

ORDINANCE NO. 579

**AN ORDINANCE OF THE TOWN OF BELLEAIR, FLORIDA,
AMENDING SECTION 74-153 (STREET DESIGN STANDARDS) OF THE
LAND DEVELOPMENT CODE OF THE TOWN OF BELLEAIR TO
AMEND THE CLEAR VISIBILITY TRIANGLE CALCULATIONS FOR
STREET INTERSECTIONS, ALLEYS AND DRIVEWAYS, AND
PROVIDING FOR TREE PLANTING THEREIN; REPEALING ALL
ORDINANCES IN CONFLICT HEREWITH; PROVIDING FOR
CODIFICATION; PROVIDING FOR SEVERABILITY; AND PROVIDING
FOR AN EFFECTIVE DATE HEREOF.**

WHEREAS, Town staff has completed a review and analysis of Section 74-153 of the Town's Code of Ordinances regarding street design standards; and

WHEREAS, Town staff recommends amending the clear visibility triangle calculations for street intersections, alleys and driveways, and provide for tree planting therein; and

WHEREAS, the Town Commission finds that the amendments to Section 74-153 of the Code of Ordinances as set forth in this Ordinance are in the best interests of the Town.

NOW, THEREFORE, BE IT ORDAINED by the Town Commission of the Town of Belleair, Florida, that:

Section 1. Section 74-153 (Street Design Standards) of Division 2 (Transportation Systems) of Article III (Development Design and Improvement Standards) of Chapter 74 (Land Use Regulations) of the Land Development Code of the Town of Belleair, is hereby amended to read as follows:

Sec. 74-153. Street design standards.

- (a) General standards.
 - (1) All streets in a new development shall be designed and constructed pursuant to the standards prescribed by the town. Streets shall be dedicated to the town upon completion, inspection and acceptance by the town.
 - (2) The street system of the proposed development shall, to the extent practicable, conform to the natural topography of the site, preserving existing hydrological and vegetative patterns, and minimizing erosion potential, runoff and the need for site alteration. Particular effort should be directed toward securing the flattest possible grade near intersections.
 - (3) Streets shall be laid out to avoid environmentally sensitive areas.
 - (4) Private streets may be allowed within developments that will remain under common ownership, provided they are designed and constructed pursuant to the standards prescribed by the town.

- (5) The street layout in all new development shall be coordinated with and interconnected to the street system of the surrounding area.
- (6) Streets in proposed subdivisions shall be connected to rights-of-way in adjacent areas to allow for proper interneighborhood traffic flow. If adjacent lands are unplatted, stub-outs in the new development shall be provided for future connection to the adjacent unplatted land.
- (7) Streets shall intersect as nearly as possible at right angles, and in no case shall the angle be less than 75 degrees.
- (8) New intersections along one side on an existing street shall, where possible, coincide with existing intersections. Where an offset (jog) is necessary at an intersection, the distance between centerlines of the intersecting streets shall be no less than 150 feet.
- (9) No two streets may intersect with any other street on the same side at a distance of less than 400 feet, measured from centerline to centerline of the intersecting streets. When the intersected street is an arterial, the distance between intersecting streets shall be no less than 1,000 feet.

(b) Paving widths. Paving widths for each street classification shall be as prescribed by the town and, where applicable, in accordance with county metropolitan planning organization traffic circulation element standards.

(c) Curbing requirements.

- (1) Curbing shall be required for the purposes of drainage, safety, and delineation and protection of pavement edge along all streets.
- (2) All curbing shall conform to the construction standards prescribed by the town.

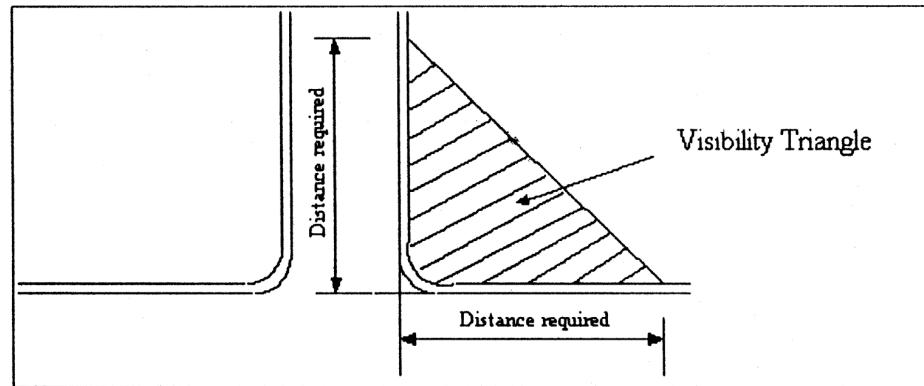
(d) Acceleration, deceleration and turning lanes.

- (1) Deceleration or turning lanes may be required by the town along existing and proposed streets as determined necessary by the town manager.
- (2) Deceleration lanes shall be designed to the following standards:
 - (a) The lane width shall be the same as the required width of the roadway moving lanes.
 - (b) The lane shall provide the full required lane width for its full length. It shall not be tapered.
 - (c) The minimum lane length shall be 165 feet.

- (3) Acceleration lanes are only required when indicated as needed by a traffic impact study. The design shall be in accordance with the recommendation of the town engineer. Where needed, a paved taper shall be provided for righthand turns.
- (e) Culs-de-sac. An obstructed 12-foot-wide moving lane with a minimum outside turning radius of 38 feet shall be provided at the terminus of every permanent cul-de-sac.
- (f) Stub streets.
 - (1) Residential access and subcollector stub streets may be permitted only within subsections of a phase development for which the proposed street in its entirety has received final site plan approval.
 - (2) Residential collector and higher order stub streets may be permitted or required by the town provided that the future extension of the street is deemed desirable by the town or conforms to an adopted city or county traffic circulation plan.
 - (3) Temporary turnarounds shall be provided for all stub streets providing access to five or more lots or housing units. Where four or fewer units or lots are being served, a sign indicating a dead-end street shall be posted.
- (g) Clear visibility triangle. In order to provide a clear view of intersecting streets to the motorist, there shall be a triangular area of clear visibility formed by two intersecting streets or the intersection of a driveway and a street. The following standards shall be met:
 - (1) Nothing shall be erected, placed, parked, planted or allowed to grow in such a manner as to materially impede vision between a height of two feet and ten feet above the grade, measured at the centerline of the intersection.
 - (2) ~~The clear visibility triangle shall be calculated using the state department of transportation Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways.~~
 - (2) The clear visibility triangle shall be calculated as follows:

<u>(a) Street intersections.</u>	<u>Within 30 feet of the back of curb or pavement edge where no curb exists.</u>
<u>(b) Alleys.</u>	<u>Within ten feet of the back of curb or pavement edge where no curb exists on the street with which the alley intersects.</u>
<u>(c) Driveways.</u>	<u>Within ten feet of the back of curb or pavement edge where no curb exists on the street with which the driveway intersects.</u>

The following illustration depicts how the visibility triangle is determined. Essentially, depending upon which of the above three intersection types is involved, the appropriate measurement is taken as shown in the drawing, and the two points most distant from the theoretical intersection of the two roadway lines are connected by a diagonal line. The shaded area on the drawing represents the determined visibility triangle.



(3) Trees may be planted, with a minimum separation of 20 feet, within the above described areas provided that they are maintained as needed to ensure that no branch of the tree is nearer the ground than ten feet. In certain circumstances, the Town may require greater separation for reasons of public safety.

(h) Signage and signalization. The developer shall deposit with the town sufficient funds to provide all necessary roadway signs and traffic signalization as may be required by the town, based upon town or state traffic standards. At least two street name signs shall be placed at each four-way street intersection, and one at each "T" intersection. Signs shall be installed under light standards and free of visual obstruction. The design of street name signs shall be consistent, of a style appropriate to the community, and of a uniform size and color.

(i) Street trees.

- (1) Street trees shall be provided in accordance with the standards established in section 74-232.
- (2) No development shall be approved without reserving an easement authorizing the town to plant shade trees within five feet of the required right-of-way boundary. No street shall be accepted for dedication until the easement required by this subsection has been provided.

(j) Blocks.

- (1) Where a tract of land is bounded by streets forming a block, the block shall have sufficient width to provide for two tiers of lots of appropriate depths.

(2) The lengths, widths and shapes of blocks shall be consistent with adjacent areas. In no case shall block lengths in residential areas exceed 2,200 feet or be less than 400 feet.

Section 2. Ordinances or parts of ordinances in conflict herewith to the extent that such conflict exists are hereby repealed.

Section 3. For purposes of codification of any existing section of the Code of Ordinances, Town of Belleair, herein amended, words **underlined** represent additions to original text, words **~~stricken~~** are deletions from the original text, and words neither underlined nor stricken remain unchanged.

Section 4. If any section, subsection, sentence, clause, provision, or word of this Ordinance is held unconstitutional or otherwise legally invalid, same shall be severable and the remainder of this Ordinance shall not be affected by such invalidity, such that any remainder of the Ordinance shall withstand any severed provision, as the Town Commission would have adopted the Ordinance and its regulatory scheme even absent the invalid part.

Section 5. The Codifier shall codify the substantive amendments to the Code of Ordinances, Town of Belleair, contained in Section 1 of this Ordinance as provided for therein, and shall not codify the exordial clauses nor any other sections not designated for codification.

Section 6. This Ordinance shall be effective immediately upon its passage and adoption.

ADOPTED ON FIRST READING by the Town Commission of the Town of Belleair, Florida, at the meeting held on the _____ day of _____, 2024.

PUBLISHED on the _____ day of _____, 2024.

PASSED AND ADOPTED ON SECOND READING by the Town Commission of the Town of Belleair, Florida, at the meeting held on the _____ day of _____, 2024.

Michael Wilkinson, Mayor

ATTEST:

Christine Nicole, CPM, MMC, Town Clerk