

# Memorandum



CITY OF DALLAS

DATE June 7, 2013

TO Members of the Transportation and Environment Committee:  
Linda L. Koop (Chair), Sheffie Kadane (Vice Chair), Sandy Greyson, Delia Jasso,  
Vonciel Jones Hill, Pauline Medrano

SUBJECT **Proposed Parking Amendments – Standards for Bike Parking, Downtown Retail,  
and Mechanized Systems**

On Monday, June 10, 2013, the Transportation and Environment Council Committee will be briefed on proposed development code amendments establishing bicycle parking standards, amending the parking requirements for ground-floor retail and personal service uses in the CA-1(A) Central Area District, and establishing regulations for mechanized parking systems. The City Plan Commission recommended approval of the proposed amendments on April 18, 2013. The material is attached for your review.

Please feel free to contact me if you need additional information.

Ryan S. Evans  
Assistant City Manager

c: The Honorable Mayor and Members of the City Council  
Mary K. Suhm, City Manager  
Thomas P. Perkins, Jr., City Attorney  
Rosa Rios, City Secretary  
Craig Kinton, City Auditor  
Judge Daniel Solis, Administrative Judge  
A.C. Gonzalez, First Assistant City Manager  
Jill A. Jordan, P.E., Assistant City Manager  
Forest Turner, Assistant City Manager  
Joey Zapata, Assistant City Manager  
Jeanne Chipperfield, Chief Financial Officer  
Edward Scott, City Controller  
Frank Libro, Public Information Officer  
Theresa O'Donnell, Director, Sustainable Development and Construction  
Rick Galceran, Director, Public Works  
Stephanie Cooper, Assistant to the City Manager – Council Office

# **Proposed Parking Amendments - Standards for Bike Parking, Downtown Retail, and Mechanized Systems**

**City Council  
Transportation and Environment  
Committee**



# **Background**

In June of 2010, staff and the Zoning Ordinance Committee (ZOC) began the task of evaluating and amending the parking regulations for different uses in the Development Code. The first amendments resulting from this review process were approved on September 26<sup>th</sup> of last year. As ZOC worked through the process, other parking issues surfaced which needed to be addressed and three of those topics comprise this proposed ordinance.

# **Background**

- The Zoning Ordinance Committee considered regulations for downtown street level retail parking at three public meetings between May and June of 2012.
- The Zoning Ordinance Committee considered regulations for bicycle parking at seven public meetings between April and November of 2012.
- The Zoning Ordinance Committee considered regulations for mechanized parking at four public meetings between November of 2012 and February of 2013.
- On April 18 of 2013 the City Plan Commission voted 15 to 0 to recommend approval of the proposed amendments.

## **Bicycle Parking Regulations**

### **Bicycle Parking Regulations:**

- Establishes minimum bicycle parking requirements;**
- Establishes location and dimensional standards for bicycle parking; and**
- Grants reductions to off-street parking for providing bicycle parking.**

## **Bicycle Parking Regulations – cont.**

# **Background**

- In April of 2008, the City Council adopted the Green Building Code Guidebook which promotes the provisions of bicycle parking and storage by offering credit points towards meeting the Green Building Certification when bicycle parking is provided.
- In June of 2011, the Dallas City Council adopted the 2011 Dallas Bike Plan and an Addendum which supports the Dallas Complete Streets initiative. These plans not only set forth a well-defined network of bicycle pathways, but also provides bicycle parking facility design guidelines.

## **Bicycle Parking Regulations – cont.**

# **Background**

- Currently the City does not require bicycle parking. Some Planned Development Districts and the form base code incentivize bicycle parking by allowing reductions in off-street parking for providing bicycle parking.

## **Bicycle Parking Regulations – cont.**

### **CPC Recommendations**

Spaces required:

- 1 bicycle parking space to be provided per 25 required off-street automobile parking spaces with a minimum of 2, whichever is greater.
- No more than 30 bicycle parking spaces shall be required on any one property.
- For every 10 bicycle spaces, 2 must be available for guests or visitors.



## **Bicycle Parking Regulations – cont.**

# **CPC Recommendations**

Uses that are exempt:

- Agricultural uses
- Utility and public service uses
- Wholesale, distribution and storage uses
- Mobile home park, subdivision or campground
- Drive-in theater
- Uses that require four spaces or less of off-street parking

## **Bicycle Parking Regulations – cont.**

# **CPC Recommendations**

### Location:

- Must be visible from the primary building entrance. Otherwise, directional signage is to be posted at the entrances to automobile parking.
- Bicycle parking spaces must be connected to the entrance by a pedestrian pathway.

## **Bicycle Parking Regulations – cont.**

# **CPC Recommendations**

Location (cont.):

- Must be protected from motor vehicles to prevent damage to bicycles.
- May not impede pedestrian circulation or reduce the pedestrian space to less than the minimum required sidewalk width.
- A minimum of 2 ½ feet by 6 feet must be provided for each bicycle parking space.

## **Bicycle Parking Regulations – cont.**

# **CPC Recommendations**

Location (cont.):

- Bicycle racks must be securely anchored and spaced:
  - 4 feet apart when placed parallel
  - 7 feet apart when placed linear



## **Bicycle Parking Regulations – cont.**

### **CPC Recommendations**

- A waiver may be obtained if due to existing site constraints meeting the requirements would:
  - interfere with minimum requirements for pedestrian or vehicle maneuvering,
  - would otherwise be contrary to public safety, or
  - the building site only has access from a roadway where riding a bicycle is prohibited per the Dallas City Code.

## **Bicycle Parking Regulations – cont.**

### **CPC Recommendations**

Required off-street parking may be reduced:

- 1 space per 6 Class I bicycle parking spaces provided.
- 1 space per 4 Class II bicycle parking spaces provided.
- A minimum of 20 off-street parking spaces are required in order to receive a reduction.

## **Bicycle Parking Regulations – cont.**

# **CPC Recommendations**

Reductions (con't.):

- Off-street parking reduction may not exceed 5% of the total required off-street parking spaces.
- However, an additional reduction of 5% may be obtained if showers, lockers and changing facilities are provided for bicycle riders.

# **Class I Bicycle Parking**

Unclosed, where one or both wheels and the frame can be secured to a rack with a user supplied lock.





## **Class II Bicycle Parking**

Enclosed within a building or structure designed for increased security from theft and vandalism such as locked storage rooms, check-in systems or bicycle lockers.



## **CA-1(A) Central Area District Parking Amendments**

Reduces parking requirements for ground-floor retail and personal service uses in the CA-1(A) Central Area District.

## **CA-1(A) Central Area District Parking Amendments – cont.**

# **Background**

- On April 13, 2011, City Council adopted the Downtown 360 Plan which encourages active street level retail uses including kiosk type structures.
- The Downtown parking standard of 1 space per 2,000 square feet for new construction space would potentially apply to retail kiosks.

## **CA-1(A) Central Area District Parking Amendments – cont.**

### **Background**

- Retail kiosks, and smaller downtown retail in general, are not anticipated to generate any independent automobile trips to Downtown.
- Street level retail primarily serves downtown residents and employees.
- This type of retail contributes to pedestrian traffic by activating streets and creating destinations at street level.

## **CA-1(A) Central Area District Parking Amendments – cont.**

### **CPC Recommendations**

No parking required for ground-floor retail and personal service uses except for a bar, lounge or tavern, commercial amusement (inside) or a restaurant without drive-in or drive-through service with more than 5,000 square feet of floor area.



# “Glass Box” retail kiosks



Pegasus Plaza: Improvements such as a new café structure, public art feature, and retail kiosk help activate multiple edges and spaces in this important Downtown gathering space.



Pegasus Plaza: Nighttime illumination of the Magnolia Hotel façade, outdoor seating areas, trees and other elements help ensure safety, vibrancy and consistency with the vision for Main Street.

## **Mechanized Parking Systems**

# Regulations for Mechanized Parking Systems:

- Require operational plan
- Must be in an enclosed structure
- Building façade requirements
- May charge for required parking

## **Mechanized Parking Systems – cont.**

# **Background**

- Technology has allowed for alternative ways of parking cars by stacking or warehousing through mechanized parking lifts or robotic parking systems.
- However, mechanized spaces do not meet the City's dimensional regulations for off-street parking which were created for typical surface parking spaces.
- Provides incentive for redevelopment in more dense urban areas that would otherwise be constrained by the amount of land required for off-street parking.



## **Mechanized Parking Systems – cont.**

### **CPC Recommendations**

- May satisfy up to 100% of required off-street parking.
- Mechanized parking facilities will be allowed to charge for parking.
- Mechanized parking must be enclosed in a structure or located underground.

## **Mechanized Parking Systems – cont.**

# **CPC Recommendations**

- A special parking license will be required to operate a mechanized parking facility.
- An operational plan is required and must include:
  - a plan for passenger loading and unloading
  - required stacking, queuing,
  - peak use analysis,
  - noise generation,
  - analysis of time to park and retrieve a vehicle
  - staffing and
  - signage.

## **Mechanized Parking Systems – cont.**

### **CPC Recommendations**

- If facility is served by an attendant or valet, a passenger loading and unloading area is required.
- Stacking spaces are required if not served by an attendant or valet at 1 per 10 mechanized parking bays.
- Building official may reduce the number of stacking spaces required if analysis of operational plan determines they are not needed.
- No vehicle stacking, maneuvering, parking or loading allowed in public right-of-way.

## **Mechanized Parking Systems – cont.**

# **CPC Recommendations**

- Façade requirements for mechanized parking structure:
  - compatible in appearance to the main structure it serves or buildings within a one block radius
  - any street facing facade must have some articulation
  - openings must be screened with an opaque or translucent material

## **Mechanized Parking Systems – cont.**

### **CPC Recommendations**

- The Board of Adjustment may grant a special exception to the façade requirements when:
  - the special exception will not adversely affect neighboring property
  - the alternative façade provides adequate screening of equipment and structures and mitigates noise

## Mechanized Parking Systems – cont.





## Mechanized Parking Systems – cont.



## Mechanized Parking Systems – cont.





# Next Steps

- Tentatively scheduled for City Council consideration on August 14, 2013

## ORDINANCE NO. \_\_\_\_\_

An ordinance amending Chapter 51, “Dallas Development Code: Ordinance No: 10962, as amended,” and Chapter 51A, “Dallas Development Code: Ordinance No. 19455, as amended,” of the Dallas City Code by amending Sections 51-2.102, 51A-1.105, 51A-2.102, 51A-4.124, and 51A-4.301; renumbering Sections 51A-4.330 and 51A-4.331; adding a new Section 51A-4.314 and new Divisions 51-4.330, 51-4.340, 51A-4.330, and 51A-4.340; amending the parking requirements for ground-floor retail and personal service uses in the CA-1(A) Central Area District; providing dates after which new buildings in central area districts are required to provide off-street parking; providing definitions, bicycle parking regulations, and off-street parking reductions for providing bicycle parking; providing definitions and regulations for mechanized parking; providing for a fee for a mechanized parking license; providing a penalty not to exceed \$2,000; providing a saving clause; providing a severability clause; and providing an effective date.

WHEREAS, the city plan commission and the city council, in accordance with the Charter of the City of Dallas, the state law, and the ordinances of the City of Dallas, have given the required notices and have held the required public hearings regarding this amendment to the Dallas City Code; Now, Therefore,

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF DALLAS:

SECTION 1. That Section 51-2.102, “Definitions,” of Article II, “Interpretations and Definitions,” of Chapter 51, “Dallas Development Code: Ordinance No. 10962, as amended,” of the Dallas City Code is amended by adding a new Paragraph (8.1) to read as follows:

“(8.1) BICYCLE PARKING means Class I bicycle parking and Class II bicycle parking.”

SECTION 2. That Section 51-2.102, “Definitions,” of Article II, “Interpretations and Definitions,” of Chapter 51, “Dallas Development Code: Ordinance No. 10962, as amended,” of the Dallas City Code is amended by adding a new Paragraph (23.1) to read as follows:

“(23.1) CLASS I BICYCLE PARKING means unenclosed parking spaces intended for bicycles where one or both wheels and the frame of a bicycle can be secured to a rack with a user-supplied lock.”

SECTION 3. That Section 51-2.102, “Definitions,” of Article II, “Interpretations and Definitions,” of Chapter 51, “Dallas Development Code: Ordinance No. 10962, as amended,” of the Dallas City Code is amended by adding a new Paragraph (23.2) to read as follows:

“(23.2) CLASS II BICYCLE PARKING means enclosed parking spaces intended for bicycles within a building or structuredesigned for increased security from theft and vandalism, such as locked bicycle storage rooms, bicycle check-in systems, and bicycle lockers.”

SECTION 4. That Section 51-2.102, “Definitions,” of Article II, “Interpretations and Definitions,” of Chapter 51, “Dallas Development Code: Ordinance No. 10962, as amended,” of the Dallas City Code is amended by adding a new Paragraph (85.1) to read as follows:

“(85.1) OFF-STREET PARKING means parking spaces provided for a motor vehicle that are not located on a public right-of-way or private street. Off-street parking does not include bicycle parking spaces.”

SECTION 5. That Article IV, “Zoning Regulations,” of Chapter 51, “Dallas Development Code: Ordinance No. 10962, as amended,” of the Dallas City Code is amended by adding a new Division 51-4.330, “Bicycle Parking Regulations,” to read as follows:

**“Division 51-4.330.**

**Bicycle Parking Regulations.**

This division incorporates by reference the language of Division 51A-4.330, “Bicycle Parking Regulations,” of Chapter 51A of the Dallas City Code, as amended, as that section exists today and as it may be amended in the future.”

SECTION 6. That Article IV, “Zoning Regulations,” of Chapter 51, “Dallas Development Code: Ordinance No. 10962, as amended,” of the Dallas City Code is amended by adding a new Division 51A-4.340, “Mechanized Parking,” to read as follows:

**“Division 51-4.340.**

**Mechanized Parking.**

This division incorporates by reference the language of Division 51A-4.340, “Mechanized Parking,” of Chapter 51A of the Dallas City Code, as amended, as that section exists today and as it may be amended in the future.”

SECTION 7. That Subsection (m), “Fees For Special Parking Application and for Renewal of Special Parking License,” of Section 51A-1.105, “Fees,” of Article I, “General Provisions,” of Chapter 51A, “Dallas Development Code: Ordinance No. 19455, as amended,” of the Dallas City Code is amended to read as follows:

“(m) Fees for special parking and mechanized parking~~[application and for renewal of special parking license]~~.

(1) An application will not be processed until the fee has been paid.

(2) The applicant shall pay the filing fee to the director. The director shall deposit fees received in the official city depository not later than the next business day following receipt of the fees.

(3) Fee schedule.

<u>Type of Application</u>	<u>Application Fee</u>
Application for special <u>or mechanized</u> parking involving 50 special <u>or mechanized</u> parking spaces or fewer (including fee for special <u>or mechanized</u> parking license, if applicable)	\$375.00
Application for special <u>or mechanized</u> parking involving more than 50 special <u>or mechanized</u> parking spaces – additional fee for each special <u>or mechanized</u> parking space over 50	\$12.50
Application for renewal of special <u>or mechanized</u> parking license	\$375.00”

SECTION 8. That Section 51A-2.102, “Definitions,” of Article II, “Interpretations and Definitions,” of Chapter 51A, “Dallas Development Code: Ordinance No. 19455, as amended,” of the Dallas City Code is amended by adding a new Paragraph (9.1) to read as follows:

“(9.1) BICYCLE PARKING means Class I bicycle parking and Class II bicycle parking.”

SECTION 9. That Paragraph (23.1) of Section 51A-2.102, “Definitions,” of Article II, “Interpretations and Definitions,” of Chapter 51A, “Dallas Development Code: Ordinance No. 19455, as amended,” of the Dallas City Code is amended to read as follows:

“(23.1) CLASS I BICYCLE PARKING means unenclosed parking spaces intended for bicycles where one or both wheels and the frame of a bicycle can be secured to a rack with a user-supplied lock.~~[COLLECTOR means a street designated as either a community or residential collector in the city’s thoroughfare plan.]”~~

SECTION 10. That Section 51A-2.102, “Definitions,” of Article II, “Interpretations and Definitions,” of Chapter 51A, “Dallas Development Code: Ordinance No. 19455, as amended,” of the Dallas City Code is amended by adding a new Paragraph (23.2) to read as follows:

“(23.2) CLASS II BICYCLE PARKING means enclosed parking spaces intended for bicycles within a building or structuredesigned for increased security from theft and vandalism, such as locked bicycle storage rooms, bicycle check-in systems, and bicycle lockers.”

SECTION 11. That Section 51A-2.102, “Definitions,” of Article II, “Interpretations and Definitions,” of Chapter 51A, “Dallas Development Code: Ordinance No. 19455, as amended,” of the Dallas City Code is amended by adding a new Paragraph (23.3) to read as follows:

“(23.3) COLLECTOR means a street designated as either a community or residential collector in the city’s thoroughfare plan.”

SECTION 12. That Section 51A-2.102, “Definitions,” of Article II, “Interpretations and Definitions,” of Chapter 51A, “Dallas Development Code: Ordinance No. 19455, as amended,” of the Dallas City Code is amended by adding a new Paragraph (99.1) to read as follows:

“(99.1) OFF-STREET PARKING means parking spaces provided for a motor vehicle that are not located on a public right-of-way or private street. Off-street parking does not include bicycle parking spaces.”

SECTION 13. That Subparagraph (B), “Special Off-Street Parking Provisions,” of Paragraph (5), “Off-Street Parking and Loading,” of Subsection (a), “CA-1(A) District,” of Section 51A-4.124, “Central Area Districts,” of Division 51A-4.120, “Nonresidential District Regulations,” of Article IV, “Zoning Regulations,” of Chapter 51A, “Dallas Development Code: Ordinance No. 19455, as amended,” of the Dallas City Code is amended to read as follows:

“(B) Special off-street parking provisions.

(i) Except as provided i[n] this section[~~district~~], for all uses except single-family and duplex, off-street parking is only required for a [new] building built after June 26, 1967, or an addition to an existing building, at a ratio of one parking space for each 2,000 square feet of floor area.

(ii) Except as provided in this section, no parking is required for ground-floor retail and personal service uses except for the following:

(aa) Bar, lounge, or tavern.

(bb) Commercial amusement (inside).

(iii) No parking is required for the first 5,000 square feet of ground-floor floor area for a restaurant without drive-in or drive-through service.

(iv) If there is a conflict, this paragraph controls over other off-street parking regulations in this chapter.”

SECTION 14. That Paragraph (5), “Off-Street Parking and Loading,” of Subsection (b), “CA-2(A) District,” of Section 51A-4.124, “Central Area Districts,” of Division 51A-4.120, “Nonresidential District Regulations,” of Article IV, “Zoning Regulations,” of Chapter 51A, “Dallas Development Code: Ordinance No. 19455, as amended,” of the Dallas City Code is amended to read as follows:

“(5) Off-street parking and loading. In this district, for all uses except single-family and duplex, off-street parking is only required for a ~~[new]~~ building built after June 1, 1981, or an addition to an existing building, at a ratio of one parking space for each 2,000 square feet of floor area which exceeds 5,000 square feet. No off-street parking is required for a building with 5,000 square feet or less of floor area. If there is a conflict, this paragraph controls over other off-street parking regulations in this chapter. Consult the off-street parking and loading regulations (Division 51A-4.300 et seq.) for information regarding off-street parking and loading generally.”

SECTION 15. That Subsection (a), “General Provisions,” of Section 51A-4.301, “Off-Street Parking Regulations,” of Division 51A-4.300, “Off-Street Parking and Loading Regulations,” of Article IV, “Zoning Regulations,” of Chapter 51A, “Dallas Development Code: Ordinance No. 19455, as amended,” of the Dallas City Code is amended by adding a new Paragraph (4.1) to read as follows:

“(4.1) For purposes of determining required off-street parking, floor area does not include the area of a building used exclusively to provide bicycle parking spaces.”

SECTION 16. That Paragraph (8) of Subsection (a), “General Provisions,” of Section 51A-4.301, “Off-Street Parking Regulations,” of Division 51A-4.300, “Off-Street Parking and Loading Regulations,” of Article IV, “Zoning Regulations,” of Chapter 51A, “Dallas Development Code: Ordinance No. 19455, as amended,” of the Dallas City Code is amended to read as follows:

“(8) In all districts except a central area district, required off-street parking must be available as free parking or contract parking on other than an hourly or daily fee basis. This requirement does not apply to institutional uses or mechanized parking approved under Division 51A-4.340.”

SECTION 17. That Paragraph (5) of Subsection (b), “Off-Street Parking Provisions for Residential Districts,” of Section 51A-4.301, “Off-Street Parking Regulations,” of Division 51A-4.300, “Off-Street Parking and Loading Regulations,” of Article IV, “Zoning Regulations,” of Chapter 51A, “Dallas Development Code: Ordinance No. 19455, as amended,” of the Dallas City Code is amended to read as follows:

“(5) Except for mechanized parking approved under Division 51A-4.340, i[F]n single family, duplex, townhouse, and CH districts, off-street parking must be provided at or below ground level.”

SECTION 18. That Sections 51A-4.314 through 51A-4.319, “Reserved,” of Division 51A-4.310, “Off-Street Parking Reductions,” of Article IV, “Zoning Regulations,” of Chapter 51A, “Dallas Development Code: Ordinance No. 19455, as amended,” of the Dallas City Code are amended to read as follows:

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

(a) Required off-street parking may be reduced by one space for every six Class I bicycle parking spaces provided on a building site. Bicycle parking spaces required by Section 51A-4.333 count toward this parking reduction.

(b) Required off-street parking may be reduced by one space for every four Class II bicycle parking spaces provided on a building site. Bicycle parking spaces required by Section 51A-4.333 count toward this parking reduction.

(c) A minimum of 20 off-street parking spaces are required in order to receive a parking reduction of one space. A parking reduction under this subsection may not be granted for fractional parking spaces and fractional parking spaces may not be rounded up to the next nearest whole parking space.

(d) A parking reduction granted under Subsections (a) or (b) cannot exceed five percent of the total required off-street parking spaces for a building site.

(e) In addition to a parking reduction granted under Subsections (a) or (b), required off-street parking spaces may be reduced by an additional five percent by providing showers, lockers, and changing facilities for bicycle riders. This parking reduction is not available for residential and retail and personal service uses. [~~THRU 51A-4.319.~~ **RESERVED.**]”

SECTION 19. That Section 51A-4.330, “Offenses,” of Division 51A-4.320, “Special Parking Regulations,” of Article IV, “Zoning Regulations,” of Chapter 51A, “Dallas Development Code: Ordinance No. 19455, as amended,” of the Dallas City Code is renumbered as Section 51A-4.329.1.



SECTION 20. That Section 51A-4.331, “Revocation of Certificate of Occupancy,” of Division 51A-4.320, “Special Parking Regulations,” of Article IV, “Zoning Regulations,” of Chapter 51A, “Dallas Development Code: Ordinance No. 19455, as amended,” of the Dallas City Code is renumbered as Section 51A-4.329.2.

SECTION 21. That Article IV, “Zoning Regulations,” of Chapter 51A, “Dallas Development Code: Ordinance No. 19455, as amended,” of the Dallas City Code is amended by adding a new Division 51A-4.330, “Bicycle Parking Regulations,” to read as follows:

**“Division 51A-4.330. Bicycle Parking Regulations.**

**SEC. 51A-4.331. APPLICABILITY.**

(a) Except as provided in Subsection (b), this section becomes applicable to a building site when:

(1) an application is made for a building permit:

(A) for new construction; or

(B) to increase the floor area on a building site by 10 percent or more or by more than 2,000 square feet, whichever is less; or

(2) there is a change in land use that requires an increase in off-street parking.

(b) This section does not apply to:

(1) uses that require four spaces or less of off-street parking;

(2) agricultural uses;

(3) utility and public service uses;

(4) wholesale, distribution, and storage uses;

(5) a mobile home park, mobile home subdivision, or campground; or

(6) a drive-in theater.

**SEC. 51A-4.332.****GENERAL PROVISIONS.**

- (a) Bicycle parking spaces are not permitted in a visibility triangle as defined in Section 51A-4.602.
- (b) Bicycle parking spaces must not impede access to a fire hydrant or pedestrian circulation.
- (c) Bicycle parking spaces must not reduce the unobstructed space for the passage of pedestrians to less than the minimum required sidewalk width for that building site.
- (d) Bicycle parking spaces must be protected from motor vehicles to prevent damage to parked bicycles.
- (e) Bicycle parking spaces must be maintained in a clean, neat, and orderly manner.
- (f) All bicycle racks must be securely anchored.

**SEC. 51A-4.333.****SPACES REQUIRED.**

- (a) The greater of two bicycle parking spaces per building site or one bicycle parking space per 25 required off-street parking spaces is required.
- (b) No more than 30 bicycle parking spaces are required on any building site.
- (c) For every 10 bicycle parking spaces, or portion of 10 bicycle parking spaces, provided on a building site, a minimum of two bicycle parking spaces must be available for use by guests or visitors.
- (d) In determining the required number of bicycle parking spaces, fractional spaces are counted to the nearest whole number, with one half counted as an additional space.

**SEC. 51A-4.334.****LOCATION AND DESIGN.**

- (a) All required bicycle parking spaces must be provided on the lot occupied by the main use.
- (b) Bicycle parking spaces exterior to a building must be a part of or connected to a pedestrian pathway that connects to a building entrance open to the public.
- (c) Bicycle parking spaces exterior to a building must be clearly visible from a primary building entrance or signs must be posted at the entrances to the automobile parking area that indicate the location of bicycle parking. Bicycle parking interior to a building must be indicated by signs posted at the entrance to the automobile parking area that indicate the location of the bicycle parking. If signs are required to be posted at the entrances to the automobile parking area, the signs must:

- (1) be prominently displayed;

- (2) illustrate or describe the location of bicycle parking spaces;
  - (3) be constructed of weather resistant material;
  - (4) be a minimum of 10 inches in width by 15 inches in height; and
  - (5) contain clearly legible letters and graphics that contrast with the background material of the sign.
- (d) When placed parallel, bicycle racks must be spaced at least four feet apart.
  - (e) When placed linear, bicycle racks must be spaced at least seven feet apart.
  - (f) Class I bicycle parking must provide a minimum two-and-a-half foot by six foot area for each bicycle parking space.
  - (g) Class I bicycle parking may be placed in the required front, side, or rear yard.

**SEC. 51A-4.335. WAIVERS.**

- (a) An applicant for a bicycle parking waiver shall submit an application to the director on a form provided by the city.
- (b) The director may waive the bicycle parking requirements only upon a determination that:
  - (1) due to existing site constraints, meeting the requirements of this division would:
    - (A) interfere with the minimum requirements for pedestrian or vehicular manoeuvring; or
    - (B) would otherwise be contrary to public safety; or
  - (2) the building site only has access from a roadway where riding a bicycle is prohibited under Sections 9-6 or 28-159 of the Dallas City Code.”

SECTION 22. That Article IV, “Zoning Regulations,” of Chapter 51A, “Dallas Development Code: Ordinance No. 19455, as amended,” of the Dallas City Code is amended by adding a new Division 51A-4.340, “Mechanized Parking,” to read as follows:

**“Division 51A-4.340.Mechanized Parking.**

**SEC. 51A-4.341. PURPOSE.**

This division provides alternatives to the standard parking and loading regulations in Division 51A-4.300 to allow parking within a structure when an approved mechanical system is used to park and retrieve vehicles.

**SEC. 51A-4.342. DEFINITIONS.**

In this division:

(1) **APERTURE AREA** means the total area of window, door, and facade openings on the exterior of any portion of a mechanized parking facility, expressed as a percentage of the total facade area.

(2) **ARTICULATION** means any portion of the exterior of a mechanized parking facility that includes a material change, facade openings, columns, pilasters, or other architectural element.

(3) **COMPATIBLE** means similar in application, color, materials, pattern, shape, size, slope, and other characteristics but does not mean identical.

(4) **MECHANIZED PARKING** means parking spaces located underground or within a structure where a mechanical system is used to park and retrieve vehicles.

(5) **TRANSLUCENT** means not completely clear or transparent but clear enough to allow light to pass through while diffusing it so that persons, objects, etc. on the inside of the structure are not visible from the exterior of the structure.

**SEC. 51A-4.343. PROCEDURES FOR MECHANIZED PARKING APPROVAL.**

(a) In general. All mechanized parking must be approved by the building official. The building official shall deny an application for mechanized parking unless it meets all of the standards of this division.

(b) Application. An application for mechanized parking must be filed with the building official. An application form may be obtained from the building official. The applicant must be the person who will own, control, or operate the mechanized parking. The application must contain the following:

(1) The name, street address, mailing address, and telephone number of the applicant or the applicant’s authorized agent.

(2) The street address and main telephone number, if any, of the Property where the mechanized parking will be located.

- (3) The application fee.
- (4) The name, street address, mailing address, and telephone number of a person or persons to contact in an emergency or in case of a malfunction.
- (5) Building plans for the mechanized parking structure.
- (6) An operational plan for the mechanized parking that includes the following:
  - (A) A statement describing the staffing required to operate the mechanized parking, if any.
  - (B) A trip generation table with a description of the main uses to be served by the mechanized parking.
  - (C) A stacking analysis.
  - (D) A peak use analysis.
  - (E) A statement detailing how long it takes to park and retrieve a vehicle.
  - (F) A noise generation analysis and a noise mitigation plan.
- (7) Any other reasonable and pertinent information that the building official determines to be necessary for mechanized parking review.

**SEC. 51A-4.344.**

**MECHANIZED PARKING LICENSE.**

- (a) License required.
  - (1) Mechanized parking may not be used unless a license is obtained under this section.
  - (2) Mechanized parking licenses are issued by the building official. An application for mechanized parking under Section 51A-4.343 serves as an application for a license under this section.
- (b) Conformity with standards required. The building official shall deny a mechanized parking license unless it meets all of the standards in this division.
- (c) Revocation of license by building official. The building official shall revoke a mechanized parking license if:

(1) the licensee fails to comply with the requirements of the license, this division, or other applicable law;

(2) the applicant made a false statement of material fact on an application for a license; or

(3) the building official determines that the mechanized parking unreasonably endangers the safety of persons or property or is not otherwise in the public interest.

(d) Suspension of license by building official. If the building official determines that a licensee has failed to comply with any regulation established under this division, the building official may suspend the mechanized parking license for a definite period not to exceed 60 days. A licensee whose mechanized parking license is suspended shall not use the mechanized parking involved during the period of suspension except to release parked cars to drivers or owners. If the licensee fails to comply within the suspension period, the building official shall revoke the license.

(e) Expiration of license. A mechanized parking license expires three years from the date of issuance, unless sooner revoked by the building official.

(f) Renewal. A mechanized parking license may be renewed by making an application for renewal at least 30 days before the expiration of the license. If the building official determines that the license renewal involves substantive changes to the original application, a new application for mechanized parking approval must be submitted under Section 51A-4.343. If the license renewal does not involve substantive changes, the request for renewal must be filed with the building official on a form furnished by the city for that purpose.

(g) Appeal of denial, suspension, or revocation of license. If the building official denies, suspends, or revokes a license, the action of the building official is final unless the applicant or licensee files an appeal with a permit license and appeal board in accordance with Section 2-96 of the Dallas City Code.

#### **SEC. 51A-4.345.**

#### **GENERAL STANDARDS.**

(a) In general. Mechanized parking spaces may be counted as required parking if the mechanized parking otherwise complies with the requirements of this article.

(b) Location. Mechanized parking must be located underground or in an enclosed above-ground parking structure.

(c) Compliance with approved plans required. Mechanized parking must comply with the building plans and operational plan approved by the building official.

(d) Maintenance. Mechanized parking must be maintained in a state of good repair and operation.

(e) Exemption. Mechanized parking is exempt from the construction and maintenance provisions for off-street parking contained in Sections 51A-4.301(d) and 51A-4.306(c), (d), and (e). The lighting requirements in Sections 51A-4.301(e) and 51A-4.306(b) apply only to the first floor of a mechanized parking facility.

(f) Passenger loading and unloading.

(1) A passenger loading and unloading area is required if the mechanized parking facility is served by an attendant or valet.

(2) Passenger loading and unloading areas must comply with the requirements of Section 51A-4.306(f) regardless of zoning district.

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

(g) Required stacking.

(1) One stacking space per every 10 mechanized parking bays is required for a mechanized parking facility not served by an attendant or valet.

(2) A mechanized loading bay counts as a stacking space.

(3) Required stacking must comply with Section 51A-4.304.

(4) The building official may reduce the stacking space requirement if the building official determines that all of the stacking spaces are not necessary based on an analysis of the operational plan. An applicant seeking a stacking space reduction from the building official shall provide the building official with a report by an independent professional engineer to justify the requested reduction.

(h) No vehicle stacking on public right-of-way. All stacking, maneuvering, parking, and loading for mechanized parking must be accomplished on private property.

(i) Access lane.

(1) An access lane no less than 20 feet in width must be provided outside each mechanized loading bay if the mechanized parking facility is not fully automated.

(2) An applicant seeking a reduction in the required width of an access lane from the building official shall provide the building official with a report by an independent professional engineer to justify the requested reduction.

(3) The building official may waive this requirement or reduce the width of an access lane required under this subsection if the building official determines that doing so will not create a traffic hazard or increase traffic congestion on adjacent or nearby streets.

(j) Required signs. A sign must be prominently displayed at all entrances of a mechanized parking facility. Each sign must:

- (1) state the business hours of operation of the mechanized parking facility;
- (2) have a phone number provided by the building official to be used for reporting violations of this division and any malfunctions of the mechanized parking facility;
- (3) have the phone number of the licensee;
- (4) have the issuance number of the license;
- (5) have a phone number for 24-hour assistance;
- (6) be constructed of weather resistant material;
- (7) be no less than 30 inches wide and 24 inches long; and
- (8) contain clearly legible letters in a color that contrasts the background material of the sign.

(k) Facade. The following facade requirements apply to any portion of a building containing mechanized parking except when accessory to a single family or duplex use. If there is a conflict between the regulations within a zoning district that require concealment of parking structure facades, this subsection controls.

(1) An aboveground mechanized parking facility must be concealed by a facade that is:

(A) compatible in appearance with the facade of the main building it serves, or

(B) compatible in appearance with other buildings within a one block radius.

(2) The burden is on the property owner or applicant to supply proof of compatibility.

(3) Aperture area or articulation must be provided at a minimum of 20 percent and a maximum of 80 percent for any street facing facade.

(4) Articulation must be provided at least every 30 feet, measured horizontally and vertically.



(5) Except for pedestrian and vehicular entrances, the aperture area must be screened with an opaque or translucent material that may be permeable or impermeable. Screening materials for the aperture area may have no more than 36 square inches of transparent material in any given square foot of surface and may have no more than 25 percent transparency.

(6) The board of adjustment may grant a special exception to the standards in this subsection when, in the opinion of the board, the special exception will not adversely affect neighboring property. The alternative facade must provide adequate screening of equipment and structures and mitigate noise.”

SECTION 23. That a person violating a provision of this ordinance, upon conviction, is punishable by a fine not to exceed \$2,000.

SECTION 24. That Chapter 51A of the Dallas City Code shall remain in full force and effect, save and except as amended by this ordinance.

SECTION 25. That the terms and provisions of this ordinance are severable and are governed by Section 1-4 of Chapter 1 of the Dallas City Code, as amended.

SECTION 26. That this ordinance shall take effect immediately from and after its passage and publication in accordance with the provisions of the Charter of the City of Dallas, and it is accordingly so ordained.

APPROVED AS TO FORM:

THOMAS P. PERKINS, JR., City Attorney

By \_\_\_\_\_  
Assistant City Attorney

Passed \_\_\_\_\_