

**Parking: Parking Ratios Table and Regulations Options (part 2)****Planners: Andreea Udrea, PhD, AICP  
Lori Levy, AICP**

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

**BACKGROUND:**

On September 5, 2019, 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 requirements, determine the need to amend the City Code and make a recommendation and proposal.

Staff will provide reports on the following general research direction to build on information, culminating with recommendations and a proposal:

- Current Parking Regulations \_ provided at the June 18, 2020 ZOAC meeting
- City of Dallas Planned Development Districts \_ provided at the July 9, 2020 ZOAC meeting
- Index Cities and Other Cities Research \_ provided at the August 6, 2020 ZOAC meeting
- Local and National Parking Studies \_ provided at the September 3, 2020 ZOAC meeting
- Board of Adjustment parking reductions \_ provided at the September 3, 2020 ZOAC meeting
- Citywide Plans – Vision/Goals \_ provided at the September 3, 2020 ZOAC meeting
- Public and Interdepartmental Outreach – Input \_ provided at the October 15, 2020 ZOAC meeting
- Case studies \_ provided at the November 5, 2020 ZOAC meeting
- Discussion with City Departments \_ at the November 19 and December 3, 2020 meetings
- Parking Regulations Proposal Framework Options \_ provided at the January 21, 2021 ZOAC meeting
- Parking Ratios Table Options\_ provided at the February 4, 2021 ZOAC meeting
- Parking Ratios Table and Regulations Options – part 2\_ not provided at the February 18, 2021 ZOAC meeting\_ meeting cancelled due to inclement weather
- **Parking Ratios Table and Regulations Options – part 2\_ provided at the February 25, 2021 ZOAC re-scheduled meeting**

**PROJECT WEBPAGE:**

<http://bit.ly/CityOfDallasParking>

---



---

## **RESEARCH AND STAFF ANALYSIS**

### **Scope and methodology**

At the January 21, 2021 meeting, staff presented the general framework options for a parking proposal. The framework is proposed to be sustained by five pillars:

1. **Areas with required parking + Exemptions**
2. **Parking ratios table + Regulations**
3. **Proximity to transit**
4. **Parking management tools**
5. **Parking design standards**

The general proposal for the first pillar for areas with required parking and exceptions was generally accepted, depending on future details and research necessary in the overall parking regulations section.

*Minimum parking requirements for certain uses located in an R, D, and potentially TH zoning districts or within a 330-foot buffer around those districts must be provided according to the parking ratio table.*

*For all other uses, located outside the 330-foot buffer, no minimum parking spaces are required.*

*Furthermore, the following are excepted from parking ratio requirements, regardless of use and location:*

- *Properties designated as historic and cultural landmark by the Landmark Preservation Officer or the Landmark Commission, or highly significant endangered, or listed on the National Register of Historic Places are not subject to the required off-street parking requirements set forth in this section.*
- *Buildings built prior to March 17, 1965, are not subject to the required off-street parking requirements set forth in this section.*
- *No parking is required for the first 5,000 square feet of each business establishment.*

Based on the agreed timeline, the next pillar, the required parking ratios (table) and regulations, is included in this report. At the February 4, 2021 meeting discussions regarding adequate parking ratio for residential uses led to necessary additional consideration and possible scenarios for residential parking. The report includes options and information to support the continuation of the discussion.

Following the proposed general framework and based on research adjusted to City of Dallas particularities, staff is proposing the following options for parking ratios and regulations where parking is required.

### **Appendices included in the report**

1. Comparison Table: Proposed versus Current Parking Regulations per Code
2. Current Off-Street Parking Reductions and Special Parking Regulations – excerpts from Chapter 51A
3. Table: Zoning Districts Regulations for Residential Districts – per Chapter 51A
4. Scenarios to be Considered for Parking Requirements for Residential Uses
5. *Other Cities: Parking Requirements for Residential Uses (to be provided by 2.16.2021 as separate addition to the report)*

---



---

### **Purpose statement to be considered for the parking section**

The standards are designed to encourage and accommodate a multi modal transportation system. The intent is to reasonably accommodate the parking needs of development, balanced by the needs of pedestrians, bicyclists, and transit users, and by the preservation of community character. The standards intend to incorporate the full range of parking, transportation, and demand management strategies to improve not only access, but to also enhance and promote walkable urban environments.

## **PARKING RATIOS AND REGULATIONS**

### **Quantitative requirements where applicable**

When uses are allowed by Specific Use Permit (SUP) or subject to Development Impact Review (DIR), the uses are not subject to the required off-street parking requirements set forth in the parking table, but shall use the table as a guide in considering provided parking as part of the SUP and DIR. Site accessibility will be regulated case by case through the SUP or DIR process based on existing specified criteria in the code.

In the case of a use not shown in the Table, the requirements for off-street parking will be determined based on the requirements for the most comparable use.

If parking is provided at a percentage to be determined, above the required ratio, additional standards may apply (Parking Design Standards).

### **Revised Parking Table**

*Rationale: The intent is to simplify and include ratios per use category, rather than for each use, but detail certain uses where necessary. When proposing the options for ratios, staff analyzed each use, the complexities of its operation, where it is allowable and if there are additional review processes for the use, the possibility to add a review layer to certain situations (DIR), the proximity to residential districts, best practices in other cities, and the overall intent of the code amendment.*

*Other cities: broad array of approaches based on desired outcomes and specificity of each city, but an observed overall trend is to significantly simplify and reduce ratios, and with a focus on eliminating parking minimums for multifamily uses, either in certain districts, or within a certain radius from transit stations. Cities usually have ratios per districts, have both minimums and maximums, or city-wide or for specific areas.*

### **The ratios specified in the following table are applicable to uses located in an R, D, and potentially TH or within a 330-foot buffer around the districts.**

*Where use is allowable by SUP or DIR, access to the site, including parking if necessary, will be reviewed through the SUP or DIR process.*

*Parking ratios are per square feet of floor area.*

*\*Shopping center: is a multitenant building that is greater than 20,000 square feet in floor area.*

*Highlights on changes from the last report*

(See appendix table with comparison between proposed and current quantitative parking requirements per use)

Uses	Proposed ratio
<b>1. Agricultural Uses</b>	None.
Urban gardens	None. If sales area is provided: ratio per retail uses for the sales portion (1/300sf)
Uses	Proposed ratio
<b>2. Commercial and Business Service Uses</b>	None
<b>3. Industrial Uses</b>	None
<b>4. Institutional and Community Service Uses</b>	None
<b>5. Lodging Uses</b>	None For hotel, motel, extended stay hotel or motel - for restaurant, meeting or event space <b>provided above 50sf/room:1/300sf</b>
<b>6. Miscellaneous Uses</b>	None
<b>7. Office Uses</b>	<b>None</b> Surgical center: none If office, other than a surgical center, in a *shopping center: 1/300sf
<b>8. Recreation Uses</b>	None
Country club with private membership	None. If in a *shopping center: 1/300sf
Private recreation center, club, or area	None. If in a *shopping center: 1/300sf
<b>9. Residential Uses</b>	<b>1/DU</b> <i>(for other options, to be read together with Appendix 4)</i>
Residential Hotel Retirement Housing	None
<b>10. Retail and Personal Service Uses</b>	
Bar, lounge, or tavern and private club-bar Microbrewery, micro-distillery, or winery Business school Commercial amusement (inside) Amusement center Bingo Parlor Bowling alley Children's amusement center Dance hall Motor track Skating rink Other (commercial amusement inside) uses Commercial amusement (outside) Dry cleaning or laundry store General merchandise or food store < 3,500sf General merchandise or food store >3500sf General merchandise or food store > 100,000sf Household equipment and appliance repair Liquor store	<b>1/300sf</b>

Paraphernalia Shop Pawn shop Personal service use Restaurant without drive-in or drive-through service Swap or buy shop	
<b>Uses</b>	<b>Proposed ratio</b>
Ambulance service Auto service center Business school Car wash Commercial motor vehicle parking Commercial parking lot or garage Drive-in theater Liquefied natural gas fueling station Motor vehicle fueling station Outside sales Restaurant with drive-though Surface parking Temporary retail use Taxidermist Temporary retail use Theater Truck stop Vehicle display, sales and services	None
Animal Shelter or Clinic (with or without outside runs)	None If in a *shopping center: 1/300sf
Nursery, garden shop, or plant sales Furniture store	<b>1/1,000sf</b> If in a *shopping center: 1/300sf
<b>11. Transportation Uses</b>	None
<b>12. Utility and Public Service Uses</b>	None
<b>13. Wholesale, Distribution and Storage Uses</b>	None
<b>14. Accessory Uses</b>	None

Appendix No. 1 includes a complete list of uses under each use category, the districts where the use is allowed by right or by Specific Use Permit (SUP), and where it requires additional review process by Development Impact Review (DIR) or Residential Adjacency Review (RAR), the required parking ratio per Chapter 51A and Chapter 51, **and the proposed ratios per the above table, for comparison purposes.**

Information and requirements of the **Specific Use Permit (SUP)** process can be found in the code in Section 51A-4.219, at the following link:

[https://codelibrary.amlegal.com/codes/dallas/latest/dallas\\_tx/0-0-0-28030](https://codelibrary.amlegal.com/codes/dallas/latest/dallas_tx/0-0-0-28030)

Information and requirements of the **Development Impact Review (DIR)** process can be found in the Division 51A-4.800 of the code, at the following link:

[https://codelibrary.amlegal.com/codes/dallas/latest/dallas\\_tx/0-0-0-28030](https://codelibrary.amlegal.com/codes/dallas/latest/dallas_tx/0-0-0-28030)

---

Information and requirements of the **Residential Adjacency Review (RAR) process** can be found in the Division 51A-4.803(d)(2) Site Plan Requisites – Residential Adjacency Items and 51A-4.803(f)(3), at the following link:

[https://codelibrary.amlegal.com/codes/dallas/latest/dallas\\_tx/0-0-0-28030](https://codelibrary.amlegal.com/codes/dallas/latest/dallas_tx/0-0-0-28030)

### **Potential changes to existing review process for Specific Use Permit (SUP) and Development Impact Review (DIR) to be considered if necessary:**

Where a use is allowed by SUP / DIR, the following factors may be considered in determining the adequate site accessibility and off-street parking:

- Accessibility of the site to prioritize alternative modes of transportation and shared parking, and discourage single-occupancy trips, traffic increase, and parking exceeding demand and site and location particularities.
- Parking requirements should be balanced with an active pedestrian network to minimize pedestrian, bicycle, and vehicle conflicts as much as possible.
- Documentation regarding the actual parking demand for the proposed use.
- The impact of the proposed use on the parking and roadway facilities in the surrounding area.
- Whether the proposed use is located near a parking area that is available to the customers, occupants, employees, and guests of the proposed use.
- The availability of alternative forms of transportation and actions being taken by the applicant to enhance or promote those alternatives.

### **Parking regulations**

*Rationale: Simplify process and encourage mixed-use, shared parking, and walkability.*

#### **Remote Parking**

- Depending on the agreed ratios and outcomes of the testing phase of the general framework, a possible increase in distance allowed for remote parking can be considered if necessary: the parking may be located within a walking distance of X feet from the use served by the remote parking unless an extension of walking distance is approved.
  - o *Rationale: currently code allows 300 feet, 600 feet as extension in certain cases, beyond 600 with license.*
  - PDs: 1,000 feet and 1,500 feet; 500 feet and 1,000 feet.*
  - Other cities: 500 feet, 600 feet, 1,000 feet*

#### **Shared Parking**

*To be determined after testing options.*

Information and requirements of the **Remote Parking and Shared Parking** can be found in the Division 51A-4.320, at the following link:

[https://codelibrary.amlegal.com/codes/dallas/latest/dallas\\_tx/0-0-0-35099](https://codelibrary.amlegal.com/codes/dallas/latest/dallas_tx/0-0-0-35099)

Appendix No. 2 includes excerpts from Chapter 51A for Special Parking – Remote and Shared Parking and for Parking Reductions

#### **Drop-off / Pick-up Spaces / Passenger Loading Zones**

- One of the following may be required for all nonresidential uses regardless of location: carpool/vanpool parking and/or rideshare / car-sharing parking and/or passenger loading areas.

---

Certain triggers for this requirement may have to be considered. The determination for this requirement will be decided after testing the options.

- ADA parking spaces required for all nonresidential uses, regardless of location.

### **Parking reduction options**

*To be determined after testing options.*

- Depending on the agreed ratios and outcomes of the testing phase of the general framework, a possible increase in parking reductions can be considered to allow administrative reductions for up to 50% of the required parking and the Board of Adjustment for up to 100% of the required parking.

Information and requirements of the **Parking Reductions** can be found in the Division 51A-4.310, at the following link:

[https://codelibrary.amlegal.com/codes/dallas/latest/dallas\\_tx/0-0-0-35149](https://codelibrary.amlegal.com/codes/dallas/latest/dallas_tx/0-0-0-35149)

Appendix No. 1 includes excerpts from Chapter 51A for Special Parking – Remote and Shared Parking, and Parking Reductions

**APPENDIX 1 - COMPARISON PROPOSED VS CURRENT PARKING RATIOS PER CODES**

USE	Allowable	PROPOSED	Chapter 51A	Chapter 51
<b>4.201 AGRICULTURAL USES</b>				
<b>Animal Production</b>	<i>in A(A) SUP: in non-r (text)</i>	None	2 spaces	<b>Farm or ranch:</b> min 2ps <b>Animal pound:</b> 1/500sf <b>Zoo:</b> 1/600sf <b>Hatchery and breeding operations:</b> 1/600sf <b>Slaughterhouse:</b> 1/1,000sf outdoors; 1/500sf or min 5 indoors
<b>Commercial Stable</b>	A(A)	None	1 per 2 stalls	1 per 2 stalls
<b>Crop production</b>	<i>In all districts</i>	None Urban garden if within R, D, TH, or within 330-feet from R, D, TH: 1/300sf of sales	none urban garden: 1/200sf of sales	
<b>Private stable</b>	<i>in all res when located on a min 1-acre lot; otherwise by SUP in all res</i>	None	none	
<b>4.202 COMMERCIAL AND BUSINESS SERVICE USES</b>				
<b>Building repair and maintenance shop</b>	<i>RAR: CR, RR, CS, ind, CA</i>	None	1/300sf	
<b>Bus or rail transit vehicle maintenance or storage facility</b>	<i>RAR ind; CA SUP and RAR: CS</i>	None	1/500sf	
<b>Catering service</b>	<i>CR, RR, CS, ind, CA, MU, MC, U Lmtd: LO, MO, GO</i>	None	1/200sf	1/200sf
<b>Commercial cleaning or laundry plant</b>	<i>RAR: CS and ind; CA</i>	None	1/300sf	<b>Custom:</b> 1/200sf <b>Commercial:</b> 1/300sf
<b>Custom business services</b>	<i>CR, RR, CS, ind, CA, MU, MC, U</i>	None	1/300sf; min 5ps	
<b>Custom woodworking, furniture construction or repair</b>	<i>CS, ind, CA</i>	None	1/500sf; min 2ps	
<b>Electronics service center</b>	<i>CR, RR, CS, ind, CA, MU, MC, U Lmtd: MO, GO</i>	None	1/300sf	
<b>Job or lithographic printing</b>	<i>RAR: CS, ind; and CA, U</i>	None	1/600sf	



USE	Allowable	PROPOSED	Chapter 51A	Chapter 51
Labor Hall	<i>ind if 1,000' from res, 500' school otherwise SUP: ind, RR, CS, LI, CA, MU, MC</i>	None	1/500sf	1/500sf
Machine or welding shop	<i>RAR: CS and ind</i>	None	1/500sf	1/500sf
Machinery, heavy equipment, or truck sales and services	<i>RAR: CS, ind, RR</i>	None	1/1,000sf (sales inside or outside)	1/300sf floor area or 1/1,000 of site whichever is greater
Medical or scientific laboratory	<i>MO, GO, CS, ind, CA, MU-2 -3, MC-3 -4; SUP: LO, CR, RR, MU-1, MC-1 -2</i>	None	1/300sf	1/300sf
Technical school	<i>CS, ind, CA</i>	None	1/25sf (classroom) + per personal service use ratio	0.3/fixd seat; 0.3/7sf classroom
Tool or equipment rental	<i>CR, RR, CS, ind, CA, MU-2 -3, MC-3 -4</i>	None	1/200sf	1/200sf if outside display: +1/1,000sf side area
Vehicle or engine repair or maintenance	<i>RAR: RR, CS, IM ind DIR: CA</i>	None	1/500sf (not less than 5)	
<b>4.203 INDUSTRIAL USES</b>				
Alcoholic beverage manufacturing	<i>RAR: ind SUP: CA</i>	None	1/600sft; 1/100sf per storage; 1/100 sft per retail sales and seating	
Industrial (inside)		None	1/600sf	1/500sf
Industrial (inside) potentially incompatible	<i>RAR: ind SUP: IM</i>	None	1/500sf	
Industrial (inside) for light manufacturing	<i>CS, ind</i>	None	1/600sf	
Industrial (outside)	<i>RAR: IM SUP: IR</i>	None	1/600sf + 1/600sf (outside mf area)	permanent concrete or asphalt batching or recycling plant: 5ps U-cart concrete: 1/500sf
Industrial (outside) not potentially incompatible	<i>RAR: IM SUP: IR</i>	None	1/600sf + 1/600sf (outside mf area)	<b>Outside storage:</b> 1/2,000sf, min 1
Industrial (outside) potentially incompatible	<i>SUP: IM</i>	None	1/500sf	
Medical/infectious waste incinerator	<i>SUP: IR, IM</i>	None	1/1,000sf	
Metal salvage facility	<i>SUP: IM</i>	None	min. 5 spaces or by SUP	<b>Metal processing:</b> 1/500sf; min 5
Mining	<i>SUP: A, IM</i>	None	none	none
Gas drilling and production	<i>SUP in all distr</i>	None	none	none

USE	Allowable	PROPOSED	Chapter 51A	Chapter 51
Gas pipeline compressor station	SUP: IM	None	5 spaces	
Municipal waste incinerator	SUP: IM, IR	None	1/1,000sf	
Organic compost Recycling facility	RAR: IM SUP: A, IR	None	1/500sf	
Outside salvage or reclamation	SUP: IM	None	min. 5 spaces or by SUP	1/500sf; min 5ps
Pathological waste incinerator	SUP: IR, IM	None	1/1,000sf	
Temporary concrete or asphalt batching plant	by BO	None	min. 2 spaces-See Ch.51A	
<b>4.204 INSTITUTIONAL &amp; COMMUNITY SERVICES USES</b>				
Adult day care facility	RR, CR, CS, CA, MU, MC, U Lmtd: MF-3, MF-4, O SUP: res distr	None	1/500sf	1/500sf
Cemetery or mausoleum	SUP: in all res and non-r; except P and U	None	2 spaces	2 spaces
Childcare facility	CR, RR, CS, ind, CA, MU, MC, U Lmtd: MF-3, MF-4, O SUP: res	None	1/500sf or by SUP	1/500sf
Church	SUP: in all res and non-r; except P	None	1/333sf if <5,000sf and in a mall 1/4 seats or 1/18" of fixed bench or 1/28" of bench	1/4 seats or 1/18" of fixed bench or 1/28" of bench
College, university or seminary	A, LO, MO, GO, CR, RR, CS, ind, CA, MU, MC, U SUP: R, D, TH, Ch, MF, NO, NS	None	1/25sf (classroom)	0.4/ fixed seat; 0.4/7sf of seating area
Community service center	RR, IR, CA-2, SUP: res, O, NS, CR, CS, LI, CA-1, MU, MC, U	None	1/200sf	1/200sf
Convalescent and nursing homes, hospice care, and related institutions	MF, CA, MU, U SUP: A, TH, CH, RAR: MF, MU	None	0.3 per each bed	0.3 per each bed
Convent or monastery	A, MF, O, retail, CS, CA, MU, MC, U SUP: R, D, TH, CH	None	1 per each 3 residents; a min of 2 spaces req.	1 per each 3 residents; a min of 2 spaces req. <b>Rectory:</b> same as per DU in the zoning district

USE	Allowable	PROPOSED	Chapter 51A	Chapter 51
Foster Home	CH, MF, CA-2, MU, SUP: A, R, D, TH, MH, CA-1	None	2 spaces	2 spaces
Halfway house	SUP: LI, RR, CS, MU-2, MU-3, CA	None	determined by the SUP- see Chapter 51	by SUP
Hospital	GO, RR, CS, LI, IR, CA, MU-3, SUP: A, MO, CR, IM, MU-1, MU-2, MC, U RAR: GO, RR, CS, LI, IR, MU-3	None	1 per each patient bed	1 per each patient bed
Library, art gallery or museum	O, retail, CA, MU, MC, U SUP: res	None	Library 1/500sf; Art gallery or museum 1/600 sf	1/500sf <b>Wax museum:</b> 1/100sf
Public or private school	A, O, retail, CS, CA, MU, MC, U SUP: R, D, TH, CH, MF, MH, ind RAR: A, O, retail, CS, MU, MC, U open enrollment charter: SUP: res, O, retails, CS, ind, CA, MU, MC, U	None	1.5/kinder/elem. classroom; 3.5/junior high/middle classroom; 9.5/senior high classroom or by SUP	
<b>4.205 LODGING USES</b>				
Hotel or motel	RAR: MO, GO, RR, CS, LI, IR, IM, CA, MU-1 -2 -3, MC SUP: CR SUP: if less 60 rooms	When within R, D, TH, or within 330-feet from R, D, TH: If restaurant, meeting, or event space provided above 50sf/room: the ratio for restaurant, meeting, or event space :1/300sf	1 per each unit (1-250); 0.75 per each unit (251-500) ; 0.5 per all units above 500; 1/200sf of meeting rooms	1 per each unit (1-250) ; 0.75 per each unit (251-500) ; 0.5 per all units above 500
Extended stay hotel or motel	SUP: MO, GO, RR, CS, ind, CA, MU, MC	When within R, D, TH, or within 330-feet from R, D, TH: If restaurant, meeting, or event space provided above 50sf/room: the ratio for restaurant, meeting, or event space :1/300sf	1/each unit (1-250); 0.75/each unit (251-500) ; 0.5/all units above 500; + 1/200sf of area other than guest rooms	1/each unit (1-250); 0.75/each unit (251-500) ; 0.5/all units above 500; + 1/200sf of area other than guest rooms
Lodging or boarding house	MF-2 -3 -4, RR, CS, LI, IR, CA, SUP: CR, IM	None	1/each guest room	1/each guest room

USE	Allowable	PROPOSED	Chapter 51A	Chapter 51
Overnight general-purpose shelter	under 20 guests: SUP: LO, MO, GO, CR, RR< CS, LI, IR, CA, MU-2 -3, MC over 20 guests: SUP: GO, CS, LI, IR	None	0.0025/bed + 1/200sf of office or program service area	0.0025/bed + 1/200sf of office or program service area; min 4
<b>4.206 MISCELLANEOUS USES</b>				
Attached non-premise sign	express authorization SUP: O, retail, CS, ind, CA, MU, MC	None	none	
Carnival or circus (temporary)	by BO	None	25 spaces per acre	none Rodeo: 1/3seats Fairgrounds: 25/acre
Detached non-premise sign		None	none	
Hazardous waste management facility	IR, IM	None	1/1,000sf	
Placement of fill material	SUP in all distr	None	none	
Temporary construction/sales office	in all, except P	None	none	none
<b>4.207 OFFICE USE</b>				
Alternative financial establishment	SUP: non res except NO, NS, MU-1, UC-1, P	None When within R, D, TH, or within 330- feet from R, D, TH: If in a *shopping center: 1/300sf	1/333sf	
Financial institution without drive-in window	in all non-r, except P	None When within R, D, TH, or within 330- feet from R, D, TH: If in a *shopping center: 1/300sf	1/333sf	1/333sf
Financial institution with drive-in window	SUP: LO DIR: MO, GO, CR, RR, MU, CA, MC RAR: CS, ind	None	1/333sf	
Medical clinic or ambulatory surgical center	in all non-r, except P	None	1/200sf	1/200sf same for optical shop, medical appliance fitting sales
Office	in all non-r, except P	None When within R, D, TH, or within 330- feet from R, D, TH: If in a *shopping center: 1/300sf	1/333sf	1/333sf

USE	Allowable	PROPOSED	Chapter 51A	Chapter 51
<b>4.208 RECREATION USES</b>				
Country club with private membership	<i>In all non-r except P, U SUP: A, R, D, TH RAR: CH, MF, MH</i>	None When within R, D, TH, or within 330-feet from R, D, TH: If in a *shopping center: 1/300sf	By SUP (or) 3/each game court; 1/additional 150sf & 5/golf court green	1/150sf +5/golf course green
Private recreation center, club, or area	<i>GO, CR, RR, CS, ind, CA, MU, MC, U-2 -3 SUP: res except MH; NO, LO, MO, NS</i>	None When within R, D, TH, or within 330-feet from R, D, TH: If in a *shopping center: 1/300sf	By SUP (or) 3/each game court & 1/additional 150sf	1/100sf
Public park, playground, or golf course	<i>in all, except P DIR: U</i>	None	none	none golf course: 5/each green
<b>4.209 RESIDENTIAL USES</b>				
College dormitory, fraternity, or sorority house	<i>A, MH, LO, MO, GO, CR, RR, CS, CA, MU, MC SUP: NO, NS, U</i>	When within R, D, TH, or within 330-feet from R, D, TH: 1/DU	1/each sleeping room	1/2beds + 1/100sf exclusive of sleeping area college dormitory: 1/2 beds
Duplex	<i>D, TH, CH, MF-1 -2, CA, MU Lmtd: GO</i>	1/DU	2/dwelling unit	
Group residential facility	<i>min 1,000ft from another: CH, MF, CA, MU otherwise SUP in those distr</i>	When within R, D, TH, or within 330-feet from R, D, TH: 1/DU	0.25/bed + 1/200sf (office area); min 4 spaces or by SUP	
Handicapped group dwelling unit	<i>min 1,000ft from another: A, R, D, TH, CH, MF-1 -2, MH, GO, CA, MU-1 otherwise SUP in those distr GO: 5% of floor area</i>	When within R, D, TH, or within 330-feet from R, D, TH: 1/DU	1/DU in R-7.5, R-5, TH 2/DU by SUP	
Manufactured home park, manufactured home subdivision, or campground	<i>MH</i>	None When within R, D, TH, or within 330-feet from R, D, TH: 1/DU	1.5/each transient stand (mf home park or campground); 1.5/lot (mf subdivision)	
Multifamily	<i>CH, MF, CA, MU, U Lmtd: GO</i>	When within R, D, TH, or within 330-feet from R, D, TH: 1/DU	1/bedroom min 1space per du	
Residential Hotel	<i>1-mile distance from another: MF-2 -3 -4, CA, MU</i>	none	0.5/guest room	
Retirement housing	<i>CH, MF, CA, MU SUP: TH, U</i>	none	1/dwelling unit or suite	

USE	Allowable	PROPOSED	Chapter 51A	Chapter 51
Single Family	A, R, D, TH, CH, MF-1 -2, MU-1 Lmtd: GO	1/DU	1 space (R-7.5A; R-5A & TH); 2 spaces (all other districts)	
<b>4.210 RETAIL &amp; PERSONAL SERVICE USES</b>				
Ambulance service	RAR: CR, RR, CS, MC-3 -4 CA	None	1/300sf + 1/500sf (site area)	1/300sf + 1/500sf (site area)
Animal Shelter or Clinic	Without outside runs: A, LI, IR, IM, U RAR: CR, RR, CS, MU, MC With outside runs: CS, LI, IR, IM; 1,000' from res; otherwise SUP in the same SUP: A, RR	None When within R, D, TH, or within 330-feet from R, D, TH: If in a *shopping center: 1/300sf	1/300 sf	1/300 sf (and veterinarian office, w/ and w/out outside runs, kennel)
Auto Service Center	RAR: CR, RR, CS, ind, MU, MC CA	None	1/500sf (min of 4)	inside: 1/200sf; min 4 outside: 1/500sf
Alcoholic Beverage Establishment		When within R, D, TH, or within 330-feet from R, D, TH: 1/300sf		
Bar, lounge, or tavern and private club-bar	SUP: GO, CR, RR, CS, ind, CA, MU, MC, MF-4, LO, MO, UC-2 -3	When within R, D, TH, or within 330-feet from R, D, TH: 1/300sf	except otherwise provided, 1/100sf; 1/500 sf for manuf. Of alcoholic bev. as acc use.	except otherwise provided, 1/100sf; 1/500 sf for manuf. Of alcoholic bev. as acc. use. <b>Private club:</b> 1/guest room + 1/100sf; min 10 spaces
Microbrewery, micro-distillery, or winery	RAR: ind SUP: CR, RR, CS, CA, MU, U, WMU	When within R, D, TH, or within 330-feet from R, D, TH: 1/300sf	except otherwise provided, 1/600sf; 1/1000 sf for storage; 1/100 sf for retail sale and seating	
Business school	LO, MO, GO, CR, RR, CS, ind, CA, MU, MC, UC-2 -3 SUP: NO	None When within R, D, TH, or within 330-feet from R, D, TH: If within a shopping center: 1/300sf	1/25sf (classroom)	0.3/fixed seat; 0.3/7sf classroom
Car wash	DIR: CR RAR: RR, CS, ind, MU, MC-2 -3-4	None	for single unit -none; tunnel-type -3 spaces; add Chapter 51	none; stacking req
Commercial amusement (inside)	CR, RR, CS, ind, CA, MU, MC, UC-2 -3	When within R, D, TH, or within 330-feet from R, D, TH: 1/300sf		1/100sf

USE	Allowable	PROPOSED	Chapter 51A	Chapter 51
Amusement center	SUP if min 2,500sf and within 300feet from residential district: CR, RR, CS, ind., CA, MU, MC, UC-1 -2	When within R, D, TH, or within 330-feet from R, D, TH: 1/300sf		
Bingo Parlor	SUP: CR, UC-2 -3	When within R, D, TH, or within 330-feet from R, D, TH: 1/300sf	1/50sf	
Bowling alley	SUP: CR, CS, UC-2 -3; if Class E: RR, ind, CA, MU, MC if within 300' res RAR: for within 300; res	When within R, D, TH, or within 330-feet from R, D, TH: 1/300sf	6 spaces per lane	
Children's amusement center		When within R, D, TH, or within 330-feet from R, D, TH: 1/300sf	1/200sf	
Dance hall	SUP (including Class E): CR, CS, UC-2 -3, SUP for Class E, if within 300 feet from residential district: RR, ind, CA, MU, MC RAR if SUP not required	When within R, D, TH, or within 330-feet from R, D, TH: 1/300sf	1/25sf and	
Motor track		When within R, D, TH, or within 330-feet from R, D, TH: 1/300sf	1/1000sf restricted track & 1/200sf floor area	
Skating rink		When within R, D, TH, or within 330-feet from R, D, TH: 1/300sf	1/200sf	
Other uses		When within R, D, TH, or within 330-feet from R, D, TH: 1/300sf	by SUP (or) 1/100 sf	<b>game court:</b> 4/game court + 1/200sf of floor area not including 400sf used for exercise or observation room and not including showers, steam, sauna, laundry, ....
Commercial amusement (outside)	CS, CA SUP: A, CR, RR, MU, MC DIR: CS	When within R, D, TH, or within 330-feet from R, D, TH: 1/300sf	By SUP (or) 1/200sf + 1/400sf (site area)	1/200sf + 1/400sf site area exclusive of parking
Commercial motor vehicle parking	CS, LI, IR, IM SUP if within 500' res. in the same districts	None	none	

USE	Allowable	PROPOSED	Chapter 51A	Chapter 51
Commercial parking lot or garage	RAR: CR, RR, CS, ind, MU, MC, CA, UC	None	none, if in CBD- see chapter 51A	none; if CBD special req
Convenience store with drive-through	SUP: CR, RR, CS, IR, IM, MU-2 -3, MC	None	1/200sf	
Drive-in theater	SUP: A, CS, IM	None	6 spaces	
Dry cleaning or laundry store	GO, retail, CS, ind, CA, MU, MC UC no drive-through Lmtd: MF-3 -4, LO, MO	When within R, D, TH, or within 330-feet from R, D, TH: 1/300sf	1/200sf	1/200sf <b>Commercial:</b> 1/500sf
Furniture Store	CR, RR, CS, ind, CA, MU, MC, UC	When within R, D, TH, or within 330-feet from R, D, TH: 1/1,000sf If in a shopping center: 1/300sf	1/500sf; 1/1000sf for storage/warehouse not for public	1/500sf
General merchandise or food store < 3,500sf	GO, retail, CS, ind, CA, MU, MC, UC Lmtd: MF-3 -4, LO, MO	When within R, D, TH, or within 330-feet from R, D, TH: 1/300sf	1/200sf	1/200sf
General merchandise or food store >3500sf	CR, RR, CS, CA, MU, MC, UC-2 -3	When within R, D, TH, or within 330-feet from R, D, TH: 1/300sf	1/200sf	
General merchandise or food store > 100,000sf	RR, CA SUP: CR, CS, LI, MU, MC, UC	When within R, D, TH, or within 330-feet from R, D, TH: 1/300sf	1/300sf	
Home improvement center, lumber, brick or building materials sales yard	RAR: RR, CS, ind DIR: CR	None	1/275sf (retail area) + 1/1,000sf (site area)	1/200sf <b>Building repair and maintenance shop:</b> 1/300sf
Household equipment and appliance repair	CR, RR, CS, ind, CA, MU-2 -3, MC-2 -3 -4, UC	When within R, D, TH, or within 330-feet from R, D, TH: 1/300sf	1/200sf	1/200sf
Liquefied natural gas fueling station	LI, IR, IM, SUP: for over 4 fuel pumps or within 1,000 ft from res distr or PD with res	None	None	
Liquor store	CR, RR< CS, CA, MU-2 -3, MC-2 -3 -4	When within R, D, TH, or within 330-feet from R, D, TH: 1/300sf	1/200sf	1/200sf
Mortuary, funeral home, or commercial wedding chapel	CR, RR, CS, CA, MU, MC	None	1/300 sf other than chapel; + 1/2 seats in chapel	1/300 sf other than chapel; + 1/2 seats in chapel (max 50% may be tandem)



USE	Allowable	PROPOSED	Chapter 51A	Chapter 51
Motor vehicle fueling station	CR, RR, CS, ind, CA, MU, MC Lmtd: MO, GO SUP: MF-3 -4, NS	None	2 spaces	
Nursery, garden shop, or plant sales	A, GO, CR, RR, CS, CA, MU, MC, UC	When within R, D, TH, or within 330-feet from R, D, TH: 1/1,000sf If in a shopping center: 1/300sf	1/500sf + 1/2,000sf (outside sales & display area)	1/500sf + 1/2,000sf (outside sales & display area)
Outside sales	CA SUP: RR, CS	None	1/200sf (sales area)	1/200sf (sales area)
Paraphernalia Shop	SUP: CR, RR, CS, ind, MU	When within R, D, TH, or within 330-feet from R, D, TH: 1/300sf	1/200sf (sales area)	
Pawn shop	CR, RR, CS, IR, IM	When within R, D, TH, or within 330-feet from R, D, TH: 1/300sf	1/200sf	1/200sf
Personal service use	GO, retail, CS, ind, CA, MU, MC, UC Lmtd: MF-3 -4, NO, LO, MO	When within R, D, TH, or within 330-feet from R, D, TH: 1/300sf	1/200sf	1/200sf Health Studio: 1/150sf Broadcasting or recording: 1/300sf
Restaurant without drive-in or drive-through service	GO, retail, CS, ind, CA, MU, MC, UC Lmtd: MF-4, LO, MO, SUP: NO RAR: MF-4, LO, MO, GO, retail, CS, ind, MU, MC	When within R, D, TH, or within 330-feet from R, D, TH: 1/300sf	1/100sf (main use); 1/200 (limited or accessory use); 1/500sf (manufacture of alcoholic bev.)	1/100sf; 1/500sf area for alcohol manuf
Restaurant with drive-in or drive-through service	SUP: CA DIR: CR, RR, CS, ind, MU, MC	None	1/100sf (min 4 spaces); 1/500sf (manufacture of alcoholic bev.)	drive-in rest: 1/50sf; min 12ps +stacking
Surface parking	P	None	none	
Swap or buy shop	SUP: CR, RR, CS, CA, MU, MC	When within R, D, TH, or within 330-feet from R, D, TH: 1/300sf	1/200sf	
Taxidermist	CS, ind, CA	None	1/600sf	1/300sf
Temporary retail use (Includes Christmas tree lots)	CR, RR, CS, ind, CA, MU, MC, UC	None	1/500sf (site plan)	
Theater	CR, RR, CS, ind, CA, MU DIR: UD and limited to 1,000seats SUP: MF-4, MO, GO	None	1 per 28sf of seating area	min 6; stacking=10% of stall capacity
Truck stop	SUP: CS, LI, IM, IR	None	2 spaces	

USE	Allowable	PROPOSED	Chapter 51A	Chapter 51
Vehicle display, sales, and services	RAR: RR, CS, ind SUP: CA	None	1/500sf (floor & site area)	inside: 1/200sf outside: 1/500sf
<b>4.211 TRANSPORTATION USES</b>				
Airport or landing field	SUP: IR, IM	None	1/200sf (terminal building)	1/200sf (terminal building)
Commercial bus station and terminal	RR, CS, LI, IR, IM, CA SUP: CS when bus or shuttle or 500ft from residential DIR: RR, CA, CS if no SUP RAR: ind	None	1/200sf + 1/5seats of manufacturer's seating capacity - max. 5 vehicles on site during any one-hour time period	1/4seats in the lobby, 1/220sf café, 1/200sf excluding the bus unloading area
Heliport	SUP: RR, CS, LI, CA, MU-2 -3, MC-4 RAR: IR, IM	None	1/600sf (site area) min 4 spaces	1/600sf (site area) min 4 spaces helicopter base: 1/300sf terminal area exclusive of hangars, min 5ps
Helistop	SUP: A, MO, GO, RR, CS, LI, CA, MU-2 -3, MC-2 -3 -4 RAR: IR, IM	None	2 spaces	2 spaces
Private street or alley		None	none	
Railroad passenger station	CA SUP: GO, RR, CS, ind, MU-2 -3; MC-2 -3-4	None	1/200sf (terminal building)	1/4 seats in the lobby; 1/200sf excluding train unloading area; 1/100sf restaurant railroad team track: 2 spaces
Railroad yard, roundhouse, or shops	CA RAR: IM	None	1/500sf (roundhouse & shops)	1/500sf (roundhouse & shops) <b>motor freight hauling and storage:</b> 1/1,000sf
STOL (Short takeoff or landing) port	SUP: IM, IR, CA	None	1/200sf (terminal building) Min. 5 spaces	1/200sf (terminal building) Min. 5 spaces
Transit passenger shelter	in all	None	none	none
Transit passenger station or transfer center	CA SUP: res SUP or CC res: O, retail, CS, ind, MU, MC	None	none (In central area districts) other districts by SUP/CC resolution	
<b>4.212 UTILITY AND PUBLIC SERVICE USES</b>				
Commercial radio or tv transmitting station	GO, CR, RR, CS, ind, CA, MU, MC SUP: A, LO, MO	None	1/1,000sf	1/1,000sf
Electrical generating plant	SUP: IM	None	1/1,000sf	2 spaces
Electrical substation	LO, MO, GO, CR, RR, CS, ind, CA, MU, MC SUP: NO, NS	None	2 spaces	2 spaces

USE	Allowable	PROPOSED	Chapter 51A	Chapter 51
Local utilities	<i>in all SUP: res if over 300sf above grade RAR: if 150sf, or higher than 10' communication exchange facility: LO, MO, GO, RR, CS, ind, CA, MU, MC CR is under 50,000sf</i>	None		utility serv: none communications exchange facility: 1/5,000sf; except 1/333sf for office
Utility Services		None	none	
Communications exchange facility		None	1/5000sf, if the floor area used for office -then 1/333sf	1/1,000sf
Police or fire station	<i>GO, CR, RR, CS, ind, CA, MU, MC, UC SUP: res, NO, LO, MO, NS</i>	None	1/150sf (police); 5 spaces + 1/bed (fire station)	
Post office	<i>GO, CR, RR, CS, ind, CA, MU, MC, UC SUP: MF-3 -4, LO, MO, NS</i>	None	1/200sf	1/200sf
Radio, tv or microwave tower	<i>GO, CS, ind, CA SUP: res, No, Lo, MO, retail, MU, MC RAR: GO, CS, ind</i>	None	2 spaces	2 spaces
Refuse transfer station	<i>SUP: A, IM</i>	None	1/1,000sf (site area)	1/1,00sf (site area)
Sanitary landfill	<i>SUP: A, IM</i>	None	none	none
Sewage treatment plant	<i>SUP: A, IM, CA</i>	None	1/1,000,000 gallons of capacity	1/1,000,000 gallons of capacity sewage pumping station: none
Tower/antenna for cellular communications	<i>Details and exceptions</i>	None	1/if tower/antenna has an auxiliary build. >120 sf	1/if tower/antenna has an auxiliary build. >120 sf
Utility or government installation other than listed	<i>CA, UC SUP: CA, res, O, retail, ind, MU, MC</i>	None	See Chapter 51	by BO or SUP
Water treatment plant	<i>SUP: A, CA, IR RAR: IM</i>	None	2 spaces	2 spaces
<b>4.213 WHOLESALE, DISTRIBUTION &amp; STORAGE USES</b>				
Auto auction	<i>SUP: CA, IM</i>	None	1/500sf (site area)	1/500sf (site area)
Building mover's temporary storage yard	<i>SUP: CA, IM</i>	None	none	none

USE	Allowable	PROPOSED	Chapter 51A	Chapter 51
Contractor's maintenance yard	CS, IM RAR: CS, IM	None	1/2,000sf (site area) (min. 4 spaces)	1/2,000sf (site area) (min. 4 spaces)
Freight terminal	CS, ind, CA RAR: CS, ind DIR: CA	None	1/1,000sf	1/1,000sf
Livestock auction pens or sheds	SUP: A, IM	None	1/28sf (seating area) + 1/600sf (sales area)	Livestock auction: 1/4 seats+1/600sf sales area
Manufactured building sales lot	RAR: CS, ind	None	1/200sf (office area); min 4 spaces	
Mini warehouse	CS, ind, CA SUP: CR, RR< MU, MC	None	min of 6 spaces	1/3,000sf
Office showroom/warehouse	CS, ind, CA, MU-3	None		
Office		None	1/333sf office	1/333sf office
Showroom / warehouse		None	1/1000sf first 20,000sf floor area, then 1/4000sf in excess of 20,000sf	1/1,000sf
Outside storage	SUP: CA RAR: CS, ind	None	1/5,000sf (site area) (max. 5 paces, min. 1 space)	
Petroleum product storage and wholesale	RAR: IM SUP: CA	None	1/2,000sf (site area) (min. 4 spaces)	1/2,000sf (site area) (min. 4 spaces)
Recycling buy-back center	RAR: ind, CA, MU-2 -3, MC-2 -3 -4 SUP: CR, RR, CS, MU-1, MC-1 household materials: SUP: CR, RR, CS, ind, CA, MU, MC industrial metals: SUP: ind	None	1/500sf	
Recycling collection center	RAR: ind, CA, MU-2 -3, MC-2 -3 -4 SUP: CR, RR, CS, MU-1, MC-1 household materials: SUP: CR, RR, CS, ind, CA, MU, MC industrial metals: SUP: ind	None	1 space min. (1 additional space req. if operated by an attendant)	
Recycling drop-off container	in all except P	None	none	
Recycling drop-off for special occasion collection		None	none	
Sand, gravel, or earth sales and storage	RAR: IM SUP: A, CS	None	1/2,000sf (site area) (min. 4 spaces)	

USE	Allowable	PROPOSED	Chapter 51A	Chapter 51
Trade center	CS, ind, CA, MU-3, MC-4	None	1/700sf see Chapter 51 for add regulations	1/700sf + distance req
Vehicle storage lot	IM SUP: CS	None	none	
Warehouse	CS, ind, CA RAR: CS, ind	None	1/1,000sf (up to 20,000sf); 1/4,000sf (over 20,000)	1/1,000sf (up to 20,000sf); 1/4,000sf (over 20,000)
<b>4.214 ACCESSORY USES</b>				
Accessory community center (private)	SUP: R, D, TH, CH, UC	None	1/100sf none if it is accessory to MF and for residents	1/100sf
Accessory electric vehicle charging station		None	none	
Accessory game court (private)	all but P	None	3/each game court	
Accessory helistop		None	none	
Accessory medical/infectious waste incinerator		None	none	
Accessory outside display of merchandise		None	none	
Accessory outside sales		None	none (first 1,000sf of sales area) 1/500sf (additional sales area)	
Accessory outside storage		None	none	
Book Exchange Structure		None	none	
Accessory pathological waste incinerator		None	none	
Amateur communication tower		None	none	
Day home		None	none	
General waste incinerator		None	none	
Home occupation		None	none	
Live Unit		None	1/excess of req main use	
Occasional sales (garage sales)		None	none	
Private stable		None	none	
Swimming pool (private)		None	none	
Pedestrian skybridges		None	none	

## APPENDIX 2 - CURRENT OFF-STREET PARKING REDUCTIONS AND SPECIAL PARKING REGULATIONS – SELECTED EXCERPTS FROM CHAPTER 51A

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

[https://codelibrary.amlegal.com/codes/dallas/latest/dallas\\_tx/0-0-0-35149](https://codelibrary.amlegal.com/codes/dallas/latest/dallas_tx/0-0-0-35149)

#### 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.

(...)

(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.

(...)

#### 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
Note: Applicants may seek a special exception to parking requirements under Section <a href="#">51A-4.311</a> and an administrative parking reduction under this section. The greater reduction will apply, but the reductions may not be combined.	

(...)

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

(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:

(...)

(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-4.323. PROCEDURES FOR SPECIAL PARKING APPROVAL.**

(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.
    - (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.

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

(...)

(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-4.329. 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.

(...)

(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;

(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.

(...)

**APPENDIX 3 - ZONING DISTRICTS REGULATIONS FOR RESIDENTIAL DISTRICTS – PER CHAPTER 51A**

District (lot sf)	Parking current	Density (DU/acre DU/lot) Lot size	Side setback	Rear setback	Lot coverage
<b>A</b>	SF: 2ps/DU	No max	20'	50' for SF structure 10' for other permitted structures	10% residential 25% non-residential
<b>R 1Ac</b>	SF: 2ps/DU	No max	10' SF 20' other permitted str.		40% residential 25% non-residential
<b>R 1/2Ac</b>	SF: 2ps/DU		10' SF 15' other permitted str.		
<b>R 16</b>	SF: 2ps/DU		10' SF 20' other permitted str.		
<b>R 13</b>	SF: 2ps/DU		8' SF 15' other permitted str		
<b>R 10</b>	SF: 2ps/DU		6' SF 10' other permitted str.		
<b>R 7.5</b>	SF: 1/DU		5' SF 10' other permitted str.		
<b>R 5</b>	SF: 1/DU		5' SF 10' other permitted str.		
<b>D</b>	D: 2ps/DU SF: 2ps/DU			5' SF 5' D 10' other permitted str.	
<b>TH 1</b>	D: 2ps/DU SF: 1/DU	6 DU/acre	No min SF 5' D 10' other permitted str.	No min SF 10' D 10' other permitted str.	60% residential 25% non-residential 80% of the lot can be covered if the total project does not exceed 60% or min 40% reserved for open space
<b>TH 2</b>	D: 2ps/DU SF: 1/DU	9 DU/acre	If abuts a district with greater side yard, the greater side yard applies to the abutting side		
<b>TH 3</b>	D: 2ps/DU SF: 1/DU	12 DU/acre Min lot area: 2,000sf SF 6,000sf D			
<b>CH</b>	D: 2ps/DU MF: 1/bedroom, min 1/DU SF: 2ps/DU	18 DU/acre Min lot size: 2,000sf/DU	10' where adjacent or directly across from a zoning district other than a TH No min other cases		60% Min ½ site for establishing this district, unless CC decided otherwise

District (lot sf)	Parking current	Density (DU/acre DU/lot) Lot size	Side setback	Rear setback	Lot coverage
MF 1	D: 2ps/DU MF: 1/bedroom, min 1/DU SF: 2ps/DU	No max  Min lot area: SF, D: 3,000sf MF No separate bedroom: 1,000sf 1 bedroom: 1,400sf 2 bedrooms: 1,800sf Above 2 bedrooms: 200sf/bedroom	No min SF 5' D 10' other permitted str.	No min SF 10' D 15" other permitted str. 10' when backing up MF, O, NS, SC, Rs, CAs, Is, MUs, MCs	60% residential 25% non-residential
MF 2	D: 2ps/DU MF: 1/bedroom, min 1/DU SF: 2ps/DU	No max  Min lot area: SF: 1,000sf D: 3,000sf MF No separate bedroom: 800sf 1 bedroom: 1,000sf 2 bedrooms: 1,200sf Above 2 bedrooms: 150sf/bedroom			60% residential 50% non-residential
MF 3	MF: 1/bedroom, min 1/DU SF: 2ps/DU	<b>90 DU/acre</b>  Min lot size: For residential use: 6,000sf MF No separate bedroom: 450sf 1 bedroom: 500sf 2 bedrooms: 550sf Above 2 bedrooms: 50sf/bedroom	20' if adjacent or directly across from R, D, TH, CH, MF, 10' other Tower spacing		60%
MF 4	MF: 1/bedroom, min 1/DU SF: 2ps/DU	<b>160 DU/acre</b>  Min lot size: 6,000sf MF: No separate bedroom: 225sf 1 bedroom: 275sf 2 bedrooms: 325sf Above 2 bedrooms: 50sf/bedroom			80%

---

**Additional information, selected excerpts from Chapter 51A, current regulations**
**Division 51A-4.200. Use Regulations**  
**SEC. 51A-4.209. RESIDENTIAL USES**
**(2) Duplex.**

(A) Definition: Two dwelling units located on a lot.

(B) Districts permitted: By right in duplex, townhouse, CH, MF-1(A), MF-1(SAH), MF-2(A), MF-2(SAH), central area, and mixed use districts. By right as a restricted component of a building in the GO(A) district. [See Section [51A-4.121\(d\)](#).]

(C) Required off-street parking: Two spaces per dwelling unit.

**(5) Multifamily.**

(A) Definitions: Three or more dwelling units located on a lot.

(B) Districts permitted: By right in CH, multifamily, central area, mixed use, and urban corridor districts. By right as a restricted component of a building in the GO(A) district. [See Section [51A-4.121\(d\)](#).]

(C) Off-street parking.

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

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

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

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

**(6) Single family.**

(A) Definition: One dwelling unit located on a lot.

(B) Districts permitted: By right in agricultural, single family, duplex, townhouse, CH, MF-1(A), MF-1(SAH), MF-2(A), MF-2(SAH), MH(A), central area, MU-1, and MU-1(SAH) districts. By right as a restricted component of a building in the GO(A) district. [See Section [51A-4.121\(d\)](#).]

(C) Required off-street parking: One space in R-7.5(A), R-5(A), and TH districts; two spaces in all other districts.

## APPENDIX 4 - SCENARIOS TO BE CONSIDERED FOR PARKING REQUIREMENTS FOR RESIDENTIAL USES

- *to be read and discussed together with APPENDIX 3 - ZONING DISTRICTS REGULATIONS FOR RESIDENTIAL DISTRICTS – PER CHAPTER 51A*

**For all scenarios**, additional tools needed; timing and implementation may vary depending on the scenario:

- Tools to regulate on-street parking and support additional mobility needs:
  - o *Residential Permit Only (RPO) process streamlined, updated metering and curb management tools.*
  - o *New parking (transportation) management tools: Parking Benefit Districts, Parking Management Districts where applicable.*
  - o *Correlation with priority investment areas to ensure supporting infrastructure, street design, or other necessary programs.*
- Possible updates to the current site access standards.
- Impact analysis metrics to help supervise the outcomes and collect data that will enable future necessary adjustments.

### SCENARIO 1

1. **No minimum (or further reduced) required parking for all housing types within all districts where residential uses are allowable, regardless of location.**

What districts will apply:

- *All districts where residential use (single family, duplex, multifamily) is allowed (R, D, TH, CH, MF, MU, CA, UC).*

Ratios that will still apply in this scenario:

- *Only certain non-residential uses located in the 330-foot buffer will have minimum parking requirements.*

### SCENARIO 2 (and variant 2.1)

2. **No minimum (or further reduced) required parking for all housing types within some selected districts (R-7.5, R-5, D, CH, TH, MF-1, MF-2), regardless of location.**

What districts will apply:

- *All housing types (single family, duplex, multifamily) allowable within R-7.5, R-5, D, TH, MF-1, MF-2, CH.*

Ratios that will still apply in this scenario:

- *Residential uses: 1 parking space/DU within R-1Ac, R-1/2Ac, R-16, R-13, R-10, and*
- *Certain uses located in the R, D, TH districts and within the 330-foot buffer around them will have minimum parking requirements.*

---

---

**2.1 Variation or combination: No minimum (or further reduced) required parking for certain housing types (between 2DU/lot and 10DU/lot) where allowable.**

What districts will apply:

- *Housing types from 2DU/lot to 10DU/lot (duplex and low-density-multifamily) as allowable within D, TH, MF-1, MF-2, CH, MU, CA, UC.*

Ratios that will still apply in this scenario:

- *Residential uses 1 parking space/DU within R-1Ac, R-1/2Ac, R-16, R-13, R-10, R-7.5, R-5, and*
- *Certain non-residential uses located in the R, D, TH and within the 330-foot buffer will have minimum parking requirements.*

---

**SCENARIO 3**

**3. No minimum (or further reduced) required parking for all types of housing types within all districts, including all types of residential districts, in certain locations:**

- a. Proximity to transit, and**
- b. Within a certain buffer around certain commercial districts - retail, office, mixed use, multiple commercial, and central area (or)**
  - b.1 Within the 330-foot buffer around R, D, TH**

What districts will apply:

- *All zoning districts restricted to certain locations.*

Ratios that will still apply in this scenario:

- *Residential uses 1 parking space/DU outside the specified location, and*
- *Certain uses located in the R, D, TH and within the 330-foot buffer will have minimum parking requirements.*

---

**SCENARIO 4**

**4. Exception for parking requirements for building sites prior to March 1965 and less than X feet in width.**

*(\*The proposed framework includes exceptions for historical districts and buildings, and for all buildings built prior to March 1965 that will apply to residential uses too)*

What districts will apply:

- *All zoning districts restricted to very specific criteria.*

Ratios that will still apply in this scenario:

- *Residential uses 1 parking space/DU within all R, D, TH and within the 330-foot buffer around them, and*
- *Certain non-residential uses located within the R, D, TH and within the 330-foot buffer will have minimum parking requirements.*

---



---

**SCENARIO 5**
**5. Overall parking ratio of 1 parking space/DU for all residential types in R, D, TH and 330-foot buffer**

What districts will apply:

- *All R, D, TH districts and within the 330-foot buffer where the use is allowable.*

Ratios that will still apply in this scenario:

- *Residential uses 1 parking space/DU within all R, D, TH and within the 330-foot buffer around them, and*
- *Certain non-residential uses located within the R, D, TH and within the 330-foot buffer will have minimum parking requirements.*

**General criteria to be considered when discussing each scenario:**

Pros:

- *Allows flexibility and opens us the entire range of options for housing choices regardless of the location.*
- *Creates a variety in zoning districts.*
- *Allows flexibility for design for the gentle densifiers of the housing options – encourages the missing middle housing.*
- *Includes housing options for categories that have different needs (ageing in place, multigenerational neighborhoods, ...).*
- *Supports different types of infill housing and has the potential to bring housing, jobs, supporting services, and commercial closer freely – a crucial structure for different, gently denser, development patterns and communities; hence shortening the distances and possibly eliminating the need for long-distance commuting.*
- *Allows solutions for efficient use of existing parking supply, thus supporting walkability and bike-ability.*
- *Support and relief for older building sites that encounter design constraints to comply with parking requirements.*
- *Helps the preservation of the older neighborhood character.*
- *Allows site design options that support a good street presence and activation, walkability, bike-ability.*
- *Allows all modes of transportation to be considered by the user, in the context of the housing-job relationship, for the long-distance commutes.*
- *Incentivizes additional tools necessary in transportation management and start partnerships with the community at all levels.*
- *The timing and potential to implement citywide approved goals at a faster pace.*

Cons and unintended consequences:

- *Short term impact (strong perception).*
- *One-size-fits-all approach.*

- *Does not include an option for single-family housing - limits housing choices.*
- *Degree of correlation between access to transportation and unequitable outcomes in unstable neighborhoods.*
- *Necessitates a transition period and may require periodic assessment and adjustment together with strong and clear assessment metrics of the impact.*
- *Will need a larger framework for access to transportation citywide.*
- *Will force a different approach to public right-of-way management to address potential overburden of on-street parking.*
- *Will need additional tools to support an efficient use of public right-of-way and existing parking supply on private property.*
- *Relies on additional tools and mechanism that are not in place fully but are starting to manifest (shared parking options).*