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INTRODUCTION

In November of 2005, the City of Port St. Lucie and the Treasure Coast Regional Planning Council (TCRPC) held a week-long public charrette to establish a vision for the Becker Road corridor. At the time, Becker Road was a two-lane road lined predominantly by undeveloped residential lots, under individual ownership. The area was platted decades ago by a master developer (General Development Corporation) with an emphasis on residential development; however, a lack of commercial, civic, and ancillary uses to support that residential categorize this area, accordingly, as a “pre-platted corridor”. The demands from growth and western expansion of the City coupled with plans to build new interchanges to Interstate 95 and the Florida Turnpike on Becker Road necessitated expansion of the roadway. The potential impact of these changes to the existing community brought forth the need for the public charrette. The result of the public effort and subsequent input was the Becker Road Citizens’ Master Plan. The master plan lays out a strategy for the 4.1 mile long corridor to encourage development that will improve the quality of life within the surrounding neighborhoods. Opportunities were presented to show how the widening project, which raised considerable concern in the community, could be the beginning of beneficial change.

The successful reception of the Becker Road Citizens’ Master Plan by the community and the realization that similar corridor conditions exist repeatedly throughout Florida, motivated the Florida Department of Transportation (FDOT) and St. Lucie Transportation Planning Organization (TPO) to support codification of the plan. A joint partnership agreement among FDOT, the St. Lucie TPO, and TCRPC was established to create a model form-based code integrating multi-modal travel choices with sustainable land use patterns. This document provides the foundation to implement the study’s recommendations locally and the methodology to apply these strategies on other pre-platted corridors throughout the region and the state.

It should be noted that using these strategies in other locations requires a public process that ensures the community’s voice is used as a basis for application. The intent of this effort is that the model form-based code will be expanded over time to incorporate other corridor conditions, more urban or rural than appropriate for Becker Road. As the code is implemented in other communities and modified or expanded to address those local conditions and needs, a full spectrum of corridor conditions will be established to guide the redevelopment of pre-platted corridors throughout Florida.

REGIONAL MODEL

Throughout Florida, two common corridor conditions exist that could benefit from the Becker Road study: developed suburban thoroughfares and largely vacant, platted lands. Within the Treasure Coast region in the past two years, Palm Beach County has begun to tackle re-developing under-utilized urban corridors including Military Trail and Congress Avenue. The Becker Road effort studied a corridor of vacant platted lands in St. Lucie County, a condition that is so prevalent in the state that the Florida Legislative Committee on Intergovernmental Relations released a full assessment of platted lands in 2003. While varying degrees of insufficiency exist (for example, some lands should not be developed at all due to environmental concerns), those lands which are in the path of growth, especially those located along existing roadways, must be retrofitted into a healthy pattern.

The cure for these two conditions involves similar remedies: establish a public realm conducive to using public transit, walking, cycling as well as driving; provide a mix of land uses and densities supportive of multi-modal transportation; interconnect adjacent privately owned parcels of land; and foster infill development. The Becker Road Citizens’ Master Plan and supporting implementation documents provide a model for redeveloping existing platted transportation corridors into sustainable, livable communities.
**INTRODUCTION**

**CORRIDORS AND GENERAL PLANNING PRINCIPLES**

Consider that the corridor should be more than a vehicular roadway. It is a link to different areas and neighborhoods of a town and between different towns and cities. The corridor often borders or traverses an entire community from the entry, through the body, to its end. As such, the characteristics change to reflect the adjacent community. Passing through the edge of town, the corridor may accommodate faster car speeds and be bordered by green space and trails while in the center of town have slower traffic in an urban condition with opportunities to shop. The corridor is a public space, accessible to the full spectrum of the community’s residents, workers, and visitors. The community’s identity is shaped by the experience of the corridor.

**THE PUBLIC DESIGN MANUAL & CODE**

This document seeks to shape the Becker Road corridor into a superior public realm which is integral and accessible to the adjacent community. The intent is to change a single use corridor, pre-platted following an exclusively auto-oriented pattern of settlement, into a place that supports a multi-modal palette of transportation choices including the automobile as well as pedestrian, bicycle, and transit travel. To create the physical reality envisioned in the Becker Road Citizens’ Master Plan, proper design of two different components is necessary: public lands and privately owned parcels. These two pieces are critically inter-dependent upon each other to successfully redevelop the area into a livable, sustainable place.

The first part of this document, the Public Design Manual, focuses on design and policy considerations regarding public infrastructure. The Public Design Manual sets forth instructions for the roadway, stormwater system and other components of a corridor that rely upon the public sector (municipality or governmental agency) for implementation. The second part of the document, focusing on private property, is the Model Form-Based Code for Pre-Platted Corridors, model land development regulations providing instructions to guide development of private property along corridors to create a multi-modal, sustainable environment. Commentaries are included within green boxes to provide explanation and/or discuss alternative policies. The commentaries and Design Manual support the Model Code, but are not the substance of the code and would not be included in the final, adopted version.
PRE-PLATTED CORRIDORS
In order to create a livable corridor that promotes multi-modal travel options, appropriate standards to guide the design of the components of the public realm are necessary in addition to those that shape the development of private parcels. This section of the model code is the Public Design Manual. The Public Design Manual sets forth design guidelines and policy considerations for the roadway, stormwater system, and other elements of the corridor and the public realm that rely upon public agencies (municipalities or governmental agencies) for implementation. The successful implementation of this form-based code depends largely upon the commitment of a community to reject the vehicular-oriented suburban infrastructure that has become the generally accepted standard of design in Florida, and instead use standards that elevate the pedestrian, cyclist, and transit rider from being merely accommodated to being considered foremost in the design of public infrastructure.

Public Design Manual

The Public Design Manual proposes design and implementation policies for the following components of the public realm:

I. Street Cross-Sections and Roundabouts;
II. Adjacent Street Network & the Health of the Corridor;
III. Stormwater Management, and;
IV. Multi-modal Infrastructure.

I. Street Cross-Sections and Roundabouts.

Streets are the fundamental element of every community’s public rights-of-way. Since almost half of the area of most towns is comprised of streets, their quality largely defines the identity of a place. Streets are composed of a collection of interdependent elements that, when appropriately combined, create a high-quality environment. These elements include landscaping, sidewalks, lighting, street furniture, and the actual roadway component (including travel lanes, parking lanes, curbs, and gutters).

Although some of these elements are often viewed as beautification, in practice, they play a role that extends far past aesthetics, as noted below:

1) Landscaping is an important tool:
   • to correct inadequacies of spatial definition, particularly when existing buildings along a corridor do not meet the spirit and intent of a community’s vision for its future;
   • to moderate the climate (Florida) by providing shade and partial shelter, creating a more comfortable environment for pedestrians and transit users;
   • when appropriately located, to shield pedestrians and cyclists from moving traffic, allowing all to safely interact within the public right-of-way;
   • to achieve the intended character desired by the community. In the case of Becker Road, the desired condition is the feeling of a continuous parkway between three distinct urban nodes.

2) Sidewalks should be provided on both sides of the road, with the exception of truly rural areas. The widths of sidewalks should respond to the character of the environment in which they are located.
Sidewalks wide enough to accommodate formal landscaping, street furniture, and a large number of pedestrians are appropriate for mixed use and commercial areas. In residential districts however, narrower sidewalks shaded by trees in swales or planting strips are suitable.

3) Lighting is a key component for creating an environment comfortable for both vehicles and pedestrians 24 hours per day. Lighting should be designed to ensure that vehicles circulate safely and to provide appropriate lumens at the pedestrian level as well.

4) Street furniture also performs roles beyond that of beautification. Benches, bus stops, bike racks and water fountains should be adequately provided to make non-motorized forms of transportation (walking, cycling) equally comfortable and dignified.

5) The number and width of travel lanes should be designed to both accommodate traffic capacity and consider the impact on street character and other modes of transportation. Within the FDOT Plans Preparation Manual, Vol. 1, Chapter 21, “Transportation Design for Livable Communities” (TDLC) allows lane widths between 10 and 11 feet, with the narrower lanes reserved for roads with design speed less than 40 mph. Wide streets with high-speed traffic compromise the comfort of pedestrians and limit their ability to easily cross. Additionally, the width of the street is a factor in creating the necessary spatial enclosure to establish a good public realm. The Site, Community, and Urban Planning chapter of Architectural Graphic Standards provides excellent instruction regarding the physiological impacts:

6) On-street parking is an important component for many reasons. Located between travel lanes and sidewalks, on-street parking lanes shield pedestrians from moving traffic and provide a traffic calming effect. On-street parking is also necessary to create a successful environment when vehicular access is re-located to the rear of lots by providing easy, visible access to the front of the buildings, which in turn creates activity along the corridor, improving the pedestrian experience. In retail areas, on-street parking is sometimes referred to as “teaser” parking, as these are the most desirable spaces adjacent to the storefronts. Teaser parking encourages impulse buys and slows traffic so that drivers take note of merchandise in store windows, supporting retail environments.
For large corridors, these elements can be combined into two distinct types of street cross-sections to support multi-modal transportation options. Streets should be designed to either (1) separate faster moving traffic from slower traffic, parking, and pedestrians utilizing a boulevard section, or (2) maintain calm traffic speeds within the entire cross-section. Both options can be used to support a multi-modal environment.

### Boulevard Cross-Sections

Boulevards are streets designed to accommodate both faster vehicular speeds typically associated with through trips on a corridor and the slower speeds necessary to have on-street parking, viable mixed-use opportunities and a strong pedestrian environment. Boulevard cross-sections require wide rights-of-way to accommodate these layers of transportation. Page 3.25 of *Towards Better Places, Collier County Community Character Plan* provides an excellent diagram demonstrating how these types of streets work:

Through traffic is accommodated in the center lanes, which may be separated by a central median. Parallel service roads provide access to on-street parking and the adjacent properties. Pedestrians are accommodated adjacent to the buildings, removed from the faster moving traffic. Boulevard sections are appropriate for a wide range of conditions. Palm Beach Lakes Boulevard in West Palm Beach, Florida utilizes a boulevard street cross-section to accommodate single-family residences and civic uses compatibly along a large corridor. These types of streets are also used in intense areas of cities like Paris, France, creating world renowned pedestrian environments.
Calming Traffic Without Compromising Mobility

An alternative to the boulevard cross-section is to create a cross-section that maintains a consistent, but calm traffic flow, while accommodating alternative forms of transportation. The Becker Road Master Plan uses this option. The plan proposes combining the following elements to calm traffic in the urban areas, without compromising mobility:

- Using narrower travel lane widths;
- Providing on-street parking;
- Installing a median, which narrows a driver’s spatial perception and provides an area of refuge for pedestrians crossing the street;
- Changing pavement surface color and/or texture to alert drivers to reduce speeds and to designate pedestrian crossing areas;
- Using roundabouts. Roundabouts and other intersection control and safety devices should be used carefully as elements to control traffic flow and capacity, but at the same time, they should be located to help define character and contribute to the sense of place necessary for a pedestrian-oriented corridor.

Proper right-of-way design is necessary to create environments supportive of the densities and mix of land uses necessary for viable multi-modal environments.

Florida Department of Transportation and Roadway Design

The Florida Department of Transportation (FDOT) has taken a leadership role in establishing guidelines for implementing these techniques. Within the FDOT Plans Preparation Manual, Vol. 1, Chapter 21, “Transportation Design for Livable Communities” (TDLC) provides guidance for using the different elements of the public right-of-way within different highway classifications. Becker Road is a “Non-state highway” right-of-way which affords local governments the greatest flexibility; however, the techniques used for the Becker Road designs are largely applicable to corridors designated as “State Highway System Urban”.

St Lucie County Transportation Planning Organization (TPO) Long Range Plan

The 2030 Long Range Transportation Plan for Martin and St. Lucie Transportation Planning Organization Model Form-Based Code for Pre-Platted Corridors
identifies a four-lane section planned for Becker Road for 2010 (page 136). Analysis of the existing plus committed projects and the estimated 2030 volume to capacity demonstrates a level of service of C or better for the four-lane section (page 137). The needs assessment for 2030 does not identify Becker Road for further widening. This capacity information coupled with the need to reduce dependence on gasoline, whether due to the rising cost or environmental or political concerns, suggests the best course of action is to maintain a four-lane section using design components that accommodate and encourage other mobility options.

As discussed earlier, the character of the corridor changes along its 4.1 miles. To reflect the surrounding areas, the design of the public right-of-way also changes. Three distinct street cross-sections are proposed for Becker Road: the Parkway, the Suburban and the Urban Center. A fourth cross-section, the Port St. Lucie Boulevard section demonstrates the proposed design for the intersecting street in the urban center. Each of these cross-sections are detailed in the following pages, utilizing the existing public right-of-way width for each section.

**The Parkway Cross-section**

The Parkway cross-section employs a divided four-lane roadway emphasizing its primary function as a provider of mobility, rather than access. The design speed is 40 mph, which is the fastest speed within the Becker Road area. The Parkway cross-section is intended for areas where the surrounding land use is predominantly open space, such as these areas of Becker Road near the I-95 and Florida Turnpike interchanges. Access needs are limited to intersecting streets, with no connections to private driveways needed from the corridor. The median provides the important benefits of narrowing the view of the road (both an aesthetic and traffic calming measure) as well as providing an area of refuge for pedestrian crossings. Alternative paving of stamped and colored concrete is used within the turning lane to reinforce the pedestrian crossing experience and provide a measure of traffic calming. Pedestrians and cyclists are separated from moving vehicles by planting strips. Cyclists are accommodated in an off-street multi-use path, which is provided on both sides of the corridor. Given the surrounding open space, this path will be fairly continuous and uninterrupted.
Shade trees not only beautify the view for motorists, but they are also an important component to providing a civilized walking experience in Florida. Trees should be installed in the planting strip, approximately 30 feet on center. Locating the planting strip between the road and the sidewalk provides an important physical and mental barrier between pedestrians/cyclists and moving cars. All too often, the limitations of recoverable terrain and horizontal clearance standards for trees appropriate for fast-moving rural highways are applied to urban settings. Placing the sidewalk adjacent to travel lanes meets this criteria, but it inadvertently compromises the pedestrian experience. In retrofit areas like Becker Road, Chapter 21 TDLC reduces such requirements for urban sections using curb and gutter. The horizontal tree clearance in the Becker Road cross-sections exceeds these minimum standards of 1.5 feet from face of outside curb and 3 feet from the edge of the inside traffic lane.

Suburban Cross-section

As the corridor shifts in character from mostly open space into developed areas, the street section changes as well to the Suburban cross-section. The Suburban cross-section is intended for use in the residential and mixed-use areas along a corridor. For Becker Road, the Suburban Cross-section maintains the divided four-lane section, introduces on-street parking, and reduces the design speed to 30 mph. As noted in Chapter 21 TDLC states, “on-street parking to serve as a buffer between travel and pedestrian areas...may be appropriate” for SHS-Urban and Non-SHS facilities. Providing on-street parking is critical to the success of a corridor where vehicular access to properties along the corridor is proposed to change from front driveways to a rear alley system. On-street parking ensures guests, patrons, and other users have easy, visible access to the front of the buildings, which in turn creates activity along the corridor, improving the pedestrian experience. Curb extensions, or “bulbouts,” are used to capture the parking lane at intersections and mid-block locations. Bulbouts have a number of benefits including reducing the pedestrian crossing distance, visually and physically narrowing the roadway (a traffic calming technique), and lending a sense of security to those using the parking lane. Additional traffic calming techniques of coloring and texturing the pavement and turn lanes are employed as well. The four-lane divided median is an excellent facility for providing on-street parking and transit stops while maintaining traffic flow. Multi-use paths for cyclists and pedestrians continue on both sides, eliminating any potential conflict with parked cars.
Urban Center Cross-Sections

The Urban Center cross-section is designed for the most intense commercial activity along a corridor. This area will be the most densely developed with an intense mix of uses. In the Becker Road example, the Urban Center portion lies around the intersection of B Road and PSL Blvd. The pedestrian activity in this area is the highest as this is the activity center for the surrounding area. The streetscape has changed from a separate planting strip and sidewalk area (a more suburban condition) into a wider sidewalk with trees in grates (a more urban condition). The street cross-sections in this area are designed for vehicular traffic to move at 25 mph, the slowest pace on the corridor. As the destination for most local trips, facilities for securing bikes are necessary infrastructure. In this type of urban environment, inexperienced or young cyclists will likely walk their bikes while experienced cyclists will operate as moving vehicles within the outside travel lanes, sharing the roadway with motorized vehicles. An alternate technique is maintaining the multi-use path, distinguishing the bike path from the sidewalk using changed materials as shown in the proposed Port St. Lucie Boulevard cross-section.

Port St. Lucie Boulevard Cross-section

Changing material to distinguish the bike path from the pedestrian route can be used on any multi-use path. This facility is in Berlin, Germany (photo: Daniel Holbrook)
Roundabouts

Roundabouts are proposed along roadway corridors for several reasons: traffic calming benefits, improved safety for motorists and pedestrians, increased vehicular capacity, and aesthetic quality. In the Becker Road example, roundabouts were suggested by the public for the intersections of Becker Road with Savonna and Darwin boulevards. Beyond the transportation application to manage traffic along the corridor discussed below, the community voiced a desire to create a sense of arrival to the different areas of the corridor. The roundabout locations are coordinated with areas at major cross streets, which are designated as small urban centers, having a mix of uses and predominantly attached buildings. The combination of using technique for the right-of-way and the type of private development permitted at the intersection creates a sharp contrast between the open parkway and these nodes.

The Becker Road corridor is currently a 4.1 mile long straight road. This geometry tends to encourage speeding as the driver’s view is not deflected. Roundabouts improve safety in these conditions by modifying the driver’s view of the roadway, reducing crashes and improving pedestrian safety, a study by the Insurance Institute for Highway Safety (IIHS) finds:

Roundabouts may be an unfamiliar type of intersection in the United States, but they’re becoming more familiar as evidence of their benefits grows. Improved traffic flow, aesthetics, and cost savings make roundabouts a good idea, and the safety gains are compelling. An Institute study shows far fewer crashes occur at intersections with roundabouts than at intersections with signals or stop

Urban Center Cross-section

On Becker Road, the Urban Center cross-section maintains the divided four-lane roadway; however, the median is widened to accommodate a large civic area in the center. This space is intended to be a re-organization of open space requirements from individual parcels into one large area for the community. The consolidation of this space allows a more significant open space as well as intensified land development on private properties. These actions in tandem improve efficiency of land use and help create the critical mass necessary for a multi-modal supportive pattern of land development and activity. The only way a major community space like this can be realized is via coordinated public-public partnerships among local governments and other public agencies that allow for more sophisticated implementation and improved public-private partnerships.

Model Form-Based Code for Pre-Platted Corridors
signs. This is especially true of crashes resulting in occupant injuries. Researchers at Ryerson Polytechnic University, the Institute, and the University of Maine studied crashes and injuries at 24 intersections before and after construction of roundabouts. The study found a 39 percent overall decrease in crashes and a 76 percent decrease in injury-producing crashes. Collisions involving fatal or incapacitating injuries fell as much as 90 percent.

- “Roundabouts”, Status Report, p. 2

The uses of roundabouts also clearly improves pedestrian safety. The IIHS found that pedestrians conflicts are less likely to occur, and that those crashes involving result in fewer casualties. Vehicular speed is the most critical factor, and roundabouts are effective in controlling vehicular speeds.

It is important to note that in addition to calming traffic, roundabouts actually improve traffic capacity, not reduce it. Studies indicate controlling traffic using a roundabout geometry is more efficient than regulating flow through standard signalization:

Roundabouts enable all cars to move continuously through intersections at the same low speed. “People assume that because there are so many traffic signals out there, they must be efficient. The fact is, they’re not. When half of the cars are stopped at an intersection at any given time, delays are inevitable. It may seem counter-intuitive that roundabouts increase capacity while lowering speeds, but that’s exactly what happens,” Retting points out.

- “Roundabouts”, Status Report, p. 2

The Becker Road case study provides a good example of round-about geometry with the "Darwin Boulevard Engineering Study". In the images to the right, the roundabout illustrated for Darwin Boulevard demonstrates how the geometry of the initial roundabout concept was adjusted in a subsequent engineering test to accommodate anticipated truck traffic. The four corner lots are clipped; however, the overall plan provides commercial uses to those corner lots which were zoned for low density residential uses at the time of the charrette.
II. Adjacent Street Network & the Health of the Corridor

As growth demands necessitate corridor widenings, it is critical to implement both roadway design and development strategies that not only meet transportation demands, but also enhance the community. These strategies should ensure the inevitable changes to communities brought on by growth continue to reflect the vision and desires of residents and property owners along the corridor and in the surrounding area, while accommodating traffic demands of existing and future development. The traffic demands corridors must accommodate, and the corresponding likelihood for widening those corridors, are greatly influenced by two key factors: (1) the development pattern of properties along the corridor, and (2) the street and block nature of the adjacent neighborhoods. In order to maintain or create livable corridors, connectivity must be enhanced, and access points must be regularly spaced and consolidated.

**Enhancing Connectivity: Establishing Alternate Routes**

A healthy, interconnected network of streets in neighborhoods directly adjacent to corridors is the best assurance to maintaining long-term roadway capacity and avoiding excessive road widenings. Alternate routes relieve corridors from local trips. Dover, Kohl & Partners analyzed and illustrated the power of an interconnected neighborhood fabric in the following series of diagrams:

*The Power of Interconnected Streets*
This study is not a theoretical exercise, but is the analysis of the neighborhood block and grid structure that exists in real places throughout the country, in this case, Beaufort, South Carolina. Beaufort’s grid is the reason why the city can easily host millions of visitors a year.

For corridors in Florida to have a human scale, rather than become purely vehicularly-oriented, an adjacent, inter-connected street network is crucial. Local governments must require the interconnection of development at the block and street level, rather than allow limited access or gated-entry developments circulating primarily on corridors.

The importance of interconnected streets is especially relevant to the Becker Road case study. In this instance, Becker Road will undergo construction of state highway interchanges at each end (the Florida Turnpike to the east and Interstate 95 to the west). Accordingly, the corridor will ultimately evolve from a local connector to a primary east-west corridor. Traffic volumes in the corridor will increase by virtue of the new role it will serve, making it necessary to widen it from its current two-lane section, to a four-lane one. As parcels along the corridor develop, whether commercial or residential, the number of vehicles impacting and traveling the corridor will also increase. While the inevitability of these impacts and changes to the corridor was accepted by the residents, the community strongly preferred Becker Road be widened to a maximum of four lanes, with its surrounding uses arranged in a manner to accommodate and facilitate mass transit. At four lanes, it is possible to design Becker Road to be a beautiful avenue that serves as a signature address and "main street" for the neighboring community. However, over time, it will become increasingly difficult to achieve this goal with a wider road section that lacks alternate routes providing additional connectivity.
The City of Port St. Lucie has a fairly extensive system of streets adjacent to many of its corridors; however, much of the potential grid is irregular and disconnected. Minor enhancements to this existing grid could provide new alternate routes for residents making local trips. Pictured below are several mechanisms to establish new parallel routes along Becker Road. By acquiring two undeveloped lots in each location indicated in the “New Parallel Routes” diagram below, two new continuous routes parallel to the Becker Road corridor are established. The “local” nature of these roads, (narrow, non-direct routes), ensures that the new links will be used by residents without attracting truck traffic into the residential areas.

**New Parallel Routes**

Three locations to establish new connections are indicated by the arrows. The orange line shows the resulting new alternative routes north and south of Becker Road.

*Model Form-Based Code for Pre-Platted Corridors*
Minimizing Impacts by Consolidating Access in the Rear of Lots

Reorganized access, ideally to the rear of lots, is another key component to improve roadway connectivity. In order to increase the capacity and level of service of the corridor, access to private property must be organized into a system that reduces or eliminates curb cuts to individual properties on the corridor. The current pattern of development on Becker Road consists of long blocks platted with individual, single-family lots. Developing this existing plat under the current land use regulations will result in individual driveways interrupting the flow of traffic along the full length of the corridor. In order to correct this condition, vehicular access must be reorganized. This can be achieved by mandating connectivity between adjacent businesses and providing access to properties from side roads and a new rear alley system.

Several actions by the public sector can be taken to improve and re-organize vehicular circulation:

1) **Install an alley system.** This can be achieved either through a capital improvement effort or by using land development regulations to re-organize access over time (NOTE: The Model Code, which is the second chapter of this document, provides appropriate language for establishing an alley system via land development regulations). Not only will this system reduce curb cuts, but the pedestrian experience will be significantly improved by allowing a continuous streetscape and reducing potential vehicular conflicts.

2) **Keep the existing side streets open.** A common policy in suburban conditions is the closure of side-street access along corridors to control access and impacts to adjacent neighborhoods. These side streets should be maintained to provide the necessary connections to the new alley system using the existing, regularly spaced intersections. Additionally, these streets provide easy access from the neighborhood to the corridor, reducing travel routes through the neighborhoods.

3) **Require inter-parcel connectivity.** Often, zoning codes require adjacent parcels to provide separations in the form of landscape buffers or walls. This requirement forces separate curb cuts for access. Connectivity between adjacent parcels should be required, including interconnections between residential developments and nearby commercial businesses. Improved interconnectivity encourages more customer visits, adding economic value to the associated businesses. Customers can park once and easily visit several shopping destinations without the need to move their car repeatedly.
III. Stormwater Management.

Comprehensive stormwater management is a critical component to improving land development conditions, especially along pre-platted corridors. Although many land development regulations require site-by-site stormwater treatment and controls, segregated. Segregated stormwater facilities are inefficient and often ineffective treatment. A better development pattern can be achieved by consolidating stormwater treatment facilities, relocating them away from areas that should be more intensely developed and instead, locating these facilities where they can be established as neighborhood amenities with improved stormwater quality and maintenance. If drainage requirements must be met on-site within the urban context contemplated for the corridor, either more land must be purchased; the building program must be reduced to a level that would not meet redevelopment objectives; or expensive structural methods such as exfiltration systems or underground vaults would be required. Any of these options might make the implementation of the vision too expensive to be feasible, which could result in stagnant land development conditions like those in place at the time of the charrette.

Creating sustainable neighborhoods requires better coordination of workplace opportunities and services in closer proximity to the neighborhoods where people live. This is accomplished by providing higher density housing close to commercial uses. Placement of drainage ponds close to commercial uses often shifts housing away from its ideal location, creating barriers for pedestrian activity. Drainage facilities commonly displace buildings unless such facilities are placed underground, below other uses; a condition which is typically discouraged due to economic and maintenance concerns.

It is important to emphasize that a reduced development program would have the same negative consequences as dedicating land to drainage. A well-organized development pattern with the necessary critical mass is the antidote to inefficiency and sprawl. Sustainability requires that uses be close to one another, particularly within the urban core areas, and reducing the intensity of development works against the goals of balancing land use and self-containment. In addition, reducing the development program would adversely impact the formation of good street space, either by reducing the height of buildings to the point where they no longer hold the street space adequately or by providing too little frontage on the street to achieve a comfortable pedestrian experience.

When Palm Beach County studied how to redevelop existing, underutilized commercial corridors, reliev-
ing the stormwater retention burden from individual properties was identified as a significant consideration. In Palm Beach County’s Urban Redevelopment Area (URA), the redevelopment strategy includes a publicly managed stormwater utility to assist in consolidation of stormwater treatment facilities, thereby promoting a more efficient land use pattern. The graphic below illustrates how the utility-managed system might function within a small portion of the URA. The areas in orange represent properties likely to redevelop. In order to develop in an urban format, these properties would need to be served by the proposed management system. Stormwater would be removed from these properties by an urban stormwater collection system and conveyed to either new storage facilities (dark blue ponds) or to existing facilities with capacity to store and treat more water. Palm Beach County’s URA example is similar to the proposed system for Becker Road, where the master plan suggests the acquisition of some facilities within the neighborhoods and others along the corridor to handle drainage needs from the roadway improvements.

The City of Port St. Lucie has a significant opportunity to foster a multi-modal environment using the current stormwater infrastructure plans. The City initially embarked upon a plan to build a future 6-lane roadway with the necessary stormwater system. As the community has voiced strong opposition to such widening and the LRTP analysis concluded a 4-lane section for Becker Road can accommodate future growth, the roadway plans have been revised, resulting in approximately 20% excess capacity within the planned system. If this excess capacity was used to offset retention needs on private parcels, greater use of the land, both for building and parking could be accommodated - increasing the value to property owners and expanding the tax base. This excess capacity condition constitutes a potential funding source for the City as it could be offered as stormwater mitigation for new development.

The requirement to store stormwater on a parcel by parcel basis may present the greatest impediment to
urban redevelopment of pre-platted corridors. Resolving this issue can drastically improve the development potential of such communities and give the municipality tremendous leverage in ensuring predictable and sustainable development from the private sector.

The following steps should be taken to implement this component:

1) Establish a Stormwater Task Force comprised of engineering, planning, utilities, property management, financial and legal staff to craft an action plan.

2) Conduct a fiscal “benefit-burden” analysis of the infrastructure cost estimates and the increase in development potential for properties resulting not only from the elimination of on-site stormwater retention, but from the increase in density and/or intensity, and reduced parking requirements offered by the plan. Port St. Lucie should evaluate the cost of further expanding the excess capacity in the planned system.

3) A number of financing structures are available to municipalities and each must be evaluated including using:

   a MSBU (Municipal Service Bonding Unit),
   a MSTU (Municipal Service Taxing Unit),
   TIF (Tax Increment Funding),
   a Special Improvement District,
   a Community Development District, or
   a Storm Water Utility District.

St. Lucie has a Community Redevelopment Area (CRA), which could potentially be expanded. Choices also exist regarding when benefitting landowners pay: either by utilizing a new payment “in lieu of” providing on-site retention at the time of development or assessing all benefiting properties in the district. Assessing those benefitting from an improvement is common practice for installing other infrastructure, such as sewer or water lines. Structuring the assessment to give landowners the opportunity to either pay in full or over a period of years or decades is yet another option for consideration.
4) A community out-reach/ education program must be used to clearly demonstrate the benefit and cost of the proposed stormwater plan to property and business owners. Stakeholders need to clearly understand how the change in development pattern affects them and the cost. This system combined with the new transportation pattern in the City of Port St. Lucie significantly increases the potential for properties on the corridor.

CASE STUDY:

Existing Condition - (Figures 1 & 4) - Area zoned R2, single family residential uses, where one house per lot is the maximum allowable development. Since the corridor carries a significant amount of fast moving traffic, the residential units built on these parcels generally appraise between 5% and 20% less than those built within the fabric of the neighborhood. Stormwater management is dealt with on a parcel by parcel basis. Most homebuilders address stormwater management by raising the area of the parcel where the dwelling sits. This strategy, repeated over miles of neighborhood and corridors, results in excessive runoff and persistent flooding in the area.

Current Potential Change of Use - (Figures 2 & 5): Under current regulations, some R2-zoned lots along the corridor qualify for a change of use. Lot consolidation to achieve a minimum of 150’ of frontage and a minimum of 10,000 sf. is necessary. This change, from R2 to Commercial General CG allows for the development of a more resilient building type and use along the corridor. While the change of use is an incentive, parcel consolidation costs and timing, high parking requirements, and segregated stormwater retention dealt with on individual increments, results in an inefficient utilization of the land.

Model Code Proposed Change of Use and Development Pattern (Figures 3 & 6): While the model code also requires parcel consolidation for more intense development proposals in areas where appropriate (i.e. crossroads), the following development strategies constitute a significant incentive for this proposed pattern:

1) An area-wide stormwater management system: This central drainage system, which can be
of private, public or combined management, allows for individual parcels to provide drainage offsite (pumping, paying a fee into a central district), optimizing the utilization of the developable parcel.

2) A mix of uses (residential/commercial/office) with peak parking requirements occurring at different times of the day or night, allowing for a significant reduction in parking (in this model by a factor of 0.6).

3) A pedestrian-oriented pattern of development that prohibits the use of buffers and excessive setbacks, which constitute spaces that are seldom used by residents or visitors, and hinder walkability and development potential.

4) An increase in density and intensity that allows a significant offset of the cost of public infrastructure: The amount of street lights, trees, benches, sidewalk improvements, and landscaping along the corridor are the same regardless of whether there is one house or ten apartments on a parcel. This pattern allows for a distribution of the public infrastructure’s impact over a series of units, significantly reducing unit costs and the impact to the end user/buyer.

Figure 8 - Character Example: A consolidated stormwater management system that allows efficient use of the entire parcel
Creating a Public Amenity

As discussed in this section, consolidated stormwater treatment facilities offer the opportunity to create public amenities within neighborhoods and districts rather than disperse small, ineffective retention areas across the landscape. In the Becker Road case study, consolidated stormwater treatment areas are recommended for location within residential neighborhoods, with carefully selected sites and edge designs to allow these facilities to serve as public amenities. Within the Becker Road plan, stormwater retention facilities are recommended both as ponds within adjacent neighborhoods as well as along corridors in a linear form. For those retention areas located within neighborhoods, selection criteria should also consider accessibility, visibility, and the impact (positive or negative) upon neighboring properties in addition to those regarding the water management. The following configurations illustrate the importance of site selection:

This site does not create an amenity for the neighborhood. The space is privatized, accessible mostly by the backyards of the surrounding houses, which may not be desirable for families with young children. Accordingly, the ability for natural surveillance is limited, raising safety concerns.

Locating stormwater facilities with a frontage along a roadway is a more desirable condition, such as the image above which depicts a pond along a roadway with houses on the right of the pond facing the pond. Unfortunately, three of the four sides of the pond adjoin private residences, which marginalizes the pond as an amenity. Instead of functioning as a neighborhood park, the majority of the edges become absorbed into private properties.

The configuration above allows the stormwater facility to function as an amenity for the neighborhood. The site is clearly identifiable as public, with many opportunities to access the space from sidewalks. Houses face the space on three sides, providing natural surveillance opportunities, which improves safety.

This diagram illustrates the optimal condition. The site is lined on all sides by the fronts of buildings, as sidewalk access on all sides and is clearly a public space.
In order to reinforce the desired park quality intended for the stormwater system, the edges of areas intended for conveyance and wet or dry water retention should be designed to enhance the public realm and allow safe access to the waters edge. Three appropriate edge conditions are detailed in this section: Fence and Slope, Terrace/Park, and the Gentle Slope.

**Fence and Slope**

The Fence and Slope edge condition creates a promenade overlooking water. This edge condition is appropriate along canals and other natural or man-made conveyance systems with slopes too steep for access by pedestrians. This condition may also be appropriate in more urban areas where water retention may be moved to larger, consolidated off-site areas.

The first five feet adjacent to the corridor public right-of-way allows for expanding the adjacent sidewalk, installing benches and additional shade trees, and accommodating a low fence or wall around the water. Shade trees should be installed 30 feet on center along the street in a staggered allee arrangement to maximize shade and encourage large tree canopies. The fence or wall should be no higher than 42 inches and composed of masonry, metal or wood pickets or coated chain-link lined with a continuous, maintained hedge planted along the public right-of-way line.

![Fence and Slope Edge Condition](image)
**Terrace/Park**

The Terrace/Park edge condition is for retention areas that are either (1) dry for long periods throughout the year allowing dual use of the area as park land; or (2) wide enough to accommodate side banks ample enough to allow safe pedestrian accessibility. This condition is appropriate along the corridor and for retention areas within adjacent neighborhoods.

The first five feet adjacent to the public right-of-way allows for expanding the adjacent sidewalk, installing benches and additional shade trees, and accommodating formal access to the water’s edge. Shade trees should be installed 30 feet on center along the street in a staggered allee arrangement to maximize shade and encourage large tree canopies. Access points clearly indicate the dual purpose of the area as both retention and recreational space. The area from the water’s edge landward should be fairly level to gently sloping for at least 15 feet. Any elevation changes necessary to connect to the adjacent sidewalk should be accommodated by terraces or landscaped slopes.

*University of Miami lakeside*
Gentle Slope.

The Gentle Slope edge condition is for retention areas that accommodate a large bank area, typically associated with those retention areas providing littoral zones to maximize water quality. The slope of the land adjacent to the water is shallow enough to allow safe pedestrian access without the need for fencing. This condition is appropriate along the corridor and as the edge condition for retention areas within adjacent neighborhoods.

The first five feet adjacent to the public right-of-way allows for expanding the park area along the sidewalk, installing benches and additional shade trees, and accommodating formal opportunities for pedestrian access to the water’s edge. Shade trees should either be installed 30 feet on center along the street in a staggered allee arrangement to maximize shade and encourage large tree canopies; or, the same quantity may be arranged in informal clusters. For the first 20 feet landward from the water’s edge, the land should slope less than 1 foot of vertical change in elevation per every 10 feet of horizontal distance. Littoral zones are encouraged.
Linear Parks

Stormwater facilities may also be constructed as linear parks along roadways, which may enhance boulevard sections and parkways. In the Becker Road case study, the master plan suggests the drainage system adjacent to the corridor be treated as linear park. In order to accomplish this objective, the drainage system should include the provision of small parks located on each side of the corridor, approximately every 1,320 linear feet. Using this spacing, a public space is available for pedestrians every five minutes. Ideally, these locations should be coordinated with public transit stops, including those used for public school buses. These parks should contain bike racks, a water fountain, and shaded benches, creating a string of potential transit stops along the corridor. These parks should be bounded on one side by a roadway (Becker Road in this example), and a public street on at least one other side to maximize access to and visibility of the park.

Linear Park Locations

A network of paths is necessary infrastructure in order to create an environment supportive of a full range of transportation modes. Paths linking the sidewalk along the corridor to parks, transit stops and all public rights-of-way intersecting the corridor should be provided. Such paths may take the form of paved sidewalks or trails of a suitable material for walking and cycling.

Continuous Network of Sidewalks and Trails

Sidewalks and trails connect the corridor, new parks and existing lots adjacent to the corridor to encourage walking, cycling and easy access to transit stops.
IV. Multi-modal Infrastructure.

One fundamental concept of this effort is to establish a transit-supportive environment. In pre-platted areas like Becker Road, a fundamental shift in the development pattern is required to create a walkable environment with the mix of uses and density necessary for a viable transit system. The Institute of Transportation Engineers has recognized the importance of the land use pattern for transit to be a viable option:

*The pattern of development has a major impact on the type of transit service offered and its location. Transit works best when density of development occurs linearly along a corridor, with heavy trip generators located at either end of the corridor, and other generators spaced along the corridor’s entire length. Transit is most efficient when residential and employment land uses both are found at each end of the corridor. This allows the transit vehicle to carry balanced loads in both directions of travel.*

(- A Toolbox for Alleviating Traffic Congestion, p. 94)

The existing predominantly low-density single-family residential pattern does not currently support a fixed-route, regular bus service. Currently, school buses and paratransit modes are operating. Paratransit mobility refers to on-demand options that typically do not have a fixed routes (e.g. carpools, vanpools, subscription buses, jitneys, and shared-ride taxis). In order to support other modes of transit, pre-platted areas must densify to minimum thresholds:

*A minimum level of local bus service (20 daily bus trips in each direction or one bus per hour) is often provided in residential areas averaging 4 to 5 dwelling units per acre. Typically, these residential densities correspond to gross population densities of 3,000 to 4,000 people per square mile.*

(- A Toolbox for Alleviating Traffic Congestion, p. 93)

For Becker Road, initial stop locations have been identified. The proposed urban nodes at Savonna, Port St. Lucie and Darwin boulevards, spaced approximately one mile apart, will be logical locations for stops. Since the existing, adjacent residential neighborhoods are not expected to significantly densify, the locations of future stops will have to be re-evaluated periodically.

Transit Infrastructure

The design considerations for the public infrastructure to establish a transit supportive environment include the design of the public right-of-way and the provision of shelters and other facilities. Within the study area, the need for bicycle facilities along the corridor is already in evidence for students cycling to school bus stops and should be a priority for the corridor. Using the four-lane divided sections allows a lane of traffic to continue moving, while buses are stopped at the curbside. Bus bays are generally not recommended:

*Buses often experience substantial delays when reentering the traffic stream after a curbside stop in the parking lane or in a bus bay, a paved area outside the travel lanes. This type of delay does not occur if the bus travels and stops in a curb lane (where on-street parking is not permitted). As far as bus passengers and operators are concerned, it is best to avoid the use of bus bays if possible.*

(-Federal Transit Administration of the US Department of Transportation, *Stops, Spacing, Location and Design*)
For the Suburban and Urban Center cross-sections, which provide an on-street parking lane, curb bulb-outs at the transit stops are recommended. Curb bulb-outs are sections of sidewalk that extend to the edge of the outside travel lane. Curb bulb-outs capture the on-street parking lanes, providing additional sidewalk area. Expanding the sidewalk provides transit riders with a place to wait, accommodates shelters, improves visibility, and decreases the distance for pedestrians crossing the street.

In order for mass transit to become appealing, a dignified waiting area must be provided. Transit stops should provide adequate shelter from sun and rain, a bench, trash receptacle and bicycle racks. Shelters can be either specified from a manufacturer or a signature design for the city can be developed. Co-locating major stops with retail locations creates a benefits for both riders and retailers.

**Park and Ride Lots**

In areas intended to redevelop as multimodal environments, the provision of any needed park and ride lots should be coordinated to establish shared use park and ride lots. According to the Urban Land Institute, shared use park and ride is defined as park and ride spaces that can be used to serve two or more individual land uses without conflict or encroachment (Source: 14). This arrangement means property owners allow commuters to park vehicles in their parking lots to access public transit or use a carpool/vanpool to their final destinations.

In the case of redeveloping corridors, the proposed urban center is the recommended location for providing a shared use park and ride lot or structure. This location provides several benefits:

- Reduces or eliminates the necessity of the car trip to the station;
- Provides savings in land and development costs for both the transit agency and private developer through a private-public pooling of resources;
- Increases customer sales for the property owner (Source: 3).
A Model Form-Based Code for Pre-Platted Corridors

CASE STUDY: BECKER ROAD

prepared by

The Florida Department of Transportation
The St. Lucie County Transportation Planning Organization
The City of Port St. Lucie
and
The Treasure Coast Regional Planning Council
Implementation Strategies

In order to guide development into a form that reflects the vision of the Becker Road Citizens’ Master Plan, changing the current land development regulations is necessary. Design guidelines alone cannot achieve the mix of uses or density necessary for Becker Road to become a viable multi-modal environment as the current zoning allows largely low density residential development. The new zoning can be organized in two different ways:

Alternative #1: Create several new zoning districts reflective of the different conditions along the corridor. The benefit to multiple zones is the development regulations are easily understood by property owners and are simple to administer by the municipality. The drawback is several new zoning categories are needed to reflect the diverse character of the corridor, which can complicate the adoption process. This code is written using this option, establishing five new zoning districts.

Alternative #2: Create one zoning district and use sub-areas (each with its own regulations) to differentiate among the various development patterns and uses intended on the corridor. The benefit to this option is only one new zoning district is created, which may be more comfortable for officials charged with adopting the necessary ordinances. The drawback is using sub-districts may confuse property owners (e.g., if some properties have commercial uses and others do not) and can be cumbersome to administer.

Both alternatives require rezoning; however, there are two implementation strategies to consider:

- Adopt the new district(s) and rezone the land at the same time; or,
- Establish the new district(s), but rezone parcels over time at the individual property owners’ own volition.

The recommendation is to rezone the land simultaneously with the adoption of the new zoning districts. Eliminating the need for individual rezoning requests streamlines the approval process for development in the preferred manner, which promotes re-investment along the corridor. Since this plan offers most private land owners additional density and/or intensity, the proposed changes are likely to receive support.
**How This Code Works**

A master plan was created using a public charrette process. Five distinct conditions were suggested for the corridor in the Becker Road Citizens’ Master Plan. A new zoning district is proposed for each of the five conditions. Each new zoning district would be mapped on the city zoning map; additionally, a new map, the Becker Road Regulating Plan, would be adopted as well. The Regulating Plan depicts the zoning districts and other regulatory information that is specific to the application of the form-based code, and not typically found on a zoning map (e.g. primary street designations).

### Regulating Plan

![Regulating Plan Image]

Each zoning district contains: Allowable Uses, a list of permitted Building Types, and references to new Subdivision & Access Standards.

Each permitted Building Type contains regulations for building placement & height, parking quantity & location, and a list of appropriate Frontage Types.

### Building Type

- C-Parkway
- C-Suburban
- C-General
- C-Cross Roads
- C-Urban Center

### Frontage Type
Sec. 158.020. Zoning Districts.

(A) For the purpose of this chapter, the following classifications of zoning districts are hereby established for use within the City:

TABLE INSET:

<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
</tr>
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<tbody>
<tr>
<td>GU</td>
<td>General Use Zoning District</td>
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<td>Estate Residential Zoning District</td>
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<td>Single-Family Residential Zoning District</td>
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<td>Single-Family Residential Zoning District</td>
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<td>Mobile Home Residential Zoning District</td>
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<td>OSC</td>
<td>Open Space-Conservation Zoning District</td>
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<td>I</td>
<td>Institutional Zoning District</td>
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<td>Professional Zoning District</td>
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<td>Neighborhood Commercial Zoning District</td>
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<td>CG</td>
<td>General Commercial Zoning District</td>
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<td>CH</td>
<td>Highway Commercial Zoning District</td>
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<td>CS</td>
<td>Service Commercial Zoning District</td>
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<tr>
<td>WI</td>
<td>Warehouse Industrial Zoning District</td>
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<tr>
<td>IN</td>
<td>Industrial Zoning District</td>
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<tr>
<td>U</td>
<td>Utility Zoning District</td>
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<tr>
<td>PUD</td>
<td>Planned Unit Development Zoning District</td>
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<tr>
<td>LMD</td>
<td>Limited Mixed District</td>
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<td>C-P</td>
<td>Corridor-Parkway Zoning District</td>
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<tr>
<td>C-S</td>
<td>Corridor-Suburban Zoning District</td>
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<tr>
<td>C-G</td>
<td>C-General Zoning District</td>
</tr>
<tr>
<td>C-CR</td>
<td>C-Cross Roads Zoning District</td>
</tr>
<tr>
<td>C-UC</td>
<td>C-Urban Center Zoning District</td>
</tr>
</tbody>
</table>

[Underlined text is added]
Section 158.156.

A. **Purpose.** The purpose and intent of the Livable Corridor section of the code is to

1. Guide development along City corridors to create a beautiful public realm diverse in character and reflective of the adjacent community;
2. Guide development with standards for building form and use that creates an environment that promotes walking, cycling and transit as viable alternatives to automobile use;
3. Ensure that all development of land along the Becker Road corridor takes place in accordance with the results of the Becker Road Citizens’ Master Plan and is consistent with the Comprehensive Plan.

B. **Corridor Zoning Districts.**

1. To establish the diverse character envisioned for the corridor, five zoning districts are hereby created and assigned to land to carry out the Becker Road Citizens’ Master Plan:
   - Corridor-Parkway;
   - Corridor-Suburban;
   - Corridor-General;
   - Corridor-Cross Roads; and
   - Corridor-Urban Center.
2. Where the requirements of these zoning districts conflict with other portions of this code, the requirements of these districts shall prevail; however, no development may be approved that conflicts with the Comprehensive Plan.

*Wherever possible, conflicts should be resolved before this code is adopted, to minimize reliance on this general clause.*
**Density Done Right**

In the regulatory process for land development and community planning, common practice assigns a maximum allowable density—a numerical ratio of dwellings per acre—to each zoning district and land use designation. While this provides a simple method of regulation, the actual measurement is an arbitrary number that fails to control the resulting character of development. Measured density is often very different from perceived density, and design plays a fundamental role in the perception of intensity. Poor design and segregated uses have led many to associate high density with congestion and an overall reduction in the quality of life. At the same time, authentic architecture, using appropriate proportions and scale, can yield densities that would seem numerically extreme, yet are completely compatible with adjacent, lower density development.

The image to the right depicts a multi-family building within a single-family neighborhood. The four-unit structure sits in a 45’ x 125’ lot, but the setbacks, scale, mass and height are compatible with the adjacent residence built on a 50’ x 125’ parcel. By the numbers, the multi-family building is a whopping 30 units/acre, while the residence measures only 9 units/acre. Now consider that the location of this structure allows limited office uses within the building, yet the structures remain harmonious.

To realize the transportation benefits of multi-modal corridors, appropriate increases in density and intensity are necessary to achieve the population thresholds needed to support transit as a viable option. Additionally, proper arrangement of the buildings is critical for successfully mixing higher densities with other uses and creating an environment favorable to walking.

The model code controls intensity on a zone-by-zone basis by regulating commercial uses and allowing specific building types. The constraints to the number of units or quantity of commercial area permitted on a parcel is limited by the capacity of the properly designed building type and the ability to park the proposed program. Because Florida Statues require that future land use categories be defined in terms of uses and must include standards to control densities and intensities, the Comprehensive Plan must be crafted to allow “density done right”. This code could be easily applied in areas with a Transportation Concurrency Exception Area (TCEA) or a Multi-Modal Transportation District (MMTD). Other possible strategies for the Comprehensive Plan:

a) Establish a maximum number of units and intensity—a cap—on an area-wide basis. This essentially creates a first-come-first-serve strategy that allows the local government flexibility to offer incentives for those who implement the community’s vision using the form-based code.

b) Adopt a provision allowing higher densities for those choosing to build under the new code, and only to the first “x” number of dwelling units, to jump start redevelopment. A benefit to this path is elected officials can test the code and make adjustments, if necessary.

c) Adopt a provision where higher densities are available only for a limited period of time (Time-limited zoning), and only for those using the form-based code.

d) Adopt a provision where higher densities are available only under the new code and only within a geographic area that is mapped or easily described (e.g. in the CRA, or within 500 feet of an arterial or collector road)
C. **Regulating Plan**

1. The locations and boundaries of corridor zoning districts shall be shown on both a map enti-
tled "City of Port St. Lucie, St. Lucie County, Florida Official Zoning Map," and a map enti-
tled, “Becker Road Regulating Plan”. The Becker Road Regulating Plan reflects the area within
the Becker Road Citizens’ Master Plan and depicts additional information necessary to
apply the standards contained in this Article. The Becker Road Regulating Plan is hereby offi-
cially adopted.

2. The Regulating Plan depicts the following additional information:

   a. **Primary Streets.** Primary Streets are streets intended to become superior pedestrian envi-
      ronments and, as such, are held to higher standards regarding building disposition and park-
      ing placement within this code.

   b. **Potential Future Streets.** The indication of a Potential Future Street shows a desired new
      connection to or extension of an existing street that will improve the overall transportation net-
      work in the area and are not intended to be a limitation on development rights in such design-
      nated areas.

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The regulating plan contains additional information beyond depicting the location of zoning district(s),
which is also reflected on the city’s zoning map. In this code, Primary Street designations affect the building
entrance location, building configuration and placement of parking. Potential Future Streets are indi-
cated to guide access and site design of future development proposals. Though these designations could
be placed onto a zoning map, the information is not part of standard zoning codes and would not apply
in other zoning districts. Using a separate map, the Becker Road Regulating Plan, clarifies the distinc-
tion between the form-based code and the standard zoning code regulations and allows for a more
detailed approach to codifying the community’s vision.

Other information that frequently appears on regulating plans in form-based codes:

- **Build-to-Lines,** which depict required locations for the primary building facades;
- **Civic Buildings and Parks;**
- **Terminated Vistas,** which denote prominent locations requiring appropriate architectural response;
- **Street Types,** which indicates design standards for new roadways;
- **Frontage Types,** which indicate required architectural treatment along the street.

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Section 158.157. **Corridor-Parkway**

A. **Purpose.** The purpose of the Corridor-Parkway (C-Parkway) district is to locate and establish
land along a City corridor that will not be developed, either for environmental protection, to pro-
vide a permanent buffer area or to accommodate drainage needs, and will be accessible to the
public for recreational and open space activities.

B. **Permitted Principal Uses and Structures.** The following principal uses and structures are per-
mitted:

   1. Drainage areas serving the adjacent development. The design standards for the edges of
      drainage areas within the Public Design Manual are encouraged;
   2. Walking and/or bicycle trails;
   3. Civic Spaces (See Section 158.162.K);
C. **Special Exception Uses and Structures.** The following uses and structures may be permitted only following the review and specific approval thereof by the City Council;
1. Civic Buildings (See Section 158.162.J);
2. Boat ramps or docks;
3. Camping area (public or non-profit);
4. Observation towers or platforms;
5. Wireless communication antennas and towers, as set forth in section 158.213.

D. **Accessory Uses.** As set forth in section 158.217.

E. **Minimum Lot Requirements.** No minimum requirements.

F. **Maximum Building Coverage.** Building coverage shall be limited to that specifically approved under special exception review.

G. **Maximum Building Height.** Maximum building height shall be limited to that specifically set forth within special exception approval.

H. **Setback Requirements and Buffering.** All yard requirements shall be established for each specific use as part of the site plan review process. When applicable, buffering shall be provided in accordance with the landscaping requirements of section 153.04(G).

I. **Off-Street Parking and Service Requirements.** As set forth in section 158.221.

J. **Site Plan Review.** All permitted and special exception uses shall be subject to the provisions of sections 158.235 through 158.245.

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The C-Parkway zone is intended to be applied on property that has been, or will be, acquired by the City or other government agency. The Becker Road Citizens’ Master Plan identified these areas to accommodate drainage for the corridor, which reduced the number of lots initially slated for acquisition for this purpose. The Public Design Manual contains design standards for edges and site selection of drainage areas to create a community amenity, in addition to serving the primary purpose of water retention. For other pre-platted corridors, rezoning to this category should not impinge on the property rights of the current owners. To avoid this possibility, several options exist:

1) Rezone only after the acquisition has been completed;

2) Rezone, but include a provision re-instituting the original zoning designation after a certain period of time.

3) Add a provision allowing the existing uses within the C-Parkway zone; in this case, one single-family residence per lot.
A. **Purpose.** The purpose of the Corridor-Suburban (C-Suburban) district is to locate and establish land along a City corridor that will be primarily residential in character similar in scale to adjoining suburban neighborhoods. Single-family homes are appropriate in this zone as well as multi-family buildings which provide a more resilient development pattern along the corridor and help establish the higher densities necessary to support the mix of uses and mobility planned for the corridor.

B. **Permitted Building Types.** Section 158.162 “Building Types” sets forth regulations for each building type.

1. The following building types are permitted for double-facing lots, as set forth in Section 158.158(E):
   a. House
   b. Townhouse

2. The following building types are permitted within the C-Suburban zoning district for parcels not considered double-facing:
   a. House
   b. Apartment House
   c. Courtyard Building
   d. Townhouse
   e. Civic Building
   f. Civic Space Lot

C. **Permitted Uses.**

1. Table 158-1 identifies the permitted and conditional uses for each building type that is permitted in the C-Suburban district. Table 158-1 has two types of column headings:
   a. The first seven columns identify specific uses that are described or defined in these zoning regulations. The letter “P” indicates that the use is permitted and the letter “C” indicates a conditional use, which requires a special exception approval. An empty cell indicates that a use is not allowed for the respective building type.
   b. The last column identifies an entire zoning district. The letter “S” in a row below indicates that a particular building type has the same rights to all permitted and conditional uses that are allowable for any parcel located in that zoning district, except that any subreference expressly limiting the gross area of a use or structure does not apply. Despite an “S” designation, building size, form and placement are regulated by the provisions of Section 158.162 “Building Types” rather than by the regulations in these zoning districts.
2. **Accessory Dwelling Unit.** Each House, Townhouse, and Civic Building type is permitted one accessory dwelling unit located within an outbuilding. Accessory dwelling units are limited to 625 sf. Outbuildings shall be located in the rear of lots, and are regulated by building footprint, number of stories and setbacks by each building type. Outbuildings may contain a garage, home office, accessory dwelling unit or combination of these uses.

<table>
<thead>
<tr>
<th>Building Types Permitted in C-Suburban District</th>
<th>Uses</th>
<th>Zoning Districts</th>
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<tr>
<td>House Type</td>
<td>P</td>
<td>P P P P P P</td>
</tr>
<tr>
<td>Townhouse</td>
<td>P</td>
<td>P P P P P P</td>
</tr>
<tr>
<td>Apartment House</td>
<td>P</td>
<td>P P P P P P</td>
</tr>
<tr>
<td>Courtyard Building</td>
<td>P</td>
<td>P P P P P P</td>
</tr>
<tr>
<td>Civic Building</td>
<td>P</td>
<td>P P C</td>
</tr>
<tr>
<td>Civic Space Lot</td>
<td>P</td>
<td>P</td>
</tr>
</tbody>
</table>

**Table 158-1**

<table>
<thead>
<tr>
<th>Land Use Table</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>Building Types Permitted in C-Suburban District</th>
<th>Single-family dwelling, detached</th>
<th>Single-family dwelling, attached</th>
<th>Multi-family dwellings (3 or more)</th>
<th>Foster Care Home</th>
<th>Family Day Care Home</th>
<th>Accessory Dwelling Unit</th>
<th>Civic Space</th>
<th>Institutional (I)</th>
</tr>
</thead>
<tbody>
<tr>
<td>House Type</td>
<td>P</td>
<td>P P P P P P</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Townhouse</td>
<td>P</td>
<td>P P P P P P</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Apartment House</td>
<td>P</td>
<td>P P P P P P</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Courtyard Building</td>
<td>P</td>
<td>P P P P P P</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Civic Building</td>
<td>P</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Civic Space Lot</td>
<td>P</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Notes:**
- **P** = Permitted Use
- **C** = Conditional Use
- **Blank cell** = Uses are not permitted
- **S** = Same uses as permitted in the zoning district listed above
D. **Double-facing lots.** Lots directly adjoining land designated as C-Parkway on one side and bounded by a street parallel to the corridor on the opposite side shall be considered double-facing lots.

![Figure 158-2](image)

**Double-facing Lots**

1. **Purpose.** The purpose of the additional standards for double-facing lots is to establish over time a condition that reinforces the open space along the corridor as a community amenity. Buildings facing land designated as C-Parkway are afforded views of and accessibility to the open space, which increases oversight and use of the greenway. Double-facing lots may develop using the House building type or subdivide existing parcels into Townhouse building types as set forth in this section.

2. **House Building type.** Using the House type on double-facing lots is subject to the following:
   
   a. **Building Placement Standards.** The regulations in Section 158.162(C) apply. The front setback shall be measured from the property line adjoining the street parallel to the corridor and the rear setback shall be measured from the property line adjoining land in the C-Parkway district.
   
   b. **Outbuilding.** An outbuilding is required for each House lot to provide an attractive building elevation along the greenway and to increase opportunities for oversight. Outbuildings are subject to the following additional standards:
      
      (i) The outbuilding shall be two-stories in height and is encouraged to have an accessory dwelling unit.
      
      (ii) The building facade facing the parkway shall have at least 20% fenestration.
      
      (iii) The outbuilding shall be setback no more than 5 feet from the property line adjoining the parkway area.
   
   c. **Fence and Gate.** Each House lot shall install a rear fence with a gate providing access to the parkway.
      
      (i) Fences shall be 3 feet to 6 feet in height;
      
      (ii) Fences may be either vinyl-coated chained-link lined with a continuous, maintained hedge planted on the parkway side or constructed of a material matching the outbuilding.
Figure 158-3
Illustration of Double-fronting Lots

House beyond facing the street parallel to the corridor

Outbuilding facing the Parkway

Gateway

Townhouses facing the Parkway

House beyond facing the street parallel to the corridor

Townhouses facing the Parkway

Outbuilding facing the Parkway

Gateway

Parkway trail
3. **Townhouse Building Type.** Using the Townhouse building type on double-facing lots is subject to the following:

   a. **Subdivision and Parcel Size.** A parcel or parcels of land under common ownership or control must have at least 80 feet of frontage along land in the C-Parkway district in order to subdivide existing lots into Townhouse lots.

   b. **Building Placement Standards.** The regulations in Section 158.162(F) apply; however, the front setback shall be measured from the property line adjoining land in the C-Parkway district and the rear setback shall be measured from the property line adjoining the street parallel to the corridor.

4. **Outbuildings.** An outbuilding is required for each Townhouse to provide an attractive building elevation along the street parallel to the corridor. Outbuildings are subject to the following additional standards:

   a. The outbuilding shall contain a garage and is encouraged to have an accessory dwelling unit.

   b. Garage doors shall not face streets or the adjacent parkway land.

   c. Vehicular access shall be consolidated into one access point from the street parallel to the corridor. Vehicular circulation between the lots shall be shielded from both the street and the parkway areas. A cross-access agreement among the units shall be executed to share necessary internal vehicular circulation areas.

   d. The building facade facing the street shall have at least 20% fenestration.

   e. Double-fronting lots shall provide one shade tree along the path in the adjacent open space.

   f. Fences in front of the building wall facing the parkway shall not exceed 42 inches in height and shall be constructed of a material matching the principal structure.
E. **Access & Subdivision Standards.**

1. In addition to the requirements specified here for this zoning district, the access and subdivision standards in Sections 158.164 and 158.165 also apply.

2. The use of building types other than the House type will usually require subdividing or resubdividing lots. The subdivision of lots is governed by other portions of this code and by the specific requirements that are found in Sections 158.164 and 158.165.

F. **Review Process.**

1. All permitted and special exception uses shall be subject to the site plan review provisions of Sections 158.235 through 158.245.

2. All development applications, including site plan review and building permits, shall identify the proposed or existing Building Type.

3. The review process for Civic Buildings shall include a public meeting with the community prior to appearance before the City Council in order receive input regarding compatibility with the character of and vision for the neighborhood.

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*Civic Buildings are held to a more in depth review process for two reasons:*

*First, they are intended to become landmarks in the community.*

*Second, to allow flexibility to create distinctive architecture to express their public nature, they do not have dimensional regulations regarding building placement, lot coverage or height. In order to ensure the proposed buildings reflect the community’s character and vision, an extra public meeting is required.*

*To the right is an example of the Jensen Beach Community Center, which deviates from the existing code requirements in a number of areas. Since the building is a landmark for the community (the original building was destroyed by Hurricane Frances), the public played a significant role in the design of the replacement and in garnering the support necessary for the approval.*
A. **Purpose.** The purpose of the Corridor-General district is to locate and establish land along a City corridor that will be primarily residential within a wide variety of building types and also allow a limited amount of compatible commercial uses. The General zone is typically located near major intersections and provides a transition in density and intensity from the Corridor-Center zone to the Corridor-Suburban or Corridor-Parkway zones. The General zone also provides an appropriate transition between existing, adjacent single-family neighborhoods that are separated from properties facing the corridor by alleys or rear property line(s).

B. **Permitted Building Types.** Section 158.162 “Building Types” sets forth regulations for each building type. The following building types are permitted within the C-General zoning district:

1. House
2. Apartment House
3. Courtyard Building
4. Townhouse
5. Live/Work Building
6. Mixed Use Building
7. Civic Building
8. Civic Space Lot

C. **Permitted Uses**

1. Table 159-1 identifies the permitted and conditional uses for each building type that is permitted in the C-General district. Table 159-1 has two types of column headings:

   a. The first seven columns identify specific uses that are described or defined in these zoning regulations. The letter “P” indicates that the use is permitted and the letter “C” indicates a conditional use, which requires a special exception approval. An empty cell indicates that a use is not allowed for the respective building type.

   b. The last two columns identify entire zoning districts. The letter “S” in a row below indicates that a particular building type has the same rights to all permitted and conditional uses that are allowable for any parcel located in that zoning district, except that any sub-reference expressly limiting the gross area of a use or structure does not apply. Despite an “S” designation, building size, form and placement are regulated by the provisions of Section 158.162 “Building Types” rather than by the regulations in these zoning districts.
Table 159-1
Land Use Table

<table>
<thead>
<tr>
<th>Building Types Permitted in C-General District</th>
<th>Uses</th>
<th>Zoning Districts</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Single-family dwelling, detached</td>
<td>P</td>
</tr>
<tr>
<td></td>
<td>Single-family dwelling, attached</td>
<td>P</td>
</tr>
<tr>
<td></td>
<td>Multi-family dwellings (2 or more)</td>
<td>P</td>
</tr>
<tr>
<td></td>
<td>Foster Care Home</td>
<td>P</td>
</tr>
<tr>
<td></td>
<td>Family Day Care Home</td>
<td>P</td>
</tr>
<tr>
<td></td>
<td>Accessory Dwelling Unit</td>
<td>P</td>
</tr>
<tr>
<td></td>
<td>Civic Space Lot</td>
<td>P</td>
</tr>
<tr>
<td>House</td>
<td></td>
<td>P</td>
</tr>
<tr>
<td>Apartment House</td>
<td>P</td>
<td>P</td>
</tr>
<tr>
<td>Courtyard Building</td>
<td>P</td>
<td>P</td>
</tr>
<tr>
<td>Townhouse</td>
<td>P</td>
<td>P</td>
</tr>
<tr>
<td>Live/Work Building</td>
<td>P</td>
<td>P</td>
</tr>
<tr>
<td>Mixed Use Building</td>
<td>P</td>
<td>P</td>
</tr>
<tr>
<td>Civic Building</td>
<td>P</td>
<td>P</td>
</tr>
<tr>
<td>Civic Space Lot</td>
<td>P</td>
<td>P</td>
</tr>
</tbody>
</table>

Notes: $P =$ Permitted Use  $C =$ Conditional Use  $S =$ Same uses as permitted in the zoning district listed above

E. **Accessory Dwelling Unit.** Each House, Townhouse, Live-Work Building, and Civic Building type is permitted one accessory dwelling unit located within an outbuilding. Accessory dwelling units are limited to 625 sf. Outbuildings shall be located in the rear of lots and are regulated by building footprint, number of stories and setbacks by each building type. Outbuildings may contain a garage, home office, accessory dwelling unit or combination of these uses.

1. **Access & Subdivision Standards.**
   1. In addition to the requirements specified here for this zoning district, the access and subdivision standards in Sections 158.164 and 158.165 also apply.
   2. The use of building types other than the House type will usually require subdividing or resubdividing lots. The subdivision of lots is governed by other portions of this code and by the specific requirements that are found in Sections 158.164 and 158.165
F. **Review Process.**

1. All permitted and special exception uses shall be subject to the site plan review provisions of sections 158.235 through 158.245.

2. All development applications, including site plan review and building permits, shall identify the proposed or existing Building Type.

3. The approval process for Civic Buildings shall include a public meeting with the community prior to appearance before the City Council in order receive input regarding compatibility with the character of and vision for the neighborhood.
A. **Purpose.** The purpose of the Corridor-Cross Roads (C-Cross Roads) district is to locate and establish land along a City corridor that will develop as small nodes appropriate for retail and commercial uses convenient to and within walking distance of adjacent neighborhoods. The C-Cross Roads district accommodates a small cluster of mixed use buildings, attached or detached, typically located at intersections with collector roadways. Retail uses are limited to one side of the corridor to concentrate pedestrian routes across the smaller, side street. The side of the corridor designated for retail uses is determined by which location best serves the adjacent communities.

B. **Permitted Building Types.** Section 158.162 “Building Types” sets forth regulations for each building type. The following building types are permitted within the C-Cross Roads zoning district:

1. Live/Work Building
2. Mixed Use Building
3. Retail Building
4. Civic Building
5. Civic Space Lot

C. **Permitted Uses.**

1. Table 160-1 identifies the permitted and conditional uses for each building type that is permitted in the C-Cross Roads district. Table 160-1 has two types of column headings:
   a. The first six columns identify specific uses that are described or defined in these zoning regulations. The letter “P” indicates that the use is permitted and the letter “C” indicates a conditional use, which requires a special exception approval. An empty cell indicates that a use is not allowed for the respective building type.
   b. The last three columns identify entire zoning districts. The letter “S” in a row below indicates that a particular building type has the same rights to all permitted and conditional uses that are allowable for any parcel located in that zoning district, except that any sub-reference expressly limiting the gross area of a use or structure does not apply. Despite an “S” designation, building size, form and placement are regulated by the provisions of Section 158.162 “Building Types” rather than by the regulations in these zoning districts.
2. **Accessory Dwelling Unit.** Each Live-Work Building and Civic Building type is permitted one accessory dwelling unit located within an outbuilding. Accessory dwelling units are limited to 625 sf. Outbuildings shall be located in the rear of lots and are regulated by building footprint, number of stories and setbacks by each building type. Outbuildings may contain a garage, home office, accessory dwelling unit or combination of these uses.

<table>
<thead>
<tr>
<th>Building Types Permitted in C-Cross Roads District</th>
<th>Uses</th>
<th>Zoning Districts</th>
</tr>
</thead>
<tbody>
<tr>
<td>Live/Work Building</td>
<td>P</td>
<td>P</td>
</tr>
<tr>
<td>Retail Building</td>
<td>P</td>
<td>S</td>
</tr>
<tr>
<td>Mixed Use Building</td>
<td>P*</td>
<td>S</td>
</tr>
<tr>
<td>Civic Building</td>
<td>P</td>
<td>S</td>
</tr>
<tr>
<td>Civic Space Lot</td>
<td>P</td>
<td></td>
</tr>
</tbody>
</table>

**Notes:**
- **P** = Permitted Use
- **C** = Conditional Use
- **S** = Same uses as permitted in the zoning district listed above
- **S* = Uses allowed on the North side of the corridor only
- **P* = Residential uses may not be placed in the first story.

3. **Transit Stop.**

1. New construction of Retail or Mixed Use Buildings at intersection locations may be required to construct transit stops at the discretion of the City of Port St. Lucie.

2. Transit stops shall have a clearly defined waiting area for riders, be open to the public at large and be equipped with at least 1 bicycle rack with 4 spaces, a public, shaded bench, a trash receptacle, adequate lighting weather protection, and system information. The planning director shall approve the specifications and proposed arrangement of all street furniture.

**Note:** *Since the previous land use was less intense than the development these regulations allow, it is reasonable to request that the private sector contribute street furniture and landscaping to further the City’s goals. Additionally, transit riders make purchases at adjacent retail locations. (Source: 3)*
Other issues to consider regarding the location and limit of retail uses include (1) focusing access to retail use to capitalize on either the in-bound or out-bound vehicular travel routes; (2) preventing over-entitling neighborhood retail uses, which can inadvertently slow infill efforts; and (3) limiting retail sites may encourage opportunities for civic buildings. The appropriate quantity of retail for the local market should be determined by a retail planning study during a public planning effort.

E. **Access & Subdivision Standards.**

1. In addition to the requirements specified here for this zoning district, the access and subdivision standards in Sections 158.164 and 158.165 also apply.

2. The use of some building types may require subdividing or resubdividing lots. The subdivision of lots is governed by other portions of this code and by the specific requirements that are found in Sections 158.164 and 158.165

F. **Review Process.**

1. All permitted and special exception uses shall be subject to the site plan review provisions of sections 158.235 through 158.245.

2. All development applications, including site plan review and building permits, shall identify the proposed or existing Building Type.

3. The review process for Civic Buildings shall include a public meeting with the community prior to appearance before the City Council in order receive input regarding compatibility with the character of and vision for the neighborhood.
A. **Purpose.** The purpose of the Corridor-Urban Center (C-Urban Center) district is to locate and establish land along a City corridor that will develop as an urban center for the surrounding neighborhoods. Urban centers are occasional nodes occurring at intersections with large arterial roadways. The C-Urban Center district accommodates a mixture of uses including residential, office, and retail uses that meet the daily needs of the surrounding neighborhoods. The buildings are mostly attached to create a continuous street façade to promote walking and the circulation pattern is designed to interconnect to adjacent neighborhoods.

B. **Permitted Building Types.** Section 158.162 “Building Types” sets forth regulations for each building type. The following building types are permitted within the C-Urban Center zoning district:

1. Live/Work Building
2. Mixed Use Building
3. Retail Building
4. Civic Building
5. Civic Space Lot

C. **Permitted Uses.**

1. Table 161-1 identifies the permitted and conditional uses for each building type that is permitted in the C-Urban Center district. Table 161-1 has two types of column headings:
   a. The first six columns identify specific uses that are described or defined in these zoning regulations. The letter “P” indicates that the use is permitted and the letter “C” indicates a conditional use, which requires a special exception approval. An empty cell indicates that a use is not allowed for the respective building type.
   b. The last three columns identify entire zoning districts. The letter “S” in a row below indicates that a particular building type has the same rights to all permitted and conditional uses that are allowable for any parcel located in that zoning district, except that any sub-reference expressly limiting the gross area of a use or structure does not apply. Despite an “S” designation, building size, form and placement are regulated by the provisions of 158.162 “Building Types” rather than by the regulations in these zoning districts.

2. **Accessory Dwelling Unit.** Each Live-Work Building and Civic Building type is permitted one accessory dwelling unit located within an outbuilding. Accessory dwelling units are limited to 625 sf. Outbuildings shall be located in the rear of lots and are regulated by building footprint, number of stories and setbacks by each building type. Outbuildings may contain a garage, home office, accessory dwelling unit or combination of these uses.
D. **Transit Stop.**

1. New construction of Retail or Mixed-use buildings at intersection locations may be required to construct transit stops at the discretion of the City of Port St. Lucie.

2. Transit stops shall have a clearly defined waiting area for riders, be open to the public at large and be equipped with at least 1 bicycle rack with 4 spaces, a public, shaded bench, a trash receptacle, adequate lighting weather protection, and system information. The planning director shall approve the specifications and proposed arrangement of all street furniture.

E. **Access & Subdivision Standards.**

1. In addition to the requirements specified here for this zoning district, the access and subdivision standards in Sections 158.164 and 158.165 also apply.

2. The use of some building types may require subdividing or resubdividing lots. The subdivision of lots is governed by other portions of this code and by the specific requirements that are found in Sections 158.164 and 158.165

F. **Review Process.**

1. All permitted and special exception uses shall be subject to the site plan review provisions of sections 158.235 through 158.245.

2. All development applications, including site plan review and building permits, shall identify the proposed or existing Building Type.

3. The approval process for Civic Buildings shall include a public meeting with the community prior to appearance before the City Council in order receive input regarding compatibility with the character of and vision for the neighborhood.

---

**Table 161-1**

<table>
<thead>
<tr>
<th>Building Types</th>
<th>Permitted in C-Urban Center District</th>
<th>Uses</th>
<th>Zoning Districts</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Single-family dwelling, attached</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Live/Work Building</td>
<td>P*</td>
<td>P</td>
<td>S</td>
</tr>
<tr>
<td>Retail Building</td>
<td>P</td>
<td>P</td>
<td>S</td>
</tr>
<tr>
<td>Mixed Use Building</td>
<td>P*</td>
<td>P*</td>
<td>S</td>
</tr>
<tr>
<td>Civic Building</td>
<td>P</td>
<td>P</td>
<td>S</td>
</tr>
<tr>
<td>Civic Space Lot</td>
<td>P</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Notes:
- P* = Residential uses may not be placed in the first story.
- P = Permitted Use
- C = Conditional Use
- Blank cell = uses are not permitted
- S = Same uses as permitted in the zoning district listed above

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*Model Form-Based Code for Pre-Platted Corridors*
Allowable building types for the corridor are described and illustrated in this section. Regulations for proper building placement, parking placement, appropriate frontage types, building height and massing are within the text, tables and diagrams provided for each building type. Appropriate uses are generally described for each building story and are specifically regulated by zoning district. Character examples are provided to demonstrate the intended character of each type and are for illustrative purposes only.

A. Building Types by Zoning District: The following building types may be assigned within the corresponding zoning districts as identified by the letter “X” in the table below:

<table>
<thead>
<tr>
<th>Building Types</th>
<th>C-Parkway</th>
<th>C-Suburban</th>
<th>C-General</th>
<th>C-Cross Roads</th>
<th>C-Urban Center</th>
</tr>
</thead>
<tbody>
<tr>
<td>House</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Apartment House</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Courtyard Building</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Townhouse</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Live/Work Building</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Mixed Use Building</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Retail Building</td>
<td></td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Civic Building</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Civic Space Lot</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
</tr>
</tbody>
</table>

B. Development Standards for all Building Types. The following standards apply to every building type:

1. **Setback from Existing Houses:** New development on all lots shall provide a minimum side setback of 10 feet from side property lines adjacent to houses built prior to [effective date of ordinance].

2. **Primary & Secondary Streets.** On the Becker Road Regulating Plan, some streets are designated as Primary Streets. These streets are intended to develop over time as superior pedestrian environments, and, as such, are held to higher standards in the regulations. Primary street designation is intended to guide building disposition on corner parcels by indicating the proper location for the main entrance(s), parking, etc. Streets not designated as Primary streets are considered Secondary streets. The following streets are designated as Primary Streets:
   a. Becker Road
   b. Savonna Boulevard
   c. Port St. Lucie Boulevard
   d. Darwin Boulevard
   e. Southwest Yacolt Drive
   f. Southwest Atoll Street
   g. Abraham Avenue
3. **Frontage Standards**

a. **Frontage Percentages**: Each building type indicates a frontage percentage requirement. The frontage percentage is the amount of a lot line adjoining a public right-of-way that is occupied by the primary facade of the principal building. The primary facade shall be parallel to the right-of-way, located in accordance with the required front setbacks. The location of the primary facade is not changed by facade elements such as bay windows, awnings, porches, balconies, stoops, colonnades, arcades or forecourts. The frontage percentage is mandatory on Primary Streets, but may be reduced on Secondary streets.

b. **Parking Location**. Parking is not permitted in the front setback or in side setbacks adjacent to streets. All surface parking lots shall be screened from view from the street with a continuous, maintained hedge 3 to 4 feet in height and shade trees planted 30 feet on center. Parking located within a principal building shall be lined by a habitable use of at least 20 feet in depth from the frontage line of Primary Streets.

c. **Frontages on Round-abouts**. Appropriate frontage configurations for lots on rights-of-ways with round-about are similar to those on regular intersections, as the intention is to provide a continuous building facade along the street. Primary facades may either curve or be orthogonal. Figure 162-1 illustrates appropriate configurations for primary facades on a round-about on a Primary Street.

d. **Frontage Types**: Frontage types define architecture and design components for the entrance(s) to the building and the area between the primary facade and the frontage line. Each building type identifies the appropriate frontage type(s). Using one or more of the frontage types identified is required. See Section 158.163 for details of each frontage type.

4. **Encroachments**. In addition to the encroachments allowed in Sec. 158.214 (A)-(E), bay windows and open-air stoops, balconies and porches may encroach into the required front setbacks. Each building type sets forth the permitted encroachment dimension. Colonnades and arcades are intended to extend over the public sidewalk; the property owner may be required to enter into a right-of-way agreement with the City establishing the property owner’s responsibility for any damage that may result from public maintenance or improvement.

5. **Maximum Lot Coverage**. The maximum lot coverage applies to all buildings including outbuildings and accessory structures.

6. **Building Height**: Buildings must comply with maximum height regulations, as measured in both feet and by number of stories. The height of story is measured from the floor to the lowest structural member supporting the story above. Overall building height is measured as set forth in 158.006.

   a. The first story of residential buildings must be from 9 to 14 feet tall.
b. The first story of Live-Work buildings must be from 10 to 14 feet tall.

c. The first story of Retail and Mixed Use buildings must be from 12 feet to 18 feet tall.

d. Each story above the ground story in all buildings must be from 8 feet to 12 feet tall; any upper story higher than 12 feet will be counted as two stories.

e. A mezzanine that exceeds the percentage of floor area for a mezzanine as defined in the Florida Building Code is counted as a story for the purpose of measuring building height.

f. A building level proposed exclusively for parking is also counted as a story.

g. Section 158.215 regulates height limit exclusions for architectural, ornamental and utilitarian elements.

7. **Residential Floor Elevations:** The floor of the first story shall be elevated at least 1.5 ft. above the adjacent sidewalk grade for the House, Townhouse, Courtyard Building, and Apartment House types. Raising the finished floor shall occur in the building, not by elevating the grade of the entire lot. Live-Work Building types do not have to raise the first floor. If the floor is raised more than 5 feet above the adjacent sidewalk grade, the space below counts as the first story for the purposes of measuring building height.

8. **Outbuildings:** Each House, Townhouse, Live-Work Building and Civic Building building type is permitted one outbuilding in addition to the principal building. Outbuildings may contain a garage, home office space, accessory dwelling unit or a combination of these uses. Outbuildings shall be located in the rear of lots and are regulated by building footprint, number of stories and setbacks by each building type. An open-air or enclosed wing no more than 12 feet wide may connect the outbuilding to the principal building. All other accessory structures and uses are regulated by Section 158.217.

9. **Accessory Dwelling Units:** Each House, Townhouse, Live-Work Building and Civic Building type is permitted one accessory dwelling unit. Accessory dwelling units are limited to 625 square feet be located within an outbuilding.

10. Each building must have separate walls to support all loads independently of any walls located on an adjacent lot. Buildings with side-facing windows must provide necessary light and air shafts within their own lot, without relying on the side yard of an adjacent lot.

11. The following Table contains minimum dimensions for parking access aisles and standard parking stalls apply in lieu of the specific requirements in Section 158.221(B)(12):

<table>
<thead>
<tr>
<th>Angle of Parking</th>
<th>Aisle Width (feet)</th>
<th>Parking Stalls (feet)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Two Way</td>
<td>One Way</td>
</tr>
<tr>
<td>90</td>
<td>22</td>
<td>20</td>
</tr>
<tr>
<td>75</td>
<td>22</td>
<td>18</td>
</tr>
<tr>
<td>60</td>
<td>20</td>
<td>16</td>
</tr>
<tr>
<td>45</td>
<td>20</td>
<td>14</td>
</tr>
<tr>
<td>30</td>
<td>20</td>
<td>14</td>
</tr>
<tr>
<td>0 (Parallel)</td>
<td>18</td>
<td>14</td>
</tr>
</tbody>
</table>

**Reduced Parking Dimensions**

The parking stall dimensions and aisle widths in this code have been generally reduced in size. Most standard codes utilize suburban parking dimensions. Since maneuvering in urban areas occurs at slower speeds, usually in an alley, as opposed to wide rights-of-ways, smaller sizes can be used, resulting in more parking capacity, which increasing the potential to densify the area.
Form-Based Code

“A method of regulating development to achieve a specific urban form. Form-based codes create a predictable public realm primarily by controlling physical form, with a lesser focus on land use. Form-based codes address the relationship between building facades and the public realm, the form and mass of buildings in relation to one another, and the scale and types of streets and blocks.” - Form-Based Codes Institute

How To Use this Section

Description of Type

Regulations addressing the front of the Building (keyed to Frontage Types)

Appropriate Zoning Districts

Parking Quantity & Placement

Building Use ~ Generally & keyed to Zoning Districts

Building Height

This code focuses on
• Building Fronts
• Building Placement
• Building Height
• Building Uses
• Parking Placement
• Parking Quantity

Appropriate Zoning Districts

Lot Dimensions & Maximum Coverage

Parking Placement

Building Placement

Outbuilding Size & Setbacks

Character Examples
Building Types

Section 158.162.C. House

A lot located and designed to accommodate a single-family, detached building with front, side and rear yards.

1. Access
   (a) The primary entrance to the principal building is from and facing a street, public path or civic space.
   (b) Allowable frontage types are identified in Table C-1. See Section 158.163 for additional design requirements.

2. Dimensional Requirements
   (a) Table C-1 provides dimensional requirements which are illustrated on Figure C-1 for clarity.
   (b) Side setbacks shall total a minimum of 20% of the lot width, with at least five (5) feet on each side.

3. Parking Standards. See Section 158.162(B) for additional regulations.
   (a) Required Off-Street Parking:
      2 spaces for the principal dwelling; a tandem parking arrangement is permitted.
      1 additional space for an accessory dwelling unit.
   (b) Parking and services shall be accessed from the rear of the lot from an alley or side street. Interim access from Becker Road may be permitted as set forth in Sections 158.164 & 158.165
   (c) At least one parking space shall be within a garage that is either within the principal building or an outbuilding. All walls of garages located within the principal building must be at least 20 feet behind the primary facade.

4. Use
   (a) All lots are for a single-family residential use.
   (b) One accessory dwelling is allowed within an outbuilding.

Model Form-Based Code for Pre-Platted Corridors
5. Height
(a) Houses may be up to two stories in height and may have either an habitable attic with dormers and gable-end windows or up to 30% of the building footprint allowed up to three stories in height. Overall building height may not exceed 35 feet.
(b) The finished floor of the first story shall be elevated at least 1.5 feet above the adjacent sidewalk grade (see Section 158.162(b)(7)).
(c) The first story shall be at least 9 feet in height. Upper stories shall be at least 8 feet in height.
(d) Outbuildings may be up to two stories in height and may not exceed 22 feet in height.
SECTION 158.162.D. APARTMENT HOUSE

A lot located and designed to accommodate a detached building which resembles a large house, but contains multiple dwellings above and/or beside each other.

1. Access
   (a) The primary entrance to the building is through a lobby accessed from and facing a street, public path or civic space. Access to each dwelling unit is through interior circulation.
   (b) Allowable frontages types are identified in Table D-1. See Section 158.163 for additional design requirements

2. Dimensional Requirements
   (a) Table D-1 provides dimensional requirements which are illustrated on Figure D-1 for clarity.
   (b) Side setbacks shall total a minimum of 20% of the lot width, with at least five (5) feet on each side.

3. Parking Standards. See Section 158.162(B) for additional regulations.
   (a) Required Off-Street Parking:
       2 spaces/unit with two or more bedrooms; a tandem parking arrangement is permitted for up to 4 cars (2 parking stalls).
       1 space/unit for one (1) bedroom or efficiency apartments.
   (b) Parking and services shall be accessed from the rear of the lot by an alley, cross access drive or side street as set forth in Sections 158.164 & 158.165.

4. Use
   (a) All stories are for residential uses.
   (b) Accessory dwelling units are not permitted.

Table D-1

<table>
<thead>
<tr>
<th>Lot Dimensions</th>
<th>Minimum</th>
<th>Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>A. Lot Width</td>
<td>50 ft.</td>
<td>120 ft.</td>
</tr>
<tr>
<td>Lot Area</td>
<td>4800 sf.</td>
<td>15000 sf.</td>
</tr>
<tr>
<td>Maximum Lot Coverage (All buildings)</td>
<td>70%</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Building Placement</th>
<th>Minimum</th>
<th>Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>B. Front Setback</td>
<td></td>
<td></td>
</tr>
<tr>
<td>C-Suburban</td>
<td>10 ft.</td>
<td>20 ft.</td>
</tr>
<tr>
<td>C-General</td>
<td>5 ft.</td>
<td>10 ft.</td>
</tr>
<tr>
<td>C. Side Setbacks</td>
<td>5 ft.</td>
<td></td>
</tr>
<tr>
<td>20% lot width total</td>
<td></td>
<td></td>
</tr>
<tr>
<td>D. Rear Setback</td>
<td>20 ft.</td>
<td></td>
</tr>
<tr>
<td>Frontage Percentage</td>
<td>70%</td>
<td>80%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Frontage Types</th>
<th>Encroachment Allowed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stoop</td>
<td>5 ft. max.</td>
</tr>
<tr>
<td>Bracketed Balcony</td>
<td>6 ft. max.</td>
</tr>
<tr>
<td>Porch</td>
<td></td>
</tr>
<tr>
<td>C-Suburban</td>
<td>8 ft. max.</td>
</tr>
<tr>
<td>C-General</td>
<td>To within 2 ft. of ROW max.</td>
</tr>
</tbody>
</table>
5. **Height**

(a) Apartment Houses shall be a minimum of two stories in height and may have either an habitable attic with dormers and gable-end windows or 50% of the building footprint may be up to three stories in height. Overall building height may not exceed 35 feet.

(b) The finished floor of the first story shall be elevated at least 1.5 ft. above the adjacent sidewalk grade (see Section 158.162(b)(7)).

(c) The first story shall be at least 9 feet in height. Upper stories shall be at least 8 feet in height.

(d) Detached garages may be one story in height and may not exceed 16 feet in height.

---

**Figure D-2**

*Apartment House Height*

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**Figure B-3**

*Apartment House Character Examples*
A lot located and designed to accommodate multiple dwellings above and beside each other arranged around a central garden or patio that is partially or wholly open to the street.

1. Access
   (a) The main entrance to ground floor dwellings shall be directly from either the common courtyard or from the street.
   (b) Allowable frontage types are identified in Table C-1. See Section 158.163 for additional design requirements.
   (c) Pedestrian access should be provided from the common courtyard to rear parking areas.
   (d) An open-air, covered pedestrian passegeway, at least 10 feet wide, may connect the courtyard, through the building to the street. The passegeway may be gated.

2. Dimensional Requirements
   (a) Table E-1 provides dimensional requirements which are illustrated on Figure E-1 for clarity.
   (b) A courtyard, open to the sky, of at least 12% of the lot area shall be provided.
   (c) The longer dimension of the courtyard shall be at least 30 feet if oriented east-west and at least 40 feet if oriented north-south.
   (d) In courtyards at least 35 feet wide, open-air porches, stoops and balconies may encroach from two sides. In courtyards less than 35 feet wide, encroachment is permitted from one side.

3. Parking Standards. See Section 158.162(B) for additional regulations.
   (a) Required Off-Street Parking: 2 spaces/unit with 2 or more bedrooms; a tandem parking arrangement is permitted for up to 4 cars (2 parking stalls).
1 space/unit for 1 bedroom or efficiency apartments.

(b) Parking and services shall be accessed from the rear of the lot by an alley, cross access drive or side street as set forth in Sections 158.164 & 158.165.

4. Use

(a) All stories are for residential uses.

(b) Accessory dwelling units are not permitted.

5. Height

(a) Courtyard Buildings shall be a minimum of two stories in height. Within the C-Suburban zoning district, attics may be habitable with dormers and gable-end windows or up to 30% of the building footprint may be three stories in height. Within the C-General zoning district, attics may be habitable with dormers and gable-end windows or up to 50% of the building footprint may be three stories in height. Overall building height may not exceed 45 feet in all districts.

(b) The finished floor of the first story shall be elevated at least 1.5 ft. above the adjacent sidewalk grade. (See Section 158.162(B)(7).

(c) The first story shall be at least 9 feet in height. Upper stories shall be at least 8 feet in height.

(d) Detached garages may be one story in height and may not exceed 16 feet in height.

---

**Figure E-2**

Courtyard Building Height

**Figure C-3**

Courtyard Building Character Examples
A lot located and designed to accommodate a principal building with common walls on both side lot lines and a private yard to the rear. Townhouse lots may also accommodate an outbuilding in the rear yard with common walls on one or both side lot lines.

1. **Access:**
   (a) The main entrance to each unit shall be directly from and face a street, public path or civic space.
   (b) Allowable frontages types are identified in Table F-1. See Section 158.163 for additional design requirements.

2. **Multiple Lots:**
   (a) Townhouse lots shall occur in an array of at least three lots side by side along the corridor.
   (b) No more than 8 contiguous townhouse lots shall occur without a pedestrian accessway of at least 10 feet. The standards in Sec. 158.218.D requiring variation of the front building line per every two townhouses does not apply.

3. **Dimensional Requirements**
   Table F-1 provides dimensional requirements which are illustrated on Figure F-1 for clarity.

4. **Parking Standards.** See Section 158.162(B) for additional regulations.
   (a) Required Off-Street Parking:
   2 spaces for the principal dwelling; tandem parking arrangement is permitted.
   1 additional space for an accessory dwelling unit.
   (b) Parking and services shall be accessed from the rear of the lot from an alley as set forth in the zoning district.
(c) At least one parking space shall be within a garage that is either within the principal building or an outbuilding. All walls of garages shall be located within the principal building must be at least 20 feet behind the primary facade.

4. Use
(a) All lots are for single-family residential use.
(b) One accessory dwelling unit is allowed within an outbuilding.

5. Height
(a) Townhouses shall be a minimum of two stories and may be up to three stories in height. Overall building height shall not exceed 35 feet.
(b) The finished floor of the first story shall be elevated at least 1.5 ft. above the adjacent sidewalk grade.
(c) The first story shall be at least 9 feet in height. Upper stories shall be at least 8 feet in height.
(d) Outbuildings may be two stories in height and shall not exceed 22 feet in height.
**SECTION 158.162.G.**

**LIVE-WORK BUILDING:**

A lot located and designed to accommodate an attached or detached building with an integrated residence and commercial work space utilized by a single household. The ground floor is designed to accommodate commercial or uses, with a single residence in the upper stories. Live-Work Building lots may also accommodate an outbuilding in the rear yard with common walls on one or both side lot lines.

1. **Access**
   (a) The main entrance to ground story commercial space shall be directly from and face a street.
   
   (b) Allowable frontages types are identified in Table G-1. See Section 158.163 for additional design requirements
   
   (c) Access to the dwelling unit may be by a separate entrance, visible from the street.
   
   (d) Internal access between the residential and commercial spaces is required.

2. **Dimensional Requirements**

   Table G-1 provides dimensional requirements which are illustrated on Figure G-1 for clarity.

3. **Parking Standards.** See Section 158.163(B) for additional regulations.

   (a) Required Off-Street Parking:
   
   1 space for the principal dwelling; a tandem parking arrangement is permitted for additional spaces.
   
   1 space for an accessory dwelling unit.
   
   1 space/ 500 sf. of commercial use
   
   (b) Parking and services shall be accessed from the rear of the lot from an alley as set forth in

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**Table G-1**

**Live-Work Building Lot & Building Requirements**

<table>
<thead>
<tr>
<th>Lot Dimensions</th>
<th>Minimum</th>
<th>Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lot Width</td>
<td>20 ft.</td>
<td>80 ft.</td>
</tr>
<tr>
<td>Lot Area</td>
<td>1800 sf.</td>
<td>8000 sf.</td>
</tr>
<tr>
<td>Maximum Lot Coverage</td>
<td></td>
<td>80%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Building Placement</th>
<th>Minimum</th>
<th>Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>A. Front Setback</td>
<td>5 ft.</td>
<td>10 ft.</td>
</tr>
<tr>
<td>B. Side Setback</td>
<td>0 ft.; 5 ft. at corners</td>
<td>-</td>
</tr>
<tr>
<td>C. Rear Setback</td>
<td>20 ft.</td>
<td>-</td>
</tr>
<tr>
<td>Frontage Percentage</td>
<td>60%</td>
<td>100%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Frontage Types</th>
<th>Encroachment Allowed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bracketed Balcony</td>
<td>6 ft. or to within 2 ft. of ROW max.</td>
</tr>
<tr>
<td>Colonnade/Arcade</td>
<td>to within 4 ft. of curb</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Outbuilding</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Maximum outbuilding footprint</td>
<td>625 sf.</td>
</tr>
<tr>
<td>D. Rear Setback</td>
<td>5 ft. min.</td>
</tr>
<tr>
<td>E. Side Setback</td>
<td>0 ft.; 5 ft. at corners</td>
</tr>
<tr>
<td>F. Principal Building Separation</td>
<td>10 ft. min.</td>
</tr>
</tbody>
</table>
Sections 158.164 & 158.165.
(c) At least one parking space shall be within a garage that is either within the principal building or an outbuilding. All walls of garages located within the principal building must be at least 20 feet behind the primary facade.

3. Use
(a) Residential and/or for commercial uses are allowed in the first story. Specific commercial uses are regulated by zoning district
(b) Upper stories are for residential use expressly accommodating an owner, manager or employee of the commercial use or his immediate family. A special exception approval process is not required.
(c) One accessory dwelling unit is allowed within an outbuilding.

5. Height
(a) Live-Work buildings shall be a minimum of two stories and may be up to three stories in height. Overall building height shall not exceed 45 feet.
(b) The finished floor of the first story is not required to be elevated.
(c) The first story shall be at least 10 feet in height. Upper stories shall be at least 8 feet in height.
(d) Outbuildings may be two stories in height and shall not exceed 22 feet in height.
SECTION 158.162.H.
MIXED USE BUILDING:

A lot located and designed to accommodate a multi-story building with multiple dwellings in the upper story and various commercial uses permitted within any story.

1. Access:
   (a) The main entrance(s) to ground story commercial space(s) shall be directly from and face a street, public path or civic space. Doors allowing public access shall occur at intervals no greater than 75 feet.
   (b) Allowable frontages types are identified in Table H-1. See Section 158.163 for additional design requirements.
   (c) Access to upper story commercial and/or residential units is through a street level lobby, visible from the street.
   (d) Contiguous Mixed Use Buildings shall not exceed two hundred forty (240) feet along the corridor without a pedestrian accessway at least 10 feet wide connecting the rear parking area to the sidewalk.

2. Dimensional Requirements
   Table H-1 provides dimensional requirements which are illustrated on Figure H-1 for clarity.

3. Parking Standards. See Section 158.162(B) for additional regulations.
   (a) Required Off-Street Parking Spaces:
      1.5 spaces/unit with 2 or more bedrooms.
      1 space/unit for 1 bedroom or efficiency apartments.
   For non-residential uses, the number of off-street parking spaces required in Section 158.221(C) multiplied by a factor of .60.
   (b) Parking and services shall be accessed from the rear of the lot from an alley as set forth in Section III - 40.

Table H-1
Mixed-Use Building Lot & Building Requirements

<table>
<thead>
<tr>
<th>Lot Dimensions</th>
<th>Minimum</th>
<th>Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lot Width</td>
<td></td>
<td></td>
</tr>
<tr>
<td>C-General</td>
<td>20 ft.</td>
<td>100 ft.</td>
</tr>
<tr>
<td>C-Cross Road, C-Center</td>
<td>20 ft.</td>
<td>200 ft.</td>
</tr>
<tr>
<td>Lot Area</td>
<td></td>
<td></td>
</tr>
<tr>
<td>C-General</td>
<td>2000 sf.</td>
<td>12,500 sf.</td>
</tr>
<tr>
<td>C-Cross Road, C-Center</td>
<td>2000 sf.</td>
<td>no max.</td>
</tr>
<tr>
<td>Maximum Lot Coverage</td>
<td>80%</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Building Placement</th>
<th>Minimum</th>
<th>Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>A. Front Setback</td>
<td>5 ft.</td>
<td>10 ft.</td>
</tr>
<tr>
<td>B. Side Setback</td>
<td>0 ft.; 5 ft. at corners</td>
<td>-</td>
</tr>
<tr>
<td>C. Rear Setback</td>
<td>5 ft.</td>
<td>-</td>
</tr>
<tr>
<td>Frontage Percentage</td>
<td>80%</td>
<td>100%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Frontage Types</th>
<th>Encroachment Allowed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stoop</td>
<td>5 ft. max.</td>
</tr>
<tr>
<td>Bracketed Balcony</td>
<td>6 ft. or to within 2 ft. of ROW max.</td>
</tr>
<tr>
<td>Colonnade/Arcade</td>
<td>to within 4 ft. of curb</td>
</tr>
<tr>
<td>Storefront*</td>
<td>4 ft.</td>
</tr>
</tbody>
</table>

*Storefront frontage type is appropriate for C-Cross Road and C-Center zones only.
5. Height
(a) Mixed-Use Buildings shall be a minimum of two stories in height. Within the C-General and C-Cross Roads zoning districts maximum building height is three stories and 45 feet. Within the Center zoning district maximum building height is four stories and 55 feet.

(b) The first story shall be at least 12 feet in height. Upper stories shall be at least 8 feet in height.

Figure H-3
Mixed-Use Building Character Examples
SECTION 158.162.1. RETAIL BUILDING:

A lot located and designed to accommodate a single or multi-story building with neighborhood commercial uses in the ground story and various commercial and residential uses allowed within upper stories.

1. Access:
(a) The main entrance(s) to ground story commercial space(s) shall be directly from and face a street.
(b) Allowable frontages types are identified in Table I-1. See Section 158.163 for additional design requirements.
(c) Access to upper story commercial and/or residential units is through a street level entrance, visible from the street.

2. Dimensional Requirements
Table I-1 provides dimensional requirements which are illustrated on Figure I-1 for clarity.

3. Parking Standards. See Section 158.162 (B) for additional regulations.

Required Off-Street Parking Spaces:
1.5 spaces/unit with 2 or more bedrooms.
1 space/unit for 1 bedroom or efficiency apartments.

For non-residential uses, the number of off-street parking spaces required in Section 158.221(C), multiplied by a factor of .60.

(b) Parking and services shall be accessed from the rear of the lot from an alley or shared access drive.

3. Facade Standards: Facades facing streets must have between 40% and 75% of each story in transparent windows. Transparent windows transmit at least 50% of visible daylight.
4. Use
(a) The first story is for retail uses.
(b) Upper stories are for residential and/or commercial uses.
(c) Specific retail and commercial uses are regulated by zoning district.
(d) Accessory dwelling units are not permitted.

5. Height
(a) Within the C-Cross Roads zoning district Retail Buildings shall not exceed three stories and 45 feet in height. Within the C-Center zoning district Retail Buildings shall not exceed four stories and 50 feet in height.
(b) For one-story buildings, the first story shall be at least 16 feet in height. For building two or more stories in height, the first story shall be at least 12 feet in height.
(c) Upper stories shall be at least 8 feet in height.
**SECTION 158.162.J. CIVIC BUILDING**

A lot located and designed to accommodate a single or multi-story building containing public or civic uses such as community services, education, government, places of worship or social services.

1. **Access:**
   (a) The main entrance(s) to the building shall be directly from and face a street, path or civic space.

2. **Parking Standards:**
   (a) The number of off-street parking spaces required in Section 158.221(C), multiplied by a factor of .60.
   (b) Parking and services shall be accessed from the rear of the lot from an alley as set forth in Sections 158.164 & 158.165.

3. **Building Placement & Height.**
   (a) Civic Buildings should be sited in locations of prominence, such as anchoring the corner of a major intersection, terminating a street vista, or overlooking or within a civic space.
   (b) Civic buildings are intended to become landmarks. In order to allow greater flexibility and distinctive architectural expression, building setbacks, maximum lot coverage, frontage percentages, and maximum building height shall be limited to that specifically set forth during the public process conducted for their design.

---

*Figure J-1*
Civic Building Locations

*Figure J-3*
Civic Building Character Examples
K. Civic Space Lot: Civic spaces are small open areas accessible to the general public that are strategically placed to facilitate use by the surrounding community. A civic space must be configured either as a green, plaza, playground, or mews.

1. Access:
   (a) Each Civic Space shall be directly accessible from a street.
   (b) Buildings within or overlooking Civic Spaces should have building walls with at least 25% of the facade in transparent windows and/or doors. Building entrances providing access directly to Civic Spaces are encouraged.

2. Design Standards.
   (a) Size. Civic Spaces shall be at least 2500 square feet. Open space requirements should be consolidated into one large Civic Space, whenever possible.
   (b) Landscaping. One shade tree for each 40 feet of perimeter of the lot is required. Trees shall be arranged to provide shade for pedestrians and benches. Trees may be installed in a formal arrangement on center along the perimeter of the lot or along pathways, or; may be arranged in informal clusters. Substituting shade trees for multiple palm species is not permitted; however, additional palms may be used in the landscaping.
   (c) Shaded Seating. At least two benches shall be provided shaded either by trees or an open-air structure.
   (d) Bicycle Racks. Bicycle racks with no less than four spaces (two high quality “U” racks) shall be provided.
   (e) Lighting. Adequate lighting shall be provided.
   (f) Transit stops. Civic Spaces with transit stops shall have a clearly designed waiting area for transit riders, open to the public at large and equipped with weather protection, system information, maps, trash receptacles and a land pad accessible to a disabled person.
   (g) Fencing.
   1) Fences no more than 4 feet in height may be used to contain areas with play equipment for children or to separate parks from retention areas.
2) Fences shall be composed of wood or metal pickets or vinyl-coated chain linked fence with a continuous, maintained hedge planted on the street side of the lot.

3. Additional Design Standards. Additional design standards are included for each specific type of civic space:

(a) A Playground is at least 2500 square feet in size, and is designed for children to play outdoors. Playgrounds shall provide play equipment and a water fountain. The proposed location should ensure surveillance of the area, from adjacent buildings and/or streets.

(b) A Mews is a small pedestrian lane, formally or informally landscaped, that provides a public connection between rear parking areas and the corridor sidewalk. A mews shall be at least 15 feet wide.

(c) A Green is at least .25 acres in size, designed for passive uses, and consisting of lawn with either formally or informally arranged landscaping. Greens should be bordered by streets on at least 2 sides.

(d) A Plaza is a public open space, usually at least .1 acres in size. Plazas are generally hardscaped with form landscaping designed to accommodate both passive use and community gatherings. Plazas should be bordered by streets on at least 2 sides.

Figure K-4
Civic Open Spaces Illustrated
A porch is an open-air structure attached to a building forming a covered entrance. Porch dimensions need to be such that sufficient space for furniture is provided allowing for comfortable use of the space as an outdoor room. Porches are frontage types typically associated with single family houses, but are appropriate on other residential building types as well. A fence or low wall along the front property line may be used to define private space.

1. Porch Dimensions
(a) Porches shall be at least 8 feet in depth and shall not exceed 12 feet.
(b) Porches may encroach in front setback as set forth by zoning district, provided the maximum porch depth is not exceeded.
(c) Porches shall be at least 40% of the front facade and may extend across 100%.
(d) Porches shall be raised at least 1.5 feet above sidewalk grade.

2. Elements
(a) Fences and low walls may extend into the front setback and shall be at least 2.5 feet and not exceed 4 feet in height.
(b) Front fences shall be made of wood or metal pickets, or vinyl-coated chain link, lined with a continuous, maintained hedge planted on the street side; low walls shall be constructed of a material matching the principal building.
A stoop is a small staircase leading to the entrance of a building that may be covered. The elevation of the stoop is necessary to achieve privacy for residential uses on the ground floor of any building. Stoops need to provide sufficient space for a person to comfortably pause before entering or after exiting the building. Stoops are frontage types typically associated with townhouses and other residential building types.

1. **Stoop Dimensions**
   a) Stoops shall be at least 4 feet in depth and width. Stoops shall not exceed 8 feet in depth.
   b) Stoops shall be raised at least 1.5 feet above sidewalk grade.
   c) Stoops shall not be raised more than 3 feet above the adjacent sidewalk.

2. **Elements**
   a) Fences may extend into the front setback and shall be at least 2.5 feet in height and not exceed 4 feet in height.
   b) Front fences shall be made of wood or metal pickets, or vinyl coated chain link lined with a continuous, maintained hedge planted on the street side.
   c) Stoops may be covered by a roof or balcony.

**Figure B-1: Stoop Frontage - 3D Model**

**Figure B-2: Stoop Frontage - Plan**

**Figure B-3: Character Example**

**Table B-1**

<table>
<thead>
<tr>
<th>Stoop Dimensions</th>
<th>Minimum</th>
<th>Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>A. Building Setback (varies by zoning district)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>B. Stoop Depth</td>
<td>4 ft.</td>
<td>8 ft.</td>
</tr>
<tr>
<td>C. Stoop Width</td>
<td>4 ft.</td>
<td>-</td>
</tr>
<tr>
<td>D. Stoop Floor</td>
<td>1.5 ft.</td>
<td>3 ft.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Maximum Encroachment Allowed</th>
</tr>
</thead>
<tbody>
<tr>
<td>5 ft.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Elements</th>
<th>Minimum</th>
<th>Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>E. Fence Height (front)</td>
<td>2.5 ft.</td>
<td>4 ft.</td>
</tr>
</tbody>
</table>
A Bracketed balcony is second-story balcony projecting over the building entrance. This arrangement provides cover for a person entering or exiting the building, emphasizes the entryway and creates a semi-public space overlooking the street. Brackets should be designed to reflect the structural role they are intended to play, and to define the entryway. Bracketed balconies are typically associated with live/work buildings, but can be used for other building types with commercial uses in the ground story.

1. Bracketed Balcony Dimensions
a) Bracketed balconies shall be at least 3 feet in depth and shall not exceed 6 feet.
b) Bracketed balconies shall be at least 4 feet in width.
c) Bracketed balconies shall clear at least 8 feet from the finished floor.
d) Bracketed balconies are appropriate for commercial uses that typically do not raise the first floor elevation.
e) Bracket balconies may encroach into the front setback 6 feet or to within 2 feet of the right-of-way, whichever is less.

2. Elements
a) Brackets shall be made of wood, concrete or steel.

Table C-1

<table>
<thead>
<tr>
<th>Bracketed Balcony (BB) Dimensions</th>
<th>Minimum</th>
<th>Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>A. Building Setback (varies by zoning district)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>B. BB Depth</td>
<td>3 ft.</td>
<td>6 ft.</td>
</tr>
<tr>
<td>C. BB Width</td>
<td>4 ft.</td>
<td>-</td>
</tr>
<tr>
<td>D. BB Floor</td>
<td>0 ft.</td>
<td>0 ft.</td>
</tr>
<tr>
<td>E. BB Height</td>
<td>8 ft.</td>
<td>12 ft.</td>
</tr>
</tbody>
</table>

Maximum Encroachment Allowed
6 ft. or to within 2 ft. or ROW

Elements
F. Bracket Dimension Designed to reflect its structural role
Forecourts are open areas in front of the main building entrance. The forecourt is suitable for gardens, hardscape areas, and outdoor seating for residents, cafes or restaurants. They are typically associated with multifamily, mixed use, and commercial building types.

1. Forecourt Dimensions

   a) Forecourts shall be at least 10 feet in depth and shall not exceed 20 feet.
   b) Forecourts shall be at least 20 feet in width and shall not exceed 50% of the total building frontage.
   c) Forecourts may be raised up to 3 feet above sidewalk grade.

2. Elements

   a) Low walls or balustrades may extend into the front setback, shall be at least 2.5 feet in height and shall not exceed 4 feet in height.
   b) Low walls shall be constructed of similar material as the principal building, or be composed of a continuous, maintained hedge.
   c) Awnings shall project a minimum of 4 feet and a maximum of up to 2 feet from the curb or edge of pavement.
   d) Awnings shall be sympathetic to the buildings’ architecture and designed as an integral component of the overall signage package. Internally illuminated or vinyl awnings are prohibited.

Table D-1

<table>
<thead>
<tr>
<th>Forecourt Dimensions</th>
<th>Minimum</th>
<th>Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>A. Building Setback (varies by zoning district)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>B. Forecourt Depth</td>
<td>10 ft.</td>
<td>20 ft.</td>
</tr>
<tr>
<td>C. Forecourt Width</td>
<td>20 ft.</td>
<td>50%</td>
</tr>
<tr>
<td>D. Forecourt Floor</td>
<td>0 ft.</td>
<td>3 ft.</td>
</tr>
</tbody>
</table>

Elements

E. Front wall/hedge

F. Awning 4 ft. up to 2 ft. from curb
The storefront is a frontage type placed along the property line, and is typically associated with retail and mixed use buildings. The storefront must be designed in a way that promotes an attractive, convenient shopping experience. Storefronts are typically at grade with the sidewalk, and are usually shaded by awnings or arcades.

1. Storefront Dimensions
   a) Storefronts shall extend across at least 80% of the commercial/retail space, for the full height of the first story of the facade;
   b) Storefronts shall have a base area two to three feet high, with glazed areas extending at least 8 feet from the ground for a minimum of 70% of the facade length.
   c) Storefronts shall be directly accessible from sidewalks; doors may be recessed from the frontage line by up to 10 feet.
   d) The facade transparency standard is 70% to 75% for ground stories with the storefront frontage type.

2. Elements
   a) Awnings shall project a minimum of 4 ft. and a maximum of up to 2 ft. from the adjacent curb face.
   b) Awnings shall be sympathetic to the buildings’ architecture and designed as an integral component of the overall signage package. All awnings shall be sloped 30 degrees from the horizontal plane. Shed awnings shall have both ends open. All awnings on street level shall have an eight inch vertical valance with concealed weight to prevent excessive movement in high winds. Internally illuminated or vinyl awnings are prohibited.
   b) A single external sign band may be applied on the first story façade, not exceeding 36 inches in height by 60 percent of the storefront width. A name or logo printed on the awnings shall be considered as square footage against the overall dimensions of the sign band.
   c) One pedestrian blade sign per storefront may be attached perpendicular to the façade. This sign may extend up to 4 feet from the frontage line and shall not exceed 3 feet in vertical dimension, including all mounting brackets and hardware, and shall be setback a minimum of 2 feet from the end of the building or storefront.
Colonnades and arcades are frontage types with an attached linear hallway that is open and flanked with columns or pilars on three sides. These exterior hallways encroach the public right of way, covering the sidewalk. This creates a shaded environment ideal for pedestrians and conducive to retail. This frontage type is typically associated with retail and mixed use building types.

1. **Colonnade/Arcade Dimensions**
   a) The height and proportions of the colonnade/arcade shall be consistent with the style and proportions of the building to which it is attached.
   b) Colonnades and arcades must have a clear width from their support columns to the building’s primary façade of at least 10 feet.
   c) Colonnades and arcades must have a clear height above the sidewalk of at least 10 feet.
   d) Support columns shall be placed no farther apart than they are tall, and must be placed 2 to 4 feet from the outer face of the curb.
   e) Colonnades and arcades shall encroach over the sidewalk. A sidewalk should not run parallel to an arcade or colonnade, which allows pedestrians to bypass retail or commercial windows.
   f) When the distance between the property line and the face of curb is insufficient to accommodate the minimum dimensions required for an arcade or colonnade, the building shall set back accordingly to achieve the minimum clear width.

![Figure F-1: Colonnade/Arcade- 3D Model](image1)

![Figure F-2: Colonnade/Arcade - Plan](image2)

![Figure F-3: Character Example](image3)

<table>
<thead>
<tr>
<th>Table F-1</th>
</tr>
</thead>
<tbody>
<tr>
<td>Colonnade/Arcade Dimensions</td>
</tr>
<tr>
<td>A. Building Setback</td>
</tr>
<tr>
<td>B. Arcade Depth</td>
</tr>
<tr>
<td>C. Arcade Width</td>
</tr>
<tr>
<td>D. Arcade Height</td>
</tr>
<tr>
<td>E. Arcade Floor</td>
</tr>
<tr>
<td>F. Face of curb dist.</td>
</tr>
<tr>
<td>Elements</td>
</tr>
<tr>
<td>G. Exposed beams</td>
</tr>
<tr>
<td>H. Terrace, roof or habitable space</td>
</tr>
</tbody>
</table>
g) Habitable space may extend over the colonnade, provided a right-of-way agreement is entered into between the property owner and the City. This agreement shall establish liability and insurance responsibilities in a form acceptable to the City attorney.

h) Ceilings shall be designed with coffers or exposed beams extruding at least 6”, aligned with each column or pilar.

2. Elements

a) An external sign band may be applied on the first story façade, not exceeding 36 inches in height by 60 percent of the storefront width.

b) An external sign band is permitted on the storefront under the covered area, not exceeding 24 inches in height by 60 percent of the storefront width.

c) A blade sign may project from the facade under the covered area. This sign may extend up to 4 feet from the frontage line, and shall not exceed 3 feet in vertical dimension, including all mounting brackets and hardware.

d) A blade sign may project from the support columns. This sign may extend up to 2 feet from the face of curb, and shall not exceed 3 feet in vertical dimension, including all mounting brackets and hardware.

e) Potted landscaping shall be provided between the face of the columns or piers and the face of curb.
One of the main components of the Becker Road Master Plan is to establish a new alley system parallel to the corridor. The alley system is important for a number of reasons:

- Removes some vehicular circulation from Becker Road, increasing capacity on the corridor;
- Eliminates the need for curb cuts to individual parcels on Becker Road, reducing disruptions to traffic flow;
- Allows for an attractive, continuous streetscape;
- Reduces the potential for pedestrian/vehicular conflicts;
- Allows for an efficient, coordinated area for services and parking needs.

The Becker Road Master Plan, created with a public charrette process, identifies specific locations for new alleys. The following three strategies have been identified to implement the new alley system within the platted corridor:

**Strategy #1:** The City acquires the land necessary and installs the alleys. The benefits of this option are (1) the alternative vehicular route is available immediately, and (2) the infrastructure is put in place before a significant amount of development has occurred, reducing the inconvenience to future residents and business owners. Additionally, since the alley system is necessary to allow increases to existing density and intensity, most property owners should be able to understand the benefit. The drawback is the financial commitment required of the municipality. In the case of Becker Road, before the charrette process, the City was pursuing a significant number of properties along the corridor to make room for a 6-lane road and the necessary storm water system. Re-directing that effort to condemning a 22-ft. wide strip from each property while maintaining or increasing the development potential may be possible.

**Strategy #2:** The developers of land along the corridor are required to install the alley. In this option, new construction is required to obtain a cross-access agreement with a certain number of parcels on the block in order to establish rear circulation to the property. The requirement could either be (1) securing access across the entire block, (2) securing access across the number of lots necessary to reach one side street, or (3) securing access across a certain amount of frontage along the corridor and allowing one consolidated access point from Becker Road. This option shifts the financial burden to the private sector, but relies upon the market demand to implement the alley system. The location and continuity of the new system will occur more sporadically and will take longer to fully implement.

**Strategy #3:** The developers of land along the corridor are required to install the alley behind their parcel(s) only and are allowed interim front access from the corridor. This option will result in piecemeal implementation of the alley system and will allow the most number of new curb cuts on the corridor. While this option may have the least amount of financial obligation or political pressure, it will take much longer to accomplish the mobility goals for the corridor.

This code is written using Strategy #2.
**Section 158.164. Access & Subdivision Standards for Livable Corridors**

A. **Purpose.** In order to create a successful multi-modal environment, the regulations governing access and subdivision are inter-related. Additional density and intensity is encouraged to establish a viable mix of land uses along the corridor supportive of multi-modal travel options. The efficient organization of vehicular access and circulation among the parcels on the corridor will make walking and transit use easier while also reducing disruptions to traffic flow in the area. Vehicular access and parking is intended to be accommodated in the rear of properties using a continuous alley system running parallel to the corridor. By relocating and organizing vehicular access in this manner, the corridor will develop as a superior environment for walking and cycling.

Access and subdivision standards are typically in a separate part of land development codes from the zoning districts. Local preference will determine whether the subdivision regulations contained in this document are interspersed into the existing standards or exist as a separate set of instruction. Since the access and subdivision regulations are integral to the overall redevelopment strategy for the corridor, and affect the ability of property owners to use the full range of permitted building types, the zoning code language should clearly reference these regulations as these items are so interrelated.

B. **Parcel Size.**

1. Development on all parcels shall organize access that meets the standards contained within this section.
2. A unified development proposal for a parcel or parcels of land 2 or more acres in size must also follow the large parcel subdivision standards in Section 158.165.
3. A parcel or parcels of land under common ownership or control less than 2 acres in size may subdivide existing lots into multiple lots provided the proposed plat yields lots consistent in size with the dimensions of a permitted building type in the zoning district, and the standards in this section are met.

C. **Block Configuration.** The Becker Road corridor is lined by two different block configurations: the Short End of a block (“Short End block”) and the Long Side of a block (“Long Side block”). The Short End block was originally platted with two lots on the corridor, between existing side streets. The Long Side block is a block with multiple lots with frontage on the corridor, between two side streets or a side street and a drainage easement. Each type of block has specific access and subdivision requirements.

![Figure 164-1](image_url)

Short End & Long Side Blocks

Becker Road

Model Form-Based Code for Pre-Platted Corridors
1. **Regulations for all Blocks.** The following standards apply to new development on all blocks:
   a. To ensure the most effective use of the proposed interconnected vehicular circulation system, the first to develop shall be required to make an irrevocable offer of cross-access to the adjacent parcels prior to issuance of a development order and must design and build to accommodate cross-access in the form of an alley as specified for each block configuration.
   b. When adjacent owners seek to develop, they will also be required to reciprocate with a similar cross-access agreements and then must complete the physical connection.
   c. Individual property owners shall control all rights to the use of their own parking spaces, but may choose to allow wider use of these spaces for a fee of their choosing or through reciprocal arrangements with other parties.

2. **Short End Blocks.** The Short End block was originally platted with two lots on the corridor, between existing side streets. Short End blocks typically comprise approximately 250 linear feet of frontage on the corridor. The corridor zoning districts extend over the two lots with frontage on the corridor to include the two adjacent parcels without frontage on the corridor. The intent of extending the zoning district over these additional lots is to allow for sufficient land to establish an alley condition that maximizes the circulation and parking potential, given the dimensions of the original plat. The purpose is not to allow lots without frontage on Becker Road to further subdivide or intensify apart from a unified development plan for the block end.
   a. No new curb cuts to Becker Road are permitted.
   b. To subdivide an existing lot with frontage on Becker Road into multiple lots or develop using a building type other than the House type, a continuous alley shall be established that connects to a side street.
      i. Development and subdivision plans that include the adjacent parcel that does not have frontage on Becker Road shall establish continuous cross-access in the form of Alley Section A (Figure 163-2), providing 68 feet of right-of-way.
      ii. Development and subdivision plans not including the adjacent parcel shall establish continuous cross-access in the form of Alley Section B (Figure 163-3), providing 25 feet of right-of-way.
   c. A lot with frontage on Becker Road may choose to develop using the House building type without further subdividing the existing parcel. In this case, drive way access must be from the side street.
   d. Lots without Becker Road frontage may develop independently using the House building type but shall not further subdivide the existing parcel. Additionally, if the adjacent lot that has frontage on Becker Road develops independently, this shall be the only development option.
   e. Figure 163-4 illustrates the potential conditions that may result from these standards.
Alley Section A has two rows of parking with the alley incorporated into a drive aisle. Parking and service areas are shielded from street view by a hedge 3 to 4 feet in height and a shade tree on either side of the alley entry. The side of the adjacent lots are separated by a continuous landscape area 5 feet wide with shade trees installed 40 feet on center. A privacy wall shall be installed to provide further separation and screening. The wall shall be 4 feet in height in the first 25 feet from the property line adjoining the street right-of-way (matching the front setback of the adjacent lot) and transition to 6 feet in height.

Alley Section B provides through access to the rear of lots. The side of the adjacent lots are separated by a continuous landscape area 5 feet wide with shade trees installed 40 feet on center. A privacy wall shall be installed to provide further separation and screening. The wall shall be 4 feet in height in the first 25 feet from the property line adjoining the street right-of-way (matching the front setback of the adjacent lot) and transition to 6 feet in height.
Figure 164-4
Short End Block Development & Access Scenarios
4. **Long Side Blocks.** Long Side Blocks typically have a block face on the corridor that ranges from 750 feet to over 1,200 feet in length. These blocks are significantly longer than needed to achieve both a superior pedestrian environment and well-organized vehicular access. In the original plat, blocks are comprised of lots about 80 feet wide. Except for the lots on corners, access from Becker Road is the only option. These standards intend to consolidate access points from Becker Road and re-organize vehicular circulation to the rear of the lots.

a. In order to subdivide existing lots into multiple lots or develop using a building type other than the House type, the following standards apply:
   
i. The parcel(s) of land must have at least 480 linear feet of frontage on Becker Road. The minimum frontage may be less than 480 linear feet if the parcel(s) provide a missing link in the rear alley system.

   
   This code proposes 480 feet as the increment of frontage and vehicular access, which responds to the original plat dimensions and also establishes a new block face consistent with block sizes in traditional, pedestrian-friendly cities.

   ii. The development and subdivision plans shall establish continuous cross-access in the form of Alley Section C (Figure 163-5), providing 22 feet of right-of-way.

   iii. The alley shall connect to side streets and adjacent alleys or easements, whenever possible. One two-way curb cut to Becker Road is permitted per 480 linear feet of frontage on the corridor. Curb cuts shall be located at least 160 feet from side streets and other driveways.

   iv. A Civic Space lot of a minimum of 2500 square feet is required for every 480 linear feet of Becker Road. See Section 158.162(J) for design standards;

   b. For zoning districts with the House as a permitted building type, a lot with frontage on Becker Road may choose to develop using the House type without subdividing the existing parcel. In this case, a new curb cut to Becker Road may be permitted provided:

   i. A cross access easement of 22 feet from the rear property line shall be provided to reserve the area for the future installation of Alley Section C (Figure 163-5). No accessory uses or structures shall be placed within the easement area.

   ii. Until a continuous rear alley is installed, interim access from Becker Road is permitted provided the site and building layout accommodates relocating vehicular access to the rear of the lot in the future. Front-loaded garages are not permitted. Access shall be by one curb cut for a drive way no more than 10 feet wide and vehicular circulation shall be designed to prevent backing on to Becker Road. Changing vehicular direction shall be accommodated in the side or rear of lots.
Figure 164-6
Long Side Block Development & Access Scenario

Becker Road
Interim curb cut

Easement
Proposed subdivision into Townhouse lots
480' - 6 existing lots

Side Street

Becker Road
Interim curb cut removed

Easement
House

Side Street

Becker Road

Pedestrian Accessway
Civic Space Lot

Two-way curb cut

Link Established

Side Street

Becker Road

Easement

House

Side Street

Becker Road

Proposed subdivision into Townhouse lots
480' - 6 existing lots

18 Townhouse lots

Pedestrian Accessway
Civic Space Lot

Two-way curb cut

Interim curb cut removed

Model Form-Based Code for Pre-Platted Corridors
A. Purpose
The purpose of this section is to establish the procedure and required planning principles for subdividing large parcels or combination of parcels that are two acres or more in size. Conventional planning practices generally treat large parcels along major corridors simply as larger lots that can accommodate larger buildings. In suburban areas, these large parcels, whether commercial or residential, are typically dedicated to a single use and disconnected from surrounding development and the existing neighborhood. This pattern of segregation and vast areas dedicated to parking results in an auto-oriented environment that adds to the congestion of the corridor.

In order to achieve the intended walkable, pedestrian-oriented environment along the corridor while maximizing traffic capacity, prior to the issuance of any site development or building permits on parcels or combination of parcels of two acres or more, these standards shall apply, in addition to the provisions of Article VI “Design and Improvement; Model Standards, Principles Guidelines”:

B. Basic Principles
1. Development on large parcels shall be organized into a system of blocks.
2. Blocks are defined on all sides by public rights-of-way, typically streets;
3. New streets shall connect to existing streets, whenever possible;
4. Alleys shall be provided to accommodate rear access to all lots facing the corridor;
5. New streets shall be designed for both vehicles and pedestrians;
6. Proposed new plats shall create lots consistent with the dimensions required for one or more building types permitted within the zoning district.
7. The proposed plat shall ensure future buildings face a street, path or park. The backs of existing or proposed buildings shall not face streets, paths or parks;
8. Building types consistent in scale and use should face each other across streets. Alleys
should be used to transition between different building types and/or uses.

9. Primary streets are intended to develop as superior pedestrian environment and shall be lined with the fronts of buildings.

C. General Subdivision Procedure. The described subdivision process ensures a healthy, interconnected pattern of development occurs adjacent to the corridor, which is critical to maintaining traffic capacity overtime. Proposals to subdivide a parcel or parcels comprised of 2 acres or more should clearly reflect the application of this process.

1. Create Blocks
a) Sites shall be subdivided to create more than one block. Subdivision design may extend or complete an adjacent block as well as establish new blocks;

b) Blocks may be orthogonal or organic in form. The block configuration determines whether the resulting street network is orthogonal or organic; both configurations are appropriate;

c) Typical block dimensions should be approximately 300 feet by 500 feet. A single block face shall not exceed 700 feet. The average block perimeter may not exceed 1,500 feet and the maximum perimeter of any block shall not exceed 2500 feet.

2. Streets
New streets shall have the following characteristics:

a) All streets must be designed to encourage pedestrian and bicycle travel. Sidewalks and medium canopy shade trees spaced 30 - 40 feet on center must be provided on both sides of all streets;

b) All new streets shall be designed to accommodate on-street parking;

c) Streets shall intersect the corridor at a distance no greater than 700 feet apart;

d) Streets intersecting the corridor shall do so at a 90 degree angle, for at least 40 feet from the intersection;

e) All streets shall be publicly dedicated. Private streets and closed or gated streets are prohibited;

f) In the C-Suburban and C-General districts, new streets should be designated as Primary streets.
Step V: Build Buildings

In the C-Urban Center and C-Cross Roads, the Planning Director shall approve Primary and secondary street designations. (See Section 158.16.D).

3. Alleys

- Alleys shall provide rear access to all lots facing the corridor and all subdivisions in the C-Urban Center and C-Cross Roads districts.
- Alley location results in block forms typically identified by a letter, including “I”, “T” or “H” block (see Figure C-4). An “L” block type is a variation of the “T” type. These block configurations are appropriate; other configurations require approval by the Planning Director.
- Alleys may be incorporated into parking lots as if they were standard parking access aisles. Access to all properties adjacent to the alley must be maintained.
- Blocks without alleys may be permitted on parcels within the adjacent neighborhood, where the predominant use is single-family, detached residential (See Figure C-3).

4. Plat Lots, Define Public Open Space

- The proposed plat shall result in lots consistent with the dimensions of one or more of the building types permitted by the zoning district. The building type shall be identified for each lot on the site plan. Changing the identified building type(s) on an approved site plan may be approved using a minor revision process (Section 158.237) provided the lot dimensions are consistent with the requirements of the proposed new building type.
- In the C-Urban Center and C-Cross Roads districts, minimum required lot depths may reduced to accommodate a consolidated, core parking area. Section 158.165(D) contains additional design standards for subdivisions with blocks using core parking areas.
- An applicant may propose to plat using a new building type during the subdivision approval process, which may be accepted or denied by the City Council. In order to provide the City Council and general public with the necessary information to consider the request, proposals for new building types shall contain all the information, represented both graphically and in text, as used to describe the building types in Section 158.162;
- Building types differ in scale, massing, and use. Site layout should accommodate more intense development (e.g. larger buildings and/or more intense uses) along the corridor and transition in scale to development compatible to the adjacent neighborhood. Generally, similar building types should face each other on a street.
- A minimum of 5% of the parcel shall be dedicated to civic space. This civic space shall be platted as a Civic Space lot, in accordance Section 158.162(J).

5. Introduce Buildings

- Buildings shall be developed consistent with the regulations of the identified building type.

Figure C-3
Conventional Platting, No Alley
Figure C-2
Block Types

"H Block Type

"H" Block Type Character Example

"T" Block Type

"T" Block Type - Character Example

"T" Block Type

"T" Block Type - Character Example

Model Form-Based Code for Pre-Platted Corridors
D. Blocks with Core Parking Areas.

In an effort to make cities more walkable, the model code generally encourages locating parking behind buildings. The goal is to shield parking areas from the street with buildings to create an attractive environment for pedestrians. Locating buildings close to the sidewalks improves access for pedestrians, bicyclists, and riders using mass transit, furthering the multi-modal objectives for the corridor.

In commercial areas with high parking requirements, parking can be consolidated into one core area, serving part or all of the block. It is not always initially possible to fully line core parking areas with buildings, for several reasons:

- Site constraints
- Insufficient market demand to build out the site
- Cost constraints to building structured parking in the initial phase

This code recognizes the need for some streets to have more flexibility regarding building placement standards in order to accommodate realities like parking or service areas. The primary and secondary street designations in this code provide a tool to prioritize main pedestrian routes, while allowing reduced standards on other streets. The disposition of core parking areas shall be held to the following standards (See Figures D-1 and D-2):

1. Exposed parking areas, including surface lots and parking structures, are not permitted along Primary streets. Parking shall be fully lined by a building with a habitable use for at least 20 feet from the frontage line. Access via a public alley is permitted from a primary street.

2. Alleys shall provide access to parking areas and may be incorporated as if they were standard parking access aisles.

3. In order to allow for long term growth and densification over time, surface parking lot dimensions should be such that they could be replaced by structured parking garages in the future.

4. Appropriate block configurations are illustrated on Figures D-1 and D-2; other configurations require approval by the Planning Director.

5. The designation of new streets as Primary or Secondary streets requires approval by the Planning Director.
Figure C-3
Parking Configuration

Typical Block
Core parking shielded on four sides, surrounded by Primary streets.

Core parking shielded on three sides, surrounded by three Primary and one Secondary streets.

Core parking shielded on two sides surrounded by two Primary and two Secondary streets.
**Accessory Dwelling Unit:** One independent dwelling unit, limited in size, sharing ownership and utility connections with a principal building on the same lot, typically located in the rear of the lot within an outbuilding.

**Alley:** A right-of-way for service and parking access to the back of properties.

**Arcade:** A series of piers topped by arches that support a permanent roof over a sidewalk.

**Density:** The number of dwelling units per acre within a developable area.

**Balcony:** An open portion of an upper floor extending beyond a building’s exterior wall that is not supported from below by vertical columns or piers.

**Block:** An area surrounded but not divided by streets.

**Building Footprint:** The shape and orientation of the ground floor of a structure on the lot.

**Bulbout:** An extension of the sidewalk or curb line into the parking lane to reduce the effective street width. Also known as curb bulb-outs or neckdowns, curb extensions significantly improve pedestrian crossings by reducing the pedestrian crossing distance, visually and physically narrowing the roadway, improving the ability of pedestrians and motorists to see each other, and reducing the time that pedestrians are in the street. Curb extensions are only appropriate where there is an on-street parking lane. Curb extensions should not extend more than 6 feet from the curb, and must not extend into travel lanes, bicycle lanes or shoulders. The turning needs of larger vehicles, such as school buses, need to be considered in curb extension design. (St. Louis Great Streets Initiative.)

**Civic Building:** Civic buildings contain uses of special public importance. Civic buildings include, but are not limited to, municipal buildings, churches, libraries, schools, day care centers, recreation facilities, and places of assembly. Civic buildings do not include retail buildings, residential buildings, or buildings with private offices.

**Civic Space:** Civic spaces are small open areas accessible to the general public that are strategically placed to facilitate use by the surrounding community. A civic space must be configured either as a green, plaza, playground, or mews.

**Colonnade:** Similar to an arcade except that it is supported by vertical columns without arches.

**Double-Facing Lots:** Lots directly adjoining land designated as C-Parkway on one side and bounded by a street parallel to Becker Road on the opposite side shall be considered double-facing lots.

**Frontage:** The full length of a plot of land or a building measured alongside the road on to which the plot or building fronts.

**Frontage Line:** A lot line bordering a right-of-way.
**Definitions**

**Frontage Types:** Frontage types define architecture and design components for the entrance(s) to the building and the area between the primary facade and the frontage line. Each building type identifies the appropriate frontage type(s).

**Frontage Percentage:** The frontage percentage is the percentage of a lot line bordering a public right of way that is required to be occupied by the primary facade of the principal building.

**Live-Work Building:** An attached building that can accommodate residential use, business use, or a combination of the two within individually occupied units.

**Medium Canopy Shade Tree:** A tree that has a canopy 30 to 40 feet in diameter at maturity.

**Mixed Use:** Combining two or more of the following uses: retail, commercial and residential within the same building type.

**Primary Façade:** The side of the dwelling containing the front door or main entryway.

**Primary Street:** Primary streets are streets that define the public realm and are intended to create a strong pedestrian environment. Building facades facing primary streets are, therefore, more highly regulated than the elevations that coincide with other lot lines. Primary street designations apply to both sides of the street.

**Public Realm:** The space between buildings that includes streets, sidewalks, parks, plazas, and open space.

**Regulating Plan:** A map that identifies zoning districts and other information necessary to apply a form-based code such as primary street designations, and potential future streets.

**Stoop:** A staircase attached to the façade of a building, usually constructed of concrete or stone that leads either to a small entrance platform or directly to the main entry door.

**Transit Stop:** A station or street side location where a transit line stops.

**Outbuilding:** An ancillary building, limited in size, sharing ownership and utility connections with a principal building on the same lot, typically located in the rear of the lot used to accommodate accessory uses such as a garage, storage, and/or an accessory dwelling unit.
References & Bibliography


4. National Center for Transit Research at the Center for Transportation Research, University of South Florida & Florida Department of Transportation, *Model Regulations and Plans for Multimodal Transportation Districts*. 2004


7. Martin and St. Lucie County Transportation Planning Organizations. *2030 Regional Long Range Transportation Plan*.


