

# **PARKING AMENDMENT**

**Zoning Ordinance  
Advisory Committee (ZOAC)  
July 15, 2021**

The logo of the City of Dallas, featuring a stylized white 'D' with a three-lobed leaf inside, set against a dark blue background with a fine white grid pattern.

**City of Dallas**

Lori Levy, AICP, Senior Planner  
Sustainable Development and Construction –  
Current Planning  
City of Dallas

# Background



Plan Commission authorized a public hearing on 9/5/2019 to consider amending Chapters 51 and 51A of the Dallas Development Code for off-street parking and loading requirements not limited to hotel, restaurant, multifamily, and alcoholic beverage establishment uses, and transit-oriented development

## ZOAC Briefings To Date:

- The City's current parking requirements
- Other cities parking requirements
- Local and national parking studies
- Citywide plans and goals
- Parking discussions held with other city departments, NCTCOG, and DART, Neighborhood leaders, Industry leaders and Professional Organizations
- Case studies
- Public Input
- Proposal Framework Options
- Parking Ratios Table
- Parking Ratios Table and Regulations Options
- Parking Management Tools
- Testing
- Management Mechanisms
- Discussion with City Manager and DART
- Additional Testing
- Public Forums
- Discussion After Public Forums
- Design Standards – Proposal Framework Options
- **Design Standards – Proposal Options**



# Design Standards



The proposed parking amendment design standards are intended to reflect the recommended actions and implementation measures for the Dallas Parking Code Amendment, as set forth in the city-wide plans in an effort for Dallas to achieve those goals.



Photo: <https://dallaswestend.org/> (artistic effects added)



City of

# Dallas

COMPLETE STREETS DESIGN MANUAL  
~JANUARY 27, 2016



## DALLAS COMPREHENSIVE ENVIRONMENTAL AND CLIMATE ACTION PLAN

MAY 2020

# City-Wide Plan Alignment



[Citywide Plans \(dallascityhall.com\)](http://dallascityhall.com)

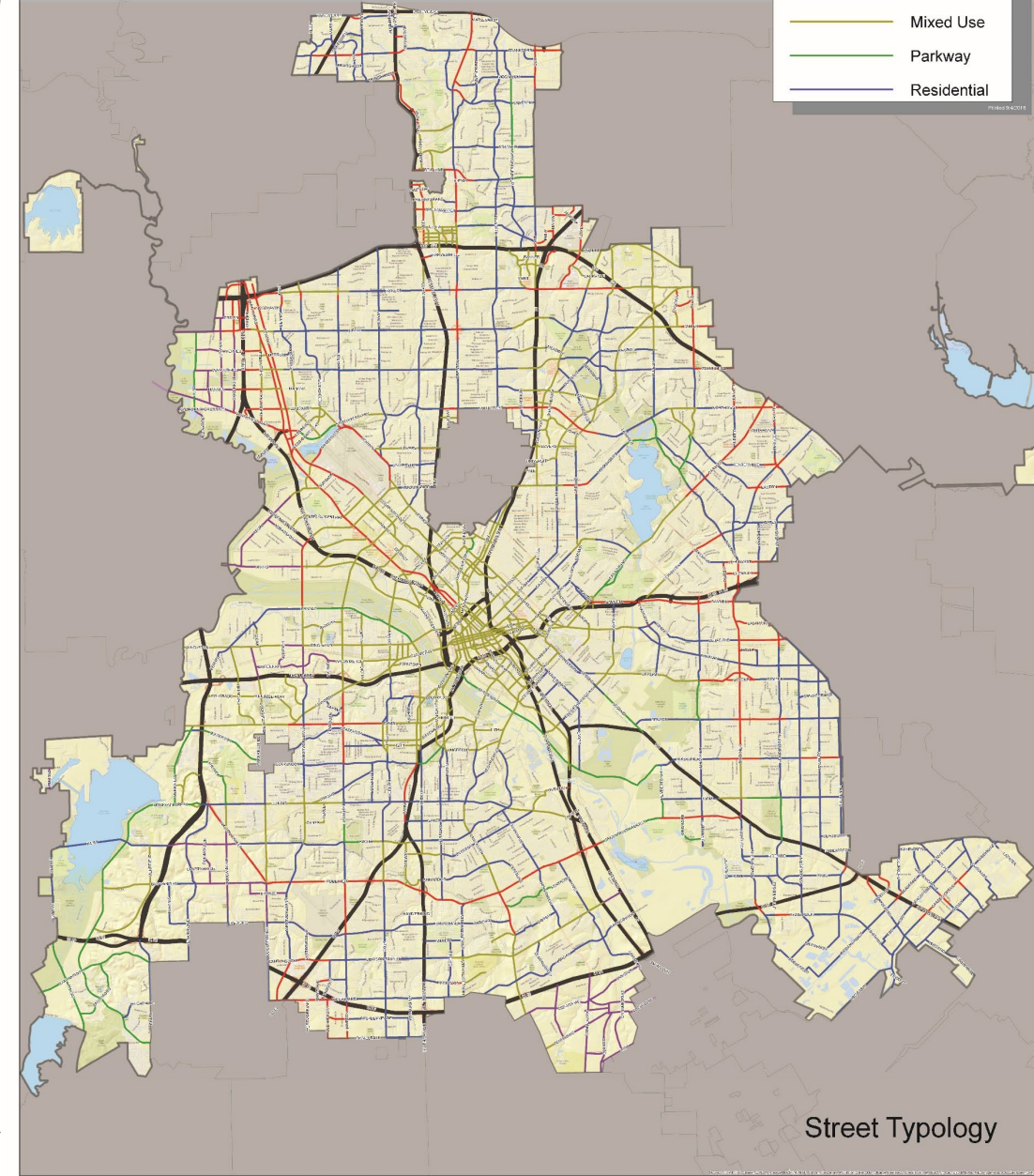


# Complete Streets Vision Map

**Legend**

Street Typology

- Commercial
- Industrial
- Mixed Use
- Parkway
- Residential



## Design Standards Based on Complete Streets Typology

In an effort, to align the parking amendment with our city-wide plans, and provide transparency, predictability, and consistency, we are proposing to use the Complete Streets Vision Map as the framework.



Street Typology

# Environmental


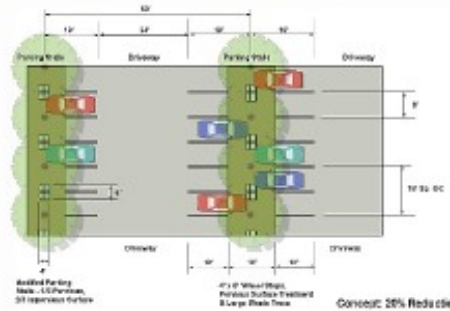


Photos: (Left to Right) Deep Ellum, Bioretention – Courtesy of Katy Evans, OEQ City of Dallas; Wetland Shelf and Mueller Pond – Courtesy of Susan Alvarez, OEQ, City of Dallas



# Environmental



Environmental.			
In order, to help achieve the goals of Comprehensive Environmental & Climate Action Plan (CECAP) and reduce the environmental impacts of increased storm water run-off, such as flooding and the heat island effect, the City; and particularly, the most vulnerable areas should be protected.			
Green Factor Impervious Coverage			Street Typology
Photo: (Top) Vegetated Wall – <a href="#">Green Walls to Adorn Business School – The University Times</a> ; (Bottom) 80% Impervious Coverage Maximum Drawing – Don Raines, Planning and Urban Design			Mixed Use Commercial Residential Industrial Other Parkway
Intent/Purpose	Proposed Standard(s)	Examples of Standard(s)	Applies to new development or redevelopment. *The street with the highest level of priority adjacent to the lot or site is considered the "principal street."
<ul style="list-style-type: none"> <li>❖ Reduce Storm Water Runoff</li> <li>❖ Reduce the Heat Island Effect</li> <li>❖ Manage resources (water conservation)</li> <li>❖ Protect property values and the natural habitat while increasing the effectiveness and functional utility</li> </ul>	<b>Green Factor/Impervious Coverage</b> 1. A green factor score, of .30		• • • • • •
	2. Impervious Coverage Maximum of 80%		• • • • •



# Green Factor Scoresheet



**Green Factor Scoresheet - Required for new development**

Project title: \_\_\_\_\_

Enter sq ft of parcel:  **Enter Sf of Parcel Here**

Parcel size	SCORE	#DIV/0!
Totals calculate automatically from Green Factor Worksheet	Factor	Total
<b>A Green (Vegetative) roofs</b> (credit for green roofs in addition to Section 408.3 Roof Surfaces of the Dallas Green Building Code - may be above and beyond 75% of roof surfaces of buildings if that option is selected, or when that option is not chosen to meet those requirements)		
1 Green roofs 4" min soil depth at time of planting	<input type="text"/> square feet	0.7 0
<b>B Vegetation planted with a soil depth of greater than 24"</b>		
1 Lawn or grass pavers or ground cover	<input type="text"/> square feet	0.7 0
2 Plants and shrubs 3' and higher at maturity	<input type="text"/> plants	0.3 0
<b>C Bioretention facilities (Dry Detention Pond)</b>		
1 Dry detention pond with vegetation	<input type="text"/> square feet	0.5 0
2 Bioretention facilities (Rain Garden, Bioswale, Parking Lot Filter Strips, Underground Storage, Stream Buffers, wetlands and retention pond as an amenity/water feature)	<input type="text"/> square feet	1 0
<b>D Vegetated walls</b>		
<input type="text"/> square feet	0.4	0
<b>E Alternative paving</b>		
1 Alternative paving over at least 60% of hardscaped site at-grade	<input type="text"/> square feet	0.2 0
1a. Alternative paving over at least 70% of hardscaped site at-grade	<input type="text"/> square feet	0.3 0
1b. Alternative paving over at least 80% of hardscaped site at-grade	<input type="text"/> square feet	0.4 0

**Green Factor Scoresheet**

1c. Alternative paving greater than 80% of hardscaped site at-grade	<input type="text"/> square feet	0.5	0
<b>F Multi-Use Parking</b>			
large space that can serve as parking when not in use or other method such as woonerf or farmer's market	<input type="text"/> square feet	1	0
<b>G Minimum Parking Spaces</b>			
Parking spaces at required minimums or no more than 10% above minimums	<input type="text"/> parking spaces	0.5	0
<b>H Innovative Water Management</b>			
Landscaped areas where greater than 50% of annual irrigation needs are met through the use of harvested rainwater or collected greywater	<input type="text"/> square feet	1	0
<b>I Reducing impervious cover 10% beyond requirements</b>			
<input type="text"/> square feet	1	0	0
sub-total of sq ft = <input type="text"/>			
<b>J Bonuses</b>			
1 Landscaping that consists of drought-tolerant and/or native plant species (does not apply to shade trees)			
<input type="text"/> square feet	0.1	0	0
2 Unobstructed view of the landscaping along the perimeter of the site or to the public open spaces			
<input type="text"/> square feet	0.2	0	0
3 Landscaping in food cultivation			
Planting edibles within the landscaping	<input type="text"/> square feet	0.1	0
4 Non-reflective Colors for paving or special pavers			
4a. Provide non-reflective or light colored paving greater than 50% of site hardscape			
<input type="text"/> square feet	0.3	0	0
4b. Provide non-reflective or light colored paving greater than 60% of site hardscape			
<input type="text"/> square feet	0.5	0	0





# Green Factor Scoresheet



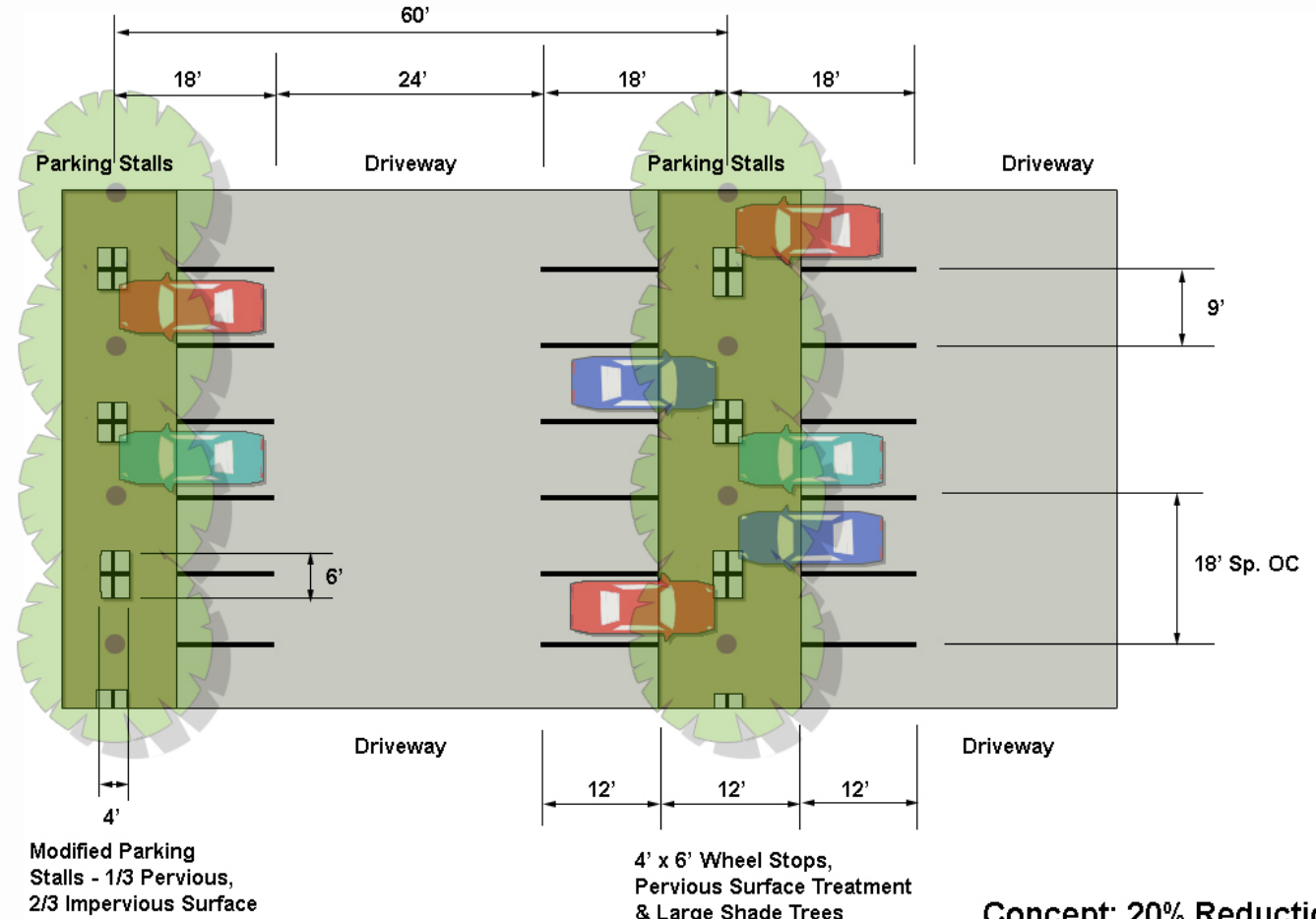
Green Factor Scoresheet				
4c.	Provide non-reflective or light colored paving greater than 70% of site hardscape	<input type="text" value="0"/> square feet	0.8	<input type="text" value="0"/>
4d.	Provide non-reflective or light colored paving greater than 80% of site hardscape	<input type="text" value="0"/> square feet	1	<input type="text" value="0"/>
5	<b>Design Option 8 - Landscape Medians (Article X)</b> 16' wide landscaped median with large or medium trees extending length of minimum 12 space parking row	<input type="text" value="0"/> landscape islands	0.3	<input type="text" value="0"/>
6	<b>Design Option 10 - Parking Lots (Article X)</b>			
6a.	Provide pedestrian path in an expanded landscaped area median with trees and a walkway in a landscaped area	<input type="text" value="0"/> landscape islands	0.3	<input type="text" value="0"/>
6b.	<b>Reduce distance between parking lot landscape islands</b> Provide no more than 10 parking spaces between landscaped areas	<input type="text" value="0"/> landscape islands	0.3	<input type="text" value="0"/>
6c.	<b>Increase size of parking lot landscape islands</b> Increase the size of parking lot landscape islands to a minimum of 200 square feet for each large or medium tree	<input type="text" value="0"/> landscape islands	200 0.3	<input type="text" value="0"/>
6d.	<b>Increase landscape area of parking lot landscape islands</b> Increase landscape area of parking lot landscape islands to a minimum of 300 square feet for each large or medium tree	<input type="text" value="0"/> landscape islands	300 0.5	<input type="text" value="0"/>
6e.	<b>Additional Parking Lot Landscape Islands over requirements</b> Provide additional parking lot landscape islands above requirements	<input type="text" value="0"/> landscape islands	0.3	<input type="text" value="0"/>
6f.	<b>Landscape Medians</b> Provide minimum 10' wide landscape medians extending the	<input type="text" value="0"/> islands	0.2	<input type="text" value="0"/>
6g.	<b>Landscape Medians</b> Provide minimum 12' wide landscape medians extending the length of a minimum 12 space parking row	<input type="text" value="0"/> landscape islands	0.6	<input type="text" value="0"/>
6h.	<b>Landscape Medians</b> Provide minimum 16' wide landscape medians extending the length of a minimum 12 space parking row	<input type="text" value="0"/> landscape islands	0.8	<input type="text" value="0"/>
6i.	<b>Large Nursery Stock Trees in Parking Areas (Shade Trees)</b> Provide large nursery stock trees per Approved Tree List per Article X	<input type="text" value="0"/> trees	0.1	<input type="text" value="0"/>

Green Factor Scoresheet				
7	<b>Preserved Trees in a Parking Lot</b> Tree canopy for preservation of existing trees with trunks 6"+ DBH (Diameter at Breast Height, 4.5' above the ground) - calculated at 20 sq ft per inch diameter per Article X	<input type="text" value="0"/> trees	0.8	<input type="text" value="0"/>
8	<b>Transplanting a Tree To a Parking Lot</b> Transplant a tree per Article X	<input type="text" value="0"/> trees	1	<input type="text" value="0"/>
9	<b>Add Trees to Existing Medians</b> Add trees a minimum of 3" caliper per the City Arborist to existing	<input type="text" value="0"/> square feet	1	<input type="text" value="0"/>
10	<b>Surface Parking Lots</b> Add trees within 70' of a parking space in a parking lot with less than 21 spaces per Approved Tree List	<input type="text" value="0"/> No. of Trees	0.8	<input type="text" value="0"/>
11	<b>Add Electric Vehicle Stations (EVSE)</b> Add Electric Vehicle Stations (EVSE) to parking facilities	<input type="text" value="0"/> No. of EVSE	1	<input type="text" value="0"/>
11a.	Electrical service and electrical vehicle charging stations capable of L2 charging (208/240v)	<input type="text" value="0"/> No. of EVSE	0.7	<input type="text" value="0"/>
11b.	Electrical service and electrical vehicle charging stations capable of DCFC (Direct Current Fast Charger - greater than 240v)	<input type="text" value="0"/> No. of EVSE	1	<input type="text" value="0"/>
12	<b>Reduced Impervious Cover</b>			
12a.	Reduce impervious cover of surface parking lot(s) greater than 40%	<input type="text" value="0"/> square feet	0.5	<input type="text" value="0"/>
12b.	Reduce impervious cover of surface parking lot(s) greater than	<input type="text" value="0"/> square feet	0.8	<input type="text" value="0"/>
12c.	Reduce impervious cover of surface parking lot(s) by 100%	<input type="text" value="0"/> square feet	1	<input type="text" value="0"/>
* Do not count public rights-of-way in parcel size calculation.				<b>Green Factor numerator</b> = <input type="text" value="0"/>





2. Impervious Coverage  
Maximum of 80%.



**Concept: 20% Reduction of Impervious Surfaces for Existing Parking Lots**



# Environmental

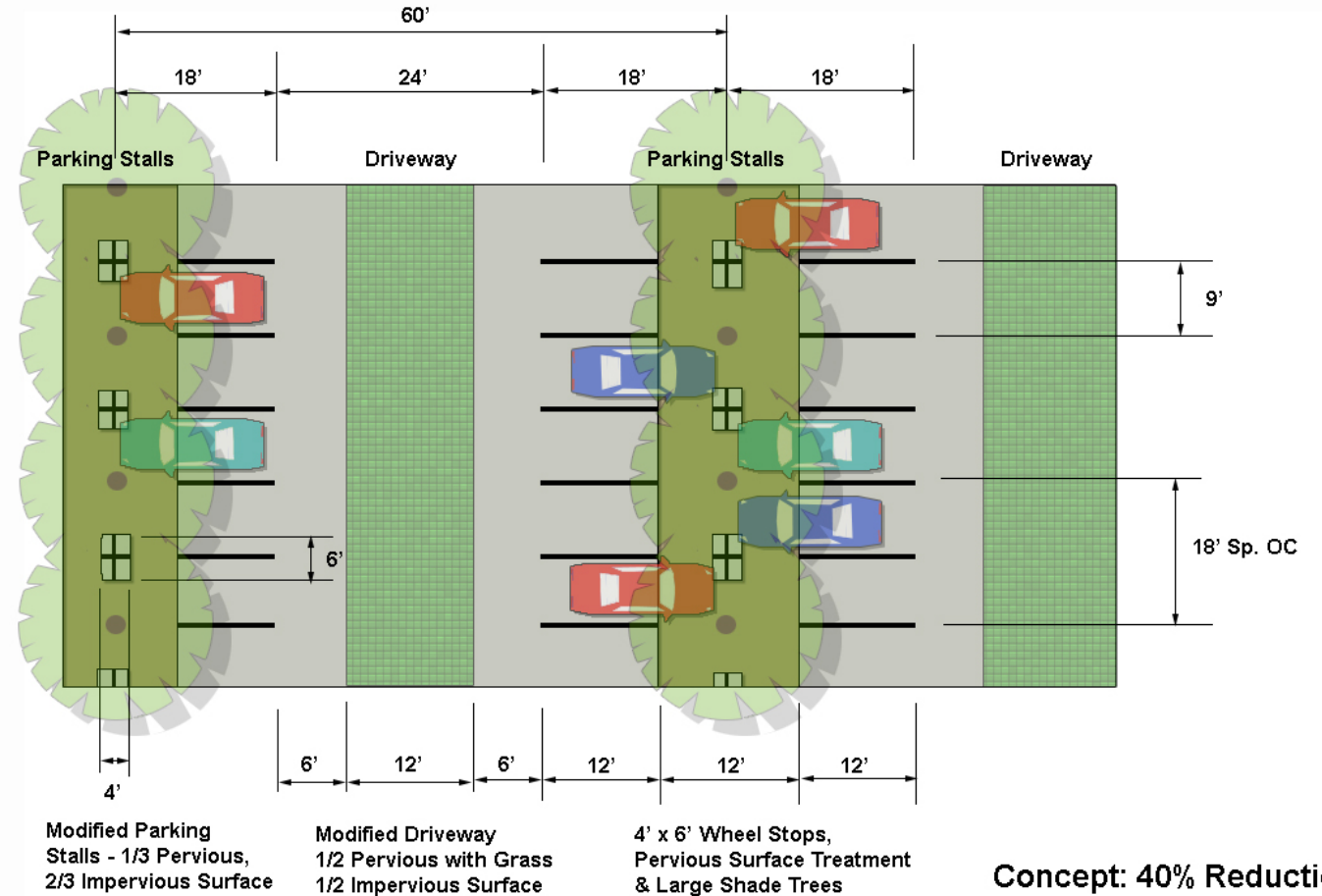


<b>Environmental.</b> In order, to help achieve the goals of Comprehensive Environmental & Climate Action Plan (CECAP) and reduce the environmental impacts of increased storm water run-off, such as flooding and the heat island effect, the City; and particularly, the most vulnerable areas should be protected.			<b>Street Typology</b> Mixed Use Commercial Residential Industrial Other Parkway					
<b>Impervious Coverage</b> <b>Innovative Water Management (Greywater)</b>  Drawing: (Top) 60% Impervious Coverage Maximum – Don Raines, Planning and Urban Design; (Bottom) Innovative Water Management (Greywater) – <a href="#">SECTION 2 - LANDSCAPE   Environmental Criteria Manual   Austin, TX   Municode Library</a>								
Intent/Purpose	Proposed Standard(s)	Examples of Standard(s)	Applies to new development or redevelopment. *The street with the highest level of priority adjacent to the lot or site is considered the "principal street."					
<ul style="list-style-type: none"> <li>❖ Reduce Storm Water Runoff</li> <li>❖ Reduce the Heat Island Effect</li> <li>❖ Manage resources (water conservation)</li> <li>❖ Protect property values and the natural habitat while increasing the effectiveness and functional utility</li> </ul>	<b>Impervious Coverage/Innovative Water Management (Greywater)</b> 3. Impervious Coverage Maximum of 60%							•
	4. A minimum of 50% of the total stormwater runoff must be diverted to required landscaping			•	•	•	•	•





3. Impervious Coverage  
Maximum of 60%.





**Concept: 40% Reduction of Impervious Surfaces for Existing Parking Lots**



# Environmental





Environmental.			Street Typology					
Detention and Retention Basins			Mixed Use	Commercial	Residential	Industrial	Other	Parkway
<p>In order, to help achieve the goals of Comprehensive Environmental &amp; Climate Action Plan (CECAP) and reduce the environmental impacts of increased storm water run-off, such as flooding and the heat island effect, the City; and particularly, the most vulnerable areas should be protected.</p> <p>Photos: (Top) Bioretention in side yard, City of Plano; (Bottom) Detention basin with walking trail and bench amenities – Public Images (Bing)</p>								
Intent/Purpose	Proposed Standard(s)	Examples of Urban Form Standards	Applies to new development or redevelopment in which parking or loading is provided and in which detention or retention is proposed.					
<p>❖ The detention and retention basin design standards are intended to provide for the functional utility while promoting stormwater facilities in a natural state that is compatible with the site and the surrounding neighborhood with designs that enhance development within the City of Dallas.</p>	<p><b>Detention and Retention Basins</b></p> <p>Location.</p> <p>1. Stormwater facilities as stated below may be located within the front, side, or rear yards, between building and street or adjacent to public streets:</p> <ul style="list-style-type: none"> <li>✓ Amenity per the Detention/Retention Design Guidelines;</li> <li>✓ Rain gardens, bioswales, or other green infrastructure</li> </ul>		•	•	•	•	•	•
	<p>Design.</p> <p>2. Min. 6' walking path and at least one (1) of the following every 300' linear feet:</p> <ul style="list-style-type: none"> <li>✓ Seating or benches with at least one (1) trash receptacle</li> <li>✓ Pedestrian Lighting designed to reflect character and other amenities of the development</li> <li>✓ Information markers or plaques</li> </ul>		•	•	•	•	•	•



# Environmental



Environmental. In order, to help achieve the goals of Comprehensive Environmental & Climate Action Plan (CECAP) and reduce the environmental impacts of increased storm water run-off, such as flooding and the heat island effect, the City, and particularly, the most vulnerable areas should be protected.			Street Typology					
Detention and Retention Basins			Mixed Use	Commercial	Residential	Industrial	Other	Parkway
Photos: (Top) Safety Wetland Shelf – Courtesy of Susan Alvarez, Office of Environmental Quality, City of Dallas; (Bottom) Retention basin with fencing – Public Images (Bing)								
Intent/Purpose	Proposed Standard(s)	Examples of Urban Form Standards	Applies to new development or redevelopment in which parking or loading is provided and in which detention or retention is proposed.					
❖ The detention and retention basin design standards are intended to provide for the functional utility while promoting stormwater facilities in a natural state that is compatible with the site and the surrounding neighborhood with designs that enhance development within the City of Dallas.	<b>Detention and Retention Basins</b> Safety. 3. Basins 4' or deeper must have two (2) safety benches: (a) Safety Bench (b) Aquatic Bench		•	•	•	•	•	•
	Fencing. 4. Max. ht. of 6' may be installed		•	•	•	•	•	•



# Urban Form



Urban Form.			Street Typology																																																																																																																			
Access and Connectivity			Mixed Use	Commercial	Residential	Industrial	Other	Parkway																																																																																																														
<p>This section focuses on the urban design concepts that connect individual parking facilities and help knit them together into the fabric of the community. These concepts include the basic arrangement of pedestrian access from parking facilities to streets and lots, open space and plazas, natural areas, and other buildings.</p> <p>This section focuses on the urban design concepts that connect individual parking facilities and help knit them together into the fabric of the community.</p> <p>Image: Figure 4.46 Pedestrian Zone Widths of the Dallas Street Design Manual – courtesy of David Nevarez, Sustainable Development and Construction, City of Dallas</p>																																																																																																																						
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<p>Ensure that:</p> <ul style="list-style-type: none"> <li>parking facilities relate appropriately to surrounding developments and streets and create a cohesive visual identity and attractive street scene;</li> <li>parking facilities promote efficient pedestrian, bicycle and vehicle circulation patterns;</li> <li>high-quality street and sidewalk environment that is supportive of pedestrian, bicycle, and transit mobility and appropriate to the roadway context.</li> <li>parking facilities relate appropriately to their roadway context, allowing for easy pedestrian access to parking facilities and providing well-defined edges to the roadway environment.</li> </ul>	<p><b>Sidewalks</b></p> <ol style="list-style-type: none"> <li>Min. width of sidewalks shall be as shown in Figure 4.46 Pedestrian Zone Widths of the Dallas Street Design Manual, as amended</li> <li>Provide sidewalks that link with existing sidewalks on adjoining properties.                             <ul style="list-style-type: none"> <li>Provide connections from the street level sidewalk to parking facilities and to any DART bus stops and stations, open space, plaza, river or other public amenity at cross streets, and bridges and other designated access points.</li> </ul> </li> </ol>	<p>Figure 4.46 Pedestrian Zone Widths</p> <table border="1"> <thead> <tr> <th rowspan="2"></th> <th colspan="2">Frontage Zone</th> <th colspan="2">Sidewalk Clear Zone</th> <th colspan="6">Buffer/Planting Zone</th> <th colspan="2">Total Pedestrian Zone</th> </tr> <tr> <th>Min</th> <th>Pref</th> <th>Min</th> <th>Pref</th> <th colspan="2">With Street Tree</th> <th colspan="2">Adjacent to On-Street Parking</th> <th colspan="2">Adjacent to Transit Lane</th> <th>Min</th> <th>Pref</th> </tr> </thead> <tbody> <tr> <td>Mixed-Use</td> <td>-</td> <td>3'</td> <td>6'</td> <td>8'</td> <td>6'</td> <td>8'</td> <td>2'</td> <td>6'</td> <td>5'</td> <td>8'</td> <td>6'</td> <td>2'</td> <td>8' 8"</td> <td>10'</td> </tr> <tr> <td>Commercial</td> <td>-</td> <td>3'</td> <td>5'</td> <td>8'</td> <td>6'</td> <td>10'</td> <td>2'</td> <td>8'</td> <td>5'</td> <td>10'</td> <td>6'</td> <td>2'</td> <td>7' 8"</td> <td>20'</td> </tr> <tr> <td>Residential</td> <td>-</td> <td>-</td> <td>4'</td> <td>5'</td> <td>6'</td> <td>10'</td> <td>2'</td> <td>7'</td> <td>5'</td> <td>10'</td> <td>6'</td> <td>2'</td> <td>7' 8"</td> <td>13'</td> </tr> <tr> <td>Industrial</td> <td>-</td> <td>-</td> <td>4'</td> <td>5'</td> <td>6'</td> <td>10'</td> <td>2'</td> <td>7'</td> <td>5'</td> <td>7'</td> <td>6'</td> <td>2'</td> <td>7' 8"</td> <td>13'</td> </tr> <tr> <td>Parkways</td> <td>-</td> <td>-</td> <td>4'</td> <td>5'</td> <td>6'</td> <td>20'</td> <td>-</td> <td>-</td> <td>5'</td> <td>20'</td> <td>6'</td> <td>2'</td> <td>7' 8"</td> <td>23'</td> </tr> <tr> <td>Alleys</td> <td>-</td> <td>-</td> <td>Shared</td> <td>Shared</td> <td>Shared</td> <td>Shared</td> <td>Shared</td> <td>Shared</td> <td>Shared</td> <td>Shared</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> </tr> </tbody> </table> <p>It is recommended to have at least 5 feet of sidewalk clear width to accommodate two people walking side by side or allow two wheel chairs to pass each other. In maintaining the minimum sidewalk clear width, the landscaping should not intrude into the sidewalk space. TP or PD district requirements may differ from the above table.</p>		Frontage Zone		Sidewalk Clear Zone		Buffer/Planting Zone						Total Pedestrian Zone		Min	Pref	Min	Pref	With Street Tree		Adjacent to On-Street Parking		Adjacent to Transit Lane		Min	Pref	Mixed-Use	-	3'	6'	8'	6'	8'	2'	6'	5'	8'	6'	2'	8' 8"	10'	Commercial	-	3'	5'	8'	6'	10'	2'	8'	5'	10'	6'	2'	7' 8"	20'	Residential	-	-	4'	5'	6'	10'	2'	7'	5'	10'	6'	2'	7' 8"	13'	Industrial	-	-	4'	5'	6'	10'	2'	7'	5'	7'	6'	2'	7' 8"	13'	Parkways	-	-	4'	5'	6'	20'	-	-	5'	20'	6'	2'	7' 8"	23'	Alleys	-	-	Shared	Shared	Shared	Shared	Shared	Shared	Shared	Shared	-	-	-	-	<ul style="list-style-type: none"> <li>•</li> <li>•</li> <li>•</li> <li>•</li> <li>•</li> <li>•</li> </ul>
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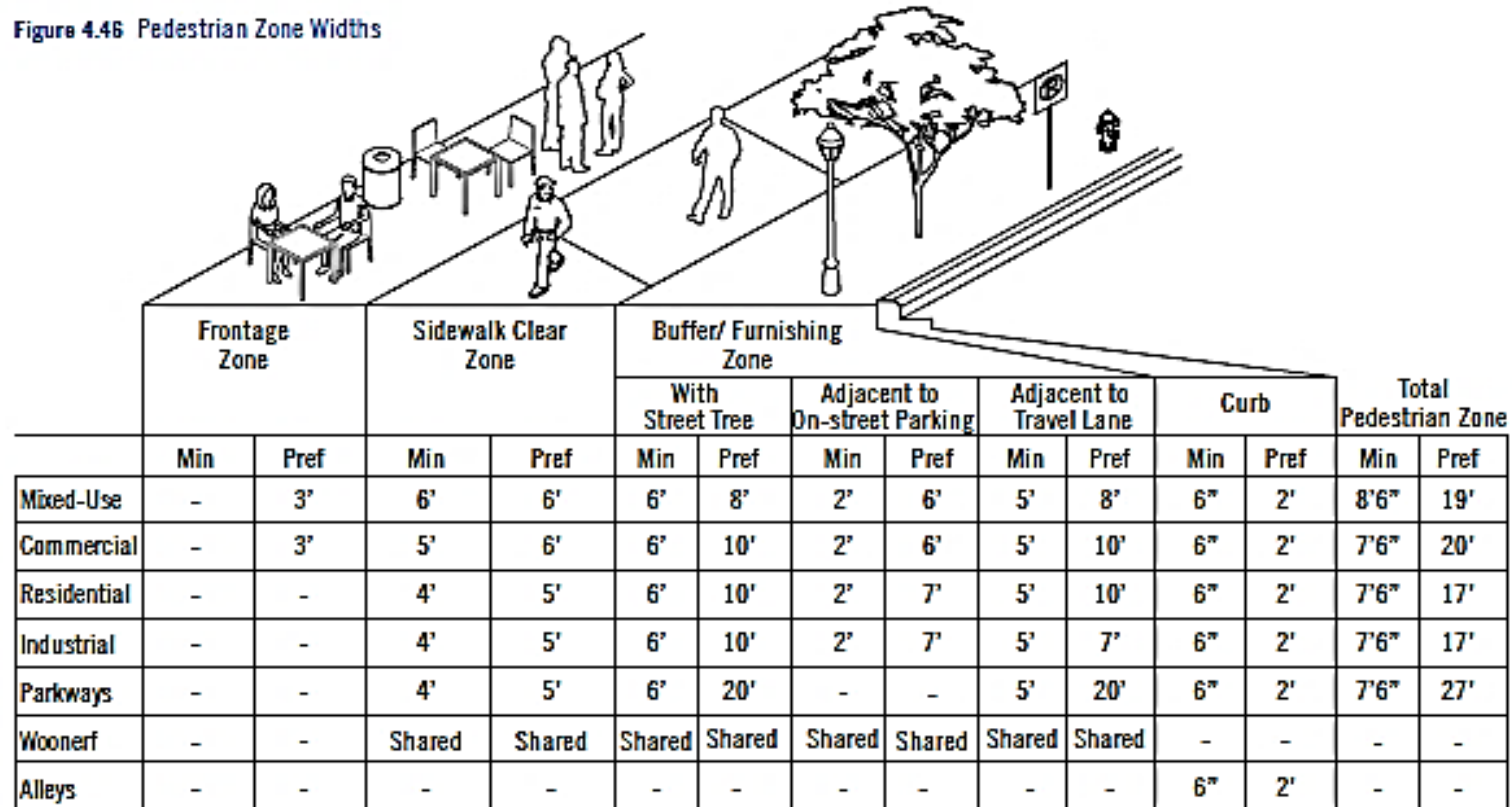
Figure 4.46 Pedestrian Zone Widths





1. Minimum width of sidewalks shall be as shown in Figure 4.46 Pedestrian Zone Widths of the Dallas Street Design Manual, as amended

Figure 4.46 Pedestrian Zone Widths



It is recommended to have at least 5 feet of sidewalk clear width to accommodate two people walking side by side or allow two wheel chairs to pass each other. In maintaining the minimum sidewalk clear width, the landscaping should not intrude into the sidewalk space. TIF or PID district requirements may differ from the above table.





# Urban Form



Urban Form.				Street Typology					
Access and Connectivity				Mixed Use	Commercial	Residential	Industrial	Other	Parkway
<p>This section focuses on the urban design concepts that connect individual parking facilities and help knit them together into the fabric of the community. These concepts include the basic arrangement of pedestrian access from parking facilities to streets and lots, open space and plazas, natural areas, and other buildings.</p> <p>This section focuses on the urban design concepts that connect individual parking facilities and help knit them together into the fabric of the community.</p> <p>Photos: (Top Left) Pedestrian connections through parking lots – <a href="#">Photo 2.1.9.1 Pedestrian Walkway across Parking Lots. (qaates.org)</a>; (Top Right) Sandia National Laboratories, Pedestrian and Traffic Safety in Parking Lots at SNL/NM – <a href="https://www.craftontull.com/insights/insight_posts/view/60/five-ways-to-improve-the-common-parking-lot">https://www.craftontull.com/insights/insight_posts/view/60/five-ways-to-improve-the-common-parking-lot</a>; (Bottom) No curb cut on primary street – Cityworks, City of Dallas - <a href="#">cityworks dallas - Bing</a></p>									
Intent/Purpose	Proposed Standard(s)	Examples of Urban Form Standards	Applies to new development or redevelopment. *The street with the highest level of priority adjacent to the lot or site is considered the "principal street."						
<p>Ensure that:</p> <ul style="list-style-type: none"> <li>❖ parking facilities promote efficient pedestrian, bicycle and vehicle circulation patterns;</li> <li>❖ high-quality street and sidewalk environment that is supportive of pedestrian, bicycle, and transit mobility and appropriate to the roadway context.</li> </ul>	<p><b>Pedestrian Pathways/Curb Cuts</b></p> <p>3. Pedestrian access must be provided, including parking facilities.</p> <p>✓ Pedestrian pathways shall be provided through surface parking such that no parking space may be located any further than 120 linear feet to a pedestrian pathway.</p>		•	•	•	•	•	•	
	<p>4. Curb cuts shall not be located on primary streets unless an alternative access point is impractical. "Primary Streets" means streets where a building with a main entrance is fronting.</p>		•	•	•		•	•	



# Urban Form



3. Pedestrian access must be provided, including for parking facilities.

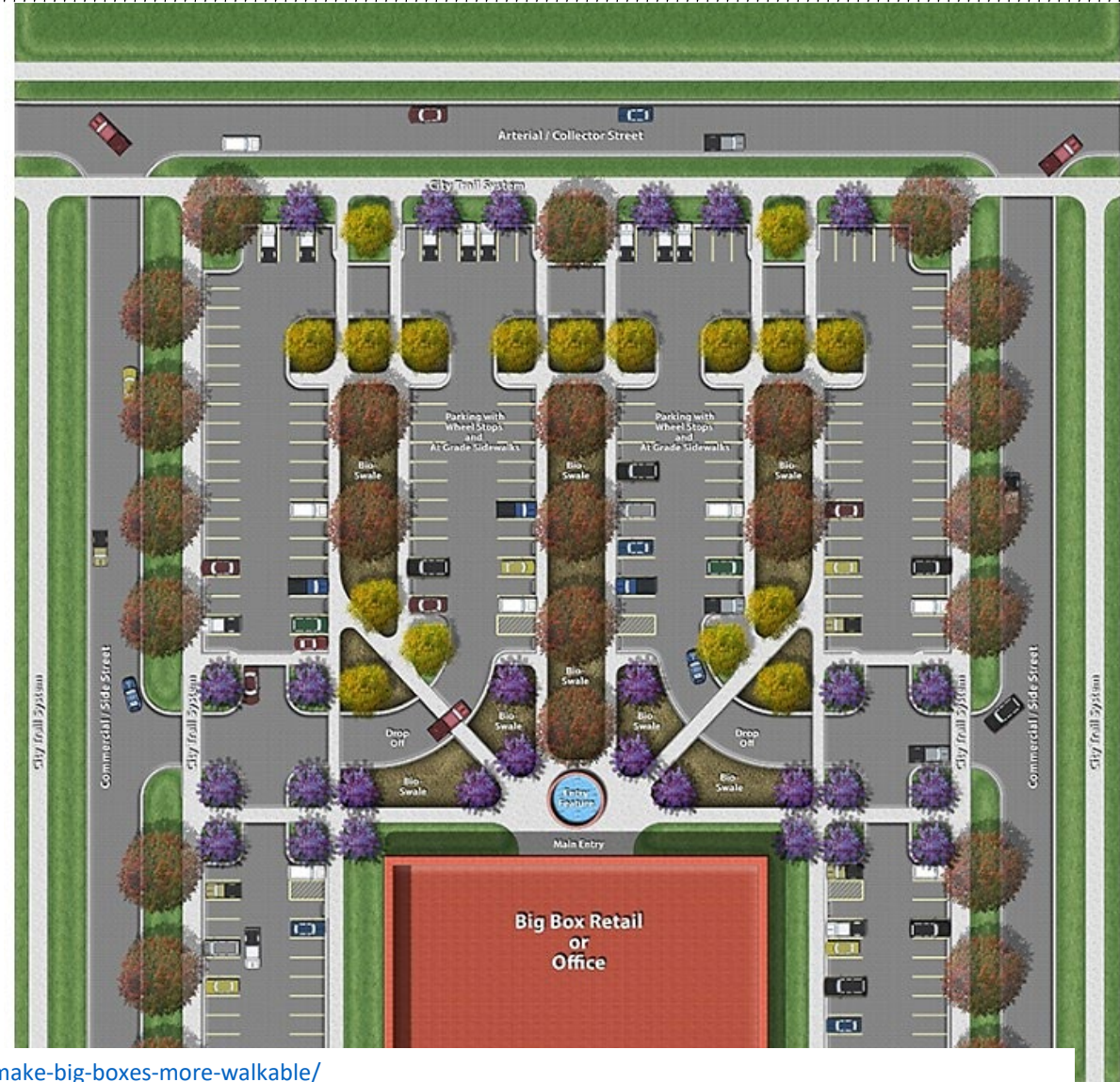


Photos: (Left) [https://gaates.org/DOPS/p\\_2\\_1\\_9n1.php](https://gaates.org/DOPS/p_2_1_9n1.php) (Right) Public Images (Google)







3. Pedestrian access must be provided, including for parking facilities.



# Urban Form





Urban Form			Street Typology					
Automobile Access and Parking			Mixed Use	Commercial	Residential	Industrial	Other	Parkway
<p><b>Urban Form.</b> This section focuses on the urban design concepts that connect individual parking facilities and help knit them together into the fabric of the community. These concepts include the basic arrangement of pedestrian access from parking facilities to streets and lots, open space and plazas, natural areas, and other buildings.</p> <p>This section focuses on the urban design concepts that connect individual parking facilities and help knit them together into the fabric of the community.</p> <p>Photos: (Top) Rear entry townhomes, Beckley Townhomes - <a href="https://www.apartments.com/beckley-townhomes-dallas-tx/">Beckley Townhomes - Dallas, TX   Apartments.com</a>; Co-located driveway for duplex and recessed garages - <a href="https://i.pinimg.com/originals/b6/23/79/b62379e3a1c8939039522e7f14fea10f.jpg">https://i.pinimg.com/originals/b6/23/79/b62379e3a1c8939039522e7f14fea10f.jpg</a></p>								
Intent/Purpose	Proposed Standard(s)	Examples of Urban Form Standards	Applies to new development or redevelopment. *The street with the highest level of priority adjacent to the lot or site is considered the "principal street."					
<ul style="list-style-type: none"> <li>Automobile circulation should be efficient, and conflicts with pedestrians minimized.</li> <li>Entry points for automobiles should be clearly defined and connections to auto circulation on adjoining properties are encouraged to facilitate access and reduce traffic on abutting public streets.</li> <li>In general, the number of curb cuts shall be minimized to prioritize pedestrian, bicycle, and transit user and other traffic safety.</li> </ul>	<p><b>Alleys</b></p> <p>3. Direct access to the street through a curb cut shall not be allowed where an alley serves a single- and two-family dwelling or multiple-family dwelling.</p>		•	•	•	•	•	
	<p>4. Garages opening on street-facing facades of single-family attached uses, where allowed, must be co-located.</p> <p>5. Attached garages must be recessed a minimum of 5' from the front façade, excluding the front porch.</p>		•	•	•	•	•	



# Urban Form





Urban Form.			Street Typology					
Automobile Access and Parking.			Mixed Use	Commercial	Residential	Industrial	Other	Parkway
<p>This section focuses on the urban design concepts that connect individual parking facilities and help knit them together into the fabric of the community. These concepts include the basic arrangement of pedestrian access from parking facilities to streets and lots, open space and plazas, natural areas, and other buildings.</p> <p>This section focuses on the urban design concepts that connect individual parking facilities and help knit them together into the fabric of the community.</p> <p>Photos: (Top) No surface parking between a building and the street, Jack in the Box, City of Arlington; (Bottom) One row of parking with a drive aisle on corner lot, Chase Bank, City of Arlington</p>								
Intent/Purpose	Proposed Standard(s)	Examples of Urban Form Standards	Applies to new development or redevelopment. *The street with the highest level of priority adjacent to the lot or site is considered the "principal street."					
<ul style="list-style-type: none"> <li>❖ Creating more walkable and pedestrian-friendly urban form and/or other active uses that contribute to the public realm, as points of interest that encourage creative place making <u>activation</u>;</li> <li>❖ Exercising a reasonable degree of control over site development and location of off-street parking and other automobile-oriented <u>uses</u>;</li> <li>❖ Protecting the area and its periphery from proliferation of parking lots and other automobile-oriented <u>uses</u>;</li> <li>❖ Improving the visual and urban design relationships between existing and future buildings, parking garages, open spaces, and public improvements</li> </ul>	<b>Surface Parking as an Accessory Use</b> Location of Surface Parking. 1. No parking shall be allowed between a building and any public street.							
	2. One row of parking and a drive aisle may be permitted between a building and a public street for no more than 25% of street frontage.							



# Urban Form





Urban Form.			
This section focuses on the urban design concepts that connect individual parking facilities and help knit them together into the fabric of the community. These concepts include the basic arrangement of pedestrian access from parking facilities to streets and lots, open space and plazas, natural areas, and other buildings.			
Automobile Access and Parking.			Street Typology
This section focuses on the urban design concepts that connect individual parking facilities and help knit them together into the fabric of the community.			Mixed Use
Photos: (Top) Order placement and pick-up window on side not along primary street-facing façade, Jack in the Box, City of Arlington; (Bottom) Berm screening headlights for parking along street, Panda Express, City of Arlington			Commercial
			Residential
			Industrial
			Other
			Parkway
Intent/Purpose	Proposed Standard(s)	Examples of Urban Form Standards	Applies to new development or redevelopment. *The street with the highest level of priority adjacent to the lot or site is considered the "principal street."
<ul style="list-style-type: none"> <li>❖ Creating more walkable and pedestrian-friendly urban form and/or other active uses that contribute to the public realm, as points of interest that encourage creative place making activation;</li> <li>❖ Exercising a reasonable degree of control over site development and location of off-street parking and other automobile-oriented uses;</li> <li>❖ Protecting the area and its periphery from proliferation of parking lots and other automobile-oriented uses;</li> <li>❖ Improving the visual and urban design relationships between existing and future buildings, parking garages, open spaces, and public improvements</li> </ul>	<b>Surface Parking as an Accessory Use</b> Additional Location for Parking and Drive Aisles - Drive-through and Drive-in Facilities. 3. Drive-through aisles with stacking, order placement or pick-up or window service or similar drive-through and drive-in service, where allowed, are not permitted to be located along the side of a building that faces a primary street-facing facade.		<ul style="list-style-type: none"> <li>•</li> <li>•</li> <li>•</li> <li></li> <li>•</li> <li></li> </ul>
	4. All off-street parking spaces on a lot along street frontages, must be screened from direct view of public streets, and public spaces. ✓ The street facing façade of a structure; ✓ Garage Doors; ✓ earthen berm planted with turf grass or ground cover. ✓ evergreen plant materials		<ul style="list-style-type: none"> <li>•</li> <li>•</li> <li></li> <li></li> <li></li> <li></li> </ul>



# Urban Form





Urban Form.			Street Typology					
Automobile Access and Parking.			Mixed Use	Commercial	Residential	Industrial	Other	Parkway
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Intent/Purpose	Proposed Standard(s)	Examples of Urban Form Standards						
<ul style="list-style-type: none"> <li>❖ Creating more walkable and pedestrian-friendly urban form and/or other active uses that contribute to the public realm, as points of interest that encourage creative place making <u>activation</u>.</li> <li>❖ Exercising a reasonable degree of control over site development and location of off-street parking and other automobile-oriented <u>uses</u>.</li> <li>❖ Protecting the area and its periphery from proliferation of parking lots and other automobile-oriented <u>uses</u>.</li> <li>❖ Improving the visual and urban design relationships between existing and future buildings, parking garages, open spaces, and public improvements.</li> </ul>	<p><b>Surface Parking as an Accessory Use</b></p> <p>Parking/Loading and Building Services Additional Standards.</p> <p>6. Dumpster or trash facilities that are not incorporated into the building design, shall be screened on 3 sides by a minimum 8' solid enclosure consistent with the principal building on a site.</p> <p>7. Dumpsters or trash facilities shall be screened with solid gates a minimum of 1' above the height of the dumpster or trash facility where the dumpster or trash facilities will be accessed for trash removal and maintenance.</p>		•	•	•		•	•
	<p>8. Utility Cabinets that are not incorporated into the building design, and are required due to utility service to be within front or side yards or adjacent to public streets, pedestrian access or residential, shall be screened on 3 sides by:</p> <ul style="list-style-type: none"> <li>✓ solid evergreen, landscaping a minimum of 1' in height above the utility <u>cabinet</u>.</li> <li>✓ The fourth side may be either painted to be compatible with building or blend into background or artwork reflective of district or <u>blockface</u>.</li> </ul>		•	•	•		•	•



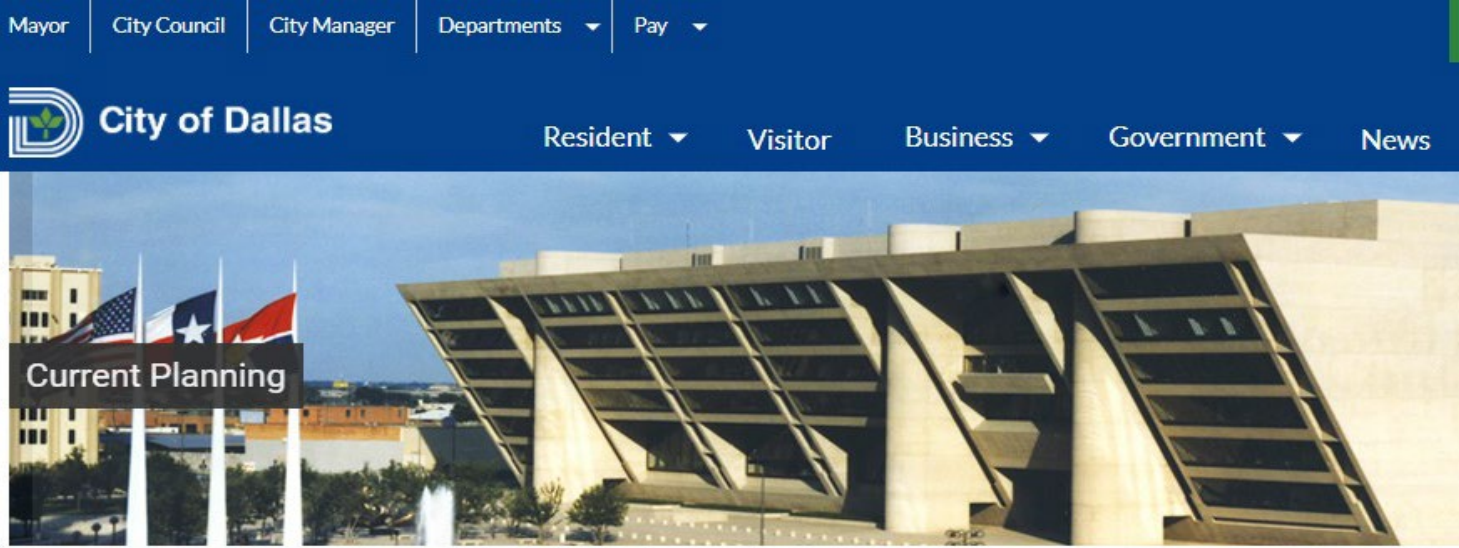
# Urban Form



Urban Form.			Street Typology					
<p>This section focuses on the urban design concepts that connect individual parking facilities and help knit them together into the fabric of the community. These concepts include the basic arrangement of pedestrian access from parking facilities to streets and lots, open space and plazas, natural areas, and other buildings.</p> <p><b>Automobile Access and Parking.</b> This section focuses on the urban design concepts that connect individual parking facilities and help knit them together into the fabric of the community.</p> <p>Photo: (Top) Parking garage with at least 70 percent frontage with active uses – <a href="#">Six-story structure combines a parking garage with street-level retail   Building Design + Construction (bdcnetwork.com)</a>; (Bottom) Parking garage with no blank walls – <a href="#">A Fresh Flavor for the Texas Doughnut   Build a Better Burb</a></p>			Mixed Use	Commercial	Residential	Industrial	Other	Parkway
Intent/Purpose	Proposed Standard(s)	Examples of Urban Form Standards	Applies to new development or redevelopment. *The street with the highest level of priority adjacent to the lot or site is considered the "principal street."					
<ul style="list-style-type: none"> <li>❖ Creating more walkable and pedestrian-friendly urban form and/or other active uses that contribute to the public realm, as points of interest that encourage creative place making activation;</li> <li>❖ Exercising a reasonable degree of control over site development and location of off-street parking and other automobile-oriented uses;</li> <li>❖ Protecting the area and its periphery from proliferation of parking lots and other automobile-oriented uses;</li> <li>❖ Improving the visual and urban design relationships between existing and future buildings, parking garages, open spaces, and public improvements</li> </ul>	<p><b>Structured Parking</b></p> <p>Frontage.</p> <ol style="list-style-type: none"> <li>1. Maximum frontage of any parking structures must be 70 percent unless there are active ground floor uses, such as retail, commercial, office, residential, institutional, public, or civic uses.</li> </ol>		•					
	<p>Blank Façade Walls.</p> <ol style="list-style-type: none"> <li>2. Blank façade limits apply to the area of the façade between 0 feet and 10 feet above the sidewalk.</li> <li>3. Any portion of a façade that is not transparent shall be considered, to be a blank façade.</li> </ol>		•	•	•		•	•







# Contact and further information

Project webpage:  
[Bit.ly/CityOfDallasParking](https://bit.ly/CityOfDallasParking)

CURRENT PLANNING HOME
ACCESSORY DWELLING UNITS
AUTHORIZED HEARINGS
BOARDS AND COMMISSIONS
CODE AMENDMENTS
CONSERVATION DISTRICTS

## Current Planning - Code Amendments

### Parking Code Amendment (DCA190-002)

The intent of the Parking Code Amendment is to review current parking regulations and based on research, best practices, and parking codes of other cities, to determine needed amendments to the City Code.

If you are interested in receiving emails and updates, please signup online by clicking [here](#).

Contact us:

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# PARKING AMENDMENT

Zoning Ordinance Advisory Committee  
(ZOAC)  
July 15, 2021

Lori Levy, AICP, Senior Planner  
Sustainable Development and Construction –  
Current Planning  
City of Dallas

