

DALLAS DEVELOPMENT CODE AMENDMENT**FILE NO. DCA 190-002**

**Parking: Transportation Demand Management (TDM) Program Option Planners: Andreea Udrea, PhD, AICP
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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 school uses in the Dallas Development Code.

BACKGROUND:

On September 5, 2019, City Plan Commission (CPC) authorized a public hearing to consider amending Chapters 51 and 51A of the Dallas Development Code, with consideration to be given to amending off-street parking and loading requirements including, but not limited to, hotel, restaurant, multifamily, and alcoholic beverage establishment uses, and transit-oriented development.

The intent of this code amendment is to review the current parking regulations and based on research, best practices, and other cities approach to parking requirements, determine the need to amend the City Code and make a recommendation and proposal.

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

- Current Parking Regulations _ provided at the June 18, 2020 ZOAC meeting
- City of Dallas Planned Development Districts _ provided at the July 9, 2020 ZOAC meeting
- Index Cities and Other Cities Research _ provided at the August 6, 2020 ZOAC meeting
- Local and National Parking Studies _ provided at the September 3, 2020 ZOAC meeting
- Board of Adjustment parking reductions _ provided at the September 3, 2020 ZOAC meeting
- Citywide Plans – Vision/Goals _ provided at the September 3, 2020 ZOAC meeting
- Public and Interdepartmental Outreach – Input _ provided at the October 15, 2020 ZOAC meeting
- Case studies _ provided at the November 5, 2020 ZOAC meeting
- Discussion with City Departments _ at the November 19 and December 3, 2020 meetings
- Parking Regulations Proposal Framework Options _ provided at the January 21, 2021 ZOAC meeting
- Parking Ratios Table Options_ provided at the February 4, 2021 ZOAC meeting
- Parking Ratios Table and Regulations Options – part 2_ provided at the February 25, 2021 ZOAC re-scheduled meeting
- Options for Parking Management Tools _ provided at the March 11, 2021 ZOAC meeting
- Testing the general framework options_ provided at the April 1, 2021 ZOAC meeting
- Options for Parking Management Mechanisms _ provided at the April 15, 2021 ZOAC meeting
- Discussion with Dr. Eric A. Johnson, Assistant City Manager and representatives from Dallas Area Rapid Transit DART _ April 22, 2021 ZOAC meeting

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- Public Forum in English and Spanish _ provided at the May 19, 2021 Special meeting and the May 20, 2021 ZOAC meeting
 - Debrief of the Public Input at the June 6, 2021 ZOAC meeting
 - Parking Design Standards – General Framework Options _ provided at the June 17, 2021 ZOAC meeting
 - Parking Design Standards – Options _ provided at the July 15, 2021 ZOAC meeting
 - Parking Design Standards – Options _ provided at the August 12, 2021 ZOAC meeting
 - **Transportation Demand Management Program – Options _ provided at the August 26, 2021 ZOAC meeting**

PROJECT WEBPAGE:

<http://bit.ly/CityOfDallasParking>

RESEARCH AND STAFF ANALYSIS

Scope and methodology

At the December 3, 2020 meeting, ZOAC gave direction to staff to begin to work on recommendations to eliminate parking minimums with exceptions as to where it would not be appropriate to eliminate minimums, as well as implementing other tools as suggested by experts, in particular parking management and design standards, to support no parking minimums on a site.

Following this direction and based on research adjusted to city of Dallas particularities, staff explored various options for a general framework for parking regulations. The present report includes a general overview of management mechanisms to regulate parking, with the assumption of no minimum quantitative parking requirements. The two mechanisms included here are Transpiration Demand Management and Parking Benefit Districts.

Both management mechanisms included in this report were recommended by citywide plans: [Connect Dallas, Strategic Mobility Plan](#) and [The Dallas Comprehensive Environmental and Climate Action Plan \(CECAP\)](#).

The report includes an Appendix with a table with the current parking ratios includes in Chapter 51A and Chapter 51, for information purposes.

PARKING REGULATIONS

Purpose statement to be considered for the parking section

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

TRANSPORTATION DEMAND MANAGEMENT (TDM) PROGRAM

Purpose

The purpose of the transportation demand management (TDM) program is to support the City's transportation and environmental quality policies and to ensure that developments and uses with high-traffic demand have positive impacts on safety, equity and mobility and lessen the negative impacts on climate change, greenhouse gas emissions, mode split, and air quality.

The TDM program is intended to reduce single occupancy vehicle trips and implement comprehensive plan policies calling for balance and choice in transportation options. The TDM program is a comprehensive assessment of how people move to and from a site or open area and can establish strategies that increase transportation efficiency to alternate modes, such as walking, cycling, public transit, etc. The TDM requires developments to incorporate design features, incentives, and tools to encourage residents, tenants, employees, and visitors to travel by sustainable transportation modes, such as transit, walking, ridesharing, and biking, thereby reducing Vehicle Miles Traveled associated.

Requirement

Each building or development must meet the required points per the table below, during the site plan review phase.

Table No. 1 - Transportation Demand Management Point System – Buildings and Uses

**Point system to be determined; points direct correlation with number of vehicle trips generated by ITE without any TDM improvement*

***Proximity to transit distance to be determined*

Projects/ development	TDM Strategy Review	*Points required if located in CBD	*Points required if located in **proximity to transit	*Points required elsewhere
Any new development or redevelopment containing 20 or more and less than 50 dwelling units	Minor	TBD	TBD	TBD
Any new development or redevelopment containing 50 or more dwelling units	Major	TBD	TBD	TBD
Any new development or redevelopment of non-residential development containing more than 10,000 square feet and less than 100,000 square feet of gross floor area	Minor	TBD	TBD	TBD
Any new development or redevelopment of non-residential development containing more than 100,000 square feet of gross floor area	Major	TBD	TBD	TBD
Establishment or expansion of a Commercial Amusement Inside or Commercial Amusement Outside	Major	TBD	TBD	TBD
Uses with drive-through and drive-in component	Major	TBD	TBD	TBD
Any new development or redevelopment that provides more than 100 parking spaces	Major	TBD	TBD	TBD

<p>The Director may mandate a transportation demand management plan that includes a report containing a traffic study prepared consistent with industry standards and certified by a licensed engineer for the establishment of any use, new building, or building expansion not specified in this chapter when it is determined by the Director that the proposal presents unique transportation challenges due to the nature of the use or location</p>	<p>Discretionary</p>	<p>As determined by the Director</p>		
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TDM types

Buildings and uses subject to a transportation demand management plan are listed in Table No. 1 along with the required minimum number of points required for each building or use. The number of points awarded for each transportation demand management strategy is listed in Table No. 2, Transportation Demand Management Strategies.

(a) *Transportation demand management plan, minor review.* Minor transportation demand management plans shall include a review for compliance with the minimum number of points required by this article.

(b) *Transportation demand management plan, major review.* In addition to review for compliance with the minimum number of points required by this section/chapter, a major transportation demand management plan shall include a report containing a transportation study / impact analysis prepared consistent with industry standards and certified by a licensed engineer. The study / analysis will include a Vehicular Trip Cap and/or mode share goal that would be established based on findings of traffic study/impact analysis.

(c) *Transportation demand management plan, discretionary review.* The Director may mandate a transportation demand management plan that includes a report containing a traffic study prepared consistent with industry standards and certified by a licensed engineer for the establishment of any use, new building, or building expansion not specified in this chapter when it is determined by the Director that the proposal presents unique transportation challenges due to the nature of the use or location or if the project modifies the operation of the roadway. The required transportation demand management strategies shall be determined based on the findings of the report and be comparable with the TDM Strategy options in Table No. 2.

A development may be subject to discretionary review when certain set criteria is met. *[Criteria to be determined].*

Mixed-use and multiple-use development

Mixed use development is subject to a minor or major transportation demand management plan only when either the residential or non-residential use is subject to such requirement in the above Table No. 1, provided that a discretionary transportation demand management plan may be required for any building or use. When a development includes more than one use subject to a minor or major transportation demand management plan, the minimum required point total shall be based on only the use with the highest requirement rather than the sum of the point total for all applicable buildings or uses.

Exceptions

A written request for an exemption from the requirement to submit a transportation demand management plan may be submitted. The Director shall consider, but not be limited to, the nature of the use and the number of vehicle trips the site is expected to generate, and whether a substantial percentage of the building's floor area would be dedicated to warehousing, storage, or other uses that reduce the applicability of transportation demand management strategies required by this ordinance. Future conversion of the space to a different use or uses may necessitate the need for a transportation demand management plan.

Content of transportation demand management plans

Any transportation demand management plan shall contain the following:

(a) A description of the goals of the transportation demand management plan and its relationship to applicable city transportation policies and programs including how the development will contribute to a reduction in greenhouse gas emissions, achieve city mode split goals, reduce use of single-occupancy motor vehicles, and increase walking, bicycling, and transit as primary modes of travel, where applicable, as determined by the Director.

(b) A site plan to depict the TDM strategies.

(c) The travel demand strategy that includes the measures and improvement to be implemented to achieve the required points.

(d) Transportation Impact Analysis/Study, where applicable. *[TIA guidelines will be provided by staff]*

(e) An acknowledgement of a commitment to provide self-reported audits every few years (TBD) to the Director that confirms ongoing compliance with required strategies until it is deemed that the development is sufficiently meeting city transportation goals. If any points for transportation demand management strategies are derived from non-infrastructure solutions, documentation of ongoing programmatic elements must be included in the audit. The audit phase is an opportunity to reassess the success of the TDM strategy for the set transportation goal. The Director shall determine if changes to the TDM strategy are needed to better accomplish the set transportation goal.

(f) A designated mobility coordinator.

Compliance with requirements of transportation demand management strategies

Points shall be awarded for travel demand strategies listed in Table No. 2, Transportation Demand Management Strategies. All applicable standards shall be met to qualify for the points for each strategy. The required strategies shall be maintained in good order for the life of the structure or use. A list and description of the approved travel demand strategies for a given site together with the name and contact information of the mobility coordinator shall be posted in a conspicuous common area of the development. Point values are based on an estimated percentage reduction of vehicle miles traveled (VMT) per strategy.

Application for transportation demand management plan

Any person having a legal or equitable interest in land which requires submission of a transportation demand management plan may file an application for approval of such plan on an application form approved by the City.

Administrative review

The Director shall conduct the administrative review of the transportation demand management plan. The Director shall recommend any mitigating measures deemed reasonable and necessary and shall include such recommendation as a condition of the issuance of any building permit, zoning certificate or other approval required by this zoning ordinance or other applicable law. All findings and decisions of the Director shall be final, subject to appeal to a designated commission or City Council – to be determined.

TDM Plan Confirmation

Prior to the issuance of an initial Certificate of Occupancy, the property owner must facilitate a site inspection by City staff to confirm that all approved physical measures in the approved TDM Plan have been implemented and/or installed. Prior to the site visit, staff will provide the property owner with a copy of the TDM Plan that outlines the TDM measures that the property owner is required to provide. The property owner must also provide documentation that approved programmatic measures in the property's TDM Plan have or will be implemented as required. During the site visit, City staff will verify that physical measures are provided as specified in the TDM Plan and complete corresponding sections of a monitoring and reporting form confirming programmatic measures. Once staff confirms compliance with all TDM Plan requirements, staff will communicate its approval to facilitate issuance of an initial Certificate of Occupancy.

Ongoing Monitoring & Reporting

City will verify that each TDM Plan physical and programmatic measures are maintained, for as long as the property maintains a Certificate of Occupancy.

Site Plan (code excerpt, for information purposes only)

The language below is an excerpt from the current requirements per Ch 51A – 4.803 for Development Impact Review and Residential Adjacency Review. This is to be adjusted to the needs of the proposed TDM.

Site plan requisites

In general

If the site plan is required due to estimated trip generation or a requirement for DIR in the use regulations, it must:

(A) include a location diagram showing the position of the lot in relation to surrounding streets in the city's major street network;

(B) contain title block and reference information pertaining to the lot and plan, including the name of the project, the names of the persons responsible for preparing the plan, the zoning classification of the lot, the scale of the plan (both numeric and graphic), and the date of submission, with provisions for dating revisions;

(C) show the dimensions of the lot, and indicate lot area in both square feet and acres;

(D) show or describe the building envelope for each existing and proposed building on the lot;

(E) show the location of all existing streets, alleys, easements for street purposes, utility and other easements, floodway management areas, and the one-percent annual chance flood plain, if applicable;

(F) show all areas proposed for dedication or reservation;

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- (G) show zoning setback and building lines for each existing and proposed building on the lot;
 - (H) show all existing and proposed points of ingress and egress and estimated peak hour turning movements to and from existing and proposed public and private streets and alleys;
 - (I) show all existing and proposed median cuts and driveways located within 250 feet of the lot;
 - (J) show all existing and proposed off-street parking and loading areas, indicating the general dimensions of parking bays, aisles, and driveways, and the number of cars to be accommodated in each row of parking spaces;
 - (K) show all existing and proposed provisions for pedestrian circulation on the lot, including sidewalks, walkways, crosswalks, and pedestrian plazas;
 - (L) indicate average daily traffic counts on adjacent streets and illustrate estimated peak hour turning movements at intersections located within 250 feet of the lot;
 - (M) show the location and indicate the type of any special traffic regulation facilities proposed or required;
 - (N) show the existing and proposed topography of the lot using contours at intervals of two feet or less. Existing contours must be shown with dashed lines; proposed contours must be shown with solid lines;
 - (O) show the existing and proposed locations for municipal solid waste containers and receptacles;
 - (P) show surrounding properties and the approximate location of buildings within a distance of 250 feet of the lot, indicating their zoning district classification. Surrounding properties may be drawn at a smaller scale than that required under Subsection (c);
 - (Q) show locations, calipers, and names (both common and scientific) of all trees near proposed construction activity (trees in close proximity that all have a caliper of less than eight inches may be designated as a "group of trees" with only the number noted); and
 - (R) contain any other reasonable and pertinent information that the director determines to be necessary for site plan review.

Residential adjacency items

If the lot has a residential adjacency as defined in Subsection (d)(3) and is not in the Oak Lawn Special Purpose District (Planned Development District No. 193), the site plan must:

- (A) satisfy the requirements of Subparagraphs (A) through (G), (J), and (N) through (Q) in the above Subsection;
- (B) show all existing and proposed points of ingress and egress;
- (C) show the existing and proposed locations for all building entrances, exits, service areas, and windows;
- (D) show the location and indicate the type, size, and height of perimeter fencing, screening, and buffering elements proposed or required;
- (E) show all provisions to be made to direct and detain storm water and to mitigate erosion both during and following the completion of construction;
- (F) show the location and indicate the type, orientation, size, and height of light standards which will illuminate any portion of a required yard;
- (G) show the location of existing and proposed signs;
- (H) show the existing and proposed locations of all exterior loudspeakers and sound amplifiers;
- (I) show the existing and proposed locations for all mechanical equipment capable of producing high levels of noise; and
- (J) contain any other reasonable and pertinent information that the director determines to be necessary for site plan review.

For purposes of this section, a lot has a residential adjacency if:

- (A) the lot is adjacent to or directly across:
 - (i) a street 64 feet or less in width; or
 - (ii) an alley from an R, R(A), D, D(A), TH, TH(A), or CH district; or
- (B) an existing or proposed building or structure on the lot is within 330 feet of a lot in an R, R(A), D, D(A), TH, TH(A), or CH district.

Table 2. - Transportation Demand Management Strategies – Menu of Options

Strategy	Sub-category	Measure	Standards	Points (max. points available for the strategy category)
1. TRANSIT	Transit fare provision	Provide employees and residents with unlimited ride transit passes	<p>.... points for:</p> <ul style="list-style-type: none"> - <u>the building owner or management company shall provide unlimited-ride transit passes to all residents and employees utilizing a program administered through the regional transit agency - DART.</u> - <u>for single-tenant non-residential uses, all full-time employees shall be provided unlimited-ride transit passes.</u> - <u>for multi-tenant non-residential uses, not less than seventy-five (75) percent of the full-time employees within the development shall be provided unlimited-ride transit passes.</u> - <u>for residential uses, unlimited-ride transit passes shall be provided to all units within the development at a rate not less than one (1) pass per unit.</u> <p>* Points awarded if a minimum of 50% of transit passes are active and in use. ** Fraction of points may be considered for those entities that renew or continually renew their subsidized transit pass program</p>	
	Transit fare subsidy	Provide employees and residents with transit fare subsidy for unlimited-ride transit passes	<p>...points for:</p> <ul style="list-style-type: none"> - <u>the building owner or management company shall provide a transit fare subsidy for unlimited-ride transit passes not less than thirty (30) percent of the cost of the transit pass to residents and employees utilizing a program administered through the regional transit agency - DART.</u> - <u>for single-tenant non-residential uses, all full-time employees shall be offered unlimited-ride transit passes at a reduced rate not less than thirty (30) percent of the cost of the transit pass.</u> - <u>for multi-tenant non-residential uses, not less than seventy-five (75) percent of the full-time employees within the development shall qualify for unlimited-ride transit passes at a reduced rate not less than thirty (30) percent of the cost of the transit pass.</u> - <u>for residential uses, unlimited-ride transit passes shall be made available to all units within the development at a rate not less than one (1) pass per unit.</u> <p>* Points awarded if a minimum of 50% of transit passes are active and in use. ** Fraction of points may be considered for those entities that renew or continually renew their subsidized transit pass program</p>	

Real-time transit information	<p><u>The development shall post real-time transit information in a public space near or at the entrance to the development.</u></p>	<p>... points for providing real-time transportation information displays, such as large screens or monitors, in prominent locations (entry/exit areas, lobbies, elevator bays) that provide up to date transit arrivals, departures, and alternative options.</p> <p>At minimum, a project should include a screen at each major entry/exit displaying transit arrival and departures for nearby transit routes (within 0.25 miles for bus routes and within 0.5 miles for DART rail station), availability and location of car-share vehicles and bike-share, and the approximate walking times to those locations.</p> <p><i>*This option may be available only for certain areas of the City – TBD</i></p>
	<p><u>Provide transit stop improvements</u></p>	<p>... points for funding for the installation or maintenance of at least three amenities at a transit stop served by a DART High Frequency route (link to the map) or a shuttle service provided by the property owner or management, within a 0.25 mile of the site. The transit stop amenities must meet applicable transit standards and with the applicable approval process by DART.</p> <p>Relevant improvements include, but are not limited to:</p> <ul style="list-style-type: none"> · Seating · Waste receptacles, maintained by the development site's owner or management · Lighting · Other amenities, with documented evidence to support their impact on increased transit service ridership
	<p><u>Provide employees / residents with information on available travel options.</u></p>	<p>... points for providing TDM promotions, welcome packets</p> <ul style="list-style-type: none"> - TDM promotions should encourage alternative modes through methods such as targeted messaging and communications campaigns, incentives, giveaways, and competitions. - Welcome packets should be provided to all new residents/employees with information on alternative transportation options for accessing the project site and details on any transportation benefits offered. The packet should provide options for major destinations such as nearby transit centers and shopping including specific transit and bicycle routes. <p>.... points for providing the above, and personal consultation to each new resident / employee.</p> <p>... points for maintaining a website/webpage with actualized information with information for alternative transportation options for accessing the project site and details on any transportation benefits offered.</p> <p>... points for providing the option for enrolling all the dwelling units in a Transportation Management Platform (TMP), which offers commute planning functionality, parking management, and transit information online and through mobile applications.</p>

Strategy	Sub-category	Measure	Standards	Points <i>(max. points available for the strategy category)</i>
2. SHARED MOTORIZED MOBILITY	Shared vehicles	<u>Provide shared vehicles for employees / residents</u>	<p>...points for: - <u>non-residential uses</u> shall provide one (1) shared vehicle per every one-hundred thousand (100,000) square feet of non-residential space, but not less than one (1) vehicle, when the non-residential use requires a travel demand management plan. - <u>residential uses</u> shall provide a minimum of one (1) shared vehicle per every one hundred (100) dwelling units when the residential use requires a travel demand management plan, but not less than one (1) shared vehicle.</p> <p><i>A shared vehicle means pool car, fleet car - company-owned fleet of vehicles</i></p>	
	Car-share	<u>Provide membership to a car-share service for resident / employees and/or residents</u>	<p>.... points for proactively offering complimentary annual car-share membership to each resident / employee, at least once annually. New residents / employees should be offered membership upon move in if an internal request deadline has passed. In order to satisfy this measure, the property owner should cover the annual membership and any one-time application fees for a car-share program.</p> <p><i>(Car-sharing, or car-share, refers to a kind of short-term car rental, aimed at replacing car ownership. Instead of owning a car, becoming a car-share member gives access to a fleet of different types of cars that can be used for as little as an hour.)</i></p>	
	Carpool incentives	<u>Facilitate carpooling/vanpooling by matching potential riders</u>	<p>...points for enrolling employees in an external (such as DART GoLink or VanPool, or any other) or internal (offered and supported by the employer) online ride matching service, that connects people through a secure network to post and search for shared rides.</p> <p><i>(Carpooling (also car-sharing, ride-sharing, and lift-sharing) is the sharing of car journeys so that more than one person travels in a car, and prevents the need for others to have to drive to a location themselves.)</i></p>	
	Shuttle/connector bus service	<u>Provide shuttle service for use by employees, residents, and/or guests.</u>	<p>... points for providing the shuttle service at one hour or less from 8:00 a.m. to 7:00 p.m. on weekdays. points for providing the shuttle service at 45 minute or less on weekdays and at one hour or less headways on weekends from 8:00 a.m. to 7:00 p.m. ... points for providing the service at 30 minute or less during peak hours and at one hour or less during off-peak hours from 8:00 a.m. to 7:00 p.m. on weekdays. Pick-up/drop-offs at</p>	

			<p>places of employee commute trip generation (i.e. residential developments) may occur at a one-hour frequency and are not required during off-peak hours. ... points for providing the service at 15 minute or less during peak hours and at 30 minute or less headways during off-peak hours from 8:00 a.m. to 7:00 p.m. on weekdays. Pick-up/drop-offs at places of employee commute trip generation (i.e. residential developments) may occur at a one-hour frequency and are not required during off-peak hours.</p> <p>... points for enrolling employees in a DART shuttle service.</p> <p><i>*In order to earn point credit, the program must purchase or lease vans for employee shuttle / bus connector use and pay for the mileage and maintenance of the vehicles. *Employer based shuttles should serve key transit hubs, destinations relevant to the business, pertinent commercial centers, and relevant places of employee commute trip generation (during peak hours). Residential-based shuttles should serve key transit hubs, commercial centers, and relevant civic destinations. The service should be provided free of charge to all residents, employees, tenants, and visitors. *Option may be available only to certain locations in the City – TBD.</i></p>	
		<u>Guaranteed-Ride-Home.</u>	<p>.... points for employer-provided benefit that allows for a set amount of free taxi rides or use of car-share vehicles for unplanned trips home that cannot be accommodated by the employee’s normal commute mode (e.g., working late past last scheduled bus, carpool passenger with sick child at school).</p>	
		<u>User Information.</u>	<p>... points for employer-provided information on available alternatives to driving alone via use of print marketing, information kiosks, websites, ride-matching services, and/or participating in employee-oriented informational/educational sessions on available transportation options.</p>	
Strategy	Sub-category	Measure	Standards	Points (max. points available for the strategy category)
3. ELECTRICAL VEHICLES	Charging stations	<u>Provide electrical vehicle charging stations</u>	<p>... points for providing installation of electrical vehicle charging station for ten percent (10%) of the parking spaces provided. ... points for providing installation of electrical vehicle charging station for more than twenty percent (20%) of the parking spaces provided.</p> <p><i>*The charging stations must be capable of L2 electrical service and charging equipment operating on 208/240v outlets. Developments qualifying for this measure must comply with the design standards for parking, as included in the code.</i></p>	
	Electrical vehicles	<u>Provide electrical vehicle fleet for shared mobility</u>	<p>... points for providing any type of shared motorized mobility options with electrical vehicles</p>	

Strategy	Sub-category	Measure	Standards	Points <i>(max. points available for the strategy category)</i>
4. MANAGEMENT	Access and mobility storage management	<u>Mobility wayfinding and availability signage for shared or remote parking, large parking lots and garages</u>	<p>...points for:</p> <ul style="list-style-type: none"> - display panels to indicate all types of transportation-related options available on site, and to and from the site. - interactive system to indicate availability of supply of parking (interactive boards or indicators for each parking spot). - mobile apps 	
	Reserved parking	<u>Convenient location of parking for shared mobility vehicles</u>	<p>... points for reserved parking for car-shared vehicles, shuttle, or bus services. ... additional points if they are reserved closer to the main entrance. This should not conflict with parking spaces reserved for the handicapped or other specific priority purposes. ...points for convenient location for compact parking within a certain distance from main access into the building. ... points for designated charging areas for electric vehicles closer to the main entrance. This should not conflict with parking spaces reserved for the handicapped or other specific priority purposes.</p> <p style="background-color: #e0e0e0; padding: 2px;">*For visitor parking to encourage and support shared mobility; identifiable by the logo on the car.</p>	
	Drop-off/pick-up location	<u>Convenient designated and managed drop-off and pick-up areas</u>	<p>... points for providing designated / reserved location for convenient locations for passenger loading/unloading and waiting areas for carpool riders and vehicles, taxi-type services (DART GoLink and VanPool) – designated short-term parking (under 1-hour) spots or waiting areas may be included.</p> <p style="background-color: #e0e0e0; padding: 2px;">*Convenient meaning located near the main entrance of the building, or with easier access). This should not conflict with parking spaces reserved for the handicapped or other specific priority purposes. *Where conflicts with transit station locations, transit stations are a priority. Location of these shall not conflict with transit station. *For visitor parking to encourage and support shared mobility.</p>	
	Management Entity	<u>Transportation Management Authority – or similar type of organization</u>	<p>... points for maintaining a full membership and actively participate in the activities and services provided by an established TMA as a proven-effective means of enhancing benefits of the TDM Strategy measures.</p>	
	Benefit and reinvestment district	<u>Participation in a PBD or any type of benefit and reinvestment district</u>	<p>... points for being part of an active Parking Benefit District or any type of benefit and reinvestment district that is actively managing and investing in transportation within the district (PBD, PID, PO,)</p>	

Strategy	Sub-category	Measure	Standards	Points <i>(max. points available for the strategy category)</i>
	Zero vehicle parking	<u>No parking provided off-street</u>	... points for zero parking spaces provided for motor vehicles for the developments located within 0.25 miles for bus routes and within 0.5 miles for DART rail station. Accessible spaces, spaces for shared vehicles, and up to three (3) temporary drop-off and pick-up spaces shall be exempt from this requirement.	
Strategy	Sub-category	Measure	Standards	Points <i>(max. points available for the strategy category)</i>
6. LOADING AND DELIVERY SERVICES	Delivery services	<u>Provide staffed reception desk, delivery lockers, or other amenities</u>	... points for providing at least two of the following: <ul style="list-style-type: none"> · Staffed reception desk · Lockers for delivered packages / and goods · Temporary storage for package deliveries, laundry deliveries, or other deliveries · Temporary refrigeration for grocery deliveries 	
		<u>Accommodate delivery services that reduce VMT from single stop motorized deliveries</u>	... points for accommodating services (minimally provided during normal business hours), which may include deliveries by: <ul style="list-style-type: none"> · Bicycle · On foot · In a delivery vehicle that makes multiple stops per delivery run 	
		<u>Provide off-street drop-off / pick-up space</u>	... points for providing off-street drop-off / pick-up spaces for all mobility types (trucks included). The location and design shall comply with the parking design standards.	
	Loading management	<u>Provide hours of operation for loading operations</u>	... points for display panels to indicate and restrict hours of operation for loading services.	
		<u>Provide shared / flexible areas for short/quick loading</u>	... points for designated short-term loading areas for quick deliveries in areas that can be used for other transportation needs at different times.	

Strategy	Sub-category	Measure	Standards	Points (max. points available for the strategy category)
7. PEDESTRIAN	Pedestrian realm improvements	<u>Provide additional pedestrian improvements</u>	<p>... points for:</p> <ul style="list-style-type: none"> - Improvements shall be implemented in the public right-of-way that support pedestrian activity and exceed minimum requirements per the Dallas Street Design Manual, as amended, as approved by the Director. In addition to any additional improvements determined by the Director, the development shall provide a minimum of two (2) of the following three (3) enhancements: <ul style="list-style-type: none"> · A widened sidewalk that brings a substandard pedestrian space into compliance with the Street Design Manual, as amended Sidewalks must be paved with materials that meet or exceed city standards for sidewalk finishes. · Street trees and landscaping installed in an enhanced planting bed per Article X. · Street furniture appropriate for the site context, not disrupting the pedestrian walkways. Street furniture: benches / seating areas, trash receptacles, ... <p>*Qualifying sites for this option must be on routes to major destinations: bus/transit stops, schools, libraries, parks, and other high pedestrian generated destinations. *Where conflicts with transit station, transit stations are a priority. Location of these shall not conflict with transit station.</p>	
Strategy	Sub-category	Measure	Standards	Points (max. points available for the strategy category)
8. BICYCLE	Bicycle facilities	<u>Provide shower and locker facilities, and long-term bicycle parking</u>	... points for providing shower and locker facilities when bicycle parking is provided.	
	Bicycle maintenance station	<u>Provide bicycle repair stations, tool stations</u>	<p>.... points for providing a bicycle repair station on-site in a covered area such as a bicycle storage room or garage. Tools and supplies should include, at minimum, those needed to fix a flat tire, adjust a chain, and performing other basic maintenance. Available tools should include, at minimum, a bicycle pump, wrenches, a chain tool, tire levers, hex keys/Allen wrenches, screwdrivers, and spoke wrenches. Although not required, vending machines selling items such as bike tubes, patch kits, lights, locks, hand warmers, and other bicycling gear can be paired with repair stations.</p> <p>... points for providing bicycle maintenance services on-site. Bicycle maintenance services should include, at minimum, a staffed facility providing basic bicycle maintenance services available to the public. Services can also include the sale and rental of bicycle parts, bicycling gear, and tools.</p>	

	Additional bike storage	<u>Provide bicycle storage/parking at a greater rate than otherwise required by this zoning ordinance</u>	<p>.... points for providing bicycle parking spaces equivalent to at least 150% of that required by Code.</p> <p>.... points for providing bicycle parking spaces equivalent to at least 200% of that required by Code.</p> <p>.... points for providing bicycle parking spaces equivalent to or greater than 250% of that required by Code.</p> <p><i>*(1 parking space = 6 bike parking spaces (2.5'x6'); *per current code, bike parking tied to provided car parking. If approved, the bike parking section needs changes)</i></p>	
	Provided shared micro mobility fleet	<u>Provide shared micro-mobility (bicycles, scooters) stations.</u>	<p>... points for providing one shared bicycle for every 30 dwelling units up to a total of six shared bicycles/scooters. Additional long-term parking should be provided for these bicycles in a secure area such as a bicycle cage. The property owner is encouraged to provide locks, lights, and baskets to facilitate the use of the bicycles.</p> <p>.... points for providing one shared use bicycle for every 25,000 square feet of occupied floor area up to a total of 25 shared bicycles/scooters. Additional long-term parking should be provided for these bicycles in a secure area such as a bicycle cage. The property owner is encouraged to provide locks, lights, and baskets to facilitate the use of the bicycles.</p> <p><i>*Applies for private fleet to each development.</i></p>	
	Bikeshare / Scootershare	<u>Offer bike-share membership, or financial incentives for use on applicable shared micro-mobility services, to employees and/or residents.</u>	<p>.... points for proactively offering complimentary annual bike share membership to each dwelling unit, at least once annually. New residents should be offered membership upon move in if an internal request deadline has passed.</p> <p>.... points for proactively offering complimentary annual bike share membership to each employee, at least once annually. New employees should be offered membership upon hire if an internal request deadline has passed.</p> <p>.... additional points for providing the above if the site is within 1,500 feet of an existing or planned bike share station.</p>	
	Special bike parking	<u>Provide monitored bicycle parking for events.</u>	<p>.... points for sites hosting events that provide monitored bicycle parking areas during events. This service must be available to visitors at least one hour before event start times, through at least 30 minutes after event end times. Monitored bicycle parking must be located within a one block radius of a regular venue entrance.</p>	
	New, city approved bicycle path	<u>Provide support for the building and repair of off-site city-approved bicycle trails / paths / lanes</u>	<p>... points for providing offsite bike path/lane improvements during construction of project</p>	

Strategy	Sub-category	Measure	Standards	Points (max. points available for the strategy category)
9. PRICING OF PARKING	Unbundling	<u>Parking spaces for residential units shall be leased or sold separately from the rental or purchase price of the housing units.</u>	<p>.... points for detaching the cost of all parking spaces from all residential lease or purchase fees for the life of the project, when the site is located within 0.25 miles for bus routes and within 0.5 miles for DART rail station. No units should be marketed with the amenity of “free parking” or similar terms. Unbundled spaces should be leased or sold separately so that residents have the option of renting or buying a space at an additional cost, thus presenting a cost savings by opting out of renting or purchasing a parking space.</p> <p>*Points for this strategy shall not be awarded for both this strategy and the Zero Vehicle Parking strategy.</p>	
	Parking cash out	<u>Where free parking spaces are provided, give employees the option to receive the cash value of their parking in-lieu of a parking space.</u> points for promoting and providing all employees eligible for subsidized or free parking with the choice of forgoing a parking space in exchange for a cash payment equivalent to the cost borne by the employer for providing the space.	
	Price parking	<u>Price parking at hourly or daily rates, and do not provide weekly, monthly, annual, or other long-term parking pass options.</u>	<p>... points for pricing all available parking at hourly or daily rates. In order to meet this requirement weekly, monthly, and/or annual parking passes may not be made available. This may include:</p> <ul style="list-style-type: none"> · <u>Charging employees for daily parking</u> · <u>Implementing market or dynamic rate pricing</u> · <u>Validating parking for invited guests only</u> <p>...points for allowing employees to purchase individual days of parking on a pro-rated basis comparable to monthly rates; providing a few free days of parking each month for employees who usually commute using a non-SOV mode; offering lower parking rates to carpools and vanpools; offering cash in lieu of free parking and allowing employees to make the choice.</p>	

Strategy	Sub-category	Measure	Standards	Points <i>(max. points available for the strategy category)</i>
PROPOSED BY THE APPLICANT	Other TDM strategy	<u>As determined by the Director</u>	<p><i>The property owner or representative may propose a travel demand management strategy not detailed in this table such as valet parking, mobility hubs, or other items as appropriate for the use and location. Points awarded shall be determined by the planning director in consultation with the city engineer.</i></p> <p><i>Based on comparison to impact on the strategy options included in the code, commensurate and comparable measures will be considered.</i></p> <p><i>Fees in lieu may be considered – details TBD</i></p>	As determined by the Director

Parking Benefit Districts

Purpose

Parking Benefits Districts (PBDs) are defined geographic areas, typically in central areas or along commercial and mixed-use corridors in which a majority of the revenue generated from on-street parking facilities within the district is returned to the district to finance neighborhood improvements.

Definitions

As used in this article, the following terms and phrases shall have the following meanings, except where the context clearly indicates a different meaning:

- *Business owner* means a person who holds title to or leases property for the purpose of operating or engaging in a trade, occupation, profession, or other lawful commercial activity.
- *Business establishment* means any building or portion thereof that contains one or more commercial uses other than a residential use.
- *Business organization* means at least fifty percent of neighboring merchants, commercial property owners, or a retail association within the District.
- *City parking facility* means property that is owned or controlled by the city and that is used, wholly or partially, for off-street motor vehicle parking, including, but not limited to, a parking lot, a surface lot, or a parking garage.
- *Director* means the director of Dallas Department of Transportation.
- *District* means a Parking Benefit District.
- *Neighborhood organization* means an organization that is registered as a neighborhood organization with the City.
- *Notice owner* means the owner of real property as shown on the records of the tax appraisal district in the county in which the property is located.
- *On-street (also "curbside") parking space* means a curbside parking space on the public right-of-way, excluding those portions of the right-of-way where the parking of any motor vehicle is prohibited.
- *Off-street paid public parking* means parking located in a City owned garage or surface lot for which payment is required to park.
- *Projects* shall include, but not be limited to, public amenities that enhance the enhance the pedestrian experience and public safety in the parking benefit district, such as: increased security, sidewalk and pedestrian walkway improvements, street maintenance, streetlights, landscaping, parking studies, parking facilities, improvements that promote walking, cycling, and the use of public transportation, and information to identify and inform the public of the PBD.
- *Resident* means the owner or tenant of residential property.

Parking Benefit District

A PBD is an area defined by a separate ordinance, consisting of a geographic area that may include a mix of retail, entertainment, commercial, medical, educational, civic, and residential uses, in which Council finds that traffic flow on the public streets requires a higher level of management than commonly provided, and where Council finds on-street parking meters will aid traffic flow goals. Also, where Council also finds a percentage of funds from paid on-street parking and off-street paid public parking within the District may be used to undertake improvement projects that assist in managing the flow or demand for travel to confer public benefits within the District.

Eligibility for PBD

Eligible projects and expenses may include improvements or on-going maintenance of District features that aid in the management of the flow of traffic within the PBD. All projects shall be approved by the Director in accordance with City policies and procedures.

Funds from the paid parking spaces may be used in conjunction with other city funds available for neighborhood improvements within the district.

Parking Benefit District Requirements

A District must include at least (a set number TBD) of on-street paid parking spaces or a set number (TBD) of off-street paid parking spaces, the minimum number of spaces required to pay for the expenses of maintaining and operating pay stations, meters, and public surface lots and garages in the District.

At the time that a District is created, the required on-street paid parking may include both existing and new spaces.

A set percent of the funds from the paid on-street or off-street public parking within the district that is in excess of the cost of maintaining and operating parking stations, meters and garages shall be set aside to pay for improvements within the District. The percentage will be determined with the District's enabling ordinance.

The director shall determine the timing and order in which the improvements identified in the ordinance creating the district will be initiated.

Unless terminated by Council, a District shall remain in existence. The City may terminate a District if paid parking spaces do not generate more than the amount needed to pay all annual expenses.

Application to create a PBD

The director may initiate the process to create a PBD, or a representative of a business organization, a representative of a neighborhood organization, real estate developer, or other area stakeholders, whose boundaries are completely or partially located within the proposed District, may file an application for a District with the director. The director may also partner with a business organization, real estate developer, or other area stakeholders to initiate the process to create a District.

Pre-application requirements

A pre-application meeting with the Director's staff is required.

A pre-application community meeting is required.

- The applicant shall convene a community meeting at least 2 weeks before an application for the creation of a district is submitted to the Director.
- Not later than a set number of days (TBD) before the community meeting, the applicant shall coordinate with staff to send notification of the meeting to all registered neighborhood organizations whose boundaries are located completely or partially within the proposed district. A notice provided shall include the time, date, location, subject matter, and applicant contact information.

Application requirements

The Director shall establish the submittal requirements for an application for the creation of a PBD and for the modification of an existing District.

Application review

The Director shall review each application for the creation or modification of a PBD and provide the approval body with a recommendation on the application.

An ordinance adopted by Council to create a PBD shall include a list of improvements to be funded by fees from the paid parking spaces.

Parking regulations

The Director shall develop regulations for on-street parking that establishes the days of the week and the times of day that on-street parking meters shall be operational and the days of the week and the times of day that parking shall be restricted to parking by permit only in a parking benefit district. The Director shall designate the areas within a parking benefit district in which a resident and/or a business owner who receives a parking permit may park.

Notice of designation

Within a set number of days (TBD) following the effective date of designation of a parking benefit district, the Director shall mail written notice to:

- (1) Each owner and the occupant of every address within the designated parking benefit district; and
- (2) Each notice owner and the occupant of every address within 500 feet outside of the boundary of the parking benefit district.

The written notice shall contain the following information:

- (1) The existence and boundaries of the parking benefit district;
- (2) The effective date of the parking regulations;
- (3) The location of the on-street metered parking spaces; and
- (4) The location of the parking spaces restricted to parking by permit only.

In the event that the boundaries of the district change or additional contiguous areas are restricted to permit parking, the parking official shall mail a written notice containing the same information as in the above section to:

- (1) Each owner and the occupant of every address within the newly designated parking benefit district boundaries or additional contiguous areas restricted to permit parking; and
- (2) Each notice owner and the occupant of every address within a set distance TBD of the newly designated parking benefit district boundaries or additional contiguous areas restricted to permit parking.

Disposition of revenue

A percentage of fees and revenues generated from the use of on-street parking meters in a parking benefit district and the issuance of permits under this article shall be allocated to the parking benefit district. A percentage of the fees and revenues generated from the issuance of parking citations in a parking benefit district shall be allocated to the parking management special revenue fund.

All the total combined fees and revenue of a parking benefit district and the parking management special revenue fund shall be first expended to defray the total administrative costs, signage, enforcement, debt service, and the installation, operation and maintenance of on-street parking meters placed in service in a parking benefit district on or after the effective date of designation of the parking benefit district. The total administrative costs shall be shared and paid through a parking benefit district and from the parking management special revenue fund in proportion to the total combined fees and revenue generated by or deposited into each, respectively for the previous year.

A percentage of fees and revenues in excess of the total administrative costs shall be applied to the projects recommended by the advisory committee. The remaining funds shall be deposited in the parking management special revenue fund.

The threshold amount of net revenue (the remaining total combined fees and revenue of a parking benefit district and the parking management special revenue fund after the total administrative costs are paid) that must be generated before a project may be initiated is \$XXXX.

Fees and revenue generated from a parking benefit district may be used in conjunction with other public funds or public-private partnership funds available for projects to benefit the district.

In the event that a parking benefit district is terminated, any fees and revenues generated from the use of on-street parking meters in the parking benefit district that have not been expended shall be transferred to the parking management special revenue fund.

Surrounding area may be designated as a residential parking permit area

Areas within a set distance to be determined by the enabling ordinance, outside of the boundary of the PBD may be designated as a residential parking permit area pursuant to Dallas City Code.

Advisory Committee

An Advisory Committee for each PBD will be appointed by the City Council. The Advisory Committee will make recommendations to the City Council on issues relating to the parking benefit district, including: potential projects to be funded with revenue generated from the parking benefit district, the timing and order of such projects, changes to the on-street parking meter and permit fees, and the allocation and management of permits.

The committee shall adopt administrative procedures applicable to its own governance as are necessary or convenient to accomplish the purposes set out in this division.

APPENDIX 1 CURRENT PARKING RATIOS PER CODES

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

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

USE	Allowable Districts	Chapter 51A	Chapter 51
Pathological waste incinerator	SUP: IR, IM	1/1,000sf	
Temporary concrete or asphalt batching plant	by BO	min. 2 spaces-See Ch.51A	
4.204 INSTITUTIONAL & COMMUNITY SERVICES USES			
Adult day care facility	RR, CR, CS, CA, MU, MC, U Lmtd: MF-3, MF-4, O SUP: res distr	1/500sf	1/500sf
Cemetery or mausoleum	SUP: in all res and non-r; except P and U	2 spaces	2 spaces
Childcare facility	CR, RR, CS, ind, CA, MU, MC, U Lmtd: MF-3, MF-4, O SUP: res	1/500sf or by SUP	1/500sf
Church	SUP: in all res and non-r; except P	1/333sf if <5,000sf and in a mall 1/4 seats or 1/18" of fixed bench or 1/28" of bench	1/4 seats or 1/18" of fixed bench or 1/28" of bench
College, university or seminary	A, LO, MO, GO, CR, RR, CS, ind, CA, MU, MC, U SUP: R, D, TH, Ch, MF, NO, NS	1/25sf (classroom)	0.4/fixed seat; 0.4/7sf of seating area
Community service center	RR, IR, CA-2, SUP: res, O, NS, CR, CS, LI, CA-1, MU, MC, U	1/200sf	1/200sf
Convalescent and nursing homes, hospice care, and related institutions	MF, CA, MU, U SUP: A, TH, CH, RAR: MF, MU	0.3 per each bed	0.3 per each bed
Convent or monastery	A, MF, O, retail, CS, CA, MU, MC, U SUP: R, D, TH, CH	1 per each 3 residents; a min of 2 spaces req.	1 per each 3 residents; a min of 2 spaces req. Rectory: same as per DU in the zoning district
Foster Home	CH, MF, CA-2, MU, SUP: A, R, D, TH, MH, CA-1	2 spaces	2 spaces
Halfway house	SUP: LI, RR, CS, MU-2, MU-3, CA	determined by the SUP-see Chapter 51	by SUP
Hospital	GO, RR, CS, LI, IR, CA, MU-3, SUP: A, MO, CR, IM, MU-1, MU-2, MC, U RAR: GO, RR, CS, LI, IR, MU-3	1 per each patient bed	1 per each patient bed
Library, art gallery or museum	O, retail, CA, MU, MC, U SUP: res	Library 1/500sf; Art gallery or museum 1/600 sf	1/500sf Wax museum: 1/100sf

USE	Allowable Districts	Chapter 51A	Chapter 51
Public or private school	A, O, retail, CS, CA, MU, MC, U SUP: R, D, TH, CH, MF, MH, ind RAR: A, O, retail, CS, MU, MC, U open enrollment charter: SUP: res, O, retails, CS, ind, CA, MU, MC, U	1.5/kinder/elem. classroom; 3.5/junior high/middle classroom; 9.5/senior high classroom or by SUP	
4.205 LODGING USES			
Hotel or motel	RAR: MO, GO, RR, CS, LI, IR, IM, CA, MU-1 -2 -3, MC SUP: CR SUP: if less 60 rooms	1 per each unit (1-250); 0.75 per each unit (251-500); 0.5 per all units above 500; 1/200sf of meeting rooms	1 per each unit (1-250); 0.75 per each unit (251-500); 0.5 per all units above 500
Extended stay hotel or motel	SUP: MO, GO, RR, CS, ind, CA, MU, MC	1/each unit (1-250); 0.75/each unit (251-500); 0.5/all units above 500; + 1/200sf of area other than guest rooms	1/each unit (1-250); 0.75/each unit (251-500); 0.5/all units above 500; + 1/200sf of area other than guest rooms
Lodging or boarding house	MF-2 -3 -4, RR, CS, LI, IR, CA, SUP: CR, IM	1/each guest room	1/each guest room
Overnight general-purpose shelter	under 20 guests: SUP: LO, MO, GO, CR, RR< CS, LI, IR, CA, MU-2 -3, MC over 20 guests: SUP: GO, CS, LI, IR	0.0025/bed + 1/200sf of office or program service area	0.0025/bed + 1/200sf of office or program service area; min 4
4.206 MISCELLANEOUS USES			
Attached non-premise sign	express authorization SUP: O, retail, CS, ind, CA, MU, MC	none	
Carnival or circus (temporary)	by BO	25 spaces per acre	none Rodeo: 1/3seats Fairgrounds: 25/acre
Detached non-premise sign		none	
Hazardous waste management facility	IR, IM	1/1,000sf	
Placement of fill material	SUP in all distr	none	
Temporary construction/sales office	in all, except P	none	none
4.207 OFFICE USE			
Alternative financial establishment	SUP: non res except NO, NS, MU-1, UC-1, P	1/333sf	

USE	Allowable Districts	Chapter 51A	Chapter 51
Financial institution without drive-in window	<i>in all non-r, except P</i>	1/333sf	
Financial institution with drive-in window	SUP: LO DIR: MO, GO, CR, RR, MU, CA, MC RAR: CS, ind	1/333sf	1/333sf
Medical clinic or ambulatory surgical center	<i>in all non-r, except P</i>	1/200sf	1/200sf same for optical shop, medical appliance fitting sales
Office	<i>in all non-r, except P</i>	1/333sf	1/333sf
4.208 RECREATION USES			
Country club with private membership	<i>In all non-r except P, U</i> SUP: A, R, D, TH RAR: CH, MF, MH	By SUP (or) 3/each game court; 1/additional 150sf & 5/golf court green	1/150sf +5/golf course green
Private recreation center, club, or area	GO, CR, RR, CS, ind, CA, MU, MC, U-2 -3 SUP: res except MH; NO, LO, MO, NS	By SUP (or) 3/each game court & 1/additional 150sf	1/100sf
Public park, playground, or golf course	<i>in all, except P</i> DIR: U	none	none golf course: 5/each green
4.209 RESIDENTIAL USES			
College dormitory, fraternity, or sorority house	A, MH, LO, MO, GO, CR, RR, CS, CA, MU, MC SUP: NO, NS, U	1/each sleeping room	1/2beds + 1/100sf exclusive of sleeping area college dormitory: 1/2 beds
Duplex	D, TH, CH, MF-1 -2, CA, MU Lmt: GO	2/dwelling unit	
Group residential facility	<i>min 1,000ft from another: CH, MF, CA, MU</i> <i>otherwise SUP in those distr</i>	0.25/bed + 1/200sf (office area); min 4 spaces or by SUP	
Handicapped group dwelling unit	<i>min 1,000ft from another: A, R, D, TH, CH, MF-1 -2, MH, GO, CA, MU-1</i> <i>otherwise SUP in those distr</i> GO: 5% of floor area	1/DU in R-7.5, R-5, TH 2/DU by SUP	
Manufactured home park, manufactured home subdivision, or campground	MH	1.5/each transient stand (mh park or campground); 1.5/lot mh subdivision)	

USE	Allowable Districts	Chapter 51A	Chapter 51
Multifamily	CH, MF, CA, MU, U Lmtd: GO	1/bedroom min 1space per du	
Residential Hotel	1-mile distance from another: MF-2 -3 -4, CA, MU	0.5/guest room	
Retirement housing	CH, MF, CA, MU SUP: TH, U	1/dwelling unit or suite	
Single Family	A, R, D, TH, CH, MF-1 -2, MU-1 Lmtd: GO	1 space (R-7.5A; R-5A & TH); 2 spaces (all other districts)	
4.210 RETAIL & PERSONAL SERVICE USES			
Ambulance service	RAR: CR, RR, CS, MC-3 -4 CA	1/300sf + 1/500sf (site area)	1/300sf + 1/500sf (site area)
Animal Shelter or Clinic	Without outside runs: A, LI, IR, IM, U RAR: CR, RR, CS, MU, MC With outside runs: CS, LI, IR, IM; 1,000' from res; otherwise SUP in the same SUP: A, RR	1/300 sf	1/300 sf (and veterinarian office, w/ and w/out outside runs, kennel)
Auto Service Center	RAR: CR, RR, CS, ind, MU, MC CA	1/500sf (min of 4)	inside: 1/200sf; min 4 outside: 1/500sf
Alcoholic Beverage Establishment			
Bar, lounge, or tavern and private club-bar	SUP: GO, CR, RR, CS, ind, CA, MU, MC, MF-4, LO, MO, UC-2 -3	except otherwise provided, 1/100sf; 1/500 sf for manuf. Of alcoholic bev. as acc use.	except otherwise provided, 1/100sf; 1/500 sf for manuf. Of alcoholic bev. as acc. use. Private club: 1/guest room + 1/100sf; min 10 spaces
Microbrewery, micro-distillery, or winery	RAR: ind SUP: CR, RR, CS, CA, MU, U, WMU	except otherwise provided, 1/600sf; 1/1000 sf for storage; 1/100 sf for retail sale and seating	
Business school	LO, MO, GO, CR, RR, CS, ind, CA, MU, MC, UC-2 -3 SUP: NO	1/25sf (classroom)	0.3/fixed seat; 0.3/7sf classroom
Car wash	DIR: CR RAR: RR, CS, ind, MU, MC-2 -3-4	for single unit -none; tunnel- type -3 spaces; add Chapter 51	none; stacking req
Commercial amusement (inside)	CR, RR, CS, ind, CA, MU, MC, UC-2 -3		1/100sf

USE	Allowable Districts	Chapter 51A	Chapter 51
Amusement center	SUP if min 2,500sf and within 300feet from residential district: CR, RR, CS, ind., CA, MU, MC, UC-1 -2		
Bingo Parlor	SUP: CR, UC-2 -3	1/50sf	
Bowling alley	SUP: CR, CS, UC-2 -3; if Class E: RR, ind, CA, MU, MC if within 300' res RAR: for within 300; res	6 spaces per lane	
Children's amusement center		1/200sf	
Dance hall	SUP (including Class E): CR, CS, UC-2 -3, SUP for Class E, if within 300 feet from residential district: RR, ind, CA, MU, MC RAR if SUP not required	1/25sf and	
Motor track		1/1000sf restricted track & 1/200sf floor area	
Skating rink		1/200sf	
Other uses		by SUP (or) 1/100 sf	game court: 4/game court + 1/200sf of floor area not including 400sf used for exercise or observation room and not including showers, steam, sauna, laundry,
Commercial amusement (outside)	CS, CA SUP: A, CR, RR, MU, MC DIR: CS	By SUP (or) 1/200sf + 1/400sf (site area)	1/200sf + 1/400sf site area exclusive of parking
Commercial motor vehicle parking	CS, LI, IR, IM SUP if within 500' res. in the same districts	none	
Commercial parking lot or garage	RAR: CR, RR, CS, ind, MU, MC. CA, UC	none, if in CBD- see chapter 51A	none; if CBD special req
Convenience store with drive-through	SUP: CR, RR, CS, IR, IM, MU-2 -3, MC	1/200sf	
Drive-in theater	SUP: A, CS, IM	6 spaces	
Dry cleaning or laundry store	GO, retail, CS, ind, CA, MU, MC UC no drive-through Lmtd: MF-3 -4, LO, MO	1/200sf	1/200sf Commercial: 1/500sf
Furniture Store	CR, RR, CS, ind, CA, MU, MC, UC	1/500sf; 1/1000sf for storage/warehouse not for public	1/500sf
General merchandise or food store < 3,500sf	GO, retail, CS, ind, CA, MU, MC, UC Lmtd: MF-3 -4, LO, MO	1/200sf	1/200sf

USE	Allowable Districts	Chapter 51A	Chapter 51
General merchandise or food store >3500sf	CR, RR, CS, CA, MU, MC, UC-2 -3	1/200sf	
General merchandise or food store > 100,000sf	RR, CA SUP: CR, CS, LI, MU, MC, UC	1/300sf	
Home improvement center, lumber, brick or building materials sales yard	RAR: RR, CS, ind DIR: CR	1/275sf (retail area) + 1/1,000sf (site area)	1/200sf Building repair and maintenance shop: 1/300sf
Household equipment and appliance repair	CR, RR, CS, ind, CA, MU-2 -3, MC-2 -3 -4, UC	1/200sf	1/200sf
Liquefied natural gas fueling station	LI, IR, IM, SUP: for over 4 fuel pumps or within 1,000 ft from res distr or PD with res	None	
Liquor store	CR, RR, CS, CA, MU-2 -3, MC-2 -3 -4	1/200sf	1/200sf
Mortuary, funeral home, or commercial wedding chapel	CR, RR, CS, CA, MU, MC	1/300 sf other than chapel; + 1/2 seats in chapel	1/300 sf other than chapel; + 1/2 seats in chapel (max 50% may be tandem)
Motor vehicle fueling station	CR, RR, CS, ind, CA, MU, MC Lmtd: MO, GO SUP: MF-3 -4, NS	2 spaces	
Nursery, garden shop, or plant sales	A, GO, CR, RR, CS, CA, MU, MC, UC	1/500sf + 1/2,000sf (outside sales & display area)	1/500sf + 1/2,000sf (outside sales & display area)
Outside sales	CA SUP: RR, CS	1/200sf (sales area)	1/200sf (sales area)
Paraphernalia Shop	SUP: CR, RR, CS, ind, MU	1/200sf (sales area)	
Pawn shop	CR, RR, CS, IR, IM	1/200sf	1/200sf
Personal service use	GO, retail, CS, ind, CA, MU, MC, UC Lmtd: MF-3 -4, NO, LO, MO	1/200sf	1/200sf Health Studio: 1/150sf Broadcasting or recording: 1/300sf
Restaurant without drive-in or drive-through service	GO, retail, CS, ind, CA, MU, MC, UC Lmtd: MF-4, LO, MO, SUP: NO RAR: MF-4, LO, MO, GO, retail, CS, ind, MU, MC	1/100sf (main use); 1/200 (limited or accessory use); 1/500sf (manufacture of alcoholic bev.)	1/100sf; 1/500sf area for alcohol manuf
Restaurant with drive-in or drive-through service	SUP: CA DIR: CR, RR, CS, ind, MU, MC	1/100sf (min 4 spaces); 1/500sf (manufacture of alcoholic bev.)	drive-in rest: 1/50sf; min 12ps +stacking
Surface parking	P District	none	
Swap or buy shop	SUP: CR, RR, CS, CA, MU, MC	1/200sf	
Taxidermist	CS, ind, CA	1/600sf	1/300sf

USE	Allowable Districts	Chapter 51A	Chapter 51
Temporary retail use (Includes Christmas tree lots)	CR, RR, CS, ind, CA, MU, MC, UC	1/500sf (site plan)	
Theater	CR, RR, CS, ind, CA, MU DIR: UD and limited to 1,000seats SUP: MF-4, MO, GO	1 per 28sf of seating area	min 6; stacking=10% of stall capacity
Truck stop	SUP: CS, LI, IM, IR	2 spaces	
Vehicle display, sales, and services	RAR: RR, CS, ind SUP: CA	1/500sf (floor & site area)	inside: 1/200sf outside: 1/500sf
4.211 TRANSPORTATION USES			
Airport or landing field	SUP: IR, IM	1/200sf (terminal building)	1/200sf (terminal building)
Commercial bus station and terminal	RR, CS, LI, IR, IM, CA SUP: CS when bus or shuttle or 500ft from residential DIR: RR, CA, CS if no SUP RAR: ind	1/200sf + 1/5seats of manufacturer's seating capacity -max. 5 vehicles on site during anyt one-hour time period	1/4seats in the lobby, 1/220sf café, 1/200sf excluding the bus unloading area
Heliport	SUP: RR, CS, LI, CA, MU-2 -3, MC-4 RAR: IR, IM	1/600sf (site area) min 4 spaces	1/600sf (site area) min 4 spaces helicopter base: 1/300sf terminal area exclusive of hangars, min 5ps
Helistop	SUP: A, MO, GO, RR, CS, LI, CA, MU-2 -3, MC-2 -3 -4 RAR: IR, IM	2 spaces	2 spaces
Private street or alley		none	
Railroad passenger station	CA SUP: GO, RR, CS, ind, MU-2 -3; MC-2 -3-4	1/200sf (terminal building)	1/4 seats in the lobby; 1/200sf excluding train unloading area; 1/100sf restaurant railroad team track: 2 spaces
Railroad yard, roundhouse, or shops	CA RAR: IM	1/500sf (roundhouse & shops)	1/500sf (roundhouse & shops) motor freight hauling and storage: 1/1,000sf
STOL (Short takeoff or landing) port	SUP: IM, IR, CA	1/200sf (terminal building) Min. 5 spaces	1/200sf (terminal building) Min. 5 spaces
Transit passenger shelter	in all	none	none
Transit passenger station or transfer center	CA SUP: res SUP or CC res: O, retail, CS, ind, MU, MC	none (In central area districts) other districts by SUP/CC resolution	
4.212 UTILITY AND PUBLIC SERVICE USES			
Commercial radio or tv transmitting station	GO, CR, RR, CS, ind, CA, MU, MC SUP: A, LO, MO	1/1,000sf	1/1,000sf

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

USE	Allowable Districts	Chapter 51A	Chapter 51
Freight terminal	CS, ind, CA RAR: CS, ind DIR: CA	1/1,000sf	1/1,000sf
Livestock auction pens or sheds	SUP: A, IM	1/28sf (seating area) + 1/600sf (sales area)	Livestock auction: 1/4 seats+1/600sf sales area
Manufactured building sales lot	RAR: CS, ind	1/200sf (office area); min 4 spaces	
Mini warehouse	CS, ind, CA SUP: CR, RR, MU, MC	min of 6 spaces	1/3,000sf
Office showroom/warehouse	CS, ind, CA, MU-3		
Office		1/333sf office	1/333sf office
Showroom / warehouse		1/1000sf first 20,000sfloor area, then 1/4000sf in excess of 20,000sf	1/1,000sf
Outside storage	SUP: CA RAR: CS, ind	1/5,000sf (site area) (max. 5 paces, min. 1 space)	
Petroleum product storage and wholesale	RAR: IM SUP: CA	1/2,000sf (site area) (min. 4 spaces)	1/2,000sf (site area) (min. 4 spaces)
Recycling buy-back center	RAR: ind, CA, MU-2 -3, MC-2 -3 -4 SUP: CR, RR, CS, MU-1, MC-1 household materials: SUP: CR, RR, CS, ind, CA, MU, MC industrial metals: SUP: ind	1/500sf	
Recycling collection center	RAR: ind, CA, MU-2 -3, MC-2 -3 -4 SUP: CR, RR, CS, MU-1, MC-1 household materials: SUP: CR, RR, CS, ind, CA, MU, MC industrial metals: SUP: ind	1 space min. (1 additional space req. if operated by an attendant)	
Recycling drop-off container	in all except P	none	
Recycling drop-off for special occasion collection		none	
Sand, gravel, or earth sales and storage	RAR: IM SUP: A, CS	1/2,000sf (site area) (min. 4 spaces)	
Trade center	CS, ind, CA, MU-3, MC-4	1/700sf see Chapter 51 for add regulations	1/700sf + distance req
Vehicle storage lot	IM SUP: CS	none	
Warehouse	CS, ind, CA RAR: CS, ind	1/1,000sf (up to 20,000sf); 1/4,000sf (over 20,000)	1/1,000sf (up to 20,000sf); 1/4,000sf (over 20,000)

USE	Allowable Districts	Chapter 51A	Chapter 51
4.214 ACCESSORY USES			
Accessory community center (private)	<i>SUP: R, D, TH, CH, UC</i>	1/100sf none if it is accessory to MF and for residents	1/100sf
Accessory electric vehicle charging station		none	
Accessory game court (private)	<i>all but P</i>	3/each game court	
Accessory helistop		none	
Accessory medical/infectious waste incinerator		none	
Accessory outside display of merchandise		none	
Accessory outside sales		none (first 1,000sf of sales area) 1/500sf (additional sales area)	
Accessory outside storage		none	
Book Exchange Structure		none	
Accessory pathological waste incinerator		none	
Amateur communication tower		none	
Day home		none	
General waste incinerator		<i>none</i>	
Home occupation		none	
Live Unit		1/excess of req main use	
Occasional sales (garage sales)		none	
Private stable		none	
Swimming pool (private)		none	
Pedestrian skybridges		none	