



City of Dallas

Off-Street Parking & Loading Code Amendment

DCA 190-002

**Zoning Ordinance Advisory
Committee (ZOAC)
January 30, 2024**

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Planning & Urban Design
City of Dallas

Presentation Overview



1. Study Background
2. Proposal Summary
3. Updates to Proposal (with minor revisions)
4. Discussion





Voting on a recommendation to CPC.



Study Background

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August 28, 2019

Council Member West Memo requesting the authorization of a code amendment by CPC

October 3, 2019

Authorization by City Plan Commission

**March 5, 2020 –
August 26, 2021**

25 ZOAC meetings:
Reviewed current conditions, research and best practices, and testing framework.

August 2023

Public listening sessions and reintroduction at ZOAC

October 6, 2023

City Council briefing

December 5, 2023

Staff proposal at ZOAC



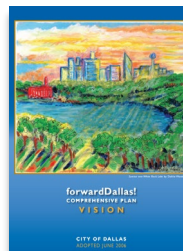
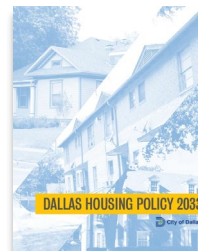
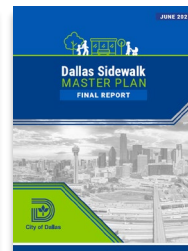
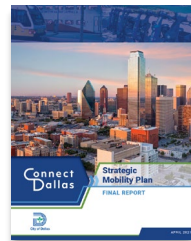
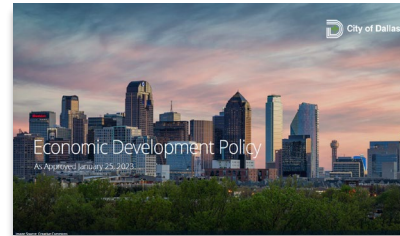
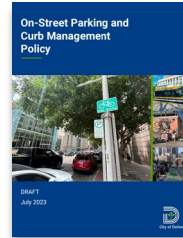
Study Background – Why?

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How we handle parking impacts our ability to achieve our adopted city plans directly or indirectly.

- Safety for pedestrians
- Fewer vehicle miles traveled
- Multimodal (equitable) transportation system
- More productive land usage (housing, jobs, tax revenue)
- Efficient, high-quality permitting process
- Equitable development opportunity



Current parking requirements are considered outdated, dysfunctional, and inflexible, creating barriers to equitable development:

- Cause a **cumbersome permitting process**;
- Can be a **barrier to redevelopment** or use of existing buildings;
- Disproportionately **burden small businesses** and entrepreneurs;
- Work against adopted **walkability, transportation, and environmental goals** (*increasing VMT*);
- Preserve a **financially underperforming** landform;
- **Increase danger and decrease access** for pedestrians

Proposal Summary

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- Reduces **parking minimums** to zero to allow context-sensitive, right-sized parking citywide.
- Proposes **parking area design standards** aligned with current best practices and City-adopted goals.
- Establishes a **Transportation Demand Management Plan** program requiring larger developments to think comprehensively about their impact on transportation systems.
- *Includes TDM Program Guide with TDM strategies to be adopted by Council as resolution. Beginning review by the Greater Dallas Planning Council's Mobility Task Force in February.*
- Includes structural and readability revisions.



Updates to Proposal

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- Off-street loading amendments narrowed to multifamily land use and dimensions; provision for shared and remote parking option

Sections 51A-4.200, 51A-4.303, 51A-4.320

- Transparent loading requirements are retained. Dimensional requirements are simplified.
- Staff reviewers can better fulfill responsibility to ensure adequate off-street loading and unloading for multifamily developments.
- Shared and remote parking agreements proposed for loading.
- **REVISION: CA districts still erroneously contain previous off-street loading deletions – These should be reverted to their current state.**



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- Clarification that TDMP thresholds apply to phased development projects; specifying a major review for public and private schools.

Sec. 51A-4.804

- Private and public schools are moved from the square footage threshold (minor review) to a fixed major review requirement.
 - Major review includes requiring TDM strategies (minor review) as well as a traffic impact assessment.
 - **REVISION: For schools, a major review would include a typical School Traffic Management Plan as guided by administrative documents.**
 - Including schools in this threshold provides consistent expectations and submission requirements for traffic management planning. This is currently handled at the Special Use Permit phase only for schools in districts requiring a SUP.





- Clarification of proposed pedestrian path requirement

Sec. 51A-4.301(a)(4)(C)

- Basic requirements are the same:
 - Every parking space must be within 65 feet of a pedestrian path;
 - May count sidewalks;
 - All paths crossing drive aisles must be differentiated by color or texture;
- Clarification: Only *one* path must be raised to the level of the curb when crossing drive aisles.
 - Must be the path providing the shortest distance between the main entrance and the other side of the parking lot;
 - Raised crossing applies to the main entrance of each main building on the lot;







PEDESTRIAN PATHWAYS

A Raised pedestrian pathway to main entrance
[Closest pathway between entrance and the lot line opposite from the building]

B Pedestrian pathway

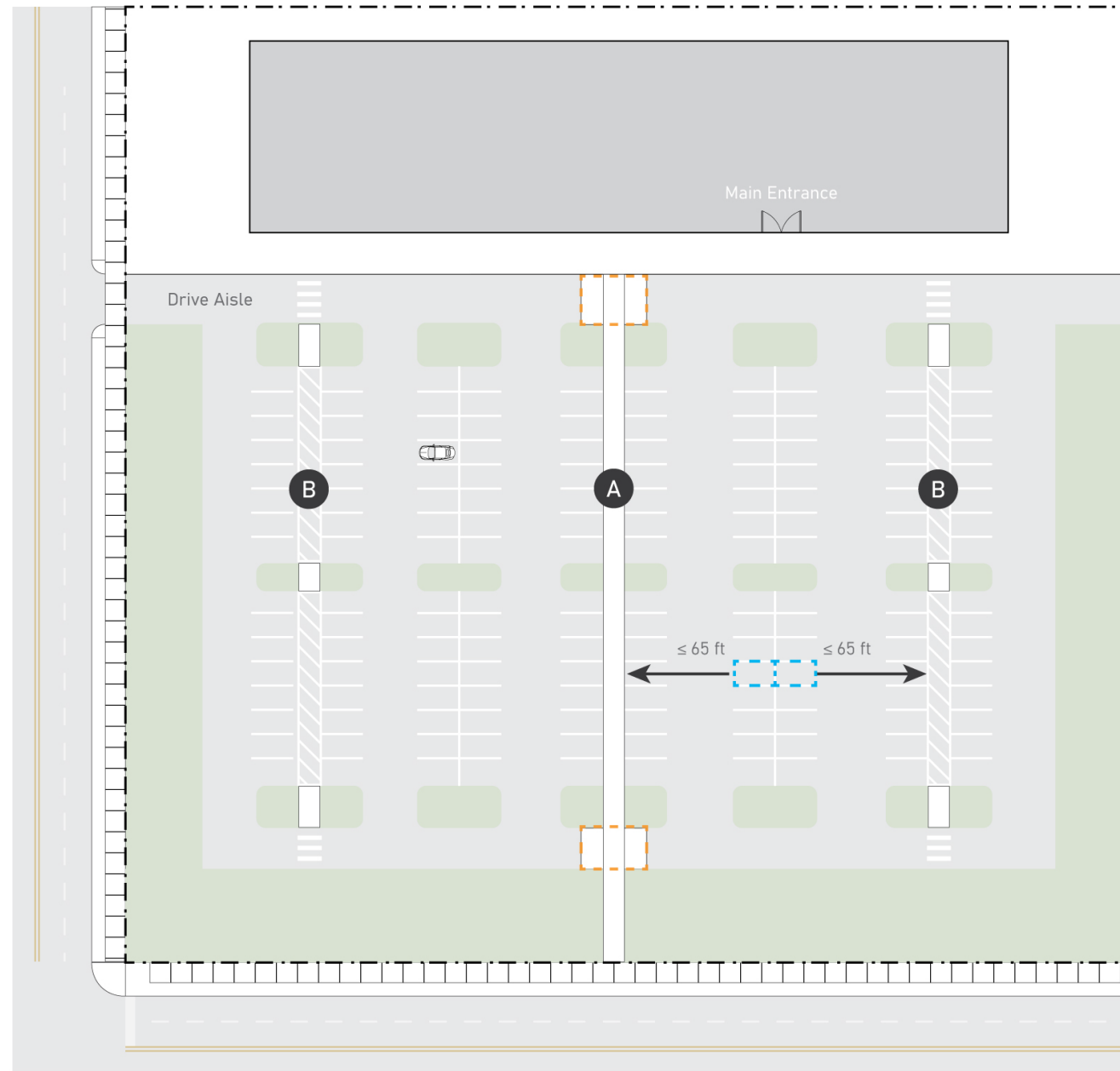
 Raised pedestrian pathway across drive aisle

 Parking space ≤ 65 ft from a pedestrian path

 Property line

 Building


This image is conceptual to demonstrate requirements. Actual parking lot configurations may vary and meet these requirements.





PEDESTRIAN PATHWAYS

- A** Raised pedestrian pathway to main entrance
[Closest pathway between entrance and the lot line opposite from the building]
- B** Pedestrian pathway
- C** Pedestrian pathway in public right-of-way
- D** Pedestrian pathway connection from public right-of-way to parking lot
[Required every 130 feet]

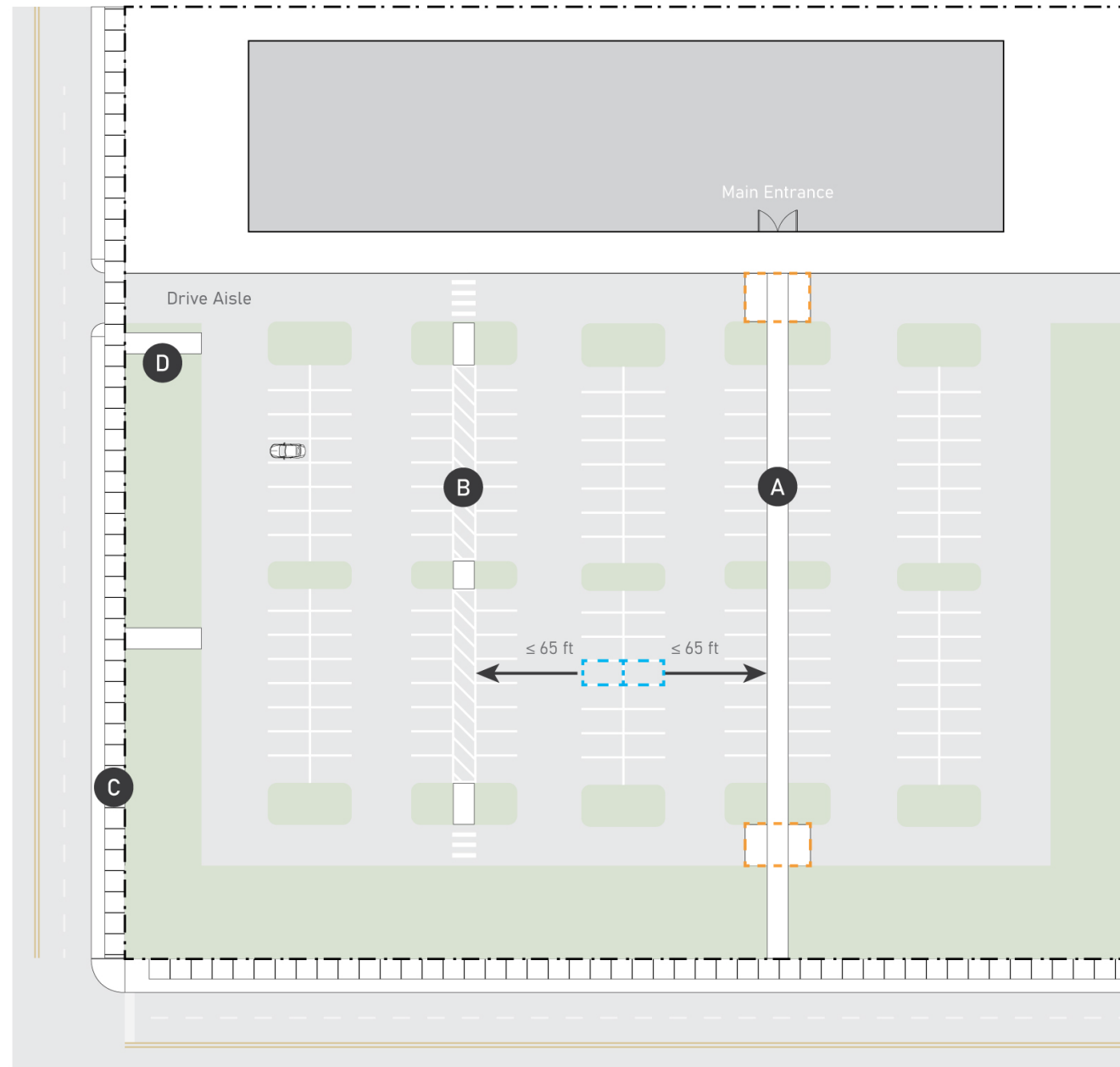
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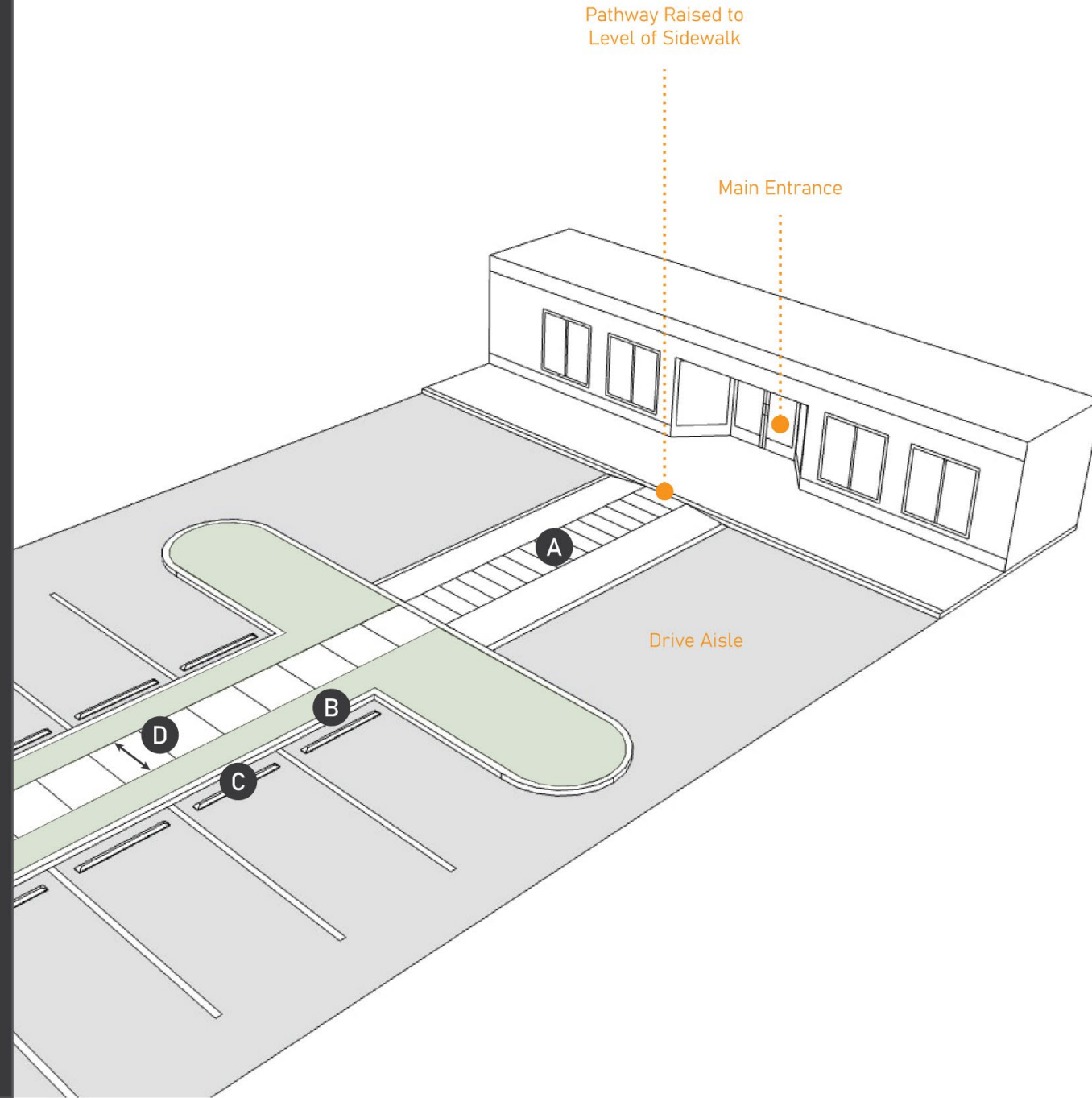
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0 ft 25 ft 50 ft 100 ft

PROTECTED PEDESTRIAN PATHWAYS

- A** Raised pedestrian pathway
[Must be contrasting color, material, or texture from drive aisle]
- B** Concrete curb
- C** Wheel stop
- D** Protected pedestrian pathway
[With minimum unobstructed width of 4 feet]



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- New proposed requirement prohibiting drainage across public sidewalks.

Section 51A-4.301(a)(4)(D)



Rosemont Upper School
179 N Montclair Avenue
(View from Mary Cliff Rd.)



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NOTE: Design standards in 4.301 are all subject to administrative waivers and other relief in situations of practical difficulties or safety issues.



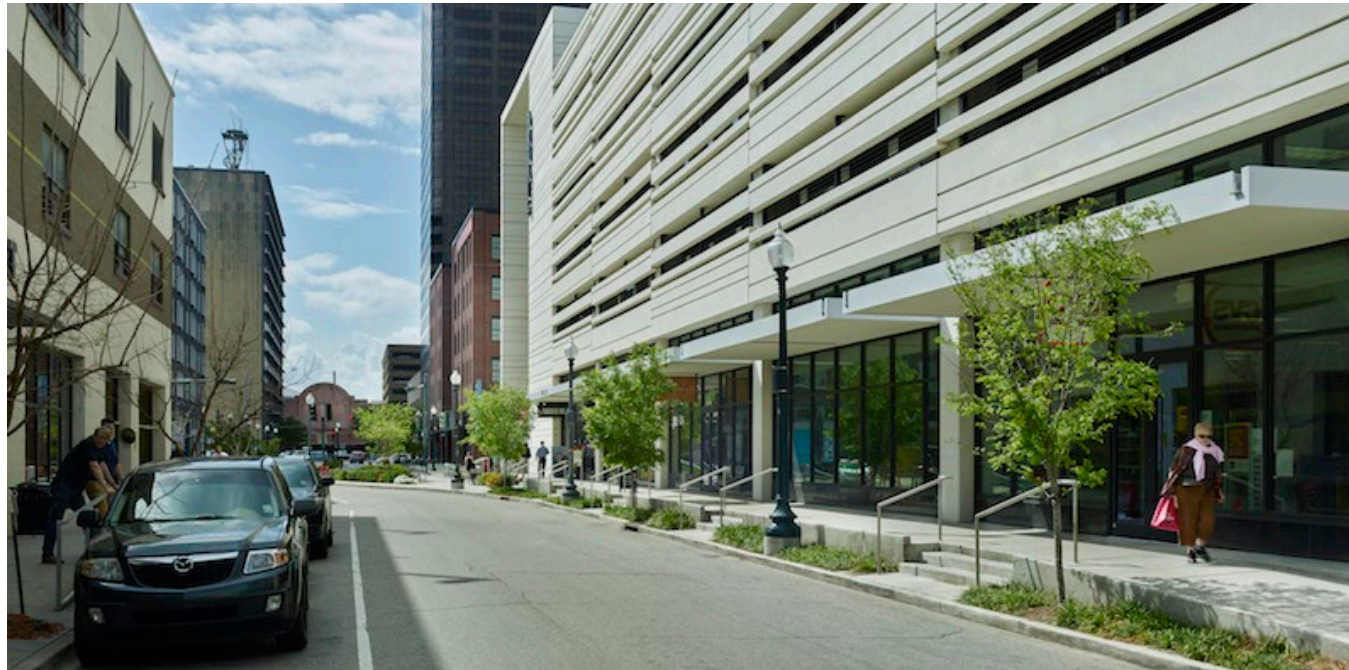
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- Reduction of minimum 30-foot depth to 20 feet for active uses along the ground story of parking structures in WR Walkable Residential and WMU Walkable Mixed-Use districts.

Section. 51A-13.304(a)(3)(D)



“The Park” – Parking structure with active ground floor uses in New Orleans.

Photo courtesy of Building Design + Construction:

<https://www.bdcnetwork.com/six-story-structure-combines-parking-garage-street-level-retail>





- **REVISION: Prohibiting “wave”-style bike racks**

Section 51A-4.334

- Identified by the Association of Pedestrian and Bicycle Professionals (APBP) as a “rack to avoid”: *“Not intuitive or user-friendly; real-world use of this style often falls short of expectations; supports bike frame at only one location when used as intended.”**



*Association of Pedestrian and Bicycle Professionals' *Essentials of Bike Parking* guiding document



Feedback: Incremental change

Staff's updated proposal still recommends citywide full reduction of parking minimums.





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Staff's updated proposal still recommends citywide full reduction of parking minimums.

- Partial reduction to minimums...
 - ...does not impact cumbersome permitting process (along with disproportionate burden on small businesses).
 - ...either incentivizes vehicle miles driven (too high) or are ineffective and not worth having at all (too low).
 - Full reduction itself will only produce slow, incremental progress toward City-adopted goals.





Feedback: Incremental change

Staff's updated proposal still recommends citywide full reduction of parking minimums.

- Geographically isolated reductions to minimums...
 - ...ignore the regional scale of automotive transportation. (Only relaxing regulations for destination-end uses isn't enough for improvements in commuting and transportation options.)
 - ...are ineffective at curbing vehicle miles driven at a meaningful scale.
 - ...have already been occurring through Planned Development Districts, MIHDB developments, and downtown (CA) zoning districts.
 - Citywide reduction itself will only produce slow, incremental progress toward City-adopted goals.
 - The base code should be crafted to apply citywide. Other zoning tools exist to target specific areas: *Parking Management Areas* and/or *Planned Development and Conservation Districts*





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- Tying parking minimums to the Thoroughfare Plan...
 - ...would apply any reductions in actual parking supply to roads that have been selected as being the most auto-oriented, rather than those that are meant to be more walkable and bikeable.
 - Reductions in landforms that accommodate and incentivize driving – as parking lots do – would most benefit pedestrian-oriented areas.
 - ...would cause parking regulations and delta credits to depend on a plan that changes independently of the development code, and would introduce ambiguity and confusion into a property's zoning requirements.
 - ...would introduce arbitrary differences in how similar land uses and districts are regulated – impacting, for example, much of the Bishop Arts District and but not Lower Greenville, so these similar mixed-use neighborhoods would be regulated differently.





Feedback: Incremental change

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- Excluding single-family zones and areas...
 - ...would maintain minimums on development types – single-family homes – where we most expect the market to continue to provide parking.
 - ...would prohibit or burden developers who want to provide traditional urban housing types that serve residents who desire to trade in parking space for living space.





Feedback: Street parking in neighborhoods

Avoiding street parking in neighborhoods is not a goal of this proposal

- Parking along the curb in low-density neighborhoods...
 - ...is already planned for in street designs.
 - ...slows vehicles, making the streets safer.
 - ...guards pedestrians on sidewalks, making sidewalks safer.
 - ...won't change over night. (For targeted areas, use targeted solutions.)



Staff Recommendation



Forward amendments (with today's revisions) to City Plan Commission with a recommendation of approval.





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