

- (2) *Streets, blocks and alleys on the regulating plan.*
- (i) Street connectivity and the pedestrian-oriented public realm are fundamental characteristics of the M-DT district. When a property is developed or redeveloped:
 - (A) For large-scale projects, that involve a site that is the majority of a block or more, applicants shall apply for an amendment to the regulating plan which may require the addition of new streets or alleys to create a smaller block pattern.
 - (B) No streets or alleys shown on the regulating plan may be removed without a replacement street being constructed in a location that maintains overall street connectivity in that area.
 - (C) New alleys or pedestrian pathways required by the regulating plan or a regulating plan amendment shall be public, or publicly accessible.
 - (D) All lots shall share a frontage line with a public street.
 - (ii) Block size is a key component of walkability. For existing block faces of greater than three hundred fifty (350) feet in length at the time of redevelopment:
 - (A) The block face must be interrupted by an alley, common drive, or pedestrian pathway providing through-access to another public street, alley, common drive or designated conservation line.
 - (B) Individual lots or development sites with up to one hundred fifty (150) feet of street frontage are exempt from the requirement to interrupt the block face.
 - (C) Individual lots or development sites with more than one hundred fifty (150) feet of street frontage shall meet the requirement within the lot or site, unless already satisfied within that block face.
 - (iii) Curb cuts interfere with pedestrian movement and should be limited or removed to the extent possible during redevelopment.
 - (A) For lots with an alley accessible to service vehicles, existing curb cuts shall be eliminated or vacated at the time of redevelopment unless the director in consultation with the department of public works determines that they are necessary to protect public safety or avoid traffic congestion, or because alley access will not serve the functional needs of the property.
 - (B) For lots without alley access, existing curb cuts may be maintained or relocated along the same frontage.
 - (C) Where a parking structure is provided with at least thirty (30) percent of its spaces publically available, existing curb cuts may be relocated or maintained to provide access to the structure, even if the parcel has alley access.
 - (iv) Alleys are a key component of M-DT district connectivity and service infrastructure.
 - (A) Alleys or common drives must provide automobile and service access to the rear of all lots, except where the city has regulated alley access, where lots abut non-developable lots, or where a lot has streets on three sides and the absence of an alley or common drive would not deprive an adjacent neighbor of rear lot access.
 - (B) New alleys require an amendment to the regulating plan.
 - (C) For new alleys or common drives, public access, public utility, and drainage shall be dedicated through an irrevocable easement.
 - (D) Alleys may be incorporated into (rear) parking lots as standard drive aisles if cross-access to all abutting properties is maintained.
 - (E) Where an alley does not exist but is identified on the regulating plan, and it is not feasible to construct the alley at the time of redevelopment, no permanent structure shall be constructed on the proposed alley right-of-way.
- (3) *Regulating plan amendments.* Any amendment or change to the regulating plan shall require the adoption of a revised regulating plan through the same procedures used for an amendment to the zoning map as described in [chapter 6](#) (procedures and enforcement) of this Code.