

Memorandum



CITY OF DALLAS

DATE May 30, 2025

TO Public Memo

SUBJECT **Parking Reform Development Code Amendment Summary**

With the approval of the Parking Reform Development Code Amendment on May 14, the new parking ratios and regulations will apply to the entire Development Code contained in Chapters 51, 51A, 51P, Article XIII: form-based code, and planned development districts where applicable. I have provided a summary of the approved changes below.

| Topic | Minimum Ratio Requirements | New Parking Ratio Regulations |
|--|---------------------------------|--|
| TOD & Downtown | <i>Removed</i> | No minimums for any use within: <ul style="list-style-type: none">- 1/2 mile of light rail and streetcar stations <u>(GIS layer created to indicate all TODs in the city; determination will be provided for properties partially covered by TOD)</u> CA (downtown) districts. |
| Any Local, State, and Federal Designated Historic Buildings and Sites | <i>Removed</i> | No minimums for any use. |
| Single-family & Duplex | <i>Reduced and Standardized</i> | Minimum 1 space per dwelling unit in R, D, TH zonings. No minimums elsewhere. |
| Multifamily (parking) | <i>Reduced and Removed</i> | Tiered parking ratio: <ul style="list-style-type: none">- Developments 200 dwelling units or more: Minimum 1 space per dwelling unit.- Developments between 21 and 199 dwelling units: Minimum 1/2 space per dwelling unit.- Developments 20 dwelling units and less: No minimum parking required. Tiered guest parking requirement clearly marked at the entrance: <ul style="list-style-type: none">- Developments 100 dwelling units and more: 15% of the required must be reserved for guests.- Developments between 21 and 99 dwelling units: 10% of the required must be reserved for guests. |

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| Multifamily (loading and short-term parking) | <i>Added</i> | For any multifamily development: areas for anticipated loading and short-term drop-off and pick-up, and relevant building components such as freight elevator and components must be identified at permitting. For developments 150 dwelling units or more: Minimum 1 loading space of medium size. |
| Mixed Income Housing Density Bonus for Qualifying Developments | <i>Removed</i> | No minimum parking required when providing mixed income units. |
| Office and Retail and Personal Service Uses (except for the three listed below) | <i>Removed</i> | No minimum parking required. |
| Bars and Alcohol Establishments | <i>Reduced and Removed</i> | No minimums for buildings 2,500 sf. or less. For buildings over 2,500 sf.: Minimum 1 space per 200 sf. of floor area. |
| Restaurants | <i>Reduced and Removed</i> | No minimums for the first 2,500 sf. of building. For buildings over 2,500 sf.: Minimum 1 space per 200 sf. of floor area for area above 2,500 sf. |
| Commercial Amusement Inside and Outside (bowling alleys, dance halls, etc.) | <i>Reduced and Standardized</i> | Minimum 1 space per 200 sf. of floor area. |
| Commercial Service and Business | <i>Removed and Geography-limited with simplified ratio</i> | When contiguous with single-family uses in R zoning: <ul style="list-style-type: none"> - 1/500 sf. for all uses. - 1/600 sf. for job or lithographic printing. - 1/1,000 sf. for machinery, heavy equipment, or truck sales and service. No minimums elsewhere. |
| Industrial | <i>Removed and Geography-limited</i> | No minimums except when contiguous with single-family uses in R zoning. (No changes apply when contiguous with single-family uses in R zoning.) |

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| Places of Worship | <i>Removed and Size-limited</i> | No minimums for places of worship 20,000 sf. or less of floor area. (No changes apply for places of worship 20,000 sf. or more.) |
| Schools All Types | <i>Removed and Retain</i> | No minimums for all school types and levels except senior high school. (No changes apply for senior high school) |
| Existing MD-1 Overlay (Greenville Avenue area) | <i>Retain in geography-limited</i> | Properties subject to the MD-1 Modified Delta Overlay will keep minimums for currently allowed uses as per the current CR zoning. No exemptions are applicable to this area. List of 29 land uses that will maintain the current parking ratios: <ul style="list-style-type: none"> - Catering service, Electronics service center, Church, Hotel or motel, Auto service center, Alcoholic beverage establishments, Commercial amusement (inside) and (outside), Convenience store with drive-through, Dry cleaning or laundry store, Furniture store, General merchandise or food store 3,500 square feet or less, General merchandise or food store greater than 3,500 square feet, Liquor store, Mortuary, funeral home, or commercial wedding chapel, Motor vehicle fueling station, Nursery, garden shop, or plant sales, Paraphernalia shop, Pawn shop, Personal service use, Restaurant with and without drive-in or drive-through service, Swap or buy shop, Temporary retail use, Theater, Vehicle display, sales, and service, Financial institution with and without drive-in window, Medical clinic or ambulatory surgical center, Office. |

Other: Applicable citywide

| Design Standards – Selected Summary |
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| <ul style="list-style-type: none"> • Requiring pedestrian paths through large parking lots. • Requiring tree protection for parking lots. • Prohibiting surface water drainage across sidewalk surfaces. • Simplified loading standards and allow shared loading. • Allowing parking lot entrances on any alley for any use. • For residential uses, no additional setback for parking garage when accessed from alley; but maintain required additional setback from parking garage when facing a public street. • Bike parking changed: bigger ratio and new design and location standards. |

Design Standards – Selected Summary

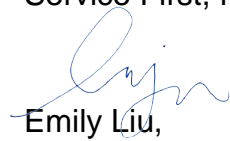
- For new non-residential developments that provide no parking on-site: required ADA accessible parking space within 200 feet from the accessible door.
- Administrative parking reductions: up to 50% for qualifying requests.
- Increase the allowable remote parking distance to 900 feet.

Additionally, the City Council added a provision that requires a briefing every two years on the results of the Parking Reform starting in January 2027 and recommend changes, as needed.

Since the approval of Parking Reform, projects already in the permitting pipeline are now benefiting from a more streamlined review process, with greater flexibility to adjust required parking based on the updated regulations. We are also receiving inquiries about previous projects and termination of existing parking agreements. Staff continues to provide consultations for these cases.

The final ordinance will be posted on both the City and the [Parking Reform website](#). If you have any questions, please contact me at yu.liu@dallas.gov.

Service First, Now!



Emily Liu,
Director
Planning and Development Department