

Planned Development Districts - Parking Reductions

	General Approach	Legacy / Original Building	Proximity to Transit	Remote parking	Special Parking and other types of reduction	Shared Parking
<p>PD 193 Oak Lawn Special Purpose District February, 1985 2593.16 acres zoning districts + 155 PDS</p>	<p>_distinct ratio for each use allowed in the PD; per DU or sf (uses detailed similar with Chapter 51) _excludes certain sf from floor area for parking required parking must be available _required parking must be available free or for a fee _location of parking from streets _must be on the lot with the main use _MUD chart</p>				<p>_max 10% reduction with the options: _making a payment into the Oak Lawn Transit Fund _traffic management plan (TMP) MUD Chart _on-street parking may count as required visitors if trees are provided on site (for MF)</p>	<p>MUD chart exhibit + _for retail malls: 10% for all uses, 50% for recreation and entertainment; 50% theatre (if use is max 10% of the mall)</p>
<p>PD 225 State Thomas Special Purpose District March, 1986 113.25 acres 4 districts; 16 subdistricts</p>	<p>_per use per districts; per sf _in general divides the uses into residential and non-residential; some nonresidential are more detailed (bar and restaurant use) _located in the same subdistrict; within 600 feet _concealment of parking structures if aboveground</p>	<p>_contributing structure: designated by the committee and commission; typically built prior to 1920 or that add to the Historic District sense of time and place</p>				
<p>PD 269 The Deep Ellum/Near East Side District April, 1987 273.64 acres 3 tracts</p>	<p>_Tract A, Tract A-1: By uses included in the parking list; with original building parking reductions _in general, no parking for the first 5,000sf of floor area in an original building _Tract B: CA-2 (A) parking _Delta credits may not be used to meet the off-street parking requirement. _on-street parking counts toward parking requirement _remote parking _proximity to DART rail stations _may charge for required parking (public parking) _additional requirements for commercial parking garages and commercial parking lots</p>	<p>_original building: constructed on or before June 27, 1984, the floor area of which has not been increased by more than: (A) 150% if the increase is 5,000sf or less; or (B) 100% if the increase is more than 5,000sf. _if damaged or destroyed on or before June 27, 1984, other than by the intentional act of the owner or his agent, may be restored after that date without losing its original building status. _in general no parking requirement for the first 5,000sf of floor area in an original building</p>	<p>_reductions for light-rail: _the off-street parking requirement for uses located within 1/4 mile of a DART light-rail station may be reduced by 10%.</p>	<p>_if within 800sf of a new building, and 1,200sf of an original building _may be extended by license and based on an agreement</p>	<p>_cash in lieu for a use in an original building to special parking subdistrict accounts and used to finance the construction of parking garages or other parking improvements to serve uses in the parking subdistrict which contains the property for which the payment in lieu of required parking is located _on-street parking may be counted toward the required parking for use adjacent</p>	
Chapter 51A						
<p>PD 298 Bryan Area Special Purpose District August, 1988 455.04 acres 21 subareas</p>	<p>_by uses generally per 51A; but some uses have exceptions; per sf _MUD reductions - special parking per subareas</p>	<p>_new construction: a structure built after March 28, 2018. _original building: the structure known as the Dallas Independent School District Administration Building in the location shown on Exhibit 298L and detailed in Exhibit 298M. _if historical landmark, City Council may reduce parking</p>		<p>Master Parking and Floor Area _number of ps in 2006, adjustments for requirements for hospital _shuttle service and parking agreement required</p>	<p>S 5A, min 30 bicycle ps are required</p>	<p>_large scale MUP, reductions: _10% for office, when over 150,000sf _10% for hotel, motel, when over 150 rooms _10% retail and personal service, when over 15,000sf _15% for college, univ, seminary, when min 100 DU housing _50% for restaurant and related, when combined with office or hotel</p>
<p>PD 305 Cityplace January, 1990 168.83 acres 2 zones, 4subzones, 13 subdistricts, 9 subareas</p>	<p>_by use per sf for few uses; (lower than 51A) _parking reductions options (fees to support shuttle; TMP to reduce vehicle trips) _2 MUD charts _remote parking _parking in conj with nearby PDs 183, 375 _parking must be underground or concealed</p>			<p>_if within 300 feet, or 600 feet if the use has frontage on major retail streets, or any distance approved by director _with parking agreement only, recorded with the County _in conj with nearby PDs 183, 375</p>	<p>_10% reduction options: _payment into the Cityplace Transit Fund (for the development and operation of a shuttle transit system for the district) - formula _TMP agreement to implement traffic mitigation measures to reduce the number of vehicle trips</p>	<p>_MUD Chart, MUD Chart for S D-3</p>
<p>PD 314 Preston Center Special Purpose District July, 1989 68.53 acres 7 tracts</p>	<p>_generally 51A; some minor exceptions _public parking garage in tract III (800 ps) - impacts ratios and allows remote parking in the tract _limited ps in Tract IV, Subarea A _Tract VII is one lot for parking purposes _Tract VI: traffic impact study _parking reductions options with TIA and cash in lieu</p>			<p>Tract III: anywhere, regardless of distance</p>	<p>_public parking garage: 800 ps - triggers period evaluation of the parking needs in Tract III (every 5 years) _Tract II, IV 20%; Tract III 10% reductions if: _traffic impact study, and _cash in lieu into Preston Center Parking and Transit Improvement Fund (for programs to promote new common area and shared use parking, ride sharing, van pooling, transit usage (including system improvements), and bike and walkway facilities)</p>	
<p>PD 316 Jefferson Area Special Purpose District July, 1989 176.41 acres 8 subareas</p>	<p>_by use, per sf; includes a list of uses _mixed use projects (MUP) - to encourage a mixture of uses and promote innovative and energy conscious design, efficient circulation systems, the conservation of land, and the minimization of vehicular travel, density bonuses _MUPs are considered one building site for parking _surface parking use only by site plan approved by BO _credits for existing building prior to 1989 _MUD chart _parking reductions to incentivize sidewalk amenities, streetscape, shuttle service _ (Jefferson: min 10ft with a min 6ft unobstructed sidewalk)</p>	<p>S1, 8: _if a use is within a structure that existed on or before July 26, 1989 and any site plan or other documentation shows required off-street parking, only that off-street parking must be provided or retained. No additional off-street parking is required. _If a use is within a structure that existed on or before July 26, 1989, and no site plan or other documentation shows required off-street parking, no off-street parking is required. _If the structure that existed on or before July 26, 1989 has been expanded after July 26, 1989 and the floor area has been increase by 200 square feet or more, the expanded floor area must comply with the required off-street parking for that use.</p>	<p>to trolley stops and DART stations; all subareas except 5: _within 1/4 mile of a trolley stop or DART light-rail station, 10% reduction if enhanced pedestrian amenities are provided</p>	<p>all subareas, except 5: _within a walking distance of 1,000 feet; may be extended to 1,500 feet if a shuttle is provided; beyond 1,500 feet with a special parking license based on an agreement</p>	<p>_on-street parking spaces may be counted as a reduction of the parking requirement of the use adjacent to the on-street parking space; for one use only or for combined of a MUP; fractions based on % of time available _enhanced pedestrian amenities provided on a building site: 1 ps reduction for every 3 of the following: 1 bench/100feet, min 2 benches per site, min 1 trash receptacle max 2 per site, min 1 wall mounted street lamp/50 feet, awnings and canopies min 22 feet length/100 feet facade, stamped concrete sidewalk or brick pavers, fountain or water feature, 3 bike racks/100 feet min 6 bikes</p>	<p>MUD chart exhibit</p>
<p>PD 357 Farmers Market Special Purpose District June, 1994 172.5 acres 14 subdistricts (1-10)</p>	<p>_S 1-9: for all uses, new buildings and additions to existing buildings: 1ps/ 2,000sf floor area _reductions without caps</p>	<p>_original building: a building constructed on or before June 22, 1994.</p>			<p>S 1-9: _cash in lieu of providing required parking: paid to a special parking account and used to finance the construction of parking garages or other parking improvements to serve uses in the district</p>	
<p>PD 462 Henderson Avenue Special Purpose District December, 1996 41.98 acres 7 subdistricts</p>	<p>_by uses generally per 51A; _max number of ps in S 4 _MUD chart</p>	<p>_original building: a building constructed on or before the date of passage of Ordinance No. 22969 (December 11, 1996.)</p>		<p>_upholds parking agreements prior to 2018 _4A is considered one lot for parking _valet parking only in underground parking structure</p>		<p>MUD Chart exhibit</p>
<p>PD 466 Hall Street Special Purpose District February 1997 12.49 acres 3 subdistricts</p>	<p>_ different ratios for all uses; overall reduction of all ratios in 51A _few types of reductions; on-street parking</p>			<p>_S C: unassigned spaces count towards required</p>	<p>_on-street parking counts as a reduction towards the required parking for use adjacent; for one use or MUP; allows fractions based on time available</p>	
<p>PD 468 Oak Cliff Gateway Special Purpose District March, 1997 842.17 acres 14 subdistricts ; medical use overlay</p>	<p>_form based code defaults to Art XIII; with walkable mixed-use districts _S H, J: by use, per sf, generally following 51A.4.200 per 51(A)13.400; in all excluding H, I, J; _except if all WMU and WR by attached parking chart _array of reduction options adjusted to subdistricts</p>	<p>_legacy building: _constructed before 1957 that has: (i) all original street-facing facades remaining; (ii) a primary street-facing facade located within 15 feet of a right-of-way line; (iii) a main entrance that faces Colorado Boulevard, Zang Boulevard, Beckley Avenue, Marsalis Avenue, Jefferson Boulevard, Eight Street, Tenth Street, Lancaster Avenue, Ewing Avenue, or the southbound Interstate 35E service road; (iv) window and door openings that total at least 20 percent of the street-facing facades; and (v) off-street parking located 100 percent outside of the required front yard; (B) the Grace Presbyterian Church sanctuary building located on Zang Boulevard between Fifth Street and Sixth Street; or (C) the Mayor William Sergeant Home located at the southwest corner of Zang Boulevard and Nealy Street.</p>	<p>S L: _5% reduction if the main entrance is within a 600-foot walking distance of a bus or trolley transit stop that provides both shade and seating S H: _all uses (except office, restaurant, and alcoholic beverage establishments) up to 10% if within 1,200 feet from DART light rail station, or DART bus stop or trolley stop, _for office, up to 3% if within 1,200 of DART light rail, bus or trolley stop</p>	<p>_remote parking (3 possibilities): _within a walking distance of 500 feet ; _the building official shall extend the walking distance for remote parking to no more than 1,000 feet for up to 50% of the required off-street parking unless: discourages patrons, safety concerns, not in the public interest, _for beyond 1,000 feet, a license is required to authorize the extension of walking distance if either a shuttle or an attendant be provided by the applicant S J, H: _remote parking</p>	<p>_delta credits S H: _on-street parking may count towards a reduction of the use adjacent to the street; for one use or MUP; fractions of time availability, _parking and floor area plan supplement exhibit S H: _fees may be charged</p>	<p>MUD chart exhibit _for up to 30% reduction in combination with other reductions</p>

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<p>PD 582 Victory Planned Development District <i>August, 2000</i> <i>86.95 acres</i> <i>three subdistricts</i></p>	<p>_by use, per sf; generally per 51A uses; but also includes a list of uses _master parking and floor area plan - to enable remote parking throughout the district _proximity to transit, shared parking conditions</p>		<p>_office: 3% if within a walking distance of 1,200 feet from a DART commuter rail station; 10% if within a walking distance of 1,200 feet from a DART light rail station; may not exceed 10% _other: 10% if within a walking distance of 1,200 feet from a DART light rail</p>	<p>_may remote between subdistricts if within 1,200 feet of the subdistrict boundary. _and may remote with another zoning district if the nearest edge of the parking lot is within 600 feet of the boundary of the subdistrict. _Master Parking and Floor Area Plan Exhibit</p>	<p>_fees for required off-street parking may be charged</p>	<p>_conditions for shared parking per use for entertainment, restaurant, alcoholic beverage establishments, or commercial amusement (outside or inside); % depending on uses being complementary</p>
<p>PD 621 Old Trinity and Design District Special Purpose District <i>August, 2002</i> <i>424.32 acres</i> <i>12 subdistricts</i></p>	<p>_by use, per sf; generally per 51A uses; but also includes a list of uses _varied options for reductions _on-street parking counts</p>	<p>_legacy building: constructed on or before 1963 that: (A) contains a hotel or motel use; and (B) is individually listed in the National Register of Historic Places. _original building: a structure existing on the date of the establishment of this special purpose district, but does not include a structure that has undergone a major modification (50% of the value of original; increase in sf by use, all over 50%)</p>	<p>_employment centers: if within 1,000 ft of a shuttle or bus stop to connect with rail station; if use over 75,000 sf (industrial, office)</p>	<p>_remote parking for nonresidential uses; if located within 1,000 ft; can be extended up to 1,500 feet if a shuttle; over 1,500 feet only by license</p>	<p>_cash in lieu to the Old Trinity and Design District Parking Fund; must be used only for the acquisition or construction of parking garages or other parking improvements _on-street parking counts towards parking requirement (different ratios for head-in, parallel-per building frontage) _delta theory - the right to carry forward nonconforming parking does not terminate _bike parking: 10% if within 600 feet (certain areas) if (1) 5-bike rack/100 ft of street, and (2) 12-foot wide bike and ped path _fees for required parking may be charged</p>	<p>_shared parking table</p>
<p>PD 714 West Commerce Street/Fort Worth Avenue Special Purpose District <i>February, 2005</i> <i>248.9 acres</i> <i>5 subdistricts</i></p>	<p>_by 51A 4.200 _remote parking, encourages and incentivizes on-street parking counts _location of parking behind buildings; standards for aboveground structures</p>	<p>_original building: a structure existing on February 23, 2005, but does not include a structure that has undergone a major modification (50% of the value of original; increase in sf by 50%)</p>		<p>_remote parking: if within 600 feet</p>	<p>_on-street parking on W Commerce and Fort Worth is counted towards required parking of the adjacent use. same for 4B; _on-street parking may count towards reductions for one use or combined for MUPs</p>	<p>_mixed use shared parking reductions: by use combinations: office and residential; retail and res; office, retail and res. S 1C: _20% reduction if min 10% of the total floor area is residential use and min 10% of the total floor area within this subdistrict is retail and personal service use or office use.</p>
<p>PD 749 Baylor University Medical Center Special Purpose District <i>June, 2006</i> <i>79.44 acres</i> <i>3 subdistricts</i></p>	<p>_by 51A 4.200 _all uses must comply with master parking and floor area supplement requirement - functions as a campus</p>			<p>_Master Parking and Floor Area Plan (Exhibit) to identify available off-street parking, determines the amount of required off-street parking; keeps a count _Baylor shuttle service</p>		
<p>PD 784 Trinity River Corridor Special Purpose District <i>September, 2008</i> <i>338 acres</i> <i>2 districts</i></p>	<p>_form based code; parking setback lines _ratios for few uses (bail bonds, massage establishments, fueling station) _on-street parking reductions _shared parking for mixed-use projects _tandem parking for residential _allows fees to be collected _standards for aboveground parking garages; surface parking lots limitations</p>				<p>_on-street parking credit for reductions: for no more than one use, except that on-street parking spaces may be used to reduce the combined total parking requirement of a mixed-use project, credit is for fractions depending on hours of availability</p>	<p>mixed-use shared parking reductions: office and residential; retail and residential, all 3 uses</p>
<p>PD 830 Bishop Avenue <i>August, 2010</i> <i>290.62 acres</i> <i>9 subdistricts</i></p>	<p>_by use per 51(A) _parking reductions and mixed use parking chart.</p>	<p>_legacy building: that fronts on Davis Street or Bishop Avenue and is listed on Exhibit "830B" or determined to be a legacy building in accordance with Section 51P-830.118. Reductions: _25% reduction for residential uses within a legacy building _no parking required for retail and office uses</p>		<p>_within a walking distance of 1,000 feet from the use served. _remote surface lot: a nonstructural passenger-vehicle parking facility where at least 30% of its parking spaces are subject to remote parking agreements and where the remaining parking spaces may serve as off-site parking for a valet service that may charge a fee; permitted only on a lot abutting the lot with the use being supplied with the parking under the remote parking agreement.</p>	<p>_on street parking credit _tree preservation. The building official may approve a reduction in the number of parking spaces required by one space for each protected tree, as defined in Article X, and as required in this article.</p>	<p>MUD Chart</p>
<p>PD 842 (Lower Greenville) <i>January, 2011</i> <i>50.59 acres</i> <i>2 subdistricts</i></p>	<p>_the area is also under a modified delta overlay _by use per 51A</p>	<p>_legacy building: in Subdistrict 2 constructed prior to 1926 that maintains the original front entrance and existing solid to void ratios.</p>		<p>_remote parking allowed</p>		
<p>PD 887 Valley-View-Galleria Special Purpose District <i>June, 2013</i> <i>445 acres</i> <i>14 subdistricts</i></p>	<p>_form based district, fully defaults to Art XIII _Art XIII: includes ratios for uses (generally comparable with 51A, defaults to 51A for uses not included) - and extended list of options for reductions; that can be cumulated to up to 50% reductions</p>	<p>_original building: existing on June 12, 2013, the date of establishment of this special purpose district, but does not include a structure that has undergone a major renovation (increase in floor area by min 30%).</p>	<p>_rail transit: 2% reduction for within 1,321 - 2,640 feet walking distance; 15% reduction for within 601 - 1,320 feet walking distance; 25% for within 600 feet of walking distance _bus, trolley transit: up to 5% reduction</p>	<p>_joint parking; _on-street parking counts as required parking _packed parking _remote parking within 300 feet; building official for 600 feet; parking license beyond 600 feet</p>	<p>_car-sharing _Employer Transportation Demand Management (TDM) - up to 25% reduction _increased pedestrian amenities - up to 2% reduction _underground office parking reduction</p>	<p>_shared parking standards based on ULI standards</p>
<p>PD 916 The Village Special Purpose District <i>June, 2014</i> <i>309.77 acres</i> <i>3 subdistricts</i></p>	<p>_by use per 51(A) with parking reductions</p>		<p>_light rail reductions: _nonresidential use within 1,320 ft of a DART light rail station, required parking may be reduced by 20% if an enhanced sidewalk is provided between the nonresidential use and the DART light rail station. _enhanced sidewalk is the shortest walking pathway to the DART light rail station. (provides calculation method)</p>		<p>_on-street parking count towards reductions; for one use and an MUP; including fractions per availability</p>	<p>MUD Chart + The off-street parking reduction may only be used if the parking is located on the same building site as the mixed use development. Max 30%</p>
<p>PD 1002 East Side Special Purpose District <i>August, 2018</i> <i>25.91 - acres</i></p>	<p>_by use per 51(A) with parking reductions</p>	<p>_original building: constructed on or before 1980, the floor area of which has not since that date been increased by more than: (A) 150 percent if the increase is 5,000 square feet or less; or (B) 100 percent if the increase is greater than 5,000 square feet. _if fronting Main Street or for buildings with City of Dallas historic designation, State of Texas historic designation, or listed on the National Register of Historic Places, no parking is required for uses less than 10,000 sf of floor area. _all other original buildings, no parking is required for the first 5,000 square feet of floor area. Thereafter, parking must be provided as required in this article.</p>	<p>_light rail reductions: _10% parking reduction for uses located within one-fourth mile of a DART light-rail station. _car-sharing program: the building official may reduce parking requirements by up to 5 spaces for each dedicated carshare vehicle parking space as required in this article.</p>		<p>_on-street parking reductions: _for each passenger loading zone provided adjacent to a use, with a maximum of 2, the required parking may be reduced by 5 spaces or 5%, whichever is less. _underground office parking: if all or part of the parking for an office use is provided underground, the building official shall approve a parking reduction of 0.33 space for each space provided underground. _tree preservation: the building official may approve a reduction in the number of parking spaces required by 1 space for each protected tree, as defined in Article X, and as required in this article.</p>	