

DALLAS DEVELOPMENT CODE AMENDMENT

FILE NO. DCA 190-002

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**Parking – Planned Development District Parking**

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

**BACKGROUND:**

On September 5, 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**
- Board of Adjustment parking reductions
- Index Cities and Other Cities Research
- Local and National Parking Studies
- Feedback from Interested parties, Industry, Developers and communities and neighborhoods.

**PROJECT WEBPAGE:**

<https://dallascityhall.com/departments/sustainabledevelopment/planning/Pages/parking-code-amendment.aspx>

**RESEARCH AND STAFF ANALYSIS:**

**Scope and methodology:**

To better understand and explain the parking regulations that are governing the City of Dallas and to also distinguish trends in parking regulations, staff included in the research a selection of planned development districts (PDs) that are more significant in size and type of deviation from Chapter 51A parking regulations.

City of Dallas contains 1024 planned development districts, to date; out of which 39 are special purpose districts. The main criteria for selection for this research was the size of the PD, its location in older parts of the city, the diversity of uses, neighborhood character, and the extent and innovation of the deviations for parking requirements. After assessing all, staff focused the research on twenty special purpose districts as follows:

	General Approach
<p><b>PD 193</b>  <b>Oak Lawn Special Purpose District</b>  <i>February, 1985</i>  <i>2593.17 acres</i>  <i>zoning districts + 155 PDS</i></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                  _must be on the lot with the main use                  _MUD chart                  _required parking must be available to the public</p>
<p><b>PD 225</b>  <b>State Thomas Special Purpose District</b>  <i>March, 1986</i>  <i>113.25 acres</i>  <i>4 districts; 16 subdistricts</i></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><b>PD 269</b>  <b>The Deep Ellum/Near East Side District</b>  <i>April, 1987</i>  <i>273.64 acres</i>  <i>3 tracts</i></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 5,000 sf 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>

**Chapter 51A** \_ adopted in March 1987

<p><b>PD 298</b>  <b>Bryan Area Special Purpose District</b>  <i>August, 1988</i>  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><b>PD 305</b>  <b>Cityplace</b>  <i>January, 1990</i>  168.83 acres  2 zones, 4 subzones, 13 subdistricts, 9 subareas</p>	<p>_by use per sf for few uses; (lower than 51A)  _parking reduction options (fees to support shuttle; TMP to reduce vehicle trips)  _2 MUD charts  _remote parking  _parking in conjunction with nearby PDs 183, 375  _parking must be underground or concealed</p>
<p><b>PD 314</b>  <b>Preston Center Special Purpose District</b>  <i>July, 1989</i>  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 number of spaces in Tract IV, Subarea A  _Tract VII is one lot for parking purposes  _Tract VI: traffic impact study  _parking reduction options with TIA and cash in lieu</p>
<p><b>PD 316</b>  <b>Jefferson Area Special Purpose District</b>  <i>July, 1989</i>  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 the Building Official  _credits for existing building prior to 1989  _MUD chart  _parking reductions to incentivize sidewalk amenities, streetscape, shuttle service</p>
<p><b>PD 357</b>  <b>Farmers Market Special Purpose District</b>  <i>June, 1994</i>  172.5 acres  14 subdistricts (1 through 10)</p>	<p>_Subdistricts 1-9: for all uses in new buildings and additions to existing buildings: 1ps/ 2,000 sf floor area (similar with Chapter 51A for CA-2 Central Area District, the underlining districts before the PD was created)  _reductions without caps</p>
<p><b>PD 462</b>  <b>Henderson Avenue Special Purpose District</b>  <i>December, 1996</i>  41.98 acres  7 subdistricts</p>	<p>_by uses generally per 51A;  _max number of parking spaces in Subdistrict 4  _MUD chart</p>

<p><b>PD 466</b>  <b>Hall Street Special Purpose District</b>  <i>February, 1997</i>  <i>12.49 acres</i>  <i>3 subdistricts</i></p>	<p>_ different ratios for all uses - parking ratios for each use contained in Section 51A-4.200 are increased by 20 percent.          _ some types of reduction: on-street parking</p>
<p><b>PD 468</b>  <b>Oak Cliff Gateway Special Purpose District</b>  <i>March, 1997</i>  <i>842.17 acres</i>  <i>14 subdistricts; medical use overlay</i></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 Walkable Mixed-Use (WMU) and Walkable Retail (WR) by attached parking chart          _ array of reduction options adjusted to subdistricts</p>
<p><b>PD 582</b>  <b>Victory Planned Development District</b>  <i>August, 2000</i>  <i>86.95 acres</i>  <i>3 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><b>PD 621</b>  <b>Old Trinity and Design District Special Purpose District</b>  <i>August, 2002</i>  <i>424.31 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><b>PD 714</b>  <b>West Commerce Street/Fort Worth Avenue Special Purpose District</b>  <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><b>PD 749</b>  <b>Baylor University Medical Center Special Purpose District</b>  <i>June, 2006</i>  <i>79.39 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><b>PD 784</b>  <b>Trinity River Corridor Special Purpose District</b>  <i>September, 2008</i>  338 acres  2 districts</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><b>PD 830</b>  <b>Bishop Avenue</b>  <i>August 2010</i>  290.62 acres  9 subdistricts</p>	<p>_by use per 51(A)  _parking reductions and mixed-use parking chart.</p>
<p><b>PD 842</b>  <b>(Lower Greenville)</b>  <i>January, 2011</i>  50.59 acres  2 subdistricts</p>	<p>_the area is also under a modified delta overlay  _by use per 51A</p>
<p><b>PD 887</b>  <b>Valley-View-Galleria Special Purpose District</b>  <i>June, 2013</i>  445 acres  14 subdistricts</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><b>PD 916</b>  <b>The Village Special Purpose District</b>  <i>June, 2014</i>  309.77 acres  3 subdistricts</p>	<p>_by use per 51(A) with parking innovative reductions</p>
<p><b>PD 1002</b>  <b>East Side Special Purpose District</b>  <i>August, 2018</i>  25.92 acres</p>	<p>_by use per 51(A) with parking innovative reductions</p>

### Summary:

#### Approach to parking

The information gathered for each Planned Development District is focused on two main directions: ratios for parking requirements, and array and approach to parking reduction options and mechanism. The research and analysis takes into consideration that each PD was created to accomplish a certain vision for

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the area, thus tailoring the parking standards based on the development needs, while also considering them as tests for certain parking solutions.

In general, almost all of the PDs are following the same approach, regulating parking by use, very rare by use category, and per square footage of the use, combined with parking reductions that are either very detailed in the PD or left to the interpretation and approval of the Building Official, or Director, at the time of permitting.

### **Ratios for parking**

In general, all Planned Development Districts default to parking ratios included in Chapter 51A and are pulling out some uses with different parking requirements, that are usually reduced ratios.

#### *Interesting exceptions:*

PD Nos. 225 and 357 have a completely different parking regulation approach, that allows flexibility for use combinations, while requiring reduced ratios. PD No. 225 divides the uses as residential, with 1 space per dwelling unit, and nonresidential, with 1 space per 500 square feet of floor area. PD No. 357 has a blanket requirement for 1 space per 2,000 square feet of floor area for all uses within new buildings or expansions of original buildings. This is the parking requirement per Chapter 51A, for Central Area District, that was the underlying zoning district of this area before being rezoned into PD No. 357.

PD No. 466 has another approach that aims solely at reducing parking requirements. PD No. 466 stipulates that parking ratios for each use contained in Chapter 51A are increased by 20 percent. For example, the parking ratio for a restaurant is changed from one space per 100 square feet of floor area to one space per 120 square feet of floor area.

PD Nos. 468, 784, and 887 generally default to Article XIII, Chapter 51.13 for parking ratios and a few options for reductions as well.

#### ***Multifamily use:***

Chapter 51A requires a multifamily use to be parked at 1 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.

The most common ratio used in four of the PDs is 1 space per dwelling unit; a few of the PDs also include a maximum of either 1.5 or 2 spaces per dwelling unit. Most of the PDs also include a requirement for visitors parking, usually 0.25 space per dwelling unit, which is the code requirement.

#### ***Hotel, motel use:***

Chapter 51A requires a hotel/ motel use to be parked at 1 space for each unit for units 1 to 250; 3/4 space for each unit for units 251 to 500; 1/2 space for all units over 500; plus one space per 200 square feet of meeting room.

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Four PDs include different ratios for this use up to 0.5 space per room. PD No. 582 requires parking for associated uses (ballroom and meeting room).

*Interesting exception:*

PD No. 842 allows the parking ratio for hotel uses to be established by the specific use permit.

**Office use:**

Chapter 51A requires an office use to be parked at 1 space per 333 square feet of floor area.

Nine PDs include different ratios for office uses that vary between 1 space per 366 square feet of floor area, this being the most used ratio, to 1 space per 410 square feet of floor area (PD No. 314).

**General retail use:**

Chapter 51A requires a general retail use to be parked at 1 space per 200 square feet of floor area; the ratio being decreased for certain brackets of retail floor area.

Nine PDs include different ratios for this use, and they are usually a variation between 1 space per 200 and 285 square feet of floor area. PD No. 582 requires a ratio that includes a more significant reduction, 1 space per 500 square feet of floor area.

**Restaurant, alcoholic beverage establishments, commercial amusement (inside) uses:**

Chapter 51A requires these uses to be generally parked 1 space per 100 square feet of floor area, with different requirements for the area used for the manufacture of alcoholic beverages as an accessory use.

Ten PDs include different ratios for this group of uses and they are usually a variation between 1 space per 100 and 200 square feet of floor area. Outdoor seating areas usually are exempt from parking requirements if the area is under a certain percentage of the indoor area (25 percent is the most used, PD No. 269 allows up to 50 percent). Some PDs make a distinction between covered and uncovered outdoor seating areas.

**Types of reductions**

Chapter 51A includes types of reductions and shared parking under special parking requirements and allows the following based on a parking agreement:

- Remote parking, if walking distance is a maximum 300 feet; allows extensions up to 600 feet if approved by the Building Official; and beyond 600 feet with a parking license,
- Shared parking based on a Mixed-Use District Chart (MUD Chart) that was established based on 1983 ULI.

In general, almost all researched Planned Development Districts include a combination of remote parking, shared parking, and reductions for existing buildings.

*Interesting exceptions:*

PD Nos. 225 and 357 have a completely different parking regulation approach, that allows flexibility for use combinations and generally reduces the parking ratio. Because the parking ratios are general, these PDs include only exceptions and reductions for existing buildings, either legacy with historical value, case of PD No. 225, or built prior to the PD, case of PD No. 357. In the same line of reduced parking, PD No. 357 allows the possibility of cash in lieu of the entire required parking, monies that would go towards a district fund to help with building a parking garage.

### ***Existing buildings:***

Almost all PDs include reductions for existing buildings, sometimes for the full parking requirements. These are for either legacy buildings that are usually of historical value, or original buildings that have been in existence before the creation of the PD.

Six PDs include legacy buildings and define them by year of construction (1920, 1926, 1963), and/or other criteria to recognize their historical significance, that may include the location and architectural standards in relation to the street.

Nine PDs distinguish between original buildings and new construction, usually by the year when the PD was created (1980s, 1990s, or even 2018), and sometimes they impose restrictions on the extent of modifications on the original buildings. The parking reductions associated with the existing buildings are either by percentage, or by exemptions for the first 5,000 square feet of building. Some subdistricts within a few of the PDs do not require parking for legacy buildings at all.

### ***Remote parking:***

Remote parking is included in most of the researched Planned Development Districts and is based on parking agreements and walking distance requirements that may be required to have enhanced pedestrian amenities. The walking distances usually start between 300 to 1,000 feet and usually can be extended with the Building Official approval. Further extensions, usually beyond 1,000 or 1,500 feet may be allowed with a parking license.

Three PDs use another type of remote parking, a Master Parking and Floor Area Plan that includes an exhibit that identifies available off-street parking, determines the amount of required off-street parking, and ensures that each use meets the off-street parking requirements. A Master Parking and Floor Area Plan supplement is submitted at time of permitting for all developments. Parking agreements and shuttle service is usually required with this option.

### ***Proximity to transit:***

Six PDs include reduction options for sites usually located within a specified walking distance from DART light-rail transit. Some allow bus stations to count, and some include commuter rail and streetcar. The walkable distance varies between 300 feet and 1,500 feet (roughly  $\frac{1}{4}$  of a mile), with different conditions and allowances to exceed the distance, and may also require enhanced pedestrian amenities. The maximum possible reductions are 10 percent; PD No. 916 being the only one that allows a 20 percent reduction.



***Cash in lieu:***

Five PDs provide the option of cash in lieu for a certain reduction in parking, usually 10 percent, PD No. 357 being the only one that allows this option in lieu of the entire required parking. The PDs stipulate the method to calculate the amount owed based on the cost of one parking space in a garage (the older PDs (193, 305, and 314) include the actual price), and the recipient and the purpose of the monies collected. These funds are usually to be used inside the district for traffic fluency and parking improvements.

***On-street parking:***

Eleven PDs include the option of parking reductions if on-street parking exists in front of the site, either as a credit towards a requested reduction, or to count towards the required off-street parking.

***Other options for parking reductions:***

Four PDs include the option of a written traffic management plan agreement (TMP) for the implementation of traffic mitigation measures to reduce the total number of vehicle trips and, thus, the need for a specified number of required off-street parking spaces.

PD No. 1002 includes reductions if underground parking garages are provided for office uses, for tree preservation purposes, and for car sharing options. PD No. 621 includes a 10% reduction if certain amount of bike parking is provided in some locations. PD No. 887, via Article XIII, includes a variety of parking reductions and options.

***Shared parking:***

Almost all researched PDs include standards for shared parking for a mix of uses that have overlapping operating hours, allowing them to be parked up to a certain percentage; thus, trying to minimize the overparking or mixed-use buildings or sites. Most PDs include a MUD chart, but standards for general combinations may vary. The uses that can share the parking are residential, office, retail restaurant, and a few additional uses.

***Other requirements that influence parking*** included in some PDs are bike parking requirements, and the allowance to collect fees for parking to encourage public parking or straight requirements for parking to be available to the public (PD 193).

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<b>APPENDIX-1: PD excerpts</b>
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**Selections from Planned Development Districts**

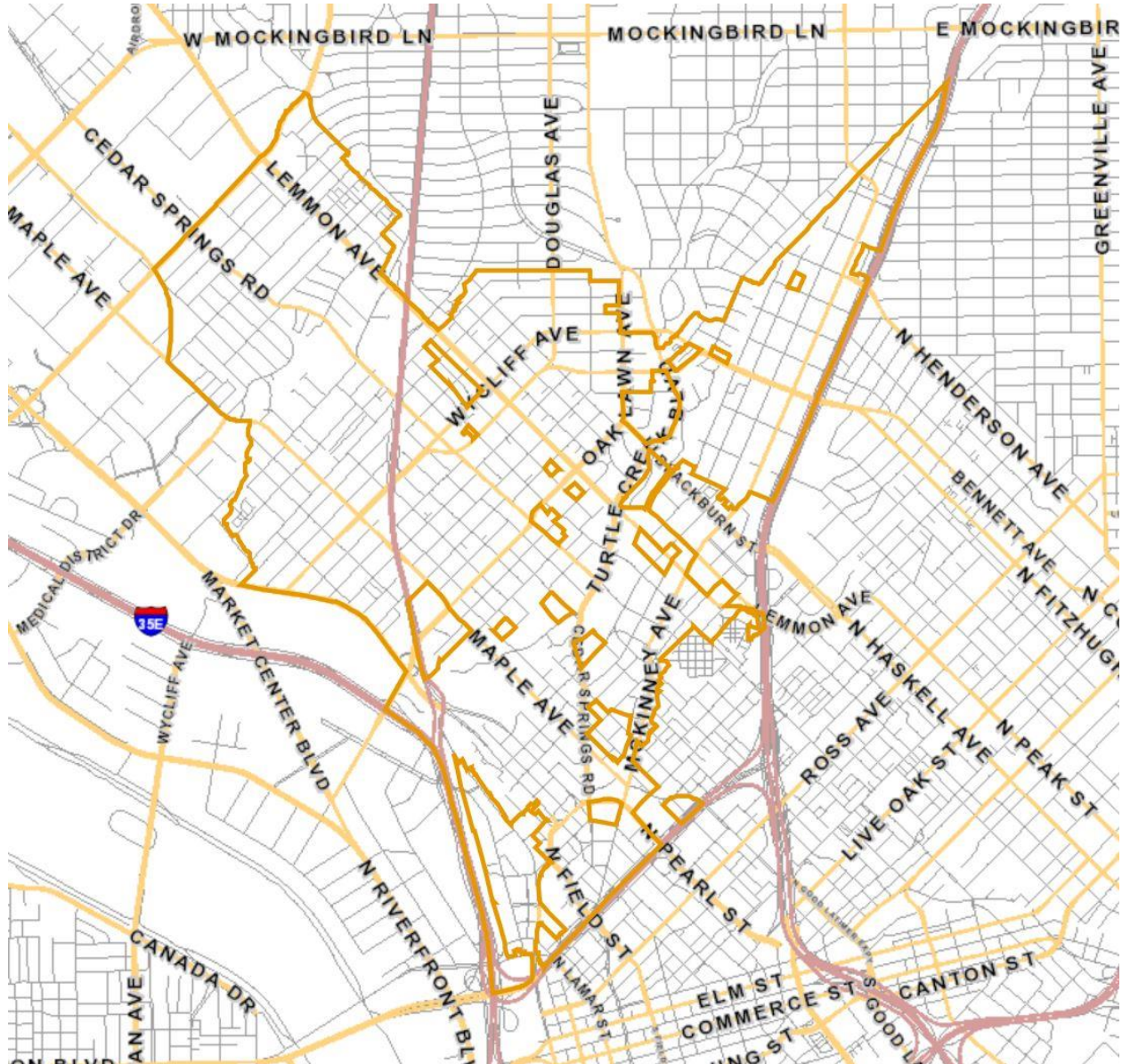
The following excerpts are portions of the PDs that staff considered significant and illustrative of the general approach of the particular PD. The selection does not include entire chapters or regulations on parking, nor the parking ratios for each use. The selection focuses on highlighting the types of reductions included in the PDs, but it mostly leaves out details regarding the permitting of some options. As a general rule, where not mentioned in a staff comment, the ratios and regulations of 51A apply.

Each excerpt includes a link to the website page that contains the entire PD document for further reading.

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**PD 193. Oak Lawn Special Purpose District**

<http://www.dallascityattorney.com/51P/Articles%20Supp%2021/Article%20193%20Part%20I.pdf>


**SEC. 51P-193.101. LEGISLATIVE HISTORY.**

PD 193 was established by Ordinance No. 18580, passed by the Dallas City Council on February 8, 1985. Ordinance No. 18580 amended Ordinance No. 10962, Chapter 51 of the Dallas City Code, as amended. On September 9, 1992, Ordinance No. 18580 was repealed, and PD 193 was re-established by Ordinance No. 21416. Ordinance No. 21416 amended Ordinance No. 10962, Chapter 51 of the Dallas City Code, as amended. On October 27, 1993, Ordinance No. 21416 was repealed, and PD 193 was re-established by Ordinance No. 21859. Ordinance No. 21859 amended Ordinance No. 10962, Chapter 51 of the Dallas City Code, as amended. Subsequently, Ordinance No. 21859 was amended by Ordinance No. 22721, passed

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by the Dallas City Council on April 10, 1996; Ordinance No. 22724, passed by the Dallas City Council on April 10, 1996; Ordinance No. 23254, passed by the Dallas City Council on September 10, 1997; Ordinance No. 23642, passed by the Dallas City Council on September 9, 1998; Ordinance No. 23644, passed by the Dallas City Council on September 9, 1998; Ordinance No. 24346, passed by the Dallas City Council on August 23, 2000; Ordinance No. 24347, passed by the Dallas City Council on August 23, 2000; Ordinance No. 24728, passed by the Dallas City Council on September 26, 2001; Ordinance No. 24896, passed by the Dallas City Council on April 10, 2002; and Ordinance No. 25243, passed by the Dallas City Council on May 14, 2003. Ordinance No. 22721 rezoned property located along Cole Avenue, between Hall and Lemmon Avenue, from PD 213 to PD 193. Ordinance No. 22724 rezoned property located south of Oak Lawn Avenue, between the Dallas North Tollway and Maple Avenue, from PD 193 to PD 77. Ordinance No. 23254 rezoned property located at the south corner of Wycliff Avenue and Cedar Springs Road from PD 172 to PD 193. Ordinance No. 23642 rezoned property located south of Oak Lawn Avenue and west of Maple Avenue from PD 193 and PD 77 to PD 518. Ordinance No. 23644 replaced Exhibit A attached to Ordinance No. 21859, as amended. Ordinance No. 24346 rezoned property located east of Stemmons Freeway and north of Woodall Rodgers Freeway from PD 193 to PD 582. Ordinance No. 24347 replaced Exhibit A attached to Ordinance No. 21859, as amended. Ordinance No. 24896 rezoned property located on the northwest corner of Buena Vista Street and North Haskell Street from PD 193 to PD 305. (Ord. Nos. 10962; 18580; 21416; 21859; 22721; 22724; 23254; 23642; 23644; 24346; 24347; 24728; 24896; 25243; 25267)

#### **SEC. 51P-193.102. PROPERTY LOCATION AND SIZE.**

PD 193 is established on property generally bounded by Woodall Rodgers Freeway, North Central Expressway, the Missouri, Kansas, and Texas Railroad, the city limits of the City of Highland Park, Bordeaux Avenue, Inwood Road, Denton Drive Cut-off, Maple Avenue, Cedar Springs Branch Creek, Harry Hines Boulevard, Oak Lawn Avenue, and Stemmons Freeway but excluding existing PD's and conservation districts within those boundaries. The size of PD 193 is approximately 2593.168 acres. (Ord. Nos. 21859; 22721; 22724; 23254; 23642; 24346; 24896; 25267; 26776; 27225; 27448)

Exhibit 193F – MUD Chart

#### **SEC. 51P-193.113. OFF-STREET PARKING REGULATIONS**

*(selected excerpts)*

(a) General provisions.

*Includes a list of uses with parking requirements per use, per sf.*

(3) When a lot is used for a combination of uses, the off-street parking requirements are the sum of the requirements for each use, and no off-street parking space for one use is included in the calculation of off-street parking requirements for any other use, except as provided in Subsection (c)(6).

(6) No parking space located on a public street or alley may be included in the calculation of off-street parking requirements, except as provided in Section 51P-193.107(a)(1)(C)(iii)(bb), Section 51P-193.107(a)(1)(C)(iv)(bb), and Section 51P-193.107(a)(3)(v) (these sections provide that

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certain spaces on a public street may be counted toward the guest parking requirement if one additional two-inch caliper tree is planted for each on-street guest space, but that these on-street spaces remain subject to the city's authority to regulate public streets.)

(7) Except for residential uses, head-in parking adjacent to a public street where the maneuvering of the vehicle in parking or leaving the parking space is done on a public street is excluded in computing off-street parking requirements.

(8) Required off-street parking must be available as free parking or contract parking on other than an hourly or daily fee basis. This requirement does not apply to institutional uses, and nonresidential uses having frontage on a special retail street.

(10) Except as specifically permitted in Sections 51P-193.107 through 51P-193.125, all off-street parking must be provided on the lot occupied by the main use.

(c) Off-street parking provisions for nonresidential subdistricts.

(6) In order to provide adequate off-street parking for large scale mixed use development projects, the following are excluded in the calculation of off-street parking requirements:

(A) Ten percent of the required parking for the office use when that use totals in excess of 250,000 square feet in floor area and is developed on the same lot with a use qualifying for an exception under Subsections (c)(6)(B) or (C) of this section.

(B) Ten percent of the required parking for the hotel and motel use when that use totals in excess of 250 guest rooms and is developed on the same lot with a use qualifying for an exception under Subsections (c)(6)(A) or (C) of this section.

(C) Ten percent of the required parking for all retail uses, when those uses total in excess of 40,000 square feet in floor area and are developed on the same lot with a use qualifying for an exception under Subsections (c)(6)(A) or (B) of this section.

(D) Fifty percent of the required parking for all recreation and entertainment uses and bar and restaurant uses when developed on the same lot with an office use with more than 250,000 square feet of floor area or a hotel or motel use with more than 250 guest rooms.

[...]

(g) Off-street parking reduction options.

(1) In general.

(A) A property owner may reduce the standard off-street parking requirement for certain uses in the SPD by exercising one or more of the following reduction options:

(i) Making a payment into the Oak Lawn Transit Fund in accordance with Subsection (g)(2) of this section.

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(ii) Filing an approved traffic management plan (TMP) agreement in accordance with Subsection (g)(3) of this section.

(iii) Calculating an adjusted standard off-street parking requirement for a mixed use development in accordance with Subsection (g)(4) of this section.

(2) Payment into Oak Lawn Transit Fund.

(A) In general. A property owner may reduce the standard off-street parking requirement for an office-related or retail-related use up to 10 percent by making a payment into a special city account, to be known as the Oak Lawn Transit Fund, for development and operation of a shuttle transit system for the Oak Lawn SPD. The amount of the payment required is calculated by taking 30 percent of the cost of constructing a parking garage space [See Subsection (B) below] and multiplying that cost by the number of parking spaces that will not be required by reason of the payment. In order for the reduction to be considered in cases involving work for which a permit is required, the entire payment must be made to the building official before issuance of the permit. The city council may transfer moneys from the Oak Lawn Transit Fund to the Oak Lawn Parking Fund provided for in Subsection (g)(3) of this section when, in the opinion of the council, such a transfer would be in the best interest of the city.

(B) Cost of constructing a parking garage space. Until January 2, 1995, the cost of constructing a parking garage space for purposes of this section is \$6,619.28. On January 2, 1995, and on January 2 of each odd-numbered year thereafter, the director of development services shall determine a new cost of constructing a parking garage space by using the following formula:

$$\text{National Median Cost Sq. Ft.} \times 320 \text{ sq. ft.} \times \text{Dallas Cost Index} = \text{Cost of Constructing a Parking Garage Space}$$

For purposes of the formula, "National Median Cost/Sq. Ft." is the national median cost per square foot of a parking space in a parking garage. Both the National Median Cost/Sq. Ft. and the Dallas Cost Index must be derived from the most recent issue of Building Construction Cost Data, published by the Robert Snow Means Company, Inc., of Kingston, Massachusetts, unless another publication is designated by the director.

3) Traffic management plan (TMP) agreement.

(A) In general. A property owner may reduce the standard off-street parking requirement for an office-related or retail-related use up to 10 percent by entering into a written traffic management plan (TMP) agreement for the implementation of traffic mitigation measures to reduce the total number of vehicle trips and, thus, the need for a specified number of required off-street parking spaces. The agreement must be approved by the director of public works and transportation, approved as to form by the city attorney, and filed in the deed records of the county where the property is located. In order for the reduction to be considered in cases for which a permit is required, the agreement must be signed, approved, and filed pursuant to this subsection before issuance of the permit. [...]

(4) Mixed use development option.

(A) In general. A property owner may reduce the standard off-street parking requirement for a mixed use development by using the mixed use development (MUD) parking chart (Exhibit 193F), to calculate an "adjusted" standard off-street parking requirement for the development. This reduction option may be used in combination with the other reduction options available under Subsections (g)(2) and (g)(3) of this section to reduce the standard requirement for the development up to 30 percent. In no event may the standard requirement for a mixed use development be reduced by more than 30 percent.

(B) Calculation of adjusted standard off-street parking requirement. An adjusted standard off-street parking requirement for a mixed use development is calculated as follows:

(i) First, the standard parking requirements for each of the uses in the mixed use development must be ascertained.

(ii) Next, the parking demand for each use is determined for each of the five times of day shown in the MUD parking chart by multiplying the standard off-street parking requirement for each use by the percentage in the chart assigned to that category of use. If a use in the development does not fall within one of the categories shown in the MUD parking chart, the percentage assigned to that use is 100 percent for all five times of day.

(iii) Finally, the "time of day" columns are totaled to produce sums that represent the aggregate parking demand for the development at each time of day. The largest of these five sums is the adjusted standard off-street parking requirement for the development.

(C) Minimum parking requirement. If one or more of the main uses in a mixed use development is a retail-related use, the minimum parking requirement for the development under this reduction option is the sum of the standard parking requirements for each of the retail-related uses in the development.

(D) Visitor parking required. If a property owner uses the mixed use development reduction option, a number of parking spaces equal to or greater than the difference between the aggregate standard and aggregate adjusted standard off-street parking requirement for the development must be available for use by visitors.

## PD 193 MUD Chart:

(probably the first MUD chart used in Dallas)

21859

93395.

EXHIBIT G

**EXHIBIT 193F****MIXED USE DEVELOPMENT PARKING CHART**  
(for calculating adjusted standard parking requirement)

<u>USE CATEGORIES</u>	<u>STANDARD PARKING REQUIREMENT</u>	<u>PARKING ADJUSTMENT PERCENTAGES BY TIME OF DAY (weekday)</u>				
		<u>Morning</u>	<u>Noon</u>	<u>Afternoon</u>	<u>Late Afternoon</u>	<u>Evening</u>
<u>Residential uses*</u>	1/500 sq. ft.**	<u>80%</u>	<u>60%</u>	<u>60%</u>	<u>70%</u>	<u>100%</u>
<u>Office-related uses*</u>	1/366 sq. ft.	<u>100%</u>	<u>80%</u>	<u>100%</u>	<u>85%</u>	<u>35%</u>
<u>Retail-related uses*</u>	1/220 sq. ft.	<u>60%</u>	<u>75%</u>	<u>70%</u>	<u>65%</u>	<u>70%</u>
<u>Bar &amp; restaurant uses*</u>	1/100 sq. ft.	<u>20%</u>	<u>100%</u>	<u>30%</u>	<u>30%</u>	<u>100%</u>
<u>Health studio</u> [as defined in Sec. 7(j)(7)]	1/150 sq. ft.	<u>45%</u>	<u>70%</u>	<u>55%</u>	<u>80%</u>	<u>100%</u>
<u>Game court center</u> [as defined in Sec. 7(h)(2)]	4/Court	<u>45%</u>	<u>70%</u>	<u>55%</u>	<u>80%</u>	<u>100%</u>
<u>Any other use</u>	Must be ascertained	<u>100%</u>	<u>100%</u>	<u>100%</u>	<u>100%</u>	<u>100%</u>

The adjusted standard off-street parking requirement for the development is the largest of the five "time of day" column sums.

Note: If a use does not fit into one of the first six categories listed above, 10 percent assignments must be used in each of the "time of day" columns. If one or more of the main uses in the development is a retail-related use, the minimum parking requirement for the development under this reduction option is the sum of the standard parking requirements for each of the retail-related uses in the development.

\*See Section 3 for definitions.

\*\*See Section 13(c) for minimum and maximum requirements.

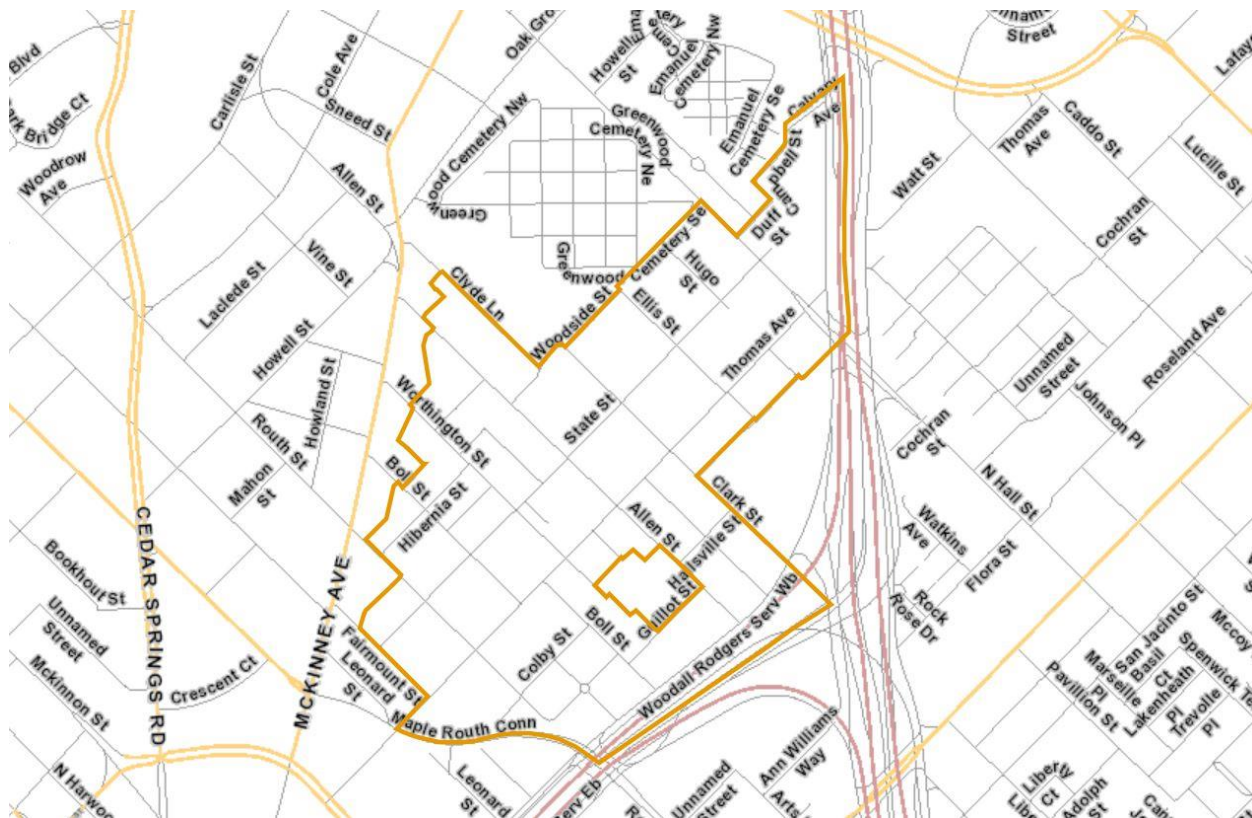
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**PD 225. State-Thomas Special Purpose District**

<http://www.dallascityattorney.com/51P/Articles%20Supp%2031/ARTICLE%20225.pdf>


**SEC. 51P-225.101. LEGISLATIVE HISTORY.**

PD 225 was established by Ordinance No. 19084, passed by the Dallas City Council on March 19, 1986. Ordinance No. 19084 amended Ordinance No. 10962, Chapter 51 of the Dallas City Code, as amended. Ordinance No. 19084 was amended by Ordinance No. 19382, passed by the Dallas City Council on November 19, 1986; Ordinance No. 20429, passed by the Dallas City Council on September 13, 1989; and Ordinance No. 21018, passed by the Dallas City Council on August 14, 1991. (Ord. Nos. 10962; 19084; 19382; 20429; 21018; 25711)

**SEC. 51P-225.102. PROPERTY LOCATION AND SIZE.**

PD 225 is established on property generally bounded by the southerly line of properties fronting McKinney Avenue, the southerly lines of the Greenwood, Calvary, and the Emanuel Cemeteries, and Freedmen's Cemetery/Park, North Central Expressway, Woodall Rodgers Freeway, the Routh-Maple connector and Fairmont Avenue, and also including blocks bounded by Fairmont Avenue, Thomas Avenue, and the Routh-Maple Connector. The size of PD 225 is approximately 113.25 acres. (Ord. Nos. 19084; 25711; 28934)

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**SEC. 51P-225.107. DEVELOPMENT STANDARDS FOR THE HISTORIC DISTRICT.**

(g) Off-street parking.

(1) Minimum number of spaces required.

*(applies to all the other districts too; same language)*

(A) Residential uses. Residential uses must provide one off-street parking space for each dwelling unit.

(B) Nonresidential uses.

(i) In general. Nonresidential uses must provide one off-street parking space for each 500 square feet of floor area.

(ii) Special exception. Any nonresidential use in a contributing structure must provide a minimum of one off-street parking space for each 1,000 square feet of floor area.

(2) Location of off-street parking.

A) In general. All off-street parking, whether used to fulfill minimum parking requirements or as excess parking, must be set back no less than the required front yard. Required off-street parking must be provided on the lot occupied by the main use, or on the rear 50 percent of a separate lot that is:

(i) dedicated to parking use by an instrument approved by the city attorney, filed with the building official and in the deed records of the county in which the property is located, and consolidated with the main use under one certificate of occupancy with the main use;

(ii) located in the same subdistrict as the main use or in another district that allows a commercial parking lot or garage as a main use; and

(iii) located within 600 feet of the lot occupied by the main use. The distance measured includes streets and alleys and is the shortest distance between the lots.

**PD 269. (The Deep Ellum/Near East Side District)**

<http://www.dallascityattorney.com/51P/Articles%20Supp%2038/ARTICLE%20269.pdf>

**SEC. 51P-269.101. LEGISLATIVE HISTORY.**

PD 269 was established by Ordinance No. 19532, passed by the Dallas City Council on April 29, 1987. Ordinance No. 19532 amended Ordinance No. 10962, Chapter 51 of the Dallas City Code, as amended. Ordinance No. 19532 was amended by Ordinance Nos. 20409, passed by the Dallas City Council on August 9, 1989; Ordinance No. 21195, passed by the Dallas City Council on February 12, 1992; and Ordinance No. 22752, passed by the Dallas City Council on May 8, 1996. (Ord. Nos. 10972; 19532; 20409; 21195; 22752; 25423; 26369)

**SEC. 51P-269.102. PROPERTY LOCATION AND SIZE.**

PD 269 is established on property generally bounded by the T. & P. Railroad right-of-way on the north, Parry Avenue on the East, R.L.Thornton Freeway on the south, and North Central Expressway on the west. The size of PD 269 is approximately 273.64 acres. (Ord. Nos. 19532; 25423; 26369)

(27) ORIGINAL BUILDING means a building constructed on or before June 27, 1984, the floor area of which has not since June 27, 1984, 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 more than 5,000 square feet. An original building 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.

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**SEC. 51P-269.105. USE REGULATIONS AND DEVELOPMENT STANDARDS FOR TRACTS A AND A-1.**

(j) Off-street parking requirements.

*By use; some are more restrictive and cannot apply delta credits (bar, lounge, or tavern, and private clubs; inside commercial amusement)*

(2) Location of off-street parking.

(A) Definitions. In this subsection:

(i) SPECIAL PARKING includes packed parking, remote parking, and shared parking as those terms are defined in Section 51-4.321.

(ii) WALKING DISTANCE means the distance from the nearest point of the parking lot to the nearest public entrance of the main use, measured along the most convenient pedestrian walkway.

(B) In general. Except as specifically provided in this subsection, required off-street parking must be provided on the lot occupied by the main use.

(C) Remote parking.

(i) Remote parking may be located on a separate lot that is within the following walking distances of the use served by the remote parking:

- (aa) 800 feet if the use served is located in a newly constructed building.
- (bb) 1,200 feet if the use served is located in an original building.

(ii) The walking distance for remote parking may be extended by license as set out in Division 51-4.320.

(iii) Section 51A-4.328(a) does not apply in this district. An agreement authorizing remote parking for a use may be based on a lease of the remote parking spaces only if the lease:

- (aa) is in writing on a form obtained from the building official;
- (bb) contains legal descriptions of the properties affected;
- (cc) specifies the special parking being provided and the hours of operation of any use involved;
- (dd) is governed by the laws of the State of Texas;
- (ee) is signed by all owners of the properties affected;
- (ff) signed by all lienholders, other than taxing entities, that have an interest in or an improvement on the properties;
- (gg) is for a minimum term of three years; and
- (hh) provides that both the owner of the lot occupied by the use benefitting from the parking and the owner of the remote parking lot shall notify the building official in writing if there is a breach of any provision of the lease, or if the lease is modified or terminated.

(iv) The remote parking provisions in this subparagraph or Division 51A-4.320 shall not affect or cause the reduction of delta credits.

(3) Cash in lieu of required parking.

(A) A property owner may make a one-time cash payment in lieu of providing required off-street parking spaces for a use in an original building in accordance with this section. The amount of the payment required is calculated by taking three-fourths of the cost of constructing a parking garage space and multiplying that cost by the number of parking spaces that will not be required by reason of the cash payment.

(B) The cost of a parking garage space is calculated by using the following formula:

**National Median Cost/Sq. Ft. x 350 square feet x Dallas Cost Index**

where National Median Cost/Sq. Ft. is the national median cost per square foot of a parking space in a parking garage. Both the National Median Cost/Sq. Ft. and the Dallas Cost Index must be derived from the most recent issue of Building Construction Cost Data, published by the Robert Snow Means Company, Inc., of Kingston, Massachusetts, unless another comparable publication is designated by the director.

(4) Parking subdistricts.

(A) Tracts A and A-1 are subdivided into four parking subdistricts as shown on the map titled "Parking Subdistricts" (Exhibit 269B).

(B) Payments in lieu of required parking shall be paid 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, pursuant to the requirements of all applicable rules, regulations, and ordinances of the city.

(5) Parking reduction for proximity to DART stations. The off-street parking requirement for uses located within one-fourth mile of a DART light-rail station may be reduced by 10 percent.

(6) Parking reduction for on-street parking. Except as provided in this subsection, any on-street parking spaces may be counted toward the parking requirement of the use adjacent to the on-street parking space.

(A) An on-street parking space may not be used to reduce the required parking for more than one use, except that an on-street parking space may be used to reduce the combined total parking requirement of a mixed-use project.

(B) An on-street parking space that is not available to the public at all times of the day may only be counted as a partial parking space in proportion to the amount of time that it is available. For example, a parking space that is available to the public only eight hours per day will be counted as

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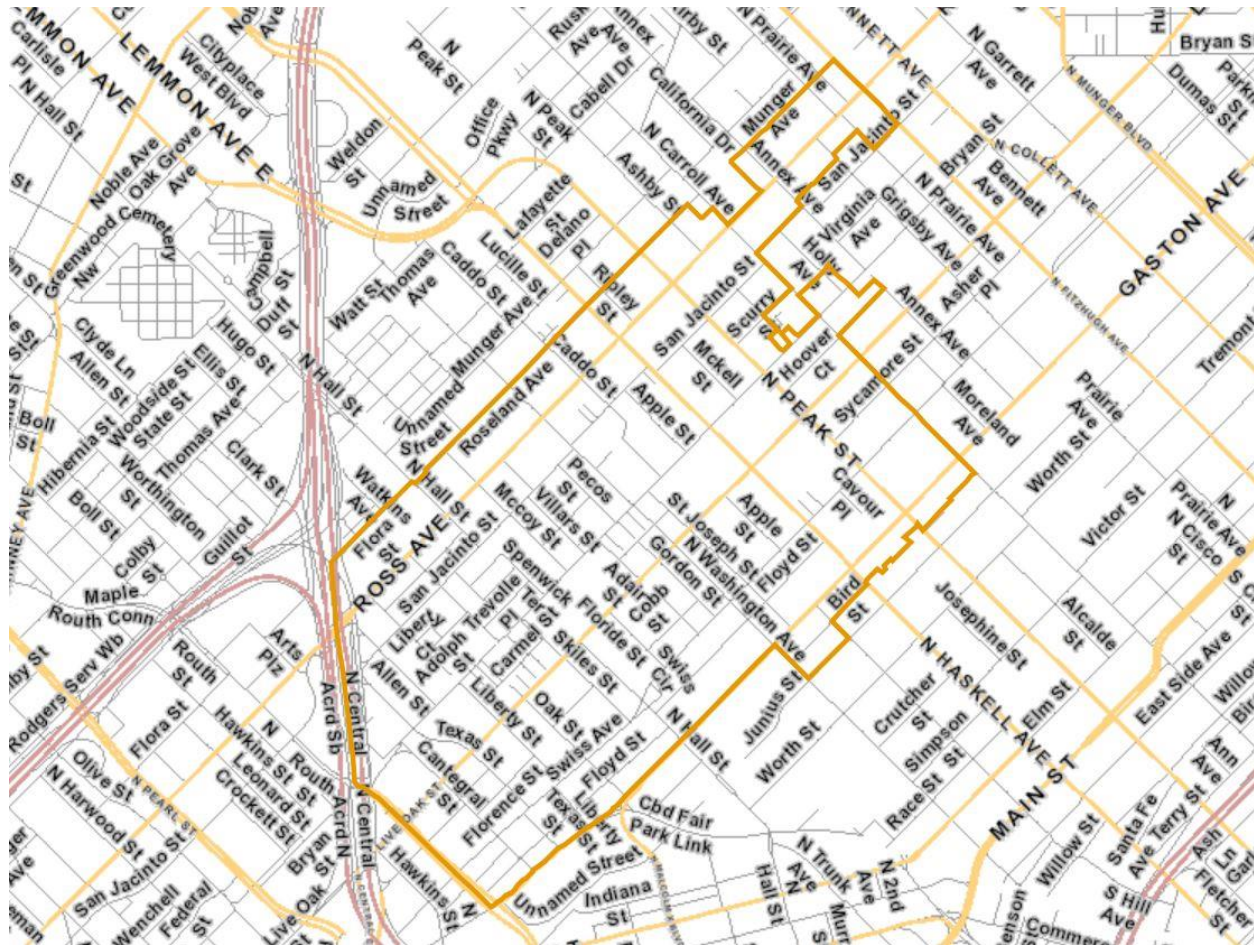
one-third of a parking space ( $8 \div 24 =$  one-third). The total of the limited availability parking spaces will be counted to the nearest whole number, with one-half counted as an additional space.

(7) Uses may charge for required parking. Section 51A-4.301(a)(8), which requires that required off-street parking must be available as free parking or contract parking on other than an hourly or daily fee basis, does not apply in this district.

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**PD 298. Bryan Area Special Purpose District**

<http://www.dallascityattorney.com/51P/Articles%20Supp%2052/ARTICLE%20298.pdf>


**SEC. 51P-298.101. LEGISLATIVE HISTORY.**

PD 298 was established by Ordinance No. 20049, passed by the Dallas City Council on August 24, 1988. Ordinance No. 20049 amended Ordinance Nos. 10962 and 19455, Chapters 51 and 51A of the Dallas City Code, as amended. Subsequently, Ordinance No. 20049 was amended by Ordinance No. 20820, passed by the Dallas City Council on November 28, 1990, and Ordinance No. 21885, passed by the Dallas City Council on November 10, 1993. (Ord. Nos. 10962; 19455; 20049; 20820; 21885; 24914)

**SEC. 51P-298.102. PROPERTY LOCATION AND SIZE.**

PD 298 is established on property generally bounded by North Central Expressway, Roseland Avenue and its northeastward prolongation, Fitzhugh Avenue, San Jacinto Street, Peak Street, Gaston Avenue, and Good-Latimer Expressway. The size of PD 298 is approximately 455.04 acres. (Ord. Nos. 20049; 24914; 27573)

Exhibit 298I: master parking and floor area plan for the Baylor Expanded District.

Exhibit 298I-1: master parking and floor area plan supplement for the Baylor Expanded District.

(4) NEW CONSTRUCTION means a structure built after March 28, 2018.

(7) ORIGINAL BUILDING means the structure known as the Dallas Independent School District Administration Building in the location shown on Exhibit 298L and detailed in Exhibit 298M.

#### **SEC. 51P-298.107. USES.**

*For certain uses and includes the parking requirements.*

#### **SEC. 51P-298.115. PARKING REQUIREMENTS**

(a) The parking provisions in Chapter 51A apply in the Bryan Area SPD, except as modified below:

*Pulls out few uses with modified parking ratios.*

(3) In Subarea 5A, a minimum of 30 bicycle parking spaces are required. Bicycle parking must comply with Section 51A-4.332.

(4) In order to provide adequate off-street parking for large scale mixed use development projects, the following are excluded in the calculation of off-street parking requirements:

(A) Ten percent of the required parking for the office use when that use totals in excess of 150,000 square feet in floor area and is developed on the same lot with a use qualifying for an exception under Subparagraphs (B) or (C).

(B) Ten percent of the required parking for the hotel and motel use when that use totals in excess of 150 guest rooms and is developed on the same lot with a use qualifying for an exception under Subparagraphs (A) or (C).

(C) Ten percent of the required parking for the retail and personal service uses, when those uses total in excess of 15,000 square feet in floor area and are developed on the same lot with a use qualifying for an exception under Subparagraphs (A) or (B).

(D) Fifteen percent of the required parking for college, university, or seminary classrooms when developed on a campus providing at least 100 units of campus housing.

(E) Fifty percent of the required parking for the following uses when developed on the same lot with an office use with more than 15,000 square feet of floor area or a hotel or motel use with more than 125 guest rooms:

- (i) Bar, lounge, or tavern;
- (ii) Catering service;
- (iii) Country club with private membership; or



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(iv) Restaurant without drive-in or drive-through service.

(b) Special parking provisions in Subareas 10A, 11A, and 12A. Except as provided in this subsection, the following special parking provisions apply to Subareas 10A, 11A, and 12A.

(1) In general. All uses within the Baylor expanded district must comply with the Master Parking and Floor Area requirements in Subsection (b)(8) of this section.

(2) Master Parking and Floor Area Plan purpose. Because off-street parking requirements for Baylor-related uses may be provided in remote locations throughout the Baylor expanded district, the Master Parking and Floor Area Plan (Exhibit 298I) identifies available offstreet parking, determines the amount of required off-street parking, and ensures that each Baylor-related use within the Baylor expanded district meets the off-street parking requirements. To maintain adequate required off-street parking for all uses within the Baylor expanded district, the Master Parking and Floor Area Plan must be updated when floor area is added or removed from a building (Exhibit 298I-1).

(4) Application. Off-street parking requirements for Baylor-related uses may be satisfied with Baylor-related use special parking as shown on the Master Parking and Floor Area Plan and subject to the requirements in this subsection.

(5) Number of spaces available and required. The number of Baylor-related use special parking spaces existing on June 28, 2006, is 8,755. The number of required Baylor related use special parking spaces existing on June 28, 2006, is 7,089. Reductions in floor area from the floor area existing on June 28, 2006, will result in adjustments to the number of Baylor related use special parking spaces required as follows: one parking space per bed for hospital use, and one space per 200 square feet of floor area for any other use.

(6) Baylor shuttle.

(A) The Baylor shuttle service must be available for use from 5:30 am to 8 pm Monday through Friday with service to all stops at intervals of not more than 20 minutes for all occupants, employees, and guests of Baylor-related uses that satisfy their off-street parking requirements with Baylor-related use special parking.

(B) The Baylor shuttle service must stop within 300 feet of the nearest entrance to a Baylor-related use and within 300 feet of each parking lot providing Baylor-related use special parking.

(C) In this subsection, distance is measured from the shuttle stop to the nearest entrance of the main use or from the nearest pedestrian access to the parking lot to the shuttle stop, measured along the most convenient pedestrian walkway.

(D) The building official may extend the distance to a maximum of 600 feet unless the extension would:

- (i) significantly discourage use of the Baylor-related use special parking,
- (ii) unreasonably endanger the safety of persons or property, or
- (iii) not otherwise be in the public interest.

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(7) Agreement required.

(A) No written agreement is required if the fee simple owner of the real property on which the Baylor-related use is located is the same as the fee simple owner of the real property on which the Baylor-related use special parking is provided. Otherwise, a written agreement is required in accordance with this paragraph.

(8) Master Parking and Floor Area Plan supplements.

(A) A Master Parking and Floor Area Plan supplement must be submitted to and approved by the building official (see Exhibit 298I-1) if an application is made for:

- (i) a building permit, demolition permit, or a certificate of occupancy that modifies the parking requirements for any use satisfying all or part its off-street parking requirement with Baylor-related use special parking;
- (ii) approval of a parking agreement for any use or parking within the Baylor expanded district; or
- (iii) a building permit, demolition permit, or certificate of occupancy that modifies the parking requirements in connection with additions to or reductions in floor area that have occurred since the last supplement that are not described in this paragraph, such as destruction of a building by fire or expiration or withdrawal of a building permit application.

(B) A Master Parking and Floor Area Plan supplement must include:

- (i) the number assigned to each Baylor-related use special parking lot,
- (ii) the boundaries of each Baylor-related use special parking lot,
- (iii) any changes to the number of Baylor-related use special parking spaces since the last approved supplement,
- (iv) a corresponding table indicating:
  - (aa) the number of parking spaces available in each Baylor-related use special parking lot;
  - (bb) the number of parking spaces designated for Baylor-related use special parking;
  - (cc) the number of parking spaces designated as on-site required parking for each Baylor-related use;
  - (dd) the number of spaces designated as remote parking subject to a parking agreement (citing the recording information of the parking agreement and the location of the use); and
  - (ee) the number of spaces that are not available as Baylor-related use special parking.

(v) a revised floor area tabulation for the Baylor expanded district in the form shown on Exhibit 298I-2, and

(vi) a revised Master Parking and Floor Area Plan that shows:

- (aa) the floor area being added or removed; and
- (bb) other changes to the Master Parking and Floor Area Plan since the last update, including changes to the floor area of existing buildings; new buildings;

demolished buildings; changes to parking areas; and revisions to streets, alleys, or private drives.

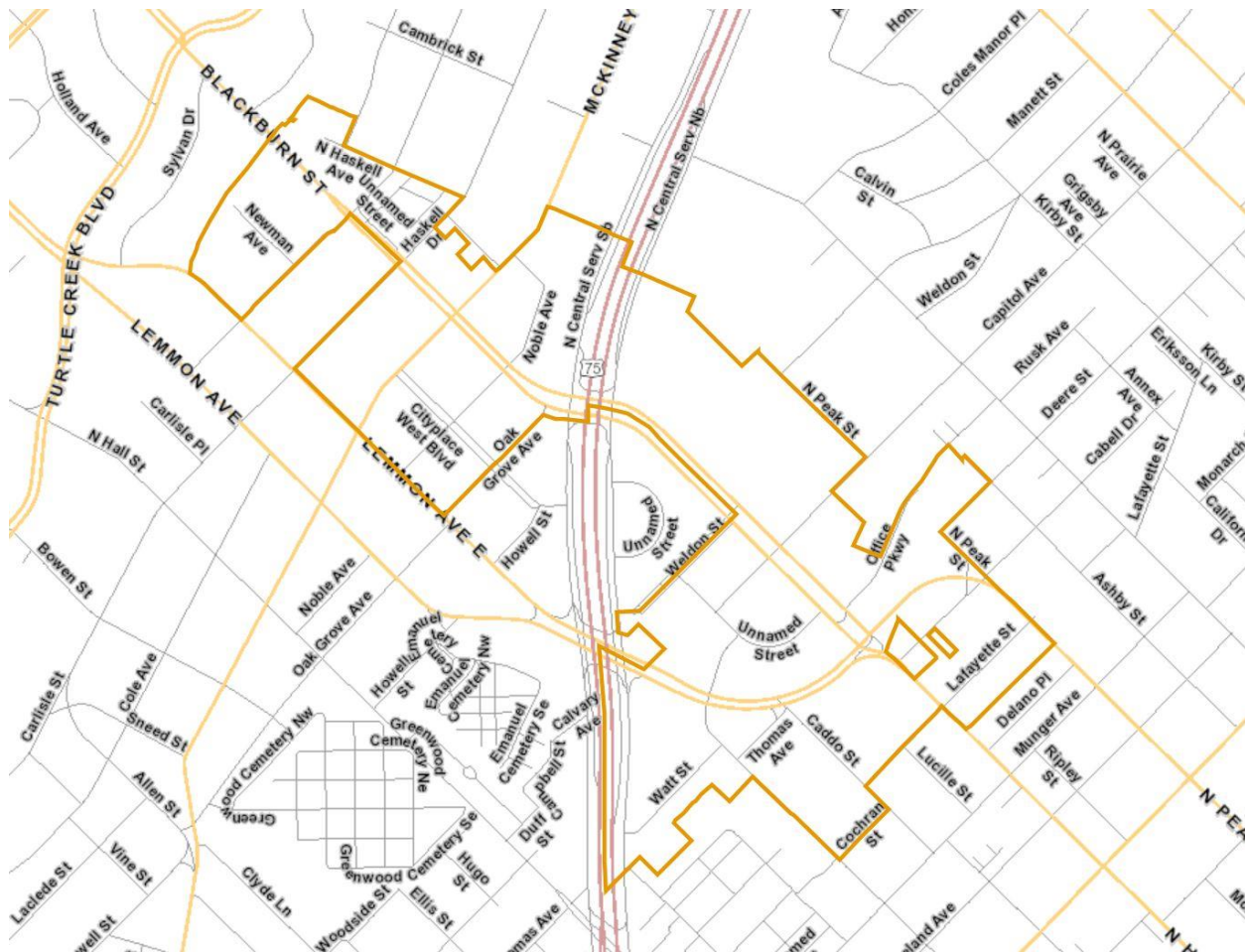
(C) The building official shall maintain a copy of each approved Master Parking and Floor Area Plan supplement.

(D) A property owner may charge a fee to use required off-street parking for Baylor-related uses in the Baylor expanded district.

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**PD 305. Cityplace**

<http://www.dallascityattorney.com/51P/Supp%2057/ARTICLES/ARTICLE%20305.pdf>

**SEC. 51P-305.101. LEGISLATIVE HISTORY.**

PD 305 was established by Ordinance No. 20546, passed by the Dallas City Council on January 10, 1990. Ordinance No. 20546 amended Chapters 51 and 51A of the Dallas City Code, as amended. Subsequently, Ordinance No. 20546 was amended by Ordinance No. 21479, passed by the Dallas City Council on November 11, 1992; Ordinance No. 21508, passed by the Dallas City Council on December 9, 1992; Ordinance No. 22687, passed by the Dallas City Council on February 28, 1996; Ordinance No. 23572, passed by the Dallas City Council on June 24, 1998; Ordinance No. 23905, passed by the Dallas City Council on June 9, 1999; and Ordinance No. 24102, passed by the Dallas City Council on November 10, 1999. (Ord. Nos. 10962; 19455; 20546; 21479; 21508; 22687; 23572; 23905; 24102; 24826)

**SEC. 51P-305.102. PROPERTY LOCATION AND SIZE.**

PD 305 is established on property generally located on both sides of North Central Expressway between the area south of Carroll Avenue on the north and Thomas Avenue on the south. The size of PD 305 is approximately 168.83 acres. (Ord. Nos. 23905; 24826; 24830; 24896; 29019; 30306)

Exhibit 305B: mixed use development parking chart.

Exhibit 305B-1: Subarea D-3 mixed use development parking chart.

**SEC. 51P-305.110. OFF-STREET PARKING, OFF-STREET LOADING, AND BICYCLE PARKING REQUIREMENTS.**

(a) The following off-street parking, off-street loading, and bicycle parking requirements apply in this district.

*Certain uses are included with modified parking requirements.*

(5) Off-street parking reduction options.

(A) In general.

(i) A property owner may reduce the standard off-street parking requirement for certain uses in this district by exercising one or more of the following reduction options:

(aa) Making a payment into the Cityplace Transit Fund in accordance with Paragraph (5)(B) of this section.

(bb) Filing an approved traffic management plan (TMP) agreement in accordance with Paragraph (5)(C) of this section.

(cc) Calculating an adjusted standard off-street parking requirement for a mixed use development in accordance with Paragraph (5)(D) of this section.

(ii) The reduction options in Paragraph (5)(A)(i) of this section may be used in any combination subject to the restrictions in Paragraphs (5)(B), (5)(C), and (5)(D) of this section.

(B) Payment into Cityplace Transit Fund.

(i) In general. A property owner may reduce the standard off-street parking requirement for an office-related or retail-related use up to 10 percent by making a payment into a special city account, to be known as the Cityplace Transit Fund, for development and operation of a shuttle transit system for this district. The amount of the payment required is calculated by taking 30 percent of the cost of constructing a parking garage space [See Subparagraph (B)(ii) below] and multiplying that cost by the number of parking spaces that will not be required by reason of the payment. In order for the reduction to be considered in cases involving work for which a permit is required, the entire payment must be made to the building official before issuance of the permit. The city council may transfer moneys from the Cityplace Transit Fund to the Cityplace Parking Fund provided for in Paragraph (5)(C) of this section when, in the opinion of the council, such a transfer would be in the best interest of the city.

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(ii) Cost of constructing a parking garage space. Until January 2, 1993, the cost of constructing a parking garage space for purposes of this section is \$6,774.65. On January 1, 1993, and on January 2 of each odd-numbered year thereafter, the director of planning and development shall determine a new cost of constructing a parking garage space by using the following formula:

$$\text{National Median Cost} \times 320 \text{ sq. ft.} \times \text{Dallas Cost Index} \\ \text{Sq. Ft.}$$

where National Median Cost/Sq.Ft. is the national median cost per square foot of a parking space in a parking garage. Both the National Median Cost/Sq.Ft. and the Dallas Cost Index must be derived from the most recent issue of Building Construction Cost Data, published by the Robert Snow Means Company, Inc., of Kingston, Massachusetts, unless another publication is designated by the director of planning and development.

(C) Traffic management plan (TMP) agreement.

(i) In general. A property owner may reduce the standard off-street parking requirement for an office or retail and personal service use up to 10 percent by entering into a written traffic management plan (TMP) agreement for the implementation of traffic mitigation measures to reduce the total number of vehicle trips and, thus, the need for a specified number of required off-street parking spaces. The agreement must be approved by the director of public works and transportation, approved as to form by the city attorney, and filed in the deed records of the county where the property is located. In order for the reduction to be considered in cases for which a permit is required, the agreement must be signed, approved, and filed pursuant to this subsection before issuance of the permit.

(ii) TMP agreement requisites. All TMP agreements must satisfy the following minimum requirements: [...]

(iii) TMP agreement review procedure.  
[...]

(D) Mixed use development option.

(i) In general. A property owner may reduce the standard off-street parking requirement for a mixed use development by using the mixed use development (MUD) parking chart (Exhibit 305B) or, for Subarea D-3, the Subarea D-3 mixed use development parking chart (Exhibit 305B-1) to calculate an "adjusted" standard off-street parking requirement for the development. This reduction option may be used in combination with the other reduction options available under Paragraphs (5)(B) and (5)(C) of this section to reduce the standard requirement for the development up to 30 percent. In no event may the standard requirement for a mixed use development be reduced by more than 30 percent.

(ii) Calculation of adjusted standard off-street parking requirement. An adjusted standard off-street parking requirement for a mixed use development is calculated as follows: [...]

(iii) Minimum parking requirement. If one or more of the main uses in a mixed use development is a retail or personal service use, the minimum parking requirement for the development under this reduction option is the sum of the standard parking requirements for each of the retail and personal service uses in the development.

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(iv) Visitor parking required. If a property owner uses the mixed use development reduction option, a number of parking spaces equal to or greater than the difference between the aggregate standard and aggregate adjusted standard off-street parking requirement for the development must be available for use by visitors.

(6) Off-street-parking location restrictions.

(A) In general. Required off-street parking must be:

(i) on the same lot as the main use; or

(ii) on a separate lot that is:

(aa) the subject of an approved parking agreement filed in the deed records of the county where the property involved is located;

(bb) in a nonresidential subdistrict; and

(cc) within 300 feet (including streets and alleys) of the lot where the main use is located, or within 600 feet (including streets and alleys) of the lot where the main use is located if the main use has frontage on a special retail street as defined in PD 193, or within the distance required by the director of public works and transportation pursuant to the remote parking regulations contained in Chapter 51A. The distance measured is the shortest distance between the lots.

(B) Parking agreement requisites. All parking agreements must satisfy the following minimum requirements: [...]

(7) Special parking regulations. Except as modified by this article, the special parking regulations contained in Chapter 51A apply to this district.

(A) Required parking serving uses in this district must be located in this district, in PD 183, or PD 375.

(B) Remote required parking serving uses in PD 183 and PD 375 are not subject to any maximum established in this article.

PD 305 MUD Charts

020361

924323

21508  
24826

MIXED USE DEVELOPMENT PARKING CHART  
(for calculating adjusted standard parking requirement)

USE CATEGORIES	STANDARD PARKING REQUIREMENT	PARKING ADJUSTMENT PERCENTAGES BY THE TIME OF DAY (weekday)				
		Morning	Noon	Afternoon	Late Afternoon	Evening
Residential uses	1 space (plus .25 for visitors)	80%	60%	60%	70%	100%
Office uses	1/366 sq.ft.	100%	80%	100%	85%	35%
Retail & personal service uses	1/200 sq.ft.	60%	75%	70%	65%	70%
Bar & restaurant uses	1/100 sq.ft.	20%	100%	30%	30%	100%
Any other use	Must be ascertained	100%	100%	100%	100%	100%

The adjusted standard off-street parking requirement for the development is the largest of the five "time of day" column sums.

Note: If the use does not fit into one of the first four categories listed above, 100 percent assignment must be used in each of the "time of day" columns. If one or more of the main uses in the development is a retail and personal service use, the minimum parking requirement for the development under this reduction option is the sum of the standard parking requirements for each of the retail and personal service uses in the development.

1806U

Exhibit 305B



29693

150568

**EXHIBIT 305B-1**

SUBAREA D-3  
MIXED USE DEVELOPMENT PARKING CHART  
 (for calculating adjusted standard parking requirement)

<u>USE CATEGORIES</u>	<u>STANDARD PARKING REQUIREMENT</u>	<u>PARKING ADJUSTMENT PERCENTAGES BY THE TIME OF DAY (weekday)</u>				
		<u>Morning</u>	<u>Noon</u>	<u>Afternoon</u>	<u>Late Afternoon</u>	<u>Evening</u>
<u>Residential uses</u>	<u>1 space (plus .25 for visitors)</u>	<u>80%</u>	<u>60%</u>	<u>60%</u>	<u>70%</u>	<u>100%</u>
<u>Office uses</u>	<u>1/366 sq. ft.</u>	<u>100%</u>	<u>80%</u>	<u>100%</u>	<u>85%</u>	<u>35%</u>
<u>Retail and personal service uses</u>	<u>1/200 sq. ft.</u>	<u>60%</u>	<u>75%</u>	<u>70%</u>	<u>65%</u>	<u>70%</u>
<u>Bar and restaurant uses</u>	<u>1/100 sq. ft.</u>	<u>20%</u>	<u>100%</u>	<u>30%</u>	<u>30%</u>	<u>100%</u>
<u>Lodging uses</u>	<u>1.0/units 1 – 250; 0.75/units 251-500; 0.50/units over 500; 1/200 sq. ft. of "meeting room" space</u>	<u>70%</u>	<u>55%</u>	<u>60%</u>	<u>75%</u>	<u>85%</u>
<u>Any other use</u>	<u>Must be ascertained</u>	<u>100%</u>	<u>100%</u>	<u>100%</u>	<u>100%</u>	<u>100%</u>

The adjusted standard off-street parking requirement for the development is the largest of the five "time of day" column sums.

**NOTE:** If the use does not fit into one of the first four categories listed above, 100 percent assignment must be used in each of the "time of day" columns. If one or more of the main uses in the development is a retail and personal service use, the minimum parking requirement for the development under this reduction option is the sum of the standard parking requirements for each of the retail and personal service uses in the development.

## PD 314. Preston Center Special Purpose District

<http://www.dallascityattorney.com/51P/Articles%20Supp%2051/Articles/ARTICLE%20314.pdf>



### SEC. 51P-314.101. LEGISLATIVE HISTORY.

PD 314 was established by Ordinance No. 20397, passed by the Dallas City Council on July 26, 1989. Ordinance No. 20397 amended Ordinance Nos. 10962 and 19455, Chapters 51 and 51A of the Dallas City Code, as amended. Subsequently, Ordinance No. 20397 was amended by Ordinance No. 20619, passed by the Dallas City Council on May 9, 1990; Ordinance No. 22689, passed by the Dallas City Council on February 28, 1996; and Ordinance No. 23277, passed by the Dallas City Council on September 24, 1997. (Ord. Nos. 10962; 19455; 20397; 20619; 22689; 23277; 24914)

### SEC. 51P-314.102. PROPERTY LOCATION AND SIZE.

PD 314 is established on property generally bounded by Northwest Highway on the north, Preston Road on the east, Colgate Avenue on the south, and the Dallas North Tollway on the west. The size of PD 314 is approximately 68.534 acres.

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*By tract; each tract with distinct development standards; some pull out few uses with different parking requirements*

**SEC. 51P-314.108. USE REGULATIONS AND DEVELOPMENT STANDARDS FOR TRACT III.**

(c) Required off-street parking. The following off-street parking regulations apply in Tract III:

(1) Except as otherwise provided in this subsection, required off-street parking must be provided for each use in accordance with Chapter 51A.

(2) If at least 800 off-street parking spaces are available for use by the general public as part of an improved parking facility located on that portion of City Block 5623 bounded by Berkshire Lane on the north, Kate Street on the east, Luther Lane on the south, and Westchester Drive on the west, the number of off-street parking spaces required for each use shall be a percentage of the number of parking spaces required for that use in Division 51A-4.200, "Use Regulations," of the Dallas Development Code, as amended, as follows:

	<b>PERCENT OF DIVISION USE CATEGORY 51A-4.200 REQUIREMENT</b>
<b>Retail and personal service</b>	<b>60 percent</b>
<b>All other use categories</b>	<b>75 percent</b>

Delta credits, if any, shall not be taken into account when making the above calculation. Such credits, if any, shall be applied after the above calculation is made. (Consult Section 51A-4.704 for more information regarding the delta theory generally.)

(3) Remote parking for a use in Tract III may be located anywhere within Tract III regardless of the walking distance between the parking and the use served.

(4) In February 1993, and every five years thereafter, the department of public works and transportation shall:

- (A) evaluate the off-street parking needs of all uses in Tract III; and
- (B) if necessary, recommend that appropriate changes be made to the off street parking requirements of this subsection.

(5) All parking studies required under Paragraph (4) must be made available for public inspection upon their completion. The director of planning and development shall maintain a list of all persons requesting early notification of zoning matters affecting this district and notify those persons whenever a parking study required under Paragraph (4) has been completed.

**SEC. 51P-314.109. USE REGULATIONS AND DEVELOPMENT STANDARDS FOR TRACTS IV AND VII.**

(c) Required off-street parking. The following off-street parking regulations apply in Tracts IV and VII:

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(2) In Subarea A, the off-street parking requirement is 1,306 spaces. Subsection (e), "Off-Street Parking Reduction Option," of Section 51P-314.111 of this article does not apply to property located in Subarea A.

(4) Tract VII is considered one lot for parking purposes.

**SEC. 51P-314.111. PROVISIONS OF GENERAL APPLICABILITY.**

(e) Off-street parking reduction option.

(1) A property owner may reduce the standard off-street parking requirement for office uses up to 20 percent in Tracts II and IV and up to 10 percent in Tract III if the owner:

- (A) submits a traffic impact study establishing that the reduction will not result in an unacceptable level-of-service at nearby intersections; and
- (B) makes a "cash in lieu of parking" payment into a special city account, to be known as the Preston Center Parking and Transit Improvement Fund.

(2) The traffic impact study required under Paragraph (1) must be approved by the director of public works and transportation. The applicant may appeal the decision of the director to the board of adjustment.

(3) The amount of the "cash in lieu of parking" payment referred to in Paragraph (1) is calculated by taking 50 percent of the "cost of constructing a parking garage space" and multiplying that cost by the number of parking spaces that will not be required by reason of the payment. Until January 2, 1991, the cost of constructing a parking garage space is \$5,975.52. On January 2, 1991, and on January 2 of each odd-numbered year thereafter, the director of planning and development shall determine a new cost of constructing a parking garage space by using the following formula:

$$\frac{\text{National Median Cost} \times 320 \text{ sq. ft.} \times \text{Dallas Cost Index}}{\text{Sq. Ft.}}$$

where National Median Cost/Sq. Ft. is the national median cost per square foot of a parking space in a parking garage. Both the National Median Cost/Sq. Ft. and the Dallas Cost Index must be derived from the most recent issues of Building Construction Cost Data, published by the Robert Snow Means Company, Inc., of Kingston, Massachusetts, unless another publication is designated by the director of planning and development. In order for the off-street parking reduction to be considered in cases involving work for which a permit is required, the entire payment must be made to the building official before issuance of the permit.

(5) All money paid into the Preston Center Parking and Transit Improvement fund must be used 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. All programs on which the money is spent must directly benefit properties in this district.

## PD 316. Jefferson Area Special Purpose District

<http://www.dallascityattorney.com/51P/Articles%20Supp%2037/ARTICLE%20316.pdf>



### SEC. 51P-316.101. LEGISLATIVE HISTORY.

PD 316 was established by Ordinance No. 20389, passed by the Dallas City Council on July 26, 1989. Ordinance No. 20389 amended Ordinance Nos. 10962 and 19455, Chapters 51 and 51A of the Dallas City Code, as amended. Ordinance No. 20389 was amended by Ordinance No. 21319, passed by the Dallas City Council on June 10, 1992; Ordinance No. 22202, passed by the Dallas City Council on September 28, 1994; Ordinance No. 22705, passed by the Dallas City Council on March 13, 1996; Ordinance No. 22726, passed by the Dallas City Council on April 10, 1996; Ordinance No. 23772, passed by the Dallas City Council on January 27, 1999; and Ordinance No. 25026, passed by the Dallas City Council on September 11, 2002. (Ord. Nos. 10962; 19455; 20389; 21319; 22202; 22705; 22726; 23772; 25026; 25850; 29470)

### SEC. 51P-316.102. PROPERTY LOCATION AND SIZE.

(a) PD 316 is established on property generally bounded by an alley between Tenth Street and Sunset Avenue on the north, Beckley Avenue on the east, an alley between Page Avenue and Twelfth Street on the south, an alley between Polk Street and Willomet Avenue on the west, and Tyler Street and Tyler Street Connection on the southwest corner. The size of PD 316 is approximately 176.41 acres.

### SEC. 51P-316.106. MIXED USE PROJECTS (MUP).

(a) In general. Single or multiple uses may be developed on one site in this district; however, to encourage a mixture of uses and promote innovative and energy conscious design, efficient circulation systems, the

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conservation of land, and the minimization of vehicular travel, density bonuses are awarded to developments in Subareas 1, 2, 3, 4, 6, and 8 that qualify as "mixed use projects" as defined in Subsection (b). If a development does not qualify as an MUP, it is limited to a "base" dwelling unit density and floor area ratio. When a development qualifies as an MUP, it earns a higher maximum dwelling unit density and floor area ratio. Additional FAR bonuses are incrementally awarded to encourage the inclusion of "residential" as part of an MUP. The exact increments of increase vary depending on the use categories mixed and the subarea that the MUP is in. For more information regarding the exact increments of increase, consult the yard, lot, and space regulations in this article governing the particular subarea of interest.

(b) Qualifying as a mixed use project. To qualify as an MUP, a development must contain uses in two or more of the following categories, and the combined floor areas of the uses in each category must equal or exceed the following percentages of the total floor area of the project:

[...]

(c) Mixed use project (MUP) regulations.

(1) If an MUP is proposed, a project plan that complies with this article must be submitted to and approved by the building official.

(2) An MUP without residential uses must have a minimum combined floor area of 20,000 square feet.

(3) If an MUP is constructed in phases:

- (A) the first phase must independently qualify as an MUP under Subsection (b); and
- (B) each subsequent phase combined with all previous phases already completed or under construction must also qualify as an MUP under Subsection (b).

(4) An MUP may consist of two or more building sites if they are developed under a unified development plan. The plan must be:

- (A) signed by or on behalf of all of the property owners involved;
- (B) approved by the building official; and
- (C) filed in the deed records of the county where the property is located.

(5) When an MUP consists of multiple building sites, its development standards and off-street parking and loading requirements are calculated by treating the multiple building sites as one building site. (Ord. Nos. 20389; 25850; 29470)

## **SEC. 51P-316.111. OFF-STREET PARKING AND LOADING.**

(a) Off-street parking and loading.

*By use; pulls out certain uses with different parking requirements*

**(b) Subareas 1 and 8.**

(1) 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.

(2) Except as provided in this paragraph, any on-street parking spaces may be counted as a reduction of the parking requirement of the use adjacent to the on-street parking space.

(A) An on-street parking space may not be used to reduce the required parking for more than one use, except that an on-street parking space may be used to reduced the combined total parking requirement of a mixed-use project.

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

(c) Subareas 1, 2, 3, 4, 6, 7, and 8: MUP shared parking. Shared parking is required for all nonresidential uses that are part of an MUP. The following table provides the basis for calculating the required shared parking spaces. The adjusted standard off-street parking requirement for a MUP is the largest of the five "time-of-day" column sums.

**Shared Parking Table**  
(for calculating adjusted standard parking requirement)

<b>Use Category</b>	<b>Morning</b>	<b>Noon</b>	<b>Afternoon</b>	<b>Late Afternoon</b>	<b>Evening</b>
Residential uses	80%	60%	60%	70%	100%
Office uses	100%	80%	100%	85%	35%
Retail and personal service uses	60%	75%	70%	65%	70%
Alcoholic beverage establishments and restaurant uses	20%	100%	30%	30%	100%
All other uses	100%	100%	100%	100%	100%

(d) Remote parking for all subareas except 5.

(1) Except as provided in this paragraph, for nonresidential uses and mixed use projects, remote parking is permitted if the requirements of Division 51A-4.320, "Special Parking Regulations," are met, including the landscape requirements.

(2) An agreement authorizing a nonresidential use or an MUP to use remote parking for nonresidential uses may be based on a lease for the remote parking space in lieu of the remote parking agreement required in Section 51A-4.328. The lease must: [...]

(3) Except as provided in this paragraph, remote parking may be within a walking distance of 1,000 feet from the use served. The building official may extend the distance for remote parking to no more than 1,500 feet if a shuttle from the remote parking to the use is provided. A special parking license is required in accordance with Section 51A-4.329 for an extension of the distance beyond 1,500 feet. (Ord. 29470)

### **SEC. 51P-316.112. PARKING REDUCTIONS.**

(b) Proximity to trolley stops and DART stations. In all subareas except 5, for uses located within one-fourth of a mile of a trolley stop or DART light-rail station, the off-street parking requirements may be reduced by 10 percent if enhanced pedestrian amenities are provided.

(c) Enhanced pedestrian amenities. [...]

(2) Required off-street parking may be reduced by one space for every three of the following enhanced pedestrian amenities provided on a building site:

(A) At least one bench per 100 feet of street frontage; minimum two per building site.

(B) At least one trash receptacle per 100 feet of street frontage; minimum two per building site.

(C) At least one free-standing or wall-mounted street lamp as specified in Article XIII, "Form Districts," per 50 feet of frontage.

(D) Awnings or canopies with a minimum overhang of four feet and a minimum length of 25 feet per 100 feet of building facade along the street frontage.

(E) Enhanced sidewalk with stamped concrete or brick pavers within the door yard and along the entire building site street frontage for the entire width and length of the sidewalk.

(F) Fountain or water feature.

(G) Three bicycle racks per 100 feet for no fewer than six bicycles. (See Division 51A-4.330, "Bicycle Parking Regulations," for bicycle rack regulations. If provided adjacent to the building site, the number of bicycle spaces provided may be counted towards required bicycle parking). (Ord. 29470)

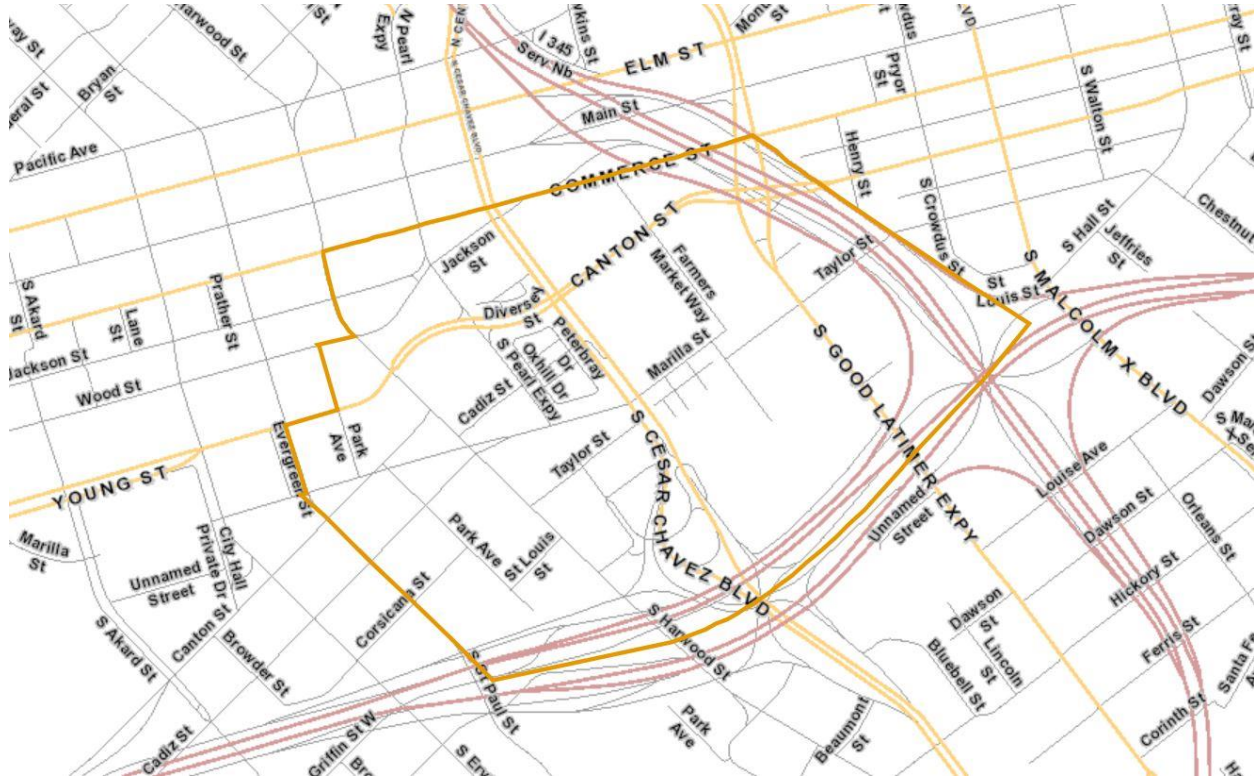


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**PD 357. Farmers Market Special Purpose District**

<http://www.dallascityattorney.com/51P/Articles%20Supp%2049/ARTICLE%20357.pdf>

**SEC. 51P-357.101. LEGISLATIVE HISTORY.**

PD 357 was established by Ordinance No. 22097, passed by the Dallas City Council on June 22, 1994. Ordinance No. 22097 amended Ordinance No. 19455, Chapter 51A of the Dallas City Code, as amended. (Ord. Nos. 19455; 22097; 25850; 28341)

**SEC. 51P-357.102. PROPERTY LOCATION AND SIZE.**

PD 357 is established on property generally bounded by the center lines of East R.L. Thornton Freeway (I-30), St. Paul Street, Young Street, Park Avenue, Wood Street, Harwood Street, Commerce Street, and I-345. The size of PD 357 is approximately 172.5 acres. (Ord. Nos. 22097; 25850; 28341)

**SEC. 51P-357.110. OFF-STREET PARKING AND LOADING FOR SUBDISTRICTS 1 THROUGH 9.**

(b) Off-street parking requirements.

(1) Except as provided in this subsection, off-street parking is required for a new building or an addition to an existing building at a ratio of one parking space for each 2,000 square feet of floor area.

(c) Cash in lieu of required parking.

(1) A property owner may make a one-time cash payment in lieu of providing required off-street parking spaces for a use in accordance with this subsection. The amount of the payment required is calculated by taking three-fourths of the cost of constructing a parking garage space and multiplying that cost by the number of parking spaces that will not be required by reason of the cash payment.

(2) The cost of a parking garage space is calculated by using the following formula:

**National Median Cost/Sq. Ft. x 350 square feet x Dallas Cost Index = Cost of a Parking Garage Space**

For purposes of the formula, "National Median Cost/Sq. Ft." means the national median cost per square foot of a parking space in a parking garage. Both the National Median Cost/Sq. Ft. and the Dallas Cost Index must be derived from the most recent issue of Building Construction Cost Data, published by the Robert Snow Means Company, Inc., of Kingston, Massachusetts, unless another comparable publication is designated by the director.

(3) Payments in lieu of required parking shall be 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, pursuant to the requirements of all applicable rules, regulations, and ordinances of the city.

**SEC. 51P-357.110.1. PARKING AND LOADING FOR SUBDISTRICT 10.**

(a) Off-street parking. Except as provided in this section, the off-street parking and loading regulations contained in Divisions 51A-4.300 et seq. apply to this district. For single family uses, two off-street parking spaces are required for each dwelling unit.

(b) Guest parking. For single family uses, 34 on-street parking spaces must be provided on Marilla Street, Pearl Expressway, and the center private drive as shown on the conceptual plan. These spaces may be counted as guest parking and may cross lot lines.

## PD 462. Henderson Avenue Special Purpose District

<http://www.dallascityattorney.com/51P/Articles%20Supp%2052/ARTICLE%20462.pdf>



### SEC. 51P-462.101. LEGISLATIVE HISTORY.

PD 462 was established by Ordinance No. 22969, passed by the Dallas City Council on December 11, 1996. Ordinance No. 22969 amended Ordinance No. 19455, Chapter 51A of the Dallas City Code, as amended. Subsequently, Ordinance No. 22969 was amended by Ordinance No. 23010, passed by the Dallas City Council on January 22, 1997, and Ordinance No. 23976, passed by the Dallas City Council on August 11, 1999. (Ord. Nos. 19455; 22969; 23010; 23976; 25423)

### SEC. 51P-462.102. PROPERTY LOCATION AND SIZE.

PD 462 is established on property generally located along both sides of Henderson Avenue between Central Expressway and Ross Avenue. The size of PD 462 is approximately 41.9856 acres. (Ord. Nos. 22969; 23010; 25423; 30839)

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Exhibit 462E: Mixed use development parking chart. (Ord. 30839)

ORIGINAL BUILDING means a building constructed on or before the date of passage of Ordinance No. 22969.

**SEC. 51P-462.109.1. SUBDISTRICT 4A.**

(e) Off-street parking and loading.

*Pulls out certain uses with different parking requirements*

(2) Off-street parking located in Subdistrict 4A may not be used to satisfy the required off-street parking of any use outside of Subdistrict 4A, except for remote parking agreements in existence on, or prior to, April 11, 2018, as may be amended in the future.

(3) Valet service may only park vehicles in an underground parking structure.

(4) Subdistrict 4A is considered one lot for purposes of off-street parking.

(5) The maximum number of parking spaces located on Tract I is 525. The maximum number of parking spaces located on Tract II is 50 spaces.

(10) If there is more than one main use on a lot, the owner or operator may reduce the standard off-street parking requirement by using the mixed use development (MUD) parking chart (Exhibit 462E), to calculate an "adjusted" standard off-street parking requirement for the development. This reduction option may be used to reduce the standard requirement for the development up to 30 percent. In no event may the standard requirement for a mixed use development be reduced by more than 30 percent. An adjusted standard off-street parking requirement for a mixed use development is calculated as follows:

(A) First, the standard parking requirements for each of the uses in the mixed use development must be ascertained.

(B) Next, the parking demand for each use is determined for each of the five times of day shown in the MUD parking chart by multiplying the standard off-street parking requirement for each use by the percentage in the chart assigned to that category of use. If a use in the development does not fall within one of the categories shown in the MUD parking chart, the percentage assigned to that use is 100 percent for all five times of day.

(C) Finally, the "time of day" columns are totaled to produce sums that represent the aggregate parking demand for the development at each time of day. The largest of these five sums is the adjusted standard off-street parking requirement for the development.

**PD 462 MUD Chart**

**EXHIBIT E  
MIXED USE DEVELOPMENT PARKING CHART**

Off-Street Required Parking <sup>1</sup>					
Use Category	Area (sf)		Per PD		
			Office	R/R	Total
Office (estimate)	0	1/366	0		0
<sup>2</sup> Retail (estimate)	0	1/220		0	0
<sup>2</sup> Restaurant (estimate)	0	1/100		0	0
<b>TOTAL</b>	<b>0</b>		<b>0</b>	<b>0</b>	<b>0</b>
Site Area					
<b>Percentage of Total of Required Parking</b>					

	Morning		Noon		Afternoon		Late		Evening	
	100%	0	80%	0	100%	0	85%	0	35%	0
	60%	0	75%	0	70%	0	65%	0	70%	0
	20%	0	100%	0	30%	0	30%	0	100%	0
	<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>	

Notes:

- <sup>1</sup> All calculations are subject to revision.
- <sup>2</sup> BOMA Store Area

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**PD 466. Hall Street Special Purpose District**

<http://www.dallascityattorney.com/51P/Articles%20Supp%2047/ARTICLE%20466.pdf>



**SEC. 51P-466.101. LEGISLATIVE HISTORY.**

PD 466 was established by Ordinance No. 23048, passed by the Dallas City Council on February 26, 1997. Ordinance No. 23048 amended Ordinance No. 19455, Chapter 51A of the Dallas City Code, as amended.

**SEC. 51P-466.102. PROPERTY LOCATION AND SIZE.**

PD 466 is established on property generally located on both sides of Hall Street and on the northeast side of Watkins Street between Central Expressway (U.S. Highway 75) and Flora Street/Roseland Avenue. The size of PD 466 is approximately 12.494 acres.

**SEC. 51P-466.109. OFF-STREET PARKING AND LOADING.**

(b) Parking reductions.

(1) The initial 2,500 square feet of floor area is not calculated in the parking/loading requirements for uses with a minimum of 5,000 square feet of floor area.

(2) Parking ratios for each use contained in Section 51A-4.200 are increased by 20 percent. For example, the parking ratio for a restaurant is changed from one space per 100 square feet of floor area to one space per 120 square feet of floor area.

(d) Subdistrict C parking. The following, additional regulations are applicable in Subdistrict C.

(1) Unassigned spaces. Unassigned spaces are a portion of, and not in addition to, the required off-street parking.

(2) Tandem parking. Parking spaces reserved for specific dwelling units may be tandem parking spaces.

**SEC. 51P-466.109.1. ON-STREET PARKING REDUCTION IN SUBDISTRICT C.**

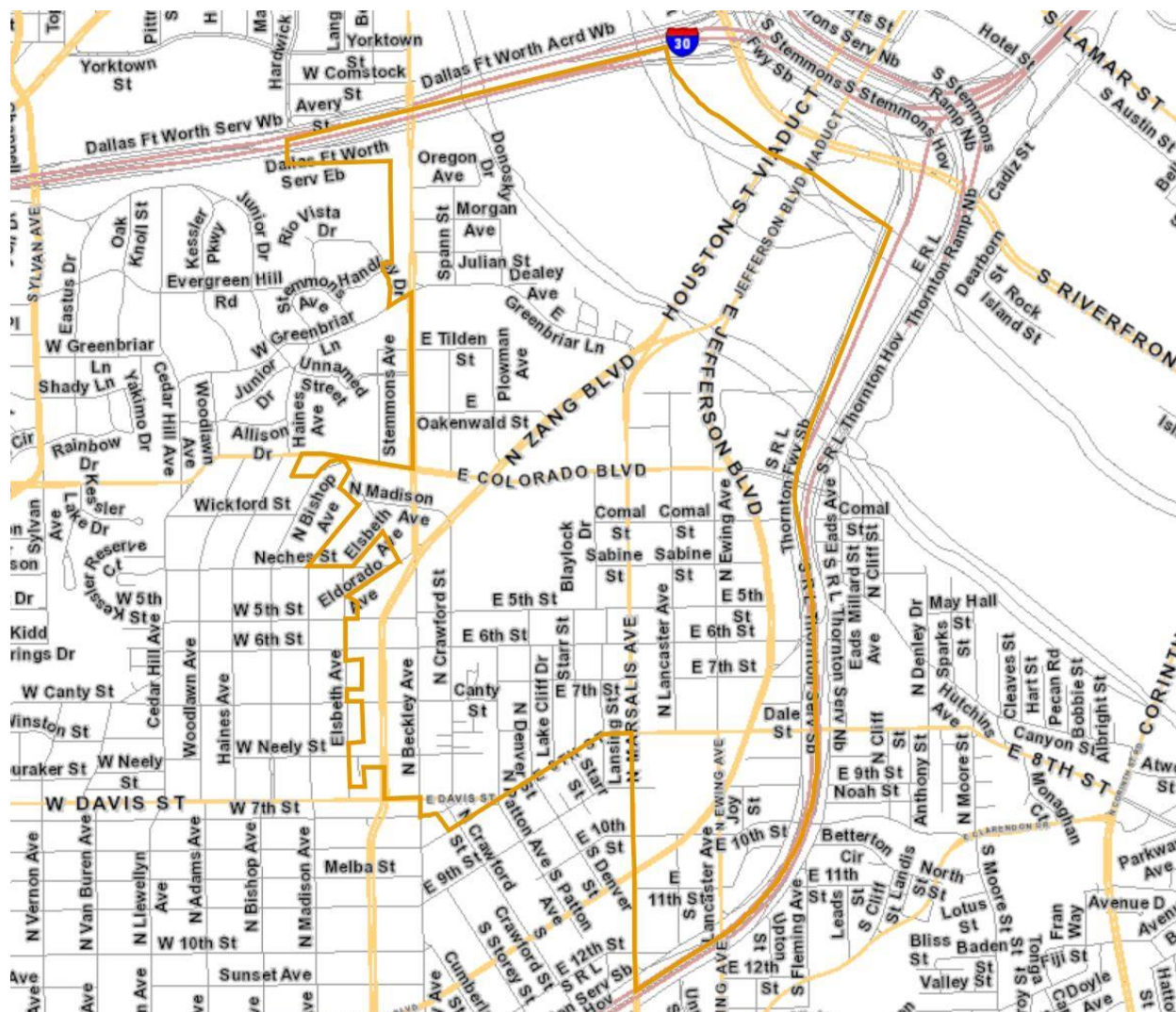
(a) Except as provided in this section, any on-street parking spaces may be counted as a reduction of the parking requirement of the use adjacent to the on-street parking space.

(b) An on-street parking space may not be used to reduce the required parking for more than one use, except that an on-street parking space may be used to reduce the combined total parking requirement of a mixed-use project.

(c) An on-street parking space that is not available to the public at all times of the day may only be counted as a partial parking space in proportion to the amount of time that it is available. For example, a parking space that is available to the public only eight hours per day will be counted as one-third of a parking space ( $8 \div 24 = \text{one-third}$ ). The total of the limited-availability parking spaces will be counted to the nearest whole number, with one-half counted as an additional space. (Ord. 30302)

## PD 468. Oak Cliff Gateway Special Purpose District

<http://www.dallascityattorney.com/51P/Supp%2056/Articles/ARTICLE%20468.pdf>



### SEC. 51P-468.101. LEGISLATIVE HISTORY.

PD 468 was established by Ordinance No. 23057, passed by the Dallas City Council on March 12, 1997. Ordinance No. 23057 amended Ordinance No. 19455, Chapter 51A of the Dallas City Code, as amended. Ordinance No. 23057 was amended by Ordinance No. 23868, passed by the Dallas City Council on April 28, 1999, and Ordinance No. 25866, passed by the Dallas City Council on January 26, 2005. (Ord. Nos. 19455; 23057; 23868; 25866; 26042; 29743)

### SEC. 51P-468.102. PROPERTY LOCATION AND SIZE.

PD 468 is established on property generally bounded by Interstate 30, the Levee on the east side of the Trinity River, Interstate 35E (South R.L. Thornton Freeway), Marsalis Avenue, Eighth Street, Elsbeth



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Avenue, Neches Street, Bishop Avenue, Colorado Boulevard, and Beckley Avenue. The size of PD 468 is approximately 842.168 acres. (Ord. Nos. 23057; 26042; 26606; 29743)

Exhibit 468C: Subdistricts B-G required parking chart.

Exhibit 468D: Subdistrict H master parking and floor area plan supplement.

Exhibit 468E: Subdistrict H mixed use development parking chart

(13) LEGACY BUILDING means:

(A) a 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 for purposes of obtaining the legacy building parking reduction only.

(14) LEGACY BUILDING MIXED USE DEVELOPMENT means a project containing at least three different uses developed as a single project and must include at least one use in a legacy building.

(19) MIXED USE DEVELOPMENT means a combination of any two categories of permitted main uses on a building site.

**SEC. 51P-468.106. SUBDISTRICTS A, B, C, D, E, F, G, K, L, M, AND N.**

(c) Parking regulations. Except as otherwise provided in this subsection, Division 51A-13.400, "Parking Regulations," applies.

(1) In general. The "Required Parking in WMU and WR Districts Chart" in Section 51A-13.402(a)(2) is replaced by the Subdistricts B-G required parking chart (Exhibit 468C).  
[...]

(3) Delta credits. The maximum parking reduction authorized by this section and Article XIII is the total reduction minus the number of parking spaces currently not provided due to delta credits, as defined in Section 51A-4.704(b)(4)(B). If delta credits exceed the total reduction, delta credits will be used, and no reduction will apply.

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(4) Legacy building parking reduction. If the director finds that a building meets the definition of a legacy building, the director may grant the following off-street parking reductions:

- (A) For residential uses within a legacy building, required off-street parking may be reduced by up to 25 percent.
- (B) For office uses within a legacy building, required off-street parking may be reduced by up to 100 percent.
- (C) For retail uses other than restaurant uses within a legacy building, required off-street parking may be reduced by up to 100 percent.
- (D) For restaurant uses within a legacy building, required off-street parking may be reduced by up to 25 percent.

(6) On-street parking.

(A) Except as provided in this subsection, any on-street parking spaces may be counted as a reduction of the parking requirement of the use adjacent to the on-street parking space.

(i) An on-street parking space may not be used to reduce the required parking for more than one use, except that an on-street parking space may be used to reduce the combined total parking requirement of a mixed use project.

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

(B) All on-street parking must be approved as to design and construction by the director of public works. On-street parking must be striped in accordance with standard city specifications.

(7) Outdoor covered patios.

(A) For restaurant or bar uses, the outdoor covered patio area is not included in parking requirement calculations for up to 25 percent of the size of the indoor floor area.

(B) For a restaurant use, the combined area of covered and uncovered outdoor dining area that is not included in parking requirement calculations may not exceed 50 percent of the indoor dining area. Any portion of the outdoor dining patio area in excess of the 50 percent of the indoor dining area must be parked in accordance with the Subdistricts B-G required parking chart (Exhibit 468C).

(8) Remote parking.

(A) Remote parking for uses in these subdistricts may not be located outside the boundaries of the district.

(B) Remote parking must be located within a walking distance of 500 feet from the use served by the remote parking unless an extension of walking distance is approved by the building official.

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(C) The building official shall extend the walking distance for remote parking to no more than 1,000 feet for up to 50 percent of the required off-street parking 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.

(D) A license is required to authorize the extension of walking distance for remote parking beyond 1,000 feet. The building official must require that either a shuttle or an attendant be provided by the applicant as a condition of approval of an extension of the walking distance for remote parking beyond 1,000 feet.

(E) Remote parking may be based on a lease for the remote parking space in lieu of the remote parking agreement required in Section 51A-4.328. The lease must: [...]

(9) Bus or trolley transit parking reductions for Subdistrict L. The building official may approve a five percent reduction in the number of required parking spaces for uses with a main entrance within a 600-foot walking distance of a bus or trolley transit stop that provides both shade and seating.

#### **SEC. 51P-468.107. SUBDISTRICT H.**

(h) Off-street parking and loading.

(1) In general.

(A) Except as provided in this subsection, consult the use regulations in Division 51A-4.200 for the specific off-street parking and loading requirements for each use.

(B) Except for residential uses other than multifamily uses, this subdistrict is considered one lot for purposes of off-street parking requirements, and required off-street parking may be located anywhere within the subdistrict.

(C) If required off-street parking is not provided within this subdistrict, a parking agreement that complies with Division 51A-4.320 is required.

(2) Off-street parking and loading.

*Different parking requirements for multiple uses*

(3) Outdoor dining areas. For restaurant uses, the area of any covered or uncovered outdoor dining area, not to exceed 50 percent of the indoor dining area, is not included in parking requirement calculations.

(4) On-street parking.

(A) Except as provided in this subsection, any on-street parking spaces may be counted as a reduction of the parking requirement of the use adjacent to the on-street parking space.

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(i) An on-street parking space may not be used to reduce the required parking for more than one use, except that an on-street parking space may be used to reduce the combined total parking requirement of a mixed use project.

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

(B) All on-street parking must be approved as to design and construction by the director of public works. On-street parking must be striped in accordance with standard city specifications.

(5) Master parking plan and floor area plan.

(A) Purpose. Because required off-street parking may be provided in remote locations within this subdistrict without a parking agreement, the Subdistrict H master parking and floor area plan supplement (Exhibit 468D) is required to calculate the amount of required off-street parking, identify available off-street parking, and ensure that each use within the subdistrict meets the off-street parking requirements.

(B) Master parking plan and floor area plan supplement.

(i) To maintain adequate required off-street parking, a master parking plan and floor area plan supplement must be submitted to and approved by the building official when:

(aa) a site plan is submitted;

(bb) required off-street parking spaces are relocated; or

(cc) required off-street parking spaces are added or removed.

(ii) A master parking plan and floor area plan supplement must include:

(iii) The building official shall maintain a copy of each approved master parking plan and floor area supplement.

(iv) The Property owner must deliver a copy of each approved master parking plan and floor area plan supplement to the director within five days after the building official's approval of each supplement.

(6) Public transit parking reduction.

(A) The off-street parking requirements for all uses except office, restaurant, and alcoholic beverage establishments may be reduced by up to 10 percent if the use is within 1,200 feet, measured as a pedestrian would walk, of a DART light rail station at which DART light rail service is available with train headways at least every 20 minutes during the morning and evening peak periods (between 7:00 a.m. and 8:30 a.m. and between 4:30 p.m. and 6:00 p.m., Monday through Friday), or a DART bus stop or trolley stop at which DART bus service or trolley service is available with bus or trolley headways at least every 20 minutes during the morning and evening peak

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periods (between 7:00 a.m. and 8:30 a.m. and between 4:30 p.m. and 6:00 p.m., Monday through Friday).

(B) The off-street parking requirement for an office use may be reduced by three percent if the office use is within 1,200 feet, measured as a pedestrian would walk, from a DART commuter rail station at which DART commuter rail service is available or a DART bus stop or trolley stop where DART bus service or trolley service is available, during the morning and evening peak periods (between 7:00 a.m. and 8:30 a.m. and between 4:30 p.m. and 6:00 p.m., Monday through Friday).

(7) Mixed use development parking reduction.

(A) In general.

(i) The off-street parking requirement for a mixed use development may be reduced in accordance with the Subdistrict H mixed use development parking chart (Exhibit 468E).

(ii) This reduction may be used in combination with other parking reductions, except that the parking requirement for a mixed use development may not be reduced by more than 30 percent.

(B) Calculation of adjusted off-street parking requirement. The adjusted off-street parking requirement for a mixed use development is calculated as follows:

(i) The off-street parking requirements for each of the uses in the mixed use development must be ascertained.

(ii) The parking demand for each use is determined for each of the six times of day shown in the mixed use development parking chart by multiplying the standard off-street parking requirement for each use by the percentage in the chart assigned to the category of use. If a use in the development does not fall within one of the categories shown in the mixed use development parking chart, the percentage assigned to that use is 100 percent for all six times of day unless other factors can be demonstrated by a parking study and approved by the building official.

(iii) The "time of day" columns are totaled to produce sums that represent the aggregate parking demand for the development at each time of day. The largest of these six sums is the adjusted off-street parking requirement for the development.

(iv) If one or more of the main uses in a mixed use development is a retail or personal service use, the minimum parking requirement for the mixed use development cannot be reduced to a number of spaces that is less than the sum of the standard parking spaces required for each of the retail and personal service uses in the mixed use development.

(8) Fees for required parking. Fees may be charged for required off-street parking if the required off-street parking is located within a parking structure.

**SEC. 51P-468.109. SUBDISTRICT J.**

(e) Off-street parking and loading.

*Pulls out some uses with different parking requirements*

(8) Remote parking. Remote parking may be based on a lease for the remote parking space in lieu of a remote parking agreement required in Section 51A-4.328. The lease must: [...]

**SEC. 51P-468.109.3. SUBDISTRICT N.**

(f) Off-street parking. Parking ratios must comply with the Subdistricts B-G required parking chart (Exhibit 468C).

**SEC. 51P-468.110. MEDICAL USE OVERLAY.**

(4) Parking lots and parking garages.

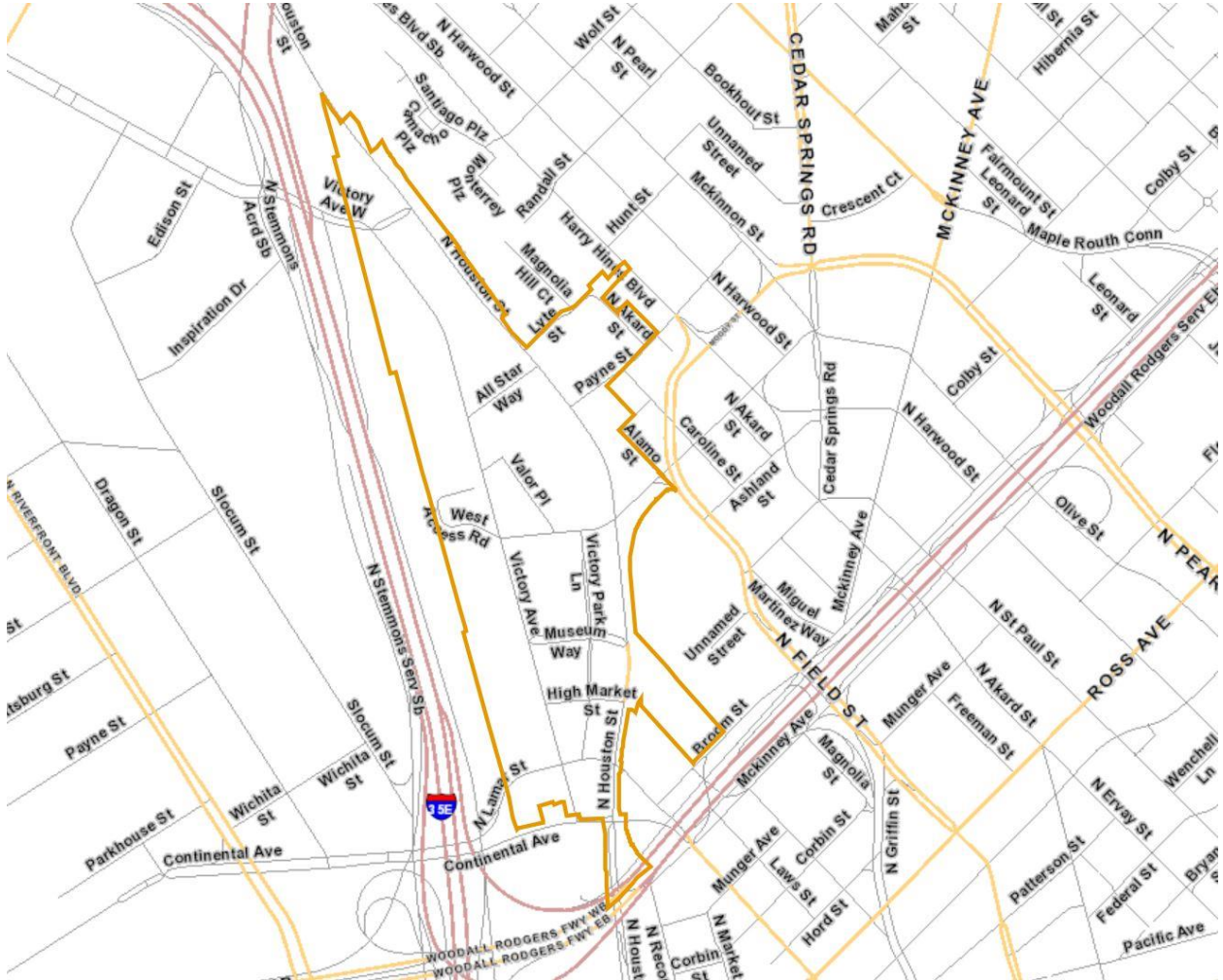
(A) Required off-street parking for uses in the medical use overlay may be located on any lot within the medical use overlay.

(B) Any parking lot or parking garage located in the medical use overlay must be accessed from any public street in or adjacent to the medical use overlay. New parking garage access from Beckley Avenue or Colorado Boulevard must comply with this article.

(5) Parking fees. Medical uses may charge a fee for required off-street parking.

**PD 582. Victory Planned Development District**

<http://www.dallascityattorney.com/51P/Articles%20Supp%2017/Article%20582.pdf>



**SEC. 51P-582.101. LEGISLATIVE HISTORY.**

PD 582 was established by Ordinance No. 24346, passed by the Dallas City Council on August 23, 2000. Ordinance No. 24346 amended Ordinance Nos. 10962 and 19455, Chapters 51 and 51A of the Dallas City Code, as amended. (Ord. Nos. 10962; 19455; 24346; 25164)

**SEC. 51P-582.102. PROPERTY LOCATION AND SIZE.**

PD 582 is established on property generally located east of Stemmons Freeway and north of Woodall Rodgers Freeway. The size of PD 582 is approximately 86.95 acres. (Ord. Nos. 24346; 25164; 27225)

Exhibit 582K-1 Master parking plan and floor area supplement  
Exhibit 582K Revised master parking and floor area plan

### **SEC. 51P-582.111. TRANSPORTATION MANAGEMENT PLAN.**

(a) Transportation management plan (TMP) in general. No certificate of occupancy may be issued for an entertainment complex unless a TMP has been submitted to the director of public works and transportation. The TMP must be updated periodically for 10 years as follows: (1) the first update must be submitted to the director of public works and transportation no later than one year after the date that the certificate of occupancy is issued; and (2) updates must be submitted, at a minimum, once every year thereafter for nine years. The preparation and submission of the TMP and its updates are the responsibility of the property owner or the owner's assignee or representative. The TMP and its updates must be: (1) prepared by a registered professional engineer skilled in transportation engineering; and (2) approved by the director of public works and transportation.

(b) Contents of the TMP. The TMP and its updates must be in writing and report on the following: [...]

(c) Effect of TMP. The TMP and its updates are for informational purposes only. Although the property owner is not required to implement any recommendations in the TMP or its updates, each applicant for development plan approval shall make reasonable efforts to address the transportation issues raised in the TMP or the most recent update. (Ord. Nos. 24346; 25164; 27225)

### **SEC. 51P-582.113. OFF-STREET PARKING AND LOADING REGULATIONS.**

(b) Off-street parking ratios. Off-street parking must be provided at the following ratios: [..]

(d) Special parking regulations.

(1) The special parking provisions in Division 51A-4.320 do not apply to special parking shown on the master parking and floor area plan (Exhibit 582K) or its supplement.

(2) Special parking may not be used to satisfy the off-street parking requirements for residential uses.

(e) Master parking and floor area plan.

(1) Purpose. Because off-street parking requirements for uses in this district may be provided in remote locations, the master parking and floor area plan identifies the locations of all off-street parking, determines the amount of required off-street parking, identifies any available off-street parking, and ensures that each use within the district meets the off-street parking requirements.

(2) Master parking plan and floor area supplement.

(A) To maintain adequate required off-street parking for all uses within this district, a master parking and floor area plan supplement must be submitted to and approved by the building official (see Exhibit 582K-1) if:

- (i) a development plan or minor amendment is approved by city plan commission;
- (ii) required off-street parking spaces are relocated; or



(iii) special parking spaces are added or removed.

(B) A master parking and floor area plan supplement must include: [...]

(C) Master parking and floor area plan.

(i) The building official shall maintain a copy of each approved master parking and floor area supplement.

(ii) The Property owner must deliver a copy of each approved master parking and floor area supplement to the director of development services within five days of the building official's approval of each supplement.

(f) Fees for required off-street parking. A property owner may charge a fee on a daily, hourly, or other basis for the use of required off-street parking.

(g) Location of off-street parking.

(1) In general.

(A) Each application for a building permit or certificate of occupancy must include a tabulation box, which provides the following information:

(i) The total floor area and total number of dwelling units, guest rooms, and seats for each use that is a part of the application.

(ii) The total floor area and total number of dwelling units, guest rooms, and seats for all uses in this district as of the date of the application, including the proposed uses that are a part of the application.

(iii) The off-street parking required for each use in this district, including the proposed uses that are a part of the application.

(iv) The location of the required off-street parking for all uses located in this district, including the proposed uses that are a part of the application.

(B) Unless otherwise expressly provided in the regulations governing individual subdistricts, as much as one hundred percent of the required off-street parking for a use may be provided off-site and not on the lot occupied by the main use. If the parking is not provided in this district, a parking agreement is required pursuant to Section 51A-4.328; no license, however, is required. If the parking is provided in this district, no parking agreement or license is required.

(C) An entertainment complex may only share required off-street parking with an office or medical or scientific laboratory use located in this district. Shared parking for office or medical or scientific laboratory uses must be shown on an approved development plan. If sharing of off-street parking for these uses is proposed, the hours of operation must be mutually exclusive or compatibly overlapping. As much as one hundred percent of the parking for an entertainment complex may be shared even if the parking is not located on the lot occupied by the entertainment complex.

(D) A restaurant without drive-in or drive-through service, alcoholic beverage establishments, or commercial amusement (outside or inside) use may only share required

off-street parking with an office or medical or scientific laboratory use located in this district. The shared parking for the restaurant without drive-in or drive-through service, alcoholic beverage establishments, or commercial amusement (outside or inside) must be shown on an approved development plan. If sharing of off-street parking for these uses is proposed, the hours of operation must be mutually exclusive or compatibly overlapping. Up to 100 percent of the parking for a restaurant without drive-in or drive-through service, alcoholic beverage establishments, or commercial amusement (outside or inside) uses may be shared with office or medical or scientific laboratory uses even if the parking is not located on the lot occupied by the use.

(2) North subdistrict.

(A) Except as provided in this paragraph, required off-street parking for uses in the north subdistrict is restricted to that subdistrict and the entertainment complex subdistrict.

(B) Required off-street parking for a multifamily use in the north subdistrict is further restricted to the lot occupied by the main use. Exception: Required off-street parking spaces for a multifamily use may be located on one or more other lots if they are within a 300-foot walking distance and can be reached by the residents without crossing a thoroughfare.

(C) Except as provided in Subparagraph (B), required off-street parking for uses in the north subdistrict may also be provided in the south subdistrict if they are within 1,200 feet of the north subdistrict boundary.

(3) Entertainment complex subdistrict.

(A) Except as provided below, required off-street parking for uses in the entertainment complex subdistrict is restricted to this district.

(B) Required off-street parking for an entertainment complex in the entertainment complex subdistrict can be located in another zoning district if the nearest edge of the parking lot is within 600 feet of the eastern boundary of this district or the southern boundary of the entertainment complex subdistrict.

(C) Required off-street parking for a multifamily use in the entertainment complex subdistrict is restricted to the lot occupied by the main use. Exception: Required off-street parking spaces for a multifamily use may be located on one or more other lots if they are within a 300-foot walking distance and can be reached by the residents without crossing a thoroughfare.

(4) South subdistrict.

(A) Except as provided below, required off-street parking for uses in the south subdistrict is restricted to that subdistrict and the entertainment complex subdistrict.

(B) Required off-street parking for a multifamily use in the south subdistrict is restricted to the lot occupied by the main use. Exception: Required off-street parking spaces for a

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multifamily use may be located on one or more other lots if they are within a 300-foot walking distance and can be reached by the residents without crossing a thoroughfare.

(C) Required off-street parking for an office use in the south subdistrict may be provided in:

(i) the north subdistrict if the furthest off-street parking space is within 1,200 feet of the boundary of the south subdistrict; and

(ii) another zoning district if the parking lot is within 600 feet of the office use, measured from the nearest edge of the parking lot to the nearest edge of the lot occupied by the office use.

(D) Required off-street parking for all other uses in the south subdistrict may be provided in:

(i) the north subdistrict if the furthest off-street parking space is within 1,200 feet of the boundary of the south subdistrict; and

(ii) another zoning district if the nearest edge of the parking lot is within 600 feet of the eastern, southern, or northern boundary of the south subdistrict.

(h) Off-street parking reductions. The following off-street parking provisions may be used to reduce the required off-street parking requirement for a use. These are the only off-street parking reductions available to a use in this district.

(1) Transit reduction.

(A) Entertainment complex. No transit reduction is available for an entertainment complex use.

(B) Office uses.

(i) The off-street parking requirement for an office use may be reduced by three percent if the office use is within a walking distance of 1,200 feet from a DART commuter rail station at which DART commuter rail service is available during the morning and evening peak periods (between 7:00 a.m. and 8:30 a.m. and between 4:30 p.m. and 6:00 p.m., Monday through Friday).

(ii) The off-street parking requirement for an office use may be reduced by ten percent if the office use is within a walking distance of 1,200 feet from a DART light rail station at which DART light rail service is available with train headways at least every 20 minutes during the morning and evening peak periods (between 7:00 a.m. and 8:30 a.m. and between 4:30 p.m. and 6:00 p.m., Monday through Friday).

(iii) The total transit reduction for an office use may not exceed 10 percent.

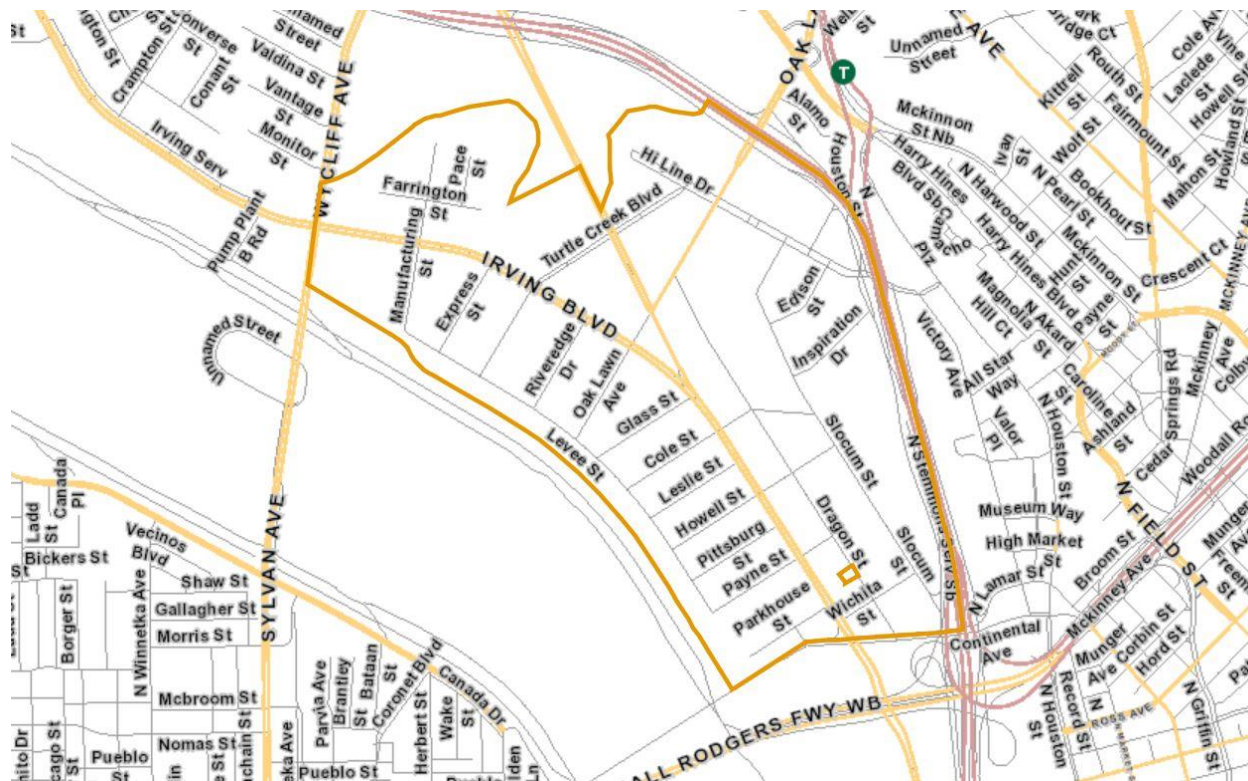
(C) All other uses. The off-street parking requirement for all other uses may be reduced by ten percent if the use is within a walking distance of 1,200 feet from a DART light rail station at which DART light rail service is available with train headways at least every 20 minutes during the morning and evening peak periods (between 7:00 a.m. and 8:30 a.m. and between 4:30 p.m. and 6:00 p.m., Monday through Friday).

(2) Bicycle parking reduction. The off-street parking requirement for a use may be reduced by one percent by providing and maintaining bicycle parking in an amount equal to one percent of that off-street parking requirement. The type and location of the bicycle parking must be approved by the director of public works and transportation prior to the issuance of a certificate of occupancy for the use.

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**PD 621. Old Trinity and Design District Special Purpose District**

<http://www.dallascityattorney.com/51P/Supp%2056/Articles/ARTICLE%20621.pdf>



**SEC. 51P-621.101. LEGISLATIVE HISTORY.**

PD 621 was established by Ordinance No. 25013, passed by the Dallas City Council on August 28, 2002. (Ord. 25013)

**SEC. 51P-621.102. PROPERTY LOCATION AND SIZE.**

PD 621 is established on property generally bounded by Sylvan Avenue/Wycliff Avenue on the northwest, the meanders of the old channel of the Trinity River on the north, Interstate 35 on the east, Continental Avenue on the south, and the Trinity River Floodway on the west. The size of PD 621 is approximately 424.3103 acres. (Ord. Nos. 25013; 25560; 27006; 29127; 31235)

(8.1) LEGACY BUILDING means a 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.

(8.2) LEGACY BUILDING MIXED-USE PROJECT means a project containing more than two uses developed as a single project that includes at least one use in a legacy building.

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(9) MAJOR MODIFICATION means reconstruction, alteration, or renovation of an original building that exceeds 50 percent of the value of the original building assessed by the Dallas Central Appraisal District or any increase in the floor area of an original building if the expansion is over 50 percent for nonresidential projects, over 65 percent for mixed use projects, and over 75 percent for residential projects.

(15) ORIGINAL BUILDING means 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.

## **SEC. 51P-621.110. OFF-STREET PARKING AND LOADING.**

(b) Subdistricts 1, 1A, 1B, 1C, 1D, 1E, 1F, 1G, 1H, 1I, and 1J.

*List of uses with parking requirements*

(2) Parking reductions.

(A) Bicycle parking. The off-street parking requirement for nonresidential uses located within 600 feet of the centerpoint of the intersection of Slocum Street and Cole Street may be reduced by 10 percent if:

- (i) one five-bicycle parking stand for each 100 feet of street frontage is provided in the front yard of the building site; and
- (ii) a minimum 12-foot-wide pedestrian and bicycle path is provided to link the building site with a DART light rail station.

(B) Employment centers adjacent to shuttle or bus stops. The following uses may provide off-street parking as specified if the use is within 1,000 feet of a shuttle stop or bus stop that provides a direct link to the Victory rail transit station or the Market Center rail transit station and if the use has 75,000 or more square feet of floor area:

- (i) Industrial (inside). One space per 750 square feet of floor area.
- (ii) Office. One space per 450 square feet of floor area.

(C) On-street parking. On-street parking spaces adjacent to a building site may be credited toward the off-street parking requirement of uses on the building site, even if the parking, backing, or maneuvering must be performed in the public right-of-way. On-street parking must be striped in accordance with standard city specifications.

- (i) Head-in parking. One head-in parking space may be credited for each nine feet of frontage of the building site. Angled head-in parking must be angled more than 60 degrees but less than 90 degrees to the curb. The closest point of any angled head-in parking space may not be located closer than 10 feet to any perpendicular (90 degree) head-in parking space.
- (ii) Parallel parking. One parallel parking space may be credited for each 22 feet of frontage of the building site.

(D) Special exception. The board of adjustment may grant a special exception of up to 50 percent of the required off-street parking upon the findings and considerations listed in Section 51A-4.311. The board of adjustment may impose conditions on the special exception.

(3) Delta theory.

(A) Except as otherwise provided in this paragraph, see Section 51A-4.704(b)(4). In the event of a conflict between this paragraph and Section 51A-4.704(b)(4), this section controls.

(B) The right to carry forward nonconforming parking and loading spaces does not terminate.

(4) Special parking.

(B) Special parking allowed. Except as specifically modified in this section, required off-street parking may be special parking.

(C) Remote parking for nonresidential uses.

(i) Required off-street parking for nonresidential uses may be remote parking.

(ii) Remote parking for nonresidential uses must be located within 1,000 feet of the use served by the remote parking. The building official may extend the distance for remote parking to no more than 1,500 feet if a shuttle from the remote parking is provided. A license is required to authorize an extension of distance beyond 1,500 feet.

(iii) Remote parking lots must meet on-site parking landscape requirements.

(iv) Parking located in a railbed may be used as remote parking.

(D) Shared parking. Except for residential uses in Subdistrict 1B, if more than one type of use is located on a building site, all uses on the building site must share parking. Table 1 must be used to calculate the required off-street parking spaces when parking is shared. The number of off-street parking spaces that must be provided for the development is the largest number of spaces required under any of the five time-of-day columns. [...]

**Table 1: Shared Parking Table**  
**(For calculating the parking requirement for shared parking)**

	%	%	%	%	%
<u>Use Category</u>	<u>Morning</u>	<u>Noon</u>	<u>Afternoon</u>	<u>Late Afternoon</u>	<u>Evening</u>
Residential	80	60	60	70	100
Office-related	100	80	100	85	35
Retail-related	60	75	70	65	70
Bar and Restaurant	20	100	30	30	100
Warehouse/ Showroom	100	75	100	65	35
All other	100	100	100	100	100

(5) Cash in lieu of required parking. A property owner may make a one-time cash payment to the Old Trinity and Design District Parking Fund in lieu of providing required parking for a use in an original building. The amount of the payment is calculated by using the following formula:

$$\text{National median cost per square foot} \times 350 \times \text{Dallas cost index} \times \text{Number of required spaces not provided} \times .75 = \text{Payment required}$$

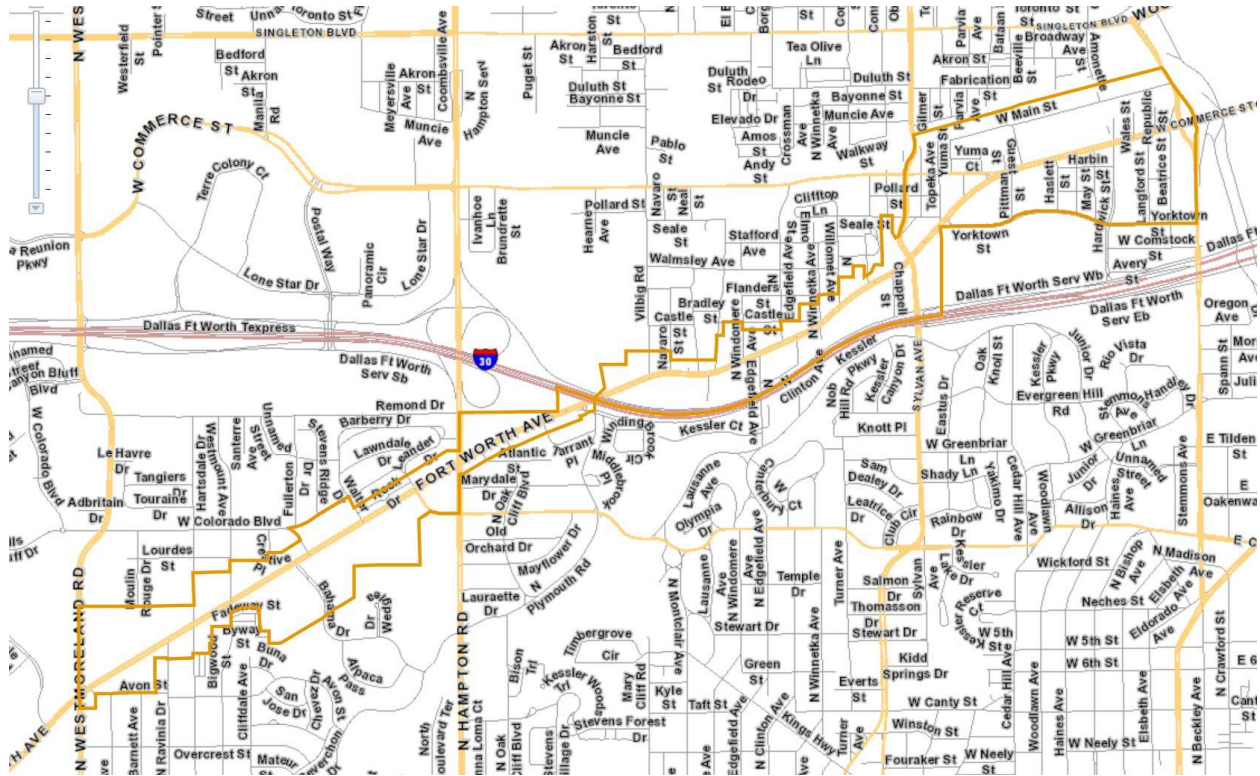
where "national median cost per square foot" is the national median cost per square foot of a parking space in a parking garage. Both the "national median cost per square foot" and the "Dallas cost index" must be derived from the most recent issue of Building Construction Cost Data, published by the Robert Snow Means Company, Inc., of Kingston, Massachusetts, unless another comparable publication is designated by the director. The department shall administer a city account to be known as the Old Trinity and Design District Parking Fund. Funds from the Old Trinity and Design District Parking Fund must be used only for the acquisition or construction of parking garages or other parking improvements within Subdistricts 1, 1A, 1B, 1C, 1D, 1E, 1F, 1G, 1H, 1I, and 1J. The payment into the Old Trinity and Design District Parking Fund is due at the time of application for a building permit."

(6) Fees for required parking. Fees may be charged for use of required parking.



## PD 714. West Commerce Street/Fort Worth Avenue Special Purpose District

<http://www.dallascityattorney.com/51P/Articles%20Supp%2050/ARTICLE%20714.pdf>



### SEC. 51P-714.101. LEGISLATIVE HISTORY.

PD 714 was established by Ordinance No. 25898, passed by the Dallas City Council on February 23, 2005. (Ord. 25898)

### SEC. 51P-714.102. PROPERTY LOCATION AND SIZE.

PD 714 is established on property located north and south of West Commerce Street and Fort Worth Avenue from North Beckley Avenue to Westmoreland Road. The size of PD 714 is approximately 248.9 acres. (Ord. Nos. 25898; 26876; 27056; 28505)

(8) **MAJOR MODIFICATION** means reconstruction, alteration, or renovation of an original building that exceeds 50 percent of the value of the original building assessed by the Dallas Central Appraisal District or any increase in floor area of an original building by 50 percent or more. With regard to streets and sidewalks, **MAJOR MODIFICATION** means reconstruction, alteration, or renovation that exceeds 50 percent of the surface area of that street or sidewalk segment.

(10) **MIXED-USE PROJECT** means a development containing uses in two or more of the following categories, and with the combined floor areas of the uses in each category equaling or exceeding the following percentages of the total floor area of the project:

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<b>Use category</b>	<b>Percentage of total floor area</b>
<b>Lodging</b>	<b>10%</b>
<b>Office</b>	<b>15%</b>
<b>Residential</b>	<b>10%</b>
<b>Retail and personal service</b>	<b>5%</b>

(11) NEW CONSTRUCTION means construction of a main structure that did not exist on February 23, 2005, the date of the establishment of this special purpose district. With regard to streets and sidewalks, NEW CONSTRUCTION means construction of a street or sidewalk that did not exist on February 23, 2005.

(12) ORIGINAL BUILDING means a structure existing on February 23, 2005, but does not include a structure that has undergone a major modification.

### **SEC. 51P-714.108.1 USE REGULATIONS AND DEVELOPMENT STANDARDS IN SUBDISTRICT NO. 1C.**

(f) Off-street parking and loading.

(A) Off-street parking is required for any covered rooftop patio, rooftop garden, and other rooftop facility.

*List of certain uses with different parking ratios.*

(2) Off-street parking for any use within Subdistrict 1C may be located anywhere within Subdistrict 1C.

(3) Total required off-street parking for all uses in Subdistrict 1C may be reduced by 20 percent if at least 10 percent of the total floor area within this subdistrict is residential use and at least 10 percent of the total floor area within this subdistrict is retail and personal service use or office use. For purposes of calculating parking within Subdistrict 1C, this parking reduction may be calculated at the time of development plan approval. The mixed-use shared parking reduction in Section 51P-714.113(i) may not be used in Subdistrict 1C.

(4) In Subdistrict 1C, bicycle parking for a minimum of 20 bicycles must be provided. This bicycle parking may be provided at one or more locations anywhere within Subdistrict 1C and may be shared by all uses within Subdistrict 1C.

(5) Within Permissible Building Areas A, B, C, and D, as shown on the conceptual plan, off-street parking may not be located between the front of a building and the right-of-way line of a public street.

(6) Uncovered rooftop parking areas are prohibited.

(7) Except for covered patios, structures with omitted walls including awnings, breezeways, canopies, covered walkways, porte-cocheres, sheds, and other structures without walls

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are not considered floor area for purposes of parking requirements. This includes any structure constructed within the open space, as shown on the conceptual plan, that is used for pedestrian amenities, special community activities, or special temporary retail uses.

### **SEC. 51P-714.113. OFF-STREET PARKING AND LOADING.**

(b) Remote parking. Except as provided in this section, remote parking is allowed if it is located within 600 feet of the main use and the requirements of Division 51A-4.320, "Special Parking Regulations," are met. Except for residential uses, all of Subdistrict 4A is considered one building site for parking purposes.

*List of uses with different parking requirements*

(i) Mixed-use shared parking reduction.

(1) Office and residential uses within a mixed-use project must share parking. Any shared parking must be on the same building site as the mixed-use project. The number of off-street parking spaces required for the mixed-use project is 100 percent of the parking requirement for the use requiring the greater number of spaces plus 25 percent of the parking requirements for the use requiring fewer spaces. For example, if the office component would separately require 100 spaces and the residential component would separately require 80 spaces, then the parking requirement for the mixed-use project is 120 spaces  $[(100 \times 1.00) + (80 \times .25) = 120]$ .

(2) Retail and residential uses within a mixed-use project must share parking. Any shared parking must be on the same building site as the mixed-use project. The number of off-street parking spaces required for the mixed-use project is 100 percent of the parking requirement for the use requiring the greater number of spaces plus 75 percent of the parking requirements for the use requiring fewer spaces. For example, if the retail component would separately require 100 spaces and the residential component would separately require 80 spaces, then the parking requirement for the mixed-use project is 160 spaces  $[(100 \times 1.00) + (80 \times .75) = 160]$ .

(3) If a mixed-use project has office, retail, and residential uses, the project must use the parking reduction that offers the greatest reduction, but may not use both. For example, if the office residential reduction reduces the parking to 120 spaces and the retail-residential reduction reduces the parking to 160 spaces, then the office-residential reduction must be used and the retail-residential reduction may not be used.

(4) The parking reduction in this subsection may not be used in Subdistrict 1C.

(j) On-street parallel, straight, or angled head-in parking.

(1) Except as provided in this subsection, any on-street parallel parking spaces on West Commerce Street, Fort Worth Avenue, or a street that intersects Fort Worth Avenue may be counted toward the parking requirement of the use adjacent to the on-street parallel parking space.

(A) An on-street parallel parking space may not be used to reduce the required parking for more than one use, except that an on-street parking space may be used to reduce the combined total parking requirement of a mixed-use project.

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

(2) In Subdistrict 4A, any on-street parallel, straight, or angled head-in parking space may be counted toward the total off-street parking requirement of the use adjacent to the on-street parallel, straight, or angled head-in parking space.

(A) An on-street parking space may not be used to reduce the required parking for more than one use, except that an on-street parking space may be used to reduce the combined total parking requirement of a mixed-use project.

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

(3) In Subdistrict 4B, parallel, straight, or angled head-in parking accessed from the alley between Subdistrict 4B and Colorado Boulevard is allowed and screening from the alley is not required.

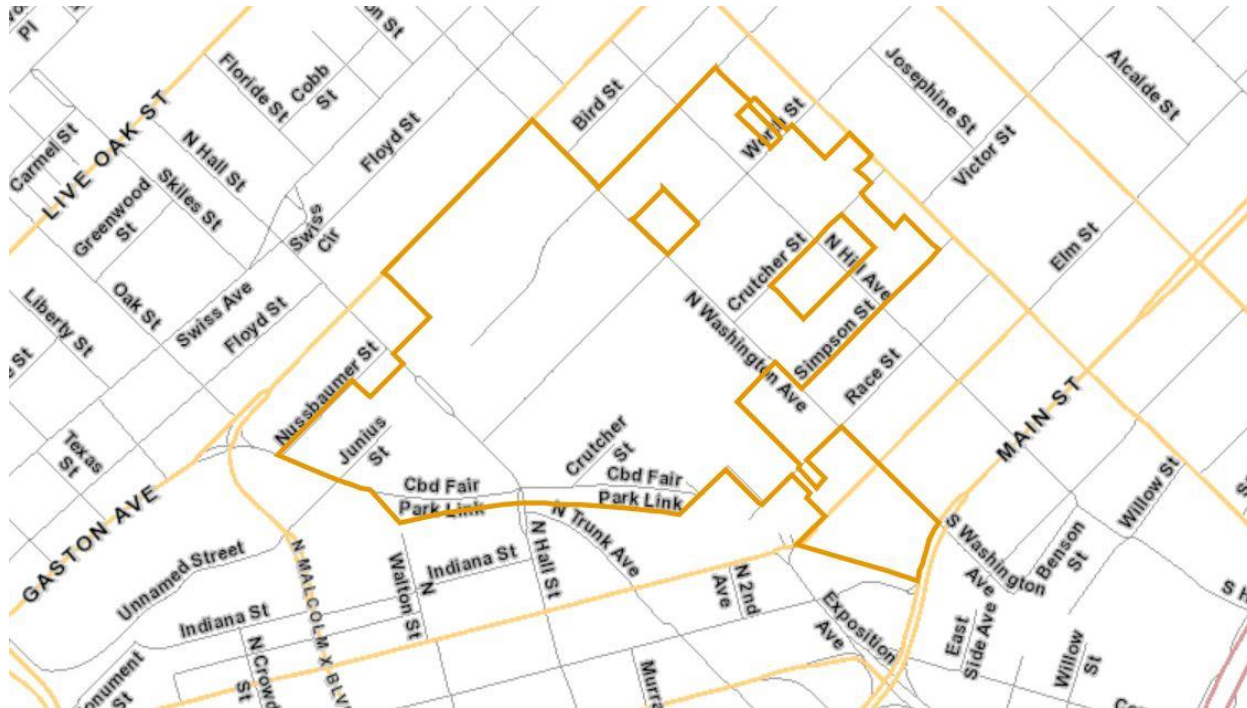
(4) In Subdistrict 4B, on-street parallel, straight, or angled head-in parking may be counted towards the total off-street parking requirement.

(A) An on-street parking space may not be used to reduce the required parking for more than one use, except that an on-street parking space may be used to reduce the combined total parking requirement of a mixed-use project.

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

**PD 749. Baylor University Medical Center Special Purpose District**

<http://www.dallascityattorney.com/51P/Articles%20Supp%209/Article%20749.pdf>



**SEC. 51P-749.101. LEGISLATIVE HISTORY.**

PD 749 was established by Ordinance No. 26387, passed by the Dallas City Council on June 28, 2006. (Ord. 26387)

**SEC. 51P-749.102. PROPERTY LOCATION AND SIZE.**

PD 749 is established on property generally bounded by Gaston Avenue, Hall Street, Nussbaumer Street, Exposition Avenue, Main Street, Washington Avenue, Simpson Street, Haskell Avenue, Junius Street, and Washington Avenue. The size of PD 749 is approximately 79.3894 acres. (Ord. 26387)

**SEC. 51P-749.111. TRAFFIC MANAGEMENT PLAN.**

(a) Traffic Management Plan (TMP) in general.

(1) Instead of requiring a TMP prior to the passage of this ordinance, the property owner must submit a TMP for review by the director by June 28, 2007.

(2) No building permit may be issued that will result in the total floor area in the Baylor expanded district exceeding 4,068,964 square feet until the property owner submits a revised TMP for review by the director. Thereafter, a revised TMP must be submitted with each additional 500,000 square

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feet in total floor area. The building official shall determine if a revised TMP is required by using the cumulative floor area calculation for the Baylor expanded district as shown on the last approved supplement to the Master Parking and Floor Area Plan.

(3) The preparation and submission of the TMP and its revisions are the responsibility of the property owner. The TMP and its revisions must be:

- (A) prepared by a registered professional engineer skilled in transportation engineering; and
- (B) approved by the director.

(b) Contents of the TMP. The TMP and its revisions must be in writing and must report on the following: [...]

### **SEC. 51P-749.112. OFF-STREET PARKING AND LOADING.**

(a) Off-street parking and loading requirements generally.

[...]

(3) All uses within the Baylor expanded district must comply with the Master Parking and Floor Area supplement requirements in Subsection (b)(7) of this section.

(b) Baylor-related use special parking regulations.

(1) Master Parking and Floor Area Plan purpose. Because off-street parking requirements for Baylor-related uses may be provided in remote locations throughout the Baylor expanded district, the Master Parking and Floor Area Plan (Exhibit 749C) identifies available off-street parking, determines the amount of required off-street parking, and ensures that each Baylor-related use within the Baylor expanded district meets the off-street parking requirements. To maintain adequate required off-street parking for all uses within the Baylor expanded district, the Master Parking and Floor Area Plan must be updated when floor area is added or removed from a building (Exhibit 749C-1).

(C) BAYLOR SHUTTLE means a private shuttle bus service that connects Baylor-related uses to Baylor-related use special parking spaces.

(D) MASTER PARKING AND FLOOR AREA PLAN means the Master Parking and Floor Area Plan shown on Exhibit 749C, and as revised and supplemented in accordance with this article.

(7) Master Parking and Floor Area Plan supplements.

(A) A Master Parking and Floor Area Plan supplement must be submitted to and approved by the building official (see Exhibit 749C-1) if an application is made for:

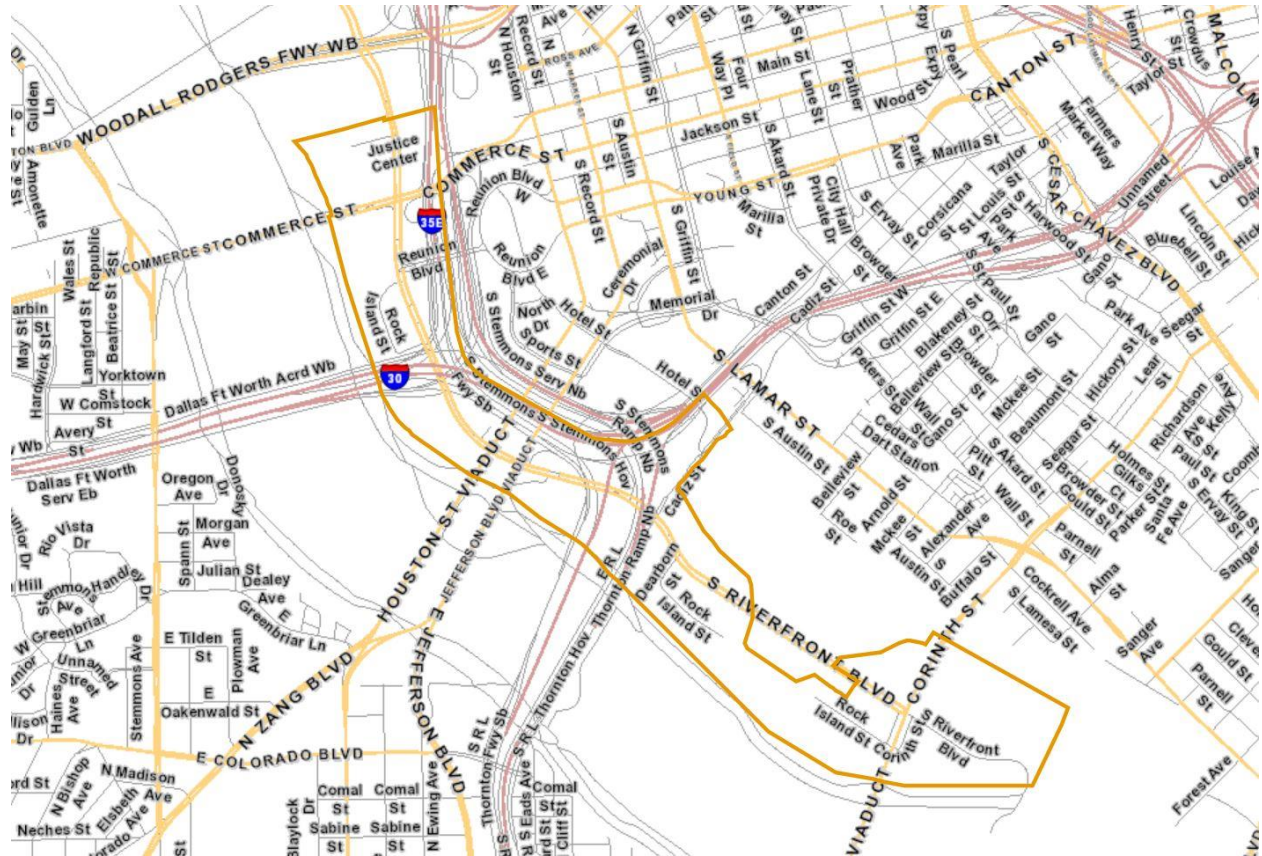
- (i) a building permit, demolition permit, or a certificate of occupancy that modifies the parking requirements for any use satisfying all or part its off-street parking requirement with Baylor-related use special parking;

- (ii) approval of a parking agreement for any use or parking within the Baylor expanded district; or
- (iii) a building permit, demolition permit, or certificate of occupancy that modifies the parking requirements in connection with additions to or reductions in floor area that have occurred since the last supplement that are not described in this paragraph, such as destruction of a building by fire or expiration or withdrawal of a building permit application.

(B) A Master Parking and Floor Area Plan supplement must include: [...]

**PD 784. Trinity River Corridor Special Purpose District**

<http://www.dallascityattorney.com/51P/Articles%20%20Supp%2048/ARTICLE%20784.pdf>



**SEC. 51P-784.101. LEGISLATIVE HISTORY.**

**SEC. 51P-784.101. LEGISLATIVE HISTORY.**

Date passed	Ordinance Number	Description
9-24-08	27331	Established Planned Development District No. 784.

(Ord. 27331)

**SEC. 51P-784.102. PROPERTY LOCATION AND SIZE.**

PD 784 is established on property generally bounded by the Union Pacific Railroad on the north, I-35 (Stemmons Freeway) on the east and south, the Union Pacific Railroad on the northeast, the DART right-of-way on the southeast, and the east Trinity River levee on the southwest and west. The size of PD 784 is approximately 338 acres. (Ord. Nos. 27331; 28027)

(m) Off-street parking and loading.



(2) On-street parking.

(A) Except as provided in this paragraph, on-street parking spaces may be counted as a reduction of the parking requirement of the use adjacent to the on-street parking space.

(B) An on-street parking space may not be used to reduce the required parking for 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.

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

(3) Mixed-use shared parking reduction.

(A) Mixed-use project with office and residential uses.

(i) Shared parking must be on the same building site as the mixed-use project.

(ii) The number of off-street parking spaces required is 100 percent of the parking requirement for the use requiring the greater number of spaces plus 25 percent of the parking requirements for the use requiring fewer spaces. For example, if the office component would separately require 100 spaces and the residential component would separately require 80 spaces, then the parking requirement for the mixed-use project is 120 spaces  $[(100 \times 1.00) + (80 \times .25) = 120]$ .

(B) Mixed-use project with retail and residential uses.

(i) Any shared parking must be on the same building site as the mixed-use project.

(ii) The number of off-street parking spaces required is 100 percent of the parking requirement for the use requiring the greater number of spaces plus 75 percent of the parking requirements for the use requiring fewer spaces. For example, if the retail component would separately require 100 spaces and the residential component would separately require 80 spaces, then the parking requirement for the mixed-use project is 160 spaces  $[(100 \times 1.00) + (80 \times .75) = 160]$ .

(C) Mixed-use project with office, retail, and residential uses. The mixed-use project must use the parking reduction that offers the greatest reduction, but may not use both. For example, if the office-residential reduction reduces the parking to 120 spaces and the retail-residential reduction reduces the parking to 160 spaces, then the office-residential reduction must be used and the retail-residential reduction may not be used.

(4) Tandem parking. For a residential use, tandem parking may be used as required off-street parking.

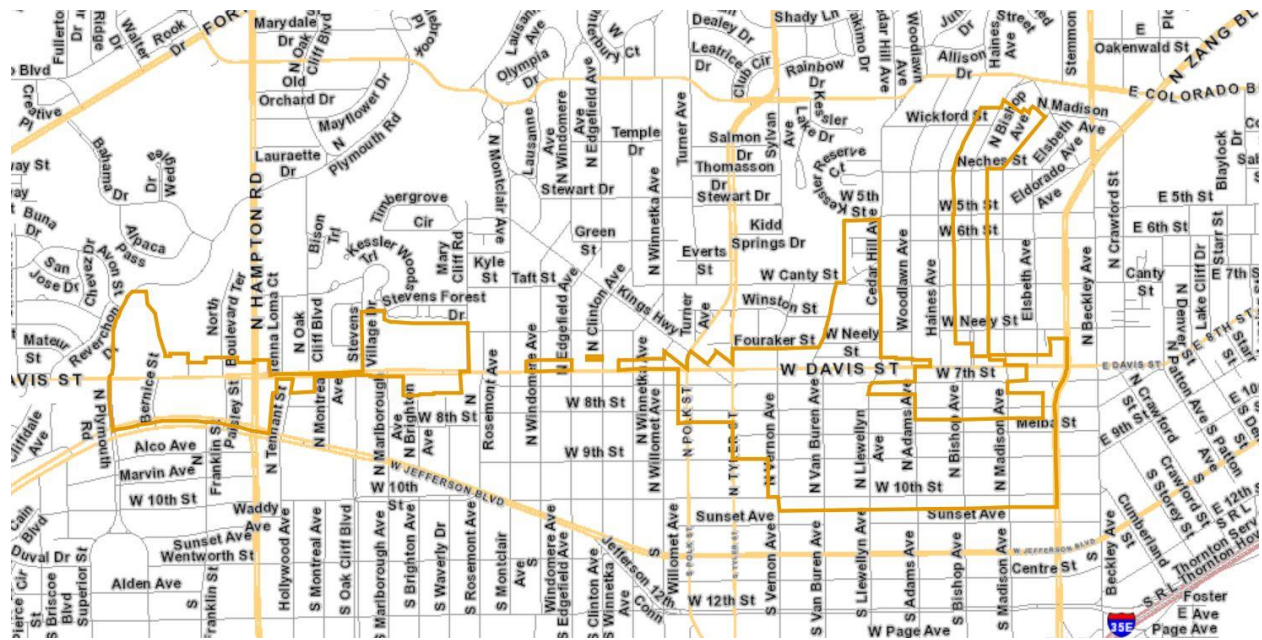
(5) Bicycle parking. One bicycle rack space must be provided for every 10 off-street parking spaces.

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(6) Fees. Fees may be collected from occupants or customers of the use on a daily, hourly, or other basis for use of its required off-street parking.

**PD 830. (Bishop Arts)**

<http://www.dallascityattorney.com/51P/Supp%2056/Articles/ARTICLE%20830.pdf>



**SEC. 51P-830.101. LEGISLATIVE HISTORY.**

PD 830 was established by Ordinance No. 27944, passed by the Dallas City Council on August 11, 2010. (Ord. 27944)

**SEC. 51P-830.102. PROPERTY LOCATION AND SIZE.**

PD 830 is established on property located along the Bishop Avenue Corridor between Colorado Boulevard and Davis Street; property located along the Davis Street Corridor, bounded by Plymouth Road on the west and Zang Boulevard on the east; and excluding property zoned Planned Development District No. 160, Planned Development No. 340, Planned Development No. 87/Historic District 15, Conservation District No. 1, and Conservation District No. 7. The size of PD 830 is approximately 290.623 acres. (Ord. Nos. 27944; 31161)

Exhibit 830C: Mixed use development parking chart.

(13) LEGACY BUILDING means a building that fronts on Davis Street or Bishop Avenue and that is listed on Exhibit “830B” or determined to be a legacy building in accordance with Section 51P-830.118.

(16) MIXED USE DEVELOPMENT means a development that has both main residential and main nonresidential uses on the same building site.

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(17) MIXED USE RESIDENTIAL PROJECT (MURP) means a development that has street-level nonresidential uses with hours of operation that are limited to 7:30 a.m. through 6:30 p.m., Monday through Saturday, and that has residential uses only above street level.

(22) REMOTE SURFACE PARKING LOT means a nonstructural passenger-vehicle parking facility where at least 30 percent 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.

### **SEC. 51P-830.117. OFF-STREET PARKING AND LOADING.**

*Pulls out some uses for different parking standards*

(B) If an outdoor dining area, whether covered or not, is within 20 feet of, and has direct access to, a street, sidewalk, or publically accessible open space, the outdoor dining area is not included in the parking requirement calculations for up to 25 percent of the size of the indoor floor area. Any portion of the outdoor dining area in excess of 25 percent of the size of the indoor floor area must be parked in accordance with Section 51P-830.117(a)(2)(A).

(b) Parking reductions.

(1) Bicycle parking. Off-street parking spaces required for a use may be reduced by one space for each four bicycle parking stations provided for that use, up to a maximum of three off-street parking spaces per lot.

(2) Legacy building.

(A) For residential uses within a legacy building, off-street parking requirements may be reduced an additional 25 percent.

(B) For retail-related uses and office uses within a legacy building, off-street parking is not required.

(3) Mixed use development parking.

(A) In general. The off-street parking requirement for a mixed use development may be reduced in accordance with the mixed use development parking chart (Exhibit 830C).

(B) Calculation of adjusted standard off-street parking requirement. The adjusted off-street parking requirement for a mixed use development is calculated as follows:

(i) The standard parking requirements for each of the uses in the mixed use development must be ascertained.

(ii) The parking demand for each use is determined for each of the five times of day shown in the mixed use development parking chart by multiplying the standard off-street parking requirement for each use by the percentage in the chart assigned to the category of use. If a use in the development does not fall within one of the categories shown in the mixed use

development parking chart, the percentage assigned to that use is 100 percent for all five times of day.

(iii) The “time of day” columns are totaled to produce sums that represent the aggregate parking demand for the development at each time of day. The largest of these five sums is the adjusted off-street parking requirement for the development.

(C) Minimum parking requirement. If one or more of the main uses in a mixed use development is a nonresidential use, the minimum parking requirement for the mixed use development cannot be reduced to a number of spaces that is less than the sum of the standard parking spaces required for each of the nonresidential uses in the mixed use development.

(4) On-street parking. Except as provided in this subparagraph, any on-street parking spaces that abut the building site may be counted as a reduction in the off-street parking requirement of the use adjacent to the on-street parking space. On-street parking must be striped in accordance with standard city specifications.

(A) An on-street parking space may not be used to reduce the required parking for more than one use, except that an on-street parking space may be used to reduce the combined total parking requirement for a mixed use development.

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

(5) Tree preservation. Off-street parking spaces required for a use may be reduced by one space for each protected tree (as defined in Article X) retained on site that would otherwise have to be removed to provide the required off-street parking for that use.

(c) Remote parking.

(1) For nonresidential uses and mixed use developments, remote parking is permitted if the requirements of Division 51A-4.320, “Special Parking Regulations,” are met, including the landscape requirements, except that the remote parking may be within a walking distance of 1,000 feet from the use served.

(2) An agreement authorizing a nonresidential use or a mixed use development to use remote parking for nonresidential uses may be based on a lease of the remote parking spaces only if the lease;  
[...]

(3) The remote parking provisions of this subsection and Division 51A-4.320 shall not affect or cause the reduction of delta credits.

(4) In Subdistrict 3A, remote parking may account for one-hundred percent of the off-street parking requirement during a phased construction period.

(d) Subdistrict 3B.

(1) Occupancies that combine a residential dwelling unit and a non-residential use in the same space must provide parking for the dwelling unit and the portion of the non-residential floor area above 600 square feet. If the non-residential floor area exceeds the floor area of the residential floor area, each use must provide parking separately.

(2) Subdistrict 3B is considered one building site for purposes of the parking regulations.

## PD 830 MUD Chart

27944

102012

**EXHIBIT 830C**  
**Mixed Use Development Parking Chart**  
**(for calculating standard parking requirement)**

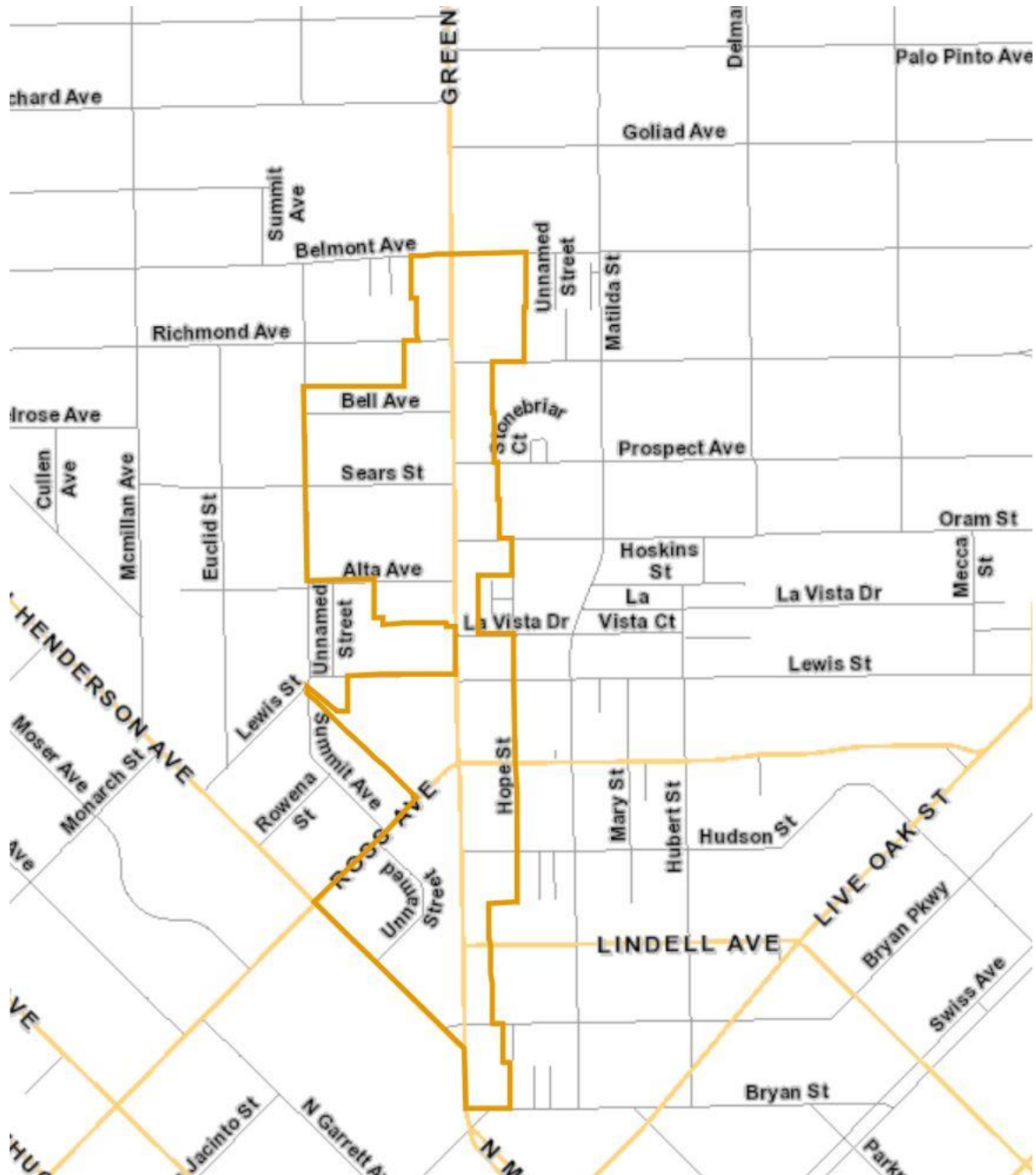
<u>USE CATEGORIES</u> <u>PERCENTAGES BY</u>	<u>STANDARD PARKING</u> <u>REQUIREMENT</u>	<u>PARKING ADJUSTMENT</u>				
		<u>THE TIME OF DAY (weekday)</u>				
		<u>Morning</u> <u>Evening</u>	<u>Noon</u>	<u>Afternoon</u>	<u>Late Afternoon</u>	
<u>Residential Uses</u> (excluding multi-family)	<u>per Ordinance</u>	<u>80%</u>	<u>60%</u>	<u>60%</u>	<u>70%</u>	<u>100%</u>
<u>Multifamily Uses</u>	<u>per Ordinance</u>	<u>80%</u>	<u>60%</u>	<u>60%</u>	<u>70%</u>	<u>100%</u>
<u>Office Uses</u>	<u>per Ordinance</u>	<u>100%</u>	<u>80%</u>	<u>100%</u>	<u>85%</u>	<u>35%</u>
<u>Retail &amp; personal</u> <u>service uses</u>	<u>per Ordinance</u>	<u>60%</u>	<u>75%</u>	<u>70%</u>	<u>65%</u>	<u>70%</u>
<u>Bar &amp; restaurant uses</u>	<u>per Ordinance</u>	<u>20%</u>	<u>100%</u>	<u>30%</u>	<u>30%</u>	<u>100%</u>
<u>Any other use</u>	<u>per Ordinance</u>	<u>100%</u>	<u>100%</u>	<u>100%</u>	<u>100%</u>	<u>100%</u>

The adjusted standard off-street parking requirements for the development are the largest of the five "time of day" column sums.

Note: If the use does not fit into one of the first four categories listed above, 100 percent assignment must be used in each of the "time of day" columns. If one or more of the main uses in the development is a retail and personal service use, the minimum parking requirement for the development under this reduction option is the sum of the standard parking requirements for each of the retail and personal service uses in the development

**PD 842. (Lower Greenville)**

<http://www.dallascityattorney.com/51P/Supp%2057/ARTICLES/ARTICLE%20842.pdf>



**SEC. 51P-842.101. LEGISLATIVE HISTORY.**

PD 842 was established by Ordinance No. 28109, passed by the Dallas City Council on January 26, 2011. (Ord. 28109)

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**SEC. 51P-842.102. PROPERTY LOCATION AND SIZE.**

PD 842 is established on property located on both sides of Greenville Avenue between Belmont Avenue and Bryan Street. The size of PD 842 is approximately 50.598 acres. (Ord. Nos. 28109; 28825)

(2.1) LEGACY BUILDING means a building in Subdistrict 2 constructed prior to 1926 that maintains the original front entrance and existing solid to void ratios.

**SEC. 51P-842.109. OFF-STREET PARKING AND LOADING.**

(a) In general. Except as provided in this section, consult the use regulations in Division 51A-4.200 for the specific off-street parking and loading requirements for each use.

(b) Subdistrict 1. No off-street parking or loading is required for an office use or a retail and personal service use that only operates between 6:00 a.m. and 7:00 p.m. and has a parking ratio of 1:200 or less.

(c) Subdistrict 2.

(1) Except for a restaurant without drive-in or drive-through service, no parking or loading is required for a retail and personal service use within a legacy building which limits its hours of operation to between 6:00 a.m. and 9:00 p.m. and has a parking ratio of one parking space to 200 square feet of floor area or less.

(2) No parking is required for office uses within a legacy building.

(3) A minimum of one space per 100 square feet of floor area is required for a restaurant without drive-in or drive-through service. Delta credits may not be used to meet this off-street parking requirement.

(4) For a hotel or motel use, the off-street parking requirement may be established in the ordinance granting a specific use permit.

(5) Except as provided in this subsection, remote parking must be in accordance with Section 51A-4.320. In lieu of filing a parking agreement in the deed records, an agreement authorizing a nonresidential use or a mixed use development to use special parking for nonresidential uses may be based on a lease of the special parking spaces only if the lease:

(A) is in writing;

(B) contains legal descriptions of the properties affected;



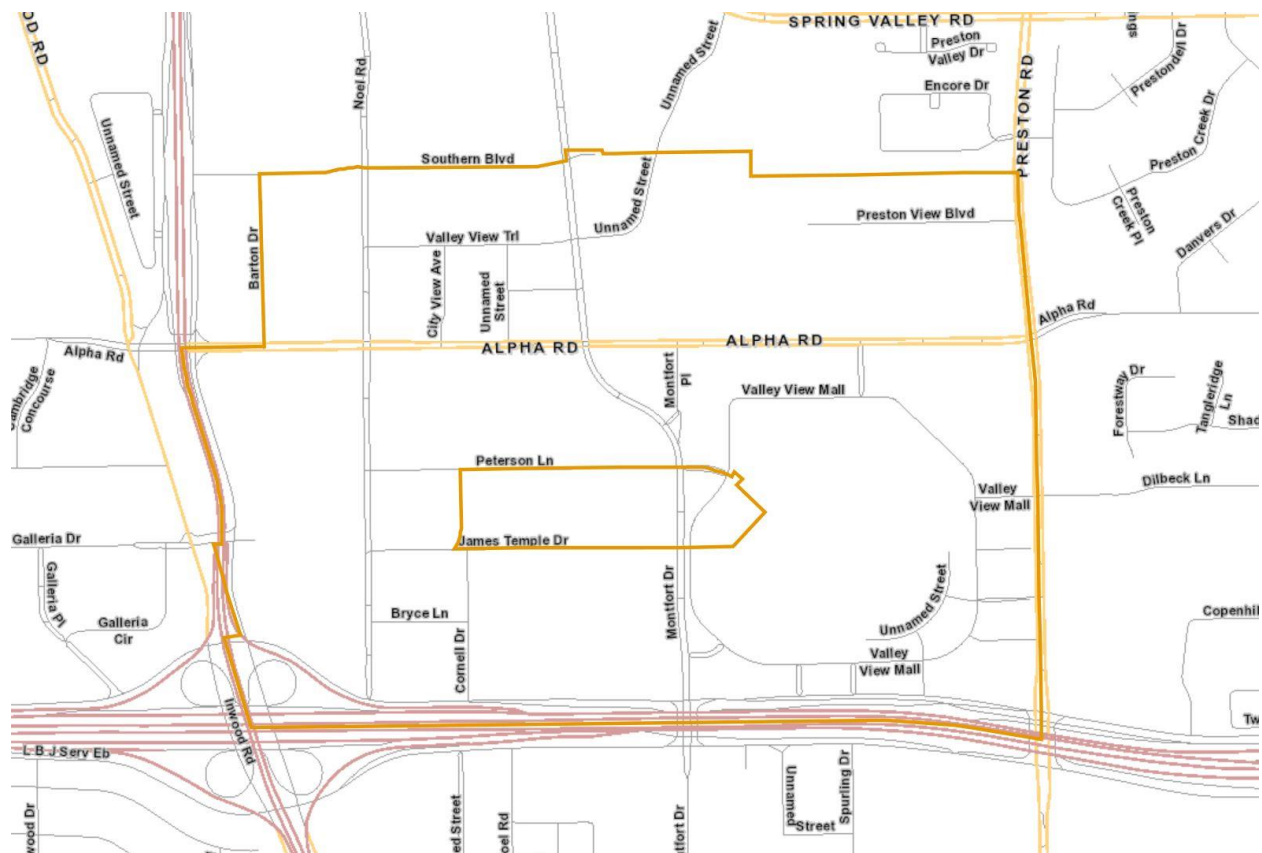
- (C) specifies the special parking being provided and the hours of operation of any use involved;
- (D) is governed by the laws of the state of Texas;
- (E) is signed by all owners of the properties affected;
- (F) signed by all lienholders, other than taxing entities, that have an interest in or an improvement on the properties;
- (G) is for a minimum term of three years; and
- (H) provides both the owner of the lot occupied by the nonresidential use or mixed use development use and the owner of the remote parking lot shall notify the building official in writing if there is a breach of any provision of the lease, or if the lease is modified or terminated. (Ord. Nos. 28109; 31027; 31300)

*\*\*\* in conjunction with Modified Delta Overlay*

*PD 842 is located within the Modified Delta Overlay No. 1. In 1987, the City Council created the MD-1 Modified Delta Overlay District in those areas where it was determined that a continued operation of the delta theory is not justified because there is no longer a need to encourage redevelopment and adaptive reuse of existing structures, or a continued application of the delta theory will create traffic congestion and public safety problems and would not be in the public interest.*

## PD 887. Valley View - Galleria Area Special Purpose District

<http://www.dallascityattorney.com/51P/Supp%2056/Articles/ARTICLE%20887.pdf>



### SEC. 51P-887.101. LEGISLATIVE HISTORY.

PD 887 was established by Ordinance No. 29032, passed by the Dallas City Council on June 12, 2013. (Ord. 29032)

### SEC. 51P-887.102. PROPERTY LOCATION AND SIZE.

PD 887 is established on property generally bounded by Southern Boulevard on the north, Preston Road on the east, LBJ Freeway on the south, and the Dallas North Tollway on the west. The size of PD 887 is approximately 445 acres. (Ord. 29032)

(3) MAJOR RENOVATION means a building permit or series of building permits for the reconstruction, alteration, or modification of an original building that increases the floor area that existed on June 12, 2013, the date of establishment of this special purpose district, by 30 percent or more.

(5) ORIGINAL BUILDING means a structure 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.

**SEC. 51P-887.112. OFF-STREET PARKING AND LOADING.**

(a) In general. Except as provided in this section, see Division 51A-13.400 for parking and loading regulations.

**Art XII Parking regulations**

<http://www.dallascityattorney.com/51A/article13.pdf>

*Includes ratios based on use, with minimum requirements and maximum caps in some instances.*

**Sec. 51A-13.403. Parking Reductions.**

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

**(c) Access to Transit.**

**(1) Rail Transit Station Access.**

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

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

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

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

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

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

[...]

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

**(d) Access to Car-Sharing Program.** The building official may approve a reduction in the number of required parking spaces for residential units in a residential project or mixed use project with a residential

**(e) Affordable housing [...]**

**(f) Employer Transportation Demand Management (TDM)**

(1) The building official may approve up to a 25 percent reduction in the number of spaces for uses that institute and commit to maintain a transportation demand management (TDM) program, considering information the applicant submits that clearly indicates the types of TDM activities and measures proposed. [...]

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

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

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

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

**(B) Preferential Parking.** The occupant of the use may provide specially marked spaces for each registered car pool and van pool.

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

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

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

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

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

**(i) Tree Preservation.**

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

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

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

**Sec. 51A-13.404. SPECIAL PARKING REGULATIONS**

[...]

**(c) Joint Parking**

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

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

**(d) Shared Parking**

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

**(e) On-Street Parking**

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

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

(3) An on-street parking space that is not available to the public at all times of the day may only be counted as a partial parking space in proportion to the amount of time that it is available. For example, a parking space that is available to the public only eight hours per day will be counted as

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one-third of a parking space ( $8 \div 24 = 1/3$ ). The total of the limited-availability parking spaces will be counted to the nearest whole number, with one-half counted as an additional space.

**(f) Packed Parking**

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

[...]

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

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

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

**(g) Remote Parking**

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

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

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

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

(C) not otherwise be in the public interest.

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

(a) If a shuttle is required, it must: [...]

**PD 916. The Village Special Purpose District**

<http://www.dallascityattorney.com/51P/Articles%20Supp%2036/ARTICLE%20916.pdf>



**SEC. 51P-916.101. LEGISLATIVE HISTORY.**

PD 916 was established by Ordinance No. 29387, passed by the Dallas City Council on June 25, 2014. (Ord. 29387)

**SEC. 51P-916.102. PROPERTY LOCATION AND SIZE.**

(a) PD 916 is established on property located between Skillman Street and the Oncor right-of-way east of Greenville Avenue, north of Lovers Lane and south of Northwest Highway. The size of PD 916 is approximately 309.77 acres.

(b) This district is divided into three Subareas: Subarea A, Subarea B, and Subarea C, as shown on the subarea map (Exhibit 916A). (Ord. 29387)

Exhibit 916C: mixed use development parking chart. (Ord. 29387)

## **SEC. 51P-916.111. OFF-STREET PARKING AND LOADING.**

### **(b) Light rail parking reduction.**

(1) For a nonresidential use located within 1,320 feet of a DART light rail station, required parking may be reduced by 20 percent if an enhanced sidewalk is provided between the non-residential use and the DART light rail station.

(2) The enhanced sidewalk must provide the shortest walking pathway to the DART light rail station.

(3) In this district, distance to a DART light rail station is calculated using a straight line from the nearest point of the DART light rail station to the nearest point of the building site containing a nonresidential use.

### **(c) Mixed use development parking reduction.**

(1) In general.

(A) The off-street parking requirement for a mixed use development may be reduced in accordance with the mixed use development parking chart (Exhibit 916C).

(B) For purposes of this subsection, mixed use development means one or more buildings on a single building site containing at least one residential use and one nonresidential use.

(C) The off-street parking reduction may only be used if the parking is located on the same building site as the mixed use development.

(D) The off-street parking reduction may be used in combination with other parking reductions, except that the required parking for a mixed use development may not be reduced by more than 30 percent.

(2) Calculation of adjusted standard off-street parking requirement. The adjusted off-street parking requirement for a mixed use development is calculated as follows:

(A) The standard parking requirements for each use in the mixed use development must be calculated.

(B) The parking demand for each use must then be determined for each of the five times of day shown in the mixed use development parking chart by multiplying the standard off-street parking requirement for each use by the percentage in the chart assigned to the category of use. If a use in the development does not fall within one of the categories shown in the mixed use development parking chart, the percentage assigned to that use is 100 percent for all five times a day.



(C) The “time of day” columns are totaled to produce sums that represent the aggregate parking demand for the mixed use development at each time of day. The largest of these five sums is the adjusted off-street parking requirement for the mixed use development.

(3) Minimum parking requirement. If one or more of the main uses in a mixed use development is a retail or personal service use, the minimum parking requirement for the mixed use development cannot be reduced to a number of spaces that is less than the sum of the standard parking spaces required for each of the retail and personal service uses in the mixed use development.

(d) Tandem parking.

(1) Tandem parking is permitted for residential uses only.

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

(3) Up to 50 percent of the total required parking spaces may be tandem.

(4) Both parking spaces in a tandem parking space must be assigned to the same unit.

(5) Tandem parking may not be used for guest parking.

(e) Location of parking spaces.

(1) In Subarea A, off-street parking is prohibited within 25 feet of Skillman Street.

(2) Along public street frontages, no more than two rows of off-street parking may be located between the sidewalk and building facade. (Ord. 29387)

**SEC. 51P-916.112. ON-STREET PARKING.**

(a) On-street parking reduction. Except as provided in this subsection, any on-street parking spaces may be counted as a reduction of the parking requirement of the use adjacent to the on-street parking space.

(1) An on-street parking space may not be used to reduce the required parking for more than one use, except that an on-street parking space may be used to reduce the combined total parking requirement of a mixed use project.

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

(b) Striping. On-street parking must be striped in accordance with standard city specifications. (Ord. 29387)

**PD 916 MUD Chart**

29387

141067

**EXHIBIT 916C**

**MIXED USE DEVELOPMENT PARKING CHART  
(for calculating adjusted standard parking requirement)**

<u>USE CATEGORIES</u>	<u>STANDARD PARKING REQUIREMENT</u>	<u>PARKING ADJUSTMENT PERCENTAGES BY THE TIME OF DAY (weekday)</u>				
		Morning	Noon	Afternoon	Late Afternoon	Evening
Residential uses	1 space/bedroom	80%	60%	60%	70%	100%
Office uses	1/366 sq.ft.	100%	80%	100%	85%	35%
Retail and personal service uses	1/220 sq.ft.	60%	75%	70%	65%	70%
Bar & restaurant uses	1/100 sq.ft.	20%	100%	30%	30%	100%
Any other use	Must be ascertained	100%	100%	100%	100%	100%

The adjusted standard off-street parking requirement for the development is the largest of the five “time of day” column sums.

**Note:** If the use does not fit into one of the first four categories listed above, 100 percent assignment must be used in each of the “time of day” columns. If one or more of the main uses in the development is a retail and personal service use, the minimum parking requirement for the development under this reduction option is the sum of the standard parking requirements for each of the retail and personal service uses in the development.

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**PD 1002. East Side Special Purpose District.**

<http://www.dallascityattorney.com/51P/TOC-1000-1099.html>



**SEC. 51P-1002.101. LEGISLATIVE HISTORY.**

PD 1002 was established by Ordinance No. 30948, passed by the Dallas City Council on August 8, 2018. (Ord. 30948)

**SEC. 51P-1002.102. PROPERTY LOCATION AND SIZE.**

PD 1002 is established on property generally bounded by Main Street, Haskell Avenue, the Santa Fe Trail, and DART right-of-way. The size of PD 1002 is approximately 25.9173 acres. (Ord. 30948)

**SEC. 51P-1002.109. OFF-STREET PARKING AND LOADING.**

*Pulls out some uses with different parking requirements*

(k) Parking reductions.

(1) Parking reductions for original buildings.

(A) Single family, duplex, and multifamily uses. For an original building used for or converted to a single family, duplex, or multifamily use, no off-street parking is required for the first five units. Thereafter, one off-street parking space must be provided for every two units.

(B) Alcoholic beverage establishments, commercial amusement (inside), and restaurants without drive-in or drive-through service. For an original building used for or converted to an alcoholic beverage establishment, commercial amusement (inside), or restaurant without drive-in or drive-through service, no parking is required for the first 2,500 square feet of floor area. Thereafter, parking must be provided as required in this article.

(C) For all other uses. For original buildings 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 square feet of floor area. For 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.

(2) Parking reduction for proximity to DART stations. The off-street parking requirement for uses located within one-fourth mile of a DART light-rail station may be reduced by up to 10 percent.

(3) Parking reduction for on-street parking. Except as provided in this paragraph, any on-street parking space may be counted as a reduction of the parking requirement of the use adjacent to the on-street parking space.

(A) An on-street parking space may not be used to reduce the required parking for more than one use, except that an on-street parking space may be used to reduce the combined total parking requirement of a mixed-use project.

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

(C) On-street parking, if used, must be configured as indented parking. Angled and 90-degree parking are prohibited.

(4) Parking reduction for on- or off-street passenger loading zones. For each passenger loading zone provided adjacent to a use, with a maximum of two, the required parking may be reduced by five spaces or five percent, whichever is less.

(5) Parking reduction for access to car-sharing program. The building official may approve a reduction in the number of required parking spaces for residential units in a residential project or mixed-use project with a residential component where a car-sharing program is available to residents. CAR-SHARING PROGRAM means a membership-based organization or business with a distributed fleet of car-sharing vehicles that charges a use-based fee related to a specific vehicle.

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Dedicated parking for the car-share program must be available on the site or within a 600-foot walking distance of the site seeking the car-sharing parking reduction. The building official may reduce parking requirements by up to five spaces for each dedicated carshare vehicle parking space provided. A car-share parking space may not be used to reduce the required parking for more than one use, except that a car-share parking space may be used to reduce the combined total parking requirement of a mixed-use project. If the car sharing service ends, the property owner or property management company shall notify the director with a report identifying the deficiency in parking spaces as a result of the program ending and the plans to bring the use into compliance with parking requirements.

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

(7) Tree preservation.

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

(B) The preserved tree must be protected from vehicular traffic through the use of concrete curbs, wheel stops, or other permanent barriers and meet the planting area requirements of Article X for the preserved tree.

(C) The maximum reduction authorized by this paragraph is five percent or one space per building site, whichever is greater.

(l) Parking locations.

(1) In general. Except when configured as indented parking, no on-site surface parking for new construction is permitted between the street-facing facade and the street. For buildings with more than one street-facing facade, only two street-facing facades are subject to this requirement. No off-street surface parking for new construction is permitted between the trail-facing facade and the trail.

(2) Remote parking encouraged. Remote parking as specified in Division 51A-4.320 is only allowed if the remote parking spaces are located within the district or if the remote parking spaces are within the standards provided in Section 51A-4.324(d). Remote parking may not affect or cause the reduction of delta credits. An agreement authorizing remote parking for a use may be based on a lease of the remote parking spaces in lieu of a remote parking agreement only if the lease:

[...]

(n) Uses may charge for required parking. Section 51A-4.301(a)(8), which requires that required off-street parking must be available as free parking or contract parking on other than an hourly or daily fee basis, does not apply in this district.

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(o) On-street passenger loading zones. On-street passenger loading zones are allowed only along Main Street and Haskell Avenue, must be constructed in compliance with Architectural Barrier Act (ABA) accessibility standards, and must be approved by the director. (Ord. 30948)