

Outline of New Subdivision Design Standards Amendment
January 2, 2009

- I. Subdivision Design
 - a. Problems addressed
 - i. Roadway Function
 - 1. Appropriate/Designed Use
 - 2. High Traffic Volumes
 - 3. Speeding/Traffic Calming
 - ii. On-Street Parking
 - iii. Accommodating Pedestrians/Bicyclists
 - b. Tools
 - i. New Street Hierarchy
 - 1. Based on Projected Internal Traffic Volumes: traffic study will be submitted for each new development
 - 2. Residential Street: typical subdivision road
 - a. Local traffic
 - b. $\leq 1,500$ vehicles per day (VPD)
 - c. Sidewalks not required
 - d. Typical right-of-way (ROW) width
 - 3. Residential Collector: moves traffic into/out of neighborhood
 - a. Subdivision traffic
 - b. 1,501 – 2,500 VPD
 - c. Sidewalk on one side
 - d. Slightly wider ROW
 - e. Lot frontage/driveway restrictions
 - i. 100 ft for lot width or driveway spacing
 - ii. Number of lots restricted based on length of road and VPD
 - f. 35 foot front setback
 - 4. Minor Collector: handles heavier volumes for larger subdivisions
 - a. Traffic from multiple “neighborhoods/residential pods”
 - b. 2,501 – 5,000 VPD
 - c. Sidewalks/bike lanes on both sides
 - d. No residential lot access
 - e. Only residential side/rear yard frontage allowed
 - 5. Major Collector: handles heaviest volumes
 - a. Traffic from multiple “communities”
 - b. $> 5,000$ VPD ($> 9,000$ VPD requires 4 lane road)
 - c. Sidewalks/bike lanes on both sides
 - d. No residential lot access
 - e. Only residential side/rear yard frontage allowed
 - ii. Interconnectivity

1. Continuation of existing streets where appropriate
2. Interconnectivity to adjacent properties
 - a. ROW continues to boundary
 - b. Pavement stub to end of radius (min)
 - c. Interconnectivity classification determined by development potential
 - i. Development potential = density (greater of zoning or future land use) x acreage
 - ii. If development potential requires higher classified roadway, then:
 1. ROW for that classification is preserved
 2. Setbacks/parking restrictions apply
 3. Construction/lot frontage restrictions apply only for the classification as determined by the proposed development (dual classification)
 - iii. Otherwise, roadway is classified and constructed per the proposed development
- iii. Facilitating On-Street Parking
 1. Increase road pavement width from 22 feet to 24 feet
 2. With gutter width plus additional road width, then a parking lane is “established” on either side of the road with a single thru lane between at minimum
- iv. Traffic Calming in Design
 1. Includes roundabouts, median islands, speed tables, raised crosswalks, low speed curves and lateral shifts
 2. Required on residential streets and residential collectors where lot frontages are permitted
 - a. Speed control point: complete stop, low speed horizontal curve, other traffic calming element
 - b. Unwarranted stop signs or speed bumps/humps are not speed control points
 - c. Traffic calming elements required when distance between speed control points is $\geq 1,000$ feet
 3. Only roundabouts and median islands are permissible for minor/major collectors
- v. Pedestrian/bicycle Features
 1. Sidewalks shall be on one side of residential collector and both sides of minor/major collectors
 2. Bike lanes shall be on both sides of minor/major collectors
 3. Sidewalk requirements for subdivisions near schools
 - a. Adjacent to school site: acceptable route within development and connection to school; route along frontage of corridor that serves the school (all developments)

- b. Within $\frac{1}{4}$ mile: acceptable route within development; route along frontage of corridor that serves the school (all developments)
 - c. Within 2 miles: plan internal network to promote connections; route along frontage of corridor that serves the school (only for developments that are required to provide roads with bike lanes/sidewalks)
 - vi. Minimum Lot Area
 - 1. Eliminated for platted subdivisions in R-1 and higher
 - 2. Still in place for metes & bounds (minor subdivisions)
 - 3. Lot width/road frontage still apply for all
 - vii. Lot Configuration Along Existing Collectors/Arterials
 - 1. Platted residential lots may only have side/rear yard frontage
 - 2. Non-residential lots – access permitted per access management standards
 - 3. Platted subdivision may not exclude land from the plat which is under common ownership
 - viii. Subdivision Roadway Design Manual
 - 1. Easy reference for design professionals
 - 2. Includes roadway cross-sections by classification and all approved traffic calming elements (except roundabouts – built to FDOT standards)

II. Setbacks

- a. Established increased setbacks along all collector/arterial roads in accordance with the Comprehensive Plan
 - i. Collector: 25 ft
 - ii. Arterial: 50 ft
- b. Clarified setback requirement for corner lots