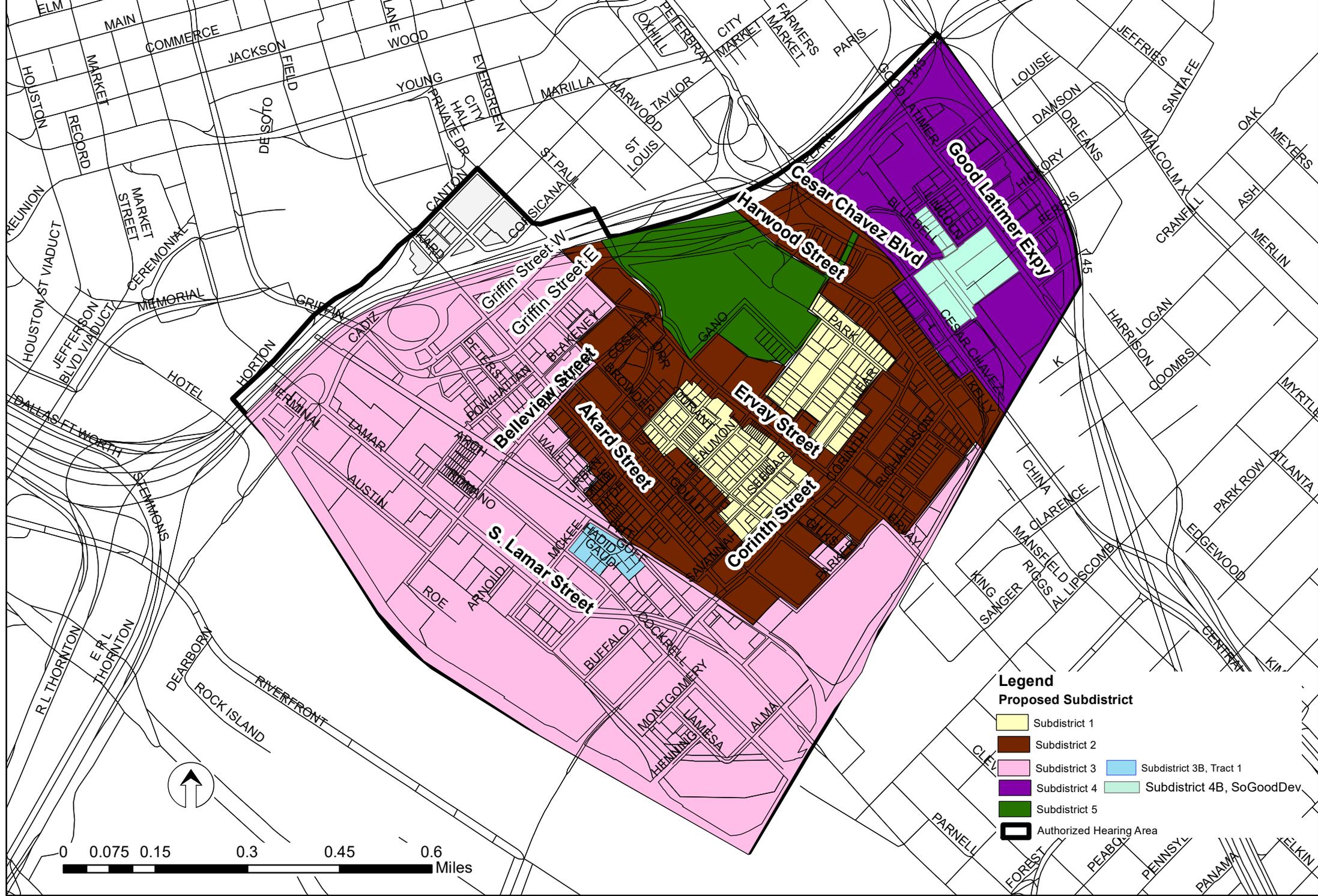
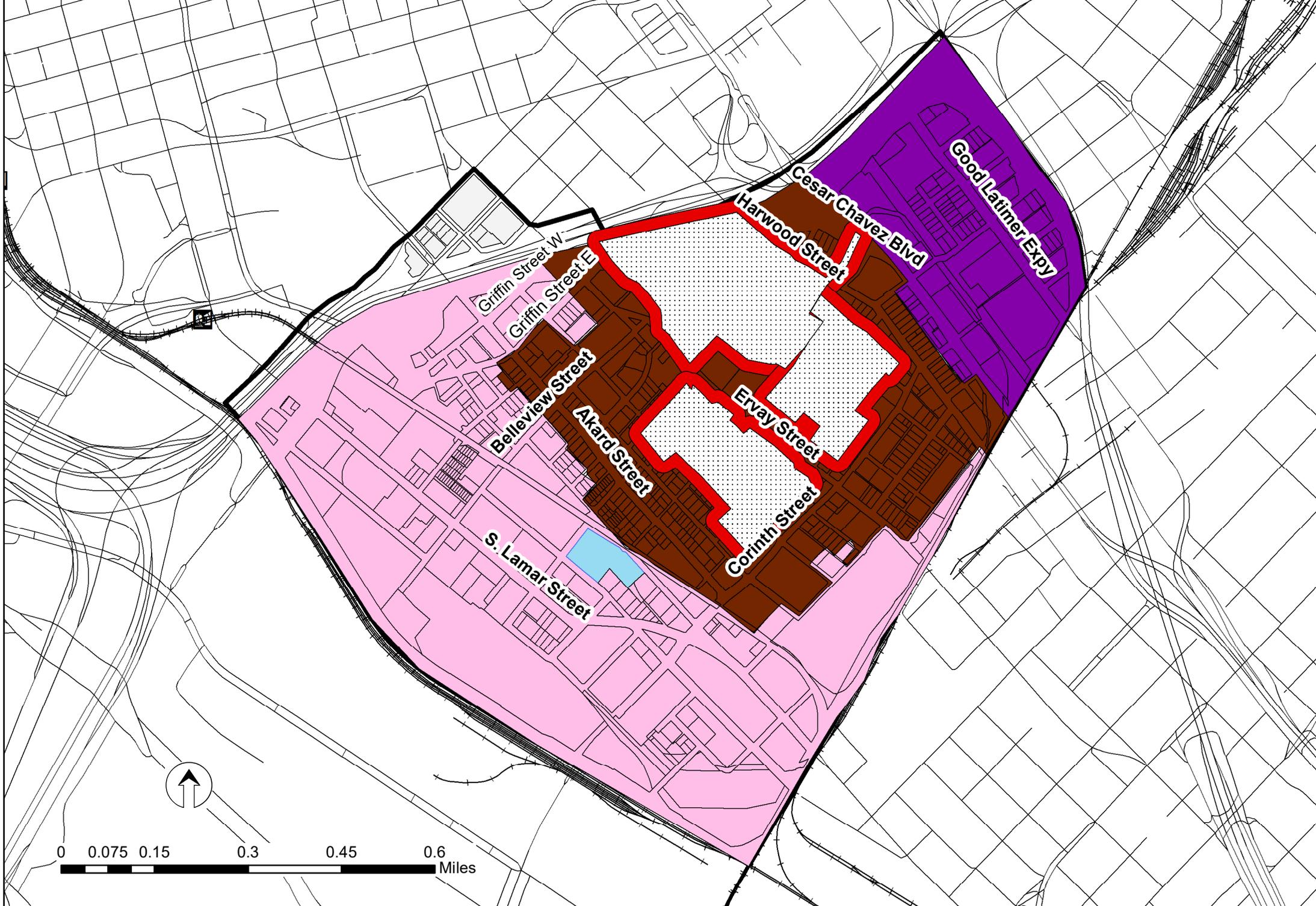


Authorized Hearing Area Map



Authorized Hearing Area Proposed Subdistricts Map



Authorized Hearing Area Proposed Subdistricts Map

PD 317 Development Standards Chart

Development Regulations	Existing Subdistrict 1	New Subdistrict 1		Existing Subdistricts						New Subdistricts 2, 3, 4		Existing Subdistrict 6	New Subdistrict 5
		Steering Committee	Staff Rec	2, 2A, 2B, 2C	3	3A	3C	4, 4A	5	Steering Committee	Staff Rec		Steering Committee & Staff Rec
Minimum front yard (feet)	0	0	Primary Street - 0 to 10 Legacy Building - no max all other - 0 to 5	0	0	0/5/0	0	0	15	0	Primary Street - 0 to 10 Legacy Building - no max all other - 0 to 5	15	No change
Minimum side/rear yard (feet)	0 or 10	0 or 10	0 and max is 10; for Legacy Building no max	0 or 10	0 or 10	0 or 10/0	0 or 10 ¹⁴	0 or 10	0 or 10	Minimum side yard is: five feet for duplex structures; 10 feet for multifamily structures 36 feet or less in height; and no minimum in all other cases. Minimum rear yard is: 10 feet for duplex structures; 15 feet for multifamily structures 36 feet or less in height; and no minimum in all other cases.	Staff Addition: For a Legacy Building, if a side yard and rear yard is provided no minimum setback is required	0 or 10	No change
Urban form setback ¹				If a structure is located on a lot having frontage on Akard Street, an additional 15-foot "urban form" front yard setback is required for that portion of the structure above 54 feet in height.						None			
Dwelling Unit (DU) density	160 DU per acre	No change	No change	None						CA-2(A) lot area per DU apply for single family, duplex, and multifamily	None		
Maximum base FAR	2	No change	No change	2	4	4	4	1	1	20	6	0.5	No change
Maximum bonus FAR ²				2.5 ¹²		4.5	4.5			None			
Maximum base height (feet)	90	No change	No change	54	270	90	90	70	70	unlimited height	300	70	No change
Bonus height ²				90		270				None	Bonus height, FAR and lot coverage after meeting the Mixed Income Housing Development Bonus ³		
Transfer of development rights				Transfer of development rights for historic preservation is allowed from any sub-district to subdistricts 2, 2A, 3, and 3A only						Transfer of development rights for historic preservation is allowed from any sub-district to subdistricts 2, and 3 only			
Lot Coverage	80%	No change	No change	80%	80%	80%/85%	80%	80%	80%	100%	80% ³	80%	No change

1. The urban form setback requirement is amended, reduced from 20' to 15' and kicking in for the portion of a structure that exceeds 54' (not 36')

2. Bonus FAR and height applies for mixed-use projects that have at least 50% of floor area under residential use and not less than 50% of the ground floor area under retail or personal service uses

3. Mixed Income Housing Development Bonus in the DRAFT regulations/presentation

	PD 317 Existing	PD 317 Steering Committee	PD 317 Staff Rec	PD 269 Deep Ellum	PD 1002 East side	PD 830 - Bishop Avenue	PD 468 - Oak Cliff Gateway
General Parking							
	By use with parking reductions	CA-2 (A) Parking	By use with legacy building parking reductions	Tract A, Tract A-1: By use with Original building parking reductions Tract B: allows CA-2 (A) uses and CA-2 (A) parking	By use with parking reductions	By use with parking reductions, and by mixed use parking chart.	Parking by use and in Subdistricts B-G, J, and M - required parking in WMU and WR Districts Chart; and legacy building parking reduction
Parking Reductions							
By TYPE OF BUILDING	LEGACY BUILDING means a building constructed on or before January 1, 1960. - Subdistrict 2B has parking reductions up to 20% by meeting the requirements. - Subdistrict 2C has parking reductions up to 50% by meeting the requirements. - Subdistrict 3C, there is no limitation on the percentage of required parking spaces that can be provided by remote parking or other special parking.		a Legacy Building constructed before January 1, 1971 meeting the following criteria (1) a minimum of 75% of each original street-facing facade remains; and (2) the floor area of the structure has not increased by more than: (A) 150 percent if the increase is 5,000 square feet or less (or) (B) increased by more than 100 percent if the increase is greater than 5,000 square feet. Or (b) buildings located at : (1) 1311 S. Ervay Street (2) 1703 S Ervay Street (3) 1711 S Ervay Street, and (3) 1111 S. Lamar Street	ORIGINAL BUILDING means a building constructed on or before June 27, 1984, the floor area of which has not since June 27, 1984, been increased by more than: (A) 150 percent if the increase is 5,000 square feet or less; or (B) 100 percent if the increase is more than 5,000 square feet. An original building damaged or destroyed on or before June 27, 1984, other than by the intentional act of the owner or his agent, may be restored after that date without losing its original building status. Some benefits: - No off-street parking spaces are required for the first 5,000 square feet of floor area in a use that has a separate certificate of occupancy if the use is located in an original building. - Remote parking is different - A property owner may make a one-time cash payment in lieu of providing required off-street parking spaces for a use in an original building in accordance with this section.	ORIGINAL BUILDING means a building constructed on or before 1980, the floor area of which has not since that date been increased by more than: (A) 150 percent if the increase is 5,000 square feet or less; or (B) 100 percent if the increase is greater than 5,000 square feet.	LEGACY BUILDING means a building that fronts on Davis Street or Bishop Avenue and that is listed on Exhibit "830B" or determined to be a legacy building in accordance with Section 51P-830.118.	LEGACY BUILDING means: (A) a building constructed before 1957 that has: (i) all original street-facing facades remaining; (ii) a primary street-facing facade located within 15 feet of a right-of-way line; (iii) a main entrance that faces Colorado Boulevard, Zang Boulevard, Beckley Avenue, Marsalis Avenue, Jefferson Boulevard, Eight Street, Tenth Street, Lancaster Avenue, Ewing Avenue, or the southbound Interstate 35E service road; (iv) window and door openings that total at least 20 percent of the street-facing facades; and (v) off-street parking located 100 percent outside of the required front yard; (B) the Grace Presbyterian Church sanctuary building located on Zang Boulevard between Fifth Street and Sixth Street; or (C) the Mayor William Sergeant Home located at the southwest corner of Zang Boulevard and Nealy Street for purposes of obtaining the legacy building parking reduction only.
Parking Reductions	Pedestrian amenities parking reduction. (i) Parking for uses on a lot that are located within 1,500 feet of a Dallas Area Rapid Transit (DART) light rail station may be reduced by 40 percent if enhanced pedestrian amenities are provided. To qualify: (aa) the enhanced pedestrian amenities must be located within the pedestrian amenities area on the lot or on the parkway abutting the lot receiving the reduction, and (bb) the enhanced sidewalk must provide the shortest walking pathway to the DART light rail station.	Off-street parking is only required for a building built after June 1, 1981, or an addition to an existing building, at a ratio of one parking space for each 2,000 square feet of floor area which exceeds 5,000 square feet. No off-street parking is required for a building with 5,000 square feet or less of floor area. Single Family and Duplex use park per Division 51A-4.200	Legacy building parking reduction - 40% Pedestrian Amenities Parking Reduction - 40% Ride Share Parking reduction - 5% Parking Reduction per uses On-street parking credit	(1) Parking reductions for original buildings. (A) Single family, duplex, and multifamily uses. For an original building used for or converted to a single family, duplex, or multifamily use, no off-street parking is required for the first five units. Thereafter, one off-street parking space must be provided for every two units. (B) Alcoholic beverage establishments, commercial amusement (inside), and restaurants without drive-in or drive-through service. For an original building used for or converted to an alcoholic beverage establishment, commercial amusement (inside), or restaurant without drive-in or drive-through service, no parking is required for the first 2,500 square feet of floor area. Thereafter, parking must be provided as required in this article. (C) For all other uses. For original buildings fronting Main Street or for buildings with City of Dallas historic designation, State of Texas historic designation, or listed on the National Register of Historic Places, no parking is required for uses less than 10,000 square feet of floor area. For all other original buildings, no parking is required for the first 5,000 square feet of floor area. Thereafter, parking must be provided as required in this article. (2) Parking reduction for proximity to DART stations. (3) Parking reduction for on-street parking. (4) Parking reduction for on- or off-street passenger loading zones. For each passenger loading zone provided adjacent to a use, with a maximum of two, the required parking may be reduced by five spaces or five percent, whichever is less. (5) Parking reduction for access to car-sharing program. (6) Underground office parking. When all or part of the parking for an office use is provided underground, the building official shall approve a parking reduction of 0.33 space for each space provided underground. (7) Tree preservation. (A) The building official may approve a reduction in the parking reduction for access to car-sharing program. The building official may reduce parking requirements by up to five spaces for each dedicated carshare vehicle parking space as required in this article.		1. Bicycle parking. Off-street parking spaces required for a use may be reduced by one space for each four bicycle parking stations provided for that use, up to a maximum of three off-street parking spaces per lot. 2. Legacy building. (A) For residential uses within a legacy building, off-street parking requirements may be reduced an additional 25 percent. (B) For retail-related uses and office uses within a legacy building, off-street parking is not required. 3. Mixed use development parking. The off-street parking requirement for a mixed use development may be reduced in accordance with the mixed use development parking chart	Legacy building parking reduction. If the director finds that a building meets the definition of a legacy building, the director may grant the following off-street parking reductions: (A) For residential uses within a legacy building, required off-street parking may be reduced by up to 25 percent. (B) For office uses within a legacy building, required off-street parking may be reduced by up to 100 percent. (C) For retail uses other than restaurant uses within a legacy building, required off-street parking may be reduced by up to 100 percent. (D) For restaurant uses within a legacy building, required off-street parking may be reduced by up to 25 percent.
Ride Share	2C and 2B - 5 % parking reduction Parking for uses on a lot that are located within 1,500 feet of DART light rail station may be reduced by 40 percent if enhanced pedestrian amenities are provided and meeting the requirements	None	in all subdistricts 5% parking reduction after meeting the requirements	Parking reduction for proximity to DART stations. The off-street parking requirement for uses located within one-fourth mile of a DART light-rail station may be reduced by 10 percent.	Parking reduction for proximity to DART stations. The off-street parking requirement for uses located within one-fourth mile of a DART light-rail station may be reduced by up to 10 percent.		
Pedestrian amenities parking reduction		None	Existing Pedestrian Amenities Parking Reductions				
Uses							

	PD 317 Existing	PD 317 Steering Committee	PD 317 Staff Rec	PD 269 Deep Ellum	PD 1002 East side	PD 830 - Bishop Avenue	PD 468 - Oak Cliff Gateway
On-street parking credit	On-street parking credit. Required parking for nonresidential and multifamily uses may be reduced by one space for every parking space in the street right-of-way abutting the use. To receive credit, parking spaces must be marked per city regulations and must be approved by the director of public works and transportation. (i) An on-street parking space may not be used to reduce the required parking for more than one use (ii) An on-street parking space that is not available to the public at all times of the day may only be counted as a partial parking space in proportion to the amount of time that it is available. For example, a parking space that is available to the public only eight hours per day will be counted as one-third of a parking space (8 ÷ 24 = one-third). The total of the limited availability parking spaces will be counted to the nearest whole number, with one-half counted as an additional space. (iii) If the director of public works and transportation determines that on-street parking in the street right-of-way abutting the use has become a traffic hazard and prohibits the on-street parking, the on-street parking credit will be treated as a delta credit.	None	Existing on-street parking credits will remain.	on-street parking spaces may be counted toward the parking requirement of the use adjacent to the on-street parking space. (A) An on-street parking space may not be used to reduce the required parking for more than one use, except that an on-street parking space may be used to reduce the combined total parking requirement of a mixed-use project. (B) An on-street parking space that is not available to the public at all times of the day may only be counted as a partial parking space in proportion to the amount of time that it is available. For example, a parking space that is available to the public only eight hours per day will be counted as one-third of a parking space (8 ÷ 24 = one-third). The total of the limited availability parking spaces will be counted to the nearest whole number, with one-half counted as an additional space.	on-street parking space may be counted as a reduction of the parking requirement of the use adjacent to the on-street parking space as required in this article.		(i) An on-street parking space may not be used to reduce the required parking for more than one use, except that an on-street parking space may be used to reduce the combined total parking requirement of a mixed use project. (ii) An on-street parking space that is not available to the public at all times of the day may only be counted as a partial parking space in proportion to the amount of time it is available. For example, a parking space that is available to the public only eight hours per day will be counted as one-third of a parking space (8÷24 = one-third). The total of the limited-availability parking spaces will be counted to the nearest whole number, with one half counted as an additional space.
Off Street Parking and loading			abutting the use. To receive credit, parking spaces must be marked per city regulations				
Boutique Hotel	Not an existing use	.75 parking space for each unit	be approved by the director of public works and transportation.				
Bed and Breakfast	Not an existing use	.75 parking space for each unit			One space per guest room is required		
Utility or Govt Service	1 space per 2,000 square feet of site area; a minimum of 4 spaces		1 space per 2,000 square feet of site area; a minimum of 4 spaces				
Seafood processing facility	1 space per 500 square feet of floor area		1 space per 500 square feet of floor area				
Art or Craft Production Facility	one space per 1,000 square feet of floor area		one space per 1,000 square feet of floor area	Handcrafted art work studio uses. None required.	One space for each 1,000 square feet of floor area.		
General merchandise or food store > 3,500					(1) One space per 275 square feet of floor area is required. (2) For a general merchandise or food store greater than 3,500 square feet that exceeds 50,000 square feet in floor area, no more than five percent of required parking may be provided as surface parking.		
Multifamily	One off-street parking space per bedroom per dwelling unit is required; not less than one space or more than two spaces are required for each dwelling unit.		One off-street parking space per bedroom per dwelling unit is required; not less than one space or more than two spaces are required for each dwelling unit.	no off-street parking is required for the first five units. Thereafter, one off-street parking space must be provided for every two units. *For new construction multiple-family uses (not renovation or conversions) and existing multiple-family uses not in an original building, one off-street parking space per dwelling unit is required. "Resident only parking" may not be counted toward off-street parking requirements	One and one-quarter space per dwelling unit is required. An additional one-quarter space per dwelling unit must be provided for guest parking if the required parking is restricted to resident parking only. No additional parking is required for accessory uses that are limited principally to resident use.	A minimum of one off-street parking space per bedroom is required with a maximum of two off-street parking spaces per dwelling unit.	
Office use				One off-street parking space for each 385 square	One space for each 385 square feet of floor area is required.		
Retail				One off-street parking space for each 285 square			
Bar, lounge, or tavern and private club uses.				one off-street parking space for each 100 square feet of floor area is required except for: (ii) No off-street parking spaces are required for the first 2,500 square feet of floor area in a ground level use that has a separate certificate of occupancy if the use is located in an original building. (iii) Delta credits, as defined in Section 51A-4.704(b)(4)(A), may not be used to meet the off-street parking requirement. (iv) If an outdoor seating area with a non-permeable cover is within 20 feet of, and has direct access to a street, sidewalk, or publicly accessible open space, the outdoor seating area is not included in the parking requirement calculations for up to 25 percent of the size of the interior floor area. (v) An outdoor seating area that is uncovered or has a permeable cover is not considered floor area and is not included in the required off-street parking calculations.			
Live/Work	Not an existing use	Park per SEC. 51A-4.217 (b) (8.1) - One parking space for live/unit	Steering Committee Recommended Parking Regulations				One space per live/work unit is required

	PD 317 Existing	PD 317 Steering Committee	PD 317 Staff Rec	PD 269 Deep Ellum	PD 1002 East side	PD 830 - Bishop Avenue	PD 468 - Oak Cliff Gateway
Restaurant use				<p>one off-street parking space for each 100 square feet of floor area is required.</p> <p>(ii) No off-street parking spaces are required for the first 5,000 square feet of floor area in a ground level use that has a separate certificate of occupancy if the use is located in an original building.</p> <p>(iii) If an outdoor seating area with a non-permeable cover is within 20 feet of, and has direct access to a street, sidewalk, or publicly accessible open space, the outdoor seating area is not included in the parking requirement calculations for up to 25 percent of the size of the interior floor area.</p> <p>(iv) An outdoor seating area that is uncovered or has a permeable cover is not considered floor area and is not included in the required off-street parking calculations.</p>	Restaurant without drive-in or drive-through service. One space per 200 square feet of floor area is required.	<p>(A) A minimum of one off-street parking space per 125 square feet of floor area is required.</p> <p>(B) If an outdoor dining area, whether covered or not, is within 20 feet of, and has direct access to, a street, sidewalk, or publicly accessible open space, the outdoor dining area is not included in the parking requirement calculations for up to 25 percent of the size of the indoor floor area. Any portion of the outdoor dining area in excess of 25 percent of the size of the indoor floor area must be parked.</p>	Restaurant or bar use: One off-street parking space per 175 square feet of floor area is required.
Single family, handicapped group dwelling and duplex		Single Family and Duplex use park per Division 51A-4.200		None required	One space per dwelling unit is required.		
Commercial Engraving/Etching Facility	one space per 1,000 square feet of floor area						
utility or government service center	one space per 2,000 square feet of site area; a minimum of four spaces is required.						
Recycling Center	one space per 1,000 square feet of floor area						
Retail-related uses or professional, personal service, and custom crafts uses				No off-street parking spaces are required for the first 5,000 square feet of floor area in a retail-related use or professional, personal service, and custom crafts use that has a separate certificate of occupancy if the use is located in an original building.			
Group home or shelter	one space per 3,000 square feet of residential area, plus one space per 500 square feet of office area. If more than 10 off-street parking spaces are required for this use, handicapped parking must be provided pursuant to Section 51A-4.305.						
Inside commercial amusement				<p>(i) For inside commercial amusement uses other than dance hall uses, no off-street parking spaces are required for the first 2,500 square feet of floor area in a ground level use that has a separate certificate of occupancy if the use is located in an original building.</p> <p>(ii) For a dance hall, one off-street parking space per 25 square feet of dance floor and one space per 100 square feet of floor area for the remainder of the use is required. Delta credits, as defined in Section 51A-4.704(b)(4)(A), may not be used to meet the off-street parking requirement.</p> <p>(iii) If an outdoor seating area with a non-permeable cover is within 20 feet of, and has direct access to a street, sidewalk, or publicly accessible open space, the outdoor seating area is not included in the parking requirement calculations for up to 25 percent of the size of the interior floor area.</p> <p>(iv) An outdoor seating area that is uncovered or has a permeable cover is not considered floor area and is not included in the required off-street parking calculations.</p>			
Microbrewery, micro distillery, or winery				<p>(aa) one space per 1,000 square feet of storage area;</p> <p>(bb) one space per 200 square feet of retail sales area;</p> <p>(cc) one space per 100 square feet of bar or restaurant area; and</p> <p>(dd) one space per 600 square feet of remaining floor area.</p> <p>(ii) No off-street parking spaces are required for the first 5,000 square feet of floor area in a use that has a separate certificate of occupancy if the use is located in an original building.</p> <p>(iii) An outdoor seating area covered by a non-permeable covering that is within 20 feet of, and has direct access to a street, sidewalk, or publicly accessible open space is not included in the parking requirement calculations for up to 25 percent of the interior floor area of that use.</p> <p>(iv) An outdoor seating area which is either not covered, or has a permeable covering, is not included in required parking calculations.</p>			

	PD 317 Existing	PD 317 Steering Committee	PD 317 Staff Rec	PD 269 Deep Ellum	PD 1002 East side	PD 830 - Bishop Avenue	PD 468 - Oak Cliff Gateway
Outdoor covered patios					Outdoor seating areas for alcoholic beverage establishments, commercial amusement (inside), and restaurants without drive-in or drive-through service. An outdoor seating area covered by a non-permeable covering that is within 20 feet of, and has direct access to, a street, sidewalk, or publicly accessible open space is not included in the parking requirement calculations for up to 50 percent of the interior floor area of the use. An outdoor seating area that is either not covered or has a permeable covering is not included in required parking calculations for up to 100 percent of the interior floor area of the use.		(A) For restaurant or bar uses, the outdoor covered patio area is not included in parking requirement calculations for up to 25 percent of the size of the indoor floor area. (B) For a restaurant use, the combined area of covered and uncovered outdoor dining area that is not included in parking requirement calculations may not exceed 50 percent of the indoor dining area. Any portion of the outdoor dining patio area in excess of the 50 percent of the indoor dining area must be parked in accordance with the Subdistricts B-G required parking chart
Special exceptions and parking reductions				The board of adjustment may grant a special exception to authorize a reduction of the number of off-street parking spaces required for a use in this district in accordance with Section 51A-4.311(a), as amended; or the Director may grant an administrative parking reduction in accordance with Section 51A-4.313, as amended.			Bus or trolley transit parking reductions for Subdistrict L. The building official may approve a five percent reduction in the number of required parking spaces for uses with a main entrance within a 600-foot walking distance of a bus or trolley transit stop that provides both shade and seating
Special uses				(I) Special uses. (i) Generally, One off-street parking space for each 500 square feet of floor area is required. (ii) Drive-in restaurant uses. One off-street parking space for each 50 square feet of floor area is required; a minimum of 12 off-street parking spaces is required. (iii) Commercial parking garage and commercial parking lot uses. None required.			
Miscellaneous				Cash in lieu of required parking: (A) A property owner may make a one-time cash payment in lieu of providing required off-street parking spaces for a use in an original building in accordance with this section. The amount of the payment required is calculated by taking three-fourths of the cost of constructing a parking garage space and multiplying that cost by the number of parking spaces that will not be required by reason of the cash payment. (B) The cost of a parking garage space is calculated by using the following formula: National Median Cost/Sq. Ft. x 350 square feet x Dallas Cost Index. Parking subdistricts: Track A, and Track A-1- Payments in lieu of required parking shall be paid to special parking subdistrict accounts and used to finance the construction of parking garages or other parking improvements to serve uses in the parking subdistrict which contains the property for which the payment in lieu of required parking is located, pursuant to the requirements of all applicable rules, regulations, and		REMOTE SURFACE PARKING LOT means a nonstructural passenger-vehicle parking facility where at least 30 percent of its parking spaces are subject to remote parking agreements and where the remaining parking spaces may serve as off-site parking for a valet service that may charge a fee. Remote surface parking lot as a use Permitted only on a lot abutting the lot with the use being supplied with the parking under the remote parking agreement.	

PD 317 – The Cedars

Parking Calculations

Example: For a 10,000 square feet floor area of bar use, how many parking spaces are required?

Steering Committee Proposed Parking Regulations:

CA-2(A) Parking:

- If the building in which the bar is located is built prior to 1960, there is no parking requirement.
- If the building in which the bar is located is built after 1960, one parking space for every 2,000 feet over that exceeds 5,000 feet. The parking requirement is 3 spaces.

Staff Proposed Parking:

Current code, 51A-4.201 requires one space for 100 sq. feet floor area. That requires the bar to provide 100 parking spaces.

Staff proposed parking reductions, if applicable:

1. The required parking can be reduced up to 40% by meeting either the DART proximity parking reduction or the Legacy building parking reduction. These two reductions cannot be combined. After the parking reduction, the required number of parking spaces is 60.
2. If 3 parking spaces are designated for the ride share space, 5% parking reduction could be applied in conjunction with #1. After the parking reductions, the number of required parking spaces is 57.
3. On-street parking credit based on the location of the property and meeting the requirements.
4. If applicable, delta credit may apply, further reducing required parking.

Public Input – PDD No. 317 Proposed Regulations

On May 18, 2017, the City Plan Commission (CPC) authorized a public hearing to determine proper zoning in the area zoned Planned Development District No. 317, and PDD No. 715 and Central Area District -1 parcels. City Staff has been working with the Steering Committee Members for the past few months to draft the proposed regulations.

Weblink to the proposed regulations:

https://dallascityhall.com/departments/sustainabledevelopment/planning/DCH%20Documents/authorized%20hearings/pd317/PD_317_DRAFTRegulations_Website10302019.pdf

On November 5, 2019, a community meeting was held to review the proposed regulations. Staff received several comments from the public during the community meeting and afterwards. The following is a comprehensive list of all comments and concerns we have received which will be given CPC.

Uses:

1. Allow seafood processing facility use.
 - Currently this use is allowed in Subdistrict 2. Steering committee recommended this use be deleted as an allowed use in the future. The existing seafood processing facility would become non-conforming if the use is removed as an allowed use.
2. Allow a restaurant use (limiting size) in Subdistrict 1, without an SUP.
 - Currently restaurant use is not allowed in Subdistrict 1. The Steering committee recommended no changes for this use.
3. Financial institutions
 - Currently a financial institution without drive-in window and financial institution with drive-in window are allowed in Subdistrict 2 and 3. Steering committee recommended no changes for this use.
4. Urgent care facility allowed within the PD.
 - Currently an urgent care facility or medical clinic is allowed in in Subdistricts 2, and 4. Steering committee recommended no changes for this use.
5. Public park within in Cedars.
 - Currently a public park is allowed in all Subdistricts (Subdistricts 1, 2, 3, 4 and 5).
 - Funding for a public park is not a zoning issue.

Subdistricts:

6. Move parcels south of Lear Street into Subdistrict 2 instead of Subdistrict 1. Move parcel at the southwest corner of Parnell Street and Corinth Street into Subdistrict 3 instead of Subdistrict 2.
 - The steering committee discussed and made some boundary changes as shown in the revised [map](#). The above two areas were not part of the discussion.

Loading Spaces for multifamily use

7. Consider requiring loading spaces based on the following sliding scale, based on square footage of the building:
 - 0-50,000 square feet of MF use – no loading space
 - 50,000 – 100,000 square feet of MF use – 1 loading space
 - 100,000- 300,000 square feet of MF use – 2 loading spaces
 - Each additional 200,000 square feet of MF use, one additional loading space
- Staff proposed regulations require one loading space for multifamily use irrespective of size of the building.
- Steering committee did not discuss the loading space requirement for the multifamily use.
8. Consider removing the loading space requirement for the Arts and Craft Production Facility use
 - Currently one loading space for the Arts and Craft Production Facility use is required. Steering committee recommended keeping this loading space requirement, therefore recommending no change for this requirement.

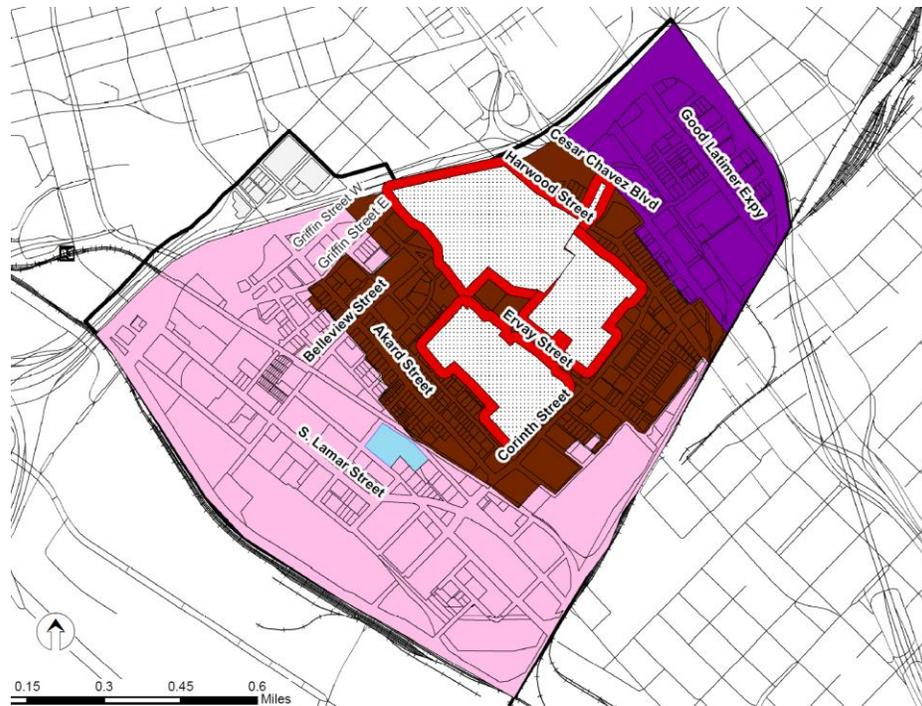
Floor Area Ratio (FAR):

9. Allow greater floor area ratio (FAR) than staff proposal of 6 FAR in Subdistricts 2, 3, and 4
 - Current PD allows FAR ranging between 1 and 4 depending on the Subdistrict. Staff's proposal is 6 FAR with bonus FAR of up to 9 when providing mixed income housing and a bonus of up to 20 FAR for properties within a ½ mile radius of the High-Speed-Rail station to encourage high density mixed-use development. Steering Committee recommendation is 20 FAR in Subdistricts 2,3 and 4.

Height Overlay (HO):

10. Consider removing the Height Overlay

- The proposed Height Overlay (HO) is a 100 foot buffer that generates from the boundary line of Subdistrict 1 (Residential Subdistrict) and Subdistrict 5 (Old City Park). The maximum height in the HO buffer is 120 feet. Below, as shown in red, the map shows the HO surrounding Subdistricts 1 and 5.
- Steering Committee recommended the HO to protect residential subdistrict and Old City Park from massing and over shadowing.



Parking:

11. Staff's recommendation of a 40% parking reduction is not enough to allow buildings that were built before parking was required to be repurposed.

Legacy Building requirement to retain 75% of facades is too much to retain because in order to repurpose the building more transparency may need to be added to the facade.

- Steering Committee recommended CA-2(A) Central Area District parking: all uses except single family and duplex, off-street parking is only required for a building built after June 1, 1981, or an addition to an existing building, at a ratio of one parking space for each 2,000 square feet of floor area which exceeds 5,000 square feet. No off-street parking is required for a building with 5,000 square feet or less of floor area. The single family and duplex use park as per Division 51A-4.200.
- Staff recommendation: parking per Division 51A-4.200 except for parking reductions below:
 - Parking reduction for DART station proximity up to 40% by meeting pedestrian amenities in the parkway requirements, per Section 51P-317. 214.
 - Ride share parking reduction up to 5%.
 - High-speed-rail bonus includes parking reduction up to 40% by meeting pedestrian amenities in the parkway requirements, per Section 51P-317. 214.(c)
 - Legacy Building allows a 40% parking reduction
 - Legacy Building is defined as a building constructed before January 1, 1971 meeting the following criteria:
 - a minimum of 75% of each original street-facing facade remains; and
 - the floor area of the structure has not increased by more than: 150 percent if the increase is 5,000 square feet or less (or) increased by more than 100 percent if the increase is greater than 5,000 square feet. (Or)
 - the buildings located at: 1311 S. Ervay Street; 1703 S Ervay Street; 1711 S Ervay Street, and 1111 S. Lamar Street.
 - The Cedars area has many older buildings that are unique to the area.
 - Staff recommended a parking reduction for the Legacy Buildings to incentivize preserving and repurposing these existing older buildings to preserve the unique character by providing a reduction up to 40%.

Accessory uses

12. Do not allow the following accessory uses in Subdistrict 5 as they are not compatible

- Accessory medical/infections waste incinerator
- Accessory pathological waste incinerator
- Currently those uses are allowed in Subdistrict 5. Steering committee recommended requiring a Specific Use Permit for these accessory uses.

Visibility triangle:

13. Consider smaller visibility triangle

- Currently the visibility triangle is 45 feet as required by SEC. 51A-4.602(d).
- Steering Committee did not discuss the visibility triangle.
- Staff recommendation is based on the Traffic Engineer's input, as below:
 - visibility triangle is 45 feet, if a primary street intersects with another street or another primary street.
 - visibility triangle is 30 feet, for the rest of the streets.
 - visibility triangle is 20 feet, where an alley or driveway intersects with a street

Mixed income housing development bonus

14. Time frame to retain Mixed income housing is too long.
- Staff proposed regulations to obtain the density bonus and compliance with Division 51A-4.100, is for 20 years period.
 - Steering committee did not include a mixed income housing development bonus in their recommendation.
 - Steering Committee recommendation is 20 FAR.

Front yard setback

Subdistrict 1:

- Streeting Committee recommendation:
 - No minimum front yard
- Staff recommendation:
 - Front yard facing the primary street must have a minimum setback of 0 feet and maximum setback of 10 feet;
 - For a Legacy Building, if a front yard is provided no maximum setback is required;
 - All other streets must have a minimum setback of 0 feet and maximum setback of 5 feet.

Subdistricts 2, 3, and 4:

- Streeting Committee recommendation:
 - No minimum front yard
- Staff recommendation:
 - Front yard facing the primary street must have a minimum setback of 0 feet and maximum setback of 10 feet;
 - For a Legacy Building, if a front yard is provided no maximum setback is required;
 - All other streets must have a minimum setback of 0 feet and maximum setback of 5 feet.

Subdistrict 5:

- There are no changes proposed to the existing regulations, minimum front yard is 15 feet.