

PARKING AMENDMENT

**Zoning Ordinance
Advisory Committee (ZOAC)
August 12, 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 – Proposal Options Cont'd**



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

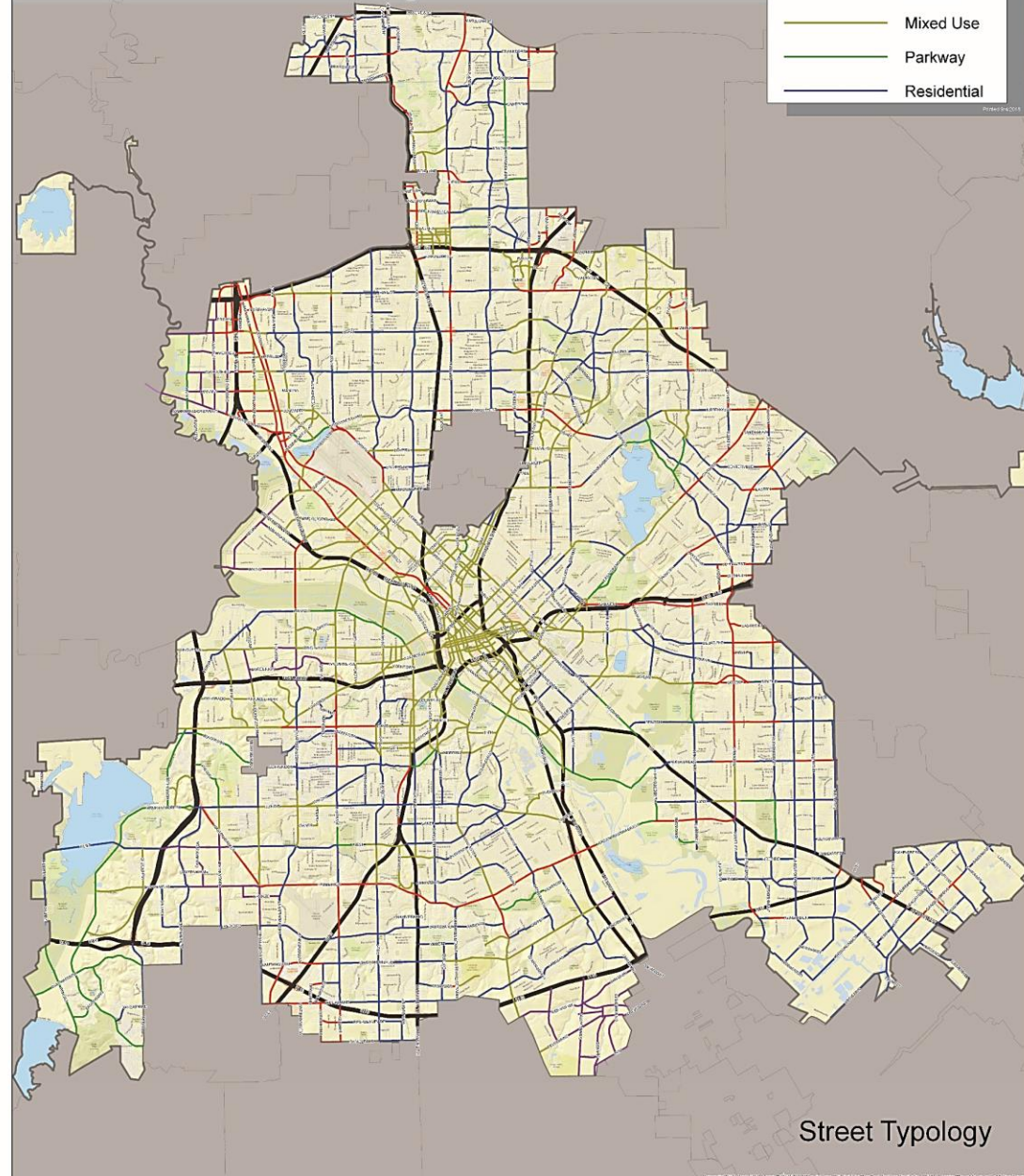


[Citywide Plans \(dallascityhall.com\)](http://dallascityhall.com)



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

Urban Form



Photos: (Left) – [West Hollywood Debuts Automated Parking Garage Designed by LPA Inc. \(prweb.com\)](#); (Top) [Summit V - IPD : IPD \(ipd-global.com\)](#); (Bottom) [SAIT Polytechnic Parking Garage | Prairie Design Awards](#)



Curb Cuts



<p>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 spaces and plazas, natural areas, and other buildings.</p>							
<p>Automobile Access and Parking 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: Limited curb-cuts and building up to street allows for pedestrian walkability and parking behind for motor vehicle fueling station, Winston-Salem, NC. - Commercial-Development-and-Redevelopment-Design-Techniques-PDF (cityofws.org)</p>			<p>Street Typology</p> <p>Mixed Use Commercial Residential Industrial Other Parkway</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>❖ Automobile circulation should be efficient and conflicts with pedestrians minimized. 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.</p>	<p>Curb Cuts</p> <ol style="list-style-type: none"> Limit curb cuts to no more than one (1) per street per lot or development. Additional curb cuts may be approved by the Director where the intent of the standards are clearly met and specific site- circulation patterns require an additional curb cut, such as on long parcels or at nodes. Continuous curb cuts are prohibited. Adequate spacing between curb cuts must be maintained on the same blockface (distance in feet to be determined). Sharing curb cuts between adjacent properties, such as providing cross property access easements, is encouraged, permitted, and in some instances required. Additional curb cuts for dumpster - or loading - areas only are prohibited. 		•	•	•	•	•



Curb Cuts




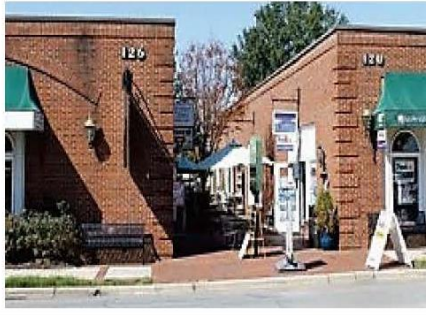
Continuous curb cuts do not promote pedestrian-friendly, safe walking environments

Photos: (Top Left, Top Right and Bottom) - [Commercial-Development-and-Redevelopment-Design-Techniques-PDF](https://www.cityofwfs.org/Commercial-Development-and-Redevelopment-Design-Techniques-PDF) ([cityofwfs.org](https://www.cityofwfs.org))



Curb Cuts (Mixed-Use and Commercial)



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 spaces 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) One new curb cut for a parking street to serve development spanning entire primary street, Arlington, TX; (Bottom) One new curb cut on a commercial street with an arcade between buildings, Winston-Salem, MA - Commercial-Development-and-Redevelopment-Design-Techniques-PDF (cityofws.org)</p>			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."					
Intent/Purpose	Proposed Standard(s)	Examples of Urban Form Standards						
<p>❖ Automobile circulation should be efficient and conflicts with pedestrians minimized. 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.</p>	<p>Curb Cuts</p> <p>7. In areas that pose unique challenges in developing pedestrian-friendly parking facilities, the following guidelines shall be used in designing access and circulation:</p> <p>A. Mixed-Use Streets.</p> <p>i. New curb cuts are not allowed except:</p> <p>(a) Lots with no other access;</p> <p>(b) Lots with blockfaces over 300' long may have one (1) curb cut where the curb is part of through-block circulation that includes shade trees with an arcade, sidewalk, pedestrian-oriented street, or parking street.</p>		•					
	<p>B. Commercial Streets.</p> <p>i. New curb cuts are only allowed where:</p> <p>(a) Lots do not front onto a Mixed-Use Street</p> <p>(b) Lots with no other access;</p> <p>(c) Lots with blockfaces over 300' long where the curb cut is part of through-block circulation that includes shade trees with an arcade, sidewalk, pedestrian-oriented street, or parking street.</p>		•					



Alley Access





<p>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.</p>							
<p>Automobile Access and Parking 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: J-Swing Garage with garage not fronting primary street - https://www.coolhouseplans.com/plan-82419</p>			<p>Street Typology</p> <p>Mixed Use Commercial Residential Industrial Other Parkway</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>❖ Automobile circulation should be efficient and conflicts with pedestrians minimized. 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.</p> <p>❖ In general, the number of curb cuts shall be minimized to prioritize pedestrian, bicycle, and transit user and other traffic safety.</p>	<p>Alleys</p> <p>Alley Access</p> <p>1. Except as otherwise required or permitted in this Section, access to parking shall be from the alley if the lot abuts an alley and one of the conditions in this subsection is met:</p> <p>(a) The alley is improved to the standards of the Dallas Street Design Manual, as amended; or</p> <p>(b) Director determines that alley access is feasible and desirable to mitigate- parking access impacts, improve public safety, and/or maintain on-street parking capacity.</p>		•	•	•	•	•
	<p>(c) Single-family and duplex uses must be accessed by either an alley or must have rear or J-swing garage access and may not have garages fronting a street.</p>		•	•	•	•	•



Pedestrian Pathways



<p>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 spaces and plazas, natural areas, and other buildings.</p>																
<p>Automobile Access and Parking 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>Images: (Top) Internal Vehicular Circulation Routes with pedestrian pathways, Univ. of AL- Building Bama – UA Capital Projects Portal The University of Alabama; (Bottom) Internal Vehicular Circulation Routes with pedestrian pathways, Walmart HQ, Bentonville, AR - https://corporate.walmart.com/newhomeoffice/step-into-the-future-with-a-virtual-tour</p>			<p>Street Typology</p> <table border="1"> <tr> <td>Mixed Use</td> <td>Commercial</td> <td>Residential</td> <td>Industrial</td> <td>Other</td> <td>Parkway</td> </tr> </table>						Mixed Use	Commercial	Residential	Industrial	Other	Parkway		
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.”													
<p>❖ An internal circulation route must comply with the requirements of this section and shall provide a safe and enjoyable walking environment overlooked by buildings that offer natural surveillance and contact from their occupants/users.</p>	<p>Internal Vehicular Circulation Routes</p> <p>Pedestrian Pathways.</p> <ol style="list-style-type: none"> Publicly accessible pedestrian pathways (private drives) must be provided along all Internal Vehicular Circulation Routes of sites 3 acres or larger with frontage on the street types as shown on the right. On portions of the Internal Vehicular Circulation Route that does not contain building frontage, a minimum 5’ unobstructed pedestrian pathway shall be provided, all of which shall be located within 12’ feet of the curb. <p>Parking.</p> <ol style="list-style-type: none"> Off-Street parking and loading are prohibited between the Internal Vehicular Circulation Route and the corresponding street-facing façade line. 		 		<table border="1"> <tr> <td>•</td> <td>•</td> <td>•</td> <td></td> <td>•</td> <td>•</td> </tr> </table>						•	•	•		•	•
	•	•	•		•	•										



Pedestrian Pathways





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 spaces 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) Bicycle self-service pay kiosk not obstructing the flow of pedestrian traffic, Downtown Houston – courtesy of Andreea Udrea, PhD, City of Dallas; (Bottom) Pedestrian path widths same as sidewalk widths, Chester County, PA. - TRADITIONAL NEIGHBORHOOD DEVELOPMENT (northcoventrytownship.com)</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."					
❖ Pedestrian access links the various functions and spaces on a site with sidewalks in a coordinated system.	<p>Pedestrian Pathways</p> <p>3. Pedestrian access along the public pathways shall not be blocked.</p> <p>(a) Queuing is prohibited on the pedestrian pathway.</p> <p>(b) Kiosks or self-serve pay stations shall be located a sufficient distance from the public pathway so that normal use of parking facilities shall not inhibit the flow of pedestrian traffic.</p>		•	•	•	•	•	•
	<p>4. Pedestrian pathway widths shall be the same as the widths of the sidewalks for that site, per Figure 4.46 Pedestrian Zone widths of the Dallas Street Design Manual, as amended unless otherwise specified herein.</p>		•	•	•	•	•	•



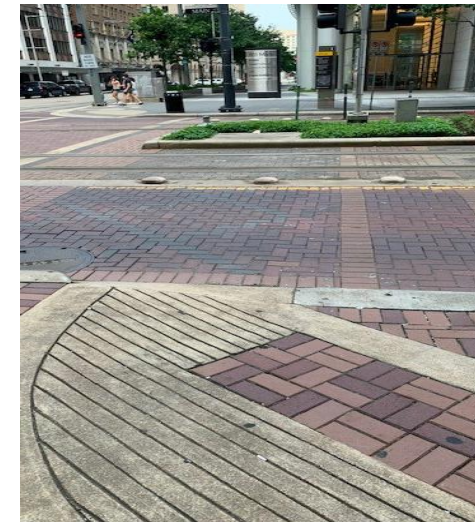
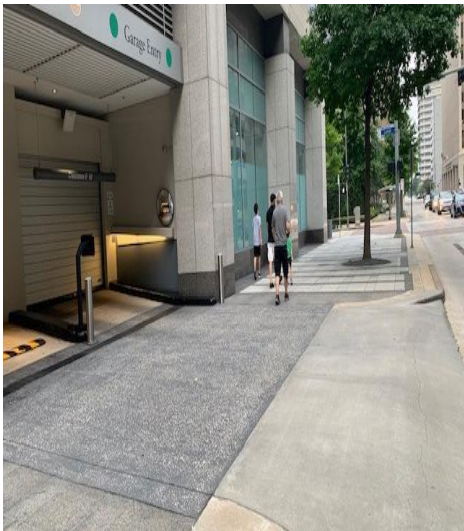
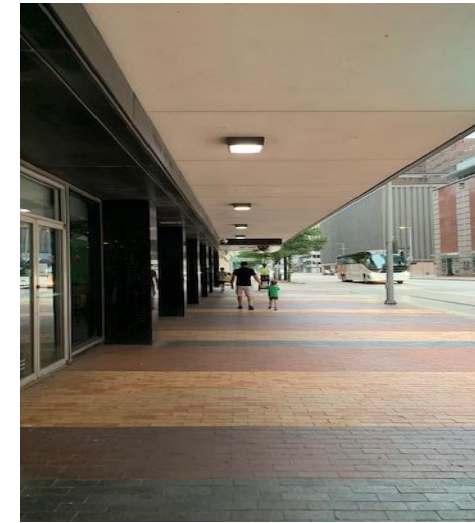
Sidewalks and Pedestrian Connections



<p>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 spaces and plazas, natural areas, and other buildings.</p>			<p>Street Typology</p>					
<p>Access and Connectivity 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) Continuous Sidewalks - Sidewalks National Association of City Transportation Officials (nacto.org); (Bottom) Picture in picture of visually and texturally different paving for pedestrian paths and at intersections of four corners, Victoria Gardens, Monet Ave, Cucamonga, CA - Commercial - SWA Group</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."					
<p>❖ In order to foster a sense of place or arrival at a particular node, consistent paving materials, crosswalks, landscaping, signage, and lighting are encouraged for properties located at shopping corridors or development of other mixed-use at major intersections or continuous development across all four corners of an intersection.</p>	<p>Intersection Zone Sidewalks and Pedestrian Connections. 1. Sidewalks, pedestrian paths, and crosswalks shall be continuous.</p>		•	•	•	•	•	•
	<p>Paving Materials. 1. Paving materials for crosswalks and pedestrian pathways at four corners of intersections shall use visually and texturally different materials than those used for parking spaces and automobile traffic per the Dallas Street Design Manual, as amended.</p>		•	•				



Special (Alter.) Paving – Sidewalks, Crosswalks



Photos: Downtown Houston, courtesy of Andreea Udrea, PhD, City of Dallas



Alternative Paving – Surface Parking Lots




(Top Left and Right and Bottom Left) - [Coastal Stormwater Supplement \(atlantaregional.org\)](http://Coastal Stormwater Supplement (atlantaregional.org))
(Top and Bottom Middle and Bottom Right) - [06_GGGChapter3.pdf \(coastalgadnr.org\)](http://06_GGGChapter3.pdf (coastalgadnr.org))



Joint Access




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.			Street Typology					
Automobile Access and Parking. This section focuses on the urban design concepts that connect individual parking facilities and help knit them together into the fabric of the community. Joint access for properties on both sides along drive aisle and into the entire retail site, City of Arlington, TX			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."					
❖ Automobile circulation should be efficient, and conflicts with pedestrians minimized. 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.	Joint Access. Joint Access. 1. Joint Access is required within the site to connect to adjacent properties.		•	•	•	•	•	•



Parking Facilities Lighting



<p>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 spaces and plazas, natural areas, and other buildings.</p>			
<p>Automobile Access and Parking 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: Highlighting and style of lights. Other features, include fully automated parking garage, sustainable materials made of recycled grocery bags and roof-mounted photovoltaic solar panels and drought-tolerant landscaping – municipal parking garage, West Hollywood, CA - West Hollywood Debuts Automated Parking Garage Designed by LPA Inc. (prweb.com)</p>			<p>Street Typology</p> <p>Mixed Use Commercial Residential Industrial Other Parkway</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"> ❖ Encouraging use of street-level spaces for pedestrian-oriented, retail specialty shops with vibrant and interesting displays; ❖ Creating more walkable and pedestrian-friendly urban form that focuses on pedestrian accommodation, safety, shade, and site furnishings; ❖ Exercising a reasonable degree of control over site development and location of off-street parking and other automobile-oriented uses; ❖ Protecting the area and its periphery from proliferation of parking lots and other automobile-oriented uses; ❖ Improving the visual and urban-design relationships between existing and future buildings, parking garages, open spaces, and public improvements. 	<p>Parking Facilities Lighting of Parking Facilities.</p> <p>1. Highlighting. Lights must be used to highlight parking structures, trees, and similar features within public and private plazas, courtyards, walkways, and other similar outdoor areas at night to create excitement and a festive ambiance with cut-off lighting to protect the night sky.</p> <p>2. Style. The style of light standards and fixtures must be consistent with the overall theme and design of the district and architecture and design of the buildings.</p>		
	<ul style="list-style-type: none"> • • 	<ul style="list-style-type: none"> • • 	



Parking Facilities Lighting



<p>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 spaces and plazas, natural areas, and other buildings.</p>									
<p>Automobile Access and Parking 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: Exterior lighting integrated and orchestrated into design and layers of lighting used to enhance architecture for nighttime economy, Summit V, Aliso Viejo, CA - Summit V - IPD : IPD (ipd-global.com)</p>			<p>Street Typology</p> <table border="1"> <tr> <td>Mixed Use</td> <td>Commercial</td> <td>Residential</td> <td>Industrial</td> <td>Other</td> <td>Parkway</td> </tr> </table>	Mixed Use	Commercial	Residential	Industrial	Other	Parkway
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"> ❖ Encouraging use of street-level spaces for pedestrian-oriented, retail specialty shops with vibrant and interesting displays; ❖ Creating more walkable and pedestrian-friendly urban form, that focuses on pedestrian accommodation, safety, shade, and site furnishings; ❖ Exercising a reasonable degree of control over site development and location of off-street parking and other automobile-oriented uses; ❖ Protecting the area and its periphery from proliferation of parking lots and other automobile-oriented uses; ❖ Improving the visual- and urban-design relationships between existing and future buildings, parking garages, open spaces, and public improvements. 	<p>Parking Structures as a Main Use (Commercial Parking Garages)</p> <p>Additional Lighting Standard.</p> <p>1. Exterior parking structure lighting shall be integrated and orchestrated into the design and treated as layers of lighting used to enhance the architecture and provide for the nighttime economy (late night workers).</p>		<ul style="list-style-type: none"> • 						



Transit Stop Coordination






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 spaces 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>Photo: Pad for bus stop, and shelter in R.O.W. would require an easement or dedication and coordination with DART https://www.dvrpc.org/Reports/18029.pdf.</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."					
<p>Ensure that:</p> <ul style="list-style-type: none"> ❖ parking facilities relate appropriately to surrounding developments and streets and create a cohesive visual identity and attractive street scene; ❖ parking facilities promote efficient pedestrian-bicycle-and vehicle-circulation patterns; ❖ high-quality street and sidewalk environment is supportive of pedestrian, bicycle, and transit mobility and is appropriate to the roadway context. 	<p>Sidewalks</p> <p>(c) An easement or dedication may be required in order to meet the provisions of this section.</p> <p>(d) Sidewalk and sidewalk improvements including pads for DART transit stops and stations, shall be coordinated with DART.</p>		•	•	•	•	•	•



Commercial Parking Garage - Location





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 structures 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 spaces and plazas, natural areas, and other buildings.</p> <p>This section focuses on the urban-design concepts that connect individual parking structures and help knit them together into the fabric of the community.</p> <p>Photos: (Top and Bottom) Parking areas, loading, vehicular circulation and structured parking to rear of building and not fronting a public street - Parking Consulting - IPD : IPD (ipd-global.com)</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"> ❖ Encouraging use of street-level spaces for pedestrian-oriented, retail specialty shops with vibrant and interesting displays; ❖ 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; ❖ Exercising a reasonable degree of control over site development and location of off-street parking and other automobile-oriented uses; ❖ Protecting the area and its periphery from proliferation of parking lots and other automobile-oriented uses; ❖ Improving the visual-and urban-design relationships between existing and future buildings, parking garages, open spaces, and public improvements. 	<p>Parking Structures as an Accessory Use (Commercial Parking Garages)</p> <p>Location.</p> <p>1. The following apply to all parking structures:</p> <p>(a) Parking areas, loading and vehicular circulation shall be located to minimize its visibility from public view.</p> <p>(b) Structured parking shall be located toward the interior of the site or to the side or rear of the building that does not front a street or open space that is publicly accessible.</p> <p>(c) Parking structures shall not be located along the street frontage of a street-facing façade.</p>							
								



Commercial Parking Garage-Landscaping



Urban Form. This section focuses on the urban-design concepts that connect individual parking structures 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 spaces and plazas, natural areas, and other buildings.			Street Typology							
Automobile Access and Parking This section focuses on the urban-design concepts that connect individual parking structures and help knit them together into the fabric of the community. Photos: (Top) 10' landscaped buffer around base of parking structure - Part II - UNIFIED DEVELOPMENT CODE Land Development Code Irving, TX Municode Library ; (Bottom) Scripps Memorial Hospital parking structure, LaJolla, CA - https://www.ipd-global.com/class/healthcare/			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"> ❖ Encouraging use of street-level spaces for pedestrian-oriented, retail specialty shops with vibrant and interesting displays; ❖ 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; ❖ Exercising a reasonable degree of control over site development and location of off-street parking and other automobile-oriented uses; ❖ Protecting the area and its periphery from proliferation of parking lots and other automobile-oriented uses; ❖ Encouraging rehabilitation of existing structures with minimal permanent modifications so that architectural - or engineering-design decisions would not preclude the possibility of repurposing structures back to other uses other than parking as a utility; ❖ Improving the visual- and urban-design relationships between existing and future buildings, parking garages, open spaces, and public improvements. 	Parking Structures as a Main Use (Commercial Parking Garages) Parking Structure Landscaping. 1. A 10'-foot-deep landscape buffer around the entire base of the parking garage shall be provided if the structure is not built to the frontage zone as in mixed-use, urban settings. (a) Trees shall be planted every 30' on center within this landscape buffer.				•	•	•	•	•	•
	(b) Parking garages attached to a building shall provide the 10'- foot-deep landscaped buffer only on those exterior sides not adjacent to the attached building.				•	•	•	•	•	•



Commercial Parking Garage – Blank Walls





Urban Form. This section focuses on the urban-design concepts that connect individual parking structures 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 spaces and plazas, natural areas, and other buildings.			Street Typology					
Automobile Access and Parking This section focuses on the urban-design concepts that connect individual parking structures and help knit them together into the fabric of the community. Photos: (Top) Village at San Antonio Center Blocks 1&2 and 5&6, Mountain View, CA - Village at San Antonio Center Blocks 1 & 2 and 5 & 6 - IPD : IPD (ipd-global.com) ; (Bottom) Palo Alto Medical Foundation Fremont Center, Fremont, CA - https://www.ipd-global.com/portfolio/palo-alto-medical-foundation-fremont-center-parking-structure/			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"> ❖ Encouraging use of street-level spaces for pedestrian-oriented, retail specialty shops with vibrant and interesting displays; ❖ 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; ❖ Exercising a reasonable degree of control over site development and location of off-street parking and other automobile-oriented uses; ❖ Protecting the area and its periphery from proliferation of parking lots and other automobile-oriented uses; ❖ Improving the visual- and urban-design relationships between existing and future buildings, parking garages, open spaces, and public improvements. 	Parking Structures as a Main Use (Commercial Parking Garages) Blank-Façade Walls. (e) Blank-façade segment width may be increased to 60' feet if the Director determines that the façade segment is enhanced by architectural detailing, landscaping, or similar features that have visual interest.							
	(f) Openings in a parking structure façade must not exceed 52% of the total building façade area on each street frontage excluding ingress and egress points.							



Commercial Parking Garage - Compatibility





Urban Form. This section focuses on the urban-design concepts that connect individual parking structures 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 spaces and plazas, natural areas, and other buildings.			Street Typology					
Automobile Access and Parking This section focuses on the urban-design concepts that connect individual parking structures and help knit them together into the fabric of the community.			Mixed Use	Commercial	Residential	Industrial	Other	Parkway
Photos: (Top and Bottom) Fashion Island Parking Structure compatible with similar texture, color and transparency with buildings on the same blockface, Newport Beach, CA - PORTFOLIO - IPD : IPD (ipd-global.com)								
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"> ❖ Encouraging use of street-level spaces for pedestrian-oriented, retail specialty shops with vibrant and interesting displays; ❖ 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; ❖ Exercising a reasonable degree of control over site development and location of off-street parking and other automobile-oriented uses; ❖ Protecting the area and its periphery from proliferation of parking lots and other automobile-oriented uses; ❖ Improving the visual- and urban-design relationships between existing and future buildings, parking garages, open spaces, and public improvements. 	Parking Structures as a Main Use (Commercial Parking Garages) Parking Structure Compatibility. 1. Parking structures must be compatible with buildings within the same block face and the block face across the street in all districts where allowed. 2. A commercial parking garage as the principal building on a site will be considered compatible if: (a) It is designed in conformance with the character and design of the buildings within the same block face and the block face across the street with similar texture, color, and transparency.	 	•	•	•	•	•	



Commercial Parking Garage - Compatibility



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 structures 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 spaces and plazas, natural areas, and other buildings.</p> <p>This section focuses on the urban-design concepts that connect individual parking structures and help knit them together into the fabric of the community.</p> <p>Photos: (Top) Todos Santos parking structure screened on all levels, Concord, CA - Public Sector Archives - IPD : IPD (ipd-global.com); (Bottom) California Baptist University East parking structure screened on ground-level on all sides, Riverside, CA - California Baptist University East Parking Structure - IPD : IPD (ipd-global.com)</p>			<p>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>					
Intent/Purpose	Proposed Standard(s)	Examples of Urban Form Standards						
<ul style="list-style-type: none"> ❖ Encouraging use of street-level spaces for pedestrian-oriented, retail specialty shops with vibrant and interesting displays; ❖ 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; ❖ Exercising a reasonable degree of control over site development and location of off-street parking and other automobile-oriented uses; ❖ Protecting the area and its periphery from proliferation of parking lots and other automobile-oriented uses; ❖ Improving the visual- and urban-design relationships between existing and future buildings, parking garages, open spaces, and public improvements. 	<p>Parking Structures as a Main Use (Commercial Parking Garages)</p> <p>Parking Structure Compatibility.</p> <p>(b) It provides an exterior screen consisting of high-quality materials that screen all parking levels including the upper level of the underlying structure and contribute to the overall quality of the built environment appropriate for the block face and the block face across the street.</p>		•	•	•		•	•
	<p>(c) On all other streets where active ground-floor uses are not lined, the ground-floor treatment must provide a low-screening element that blocks views of parked-vehicle bumpers and headlights from pedestrians using the adjacent sidewalk.</p>							



Surface Parking - Screening





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 spaces 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) Garage doors except R and D, may not face a public street, Parkview Luxury Condos in Southlake Town Square, Southlake, TX - The Parkview Residences: Luxury Condominiums for Sale in Southlake Town Square (ownsouthlake.com); (Bottom) Detached garage no closer than rear façade of dwelling - Winter Park # 95738 The House Plan Company</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"> ❖ Creating more walkable and pedestrian-friendly urban form that focuses on pedestrian accommodation, safety, shade, and site furnishings; ❖ Exercising a reasonable degree of control over site development and location of off-street parking and other automobile-oriented uses; ❖ Improving the visual- and urban-design relationships between existing and future buildings, parking garages, open spaces, and public improvements. ❖ Parking/loading and other building service areas should be incorporated into the overall design of the building and landscaping so that visual and acoustic impacts of these functions are contained and out of view from adjacent properties and public streets. 	<p>Surface Parking</p> <p>Required screening.</p> <p>(h) If screening is provided by garage doors in all districts, except R (Residential) and D (Duplex), garage doors may not face a public street. (See Access – Alleys for other garage standards)</p>		•	•	•		•	•
	<p>(i) Detached garages must be set back to the rear of the property no closer than the rear façade of the building or dwelling(s) nearest the rear of the lot.</p>		•	•	•		•	•



Surface Parking - Screening



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 spaces 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) Berm and plantings to screen parking headlights - DRC Guidelines Ch 3 Revised 2019.pdf (revize.com); (Bottom) Berm and solid screening to screen headlights, Chester County, PA. - TRADITIONAL NEIGHBORHOOD DEVELOPMENT (northcoventrytownship.com)</p>			<p>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>					
Intent/Purpose	Proposed Standard(s)	Examples of Urban Form Standards						
<ul style="list-style-type: none"> ❖ Creating more walkable and pedestrian-friendly urban form that focuses on pedestrian accommodation, safety, shade, and site furnishings; ❖ Exercising a reasonable degree of control over site development and location of off-street parking and other automobile-oriented uses; ❖ Improving the visual- and urban-design relationships between existing and future buildings, parking garages, open spaces, and public improvements. ❖ Parking/loading and other building service areas should be incorporated into the overall design of the building and landscaping so that visual- and acoustic- impacts of these functions are contained and out of view from adjacent properties and public streets. 	<p>Surface Parking</p> <p>Required Screening.</p> <p>(c) Earthen berm planted with turf grass or ground cover recommended for local area use by the building official. The berm may not have a slope that exceeds one foot of height for each two feet of width;</p>		•	•				
	<p>(d) 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; or</p>		•	•				



Surface Parking Lot (Interior) Screening



Utilities Screening



Parking Screening



Bioretention swales-
Parking Screening

Photos: (Left to Right) Landscaping shrub screening of utilities - [Downtown Design Standards Final 2017 \(1\).pdf \(civiclive.com\)](#); Parking lot screening approximately 3' tall shrubs(not headlights) - [DRC Guidelines Ch 3 Revised 2019.pdf \(revize.com\)](#) ; Bioretention swales-parking lot screening - [06_GGGChapter3.pdf \(coastalgadnr.org\)](#)



Comm. Parking Garage - Roof-top Screening



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 structures 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 spaces and plazas, natural areas, and other buildings.</p> <p>This section focuses on the urban-design concepts that connect individual parking structures and help knit them together into the fabric of the community.</p> <p>Photos: (Top) Parking garage with green roof playing field screened from view with building design - SAIT Polytechnic Parking Garage Prairie Design Awards; (Bottom) Parking garage rooftop screened with parapet walls - https://www.ipd-global.com/portfolio/palo-alto-medical-center-clark-parking-structure/</p>			<p>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>					
Intent/Purpose	Proposed Standard(s)	Examples of Urban Form Standards						
<ul style="list-style-type: none"> ❖ Encouraging use of street-level spaces for pedestrian-oriented, retail specialty shops with vibrant and interesting displays; ❖ 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; ❖ Exercising a reasonable degree of control over site development and location of off-street parking and other automobile-oriented uses; ❖ Protecting the area and its periphery from proliferation of parking lots and other automobile-oriented uses; ❖ Encouraging rehabilitation of existing structures with minimal permanent modifications so that architectural- or engineering-design decisions would not preclude the possibility of repurposing structures back to other uses other than parking as a utility; ❖ Improving the visual - and urban-design relationships between existing and future buildings, parking garages, open spaces, and public improvements. 	<p>Parking Structures as a Main Use (Commercial Parking Garages)</p> <p>Roof-mounted Mechanical Equipment.</p> <p>1. Roof-mounted mechanical equipment, including solar panels, shall be screened from view with a parapet wall or with the building design.</p>							
	<p>• • • • • •</p>							





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:

- Andreea Udrea, PhD, AICP
- Andreea.udrea@dallascityhall.com
- Lori Levy, AICP
- Lori.levy@dallascityhall.com





PARKING AMENDMENT

**Zoning Ordinance Advisory Committee
(ZOAC)
August 12, 2021**

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

