



City of Corpus Christi

1201 Leopard Street
Corpus Christi, TX 78401
corpuschristitx.gov

Meeting Minutes - Draft

Island Strategic Action Committee

Tuesday, June 9, 2026

5:30 PM City Hall 1201 Leopard St. 6th Floor Conference Room

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A. Call To Order

City staff called the meeting to order at 5:32pm

B. Roll Call

Present: 9 - Cheryl Segrest, Terry A. Palmer, Marvin Jones, William Hibbs, R. Bryan Gulley, Lauren Harris, Sandy Graves, Natalia Muse, and Terry Brown

Absent: 5 - Meagan Furey, Roy Coons, Robert Pruski, Craig Thompson, and Kamran Zarghouni

C. Public Comment

None

D. Approval of Minutes and Action on Absences

This was passed.

1. [26-0912](#) Island Strategic Action Committee Minutes for April 8, 2026 Meeting

Attachments: [ISAC Meeting Minutes 4.8.26 DRAFT](#)

F. Ongoing Business

2. **22-0397** Ex-Officio Member Updates: Parks & Recreation Advisory Committee, Nueces County, and Visit Corpus Christi

Parks & Recreation Advisory Committee (Jay Gardner)

PRAC meets tomorrow, working on a resolution for the appointment process for boards and committees, concerns about missing representation from different districts, want the city code updated to allow for recommendations from the board for appointments

ISAC expressed interest in a similar resolution, city staff to look into and add to the July agenda.

Nueces County (Bryan Gulley)

Boardwalk in Packery Channel Park is coming along and should be complete by September, planting a ton of trees, irrigating with a well they dug, building a fishing pier on the west end of the park, living shoreline structure in already, Briscoe King Pavilion is bid out to BarComm for around \$8M with \$400k contingency. County looking to use contingency funds for a parking lot. RV park is expanding and should be much bigger, has also been sent out to bid, restaurant on the pier should be complete by September.

3. 24-0896 Beach Updates provided by Darren Gurley, Gulf Beaches and Natural Resources Superintendent, Parks & Recreation Department

Memorial Day went ok, lots of beach parking permits sold, rained out a few days, beaches have been underwater with the high tides for the last month and a half, lots of sargassum coming in but high tide should take it all back out, lifeguards are fully staffed, some will be contracted out with Nueces County to help with Bob Hall Pier.

ISAC - Questions about lifeguard hours, late beach visitors, etc.

Staff - would need additional funding to extend lifeguard hours, have run multiple studies showing that we are fully staffed at peak times, lifeguards leave the stands around 5:30-6:00pm but the mobile unit (lifeguard truck) stays out until 8:00pm.

ISAC - question about any push back for increased beach parking permit costs

Staff - not as of right now, have not been increased in over 20 years, reminder that increased permit fees will take effect January 1, 2027.

4. 24-0897 Parks Updates provided by Sergio Gonzalez, Assistant Director, Parks and Recreation Department

- Billish Park Skatepark - 60% design, will be moving to 90% quickly, lighting has been cut from design due to concerns raised recently, do not want to infringe on the neighborhood, still within budget

- Commodores Park - coming along quickly, pouring trail and courts currently, sport lighting included with the courts, not the larger/brighter lights, smaller lighting to be mindful of residential area

- TPWD Grant - Received a grant for ADA Access to Packery Channel boat ramp, total project cost with city match around \$330k, will be approaching in phases, need a habitat assessment review with TPWD that can take a few weeks to a few months to complete, will include improvements to the ramp and the restrooms.

- ADA Access to South Packery Channel Jetty - Packery Channel was one project so the

access on the north side makes it ADA compliant, access to the south side would be an additional project requiring additional funding that we do not currently have, mobi mats are for water access so the ones previously in place did not accomplish any ADA accessibility, to be compliant would require a parking lot, switchbacks, etc. Could be a very large and expensive project. Would also have to go through the GLO.

5. **25-0150** Island Area Development Plan (ADP) Subcommittee Updates provided by Craig Thompson, Island ADP Subcommittee Chair

No meeting has taken place since the last one.

6. [26-0365](#) FY27 Budget Resolution Initial Discussion

ADP Subcommittee did not meet, staff to collect highest priorities via email from ISAC and send them out prior to the next ADP Subcommittee meeting. Budget items must be finalized at the July meeting.

Current FY27 Budget Priorities as identified at the April 8, 2026 Meeting include:

- Encantada Box Culverts
- Roadway Improvements/Island Mobility Plan Implementation
- Visitors Center/QR Codes for Visitors
- Welcome Sign
- ADA Accessibility for South Packery Channel Jetty

H. Presentation Items

7. [26-0911](#) Island Water Flow Study Presentation

See presentation for more details.

- City Staff - decisions will be based on the data from the study, the city prefers not to invest too much money into the existing culverts based on the data and would rather upgrade to option 4 and replace the current 2-36" pipes to a 6'x6' reinforced box culvert. Would like to have something that allows more of an air draft to help remove debris that tend to accumulate in the canals.

- Bill Hibbs - questions about the PIPOA completing the dredging, will they do it?

- City Staff - yes, they have to as they hold the permit and have committed to doing so multiple times in recent meetings.

- Terry Brown - provided overview of recent meetings with city staff, concern about the city not doing anything to address the downsides of the flow rates, confirms that the PIPOA is willing to dredge as long as the city commits to swapping out the culverts but they will not dredge if there isn't an interim measure put in place

- City Staff - the city is looking at temporary measures such as a collapsible water dam (a

tube that can be filled with water to slow water velocity) that Public Works could deploy when needed, would provide the same function as the sand dam to slow the velocity but not block it, could keep it in the Parks building on the island. Staff are also searching for funding options for the upgraded culverts (around \$1M) and the city is interested in paying for the culverts. The ultimate decision will come from City Council and/or any boards we need approval from based on the funding source. Staff is already engaging with a few companies that sell the temporary dams. Staff also looking at water monitoring devices for certain pinch points in the canal system.

I. Future Agenda Items

FY27 Budget Priorities

TIRZ #2 Update

Board Nomination Resolution to City Council

J. Adjournment

Meeting adjourned at 6:45pm



Island Strategic Action Committee (ISAC)

June 9, 2026

Agenda

- Ex-Officio Updates
 - Parks & Recreation Advisory Committee
 - Nueces County
 - Water, Shore, & Beach Advisory Committee
- Parks Updates
- Beaches Updates
- Island ADP Subcommittee Update
- FY27 Budget Resolution
- Island Water Flow Study Presentation



North Padre Island

Encantada Culvert & Packery Channel Connection Hydrodynamic Modeling Report



Jeff Coym, P.E.
LJA Engineering, Inc.
Firm F-1386

Dr. Christopher Reed
MHHW Consulting, LLC

LJA
LJA Engineering, Inc.

Introduction and Background

- **Objectives of this study**

- Analyze effects of water circulation, water quality, flow velocities and flow volumes in adjacent canals for the following conditions:
 - Various size culverts at Encantada crossing
 - Various size widths for the connection from Lake Padre to Packery Channel
 - Analysis with and without the existing sand dam east of Don Patricio Bridge
- Analyze relative benefits and project costs of various alternatives

- **Background & History**

- Past Water Quality Studies and Monitoring
- Recent Infrastructure Projects to Improve Circulation
- Installation of Sand Dam

VICINITY MAP



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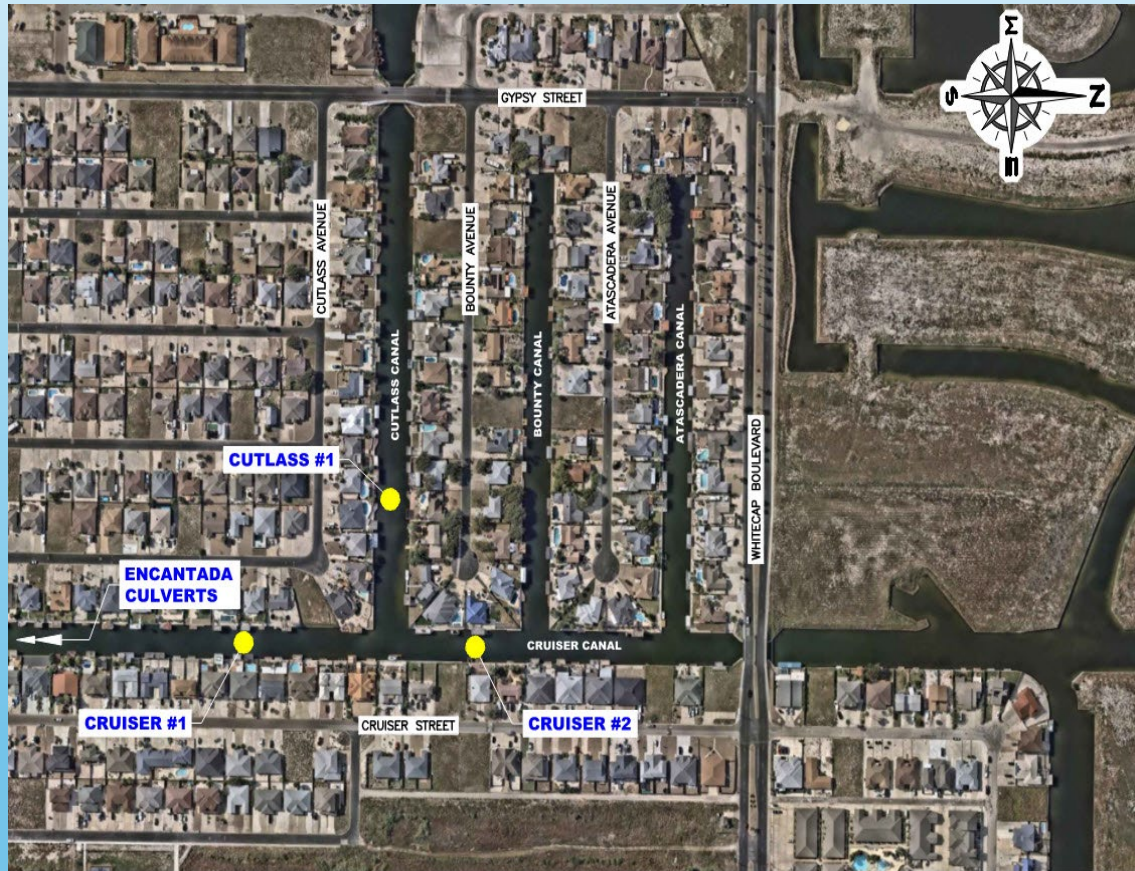
Model Updates and Simulations

- **Previously Prepared Model Updates and Calibration**
 - Revised to reflect current geometry
 - Calibrated to reflect real flow velocity data
- **Two Model Flow Scenarios**
 - Peak Storm Velocities (utilized flow data from Hurricane Harvey)
 - Peak Daily Tidal Velocities (utilized real flow data from Spring tide)
- **Two Model Simulations**
 - Without the sand dam
 - With the sand dam
- **Data Documented at the Following Locations:**
 - Restriction points (Whitecap Bridge, Gypsy Bridge, Commodores Bridge, Don Patricio Bridge, Encantada Culverts)
 - Full Canal Width Locations (Cutlass Canal, Cruiser Canal, Commodores Canal)

Data Observation Locations (restricted locations)



Data Observation Locations (full width locations)



Encantada Culverts

- **Culvert Configurations Modeled**

- Existing Conditions: 2-36" RCP Culverts (with sand dam in canal)
- Existing Conditions: 2-36" RCP Culverts (without sand dam in canal)
- 1-9'x9' RCB Culvert
- 1-6'x6' RCB Culvert
- 1-12'x6' RCB Culvert (12' wide, 6' high)
- 2-12'x6' RCB Culverts (12' wide, 6' high)

- **All Modeled Configurations Assumed the Following:**

- Dredging of Existing Canal adjacent to Encantada
- 1' Air Draft During Mean Sea Level (with exception of existing 36" culverts)
- 170' Opening width at Lake Padre to Packery Channel connection
- Sand Dam Removed

Lake Padre to Packery Channel Connection

- **Connection Widths Modeled**

- 50' Width (previous width when sea gate structure was present)
- 85' Width (previously permitted width of expansion)
- 170' Width (current permitted and existing width)

- **Simulations Modeled:**

- Peak Storm Flow Velocities
- Peak Daily Tidal Flow Velocities

Sand Dam

- **Conditions Modeled**

- Sand dam in place
- Sand dam removed
- Commodores Bridge canal opened in both scenarios

- **Simulations Modeled:**

- Peak Storm Flow Velocities
- Peak Daily Tidal Flow Velocities

- **Sand Dam Characteristics:**

- Impairs canal flow and marine navigation
- Provides level of protection against scour
- Negates key benefits of Don Patricio Bridge
- Unlikely to survive significant storm event

Summary and Analysis

- **Encantada Culverts**

- The larger the culvert opening at Encantada:
 - Higher flow volume to the south
 - Lower Velocity in Cutlass Canal
 - Higher Velocity in Cruiser Canal
- Existing 2-36" RCPs when dredged has similar flow volume as 1-6'x6' RCB

- **Packery Channel Connection**

- Reducing width from 170' to 50'
 - Reduces velocities 14% for Peak Storm and 12% for Peak Daily Tidal
- Reducing width from 170' to 85'
 - Reduces velocities 5% for Peak Storm and 3% for Peak Daily Tidal
- Reducing connection width to 50' would most likely be a navigational hazard

- **Sand Dam**

- With the Sand Dam in place Peak Storm Velocities reduce by 78% and Peak Daily Velocities by 86%
- With Sand Dam in place Peak Daily Flow Volume reduces by 98%
- Failure during storm event would cause "dam break" scenario

Data Summary Table

Data Point	Option 1: Leave as is, Sand Plug remaining, no dredging	Option 2: Rehab Existing 2-36" Culverts & Dredge	Option 3: Upsize to 9'x9' RCB	Option 4: Upsize to 6'x6' RCB	Option 5: Upsize to (1) 12'x6' RCB	Option 6: Upsize to (2) 12'x6' RCBs
Velocity at Whitecap Bridge (fps)	0.41	3.00	3.01	2.99	3.07	3.19
Velocity at Gypsy Bridge (fps)	0.39	2.78	2.76	2.81	2.62	2.23
Velocity at Commodores Bridge (fps)	0.36	1.73	1.73	1.73	1.72	1.69
Velocity at Don Patricio Bridge (fps)	0.02	3.86	3.86	3.86	3.88	3.90
Velocity at Encantada Culverts (fps)	0.01	0.11	0.11	0.09	0.18	0.36
Velocity in Outlass Canal #1 (fps)	0.23	0.94	1.20	1.22	1.14	0.90
Velocity in Cruiser Canal #1 (fps)	0.10	0.54	0.23	0.19	0.29	0.51
Velocity in Cruiser Canal #2 (fps)	0.25	1.72	1.62	1.61	1.66	1.84
Velocity in Commodores #1 (fps)	0.22	2.28	2.38	2.37	2.40	2.40
Flow Volume Through Encantada Culverts (cfs)	1	45	39	49	80	154
Estimated Construction Cost Rating	\$0	\$600,000	\$1,200,000*	\$1,000,000	\$1,300,000	\$1,800,000

* 9'x9' RCBs Could be discounted by use of Whitecap NPI existing materials, however no confirmation of this at the time this report was published

Peak Daily Tidal Data Summary Table

Discussion and Questions?



FY26 Budget Resolution

- Billish Park Skatepark (in progress)
- ADA Improvements for Packery Boat Ramp (grant app. submitted)
- Paper Streets Development
- Island Mobility Plan Implementation
- Whitecap Effluent Waterline Extension (complete)



Bond 2026 – Motion of Support

- Funding for the full construction of both Sand Dollar and Crowsnest (north and south) paper streets
- Funding for the implementation of Phase 2 of Commodores Park



FY27 Proposed Budget Priorities

Encantada Culverts
Roadway Improvements/ Island Mobility Plan Implementation
Visitors Center/QR Codes
Welcome Sign
ADA Accessibility for South <u>Packery</u> Jetties





Next Meeting Date

Tuesday, July 7th

Future Agenda Items

TIRZ #2 Update

