

CITY OF SOUTH PADRE ISLAND STREET MASTER PLAN



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EXECUTIVE SUMMARY

The purpose of this master plan is to create aesthetically pleasing and functionally connected side streets within the City. Also, it is the intent to provide conceptual ideas and alternatives for engineering phases.

In the City of South Padre Island, side streets (local streets) connect both Gulf and Laguna Boulevards (the Secondary Streets or Collector Streets) to Padre Boulevard (the Primary Street or Thoroughfare). However, due to geographical restrictions, street hierarchies do not exist: In general, local streets leads into the secondary streets, and the secondary streets leads into the primary streets.

The planning range is comprised of the areas from Oleander Street in the south to Morningside Drive in the north. However, this plan represents all side streets within the City by providing representative models identified through analyses.

This master plan, in result, establishes a development concept of street configuration, parking and potential public spaces. The development concepts are prepared based on current traffic count, development status, and other strategies, like the Form-Based Code and Zoning Ordinance.

CURRENT SIDEWALK REQUIREMENTS

Standards and Specifications for the Acceptance of Public Improvements for the City of South Padre Island, Texas

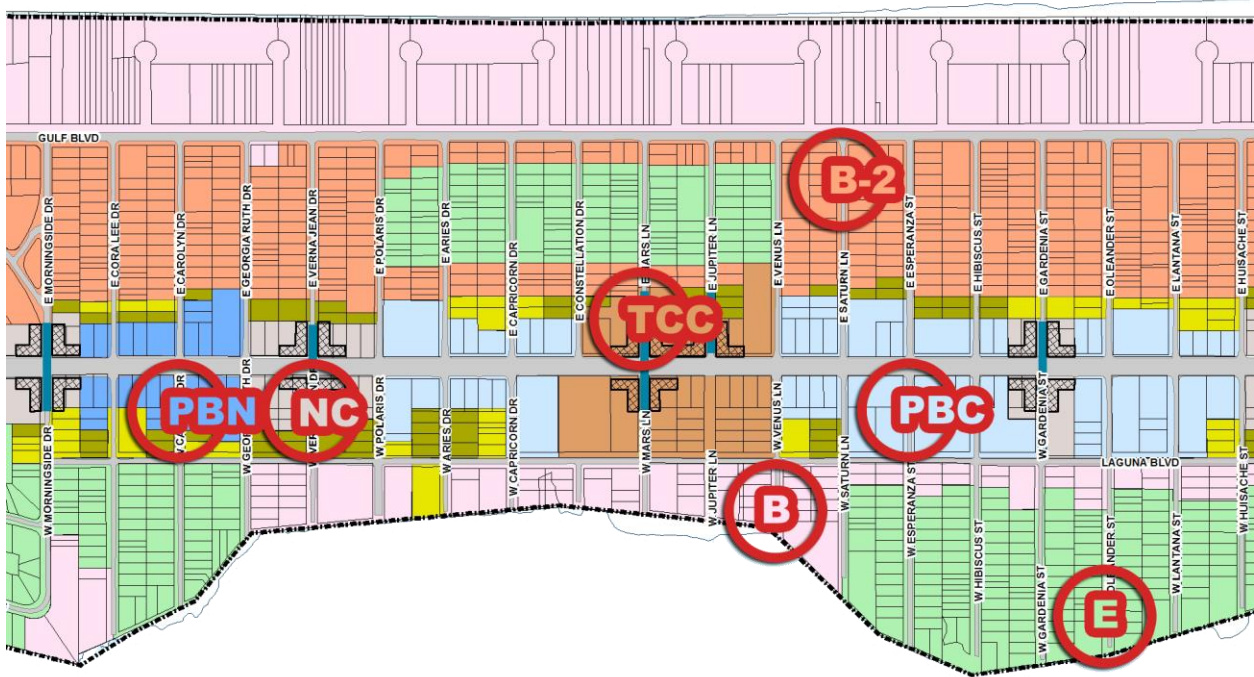
2.13 Sidewalks:

B. Preliminary Considerations: In grading the entire right-of-way, provisions shall be made for the location of sidewalks on each side of the street, one (1) foot from the front lot line. A proper grade shall be provided by the contractor according to the standards and cross-sections reflected on the approved engineering plans.

C. Sidewalk Specifications:

(1) Sidewalks shall be a minimum of five (5) feet wide in residential areas and eight (8) feet wide in business areas or areas with heavy pedestrian traffic as determined by the Public Works Director, and shall be constructed of Hydraulic Cement concrete conforming to the same specification as rigid pavement as required by Section 2.08, "Hydraulic Cement Concrete Pavement."

FOUR MODELS



Model	District	Sidewalk Width	Parking **	Setback ***	MISC ****	Sample	PM Peak Traffic Count		Capacity
							Westbound	Eastbound	VPHPL
One	E	5'	No	25'		W. Oleander	13	34	920
Two	PBC	8'	Yes	5'		W. Esperanza	32	42	920
	PBS	8'	Yes	5'					
	PBN	8'	Yes	N/A					
Three	A	5'	Yes	25'		E. Saturn	34	28	920
	B	5'	Yes	25'					
	B-2	5'	Yes	25'					
Four*	TCC	8'	Yes	5'-25'	Pedestrian Priority	E. Mars	45	27	920
	NC	8'	Yes	5'-25'	Pedestrian Priority				
	BF	8'	Yes	N/A	0' setback at Pedestrian Paseo				
	EDC	8'	Yes	N/A	0' setback at Pedestrian Priority St.				
	NT	8'	Yes	5'-20'	Pedestrian Priority				

☐ : Outside of the study area VPHPL : vehicle per hour per a lane

* : If it is not a pedestrian paseo or priority street, refer to Model Two.

** : Sec. 18-19.3 Restricted Parking on Residential Street in "E" District West of Laguna Boulevard

*** : Chapter 20 Zoning **** : Padre Boulevard and Entertainment Code

MODEL DESIGN

The Cross-Sectional Dimension

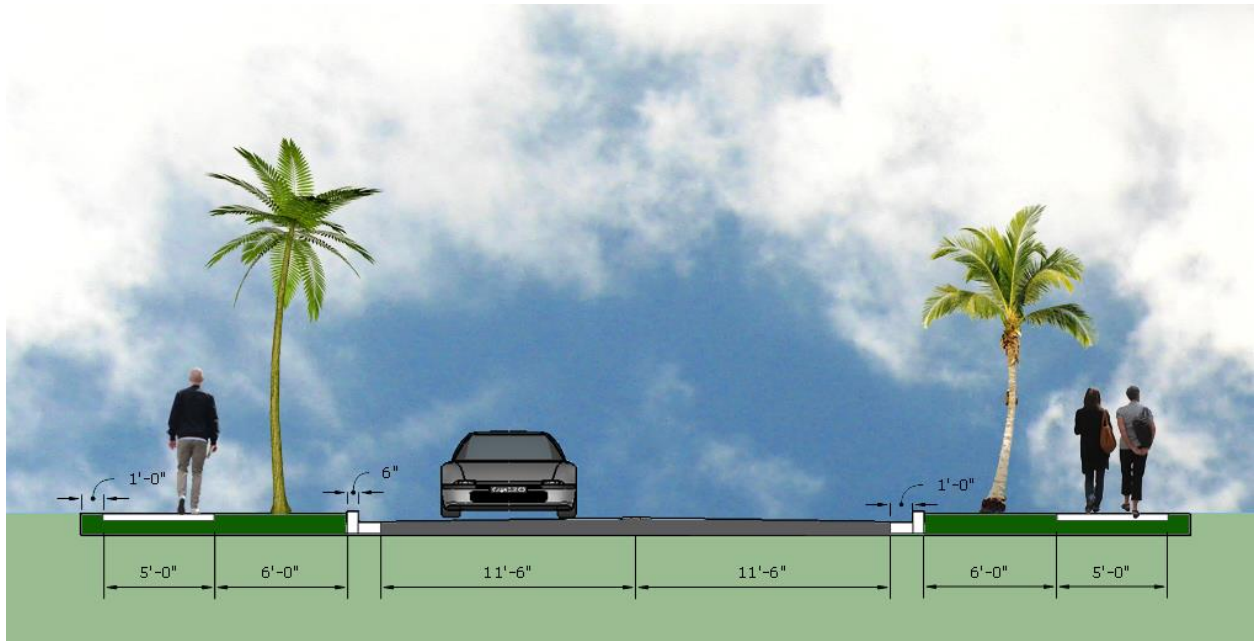
(unit: foot)	Model			
	One	Two	Three	Four
Distance from lot lines	1	1	1	1
Sidewalk	5	8	5	8
Landscape Area	6		3	4
Curb	0.5	0.5	0.5	0.5
Gutter	1	1**	1**	1
Parking Lane		8**	8**	
Vehicle Lane	11.5	11	11	10.5
Vehicle Lane	11.5	10*	10*	10.5
Parking Lane				
Gutter	1	1*	1*	1
Curb	0.5	0.5	0.5	0.5
Landscape Area	6		3	4
Sidewalk	5	8	5	8
Distance from lot lines	1	1	1	1
Total	50	50	50	50

* Vehicle lanes utilize nearby gutter areas.

** Parking lanes utilize nearby gutter areas.

ONE: E District

E District – This district is comprised of those areas of the City whose principal use is and ought to be single-family dwellings and single-family attached Townhouse dwellings. This district is characterized by dwelling units with separate and distinct owners who own and reside within the dwelling units or rent these units. This district is intended to create and preserve areas of essentially single-family residential character, and promote a single-family residential neighborhood environment. (Sec.20-10(A))



Current Picture (W. Oleander)



Strength

It will enhance the quality of life.

Weakness

The areas have been built up and the improvement cost would be the City's burden.

Opportunity

Front setback has been kept and space is available.

Threat

The location of existing trees may be conflicting with the plan.

Renderings & List of Amenities



- Canoe/Kayak Rack
- Canoe/Kayak Launch
- Trees
- Recessed Street Lighting with Solar Panel
- This is for the residents, and loading/unloading areas will not be provided.

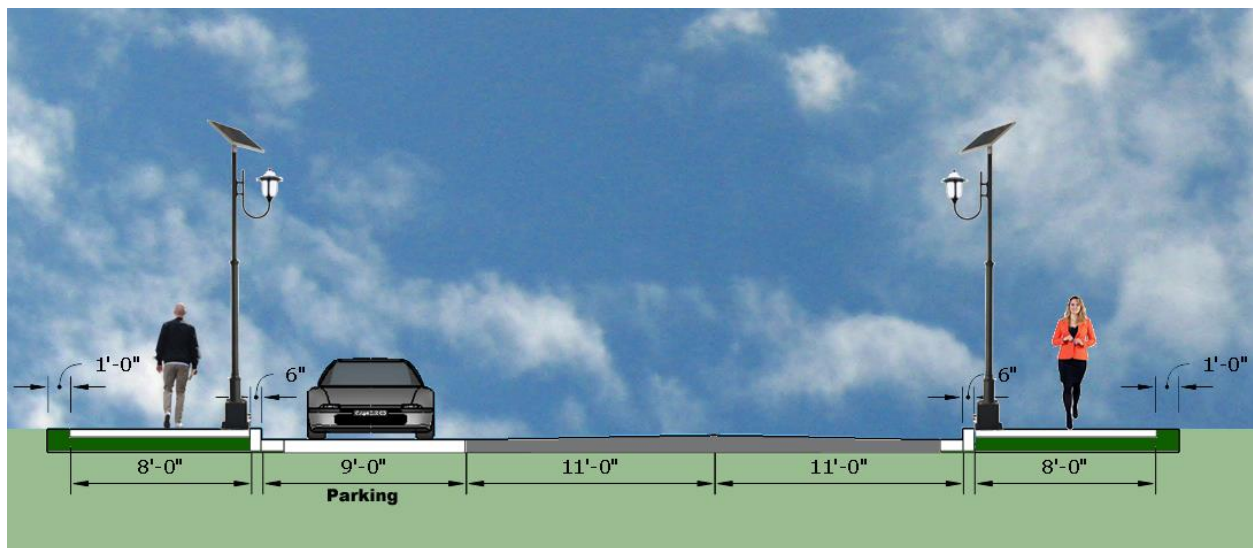


TWO: PBN, PBC & PBS

Padre Boulevard North – This zone is intended to provide for more flexible, market based development vision that balances pedestrian orientation with auto-oriented development. Development standards will focus on establishing specific criteria under which developers could propose alternative/unique standards to implement a more market responsive project. (PBEDC 4.2.5)

Padre Boulevard Central – This zone is intended to establish consistent site development standards along Padre Boulevard that creates a more continuous pedestrian realm. (PBEDC 4.2.6)

Padre Boulevard South – This zone is intended to encourage the redevelopment of the southern portion of Padre Boulevard as a true gateway to the Island. It is also intended to ensure that development along the Boulevard connects the Entertainment District to the beach. (PBEDC 4.2.7)



Current Picture (W. Esperanza)



Strength

It will improve the sequential experience in commercial districts. Also, the improvements can be done at the same time with the Padre Blvd sidewalk improvement.

Weakness

The district provides a short distance in depth. There will be no space for planting within the ROWs.

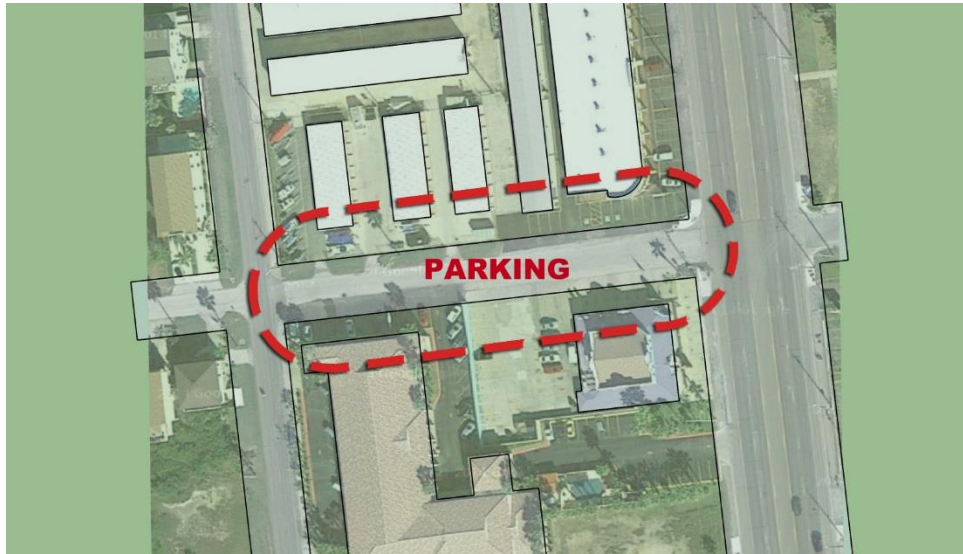
Opportunity

Business owners are willing to work with the City.

Threat

The existing parking spaces would be a threat in developing the area.

Issue



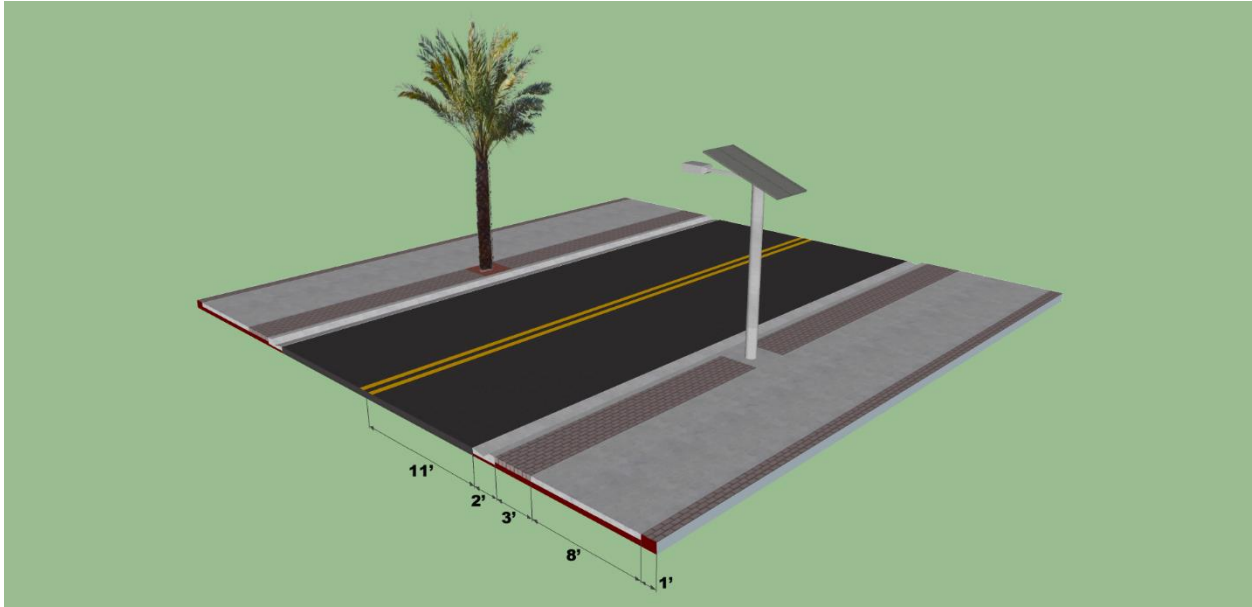
Renderings & List of Amenities



- Roadside Parking
- Recessed Street Lighting with Solar Panel
- Outside Seating and Landscaping through Collaborations with Business Owners



Alternative (vehicle-accessible sidewalk with mountable/lay-down curbs)

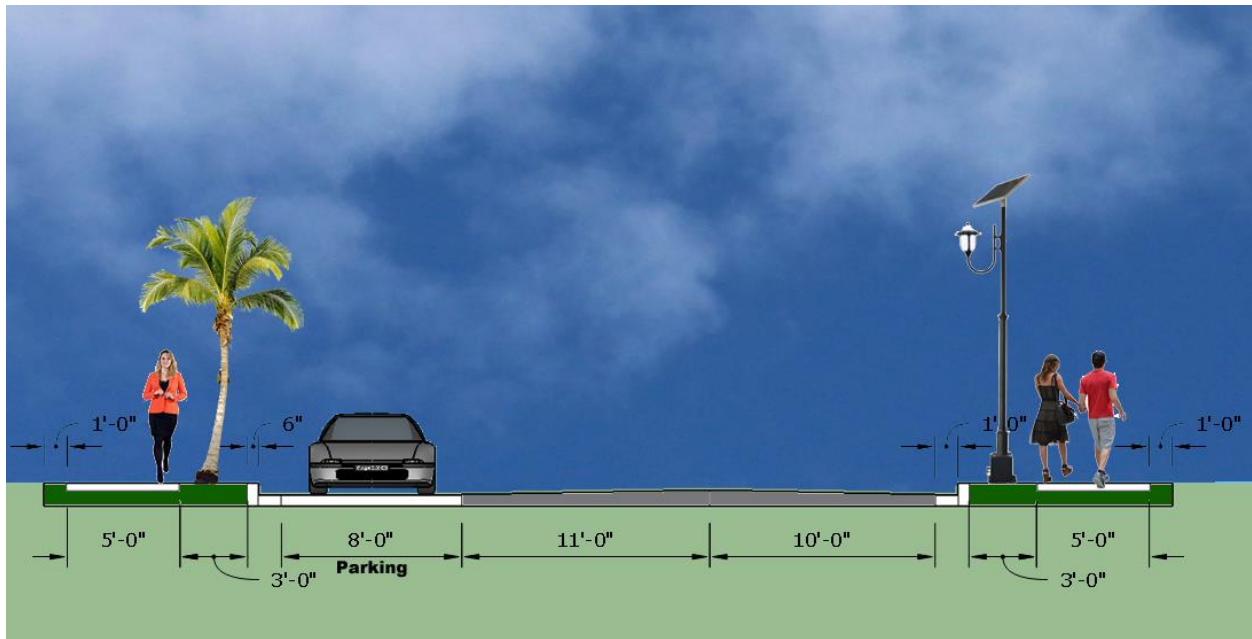


THREE: A, B & B-2 District

A District – This zone allows single family dwelling units only. (Sec.20-6)

B District – This zone allows multi-family dwelling, apartment, motel, hotel, condominium, and townhouse developments. (Sec.20-7)

B-2 District – This zone allows residential and multi-family dwelling developments. (Sec.20-7.1)



Current Picture (E. Saturn)



Strength

It will connect the sidewalk system into the beach and increase pedestrian mobility throughout the City.

Weakness

The City's economic burden to construct the sidewalk.

Opportunity

The earlier, the better in planning and construction.

Threat

The existing access driveways, parking spaces and locations of tree lines would be great threats.

Issue



Renderings & List of Amenities



- Roadside Parking
- Recessed Street Lighting with Solar Panel
- Landscaping strips



Alternative (vehicle-accessible sidewalk with mountable/lay-down curbs)



FOUR: BF, EDC, NC, NT & TCC

* If it is not a pedestrian paseo or priority street, refer to Model Two

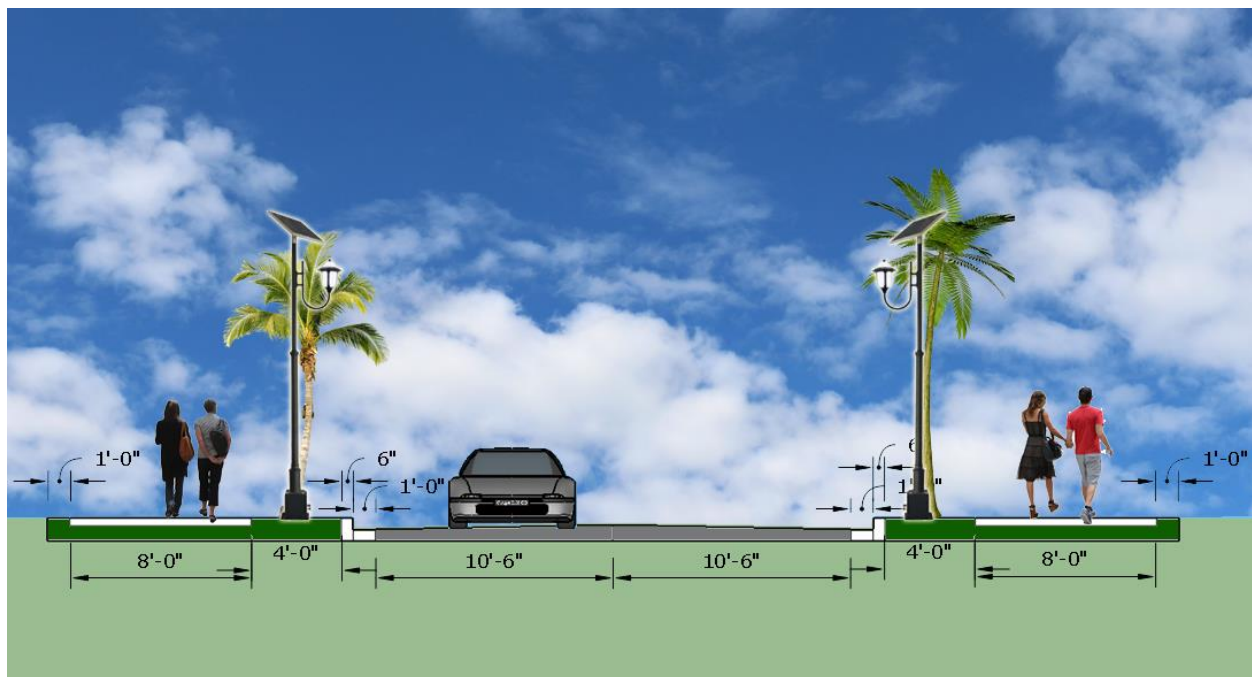
Bayfront – This zone is intended to encourage the development of higher intensity mixed-use to support pedestrian activities by maximizing bayfront access and views. Development standards will emphasize the development of a safe public corridor and a sustainable activity center. (PBEDC 4.2.1)

Entertainment District Core – This zone is intended to have the highest intensity of retail, restaurant, residential, and destination entertainment uses. Development standards will emphasize a pedestrian orientation along Laguna Blvd and key east-west streets such as Amberjack, Ling and Marlin Streets. (PBEDC 4.2.2)

Neighborhood Crossing – This zone is intended to encourage the development of activity nodes with a range of commercial and residential uses at key locations along Padre Boulevard that provide bay to beach connectivity. (PBEDC 4.2.3)

Neighborhood Transition – This zone is intended to provide for a range of smaller scale commercial (retail, office and live-work) and residential transitions between Padre Boulevard and the neighborhoods to the east and west of the boulevard. Development standards will emphasize keeping a smaller building scale to be compatible with adjoining neighborhoods. (PBEDC 4.2.8)

Town Center Crossing – This zone is intended to create a development node centered on major civic and public uses. Development standards will emphasize the creation and preservation of a strong public/civic identity at this crossing. (PBEDC 4.2.4)



Current Picture (E. Mars)



Strength

It will define major civic/commercial nodes in the City.

Weakness

Some of the existing uses are not for general public (e.g. Origins) and, although the intended aesthetic appearance may be provided, the needed function would not be ready.

Opportunity

There are enough spaces work with. Some of the BF and EDC areas will be developed through Special Development Plans or Master Plans, and there can be a good collaboration between the City and the developer(s).

Threat

The existing parking pattern and spaces would be the problem.

Issue



Renderings & List of Amenities



- Recessed Street Lighting with Solar Panel
- Landscaping Strips
- Outside Seating and Landscaping through Collaborations with Business Owners



Alternative (vehicle-accessible sidewalk with mountable/lay-down curbs)



Renderings of Ideal Developments along Pedestrian Priority Streets and Pedestrian Paseo

