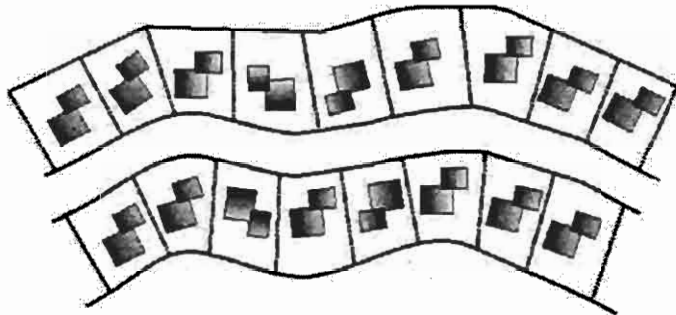


3. RESIDENTIAL STREET DESIGN

Residential streets shall be designed with the goal of facilitating the desired general residential design concepts. The following elements shall be used to accomplish this goal:



**Curvilinear Streets add Interest
to the Streetscape**

a. **Street Pattern -Curvilinear and Grid Street Design (Countywide Design Guidelines Section III.A)**

The design of the overall street pattern should present a variety of streetscapes, offer various driving and pedestrian experiences, clearly distinguish between streets of varying purposes and carrying capacities and ensure safe, walkable local neighborhoods. Curvilinear streets offer an ever-changing scene while straight streets offer concentrated focus and landmark/vista opportunities. Either may be permissible. Grids, particularly with short, walkable blocks are encouraged as are traffic calming features associated with neighborhood streets such as chicanes, chokers or bulbs, T-intersections, diverters and round-a-bouts. To the extent possible, direct connections with adjoining properties and projects are encouraged to alleviate congestion on arterials and secondary highways. Projects are encouraged to be designed with efficient street circulation patterns that provide visual interest and creativity to the subdivision design.

b. **Street Width Reductions (Countywide Design Guidelines Section III.B)**

The County General Plan and ordinances provide for local roads (36-foot wide within a 56-foot right-of-way) which may serve to reduce speeds in residential areas and encourage pedestrian use, while providing for emergency vehicular access.

Within planned private communities, a further reduction in local street width may be appropriate, subject to the review and approval of the Transportation Department. In these instances, the private streets should have parking restrictions in place and enforced by a Home Owner's Association to assure that proper access for emergency vehicles is maintained at all times.

c. Minimum Street, Median, Reverse Frontage, and Parkway Widths (Countywide Design Guidelines Section III.C)

The following table shows the County’s minimum street, median, and parkway widths for all street types.

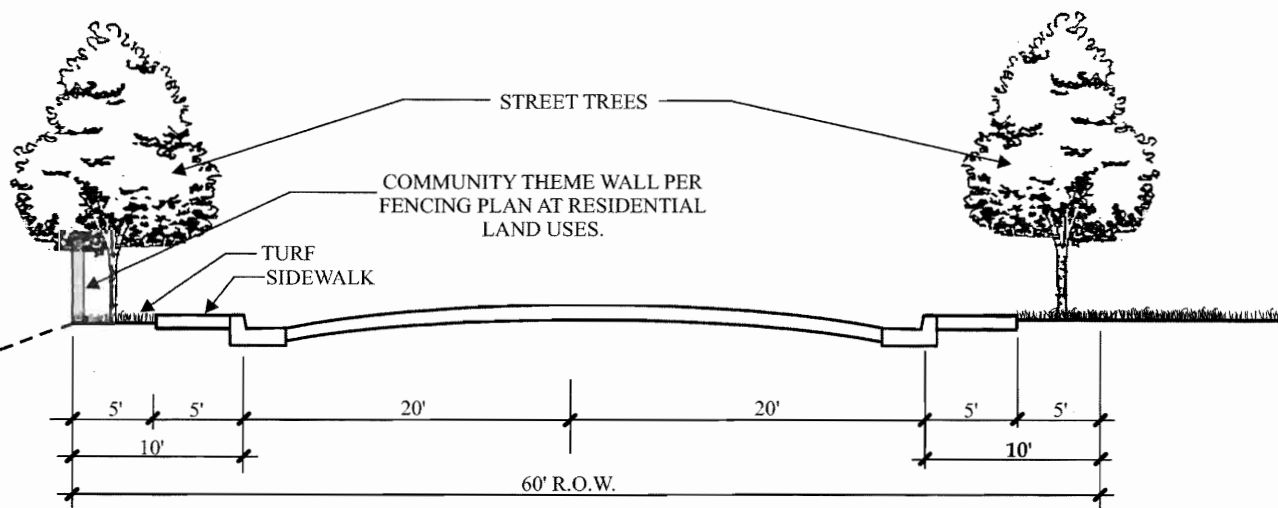
Street Type	Total Width:		Median Width	Total Minimum Parkway Width per Side	Landscaping	Side walk
	ROW	Curb to Curb				
Local	56'	36'	Not required	10'	5'	5'
Collector	74'	44'	Not required	15'	10'	5'
Secondary	100'	64'	Not required	18'	13'	5'(1)
Major	118'	76'	12'	21'	16'	5'(2)
Arterial (Commercial)	128'	86'	18'(3)	21'	15''	6'
Arterial (Residential)	128'	86'	18'	21'	16'	5'(2)
Urban Arterial (Commercial)	152'	110'	14'	21'	15'	6'
Urban Arterial (Residential)	152'	110'	14'(3)	21'	16'	5'(2)

- (1) 5' sidewalk in middle for 18' parkway
- (2) 5' meandering sidewalk for 21' parkways
- (3) curbed and landscaped medians

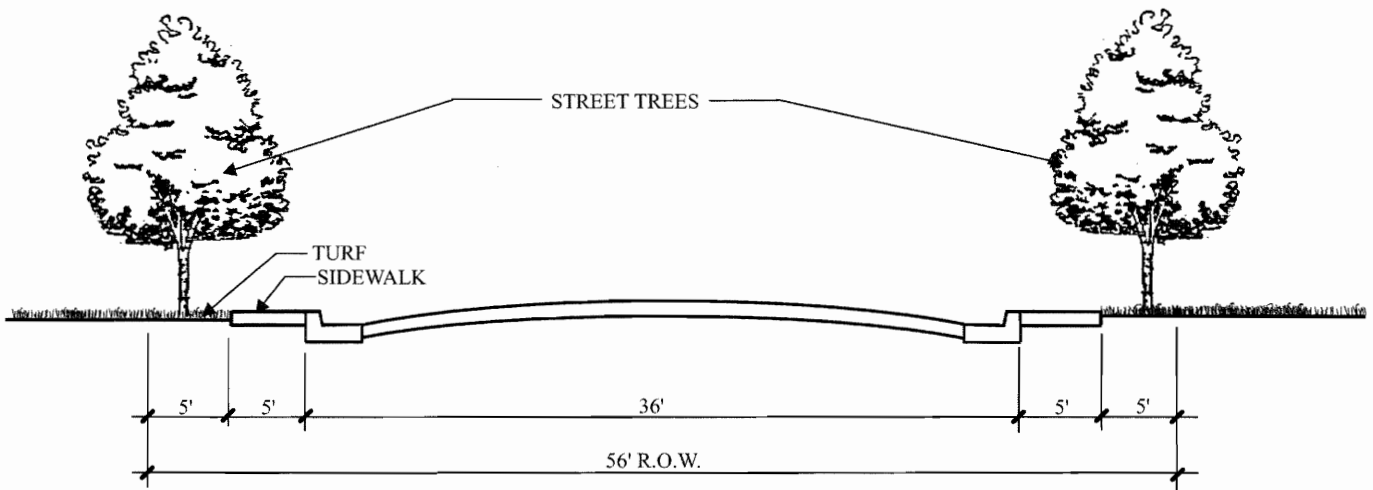
Pursuant to the County’s minimum street width standards, all residential streets within the LAKE MATHEWS GOLF AND COUNTRY CLUB project will have a minimum street right-way width of 56 feet. However, those streets used to get from one residential neighborhood to another (Streets “C,” a portion of Street “D,” and Street “E”) can be slightly wider (60 feet) to provide less of a confining feel while traveling through the community. (see Figure 4C-16, *Residential Streetscape*). The local streets used to get to individual homes within a planning area will consist of the standard right-of-way width (see Figure 4C-17, *Local Streetscape*). Both streetscape treatments will be used within the project in order to provide a more interesting streetscape appearance. A mix of evergreen and deciduous street trees will be planted along the streets.

d. Bus and Transit- Related Facilities (Countywide Design Guidelines Section III.D)

The proposed project is not required to provide bus and transit-related facilities. These facilities are provided along existing RTA routes on Indiana Avenue, Tyler Street, and Van Buren Boulevard.



**60' R.O.W. RESIDENTIAL STREET
 (Streets "C", "D" (portion of) and "E"
 to be provided on the project final TM.)**



**56' R.O.W. RESIDENTIAL STREET
 (Streets "D" (portion of), "F" and
 residential "thru-streets"
 to be provided on the project final TM.)**