

**Parking – Current Parking Regulations**

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**REQUEST:**

Consideration of amending off-street parking and loading requirements including, but not limited to, hotel, restaurant, multifamily, alcoholic beverage establishment, and public and private schools uses in the Dallas Development Code.

**BACKGROUND:**

On September 5, 2029, City Plan Commission (CPC) authorized a public hearing to consider amending Chapters 51 and 51A of the Dallas Development Code, with consideration to be given to amending off-street parking and loading requirements including, but not limited to, hotel, restaurant, multifamily, and alcoholic beverage establishment uses, and transit-oriented development.

The intent of this code amendment is to review the current parking regulations and based on research, best practices, and other cities approach to parking and their requirements, determine the need to amend the City Code and make a recommendation and proposal.

Staff will provide reports on the following in order to build on information, culminating with recommendations and a proposal:

1. Current Parking Regulations
2. Index Cities and Other Cities Research
3. Local and National Parking Studies
4. Feedback from Interested parties, Industry, Developers and communities and neighborhoods.

**RESEARCH/STAFF ANALYSIS:**

This report is a compilation of all current parking and loading requirements, exceptions, reductions, special parking, parking credits, and anything else parking related contained throughout the code.

**Current Parking Regulations**

The City of Dallas parking and loading regulations are generally based on land uses with options for parking reductions and credits provided. Several zoning districts have specific parking requirements incorporated within the district regulations such as Planned Development Districts which often contain parking requirements specific to that district.

Appendix -1 (pages 4-9) contains a chart of the parking and loading requirements for the land uses.

The Development Code also provides options for parking reductions and credits:

1. Parking Special Exceptions
2. Tree Preservation Parking Reduction
3. Administrative Parking Reduction

- 4. Reduction for Providing Bicycle Parking
- 5. Zoning Districts with specific parking regulations contained in that district's regulations

**1. 51A-4.311. PARKING SPECIAL EXCEPTIONS**

- Board of Adjustment (BDA) can grant reduction up to 25% of parking reduction for all uses if they have been able to prove that the special exception would not create a traffic hazard or increase traffic congestion on adjacent or nearby streets along with meeting the other criteria
- For the commercial amusement (inside, except for dance hall) use and the industrial (inside) use, the maximum reduction authorized by this section is 75 % or one space, whichever is greater, minus the number of parking spaces currently not provided due to delta credits.

**2. 51A-4.312. TREE PRESERVATION PARKING REDUCTION.**

- The number of off-street parking spaces required may be reduced by one space for each protected tree (as defined in Article X) retained that would otherwise have to be removed.

**3. 51A-4.313. ADMINISTRATIVE PARKING REDUCTION:**

- The director may grant a reduction in the number of off-street parking spaces for the following specific uses up to the % shown if the reduction would not create a traffic hazard or increase traffic congestion on adjacent or nearby streets.
- Factors the director must consider when determining the parking reduction:
  - The extent to which the parking spaces provided will be assigned, compact, remote, shared, or packed parking.
  - Parking demand and trip generation characteristics for the occupancy for which the reduction is requested.
  - Number of employees
  - Number of company vehicles parked on the site
  - Whether or not the subject property or the surrounding properties are part of a modified delta overlay district.
  - Current and probable future capacities of adjacent and nearby streets based on the city's thoroughfare plan.
  - Availability of alternative transportation modes and availability, access, and distance to public transit and the likelihood of their use.
  - Feasibility of parking mitigation measures and the likelihood of their effectiveness.
  - Impact on adjacent residential uses.
- The maximum reduction authorized by this section for specific uses is:

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

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**4. 51A-4.314. REDUCTIONS FOR PROVIDING BICYCLE PARKING.**

- Required off-street parking may be reduced by one space for every six Class I bicycle parking spaces or for every four Class II bicycle parking spaces; A minimum of 20 off-street parking spaces required in order to receive a parking reduction of one space.
- A parking reduction granted above cannot exceed five percent of the total required off-street parking spaces.

**5. Zoning Districts with specific parking requirements contained in that district's regulations**

- Parking District [(A)]: A parking district creation has to go through the zoning amendment process providing: dimension, bearing, location, method of ingress and egress, and other regulations as specified in Section. 51(A)-4.124.
- Off-Street Parking in Central Business District: The regulations related to the off-street parking and commercial parking lots is specified in Section 51A-4.306.
- Handicap Parking Regulations: Handicapped parking must be provided and maintained in compliance with all Federal and State laws and regulations.
- Off street stacking: The purpose of stacking space requirements is to promote public safety by reducing on-site and off-site traffic congestion. A stacking space may be located anywhere on the building site provided that it can effectively function in a manner consistent with its purpose. Sections 51A-4.304 provides the regulation related to this.
- Mechanized parking: provides alternatives to the standard parking and loading regulations in Division 51A-4.300 to allow parking within a structure when an approved mechanical system is used to park and retrieve vehicles
- Remote parking: Remote parking allows an exception to the requirement that all off-street parking be provided on the lot occupied by the main use as per the regulations listed under Sections 51A-4.322.
- Shared parking: Shared parking allows an exception to the requirement that no off-street parking space for one use be included in the calculation of the parking required for any other use as per the regulations listed under Section 51A-4.322
- Packed parking: 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, as per the regulations listed under Sections 51A-4.322.
- Parking Management Overlay District: Section 51A-13.410, Parking Management Overlay (-PM), for the regulations governing the parking management overlay.
- Article XIII-Form Districts Parking: Off-street parking regulation related to the uses and Mixed Use district are listed under the Section 51A-13.402 (Appendix-4, pages 35-44).

## APPENDIX-1 : Parking and Loading Regulations by Use

SEC.	USE	PARKING REQ.	Off-street loading
<b>4.201 AGRICULTURAL USES</b>			
1	Animal Production	2 spaces	None
2	Commercial Stable	1 per 2 stalls	None
3	Crop production	none	None
4	Private stable	none	None
<b>4.202 COMMERCIAL AND BUSINESS SERVICE USES</b>			
1	Building repair and maintenance shop	1/300sqf	0/10000 sqf - none; 10,000 - 50,000 sqf - 1 space; 50,000 - 100,000 sqf - 2; Each additional 100,000 or fraction thereof - 1 add
2	Bus or rail transit vehicle maintenance or storage facility	1/500sqf	0/10000 sqf; 10,000 - 50,000 sqf - 1 space; 50,000 - 100,000 sqf - 2; each add 100,000 - 1 add
3	Catering service	1/200sqf	0-50000 sqf- 1 space per ; 50,000 - 100,000 sqf - 1 add; each 100,000 or fraction thereof - 1 add there after
4	Commercial cleaning or laundry plant	1/300sqf	0-50000 sqf- 1 space per ; 50,000 - 100,000 sqf - 2; each 100,000 or fraction thereof - 1 add there after
5	Custom business services	1/300sqf	0-10,000 sqf- 0 space; 10,000-50,000 sqf- 1 space per ; 50,000 - 100,000 sqf - 2; each 100,000 or fraction thereof - 1 add there after
6	Custom woodworking, furniture construction or repair	1/500sqf	0-10,000 sqf- 0 space; 10,000-50,000 sqf- 1 space per ; 50,000 - 100,000 sqf - 2; each 100,000 or fraction thereof - 1 add there after
7	Electronics service center	1/300sqf	0-10,000 sqf- 0 space; 10,000-50,000 sqf- 1 space per ; 50,000 - 100,000 sqf - 2; each 100,000 or fraction thereof - 1 add there after
8	Job or lithographic printing	1/600sqf	0-50,000 sqf- 1 space per ; 50,000 - 100,000 sqf - 2; each 100,000 or fraction thereof - 1 add there after
8.1	Labor Hall	1/500sqf	0-50,000 sqf- 0 space per ; 50,000 - 150,000 sqf - 1; each 100,000 or fraction thereof - 1 add there after
9	Machine or welding shop	1/500sqf	0-10,000 sqf- 0 space; 10,000-50,000 sqf- 1 space per ; 50,000 - 100,000 sqf - 2; each 100,000 or fraction thereof - 1 add there after
10	Machinery, heavy equipment, or truck sales and services	1/1,000sqf (sales)	0-10,000 sqf- 0 space; 10,000-50,000 sqf- 1 space per ; 50,000 - 100,000 sqf - 2; each 100,000 or fraction thereof - 1 add there after
11	Medical or scientific laboratory	1/300sqf	0-10,000 sqf- 0 space; 10,000-50,000 sqf- 1 space per ; 50,000 - 100,000 sqf - 2; each 100,000 or fraction thereof - 1 add there after
12	Technical school	1/25sqf (classroom)	0-10,000 sqf- 0 space; 10,000-50,000 sqf- 1 space per ; 50,000 - 100,000 sqf - 2; each 100,000 or fraction thereof - 1 add there after
13	Tool or equipment rental	1/200sqf	0-50,000 sqf- 1 space per ; 50,000 - 100,000 sqf - 2; each 100,000 or fraction thereof - 1 add there after
14	Vehicle or engine repair or maintenance. Body Shop	1/500sqf (not less than 5)	0-50,000 sqf- 1 space per ; 50,000 - 100,000 sqf - 2; each 100,000 or fraction thereof - 1 add there after
<b>4.203 INDUSTRIAL USES</b>			
0	Alcoholic beverage manufacturing	1/600sqft; 1/100sqf per storage; 1/100 sqft per retail sales and seating	10,000-50,000 sqf- 1 space per ; 50,000 - 100,000 sqf - 2; each 100,000 or fraction thereof - 1 add there after
1	Industrial (inside)	1/600sqf	0-50,000 sqf- 1 space per ; 50,000 - 100,000 sqf - 2; each 100,000 or fraction thereof - 1 add there after
1A	Industrial (inside) potentially incompatible	1/500sqf	0-50,000 sqf- 1 space per ; 50,000 - 100,000 sqf - 2; each 100,000 or fraction thereof - 1 add there after
1.1	Industrial (inside) for light manufacturing	1/600sqf	0-50,000 sqf- 1 space per ; 50,000 - 100,000 sqf - 2; each 100,000 or fraction thereof - 1 add there after
2	Industrial (outside)	1/600sqf + 1/600sqf (outside mf area)	0-50,000 sqf- 1 space per ; 50,000 - 100,000 sqf - 2; each 100,000 or fraction thereof - 1 add there after
2A	Industrial (outside) not potentially incompatible	1/600sqf + 1/600sqf (outside mf area)	0-50,000 sqf- 1 space per ; 50,000 - 100,000 sqf - 2; each 100,000 or fraction thereof - 1 add there after
2.A	Industrial (outside) potentially incompatible	1/500sqf	0-50,000 sqf- 1 space per ; 50,000 - 100,000 sqf - 2; each 100,000 or fraction thereof - 1 add there after
2.1	Medical/infectious waste incinerator	1/1,000sqf	0-50,000 sqf- 1 space per ; 50,000 - 100,000 sqf - 2; each 100,000 or fraction thereof - 1 add there after
3	Metal salvage facility	min. 5 spaces or by SUP	0-50,000 sqf- 1 space per ; 50,000 - 100,000 sqf - 2; each 100,000 or fraction thereof - 1 add there after
3.1	Mining	none	0-50,000 sqf- 1 space per ; 50,000 - 100,000 sqf - 2; each 100,000 or fraction thereof - 1 add there after
3.2	Gas drilling and production	none	0-50,000 sqf- 1 space per ; 50,000 - 100,000 sqf - 2; each 100,000 or fraction thereof - 1 add there after

SEC.	USE	PARKING REQ.	Off-street loading
3.3	Gas pipeline compressor station	5 spaces	none
4	Municipal waste incinerator	1/1,000sqf	0-50,000 sqf- 1 space per ; 50,000 - 100,000 sqf - 2; each 100,000 or fraction thereof - 1 add there after
4.1	Organic compost Recycling facility	1/500sqf	None
5	Outside salvage or reclamation	min. 5 spaces or by SUP	0-50,000 sqf- 1 space per ; 50,000 - 100,000 sqf - 2; each 100,000 or fraction thereof - 1 add there after
5.1	Pathological waste incinerator	1/1,000sqf	0-50,000 sqf- 1 space per ; 50,000 - 100,000 sqf - 2; each 100,000 or fraction thereof - 1 add there after
6	Temporary concrete or asphalt batching plant	min. 2 spaces-See Ch.51A	none
<b>4.204</b>	<b>INSTITUTIONAL &amp; COMMUNITY SERVICES USES</b>		
1	Adult day care facility	1/500sqf	0-10,000 sqf- none; 10,000- 60,000 sqf - 1; each add 60,000 or fraction thereof - 1 add there after
2	Cemetery or mausoleum	2 spaces	none
3	Child care facility	1/500sqf or by SUP	0-10,000 sqf- none; 10,000- 60,000 sqf - 1; each add 60,000 or fraction thereof - 1 add there after
4	Church	See Chapter 51A	none
5	College, university or seminary	1/25sqf (classroom)	0-50,000 sqf- none; 50,000- 150,000 sqf - 1; each add 100,000 or fraction thereof - 1 add there after
7	Community service center	1/200sqf	none
8	Convalescent and nursing homes, hospice care, and related institutions	0.3 per each bed	one space
9	Convent or monastery	1 per each 3 residents; a min of 2 spaces req.	none
11	Foster Home	2 spaces	none
13	Halfway house	determined by the SUP- see Chapter 51	determined by the SUP
14	Hospital	1 per each patient bed	0-10,000 sqf- none; 10,000- 50,000 sqf - 1; 50,000 - 100,000 sqf -2; each add 100,000 or fraction thereof - 1 add there after
16	Library, art gallery or museum	Library 1/500sqf; Art gallery or museum 1/600 sqt	0-50,000 sqf- none; 50,000- 150,000 sqf - 1; each add 100,000 or fraction thereof - 1 add there after
17	Public or private school	1.5/kinder/elem. classroom; 3.5/junior high/middle classroom; 9.5/senior high classroom or by SUP	0-50,000 sqf- none; 50,000- 150,000 sqf - 1; each add 100,000 or fraction thereof - 1 add there after
<b>4.205</b>	<b>LODGING USES</b>		
1	Hotel or motel	1 per each unit (1-250) ; 0.75 per each unit (251-500) ; 0.5 per all units above 500; 1/200sqf of meeting rooms	0-10,000 sqf- none; 10,000- 50,000 sqf - 1; 50,000 - 100,000 sqf -2; each add 100,000 or fraction thereof - 1 add there after
1.1	Extended stay hotel or motel	1/each unit (1-250) ; 0.75/each unit (251-500) ; 0.5/all units above 500; 1/200sqf of area other than quest rooms	0-10,000 sqf- none; 10,000- 50,000 sqf - 1; 50,000 - 100,000 sqf -2; each add 100,000 or fraction thereof - 1 add there after
2	Lodging or boarding house	1/each guest room	0-10,000 sqf- none; 10,000- 50,000 sqf - 1; 50,000 - 100,000 sqf -2; each add 100,000 or fraction thereof - 1 add there after
2.1	Overnight general purpose shelter	0.0025/bed + 1/200sqf of office or program service area	0-50,000 sqf- none; 50,000- 150,000 sqf - 1; each add 100,000 or fraction thereof - 1 add there after
<b>4.206</b>	<b>MISCELLANEOUS USES</b>		
1	Attached non-premise sign	none	none
2	Carnival or circus (temporary)	25 spaces per acre	one space
3	Detached non-premise sign	none	none
4	Hazardous waste management facility	1/1,000sqf	0-50,000 sqf- none; 50,000- 100,000 sqf - 1; each add 100,000 or fraction thereof - 1 add there after
5	Placement of fill material	none	none
6	Temporary construction/sales office	none	none
<b>4.207</b>	<b>OFFICE USE</b>		

SEC.	USE	PARKING REQ.	Off-street loading
1	Alternative financial establishment	1/333sqf	0-50,000 sqf- none; 50,000- 150,000 sqf - 1; each add 100,000 or fraction thereof - 1 add there after
2	Financial institution without drive-in window	1/333sqf	0-50,000 sqf- none; 50,000- 150,000 sqf - 1; each add 100,000 or fraction thereof - 1 add there after
3	Financial institution with drive-in window	1/333sqf	0-50,000 sqf- none; 50,000- 150,000 sqf - 1; each add 100,000 or fraction thereof - 1 add there after
4	Medical clinic or ambulatory surgical center	1/200sqf	0-50,000 sqf- none; 50,000- 150,000 sqf - 1; each add 100,000 or fraction thereof - 1 add there after
5	Office	1/333sqf	0-50,000 sqf- none; 50,000- 150,000 sqf - 1; each add 100,000 or fraction thereof - 1 add there after
<b>4.208 RECREATION USES</b>			
1	Country club with private membership	By SUP (or) 3/each game court; 1/additional 150sqf & 5/golf court green	none
2	Private recreation center, club or area	By SUP (or) 3/each game court & 1/additional 150sqf	none
3	Public park, playground or golf course	none	none
<b>4.209 RESIDENTIAL USES</b>			
1	College dormitory, fraternity or sorority house	1/each sleeping room	one space
2	Duplex	2/dwelling unit	none
3	Group residential facility	0.25/bed + 1/200sqf (office area); min 4 spaces or by SUP	none
3.1	Handicapped group dwelling unit	see Chapter 51	none
4	Manufactured home park, manufactured home subdivision, or campground	1.5/each transient stand (mf home park or campground); 1.5/lot (mf subdivision)	none
5	Multifamily	1/bedroom min 1space per du	none
5.1	Residential Hotel	0.5/guest room	none
5.2	Retirement housing	1/dwelling unit or suite	0-50,000 sqf- none; 50,000- 100,000 sqf - 1; 100,000 -300,000 - 2; each add 200,000 or fraction thereof - 1 add there after
6	Single Family	1 space (R-7.5A; R-5A & TH); 2 spaces (all other districts)	none
<b>4.209 RETAIL &amp; PERSONAL SERVICE USES</b>			
1	Ambulance service	1/300sqf + 1/500sqf (site area)	0-10,000 sqf- none; 10,000- 60,000 sqf - 1; each add 60,000 or fraction thereof - 1 add there after
2	Animal Shelter or clinic	1/300 sqf	0-10,000 sqf- none; 10,000- 60,000 sqf - 1; each add 60,000 or fraction thereof - 1 add there after
3	Auto Service Center	1/500sqf (min of 4)	0-60,000 sqf - 1; each add 60,000 or fraction thereof - 1 add
4	Alcoholic Beverage Establishment	except otherwise provided, 1/100sqf; 1/500 sqf for manuf. Of alcoholic bev as a acc use.	0-5,000 sqf- none; 5,000- 25,000 sqf - 1; 25,000 -50,000 - 2; each add 50,000 or fraction thereof - 1 add there after
4.1	Bar, lounge, or tavern and private club-bar	except otherwise provided, 1/600sqf; 1/1000 sqf for storage; 1/100 sqf for retail sale and seating	0-5,000 sqf- none; 5,000- 25,000 sqf - 1; 25,000 -50,000 - 2; each add 50,000 or fraction thereof - 1 add there after
5	Business school	1/25sqf (classroom)	0-50,000 sqf- none; 50,000- 150,000 sqf - 1; each add 100,000 or fraction thereof - 1 add there after
6	Car wash	for single unit -none; tunnel-type -3 spaces; add Chapter 51	0-10,000 sqf- none; 10,000- 60,000 sqf - 1; each add 60,000 or fraction thereof - 1 add there after
7	Commercial amusement (inside)		
	Bingo Parlor	1/50sqf	
	Bowling alley	6 spaces per lane	0-10,000 sqf- none; 10,000- 60,000 sqf - 1; each add 60,000 or fraction thereof - 1 add there after

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	Children's amusement center	1/200sqf	0-10,000 sqf- none; 10,000- 60,000 sqf - 1; each add 60,000 or fraction thereof - 1 add there after
	Dance hall	1/25sqf and	0-10,000 sqf- none; 10,000- 60,000 sqf - 1; each add 60,000 or fraction thereof - 1 add there after
	motor track	1/1000sqf restricted track & 1/200sqf floor area	0-10,000 sqf- none; 10,000- 60,000 sqf - 1; each add 60,000 or fraction thereof - 1 add there after
	skating rink	1/200sqf	0-10,000 sqf- none; 10,000- 60,000 sqf - 1; each add 60,000 or fraction thereof - 1 add there after
	other uses	by SUP (or) 1/100 sqf	0-10,000 sqf- none; 10,000- 60,000 sqf - 1; each add 60,000 or fraction thereof - 1 add there after
8	Commercial amusement (outside)	By SUP (or) 1/200sqf + 1/400sqf (site area)	0-10,000 sqf- none; 10,000- 60,000 sqf - 1; each add 60,000 or fraction thereof - 1 add there after
8.1	Commercial motor vehicle parking	none	None
9	Commercial parking lot or garage	none, if in CBD- see chapter 51A	none
9.1	Convenience store with drive-through	1/200sqf	1space
10	Drive-in theater	6 spaces	none
11	Dry cleaning or laundry store	1/200sqf	1space
12	Furniture Store	1/500sqf; 1/1000sqf for storage/warehouse not for public	0- 60,000 sqf - 1; each add 60,000 or fraction thereof - 1 add there after
13	General merchandise or food store < 3,500sqf	1/200sqf	1space
14	General merchandise or food store >3500 but < 10,000	1/200sqf	0- 60,000 sqf - 1; each add 60,000 or fraction thereof - 1 add there after
14.1	General merchandise or food store > 10,000	1/300sqf	10,000- 150,000 sqf - 3; each add 50,000 or fraction thereof - 1 add there after
15	Home improvement center, lumber, brick or building materials sales yard	1/275sqf (retail area) + 1/1,000sqf (site area)	0-10,000 sqf- none; 10,000- 50,000 sqf - 1; 50,000 -100,000 - 2; each add 100,000 or fraction thereof - 1 add there after
16	Household equipment and appliance repair	1/200sqf	0-10,000 sqf- none; 10,000- 60,000 sqf - 1; each add 60,000 or fraction thereof - 1 add there after
16.1	Liquefied natural gas fueling station	None	sufficient space must be allowed for unloading
17	Liquor store	1/200sqf	0- 60,000 sqf - 1; each add 100,000 or fraction thereof - 1 add there after
18	Mortuary, funeral home, or commercial wedding chapel	1/300 sqf other than chapel; + 1/2 seats in chapel	0-10,000 sqf- none; 10,000- 60,000 sqf - 1; each add 60,000 or fraction thereof - 1 add there after
19	Motor vehicle fuelling station	2 spaces	sufficient space must be allowed for unloading
20	Nursery, garden shop, or plant sales	1/500sqf + 1/2,000sqf (outside sales & display area)	0- 60,000 sqf - 1; each add 60,000 or fraction thereof - 1 add there after
21	Outside sales	1/200sqf (sales area)	none
	Paraphernalia Shop	1/200sqf (sales area)	1space
22	Pawn shop	1/200sqf	0-10,000 sqf- none; 10,000- 60,000 sqf - 1; each add 60,000 or fraction thereof - 1 add there after
23	Personal service use	1/200sqf	0-10,000 sqf- none; 10,000- 60,000 sqf - 1; each add 60,000 or fraction thereof - 1 add there after
24	Restaurant without drive-in or drive-through service	1/100sqf (main use) ; 1/200 (limited or accessory use); 1/500sqf (manufacture of alcoholic bev.)	0-5,000 sqf- none; 5,000- 25,000 sqf - 1; 25,000 -50,000 - 2; each add 50,000 or fraction thereof - 1 add there after
25	Restaurant with drive-in or drive-through service	1/100sqf (min 4 spaces); 1/500sqf (manufacture of alcoholic bev.)	0-5,000 sqf- none; 5,000- 25,000 sqf - 1; 25,000 -50,000 - 2; each add 50,000 or fraction thereof - 1 add there after
26	Surface parking	none	none
27	Swap or buy shop	1/200sqf	0-10,000 sqf- none; 10,000- 60,000 sqf - 1; each add 60,000 or fraction thereof - 1 add there after
28	Taxidermist	1/600sqf	0-10,000 sqf- none; 10,000- 60,000 sqf - 1; each add 60,000 or fraction thereof - 1 add there after
29	Temporary retail use (Includes Christmas tree lots)	1/500sqf (site plan)	1space
30	Theater	1 per 28sf of seating area	0-10,000 sqf- none; 10,000- 60,000 sqf - 1; each add 60,000 or fraction thereof - 1 add there after
30.1	Truck stop	2 spaces	sufficient space must be allowed for unloading

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31	Vehicle display, sales and services	1/500sqf (floor & site area)	0-10,000 sqf- none; 10,000- 60,000 sqf - 1; each add 60,000 or fraction thereof - 1 add there after
<b>4.211 TRANSPORTATION USES</b>			
1	Airport or landing field	1/200sqf (terminal building)	0-10,000 sqf- none; 10,000- 60,000 sqf - 1; each add 60,000 or fraction thereof - 1 add there after
2	Commercial bus station and terminal	1/200sqf + 1/5seats of manufacturer's seating capacity -max. 5 vehicles on side during anytime one hr time period	none
3	Heliport	1/600sqf (site area) min 4 spaces	none
4	Helistop	2 spaces	none
5	Private street or alley	none	See. Sec 51A-303
6	Railroad passanger station	1/200sqf (terminal building)	For 0-50,000 sqf- none; 50,000- 150,000 sqf - 1; each add 100,000 or fraction thereof - 1 add there after
7	Railroad yard, roundhouse or shops	1/500sqf (roundhouse & shops)	none
8	STOL (Short takeoff or landing) port	1/200sqf (terminal building) Min. 5 spaces	none
9	Transit passenger shelter	none	none
10	Transit passanger station or transfer center	none (In central area districts) other districts by SUP/CC resolution	none
<b>4.212 UTILITY AND PUBLIC SERVICE USES</b>			
1	Commercial radio or tv transmitting station	1/1,000sqf	none
2	Electrical generating plant	1/1,000sqf	0-10,000 sqf- none; 10,000- 50,000 sqf - 1; 50,000- 100,000- 2; each add 100,000 or fraction thereof - 1 add there after
3	Electrical substation	2 spaces	none
4	Local utilities		
	Utility Services	none	
	Communications exchange facility	1/5000sqf; if the floor area used for office -then 1/333sqf	0 - 50,000 sqf - none; 50,000- 150,000- 1; each add 100,000 or fraction thereof - 1 add there after
5	Police or fire station	1/150sqf (police); 5 spaces + 1/bed (fire station)	1space
6	Post office	1/200sqf	0-10,000 sqf- none; 10,000- 50,000 sqf - 1; 50,000- 100,000- 2; each add 100,000 or fraction thereof - 1 add there after
7	Radio, tv or microwave tower	2 spaces	none
8	Refuse transfer station	1/1,00sqf (site area)	none
9	Sanitary landfill	none	none
10	Sewage treatment plant	1/1,000,000 gallons of capacity	none
10.1	Tower/antenna for cellular communications	1/if tonwer/antenna has an auxiliary build >120 sqf	none
11	Utility or government installation other than listed	See Chapter 51	none
12	Water treatment plant	2 spaces	none
<b>4.213 WHOLESALE, DISTRIBUTION &amp; STORAGE USES</b>			
1	Auto auction	1/500sqf (site area)	0-10,000 sqf- none; 10,000- 60,000 sqf - 1; each add 60,000 or fraction thereof - 1 add there after
2	Building mover's temporary storage yard	none	none
3	Contractor's maintenance yard	1/2,000sqf (site area) (min. 4 spaces)	none
4	Freight terminal	1/1,000sqf	0-10,000 sqf- none; 10,000- 50,000 sqf - 1; 50,000- 100,000- 2; each add 100,000 or fraction thereof - 1 add there after
5	Livestock auction pens or sheds	1/28sqf (seating area) + 1/600sqf (sales area)	0-10,000 sqf- none; 10,000- 50,000 sqf - 1; 50,000- 100,000- 2; each add 100,000 or fraction thereof - 1 add there after
6	Manufactured building sales lot	1/200sqf (office area); min 4 spaces	0-10,000 sqf- none; 10,000- 60,000 sqf - 1; each add 60,000 or fraction thereof - 1 add there after



SEC.	USE	PARKING REQ.	Off-street loading
7	Mini-warehouse	<i>min of 6 spaces</i>	0-10,000 sqf- none; 10,000- 50,000 sqf - 1; 50,000- 100,000- 2; each add 100,000 or fraction thereof - 1 add there after
8	Office showroom/warehouse		
	office	1/333sqf office	0-10,000 sqf- none; 10,000- 50,000 sqf - 1; 50,000- 100,000- 2; each add 100,000 or fraction thereof - 1 add there after
	showroom/warehouse	1/1000sqf first 20,000sqffloor area, then 1/4000sqf in excess of 20,000sqf	0-10,000 sqf- none; 10,000- 50,000 sqf - 1; 50,000- 100,000- 2; each add 100,000 or fraction thereof - 1 add there after
9	Outside storage	<i>1/5,000sqf (site area) (max. 5 paces, min. 1 space)</i>	0-10,000 sqf- none; 10,000- 50,000 sqf - 1; 50,000- 100,000- 2; each add 100,000 or fraction thereof - 1 add there after
10	Petroleum product storage and wholesale	1/2,000sqf (site area) (min. 4 spaces)	0-10,000 sqf- none; 10,000- 50,000 sqf - 1; 50,000- 100,000- 2; each add 100,000 or fraction thereof - 1 add there after
11	Recycling buy-back center	1/500sqf	none
11.1	Recycling collection center	1 space min. (1 additional space req. if operated by an attendant)	none
11.2	Recycling drop-off container	none	none
11.3	Recycling drop-off for special occasion collection	none	none
12	Sand, gravel, or earth sales and storage	1/2,000sqf (site area) (min. 4 spaces)	0-10,000 sqf- none; 10,000- 50,000 sqf - 1; 50,000- 100,000- 2; each add 100,000 or fraction thereof - 1 add there after
13	Trade center	1/700sqf see Chapter 51 for add regulations	0-10,000 sqf- none; 10,000- 50,000 sqf - 1; 50,000- 100,000- 2; each add 100,000 or fraction thereof - 1 add there after
14	Vehicle storage lot	none	none
15	Warehouse	1/1,000sqf (up to 20,000sqf); 1/4,000sqf (over 20,000)	0-10,000 sqf- none; 10,000- 50,000 sqf - 1; 50,000- 100,000- 2; each add 100,000 or fraction thereof - 1 add there after
<b>4.217 ACCESSORY USES</b>			
1	Accessory community center (private)	1/100sqf	
1.1	Accessory electric vehicle charging station	none	
2	Accessory game court (private)	3/each game court	
3	Accessory helistop	none	
3.1	Accessory medical/infectious waste incinerator	none	
4	Accessory outside display of merchandise	none	
5	Accessory outside sales	none (first 1,000sqf of sales area) 1/500sqf (additional sales area)	
6	Accessory outside storage	none	
6.1	Accessory pathological waste incinerator	none	
7	Amateur communication tower	none	
7.1	Day home	none	
7.2	General waste incinerator	none	
8	Home occupation	none	
9	Occasional sales (garage sales)	none	
10	Private stable	none	
11	Swimming pool (private)	none	
12	Pedestrian skybridges	none	

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**APPENDIX-2 : Off Street Parking Regulations**

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**SEC. 51A-4.301. OFF-STREET PARKING REGULATIONS.****(a) General provisions.**

- (1) Off-street parking is an accessory use and is subject to Section 51A-4.217(a).
- (2) In any district 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.
- (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.

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(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

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(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.

(1) Each off-street parking space must be provided in accordance with the following dimensional standards:

(A) A parking space parallel with the access lane must be 22 feet long and 8 feet wide. A one-way access lane must be at least 10 feet wide; a two-way access lane must be at least 20 feet wide.

(B) All other parking spaces must be provided in accordance with this section and the chart entitled “Parking Bay Widths” on page 271.

(C) The following restrictions apply to the use of 7.5 foot stalls to satisfy off-street parking requirements:

- (i) 7.5-foot wide stalls must be double-striped and identified by pavement markings which indicate that the stalls are for small car parking.
  - (ii) 7.5-foot wide stalls may constitute no more than 35 percent of the required parking spaces for any use.
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(2) For a use other than a single family, duplex, or vehicle storage lot use, each off-street parking space must be clearly and permanently identified by stripes, buttons, tiles, curbs, barriers, or another method approved by the building official.

(3) For a single family or duplex use, the surface of a parking space, maneuvering area for parking, or driveway must consist of an all-weather and drainable material which is approved by the building official, or a material specified in Subsection (d)(4).

(3.1) For a vehicle storage lot use, the surface of a parking space, maneuvering area for parking, or driveway must consist of an all weather material which allows delivery and release of vehicles in all weather conditions as approved by the director, unless paving surface requirements reasonably consistent with this paragraph and Subsection (d)(4) are provided in an ordinance granting or amending a specific use permit or a planned development district.

(4) For a use other than a single family, duplex, or vehicle storage lot use, the surface of an enclosed or unenclosed parking space, maneuvering area for parking, or a driveway which connects to a street or alley must be on a compacted sub-grade, and must consist of:

(A) concrete paving;

(B) hot mix asphalt paving which consists of a binder and surface course; or

(C) a material which has equivalent characteristics of Subsections (d)(4)(A) or (d)(4)(B) and has the approval of the building official.

(5) A person commits an offense if he stops, stands, parks, or maneuvers a motor vehicle on a lot, unless the vehicle is on a surface as required in Subsections (d)(3) and (d)(4). The registered owner of an unattended or unoccupied vehicle is presumed to be the person who illegally parked the motor vehicle. The records of the State Highway Department or the County Highway License Department showing the name of the person to whom the state highway license was issued is prima facie evidence of ownership by the named individual.

(5.1) A person commits an offense if he owns, occupies, or is in control of property on which a motor vehicle is maneuvered, stopped, stood, or parked, unless the vehicle is maneuvered, stopped, stood, or parked on a surface as required in Subsections (d)(3) and (d)(4).

(6) The owner of off-street parking for a use other than single family or duplex use shall:

(A) keep the maneuvering area and parking surface free of potholes;

(B) maintain wheelguards and barriers; and

(C) maintain non-permanent parking space markings such as paint, so that clear identification of each parking space is apparent.

(7) 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 6 inches in height or other barriers approved by the building official. The wheel guard or barrier must be at least three feet from the screening and must be placed so that:

(A) no part of the automobile extends into the public sidewalk or adjoining property; and

(B) no part of the automobile contacts screening.

(8) All off-street parking spaces and areas must comply with the guidelines established in the Off-Street Parking Handbook. The director shall keep a true and correct copy of the Off-Street Parking Handbook on file in his office for public inspection and/or copying upon request.

PARKING BAY WIDTHS

PARKING ANGLE	7.5' STALL						8.5' STALL						9.0' STALL						10.0' STALL					
	AISLE		ONE ROW		TWO ROWS		AISLE		ONE ROW		TWO ROWS		AISLE		ONE ROW		TWO ROWS		AISLE		ONE ROW		TWO ROWS	
	ONE WAY	TWO WAY	ONE WAY	TWO WAY	ONE WAY	TWO WAY	ONE WAY	TWO WAY	ONE WAY	TWO WAY	ONE WAY	TWO WAY	ONE WAY	TWO WAY	ONE WAY	TWO WAY	ONE WAY	TWO WAY	ONE WAY	TWO WAY	ONE WAY	TWO WAY	ONE WAY	TWO WAY
30	12'0"	18'0"	26'5"	32'5"	41'0"	47'0"	11'1"	20'0"	27'5"	34'4"	43'9"	52'8"	10'7"	20'0"	27'5"	34'8"	43'6"	52'6"	9'3"	20'0"	27'0"	34'7"	43'4"	52'5"
40	12'0"	18'0"	28'0"	34'0"	44'0"	50'4"	10'0"	20'0"	29'5"	38'1"	47'6"	56'2"	11'0"	20'0"	29'5"	38'1"	47'9"	56'9"	9'3"	20'0"	28'5"	37'2"	46'7"	55'8"
50	12'0"	18'0"	29'1"	35'1"	45'2"	51'7"	10'0"	20'0"	30'3"	39'3"	48'8"	57'6"	11'4"	20'0"	30'1"	39'9"	48'9"	57'9"	9'9"	20'0"	30'1"	39'2"	48'3"	57'4"
60	14'0"	18'0"	36'6"	42'6"	53'2"	59'2"	10'0"	20'0"	35'8"	44'8"	54'9"	63'9"	11'4"	20'0"	35'4"	44'0"	53'0"	62'0"	11'4"	20'0"	34'1"	43'0"	52'1"	61'1"
70	15'0"	18'0"	36'6"	45'0"	55'3"	61'3"	10'0"	20'0"	38'8"	48'8"	58'7"	68'9"	11'0"	20'0"	37'0"	47'0"	56'0"	66'0"	11'3"	20'0"	34'0"	43'3"	52'3"	61'6"
80	18'0"	18'0"	39'1"	45'1"	55'2"	61'2"	11'8"	22'8"	34'0"	44'0"	54'2"	64'2"	11'7"	22'0"	33'0"	43'3"	53'6"	63'6"	11'5"	22'0"	33'0"	42'5"	52'5"	62'9"
90	18'0"	18'0"	39'0"	45'0"	55'0"	61'0"	11'0"	22'0"	34'0"	44'0"	54'0"	64'0"	11'0"	22'0"	34'0"	44'0"	54'0"	64'0"	11'0"	22'0"	33'0"	43'0"	53'0"	63'0"

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(e) Lighting provisions for off-street parking.

(1) Commercial parking lot. A commercial parking lot which offers service and collects revenue for use after dark (including attended, self-park, coin-actuated gated lots, and rentals on any basis) must be lighted beginning one-half hour after sunset and continuing throughout the hours of use or until midnight, whichever is earlier. If only a portion of the parking lot is offered for use after dark, only that part must be lighted. However, the portion offered for use must be clearly designated. The lighting of a commercial parking lot must meet the following minimum requirements:

(A) The intensity of lighting on the parking surface must be:

- (i) an average of at least two footcandles, initial measurement, and at least one footcandle on a maintained basis; and
- (ii) a minimum at any point of at least 0.6 footcandle initial, and at least 0.3 footcandle maintained or one-third of the average for the lighted area, whichever is greater.

(B) The light sources must be:

- (i) indirect, diffused, or covered by shielded type fixtures; and
- (ii) installed to reduce glare and the consequent interference with boundary streets.

(C) Fixtures must be attached to buildings or mounted on metal poles at a height of no less than 20 feet above the parking surface.

(D) Strings of lamps or bare bulbs are prohibited.

(E) A commercial parking lot contiguous to or directly across the street or alley from an A, A(A), R, R(A), D, D(A), TH, TH(A), CH, MF, MF(A), MH, or MH(A) district must comply with Subsection (e)(2) instead of this subsection.

(2) Other off-street parking. Off-street parking for a use other than single family, duplex, or the commercial parking lot use that offers service after dark must be lighted beginning one-half hour after sunset and continuing throughout the hours of use or until 10 o'clock p.m., whichever is earlier. If only a portion of a parking area is offered for use after dark, only that part must be lighted. However, the portion offered for use must be clearly designated. The lighting of the off-street parking area must meet the following minimum requirements:

(A) The intensity of light on the parking surface must be:

- (i) an average of at least one footcandle, initial measurement, and at least one-half footcandle on a maintained basis; and
- (ii) a minimum at any point of at least 0.3 footcandle initial, and at least 0.2 footcandle maintained or one-third of the average for the lighted area, whichever is greater.

(B) The intensity of spillover light on neighboring residential lots, measured at a point five feet inside the residential lot line and five feet above the ground surface, may not exceed 0.1 footcandle.

(C) The light sources must:

- (i) be indirect, diffused, or covered by shielded type fixtures;
  - (ii) be installed to reduce glare and the consequent interference with boundary streets; and
  - (iii) not be visible from property that is:
    - (aa) occupied by a residential use; and
    - (bb) located within 600 feet of the light source.
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(D) Fixtures must be attached to buildings or mounted on metal poles. If any portion of a fixture is over 20 feet in height, that portion may not be located above a residential proximity slope. (See Section 51A-4.412.)

(E) Strings of lamps or bare bulbs are prohibited.

(3) Special exception. The board of adjustment may grant a special exception to the height restrictions in this subsection if the board determines, after a public hearing, that the special exception will not adversely affect neighboring property. In determining whether to grant a special exception, the board shall consider the following factors:

(A) Hours of use for the parking area.

(B) Size and configuration of the lot on which the parking area is located.

(C) Distances between the parking area and surrounding uses.

(f) Screening provisions for off-street parking.

(1) The owner of off-street parking must provide screening to separate the parking area from:

(A) a contiguous residential use or vacant lot if either is in an A, A(A), R, R(A), D, D(A), TH, TH(A), CH, MF, MF(A), MH, or MH(A) district and the parking area serves a nonresidential use; or

(B) a contiguous single family or duplex use or a vacant lot if any of these are in an R, R(A), D, D(A), TH, TH(A), or CH district and the parking area serves a multifamily use.

(2) If an alley separates a parking area from another use, the use is considered contiguous to the parking area. If a street separates a parking area from another use, the use is not considered contiguous to the parking area.

(3) Screening for off-street parking required under Subsection (f)(1) must be a brick, stone, or concrete masonry, stucco, concrete, or wood wall or fence that is not less than six feet in height. The wall or fence may not have more than ten square inches of open area for each square foot of surface area, and may not contain any openings or gates for vehicular access. The owner of off-street parking must maintain the screening in compliance with these standards.

(4) The board may not grant a special exception to the height requirements for screening around off-street parking.

(5) In an office district, all off-street surface parking lots, excluding driveways used for ingress or egress, must be screened from the street by using one or more of the following three methods to separately or collectively attain a minimum height of three feet above the parking surface:

(i) Brick, stone, or concrete masonry, stucco, concrete, or wood wall or fence.

(ii) Earthen berm planted with turf grass or ground cover recommended for local area use by the director of parks and recreation. The berm may not have a slope that exceeds one foot of height for each two feet of width.

(iii) Evergreen plant materials recommended for local area use by the building official. The plant materials must be located in a bed that is at least three feet wide with a minimum soil depth of 24 inches. Initial plantings must be capable of obtaining a solid appearance within three years. Plant materials must be placed a maximum of 24 inches on center over the entire length of the bed unless the building official approves an alternative planting density that a landscape authority certifies as being capable of providing a solid appearance within three years.

(6) For purposes of Subsection (f)(5):

(A) the height of screening is measured from the horizontal plane passing through the nearest point of the surface of the parking lot; and



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(B) screening may be placed in a visibility triangle as defined in the visual obstruction regulations in Section 51A-4.602(c) of this chapter. Any screening placed in a visibility triangle must be two and one-half feet in height measured from the top of the adjacent street curb. If there is no adjacent street curb, the measurement is taken from the grade of the portion of the street adjacent to the visibility triangle.

(g) Reserved.

(h) Residential alley access restrictions for nonresidential uses.

(1) The following residential alley access restrictions are established in order to promote safety and protect the public from disturbances that interfere with the quiet enjoyment of residential properties. Between the hours of 10 p.m. and 7 a.m., no person may use a public alley or access easement that abuts or is in an R, R(A), D, D(A), TH, TH(A), or CH district for the purpose of delivering or receiving any goods or services to or from a nonresidential use in a nonresidential district. It is a defense to prosecution under this paragraph that the person is:

(A) a governmental entity;

(B) a communications or utility company, whether publicly or privately owned; or

(C) the operator of an authorized emergency vehicle as defined in Section 541.201 of the Texas Transportation Code.

(2) The board of adjustment may grant a special exception to the alley access restriction in Paragraph (1) if the board finds, based on evidence presented at a public hearing, that strict compliance with the restriction would result in the material and substantial impairment of access to the property as a whole. In determining whether access would be materially and substantially impaired, the board shall consider the following factors:

(A) The extent to which access to the restricted alley between the hours of 10 p.m. and 7 a.m. is essential to the normal operation of the use or uses to which the special exception would apply.

(B) The extent to which the property as a whole has reasonable access to other public streets, alleys, or access easements in addition to the restricted alley.

(C) The extent to which strict compliance with the alley access restriction will necessarily have the effect of substantially reducing the market value of the property.

(3) In granting a special exception under this subsection, the board shall:

(A) specify the use or uses to which the special exception applies; and

(B) establish a termination date for the special exception, which may not be later than five years after the date of the board's decision.

(4) In granting a special exception under this subsection, the board may:

(A) authorize alley access only during certain hours; or

(B) impose any other reasonable condition that would further the purpose and intent of the alley access restriction.

(5) Notwithstanding any of the above, a special exception granted by the board under this subsection for a particular use automatically and immediately terminates if and when that use is changed or discontinued. (Ord. Nos. 19455; 19786; 20361; 20383; 20884; 21200; 21209; 21210; 21290; 21658; 21663; 22053; 22026; 23013; 24843; 25047; 28073; 29128; 30893)

### **SEC. 51A-4.302. PARKING [P(A)] DISTRICT REGULATIONS.**

(a) General provisions.

(1) The parking district must be either contiguous to or perpendicularly across an adjoining street or alley from a main use.

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(2) The owner of a lot in a parking district contiguous to an A, A(A), R, R(A), D, D(A), TH, TH(A), CH, MF, MF(A), MH, or MH(A) district shall provide and maintain a minimum front yard of ten feet.

(b) Procedures for establishing a parking district.

(1) The applicant for a parking district shall comply with the zoning amendment procedure for a change in a zoning district classification.

(2) At the time of applying for a change in zoning district classification, the applicant shall submit a site plan that includes:

- (A) the dimensions, bearings, and street frontage of the property;
- (B) the location of the parking spaces and the use the parking district serves;
- (C) the method of ingress and egress;
- (D) screening, lighting, and landscaping; and
- (E) any other information the director determines necessary for a complete review of the proposed development. (Ord. 19455)

**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.

(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) The first required off-street loading space must 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.

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(7) 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) 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 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) 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.

(c) and (d) Reserved. (Ord. Nos. 19455; 19786; 19807; 25047; 27404)

**SEC. 51A-4.304. OFF-STREET STACKING SPACE REGULATIONS.**

(a) Site plan submission. All required off-street stacking spaces must be shown on a site plan that is approved by the building official and made part of the certificate of occupancy record for the use.

(b) Site plan requisites. A site plan submitted for review under this section must:

(1) show all existing and proposed points of ingress and egress, circulation and maneuvering areas, and off-street parking and loading areas; and

(2) separately tabulate the number of required off-street parking, loading, and stacking spaces in a conspicuous place on the plan for quick and easy reference.

(c) General provisions.

(1) The purpose of stacking space requirements is to promote public safety by reducing on-site and off-site traffic congestion. A stacking space may be located anywhere on the building site provided that it can effectively function in a manner consistent with its purpose.

(2) At a minimum, a stacking space must be 8 feet wide and 18 feet long.

(3) A space at a drive-in or drive-through window, menu board, order station, or service bay may qualify as a stacking space.

(4) An area reserved for stacking spaces may not double as a circulation driveway or maneuvering area.

(d) Off-street stacking special exception.

(1) The board of adjustment may grant a special exception to authorize a reduction in the number of off-street stacking spaces required under this article if the board finds, after a public hearing, that

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the stacking demand generated by the use does not warrant the number of off-street stacking spaces required, and the special exception would not create a traffic hazard or increase traffic congestion on adjacent and nearby streets. The maximum reduction authorized by this subsection is two spaces for each of the first two drive-through windows, if any, or 25 percent of the total number of required spaces, whichever is greater, minus the number of spaces currently not provided due to already existing nonconforming rights.

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

- (A) The stacking demand and trip generation characteristics of all uses for which the special exception is requested.
- (B) The current and probable future capacities of adjacent and nearby streets based on the city's thoroughfare plan.
- (C) The availability of public transit and the likelihood of its use.

(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 stacking spaces required in:

- (A) a planned development district; or
- (B) an ordinance granting or amending a special use permit. (Ord. Nos. 19786; 20272)

#### **SEC. 51A-4.305. HANDICAPPED PARKING REGULATIONS.**

Handicapped parking must be provided and maintained in compliance with all Federal and State laws and regulations. (Ord. Nos. 20493; 27864)

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

(a) Applicability. This section applies to all off-street parking, including commercial parking lots and garages, located in the central business district ("CBD"); however, Subsections (b), (c), and (d) do not apply to commercial parking lots and garages in the CBD. In the event of a conflict between this section and other provisions in this chapter, this section controls. Consult Section 51A-4.124(a) for additional regulations concerning commercial parking lots and garages in the CA-1(A) district.

(b) Lighting.

(1) A lighting district is hereby created for purposes of this subsection. The boundaries of the lighting district are as follows:

BEGINNING at a point being the intersection of the southeast line of Woodall Rodgers Freeway with the west line of North Central Expressway;

THENCE southerly along the west line of North Central Expressway to the centerline of Live Oak Street;

THENCE southwesterly along the centerline of Live Oak Street to the centerline of Pearl Street;

THENCE southeasterly along the centerline of Pearl Street to the centerline of Pearl Expressway;

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THENCE southerly along the centerline of Pearl Expressway to the centerline of Pacific Avenue;  
THENCE westerly along the centerline of Pacific Avenue to the centerline of Harwood Street;  
THENCE southerly along the centerline of Harwood street to the centerline of Jackson Street;  
THENCE westerly along the centerline of Jackson Street to the centerline of Akard Street;  
THENCE southeasterly along the centerline of Akard Street to the centerline of Canton Street;  
THENCE southwesterly along the centerline of Canton Street to the northwest line of East R.L. Thornton Freeway;  
THENCE southwesterly along the northwest line of East R.L. Thornton Freeway to the northeast line of Stemmons Freeway;  
THENCE northwesterly along the northeast line of Stemmons Freeway to the southeast line of Woodall Rodgers Freeway;  
THENCE northeasterly along the southeast line of Woodall Rodgers Freeway to the point of beginning.

(2) A surface parking lot in the lighting district that collects revenue on the premises for after-dark use (including attended, self-park, and coin-activated gated lots) must be lighted after dark until 2 a.m., or until no customer vehicles remain on the parking lot, whichever is earlier. If revenue is collected for after-dark use of only a portion of the parking lot and that portion is clearly designated, only that portion must be lighted. For purposes of this subsection, "dark" means one-half hour after sunset.

(3) No lighting is required for a surface parking lot outside of the lighting district.

(4) No portion of a surface parking lot may be open for use by customer vehicles after dark without lighting unless a sign is prominently displayed at or near the entrance to the facility stating: "THIS FACILITY IS NOT ILLUMINATED DURING HOURS OF DARKNESS." The sign must be posted adjacent to the public street and be easily visible from the street.

(5) A multi-level or underground parking garage must be lighted 24 hours a day except when vehicular ingress and egress is prohibited.

(6) The intensity of required lighting on the parking surface must be:

(A) an average of at least two footcandles, initial measurement, and at least one footcandle on a maintained basis; and

(B) a minimum at any point of at least 0.6 footcandle initial, and at least 0.3 footcandle maintained or one-third of the average for the lighted area, whichever is greater.

(7) Light sources must be indirect, diffused, or shielded-type fixtures, installed to reduce glare and the consequent interference with boundary streets. Bare bulbs or strings of lamps are prohibited.

(8) Fixtures must be attached to buildings or mounted on permanent poles.

(9) Fixtures on surface parking lots must be at least 20 feet above the lot surface. This requirement does not apply to parking garages.

(10) The board may grant a special exception to the lighting requirements of this subsection if the board finds, after a public hearing, that the special exception will not compromise the safety of persons using the parking. In determining whether to grant this special exception, the board shall consider:

(A) the extent to which the parking will be used after dark;

(B) the crime statistics for the area; and

(C) the extent to which adequate lighting may be provided by light sources located on adjacent property.

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(11) The board shall not grant a special exception eliminating lighting requirements for all or a portion of a parking lot or garage without requiring that a sign be posted advising the public of the extent to which there will be no illumination during hours of darkness. The sign must be posted in a conspicuous place and be reasonably calculated to adequately inform those persons who might park in the area that is the subject of the special exception.

(c) Stall width. There is no minimum stall width requirement for non-required off-street parking spaces. Required off-street parking spaces must comply with the dimensional standards contained in Section 51A-4.301.

(d) Parking space identification. Non-required parking spaces need not be identified. Required off-street parking spaces must be clearly and permanently identified by stripes, buttons, tiles, curbs, barriers, or another method approved by the building official.

(e) Wheel guards and barriers. Required off-street parking spaces for nonresidential uses, and 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.

(f) Passenger unloading zone required in certain cases.

(1) If customer vehicles are parked by an attendant or employee of the facility, a passenger unloading zone must be provided as part of the ingress lane to the facility. The passenger unloading zone must be:

- (A) a minimum of 15 feet wide and 36 feet long;
- (B) clearly and permanently identified and labeled as a "no parking" area; and
- (C) located so that it can effectively function to reduce on-site and off-site traffic congestion that would otherwise result from operation of the parking lot or garage.

(2) The following are acceptable means of identifying and labeling a passenger unloading zone:

(A) Painting one of the following on the pavement within the zone:

- (i) The words "NO PARKING" consisting of 12-inch high black letters on a red background.
- (ii) A No Parking symbol sign consisting of the symbol "P" in black, circumscribed in a red circle at least 36 inches in diameter with a red slash. The sign must be painted on a white background with a black border. Illustrations of acceptable No Parking symbol signs may be found in the 1980 Texas Manual on Uniform Traffic Control Devices for Streets and Highways published by the State Department of Highways and Public Transportation.

(B) Painting on the pavement along each of the four sides of the outside perimeter of the zone the words "NO PARKING" consisting of four-inch high black letters on a red background.

(g) Stacking space required in certain cases. No stacking spaces are required when a passenger unloading zone is provided in accordance with Subsection (f). However, if no passenger unloading zone is provided, one stacking space must be provided in accordance with Section 51A-4.304.

(h) Conformance. All nonconforming parking lots and garages within the central business district must fully comply with the provisions of this section before April 1, 1991, or within two years of the date the parking lot or garage became nonconforming as to this section, whichever is later. The board may grant an extension of this time period if it determines, after a public hearing, that strict compliance would result in substantial financial hardship or inequity to the applicant without sufficient corresponding benefit to the city and its citizens in accomplishing the objectives of this section. (Ord. Nos. 20272; 21960)

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**SEC. 51A-4.307. NONCONFORMITY AS TO PARKING OR LOADING REGULATIONS.**

Consult Section 51A-4.704 for regulations concerning nonconformity as to parking and loading. (Ord. 21553)

**Division 51A-4.310. Off-street parking reductions.**

**SEC. 51A-4.311. SPECIAL EXCEPTIONS.**

(a) Special exception: parking demand.

(1) 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 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. (Ord. Nos. 22053; 23614; 25268; 28803)

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

The number of 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 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. 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



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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.

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(b) In determining whether to grant a reduction under Subsection (a), the director shall consider the following factors:

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

(2) The parking demand and trip generation characteristics for the occupancy for which the reduction is requested.

(3) The number of individuals employed on the site of the occupancy for which the reduction is requested.

(4) The number of company vehicles parked on the site of the occupancy for which the reduction is requested.

(5) Whether or not the subject property or the surrounding properties are part of a modified delta overlay district.

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

(7) The availability of alternative transportation modes and availability, access, and distance to public transit and the likelihood of their use.

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

(9) The impact on adjacent residential uses.

(c) In granting a reduction under Subsection (a), the director shall specify the occupancy to which the reduction applies. A reduction granted by the director for a particular occupancy automatically and immediately terminates if and when the certificate of occupancy for the use is revoked or terminated or the existing business stops operating.

(d) In granting a reduction under Subsection (a), the director may:

(1) establish a termination date for the reduction or otherwise provide for the reassessment of conditions after a specified period of time;

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

(3) require that adequate lot area be available to comply with standard parking requirements; or

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

(e) The director may not grant a reduction under Subsection (a) to reduce the number of off-street parking spaces required in an ordinance granting or amending a specific use permit.

(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 51 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.**

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(a) Required off-street parking may be reduced by one space for every six Class I bicycle parking spaces 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 Class II bicycle parking spaces 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 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.

(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.

(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 allows an exception to the requirement that all off-street parking be provided on the lot occupied by the main use. Shared parking allows an exception to the requirement that no off-street parking space for one use be included in the calculation of the parking required for any other use. (Ord. Nos. 19786; 21660)

##### **SEC. 51A-4.323. PROCEDURES FOR SPECIAL PARKING APPROVAL.**

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

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

- (1) The application fee.
- (2) A site plan illustrating the applicable items listed in Subsection (c).
- (3) For packed parking, a statement describing the operational plan, including:
  - (A) the days and hours of operation of the main use;
  - (B) staffing required to park the vehicles; and
  - (C) the location of any parking service stand.

(4) For remote parking:

(A) a map illustrating the walking distance from the special parking to the use providing the parking; 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 generated by the use involved.
- (iii) The percentage of required off-street parking that will be provided as remote parking.
- (iv) The availability and condition of sidewalks.
- (v) The availability and frequency of a local shuttle or transit service.
- (vi) The availability of or proposal for shelters for users of any local shuttle or transit service.

(vii) Any 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.

(5) For shared parking, a study of parking demand and accumulation during all days and hours of operation for all uses sharing parking.

(6) Any other reasonable and pertinent information that the building official determines to be necessary for special parking review.

(c) Site plan requisites.

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

- (A) The number of parking spaces required for each use.
- (B) The location and dimensions of the special parking lot.
- (C) The location and dimensions of all existing and proposed off-street parking and loading areas, parking bays, aisles, and driveways.
- (D) The location and dimensions of any dumpster on the special parking lot.
- (E) The number of cars to be accommodated in each row of parking spaces.
- (F) The location and dimensions of all existing streets and alleys adjacent to the special parking lot and between the special parking lot and the main use.
- (G) The location of all existing easements for street purposes on the special parking lot.
- (H) Existing and proposed provisions for pedestrian circulation in the area of request, including sidewalks, walkways, crosswalks, and pedestrian plazas.

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(I) Existing and proposed median cuts and driveways located within 250 feet of the special parking lot.

(J) The location and the type of any special traffic regulation facilities proposed or required.

(K) A proposed landscape plan, if required elsewhere in this chapter.

(2) For special parking consisting of more than 50 parking spaces, the following additional information must be illustrated on the site plan:

(A) Existing and proposed points of ingress and egress and estimated peak hour turning movements to and from existing and proposed public and private streets and alleys adjacent to the special parking lot.

(B) Average daily traffic counts on streets adjacent to the special parking lot.

(C) Estimated peak hour turning movements at intersections located within 250 feet of the special parking lot. (Ord. Nos. 19786; 21660; 30892)

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

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

(b) General standards.

(1) Special parking 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. Nonresidential uses in residential districts may also use special parking if the special parking 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.

(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 must comply with all codes, ordinances, rules, and regulations of the city.

(5) Special parking 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 standards.

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

(2) Extension of walking distance.

(A) The building official may extend the walking distance for remote parking to no more than 600 feet unless the extension would:

(i) significantly discourage patrons of the use from using the remote parking;

(ii) unreasonably endanger the safety of persons or property; or

(iii) not otherwise be in the public interest.

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(B) A license is required to authorize an extension of walking distance beyond 600 feet. (See Section 51A-4.329.)

(3) Signs required at main use and at parking lot. A sign must be prominently displayed at all entrances of a remote parking lot and at all entrances of a parking lot providing on-site parking for the main use. Each sign must:

- (A) illustrate or describe the location of the remote parking in relation to the main use;
- (B) be constructed of weather resistant material;
- (C) be no less than 30 inches wide and 24 inches long; and
- (D) contain clearly legible letters in a color that contrasts with the background material of the sign.

(e) Shared parking standards. Uses sharing parking 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. (Ord. Nos. 19786; 21660; 25290; 27404)

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

(a) Form of decision. The decision of the building official must take one of three forms:

- (1) Approval, no conditions.
- (2) Approval, subject to conditions noted.
- (3) Denial.

(b) Statement of reasons. If the building official denies an application for special parking, 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 under Section 51A-4.324(a), the building official may approve the special parking 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 subject to conditions noted, he shall state in writing the specific requirements to be met before the special parking 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 with no conditions. (Ord. Nos. 19786; 21660)

**SEC. 51A-4.326. NOTICE.**

The building official shall give written notice to the applicant of the decision regarding the application for special parking. 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-4.327. APPEALS.**

(a) An appeal from a decision of the building official under Section 51A-4.325 may be made to the board of adjustment.

(b) In considering the appeal, the sole issue before the board of adjustment shall be whether or not the building official erred in making the decision and, in this connection, the board shall consider the same standards that were required to be considered by the building official in making the decision. (Ord. Nos. 19786; 21660)

**SEC. 51A-4.328. AGREEMENT REQUIRED.**

(a) Requisites of agreement. If the application for special parking is approved, a special parking 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;

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- (2) contain legal descriptions of the properties affected;
  - (3) set forth adequate consideration between the parties;
  - (4) specify the special parking being provided and the hours of operation of any use involved;
  - (5) be a covenant running with the land;
  - (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 that 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 is provided under the agreement demonstrate that the agreement is no longer needed to fully comply with the off-street parking 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.
- (1) The instrument must be:
    - (A) signed by all owners of 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.
  - (2) The building official shall approve an instrument amending or terminating a special parking agreement if:
    - (A) all uses providing parking under the agreement and all uses on the property for which parking is provided under the agreement fully comply with the off-street parking regulations in this chapter; or
    - (B) all uses on the property for which parking is provided under the agreement cease to operate and terminate their certificates of occupancy.
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(3) The amending or terminating instrument shall not be considered effective until a true and correct copy of the approved instrument is filed in the deed records of the county or counties in which the properties are located and two file-marked copies of the instrument are filed with the building official. (Ord. Nos. 19786; 21660; 22783)

**SEC. 51A-4.329. SPECIAL PARKING LICENSE.**

(a) When a special parking license is required.

(1) A special parking license is required to authorize:

(A) packed parking; or

(B) an extension of the walking distance for remote parking beyond 600 feet [See Section 51A-4.324(d)].

(2) Special parking licenses are issued by the building official. An application for special parking under Section 51A-4.323 serves as an application for a license under this section.

(b) Conformity with standards required. The building official shall deny a special parking license unless it meets all of the applicable standards in Section 51A-4.324 and this section.

(c) Packed parking standards.

(1) The passenger loading and unloading area for packed parking must have adequate means of ingress to and egress from a street or an alley. The building official shall only consider alley access in satisfaction of this requirement when alley access is permitted by this chapter.

(2) All maneuvering, parking, and loading for packed parking must be accomplished on private property.

(3) The area of each packed parking space must be no less than 145 square feet.

(4) An access lane that is no less than 24 feet wide must be provided through the packed parking area.

(5) An attendant must be provided to park vehicles during all business hours of the main use.

(6) A sign must be prominently displayed at all entrances of a packed parking lot. Each sign must:

(A) state:

(i) that all or a portion of the lot is restricted to packed parking serving the main use;

(ii) that an attendant must be provided during all business hours of the main use;

(iii) the business hours of the main use;

(iv) a phone number specified by the building official to be used for reporting violations of this division, including the requirement of an attendant during all business hours of the main use;

(v) the phone number of the licensee; and

(vi) the issuance number of the licensee;

(B) be constructed of weather resistant material;

(C) be no less than 30 inches wide and 24 inches long; and

(D) contain clearly legible letters in a color that contrasts with the background material of the sign.

(d) Standards for extension of walking distance beyond 600 feet.

(1) The building official shall require that either a shuttle or an attendant be provided by the applicant as a condition to approval of an extension of the walking distance for remote parking beyond 600 feet.

(2) If a shuttle is required, it must:

(A) transport patrons between the main use and the remote parking lot;

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(B) be adequately staffed during all hours of operation of the main use; and

(C) have adequate seating capacity to accommodate patrons expected to use the remote parking.

(3) If an attendant is required, the attendant shall drive vehicles of patrons between the main use and the remote parking lot.

(4) In no event may the building official authorize remote parking to be located beyond a walking distance of one-half mile from the main use.

(e) Revocation of license by building official. The building official shall revoke a license under this division if:

(1) the licensee fails to comply with the requirements of the license, this division, or other applicable law;

(2) the licensee made a false statement of material fact on an application for a license under this section; or

(3) the building official determines that the special parking unreasonably endangers the safety of persons or property and is not otherwise in the public interest.

(f) Suspension of license by building official. If the building official determines that a licensee has failed to comply with any regulation established under this division, the building official may suspend the special parking license for a definite period of time not to exceed 60 days. A licensee whose special parking license is suspended shall not use the special parking involved during the period of suspension. If the licensee fails to comply within the suspension period, the building official shall revoke the license.

(g) Expiration of license. A special parking license expires three years from the date of issuance, unless sooner revoked by the building official or by the city council.

(h) Renewal. A special parking license may be renewed by making an application for renewal at least 30 days before expiration of the license. If the license renewal involves changes to the original application, a new application for special parking approval must be submitted under Section 51A-4.323. If the license renewal does not involve changes, the request for renewal must be filed with the building official on a form furnished by the city for that purpose.

(i) Appeal of denial, suspension, or revocation of license. If the building official refuses to issue a license to an applicant or suspends or revokes the license of a licensee, the action of the building official is final unless the licensee files an appeal with a permit and license appeal board in accordance with Section 2-96 of this code. (Ord. Nos. 19786; 21660)

#### **SEC. 51A-4.329.1. OFFENSES.**

A person commits an offense if he operates a use:

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

(2) without a valid license required under Section 51A-4.329. (Ord. Nos. 19786; 21660; 29128)

#### **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 agreement executed and filed pursuant to Section 51A-4.328; or

(2) without a valid license required under Section 51A-4.329. (Ord. Nos. 19786; 21660; 29128)

#### **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



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(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) uses that 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 25 required off-street parking spaces is required.
- (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) All required bicycle parking spaces must be provided on the lot occupied by the main use.
- (b) Bicycle parking spaces 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.
- (c) 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.

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- (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)

**SEC. 51A-4.335. WAIVERS.**

- (a) An applicant for a bicycle parking waiver shall submit an application to the director on a form provided by the city.
- (b) The director may waive the bicycle parking requirements only upon a determination that:
  - (1) due to existing site constraints, meeting the requirements of this division would:
    - (A) interfere with the minimum requirements for pedestrian or vehicular maneuvering; or
    - (B) would otherwise be contrary to public safety; or
  - (2) the building site only has access from a roadway where riding a bicycle is prohibited under Sections 9-6 or 28-159 of the Dallas City Code. (Ord. 29128)

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**APPENDIX-3 : Outline**

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1. Current Parking Regulations
  - History of parking code revisions and amendments
  - Analyze current Off-Street Parking regulations (51A-4.201 through 51A-4.271) including Special Exceptions (51A-4.311)
    - a) BDA cases in the past 5 years on parking special exception (request for reduction in parking less than 25%)
    - b) For past 5 years, how many PDDs that has revised parking requirements
2. Index Cities/Other Cities Research
  - Review the parking regulations of Index Cities and Other Cities: Austin, Baltimore, Boston, Columbus, El Paso, Fort Worth, Houston, Philadelphia, Phoenix, Tempe, Arizona, Portland, San Diego, San Jose, San Antonio, and Seattle.
3. Local and National Parking Studies
  - American Planning Association
  - ULI
  - TREC parking studies
  - CECAP
  - DART
  - National Transportation Studies
  - Transportation Policy Research Studies
  - Other studies
4. Internal City Meetings:
  - Department of Transportation
  - Planning and Urban Design
  - Office of Economic Development
  - Office of Environment Quality
  - Building Inspection
  - Housing
  - City Attorney's Office
  - Engineering
5. Outreach
  - Industry Meetings: Texas Real Estate Council (TREC)
  - Developers
  - Planning Consultants
  - Traffic Engineers/consultants
  - Neighborhood Associations
  - Apartment Association of Greater Dallas, Texas Apartment Association
  - Greater Dallas Restaurant Association, Texas Restaurant Association
  - Texas Hotel and Lodging Association, Hotel Association of North Texas
  - Chambers of Commerce
  
  - Citywide Community Engagement Meetings  
(Where and When? Will be determined soon)  
Ways to reach out to the community and Interested Parties:
    - Newspaper

- Interested parties list
- Social Media
- Webpage for the Parking Code Amendment and with an option to register the email-id
- Council Offices
- Early notification list
- CPC and ZOAC mailing list
- Neighborhood groups mailing list (Planning and Urban Design mailing list)

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<b>APPENDIX-4 : Article XIII-Form District Parking Regulations</b>
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Sec. 51A-13.403. Parking Reductions.

(a) General.

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

(2) In the WR and WMU districts, if a parking reduction is requested, delta credits may not be used to supply required parking, and all rights to future delta credits must be relinquished except in the following cases:

(A) any building certified or eligible for certification as historic on the National Register of Historic Places or located within a city of Dallas historic overlay district; and

(B) any building on the city of Dallas Landmark Commission's historic resources list.

(b) Maximum Parking Reductions. The maximum cumulative parking reduction allowed under Section 51A-13.403, "Parking Reductions," and Section 51A-13.501(f), "Pedestrian Amenities," is 50 percent of the parking specified in Section 51A-13.402(a)(2).

(c) Access to Transit.

(1) Rail Transit Station Access.

(A) The following parking reductions apply for locations within a 2,640-foot walking distance of a rail transit station:

(i) A parking reduction of two percent for properties located within a 1,321- to 2,640-foot walking distance of a rail transit station.

(ii) A parking reduction of 15 percent for properties located within a 601-to 1,320-foot walking distance of a rail transit station.

(iii) A parking reduction of 25 percent for properties located within a 600- foot walking distance of a rail transit station.

(B) The rail transit station must be in operation or anticipated to be in operation within one year of the requested reduction.

(2) Bus or Trolley Transit. The building official may approve a five percent reduction in the number of required parking spaces for uses with a main entrance within a 600-foot walking distance of an improved bus or trolley transit stop providing both shade and seating. This reduction will be granted only where a rail transit station is not available.

(3) Measurement of Walking Distance. Walking distance is measured from the primary entrance of the use to the rail platform (or in the case of an underground station, the top of the nearest elevator, stair, or escalator leading to the rail platform) or the nearest bus boarding location using the most convenient pedestrian path.

(4) Restaurant and Bar Uses. No parking reduction for access to transit is allowed for restaurant or bar uses located within a 600-foot radius of the property in a single family district. For purposes of this subparagraph, distance is measured from the primary entrance of the bar or restaurant use to the nearest point of the property in a single family district.

(d) Access to Car-Sharing Program. The building official may approve a reduction in the number of required parking spaces for residential units in a residential project or mixed use project with a residential Division 51A-13.400. Parking Regulations. Sec. 51A-13.403.

(e) Affordable Housing.

(1) The building official may approve a reduction in the number of spaces for each standard affordable housing dwelling unit, as defined in Division 51A-4.900, to 50 percent of the spaces required in Section 51A-13.402(a)(2) provided the following findings are made:

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(A) any parking problems that may be caused by the development in the future can be corrected either on-site or on one or more sites in the immediate area that are bound by a covenant running with the land to provide parking for the site in question; and

(B) alternate transportation is available for the residents of the development or public transportation is within 1,320 feet of the site.

(f) Employer Transportation Demand Management (TDM).

(1) The building official may approve up to a 25 percent reduction in the number of spaces for uses that institute and commit to maintain a transportation demand management (TDM) program, considering information the applicant submits that clearly indicates the types of TDM activities and measures proposed. The applicant must demonstrate to the satisfaction of the building official that a specific reduction will occur. If the applicant demonstrates that a specific reduction will occur, the building official shall reduce the amount of required parking equal to the amount of the reduction, up to a maximum of 25 percent.

(2) There is no limitation on the types of TDM activities for which reductions may be granted. The following measures serve as a guide to potential transportation management activities that may be used in combination to reduce parking demand.

(3) No TDM program may be discontinued without notice to the building official and proof of compliance with all applicable parking requirements.

(4) No TDM program may be changed without the approval of the building official. The building official may approve a change only if the applicant demonstrates that the changes proposed will either maintain the previously approved reduction, support an increase in the previously approved reduction, or that parking is provided to compensate for any reduction lost by the proposed change to the plan.

(A) Transportation Coordinator. The occupant of the use may appoint an employee to act as transportation coordinator with responsibility for disseminating information on ride-sharing and other transportation options that may be cause for a reduction in otherwise applicable parking requirements. In addition to acting as liaisons, transportation coordinators must be available to attend meetings and training sessions with transit providers.

(B) Preferential Parking.

(C) Financial Incentives. The occupant of the use may provide cash or in-kind financial incentives for employees telecommuting or commuting by car pool, van pool, and mass transit.

(D) Telecommuting. The occupant of the use may allow work from home or otherwise outside the facility on specific days.

(E) Emergency Ride Home. The occupant of the use may provide an emergency ride home for those with family, medical, or other similar emergencies.

(g) Increased Pedestrian Amenities. A parking reduction of two percent will be granted where a higher level of pedestrian amenity is provided in accordance with Section 51A-13.501(f), "Pedestrian Amenities."

(h) Underground Office Parking. When all or part of the parking for an office use is provided underground, the building official shall approve a parking reduction of 0.33 spaces for each space provided underground.

(i) Tree Preservation.

(1) The building official may approve a reduction in the number of parking spaces required by one space for each protected tree (as defined in Article X) retained that would otherwise have to be removed to provide required parking.

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(2) The preserved tree must be protected from vehicular traffic through the use of concrete curbs, wheel stops, or other permanent barriers and meet the planting area requirements of Section 51A-10.104.

(3) The maximum reduction authorized by this subsection is five percent or one space, whichever is greater.

**Sec. 51A-13.404. Special Parking Regulations.**

(a) Purpose.

(1) This section provides alternatives to standard parking design.

(2) Joint parking allows the connection of parking lots on abutting properties.

(3) Shared parking allows an exception to the requirement that no parking space for one use be included in the calculation of the parking required for any other use.

(4) On-street parking provides credit for adjacent on-street spaces.

(5) Packed parking provides more efficient surface parking through the reduction of maneuvering area on a lot when an attendant is used to park vehicles.

(6) Remote parking allows an exception to the requirement that all parking be provided on the lot occupied by the main use.

(7) Tandem parking provides for cars to be more efficiently parked by stacking one behind the other.

(b) General Standards.

(1) Special parking may account for 100 percent of the parking required for any use.

(2) Special parking may not be located in a residential district, except that civic and place of worship uses may provide parking in residential districts on the same lot where these uses are located. Nonresidential uses in residential districts may also use special parking, provided that the special parking is not located in a residential district.

(3) Special parking must comply with all codes, ordinances, rules, and regulations of the city and may not create safety hazards.

(c) Joint Parking.

(1) Uses abutting one another may physically connect their parking areas at the lot line to create connecting drive aisles, provided a mutual access easement acceptable to the city has been executed. The agreement must ensure that maneuvering space for required parking spaces in both parking areas is preserved. See Section 51A-4.328.

(2) The use of joint parking does not by itself authorize a reduction in the number of required spaces.

(d) Shared Parking.

(1) Uses sharing parking must have either mutually exclusive or compatibly overlapping hours of operation. The building official shall determine whether the hours of operation are compatibly overlapping on a case-by-case basis through the use of the ULI Shared Parking Model (latest edition).

(2) The building official shall use the ULI Shared Parking Model, assuming the national averages provided in the accompanying manual. Modification of the weekday or weekend employee/customer or resident/visitor parking ratios, captive market percentages for visitors and employees, drive percentages for visitors and employees, monthly or time of day adjustment factors, or any other model assumptions are permitted only through the parking special exception process.

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(3) The building official is expressly authorized to apply the reductions of Section 51A-13.403, "Parking Reductions," prior to running the ULI Shared Parking Model.

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(e) On-Street Parking.

(1) A parking space located on a public street may be included in the calculation of parking requirements if it is adjacent to the building site where the use is located.

(2) Each on-street parking space may only be counted for one use, except that an on-street parking space may be used to reduce the combined total parking requirement of a mixed use project.

(3) An on-street parking space that is not available to the public at all times of the day may only be counted as a partial parking space in proportion to the amount of time that it is available. For example, a parking space that is available to the public only eight hours per day will be counted as one-third of a parking space ( $8 \div 24 = 1/3$ ). The total of the limited-availability parking spaces will be counted to the nearest whole number, with one-half counted as an additional space.

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(f) Packed Parking.

(1) The passenger loading and unloading area for packed parking must have adequate means of ingress to and egress from a street or an alley. The building official shall only consider alley access in satisfaction of this requirement when alley access is permitted by this article.

(2) All maneuvering, parking, and loading for packed parking must be accomplished on private property.

(3) The area of each packed parking space must be no less than 145 square feet.

(4) An access lane that is no less than 24 feet wide must be provided through the packed parking area.

(5) An attendant must be provided to park vehicles during all business hours of the main use. A valet parking license may also be required. See Division 3, "Valet Parking Services," of Article VI of Chapter 43 of the Dallas City Code.

(6) A sign must be prominently displayed at all entrances of a packed parking lot.

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(A) Each sign must state:

(i) that all or a portion of the lot is restricted to packed parking serving the main use;

(ii) that an attendant must be provided during all business hours of the main use;

(iii) the business hours of the main use;

(iv) a phone number specified by the building official to be used for reporting violations of this division;

(v) the phone number of the valet licensee; and

(vi) the issuance number of the valet license.

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(B) Each sign must be constructed of weather resistant material.

(C) Each sign must be no less than 30 inches wide and 24 inches long.

(D) Each sign must contain clearly legible letters in a color that contrasts with the background material of the sign.

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(g) Remote Parking.

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

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(2) The building official shall extend the walking distance for remote parking to no more than 600 feet unless the extension would:

- (A) significantly discourage patrons of the use from using the remote parking;
- (B) unreasonably endanger the safety of persons or property; or
- (C) not otherwise be in the public interest.

(3) A license is required to authorize an extension of walking distance beyond 600 feet. The building official must require that either a shuttle or an attendant be provided by the applicant as a condition to approval of an extension of the walking distance for remote parking beyond 600 feet.

(A) If a shuttle is required, it must:

- (i) transport patrons between the main use and the remote parking lot;
- (ii) be adequately staffed during all hours of operation of the main use; and
- (iii) have adequate seating capacity to accommodate patrons expected to use the remote parking.

(B) If an attendant is required, the attendant shall drive vehicles of patrons between the main use and the remote parking lot. A valet parking license may also be required. See Division 3, "Valet Parking Services," of Article VI of Chapter 43 of the Dallas City Code.

(C) The building official may not authorize remote parking to be located beyond a walking distance of 2,640 feet from the main use.

(4) A sign must be prominently displayed at all entrances of a remote parking lot and at all entrances of a parking lot providing on-site parking for the main use. Each sign must:

- (A) illustrate or describe the location of the remote parking in relation to the main use;
- (B) be constructed of weather resistant material;
- (C) be no less than 30 inches wide and 24 inches long; and
- (D) contain clearly legible letters in a color that contrasts with the background material of the sign.

(h) Tandem Parking.

(1) Tandem parking is allowed for:

- (A) single-family living;
- (B) multifamily living; and
- (C) the residential component of a mixed-use project.

(2) Two parking spaces in tandem must have a combined minimum dimension of nine feet in width by 34 feet in length.

(3) Up to 85 percent of the total parking spaces provided for residential projects may incorporate tandem parking.

(4) For residential projects, both parking spaces in tandem must be assigned to the same dwelling unit.

(5) Tandem parking may not be used to provide guest parking

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**Sec. 51A-13.409. Parking Special Exceptions.**

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(a) Exceptions Allowed. The following exceptions are allowed in addition to any permitted reductions authorized in this division.

(1) Parking Design.

(A) The board of adjustment may grant a special exception to the parking design standards of this division if the board of adjustment determines, after a public hearing, that the special exception will not adversely affect neighboring property.

(B) In determining whether to grant a special exception, the board of adjustment shall consider the following factors:

- (i) Hours of use for the parking area.
- (ii) Size and configuration of the lot on which the parking area is located.

(2) Parking Demand.

(A) The board of adjustment may grant a special exception to authorize a reduction in the number of parking spaces required under this division if the board of adjustment finds, after a public hearing, that the parking demand generated by the use does not warrant the number of parking spaces required, and the special exception would not create a traffic hazard or increase traffic congestion on adjacent or nearby streets.

(B) The maximum reduction authorized by this paragraph is 25 percent or one space, whichever is greater.

(C) In determining whether to grant a special exception for reduced parking demand, the board of adjustment shall consider the following factors:

- (i) The extent to which the parking spaces provided will be remote, shared, or packed parking.
- (ii) The parking demand and trip generation characteristics of all uses for which the special exception is requested.
- (iii) The current and probable future capacities of adjacent and nearby streets based on the city's thoroughfare plan.
- (iv) The availability of public transit and the likelihood of its use.
- (v) The feasibility of parking mitigation measures and the likelihood of their effectiveness.

(D) In granting a special exception for reduced parking demand, the board of adjustment shall specify the use or uses to which the special exception applies. A special exception granted by the board of adjustment for a particular use automatically and immediately terminates if that use is changed to a new use or discontinued.

(E) The board of adjustment may not grant a special exception for reduced parking demand to reduce the number of parking spaces required in an ordinance granting or amending a specific use permit.

(3) ULI Shared Parking Model Factors. The board of adjustment may grant a special exception to allow modification of the weekday or weekend employee/customer or resident/visitor parking ratios, captive market percentages for visitors and employees, drive percentages for visitors and employees, monthly or time of day adjustment factors, or any other model assumptions of the ULI shared parking model. The board of adjustment must find that the alternative model assumptions are more appropriate given the specific location or characteristics of the proposed mix of uses.

(4) Tree Preservation.

(A) The board of adjustment may grant a special exception to authorize a reduction in the number of parking spaces required under this division if the board of adjustment finds, after a public hearing, that the reduction will result in the preservation of an existing protected tree.

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(B) The preserved tree must be protected from vehicular traffic through the use of concrete curbs, wheel stops, or other permanent barriers.

(C) The reduction authorized by this paragraph is equal to the number of existing protected trees preserved, except that the maximum reduction authorized by this paragraph is 10 percent or one space, whichever is greater. No reduction may be granted under this paragraph for the preservation of any tree for which a parking reduction has been obtained under Section 51A-13.403(i), "Tree Preservation."

(5) Stacking Spaces.

(A) The board of adjustment may grant a special exception to authorize a reduction in the number of stacking spaces required if the board of adjustment finds, after a public hearing, that the stacking demand generated by the use does not warrant the number of stacking spaces required, and the special exception would not create a traffic hazard or increase traffic congestion on adjacent and nearby streets.

(B) The maximum reduction authorized by this paragraph is two spaces for each of the first two drive-through windows, or 25 percent of the total number of required spaces, whichever is greater.

(C) In determining whether to grant a special exception, the board of adjustment shall consider the following factors:

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

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

(D) In granting a special exception, the board of adjustment shall specify the use or uses to which the special exception applies. A special exception granted by the board of adjustment for a particular use automatically and immediately terminates if that use is changed to a new use or discontinued.

(E) The board of adjustment may not grant a special exception to reduce the number of stacking spaces required in an ordinance granting or amending a specific use permit.

(b) Restrictions or Conditions. In granting a special exception under this section, the board of adjustment may:

(A) establish a termination date for the special exception;

(B) provide for the reassessment of conditions after a specified period of time;

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

(D) impose any other reasonable condition necessary to improve traffic safety, lessen congestion on the streets, or ensure adequate parking.

**Sec. 51A-13.410. Parking Management Overlay (-PM).**

(a) General Provisions.

(1) A Parking Management (-PM) overlay may only be established within a WMU or WR district, or within a WMU or WR district and a contiguous MU district, or within a WMU or WR district and a contiguous planned development district for MU district uses.

(2) The establishment or amendment of a -PM overlay is a change in zoning district classification and must follow the procedures set out in Section 51A-4.701.

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(b) Establishing a -PM Overlay.

(1) The applicant must submit a site plan that includes:

- (A) a map and the legal description of the property within the proposed district;
- (B) the location of existing and proposed parking spaces within the proposed district, including any on-street parking spaces;
- (C) all uses the proposed district will serve;
- (D) any parking reduction or parking special exception granted within the boundaries of the -PM overlay;
- (E) the method of ingress and egress to each parking area;
- (F) screening, lighting, and landscaping of each parking area;
- (G) the entity responsible for managing the required parking within the proposed overlay, limited to the board of a public improvement district (PID), tax increment financing reinvestment zone (TIF), or parking authority, the city, or other governmental entity established under Texas law; and
- (H) any other information the director determines is necessary for a complete review of the proposed overlay.

(2) In establishing a -PM overlay, the city council may impose conditions to ensure adequate parking and efficient management of parking within the overlay.

(c) Meeting Parking Standards. for purposes of meeting parking standards, the entire area within the -PM overlay shall be considered one lot. In order to measure compliance for a site plan or certificate of occupancy, the applicant must provide a table demonstrating compliance with the requirements of this division.