

Memorandum



CITY OF DALLAS

DATE March 28, 2025

TO Honorable Mayor and Members of the City Council

SUBJECT **Parking Reform Development Code Amendment – Summary of City Plan Commission Recommendation**

On March 20, 2025, the City Plan Commission (CPC) voted to recommend an Off-Street Parking & Loading Code Amendment proposal to the City Council. PDD will present the CPC recommendation at the April 7 Economic Development Committee meeting. This memo is to provide Council with a summary of the CPC recommendation prior to that briefing.

The table below summarizes the CPC recommendations:

Topic	Impact	Results	Current code
TOD & Downtown	Removed	No parking for any use within <ul style="list-style-type: none"> • ½-mile of light rail and streetcar stations • CA (downtown) districts 	No exception for rail proximity 1 space per 2,000 sf, with exceptions for buildings built prior to 1967 and ground-floor retail under 5,000 sf
Office uses	Removed	No minimum parking requirement	1 space per 200 or 330 sf
Single-family & Duplex	Reduced and standardized	1 space per dwelling unit	1 space per single-family dwelling unit in R7.5(A) and R5(A) 2 spaces per dwelling unit for all other single-family and duplexes
Multifamily (parking)	Reduced	½-space per dwelling unit Graduated guest parking requirement	1 space per bedroom 0.25 guest spaces per dwelling unit
Multifamily (loading and short-term)	Added	Show plans to manage loading and short-term drop-off for any development 1 loading space required over 150 dwelling units	No loading required
Hotel (loading and short-term)	Reduced	Show plans to manage loading and short-term drop-off for any development 1 loading space required for hotels over 80 guest rooms	Graduated requirement beginning at 10,000 square feet
Bars and restaurants	Reduced	No minimum for buildings up to 2,500 sf. For buildings over 2,500 sf, 1 space per 200 sf for sales and seating area (plus	1 space per 100 square feet for sales and seating area Variety of lighter minimums for storage and manufacturing

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		reductions for some storage and manufacturing area)	
Commercial amusement	Reduced and standardized	1 space per 200 square feet	Variety of minimums per type
Industrial uses Commercial service and business uses	Geography limited	Reduced minimums apply when contiguous with single-family properties; no minimums elsewhere	Minimums apply anywhere the use is permitted
Designated historic buildings	Mostly removed	No minimums Exception: 1 space per 200 square feet for bars, restaurants, and commercial amusement uses within 300 feet of single-family If such uses want a reduction, they must obtain an SUP	No exemptions for historic buildings
Places of worship	Reduced	No minimums for places of worship less than 20,000 square feet of floor area	All places of worship are subject to parking minimums
Mixed Income Housing Density Bonus	Parking bonus reduced to zero	Zero minimum parking required when providing mixed income units	½-space per unit required when providing mixed income units
Geographic exceptions	No change for MD-1 Overlay	Properties subject to the MD-1 Modified Delta Overlay will keep minimums for currently allowed uses as per the current CR zoning	
Design standards	Limiting driveway entrances for 1- through 4-unit residences Requiring pedestrian path through large parking lots Prohibiting surface water drainage across sidewalk surfaces Simplified loading standards Allowing parking lot entrances on any alley for any use		
Bicycle parking	Increased bicycle parking amount requirements Clarified design and locational standards		
Loading	Maintain the requirements per use unchanged		
Shared loading	Adding the opportunity for a shared loading agreement		

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If you have any questions, please contact me or Emily Liu, Director of Planning and Development, at yu.liu@dallas.gov.

Service First, Now!



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Preston Robinson, Administrative Judge
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