

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:

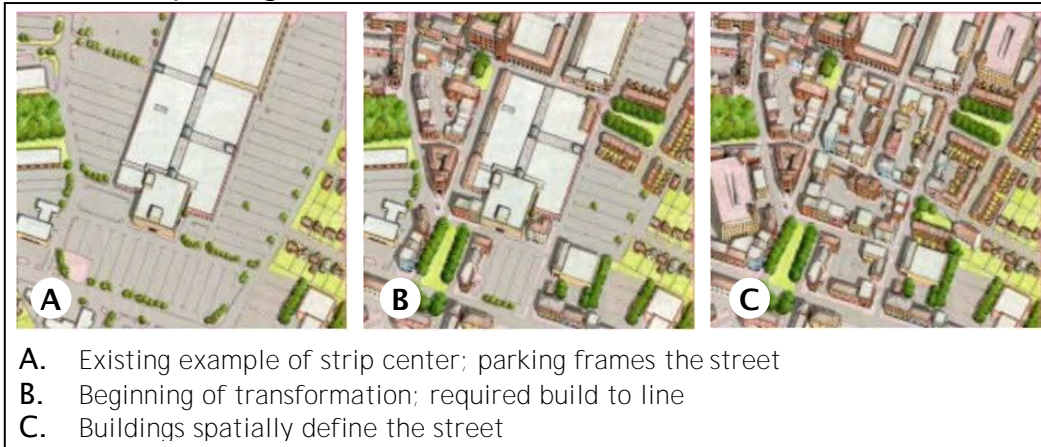
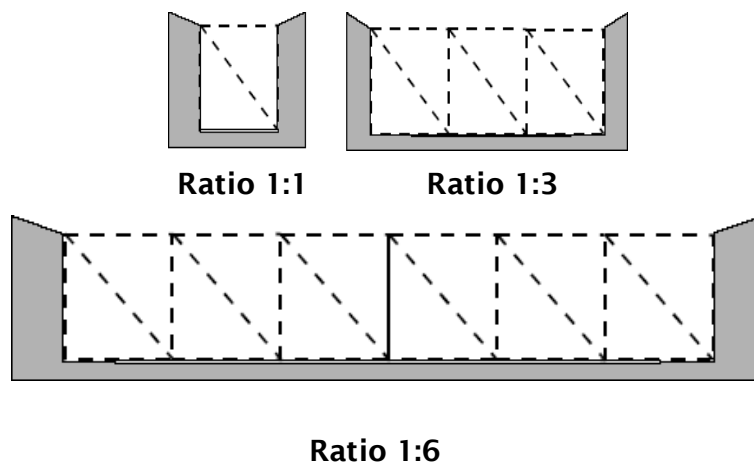


Exhibit 9-B.



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

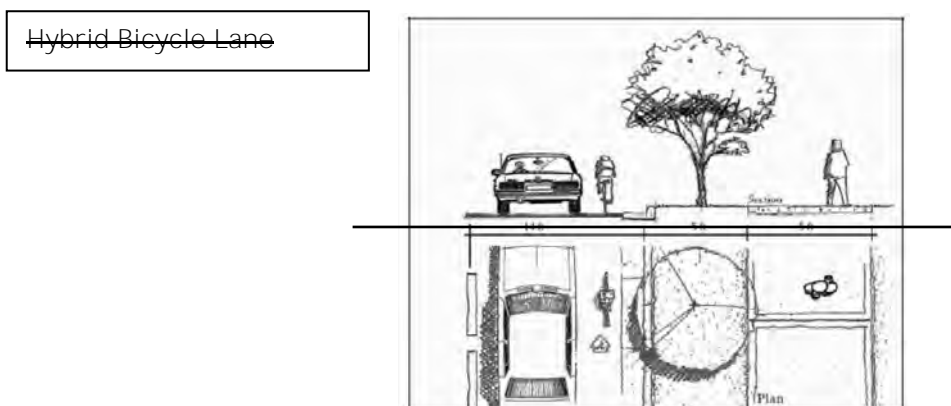
Designs should permit comfortable use of the street by motorists, pedestrians, and bicyclists. Street widths, design speeds, and the number of motor travel lanes should be minimized to enhance safety for motorists and non-motorists alike. The specific design of any given street must consider the building 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) Sidewalks. Sidewalks shall be required based on the Proposed Facility Map within the adopted City Comprehensive Plan Transportation Element. All such facilities shall meet the City and/or Florida Department of Transportation, Florida Design Manual standards based on facility type and context classification as well as the following provisions:

1. No person shall lay any sidewalk or foot paving on the public rights-of-way of the city without a permit.
2. Sidewalks laid in public rights-of-way shall be a minimum of six (6) feet wide, though for newly constructed streets wider sidewalks may be necessary according the standards established in Section 9.5.
3. Sidewalks, when constructed in front of any high traffic area or driveway apron, shall be built to traffic rating standards to limit breakage due to normal vehicular traffic.

4. NATCO Urban Street Design Guide on sidewalks is the basis for the design and construction for new sidewalks.
5. Any damage due to construction activity must be repaired or replaced by the property owner. Alternatively, the property owner may elect to pay a fee to the City of Punta Gorda for such repairs or replacements. The fee shall be set by the City of Punta Gorda Public Works Director or their designee.
6. Any construction project that obstructs the sidewalk should be mitigated through the provision of a temporary sidewalk that affords a safe and convenient passage or clearly directs users to an equivalent nearby detour.
7. On shared streets, the street itself serves as the path of travel and should be designed in accordance with accessibility recommendations outlined in the shared street section of Exhibit 9-C.
8. Sidewalks and intersections shall be ADA accessible with early detection plates at all conflict points, including curb ramps, transit, or ride-hailing boarding areas, cut-through pedestrian refuge islands, and where bicycle lanes cross sidewalks.
9. At driveways, sidewalks should be maintained at-grade through the conflict zone.

(b-a) Bike Facilities. ~~Bike lanes~~ Bicycle Facilities including but not limited to bicycle lanes, buffered bicycle lanes or shared use paths shall be required based on the Proposed Bicycle Facility Map within the adopted City Comprehensive Plan Transportation Element. All such facilities shall meet the City and/or Florida Department of Transportation, Florida Design Manual standards based on bicycle facility type. ~~a minimum of five~~ ~~six (6)~~ 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.



(c-b) Cul-de-sacs. The use of a Cul-de-sacs, if permitted, shall not be used for the terminus of a dead-end street that exceeds 250 feet in length from the nearest intersection with a street that is not another cul-de-sac and that provides through access. Additional cul-de-sac standards are provided in Chapter 20A of this code.

- (d-e) Intersections. ~~All streets shall intersect as nearly as possible at right angles and~~ No street shall intersect with another street at an angle of 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.
- (e-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.
- (f-e) Block Lengths. ~~For new streets and subdivisions,~~ streets shall have block lengths between 200 and 500 feet. Exceptions are permitted however, due to topography, environmental protection, and/or protection of existing historic buildings, and similar conditions.
- (g-f) ~~Street Trees and Planting Strips and Sidewalks.~~ Street trees and planting strips and sidewalks are required on both sides of public streets under the requirements of Section 12.4 (c) and the following conditions:
- (1). ~~except~~ The following street types may be except from the requirement of this section: lanes, alleys, and the undeveloped edge of neighborhood parkways.
 - (2). 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 six feet
 - (3). ~~Planting area for~~ Street trees should ~~shall have a planting area~~ be a minimum of five ~~six~~ feet in width and sidewalks shall at a minimum be five feet in width.
 - (4). Street trees shall have a maximum separation of 35 feet, except where such placement would interfere with intersections, driveway openings or similar conditions.
 - (5). ~~Along commercial streets, sidewalks should be a minimum of seven feet in width. A ten-foot minimum width sidewalk with~~ tree grates or tree troughs are required cut-outs is encouraged along City Center ~~along commercial streets in the Downtown Core District.~~
 - (6). ~~Generally,~~ The use of canopy trees including but not limited to Live Oak (urban cultivars such as Boardwalk™ or Cathedral™), Black Olive, or similar shade producing canopy tree is encouraged. Tree selection shall be based on site conditions including the pattern and location of existing street trees along the same street or area.
 - (7). The use of the following species of palms is permitted when used in areas where canopy trees is not technically feasible or when planted in combination (pattern) with canopy trees: Royal Palm or Foxtail Palm. Other palm species may be considered at the discretion of the City and may require a specific maintenance agreement along public rights-of way. shall be planted at a spacing not to exceed 35 feet on center.

- (8). 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 compliment 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.~~
- (h-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.
- (1) ~~For streets which serve workplace and storefront buildings~~Commercial streets, on-street parking is required ~~and should be marked as such.~~
- (2) 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.
- (3) On-street parking must also be provided on one side of any street adjacent to a square, park or other open space.
- (4) ~~Parallel~~On-street parking shall meet the dimensional requirements of Section 10.3.(f) is 7 to 8 feet in width and 22 feet length. On-street parking should be parallel.
- (i-h) Design Speed. Design speeds ~~should not exceed of any street in the City of Punta Gorda with the exception of those operated by the Florida Department of Transportation or Charlotte County shall be 30 miles per hour or less. The maximum design speed for any street operated by the Florida Department of Transportation or Charlotte County must be set based on the context classification guidance from the Florida Department of Transportation Florida Design Manual. on any street serving residential uses. Only streets serving predominately commercial and non-residential land uses may exceed this design speed.~~
- (j-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~~unless the City of Punta Gorda accepts the street for maintenance.
- (k-j) Pedestrian Street Crossings. Mid block crossings, bulb outs, raised crosswalks and similar counter measure techniques may be used to are encouraged to enhance accommodate the comfort and safety of pedestrian movements when vehicular traffic volumes/speeds and/or other and site-specific conditions exist.
- (l-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.~~

(m-l) Connectivity. All or most proposed streets within the network shall form an interconnected pattern and shall connect with the adjacent street pattern.

- (1). Connectivity shall be assessed by block length, limited use of cul-de-sacs, intersection density, availability of multiple routes to the maximum number of addresses, high accessibility to emergency and other service vehicles, and the provision of looped utility infrastructure.
- (2). 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 Traditional Punta Gorda (TPG) Zoning District

(n-m) Street Materials. Street materials shall meet the standards required by the City of Punta Gorda. ~~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.~~

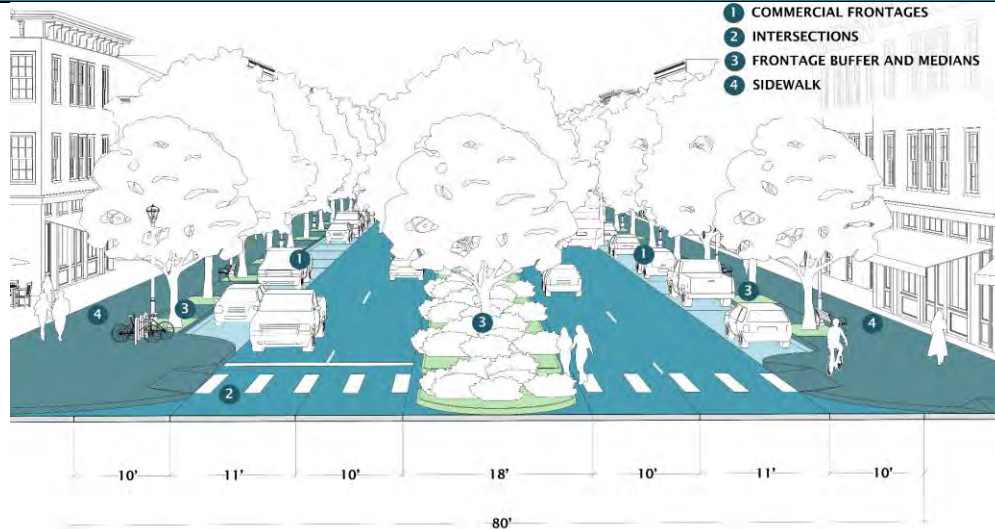
(o-n) Street Sections. ~~Exhibit 9-C~~Section 9.5 presents typical examples of ways in which a street can be assembled. ~~These specifications may be varied only in accordance with the design principles detailed above and as approved by the Director of Community Development in consultation with a transportation engineer.~~

Section 9.5. Typical Street Sections

(n) ~~Street Sections.~~ Exhibit 9-C This section presents typical ideal street standards along with typical examples of ways in which a different street types 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 Zoning Official in consultation with a transportation engineer City of Punta Gorda Public Works Director or their designee.

[Note: All text in the following tables is new. New text is not underlined to maximize legibility]

(a) Boulevards



Description

Boulevards are urban in character and provide multilane access to commercial and mixed-use buildings, generally support all transportation modes [cars, freight, emergency vehicles, and transit] with high levels of efficiency, and carry regional traffic. Speeds and traffic volumes on boulevards are generally slightly higher.

Vehicle Lanes

Boulevards typically have two vehicular travel lanes in each direction and may feature dedicated left-turn or right-turn lanes at intersections to help reduce weaving conflicts. A center left-turn lane can be striped, though incorporating it as a part of a landscaped median is preferred. If the boulevard includes frontage roads, these should be stop-controlled.

Medians

Medians are encouraged along boulevards and should be enhanced with landscaping, trees, and in some cases, a multi-use path or bicycle track down the center. Consider the installation of curb extensions or midblock crossings to facilitate median use and access. Where crossing distances are greater than 30 feet, extending the median to the crosswalk to provide a pedestrian refuge is advisable.

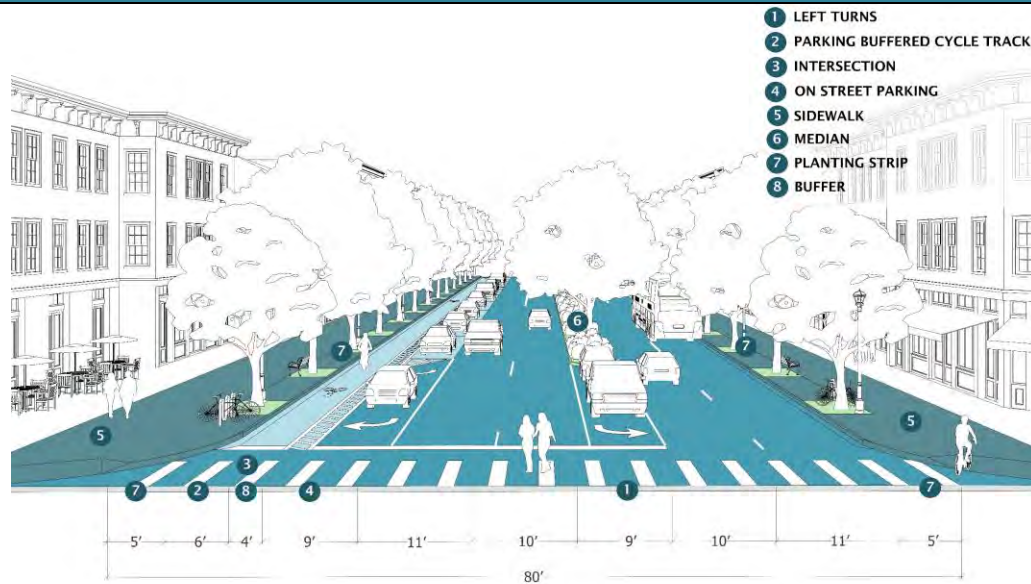
Bike Lanes

Bicycles should be accommodated along boulevards with protected facilities only (e.g. raised cycle track, buffered bicycle lanes, or parking protected bicycle lanes). Careful attention should be paid intersection crossings and turning conflicts. Use access management strategies and turn requirements to eliminate these conflicts and ensure that potential intersection conflicts are well marked and highly visible to motorists turning off the throughway as well as to cross traffic.

Additional Standards

Design Speed:	30-35 mph	Right-of-Way Width:	80 ft min.
Curb Radius:	15 ft	Drainage:	Curb and Gutter
On-Street Parking:	Encouraged	Landscaped Median:	Encouraged 16 ft min.
Sidewalks:	Required, 8 ft min.	Tree/Furniture Zone:	Required 6 ft min.
Street Trees:	Required (tree grates or pits)	Bicycle Lanes:	Optional (protected only)

(b) Avenue



Description

Avenues 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 since these streetscapes function as vibrant pedestrian environments.

Vehicle Lanes

Avenues typically have no more than two vehicular travel lanes in each directions and may feature dedicated left-turn lanes or right-turn lanes at intersections to help eliminate weaving conflicts. Left-turn lanes can be striped, though incorporating them into a landscaped median is preferred.

Medians

Medians may be incorporated along boulevards and if included, should be enhanced with landscaping, trees, and in some cases a multi-use path or cycle track down the center. Consider the installation of curb extensions or midblock crossings to facilitate median use and access. Where crossing distances are greater than 30 feet, extending the median to the crosswalk to provide a pedestrian refuge is advisable.

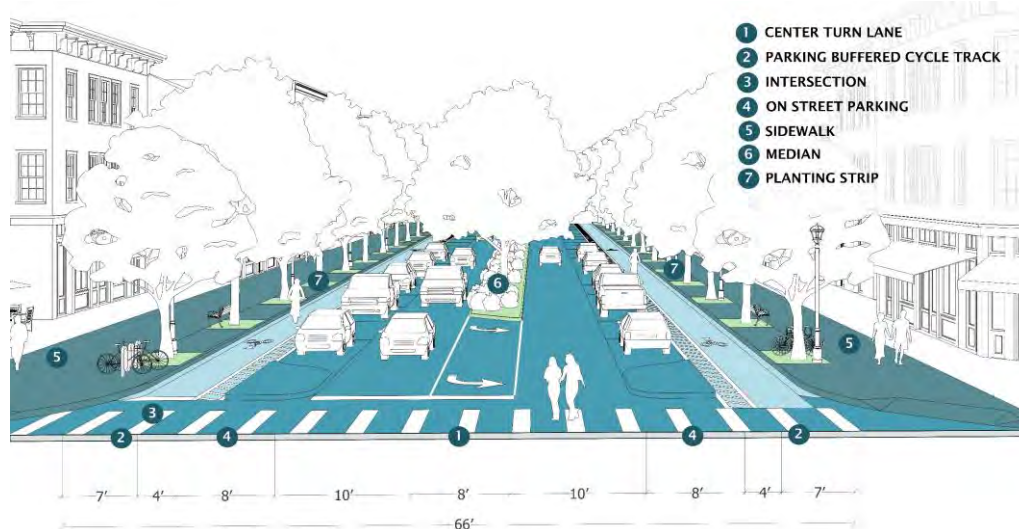
Bike Lanes

Bicycles should be accommodated along avenues with protected facilities only (e.g. raised cycle track, buffered bicycle lanes, or parking protected bicycle lanes). Careful attention should be paid intersection crossings and turning conflicts. Use access management strategies and turn requirements to eliminate these conflicts and ensure that potential intersection conflicts are well marked and highly visible to motorists turning off the thruway as well as to cross traffic.

Additional Standards

Design Speed:	20-30 mph	Right-of-Way Width:	80 ft min.
Curb Radius:	15 ft	Drainage:	Curb and Gutter
On-Street Parking:	Encouraged	Landscaped Median:	Optional 12 ft min.
Sidewalks:	Required, 8 ft min.	Tree/Furniture Zone:	Required 6 ft min.
Street Trees:	Required (tree grates or pits)	Bicycle Lanes:	Optional (protected only)

(c) Main Street



Description

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 should be provided and design speeds should be low to accommodate increased pedestrian activity.

Vehicle Lanes

Main streets typically have one vehicular travel lane in each direction. They may feature dedicated left-turn lanes at intersections to help eliminate weaving conflicts, which can be striped or part of a landscaped median.

Medians

Medians may be incorporated along main streets and if included, should be enhanced with landscaping and trees. Consider the installation of curb extensions or midblock crossings to facilitate median use and access. Where crossing distances are greater than 30 feet, extending the median to the crosswalk to provide a pedestrian refuge is advisable.

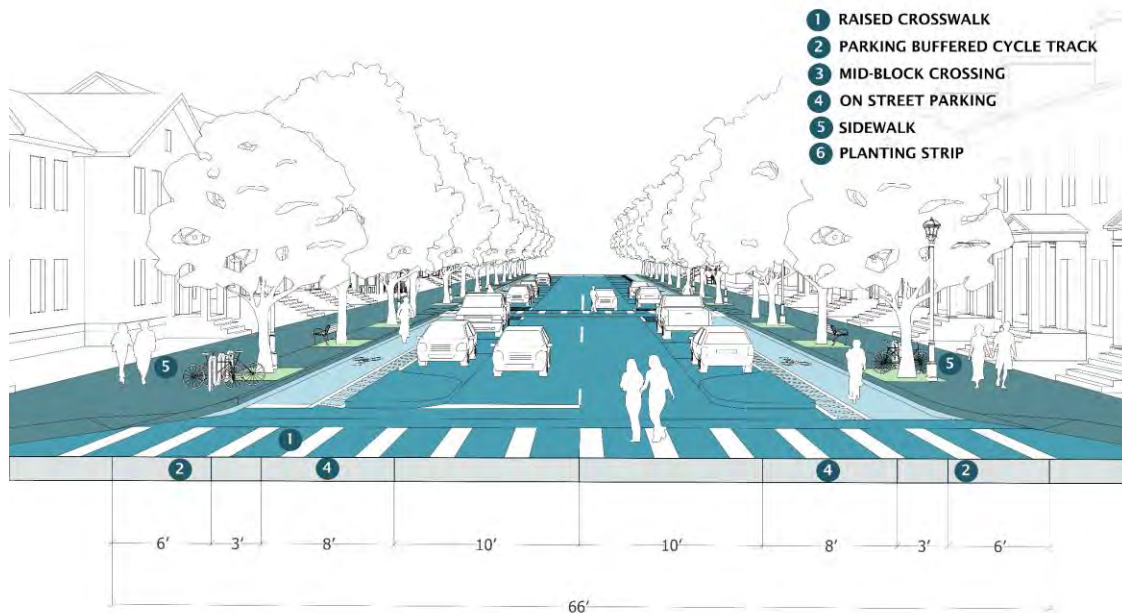
Bike Lanes

Bicycles may be accommodated with protected facilities (e.g. raised cycle track, buffered bicycle lanes, or parking protected bicycle lanes) or with a shared street treatment and lower vehicular speeds. Careful attention should be paid intersection crossings and turning conflicts. Use access management strategies and turn requirements to eliminate these conflicts and ensure that potential intersection conflicts are well marked and highly visible to motorists.

Additional Standards

Design Speed:	15-20 mph	Right-of-Way Width:	66 ft min.
Curb Radius:	10 ft	Drainage:	Curb and Gutter
On-Street Parking:	Required	Landscaped Median:	Optional 8 ft min.
Sidewalks:	Required 10 ft min.	Tree/Furniture Zone:	Required 6 ft min.
Street Trees:	Required (tree grates or pits)	Bicycle Lanes:	Optional

(d) Neighborhood Street



Description

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

Vehicle Lanes

Neighborhood streets typically have one vehicular travel lane in each direction, and do not normally require turn lanes. If they are warranted because of traffic volume and queuing patterns, dedicated left-turn lanes can be striped or part of a landscaped median.

Medians

Medians are not recommended on neighborhood streets unless they are designed as garden streets with a large linear greenspace at the center, which typically includes a landscaped median of at least 25 feet in width with at least two rows of trees and a pedestrian or multi-use path.

Bike Lanes

Bicycles should be encouraged on neighborhood streets and may be accommodated with protected facilities (e.g. raised cycle track, buffered bicycle lanes, or parking protected bicycle lanes) only. Careful attention should be paid intersection crossings and turning conflicts. Use access management strategies and turn requirements to eliminate these conflicts and ensure that potential intersection conflicts are well marked and highly visible to motorists.

Additional Standards

Design Speed:	20-25 mph	Right-of-Way Width:	60 ft min.
Curb Radius:	15 ft	Drainage:	Curb and Gutter
On-Street Parking:	Required	Landscaped Median:	No
Sidewalks:	Required 6 ft min.	Tree/Furniture Zone:	Required 6 ft min.
Street Trees:	Required (tree pits or swale)	Bicycle Lanes:	Encouraged (protected only)

(e) Local Street



Description

Local streets are pedestrian oriented and residential in character, functioning primarily to provide connections within neighborhoods. Lower traffic speeds are appropriate since these streets should not move significant traffic volumes. On-street parking is generally permitted on one or both sides of the street.

Vehicle Lanes

Local streets typically have one ~~10-foot wide~~ vehicular travel lane in each direction and do not normally require turn lanes.

Medians

Medians are not recommended on local streets unless they are designed as garden streets with a large linear greenspace at the center, which typically includes a landscaped median of at least 25 feet in width with at least two rows of trees and a pedestrian or multi-use path.

Bike Lanes

Bicycles should be encouraged on local streets and may be accommodated with protected facilities (e.g. raised cycle track, buffered bicycle lanes, or parking protected bicycle lanes) or with a shared street treatment and lower vehicular speeds. Careful attention should be paid intersection crossings and turning conflicts. Use access management strategies and turn requirements to eliminate these conflicts and ensure that potential intersection conflicts are well marked and highly visible to motorists.

Additional Standards

Design Speed:	15-20 mph	Right-of-Way Width:	50 ft min.
Curb Radius:	10 ft	Drainage:	Valley Gutter, Curb and Gutter, or Swale
On-Street Parking:	Recommended	Landscaped Median:	No
Sidewalks:	Required 6 ft min.	Tree/Furniture Zone:	Required 10 ft min.
Street Trees:	Required (tree pits or swale)	Bicycle Lanes:	Encouraged

(f) Shared Street



Description

Many narrow or crowded downtown streets operate informally as shared streets during rush hour or at lunchtime but are not regulated as such. A shared street environment should be considered in places where pedestrian activity is high and vehicle volumes are either low or discouraged. Shared streets maintain access for vehicles operating at low speeds, they are designed to implicitly slow traffic speeds using pedestrian volumes, design, and other cues to slow or divert traffic.

Vehicle Access

Shared streets must maintain a clear path for emergency vehicles that is at least 20-feet wide, and mark dedicated areas for vehicular movement with a change in paving pattern or type.

Street Amenities

Street furniture, including bollards, benches, planters, streetlights, sculptures, trees, and bicycle parking, may be included to provide definition for a shared space, subtly delineating the traveled way from the pedestrian-exclusive area.

Bicycle Access

Bicycles should be encouraged on shared streets and will be permitted to share the roadway with pedestrian and cars. To reduce conflicts for bicycles and pedestrians from intersecting streets, raised intersections, roadway markings, and signage should be incorporated and highly visible to motorists.

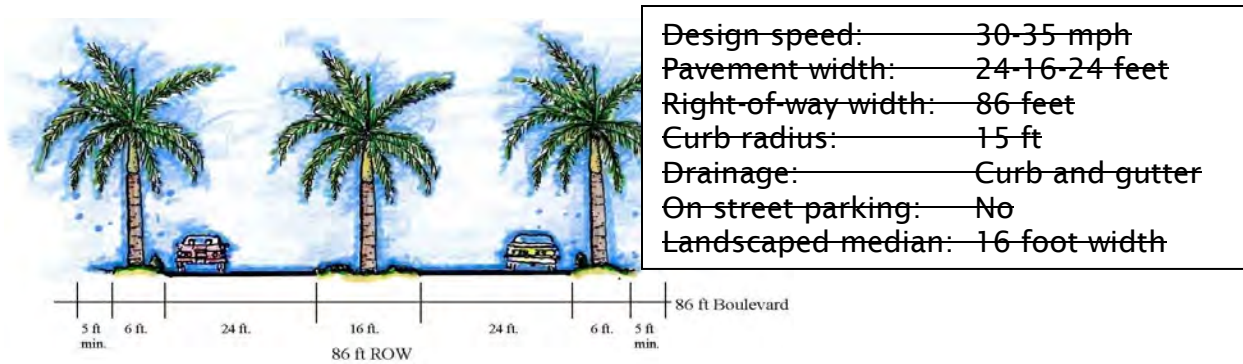
Additional Standards

Design Speed:	5-10 mph	Right-of-Way Width:	50 ft min.
Curb Radius:	10 ft	Drainage:	Curb and Gutter or Curbless with Valley Gutter
On-Street Parking:	Optional	Landscaped Median:	No
Sidewalks:	Required 8 ft min.	Tree/Furniture Zone:	Required 6 ft min.
Street Trees:	Required (tree pits or grates)	Bicycle Lanes:	Encouraged

Exhibit 9-C. Typical Street Sections

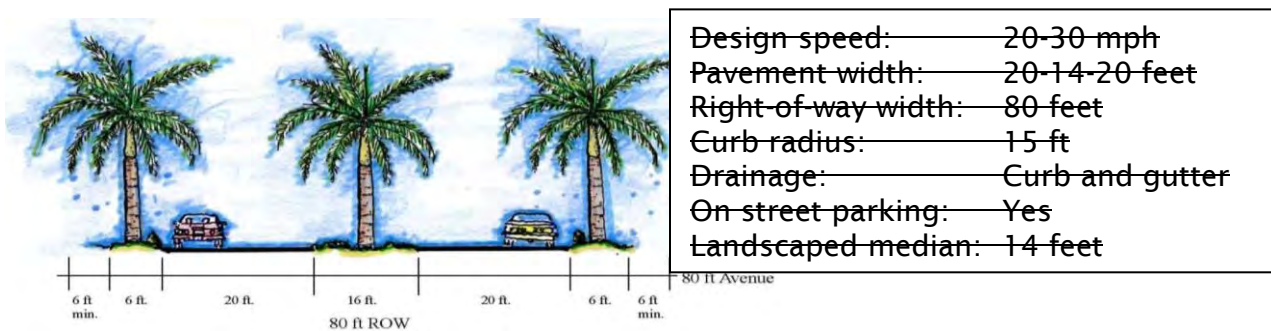
BOULEVARD

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.



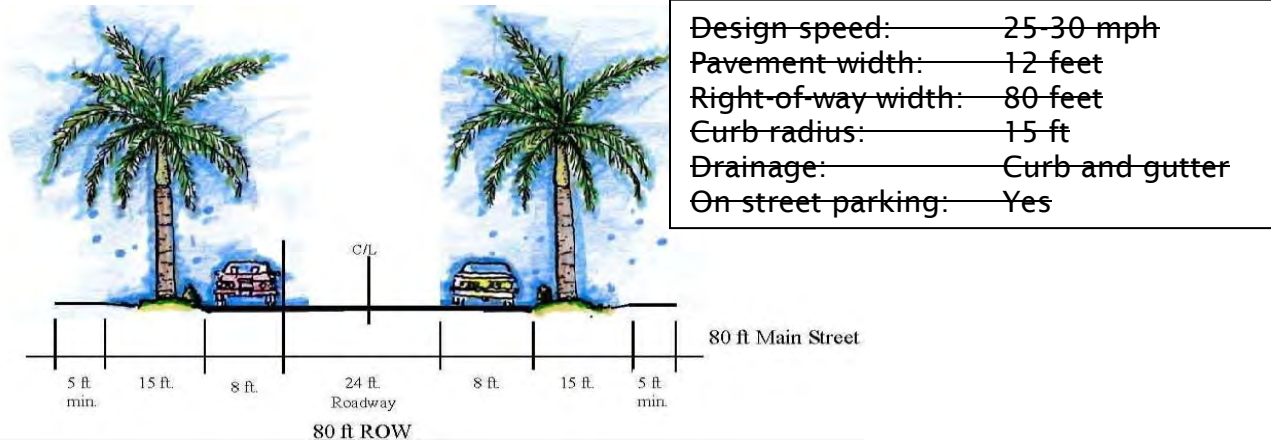
AVENUE

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.



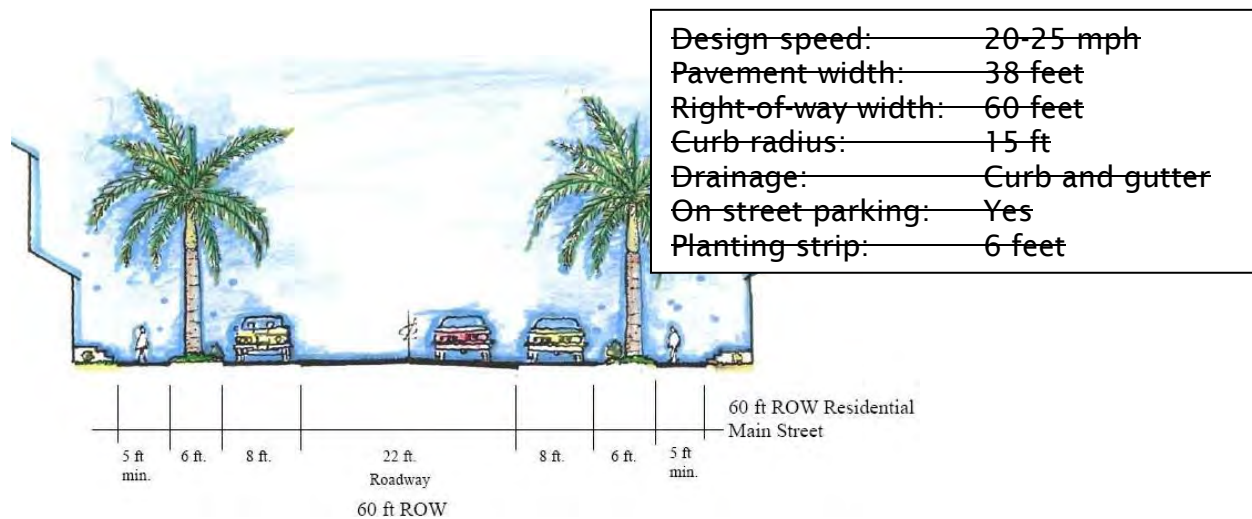
MAIN STREET

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.



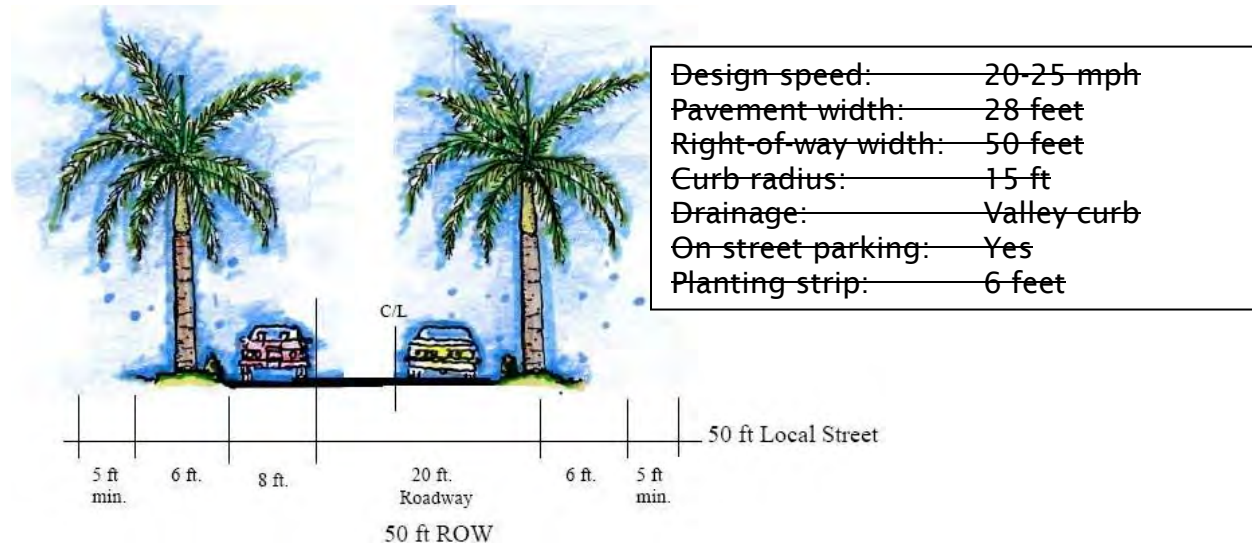
RESIDENTIAL MAIN STREET

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.



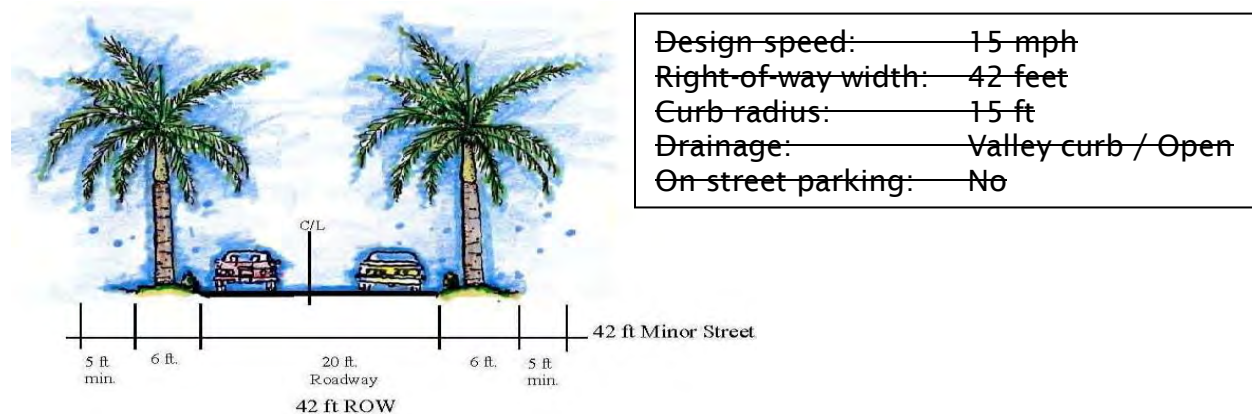
LOCAL STREET

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.



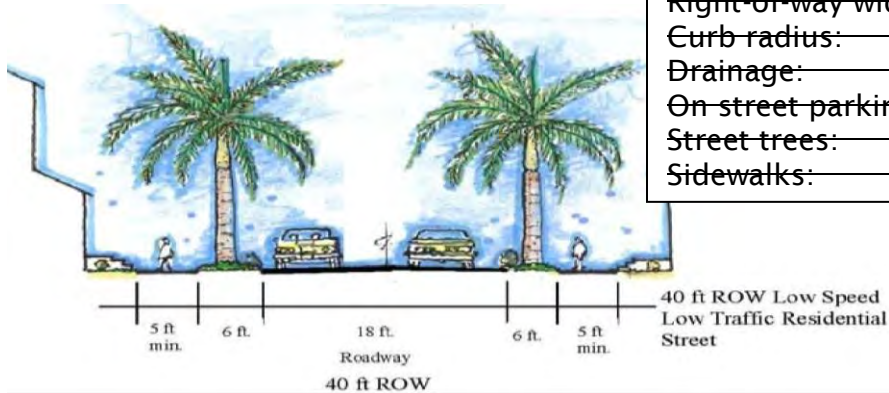
MINOR STREET

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.



LANE

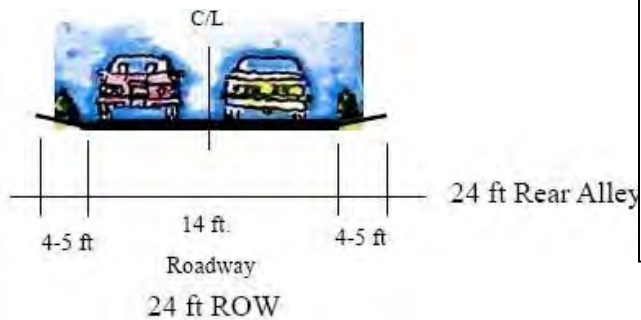
Lanes are narrow, short, privately maintained roads typically 16 to 18 feet wide and accessing single-family residences.



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