

ARTICLE 9 – STREETS

Section 9.1. Purpose and Intent

This Ordinance encourages the development of a network of interconnecting streets that distribute vehicular and non-vehicular work to disperse traffic while connecting and integrating neighborhoods with the existing urban fabric of the City. Equally important, the Ordinance encourages the development of a network of sidewalks and bicycle lanes that provide an attractive and safe mode of travel for cyclists and pedestrians. Interconnecting street networks encourage alternate modes of transportation to the automobile, enhance transit service opportunities, improve traffic safety through promoting slower speeds, and potentially reduce vehicle miles traveled within the street network.

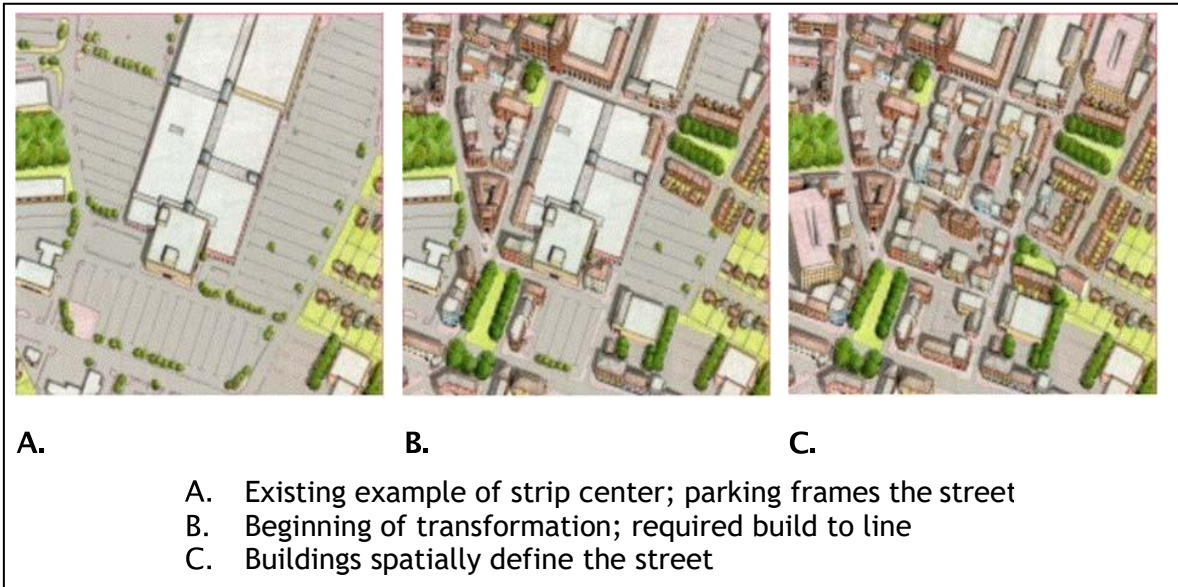
It is the intent of this ~~Article Ordinance~~ to build streets that are integral components of community design. Streets shall be detailed to complement ~~compliment~~ neighborhoods and commercial centers and shall be pedestrian in scale. Streets are encouraged to be designed with on-street parking. All streets shall be landscaped.

Section 9.2. Spatial Relationship of Streets and Buildings

As the most prevalent and visual public spaces in Punta Gorda, streets should be spatially defined by buildings [see Exhibit 9-A]. Proper alignment and delineation of the public street space occurs when the facades of adjacent buildings are aligned much like the walls forming a room. Buildings that make up the street edges are aligned in a disciplined manner. The defined space observes a certain ratio of height to width. Building articulation must take place primarily in the vertical plane of the facade. Appendages such as porches, balconies, and bay windows are encouraged to promote the transition between the public street and the private dwelling; examples are provided in Section 3.2 .

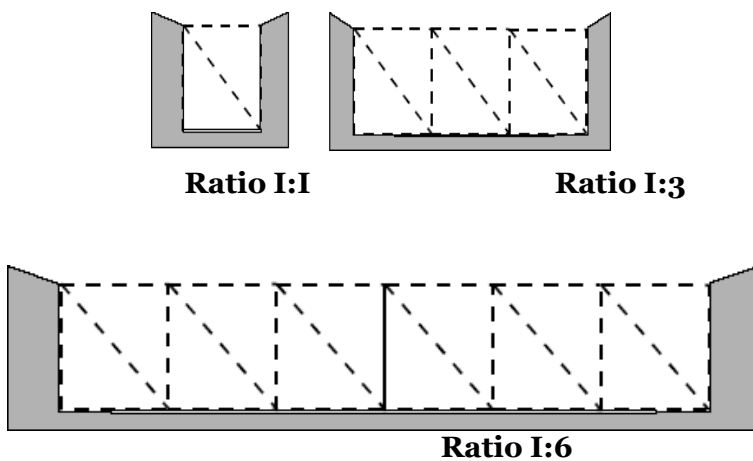
For good definition, the ratio of one increment of height to six of width is the absolute maximum, with one to three being a good effective minimum for Punta Gorda [see Exhibit 9.B]. As a general rule, the tighter the ratio, the stronger the sense of place. Very tight relationships of one to one can create special pedestrian places. In the absence of spatial definition by facades, disciplined tree planting is an alternative. Trees aligned for spatial enclosure are necessary on streets that have deep building setbacks, as is typical of conventional highway commercial corridors.

Exhibit 9-A.



Transformation of sprawl into City fabric where buildings spatially define the street, rather than parking lots

Exhibit 9-B.



Section 9.3. Street Design Principles

In an effort to protect this investment, the City views streets as the most important public space and therefore has developed a set of principles which permit this space to be used by both cars and people.

- (a) Streets shall interconnect within new and existing neighborhoods ~~a development~~ and with adjoining development. Cul-de-sacs are permitted only where topographic conditions and/or exterior lot line configurations offer no practical alternatives for connection or through traffic. Street stubs should be provided with new development adjacent to open land to provide for future connections. Streets shall be planned with due regard to the designated corridors shown in the Comprehensive Plan.
- (b) Streets shall be designed as the main public space of the City and shall be scaled to the pedestrian.
- (c) Streets are designed to be only as wide as necessary to accommodate the vehicular mix serving adjacent land uses, while providing adequate access.
- (d) Whenever an irreconcilable conflict exists among vehicular and pedestrian usage, the conflict should be resolved in favor of the pedestrian unless in the best interest of public safety.
- (e) The use of traffic calming devices such as raised intersections, lateral shifts, and traffic circles are encouraged as alternatives to conventional traffic control measures. City Council may permit minor variations and exceptions to street engineering and design specified. Such exceptions include variations to the pavement width, tree planting areas, street grade, sight distances, and centerline radii in accordance with principles above. Right-of-way widths should be preserved for continuity.
- (f) Closed or gated streets are prohibited.

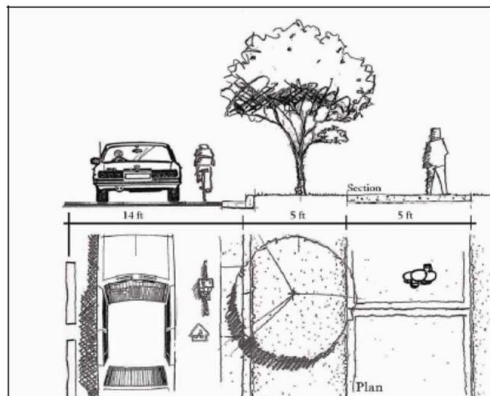
Section 9.4. Street Design Specifications

[NOTE: This section should be updated to reflect more current standards, as elaborated in the Citywide Master Plan. In particular, it should include/define a wider range of bicycle and pedestrian facilities (conventional bike lanes, buffered bike lanes, separated bike lane or cycle track, multi-use path, woonerf, fietsstraat, nature trail) and design specifications, as well as updated typical street sections. Streets standards should reflect the City's Complete Streets Resolution (2014). Additionally, existing street upgrades required per this section of all new development needs to be coordinated to ensure compatibility. More direction from the City is required.]

Designs should permit comfortable use of the street by motorists, pedestrians, and bicyclists. Street widths, design speeds, and the number of motor travel lanes should be minimized to enhance safety for motorists and non-motorists alike. The specific design of any given street must consider the building types which have frontage and the relationship of the street to the overall City street network. New development with frontages on existing publicly maintained streets shall be required to upgrade all their frontages to meet the standards of this Article.

- (a) **Bike Paths.** Bike lanes a minimum of five feet in width shall be installed by all development with street frontage. Hybrid bicycle lane for motor vehicle and bicycle traffic may also be used to fulfill this requirement.

Hybrid Bicycle Lane



- (b) **Cul-de-sacs.** Cul-de-sacs, if permitted, shall not exceed 250 feet in length from the nearest intersection with a street that is not another cul-de-sac and that provides through access. Other cul-de-sac standards are provided in Chapter 20A of this code.
- (c) **Intersections.** ~~All streets shall intersect as nearly as possible at right angles and~~ No street shall intersect with another street at less than 70 degrees. Where a centerline offset occurs at an intersection, the distance between centerlines of the intersecting streets shall not be less than 125 feet.
- (d) **Curb Radii.** Curb radii shall be designed to reduce pedestrian crossing times along all streets requiring sidewalks. In general, curb radii should not exceed 20 feet. At an angle of intersection of less than 90 degrees, a greater radius may be required.
- (e) **Block Lengths.** Streets shall have block lengths between 200 and 500 feet. Exceptions are permitted however, due to topography, environmental protection, protection of existing buildings, and similar conditions.
- (f) **Trees and Sidewalks.** Street trees and sidewalks are required on both sides of public streets except lanes, alleys, and the undeveloped edge of neighborhood parkways. Planting area for street trees should be a minimum of five feet in width and sidewalks shall at a minimum be five feet in

width. Along commercial streets, sidewalks should be a minimum of seven feet in width. A ten-foot minimum width sidewalk with tree grates or cut-outs is encouraged along City Center commercial streets. Generally, canopy trees shall be planted at a spacing not to exceed 35 feet on center. Where overhead utility lines preclude the use of canopy trees, small maturing trees may be substituted, planted 30 feet on center. Commercial streets shall have trees which complement ~~complement~~ the face of the buildings and which shade the sidewalk. Residential streets shall provide for an appropriate canopy, which shades both the street and sidewalk, and serves as a visual buffer between the street and the home. All sidewalks shall be paved in brick pavers, concrete, or a similar material. All sidewalks shall be a minimum of four inches in depth. Other sidewalk standards are provided in Chapter 20 of this code.

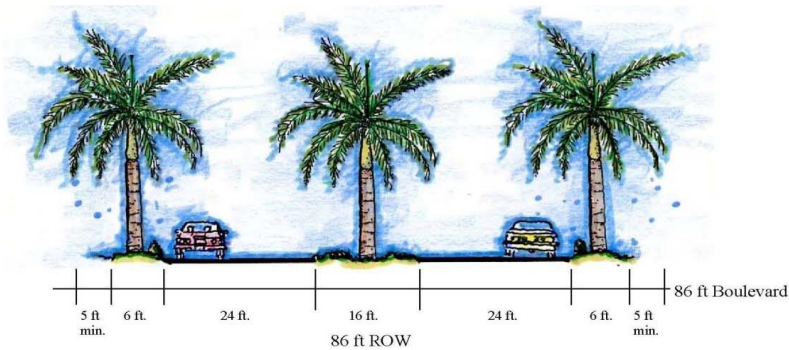
- (g) **On-street Parking.** On-street parking is recommended where building type and use will generate regular parking use. Occasional on-street parking can be accommodated without additional pavement width. For streets which serve workplace and storefront buildings, on-street parking is required and should be marked as such. On-street parking on at least one side of the street is recommended on streets serving apartments, attached houses, and detached houses with lots 60 feet or less in width. On-street parking must also be provided on one side of any street adjacent to a square, park or other open space. Parallel on-street parking is 7 to 8 feet in width and 22 feet length. On-street parking should be parallel.
- (h) **Design Speed.** Design speeds should not exceed 30 miles per hour on any street serving residential uses. Only streets serving predominately commercial and non- residential land uses may exceed this design speed, in addition to streets shown on Exhibit 9-C where a higher design speed is allowed.
- (i) **Traffic Control Plans.** Traffic control plans showing signage and pavement markings shall be prepared in accordance with the guidance of the Manual on Uniform Traffic Control Devices. The developer is responsible for the initial installation of the devices or markings and the maintenance thereof until the public accepts the street for maintenance.
- (j) **Pedestrian Street Crossings.** Mid block crossings, bulb outs, raised crosswalks and similar techniques may be used to accommodate pedestrians when traffic and site conditions exist.
- (k) **Planting Strips.** Planting strips should be located between the curb and sidewalk and parallel to the street. Within commercial areas and other sidewalks with high pedestrian volumes, grated tree wells may be used in lieu of planting strips. The minimum width of all planting strips shall be five feet, except where Exhibit 9-C requires a greater width.
- (l) **Connectivity.** All or most proposed streets within the network shall form an interconnected pattern and shall connect with the adjacent street pattern. Connectivity shall be assessed by the ability to provide multiple routes, diffuse traffic, and shorten pedestrian walking distances. A properly designed street network, unless prohibited by the existing street layout, should provide at least two routes of access for a given location. This affords a high level of accessibility for emergency vehicles and appropriate service routing for school buses and transit. Retaining the connectivity of existing streets and alleys (where alleys were provided) is vital. Streets and alleys should not be closed or vacated except under extreme circumstances, and should never be closed or vacated in the OPG (Old Punta Gorda) zoning district; procedures are provided in Section 20-7 of Chapter 20.
- (m) **Street Materials.** Street materials shall conform to the provisions of the City of Punta Gorda Engineering Standards Manual. Exceptions may be made for pedestrian crosswalks. Sidewalk material may vary according to the overall design and character of the development. Other standards for the construction of streets are provided in Chapters 20 and 20A of this code.

- (n) **Street Sections.** Exhibit 9-C presents typical examples of ways in which a street can be assembled. These specifications may be varied only in accordance with the design principles detailed above and as approved by the Director of Community Development in consultation with a transportation engineer.

Exhibit 9-C. Typical Street Sections

BOULEVARD

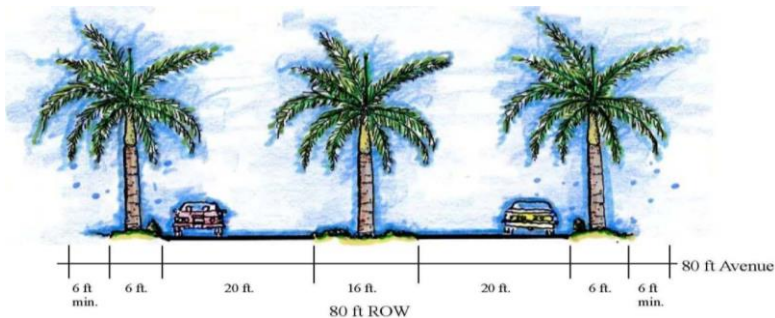
Boulevards are urban in character and provide multilane access to commercial and mixed-use buildings, generally support all transportation modes [automobile, commercial vehicles, emergency vehicles, and transit] with high levels of efficiency, and carry regional traffic. Speeds [30–35 mph] and traffic volumes on these streets are higher. Widened perimeter travel lanes and sidewalks support pedestrians and bicyclists.



Design speed:	30–35 mph
Pavement width:	24–16–24 feet
Right-of-way width:	86 feet
Curb radius:	15 ft
Drainage:	Curb and gutter
On street parking:	No
Landscaped median:	16 foot width

AVENUE

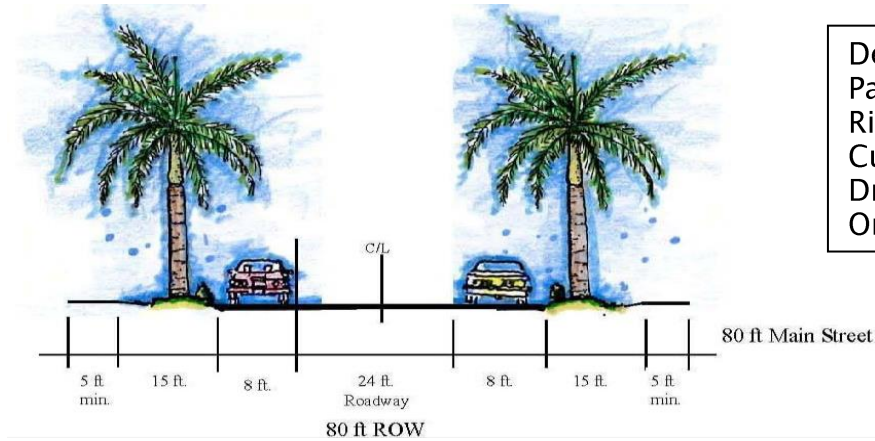
Avenues, as civic spaces, serve as the “gateways” of town, connecting neighborhoods to commercial centers and carry large and diverse traffic volumes as major transit routes. The Avenue is urban in character and generally operates at low to moderate speeds (20– 30 mph) since these streetscapes function as vibrant pedestrian environments. Avenues connect neighborhoods to village and town centers and usually extend over a mile in length. On-street parking is generally permitted. Travel lanes are physically separated by a raised, landscaped median.



Design speed:	20–30 mph
Pavement width:	20–14–20 feet
Right-of-way width:	80 feet
Curb radius:	15 ft
Drainage:	Curb and gutter
On street parking:	Yes
Landscaped median:	14 feet

MAIN STREET

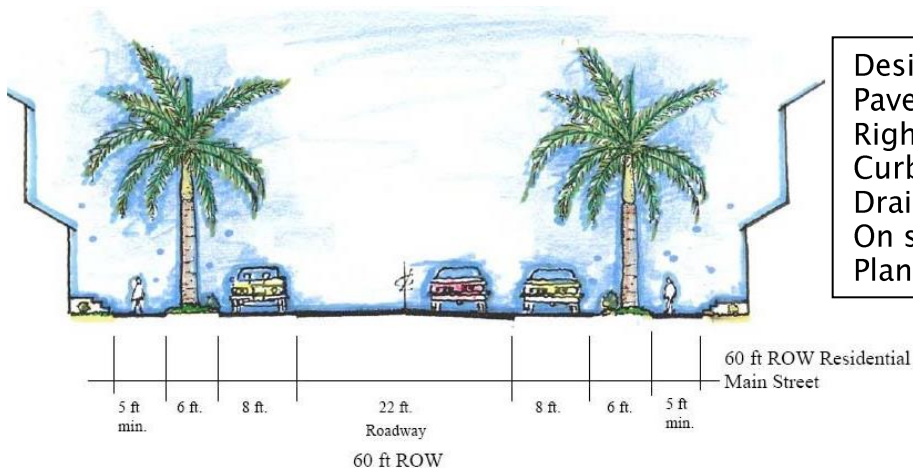
Main streets are urban in character and provide low speed, pedestrian friendly access to neighborhoods as well as neighborhood commercial and mixed-use buildings. On-street parking and widened travel lanes to accommodate bicyclists is preferred.



Design speed:	25-30 mph
Pavement width:	12 feet
Right-of-way width:	80 feet
Curb radius:	15 ft
Drainage:	Curb and gutter
On street parking:	Yes

RESIDENTIAL MAIN STREET

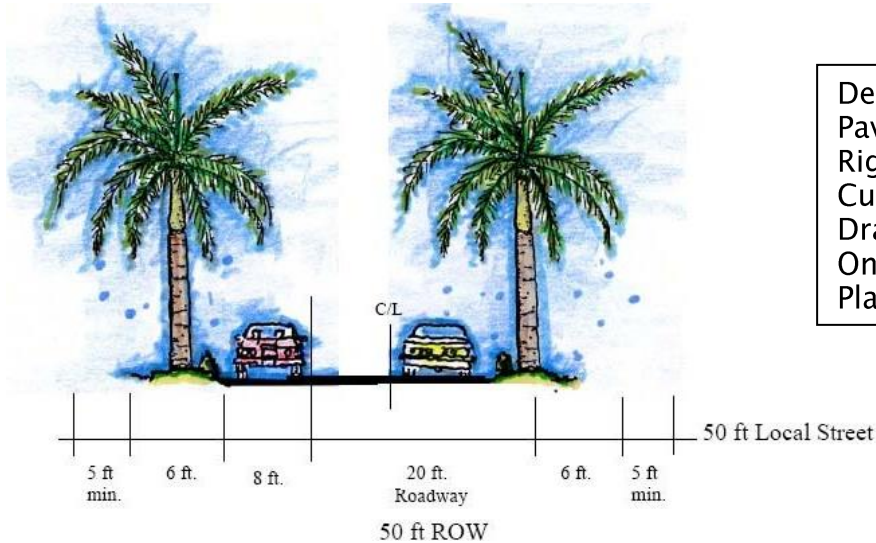
Residential Main Streets provide low-speed, pedestrian friendly access to higher density attached residential neighborhoods such as apartments and town houses. Residential Main Streets are the most urban in character of the residential street classifications.



Design speed:	20-25 mph
Pavement width:	38 feet
Right-of-way width:	60 feet
Curb radius:	15 ft
Drainage:	Curb and gutter
On street parking:	Yes
Planting strip:	6 feet

LOCAL STREET

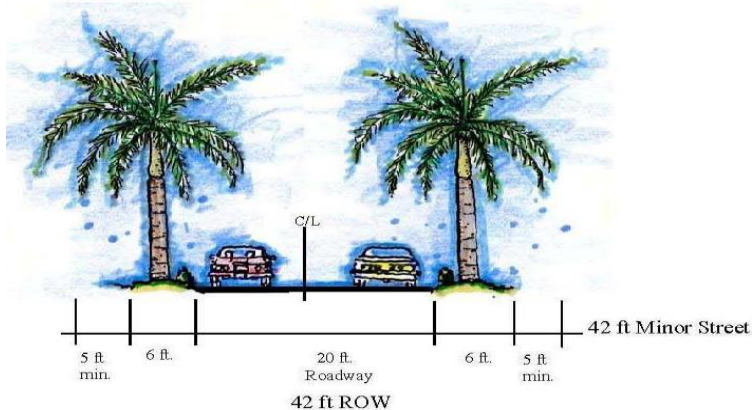
Local streets are pedestrian oriented and residential in character, functioning primarily to provide access to neighborhood destinations and to provide connections within neighborhoods. Traffic speeds of 15 to 20 mph are appropriate since these streets should not move significant traffic volumes. On-street parking is generally permitted on one side of the street.



Design speed:	20-25 mph
Pavement width:	28 feet
Right-of-way width:	50 feet
Curb radius:	15 ft
Drainage:	Valley curb
On street parking:	Yes
Planting strip:	6 feet

MINOR STREET

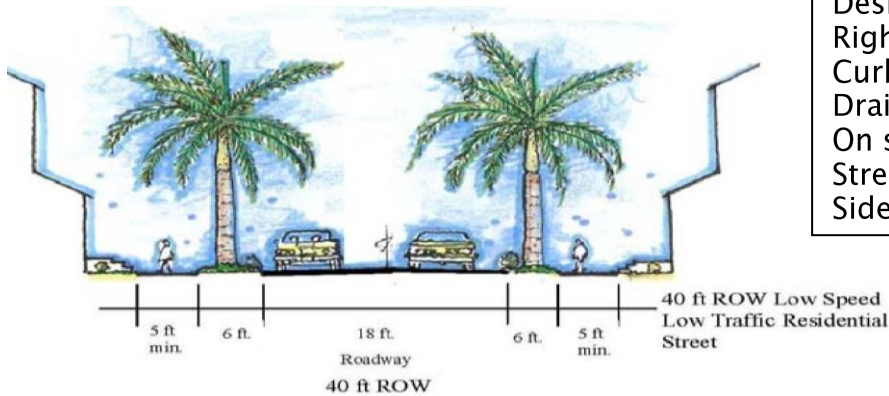
Minor streets are pedestrian oriented and residential in character, functioning primarily to provide access within neighborhoods. A traffic speed of 15 mph is appropriate since these streets are designed to accommodate low traffic volumes.



Design speed:	15 mph
Right-of-way width:	42 feet
Curb radius:	15 ft
Drainage:	Valley curb / Open
On street parking:	No

LANE

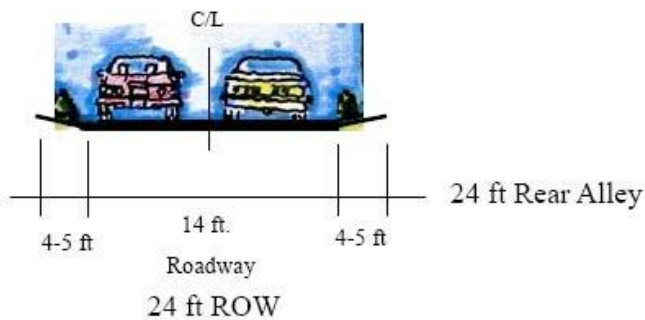
Lanes are narrow, short, privately maintained roads typically 16 to 18 feet wide and accessing single-family residences.



Design speed:	10-15 mph
Right-of-way width:	40 feet
Curb radius:	10 ft
Drainage:	Open section
On street parking:	No
Street trees:	No
Sidewalks:	No

REAR ALLEY

Alleys are privately maintained, low-speed service easements providing rear access for service, delivery, emergency access, utilities, and commercial uses.



Design speed:	10 mph
Right-of-way width:	24 feet
Curb radius:	5 ft
Drainage:	Curb and gutter
On street parking:	No
Street trees:	No
Sidewalks:	No