDING FOR BEACH AND BAY RELATED PROJECTS.

Member Rob Nixon motion to bring this item back to re-evaluate the list of CIP projects for submission to the City Council for approval. Second by Troy Giles. Item passed unanimously.

VIII. DISCUSSION AND UPDATE ON FUNDING REVENUES AND EXPENDITURES RELATED TO THE HOTEL OCCUPANCY TAX (HOT) THAT FUND THE BEACH MAINTENANCE PROGRAM, EROSION CONTROL PROJECTS AND UPCOMING FISCAL YEAR BUDGET PROCESS.

No action taken on this item.

IX. DISCUSSION AND POSSIBLE ACTION ON THE REVISED BEACH USER FEE PLAN AND ORDINANCE.

No action taken on this item.

X. DISCUSSION AND POSSIBLE ACTION TO ASSIST THE PEARL'S NEW MANAGEMENT IN RAISING THE ELEVATION OF THEIR BEACHFRONT TO AVOID DAMAGE DUE TO STORM SURGE BEFORE THE UPCOMING HURRICANE SEASON USING EXCESS MATERIAL IN THE SURROUND AREAS.

Member Rob Nixon motioned to approve the raising of the beachfront elevation at the Pearl South Padre. Second by Neil Rasmussen. Item passed unanimously.

V. ADJOURN

Meeting was adjourned by Chairman, Munarriz at 4:38 PM.

Paul Munarriz, Chairman

Mary K. Hancock, Coastal Resources

**CITY OF SOUTH PADRE ISLAND
SHORELINE TASK FORCE
AGENDA REQUEST FORM**

MEETING DATE: May 11, 2015

NAME & TITLE: Reuben Trevino, Coastal Resources & Parks Administrator

DEPARTMENT: Coastal Resources and Parks Administration

ITEM

Discussion & action on the Beachfront Construction and Dune protection permit to construct an ADA ramp seaward of the property's existing retaining wall and construct the stairs on the south end of the property. (3900 Gulf Blvd) (Trevino)

ITEM BACKGROUND

BUDGET/FINANCIAL SUMMARY

COMPREHENSIVE PLAN GOAL

LEGAL REVIEW

Sent to Legal: YES: _____ NO: _____
Approved by Legal: YES: _____ NO: _____

Comments:

RECOMMENDATIONS/COMMENTS



TEXAS GENERAL LAND OFFICE
GEORGE P. BUSH, COMMISSIONER

April 27, 2015

Via Electronic Mail

Mr. Reuben Trevino
City of South Padre Island
P.O. Box 3410
South Padre Island, Texas 78597-3410

Beachfront Construction Certificate & Dune Protection Permit in the City of South Padre Island

Site Address: 3900 Gulf Boulevard
Legal Description: Lots 1, 2 & 4, Block 105, Padre Beach Section VII
Lot Applicant: H2O Construction c/o Chris Hamby
GLO ID No.: BDSPI-15-0156

Dear Mr. Trevino:

The General Land Office has reviewed the application for a dune protection permit and beachfront construction certificate for the above-referenced location. The applicant proposes to construct an ADA ramp seaward of the property's existing retaining wall on the north end of the property and expand and construct the stairs on the south end of the property. The ramp will connect with an existing Mobi-Mat pathway to the beach. According to the Bureau of Economic Geology, the proposed construction is located in an area that is stable to accreting.

Based on the materials forwarded to our office for review, we have the following comments:

- The applicant must first avoid and then mitigate for any adverse effects to dunes or dune vegetation.¹
- The applicant must restore the dunes to approximate the naturally formed dune position or location, contour, volume, elevation, vegetative cover, and sediment content in the area.²
- Construction activities must not impact the public's ability to access or use the beach.
- The City must ensure the proposed activity will minimize impacts on natural hydrology and will not cause erosion of adjacent properties, critical dune areas, or the public beach.³

¹ 31 TAC §15.4(f)(3).

² 31 Tex. Admin. Code § 15.4(f)(3)(A)(i).

³ 31 Tex. Admin. Code § 15.6(g).

April 21, 2015
Page 2 of 2

If you have any questions, please contact me by phone at (512) 463-0413 or by email at natalie.bell@glo.texas.gov.

Sincerely,

A handwritten signature in black ink that reads "Natalie Bell". The signature is written in a cursive, flowing style.

Natalie Bell
Beach Access & Dune Protection Program
Coastal Resiliency and Recovery
Texas General Land Office

MEMORANDUM

TO: Shoreline Task Force
Natalie Bell, General Land Office

FROM: Reuben Trevino, Coastal Resources Manager

DATE: April 20, 2015

RE: Preliminary determination on the impact of the proposed permit application by H2O construction for the addition of an ADA ramp to increase accessibility to existing beach access.

The preliminary determination of this project is that the application appears to be generally consistent with the City's Beach & Dune Regulations.

Proposed construction is seaward of the Historic Building Line, but will not require access from the beach for that reason the potential for minor damage to vegetation exists:

1. The activity will not reduce the size of the public beach. [TAC 15.5 (b)(1)]
2. The proposed activity does appear to involve construction upon the public beach. [TAC 15.5 (c)(1)] However the project is adjacent to the properties retaining wall and will not extend past the 10' mark.
3. All of the proposed activity will take place seaward of the Historic Building Line; therefore the potential does exist for the proposed structures to encroach upon the public beach; [TAC 15.5 (c)(2)] Again this project is taking place adjacent to the owners retaining wall and will not extend out into the dunes or beach
4. The proposed construction activity will not close any existing public beach accesses within the area, nor will the construction close or prevent the use of any existing public beach parking spaces.

Concerning the Dune Protection element, our preliminary determination is that the application conforms to the requirements of the City's *Dune Protection and Beach Renourishment and Access Plan*, in that: [B&D Ord. Section 22-10]

1. The activity should not result in the increased flood damage to the subject property or adjacent properties.
2. The activity will not result in run-off or drainage patterns that aggravate erosion on and off the site.

3. Little to no change is expected in the existing dune hydrology to the east of the Historic Building Line since all aspects of this application do not impact any dune areas. Any damage done will be mitigated on a 1:1 basis as required.
4. The proposed activity will not likely disturb some portions of the flora or fauna on site however that damage can be mitigated with watering and/or planting of additional vegetation in front of the project.
5. The activity will not significantly increase the potential for washover or blowouts.

Reuben Trevino



Beach & Dune Application

City of South Padre Island
4601 Padre Blvd.
South Padre Island, TX 78597
Phone: (956) 761-3044
Fax: (956) 761-3898

Site for Proposed Work

Legal Description: Lot 1, 2, & 4 Block 105 Padre Beach Section VII Physical Address: 3900 Gulf Blvd. SPT, TX

Property Owner Information

Applicant / Agent for Owner

Name: Furcron Management
Mailing Address: 4800 Padre Blvd
City: SPT State: TX
Zip: 78597 Country: USA
Phone Number: 761-6961
Fax Number: 761-6966
E-Mail Address: Mickey@FurcronRentals.com

Name: H2O Construction
Mailing Address: P.O. Box 532845
City: Harlingen State: TX
Zip: 78553 Country: USA
Phone Number: 425-6953
Fax Number: 428-7124
E-Mail Address: Chamby2136@aol.com

I / We, owners of the above-mentioned property, authorize the applicant stated above, to act in my behalf in order to acquire a Beach and Dune permit for the construction proposed below. (owner initials here)

Owner(s) Signature(s): Mickey Furcron
Date: 9/3/14 Seville Property mgr

Applicant Signature: [Signature]
Date: 4/1/15

Project Description

Describe with as much as detail as possible the construction proposed. If more room is needed, please include an additional page. Include the number of habitable units, amenities, swimming pools, fences, kinds of fences, whether footings and/or retaining walls will be installed, and locations of proposed landscaping and parking.

Add ramp to increase ADA accessibility that currently does not exist. Will use previous materials (wood) providing raise station area where water will contribute to the growth & stability of beach plants (native plants.) No plants will be harmed. Will be within the 10' easement in the back of the seawall.

Total Square Footage of Footprint of Habitable Structure: _____

Total Area of Impervious Surface (i.e. retaining walls, walkways, drives, patios, etc.) 80%

Percentage Impervious Surface [(impervious surface / habitable footprint) * 100]: _____

Please Note: the percentage of impervious surface cannot exceed 6% in an eroding area.

Approximate Duration of Construction: 2 weeks

Financial Plan for the Removal of All Hard Structures

All properties which are allowed to build retaining walls on their property are allowed to do so with the condition that a financial plan for the removal of the retaining wall is submitted to the Public Works Department of the City of South Padre Island. Removal of the retaining wall at the owner's expense may be required if/once the retaining wall comes into regular contact with wave action for twenty (20) out of thirty (30) consecutive days. The City accepts the submission of a Retaining Wall Covenant or other financial guarantee, insuring the removal of the retaining wall if the required conditions are met.

Type of Plan Submitted: N/A

Date Submitted: _____

Drainage

Describe the impact that the proposed construction will have on the natural drainage pattern on the site and adjacent lots.

☒ No change in the drainage on site.

☐ The proposed construction will change the grading and the drainage on the subject property. (An explanation will be required detailing where the water will drain.)

Explanation / Other Information: _____

Impacts to Beach / Dune System

Answer each question as completely as possible in narrative form.

1. What damage will this proposed construction have on the dune vegetation located at the project site?

☒ No damage to dune vegetation whatsoever.

☐ The proposed construction will impact 0 % of the dune vegetation site. (An explanation of the "impact" will be required.)

☐ The proposed construction will require the removal and relocation of _____ % of the dune vegetation on site. (The submission of a mitigation plan will be required.)

Explanation / Other Information: _____

2. How will the proposed construction alter the dune size/shape at the project site?

☐ No change to dune size/shape whatsoever.

☐ The proposed construction will change _____ % of the size/shape of dunes on site. (Details will be required.)

☐ The proposed construction will require the removal and relocation of _____ % of the dunes on site. (The submission of a mitigation plan will be required.)

Explanation / Other Information: _____

3. How will the proposed construction change the hydrology of the dunes at the project site?

☐ No change to dune hydrology whatsoever.

☒ The proposed construction will impact dune hydrology on site. (Details will be required.)

Explanation / Other Information: _____

4. Describe alternatives to the proposed construction or method of construction which will cause fewer or no adverse effects on dunes and dune vegetation.

N/A

5. Describe alternatives to the proposed construction or method of construction which will cause fewer or no adverse impairment to beach access.

N/A

Mitigation Plan

Describe the methods which you will use to avoid, minimize, mitigate and/or compensate for any adverse effects on dunes or dune vegetation.

Explanation / Other Information:

*No damage anticipated, however will reestablish
veg. that is disturbed.*

Financial Plan for Dune Mitigation:

If required by the City Council, a financial guarantee (irrevocable letter of credit or a performance bond, etc.) may be necessary to insure the mitigation of dunes/dune vegetation takes place as proposed and required of the applicant.

Type of Plan Submitted:

N/A

Date of Submission:

Checklist of Additional Required Application Information

An accurate map, plat or site plan showing:

- ☐ 1. Legal description of the property (lot, block, subdivision) and the immediately adjoining property.
- ☐ 2. Location of all existing structures - including the habitable and inhabitable structures, swimming pools, decks, fences, parking areas, landscape areas, etc.
- ☐ 3. Location of the Historical Building Line on the subject property and the extension of the line on the properties immediately adjoining the subject property to the north and to the south.
- ☐ 4. Location and elevation of existing retaining walls - both on the subject property and those properties immediately adjoining the subject property to the north and to the south.
- ☐ 5. Location of proposed structure(s) - If proposing the construction of a retaining wall, please also include the proposed elevation of the retaining wall.
- ☐ 6. Location of proposed driveways, parking areas (showing the # of proposed parking spaces) and landscape areas.
- ☐ 7. Location of all existing and proposed beach access paths and/or dune walkovers.
- ☐ 8. Location and extent of any man-made vegetated mounds, restored dunes, fill activities, or any other pre-existing human modifications on the tract.
- ☐ 9. Topographical survey of the site identifying all elevations, existing contours of the project area (including dunes and scales) and the proposed contours of the final grade.

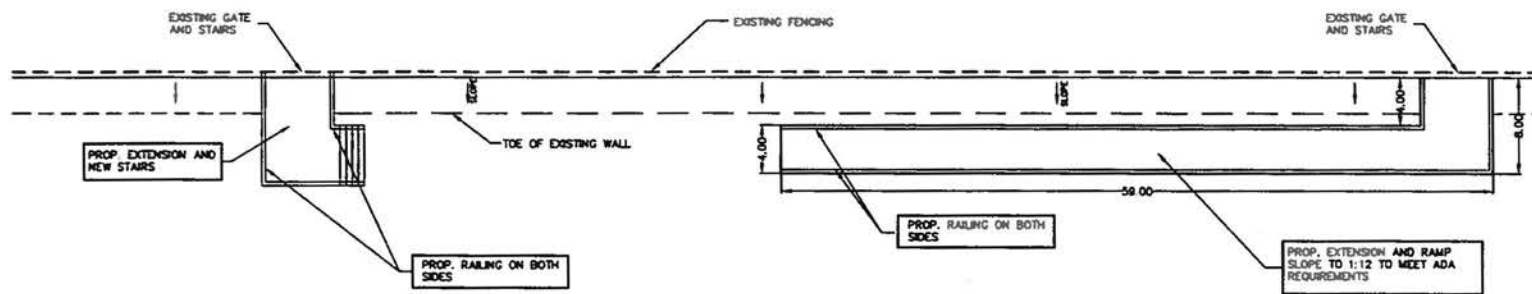
Other required application information:

- ☐ 1. A grading and layout plan showing proposed contours for the final grade.
- ☐ 2. The floor plan(s) and elevation(s) of the structure proposed to be constructed or expanded.
- ☐ 3. Photographs of the site which clearly show the current location of the vegetation line & existing dunes on the tract within the last 6 months.
- ☐ 4. Copy of the Flood Rate Map showing the location of the subject property (FEMA GOV - Map Search)
- ☐ 5. Copy of the Historical Erosion Rate Map as determined by the University of Texas at Austin, Bureau of Economic Geology (beg.utexas.edu)
- ☐ 6. Application Fee of \$180 for Staff Approved applications and \$300 for City Council Approved applications.

Your application is not complete unless all information requested above is submitted.

Application submissions require only three (3) copies of the complete information plus a digital copy.

SEVILLE CONDOMINIUMS



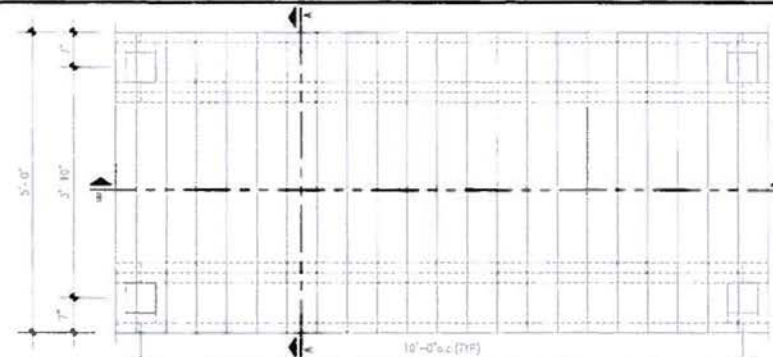
B E A C H

GENERAL NOTES

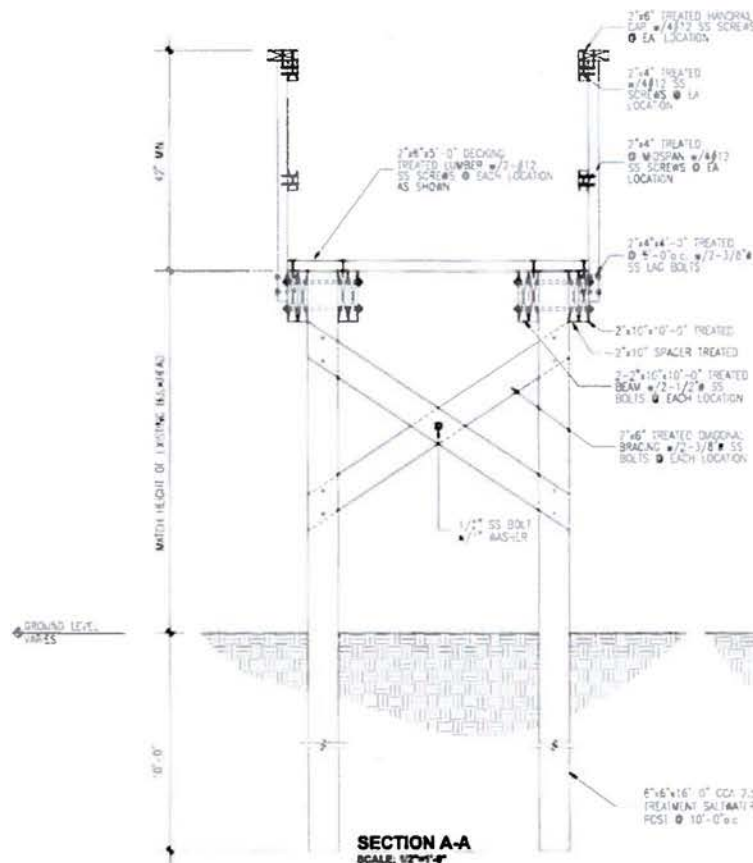
1. ALL WORK TO BE PERFORMED IN ACCORDANCE WITH CONTRACT DOCUMENTS, DRAWINGS AND SPECIFICATIONS.

STRUCTURAL DESIGN LOAD: ASCE 7-10
LIVE LOAD 100 PSF
DEAD LOAD WEIGHT OF MATERIAL 10 PSF MIN

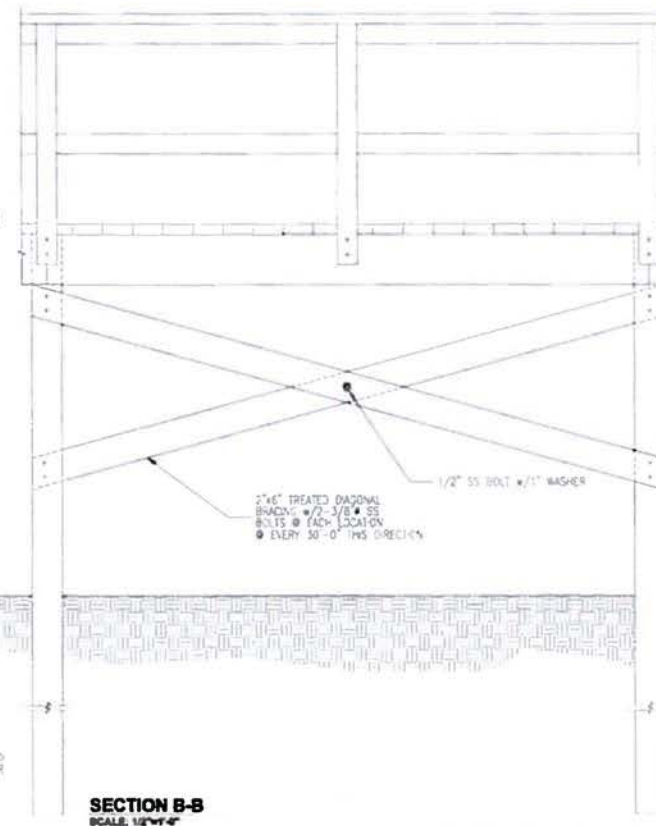
2. ALL LUMBER, PRESSURE TREATED LUMBER.



PLAN VIEW
SCALE: 1/2"=1'-0"



SECTION A-A
SCALE: 1/2"=1'-0"



SECTION B-B
SCALE: 1/2"=1'-0"

SEVILLE CONDOMINIUMS

3900 GULF BLVD.
SOUTH PADRE ISLAND, TX

STRUCTURAL ENGINEER
CASA
ENGINEERING LLC
CIVIL AND STRUCTURAL ASSOCIATES
1117 N. STUART PLACE RD. Suite C
HARLINGEN, TX 78502 (956) 428-7900
www.casae.com
TEXAS REGISTERED ENGINEERING FIRM # 8483



THE SEAL APPEARING ON THIS DOCUMENT IS AUTHORIZED BY DAVID V. DAY, P.E. NO OTHER ALTERATION OF A SEALED DOCUMENT WITHOUT PROPER NOTIFICATION TO THE RESPONSIBLE ENGINEER IS AN OFFENSE UNDER THE TEXAS ENGINEERING PRACTICE ACT.

CONTRACTOR

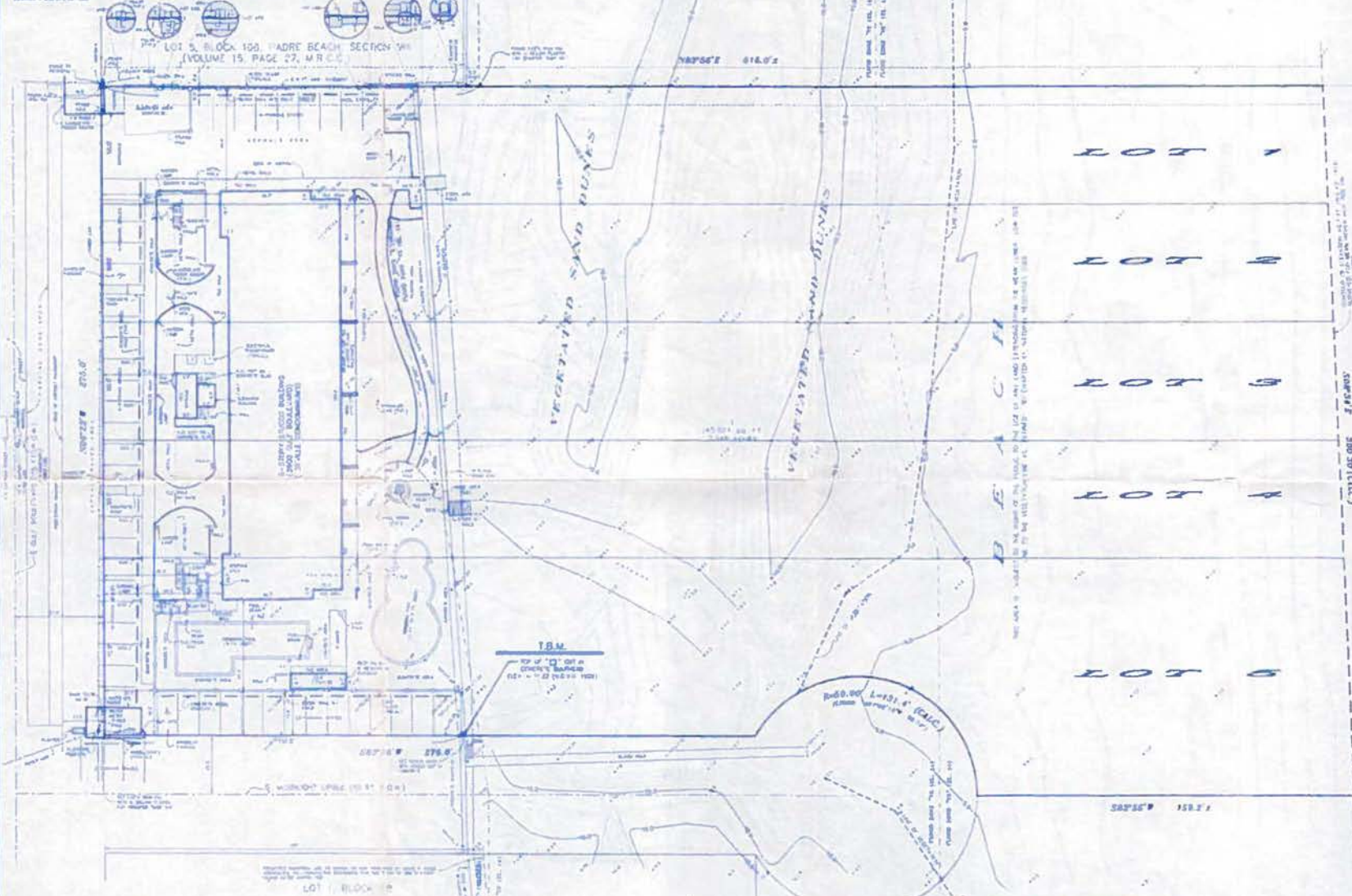
SHEETS

S1.0 PLAN AND SECTION VIEWS

REVISION	DESCRIPTION	DATE
1	PROJECT NO. 159008-01	
2	DATE 04-06-2015	
3	DRAWN BY MA	
4	CHECKED BY DVD	

PLAN AND SECTION VIEWS

SHEET NO. **S1.0 OF 1**

[illegible]

The image shows two pages of a document. The left page is a form with a grid and handwritten text. The right page is a document with a large number '106' and a date '10/10/10'.

Left Page (Form):

- Top section: A grid with handwritten numbers. The first row has '1' and '2'. The second row has '3' and '4'. The third row has '5' and '6'. The fourth row has '7' and '8'. The fifth row has '9' and '10'. The sixth row has '11' and '12'. The seventh row has '13' and '14'. The eighth row has '15' and '16'. The ninth row has '17' and '18'. The tenth row has '19' and '20'.
- Middle section: A grid with handwritten numbers. The first row has '1' and '2'. The second row has '3' and '4'. The third row has '5' and '6'. The fourth row has '7' and '8'. The fifth row has '9' and '10'. The sixth row has '11' and '12'. The seventh row has '13' and '14'. The eighth row has '15' and '16'. The ninth row has '17' and '18'. The tenth row has '19' and '20'.
- Bottom section: A grid with handwritten numbers. The first row has '1' and '2'. The second row has '3' and '4'. The third row has '5' and '6'. The fourth row has '7' and '8'. The fifth row has '9' and '10'. The sixth row has '11' and '12'. The seventh row has '13' and '14'. The eighth row has '15' and '16'. The ninth row has '17' and '18'. The tenth row has '19' and '20'.

Right Page (Document):

- Top section: A large number '106'.
- Middle section: A date '10/10/10'.
- Bottom section: A large number '98'.

VICINITY MAP
(SEE P. 12, 1001)

CHILD OF MEXICO



The undersigned hereby certifies that the survey described herein was done on the ground on
 12-1-1964 That the only improvements on the ground are as shown; that there are no existing improvements, rights, easements, appurtenant or otherwise, or rights, easements, or other benefits in, to, or out of the land described herein.

WITNESSETH my hand and seal this 1st day of December, 1964.

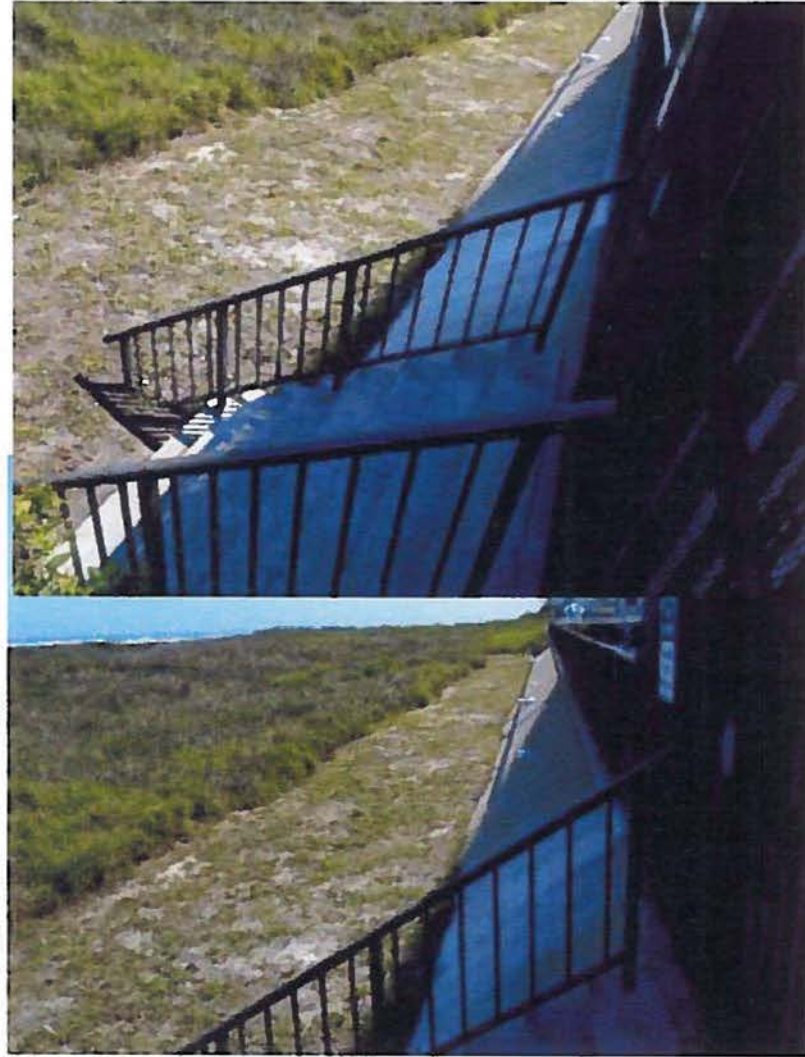
 Notary Public, Los Angeles Co., Calif.

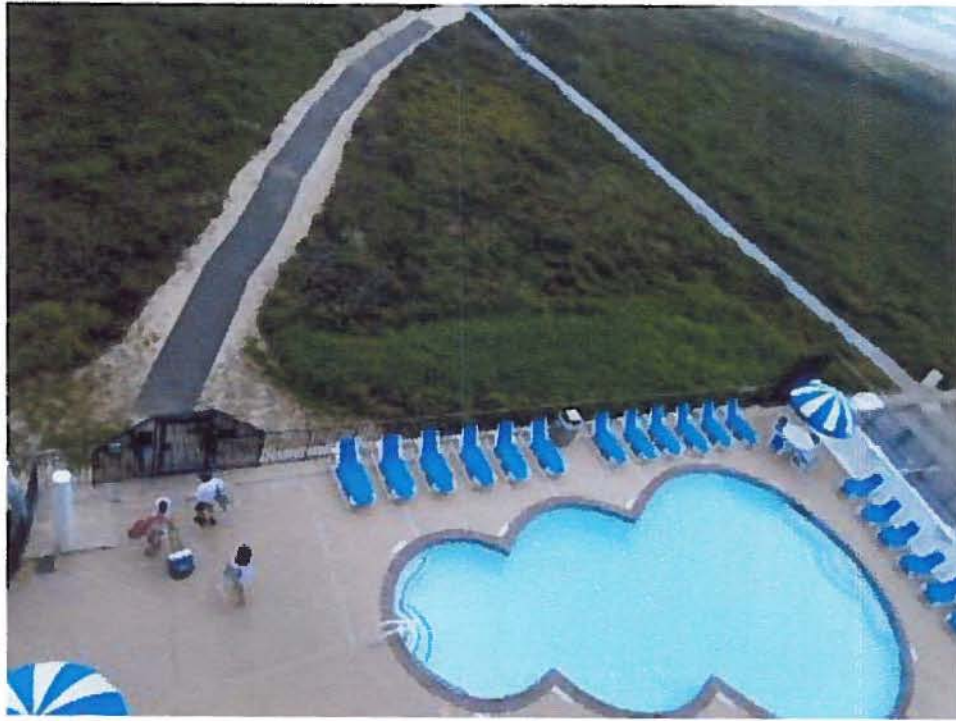


HOUSEHART AND TYPOGRAPHIC SURVEY
 OF
 LOTS 1, 2, 3, 4 & 5, BLOCK 105, FIDRE BEACH SECTION 17,
 IN THE TOWNSHIP OF LOUISIANA PARISH, CAMERON COUNTY, TEXAS
 ACCORDING TO THE MAP OR PLAT THEREOF RECORDED IN VOLUME
 15, PAGE 21, MAP RECORDS OF CAMERON COUNTY, TEXAS
 SURVEYED FOR
SEVILLE CONDOMINIUM OWNERS ASSOCIATION

Mejia & Rose, Incorporated
Engineering Surveying
1843 East Price Road (858) 544-2022
P.O. Box 3761 Brownsville, Texas 78521
Fax (858) 544-3099

U.S. 2000 2000 2000





**CITY OF SOUTH PADRE ISLAND
SHORELINE TASK FORCE
AGENDA REQUEST FORM**

MEETING DATE: May 11, 2015

NAME & TITLE: Reuben Trevino, Coastal Resources & Parks Administrator

DEPARTMENT: Coastal Resources and Parks Administration

ITEM

Discussion and possible action on providing input on the proposed projects upcoming fiscal year Capital Improvement Plan (CIP). (Trevino)

ITEM BACKGROUND

BUDGET/FINANCIAL SUMMARY

COMPREHENSIVE PLAN GOAL

LEGAL REVIEW

Sent to Legal: YES: _____ NO: _____
Approved by Legal: YES: _____ NO: _____

Comments:

RECOMMENDATIONS/COMMENTS

CMP grants

- Glass to sand feasibility study
 - CMP Request: \$41,000
 - Match Requirements: \$27,200
 - Grant was not selected by City Council for submission
- Sapphire Beach access improvements
 - CMP Request: \$150,000
 - Match Requirements: \$150,000
 - Grant was not selected by City Council for submission

GRANTS

19
walk over point

Cycle 20 projects for consideration:

- Glass to sand feasibility study
 - CMP Request: \$41,000
 - Match Requirements: \$27,200
- Sapphire Beach access improvements
 - CMP Request: \$150,000
 - Match Requirements: \$150,000

Gulf Blvd.

*Funded

CMP grants

CMP Cycle 16:

- Volunteer Dune Restoration
- Sapphire Beach Access
- Aquarius Beach Access
- Good Hope Beach Access
- Gay Dawn Beach Access

CMP Cycle 17:

- Glass to sand feasibility
- Emg Vehicle Access- Beach Circle beach access
- Volunteer Dune Restoration

CMP Cycle 18:

- Volunteer Dune Restoration
- Glass to sand feasibility
- Emg Vehicle Access- Beach Circle beach access
 - Project Cost \$300,000 50/50 Split
- Gulf Blvd Improv
 - Project Cost \$300,000 50/50 Split

CMP Cycle 19:

- Walkover installation- The Pearl
 - Project Cost \$300,000 50/50 Split
 - May change due to length and width specifications
- Sea Side Beach access improvements
 - CMP Request: \$125,000
 - Match Requirements: \$125,000
 - Partially funded for now in the amount of \$44,000 construction won't start until Fall 2015
- Gulf Blvd improvements
 - Project Cost \$300,000 50/50 Split
- Volunteer Dune Restoration
 - Match met with in-kind and volunteer time

*Funded



CAPITAL IMPROVEMENT PLAN (CIP) 2014-2018

City of South Padre Island



CAPITAL IMPROVEMENT PLAN (CIP) 2014-2018

CITY OF SOUTH PADRE ISLAND

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CITY OF SOUTH PADRE ISLAND

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CAPITAL IMPROVEMENT PLAN (CIP) 2014-2018

CITY OF SOUTH PADRE ISLAND

GENERAL SUMMARY

On November 3, 2009, the voters approved a home rule charter for South Padre Island. Section 5.09 of the charter requires that the City Manager annually prepare and submit to the City Council a five year capital program (Capital Improvement Plan).

Section 5.09 further requires that the capital program (Capital Improvement Plan) include:

1. A clear general summary of its contents.
2. Identification of the long-term goals of the community as stated in the City's Comprehensive Plan.
3. A list of all capital improvements and other capital expenditures which are proposed to be undertaken during the fiscal years next ensuing, with appropriate supporting information as to the necessity for each.
4. Cost estimates and recommended time schedules for each improvement or other capital expenditure.
5. Method of financing upon which each capital expenditure is to be reliant.
6. The estimated annual cost of operating and maintaining the facilities to be constructed or acquired.
7. A commentary on how the plan addresses the sustainability of the community and the region of which it is a part.
8. Methods to measure outcomes and performance of the capital plan related to the long-term goals of the community.

The Capital Improvement Plan must be submitted no later than the time of submission of the operating budget for the ensuing fiscal year which is on or before sixty days prior to the beginning of each fiscal year (Home Rule Charter - Section 5.02)

Home Rule Charter - Section 5.10 requires that the City Council provide for a public hearing on the Capital Improvement Plan and shall give notice by publishing the general summary of the capital program and a notice stating:

CAPITAL IMPROVEMENT PLAN (CIP) 2014-2018

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1. The times and places where copies of the capital program are available for inspection by the public.
2. The time and place, not less than two weeks after such publication, for a public hearing on the capital program (Capital Improvement Plan).

The City Council by resolution shall adopt the capital program with or without amendment after the public hearing and at the same time it adopts the ensuing fiscal year budget.

CIP POLICIES AND PROCEDURES

CIP INTRODUCTION

The City of South Padre Island Capital Improvements Plan (CIP) is a valuable part of the community planning process. The CIP links local infrastructure investments with comprehensive plan goals, land use ordinances and economic development efforts. The CIP bridges the gap between planning and spending, between the visions of the comprehensive plan and the fiscal realities of improving and expanding community facilities. The purpose of the Capital Improvement Plan (CIP) policy is to create a fair and consistent process outlining procedures for proposing, evaluating, and adopting capital projects creating long-term benefits.

GOALS

Preserving public health, safety and welfare

Providing the basic services that ensure citizen health and safety is the fundamental responsibility of local government. Programs of regular facility maintenance upgrades and expansion of government services to meet minimum federal, state and local standards are essential to any community. The cumulative effect of deferring major maintenance expenditures and basic improvement of essential services is often an expensive series of stopgap measures that fail to address comprehensive, long-term needs.

Anticipating the demands of growth

When related to the comprehensive plan, the capital improvements programming process works to anticipate investments in community facilities which are needed to serve or shape the pattern of growth and development.

Supporting economic development

Communities having sound fiscal health and high quality facilities and services are attractive to business and potential residents. New corporate investment and reinvestment in a community may be

CAPITAL IMPROVEMENT PLAN (CIP) 2014-2018

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influenced by improvements that enhance the quality of life for the company management and their labor force. Private decisions that bring jobs to an area and new taxes to a community are based not only on availability of water and sewer, but also upon the quality of schools, public safety, recreation opportunities and many other services.

Developing a fair distribution of capital costs

The CIP process allows for public discussion of the preferred means of distributing capital costs not only over time, but also among users of the facilities to be financed. Some communities prefer to pay for capital costs out of current revenues and absorb a high but single year tax increase. Other communities prefer to establish annual appropriations to capital reserve accounts to save for future projects. Still others feel that construction should take place as needed, and be funded by debt, returned by both existing and future users of the facility. In some cases, user fees may be deemed more appropriate than property taxes. Federal or state funds may also be available to help finance specific projects. The CIP process can promote discussion of fairness in fiscal policy.

Avoiding undue tax increases

Capital improvements planning is a means of avoiding the unpleasant surprise of expensive projects generating large property tax increases. While cost impacts cannot always be precisely determined in advance, the CIP fosters discussion of the distribution of the tax burden of new capital expenditures over time. A corollary benefit of fiscal stability and sound community facility planning can result in an improved bond rating.

DEFINITION

The CIP is a five-year planning document adopted annually by the City Council to plan for capital improvements related the City's beach re-nourishment efforts, streets and drainage, parks and recreational amenities, and facilities infrastructure. The Capital Improvement Plan is not to be confused with the Capital Improvement Budget. The Capital Improvement Budget is prepared each year in conjunction with the annual Operating Budget. It generally includes only those projects from the first year of the Capital Improvement Plan funded during the current year.

A capital project is defined as having a minimum cost of \$25,000 resulting in

1. Creation of a new fixed asset.
2. Enhancement to an existing fixed asset.

Typically the life expectancy of a capital project is 20 years. Examples include construction or expansion of public buildings, the acquisition of land for public use, planning, and engineering costs and street construction.

CAPITAL IMPROVEMENT PLAN (CIP) 2014-2018

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CIP DEVELOPMENT PROCESS

The Assistant City Manager is responsible for coordinating the CIP process each year. Each Department Head will submit projects in a form and timeframe annually established by the Assistant City Manager. The City Council appointed a Capital Improvements Advisory Committee to prioritize and rank projects according to the criteria listed in Project Criteria Section. Citizens may submit capital projects for consideration electronically using the CIP form available on the City's website: www.myspi.org. Forms will also be available in a written format in the lobby of City Hall at 4601 Padre Boulevard. Members of the public should forward all materials concerning their submission to the Assistant City Manager to be incorporated into the CIP process.

Departments will include as part of their project proposal:

1. A **Project Description** providing an overview and justification of the project. Requests should be made and include estimated linear feet, square feet, or other applicable measurements.
2. In the **Comprehensive Plan Section**, each project submission must illustrate compliance with the Comprehensive Plan by linking the project to a specific goal and/or objective.
3. Under **Fiscal**, possible funding options must be identified including:
 - a. Operating Revenues
 - b. Reserves and/or Debt
 - c. Grants
 - d. Partnerships with Other Organizations
 - e. Dedicated Fees

Expense estimates must be identified in the section for design, site acquisition, construction, and estimated annual maintenance and operating cost impact based on the current estimated cost and values. To help manage cash flows, the financial plan must be complete to ascertain the impact on multiple fiscal years.

4. Proposed **Schedule** for design, bid, and construction.
5. Estimated **Operating Costs** – The estimated annual cost of operating and maintaining the capital asset.
6. **Sustainability** – Defines how the capital project contributes to the sustainability goals of the City.
7. Identification of **Project Leader**.

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8. Complete **Notes** as necessary to explain unique situations and circumstances pertaining to the project.

Additional information may be requested of the project applicant by the Assistant City Manager and/or the members of the CIP Advisory Committee.

PROJECT CRITERIA

The evaluation of proposed capital projects will be in accordance with the following criteria. Attachment A provides criteria scorecard used in evaluation process.

- A. **Public Health and Safety** – Project improving the public health and safety of the community will be rated with highest priority. Projects must demonstrate the benefit provided to the community and possible risks from not completing the project. Compliance with state and federal mandates fall under this category.
- B. **Promote Tourism** – Projects enhancing and promoting tourism including but not limited to beach re-nourishment project and the economic support of the convention and hotel industry.
- C. **Recreation and Aesthetics** – Projects promoting recreational and aesthetic improvements opportunities for the City of South Padre Island citizens are considered priority.
- D. **Funding** – Funding availability considerations are included when ranking projects. Grants and funding partnerships are considered first followed by operating revenues, fund balance, and debt.

Fund balance may only be used to fund capital projects if the use of reserves will delay or eliminate a proposed bond issue and sufficient fund balance exists to provide necessary contingency reserves.

Debt may be issued to fund non-continuous capital projects benefitting future citizens only after alternative funding sources are explored.

- E. **Economic Development** – Projects promoting desirable economic development within the City shall be rated highly.
- F. **Service and Operational Impact** – The service category prioritizes projects including promotion of improved service delivery or reduction of increase maintenance costs including rehabilitating aging infrastructure. A cost-benefit analysis shall be done to weigh the impact of project rehabilitation to determine if the project will reduce future ongoing maintenance costs.

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Performance data will also be analyzed when considering projects related to improved service delivery. Future operation and maintenance expenses will be considered as part of this analysis.

- G. **Strategic Alignment** – Projects will be evaluated to determine alignment with strategic priorities identified by the City Council and with strategic planning documents such as the Comprehensive Plan.
- H. **Sustainability** – Projects designed with consideration of environmental impact and creation of the smallest possible ecological footprint and producing lowers quantity of pollution possible. In an effort to make the City of South Padre Island more sustainable, projects considered environmentally conscious and promote “sustainability thinking” will be awarded additional points through the sustainability criteria.

CIP AMENDMENT

Amendments to the CIP effecting the current fiscal year must be recommended by the City Manager and approved by the City Council through a budget amendment. Amendments will be considered according to project scoring criteria as previously identified. Higher priority will be given to projects necessary for the public health and safety, desirable economic development, and funding availability.

CAPITAL IMPROVEMENT PLAN (CIP) 2014-2018

CITY OF SOUTH PADRE ISLAND

CALENDAR

DATE	ITEM
April 21, 2014	Capital Improvement Plan forms and instructions posted on the City's website and distributed to city departments and public.
May 23, 2014	Project request forms due from city staff and public.
June 6, 2014	Preliminary list of projects, scoring criteria, and score sheets distributed to CIP Advisory Committee.
June 16-20, 2014	CIP Advisory Committee meetings to review projects and develop consensus scores.
June 20, 2014	CIP Advisory Committee Consensus Project Score Sheet finalized.
June 20, 2014	Publish the general summary of the CIP and note the time and places where copies of the CIP are available for inspection.
August 6, 2014	Not less than two weeks after publication, schedule and hold a public meeting on the CIP.
September 3, 2014	The City Council shall by resolution adopt the CIP with or without amendment after the public hearing and at the same time adopting the ensuing fiscal year budget.

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CITY OF SOUTH PADRE ISLAND

COMMUNITY CENTER

PROJECT DESCRIPTION

The Old City Hall Building located at 4501 Padre Boulevard has been undergoing minimal renovation for the past year that has included a new roof and the removal of all interior walls. This has been done in anticipation of converting the space into a Community Center, as the budget allows. While the City of South Padre Island continues to grow and its popularity for retirees to live during winter months continues to thrive, the demand for this facility and its programmatic development is also increasing.

This Center will act as a hub to bring people together from various backgrounds who share a common interest in learning and helps meet the desire for intellectual stimulation. Through a coordinated lecture series, the Community Center encourages a deeply-held belief in, and practice of, education as a lifelong enterprise which invigorates the mind and enriches life.

The Community Center will also act as a meeting place for people, who share an interest in current events, hear different views and gain perspective on events that shape our world and our City. Advocacy is encouraged and many participants from the Community Center provide a volunteer base to support City activities.

By providing this space, the City can encourage the public to participate in and benefit from cultural arts programs as well as coordinated exercise programs.

The City is in desperate need of a new or renovated facility to provide the basic necessities such as a kitchen, office space and storage together with multi-purpose space.

Issues for consideration:

1. Multi-purpose – general meeting space
2. Needs commercial kitchen space
3. Rental fee
4. Training Equipment
5. Multi-purpose rooms
6. Fitness programs
7. Audio visual
8. Parking
9. In this particular setting we would be competing against the private sector

CAPITAL IMPROVEMENT PLAN (CIP) 2014-2018

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- 10. Needs to be defined by the community
- 11. Run by the City?
- 12. Should it be available to non-residents with two-tier rental fees?

COMPREHENSIVE PLAN

5.57 Develop a community center with indoor and outdoor facilities, which could facilitate recreation.

FISCAL

INCOME AND COST ANALYSIS	
FUNDING SOURCES	
Unencumbered Reserves Amount	\$
Debt Issuance	\$
TPWD Indoor Recreation Grant	\$
TOTAL FUNDS	\$ 450,000
ESTIMATED COSTS	
Design	\$ 50,000
Construction	<u>\$ 400,000</u>
TOTAL COSTS	\$ 450,000

OPERATIONAL IMPACTS	
Personnel	\$ 50,000
Supplies & Materials	\$ 18,100
Repairs and Maintenance	\$29,000
Capital and Other	<u>\$ 29,000</u>
TOTAL IMPACTS	\$126,100

CAPITAL IMPROVEMENT PLAN (CIP) 2014-2018

CITY OF SOUTH PADRE ISLAND

FINANCIAL PLAN

Prior Years	FY 12/13	FY 13/14	FY 14/15	FY 15/16	FY 16/17	Future Years	TOTAL

SCHEDULE

PHASE	TOTAL TIME	START	COMPLETION
Design	3 months		
Bid	2 months		
Construction	9 months		

PROJECT LEADER

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CONVENTION CENTRE IMPROVEMENTS/EXPANSION

PROJECT DESCRIPTION

The current South Padre Island Convention Centre's 45,000 square feet of meeting space include 22,500 square feet of exhibit hall space, an auditorium with a capacity of 250 (2,633 square feet) and 9,000 square feet of meeting rooms in various sizes and parking for 500 cars. This facility opened in 1992 and is located on the North end of South Padre Island which is inconvenient to area hotels and the entertainment district.

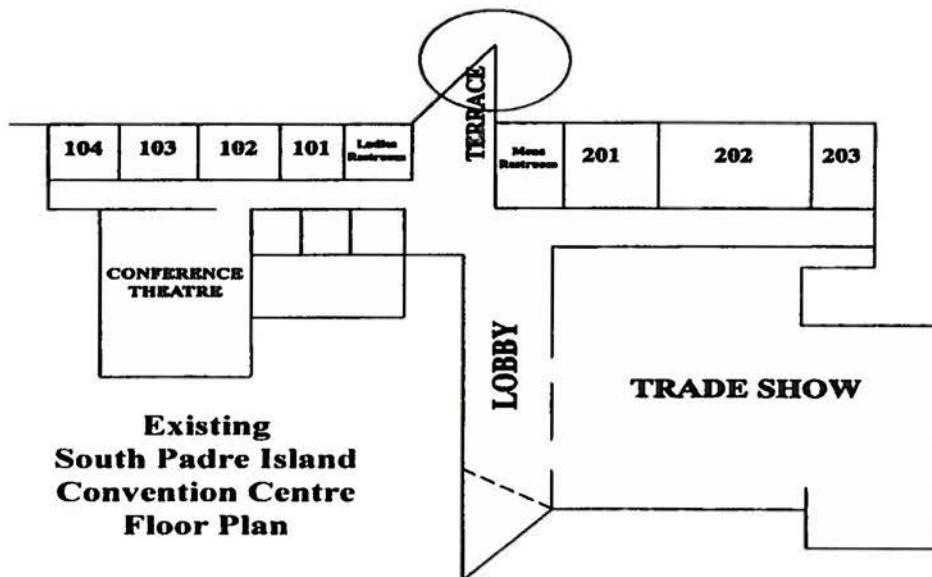
Land on which the current Convention Centre rests is owned by Cameron County. The lease that began in 1988 is for fifty (50) years and involves an annual lease payment based on a percentage of sales.

CAPITAL IMPROVEMENT PLAN (CIP) 2014-2018

CITY OF SOUTH PADRE ISLAND

The South Padre Island Convention and Visitors Bureau (SPICVB) engaged C. H. Johnson Consulting Inc. in 2005 to conduct an evaluation of the South Padre Island Convention Centre (Convention Centre) as well as the state of the overall convention product. The study was updated in April of 2013.

The Convention Centre, while appropriate perhaps when built, has become outmoded and lacks certain amenities and components necessary to remain competitive in the convention marketplace and the decline in the convention activity on the Island is not believed due exclusively to the recession. The Johnson Study indicates that groups have either outgrown SPICVB or the facility has not kept pace with desired amenities such as the ability to offer a full-service hotel in the package.



CAPITAL IMPROVEMENT PLAN (CIP) 2014-2018

CITY OF SOUTH PADRE ISLAND

AMPHITHEATER

Project Description

North of the existing Convention Centre (west side of Padre Boulevard) is an area locally known as "the flats." This area comprises approximately 72 acres and is used for bay access by kite boarders, windsurfers, kayakers, jet-skiers and other similar personal watercraft users. The Convention and Visitors Board in the past has expressed a desire to create an amphitheater in this area for concert venues, local drama presentations (Shakespeare in the Sand), and various outdoor community events. By combining this new venue with the existing Convention Centre, venues requiring indoor and outdoor areas can be accommodated. Estimates from the 2005 C. H. Johnson Consulting study indicated that with the development of this amphitheater, there would be 2,000 seats available in a covered, but open-air setting and another 5,000 more out on the sand in the amphitheater setting.



The "Flats"

COMPREHENSIVE PLAN

7.13 – Continue to work to bring people to the Island during the "off-seasons" with festivals and events such as water sport activities, a Christmas Mercado, music festivals, etc.

7.18 – Support ordinances, events and policies that enhance the Island's economic development potential.

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CITY OF SOUTH PADRE ISLAND

FISCAL

INCOME AND COST ANALYSIS	
<u>FUNDING SOURCES</u>	
HOT Funding	\$XXXXXXX
Debt Issuance	\$XXXXXXX
TOTAL FUNDS	\$ XXXX
<u>ESTIMATED COSTS</u>	
Design/FF&E	\$unknown
Construction (Convention Centre)	\$ unknown
TOTAL COSTS	\$ XXXX

OPERATIONAL IMPACTS	
Personnel	\$ 50,000
Supplies & Materials	\$ 0
Repairs and Maintenance	\$ 0
Capital and Other	\$ 0
TOTAL IMPACTS	\$ 50,000

CAPITAL IMPROVEMENT PLAN (CIP) 2014-2018

CITY OF SOUTH PADRE ISLAND

FINANCIAL PLAN

Prior Years	FY 12/13	FY 13/14	FY 14/15	FY 15/16	FY 16/17	Future Years	TOTAL

SCHEDULE

PHASE	TOTAL TIME	START	COMPLETION
Design			
Bid & Negotiation			
Construction			

PROJECT LEADER

Director
City of South Padre Island Convention Centre
4601 Padre Blvd, South Padre Island, TX 78597
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VISITORS CENTER

PROJECT DESCRIPTION

The Visitors Center is a symbolic "welcome mat" for our guest and is a vital element in enhancing the first impression of the Island. A "one stop information shopping experience" is necessary in the Visitors Center by providing information on the City's attractions, lodging, transportation, restaurants, maps, etc. This central hub educates consumers on what the Island has to offer. Not only for information dissemination, the Visitors Center must be attractive and visible, enticing people to stop by. A relaxing and comfortable atmosphere may include but is not limited to clean restrooms and a small play area for children, all critical for individuals needing a respite from traveling. Adequate signage and easy ingress and egress as a picturesque focal point for people descending from the causeway. The City is anticipating this center to be co-located within the Multi-Modal Transit Center (Park and Ride).

COMPREHENSIVE PLAN

7 E. Support an environment that is friendly to residents and businesses.

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CITY OF SOUTH PADRE ISLAND

- 7.5 (f) Establish a local volunteer program through which local business professionals and / or retired entrepreneurs can assist with the Island's marketing efforts.
- 7.6 Establish the Island as a premier destination for entertainment, culture, and fine dining. To do so, the Island will need to offset and / or leverage our location disadvantage (so far away) by providing unique and high quality products and / or entertainment venues.

FISCAL

INCOME AND COST ANALYSIS

FUNDING SOURCES

Debt Issuance	\$ 1,000,000
TOTAL FUNDS	\$ 1,000,000
	(5,000 sf @ \$200)

ESTIMATED COSTS

Construction	\$1,000,000
TOTAL COSTS	\$ 1,000,000

OPERATIONAL IMPACTS

Personnel	\$ 0
Supplies & Materials	\$ 0
Repairs and Maintenance	\$ 0
Capital and Other	<u>\$ 0</u>

FINANCIAL PLAN

Prior Years	FY 12/13	FY 13/14	FY 14/15	FY 15/16	FY 16/17	Future Years	TOTAL

SCHEDULE

PHASE	TOTAL TIME	START	COMPLETION
Land Acquisition			
Design			
Bid			
Construction			

CAPITAL IMPROVEMENT PLAN (CIP) 2014-2018

CITY OF SOUTH PADRE ISLAND

PROJECT LEADER

Director
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4601 Padre Blvd, South Padre Island, TX 78597
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Email:

Streets

PROJECT DESCRIPTION

The City's street system consists of approximately 47 lane miles of streets, all improved. With proper maintenance and renewal, streets along South Padre Island's arterials are designed to last 20 years. Neighborhood streets should last 40 years when adequately maintained. Rather than waiting for streets to deteriorate, City crews are extending existing funds by inspecting all streets every two to four years and targeting the right treatment at the right time on the right streets. Preventative maintenance, like crack sealing and various forms of surface treatment, are used to slow the deterioration of streets.



Street Repair

The City's Street Paving & Repair program maintains all curbed and non-curbed hard surface streets within the City limits. To maintain streets, the City:

- Identifies and prioritizes street repair projects

CAPITAL IMPROVEMENT PLAN (CIP) 2014-2018

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- Plans street repair or repaving each year, budget permitting
- Uses cost-effective maintenance techniques
- Schedules repair work to accommodate construction projects planned by utility companies and other City projects
- Notifies property owners in advance of road crews
- Barricades streets 24 and 48 hours before work begins

Street renovation projects include repaving, improving sidewalks through the City to promote more pedestrian usage, inclusion of curb and gutter, and widening to thirty-two feet from back-of-curb to back-of-curb ("back to back").

Specifically, this CIP includes the improvement of all side streets as previously described, the addition of curb and gutter to the west side of Laguna Boulevard and the west side of Gulf Boulevard.

COMPREHENSIVE PLAN

4.Q. Plan in advance for an efficient street network

4.P. Ensure suitable street infrastructure commensurate with traffic demands and volumes

4.S. Enhance street right-of-way appearance and contribution to City character

FISCAL

INCOME AND COST ANALYSIS

FUNDING SOURCES

Debt Issuance

Maintenance Projects

TOTAL FUNDS \$ XXXX

ESTIMATED COSTS

Pave East-West streets 32' wide with curb and gutter, add curb and gutter to west sides of Laguna and Gulf Boulevards (engineering and contingencies included) \$12,047,000

TOTAL COSTS \$ 12,047,000

OPERATIONAL IMPACTS

Personnel \$ 0

Supplies & Materials \$ 0

Repairs and Maintenance \$ 0

CAPITAL IMPROVEMENT PLAN (CIP) 2014-2018

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Capital and Other \$ 0

TOTAL IMPACTS \$ 0

FINANCIAL PLAN

Prior Years	FY 12/13	FY 13/14	FY 14/15	FY 15/16	FY 16/17	Future Years	TOTAL
	\$264,372		\$562,409.61	\$2,000,000	\$2,000,000	\$6,200,000	\$14,200,000
	(not incl in total)						

SCHEDULE

PHASE	TOTAL TIME	START	COMPLETION
Phase 1 (10 streets)			
Phase 2 (10 streets)			
Phase 3 (10 streets)			

PROJECT LEADER

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DRAINAGE

PROJECT DESCRIPTION

An adequate storm water drainage system for the City includes infrastructure in place reaching a point of full clearance in six (6) hours or less. Often drainage is under the radar as a capital expenditure until a storm (such as Hurricane Dolly in July 2008) illustrates the importance of adequate drainage.

CAPITAL IMPROVEMENT PLAN (CIP) 2014-2018

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During rain events, water washes over roofs, streets, driveways, sidewalks, parking lots and land surfaces. Along the way a variety of pollutants, such as oil, pesticides, metals, chemicals, and soil pollute the water discharged into the Laguna Madre Bay. These pollutants endanger water quality of waterways, making them unhealthy for people, fish, and wildlife.

According to the National Weather Service (Brownsville Office), the City of South Padre Island receives on average 29.5 inches of precipitation annually. This creates millions of gallons of storm water runoff per year. The volume and speed of the runoff in some instances cause flooding and erosion, destroys natural habitat, and contributes to combined sewer overflows. Each drainage system across the Island helps storm water drain into the Laguna Madre Bay.

Current drainage requirements by the Texas General Land Office do not allow for drainage into the Gulf of Mexico. All drainage must be east to west and the current system requires a wash over Padre Boulevard. Storm drains, ditches, and culverts all are prone to blockage of which trash and sand build-ups are the prime culprits. The City of South Padre Island has an interlocal agreement with Laguna Madre Water District to clean out storm water inlets periodically.

COMPREHENSIVE PLAN

6.K. Employ best management practices (Drainage)

6.L. Improve storm water management systems.

6.21. Evaluate and amend as needed the requirements for on-site detention/retention

6.22. Prepare a storm water management plan to quantify existing and projected demands, capacity deficiencies, and needed capital improvements.

6.24. Prepare a drainage master plan to prioritize improvements, particularly for Gulf and Laguna Boulevards and each of the east-west streets.

6.25. Amend the development ordinances to:

6.25a. Require the use of best management practices in collecting, storing, and conveying storm water.

6.25b. Accomplish improved water quality. (clustering, community storm water system, water gardens, rain barrels, swales; or retention/detention)

CAPITAL IMPROVEMENT PLAN (CIP) 2014-2018

CITY OF SOUTH PADRE ISLAND

FISCAL

INCOME AND COST ANALYSIS

FUNDING SOURCES

Debt Issuance \$5,000,000

TOTAL FUNDS \$5,000,000

ESTIMATED COSTS

Correction of "reverse flow" drainage piping and inlets, installation of new drainage systems for those areas lacking \$5,000,000

TOTAL COSTS \$ 5,000,000

OPERATIONAL IMPACTS

Personnel \$ 0

Supplies & Materials \$ 0

Repairs and Maintenance \$ 15,000 (LMWD Interlocal for Storm Drain Cleaning)

Capital and Other \$ 0

TOTAL IMPACTS \$ 15,000

FINANCIAL PLAN

Prior Years	FY 12/13	FY 13/14	FY 14/15	FY 15/16	FY 16/17	Future Years	TOTAL
		\$500,000	\$500,000	\$500,000	\$500,000	\$3,000,000	\$5,000,000

SCHEDULE

PHASE	TOTAL TIME	START	COMPLETION
Phase 1			
Phase 2			

CAPITAL IMPROVEMENT PLAN (CIP) 2014-2018

CITY OF SOUTH PADRE ISLAND

PROJECT LEADER

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PARKING STRUCTURE

PROJECT DESCRIPTION

Creation of a multi-modal facility serving the basic function of parking vehicles as well as designed to incorporate multi-use features including residential and/or commercial development. The structure would facilitate visitors and/or residents transition to and from their vehicle. Users of the facility need access to the beach benefitting local business and increase use of public transportation. The facility could also be a transportation hub for the City's free transportation system – The WAVE. Design includes environmental features in the City's direction to be good stewards of the environment and perhaps electricity generation from distributed renewable sources only.



Example of Parking Structure

COMPREHENSIVE PLAN

4.41. The City needs to develop and implement a comprehensive parking program.

7.7c. Construct a City-owned or privately managed parking garage when needed.

CAPITAL IMPROVEMENT PLAN (CIP) 2014-2018

CITY OF SOUTH PADRE ISLAND

FISCAL

INCOME AND COST ANALYSIS

FUNDING SOURCES

Public/Private Partnership	\$
Debt Issuance	\$
TOTAL FUNDS	\$

ESTIMATED COSTS

Per space - \$10,900 x 500 spaces	\$5,450,000
TOTAL COSTS	\$ 5,450,000

OPERATIONAL IMPACTS

Personnel	\$ 0
Supplies & Materials	\$ 0
Repairs and Maintenance	\$ 5,000 annually
Capital and Other	\$ 0
TOTAL IMPACTS	\$ 5,000 annually

FINANCIAL PLAN

Prior Years	FY 12/13	FY 13/14	FY 14/15	FY 15/16	FY 16/17	Future Years	TOTAL

SCHEDULE

PHASE	TOTAL TIME	START	COMPLETION

PROJECT LEADER

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Sidewalks

Parking has always been a problem during peak seasons on South Padre Island. The City maintains the free public transportation system, The Wave, 365 days per year. Encouraging people to use alternative transportation methods can help alleviate challenges experienced with parking. Having an adequate system of sidewalks can encourage people to walk to particular destinations.

PROJECT DESCRIPTION

Several City projects such as Padre and Gulf Boulevards have components addressing pedestrian pathways. Under consideration would be to create a pedestrian mobility plan taking a comprehensive look at the entire pedestrian system throughout the Island. Such a pedestrian system will enhance the safety of users and compliment the natural beauty. The plan evaluates the connection of focal points throughout the Island. An evaluation of materials and features should be considered such as brick pavers being used at intersection crosswalks. Of equal importance is the contribution in encouraging healthy lifestyles for residents and visitors.

COMPREHENSIVE PLAN

4.F. Provide a safe & attractive environment for walking

4.G. Encourage transportation forms other than the automobile

4.H. Develop walking and biking paths that are coordinated with existing businesses, residences, street infrastructure, and transit opportunities and that contribute to the character and identity of the Island and the individual corridors on which the paths are located.

4.9 Develop a capital sidewalk improvement plan. Priority: Padre Blvd; Gulf Blvd; east/west connectors with median access; followed by Laguna Blvd and then rest of side streets.

4.12. Clearly delineate sidewalks, trails and bike lanes.

4.14 Require sidewalks crossing driveway entrances to comply with accessibility standards – AND – require that the sidewalk is constructed with a unique surface and/or color to alert motorists to the crossing and to serve as a design feature.

4.37. Where there are beach accesses, a sidewalk needs to be installed on at least one of the side streets north or south of the beach access and should connect to Padre Blvd & Laguna Blvd to the bay.

4.38 Construct sidewalks on one side of each of the local streets between Padre & Laguna Blvds.

FISCAL

INCOME AND COST ANALYSIS

FUNDING SOURCES

General Fund	\$
Debt Issuance	\$
TOTAL FUNDS	\$

CAPITAL IMPROVEMENT PLAN (CIP) 2014-2018

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ESTIMATED COSTS

Construction of 6' sidewalk on one side of the east/west local streets \$ 2,153,000

TOTAL COSTS \$ 2,153,000

OPERATIONAL IMPACTS

Personnel \$ 0

Supplies & Materials \$ 0

Repairs and Maintenance \$ 5,000 annually

Capital and Other \$ 0

TOTAL IMPACTS \$ 5,000 annually

FINANCIAL PLAN

Prior Years	FY 12/13	FY 13/14	FY 14/15	FY 15/16	FY 16/17	Future Years	TOTAL
	Included in paving	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$8,092,200	\$16,092,200

SCHEDULE

PHASE	TOTAL TIME	START	COMPLETION

PROJECT LEADER

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CAPITAL IMPROVEMENT PLAN (CIP) 2014-2018

CITY OF SOUTH PADRE ISLAND

PADRE BLVD ENHANCEMENT

PROJECT DESCRIPTION

The geographical area of South Padre Island is approximately four miles long and one-half mile wide and Padre Boulevard is the major thoroughfare for travel north and south. The City of South Padre Island completed a Parking and Transportation Study in April of 2007 that identified the necessary improvements that should be implemented to enhance the safety of both vehicular and pedestrian flow.

The vision for South Padre Boulevard is to provide for the safe and efficient movement of people while maintaining a distinctive “South Padre Style” which reflects the ambiance and unique character of this seaside community. This project will reduce traffic congestion during special events and peak periods by improving access to the public transportation system and the use of pedestrian pathways.

To complement the findings of the Parking and Transportation Study, the City Council for the City of South Padre Island has established the Padre Boulevard Revitalization Implementation Committee to achieve the goals of the Comprehensive Plan by developing a specific implementation plan to rejuvenate Padre Boulevard to entice visitors and encourage residents to travel along an attractive and pedestrian friendly Padre Boulevard in an effort to support local businesses and enhance safety. The City Council has appointed eight citizens to serve on this committee to guide the overall design and redevelopment efforts.

Sidewalks – Reconstruction of the sidewalks on both the east and west sides of Padre Boulevard with a minimum width of eight feet to comply with accessibility standards. All crosswalks must be clearly delineated and, given the Island’s environment, thermal plastic striping or other durable and reflective materials would need to be utilized. Reconstruction of existing asphalt pathways on both sides would also be necessary as well as adding new sidewalk to areas currently without any walkways. This component of the project would create three miles of 8 foot wide concrete sidewalk that would serve as the backbone of the pedestrian system beginning at the Causeway traveling north to “The Shores” development. Additional right-of-way acquisition may be necessary to complete this section of the project and designated bike lanes will be established on both sides of the Boulevard.

Signage – Create an initial “system orientation” sign to be placed at the entry point to the Island near the causeway. Establishment of an integrated way-finding system should be implemented to guide visitors to the beach access areas, using Padre Boulevard as the primary

CAPITAL IMPROVEMENT PLAN (CIP) 2014-2018

CITY OF SOUTH PADRE ISLAND

route in order to introduce arriving visitors to retail opportunities along the road. Add "turn" signs to identifying routes to the numbered beach access points.

COMPREHENSIVE PLAN

3.6 Develop and implement a "Main Street" enhancement program for Padre Boulevard.

3.7 Enhance the standards and appearance of public rights-of-way and properties.

4.6 Coordinate with TXDOT to request funding for the reconstruction/replacement of the sidewalks and landscaping on Padre Boulevard.

4.9 Develop a capital sidewalk improvement plan. Priority: Padre Blvd; Gulf and E/W connectors with median access; followed by Laguna Blvd and then rest of the side streets.

FISCAL

INCOME AND COST ANALYSIS

FUNDING SOURCES

Local Funds	\$ 3,418,100
TxDOT Enhancement Grant	\$ not funded
Local Enhancement Match	\$ not required

TOTAL FUNDS **\$ 3,418,100**

ESTIMATED COSTS

Engineering	\$ 1,600,000
Sidewalks	\$ 1,800,000
Benches	\$ 8,000
Signage	\$ 6,000
Bike Racks	\$ 4,100

TOTAL COSTS **\$ 3,418,100** (does not include utility undergrounding)

OPERATIONAL IMPACTS

Personnel	\$ 0
Supplies & Materials	\$ 0
Repairs and Maintenance	\$ 29,000
Capital and Other	\$ 0

TOTAL IMPACTS **\$ 29,000**

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CITY OF SOUTH PADRE ISLAND

FINANCIAL PLAN

Prior Years	FY 12/13	FY 113/14	FY 14/15	FY 15/16	FY 16/17	Future Years	TOTAL

SCHEDULE

PHASE	TOTAL TIME	START	COMPLETION

PROJECT LEADER

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PADRE BOULEVARD MEDIAN EXPANSION

Project Description

In 2007, the City partnered with the Texas Department of Transportation to install raised medians on Padre Boulevard from the 800 Block north to Kingfish Street. These medians include landscaping, irrigation systems, electrical for street lighting and brick pavers for sidewalks. The City is proposing the expansion of these medians to the north city limits, a distance of approximately 17,600 linear feet in two phases. Phase I includes medians from Kingfish, where they currently end, north to Morningside Drive, a distance of 7,500 feet. Phase II includes from Morningside Drive to the north city limits, a distance of 10,100 feet. Medians provide numerous benefits including a respite for pedestrians attempting to cross Padre Boulevard, they provide a "break" in the asphalt to allow for landscaping, they allow for the installation of street lighting for improved safety and they provide a traffic calming effect by narrowing the visual openness that can cause excessive vehicular speeds.

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CITY OF SOUTH PADRE ISLAND



Padre Boulevard Medians

FISCAL

INCOME AND COST ANALYSIS

FUNDING SOURCES

\$

TOTAL FUNDS

\$

ESTIMATED COSTS

Raised Medians with landscaping,
electrical, lighting, irrigation,
and brick pavers

Phase I (7,500 lf @ \$70/lf)

\$ 525,000

Phase II (10,100 lf @ 70/lf)

\$ 707,000

Total:

\$1,232,000 (cost for work completed-not adjusted to current figures)

OPERATIONAL IMPACTS

Personnel

\$ 0

Supplies & Materials

\$ 20,000 (landscaping, lighting)

Repairs and Maintenance

\$ 7,000 (lighting, irrigation, landscaping)

Capital and Other

\$ 0

CAPITAL IMPROVEMENT PLAN (CIP) 2014-2018

CITY OF SOUTH PADRE ISLAND

TOTAL IMPACTS

\$ 27,000

FINANCIAL PLAN

Prior Years	FY 12/13	FY 13/14	FY 14/15	FY 15/16	FY 16/17	Future Years	TOTAL

SCHEDULE

PHASE	TOTAL TIME	START	COMPLETION

PROJECT LEADER

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GULF BOULEVARD

PROJECT DESCRIPTION

There are three principal north-south roadways running the length of the City of South Padre Island, Laguna Boulevard on the bay side (west), Padre Boulevard acting as the most central corridor and Gulf Boulevard, nearest to the Gulf of Mexico and beach access points to the east. This eastern area along the coast is the location of an increasing number of high-rise condominium developments. This high-density area's primary transportation route is Gulf Boulevard and this project addresses the necessary reconstruction of Gulf Boulevard consisting of the following major design efforts:

CAPITAL IMPROVEMENT PLAN (CIP) 2014-2018

CITY OF SOUTH PADRE ISLAND

Drainage (including curb and gutter)

Utility relocation

Lighting

Landscaping

Raised profile for access

The key areas of concentration will address the following:

Bike Lanes & Pedestrian Pathways – An additional strip of pavement on the east side of the parking spaces on Gulf is designated as a bicycle and pedestrian lane. It being adjacent to vehicular traffic and running perpendicular to head-in parking for several condo complexes is a safety concern. A lack of pedestrian facilities and crosswalks results in pedestrians walking in hazard. Existing sidewalk striping on the asphalt pavement creates confusion among drivers trying to find a parking space resulting in the bicycle and pedestrian lane being blocked. Adding a sidewalk to west side would increase pedestrian mobility. Devices that will separate vehicular traffic from pedestrian and bicycle flow is an essential safety feature of this project.

Parking – In some areas along the east side of the northbound travel lane is a row of striped parking spaces and the grass-covered right-of-way on the west side of Gulf Boulevard provides additional parking for visitors and businesses. During peak periods parking spills over into the side streets which is an ongoing issue for permanent residents along those streets. The City Council addressed this concern with the passage of an ordinance restricting parking on the east-west residential streets.

Economic Sustainability – There are several businesses with cultural significance that must have an environment to substantially remedy any barriers to their long-term viability. Addressing both parking and pedestrian mobility will enhance the accessibility to these unique beachside businesses to ensure their survival.

Beach access points need to be improved to ensure public access to the beach as well as address the public safety and health of beachgoers. The following items must be considered to help meet the public right to use community beaches:

- Paved parking for unimproved areas
- Restroom facilities

CAPITAL IMPROVEMENT PLAN (CIP) 2014-2018

CITY OF SOUTH PADRE ISLAND

- Wooden walkovers or Moby Mats
- ADA compliance

COMPREHENSIVE PLAN

4.10 Consider a redesign of Gulf Boulevard to include, possibly, a serpentine alignment within the public right-of-way. The plan should consider the following: sidewalks, landscaping, signage, and trolley stops; parking on the west side of Gulf Boulevard; parallel parking in low-density areas; and diagonal parking in higher-density areas.

4.36 Delineate a combined 8 ft sidewalk/bikeway along Gulf Blvd. separated from travel lanes; conveniently place bike racks.

4.37 Where there are beach accesses, a sidewalk needs to be installed on at least one of the side streets north or south of the beach access and should connect to Padre Blvd & Laguna Blvd to the bay.

FISCAL

INCOME AND COST ANALYSIS

FUNDING SOURCES

Debt Issuance	\$3,000,000
TOTAL FUNDS	\$ 3,000,000

ESTIMATED COSTS

Construction/ Design	\$15,000,000
\$4,500 per linear foot	

TOTAL COSTS	\$ 15,000,000
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OPERATIONAL IMPACTS

Personnel	\$ 0
Supplies & Materials	\$ 0
Repairs and Maintenance	\$ 45,000
Capital and Other	\$ 0
TOTAL IMPACTS	\$ 0

CAPITAL IMPROVEMENT PLAN (CIP) 2014-2018

CITY OF SOUTH PADRE ISLAND

FINANCIAL PLAN

Prior Years	FY 12/13	FY 13/14 m,	FY 14/15	FY 15/16	FY 16/17	Future Years	TOTAL

SCHEDULE

PHASE	TOTAL TIME	START	COMPLETION

PROJECT LEADER

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STREET LIGHTING

Project Description

Adequate street lighting provides better security for areas where pedestrians and vehicles may interact and crime is more likely to occur in poorly-lit areas. There are some people that believe that street lighting causes "light pollution" and interferes with nighttime activities like stargazing. Those beliefs need to be taken into consideration and balanced with the safety needs of the general public.

OPTION 1:

The street lighting is placed mid-block for adequate coverage and each light is a standard 250 KW high-pressure sodium (HPS) vapor lumen on a 30' wooden pole with a 14' arm. This enables the light to be placed high enough to cast the lighting out broadly and the 14' arm allows the light to be cast out over the right-of-way, avoiding interference from trees.

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CITY OF SOUTH PADRE ISLAND

On the east-west streets, there is typically 50 feet of right-of-way and a 16' utility easement located at the rear of the lots, where electric lines are currently installed. The maximum distance an overhead line can be run between poles is 100'. This will allow a new pole with a streetlight to be installed within the existing right-of-way and an overhead power line to be run from easement at the rear of the lot.

American Electric Power-Texas (AEP-Texas) is the electricity provider for most of the Rio Grande Valley and will be contracted to perform the installation of the necessary lighting. A "Contribution-In-Aid" of Construction is required to be paid by the City to assist with offsetting the cost. This contribution is approximately \$2,200 per light/pole which includes materials and installation.

OPTION 2:

Those existing lights that have identified as inadequate are being identified for upgrade to include more powerful and more efficient lighting as well as longer arms that will allow the light to be directed near the center of the street. This upgrade of the existing lighting will cost approximately \$ 600 per light.



14' Arm with 250 HPS Lighting

OPTION 3:

A possibility to consider regarding street lighting is replacing the fixtures with solar power. This option has an extremely high initial cost of more than \$10,000 per light and due to our highly corrosive environment; repair and maintenance costs are estimated at \$100 per light per year. This would include repair and/or replacement of the photo-voltaic panels.

CAPITAL IMPROVEMENT PLAN (CIP) 2014-2018

CITY OF SOUTH PADRE ISLAND

South PR 100 Street Lighting

As a safety enhancement, cost estimates were obtained from American Electric Power (AEP) to install street lighting on the south end of Padre Boulevard, near the Isla Blanca entry gate, north up to the first grassy medians. The estimates include the options of concrete, wooden or aluminum poles. Included is a total of five poles with eight High Pressure Sodium (HPS) streetlights (some double armed-some single).

Concrete Poles	\$41,125.24
Aluminum Poles	\$44,702.60
Wooden Poles	\$37,677.78

COMPREHENSIVE PLAN

4.S. Enhance street right-of-way appearance and contribution to City character.

6.A. Continue to coordinate fiscally responsible and well-managed growth with the provision of adequate public facilities and services.

6.C. Support a sensible development pattern that minimizes impacts and costs to public facilities and infrastructure.

OPTION 1:

FISCAL

INCOME AND COST ANALYSIS

FUNDING SOURCES

\$

TOTAL FUNDS

\$

ESTIMATED COSTS

70 lights/poles \$ 154,000

South Padre Blvd Lighting:

Concrete Poles	\$41,125.24
Aluminum Poles	\$44,702.60
Wooden Poles	\$37,677.78

TOTAL COSTS

\$ 195,125.24, \$198,702.60 or \$191,677.78

CAPITAL IMPROVEMENT PLAN (CIP) 2014-2018

CITY OF SOUTH PADRE ISLAND

OPERATIONAL IMPACTS

Personnel	\$ 0
Supplies & Materials	\$ 0
Repairs and Maintenance	\$ 0 (Maintained by AEP)
Capital and Other	<u>\$ 0</u>
TOTAL IMPACTS	\$ 0

FINANCIAL PLAN

Prior Years	FY 12/13	FY 13/14	FY 14/15	FY 15/16	FY 16/17	Future Years	TOTAL

SCHEDULE

PHASE	TOTAL TIME	START	COMPLETION

OPTION 2:

FISCAL

INCOME AND COST ANALYSIS

FUNDING SOURCES

	\$
TOTAL FUNDS	\$

ESTIMATED COSTS

Upgrade 300 lights @ \$600/ea	\$ 180,000
TOTAL COSTS	\$ 180,000

OPERATIONAL IMPACTS

Personnel	\$ 0
Supplies & Materials	\$ 0

CAPITAL IMPROVEMENT PLAN (CIP) 2014-2018

CITY OF SOUTH PADRE ISLAND

Repairs and Maintenance	\$ 0
Capital and Other	\$ 0
TOTAL IMPACTS	\$ 0

FINANCIAL PLAN

Prior Years	FY 12/13	FY 13/14	FY 14/15	FY 15/16	FY 16/17	Future Years	TOTAL

SCHEDULE

PHASE	TOTAL TIME	START	COMPLETION

OPTION 3:

FISCAL

INCOME AND COST ANALYSIS

FUNDING SOURCES

	\$
TOTAL FUNDS	\$

ESTIMATED COSTS

Fixture Replacement	\$4,000,000
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TOTAL COSTS	\$4,000,000
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OPERATIONAL IMPACTS

Personnel	\$ 0
Supplies & Materials	\$ 0
Repairs and Maintenance	\$ 40,000
Reduction of energy bill	\$ (38,400)

CAPITAL IMPROVEMENT PLAN (CIP) 2014-2018

CITY OF SOUTH PADRE ISLAND

Capital and Other \$ 0

TOTAL IMPACTS	\$ 1,600
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FINANCIAL PLAN

Prior Years	FY 12/13	FY 13/14	FY 14/15	FY 15/16	FY 16/17	Future Years	TOTAL

SCHEDULE

PHASE	TOTAL TIME	START	COMPLETION

PROJECT LEADER

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MARINA

The establishment of a marina can be seen as not only an economic benefit to South Padre Island but also adds to the accessibility of the Laguna Madre and the overall quality of life for the residents and visitors. The addition of a marina to the "Entertainment District" has been identified as a vital component by the Form Based Code Consultant and Commission. This marina addition will allow a place for boats to be "parked" for a few hours or a few weeks while the owners enjoy what the entertainment district has to offer and will encourage the use and

CAPITAL IMPROVEMENT PLAN (CIP) 2014-2018

CITY OF SOUTH PADRE ISLAND

enjoyment of the Bay and the entire Island. There are currently very few boat slips available for public use. Approximately 120 boat slips are needed.

COMPREHENSIVE PLAN

5.F. Protect the Laguna Madre as a valuable resource

5.26. Develop a recreational use plan, identifying associated facilities and improvements to facilitate its implementation, e.g. marina improvements and the requisite dredging.

FISCAL

INCOME AND COST ANALYSIS

FUNDING SOURCES

CMP Grant (Marina)	\$ 300,000
CMP Local Match (Marina)	\$ 120,000
Unknown	\$ 246,575
TOTAL FUNDS	\$ 666,575

ESTIMATED COSTS

Dredging	\$220,000
Engineering and Monitoring	\$133,000
Marina Construction	<u>\$540,000</u>
TOTAL COSTS	\$893,000

OPERATIONAL IMPACTS

Personnel	\$ 0
Supplies & Materials	\$ 0
Repairs and Maintenance	\$ 10,000
Capital and Other	<u>\$ 0</u>
TOTAL IMPACTS	\$ 10,000

CAPITAL IMPROVEMENT PLAN (CIP) 2014-2018

CITY OF SOUTH PADRE ISLAND

FINANCIAL PLAN

Prior Years	FY 12/13	FY 13/14	FY 14/15	FY 15/16	FY 16/17	Future Years	TOTAL

SCHEDULE

PHASE	TOTAL TIME	START	COMPLETION

PROJECT LEADER

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TOMPKINS CHANNEL EXPANSION

Project Description

Tompkins Channel currently extends from parallel to north side of the causeway, northward to Sunset Drive. This project would extend the channel approximately 10,000 linear feet further north to about one mile north of the Convention Centre, the projected landing site of the new causeway. It is a well-known fact that Tompkins Channel is a tremendous asset to the City and extending it northward almost two miles will enable the vessels currently using it to continue northward to the Convention Centre and eventually reach the new causeway.

FISCAL

INCOME AND COST ANALYSIS

FUNDING SOURCES

CAPITAL IMPROVEMENT PLAN (CIP) 2014-2018

CITY OF SOUTH PADRE ISLAND

HOT Funds \$

TOTAL FUNDS \$

ESTIMATED COSTS

Dredging \$ 500,000

Total: \$ 500,000

OPERATIONAL IMPACTS

Personnel \$ 0

Supplies & Materials \$ 0

Repairs and Maintenance \$ 2,000 annually (\$200,000 every ten years-dredge)

Capital and Other \$ 0

TOTAL IMPACTS \$ 2,000

FINANCIAL PLAN

Prior Years	FY 12/13	FY 13/14	FY 14/15	FY 15/16	FY 16/17	Future Years	TOTAL

SCHEDULE

PHASE	TOTAL TIME	START	COMPLETION

PROJECT LEADER

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CAPITAL IMPROVEMENT PLAN (CIP) 2014-2018

CITY OF SOUTH PADRE ISLAND

BOARDWALK ON THE BAY

PROJECT DESCRIPTION

The revitalization of the Entertainment District has been identified by the City as a priority for many reasons, including economic development. The Form Based Code has developed conceptual designs of the Entertainment District that include a marina, new façade improvements to existing businesses, new development codes that address ingress/egress, setbacks, parking, sidewalks and other design features to entice visitors. A major component of this is the boardwalk. The proposed boardwalk will be 12' wide and be made of a recycled plastic material that closely resembles wood but does not deteriorate or splinter, thus increasing the life expectancy and decreasing the maintenance requirements. The boardwalk will be lit at night to increase usage and safety during the prime hours that people are enjoying the Entertainment District and will stretch from approximately Sunny Isle Drive to Swordfish Street, a distance of +/- 3,400 linear feet. The boardwalk will cantilever out over the bay and be constructed adjacent to a bulkhead and the proposed Marina (addressed elsewhere in this document). Permits from the General Land Office will be required.



Schematic Showing Proposed Boardwalk

CAPITAL IMPROVEMENT PLAN (CIP) 2014-2018

CITY OF SOUTH PADRE ISLAND

FISCAL

INCOME AND COST ANALYSIS

FUNDING SOURCES

\$

TOTAL FUNDS

\$

ESTIMATED COSTS

3400 lf, 12' wide boardwalk,
bulkhead needed in certain areas,
lighting

\$ 5,100,000

Total:

\$ 5,100,000

OPERATIONAL IMPACTS

Personnel

\$ 0

Supplies & Materials

\$ 0

Repairs and Maintenance

\$ 2,000 (lighting, decking repair)

Capital and Other

\$ 0

Total:

\$ 2,000

FINANCIAL PLAN

Prior Years	FY 12/13	FY 13/14	FY 14/15	FY 15/16	FY 16/17	Future Years	TOTAL

SCHEDULE

PHASE	TOTAL TIME	START	COMPLETION

PROJECT LEADER

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CAPITAL IMPROVEMENT PLAN (CIP) 2014-2018

CITY OF SOUTH PADRE ISLAND

BEACH

PROJECT DESCRIPTION

This project restores and protects the quality and function of the beaches and dunes of South Padre Island and adjacent areas by adding sand to the system and widening the beaches. The beaches of South Padre Island are engineered beaches and by widening the beaches, the project also restores and ensures continued access to and along the beach for the public, as well as the Kemp Ridley sea turtle and other wildlife.

Dredging of Brazos Santiago Pass (Ship Channel)

The goal of this project is to place beach quality sand from maintenance dredging of the Brazos Santiago Pass onto the beaches and dunes of South Padre Island. The measurable objective will be the final volume of sand deposited on the beach and in the dunes. As this is a project that uses borrowed material from the maintenance of the Brownsville Ship Channel, the United States Army Corps of Engineers pays for the maintenance of the channel. The City of South Padre Island and Cameron County pay the incremental cost to place the material on South Padre Island beaches. The State of Texas General Land Office has been most helpful in the past, through funding sources (80% cost to the State of Texas General Land Office and a 20% cost to the City of South Padre Island).

The City of South Padre Island's engineering firm coordinates with the United States Army Corps of Engineers to survey the Brazos Santiago Pass in order to determine how much beach quality sand is located in the mouth of the channel and to determine how much is shoaled since the last dredging project. With that information, the engineers determine (with input from the State of Texas General Land Office, Cameron County, and the City of South Padre Island) the specific material placement locations and develop an engineered beach template, based on sand volumes estimated from the original survey. The engineers also coordinate lines that meet the needs of the United States Army Corps of Engineers and project partners, keeping in mind sea turtle nesting season and other possible environmental windows.

This project takes about six months to plan and implement and is done on an average of every two to three years to keep the ship channel deep. As part of this project's bid specifications, project timelines and material placement locations, an engineered beach profile is developed. In addition, the City conducts a post-project survey of the beach and bi-annual beach surveys in conformance with the Coastal Management Program.

CAPITAL IMPROVEMENT PLAN (CIP) 2014-2018

CITY OF SOUTH PADRE ISLAND

The desired outcome of this project is to place a large amount of beach-quality sand onto the beaches and dunes of South Padre Island in an effort to widen the beaches, and strengthen and stabilize the dunes. By widening the beaches, more habitat for wildlife, such as nesting habitat for the endangered Kemps Ridley Sea Turtle and foraging habitat for the threatened Piping Plover, the Island is also being protected from erosion (erosion rate on the north end of the Island is five feet per year; on the south end; six to eight feet per year).



Re-nourishment from Dredge Material

Off Shore Source for Beach Re-nourishment

This project encompasses an extensive beach re-nourishment project along the City of South Padre Island shoreline. The City's beaches, which are oriented nearly north-south, are subject to predominantly southeast winds and waves that transport sand from the south to the north. This area is also subject to tropical storm activity approximately every seven years (direct impacts from storms making landfall within 100 miles) and more often by storms within the Gulf of Mexico that raise water elevations and create large waves that impact the coast. As a result the City shoreline has experienced shoreline erosion along the northern section of the City. To address this erosion, significant beach nourishment using an offshore sand source is proposed.

CAPITAL IMPROVEMENT PLAN (CIP) 2014-2018

CITY OF SOUTH PADRE ISLAND

Various beach design layouts were analyzed by varying the berm width for both short-term and long-term performance analyses. Based on these results, the recommended design berm width is 100 feet and project length is two miles. This layout will provide a transition from a relatively stable shoreline and create a continuous contour that connects to the undeveloped shoreline north of City. This project layout will place approximately 888,000 cubic yards along 12,000 linear feet of beach.

Geotechnical investigations were performed in March and April of 2008 to delineate potential areas for this project. Based on these result of these investigations, a series of offshore ridges located approximately 20 miles north of the City and 5 miles offshore were found to contain beach quality material and appear suitable as borrow sources. Utilizing the geotechnical data and design criteria for hopper dredge operations, four borrow areas were delineated. These areas contain approximately 2,047,800 cubic yards of beach quality sand. This quantity is sufficient for the proposed placement layout.

Permitting for the project is complete and amends the existing permit SWG-2007-1276 to include the new offshore borrow areas and the revised beach placement template developed. The permit was also amended to include a section of the entrance channel of Brazos Santiago Pass to be used as a borrow area for beneficial use projects that place material dredged from the channel along City and Cameron County's Isla Blanca Park beaches.

DUNE WALKOVERS

There are 25 public beach access points in the City Limits, of which nine do not have an improved dune walkover. A dune walkover is an elevated structure designed to get pedestrians from Gulf Boulevard to the beach without walking through and possibly damaging dunes. To enhance access to the beach, the City of South Padre Island is proposing to construct 9 dune walkovers at an estimated cost of \$150,000 each for a total of \$1,350,000. They can be made of concrete or wood.

CAPITAL IMPROVEMENT PLAN (CIP) 2014-2018

CITY OF SOUTH PADRE ISLAND



Aquarius Circle Walkover

COMPREHENSIVE PLAN

5.A. Secure funding for beach nourishment. Ongoing funding for beach maintenance should be established as a line item in the City's Budget

5.B. Protect the dune system from erosion and artificial damage

5.E. Create, preserve, and enhance access to the beach

FISCAL

INCOME AND COST ANALYSIS

FUNDING SOURCES

HOT Funding (Local Match)	\$ 650,000
CEPRA	\$1,850,000
TOTAL FUNDS	\$ 2,500,000

ESTIMATED COSTS

Dredging and Beneficial Placement	\$500,000
Off Shore Source	\$16,000,000
Walkover Construction	\$ 1,350,000
TOTAL COSTS	\$18,050,000

CAPITAL IMPROVEMENT PLAN (CIP) 2014-2018

CITY OF SOUTH PADRE ISLAND

OPERATIONAL IMPACTS

Personnel	\$ 0
Supplies & Materials	\$ 0
Repairs and Maintenance	\$ 10,000 (walkover maintenance annually)
Capital and Other	\$ 0
TOTAL IMPACTS	\$ 10,000

FINANCIAL PLAN

Prior Years	FY 12/13	FY 13/14	FY 14/15	FY 15/16	FY 16/17	Future Years	TOTAL
\$408,845							
(Good Hope, Aquarius and Gay Dawn)							

SCHEDULE

PHASE	TOTAL TIME	START	COMPLETION

PROJECT LEADER

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CAPITAL IMPROVEMENT PLAN (CIP) 2014-2018

CITY OF SOUTH PADRE ISLAND

PARKS

PROJECT DESCRIPTION

A well thought out and maintained park system can enhance the quality of life for permanent residents as well as tourists visiting South Padre Island. This same park system can also encourage healthy lifestyles and improve the overall health and well-being of users. A Master Park Plan was developed by the City of South Padre Island in 2014 and many of the established goals in the Plan revolve around providing recreational opportunities in the form of indoor and outdoor recreational facilities.

Proposed City Park

Project DESCRIPTION

In December of 2002, the City Council purchased a 1.97 acre tract of land immediately south of the Travel Lodge motel located at 6100 Padre Boulevard. The City Council then decided to put that property up for sale in 2010. They rescinded that action and took the property off the market in September 2011 and decided to set it aside as a potential future park. It is estimated that with a jogging trail around the perimeter, a small splash pad, a small version of a soccer field, and associated parking, the cost to develop will be approximately \$500,000.

COMPREHENSIVE PLAN

5.57 Develop a community center with indoor and outdoor facilities, which could facilitate recreation.

5.59 Continue to maintain and upgrade existing parks.

FISCAL

INCOME AND COST ANALYSIS

FUNDING SOURCES

Reserve Funds	\$
Debt Issuance	\$
TOTAL FUNDS	\$

ESTIMATED COSTS

Park Equipment	\$ 500,000
TOTAL COSTS	\$ 500,000

OPERATIONAL IMPACTS

Personnel	\$ 0
Supplies & Materials	\$ 0
Repairs and Maintenance	\$ 2,000 annually

CAPITAL IMPROVEMENT PLAN (CIP) 2014-2018

CITY OF SOUTH PADRE ISLAND

6.C. Support a sensible development pattern that minimizes impacts and costs to public facilities and infrastructure.

FISCAL

INCOME AND COST ANALYSIS

FUNDING SOURCES

\$1,440,986

TOTAL FUNDS

\$1,440,986

ESTIMATED COSTS

AEP

\$1,440,986

TOTAL COSTS

\$ 1,440,986

OPERATIONAL IMPACTS

Personnel

\$ 0

Supplies & Materials

\$ 0

Repairs and Maintenance

\$ 0

Capital and Other

\$ 0

TOTAL IMPACTS

\$ 0

FINANCIAL PLAN

Prior Years	FY 12/13	FY 13/14	FY 14/15	FY 15/16	FY 16/17	Future Years	TOTAL

SCHEDULE

PHASE	TOTAL TIME	START	COMPLETION

CAPITAL IMPROVEMENT PLAN (CIP) 2014-2018

CITY OF SOUTH PADRE ISLAND

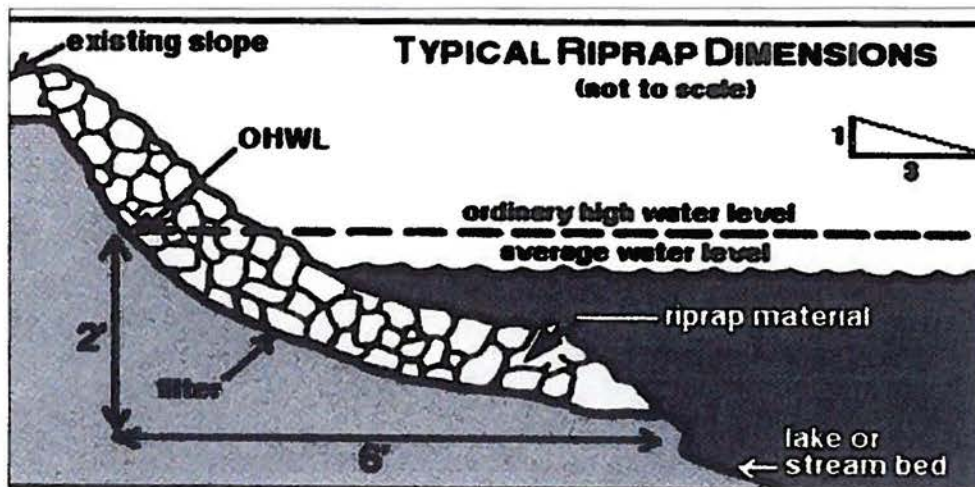
PROJECT LEADER

Ray Moya, Interim Public Works Director
City of South Padre Island
4601 Padre Blvd, South Padre Island, TX 78597
Voice: 956-761-8160
Fax: 956-761-3898
Email: rmoya@myspi.org

RIP RAP STREET ENDS

Project Description

For those streets that end at the Laguna Madre Bay that have no provisions for boat ramps, protecting the banks from erosion with properly placed and sized riprap is necessary. Eight street ends have been identified as needing erosion control and protection. Those are Dolphin, Huisache, Oleander, Gardenia, Hibiscus, Saturn, Aries and Verna Jean.



COMPREHENSIVE PLAN

5.J. Continue maintaining and beautifying street ends

5.K. Protect public access

CAPITAL IMPROVEMENT PLAN (CIP) 2014-2018

CITY OF SOUTH PADRE ISLAND

FISCAL

INCOME AND COST ANALYSIS

FUNDING SOURCES

Local Funds		\$ 10,000	
TOTAL FUNDS		\$ 10,000	

ESTIMATED COSTS

RIPRAP Street Endings		\$ 10,000	
TOTAL COSTS		\$ 10,000	

OPERATIONAL IMPACTS

Personnel		\$ 0	
Supplies & Materials		\$ 0	
Repairs and Maintenance		\$ 1,000 annually	
Capital and Other		<u>\$ 0</u>	
TOTAL IMPACTS		\$ 1,000	

FINANCIAL PLAN

Prior Years	FY 12/13	FY 13/14	FY 14/15	FY 15/16	FY 16/17	Future Years	TOTAL

SCHEDULE

PHASE	TOTAL TIME	START	COMPLETION

CAPITAL IMPROVEMENT PLAN (CIP) 2014-2018

CITY OF SOUTH PADRE ISLAND

PROJECT LEADER

RAY MOYA, INTERIM PUBLIC WORKS DIRECTOR City of South Padre Island 4601 Padre Blvd, South Padre Island, TX 78597 Voice: 956-761-8160 Fax: 956-761-3898 Email: rmoya@myspi.org
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LAND PURCHASE AND DONATION FOR BAY ACCESS

Project Description

Maintaining and preserving access to the Laguna Madre Bay is vital to South Padre Island for many reasons. Presently, bay access is available but limited. Kite boarders, kayakers and other personal watercraft users have a few areas where they can launch their craft but additional access points are needed. As South Padre Island grows north, making access available will become a priority for the City. Acquiring land by purchase and/or donation near the new causeway will ensure access to the bay in the future.

COMPREHENSIVE PLAN

5.F Protect the Laguna Madre as a valuable resource

5G. Recognize and support the multiple functions of the Bay

5.K Protect public access

5.25 c. Explore the possibility of a multi-purpose recreational area on the northern end of Town oriented toward non-motorized light craft (kite boards, wind surfing, kayaks, etc...) possibly in conjunction with Cameron County.

FISCAL

INCOME AND COST ANALYSIS

FUNDING SOURCES

\$ 0

TOTAL FUNDS

\$ 0

ESTIMATED COSTS

Land Acquisition	\$ 250,000
Parking Lot Construction	\$ 100,000

CAPITAL IMPROVEMENT PLAN (CIP) 2014-2018

CITY OF SOUTH PADRE ISLAND

TOTAL COSTS \$ 350,000

OPERATIONAL IMPACTS

Personnel \$ 0

Supplies & Materials \$ 0

Repairs and Maintenance \$ 5,000

Capital and Other \$ 0

TOTAL IMPACTS \$ 0

FINANCIAL PLAN

Prior Years	FY 12/13	FY 13/14	FY 14/15	FY 15/16	FY 16/17	Future Years	TOTAL

SCHEDULE

PHASE	TOTAL TIME	START	COMPLETION

PROJECT LEADER

RAY MOYA, INTERIM PUBLIC WORKS DIRECTOR
City of South Padre Island
4601 Padre Blvd, South Padre Island, TX 78597
Voice: 956-761-8160
Fax: 956-761-3898
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COMPLETED PROJECTS

FIRE STATION



Proposed Fire Station

PROJECT DESCRIPTION

The existing fire station/Emergency Operations Center (EOC) for the City of South Padre Island, built 29 years ago designed to house one engine and two brush trucks staffed by three firefighters and one Fire Chief. Today, the City employs 18 firefighters, 6 EMS personnel, one administrative position, one Assistant Fire Chief and one Fire Chief. Current fleet for the Department includes one engine truck, one ladder truck, one quick attack, one first responder pick-up truck, two staff cars, one JEEP, one ATV, and one Jet Ski.

As a coastal barrier island, the location of the City's fire station/EOC presents several design challenges including hurricane force winds and flooding. To tackle these issues, the structure will be designed to withstand 135 MPH wind loads and the site must be elevated to FEMA regulations above sea level. The essential components of a new fire station include:

- 4 drive-through apparatus bays with the capacity to store two units per bay
- A storage room to accommodate 30 sets of gear (separate from the bay area to avoid contamination)
- Decontamination room (EMS) for cleaning equipment
- Compressor Room for SCBA storage
- Two laundry rooms (one must have a protective gear extractor)
- EMS storage room with double locking system
- Small shop and repair room with adequate storage space for lawn equipment
- Kitchen with commercial grade appliances

CAPITAL IMPROVEMENT PLAN (CIP) 2014-2018

CITY OF SOUTH PADRE ISLAND

- Dining room to accommodate 12
- Dayroom and sleeping area to accommodate 10
- Adequate toilet/showers for 10 with appropriate locker room space
- Janitors closet with utility sink (one in bay area and one for inside space)
- Training room/community education room – convertible to emergency operations center
- Administrative Space
 - Reception area and visitors lobby
 - Public restroom
 - Chief's office
 - Assistant Chief's office
 - Staff work areas
 - EMS office
 - File room/storage area

The fire station/EOC site was selected to provide adequate street access for the fire apparatus as well as its close proximity to the existing City Hall. This site was selected as a result of an in depth study of multiple site possibilities. Coastal climate and potential for flooding required that the building be elevated above flood level with the exception of the Apparatus Bays. The main portion of the facility will be elevated 8 to 12 feet above sea level. The exterior will be designed to match the coastal aesthetics of the area as well as complement the existing architecture of the City Hall. The useful life of the fire station is estimated to be a minimum of 40 years with approximately 18,000 square feet.

COMPREHENSIVE PLAN

6.J. Continue to support the needs of the Public Works, Police, and Fire Departments to ensure adequate protection of the population.

6.18 Identify and acquire sites for new fire stations to the north and south, concurrent with future development.

SUSTAINABILITY

The City of South Padre Island will be striving to be compliant with LEED requirements for sustainability. Major areas of focus for LEED requirements include:

- Sustainable sites
- Water efficiency
- Energy and atmosphere
- Materials and resources
- Indoor environmental quality
- Innovation and design process

CAPITAL IMPROVEMENT PLAN (CIP) 2014-2018

CITY OF SOUTH PADRE ISLAND

FISCAL

INCOME AND COST ANALYSIS	
FUNDING SOURCES	
Debt Issuance	\$3,800,000
TDRA (GLO) Grant Funds	\$1,095,436
TOTAL FUNDS	\$ 4,895,436
ESTIMATED COSTS	
Design	\$ 73,278
Construction	<u>\$ 4,822,158</u>
TOTAL COSTS	\$ 4,895,436

OPERATIONAL IMPACTS	
Personnel	\$ 0
Supplies & Materials	\$ 49,000
Repairs and Maintenance	\$ (12,000) savings annually from energy efficiency
Capital and Other	<u>\$ 0</u>
TOTAL IMPACTS	\$ 37,000

FINANCIAL PLAN

Prior Years	FY 12/13	FY 13/14	FY 14/15	FY 15/16	FY 16/17	Future Years	TOTAL
\$4,895,436							\$4,895,436

SCHEDULE

PHASE	TOTAL TIME	START	COMPLETION
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CAPITAL IMPROVEMENT PLAN (CIP) 2014-2018

CITY OF SOUTH PADRE ISLAND

Design	6 months	10/1/2009	6/1/2010
Bid	3 months	6/1/2010	9/1/2010
Construction	12 months	07/20/2011	08/30/2012
ESTIMATED COMPLETION DATE	8/30/2012		

Tompkins Channel Dredging

PROJECT DESCRIPTION

On the western boundary of South Padre Island is the Laguna Madre Bay providing recreational opportunities as well as a passage for commercial vessels. Tompkins Channel is an essential feature of the bay providing a navigational waterway for both the east side of Port Isabel as well as the west side of South Padre Island. Tompkins Channel is located in the City's extraterritorial jurisdiction and runs parallel to the Causeway then turns north to Sunset Drive. In 1998, the City used economic development funds to have the channel dredged.

In July 2008, when Hurricane Dolly made landfall on the Island as a Category 2 storm causing extensive damage, Dolly also made certain areas of the channel impassable. HDR Shiner Mosely completed a bathymetric survey of the channel which demonstrated that approximately 11,000 cubic yards of sediment were displaced and need to be removed.

This channel is extremely important as it is not only used by fishing boats but by other ships to gain access to the Inter-Coastal Waterway and the Gulf of Mexico. Users of the channel who launch their boats in the Laguna Madre Bay are forced to maneuver through dangerously shallow water and this channel gets even more dangerous during twilight hours due to the lack of visibility.

Dredging Tompkins Channel would improve navigational access in this area and would stimulate the development of a marina together with a hotel and convention complex in the entertainment district.

FUNDING SOURCES

FEMA (Dredging)	\$ 146,575
Dredging Local Funds	\$ 100,000
TOTAL FUNDS	\$

CAPITAL IMPROVEMENT PLAN (CIP) 2014-2018

CITY OF SOUTH PADRE ISLAND

COSTS

Dredging \$275,000

BOAT RAMPS AT BAY ENDINGS

Project Description

Many of the East-West streets terminate on the west side at the Laguna Madre. Several of these have existing boat ramps that are used not only for launching boats but also other forms of personal watercraft such as jet-skis and kayaks. Recently Palm Street and Polaris Street boat ramps have been reconstructed.



Recently completed Polaris Street Boat Ramp

FINANCIAL PLAN

Prior Years	FY 12/13	FY 13/14	FY 14/15	FY 15/16	FY 16/17	Future Years	TOTAL
\$40,000							
(Palm/Polaris)							

CAPITAL IMPROVEMENT PLAN (CIP) 2014-2018

CITY OF SOUTH PADRE ISLAND

CAPITAL IMPROVEMENT PLAN (CIP) SCORECARD

Project Name:

Department:

Please rank how the project corresponds to the statements below from very high (5) to very low (0). Include comments as necessary. Multiply raw scores by weighted factor. Add weighed scores together for total project score.

CAPITAL IMPROVEMENT PLAN (CIP) 2014-2018

CITY OF SOUTH PADRE ISLAND

	SCORE
The project has been submitted with all information including description, itemized costs, discussion of funding options, and timeline. Comments:	___ x1 = ___
The project will improve the public health and safety of the community. Comments:	___ x8 = ___
Project enhances and promotes tourism including beach re-nourishment projects and the economic support of the convention and hotel industry. Comments:	___ x7 = ___
The project will promote recreational or aesthetic improvements within the community. Comments:	___ x6 = ___
The project has funding sources identified by the City. Grants and funding partnerships will be rated highest, followed by operating revenue and fund balance. Debt will be considered last. Comments:	___ x5 = ___
The project will promote desirable economic development within the City. Comments:	___ x4 = ___
The project aligns with the strategic priorities identified by the City Council and with the City's strategic planning documents. Comments:	___ x2 = ___
TOTAL:	

**CITY OF SOUTH PADRE ISLAND
SHORELINE TASK FORCE
AGENDA REQUEST FORM**

MEETING DATE: May 11, 2015

NAME & TITLE: Reuben Trevino, Coastal Resources & Parks Administrator

DEPARTMENT: Coastal Resources and Parks Administration

ITEM

Discussion and action on the proposed beach user fee plan. (Trevino)

ITEM BACKGROUND

BUDGET/FINANCIAL SUMMARY

COMPREHENSIVE PLAN GOAL

LEGAL REVIEW

Sent to Legal: YES: _____ NO: _____
Approved by Legal: YES: _____ NO: _____

Comments:

RECOMMENDATIONS/COMMENTS



Paid Parking Beach Access Cul-de-sac's



- 23 Beach Access Cul-de-sac's on Gulf Blvd ~600 feet from one access to the next (3 access points will remain free)
- 230 Total Public Parking Spaces (65 spaces will be free)
- There are 4 beach accesses that are completely undeveloped
 - With improvements an approximate increase of 85 parking spaces
- There are 3 beach accesses that are partially developed
 - With these improvements there would be ~40 spaces
- Other beach accesses are in need of maintenance and repair but there is currently no revenue for upkeep

Paid Parking on Gulf Blvd

- The Public is allowed to park on the East and West sides of Gulf Blvd.
- Currently there are 343 spaces on the ROW of Gulf Blvd
- For safety reasons the City is currently in the process of improving sections of Gulf Blvd this means exact parking space numbers will fluctuate as the improvements are made
 - This includes a project funded by the CMP grant cycles 18 & 19
 - Future improvements will incorporate load/unloading zones for the public to safely transport items to the beach accesses and then utilize the public transportation for the off-beach areas

Free Parking in Cul-de-sacs on Gulf Blvd.

- A total of 65 parking spaces or 29% of parking spaces in the beach accesses will be free of charge.
 - Three beach accesses on Gulf Blvd as free parking areas
 - Harbor Circle
 - » 18 Spaces
 - Surf Circle
 - » 22 Spaces
 - Aurora Circle
 - » 12 Spaces
 - In compliance with Chapter 681 of the Texas Transportation Code persons with disabilities are exempt from the payment of any fees if the vehicle is displaying an appropriate license plate or disabled parking placard. This does not permit parking at a time when or a place where parking is prohibited.

Free Parking on East Side Streets

- Parking along the East side streets is currently restricted unless said vehicle displays a hurricane return sticker (Ord. Sec 18-19.1).
- The ordinance does permit:
 - Unrestricted parking in the area that is 200 feet or less from Padre Blvd.
 - Except for areas with in 30 feet of a stop sign per Tx State Law
 - Unrestricted parking on the streets that have been improved, these are streets that are 32 feet wide with curb and gutter and a sidewalk on one side.
 - Currently there are 3 streets:
 - East Hass- 21 spaces
 - East Mezquite- 40 spaces
 - East Esperanza- 18 spaces
 - East Huisache- 33 spaces scheduled for this year (2013)



Parking East of Padre Blvd

Restricted		Unrestricted	
Haas	0	21	
Harbor St	0		
Sunny Isle	0		
Mars	3		
Palm	7		
Corral	2		
Sheephead	2		
Pompano	5		
Tarpon	5		
Marlin	3		
Ling	6		
Pike	2		
Amberjack	0		
Whiting	4		
Swordfish	10		
Redsnapper	0		
Dolphin	3		
Kingfish	4		
Acapulco	4		
Campeche	3		
Bahama	2		
Atol	0		
Helama	12		
Mesquite		41	

Cont.

Restricted		Unrestricted	
Huisache	0	34	
Lantana	0		
Oleander	0		
Gardenia	14		
Hibiscus	2		
Esperanza		18	
Saturn	8		
Venus	13		
Jupiter	10		
Mars	18		
Constellation	0		
Capricorn	12		
Aries	0		
Polaris	8		
Verna Jean	10		
Georgia Ruth	0		
Carolyn	8		
Cora Lee	18		
Morningside	2		
Parade	6		
Palmetto	6		
Sunset	11		
	223	114	337

Beach Accesses

Name	ADA	Public	Total
Harbor	2	16	16
Ocean Dr	0	0	0
Gulf Circle	1	19	19
Beach Circle	0	17	17
Sea Island	0	9	9
Sea Side	1	12	12
Surf Circle	3	19	19
White Cap	0	0	0
Bluewater	2	20	20
Riviera	0	0	0
Treasure Island	1	7	7
Daydream	0	0	0
Moonlight	0	6	6
Bougainvillea	1	10	10
Polinettia	0	10	10
Neptune	0	12	12
Starlight	1	11	11
Aquarius	2	8	8
Aurora	2	10	10
Gay Dawn	2	6	6
Good Hope	2	9	9
Fantasy	0	9	9
Sapphire	0	0	0
	20	210	230

Gulf Blvd R.O.W. 343
Dedicated Free Parking Spaces (54)
All Disabled Parking Spaces (20)

Public Transportation for off-beach parking areas

- Off-Beach parking areas will be serviced by a dedicated beach route
- The Wave will provide transportation to all beach access points on SPI
- The complete route will take 30 minutes.
- Route will run 365 days a year from 7 a.m. – 9 p.m.

Dedicated Beach Route



Off-Beach Parking Areas

Convention Center



- 469 Public Parking Spaces
- The Wave provides transportation to and from the Convention Center every half hour
- The Wave will travel directly to Gulf Blvd after this stop

¼ Mile Buffer from Off-Beach Parking Areas



Off-Beach Parking Areas

Post Office



- 83 Parking Spaces
- The Wave also provides transportation to and from this location

Off-Beach Parking Areas

City Hall



- 105 Parking Spaces

¼ Mile Buffer from Off-Beach Parking Areas



¼ Mile Buffer from Beach Accesses



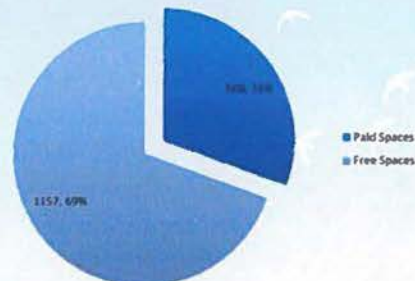
31 Tex. Admin. Code 15.7(h)(1)(B)

- Where vehicles are prohibited from driving on and along the beach, ingress/egress access ways are no farther apart than 1/2 mile.
 - All parking areas are within 1/2 mile of a beach access with a majority being less than a 1/4 mile

Beach Parking System

	ADA	Public	Total
Beach Access Culdesac's	0	165	165
Gulf Blvd R.O.W.	0	343	343
Beach Access Culdesac's	20	45	65
Improved East Side Streets	0	112	112
Unrestricted area East Side Streets	0	223	223
Convention Center	8	461	469
Post office	3	80	83
City Hall	5	100	105
Contributed by County Parks for Shores Development	0	100	100

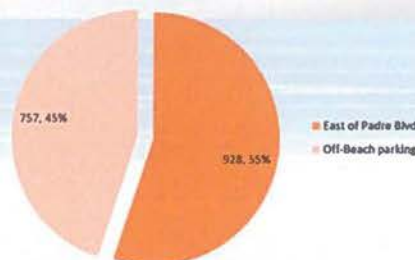
1665



Paid Parking Areas
Free Parking East of Padre Blvd
Off-beach parking areas

Number of Spaces Req by TOBA

Southern City Limits	1,415
The Shores	205
Total required	1,620



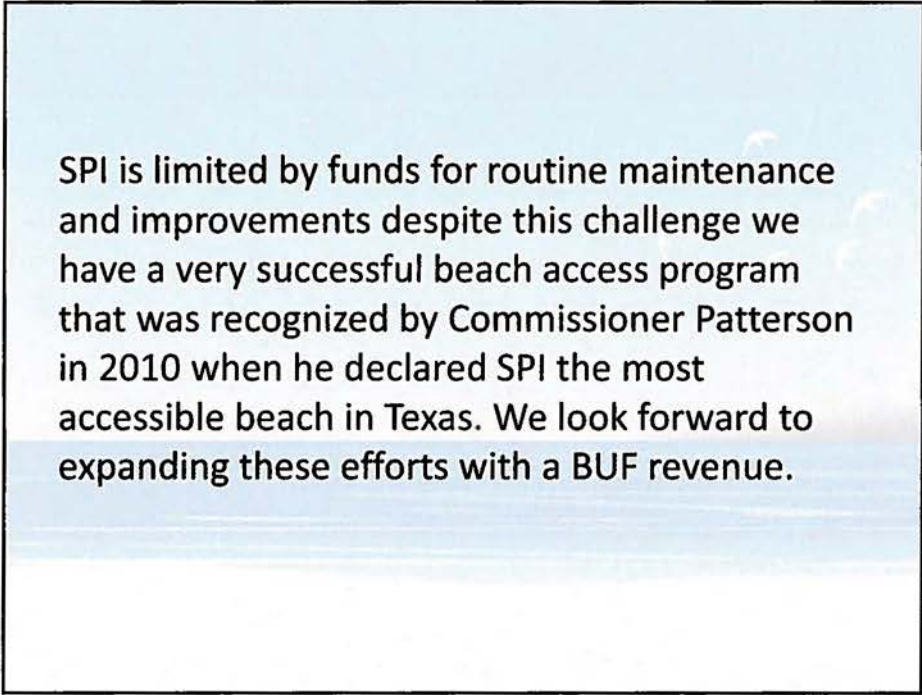
31 Tex. Admin. Code 15.7(h)(1)

(1) For the purposes of this subchapter, beach access and use is presumed to be preserved if the following criteria are met.

- (A) Parking on or adjacent to the beach is adequate to accommodate one car for each 15 linear feet of beach.
 - SPI has identified 1,665 parking spaces for beach goers...
- (B) Where vehicles are prohibited from driving on and along the beach, ingress/egress access ways are no farther apart than ½ mile.
 - 55% (908) of our identified spaces are East of Padre Blvd well with in a ¼ mile of numerous beach access points on Gulf Blvd
 - All Off-beach parking areas are with in ¼ mile of beach access points but will also be serviced by free public transportation with a direct route to Gulf Blvd
- (C) Signs will be conspicuously posted which explain the nature and extent of vehicular controls, parking areas, and access points, including access for disabled person.
 - SPI will provide signage at all beach parking areas

31 Tex. Admin. Code 15.8(c)(2)(D)

- (D) Discriminates on the basis of residence
 - All off-beach parking areas will serviced by free public transportation
 - Out of the 1,665 spaces identified on SPI 55% are East of Padre Blvd
 - Of those 908 spaces East of Padre Blvd 45% are free parking
 - Every vehicle parking on Gulf Blvd or beach access cul-de-sacs will be required to have a beach parking permit regardless of residence



SPI is limited by funds for routine maintenance and improvements despite this challenge we have a very successful beach access program that was recognized by Commissioner Patterson in 2010 when he declared SPI the most accessible beach in Texas. We look forward to expanding these efforts with a BUF revenue.

The City of South Padre Island proposes to establish a paid parking program for the Gulf Coast beach located within the City's boundaries. The program will utilize an internet/phone system for visitors to pay for their parking spaces. The revenue will be used to fund reasonable and necessary services and facilities directly related to the public beach.

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 CITY OF SOUTH PADRE ISLAND BEACH PARKING SYSTEM	 ATTACHMENT A
CITY OF SOUTH PADRE ISLAND DRAFT PARKING ORDINANCE	ATTACHMENT B

CURRENT BEACH ACCESS SYSTEM:

Presently there are a total of twenty-six (26) City beach access points maintained by the City of South Padre Island (City), and 1,665 parking spaces. Three of the beach accesses parking spaces are located off of Gulf Boulevard.

- Easement located on North property line of The Pearl. This beach access begins as a forty (40) foot wide public Ingress / egress easement at the Park Rd 100 frontage road and transitions to a ten (10) foot wide pedestrian access 301.11 feet west of the toe of the existing retaining wall. This access was dedicated at the encouragement of the State, to the Texas Conservation Foundation.
- Easement located on the North property line of La Copa. This ten (10) foot wide public beach access was also dedicated as part of an agreed judgment with the State. This right of way will utilize the free parking provided by the City at the multi-modal center and between Padre Boulevard and Highway 100.
- Whitesands Street is a public right-of-way. It is the City's Northern most public beach access. Free public parking is available for this right of way at the South Padre Island Post Office and the Convention Center. While both parking lots are approximately one-half mile to the beach, use of the Wave, the City free bus service will facilitate the beach access.



The remaining 23 beach accesses under the City's jurisdiction are located on Gulf Boulevard. The beach access cul-de-sac's located on Gulf Blvd are public rights-of-way. More details on access points and parking areas can be found in the City's Beach Parking System Handbook (Attachment A) dated April 2015.



CURRENT REVENUE:

South Padre Island:

Three beach accesses provide free parking in the City. They include: Harbor Circle, Surf Circle and Aurora Circle. The City's current beach related services and beach renourishment funds are solely funded through the Hotel Occupancy Tax (HOT). The City's beach access and maintenance operations, beach patrol, and law enforcement costs are funded by the 2% that the City gets back from the State and during fiscal year 2015 we anticipate revenue of \$1,643,017. The beach renourishment fund is funded by the 0.5% that is locally collected and during fiscal year 2015 we anticipate revenue of \$415,635. With the increasing costs for beach renourishment and walkover construction the City has only been able to improve beach accesses over the last few years through grants supplied by the General Land Office (GLO).

Cameron County Fee Schedule:

The following fee schedule has been adopted by Cameron County Commissioners' Court and approved by the GLO:

Pass Type	Current	Maximum
Day Use	\$ 5.00	\$ 12.00
30 Day Pass	\$23.00	\$ 25.00
Annual Pass	\$53.00	\$ 100.00
*Military Veterans receive 50% off		

EXPENDITURES:

	Totals YE 2013	Totals YE 2014	Avg
Direct Supervision	\$ 67,915	\$ 67,915	\$ 67,915
Labor	\$ 203,173	\$ 228,749	\$ 215,961
Law Enforcement	\$ 216,937	\$ 278,091	\$ 247,514
Equipment expense	\$ 137,321	\$ 194,610	\$ 165,965
Administrative expense	\$ 21,000	\$ 21,000	\$ 21,000
Miscellaneous supplies	\$ 64,454	\$ 60,575	\$ 62,515
Electricity-YE	\$ 2,102	\$ 2,102	\$ 2,102
Water-YE	\$ 4,254	\$ 4,254	\$ 4,254
Totals	\$ 717,156	\$ 857,296	\$ 787,226
Annual average for side street improvements			\$ 150,000
Beach Renourishment Annual Budget			\$ 650,000
Gulf Blvd & Beach Access improvements average 2012- 2014			\$ 615,000
			\$ 2,202,226

FREE PUBLIC PARKING:

The City currently has a total of 928 parking spaces East of Padre Blvd. of those spaces 409 of them are located on the East side streets and Beach Access Cul-de-sacs. Parking along the unimproved East side streets is currently restricted for safety reasons. As funds become available the City will continue to improve the East side streets to address safety concerns which would then make them available for free public beach parking. Required improvements include for unrestricted on street parking include widening of the street with curb/gutter and a sidewalk. However, with increasing pressure by residents and business owners to improve conditions on Padre Boulevard, side streets improvements occur at a slow pace.

The free public parking available to visitors comprises 69% of the City's total available parking. The table outlines all the City free public parking areas. Additional information is available in the City's Beach Parking System Handbook (Attachment A) date April 2015.

The City recognizes the need to expand parking along Padre Boulevard not only to improve access to the Gulf beach, but also to provide access to local businesses to support the City's Form Based Code. In 2011, the City adopted a zoning ordinance known as Form Based Code. The ordinance provides for an alternative to conventional zoning. It places the focus on the form of development as opposed to use. It promotes mixed-use development pedestrian use of the streets along with transit. With the new code, the City is moving towards the multi-modal use of the streets. The approach will focus on additional

parking structures that will accommodate persons visiting the City, enjoying the local commerce and natural resources.

Location	ADA	Public	Total
Convention Center	8	461	469
Post office	3	80	83
City Hall	5	100	105
Beach Accesses Cul-de-sacs	20	45	65
Improved East Side Streets	0	112	112
Unrestricted area East Side Streets	0	223	223
Contributed by County Parks for Shores Development	0	100	100
			1157

The majority of the free parking located on Padre Boulevard is West of the Boulevard. To local officials and residents Padre Boulevard is the City's Main Street. To State officials, it is often viewed as a highway; hence its designation of Highway 100. However, Highway 100 is the Main Street in Port Isabel and Los Fresnos. On the forefront of City initiatives is the walkability of Padre Boulevard. City officials are working closely with the Texas Department of Transportation to reduce speed limits, construct medians and crosswalks for the entire length of the City. Our goal is to make South Padre Island a walkable city for our residents and visitors and provide ample parking amenities for this population.

Similarly, the City needs to adopt the common approach to beach parking that is used in numerous communities. This common approach is for the driver to drop-off their passengers at a beach access, find a place to park and then walk to meet the passengers on the beach. This same process is used when it is time to leave. Rarely, in populated areas are beach users able to park in front of the beach that they will access without paying a fee for beach parking.

As part of the Beach User Fee program, the City will make three cul-de-sac / beach circles available for free parking. These circles: Harbor Circle (16 spaces and 2 ADA spaces), Surf Circle (19 spaces and 3 ADA spaces), and Aurora Circle (10 spaces and 2 ADA spaces) provide 45 free public spaces and 7 ADA spaces for resident and visitor uses. These three cul-de-sacs are spread out at the .1 mile point of the southmost point of Gulf Boulevard, the .6 mile point, and 2 mile point of the 2.5 mile long Gulf Boulevard. In compliance with Chapter 681 of the Texas Transportation Code persons with disabilities are exempt from the payment of any fees if the vehicle is displaying an appropriate license plate or disabled parking placard. This does not permit parking at a time when or a place where parking is prohibited.

FREE TRANSPORTATION:

The "Wave," the city's free bus system, will be integral to public access to South Padre Island's public beaches. As the city becomes more congested, the city will move to direct parking to large public lots and assist the public in accessing the city through the Wave, bicycle and pedestrian traffic. Presently, the wave runs seven days per week. After going by the off-beach parking areas it goes directly to Gulf Blvd heading south providing access to 23 of the City's 26 beach access points. The route then runs south on Padre, to the location of the multi-modal facility where it provides access to two more beach access points within the City's jurisdiction. After leaving that area the route then goes back passed the off-beach parking area and back to Gulf Blvd. Presently, the Wave operates from 7:00 am until 9:00 pm every day. An illustration and more details on the Waves dedicated beach route can be found in the City's Beach Parking System Handbook (Attachment A) dated April 2015.

BEACH USER FEE PROGRAM:

Fee Schedule:

Daily Max	\$13.00
Seasonal Pass Max	\$50.00

The City proposes to initiate an internet based paid parking system for beach parking on Gulf boulevard in conjunction with a seasonal beach parking permit program. The Beach User Fee will be required for only at certain times on South Padre Island, the City plans on running the program from March 1-September 15 (26 weeks) and will be limited to 8:00AM to 8:00PM. The City will not be requiring a beach user fee during the rest of the year to provide additional free parking to the public during non-peak times. The City will implement a \$6 charge for 6 hours of use if the beachgoer wishes to extend their time an additional \$6 charge will be required. Details on fees and charges are in the below table. In compliance with Chapter 681 of the Texas Transportation Code persons with disabilities are exempt from the payment of any fees if the vehicle is displaying an appropriate license plate or disabled parking placard. This does not permit parking at a time when or a place where parking is prohibited.

	6 Hours	+ 6 Hours
Beachgoer Charge	\$ 6.35	\$ 6.00
Convenience Fee	\$ 0.35	\$ -
Transaction Fee	\$ 0.33	\$ 0.33
City of SPI	\$ 5.67	\$ 5.67

PASSPORT –The Internet pay system¹:

The internet system "Passport," will enable a beach-goer to pay on-line for a six-hour parking pass for any available public parking space located on Gulf Boulevard. Using a smart phone, the driver can log into the system and pay six dollars for six hours of parking in a designated parking space. This system can also be accessed via text with a standard cell phone, or by phone. As the six-hour time limit approaches, the system user will be "pinged" with a notice that their parking time is expiring. The user will have the option to renew their space for an additional six hours, or vacate the spot. Once the "meter" has expired, the police department will be notified that the vehicle parking has expired. The SPI Police officer will need to locate the vehicle on Gulf Boulevard to write a parking citation. Gulf Boulevard will be divided into zones to ease the ability to locate the vehicle. Persons paying cash will be able to purchase two, six-hour passes to allow for twelve hours of beach parking.

Estimated Sales with Pay by Phone:

The estimated revenue to be generated from the seasonal parking program is \$271,440. This estimated revenue is conservatively calculated using only weekend days during the duration of the year when the program would be in use.

The City plans on running the program from March 1- September 15 (26 weeks) and charging between the hours of 8 am to 8 pm. The parking fee is \$6.00 for 6 hours and the city anticipates each spot to be used at least twice a day on Saturday and Sunday during 26-week period.

Visitor would be charged \$6.35 to park their vehicle.

City of South Padre Island would receive total parking fee of \$6.00

City of South Padre Island would pay .33 cents per transaction for credit card processing fee.

Projected Revenue to City of South Padre Island

\$5.67 Per Transaction

*\$10,440 Per Weekend (Saturday - Sunday)

*\$271,440 Annual revenue from Pay By Phone App and cash payments

*Calculations are based on turning each parking space twice per weekend day.

The option to pay in cash will be made available at City Hall during the week and the Visitor's Center and Police Station during weekends. Passport (pay-by-phone) Signage will include information for beachgoers on locations for cash payments.

¹ Additional information on the Passport (pay-by-phone) system is provided at the following link provided by the Passport company and at www.myspi.org provided by the City's IT Director.

SEASON PARKING PASSES:

The City will charge a fee up to \$50.00 per year for a season pass. The up to \$50 fee is similar to Cameron Counties current rate. Passes will be available at City Hall during the week and the Visitor's Center and Police Station during weekends.

Estimated Sales of Seasonal Parking Permits:

The City South Padre Island has an approximate 2,000 permanent residents. The City estimates that only 20% of permanent residents would purchase a seasonal parking pass. Given that the island is a ½ mile wide at its widest the beach is a relatively short walk from all areas on the island. The City also estimates the sale of an additional 400 seasonal passes.

Estimated Seasonal Passes			
Residents	400	\$ 50	\$20,000
Other	400	\$ 50	\$20,000
			<u>\$40,000</u>

NECESSITY FOR BEACH USER FEE:

The fees are necessary to address several serious issues and problems that pose public health and safety risks. These issues continue to occur year after year associated with beach related services and include: (1) the struggle of dealing with the excessive, unsightly and unsanitary accumulation of trash on the beaches; (2) ability to provide a safe and adequate parking in the limited space adjacent to the beach along Gulf Boulevard; (3) and the necessity to bring all identified beach access points to a usable condition and have funds to maintain them on an annual basis.

As a result, City of South Padre Island has implemented several abatement initiatives that are consistent with TAC §15.8 such as:

- a. Creating a beach maintenance crew that is strictly to address the litter problem, maintain the trash receptacles, maintain the beach accesses, and the dune walkovers;
- b. Hiring a Coastal Resources Manager whose job is to oversee beach maintenance activities and provide information the City Council when making decisions that impact the beach;
- c. Creating a seasonal beach patrol that patrols the beaches for swimmers in distress and provides basic first aid when needed.

USER FEES SUPPORT ENHANCED MANAGEMENT PRACTICES:

The City of South Padre Island continues to maintain adequate and safe beach access for the public which are subsidized through the collection of HOT. The addition of a Beach User Fees collected will support expenditures associated with both long-term and short-term enhanced beach management practices such as:

Short-Term:

- a. Seasonal staffing to support the influx of visitors during peak times including law enforcement, life guards, code enforcement, and maintenance workers.
- b. Expanded beach cleaning activities:
 - Increase the hand collection of litter.
 - Purchase beach equipment that lessens the maintenance activities impacts to the beach/dune system.
 - Create a beach recycling program.
 - Create educational signage for the public related to beach maintenance.
- c. Beach access and Walk-over preventive maintenance:
 - For improvement and general maintenance of designated beach access points. By installing parking, rinse stations, drinking water, and walkovers.
 - The City will use funds to rehabilitate older beach access walkover that are in need of repair.

Long-Term:

- a. Enhance safety along Gulf Boulevard with improved and designated parking along Gulf Boulevard with appropriate signage along with pedestrian pathways. (Two to five years depending on Beach User Fee revenue and grant availability.)
- b. Purchase of vacant lots adjacent to the public beach to provide additional parking areas for the public. (Proposed purchase of multiple-lots in three locations for up-to 60 spaces per combined lots at a projected cost of \$600,000: \$450,000 for land; \$150,000 for improvements. Two to eight years depending on Beach User Fee revenue and grant availability.)
- c. Construction funds available for future parking structures adjacent to the beach. (Three to five years depending on Beach User Fee revenue and grant availability.)
- d. Develop a trolley system that would enhance accessibility to the beach through the utilization of the remote off-beach parking areas for present and future demands. (Five or more years depending on Beach User Fee revenue and grant availability.)
- e. The City currently only has two public restrooms on Gulf Blvd. Improved public sanitation by provision of port-a-potties or other mobile restrooms along the beach or access points located in the City. Given our seasonal nature of demands for public sanitation mobile restrooms are the most adaptable for our fluctuating demands. (One to three years depending on HOT revenue and grant availability.)
- f. Beach access enhancements:

- The City currently has four beach accesses on Gulf Boulevard that are completely undeveloped if they were improved there would be an approximate increase of 85 parking spaces in those cul-de-sacs. Another three beach accesses are partially developed and would increase parking by approximately 40 spaces if improved within the next one to three years.

CITATION OF ALL LEGAL AUTHORITY:

LEGAL AUTHORITY AUTHORIZING COLLECTION OF FEES:

Section 63.053(b) of the Texas Natural Resource Code allows governing body of a municipality to charge reasonable fees that do not exceed the cost for the provision and maintenance of public beach related facilities and services necessary to implement such plans, including but not limited to parking, public health and safety, environmental protection and matters contained in the certified beach access plans, and that do not unfairly limit access to and use of such beaches. Title 31, Texas Administrative Code, Rule 15.8 sets forth requirements to be met for Beach User Fees.

BEACH ACCESS CHARGE AUTHORIZATION:

The City is authorized to charge a beach user a fee in exchange for providing services to beach users in general. A beach user fee may only imposed if the fee is reasonable, taking into account the cost to the local government of providing public services and facilities directly related to the public beach. A reasonable fee is one that recovers the cost of providing and maintaining beach-related services. In addition, any fee collected for off-beach parking to provide access to and from the public beach is considered a beach user fee.

AUTHORIZATION SCHEDULE:

In order to establish and a maintain quality beach-related services and facilities for the preservations and enhancement of access to and from the beach and safe and healthy use of beaches by the public, the following fee schedule is proposed for adoption by the City Council:

- Up to \$13.00 fee for daily use
 - Visitor would be charged \$6.35 to park their vehicle.
 - Parking Fee: \$6.00 for 6 hrs.
 - Convenience Fee: .35 cents
- Up to \$50.00 fee for a seasonal pass
 - The season will be from March 1st - September 15th and only required for the spaces that are adjacent to the beach. (Gulf Boulevard R.O.W. and beach access cul-de-sacs, with the exception of all ADA parking spaces and regular parking spaces available at Harbor Circle, Surf Circle and Aurora Circle that will be available as free parking)

- 50% of the proposed generated revenue would be used to either purchase or lease land and improvements for use for beach related public parking east of Padre Boulevard. Proposed purchase of multiple-lots in three locations for up-to 60 spaces per combined lots at a projected cost of \$600,000: \$450,000 for land; \$150,000 for improvements. Two to eight years depending on Beach User Fee revenue and grant availability.

STATE STANDARDS CONSISTENCY:

PROPOSED FEE IS CONSISTENT WITH STATE STANDARDS:

The beach user fee cannot exceed the necessary and actual cost of providing reasonable beach-related public facilities and services, unfairly limit public use to and from public beaches in any manner, is not inconsistent with Title 31, Texas Administrative Code, Rule §15.8 or the Open Beaches Act; or discriminates on the basis of residence.

The City fee will only apply to parking spaces adjacent to the public beach this includes east and west sides of Gulf Boulevard, and beach access cul-de-sacs identified. All other parking areas west of Gulf Blvd will remain free to the public to use in addition to the 65 spaces identified as free parking previously in the plan. The off-beach parking areas will be serviced by a dedicated beach route that will run 365 days a year from 7 am – 9pm.

The beach user fee will not exceed the necessary and actual cost of providing reasonable beach related public facilities and services. The Beach User Fee will not unfairly limit public use to and from the public beaches. The beach user fee does not discriminate on the basis of residence and is consistent with Title 31, Texas Administrative Code, Rule §15.8 and the Open Beaches Act.

USE OF BEACH USER FEE REVENUES:

Revenues generated from beach user fees shall be used only for beach-related services. In accordance with TAC §15.2(11), "beach-related services" means reasonable and necessary services and facilities directly related to the public beach which are provided to the public to ensure safe use of and access to and from the public beach, such as vehicular controls, management, and parking (including acquisition and maintenance of off-beach parking and access ways); sanitation and litter control; lifeguarding and lifesaving; beach maintenance; law enforcement; beach nourishment projects; beach/dune system education; beach/dune protection and restoration projects; providing public facilities such as restrooms, showers, lockers, equipment rentals, and picnic areas; recreational and refreshment facilities; liability insurance; and staff and personnel necessary to provide beach-related services including, but not limited to, reasonable administrative costs and accounting directly attributable to beach related services as limited by TAC §15.8(f). Beach-related services and facilities shall serve only those areas on or immediately adjacent to the public beach. The City recognizes that enforcement of the program does not qualify as a beach user fee expense.

RECIPROCITY:

The City and Cameron County have entered into an interlocal agreement (No. 2013C04165). Each party will recognize its own Beach Parking Permit system and be responsible for enforcement within their respective jurisdictions. Neither will be required to acknowledge or accept the other's permit within their jurisdictional limits.

SIGNAGE:

The City shall assure that all free and user fee based access for parking and payment locations are clearly identified with signs at all access areas including the off-beach parking areas. Signage will be posted in Spanish and English.

REPORTING ADMINISTRATIVE COST AND ACCOUNTING:

The following methods shall be used for administering and reporting beach user fee accounting:

- a. The City will submit quarterly reports of the revenues and expenditures from Beach User Fee accounts within 60-61 days after the end of the quarter.
 - January 31
 - April 30
 - July 31
 - October 31
- a. No more than 10% of beach user fee revenues shall be expended in one fiscal year on reasonable administrative costs related to beach related services. Administrative Costs are restricted to the direct costs of providing support for beach services such as supervisors who are directly involved in providing services, then his or her time is eligible, further, accounting, record keeping, personnel services, legal services, insurance and organizational management is eligible.
- b. Revenue/Expenditure Accounting. The City will establish a separate "fund" in the City's budget for all expense of revenue activities occurring on City beaches. Revenues will be maintained and accounted for separately and not commingled with any other funds so that fee collections may be directly traced to expenditures on beach related services.
- c. Beach user fee revenues shall be maintained and documented individually for each beach user fee and account balances and expenditures shall be documented according to general accepted accounting principles.
- d. Annual operating and capital budgets will be established based on anticipated revenues and any excess revenues at year-end will be credited to the following year's operating and capital budgets.

**CITY OF SOUTH PADRE ISLAND
SHORELINE TASK FORCE
AGENDA REQUEST FORM**

MEETING DATE: May 11, 2015

NAME & TITLE: Reuben Trevino, Coastal Resources & Parks Administrator

DEPARTMENT: Coastal Resources and Parks Administration

ITEM

Discussion and possible action on identifying the source of the petrochemical pollutant discharging in to the bay at the west end of Corral Street. (Trevino)

ITEM BACKGROUND

BUDGET/FINANCIAL SUMMARY

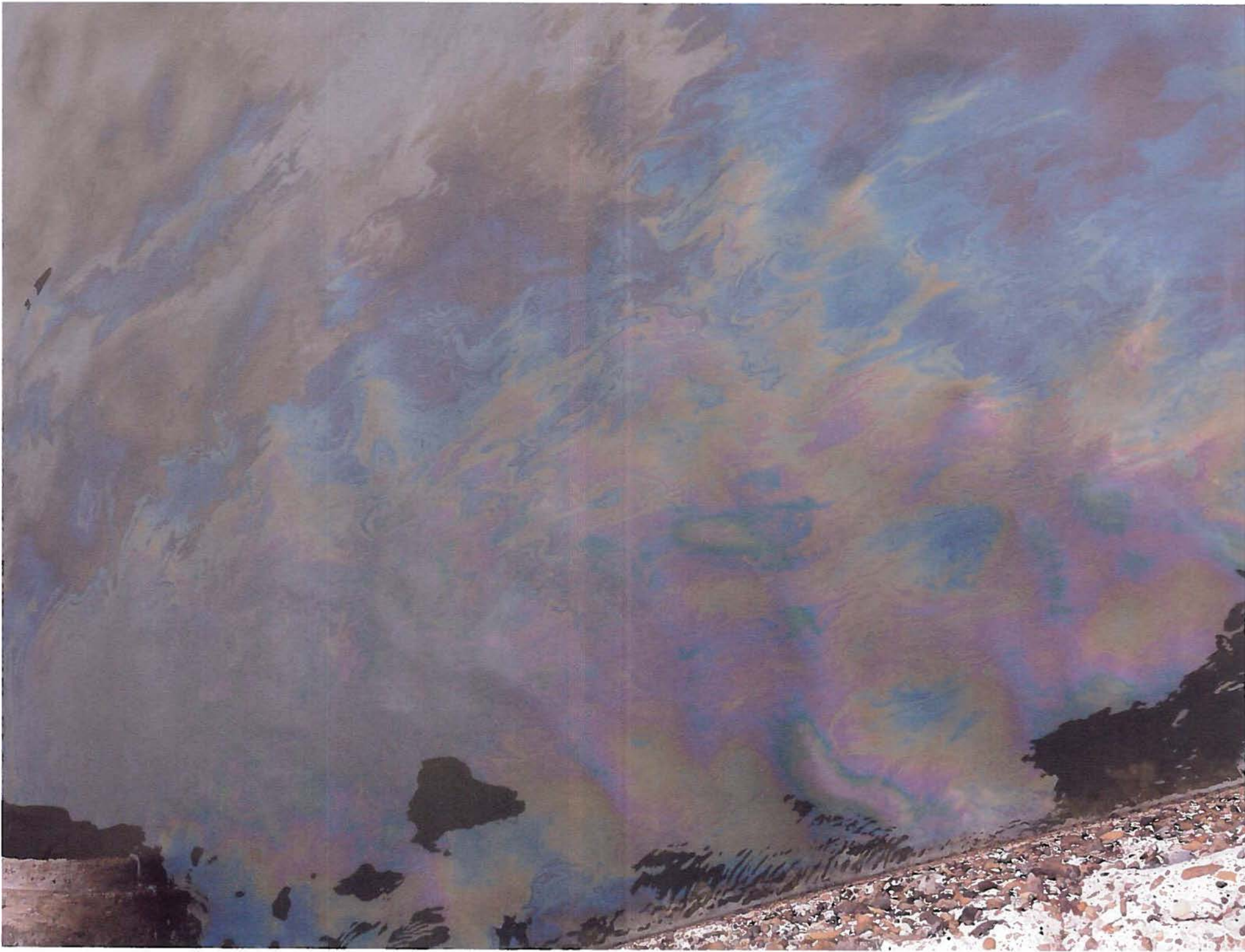
COMPREHENSIVE PLAN GOAL

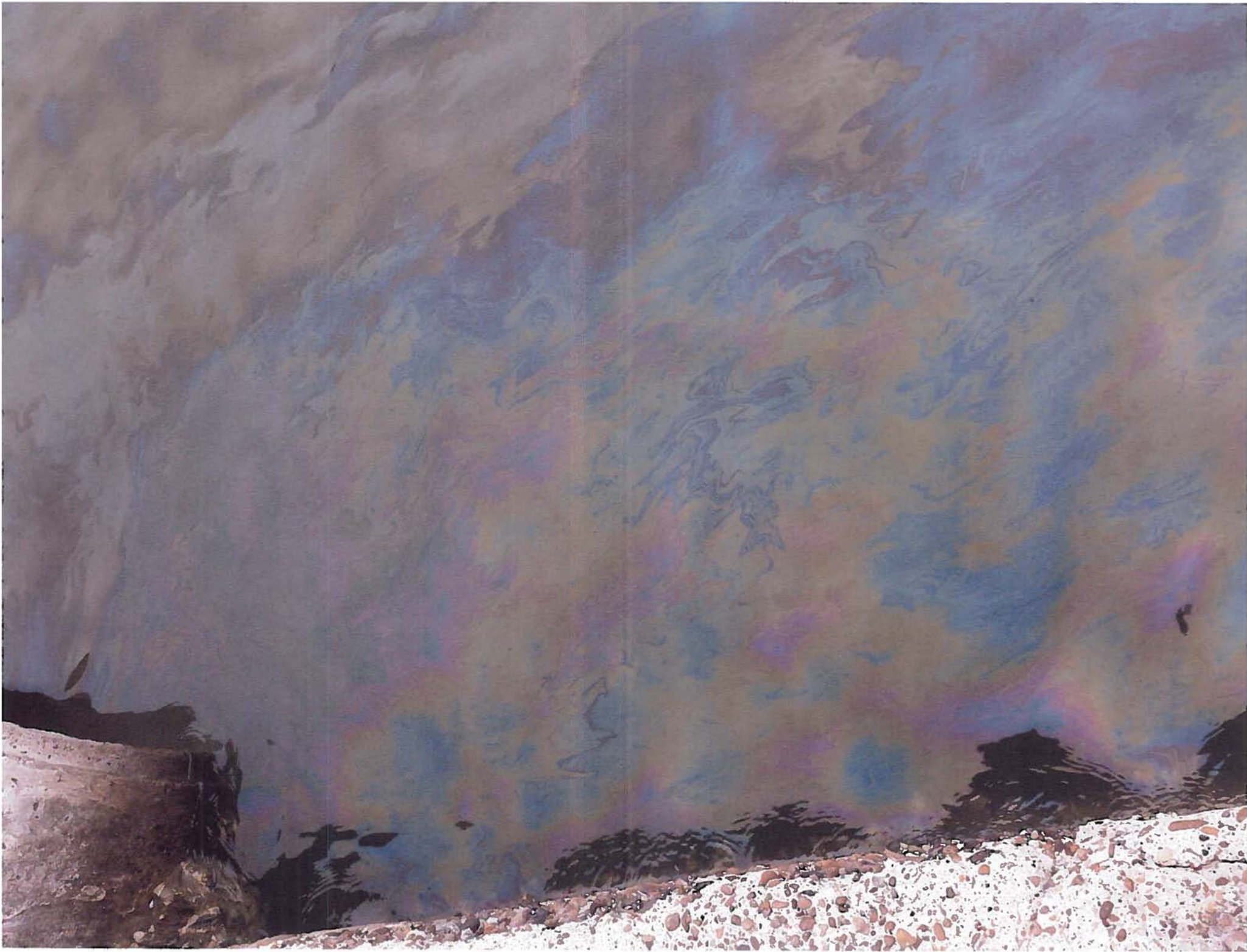
LEGAL REVIEW

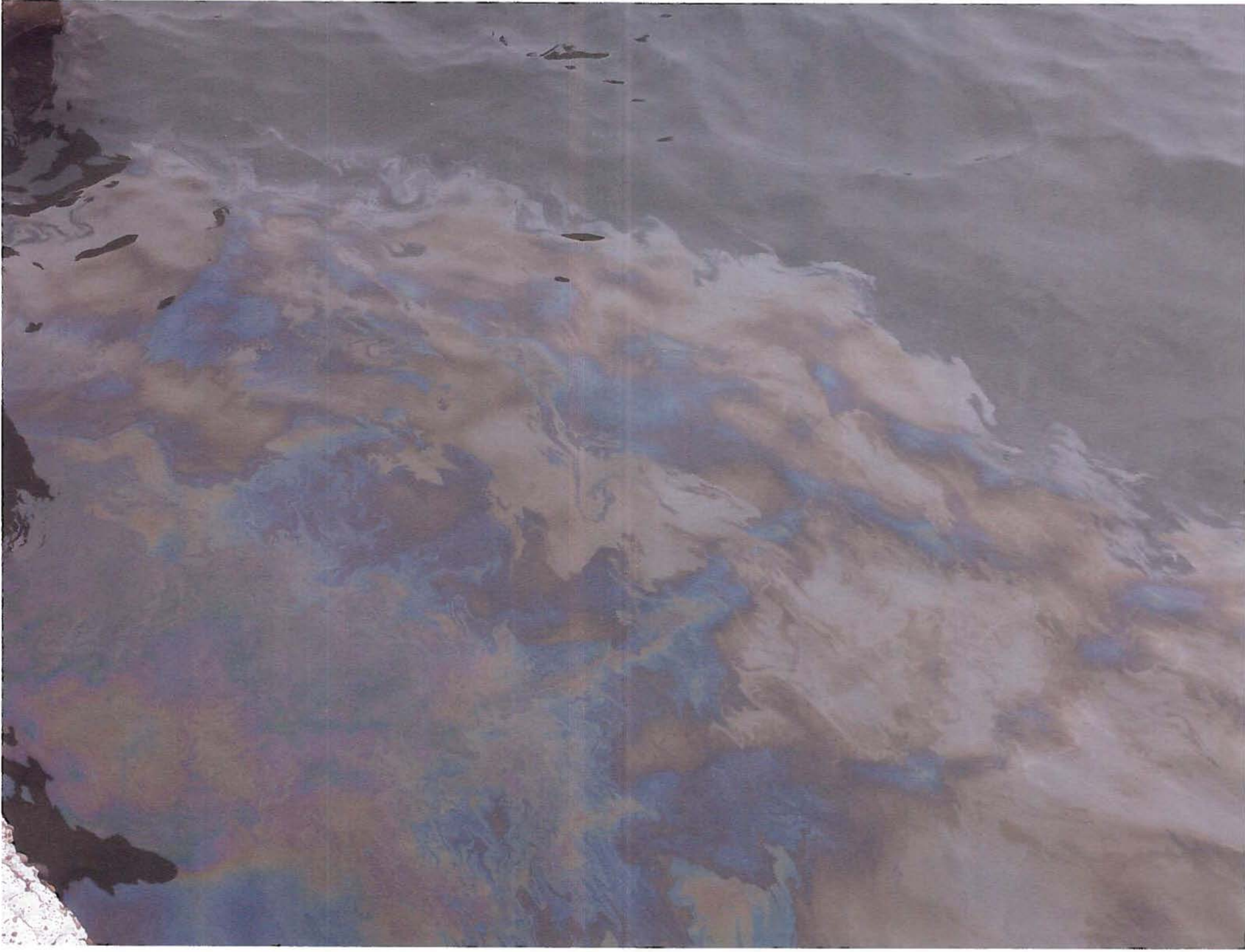
Sent to Legal: YES: _____ NO: _____
Approved by Legal: YES: _____ NO: _____

Comments:

RECOMMENDATIONS/COMMENTS







**CITY OF SOUTH PADRE ISLAND
SHORELINE TASK FORCE
AGENDA REQUEST FORM**

MEETING DATE: May 11, 2015

NAME & TITLE: Reuben Trevino, Coastal Resources & Parks Administrator

DEPARTMENT: Coastal Resources and Parks Administration

ITEM

Discussion regarding Shoreline Task Force members attending the upcoming Water Quality and Management Planning Conference. (Trevino)

ITEM BACKGROUND

BUDGET/FINANCIAL SUMMARY

COMPREHENSIVE PLAN GOAL

LEGAL REVIEW

Sent to Legal: YES: _____ NO: _____
Approved by Legal: YES: _____ NO: _____

Comments:

RECOMMENDATIONS/COMMENTS

17th Annual Lower Rio Grande Valley Water Quality Management & Planning Conference Registration Form



May 19–23, 2015 La Isla Grand Resort Hotel, South Padre Island, TX

Early Registration Deadline is April 13, 2015 (extended)

Although late registration is an option, registration before April 18, 2015 helps the conference committee ensure that adequate seating and food are available.

1. Registration Information:

First Name: _____ Initial: _____ Last Name: _____
Email Address: _____ Work Phone: _____
Institution: _____
Department/Mail Stop Code: _____
Street: _____
City: _____ State: _____ Zip Code: _____

2. Registration Fee: Please provide payment via mail by April 18, 2015 to avoid late registration fees.

Cancellation Policy: Refunds must be requested in writing and the request must be received by TAMU-K no later than ten (10) calendar days prior to the event.

- | | |
|--|--|
| <input type="checkbox"/> Task Force Representative (\$125) | <input type="checkbox"/> Regular Registration (\$395) ON or BEFORE April 18, 2015 |
| <input type="checkbox"/> Coastal Task Force Representative (\$125) | <input type="checkbox"/> Late Registration (\$495) AFTER April 18, 2015 |
| <input type="checkbox"/> Staff from Task Force Member (\$195) | <input type="checkbox"/> University Student (\$75) Copy of School ID Required |
| <input type="checkbox"/> ASCE Member (\$295) ID# _____ | <input type="checkbox"/> Invited Speaker (No Fee) |
| <input type="checkbox"/> TPWA Member (\$295) ID# _____ | <input type="checkbox"/> University Student Volunteer (No Fee) |
| <input type="checkbox"/> VBOA Member (\$295) ID# _____ | <input type="checkbox"/> Early Bird Workshop – Task Force <input type="checkbox"/> LID (\$95) <input type="checkbox"/> TFMA (\$50) |
| <input type="checkbox"/> Early Registration (\$250) | |
| <input type="checkbox"/> Early Bird Workshop (\$225) Low Impact Development Bioretention Design and Inspection (CEU's available) | |
| <input type="checkbox"/> Early Bird Workshop (\$75) TFMA Course (TBA) (CEU's available) | |
| <input type="checkbox"/> Sponsor/Exhibitor (No Fee) – Enter number of attendees _____ (a form for each attendee is needed) | |

Conference Fees Include:

Conference Attendance: Wednesday, Thursday & Friday
Breakfast: Wednesday, Thursday & Friday
Lunches: Wednesday & Thursday
Dinner: Wednesday, Thursday (h'orderves at Quarterdeck Bar)

3. Transportation and Hotel Arrangements:

Attendees are responsible for their own transportation and room arrangements. A discounted hotel rate of **\$88.00** for a single room is available at the La ISLA Grand Resort, phone number (800) 292-7704, when reservations are made before **April 27, 2015 (extended)**. Please reference **155RGSTORM** for the discounted rate. <http://islagrand.com/>

4. Submission of Registration Form:

- Email: Denise.Hinojosa@tamuk.edu
- Pay: https://moneyconnect.tamuk.edu/C20209_ustores/web/store_main.jsp?STOREID=122
- Fax: (361) 593-2069
- Mail: 700 University Blvd, MSC 213, Kingsville, Texas 78363

If you have any questions, please contact one of the following conference representatives:

Denise Hinojosa
(361) 593-3046

Denise.Hinojosa@tamuk.edu

Javier Guerrero
(956) 929-7189

kuig2004@tamuk.edu

<http://stormwater.tamuk.edu>

**CITY OF SOUTH PADRE ISLAND
SHORELINE TASK FORCE
AGENDA REQUEST FORM**

MEETING DATE: May 11, 2015

NAME & TITLE: Reuben Trevino, Coastal Resources & Parks Administrator

DEPARTMENT: Coastal Resources and Parks Administration

ITEM

Discussion and update on beach access maintenance and improvement projects. (Trevino)

ITEM BACKGROUND

BUDGET/FINANCIAL SUMMARY

COMPREHENSIVE PLAN GOAL

LEGAL REVIEW

Sent to Legal: YES: _____ NO: _____
Approved by Legal: YES: _____ NO: _____

Comments:

RECOMMENDATIONS/COMMENTS