



# City Council Communication

**AGENDA DATE:** June 22, 2026

**LEGISTAR ITEM #:** Pres 26-139

**PRESENTER:** Sung Han  
Development

**DEPARTMENT:** Community

<input type="checkbox"/> Ordinance	<input type="checkbox"/> Resolution	<input checked="" type="checkbox"/> Presentation
<input type="checkbox"/> Admin Business	<input type="checkbox"/> Public Hearing	<input type="checkbox"/> Other

## REQUEST

Staff requests that the Council provide feedback on staff's recommendations for addressing the feedback received on motor court and green court standards in the 2025 Land Development Code.

## BACKGROUND

### **Background**

At the time the 2025 Land Development Code (LDC) was adopted, City Council directed staff to revisit and analyze comments submitted by a stakeholder regarding specific standards for motor courts and green courts. Motor courts are defined as clusters of homes arranged around a shared driveway, while green courts are clusters of homes organized around shared open space. The specific standards on which feedback was provided are summarized below.

**Motor Court Driveway Length Requirement.** The LDC requires a minimum 20-foot driveway for each motor court home. The purpose of this standard was to address concerns about parking impacts and access issues that would result from not having a driveway for each home. The feedback received recommended removing this requirement because it could increase separation between homes, resulting in shared accessways becoming more dominated by parking, increasing impervious surfaces, and reducing overall density.

# CITY COUNCIL COMMUNICATION CONTINUED

**Motor Court Shared Accessway Configuration.** The LDC establishes two types of motor court configurations:

- Dead-end configuration. Features a dead-end shared drive with homes oriented perpendicular to the street and fronts directly onto the shared street.
- Cul-de-sac configuration. Features a shared drive with homes clustered in a more curvilinear pattern, with the drive leading directly to the homes at the end.

The adopted LDC limits the dead-end configuration to a maximum of four structures and the cul-de-sac configuration to a maximum of three. The limit for the cul-de-sac layout was added in response to Council concerns raised at the August 5, 2025 study session regarding potential crowding of homes. Stakeholder feedback at that time indicated that this limitation could discourage use of the cul-de-sac configuration, which could otherwise support greater architectural variety and more diverse motor court layouts.

**Green Court Development Building Separation.** The LDC also includes specific standards for green courts. One of these is a minimum building separation of 60 feet to ensure adequate, usable shared open space. The stakeholder’s concern was that this minimum distance is too large, potentially reducing residential density and increasing future landscaping and irrigation costs associated with the shared open spaces. Staff recommends reducing the green court width to 50 feet with the option of reducing to 40 feet with Community Development Director approval.

As part of the study session, staff will provide additional background on this topic and present recommendations for City Council’s consideration. Exhibit A contains informational slides, and Exhibit B includes the stakeholder comment letter submitted at last year’s LDC public hearing.

### JUSTIFICATION

<input type="checkbox"/> Council Goal	<input type="checkbox"/> Strategic Plan	<input checked="" type="checkbox"/> Work Plan	<input type="checkbox"/> Legal
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# CITY COUNCIL COMMUNICATION CONTINUED

Citation	n/a
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## **PUBLIC OUTREACH**

N/A
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## **AVAILABLE ACTIONS**

N/A
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## **STAFF RECOMMENDATION**

Staff recommends that City Council provide feedback on motor court and green court standards in the 2025 Land Development Code.
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