

South Padre Island Marina Market Study



PREPARED FOR

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Introduction

Marina Management Services Inc. (MMS) is an international marina management and consulting firm located in Boca Raton, FL. We are focused on creating professionalism and accountability in the marina industry through our management contracts, consulting assignments, and industry involvement.

MMS has earned a well-deserved reputation in the marina industry through our services provided to both national and international clients since 1988.

Our goal is to improve marina performance in order to facilitate growth across all levels of the entire marine industry. By assisting developers and owners in the research and planning of new facilities, we ensure that marinas are built to perform operationally and financially for future use, avoiding short-term obsolescence.

MMS combines the accumulated experience, expertise, and creativity to solve existing problems and create new opportunities across all sectors of the marina industry. This increases the professionalism and accountability of not only the planned individual marina but of the entire marine industry.

Times are changing for marina developers and owners as it is a fact most new marinas need to be evaluated for their market and future operations or require urgent solutions for unexpected problems that arise during the planning stage, construction or start-up operations. MMS responds to the needs of our clients promptly with sound advice, strategic plans and complete access to information for an ever changing industry.

There is a saying in the industry that no two marinas are alike. This is true and MMS has hands on experience with all types of marinas ranging from marinas on coastal waters catering to ocean going yachts and fishermen to inland freshwater lakes catering to small outboard engine boats as well as state of the art dry state storage marinas.

Scope of Work

Marina Management Services, Inc. was retained by the South Padre Island Economic Development Corporation (SPIEDC) to conduct site-specific market research to determine the feasibility of a marina in the South Padre Island area. In the initial discussions between the SPIEDC and MMS, dockage for larger yachts was initially discussed. The proposal was then modified to look at boating for various sizes and styles of boats.

Marina Market Feasibility

The marina market feasibility study will review current and projected recreational boating patterns and market conditions in South Padre Island as well as the boating patterns of nearby waters and ports.

The elements of the Market Feasibility Study are identified by three (3) tasks identified in the SPIEDC's Request for Proposal (RFP):

Task 1 – Marina Market Feasibility for South Padre Island;

Task 2 – Site location, size, slip/amenity mix, preliminary layout; and

Task 6 – Sources of grants or other funding to develop the project, including possible Marina developers/partners.

Financial Feasibility Study

Upon the conclusion of MMS's feasibility study, it would be South Padre Island Economic Development Corporation's decision to commence with MMS's Financial Feasibility Study on the site identified in the Marina Market Feasibility.

The elements of the Financial Feasibility Study are identified by the three (3) remaining tasks identified in the SPI Economic Development Corporation's Request for Proposal (RFP):

Task 3 – Estimated Cost;

Task 4 – Financial Feasibility; and

Task 5 – Estimated annual revenue and expenses.

Summary

In summary, Marina Management Services, Inc. believes that there is demand for additional waterfront access facilities on South Padre Island.

MMS's results for current waterfront access facilities on South Padre Island showed that there are approximately 535 +/- slips, in which 61 belong to Sea Ranch I Marina, 200 are located at housing or condo complexes, and 274 appear to be individually or privately owned docks along the Tompkins Channel. A number of these slips/docks are in poor condition or lack sufficient water in which boats cannot safely use them. Additionally, the Sea Ranch I Marina has a dry-stack storage facility which can accommodate approximately 300 boats.

There is minimal dockage available for day boaters, overnight transient boaters and long term boaters. Shallow water depths of the Laguna Madre and the Tompkins Channel challenge even the most experienced boaters. Excursion boats, commercial fishing boats and cruise boats are limited to the Sea Ranch I Marina area or neighboring Port Isabel due to shallow waters and lack of dockage on South Padre Island.

While the majority of fishing tournaments held each year at South Padre Island, dockage and weigh-in of the fish are held in neighboring communities. There are only four (4) privately owned and operated and two (2) public boat launch ramp facilities on South Padre Island, all with inadequate parking. South Padre Island businesses are losing business to other communities during existing events as well as events that are not held on South Padre Island due to the lack of facilities.

Using boat registration information on 10,691 boats provided by the Texas Parks and Wildlife Department, shows that 95.6% of the boats registered in the Rio Grande Valley are less than 26' in length, less than 1/2 of 1% are sailboats, and only 4.4% are boats greater than 26' in length. In summary, 95% of the boats are less than 26' in length, trailerable, have an outboard engine(s) and use gasoline.

Throughout this report, a number of recommendations will be made by MMS for considerations of site location and various waterfront components that South Padre Island should consider in future waterfront development. A summary of MMS's recommendations:

- MMS is recommending a waterfront access facility to be built on a parcel of land alongside the Tompkins Channel, called the "Tompkins Channel Parcel".
- That South Padre Island consider some type of boat launch ramp facility, and that such facility consider parking for vehicle/trailer combinations;

- Individual covered slips with boat lift capacity be considered;
- Temporary day dockage be considered;
- The future focus should not be on facilities catering to sailboats;
- Transient dockage should be considered;
- Ability to launch, moor and store the trailer for small transient boats;
- Consideration be given to provide long-term dockage for boats up to 35' in length;
- Consideration for future waterfront development in the South Padre Island area should not be on large boats, 55' or larger;
- Consideration to the dredging the Tompkins Channel;
- Consideration be given on how the personal watercraft, wind boards and paddle powered boats should be embraced by the community;
- Temporary dockage for larger vessels with shallow drafts;
- Land side storage areas and individual covered slips with boat lift capacity be considered.

Meetings, Marina and Area Visits

The following meetings and site/area visits were conducted during MMS's visit to the South Padre Island area from December 8th through December 12th, 2015:

- South Padre Island
 - SPI Economic Development Corporation
 - Members of the South Padre Island City Administration, City Council and the Shoreline Task Force
 - SPI Visitor Center
 - Skipjack Properties
 - Sea Ranch I Marina and boat drystack facility and associated waterfront businesses
 - SPI waterfront entertainment district
 - Local waterfront communities and realtor
 - Local Fishing Charter and Excursion Boats
- Port Isabel
 - Sea Ranch Marina II (Southpoint Marina)
 - Local waterfront communities
 - Boat Dealers
 - Local Fishing Charter and Excursion Boats
- Brownsville area
 - Boat Dealers
- Port Mansfield
 - Fishing docks, lifts, boat storage and boathouses
- Port Aransas
 - Port Aransas Municipal Boat Harbor (Dennis Dryer Municipal Harbor)
 - Island Mooring Marina
 - Boat Dealers
- Corpus Christi
 - Corpus Christi Municipal Marina
 - Boat Dealers
 - Downtown waterfront district

Task 1 – Marina Market Feasibility

Types of Coastal Boating in the Southern Waters of Texas

The Southern waters of Texas include, but are not limited to the coastal and bay waters from Brownsville to Corpus Christi, primarily the Laguna Madre and its tributaries, and the Gulf of Mexico.

Fishing

Backcountry/Bay fishing – Primarily in the protected shallow waters of bays, lakes or rivers.

Deep Sea – the larger fishing boats are located closer to the port entrances, deeper waters, larger and capable of venturing a distance offshore to the active fishing grounds. Depending upon the port's location along the Texas shoreline, distances to and from the excellent fishing areas surrounding the blue water, 100 fathom depth curve changes.



Satellite view of the 100 fathom depth curve off the Texas Coastline

Day Boating

Powerboats – Boaters staying close to their homeport and enjoying the day out on the water. Boater's looking for places to cruise to such as restaurants, bars, anchorages or beaches.

Sailboats – Smaller, shallow draft sailboats. Stay close to their homeport and go out in the bay for a few hours racing, enjoying the bay breezes or junior sailing.

Pontoons – Shallow draft, steady deck boats. Pontoon boats give boaters who stay in protected waters, such as bays, lakes and rivers a unique opportunity to enjoy calm waters.

Transient

Transient boaters usually visit or stay at a marina on a short-term basis. For the purpose of this report, MMS defines a transient boater as someone who brings their boat to a marina with the intention of keeping the boat in the water for at least one night, but for less than 30 days. Transient boats can arrive by water or by trailer.

Residential / Community / Long Term

Boats that are berthed on a monthly, seasonal or annual basis for at least 30 days on private property, behind homes or in a marina.

Dry Stack Storage

Dry stack storage is a way for storing, launching and retrieving powerboats in an area with a small footprint. It is also a very cost effective way to store certain types of power boats up to 45' in length.

Large Yachts

For the purpose of this report, Marina Management Services is defining large yachts as vessels over 50' in length.

Charter/Cruises

Excursion - Speed Boats / Day & Sunset Cruises / Pirate / Fireworks

Fishing - Deep Sea / Bay & Shallow Water

Water Activities – Diving / Snorkeling / Parasailing

Sealife – Dolphin / Eco-tours

Personal Water Craft

Personal Water Craft / Jet skis - Trailerable and rental

Canoes / Kayaks / Wind Boards

Canoes / kayaks / wind boards and paddleboards – Primarily powered by wind or rowing. Roof-mounted and rental

Events

Fishing Tournaments

Rendezvous (boat gatherings at a hosting marina)

Port Isabel

The Port Isabel area (which includes Long Island) is near the Brazos Santiago Pass, the Brownsville Ship Channel, is divided by the Intracoastal Waterway (ICW) and adjoins the Laguna Madre. Port Isabel enjoys the deep-water access to and from the area via the Intracoastal Waterway and the Brownsville Ship Channel. The ICW is a navigable waterway which runs through various protected waters of the United States and tracked by mile markers on the appropriate navigable charts. A portion of the ICW runs through Texas from Port Arthur in the east and ends in the Port of Brownsville on the west end. In Port Isabel, the Queen Isabella Causeway is located on the ICW at mile marker 665.

Port Isabel adjoins South Padre Island by the 2 ½ mile Queen Isabella Causeway. Those traveling to and from South Padre Island by land transportation are subject to traffic conditions in Port Isabel. It was noted and commented in a number of our meetings, how incoming traffic to South Padre Island can become congested in the roads of Port Isabel.

Recreational boating in the Port Isabel area consists primarily of residential/community slips. Marinas in the area are limited to those of private communities.

Public boat launch ramp facilities are primarily limited in the Port Isabel area to the Pompano Park Public Boat Ramp. The Pompano Park Public Boat Ramp is limited to a single ramp with parking for 40+/- vehicle/trailer spaces. There are a couple of other small boat launch ramps in the Port Isabel area, but they are private and severely limited to available parking. They are more of a convenience amenity for the customers/clients of the facility.

Sea Ranch Marina II (Southpoint Marina) located in Port Isabel, has 41 wet slips and 150 dry stack storage spaces.

With the navigable waters of the Intracoastal Waterway, Port Isabel is home to a number of commercial boats providing deep sea fishing trips and excursion cruises. The majority of these activities are located in the Pirates Landing fishing pier area.

Port Isabel contains the Port Isabel-San Benito Navigation District, which is one of 12 deep water ports in Texas with a project depth of 36'. The Intracoastal Waterway and the Port Isabel-San Benito Navigation District provide a number of shipping and commercial activities which provides a waterfront atmosphere which contrasts with pleasure boating and some of the residential communities. An example would be the empty Pirates Cove subdivision in Port Isabel stalled during the economic slow turn in 2008/2009 and has yet to regain traction in the sales of the waterfront properties (see photo on the right).



While Port Isabel is close to South Padre Island, both by land and water, it is MMS's opinion that Port Isabel has limited enjoyable and recreational facilities and amenities to offer boaters and fishermen.

Port of Brownsville

The Port of Brownsville is mainly composed of the Brownsville Ship Channel which caters to primarily commercial and shipping activities to Brownsville, Texas. The ICW ends in the Port of Brownsville at mile marker 682.

Other than a few residential/community slips in the area, facilities and activities for boating are almost non-existent.

It is MMS's opinion that the Port of Brownsville has little to offer for the recreational boater as compared to South Padre Island.

Arroyo Colorado

The Arroyo Colorado is a river that flows into the lower Laguna Madre area and is approximately 22 miles, by water, north of South Padre Island's Queen Isabel Causeway. The Laguna Atascosa National Wildlife Refuge is located at the junction of where the Arroyo Colorado joins the lower Laguna Madre. The Arroyo Colorado channel intersects the ICW at mile marker 644.

The Arroyo Colorado has a few docks primarily used by fisherman and local boaters. Where the Arroyo Colorado joins the Laguna Madre, boaters encounter the low waters of the bay. Additionally, the area does not have immediate water access to the Gulf of Mexico. Access to the

Gulf is either through the Brazos Santiago Pass off of South Padre Island or the entrance to Port Mansfield.

With the exception of shallow water fishing, the Arroyo Colorado boating area has little to offer in the way of amenities and services in which can be compared to South Padre Island.

Port Mansfield

Port Mansfield is an area approximately 37 miles, by water, north of South Padre Island's Queen Isabel Causeway.

While Port Mansfield is located on the shallow waters of the Laguna Madre, it does have a channel which extends to the Gulf of Mexico. The channel intersects the ICW at mile marker 630.

Port Mansfield waterfront is an area which primarily caters to the fishing community. Both offshore and in the waters off the Laguna Madre.

Like the four seasons of the year, offshore fishing in Port Mansfield has its seasons as well: August 1st is the start of the Amberjack season, while the Tarpon season begins in April. Shark season is best from March through May. Marlin, Tuna, Mahi Mahi, Wahoo, and Kings are also recognized in the area.

The majority of docks in Port Mansfield are covered and have boat lifts in the slips. These covered docks and boat lifts allow the boats to be pulled out of the water each and every time the boat is used and then the boat is protected from the harsh sun in southern Texas.



Port Mansfield is also well known for its boat storage barns. These storage barns allow anglers to store their boats on their trailers in their



absence. When the angler wants to go fishing, they hook up the trailer to the towing vehicle and launch the

boat at one of two launch ramps in the area. The boat storage barns allow the anglers the convenience of not having to tow their boat long distances, while providing security and protection of the boat in an enclosed building.

While the Port Mansfield is known for its fishing and access to the Gulf of Mexico, there is little infrastructure available to match the destination and resort facilities of South Padre Island. Families of fishermen will be looking for additional activities to do then just fishing.

Port Aransas

Port Aransas is the only established town on Mustang Island, just north of Padre Island. The 2010 census shows the population at of Port Aransas at 3,480. According to Wikipedia, “summer populations sometimes swelling to 60,000 or more”. A branch of the ICW runs by Port Aransas at mile marker 533A.

By water, the Port Aransas Gulf of Mexico entrance is located approximately 118 miles north of the Brazos Santiago Pass entrance off of South Padre Island.

Boating activities in Port Aransas are plentiful. There are two (2) large marinas in Port Aransas:

Port Aransas Municipal Harbor

The Port Aransas Municipal Boat Harbor (Dennis Dryer Municipal Harbor) is located off the Port Aransas channel in Port Aransas. It is linked with the Robert’s Point Park and adjacent to the ferry landing which provides access to Port Aransas with the mainland north of Corpus Christi Bay.

The facility is a City operated marina, which has approximately 273 slips on fixed/floating piers. An additional 12-18 slips are available along designated bulkheads for larger or transient boats within the marina.

Amenities provided are: 8 boat ramps; vehicle/trailer parking; fish cleaning station and fishing pier; short and long term slips; ice; showers (for dockage customers); and public restrooms.

Though the marina is in its off-season, the floating docks were primarily full, while the fixed docks were approximately 75% occupied.

The majority of the boats were pleasure boats, both power and sail. Slip sizes ranged from 20’ in length through 50’ in length.

Additional slips were available for vessels over 50'. A few slips are dedicated to handle shrimp/commercial vessels.

Island Mooring Marina

The Island Mooring Marina is located on the eastern end of Corpus Christi Bay and on the west side of Mustang Island. It is privately owned and operated. There are approximately 290 +/- floating and fixed slips and another 48 +/- covered boat slips with lifts.

Amenities included, but are not limited to: ship's store; fuel pier; pumpout facilities; restaurant; pool/hot tub; laundry; showers and security.

The covered boat slips with lifts are primarily used by fishing boats. A trend Marina Management Services has recognized in the past few years are the larger offshore, center console boats with multiple outboard engines. These boats are quicker and can reach the offshore fishing areas in shorter time. These covered slips were 100% full during MMS's visit.



During MMS's off-season visit to the area, the floating and fixed docks at Island Mooring Marina were primarily full. The majority of the boats were powerboats (85%) versus sailboats.

The majority of the rest of the docks and slips in Port Aransas residential/community berths.

While Port Aransas has a number of qualities similar to South Padre Island, the distance between the two communities is so great that boaters would seldom look at the two (2) areas as competition. Boaters using the Port Aransas area are more likely to travel from the Cities and surrounding areas of Corpus Christi and San Antonio.

Corpus Christi

The downtown area of the City of Corpus Christi is located at the western end of Corpus Christi Bay and is approximately 23 miles by water from the entrance to the Port Aransas entrance of the Gulf of Mexico. The Corpus

Christi Channel intersects the ICW at mile marker 539, approximately 6 miles from the downtown waterfront.

Corpus Christi Marina

MMS visited the Corpus Christi Marina, located in downtown Corpus Christi. The Corpus Christi Marina is a facility operated by the City of Corpus Christi, in which the marina has recently undergone a number of significant upgrades, including four (4) new floating piers. The marina now has over 500 slips for pleasure and commercial vessels.

Amenities included, but are not limited to: fuel pier; pumpout station; showers, restrooms and laundry facilities; transient dockage; restaurant; four (4) public boat ramps; dry land storage; and a floating dock which can handle wave boards, dinghies and kayaks.

The majority of the boats using the wet slips are pleasure boats for weekend use and live-aboard boaters.

Corpus Christi on North Padre Island

At the far eastern end of Corpus Christi on North Padre Island is the Packery Channel and Packery Channel entrance to the Gulf of Mexico. The Packery Channel entrance is located approximately 101 miles by sea, north of the Brazos Santiago Pass off of South Padre Island and intersects the ICW at mile marker 552.

The Packery Channel is primarily used by local residential communities, trailerable boats and a 42 slip, small boat marina with covered slips with boat lifts. At the time of MMS's visit, the covered slips were near full occupancy.



Boating in the different areas of Corpus Christi, have a number of qualities similar to South Padre Island, the distance between the two communities is so great that boaters would seldom look at the two (2) areas as competition. Boaters using the Corpus Christi areas are more likely to travel from the nearby cities and surrounding areas of Corpus Christi and San Antonio.

Another advantage that Corpus Christi and Port Aransas have over the South Padre Island area are the deeper waters of Corpus Christi Bay. These deeper waters give boaters a greater flexibility to cruise to/from on one side of the bay to another, visiting restaurants, parks, sailing and fishing.

South Padre Island

The City of South Padre Island is located near the southern end of South Padre Island on the far southern Texas shoreline of the Gulf of Mexico. The City of South Padre Island is surrounded by the Gulf of Mexico to the east, Wharf Street to the north, the northern edge of Isla Blanca Park to the south, and the Laguna Madre to the west. The primary access to the island is via the Queen Isabella Causeway connecting South Padre Island to the mainland via the City of Port Isabel. Like Port Isabel, the Queen Isabella Causeway which runs to South Padre Island is located on the ICW at mile marker 665.

Current Dockage, Storage and Boat Launching facilities on South Padre Island:

- 1) MMS conducted a physical slip count on South Padre Island, excluding bulkhead tie-ups and wall tie-ups behind homes, South Padre Island 535 slips +/-;



Boardwalk Condominium Yacht Club



South Padre Marina

- 2) 61 of these slips are located at the Sea Ranch I Marina and most of those are commercial boats. Most of the slips at the Sea Ranch I Marina are fully occupied;



Sea Ranch I Marina

- 3) Approximately 200 of the remaining 474 slips are mainly located at housing or condo complexes, which are privately owned;

- 4) The remaining 274 slips appear to be individually owned docks along the Tompkins Channel;
- 5) A number of the 274 slips are in such poor condition or lack sufficient water in which boats cannot safely use them;
- 6) Sea Ranch I Marina has available dry-stack storage which can handle approximately 300 boats. The majority which are occupied in the busy summer months;
- 7) Four (4) different boat launch ramps exist on South Padre Island. All four (4) of these boat launch ramps are privately owned and operated. The ramps have limited dedicated vehicle/trailer parking. Most of these vehicles/trailers end up parking on various streets, creating traffic congestion in the area.
- 8) Two (2) public launch ramps were identified to MMS on South Padre Island:

- a. The first public boat launch ramp is located at the west end of Palm Street. The launch ramp is primarily used to launch smaller vessels such as jet skis, canoes and kayaks. There are no dedicated parking spaces for this launch ramp.



- b. The second public launch ramp is located at the west end of Polaris Drive. Again, there are no dedicated parking spaces for this launch ramp. Users of the launch ramp are parking off-street throughout the neighborhood. This off-street parking is creating traffic congestion and leaving muddy ruts on the easements.



Current existing boating activities on South Padre Island:

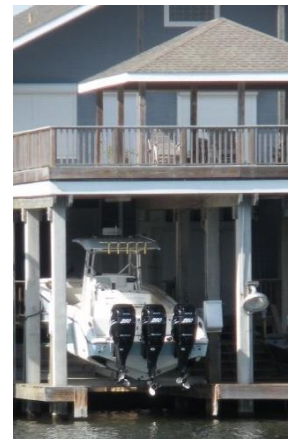
Fishing

- **Shallow water fishing** - The shallow waters in the Laguna Madre provide excellent areas for fishing. Local boat manufacturers Shallow Sport in Los Fresnos, Texas and Dargel in Donna, Texas,

build boats specially designed for the shallow waters. These designs includes a minimal draft, wide beams, short shaft outboard engines and tunnel hulls. The short shaft outboard engines and tunnel hulls minimize damage to sea grasses and vital habitat. These boats are primarily launched at boat launch ramps. South Padre Island has limited boat launch ramp facilities (all privately owned) in which few if any can handle many vehicle/trailer parking. **Marina Management Services recommends that South Padre Island consider some type of boat launch ramp facility.**

- **Deep sea fishing** – Deep sea fishing opportunities are primarily provided at Sea Ranch Marina on the southwestern corner of South Padre Island. Limited dockage, water depths, water channels and long distances prevent deep sea fishing boats from mooring alongside the western coastline of South Padre Island on the Tompkins Channel.

A trend Marina Management Services has recognized in the past few years are the newer, larger offshore, center console boats with multiple outboard engines are increasing becoming more popular. These boats are quicker and can reach the offshore fishing areas in shorter time. While visiting both Port Mansfield and Port Aransas, these new style boats were all located in covered slips with individual lifting capacity at each slip. All of these covered slips were 100% full during MMS's visit. **Marina Management Services recommends that if possible individual covered slips with boat lift capacity be considered** to handle these new multi-outboard engine boats.



Day Boating

- **Day Boating for Powerboats** – There are limited places for boaters to visit in the South Padre Island area, such as restaurants and daytime dockage. Boaters end up cruising along the various local waterways with limited options but to cruise. These boaters are primarily located at nearby residential areas or local piers, but have nowhere to go. Not only from South Padre Island, but nearby Port Isabel as well. **Marina Management Services recommends that if possible, temporary day dockage be considered in a waterfront development.**

- **Day Boating for Sailboats** – Very few sailboats moor in the South Padre Island area due to the lack of dockage with adequate water depth, channels with inadequate deep enough water, shallow waters in Laguna Madre, bridge height restrictions and long distances to and from deep water sailing. The shallow waters near shore and in Laguna Madre, make it difficult for sailboats of any size to sail in the waters off South Padre Island.

Transient

- **Sailboats** – As mentioned earlier in the “Day Boating for Sailboats”, the waters around the South Padre Island area are not conducive for sailboats. Additionally, transient sailboats would have to at least travel from the Port Aransas / Corpus Christi areas. Sailboaters would have to sail at least 118 miles in the Gulf of Mexico, then whatever distances they would travel in within both ports. With fair winds, it would still take a sailboat averaging 4.5 knots (5 mph), 24 hours to sail the 118 miles of open water. Typically, sail boater’s try to sail during daylight hours and average less than 8-10 hours a day. **Marina Management Services believes that the future focus of boating development in the South Padre Island area should not be on facilities catering to sailboats.**
- **Powerboats** – Boaters cruising to various destinations during the boating season, will looking at what the destination has to offer in amenities at the marina and things to do while there. 25’ to 35’ powerboats usually cruise in the 22 miles per hour (mph) range. Travelling through the Gulf of Mexico from Port Aransas / Corpus Christi would take about 5 ½ hours, along with any boating time while inside the entrances to the ports to/from their destination. South Padre Island has a lot to offer to families visiting the area,



Transient dockage in Port Aransas

with the exception of readily available transient dockage.

Marina Management Services recommends transient dockage be considered for a portion of a future waterfront development. The best type moorage for transient boater is in the shape of a long pier. This will allow maximum flexibility for the facility operator to handle various lengths and widths of boats.

- **Trailerable Boats** – While most think of trailerable as fishing boats only, a number of boaters with small cuddy cabin or center consoles boats, trailer these boats to their destinations. Once at their destination, they launch the boat and keep it in the water during their stay with friends, at the hotel or rental unit. **Marina Management Services recommends that consideration be given for launching and mooring these smaller boats, while accommodating their empty trailer at nearby off-site area.**

Residential / Community / Long Term

Most long-term slips/docks on South Padre Island are privately owned and maintained. Within the exception of Sea Ranch Marina I, there are no other marinas on South Padre Island that could handle more than a few dozen boats. Monthly, seasonal or annual basis berths would help attract more boaters for longer periods of time. Whether they are staying aboard their boat or as summer/year-round residents looking at keeping their boat in the water for long periods of time. With the exception of Sea Ranch Marina I, the majority of the slips/berths that MMS observed were in the 20' to 35' range. **Marina Management Services recommends that consideration be given to provide long-term dockage for boats in the 25' to 35' range for a portion of a future waterfront development.** Shoreside supporting amenities would need to be included as well.

Large Yachts

Large Yachts (defined as 55' or larger) – Currently very little, if any long-term or transient dockage is available for the large yachts on South Padre Island. In the initial discussions between the SPIEDC and MMS, dockage for larger yachts was initially discussed. The proposal was then modified to look at boating for various sizes and styles of boats.

During the recent Fort Lauderdale International Boat Show (November 5-9, 2015), Marina Management Services conducted a survey of captains at the “Dockwalk Captains Hideout” room of the show. The “Dockwalk Captains Hideout” is an exclusive venue for captains and crews of larger boats, allowing them the chance to relax from their duties on board their yachts at the show. 25 Captains were interviewed for the survey representing 41 powerboats and sailboats, 55' and larger. Questions asked and results given are as follows:

- **What would attract you to a marina?** Replies ranged from: What is offered; location; a transient route; deep water; easy access; fine dining; hotels; fine shopping; yacht provisioning; places to visit and things to do for the crew; adequate electricity; potable water; wi-fi and pump-out facilities.
- **Types of activities the owner's enjoy? By water,** they enjoy: fishing; exploring; cruising; recreational; and watersports. **By land,** they enjoy: entertainment; sporting events; nightlife; fine dining; and shopping.
- **Does the owner like new destinations?** 18 replied yes, while 7 replied no.
- **What are their typical seasonal cruising patterns?** The majority of the answers were Southeast US in the winter and Northeast US in the summer; Florida; Bahamas; Caribbean; and the Mediterranean. None of the replies included the Gulf of Mexico.
- **Have you cruised in the Gulf of Mexico?**
 - Of the 4 who responded "yes", they had visited: Louisiana; Mississippi; Honduras; Belize; and Cozumel, Mexico.
 - Of the 21 who responded "no", they were further asked "if they would consider visiting the Gulf of Mexico?": 14 said "yes they would consider visiting the area", while 7 said "no, they would not consider visiting the area."
- Finally, of the 4 who had visited the Gulf of Mexico and the 14 who said they would consider visiting the Gulf of Mexico, were further asked: **More specifically, would they visit the South Padre Island area?:** Only 2 captains responded, the first said "only if it had spectacular amenities and facilities, the second answered "he would not". Further comments on this inquiry ranged from:
 - "That area of the Gulf is not on a transient route."
 - "It's too far out of the way to visit."
 - "When visiting Mexico, it's much shorter to go directly from the Caribbean or Florida."

Marina Management Services recommends that the future focus of boating development in the South Padre Island area should be not be on Large Boats (55' and larger). This recommendation is based on MMS's meetings, observations made, the large boat survey taken and information on boat registrations statistics from the TPWD.

Charter / Cruises

There are plentiful activities in the South Padre Island area, beautiful waters of Laguna Madre and the nearby of the Gulf of Mexico. The charter/cruise boats are an excellent complement to South Padre Island. The majority of these boats are located at the Sea Ranch Marina on the southern end of South Padre Island. They include: dolphin watches; bay fishing; deep sea fishing; eco-tours; and diving to name a few.



Other fishing charters leave some of the private docks along the Tompkins Channel, such as Louie's Backyard. Occasionally and in the past, other cruise boats have used the Tompkins Channel, but water depths have become an issue. The Tompkins Channel is a private channel in which it has a number of shallow spots, less than 5'. The shallow water in the Tompkins Channel will limit commercial boating activity. To allow safe passage of existing commercial boats and future commercial boat access, **Marina Management Services recommends that dredging of the Tompkins Channel be considered and dredge the channel to a uniform 6' to 8' maintained depth at mean low tide.** The dredging of the Tompkins Channel will be the base of new boating as well as maintaining current boating activities in the area.

Personal Watercraft, Canoes, Kayaks, and Wind Boards

- **Personal Water Craft (PWC)** - While there are those boaters who may not enjoy sharing the water with the PWC's (jet skis), PWC's sales are one of the leading trends in the boating industry in overall units sold. Many who wish to enjoy the water, can't afford traditional trailerable boats. At many resort areas, the personal watercraft are becoming more available to the visitors of the community.
- **Canoes, Kayaks, Wind boards and Paddleboards** – The majority of these boats are propelled by wind or paddles. They are lightweight, easy to carry and easy to load on the roof of a SUV or car. These boats are popular in destinations areas, such as South Padre Island.

Marina Management Services recommends that consideration be given to how the personal water craft, kayaks, wind boards and paddle powered boats should be embraced by the community. A future waterfront development could involve a personal watercraft or paddle boat rental business.

Events

- **Fishing Tournaments** – South Padre Island has a deep history in fishing tournaments. South Padre Island has or will be hosting a number of fishing tournaments, a sampling of such tournaments:
 - The 2016 42nd annual Port Mansfield Fishing Tournament, July 21-24, 2016.
 - The 2015 9th Annual Bronc Athletic International Tournament (B.A.I.T.), April 11, 2015.
 - The 2015 Shallow Sport Owners Tournament, May 15-16, 2015.
 - The 2015 Dargel Owners Tournament, June 5-6, 2015.
 - The 2015 76th Texas International Fishing Tournament, July 29-August 2, 2015.
 - The 34th Annual South Padre Island Chamber of Commerce Ladies Kingfish Tournament, August 7-9, 2015.
 - The 2015 American Petroleum Institute (API) Annual Fishing Tournament, August 13-15, 2015.
 - The 2015 10th Annual Fishing for Hope Tournament, August 22, 2015.

While still host to a number of tournaments, the number of offshore fishing tournaments on South Padre Island has declined over the years. The larger offshore boats have limited options on where to moor their boats while fishing in tournaments on South Padre Island. A number of the boats moor in the commercial district of Port Isabel during the tournament. **Marina Management Services recommends that if possible, a waterfront development should include temporary moorage for larger vessels with shallow drafts.**

Likewise, with the number of shallow water fishing tournaments, roads and intersections on South Padre Island become congested with vehicles/trailers parking in haphazard locations. Though there are a few private boat launch ramps on South Padre Island, very few vehicle/trailer

parking spaces are available. **Marina Management Services recommends that if possible, additional boat launch ramps should be considered with parking that can handle the vehicle/trailer combinations.**



Various boat launch ramps on South Padre Island

As tournaments for these small trailerable boats are limited to a few weekends per year, additional dedicated off-site parking may be needed peak periods. In other areas of Texas coastline, alternatives to trailering smaller boats are being used. In Port Mansfield, trailerable boats are being stored in boat garages on land. Additionally, in Port Mansfield and Port Aransas, trailerable boats are kept under cover in slips with individual boat lifts at each slip. **Marina Management Services recommends that if possible, on land storage areas and individual covered slips with boat lift capacity be considered.**

Rio Grande Valley Area

During MMS’s meetings and interviews while in the southern Texas area, conversations on boating in the area and the “Rio Grande Valley” was referred to as the primary source of those visiting the South Padre Island area. The Rio Grande Valley is generally known to be the area including the counties of: Cameron; Hidalgo; Starr; and Willacy. Boat dealers in the confirmed that the Rio Grande Valley area was their primary marketing and customer area.

Boat Size	Cameron County	Hidalgo County	Starr County	Willacy County	Total - Rio Grande Valley
Boats under 16'	1335	1093	122	56	2606
Boats 16' to 26'	3363	3664	275	316	7618
Boats 26' to 40'	156	70	2	12	240
Boats 40' to 65'	55	16	1	3	75
Boats over 65'	129	0	0	0	129
Other	23	0	0	0	23
Total boats	5061	4843	400	387	10691

	Cameron County	Hidalgo County	Starr County	Willacy County	Total - Rio Grande Valley
Fiberglass Hull	4038	4166	303	331	8838
Outboard Engine	4135	4041	306	350	8832
Gasoline	4704	4748	393	376	10221
Sailboats	35	18	0	1	54
Commercial Fishing	145	2	1	1	149
Pleasure Use	4839	4827	399	383	10448

Boat registration statistics through December 31, 2015, from the Texas Parks and Wildlife Department (TPWD) for the four (4) county areas indicate a number of trends, of the 10,691 boats registered:

- 1) 95.6% are less than 26' in length. It is usually considered, that boats under 26' are trailerable boats;
- 2) 4.4% are greater than 26' in length, and only 2.2% between 26' and 40' in overall length;
- 3) 82.6% have outboard engines;
- 4) 95.6% use gasoline; and
- 5) Less than ½ of 1% are sailboats.

Fishing - The Rio Grande Valley area which is part of the South Texas Plains and the Gulf Coast regions according to the Texas Parks and Wildlife Department. Both of these regions in and near the Rio Grande Valley have minimal freshwater fishing lakes and rivers located in them, making the coastal areas the primary fishing areas.

Task 2 – Site Location, Size, Slip/Amenity Mix, and Preliminary Layout

Site Location

Prior to, during and after MMS's site visit, two (2) parcels of land and water were identified by individuals or groups that MMS met with as potential site locations for a waterfront development on South Padre Island. Further research by MMS did not turn up any other potential sites.

Tompkins Channel Parcel

The first being a 600' stretch of waterfront along the Tompkins Channel on the west side of South Padre Island. The northern end of the land ends at West Swordfish Street with the southern end of the land ending at point of land halfway in between Amberjack Street and Pike Street.

- The land is currently owned by Skipjack Properties.
- Skipjack Properties has shown interest in developing this property.
- The land is approximately 3.4 +/- acres.
- The parcel of land on the waterfront rests in the Bayfront Character Zone (BF). Zoning in the Bayfront Character Zone generally includes most activities associated with a waterfront access facility. In one or two areas, a variance or special permission use may be needed.



First parcel of property, along the Tompkins Channel

Causeway Parcel

The second parcel is located in between the Queen Isabella Causeway to the north, Padre Boulevard to the east, the South Padre Island KOA to the south and Laguna Madre to the west.

- The property is owned by three different parties involving 4 different parcels.
- The total property consists of approximately 26.32 +/- acres of land and water.
- The property while large, faces a number of extreme challenges:
 - Clarification of property ownership and zoning is needed:
 - Information provided to MMS, indicates there are currently three (3) different owners, little can be done until some type of consolidation takes place and a single entity has general control of the future of the property.



- The property is currently zoned as Park District (D-2). The description of D-2 Park District zoning provided to MMS **conflicts** with the previous paragraph. Section 20-9.2 D-2 Park District (A) states: "Purpose and intent: This "D-2" Park District is composed of property owned by a governmental entity."

- There is very little upland on the property and upland areas would need to be filled for upland facilities, such as: parking; buildings; park area; etc.
- Any area (exposed and submerged) that would be used for boating would need to be removed or dredged. This would be a considerable amount of material and a location to dispose of the material would be needed.
- The shallow waters of Laguna Madre leading up to the land would need to have a channel dredged to the property with access to the deeper waters. Reported current depths leading up to the property range from 3' to exposed land.
- Portions of the property perimeter, called the SPI Gateway Project (LTC 037) have been developed using TxDOT funds. A constructed boardwalk allows access to the tidal mudflats fringed by black mangrove and some regionally uncommon saltwater cordgrass marshes. Shorebirds, gulls, and terns roost on these flats, making the boardwalk system an excellent opportunity to study these birds.
- Significant portions of the vegetation on the property would need to be replaced on similar land in a nearby area. It is unknown by Marina Management Services if such land exists.



Due to the current complexities and challenges listed for the second parcel above, **Marina Management Services recommends that for the near short term future (next one to three years), that focus should be on the first parcel of property, referred to as the “Tompkins Channel Parcel”.**

Size

The required amount of space to serve the public, is two-fold: The water window and the landside window. The water window are the points of shoreline that give boaters on the water, access to landside facilities. Likewise, the land side window is made up of the points of shoreline that give boaters access to the water, such as marinas and boat launch ramps; and the public the opportunity visit the shoreline to view the water, through restaurants, boardwalks and/or fishing piers.

The parcel of land (Tompkins Channel Parcel) that Marina Management Services is recommending is approximately 3.4 +/- acres in size. For this report, MMS will refer to the parcel of land as the "Tompkins Channel Parcel". Additional off-site land may be required to handle over-flow parking on busy weekends, holidays or events for the future development.

Slip/Amenity Mix

Throughout this report, a number of recommendations have been made by MMS for considerations of various waterfront components that South Padre Island should consider in future waterfront development. It is these recommendations that MMS believes should be considered for the slips and amenities mix for the development of the Tompkins Channel Parcel. A summary of MMS's recommendations:

- That South Padre Island consider some type of boat launch ramp facility, and that such facility consider parking for vehicle/trailer combinations;
- Individual covered slips with boat lift capacity be considered;
- Temporary day dockage be considered;
- The future focus should not be on facilities catering to sailboats;
- Transient dockage should be considered;
- Ability to launch, moor and store the trailer for small transient boats;
- Consideration be given to provide long-term dockage for boats up to 35' in length;
- Consideration for future waterfront development in the South Padre Island area should not be on large boats, 55' or larger;
- Consideration to the dredging the Tompkins Channel;
- Consideration be given on how the personal watercraft, wind boards and paddle powered boats should be embraced by the community;
- Temporary dockage for larger vessels with shallow drafts;

- Land side storage areas and individual covered slips with boat lift capacity be considered.

Based on the above MMS recommendations, **MMS recommends the following to consider for the development of the Tompkins Channel Parcel:**

- 24 covered slips with lift capacity at each slip along the bulkhead of the facility for boats ranging up to 35' in overall length.
- Long piers with the capability to handle a number of boating events:
 - 1,155 lineal feet of transient dockage for variety of different length boats, including trailerable boats. To include adequate electricity, water and dedicated Wi-Fi for boaters;
 - Day dockage for boaters using on shore amenities, such as restaurants or shopping;
 - Temporary dockage for events, such as fishing tournaments;
 - Potential dockage for shallow draft excursion boats;
 - Temporary dockage for:
 - Gasoline sales;
 - Bait & tackle sales;
 - Marina inquiries;
 - Convenience store purchases, such as: ice, beverages, snacks;
 - Boat waste pumpout.
- Boat launch ramp facility:
 - Two launching lanes;
 - Rebuild an existing ramp on property
 - Build new ramp parallel to existing ramp
 - ADA accessible;
 - In-water and on-land staging areas;
 - On-site day parking for 60 vehicle/trailer combinations;
 - On-site and off-site, on-land covered, secured storage areas for boats on trailers on a long-term basis. This would give boaters the flexibility not to tow their boat to and from South Padre Island;
 - Make spaces available under primary buildings elevated in consideration of possible future storm surges;
 - Creating an additional profit center.
 - If available, nearby off-site vehicle/trailer overflow parking for busy days, such as fishing tournaments;
- Consideration for on-site rental of personal watercraft, kayaks, wave and paddle boards;
- Shoreside amenities:
 - Marina administration building:

- Marina administration offices;
 - Restrooms and showers;
 - Gas sales and waste pump-out service;
 - Small convenience and bait/tackle store;
 - Small boat rental;
 - Elevated building usage:
 - Restaurants/bars with a sunset view;
 - Marine related businesses and offices;
 - Personal lockers for long-term customers (additional revenue source);
 - Potential valet service for long-term boat ramp customers and off-site vehicle/trailer parking.
- Dredging of marina;
 - Replace and straightened bulkhead wall along water's edge; and
 - Dredging of the Tompkins Channel. Not only for this project, but for boaters cruising the channel and future use of other commercial vessels.

Preliminary Layout

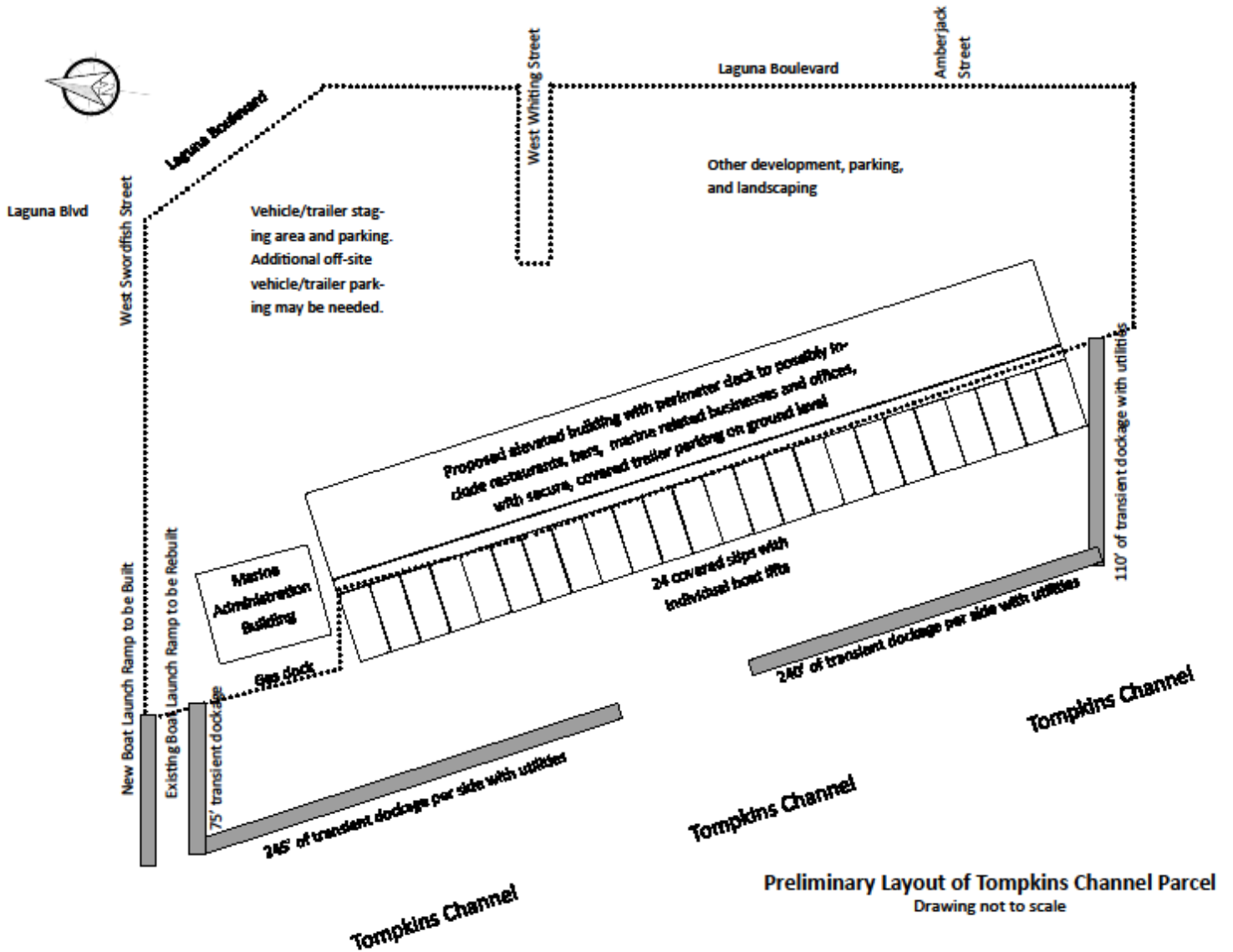
Storm Surge

South Padre Island is potentially exposed to an extreme storm surge condition during a major hurricane. Computer simulations provided by National Weather Service (NWS), show that South Padre Island would be impacted by the storm surge from a major hurricane making landfall within 50 to 100 miles of the area. The information provided by the NWS shows that a major hurricane landing in the area, could provide a fifteen foot (15') storm surge.

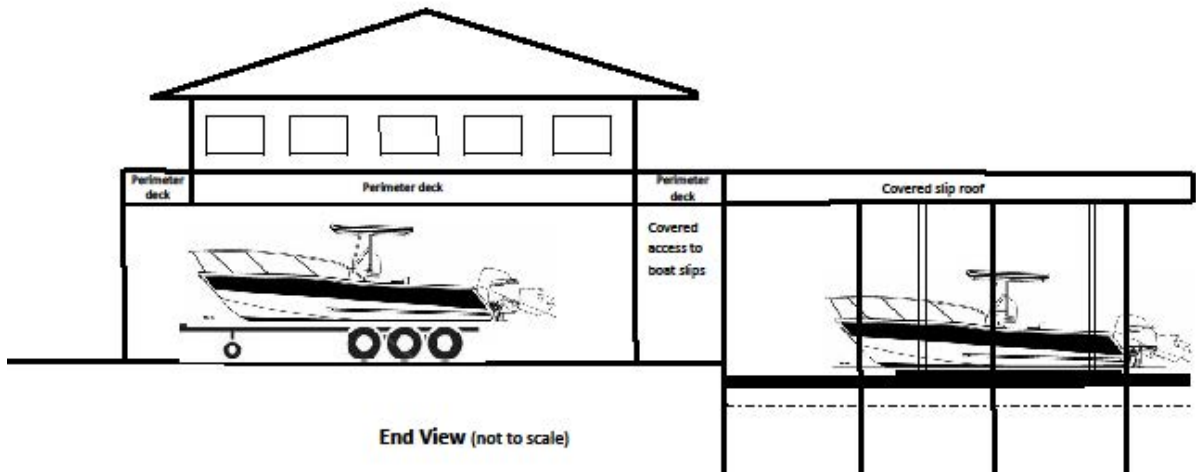
Considering such a large storm surge, MMS is proposing an elevated building (2nd floor) on the preliminary layout with space below for long term trailer/boat parking. Engineering would be needed for what an adequate height would be for an elevated 2nd floor building.

Layout

Preliminary layouts and drawings provided by MMS are not to scale and are for visual purposes only. Layout and drawings do not take into consideration: engineering, zoning codes and/or building codes.



End View



Side View



Task 6 – Sources of Grants or Other Funding to Develop the Project, Including Possible Marina Developers/Partners

Potential Sources of Grant Funding

A number of grants are potentially available for portions of a marina development in Texas. These grants may be: federal or state; time sensitive on availability; limited in funds currently available; matching funds; may require a local government partner (South Padre Island); and may change at any time. The chart illustrated below shows potential sources of grant funding, followed by a summarized description of each grant.

Type of Grant	Source of Funds	Administrators of the Grant Program	% or \$ matching funds	Potential use of grant	Time sensitivity
Boating Access Grant Program	Federal Aid in Sport Fish Restoration Act	Texas State Boating Access Program	Provides 75% matching fund grant assistance	Public boat ramps and supporting facilities	
Boating Infrastructure Grant Funding (BIG)	Sport Fish Restoration and Boating Trust Fund	U.S. Fish and Wildlife	Two tiers. #1 Texas may receive up to \$200,000 annually; #2 Nationally competitive process	Facilities for transient boaters in vessels 26 feet or more in length	
Clean Vessel Act Grant Funding (CVA)	Sport Fish Restoration and Boating Trust Fund	State of Texas	Nationally competitive process. States may have own federally funded process.	Pumpout stations and waste reception facilities for boaters	
Coastal Erosion Planning	Coastal Erosion Planning and Response Act	Texas General Land Office		Coastal erosion projects	Requests open every even year, Feb-July
Coastal Impact Assistance Program	U.S. Fish and Wildlife	Texas General Land Office	Currently, additional funding has not been allocated.	Conservation, protection, or restoration of coastal areas, including wetlands	Currently closed to new applications
Coastal Management Program		Texas General Land Office		Public access, waterfront revitalization and ecotourism development	Application process each year from April to September
Other Potential Texas Coast Programs		Texas General Land Office		Various, use searchable website about projects receiving funding	

Boating Access Grant Funding

The Boating Access Grant Program provides 75% matching fund grant assistance to construct new, or renovate existing, public boat ramps that provide public access to public waters for recreational boating. The State Boating Access Program receives funding from the Federal Aid in Sport Fish Restoration Act. Funds for the federal program are derived from the federal gasoline tax generated by sales of gasoline for recreational motorboats and a federal excise tax on the sales of fishing tackle and trolling motors. Fifteen percent of the state's annual apportionment from this federal program must be used to provide public recreational boating access.

Potential uses: Public boat ramp and supporting facilities.

Website:

<https://tpwd.texas.gov/business/grants/recreation-grants/boating-access>

Boating Infrastructure Grant Funding (BIG)

The Boating Infrastructure Grant Program (BIG) provides grant funds to the states, the District of Columbia and insular areas to construct, renovate, and maintain tie-up facilities with features for transient boaters in vessels 26 feet or more in length, and to produce and distribute information and educational materials about the program.

Potential use: transient dockage and supporting facilities

Website:

<http://wsfrprograms.fws.gov/Subpages/GrantPrograms/BIG/BIG.htm>

Clean Vessel Act Grant Funding

The Clean Vessel Act Grant Program (CVA) provides grant funds to the states, the District of Columbia and insular areas for the construction, renovation, operation, and maintenance of pumpout stations and waste reception facilities for recreational boaters and also for educational programs that inform boaters of the importance of proper disposal of their sewage.

Potential use: Pumpout equipment and related utilities.

Web-site:

<http://wsfrprograms.fws.gov/Subpages/GrantPrograms/CVA/CVA.htm>

Coastal Erosion Planning and Response Act (CEPRA)

Since 2000, the Texas General Land Office's Coastal Erosion Planning and Response Program has received more than \$62 million in state funding and more than \$62 million in matching funds, completing more than 200 coastal erosion projects and studies. The application process for non-emergency project funding requests opens every even year in February and closes in early July of that same year.

Web-site: <http://www.glo.texas.gov/coast/grant-projects/cepra/index.html>

Coastal Impact Assistance Program (CIAP)

In 2007, the U.S. Congress allocated over \$109 million in Coastal Impact Assistance (CIAP) funds to the State of Texas through U.S Fish and Wildlife Service. Administered by the Texas General Land Office. CIAP (pronounced "sea-app") is closed to new applications. Previously awarded projects must be completed and funding spent by December 31, 2016. At this time, additional funding has not been allocated.

Web-site: <http://www.glo.texas.gov/coast/grant-projects/ciap/index.html>

Coastal Management Program (CMP)

Managed by the Texas General Land Office, the CMP awards about \$2.2 million annually in grants. Its goal is to ensure the long-term environmental and economic health of the Texas coast. Each year in April the application process for projects begins, closing in September of the same year.

Web-site: <http://www.glo.texas.gov/coast/grant-projects/cmp/index.html>

Texas General Land Office

The Texas General Land Office is able to maximize state funding for coastal projects by seeking matching funds from the local and federal partners. The Land Office has already secured more than five times the \$25 million appropriated by the state Legislature for upcoming coastal projects, for a total of \$135.4 million. The job of protecting Texas's coast is one that requires commitment at all levels, from local governments and private organizations, all the way up to the federal government.

The Texas General Land Office has created a user-friendly, searchable website dedicated to grant projects so you can find information about the many projects receiving funding along the Texas coast. You can search by primary funding source or choose from many filtering options.

Web-site: <http://www.glo.texas.gov/coastal-grants/#search>

Possible Marina Developer/Partners

Marina Management Services has worked with a number of developers of marinas. Some which are governmental agencies (local and state), private developers and a combination of governmental/private. Depending upon the marina and the desired end result of the developer, there are pro's and con's for each category:

Government versus Private Developers

Governmental Developers

Positive impacts

- Working relationship with other governmental agencies.
- An advantage over private developers in taxes and public funding.
- Accessibility to other government departments.
- Governments can more easily raise public funds

Negative aspects

- Constrained by rules and regulations
- Lacks innovation or the "can-do" attitude.
- Elected politicians, governed by the loudest constituents.
- Getting things done is a slow process
- Layers of bureaucracy
- Unrestricted access by the public
- Negative property tax role, loss of tax revenues

Private Developers

Positive impacts

- Driven by success and profits. Incentives to cut costs and be more efficient
- The best employees can be sought on the free market with limited restrictions placed upon private industry
- Restricted access by the public.
- Decisions can be made quickly, quicker results, able to adapt quickly to changes in the industry.
- Decisions are less susceptible to be influenced by political moves.

Negative aspects

- Competing with the unfair tax breaks government operated facilities enjoy
- Must be able to work through myriad layers of public bureaucracy and uncoordinated governmental departments.
- Financing is through the private financial sector and not the backing of government funds/taxes.

Governmental / Private Developers

Positive impacts

- If public facilities are privatized properly, it becomes a win-win-win scenario. A win for the government, a win for the private company and a win for the public or customer.
- Profit motivated and taxes paid
- Can react quickly to events or trends.
- Financing through private sector with government backing
- Insurance benefits.
- Not as much political pressure with well worded future control on public portion of project

Negative aspects

- Long term commitment for both parties.

Skipjack Properties

The parcel of land and water in which MMS has identified as an area which SPIEDC should concentrate on developing as a “Waterfront Access Area” is owned by Skipjack Properties.

During MMS’s visit to South Padre Island, MMS had the opportunity to meet with representatives from Skipjack Properties (Skipjack). Currently, Skipjack is cleaning up the land, demolishing old structures and readying it for future use, whether in the short term or long term.

As of the time of our meeting, Skipjack had an open mind as far a future development of the land would be. Skipjack is considering their opportunities in developing this land.

Concerning the potential development of the land as recommended by MMS, Skipjack is key to the project moving forward. Without

Skipjack's involvement, there will be no "Waterfront Access Area" development on the property.

City of South Padre Island

South Padre Island faces a number of challenges on developing a "Waterfront Access Area" on the waters of Laguna Madre. These challenges include, but are not limited to:

- There are limited parcels of land and/or water available for waterfront development on the western shore of South Padre Island;
- The parcel of land called "Tompkins Channel Parcel" is owned by a single entity. Single ownership will make discussions/negotiations between the City of South Padre Island and Skipjack Properties clearer;
- The parcel of land recommended by MMS as the location for the "Waterfront Access Area" may need some relief from South Padre Island, depending upon if Skipjack Properties is interested in moving forward and what Skipjack Properties' ultimate master plan may be. This relief may be in the form of:
 - Abandonment, sale, lease, or privatization of certain roadways or easements;
 - Zoning changes;
 - Infrastructure support;
 - Support for "Grant" applications;
 - Permit process;
 - Real Estate.
- The shallow waters of the Tompkins Channel needing to be dredged;
- That access to a number of the "grant programs", may need to have South Padre Island's involvement;

State of Texas

Due to the majority of potential grants being administered and permits needed, the State of Texas becomes a partner in assisting with the permit process and the various grants administration.