

ARTICLE 6: BLOCKS, LOTS, ACCESS

DIVISION 1: IN GENERAL

Section 3.6.1.1 Intent

- A. The intent of the maximum block perimeter and connectivity regulations is to provide a well-connected street network.
- B. Large blocks with limited connectivity discourages walking, contributes to street congestion and adds driving distance that can negatively impact emergency services.
- C. New streets should be designed to consider future development.
- D. The access regulations are intended to provide safe and convenient vehicular and pedestrian access within developments and between adjacent developments and to lessen traffic congestion. Pedestrian, bike and vehicular access should be safe, direct and convenient.
- E. Administrative adjustments of up to 10% of the standards and requirements of this Division may be appropriate where:
 1. Topographic changes are too steep;
 2. Existing buildings, streams or other natural or man-made obstructions or site layout of developed properties prevent cross access;
 3. Adjoining uses are incompatible; or
 4. Strict compliance would pose a safety hazard.
- F. Where the Responsible Official determines that the adjustment is greater than 10% an alternative compliance request under the findings in Section 2.8.4.4 may be made to the Planning and Zoning Commission in accordance with Section 2.8.4.1.

DIVISION 2: BLOCKS

Section 3.6.2.1 Block Perimeter

- A. **Applicability.** The City shall require an initial demonstration that the block perimeter standards are met at the time for approval of the first development application that portrays a specific plan of development but at no time shall the determination be made after the approval of a subdivision or development plat under

Section 3.1.1.1 or if no platting is required a site development permit under Section 2.7.1.1.

B. Block Standards

1. Residential blocks must have sufficient width to provide for two (2) tiers of residential lots, except:
 - a. Where across from a public park or open space;
 - b. To allow for unusual topographical conditions; or
 - c. When adjacent to the outer perimeter of a subdivision as illustrated in Section 3.6.4.1.
2. The following table establishes the maximum block perimeter and maximum length for a dead-end street by zoning district. In the event that a single block contains more than one zoning district, the most restrictive requirement applies.

TABLE 3.1 BLOCK PERIMETERS

ZONING DISTRICT	BLOCK PERIMETER (MAX)	DEAD-END STREET (MAX)
FD, CD-1, CD-2	N/A	500 Ft.
SF-6, ND-3, SF-R, SF-4.5	3,000 Ft.	300 Ft.
ND-3.2, ND-3.5, ND-4, CD-2.5, CD-3	2,800 Ft.	250 Ft. *
CD-4	2,400 Ft.	200 Ft.
CD-5, CD-5D	2000 Ft.	NOT ALLOWED
EC, HC, HI, LI, ETJ	5,000 Ft.	400 Ft.
LEGACY DISTRICTS	3,000 Ft.	300 Ft.

* Dead end street length is 500 ft per Ordinance 2004-092 (Ord. No. 2020-60, 9-1-2020)

3. An Internal Drive in accordance with Section 3.7.2.6 may be used to satisfy the maximum block perimeter in the following circumstances:
 - a. Re-development in a CD5 or CD5D district where the existing transportation network does not meet the block requirements of this section.
 - b. In an EC, HC, HI, or LI District.

C. Block Measurement

1. A block is bounded by a public right-of-way, not including an alley. All public rights-of-way proposed in order to meet the block standards must be improved with a street.
2. Block perimeter is measured along the edge of the property adjoining the public right-of-way, except for the measurement of dead-end streets, which are measured from intersecting centerlines.

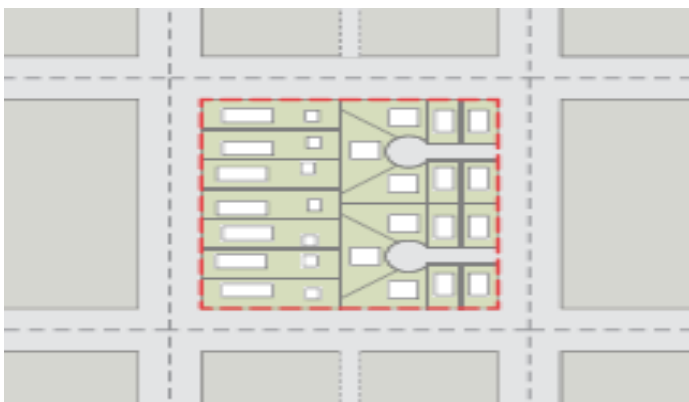
FIGURE 3.1 RESIDENTIAL BLOCK



FIGURE 3.2 COMMERCIAL BLOCK



FIGURE 3.3 BLOCK WITH DEAD-ENDS



3. The maximum block perimeter may be extended by fifty (50%) percent where the block includes a pedestrian passage, shared street, or an alley in accordance with Section 3.7.2.6 that connects the two (2) streets on opposing block faces. Pedestrian passages and alleys may connect dead-end streets.

FIGURE 3.4 EXTENDED BLOCK



4. A block may be broken by a civic building or open lot, provided the lot is at least fifty (50) feet wide and deep and provides a pedestrian passage meeting the requirements of Section 3.7.2.6 that directly connects the two (2) streets on each block face.

FIGURE 3.5 SPLIT CIVIC BLOCK



5. Within a single phase of any subdivision or development, individual block perimeters may exceed the maximum by twenty five (25%) percent provided that the average of all block perimeters in the phase does not exceed the maximum.

6. The Responsible Official may waive the block perimeter requirements or maximum dead-end street length consistent with Section 3.6.2.1 when steep slopes in excess of twenty five (25%) percent, freeways, waterways, railroad lines, preexisting development, tree conservation areas, stream buffers, cemeteries, open space or easements would make the provision of a complete block infeasible or does not advance the intent of this Article.

FIGURE 3.6 NATURAL OBSTRUCTION



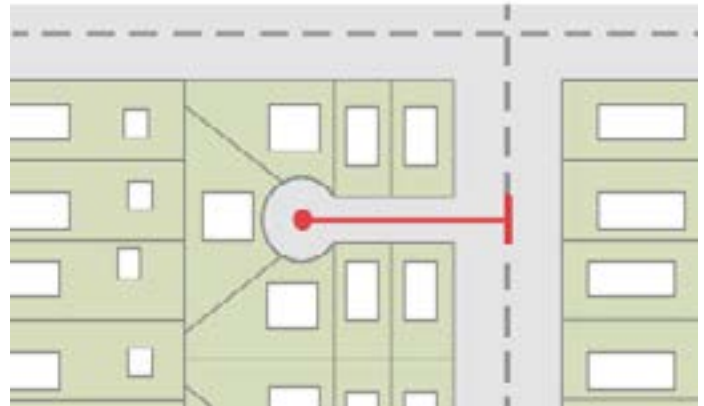
7. Where the block pattern is interrupted by a natural obstruction or public parkland, including greenways, that is open and accessible to the public, pedestrian access points shall be provided with a minimum spacing equal to one half ($\frac{1}{2}$) of the maximum block perimeter.
8. A larger block perimeter may be permitted for HI zoned lots with a building that exceeds 200,000 square feet. The block perimeter shall not exceed the lot area required to meet parking and landscaping provisions for the individual structure.

(Ord. No. 2020-60, 9-1-2020)

Section 3.6.2.2 Dead End Streets

- A. Dead-end streets must meet the maximum length standards in Section 3.6.2.1.
- B. The maximum length is measured along the centerline of the street from the center of the intersection to the center of the turnaround.

FIGURE 3.7 MEASUREMENT OF DEAD-END STREET LENGTH



- C. The applicant must provide for perpetual maintenance of any landscaped area in a form approved by the City and memorialized on the subdivision plat.
- D. The following alternatives may be approved at the time of subdivision approval:
 1. **Eyebrow.** An eyebrow is a rounded expansion of a street beyond the normal curb line. An eyebrow must have a landscaped island.

FIGURE 3.8 EYEBROW



2. **Loop Lane.** A loop lane is a two-way street, no portion of which may be more than two hundred and fifty (250') feet in length. The interior landscaped area must have an average width of at least seventy five (75) feet.

FIGURE 3.9 LOOP LANE



Section 3.6.2.3 Perimeter Road Requirement and Participation

A. Improvement of Adjacent (Perimeter) Roads and Utilities.

When an area within a proposed subdivision or development plat, whether residential or non-residential, abuts on one or both sides of an existing substandard road or utility facility, or a planned or future road or utility facility as shown on the City's Thoroughfare Plan and/or adopted plans related to water and wastewater, the subdivider/developer shall be required to improve its fair share of the road (including appurtenant curbs, sidewalks, barrier-free ramps, storm drainage facilities, screening and landscaping, median openings, left turn lanes, and water quality or erosion controls) and utility facilities, to provide or bring the facilities to city standards, or to replace them with standard city road or utility facilities as determined by a traffic or other public facilities impact study, if required, at no cost to the City.

- B. **Calculation of Fair Share.** The developer's share of improvements to a substandard perimeter road is the equivalent of one-half of the street up to a maximum twenty four (24) feet of pavement (not including curb).

DIVISION 3: LOTS

Section 3.6.3.1 Lot Standards

- A. **Lot Frontage.** Every lot shall have frontage on a public street except as allowed under the courtyard or cottage court building types in Section 4.4.6.9 or Section 4.4.6.4.

B. Lot Arrangement.

1. Lots shall be subdivided to permit conformance with all laws and ordinances and to ensure orderly urban growth, proper building arrangement and to provide city services and facilities.
2. Lot dimensions shall provide for the potential development of all lots and future compliance with the development standards of this Development Code.
3. **Irregularly-Shaped Lots.** Irregularly-shaped lots shall have sufficient width at the front setback line to meet lot width requirements in Chapter 4.
 - a. Triangular, tapered, or flag lots shall be not be permitted except for use as dedicated parkland lots.
 - b. Severely elongated (in excess of a three to one (3:1) length to width ratio) lots shall not be permitted except for use as dedicated parkland lots, or for use as townhome or zero lot line building type lots.
 - c. Townhome and zero lot line lots may not exceed a six to one (6:1) length to width ratio.
 - d. Exceptions to the irregularly shaped lot requirements fall under the alternative compliance process in accordance with Section 2.8.4.1.

(Ord. No. 2019-45, 12-17-19)

C. Lot Dimensions

1. Lots that are occupied or are intended to be occupied shall conform with the minimum lot size, lot width and lot depth requirements provided under Chapter 4.
2. Exceptions to the minimum lot size, lot width and lot depth requirements fall under the alternative compliance process in accordance with Section 2.8.4.1.

3. The measurement of lots shall be in accordance with Section 4.3.2.2.

- D. **Recombination of Lots.** The recombination of lots shall be done in accordance with Section 3.3.4.1.

DIVISION 4: ACCESS

Section 3.6.4.1 Subdivision Access

- A. **Open Access.** Subdivisions must provide roadways that remain permanently open to the public and provide community-wide access as part of an overall connected street network.
- B. **Fire Department Access.** Fire department access shall be provided on an all weather surface in accordance with the Fire Code.
- C. **Connectivity Required.** Proposed streets must be interconnected and must connect with adjacent streets external to the subdivision in order to provide multiple routes for pedestrian and vehicle trips from, to and within the subdivision.

D. Stub Streets

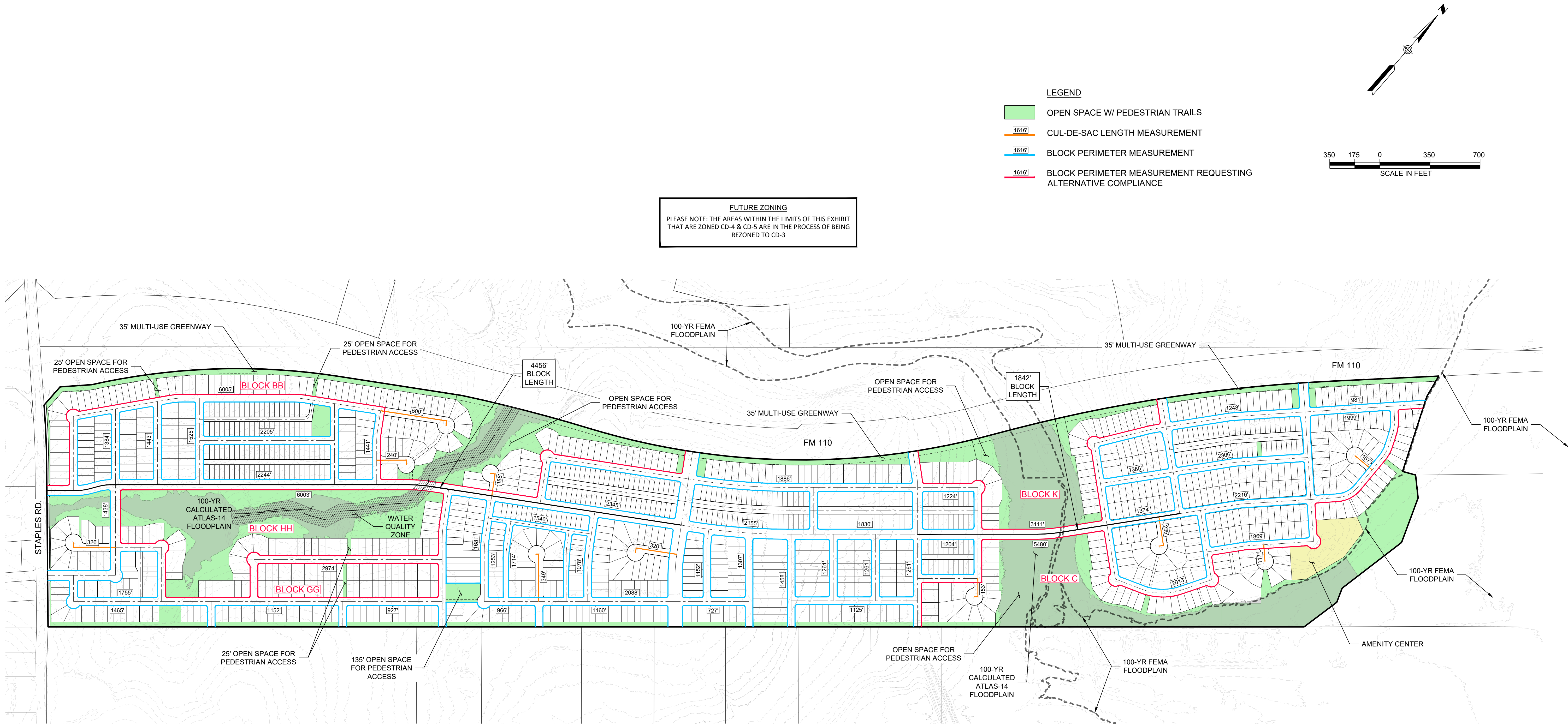
1. Where a development adjoins unsubdivided land, stub streets within the new subdivision shall be extended to the meet maximum block perimeter standards of Section 3.6.2.1.
2. The stub street must be extended to the boundary of the abutting property to the point where the connection to the anticipated street is expected.
3. Stub streets must be located so that the portion of the block perimeter located on the subject property does not exceed 50% of the applicable block perimeter maximum.

FIGURE 3.10 SUBDIVISION ACCESS



4. If a stub streets exists on an abutting property, the street system of any new subdivision must connect to the stub street to form a through street.
5. When the entirety of a creek crossing is in the subdivision, the crossing must be in a single phase in its entirety.
6. Where a stub street is provided, a barricade using a design approved by the Responsible Official must be constructed at the end of the stub street, pending the extension of the street into abutting property. A sign noting the future street extension shall be posted at the applicant's expense.
7. The Responsible Official may eliminate the requirement for a stub street when:
 - a. Steep slopes in excess of twenty five (25%) percent, freeways, waterways, railroad lines, pre-existing development, stream buffers, cemeteries, open space or conservation or other easements would make the provision of a stub street infeasible; or
 - b. A high intensity nonresidential use is located adjacent to a proposed residential subdivision.

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User: arcjbar
Last Modified: May 03, 23 - 14:57
Plot Date/Time: May 03, 23 - 14:58:29



RIVER BRIDGE RANCH
BLOCK PERIMETER EXHIBIT

REVISIONS		DATE	BY
NO.	DESCRIPTION		

DATE:	DESIGNED BY:	SR
	DRAWN BY:	CRC
	CHECKED BY:	SR
	DRAWING NAME:	Block&Zoning Exhibit.dwg

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