



City of Dallas

Off-Street Parking & Loading Development Code Amendment

**Economic Development Committee
May 5, 2025**

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Purpose



Presentation of the summary of the CPC-recommended Parking Reform in preparation for City Council public hearing and consideration.



Code Amendment Proposal



DCA190-002

Consideration of amending Chapters 51 and 51A of the Dallas City Code regarding **off-street** parking and loading requirements, including Sections 51A-1.101 & 1.102, 2.102, 4.110, 4.120, 4.200, 4.300, 4.320, 4.330, 4.505, 4.702, 4.800, 4.1106, & 4.1107, 13.300, 13.400, & 13.700 and related sections regarding minimum **off-street** parking and loading requirements, including establishing a Transportation Demand Management Plan and **off-street** parking design standards.



Code Amendment Proposal



This code amendment is pertaining only to **off-street** parking on private property and is **NOT** regulating or changing the on-street parking provisions or regulating the street right-of-way.

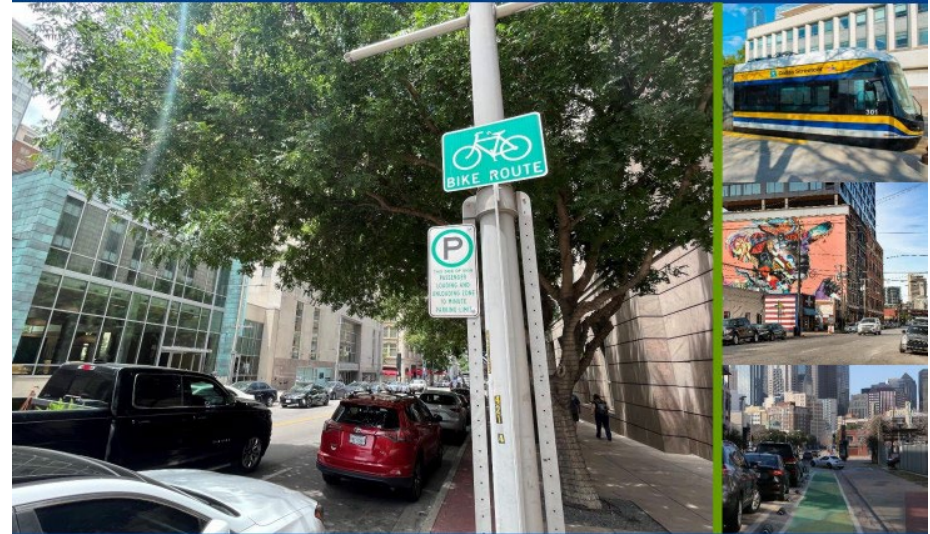
The On-Street Parking Curb Management Policy

was adopted by City Council in **May 2024**

Link: [Curb Management Policy Document FINAL DRAFT 20240606.pdf](#)



On-Street Parking and Curb Management Policy



MAY 2024



City of Dallas

Code Amendment Proposal



DCA190-002

Consideration of amending Chapters 51 and 51A of the Dallas City Code

Not a change to existing PDs that have parking ratios!

*Ex: Deep Ellum, Uptown/Oak Lawn, Bishop Arts, Victory, Design District, Oak Cliff, Fort Worth Avenue
– they have their own parking ratios and regulations (**reduced from code**)*



Code Amendment Proposal



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

Shifting focus from the quantity of required off-street parking spaces to quality of access to a building by enabling flexible and right-size solutions to support adopted citywide transportation, environmental, and land use policies by reducing priority of single-occupant vehicle trips and increasing opportunity for housing, business activity, and multimodal transportation options.



Timeline - Summary



October 3, 2019	Authorization by CPC
March 2020 – January 2024	ZOAC review and recommendation of approval
November 21, 2024 - March 4, 2025	CPC discussions and public hearings
March 20, 2025	CPC recommendation of approval with changes
April 7, 2025	Initial briefing to Economic Development Committee



Timeline - Full



August 28, 2019	Council Member West memo requesting the authorization of a code amendment by CPC
October 3, 2019	Authorized by CPC
March 5, 2020 – August 26, 2021	<u>25 ZOAC meetings:</u> 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



Timeline - Full



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

Initial briefing to Economic Development Committee



Current Parking Regulations



- When a business or residence is established on a property, the development code requires that it must provide a certain number of car parking and truck loading spaces off the public right-of-way.
- Requirement is usually a ratio.
 - *Ex. One space per 300 square feet of building;*
 - *Ex. One space per bedroom;*
 - *Ex. One space per each million of gallons of capacity*
 - *Ex. Six spaces per bowling alley*
- Limited reductions may be available for certain projects.



ZOAC Recommendation



Shift to quality of parking and access to a lot/building:

- **Flexible parking requirements:** no required parking minimums for any land use citywide
- **Loading requirements:** no changes
- **Transportation Demand Management Plan:** Required analysis and incentives for use of sustainable transportation at the time of development
- **Design elements:** Impact on curb cut number and width, use of alleyways, required pedestrian paths, updated bike parking standards, and surface water management



City Plan Commission Proposal _ Summary



Parking: Keep requirement for quantity and limited shift to quality. Maintain parking ratios for selected uses and selected circumstances, and few design standards, no requirement for management.

No changes to loading requirements:

- Requirement is usually triggered by square footage and is 1, 2, and additional 1 space per each threshold
 - *Ex: personal service use: 0 to 10,000 sf – none; 10,000 sf to 60,000sf – 1; each additional 60,000 sf - 1 additional*



City Plan Commission Proposal _ Summary



1. Single-family (detached and attached) and duplex –
reduction: 1 space per unit

2. Multifamily – reduction: ½-space per dwelling unit

- Allocated percentage for guest parking
- Added requirement for 1 loading space for buildings over 150 units
- **Affordable housing** – No minimum as parking bonus in exchange of affordable housing



City Plan Commission Proposal _ Summary



3. **TOD and Downtown** – No minimums for any use in CA districts or within ½ mile of light rail and streetcar stations
4. **Office and retail** – No minimums for office uses and most retail
5. **Industrial and Commercial Service** – No minimums for industrial, commercial and business service, and selected vehicle-related uses except when contiguous with single-family uses, and
 - a simplified/unified ratio for commercial service uses at 1 space per 500 sf



City Plan Commission Proposal _ Summary



6. Bars, restaurants, and commercial amusement – Reduced: 1 space per 200 sf,

- Exception: No minimums for bars and restaurants in buildings under 2,500 square feet
- Staff recommended language: No parking required for the first 2,500 square feet of floor area
 - *Ex: Building 2,499 sf = 0 required parking*
 - *CPC recommendation: Building 2,501 sf = 13 spaces required*
 - *Staff recommendation: Building 2,501 sf = 1 space required*



City Plan Commission Proposal _ Summary



7. Designated historic buildings – No minimums for buildings designated as historical landmark at any level

- Exception: when used for bar, restaurant, or commercial amusement and within 300 ft of single-family – 1 space per 200 sf
- If reduced ratio, SUP required for establishing parking ratio

8. Places of worship – No minimums if under 20,000 sf; above 20,000 sf maintain existing ratios (*per sf or per fixed seats*)

9. Schools, all types, all levels – No changes from current code, maintain existing required parking ratios

- 1 ½ per kindergarten/elementary classroom; 3 ½ per middle classroom; 9 ½ per senior high school classroom



City Plan Commission Proposal _ Summary



10. Modified Delta Overlay – Minimums remain for currently allowed uses on properties covered by the Modified Delta Overlay MD-1 *(CR zoning district uses per current ratios in code)*

11. Paid parking – Allowing all off-street parking for a fee for all uses

12. Bicycle parking – increased minimum requirement and clarified standards

13. Development Impact Review (DIR) - lower triggering from 6,000 trips per day / 600 trips per hour generated to 1,000 trips per day / 100 trips per hour generated





14. Design standards

- Limiting curb cut entrances and widths
- Requiring pedestrian path through large parking lots
- Prohibiting parking lot surface water from draining across sidewalks
- Standardized loading regulations
- Allowing entrance to parking from any alleyway

Next Steps



Full City Council Briefing – May 7, 2025

City Council Public Hearing – May 14, 2025





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