

Memorandum



CITY OF DALLAS

DATE October 1, 2024

Honorable Members of the City Council Economic Development Committee: Tennell Atkins (Chair), Omar Narvaez (Vice Chair), Carolyn King Arnold, Chad West, Adam Bazaldua, Paul Ridley, and Kathy Stewart

SUBJECT **Oversized Motor Vehicle Regulation Updates**

On October 23, 2024, City Council will consider the following agenda item:

DCA 223-003: Consideration of developing appropriate standards, definitions, and distinctions for oversized vehicles and trailers in Chapters 51 and 51A, the Dallas Development Code, with consideration to be given to amending Divisions 51-2.102 and 51A-2.102, "Definitions"; 51-4.200 and 51A-4.200, "Use regulations"; and related sections.


Background

On December 6, 2022, Code Compliance Services presented to the Quality of Life, Arts, and Culture Committee of the City Council regarding the hardships of enforcing regulations on large vehicles parked within the "primary yard" of residentially zoned lots. A "primary yard" is the area of any lot between the building and street and from lot line to lot line. A corner lot has two primary yards. Vehicles parked within the primary yard may have a rated carrying capacity of no more than 1.5 tons (3,000 pounds). This is difficult to enforce because:

- Weight information is difficult for code compliance staff to ascertain for individual vehicles without access to the interior of the vehicle;
- Personal vehicles have grown in variety, presenting additional difficulty in ascertaining weight information; and
- Personal vehicles have grown larger, so many vehicles not intended to be prohibited do currently violate the intent of the regulation.

During analysis, staff found great value in clarifying and standardizing vehicle size regulations throughout the Development Code.

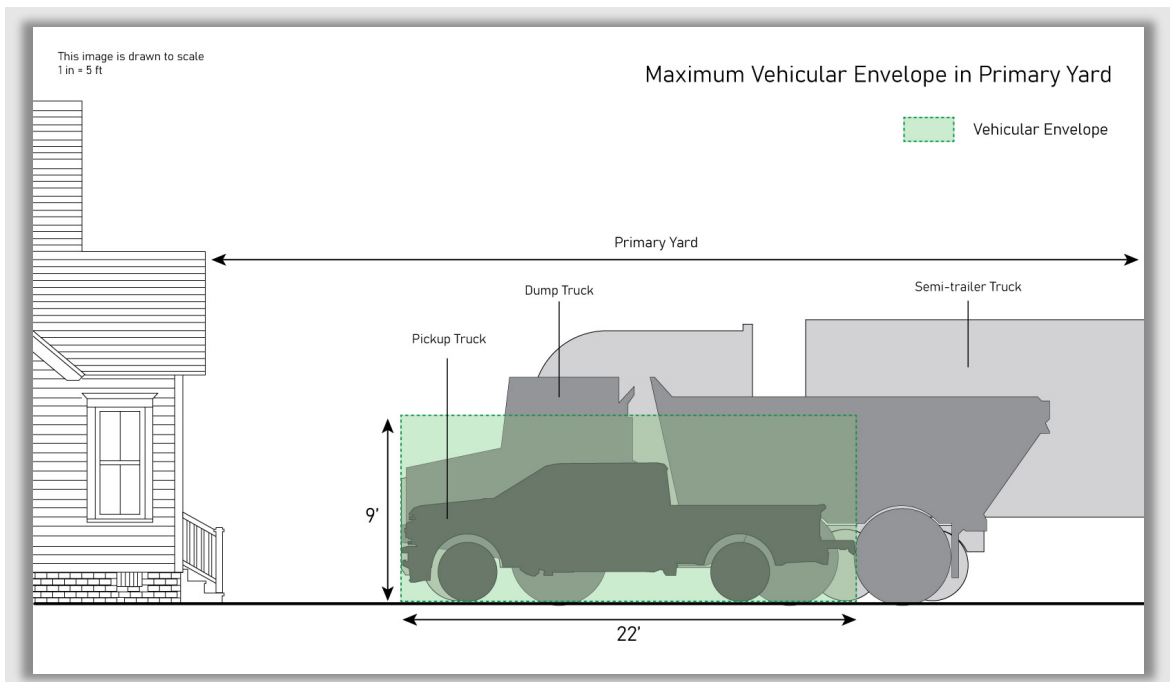
Proposal

 August 22, 2024, CPC voted to recommend approval of the proposed Development Code amendments and send to City Council. The proposal includes:

- Replacing the current prohibition on certain vehicles parking in the primary yard with the new terms *oversized motor vehicle* and *oversized trailer*. [Sec. 51A-4.217(b)(6)(E)] An *oversized motor vehicle* is:
 - More than twenty-two feet long, eight feet wide, or nine feet high (which generally accommodates current personal vehicle preferences. *See graphic below*);
 - Has two or more rear axles (which clearly indicates commercial use); or
 - Is designed to transport more than 15 passengers (which also clearly indicates commercial use).

An *oversized trailer* is a non-motorized vehicle that exceeds any of those same dimensions.

- Replacing measures of weight with a standard length-width-height vehicle envelope will allow Code Compliance staff to ascertain whether a vehicle is permitted to parking in a yard between a building and the street without needing significant market research or access to the interior of the vehicle.



- Implementing the new terms throughout the Development Code to better define which vehicles are intended to be served by *Commercial motor vehicle parking*, *Liquefied natural gas fueling station*, and *Truck stop* land uses, and which vehicles are prohibited from being served by the *Auto service center*; *Commercial parking lot or garage*; and *Vehicle display, sales, and service* land uses.
- Making minor structure and formatting updates for clarity and to reflect current land use interpretations.

Chapters 51 and 51A of the Dallas City Code do not regulate on-street vehicle parking or truck routes, which are dealt with in Chapter 28. The scope of this amendment does not include changes to policy regarding recreational vehicles or boat parking; the purpose is only to choose metrics which are enforceable by Code Compliance staff. The proposed draft ordinance is attached to this memo.

Please contact Andreea Udrea, PhD, AICP, Deputy Director of the Department of Planning & Development at (214) 288-9343 or andreea.udrea@dallas.gov if you have any questions or concerns.



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