

PARKING CODE AMENDMENT FREQUENTLY ASKED QUESTIONS

FAQ'S
10/20/2021

1. "All design standards apply to new development and redevelopment when parking is provided whether parking is required or voluntary." This is all properties in Dallas that are not downtown or rely on 100% remote parking.
 - a. How many properties will no longer be able to construct a building addition of 1 square feet in area or modify their parking lot due to physically or financial inability to comply with these design standards? **The design standards are based on "no required parking minimums". Application of design standards for existing development and exceptions will be factored into the design standards when a final recommendation is formulated and will be included in the draft ordinance.**
 - b. What are properties' non-conforming rights? **The parking code amendment will be reviewed by the city attorney and non-conforming rights will be addressed in the draft ordinance.**
 - c. Will there be remedies such as waivers, Board of Adjustment, or rezonings? **Yes. There will be exceptions with the appropriate authority and processes as specified in the Code.**
2. Does a property that is 5,000 square feet in land area have the same green point requirements as a 20-acre site? **The number of points required is the same; however, the green factor totals are based on the square footage of the site. Size of the site is considered, and the green factor only applies to the parking areas.**
3. Will zoning district lot coverage maximums be revised to a maximum of 80% or 60% respectively so there is not a conflict? **The parking code amendment does not change zoning district lot coverage maximums. The impervious coverage maximums are only for the parking areas.**
4. How does the minimum 50% requirement to divert storm water to landscape beds work on a sloped site? **Design of the water management (greywater) and all other stormwater structures are required to be designed per the Drainage Design Manual, as amended.**
 - a. Single family uses only require trees to be installed as minimum landscaping. Will there be a new requirement for additional landscaping or will the two trees on a 5,000 square foot lot be responsible for receiving 2,500 square feet of stormwater runoff? **No. The water management (greywater) requirement applies to non-residential development which includes multi-family, and single-family subdivision development. The water management would not apply to the individual single-family lots in the subdivision. It would apply to the common areas, landscape buffers and site landscaping that is immediately adjacent or within parking and loading areas.**
 - b. Does this requirement correspond to current paving and drainage requirements? **Yes, by codifying the greener parking lots we support and encourage and incentivize more environmentally friendly paving systems. Paving and drainage design shall be per the Street and Drainage Design Manual, as amended.**
5. Do green factor point requirements complement or conflict with Dallas Green Building? **The green factor points requirements complement the Dallas Green Building Code and do not conflict.**
6. Has the green factor worksheet been tested by private civil engineers and landscape architects to ensure that the scoring and point options make sense and are obtainable? **We are in the process of launching a call for volunteered testing of the design standards, as well as no minimum parking requirements, and transportation demand management. The green factor has been in use successfully since at least 2009, in Seattle and is also being used in several other cities.**
7. Is it water-wise and responsible for a city to encourage retention ponds by giving more green factor points over a detention pond? **The same number of points is also available to encourage and allow for green infrastructure, such as bioretention, rain gardens, etc. Also, to encourage green infrastructure and retention ponds that serve as amenities, both will be allowed within these highly visible setback areas.**

PARKING CODE AMENDMENT FREQUENTLY ASKED QUESTIONS

8. How much increase to overall development costs will compliance with green factors impose? **The design standards are based on “no required parking minimums” which potentially offers a substantial cost savings to developers and could offset the costs. Additionally, there are many options in which to choose that do not necessarily increase costs and can lower costs over time. We are in the process of launching a call for volunteered testing of the design standards, as well as no minimum parking requirements, and transportation demand management.**
9. Will additional height be granted to zoning districts if impervious maximums are imposed? Otherwise, this seems to encourage development sprawl. **The proposed design standards are based on the assumptions of “no minimum parking required.” The parking code amendment does not change height or other zoning district regulations. Imperious coverage maximums would only pertain to parking areas.**
10. Why is there more credit for street visible landscaping, since Article X requires street trees to be located within 30 feet of a street curb, than utilizing drought- tolerant landscaping? **The number of points for the use of drought-tolerant landscaping has been increased and staff is still working with the points and testing application of the green factor. We are in the process of launching a call for volunteered testing of the design standards, as well as no minimum parking requirements, and transportation demand management.**
11. What are the formulas within the spreadsheet used for green factors? There needs to be more transparency on the worksheet. **Staff is working on the square footage and other measures for the multiplier. Most menu options for the green factor are the same as the options from Article X. The formulas will be included on the final spreadsheet. We are in the process of launching a call for volunteered testing of the design standards, as well as no minimum parking requirements, and transportation demand management and we can release the table with the formulas for the volunteers so they can test it accordingly.**
12. 6f is not a complete sentence on page 8. Also 9 on page 9. Also, 12b on page 9.Maybe 12c too? I cannot tell. **The green factor spreadsheet is still being finalized by staff and all line items in the menu of options will be expanded for legibility. Line item 6f is one of the optional items out of Article X and states, provide minimum 10’ wide landscape medians extending the length of a minimum 10 space parking row. Line items 9 and 12 are still under review by staff.**
13. Are items 5 and 6f, 6g, and 6h on page 8 different? **Yes. These are optional items from Article X. Line item 5 gives points for a 16’ wide landscaped median with large or medium trees extending the length of a minimum of a 12-space parking row(s), and line items 6f, 6g, and 6h gives points for providing the specified width of landscaped medians with no specified tree size or extending the full length of the landscape median widths.**
14. Are all medians internal to a property? Can credit be obtained by planting in a ROW median? What about the parkway? **It is not likely that the right-of-way median or a parkway will be able to be credited, as the landscape medians and islands must be immediately adjacent to off-street parking to be credited.**
15. Why are Article X requirements being repeated in green factor points? **The options in the green factor include the optional landscaping that pertains to parking lots from Article X in to encourage these “green” environmental elements and to provide many options in the menu to achieve the required points for the green factor.**
16. How do you calculate “reduce impervious cover of surface parking lots on new development?” Page 9. **The impervious coverage percentages will be calculated based on the square footage of the parking areas and points will be awarded based on a reduction of impervious coverage beyond the requirements.**
17. Is E alternative paving materials on page 6 the same as how a site would reduce impervious surface parking lot cover on items 12 a, b & c on page 12? **No. The line item on page 6 refers to areas that are not parking spaces. However, since the definition of parking areas will likely include these hardscaped areas, line items 12 a, b and c may only be necessary and used in the final menu of**

PARKING CODE AMENDMENT FREQUENTLY ASKED QUESTIONS

options.

18. Are the requirements on page 10 and 11 the same? **No. The requirements for detention and retention basin location is detailed on page 10. The requirements for detention and retention basins, if that structural method to manage stormwater is chosen, details the design elements required with such systems.**
19. Is it acceptable to encourage people to sit around detention and retention basins that require fencing for public safety due to the slope of the basin? Does this require the access around the detention/retention pond to be ADA compliant? **It is desired and acceptable to have detention and retention basins as developed and accepted as amenities so that people can enjoy these areas for recreation, education, and enjoyment of nature in addition to the “utilitarian purpose” in which it was intended. ADA compliance will apply and will be required per state regulations for all site development, as applicable.**
20. What intervals are required for the pedestrian lighting around a detention and retention pond? **One every 300’ linear feet.**
21. What is the purpose of an information plaque around a retention pond? Is this required for each retention pond on a site? **This is an option that is intended to allow an educational or informational type of plaque for either habitat, trail information, green infrastructure like bioretention or other wetland plants, that the property owner may include to satisfy the amenity requirements for retention ponds.**
22. How many detention ponds that hold water currently exist within the City of Dallas? **There are a few ponds in Dallas that hold water “retention ponds”, one of which is owned by the City and is used for irrigation.**
23. Is the bench requirement on page 13 the same requirement as page 11? **No. The bench or seating requirement on page 11 is for outdoor seating, and comfort of pedestrians around the pond, as shown on the second photo of pages 11 and 13 of the design standards staff reports. The bench requirements on page 13 are structural safety design measures built within and around the construction of the pond, as defined on page 13.**
24. Does the aquatic bench requirement on page 14 comply with existing COD stormwater and paving & drainage design requirements? **Yes. Design requirements for stormwater structures must comply with the Drainage Design Manual, as amended. There has been a lot of coordination with internal departments for the design standards.**
25. Are the Detention and Retention Basin Design Guidelines existing? If not, why are these standards being created within parking design standards in a code amendment by planners instead of civil engineers? **The Detention and Retention Basin Design Guidelines are being proposed with this parking code amendment. The guidelines are intended to provide visual guidance and provide context to developers and staff in application of these design standards. The technical design of stormwater management structures, including detention and retention basins must meet the Drainage Design Manual, as amended. Staff has had coordination with internal departments for these guidelines as well.**
26. Why are sidewalks in the parking design standards when the regulations for sidewalks already exist? **The standards for sidewalks and sidewalk widths are being codified with this code amendment so that Dallas can achieve the goals of connectivity for pedestrians. This will also provide full transparency of sidewalk requirements.**
27. Do all open spaces require a sidewalk connection to the street? What defines an “open space”? page 28. **Publicly accessible open space will require a sidewalk connection to the street. (On-site) open space means the portion of a building site that is accessible to all occupants of that building site (or to the general, public if dedicated as public open space) and principally open to the sky but allows for architectural elements such as colonnades, pergolas, and gazebos. The space must be a contiguous open area of not less than 10 feet in width or length.**
28. Was DART consulted on any of these parking design standards? **Yes. We will continue to consult**

PARKING CODE AMENDMENT FREQUENTLY ASKED QUESTIONS

with DART.

29. What is the “principal street” used for? I did not see this defined or applied within the document. **The principal street is the street with the highest (transit) priority as stated and listed in the Complete Streets Design Manual, as amended. The street priority order is also the same order from left to right as shown on all charts for the proposed design standards (top right) of the charts contained in the design standards staff reports. It is used to determine which street type design standards will apply if a property is located with more than one street type as shown on the Complete Streets Vision Map.**
30. Does existing parking between a building and a street get to remain if a property wants to add an addition? If not, is there a waiver? If no waiver, does that mean that to construct an addition on an existing property on a mixed use or commercial street-type will need to go to the Board of Adjustment to seek a parking variance and prove a property hardship or apply for a PD rezoning? Same question for the limitation of one row of parking on residential, other and parkway street-types. What are the non-conforming rights to properties with these existing configurations? **Some exceptions will be included for the design standards at the time of ordinance draft. Any language regarding non-conforming rights will be determined by the city attorney and included in the draft ordinance.**
31. Does the drive-through facility regulation prohibit drive-through uses on corner lots? Can this be waived or modified through the SUP process? **A drive-through facility can still locate on corner lots with compliance with the design standards for corner lots by locating the drive-through service ordering and windows on the internal lot side and/or rear of the building. The SUP process is a zoning process for determining an appropriate land use at a specific location. Appropriate processes will be in place for relief of design standards.**
32. How does an interior lot with a drive-through use that only has frontage on a mixed use or other street-type have a driveway? **In such cases, interior lots without any direct access to a public street requires a mutual access easement with neighboring properties.**
33. If a pedestrian pathway is a design option in Article X and a possible green factor point on page 8, why is it a requirement on page 35 for all street-types? **The pedestrian pathway is not an option for the green factor. Only the use of alternative (permeable) paving for the required pedestrian pathways. The required pedestrian pathways in this application are for parking areas. The pedestrian pathway option in Article X and in the green factor in this code amendment is to allow such path through an expanded landscaped area median with trees and a walkway in a landscaped area only. Further, in this code amendment for the green factor credit, the pedestrian pathway must be in such landscaped area median adjacent to parking lots or areas for green factor credits to apply.**
 - a. Will the off-street driveway and parking manual be updated to include dimensions and illustrations for parking lot configurations with pedestrian pathways? **The parking space dimensions are not changing in this parking code amendment. A new edition of the Off-Street Parking and Driveway manual is forthcoming. The new edition will only update references or department names.**
 - b. Is there a minimum number of parking spaces that require pedestrian pathways? **The requirement for pedestrian pathways in parking lots must be no further than 120' from a parking space. The 120' is based on no more than 12 parking spaces or a parking island.**
34. Will a specific stacking requirement be added for not blocking pedestrian pathways? **Amendments to other sections of the Code may be needed with the parking code amendment and other Code sections are amended from time to time as needed. Staff's review of development impact review attempts to eliminate any overlap in stacking or queueing and pedestrian amenities.**
35. How is joint access with adjacent properties waived? **Some exceptions will be included for the design standards at the time of ordinance draft and we may consider some of these.**
 - a. Physical barrier: creek, Oncon ROW, city property, preventative topography, railroad

PARKING CODE AMENDMENT FREQUENTLY ASKED QUESTIONS

- b. Inadequate width for minimum access
 - c. Uncooperative neighbor
 - d. Incompatible land uses (charter school in an industrial park)
36. How does joint access work on residential properties? Does this apply to lots over ½ an acre? Or agricultural properties? **This requirement is for non-residential developments. There are separate standards for single-family and duplex. Some exceptions will be included for design standards at the time of ordinance draft.**
37. Is there a waiver process for the continuous grade of a crosswalk along a driveway when the project engineer will not seal plans due to the high traffic speeds and geometry of the sidewalk and street grade? **There is a sidewalk waiver process now. We will include the conditions in which a waiver may be sought for design standards in the draft ordinance. Pedestrian amenities, including crossings at driveways, must meet ADA's grading/slope requirements.**
38. Are all properties larger than 3 acres required to be open to the public by the publicly accessible pathway requirement? **This will not change the operations of private property.**
- a. Does this require easements to ensure public access? This would be a nightmare to implement. **Easements and/or dedications may be required for public access as they are currently. The recommended standard is to ensure pedestrian accessibility on private properties and pedestrian safety.**
39. Does the prohibition of parking along the internal pathway prohibit surface parking? **No. These apply to internal streets that connect larger developments.**
40. Does any of this apply to CA Central Area zoning? **We will have to check the specific ordinance language of PD's and other developments to see what may apply.**
41. Is the intent that the "primary street" for dictating where curb cuts can be located be determined only when the entrances of the building are designed? **The intent is to define or determine which street is considered "primary" or the street which design standards are applicable.**
- a. Does a building with more than one main entrance eliminate its ability to have curb cuts on each of those building sides? **No. In general, there should be no more than 1 curb cut per street.**
42. Does the residential alley need to be improved in order to restrict driveways that connect to the street? **Yes, the property owner is responsible for improving an alley from their vehicular access to the nearest public street to obtain approval of any access from the alley.**
- a. If not, how much of the 2021 COD budget is allocated to paving existing alleys? **The proposed budget (FY 2021-2022) for paving the existing alleys are the Bond projects. The 2017 Bond Project, Alley Reconstruction is \$3,362,396 per the budget book.**
 - b. How much of the budget is maintenance of existing paved alleys? **The maintenance work for unimproved alleys is not considered as paving the alley. The proposed (FY 2021-2022) budget for maintenance work for unimproved alleys is in the Unimproved, Sanitation Alley Maintenance Program at \$1.6M Annually.**
 - c. How many miles of existing alleys are unpaved? **There are approximately 180 linear miles of unimproved alleys in the City both sanitation and non-sanitation. There are 129 miles (1,362) of unimproved, non-sanitation alleys – 40 of which will be transformed into well-lit, trails.**
 - d. Is there a waiver if the alley is at a different grade than the residential lot? Specifically, redevelopment of existing single-family properties. **There will be exceptions in the parking code amendment for steeply sloping lots or topography.**
 - e. Will the Subdivision code be modified to encourage more alley developments? **The Subdivision Ordinance is not part of this parking code amendment. Any sections of the Code that need to be amended would follow the code amendment process. Additional code modifications/adjustments may be further considered.**
 - i. How many residential subdivisions in the last fiscal year included alleys? **There were**

PARKING CODE AMENDMENT FREQUENTLY ASKED QUESTIONS

approximately 26 residential subdivisions in the last fiscal year that included alleys out of approximately 92 residential subdivisions approved to date.

43. Does the limitation on curb cuts correspond to Fire Code requirements? **The number of curb cuts for properties in Dallas would be subject to Fire Code requirements. Dallas Fire Department may require additional driveways that serve as emergency access only.**
 - a. Is the Fire Code requirement for multiple access points for residential uses being modified? **We are not modifying the Fire Code as part of this parking code amendment.**
44. What is the difference between a continuous curb cut and the maximum width of driveways, as indicated in the Off-street Driveway and Parking Manual? **Continuous curb cuts are in reference to multiple curb cuts along a property. Driveway width spacing would still apply in addition to the number of curb cuts.**
 - a. The Off-street Driveway and Parking Manual regulates the maximum width of driveways based on the zoning district classification. Will manual be modified to match the parking design standards? **The Street Design Manual regulates minimum and maximum driveway widths unless the property has other established zoning conditions. The proposed design standards, including width of driveways for the parking amendment will be codified in the off-street parking and loading section of Chapter 51A. Additional code and City manuals modifications/adjustments may be further considered when warranted by this parking code amendment for better alignment of standards.**
45. Is there a waiver for adding a service driveway curb cut? **Specific exceptions for curb cuts and other standards will be determined at time of ordinance draft.**
46. Item 5 on page 41 is a repeat of the requirement to share access on page 37. **Item 5 on page 41 is stating expressly that additional curb cuts will be prohibited for dumpster and/or loading areas. Page 37 is stating that joint or shared access for adjacent lots will be required.**
47. Is there a waiver for a development at the corner of two mixed use street-types? Or for a lot on commercial street-type that also has frontage on a mixed-use street-type? **Some exceptions for the design standards will be included at the time of the ordinance draft.**
 - a. How does a property provide for fire lanes without curb cuts? **Fire Code requirements and required access will be determined through the permitting process as it is currently.**
48. Does the limitation of one curb cut require a fire lane to have internal fire truck turnarounds? **Fire Code requirements and required access will be determined through the permitting process as it is currently.**
49. Will the Off-street Driveway and Parking Manual be updated to have the Figures for parking spaces included? **The figures (diagrams) in the design standards staff report will be codified in the off-street parking section with this parking code amendment. The Off-Street Driveway and Parking Manuals are not part of this parking code amendment. Other codes and manuals such as these will be updated as appropriate and as determined through a separate process. It will be a benefit to update the Off-Street Parking and Driveway Manual to reflect new design standards.**
 - a. Will the code be modified to change the minimum maneuvering distance behind a parking space from 20 feet to 50 feet at ingress/egress points? **Yes. This maneuvering distance requirement will be codified as part of the parking code amendment for off-street parking and loading.**
50. Alleys are mentioned on page 45 and 40. **Yes. The statement regarding curb cuts for alleys was included in the section regarding curb cuts to keep the information regarding curb cuts in one place.**
51. Is there a waiver process for garage placement? **There will be exceptions in the parking code amendment with the appropriate processes per the Code in the ordinance draft.**
52. What is the difference between c and d on alley access pages 45 & 46? **(c) on page 45 is stating the prohibition of front-entry garage access and (d) means that an exception would not be granted for front-entry garages, if allowed, in which more than 75 percent of existing residential lots do**

PARKING CODE AMENDMENT FREQUENTLY ASKED QUESTIONS

- not have vehicular front-entry access on the same blockface.**
53. Will the restrictions on non-residential alley use when it abuts residential uses be modified? **It has not been included in the design standards staff report. However, staff is discussing this, and it is still under review.**
- a. Will the screening requirement allow for vehicular gates? **Yes. Screening for parking headlights does not go across driveways.**
 - b. Will alleys be directional for all the non-residential traffic that will be utilizing a 10-foot alley? **No. Alleys are intended to serve as two-way flow with only 10 feet of pavement, per the Street Design Manual, as amended.**
54. Is there a waiver for co-locating residential driveways? **Yes. There will be an appropriate process for any exceptions per Code and we may consider some of these.**
- a. Physical barrier
 - b. Non-cooperative neighbor
 - c. Easement
55. How can a garage have a setback from the front façade on page 48 when front entry garages were prohibited on page 45? **There will be exceptions and as stated under (d) Alley Access on page 46, garages may not front a street where more than 75 percent of existing residential lots do not have vehicular front-entry access on the same blockface.**
56. How are the packed parking regulations on page 49 different than the existing requirements in the Dallas Development Code? **The requirement for each parking space to be no less than 145 square feet is being removed and the requirement for an access lane to be a minimum of 24' wide is being removed.**
57. What is a “public space” that requires parking to be screened? How is paragraph 1 different than paragraph (a) in the top box on page 51? **(Public) Open Space means the portion of a building site that is accessible to all occupants of that building site (or to the general, public if dedicated as public open space) and principally open to the sky but allows for architectural elements such as colonnades, pergolas, and gazebos. The space must be a contiguous open area of not less than 10 feet in width or length. Paragraph 1 is stating that all of street parking on a lot along street frontage must be screened from direct view of public streets, and public spaces. Paragraph 1 (a) is further stating that such off-street parking spaces from all public streets and public spaces adjacent to that lot must be screened.**
58. Will there be a compliance date for increasing the minimum height of dumpster screening from 6 feet to 8 feet? **Yes, if the ordinance requirements apply to existing structures.**
59. Does the screening requirement of equipment comply with building code or fire code requirements? **Yes.** Or common sense of not screening equipment that gets hot with flammable materials such as landscaping? **Yes. Fire codes still apply to all development.**
60. Does the painting requirement for utility equipment comply with the franchise agreements between the utility companies and COD? **The applicant will have to get approvals from the utility companies as would be currently required.**
61. Is there a conflict with highlighting lights shining up but prohibiting security lighting from shining up? **No. Security lights would not shine up. Accent or highlighting would shine up to emphasize features such as trees and structures (parking structures).**
62. What is the difference between the security lighting requirement and the parking lot lighting requirement in 51A-4.301(e)? Why is it a good idea to not have surface parking lit if they put up a sign saying the lot is not illuminated? **The security lighting requirement is for parking structures and parking lot lighting is to provide security lighting for parking lots. The current lighting provisions for off-street parking in Chapter 51A requires that if only a portion of the parking lot is offered for use after dark, only that part must be lighted. However, the portion offered for use must be clearly designated. In this current language, there is no specific requirement for the designation of that portion of the parking lot that is not offered for use after dark, and therefore the recommendation**

PARKING CODE AMENDMENT FREQUENTLY ASKED QUESTIONS

is to specify how it is to be clearly designated. The requirement for putting a sign up stating that the parking lot is not illuminated after dark gives an option to have a parking lot or portion of a parking lot that will not be used (closed during nighttime hours) not to be lit if a sign stating such is in place to inform people. We may want to exclude this and instead allow or encourage (as a green factor option) the use of LED and/or solar parking lot lights that can significantly reduce electricity costs.

63. Why are bicycle parking regulations being modified? **The bicycle parking requirements may be modified to be separated from the car parking requirements. A few design standards, such as requiring bicycle racks with locking devices and provision of bicycle storage, as well as anchoring and spacing of such devices are being proposed if bicycle parking is provided. These standards are to address the safety, securing and storage of bicycles to encourage bicycle use as another mode of transportation.**
- a. Has Building Inspection provided feedback for land uses that do not need bike parking? **The language of the bicycle parking requirements will be updated for the parking code amendment. We have some proposed bicycle design standards as stated above as well as options to achieve points for the Transportation Demand Management strategy.**
 - b. Why does the design standard for bike racks need to be so specific? **The U-shaped bicycle racks as proposed in the design standards are recommended by the Federal Highway Association, the Association of Pedestrian and Bicycle Professionals, city staff, as well as best practices in several cities. The design of these bicycle racks allows the bicycle to be temporarily stored upright with two points of contact to lock both the frame and the wheel for security.**
64. Why does a parking structure have an architectural similarity requirement when no other building type has such a requirement? **The architectural design standards, such as, compatibility, location, transparency, and blank walls are intended to reflect principles of urban form to promote pedestrian friendly design. Screening requirements are intended to effectively screen the parking contained within the parking structures. The few architectural design standards proposed are similar to architectural standards that have been used for buildings and parking structures throughout the city in various PD's, and Article XIII.**
65. Are the regulations for "Parking Structures as an Accessory Use (Commercial Parking Garages)" talking about accessory parking or commercial parking as a main use? This title of the section is confusing because the (Commercial Parking Garage) implies it is a main use. The pages for these regulations go back and forth between main use and accessory use and is very confusing to follow along. **The title, "Parking Structures as an Accessory Use (Commercial Parking Garages)" refers to accessory parking that is located within a parking structure (commercial parking garage).**
66. What defines if a parking structure is located "along the street frontage"? **Street frontage means the length of property along one side of a street between property or lease boundary lines. How interior to a site does a parking structure need to be? The parking structure would be required to be behind a building and not visible from the street frontage. Interior to the site or to the side or rear of the building that does not front a street or open space that is publicly accessible such that the parking structure is not visible from the street frontage would comply.**
67. If a property only has frontage on a mixed use or commercial street type, are parking structures prohibited? **Only parking structures with the required 70% active ground floor uses, such as retail, commercial, office, residential, institutional, public, or civic uses may have frontage or be located on a mixed-use street or must be convertible for a minimum of 90 percent of the ground floor frontage. Parking structures may not be located along the street frontage of a street-facing façade for commercial or mixed-use streets.**
68. Will zoning districts be granted additional height to allow for the geometry of parking structures to function on a restrictive lot that fronts on a mixed-use street- type since the parking structure will be controlled by the lot's street frontage width? **The parking code amendment does not address or**

PARKING CODE AMENDMENT FREQUENTLY ASKED QUESTIONS

- propose changes to height regulations. Height regulations and processes to request a change in height are per Chapters 51 and 51A of the Dallas Development Code.**
69. Can the depth of active uses within a parking structure on a mixed-use street type be reduced to 20 feet instead of 30 feet? **We will consider reducing the requirement for depth of active uses within a parking structure on a mixed-use street to 20 feet. However, processes for exceptions to the design standards will be outlined in the draft ordinance and consistent with Code processes for the type of exceptions.**
70. Why is there a street visibility limitation for parking structures on a mixed-use street-type on page 78 if this has already been regulated on the last 5 or so pages? **This is stating that such parking garages also may not be located at street intersections or abut public or civic uses or publicly accessible open space on mixed-use streets unless lined or wrapped with the active uses (retail, commercial, office, residential, institutional, public, or civic).**
71. Does the maximum blank transparent wall requirement on the ground floor of all street-types except industrial require mechanical ventilation? **Yes, vehicle ventilation is required by Building Code. Or does transparent allow for openings not filled with glass? Yes, transparency means the total area of window opening, door opening, or other opening, expressed as a percentage of the total façade area by story or level. Parking garages are exempted from being required to have openings filled with glass.**
72. Why is the prohibition of ingress/egress for parking structures on a mixed-use street-type titled blank-façade walls? **This prohibition of ingress/egress is still, in reference to blank-façade walls and is including ingress and egress. Why is this mentioned on page 81 when curb cuts were already prohibited on page 42? Because such ingress/egress would not be allowed as an architectural element to break-up a blank wall or meet the requirements of a blank wall or be used as a required opening to meet the blank-façade wall requirement.**
73. Is the transparency requirement for parking structures on page 82 measured by floor or the overall building facade? **The transparency requirement is expressed or measured as a percentage of the total façade area by floor or level. Overall facade seems reasonable since parking structures do not have story levels. The measure as a percentage of the total façade area by floor or level is reasonable since parking garages have floors or parking levels.**
74. How is there a transparency requirement for parking structures on a mixed-use street type when they were prohibited from being located along the street on page 74? **This is in reference to the street-level, street-facing façade. In other words, if the parking garage is facing or has any visibility to the mixed-use street, the transparency requirements will apply to the parking garage if it meets the active uses requirement to be located along such streets.**
75. Does the parking structure landscape buffer only require small trees? Otherwise, there is a conflict with the building spacing for medium and large trees from buildings. **The 10' landscape buffer required along the parking structure is a minimum requirement.**
76. What is the “frontage zone” requirement of parking structures?
The frontage zone requirement is per Figure 4.46 Pedestrian Zone Widths of the Dallas Street Design Manual, as amended. As shown in Figure 4.46, the Frontage Zone only refers to mixed-use and commercial street types. There is no minimum requirement. At least a 3' frontage zone is preferred to provide pedestrian amenities, such as outdoor dining that activates such mixed-use and commercial streets.

FAQ'S
10/20/2020

1. How accurate is the comment, “Ex. North Park Shopping Center has been in decline for a number of years...” from page 7 Trends/Car Ownership of Parking, Public & Interdepartmental Outreach – Input

PARKING CODE AMENDMENT FREQUENTLY ASKED QUESTIONS

staff report on October 15, 2020? Do you know how the consultants reached that decision - e.g. based on number of vacant stores, declining retail sales (pre-COVID), declining visitation numbers, etc.?

This comment by DeShazo, Tang & Associates is in reference to the declining demand for parking spaces only, as shown in parking studies performed and submitted to the City in 2008, 2010 and 2013. Please reference excerpts from these parking studies on page 66, Parking – Local and National Parking Studies, Part 2 staff report on September 3, 2020.

They determined that a decrease in demand for parking spaces over the years is due to increased ridership from the Park Lane light rail station, bus service, as well as the increase in on-line store shopping with customers picking up the orders at the shopping center versus in-person shopping for long durations. Other factors for the change in demand for parking spaces at the shopping center includes ride-share services, such as Uber and Lyft. Also, while much of the parking demand is near the south end of the shopping center, there appears to be a surplus of parking spaces at the north end of the shopping center.

2. How many years is the prevalence of AVs being predicted in the following reference, “The future of cars will be automated tech to self-park the cars and based on smart city and equipment....” “Automated vehicles (AVs) will also be prevalent” on page 7 Trends/Technology of Parking, Public & Interdepartmental Outreach – Input staff report on October 15, 2020? We read articles about AVs and smart cars, but still seem to be some way from realizing the benefits of this technology. Is the NCTCOG predicting these will have any meaningful impact in 5, 10, or 20 years?

(Per the feedback from NCTCOG)

The technology for Robo Remote Valet is in the process of being rolled out. Self-parking capabilities are being built into many vehicles today. High-end vehicles are now being equipped with technology that allows the vehicle to travel some distance from the driver, find a parking space, and park itself. This technology will be built into more models over the next few years. The range of self-parking vehicles will gradually increase as more vehicles get more automated vehicle capabilities. Major parking destinations—especially airports—are testing a variety of technologies that either pair with in-vehicle self-parking technology or use self-contained robots to park vehicles.

Locally, DFW International Airport is closely monitoring the technology, looking for a solution that can accommodate a wide variety of vehicles. Like other major parking operators, DFWIA sees the potential of the technology to more efficiently utilize parking facility space, and to give patrons a better customer experience by eliminating the long march from parking facility to terminal. Remote robot valet parking is the closest thing there is to a sure bet in the AV space.

The picture is less clear with respect to AV deployments on the open roads. This past week has seen significant announcements from Waymo and Cruise (GM) that they are going to begin deploying automated vehicles without a safety driver on board. Waymo is currently providing robotaxi service in Arizona. Ford will be rolling out robotaxi service in Austin in 2021/22.

There is some interest from another major AV company in a significant DFW robotaxi deployment in 2023. DFW already is a hub for AV long-distance trucking.

Arlington is beginning AV service connecting UTA with its downtown in March 2021. TxDOT and Cintra are studying how to make their roads AV ready and TxDOT is installing connected vehicle technology on I-30 and other expressways. Michigan is building an AV corridor between Detroit and Ann Arbor. Internationally, there are major robotaxi deployments ongoing in China and

PARKING CODE AMENDMENT

FREQUENTLY ASKED QUESTIONS

coming soon in other regions. It thus seems likely that by 2020 Dallas will see a substantial robotaxi deployment and by the end of the decade there will probably be several substantial robotaxi deployments in DFW. The major urban downtowns and the airports are likely early service zone areas.

Bottom line estimates:

- Remote self-parking: 2020s
- Robotaxi: 2025-2035
- Personally, owned AVs: 2025-2045
- AV long-distance trucking: 2020-2035
- Automation of vehicles in freight yards, warehouses, agriculture: 2020-2040