



**City of Dallas**

# **Commercial Motor Vehicles Code Amendment**

DCA 223-003

**City Plan Commission  
August 22, 2024**

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Consideration of amending Chapters 51 and 51A, the Dallas Development Code, with consideration to be given to amending Sections 51-2.102 and 51A-2.102, “Definitions”; 51A-4.202(10), “Machinery, heavy equipment, or truck sales and service”; 51A-4.210(b)(3), “Auto service center”; 51A-4.210(b)(8.1), “Commercial motor vehicle parking”; 51-4.212(18) and 51A-4.210(b)(9), “Commercial parking lot or garage”; 51A-4.210(b)(16.1), “Liquefied natural gas fueling station”; 51A-4.210(b)(30.1), “Truck stop”; 51-4.212(2), “Automobile or motorcycle display, sales, and service (outside display)”; 51A-4.210(b)(30.1), “Vehicle display, sales, and service”; 51-4.217(b)(9), “Open storage”; 51A-4.217(b)(6), “Accessory outside storage”; and related sections with consideration to be given to developing appropriate standards, definitions, and distinctions for oversized vehicles and trailers.



# Presentation Overview



1. Background
2. Analysis
3. Proposal
4. Discussion





## December 6, 2022: Initial presentation

Code Compliance presented to the Quality of Life, Arts, and Culture Committee about difficulty enforcing the weight maximum on vehicles parked in front driveways in Section 51A-4.217(b)(6) *Accessory Outside Storage*.





# Background



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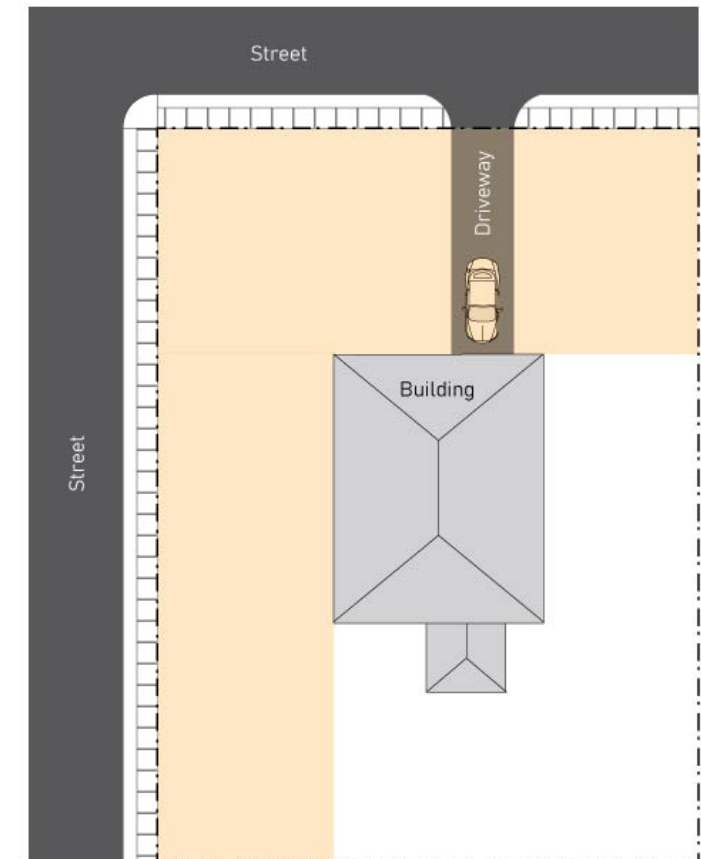


## Current regulation

Currently, code prohibits a vehicle over 32 feet long or 1.5 tons of carrying capacity from parking in any primary yard.

### Primary Yard

-  Primary Yard
-  Property Line





## Issues

1. Carrying capacity information is difficult to ascertain.
2. The increasing size of pickup trucks used as personal/non-commercial vehicles is bringing attention to the inconsistency of this regulation.
3. The Dallas Development Code uses inconsistent methods to regulate vehicles (weight, size, and build)



# Background

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Examples of inappropriate and illegal vehicles in front yards of Dallas



Examples of common personal vehicles that cross certain code maximums







## Regulatory purpose:

- Protect the reasonable enjoyment of residential areas by prohibiting vehicles that introduce major noise, dirt, or visual nuisances.
- Delineate clearly which vehicles are intended to be served by certain land uses.







## Not the regulatory purpose:

- Prohibit all vehicles used for commercial purposes. (Ex. Bob's Plumbing using a small Ford Ranger)
- Redefine a reasonable use of their property. (Ex. Not re-examining RV or boat storage policies)
- Regulate the impact or activity of vehicles on public right-of-way (Chapter 28)





## Staff analysis included:

- Federal regulations (federal highways and roads)
- State regulations (state highways and roads)
- Dallas regulations
  - Chpt. 51A Development Code (private property in general);
  - Chpt. 28 Transportation Code (public right-of-way in general);
  - Chpt. 44 Taxation (vehicle rentals)
- Peer cities (Houston, Ft. Worth, McKinney, etc.)
- Vehicle specifications, uses, and preferences
- Interdepartmental review and research (Code Compliance, Transportation)





1. Replace various lists of characteristics throughout Chapters 51 and 51A with new, standardized terms and definitions using easily-ascertainable characteristics:

- **“Oversized motor vehicle”**

- More than 22 feet long, 8 feet wide, or 9 feet high (appropriate size that accommodates current personal vehicle preferences);
- Two or more rear axles (clearly indicates heavy commercial use); or
- Designed to transport more than 15 passengers.

- **“Oversized trailer”**

- Same dimensions but without motor power (accommodates a trailer intended for personal belongings, etc. but not transporting major loads)
- Currently, trailers may only be parked between the street and building façade if it cannot reasonably be placed behind the building façade. This would continue to apply to “normal” trailers but exclude “oversized trailers”.



# Proposal

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Example vehicles that are just under the proposed size limits for an “oversized motor vehicle”:



2024 For F-350 and F-450 Super Duty  
Length: 19.8-22 feet  
Width: 8 feet  
Height: 6.8 feet



2024 Ford F-550  
Length: 19.2-24 feet  
Width: ~6 feet  
Height: ~7 feet



2019 Mercedes-Benz Sprinter 15  
passenger van w/ high roof  
Length: ~22 feet  
Width: 7.6 feet  
Height: ~9 feet





# Proposal

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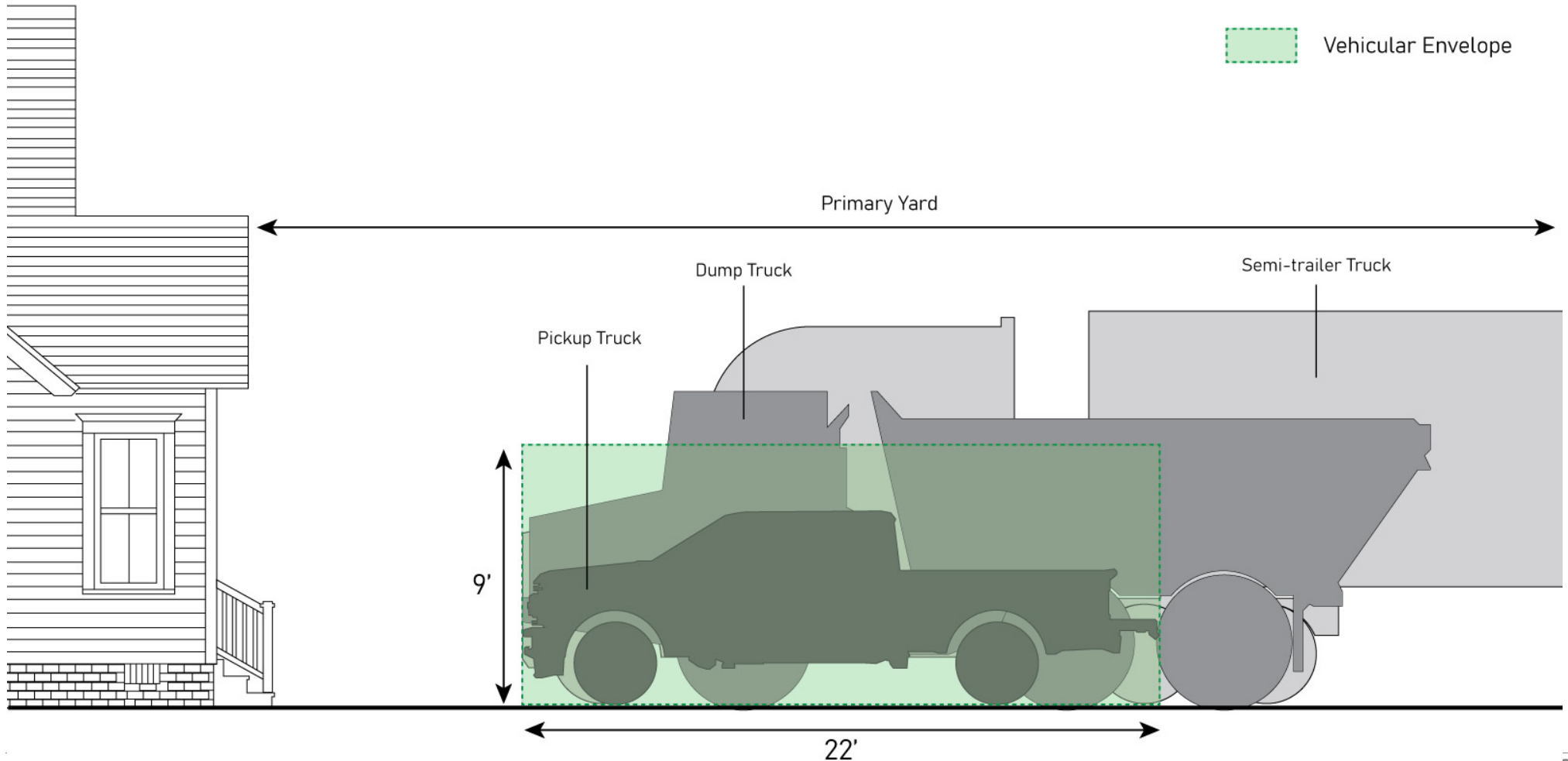
## Proposed dimensions:

- Length: 22'
- Width: 8'
- Height: 9'

## Typical semi-trailer dimensions:

- Length: 48' – 53'
- Width: 8'6" – 10'
- Height: 13'6"

This image is drawn to scale  
1 in = 5 ft





2. Implement the *oversized motor vehicle* and *oversized trailer* terms to relevant land uses, providing regulatory consistency.

Land use	Code section	Replaces
Auto service center	51A-4.102(b)(3)	Weight + Passenger limit
Commercial motor vehicle parking	51A-4.210(b)(8.1)	“Commercial motor vehicle”
Commercial parking lot or garage	51A-4.210(b)(9)	Weight + Passenger limit
Liquified natural gas fueling station	51A-4.210(b)(16.1)	“Commercial motor vehicle”
Truck stop	51A-4.210(b)(30)	“Commercial motor vehicle”
Vehicle display, sales, and service	51A-4.210(b)(31)	Weight limit

3. Update and reorganize relevant land uses to reflect practical use allowances and staff interpretations.





## ZOAC Notes

- a) Implementing the new term “Oversized motor vehicle” does not impact our ability to interpret and delineate between relevant land uses.
- For example: *Motor vehicle fueling station* and *Truck stop* land uses are still distinct and undergo Zoning Review staff’s discernment of each unique site.





## ZOAC Notes

- b) Inclusion of the language “electric vehicle charging stations” in the *Truck stop* use does not add ambiguity to Zoning Review staff’s interpretation of the land use, but in fact clarifies that this is an appropriate element for a *Truck stop*.

Proposed Truck stop definition:

A facility for the retail sale of motor vehicle fuel dispensed from pumps or electric vehicle charging stations for oversized motor vehicles.







## ZOAC Recommendation

- Approval of the proposed amendment and forward to the City Council public hearing.





## Next Steps

- ZOAC voted unanimously to recommend approval.
- City Council
- Chapter 28 amendments, including Section 28-80 (outdated definition of “commercial vehicle”) and 28-81 (regulating weight of vehicles that can park along certain residential block faces) (DOT/TPW)





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