








2.0 SINGLE-FAMILY DESIGN GUIDELINES



- A grid or modified grid pattern to provide connectivity and walkability is the preferred street and block pattern. Modifications may be approved to match existing neighborhood context. 
- Where residential subdivisions are located adjacent to an open space preserve, street and block patterns should achieve visual and physical access to open space areas. 
- Street patterns that create long uninterrupted sound walls should be avoided. 
- Residential streets within the subdivision design should be slower and pedestrian-oriented. Incorporate traffic calming measures such as traffic circles, chokers, enhanced crosswalks, and narrower streets. 
- Block lengths should be no more than 500 feet, especially for smaller lot developments (RD-5 and higher). For blocks that exceed 500 feet in length, mid-block paseos or pedestrian paths connecting to walking paths, bicycle lanes, schools and parks should be provided to ensure the walkability within the community. Larger lot subdivisions may have longer block lengths up to 750 feet. 
- Street layout shall allow for adequate fire protection of all housing.
- Existing healthy mature trees should be preserved and incorporated into site design to add to the neighborhood character. 
- Cul-de-sacs that side on to through streets or greenbelts should provide pedestrian access to connect to the adjacent through street. "Live-end" cul-de-sac design should be used to complement these areas and can include landscaping and benches.
- Access walkways and/or off-street trails should be provided to community destinations such as open spaces, parks and schools, and commercial centers from the neighborhood, to enhance the pedestrian and bike movement and safety. 
- Each parcel of land should front on a public street or be served by a private road approved pursuant to the Zoning Code which is a component of an approved local street pattern. Lots with homes that back onto a street are only allowed where traffic volumes render lots with homes that front onto a street as unsafe.
- Gated communities are allowed when consistent with community goals. 