

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

**THURSDAY, August 12, 2021**

**Parking: Design Standards - Options**

**Planners: Lori Levy, AICP**  
**Andreea Udrea, PhD, AICP**

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
- Parking Design Standards – Options\_provided at the August 12, 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).

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, natural areas, and other buildings, and will require pedestrian access among properties to integrate neighborhoods.

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

All design standards apply to new development and redevelopment when parking is provided whether parking is required or voluntary.



<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 Innovative Water Management (Greywater)</b></p> <p>Drawing: (Top) 60% Impervious Coverage Maximum – Don Raines, Planning and Urban Design; (Bottom) Innovative Water Management (Greywater) – <a href="#">SECTION 2 - LANDSCAPE   Environmental Criteria Manual   Austin, TX   Municode Library</a></p>			<p><b>Street Typology</b></p> <table border="1"> <tr> <td>Mixed Use</td> <td>Commercial</td> <td>Residential</td> <td>Industrial</td> <td>Other</td> <td>Parkway</td> </tr> </table>	Mixed Use	Commercial	Residential	Industrial	Other	Parkway
Mixed Use	Commercial	Residential	Industrial	Other	Parkway				
Intent/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 run-off</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>Impervious Coverage/Innovative Water Management (Greywater)</b></p> <p>3. Impervious coverage maximum of 60%</p>	<p>Modified Parking Stalls - 10 Permeous, 20 Impervious Surface Modified Driveway - 10 Permeous with Grass, 10 Impervious Surface 4" x 6" Wheel Stops, Permeous Surface Treatment &amp; Large Group Trees</p> <p>Concept: 40% Reduction of Impervious Surfaces for Existing Parking Lots</p>							
	<p>4. A minimum of 50% of the total storm-water run-off must be diverted to required landscaping</p>	<p><b>Disconnected Downspouts</b></p> <p>Rainwater Harvesting Overland Flow Rain Garden</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>			
1 Landscaping that consists of drought-tolerant and/or native plant species (does not apply to shade trees)	0	0.1	0
	square feet		
2 Unobstructed view of the landscaping along the perimeter of the site or to the public open spaces	0	0.2	0
	square feet		
3 Landscaping in food cultivation	0	0.1	0
Planting edibles within the landscaping			
	square feet		
4 Non-reflective Colors for paving or special pavers	0	0.3	0
4a. Provide non-reflective or light colored paving greater than 50% of site hardscape			
	square feet		
4b. 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	0	square feet	0.8	0
4d.	Provide non-reflective or light colored paving greater than 80% of site hardscape	0	square feet	1	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	0	landscape islands	0.3	0
6	<b>Design Option 10 - Parking Lots (Article X)</b>	0			0
6a.	Provide pedestrian path in an expanded landscaped area median with trees and a walkway in a landscaped area		landscape islands	0.3	
6b.	<b>Reduce distance between parking lot landscape islands</b> Provide no more than 10 parking spaces between landscaped areas	0	landscape islands	0.3	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	0	landscape islands	200	0.3
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	0	landscape islands	300	0.5
6e.	<b>Additional Parking Lot Landscape Islands over requirements</b> Provide additional parking lot landscape islands above requirements	0	landscape islands	0.3	0
6f.	<b>Landscape Medians</b> Provide minimum 10' wide landscape medians extending the	0	islands	0.2	0
6g.	<b>Landscape Medians</b> Provide minimum 12' wide landscape medians extending the length of a minimum 12 space parking row	0	landscape islands	0.6	0
6h.	<b>Landscape Medians</b> Provide minimum 16' wide landscape medians extending the length of a minimum 12 space parking row	0	landscape islands	0.8	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	0	trees	0.1	0

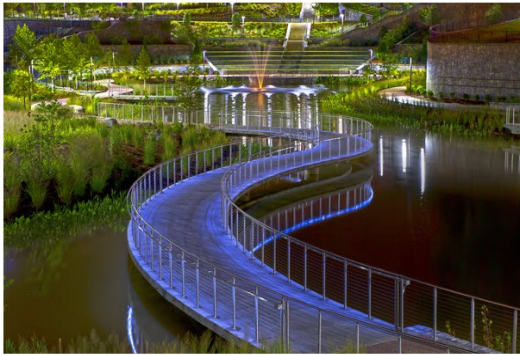





# Green Factor Scoresheet


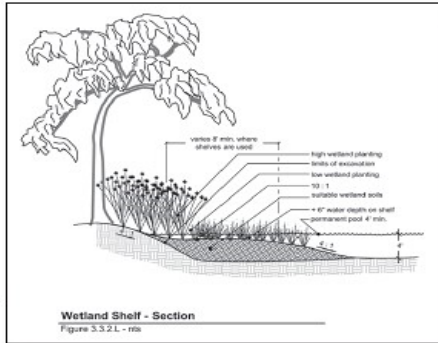
<b>7 Preserved Trees in a Parking Lot</b> Tree canopy for preservation of existing trees with trunks 6"+ DBH (Diameter at Breast Height, 4.5' above the ground) - calculated at 20 sq ft per inch diameter per Article X	<input type="text" value="0"/> <b>trees</b>	0.8	0
<b>8 Transplanting a Tree To a Parking 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>Detention- and Retention-Basins</b></p> <p>Photos: (Top) Bioretention in the side yard, Plano, TX; (Bottom) Detention-basin with walking trail and bench amenities – Shawnee Pond, Louisville, KY, <a href="https://www.olmstedparks.org/?s=lily+pond+restoration">https://www.olmstedparks.org/?s=lily+pond+restoration</a></p>			<p><b>Street Typology</b></p> <p>Mixed Use            Commercial            Residential            Industrial            Other            Parkway</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 storm-water facilities in a natural state that are 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>Location.</p> <p>1. Storm-water facilities as stated below may be located within the front, side, or rear yards, between the building and street or adjacent to public streets if the following are met:</p> <p>(a) Designed as amenity per the Detention-and Retention-Basin Design Guidelines or;</p> <p>(b) Designed as green-infrastructure (rain garden, bioswale or other green-infrastructure technique per the Drainage Design Manual, as amended.)</p>													
			<table border="1"> <tr> <td>•</td> <td>•</td> <td>•</td> <td>•</td> <td>•</td> <td>•</td> </tr> <tr> <td>•</td> <td>•</td> <td>•</td> <td>•</td> <td>•</td> <td>•</td> </tr> </table>	•	•	•	•	•	•	•	•	•	•	•
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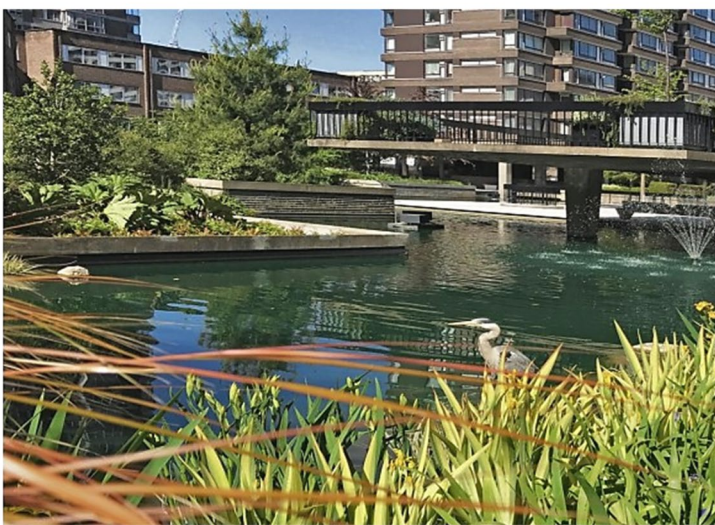
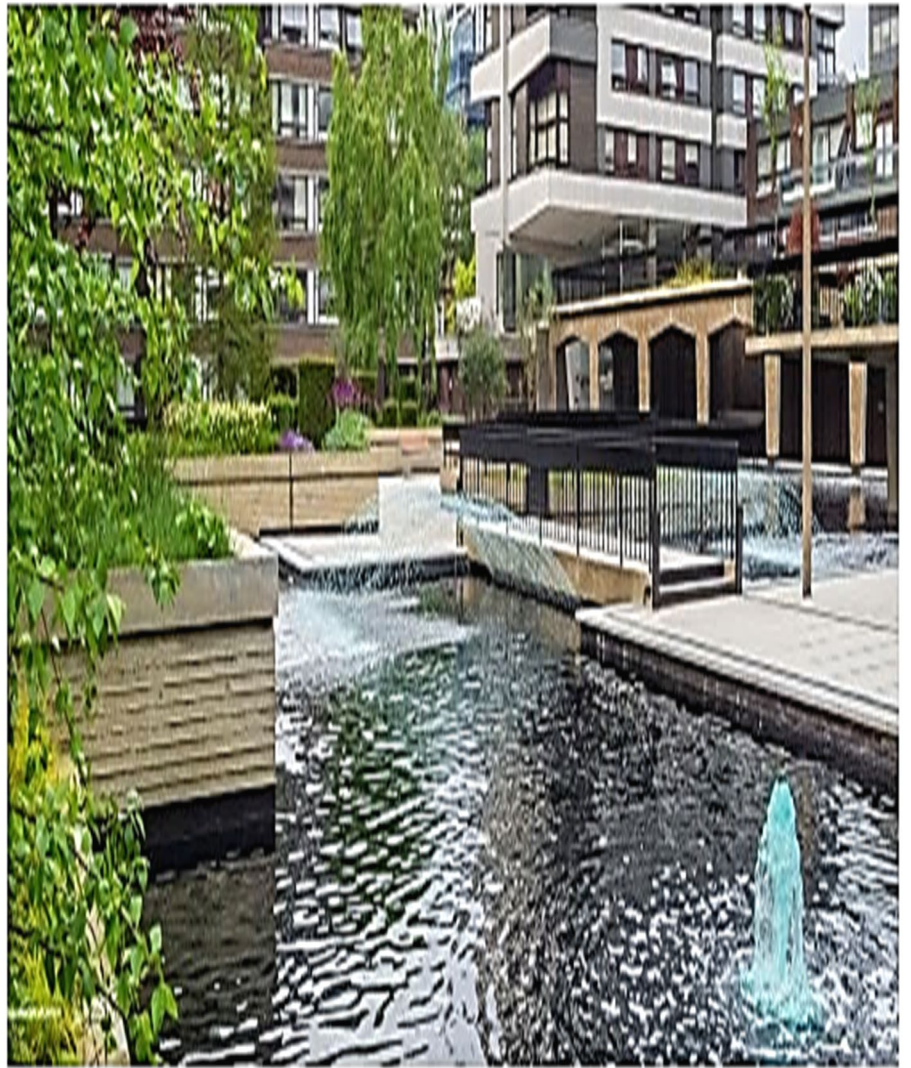
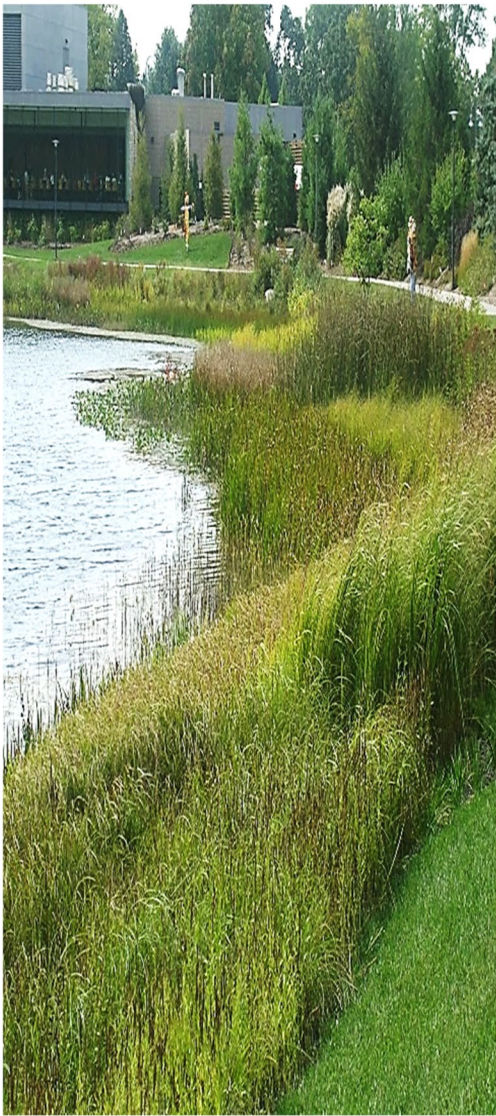
<b>Environmental.</b> In order to help achieve the goals of Comprehensive Environmental & Climate Action Plan (CECAP) and reduce the environmental impacts of increased storm-water run-off such as flooding and the heat-island effect, the City, and particularly the most vulnerable areas, should be protected.			
<b>Detention- and Retention-Basins</b>			<b>Street Typology</b>
Photos: (Top) Detention-basin as an amenity, Highlands, Arlington, TX; (Bottom) Detention-basin as an amenity with walking trail and benches - <a href="https://www.olmstedparks.org/projects/shawnee-park-gets-new-chess-tables/">https://www.olmstedparks.org/projects/shawnee-park-gets-new-chess-tables/</a>			<div style="display: flex; justify-content: space-between; width: 100%;"> <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: #008000; color: white; padding: 5px; writing-mode: vertical-rl; transform: rotate(180deg);">Parkway</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 storm-water facilities in a natural state that are 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-around;"> <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>

<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>Detention- and Retention-Basins</b>			<b>Street Typology</b>
Photos: (Top) Detention-basin as an amenity with lighting - <a href="#">Atlanta Historic Fourth Ward Park Project   ASCE</a> ; (Bottom) Detention-basin as an amenity with walking trail, benches, and lighting – Highlands, Arlington, TX			<div style="display: flex; justify-content: space-between; width: 100%;"> <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>
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 storm-water facilities in a natural state that are 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. (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: 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>

<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>Detention-and Retention-Basins</b>  Photos: (Top) Placard marker - <a href="#">Stormwater BMPs   David Brandes (lafayette.edu)</a> ; (Bottom) Safety bench around perimeter of detention-basin - <a href="#">Shawnee Park gets new chess tables - Olmsted Parks Conservancy</a> ; Definitions: <a href="https://oaa.dc.gov/sites/default/files/dc/sites/ddoe/publication/attachments/Ch3.9StormwaterPonds_0.pdf#:~:text=A%20Safety%20Bench%20is%20a%20flat%20bench%20located,maximum%20slope%20of%20the%20safety%20bench%20">https://oaa.dc.gov/sites/default/files/dc/sites/ddoe/publication/attachments/Ch3.9StormwaterPonds_0.pdf#:~:text=A%20Safety%20Bench%20is%20a%20flat%20bench%20located,maximum%20slope%20of%20the%20safety%20bench%20</a>			<b>Street Typology</b> Mixed Use Commercial Residential Industrial Other Parkway					
Intent/Purpose	Proposed Standard(s)	Examples of Urban Form Standards	Applies to new development or redevelopment 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 are 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. (c) Information markers or plaques that are durable and can withstand outdoor elements, such as metal or Lucite, placard faces, ornamental iron or metal posts, or treated wood or similar, as approved by the Director.		•	•	•	•	•	•
	Safety. 1. Detention-and retention-basins 4' or deeper must have two (2) types of safety benches: (a) Safety Bench – a flat bench located just outside the perimeter of the permanent pool to allow for maintenance access and reduce safety risks. (b) Aquatic (wetland) Bench – a shallow area just inside the perimeter of the normal pool that promotes growth of aquatic and wetland plants. 2. The safety bench shall be fifteen (15') wide with a maximum slope of 15:1 (6%).		•	•	•	•	•	•

<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>Street Typology</b>					
<b>Detention-and Retention-Basins</b>  Photo/Image: (Top) No safety bench due to gentle slopes - <a href="https://nepis.epa.gov/Exe/ZyNET.exe/P1006MDW.TXT?ZyActionD=ZyDocument&amp;Client=EPA&amp;Index=2006+Thru+2010&amp;Docs=&amp;Query=&amp;Time=&amp;EndTime=&amp;SearchMethod=1&amp;TocRestrict=n&amp;Toc=&amp;TocEntry=&amp;QField=&amp;QFieldYear=">https://nepis.epa.gov/Exe/ZyNET.exe/P1006MDW.TXT?ZyActionD=ZyDocument&amp;Client=EPA&amp;Index=2006+Thru+2010&amp;Docs=&amp;Query=&amp;Time=&amp;EndTime=&amp;SearchMethod=1&amp;TocRestrict=n&amp;Toc=&amp;TocEntry=&amp;QField=&amp;QFieldYear=</a> ; (Bottom) Aquatic (wetland) bench - <a href="#">06 GGGChapter3.pdf (coastalgadnr.org)</a>				Mixed Use	Commercial	Residential	Industrial	Other	Parkway
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 are compatible with the site and the surrounding neighborhood with designs that enhance development within the City of Dallas.	<b>Detention and Retention Basins</b> Safety. 3. The safety bench may be waived by the Director if slopes of the basin are 4:1 or gentler.		•	•	•	•	•	•	
	4. An aquatic (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><b>Wetland Shelf - Section</b> Figure 3.3.2.L - rns</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>Detention- and Retention-Basins</b>			<b>Street Typology</b>											
Photos: (Top) Detention-basin as amenity, Highlands, retail center, Arlington, TX; (Bottom) Farm-type wood fencing reflective of character of development - <a href="https://nepis.epa.gov/Exe/ZyNET.exe/P1006MDW.TXT?ZyActionD=ZyDocument&amp;Client=EPA&amp;Index=2006+Thru+2010&amp;Docs=&amp;Query=&amp;Time=&amp;EndTime=&amp;SearchMethod=1&amp;TocRestrict=n&amp;Toc=&amp;TocEntry=&amp;QField=&amp;QFieldYear=">https://nepis.epa.gov/Exe/ZyNET.exe/P1006MDW.TXT?ZyActionD=ZyDocument&amp;Client=EPA&amp;Index=2006+Thru+2010&amp;Docs=&amp;Query=&amp;Time=&amp;EndTime=&amp;SearchMethod=1&amp;TocRestrict=n&amp;Toc=&amp;TocEntry=&amp;QField=&amp;QFieldYear=</a>			<b>Mixed Use</b>	<b>Commercial</b>	<b>Residential</b>	<b>Industrial</b>	<b>Other</b>	<b>Parkway</b>						
Intent/Purpose	Proposed Standard(s)	Examples of Urban Form Standards	Applies to new development or redevelopment 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 are compatible with the site and the surrounding neighborhood with designs that enhance development within the City of Dallas.	<b>Detention and Retention Basins</b> <b>Fencing.</b> 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>						•	•	•	•	•	•



# Detention - and Retention - Basin Design Guidelines





Photo:  
[https://www.denvergov.org/files/assets/public/doti/documents/standards/pwes-008.0-aesthetically\\_enhanced\\_detention\\_and\\_water\\_quality\\_ponds.pdf](https://www.denvergov.org/files/assets/public/doti/documents/standards/pwes-008.0-aesthetically_enhanced_detention_and_water_quality_ponds.pdf)

## 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 complement 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. Add landscaping, trees and shrubs, groundcover, and turf to add interest.

## Performance - Based

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**Appropriate, coordinated, and complementary design, features, fencing, and other amenities should be used with respect to the architectural design and complementary to the building(s) on the property and the surrounding area.**

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## Natural State



Photo:  
[011\\_18\\_03\\_30\\_susdrain\\_suds\\_awards\\_woddberry\\_down\\_regeneration\\_light.pdf](https://www.denvergov.org/files/assets/public/doti/documents/standards/pwes-008.0-aesthetically_enhanced_detention_and_water_quality_ponds.pdf)



Photo: [Residents' perceptions of sustainable drainage systems as highly functional blue green infrastructure - ScienceDirect](#)

## 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 both 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 contribute to the overall aesthetics and interest of the development.

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Photo:  
[https://www.denvergov.org/files/assets/public/doti/documents/standards/pwes-008.0-aesthetically\\_enhanced\\_detention\\_and\\_water\\_quality\\_ponds.pdf](https://www.denvergov.org/files/assets/public/doti/documents/standards/pwes-008.0-aesthetically_enhanced_detention_and_water_quality_ponds.pdf)

## 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.



Photo: [Atlanta Historic Fourth Ward Park Project | ASCE](#)

## Design

High-quality, creative detention-and retention-basin designs that enhance the development and the surrounding area are strongly encouraged. Use primary design elements and architectural features of the buildings in which the detention-basins are located on the site. 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.



Photo: [031\\_31\\_05\\_20\\_the\\_water\\_gardens\\_london\\_2020\\_awards.pdf](#)  
([susdrain.org](#))

## Fencing

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

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## Fencing

Fencing that is used for safety and to demarcate a sense of separation of the natural environment from those enjoying and viewing that environment 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.



Photo: [Naturalized Detention Basins | Lake County, IL \(lakecountyil.gov\)](#)

## 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 and not as steep and dangerous in the event of an accidental fall into the pond.

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



Photo: [Natural Drainage System | Eco Friendly Community | High Point Seattle](#)



Photo: [Historic Fourth Ward Park, Phase 1 | Landscape Performance Series](#)

## Wetland Plantings

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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Photo: <https://www.olmstedparks.org/?s=lily+pond+restoration>

## 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 supplement with 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.

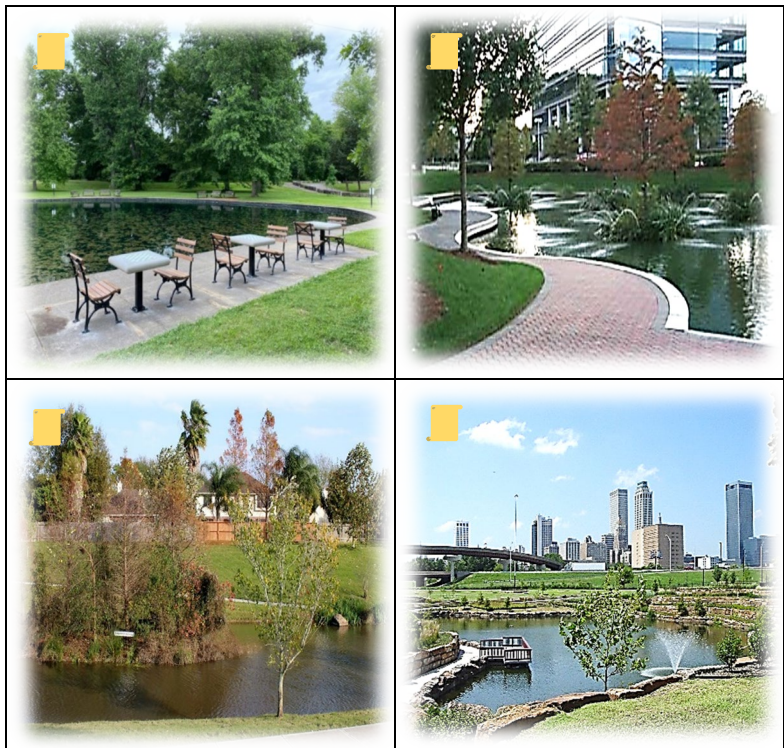


Photos: [6.2 RETROFITTING EXISTING DETENTION BASINS.pdf \(texas.gov\)](#)

## 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 complementary 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 building(s)</p>		



## PHOTO SOURCES:

### Cover

- Top Left: [Naturalized Detention Basins | Lake County, IL \(lakecountyil.gov\)](#)  
Top Right: [Atlanta Historic Fourth Ward Park Project | ASCE](#)  
Bottom Left: [031 31 05 20 the water gardens london 2020 awards.pdf \(susdrain.org\)](#)  
Bottom Right: [Historic Fourth Ward Park, Phase 1 | Landscape Performance Series](#)

### Performance Measures Photos Table

- Photo1 Left: [https://www.denvergov.org/files/assets/public/doti/documents/standards/pwes-008.0-aesthetically\\_enhanced\\_detention\\_and\\_water\\_quality\\_ponds.pdf](https://www.denvergov.org/files/assets/public/doti/documents/standards/pwes-008.0-aesthetically_enhanced_detention_and_water_quality_ponds.pdf)  
Photo 1 Right: [031 31 05 20 the water gardens london 2020 awards.pdf \(susdrain.org\)](#)  
Photo 2 Left: [Gateway Park - City of Arlington \(arlingtontx.gov\)](#)  
Photo 2 Right: [Clear Creek Basin - Historic Fourth Ward Park Conservancy \(h4wpc.org\)](#)  
Photo 3 Left & Right: [Residents' perceptions of sustainable drainage systems as highly functional blue green infrastructure - ScienceDirect](#)  
Photo 4 Left: [011 18 03 30 susdrain suds awards woodberry down regeneration light.pdf](#)  
Photo 4 Right: [https://www.denvergov.org/files/assets/public/doti/documents/standards/pwes-008.0-aesthetically\\_enhanced\\_detention\\_and\\_water\\_quality\\_ponds.pdf](https://www.denvergov.org/files/assets/public/doti/documents/standards/pwes-008.0-aesthetically_enhanced_detention_and_water_quality_ponds.pdf)  
Photo 5 Left: [Historic Fourth Ward Park, Phase 1 | Landscape Performance Series](#)  
Photo 5 Right: [Centennial Park | GUY Engineering \(guyengr.com\)](#)  
Photo 6 Left: Highlands (Retail Center), City of Arlington, Tx  
Photo 6 Right: [Historic Fourth Ward Park, Phase 1 | Landscape Performance Series](#)  
Photo 7 Left: [Atlanta Historic Fourth Ward Park Project | ASCE](#)  
Photo 7 Right: [031 31 05 20 the water gardens london 2020 awards.pdf \(susdrain.org\)](#)

### Not Acceptable (Pg. 22)

- Top Left: [Muddy Water, Surface Films, Foams and Slimes | College of Agriculture, Forestry and Life Sciences | Clemson University, South Carolina](#)  
Top Right: [Ugly-Land: Ugly Zika Virus](#)  
Bottom Left: [How A Neighborhood's 'Snake Pit' Became Its Biggest Attraction - Houston Public Media](#)  
Bottom Right: [Coastal Stormwater Supplement \(atlantaregional.org\)](#)

### Preferred (Pg. 22)

- Top Left: [Shawnee Park gets new chess tables - Olmsted Parks Conservancy](#)  
Top Right: [Stormwater-Ponds-2221- \(murfreesborotn.gov\)](#)  
Bottom Left: [How A Neighborhood's 'Snake Pit' Became Its Biggest Attraction - Houston Public Media](#)  
Bottom Right: [Centennial Park | GUY Engineering \(guyengr.com\)](#)

## PHOTO SOURCES:

### Not Acceptable (Pg. 23)

Top Left: Dallas, TX

Top Right: Walmart, Plano, TX

Bottom Left: Retail Strip Center, Plano, TX

Bottom Right: Retail Strip Center, Plano, TX

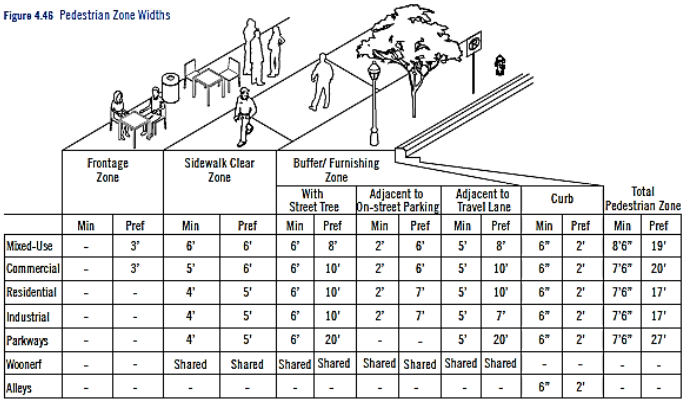
### Preferred (Pg. 23)

Top Left: Highlands, Retail Center, Arlington, TX

Top Right: [Historic Fourth Ward Park, Phase 1 | Landscape Performance Series](#)


Bottom Left: [https://www.denvergov.org/files/assets/public/doti/documents/standards/pwes-008.0-aesthetically enhanced detention and water quality ponds.pdf](https://www.denvergov.org/files/assets/public/doti/documents/standards/pwes-008.0-aesthetically_enhanced_detention_and_water_quality_ponds.pdf)


Bottom Right: [Combining urban design & SuDS \(susdrain.org\)](#)

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	ii. Provide a connection from the street level sidewalk to parking facilities and to any: (aa) 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 such public connection from the street level to the parking facility.		•	•	•	•	•	•

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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 is supportive of pedestrian, bicycle, and transit mobility and is appropriate to the roadway context.</li> </ul>	<p><b>Sidewalks</b></p> <p>(c) An easement or dedication may be required in order to meet the provisions of this section. (d) Sidewalk and sidewalk improvements including pads for DART transit stops and stations, shall be coordinated with DART.</p>		<table border="1"> <tr> <td>•</td> <td>•</td> <td>•</td> <td>•</td> <td>•</td> <td>•</td> </tr> </table>	•	•	•	•	•	•
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<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 spaces and plazas, natural areas, and other buildings.				<b>Street Typology</b>					
<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.  Photo: (Bottom) No surface parking between a building and a public street – <a href="#">A Fresh Flavor for the Texas Doughnut   Build a Better Burb</a>				Mixed Use	Commercial	Residential	Industrial	Other	Parkway
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>	<b>Surface Parking as an Accessory Use</b> Surface Parking. 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.		•	•	•	•	•	•	
	Location of Surface Parking. 1. No parking shall be allowed between a building and any public street.		•	•					

# Complete Streets Vision Map

## Legend

### Street Typology

- Commercial
- Industrial
- Mixed Use
- Parkway
- Residential





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Street Typology






<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 spaces and plazas, natural areas, and other buildings.</p>									
<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>Photo: One row of parking and a drive aisle between a building and a public street no more than 25% of street frontage – Chase bank, Arlington, TX</p>			<p><b>Street Typology</b></p> <p>Mixed Use Commercial Residential Industrial Other Parkway</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.”						
<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> </tr> </table>			•		•	•
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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.  Photo: (Top) Drive-through with no order placement pick-up, window service along side of building facing street-facing façade – Jack-in-the-Box, Arlington, TX;			<b>Street Typology</b>
			<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>
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>	<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 pick-up, 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.		<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;"></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;"></div> </div>
	2. Ingress and egress for drive-in and drive-through services may not be located along these streets.		<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;"></div> <div style="width: 20px; height: 20px; border: 1px solid black;"></div> <div style="width: 20px; height: 20px; border: 1px solid black;"></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;"></div> </div>

<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 spaces and plazas, natural areas, and other buildings.			<b>Street Typology</b>					
<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.  Photos: (Top) Pedestrian access through parking lots - <a href="https://www.craftontull.com/insights/insight_posts/view/60/five-ways-to-improve-the-common-parking-lot">https://www.craftontull.com/insights/insight_posts/view/60/five-ways-to-improve-the-common-parking-lot</a> ; (Bottom) Visually and texturally different paving crossing driveways - <a href="https://gaates.org/DOPS/p_2_1_9n1.php">https://gaates.org/DOPS/p_2_1_9n1.php</a>			Mixed Use	Commercial	Residential	Industrial	Other	Parkway
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.”					
❖ Pedestrian access links the various functions and spaces on a site with sidewalks in a coordinated system.	<b>Pedestrian Pathways</b> 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.		•	•	•	•	•	•
	2. Paving material for pedestrian pathways that cross driveways for parking facilities must use visually and texturally different paving than those used for parking spaces and automobile traffic per the Dallas Street Design Manual, as amended.		•	•	•	•	•	•

<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 spaces and plazas, natural areas, and other buildings.										
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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.”							
❖ 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.									


<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 spaces and plazas, natural areas, and other buildings.</p>								
<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>Photo: Joint access for properties on both sides along drive aisle and into the entire retail site, Arlington, TX</p>			<p><b>Street Typology</b></p> <p>Mixed Use Commercial Residential Industrial Other Parkway</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>		•	•	•	•	•	•



Urban Form.			Street Typology					
Access and Connectivity			Mixed Use	Commercial	Residential	Industrial	Other	Parkway
<p>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 spaces and plazas, natural areas, and other buildings.</p> <p>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) Continuous Sidewalks - <a href="#">Sidewalks   National Association of City Transportation Officials (nacto.org)</a>; (Bottom) Picture in picture of visually and texturally different paving for pedestrian paths and at intersections of four corners, Victoria Gardens, Monet Ave, Cucamonga, CA - <a href="#">Commercial - SWA Group</a></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.”					
Intent/Purpose	Proposed Standard(s)	Examples of Urban Form Standards						
<p>❖ 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.</p>	<p><b>Intersection Zone</b></p> <p>Sidewalks and Pedestrian Connections.</p> <p>1. Sidewalks, pedestrian paths, and crosswalks shall be continuous.</p>		•	•	•	•	•	•
	<p><b>Paving Materials.</b></p> <p>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.</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 spaces and plazas, natural areas, and other buildings.</p>								
<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>Images: (Top) Internal Vehicular Circulation Routes with pedestrian pathways, Univ. of AL- <a href="#">Building Bama – UA Capital Projects Portal   The University of Alabama</a>; (Bottom) Internal Vehicular Circulation Routes with pedestrian pathways, Walmart HQ, Bentonville, AR - <a href="https://corporate.walmart.com/newhomeoffice/step-into-the-future-with-a-virtual-tour">https://corporate.walmart.com/newhomeoffice/step-into-the-future-with-a-virtual-tour</a></p>			<b>Street Typology</b>					
			Mixed Use	Commercial	Residential	Industrial	Other	Parkway
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.”					
❖ 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><b>Internal Vehicular Circulation Routes</b></p> <p><b>Pedestrian Pathways.</b></p> <ol style="list-style-type: none"> <li>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.</li> <li>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.</li> </ol> <p><b>Parking.</b></p> <ol style="list-style-type: none"> <li>Off-Street parking and loading are prohibited between the Internal Vehicular Circulation Route and the corresponding street-facing façade line.</li> </ol>		 					
				•	•	•	•	•

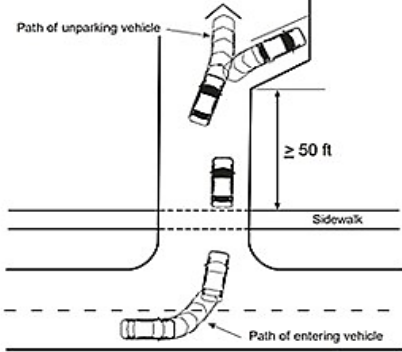
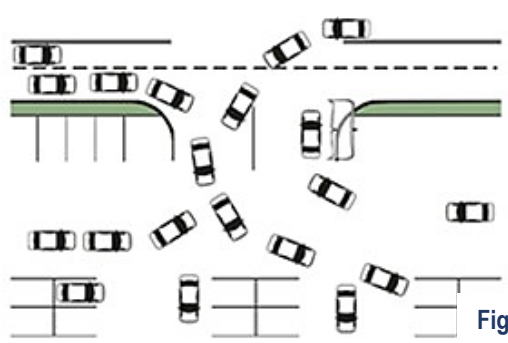
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<b>Automobile Access and Parking</b> This section focuses on the urban-design concepts that connect individual parking facilities and help knit them together into the fabric of the community.				Mixed Use	Commercial	Residential	Industrial	Other	Parkway
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-family, two-family or multiple-family dwelling.		•	•	•		•	•	




<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 spaces and plazas, natural areas, and other buildings.</p>			
<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>Photo: Shared access for retail strip center, including drive-thru restaurant, Arlington, TX</p>			<p><b>Street Typology</b></p> <p>Mixed Use Commercial Residential Industrial Other Parkway</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>Curb Cuts</b></p> <p>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.</p> <p>4. Continuous curb cuts are prohibited. Adequate spacing between curb cuts must be maintained on the same blockface (distance in feet to be determined).</p> <p>5. Sharing curb cuts between adjacent properties, such as providing cross property access easements, is encouraged, permitted, and in some instances required.</p> <p>6. Additional curb cuts for dumpster - or loading - areas only are prohibited.</p>		<p>•</p> <p>•</p> <p>•</p> <p>•</p> <p>•</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 spaces and plazas, natural areas, and other buildings.			<b>Street Typology</b>					
<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.  Photos: (Top) One new curb cut for a parking street to serve development spanning entire primary street, Arlington, TX; (Bottom) One new curb cut on a Commercial Street with an arcade between buildings, Winston-Salem, MA - <a href="#">Commercial-Development-and-Redevelopment-Design-Techniques-PDF (cityofws.org)</a>			Mixed Use	Commercial	Residential	Industrial	Other	Parkway
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> 7. In areas that pose unique challenges in developing pedestrian-friendly parking facilities, the following guidelines shall be used in designing access and circulation: A. Mixed-Use Streets. i. New curb cuts are not allowed except: (a) Lots with no other access; (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.		•					
	B. Commercial Streets. i. New curb cuts are only allowed where: (a) Lots do not front onto a Mixed-Use Street (b) Lots with no other access; (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.		•					


<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 spaces and plazas, natural areas, and other buildings.								
<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	
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 consistently 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.			•	•		•	•

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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>Mixed Use Commercial Residential Industrial Other Parkway</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>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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<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>Image: J-Swing Garage with garage not fronting primary street - <a href="https://www.coolhouseplans.com/plan-82419">https://www.coolhouseplans.com/plan-82419</a></p>			<p><b>Street Typology</b></p> <p>Mixed Use Commercial Residential Industrial Other Parkway</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>❖ 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>•</p> <p>•</p> <p>•</p> <p>•</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> <p>•</p> <p>•</p> <p>•</p> <p>•</p>

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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> Alley Access. (d) 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 where more than 75 percent of existing residential lots do not have vehicular front-entry access on the same blockface.		<table border="1"> <tr> <td>•</td> <td>•</td> <td>•</td> <td></td> <td>•</td> <td>•</td> </tr> </table>	•	•	•		•	•
	•	•	•		•	•			
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;			<table border="1"> <tr> <td>•</td> <td>•</td> <td>•</td> <td></td> <td>•</td> <td>•</td> </tr> </table>	•	•	•		•	•
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<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>Street Typology</b>					
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	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.		•	•	•		•	•

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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>Photo: Co-located driveway for duplex and garages recessed a minimum of 5' from front façade - <a href="https://www.houseplans.net/floorplans/03500818/2216-square-feet-3-bedrooms-2.5-bathrooms">https://www.houseplans.net/floorplans/03500818/2216-square-feet-3-bedrooms-2.5-bathrooms</a></p>			<p><b>Street Typology</b></p> <p>Mixed Use Commercial Residential Industrial Other Parkway</p>
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	<b>Packed Parking.</b> 1. Parking Standards of Ch. 51A-4.329. Special Parking License. Removing the following standards 3 and 4 under (c) of Packed Parking Standards: (a) The area of each packed parking space must be no less than 145 square feet. (b) An access lane that is no less than 24 feet wide must be provided through the packed parking area.			•	•	•	•	•	•
	<b>Additional Packed Parking Standard.</b> 1. If greater than double row parking is proposed, an Operational Parking Plan must be provided.			•	•	•	•	•	•


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	Required Screening. 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: (a) The street-facing façade of a structure; (b) Garage doors;		<div style="display: flex; justify-content: space-around;"> <div style="text-align: center;">•</div> <div style="text-align: center;">•</div> <div style="text-align: center;">•</div> <div style="text-align: center;">•</div> <div style="text-align: center;">•</div> <div style="text-align: center;">•</div> </div>

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	(c) Earthen berm planted with turf grass or ground cover recommended for local area use by the building official. The berm may not have a slope that exceeds one foot of height for each two feet of width;			<table border="1" style="width: 100%; height: 100%; border-collapse: collapse;"> <tr> <td style="text-align: center;">•</td> <td style="text-align: center;">•</td> <td></td> <td></td> <td></td> <td></td> </tr> </table>	•	•			
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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			<table border="1" style="width: 100%; height: 100%; border-collapse: collapse;"> <tr> <td style="text-align: center;">•</td> <td style="text-align: center;">•</td> <td></td> <td></td> <td></td> <td></td> </tr> </table>	•	•				
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	Required screening. (e) Evergreen plant material must not be taller than 30" inches;		•	•				
	(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.		•	•				


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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.  Photos: (Top) Garage doors except R and D, may not face a public street, Parkview Luxury Condos in Southlake Town Square, Southlake, TX - <a href="#">The Parkview Residences: Luxury Condominiums for Sale in Southlake Town Square (ownsouthlake.com)</a> ; (Bottom) Detached garage no closer than rear façade of dwelling - <a href="#">Winter Park # 95738   The House Plan Company</a>				Mixed Use	Commercial	Residential	Industrial	Other	Parkway
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	(i) Detached garages must be set back to the rear of the property no closer than the rear façade of the building or dwelling(s) nearest the rear of the lot.		•	•	•		•	•	

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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>Image: J-Swing Garage consistent with the architectural design of the dwelling - <a href="https://www.coolhouseplans.com/plan-82419">https://www.coolhouseplans.com/plan-82419</a></p>			<p><b>Street Typology</b></p> <p>Mixed Use Commercial Residential Industrial Other Parkway</p>
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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>Photos: (Top) Loading areas and building service areas incorporated into the design of the building - <a href="#">2.3 - Overlay Districts.   Land Development Code   Irving, TX   Municode Library</a>; Access for loading area shares driveway entrance to buildings and parking to minimize curb cuts – retail strip center, Arlington, TX</p>			<p><b>Street Typology</b></p> <table border="1"> <tr> <td>Mixed Use</td> <td>Commercial</td> <td>Residential</td> <td>Industrial</td> <td>Other</td> <td>Parkway</td> </tr> </table>	Mixed Use	Commercial	Residential	Industrial	Other	Parkway
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	•								
<p>2. Access for parking, loading, and building service areas must share the same entry to discourage multiple curb cuts and conflict points with pedestrians and allow for more active uses along the building’s edge.</p>			<table border="1"> <tr> <td>•</td> <td>•</td> <td>•</td> <td>•</td> <td>•</td> <td>•</td> </tr> </table>	•	•	•	•	•	•
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	5. Loading and building service areas must be located behind the front façade or plane of the main building facing any street, or pedestrian access or passage, except as stated above.		•	•	•		•		

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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.  Photo: Dumpster screened on three sides complementary to building with metal gates, Panda Express, Arlington, TX			Mixed Use	Commercial	Residential	Industrial	Other	Parkway
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	6. Dumpster or trash facilities that are not incorporated into the building design, shall be screened on 3 sides by a minimum 8' solid enclosure consistent with the principal building on a site.  7. Dumpsters or trash facilities shall be screened with solid gates a minimum of 1' above the height of the dumpster or trash facility where the dumpster or trash facilities will be accessed for trash removal and maintenance.		•	•	•		•	•
	8. Utility Cabinets that are not incorporated into the building design, and are required due to utility service to be within front or side yards or adjacent to public streets, pedestrian access or residential, shall be screened on 3 sides by: (a) solid evergreen, landscaping a minimum of 1' in height above the utility cabinet;		•	•	•		•	•


<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 spaces and plazas, natural areas, and other buildings.			
<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
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;</li> <li>❖ Exercising a reasonable degree of control over site development and location of off-street parking 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> <li>❖ Parking/loading and other building service areas should be incorporated into the overall design of the building and landscaping so that visual-and acoustic-impacts of these functions are contained and out of view from adjacent properties and public streets.</li> </ul>	<b>Parking Facilities</b> Parking/Loading and Building Services Additional Standards. (b) The fourth side that is required to be open for access for service of utilities, may be either: <ul style="list-style-type: none"> <li>i. Painted with a non-reflective paint, that is in earth tones and compatible to that of the principal building and/or that blends into the background, as coordinated by the utility provider.</li> </ul>		<ul style="list-style-type: none"> <li>•</li><li>•</li><li>•</li><li>•</li><li>•</li><li>•</li> </ul>
		<ul style="list-style-type: none"> <li>ii. Painted with artwork that is reflective of the district or blockface in which it is located and approved by the Director.</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>Photo: Highlighting and style of lights. Other features, include fully automated parking garage, sustainable materials made of recycled grocery bags and roof-mounted photovoltaic solar panels and drought-tolerant landscaping – municipal parking garage, West Hollywood, CA - <a href="#">West Hollywood Debuts Automated Parking Garage Designed by LPA Inc. (prweb.com)</a></p>			<p><b>Street Typology</b></p> <p>Mixed Use Commercial Residential Industrial Other Parkway</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.”					
<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 that focuses on pedestrian accommodation, safety, shade, and site furnishings;</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>Parking Facilities</b></p> <p>Lighting of Parking Facilities.</p> <ol style="list-style-type: none"> <li>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.</li> </ol>		<ul style="list-style-type: none"> <li>•</li> </ul>	<ul style="list-style-type: none"> <li>•</li> </ul>				
	<ol style="list-style-type: none"> <li>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.</li> </ol>		<ul style="list-style-type: none"> <li>•</li> </ul>	<ul style="list-style-type: none"> <li>•</li> </ul>				


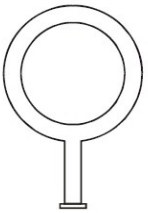
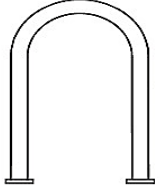
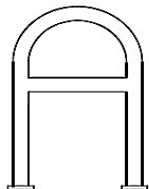
<b>Urban Form.</b> This section focuses on the urban-design concepts that connect individual parking facilities and help knit them together into the fabric of the community. These concepts include the basic arrangement of pedestrian access from parking facilities to streets and lots, open spaces and plazas, natural areas, and other buildings.										
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	4. Security Lighting. (a) Any exterior lighting device (luminaire) designed for security lighting shall be protected by weather- and vandal-resistant covering and directed down to minimize glare and intrusiveness.		•	•	•	•	•	•		


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	(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.)		•	•	•	•	•	•		

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	(e) The sign must be posted adjacent to the public street and be easily visible from the street.		<ul style="list-style-type: none"> <li>•</li> <li>•</li> <li>•</li> <li>•</li> <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>Photo: Exterior lighting integrated and orchestrated into design and layers of lighting used to enhance architecture for nighttime economy, Summit V, Aliso Viejo, CA - <a href="http://Summit V - IPD : IPD (ipd-global.com)">Summit V - IPD : IPD (ipd-global.com)</a></p>			<p><b>Street Typology</b></p> <p>Mixed Use Commercial Residential Industrial Other Parkway</p>
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<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.  Photo: Bicycle Locker – (Top L) <a href="#">Metro Bike and Ride Facilities   WMATA</a> ; (Top Right and Bottom) Bicycle racks - <a href="#">Lesson 17 - Federal Highway Administration University Course on Bicycle and Pedestrian Transportation, July 2006 - FHWA-HRT-05-117 (dot.gov)</a>				Mixed Use	Commercial	Residential	Industrial	Other	Parkway
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>Parking Facilities (Bicycle 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 bicycles 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 2 bikes</p>  <p>“A” One rack element supports 2 bikes</p>							

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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>Photo: Post and Loop bicycle rack - <a href="https://www.nashvillemta.org/PDF/WeGoGuidelines021919.pdf">https://www.nashvillemta.org/PDF/WeGoGuidelines021919.pdf</a></p>			<p><b>Street Typology</b></p> <p>Mixed Use Commercial Residential Industrial Other Parkway</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.”
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Excerpt from Association of Pedestrian and Bicycle Professionals; courtesy of Jessica Scott, AICP, LCI, City of Dallas

## RACK MATERIALS & COATINGS

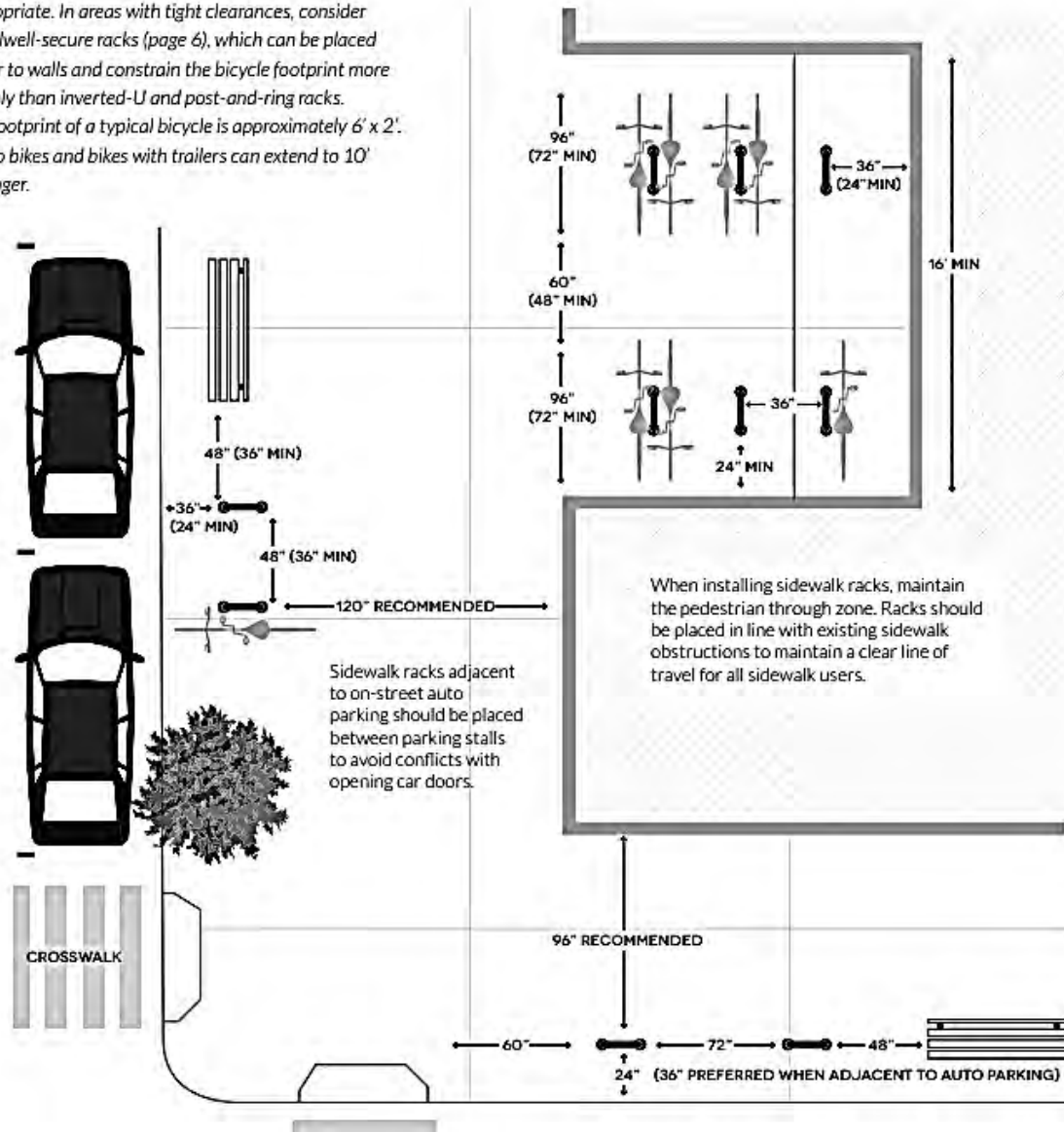
Most bicycle parking racks are made of carbon steel or stainless steel. Carbon steel requires a surface coating to resist rust while appropriate grades of stainless steel need no coating. Not all materials and coatings with the same name perform equally. Square tubing provides a security advantage as 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>Photo: L2 vehicle charger - <a href="https://pluginamerica.org/understanding-electric-vehicle-charging/">https://pluginamerica.org/understanding-electric-vehicle-charging/</a></p>			<p><b>Street Typology</b></p> <p>Mixed Use Commercial Residential Industrial Other Parkway</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>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> <li>❖ Appropriate facilities and infrastructure are provided for multiple modes of transit (auto, bike, ride-share) are transitioning to electric.</li> </ul>	<p><b>Parking Facilities</b></p> <p>Electric Vehicle Supply Equipment (EVSE).</p> <p>1. The following design standards apply to electric vehicle parking and electric supply equipment (EVSE) where it is provided for the use of the general, public.</p> <p>(a) No charging devices may be placed within pedestrian pathways, sidewalks, or required landscaping.</p> <p>(b) Cords, cables, and connector equipment shall not extend across the path of travel in any sidewalk or walkway.</p> <p>(c) When cords and connectors are not in use, retraction devices or locations for storage shall be located sufficiently away from landscaping areas and plantings so as to reduce damage to such areas and plantings.</p>		<p>•</p> <p>•</p> <p>•</p> <p>•</p> <p>•</p> <p>•</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.		•	•	•	•	•	•


<p><b>Urban Form.</b> 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 spaces and plazas, natural areas, and other buildings.</p>			
<p><b>Automobile Access and Parking</b> This section focuses on the urban-design concepts that connect individual parking structures and help knit them together into the fabric of the community.</p> <p>Photos: (Top and Bottom) Fashion Island Parking Structure compatible with similar texture, color and transparency with buildings on the same blockface, Newport Beach, CA - <a href="#">PORTFOLIO - IPD : IPD (ipd-global.com)</a></p>			<p><b>Street Typology</b></p> <p>Mixed Use Commercial Residential Industrial Other Parkway</p>
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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>❖ 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>Parking Structure Compatibility.</p> <p>1. Parking structures must be compatible with buildings within the same block face and the block face across the street in all districts where allowed.</p>		<p>• • • • •</p>
	<p>2. A commercial parking garage as the principal building on a site will be considered compatible if:</p> <p>(a) It is designed in conformance with the character and design of the buildings within the same block face and the block face across the street with similar texture, color, and transparency.</p>		


<p><b>Urban Form.</b> 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 spaces and plazas, natural areas, and other buildings.</p>			
<p><b>Automobile Access and Parking</b> This section focuses on the urban-design concepts that connect individual parking structures and help knit them together into the fabric of the community.</p> <p>Photos: (Top) Todos Santos parking structure screened on all levels, Concord, CA - <a href="#">Public Sector Archives - IPD : IPD (ipd-global.com)</a>; (Bottom) California Baptist University East parking structure screened on ground-level on all sides, Riverside, CA - <a href="#">California Baptist University East Parking Structure - IPD : IPD (ipd-global.com)</a></p>			<p><b>Street Typology</b></p> <p>Mixed Use Commercial Residential Industrial Other Parkway</p>
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	<p>(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.</p>		
		 	




<b>Urban Form.</b> 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 spaces and plazas, natural areas, and other buildings.								
<b>Automobile Access and Parking</b> This section focuses on the urban-design concepts that connect individual parking structures and help knit them together into the fabric of the community.			<b>Street Typology</b>					
			<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>					
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>❖ 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>	<b>Parking Structures as a Main Use (Commercial Parking Garages)</b>							
	Parking Structure Compatibility. (d) Interior parking garage lighting does not produce glare 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.							


<b>Urban Form.</b> 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 spaces and plazas, natural areas, and other buildings.			<b>Street Typology</b>					
<b>Automobile Access and Parking</b> This section focuses on the urban-design concepts that connect individual parking structures and help knit them together into the fabric of the community.  Photos: (Top and Bottom) Parking areas, loading, vehicular circulation and structured parking to rear of building and not fronting a public street - <a href="http://Parking Consulting - IPD : IPD (ipd-global.com)">Parking Consulting - IPD : IPD (ipd-global.com)</a>			Mixed Use	Commercial	Residential	Industrial	Other	Parkway
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>❖ 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>❖ Improving the visual and urban design relationships between existing and future buildings, parking garages, open spaces, and public improvements.</li> </ul>	<b>Parking Structures as an Accessory Use (Commercial Parking Garages)</b> 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.		•	•	•		•	•
	(c) Parking structures shall not be located along the street frontage of a street-facing façade.		•	•				


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<p><b>Automobile Access and Parking</b> This section focuses on the urban-design concepts that connect individual parking structures and help knit them together into the fabric of the community.</p> <p>Photo: Parking structure entrance and exit located in rear and not along street - California Baptist University East parking structure, Riverside, CA - <a href="#">California Baptist University East Parking Structure - IPD : IPD (ipd-global.com)</a></p>			<p><b>Street Typology</b></p> <p>Mixed Use Commercial Residential Industrial Other Parkway</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.”
<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 an Accessory Use (Commercial Parking Garages)</b></p> <p>(d) Parking structure entrance and exits shall not be located along Mixed-Use Streets and Commercial Streets.</p>		
			

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<p><b>Automobile Access and Parking</b> This section focuses on the urban-design concepts that connect individual parking structures and help knit them together into the fabric of the community.</p> <p>Photo: Parking garage with at least 70 percent frontage with active uses – <a href="#">Six-story structure combines a parking garage with street-level retail   Building Design + Construction (bdcnetwork.com)</a>;</p>			<p><b>Street Typology</b></p> <p>Mixed Use Commercial Residential Industrial Other Parkway</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.”
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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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<p><b>Automobile Access and Parking</b> This section focuses on the urban-design concepts that connect individual parking structures and help knit them together into the fabric of the community.</p> <p>Photo: Parking structure not lined or wrapped with active uses not facing a public street or adjacent to open space that is publicly accessible - California Baptist University East parking structure, Riverside, CA - <a href="http://california-baptist-university-east-parking-structure-ipd-ipd.com">California Baptist University East Parking Structure - IPD : IPD (ipd-global.com)</a></p>			<p><b>Street Typology</b></p> <p>Mixed Use Commercial Residential Industrial Other Parkway</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.”
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<p><b>Automobile Access and Parking</b> This section focuses on the urban-design concepts that connect individual parking structures and help knit them together into the fabric of the community.</p> <p>Photo: Parking garage meeting the criteria for blank-façade walls – <a href="#">A Fresh Flavor for the Texas Doughnut   Build a Better Burb</a></p>			<p><b>Street Typology</b></p> <p>Mixed Use Commercial Residential Industrial Other Parkway</p>						
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<p><b>Automobile Access and Parking</b> This section focuses on the urban-design concepts that connect individual parking structures and help knit them together into the fabric of the community.</p> <p>Photos: (Top) Village at San Antonio Center Blocks 1&amp;2 and 5&amp;6, Mountain View, CA - <a href="#">Village at San Antonio Center Blocks 1 &amp; 2 and 5 &amp; 6 - IPD : IPD (ipd-global.com)</a> ; (Bottom) Palo Alto Medical Foundation Fremont Center, Fremont, CA - <a href="https://www.ipd-global.com/portfolio/palo-alto-medical-foundation-fremont-center-parking-structure/">https://www.ipd-global.com/portfolio/palo-alto-medical-foundation-fremont-center-parking-structure/</a></p>			<p><b>Street Typology</b></p> <p>Mixed Use Commercial Residential Industrial Other Parkway</p>						
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	•	•		•	•	•	•		
<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><b>Automobile Access and Parking</b> This section focuses on the urban-design concepts that connect individual parking structures and help knit them together into the fabric of the community.</p> <p>Photo: Parking garage with no vehicular ingress and egress along mixed-use streets – <a href="#">A Fresh Flavor for the Texas Doughnut   Build a Better Burb</a></p>			<p><b>Street Typology</b></p> <p>Mixed Use Commercial Residential Industrial Other Parkway</p>
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			<ul style="list-style-type: none"> <li>•</li> </ul>

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<b>Automobile Access and Parking</b> This section focuses on the urban-design concepts that connect individual parking structures and help knit them together into the fabric of the community.  Photos: (Top) Minimum of 30% of street-facing façade transparent - <a href="#">Six-story structure combines a parking garage with street-level retail   Building Design + Construction (bdcnetwork.com)</a> ; Minimum 60% of street-facing façade along Mixed-Use streets transparent - <a href="#">Parking Consulting - IPD : IPD (ipd-global.com)</a>			<b>Street Typology</b>	
Intent/Purpose	Proposed Standard(s)	Examples of Urban Form Standards	<div style="display: flex; justify-content: space-between; width: 100%;"> <div style="writing-mode: vertical-rl; transform: rotate(180deg);">Mixed Use</div> <div style="writing-mode: vertical-rl; transform: rotate(180deg);">Commercial</div> <div style="writing-mode: vertical-rl; transform: rotate(180deg);">Residential</div> <div style="writing-mode: vertical-rl; transform: rotate(180deg);">Industrial</div> <div style="writing-mode: vertical-rl; transform: rotate(180deg);">Other</div> <div style="writing-mode: vertical-rl; transform: rotate(180deg);">Parkway</div> </div>	
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	Transparency. 1. A minimum of 30% of the street-level, street-facing façade must be transparent.		<ul style="list-style-type: none"> <li>•</li> <li>•</li> </ul>	
	2. A minimum of 60% of the street-level, street-facing façade along Mixed-Use Streets must be transparent.		<ul style="list-style-type: none"> <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 structures and help knit them together into the fabric of the community.</p> <p>Photo: Low reflective glass - municipal parking garage, West Hollywood, CA - <a href="http://www.prweb.com">West Hollywood Debuts Automated Parking Garage Designed by LPA Inc. (prweb.com)</a></p>			<p><b>Street Typology</b></p> <p>Mixed Use Commercial Residential Industrial Other Parkway</p>
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					Mixed Use	Commercial	Residential	Industrial	Other	Parkway
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>❖ 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>Roof-mounted Mechanical Equipment.</p> <p>1. Roof-mounted mechanical equipment, including solar panels, shall be screened from view with a parapet wall or with the building design.</p>									
			•	•	•	•	•	•	•	

<b>Urban Form.</b> 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 spaces and plazas, natural areas, and other buildings.								
<b>Automobile Access and Parking</b> This section focuses on the urban-design concepts that connect individual parking structures and help knit them together into the fabric of the community.  Photos: (Top) 10' landscaped buffer around base of parking structure - <a href="#">Part II - UNIFIED DEVELOPMENT CODE   Land Development Code   Irving, TX   Municode Library</a> ; (Bottom) Scripps Memorial Hospital parking structure, LaJolla, CA - <a href="https://www.ipd-global.com/class/healthcare/">https://www.ipd-global.com/class/healthcare/</a>			<b>Street Typology</b>					
Intent/Purpose	Proposed Standard(s)	Examples of Urban Form Standards	<div style="display: flex; justify-content: space-between; width: 100%;"> <div style="width: 15%; background-color: #808080; color: white; text-align: center; padding: 5px;">Mixed Use</div> <div style="width: 15%; background-color: #ff0000; color: white; text-align: center; padding: 5px;">Commercial</div> <div style="width: 15%; background-color: #0000ff; color: white; text-align: center; padding: 5px;">Residential</div> <div style="width: 15%; background-color: #800080; color: white; text-align: center; padding: 5px;">Industrial</div> <div style="width: 15%; background-color: #000000; color: white; text-align: center; padding: 5px;">Other</div> <div style="width: 15%; background-color: #008000; color: white; text-align: center; padding: 5px;">Parkway</div> </div>					
<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>	<b>Parking Structures as a Main Use (Commercial Parking Garages)</b>							
	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.		•	•	•	•	•	•