



**Lockwood, Andrews
& Newnam, Inc.**

A LEO A DALY COMPANY

November 8, 2023

Mr. Jeffrey Edmonds, P.E.
Director of Engineering Services
City of Corpus Christi
PO BOX 9277
Corpus Christi, Texas 78469-9277

Re: Response to North Beach Community Association Comments on 30% Design

The meeting on October 19th, 2023, provided for valuable input from the North Beach Community Association (NBCA) on LAN's 30% design documents for the North Beach Drainage Improvements Project (Project #22142). Below are NBCA comments and LAN's responses. With your concurrence, we request to incorporate our responses into the 60% design.

1. **Comment: Linear Parkway Canal Phase 1** - For Phase 1 of the project, we agree with the plan to dig the north half of the Linear Parkway Canal, with the south half planned as Phase 2 after the old Harbor Bridge comes down. We agree with the city's vision of creating a landscaped canal experience with a wide sidewalk that meanders to create a positive aesthetic experience for visitors and the local community.
Answer: Noted.
2. **Comment: Timon Marsh Connection** - To prevent Phase 1 of the project from being delayed by a long permitting process, connecting the north end of the canal to the existing Timon Marsh area, as LAN's plan shows, will be a good first step. Connecting the new TxDOT wetlands with the existing Timon Marsh by building a large culvert under Timon Blvd would benefit the TxDOT wetlands. **Answer: Noted, 60% plans will include these connections.**
3. **Comment: Ensuring Adequate Circulation** - Having adequate circulation in the canal is important a part of preventing stagnant water, so constructing a second "bay connection" for the canal at the north end could be a beneficial future improvement. Other suggestions to improve canal circulation are installing pump-driven waterfalls or aerators in the canal to prevent stagnant water. **Answer: We recommend as an alternative adding in pump-driven aerators. These can be designed and specified during the 60% design. When bids are received, if they cost too much for Phase 1, we can include them in a future phase.**



4. **Comment: No Stagnant Water** - Mosquitoes breed in stagnant water, so ensuring good circulation in the canal should be prioritized. Mosquitoes are not only a nuisance, but they also pose a public health risk.
Answer: Noted, see answer #3 above.
5. **Comment: Coastal Barrier Berm** - Some of the worst flooding that occurs is in the low-lying grassy swale area that runs north-south between the condos and the beach. Building a coastal barrier (sandy berm) in that area from Gulfspay Ave to Beach Ave would create higher ground on the east end and allow the city to gradually fill and regrade those east-west beach access roads (Gulfspay, Neal, Hayes, Beach) to build them up to slope towards the canal. Private properties could follow suit, using bridge dirt or another source of non-structural fill, per the city's new ordinance. Extending the berm farther to the north (from Beach Ave to the north jetty) would be a good second phase of the berm and allow the city to then elevate Reef Ave, Gulden Ave and Sandbar Ave..
Answer: The project will include a small berm from Dolphin Park to Surfside Park, planted with coastal vegetation. Existing low-lying grassy swale areas may remain as they need to be preserved as existing wetlands. It should be noted that placement of fill (berm) in a floodplain may result in some additional regulatory review during permitting. The goal of this project will be to off-set the fill with excavation resulting in zero net loss.
6. **Comment: No Detention Ponds** - We discourage the city from any plan to encourage standing water in that existing swale area near the beach or anywhere else.
Answer: Shallow ponds along the beach will remain in the project. These are nothing more than low-lying grassy areas similar to what exists now but designed / shaped to detain water long enough to allow to permeate back into the ground. This is no different than the existing conditions.
7. **Comment: Kayaking** - NBCA encourages the city to design the canal to be deep enough to support kayaking or paddleboarding, even at a low tide. We support the current design of the arched bridges to cross the canal so kayaks can paddle under them.
Answer: The water inside the canal will be typically 2-ft deep.
8. **Comment: Canal Bridges - Beach Ave and Gulfspay Ave** - To accommodate the large number of vehicles that currently use Gulfspay Ave to connect residents from their condo or cottage to the highway, it's important that both canal bridges are built to accommodate vehicular, pedestrian and bike traffic. The Gulfspay Bridge should not be just for bikes and pedestrians, as was suggested by LAN, but should also accommodate vehicles. Beach Ave will become a very busy street when the new bridge is complete, so having an alternate thru-street that runs east-and-west is really important to prevent traffic congestion at Beach Ave.
Answer: Two vehicle bridges will be included in the project: Beach Avenue and Gulfspay Avenue.



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9. **Comment: On-Street Parking (not On-Beach)** - We do not support parking lots on the beach and believe the best use of waterfront public land is to preserve the view and the beach experience by making the beach for pedestrians and beach goers - not for cars. The city could develop public parking in our existing parks and improving parking on the existing beach access roads, which are all platted at 60 feet wide, which can accommodate head-in parking on at least one side. **Answer: The current project only includes drainage improvements and not street improvements, but we support the NBCA's comment on street parking ideas with not on-beach parking.**
10. **Comment: Move to Surface Drainage and Abandon Old System** - We support the concept of abandoning the existing underground drainage system where possible and develop surface drainage through concrete gutters, culverts and roadside ditches. As bay water backflows through the existing stormwater inlets, the resulting standing water is responsible for a sizable portion of the current drainage issues. The stormwater pipes that remain should be clear of debris to ensure maximum flow and circulation. **Answer: The existing system will be abandoned in place but not removed with this project.**
11. **Comment: Elevation is Key** - Adding fill to streets and properties to create enough slope to direct stormwater towards the canal should be prioritized and encouraged whenever possible. **Answer: Noted, this project includes drainage improvements and does not raise any public or private rights-of-way or properties. A master grading plan is however included to provide guidance on future projects.**

In summary, **LAN requests your concurrence** on these answers so we can proceed with 60% design. Please feel free to contact me at 361-792-7225 or by email at smharris@lan-inc.com if you have any additional questions.

Sincerely,

A handwritten signature in blue ink, appearing to be 'SH', with a long horizontal flourish extending to the right.

Scott Harris, P.E

Regional Manager

Cc: Dr. Neiman Young, Assistant City Manager
Ratna Pottumuthu, Assistant Director of Engineering Services
Bryan Carter, Project Manager