

FILE NUMBER: DCA190-002 (MTW)

DATE INITIATED: October 3, 2019

TOPIC: Amendment to the Dallas Development Code regarding off-street parking and loading requirements, including off-street parking management strategies and design of parking lots and bicycle spaces.

COUNCIL DISTRICT: All

CENSUS TRACTS: All

PROPOSAL: Consideration of amending Chapters 51 and 51A of the Dallas City Code regarding off-street parking and loading requirements, including Sections 51A-1.102 and 51A-1.101, "Applicability and Purpose"; Section 51A-2.102 and 51-2.102, "Definitions"; Division 51A-4.110, "Residential Zoning Districts"; Division 51A-4.120, "Nonresidential Zoning Districts"; Division 51A-4.200 and 51-4.200, "Use Regulations"; Division 51A-4.300, "Off-Street Parking and Loading Regulations"; Division 51A-4.320, "Special Parking Regulations"; Division 51A-4.330, "Bicycle Parking Regulations"; Section 51A-4.505, "Conservation Districts"; Section 51A-4.702, "Planned Development (PD) District Regulations"; Division 51A-4.800 and 51-4.800, "Development Impact Review"; Section 51A-4.1106, "Development Regulations" and 51A-4.1107, "Design Standards"; Division 51A-13.300, "District Regulations"; Division 51A-13.400, "Parking Regulations"; Division 51A-13.700, "Administration", and related sections regarding minimum off-street parking and loading requirements, including establishing a Transportation Demand Management Plan and off-street parking design standards.

SUMMARY: Shifting focus from the quantity of required off-street parking spaces to quality and location of off-street parking areas will align the Dallas Development Code with adopted citywide transportation, environmental, and land use policies by reducing priority of single-occupant vehicle trips and increasing opportunity for housing, business activity, and multi-modal transportation options. A Transportation Demand Management Plan will apply to qualifying development projects. Additional design standards will ensure new parking lots support a walkable environment.

ZOAC RECOMMENDATION: Approval of ZOAC's recommended amendments.

STAFF RECOMMENDATION: Approval of staff's recommended amendments.

PRIOR CPC ACTION: On December 5, 2024, and January 16, February 13, and March 4, 2025, the City Plan Commission moved to hold this code amendment under advisement until March 20, 2025.

CODE AMENDMENT PROJECT WEBPAGE:

<https://dallascityhall.com/departments/pnv/Pages/parking-code-amendment.aspx>

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1. Background

On March 3, 2025, the City Plan Commission (“CPC”) discussed the DCA190-002 Off-Street Parking & Loading Code Amendment. The subject had previously been brought to CPC on November 21, 2024, December 5, 2024, January 16, 2025, and February 13, 2025.

This code amendment was initiated on October 3, 2019. The Zoning Ordinance Advisory Committee (“ZOAC”) had recommended removing all minimum parking requirements for land uses citywide, updating parking design requirements, and establishing a Transportation Demand Management Plan review requirement for qualifying developments. This closely reflected staff’s recommendation to ZOAC.

On February 13, a motion was made to approve the ZOAC recommendation. The CPC then took record votes on specific amendments to ZOAC’s recommendation on February 13 and March 4. In total, 31 motions were made, and CPC voted to hold the public hearing open until March 4, 2025 to consider the complete amended proposal.

2. CPC Amendments to ZOAC’s Recommendation

Overall notes:

- This CPC proposal is an amendment to the ZOAC recommendation of zero parking minimums citywide. Unless a parking minimum is discussed below, it is still proposed to be deleted.
- § 4.100 lists the ½-mile buffer around TOD in each district description, and directs readers to § 4.200 for parking minimums by land use.
- § 4.300 still holds the general parking regulations, and has new provisions in § 4.301(a)(2)(A) and (B) which summarize clearly which land uses have parking minimums and in which districts or geographies. A summary table of parking minimums by land use has also been introduced into § 4.300 for convenience. Because our code is structured so that § 4.200 authoritatively states the parking minimums, this table “summarizes” those minimums in § 4.200. The reader is referred to § 4.200 for more information on long or nuanced parking minimums.

February 13 Motions

1. **Housewright.** Keep parking requirements for R, D, and TH uses, and reduce minimums to one space per dwelling unit. **PASSES.**
Implementation: Land uses in 51A-4.209 keep updated minimums
2. **Forsyth.** For multifamily, require one-half space per dwelling unit. **PASSES.**
Implementation: Land use in 51A-4.209(b)(5) keeps updated minimums
3. **Kingston.** Require 0.25 guest parking space per dwelling unit that must be accessible to visitors (outside a fence/gate) and clearly marked at the driveway

entrance or walking gate. **PASSES.**

Implementation: See motions #21 and #22, which replace this motion.

4. **Sleeper.** For multifamily uses of 150 or more dwelling units, one off-street loading space of adequate size to accommodate a typical moving van/delivery van is required and must be located outside of a fence/gate. Additionally, for all multifamily uses, the following must be identified at the time of permitting:
 - areas of anticipated loading and unloading;
 - relevant building components used for loading and unloading such as freight elevators and freight entrances; and
 - areas designated for short-term pick-up and drop-off. **PASSES.**

Implementation: Introduced to multifamily land use in 51A-4.209(b)(5).

March 4 Motions

5. **Housewright.** Keep parking requirements for bar, lounge, or tavern uses and restaurants, but reduce the requirement to one space per 200 square feet of floor area. **PASSES.**

Implementation: Land uses in 51A-4.210 keep updated minimums.

- **(Hampton.** Keep bar, lounge, or tavern uses at one space to 100 square feet, but for restaurants reduce the requirement to one space per 200 square feet of floor area. **FAILS.)**

6. **Housewright.** Parking requirements only apply to alcoholic beverage establishment and restaurants greater than 2,500 square feet. **PASSES.**

Implementation: Introduced into land uses in 51A-4.210.

7. **Housewright.** Keep existing parking requirements for all schools and for churches greater than 20,000 square feet. **PASSES.**

Implementation: Introduced into land use in 51A-4.204(4).

8. **Housewright.** Keep parking requirements for commercial amusement (inside) and commercial amusement (outside), but reduce the requirements to one space per 200 square feet of floor area. **PASSES.**

Implementation: Land uses in 51A-4.210(b)(7) and (8) keep updated minimums.

9. **Housewright.** Eliminate all parking requirements for CA Central Area Districts. **PASSES.**

Implementation: Noted in 51A-4.124 Central area districts and in 51A-4.300.

10. **Housewright.** Eliminate all parking requirements for all uses within a one-half mile radius of rail/TOD stations. **PASSES.**

Implementation: Noted in all districts in 51A-4.100 and in 51A-4.300.

- **(Franklin.** Eliminate all parking requirements for all uses within a one-quarter mile radius of rail/TOD stations, except for residential uses located in R, D, or TH Districts, which would be parked at one space per dwelling unit, and schools, that would also be parked to code. **FAILS.)**

11. **(Housewright.** Eliminate all parking requirements for all uses within a one-quarter mile radius of bus stops on high-frequency bus routes. **FAILS.)**
12. **Housewright.** Eliminate MIHDB parking requirements. **PASSES.**
Implementation: Introduced into MIHDB standards in 51A-4.1107(c).
 - **Hampton.** At least 15 percent of provided parking for an MIHDB project must be visitor parking, and loading must be provided. **PASSES.**
Implementation: Introduced into MIHDB standards in 51A-4.1107(c).
13. **Housewright.** Strike Section 51A-4.301(a)(3)(B) which prohibits parking in front of a building and keeping all language currently in Chapter 51A (keep (b)(1) through (5) and (c)(1). **PASSES.**
Implementation: 51A-4.301 updated to move current language above into the new 51A-4.301(a)(4) Location of parking on lot.
14. **Housewright.** Amend Section 51A-4.301(a)(4)(c) to read: “For parking lots greater than 50 spaces, a minimum of one pedestrian walkway that connects the main entrance of the building to the nearest public right-of-way is required.” (same sidewalk width as what is in the draft ordinance). **PASSES.**
Implementation: The above section is updated and moved to 51A-4.301(a)(5)(C).
15. **(Hampton.** Allow all uses except residential uses to charge for required parking. **WITHDRAWN.)**
Note: ZOAC’s recommendation already deletes the 51A-4.301(a)(8) prohibition on charging.
16. **Housewright.** Strike all language pertaining to TDMPs. **PASSES.**
Implementation: Language is struck from 51A-4.800, 51A-4.100, and all other sections.
17. **Housewright.** For auto service center, machinery, heavy equipment, or truck sales and service, and Vehicle or engine repair or maintenance uses, all customer vehicles must be parked on site (vehicles being serviced). **PASSES.**
Implementation: Introduced into land uses in 51A-4.202.
18. **(Housewright.** Strike the section allowing parking reductions for bicycle parking. **FAILS.)**
19. **Kingston.** In Section 51A-4.328, delete all references to leases. **PASSES.**
Implementation: Proposed language struck.
20. **Housewright.** No parking requirements for uses located within structures designated as a Recorded Texas Historic Landmark, State Antiquities Landmark, National Historic Landmark, local historic landmark, except that alcoholic beverage establishments, restaurants, commercial amusement (inside and outside) within 300 feet of residential must obtain an SUP for the purpose of considering a parking requirement that will make the uses more compatible with the surrounding neighborhood. **PASSES.**
Implementation: Introduced into 51A-4.300 and 4.210 land uses.
21. **Sleeper.** Motion to reconsider guest parking requirements for multifamily uses.

22. **Sleeper.** For multifamily uses between 20 and 100 dwelling units, 10 percent of required parking spaces must be marked for use by guests. For multifamily uses more than 100 dwelling units, 15 percent of required parking spaces must be marked for use by guests and clearly marked at the driveway entrance or walking gate; ~~one-third of the required guest parking spaces must be located outside a fence/gate (for gated developments).~~ **PASSES.**

- **Ruben.** Strike the last part that requires one-third of the guest parking be located outside the fence/gate. **PASSES.**

Implementation: Introduced into multifamily land use in 51A-4.209(b)(5).

23. **Hampton.** In Division 51A-4.200, add this provision: “At the time of permitting, a new development project with zero off-street parking must identify the nearest handicapped-accessible parking space and accessible route connecting the accessible space to the main building.” **PASSES.**

Implementation: Introduced as 4.300(a)(2)(C).

24. **Hampton.** In Section 51A-4.219(b)(4)(E), strike revisions to language (minor amendment process for SUPs). **PASSES.**

Implementation: Proposed language struck.

25. **Hampton.** In Section 51A-4.311(a), strike all changes in Paragraphs (1), (5), (6), and (7) and keep current code language (special exceptions for parking). **PASSES.**

Implementation: Updated.

26. **Hampton.** In Section 51A-4.313 (Administrative Parking Reduction), request that staff review and update this section for consistency with approved City Plan Commission amendments. **PASSES.**

Implementation: After review, the only uses in the 4.313(a) table retaining minimum parking requirements are the “industrial (inside)” and “industrial (outside)”, with a maximum reduction of 50%. Proposed ordinance converts the two industrial land uses into “business and commercial uses and industrial uses”, which, under CPC amendments being considered, would only be subject to minimums when contiguous to a single-family land use.

27. **Hampton.** In Section 51A-4.702(a)(4), keep the current code language with no changes (mandatory PD regulations). **PASSES.**

Implementation: Current language kept.

28. **Hampton.** Mirror loading provisions for multifamily in (4) above for hotel and motel: For hotel or motel uses of 150 or more guest rooms, one off-street loading space of adequate size to accommodate a typical moving van/delivery van is required and must be located outside of a fence/gate. Additionally, for all hotel and motel uses, the following must be identified at the time of permitting:

- areas of anticipated loading and unloading;
- relevant building components used for loading and unloading such as freight elevators and freight entrances; and
- areas designated for short-term pick-up and drop-off. **PASSES.**

Implementation: Introduced into hotel land uses in 51A-4.205.

29. **Carpenter.** Keep parking requirements for commercial and business services uses and industrial uses that are contiguous to single family uses, and for any commercial and business services uses and industrial uses that service vehicles, all customer vehicles being serviced must be parked on site. **PASSES.**

Implementation: Land uses in 51A-4.202 and 51A-4.203 keep minimums with updated location caveat.

30. **Hampton.** For microbrewery, micro-distillery, or winery, in Section 51A-4.210(a)(4)(C)(ii), delete (aa) and (bb) and amend (cc) to say: "One space per 200 [~~100~~] square feet of floor area used for retail sales and seating. No parking is required for any other floor area." **PASSES.**

Implementation: Land use in 51A-4.210(b)(10) keeps updated minimums.

31. **Kingston.** Any area operating under a modified delta overlay is not affected by the parking code amendment (Ordinance No. _____, passed by Dallas City Council on _____, 2025). **PASSES.**

Implementation: Not yet implemented in draft ordinance. City staff are considering the best way to implement this motion.

3. Summary of Current Parking Proposal

While the CPC-amended recommendation includes many detailed changes, the following topics have received the most focus over the course of this code amendment:

- **Transit-Oriented Development and Downtown:** No minimums for any use within ½ mile around rail stations or downtown
- **Office/retail/industrial:** No minimums for office uses and retail, industrial, commercial and business service uses except those abutting single-family.
 - Industrial and business/commercial land uses (for example, Auto repair shops, truck sales, medical laboratory, or furniture repair) will keep minimums when **abutting a single-family property.**
- **Single-family and duplex:** Reduced minimum for single-family and duplex uses to 1 space per dwelling unit
- **Multifamily:** Reduced minimum for multifamily uses to ½-space per dwelling unit plus guest parking, and added a requirement of 1 loading space for larger multifamily
- **Bars, restaurants, and commercial amusement:** Reduced minimum for seating and sales areas to 1 space per 200 square feet, plus additional reductions
 - No minimums for **bars and restaurants** under 2,500 square feet
- **Designated historic buildings:** No minimums for most buildings designated at the city, state, or national level as historically significant.
- **Lower Greenville:** This amendment will not apply at all to Lower Greenville areas covered by the Modified Delta Overlay MD-1.

APPENDIX A - January 30, 2024 ZOAC Meeting Action Minutes



Zoning Ordinance Advisory Committee (ZOAC) Meeting Minutes

January 30, 2024

Room 6ES / Videoconference

9:00 a.m.

ATTENDEES:

ZOAC Members Present: Tipton Housewright (Chair), Lorie Blair (Vice Chair), Nathaniel Barrett, Ryan Behring, Paul Carden, Enrique MacGregor, Mark Rieves, and Brent Rubin

ZOAC Members Absent: None

City Plan Commission Members Present: Melissa Kingston

City Council Members Present: None

City Staff: Michael Wade, Lori Levy, Sarah May, Megan Wimer, Andreea Udrea, Andrea Gilles, Arturo del Castillo, Lawrence Agu III, Jenniffer Allgaier, and Michael Pepe (Planning and Urban Design); Phil Erwin (Development Services); David Nevarez (Transportation Development Services); Suzanne Knuppel (City Attorney's Office)

The meeting was called to order at 9:06 a.m. by Tipton Housewright (Chair).

DISCUSSION:

1. **DCA190-002:** Consideration of amending Chapters 51 and 51A of the Dallas Development Code regarding minimum off-street parking and loading requirements, including but not limited to establishing a Transportation Demand Management Plan and off-street parking design standards. Michael Wade, Planning and Urban Design

Mr. Wade presented and the item was opened for discussion and questions from ZOAC members. Mr. Wade provided clarification as needed. 12 speakers spoke, Chair Housewright

led the discussion, and the committee concluded with the following motion.

MOTION #1

Motion: It was moved to send the item to City Plan Commission per staff recommendations, as briefed.

Motion: Brent Rubin

2nd: Enrique MacGregor

Result: Passed: 6-2
For: Barrett, Behring, Carden, Housewright, MacGregor, Rubin
Against: Blair, Rieves
Absent: None

Amending Motion: It was moved to amend the motion to exclude the following retail and personal service uses found in Section 51A-4.210: alcoholic beverage establishment; commercial amusement (inside); commercial amusement (outside); mortuary, funeral home, or commercial wedding chapel; restaurant without drive-in or drive through service; restaurant with drive-in or drive through service; theater; and truck stop uses.

Maker: Mark Rieves

2nd: Lorie Blair

Result: Failed: 2 to 6
For: Blair, Rieves
Against: Barrett, Behring, Carden, Housewright, MacGregor, Rubin
Absent: None

Amending Motion: It was moved to amend the motion to exclude subparagraph (3)(D) in Section 51A-4.301(a), regarding parking and building orientation.

Maker: Nathaniel Barrett

2nd: Tipton Housewright

Result: Passed: 6 to 2

For: Barrett, Behring, Carden, Housewright, MacGregor, Rubin

Against: Blair, Rieves

Absent: None

Amending Motion: It was moved to amend the motion to apply Table No. 1- TDMP review thresholds per project type and locations to institutional and community service uses only.

Maker: Nathaniel Barrett

2nd: Ryan Behring

Result: Failed: 2 to 6

For: Barrett, Behring

Against: Blair, Carden, Housewright, MacGregor, Rieves, Rubin

Absent: None

Speakers: For: Swede Hanson, 9925 Lakedale Dr, Dallas, TX 75218

Matthew Havenlr, 1352 Fitts Pl, Dallas TX 75215

Adair Aranda, 1030 Cedar Hill Ave, Dallas, TX 75208

Hexel Colorado, 1509 Main St, Dallas, TX 75206

Matthew Jacobs, 1040 Cherokee Rd, Louisville, KY 4024

Bryan Tony, 1500 Pecos Street Unit 4, Dallas, TX 75204

Against: Ed Zahra, 1003 Valencia St, Dallas, TX 75223

Anga Sanders, 3432 Spruce Valley, Dallas, TX 75233

Shelley Potter, 4437 Cole Ave, Dallas, TX 75205

Laura Palmer, 911 N Madison Ave, Dallas, TX 75208

Pam Conley, PO Box 5212, Dallas, TX 75208

Michael Northrup, 901 Main Street, Suite 3900, Dallas, TX 75201

APPENDIX B – Draft Ordinance with CPC Amendments