

FILE NUMBER: DCA190-002 (MTW)**DATE INITIATED:** October 3, 2019

TOPIC: 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.

COUNCIL DISTRICT: All**CENSUS TRACTS:** All

PROPOSAL: Consideration of amending Chapters 51 and 51A of the Dallas City Code regarding off-street parking and loading requirements, including Sections 51A-1.102 and 51A-1.101, "Applicability and Purpose"; Section 51A-2.102 and 51-2.102, "Definitions"; Division 51A-4.110, "Residential Zoning Districts"; Division 51A-4.120, "Nonresidential Zoning Districts"; Division 51A-4.200 and 51-4.200, "Use Regulations"; Division 51A-4.300, "Off-Street Parking and Loading Regulations"; Division 51A-4.320, "Special Parking Regulations"; Division 51A-4.330, "Bicycle Parking Regulations"; Section 51A-4.505, "Conservation Districts"; Section 51A-4.702, "Planned Development (PD) District Regulations"; Division 51A-4.800 and 51-4.800, "Development Impact Review"; Section 51A-4.1106, "Development Regulations" and 51A-4.1107, "Design Standards"; Division 51A-13.300, "District Regulations"; Division 51A-13.400, "Parking Regulations"; Division 51A-13.700, "Administration", and related sections regarding minimum off-street parking and loading requirements, including establishing a Transportation Demand Management Plan and off-street parking design standards.

SUMMARY: Shifting focus from the quantity of required off-street parking spaces to quality and location of off-street parking areas will align the Dallas Development Code with adopted citywide transportation, environmental, and land use policies by reducing priority of single-occupant vehicle trips and increasing opportunity for housing, business activity, and multi-modal transportation options. A Transportation Demand Management Plan will apply to qualifying development projects. Additional design standards will ensure new parking lots support a walkable environment.

ZOAC RECOMMENDATION: Approval of ZOAC's recommended amendments.

STAFF RECOMMENDATION: Approval of staff's recommended amendments.

PRIOR CPC ACTION: On Thursday, December 5, 2024, the City Plan Commission moved to hold this case under advisement until the January 16, 2025 special called hearing. On January 16, 2025, the City Plan Commission moved to hold this case under advisement until the February 13, 2025 special called hearing.

CODE AMENDMENT PROJECT WEBPAGE:

<https://dallascityhall.com/departments/pnv/Pages/parking-code-amendment.aspx>

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1. Background

On January 16, 2025, the City Plan Commission (“CPC”) discussed the DCA190-002 Off-Street Parking & Loading Code Amendment. The subject had previously been brought to CPC on November 21, 2024 and December 5, 2024.

This code amendment was initiated on October 3, 2019. The Zoning Ordinance Advisory Committee (“ZOAC”) had recommended removing all minimum parking requirements for land uses citywide, updating parking design requirements, and establishing a Transportation Demand Management Plan review requirement for qualifying developments. This closely reflected staff’s recommendation to ZOAC.

On January 16, a set of revisions to ZOAC’s recommendation was introduced by Commissioner Housewright, discussed below. CPC voted to have staff draft the revisions for discussion at a special-called CPC meeting on February 13, 2025.

2. CPC Revisions to ZOAC’s Recommendation

Changes to ZOAC’s recommendations were introduced to the CPC for discussion on January 16, 2025. Staff communicated with the commissioner to understand and clarify the changes, summarized below. The original list is attached as Appendix B.

- For properties located within one-half mile of a light rail or streetcar station, or in a CA district, no parking is required for any use.
- For properties located one-half mile or farther from a light rail or streetcar station and outside of CA districts, parking minimums remain for:
 - All uses in R(A), D(A), or TH(A) districts. Minimums for residential land uses are all reduced to one space per dwelling unit.
 - Multifamily land uses within 300 feet of R-zoned property;
 - Alcoholic beverage establishments and restaurants with or without drive-through or drive-in service that are larger than 2,500 square feet, and are reduced from one space per 100 square feet of seating area to one space per 200 square feet;
 - Commercial for commercial amusement (indoor and outdoor) land uses that are over 2,500 square feet of floor area; and
 - Churches and public and private schools.
- All other parking minimums not discussed above would be reduced to zero per ZOAC’s recommendation.
- The parking minimum reduction bonus in the Mixed Income Housing Density Bonus is reduced from 0.5 spaces per unit to 0 spaces per unit.
- The proposed Transportation Demand Management Plan requirement is removed.

- The proposed requirement that parking lots contain a pedestrian path within 65 feet of any parking space is revised to require only one pedestrian path connecting the primary entrance to the sidewalk on the other side of a parking lot for parking lots that contain 50 or more parking spaces.
- An additional point was included to consider allowing required off-street parking to be available for hourly or monthly rates, amending Section 51A-4.301(a)(8). However, this was already a part of ZOAC's recommendation.

These changes have been formed into an alternative text amendment draft, although no formal motion was made by CPC regarding the ZOAC recommendation. These changes are visually depicted on maps in Appendix A.

Under these revisions, as many as 158 square miles¹ of Dallas (~41%) could have no parking minimums at all, or no minimums except for bars, restaurants, schools, churches, and commercial amusement land uses. Approximately 190 square miles of Dallas (~50%) or more would retain minimums.

3. Additional City Plan Commission Comments

Other changes to ZOAC's proposal were discussed by the Commission on January 16. Some that received interest by multiple commissioners:

- Require off-street loading for all multifamily land uses (currently no off-street loading is required for multifamily);
- Require short-term parking for food or passenger drop-offs for multifamily over a certain size;
- Require guest parking for all multifamily land uses regardless of whether total parking minimums are required (currently ¼-guest space is required per unit for multifamily if required parking is restricted to residents).
- Keeping the proposed Transportation Demand Management Plan requirement but considering a reduced down version that would impact few small developers and include a limited set of strategies.

These comments were not implemented in the alternative text amendment draft.

4. Staff Comments

The alternative CPC revisions could achieve fully flexible parking for up to two-fifths of Dallas (not including Lake Ray Hubbard). Staff recommend several modifications to the

¹ Excludes Lake Ray Hubbard's 35 square miles but likely *includes* many Planned Development districts that contain independent parking minimums that would remain; so the number is likely lower.

CPC revisions for easier implementation and additional impact:

- Do not subject multifamily land uses to parking minimums within the 300-foot buffer around R districts. A gentle combination of housing types create resilient, walkable neighborhoods without housing options for everyone. Additionally, the measurement of distance from the boundaries of zoning districts to determine requirements for nearby properties will prolong the burden of parking minimums on staff and open the door for disputes over measurement practices.
- If multifamily land uses retain minimums in any part of the city, switch from a per-bedroom ratio to a per-dwelling unit. The introduction of per-bedroom ratios have resulted in many development and zoning applications taking advantage of the difficulty of defining a “bedroom” in order to get around parking minimums. Bedrooms also do not closely reflect the amount of drivers in a dwelling unit – additional bedrooms beyond the first are expected to usually be occupied by children who cannot drive.
- If multifamily land uses retain minimums, reduce minimums to 1 space per dwelling unit.

5. January 16, 2025 CPC Meeting Action Minutes



Zoning Ordinance Advisory Committee (ZOAC) Meeting Minutes

January 30, 2024

Room 6ES / Videoconference

9:00 a.m.

ATTENDEES:

ZOAC Members Present: Tipton Housewright (Chair), Lorie Blair (Vice Chair), Nathaniel Barrett, Ryan Behring, Paul Carden, Enrique MacGregor, Mark Rieves, and Brent Rubin

ZOAC Members Absent: None

City Plan Commission Members Present: Melissa Kingston

City Council Members Present: None

City Staff: Michael Wade, Lori Levy, Sarah May, Megan Wimer, Andreea Udrea, Andrea Gilles, Arturo del Castillo, Lawrence Agu III, Jenniffer Allgaier, and Michael Pepe (Planning and Urban Design); Phil Erwin (Development Services); David Nevarez (Transportation Development Services); Suzanne Knuppel (City Attorney's Office)

The meeting was called to order at 9:06 a.m. by Tipton Housewright (Chair).

DISCUSSION:

1. **DCA190-002:** Consideration of amending Chapters 51 and 51A of the Dallas Development Code regarding minimum off-street parking and loading requirements, including but not limited to establishing a Transportation Demand Management Plan and off-street parking design standards. Michael Wade, Planning and Urban Design

Mr. Wade presented and the item was opened for discussion and questions from ZOAC members. Mr. Wade provided clarification as needed. 12 speakers spoke, Chair Housewright led the discussion, and the committee concluded with the following motion.

MOTION #1

Motion: It was moved to send the item to City Plan Commission per staff recommendations, as briefed.

Motion: Brent Rubin

2nd: Enrique MacGregor

Result: Passed: 6-2

For: Barrett, Behring, Carden, Housewright, MacGregor, Rubin

Against: Blair, Rieves

Absent: None

Amending Motion: It was moved to amend the motion to exclude the following retail and personal service uses found in Section 51A-4.210: alcoholic beverage establishment; commercial amusement (inside); commercial amusement (outside); mortuary, funeral home, or commercial wedding chapel; restaurant without drive-in or drive through service; restaurant with drive-in or drive through service; theater; and truck stop uses.

Maker: Mark Rieves

2nd: Lorie Blair

Result: Failed: 2 to 6

For: Blair, Rieves

Against: Barrett, Behring, Carden, Housewright, MacGregor, Rubin

Absent: None

Amending Motion: It was moved to amend the motion to exclude subparagraph (3)(D) in Section 51A-4.301(a), regarding parking and building orientation.

Maker: Nathaniel Barrett

2nd: Tipton Housewright

Result: Passed: 6 to 2

For: Barrett, Behring, Carden, Housewright, MacGregor, Rubin

Against: Blair, Rieves

Absent: None

Amending Motion: It was moved to amend the motion to apply Table No. 1- TDMP review thresholds per project type and locations to institutional and community service uses only.

Maker: Nathaniel Barrett

2nd: Ryan Behring

Result: Failed: 2 to 6

For: Barrett, Behring

Against: Blair, Carden, Housewright, MacGregor, Rieves, Rubin

Absent: None

Speakers: For: Swede Hanson, 9925 Lakedale Dr, Dallas, TX 75218

Matthew Havenlr, 1352 Fitts Pl, Dallas TX 75215

Adair Aranda, 1030 Cedar Hill Ave, Dallas, TX 75208

Hexel Colorado, 1509 Main St, Dallas, TX 75206

Matthew Jacobs, 1040 Cherokee Rd, Louisville, KY 4024

Bryan Tony, 1500 Pecos Street Unit 4, Dallas, TX 75204

Against: Ed Zahra, 1003 Valencia St, Dallas, TX 75223

Anga Sanders, 3432 Spruce Valley, Dallas, TX 75233

Shelley Potter, 4437 Cole Ave, Dallas, TX 75205

Laura Palmer, 911 N Madison Ave, Dallas, TX 75208

Pam Conley, PO Box 5212, Dallas, TX 75208

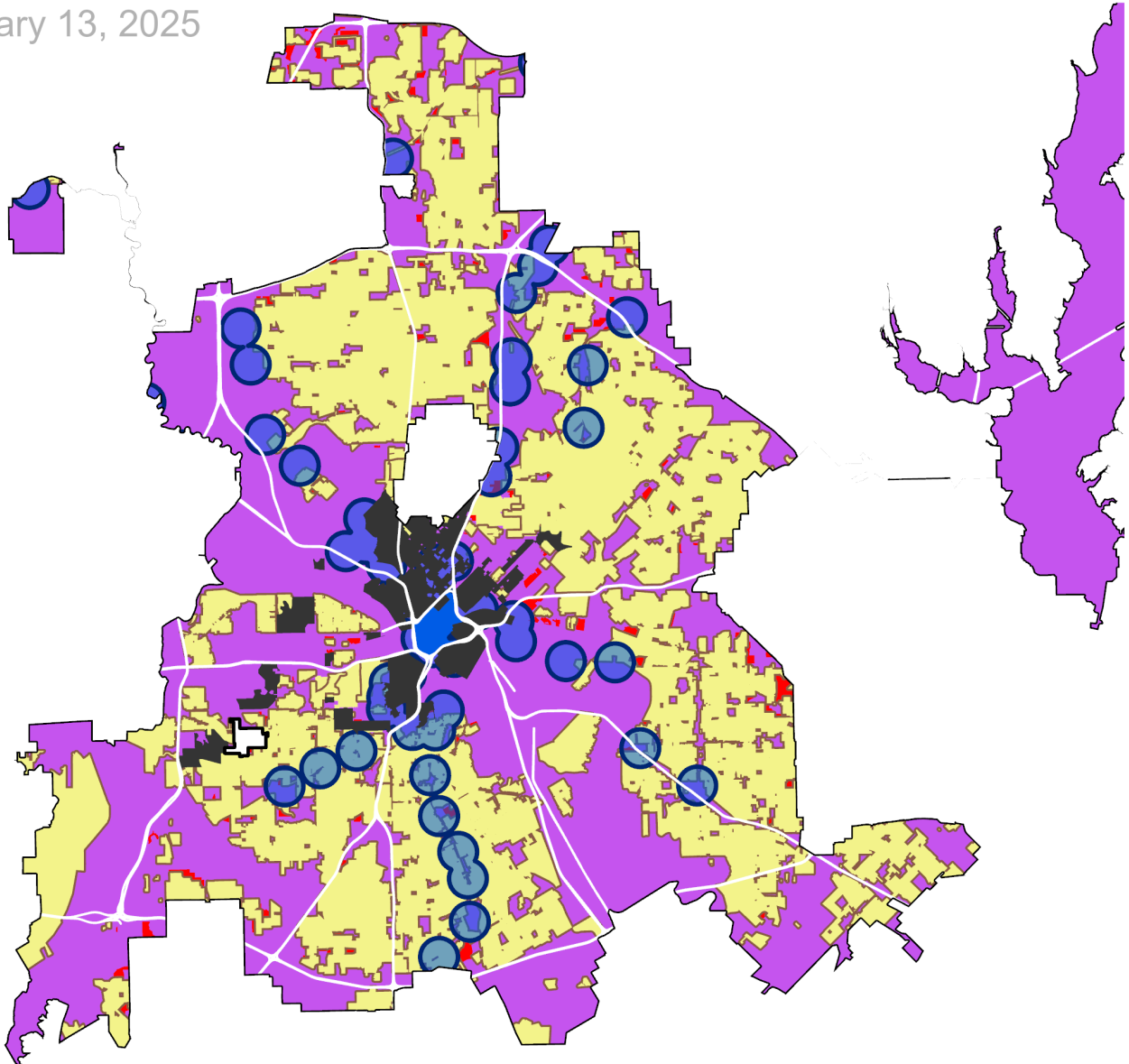
Michael Northrup, 901 Main Street, Suite 3900, Dallas, TX 75201







Appendix A: CPC Revisions Mapped

The following maps show the geographic impact of the thirteen points introduced at CPC on January 16. These maps are not authoritative, and the zoning conditions of each property will be determined on a case-by-case basis.

CPC Revisions to ZOAC Recommendation

February 13, 2025

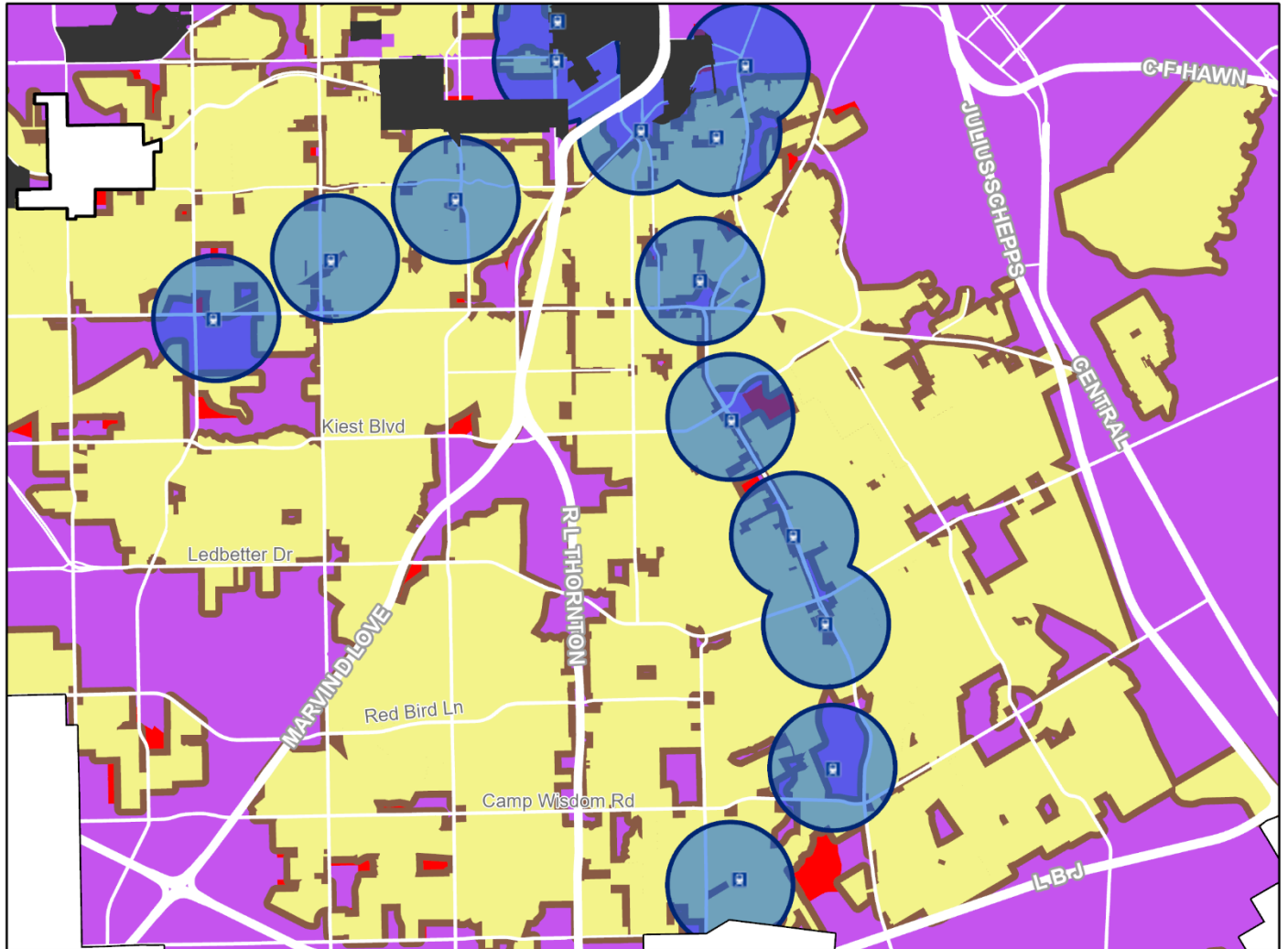


-  CA districts and 1/2-mile around rail stations, incl. Silver Line and streetcar stations: No parking minimums for any land use
-  No parking minimums except for:
 - Schools
 - Churches
 - Bars and restaurants 2,500 square feet or larger (reduced minimum from 1/100 sf to 1/200 sf)
 - Commercial amusement 2,500 square feet or larger
-  Multifamily minimums retained within 300 feet of R districts
-  Minimums retained in R districts; residential minimums reduced to 1/unit
-  Minimums retained in D and TH districts; residential minimums reduced to 1/unit
-  A selection of PDs that will mostly or entirely retain parking minimums.

CPC Revisions to ZOAC Recommendation

Rail station details - South

February 13, 2025

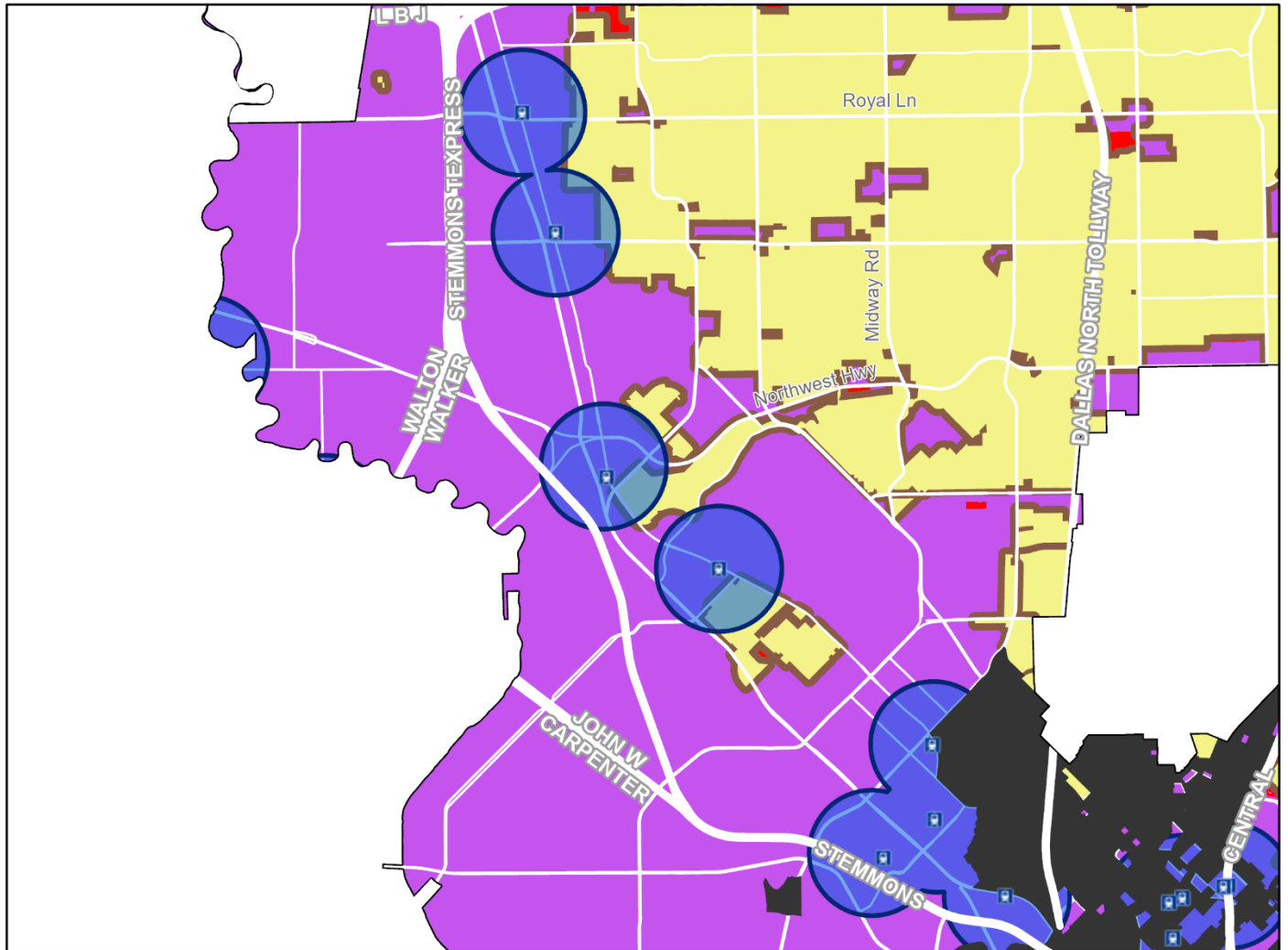








- CA districts and 1/2-mile around rail stations, incl. Silver Line and streetcar stations: No parking minimums for any land use
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 - Bars and restaurants 2,500 square feet or larger (reduced minimum from 1/100 sf to 1/200 sf)
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- Multifamily minimums retained within 300 feet of R districts
- Minimums retained in R districts; residential minimums reduced to 1/unit
- Minimums retained in D and TH districts; residential minimums reduced to 1/unit
- A selection of PDs that will mostly or entirely retain parking minimums.

CPC Revisions to ZOAC Recommendation

Rail station details - West

February 13, 2025

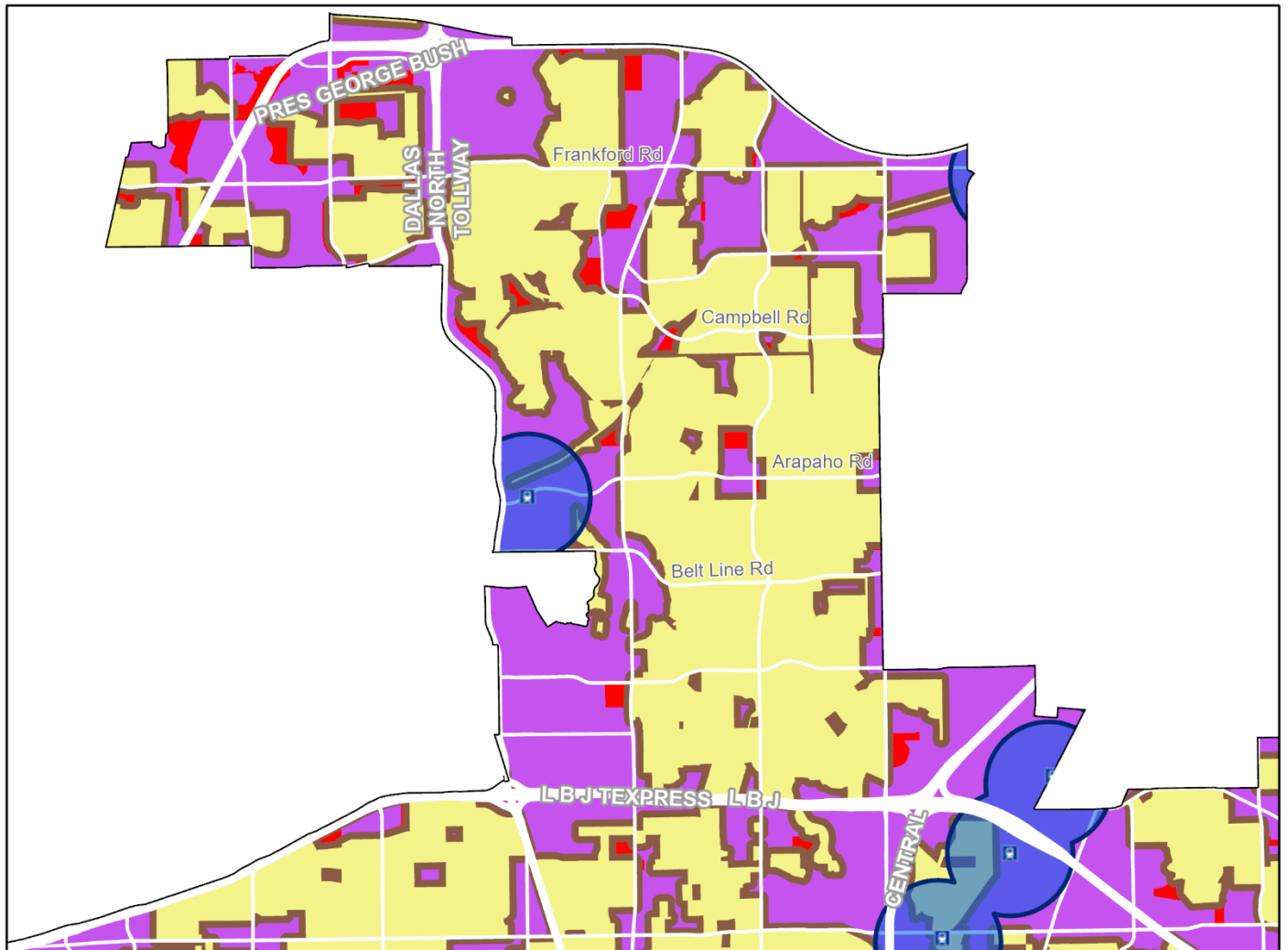








-  CA districts and 1/2-mile around rail stations, incl. Silver Line and streetcar stations: No parking minimums for any land use
-  No parking minimums except for:
 - Schools
 - Churches
 - Bars and restaurants 2,500 square feet or larger (reduced minimum from 1/100 sf to 1/200 sf)
 - Commercial amusement 2,500 square feet or larger
-  Multifamily minimums retained within 300 feet of R districts
-  Minimums retained in R districts; residential minimums reduced to 1/unit
-  Minimums retained in D and TH districts; residential minimums reduced to 1/unit
-  A selection of PDs that will mostly or entirely retain parking minimums.

CPC Revisions to ZOAC Recommendation

Rail station details - North

February 13, 2025

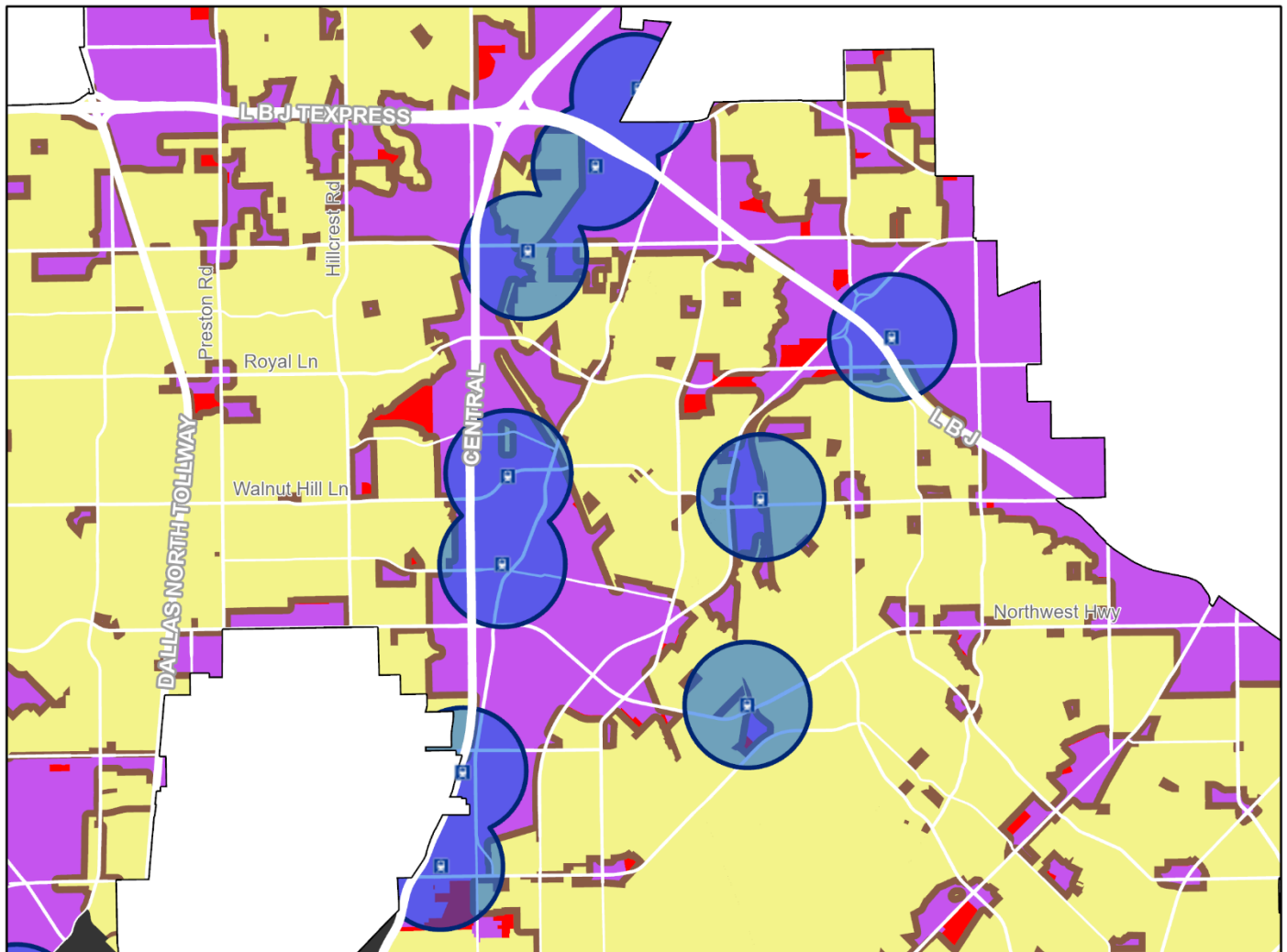


-  CA districts and 1/2-mile around rail stations, incl. Silver Line and streetcar stations: No parking minimums for any land use
-  No parking minimums except for:
 - Schools
 - Churches
 - Bars and restaurants 2,500 square feet or larger (reduced minimum from 1/100 sf to 1/200 sf)
 - Commercial amusement 2,500 square feet or larger
-  Multifamily minimums retained within 300 feet of R districts
-  Minimums retained in R districts; residential minimums reduced to 1/unit
-  Minimums retained in D and TH districts; residential minimums reduced to 1/unit
-  A selection of PDs that will mostly or entirely retain parking minimums.

CPC Revisions to ZOAC Recommendation

Rail station details - Northeast

February 13, 2025

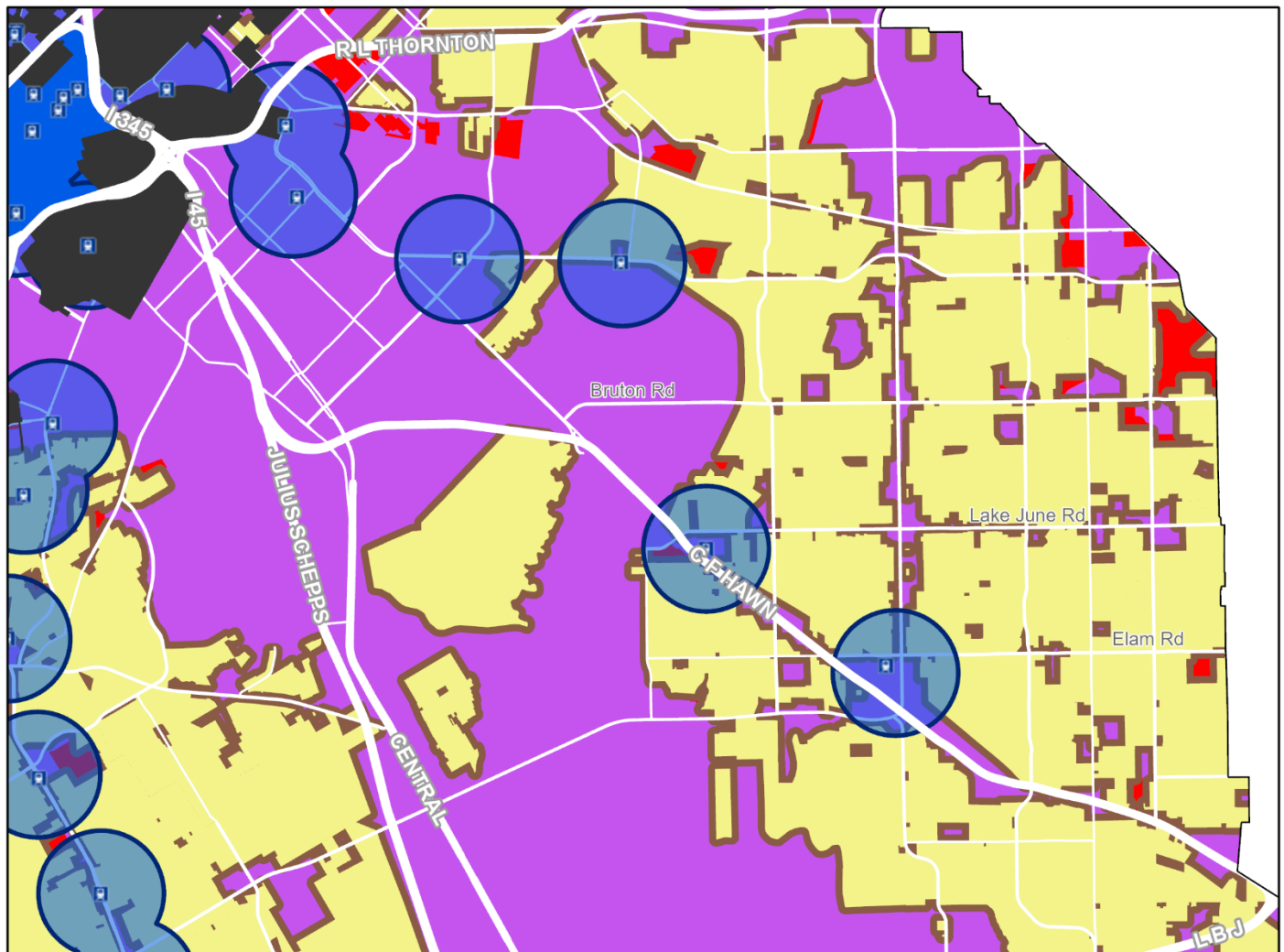


- CA districts and 1/2-mile around rail stations, incl. Silver Line and streetcar stations: No parking minimums for any land use
- No parking minimums except for:
 - Schools
 - Churches
 - Bars and restaurants 2,500 square feet or larger (reduced minimum from 1/100 sf to 1/200 sf)
 - Commercial amusement 2,500 square feet or larger
- Multifamily minimums retained within 300 feet of R districts
- Minimums retained in R districts; residential minimums reduced to 1/unit
- Minimums retained in D and TH districts; residential minimums reduced to 1/unit
- A selection of PDs that will mostly or entirely retain parking minimums.

CPC Revisions to ZOAC Recommendation

Rail station details - Southeast

February 13, 2025

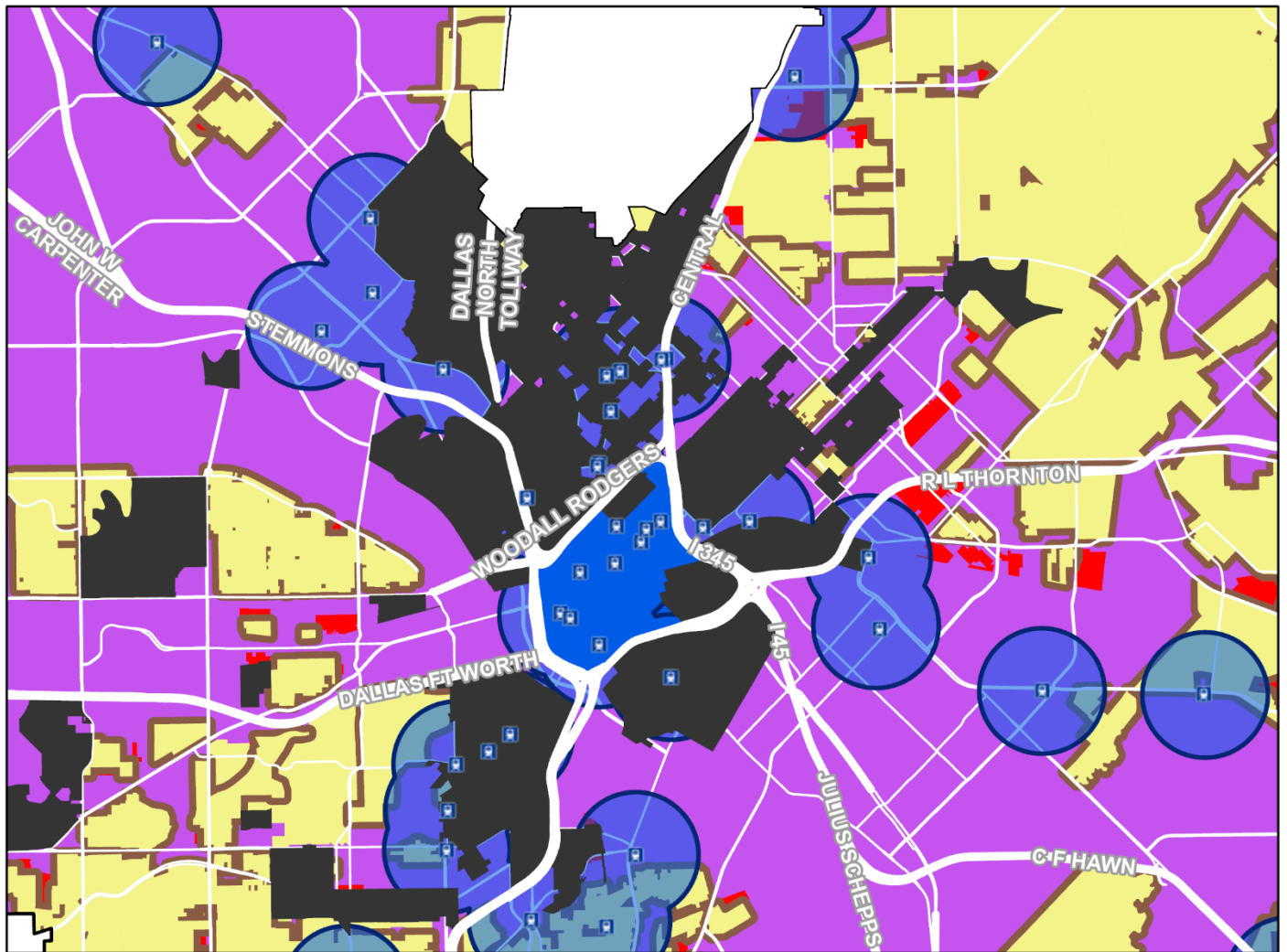


- CA districts and 1/2-mile around rail stations, incl. Silver Line and streetcar stations: No parking minimums for any land use
- No parking minimums except for:
 - Schools
 - Churches
 - Bars and restaurants 2,500 square feet or larger (reduced minimum from 1/100 sf to 1/200 sf)
 - Commercial amusement 2,500 square feet or larger
- Multifamily minimums retained within 300 feet of R districts
- Minimums retained in R districts; residential minimums reduced to 1/unit
- Minimums retained in D and TH districts; residential minimums reduced to 1/unit
- A selection of PDs that will mostly or entirely retain parking minimums.

CPC Revisions to ZOAC Recommendation

Rail station details - Central

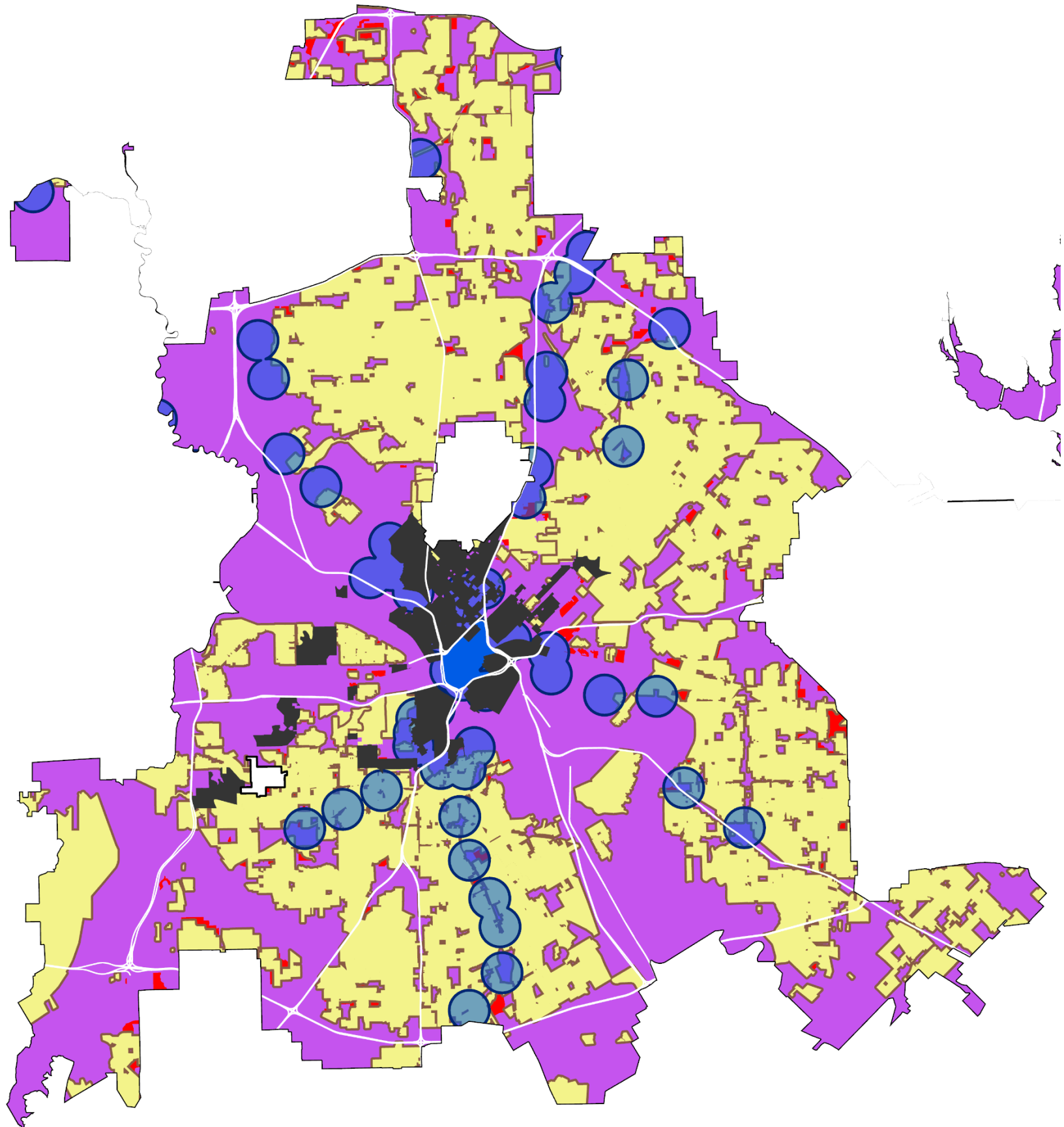
February 13, 2025



- CA districts and 1/2-mile around rail stations, incl. Silver Line and streetcar stations: No parking minimums for any land use
- No parking minimums except for:
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 - Churches
 - Bars and restaurants 2,500 square feet or larger (reduced minimum from 1/100 sf to 1/200 sf)
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- Minimums retained in R districts; residential minimums reduced to 1/unit
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- A selection of PDs that will mostly or entirely retain parking minimums.

CPC Revisions to ZOAC Recommendation

February 13, 2025



- CA districts and 1/2-mile around rail stations, incl. Silver Line and streetcar stations: No parking minimums for any land use
- No parking minimums except for:
 - Schools
 - Churches
 - Bars and restaurants 2,500 square feet or larger (reduced minimum from 1/100 sf to 1/200 sf)
 - Commercial amusement 2,500 square feet or larger
- Multifamily minimums retained in MF districts within 300 feet of R districts
- Minimums retained for all land uses in R districts; residential minimums reduced to 1/ dwelling unit
- Minimums retained in D and TH districts; residential minimums reduced to 1/unit
- A selection of PDs that will mostly or entirely retain parking minimums.

Appendix B: Original list of revisions

Amendments to ZOAC Recommendation:

DCA190-002 Off-Street Parking & Loading Code Amendment

January 16, 2025

Strategies to Protect Neighborhoods

1. Keep parking minimums in R, D, and TH districts. Reduce the parking minimums in D districts to one space per unit to match R district requirements.
2. Keep MF parking minimums only within 300' of Single Family. Eliminate MF parking minimums in all other areas.
3. Keep parking minimums for Bars and Restaurants. Reduce the parking minimums for these uses to 1 space per 200sf of enclosed area in lieu of the current 1 space per 100sf.
4. Eliminate minimums for bars, restaurants and retail less than 2500 square feet in area.
5. Keep the existing parking minimums for schools and churches.
6. Consider keeping parking minimums on commercial amusement.

Other Changes to ZOAC Recommendation

7. Eliminate all minimums for all uses in existing CA districts. Make no changes to the boundaries of existing CA districts.
8. Eliminate all minimums for all uses within a 1/2-mile radius of rail/TOD stations.
9. Eliminate MIHDB parking minimums.
10. Strike 51A-4.301(a)(3)(b). This language prohibits parking in front of a building which is a development hardship.
11. Amend 51A-4.301 (4)(c). This language requires a dedicated pedestrian walkway through a parking lot. Clarify the language to require that the pedestrian pathway connect the main entrance of the building to the nearest public right of way.
12. Consider allowing paid parking throughout the city.
13. Do not require TDMP's. Delete all language pertaining to TDMP's. – Come back to this after other changes have been made, make copy