ZOAC Recommended Amendments

Chapter 51A Dallas Development Code: Ordinance No. 19455, as amended.

Article I.
General Provisions

SEC. 51A-1.102. APPLICABILITY AND PURPOSE.

…

(b) Purpose.

(1) In general. The regulations in this chapter have been established in accordance with a comprehensive plan for the purpose of promoting the health, safety, morals, and general welfare of the city in order to:

(A) ensure safe and efficient circulation of all modes of transportation, prioritizing transit and active transportation modes; ~~lessen the congestion in the streets;~~

Article II.
Interpretations and Definitions

SEC. 51A-2.102. DEFINITIONS.

…

(8.1) BICYCLE PARKING means space reserved for the secured standing or storage of bicycles, with vertical elements available to support a bicycle in every space and includes short-term and long-term bicycle parking. ~~Class I bicycle parking and Class II bicycle parking spaces.~~

(8.2) BICYCLE PARKING, SHORT-TERM means unenclosed bicycle parking for use for four hours or less.

(8.3) BICYCLE PARKING, LONG-TERM means bicycle parking for use exceeding four hours and enclosed within a structure designed for increased security from theft and vandalism, such as locked bicycle storage rooms, bicycle check-in systems, and bicycle lockers.

…

~~(23.1) CLASS I BICYCLE PARKING means unenclosed parking spaces intended for bicycles where one or both wheels and the frame of a bicycle can be secured to a rack with a user-supplied lock.~~

~~(23.2) CLASS II BICYCLE PARKING means enclosed parking spaces intended for bicycles within a building or structure designed for increased security from theft and vandalism, such as locked bicycle storage rooms, bicycle check-in systems, and bicycle lockers.~~

…

(131) SITE AREA means that portion of a building site occupied by a use and not covered by a building or structure. ~~For purposes of determining required off-street parking, site area does not include that area occupied by off-street parking, landscaped areas, and open space not used for storage or sales.~~

Article IV.
Zoning Regulations

DIVISION 51A-4.110. Residential Zoning Districts.

SEC. 51A-4.111. AGRICULTURAL [A(A)] DISTRICT.

…

(5) Off-street parking, ~~and~~ loading, and transportation demand management. There are no minimum off-street parking amounts required in this district. Consult Divisions 51A-4.300 et. seq. for general off-street parking and loading regulations. A site plan must be submitted and approved in accordance with the requirements of Section 51A-4.803 prior to the issuance of a permit for work in this district when the proposed work reaches a TDMP threshold set in 51A-4.804(c) Table 1. ~~Consult the use regulations (Division 51A-4.200) for the specific off-street parking requirements for each use. Consult the off-street parking and loading regulations, (Divisions 51A-4.300 et seq.) for information regarding off-street parking and loading generally.~~

SEC. 51A-4.112. SINGLE FAMILY DISTRICTS.

(a) R-1ac(a) district

…

(5) Off-street parking, ~~and~~ loading, and transportation demand management. There are no minimum off-street parking amounts required in this district. Consult Divisions 51A-4.300 et. seq. for general off-street parking and loading regulations. A site plan must be submitted and approved in accordance with the requirements of Section 51A-4.803 prior to the issuance of a permit for work in this district when the proposed work reaches a TDMP threshold set in 51A-4.804(c) Table 1. ~~Consult the use regulations (Division 51A-4.200) for the specific off-street parking requirements for each use. Consult the off-street parking and loading regulations, (Divisions 51A-4.300 et seq.) for information regarding off-street parking and loading generally.~~ In this district, off-street parking must be provided at or below ground level.

(b) R-1/2ac(A) district

…

(5) Off-street parking, ~~and~~ loading, and transportation demand management. There are no minimum off-street parking amounts required in this district. Consult Divisions 51A-4.300 et. seq. for general off-street parking and loading regulations. A site plan must be submitted and approved in accordance with the requirements of Section 51A-4.803 prior to the issuance of a permit for work in this district when the

proposed work reachesa TDMP threshold set in 51A-4.804(c) Table 1. ~~the use regulations (Division 51A-4.200) for the specific off-street parking requirements for each use. Consult the off-street parking and loading regulations. (Divisions 51A-4.300 et seq.) for information regarding off-street parking and loading generally.~~ In this district, off-street parking must be provided at or below ground level.

(c) R-16(A) district

…

(5) Off-street parking, ~~and~~ loading, and transportation demand management. There are no minimum off-street parking amounts required in this district. Consult Divisions 51A-4.300 et. seq. for general off-street parking and loading regulations. A site plan must be submitted and approved in accordance with the requirements of Section 51A-4.803 prior to the issuance of a permit for work in this district when the proposed work reaches a TDMP threshold set in 51A-4.804(c) Table 1. ~~Consult the use regulations (Division 51A-4.200) for the specific off-street parking requirements for each use. Consult the off-street parking and loading regulations. (Divisions 51A-4.300 et seq.) for information regarding off-street parking and loading generally.~~ In this district, off-street parking must be provided at or below ground level.

(d) R-13(A) district

…

(5) Off-street parking, ~~and~~ loading, and transportation demand management. There are no minimum off-street parking amounts required in this district. Consult Divisions 51A-4.300 et. seq. for general off-street parking and loading regulations. A site plan must be submitted and approved in accordance with the requirements of Section 51A-4.803 prior to the issuance of a permit for work in this district when the proposed work reaches a TDMP threshold set in 51A-4.804(c) Table 1. ~~Consult the use regulations (Division 51A-4.200) for the specific off-street parking requirements for each use. Consult the off-street parking and loading regulations. (Divisions 51A-4.300 et seq.) for information regarding off-street parking and loading generally.~~ In this district, off-street parking must be provided at or below ground level.

(e) R-10(A) district

…

(5) Off-street parking, ~~and~~ loading, and transportation demand management. There are no minimum off-street parking amounts required in this district. Consult Divisions 51A-4.300 et. seq. for general off-street parking and loading regulations. A site plan must be submitted and approved in accordance with the requirements of Section 51A-4.803 prior to the issuance of a permit for work in this district when the proposed work reaches a TDMP threshold set in 51A-4.804(c) Table 1. ~~Consult the use regulations (Division 51A-4.200) for the specific off-street parking requirements for each use. Consult the off-street parking and loading regulations. (Divisions 51A-4.300 et seq.) for information regarding off-street parking and loading generally.~~ In this district, off-street parking must be provided at or below ground level.

(f) R-7.5(A) district

…

(5) Off-street parking, ~~and~~ loading, and transportation demand management. There are no minimum off-street parking amounts required in this district. Consult Divisions 51A-4.300 et. seq. for general off-street parking and loading regulations. A site plan must be submitted and approved in accordance with

the requirements of Section 51A-4.803 prior to the issuance of a permit for work in this district when the proposed work reaches a TDMP threshold set in 51A-4.804(c) Table 1. ~~Consult the use regulations (Division 51A-4.200) for the specific off-street parking requirements for each use. Consult the off-street parking and loading regulations. (Divisions 51A-4.300 et seq.) for information regarding off-street parking and loading generally.~~ In this district, off-street parking must be provided at or below ground level.

(f) R-5(A) district

…

(5) Off-street parking, ~~and~~ loading, and transportation demand management. There are no minimum off-street parking amounts required in this district. Consult Divisions 51A-4.300 et. seq. for general off-street parking and loading regulations. A site plan must be submitted and approved in accordance with the requirements of Section 51A-4.803 prior to the issuance of a permit for work in this district when the proposed work reaches a TDMP threshold set in 51A-4.804(c) Table 1. ~~Consult the use regulations (Division 51A-4.200) for the specific off-street parking requirements for each use. Consult the off-street parking and loading regulations. (Divisions 51A-4.300 et seq.) for information regarding off-street parking and loading generally.~~ In this district, off-street parking must be provided at or below ground level.

SEC. 51A-4.113. DUPLEX [D(A)] DISTRICTS.

…

(5) Off-street parking, ~~and~~ loading, and transportation demand management. There are no minimum off-street parking amounts required in this district. Consult Divisions 51A-4.300 et. seq. for general off-street parking and loading regulations. A site plan must be submitted and approved in accordance with the requirements of Section 51A-4.803 prior to the issuance of a permit for work in this district when the proposed work reaches a TDMP threshold set in 51A-4.804(c) Table 1. ~~Consult the use regulations (Division 51A-4.200) for the specific off-street parking requirements for each use. Consult the off-street parking and loading regulations. (Divisions 51A-4.300 et seq.) for information regarding off-street parking and loading generally.~~ In this district, off-street parking must be provided at or below ground level.

SEC. 51A-4.114. TOWNHOUSE [TH-1(A), TH-2(A), AND TH-3(A)] DISTRICTS.

…

(5) Off-street parking, ~~and~~ loading, and transportation demand management. There are no minimum off-street parking amounts required in this district. Consult Divisions 51A-4.300 et. seq. for general off-street parking and loading regulations. A site plan must be submitted and approved in accordance with the requirements of Section 51A-4.803 prior to the issuance of a permit for work in this district when the proposed work reaches a TDMP threshold set in 51A-4.804(c) Table 1. ~~Consult the use regulations (Division 51A-4.200) for the specific off-street parking requirements for each use. Consult the off-street parking and loading regulations. (Divisions 51A-4.300 et seq.) for information regarding off-street parking and loading generally.~~ In this district, off-street parking must be provided at or below ground level.

SEC. 51A-4.115. CLUSTERED HOUSING (CH) DISTRICTS.

…

(5) Off-street parking, ~~and~~ loading, and transportation demand management. There are no minimum off-street parking amounts required in this district. Consult Divisions 51A-4.300 et. seq. for general off-street

parking and loading regulations. A site plan must be submitted and approved in accordance with the requirements of Section 51A-4.803 prior to the issuance of a permit for work in this district when the proposed work reaches a TDMP threshold set in 51A-4.804(c) Table 1. ~~Consult the use regulations (Division 51A-4.200) for the specific off-street parking requirements for each use. Consult the off-street parking and loading regulations. (Divisions 51A-4.300 et seq.) for information regarding off-street parking and loading generally.~~ In this district, off-street parking must be provided at or below ground level.

SEC. 51A-4.116. MULTIFAMILY DISTRICTS.

(a) MF-1(A) and MF-1(SAH) districts.

…

(5) Off-street parking, ~~and~~ loading, and transportation demand management. There are no minimum off-street parking amounts required in this district. Consult Divisions 51A-4.300 et. seq. for general off-street parking and loading regulations. A site plan must be submitted and approved in accordance with the requirements of Section 51A-4.803 prior to the issuance of a permit for work in this district when the proposed work reaches a TDMP threshold set in 51A-4.804(c) Table 1. ~~Consult the use regulations (Division 51A-4.200) for the specific off-street parking requirements for each use. Consult the off-street parking and loading regulations. (Divisions 51A-4.300 et seq.) for information regarding off-street parking and loading generally.~~

…

(8) Additional provisions.

(A) Single family structure spacing. In this district, a minimum of 15 feet between each group of eight single family structures must be provided by plat.

(B) Development impact review. A site plan must be submitted and approved in accordance with the requirements of Section 51A-4.803 before an application is made for a permit for work in this district if the estimated trip generation for all uses on the lot collectively is equal to or greater than 1,000 trips per day or 100 trips per hour as calculated in the trip generation worksheet approved by the director.

(b) MF-2(A) and MF-2(SAH) districts.

…

(5) Off-street parking, ~~and~~ loading, and transportation demand management. There are no minimum off-street parking amounts required in this district. Consult Divisions 51A-4.300 et. seq. for general off-street parking and loading regulations. A site plan must be submitted and approved in accordance with the requirements of Section 51A-4.803 prior to the issuance of a permit for work in this district when the proposed work reaches a TDMP threshold set in 51A-4.804(c) Table 1. ~~Consult the use regulations (Division 51A-4.200) for the specific off-street parking requirements for each use. Consult the off-street parking and loading regulations. (Divisions 51A-4.300 et seq.) for information regarding off-street parking and loading generally.~~

…

(8) Additional provisions.

(A) Single family structure spacing. In this district, a minimum of 15 feet between each group of eight single family structures must be provided by plat.

(B) Development impact review. A site plan must be submitted and approved in accordance with the requirements of Section 51A-4.803 before an application is made for a permit for work in this district if the estimated trip generation for all uses on the lot collectively is equal to or greater than 1,000 trips per day or 100 trips per hour as calculated in the trip generation worksheet approved by the director.

(c) MF-3(A) district.

…

(5) Off-street parking, ~~and~~ loading, and transportation demand management. There are no minimum off-street parking amounts required in this district. Consult Divisions 51A-4.300 et. seq. for general off-street parking and loading regulations. A site plan must be submitted and approved in accordance with the requirements of Section 51A-4.803 prior to the issuance of a permit for work in this district when the proposed work reaches a TDMP threshold set in 51A-4.804(c) Table 1. ~~Consult the use regulations (Division 51A-4.200) for the specific off-street parking requirements for each use. Consult the off-street parking and loading regulations. (Divisions 51A-4.300 et seq.) for information regarding off-street parking and loading generally.~~

…

(8) Additional provisions. ~~None.~~

(A) Development impact review. A site plan must be submitted and approved in accordance with the requirements of Section 51A-4.803 before an application is made for a permit for work in this district if the estimated trip generation for all uses on the lot collectively is equal to or greater than 1,000 trips per day or 100 trips per hour as calculated in the trip generation worksheet approved by the director.

(d) MF-4(A) district.

…

(5) Off-street parking, ~~and~~ loading, and transportation demand management. There are no minimum off-street parking amounts required in this district. Consult Divisions 51A-4.300 et. seq. for general off-street parking and loading regulations. A site plan must be submitted and approved in accordance with the requirements of Section 51A-4.803 prior to the issuance of a permit for work in this district when the proposed work reaches a TDMP threshold set in 51A-4.804(c) Table 1. ~~Consult the use regulations (Division 51A-4.200) for the specific off-street parking requirements for each use. Consult the off-street parking and loading regulations. (Divisions 51A-4.300 et seq.) for information regarding off-street parking and loading generally.~~

…

(8) Additional provisions. ~~None.~~

(A) Development impact review. A site plan must be submitted and approved in accordance with the requirements of Section 51A-4.803 before an application is made for a permit for work in this district if the estimated trip generation for all uses on the lot collectively is equal to or greater than 1,000 trips per day or 100 trips per hour as calculated in the trip generation worksheet approved by the director.

SEC. 51A-4.117. MANUFACTURED HOME [MH(A)] DISTRICT.

…

(5) Off-street parking, ~~and~~ loading, and transportation demand management. There are no minimum off-street parking amounts required in this district. Consult Divisions 51A-4.300 et. seq. for general off-street parking and loading regulations. A site plan must be submitted and approved in accordance with the requirements of Section 51A-4.803 prior to the issuance of a permit for work in this district when the proposed work reaches a TDMP threshold set in 51A-4.804(c) Table 1. ~~Consult the use regulations (Division 51A-4.200) for the specific off-street parking requirements for each use. Consult the off-street parking and loading regulations. (Divisions 51A-4.300 et seq.) for information regarding off-street parking and loading generally.~~

DIVISION 51A-4.120. Nonresidential District Regulations

SEC. 51A-4.121. OFFICE DISTRICTS.

(a) Neighborhood office [NO(A)] district

…

(5) Off-street parking, ~~and~~ loading, and transportation demand management.

(A) In general. There are no minimum off-street parking amounts required in this district. Consult Divisions 51A-4.300 et. seq. for general off-street parking and loading regulations. A site plan must be submitted and approved in accordance with the requirements of Section 51A-4.803 prior to the issuance of a permit for work in this district when the proposed work reaches a TDMP threshold set in 51A-4.804(c) Table 1. ~~Consult the use regulations (Division 51A-4.200) for the specific off-street parking requirements for each use. Consult the off-street parking and loading regulations. (Divisions 51A-4.300 et seq.) for information regarding off-street parking and loading generally.~~

…

(8) Additional provisions.

(A) Development impact review. A site plan must be submitted and approved in accordance with the requirements of Section 51A-4.803 before an application is made for a permit for work in this district if the estimated trip generation for all uses on the lot collectively is equal to or greater than 1,000 ~~6,000~~ trips per day or 100 trips per hour as calculated in the trip generation worksheet approved by the director. ~~and 500 trips per acre per day. See Table 1 in Section 51A-4.803 to calculate estimated trip generation.~~

(b) LO(A) districts (LO-1, LO-2, and LO-3).

…

(5) Off-street parking, ~~and~~ loading, and transportation demand management.

(A) In general. There are no minimum off-street parking amounts required in this district. Consult Divisions 51A-4.300 et. seq. for general off-street parking and loading regulations. A site plan must be submitted and approved in accordance with the requirements of Section 51A-4.803 prior to the issuance of a permit for work in this district when the proposed work reaches a TDMP threshold set in 51A-4.804(c) Table 1. ~~Consult the use regulations (Division 51A-4.200) for the specific off-street parking requirements for each use. Consult the off-street parking and loading regulations. (Divisions 51A-4.300 et seq.) for information regarding off-street parking and loading generally.~~

…

(8) Additional provisions.

(A) Development impact review. A site plan must be submitted and approved in accordance with the requirements of Section 51A-4.803 before an application is made for a permit for work in this district if the estimated trip generation for all uses on the lot collectively is equal to or greater than 1,000 ~~6,000~~ trips per day or 100 trips per hour as calculated in the trip generation worksheet approved by the director. ~~and 500 trips per acre per day. See Table 1 in Section 51A-4.803 to calculate estimated trip generation~~.

(c) MO(A) districts (MO-1 and MO-2).

…

(5) Off-street parking, ~~and~~ loading, and transportation demand management.

(A) In general. There are no minimum off-street parking amounts required in this district. Consult Divisions 51A-4.300 et. seq. for general off-street parking and loading regulations. A site plan must be submitted and approved in accordance with the requirements of Section 51A-4.803 prior to the issuance of a permit for work in this district when the proposed work reaches a TDMP threshold set in 51A-4.804(c) Table 1. ~~Consult the use regulations (Division 51A-4.200) for the specific off-street parking requirements for each use. Consult the off-street parking and loading regulations. (Divisions 51A-4.300 et seq.) for information regarding off-street parking and loading generally.~~

…

(8) Additional provisions.

(A) Development impact review. A site plan must be submitted and approved in accordance with the requirements of Section 51A-4.803 before an application is made for a permit for work in this district if the estimated trip generation for all uses on the lot collectively is equal to or greater than 1,000 ~~6,000~~ trips per day or 100 trips per hour as calculated in the trip generation worksheet approved by the director. ~~and 500 trips per acre per day. See Table 1 in Section 51A-4.803 to calculate estimated trip generation~~.

(d) General Office [GO-(A)] district.

…

(5) Off-street parking, ~~and~~ loading, and transportation demand management.

(A) In general. There are no minimum off-street parking amounts required in this district. Consult Divisions 51A-4.300 et. seq. for general off-street parking and loading regulations. A site plan must be submitted and approved in accordance with the requirements of Section 51A-4.803 prior to the issuance of a permit for work in this district when the proposed work reaches a TDMP threshold set in 51A-4.804(c) Table 1. ~~Consult the use regulations (Division 51A-4.200) for the specific off-street parking requirements for each use. Consult the off-street parking and loading regulations. (Divisions 51A-4.300 et seq.) for information regarding off-street parking and loading generally.~~

…

(8) Additional provisions.

(A) Development impact review. A site plan must be submitted and approved in accordance with the requirements of Section 51A-4.803 before an application is made for a permit for work in this district if the estimated trip generation for all uses on the lot collectively is equal to or greater than 1,000 ~~6,000~~ trips per day or 100 trips per hour as calculated in the trip generation worksheet approved by the director. ~~and 500 trips per acre per day. See Table 1 in Section 51A-4.803 to calculate estimated trip generation~~.

SEC. 51A-4.122. RETAIL DISTRICTS.

(a) Neighborhood service [NS(A)] district.

…

(5) Off-street parking, ~~and~~ loading, and transportation demand management. There are no minimum off-street parking amounts required in this district. Consult Divisions 51A-4.300 et. seq. for general off-street parking and loading regulations. A site plan must be submitted and approved in accordance with the requirements of Section 51A-4.803 prior to the issuance of a permit for work in this district when the proposed work reaches a TDMP threshold set in 51A-4.804(c) Table 1. ~~Consult the use regulations (Division 51A-4.200) for the specific off-street parking requirements for each use. Consult the off-street parking and loading regulations. (Divisions 51A-4.300 et seq.) for information regarding off-street parking and loading generally.~~

…

(8) Additional provisions.

(A) Development impact review. A site plan must be submitted and approved in accordance with the requirements of Section 51A-4.803 before an application is made for a permit for work in this district if the estimated trip generation for all uses on the lot collectively is equal to or greater than 1,000 ~~6,000~~ trips per day or 100 trips per hour as calculated in the trip generation worksheet approved by the director. ~~and 500 trips per acre per day. See Table 1 in Section 51A-4.803 to calculate estimated trip generation~~.

(b) Community retail (CR) district.

…

(5) Off-street parking, ~~and~~ loading, and transportation demand management. There are no minimum off-street parking amounts required in this district. Consult Divisions 51A-4.300 et. seq. for general off-street parking and loading regulations. A site plan must be submitted and approved in accordance with the requirements of Section 51A4-.803 prior to the issuance of a permit for work in this district when the proposed work reaches a TDMP threshold set in 51A-4.804(c) Table 1. ~~Consult the use regulations (Division 51A-4.200) for the specific off-street parking requirements for each use. Consult the off-street parking and loading regulations. (Divisions 51A-4.300 et seq.) for information regarding off-street parking and loading generally.~~

…

(8) Additional provisions.

(A) Development impact review. A site plan must be submitted and approved in accordance with the requirements of Section 51A-4.803 before an application is made for a permit for work in this district if the estimated trip generation for all uses on the lot collectively is equal to or greater than 1,000 ~~6,000~~ trips per day or 100 trips per hour as calculated in the trip generation worksheet approved by the director ~~and 500 trips per acre per day. See Table 1 in Section 51A-4.803 to calculate estimated trip generation~~.

(c) Regional retail (RR) district.

…

(5) Off-street parking, ~~and~~ loading, and transportation demand management. There are no minimum off-street parking amounts required in this district. Consult Divisions 51A-4.300 et. seq. for general off-street parking and loading regulations. A site plan must be submitted and approved in accordance with

the requirements of Section 51A-4.803 prior to the issuance of a permit for work in this district when the proposed work reaches a TDMP threshold set in 51A-4.804(c) Table 1. ~~Consult the use regulations (Division 51A-4.200) for the specific off-street parking requirements for each use. Consult the off-street parking and loading regulations, (Divisions 51A-4.300 et seq.) for information regarding off-street parking and loading generally.~~

…

(8) Additional provisions.

(A) Development impact review. A site plan must be submitted and approved in accordance with the requirements of Section 51A-4.803 before an application is made for a permit for work in this district if the estimated trip generation for all uses on the lot collectively is equal to or greater than 1,000 ~~6,000~~ trips per day or 100 trips per hour as calculated in the trip generation worksheet approved by the director ~~and 500 trips per acre per day. See Table 1 in Section 51A-4.803 to calculate estimated trip generation~~.

SEC. 51A-4.123. COMMERCIAL SERVICE AND INDUSTRIAL DISTRICTS.

(a) Commercial service (CS) district

…

(5) Off-street parking, ~~and~~ loading, and transportation demand management. There are no minimum off-street parking amounts required in this district. Consult Divisions 51A-4.300 et. seq. for general off-street parking and loading regulations. A site plan must be submitted and approved in accordance with the requirements of Section 51A-4.803 prior to the issuance of a permit for work in this district when the proposed work reaches a TDMP threshold set in 51A-4.804(c) Table 1. ~~Consult the use regulations (Division 51A-4.200) for the specific off-street parking requirements for each use. Consult the off-street parking and loading regulations, (Divisions 51A-4.300 et seq.) for information regarding off-street parking and loading generally.~~

…

(8) Additional provisions.

(A) Development impact review. A site plan must be submitted and approved in accordance with the requirements of Section 51A-4.803 before an application is made for a permit for work in this district if the estimated trip generation for all uses on the lot collectively is equal to or greater than 1,000 ~~6,000~~ trips per day or 100 trips per hour as calculated in the trip generation worksheet approved by the director ~~and 500 trips per acre per day. See Table 1 in Section 51A-4.803 to calculate estimated trip generation~~.

(b) Light industrial (LI) district.

…

(5) Off-street parking, ~~and~~ loading, and transportation demand management. There are no minimum off-street parking amounts required in this district. Consult Divisions 51A-4.300 et. seq. for general off-street parking and loading regulations. A site plan must be submitted and approved in accordance with the requirements of Section 51A-4.803 prior to the issuance of a permit for work in this district when the proposed work reaches a TDMP threshold set in 51A-4.804(c) Table 1. ~~Consult the use regulations (Division 51A-4.200) for the specific off-street parking requirements for each use. Consult the off-street parking and loading regulations, (Divisions 51A-4.300 et seq.) for information regarding off-street parking and loading generally.~~

…

(8) Additional provisions.

(A) Development impact review. A site plan must be submitted and approved in accordance with the requirements of Section 51A-4.803 before an application is made for a permit for work in this district if the estimated trip generation for all uses on the lot collectively is equal to or greater than 1,000 ~~6,000~~ trips per day or 100 trips per hour as calculated in the trip generation worksheet approved by the director. ~~and 500 trips per acre per day. See Table 1 in Section 51A-4.803 to calculate estimated trip generation~~.

(c) Industrial/research (IR) district.

…

(5) Off-street parking, ~~and~~ loading, and transportation demand management. There are no minimum off-street parking amounts required in this district. Consult Divisions 51A-4.300 et. seq. for general off-street parking and loading regulations. A site plan must be submitted and approved in accordance with the requirements of Section 51A-4.803 prior to the issuance of a permit for work in this district when the proposed work reaches a TDMP threshold set in 51A-4.804(c) Table 1. ~~Consult the use regulations (Division 51A-4.200) for the specific off-street parking requirements for each use. Consult the off-street parking and loading regulations. (Divisions 51A-4.300 et seq.) for information regarding off-street parking and loading generally.~~

…

(8) Additional provisions.

(A) Development impact review. A site plan must be submitted and approved in accordance with the requirements of Section 51A-4.803 before an application is made for a permit for work in this district if the estimated trip generation for all uses on the lot collectively is equal to or greater than 1,000 ~~6,000~~ trips per day or 100 trips per hour as calculated in the trip generation worksheet approved by the director. ~~and 500 trips per acre per day. See Table 1 in Section 51A-4.803 to calculate estimated trip generation~~.

(d) Industrial manufacturing (IM) district.

…

(5) Off-street parking, ~~and~~ loading, and transportation demand management. There are no minimum off-street parking amounts required in this district. Consult Divisions 51A-4.300 et. seq. for general off-street parking and loading regulations. A site plan must be submitted and approved in accordance with the requirements of Section 51A-4.803 prior to the issuance of a permit for work in this district when the proposed work reaches a TDMP threshold set in 51A-4.804(c) Table 1. ~~Consult the use regulations (Division 51A-4.200) for the specific off-street parking requirements for each use. Consult the off-street parking and loading regulations. (Divisions 51A-4.300 et seq.) for information regarding off-street parking and loading generally.~~

…

(8) Additional provisions.

(A) Development impact review. A site plan must be submitted and approved in accordance with the requirements of Section 51A-4.803 before an application is made for a permit for work in this district if the estimated trip generation for all uses on the lot collectively is equal to or greater than 1,000 ~~6,000~~ trips per day or 100 trips per hour as calculated in the trip generation worksheet

approved by the director. ~~and 500 trips per acre per day. See Table 1 in Section 51A-4.803 to calculate estimated trip generation~~.

SEC. 51A-4.124. CENTRAL AREA DISTRICTS.

(a) CA-1(A) district.

…

(5) Off-street parking, ~~and~~ loading, and transportation demand management.

(A) In general. There are no minimum off-street parking amounts required in this district. Consult Divisions 51A-4.300 et. seq. for general off-street parking and loading regulations. A site plan must be submitted and approved in accordance with the requirements of Section 51A-4.803 prior to the issuance of a permit for work in this district when the proposed work reaches a TDMP threshold set in 51A-4.804(c) Table 1. ~~Consult the off-street parking and loading regulations (Divisions 51A-4.300 et seq.) for information regarding off-street parking and loading generally.~~

~~(B) Special off-street parking provisions.~~

~~(i) Except as provided in this section, for all uses except single-family and duplex, off-street parking is only required for a building built after June 26, 1967, or an addition to an existing building, at a ratio of one parking space for each 2,000 square feet of floor area.~~

~~(ii) Except as provided in this section, no parking is required for ground-floor retail and personal service uses except for the following:~~

~~(aa) Alcoholic beverage establishment operating as a bar, lounge, or tavern.~~

~~(bb) Commercial amusement (inside).~~

~~(iii) No parking is required for the first 5,000 square feet of ground-floor floor area for a restaurant without drive-in or drive-through service.~~

~~(iv) If there is a conflict, this paragraph controls over other off-street parking regulations in this chapter.~~

(~~C~~ B) Special off-street loading provisions.

…

(b) CA-2(A) district.

…

(5) Off-street parking, ~~and~~ loading, and transportation demand management. There are no minimum off-street parking amounts required in this district. Consult Divisions 51A-4.300 et. seq. for general off-street parking and loading regulations. A site plan must be submitted and approved in accordance with the requirements of Section 51A-4.803 prior to the issuance of a permit for work in this district when the proposed work reaches a TDMP threshold set in 51A-4.804(c) Table 1. ~~In this district, for all uses except single family and duplex, off-street parking is only required for a building built after June 1, 1981, or an addition to an existing building, at a ratio of one parking space for each 2,000 square feet of floor area which exceeds 5,000 square feet. No off-street parking is required for a building with 5,000 square feet or less of floor area. If there is a conflict, this paragraph controls over other off-street parking regulations in this chapter. Consult the off-street parking and loading regulations (Divisions 51A-4.300 et seq.) for information regarding off-street parking and loading generally.~~

SEC. 51A-4.125. MIXED USE DISTRICTS.

…

(d) MU-1 and MU-1(SAH) districts.

…

(5) Off-street parking, ~~and~~ loading, and transportation demand management. There are no minimum off-street parking amounts required in this district. Consult Divisions 51A-4.300 et. seq. for general off-street parking and loading regulations. A site plan must be submitted and approved in accordance with the requirements of Section 51A-4.803 prior to the issuance of a permit for work in this district when the proposed work reaches a TDMP threshold set in 51A-4.804(c) Table 1. ~~Consult the use regulations (Division 51A-4.200) for the specific off-street parking requirements for each use. Consult the off-street parking and loading regulations. (Divisions 51A-4.300 et seq.) for information regarding off-street parking and loading generally.~~

…

(8) Additional provisions.

(A) Development impact review. A site plan must be submitted and approved in accordance with the requirements of Section 51A-4.803 before an application is made for a permit for work in this district if the estimated trip generation for all uses on the lot collectively is equal to or greater than 1,000 ~~6,000~~ trips per day or 100 trips per hour as calculated in the trip generation worksheet approved by the director ~~and 500 trips per acre per day. See Table 1 in Section 51A-4.803 to calculate estimated trip generation~~.

(e) MU-2 and MU-2(SAH) districts.

…

(5) Off-street parking, ~~and~~ loading, and transportation demand management. There are no minimum off-street parking amounts required in this district. Consult Divisions 51A-4.300 et. seq. for general off-street parking and loading regulations. A site plan must be submitted and approved in accordance with the requirements of Section 51A-4.803 prior to the issuance of a permit for work in this district when the proposed work reaches a TDMP threshold set in 51A-4.804(c) Table 1. ~~Consult the use regulations (Division 51A-4.200) for the specific off-street parking requirements for each use. Consult the off-street parking and loading regulations. (Divisions 51A-4.300 et seq.) for information regarding off-street parking and loading generally.~~

…

(8) Additional provisions.

(A) Development impact review. A site plan must be submitted and approved in accordance with the requirements of Section 51A-4.803 before an application is made for a permit for work in this district if the estimated trip generation for all uses on the lot collectively is equal to or greater than 1,000 ~~6,000~~ trips per day or 100 trips per hour as calculated in the trip generation worksheet approved by the director. ~~and 500 trips per acre per day. See Table 1 in Section 51A-4.803 to calculate estimated trip generation~~.

(f) MU-3 and MU-3(SAH) districts.

…

(5) Off-street parking, ~~and~~ loading, and transportation demand management. There are no minimum off-street parking amounts required in this district. Consult Divisions 51A-4.300 et. seq. for general off-street parking and loading regulations. A site plan must be submitted and approved in accordance with the requirements of Section 51A-4.803 prior to the issuance of a permit for work in this district when the proposed work reaches a TDMP threshold set in 51A-4.804(c) Table 1. ~~Consult the use regulations (Division 51A-4.200) for the specific off-street parking requirements for each use. Consult the off-street parking and loading regulations. (Divisions 51A-4.300 et seq.) for information regarding off-street parking and loading generally.~~

…

(8) Additional provisions.

(A) Development impact review. A site plan must be submitted and approved in accordance with the requirements of Section 51A-4.803 before an application is made for a permit for work in this district if the estimated trip generation for all uses on the lot collectively is equal to or greater than 1,000 ~~6,000~~ trips per day or 100 trips per hour as calculated in the trip generation worksheet approved by the director. ~~and 500 trips per acre per day. See Table 1 in Section 51A-4.803 to calculate estimated trip generation~~.

SEC. 51A-4.126. MULTIPLE COMMERCIAL DISTRICTS.

…

(d) MC-1 district.

…

(5) Off-street parking, ~~and~~ loading, and transportation demand management. There are no minimum off-street parking amounts required in this district. Consult Divisions 51A-4.300 et. seq. for general off-street parking and loading regulations. A site plan must be submitted and approved in accordance with the requirements of Section 51A-4.803 prior to the issuance of a permit for work in this district when the proposed work reaches a TDMP threshold set in 51A-4.804(c) Table 1. ~~Consult the use regulations (Division 51A-4.200) for the specific off-street parking requirements for each use. Consult the off-street parking and loading regulations. (Divisions 51A-4.300 et seq.) for information regarding off-street parking and loading generally.~~

…

(8) Additional provisions.

(A) Development impact review. A site plan must be submitted and approved in accordance with the requirements of Section 51A-4.803 before an application is made for a permit for work in this district if the estimated trip generation for all uses on the lot collectively is equal to or greater than 1,000 ~~6,000~~ trips per day or 100 trips per hour as calculated in the trip generation worksheet approved by the director. ~~and 500 trips per acre per day. See Table 1 in Section 51A-4.803 to calculate estimated trip generation~~.

(e) MC-2 district.

…

(5) Off-street parking, ~~and~~ loading, and transportation demand management. There are no minimum off-street parking amounts required in this district. Consult Divisions 51A-4.300 et. seq. for general off-street parking and loading regulations. A site plan must be submitted and approved in accordance with the requirements of Section 51A-4.803 prior to the issuance of a permit for work in this district when the

proposed work reaches a TDMP threshold set in 51A-4.804(c) Table 1. ~~Consult the use regulations (Division 51A-4.200) for the specific off-street parking requirements for each use. Consult the off-street parking and loading regulations. (Divisions 51A-4.300 et seq.) for information regarding off-street parking and loading generally.~~

…

(8) Additional provisions.

(A) Development impact review. A site plan must be submitted and approved in accordance with the requirements of Section 51A-4.803 before an application is made for a permit for work in this district if the estimated trip generation for all uses on the lot collectively is equal to or greater than 1,000 ~~6,000~~ trips per day or 100 trips per hour as calculated in the trip generation worksheet approved by the director. ~~and 500 trips per acre per day. See Table 1 in Section 51A-4.803 to calculate estimated trip generation~~.

(f) MC-3 and MC-4 districts.

…

(5) Off-street parking, ~~and~~ loading, and transportation demand management. There are no minimum off-street parking amounts required in this district. Consult Divisions 51A-4.300 et. seq. for general off-street parking and loading regulations. A site plan must be submitted and approved in accordance with the requirements of Section 51A-4.803 prior to the issuance of a permit for work in this district when the proposed work reaches a TDMP threshold set in 51A-4.804(c) Table 1. ~~Consult the use regulations (Division 51A-4.200) for the specific off-street parking requirements for each use. Consult the off-street parking and loading regulations. (Divisions 51A-4.300 et seq.) for information regarding off-street parking and loading generally.~~

…

(8) Additional provisions.

(A) Development impact review. A site plan must be submitted and approved in accordance with the requirements of Section 51A-4.803 before an application is made for a permit for work in this district if the estimated trip generation for all uses on the lot collectively is equal to or greater than 1,000 ~~6,000~~ trips per day or 100 trips per hour as calculated in the trip generation worksheet approved by the director. ~~and 500 trips per acre per day. See Table 1 in Section 51A-4.803 to calculate estimated trip generation~~.

SEC. 51A-4.127. URBAN CORRIDOR DISTRICTS.

(a) In general. A minimum of two land uses must be developed on a lot in an urban corridor district, with one use being residential use above street level. Density bonuses are awarded to lots that have parking structures. ~~Parking requirements are reduced for lots that have linkages to transit and have a high level of pedestrian amenities.~~ There are three types of urban corridor districts, differing principally in their density and height allowances: UC-1, UC-2, and UC-3. The urban corridor district regulations apply to all frontages of the lot, except where otherwise specified.

…

(c) UC districts.

…

(5) Off-street parking, ~~and~~ loading, and transportation demand management. There are no minimum off-street parking amounts required in this district. Shared parking is required for all nonresidential uses on the lot. The ~~off-street parking requirements in Division 51A-4.200 and the~~ off-street parking and loading regulations in Division 51A-4.300 apply., ~~except as follows:~~ A site plan must be submitted and approved in accordance with the requirements of Section 51A-4.803 prior to the issuance of a permit for work in this district when the proposed work reaches a TDMP threshold set in 51A-4.804(c) Table 1.

~~(A) Multifamily use parking requirements. One parking space is required per 500 square feet of multifamily dwelling unit floor area on the lot, up to a maximum of two parking spaces per dwelling unit.~~

~~(B) Parking reductions. A lot located within 500 feet of a bus stop on a DART bus route, or a shuttle bus route connecting to a DART light rail station, with a minimum headway, i.e. the scheduled time interval between the arrival of successive same-route buses, trains, or other vehicles used for public transportation at a passenger stop, of 10 minutes during peak hours and 30 minutes during non-peak hours as these times are set by DART, shall be granted reductions of four percent of total parking requirements for each additional pedestrian amenity type provided in excess of the minimum amenities required [See Subsection (c)(8)(D) for pedestrian amenities rules], up to a maximum 20 percent reduction. If parking reduction is sought, bicycle parking must be provided as an amenity type. The additional pedestrian amenities must be provided within the curb-to-building area and must serve to enhance the pedestrian pathways from building entrances on the lot to transit stops. These parking reductions do not apply to uses that already have parking exemptions based on delta theory. *[See Subsection 51A-4.704(b)(4)(A) for delta theory parking regulations.]*~~

~~(C) On-street parallel parking. On-street parallel parking spaces adjacent to the lot provided on community collectors or four-lane arterials count toward off-street parking requirements. Notwithstanding the foregoing, nothing in this section shall abrogate the authority granted to the city's traffic engineer by Chapter 28 of the Dallas City Code to regulate traffic, including parking, on public streets.~~

~~(D) Shared parking. Shared parking is required for all nonresidential uses on the lot. The utilization rates in the following table provide the basis for calculation of parking spaces required with shared parking. The adjusted standard off street parking requirement for the development is the largest of the five "time-of-day" column sums.~~

~~**Shared Parking Table**~~
~~**(for calculating adjusted standard parking requirement)**~~

~~**Use Category**~~	~~**Morning**~~	~~**Noon**~~	~~**Afternoon**~~	~~**Late Afternoon**~~	~~**Evening**~~
~~Residential uses~~	~~80%~~	~~60%~~	~~60%~~	~~70%~~	~~100%~~
~~Office-related uses~~	~~100%~~	~~80%~~	~~100%~~	~~85%~~	~~35%~~
~~Retail-related uses~~	~~60%~~	~~75%~~	~~70%~~	~~65%~~	~~70%~~
~~Bar and restaurant uses~~	~~20%~~	~~100%~~	~~30%~~	~~30%~~	~~100%~~
~~All other uses~~	~~100%~~	~~100%~~	~~100%~~	~~100%~~	~~100%~~

DIVISION 51A-4.200. Use Regulations.

SEC. 51A-4.201. AGRICULTURAL USES.

(1) Animal production.

…

(C) Required off-street parking: None. ~~Two spaces.~~

(2) Commercial stable.

…

(C) Required off-street parking: None. ~~One space for each two stalls.~~

(3) Crop production.

…

(C) Required off-street parking: None. ~~Except as otherwise provided in this subparagraph, off-street parking is not required. For an urban garden in non-residential districts that allows on-site sales, one off-street parking space is required for every 200 square feet of sales area with a minimum two off-street parking spaces provided.~~

SEC. 51A-4.202. COMMERCIAL AND BUSINESS SERVICE USES.

(1) Building repair and maintenance shop.

…

(C) Required off-street parking: None. ~~One space per 300 square feet of floor area.~~

(2) Bus or rail transit vehicle maintenance or storage facility.

…

(C) Required off-street parking: None. ~~One space per 500 square feet of floor area.~~

(3) Catering service.

…

(C) Required off-street parking: None. ~~One space per 200 square feet of floor area.~~

(4) Commercial cleaning or laundry plant.

…

(C) Required off-street parking: None. ~~One space per 300 square feet of floor area.~~

(5) Custom business services.

…

(C) Required off-street parking: None. ~~One space per 300 square feet of floor area; a minimum of five spaces is required.~~

(6) Custom woodworking, furniture construction, or repair.

…

(C) Required off-street parking: None. ~~One space per 500 square feet of floor area; a minimum of two spaces is required.~~

(7) Electronics service center.

…

(C) Required off-street parking: None. ~~One space per 300 square feet of floor area.~~

(8) Job or lithographic printing.

…

(C) Required off-street parking: None. ~~One space per 600 square feet of floor area.~~

(8.1) Labor hall.

…

(C) Required off-street parking: None. ~~One space per 500 square feet of floor area.~~

(9) Machine or welding shop.

…

(C) Required off-street parking: None. ~~One space per 500 square feet of floor area.~~

(10) Machinery, heavy equipment, or truck sales and service.

…

(C) Required off-street parking: None. ~~One space per 1,000 square feet of sales area (whether inside or outside).~~

(11) Medical or scientific laboratory.

…

(C) Required off-street parking: None. ~~One space per 300 square feet of floor area.~~

(12) Technical school.

…

(C) Required off-street parking: None. ~~One space per 25 square feet of classroom. Any personal service uses accessory to a technical school must be parked to the personal service use parking requirement.~~

(13) Tool or equipment rental.

…

(C) Required off-street parking: None. ~~One space per 200 square feet of floor area.~~

(14) Vehicle or engine repair or maintenance.

…

(C) Required off-street parking: None. ~~One space per 500 square feet of floor area; a minimum of five spaces is required. Parking spaces that are used to repair vehicles and located in a structure are not counted in determining the required parking.~~

SEC. 51A-4.203. INDUSTRIAL USES.

…

(b) Specific uses.

(0) Alcoholic beverage manufacturing.

…

(C) Required off-street parking: None.

~~(i) Except as otherwise provided, one space per 600 square feet of floor area.~~

~~(ii) One space per 1,000 square feet of floor area used for storage.~~

~~(iii) One space per 100 square feet of floor area used for retail sales and seating.~~

(1) Industrial (inside).

…

(C) Required off-street parking: None. ~~One space per 600 square feet of floor area.~~

(1.1) Industrial (inside) for light manufacturing.

…

(C) Required off-street parking: None. ~~One space per 600 square feet of floor area.~~

(2) Industrial (outside).

…

(C) Required off-street parking: None. ~~One space per 600 square feet of floor area, plus one space per 600 square feet of outside manufacturing area.~~

(2.1) Medical/infectious waste incinerator.

…

(C) Required off-street parking: None. ~~One space per 1,000 square feet of floor area.~~

(3) Metal salvage facility.

…

(C) Required off-street parking: None. ~~The off-street parking requirement may be established in the ordinance granting the SUP, otherwise a minimum of five spaces required.~~

…

(3.3) Gas pipeline compressor station.

…

(C) Required off-street parking: None. ~~Five spaces.~~

(4) Municipal waste incinerator.

…

(C) Required off-street parking: None. ~~One space per 1,000 square feet of floor area.~~

(4.1) Organic compost recycling facility.

…

(C) Required off-street parking: None. ~~One space per 500 square feet of floor area~~

(5) Outside salvage or reclamation.

…

(C) Required off-street parking: None. ~~The off-street parking requirement may be established in the ordinance granting the SUP, otherwise a minimum of five spaces required~~

(5.1) Pathological waste incinerator.

…

(C) Required off-street parking: None. ~~One space per 1,000 square feet of floor area.~~

(6) Temporary concrete or asphalt batching plant.

…

(C) Off-street parking: None.

~~Required off-street parking: Two spaces. Off-street parking requirements for this use may be satisfied by providing temporary parking spaces that do not strictly comply with the construction and maintenance provisions for off-street parking in this chapter. The operator of this use has the burden of demonstrating to the satisfaction of the building official that the temporary parking spaces:~~

~~(i) are adequately designed to accommodate the parking needs of the use; and~~

~~(ii) will not adversely affect surrounding uses.~~

SEC. 51A-4.204. INSTITUTIONAL AND COMMUNITY SERVICE USES.

(1) Adult day care facility.

…

(C) Required off-street parking: None. ~~One space per 500 square feet of floor area.~~

(2) Cemetery or mausoleum.

…

(C) Required off-street parking: None. ~~Two spaces.~~

(3) Child-care facility.

…

(C) Required off-street parking: None. ~~If an SUP is required for this use, the off-street parking requirement may be established in the ordinance granting the SUP, otherwise one space per 500 square feet of floor area.~~

(4) Church.

…

(C) Required off-street parking: None.

~~(i) Number of spaces required. One space per 333 square feet in floor area if a church has less than 5,000 square feet of floor area and is located in a shopping center with more than 20,000 square~~

~~feet in floor area, otherwise one space for each four fixed seats in the sanctuary or auditorium. If fixed benches or pews are provided, each 18 inches of length of the fixed bench or pew constitutes one fixed seat for purposes of this paragraph. If portions of seating areas in the sanctuary or auditorium are not equipped with fixed seats, benches, or pews, the parking requirement for those portions is one space for each 28 square feet of floor area.~~

~~(ii) Definitions. For purposes of this subsection, "remote parking" means required off-street parking provided on a lot not occupied by the main use.~~

~~(iii) Reconciliation with Divisions 51A-4.300 et seq. Except as otherwise expressly provided in this subsection, the off-street parking regulations in Divisions 51A-4.300 et seq. apply to this use. In the event of a conflict between this subsection and Divisions 51A-4.300 et seq., this subsection controls.~~

(5) College, university, or seminary.

…

(C) Required off-street parking: None. ~~One space per 25 square feet of classroom~~

…

(7) Community or service center.

…

(C) Required off-street parking: None. ~~One space per 200 square feet of floor area.~~

(8) Convalescent and nursing homes, hospice care, and related institutions.

…

(C) Required off-street parking: None. ~~0.3 spaces per bed.~~

(9) Convent or monastery.

…

(C) Required off-street parking: None. ~~One space for each three residents; a minimum of two spaces is required.~~

…

(11) Foster home.

…

(C) Required off-street parking: None. ~~Two spaces.~~

…

(13) Halfway house.

…

(C) Required off-street parking: None. ~~Determined by the specific use permit. This requirement must include provision of adequate off-street parking for residents, staff, and visitors. In determining an adequate number of off-street parking spaces, the city council shall consider the degree to which allowing the use would create traffic hazards or congestion given the capacity of nearby streets, the trip generation characteristics of the use, the availability of public transit and the likelihood of its use, and the feasibility of traffic mitigation measures.~~

(14) Hospital.

…

(C) Required off-street parking: None. ~~One space for each patient bed.~~

(16) Library, art gallery, or museum.

…

(C) Required off-street parking: None. ~~For a library, one space per 500 square feet of floor area. For an art gallery or museum, one space per 600 square feet of floor area.~~

(17) Public or private school.

…

(C) Required off-street parking: None.

~~(i) One and one-half spaces for each kindergarten/elementary school classroom;~~

~~(ii) Three and one-half spaces for each junior high/middle school classroom; and~~

~~(iii) Nine and one-half spaces for each senior high school classroom.~~

~~(iv) If an SUP is required for this use, the off-street parking requirement may be established in the ordinance granting the SUP.~~

(D) Required off-street loading:

SQUARE FEET OF FLOOR AREA IN STRUCTURE	TOTAL REQUIRED SPACES OR BERTHS
0 to 50,000	NONE
50,000 to 150,000	1
Each additional 100,000 or fraction thereof	1 additional

(E) Additional provisions:

(i) This use does not include business, commercial, trade, or craft schools.

(ii) This use must comply with all applicable licensing requirements.

(iii) If this use is nonconforming, the board of adjustment shall not establish a compliance date for the use under Section 51A-4.704(a)(1) unless the owners of more than 50 percent of the land within 200 feet of the lot containing the school or a lot used by an entity affiliated with the school that is within 200 feet of the lot containing the school file a written petition with the board requesting that a compliance date be established. In computing the percentage of land area under this subparagraph, the area of public rights-of-way and city-owned property is excluded. The area of the lots used or owned by the school or by an entity affiliated with the school is also excluded from the computation.

(iv) This use, if nonconforming, may expand its total floor area by up to ten percent or 2,000 square feet, whichever is less, without obtaining an SUP.

SEC. 51A-4.205. LODGING USES.

(1) Hotel or motel.

…

(C) Required off-street parking: None. ~~One space for each unit for units 1 to 250; 3/4 space for each unit for units 251 to 500; 1/2 space for all units over 500; plus one space per 200 square feet of meeting room.~~

(2) Extended stay hotel or motel.

…

(C) Required off-street parking: None. ~~One space for each unit for units 1 to 250; 3/4 space for each unit for units 251 to 500; 1/2 space for all units over 500; plus one space per 200 square feet other than guest rooms.~~

(2.1) Overnight general purpose shelter.

…

(C) Required off-street parking: None. ~~One space for each unit for units 1 to 250; 3/4 space for each unit for units 251 to 500; 1/2 space for all units over 500; plus one space per 200 square feet other than guest rooms.~~

(3) Lodging or boarding house.

…

(C) Required off-street parking: None. ~~One space for guest room.~~

(4) Overnight general purpose shelter.

…

(C) Required off-street parking: None. ~~Required off-street parking: 0.0025 spaces per bed, plus one space per 200 square feet of office or program service floor area; a minimum of four spaces is required.~~

SEC. 51A-4.206. MISCELLANEOUS USES.

…

(2) Carnival or circus (temporary).

…

(C) Required off-street parking: None. ~~25 spaces per acre.~~

(D) Required off-street loading: One space.

(E) Additional provisions:

(i) Off-street ~~parking and~~ loading requirements for this use may be satisfied by using existing ~~parking and~~ loading spaces for other uses located within 500 feet of the carnival or circus, or by providing temporary ~~parking~~ loading spaces that do not strictly comply with the construction and maintenance provisions for off-street ~~parking~~ loading in this chapter. The operator of this use has the burden of demonstrating to the satisfaction of the building official that the temporary ~~parking and~~ loading spaces~~:~~ are adequately designed to accommodate the loading needs of the use without adversely affecting surrounding uses.

~~(aa) are adequately designed to accommodate the parking and loading needs of the use; and~~

~~(bb) will not adversely affect surrounding uses.~~

(4) Hazardous waste management facility.

…

(C) Required off-street parking: None. ~~One space per 1,000 square feet of floor area~~.

SEC. 51A-4.207. OFFICE USES.

(1) Alternative financial establishment.

…

(C) Required off-street parking: None. ~~One space per 333 square feet of floor area.~~

(2) Financial institution without drive-in window.

…

(C) Required off-street parking: None. ~~One space per 333 square feet of floor area~~.

(3) Financial institution with drive-in window.

…

(C) Required off-street parking: None, except as required in ~~One space per 333 square feet of floor area. See the additional provisions [~~Subparagraph (E)~~]~~ for off-street stacking requirements.

(4) Medical clinic or ambulatory surgical center.

…

(C) Required off-street parking: ~~One space per 200 square feet of floor area~~ None.

(5) Office.

…

(C) Required off-street parking: ~~One space per 333 square feet of floor area~~ None.

SEC. 51A-4.208. RECREATION USES.

(1) Country club with private membership.

…

(C) Required off-street parking: None. ~~If an SUP is required for this use, the off-street parking requirement may be established by the ordinance granting the SUP; otherwise three spaces for each game court, one space for each additional 150 square feet of floor area, and five spaces for each golf course green.~~

(2) Private recreation center, club, or area.

…

(C) Required off-street parking: None. ~~If an SUP is required for this use, the off-street parking requirement may be established by the ordinance granting the SUP, otherwise three spaces for each game court and one space for each additional 150 square feet of floor area.~~

SEC. 51A-4.209. RESIDENTIAL USES.

…

(b) Specific uses.

(1) College dormitory, fraternity, or sorority house.

…

(C) Required off-street parking: None. ~~One space for each sleeping room.~~

(2) Duplex.

…

(C) Required off-street parking: None. ~~Two spaces for each dwelling unit.~~

(3) Group residential facility.

…

(C) Required off-street parking: None. ~~0.25 spaces per bed, plus one space per 200 square feet of office area; a minimum of four spaces is required. If an SUP is required for this use, the off-street parking requirement may be established in the ordinance granting the SUP. In determining this requirement, the city council shall consider the nature of the proposed use and the degree to which the use would create traffic hazards or congestion given the capacity of nearby streets, the trip generation characteristics of the use, the availability of public transit and the likelihood of its use, and the feasibility of traffic mitigation measures.~~

(3.1) Handicapped group dwelling unit.

…

(C) Required off-street parking: None. ~~One space in R-7.5(A), R-5(A), and TH districts; two spaces in all other districts. If an SUP is required for this use, the off-street parking requirement may be established in the ordinance granting the SUP. In determining this requirement, the city council shall consider the nature of the proposed use and the degree to which the use would create traffic hazards or congestion given the capacity of nearby streets, the trip generation characteristics of the use, the availability of public transit and the likelihood of its use, and the feasibility of traffic mitigation measures.~~

(4) Manufactured home park, manufactured home subdivision, or campground.

…

(C) Off-street parking: None. ~~1.5 spaces for each transient stand for a manufactured home park or campground; 1.5 spaces for each lot in a manufactured home subdivision.~~

(5) Multifamily.

…

(C) Required off-street parking: None.

~~(i) Required off-street parking: One space per bedroom with a minimum of one space per dwelling unit. An additional one-quarter space per dwelling unit must be provided for guest parking if the required parking is restricted to resident parking only. No additional parking is required for accessory uses that are limited principally to residents.~~

~~(ii) The number of off-street parking spaces required under this subparagraph may be reduced to provide adequate area for the placement of recycling containers in accordance with Section 18-5.1(e) according to the following table:~~

~~No. of Dwelling Units~~	~~No. of Required Parking Spaces Reduced~~
~~8-100~~	~~3~~
~~101 - 400~~	~~3% or 6, whichever is less~~
~~401 +~~	~~9~~

~~This parking reduction only applies to structures built before August 12, 2020.~~

(D) Required off-street loading: None.

ZOAC RECOMMENDATION

(E) Additional provisions: Loading and unloading activity

…

(iv) Adequate off-street space for loading must be provided at the director's discretion. See Section 51A-4.303 for loading regulations.

STAFF RECOMMENDATION

(E) Additional provisions: Loading and unloading activity

…

(iv) On-site or off-site areas of anticipated loading and unloading activity, including short-term pick-up and drop-off, must be identified at the time of building permit, including any relevant building components such as a freight elevator and entrances.

(5.1) Residential hotel.

…

(C) Off-street parking: None. ~~0.5 spaces per guest room.~~

(5.2) Retirement housing.

…

(C) Off-street parking: None. ~~One space per dwelling unit or suite.~~

(6) Single family.

…

(C) Off-street parking: None. ~~One space in R-7.5(A), R-5(A), and TH districts; two spaces in all other districts.~~

(D) Required off-street loading: None.

(E) Additional provisions:

…

(iii) Accessory dwelling unit.

(aa) The board of adjustment may grant a special exception to authorize a rentable accessory dwelling unit in any district when, in the opinion of the board, the accessory dwelling unit will not adversely affect neighboring properties.

(bb) ~~If a minimum of one additional off-street parking space is not provided, the board shall determine if that will create a traffic hazard.~~ The board may require an additional off-street parking space be provided as a condition of granting this special exception.

SEC. 51A-4.210. RETAIL AND PERSONAL SERVICE USES.

…

(b) Specific uses.

(1) Ambulance service.

…

(C) Required off-street parking: None. ~~One space per 300 square feet of floor area, plus one space per 500 square feet of site area.~~

(2) Animal shelter or clinic.

…

(C) Required off-street parking: None. ~~One space per 300 square feet of floor area.~~

(3) Auto service center.

…

(C) Required off-street parking: None. ~~One space per 500 square feet of floor area; a minimum of four spaces is required. Parking spaces that are used to repair motor vehicles and located in a structure are not counted in determining the required parking.~~

(4) Alcoholic beverage establishments.

…

(C) Required off-street parking: None.

~~(i) Bar, lounge, or tavern and private club-bar.~~

~~(aa) Except as otherwise provided, one space per 100 square feet of floor area.~~

~~(bb) One space per 500 square feet of floor area used for the manufacture of alcoholic beverages as an accessory use to the bar, lounge, or tavern use.~~

~~(ii) Microbrewery, micro-distillery, or winery.~~

~~(aa) Except as otherwise provided, one space per 600 square feet of floor area.~~

~~(bb) One space per 1,000 square feet of floor area used for storage.~~

~~(cc) One space per 100 square feet of floor area used for retail sales and seating.~~

(5) Business school.

…

(C) Required off-street parking: None. ~~One space per 25 square feet of classroom. Any personal service uses accessory to a business school must be parked to the personal service use parking requirement.~~

(6) Car wash.

…

(C) Required off-street parking: None, except as required in ~~For single-unit type car washes: None. For tunnel-type car washes a minimum of three spaces required. See the additional provisions~~ [Subparagraph (E)~~]~~ for off-street stacking requirements.

(7) Commercial amusement (inside).

…

(C) Required off-street parking: None.

~~(i) Bingo parlor: one space per 50 square feet of floor area.~~

~~(ii) Bowling alley: six spaces per lane.~~

~~(iii) Children's amusement center: one space per 200 square feet of floor area.~~

~~(iv) Dance hall: one space per 25 square feet of dance floor and one space per 100 square feet of floor area for the remainder of the use. Delta credits, as defined in Section 51A-4.704(b)(4)(A), may not be used to meet this off-street parking requirement. No special exception may be granted to the parking requirements.~~

~~(v) Motor track: one space per 1000 square feet of restricted track area and one space per additional 200 square feet of floor area.~~

~~(vi) Skating rink: one space per 200 square feet of floor area.~~

~~(vii) Other uses: If an SUP is required for this use, the off-street parking requirements may be established in the ordinance granting the SUP, otherwise one space per 100 square feet of floor area.~~

…

(E) Additional provisions:

(i) For purposes of determining the applicability of regulations triggered by the proximity of this use to another zoning district, measurements are made in a straight line, without regard to intervening structures or objects, from the nearest boundary of the lot where this use is conducted to the nearest boundary of the zoning district at issue.

~~(ii) All required off-street parking for a bingo parlor located within 300 feet of a residential district must be provided on the lot occupied by the bingo parlor use.~~

(ii ~~iii~~) A dance hall shall at all times be considered a separate main use and cannot be an accessory use within the meaning of Section 51A-4.217.

(iii ~~iv~~) This use must comply with all applicable licensing requirements. Amusement center licensing requirements are located in Chapter 6A, billiard hall licensing requirements are located in Chapter 9A, dance hall licensing requirements are located in Chapter 14, and sexually oriented business licensing requirements are located in Chapter 41A.

(8) Commercial amusement (outside).

…

(C) Required off-street parking: None. ~~If an SUP is required for this use, the off-street parking requirement may be established by the ordinance granting the SUP, otherwise one space per 200 square feet of floor area, plus one space per 400 square feet of site area exclusive of parking area.~~

(9) Commercial parking lot or garage.

(A) Definition: A vehicle parking facility that is not managed by a main use on the same lot~~operated as a business enterprise by charging a fee for parking~~.

(B) Districts permitted: ~~By right in CR, RR, CS, industrial, central area, mixed use, multiple commercial, and urban corridor districts.~~ RAR required in all nonresidential ~~CR, RR, CS, industrial, mixed use, and multiple commercial~~ districts.

(9.1) Convenience store with drive-through.

…

(C) Required off-street parking: None. ~~One space per 200 square feet of floor area.~~

(10) Drive-in theater.

…

(C) Required off-street parking: None. ~~Six parking spaces.~~ The number of stacking spaces must equal ten percent of the number of the theater's stalls.

(11) Dry cleaning or laundry store.

…

(C) Required off-street parking: None. ~~One space per 200 square feet or floor area.~~ If more than ten off-street parking spaces are required for this use, handicapped parking must be provided pursuant to Section 51A-4.305.

(12) Furniture store.

…

(C) Required off-street parking: None. ~~One space per 500 square feet of floor area open to the public. One space per 1,000 square feet of floor area for storage or warehouse areas not open to the public.~~

(13) General merchandise or food store 3,500 square feet or less.

…

(C) Required off-street parking: None. ~~One space per 200 square feet or floor area.~~

(14) General merchandise or food store greater than 3,500 square feet.

…

(C) Required off-street parking: None. ~~One space per 200 square feet of floor area for uses with less than 10,000 square feet of floor area. One space per 220 square feet of floor area for uses with a floor area of 10,000 square feet or greater, but less than 40,000 square feet of floor area. One space per 250 square feet of floor area for uses with a floor area of 40,000 square feet or greater, but less than 100,000 square feet of floor area.~~

(14.1) General merchandise or food store 100,000 square feet or more.

…

(C) Required off-street parking: None. ~~One space per 300 square feet of floor area.~~

(15) Home improvement center, lumber, brick or building materials sales yard.

…

(C) Required off-street parking: None. ~~One space per 275 square feet of retail floor area, plus one space per 1,000 square feet of site area exclusive of parking area.~~

(16) Household equipment and appliance repair.

…

(C) Required off-street parking: None. ~~One space per 200 square feet of floor area.~~

…

(17) Liquor store.

…

(C) Required off-street parking: None. ~~One space per 200 square feet of floor area.~~

(18) Mortuary, funeral home, or commercial wedding chapel.

…

(C) Required off-street parking: None.

~~(i) One space per 300 square feet of floor area other than the chapel, plus one space for each two seats in the chapel. Up to 50 percent of the required off-street parking for this use may be tandem spaces.~~

~~(ii) If all spaces provided are non-tandem, the off-street parking requirement for this use is one space per 500 feet of floor area other than the chapel, plus one space for each two seats in the chapel.~~

(19) Motor vehicle fueling station.

…

(C) Required off-street parking: None. ~~Two spaces.~~

(20) Nursery, garden shop, or plant sales.

…

(C) Required off-street parking: None. ~~One space per 500 square feet of floor area, plus one space per 2,000 square feet of outside sales and display area.~~

(21) Outside sales.

…

(C) Required off-street parking: None. ~~One space per 200 square feet of sales area.~~

(21.1) Paraphernalia shop.

…

(C) Required off-street parking: None. ~~One space per 200 square feet of floor area.~~

(22) Pawn shop.

…

(C) Required off-street parking: None. ~~One space per 200 square feet of floor area.~~

(23) Personal service use.

…

(C) Required off-street parking: None. ~~One space per 200 square feet of floor area.~~

(24) Restaurant without drive-in or drive-through service.

…

(C) Required off-street parking: None.

~~(i) As a main use: except as otherwise provided, one space per 100 square feet of floor area.~~

~~(ii) As a limited or accessory use: except as otherwise provided, one space per 200 square feet of floor area.~~

~~(iii) One space per 500 square feet of floor area used for the manufacture of alcoholic beverages as an accessory use to the restaurant without drive-in or drive-through service use.~~

(25) Restaurant with drive-in or drive-through service.

…

(C) Required off-street parking: None, except as required in Subparagraph (E) for off-street stacking requirements. See Section 51A-4.304 for more information regarding off-street stacking spaces generally.

~~(i) Except as otherwise provided, one space per 100 square feet of floor area; with a minimum of four spaces. See additional provisions [Subparagraph (E)] for off-street stacking requirements. See Section 51A-4.304 for more information regarding off-street stacking spaces generally.~~

~~(ii) As a limited or accessory use: except as otherwise provided, one space per 200 square feet of floor area.~~

~~(iii) One space per 500 square feet of floor area used for the manufacture of alcoholic beverages as an accessory use to the restaurant without drive-in or drive-through service use.~~

(26) Surface parking.

(A) Definition: A passenger vehicle parking facility.

(B) Districts permitted: By right in the P(A) district.

(C) Required off-street parking: None.

(D) Required off-street loading: None.

(E) Additional provisions:

(i) All parking must be at grade level.

(ii) A commercial parking lot or garage is not permitted under this use.

(iii) No structures are permitted under this use except signs and required screening.

(iv) The owner of surface parking must maintain a minimum front yard of ten feet when the surface parking is contiguous to an A, A(A), R, R(A), D, D(A), TH, TH(A), CH, MF, MF(A), MH, or MH(A) district.

(27) Swap or buy shop.

…

(C) Required off-street parking: None. ~~One space per 200 square feet of floor area.~~

(28) Taxidermist.

…

(C) Required off-street parking: None. ~~One space per 600 square feet of floor area.~~

(29) Temporary retail use.

…

(C) Required off-street parking: None. ~~One space per 500 square feet of floor area.~~

(D) Required off-street loading: One space.

(E) Additional provisions:

(i) Off-street ~~parking and~~ loading requirements for this use may be satisfied by using existing ~~parking and~~ loading spaces for other uses located within 500 feet of the temporary retail use, or

by providing temporary ~~parking and~~ loading spaces that do not strictly comply with the construction and maintenance provisions for off-street ~~parking and~~ loading in this chapter. The operator of this use has the burden of demonstrating to the satisfaction of the building official that temporary off-street ~~parking or~~ loading spaces~~:~~ are adequately designed to accommodate the loading needs of the temporary retail use without adversely affecting surrounding uses.

~~(aa) are adequately designed to accommodate the~~ parking and ~~loading needs of the temporary retail use; and~~

~~(bb) will not adversely affect surrounding uses.~~

(30) Theater.

…

(C) Required off-street parking: None. ~~One space per 600 square feet of floor area.~~

(30.1) Truck stop.

…

(C) Required off-street parking: None. ~~Two spaces.~~

(31) Vehicle display, sales, and service.

…

(C) Required off-street parking: None. ~~One space per 500 square feet of floor and site area exclusive of parking area.~~

SEC. 51A-4.211. TRANSPORTATION USES.

(1) Airport or landing field.

…

(C) Required off-street parking: None. ~~One space per 200 square feet of terminal building floor area.~~

(2) Commercial bus station or terminal.

…

(C) Required off-street parking: None. ~~One space per 200 square feet of building floor area plus one space per five seats of manufacturer's rated seating capacity for the maximum number of vehicles on site during any one hour time period.~~

(D) Required off-street loading: None.

(E) Additional provisions:

…

~~(iv) No loading or unloading of passengers is permitted on public right-of-way.~~

(3) Heliport.

…

(C) Required off-street parking: None. ~~One space per 600 square feet of building floor area; a minimum of four spaces is required.~~

(4) Helistop.

…

(C) Required off-street parking: None. ~~Two spaces.~~

…

(6) Railroad passenger station.

…

(C) Required off-street parking: None. ~~One space per 200 square feet of terminal building floor area.~~

(7) Railroad yard, roundhouse, or shops.

…

(C) Required off-street parking: None. ~~One space for each 500 square feet of floor area of roundhouse and shops.~~

(8) STOL (short takeoff or landing) port.

…

(C) Required off-street parking: None. ~~One space for each 200 square feet of terminal building floor area; a minimum of five spaces is required.~~

…

(10) Transit passenger station or transfer center.

…

(C) Required off-street parking: None ~~required in central area districts. In all other districts, the off-street parking requirements for each site shall be determined during the site review process and incorporated into the specific use permit ordinance or city council resolution, whichever is applicable~~.

SEC. 51A-4.212. UTILITY AND PUBLIC SERVICE USES.

(1) Commercial radio or television transmitting station.

…

(C) Required off-street parking: None. ~~One space per 1,000 square feet of floor area.~~

(2) Electrical generating plant.

…

(C) Required off-street parking: None. ~~One space per 1,000 square feet of floor area.~~

(3) Electrical substation.

…

(C) Required off-street parking: None. ~~Two spaces.~~

(4) Local utilities.

…

(C) Required off-street parking: None.

~~(i) Utility services: None~~

~~(ii) Communications exchange facility: One space per 5,000 square feet of floor area, except that one space per 333 square feet is required for any floor area used for office space.~~

(5) Police or fire station.

…

(C) Required off-street parking: None.

~~(i) Police station: One space per 150 square feet of floor area.~~

~~(ii) Fire station: Five spaces plus one additional space per bed.~~

(6) Post office.

…

(C) Required off-street parking: None. ~~One space per 200 square feet of floor area.~~

(7) Radio, television, or microtower.

…

(C) Required off-street parking: None. ~~Two space.~~

(8) Refuse transfer station.

…

(C) Required off-street parking: None. ~~One space per 1,000 square feet of site area exclusive of parking area.~~

…

(10) Sewage treatment plant.

…

(C) Required off-street parking: None. ~~One space for each million gallons of capacity.~~

(10.1) Tower/antenna for cellular communication.

…

(C) Required off-street parking: None~~ required for temporary cellular units. One space if the cellular communication tower/antenna has an auxiliary building housing electronic and communication equipment ("auxiliary building") greater than 120 square feet. Physically separate auxiliary buildings will not be aggregated to determine the area of an auxiliary building for the purpose of determining required off-street parking requirements~~.

(11) Tower or government installation other than listed.

…

(C) Required off-street parking: None. ~~The ratio of the use that the building official determines is the most equivalent to the proposed use in terms of function. If a specific use permit is required, the off-street parking regulations may be established in the ordinance granting the permit. In such cases, the city council shall consider the degree to which the use would create traffic hazards or congestion given the capacity of nearby streets, the trip generation characteristics of the use, the availability of public transit and the likelihood of its use, and the feasibility of traffic mitigation measures.~~

SEC. 51A-4.213. WHOLESALE, DISTRIBUTION, AND STORAGE USES.

(1) Auto auction.

…

(C) Required off-street parking: None. ~~One space per 500 square feet of site area exclusive of parking area.~~

…

(3) Contractor's maintenance yard.

…

(C) Required off-street parking: None. ~~One space per 2,000 square feet of site area exclusive of parking area; a minimum of four spaces is required.~~

(4) Freight terminal.

…

(C) Required off-street parking: None. ~~One space per 1,000 square feet of floor area.~~

(5) Livestock auction pens or sheds.

…

(C) Required off-street parking: None. ~~One space per 28 square feet of seating area, plus one space per 600 square feet of sales area.~~

(6) Manufactured building sales lot.

…

(C) Required off-street parking: None. ~~One space per 200 square feet of office floor area. A minimum of four spaces must be provided.~~

(7) Mini-warehouse.

…

(C) Required off-street parking: None. ~~A minimum of six spaces required. Spaces may not be used for outside storage, vehicle storage, or parking for vehicles for rent.~~

(8) Office showroom/warehouse.

…

(C) Required o~~O~~ff-street parking:~~.~~ None.

~~Required off-street parking:~~

~~(i) Office: One space per 333 square feet of floor area~~

~~(ii) Showroom/warehouse: One space per 1,000 square feet of floor area for the first 20,000 square feet of floor area. One space per 4,000 square feet of floor area in excess of 20,000 square feet.~~

(9) Outside storage.

…

(C) Required off-street parking: None. ~~One space for each 5,000 square feet of site area exclusive of parking area up to a maximum of five required spaces; a minimum of one space is required.~~

(10) Petroleum product storage and wholesale.

…

(C) Required off-street parking: None. ~~One space for each 2,000 square feet of site area exclusive of parking area; a minimum of four spaces required.~~

(11) Recycling buy-back center.

…

(C) Required off-street parking: None. ~~One space per 500 square feet of floor area.~~

(11.1) Recycling collection center.

…

(C) Required off-street parking: None. ~~A minimum of one space is required. If the use is operated by an attendant, one additional space is required.~~

…

(12) Sand, gravel, or earth sales and storage.

…

(C) Required off-street parking: None. ~~One space per 2,000 square feet of site area exclusive of parking area; a minimum of four spaces is required.~~

(13) Trade center.

…

(C) Required off-street parking: None. ~~One space for each 700 square feet of floor area, exclusive of atriums, mechanical rooms, stairwells, and hallways. Required off-street parking must be provided on the site within 500 feet of a public entrance to the trade center. However, parking may be located at a distance greater than 500 feet if a satisfactory system of transportation between the trade center and parking area is established and maintained by the owner of the use.~~

…

(15) Warehouse.

…

(C) Required off-street parking: None. ~~One space per 1,000 square feet of floor area up to 20,000 square feet, and one space per 4,000 square feet of floor area over 20,000 square feet.~~

SEC. 51A-4.217. ACCESSORY USES.

…

(b) Specific accessory uses. The following accessory uses are subject to the general provisions in Subsection (a) and the regulations and restrictions outlined below:

(1) Accessory community center (private).

…

(C) Required off-street parking: None.

~~(i) Except as provided in this subparagraph, one space for each 100 square feet of floor area.~~

~~(ii) No off-street parking is required if this use is accessory to a multifamily use and is used primarily by residents.~~

…

(2) Accessory game court (private).

…

(C) Required off-street parking: None. ~~Three spaces for each game court. No off-street parking is required for a game court accessory to a single family or duplex use.~~

…

(5) Accessory outside sales.

…

(C) Required off-street parking: None. ~~for the first 1,000 square feet of sales area; one space for each additional 500 square feet of sales area.~~

(6) Accessory outside storage.

…

(E) Additional provisions:

…

(iii) Except as otherwise provided in this subsection, accessory outside storage is not permitted in the primary yard or on a front porch of a residential building. ~~In this subsection, "primary yard" means the portion of a lot or tract which abuts a street and extends across the width of the lot or tract between the street and the main building.~~

…

(8.1) Live unit.

…

(C) Required off-street parking: None. ~~One additional space is required for the accessory use in excess of the required off-street parking for the floor area of the nonresidential use.~~

SEC. 51A-4.219. SPECIFIC USE PERMIT (SUP).

…

(b) Specific use permit procedure

…

(4) The minor amendment process allows flexibility as necessary to meet the contingencies of development. Amendments that do not qualify as minor amendments must be processed as a zoning amendment. The city plan commission shall, after a public hearing, authorize minor changes in the site plan that otherwise comply with the SUP ordinance and the underlying zoning and do not:

…

(E) ~~decrease the number of off-street parking spaces shown on the original site plan so as to~~ create a traffic hazard or traffic congestion ~~or fail to provide adequate parking~~; or

DIVISION 51A-4.300. Off-Street Parking and Loading Regulations.

SEC. 51A-4.301. OFF-STREET PARKING REGULATIONS.

(a) General provisions.

(1) In general. Except as provided by subparagraph (a)(3), o~~O~~ff-street parking is an accessory use and is subject to Section 51A-4.217(a).

(2) Calculating required parking. In all ~~any~~ districts where off-street parking is required ~~except a central area district~~, the off-street parking requirements for each use are listed by use in Sections 51A-4.201 through 51A-4.217. For the purposes of determining required parking:

(A) when a lot is used for a combination of uses, the off-street parking requirements are the sum of the requirements for each use, and no off-street parking space for one use is included in the calculation of off-street parking requirements for any other use, except as otherwise provided in this division or in Division 51A-4.320;

(B) site area, as defined in Section 51A-2.102, does not include that area occupied by off-street parking, landscaped areas, and open space not used for storage or sales;

(C) for purposes of determining required off-street parking, floor area does not include the area of a building used exclusively to provide bicycle parking spaces.

(D) fractional spaces are counted to the nearest whole number, with one-half counted as an additional space;

(3) Location of parking.

(A) Except as specifically permitted in this article, all off-street parking must be provided on the lot occupied by the main use or in a parking P(A) district in accordance with Section 51A-4.302.

(B) Off-street parking must be located behind one required front setback line, though off-street parking in nonresidential zoning districts may extend to the front lot line if locating it behind the front setback line is determined impractical by the director.

(C) Off-street parking is not permitted in a visibility triangle as defined in Section 51A-4.602.

ZOAC RECOMMENDATION

(D) An enclosed parking space must be at least 20 feet from any front lot line if the space faces upon or can be entered directly from that street. This provision controls over any building line platted to a lesser setback and any other provision of this article.

(E) Except for mechanized parking approved under Division 51A-4.340, in single family, duplex, townhouse, and CH districts, off-street parking must be provided at or below ground level.

(F) The board of adjustment may not authorize the placement of special parking, as defined in Division 51A-4.320, in a residential district.

STAFF RECOMMENDATION

(D) If off-street parking is located to the rear of the building, steps, stoops, porches, awnings, ramps, handrails, safety railings, and benches all not exceeding four feet in height are allowed within the required front yard.

(E) An enclosed parking space must be at least 20 feet from any front lot line if the space faces upon or can be entered directly from that street. This provision controls over any building line platted to a lesser setback and any other provision of this article.

(F) Except for mechanized parking approved under Division 51A-4.340, in single family, duplex, townhouse, and CH districts, off-street parking must be provided at or below ground level.

(G) The board of adjustment may not authorize the placement of special parking, as defined in Division 51A-4.320, in a residential district.

(4) Design of parking.

(A) Parking lots and structures shall 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.

(B) Driveway entrances.

(i) Every effort must be made to minimize the number and width of driveway entrances along block faces, including sharing drives between developments and using improved alleyways, to prioritize pedestrian, bicycle, and transit user safety.

(ii) For single-family, duplex, and multifamily uses with a maximum of four dwelling units on one lot, a maximum of one curb cut with a maximum width of 12 feet is allowed, and curb cuts for shared driveways are limited to a maximum width of 20 feet.

(C) Pedestrian pathways in surface parking lots.

(i) Unobstructed pedestrian pathways at least four feet in width leading to a primary entrance of each main building must be provided through or around parking areas such that no parking space is located more than 65 feet from a pedestrian pathway. Unobstructed sidewalks located in the public right of way may count toward this pathway if they meet all criteria in this subsection and there is a pedestrian connection from the parking area to the sidewalk every 130 feet along the sidewalk.

(ii) When abutting parking spaces, all pathways must be protected by concrete curbs, wheel stops, or other permanent barriers such that no part of a parked automobile extends into the minimum unobstructed width of four feet.

(iii) When crossing a drive aisle, all pathways must be of a contrasting color, material, or texture.

(iv) The pathway with the shortest distance between the primary entrance and a lot line on the opposite side of the parking lot from the building must connect to the public sidewalk and be raised to the level of the sidewalk when crossing a drive aisle.

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

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

(5) Waiver and relief from parking location and design regulations.

(A) The director may grant an administrative waiver to deviate from Subsections (3) and (4) 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.

(B) The board may grant a special exception to the provisions in subsections (3) and (4) 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 Subparagraphs (3) or (4), the director or board shall consider whether the resulting development is consistent with the purpose of the development code and with the comprehensive plan.

(b) and (c) Reserved.

~~(3) When a lot is used for a combination of uses, the off-street parking requirements are the sum of the requirements for each use, and no off-street parking space for one use is included in the calculation of off-street parking requirements for any other use, except as otherwise provided in this division or in Division 51A-4.320.~~

(4) For purposes of determining required off-street parking, site area, as defined in Section 51A-2.102, does not include that area occupied by off-street parking, landscaped areas, and open space not used for storage or sales.

(4.1) For purposes of determining required off-street parking, floor area does not include the area of a building used exclusively to provide bicycle parking spaces.

(5) In determining the required number of parking spaces, fractional spaces are counted to the nearest whole number, with one-half counted as an additional space.

(6) No parking space located on a public street or alley may be included in the calculation of off-street parking requirements.

(7) Except for residential uses, head-in parking adjacent to a public street where the maneuvering of the vehicle in parking or leaving the parking space is done on a public street is excluded in computing off-street parking requirements.

(8) In all districts except a central area district, required off-street parking must be available as free parking or contract parking on other than an hourly or daily fee basis. This requirement does not apply to institutional uses or mechanized parking approved under Division 51A-4.340.

(9) 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.

(10) Except as specifically permitted in this article, all off-street parking must be provided on the lot occupied by the main use.

(11) The board of adjustment may not authorize the placement of special parking, as defined in Division 51A-4.320, in a residential district.

(12) Off-street parking may be provided in a parking district in accordance with Section 51A-4.302.

(13) In an agricultural, multifamily, MH(A), or nonresidential district, a person shall not construct or maintain a parking lot or garage that has access to a public alley or access easement that abuts or is in an R, R(A), D, D(A), TH, TH(A), or CH district unless the director approves the means of access.

(14) Off-street parking is not permitted in a visibility triangle as defined in Section 51A-4.602.

(b) Off-street parking provisions for residential districts.

(1) In residential districts, any off-street parking for nonresidential uses must comply with the minimum front yard requirements of Section 51A-4.401.

(2) In residential districts, except an MF-3(A) or MF-4(A) district, required off-street parking for residential uses must be located behind a required front building line.

(3) In an MF-1(A), MF-1(SAH), MF-2(A), or MF-2(SAH) district, no required or excess parking may be placed in the required front yard.

(4) In an MF-3(A) or MF-4(A) district, any off-street parking for residential uses may extend to the front property line.

(5) Except for mechanized parking approved under Division 51A-4.340, in single family, duplex, townhouse, and CH districts, off-street parking must be provided at or below ground level.

(c) Off-street parking provisions for nonresidential districts.

(1) In nonresidential districts, any off-street parking may extend to the front property line.

(2) thru (5) Reserved.

(6) In order to provide adequate off-street parking for large scale mixed use development projects, the following are excluded in the calculation of off-street parking requirements:

(A) Ten percent of the required parking for the office use when that use totals in excess of 250,000 square feet in floor area and is developed on the same lot with a use qualifying for an exception under Subsections (c)(6)(B) or (C) of this section.

(B) Ten percent of the required parking for the hotel and motel use when that use totals in excess of 250 guest rooms and is developed on the same lot with a use qualifying for an exception under Subsections (c)(6)(A) or (C) of this section.

(C) Ten percent of the required parking for the retail and personal service uses, when those uses total in excess of 40,000 square feet in floor area and are developed on the same lot with a use qualifying for an exception under Subsections (c)(6)(A) or (B) of this section.

(D) Fifty percent of the required parking for the following uses when developed on the same lot with an office use with more than 250,000 square feet of floor area or a hotel or motel use with more than 250 guest rooms:

-- Bar, lounge, or tavern.

-- Carnival or circus (temporary)

-- Catering service.

-- Commercial amusement (inside).

-- Commercial amusement (outside).

-- Country club with private membership.

-- Drive-in theater.

-- Private recreation center, club, or area.

-- Public park, playground, or golf course.

-- Restaurant without drive-in service.

-- Restaurant with drive-in or drive-through service.

-- Theater.

(7) Retail mall parking.

(A) For purposes of this subsection:

(i) a "retail mall" is a building containing retail uses that occupy at least 400,000 square feet of gross floor area (excluding the pedestrian way). A retail mall may have additional uses; and

(ii) the term "recreation and entertainment uses" means the following uses:

-- Carnival or circus (temporary).

-- Commercial amusement (inside).

-- Commercial amusement (outside).

-- Country club with private membership.

-- Drive-in theater.

-- Private recreation center, club, or area.

-- Public park, playground, or golf course.

-- Theater.

(B) A retail mall is eligible for the parking requirement reduction in this subsection only if:

(i) all uses in the retail mall are physically attached to and have public access to an environmentally controlled pedestrian way; and

(ii) the floor area of the pedestrian way is at least seven percent of the gross floor area of the retail mall.

(C) The number of required off-street parking spaces for a retail mall is reduced as follows:

(i) 10 percent for all uses (including the pedestrian way), other than recreation and entertainment uses;

(ii) 50 percent for recreation and entertainment uses, other than theater uses, for floor area up to 10 percent of the gross floor area of the retail mall (including the pedestrian way); and

(iii) 50 percent for a theater use when the theater use is on the same building site as the retail mall and utilizes the same parking area as the retail mall.

(D) No reduction in required off-street parking spaces is allowed for that part of the gross floor area devoted to recreation and entertainment uses, other than theater uses, that is in excess of 10 percent of the gross floor area of the retail mall (including the pedestrian way).

(E) This subsection may not be used in conjunction with Section 51A-4.301(c)(6) to calculate a further reduction in the number of required off-street parking spaces for large-scale mixed use development projects.

(d) Construction and maintenance provisions for off-street parking.

…

(7) Except for single family 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[6] 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.~~

SEC. 51A-4.303. OFF-STREET LOADING REGULATIONS.

(a) Required off-street loading standards.

(1) The off-street loading requirements for each use are listed by use in Sections 51A-4.201 through 51A-4.217.

(2) ~~Reserved.~~ Off-street loading requirements may be reduced with approval of a transportation demand management plan described in Section 51A-4.804 that demonstrates a plan for loading that is adequate for the proposed land use or uses.

(3) A structure containing more than one use must meet the loading requirements for the sum of the requirements for each use, except if one use occupies 90 percent or more of the floor area of the structure, the off-street loading requirement is calculated as if the use occupied the entire structure.

(b) Location and design standards.

(1) Except as specifically provided in this section, required off-street loading spaces must be provided on the same lot as the use served.

(2) Remote or shared off-street loading may be approved with a special loading agreement described in Section 51A-4.320.

(3) In all districts except CS and industrial districts in Chapter 51A, or HC or industrial districts in Chapter 51, off-street loading and unloading activity is prohibited in one required front yard.

(~~2~~ 4) The first required off-street loading space must have a width of not less than 11 feet, a length of not less than 35 feet, and a height of not less than 14 feet. ~~be of the medium or large size and at least 40 percent of the required off-street loading spaces must be of the medium or large size except:~~

~~(A) for a single retail or personal service use in Chapter 51A over 60,000 square feet, or for a retail use in Chapter 51 over 60,000 square feet, the first 25 percent of the loading spaces must be of the large size, then 25 percent must be of the medium or large size; and~~

~~(B) for hotels and motels, one required off-street loading space must be of the large size, and at least 75 percent of the required spaces must be of the large or medium size.~~

~~(3) In determining the size of the required number of loading spaces in Subsection (b)(2) above, fractional spaces are counted to the nearest whole number, with one-half counted as an additional space.~~

~~(4) Each large size off-street loading space must have a width of not less than 11 feet, a length of not less than 55 feet, and a height of not less than 14 feet.~~

~~(5) Each medium size off-street loading space must have a width of not less than 11 feet, a length of not less than 35 feet, and a height of not less than 13 feet.~~

~~(6) Each small size off-street loading space must have a height of not less than 7.5 feet, and either a length of not less than 25 feet with a width of not less than 8 feet, or a length of not less than 20 feet with a width of not less than 10 feet.~~

(~~7~~ 5) Ingress to and egress from required off-street loading spaces must have at least the same vertical height clearance as the off-street loading space.

(~~8~~ 6) Each required off-street loading space must be designed with a reasonable means of vehicular access from the street or alley in a manner which will least interfere with public use of dedicated rights-of-way ~~traffic movement~~. Each off-street loading space must be independently accessible so that no loading space blocks another loading space. Trash removal facilities and other structures must not block a required loading space. The design of the ingress, egress, and maneuvering area must be approved by the director of development services.

~~(9) Off-street loading facilities for more than one building site may be provided in a common terminal if connections between the building and terminal are off-street.~~

~~(10) If a publicly owned off-street truck terminal presently exists, is under construction, or is funded for construction, the required off-street loading for a use that is located on a lot contiguous to or perpendicular across the street from the terminal must be provided in the publicly owned off-street truck terminal if the truck terminal is designed to accommodate the loading needs of the use, as determined by the director of building services.~~

~~(11) If a use is served by a publicly owned off-street truck terminal, the owner of that use shall provide an off-street connection to the truck terminal, and shall pay a rental fee, as determined by city council.~~

~~(12) In an office district in Chapter 51A, or an NO, LO, MO, or GO district in Chapter 51, off-street loading spaces may not be located in the required front yard.~~

(~~13~~ 7) Main uses under 10,000 square feet in size may share a common off-street loading space provided that the space is located within a walking distance of 150 feet from an exit of each use that it serves. For purposes of this paragraph, "walking distance" is measured along the most convenient pedestrian walkway between the nearest point of the loading space and the exit of the use.

SEC. 51A-4.306. OFF-STREET PARKING IN THE CENTRAL BUSINESS DISTRICT.

…

(e) Wheel guards and barriers. ~~Required off-street parking spaces for nonresidential uses, and p~~Parking spaces ~~(both required and non-required)~~ along the perimeter of the parking lot or garage must have wheel guards not less than six inches in height, or other permanent barriers approved by the building official. Examples of acceptable permanent barriers include guardrails and fences or walls capable of containing an automobile within the parking area. Wheel guards or barriers must be placed so that no part of the automobile extends into the public sidewalk or adjoining property.

SEC. 51A-4.311. SPECIAL EXCEPTIONS.

(a) Special exception: minimum off-street parking ~~demand~~.

(1) The board may grant a special exception to authorize a reduction in the number of required off-street parking spaces ~~required under this article~~ if the board finds, after a public hearing, that the parking demand generated by the use does not warrant the number of off-street parking spaces required, and the special exception would not create a traffic hazard or increase traffic congestion on adjacent or nearby streets. ~~Except as otherwise provided in this paragraph, the maximum reduction authorized by this section is 25 percent or one space, whichever is greater, minus the number of parking spaces currently not provided due to delta credits, as defined in Section 51A-4.704(b)(4)(A). For the commercial amusement (inside) use and the industrial (inside) use, the maximum reduction authorized by this section is 75 percent or one space, whichever is greater, minus the number of parking spaces currently not provided due to delta credits, as defined in Section 51A-4.704(b)(4)(A). For the office use, the maximum reduction is 35 percent or one space, whichever is~~

~~greater, minus the number of parking spaces currently not provided due to delta credits, as defined in Section 51A-4.704(b)(4)(A). Applicants may seek a special exception to parking requirements under this section and an administrative parking reduction under Section 51A-4.313. The greater reduction will apply, but the reductions may not be combined.~~

(2) In determining whether to grant a special exception under Paragraph (1), the board shall consider the following factors:

(A) The extent to which the parking spaces provided will be remote, shared, or packed parking.

(B) The parking demand and trip generation characteristics of all uses for which the special exception is requested.

(C) Whether or not the subject property or any property in the general area is part of a modified delta overlay district.

(D) The current and probable future capacities of adjacent and nearby streets based on the city's thoroughfare plan.

(E) The availability of public transit and the likelihood of its use.

(F) The feasibility of parking mitigation measures and the likelihood of their effectiveness.

(3) In granting a special exception under Paragraph (1), the board shall specify the use or uses to which the special exception applies. A special exception granted by the board for a particular use automatically and immediately terminates if and when that use is changed or discontinued.

(4) In granting a special exception under Paragraph (1), the board may:

(A) establish a termination date for the special exception or otherwise provide for the reassessment of conditions after a specified period of time;

(B) impose restrictions on access to or from the subject property; or

(C) impose any other reasonable condition that would have the effect of improving traffic safety or lessening congestion on the streets.

~~(5) The board shall not grant a special exception under Paragraph (1) to reduce the number of off-street parking spaces required in an ordinance granting or amending a specific use permit.~~

~~(6) The board shall not grant a special exception under Paragraph (1) to reduce the number of off-street parking spaces expressly required in the text or development plan of an ordinance establishing or amending regulations governing a specific planned development district. This prohibition does not apply when:~~

~~(A) the ordinance does not expressly specify a minimum number of spaces, but instead simply makes reference to the existing off-street parking regulations in Chapter 51 or this chapter; or~~

~~(B) the regulations governing that specific district expressly authorize the board to grant the special exception.~~

~~(7) The board shall not grant a special exception under Paragraph (1) to reduce the number of off-street parking spaces required for a commercial amusement (inside) used as a dance hall.~~

(b) Special exception: tree preservation. The board may grant a special exception to authorize a reduction in the number of off-street parking spaces required under this article if the board finds, after a

public hearing, that the reduction will result in the preservation of an existing tree. The preserved tree must be protected from vehicular traffic through the use of concrete curbs, wheel stops, or other permanent barriers. ~~The maximum reduction authorized by this subsection is 10 percent or one space, whichever is greater, minus the number of parking spaces currently not provided due to already existing nonconforming rights.~~

SEC. 51A-4.312. TREE PRESERVATION PARKING REDUCTION.

The number of required off-street parking spaces ~~required under this article~~ is reduced by one for each protected tree (as defined in Article X) retained that would otherwise have to be removed. The preserved tree must be protected from vehicular traffic through the use of concrete curbs, wheel stops, or other permanent barriers. ~~The maximum reduction authorized by this section is five percent or one space, whichever is greater, minus the number of parking spaces currently not provided due to already existing nonconforming rights. (Ord. 22053)~~

SEC. 51A-4.313. ADMINISTRATIVE PARKING REDUCTION.

(a) The director may grant a reduction in the number of required 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. This reduction may only be applied to these uses: industrial; office; retail and personal service (except for restaurants and alcoholic beverage establishments) within 1,200 feet walking distance of a platform of a rail station; trade center; warehouse greater than 100,000 square feet; and museum/art gallery. 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. ~~The maximum reduction authorized by this section for specific uses is~~:

~~Use~~	~~Maximum Administrative Reduction~~
~~Industrial (inside)~~	~~50 percent~~
~~Industrial (outside)~~	~~50 percent~~
~~Office uses and retail and personal service uses (except for restaurants and alcoholic beverage establishments) within a 1,200 feet walking distance of a platform of a rail transit station~~	~~20 percent (must not be within 600 feet of a single-family or duplex district and the use must be connected to the rail transit station by a sidewalk with a minimum width of six feet)~~
~~Trade center~~	~~25 percent~~
~~Warehouse greater than 100,000 square feet~~	~~50 percent (up to 75 percent if the requirement of Subsection (d)(3) is complied with)~~
~~Museum/art gallery~~	~~50 percent~~
~~Note: 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.~~	

…

~~(f) The director may not grant a reduction under Subsection (a) to reduce the number of off-street parking spaces required in the text or development plan of an ordinance establishing or amending a planned development district. This prohibition does not apply when:~~

~~(1) the ordinance does not expressly specify a minimum number of spaces, but instead simply makes reference to the existing off-street parking regulations in Chapter 51P or this chapter; and~~

~~(2) the regulations governing that planned development district expressly authorize the director to grant the reduction. (Ord. 28803)~~

SEC. 51A-4.314. REDUCTIONS FOR PROVIDING BICYCLE PARKING.

(a) Required off-street parking may be reduced by one space for every six short-term ~~Class I~~ bicycle parking spaces, as described in Section 51A-4.334, provided on a building site. Bicycle parking spaces required by Section 51A-4.333 count toward this parking reduction. ~~A minimum of 20 off-street parking spaces must be required in order to receive a parking reduction of one space.~~

(b) Required off-street parking may be reduced by one space for every four long-term ~~Class II~~ bicycle parking spaces, as described in Section 51A-4.334, provided on a building site. Bicycle parking spaces ~~required~~ by Section 51A-4.333 count toward this parking reduction. ~~A minimum of 20 off-street parking spaces must be required in order to receive a parking reduction of one space.~~

(c) A parking reduction under this subsection may not be granted for fractional parking spaces and fractional parking spaces may not be rounded up to the next nearest whole parking space.

(d) A parking reduction granted under Subsections (a) or (b) cannot exceed five percent of the total required off-street parking spaces for a building site.

(e) In addition to a parking reduction granted under Subsections (a) or (b), required off-street parking spaces may be reduced by an additional five percent by providing showers, lockers, and changing facilities for bicycle riders. This parking reduction is not available for residential and retail and personal service uses. (Ord. 29128)

Division 51A-4.320. Special Parking and Loading Regulations.

SEC. 51A-4.321. DEFINITIONS.

In this division:

(1) LICENSEE means a person in whose name a license has been issued under this division, as well as the individual listed as an applicant on the application for a license. The term includes any employee, agent, or independent contractor of the person in whose name the license is issued.

(2) PACKED PARKING means off-street parking that is governed by special dimensional standards for parking spaces, allowing maximal parking on the lot when an attendant is used.

(3) PERSON means an individual, assumed name entity, partnership, joint-venture, association, corporation, or other legal entity.

(4) REMOTE PARKING means off-street parking provided on a lot not occupied by the main use.

(4.1) REMOTE LOADING means off-street loading provided on a lot not occupied by the main use.

(5) SHARED PARKING means the use of the same off-street parking stall to satisfy the off-street parking requirements for two or more uses.

(5.1) SHARED LOADING means the use of the same off-street loading space to satisfy the off-street loading requirements for two or more uses.

(6) SHUTTLE means a vehicle used to transport patrons between the drop-off point at the main use and the remote parking lot serving the use.

(7) SPECIAL PARKING means packed parking, remote parking, and shared parking as those terms are defined in this section.

(8) WALKING DISTANCE means the distance from the nearest point of the special parking lot to the nearest public entrance of the main use, measured along the most convenient pedestrian walkway. (Ord. Nos. 19786; 21660)

SEC. 51A-4.322. PURPOSE.

This division provides alternatives to the standard parking and loading regulations in Division 51A-4.300. Packed parking provides alternative dimensional requirements for parking spaces to allow maximal parking on a lot when an attendant is used to park vehicles. Remote parking and remote loading allow~~s~~ an exception to the requirement that all off-street parking and loading be provided on the lot occupied by the main use. Shared parking and shared loading allow~~s~~ an exception to the requirement that no off-street parking or loading space for one use be included in the calculation of the parking required for any other use.

SEC. 51A-4.323. PROCEDURES FOR SPECIAL PARKING OR LOADING APPROVAL.

(a) In general. All special parking or loading must be approved by the building official in accordance with this division. A person seeking approval of special parking or loading shall submit an application to the building official pursuant to Subsection (b).

(b) Application. An application for special parking or loading approval must be filed with the building official. An application form may be obtained from the building official. The application must include the following:

…

(4) For remote parking or loading:

(A) a map illustrating the walking distance from the special parking or loading to the use providing the parking or loading; and

(B) if applicable, a statement pointing out the factors justifying an extension of walking distance including discussion of the following factors:

(i) The type of use involved.

(ii) The parking demand or loading and unloading activity generated by the use involved.

(iii) The percentage of required off-street parking or loading that will be provided as remote parking or loading.

(iv) For remote parking, t~~T~~he availability and condition of sidewalks.

(v) For remote parking, t~~T~~he availability and frequency of a local shuttle or transit service.

(vi) For remote parking, t~~T~~he availability of or proposal for shelters for users of any local shuttle or transit service.

(vii) For remote parking, a~~A~~ny other factors that may have the effect of encouraging patrons of the use to use or discouraging patrons of the use from using the remote parking.

(viii) For remote loading, the path between the loading area and main use.

(c) Site plan requisites.

(1) The following information must be illustrated on the site plan:

(A) The number of parking and loading spaces required for each use.

(B) The location and dimensions of the special parking lot or loading area.

SEC. 51A-4.324. REVIEW BY THE DIRECTOR.

(a) Conformity with standards required. The building official shall deny an application for special parking or loading unless it meets all of the applicable standards in this section.

(b) General standards.

(1) Special parking and loading may not be located in a residential district, except that Chapter 51 community service, religious, and educational uses, and Chapter 51A institutional and community service uses may share parking in residential districts on the same lot where both uses are located. Nonresidental uses in residential districts may also use special parking or loading if the special parking or loading is not located in a residential district.

(2) Except as otherwise expressly provided in this subsection, special parking may not account for more than 50 percent of the off-street parking required for any use. Special loading may account for up to 100% of the off-street loading required for any use.

(3) The 50 percent limitation in Paragraph (2) does not apply to:

(A) remote parking within a walking distance of 300 feet of the main use; and

(B) shared parking on the same lot as the main use if all uses sharing the parking have mutually exclusive hours of operation.

(4) Special parking and loading must comply with all codes, ordinances, rules, and regulations of the city.

(5) Special parking and loading may not create safety hazards.

(c) Packed parking standards. Packed parking may not be used unless a license is obtained pursuant to Section 51A-4.329.

(d) Remote parking and loading standards.

(1) Walking distance. Remote parking and loading must be located within a walking distance of 300 feet from the use served by the remote parking or loading unless an extension of walking distance for remote parking is approved by the building official.

(2) Extension of walking distance for remote parking.

…

(e) Shared parking and loading standards. Uses sharing parking or loading must have either mutually exclusive or compatibly overlapping normal hours of operation. The building official shall determine whether hours of operation are compatibly overlapping on a case by case basis.

SEC. 51A-4.325. DECISION OF THE DIRECTOR.

…

(b) Statement of reasons. If the building official denies an application for special parking or loading, he shall state in writing the specific reasons for denial.

(c) Approval subject to conditions noted. As an alternative to denial of an application for special parking or loading under Section 51A-4.324(a), the building official may approve the special parking or loading subject to conditions noted if compliance with all conditions will eliminate what would otherwise constitute grounds for denial. If the building official approves the special parking or loading subject to conditions noted, he shall state in writing the specific requirements to be met before the special parking or loading shall be considered approved.

(d) Approval with no conditions. If there are no grounds for denial under Section 51A-4.324(a), the building official shall approve the application for special parking or loading with no conditions.

SEC. 51A-4.326. NOTICE.

The building official shall give written notice to the applicant of the decision regarding the application for special parking or loading. Notice is given by depositing the notice properly addressed and postage paid in the United States mail. The notice must be sent to the address shown on the application. (Ord. Nos. 19786; 21660)

…

SEC. 51A-4.328. AGREEMENT REQUIRED.

(a) Requisites of agreement. If the application for special parking or loading is approved, a special parking or loading agreement must be executed and filed in accordance with this section. A standard agreement form may be obtained from the building official. The agreement must:

(1) be in writing;

(2) contain legal descriptions of the properties affected;

(3) set forth adequate consideration between the parties;

(4) specify the special parking or loading being provided and the hours of operation of any use involved;

(5) be either a covenant running with the land or based on a lease of the remote parking spaces;

(6) state that all parties agree to defend, indemnify, and hold harmless the city of Dallas from and against all claims or liabilities arising out of or in connection with the agreement;

(7) be governed by the laws of the state of Texas;

(8) be approved by the building official and be approved as to form by the city attorney;

(9) be signed by all owners of the properties affected;

(10) be signed by all lienholders, other than taxing entities, that have an interest in or an improvement on the properties; and

(11) ~~state~~ provide that all owners of the properties affected shall notify the building official in writing if there is a breach of any provision of the lease and that the agreement ~~it~~ may only be amended or terminated by a subsequent written instrument that is:

(A) except as otherwise provided in Subsection (b), signed by all owners of the properties affected and by all lienholders, other than taxing entities, that have an interest in or an improvement on the properties;

(B) approved by the building official;

(C) approved as to form by the city attorney; and

(D) filed and made a part of the deed records of the county or counties in which the properties are located.

(b) Approval. The building official shall approve an agreement if all properties governed by the agreement fully comply with the regulations in this division. If all affected owners and lienholders do not sign the instrument amending or terminating an agreement, and if all uses for which parking or loading is provided under the agreement demonstrate that the agreement is no longer needed to fully comply with the off-street parking or loading requirements in this chapter, the building official shall approve the amending or terminating instrument without those signatures.

(c) Agreement must be filed. An agreement shall not be considered effective until a true and correct copy of the approved agreement is filed in the deed records of the county or counties in which the properties are located and two file-marked copies of the agreement are filed with the building official.

(d) Amendment or termination of agreement. An agreement may only be amended or terminated by a written instrument that is executed in accordance with this subsection on a form provided by the city.

…

(2) The building official shall approve an instrument amending or terminating a special parking or loading agreement if:

(A) all uses providing parking or loading under the agreement and all uses on the property for which parking or loading is provided under the agreement fully comply with the off-street parking or loading regulations in this chapter; or

(B) all uses on the property for which parking or loading is provided under the agreement cease to operate and terminate their certificates of occupancy.

SEC. 51A-4.329.1. OFFENSES.

A person commits an offense if he operates a use:

(1) in violation of a special parking or loading agreement executed and filed pursuant to Section 51A-4.328; or

(2) without a valid license required under Section 51A-4.329.

SEC. 51A-4.329.2. REVOCATION OF CERTIFICATE OF OCCUPANCY.

The building official shall revoke the certificate of occupancy for any use being operated:

(1) in violation of a special parking or loading agreement executed and filed pursuant to Section 51A-4.328; or

(2) without a valid license required under Section 51A-4.329.

Division 51A-4.330. Bicycle Parking Regulations.

SEC. 51A-4.331. APPLICABILITY.

(a) Except as provided in Subsection (b), this section becomes applicable to a building site when:

(1) an application is made for a building permit:

(A) for new construction; or

(B) to increase the floor area on a building site by 10 percent or more or by 2,000 square feet or more, whichever is less; or

(2) there is a change in land use that requires an increase in off-street parking.

(b) This section does not apply to:

(1) residential uses that provide ~~require~~ four or fewer off-street parking spaces;

(2) agricultural uses;

(3) utility and public service uses;

(4) wholesale, distribution, and storage uses;

(5) a mobile home park, mobile home subdivision, or campground; or

(6) a drive-in theater. (Ord. 29128)

SEC. 51A-4.332. GENERAL PROVISIONS.

(a) Bicycle parking spaces are not permitted in a visibility triangle as defined in Section 51A-4.602.

(b) Bicycle parking spaces must not impede access to a fire hydrant or pedestrian circulation.

(c) Bicycle parking spaces must not reduce the unobstructed space for the passage of pedestrians to less than the minimum required sidewalk width for that building site.

(d) Bicycle parking spaces must be protected from motor vehicles to prevent damage to parked bicycles.

(e) Bicycle parking spaces must be maintained in a clean, neat, and orderly manner.

(f) All bicycle racks must be securely anchored. (Ord. 29128)

SEC. 51A-4.333. SPACES REQUIRED.

(a) The greater of two bicycle parking spaces per building site or one bicycle parking space per 20~~5~~ provided ~~required~~ off-street parking spaces is required. Required bicycle parking may include short-term and long-term bicycle parking.

(b) No more than 30 bicycle parking spaces are required on any building site.

(c) For every 10 bicycle parking spaces, or portion of 10 bicycle parking spaces, provided on a building site, a minimum of two bicycle parking spaces must be available for use by guests or visitors.

(d) In determining the required number of bicycle parking spaces, fractional spaces are counted to the nearest whole number, with one half counted as an additional space. (Ord. 29128)

SEC. 51A-4.334. LOCATION AND DESIGN.

(a) Location. All required bicycle parking spaces must be provided on the lot occupied by the main use within 150 feet of a primary entrance. The director may approve an alternate method of compliance, such as shared bicycle parking in the public right-of-way after considering the characteristics of the use, the site, and the surrounding area.

(b) Accessibility. Bicycle parking exterior to a building must be a part of or connected to a pedestrian pathway that connects to a building entrance open to the public. Bicycle parking must be accessible without lifting or carrying the bicycle at any point and without the use of stairs.

(c) Signs. Bicycle parking spaces exterior to a building must be clearly visible from a primary building entrance or signs must be posted at the entrances to the automobile parking area that indicate the location of bicycle parking. For bicycle parking interior to a building, signs must be posted at the entrance to the automobile parking area that indicate the location of the bicycle parking. If signs are required to be posted at the entrances to the automobile parking area, the signs must:

(1) be prominently displayed;

(2) illustrate or describe the location of bicycle parking spaces;

(3) be constructed of weather resistant material;

(4) be a minimum of 10 inches in width by 15 inches in height; and

(5) have clearly legible letters and graphics that contrast with the background material.

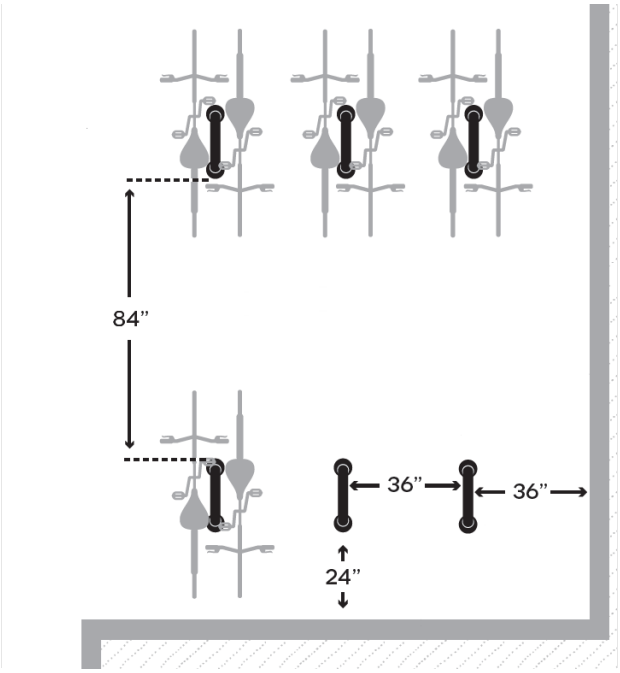
(d) Size and constitution. Each space must be at least two-and-a-half feet wide by six feet long and must provide the ability to attach to a bicycle rack so that a wheel and frame can both be locked to a rack with a single U-lock and the bicycle is supported at two locations. Spaces designed for large bicycles such as cargo, recumbent, tandem, and trailer-attachments must be at least three feet (36 inches) wide by nine feet (108 inches) long.

(e) Short-term bicycle parking standards.

(1) Location. Spaces may be placed in the required front, side, or rear yard.

(2) Spacing. Bicycle racks must be spaced at least three feet (36 inches) from parallel structures or racks, at least seven feet (84 inches) from other racks placed linearly, and at least two feet (24 inches) from structures located linear to the rack. All racks must be at least two feet (24 inches) from any structure or the curb. (See Figure ABC below.)

Figure ABC



(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.

(f) Long-term bicycle parking standards.

(1) Location. Spaces must be in a secure and weather-protected enclosure such as a room in the primary building, a covered and locked space within a parking facility, or bike lockers. Parking located exterior to the main building must be within a 250-foot walked path of a primary entrance.

(2) Security. Permitted security types include key, smart card, fob, and code access. The parking area must be accessible to designated users at all times.

(3) Lighting. Outdoor long-term bicycle parking must be lighted according to Sec. 51A-4.301(e)(2)(A) and (C).

(4) Parking spaces and apparatus. Parking area must include at least one space designed for large bicycles as defined in subsection (b). At least 50% of provided spaces must be at ground level or accessible without lifting the bicycle. Use of parking spaces or apparatus must not be hindered by the use or placement of any other apparatus or by the design of doors or walls.

(5) Electrical connection. Electrical outlets for electric bicycle charging must be provided.

~~(d) When placed parallel, bicycle racks must be spaced at least four feet apart.~~

~~(e) When placed linear, bicycle racks must be spaced at least seven feet apart.~~

~~(f) Class I bicycle parking must provide a minimum two-and-a-half foot by six foot area for each bicycle parking space.~~

~~(g) Class I bicycle parking may be placed in the required front, side, or rear yard. (Ord. 29128)~~

DIVISION 51A-4.500. Overlay And Conservation District Regulations.

SEC. 51A-4.505. CONSERVATION DISTRICTS

…

(d) Establishing a conservation district.

…

(4) Preparing a CD ordinance.

…

(C) The CD ordinance must include the following:

(i) Development standards.

…

~~(hh) off-street parking and loading requirements;~~

(~~ii~~ hh) permitted uses;

(~~jj~~ ii) setbacks; and

(~~kk~~ jj) stories.

DIVISION 51A-4.700. Zoning Procedures.

SEC. 51A-4.702. PLANNED DEVELOPMENT (PD) DISTRICT REGULATIONS.

…

(4) Mandatory regulations. The ordinance establishing a PD must specify regulations governing building height, floor area, lot area, lot coverage, density, yards, ~~off-street parking and loading,~~ environmental performance standards, signs, landscaping, and streets and alleys.

General Guidelines for Establishing PD Regulations	
GENERAL USE CATEGORY	**ZONING DISTRICT**
General Guidelines for Establishing PD Regulations	
GENERAL USE CATEGORY	**ZONING DISTRICT**
Single family	TH-3(A)~~*~~
Multifamily	MF-3(A)
Retail	CR
Office	MO-1
Commercial	CS
Industrial	IR
~~*If platted lots for a single family use have a minimum width of 30 feet at the front property line, then one parking space is required.~~	

…

(6) Applicable regulations.

…

(B) For PDs created prior to March 1, 1987, the regulations of Chapter 51 control unless they are expressly altered by a PD ordinance in accordance with this section. The general guidelines below control if the PD ordinance does not enumerate the regulations governing building height, floor area, lot area, lot coverage, density, yards, off-street parking and loading, environmental performance standards, signs, landscaping, and streets and alleys.

GENERAL USE CATEGORY	**ZONING DISTRICT**

Single family	H-4*
Multiple-family	MF-3
Retail	GR
Office	MO
Commercial and Industrial	I-1
~~*If platted lots for a single family use have a minimum width of 30 feet at the front property line, then one parking space is required.~~	

DIVISION 51A-4.800. Development Impact Review.

SEC. 51A-4.801. PURPOSE.

The general objectives of this division are to promote and protect the health, safety, and general welfare of the public through the establishment of an administrative review procedure for certain proposed development considered likely to significantly impact surrounding land uses and infrastructure needs and demands. Development impact review should occur before the developer has completed a full set of working drawings for submission as part of an application for a building permit. As part of the review procedure, the developer may be required to submit the following documents:

(1) Site Plan. A~~a~~ site plan shall indicate~~ing~~ building siting and layout, buffering, landscaping, usable open space, access, lighting, loading, and other specific data. Site plan review is not intended to mandate aesthetics of design, nor is it intended to alter basic development standards such as floor area ratio, density requirements, height, setbacks, and coverage.

(2) Transportation Demand Management Plan (TDMP). A TDMP requires developments to incorporate a minimum amount of design features, incentives, and tools to accommodate and encourage use of a multi-modal transportation system. The applicant must choose from a menu of TDM strategies, each of which provides a set number of points, that sum to a target number of points determined by the development type, location, and other criteria. A TDMP submission shall include a site plan.

(Ord. 19455)

SEC. 51A-4.802. DEFINITIONS.

In this article:

…

(4) ESTIMATED TRIP GENERATION means the total number of vehicle trips generated by one or more uses on the lot derived from calculations based exclusively on trip generation assumptions contained ~~in Table 1~~ in Section 51A-4.803.

(5) RAR means residential adjacency review.

(6) RESTORATION means the act of putting back into a former or original state. (Ord. 19455)

(7) TDMP means travel demand management plan.

SEC. 51A-4.803. SITE PLAN REVIEW.

(a) When a site plan is required.

(1) Except as otherwise provided in Subsections (a)(3) and (a)(4), a site plan must be submitted in accordance with the requirements of this section before the issuance of ~~an application is made for~~ a permit for work on a~~n individual~~ lot ~~if the lot is~~ in a district or subdistrict listed in Subsection (a)(2) and:

(A) the estimated trip generation for all uses on the lot collectively is equal to or greater than 1,000 ~~6,000~~ trips per day or 100 trips per hour as calculated in the trip generation worksheet approved by the director ~~and 500 trips per day per acre (See Table 1 to calculate estimated trip generation)~~;

(B) the lot contains a use for which DIR is required in the use regulations (See Division 51A-4.200); ~~or~~

(C) the lot has a residential adjacency as defined in Subsection (d)(3) and contains a use for which RAR is required in the use regulations (See Division 51A-4.200)~~.~~, or

(D) the land uses on the lot collectively reach a TDMP threshold set in 4.804(c) Table 1.

(2) The districts and subdistricts listed for purposes of Subsection (a)(1) are:

(A) all multifamily districts;

(~~A~~ B) all nonresidential zoning districts except central area districts; and

(~~B~~ C) SC, GR, LC, HC, O-2, and industrial subdistricts in the Oak Lawn Special Purpose District (Planned Development District No. 193).

~~TABLE 1~~	
~~TRIP GENERATION ASSUMPTIONS~~	
~~USE~~	~~TRIPS PER DAY~~
~~INDUSTRIAL USES~~	~~6.97 per 1,000 gsf~~
~~LODGING USES~~	~~10.50 per room~~
~~OFFICE USES~~	
~~Financial institution without drive-in~~	~~140.61 per 1,000 gsf~~
~~...~~	
~~...~~	
~~'gsf' means gross square feet. These rates are based on the ITE Trip Generation Report, 5th edition, January, 1991. Rates for uses and floor areas not listed shall be based on the ITE Trip Generation Report. Rates for uses and floor areas not listed in the ITE Trip Generation Report shall be determined by the director based on a survey of similar existing uses.~~	

…

(c) Reserved. ~~Site plan submission. A site plan submission under this section must include one reproducible print (blackline polyester film or equal) with five folded blueline or blackline copies, and one 8-1/2 inch by 11 inch clear film positive. The print and copies must have a scale of one inch equals 100 feet or larger (e.g. one inch equals 50 feet, one inch equals 40 feet, etc.) and be on a standard drawing sheet of a size not to exceed 36 inches by 48 inches.~~

(d) Site plan requisites.

(1) In general. If the site plan is required due to estimated trip generation, TDMP, or a requirement for DIR in the use regulations, it must:

…

(e) Review by the director.

(1) Upon the filing of a complete application for review of a site plan and a complete site plan submission, the director of development services shall promptly forward one copy of each to all affected divisions of the department and to the director of code compliance for review and comments. The director of code compliance shall review the application and submission and return a written recommendation to the director of development services within 15 calendar days of the filing date.

(2) The director shall make a decision regarding the application and submission within 30 calendar days of the filing date. That decision must take one of three forms:

(A) Approval, no conditions.

(B) Approval, subject to conditions noted.

(C) Denial.

The decision shall be accompanied by itemized changes or corrections to the site plan.

…

(f) Grounds for denial.

(1) In general. The director shall deny a site plan application or submission under this section if:

(A) it does not contain sufficient information to allow for site plan review; or

(B) the site plan does not comply with all applicable city codes, ordinances, rules, or regulations.

(2) Vehicular circulation and infrastructure standards.

(A) Except as otherwise provided in Subsection (g), the director shall deny a site plan under this section if:

(i) the provisions for vehicular loading and unloading or parking, or for vehicular or pedestrian circulation, will create hazards to safety, substandard circulation of all modes of transportation, or will impose a significant burden upon public facilities which can be avoided or substantially mitigated by reasonable modifications in the plan; or

…

SEC. 51A-4.804. TRANSPORTATION DEMAND MANAGEMENT PLAN.

ZOAC RECOMMENDATION

(a) Purpose.

The transportation demand management plan (TDMP) requirement promotes the health, safety, and general welfare of the public by requiring development and redevelopment projects to incentivize reductions in the amount of single-occupant, vehicle trips it generates pursuant to the City's goals of prioritizing multi-modal transportation options, reducing greenhouse gas emissions, and ensuring the safety of all transportation modes.

STAFF RECOMMENDATION

(a) Purpose.

The transportation demand management plan (TDMP) requirement promotes the health, safety, and general welfare of the public by requiring development and redevelopment projects to incentivize reductions in the amount of single-occupant, gasoline-powered vehicle trips it generates pursuant to the City's goals of prioritizing multi-modal transportation options, reducing greenhouse gas emissions, and ensuring the safety of all transportation modes.

(b) Requirement.

No building or grading permit shall be issued for any new or phased construction project which meets a development project threshold in Table No. 1 until a TDMP has been approved during the site plan review phase. The TDMP must meet the standards and requirements of this section and the TDM (Transportation Demand Management) Program Guide. A project must meet its assigned point target by implementing TDM strategies from the TDM Program Guide that sum to the total point target.

(c) Applicability and point targets.

Any new or phased construction project that adds the number of dwelling units or gross floor area specified in Table No. 1 shall be subject to the corresponding TDMP review and minimum point target in the TDM Program Guide.

When a development includes multiple uses, the entire development shall be subject to the highest review type and highest point target required for the use or uses that meet a threshold in Table No. 1. TDM strategies used to meet the required point target for such a use must apply to the entire development.

Transit-proximate locations are those building sites that have some portion within one quarter-mile walking-distance from a light rail or high-frequency bus route. Central Business District locations are those within the Central Business District as defined in Section 51A-2.102(22).

ZOAC RECOMMENDATION

Table No. 1 – TDMP review thresholds per project type and location.

Project threshold for any new or phased development or redevelopment		**TDMP review type**
Residential	Contains 20 to 49 dwelling units	Minor
	Contains 50 to 139 dwelling units	Minor
	Contains 140 or more dwelling units	Major
Nonresidential	Contains 20,000 to 99,999 square feet of gross floor area	Minor
	Any new or expansion of a drive-through or drive-in component	Major
	Contains 100,000 square feet of gross floor area; Any new or expansion of a commercial amusement (inside or outside); or Public or private schools	Major
Any construction or redevelopment that results in a total of more than 99 parking spaces		Major
The Director may require a Major Review for the establishment of any use, new building, or building expansion not specified in this chapter when it is determined that the proposal presents unique transportation challenges. The required transportation demand management strategies shall be determined based on the review.		Discretionary

(d) Types of TDMP review.

(1) Minor review. Minor review checks for compliance with the minimum required point target.

(2) Major review. Major review checks for compliance with the minimum required point target and requires submission of a traffic impact analysis prepared consistent with industry standards and certified by a licensed engineer. The TDMP must include a vehicle trip reduction or mode share goal established based on the traffic impact analysis. Schools must submit a traffic management plan in accordance with the City's administrative guidelines for school traffic management plans.

(3) Discretionary review. The director may require a Major Review for the establishment of any use, new building, or building expansion not specified in this chapter when it is determined that the proposal presents unique transportation challenges, including an increase in trip generation caused by conversion of a site to a new land use. Additional information or analysis may be required. Acceptable transportation demand management strategies shall be determined based on the review.

STAFF RECOMMENDATION

Table No. 1 – TDMP review thresholds per project type and location.

Project threshold for any new or phased development or redevelopment		**TDMP review type**
Residential	Contains 20 to 49 dwelling units	Minor
	Contains 50 to 139 dwelling units	Minor
	Contains 140 or more dwelling units	Major
Nonresidential	Contains 20,000 to 99,999 square feet of gross floor area	Minor
	Any new or expansion of a drive-through or drive-in component	Major
	Contains 100,000 square feet of gross floor area; Any new or expansion of a commercial amusement (inside or outside); or Public or private schools	Major
Any construction or redevelopment that results in a total of more than 99 parking spaces		Major

(d) Types of TDMP review.

(1) Minor review. Minor review checks for compliance with the minimum required point target.

(2) Major review. Major review checks for compliance with the minimum required point target and requires submission of a traffic impact analysis prepared consistent with industry standards and certified by a licensed engineer. The TDMP must include a vehicle trip reduction or mode share goal established based on the traffic impact analysis. Schools must submit a traffic management plan in accordance with the City's administrative guidelines for school traffic management plans.

(e) Exceptions.

A written request for an exemption from the requirement to submit a transportation demand management plan may be submitted to the director. The director's consideration shall include the nature of the use and the number of vehicle trips the development is expected to generate.

(f) TDMP submission content.

Any person having a legal or equitable interest in land which requires submission of a TDMP may file an application for approval of such plan on an application form approved by the director.

A TDMP shall contain the following:

(1) Sustainable Modes Analysis. A sustainable modes analysis evaluates pedestrian, bicycle, and transit connectivity within a study area up to a quarter-mile from the edge of the project boundaries. This shall include an inventory of pedestrian and bicycle infrastructure with gaps and planned improvements, significant pedestrian generators, transit routes and facilities, and major physical barriers to sustainable modes. Provide relevant excerpts and visual depictions from adopted mobility plans showing sidewalk, bicycle, and other planned networks or investments within the quarter-mile analysis area, as well as any current DART route plans.

(2) Description. Describe the TDMP and how it contributes to reductions in single-occupancy motor vehicle trips and increases in walking, bicycling, and/or transit by residents, employees, or visitors to the development. Show the relevance of the chosen strategies to the local pedestrian, bicycle, and transit context evaluated in the sustainable modes analysis. The description shall include a goal of reduced single-occupant vehicle trips generated in pursuit of the citywide mode share target set in *Connect Dallas: Strategic Mobility Plan*.

(3) Site plan. Depict the TDM strategies on a site plan exhibit that follows the requisites in Sec. 51A-4.803(d).

ZOAC RECOMMENDATION

(4) Transportation Impact Analysis (TIA). As a part of a Major Review or at the request of the director, provide a TIA prepared consistent with industry standards by a licensed professional engineer.

(5) School Traffic Management Plan. As a part of a Major Review or at the request of the director, provide a site-specific plan coordinating traffic circulation during school peak hours that manages all modes of transportation and maintains student safety.

(6) Status reports. A written commitment to provide annual status reports to the director for two years that confirm compliance with required strategies in accordance with subsection (h).

(7) Mobility coordinator. A person shall be designated by the property owner for all issues and communications related to submission and ongoing implementation of the approved TDMP, and the contact information must be submitted with the TDMP. The director shall be notified in writing when a new mobility coordinator is selected.

(g) Administrative review.

The director shall conduct the administrative review of the transportation demand management plan and recommend any measures deemed reasonable as a condition of the issuance of any building permit or other approval required by the City.

(h) TDMP Confirmation.

Prior to the issuance of an initial certificate of occupancy, the applicant must facilitate a site inspection to confirm that all approved physical measures in the approved TDMP have been implemented or installed. The property owner must also provide documentation that approved programmatic measures in the property's TDMP have or will be implemented. Once compliance with all TDMP requirements is confirmed, a final certificate of occupancy may be issued.

(i) Compliance.

The selected TDM strategies must be maintained in good order for the life of the structure or use. The mobility coordinator must demonstrate that the goals and implementation strategies set forth in the approved TDMP have been met by submitting an annual self-reported status report by the first and second anniversary dates of the issuance of the project's certificate of occupancy. The status report must at a minimum include evidence of implementation of the approved TDM strategies, and follow-up surveys determining the progress toward reducing vehicle miles by or single-occupant vehicle mode share of employees and residents. The city may conduct compliance-monitoring activities as necessary at any time for the life of the certificate of occupancy, including site visits preceded by advance notice. A list and description of the approved travel demand strategies for a given site together with the name and contact information of the mobility coordinator shall be posted in a conspicuous common area of the development.

STAFF RECOMMENDATION

(4) Traffic Impact Analysis (TIA). As part of a Major Review or at the request of the director, provide a TIA prepared consistent with industry standards by a licensed professional engineer, according to TIA guidance in the City of Dallas Traffic Study Guidelines.

(5) School Traffic Management Plan (TMP). As part of a Major Review for every school provide a site-specific plan coordinating traffic circulation during school peak hours that manages all modes of transportation and maintains student safety as described by the School TMP guidance in the City of Dallas Traffic Study Guidelines.

(6) Status reports. A written commitment to provide annual status reports to the director for two years that confirm compliance with required strategies in accordance with subsection (h).

(7) Mobility coordinator. A person shall be designated by the property owner for all issues and communications related to submission and ongoing implementation of the approved TDMP, and the contact information must be submitted with the TDMP. The director shall be notified in writing when a new mobility coordinator is selected.

(g) Administrative review.

The director shall conduct the administrative review of the transportation demand management plan and recommend any measures deemed reasonable as a condition of the issuance of any building permit or other approval required by the City.

(h) TDMP Confirmation.

Prior to the issuance of an initial certificate of occupancy, the applicant must facilitate a site inspection to confirm that all approved physical strategies in the approved TDMP have been implemented or installed. The property owner must also provide documentation that approved programmatic strategies in the property's TDMP have or will be implemented. Once compliance with all TDMP requirements is confirmed, a final certificate of occupancy may be issued.

(i) Compliance.

The selected TDM strategies must be maintained in good order for the life of the structure or use. The mobility coordinator must demonstrate that the goals and implementation strategies set forth in the approved TDMP have been met by submitting an annual self-reported status report by the first and second anniversary dates of the issuance of the project's certificate of occupancy. The status report must include evidence of implementation of the approved TDM strategies and follow-up surveys determining the progress toward reducing vehicle miles by, or single-occupant vehicle mode share of, employees and residents. The city may conduct compliance-monitoring activities as necessary at any time for the life of the certificate of occupancy, including site visits preceded by advance notice. A list and description of the approved travel demand strategies for a given site together with the name and contact information of the mobility coordinator shall be posted in a conspicuous common area of the development. The property owner will be responsible for working with the City to mitigate any significant on-street disruptions resulting from overflow parking.

DIVISION 51A-4.1100. Mixed-Income Housing.

SEC. 51A-4.1106. DEVELOPMENT REGULATIONS.

…

(f) Type Three developments. Type Three developments with a minimum of 80 percent of floor area devoted to residential uses are eligible to receive the following mixed income housing development bonuses according to this subsection and in accordance with Section 20A-23.1, as amended. A minimum of one reserved unit or the percentage of total units in a tier, whichever is greater, must be provided.

…

~~(6) Parking reduction. This reduction only applies to the total number of required off-street parking spaces for nonresidential uses except alcoholic beverage establishments, commercial amusement (inside), commercial amusement (outside), restaurant without drive-in or drive-through service, and restaurant with drive-in or drive- through service.~~

~~MVA Category~~	~~Tier 1 (<= 50% of AMFI) Minimum 3% of units~~	~~Tier 2 (51 - 80% of AMFI) Minimum 5% of units~~	~~Tier 3 (81 - 100% of AMFI) Minimum 10% of units~~
~~MVA A-F~~	~~100%~~	~~50%~~	~~20%~~
~~MVA G-I~~	~~100%~~	~~70%~~	~~40%~~

SEC. 51A-4.1107. DESIGN STANDARDS.

(a) In general.

…

~~(4) For off-street parking requirements for residential uses in existing buildings, development bonuses may not reduce the minimum number of required off-street parking spaces beyond the number required in Subsection (c).~~

…

(c) Off-street parking and loading.

(1) No minimum number of off-street parking or loading spaces is required for any use regulated by Chapter 51A. ~~In general. Except as provided in this section, c~~Consult the use regulations in Division 51A-4.200 for the specific off-street ~~parking and~~ loading requirements for each use.

~~(2) Multifamily parking. Except as provided in this paragraph, the lesser of one-half space per dwelling unit or the minimum number of parkjng spaces required in Division 51A-4.200, as amended, is required.~~

~~(A) At least 15 percent of the required parking must be available for guest parking.~~

~~(B) For developments with transit proximity, the lesser of one-half space per dwelling unit or the minimum number of parking spaces required in Division 51A-4.200, as amended, is required. At least 15 percent of the required parking must be available for guest parking.~~

~~(3) Retirement housing. The lesser of one- quarter space per dwelling unit or the minimum number of parking spaces required in Division 51A-4.200, as amended, is required.~~

(2-3) Reserved.

Article XIII.
Form Districts.

DIVISION 51A-13.300. District Regulations.

SEC. 51A-13.301. DISTRICTS ESTABLISHED.

(a) **Walkable Urban Mixed Use (WMU-3,-5,-8,-12,-20,-40).**

…

(4) Parcels of any size are eligible for a WMU district. There is no minimum acreage required for an application for WMU zoning. The WMU districts are intended for locations where a sufficient critical mass of dense, walkable urban mixed use development exists or is definitely planned. This critical mass is present when:

…

(C) the applicant demonstrates that the surrounding area is at least 25 acres and is or will be a mix of dense residential, commercial, and other uses that will achieve the intent of this article for increased walkability~~,~~ and reduced vehicular trip generation~~, and reduced parking demand~~.

(b) **Walkable Urban Residential (WR-3,-5,-8,-12,-20,-40).**

…

(4) Parcels of any size are eligible for a WR district. There is no minimum acre- age required for an application for WR zoning. The WR districts are intended for locations where a sufficient critical mass of dense, walkable urban mixed use development exists or is definitely planned. This critical mass is present when:

…

(C) the applicant demonstrates that the surrounding area is at least 25 acres and is or will be a mix of dense residential, commercial, and other uses that will achieve the intent of this article for increased walkability~~,~~ and reduced vehicular trip generation~~, and reduced parking demand~~.

SEC. 51A-13.304. DEVELOPMENT TYPES.

(a) General.

…

(3) Parking Setbacks and Access.

…

(D) Structured parking must contain active uses on the ground story along any -SH overlay or any primary street for the first 20 ~~30~~ feet of the building measured inward from the street-facing facade. There is no active ground-story use requirement for structured parking along a service street.

SEC. 51A-13.306. USES.

(a) General Provisions.

…

(6) Building Official Responsibility.

…

(B) When determining whether a proposed use is similar to a listed use in Section 51A-13.306(d), "Use Categories," the building official shall consider the following criteria:

…

(viii) Types of vehicles and their expected parking activity ~~requirements~~.

DIVISION 51A-13.400. Parking Regulations.

SEC. 51A-13.402. REQUIRED PARKING.

(a) Spaces Required. No off-street parking spaces are required in RTN, WMU, or WR districts.

(b) In WMU and WR districts, a site plan must be submitted and approved in accordance with the requirements of Section 51A-4.803 prior to the issuance of a permit for work in this district when the proposed work reaches a TDMP threshold set in 4.804(c) Table 1.

(c) No compact parking is permitted on surface parking lots. A maximum of 20 percent of the required parking in a structure may be compact parking.

(d) Except as otherwise provided, the residential parking design standards of Division 51A-4.300 apply in the RTN district.

~~(1) RTN District Required Spaces.~~

~~(A) Except as otherwise provided, the residential parking design standards of Division 51A-4.300 and the number of required off-street parking spaces in Division 51A-4.200 apply in the RTN district.~~

~~(B) No compact parking is permitted on surface parking lots. A maximum of 20 percent of the required parking in a structure may be compact parking.~~

(C) No parking reductions are permitted in the RTN district.

(2) WMU and WR District Required Spaces.

The following spaces are required in the WMU or WR districts.

Required Parking in WMU and WR Districts

Use Category	Number of Spaces Required	
	Use Category	Number of Spaces Required
Residential	Household living	1.50 per single-family living unit 1.15 per one-bedroom or smaller multifamily living unit 1.65 per two-bedroom multifamily living unit 2.00 per three-bedroom or larger multifamily living unit 0.70 per retirement housing living unit
	Group living	0.25 per bed PLUS 1 per 200 SF office, minimum 4
Civic	Community service	1 per 200 SF
	Day care	1 per 500 SF
	Educational	1.50 per elementary classroom 3.50 per junior high or middle classroom 9.50 per senior high classroom 1 per 25 SF seats in any other classroom type
	Government service	1 per 200 SF
	Park/open space	None
	Place of worship	1.00 per 4 fixed seats or per 18" length of bench OR 1 per 28.00 SF floor area without seating
	Social service	see Group Living
Office	Medical	1 per 222 SF
	Office, except: Art studio, gallery Financial services, Bank Call center	1 per 333 SF 1 per 500 SF 1 per 222 SF 1 per 167 SF
Retail	Restaurants, except: Bar, private club	1 per 100 SF 1 per 83 SF
	Retail sales	1 per 250 SF
	Vehicle sales	1 per 200 SF sales area
Service and Entertainment	Commercial amusement (inside), except: Dance hall	1 per 200 SF 1 per 25 SF
	Indoor recreation, except: Health club or spa Movie theater Performing arts theater	1 per 150 SF 1 per 143 SF 0.27 per seat 0.40 per seat
	Personal service	1 per 250 SF
Commerce	Overnight lodging	1.25 per room PLUS 1 per 200 SF of meeting room
	Self-service storage	minimum 6

Fabrication	Light manufacturing	1 per 600 SF
	Research & development	1 per 300 SF
	Vehicle service	1 per 500 SF, minimum 5

Note: The parking requirements of Division 51A-4.200 apply to uses not listed in the preceding chart nor deemed to be an equivalent use pursuant to the provisions of Section 51A-13.306, "Uses."

(Am. Ord 31470, passed 2-24-20)

SEC. 51A-13.406. PARKING LOT LIGHTING.

All parking lot lighting must meet the standards of Section 51A-13.601, "Site Lighting."

DIVISION 51A-13.700. Administration.

SEC. 51A-13.703. SITE PLAN REVIEW.

(a) Site Plan Required.

(1) Except as provided in Paragraph (2), all development must receive site plan approval by the building official in accordance with Section 51A-4.803 before issuance of a building permit. A certificate of occupancy will not be issued unless all aspects of the development fully conform to the approved site plan.

(2) A site plan is not required if the permit is only needed for:

(A) restoration of a building that has been damaged or destroyed by fire, explosion, flood, tornado, riot, act of the public enemy, or accident of any kind; or

(B) construction work that does not change the use or increase the existing building height, floor area ratio, or nonpermeable coverage of the lot.

(3) A Transportation Demand Management Plan (TDMP) must be approved in accordance with Section 51A-4.804(c) before issuance of a permit for work if the proposed land uses on the lot collectively reach a TDMP threshold set in Section 51A-4.804(c) Table 1.