

24V.208

BLOCKS AND STREETS

24V.208.010 Purpose

Block & Street Regulations determine the requirements for the provision, configuration and design of new streets. They are established to enhance the connectivity of the street network, to create safe and attractive streetscape environments, and to encourage walking to and within the Plan Area.

24V.208.020 Block Perimeter

A. DEFINITION

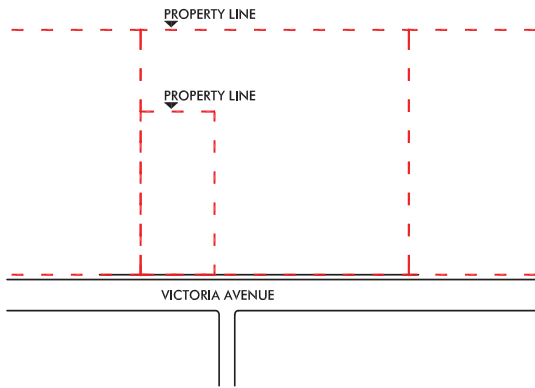
1. Block Perimeter is a measure of the total length of the property line along all block faces.
2. Alleys and paseos do not define block faces.
3. The required maximum block perimeter for each transect zone is specified in 24V.200 (Zones and Development Standards).

B. APPLICABILITY

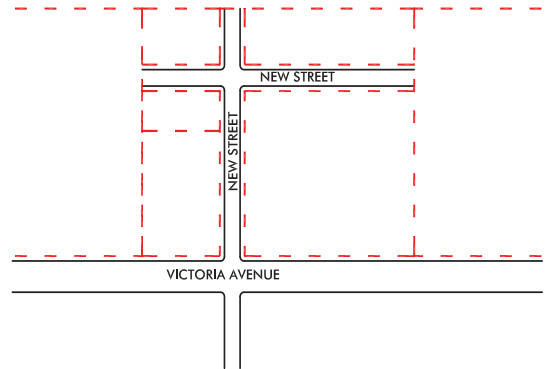
1. Development increments that exceed the specified Maximum Block Perimeter standard must construct new public streets in locations that result in the creation of city blocks that do not exceed the Maximum Block Perimeter.
2. New streets must be designed, configured, and located in accordance with the standards specified in principles set forth in Section 24V.208.030.
3. Figure 6 Breakdown of Large Blocks illustrates, step-by-step, how to introduce new streets and alleyways to subdivide a large parcel into smaller blocks and parcels.

C. PERFORMANCE MEASURES

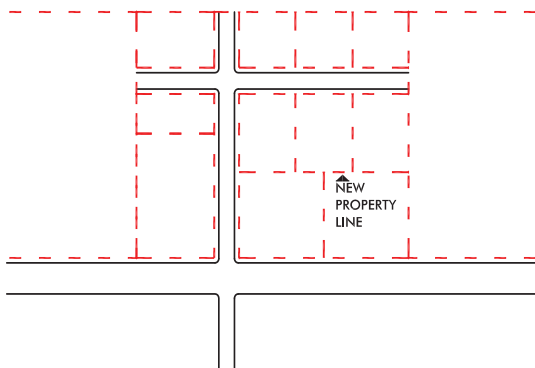
1. New streets required by this section shall have a connection to Victoria Avenue and other existing streets.
2. Blocks shall be designed to allow unobstructed bicycle access to the Class I and II bikeways.
3. Wherever possible, new streets shall:
 - a. Align with existing street intersections.
 - b. Be located along existing parcel boundaries.
 - c. Be located and aligned to allow for future direct connections to other streets.



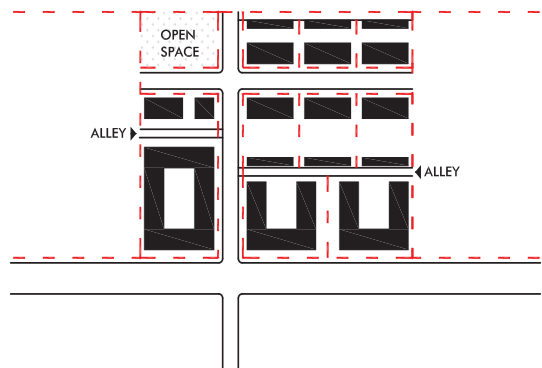
Step 1 – Calculate the parcel size and determine if new blocks and/or streets are required.



Step 2 – Introduce New Streets: Create a layout for new streets according to the principles detailed in Section 24VC.308 Blocks & Streets.



Step 3 – Introduce Lots: Create a layout for lots or nominal lots using lot widths permitted for desired Building Types.



Step 4 – Prepare a preliminary master plan showing the layout of buildings, and open spaces according to the Urban Standards for the applicable Transect Zone. Simultaneously, introduce Alleyways that will provide access to properties and enhance their value and livability.

Figure 6 Breakdown of Large Blocks

24V.208.030 New Street Types

A. DEFINITION

New Streets includes the moving lanes, parking lanes and medians as well as the sidewalk and any sidewalk landscape areas. Streets may be located on private or public land.

B. APPLICABILITY

1. New streets are required in order to satisfy Block Perimeter regulations (see section 24V.208.020.)
2. New streets not required by Block Perimeter regulations may be built at the developer's discretion for the purpose of building access or orientation.

C. PERFORMANCE MEASURES

1. For each new street, whether or not it is required by Block Perimeter regulation, a Street Type must be selected from the Street Types permitted for the applicable Transect Zone.
2. New Street Types shall be designed as illustrated in this section.
3. An applicant may propose modifications to the accompanying Street Designs provided that it can be shown that the modified street design satisfies or enhances the streetscape environment as regards each of the following stated goals, subject to review by the Community Development Director.
4. The Street Types are intended to guide the development of new streets to accomplish the following Street Design Goals:
 - a. Establish a perceivable hierarchy of connected streets that are appropriately designed and scaled to complement development in place and planned.
 - b. Present the city's residents and visitors with multiple route and modal options for travel within and between City districts.
 - c. Provide safe and attractive streetscape environments to provide vehicular capacity while ensuring a safe and welcoming environment for pedestrian, bicyclists and transit riders.
 - d. Create inviting pedestrian environments to encourage walking to and within the Corridor.
 - e. Provide significant plantings of deciduous trees within planting strips and medians to create a lush and attractive neighborhood setting.
 - f. Allow shared bicycle and vehicle use of travel lanes on relatively low volume streets.
5. Thoroughfares shall vary in design (i.e., travel lane widths, sidewalk widths, landscaping, etc.) according to variables including, but not limited to, vehicle capacity, vehicle speed, topography, pedestrian use, bicycle use, circulation, public transit, placement of adjacent buildings and businesses, and function beyond the project development boundaries; all subject to City Engineer approval.
6. Whenever possible, new streets shall connect to existing streets. Cul-de-sacs are permitted only where natural site conditions or utility easements prohibit connection to the street network. If a new street cannot connect to an existing street, it should be located, configured, and built to allow for a connection in the future.
7. In order to maintain or increase the accessibility provided by the block structure of the Corridor districts, existing public streets or alleyways may not be closed permanently unless the closure is part of a plan that will provide new streets in equal or greater numbers.

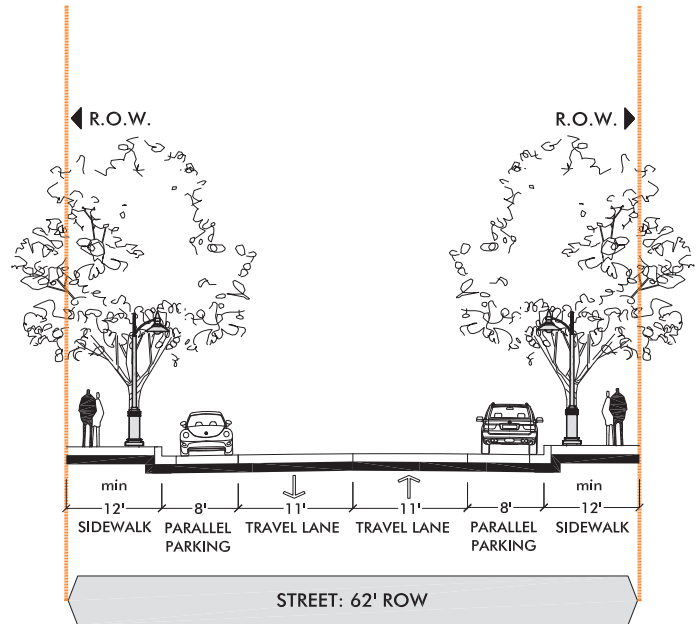
24V.208.040 Main Street

A. PURPOSE:

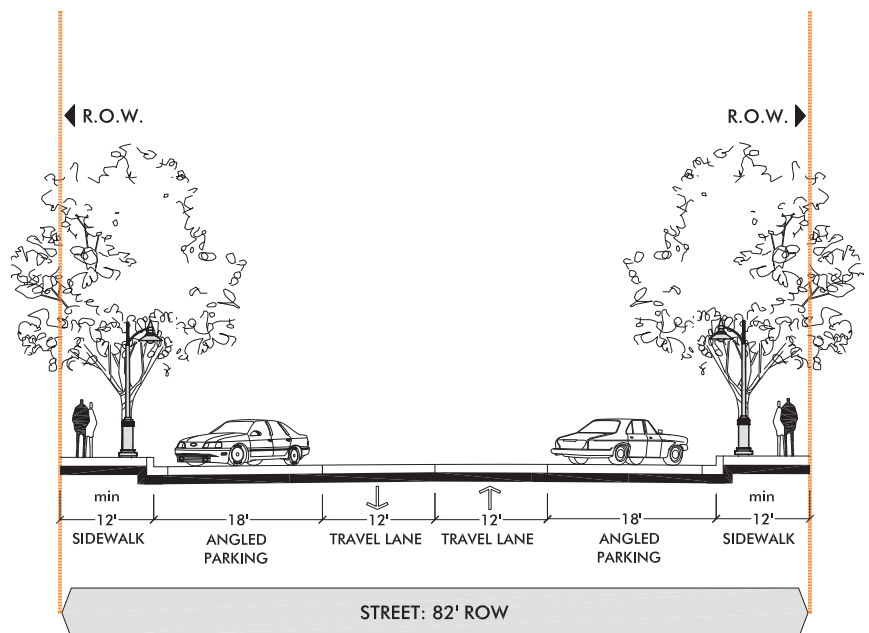
Organize the primary public realm to create an environment suitable for shopping and strolling along active retail and entertainment uses. Main street sidewalks should be wide and unobstructed to provide ample room for walking, and to encourage activities including outdoor dining, locations for kiosks, food carts, and flower stalls. On-street parking is crucial to the success of Main Street.

B. COMPONENTS

1. On-street parking that is oriented parallel or at a 45 degree angle to the curb.
2. Each block shall have a single species of large, open-habit, deciduous trees.
3. Trees shall be located in tree grates that are flush mounted at the back of curb, or may be located in islands within the parking lanes.
4. Trees shall be planted at a maximum spacing of 40 feet on-center along the back of sidewalk, or, if located within the parking lanes, trees shall be located between each set of two parking spaces.
5. Trees should be fast growing and deciduous so that they may be maintained in a way that provides unobstructed views to showroom windows and building signage.
6. Pedestrian-scale decorative street lighting shall be provided at a maximum spacing of 40 feet on-center. The light source should be located 12-14 feet above finished grade.
7. Up-lights at the base of trees and at the base of building pilasters may be used to provide additional ornamental lighting.



Main Street Option 1



Main Street Option 2

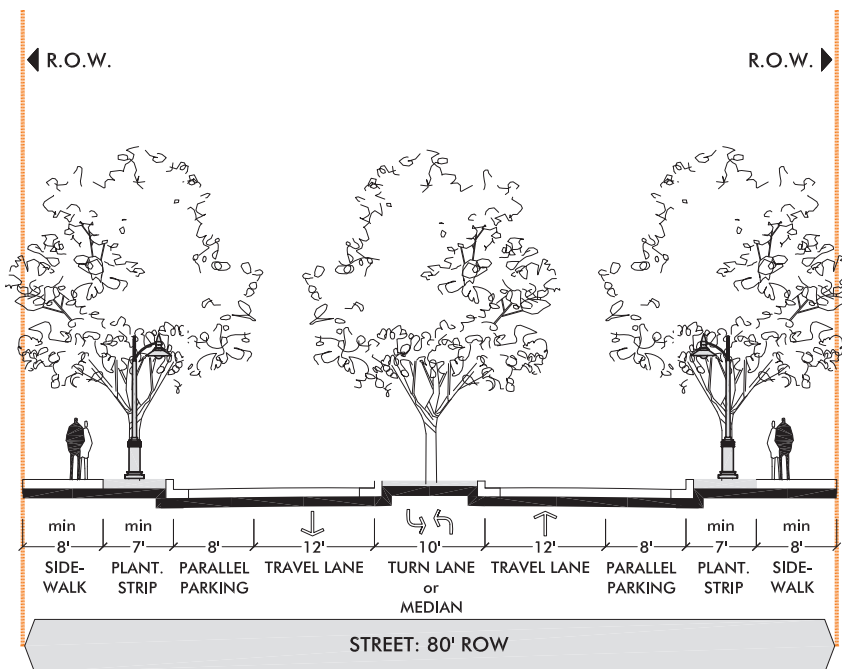
24V.208.050 Workplace Avenue

A. PURPOSE:

Provide an attractive primary corridor for vehicular and pedestrian traffic within designated Workplace districts. The Workplace Avenue provides a desirable setting for new office development, accommodates commercial traffic movements, and encourages pedestrians to walk within the district and to nearby activity along Victoria Ave.

B. COMPONENTS

1. A continuous planting strip along the back or curb.
2. Planting strips and medians shall consist of low lying, drought tolerant ground covers and shrubs.
3. Each block shall have a single species of large, open-habit or upright deciduous trees located in the planting strip.
4. Trees shall be planted at a maximum spacing of 40 feet on-center.
5. Pedestrian-scale decorative street lighting shall be provided within the planter strip at a maximum spacing of 80 feet on-center. The light source should be located 12-14 feet above finished grade.
6. Taller, "boulevard scale" decorative lighting may be provided within planting strip or center median at a maximum spacing of 120 feet on-center.



Workplace Avenue

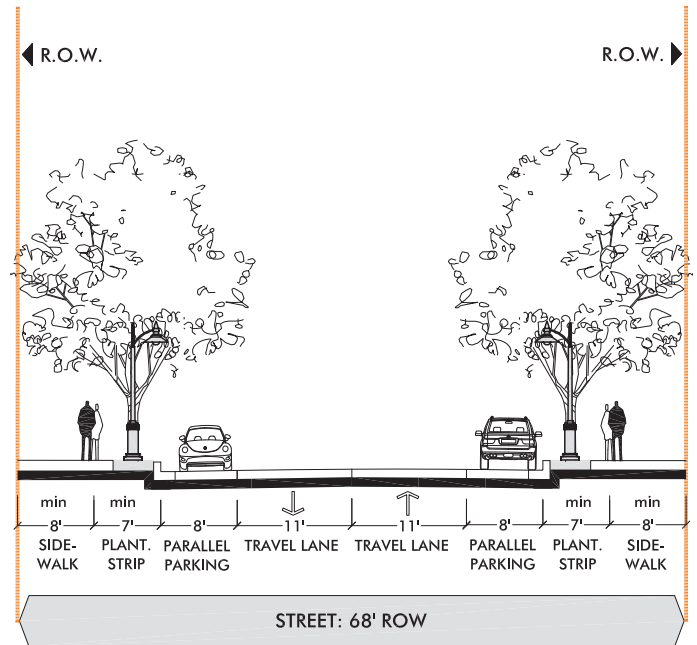
24V.208.060 Workplace Street

A. PURPOSE

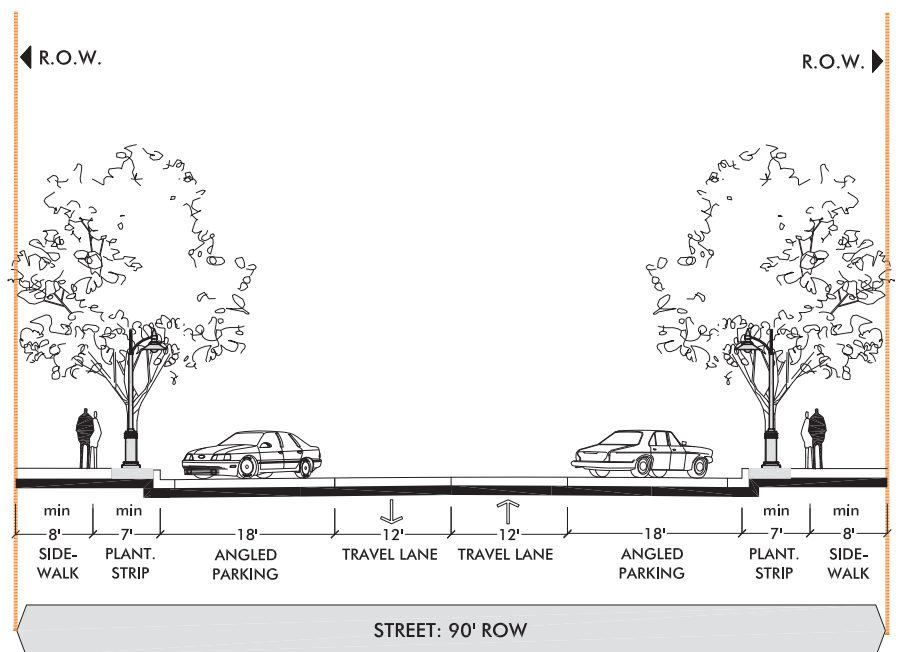
Provide a secondary street within a Workplace District to accommodate local pedestrian, bicycle and vehicular circulation.

B. COMPONENTS

1. A continuous planting strip along the back or curb.
2. Planting strips shall consist of low lying, drought tolerant ground covers and shrubs.
3. Each block shall have a single species of large, open-habit or upright deciduous or evergreen trees located in the planting strip.
4. Trees shall be planted at a maximum spacing of 40 feet on-center.
5. Street lighting located within the planting strip shall illuminate both the thoroughfare and sidewalk environment at a maximum spacing shall be 80 feet on-center.



Workplace Street Option 1



Workplace Street Option 2

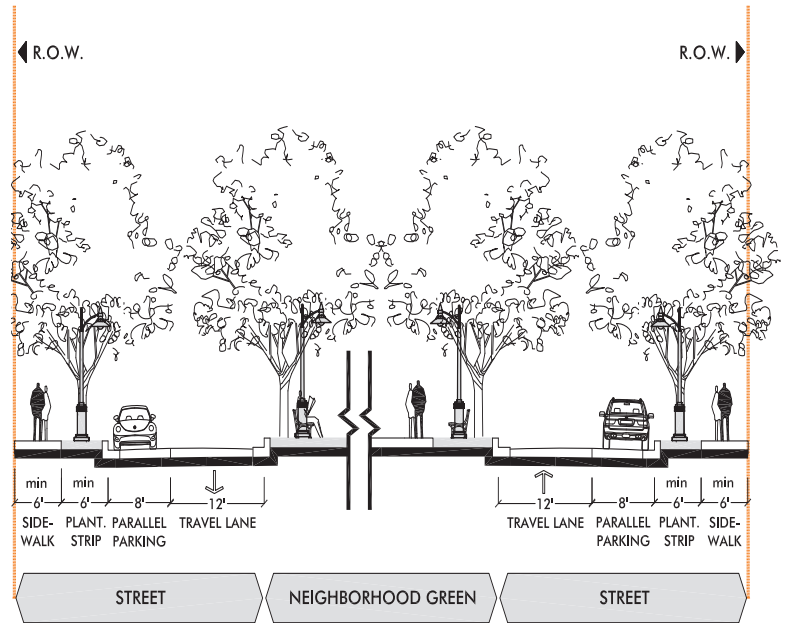
24V.208.070 Neighborhood and Workplace Green

A. PURPOSE:

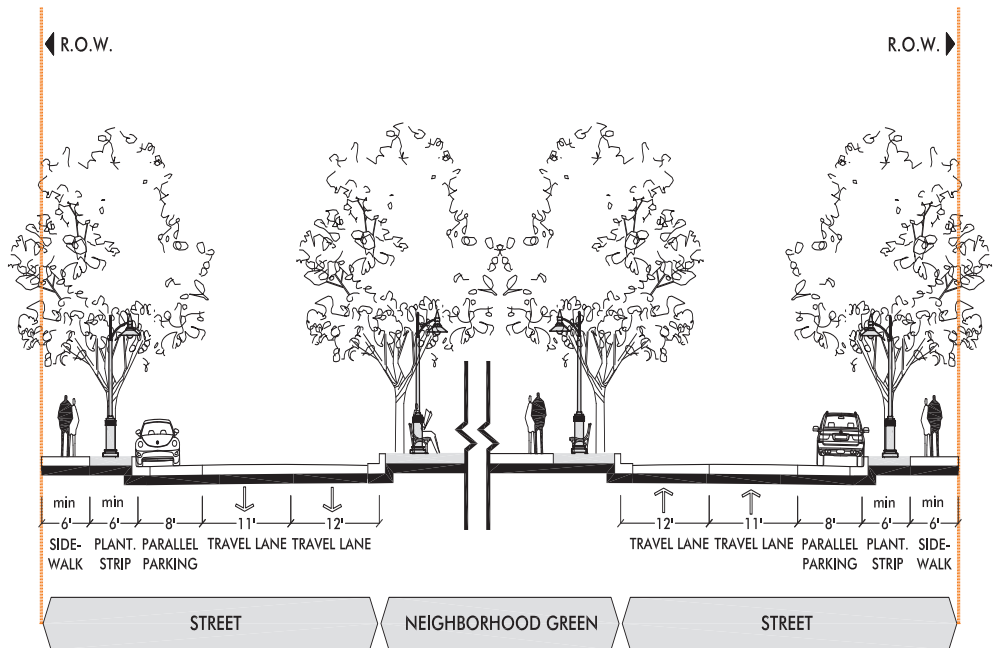
Provide a centrally located open space for public gatherings, surrounded by a streetscape environment that enhances the value of its surroundings.

B. COMPONENTS

1. Large, open-habit deciduous trees in planting strips with trees planted at an average spacing of 30 feet on-center.
2. Pedestrian-scale decorative street lighting along the sidewalk and open space edge with an average spacing of 30 feet on-center. Light source should be located 12-14 feet above finished grade.
3. A Neighborhood Green open space may include consists primarily of plaza spaces, lawns, and trees and shall include public seating.



Neighborhood and Workplace Green Option 1



Neighborhood and Workplace Green Option 2

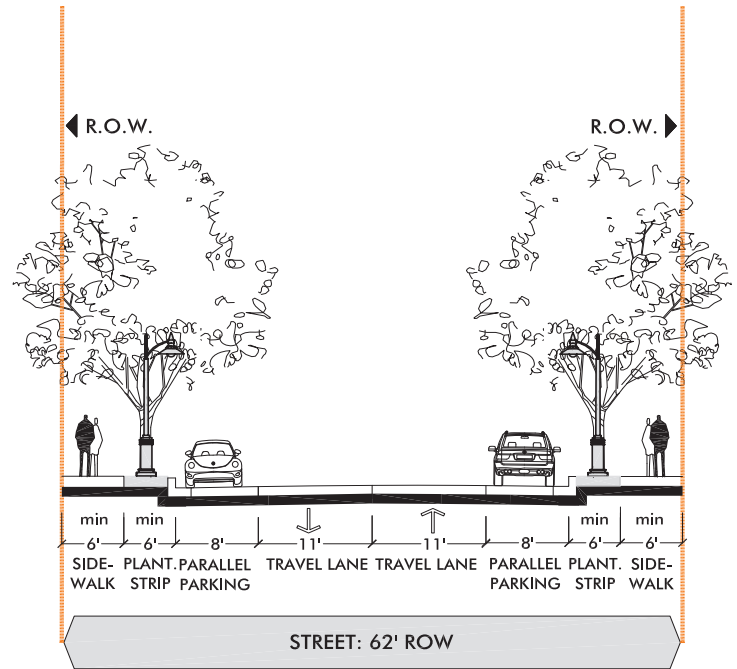
24V.208.080 Neighborhood Avenue

A. PURPOSE:

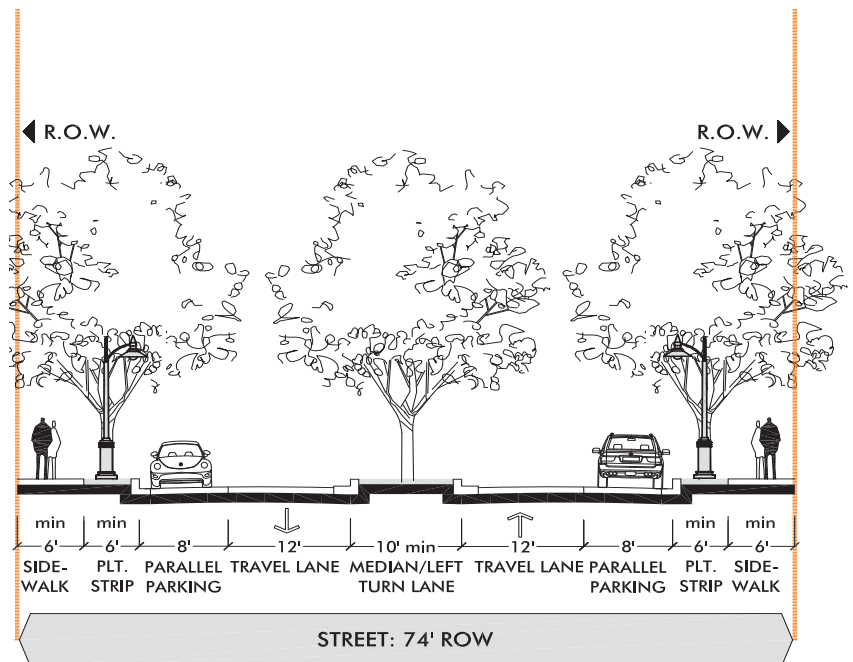
Provide an attractive street to serve as a primary travel corridor within and between neighborhood districts. The Avenue is intended first and foremost to serve residential development and should provide a desirable setting for homes. Applicants are encouraged to include a generously planted central median.

B. COMPONENTS

1. A continuous planting strip along the back or curb.
2. Planting strips and medians shall consist of low lying, drought tolerant ground covers and shrubs.
3. Each block shall have a single species of large, open-habit deciduous trees located in the planting strip.
4. Trees shall be planted at a maximum spacing of 40 feet on-center or, if located within the parking lanes, trees shall be located between each set of two parking spaces.
5. Where trees are located in the parking lane, trees within the planting strip shall be staggered between the trees in parking and evenly spaced for the length of the avenue.
6. Pedestrian-scale decorative street lighting shall be provided within the planter strip at a maximum spacing of 80 feet on-center. The light source should be located 12-14 feet above finished grade.
7. Taller, "boulevard scale" decorative lighting may be provided within planting strip or center median at a maximum spacing of 120 feet on center.
8. A planted center median may be provided with minimum width of 10 feet. The median can be narrowed to accommodate a left-turn lane at major intersections as needed



Neighborhood Avenue Option 1



Neighborhood Avenue Option 2

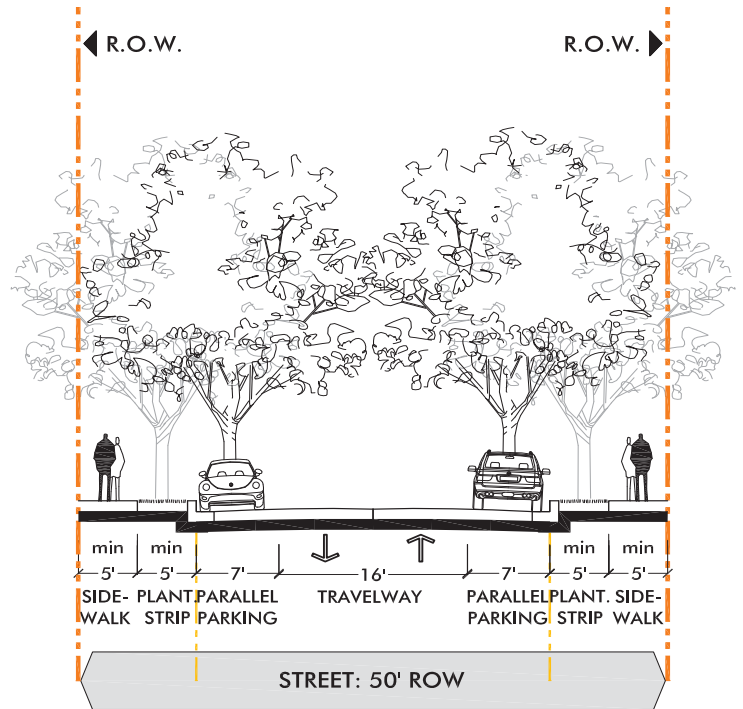
24V.208.090 Neighborhood Street

A. PURPOSE:

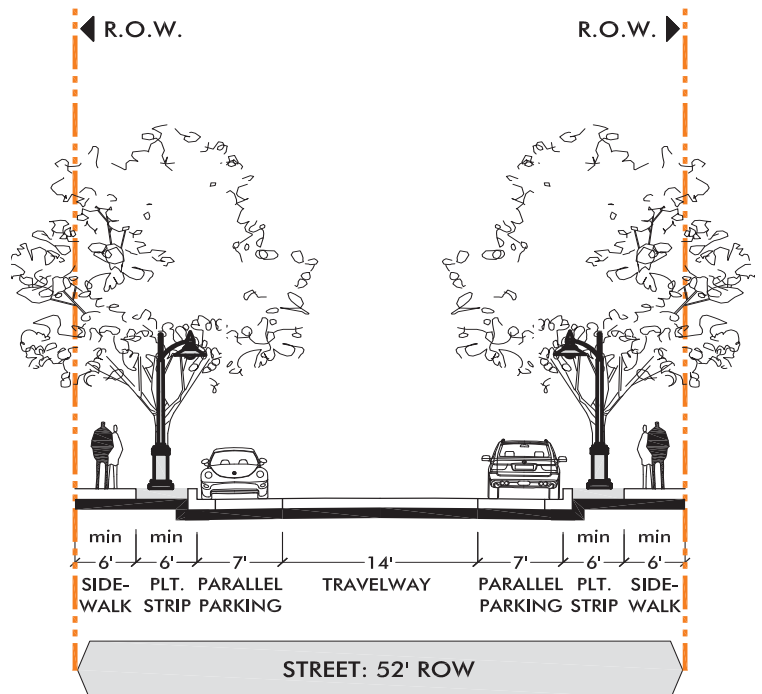
Provide an attractive street to serve residential development. The Neighborhood Street is intended as a narrow yield street to ensure slow moving vehicular traffic.

B. COMPONENTS

1. A continuous planting strip along the back or curb.
2. Planting strips shall consist of low lying, drought tolerant ground covers and shrubs.
3. Each block shall have a single species of large, open-habit deciduous trees located in the planting strip.
4. Trees shall be planted at a maximum spacing of 30 feet on-center or, if located within the parking lanes, trees shall be located between each set of two parking spaces.
5. Where trees are located in the parking lane, trees within the planting strip shall be staggered between the trees in parking and evenly spaced for the length of the avenue.
6. Where trees are located in the parking lane, trees within the planting strip shall be staggered between the trees in parking and evenly spaced for the length of the street.
7. Pedestrian-scale decorative street lighting shall be provided within the planter strip at a maximum spacing of 90 feet on-center. The light source should be located 12-14 feet above finished grade.



Neighborhood Street Option 1



Neighborhood Street Option 2

