

## § 153.060 LOTS AND BLOCKS

### (A) INTENT

The intent of §153.060 is to establish a network of interconnected streets with walkable block sizes organized to accommodate multiple modes of transportation. The street network includes certain streets designated as principal frontage streets to create continuous, pedestrian-oriented block faces of front building façades and limited driveway interruptions. It is intended that block configurations encourage and support the principles of walkable urbanism provided in §153.057(D) and the walkability standards of §153.065(I).

### (B) APPLICABILITY

The requirements of this section apply to developments within all BSD zoning districts that require a Concept Plan in accordance with §153.066, and for land within all BSD zoning districts proposed for subdivision in accordance with Chapter 152.

### (C) GENERAL BLOCK AND LOT LAYOUT

#### (1) Interconnected Street Pattern

The network of streets within the Bridge Street District is intended to form an interconnected pattern with multiple intersections and resulting block sizes as designated in §153.060(C)(2).

- (a) The arrangement of streets shall provide for the continuation of existing or planned streets from adjoining areas into new developments where practicable as determined by the City Engineer. This provision shall not be construed as prohibiting the termination of streets at public street intersections where appropriate, provided that the overall connectivity of the street network is maintained, and intersections are adequately spaced as determined by the City Engineer.
- (b) Cul-de-sac and dead end streets are not permitted, except as specified in §153.060(C)(1)(f).
- (c) Wherever practicable, streets should be designed to follow natural features rather than interrupting or dead-ending at the feature.
- (d) Streets shall terminate at either an open space type or a front or corner side building façade. Refer to §153.062(J) for building requirements at these locations.
- (e) Refer to §153.061 and the City's Thoroughfare Plan for the general locations and configurations of existing and planned streets within the Bridge Street District.
- (f) Exceptions  
Where an existing barrier limits the extension of the street network, streets shall be created to match the above requirements to the maximum extent practicable. Existing barriers include such features as a highway, waterway, open

space, utility line, roadways with limited access restrictions, or development that is expected to remain.

#### (2) Maximum Block Size

##### (a) Required Subdivision

Unless otherwise permitted by this chapter, all developments requiring a Concept Plan in accordance with §153.066(E)(1) shall subdivide consistent with the maximum block sizes as required by Table 153.060-A, Maximum Block Dimensions.

<b>TABLE 153.060-A MAXIMUM BLOCK DIMENSIONS</b>		
<b>BSD Districts</b>	<b>Length (ft)</b>	<b>Perimeter (ft)</b>
Residential	500	1,750
Office Residential	500	1,750
Office	500	1,750
Commercial	500	1,750
Historic Residential	200	800
Historic Core	200	800
Historic Transition Neighborhood	300	1,000
Indian Run Neighborhood	500	1,750
Sawmill Center Neighborhood	500	1,750
Scioto River Neighborhood	500	1,750
Vertical Mixed Use	500	1,750
Public	300	1,000

##### (b) Measurement

1. Block length shall be the distance along one side of a block measured between two parallel or approximately parallel property lines on the opposite sides of the block.
2. Block perimeter shall be the aggregate block length along all sides of a block measured along the property lines.
3. Alleys and service streets shall not be used to measure block length.

##### (c) Shopping Corridors

Additional block requirements for shopping corridors are noted in §153.063, Neighborhood Standards.

##### (d) Exception

When existing barriers limit extension of the street network, blocks shall be created to match the above requirements to the maximum extent practicable. Barriers may include such features

as a highway, waterway, open space, utility line, roadways with limited access restrictions, or development that is expected to remain.

### (3) Block Configuration

Refer to Figure 153.060-A for an illustration of typical block elements.

- (a) The shape of a block shall be generally rectangular, but may vary due to natural features or other site constraints.
- (b) Blocks shall be arranged with front property lines along at least two sides.

### (4) Principal Frontage Streets

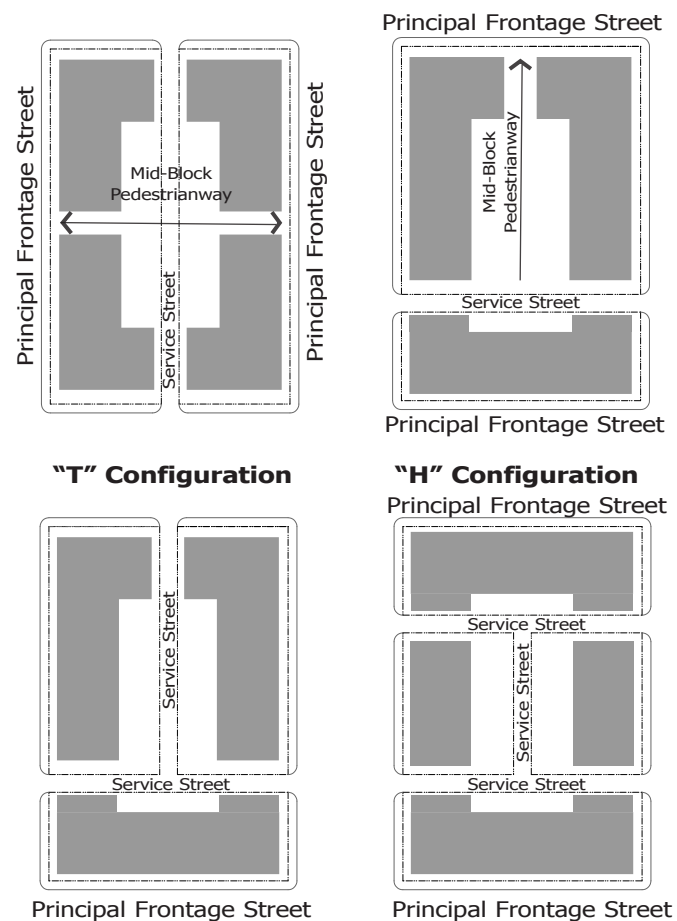
Principal frontage streets are designated to ensure certain streets are lined with continuous, pedestrian-oriented block faces of front building façades or public open space, with limited conflicts between pedestrians and vehicular traffic.

- (a) Principal frontage streets are as designated in §153.061, Street Types. Additional principal frontage streets may be designated by the required reviewing body as development progresses within the neighborhood districts in §153.063, Neighborhood Standards.
- (b) Access to blocks shall be located to comply with the principal frontage street requirements in §153.060(C)(5).
- (c) The principal frontage street shall be used to determine lot frontage orientation, as described in §153.060(C)(9).

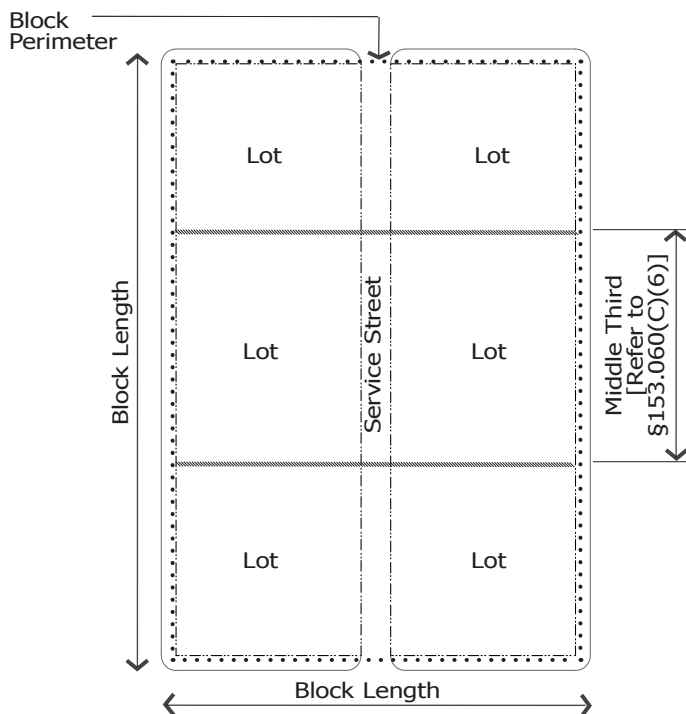
### (5) Block Access Configurations

- (a) Access for alleys, service streets and driveways shall not be permitted from a principal frontage street, unless the City Engineer determines that access from any other street is impracticable. The determination shall be based on locations of existing and proposed vehicular access points of other developments along the principal frontage street and the number of principal frontage streets bordering the property.
- (b) Blocks shall include alleys/service streets or driveway entrances with the following recommended configurations unless otherwise permitted by the City Engineer. See Figure 153.060-B, Typical Block Access Configurations.
  1. Mid-Block Access. This configuration includes an alley or drive running through or near the center of the block.
  2. "T" Configuration. This configuration includes two perpendicular alleys or drives within a block, forming a "T," allowing development to front on three block faces.

**FIGURE 153.060-B.  
TYPICAL BLOCK ACCESS CONFIGURATIONS**  
**Mid-Block Access**



**FIGURE 153.060-A. TYPICAL BLOCK ELEMENTS**



3. "H" Configuration. Similar to the "T" configuration, this configuration allows development to front on all four block faces.
- (c) Wherever practicable, as determined by the City Engineer, vehicular access to blocks shall be aligned with other access points on opposite sides of the same block as well as aligned across the street from vehicular access points to other blocks.
- (6) Mid-Block Pedestrianways  
Refer to §153.065(I)(2)(a) for requirements for mid-block pedestrianways.
- (7) Typical Lot Dimensions
  - (a) Any lot shall be created to meet the requirements of one or more of the building types permitted by the district in which it is located, as provided in §153.062, Building Types.
  - (b) Minimum lot width shall be measured at the front property line.
- (8) Typical Lot Configuration
  - (a) To avoid creating irregular lots, interior side lot lines shall be perpendicular to the street right-of-way to the extent practicable.
  - (b) Flag lots are prohibited.
- (9) Street Frontage  
All lots shall have at least one lot frontage along a public street.
  - (a) Front Property Line
    1. A lot line bordering a single street right-of-way shall be the front property line.
    2. A lot line bordering a principal frontage street shall be the front property line unless otherwise specified in this section.
  - (b) Corner Side Property Lines
    1. For corner lots occupied by a single building, one lot line shall be the front property line and one lot line shall be the corner side property line.
    2. For corner lots occupied by multiple buildings, lot lines shall be designated as front or corner side property lines as necessary to meet the building type street frontage requirements along both frontages.
  - (c) Lots bordering more than two principal frontage streets shall meet the street frontage requirements as provided in §153.062(N) along at least two of the streets. Subject to approval by the required reviewing body, the street frontage requirements shall be maximized to the extent practicable along the other principal frontage streets.
  - (d) Lot lines along alleys or service streets or I-270 are not permitted to be designated as front or corner side property lines.
  - (e) Alleys or service streets shall not be considered street frontage and shall not be subject to street frontage requirements described in §§153.059 to 153.065.
  - (f) Where lot lines cannot be determined by the requirements of this section, the required reviewing body shall designate which lot lines shall serve as the front, rear and corner side property lines. To designate lot lines, the required reviewing body may consider all relevant factors and information, including but not limited to:
    1. The street types and the intended character of existing or proposed streets on which the lot has, or is proposed to have, frontage;
    2. The proximity of existing or proposed principal frontage streets;
    3. The locations of front and corner side property lines on adjacent lots or lots located on the opposite side of the street; and
    4. Adjacency to an existing or planned shopping corridor.
    2. The proximity of existing or proposed principal frontage streets; and
    3. The locations of front and corner side property lines on adjacent lots or lots located on the opposite side of the street.