

Subdivision Guidelines: Blocks and Street Guidelines

A. Purpose

1. This chapter establishes guidelines for maintaining and adding to Santa Ana's walkable block and street network. The procedure for subdividing land is intended to provide for the urban infrastructure of small and walkable blocks, and an interconnected and human-scaled network of streets punctuated by open space of varying types. In addition, this chapter allows for the three-dimensional parcelization of buildings in response to ownership patterns. The following guidelines apply to all property within the boundaries of the SD.

B. Guidelines

1. **Applicability.** These guidelines apply to all subdivisions of land, whether to legally divide or consolidate lots, or to create 'design lots' and are subject to the review and approval of the City of Santa Ana.

2. **Pedestrian-Oriented Building Design.** Existing and new blocks within the boundaries of the SD must facilitate pedestrian-oriented building design. All development must be designed in compliance with the following guidelines, in addition to all other applicable provisions of this code, the Citywide design guidelines and the SAMC.

- a. Buildings shall be designed on lots consistent with the requirements for building types in Sec 41-2020 through 2039 of this code;
- b. Buildings shall be designed to have fronts and backs, with front facades containing primary building entrances and facing streets and/or open space;
- c. Buildings may be subdivided vertically in response to ownership patterns. The diagram below, shows that buildings may be subdivided vertically in any number of configurations provided that the applicable requirements of condominium parcelization are met to the satisfaction of the City of Santa Ana.

3. **Design objectives.** Each site subject to these requirements shall be designed to be divided into smaller blocks with:

- Internal streets, where appropriate to connect with off-site streets and/or to create a series of smaller, walkable blocks;
- Service alleys (public or private) within the new blocks;
- Parcels within the block(s) for the purpose of facilitating pedestrian-oriented building design;
- Buildings, as allowed, corresponding to parcels with their entrances on bordering streets.

4. **Subdivision requirements.** Each site subject to these requirements shall be designed in compliance with the following standards, and to achieve the objectives identified above.

Block Requirements. The requirements in Table 6A apply to any new block or to the modification of existing blocks in the area regulated by the Code.

Blocks of various designs and functions are allowed as identified in the diagram at right and per the corresponding standards in Table 6A.

5. **Streets / Rights-of-Way**
All blocks shall be designed per the allowable street types, in substantial compliance with and as identified on Figure 7-1, Street Network Concepts. All streets shall be accessible to the public.

6. **Lots.**
All buildings shall be designed to an individual lot as required in Table BT-1. Note: As it relates to this section of the Code, the lot is for design purposes and may be made permanent through the regular process for parcel or tract maps. Lot width and depth shall be determined as set forth in Section 41-2020.

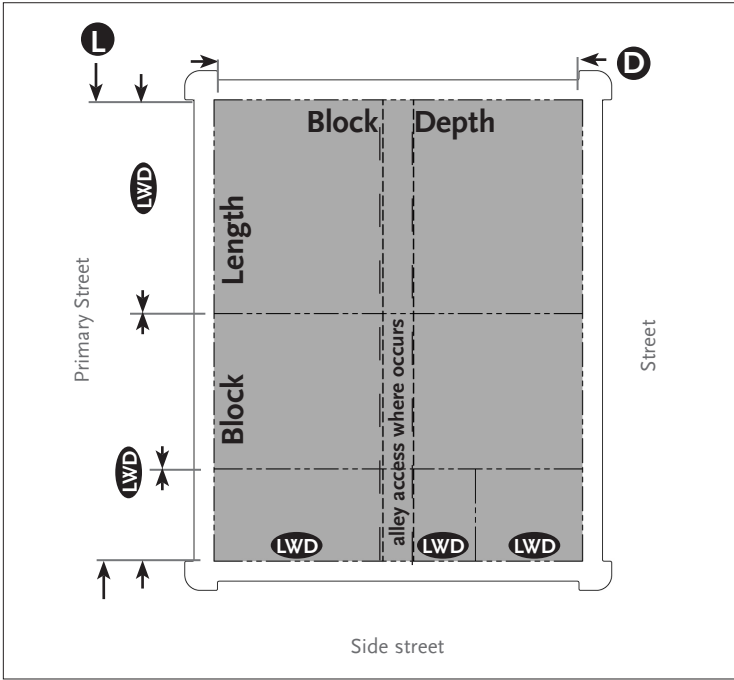
7. **Access requirements.** After the initial subdivision of a site into blocks and streets, it may become necessary to adjust alley or other right-of-way access. In this case, the following shall apply as identified below and in Table 6A.1:

- a. **Realignment of right(s) of way.**
Existing or approved rights-of-way may be realigned subject to City of Santa Ana approval such that the resulting block and private property meet the requirements of this section and the applicable building type requirements (Sections 41-2020 through 2039).
- b. **Existing Alley-Access.**
In all cases, blocks with alleys shall maintain such access. Existing or approved alley-access may be modified subject to City of Santa Ana approval through realignment, (shift, deflection, etc.) provided the realigned alley results in a minimum 100 feet of net developable lot depth on both sides of the realigned alley.

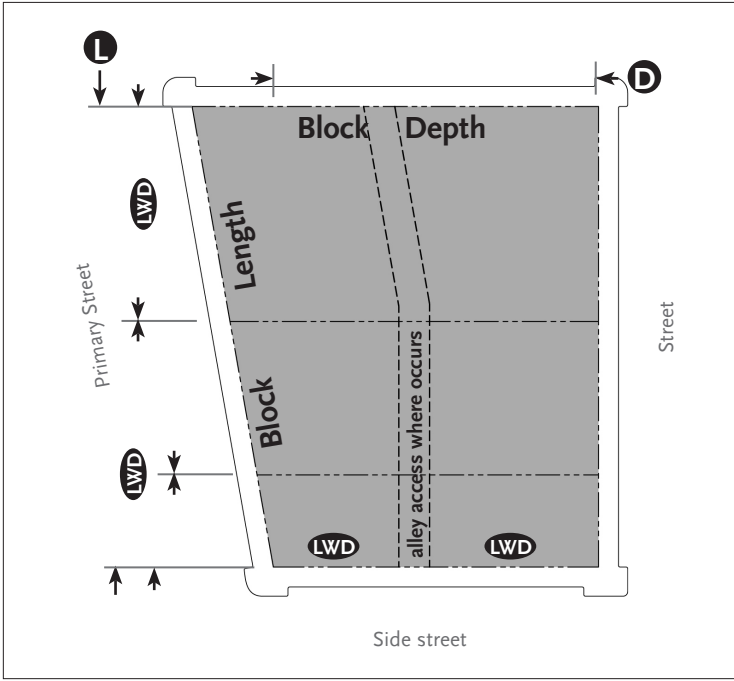
Table 6A: Block Requirements				
Block Type [1]	L Block Length		D Block Depth	
	Min	Max	Min	Max
Orthogonal: Square or Rectangular	150	400	150	500
LWD Lot Width/Depth [2]	As specified per building type in Table 4A			
Trapezoidal: Irregular	Min	Max	Min	Max
	100	500 Avg. for 2 longest sides	100	500 Avg. for 2 longest sides
LWD Lot Width/Depth [2]	As specified per building type in Table 4A			

[1] All blocks to comply with Santa Ana requirements for intersection spacing

[2] The lot is primarily for design purposes and may be made permanent through the regular process for lot line adjustments, or parcel and/or tract maps.



Orthogonal Block Requirements Diagram



Trapezoidal Block Requirements Diagram

Table 6A.1: Alley Access Options		
Existing alley access	Realignment - Deflected Alley	Realignment - Shifted Alley

Table 6B: Illustrative Sequence - Applying subdivision standards to achieve pedestrian-scaled buildings

This series of diagrams identifies the sequence of creating and maintaining walkable and multi-modal blocks to be developed in a variety of ways per the provisions of this code. This information illustrates the intent of the subdivision standards combined with the building type standards Sec 41-2020 through 2039 and provides direction on how to generate new blocks with lots that receive pedestrian-scaled buildings.

	Illustrative Diagram	Illustrative Example
<div><div>A</div><div>Step 1: Existing Site</div><div><p>Sites that are not already in compliance with Figure 7.1 (Street Network Plan) shall be subdivided further to create additional blocks per the requirements of Subdivision Guideline) and Street Network Concepts. For sites already in compliance with Figure 7.1 or as adjusted per Section 7.1B, the requirements to introduce streets and alleys do not apply.</p></div></div>		
<div><div>B</div><div>Step 2: Introduce Streets</div><div><p>1. Sites being subdivided into additional blocks shall introduce streets from the conceptual street types in the Street Network Concepts and comply with the applicable block-size requirements. Adjustments to the conceptual street network are allowed per the provisions of section 7.1B.</p><p>2. The Regulating plan must be adjusted to account for new public r.o.w</p></div></div>		
<div><div>C</div><div>Step 3: Introduce Alleys</div><div><p>Vehicular access to blocks and their individual lots is allowed primarily by alley or side street with certain zones allowing primary street vehicular access. The intent is to maintain the integrity and continuity of the streetscape without interruptions such as driveway access. Therefore, unless the lot(s) is encouraged to take access from the street per the Urban Standards For the Zone, or if the lot(s) takes access via a side street, the introduction of rear service thoroughfares such as alleys is required.</p></div></div>		
<div><div>D</div><div>Step 4: Introduce Lots</div><div><p>1. Based on the type(s) of blocks created and the street(s) that they front, lots are introduced on each block to correspond with the selected building type(s) from Section Sec 41-2020 through 2039 . These lots are for the purpose of design and reflect the minimum area needed to effectively design corresponding pedestrian-oriented buildings. The permanence of the lot lines is not required by these standards.</p><p>2. A Building Type is identified for each lot.</p><p>3. Review applicable Building Type requirements to design buildings.</p></div></div>		
<div><div>E</div><div>Step 5: Introduce Projects</div><div><p>Each lot is designed to receive a building per the allowable building types in Sections 41-2020 through 2039 and is arranged to suit the particular organization of buildings desired for each particular block. The allowable building types then are combined with the allowable frontage types to generate a particular neighborhood form and character consistent with the purpose of the Code.</p></div></div>		

This Page:
This series of diagrams identifies the sequence of creating walkable and multi-modal blocks to be developed in a variety of ways per the provisions of this code. This section also provides direction on how to break down large parcels to receive appropriately scaled buildings.

Street Network Concepts

A. Purpose

This chapter identifies the various street types deployed to assemble the street network for the plan area. The guidelines of this section work with the subdivision guidelines to:

- 1. provide the information with which to modify existing streets,
- 2. provide the information on with which to maintain existing streets that are not proposed to change.
- 3. produce new, variable blocks and streets,

The diagram at right identifies the conceptual improvements to the existing thoroughfare network for the Specific Plan area.

B. Street Alignment and Adjustments. This chapter establishes the guidelines for interpreting or modifying the alignments of streets as shown Figure 7-1 (Street Network Concepts). Street alignments may be shifted as follows:

- 1. Lateral Adjustment.** Such adjustments and/or the modification of one end point of a street or street segment are allowed provided that:
 - a. The resulting block(s) complies with the requirements of the Subdivision Guidelines.
 - b. The resulting intersections comply with the city's requirements for intersection alignment;
 - c. Adjustments less than 2 times the streets' r.o.w. width may be approved administratively;
 - d. Adjustments in excess of 2 times the street's r.o.w. width require planning commission approval.
- 2. Additional Streets.** Streets may to be added to the network subject to the administrative approval of the City of Santa Ana as follows:
 - a. That the resulting block(s) comply with the City's requirements of the Subdivision Guidelines;
 - b. That the additional street(s) is from the conceptual types as identified in Figure 7-1 or a new street type per subsection C below;
 - c. That the applicable safety requirements are addressed to the satisfaction of the City of Santa Ana.

C. New Street Types. New street types beyond those identified in Figure 7-1 maybe allowed by the City of Santa Ana if the new street is determined by the City of Santa Ana to be generally consistent with one of the allowed types in Table 7A.

D. Future Development. Any future or planned development adjacent or near the railroad right-of-way shall be planned with the safety of the rail corridor in mind. This includes considering pedestrian circulation/destinations with respect to railroad right-of-way.

Street Light Specifications

The examples below represent the allowed types of street lights for the plan area and shall be installed per the applicable Public Works Agency standards.



City of Santa Ana Standard Plan 1126 'I'
14' - 6" height to center of lamp
refer to City specifications for details



City of Santa Ana Standard Plan 1126 'A'
18' - 0" height to center of lamp
refer to City specifications for details

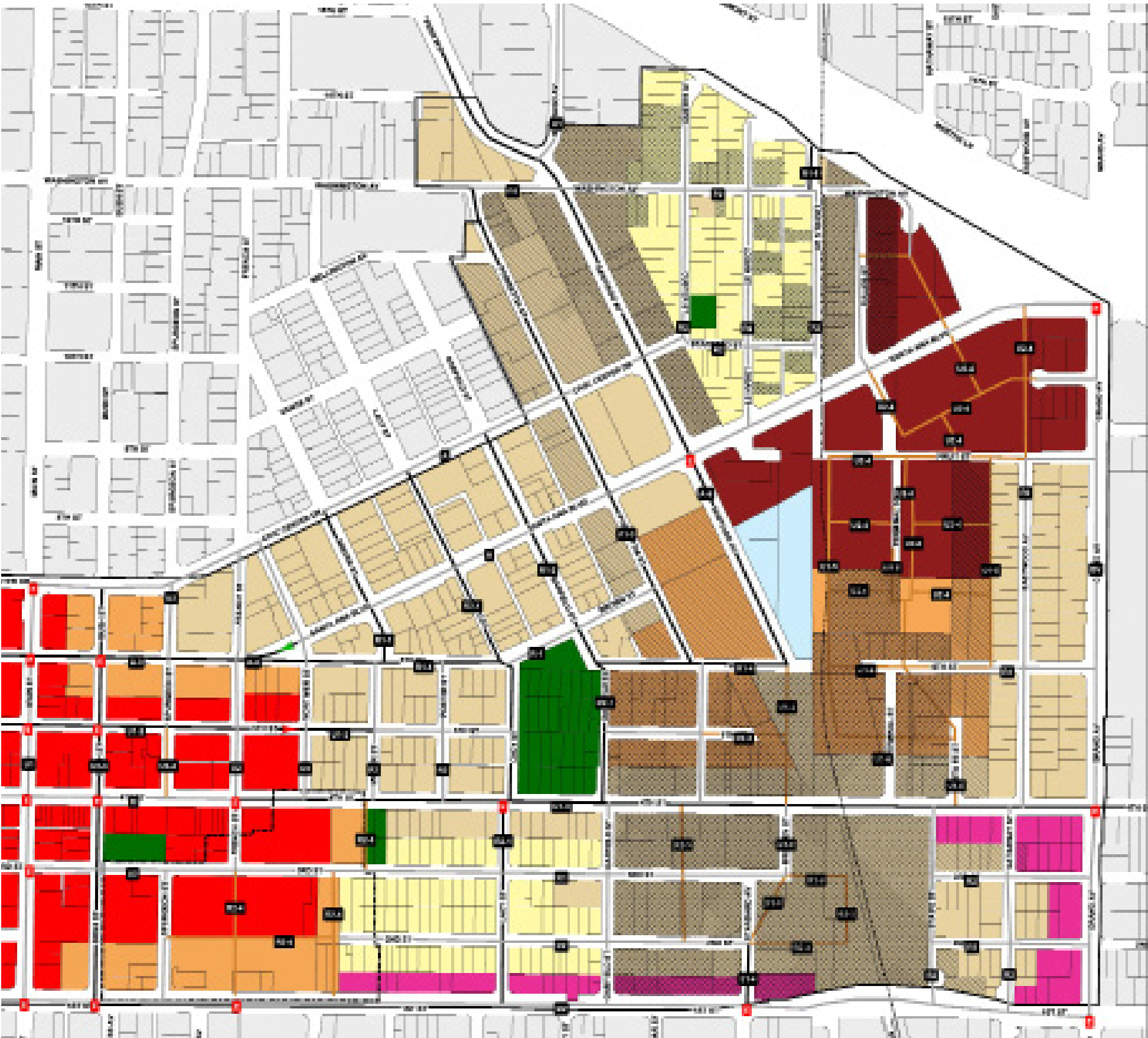


Waste Can
Type: RS-12, 36 gallons (Victor Stanley) or equal as approved by City PBA and PWA.

Bench
Type: CR-138, 4 feet long (Victor Stanley) or equal as approved by



Street Furniture
The above represent the allowed types of street furniture for the Plan area.



Key			
Condition/Direction	R.O.W.	Design Speed [1]	
Existing - remain	Varies	Varies	
Existing - remove	Varies	Varies	
Existing - revise	Varies	Varies	
New	Varies	Varies	
Begin 1-way	Varies	Varies	
End 1-way	Varies	Varies	

Left: The Circulation Element identifies five types of streets/highways for the City-wide circulation system. Within the Plan area, three types exist: Major Arterials, Primary Arterials, and Secondary Arterials. Local streets occur within each of these types and comprise the balance of the network.

The existing circulation system and pattern of blocks is shown with the direction for implementing the three types of arterials within the Plan area.

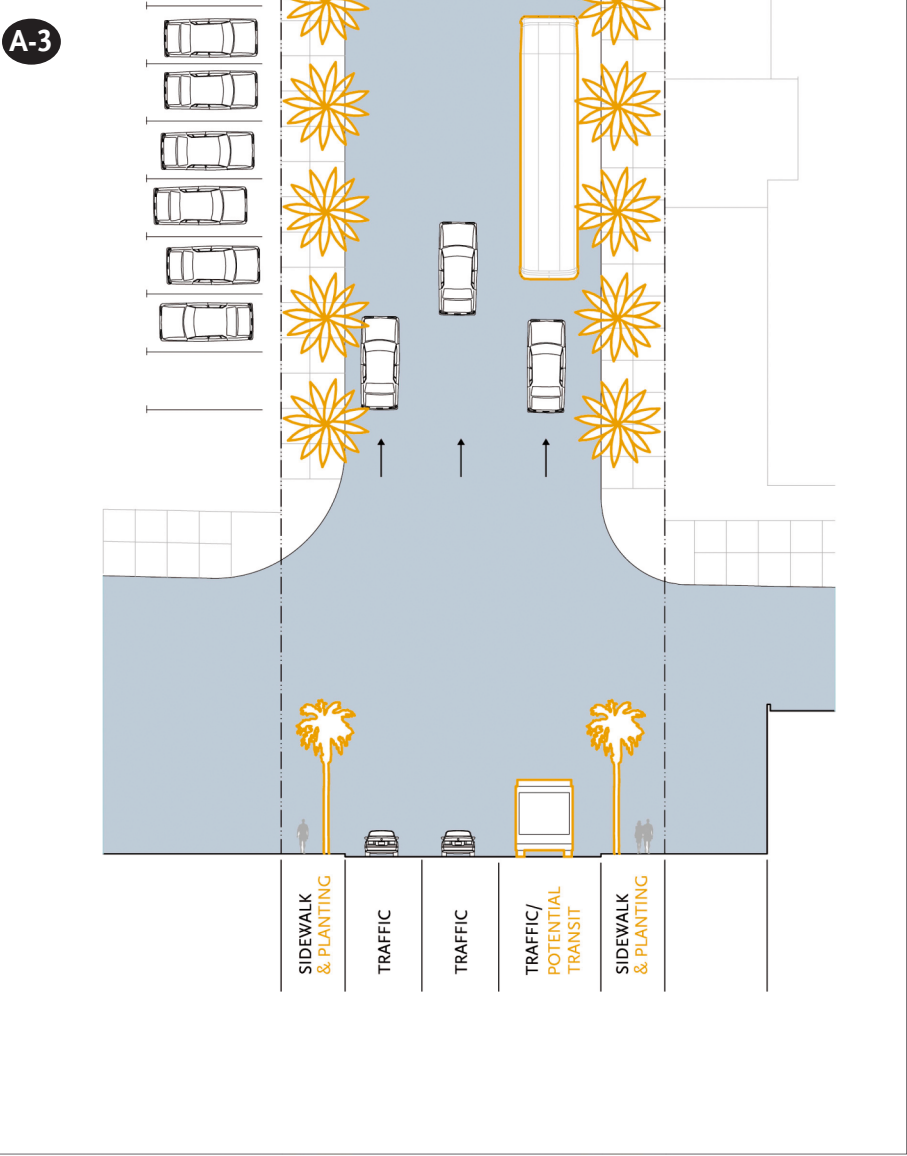
Above: The circulation system with the planned improvements and connections to both implement the Circulation Element and respond to the needs and desired contexts throughout the plan area.

Right: The list of street types to be used in the plan area and their cross-reference to the Circulation Element.

Key			
Circulation Element Reference	Code	Street Type [2]	R.O.W.
Major Arterial [1]	BV	Boulevard	Varies
Major & Primary Arterial [1]	A	Avenue	Varies
Local Street	M	Main Street	Varies
Primary & Secondary Arterial [1]	U1	Urban Street 1	Varies
Local Street	U2	Urban Street 2	Varies
Local Street	R1	Residential Street 1	Varies
Local Street	R2	Residential Street 2	Varies
	AL	Alley / Driveway	20'
	P	Paseo (conceptual)	Varies
	N	New Traffic Signal	
	E	Existing Traffic Signal	
	BV.1	Section Number	
		Street Type	

[1] As identified in the Circulation Element of the Santa Ana General Plan
[2] Refer to Table 7A for guidelines regarding specific streets

Santa Ana Boulevard - French Street to Broadway



Plan / Section Diagram

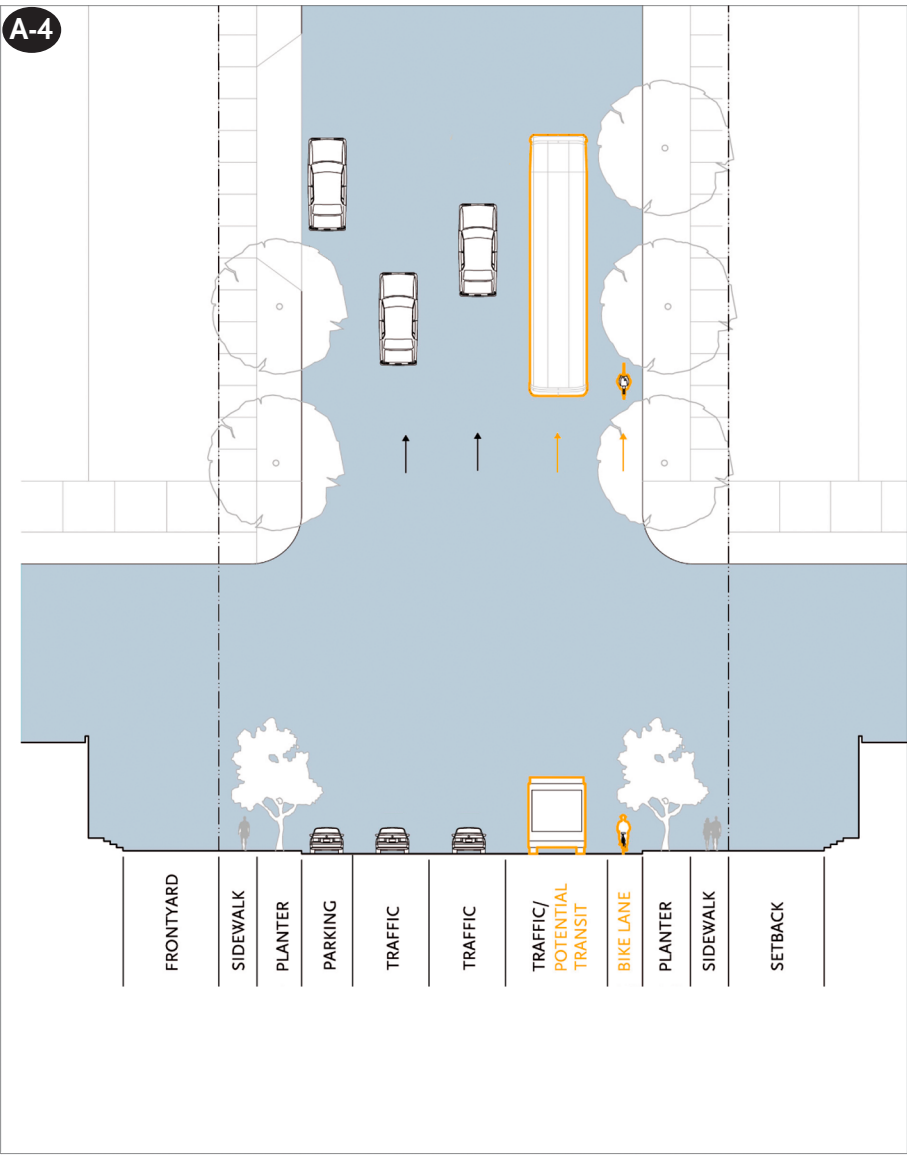


Existing condition

MOVEMENT free
MEDIAN..... none
TRAFFIC LANES/POTENTIAL TRANSIT 2+1; one way (westbound)
PARKING one side

Santa Ana Blvd. from French to Broadway would be experienced as a moderately paced, free moving one-way arterial characterized by tall palm trees in tree wells along wide sidewalks. Streetlights poles would be at pedestrian scale. Street furniture, such as streetlights, benches, waste receptacles and periodical racks would be in a style complimentary to the overall streetscape. Parking would be provided on one side of the street. The street could accommodate multiple modes of transportation choices, which could include a fixed guideway, such as a streetcar, buses, automobiles and bicycles.

Santa Ana Boulevard - French Street to Mortimer Street



Plan / Section Diagram

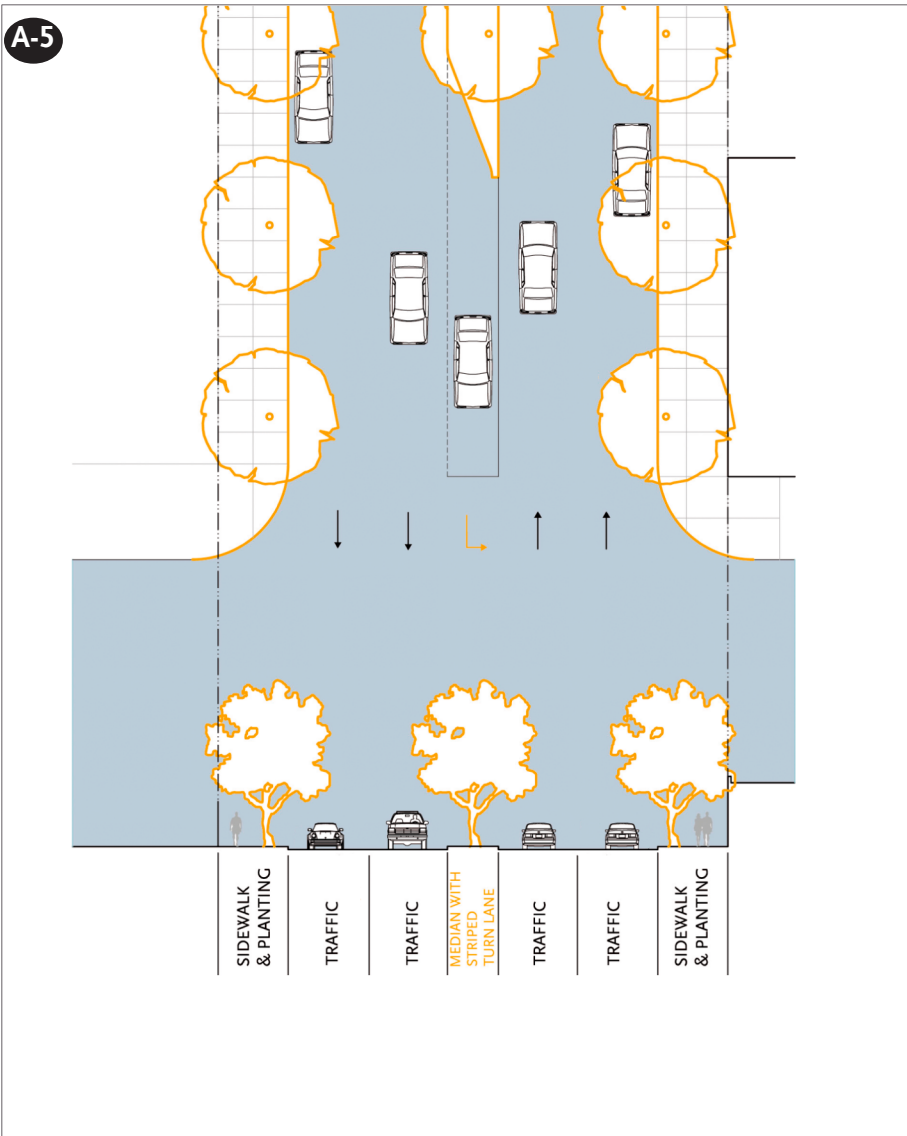


Existing condition

MOVEMENT free
MEDIAN none
TRAFFIC LANES/POTENTIAL TRANSIT..... 2+1
BIKE LANES TO BE STUDIED AS PART OF FIXED GUIDEWAY.
PARKING one side

Santa Ana Blvd. from French to Mortimer would be experienced as a moderately paced, free moving arterial characterized by canopy trees in continuous planters visually separating the vehicular traffic from the pedestrian traffic on sidewalks. Streetlights poles would be at pedestrian scale. Street furniture, such as streetlights, benches, waste receptacles and periodical racks would be in a style complimentary to the overall streetscape. Parking would be provided on one or both sides of the street. The street could accommodate multiple modes of transportation choices, which could include a fixed guideway, such as a streetcar, buses, automobiles and bicycles.

Santiago Avenue



Plan / Section Diagram

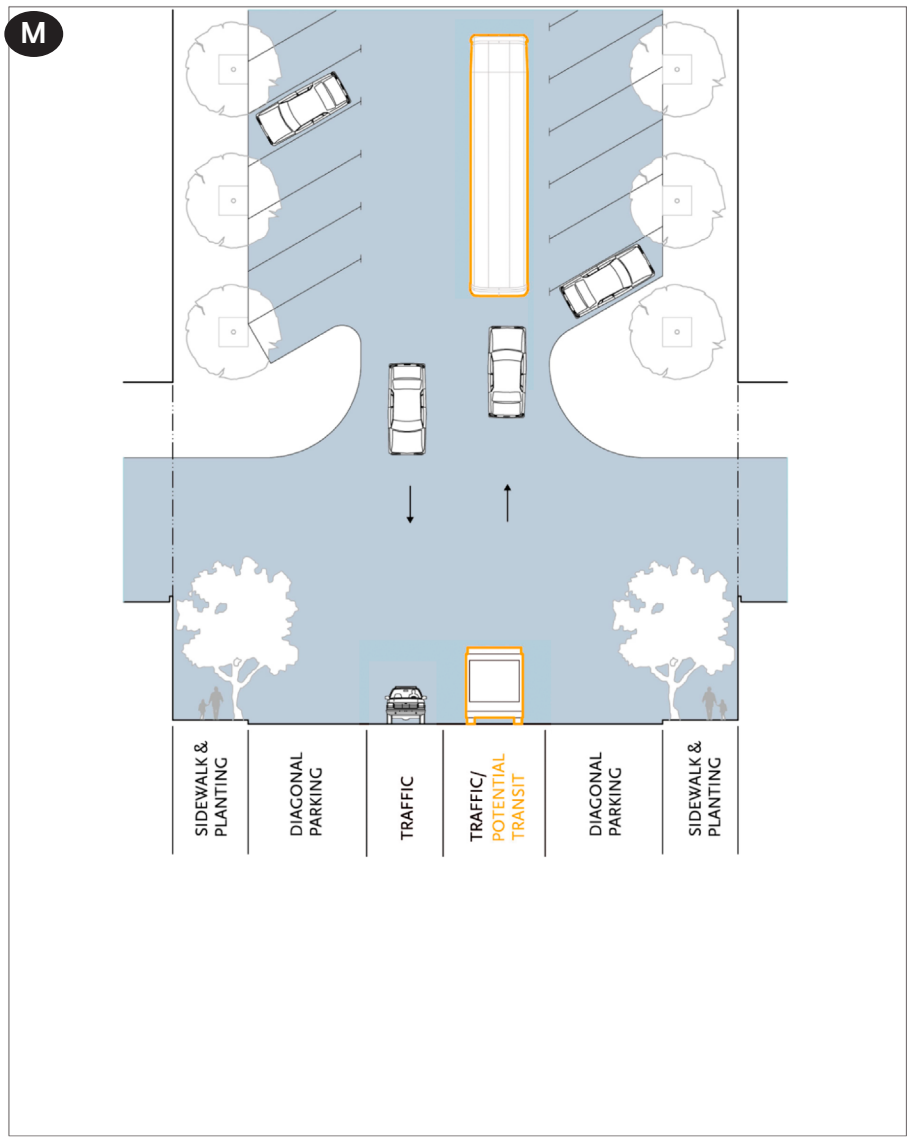


Existing condition

MOVEMENT	free
MEDIAN.....	10'; planted with striped turn lane
TRAFFIC LANES	4; 2 each way
PARKING	none

Santiago Avenue from Washington to 6th would be experienced as a moderately paced, free moving arterial characterized by canopy trees in tree wells along wide sidewalks. A new landscaped median could be installed. Streetlight poles would be at pedestrian scale. Street furniture, such as streetlights, benches, waste receptacles and periodical racks would be in a style complimentary to the overall streetscape. Parking and bike lanes could be provided on one or both sides of the street, depending on future studies and MPAH compliance.

Fourth (Main) Street



Plan / Section Diagram

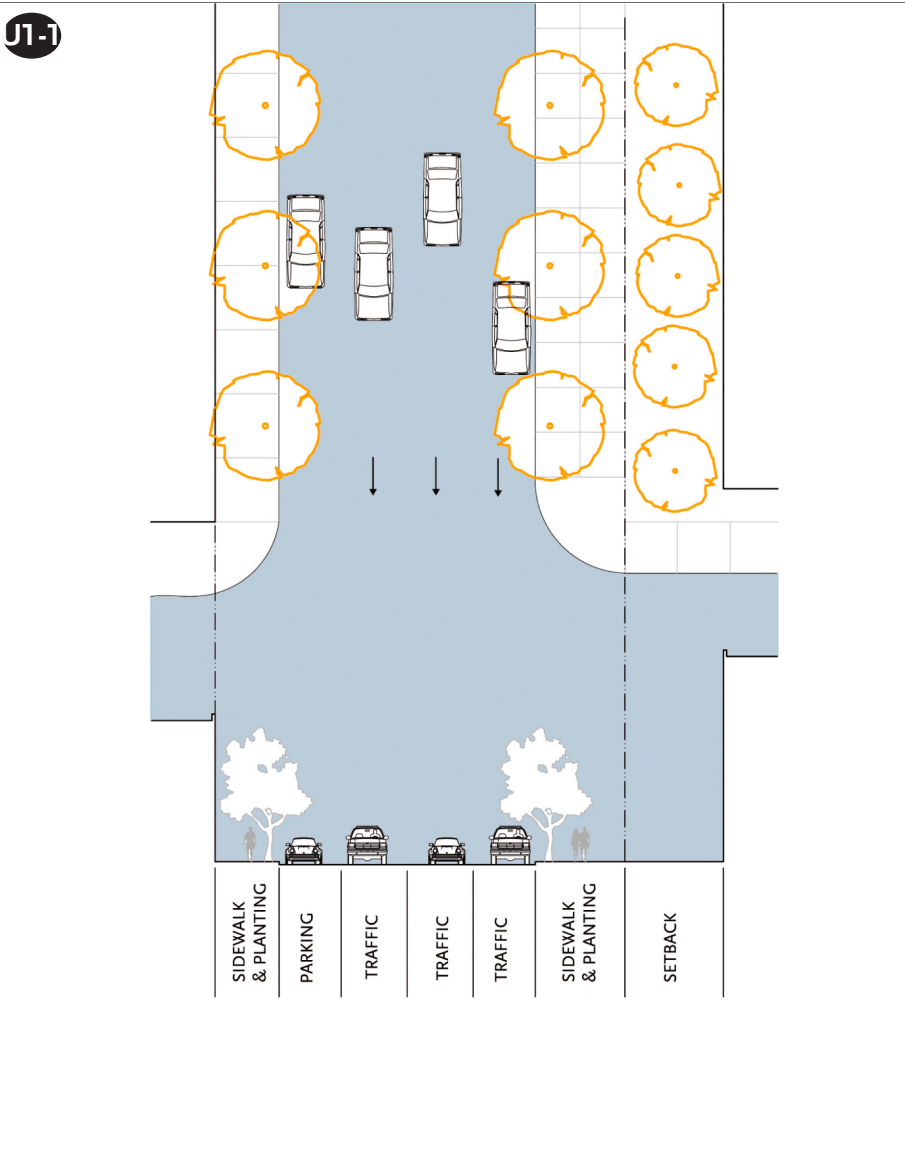


Existing condition

TYPE.....	main street
MOVEMENT.....	slow
MEDIAN	none
TRAFFIC LANES	1 each way
PARKING	both sides, diagonal

Fourth Street from Ross to French would be experienced as a slow paced, slow moving street with intense and mixed-use streetscape. Tall and narrow trees in tree wells are located along wide sidewalks that could accommodate commercial outdoor activity, such as outdoor dining as well as active pedestrian circulation. Streetlights poles would be at pedestrian scale. Street furniture, such as streetlights, benches, waste receptacles, bike and periodical racks would be in a style complimentary to the overall streetscape. The street could accommodate a variety of on-street parking options in concert with a multi-modal transit design, which could include a fixed guideway, such as a streetcar, buses, automobiles and bicycles.

Fifth Street - Broadway to Main Street



Plan / Section Diagram

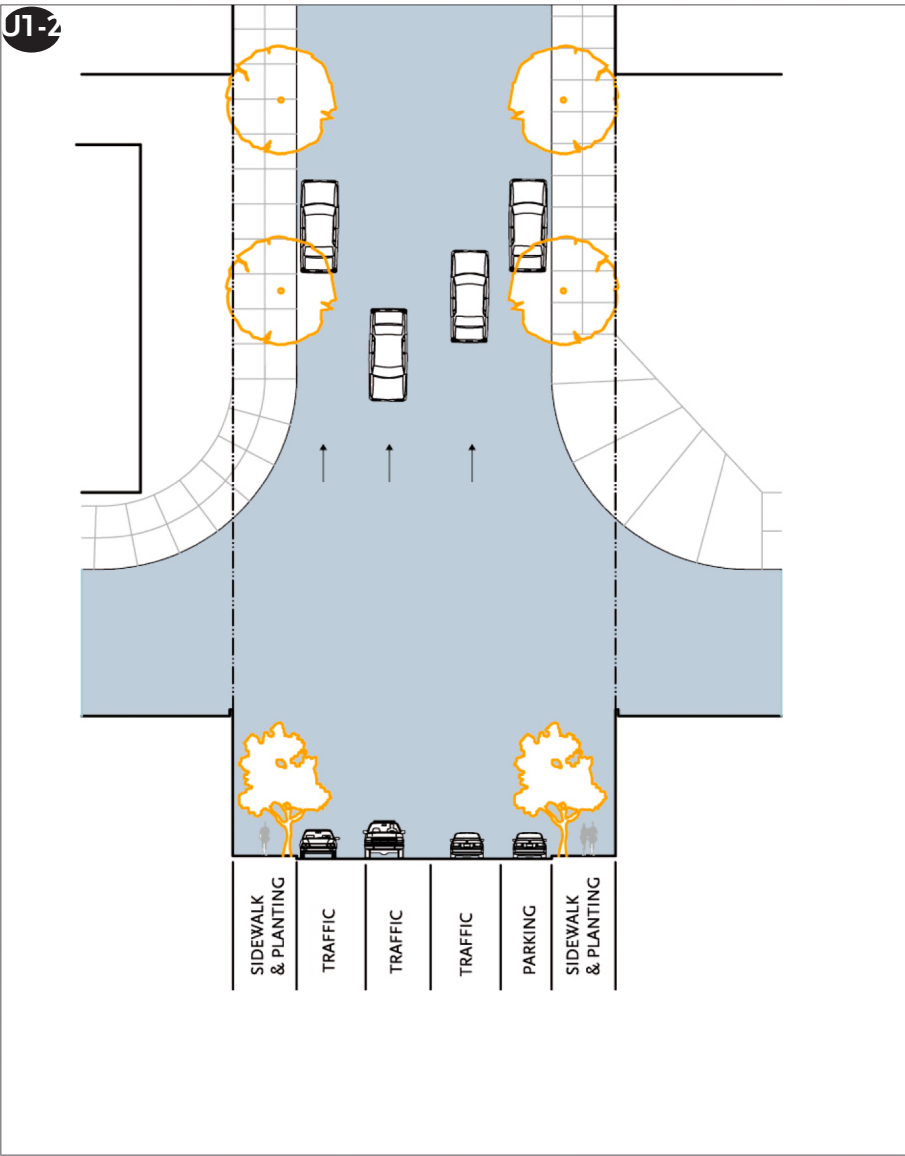


Existing condition

MOVEMENT.....	free
MEDIAN	none
TRAFFIC LANES	3; one way
PARKING	one side

Fifth Street from Broadway to Main Street would be experienced as a moderately slow paced, free moving urban street characterized by canopy trees in tree wells along wide sidewalks that could accommodate an intense and mixed-use streetscape. Streetlights poles would be at pedestrian scale. Street furniture, such as streetlights, benches, waste receptacles and periodical racks would be in a style complimentary to the overall streetscape. Parking would be provided on one side of the street depending on the locally preferred alternative for the fixed guideway. The street could accommodate multiple modes of transportation choices, which could include buses, automobiles and bicycles.

Fifth Street - Main Street to Minter Street



Plan / Section Diagram

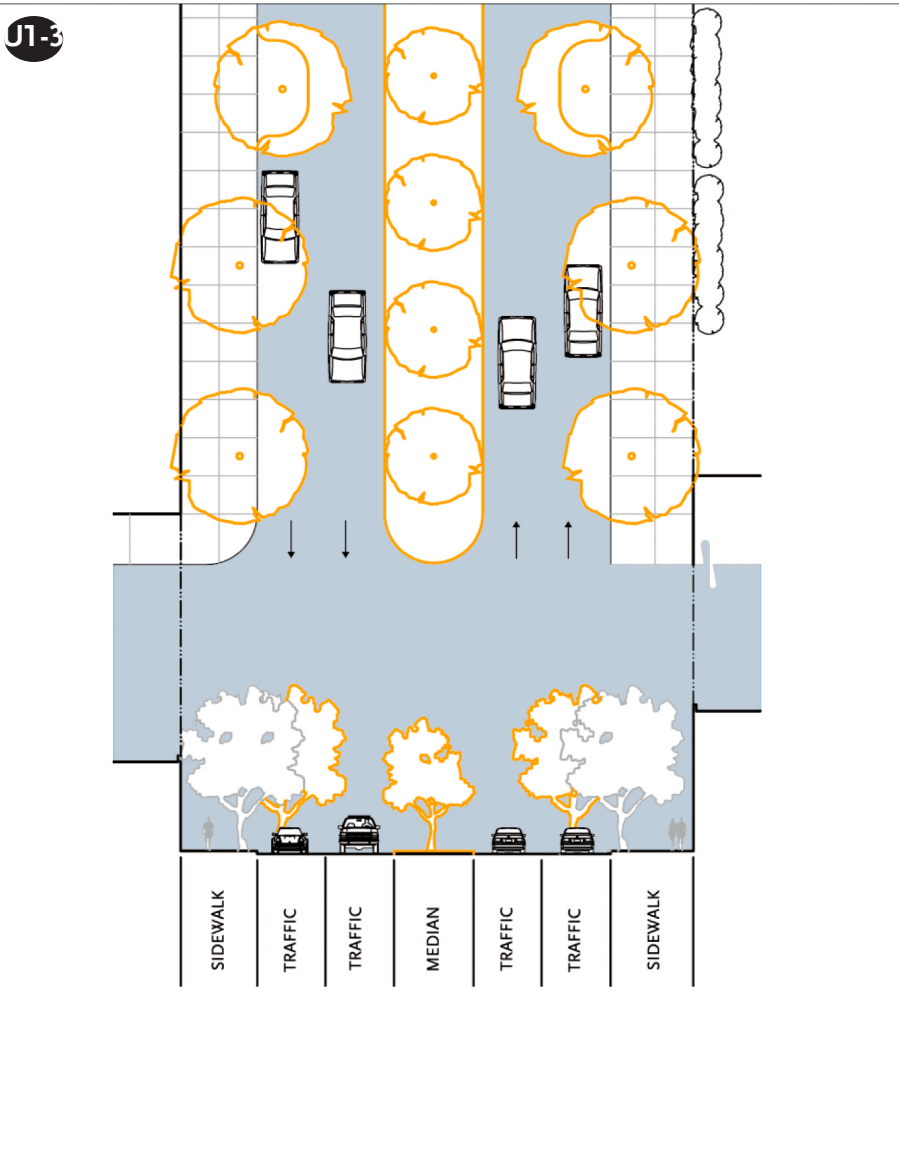


Existing condition

MOVEMENT.....	free
MEDIAN	none
TRAFFIC LANES	3, one-way
PARKING	one side

Fifth Street from Main to Minter Street would be experienced as a moderately slow paced, free moving urban street characterized by canopy trees in tree wells along wide sidewalks that could accommodate an intense and mixed-use streetscape. Streetlights poles would be at pedestrian scale. Street furniture, such as streetlights, benches, waste receptacles and periodical racks would be in a style complimentary to the overall streetscape. Parking would be provided on one side of the street depending on the locally preferred alternative for the fixed guideway. The street could accommodate multiple modes of transportation choices, which could include buses, automobiles and bicycles.

Fourth Street - French Street to Grand Avenue



Plan / Section Diagram

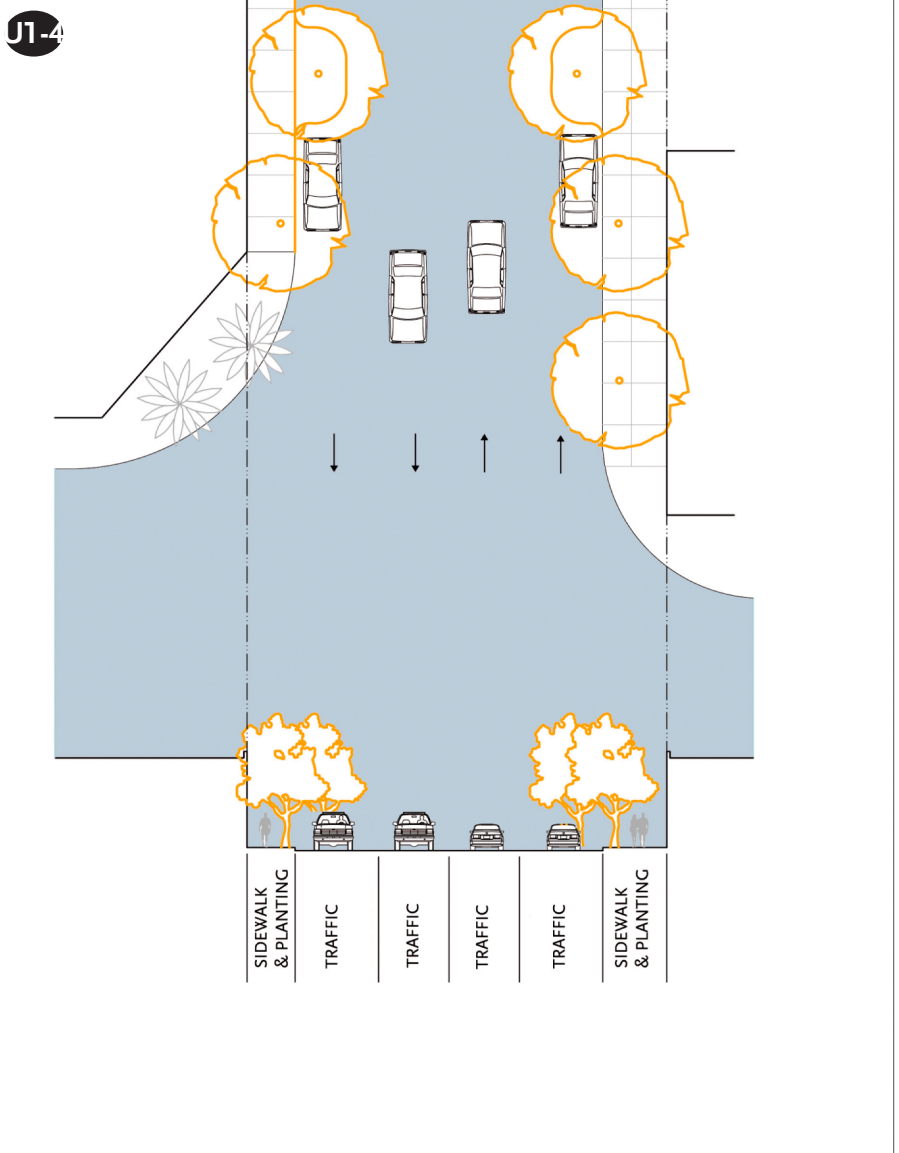


Existing condition

MOVEMENT	free
MEDIAN.....	Landscaped
TRAFFIC LANES	4; 2 each way
PARKING	none

Fourth Street from French Street to Grand Avenue would be experienced as a moderately paced, free moving secondary arterial characterized by canopy trees in tree wells along wide sidewalks. A new landscaped median could be installed. Streetlight poles would be at pedestrian scale. Street furniture, such as streetlights, benches, waste receptacles and periodical racks would in a style complimentary to the overall streetscape. Parking would be provided on both sides of the street depending on the locally preferred alternative for the fixed guideway and compliance with MPAH.

Standard Street



Plan / Section Diagram

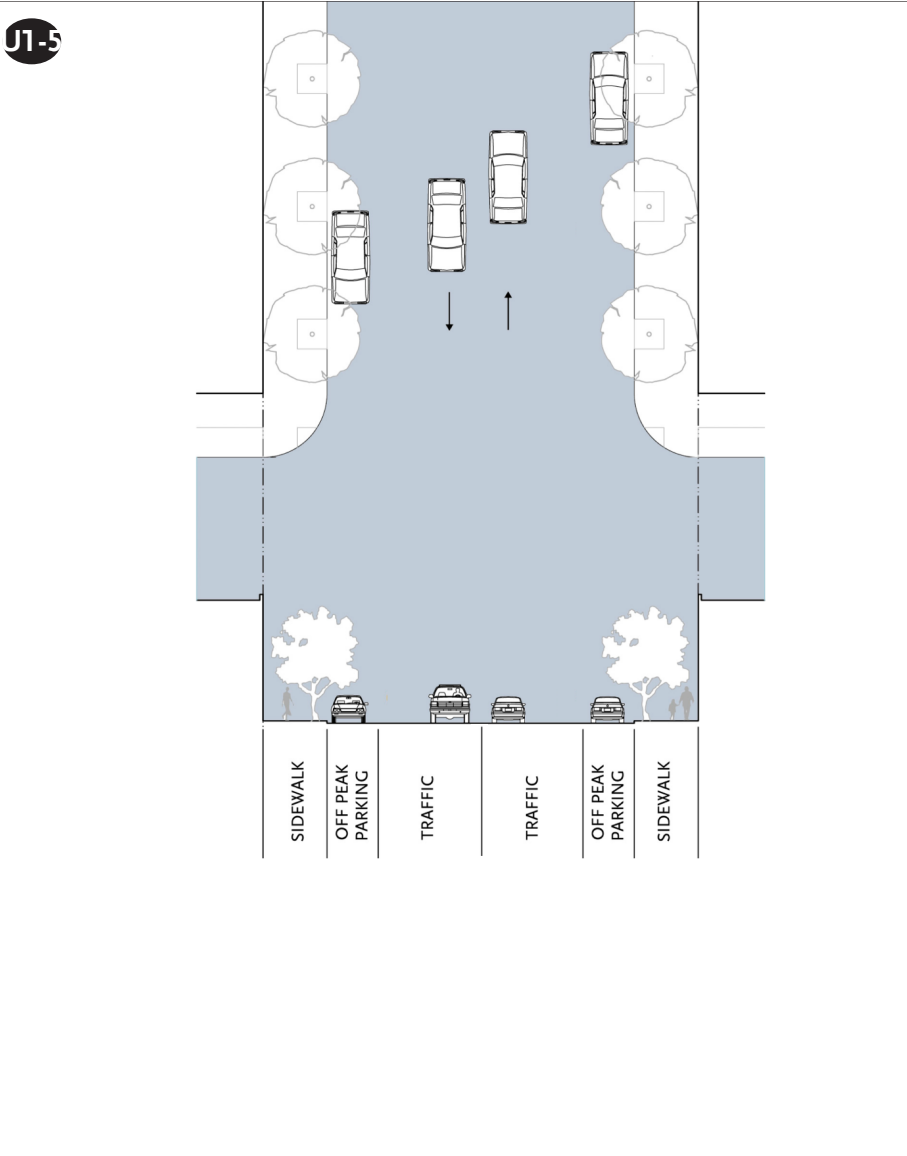


Existing condition

MOVEMENT.....	free
MEDIAN	none
TRAFFIC LANES	2; 1 each way
PARKING	none

Standard Street from Fourth to Sixth Street would be experienced as a moderately free moving arterial street characterized by canopy trees in tree wells along wide sidewalks that could accommodate an intense and mixed-use streetscape. Streetlights poles would be at pedestrian scale. Street furniture, such as streetlights, benches, waste receptacles and periodical racks would in a style complimentary to the overall streetscape. Parking may need to be eliminated on one or both sides of the street.

Urban Street 1



Plan / Section Diagram

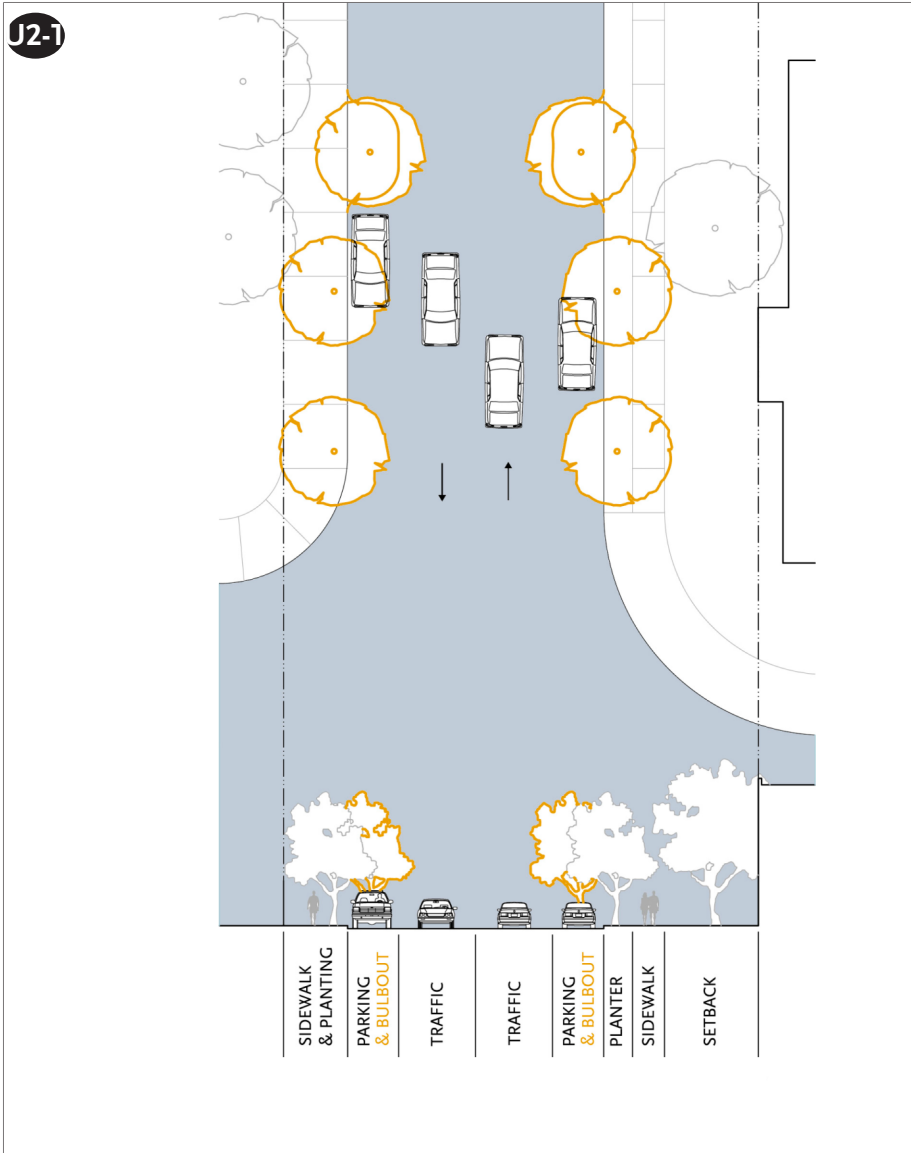


Example

MOVEMENT.....	free
MEDIAN	none
TRAFFIC LANES	2; 1 each way
BIKE LANES.....	2; 1 each way
PARKING	both sides, parallel

The Urban Street 1 type would be experienced as a moderately slow paced, free moving urban street characterized by canopy trees in tree wells along wide side-walks. Streetlights poles would be at pedestrian scale. Street furniture, such as streetlights, benches, waste receptacles and periodical racks would in a style complimentary to the overall streetscape. Parking would be provided on both sides of the street.

Third Street - Ross Street to Broadway



Plan / Section Diagram

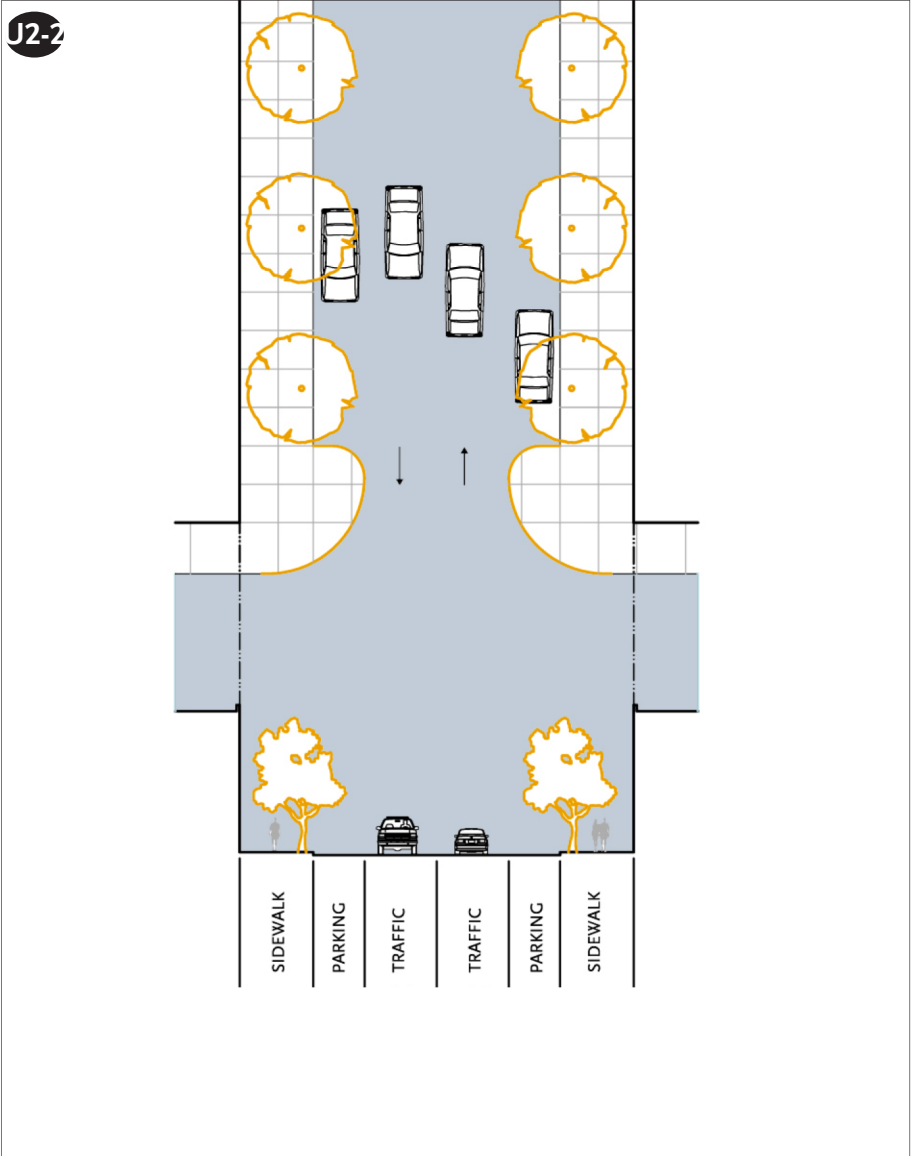


Existing condition

MOVEMENT	free
MEDIAN	none
TRAFFIC LANES	2, 1 each way
BULBOUTS.....	mid-block - 250' spacing
MEDIAN.....	none
PARKING	both sides

Third Street from Ross Street to Broadway would be experienced as a slow paced, slow moving urban street characterized by canopy trees in tree wells along wide sidewalks. Streetlights poles would be at pedestrian scale. Street furniture, such as streetlights, benches, waste receptacles and periodical racks would in a style complimentary to the overall streetscape. Parking lanes would be provided on both sides of the street.

Second Street- West of Broadway



Plan / Section Diagram

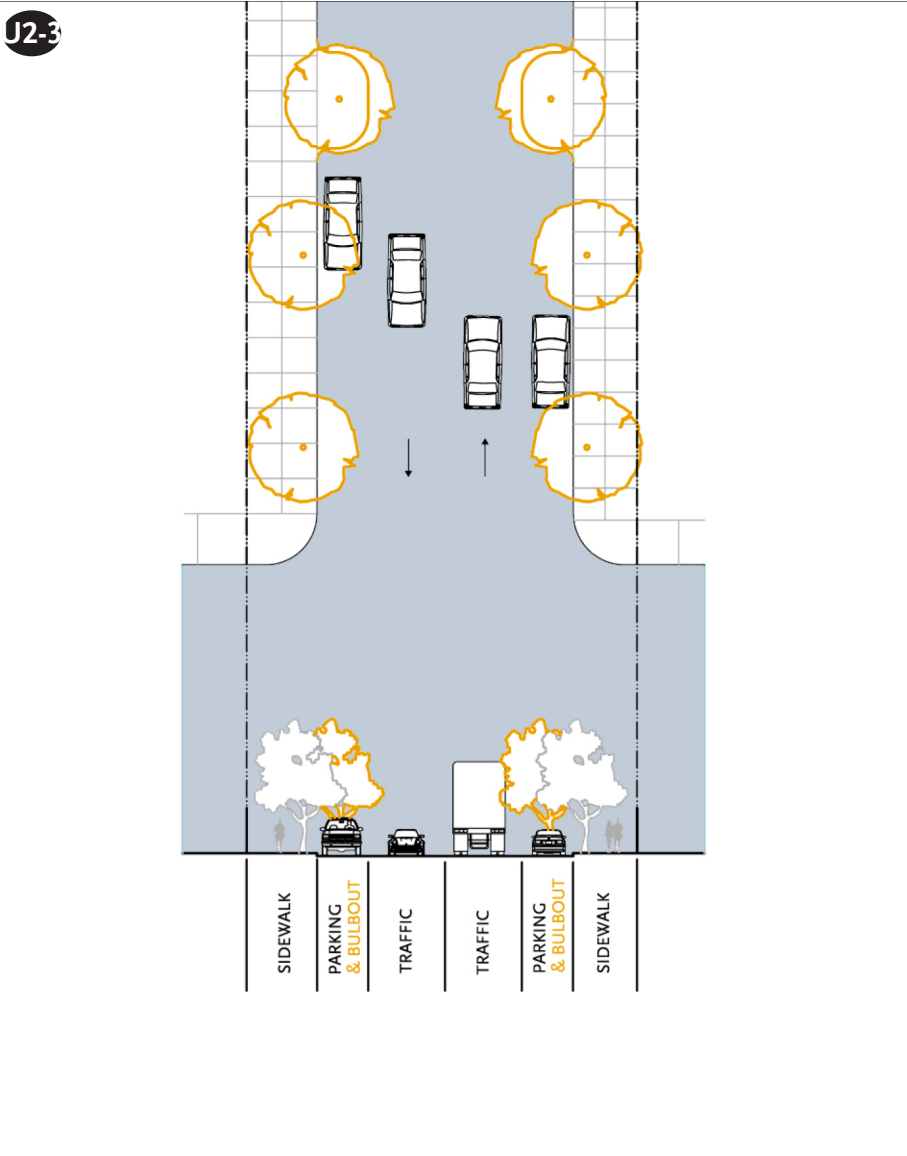


Existing condition

MOVEMENT.....	slow
MEDIAN	none
TRAFFIC LANES	2; 1 each way
BULBOUTS.....	end of block
PARKING	both sides

Second Street, west of Broadway would be experienced as a slow paced, slow moving urban street characterized by canopy trees in tree wells along wide sidewalks. Streetlights poles would be at pedestrian scale. Street furniture, such as streetlights, benches, waste receptacles and periodical racks would in a style complimentary to the overall streetscape. Parking lanes and bulbouts at the end of the block would be provided on both sides of the street.

Bush Street

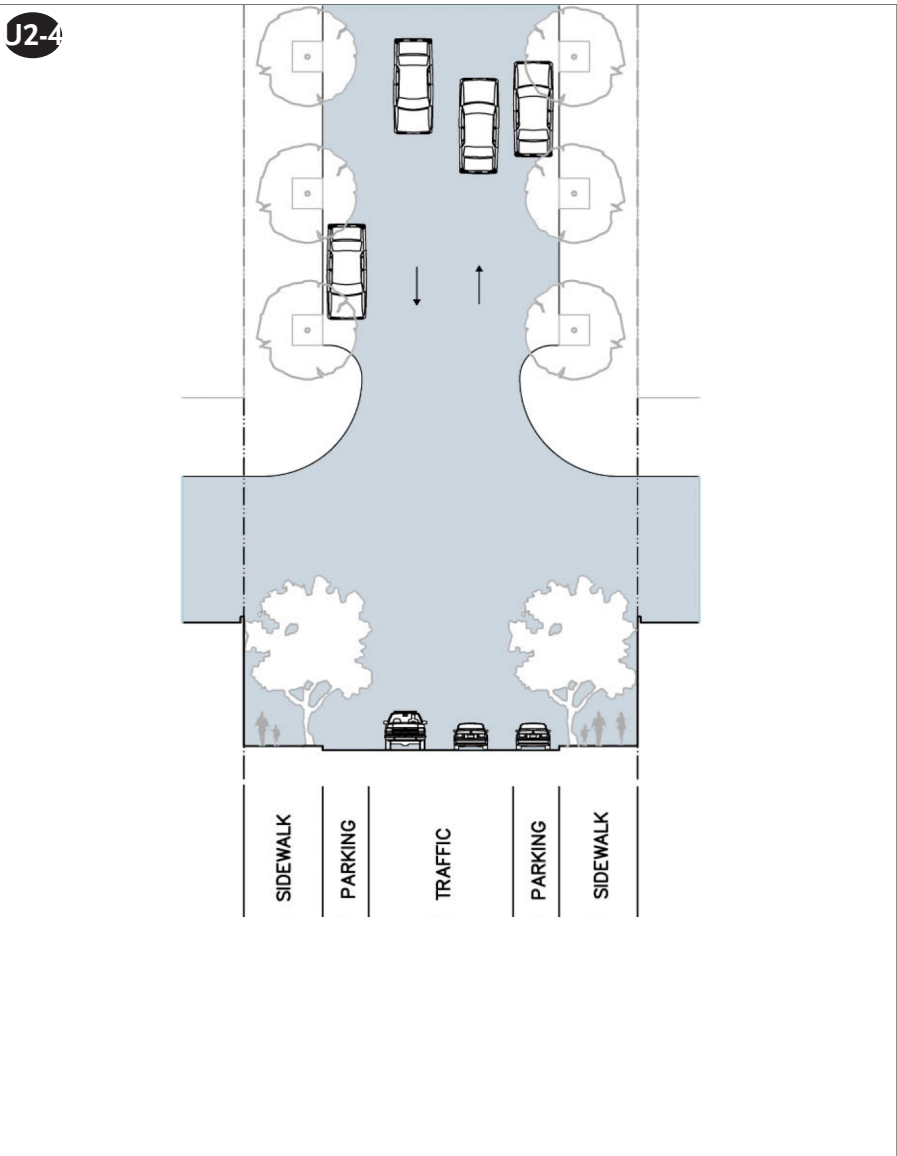


Existing condition

MOVEMENT.....	slow
MEDIAN	none
TRAFFIC LANES	2; 1 each way
BULBOUTS.....	mid-block - 250' spacing
PARKING	both sides

Bush Street would be experienced as a slow paced, slow moving urban street characterized by canopy trees in tree wells along wide sidewalks. Streetlights poles would be at pedestrian scale. Street furniture, such as streetlights, benches, waste receptacles and periodical racks would in a style complimentary to the overall streetscape. Parking lanes would be provided on both sides of the street as needed.

Urban Street 2

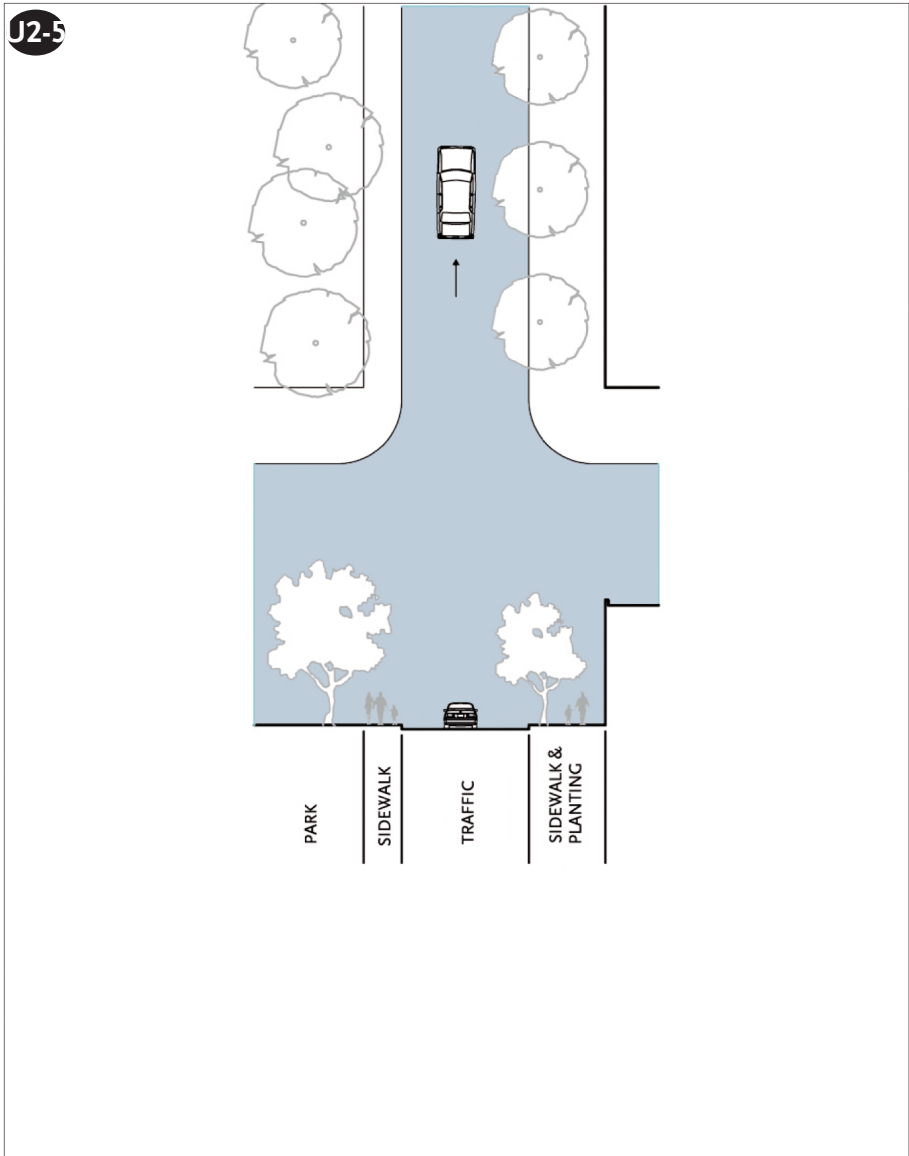


Example

MOVEMENT.....	slow
MEDIAN	none
TRAFFIC LANES	2, 1 each way
PARKING	both sides, parallel

The Urban Street 2 type would be experienced as a slow paced, slow moving narrow urban street characterized by canopy trees in tree wells along wide sidewalks. Streetlights poles would be at pedestrian scale. Street furniture, such as streetlights, benches, waste receptacles and periodical racks would in a style complimentary to the overall streetscape. Parking would be provided on both sides of the street.

Urban Street 2 - One Way



Plan / Section Diagram

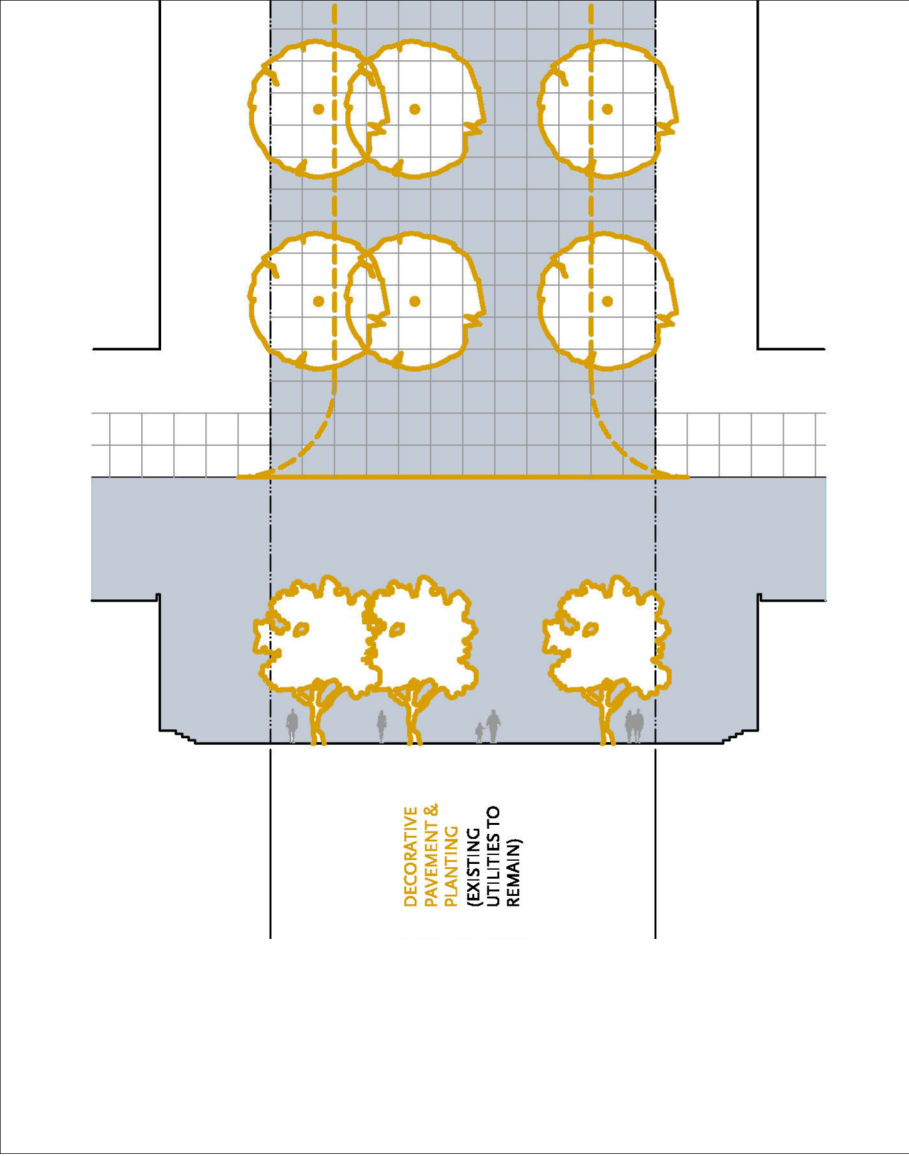


Example

MOVEMENT.....	slow
MEDIAN	none
TRAFFIC LANES	1; 1 way
PARKING	none

The one-way Urban Street 2 would be experienced as a slow paced, slow moving narrow urban street adjacent to a linear open space. This street type is characterized by canopy trees in tree wells along a wide sidewalk on one side and a linear park on the other side of the street. Streetlights poles would be at pedestrian scale. Street furniture, such as streetlights, benches, waste receptacles and periodical and bike racks would in a style complimentary to the overall streetscape.

Paseo



Plan / Section Diagram

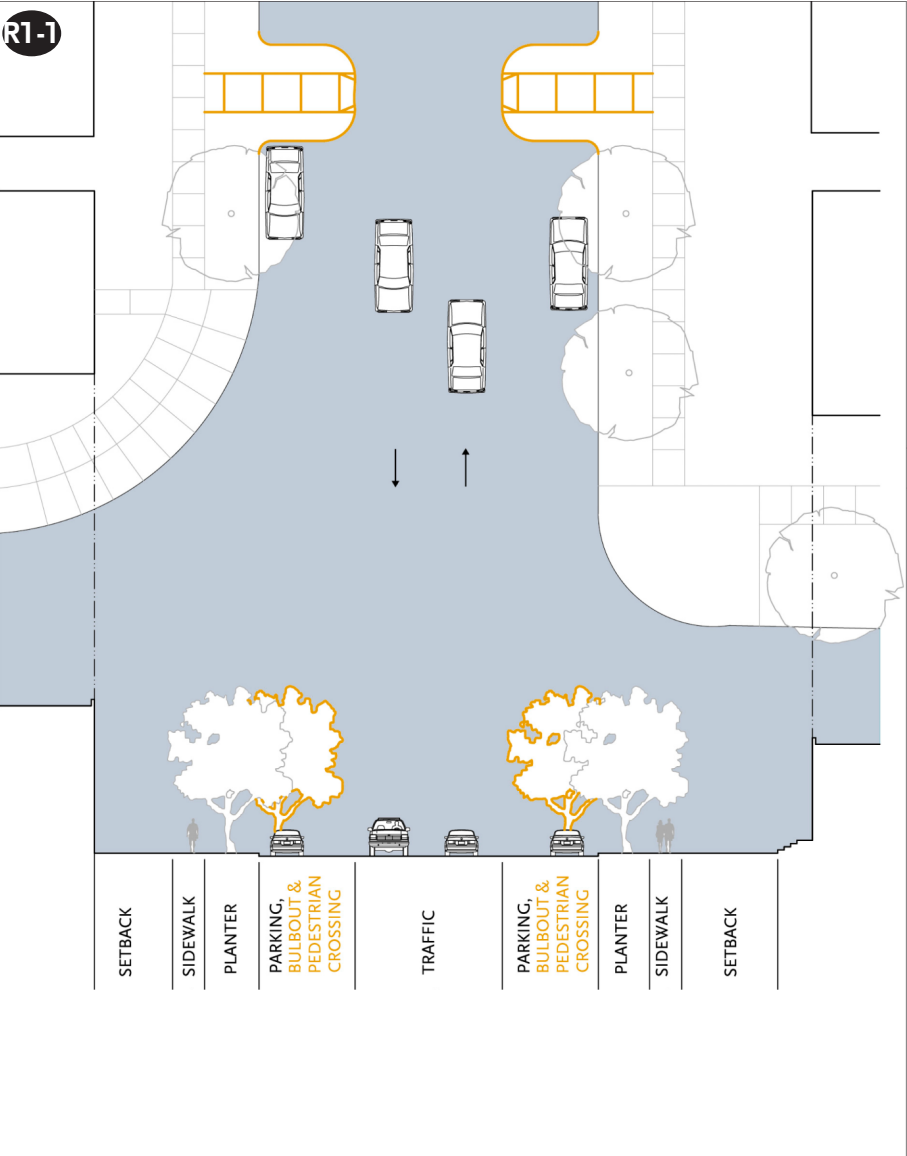


Example

MOVEMENT.....	n/a
MEDIAN	n/a
TRAFFIC LANES	n/a
PARKING	n/a

Any street closure is contrary to the to City's goal of providing a highly connected, multimodal circulation network, with a fine grain created by relatively small blocks. However, within the Specific Plan area, there are some streets that restrict or do not accommodate vehicular traffic. Paseos are experienced as public places designed for walking or bicycling bordered by intense urban activity, which may include outdoor dining activity.

Minter Street



Plan / Section Diagram

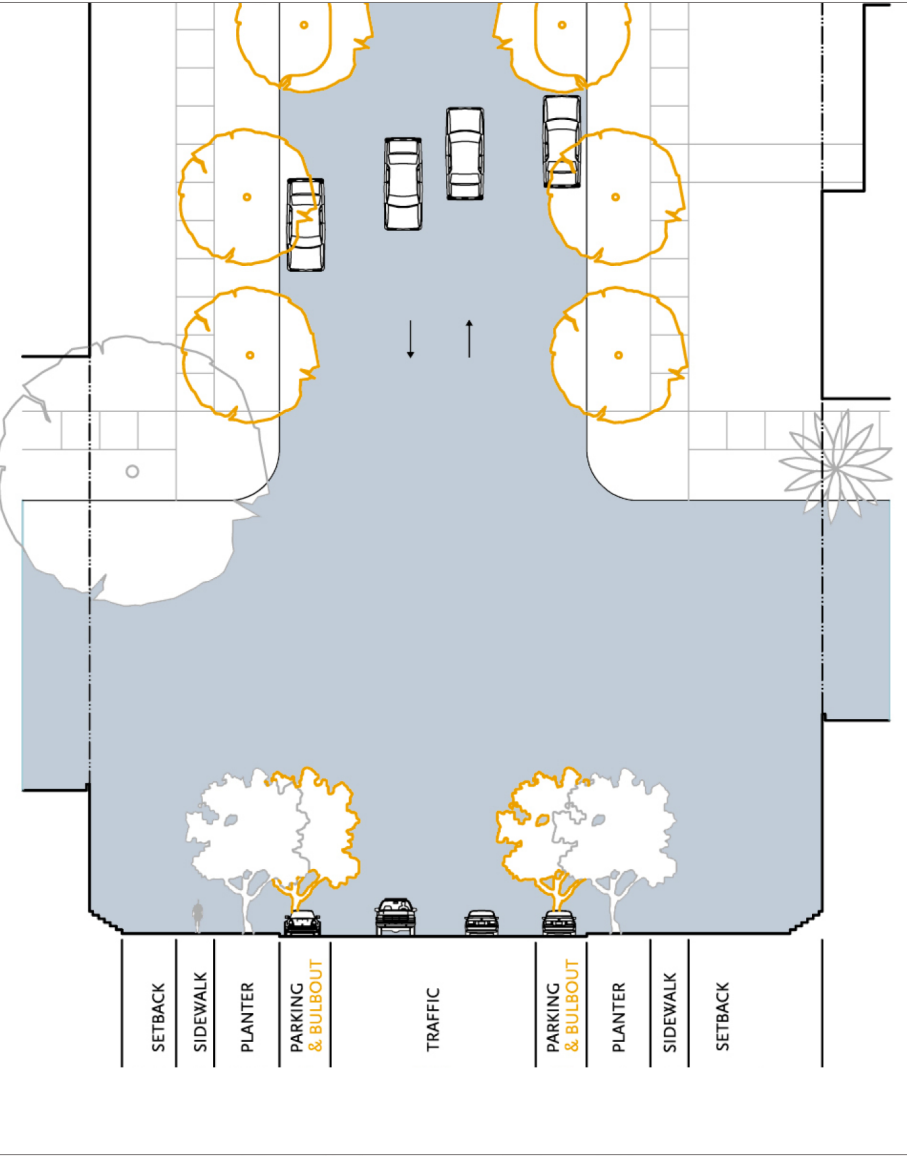


Existing condition

MOVEMENT.....	free
MEDIAN	none
TRAFFIC LANES	2; 1 each way
BULBOUTS.....	mid-block - 250' spacing
PARKING	both sides

Minter Street would be experienced as a moderately slow paced, free moving residential street characterized by canopy trees in continuous planters, visually separating the vehicular traffic from the pedestrian traffic on sidewalks. Streetlights poles would be at pedestrian scale and in a style complimentary to the overall streetscape. Parking would be provided on both sides of the street. Bulbouts may be installed midblock as needed.

Garfield Street



Plan / Section Diagram

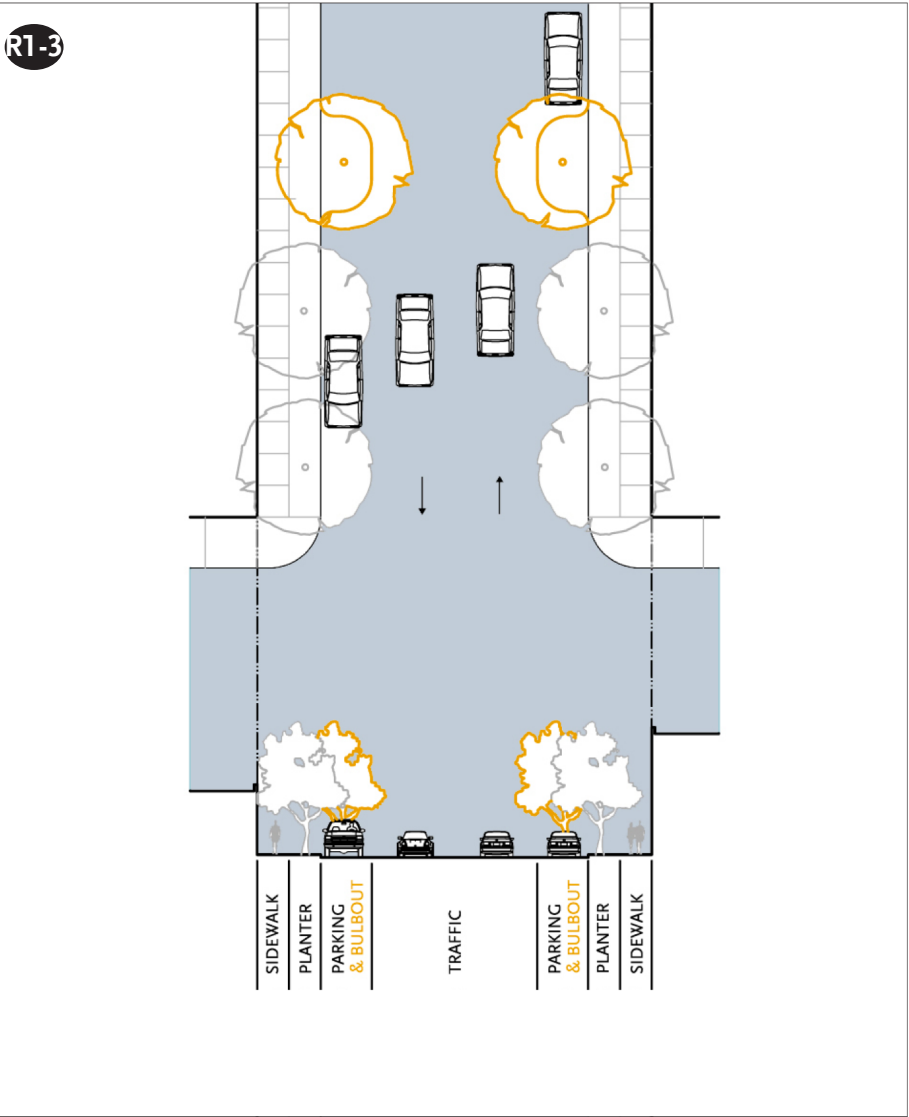


Existing condition

MOVEMENT.....	slow
MEDIAN	none
TRAFFIC LANES	2; 1 each way
BULBOUTS.....	mid-block - 250' spacing
PARKING	both sides

Garfield Street would be experienced as a slow paced, slow moving residential street characterized by canopy trees in continuous planters, visually separating the vehicular traffic from the pedestrian traffic on sidewalks. Streetlights poles would be at pedestrian scale and in a style complimentary to the overall streetscape. Parking would be provided on both sides of the street. Bulbouts may be installed midblock as needed.

Poinsettia Street



Plan / Section Diagram

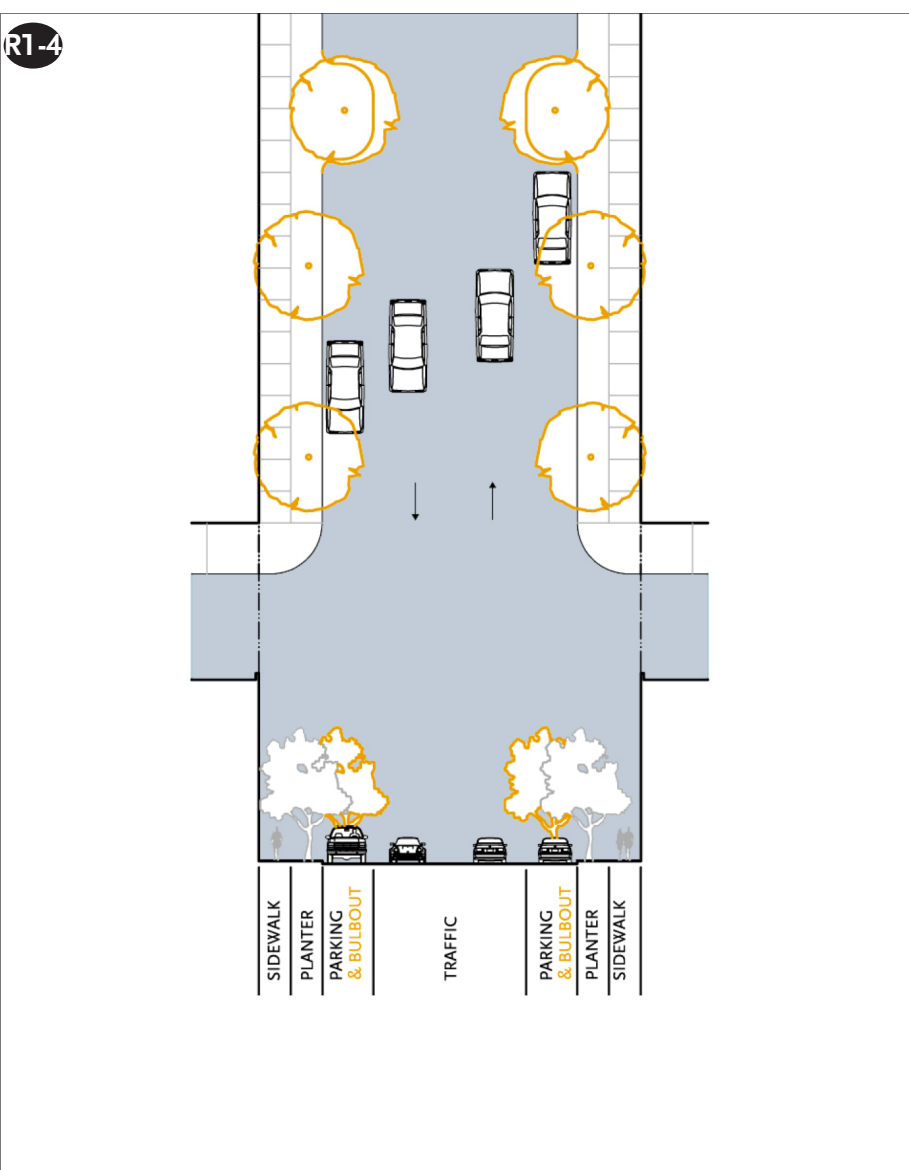


Existing condition

MOVEMENT.....	free
MEDIAN	none
TRAFFIC LANES	2; 1 each way
BULBOUTS.....	mid-block - 250' spacing
PARKING	both sides

Poinsettia Street would be experienced as a moderately slow paced, free moving residential street characterized by canopy trees in continuous planters, visually separating the vehicular traffic from the pedestrian traffic on sidewalks. Streetlights poles would be at pedestrian scale and in a style complimentary to the overall streetscape. Parking would be provided on both sides of the street. Bulbouts may be installed midblock as needed.

Sixth Street



Plan / Section Diagram

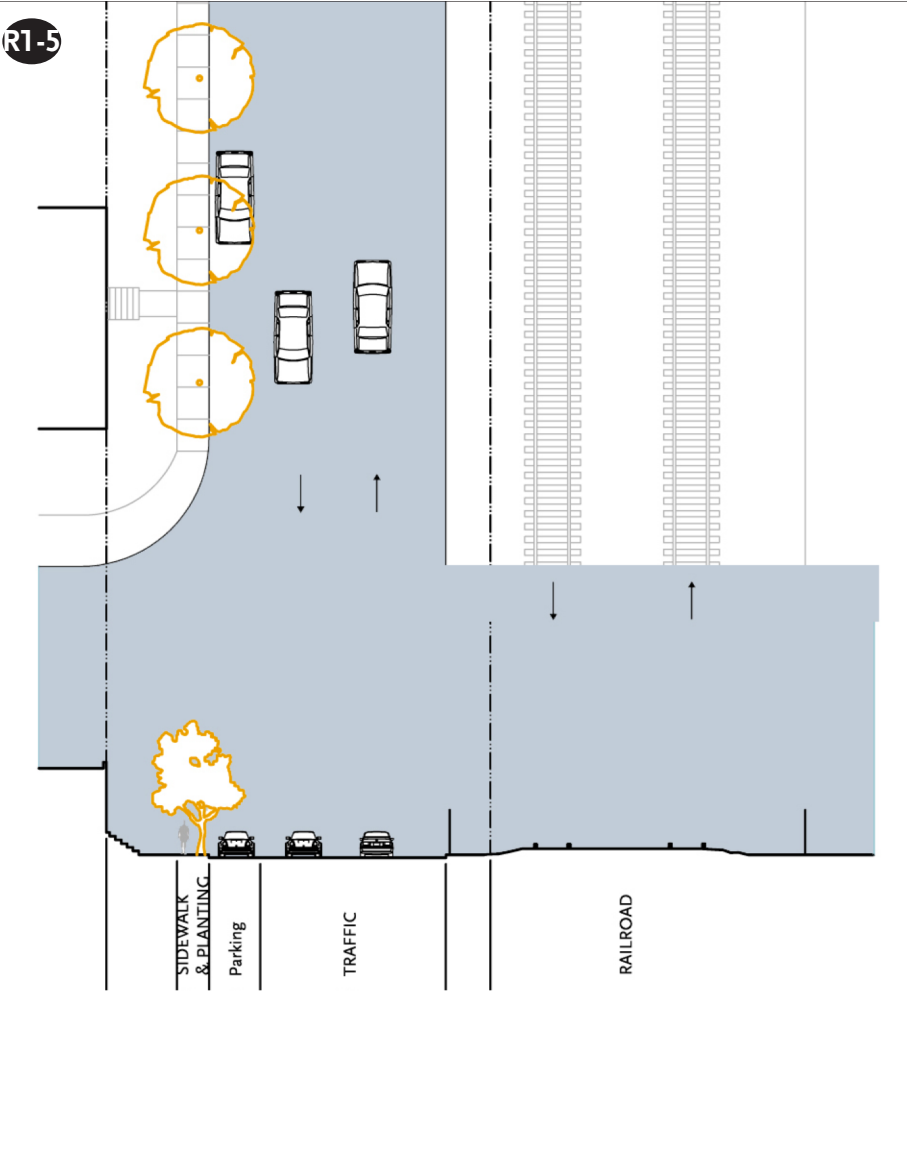


Existing condition

MOVEMENT.....	free
MEDIAN	none
TRAFFIC LANES	2; 1 each way
BULBOUTS.....	mid-block - 250' spacing
PARKING	both sides

Sixth Street would be experienced as a moderately paced, free moving residential street characterized by canopy trees in continuous planters, visually separating the vehicular traffic from the pedestrian traffic on sidewalks. Streetlights poles would be at pedestrian scale and in a style complimentary to the overall streetscape. Parking would be provided on both sides of the street. Bulbouts may be installed midblock as needed.

Lincoln Street



Plan / Section Diagram

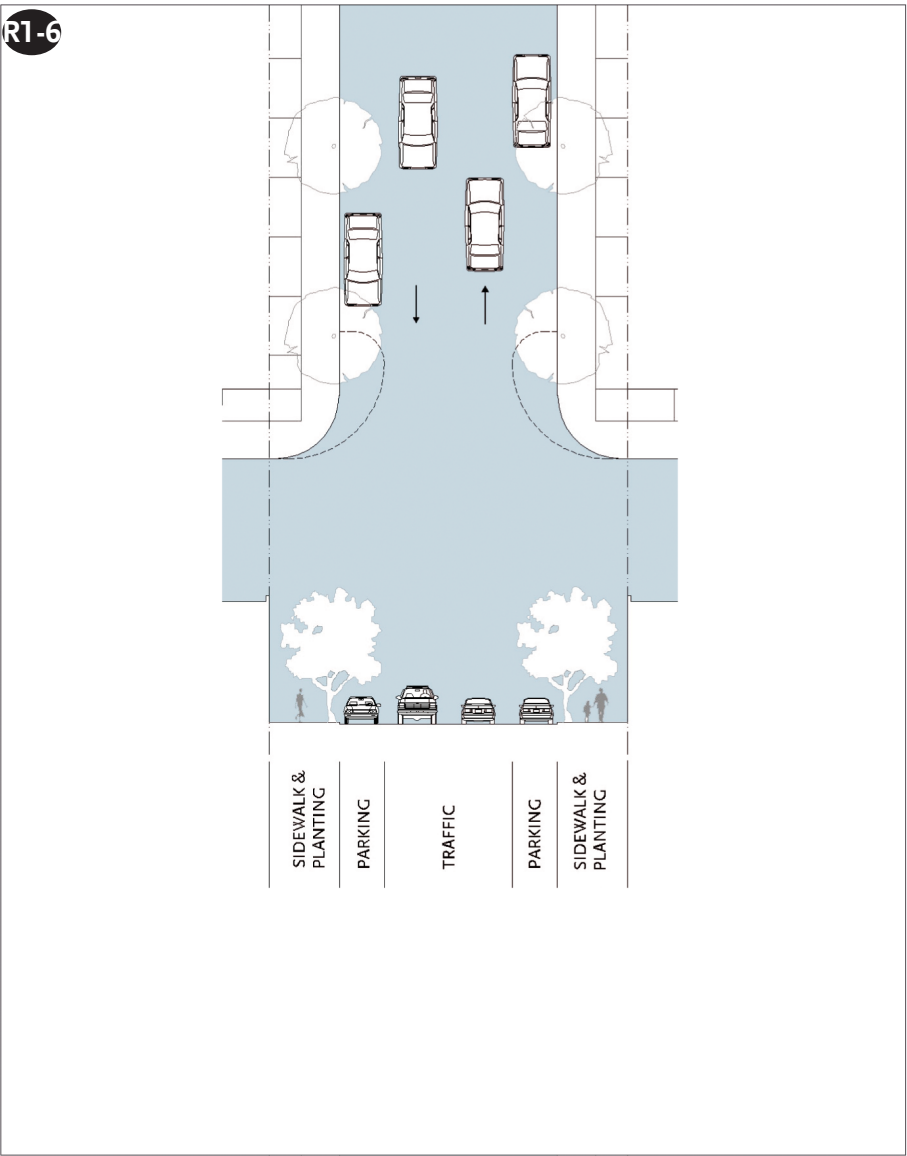


Existing condition

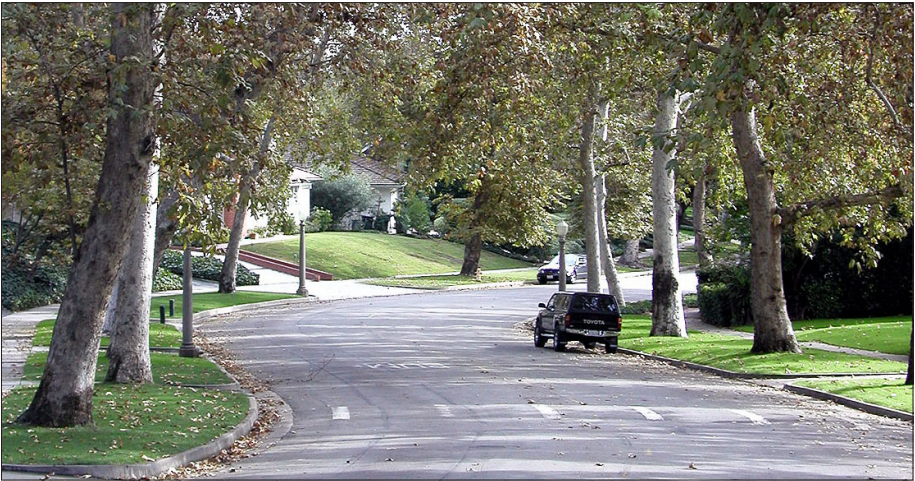
MOVEMENT.....	free
MEDIAN	none
TRAFFIC LANES	2; 1 each way
PARKING	one side

Lincoln Street would be experienced as a moderately slow paced, free moving residential street characterized by canopy trees in tree wells along the west sidewalk only. Streetlights poles would be at pedestrian scale and in a style complimentary to the overall streetscape. Parking would be provided on one side of the street.

Residential Street 1



Plan / Section Diagram

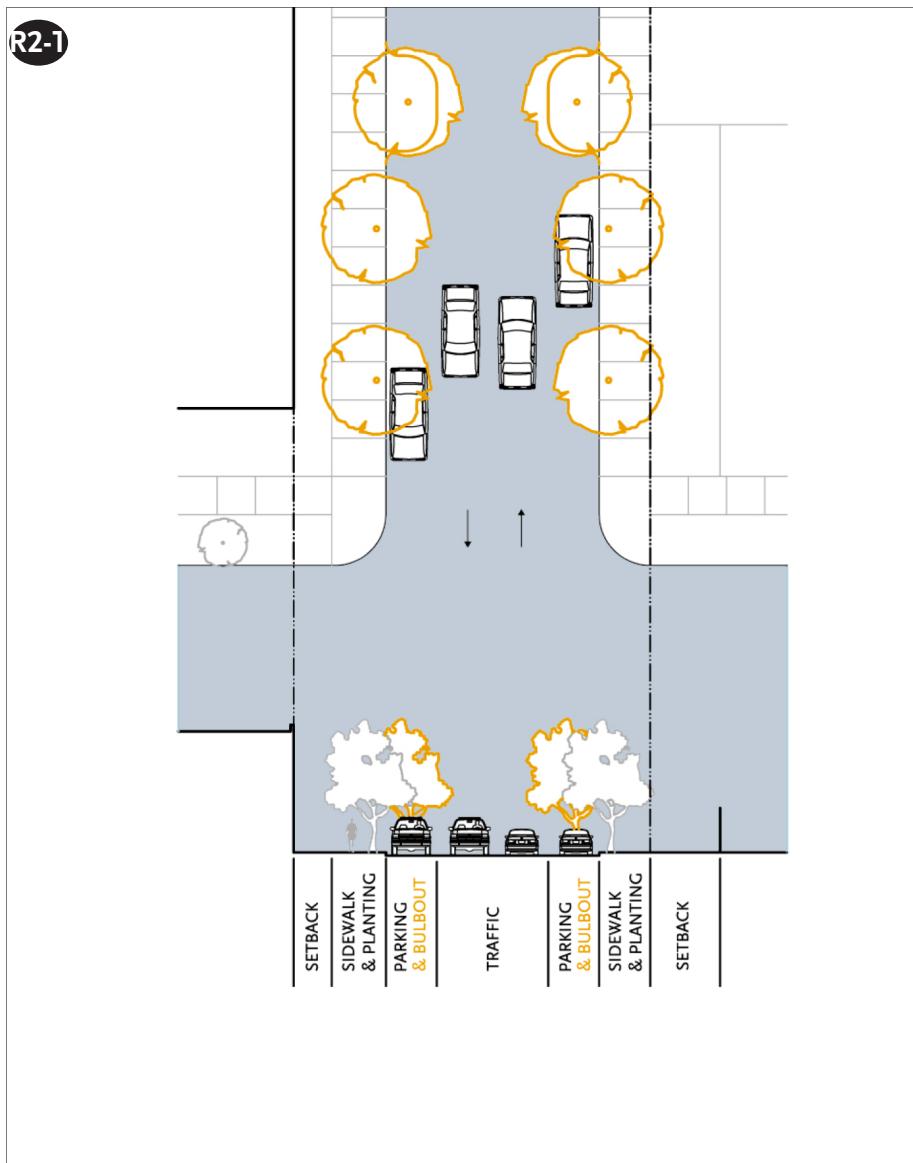


Example

MOVEMENT.....	free
MEDIAN	none
TRAFFIC LANES	2; 1 each way
PARKING	both sides, parallel

The Residential Street 1 would be experienced as a moderately paced, free moving residential street characterized by canopy trees in continuous planters, visually separating the vehicular traffic from the pedestrian traffic on sidewalks. Streetlights poles would be at pedestrian scale and in a style complimentary to the overall streetscape. Parking and bulbouts at the end of the block would be provided on both sides of the street.

Lacy Street



Plan / Section Diagram

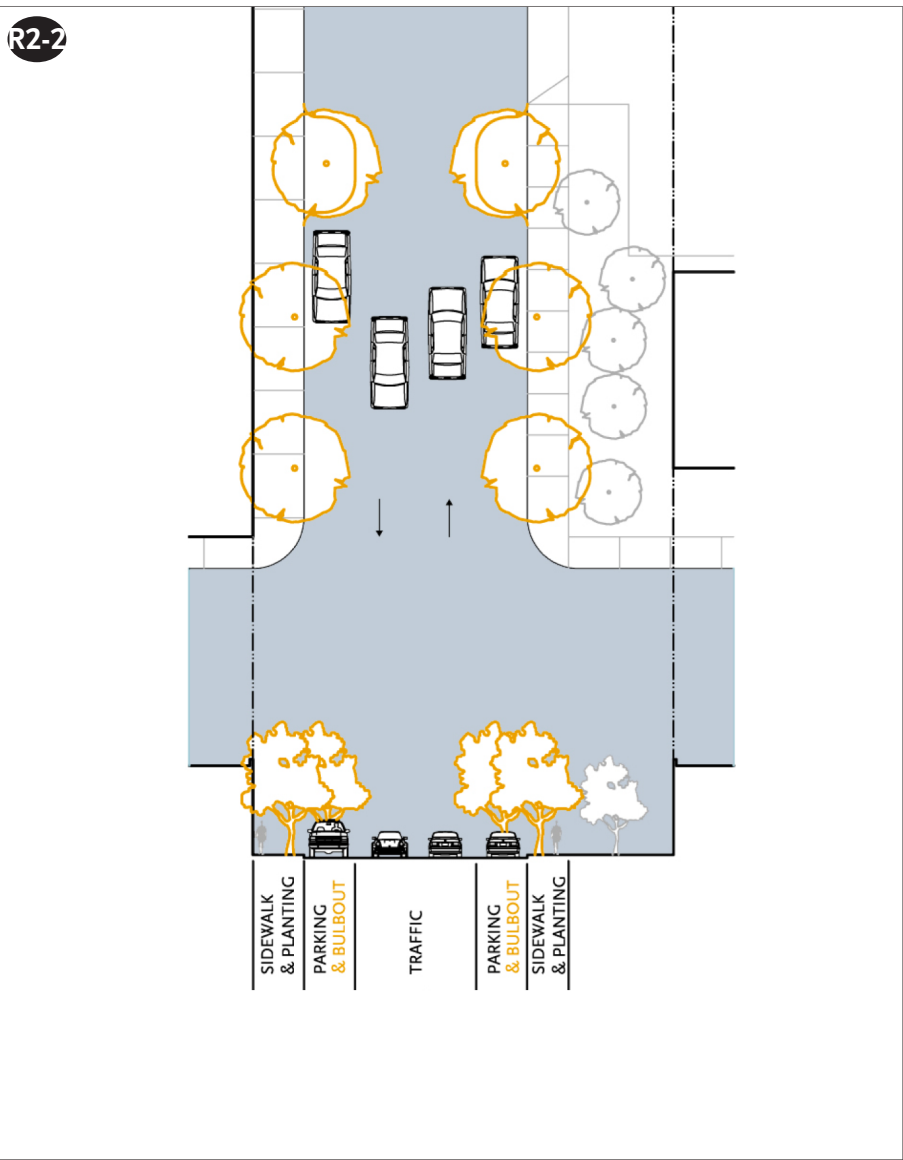


Existing condition

MOVEMENT.....	slow
MEDIAN	none
TRAFFIC LANES	2; 1 each way
BULBOUTS.....	mid-block - 250' spacing
PARKING	both sides

Lacy Street would be experienced as a slow paced, slow moving residential street characterized by canopy trees either in continuous planters, visually separating the vehicular traffic from the pedestrian traffic on sidewalk, or in wells along the sidewalk. Streetlights poles would be at pedestrian scale and in a style complimentary to the overall streetscape. Parking would be provided on both sides of the street. Bulbouts may be installed midblock as needed.

Garfield Street



Plan / Section Diagram

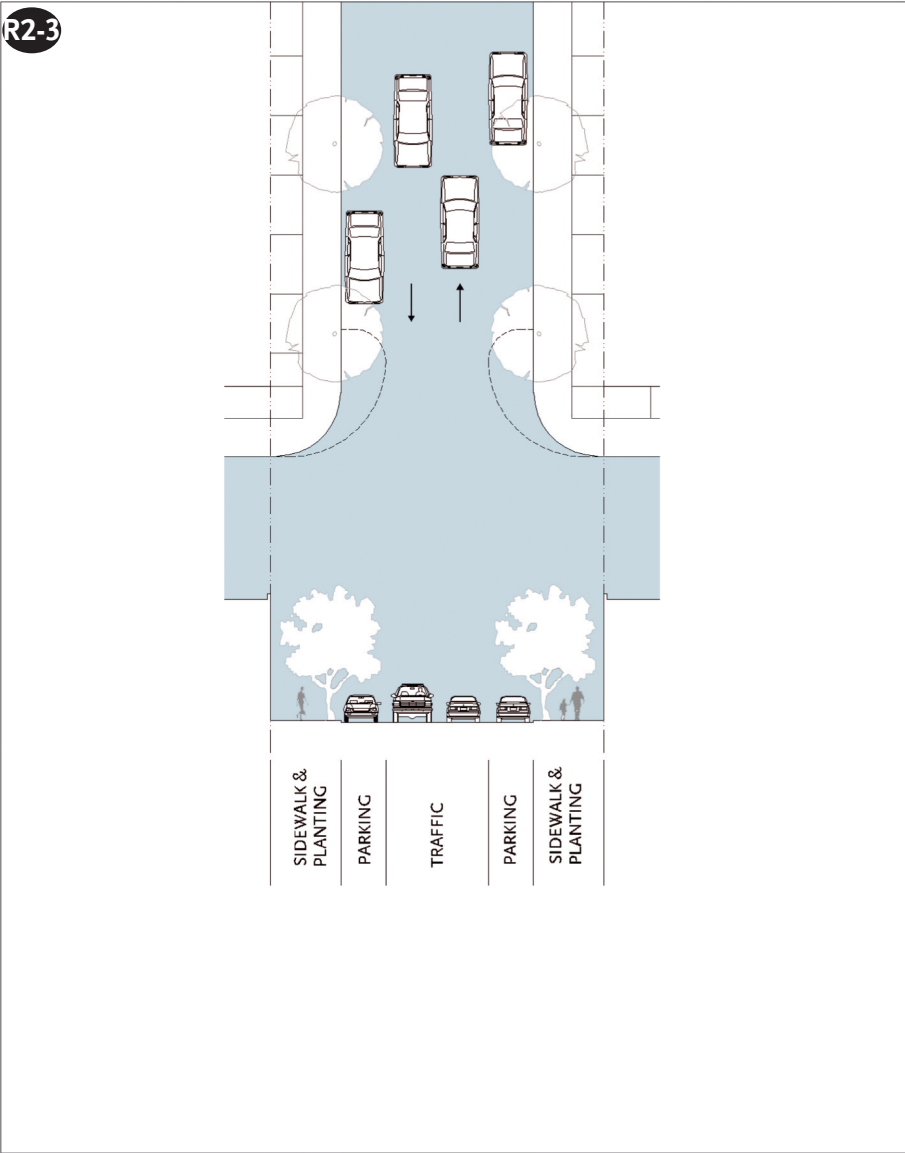


Existing condition

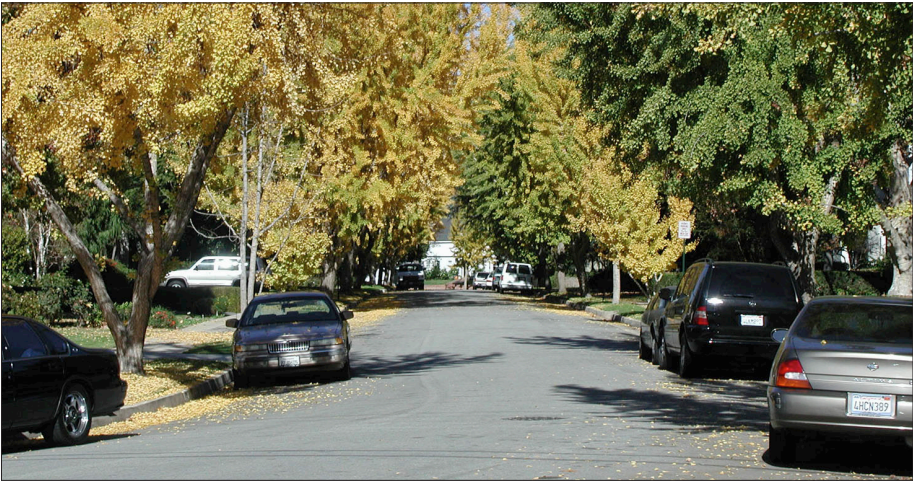
MOVEMENT.....	slow
MEDIAN	none
TRAFFIC LANES	2; 1 each way
BULBOUTS.....	mid-block - 250' spacing
PARKING	both sides

Garfield Street would be experienced as a slow paced, slow moving residential street characterized by canopy trees in tree wells along the sidewalk. Streetlights poles would be at pedestrian scale and in a style complimentary to the overall streetscape. Parking would be provided on both sides of the street. Bulbouts may be installed midblock as needed.

Residential Street 2



Plan / Section Diagram

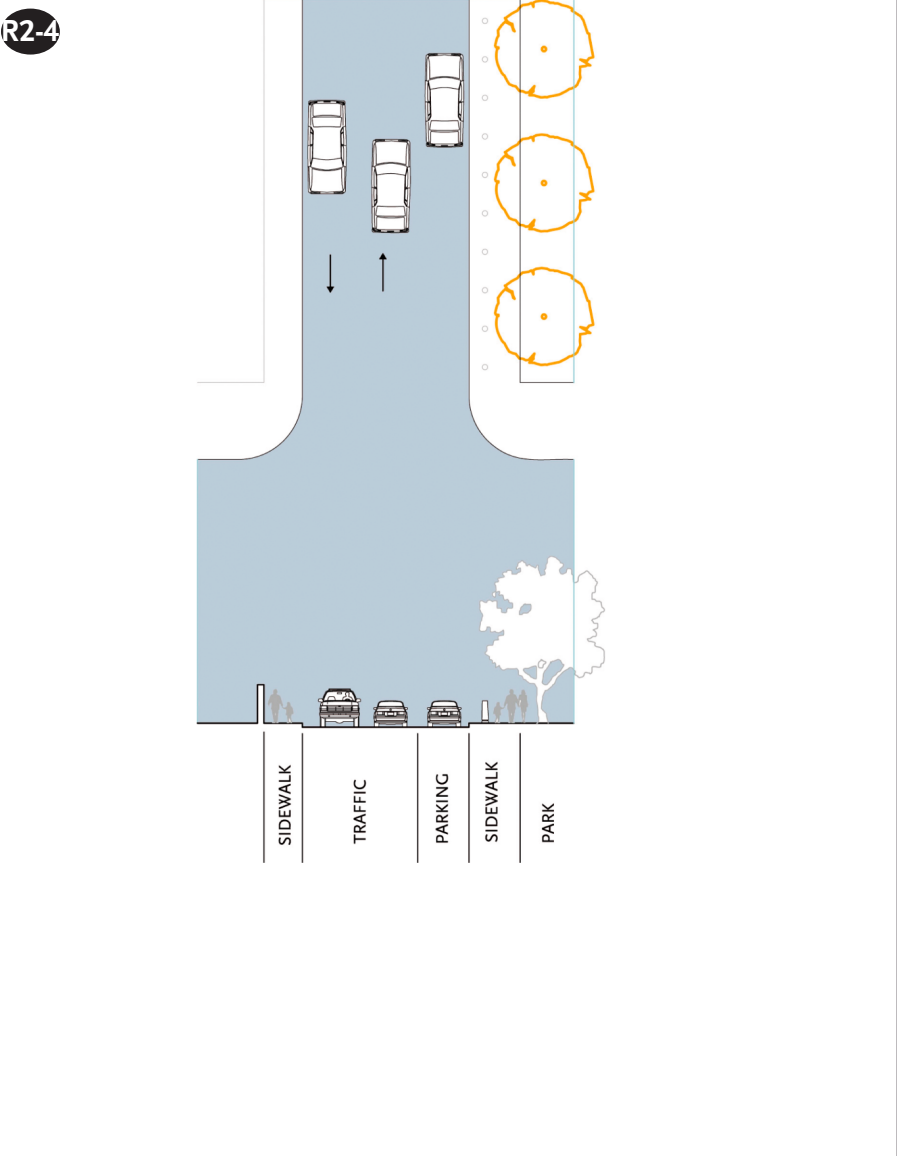


Example

MOVEMENT..... slow
MEDIAN none
TRAFFIC LANES 2; 1 each way
PARKING both sides, parallel - intermittent / light use

The Residential Street 2 would be experienced as a slow paced, slow moving residential street characterized by canopy trees in continuous planters, visually separating the vehicular traffic from the pedestrian traffic on sidewalks. Streetlights poles would be at pedestrian scale and in a style complimentary to the overall streetscape. Parking and bulbouts at the end of the block would be provided on both sides of the street.

Residential Street 2



Plan / Section Diagram

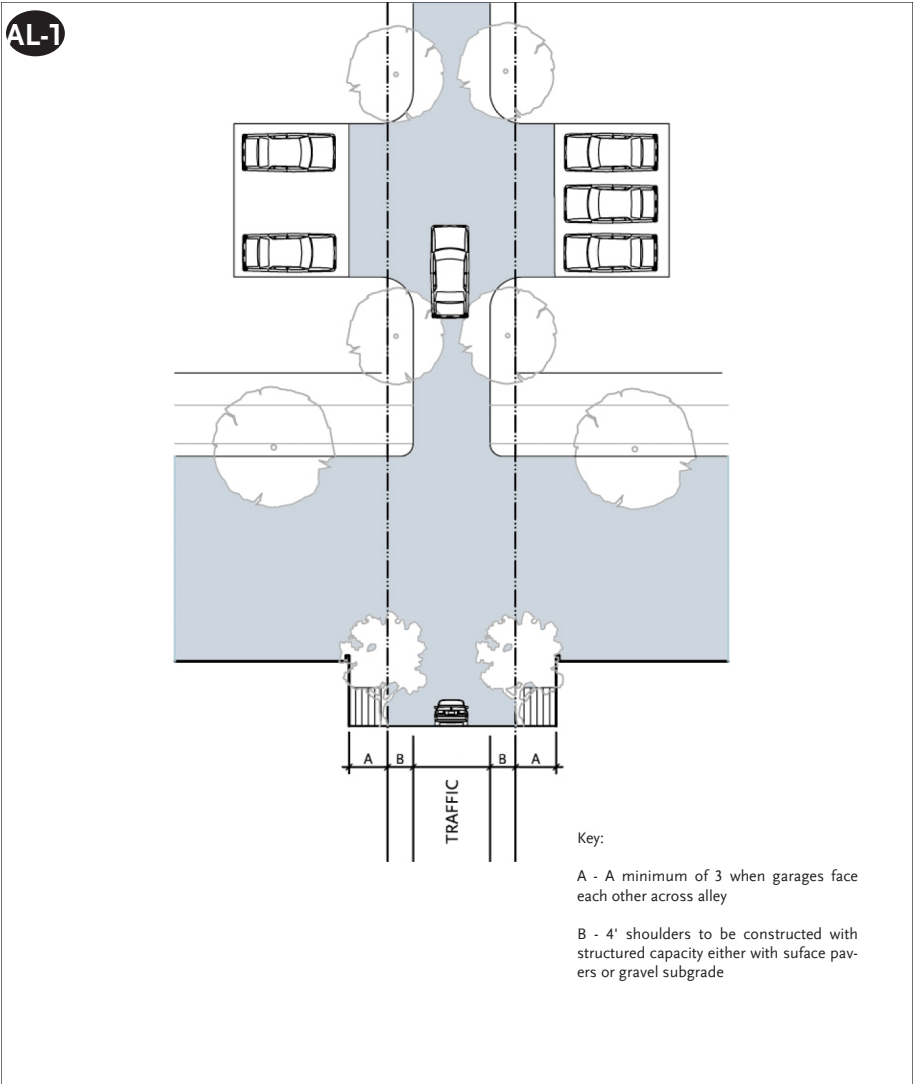


Example

MOVEMENT..... slow
MEDIAN..... none
TRAFFIC LANES2; 1 each way
PARKING east (park side) only

The Residential Street 2 would be experienced as a slow paced, slow moving residential street adjacent to an open space. This street type is characterized by canopy trees in continuous planters along a sidewalk on one side and a park on the other side of the street. Streetlights poles would be at pedestrian scale. Street furniture, such as streetlights, benches, waste receptacles and periodical and bike racks would in a style complimentary to the overall streetscape. Parking would be provided on the park side of the street only.

Alley / Driveway



Plan / Section Diagram

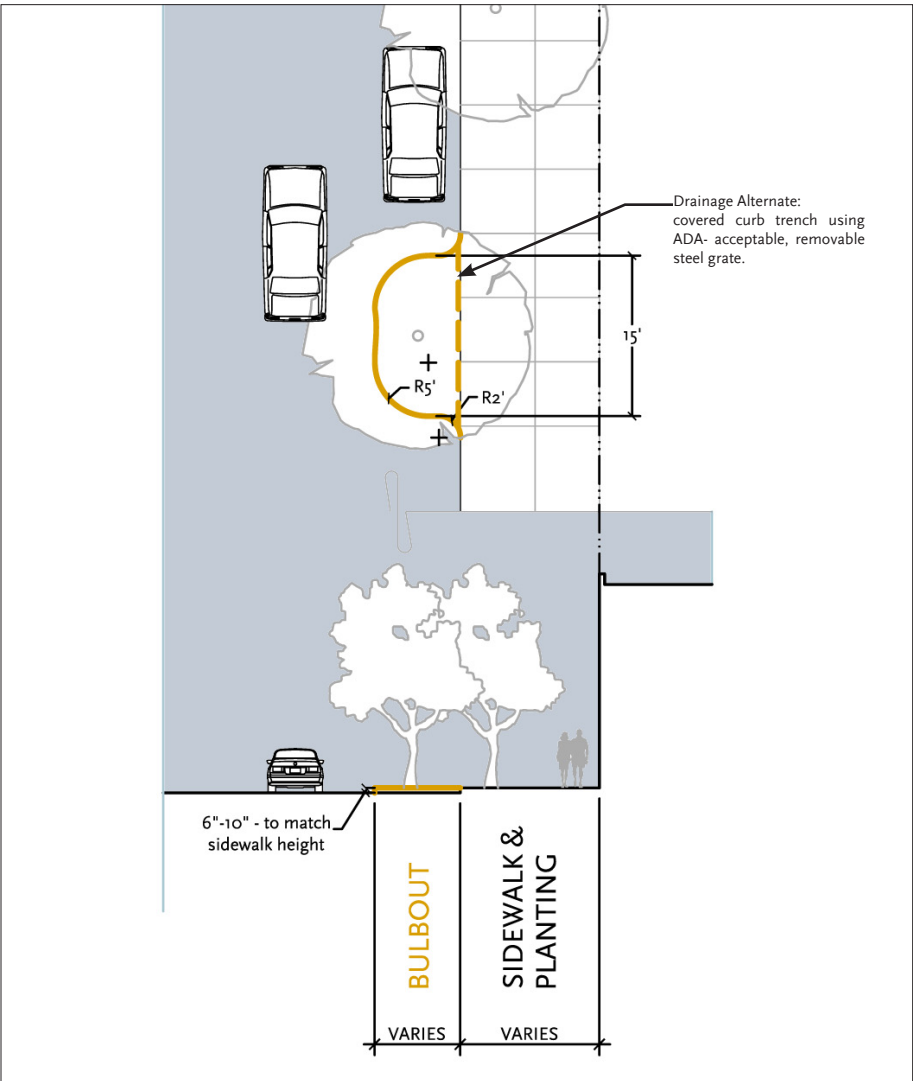


Example

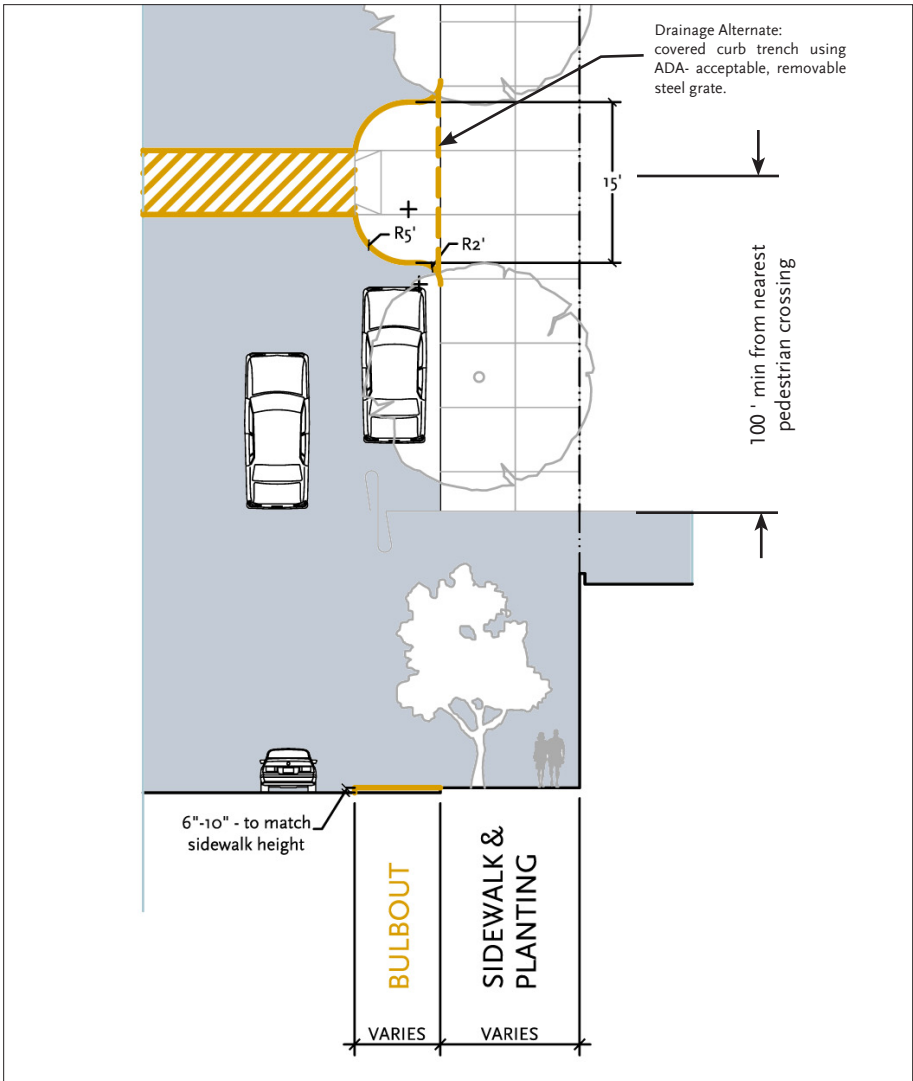
TYPE.....	alley (note: if public, must traverse the block)
MOVEMENT.....	yield
MEDIAN	none
TRAFFIC	one shared lane
PARKING	none

The alley/driveway would be experienced as a very slow moving, traffic sharing, right of way.

Typical Bulb-out



Typical Mid-Block Crossing



Minimum Criteria for Applying a Mid-block crossing includes but is not limited to the following:^[1]

1. ADT of 12,000 or less (single-lane each direction)
2. ADT of 15,000 or less (multi-lanes each direction) including raised ped refuge

3. 40 mph or less
4. 25 pedestrians per hour for at least 4 hours of a typical day
5. Adequate sign-distance available for pedestrians and motorists

^[1] Context-Sensitive Solutions, A Recommended Practice, ITE 2006