

## Proposed Draft Ordinance (no strikethrough redlines)

### Article 4.3 PARKING AND LOADING (DRAFT)

#### A. Applicability

The regulations in this article shall apply to all zoning districts, for every use, when a building or structure is erected, enlarged or increased in capacity or at any time a different use is established.

1. For existing buildings that are enlarged, and no change in use occurs, additional parking spaces shall be required for the enlarged portion in accordance with this ordinance.
2. When the occupancy of any building is changed to another use, parking shall be provided to meet the requirements of this article for the new use.

#### B. Parking Space

For purposes of determining compliance with this article, a “parking space” shall mean an enclosed or unenclosed all-weather surfaced area (including permeable pavement surfaces as outlined in Section 4.3.J.2), measuring minimum nine (9) feet by 18 feet (except as provided for in Section 4.3.D.), not located on a public street or alley, together with an all-weather surfaced driveway (including permeable pavement surfaces as outlined in Section 4.3.J.2), connecting the area with a street or alley permitting free ingress and egress without encroachment on the street or alley. Any parking space adjacent to a public street where maneuvering on the public street is required to access and enter the parking space shall not be classified as an off-street parking space when computing the parking requirements for any use, unless authorized by another ordinance.

#### C. Parking Ratios

1. Parking shall be provided on the lot or tract occupied by the main use(s) for which parking is required or shall be located in accordance with Off-Site Parking requirements in Section 4.3.E.
2. **Calculation of Parking**
  - a. In computing the parking requirements for any building or development, the total parking requirements shall be the sum of the specific parking space requirements for each use included in the building or development.
  - b. The floor area of a structure devoted to off-street parking shall be excluded from the total building gross floor area when computing the off-street parking requirements of any use.
  - c. In computing the number of parking spaces required for each use "floor area" shall mean the gross floor area (GFA) of the specific use.
  - d. In computing the required number of off-street parking and loading spaces, fractional spaces shall be rounded up to the nearest whole space.

#### 3. Residential Uses

The minimum off-street parking spaces required for residential uses are as follows:

Use	Minimum Parking Spaces Required
One-Family Attached Dwelling	2 spaces per dwelling unit
One-Family Detached Dwelling	2 spaces per dwelling unit
Two-Family Dwelling	2 spaces per dwelling unit
Multiple-Family Dwelling or Apartment Dwelling	2.25 spaces per dwelling unit

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**4. Non-Residential Uses**

- a. The following table establishes the minimum parking requirements for non-residential uses listed below.

<b>Use</b>	<b>Minimum Parking Spaces Required</b>
Adult Day Care Center	One space per 500 sq ft of GFA
Animal Clinic or Hospital	One space per 450 sq ft of GFA
Art Gallery or Museum	10 spaces plus one per 450 sq ft of GFA
Banquet Hall or Event Center, Indoor	One space per 400 sq ft of GFA
Bar or Tavern or Private Club	One space per 400 sq ft of GFA
Brewery or Brewpub	One space per 600 sq ft of GFA
Commercial Amusement (Indoor or Outdoor)	One space per 1000 sq ft of GFA
Distillery	One space per 600 sq ft of GFA
Furniture Store	One space per 800 sq ft of GFA
Gasoline Service Station	Minimum of 6 spaces
Hospitals	One space per 2 beds
Hotel	One space per room, unit or guest accommodation plus requirements for clubs, restaurants and other uses
Manufacturing, Industrial or Warehouse/Distribution	One space per 2000 sq ft of GFA
Nursing or Residence Home for Aged	One space per 6 rooms or beds
Offices, Professional and Administrative (includes Bank or Financial Institution, Medical or Dental Clinics or Offices)	One space per 400 sq ft of GFA
Places of Public Assembly not listed	One space per 3 seats
Religious Institution or Worship Facility	One space per 5 seats in primary worship area
Restaurant	One space per 400 sq ft of GFA (excludes outdoor seating area)
Retail, General or Personal Services	One space per 400 sq ft of GFA
Retail, Warehouse	One space per 800 sq ft of GFA
School, Day Care	One space per classroom plus one space per 450 sq ft of GFA
School, Elementary or Junior High	One space per classroom, plus one space per 4 seats in any auditorium
School, High, College or University	One space per classroom, laboratory or instruction area plus one space per 2 students enrolled in the institution
Smoking Establishment	One space per 450 sq ft of GFA
Theater, Indoor	One space per 3 seats
Vehicle Repair or Maintenance	3 spaces per service bay plus one space per employee

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- b. Reduction in minimum required off-street parking may be requested and is subject to approval by Director of Planning. The Director of Planning may require a parking study and alternate parking plan prepared by a licensed transportation engineer to consider the request for reduction in parking. The study and alternate parking plan should establish that the reduction in total required parking shall not negatively affect optimum traffic flow and business operations of the property(s) in question.
  - c. **Maximum parking requirements** - The maximum number of parking spaces provided shall not exceed 125% of the minimum parking requirement for the uses listed in the table provided for in Section 4.3.C.4.a. Parking structures are exempt from the maximum limit.
5. **Parking Requirements for New and Unlisted Uses**
- a. The Director of Planning shall determine the minimum off-street parking requirements for any use not specifically listed in Section 4.3.C.
  - b. If the minimum parking requirements cannot be readily determined by the Director of Planning for a new or unlisted use, or an owner disagrees with the determination of the Director of Planning, the minimum off-street parking requirement shall be established in accordance with the process for classifying new and unlisted uses as provided for in Section 2.4A.

### D. Parking Space and Parking Lot Layout Design

On-site parking required by this ordinance shall be designed following the minimum standards outlined below in Figure 4.3-1 and Table 4.3-1.

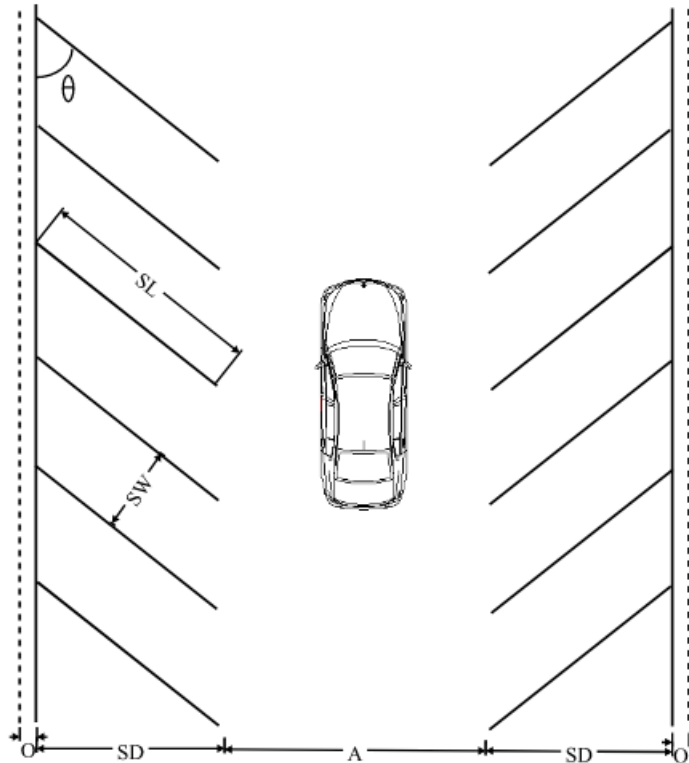


Figure 4.3-1

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Minimum Parking Space and Drive Aisle Dimensions						
Parking Angle ( $\theta$ )	Stall Width (SW)	Stall Length (SL)	Stall Depth (SD)	Aisle Width (A)		Overhang* <sup>2</sup> (O)
				One-Way* <sup>1</sup>	Two-Way* <sup>1</sup>	
30°	9 ft.	18 ft.	16 ft.-10 in.	11 ft.	20 ft.	2 ft.
45°	9 ft.	18 ft.	19 ft.	11 ft. - 10 in.	20 ft.	2 ft.
60°	9 ft.	18 ft.	20 ft. - 2 in.	13 ft. - 6 in.	20 ft.	2 ft.
90°	9 ft.	18 ft.	18 ft.	24 ft.	24 ft.	2 ft.
Parallel	9 ft.	22 ft.	22 ft.	12 ft.	24 ft.	NA

\*<sup>1</sup> In case of designated fire lane, minimum width shall be 24 ft.

\*<sup>2</sup> Overhang is required where adjacent to a required landscape edge or required sidewalk and shall be measured from the back-of-curb.

**Table 4.3 -1**

**E. Off-Site Parking**

A portion of the required off-street parking (not to exceed 25%) may be allowed off-site, subject to the Director of Planning's approval and in accordance with the following criteria:

1. On a lot or tract within five hundred feet (500') of the property boundary as measured in a straight line;
2. The lot or tract providing the additional off-site parking must have parking spaces in excess of the minimum parking required for its uses; and
3. An off-site parking easement shall be dedicated and recorded at Dallas County by a separate instrument or by plat in favor of the property owner receiving the parking, and shown on a Site Plan.

**F. Shared Parking**

Parking may be shared between two or more uses where peak parking demand occur at different times for the uses during the day allowing reduction in total required off-street parking. For purposes of this section "shared parking" means the use of same off-street parking space to satisfy the off-street parking requirements for two or more uses. Shared parking is subject to the Director of Planning's approval and shall be in accordance with the following criteria:

1. The property owner(s) shall submit a parking study and alternate parking plan prepared by a licensed transportation engineer to establish that the peak hours of parking demand from all uses sharing parking do not coincide. The study needs to show that the shared parking and resulting reduction in total required parking shall not negatively affect optimum traffic flow and business operations of the property(s) in question.
2. The Director of Planning may place limitations or other requirements deemed necessary on the parking arrangement if required.
3. The shared parking study and alternate parking plan shall be re-visited if any of existing uses change to a more intensive use requiring additional off-site parking or any use with similar peak parking demand like the existing uses.
4. Shared parking shall be permitted by agreement only. The agreement shall:

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- a. Be in writing and executed by all owners of the properties affected;
  - b. Specify the parking being shared and the hours of operation of the uses involved; and
  - c. Be approved by the Director of Planning.
5. A shared parking agreement may be amended or terminated only by an instrument approved by both the Director of Planning.
6. All shared parking must be unrestricted and accessible at all times.

### **G. Accessible Spaces**

1. When parking lots or structures are provided, accessible parking spaces shall be provided according to State of Texas Program for the Elimination of Architectural Barriers and shall conform to the Americans Disability Act (ADA) of 1991 and accessibility guidelines of the Uniform Federal Accessibility Standards as may be amended, and in accordance with the following requirements below (whichever is more restrictive):

<b>Total Parking Spaces</b>	<b>Required Minimum Number of Accessible Spaces</b>
1 to 25	1
26 to 50	2
51 to 75	3
76 to 100	4
101 to 150	5
151 to 200	6
201 to 300	7
301 to 400	8*
401 to 500	9*
501 to 1,000	2 percent of total *
1,001 and over	20, plus 1 for each 100 over 1,000 *
*One van accessible parking space shall be provided for every 8 accessible parking spaces or fraction thereof.	

2. Accessible spaces provided in accordance with this section shall count towards the required minimum off-street parking for the site.

### **H. Stacking Requirement**

1. Stacking spaces provide the ability for vehicles to queue on-site prior to receiving a service. Any time a building or structure is erected or altered, stacking spaces shall be provided for uses that include, but are not limited to, drive-through restaurants, drive-in or drive-through banks, and similar uses that allow customers or clients to receive services and/or conduct activities on the property without leaving their vehicle.
2. The following stacking spaces shall be required:
  - a. A stacking space shall be a minimum of nine (9) feet in width and 20 feet in length and shall not encroach or be located within a public street or any other circulation drive aisle, driveway, parking space, fire lane or maneuvering area.

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- b. For banks or financial institutions with drive-through facilities, one (1) space for each drive-up service window or station, plus two (2) additional stacking spaces for each service lane shall be provided.
- c. One (1) space at each automated drive-up teller machine (ATM), plus one (1) additional stacking space for each station shall be provided.
- d. For restaurants with a drive-up window, one (1) space for each drive-up window, plus five (5) additional stacking spaces shall be provided as measured from the first order board.

### **I. Off-Street Loading Requirement**

- 1. All retail, commercial, service, and industrial uses shall provide and maintain off-street facilities for the loading and unloading of merchandise and goods within the building or on the lot subject to the provisions of this Section 4.3.I.
- 2. No off-street loading area or space shall be located within a designated fire lane or otherwise encroach upon or occupy a fire lane, maneuvering aisle, or parking space.
- 3. Off-street loading spaces or truck berths shall be not less than ten feet (10.0') wide and not less than forty-five feet (45.0') long.
- 4. Loading areas or overhead rolling doors shall not be visible from public street or constructed facing a public street, unless such loading area or overhead rolling doors are screened in accordance with one or combination of any of the following (driveways are exempt from these screening requirements):
  - a. Construct a masonry screening wall not less than six feet (6.0') in height with same or similar appearance as the exterior building façade and designed by a licensed Professional Engineer (P.E) shall be constructed; or
  - b. A living vegetative screen planted on top an earthen berm not less than three feet (3') in height with a slope not exceeding 3:1 and subject to the following:
    - i. The berm shall vary in height to avoid a visual appearance of a straight-line levee.;
    - ii. Shrubs planted on top of the berm shall not be less than three feet (3') in height at the time of planting and shall be spaced so that the shrubs grow to fill in all gaps within two-years after planting;
    - iii. The berm shall be sodded with turf grasses; and
    - iv. Both the berm and the shrubs shall be irrigated with an automatic irrigation system; or
  - c. A living vegetative screen with plant material that provide appearance of solid screening not less than six feet (6') in height at the time of planting that grows to fill in all gaps within two-years after planting;
  - d. Required screening shall be provided for a linear distance equal to the length of the loading area or overhead rolling doors.
  - e. The Screening wall may be located within the required front setback area, provided that a minimum ten-feet (10') wide landscape edge is located on the outside (street side) of the screening wall, and includes shade trees of a variety as set forth in Section 4.2.K "Recommended Plant Materials" are planted not greater than 25 feet apart on center for the entire length of the distance adjacent to the screening wall.

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5. Properties with existing buildings constructed prior to October 13, 2020, with loading areas or overhead rolling doors that are currently not screened from public street view in accordance with this Section 4.3.I.4, shall be required to install screening for their entire loading areas or overhead rolling doors visible from public street view with the method described in Section 4.3.I.4, upon the occurrence of one or more of the following:
  - a. The building is damaged by fire or other cause where the cost to repair and restore the building to the condition prior to the damage plus upgrades and changes required to bring the building into compliance with the City's current construction codes exceeds 50% of the assessed fair market value of the improvement prior the date the damage occurred as determined by the most current certified tax rolls of the Dallas Central Appraisal District;
  - b. Expansion of the square footage of the building by five percent (5%) or more than the square footage of the building as it existed on October 13, 2020;
  - c. Addition of 2 or more overhead rolling doors
6. Loading spaces shall be provided in accordance with the following schedule:

<b>Retail, Commercial, and Industrial Uses</b>	
<b>Square Feet of Gross Floor Area in Structure</b>	<b>Minimum Required Spaces or Berths</b>
0 to 10,000	None
10,000 to 50,000	1
50,000 to 100,000	2
100,000 to 200,000	3
Each additional 100,000	1 additional

<b>Hotels, Office Buildings, Restaurants, and Similar Establishments</b>	
<b>Square Feet of Gross Floor Area in Structure</b>	<b>Minimum Required Spaces or Berths</b>
0 to 50,000	None
50,000 to 150,000	1
150,000 to 300,000	2
300,000 to 500,000	3
500,000 to 1,000,000	4
Each additional 500,000	1 additional

7. The Director of Planning shall determine the minimum off-street loading requirements for any circumstances not otherwise specified in this Section 4.3.I

**J. Sustainable Parking Lot Design**

Sustainable parking lot design uses innovative stormwater management practices, vegetation, and permeable paving materials to mitigate adverse environmental impacts of large expanses of paving. It helps reduce storm water run-off, manage water as a resource by promoting infiltration, protect local water quality through effective filtration and minimizes the heat island effect through effective shading.

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The maximum number of parking spaces allowed for a particular nonresidential land use as set forth in Section 4.3.C.4.c may be increased; or the required minimum number of off-street parking spaces as set forth in Section 4.3.C.4 may be reduced (not to exceed 15% reduction), by applying two or more of the following sustainable design principals:

1. **Bioswale or raingardens** – As part of the overall storm water management plan for the site, use bioswale or rain gardens to reduce storm water run-off and treat storm water through filtration.
  - a. Drainage area map and calculations shall incorporate bioswale or rain gardens proposed within the parking lot and establish positive reduction in storm water drainage and sheet flow subject to review and approval by the Public Works Director.
  - b. Plant materials installed within the depression or swale area of a rain garden shall be of native variety and shall tolerate wet roots for the amount of time the rainwater takes to drain.
  - c. Soil preparation, irrigation and fertilizer for the rain garden during installation shall be required.
2. **Permeable Pavement** – Minimum 30% of the parking lot surface shall use porous or permeable pavement to allow transmission of water to aggregate base and subsoils. Runoff shall be temporarily stored in the base for infiltration into the subsoils and/or slow released to storm drain system. The three permeable pavement systems are porous asphalt and concrete, permeable interlocking concrete pavers, and reinforced grass/gravel pavement systems. Additional types of permeable pavement may be considered subject to approval by the Director of Sustainability and Public Health and/or Public Works Director.
3. **Additional Landscaping** – Enhanced landscaping and shade trees make parking lots more aesthetically pleasing while improving property values, enhancing air quality, and reducing urban heat island effect. For the purpose of this section “additional landscaping” means landscaping provided in excess of what is required per Article 4.2 Landscaping of this chapter, both in terms of total area and number of shade trees provided. Innovative design is encouraged and the following minimum standards are required:
  - a. Parking lot interior landscape islands shall be not less than 300 square feet in size.
  - b. Each landscape island shall contain one shade tree.
  - c. A landscape planting area shall be provided between two parking rows, for the length of the parking rows, minimum 10 feet in width. One shade tree for every 25 feet shall be planted for the length of the landscape planting area.
  - d. Trees and plant materials shall be used as per Section 4.2.K “Recommended Plant Materials.”

## **K. Additional Parking Requirements**

### **1. Parking Location**

- a. Required off-street parking spaces shall be located in a manner that allows a person to maneuver a motor vehicle from each space to the nearest adjacent public street or alley without encroachment on other off-street parking spaces.



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- b. The required off-street parking spaces for new residences in the R-1 through D-2 zoning districts shall (i) be located behind the front building line, (ii) be enclosed in a garage structure suitable for vehicle storage, and (iii) not be located within the required side yard.
- c. All one-family and two-family residences with required parking spaces located in the front yard existing as of August 24, 1970, may retain and maintain the required parking in the required front yard provided the existing garage or carport is not converted into space other than vehicle storage space.

### **2. Commercial Vehicle Parking**

- a. On properties with residential uses, no off-street parking space, garage, carport or other automobile storage space or structure shall be used for the parking or storage of any commercial motor vehicle that exceeds a 10,000 Gross Vehicle Weight Rating (GVWR). A vehicle is deemed to have been “stored” if parked continuously for 48 hours or longer on the same property. With the exception of one pickup truck or van not exceeding 14,000 GVWR, with commercial signage, may be parked or stored on property.
- b. In the O, LR-1 and LR-2 districts, no parking space or other automobile storage space which is visible from the street shall be used for the storage of any commercial type vehicle that exceeds 16,000 GVWR. Pick-up trucks or passenger vans are excluded from this restriction.

### **3. Carports and Garages**

- a. On properties with one-family detached dwelling units, where existing garages or carports are closed in or converted into space for use other than vehicular storage or converted to provide additional living area in a dwelling, the required number of off-street parking spaces shall be provided behind the front building line and an enclosed garage structure suitable for vehicle storage shall be constructed which shall be capable of storing the same number of vehicles as the existing garage or carport. Head-in or dead-end parking spaces in the required front yard shall not be permitted.
- b. On properties with one-family detached dwelling units, where driveways are located in the front yard after closing in or converting a garage or carport, the driveway shall be removed or reconfigured to provide access to the required parking garage or structure behind the front building line. No head-in or dead-end parking spaces in the required front yard shall be permitted.
- c. On properties with one-family attached, two-family or multiple family dwelling units, garages, carports, or other similar structures originally intended and constructed for the parking of motor vehicles, boats, trailers or other similar items may not be converted, temporarily or permanently, to use for human habitation, storage, or any other use or purpose other than originally intended.

### **4. Screening**

Where parking for any use other than one-family or two-family dwellings is constructed adjacent to one-family or two-family dwellings, a structural masonry wall

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of at least six feet in height shall be erected by the owner of the parking for any use other than the one-family or two-family residential property.