

§ 153.061 STREET TYPES

(A) INTENT

The intent of §153.061 is to develop a comprehensive network of streets throughout the Bridge Street District that are configured to accommodate multiple modes of transportation, organized by a hierarchy of street character families, and consistent with the placemaking principles of the Bridge Street District Area Plan of the Dublin Community Plan and guided by the Thoroughfare Plan. It is intended that the street network 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 §153.061 apply to all new and existing streets and alleys or parts thereof as developed or reconfigured in the Bridge Street District, whether public or private.

(C) STREET NETWORK

Streets shall form an interconnected street pattern with walkable block sizes as required in §153.060.

(1) Street Families

Existing and planned streets within the Bridge Street District are classified by street families. The intent of the street family designation is to provide a wide range of street configurations to accommodate different land use contexts and transportation needs while establishing a broader framework of street character throughout the area. The purpose and intended application of each street family is described below.

(a) Corridor Connector Streets

The corridor connector street family provides a series of street types that balance non-motorized and vehicular travel options along high-capacity thoroughfares. This street family serves multiple types of development and provides crosstown connections, while accommodating various transitions in land use and street character.

(b) District Connector Streets

The district connector street family provides a series of high- to medium-capacity street types that serve a wide variety of uses and development densities. District connector streets provide connections between districts throughout the Bridge Street District along high-visibility frontages, and typically serve as prime locations for destination-oriented development such as shopping corridors.

(c) Neighborhood Streets

The neighborhood street family provides a series of low- to medium-capacity street types applicable to a wide variety of land use contexts, but often to residential areas or neighborhood-serving

commercial uses. Neighborhood streets provide a finer-grained network of street connections that allow for multiple, interconnected travel routes, but typically serve more localized destinations rather than cross-corridor travel.

(d) Alleys and Service Streets

Alleys and service streets are very low capacity, low speed streets located to the rear of lots that minimize driveway interruptions in the pedestrian realm. Alleys and service streets provide access to parking facilities, loading facilities, and service areas for refuse and utilities. Alleys may also serve as mid-block pedestrianways if designed according to the requirements of §153.060(C)(6).

(2) Street Types

Street families are comprised of multiple street types, each configured to accommodate specific transportation and land use needs while reinforcing the intended character and function of the applicable street family. New streets shall be designed using the principles and characteristics defined by each street type. The City Engineer shall determine which street type is applicable and may require modifications to right-of-way and/or pavement widths, or require additional street infrastructure elements depending on unique site characteristics. Available street type configurations shall be reviewed with the applicant during the Concept Plan review process, as described in §153.066.

(3) Existing Streets

Where existing streets are planned to be realigned, relocated or removed, the City shall reserve the right to maintain those rights-of-way and to incorporate them into the planned street network. The City Engineer shall designate the street family and street type(s) and required improvements appropriate for these streets.

(4) Street Network Map

(a) Refer to Figure 153.061-A for a map of the planned Bridge Street District street network and street family designations. In addition to the Thoroughfare Plan, the Street Network Map shall be used as a guide in determining the appropriate locations and alignments of new streets during the Preliminary Development Plan approval process as required in §153.066.

(b) Actual street alignments and locations will be determined through the Preliminary Development Plan review process as individual properties are developed and through the City's Capital Improvements Program process, as applicable. Alignments may be subject to change pending further engineering analysis and land use programming. Where existing alignments are shown to remain, these streets may be subject to improvements necessary to bring them into conformance with a permitted street type.

(c) Graphic Intent

The street network depicted in Figure 153.061-A is intended to illustrate one result of the block size and connectivity requirements in §153.060 and is representative of a general development pattern for the Bridge Street District. Figure 153.061-A is not intended to represent all requirements or actual development, nor is it intended to designate the precise locations for specific street types.

(d) Illustrated Corridor Connector Streets

Corridor connector streets illustrated in Figure 153.061-A include existing high-capacity thoroughfares in existing and potentially realigned configurations.

(e) Illustrated District Connector Streets

District connector streets illustrated in Figure 153.061-A include existing, realigned and potential new streets representing major street connections necessary to ensure connectivity throughout the Bridge Street District.

(f) Illustrated Neighborhood Streets

Neighborhood streets illustrated in Figure 153.061-A include existing and potential new street connections generally consistent with the block size requirements of §153.060.

(g) Alleys and Service Streets

The locations of new alleys and service streets are subject to the block access requirements of §153.060 and are not illustrated on Figure 153.061-A. Actual locations of new alleys and service streets will be determined through the Preliminary and Final Development Plan review processes.

(D) PRINCIPAL FRONTAGE STREETS

Principal frontage streets are designated to ensure certain street types are lined with continuous, pedestrian-oriented block faces of front building façades, and to limit conflicts between pedestrians and vehicular traffic. Refer to Figure 153.061-A for principal frontage street designations in the planned Bridge Street District street network.

(1) Street Frontage Requirements

- (a) All lots and blocks with frontage along a principal frontage street shall meet the requirements of §153.060(C)(4) and all development requirements associated with principal frontage streets described elsewhere in this Chapter, as may be applicable.
- (b) In addition to the principal frontage streets depicted in Figure 153.061-A, all lots, blocks and associated development with frontage along a street or street segment which also has any open space type frontage as listed in §153.064, with the exception of pocket park and pocket plaza open

space types, shall meet all applicable principal frontage street requirements.

- (c) Alleys and service streets shall not be designated as principal frontage streets.

(2) Vehicular Access

- (a) Vehicular access shall not be permitted from a principal frontage street, unless the City Engineer determines that access from any other street is impracticable. Where this determination is made, all other applicable principal frontage street requirements described elsewhere in this Code shall continue to apply.
- (b) Vehicular access refers to private driveways or lanes and to alleys or service streets whether public or private. Other public street intersections are not restricted by principal frontage street designations, but may be subject to access management limitations as determined by the City Engineer.
- (c) Alleys and service streets are the preferred means of vehicular access to lots and blocks. If used, alleys and service streets shall provide access from a non-principal frontage street wherever practicable. Refer to §153.060(C)(5) for block access configurations.

(3) Multiple Principal Frontage Streets

Where a lot or block is fronted by multiple principal frontage streets, and where access from a principal frontage street is determined to be necessary as permitted by §153.061(D)(2) the following street family hierarchy shall be considered by the City Engineer in determining permitted vehicular access locations to the maximum extent practicable:

- (a) Neighborhood streets shall be the preferred means of providing vehicular access for alleys, or for driveways where no alley is present. Where a neighborhood street is designated as a principal frontage street, any other neighborhood street shall be used to provide vehicular access wherever practicable.
- (b) District connector streets shall take precedence over neighborhood streets in maintaining the principal frontage street character. Vehicular access shall not be permitted from a district connector street if suitable alternative access from a neighborhood street is available.
- (c) Corridor connector streets shall take precedence above all other street types in maintaining the principal frontage street character. Vehicular access shall not be permitted from a corridor connector street if a suitable alternative access location is available.

(E) TYPICAL STREET ELEMENTS

Typical elements of a street right-of-way are divided into the vehicular and pedestrian realm. Each street type outlines which facilities are applicable and provides typical design specifications. The required types and configurations of street elements for specific street types shall be reviewed with the applicant during the Pre-Application Review process, as described in §153.066. Appropriate street elements shall be determined by the City Engineer.

(1) Bicycle Facilities

A variety of bicycle accommodations are permitted in the street right-of-way, including cycletracks, bicycle lanes, and shared lanes. Appropriate bicycle facilities for specific street types shall be determined by the City Engineer.

(2) Vehicular On-Street Parking

The appropriate configuration and dimensions of on-street parking for specific street types shall be determined by the City Engineer.

- (a) On-street parking spaces may be counted toward the minimum required parking for a parcel, subject to the requirements of §153.065(B)(2).
- (b) On-street parking spaces may be used for loading and delivery, subject to the requirements of §153.065(B)(7).

(3) Crosswalks

Refer to the walkability standards of §153.065(I)(3)(a) for requirements for crosswalks.

(F) CURB RADII AT INTERSECTIONS

Curb radii at intersections shall be minimized to the greatest extent practicable to shorten pedestrian crossing distances, reduce vehicle turning speeds, and improve sight distance between pedestrians and motorists, balancing the ease of vehicular, bicycle and pedestrian travel.

(1) Typical Design Vehicle

Intersections shall be designed for the typical design vehicle as opposed to the maximum design vehicle, as determined by the City Engineer. When the design vehicle requires a larger curb radius, approval of the City Engineer is required.

(2) Permitted Radii

The maximum curb radius for intersections along State Route 161, Riverside Drive, and Sawmill Road is 35 feet. Curb radii at all other intersections may range between 15 and 25 feet, as approved by the City Engineer.

(G) FIRE ACCESS

Street configurations have been calculated to provide appropriate fire truck access. Where applicable, the following fire access accommodations shall also be required at the determination of the Fire Chief:

(1) Room to Pass

Where the total width of all travel lanes is narrower than 22 feet, the following shall apply:

- (a) Unless otherwise required by the Fire Chief, each block shall provide at least one 22-foot opening in the on-street parking or a 22-foot dedicated pull-off space on each side of the street to allow vehicles to pull over for a fire truck to pass.
- (b) A driveway, alley entrance, bus stop, building access zone or fire hydrant zone may be used to fulfill this requirement.

(2) Building Access Zone

Building access zones provide dedicated space within the street right-of-way for fire trucks and other emergency vehicles to position necessary equipment and to access adjacent buildings.

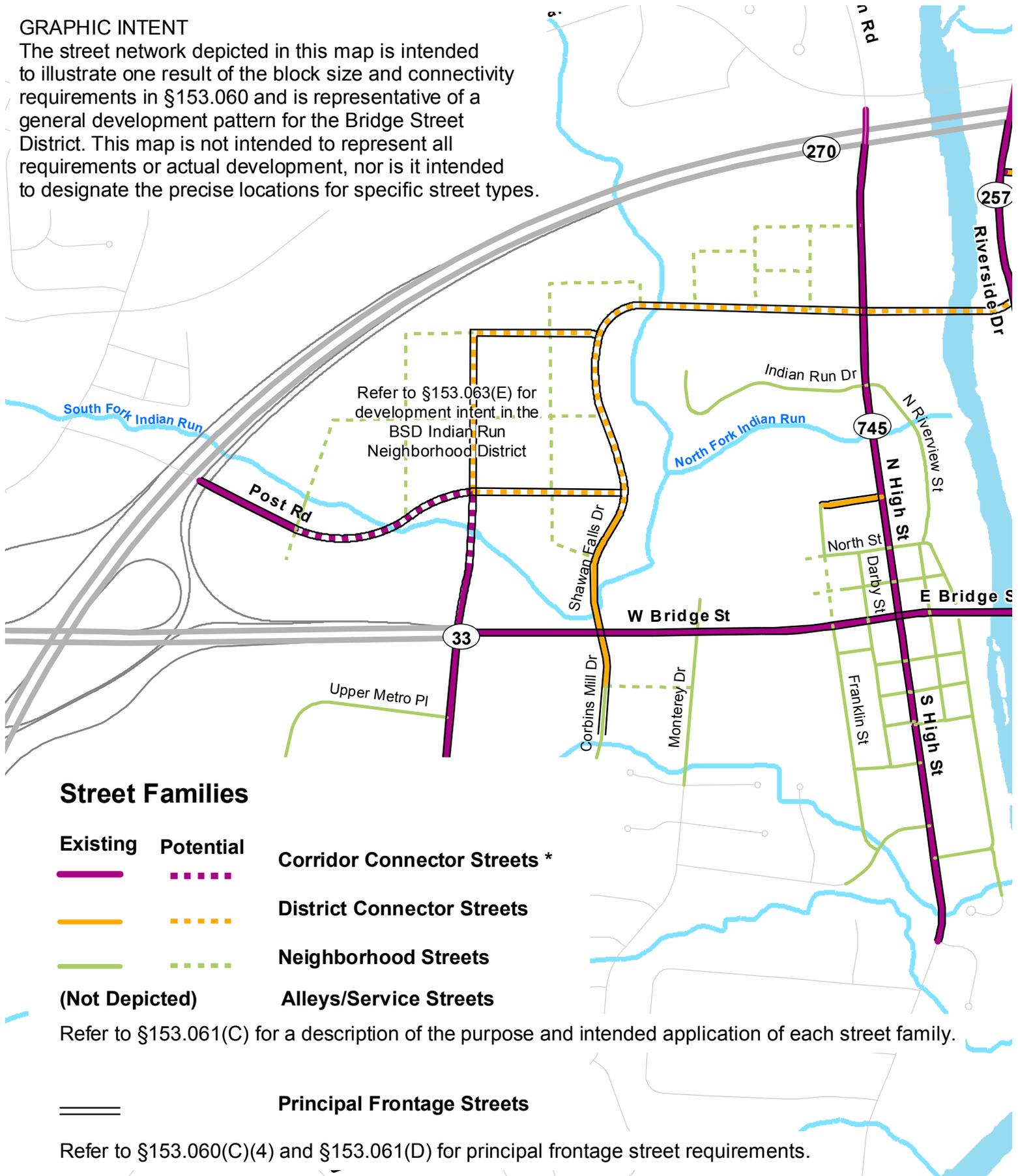
- (a) A building access zone of 40 feet in length shall be provided for buildings with a height of 30 feet or greater, unless this requirement is waived by the Fire Chief where sufficient alternate access is available.
- (b) Building access zones should be located as close as practicable to the structure’s principal entrance. Where possible, building access zones should be located to provide access to multiple buildings.
- (c) Where present, fire hydrant zones may be included within the building access zone.
- (d) A building access zone shall be striped and signed as a fire lane to restrict on-street parking within the zone.
- (e) Where on-street parking is provided, building access zones should be designed and located to minimize the reduction of parking spaces to the greatest extent practicable by co-locating with other zones or facilities in the street right-of-way, such as intersection visibility triangles and dedicated bus stops.
- (f) All or portions of a building access zone are encouraged to be designed as a curb bump-out, expanding the width of the street buffer into the on-street parking lane. This design should be co-located with mid-block pedestrian crossings where present.
- (g) Hardscape areas within building access zones shall be designed and constructed to provide sufficient physical support for emergency vehicles as required by the Fire Chief.

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FIGURE 153.061-A. BRIDGE STREET DISTRICT STREET NETWORK

GRAPHIC INTENT

The street network depicted in this map is intended to illustrate one result of the block size and connectivity requirements in §153.060 and is representative of a general development pattern for the Bridge Street District. This map is not intended to represent all requirements or actual development, nor is it intended to designate the precise locations for specific street types.



Street Families

- | | | |
|-----------------|------------------|-------------------------------------|
| Existing | Potential | |
| | | Corridor Connector Streets * |
| | | District Connector Streets |
| | | Neighborhood Streets |
| | | Alleys/Service Streets |
| | | Principal Frontage Streets |

Refer to §153.061(C) for a description of the purpose and intended application of each street family.

Refer to §153.060(C)(4) and §153.061(D) for principal frontage street requirements.



Refer to §153.063(C) for development intent in the BSD Sawmill Center Neighborhood District

* Intersections with Corridor Connector Streets may be subject to access restrictions as determined by the City Engineer.

