
Sec. 7.18 – COMMERCIAL AND INDUSTRIAL LAYOUT AND SITE PLANNING

- 1) **APPLICABILITY.** All commercial and industrial developments shall meet or exceed the requirements of this section, in addition to all other applicable development standards established by this Ordinance.
- 2) **SITE LAYOUT**
 - a) Site planning which encourages compatibility between the site and the buildings and between all buildings on the site is encouraged. Where natural or existing topographic patterns contribute to a development, they shall be preserved and integrated. Modification to topography shall be permitted where it contributes to the overall development.
 - b) The orientation of buildings shall promote interaction with the street or city road and provide a pedestrian friendly environment. All primary and outparcel site buildings shall be arranged so that they complement existing development. The buildings shall frame a corner or enclose a “main street” type corridor. Buildings on islands surrounded by parking should be avoided.
 - c) Newly installed infrastructure and service revisions necessitated by exterior alterations shall be underground. To the extent possible, all existing overhead utilities shall be relocated underground.
- 3) **ACCESS.** Major and minor arterials and major collector streets must have reasonable restrictions as to the numbers and location of access points. To provide safe and sufficient traffic movement to and from adjacent lands:
 - a) Frontage roads, access roads, and other internal drives shall be constructed to create a hierarchy of roads for safe on-site circulation. These internal drives shall provide pedestrian access and landscaping.
 - b) Shared access shall be coordinated with contiguous lots. Access at the side or rear of buildings is encouraged.
 - c) New access points onto the major and minor arterials shall be coordinated with existing access points whenever possible and approved by the City Engineer.
 - d) Cross-access easements shall be required between adjacent compatible developments.
 - i) All curb cuts shall meet horizontal and vertical sight distance requirements as set forth in *Chapter 34 Subdivisions* of the City of Dallas Code of Ordinances. The distance from the centerline of the driveway entrance to the centerline of the nearest street intersection shall not be less than 150 linear feet.
 - ii) Opposing curb cuts shall align squarely or be offset no less than one-hundred twenty-five (125) feet.
 - iii) Stub Streets shall be built in all cases where adjacent lots have reasonable potential for development.
 - e) Entry Drive. The commercial entry drive should be appropriate to the size of the development, incorporate signage, lighting, street trees, landscaping and set the tone for the development.

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- f) No buildings or paved areas (other than access drives) may be located closer than fifty (50) feet to any area used or zoned for residential purposes.
 - 4) CART CORRALS. Cart corrals for developments over fifty-thousand (50,000) square feet shall be curbed, and may be landscaped and covered.
 - 5) PEDESTRIAN FACILITIES.
 - a) A connection shall be established from abutting streets with sidewalks to the entrance of primary structures through the use of sidewalks and special demarcation.
 - b) Pedestrian areas in parking lots or across interior drives shall be demarcated with special paving, color or height change, or striping for increased safety.
 - c) Sidewalks shall be a minimum of six (6) feet wide and shall connect the commercial areas to adjacent residential, office and recreational uses.
 - d) Sidewalks in Industrial Districts shall be required on at least one (1) side of each street.
 - e) Sidewalks adjacent to customer entries shall be a minimum of eight (8) feet wide.
 - 6) ELECTRIC VEHICLE CHARGING STATIONS. Electric Vehicle Charging Stations shall be required as provided in Section 8.30 *Electric Charging Stations*.