

ZONING ORDINANCE ADVISORY COMMITTEE  
DALLAS DEVELOPMENT CODE AMENDMENT  
FILE NO. DCA 190-002

THURSDAY, July 15, 2021

Parking: Design Standards - Options

Planners: Lori Levy, AICP  
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Consideration of amending off-street parking and loading requirements including, but not limited to, hotel, restaurant, multifamily, alcoholic beverage establishment, and public and private school uses in the Dallas Development Code.

**BACKGROUND:**

On September 5, 2019, City Plan Commission (CPC) authorized a public hearing to consider amending Chapters 51 and 51A of the Dallas Development Code, with consideration to be given to amending off-street parking and loading requirements including, but not limited to, hotel, restaurant, multifamily, and alcoholic beverage establishment uses, and transit-oriented development.

The intent of this code amendment is to review the current parking regulations and based on research, best practices, and other cities approach to parking requirements, determine the need to amend the City Code and make a recommendation and proposal.

Staff will provide reports on the following general research direction to build on information, culminating with recommendations and a proposal:

- Current Parking Regulations \_ provided at the June 18, 2020 ZOAC meeting
- City of Dallas Planned Development Districts \_ provided at the July 9, 2020 ZOAC meeting
- Index Cities and Other Cities Research \_ provided at the August 6, 2020 ZOAC meeting
- Local and National Parking Studies \_ provided at the September 3, 2020 ZOAC meeting
- Board of Adjustment parking reductions \_ provided at the September 3, 2020 ZOAC meeting
- Citywide Plans – Vision/Goals \_ provided at the September 3, 2020 ZOAC meeting
- Public and Interdepartmental Outreach – Input \_ provided at the October 15, 2020 ZOAC meeting
- Case studies \_ provided at the November 5, 2020 ZOAC meeting
- Discussion with City Departments \_ at the November 19 and December 3, 2020 meetings
- Parking Regulations Proposal Framework Options \_ provided at the January 21, 2021 ZOAC meeting
- Parking Ratios Table Options\_ provided at the February 4, 2021 ZOAC meeting
- Parking Ratios Table and Regulations Options – part 2\_ provided at the February 25, 2021 ZOAC re-scheduled meeting
- Options for Parking Management Tools \_ provided at the March 11, 2021 ZOAC meeting
- Testing the general framework options\_ provided at the April 1, 2021 ZOAC meeting
- Options for Parking Management Mechanisms \_ provided at the April 15, 2021 ZOAC meeting
- Discussion with Dr. Eric A. Johnson, Assistant City Manager and representatives from Dallas Area Rapid Transit DART \_ April 22, 2021 ZOAC meeting
- Additional Testing \_ provided at the May 6, 2021 ZOAC meeting

- Public Forum in English and Spanish\_provided at the May 19, 2021 Special meeting and the May 20, 2021 ZOAC meeting
- Debrief of the Public Input at the June 6, 2021 ZOAC meeting
- Parking Design Standards - General Framework Options\_provided at the June 17, 2021 ZOAC meeting
- Parking Design Standards – Options\_provided at the July 15, 2021 ZOAC meeting

**PROJECT WEBPAGE:**

<http://bit.ly/CityOfDallasParking>

**RESEARCH AND STAFF ANALYSIS**

**Scope and methodology**

At the December 3, 2020 meeting, ZOAC gave direction to staff to begin to work on recommendations to eliminate parking minimums with exceptions as to where it would not be appropriate to eliminate minimums, as well as implementing other tools as suggested by experts, in particular parking management and design standards, to support no parking minimums on a site.

At the January 21, 2021 meeting, staff presented the general framework options for a parking proposal. The framework is proposed to be sustained by five pillars and this report is focusing on the 5<sup>th</sup> pillar, Parking Design Standards.

1. Areas with specified parking ratios + Exemptions
2. Parking ratios table + Regulations
3. Parking management mechanisms
4. Proximity to transit
5. **Parking design standards**

The Parking Design Standards have been developed in an effort for Dallas to achieve the vision and goals as stated in city-wide plans with a particular focus on transportation elements regarding parking in the forwardDallas! Comprehensive Plan, Complete Streets Design Manual, and the Comprehensive Environmental and Climate Action Plan (CECAP).

In an effort, to align the parking amendment with our city-wide plans, we are proposing to use the Complete Streets Vision Map as the framework. By using the Complete Streets classifications, the parking requirements and design standards are targeted to the needs of the area, district, and zones within the City in lieu of a “one size fits all” approach, including the protection of our most environmentally vulnerable areas.

The Complete Streets Design Manual is intended to work alongside the Dallas Thoroughfare Plan and the Dallas Development Code to provide the policy framework for the design and use of Dallas roadway network. The Complete Streets typology or classifications are: **Mixed-Use Streets, Commercial Streets, Community Residential (Collector) Streets, Other (Local/Minor) Streets, Parkways, and Industrial**

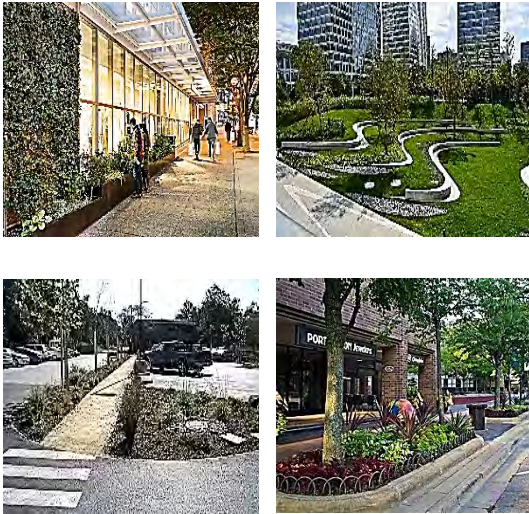
**Streets.** In the event, that a street or a new street is not shown on the Complete Streets Vision Map, but is similar, to a street shown on the map, the building official shall place the proposed street under that street typology.

**Goal:**

Ensure that sites are developed in a manner that supports and encourages connectivity and creates a cohesive visual identity and attractive street scene, and that does not provide a sea of concrete that detracts from the visual identity and attractive street scene, or substantially contribute to environmental run-off and the heat island effect.

The site design standards focus on the urban design concepts that connect individual parking lots and parking structures and help knit them together into the fabric of the community. These concepts include the basic arrangement of pedestrian access from parking facilities to streets and lots, open spaces and plazas and other buildings and will require pedestrian access among properties, including parking structures and facilities to integrate neighborhoods.

The proposed design standards are organized into two (2) main, focus areas: **Environmental** and **Urban Form**.

<p><b>Environmental.</b>          In order, to help achieve the goals of Comprehensive Environmental &amp; Climate Action Plan (CECAP) and reduce the environmental impacts of increased storm water run-off, such as flooding and the heat island effect, the City; and particularly, the most vulnerable areas should be protected.</p>									
<p><b>Green Factor</b></p> <p>Photos: (Top Left) Vegetated Wall; (Top Right) Rain Gardens; (Bottom Left) Bioretention and Permeable Paving; (Bottom Right) Bioretention – Public Images (Bing)</p>			<p><b>Street Typology</b></p>						
			Mixed Use	Commercial	Residential	Industrial	Other	Parkway	Alley
Inteni/Purpose	Proposed Standard(s)	Examples of Standard(s)	<p>Applies to new development or redevelopment. *The street with the highest level of priority adjacent to the lot or site is considered the "principal street."</p>						
<ul style="list-style-type: none"> <li>❖ Reduce Storm Water Runoff</li> <li>❖ Reduce the Heat Island Effect</li> <li>❖ Manage resources (water conservation)</li> <li>❖ Protect property values and the natural habitat while increasing the effectiveness and functional utility.</li> </ul>	<p><b>Green Factor</b></p> <p>1. A green factor score, of .30 must be obtained for all new or redeveloped, sites in which off-street parking and loading facilities are provided. (See green factor scoresheet on following pages)</p>		•	•	•	•	•	•	

# Green Factor Scoresheet - Required for new development

Project title:

Enter sq ft of  
parcel

Parcel size

SCORE

#DIV/0!

Totals calculate automatically  
from Green Factor Worksheet

Factor

Total

**A Green (Vegetative) roofs** (credit for green roofs in addition to Section 408.3 Roof Surfaces of the Dallas Green Building Code - may be above and beyond 75% of roof surfaces of buildings if that option is selected, or when that option is not chosen to meet those requirements)

1 Green roofs 4" min soil depth at time of planting

  
square feet

0.7

0

**B Vegetation planted with a soil depth of greater than 24"**

1 Lawn or grass pavers or ground cover

  
square feet

0.7

0

2 Plants and shrubs 3' and higher at maturity

  
plants

0.3

0

**C Bioretention facilities** (Dry Detention Pond)

1 Dry detention pond with vegetation

  
square feet

0.5

0

2 **Bioretention facilities** (Rain Garden, Bioswale, Parking Lot Filter Strips, Underground Storage, Stream Buffers, wetlands and retention pond as an amenity/water feature)

  
square feet

1

0

**D Vegetated walls**

  
square feet

0.4

0

**E Alternative paving**

1 Alternative paving over at least 60% of hardscaped site at-grade

  
square feet

0.2

0

1a. Alternative paving over at least 70% of hardscaped site at-grade

  
square feet

0.3

0

1b. Alternative paving over at least 80% of hardscaped site at-grade

  
square feet

0.4

0

# Green Factor Scoresheet

1c. Alternative paving greater than 80% of hardscaped site at-grade	0	0.5	0
	square feet		
<b>F Multi-Use Parking</b>	0	1	0
large space that can serve as parking when not in use or other method such as woonerf or farmer's market			
	square feet		
<b>G Minimum Parking Spaces</b>	0	0.5	0
Parking spaces at required minimums or no more than 10% above minimums	parking spaces		
<b>H Innovative Water Management</b>	0	1	0
Landscaped areas where greater than 50% of annual irrigation needs are met through the use of harvested rainwater or collected greywater			
	square feet		
<b>I Reducing impervious cover 10% beyond requirements</b>	0	1	0
	square feet		
	sub-total of sq ft = 0		
<b>J Bonuses</b>			
<b>1</b> Landscaping that consists of drought-tolerant and/or native plant species (does not apply to shade trees)	0	0.1	0
	square feet		
<b>2</b> Unobstructed view of the landscaping along the perimeter of the site or to the public open spaces	0	0.2	0
	square feet		
<b>3 Landscaping in food cultivation</b> Planting edibles within the landscaping	0	0.1	0
	square feet		
<b>4 Non-reflective Colors for paving or special pavers</b>			
<b>4a.</b> Provide non-reflective or light colored paving greater than 50% of site hardscape	0	0.3	0
	square feet		
<b>4b.</b> Provide non-reflective or light colored paving greater than 60% of site hardscape	0	0.5	0
	square feet		

# Green Factor Scoresheet

4c.	Provide non-reflective or light colored paving greater than 70% of site hardscape	<input type="text" value="0"/> square feet	0.8	<input type="text" value="0"/>
4d.	Provide non-reflective or light colored paving greater than 80% of site hardscape	<input type="text" value="0"/> square feet	1	<input type="text" value="0"/>
5	<b>Design Option 8 - Landscape Medians (Article X)</b> 16' wide landscaped median with large or medium trees extending length of minimum 12 space parking row	<input type="text" value="0"/> landscape islands	0.3	<input type="text" value="0"/>
6	<b>Design Option 10 - Parking Lots (Article X)</b>	<input type="text" value="0"/>		<input type="text" value="0"/>
6a.	Provide pedestrian path in an expanded landscaped area median with trees and a walkway in a landscaped area	<input type="text" value="0"/> landscape islands	0.3	<input type="text" value="0"/>
6b.	<b>Reduce distance between parking lot landscape islands</b> Provide no more than 10 parking spaces between landscaped areas	<input type="text" value="0"/> landscape islands	0.3	<input type="text" value="0"/>
6c.	<b>Increase size of parking lot landscape islands</b> Increase the size of parking lot landscape islands to a minimum of 200 square feet for each large or medium tree	<input type="text" value="0"/> landscape islands	200 0.3	<input type="text" value="0"/>
6d.	<b>Increase landscape area of parking lot landscape islands</b> Increase landscape area of parking lot landscape islands to a minimum of 300 square feet for each large or medium tree	<input type="text" value="0"/> landscape islands	300 0.5	<input type="text" value="0"/>
6e.	<b>Additional Parking Lot Landscape Islands over requirements</b> Provide additional parking lot landscape islands above requirements	<input type="text" value="0"/> landscape islands	0.3	<input type="text" value="0"/>
6f.	<b>Landscape Medians</b> Provide minimum 10' wide landscape medians extending the	<input type="text" value="0"/> islands	0.2	<input type="text" value="0"/>
6g.	<b>Landscape Medians</b> Provide minimum 12' wide landscape medians extending the length of a minimum 12 space parking row	<input type="text" value="0"/> landscape islands	0.6	<input type="text" value="0"/>
6h.	<b>Landscape Medians</b> Provide minimum 16' wide landscape medians extending the length of a minimum 12 space parking row	<input type="text" value="0"/> landscape islands	0.8	<input type="text" value="0"/>
6i.	<b>Large Nursery Stock Trees in Parking Areas (Shade Trees)</b> Provide large nursery stock trees per Approved Tree List per Article X	<input type="text" value="0"/> trees	0.1	<input type="text" value="0"/>

# Green Factor Scoresheet


<b>7 Preserved Trees in a Parking Lot</b> Tree canopy for preservation of existing trees with trunks 6"+ DBH (Diameter at Breast Height, 4.5' above the ground) - calculated at 20 sq ft per inch diameter per Article X	<input type="text" value="0"/> <b>trees</b>	0.8	0
<b>8 Transplanting a Tree To a Parking Lot</b> Transplant a tree per Article X	<input type="text" value="0"/> <b>trees</b>	1	0
<b>9 Add Trees to Existing Medians</b> Add trees a minimum of 3" caliper per the City Arborist to existing	<input type="text" value="0"/> <b>square feet</b>	1	0
<b>10 Surface Parking Lots</b> Add trees within 70' of a parking space in a parking lot with less than 21 spaces per Approved Tree List	<input type="text"/> <b>No. of Trees</b>	0.8	0
<b>11 Add Electric Vehicle Stations (EVSE)</b> Add Electric Vehicle Stations (EVSE) to parking facilities	<input type="text" value="0"/> <b>No. of EVSE</b>	1	0
<b>11a. Electrical service and electrical vehicle charging stations capable of L2 charging (208/240v)</b>	<input type="text" value="0"/> <b>No. of EVSE</b>	0.7	0
<b>11b. Electrical service and electrical vehicle charging stations capable of DCFC (Direct Current Fast Charger - greater than 240v)</b>	<input type="text" value="0"/> <b>No. of EVSE</b>	1	0
<b>12 Reduced Impervious Cover</b>			
<b>12a. Reduce impervious cover of surface parking lot(s) greater than 40%</b>	<input type="text" value="0"/> <b>square feet</b>	0.5	0
<b>12b. Reduce impervious cover of surface parking lot(s) greater than</b>	<input type="text" value="0"/> <b>square feet</b>	0.8	0
<b>12c. Reduce impervious cover of surface parking lot(s) by 100%</b>	<input type="text" value="0"/> <b>square feet</b>	1	0
<b>* Do not count public rights-of-way in parcel size calculation.</b>		<b>Green Factor numerator</b> <b>= 0</b>	







<p><b>Environmental.</b>          In order, to help achieve the goals of Comprehensive Environmental &amp; Climate Action Plan (CECAP) and reduce the environmental impacts of increased storm water run-off, such as flooding and the heat island effect, the City; and particularly, the most vulnerable areas should be protected.</p>			
<p><b>Impervious Coverage</b></p> <p>Drawings: Impervious Coverage Maximums – Don Raines, Planning and Urban Design, City of Dallas</p>			<p><b>Street Typology</b></p>
			<p>Mixed Use          Commercial          Residential          Industrial          Other          Parkway          Alley</p>
<p>Intent/Purpose</p>	<p>Proposed Standard(s)</p>	<p>Examples of Standard(s)</p>	<p>Applies to new development or redevelopment. *The street with the highest level of priority adjacent to the lot or site is considered the “principal street.”</p>
<p>❖ Reduce Storm Water Runoff          ❖ Reduce the Heat Island Effect</p>	<p><b>Impervious Coverage</b>          1. Maximum impervious coverage for new and redeveloped, sites in which off-street parking and loading areas are provided must not exceed 80%.</p>	<div style="text-align: center;"> <p><b>Impervious Coverage Maximum 80% - shown without trees</b></p> </div> <div style="text-align: center;"> <p><b>Impervious Coverage Maximum 80% - shown with trees</b></p> </div>	<p>•</p> <p>•</p> <p>•</p> <p>•</p> <p>•</p> <p></p> <p></p> <p></p> <p></p>






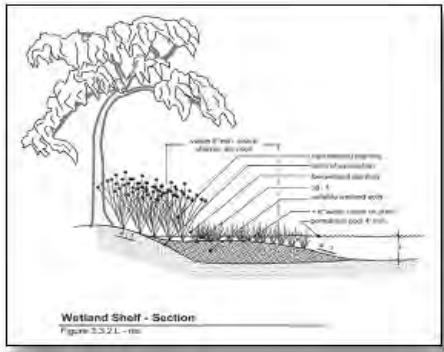
<b>Environmental.</b> In order, to help achieve the goals of Comprehensive Environmental & Climate Action Plan (CECAP) and reduce the environmental impacts of increased storm water run-off, such as flooding and the heat island effect, the City; and particularly, the most vulnerable areas should be protected.									
<b>Innovative Water Management (Greywater)</b>  Drawing: Innovative Water Management (Greywater) – City of Austin			<b>Street Typology</b>						
			Mixed Use	Commercial	Residential	Industrial	Other	Parkway	Alley
Inteni/Purpose	Proposed Standard(s)	Examples of Standard(s)	Applies to new development or redevelopment. *The street with the highest level of priority adjacent to the lot or site is considered the "principal street."						
<ul style="list-style-type: none"> <li>❖ Reduce Storm Water Runoff</li> <li>❖ Reduce the Heat Island Effect</li> <li>❖ In order, to conserve water and to divert stormwater runoff from off-street parking and loading areas</li> </ul>	<b>Innovative Water Management (Greywater)</b> 1. A minimum of 50% of the total stormwater runoff must be diverted to required landscaping for new and redeveloped off-street parking and loading areas provided.		<div style="text-align: center;"> <p>Disconnected Downspouts</p> </div>						
	<ul style="list-style-type: none"> <li>•</li> <li>•</li> <li>•</li> <li>•</li> <li>•</li> <li>•</li> <li>•</li> </ul>								

Urban Form.			
This section focuses on the urban design concepts that connect individual parking structures and help knit them together into the fabric of the community. These concepts include the basic arrangement of pedestrian access from parking facilities to streets and lots, open space and plazas, natural areas, and other buildings.			
Detention and Retention Basins			Street Typology
Photos: (Top Right) Retention Basin Curvilinear and as an Amenity; (Bottom Right) Detention Basin with walking path as an Amenity – Public Images (Bing)			<div style="display: flex; justify-content: space-between; padding: 0;"> <div style="background-color: #808080; color: white; padding: 2px;">Mixed Use</div> <div style="background-color: #ff0000; color: white; padding: 2px;">Commercial</div> <div style="background-color: #0000ff; color: white; padding: 2px;">Residential</div> <div style="background-color: #800080; color: white; padding: 2px;">Industrial</div> <div style="background-color: #000000; color: white; padding: 2px;">Other</div> <div style="background-color: #00ff00; color: white; padding: 2px;">Parkway</div> <div style="background-color: #808080; color: white; padding: 2px;">Alley</div> </div>
Intent/Purpose	Proposed Standard(s)	Examples of Urban Form Standards	Applies to new development or redevelopment in which parking or loading is provided and in which detention or retention is proposed.
❖ The detention and retention basin design standards are intended to provide for the functional utility while promoting stormwater facilities in a natural state that is compatible with the site and the surrounding neighborhood with designs that enhance development within the City of Dallas.	<b>Detention and Retention Basins</b>		
	Location.		
	1. Stormwater facilities that are designed as wet detention basins or retention basins, as an amenity per the Detention/Retention Design Guidelines, or as rain gardens, bioswales, or other green infrastructure in accordance with the Dallas Drainage Design Manual, may be located within the front, side, or rear yards, and when abutting public streets.		<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
2. Stormwater facilities that are designed as wet detention basins or retention basins in accordance with the Dallas Drainage Design Manual, and as an amenity, and the Detention and Retention Basin Design Guidelines may be located between the front, side or rear lot line and the principal building.		<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	



Urban Form.			
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Detention and Retention Basins			Street Typology
Photos: (Top Right) Retention Basin as an amenity; (Bottom Right) Detention Basin as an amenity with walking trail and bench – Public Images (Bing)			<div style="display: flex; justify-content: space-between; padding: 0;"> <div style="background-color: #808080; color: white; padding: 5px; writing-mode: vertical-rl; transform: rotate(180deg);">Mixed Use</div> <div style="background-color: #FF0000; color: white; padding: 5px; writing-mode: vertical-rl; transform: rotate(180deg);">Commercial</div> <div style="background-color: #0000FF; color: white; padding: 5px; writing-mode: vertical-rl; transform: rotate(180deg);">Residential</div> <div style="background-color: #800080; color: white; padding: 5px; writing-mode: vertical-rl; transform: rotate(180deg);">Industrial</div> <div style="background-color: #000000; color: white; padding: 5px; writing-mode: vertical-rl; transform: rotate(180deg);">Other</div> <div style="background-color: #00FF00; color: white; padding: 5px; writing-mode: vertical-rl; transform: rotate(180deg);">Parkway</div> <div style="background-color: #808080; color: white; padding: 5px; writing-mode: vertical-rl; transform: rotate(180deg);">Alley</div> </div>
Intent/Purpose	Proposed Standard(s)	Examples of Urban Form Standards	Applies to new development or redevelopment in which parking or loading is provided and in which detention or retention is proposed
❖ The detention and retention basin design standards are intended to provide for the functional utility while promoting stormwater facilities in a natural state that is compatible with the site and the surrounding neighborhood with designs that enhance development within the City of Dallas.	<b>Detention and Retention Basins</b> Design. 1. Detention and retention basins must be designed in accordance with the Dallas Drainage Design Manual, as amended and the Detention and Retention Basin Design Guidelines, as amended and a minimum 6' walking path around the perimeter of the entirety of the basin subject to availability of land; and at least one (1) of the following every 300' linear feet:  (a) Seating or benches with at least one (1) trash receptacle. Seating, or benches shall be divided to accommodate seating only, and constructed of ornamental iron or similar durable, weather resistant materials. Trash receptacles must be of similar durable materials, such as ornamental iron.	 	<div style="display: flex; justify-content: space-between;"> <div style="width: 15%; border-right: 1px solid black; height: 100%;"></div> <div style="width: 15%; border-right: 1px solid black; height: 100%;"></div> <div style="width: 15%; border-right: 1px solid black; height: 100%;"></div> <div style="width: 15%; border-right: 1px solid black; height: 100%;"></div> <div style="width: 15%; border-right: 1px solid black; height: 100%;"></div> <div style="width: 15%; border-right: 1px solid black; height: 100%;"></div> <div style="width: 15%; height: 100%;"></div> </div>

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Detention and Retention Basins			Street Typology
Photos: (Top Right) Detention Basin as an amenity with walking trail and benches; (Bottom Right) Retention Basin as an amenity with walking trail and lighting – Public Images (Bing)			<div style="display: flex; justify-content: space-around; text-align: center;"> <div style="background-color: #808080; color: white; padding: 5px;">Mixed Use</div> <div style="background-color: #FF0000; color: white; padding: 5px;">Commercial</div> <div style="background-color: #0000FF; color: white; padding: 5px;">Residential</div> <div style="background-color: #800080; color: white; padding: 5px;">Industrial</div> <div style="background-color: #000000; color: white; padding: 5px;">Other</div> <div style="background-color: #00FF00; color: white; padding: 5px;">Parkway</div> <div style="background-color: #808080; color: white; padding: 5px;">Alley</div> </div>
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❖ The detention and retention basin design standards are intended to provide for the functional utility while promoting stormwater facilities in a natural state that is compatible with the site and the surrounding neighborhood with designs that enhance development within the City of Dallas.	<b>Detention and Retention Basins</b>		
	Design. 1. Detention and retention basins must be designed in accordance with the Dallas Drainage Design Manual, as amended and the Detention and Retention Basin Design Guidelines, as amended and a minimum 6' walking path around the perimeter of the entirety of the basin subject to availability of land; and at least one (1) of the following every 300' linear feet:  (b) Pedestrian Lighting a maximum of 18' tall designed to reflect the character of the development and the materials used for the other amenities, such as seating, if provided.	 	<div style="display: flex; justify-content: space-around;"> <div style="width: 20px; height: 20px; border: 1px solid black; border-radius: 50%;"></div> <div style="width: 20px; height: 20px; border: 1px solid black; border-radius: 50%;"></div> <div style="width: 20px; height: 20px; border: 1px solid black; border-radius: 50%;"></div> <div style="width: 20px; height: 20px; border: 1px solid black; border-radius: 50%;"></div> <div style="width: 20px; height: 20px; border: 1px solid black; border-radius: 50%;"></div> <div style="width: 20px; height: 20px; border: 1px solid black; border-radius: 50%;"></div> </div>

Urban Form.				Street Typology						
Detention and Retention Basins				Mixed Use	Commercial	Residential	Industrial	Other	Parkway	Alley
<p>Photos: (Top Right) Placard marker; (Bottom Right) Wetland Safety Shelves – Courtesy of Susan Alvarez, Office of Environmental Quality, City of Dallas</p>										
Intent/Purpose	Proposed Standard(s)	Examples of Urban Form Standards	Applies to new development or redevelopment in which detention or retention is proposed							
<p>❖ The detention and retention basin design standards are intended to provide for the functional utility while promoting stormwater facilities in a natural state that is compatible with the site and the surrounding neighborhood with designs that enhance development within the City of Dallas.</p>	<p><b>Detention and Retention Basins</b></p> <p>Design.</p> <p>(c) Information markers or plaques in durable materials that can withstand outdoor elements, such as metal or Lucite, placard faces, and ornamental iron or metal posts, or treated wood or similar materials as approved by the Director.</p>		•	•	•	•	•	•		
	<p>Safety.</p> <p>1. Detention and retention basins 4' or deeper must have two (2) safety benches:</p> <p>(a) Safety Bench</p> <p>(b) Aquatic Bench</p> <p>2. The safety bench shall be fifteen (15') wide with a maximum slope of 15:1 (6%).</p>		•	•	•	•	•	•		

Urban Form.				Street Typology						
Detention and Retention Basins				Mixed Use	Commercial	Residential	Industrial	Other	Parkway	Alley
<p>This section focuses on the urban design concepts that connect individual parking structures and help knit them together into the fabric of the community. These concepts include the basic arrangement of pedestrian access from parking facilities to streets and lots, open space and plazas, natural areas, and other buildings.</p> <p>Photos: (Top Right) Wetland Safety Shelves – Courtesy of Susan Alvarez; (Bottom Right) Wetland Safety Shelf Detail Section – Courtesy of Susan Alvarez</p>										
Intent/Purpose	Proposed Standard(s)	Examples of Urban Form Standards	Applies to new development or redevelopment in which parking or loading is provided and in which detention or retention is proposed							
<p>❖ The detention and retention basin design standards are intended to provide for the functional utility while promoting stormwater facilities in a natural state that is compatible with the site and the surrounding neighborhood with designs that enhance development within the City of Dallas.</p>	<p><b>Detention and Retention Basins</b></p> <p>Safety.</p> <p>3. The safety bench may be waived by the Director if slopes of the basin are 4:1 or gentler.</p>		•	•	•	•	•	•		
	<p>4. A safety wetland bench must be located around the perimeter of the pond and must be six (6") inches to twelve (12") inches deep and a minimum of four (4') wide.</p>	 <p><b>Wetland Shelf - Section</b> Figure 3.5.2.L - m</p>	•	•	•	•	•	•		



Urban Form.			
This section focuses on the urban design concepts that connect individual parking structures and help knit them together into the fabric of the community. These concepts include the basic arrangement of pedestrian access from parking facilities to streets and lots, open space and plazas, natural areas, and other buildings.			
Detention and Retention Basins			Street Typology
Photos: (Top Right) Ornamental fencing for Retention Basin as Amenity – Public Images (Bing); (Bottom Right) Retention Basin as Amenity for Subdivision - Public Images (Bing)			<div style="display: flex; justify-content: space-between; padding: 0;"> <div style="background-color: #808080; color: white; padding: 2px;">Mixed Use</div> <div style="background-color: #FF0000; color: white; padding: 2px;">Commercial</div> <div style="background-color: #0000FF; color: white; padding: 2px;">Residential</div> <div style="background-color: #800080; color: white; padding: 2px;">Industrial</div> <div style="background-color: #000000; color: white; padding: 2px;">Other</div> <div style="background-color: #00FF00; color: white; padding: 2px;">Parkway</div> <div style="background-color: #808080; color: white; padding: 2px;">Alley</div> </div>
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❖ The detention and retention basin design standards are intended to provide for the functional utility while promoting stormwater facilities in a natural state that is compatible with the site and the surrounding neighborhood with designs that enhance development within the City of Dallas.	<b>Detention and Retention Basins</b>		
	Fencing. 1. Detention and retention basins in which a fence is provided for safety or to delineate areas may install a fence with a maximum height of 6'.  2. Chain-link fencing, chicken wire, barbed wire, and any opaque fencing, including board on board or wood slat fencing is prohibited.  3. Ornamental iron may be used for fencing, or post and rail, farm-type, fencing when reflective of the character of the development.	  	<div style="display: flex; justify-content: space-around;"> <div style="width: 100%; height: 100%; border: 1px solid black; position: relative;"> <div style="position: absolute; top: 0; left: 0; right: 0; bottom: 0; background-color: white;">•</div> </div> <div style="width: 100%; height: 100%; border: 1px solid black; position: relative;"> <div style="position: absolute; top: 0; left: 0; right: 0; bottom: 0; background-color: white;">•</div> </div> <div style="width: 100%; height: 100%; border: 1px solid black; position: relative;"> <div style="position: absolute; top: 0; left: 0; right: 0; bottom: 0; background-color: white;">•</div> </div> <div style="width: 100%; height: 100%; border: 1px solid black; position: relative;"> <div style="position: absolute; top: 0; left: 0; right: 0; bottom: 0; background-color: white;">•</div> </div> <div style="width: 100%; height: 100%; border: 1px solid black; position: relative;"> <div style="position: absolute; top: 0; left: 0; right: 0; bottom: 0; background-color: white;">•</div> </div> <div style="width: 100%; height: 100%; border: 1px solid black; position: relative;"> <div style="position: absolute; top: 0; left: 0; right: 0; bottom: 0; background-color: white;">•</div> </div> </div>



# Detention and Retention Basin Design Guidelines



## Site Location

While detention and retention basins must be designed to provide functional utility, the basins should not be located adjacent to major thoroughfares and corridors, where possible. Where detention basins and retention basins must be constructed in these areas, the basins should be incorporated into the site with amenities and features that blend into and compliment the overall character and architecture of the site and surrounding area. Detention basins with utilitarian function only and few aesthetics or amenities shall be limited to areas with very low visibility and shall not be located in parking lots or areas unless designed as bioretention. Mix it up with landscaping, trees and shrubs, groundcover, and turf to add interest.

## Performance Based

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Appropriate, coordinated, and complimentary design, design features, fencing, and other amenities should be used with respect to the architectural design and complimentary to the building on the property and the surrounding area.

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## Natural State



## Habitat

Careful consideration should be taken to keep detention in a more natural state when appropriate to preserve and protect the existing and future habitat. This is best achieved with the overall design and selection of native planting and grasses. The shoreline slope is critical to help prevent erosion and for safety and a buffer strip of native vegetation should be established along the shore. Plant prairie grasses that have deep roots on the pond side slopes for further soil stability and erosion prevention. To provide a natural effect, use a variety of slope changes with top and toe slopes varying with undulation in shape and grading of sides of slopes and should be curvilinear.

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Creative detention and retention basins help to differentiate the site and contributes to the overall aesthetics and interest of the development.

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## Character

Detention and retention basins should reflect the character of the overall development and the surrounding buildings and neighborhoods. Detention basin and retention basin designs should blend well with the overall site and be compatible with the natural site features and should contribute to the architecture and design of the development.



## Design

High-quality, creative detention and retention basin designs that enhance the development and the surrounding area are strongly encouraged. Primary design elements, and architectural features, of the buildings in which the detention basins are located on the site should be used. Any engineering structures, such as forebays, surface weirs, etc. should be embedded into sloped embankment.

Detention basins and retention basins should be designed such that green spaces have amenities, such as benches, lighting and/or walking trails or paths that allow for recreation and opportunities to enjoy nature.

Consideration of proper aeration and depth of basins should be taken to provide for good water quality.



## Fencing

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Appropriate, coordinated and complimentary fencing should be used with respect to the architectural design and building finishes on the property and the surrounding area.

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## Fencing

Fencing should be used where appropriate for safety and to demarcate a sense of separation of the natural environment from those enjoying and viewing that environment. Fences should be selected with respect to the overall character and architecture of the site to reflect well thought out cohesion. Chain-link fences are not acceptable.

If retaining walls must be provided, use those that complement the building and use horizontal separation of at least 4 feet and wall heights less than 30 inches.



## Safety

Appropriate safety measures should be incorporated into the design of the detention basin. A safety shelf around the perimeter of the detention basin reduces the risk of someone falling into the pond. Wetland plants on the safety shelf combined with shrubs and tall grasses on the slopes and an un-mowed buffer around the basin will discourage wading and swimming. This approach can also create a wildlife habitat and an attractive natural shoreline.

❖ There are *two types of benches* to provide safety for deeper basins:

1. *safety*
2. *aquatic*

❖ *Safety Bench* should be wide enough with a slope not too steep to prevent falling into the basin.

❖ *Safety Bench* may not be necessary if slopes are gentler.

❖ *Safety Wetland Bench* should be located along the perimeter of the basin.



Aquatic plant growth along the perimeter of the permanent pool can help strain surface flow into the basin, protect the banks by stabilizing the soil at the edge of the basin, and provide biological uptake.



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**Access for on-going maintenance should be programmed and planned into the design.**

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## Maintenance

Plan access into the design to allow for maintenance. The following should be performed regularly:

- ❖ Inspect the outlet structure periodically and after storms, and remove debris blockages.
- ❖ Inspect the inlets for scour and basin shorelines for erosion, and stabilize, as necessary.
- ❖ Regularly remove trash and debris.
- ❖ During the first three years after planting, monitor shoreline and side slope vegetation frequently and conduct supplemental plantings as needed to ensure good cover. After that, inspection once a year should be enough.
- ❖ Maintain the shoreline and side slope vegetation and remove nuisance plants. Native wetland and prairie vegetation will need much less frequent maintenance than a basin surrounded by turfgrass which needs frequent mowing. However, native plants may require more specialized expertise, such as prescribed burning.

## Retrofitting

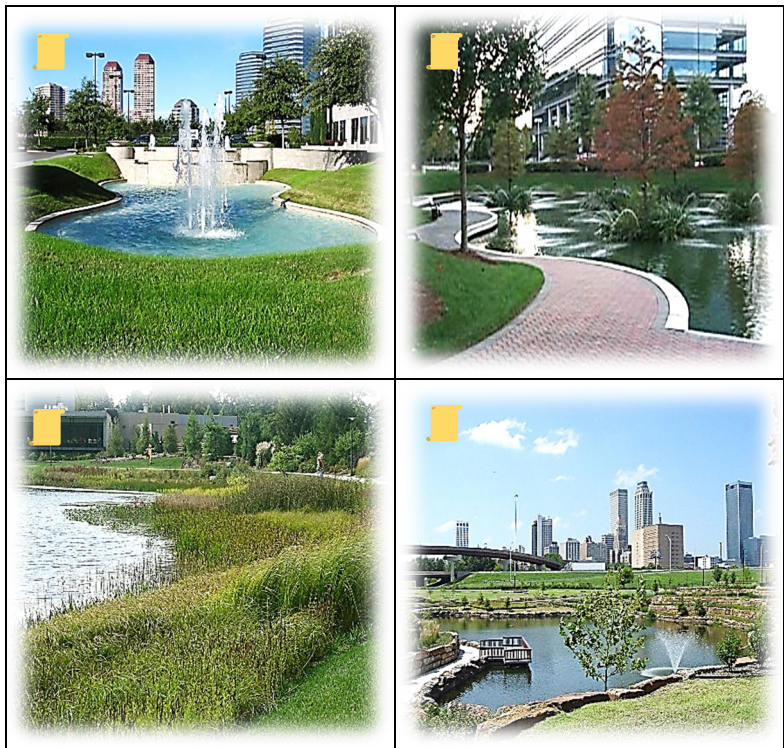
Erosion conditions can be improved for existing detention basins by planting the shoreline with wetland plants or by retrofitting with lower maintenance, visually attractive green infrastructure options.



Not Acceptable



Preferred

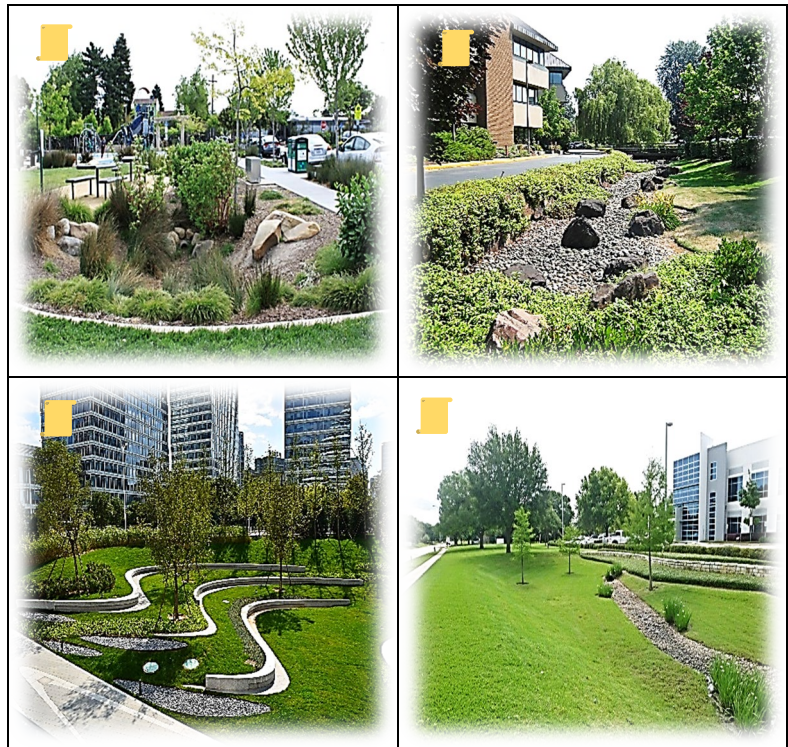








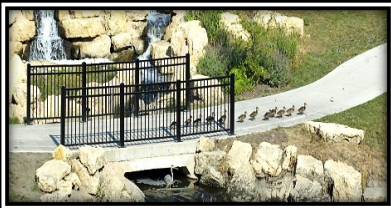









## Not Acceptable

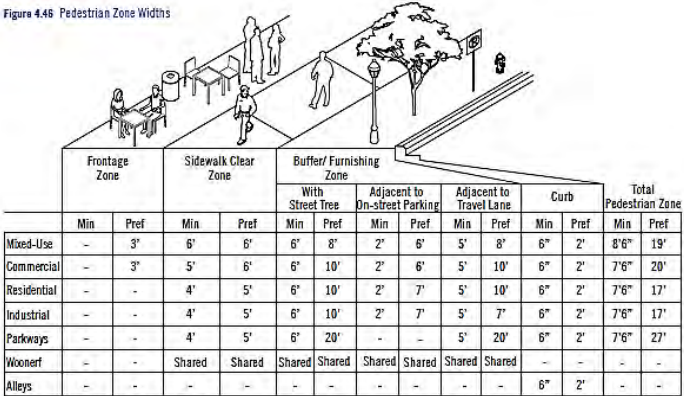


## Preferred



# Performance Standards

<p>1. Site Location internal to site or blended into site</p>		
<p>2. Natural State versus channelized</p>		
<p>3. Habitat and wildlife respected and enhanced</p>		
<p>4. Character complimentary with architecture as an amenity</p>		
<p>5. Design cohesively and creatively reflective of the site</p>		
<p>6. Safety measures incorporated</p>		
<p>7. Fencing matching the character and design of buildings</p>		

<p><b>Urban Form.</b> This section focuses on the urban design concepts that connect individual parking facilities and help knit them together into the fabric of the community. These concepts include the basic arrangement of pedestrian access from parking facilities to streets and lots, open space and plazas, natural areas, and other buildings.</p>																																																																																																																																																											
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	ii. Provide a connection from the street level sidewalk to parking facilities and to any bus stops, open space, plaza, river or other public amenity at cross streets, and bridges and other designated access points. This requirement may be waived by the Director if there is already a public connection from the street level to the parking facility and to any open space, plaza, river, lake, or other public amenity at cross streets, and bridges and other designated access points.		•	•	•	•	•	•	

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	<b>Sidewalk Widening.</b> 1. Minimum sidewalk widths are established for certain streets by the Dallas Street Design Manual, as amended, and shown in Figure 4.46 Pedestrian Zone Widths of the Dallas Street Design Manual, as amended. (a) If a new or redeveloping parking facility is provided, sidewalks shall be widened and continuous across the entire lot to meet the minimum standards. (b) If a new or developing parking facility is provided on lots adjacent to a proposed or planned DART bus stop, the location of the DART pad for the bus shelter must be reserved and included on all development plans.		•	•	•	•	•	•		

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			•	•	•	•	•	•		

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<p><b>Automobile Access and Parking.</b> This section focuses on the urban design concepts that connect individual parking facilities and help knit them together into the fabric of the community.</p>			<p><b>Street Typology</b></p>
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Intent/Purpose	Proposed Standard(s)	Examples of Urban Form Standards	Applies to new development or redevelopment. *The street with the highest level of priority adjacent to the lot or site is considered the "principal street."
<ul style="list-style-type: none"> <li>❖ Creating more walkable and pedestrian-friendly urban form and/or other active uses that contribute to the public realm, as points of interest that encourage creative place making activation;</li> <li>❖ Exercising a reasonable degree of control over site development and location of off-street parking and other automobile-oriented uses;</li> <li>❖ Protecting the area and its periphery from proliferation of parking lots and other automobile-oriented uses;</li> <li>❖ Improving the visual and urban design relationships between existing and future buildings, parking garages, open spaces, and public improvements</li> </ul>	<p><b>Surface Parking as an Accessory Use</b></p>		
	<p>Surface Parking Generally.</p> <p>1. The street designation for each lot frontage for surface parking is determined by the classification of streets as designated on the Complete Streets Vision Map, as shown on the following page.</p>		<ul style="list-style-type: none"> <li>•</li> <li>•</li> <li>•</li> <li>•</li> <li>•</li> <li>•</li> </ul>
	<p>Location of Surface Parking.</p> <p>1. No parking shall be allowed between a building and any public street.</p>		<ul style="list-style-type: none"> <li>•</li> <li>•</li> </ul>





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<ul style="list-style-type: none"> <li>❖ Encouraging use of street-level spaces for pedestrian-oriented retail specialty shops with vibrant and interesting displays;</li> <li>❖ Creating more walkable and pedestrian-friendly urban form and/or other active uses that contribute to the public realm, as points of interest that encourage creative place making activation;</li> <li>❖ Exercising a reasonable degree of control over site development and location of off-street parking and other automobile-oriented uses;</li> <li>❖ Protecting the area and its periphery from proliferation of parking lots and other automobile-oriented uses;</li> <li>❖ Encouraging rehabilitation of existing structures;</li> <li>❖ Improving the visual and urban design relationships between existing and future buildings, parking garages, open spaces, and public improvements.</li> </ul>	<p><b>Surface Parking as an Accessory Use</b></p> <p>2. One row of parking and a drive aisle may be permitted between a building and a public street for no more than 25% of street frontage.</p>		<table border="1"> <tr> <td></td> <td></td> <td>•</td> <td></td> <td>•</td> <td>•</td> <td></td> </tr> </table>			•		•	•	
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❖ Pedestrian access links the various functions and spaces on a site with sidewalks in a coordinated system.	<p><b>Pedestrian Pathways</b></p> <p>1. Pedestrian access must be provided among properties, including parking facilities to integrate neighborhoods. In order, to achieve complete mobility for all modes of transportation, including walking and biking appropriate linkages and connections must be made. (a) Pedestrian pathways must be provided throughout the surface parking lot such that no parking space may be located any further than 120 linear feet to a pedestrian pathway.</p>		<p>• • • • • •</p>
	<p>2. Paving material for pedestrian pathways that cross driveways for parking facilities or parking facilities must use visually and texturally different materials than those used for parking spaces and automobile traffic per the Dallas Street Design Manual, as amended.</p>		<p>• • • • • •</p>

<b>Urban Form.</b> This section focuses on the urban design concepts that connect individual parking facilities and help knit them together into the fabric of the community. These concepts include the basic arrangement of pedestrian access from parking facilities to streets and lots, open space and plazas, natural areas, and other buildings.			
<b>Access and Connectivity</b> This section focuses on the urban design concepts that connect individual parking facilities and help knit them together into the fabric of the community.			<b>Street Typology</b>
			Mixed Use Commercial Residential Industrial Other Parkway Alley
Inteni/Purpose	Proposed Standard(s)	Examples of Urban Form Standards	Applies to new development or redevelopment. *The street with the highest level of priority adjacent to the lot or site is considered the "principal street."
❖ Pedestrian access links the various functions and spaces on a site with sidewalks in a coordinated system.	<b>Pedestrian Pathways</b>		
	3. Pedestrian access along the public pathways shall not be blocked. (a) Queuing is prohibited on the pedestrian pathway. (b) Kiosks or self-serve pay stations shall be located a sufficient distance from the public pathway so that normal use of parking facilities shall not inhibit the flow of pedestrian traffic.		• • • • • •
	4. Pedestrian pathway widths shall be the same as the widths of the sidewalks for that site, per Figure 4.46 Pedestrian Zone widths of the Dallas Street Design Manual, as amended unless otherwise specified herein.		• • • • • •

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<p><b>Automobile Access and Parking.</b> This section focuses on the urban design concepts that connect individual parking facilities and help knit them together into the fabric of the community.</p>			<p><b>Street Typology</b></p> <p>Mixed Use Commercial Residential Industrial Other Parkway Alley</p>
Intent/Purpose	Proposed Standard(s)	Examples of Urban Form Standards	Applies to new development or redevelopment. *The street with the highest level of priority adjacent to the lot or site is considered the "principal street."
❖ Automobile circulation should be efficient, and conflicts with pedestrians minimized. Entry points for automobiles should be clearly defined and connections to auto circulation on adjoining properties are encouraged to facilitate access and reduce traffic on abutting public streets.	<p><b>Joint Access.</b> Joint Access. 1. Joint Access is required within the site to connect to adjacent properties.</p>		<ul style="list-style-type: none"> <li>•</li> <li>•</li> <li>•</li> <li>•</li> <li>•</li> <li>•</li> </ul>

<b>Urban Form.</b> This section focuses on the urban design concepts that connect individual parking facilities and help knit them together into the fabric of the community. These concepts include the basic arrangement of pedestrian access from parking facilities to streets and lots, open space and plazas, natural areas, and other buildings.										
<b>Access and Connectivity</b> This section focuses on the urban design concepts that connect individual parking facilities and help knit them together into the fabric of the community.			<b>Street Typology</b>							
<b>Intersection Zone</b>			<div style="display: flex; justify-content: space-between; padding: 0;"> <div style="width: 10%; background-color: #808080; color: white; text-align: center; padding: 2px;">Mixed Use</div> <div style="width: 10%; background-color: #ff0000; color: white; text-align: center; padding: 2px;">Commercial</div> <div style="width: 10%; background-color: #0000ff; color: white; text-align: center; padding: 2px;">Residential</div> <div style="width: 10%; background-color: #800080; color: white; text-align: center; padding: 2px;">Industrial</div> <div style="width: 10%; background-color: #000000; color: white; text-align: center; padding: 2px;">Other</div> <div style="width: 10%; background-color: #00ff00; color: white; text-align: center; padding: 2px;">Parkway</div> <div style="width: 10%; background-color: #808080; color: white; text-align: center; padding: 2px;">Alley</div> </div>							
Intent/Purpose	Proposed Standard(s)	Examples of Urban Form Standards	Applies to new development or redevelopment. *The street with the highest level of priority adjacent to the lot or site is considered the "principal street."							
❖ In order, to foster a sense of place or arrival, at a particular node, consistent paving materials, crosswalks, landscaping, signage, and lighting are encouraged for properties located at shopping corridors or development of other mixed-use at major intersections or continuous development across all four corners of an intersection.	<b>Intersection Zone</b> Sidewalks and Pedestrian Connections. 1. Sidewalks, pedestrian paths, and crosswalks shall be continuous.		<table border="1" style="width: 100%; height: 100%; text-align: center;"> <tr> <td>•</td> <td>•</td> <td>•</td> <td>•</td> <td>•</td> <td>•</td> <td></td> </tr> </table>	•	•	•	•	•	•	
	•	•	•	•	•	•				
Paving Materials. 1. Paving materials for crosswalks, and pedestrian pathways at four corners of intersections shall use visually and texturally different materials than those used for parking spaces and automobile traffic per the Dallas Street Design Manual, as amended.		<table border="1" style="width: 100%; height: 100%; text-align: center;"> <tr> <td>•</td> <td>•</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </table>	•	•						
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<p><b>Access and Connectivity</b> This section focuses on the urban design concepts that connect individual parking facilities and help knit them together into the fabric of the community.</p>			<p><b>Street Typology</b></p>
<p><b>Intersection Zone</b></p>			<p>Mixed Use Commercial Residential Industrial Other Parkway Alley</p>
Intent/Purpose	Proposed Standard(s)	Examples of Urban Form Standards	Applies to new development or redevelopment. *The street with the highest level of priority adjacent to the lot or site is considered the "principal street."
❖ In order, to foster a sense of place or arrival, at a particular node, consistent paving materials, crosswalks, landscaping, signage, and lighting are encouraged for properties located at shopping corridors or development of mixed-use at major intersections or continuous development across all four corners of an intersection.	<p><b>Intersection Zone</b></p> <p>Special Paving. 1. Special paving materials for pedestrian pathways and crosswalks shall be consistent at all four corners of intersections of shopping corridors or development of mixed-use on all four corners of an intersection along Mixed-Use and Commercial Streets and shall be per the 2019 Street Design Manual, as amended.</p>		<ul style="list-style-type: none"> <li>•</li> <li>•</li> </ul>

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<p><b>Automobile Access and Parking.</b> This section focuses on the urban design concepts that connect individual parking facilities and help knit them together into the fabric of the community.</p> <p>An internal circulation route establishes blocks and forms an interconnected, grid-like transportation system that must be provided for development subject to this section.</p>			<p><b>Street Typology</b></p> <p>Mixed Use Commercial Residential Industrial Other Parkway Alley</p>
Intent/Purpose	Proposed Standard(s)	Examples of Urban Form Standards	Applies to new development or redevelopment. *The street with the highest level of priority adjacent to the lot or site is considered the "principal street."
<p>❖ An internal circulation route must comply with the requirements of this section and shall provide a safe and enjoyable walking environment overlooked by buildings that offer natural surveillance and contact from their occupants/users.</p>	<p><b>Internal Vehicular Circulation Routes</b></p>		
	<p>Pedestrian Pathways.</p> <p>1. Publicly accessible pedestrian pathways (private drives) must be provided along all Internal Vehicular Circulation Routes of sites 3 acres or larger with frontage on the street types as shown on the right.</p>		<p>• • • • •</p>
	<p>1. On portions of the Internal Vehicular Circulation Route that does not contain building frontage, a minimum 5' unobstructed pedestrian pathway shall be provided, all of which shall be located within 12' feet of the curb.</p> <p>Parking.</p> <p>1. Off-Street parking and loading are prohibited between the Internal Vehicular Circulation Route and the corresponding street-facing façade line.</p>		<p>• • • • •</p>

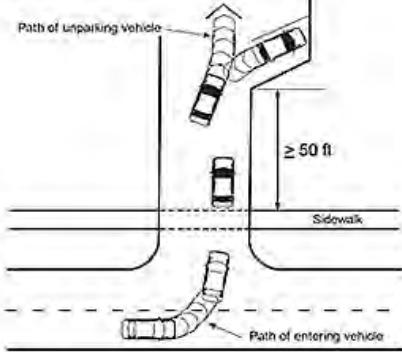
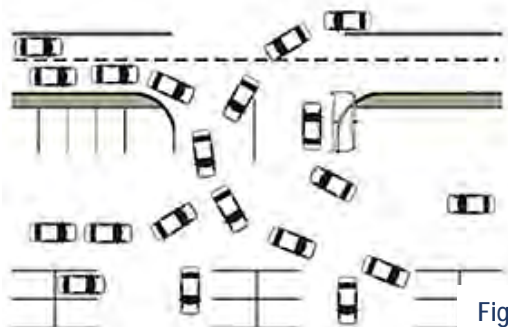
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<b>Automobile Access and Parking.</b> This section focuses on the urban design concepts that connect individual parking facilities and help knit them together into the fabric of the community.			<b>Street Typology</b> Mixed Use Commercial Residential Industrial Other Parkway Alley
Intent/Purpose	Proposed Standard(s)	Examples of Urban Form Standards	Applies to new development or redevelopment. *The street with the highest level of priority adjacent to the lot or site is considered the "principal street."
❖ Automobile circulation should be efficient, and conflicts with pedestrians minimized. Entry points for automobiles should be clearly defined and connections to auto circulation on adjoining properties are encouraged to facilitate access and reduce traffic on abutting public streets.  ❖ In general, the number of curb cuts shall be minimized to prioritize pedestrian, bicycle, and transit user and other traffic safety.	<b>Curb Cuts</b> Curb Cuts. 1. Before a new curb cut is authorized, other available access to and from the site and access points needed for the proper functioning of the use shall be considered. Curb cuts shall not be located on primary streets unless an alternative access point is impractical. "Primary Streets" means streets where a building with a main entrance is fronting. For existing development that is redeveloping, the use of existing curb cuts shall be required where practical.		• • • • • •
	2. Where a residential use is served by an alley, direct access to the street through a curb cut shall not be permitted. Direct access to the street through a curb cut shall not be allowed where an alley serves a single- and two-family dwelling or multiple-family dwelling.		• • • • • •



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❖ Automobile circulation should be efficient, and conflicts with pedestrians minimized. Entry points for automobiles should be clearly defined and connections to auto circulation on adjoining properties are encouraged to facilitate access and reduce traffic on abutting public streets.	<b>Curb Cuts</b>		
	<ol style="list-style-type: none"> <li>3. Limit curb cuts to no more than one (1) per street per lot or development. Additional curb cuts may be approved by the Director where the intent of the standards are clearly met and specific site circulation patterns require an additional curb cut, such as on long parcels or at nodes.</li> <li>4. Continuous curb cuts are prohibited. Adequate spacing between curb cuts must be maintained on the same blockface (distance in feet to be determined).</li> <li>5. Sharing curb cuts between adjacent properties, such as providing cross property access easements, is encouraged, permitted and in some instances required.</li> <li>6. Additional curb cuts for dumpster or loading areas only are prohibited.</li> </ol>		<ul style="list-style-type: none"> <li>•</li> <li>•</li> <li>•</li> <li>•</li> <li>•</li> <li>•</li> </ul>

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	<p>7. In areas that pose unique challenges in developing pedestrian friendly parking facilities, the following guidelines shall be used in designing access and circulation:</p> <p>A. Mixed-Use Streets.</p> <p>i. New curb cuts are not allowed except:</p> <p>(a) Lots with no other access;</p> <p>(b) Lots with blockfaces over 300' long may have one (1) curb cut where the curb is part of through block circulation that includes shade trees with an arcade, sidewalk, pedestrian oriented street, or parking street.</p>	<ul style="list-style-type: none"> <li>•</li> </ul>	
	<p>B. Commercial Streets.</p> <p>i. New curb cuts are only allowed where:</p> <p>(a) Lots that do not front onto a Mixed-Use Street</p> <p>(b) Lots with no other access;</p> <p>(c) Lots with blockfaces over 300' long where the curb cut is part of through block circulation that includes shade trees with an arcade, sidewalk, pedestrian oriented street, or parking street.</p>		<ul style="list-style-type: none"> <li>•</li> </ul>

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		Mixed Use	Commercial	Residential	Industrial	Other	Parkway	Alley		
Intent/Purpose	Proposed Standard(s)	Examples of Urban Form Standards					Applies to new development or redevelopment. *The street with the highest level of priority adjacent to the lot or site is considered the "principal street."			
❖ Automobile circulation should be efficient, and conflicts with pedestrians minimized. Entry points for automobiles should be clearly defined and connections to auto circulation on adjoining properties are encouraged to facilitate access and reduce traffic on abutting public streets.	<b>Curb Cuts</b>									
	C. All Other Streets. (a) Curb cuts are allowed when placed consistent with the Dallas Street Design Manual, as amended.						•	•	•	•
	D. Additional Curb Cuts or Access Points may be considered if: (a) adequate (distance in feet to be determined) driveway spacing is maintained; and, (b) the average driveway volume is expected to exceed 5,000 vehicles, per day, or (c) the expected peak hour volume would exceed the capacity of a stop sign, controlled intersection, or (d) a traffic study shows that more than one curb cut, or access point is necessary to properly, and safely, serve the property.						•	•	•	•

Urban Form.			Street Typology						
This section focuses on the urban design concepts that connect individual parking facilities and help knit them together into the fabric of the community. These concepts include the basic arrangement of pedestrian access from parking facilities to streets and lots, open space and plazas, natural areas, and other buildings.			Mixed Use	Commercial	Residential	Industrial	Other	Parkway	Alley
Access and Connectivity			Applies to new development or redevelopment. *The street with the highest level of priority adjacent to the lot or site is considered the "principal street."						
Intent/Purpose	Proposed Standard(s)	Examples of Urban Form Standards							
<p>Ensure that:</p> <ul style="list-style-type: none"> <li>❖ parking facilities promote efficient pedestrian, bicycle and vehicle circulation patterns;</li> <li>❖ high-quality street and sidewalk environment that is supportive of pedestrian, bicycle, and transit mobility and that is appropriate to the roadway context.</li> <li>❖ drivers using the driveway approach have sufficient sight distance to allow safe and unobstructed egress and ingress into the site.</li> </ul>	<p><b>Driveways</b></p> <p>Driveway Length.</p> <p>1. Adequate Driveway Length.</p> <p>(a) Parking Spaces. There shall be a minimum of 50' from the nearest pedestrian area or sidewalk as shown in Figure 1.</p>	 <p>Figure 1</p>	•	•	•	•	•	•	
	<p>(b) 90-degree Parking Spaces. There shall be a minimum of 20' from the nearest pedestrian area or sidewalk as shown in Figure 2.</p>	 <p>Figure 2</p>							

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Intent/Purpose	Proposed Standard(s)	Examples of Urban Form Standards	Applies to new development or redevelopment. *The street with the highest level of priority adjacent to the lot or site is considered the "principal street."
<p>❖ Automobile circulation should be efficient, and conflicts with pedestrians minimized. Entry points for automobiles should be clearly defined and connections to auto circulation on adjoining properties are encouraged to facilitate access and reduce traffic on abutting public streets.</p> <p>❖ In general, the number of curb cuts shall be minimized to prioritize pedestrian, bicycle, and transit user and other traffic safety.</p>	<p><b>Alleys</b></p> <p>Alley Access</p> <p>1. Except as otherwise required or permitted in this Section, access to parking shall be from the alley if the lot abuts an alley and one of the conditions in this subsection is met:</p> <p>(a) The alley is improved to the standards of the Dallas Street Design Manual, as amended; or</p> <p>(b) Director determines that alley access is feasible and desirable to mitigate parking access impacts, improve public safety, and/or maintain on-street parking capacity.</p>		<p>• • • • • •</p>
	<p>(c) Single-Family and Duplex uses must be accessed by either an alley or must have rear or J-swing garage access and may not have garages fronting a street.</p>		<p>• • • • • •</p>

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	2. Access shall be from the street for non-residential development, if: (a) The lot does not abut an alley; (b) The lot abuts an alley, and the Director determines that the alley should not be used for access for one or more of the following reasons: i. Due to the relationship of the alley to the street system, use of the alley for parking access would create a significant safety hazard;		

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❖ Automobile circulation should be efficient, and conflicts with pedestrians minimized. Entry points for automobiles should be clearly defined and connections to auto circulation on adjoining properties are encouraged to facilitate access and reduce traffic on abutting public streets. ❖ In general, the number of curb cuts shall be minimized to prioritize pedestrian, bicycle, and transit user and other traffic safety.	<b>Alleys.</b>		
	ii. Topography makes alley access infeasible; or iii. The alley is on the uphill side of a steeply sloping lot, and the following conditions are met: (aa) Access from the street is to a common parking garage in or under the structure, located a maximum of 4 feet above grade. (bb) The siting of development results in an increased green factor score, larger ground-level amenity areas, and/or reduced surface parking area than if alley access is used.		<div style="display: flex; justify-content: space-around;"> <div style="width: 20px; height: 20px; border: 1px solid black; text-align: center;">•</div> <div style="width: 20px; height: 20px; border: 1px solid black; text-align: center;">•</div> <div style="width: 20px; height: 20px; border: 1px solid black; text-align: center;">•</div> <div style="width: 20px; height: 20px; border: 1px solid black; text-align: center;">•</div> <div style="width: 20px; height: 20px; border: 1px solid black; text-align: center;">•</div> <div style="width: 20px; height: 20px; border: 1px solid black; text-align: center;">•</div> </div>
	3. On steeply sloping lots, the Director may permit access from both an alley and a street, provided the following conditions are met: (a) Access from the street is to a common parking garage in or under the structure that is underground or extends no more than 4 feet above grade. (b) The siting of development results in an increased green factor score, larger ground-level amenity areas, and/or reduced surface parking area than if alley access alone is used.		<div style="display: flex; justify-content: space-around;"> <div style="width: 20px; height: 20px; border: 1px solid black; text-align: center;">•</div> <div style="width: 20px; height: 20px; border: 1px solid black; text-align: center;">•</div> <div style="width: 20px; height: 20px; border: 1px solid black; text-align: center;">•</div> <div style="width: 20px; height: 20px; border: 1px solid black; text-align: center;">•</div> <div style="width: 20px; height: 20px; border: 1px solid black; text-align: center;">•</div> <div style="width: 20px; height: 20px; border: 1px solid black; text-align: center;">•</div> </div>

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	<p>4. For street access, the following conditions apply:</p> <p>(a) Driveways that provide access from the street to garages opening on a street-facing façade of Single-family or Duplex use where allowed, may be paved with alternative materials per the Dallas Street Design Manual, as amended.</p>		<p>• • • • • •</p>
	<p>(b) Garages opening on street-facing facades of single-family attached uses, where allowed, must be co-located.</p>		<p>• • • • • •</p>



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<p>❖ Automobile circulation should be efficient, and conflicts with pedestrians minimized. Entry points for automobiles should be clearly defined and connections to auto circulation on adjoining properties are encouraged to facilitate access and reduce traffic on abutting public streets.</p> <p>❖ In general, the number of curb cuts shall be minimized to prioritize pedestrian, bicycle, and transit user and other traffic safety.</p>	<p><b>Alleys</b></p> <p>(c) The driveway width of each co-located driveway for single-family attached, Multi-family, and duplex uses must be a maximum of 8' wide on each property and each driveway must be adjacent to the side property line.</p> <p>(d) Access to garages opening on street-facing facades of single-family attached, multi-family, and duplex uses on lots 40' in width or less, must be provided by co-located driveways.</p> <p>(e) For driveways that are not co-located, as stated above, driveways must be within 13' of the side property line;</p> <p>(f) A maximum of one (1) curb cut is allowed per lot where street access is allowed;</p> <p>(g) Minimum allowable curb radius is 5' and maximum curb cut radius is 10'; and,</p> <p>(h) Attached garages must be recessed a minimum of 5' from the front façade, excluding the front porch.</p>		<p>• • • • • •</p>

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<ul style="list-style-type: none"> <li>❖ Creating more walkable and pedestrian-friendly urban form and/or other active uses that contribute to the public realm, as points of interest that encourage creative place making activation;</li> <li>❖ Exercising a reasonable degree of control over site development and location of off-street parking and other automobile-oriented uses;</li> <li>❖ Protecting the area and its periphery from proliferation of parking lots and other automobile-oriented uses;</li> <li>❖ Improving the visual and urban design relationships between existing and future buildings, parking garages, open spaces, and public improvements.</li> </ul>	<b>Surface Parking as an Accessory Use</b>		
	Additional Location of Parking and Drive Aisles for Drive-through and Drive-in Facilities.		
	1. Drive-through aisles with stacking, order placement or pick-up or window service or similar drive-through and drive-in service, where allowed, are not permitted to be located along the side of a building that faces a public street or street-facing facade.		
2. Ingress and egress for drive-in and drive-through services may not be located along these streets.			• • • • •

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	Additional Packed Parking Standard. 1. If greater than double row parking is proposed, an Operational Parking Plan must be provided.		• • • • • •

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	<p>Required screening.</p> <p>1. Unless otherwise specifically provided for in this chapter, screening must be constructed and maintained in accordance with the following regulations and may be screened from direct view by:</p> <p>(a) The street facing façade of a structure;</p> <p>(b) Garage Doors;</p>		<ul style="list-style-type: none"> <li>•</li> <li>•</li> </ul>

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	(d) evergreen plant materials recommended for local area use by the building official. The plant materials must be located, in a bed that is at least three feet wide with a minimum soil depth of 24 inches. Initial plantings must be capable of obtaining a solid appearance within three years. Plant materials must be placed a maximum of 24 inches on center over the entire length of the bed unless the building official approves an alternative planting density that a landscape authority certifies as being capable of providing a solid appearance within three years; or		<ul style="list-style-type: none"> <li>•</li> <li>•</li> </ul>

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			<div style="display: flex; justify-content: space-between; width: 100%;"> <div style="background-color: #808080; color: white; padding: 2px;">Mixed Use</div> <div style="background-color: #FF0000; color: white; padding: 2px;">Commercial</div> <div style="background-color: #0000FF; color: white; padding: 2px;">Residential</div> <div style="background-color: #800080; color: white; padding: 2px;">Industrial</div> <div style="background-color: #000000; color: white; padding: 2px;">Other</div> <div style="background-color: #00FF00; color: white; padding: 2px;">Parkway</div> <div style="background-color: #808080; color: white; padding: 2px;">Alley</div> </div>
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	Required screening. (e) Evergreen plant material must not be taller than 30" inches;		<ul style="list-style-type: none"> <li>•</li> <li>•</li> </ul>
	(f) Landscaped areas, including bioretention may be used to achieve the screening, as long, as the effective height is a minimum of 24" inches tall and no taller than 30" inches. (g) any combination of the above.		<ul style="list-style-type: none"> <li>•</li> <li>•</li> </ul>

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(i) Detached garages must be setback to the rear of the property no closer than the rear façade of the building or dwelling(s) nearest the rear of the lot.		<table border="1"> <tr> <td>•</td> <td>•</td> <td>•</td> <td></td> <td>•</td> <td>•</td> <td></td> </tr> </table>	•	•	•		•	•		
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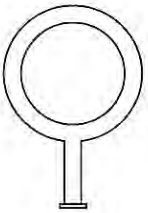
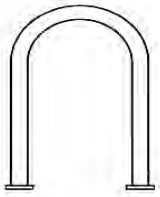
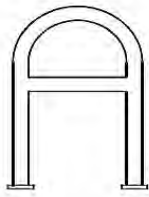
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	<p>Lighting of Parking Facilities.</p> <p>1. Highlighting. Lights must be used to highlight parking structures, trees and similar features within public and private plazas, courtyards, walkways, and other similar outdoor areas at night to create excitement and a festive ambiance with cut-off lighting to protect the night sky.</p>		<ul style="list-style-type: none"> <li>•</li> <li>•</li> </ul>	
	<p>2. Style. The style of light standards and fixtures must be consistent with the overall theme and design of the district and architecture and design of the buildings.</p>		<ul style="list-style-type: none"> <li>•</li> <li>•</li> </ul>	


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	<p>Lighting of Parking Facilities.</p> <p>3. Flickering and Flashing Lights. (a) Flickering or flashing lights shall not be permitted except for temporary decorative seasonal lighting.</p>		<ul style="list-style-type: none"> <li>•</li> <li>•</li> <li>•</li> <li>•</li> <li>•</li> <li>•</li> <li>•</li> </ul>
	<p>4. Security Lighting. (a) Any exterior lighting device (luminaire) designed for security lighting shall be protected by weather and vandal resistant covering, be a managed light source, and directed down to minimize glare and intrusiveness.</p>		<ul style="list-style-type: none"> <li>•</li> <li>•</li> <li>•</li> <li>•</li> <li>•</li> <li>•</li> <li>•</li> </ul>

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	<p>Security Lighting.</p> <p>(b) Surface parking in any zoning district that collects revenue on the premises for after dark use (including attended, self-park, and coin activated gated, lots) must have cut-off lighting so that all parking is lighted beginning one half hour after dark, or until no customer or employee vehicles remain on the surface parking; whichever is earlier or until at least 2 hours after a business closes.</p>		<p>• • • • • •</p>
	<p>(c) If revenue is collected for after dark use of only a portion of the surface parking and that portion is clearly designated, only that portion must be lighted. (Dark means one half hour after sunset.)</p>		<p>• • • • • •</p>

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	<p>(e) The sign must be posted adjacent to the public street and be easily visible to the street.</p>		<ul style="list-style-type: none"> <li>•</li> <li>•</li> <li>•</li> <li>•</li> <li>•</li> <li>•</li> </ul>

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Urban Form.				Street Typology						
Access and Connectivity				Mixed Use	Commercial	Residential	Industrial	Local	Parkway	Alley
Intent/Purpose	Proposed Standard(s)	Examples of Urban Form Standards	Applies to new development or redevelopment. *The street with the highest level of priority adjacent to the lot or site is considered the "principal street."							
Ensure that: ❖ parking facilities relate appropriately to surrounding developments and streets and create a cohesive visual identity and attractive street scene; ❖ parking facilities promote efficient pedestrian, bicycle and vehicle circulation patterns; ❖ high-quality street and sidewalk environment that is supportive of pedestrian, bicycle, and transit mobility and that is appropriate to the roadway context.	<b>Structured Parking</b>									
	Bicycle Parking Facilities. (a) If short-term or long-term bicycle parking is provided, requirements of the subsection, Bicycle Parking Facilities shall apply. (b) Accessory off-street parking for bicycle parking must include provision of secure storage of bicycles by providing lockable enclosed lockers or racks or equivalent structures in or upon which the bicycle may be locked by the user.	 <p>Bicycle Locker</p>  <p>Post &amp; Loop 1 Rack element supports 2 bikes</p>								
	(c) Structures that require a locking device, must be designed to accommodate U-shaped locking devices that hold bikes upright by providing 2 points of contact along the horizontal plane, allowing for both frame and wheels to be locked, as pictured. (Post & Loop, Inverted "U" or "A")	 <p>Inverted "U" One rack element supports two bikes</p>  <p>"A" One rack element supports two bikes</p>								

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<p>Ensure that:</p> <ul style="list-style-type: none"> <li>❖ parking facilities relate appropriately to surrounding developments and streets and create a cohesive visual identity and attractive street scene;</li> <li>❖ parking facilities promote efficient pedestrian, bicycle and vehicle circulation patterns;</li> <li>❖ high-quality street and sidewalk environment that is supportive of pedestrian, bicycle, and transit mobility and that is appropriate to the roadway context.</li> </ul>	<p><b>Parking Facilities</b></p> <p>Bicycle Parking Facilities.</p> <p>(d) All lockers and racks must be securely anchored to the ground or building structure to prevent racks and lockers from being removed from the location.</p> <p>(e) The surfacing of such facilities must be designed and maintained to be mud and dust free.</p> <p>(f) Materials must be selected with durable finishes as recommended by the Association of Pedestrian and Bicycle Professionals (APBP), as shown on the excerpt from the APBP on the following page.</p> <p>(g) Dimensions and spacing must be considered as recommended by the Association of Pedestrian and Bicycle Professionals (APBP), as shown on the page following the recommended materials, and coordinated with the City of Dallas and DART.</p>	 <p>Photo: WeGo Public Transit 1 Design Guidelines; courtesy of Kathy Jack, PhD, The Nature Conservatory</p>	<p>•</p> <p>•</p> <p>•</p> <p>•</p> <p>•</p> <p>•</p> <p>•</p>



## RACK MATERIALS & COATINGS

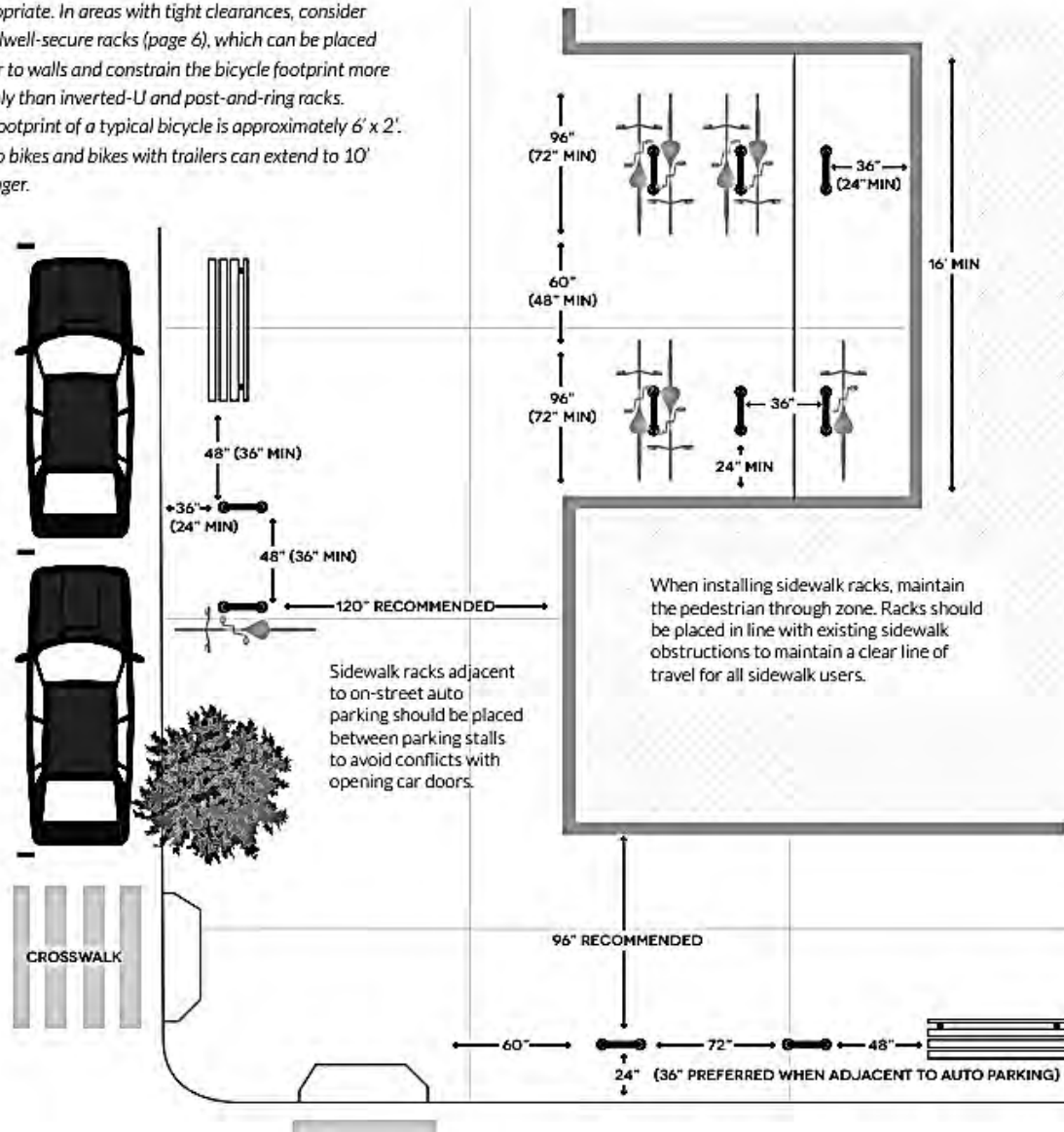
Most bicycle parking racks are made of carbon steel or stainless steel. Carbon steel requires a surface coating to resist rust while appropriate grades of stainless steel need no coating. Not all materials and coatings with the same name perform equally. Square tubing provides a security advantage as round tubing can be cut quietly with a hand-held pipe cutter. Before purchasing racks, talk to suppliers about your particular conditions and choose a material and coating that suit your needs. The following are common choices, depending on local considerations and preferences.


RACK MATERIAL – COATING	RELATIVE PURCHASE COST	DURABILITY	CAUTIONS
<b>Carbon steel - galvanized</b>	Usually lowest	Highly durable and low-maintenance; touch-up, if required, is easy and blends seamlessly	Utilitarian appearance; can be slightly rough to the touch
<b>Carbon steel - powder coat* (TGIC or similar)</b>	Generally marginally higher than galvanized	Poor durability	Requires ongoing maintenance; generally not durable enough for long service exposed to weather; not durable enough for large-scale public installations
<b>Carbon steel - thermoplastic</b>	Intermediate	Good durability	Appearance degrades over time with scratches and wear; not as durable as galvanized or stainless
<b>Stainless steel - no coating needed, but may be machined for appearance</b>	Highest	Low-maintenance and highest durability; most resistant to cutting	Can be a target for theft because of salvage value; maintaining appearance can be difficult in some locations

\* When applied to carbon steel, TGIC powder coat should be applied over a zinc-rich primer or galvanization to prevent the spread of rust beneath the surface or at nicks in the finish.

Excerpt from Association of Pedestrian and Bicycle Professionals; courtesy of Jessica Scott, AICP, LCI, City of Dallas

The following minimum spacing requirements apply to some common installations of fixtures like inverted-U or post-and-ring racks that park one bicycle roughly centered on each side of the rack. Recommended clearances are given first, with minimums in parentheses where appropriate. In areas with tight clearances, consider wheelwell-secure racks (page 6), which can be placed closer to walls and constrain the bicycle footprint more reliably than inverted-U and post-and-ring racks. The footprint of a typical bicycle is approximately 6' x 2'. Cargo bikes and bikes with trailers can extend to 10' or longer.



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<p><b>Access and Connectivity</b> This section focuses on the urban design concepts that connect individual parking facilities and help knit them together into the fabric of the community.</p> <p>Photos: (top right) – L2 Charger, Tom Saxton, Plug in America, Understanding Electric Vehicle Chargers</p>			<p><b>Street Typology</b></p> <p>Mixed Use Commercial Residential Industrial Other Parkway Alley</p>
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	•	•	•	•	•	•				
(e) A phone number or other contact information shall be provided for when the station is not functioning in a manner that allows electric vehicles to be charged.		<table border="1" style="width: 100%; height: 100%; text-align: center;"> <tr> <td>•</td> <td>•</td> <td>•</td> <td>•</td> <td>•</td> <td>•</td> <td></td> </tr> </table>	•	•	•	•	•	•		
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	Parking Structure Compatibility. (b) Provides an exterior screen comprised of high-quality materials that screen all parking levels, including the upper level of the underlying structure and contribute to the overall quality of the built environment appropriate for the block face and the block face across the street.		•   •   •   •   •   •
	(c) On all other streets where active ground floor uses are not lined, the ground floor treatment must provide a low screening element that blocks views of parked vehicle bumpers and headlights from pedestrians using the adjacent sidewalk.		

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	Parking Structure Compatibility. (d) Interior parking garage lighting does not produce glaring sources toward adjacent residential units while providing safe and adequate, but not harsh lighting levels per Code.		•	•	•	•	•
	(e) Signage and way finding must be integrated with the architecture and design of the parking structure.						

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	Location. 1. The following apply to all parking structures: (a) Parking areas, loading and vehicular circulation shall be located to minimize its visibility from public view. (b) Structured parking shall be located toward the interior of the site or to the side or rear of the building that does not front a street or open space that is publicly accessible.			<div style="display: flex; justify-content: space-between; width: 100%;"> <div style="width: 15%; text-align: center;">•</div> <div style="width: 15%; text-align: center;">•</div> <div style="width: 15%; text-align: center;">•</div> <div style="width: 15%; text-align: center;">•</div> <div style="width: 15%; text-align: center;">•</div> <div style="width: 15%; text-align: center;">•</div> </div>
	(c) Parking structures shall not be located along the street frontage of a street-facing façade.			<div style="display: flex; justify-content: space-between; width: 100%;"> <div style="width: 15%; text-align: center;">•</div> <div style="width: 15%; text-align: center;">•</div> <div style="width: 15%; text-align: center;">•</div> <div style="width: 15%; text-align: center;">•</div> <div style="width: 15%; text-align: center;">•</div> <div style="width: 15%; text-align: center;">•</div> </div>



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	<p>(d) Parking garage entrance and exits shall not be located along Mixed-Use Streets and Commercial Streets.</p>		<ul style="list-style-type: none"> <li>•</li> <li>•</li> </ul>

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	Frontage – Convertible definition cont'd. architectural or engineering design into the parking structure, such as vertical clearance ceiling height that would accommodate mechanical and plumbing and still leave finished ceiling heights for those future uses or flat parking decks, that would not preclude the possibility of repurposing structures back to other uses, other than parking as a utility.		
	(b) The applicable ground floor level must extend in depth a minimum of 30' feet from the exterior parking structure façade.		

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<ul style="list-style-type: none"> <li>❖ Encouraging use of street-level spaces for pedestrian-oriented retail specialty shops with vibrant and interesting displays;</li> <li>❖ Creating more walkable and pedestrian-friendly urban form and/or other active uses that contribute to the public realm, as points of interest that encourage creative place making activation;</li> <li>❖ Exercising a reasonable degree of control over site development and location of off-street parking and other automobile-oriented uses;</li> <li>❖ Protecting the area and its periphery from proliferation of parking lots and other automobile-oriented uses;</li> <li>❖ Encouraging rehabilitation of existing structures with minimal permanent modifications so that architectural or engineering design decisions would not preclude the possibility of repurposing structures back to other uses, other than parking as a utility;</li> <li>❖ Improving the visual and urban design relationships between existing and future buildings, parking garages, open spaces, and public improvements.</li> </ul>	<p><b>Parking Structures as a Main Use (Commercial Parking Garages)</b></p>		
	<p>Blank Façade Walls.</p> <p>(a) Blank façade limits apply to the area of the façade between 0 feet and 10 feet above the sidewalk.</p> <p>(b) Any portion of a façade that is not transparent shall be considered, to be a blank façade.</p>		<p>• • • • • •</p>
	<p>(c) Blank façade segments do not apply to portions of parking structures in residential use.</p> <p>(d) Blank façade segments must be no more than 30' feet wide, except for garage openings, which may exceed 30'.</p>		

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	<p>Blank Façade Walls.</p> <p>(e) Blank façade segment width may be increased to 60' feet if the Director determines that the façade segment is enhanced by architectural detailing, landscaping, or similar features that have visual interest.</p>		<p>•</p> <p>•</p> <p>•</p> <p>•</p> <p>•</p> <p>•</p>
	<p>(f) Openings in a parking structure façade must not exceed 52% of the total building façade area, on each street frontage, excluding ingress and egress points.</p>		

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	<p>Blank Façade Walls. (g) No openings for vehicular ingress and egress for parking structures along Mixed-Use Streets shall be allowed.</p>		

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	2. A minimum of 60% of the street level street-facing façade along Mixed-Use Streets must be transparent.		•



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	<p>Low Reflectance.</p> <p>1. Highly reflective glass may not be used on the exterior of any parking structure. "Highly reflective glass" means glass with visible reflectance percentages, in excess, of 27 percent. Visible reflectance is the percentage of available visible light energy reflected away from the exterior surface of the glass. The higher the percentage, the more visible light reflected and the more mirror-like the surface will appear.)</p>		•	•	•	•	•	•
	<p>Transparency (Window Glazing).</p> <p>1. The street-fronting, street-level window-pane surface area must allow views into the ground story active uses for a depth of at least 8 feet.</p>		•	•				

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	Parking Structure Landscaping. 1. A 10' foot deep landscape buffer around the entire base of the parking garage shall be provided, if the structure is not built to the frontage zone as in mixed-use, urban settings. (a) Trees shall be planted every 30' on center within this landscape buffer.		
	(b) Parking garages attached to a building shall provide the 10' foot deep landscaped buffer only on those exterior sides not adjacent to the attached building.		• • • • • •