



# **Padre Boulevard and Entertainment District**

## **Form-Based Code User Guide**

### **October 2011**

Prepared for the City of South Padre Island by  
Gateway Planning Group, Inc.



**GATEWAYPLANNING**  
Design • Implementation • Value Capture

(Page left intentionally blank)

## Acknowledgements

### City of South Padre Island

#### City Council

Robert Pinkerton Jr., Mayor

JoAnn Evans, Mayor Pro-Tem

Alita Bagley

Robert A. Fudge

Courtney Hayden

Sam Listi

Rick Ridolfi (former Council Member)

#### Planning and Zoning Commission

Development Standards Review Task Force

City Staff

### Consultant Team

Gateway Planning Group, Inc.

Kimley-Horn and Associates

Dover Kohl and Partners

TXP, Inc.

## Table of Contents

1. Why the User Guide?
2. About Form-Based Codes
3. Goals of the Initiative
4. Role of the Illustrative Plans
5. Padre Boulevard and Entertainment District  
Form-Based Code Overview
6. Development Review Process
7. Using the Code Step-by Step
8. Development Examples
  - A. Entertainment District
  - B. Town Center Crossing
  - C. Neighborhood Crossings
  - D. Padre Boulevard (South, Central, and North)
  - E. Neighborhood Transitions
9. Applying Building Design and Architectural Style Standards
10. Applying Other Standards in the Code
  - A. Public and Private Open Space Standards
  - B. Streetscape Standards
  - C. Signage Standards



(Page left intentionally blank)

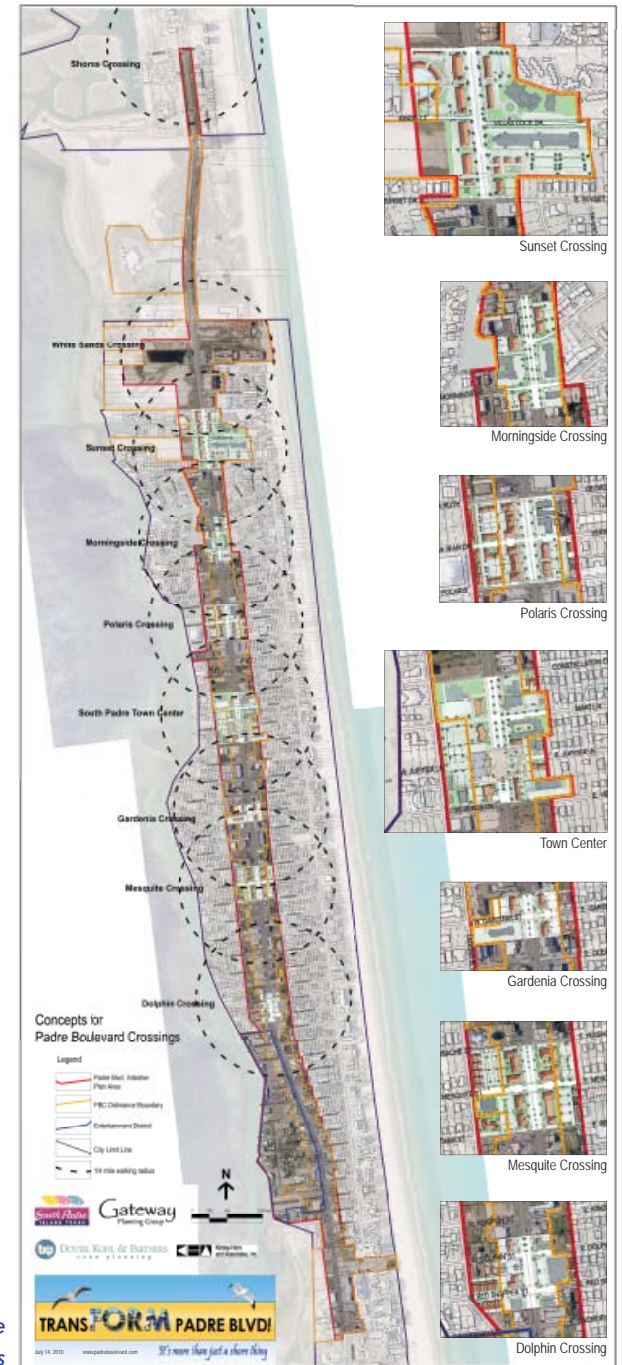
# 1. Why the User Guide?

The City of South Padre Island hired Gateway Planning Group, Inc. in the Spring of 2010 to develop a plan to revitalize Padre Boulevard and the Entertainment District. In addition, the team was tasked with developing a form-based code to implement the vision and master plan for the Boulevard and the Entertainment District. The form-based code (FBC) for Padre Boulevard and the Entertainment District (PBED) was adopted by the City Council in September 2011.

This User Guide to the form-based code has been created to provide developers, builders, and the design community additional guidance on how the code applies in different contexts. Given that this is the community's first form-based code and it is significantly different from other zoning districts in the city, this User Guide will reduce the intimidation factor of the adopted FBC. This Guide should be used in conjunction with the adopted form-based code for PBED.

This Guide provides a general introduction to form-based codes, an overview of the initiative, and a description of the details of the adopted FBC. Also included in this Guide is a step-by-step walkthrough of how the code should be applied for all development projects.

Finally, this Guide provides some typical development examples within each Character Zone of the code. These development examples are not intended to illustrate every possibility or permutation and combination of development. Rather, they are intended to provide general guidance to the intent of the master plan and code.



Master Plan for Padre Boulevard Crossings

(Page left intentionally blank)



## 2. About Form-Based Codes

Form-based codes are development regulations used by cities that emphasize the physical character of development and de-emphasize the regulation of land use. They are intended to implement a specific form of development based on a master plan developed through a community involvement process. They provide greater predictability about the look and feel of development and offer builders and developers a clearer understanding of what the community seeks in terms of development. In addition, FBCs can make it easier for a community to help create the vision for physical development they want, which will more likely lead to their acceptance of development and street designs in their community.

The Form-Based Codes Institute ([www.fbc.org](http://www.fbc.org)) defines FBCs as follows:

*Form-based codes foster predictable built results and a high-quality public realm by using physical form (rather than separation of uses) as the organizing principle for the code. They are regulations, not mere guidelines, adopted into city or county law. Form-based codes offer a powerful alternative to conventional zoning.*

*Form-based codes address the relationship between building facades and the public realm, the form and mass of buildings in relation to one another, and the scale and types of streets and blocks. The regulations and standards in form-based codes are presented in both words and clearly drawn diagrams and other visuals. They are keyed to a regulating plan that designates the appropriate form and scale (and therefore, character) of development, rather than only distinctions in land-use types.*

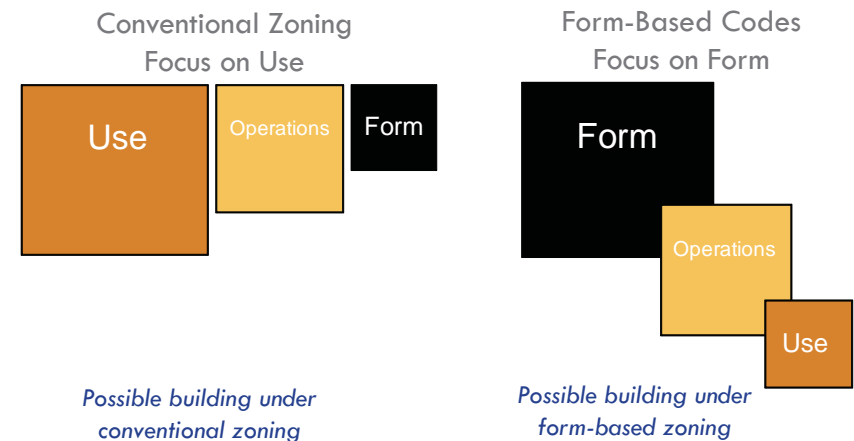
### Differences Between Form-Based Codes and Conventional Zoning

Conventional zoning which is common throughout the United States primarily regulates development by separating uses since its origins

are rooted in preventing incompatible uses next to residential uses. Zoning requirements are usually applied generically throughout the entire community. Conventional zoning regulations are often applied in a one-size-fits-all manner, without any plan about what the community should look like. The key differences are outlined in Table 1 below.

Table 1: Differences Between Conventional Zoning and Form-Based Codes

Conventional Zoning	Form-Based Codes
Creates single use pods of development	Promotes mixed use
Uses buffers instead of transitions	Uses transitions instead of buffers
Not pedestrian-friendly or transit-friendly; mostly auto-oriented	Pedestrian and transit friendly while still accommodating the automobile
Planned obsolescence, so constructed accordingly	Planned to endure
New uses often require scraping and building	Accommodates change of use in the same building
Value of the development drops when the intended use is no longer viable	Value of the development holds when the current use is no longer viable



(Page left intentionally blank)



### 3. Goals of the Initiative and Process

After several years of disinvestment along its major commercial corridor, Padre Boulevard, the community of South Padre Island decided to become proactive by undertaking a redevelopment initiative for the Island. The Island once used to be a popular entertainment and dining destination for the Rio Grande Valley. Competition from adjoining regional entertainment destinations in recent years has left the Island struggling to maintain a vibrant restaurant and retail scene. Of late the community has increasingly been concerned about the quality of design and aesthetics of development along Padre Boulevard and the desire to create a true downtown and entertainment district along the Bay to make the Island a better tourist destination.



*View of existing development character along Padre Boulevard with head in parking along the Boulevard and lack of pedestrian accommodation*

One of the most critical aspects of successful plan implementation is establishing adjacency predictability for redevelopment. This ensures that property values will increase consistently as redevelopment occurs. A regulatory framework that does not require all property owners to meet higher development and design standards will create an uncertain environment and may fail to attract new investment. Thus, mandatory form-based codes are economic development tools and not just aesthetic requirements.

This is specifically relevant to the redevelopment of Padre Boulevard and the Entertainment District into a walkable, mixed use, urban destination as envisioned by the community. As the city and TxDOT

(Texas Department of Transportation) continue to invest in infrastructure and maintenance, they need to be able to better leverage private development. The form-based code, together with a joint TxDOT and city's infrastructure program, can be the value capture vehicle by which public investment in transportation and other civic infrastructure is leveraged to increase the development potential of all properties along the corridor, thus increasing property values and tax revenues to the community.

#### Plan Process

In 2010, the City of Padre Island initiated a planning process to develop a form-based code (FBC) for the Entertainment District and the Padre Boulevard commercial corridor. The process included the following components:

1. A market analysis that examines short- and long-term forecasts and analyzes future market demand,
2. A week-long design workshop and follow-up meetings to generate development and design options that established a vision for Padre Boulevard and the Entertainment District,
3. A form-based code, including a regulating plan and development framework to implement the community's vision, and
4. An integrated multi-modal transportation network plan to meet the city's current and future mobility needs.



*View of Padre Boulevard with a mix of different modes of transportation without the appropriate roadway or development context*

This section provides a summary of the process the design team undertook to develop a vision and master plan and to implement a form-based code for the Boulevard and Entertainment District.

## Design Workshop and other Stakeholder Meetings

The form-based code (FBC) planning process was based on facilitation and participation of a variety of stakeholders. The design workshop was a focused week-long event (held from June 9 - 16, 2010) that included many development and



*The design team at work during the design workshop*

roadway design concepts for Padre Boulevard and the Entertainment District by the design team and daily meetings with stakeholders. These efforts helped inform the conceptual redesign for Padre Boulevard and the desires for the FBC. In addition to the design workshop, the project team held meetings with



the City, TxDOT, residents, business owners and other stakeholders throughout the year-long process to better understand the existing constraints and to receive feedback on preliminary recommendations.

*Public Involvement exercises during the design workshop*

## Development of the Form-Based Code

After the design workshop, the team refined the illustrative master plans and developed a framework for the proposed form-based code. The FBC framework identified the key elements of the code including a preliminary regulating plan (zoning map for the plan area) and identification of character zones and their corresponding character-defining elements. This framework was presented to a joint City Council and the Form-Based Code Commission (currently the Development Standards Review Task Force) on November 3, 2010.

Based on the feedback received at that meeting, a draft of the complete form-based code for the Boulevard and the Entertainment District was developed in January - February of 2011. This draft form-based code was presented to another joint work session of the City Council, Planning and Zoning Commission (P&Z), and the Development Standards Review Task Force (DSRTF) on March 22, 2011.

Over the following three months, the design team worked through several issues identified by key stakeholders and developed the final revised code for public adoption in July 2011. The final form-based code and the rezoning of all properties within the FBC area was approved by City Council on September 7, 2011.

## 4. Role of the Illustrative Master Plans

During the Design Workshop held in June 2010, the design team developed an Illustrative Master Plan for Padre Boulevard and the Entertainment District. This master plan was based on the community's vision for the future of the Island and tempered by market dynamics impacting the potential for future growth. To that end, the team's preliminary market assessment established that the Island would be able to attract modest growth of residential, retail, and entertainment uses. Given that the beach is the primary attraction for visitors to the Island, the challenge is to entice people to stay back after a day at the beach to enjoy a variety of entertainment options.

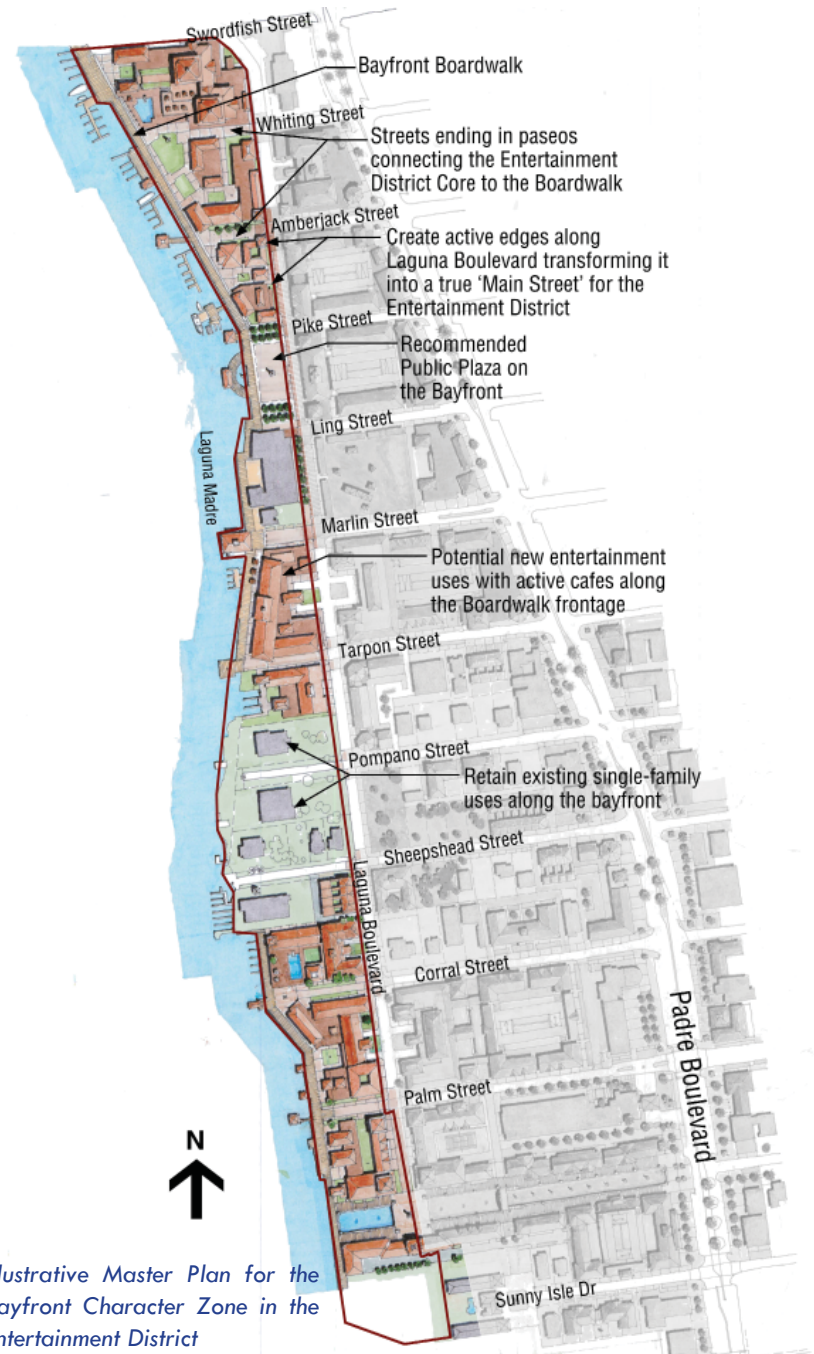
### Entertainment District

The focus of the vision for the Entertainment District was to create an active Boardwalk along the Bay and to revitalize Laguna Boulevard into a vibrant, walkable street through the core of the Entertainment District. In this context, the Entertainment District was seen as two distinct character zones - the Bayfront (Bay to Laguna Blvd.) and the Core (Laguna Blvd. to Padre Blvd.).

Rendering showing a reinvented Laguna Boulevard with active uses.

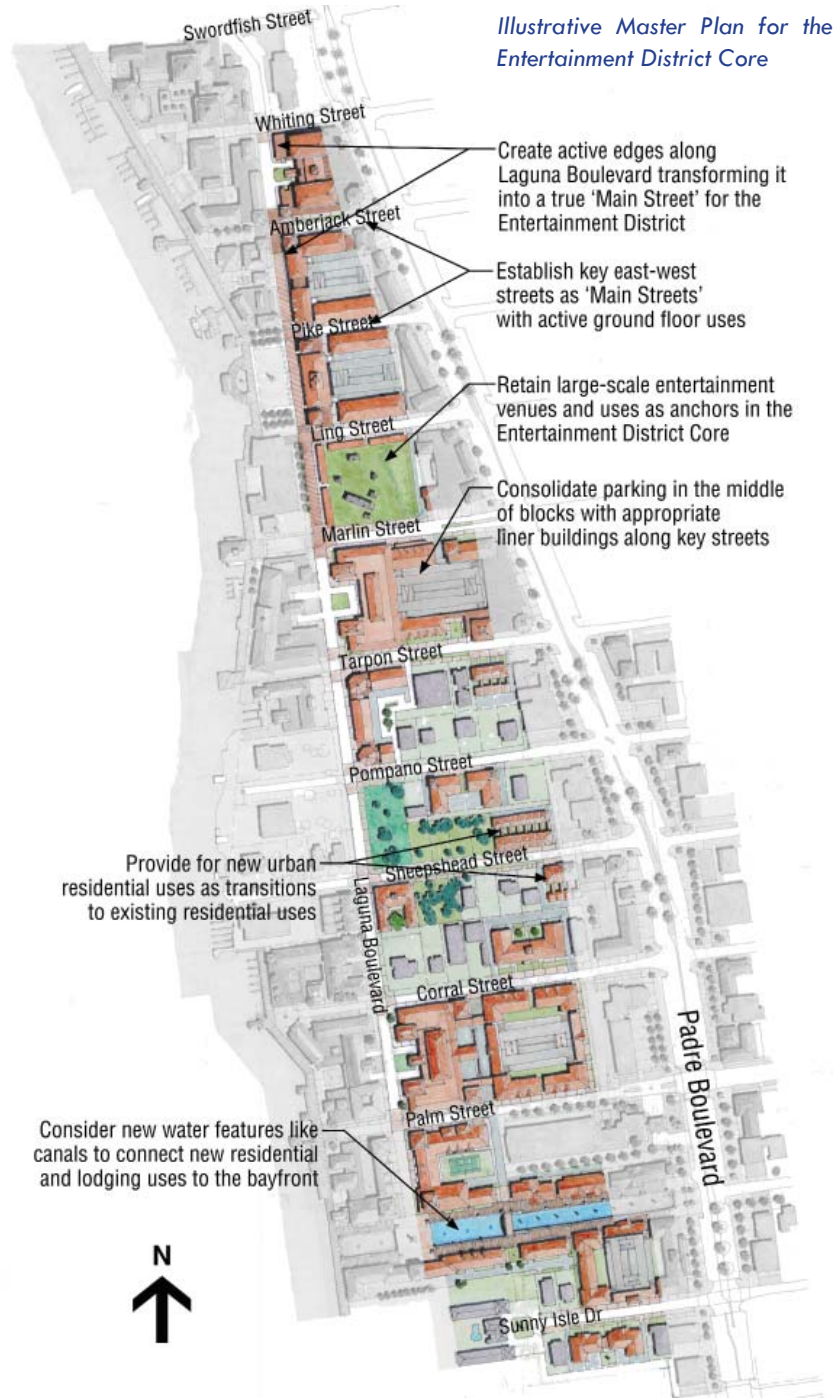


Rendering showing a vibrant public boardwalk along the Bayfront



Illustrative Master Plan for the Bayfront Character Zone in the Entertainment District



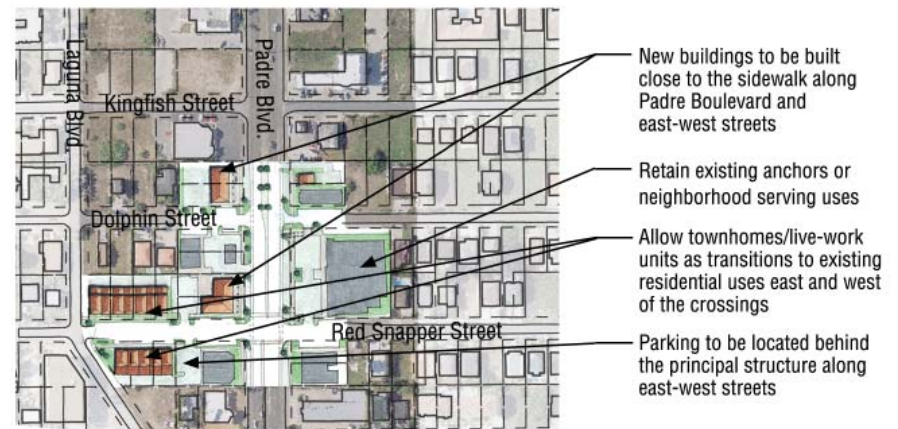


## Padre Boulevard Crossings

Based on the market reality and community desires, the design team carefully identified a development strategy that identified key nodes or "crossings" along the 6 mile-long corridor for modest development intensities. In addition, the team also identified a Town Center Crossing that is intended to be a civic destination along the Boulevard.

There are seven crossings identified along the Boulevard including the Town Center Crossing. Six crossings are Neighborhood Crossings (names based on the cross streets) and are essentially based on existing neighborhood destinations and potential development opportunities adjacent to such destinations.

The intent of the Neighborhood Crossings is to accommodate a mix of commercial and residential development at these key cross streets to connect the Bay side of the Boulevard with the Beach side of the Boulevard. The goal is to create an activity node at these key intersections with buildings built closer to the street and providing for neighborhood serving cafes and stores. The following section includes the Illustrative Plans for all the proposed crossings. The intent of the Illustrative Plans is to provide development guidance on the intent of the FBC to property owners, developers, and builders. They are *illustrative* in nature and are not regulatory.



*Illustrative Master Plan for Dolphin Crossing*

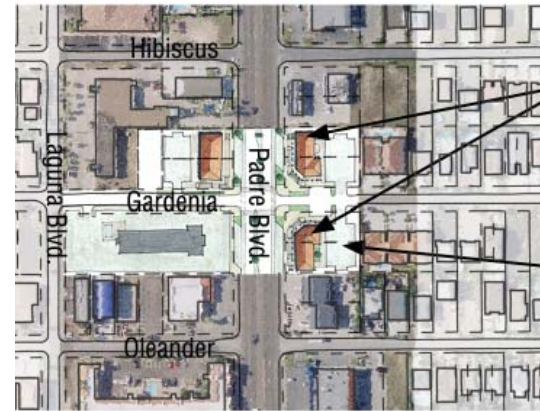


Allow townhomes/live-work units as transitions to existing residential uses west of the crossings

New buildings to be built close to the sidewalk along Padre Boulevard and east-west streets

Parking to be located behind the principal structure along east-west streets

*Illustrative Master Plan for Mesquite Crossing*

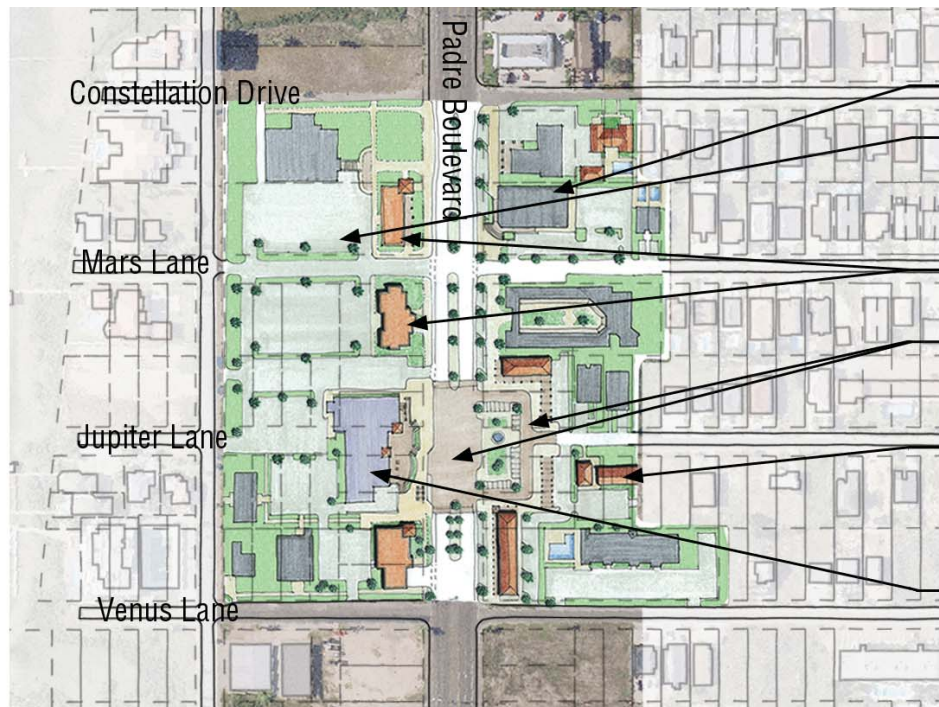


New buildings to be built close to the sidewalk along Padre Boulevard and east-west streets

Parking to be located behind the principal structure along east-west streets

*Illustrative Master Plan for Gardenia Crossing*

*Illustrative Master Plan for Town Center Crossing*



Existing movie theatre

Parking to be consolidated and shared behind buildings on Padre Boulevard

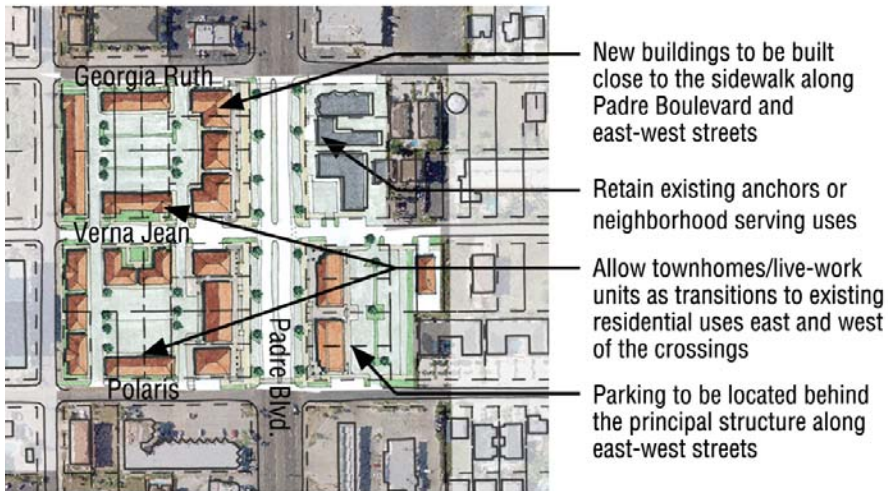
Potential new civic buildings

New civic plaza and specialty paving on Padre Boulevard

Townhomes/Live-work units as transitions to existing neighborhoods

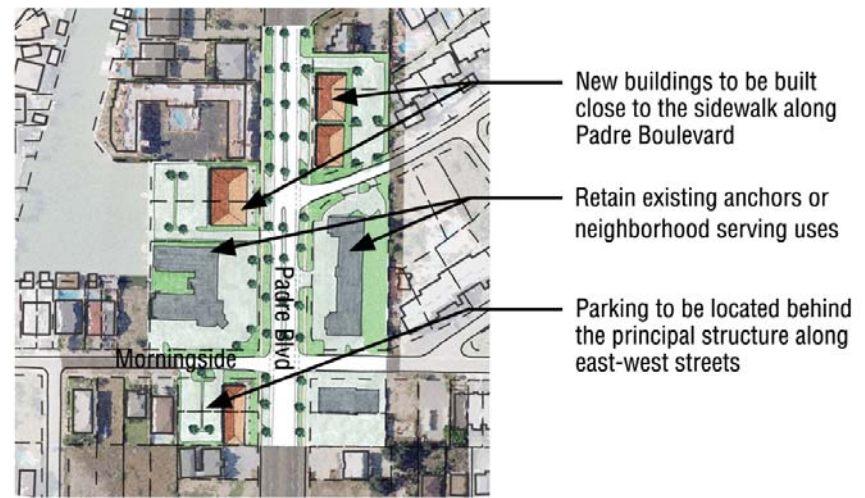
Existing City Hall as the anchor for the Town Center Crossing





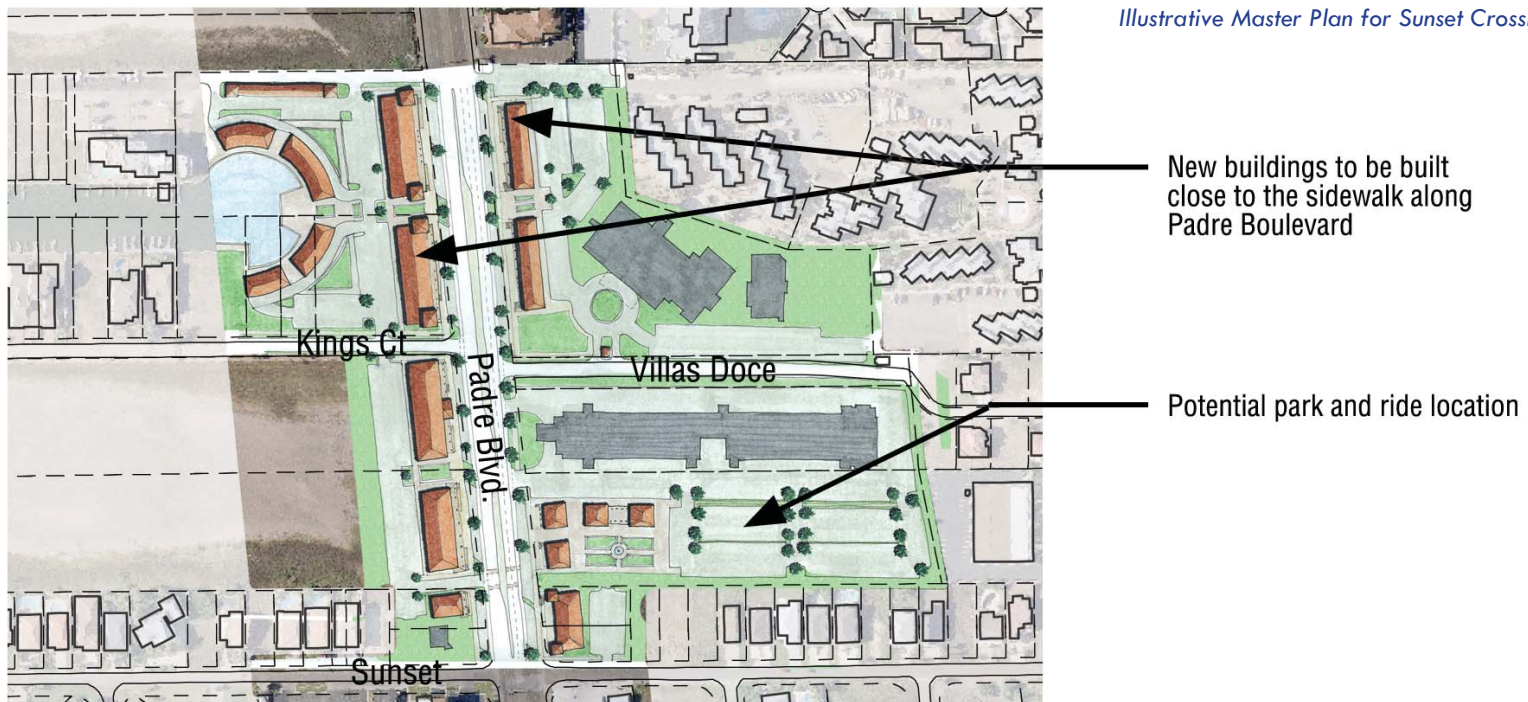
- New buildings to be built close to the sidewalk along Padre Boulevard and east-west streets
- Retain existing anchors or neighborhood serving uses
- Allow townhomes/live-work units as transitions to existing residential uses east and west of the crossings
- Parking to be located behind the principal structure along east-west streets

*Illustrative Master Plan for Polaris Crossing*



- New buildings to be built close to the sidewalk along Padre Boulevard
- Retain existing anchors or neighborhood serving uses
- Parking to be located behind the principal structure along east-west streets

*Illustrative Master Plan for Morningside Crossing*



*Illustrative Master Plan for Sunset Crossing*

- New buildings to be built close to the sidewalk along Padre Boulevard
- Potential park and ride location

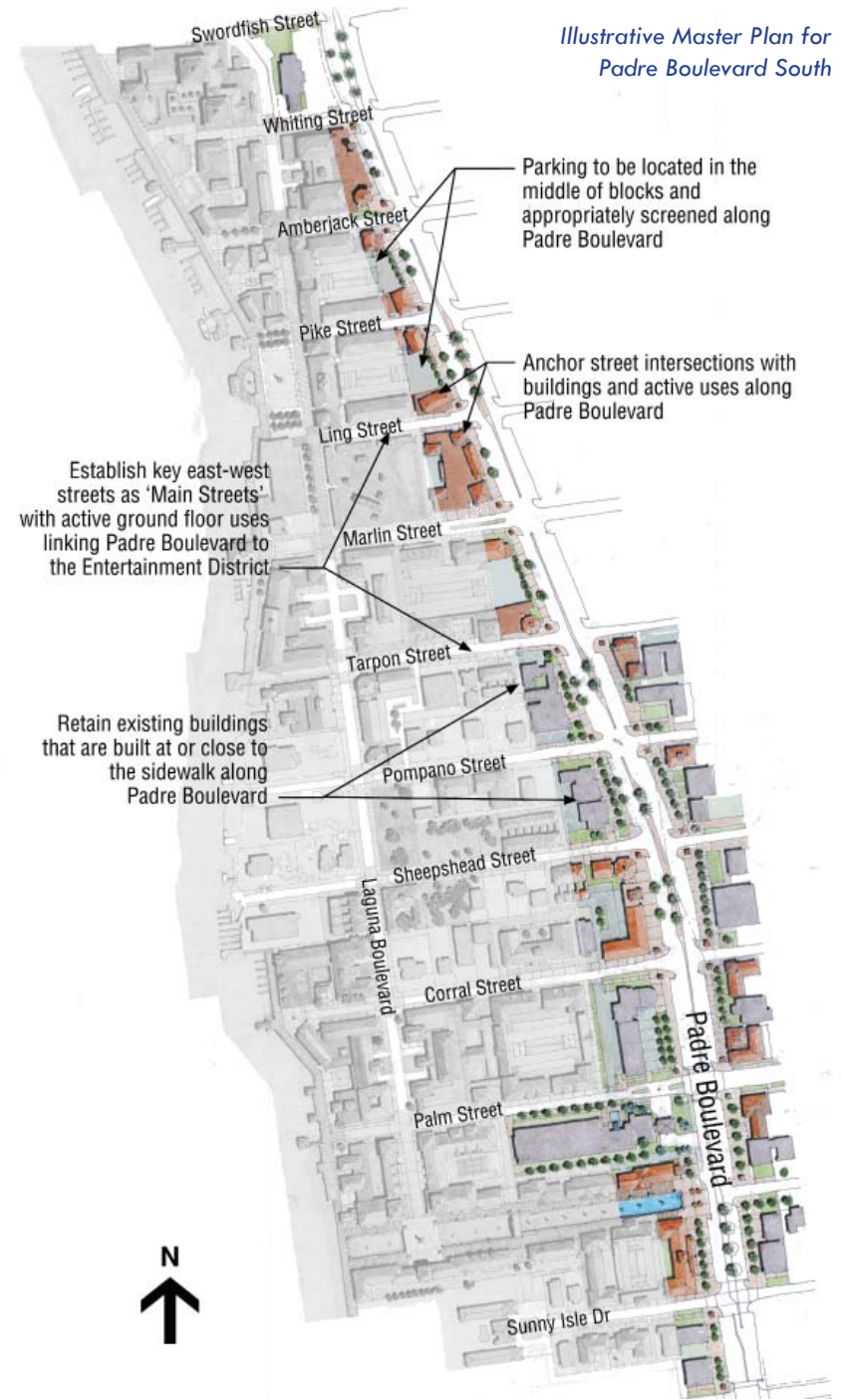
## Padre South and Central

The portion of Padre Boulevard from the Queen Isabella Causeway to Swordfish Drive is considered Padre Boulevard South. This area is the gateway to the Island from the south and from the mainland. This portion of the Boulevard already has medians and contributes to its character.

This area is also characterized by existing development that varies greatly in age and quality. There are some newer buildings and some older buildings in need of renovation. Padre Boulevard South is also the gateway to the Entertainment District along Tarpon, Ling, and Amberjack Streets. This area has the highest concentration of uses and provides access to both the Bay and the Beach; hence the importance of using the east-west streets as the main pedestrian connectors from the Boulevard to the Bay on the west and the Beach on the east.

The context of Padre Boulevard Central zone is similar, but the density of uses gradually decreases and there are more newer developments in this area. This section of the Boulevard is also home to a major civic facility -- City Hall. Padre Boulevard Central extends from Swordfish Drive to Polaris Drive.

The main goal for these two sections of the Boulevard is to improve the pedestrian context along the street by transitioning the head-in parking into on-street parking (angled or parallel, depending on the adjoining development context). To some extent, development along the Boulevard will still be oriented towards the automobile, but with a significant improvement to the pedestrian accommodation along the Boulevard frontage. In other words, Padre Boulevard is intended to be a "hybrid" street that balances auto-orientation with pedestrian orientation. Specifically, private surface parking lots should be screened along the corridor and driveways consolidated.





## Padre Boulevard North

This is the portion of Padre Boulevard north of Polaris Drive. Generally, this portion of the corridor is newer and has more vacant land. In addition, the street context changes north of the Convention Center to a 200' R-O-W street. This area has larger parcels with environmentally sensitive elements that will need additional flexibility so that innovative and alternative development concepts may be brought forth when the market is ripe.



*Vision for Padre Boulevard North (220' R-O-W.)*



*Illustrative Master Plan for Padre Boulevard North*



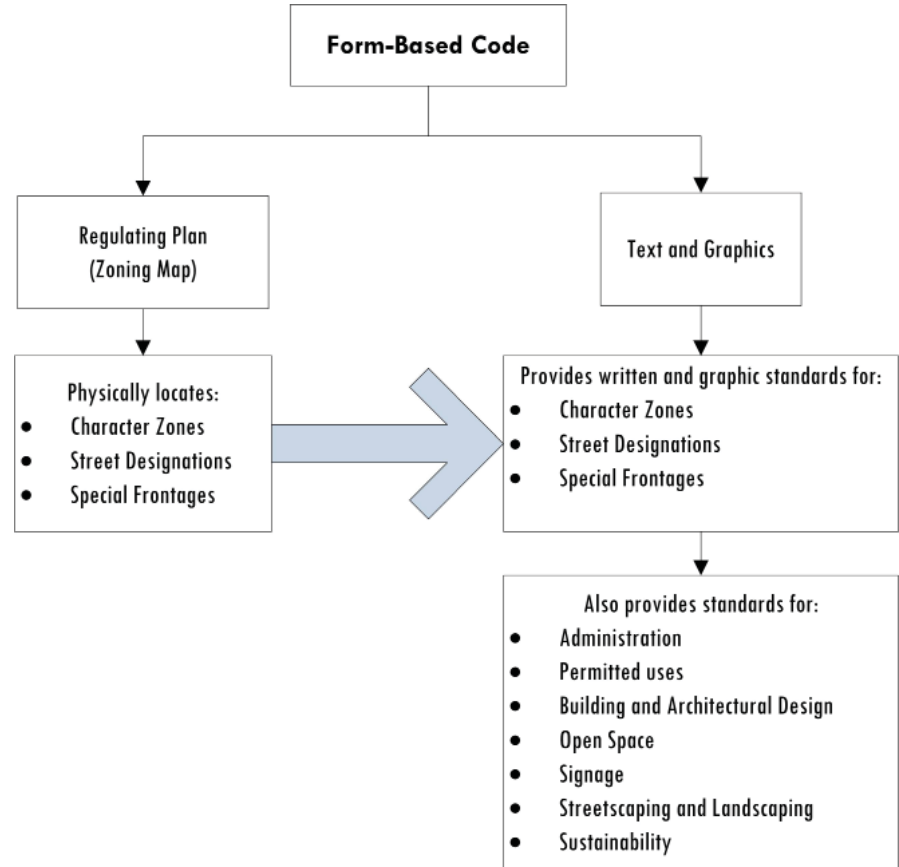
*Vision for Padre Boulevard Central*

## 5. Padre Boulevard and Entertainment District Form-Based Code (FBC) Overview

The adopted FBC for Padre Boulevard and the Entertainment District is composed of two major sections -- the Regulating Plan which is essentially the zoning map for the FBC area and the FBC text and graphics which establish the standards for the entire FBC area.

The Regulating Plan and the FBC text and graphics have to be used together while applying the code. The Regulating Plan physically establishes the different character zones, street designations, and special frontages on locations on the map. Unless any element is “recommended” or otherwise noted on the Regulating Plan, everything on the Regulating Plan is mandatory. Each element in the Regulating Plan is then tied to the FBC text and graphics which establish the specific standards for that element.

The Padre Boulevard and Entertainment District Code acts as a unified development ordinance that includes all the major elements of the built environment (with the exception of the City’s Subdivision Ordinance). The graphic on the right illustrates how the code is organized.



Overview Illustration of the Padre Boulevard and Entertainment District Code

(Page left intentionally blank)

## 6. Development Review Process

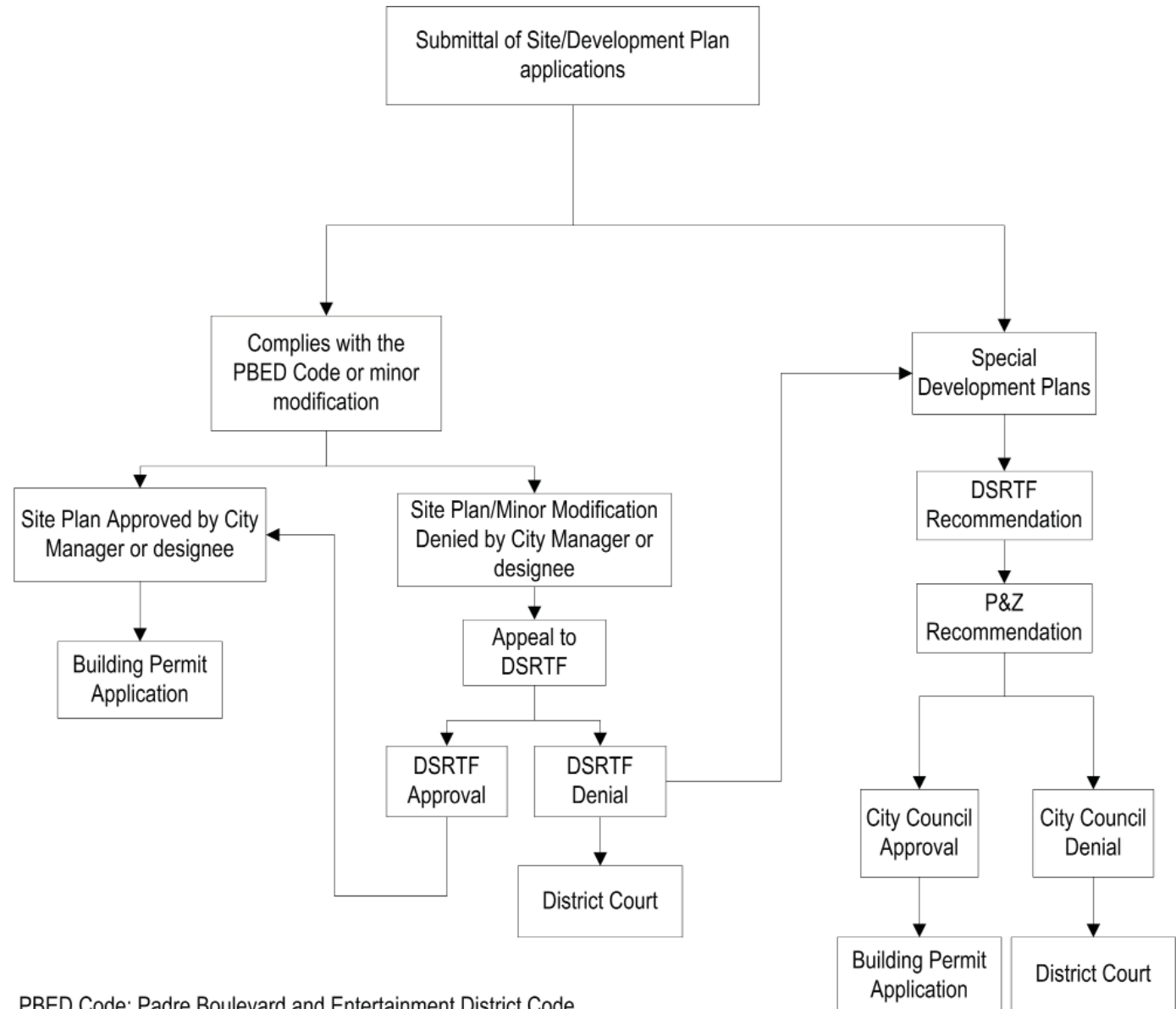
### Administrative Approvals:

All projects that comply with the code are to be approved administratively by the City Manager's designee -- the Planning Director. The flow chart on the right provides an overview of the development review process.

**Minor Modifications:** Several minor modifications to the code are also allowed under specific conditions (as established in Table 3.2). These minor modifications allow the Planning Director to vary certain standards administratively to provide applicants with ample flexibility. This is indicated on the left side of the flow chart.

Any denials of minor modifications or site plans may be appealed to the Development Standards Review Task Force (DSRTF).

**Design Exceptions:** The PBED Code also provides for Design Exceptions which are all modifications (beyond minor modifications) to the following sections of the code: Sections VI, VIII, IX, X, XI, and XII.



PBED Code: Padre Boulevard and Entertainment District Code  
 DSRTF: Development Standards Review Task Force  
 P&Z: Planning and Zoning Commission  
 CC: City Council  
 SDP: Special Development Plan

Applications for Design Exceptions shall be made to the DSRTF which shall be the final authority on Design Exceptions or appeals to staff decisions.

**Special Development Plans (SDPs):** Any other proposed changes to the PBED Code (other than minor modifications or Design Exceptions) shall be considered Special Development Plans. These provide applicants the ultimate flexibility in proposing an alternative development proposal under the PBED code based on prevalent market conditions. Since SDPs may be a major departure from the original master plan and vision for the Boulevard and the Entertainment District, they shall be approved only by City Council after a recommendation has been made by the DSRTF and the Planning and Zoning Commission.

**Application Review Process:** All applications for development within the PBED shall be reviewed by city staff for compliance with the code.

The next chapter of this user guide goes through a step-by-step process for applying the regulations in the code to different development projects.

## 7. Using the Code Step-by-Step

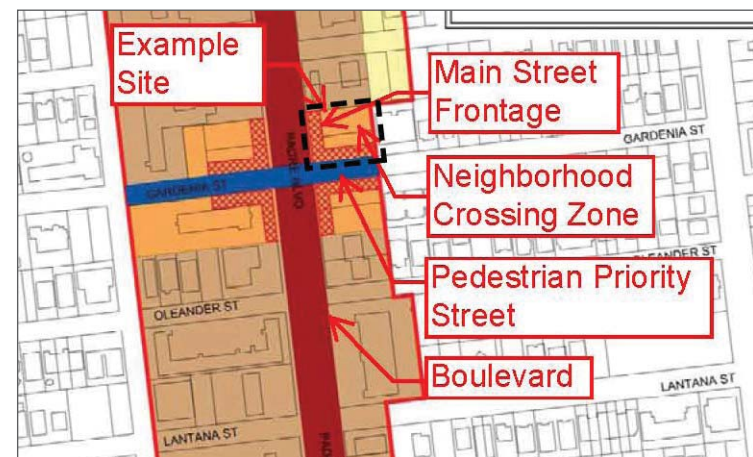
### Step 1: Determine Which Section(s) of the Code Apply Based on the Scope of the Project

1. Review Table 3.1 which specifies the sections of the code that apply based on the extent of the project. For example, a proposal for a new building requires compliance with all sections of the code while interior renovations (depending on the actual value of improvements) may or may not trigger all sections of the code. Replacing a sign requires compliance only with Section XI. Signage Standards.
2. If the project is to modify or renovate an existing building and/or site, then review Section 3.3 Non-Conforming Uses, Buildings, and Signs. This section provides details on how the grandfather clause applies to the Padre Boulevard and Entertainment District Code:
  - A. First, estimate the dollar amount of the changes you are proposing to the building and/or site.
  - B. Then calculate 50% of the total assessed value of improvements (based on the tax rolls) on the property.
  - C. If the total dollar amount of changes you are proposing is greater than \$50,000 AND the number derived from B. above (i.e., greater than 50% of the assessed value of improvements on the lot), all sections of the PBED Code apply (including retrofitting the existing building to the standards of the code).
  - D. If the total dollar amount of changes you are proposing is greater than \$50,000 but not greater than the amount derived from B. above (i.e., greater than 50% of the assessed value of improvements on the lot) or vice versa, the PBED code applies only to any expansions of buildings or site elements.
  - E. Regardless of the dollar value of any proposed improvements, if you are making changes to any building facade that fronts on the Boulevard or on a Pedestrian Priority Street (as identified on the Regulating Plan), then only standards that affect building facades in Section VI, VIII and IX shall apply.

### Step 2: Locate Site/Property on the Regulating Plan - Appendix A of the PBED Code

Refer to the legend on the Regulating Plan, determine the Character Zone, any applicable Special Frontage Designations, and Street Designations. For the example site at the bottom, the following can be determined:

- Character Zone: According to the Legend on the map, the orange color indicates that this site falls within the Neighborhood Crossing character zone.
- Special Frontage: The red cross-hatched area indicates that the facades of the building along Padre Boulevard and Gardenia Street require a “Main Street” Frontage. Note that some of the adjacent properties do not have this additional requirement.
- Street Type Designations: The red line indicates that Padre Boulevard is “Boulevard” street type, and the blue line indicates that Gardenia Street is “Pedestrian Priority” street type. Again, note that not all streets have a designation.

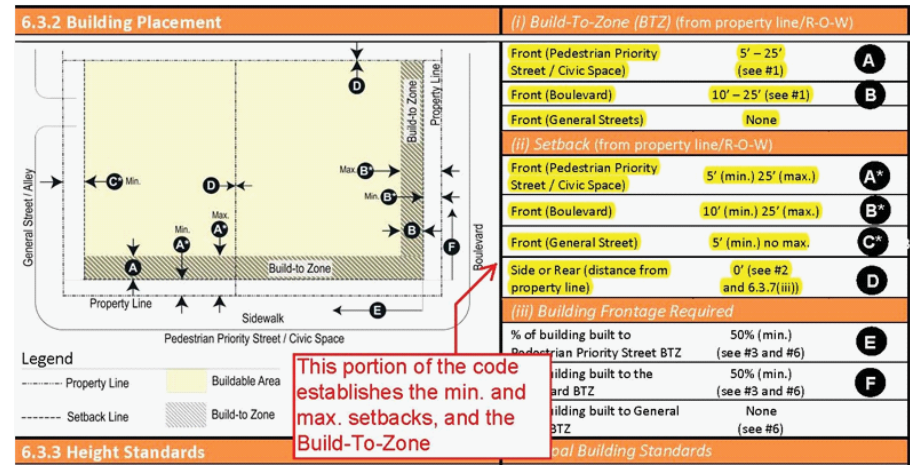




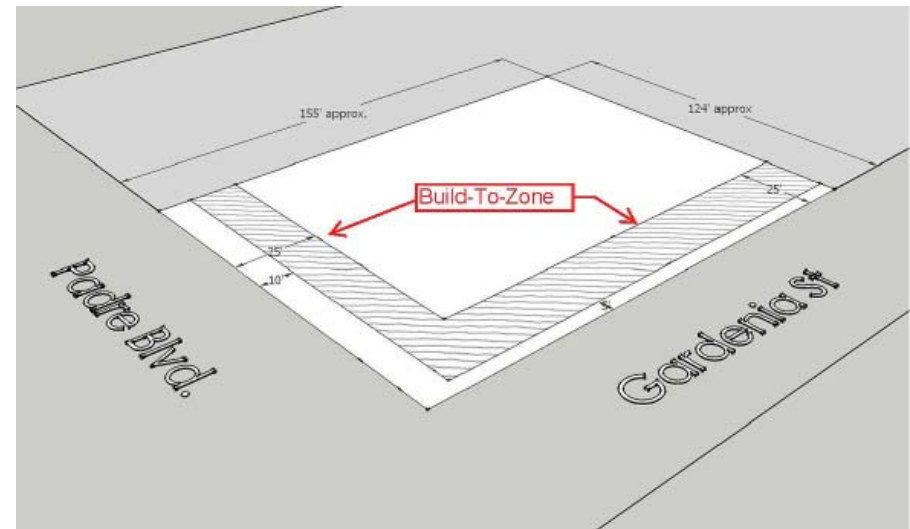
## STEP 3 - Build-to-Zone (BTZ)

Now that you know the Character Zone, Special Frontage Requirements, and Street Designations, refer to the specific Character Zone Building Form and Development Standards (Section VI of the code). This section establishes most of the site and building development standards for your property including:

First, establish the Build-to-Zone which determines the minimum and maximum setbacks along the street frontages. The drawing to the right illustrates the Build-to-Zone for this character zone.



In the image on the right (showing an example site), the hatched area indicates the Build-to-Zone





## STEP 4 - Establish Building Frontage

Referring to the same table, determine the required Building Frontage which is a percentage of the lot dimension, minus the maximum setback. The resulting number is the minimum length of the facade along each right-of-way that must be built within the Build-to-Zone.

From the chart on the right, you can see that the required frontage is based on the Street Designation of the streets that border the site.

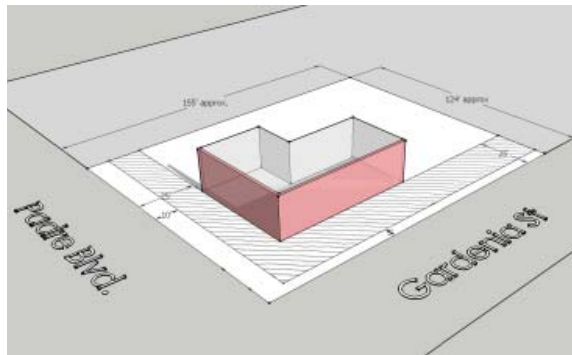
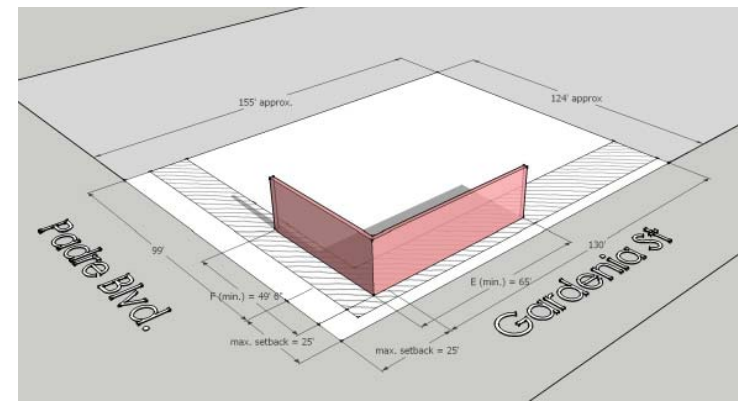
This diagram illustrates the minimum portion of the building's facades which must be built within the BTZ of this example site. According to the table, for a Pedestrian Priority Street (i.e., Gardenia Street), 50% of the building's facade must be constructed within the BTZ. The lot dimension along Gardenia Street is 155', the maximum setback is 25', therefore the minimum required facade to be constructed in the BTZ is:

$(155' - 25') \times 50\% = 65'$  (required width of minimum facade frontage on Gardenia Street)

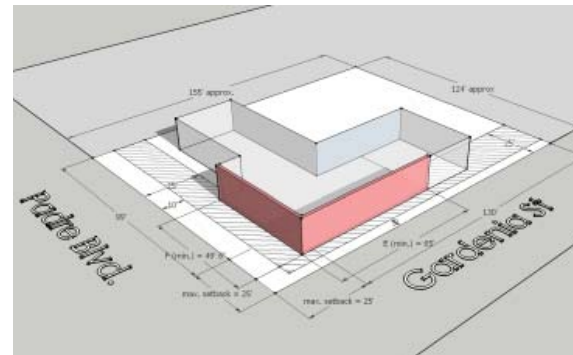
Front (Boulevard)	10' (min.) 25' (max.)	B*
Front (General Street)	5' (min.) no max.	C*
Side or Rear (distance from property line)	0' (see #2 and 6.3.7(iii))	D
<b>(iii) Building Frontage Required</b>		
% of building built to Pedestrian Priority Street BTZ	50% (min.) (see #3 and #6)	E
% of building built to the Boulevard BTZ	50% (min.) (see #3 and #6)	F
% of building built to General Street BTZ	None (see #6)	
<b>Principal Building Standards</b>		
Building Maximum	4 stories (max.) (see #5 and #7)	K
First Floor to Floor Height	15' (min.)	M
Upper floor to		N

**Legend**  
 - - - Property Line  
 - - - Setback Line  
 ■ Buildable Area

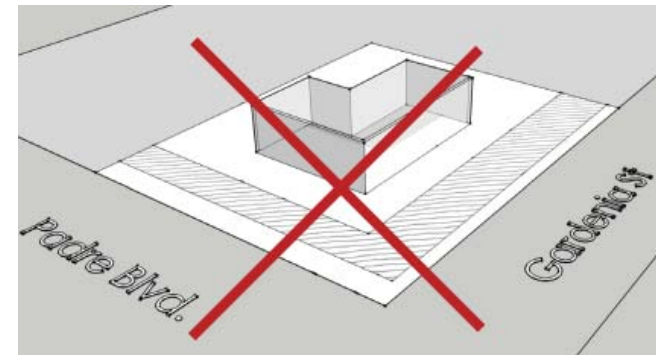
**Height Standard:** (indicated by a red box pointing to the table)



In this example, the building meets the minimum frontage requirements and maximizes the setbacks. This building form complies with the requirements.



In this example, the facade along Gardenia Street exceeds the minimum frontage, and the facade along Padre meets the minimum. This placement and form meets the requirements.



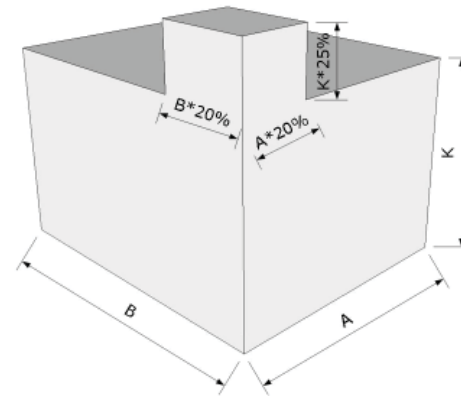
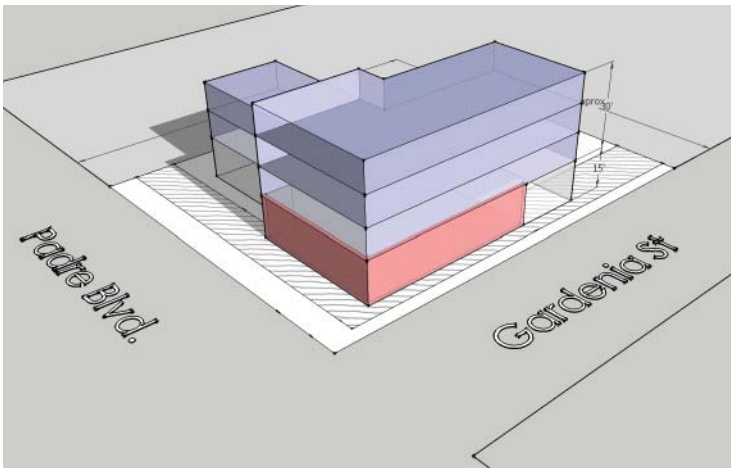
This building placement would not comply because the facades do not fall within the Build-To-Zone.

## STEP 5 - Building Height

The Height Standards portion of the code establishes allowable building heights as measured in maximum, and at times, minimum number of stories. For purposes of this code a “story” is as defined by the applicable building code.

In this example, the maximum building height is four stories, with a minimum first floor height of 15 ft. and a minimum upper floor height of 10 ft.

Height Standards		Principal Building Standards	
	Building Maximum	4 stories (max.) (see #5 and #7)	K
	First Floor to Floor Height	15' (min.)	M
	Upper floor to floor height	10' min. (see #4)	N
	Ground Floor finish level	Main Street frontage buildings shall meet the standards in Section 4.3.2 All other commercial ready	L
6.3.4 Fr		<div style="border: 2px solid red; padding: 5px; color: red;">                     This portion of the code establishes minimum and maximum building heights, and required floor to floor levels.                 </div>	



Exception for building corners: Typically you will find there is an exception to the Building Height Limits for buildings at street corners. This is intended to give added architectural interest and importance at street intersections. Look for the applicable reference note in the Building Height Standards, then refer to section 8.1.1.

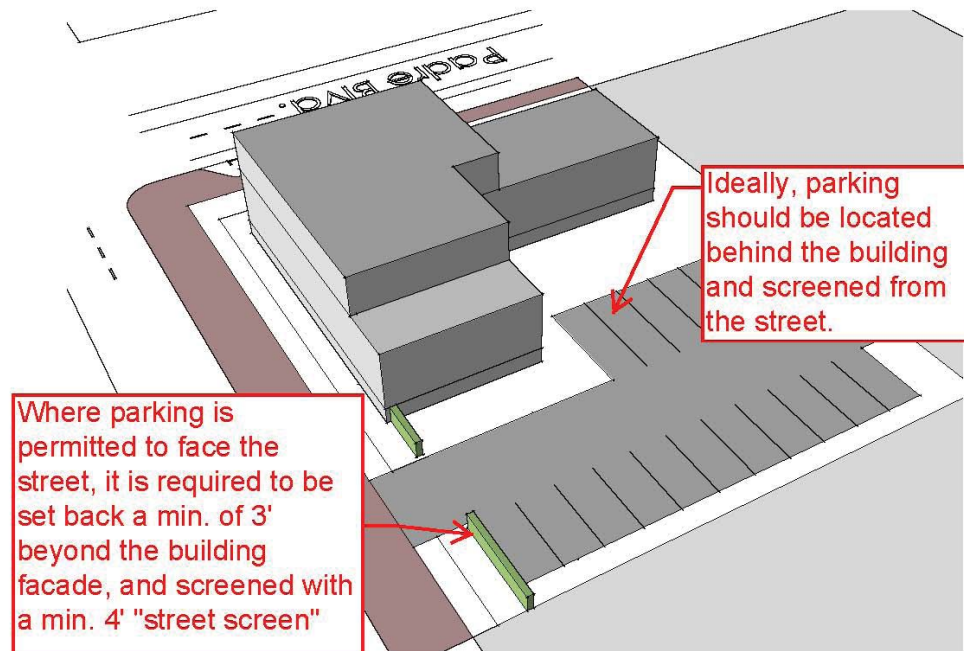
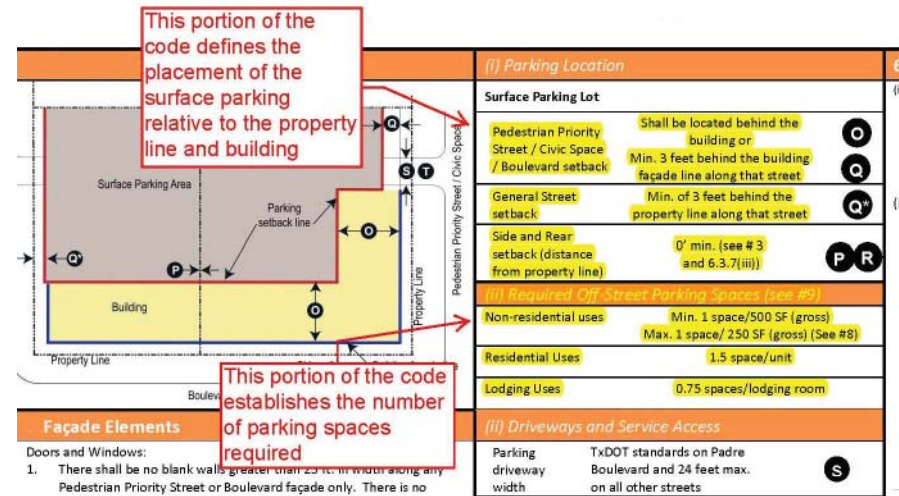
## Step 6 - Parking

This section establishes where surface parking is to be located on the property. Generally, parking should be located behind or to the side of the building on the lot. In case parking is located next to a street, a requirement for a street screen applies to shield the parking lot from the sidewalk and the street.

Allowable parking locations vary by Character Zone, so make sure you check the standards for your particular zone.

Number of spaces: Number of parking spaces required shall depend on the use(s) proposed. For more than one use on the property, required parking shall be cumulative:

- square footage of non-residential uses
- number of residential units
- number of lodging rooms (for hotels and motels)



## Step 6B - Structured Parking

Structured parking location and setbacks – this section provides the standards to build a structured parking building on the lot. Depending on the Street Designation, parking within a parking garage:

1. May not be allowed directly next to a street on the ground floor or
2. May be allowed directly next to a street only on upper floors where the ground floor of the building has other uses (office, retail, residential) or
3. May be allowed directly next to a street on the ground floor and upper floors only with a setback.



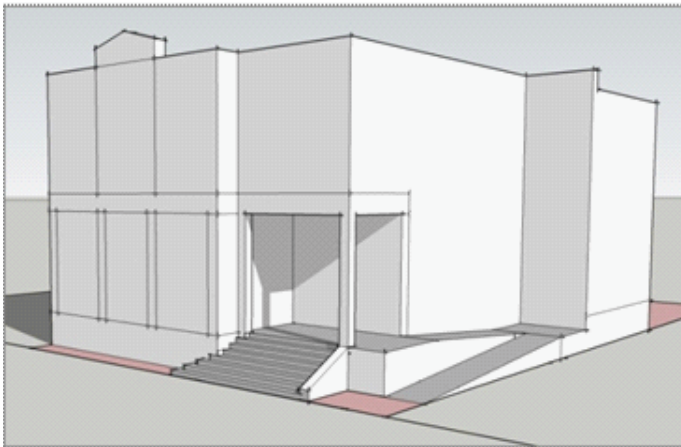
*Image showing how a parking garage is located on the site with access from a General Street with buildings fronting on Pedestrian Priority Streets.*



## Step 7 - Review Special Frontage Standards - Main Street Frontage

The Regulating Plan identifies certain frontages along a street or public right of way in which specific design and use standards may apply. The following is a review of these standards which are further detailed in Section 4.3 of the code.

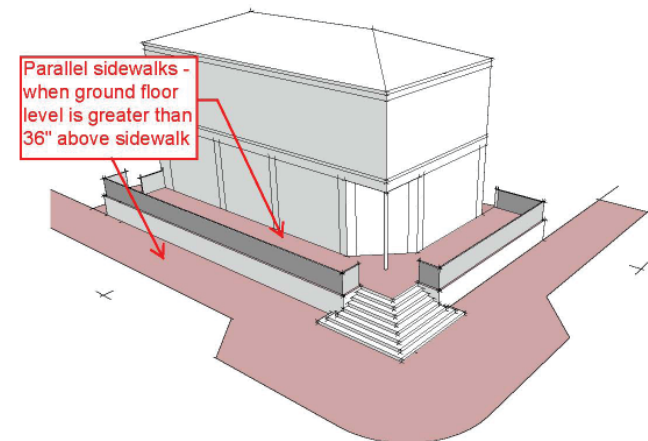
**Main Street Frontage** – The intent of the Main Street Frontage is to create a pedestrian-friendly shopping and dining experience, similar to the environment once provided in the traditional town Main Street. This goal is complicated by the reality of dealing with coastal flood issues and FEMA regulations. Therefore, there are several options for implementing this Special Frontage Type.



**Option 2A - Raised floor level - 36" or less:** The ground floor elevation is located a minimum of 12" above the base flood elevation.



**Option 1 - Dry Flood Proofing:** In this approach, the walls, doors and windows are engineered to keep high water out of the building. This may include removable panels that are bolted into place in the event of an approaching storm.

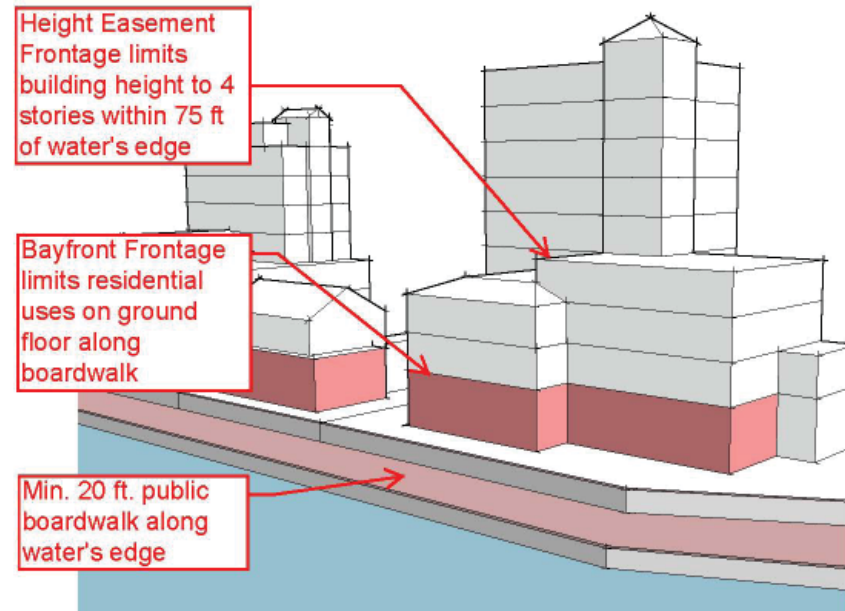


**Option 2B - Raised floor level - more than 36":** If the ground floor elevation is located a minimum of 12" above the base flood elevation and more than 36" above sidewalk, a parallel sidewalk configuration is required. The parallel sidewalk may also be incorporated under a gallery or arcade.

## Step 7 - Review Special Frontage Standards

Bayfront Height Easement Frontage: Referring to the Regulating Plan, if the subject property is in the Bayfront Zone and extends to the Laguna Madre, the Bayfront Height Easement Frontage may apply to the site. For this Frontage Type, the height of building within this easement frontage is limited to 4 stories.

Bayfront Boardwalk Frontage: This Frontage Standard requires a minimum 20' public boardwalk adjacent to the water's edge of Laguna Madre. It also places limitations on residential uses along the Boardwalk.



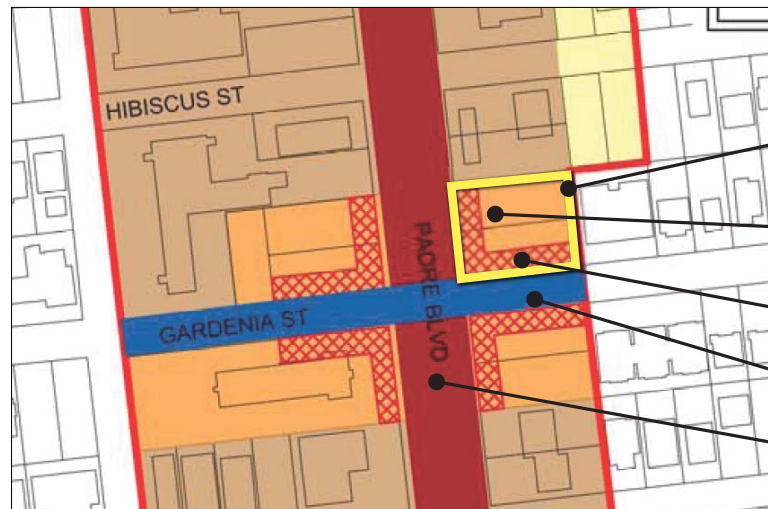
## 8. Development Examples

Based on the steps laid out in Section 7 of this document, this section provides users development examples in some key locations and character zones. The examples are not intended to illustrate every possible scenario, but rather some typical conditions. Generally, development in most character zones is similar with the exception of the Padre Boulevard North, Central, and South Zones. Based on the context illustrated, these examples could be applicable in more than one zone with some limitations.

The development examples use specific sites within the PBED for ILLUSTRATIVE purposes only. These development examples do not obligate any property owners to develop the properties nor do they authorize the development proposed. They only to show applicants how different development standards apply in different contexts.

### Example Site #1:

Example Site #1 - Regulating Plan details



- Example Site #1
- Neighborhood Crossing Character Zone
- Main Street special frontage designation
- Pedestrian Priority Street designation
- Boulevard designation

Location: Gardenia Street and Padre Boulevard  
Character Zone: Neighborhood Crossing  
Lot Size: 19,400 sq.ft. (0.45 Acres)

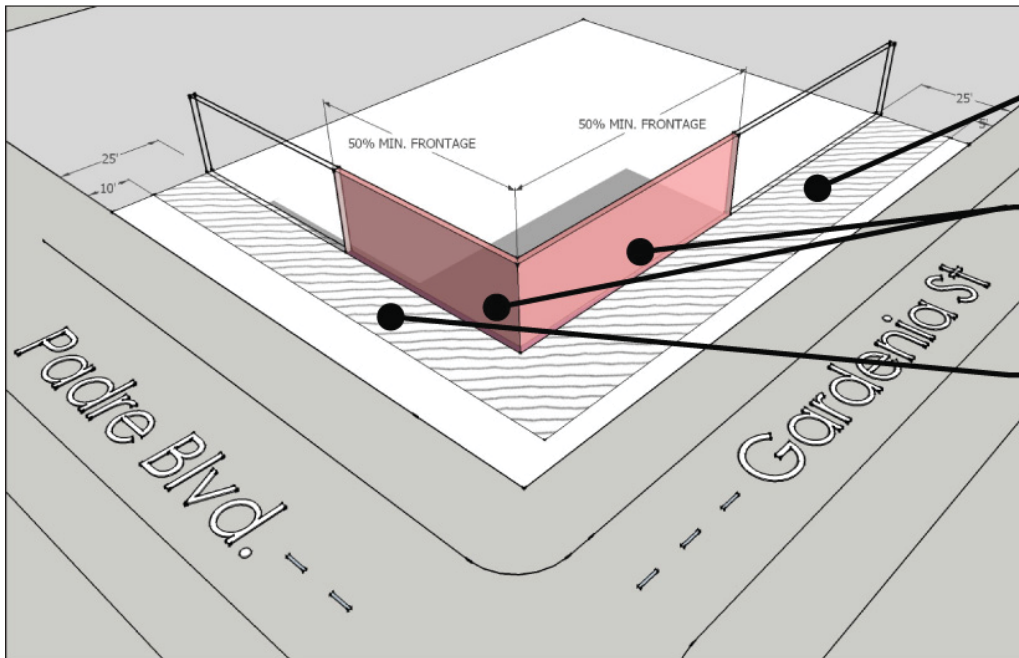
This example site is a 0.45 Acre property consisting of two lots along Padre Boulevard at the northeast corner of the intersection of Padre Boulevard and Gardenia Street. The property to the north has already been developed (gas station) and the properties to the east are residentially developed.

Example Site #1 - Location Map





# SITE 1



Gardenia Street BUILD-TO-ZONE established by the minimum and maximum front setbacks is between 5' and 25'

Minimum frontage requirement is 50% of the lot width parallel to Gardenia Street and Padre Blvd.

Padre Blvd BUILD-TO-ZONE established by the minimum and maximum front setbacks is between 10' and 25'

Main Street Special Frontage requirements apply



The main street facade is placed within the BTZ and the building maintains the 15' minimum height requirement

A curb cut and driveway are permitted along Gardenia Street.

The first floor of the building is raised 12" above the base flood elevation or dry flood proofing may be used. In this example, dry flood proofing has been used to make the first floor of the building flush with the sidewalk.

The primary entrance faces Padre Boulevard or Gardenia Street

Parking and streetscape (including sidewalks) along Padre Boulevard shall be based on an approved schematic design for the Boulevard. If no schematic design has been approved, City Staff should be consulted before designing the parking and pedestrian realms along Padre Boulevard.

# SITE 1



A cross-access easement may be required with the adjacent properties to allow access to properties that do not have direct parking access from side streets.

For this 5,700 SF building, 19 parking spaces are required. The parking is ideally located at the rear of the building.

## Example Site #2:

Location: Padre Boulevard between Capricorn and Aries Drives

Character Zone: Padre Boulevard Central Zone

Lot Size: 9,100 sq.ft. (0.21 acres)

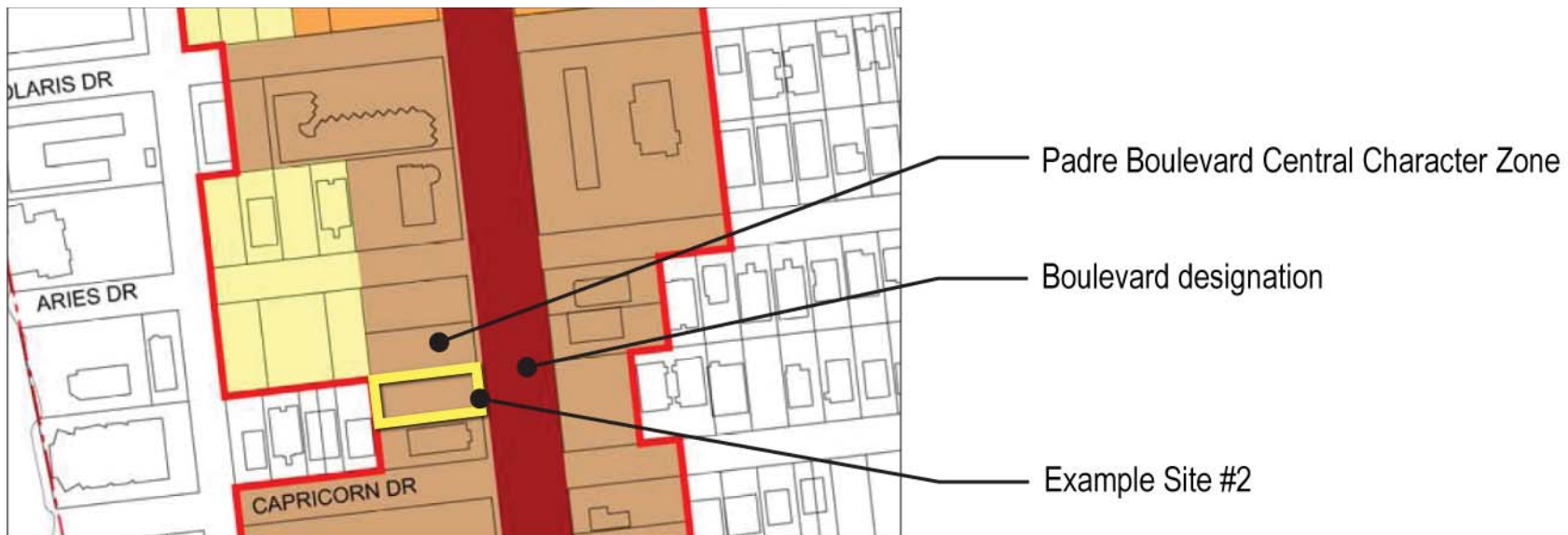
This example site is a small property along Padre Boulevard between W Capricorn and W Aries Drives. The property to the south has already been developed, while the properties to the north are vacant.

From the Regulating Plan it is determined that the property falls within the Padre Boulevard - Central Character Zone.



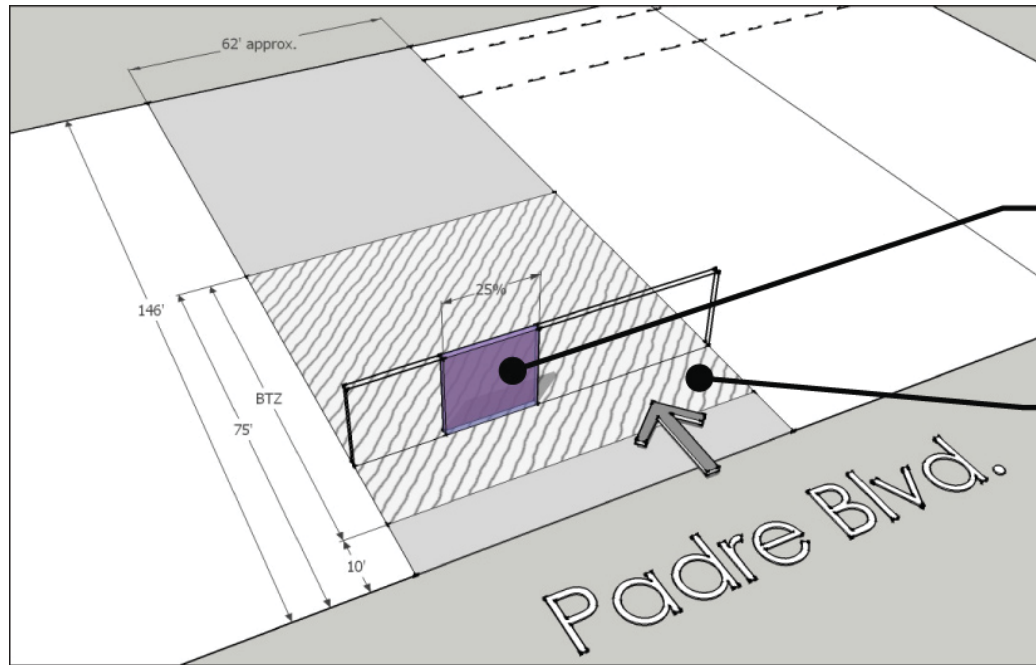
Example Site #2 - Location Map

### Example Site #2 - Regulating Plan details





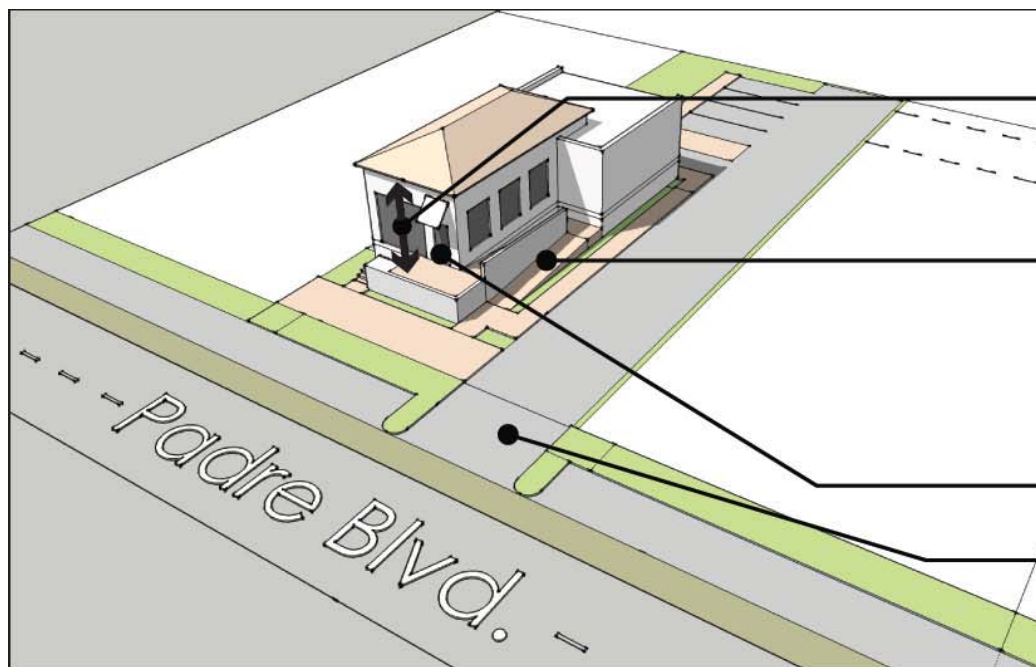
# SITE 2



Minimum frontage requirement is 25% of the lot width parallel to Padre Blvd.

Padre Blvd BUILD-TO-ZONE established by the minimum and maximum front setbacks is between 10' and 75'

No Special Frontage standards apply



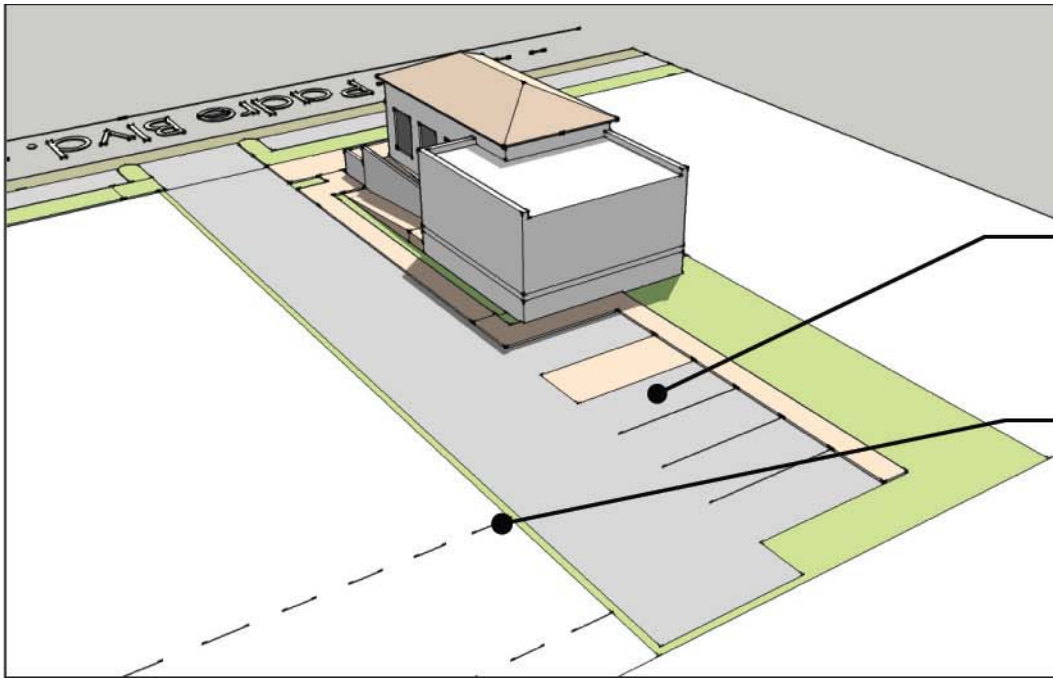
The front building facade is placed within the BTZ and the building maintains the 15' minimum height requirement

The first floor of the building is raised 12" above the base flood elevation, so a ramp and stairs are required. The ramp is located along the side of the building so as to not block the view of the primary entry from the street

The primary entrance faces Padre Boulevard

A temporary curb cut and driveway are permitted until rear access is obtained.

## SITE 2



For this 1,500 SF building, 5 parking spaces are required. The parking is ideally located at the rear of the building.

A cross-access easement with the adjacent vacant properties such that the parking can be accessed from the rear in the future.

### Example Site #3:

Location: Laguna Boulevard between Tarpon and Pompano Streets

Character Zone: Bayfront

Lot Size: 27,100 sq.ft. (0.62 acres)

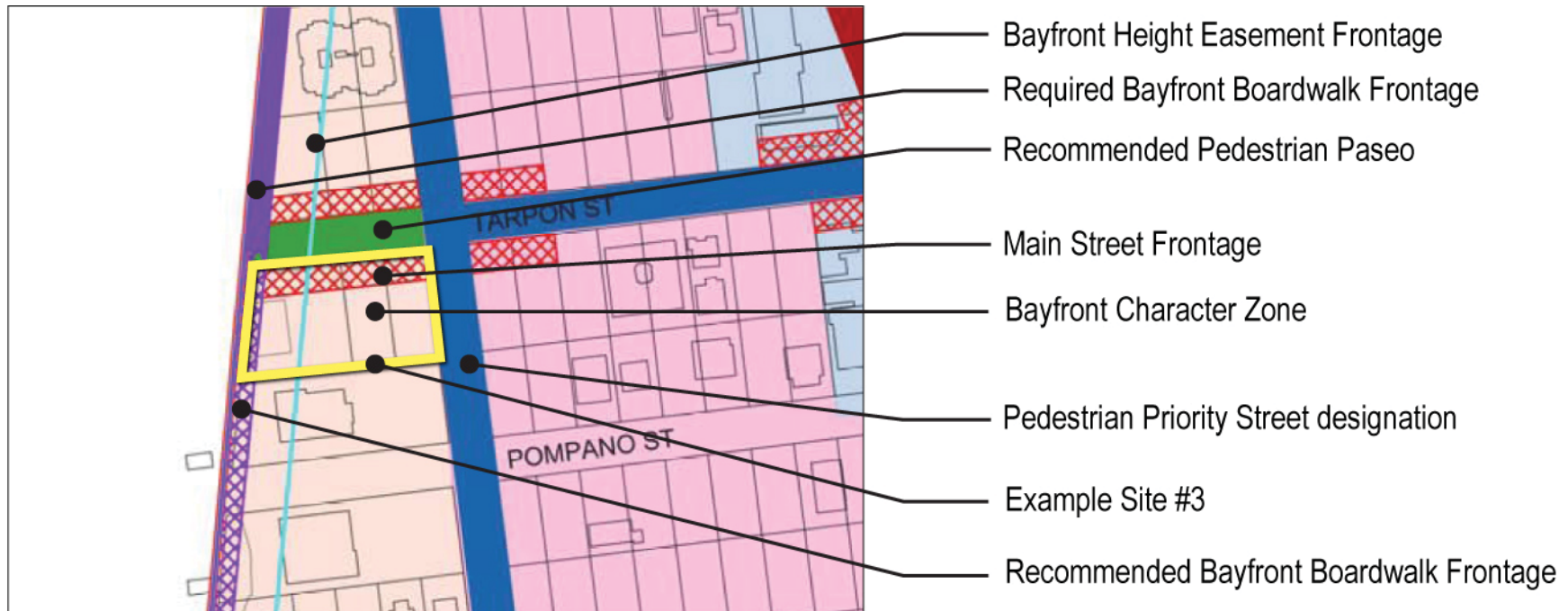
This example site is a small property along Laguna Boulevard between Tarpon and Pompano Streets. The property to the south has already been developed and the property also has frontage along the bay.

From the Regulating Plan it is determined that the property falls within the Bayfront Character Zone.



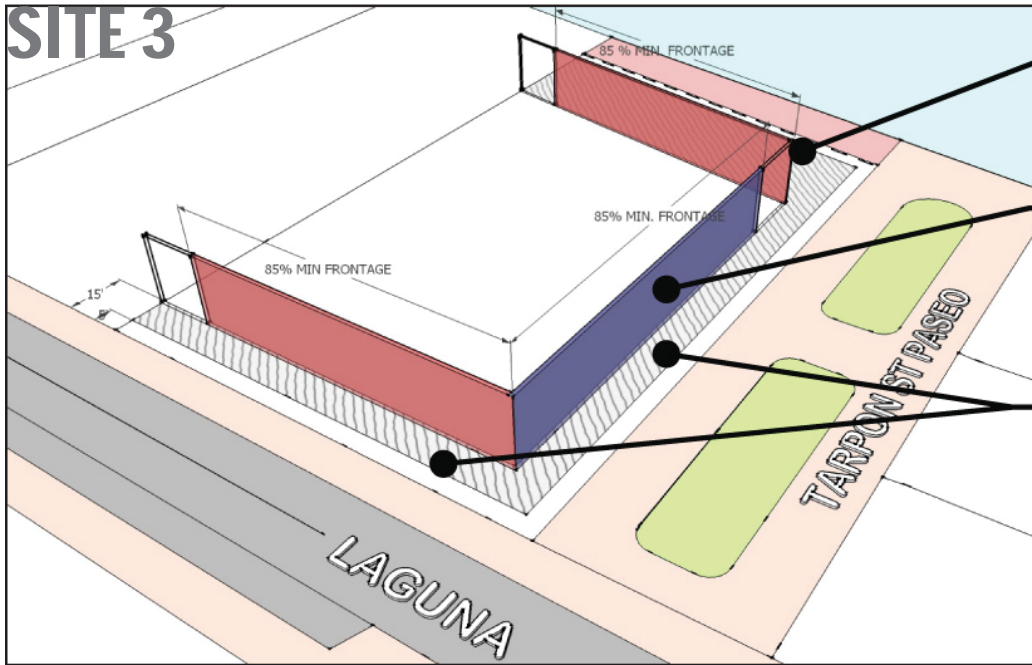
Example Site #3 - Location Map

Example Site #3 - Regulating Plan details





# SITE 3



BUILD-TO-ZONE established by the minimum and maximum front setbacks is between 5' and 40' along the bayfront

Minimum frontage requirement is 85% of the lot width parallel to Tarpon Street Paseo, Laguna Blvd and bayfront

BUILD-TO-ZONE established by the minimum and maximum front setbacks is between 5' and 15' along Tarpon and Laguna

Main Street frontage, Bayfront Height Easement frontage, and Recommended Bayfront Boardwalk frontage standards all apply.

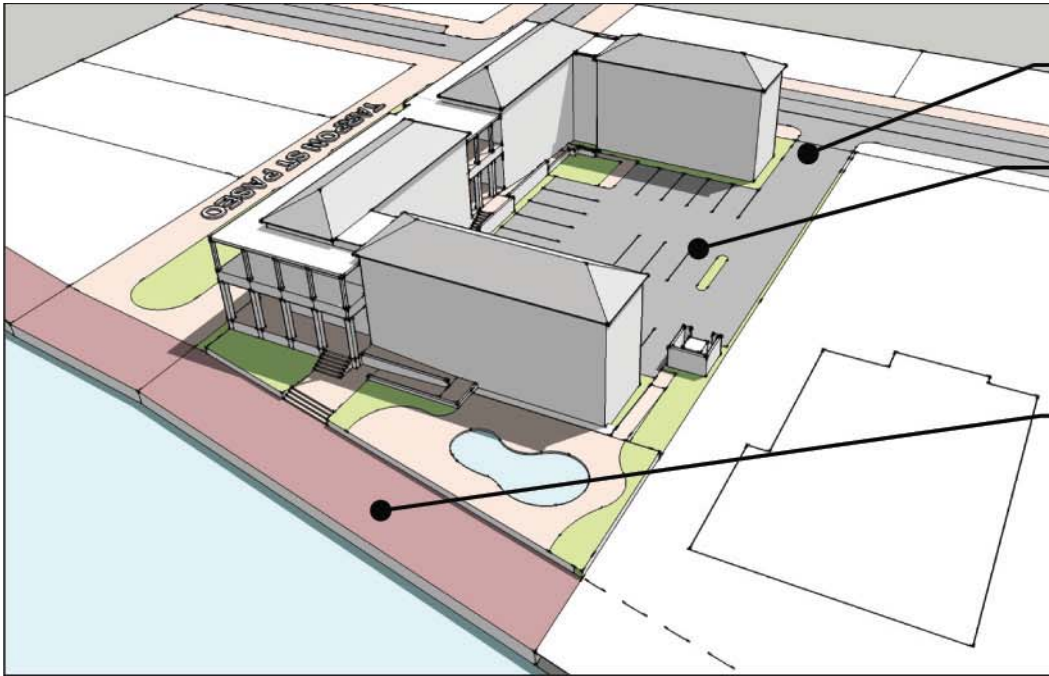


The front building facade is placed within the BTZ and the building maintains the 15' minimum height requirement.

The first floor of the building is raised 12" above the base flood elevation, so a ramp and stairs are required. The ramp is located along the side of the building so as to not block the view of the primary entry from the street.

The primary entrance faces Paseo or Laguna Boulevard.

# SITE 3



A curb cut and driveway are permitted from Laguna if no other access is available.

For 5,180 SF (ground floor) plus 17 lodging rooms on the upper floor, a total of 30 parking spaces are required, but 20 provided. Shared parking agreement or fee in-lieu parking is assumed.

Min. 20' wide boardwalk provided along the bay frontage.

## Example Site #4:

Location: Laguna Boulevard between Marlin and Tarpon Streets

Character Zone: Entertainment District Core

Lot Size: 48,784 sq.ft. (1.1 acres)

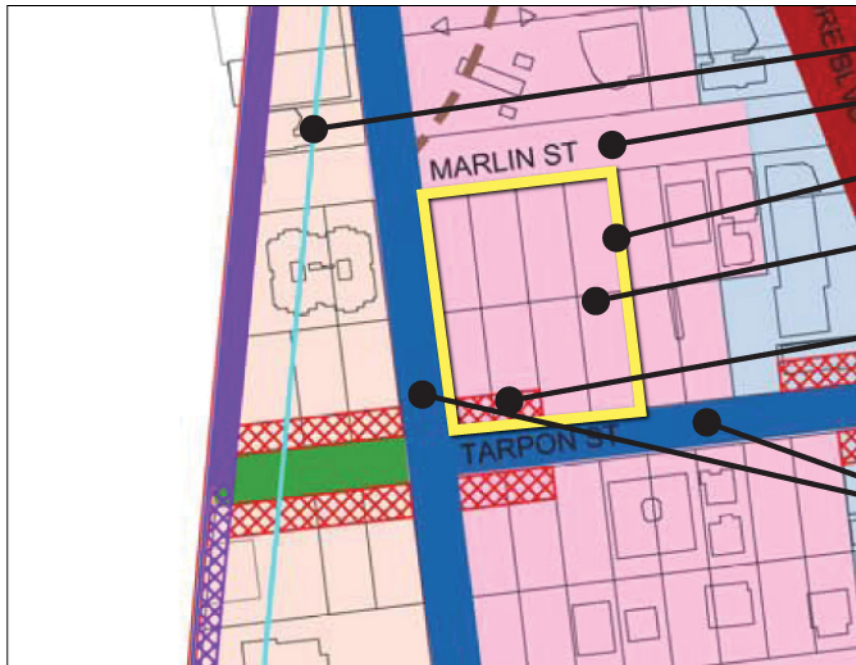
This example site is the property along Laguna Boulevard between Tarpon and Marling Streets.

From the Regulating Plan it is determined that the property falls within the Entertainment District Core Character Zone.



Example Site #4 - Location Map

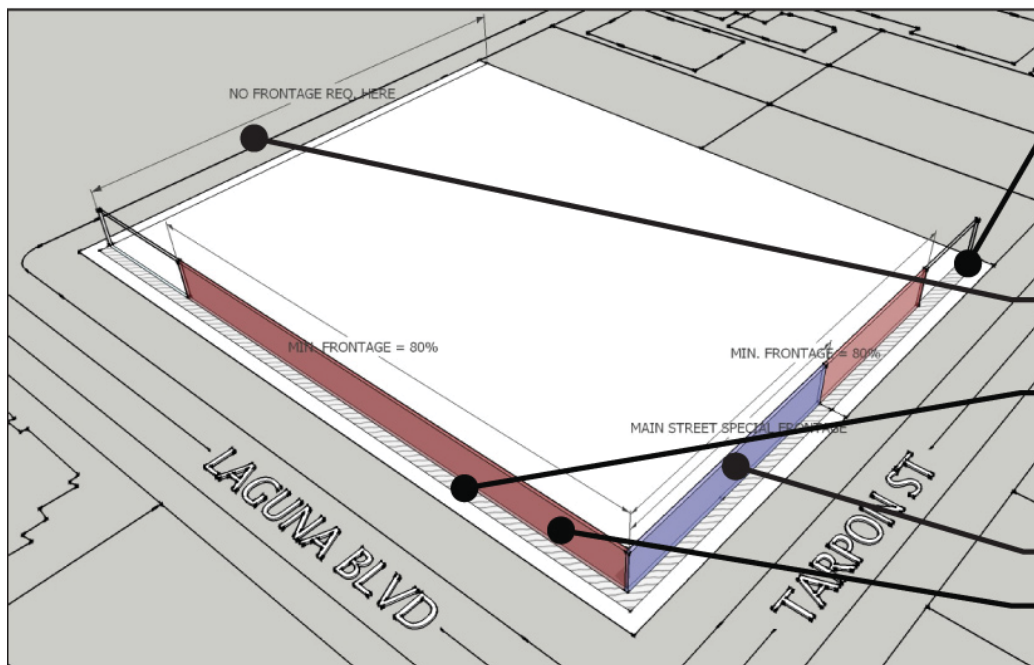
Example Site #4 - Regulating Plan details



- Bayfront Height Easement Frontage
- General Street designation
- Example Site #4
- Entertainment District Core Character Zone
- Main Street Frontage
- Pedestrian Priority Street designation



# SITE 4



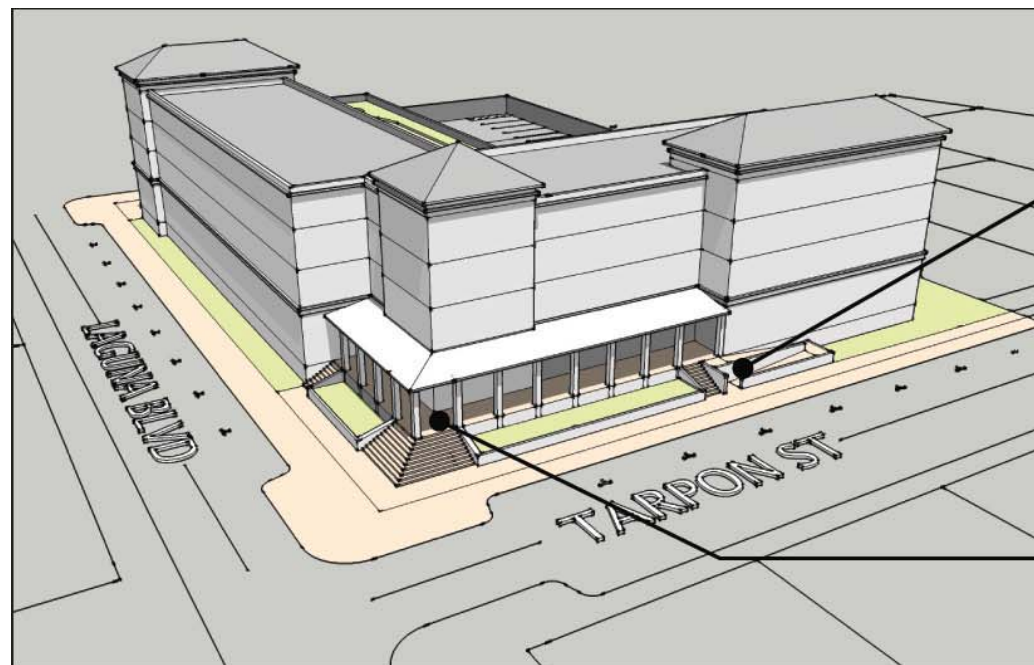
BUILD-TO-ZONE established by the minimum and maximum front setbacks is between 5' and 10' along the Tarpon Street

No BUILD-TO-ZONE or minimum frontage required along Marlin Street

BUILD-TO-ZONE established by the minimum and maximum front setbacks is between 5' and 10' along Laguna

Main Street frontage standards all apply.

Minimum frontage requirement is 80% of the lot width parallel to Tarpon Street and Laguna Blvd.



The first floor of the building is raised 12" above the base flood elevation or dry flood proofing is used. The ramp is located away from the Main Street frontage side of the building so as to not block the view of the primary entry from the street.

The primary entrance faces Laguna Boulevard or Tarpon Street.



## SITE 4



Proposed ground floor commercial and upper floor lodging uses (9,400 sq.ft. of commercial and 112 rooms). Parking required is 116 spaces.

Parking garage proposed is 2-1/2 story structure with 170 parking spaces.

A curb cut and driveway are permitted from Marling Street.

## 9. Applying Building Design and Architectural Style Standards

Chapters 7 and 8 of this User Guide illustrate how the building envelope and site elements (parking location, number, driveways, cross access, etc.) are derived from the form-based code. Once those are derived, it is important to apply the design of the different facade elements of the building -- that is, the design of the skin that goes on the skeleton of the building. To this end, there are two sections in the PBED Code that need to be considered - Section VIII - Building Design Standards and Section IX - Architectural Style Standards.

The Building Design Standards section addresses the overarching urban design elements (regardless of the architectural style chosen) that are regulated such as:

- Building orientation (the front door of the building),
- Building massing and scale (of particular note is the requirement for buildings to have a base, middle and top) (this is further refined in the Architectural Style Standards section),
- Facade composition and rhythm (this is further refined in the Architectural Style Standards section of the PBED Code),
- Design of parking structures and other auto-related site elements (such as drive throughs, loading and unloading),
- Roof form (this is further refined in the Architectural Style Standards section of the PBED Code),
- Base flood elevation related design issues (already addressed in Chapter 7 of this User Guide),
- Character zone specific standards for building materials as they relate to different building types (this is further refined in the Architectural Style Standards section of the PBED Code).

The Architectural Style Standards section of the PBED Code establishes two major architectural styles (South Texas Spanish and Coastal Styles) as appropriate on the Island. Each of these styles may further be

interpreted under a “beach” theme with certain elements, materials, and colors. This section of the PBED code is only a guide to allow for more artistic expressions of the different styles and themes.

The illustrations in this section of the Code are intended to guide the design of the different architectural elements such as windows, doors, porches, balconies, embellishments, etc.

The key design items to note are:

- Building massing - simple rectangular forms are preferred in all styles.
- Composition of facades - the appropriateness of colonnades and arcades and the size, number, proportion, and rhythm of windows and doors.
- Roof form - includes appropriate roof pitch and roof details.
- Architectural details that are appropriate for the style.
- Colors - facade colors are established by a color palette included in the code.

The Architectural Style section is applied by choosing the desired style (either Coastal or South Texas Spanish) or the Beach theme and using the standards and images under that subsection as a guide to design the building’s facades. Different elements from different styles should NOT be chosen to compose a facade. For example, it is NOT appropriate to choose the windows of the South Texas Spanish Style on a building that is to be in the Coastal Style.

This User Guide envisions the City hiring the services of a Town Architect to provide guidance to property owners, applicants, and city staff as to the applicability of the Building Design and Architectural Style Sections of the PBED Code.

(Page left intentionally blank)

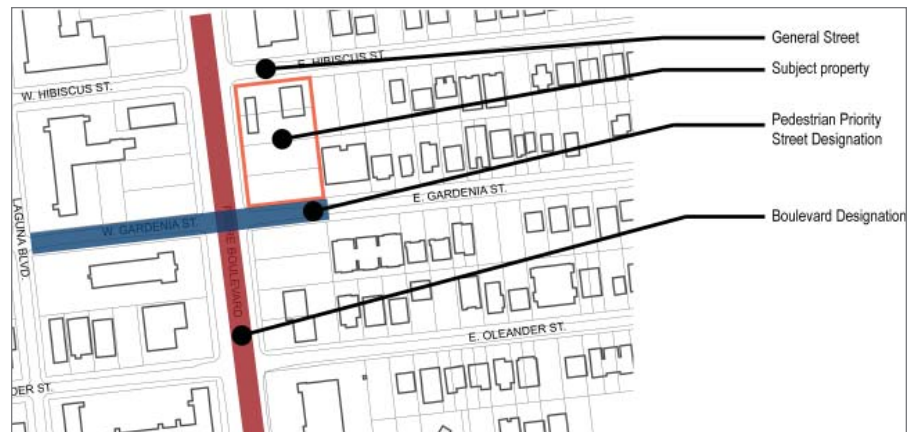
## 10. Applying Other Standards in the FBC

Other sections in the code that apply to development in the PBED are: Section VII - Streets, Streetscape, and Landscape Standards, Section X - Sustainability Standards, Section IX - Signage Standards, and Section XII - Open Space Standards.

### Section VII - Streets, Streetscape, and Landscape Standards:

This section shall apply based on the specific street frontages along the subject property. First, consult the Regulating Plan to establish the street designations along all the frontages of the property. There are three types of streets per the Regulating Plan and Code -- Pedestrian Priority Streets, Boulevard, and General Streets.

Based on the Street Designation along the frontages of the property, refer to Table 7.1 in the PBED Code and the corresponding street cross section. Table 7.1 and the corresponding cross section provides the details regarding the vehicular and pedestrian elements of the particular street. For development that does not add any new streets, eliminate any existing street, or significantly realign any existing street, only the standards applicable to the area between the edge of pavement or travel lane and the front property line/R-O-W line (parking and pedestrian realm elements) shall apply.



Example site showing how street designation along all property frontages is identified using the Regulating Plan

It is important to note that along Neighborhood/Pedestrian Priority Streets, applicants should match any adjoining property's parking and pedestrian realm. This standard applies if the adjoining property was developed under the PBED Code only. In addition, Sections 7.3 of the PBED Code establishes standards for street trees along the Pedestrian Priority Streets and the Boulevard. Section 7.4 establishes standards for street furniture, sidewalks, and lighting based on the street designation along the property frontages. Consult with city staff for Padre Boulevard frontage treatment.

Table 7.1 with the Parking and Pedestrian Realm Elements identified applicable to all development projects

Table 7.1

Elements Street	Street Width (Recommended minimum)		Number of Vehicular Lanes	Vehicular Lane Widths (max.)	Bike Lanes	On-Street Parking	Pedestrian Sidewalk Width (min. on each side) (includes any easement)	Parkway/ Tree Well (min.)
	R.O.W	Easement (on each side)						
Padre Boulevard (north)	200 feet		4	13 feet	Multi-use trail	None	12 feet (multi-use trail)	11 feet (parkway)
Laguna Boulevard	50 feet		2	11 feet	Shared lane	Yes, one side, parallel	10 feet	Tree Well, 5 X 5 feet min.
Padre Boulevard (north, south and central)	100 feet	10 feet	4 + Turn Lane	11 feet	Yes	Yes, both sides, reverse angled or parallel	8 feet	Tree Well 5X5 min. or parkway, feet
Neighborhood Street (Pedestrian Priority Street)	50 feet	10 to 12 feet	2	11 feet	No	Yes, one/two sides, perpendicular or parallel	6 feet	Tree Well, 5X5 feet min.
General Street	50 feet	0 to 11 feet	2	11 feet	No	Yes, both sides, parallel	5 feet	Varies
Commercial Alley	20 feet	None	N/A	N/A	No	None	None	None

Parking and Pedestrian Realm Elements applicable to all development projects



**Section X - Sustainability Standards:** This section shall apply to all new development and reconstructions within the PBED. The sustainability standards are established in three main areas - Building Orientation and Design, Public Darkness, and Stormwater Management. Table 10.1 in Section X in the PBED Code establishes the applicability of specific standards (Required, Optional, or Not Permitted) within the different character zones.

**Section XI - Signage Standards:** This section shall apply to all new or reconstructed signs (see Table 3.1 for Applicability) in the PBED. Table 11.1 establishes the applicability of the different sign types in the different character zones (Permitted or Not Permitted) and the corresponding standards for the signs.

Additionally, applicants can opt to create Master Sign Plans (approved by City Council) for development projects that want a unique sign vocabulary.

**Section XII - Open Space Standards:** This section establishes standards for private and public open space within the PBED. Table 12.2 provides the private open space standard based on the intensity of development (residential and lodging uses only). The public open/civic space standards apply to any public/civic spaces proposed based on the Regulating Plan. The main public/civic open spaces recommended are paseos, plazas, and the bayfront boardwalk. Other public open spaces may be proposed based on the development.