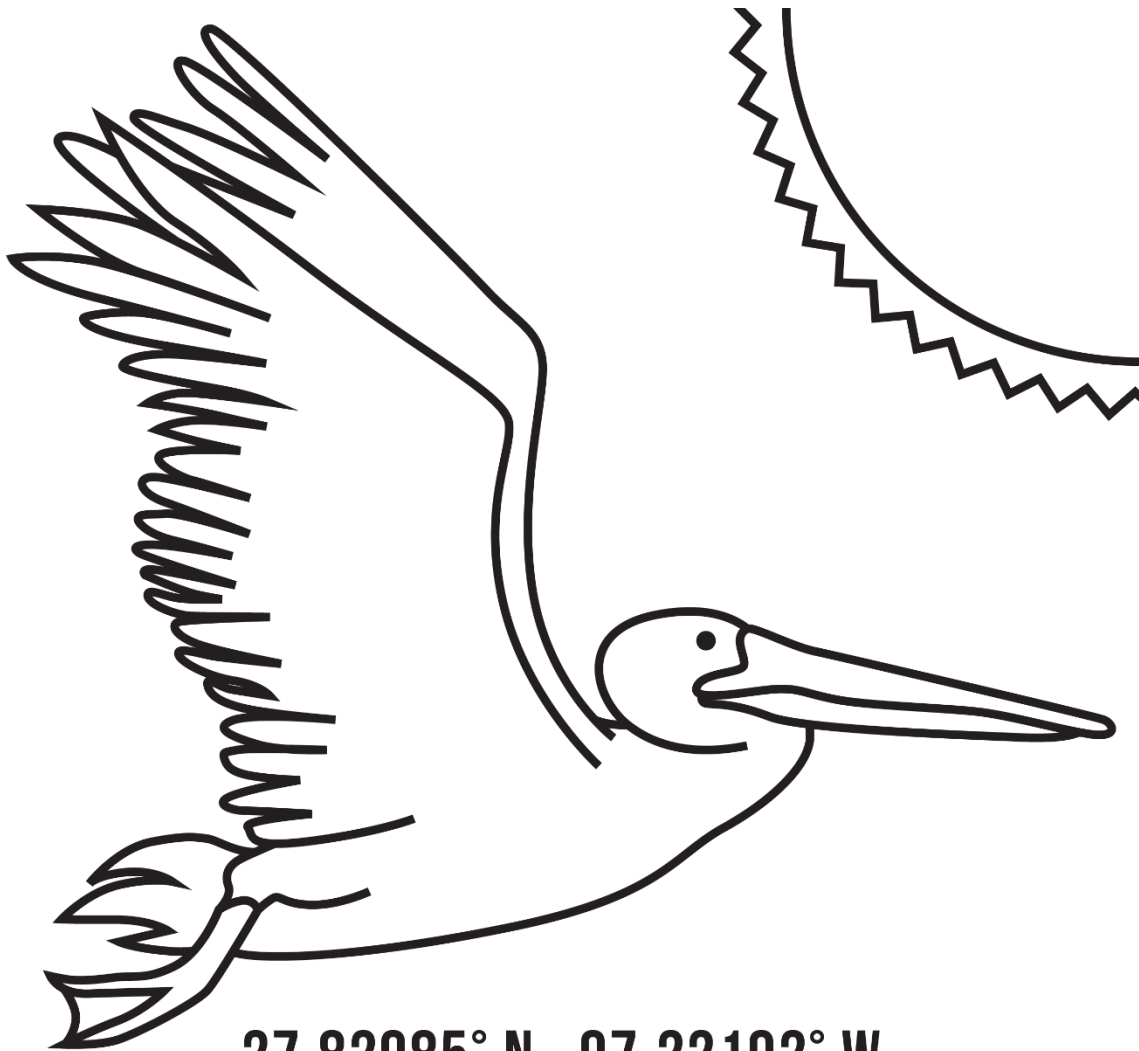
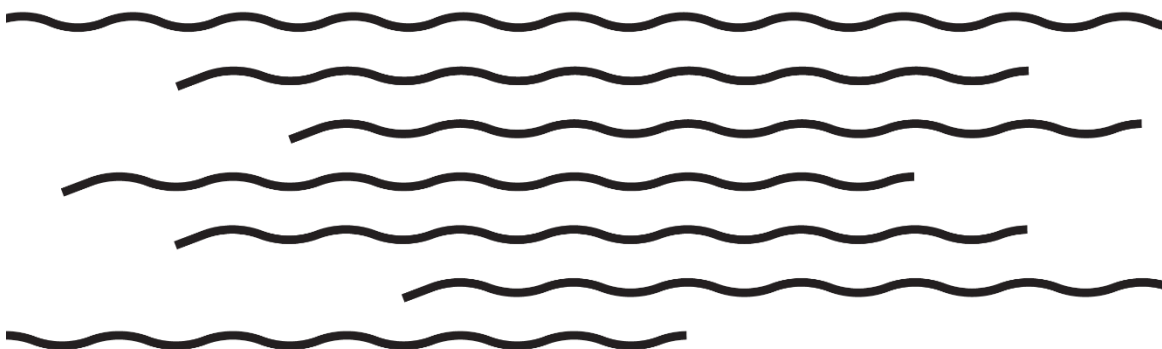


City of Ingleside on the Bay Comprehensive Plan



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Acknowledgements

City of Ingleside on the Bay City Council

Jo Ann Ehmann, Mayor
Ann Nyberg, Mayor Pro Tem
Tom Daley
Brenda Duncan
Tom Merrick
Suzi Wilder

City of Ingleside on the Bay Planning and Zoning Commission

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Sheila Walton, Secretary
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Residents of Ingleside on the Bay

Prepared by Texas Community Watershed Partners, Texas A&M AgriLife Extension Service

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How to Use This Plan

A City's Comprehensive Plan, also known as a general plan or master plan, is a document designed to guide the future actions of the community. This plan is intended to guide the City of Ingleside on the Bay's long-term decision-making, land use and development decisions, operations planning, and capital improvements planning.

The plan is divided into three parts:

Part 1: "Where We Are"

Part 2: "Where We're Going"

Part 3: "How We Get There"

"Where We Are" reviews recent demographic and development trends as well as the history of Ingleside on the Bay to establish a current "state of the community". It also serves as an introduction to the planning process and the purpose of a comprehensive plan.

"Where We're Going" breaks out the city's goals into three chapters: Our Place, Our People, and Our Context. Our Place looks at the City's physical development, including land use, parks, transportation, drainage, and infrastructure. Our People contains items that relate to residents' health and safety, engagement, culture, and economic well-being. Our Context looks outside of the city limits to neighbors and trends that will influence the City's future development and change.

"How We Get There" builds on the goals in "Where We're Going" and details a potential implementation plan to achieve this plan's goals, with recommendations for applicable regulations, capital investments, initiatives or partnerships, and additional plans and studies that can support the plan's successful implementation. This chapter also reviews local capacity needs and potential resources that can support the plan's implementation.

The items in this plan are recommendations for future actions and do not constitute law, an obligation, or a commitment from the City of Ingleside on the Bay. Several terms are used frequently throughout this document. The terms "support," "promote," "coordinate," "encourage," and "explore" used throughout this document do not commit the City to providing financial or human resources.

- Support: To give assistance to, financially or non-financially.
- Promote: To further the progress of something, especially a cause, venture, or aim.
- Coordinate: To bring the different elements of a complex activity or organization into a relationship that will ensure efficiency or harmony.
- Encourage: To help or stimulate an activity, state, or view to develop.
- Explore: To inquire into or discuss (a subject or issue) in detail.

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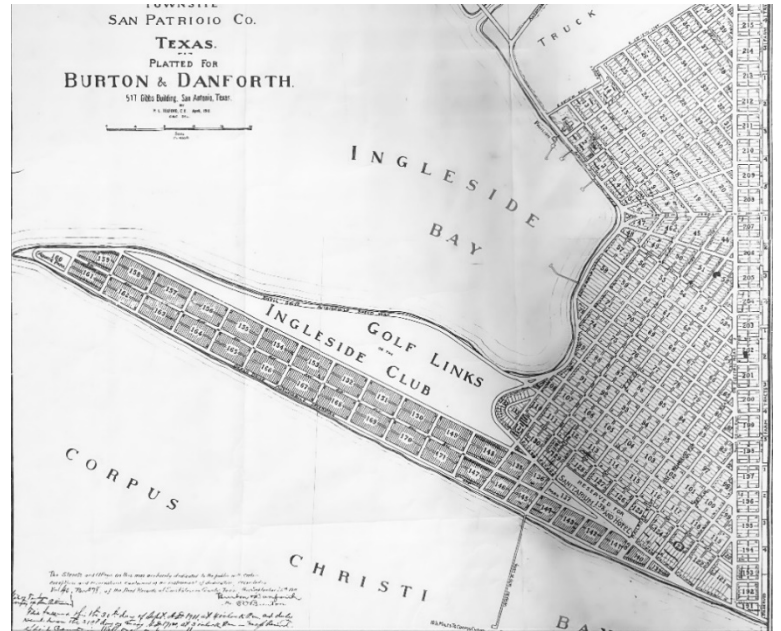
Part 1: Where We Are

History

Upper portions of the city were platted as a townsite in the 1910s by E.O. Burton and A.H. Danforth, two real estate developers and promoters who were active in the Coastal Bend, including the cities of Aransas Pass¹ and Bayside². Though their townsite did not develop as planned, the lot arrangements, blocks, and streets are largely visible in Ingleside on the Bay's street grid. The La Quinta Channel's authorization in September 1954 severed Ingleside Point from the mainland, creating Berry's Island and the current coastline.³

In the late 1950s, the W.D. Weller Investment Company established the Ingleside Land Company and developed the Ingleside on-the-Bay subdivision, replatting portions of the Burton and Danforth townsite to create deed-restricted and water-oriented homesites and canals with convenient access to the nearby ship channels. The development was advertised as "the Gulf Coast's finest waterfront subdivision" with the Bahia Azul Marina and Ingleside Beach Club intended to provide amenities and leisure opportunities for homebuyers. These two subdivisions are responsible for the variety in lot sizes and road widths within the city.

The area that would become Ingleside on the Bay built out through the 1980s, leading to the incorporation of Ingleside on the Bay as a city in November 1991.



¹ <https://www.hmdb.org/m.asp?m=182835>

² <https://www.tshaonline.org/handbook/entries/bayside-tx>

³ https://img1.wsimg.com/blobby/go/c43bc452-5b67-4b56-8dd1-774f844a33c1/downloads/1d26g8dbl_142319.pdf?ver=1662597771994

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State of the Community

Overview

AgriLife staff reviewed publicly available information from the United States Census Bureau and other agencies to develop this “state of the community” snapshot. 2020 Decennial Census information was used where available due to its higher level of accuracy. Where Decennial Census information was not available, the American Community Survey’s 5-year estimates were used. The American Community Survey uses sampling methods over a five-year period to develop community-level estimates. However, they are not as accurate as Decennial Census figures due to the sampling methodology, and direct comparisons should be avoided.

Who Lives in Ingleside on the Bay?

Ingleside on the Bay’s population has remained consistent since 1990, with a peak in population and number of households in 2000. The City’s occupancy rate has hovered between 70-90%, which reflects a seasonal or part-time population in addition to homes that are also undergoing renovation or for sale or for rent. These trends are captured in Table 1: Historic Population and Housing Trends. It is worth noting that the average household size is shrinking, which is in line with national trends.

Table 1: Historic Population and Housing Trends

	Population	Households	Average Household Size	Housing Units	Occupied	Vacant	Occupancy Rate
1990	621	236	2.63	283	220	63	78.7%
2000	659	260	2.53	304	260	44	85.5%
2010	615	246	2.50	334	246	88	73.7%
2020	614	267 (est.)	2.30 (est.)	348	267	81	76.7%
2020*	653	n/a	n/a	n/a	n/a	n/a	n/a
2030*	685	n/a	n/a	n/a	n/a	n/a	n/a
2040*	703	n/a	n/a	n/a	n/a	n/a	n/a
2050*	717	n/a	n/a	n/a	n/a	n/a	n/a
2060*	726	n/a	n/a	n/a	n/a	n/a	n/a
2070*	732	n/a	n/a	n/a	n/a	n/a	n/a

1990 data is for Tract 103, Block Group 7 in San Patricio County. City-level data is not available since the 1990 Census predates the City’s incorporation.

2000 data from Summary File 2, Table DP1 “Profile of General Demographic Characteristics”: 2000, SF1 Table H001, DP4

2010 data from 2010 Decennial Census, Summary File 1.

2020 data for population and housing units from 2020 Decennial Census. Households and average household size were estimated based on occupied units and historic trends.

* 2020-2070 projects are from the Texas Water Development Board’s 2016 State Water Plan projections.

Table 2: Housing Occupancy Trends and Duration of Occupancy provides a comparison of how Ingleside on the Bay compares to different scales, including San Patricio County, the Corpus Christi Metropolitan Statistical Area (MSA), the state of Texas, and the entire United States. Compared to surrounding communities, Ingleside on the Bay has a lower occupancy rate and a higher percentage of owner-occupied housing units, reflecting the small rental housing market in the city as well as high volume of vacation residences. Most new residents appear to be moving to Ingleside on the Bay from within San Patricio County per Table 3: Residence One Year Ago.

It is also worth noting that the 2010 American Community Survey noted that 11.1% of the population moved in 1969 or earlier, suggesting a relatively high percentage of long-time or original homeowners compared to peer localities. Figure 1: Year Structure Built by Decade highlights the distribution of housing ages within the city, with almost two-thirds of the City’s housing predating 1980.

Table 2: Housing Occupancy Trends and Duration of Occupancy

	2010		2020			
	IOB	IOB	San Patricio County	Corpus Christi MSA	Texas	USA
Housing Unit Occupancy Rate	67.6%	77.9%	81.7%	86.1%	89.1%	88.4%
Owner-Occupied Units	76.1%	83.5%	67.8%	60.1%	62.3%	64.4%
Moved 2010-later	N/A	52.0%	51.8%	55.5%	58.8%	53.2%
2000-2009	61.6%	23.2%	22.1%	19.9%	22.0%	22.2%
1990-1999	19.7%	10.5%	11.4%	10.5%	10.1%	12.1%
1989-earlier	18.8%	14.4%	14.8%	14.0%	9.1%	12.5%

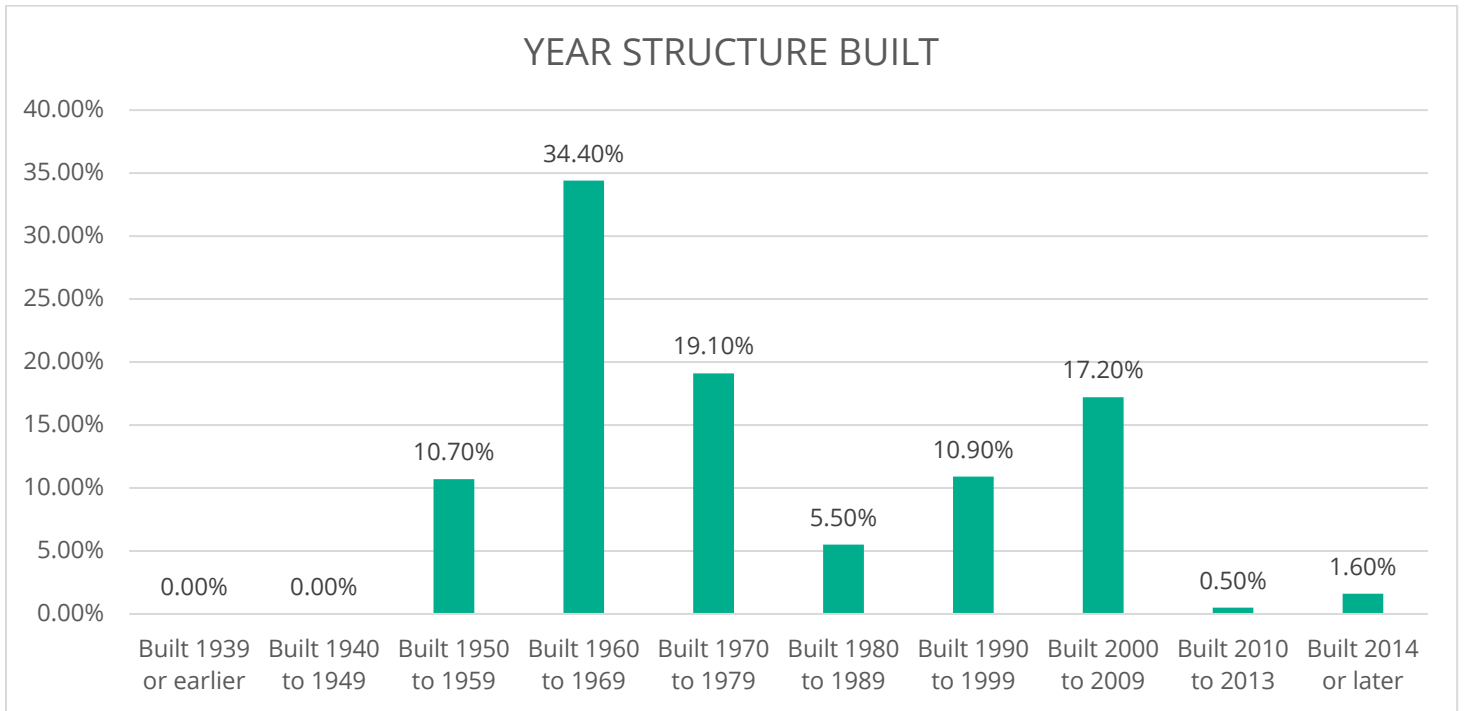
Table DP04, 2016-2020 American Community Survey 5-Year Estimates
The 2010 and 2020 occupancy rates in Table 1 were derived from the Decennial Census, which is a complete count of the community's population. Differences between this table and Table 1 are due to this table's use of American Community Survey 5-Year Estimates, which are sampled.

Table 3: Residence One Year Ago

	2010		2020			
	IOB	IOB	San Patricio County	Corpus Christi MSA	Texas	USA
Same House	78.2%	81.2%	82.4%	83.7%	84.8%	86.2%
Different House, Same County	9.0%	17.9%	10.7%	10.6%	8.7%	7.7%
Different House, Different County in Texas	9.4%	0.4%	4.9%	3.8%	3.9%	3.2%
Different House, Different State	0.0%	0.0%	1.6%	1.6%	1.9%	2.3%
Different House, Abroad	3.4%	0.5%	0.4%	0.3%	0.7%	0.6%

Table DP02, 2016-2020 American Community Survey 5-Year Estimates

Figure 1: Year Structure Built by Decade



Housing age figures from Table DP04, 2016-2020 American Community Survey 5-Year Estimates.

The composition of households in Ingleside on the Bay also continues to change, as seen in Table 4. Per Table 5: Age, Ingleside on the Bay is somewhat older relative to other localities, with a lower percentage of households with one or more people under 18 years of age and a higher percentage of households with one or more people 65 years and older. Average household and family sizes are generally lower than the rest of Texas, reflecting a shift towards households with retirees and households without children that is also detailed in Table 5 and Figure 2: Age Distribution. This also aligns with the shrinking household sizes in Table 1.

Table 4: Households

	2010		2020			
	IOB	IOB	San Patricio County	Corpus Christi MSA	Texas	USA
Family Households	84.6%	n/a	n/a	n/a	n/a	n/a
Nonfamily households	15.4%	n/a	n/a	n/a	n/a	n/a
Households with one or more people under 18 years	32.9%	26.0%	37.5%	34.4%	36.4%	30.7%
Households with one or more people 65 years and over	39.7%	42.5%	30.4%	29.1%	25.3%	30.1%
Average household size	2.88	2.67	2.83	2.73	2.83	2.60
Average family size	3.16	3.04	3.39	3.33	3.44	3.21

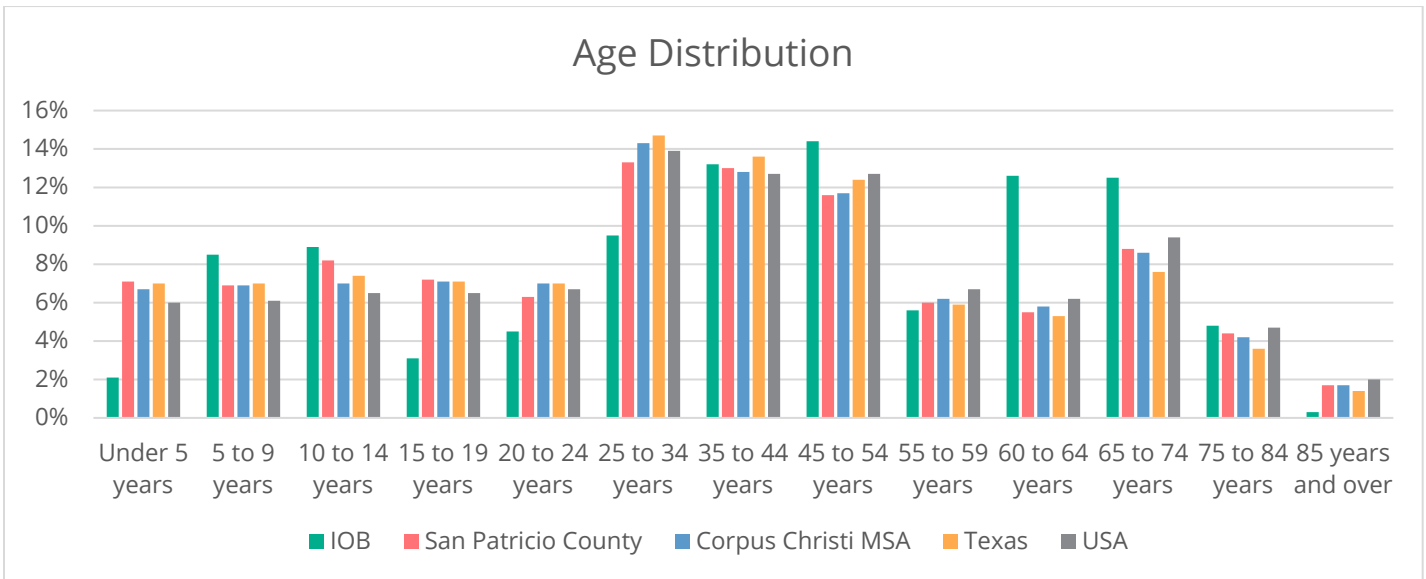
Table DP02, 2016-2020 American Community Survey 5-Year Estimates

Table 5: Age

	2010		2020			
	IOB	IOB	San Patricio County	Corpus Christi MSA	Texas	USA
Median Age	45.1	51.1	35.6	35.7	34.8	38.2
Under 18 years	22.10%*	16.8%	26.90%	24.90%	25.80%	22.40%
18 years and over	77.90%	83.2%	73.10%	75.10%	74.20%	77.60%
21 years and over	73.80%	78.0%	69.60%	71.00%	70.00%	73.50%
62 years and over	27.60%	30.8%	18.00%	18.10%	15.60%	19.60%
65 years and over	17.50%	23.0%	14.90%	14.50%	12.50%	16.00%

Table DP05, 2016-2020 American Community Survey 5-Year Estimates
*estimated

Figure 2: Age Distribution



Ingleside on the Bay is also majority-White and less diverse than surrounding San Patricio County and Corpus Christi MSA.

Table 6: Race and Ethnicity

	2010		2020			
	IOB	IOB	San Patricio County	Corpus Christi MSA	Texas	USA
White	94.80%	92.00%	87.50%	83.10%	69.20%	70.40%
Black or African American	0.60%	0.00%	1.70%	3.40%	12.10%	12.60%
American Indian and Alaska Native	0.00%	0.70%	0.20%	0.30%	0.50%	0.80%
Asian	1.20%	0.00%	0.90%	1.90%	4.90%	5.60%
Native Hawaiian and Other Pacific Islander	0.00%	0.00%	0.10%	0.10%	0.10%	0.20%
Some other race	3.40%	0.40%	2.70%	2.50%	6.20%	5.10%
Two or more races	0.00%	7.00%	6.90%	8.70%	7.00%	5.20%
Hispanic or Latino	20.70%	25.60%	58.10%	63.20%	39.40%	18.20%

Table DP05, 2016-2020 American Community Survey 5-Year Estimates

Who Is in The Workforce?

Ingleside on the Bay's population is generally becoming more educated, with an increasing percentage of residents who have graduated high school or hold a bachelor's degree or higher. Ingleside on the Bay has a higher level of educational attainment than San Patricio County and the Corpus Christi MSA in terms of both high school graduate attainment and bachelor's degrees.

Table 7: Highest Level of Educational Attainment

	2010		2020			
	IOB	IOB	San Patricio County	Corpus Christi MSA	Texas	USA
Less than 9th grade	9.6%	1.9%	8.4%	7.1%	7.8%	4.9%
9th to 12th grade, no diploma	6.3%	5.6%	10.2%	9.4%	7.8%	6.6%
HS graduates	27.5%	30.8%	32.8%	29.8%	24.7%	26.7%
Some college, no degree	31.0%	25.7%	25.1%	24.3%	21.5%	20.3%
Associate's degree	4.3%	8.8%	7.6%	8.6%	7.4%	8.6%
Bachelor's degree	11.8%	18.3%	10.8%	13.5%	19.9%	20.2%
Graduate or professional degree	9.6%	8.8%	5.1%	7.3%	10.8%	12.7%
Percent high school graduate or higher	84.1%	92.4%	81.4%	83.4%	84.4%	88.5%
Percent bachelor's degree or higher	21.4%	27.1%	15.9%	20.8%	30.7%	32.9%

Table DP02, 2016-2020 American Community Survey 5-Year Estimates

Ingleside on the Bay has relatively lower labor force participation. Median and mean household income have increased significantly since 2010 and are now higher than regional, state, and national figures. The city's poverty rate has decreased and is lower than regional, state, and national figures.

Table 8: Income and Employment

	2010		2020			
	IOB	IOB	San Patricio County	Corpus Christi MSA	Texas	USA
Percent of Population 16 years and over in labor force	47.1%	56.7%	58.6%	61.5%	64.8%	63.4%
Median household income	\$55,500	\$85,469	\$56,111	\$56,714	\$63,826	\$64,994
Mean household income	\$78,933	\$95,091	\$74,900	\$75,451	\$89,506	\$91,547
Per capita income	\$28,486	\$39,159	\$26,714	\$27,865	\$32,177	\$35,384
Percent of people whose income in the past 12 months is below the poverty level	6.4%	3.5%	15.2%	16.0%	14.2%	12.8%

Table DP03, 2016-2020 American Community Survey 5-Year Estimates

Where Do Residents Work?

The Census Bureau's Longitudinal Employer-Household Dynamics (LEHD) program captures information about workforce dynamics, including the LEHD Origin-Destination Employment Statistics (LODES) dataset that captures commuting patterns and origin-destination data. The LODES program's 2019 data for all workers captures 4 Census tracts where over 10 workers commute from Ingleside on the Bay.

39 residents work within San Patricio County Tract 103.02, which includes Ingleside on the Bay, portions of the La Quinta Ship Channel in Ingleside, and southeast San Patricio County. 31 of these workers earn over \$3,333 per month, 29 are age 30 to 54, and 34 are employed in goods-producing industry sectors, likely employed in waterfront industry.

14 residents work in Nueces County Tract 63, which includes portions of the Corpus Christi Ship Channel. 9 of the 14 workers are employed in "goods producing" industries, which are located along the Ship Channel.

11 residents work within San Patricio County Tract 102.02, which includes portions of Aransas Pass near SH 35 and FM 1069. 5 of these jobs earn \$1,250 per month or less, and 9 of these workers are employed in "all other service" sectors.

San Patricio County Tract 107 includes 16 workers and a significant portion of San Patricio County and was too large to draw any reasonable conclusions about commuting patterns, however, 15 of 16 residents reported as working within this Census Tract are in the "All Other Services" category described on the right.



How are industries classified?

The Census Bureau and Bureau of Labor Statistics group industries into sectors according to the North American Industry Classification System (NAICS). The 3 categories below are used by the LODES program to track commuting patterns.

Goods-Producing

- 11 - Agriculture, Forestry, Fishing and Hunting
- 21 - Mining, Quarrying, and Oil and Gas Extraction
- 23 - Construction
- 31-33 - Manufacturing

Trade, Transportation, and Utilities

- 42 - Wholesale Trade
- 44-45 - Retail Trade
- 48-49 - Transportation and Warehousing
- 22 - Utilities

All Other Services

- 51 - Information
- 52 - Finance and Insurance
- 53 - Real Estate and Rental and Leasing
- 54 - Professional, Scientific and Technical Services
- 55 - Management of Companies and Enterprises
- 56 - Administrative and Waste Services
- 61 - Educational Services
- 62 - Health Care and Social Assistance
- 71 - Arts, Entertainment, and recreation
- 72 - Accommodation and Food Services
- 81 - Other Services (Except Public Administration)
- 92 - Public Administration
- 99 - Unclassified

The Planning Process

The City of Ingleside on the Bay's Comprehensive Master Plan was adopted on April 7, 2009. The plan identifies 13 focus areas, including:

- Capital improvements
- Water
- Functional safe streets
- Drainage
- Fire Department
- Volunteers
- Emergency Management Plan
- Safe, exciting parks
- Recycling
- Erosion
- Ordinances
- Silting of canals
- Buffer zone

The update process began in late 2019 with a community survey conducted by the City's Planning and Zoning Commission and facilitation support from Texas Sea Grant. A kick-off meeting was held on February 20, 2020, however, the onset of the COVID-19 pandemic interrupted continued progress. A task force was convened and met intermittently in late 2020 and early 2021 to complete a vision statement.

Texas A&M AgriLife began working with the City in March 2022 to complete the comprehensive plan. AgriLife staff facilitated monthly meetings with Planning and Zoning Commission members in May, June, and July 2022 and hosted an open house on August 9, 2022. AgriLife staff provided research, mapping, and plan writing support to complete the updated comprehensive plan.

Figure 3: May 10, 2022 Meeting



Figure 4: Poster from August 2022 Open House



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Part 2: Where We're Going

This plan sets out a distinct **Vision** for the future of Ingleside on the Bay. The Vision is supported by three **Guiding Principles** aligned with the chapters in this plan.

Each chapter (Our Place, Our People, Our Context) has additional subject **Goals** and detailed **Recommendations** for how the Goals, their Guiding Principles, and the Plan Vision can be achieved.

Plan Vision

“This unique community of Ingleside on the Bay has the bay as its backyard. The residents are close knit and provide a sense of safety and well-being to all who call this paradise home.”

Plan Guiding Principles

Our Place

Ensure that new development and infrastructure projects promote and protect the quality of life of current and future residents.

Our People

Implement and encourage activities that promote the engagement, safety, and well-being of all residents.

Our Context

Prepare our community for changes in our context by anticipating external forces and creating partnerships.

Our Place

As an incorporated city, Ingleside on the Bay's local government is responsible for managing development and infrastructure to support City residents and businesses. This chapter, "Our Place", looks at the City's physical development, including land use, parks, transportation, drainage, and infrastructure.

The city's small geographic area and population means that the City is not responsible for an extensive physical plant or a large amount of vacant land. However, the limited land available for new development or construction of infrastructure, as well as the small tax base, constrain the City's capacity for new development.

Our Place

Ensure that new development and infrastructure projects promote and protect the quality of life of current and future residents.

Existing Conditions and Environmental Features

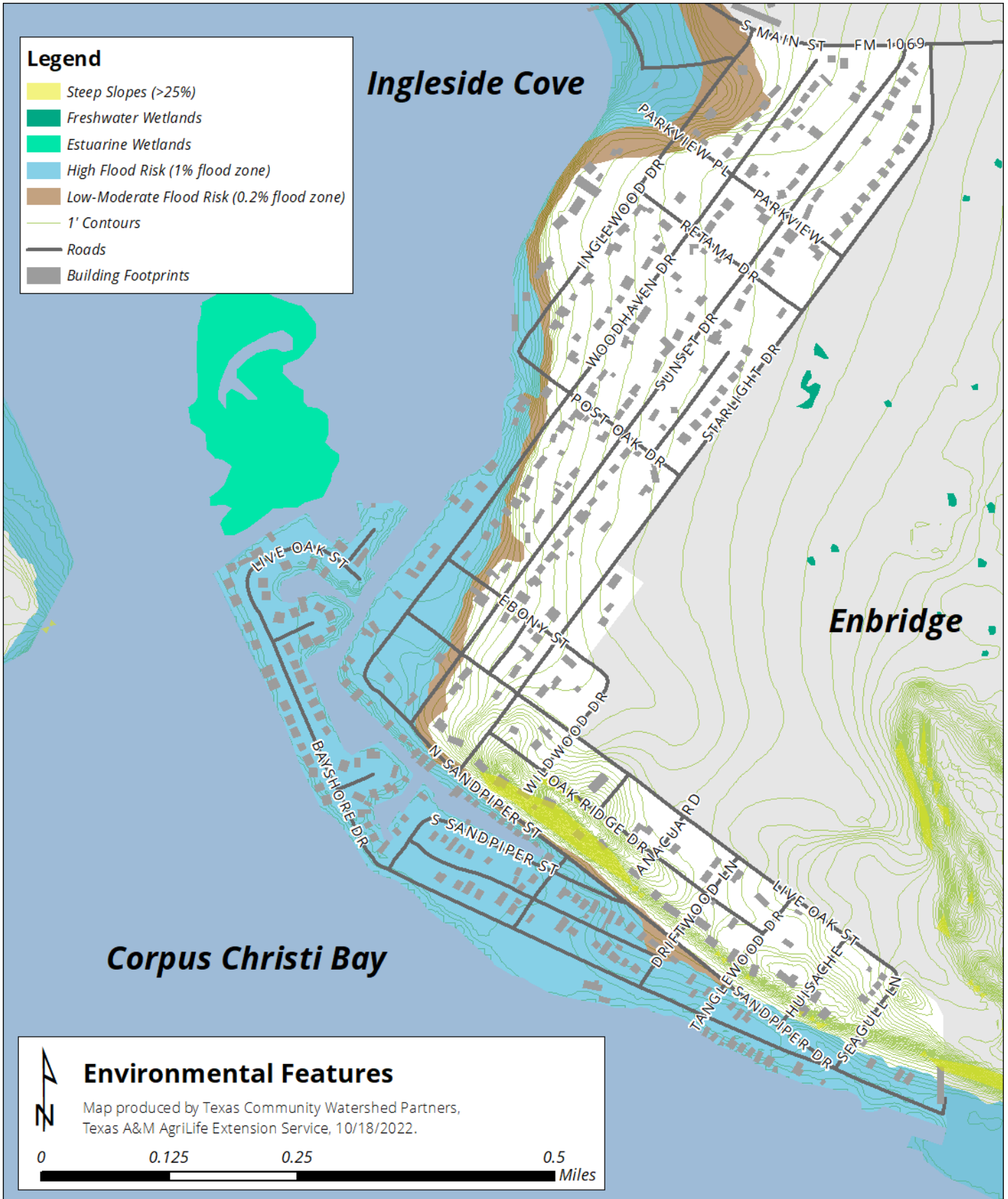
The City of Ingleside on the Bay covers nearly 0.3 square miles, or 187 acres, per the Census Bureau. It is bounded to the north by FM 1069 / South Main Street, to the east by the Enbridge Ingleside Energy Center (formerly Moda and Naval Station Ingleside), to the south by Corpus Christi Bay and the Corpus Christi Ship Channel, and to the west by Ingleside Cove and the La Quinta Ship Channel.

The city's topography can be characterized in two sections: a higher portion of the city with a street grid and alley system that is generally elevated above coastal flooding, and a lower portion near the bay and canals. McGloin's Bluff runs east-west through the city, generally between Sandpiper and Live Oak streets, with Oak Ridge Drive following the bluff's ridgeline. The higher section drops off to Ingleside Cove west of Sunset Drive. The steepest slopes within city limits follow McGloin's Bluff.

The flood zones depicted on the Flood Insurance Rate Map generally follow these slope areas. Low-lying areas of the city are within the 1% annual chance (colloquially referred to as the 100-year) flood zone, which are labeled as Zone AE and Zone VE on the Flood Insurance Rate Maps. The Coastal VE zones also experience flooding due to wave action and storm surge, which can be mitigated through higher construction standards. The higher areas of the city face lower flood risk due to the elevation change.

There are few wetland areas located within the city, per the National Wetlands Inventory. However, there are wetland areas, such as freshwater depression wetlands, in close proximity located on the Enbridge site. These depression wetlands are a common feature of coastal Texas and are often threatened by urban development and grading activity.

Figure 5: Environmental Features



Land Use and Development

While the City is mostly built out, there are several vacant lots. Exactly what can be built on these vacant lots depends on the City's zoning ordinance and building regulations. The zoning ordinance regulates what types of uses are permitted on each parcel, and the building regulations require a minimum street frontage for new single-family construction.

Housing Stock

The 2020 Census counted 348 total housing units in Ingleside on the Bay. About 267 were occupied for a roughly 23% vacancy rate. The City's housing stock is almost entirely single-family homes with the exception of an estimated 10 apartments.

Existing Zoning

The City's zoning ordinance was last updated in 2011 and builds upon the covenants set forth when the community was subdivided. The zoning ordinance outlines the following districts:

District Name	Description
R-1 Single-Family Dwelling District	Single-family dwellings together with public park areas to serve the area. Permits single-family dwellings, accessory buildings, home occupations, swimming pools.
R-2 Single-Family Dwelling District-Flood Zone	
D Two-Family Dwelling (Duplex)	Two-family dwellings in addition to the uses permitted in the R-1 and R-2 districts.
A Apartment Dwelling	Mixtures of single-family, two-family, and multi-family dwellings; uniformly developed multiple-family dwellings sections. Minimum standards for building spacing, yards, off-street parking, and coverage. General business and office uses are prohibited.
GB General Business	Most types of retail activity, not anticipated to be subject to any major expansion. Permits offices, marinas, bed and breakfasts, short-term rentals, child day care, adult care, and convenience stores.
RLU1 Restricted Land Use	Owned and operated by a non-profit corporation for the benefit of its members solely for recreational, park, or scenic use. No residential or living quarters permitted.
RLU2 Restricted Land Use – Flood Zone	
CP City Property	Property belonging to the city for city use only.

What is zoning?

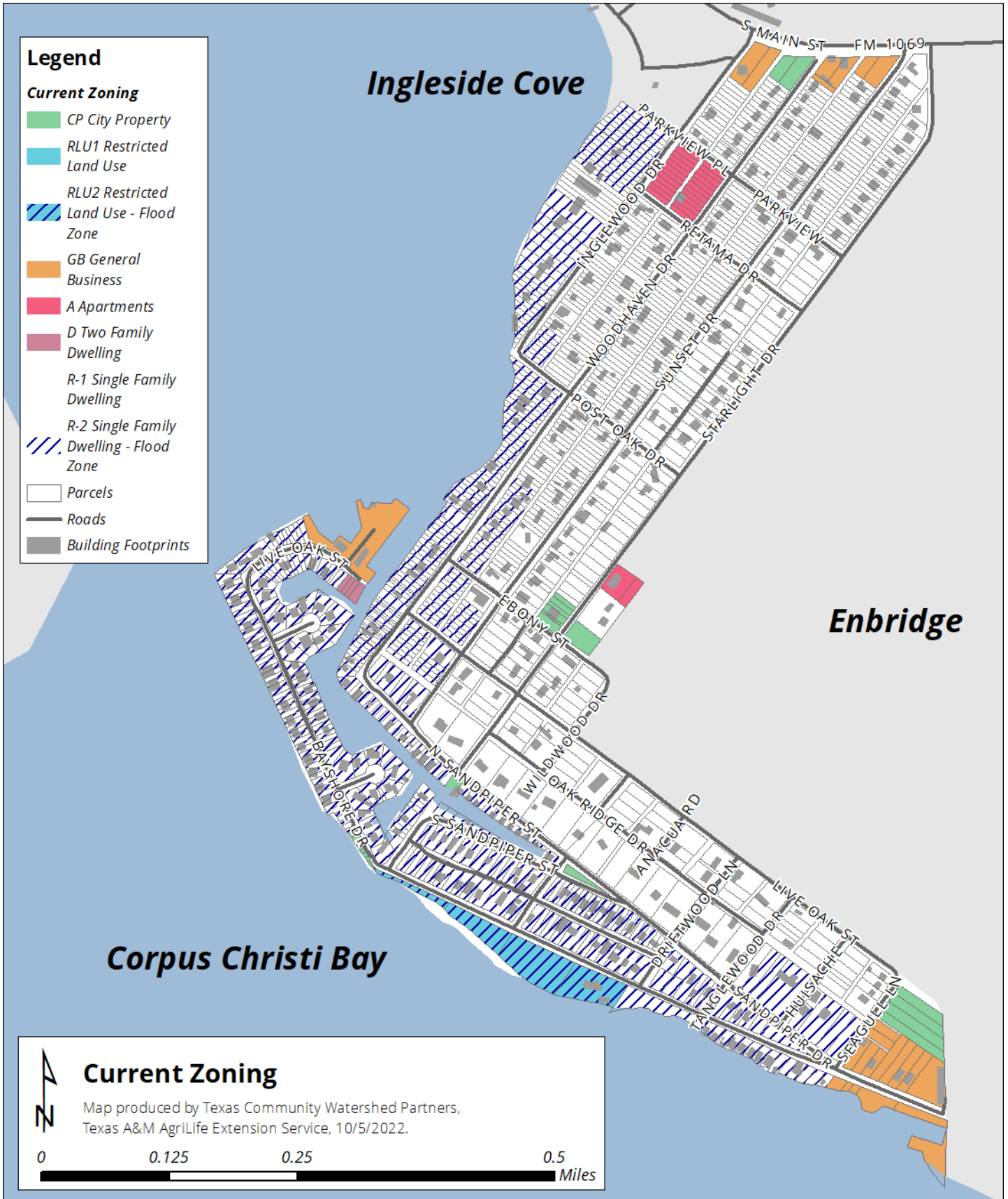
Cities can adopt ordinances that prescribe the permitted location, form, and other requirements for certain land uses. This type of land use regulation is called zoning, after the "zones" shown on a map and described in the ordinance.

Zoning holds the weight of law: property owners and residents are required to comply with the provisions in a city's zoning ordinance, or the city can pursue enforcement actions such as fines or litigation to bring the property into compliance.

Local zoning authority comes from Chapter 211 of the Texas Local Government Code. Zoning regulations must be adopted in accordance with a comprehensive plan and must be designed to:

- lessen congestion in the streets;
- secure safety from fire, panic, and other dangers;
- promote health and the general welfare;
- provide adequate light and air;
- prevent the overcrowding of land;
- avoid undue concentration of population; or
- facilitate the adequate provision of transportation, water, sewers, schools, parks, and other public requirements.

Figure 6: Current Zoning Map



Commercial Development

Commercial development is permitted in the General Business zoning district near Bahia Marina, the Brass Turtle, and along FM 1069. This district permits retail such as convenience stores, offices, and short-term rentals such as Airbnb's.

Housing Stock

The 2020 Census counted 348 total housing units in Ingleside on the Bay. About 267 were occupied for a roughly 23% vacancy rate. The City's housing stock is almost entirely single-family homes with the exception of an estimated 10 apartments.

Residential Buildout Potential

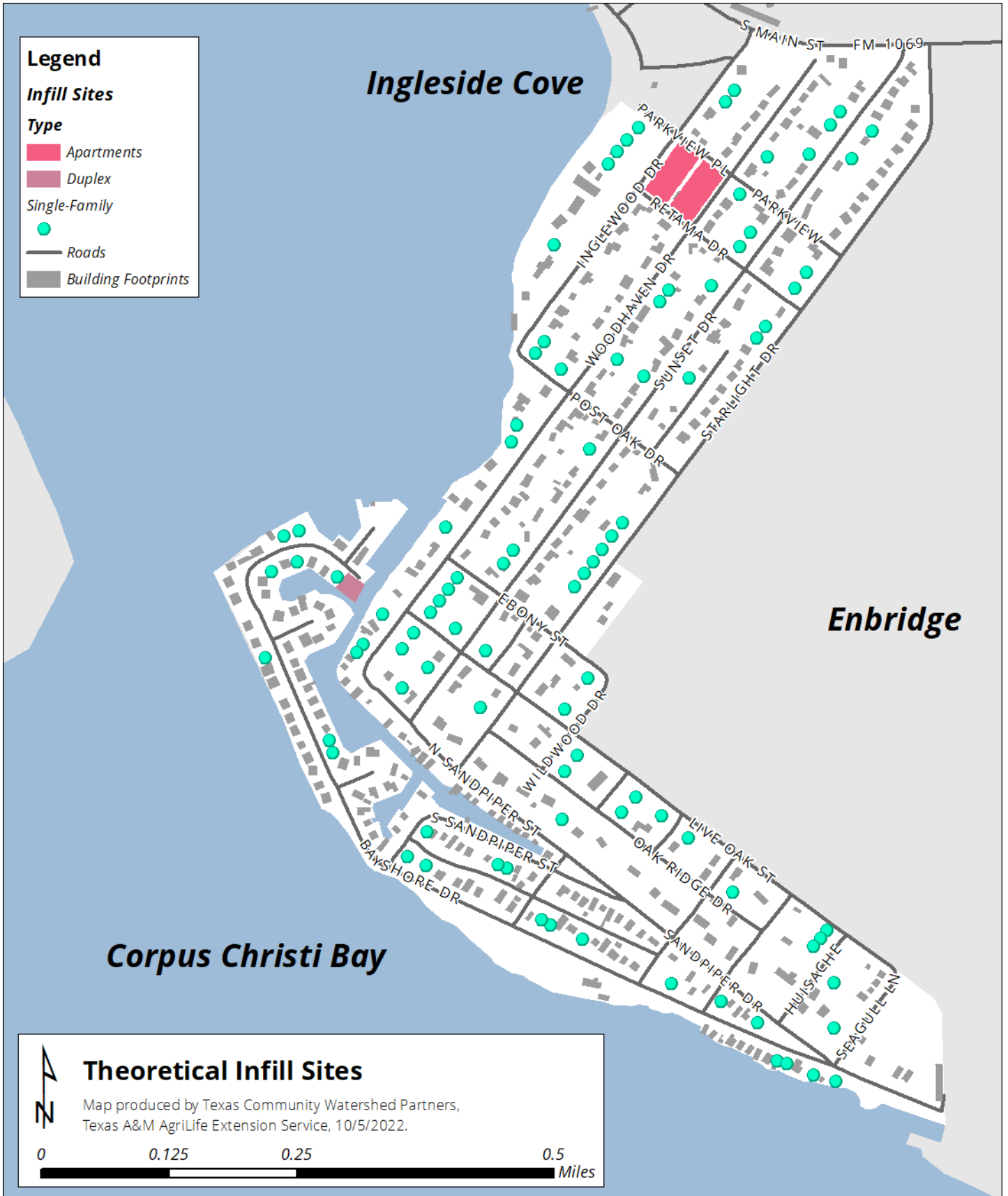
AgriLife staff conducted an initial analysis of the City's residential buildout potential under current zoning and building regulations by reviewing each vacant parcel. If all parcels develop according to existing zoning and building regulations, the City could theoretically add:

- 93 single-family homes, based on existing parcels and frontage requirements.
 - This analysis assumes minimum frontage requirements and subdivision of all parcels. Full buildout is unlikely: property owners may choose not to build on their parcels or use these parcels for additional open space.
- A duplex, on a ~.27-acre lot near Bahia Marina.
- Multifamily (townhomes or apartments) on a 1.91-acre lot bounded by Parkview, Inglewood, Retama, and Woodhaven. *

An estimate of theoretical buildout is provided in the table below.

Existing		Theoretical				Existing + Potential	
Homes	Residents	Single-Family	Duplexes and Apartments*	Potential New Homes	Residents**	Homes	Residents
348	614	93	10-22	103-115	182-202	451-463	796-816
* The zoning ordinance does not prescribe minimum or maximum housing densities for the A Apartments or D Two Family Dwelling zoning districts. This estimate assumes a housing density of 4-10 units per acre for the apartment or townhouse site, and 2 units on the duplex site. ** The theoretical residents estimate assumes the 76.7% occupancy rate and 2.3 persons per household figures from the 2020 Census.							

Figure 7: Residential Buildout Potential



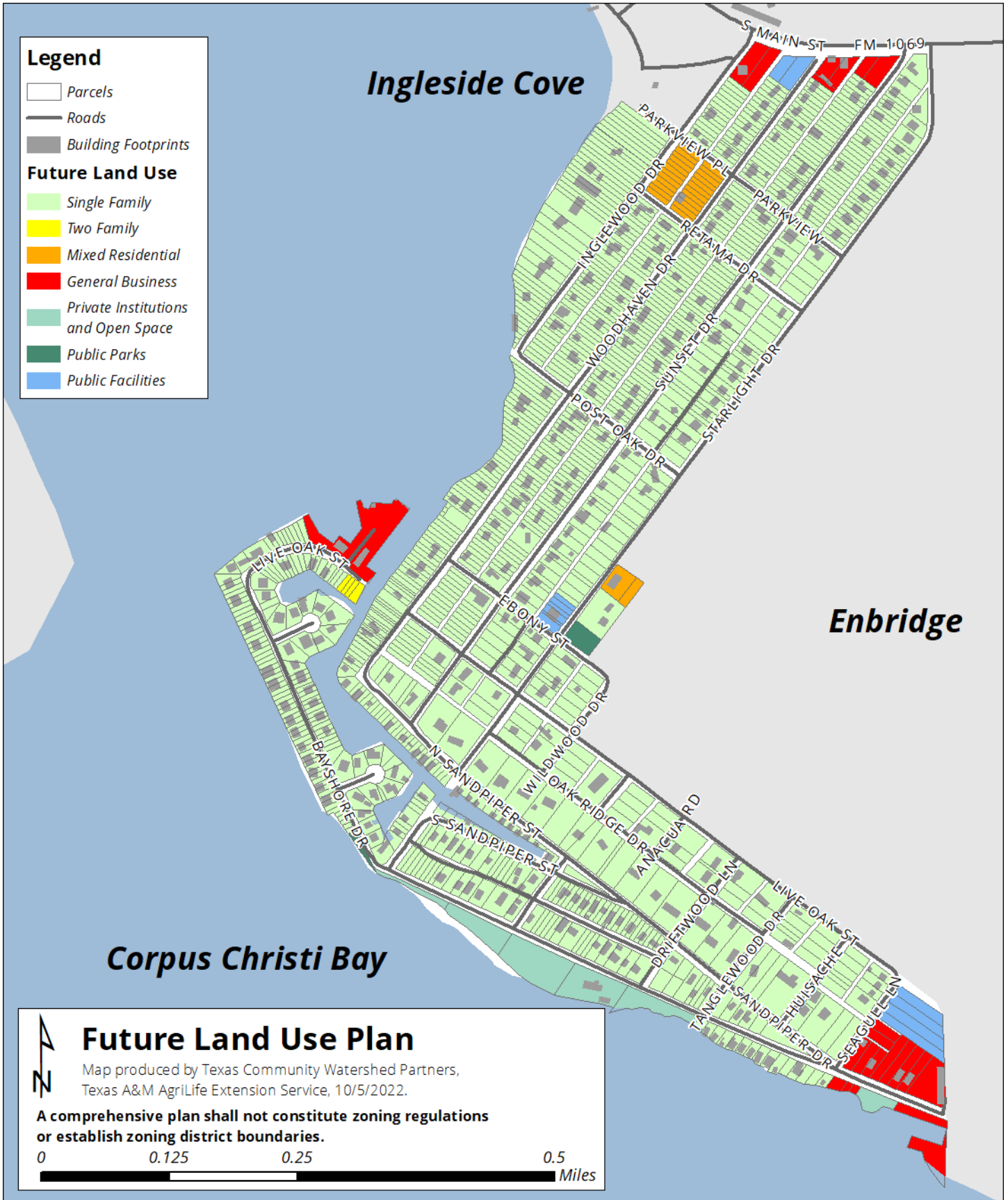
Recommended Future Land Use

Per the Texas Local Government Code, Section 213.001, zoning regulations must be adopted in accordance with a comprehensive plan. A future land use plan provides a high-level vision for future development in a city and is not legally binding, though it provides a basis for a city decisionmakers to review and act on land use decisions such as rezonings or zoning text updates.

Throughout the planning process, the planning team received feedback that no substantial land use changes were desired. The Future Land Use Plan was developed by reviewing existing zoning and development regulations. The recommended future land use designations provide a generalized description of anticipated land uses to support the City's future development during the lifecycle of this plan.

Land Use Designation	Description
Single Family	This land use designation supports the development of single-family detached homes on existing parcels with accompanying accessory buildings and home occupations.
Two Family	This land use designation supports the development of single-family detached and two-family dwellings (duplexes).
Mixed Residential	This land use designation supports the development of a variety of housing types, including single-family detached dwellings, two-family dwellings, and multifamily dwellings to support a variety of price points.
General Business	This land use designation supports the development of small businesses to serve the community through retail and services, commercial waterfront uses, and lodging and short-term rentals for tourists and temporary residents. Child day care, adult care, and religious assembly uses are also supported in this area.
Public Facilities	This land use designation includes property belonging to the City of Ingleside on the Bay and other public entities and used for public purposes.
Public Parks	This land use designation includes parks and open space owned by the City of Ingleside on the Bay.
Private Institutions and Open Space	This land use designation includes unbuildable privately-owned land and privately owned open space such as common areas. It also supports existing privately-owned or membership-based recreational uses and assembly uses such as clubs or religious assemblies. This designation does not guarantee or grant public access to privately-owned land.

Figure 8: Future Land Use Plan



Transportation

Street Network Overview

The City's street network is largely the same as when the city's subdivisions were platted. Based on San Patricio County parcel data, a typical right-of-way is 50' wide on main streets, 40' on side streets, and 20' in alleys. These rights-of-way include 20' pavement widths on main streets (12' on side streets), drainage ditches and pipes, and water and sewer lines.

There are about 40,000 linear feet (or 7.57 miles) of roadways within the City. The City's streets are maintained by San Patricio County through an interlocal agreement. The City regularly works with the county to repave a portion of the city's streets each year to ensure the roads are maintained in good condition.

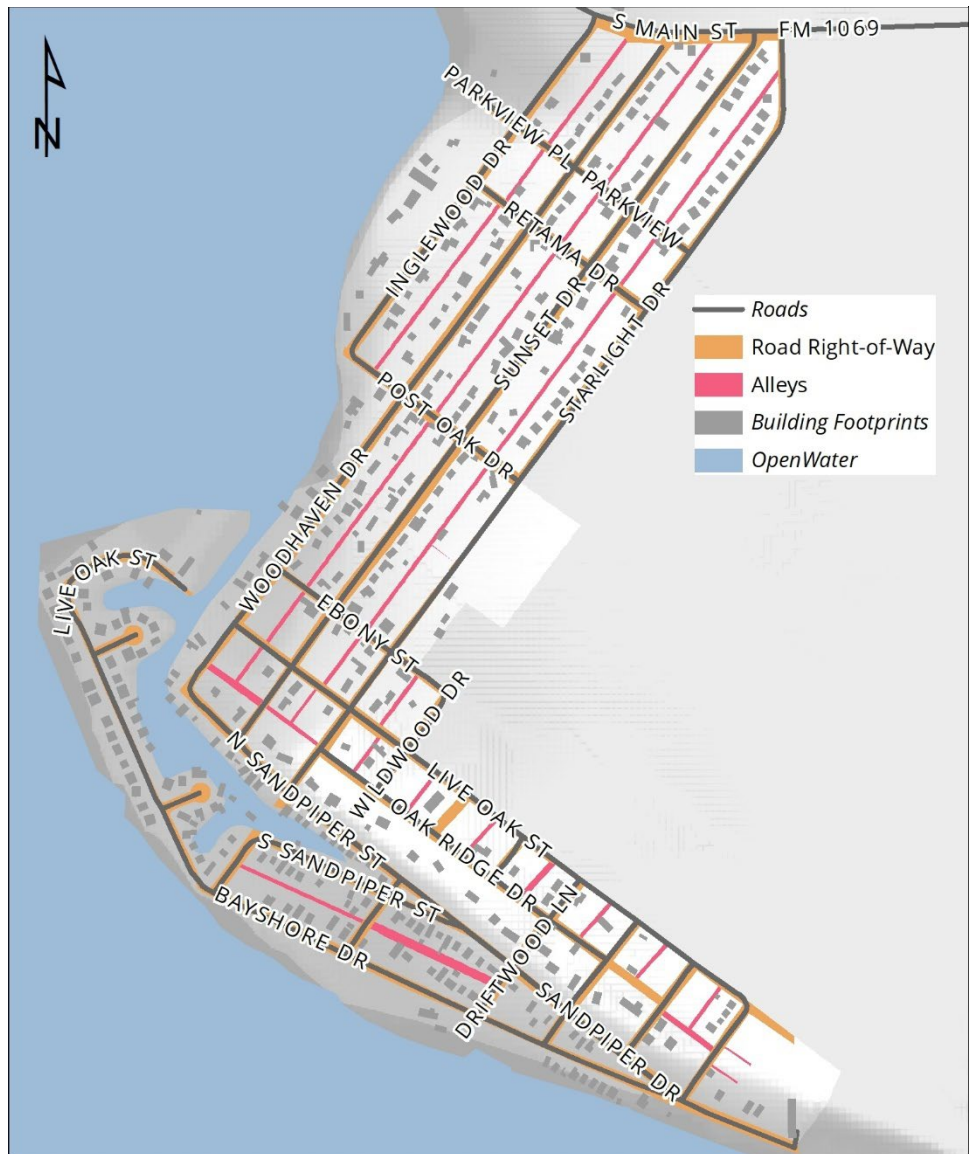
The City's street signs are also maintained by San Patricio County. Several navigational signs (such as street names) are missing or faded. Street lighting is provided by AEP on AEP's poles. The City can request new lighting.

Traffic Safety and Flooding

In addition to driving passenger vehicles, residents often walk, bike, or drive golf carts to get around the city. City streets do not have sidewalks due to limited right-of-way and other infrastructure obstacles such as drainage ditches. As a result, the City's streets are shared by all users. In 2021, the City adopted a citywide speed limit of 25 miles per hour to support traffic calming and safety.

Several streets in lower-lying areas of the city are prone to flooding, which poses safety and access issues for residents as well as emergency services. There has been prior discussion about elevating roadways, however, elevation projects need to be coordinated with drainage improvements and designed to avoid adverse impacts to structures.

Figure 9: Right-of-Ways and Alleys



Green Infrastructure and Drainage

Overview

The City faces challenges with nuisance flooding during high tides and severe storm events. Typical tidal elevations and storm conditions may change in the future.

In the low-lying areas of the city closest to the bay, drainage ditches are often filled during high tide events due to low elevation and connectivity to the bay. Precipitation during storm events can compound the impacts of tidal flooding, overflowing ditches and flooding streets and homes.

The higher areas of the city also face localized drainage and sheet flow issues as a result of poorly designed or deteriorating drainage infrastructure or grading issues. Several alleys experience ponding or bypass flow through residential properties.

Drainage Study

A drainage study completed in 2021-2022 for the City's Stormwater Master Plan update identified potential drainage solutions and causes of drainage issues. The study notes that while improvements to the drainage system will not reduce peak water surface elevations during tidal events, they will serve to reduce the length of time nuisance flooding from tidal events persists.

The low-lying areas of the city have limited fall between culvert inlets and sea level, reducing the effectiveness of stormwater drains. Additionally, vegetation and silt in ditches can restrict conveyance capacity.

Several inlets are located at higher elevations or drain to undersized pipes, which reduces inlet capacity and causes nuisance ponding. These issues can be addressed by lowering the inlet elevation or upgrading pipes.

In the upper portions of the city, there are several areas and alleys with standing water due to a lack of positive drainage to existing stormwater mains. Minor grading may resolve these issues.



Community Facilities and Parks

The City of Ingleside on the Bay has two city facilities- City Hall and the Volunteer Fire Department, a city park, and various privately-owned community facilities such as the Ingleside Beach Club, Dolphin Connection, and Bahia Marina. The City also has an appointed Parks and Recreation Board made up of resident volunteers.



Infrastructure

Drinking Water

The City maintains about 16,250 linear feet of water mains and 15,000 linear feet of asbestos cement distribution lines. Though the asbestos cement distribution lines pose no danger to human health when uncompromised, they are nearing the end of their useful life. Lines are replaced or repaired as leaks occur.

Sanitary Sewer and Wastewater

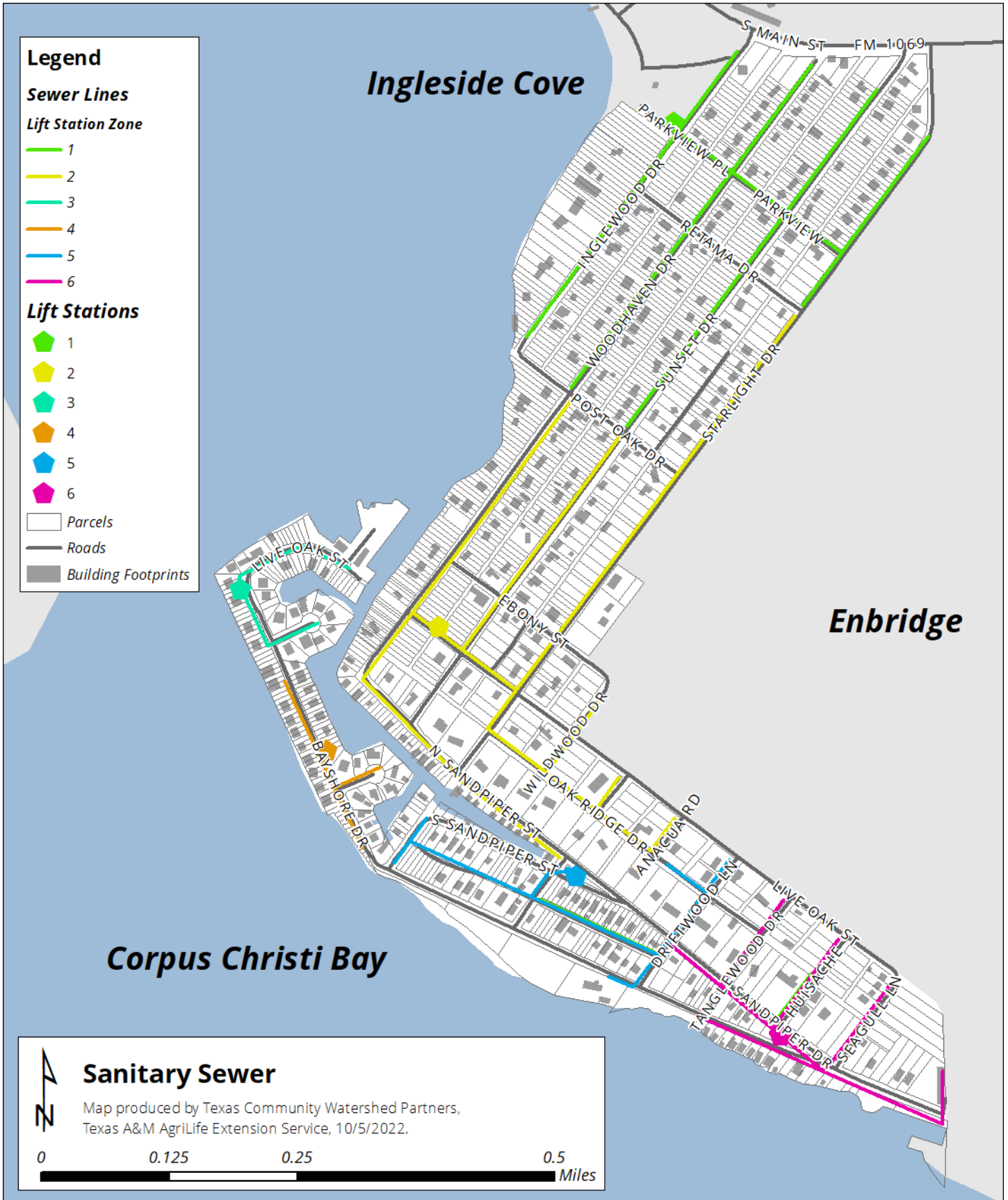
The City maintains almost 29,500 linear feet of sanitary sewer lines served by 6 lift stations. The City does not maintain its own wastewater treatment plant, and wastewater is currently being treated by the City of Ingleside through a contracted arrangement.

In 2014, the City of Ingleside on the Bay acquired a nearly 1.6-acre (based on GIS measurements) parcel near the intersection of Live Oak Street and Seagull Lane. This parcel is intended to provide a site for a wastewater treatment plant in case the City is no longer able to contract wastewater treatment services to other localities' plants. However, continuing to contract wastewater treatment is strongly preferable to local treatment due to the costs of constructing and operating a new facility.

Figure 10: Drinking Water Mains



Figure 11: Sewer Lines



Recommendations for “Our Place”

Guiding Principle: Ensure that new development and infrastructure projects promote and protect the quality of life of current and future residents.

Goal 1. “Encourage reinvestment and infill development that is sensitive to existing character and resilient to coastal hazards.”

Recommendation 1.A. Implement No Adverse Impact floodplain management principles in new development in floodplain areas.

No Adverse Impact (NAI) is a common-sense approach to floodplain management developed by the Association of State Floodplain Managers (ASFPM) and based on the premise that the actions of any one property owner should not adversely impact the property and rights of another. For example, placing fill in the floodplain can worsen flooding on adjacent properties. The City of Ingleside on the Bay can adopt standards in excess of the National Flood Insurance Program’s minimum requirements to provide an extra margin of safety for new development or encourage the usage of NAI principles in new construction.

Recommendation 1.B. Review, revise, and codify the City’s development ordinances to enhance their legibility and ease of access.

The City of Ingleside on the Bay does not maintain a city code of ordinances or a unified development code. The City’s subdivision, zoning, building, floodplain management, and single-family home construction ordinances can be found on the City’s website, however, they are not easily searchable and are inconsistently formatted. Revising these ordinances to eliminate inconsistencies and align with the goals of this plan and codifying them will make the City’s development standards more accessible to residents and homebuilders.

Recommended Projects:

- Project 2: No Adverse Impact Development Ordinance Updates
- Project 3: Ordinance Codification
- Project 12: Elected and Appointed Official Training

Goal 2. “Maintain streets that are safe and accessible for all users.”

Recommendation 2.A. Identify priority streets for cyclist and pedestrian safety improvements.

While traffic volumes are relatively low on City streets, not every street may be appropriate for safety improvements due to constraints such as funding, drainage conditions, and right-of-way availability. Prioritizing streets will help the City strategically install safety improvements such as traffic calming and lighting improvements and more easily connect cyclists and pedestrians with destinations. One goal from the Parks and Recreation Board in the City's 2009 Comprehensive Master Plan was to integrate clear signage that indicates city streets are shared by all residents for driving, walking, bicycling and exercise.

Recommendation 2.B. Pursue speed control via traffic calming measures and lighting projects on prioritized streets.

“Traffic calming” refers to infrastructure improvements and physical design measures such as installing speed bumps and narrowing streets to force vehicles to reduce their speed. Traffic calming, lighting, and enforcement can be used to reduce speeding and threats to pedestrian and cyclist safety, making the street more comfortable for pedestrians and cyclists.

Potential Actions:

- Ensure all roadways have adequate and visible signage.
- Follow Vision Zero strategies to prioritize and address street safety issues or consider adopting a Vision Zero Action Plan.

Recommended Projects:

- Project 11: Pedestrian Safety and Lighting

Goal 3. “Implement drainage solutions that address existing localized drainage and future coastal conditions.”

Recommendation 3.A. Implement the projects identified in the City’s stormwater master plan (Ingleside on the Bay Stormwater Master Plan Update, dated October 19, 2021 and prepared by Hanson Professional Services, Inc.).

The City’s stormwater master plan was completed in 2021-2022. The plan identified two general project areas: alley drainage in upper portions of the city, and low-lying areas with poorly located inlets or outfalls.

Recommendation 3.B. Study impacts of sea level rise on Bayshore Drive and the feasibility of elevating the roadway.

The stormwater master plan and accompanying construction estimates for capital improvement projects identify 3 potential drainage improvements along Bayshore Drive and Bayshore Court, including outfalls and cleaning and regrading existing stormwater ditches. This area is still among the lowest-lying areas in the City and is impacted by significant rainfall and tidal events, leading to recurring nuisance flooding. A lack of ingress/egress to the Bayshore Drive peninsula creates issues for emergency response and evacuation during high water. Elevating the roadway above the base flood elevation could maintain dry-land access, though the feasibility, cost, and accompanying drainage needs should be studied before drainage and road reconstruction decisions are made.

Recommendation 3.C. Encourage the usage of low-impact development techniques in new development and existing homes.

Low-impact development (LID) refers to practices that permit the infiltration or reuse of stormwater, reducing runoff. LID techniques can be implemented on individual sites and include a variety of scales and practices such as permeable pavement, rain barrels, or rain gardens. These techniques can be adopted in new construction or added to a home’s landscaping or drainage system. Reducing runoff can help alleviate localized drainage and flooding issues.

Potential Actions:

- Identify opportunity sites for low-impact development technique demonstration projects on City-owned land.

Recommended Projects:

- Project 9: Stormwater Master Plan Update Implementation
- Project 10: Bayshore Drive Reconstruction and Drainage Improvements

Goal 4. “Provide safe and equitable public spaces for community activities and recreation.”

Recommendation 4.A. Ensure public spaces are equally accessible and available to all residents regardless of ethnicity, gender, ability, income, or age.

High quality, inclusive public spaces offer a wide range of benefits for all cities. They improve public health and safety, offer ideal opportunities to generate citizen involvement, enhance environmental sustainability, and promote income, investment, and wealth creation.

Recommendation 4.B. Explore funding sources for the improvement of City parks and public spaces to be of high quality for residents and visitors.

High quality parks are in excellent physical condition, accessible to all potential users, provide positive experiences for park users, and are relevant to the communities they serve.

Potential Actions:

- Promote inclusive and equitable public spaces through participatory Placemaking strategies.
- Conduct periodic safety audits of parks and public facilities.
- Support the addition of new park equipment and upgrades.

Recommended Projects:

- Project 8: Parks and Recreation Plan

Goal 5. “Maintain high-quality drinking water and wastewater infrastructure.”

Recommendation 5.A. Replace deteriorating water and sewer facilities as needed and plan for future replacements as facilities near the end of their useful life.

The City replaces and repairs water lines as leaks occur. As many of the asbestos cement distribution lines near the end of their useful life, replacement will become necessary. Sanitary sewer lift stations also require regular maintenance and repair to convey wastewater to treatment facilities. Planning for future replacements by establishing reserve funds and coordinating replacements with related projects can reduce costs.

Recommendation 5.B. Maintain effective regional partnerships for wastewater treatment services.

The City does not own and operate its own wastewater treatment facility and contracts with adjoining localities for wastewater treatment services. Currently, wastewater is treated by the City of Ingleside at Ingleside’s wastewater treatment plant. Though the City owns property for a potential wastewater treatment plant, constructing and maintaining a plant would be a significant expense with potential water quality impacts. Working with neighboring localities to implement regional solutions reduces fiscal burdens and water quality impacts.

Recommended Projects:

- Project 1: Capital Improvement Plan
- Project 7: Interlocal and Industrial Coordination

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Our People

The basis for urban planning comes from the Constitution’s “police power”: the ability of governments to adopt laws that protect the public health, safety, and welfare. “Our People” contains items that relate to residents’ health, safety, and economic well-being: it also covers engagement, culture, and economic development.

Ingleside on the Bay prides itself on its close-knit residents, as well as a sense of safety and well-being. The City provides services or supports entities that provide important public health and safety services, such as law enforcement, fire protection, and emergency management. The City also provides important avenues for civic engagement through its elected City Council and appointed boards and commissions. While the City cannot support every program that creates this “close-knit” feeling for its residents, it can form strategic partnerships and support the spirit and culture of volunteerism that has long defined the City since its incorporation.

Guiding Principle

Implement and encourage activities that promote the engagement, safety, and well-being of all residents.

Public Health and Safety

Law Enforcement

The City does not have its own dedicated police force and uses enforcement from adjoining localities to provide policing and law enforcement services.

Fire Protection

The City's fire protection needs are served by the Ingleside on the Bay Volunteer Fire Department. The Volunteer Fire Department is initially dispatched by the San Patricio County Sheriff's Office and then by in-house dispatchers. The Department has mutual aid agreements with San Patricio and Aransas counties.



Code Enforcement

The City is responsible for enforcing its ordinances within its jurisdiction, including non-criminal ordinances such as building and junked vehicle regulations. The City does not have dedicated code enforcement staff and primarily operates on a reactive basis.

Emergency Notifications

The City of Ingleside on the Bay does not currently have an emergency notification system to reach out to all residents regarding immediate or pending threats to public safety or property. Currently citizens rely on word-of-mouth, Facebook, and the City Website for information. The city could look into a new modern notification system that would allow local officials to quickly provide citizens of Ingleside on the Bay with critical information and alerts.

Additionally, the Coastal Plain Emergency Planning Committee which serves the counties of Aransas, Refugio, and San Patricio has an emergency alert service using CodeRED. Here citizens can register to receive critical information, directly from local authorities, when an emergency happens. Citizens can also receive informational messages about activities such as flaring, road closures, and others associated with industry in the area. It was highlighted during the meeting that many citizens of Ingleside on the Bay have signed up for these CodeRED alerts specifically to be aware of nearby industry activity but have never received any notification despite hearing industry alarms going off at neighboring properties.

Resident Engagement

Ingleside on the Bay is a tight-knit community with an ageing population. Citizens primarily rely on word-of-mouth, social media such as Facebook, and the city website for communication regarding events, meetings, and other pertinent notifications. However, the City does not have an official social media presence to provide information to residents directly. There are several unaffiliated Facebook groups citizens can join, including one for the Parks and Recreation Committee and Volunteer Fire Department, that provide an avenue for engagement and information sharing.

Culture

Ingleside on the Bay thrives on its unique coastal locale and the close community relationships built over years of volunteer service that create and support a friendly and welcoming community. This culture of volunteerism not only supports the impact of community-based organizations, but also connects individuals to one another and to the issues facing their community. It has the power to unite people together for a common cause and has various mental and physical health benefits.



Hello IOB!
Parks and Rec would like your help choosing our new T-shirt design. Would you please comment below by Monday, August 8th, with the number for the design you like best. Thank you for your input! Colors and fonts can be changed.

1 3 Comments



Fiscal Planning and Economic Development

Tax Base

Ingleside on the Bay is a primarily residential community, except for a small number of service and retail businesses. Improvements such as homes and other structures are the greatest contributor to the City's tax base. Developing or improving vacant lots could create additional taxable value for the City's tax base, which contribute relatively little to the City's tax base due to the lack of improvements on the property.

Table 9: Certified Appraisal Totals

Category	Subcategory	Dollar Value	Percentage of Market Value
Land	Homesite	\$30,688,229	30.87%
	Non-Homesite	\$1,373,323	1.38%
	Ag Market	\$45,719	0.05%
	<u>Total Land</u>	<u>\$32,107,271</u>	<u>32.29%</u>
Improvements	Homesite	\$61,841,674	62.20%
	Non-Homesite	\$4,856,265	4.88%
	<u>Total Improvements</u>	<u>\$66,697,939</u>	<u>67.08%</u>
Non-Real	<u>Personal Property</u>	<u>\$620,392</u>	<u>0.62%</u>
Total Market Value		\$99,425,602	100%
<i>San Patricio County Appraisal District 2021 Certified Totals</i>			

The City's 2021 total taxable value for its property was \$89,191,551.

Budget and Fiscal Position

The general fund tax rate (as of September 2020) is \$0.217909 per each \$100.00 valuation of property. The City's 2021-2022 budget included \$270,050 for the general fund / regular operating expenses and \$582,400 for utilities including water and sewer. Water and sewer utilities are paid by ratepayers' billings.

Per the following table, Property taxes comprised about two-thirds of the City's revenues (\$184,250). The low amount of commercial activity in Ingleside on the Bay means that homeowners' property taxes bear the largest burden of the city's tax base and corresponding budget. Additional commercial development or increased receipts from existing commercial establishments could improve the City's sales tax revenues, which currently comprise about 8% of the budget.

Per the City's 2020 audit, the City possessed \$783,595 in unrestricted assets and \$283,003 in capital assets for governmental activities, which excludes its business-type activities such as water and sewer, for a total net position of \$1,066,598. The City's assets related to its business-type activities included \$1,123,393 in unrestricted assets, \$32,962 restricted for debt service, and \$3,165,434 net investment in capital assets for a total net position of \$4,321,789. The City had \$1,355,000 in outstanding debt for the utility system.

Table 10: General Fund Income Categories

Category	Dollar Value	Percentage of Income
Court Fees	\$100	0.04%
Franchise Fees	\$24,000	8.89%
EMS Donations	\$800	0.30%
Interest Income	\$1,000	0.37%
Licenses/Permits/Fees	\$3,000	1.11%
Misc. Income	\$21,500	7.96%
Parks and Rec Fundraising	\$1,500	0.56%
Property Tax Penalties	\$1,500	0.56%
Property Taxes	\$184,250	68.23%
City Mowing Enforcement	\$2,500	0.93%
Sales Taxes Rebates	\$22,000	8.15%
VFD Income	\$7,900	2.93%
Total Income	\$270,050	100.00%

Fiscal Planning

While property taxes are relatively stable over time, an overreliance on property taxes can strain property owners during economic downturns. Additionally, natural hazards such as flooding, storm surge, and hurricane winds can damage structures that comprise the majority of the City's tax base. Major expenses can also strain a locality's fiscal reserves and budget if unprepared. The City has historically utilized a pay-as-you-go system to remain solvent and avoid long-term debt obligations, particularly for general government activities.

Planning for long-term fiscal needs is a critical function of local government. Capital improvement planning can help a locality forecast project costs, operation and maintenance costs, and project timelines. This should be coordinated with funding sources and project prioritization to ensure that projects can be completed effectively and without straining future resources. This could include an assigned fund category in future budgets.

While external funding sources are sometimes available to support capital improvements, they may require a cost share or match to access the funding. These external funding sources can include grants, which do not require repayments, or low-interest loans that reduce the overall cost of the project over the loan's lifespan compared to conventional or private financing.

Recommendations for “Our People”

Guiding Principle: Implement and encourage activities that promote the engagement, safety, and well-being of all residents.

Goal 1. “Provide timely, effective emergency response services and proactive solutions to emerging health and safety issues.”

Recommendation 1.A. Adopt a mass messaging and emergency management notification system to quickly provide citizens with critical information and alerts regarding immediate or pending threats to public safety or property.

During an emergency, the speed and accuracy of critical information getting to those in harm’s way can have a life-altering impact on public safety. An emergency notification system is software designed to help reach a targeted audience across various communication channels as quickly as possible. These channels are continually expanding to include modern modes of communication and to decrease reliance on a single channel, such as an email or phone call.

Recommendation 1.B. Perform website updates to include information about natural and man-made hazards of concern, preparedness actions, safety checklists, and other relevant instruction for residents on the city website.

The city website should be a place where residents or interested parties can easily navigate and quickly access information about important alerts, services, news, programs, events, employment, and even volunteer opportunities. Updates to the website would also aid in increasing education and public awareness around the various hazards faced by the City. The current city website dates from 2005.

Recommendation 1.C. Ensure the City’s water system provides adequate supply for firefighting purposes.

Providing sufficient water for fire suppression is one of the main purposes of the water supply system. Water supply during these events is critical. While there are many substances that can be used for fire control, water is still the major one.

Recommendation 1.D. Establish a code enforcement program.

The City currently enforces ordinances on a reactive basis as City Council responds to complaints. A code enforcement program could include dedicated staffing, educational programs, and procedures for code violation abatement before Council initiates formal action.

Potential Actions:

- Promote and encourage residents to sign-up for mass messaging alerts through social media campaigns, informational inserts in the City water bills, and at local community events.
- Coordinate website updates to include information about natural and man-made hazards of concern, preparedness actions, safety checklists, and other relevant instruction for residents on the city website.

Recommended Projects:

- Project 4: Code Enforcement Program
- Project 5: Website Update
- Project 6: Mass Messaging and Notification System

Goal 2. “Ensure residents feel that they have opportunities to make their voices heard, connect with their government leaders, and contribute meaningful dialogue.”

Recommendation 2.A. Provide opportunities for residents to participate in public decision-making processes and have a voice in their governance.

Encouraging public participation can help communities develop long-term capacity to solve and manage challenging issues, contributes to better decision making, and leads to decisions that are more implementable and sustainable because it considers the needs and interests of all. Those involved in the decision-making process can also better understand and are more invested in the outcomes.

Recommendation 2.B. Update the city website to include more easily accessible information regarding upcoming city and committee meetings, agendas, meeting minutes, and how residents can provide input to city leaders.

The city website could be a place where residents are provided with different avenues to participate in the public decision-making process of their City leaders.

Potential Actions:

- Provide a virtual option for citizens to view and/or participate in community meetings.
- Allow citizens to provide comments on upcoming city council agenda items despite not being in attendance.

Recommended Projects:

- Project 5: Website Update
- Project 6: Mass Messaging and Notification System

Goal 3. “Maintain the laid-back close-knit community and small-town culture of Ingleside on the Bay.”

Recommendation 3.A. Encourage community beautification efforts.

Beautification efforts can lead to more interaction among neighbors, community events, and a community look and feel that attracts new residents and businesses while supporting both economic development and a sense of community within residents.

Recommendation 3.B. Encourage volunteerism throughout the community among all age groups.

The city was founded on a culture of volunteerism and relies on volunteer efforts for safety, boards and committees, and maintenance projects. Ingleside on the Bay’s City Hall was originally erected by volunteers. The culture of volunteerism within the city remains strong and should be fostered through better coordination and promotion of volunteer activities and needs.

Recommendation 3.C. Support community-building events, organizations, and businesses.

Community events bring people together. The city already supports and advertises various community events and organizations and should continue to seek out ways to strengthen resident’s bonds and sense of place.

Recommendation 3.D. Create opportunities to welcome and assist new residents in learning about and connecting with the community.

A welcome committee is responsible for introducing new homeowners to the community, assembling, and distributing welcome packets, as well as answering or fielding any questions new residents might have.

Potential Actions:

- Explore adding a community beautification volunteer program or plan; a strategy to maintain, enhance, and/or improve the community's character over the long term.
- Continue to support community-building events, organizations, and businesses.
- Explore the creation of a community welcoming committee.
- Coordinate website updates to include the addition of information regarding current or future volunteer opportunities within the city.
- Develop a community welcome packet for new residents. Include pertinent city information, volunteer opportunities, community events, maps, and important emergency numbers.

Recommended Projects:

- Project 5: Website Update
- Project 6: Mass Messaging and Notification System

Goal 4. “Develop strategies to maintain residents’ economic well-being and the City’s fiscal health over the long-term.”

Recommendation 4.A. Encourage diversification of the tax base.

A diverse tax base is one of the keys to a successful community, as it allows for a sturdy local economy that can withstand the fluctuations in the larger markets. It reduces dependence on a single funding source and reduces potential strain on that funding source. The City of Ingleside on the Bay’s tax base is primarily comprised of property taxes from single-family homes.

Recommendation 4.B. Attract new business to the city and promote local businesses.

By providing a positive and supportive business community, the city can attract more businesses to open in the area, which aids in diversifying the tax base. The City can focus on filling vacancies in existing commercial properties or encourage further development of commercially zoned properties.

Recommendation 4.C. Encourage infill of vacant lots.

Infill development is the process of developing vacant or underdeveloped parcels within areas that are already largely developed. There are many vacant lots within Ingleside on the Bay that could be built on, bringing new residents to the city and improving the City’s tax base.

Recommendation 4.D. Establish a multi-year capital improvement planning process and budgeting procedure.

Capital improvement planning helps a local government plan and prepare for capital expenses. A capital improvement plan coordinates the timing and prioritization of projects, often over 4-6 years, and informs annual budgeting processes. The plan also promotes transparency and awareness of infrastructure spending. A capital improvement plan also reviews funding sources and the availability of funds for anticipated expenses. This process could also assign funds for future grant matches.

Potential Actions:

- Encourage the expansion of tourism opportunities within the city.
- Coordinate website updates to include informational resources on programs that could assist local businesses, contact information and a brief description of services offered for all local businesses, and marketing materials that will assist in attracting new businesses.
- Explore incentives and information to make infill development more desirable.

Recommended Projects:

- Project 1: Capital Improvement Plan
- Project 5: Website Update

Our Context

Planning looks forward to a community's future and the community's future actions. However, the community may not control the factors that influence its future. The community also may not be able to address its future by working alone.

Ingleside on the Bay is surrounded by other local government jurisdictions, Corpus Christi Bay and the La Quinta Ship Channel, and industrial development. Increasing natural hazards are outside of the City's control and will impact the welfare of the community.

By looking to Ingleside on the Bay's context, the city can work to understand and anticipate future change. It can also build the important relationships that leverage the City's capacity and allow it to more successfully adapt to a changing future.

Guiding Principle

Prepare our community for changes in our context by anticipating external forces and creating partnerships.

Corpus Christi Bay

Located adjacent to the Gulf Intracoastal Waterway, including the Corpus Christi and La Quinta Ship Channels portions of low-lying areas within the City of Ingleside on the Bay are frequently flooded during high-water events such as hurricanes, king tides, heavy rains, and storm surge. Another contributing factor to the increased occurrence of flooding in these areas can be attributed to the growing size of vessels and increasing volume of ship traffic using the Corpus Christi and La Quinta Ship Channels that border the city. The ships often create large, V-shaped waves that can push water into the city and deteriorate bulkheads intended to protect the shoreline and the vegetation that resides there. Plants and vegetation along the shoreline help to keep soil in place, the roots of shoreline vegetation help to stabilize sediment while also absorbing stormwater runoff. These V-shaped waves, also called bow wakes, displace water as the vessel moves, then spreads outwards from the source until its energy is lost via friction or dispersion. This water displacement accelerates natural erosion by lapping at loose sediment and uprooting vegetation at the shoreline.

Ship Traffic

The city is bordered by the Bay of Corpus Christi, the Corpus Christi Ship Channel, and the La Quinta Ship Channel. These ship channels are managed and controlled by the Corpus Christi Port Authority and are used mostly for heavy industry and the export and import of goods.

The ships using these channels often create large waves that push water into the city and deteriorate bulkheads intended to protect the shoreline. These V-shaped waves, called bow wakes, displace water as the vessel moves. The bow wake then spreads outwards from the source until its energy is lost, usually through either friction or dispersion. This water displacement accelerates natural erosion by lapping at loose sediment and uprooting vegetation at the shoreline, another area of concern for the city.

Figure 12: LNG Ship Traffic



The Gaslog Winchester, an LNG tanker, being pulled into the Port of Ingleside by tugboats on 6/13/2022. Photo Credit: Sheila Walton

Shoreline Erosion

Coastal erosion is the decrease in rocks, soils, and/or sands along the coast due to sea level rise, strong waves, and coastal flooding. Storms are one of the biggest factors for shoreline erosion problems. As coastlines are impacted by natural events such as storms or hurricanes, the combination of high tides, high winds and storm surge create conditions that cause severe damage to coastlines. Plants and vegetation along the shoreline help to keep soil in place. The roots help stabilize



Figure 13: Photograph of revetment.

sediment while also absorbing stormwater runoff, while the plants above ground help to reduce rain and hail damage to the soil underneath. This slows down the runoff and how quickly water moves across the surface. Land with little vegetation can act as a slide for water and sediment.

Current coastal erosion prevention methods include sand dunes, vegetation, seawalls, revetments, bulkheads, groins, breakwaters, sandbags, and sand fences. Increasing coastal vegetation can significantly reduce erosion by acting as a natural barrier that absorbs energy from incoming waves and other hazards. Residents of Ingleside on the Bay primarily use bulkheads to keep shorelines in place along their properties. However, increased ship traffic and the bow wakes they produce deteriorate these bulkheads over time and can lead to greater erosion potential. Creating a living shoreline, a combination of both vegetation and structural elements can reduce erosion by slowing wave action while also providing an area where water can be absorbed, could serve to better protect properties.

Siltation of Canals

Within the city of Ingleside on the Bay, canals are considered private property. This means that the citizens of Ingleside on the Bay are responsible for maintaining bulkheads and canal depths on their property. Siltation of these canals has become a recurring issue for the city. Siltation refers to the increase in the concentration or deposition of silt, also known as mud or fine earth, into a body of water. This constant buildup of silt, typically caused by erosion, tides, and stormwater runoff, can render local channels and canals too shallow to navigate. Furthermore, during rain events the city experiences some degree of sheet flow, an overland flow of surface runoff or downslope movement of water, into their waterfront canals. Sheet flow often erodes the soil and carries sediment as it moves across the land. Through conversations at the May 10th meeting, citizens recounted in the past when canals were dredged the fill removed was placed on an empty lot, with permission from the lot owner, also bordering the waterfront. The placement of this fill along the waterfront poses a risk of furthering the siltation of canals in this community and should be addressed by the city.

Industrial Development

The City of Ingleside on the Bay sits adjacent to many heavy industrial sites for various oil export terminals and is bordered by the Bay of Corpus Christi, the Corpus Christi Ship Channel, and the La Quinta Ship Channel. These ship channels are managed and controlled by the Corpus Christi Port Authority and are used mostly for heavy industry and the export and import of goods.

Ship traffic in the area has increased as the Corpus Christi

LNG export terminal, operated by Corpus Christi Liquefaction, a subsidiary of Cheniere Energy, has completed a three-phase project to expand in recent years. Residents of Ingleside on the Bay are concerned about the proximity of these various planned or expanding sites and the hazardous materials they produce, including increased air pollution. Additionally, there are concerns from residents regarding these facilities expanding, new facilities being built nearby, and hazardous chemicals being transported via railroad.

Figure 14: Looking towards industrial development.



Facility Planning

Expansions of adjacent facilities, particularly the Enbridge facility, can impact the city due to their proximity. The Enbridge facility, which has proposed improvements that would place a new dock and accompanying ship traffic 1,000 feet closer to homes within the city, is located less than a mile from several homes. However, the city has no jurisdiction to regulate or review facility plans or expansions as the facilities are not located within the city limits or extraterritorial jurisdiction. The city lacks authority to require buffers, setbacks, or additional mitigation for potential impacts, any concessions are voluntary on the part of the facility. Maintaining open communication and dialogue about community needs could help the city advocate with the facility owners.

Operations and Hazards

Depending on the facility's use, it may produce, store, or emit hazardous materials. Besides air pollutant permitting, uncontrolled releases of hazardous materials sometimes occur that can potentially impact adjacent communities depending on the scope. Clear communication and transparency about potentially hazardous situations, including notifications, can potentially help protect residents from harmful exposure to chemicals and pollutants.

Adjacent Cities and Counties

Ingleside on the Bay is located in close proximity to many other cities and jurisdictions. The city participates in county-wide planning efforts such as the San Patricio County Hazard Mitigation Plan and regional partnerships such as the Coastal Bend Council of Governments.

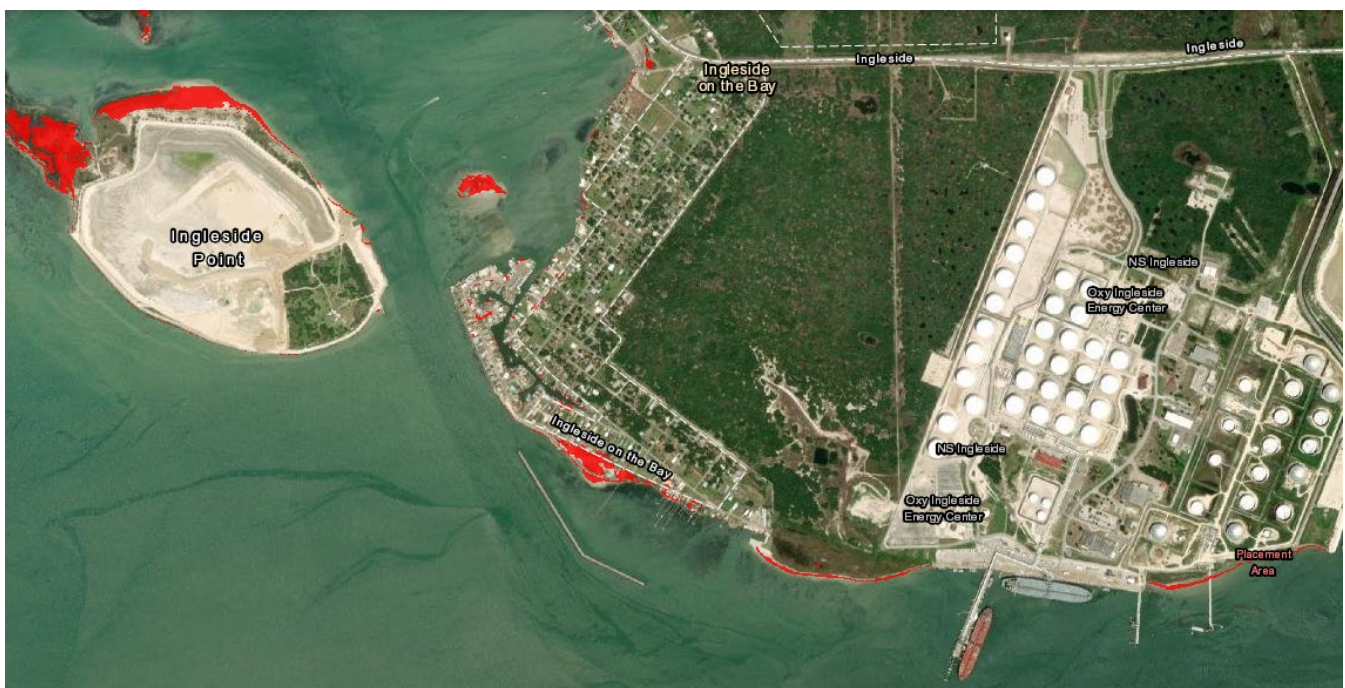
Some services are provided by San Patricio County (such as road maintenance) or special-purpose districts (such as drainage district) while others are contracted with adjacent cities (such as wastewater treatment.) Maintaining effective working relationships with neighboring jurisdictions can help the city coordinate important services in a cost-effective manner.

Additionally, coordinating plans with adjacent jurisdictions is an important step to prevent adverse impacts such as incompatible land use. Because Ingleside on the Bay is almost entirely surrounded by the City of Ingleside, Ingleside on the Bay has extremely limited authority outside of city limits.

Natural Hazards

The City experiences many natural hazards including hurricanes, storm surges, king tides, flooding, erosion, and sea level rise. Illustrated below is the extent of flood-prone coastal areas based on predicted water levels exceeding specific tidal heights as calculated by the NOAA Center for Operational Oceanographic Products and Services (CO-OPS). These inundation extents aid in the visualization of flooding that would occur during a forecast high tide flood event. The red areas in Figure 15 below depicts areas that are currently subject to high tide flooding according to the best available elevation data and flooding thresholds. In July 2020, during Hurricane Hanna, a category 1 storm, the city experienced a 4 ft storm surge rendering $\frac{1}{4}$ of the homes in the city inaccessible by emergency vehicles. The city flooded in areas exactly mirroring Figure 15 as projected by NOAA's Sea Level Rise Viewer, High Tide Flooding layer.

Figure 15: NOAA Sea Level Rise Viewer, High Tide Flooding



Recommendations for “Our Context”

Guiding Principle: Prepare our community for changes in our context by anticipating external forces and creating partnerships.

Goal 1. “Monitor impacts to the City’s shoreline from ship traffic and sea level rise and support mitigation efforts where possible.”

Recommendation 1.A. Educate the community about responsibilities for bulkhead and shoreline maintenance.

Though the canals appear to be public space like the community’s right-of-way, canals and bulkheads are located on private property. This restriction severely limits the City’s ability to assist with maintenance or apply for funds to address issues such as siltation and bulkhead degradation.

Recommendation 1.B. Explore the feasibility of constructing a living shoreline to attenuate wave action and slow erosion.

A living shoreline could provide potential benefits for the shoreline compared to bulkheads. However, the majority of the City’s shoreline is privately owned.

Potential Actions:

- Continue to explore funding solutions for shoreline projects.
- Maintain working relationships with the Port of Corpus Christi and U.S. Army Corps of Engineers
- Facilitate discussions with property owners about maintenance responsibilities.
- Explore opportunities to retrofit the existing revetment and bulkheads.

Goal 2. “Encourage open communication and dialogue about facility plans, operations, and community impacts with adjacent industry.”

Recommendation 2.A. Establish more effective ways to warn residents of the release of toxic material or other health hazards.

Chemical facility incidents often result in evacuations, shelter-in-place orders, closure of local businesses, injury to employees and community residents, and sometimes death. Currently residents do not feel that there is adequate communication or warning from surrounding facilities when previous releases have occurred.

Potential Actions:

- Promote and encourage residents to sign-up for mass messaging alerts through social media campaigns, informational inserts in the City water bills, and at local community events.

- Encourage residents to sign up for the Coastal Plain Emergency Planning Committee’s CodeRED emergency alert service.
- Identify a primary point of contact or liaison from nearby facilities.

Recommended Projects:

- Project 6: Mass Messaging and Notification System
- Project 7: Interlocal and Industrial Coordination

Goal 3. “Continue to participate in regional planning activities and foster relationships with adjacent localities.”

Recommendation 3.A. Establish regular planning and coordination meetings with adjacent localities and governmental entities in eastern San Patricio County.

Recommendation 3.B. Participate in the Coastal Bend Council of Governments (CBCOG).

The general purpose and duty of the CBCOG is to make studies, plans, and to guide the unified, coordinated development of the region. The CBCOG was formed to provide a cost-effective way to plan, coordinate and implement regional projects and provide technical assistance to communities within the region. The CBCOG also provides Criminal Justice services, Emergency Communications planning and implementation, and Department of Homeland Security services. Membership is open to all governmental units in the 11-county Coastal Bend planning region, including counties, cities, and special districts.

Potential Actions:

- Regularly attend CBCOG meetings.
- Explore CBCOG’s Regional Resilience Partnership as a potential source of funding and technical assistance for communities to build capacity and reach their resilience goals.

Recommended Projects:

- Project 7: Interlocal and Industrial Coordination

Goal 4. Create a culture of preparedness among city residents and proactively pursue mitigation opportunities.”

Recommendation 4.A. Promote public education and awareness campaign(s) to improve disaster resiliency and increase understanding of hazards, both natural and man-made.

The awareness campaign should outline the most common hazards of concern faced by the City, the safest response before, during, and after an event, provide evacuation or shelter locations, emergency communication plans, preparedness checklists, and guidance on critical actions after an event.

Potential Actions:

- Coordinate website updates to include the addition of emergency communication plans, preparedness checklists, and guidance on critical actions after an event.

Recommended Projects:

- Project 5: Website Update
- Project 6: Mass Messaging and Notification System

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Part 3: How We Get There

Implementation Strategy Types

Cities have a variety of tools and implementation strategies they can use to implement planning recommendations.

Regulations

Regulations such as City ordinances are laws that require certain standards of conduct within the City's jurisdiction. For example, while a speed limit regulation may require motorists to maintain a speed below a defined threshold to ensure safety, a zoning or building regulation may require landowners and homebuilders to meet defined design standards to ensure the building is safe for its occupants and does not harm neighbors.

Regulations and ordinances primarily guide the actions and behavior of private residents, while a local government's use of tax dollars for operating costs and capital improvement spending are more direct governmental actions. Regulations are also most effective when they can influence future behavior, as they typically cannot require corrective action upon adoption. An example of this is if a locality adopts a new floodplain management ordinance that requires structures to be elevated an additional foot above the estimated base flood elevation: the structures that currently exist do not have to be raised an additional foot to meet the new requirement, however, they may be considered "nonconforming" and have to come into compliance with future additions or renovations. Development regulations therefore have their biggest impact on new development and can be implemented over time as existing structures are updated or rebuilt.

Like all laws, ordinances must be effectively enforced. Localities can institute fines or even initiate legal action against violators to encourage compliance with regulations. Effective ordinance enforcement can require staff time, legal fees in especially serious cases, and political will from the governing body.

Investments

Local governments are able to levy taxes, making their budgets one of the most effective tools for spending on local initiatives and projects. In addition to budgeting for operating expenses such as staff and maintenance, local governments budget for investments in infrastructure and public facilities. These investments in capital facilities may be done as part of a city's yearly budgeting process and general fund, or may be part of a structured, strategic capital budget and capital improvement program (CIP).

Capital investments in infrastructure such as roads, water and sewer utilities, and other public facilities can be extremely expensive. While these capital improvements have long useful lifespans and are infrequent expenses, they can pose a major strain to a locality's fiscal health if they are not carefully planned for. In a small locality with a limited tax base, there are fewer taxpayers or more limited resources for the locality to distribute these expenses, which can result in a strain on individual taxpayers.

Careful planning for capital improvements is an important function of local government. Several state and federal programs exist to help small communities manage these capital costs through grant or low-interest loan opportunities. Localities can scope capital projects with funding eligibility and cost match requirements in mind to leverage these opportunities and minimize the costs to taxpayers.

Initiatives and Partnerships

Partnering with other governments on shared projects can help to distribute these cost burdens and leverage capacity. In addition to working with other governments, localities can support and encourage volunteer efforts by aligning efforts and maintaining effective working partnerships with community-based organizations through regular communication.

Further Plans and Studies

The prudent use of taxpayer funds is an important part of maintaining the public's trust. Investments in public infrastructure and facilities can be costly and may require expertise outside of the local government's leadership or staff's capabilities. Sometimes, additional plans and studies are needed to effectively scope a project and ensure its feasibility and cost-effectiveness. Some external funding resources such as grants can be used for planning efforts and studies, though eligibility may need to be verified. These plans and studies should be carefully scoped to coordinate across local efforts and ensure their recommendations can be implemented.

Outside Resources

External resources such as grants, low-interest loans, and in-kind assistance can provide needed resources to implement plan recommendations. These plans may be available from the federal government, the state of Texas, through regional entities such as the Coastal Bend Council of Governments, for-profit companies' charitable endeavors, or non-profit organizations.

Some programs provide preference for certain demographic characteristics or issues. A local cost share or dollar match is sometimes required, and matches can sometimes be contributed in-kind through donated time, labor, supplies, or land. Cost-sharing can be an effective work to leverage local dollars and increase their impact.

Coordination with Other Plans

Coordinating with other jurisdictions' plans or plans in other subject areas can create opportunities for shared responsibility and implementation. Citing a project that is included in a plan can be a preference or a requirement for some funding sources: for example, hazard mitigation projects must be included in a locality's hazard mitigation action plan to be eligible for funding. Following the adoption of this plan, the City should work with San Patricio County's Department of Emergency Management to include items that address hazards in the county's hazard mitigation plan.

Recommended Projects

Project 1. Capital Improvement Plan

Overview

As discussed earlier, capital improvement planning could help the City prepare for capital expenses. A 5-year capital improvement plan would coordinate the timing and prioritization of projects and inform the annual budgeting process. By creating a defined plan, the plan also promotes transparency and awareness of infrastructure spending among community members.

The plan could coordinate ongoing investments in road and drainage infrastructure with anticipated investments in water and sewer utility infrastructure. For example, coordinating the drainage improvements in alleyways identified in the stormwater master plan with proactive replacement of the aging asbestos cement distribution lines that are located in the alleyways could reduce disruptions to residents and reduce labor costs.

ENGINEER CONSTRUCTION ESTIMATE		
Project: INGLESIDE ON THE BAY 2022 CAPITAL IMPROVEMENTS PLAN - DRAINAGE	Project #: 20L0234	Estimate: 1 Date: 1/10/22
Owner: Ingleside on the Bay Address: 475 Starlight, Ingleside on the Bay, Texas Contact: Jo Ann Ehmann, Mayor E-Mail: Phone: 361-776-5451	Engineer: Craig B. Thompson, PE E-Mail: cbrampton@hanson-inc.com Phone: 361-814-9900 Address: 4501 Gollihar Road Corpus Christi, Texas 78411	
<small>Notice: This Engineer's Opinion of Probable Construction Costs is provided for budget purposes only. This Estimate is subject to change with little to no notice due to design requirements and fluctuations in prices. The actual cost of the Project will be determined upon the receipt of Bid or Proposal from the prospective Contractor.</small>		
SUMMARY SHEET OF ALL CAPITAL IMPROVEMENT PROJECTS		
AREA NO.	LOCATION AND DESCRIPTION	ESTIMATED COST
1	North of Parkview between Starlight and Sunset - Better connection with the outfall pipe	\$ 76,776.00
2	North of Parkview between Sunset and Woodhaven - Better connection with the outfall pipe	\$ 47,250.00
3	North of Post Oak between Starlight and Sunset - Better connection from midpoint of Alley with the outfall	\$ 29,400.00
4	North of Post Oak between Sunset and Woodhaven - Better connection with the outfall pipe	\$ 79,450.00
5	North of Ebony between Starlight and Sunset - Better connection with the outfall pipe and extension down Ebony	\$ 87,325.00
6	Live Oak/Ebony and Woodhaven - Better connections, inlet improvements, and new outfall	\$ 322,720.00
7	Bayshore East - Roadside channel improvements and driveway culvert replacements	\$ 329,000.00
8	Bayshore East - Additional Outfall	\$ 110,550.00
9	Bayshore Court - Additional Outfall	\$ 110,550.00
TOTAL C.I.P. - ESTIMATED PROJECT COST:		\$ 1,193,021.00

Responsible Parties

City Council
Planning and Zoning Commission
Parks and Recreation Board

Funding Sources

Local funds

Resources and Additional Information

Planning Implementation Tools: Capital Improvement Plan https://www3.uwsp.edu/cnr-ap/clue/documents/planimplementation/capital_improvement_plan.pdf

Planning For Hazards: Capital Improvement Plan <https://planningforhazards.com/capital-improvement-plan>

Project 2. No Adverse Impact Development Ordinance Updates

Overview

San Patricio County's 2018 Hazard Mitigation Action Plan includes a proposed action (Action #11) to adopt ASFPM's "No Adverse Impact" floodplain management policy. No Adverse Impact (NAI) floodplain management is an approach that ensures the action of any community or property owner, public or private, does not adversely impact the property and rights of others.

NAI principles can be implemented through the City's flood damage prevention ordinance as well as zoning ordinance and building codes. This update should coordinate across ordinances to ensure consistency. The result could be a "unified development code", or UDC, which provides a coordinated, consistent set of regulations for local decision making.

ORDINANCE 2016-03

FLOOD DAMAGE PREVENTION ORDINANCE

ARTICLE I

Responsible Parties

City Council
 City Secretary
 Building Inspector
 Planning and Zoning Commission

The City Council must adopt the code of ordinances.

Funding Sources

Local funds
 Resilient Communities Program.
 The Resilient Communities Program includes grant funding for development, adoption, and implementation of building codes, flood damage prevention ordinances, and zoning ordinances and could potentially support codification of these ordinances.
 Clean Coast Texas (In-Kind)
 Texas Community Watershed Partners
 Community Technical Assistance Program (In-Kind)

Resources and Additional Information

Resilient Communities Program: <https://recovery.texas.gov/mitigation/programs/resilient-communities-program/index.html>

Clean Coast Texas: <https://cleancoast.texas.gov/>

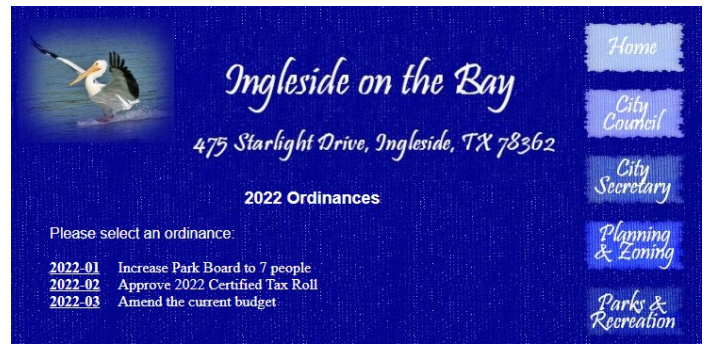
Texas Community Watershed Partners: <https://tcwp.tamu.edu/>

Texas Citizen Planner: ASFPM's No Adverse Impact Approach to Floodplain Management: <https://citizenplanner.tamu.edu/>

Project 3. Ordinance Codification

Overview

The City has adopted several ordinances since its incorporation in 1991. Ordinances are currently numbered by their year of adoption and order of adoption (e.g., Ordinance 2022-03, the current budget.) These ordinances are not searchable and are organized by the year of adoption rather than their content, and it is sometimes necessary to review past revisions. Creating a code of ordinances would make ordinances more accessible to City residents.



Responsible Parties

City Council
City Secretary
Building Inspector / Code Enforcement
Planning and Zoning Commission

The City Council must adopt the code of ordinances.

Funding Sources

Local funds
Resilient Communities Program:
The Resilient Communities Program includes grant funding for development, adoption, and implementation of building codes, flood damage prevention ordinances, and zoning ordinances and could potentially support codification of these ordinances.

Resources and Additional Information

Resilient Communities Program: <https://recovery.texas.gov/mitigation/programs/resilient-communities-program/index.html>

Project 4. Code Enforcement Program

Overview

Code enforcement is an important function of local government. For codes and ordinances to be effective, they must be consistently followed and enforced. Code enforcement can cover a variety of topics including building and occupancy codes, zoning regulations, property maintenance, grass and weed, and inoperable vehicles.

In addition to conventional enforcement for violations, a code enforcement program should also include education and abatement. An effective code enforcement program requires staff time to manage, document, and pursue cases. The code enforcement program should be supervised by City Council.



BE A GOOD NEIGHBOR!

Responsible Parties

City Council
 City Secretary
 Building Inspector / Code Enforcement

Funding Sources

Local funds

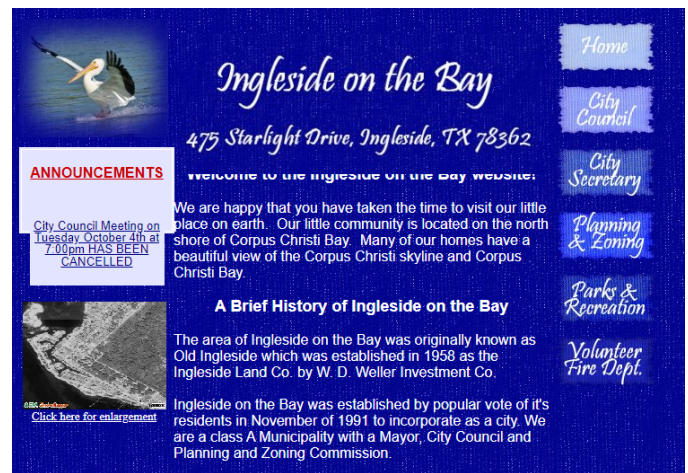
Resources and Additional Information

TDLR Code Enforcement Officer Training Information: <https://www.tdlr.texas.gov/ceo/ceotrain.htm>
 TEEX Basic Code Enforcement Course: <https://teex.org/class/COD300/>

Project 5. Website Update

Overview

The city website should be a place where residents or interested parties can easily navigate and quickly access information about important alerts, services, news, programs, events, employment, and even volunteer opportunities. The City's website has not been substantially updated since 2005. While meeting minutes dating to 2007 and city ordinances are available, the site is not easily searchable and does not have clear locations for public information like public notices, calendars, additional information, or other informational bulletins. Updating the website to use a content management system (CMS) with space for other resources would improve the website's usefulness as a central location for public-facing information.



Responsible Parties

City Secretary

Funding Sources

Local funds

Resources and Additional Information

Project 6. Mass Messaging and Notification System

Overview

During an emergency, the speed and accuracy of critical information getting to those in harm's way can have a life-altering impact on public safety. An emergency notification system is software designed to help reach a targeted audience across various communication channels as quickly as possible. By adopting a mass messaging and emergency management notification system the City will be able to quickly provide citizens with critical information and alerts regarding immediate or pending threats to public safety or property.



Responsible Parties

City Council
City Secretary
San Patricio County Emergency Management

Funding Sources

Local funds

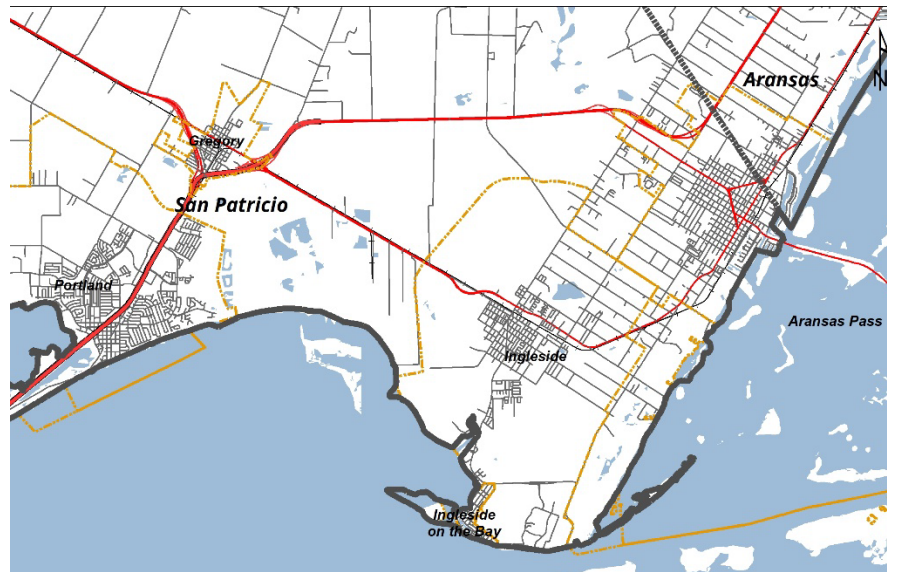
Resources and Additional Information

Project 7. Interlocal and Industrial Coordination

Overview

Ingleside on the Bay is surrounded by several local government entities and industries. The City is surrounded on land by the City of Ingleside, which means that the City of Ingleside has zoning and land use authority for the areas adjacent to Ingleside on the Bay. The City also works with nearby jurisdictions on utility services. Where the cities lack regulatory authority, concessions, and site design issues (such as facility siting on industrial property) are driven by the landowner or state laws.

Establishing constructive working relationships through regular meetings and coordinated planning efforts can help to build an understanding of how seemingly local issues can cross jurisdictional boundaries and property lines. The City can initiate these conversations and partnerships and use these platforms to communicate issues to its neighbors and advocates.



Responsible Parties

City Council
 Planning and Zoning Commission
 Surrounding jurisdictions
 Nearby industries

Funding Sources

Local funds

Resources and Additional Information

CBCOG: <https://coastalbendcog.org/>
 CBCOG's Regional Resilience Partnership: <https://coastalbendcog.org/regional-resilience-partnership>
 Enbridge Ingleside Energy Center:
<https://www.enbridge.com/about-us/liquids-pipelines/export-terminals>

Project 8. Parks and Recreation Plan

Overview

A Parks and Recreation Plan will help to assess current and future recreation needs and interests of community members. It serves as a comprehensive, long-range strategy for the creation, optimization, and maintenance of a community's parks and recreation assets and landscape. The plan should engage the community in the planning process and examine the City's ability to meet the needs of the community.



Responsible Parties

City Council
Planning and Zoning Commission
Parks and Recreation Board

Funding Sources

Local funds



Resources and Additional Information

Project 9. Stormwater Master Plan Update Implementation

Overview

The City's stormwater master plan (Ingleside on the Bay Stormwater Master Plan Update, dated October 19, 2021, and prepared by Hanson Professional Services, Inc.) identified two general project areas: alley drainage in upper portions of the city, and low-lying areas with poorly located inlets or outfalls.

A 2022 construction cost identified nine projects with an estimated construction cost totaling \$1,193,021.





**Ingleside on the Bay
Stormwater Master Plan Update**


Date: October 19, 2021

Prepared for: Ingleside on the Bay

Prepared by: Hanson Professional Services, Inc.
Garrett Litteken, PE, CFM
Hanson Job #20L0234



Garrett M. Litteken
Date: 02/25/2022



4501 Gulliver Road | Corpus Christi, TX 78411
Phone: 361-814-9900 | Fax: 361-814-4401

Responsible Parties

City Council
Planning and Zoning Commission
San Patricio County Road and Bridge
San Patricio County Drainage District

Funding Sources

Local funds

Resources and Additional Information

Project 10. Bayshore and Woodhaven Drive Reconstruction & Drainage Improvements

Overview

Bayshore Drive and Woodhaven Drive are two of the lowest-lying streets in Ingleside on the Bay, forming a peninsula with homes and canals. Both roads face persistent flooding caused by tides and heavy rainfall. There is limited right-of-way for roadway and drainage improvements. Drainage is currently served by ditching on the side of the road, which often fails to drain properly and holds water.

The flooding issue on Bayshore Drive creates challenges for emergency vehicle access, posing a potential safety issue. The intersection of Bayshore at Starlight is the sole point of ingress and egress for the homes and businesses on Bayshore. Though the recent drainage study identified options to resolve flooding on Bayshore Drive and Woodhaven Drive, the City can explore the feasibility of reconstructing the road to a higher elevation to provide a greater margin of protection from tidal flooding. This study will need to coordinate roadway elevation, drainage impacts and necessary improvements, and mitigation for adjacent properties.

Planning and feasibility assessments could be funded through HMGP if the City were to be included in a presidentially declared disaster. Construction could be considered an “infrastructure retrofit” and eligible for funding. This item could be included in the San Patricio County Hazard Mitigation Plan.



Responsible Parties

San Patricio County Road and Bridge
San Patricio County Drainage District
San Patricio County Emergency Management

Funding Sources

San Patricio County Drainage District
FEMA Hazard Mitigation Grant Program (HMGP)
Flood Mitigation Assistance (FMA) program, if serving properties insured under the National Flood Insurance Program

Resources and Additional Information

Hazard Mitigation Grant Program (HMGP): <https://www.fema.gov/grants/mitigation/hazard-mitigation>
Flood Mitigation Assistance (FMA): <https://www.fema.gov/grants/mitigation/floods>
Building Resilient Infrastructure and Communities (BRIC): <https://www.fema.gov/grants/mitigation/building-resilient-infrastructure-communities>

Project 11. Pedestrian Safety and Lighting

Overview

Traffic calming measures are comprised of individual elements that can be implemented on a roadway that are meant to reduce the speed of traffic while simultaneously improving public safety through physical design. This can be achieved by redesigning streets strategically to include various traffic calming elements, such as speed humps, crosswalks, signage, and lighting. These elements can be put in place on existing roads to reduce vehicle speeds, improve visibility, and increase safety for pedestrians and cyclists.

Additionally, by implementing a Vision Zero Action Plan or strategies like those seen in nearby cities, the City may take small steps to make streets more usable for more people. Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all.



Responsible Parties

San Patricio County Road and Bridge

Funding Sources

Local funds
San Patricio County Road and Bridge
USDOT, Safe Streets 4 All Grant Program

Resources and Additional Information

Vision Zero: <https://visionzeronetwork.org/>
USDOT Federal Highway Administration, Traffic Calming ePrimer:
<https://highways.dot.gov/safety/speed-management/traffic-calming-eprimer>

Project 12. Elected and Appointed Official Training

Overview

Support training opportunities for elected or appointed officials, such as the Texas Citizen Planner Program’s curriculum highlighting Community Planning for Flood Mitigation and ASFPM's No Adverse Impact Floodplain Management online courses. Additionally, the Texas Municipal League offers a variety of resources and training opportunities for cities and city officials.

Every day, local governments are confronted with planning decisions—large and small—that will shape how their communities grow for years to come. Planning and land use decisions made today will determine how resilient our cities are for decades to come. The Texas Citizen Planner program and Texas Municipal League both offer a variety of resources to address this need for knowledge and awareness by municipal leadership.



Responsible Parties

City Council
 City Secretary
 Building Inspector / Code Enforcement
 Planning and Zoning Commission
 Parks and Recreation Board

Funding Sources

Local funds

Resources and Additional Information

Texas Citizen Planner Program: <https://citizenplanner.tamu.edu>

Texas Municipal League, Newly Elected Resources: <https://www.tml.org/214/Newly-Elected-Resources>

Appendix

Flood Hazard Areas (from Flood Insurance Rate Map)

