

**APPENDIX J**  
**LAND USE PANEL QUESTIONNAIRE AND RESPONSES**



## APPENDIX J – Harbor Bridge Panel Questionnaire

Thank you for taking the time to complete this questionnaire regarding the potential indirect and cumulative impacts of the proposed Harbor Bridge project.

The following questions deal with the potential future effects of the proposed project on land use, economic development, and communities within the project area. The questions are focused on (but not necessarily limited to) the area shown on the Area of Influence (AOI) map sent via email on April 1, 2013. Please feel free to submit your answers to the 10 questions with notations on the map, cross-referenced to the question number. The Reasonable Alternatives map, Project Description, and Panel Overview sent to you in March can also be used to help you develop your responses. Any notations on maps can be scanned and sent to [schampion@hicksenv.com](mailto:schampion@hicksenv.com) or can be returned via regular mail (just send an email to the address above to receive a return envelope). Also, please note that the length of your responses is unlimited.

Please enter your first and last name below to get started.

### **Area of Influence (AOI)**

The AOI should encompass areas with potential to be indirectly affected by the proposed project, including areas likely to experience development as a result of the proposed project. Indirect effects are defined as those effects that are caused by the project and occur later in time and at some distance from the project but are still reasonably foreseeable. These effects can be linked to the project in a cause-effect chain.

**1. Do you think the AOI accurately encompasses the areas that are likely to be indirectly affected by the proposed Harbor Bridge project? What modifications, if any, would you make to the boundaries of the AOI? Please explain any modifications.**

### **Plans, Goals, and Trends**

**2. What factors do you perceive as having had a major influence on development in Corpus Christi and Portland/San Patricio County in the past? Are these factors currently influencing development? What factors do you think will influence development over the next 10 years? 25 years?**

### **Reasonably Foreseeable Future Actions**

Reasonably foreseeable future actions are described as actions or projects by others (not necessarily linked to the Harbor Bridge project) that are sufficiently likely to occur, that a person of ordinary prudence would take them into account when making a decision. The likelihood of their occurrence must be probable, not just possible or speculative.

**3. Is there planned future development of which you are aware in the Corpus Christi and Portland/San Patricio County areas that is not depicted on the AOI map (e.g., plans for new community centers, schools, housing developments, parks, major infrastructural development, major**

employment generators, etc.)? Please indicate whether or not you think any planned development is linked to the proposed project.

**4. Where do you anticipate new growth to occur, and why is that area attractive to developers? What type of development would you expect to occur in these areas? What factors limit development in areas that you do not anticipate will see new growth (e.g., a lack of infrastructure, poor accessibility, etc.)?**

#### **No-Build vs. Build Alternatives**

The proposed project includes a No-Build Alternative (under which no improvements to US 181 or the existing Harbor Bridge would be made) and four Build Alternatives: Green, Orange, Red, and West (see Reasonable Alternatives map). Again, map mark-ups are encouraged if that will help you explain your response.

**5. What development changes, if any, would you expect to occur in the AOI over the next 10 years if a new Harbor Bridge is NOT built? Over the next 25 years? Would current conditions (e.g., related to the economy, neighborhoods, commercial areas, industrial areas, transportation network, etc.) stay the same, worsen, or improve?**

**6. What development changes, if any, would you expect to occur in the AOI over the next 10 years if a new Harbor Bridge is built? Over the next 25 years? Would current conditions (e.g., related to the economy, neighborhoods, commercial areas, industrial areas, transportation network, etc.) stay the same, worsen, or improve?**

**7. Are there specific proposed development projects of which you are aware that would not be built if a new Harbor Bridge were not constructed?**

**8. Considered separately, how would any potential individual development effects of the Green, Orange, Red, and West Alternatives vary within the AOI? Specifically, how would these alternatives affect the goals of the economic and community planning efforts with which you are familiar?**

**9. Would you expect any of the Build Alternatives to stimulate (or inhibit) development compared with the others? If so, what differences between the alternatives would you anticipate (e.g., specific areas where development might be stimulated [or inhibited] by a particular alternative)?**

**10. Are there resources that you feel would be at risk for potential negative indirect impacts as a result of one or more of the alternatives? Are there resources that you feel would be positively impacted indirectly by one or more of the alternatives?**

**LAND USE PANEL PARTICIPANT RESPONSES**

**APRIL–MAY 2013**



# Initial Report

Last Modified: 04/24/2013

1. Thank you for taking the time to complete this questionnaire regarding the potential indirect and cumulative impacts of the proposed Harbor Bridge project. The following questions deal with the potential future effects of the proposed project on land use, economic development, and communities within the project area. The questions are focused on (but not necessarily limited to) the area shown on the Area of Influence (AOI) map sent via email on April 1, 2013. Please feel free to submit your answers to the 10 questions with notations on the map, cross-referenced to the question number. The Reasonable Alternatives map, Project Description, and Panel Overview sent to you in March can also be used to help you develop your responses. Any notations on maps can be scanned and sent to [schampion@hicksenv.com](mailto:schampion@hicksenv.com) or can be returned via regular mail (just send an email to the address above to receive a return envelope). Also, please note that the length of your responses is unlimited. Please enter your first and last name below to get started.

### Text Response

Andrew Dimas

2. Area of Influence (AOI) The AOI should encompass areas with potential to be indirectly affected by the proposed project, including areas likely to experience development as a result of the proposed project. Indirect effects are defined as those effects that are caused by the project and occur later in time and at some distance from the project but are still reasonably foreseeable. These effects can be linked to the project in a cause-and-effect chain. 1. Do you think the AOI accurately encompasses the areas that are likely to be indirectly affected by the proposed Harbor Bridge project? What modifications, if any, would you make to the boundaries of the AOI? Please explain any modifications.

### Text Response

Yes.

3. Plans, Goals, and Trends 2. What factors do you perceive as having had a major influence on development in Corpus Christi and Portland/San Patricio County in the past? Are these factors currently influencing development? What factors do you think will influence development over the next 10 years? 25 years?

### Text Response

Major Influences that have been, are, and will remain constants are: Transportation, Utilities, Climate Change, Social Justice, Effective/Efficient Land Uses, Consistency, Sprawl Mitigation. Currently, infrastructure in all aspects has taken center stage in priority. Which directly relate to the factors listed above. Over the next 10 to 25 years, sea level rise, community resiliency, and disaster planning will be more and more important. Relating to potential infrastructure abandonment, migration of people due to disaster, and sustainability.

4. Reasonably Foreseeable Future Actions Reasonably foreseeable future actions are described as actions or projects by others (not necessarily linked to the Harbor Bridge project) that are sufficiently likely to occur, that a person of ordinary prudence would take them into account when making a decision. The likelihood of their occurrence must be probable, not just possible or speculative. 3. Is there planned future development of which you are aware in the Corpus Christi and Portland/San Patricio County areas that is not depicted on the AOI map (e.g., plans for new community centers, schools, housing developments, parks, major infrastructural development, major employment generators, etc.)? Please indicate whether or not you think any planned development is linked to the proposed project.

### Text Response

The Mobility Plan which is currently in draft by the City of Corpus Christi is focused on all things transportation. The recently adopted parks master plan has a list of parks that are to be repurposed and potential sold by the City. The links to the Bridge project will provide how the bridge will play a new role and will provide the opportunity to reconnect the Washington-Coles neighborhood to Downtown/SEA District. As in other cities, bridges have also provided a shaded area for public events and in some cases, provided the need acoustics for an outdoor amphitheater.

5. 4. Where do you anticipate new growth to occur, and why is that area attractive to developers? What type of development would you expect to occur in these areas? What factors limit development in areas that you do not anticipate will see new growth (e.g., a lack of infrastructure, poor accessibility, etc.)?

### Text Response

Infill development is going to be the new norm. The continued sprawl to the south of Corpus Christi is not sustainable and expansion to the northwest into Calallen is too expensive. The current method of land development unequal to population growth will not stand and is simply not fiscally responsible nor possible. Currently, developers have shown interest in infill development and redeveloping older areas of the west side neighborhoods. Mixed Uses will be a major opportunity, creating neighborhood centers, and the further development of the City's destination nodes as described in the City's Integrated Community Sustainability Plan. Planning at the human scale is the

new paradigm and must include not only a strategic method, but an implementation plan for completing planned projects. Development outside of this will be limited by infrastructure that cannot be maintained, costs of personal transportation use/ownership, lack of mass transit, sea level rise, expansion flood prone areas, existence of underground petrochemical lines (i.e. Mayflower, AR), Air Installation Compatible Use Zones, Military installations/auxiliary landing fields/new missions, etc..

6. No-Build vs. Build Alternatives The proposed project includes a No-Build Alternative (under which no improvements to US 181 or the existing Harbor Bridge would be made) and four Build Alternatives: Green, Orange, Red, and West (see Reasonable Alternatives map). Again, map mark-ups are encouraged if that will help you explain your response. 5. What development changes, if any, would you expect to occur in the AOI over the next 10 years if a new Harbor Bridge is NOT built? Over the next 25 years? Would current conditions (e.g., related to the economy, neighborhoods, commercial areas, industrial areas, transportation network, etc.) stay the same, worsen, or improve?

**Text Response**

Other than the obvious maintenance of a severely aged structure, the continued corrosion, and the overall safety of the existing bridge there is a larger impact. Corpus Christi must remain competitive not only as a Texas city, but as the 6th largest port. Infrastructure is economic development and must be improved upon. Corpus Christi has been in a stagnant period and if improvements to bridge are not made, it will severely limit our marketing capabilities and attractiveness to new industries. Transportation is essential and at current capacity will not allow for new methods, businesses, and better levels of service. Over the next 25 years, if Corpus Christi is not in the same economic condition it is today, it will worsen due to the likely improvements that other communities will make to their local environments.

7. 6. What development changes, if any, would you expect to occur in the AOI over the next 10 years if a new Harbor Bridge is built? Over the next 25 years? Would current conditions (e.g., related to the economy, neighborhoods, commercial areas, industrial areas, transportation network, etc.) stay the same, worsen, or improve?

**Text Response**

With the new bridge, the ability to market the City will increase. Over the next 10 years, the neighborhoods along the refinery row could be converted to housing for those who work in the petrochemical industry to reduce transit times. The increased infill of not only the industry, but the development in the older portion of the City will bring the demand for various businesses. Mixed uses development will allow these businesses to be located within neighborhood or on the perimeter to buffer from busy streets. The increased tax base due to more businesses will provide the necessary revenue to increase the rate of infrastructure improvement and the quality of life of City residents will inherently improve. Over the next 25 years the trend of Corpus Christi being a center for industry will increase and open new avenues, not only in the fields of planning, but in redevelopment. This would also include the existence of passenger heavy rail, light rail, and bus rapid transit. We have to seize the opportunity to also grow the region, not just for the sake of economic development, but in creating a resilient community. Sea level rise will increase and by having a regional approach, the necessary land for people to migrate to will be available.

8. 7. Are there specific proposed development projects of which you are aware that would not be built if a new Harbor Bridge were not constructed?

**Text Response**

None to the best of my knowledge.

9. 8. Considered separately, how would any potential individual development effects of the Green, Orange, Red, and West Alternatives vary within the AOI? Specifically, how would these alternatives affect the goals of the economic and community planning efforts with which you are familiar?

**Text Response**

The Green and Orange Routes differ little from the current route of the Bridge. The same barriers would be reestablished and not reconnect areas of the Northside. The Red route still separates the Hillcrest neighborhood, but is the more cost effective choice for construction. The West option would serve as an excellent buffer between the neighborhoods and the refineries, but also places the superstructure at risk due to the proximity to a highly explosive element. As much as the West option would allow the reconnection of Hillcrest and Washington-Coles with the Downtown/SEA District, it would still not be the best solution. The West route is a large left curve where the current method is a large right turn. The Red option is the simplest route and still has planning benefits. It will take people time to adjust, but in the long run is the most feasible and sustainable.

10. 9. Would you expect any of the Build Alternatives to stimulate (or inhibit) development compared with the others? If so, what differences between the alternatives would you anticipate (e.g., specific areas where development might be stimulated [or inhibited] by a particular alternative)?

**Text Response**

The Green and Orange route not stimulate other than the ability to have a higher bridge with greater capacity. On the whole a new bridge will accomplish this goal. However on the neighborhood scale the Green and Orange route will either mirror what exists today or cause an interruption or issue. The Red and West options will reconnect neighborhoods and allow for redevelopment. The West option may be a harder sell to the petrochemical industry. The red option will use an area of Washington-Coles in its footprint that has flood plain and brownfield issues which cannot be used for development anyway except for limited land uses (i.e. parks, etc.). The Red option remains the best choice.

11. 10. Are there resources that you feel would be at risk for potential negative indirect impacts as a result of one or more of the alternatives? Are there



resources that you feel would be positively impacted indirectly by one or more of the alternatives?

**Text Response**

Negative: Orange impacts the Broadway Wastewater treatment plan. West impacts the refineries. All but Green impact the senior centers, parks, and neighborhoods.  
Positive: The Red and West options reconnect the Northside neighborhoods with the rest of Downtown/SEA District.

# Initial Report

Last Modified: 04/26/2013

1. Thank you for taking the time to complete this questionnaire regarding the potential indirect and cumulative impacts of the proposed Harbor Bridge project. The following questions deal with the potential future effects of the proposed project on land use, economic development, and communities within the project area. The questions are focused on (but not necessarily limited to) the area shown on the Area of Influence (AOI) map sent via email on April 1, 2013. Please feel free to submit your answers to the 10 questions with notations on the map, cross-referenced to the question number. The Reasonable Alternatives map, Project Description, and Panel Overview sent to you in March can also be used to help you develop your responses. Any notations on maps can be scanned and sent to [schampion@hicksenv.com](mailto:schampion@hicksenv.com) or can be returned via regular mail (just send an email to the address above to receive a return envelope). Also, please note that the length of your responses is unlimited. Please enter your first and last name below to get started.

## Text Response

Bob Paulison

2. Area of Influence (AOI) The AOI should encompass areas with potential to be indirectly affected by the proposed project, including areas likely to experience development as a result of the proposed project. Indirect effects are defined as those effects that are caused by the project and occur later in time and at some distance from the project but are still reasonably foreseeable. These effects can be linked to the project in a cause-and-effect chain. 1. Do you think the AOI accurately encompasses the areas that are likely to be indirectly affected by the proposed Harbor Bridge project? What modifications, if any, would you make to the boundaries of the AOI? Please explain any modifications.

## Text Response

Generally, yes. The area could be extended slightly to the east to include announced voestalpine facility next to CC LNG terminal site.

3. Plans, Goals, and Trends 2. What factors do you perceive as having had a major influence on development in Corpus Christi and Portland/San Patricio County in the past? Are these factors currently influencing development? What factors do you think will influence development over the next 10 years? 25 years?

## Text Response

Availability of affordable land, energy, water, and a skilled workforce. These factors have been key to past and current growth, and will be the key to future growth in the region for the next 10 to 25 years.

4. Reasonably Foreseeable Future Actions Reasonably foreseeable future actions are described as actions or projects by others (not necessarily linked to the Harbor Bridge project) that are sufficiently likely to occur, that a person of ordinary prudence would take them into account when making a decision. The likelihood of their occurrence must be probable, not just possible or speculative. 3. Is there planned future development of which you are aware in the Corpus Christi and Portland/San Patricio County areas that is not depicted on the AOI map (e.g., plans for new community centers, schools, housing developments, parks, major infrastructural development, major employment generators, etc.)? Please indicate whether or not you think any planned development is linked to the proposed project.

## Text Response

Beyond the voestalpine project, I'm not aware of any development that can be linked to the proposed project.

5. 4. Where do you anticipate new growth to occur, and why is that area attractive to developers? What type of development would you expect to occur in these areas? What factors limit development in areas that you do not anticipate will see new growth (e.g., a lack of infrastructure, poor accessibility, etc.)?

## Text Response

I anticipate new growth to continue along the CC ship channel and in the inner harbor. Growth in these areas will likely be industrial in nature. Reduced availability of land and water will be limits to development. I also anticipate growth in the Sports, Entertainment, and Arts (SEA) District, and downtown as infrastructure improvements are completed and incentives for infill development are adopted.

6. No-Build vs. Build Alternatives The proposed project includes a No-Build Alternative (under which no improvements to US 181 or the existing Harbor

Bridge would be made) and four Build Alternatives: Green, Orange, Red, and West (see Reasonable Alternatives map). Again, map mark-ups are encouraged if that will help you explain your response. 5. What development changes, if any, would you expect to occur in the AOI over the next 10 years if a new Harbor Bridge is NOT built? Over the next 25 years? Would current conditions (e.g., related to the economy, neighborhoods, commercial areas, industrial areas, transportation network, etc.) stay the same, worsen, or improve?

**Text Response**

I don't really see any development changes occurring in the next 10 years if the bridge is not built. There is a possibility that over the next 25 years that development in the inner harbor could be impacted if the height of the bridge is not increased, but based on the nature of the industry and operations in the inner harbor, I consider it only a possibility and something that needs to be more fully analyzed before a more definitive determination of the probability of impact can be made. So long as the bridge can be maintained and kept safe, retaining the current structure would not have much impact on the growth curve.

7. 6. What development changes, if any, would you expect to occur in the AOI over the next 10 years if a new Harbor Bridge is built? Over the next 25 years? Would current conditions (e.g., related to the economy, neighborhoods, commercial areas, industrial areas, transportation network, etc.) stay the same, worsen, or improve?

**Text Response**

I don't see any major development changes occurring over either the 10 or 25 year periods with the construction of a new bridge. Certain routes (the Red Route in particular) would make more land available in the SEA District for development which could spur growth in that area. Also, the Red Route offers an easier (less curvy) transition to the Crosstown Expressway and access to the downtown area which could encourage more people to venture there. Current conditions are improved relative to the transportation network and commercial areas, remain neutral for industrial areas, and are likely worsened for neighborhoods along the route.

8. 7. Are there specific proposed development projects of which you are aware that would not be built if a new Harbor Bridge were not constructed?

**Text Response**

No.

9. 8. Considered separately, how would any potential individual development effects of the Green, Orange, Red, and West Alternatives vary within the AOI? Specifically, how would these alternatives affect the goals of the economic and community planning efforts with which you are familiar?

**Text Response**

Green and orange are pretty neutral in my view. Red is favorable except for impact to neighborhoods along the route which will need to be addressed. Yellow is negative based on impact to Rincon Wetlands and homeland security concerns stemming from proximity of structure to the Citgo refinery. That route also moves the favorable contribution of the view of the bridge from downtown and the bay quite far back in the inner harbor and is also a negative.

10. 9. Would you expect any of the Build Alternatives to stimulate (or inhibit) development compared with the others? If so, what differences between the alternatives would you anticipate (e.g., specific areas where development might be stimulated [or inhibited] by a particular alternative)?

**Text Response**

Again, orange and green are mostly neutral. Red is favorable to the SEA and potentially downtown. Yellow is negative based on security concerns and North Beach access.

11. 10. Are there resources that you feel would be at risk for potential negative indirect impacts as a result of one or more of the alternatives? Are there resources that you feel would be positively impacted indirectly by one or more of the alternatives?

**Text Response**

I have no additional information to provide relative to the impacts of the various routes.

# Initial Report

Last Modified: 04/02/2013

1. Thank you for taking the time to complete this questionnaire regarding the potential indirect and cumulative impacts of the proposed Harbor Bridge project. The following questions deal with the potential future effects of the proposed project on land use, economic development, and communities within the project area. The questions are focused on (but not necessarily limited to) the area shown on the Area of Influence (AOI) map sent via email on April 1, 2013. Please feel free to submit your answers to the 10 questions with notations on the map, cross-referenced to the question number. The Reasonable Alternatives map, Project Description, and Panel Overview sent to you in March can also be used to help you develop your responses. Any notations on maps can be scanned and sent to [schampion@hicksenv.com](mailto:schampion@hicksenv.com) or can be returned via regular mail (just send an email to the address above to receive a return envelope). Also, please note that the length of your responses is unlimited. Please enter your first and last name below to get started.

### Text Response

Carl Weckenmann

2. Area of Influence (AOI) The AOI should encompass areas with potential to be indirectly affected by the proposed project, including areas likely to experience development as a result of the proposed project. Indirect effects are defined as those effects that are caused by the project and occur later in time and at some distance from the project but are still reasonably foreseeable. These effects can be linked to the project in a cause-effect chain. 1. Do you think the AOI accurately encompasses the areas that are likely to be indirectly affected by the proposed Harbor Bridge project? What modifications, if any, would you make to the boundaries of the AOI? Please explain any modifications.

### Text Response

The Red alternative seems to extend south of the affected area boundary. I would presume there would at least be construction impacts south of Morgan near the current Crosstown Expressway. I would extend this boundary slightly south.

3. Plans, Goals, and Trends 2. What factors do you perceive as having had a major influence on development in Corpus Christi and Portland/San Patricio County in the past? Are these factors currently influencing development? What factors do you think will influence development over the next 10 years? 25 years?

### Text Response

The major factors influencing Corpus Christi growth are the port industries in the area, the Corpus Christi Army Depot, and the location of the city on Corpus Christi Bay. Corpus Christi remains too small to attract larger businesses outside of these niche markets. Portland is essentially a bedroom community both of Corpus Christi and port industries in San Patricio County as well. There is potential for the Corpus Christi area to begin attracting older retirees in larger quantities in the future due to the combination of warm winters and relative low cost of living, similar to the development over the last 20 years of the Florida Gulf Coast south of Tampa. Additionally, the city could become an alternative to Houston as that city grows beyond a comfortable carrying capacity - much as satellite areas of Los Angeles have grown over the past 20 years. Availability of water is a limiting factor on growth.

4. Reasonably Foreseeable Future Actions Reasonably foreseeable future actions are described as actions or projects by others (not necessarily linked to the Harbor Bridge project) that are sufficiently likely to occur, that a person of ordinary prudence would take them into account when making a decision. The likelihood of their occurrence must be probable, not just possible or speculative. 3. Is there planned future development of which you are aware in the Corpus Christi and Portland/San Patricio County areas that is not depicted on the AOI map (e.g., plans for new community centers, schools, housing developments, parks, major infrastructural development, major employment generators, etc.)? Please indicate whether or not you think any planned development is linked to the proposed project.

### Text Response

No.

5. 4. Where do you anticipate new growth to occur, and why is that area attractive to developers? What type of development would you expect to occur in these areas? What factors limit development in areas that you do not anticipate will see new growth (e.g., a lack of infrastructure, poor accessibility, etc.)?

### Text Response

Currently, nothing in the boundary is particularly attractive, except for tourist/attraction uses near the bayfront south of the Ship Channel. Portland is fairly well built out and should be stable for the next 15-20 years. North Beach will have increasing challenges with flooding due to topography. Uptown, Northside and Hillcrest are all older areas which have essentially been abandoned. Some cities have been able to stimulate growth in such areas with significant subsidies, infrastructure, or other economic development measures. However, most redevelopment efforts here are directed at the bayfront, so I doubt there is the political will or foresight to rehabilitate the other

areas nearby.

6. No-Build vs. Build Alternatives The proposed project includes a No-Build Alternative (under which no improvements to US 181 or the existing Harbor Bridge would be made) and four Build Alternatives: Green, Orange, Red, and West (see Reasonable Alternatives map). Again, map mark-ups are encouraged if that will help you explain your response. 5. What development changes, if any, would you expect to occur in the AOI over the next 10 years if a new Harbor Bridge is NOT built? Over the next 25 years? Would current conditions (e.g., related to the economy, neighborhoods, commercial areas, industrial areas, transportation network, etc.) stay the same, worsen, or improve?

**Text Response**

The biggest impact to the economy would be the limit of vessel size into the ship channel. I really have no idea how large that market is, or if that market would find Corpus Christi attractive. The bridge as is impacts the northern edge of the bayfront. Essentially, Whataburger Field and the waterpark are somewhat severed from the rest of the Sea District as a result. This isn't totally negative however, in that the bridge essentially concentrates where tourist related growth can go. And the available land - particularly the amount wasted on parking in the area - continues to exceed the demand for development into the foreseeable future.

7. 6. What development changes, if any, would you expect to occur in the AOI over the next 10 years if a new Harbor Bridge is built? Over the next 25 years? Would current conditions (e.g., related to the economy, neighborhoods, commercial areas, industrial areas, transportation network, etc.) stay the same, worsen, or improve?

**Text Response**

Again, the port could see an impact. The community impact will depend on the alignment. Hillcrest, for example, would benefit from the West alignment, but be further cutoff by the Red alignment.

8. 7. Are there specific proposed development projects of which you are aware that would not be built if a new Harbor Bridge were not constructed?

**Text Response**

No.

9. 8. Considered separately, how would any potential individual development effects of the Green, Orange, Red, and West Alternatives vary within the AOI? Specifically, how would these alternatives affect the goals of the economic and community planning efforts with which you are familiar?

**Text Response**

The Green alignment preserves the status quo, which cuts off Whataburger Field, the waterpark, and the Northside neighborhood from the Sea District and bayfront. The Orange line would move portions of the Northside to adjacency with these areas. The Red Line would do the same for Whataburger Field, but at the cost of further isolation of Hillcrest - already cutoff by I-37. The West alignment would be most beneficial to Hillcrest, both by removing the barrier to the bayfront and adding a barrier to noxious land uses to the west. But as the alignment moves west, the route from North Beach and Portland to Downtown gets more circuitous, although all routes will make the route longer absent some aesthetically unacceptable ramps to access Downtown.

10. 9. Would you expect any of the Build Alternatives to stimulate (or inhibit) development compared with the others? If so, what differences between the alternatives would you anticipate (e.g., specific areas where development might be stimulated [or inhibited] by a particular alternative)?

**Text Response**

There is proposed development in the Sea District areas which would be aided by a Red or West alignment to get the bridge out of the way of future development. Both would also open up developable area on North Beach. Otherwise, no.

11. 10. Are there resources that you feel would be at risk for potential negative indirect impacts as a result of one or more of the alternatives? Are there resources that you feel would be positively impacted indirectly by one or more of the alternatives?

**Text Response**

I think the worst alignment from the standpoint of community resources is the existing or Green. The farther west the alignment is moved, the least amount of the community is cutoff by a highway. A taller bridge will isolate Portland and North Beach further, however, as access to downtown necessarily must move west or south.

## Initial Report

Last Modified: 05/13/2013

1. Thank you for taking the time to complete this questionnaire regarding the potential indirect and cumulative impacts of the proposed Harbor Bridge project. The following questions deal with the potential future effects of the proposed project on land use, economic development, and communities within the project area. The questions are focused on (but not necessarily limited to) the area shown on the Area of Influence (AOI) map sent via email on April 1, 2013. Please feel free to submit your answers to the 10 questions with notations on the map, cross-referenced to the question number. The Reasonable Alternatives map, Project Description, and Panel Overview sent to you in March can also be used to help you develop your responses. Any notations on maps can be scanned and sent to [schampion@hicksenv.com](mailto:schampion@hicksenv.com) or can be returned via regular mail (just send an email to the address above to receive a return envelope). Also, please note that the length of your responses is unlimited. Please enter your first and last name below to get started.

### Text Response

Frank Brogan

2. Area of Influence (AOI) The AOI should encompass areas with potential to be indirectly affected by the proposed project, including areas likely to experience development as a result of the proposed project. Indirect effects are defined as those effects that are caused by the project and occur later in time and at some distance from the project but are still reasonably foreseeable. These effects can be linked to the project in a cause-and-effect chain. 1. Do you think the AOI accurately encompasses the areas that are likely to be indirectly affected by the proposed Harbor Bridge project? What modifications, if any, would you make to the boundaries of the AOI? Please explain any modifications.

### Text Response

Yes it does accurately encompass the area.

3. Plans, Goals, and Trends 2. What factors do you perceive as having had a major influence on development in Corpus Christi and Portland/San Patricio County in the past? Are these factors currently influencing development? What factors do you think will influence development over the next 10 years? 25 years?

### Text Response

In the past the factors include the fact that we had a Port, land availability, deepwater access, rail access, highway access. These factors continue to influence development. In the next 10 years an adequate water supply will become critical for future growth. In 25 years, our growth may be limited by the lack of additional land for development in the Port.

4. Reasonably Foreseeable Future Actions Reasonably foreseeable future actions are described as actions or projects by others (not necessarily linked to the Harbor Bridge project) that are sufficiently likely to occur, that a person of ordinary prudence would take them into account when making a decision. The likelihood of their occurrence must be probable, not just possible or speculative. 3. Is there planned future development of which you are aware in the Corpus Christi and Portland/San Patricio County areas that is not depicted on the AOI map (e.g., plans for new community centers, schools, housing developments, parks, major infrastructural development, major employment generators, etc.)? Please indicate whether or not you think any planned development is linked to the proposed project.

### Text Response

No

5. 4. Where do you anticipate new growth to occur, and why is that area attractive to developers? What type of development would you expect to occur in these areas? What factors limit development in areas that you do not anticipate will see new growth (e.g., a lack of infrastructure, poor accessibility, etc.)?

### Text Response

Growth will continue to occur in the area of influence. Type of development will take many forms depending on the specific area. Lack of land availability will play a role. Adequate water supply will affect level and type of development.

6. No-Build vs. Build Alternatives The proposed project includes a No-Build Alternative (under which no improvements to US 181 or the existing Harbor

Bridge would be made) and four Build Alternatives: Green, Orange, Red, and West (see Reasonable Alternatives map). Again, map mark-ups are encouraged if that will help you explain your response. 5. What development changes, if any, would you expect to occur in the AOI over the next 10 years if a new Harbor Bridge is NOT built? Over the next 25 years? Would current conditions (e.g., related to the economy, neighborhoods, commercial areas, industrial areas, transportation network, etc.) stay the same, worsen, or improve?

#### Text Response

If a new Harbor Bridge is not built, the Bayfront Arts, Museum and Tourist area will be more limited in development opportunities. For example, the potential for a cruise ship service will be effectively stopped because the existing bridge height prevents modern cruise ships from entering the Inner Harbor. The Port will lose out on business expansion (i.e. opportunities for handling larger military ships and increased fabrication projects). Current conditions will worsen because ships are getting larger and will not be able to enter the harbor. With a new Harbor Bridge located in the red location, there will be economic development that may warrant and justify the expense of a neighborhood buyout.

7. 6. What development changes, if any, would you expect to occur in the AOI over the next 10 years if a new Harbor Bridge is built? Over the next 25 years? Would current conditions (e.g., related to the economy, neighborhoods, commercial areas, industrial areas, transportation network, etc.) stay the same, worsen, or improve?

*This question was not displayed to the respondent.*

8. 7. Are there specific proposed development projects of which you are aware that would not be built if a new Harbor Bridge were not constructed?

*This question was not displayed to the respondent.*

9. 8. Considered separately, how would any potential individual development effects of the Green, Orange, Red, and West Alternatives vary within the AOI? Specifically, how would these alternatives affect the goals of the economic and community planning efforts with which you are familiar?

*This question was not displayed to the respondent.*

10. 9. Would you expect any of the Build Alternatives to stimulate (or inhibit) development compared with the others? If so, what differences between the alternatives would you anticipate (e.g., specific areas where development might be stimulated [or inhibited] by a particular alternative)?

*This question was not displayed to the respondent.*

11. 10. Are there resources that you feel would be at risk for potential negative indirect impacts as a result of one or more of the alternatives? Are there resources that you feel would be positively impacted indirectly by one or more of the alternatives?

*This question was not displayed to the respondent.*

# Initial Report

Last Modified: 04/08/2013

1. Thank you for taking the time to complete this questionnaire regarding the potential indirect and cumulative impacts of the proposed Harbor Bridge project. The following questions deal with the potential future effects of the proposed project on land use, economic development, and communities within the project area. The questions are focused on (but not necessarily limited to) the area shown on the Area of Influence (AOI) map sent via email on April 1, 2013. Please feel free to submit your answers to the 10 questions with notations on the map, cross-referenced to the question number. The Reasonable Alternatives map, Project Description, and Panel Overview sent to you in March can also be used to help you develop your responses. Any notations on maps can be scanned and sent to schampion@hicksenv.com or can be returned via regular mail (just send an email to the address above to receive a return envelope). Also, please note that the length of your responses is unlimited. Please enter your first and last name below to get started.

## Text Response

Ismael Nava

2. Area of Influence (AOI) The AOI should encompass areas with potential to be indirectly affected by the proposed project, including areas likely to experience development as a result of the proposed project. Indirect effects are defined as those effects that are caused by the project and occur later in time and at some distance from the project but are still reasonably foreseeable. These effects can be linked to the project in a cause-effect chain. 1. Do you think the AOI accurately encompasses the areas that are likely to be indirectly affected by the proposed Harbor Bridge project? What modifications, if any, would you make to the boundaries of the AOI? Please explain any modifications.

## Text Response

I believe the Areas of Influence (as outlined in current maps) adequately encompass most areas affected by the proposed options for re-alignment for the Harbor Bridge. However, there is always a potential for unseen or indirect impacts outside the proposed Areas of Impact due to the possibility unforeseen circumstances or other factors regarding the foot print of the selected project. I would suggest an additional buffer area of 400 yards or 1/4 mile, applicable, outside of the Area of Influence to compensate for potential indirect impacts.

3. Plans, Goals, and Trends 2. What factors do you perceive as having had a major influence on development in Corpus Christi and Portland/San Patricio County in the past? Are these factors currently influencing development? What factors do you think will influence development over the next 10 years? 25 years?

## Text Response

-Concerns of Fresh Water Supply limiting general population growth, as well as business (industrial) interests. -Need for highly trained technical and higher education professionals to fill local jobs -Degraded, or degrading roads within the Coastal Bend and maintenance costs to improve them -The limitation of the current Harbor bridge regarding accessibility to handle or berth larger vessels, affecting the economic engine for the future of the Coastal Bend -The need for more variety of destination sites that draw tourists to the area year round; a balance of attractions which bring in tourists not just seasonally but all year long. The oil and gas boom is the prime engine which will fuel the development and economy of the area in the next 10 years, and next 25 years. Also, fresh water supplies adequate to meet demands for municipal and industry will have a major influence on development of the Coastal Bend.

4. Reasonably Foreseeable Future Actions Reasonably foreseeable future actions are described as actions or projects by others (not necessarily linked to the Harbor Bridge project) that are sufficiently likely to occur, that a person of ordinary prudence would take them into account when making a decision. The likelihood of their occurrence must be probable, not just possible or speculative. 3. Is there planned future development of which you are aware in the Corpus Christi and Portland/San Patricio County areas that is not depicted on the AOI map (e.g., plans for new community centers, schools, housing developments, parks, major infrastructural development, major employment generators, etc.)? Please indicate whether or not you think any planned development is linked to the proposed project.

## Text Response

-Proposed development of a wetland park in North has been recently discussed and may be funded by U.S. Navy's Rediness and Environmental Protection Initiative (REPI), one that may be impacted by realignment of the Harbor Bridge.

5. 4. Where do you anticipate new growth to occur, and why is that area attractive to developers? What type of development would you expect to occur in these areas? What factors limit development in areas that you do not anticipate will see new growth (e.g., a lack of infrastructure, poor accessibility, etc.)?

## Text Response

-Major areas of development may occur along access roads of the realigned thorough fares including more motels, service stations and quick stop stations, plus other services not currently available in the current alignment. Other limitations previously discussed...



6. No-Build vs. Build Alternatives The proposed project includes a No-Build Alternative (under which no improvements to US 181 or the existing Harbor Bridge would be made) and four Build Alternatives: Green, Orange, Red, and West (see Reasonable Alternatives map). Again, map mark-ups are encouraged if that will help you explain your response. 5. What development changes, if any, would you expect to occur in the AOI over the next 10 years if a new Harbor Bridge is NOT built? Over the next 25 years? Would current conditions (e.g., related to the economy, neighborhoods, commercial areas, industrial areas, transportation network, etc.) stay the same, worsen, or improve?

**Text Response**

I would expect further abandonment or decrease of residential occupancy of the north side of IH-37 with or without a No-build proposals, and more commercialization. The rate at which this happens is less in the no-build proposal, and is increased with any proposal for re-alignment.

7. 6. What development changes, if any, would you expect to occur in the AOI over the next 10 years if a new Harbor Bridge is built? Over the next 25 years? Would current conditions (e.g., related to the economy, neighborhoods, commercial areas, industrial areas, transportation network, etc.) stay the same, worsen, or improve?

**Text Response**

As discussed previously, residential neighborhoods will slowly diminish as commercial facilities and businesses increase with any realignments proposed. Shifts to increased noise levels, more commercial traffic and more impervious cover will most likely occur under both scenarios (10 to 25 years) with a new Harbor Bridge. This will most likely provide more jobs for local workers.

8. 7. Are there specific proposed development projects of which you are aware that would not be built if a new Harbor Bridge were not constructed?

**Text Response**

Not that I am familiar with.

9. 8. Considered separately, how would any potential individual development effects of the Green, Orange, Red, and West Alternatives vary within the AOI? Specifically, how would these alternatives affect the goals of the economic and community planning efforts with which you are familiar?

**Text Response**

The Orange alignment seems to have a less impact (commercial and residential) than the other three choices, followed by the Red, Yellow and Green. The last two are about equal, that is, without knowing specifically what impacts may be associated with each.

10. 9. Would you expect any of the Build Alternatives to stimulate (or inhibit) development compared with the others? If so, what differences between the alternatives would you anticipate (e.g., specific areas where development might be stimulated [or inhibited] by a particular alternative)?

*This question was not answered by the respondent.*

11. 10. Are there resources that you feel would be at risk for potential negative indirect impacts as a result of one or more of the alternatives? Are there resources that you feel would be positively impacted indirectly by one or more of the alternatives?

*This question was not answered by the respondent.*

## Initial Report

Last Modified: 04/03/2013

1. Thank you for taking the time to complete this questionnaire regarding the potential indirect and cumulative impacts of the proposed Harbor Bridge project. The following questions deal with the potential future effects of the proposed project on land use, economic development, and communities within the project area. The questions are focused on (but not necessarily limited to) the area shown on the Area of Influence (AOI) map sent via email on April 1, 2013. Please feel free to submit your answers to the 10 questions with notations on the map, cross-referenced to the question number. The Reasonable Alternatives map, Project Description, and Panel Overview sent to you in March can also be used to help you develop your responses. Any notations on maps can be scanned and sent to schampion@hicksenv.com or can be returned via regular mail (just send an email to the address above to receive a return envelope). Also, please note that the length of your responses is unlimited. Please enter your first and last name below to get started.

### Text Response

Jeffrey Pollack

2. Area of Influence (AOI) The AOI should encompass areas with potential to be indirectly affected by the proposed project, including areas likely to experience development as a result of the proposed project. Indirect effects are defined as those effects that are caused by the project and occur later in time and at some distance from the project but are still reasonably foreseeable. These effects can be linked to the project in a cause-effect chain. 1. Do you think the AOI accurately encompasses the areas that are likely to be indirectly affected by the proposed Harbor Bridge project? What modifications, if any, would you make to the boundaries of the AOI? Please explain any modifications.

### Text Response

I think that the AOI, as currently represented is reasonable. Two considerations: in so much as the scale of the new bridge will determine the size of the vessels entering the port, and this in turn has direct implication for the economic generating potential of the Port overall and in terms of the specific types of associated businesses and industry that are attracted to the area, it could be argued that the AOI should be expanded to include the jurisdictional boundary of the City (or even the ETJ). If such an expansion of the AOI would essentially mean that the AOI designation would lose its gravity, then I raise the following questions: 1. What is the basis for the easternmost boundary along 286? It seems that that the sphere of direct influence (in terms of improved traffic flow, etc., might actually extend further east). 2. What is the basis for the shape of the boundary in the quadrant between 407 and 44? The corner of the AOI boundary just south/west of the proposed nexus with 286 seems like it should be removed and rather the boundary drawn to connect 44 directly to 407 (see modified drawing), particularly because 407 bisects some existing neighborhoods.

3. Plans, Goals, and Trends 2. What factors do you perceive as having had a major influence on development in Corpus Christi and Portland/San Patricio County in the past? Are these factors currently influencing development? What factors do you think will influence development over the next 10 years? 25 years?

### Text Response

This is a very complicated question. Current influences: In terms of community form and patterns of physical growth, - Antiquated land use and development policies have been facilitating (incentivizing) growth on the margins of the community (This is changing in Corpus, albeit slowly) - Combination of a lack of infusion of outside investment (dollars and concepts) and the insular nature of our local development community (not importing models and ideas from other places) In terms of the character of the industrial development: - Desperation for new investment leading to indiscriminate courting of industry (as opposed to strategic targeting of the types of business that we want here to help shape our community/economy in the long term) Influences over next 10 years (and beyond): - Aging population/demographic change will (hopefully) be a major (but not the only major) in shifting the balance of market demand toward more compact and efficient growth - Changes in energy marketplace (supply and technology driven) as well as changes in related environmental regulations (this could go in either direction depending on national political tides) - Global environmental change (sea level rise) will force a more strategic approach to the siting of infrastructure and development in low-lying coastal communities like ours

4. Reasonably Foreseeable Future Actions Reasonably foreseeable future actions are described as actions or projects by others (not necessarily linked to the Harbor Bridge project) that are sufficiently likely to occur, that a person of ordinary prudence would take them into account when making a decision. The likelihood of their occurrence must be probable, not just possible or speculative. 3. Is there planned future development of which you are aware in the Corpus Christi and Portland/San Patricio County areas that is not depicted on the AOI map (e.g., plans for new community centers, schools, housing developments, parks, major infrastructural development, major employment generators, etc.)? Please indicate whether or not you think any planned development is linked to the proposed project.

### Text Response

Yes. The 9 Destination Nodes – locations in CC that were identified (through a quantitative, GIS-based analysis) to be predisposed for development/re-development of compact, efficient, mixed-use community centers – that were first identified in the City's Integrated Community Sustainability Plan (2011) and are now (along with the rest of that plan) shaping the strategic, place-based planning that is currently underway at the City

5. 4. Where do you anticipate new growth to occur, and why is that area attractive to developers? What type of development would you expect to occur in these areas? What factors limit development in areas that you do not anticipate will see new growth (e.g., a lack of infrastructure, poor accessibility, etc.)?

**Text Response**

1. See previous (9 Destination Nodes) 2. Downtown. Changing local demographics (aging population, better retention of creative class) will bolster demand for urban living. 3. Lack of market demand, increasing public awareness of coastal resilience issues, and changes in our approach to infrastructure investment (forced in part by global environmental change) will hopefully lead to strategic disinvestment in barrier island development in favor of a focus on infill in the higher and more historic parts of our community 4. New codes (some recently adopted, some in the works) will hopefully further incentivize infill (i.e. development over existing infrastructure)

6. No-Build vs. Build Alternatives The proposed project includes a No-Build Alternative (under which no improvements to US 181 or the existing Harbor Bridge would be made) and four Build Alternatives: Green, Orange, Red, and West (see Reasonable Alternatives map). Again, map mark-ups are encouraged if that will help you explain your response. 5. What development changes, if any, would you expect to occur in the AOI over the next 10 years if a new Harbor Bridge is NOT built? Over the next 25 years? Would current conditions (e.g., related to the economy, neighborhoods, commercial areas, industrial areas, transportation network, etc.) stay the same, worsen, or improve?

**Text Response**

Without construction of the Red (or west) alternatives, we will not see a meaningful re-incorporation of certain historic communities (Washington Coles) into the economic and social core of the City. Likewise, under the No-Build, Green, and Orange alternatives, key amenities in the SEA District (Waterbuger Field) will remain physically isolated, thereby hindering infill/redevelopment to create a cohesive and walkable entertainment district. Without construction of the Red (or west) alternative, we will likely not have the opportunity to re-scale/reinvent the segment of 544 that isolates the SEA district from the rest of Downtown; reinvention of this corridor as a beautified, multi-modal boulevard that presents less of a physical barrier is an important step toward creating a cohesive downtown.

7. 6. What development changes, if any, would you expect to occur in the AOI over the next 10 years if a new Harbor Bridge is built? Over the next 25 years? Would current conditions (e.g., related to the economy, neighborhoods, commercial areas, industrial areas, transportation network, etc.) stay the same, worsen, or improve?

**Text Response**

Improve overall on several fronts. See previous responses re: re-incorporation of long isolated neighborhoods, bolstering connection (physical and in terms of downtown character) between SEA district and the rest of Downtown.

8. 7. Are there specific proposed development projects of which you are aware that would not be built if a new Harbor Bridge were not constructed?

**Text Response**

There are a number of development projects on the table for the area on and around Brewster St. (property owned by the Durrill family) One has to imagine that the viability of these and other projects is enhanced under the Red Alternative, wherein the ball field and surround amenities become a more integrated part of the Arts and Entertainment District. Likewise, the Red and West alternatives would allow for a redevelopment of the shoreline along the Ship Channel to create a contiguous connection from the ball field to the ABC (around in front of the Art Museum, pending the relocation of the USACE office). This could be a tremendous asset to our Downtown (picture a dynamic open space between two people generators (ball field and museums) with vendors, places to watch the ships, shade structures, water features, etc.). At present (and under the Green and Orange alternatives), this area is literally and figuratively under the shadow of the bridge, making it completely underutilized space.

9. 8. Considered separately, how would any potential individual development effects of the Green, Orange, Red, and West Alternatives vary within the AOI? Specifically, how would these alternatives affect the goals of the economic and community planning efforts with which you are familiar?

**Text Response**

See previous.

10. 9. Would you expect any of the Build Alternatives to stimulate (or inhibit) development compared with the others? If so, what differences between the alternatives would you anticipate (e.g., specific areas where development might be stimulated [or inhibited] by a particular alternative)?

**Text Response**

See response to 7.

11. 10. Are there resources that you feel would be at risk for potential negative indirect impacts as a result of one or more of the alternatives? Are there resources that you feel would be positively impacted indirectly by one or more of the alternatives?

**Text Response**

I have, in previous responses, defined what I consider to be the positive potential of the Red Alternative and the potential for perpetuation of the ills of the status quo under the Orange and Green alternatives, in terms of missed opportunities to re-infranchise historically important neighborhoods and enhance the character, energy, and economic generating potential of downtown.

## Initial Report

Last Modified: 04/03/2013

1. Thank you for taking the time to complete this questionnaire regarding the potential indirect and cumulative impacts of the proposed Harbor Bridge project. The following questions deal with the potential future effects of the proposed project on land use, economic development, and communities within the project area. The questions are focused on (but not necessarily limited to) the area shown on the Area of Influence (AOI) map sent via email on April 1, 2013. Please feel free to submit your answers to the 10 questions with notations on the map, cross-referenced to the question number. The Reasonable Alternatives map, Project Description, and Panel Overview sent to you in March can also be used to help you develop your responses. Any notations on maps can be scanned and sent to schampion@hicksenv.com or can be returned via regular mail (just send an email to the address above to receive a return envelope). Also, please note that the length of your responses is unlimited. Please enter your first and last name below to get started.

### Text Response

Jim Lee

2. Area of Influence (AOI) The AOI should encompass areas with potential to be indirectly affected by the proposed project, including areas likely to experience development as a result of the proposed project. Indirect effects are defined as those effects that are caused by the project and occur later in time and at some distance from the project but are still reasonably foreseeable. These effects can be linked to the project in a cause-effect chain. 1. Do you think the AOI accurately encompasses the areas that are likely to be indirectly affected by the proposed Harbor Bridge project? What modifications, if any, would you make to the boundaries of the AOI? Please explain any modifications.

### Text Response

A substantial portion of the defined AOI area will potentially see a "direct", rather than indirect, impact of the proposed project. Direct effects are defined as effects that are immediately caused by the exact location and design of the bridge. Indirect effects, as already defined, will be much more widespread, perhaps as large as the entire Corpus Christi area.

3. Plans, Goals, and Trends 2. What factors do you perceive as having had a major influence on development in Corpus Christi and Portland/San Patricio County in the past? Are these factors currently influencing development? What factors do you think will influence development over the next 10 years? 25 years?

### Text Response

In the past, development in the Corpus Christi metro area has been sporadic. Much of the major development has occurred within the Port district, especially on the Corpus Christi side of the Harbor Bridge. That has changed in the past couple of years, and the trend is expected to continue through the next 10 years or so. The Eagle Ford shale oil and gas production activity has accelerated development of port industry, not only among oil and gas refineries, but also in different heavy manufacturing industries and electric power generation. The logistics of the harbor will also change in the sense that there are foreseeable needs for expansion to accommodate future growth in shipments for exports in addition to imports. The port will play an increasingly important role in the development of other industries.

4. Reasonably Foreseeable Future Actions Reasonably foreseeable future actions are described as actions or projects by others (not necessarily linked to the Harbor Bridge project) that are sufficiently likely to occur, that a person of ordinary prudence would take them into account when making a decision. The likelihood of their occurrence must be probable, not just possible or speculative. 3. Is there planned future development of which you are aware in the Corpus Christi and Portland/San Patricio County areas that is not depicted on the AOI map (e.g., plans for new community centers, schools, housing developments, parks, major infrastructural development, major employment generators, etc.)? Please indicate whether or not you think any planned development is linked to the proposed project.

### Text Response

In San Patricio county, potential, new development will most likely occur much further down on the north side of the Corpus Christi Bay side of Highway 361. The effects from the new bridge will likely be "indirect." Development includes those being constructed (steel mill and plastic manufacturing), and the snowball effects from those new development projects. On the Corpus Christi side of the bridge, the downtown area (SEA district and the waterfront area behind the T-heads) is undergoing a facelift. Development there will be heavily affected by this bridge project.

5. 4. Where do you anticipate new growth to occur, and why is that area attractive to developers? What type of development would you expect to occur in these areas? What factors limit development in areas that you do not anticipate will see new growth (e.g., a lack of infrastructure, poor accessibility, etc.)?

### Text Response

Growth will come from (1) industries that can take advantage of the close proximity of natural gas in the Eagle Ford region; and (2) industries that can benefit more from Texas' relatively lax business and environmental regulations. One of the area's limitation is its geographical disadvantage for being in the dead end with no passthrough access to other major cities. The Port helps opening the door for new growth through international trade.

6. No-Build vs. Build Alternatives The proposed project includes a No-Build Alternative (under which no improvements to US 181 or the existing Harbor Bridge would be made) and four Build Alternatives: Green, Orange, Red, and West (see Reasonable Alternatives map). Again, map mark-ups are encouraged if that will help you explain your response. 5. What development changes, if any, would you expect to occur in the AOI over the next 10 years if a new Harbor Bridge is NOT built? Over the next 25 years? Would current conditions (e.g., related to the economy, neighborhoods, commercial areas, industrial areas, transportation network, etc.) stay the same, worsen, or improve?

**Text Response**

The area below the Corpus Christi side of the Harbor Bridge, including the entire downtown area, has been adversely affected for decades. The current conditions of that neighborhood will likely worsen if a new bridge is not built. A new bridge, if built appropriately, will be a catalyst for tremendous economic growth not only for the AOI but also for the entire Corpus Christi region. The bridge will have potential effects on heavy industries, port traffic, and tourism.

7. 6. What development changes, if any, would you expect to occur in the AOI over the next 10 years if a new Harbor Bridge is built? Over the next 25 years? Would current conditions (e.g., related to the economy, neighborhoods, commercial areas, industrial areas, transportation network, etc.) stay the same, worsen, or improve?

**Text Response**

The most obvious effect will be redevelopment in the SEA and downtown districts, if the new bridge will be away from those areas. If not designed appropriately, construction of the new bridge might have a negative impact on its neighborhood as much as it has had on the SEA and downtown districts. So this must be kept in mind.

8. 7. Are there specific proposed development projects of which you are aware that would not be built if a new Harbor Bridge were not constructed?

**Text Response**

Depending on where the bridge will land on the south side of the bridge, there will be new development projects, particularly real estate and tourism-related facilities along the Inner Harbor and the Corpus Christi Bayfront.

9. 8. Considered separately, how would any potential individual development effects of the Green, Orange, Red, and West Alternatives vary within the AOI? Specifically, how would these alternatives affect the goals of the economic and community planning efforts with which you are familiar?

**Text Response**

WEST Alternative: Pros—This will provide the most potential economic benefits for overall Corpus Christi residents and trucking transportation to the rest of the state, due to shortened traffic flows to I-37. This will also have a potential positive impact on the historically depressed Washington-Coles and Hillcrest areas, in addition to the SEA (museum) district. Cons—The tourism (from Corpus Christi beach and Lexington to T-heads and Waterstreet) and uptown business areas will be negatively impacted because this alternative will be further away or will bypass that area entirely. RED Alternative: The potential impact on Corpus Christi residents and trucking will be similar to the WEST alternative. This will particularly benefit the Washington-Coles and SEA areas, but hurt the Hillcrest area with new business and real estate opportunities. The negative impact on the downtown tourism and uptown business areas will be not as great as that for WEST. ORANGE Alternative: It has similar positive and negative impacts as RED, but the positive impact on Washington-Coles area will be smaller. There will be some positive impact for downtown tourism. GREEN: This is more or less a replacement of the existing bridge structure, so it has the least overall potential impact as compared to other alternative on the entire AOI and the rest of the Corpus Christi.

10. 9. Would you expect any of the Build Alternatives to stimulate (or inhibit) development compared with the others? If so, what differences between the alternatives would you anticipate (e.g., specific areas where development might be stimulated [or inhibited] by a particular alternative)?

**Text Response**

As I stated in #8 above, there will be different development opportunities for different alternatives. The WEST alternative will have a great impact on the Hillcrest and Washington-Coles neighborhoods in terms of new real estate development; and the SEA district in terms of business/tourism development along the waterfront. For the GREEN alternative, by comparison, the impact will be the least for the entire AOI. RED and ORANGE seem to have the most positive impacts for the SEA district and downtown tourism, but they will continue to inhibit development in the nearby residential neighborhoods.

11. 10. Are there resources that you feel would be at risk for potential negative indirect impacts as a result of one or more of the alternatives? Are there resources that you feel would be positively impacted indirectly by one or more of the alternatives?

**Text Response**

Where the bridge will end on the south side of the ship channel will have a great impact on future residential and business development downtown. However, bypassing downtown (e.g., WEST) will shorten the traffic flow to the rest of the Corpus Christi, leading to substantial savings for drivers.

## Initial Report

Last Modified: 04/10/2013

1. Thank you for taking the time to complete this questionnaire regarding the potential indirect and cumulative impacts of the proposed Harbor Bridge project. The following questions deal with the potential future effects of the proposed project on land use, economic development, and communities within the project area. The questions are focused on (but not necessarily limited to) the area shown on the Area of Influence (AOI) map sent via email on April 1, 2013. Please feel free to submit your answers to the 10 questions with notations on the map, cross-referenced to the question number. The Reasonable Alternatives map, Project Description, and Panel Overview sent to you in March can also be used to help you develop your responses. Any notations on maps can be scanned and sent to [schampion@hicksenv.com](mailto:schampion@hicksenv.com) or can be returned via regular mail (just send an email to the address above to receive a return envelope). Also, please note that the length of your responses is unlimited. Please enter your first and last name below to get started.

### Text Response

John Wright

2. Area of Influence (AOI) The AOI should encompass areas with potential to be indirectly affected by the proposed project, including areas likely to experience development as a result of the proposed project. Indirect effects are defined as those effects that are caused by the project and occur later in time and at some distance from the project but are still reasonably foreseeable. These effects can be linked to the project in a cause-and-effect chain. 1. Do you think the AOI accurately encompasses the areas that are likely to be indirectly affected by the proposed Harbor Bridge project? What modifications, if any, would you make to the boundaries of the AOI? Please explain any modifications.

### Text Response

Yes, I think the AOI encompasses the areas likely to be indirectly affected.

3. Plans, Goals, and Trends 2. What factors do you perceive as having had a major influence on development in Corpus Christi and Portland/San Patricio County in the past? Are these factors currently influencing development? What factors do you think will influence development over the next 10 years? 25 years?

### Text Response

Probably of most influence was the development of the Port of Corpus Christi in the 1920's and subsequent attributing port development such as the refineries and other ship related activities. The development of the Corpus Christi Seawall in the 1930's gave Corpus Christi an established coastal structure and identity. With World War II came the development of Naval Aviation in the area with multiple bases for pilot training. This Naval and Army industry still plays a major role in this economy and will continue as the world becomes more unstable. TAMUCC and Del Mar College have become major learning institutions and will continue to support the developing industries of Corpus Christi. The expansion of the Port Authority's facility on North Corpus Christi will continue to make Corpus Christi a vital Maritime connection for the Country. With the construction of a new Harbor Bridge will come a Cruise Ship Industry. Corpus Christi will build on these already in place developments over the next 10 and 25 years.

4. Reasonably Foreseeable Future Actions Reasonably foreseeable future actions are described as actions or projects by others (not necessarily linked to the Harbor Bridge project) that are sufficiently likely to occur, that a person of ordinary prudence would take them into account when making a decision. The likelihood of their occurrence must be probable, not just possible or speculative. 3. Is there planned future development of which you are aware in the Corpus Christi and Portland/San Patricio County areas that is not depicted on the AOI map (e.g., plans for new community centers, schools, housing developments, parks, major infrastructural development, major employment generators, etc.)? Please indicate whether or not you think any planned development is linked to the proposed project.

### Text Response

Transportation will be enhanced hopefully with substantial pedestrian considerations development of a cruise ship industry and potential passenger rail connections. In conjunction with these developments will come a Corpus Christi Water Transportation system traversing the bay making connections to TAMUCC, the Naval Air Station and the backside of Padre Island including Port Aransas, Aransas Pass and Rock Port.

5. 4. Where do you anticipate new growth to occur, and why is that area attractive to developers? What type of development would you expect to occur in these areas? What factors limit development in areas that you do not anticipate will see new growth (e.g., a lack of infrastructure, poor accessibility, etc.)?

### Text Response

North Beach will gain better accessibility and be bolstered by a new bridge. North Beach is fertile for new housing development as well as tourist related development. North Downtown Corpus Christi adjoining the Harbor will gain valuable developable properties. Central Downtown will require major infrastructural improvement to enhance its

development potential. The North Staples Street Corridor is under developed but is critically located as a connector between the Government complex node and the Six Points node. Leopard Street between Port Avenue and Upper Broadway is under developed but has a direct connection to Downtown from a new bridge development.

6. No-Build vs. Build Alternatives The proposed project includes a No-Build Alternative (under which no improvements to US 181 or the existing Harbor Bridge would be made) and four Build Alternatives: Green, Orange, Red, and West (see Reasonable Alternatives map). Again, map mark-ups are encouraged if that will help you explain your response. 5. What development changes, if any, would you expect to occur in the AOI over the next 10 years if a new Harbor Bridge is NOT built? Over the next 25 years? Would current conditions (e.g., related to the economy, neighborhoods, commercial areas, industrial areas, transportation network, etc.) stay the same, worsen, or improve?

#### Text Response

I believe North Beach will develop slowly, but will develop. The Port will be the most affected or unaffected, depending on how you look at it. Larger ships will not have access. The present Harbor Bridges accessibility from I.H. 37, Downtown and Uptown Corpus Christi are awkward and dangerous. The Bridge is not pedestrian friendly. Crosstown Freeway (286)) will not see potential increased traffic which could enhance development along this corridor (assuming the RED alternative is chosen). The maintenance hassles associated with the structural integrity of the present bridge will remain and become an increasing nuisance. For the most part the economy, neighborhoods, commercial areas, industrial areas, transportation network and other related environmental factors will remain the same.

7. 6. What development changes, if any, would you expect to occur in the AOI over the next 10 years if a new Harbor Bridge is built? Over the next 25 years? Would current conditions (e.g., related to the economy, neighborhoods, commercial areas, industrial areas, transportation network, etc.) stay the same, worsen, or improve?

#### Text Response

The largest impact will be in the Port of Corpus Christi with larger ships, North Beach will see renewed interest in development, especially if the new bridge has a strong dedicated pedestrian "Trail" element. Cross-town Freeway will experience more activity because, I believe, a more perceived ease of access to areas along SPID. Again, I am assuming the RED Option. Over the next 10 -25 Years there will many new developments because of this infrastructural improvement. With the restructuring of this transportation element will come many opportunities to develop along the edges of the approaches, North Beach receiving the most benefit. The Northside Community, North of I.H. 37 is pretty much a disenfranchised community anyway and will suffer the most impact and probably removed as a residential zone.. Existing Development there at present that will be most affected are St. Paul Methodist Church, Holy Cross Catholic Church, T.C. Ayers Park and Pool, Alameda Pedestrian Crossing and Lovenskold Park.

8. 7. Are there specific proposed development projects of which you are aware that would not be built if a new Harbor Bridge were not constructed?

#### Text Response

There may be projects that Port of Corpus Christi has planned that I am unaware of. Infrastructural improvement in the port to handle larger ships with larger cargos. There is one project already built that will most likely realizes its fully intend design use. This project is the Ortiz Center which will serve as a Cruise Line Terminal. Further, I believe that having Cruise Liners coming into the port will enhance the possibility of Inter City Passenger rail such as AMTRAK's "Texas Eagle" which travels to Chicago and the "Sunset Limited" that travels to the East and West Coasts through San Antonio. This same terminal could serve as a depot for this train.

9. 8. Considered separately, how would any potential individual development effects of the Green, Orange, Red, and West Alternatives vary within the AOI? Specifically, how would these alternatives affect the goals of the economic and community planning efforts with which you are familiar?

#### Text Response

I am not familiar with any economic or community planning efforts which will affect any one of these alternatives. I believe the Red Alternative makes the most sense. Besides removing the dangerous and confusing juncture of 181 and 37, the Red alternative seems like the least confusing and will probably have more of a positive impact along Cross-town Freeway.

10. 9. Would you expect any of the Build Alternatives to stimulate (or inhibit) development compared with the others? If so, what differences between the alternatives would you anticipate (e.g., specific areas where development might be stimulated [or inhibited] by a particular alternative)?

#### Text Response

See question 8.

11. 10. Are there resources that you feel would be at risk for potential negative indirect impacts as a result of one or more of the alternatives? Are there resources that you feel would be positively impacted indirectly by one or more of the alternatives?

#### Text Response

The West Alternative will probably have impact on the North Port approach because it more removed existing developments and easier to construct on the South Approach. The West Alternative will also the greatest impact on wetland at Ricon Channel. The Red Alternative will impact more of the existing port facility on the North and South Approaches and impact Whataburger Field, Holy Cross Catholic Church, Oveal Williams Senior Center, TC Ayers Park and Lovenskiold Park. The Orange Alternate may impact the port cold storage facility, Whataburger Field, Holy Cross Catholic Church, Oveal Williams Senior Center TC Ayers Park and Lovenskiold Park. The Green, being close to the existing bridge will probably have the least impact on existing develop. I am not familiar with the logistics of construction of a major bridge like is being proposed, so my perception of relative impacts may be way off.



## Initial Report

Last Modified: 04/16/2013

1. Thank you for taking the time to complete this questionnaire regarding the potential indirect and cumulative impacts of the proposed Harbor Bridge project. The following questions deal with the potential future effects of the proposed project on land use, economic development, and communities within the project area. The questions are focused on (but not necessarily limited to) the area shown on the Area of Influence (AOI) map sent via email on April 1, 2013. Please feel free to submit your answers to the 10 questions with notations on the map, cross-referenced to the question number. The Reasonable Alternatives map, Project Description, and Panel Overview sent to you in March can also be used to help you develop your responses. Any notations on maps can be scanned and sent to [schampion@hicksenv.com](mailto:schampion@hicksenv.com) or can be returned via regular mail (just send an email to the address above to receive a return envelope). Also, please note that the length of your responses is unlimited. Please enter your first and last name below to get started.

### Text Response

Mark Van Vleck

2. Area of Influence (AOI) The AOI should encompass areas with potential to be indirectly affected by the proposed project, including areas likely to experience development as a result of the proposed project. Indirect effects are defined as those effects that are caused by the project and occur later in time and at some distance from the project but are still reasonably foreseeable. These effects can be linked to the project in a cause-effect chain. 1. Do you think the AOI accurately encompasses the areas that are likely to be indirectly affected by the proposed Harbor Bridge project? What modifications, if any, would you make to the boundaries of the AOI? Please explain any modifications.

### Text Response

I think that it encompasses the areas that are going to be indirectly impacted.

3. Plans, Goals, and Trends 2. What factors do you perceive as having had a major influence on development in Corpus Christi and Portland/San Patricio County in the past? Are these factors currently influencing development? What factors do you think will influence development over the next 10 years? 25 years?

### Text Response

Historically, the area is heavily impacted by the oil/petroleum industries. Currently being impacted by more tourism and other industrial enterprises that are coming to the area. I believe that we will continue to be impacted by the current factors for the next 10 and 25 years.

4. Reasonably Foreseeable Future Actions Reasonably foreseeable future actions are described as actions or projects by others (not necessarily linked to the Harbor Bridge project) that are sufficiently likely to occur, that a person of ordinary prudence would take them into account when making a decision. The likelihood of their occurrence must be probable, not just possible or speculative. 3. Is there planned future development of which you are aware in the Corpus Christi and Portland/San Patricio County areas that is not depicted on the AOI map (e.g., plans for new community centers, schools, housing developments, parks, major infrastructural development, major employment generators, etc.)? Please indicate whether or not you think any planned development is linked to the proposed project.

### Text Response

I am not aware of any.

5. 4. Where do you anticipate new growth to occur, and why is that area attractive to developers? What type of development would you expect to occur in these areas? What factors limit development in areas that you do not anticipate will see new growth (e.g., a lack of infrastructure, poor accessibility, etc.)?

### Text Response

I anticipate additional industrial growth along the north side of the ship channel. It is currently limited by the availability of treated water. Along the water front, I anticipate more mixed-use structures that have a combination commercial and residential flavor.

6. No-Build vs. Build Alternatives The proposed project includes a No-Build Alternative (under which no improvements to US 181 or the existing Harbor Bridge would be made) and four Build Alternatives: Green, Orange, Red, and West (see Reasonable Alternatives map). Again, map mark-ups are encouraged if that will help you explain your response. 5. What development changes, if any, would you expect to occur in the AOI over the next 10 years if a new Harbor Bridge is NOT built? Over

the next 25 years? Would current conditions (e.g., related to the economy, neighborhoods, commercial areas, industrial areas, transportation network, etc.) stay the same, worsen, or improve?

**Text Response**

If the no-build alternative is selected, along the water front and back development will be slow. Conditions would probably remain about the same.

7. 6. What development changes, if any, would you expect to occur in the AOI over the next 10 years if a new Harbor Bridge is built? Over the next 25 years? Would current conditions (e.g., related to the economy, neighborhoods, commercial areas, industrial areas, transportation network, etc.) stay the same, worsen, or improve?

**Text Response**

Increased industrial north of the ship channel and increase commercial from the bridge to the water front. Current conditions would improve.

8. 7. Are there specific proposed development projects of which you are aware that would not be built if a new Harbor Bridge were not constructed?

**Text Response**

No

9. 8. Considered separately, how would any potential individual development effects of the Green, Orange, Red, and West Alternatives vary within the AOI? Specifically, how would these alternatives affect the goals of the economic and community planning efforts with which you are familiar?

**Text Response**

The red alternative open up more land between the bridge and the waterfront that would be more commercial and tourist related.

10. 9. Would you expect any of the Build Alternatives to stimulate (or inhibit) development compared with the others? If so, what differences between the alternatives would you anticipate (e.g., specific areas where development might be stimulated [or inhibited] by a particular alternative)?

**Text Response**

Red would stimulate growth from the new bridge to the waterfront.

11. 10. Are there resources that you feel would be at risk for potential negative indirect impacts as a result of one or more of the alternatives? Are there resources that you feel would be positively impacted indirectly by one or more of the alternatives?

**Text Response**

I am not sure I completely understand what resources we are talking about.

## Initial Report

Last Modified: 04/02/2013

1. Thank you for taking the time to complete this questionnaire regarding the potential indirect and cumulative impacts of the proposed Harbor Bridge project. The following questions deal with the potential future effects of the proposed project on land use, economic development, and communities within the project area. The questions are focused on (but not necessarily limited to) the area shown on the Area of Influence (AOI) map sent via email on April 1, 2013. Please feel free to submit your answers to the 10 questions with notations on the map, cross-referenced to the question number. The Reasonable Alternatives map, Project Description, and Panel Overview sent to you in March can also be used to help you develop your responses. Any notations on maps can be scanned and sent to [schampion@hicksenv.com](mailto:schampion@hicksenv.com) or can be returned via regular mail (just send an email to the address above to receive a return envelope). Also, please note that the length of your responses is unlimited. Please enter your first and last name below to get started.

### Text Response

Ray Allen

2. Area of Influence (AOI) The AOI should encompass areas with potential to be indirectly affected by the proposed project, including areas likely to experience development as a result of the proposed project. Indirect effects are defined as those effects that are caused by the project and occur later in time and at some distance from the project but are still reasonably foreseeable. These effects can be linked to the project in a cause-effect chain. 1. Do you think the AOI accurately encompasses the areas that are likely to be indirectly affected by the proposed Harbor Bridge project? What modifications, if any, would you make to the boundaries of the AOI? Please explain any modifications.

*This question was not answered by the respondent.*

3. Plans, Goals, and Trends 2. What factors do you perceive as having had a major influence on development in Corpus Christi and Portland/San Patricio County in the past? Are these factors currently influencing development? What factors do you think will influence development over the next 10 years? 25 years?

*This question was not answered by the respondent.*

4. Reasonably Foreseeable Future Actions Reasonably foreseeable future actions are described as actions or projects by others (not necessarily linked to the Harbor Bridge project) that are sufficiently likely to occur, that a person of ordinary prudence would take them into account when making a decision. The likelihood of their occurrence must be probable, not just possible or speculative. 3. Is there planned future development of which you are aware in the Corpus Christi and Portland/San Patricio County areas that is not depicted on the AOI map (e.g., plans for new community centers, schools, housing developments, parks, major infrastructural development, major employment generators, etc.)? Please indicate whether or not you think any planned development is linked to the proposed project.

*This question was not answered by the respondent.*

5. 4. Where do you anticipate new growth to occur, and why is that area attractive to developers? What type of development would you expect to occur in these areas? What factors limit development in areas that you do not anticipate will see new growth (e.g., a lack of infrastructure, poor accessibility, etc.)?

*This question was not answered by the respondent.*

6. No-Build vs. Build Alternatives The proposed project includes a No-Build Alternative (under which no improvements to US 181 or the existing Harbor Bridge would be made) and four Build Alternatives: Green, Orange, Red, and West (see Reasonable Alternatives map). Again, map mark-ups are encouraged if that will help you explain your response. 5. What development changes, if any, would you expect to occur in the AOI over the next 10 years if a new Harbor Bridge is NOT built? Over the next 25 years? Would current conditions (e.g., related to the economy, neighborhoods, commercial areas, industrial areas, transportation network, etc.) stay the same, worsen, or improve?

*This question was not answered by the respondent.*

7. 6. What development changes, if any, would you expect to occur in the AOI over the next 10 years if a new Harbor Bridge is built? Over the next 25 years? Would current conditions (e.g., related to the economy, neighborhoods, commercial areas,

industrial areas, transportation network, etc.) stay the same, worsen, or improve?

*This question was not answered by the respondent.*

8. 7. Are there specific proposed development projects of which you are aware that would not be built if a new Harbor Bridge were not constructed?

*This question was not answered by the respondent.*

9. 8. Considered separately, how would any potential individual development effects of the Green, Orange, Red, and West Alternatives vary within the AOI? Specifically, how would these alternatives affect the goals of the economic and community planning efforts with which you are familiar?

*This question was not answered by the respondent.*

10. 9. Would you expect any of the Build Alternatives to stimulate (or inhibit) development compared with the others? If so, what differences between the alternatives would you anticipate (e.g., specific areas where development might be stimulated [or inhibited] by a particular alternative)?

*This question was not answered by the respondent.*

11. 10. Are there resources that you feel would be at risk for potential negative indirect impacts as a result of one or more of the alternatives? Are there resources that you feel would be positively impacted indirectly by one or more of the alternatives?

**Text Response**

The Western alternative route could potentially impact natural resources along Rincon Channel. These emergent/shallow wetland areas, consisting of mangoves and other marsh plants, support a variety of fish and wildlife. Direct impacts could include actual loss of habitat due to construction activities and indirect impacts might include displacing birds and other wildlife that utilize these wetlands both during construction and after construction is completed. I do not see any positive impacts beyond compensatory mitigation.

## Initial Report

Last Modified: 04/11/2013

1. Thank you for taking the time to complete this questionnaire regarding the potential indirect and cumulative impacts of the proposed Harbor Bridge project. The following questions deal with the potential future effects of the proposed project on land use, economic development, and communities within the project area. The questions are focused on (but not necessarily limited to) the area shown on the Area of Influence (AOI) map sent via email on April 1, 2013. Please feel free to submit your answers to the 10 questions with notations on the map, cross-referenced to the question number. The Reasonable Alternatives map, Project Description, and Panel Overview sent to you in March can also be used to help you develop your responses. Any notations on maps can be scanned and sent to schampion@hicksenv.com or can be returned via regular mail (just send an email to the address above to receive a return envelope). Also, please note that the length of your responses is unlimited. Please enter your first and last name below to get started.

### Text Response

Teresa RODriguez

2. Area of Influence (AOI) The AOI should encompass areas with potential to be indirectly affected by the proposed project, including areas likely to experience development as a result of the proposed project. Indirect effects are defined as those effects that are caused by the project and occur later in time and at some distance from the project but are still reasonably foreseeable. These effects can be linked to the project in a cause-effect chain. 1. Do you think the AOI accurately encompasses the areas that are likely to be indirectly affected by the proposed Harbor Bridge project? What modifications, if any, would you make to the boundaries of the AOI? Please explain any modifications.

### Text Response

Yes, I do think that the AOI surrounded the areas that are going to be affected by the proposed Harbor Bridge.

3. Plans, Goals, and Trends 2. What factors do you perceive as having had a major influence on development in Corpus Christi and Portland/San Patricio County in the past? Are these factors currently influencing development? What factors do you think will influence development over the next 10 years? 25 years?

### Text Response

The mayor factors that have influence the Development of Corpus Christi, Portland abs San Patricio County is the installation of the refineries in the area and the Port Corpus Christi and, these same factors together with the Eagle Ford Shale will continue to be the key for the continuous development of the area in the next 25 years

4. Reasonably Foreseeable Future Actions Reasonably foreseeable future actions are described as actions or projects by others (not necessarily linked to the Harbor Bridge project) that are sufficiently likely to occur, that a person of ordinary prudence would take them into account when making a decision. The likelihood of their occurrence must be probable, not just possible or speculative. 3. Is there planned future development of which you are aware in the Corpus Christi and Portland/San Patricio County areas that is not depicted on the AOI map (e.g., plans for new community centers, schools, housing developments, parks, major infrastructural development, major employment generators, etc.)? Please indicate whether or not you think any planned development is linked to the proposed project.

### Text Response

n/a

5. 4. Where do you anticipate new growth to occur, and why is that area attractive to developers? What type of development would you expect to occur in these areas? What factors limit development in areas that you do not anticipate will see new growth (e.g., a lack of infrastructure, poor accessibility, etc.)?

### Text Response

More manufacturing related with the oil and gas industries will locate in the Ingleside and surrounded areas: Cheniere TPCO Occidental Petroleum Koch/Flint Hills Pangea (under contract) IISD Property Univ of Houston Property

6. No-Build vs. Build Alternatives The proposed project includes a No-Build Alternative (under which no improvements to US 181 or the existing Harbor Bridge would be made) and four Build Alternatives: Green, Orange, Red, and West (see Reasonable Alternatives map). Again, map mark-ups are encouraged if that will help you explain your response. 5. What development changes, if any, would you expect to occur in the AOI over the next 10 years if a new Harbor Bridge is NOT built? Over

the next 25 years? Would current conditions (e.g., related to the economy, neighborhoods, commercial areas, industrial areas, transportation network, etc.) stay the same, worsen, or improve?

**Text Response**

Due to the expected growth in the area with the Eagle Ford Shale Activities the construction of a new Bridge is very important to the continuous development on the area, the existing bridge won't be able to handle the traffic demand, also we need a higher Bridge so the Port of CC can service larger tankers.

7. 6. What development changes, if any, would you expect to occur in the AOI over the next 10 years if a new Harbor Bridge is built? Over the next 25 years? Would current conditions (e.g., related to the economy, neighborhoods, commercial areas, industrial areas, transportation network, etc.) stay the same, worsen, or improve?

**Text Response**

If a new bridge is built it will create a tremendous impact in the area with major development in the surrounding areas, due to the fact that it will be more accessible and faster transportation to and from the area, more houses and facilities would be built there, and easy access to and from work.

8. 7. Are there specific proposed development projects of which you are aware that would not be built if a new Harbor Bridge were not constructed?

**Text Response**

None that I am aware of at this moment

9. 8. Considered separately, how would any potential individual development effects of the Green, Orange, Red, and West Alternatives vary within the AOI? Specifically, how would these alternatives affect the goals of the economic and community planning efforts with which you are familiar?

**Text Response**

On the West alternatives, more Oil and Gas related industries and commercial areas. the West Alternatives offers a longer route

10. 9. Would you expect any of the Build Alternatives to stimulate (or inhibit) development compared with the others? If so, what differences between the alternatives would you anticipate (e.g., specific areas where development might be stimulated [or inhibited] by a particular alternative)?

**Text Response**

The West Alternatives offers a longer route. To my point of view the Red alternative will be the best alternative to promote the future development in the surrounding areas.

11. 10. Are there resources that you feel would be at risk for potential negative indirect impacts as a result of one or more of the alternatives? Are there resources that you feel would be positively impacted indirectly by one or more of the alternatives?

**Text Response**

The West Alternatives offers a longer route, with a possible congested area on the HWY37 intersection

## Initial Report

Last Modified: 04/02/2013

1. Thank you for taking the time to complete this questionnaire regarding the potential indirect and cumulative impacts of the proposed Harbor Bridge project. The following questions deal with the potential future effects of the proposed project on land use, economic development, and communities within the project area. The questions are focused on (but not necessarily limited to) the area shown on the Area of Influence (AOI) map sent via email on April 1, 2013. Please feel free to submit your answers to the 10 questions with notations on the map, cross-referenced to the question number. The Reasonable Alternatives map, Project Description, and Panel Overview sent to you in March can also be used to help you develop your responses. Any notations on maps can be scanned and sent to [schampion@hicksenv.com](mailto:schampion@hicksenv.com) or can be returned via regular mail (just send an email to the address above to receive a return envelope). Also, please note that the length of your responses is unlimited. Please enter your first and last name below to get started.

### Text Response

Tom Niskala

2. Area of Influence (AOI) The AOI should encompass areas with potential to be indirectly affected by the proposed project, including areas likely to experience development as a result of the proposed project. Indirect effects are defined as those effects that are caused by the project and occur later in time and at some distance from the project but are still reasonably foreseeable. These effects can be linked to the project in a cause-effect chain. 1. Do you think the AOI accurately encompasses the areas that are likely to be indirectly affected by the proposed Harbor Bridge project? What modifications, if any, would you make to the boundaries of the AOI? Please explain any modifications.

### Text Response

No. If you are including the "industrial district" in Nueces County I would suggest including a quarter mile buffer along SH 361 through Ingleside to Aransas Pass – which would encompass the comparable industrial area in San Patricio County.

3. Plans, Goals, and Trends 2. What factors do you perceive as having had a major influence on development in Corpus Christi and Portland/San Patricio County in the past? Are these factors currently influencing development? What factors do you think will influence development over the next 10 years? 25 years?

### Text Response

Current industrial development is a combination of the access to the Port of Corpus Christi, availability of adequate electrical resources and the recent development of natural gas resources at record low prices. The availability of "greenfield" sites in an area that is in air quality attainment are all positive factors. Future development will continue for the same reasons only constrained by the availability of a skilled workforce.

4. Reasonably Foreseeable Future Actions Reasonably foreseeable future actions are described as actions or projects by others (not necessarily linked to the Harbor Bridge project) that are sufficiently likely to occur, that a person of ordinary prudence would take them into account when making a decision. The likelihood of their occurrence must be probable, not just possible or speculative. 3. Is there planned future development of which you are aware in the Corpus Christi and Portland/San Patricio County areas that is not depicted on the AOI map (e.g., plans for new community centers, schools, housing developments, parks, major infrastructural development, major employment generators, etc.)? Please indicate whether or not you think any planned development is linked to the proposed project.

### Text Response

Projects in the construction or planning stages includes the TPCO - Chinese oil pipe manufacture on the north side of SH 361, Voestalpine - the Austrian steel manufacture in the La Quinta area, M&G Group - plastics plant on the north side of the ship channel. Other major manufacturing of offshore platforms at Kiewit and Gulf Fabricating in Ingleside are major employers. The recent acquisition of N.S. Ingleside by OxyChem presents unknown opportunity. All of these projects will benefit from a safer, easier to maintain, freight friendly Harbor Bridge.

5. 4. Where do you anticipate new growth to occur, and why is that area attractive to developers? What type of development would you expect to occur in these areas? What factors limit development in areas that you do not anticipate will see new growth (e.g., a lack of infrastructure, poor accessibility, etc.)?

### Text Response

The North side of the ship channel and the San Patricio "green fields" along SH 361 and SH 35 in San Patricio are the likely growth areas. Availability of skilled workers and water resources may present long-term limitations.

6. No-Build vs. Build Alternatives The proposed project includes a No-Build

Alternative (under which no improvements to US 181 or the existing Harbor Bridge would be made) and four Build Alternatives: Green, Orange, Red, and West (see Reasonable Alternatives map). Again, map mark-ups are encouraged if that will help you explain your response. 5. What development changes, if any, would you expect to occur in the AOI over the next 10 years if a new Harbor Bridge is NOT built? Over the next 25 years? Would current conditions (e.g., related to the economy, neighborhoods, commercial areas, industrial areas, transportation network, etc.) stay the same, worsen, or improve?

**Text Response**

A "no-build" option would limit growth given the transportation constraints this may place on freight carriers. Load limits, closures for more frequent repairs, increased accidents are all negative factors in a "no-build" consideration.

7. 6. What development changes, if any, would you expect to occur in the AOI over the next 10 years if a new Harbor Bridge is built? Over the next 25 years? Would current conditions (e.g., related to the economy, neighborhoods, commercial areas, industrial areas, transportation network, etc.) stay the same, worsen, or improve?

**Text Response**

Both near term and long term neighborhood re-development will be an opportunity presented to the community, improved access to the SEA District, improved and more efficient movement of freight and commuting traffic will be positive attributes of a Bridge replacement project.

8. 7. Are there specific proposed development projects of which you are aware that would not be built if a new Harbor Bridge were not constructed?

**Text Response**

Non specific however, the development of La Quinta as a general purpose cargo dock assumes improvements to SH 181 to provide direct truck access to La Quinta. This has assumed direct efficient freight access on SH 181 to IH -37 with the other options along SH 181 to US 77 and Joe Fulton Corridor not regarded as efficient.

9. 8. Considered separately, how would any potential individual development effects of the Green, Orange, Red, and West Alternatives vary within the AOI? Specifically, how would these alternatives affect the goals of the economic and community planning efforts with which you are familiar?

**Text Response**

The West alternative has the least impact on residential property owners but the most negative impact on industrial security and future growth. The orange and green alternatives have the greatest impact on residential property owners and present the most complex "workaround" situation. The Red alternative utilizes primarily Port and City owned property with minimal impact on private property owners.

10. 9. Would you expect any of the Build Alternatives to stimulate (or inhibit) development compared with the others? If so, what differences between the alternatives would you anticipate (e.g., specific areas where development might be stimulated [or inhibited] by a particular alternative)?

**Text Response**

The West and Green and Orange alternatives would provide the least re-development opportunity for a neighborhood that is economically depressed. The Red alternative presents an opportunity to redirect the economically depressed area.

11. 10. Are there resources that you feel would be at risk for potential negative indirect impacts as a result of one or more of the alternatives? Are there resources that you feel would be positively impacted indirectly by one or more of the alternatives?

**Text Response**

West route could negatively impact the CITGO facility. The Orange and Green route could have negative impact on public / private development plans in the SEA District area. The Red route provides not only development opportunities but an opportunity for further growth of the SEA District and improved access.