



Padre Island Seawall Vehicle Restrictions



Council Presentation
July 22, 2014



2008 Ballot Language



Proposition #8 – Seawall Beach Access & Safety

- “Shall the City Council of the City of Corpus Christi be authorized to restrict vehicular access to and on the Gulf Beach seaward of portions of the concrete Padre Island Seawall where the width of the beach between the toe of the seawall and the mean high tide is less than 150 feet”
- Proposition Passed – thus City Council is “authorized” to restrict vehicle access in front of the Padre Island Seawall when the beach is less than 150 feet.



2010 Ordinance Language



Approved by City Council on February 9, 2010
to amend Section 10-73

“The City Manager shall establish as a vehicle-restricted area those portions of the Gulf Beach seaward of the concrete segment of the Gulf Beach seawall when the beach between the toe of the seawall and the mean high tide line is less than 150 feet in width”



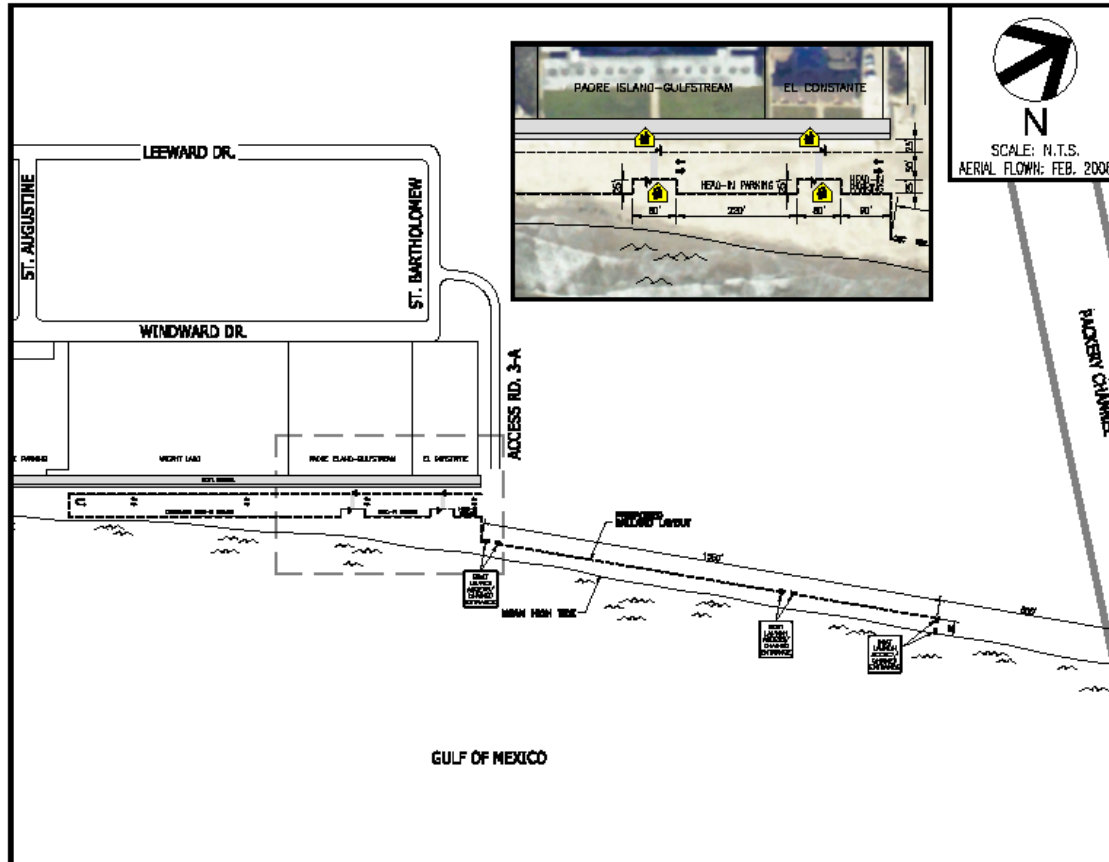
2010 Ordinance Language



- The City Manager shall establish a pedestrian safe area on those portions of the Gulf Beach between the north end of the concrete Padre Island seawall and the south jetty of Packery Channel.
- The ordinance provides a description of where bollards would be placed
- Was not part of the 2008 Voter Referendum
- Contingent upon approval by the GLO



2010 Ordinance – Bollard Plan





GLO Approval



- Letter submitted to the Texas General Land Office on March 2, 2010
 - Plan approved and printed in the Texas Register on December 17, 2010
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Funding



- No funding was included in the 2008 Bond Proposition Referendum.
- After 2008 Proposition, 2010 Ordinance approval & 2010 GLO approval an economic downturn occurred & budgets were drastically reduced.
- Presentation was made to the Island Strategic Action Committee in reference to using Packery Channel TIRZ Funding in early 2011 – not recommended by ISAC in the TIRZ budget. Additionally, ISAC recommended against doing the Bollard Plan in the 2010 Ordinance.
- Estimated cost was approximately \$100,000



Other Considerations



Operations and maintenance challenges with 2010 plan approved by ordinance

- Moving sand more difficult – large number of bollards in the way
- Removing sargassum much more difficult with the large number of bollards in the way
- Requires maintaining two driving lanes on sand that is not conducive to driving lanes – soft/fluffy, generally a higher elevation of sand than near the water
- Amending Army Corps of Engineers Permit to allow movement of sand toward the water – can only move sand 1,000 by current permit
- Vandalism of bollards and replacement
- Additional equipment and staffing required to maintain area



Other Considerations



- ADA implications
 - 2010 Bollard Plan is ADA Compliant from Seawall and vehicles
 - Closing the beach south of Windward Parking lot will create non-compliance for ADA
- Bollards go beyond the Seawall and almost to Packery Channel Jetty
 - Beach width in excess of 300 feet in that area
 - Intent was safety in front of the Seawall – this is well north of the Seawall



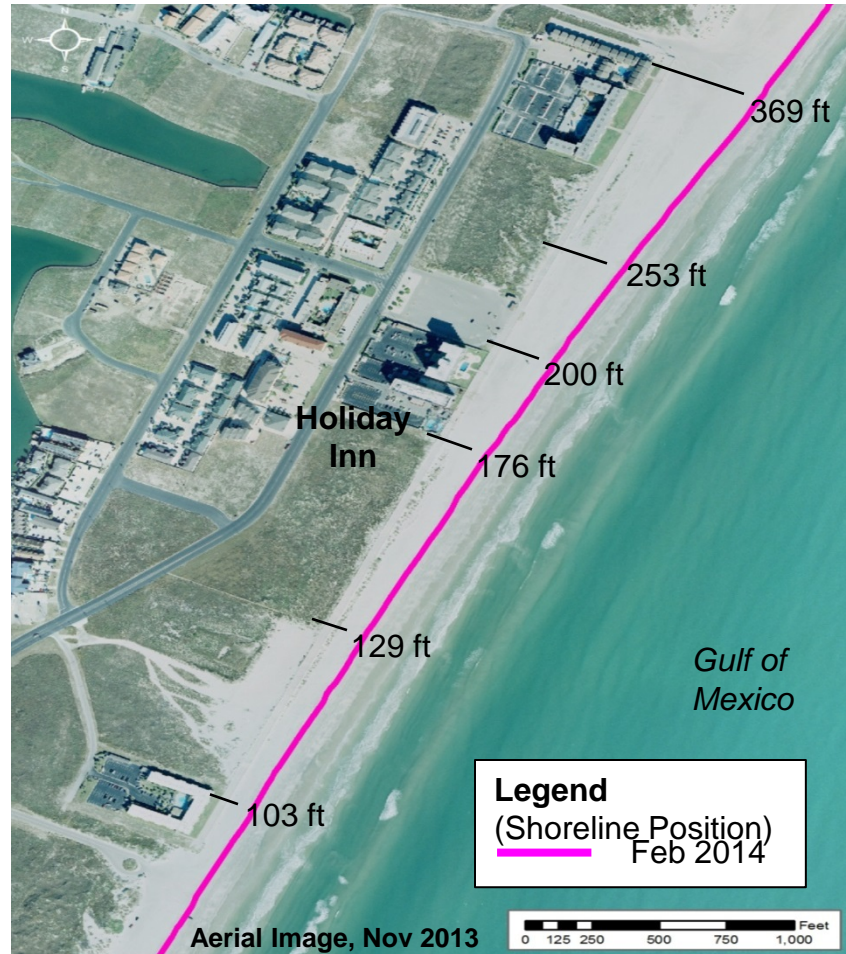
Other Considerations



Gulf Beach profile consistently changes

- Historical changes to beach profile – drifting sand
- Changes in mean high tide line
- Dredging and beach nourishment
- Variability of Beach Width

Shoreline Position and Associated Beach Width Feb 2014





Beach Width Variability

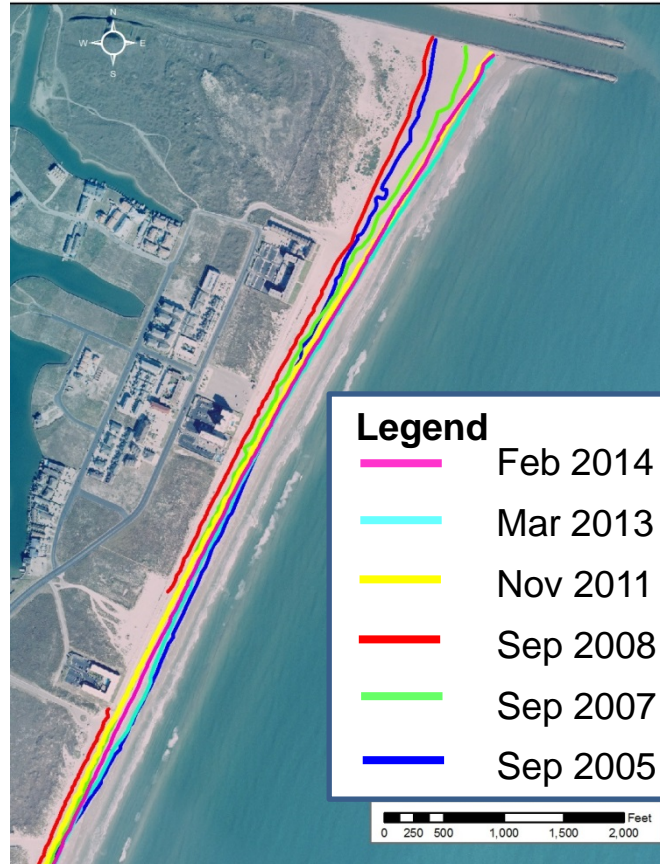


Variability in Beach Width: North Padre Island Seawall

Station	Feb 2014 1-Yr Post- Nourishment	March 2013 Post- Nourishment	Nov 2011 Pre- Nourishment	Sep 2008 Post- Ike	Sep 2007 1-Yr Post- Nourishment	Jul 2005 Mid- Construction (Maximum Width)
10+00	103	187	45	0	50	196
20+00	129	141	83	19	79	184
30+00 Holiday Inn	176	191	139	46	117	205
35+00	200	223	175	70	138	200
40+00	253	271	216	92	150	188
50+00	369	383	353	171	252	208



Beach Width Variability





March 2014





Next Steps – Option A



Implement currently approved plan/ordinance

- Requires a vote of citizens to change designated beach depth (from 150' to some other number & allow restrictions north of the Seawall)
- Requires funding for bollard plan (one-time cost of approx. \$100,000 = \$62.50 per bollard)
- Requires annual funding to relocate bollards as needed each year as the beach profile moves
- Requires increased funding for maintenance (\$386,000)



Next Steps – Option B



Line of bollards perpendicular to the seawall and water at south end of the Seawall and at the North end of the Seawall – essentially restrict traffic the entire length of the Seawall

- Less expensive and more operations and maintenance friendly – do within existing budget
 - Movable and repairable without significant costs
 - More ADA friendly
 - Requires vote of citizens and GLO approval
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Next Steps – Option C



Line of bollards perpendicular to the seawall and water at south end of the seawall & north end of the Windward Parking Lot

- Less expensive – do within existing budget
 - More operations and maintenance friendly
 - Movable and repairable without significant costs
 - Complies with ADA requirements
 - Requires vote of citizens and GLO approval
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Next Steps – Option D



Line of bollards perpendicular to the seawall & water at south end of the seawall and at 150' beach width point – approx. halfway between Holiday Inn and Island House

- Less expensive – do within existing budget
- More operations and maintenance friendly
- Movable and repairable without significant costs
- Non-Compliant with ADA requirements
- Requires GLO approval and cost of building a parking lot and ADA Ramp from the Seawall



Next Steps – Option E



Do not restrict driving at all in front of the Seawall

- Revise/rescind current 2010 Ordinance
- Keeps beach access as it currently exists
- Allow driving north and south bound the full length of the Padre Island Seawall