City of Dallas

Recap of Off-Street Parking & Loading Development Code Amendment

City Plan Commission Briefing
September 18, 2025

Sarah May, AICP- Manager
Planning & Development Department

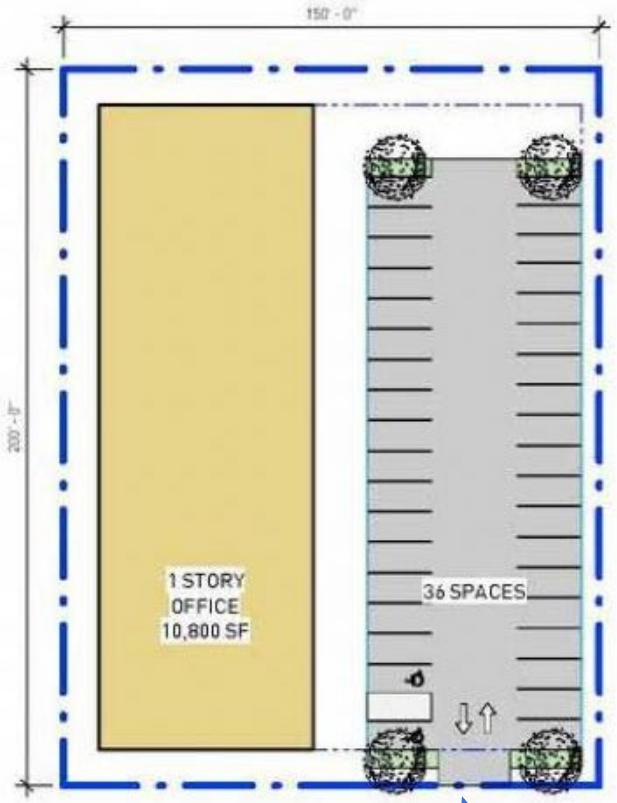
Content

- Overview of Former Parking Regulations
- Timeline of the code amendment
- Code Amendments Adopted
  - Parking ratios (via a table)
  - Exceptions to ratios
  - New parking design features and waivers/exceptions
  - Bicycle parking updates
  - Miscellaneous

Former Parking Regulations

KEY ASSUMPTIONS:

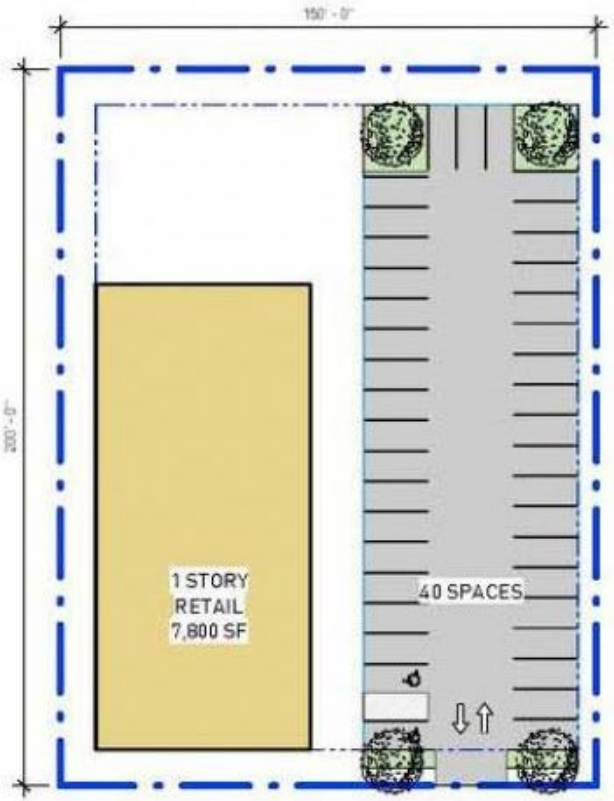
- 30,000 SF LOT
- ONE STORY BUILDING
- 10' SETBACKS, ALL SIDES



10,800 SF OFFICE

PARKING @ 1/300 =
36 SPACES REQ'D

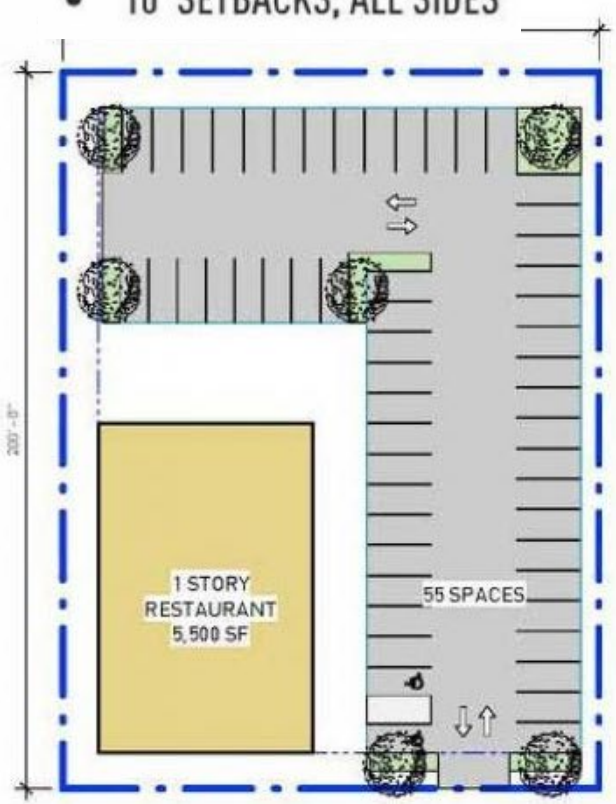
Half of land can be used for business



7,800 SF RETAIL

PARKING @ 1/200 =
40 SPACES REQ'D

<Half of land can be used for business



5,500 SF RESTAURANT

PARKING @ 1/100 =
55 SPACES REQ'D

~25% of land can be used for business

Image credit: Kronberg Wall Architecture for "How parking rules impact urban design". R. John Anderson. April 13, 2018. https://www.cnu.org/publicsquare/2018/04/13/how-parking-rules-impact-urban-design

Detailed Timeline

August 28, 2019	Council Member West memo requesting the authorization of a code amendment by City Plan Commission
October 3, 2019	Authorized by CPC
March 5, 2020 – August 26, 2021	25 ZOAC meetings: Reviewed current conditions, research and best practices, and developing proposal.
August 2023	Public listening sessions and reintroduction at ZOAC
September 6, 2023	Briefing at City Council as requested by the August 3, 2023, five-signature memo

Detailed Timeline

December 5, 2023	ZOAC discussion
January 30, 2023	ZOAC recommendation of approval
November 21, 2024 **December 3, 2024** **January 16, 2025** **February 13, 2025** **March 4, 2025**	CPC discussions and public hearings
March 20, 2025	CPC recommendation of approval
April 7,2025 **May 5,2025**	Briefing at Economic Development Committee

May 14, 2025: **Adopted** by Council

Council Action Overview (ratios)

Table 1.0.1 General Parking Requirements		
51A-4.201 Agricultural uses		None for any use.
51A-4.202 Commercial and business service uses		**See Table 1.1**
51A-4.203 Industrial uses		
51A-4.204 Institutional uses		**When not listed, no parking is required.**
4	Church	When in MD-1, see Table 1.2; otherwise, ≤ 20,000 SF: none. > 20,000 SF: 1 space per four fixed seats (18" is one seat). > 20,000 SF: 1 space per 28 SF of open seating area in the sanctuary or auditorium.
17	Public or private school	Senior high school: 9.5 spaces per classroom; Otherwise: none.
51A-4.205 Lodging uses		None for any use.
51A-4.206 Miscellaneous uses		None for any use.
51A-4.207 Office uses		When in MD-1, see Table 1.2; Otherwise, none.
51A-4.208 Recreation uses		None for any use.

Council Action Overview (ratios)

Table 1.0.1 General Parking Requirements

51A-4.209(b) Residential uses		When not listed, no parking is required.
2	Duplex	D, TH, and RTN districts: 1 space per unit; Otherwise: None
5	Multifamily	• ≤20 units: None • 21 to 199 units*: 0.5 space per dwelling unit • ≥200 units*: 1 space per dwelling unit Guest parking*: • 20-99 units: 10 % of required parking spaces • ≥100 units: 15 % of required parking spaces ✓ All guest parking must be marked for use by guests and clearly marked at the driveway entrance or walking gate. * No parking required for MIHDB developments, but at least 15 percent of the *provided* parking must be available for guest parking.
6	Single-family	R, D, TH, and RTN districts: 1; Otherwise: None

Council Action Overview (ratios)

Table 1.0.2 General Parking Requirements		
51A-4.210(b) Retail and personal service uses		**When not listed, no parking is required.**
3	Auto service center	When in MD-1, see Table 1.2.2; otherwise, none.
4	Alcoholic beverage establishments	When in MD-1, see Table 1.2.2; otherwise, 1 space per 200 SF used for retail sales and seating. No parking is required for a building ≤ 2,500 SF.
7	Commercial amusement (inside)	When in MD-1, see Table 1.2.2; otherwise, Bowling alley: 1 space per 200 SF of lane area. Motor track: 1 space per 200 SF Other types: 1 space per 200 SF
8	Commercial amusement (outside)	When in MD-1, see Table 1.2.2; otherwise, 1 space per 200 SF.

Table 1.0.2 General Parking Requirements		
9	Convenience store with drive-through	When in MD-1, see Table 1.2.2; otherwise, none.
11	Dry cleaning or laundry store	
12	Furniture store.	
13	Gen. merch. or food store ≤3,500 SF	
14	Gen. merch. or food store >3,500 SF	
17	Liquor store	
18	Mortuary, funeral home, or commercial wedding chapel	
19	Motor vehicle fueling station	
20	Nursery, garden shop, or plant sales	
21	Outside sales	
21	Paraphernalia shop	
22	Pawn shop	
23	Personal service use	

Council Action Overview (ratios)

Table 1.0.2 General Parking Requirements		
51A-4.210(b) Retail and personal service uses		**When not listed, no parking is required.**
24	Restaurant without drive-through or drive-in service	When in MD-1, see Table 1.2.2; otherwise, No parking is required for the first 2,500 SF; 1 space per 200 SF for floor area >2,500 SF.
25	Restaurant with drive-through or drive-in service	
27	Swap or buy shop	When in MD-1, see Table 1.2.2; otherwise, none.
29	Temporary retail use	
30	Theater	
31	Vehicle display, sales, and service.	
51A-4.211 Transportation uses		No minimum off-street parking requirements for any use in these categories
51A-4.212 Utility and Public Service uses		
51A-4.213 Wholesale, Distribution, and Storage uses		
51A-4.217(b) Accessory uses		

Council Action Overview (ratios)

Table 1.1 Certain Uses Contiguous to R Districts with a Single Family Use		
Except as provided in Section 51A-4.301(a)(2)(B), when the use is contiguous to a single family district with a single family or handicapped group dwelling unit use, the minimum off-street parking requirements below may apply. **Otherwise, no minimum** off-street parking requirement. If there is a conflict between this table and a parking requirement in Division 51A-4.200, the parking requirement listed in Division 51A-4.200 controls.		
51A-4.202 Commercial and business service uses		**Minimum Off-Street Parking Requirement**
1	Building repair and maintenance shop	1 space per 500 SF
2	Bus or rail transit vehicle maintenance or storage facility	
3	Catering service	
4	Commercial cleaning or laundry plant	
5	Custom business service	
6	Custom woodworking, furniture construction, or repair	
7	Electronics service center	
8	Job or lithographic printing	1 space per 600 SF
8.1	Labor hall	1 space per 500 SF
9	Machine or welding shop	
10	Machinery, heavy equipment, or truck sales and service	1 space per 1,000 SF
11	Medical or scientific laboratory	1 space per 500 SF
12	Technical school	
13	Tool or equipment rental	
14	Vehicle or engine repair or maintenance	

Council Action Overview (ratios)

Table 1.1 Certain Uses Contiguous to R Districts with a Single Family Use		
Except as provided in Section 51A-4.301(a)(2)(B), when the use is contiguous to a single family district with a single family or handicapped group dwelling unit use, the minimum off-street parking requirements below may apply. **Otherwise, no minimum** off-street parking requirement. If there is a conflict between this table and a parking requirement in Division 51A-4.200, the parking requirement listed in Division 51A-4.200 controls.		
51A-4.203(b) Industrial uses		**Minimum Off-Street Parking Requirement**
0	Alcoholic beverage manufacturing	Retail sales & seating: 1 space per 200 SF, regardless if single family is contiguous
1	Industrial (inside)	1 space per 600 SF
1.1	Industrial (inside) for light manufacturing	
2	Industrial (outside)	
3	Medical/infection waste incinerator	1 space per 1,000 SF
3	Metal salvage facility	5 spaces minimum
3.1	Mining	None.
3.2	Gas drilling and production	
3.3	Gas pipeline compressor station	5 spaces minimum
4	Municipal waste incinerator	1 space per 1,000 SF
4.1	Organic compost recycling facility	1 space per 500 SF
5	Outside salvage or reclamation	5 spaces minimum
5.1	Pathological waste incinerator	1 space per 1,000 SF
6	Temporary concrete or asphalt batching plant	2 spaces minimum

Council Action (ratios)

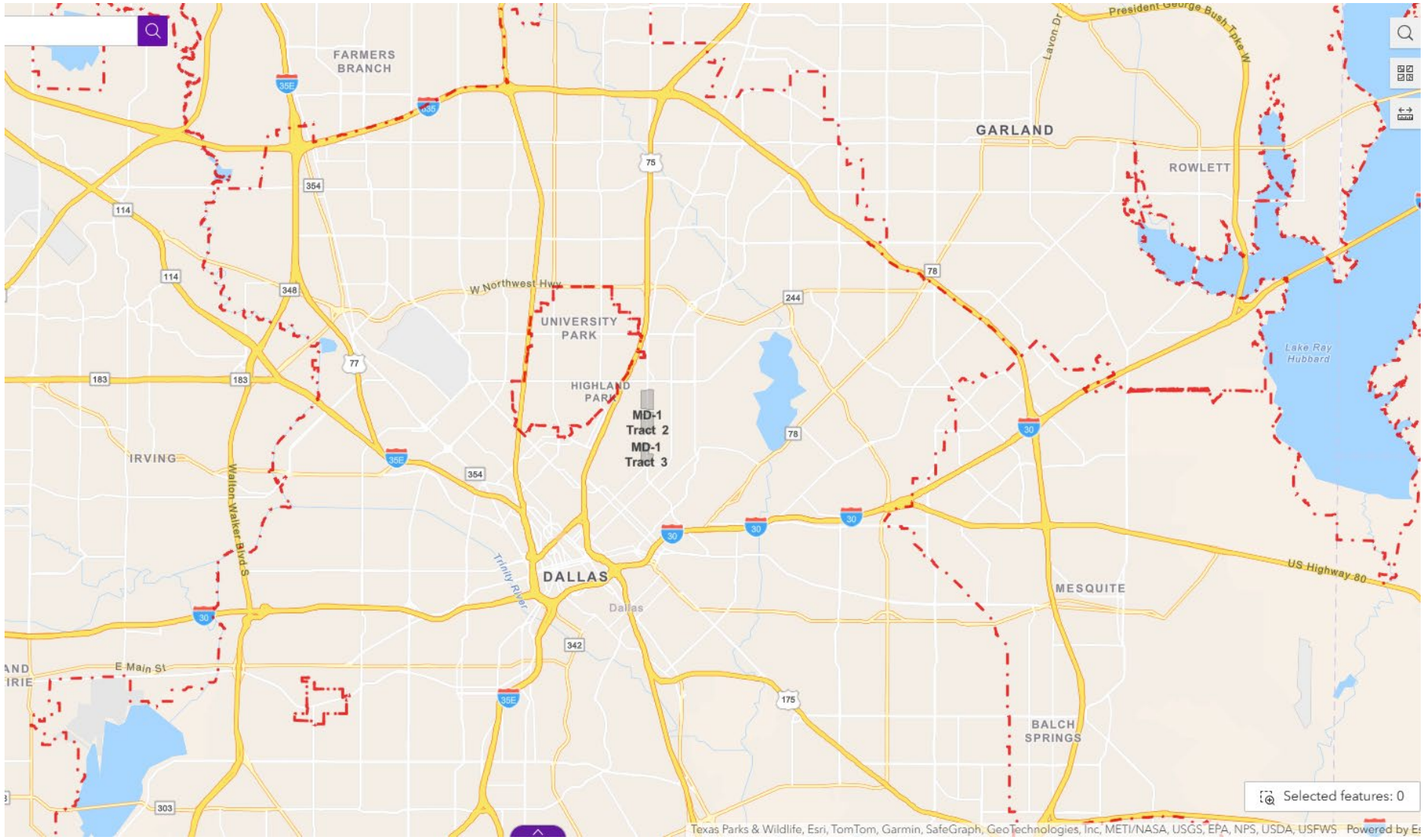
Except when located within the MD-1 Overlay in existence since May 14, 2025, **no parking is required** for any use if any portion of the lot or established building site containing the use is:

- within 2,640 feet (1/2 mile) of a light rail or streetcar station;
- in a central area district; or
- located on a property designated as a recorded Texas Historic Landmark, State Antiquities Landmark, National Historic Landmark, National Register District, or in a local historic district or landmark.

****For uses in Chapter 51 and Form Districts, the ratios, reductions, & exceptions parallel Chapter 51A****

MD-1 carve out – ratios still apply for most

Certain uses in the MD-1 Overlay on Lower Greenville **retain** their pre-parking reform off-street parking ratios.

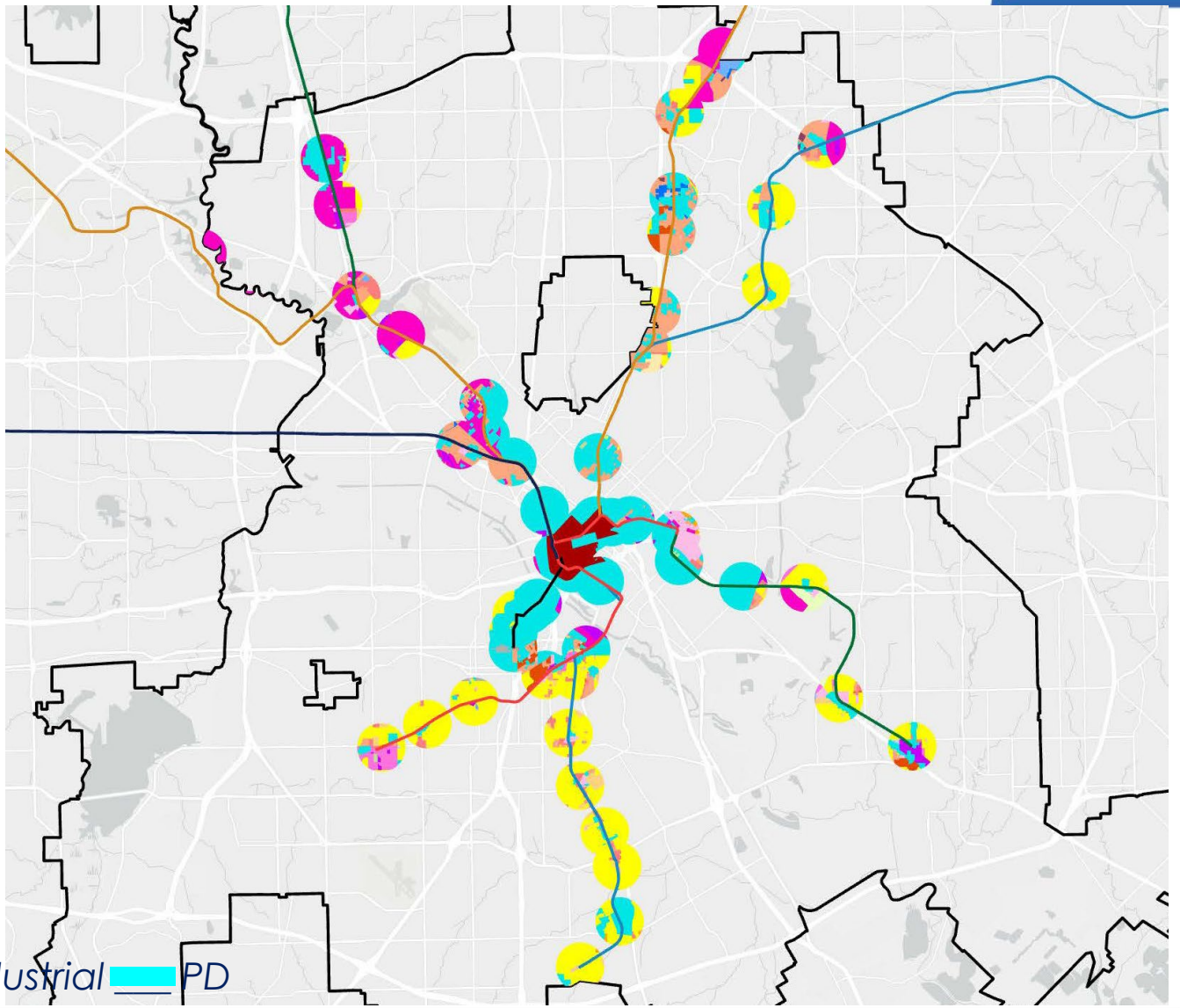


Transit proximity & downtown exemption

TOD and Downtown

No minimums for any use in CA districts **or** within ½ mile of light rail and streetcar stations

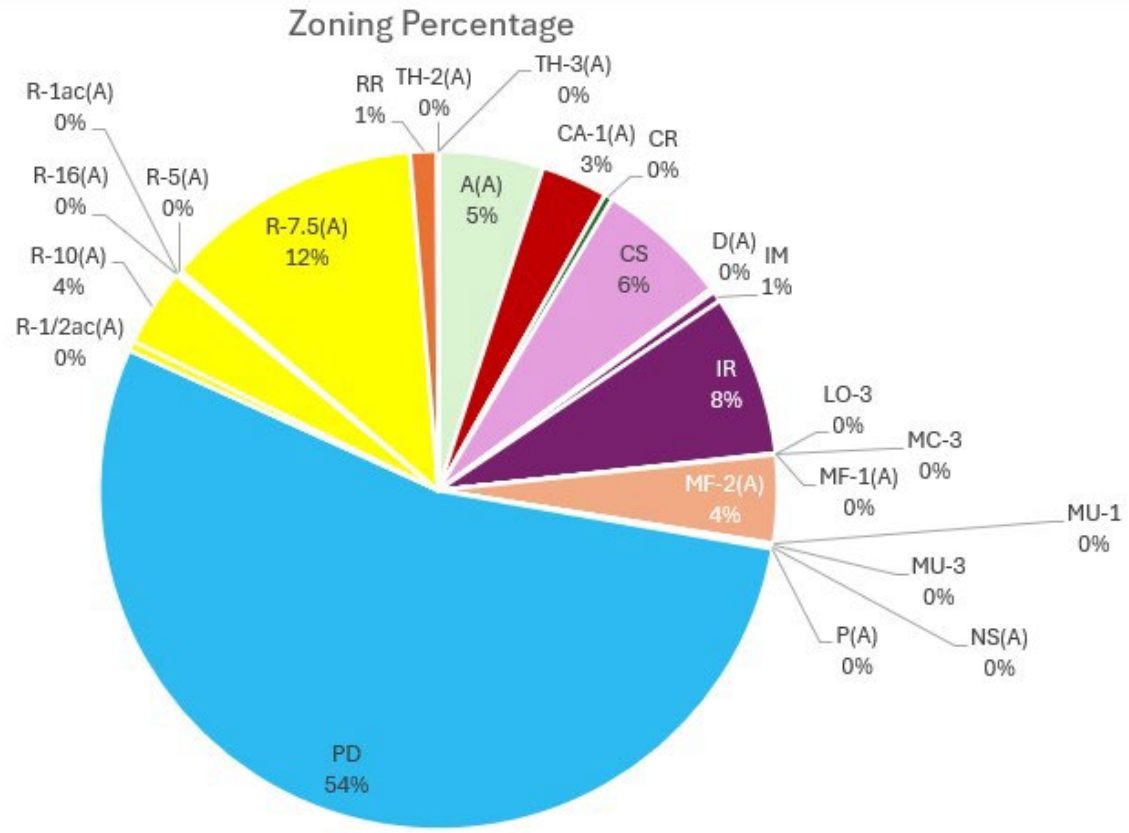
- *CA: approx. 0.3% of city area*
- *46 DART rail stations in Dallas, 39 being outside of downtown & approx. 8% of city area*

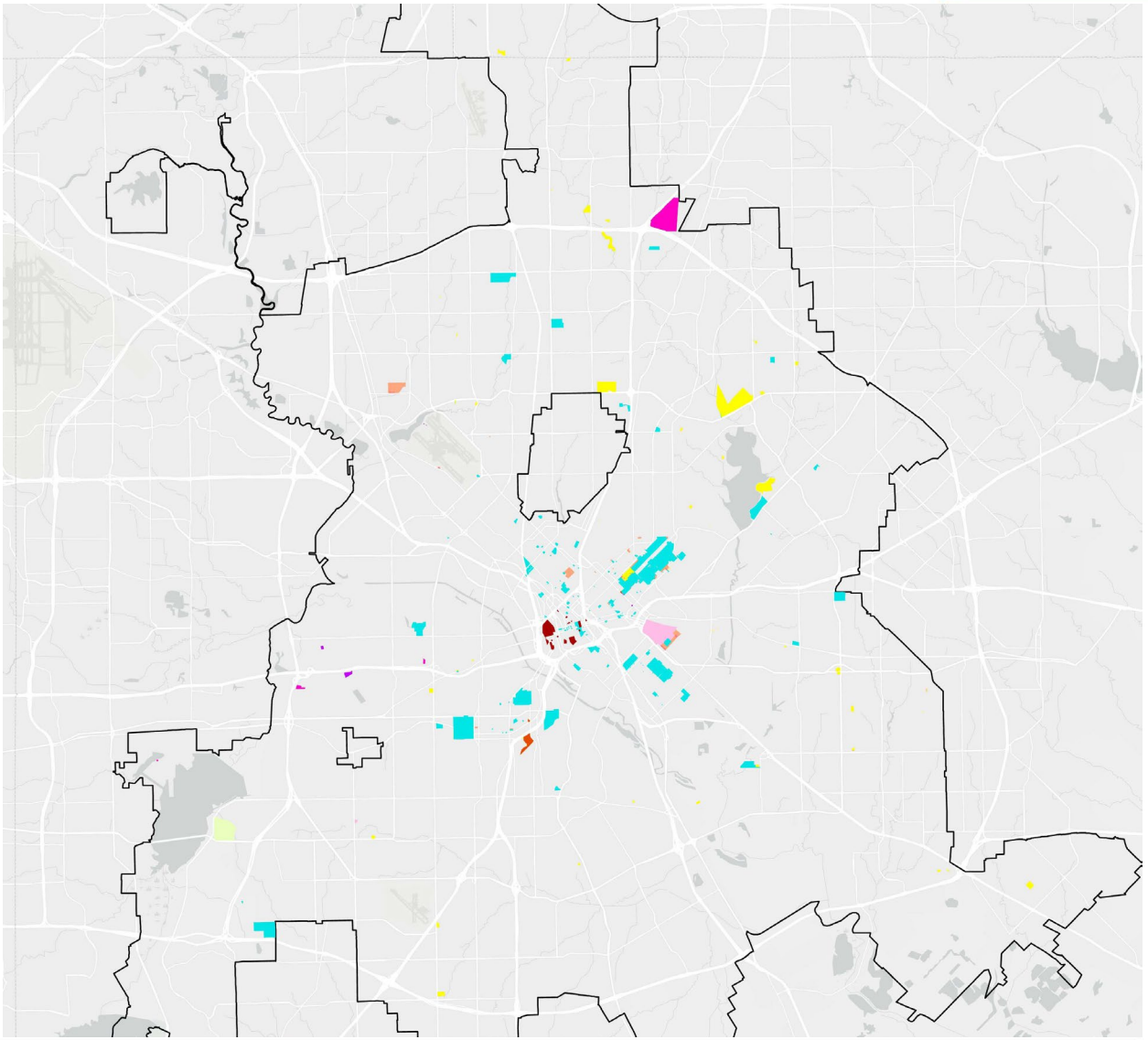


Historic exemptions (Federal to Local)

Approx. 1.5% of city area

Zoning of designated/landmarked buildings/areas





Administrative parking reduction increase

The director may grant a maximum reduction of 50 percent of [~~in~~] the number of off-street parking spaces required [~~under this article~~] for [~~specific~~] uses if the director finds that the parking demand generated by the use **does not warrant the number of off-street parking spaces required**, and the reduction **would not create a traffic hazard or increase traffic congestion** on adjacent or nearby streets. Applicants may seek a special exception to parking requirements under Section 51A-4.311 and an administrative parking reduction under this section. The greater reduction will apply, but the **reductions may not be combined**.

*****Still** not available in PDs with specific ratios, unless the PD authorizes.***

Note: How to apply to PDs

PD 193:

(1) Office.

(A) Definition. A place for the regular transaction of business.

(B) Subdistricts permitted. By right in office, commercial, central area, and industrial subdistricts.

(C) Required off-street parking. One space for each 366 square feet of floor area. If more than ten off-street parking spaces are required for this use, handicapped parking must be provided pursuant to Section 51P-193.116.

(D) Required off-street loading. See Section 51P-193.115(a)(1)(A).

PD 193 **specifies** a parking ratio for uses, (i.e., office: 1/366), so the reduced ratios do **NOT** apply.

PD 1005:

SEC. 51P- 1005.109. OFF-STREET PARKING AND LOADING.

Consult the use regulations in Division 51A-4.200 for the specific off-street parking and loading requirements for each use. (Ord. 30997)

PD 1005 makes **no modifications** for *any* use, so the reduced ratios **do** apply.

PD 621:

(E) Beer or wine manufacturing. One space per 600 square feet of floor area.

Commercial amusement (inside) is not listed

(F) Dance hall. One space per 25 square feet of floor area.

(G) Duplex.

PD 621 specifically defines a parking ratio for **some** uses. Therefore, uses that are silent **have reduced ratios**.

Parking Design Changes

(A) In general. Parking lots and structures must be **designed to prioritize pedestrian** safety, convenience, and connection to the existing public pedestrian network and pedestrian generators, including transit stops and nearby residential properties and neighborhoods.



Parking Design Changes

(B) Pedestrian pathways in surface parking lots.

(i) A parking lot with **50 parking spaces or more** must provide at least one pedestrian walkway that connects the primary entrance of the building to the nearest public right-of-way.

(ii) When crossing a **drive aisle**, the pathway must be a **contrasting color, material, or texture, and raised** to the level of the sidewalk.



Photo: Public Images (Google)

Parking Lot Design Change

(C) Tree protection. All trees within four feet of a parking space or drive aisle must be protected from vehicular contact with concrete curbs, wheel stops, or other permanent barriers.



https://www.deeproot.com/blog/blog-entries/silva-cells-allow-trees-to-thrive-in-parking-lots/

Parking Lot Design Change

(D) Water from parking areas **shall not drain** onto or across the surface of a public **sidewalk**.



Parking Lot Waivers and Relief

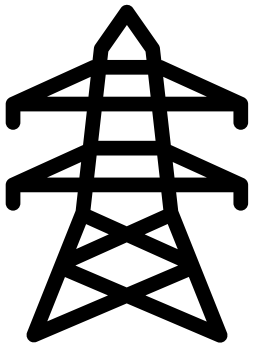
(A) The **director** may grant an **administrative waiver** to deviate from [design of parking lots], if the regulations cannot be met due to:

(i) the presence of **street easements**;

(ii) **interference** with service provided by a public **utility** or state-regulated entity for the transmission of power, fuel, water, or communication services; or

(iii) an **increase in danger** to pedestrians, cyclists, or motorists resulting from strict adherence to the regulations.







Parking Lot Waivers and Relief

(B) The **board** may grant a special exception to the provisions in [the design of parking lots], if strict compliance is **impractical** due to site constraints that would result in a **substantial hardship**, provided that the hardship is not self-created and is not only financial.

(C) In determining whether to grant a deviation to [design of parking lots], the **director** or **board** shall consider whether the resulting development is **consistent with the purpose of the development code and with the comprehensive plan**.

Barriers to protect paths and landscaping

Except for single family handicapped group dwelling unit, and duplex uses, when off-street parking spaces or maneuvering areas abut a public sidewalk, pedestrian path, an adjoining property, required landscaping, or required screening, [~~Off-street parking spaces for nonresidential uses and parking spaces along the perimeter of a commercial parking lot or garage must have~~] wheel guards not less than six inches in height or other barriers approved by the building official are required. The wheel guard or barrier must be installed at least three feet from the above elements [~~screening~~] and must be placed so that no part of an automobile extends into or damages the above elements. [:]

[~~(A) no part of the automobile extends into the public sidewalk, or adjoining property; and~~]

[~~(B) no part of the automobile contacts the screening~~.]"



https://www.reddit.com/r/Costco/comments/trao99/parking_over_the_walkway/



https://www.americanrecycledproducts.com/product/parking-lot-wheel-stop-with-yellow-stripes?srsltid=AfmBOoqjzGF4gz_nfCXqCjovon8qHQGZI2kNy13WzLyih7WyUxgBnVFy

20’ long driveway to streets only

A parking space must be at least 20 feet from the right-of-way line adjacent to a street [~~or alley~~] if the space is located in enclosed structure and if the space faces upon or can be entered directly from the street [~~or alley~~]. This provision controls over any building line platted to a lesser setback and any other provision of this article.

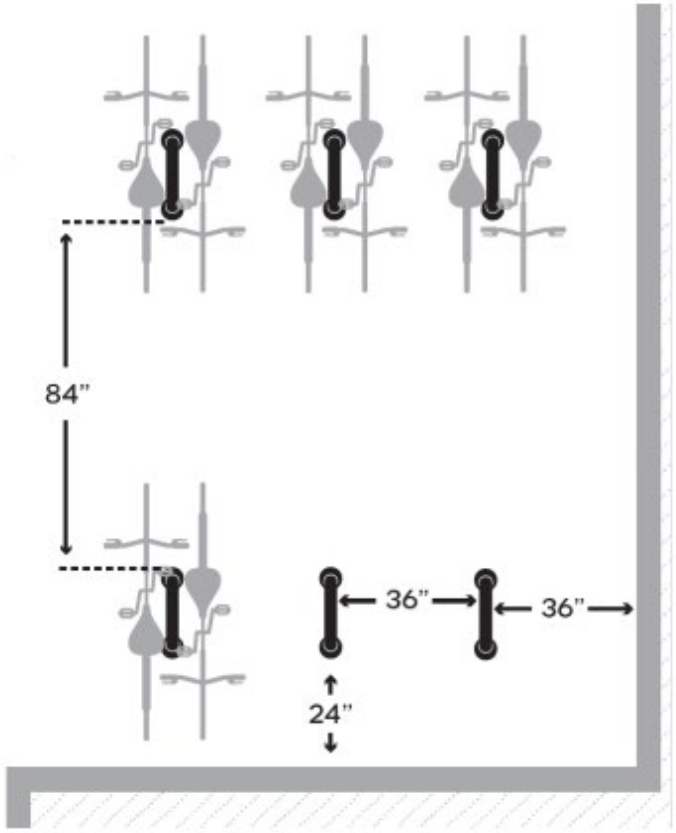
Bicycle Parking Changes

Bicycle parking –minimum requirement increased and clarified standards

- Greater of 2/building site or 1/20 car parking spaces provided
  - *Was: greater of 2/building site or 1/25 required car spaces*
- 150' max distance from primary entrance
- Accessible location (no lifting bike or going up/down stairs)
- Short-term bike parking: Illustrations for layout and racks
- Long-term bike parking: location, security, lighting, large spaces, electrical connections

Bicycle Parking Changes

Bicycle parking – increased minimum requirement and clarified standards



(3) Design of bicycle racks. Bicycle racks must be designed so that the wheel and frame can both be locked to the rack with a single U-lock and so that the bicycle is supported at two locations. (Figure DEF.) "Grid"-style racks and "Wave"-style racks are not permitted. (See Figure GHI below.)

Figure DEF - A single U-lock securing both a wheel and the bicycle frame.



Figure GHI - "Grid"-style and "Wave"-style racks are not permitted.

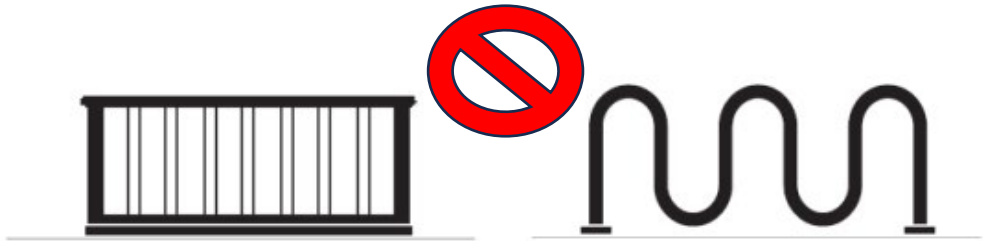


Figure XYZ - Examples of permitted racks.



Other changes

- Loading: Updated standards and allows remote agreements
- Increased the remote parking distance from 300ft to 900ft
- Updated commercial parking lot definition and RAR required to align with proposal
- All vehicles being serviced, displayed, repaired, or sold must park on-site for all uses with those functions (not a change, just more clearly stated for enforcement reasons).
- When no parking is provided, the required identification of the nearest ADA route and access is required

City of Dallas

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