



**City of Dallas**

# **Off-Street Parking & Loading Code Amendment**

**Listening Session  
August 4, 2023**

Michael Wade, Senior Planner  
Planning & Urban Design  
City of Dallas



# Presentation Overview



1. Study Background
2. Study Premises and City Policy
3. Staff Direction
4. Next Steps
5. Comments and Questions



# Presentation Overview



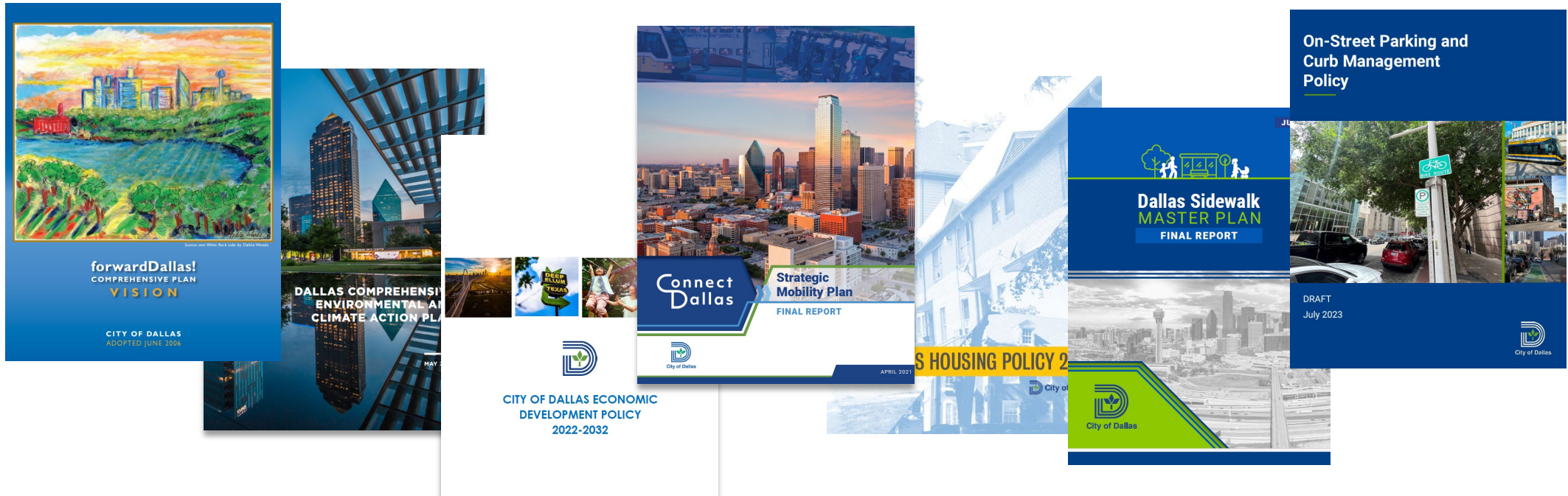
## Main points



# Presentation Overview



- **City goals** promote safety and health, environmental responsibility, attractiveness, walkability, accessible housing and economic opportunity, and complete communities.



# Presentation Overview



- City goals promote ~~safety and health, environmental responsibility, attractiveness, walkability, accessible housing and economic opportunity~~, and ~~complete communities~~.
- **Driving at a mass scale** reduces safety and health, violates environmental responsibility, impedes walkability and attractiveness, inhibits housing and economic opportunity, and encourages incomplete communities.



# Presentation Overview



- City goals promote safety and health, environmental responsibility, **attractiveness**, **walkability**, **accessible housing and economic opportunity**, and **complete communities**.
- **Driving at a mass scale** reduces safety and health, violates environmental responsibility, impedes walkability and attractiveness, inhibits housing and economic opportunity, and encourages incomplete communities.
- **Providing parking** directly causes additional driving, and further degrades attractiveness and walkability, prevents housing and economic opportunity, and prevents complete communities.





Therefore:

Regulations requiring off-street parking conflict with adopted city goals.

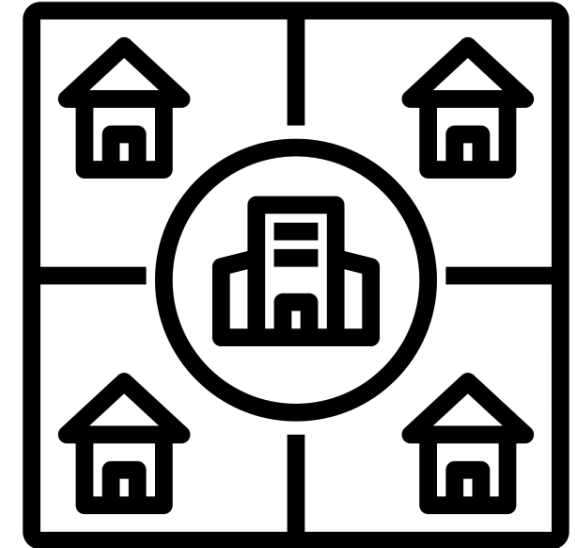




# Presentation Overview



- Parking is a byproduct of our transportation choices.
- Transportation choices are byproducts of how we arrange our origins and destinations.



# Background

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Intended as Graph Coffee, Elmwood  
([D Magazine](#))



Intended boutique hotel, Bishop Arts  
([Dallas Morning News](#))




# Background

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## Request from Councilmember Chad West – 8/28/19

**Memorandum**



CITY OF DALLAS

DATE August 28, 2019


TO Commissioner Enrique MacGregor

SUBJECT Request for CPC Agenda Item - Review of City of Dallas Parking Code

I request that you please seek a three-signature memo for the City Plan Commission to place an item on their agenda to consider authorizing a public hearing to consider reviewing the Parking Code in sections 51A and 51P of the Dallas Development Code and compare Dallas' code provisions to those of 6-10 other metropolitan cities with the following focus areas:

1. Hotel parking requirements
2. Restaurant parking requirements
3. Multi-family parking requirements
4. Parking requirements/overlays near TOD locations
5. Consideration of where it might be appropriate to completely eliminate parking requirements


If you have any questions or concerns, please contact my office at 214-671-8917.



Chad West  
Councilmember  
District 1

## Initiated by the City Plan Commission – 10/3/2019

**Memorandum**



CITY OF DALLAS

DATE September 5, 2019


TO Kris Sweckard, Director  
Department of Sustainable Development and Construction

SUBJECT Request for Agenda Item for Consideration of Code Amendment

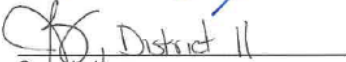
We respectfully request that the following item be placed on the City Plan Commission agenda and advertised as required by Section 51A-7.701(a)(1) of the City of Dallas Development Code.

Consideration of authorizing 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.


Thank you for your attention to this matter.



Enrique MacGregor, Commissioner District 1



Commissioner



Marcus B. McGehee D-13



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*What are we talking about?*



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*What are we talking about?*

- Minimum required amounts:

SEC.	USE	PARKING REQ.	Off-street loading
<b>4.201</b>	<b>AGRICULTURAL USES</b>		
1	Animal Production	2 spaces	None
2	Commercial Stable	1 per 2 stalls	None
3	Crop production	none	None
4	Private stable	none	None
<b>4.202</b>	<b>COMMERCIAL AND BUSINESS SERVICE USES</b>		
1	Building repair and maintenance shop	1/300sqf	0/10000 sqf - none; 10,000 - 50,000 sqf - 1 space; 50,000 - 100,000 sqf - 2; Each additional 100,000 or fraction thereof - 1 add
2	Bus or rail transit vehicle maintenance or storage facility	1/500sqf	0/10000 sqf; 10,000 - 50,000 sqf - 1 space; 50,000 - 100,000 sqf - 2; each add 100,000 - 1 add
3	Catering service	1/200sqf	0-50000 sqf- 1 space per ; 50,000 - 100,000 sqf - 1 add; each 100,000 or fraction thereof - 1 add there after





## *What are we talking about?*

- Exceptions for tree preservation, bicycle parking, appeals to BDA, etc.
- Delta credits – historic exemption

### 1. 51A-4.311. PARKING SPECIAL EXCEPTIONS

- Board of Adjustment (BDA) can grant reduction up to 25% of parking reduction for all uses if they have been able to prove that the special exception would not create a traffic hazard or increase traffic congestion on adjacent or nearby streets along with meeting the other criteria
- For the commercial amusement (inside, except for dance hall) use and the industrial (inside) use, the maximum reduction authorized by this section is 75 % or one space, whichever is greater, minus the number of parking spaces currently not provided due to delta credits.

### 2. 51A-4.312. TREE PRESERVATION PARKING REDUCTION.

- The number of off-street parking spaces required may be reduced by one space for each protected tree (as defined in Article X) retained that would otherwise have to be removed.

### 3. 51A-4.313. ADMINISTRATIVE PARKING REDUCTION:

- The director may grant a reduction in the number of off-street parking spaces for the following specific uses up to the % shown if the reduction would not create a traffic hazard or increase traffic congestion on adjacent or nearby streets.
- Factors the director must consider when determining the parking reduction:
  - The extent to which the parking spaces provided will be assigned, compact, remote, shared, or packed parking.
  - Parking demand and trip generation characteristics for the occupancy for which the reduction is requested.
  - Number of employees
  - Number of company vehicles parked on the site
  - Whether or not the subject property or the surrounding properties are part of a modified delta overlay district.
  - Current and probable future capacities of adjacent and nearby streets based on the city's thoroughfare plan.
  - Availability of alternative transportation modes and availability, access, and distance to public transit and the likelihood of their use.
  - Feasibility of parking mitigation measures and the likelihood of their effectiveness.
  - Impact on adjacent residential uses.



# Background (prologue)

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*Why do we have these minimums?*



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## *Why do we have these minimums?*

### Presentation Overview



- Parking is a byproduct of our transportation choices.
- Transportation choices are byproducts of how we arrange our origins and destinations.



Icon by Nithinan Tatak from Noun Project

9



Icon by Nithinan Tatak from Noun Project

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# Background (prologue)

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*Why do we have these minimums?*



Los Angeles, 1910  
(California Historical Society)



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*Why do we have these minimums?*



Main & Akard, circa 1950s  
(Dallas.History Instagram account)



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*Why do we have these minimums?*



Levittown, PA 1950s  
([Digital Public Library of America](#))



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*Why do we have these minimums?*



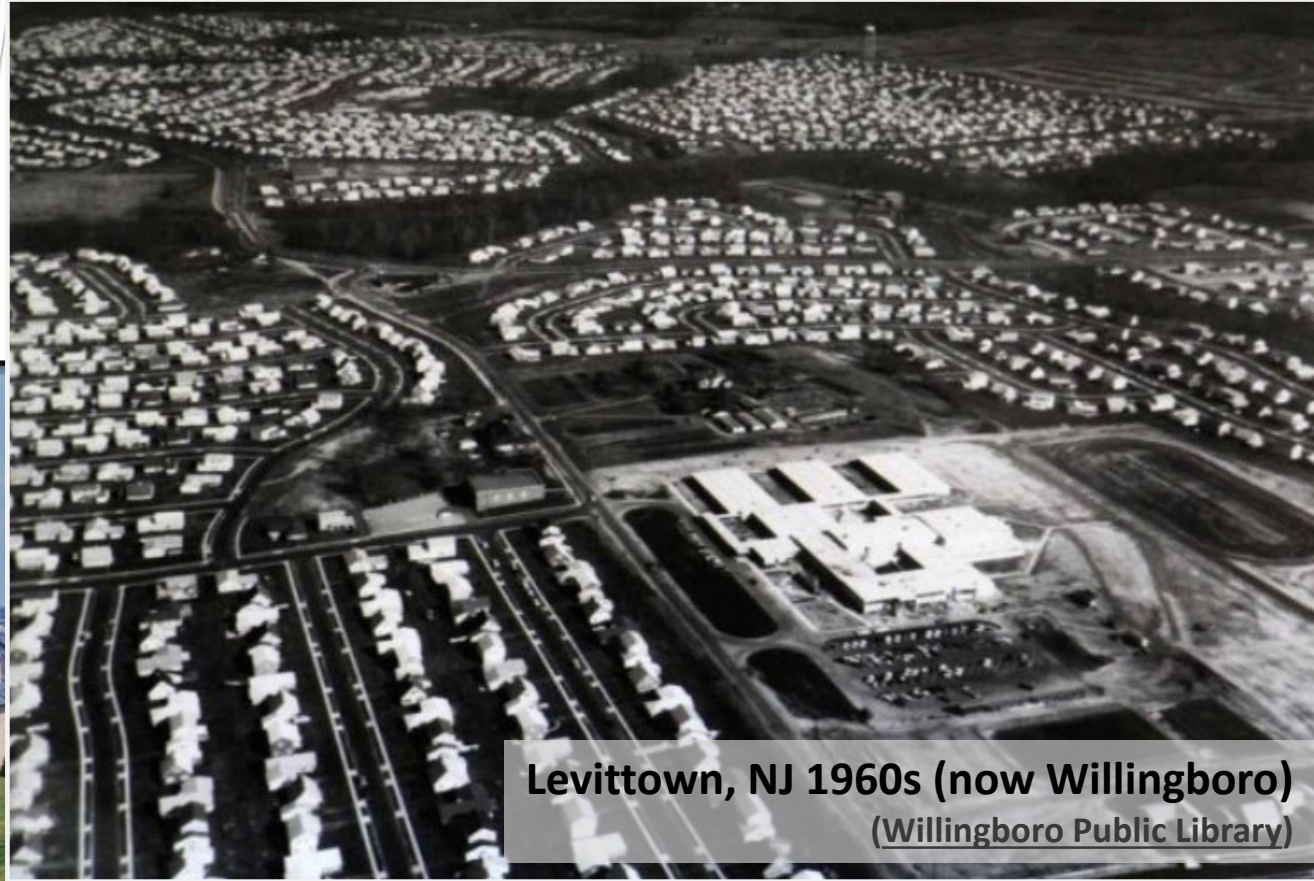
Levittown, PA 1950s  
([Digital Public Library of America](#))

Levittown, NY 1948  
([Planetizen](#))



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Levittown, NJ 1960s (now Willingboro)  
([Willingboro Public Library](#))

*nums?*



Levittown, PA 1950s  
([Digital Public Library of America](#))

Levittown, NY 1948  
([Planetizen](#))



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Levittown, NJ 19



Levittown, PR  
([Wikipedia](#))



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*Why do we have these minimums?*



Richardson, TX 1949  
([CommunityImpact.com](http://CommunityImpact.com))

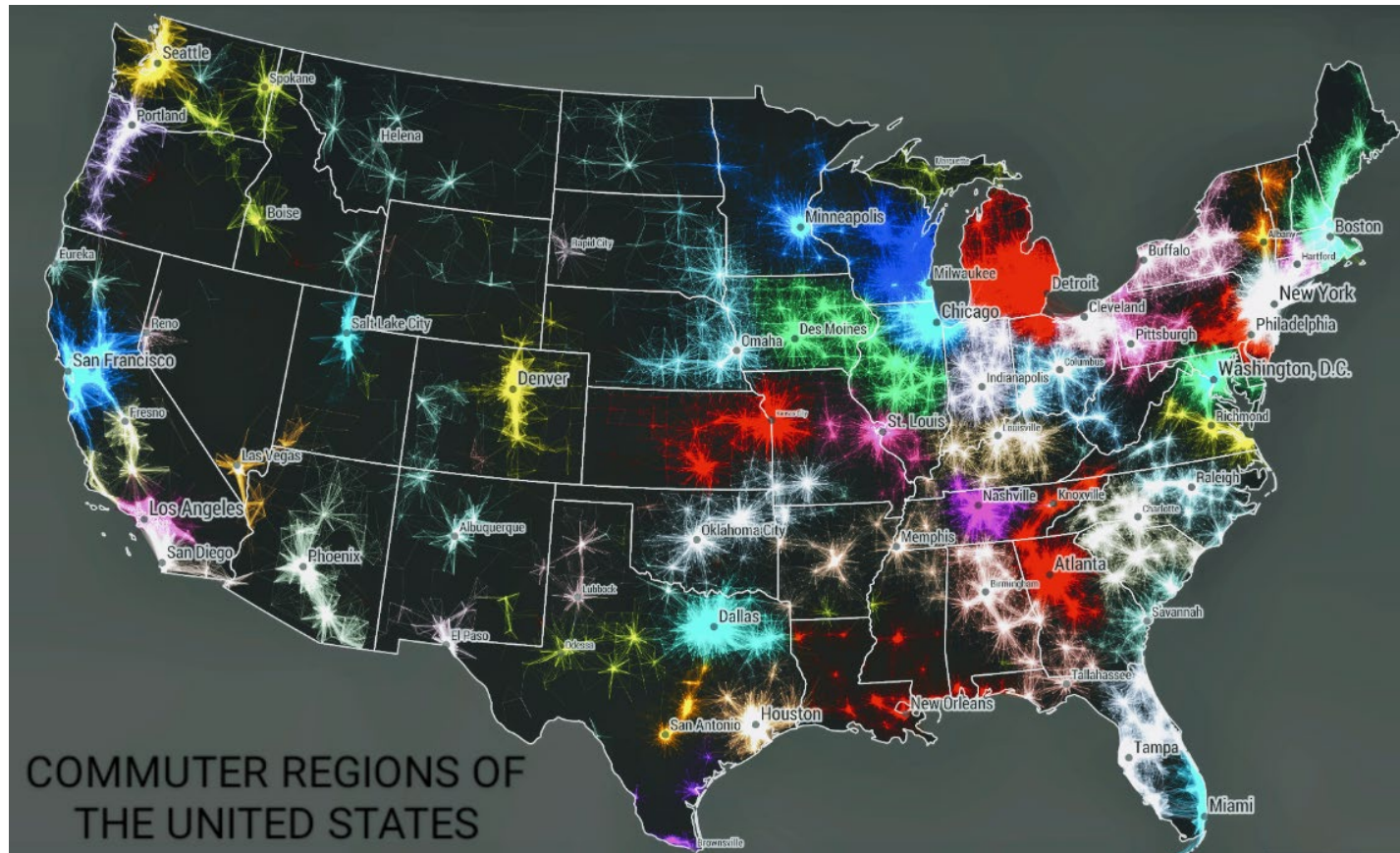


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## *Why do we have these minimums?*



**Commuter Megaregions**  
(Dash Nelson G, Rae A (2016) An Economic Geography of the United States: From Commutes to Megaregions. PLoS ONE 11(11): e0166083. <https://doi.org/10.1371/journal.pone.0166083>)





# Background (prologue)

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## *Why do we have these minimums?*



Garland, TX early 1960s  
(Garland Historical Society)

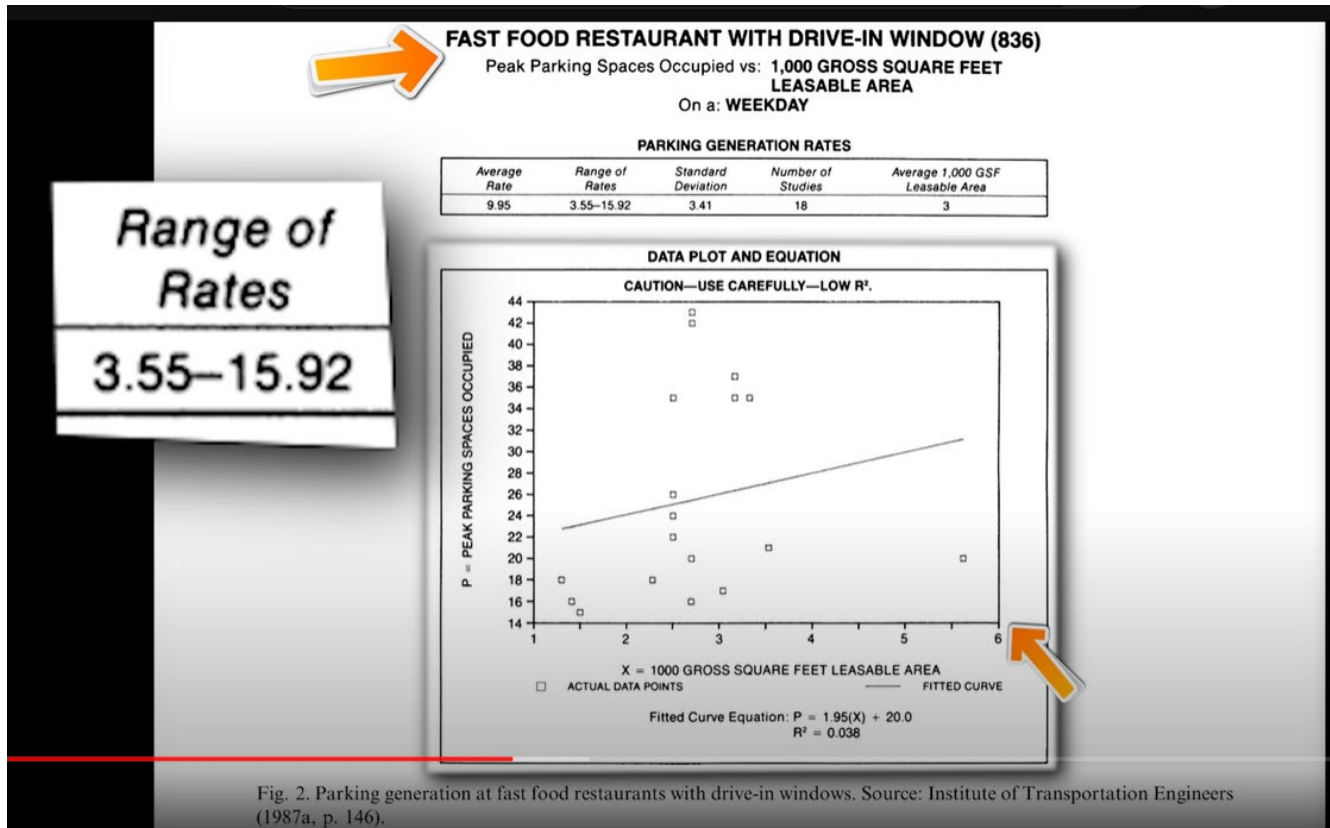


# Background (prologue)

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## Why do we have these minimums?



ITE Trip Generation Manual 1987a  
(Climate Town)



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*Why do we have these minimums?*



Congestion in Dallas  
([Dallas Business Journal](#))



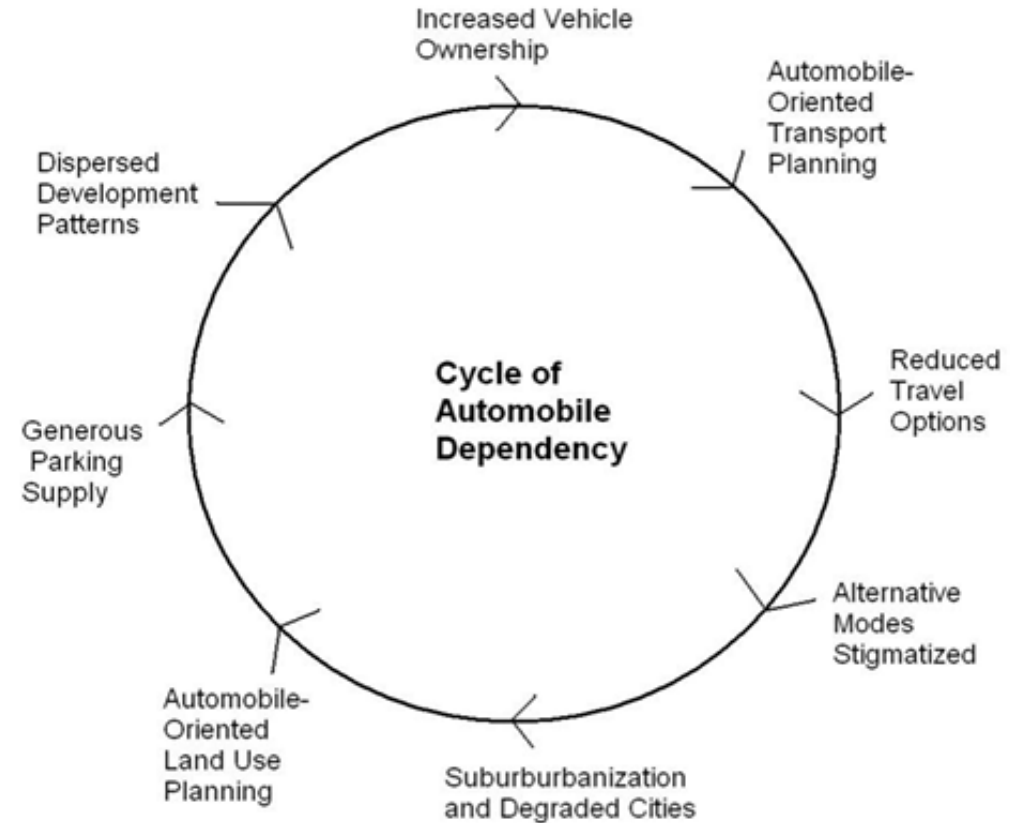
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## Auto-dependency

**Figure 1** Cycle of Automobile Dependency



*Generous parking supply is part of a cycle that leads to increased automobile dependency. Parking management can help break this cycle.*



# Background (present day)

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Intended as Graph Coffee, Elmwood  
([D Magazine](#))



Intended boutique hotel, Bishop Arts  
([Dallas Morning News](#))





## From March 2020 through August 2021:

- 25 ZOAC meetings, each with one or more staff reports;
- Public and stakeholder input on multiple occasions;
- Analysis of current code, sample conditions, best practices, interdepartmental input, and precedent;
- Potential framework considering partial reduction, Transportation Demand Management, and design standards



# Study Premises and City Policy

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*What do we know about minimum parking mandates and provision of off-street parking?*





*What do we know about minimum parking mandates and provision of off-street parking?*

- **Premise:** Intended to address road congestion, ensure motorist access, and provide auto storage.
- **Conclusion:** Success... Automobile dominance.







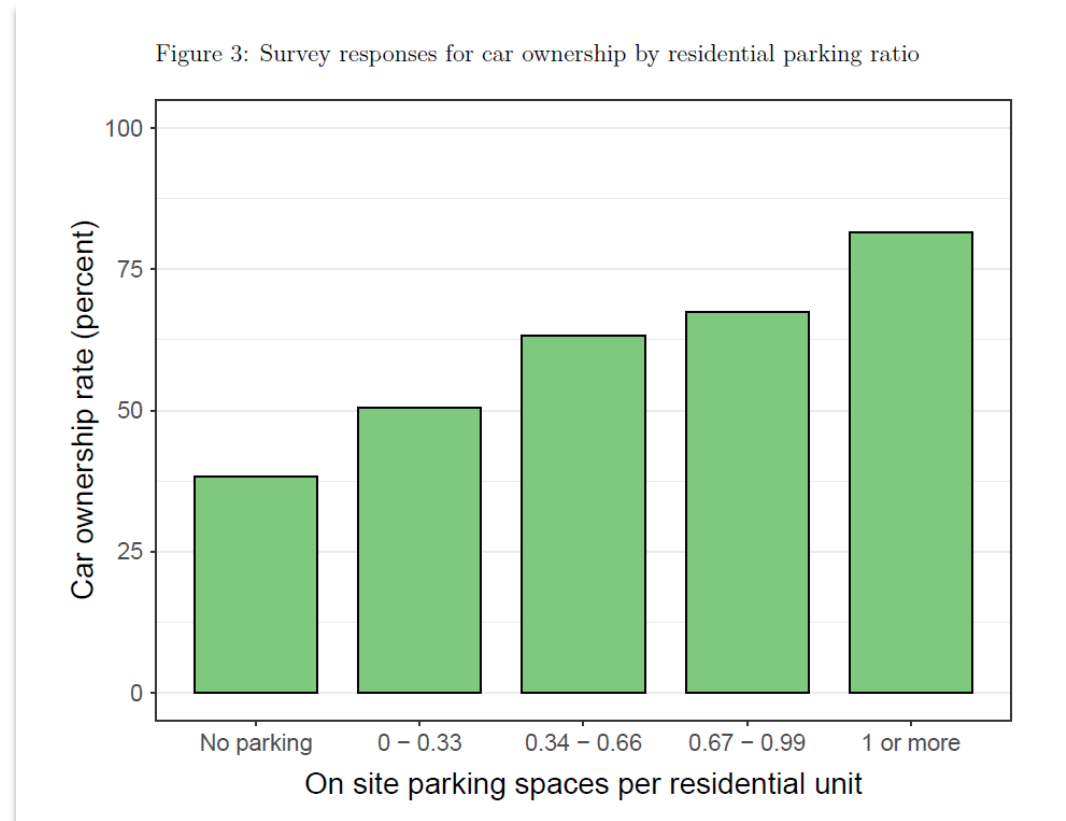
*What do we know about minimum parking mandates and provision of off-street parking?*

- **Premise:** Off-street parking leads to single-occupancy vehicle (**SOV**) trips.
- **Premise:** Off-street parking leads to construction of more parking by increasing **SOV** trips.
- **Conclusion:** Cycle of **auto-dependency** and an “auto-requisite” city (~~mobility options~~)





## SOV trips according to the literature:



2021 study UCLA/UCSC study showing the causal relationship between having parking and owning vehicles.

([https://people.ucsc.edu/~jwest1/articles/MillardBaII\\_West\\_Rezaei\\_Desai\\_SFBMR\\_UrbanStudies.pdf](https://people.ucsc.edu/~jwest1/articles/MillardBaII_West_Rezaei_Desai_SFBMR_UrbanStudies.pdf))

“Minimum parking requirements act like a fertility drug for cars.” – Donald Schoup  
“The High Cost of Free Parking”, Access Magazine, 1997



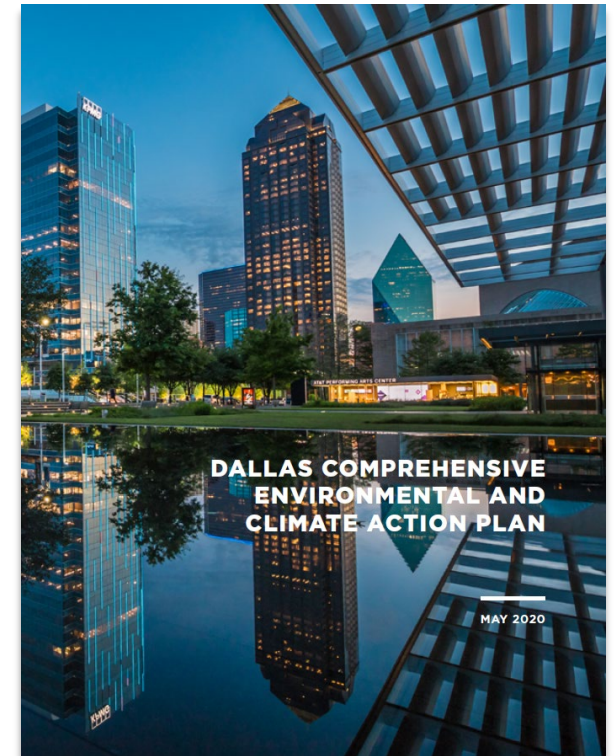
# Study Premises and City Policy

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## **SOV** trips according to the 2020 Comprehensive Environmental & Climate Action Plan (CECAP):

“Dallas County fails to meet federal air quality standards for ground level ozone... [T]his is a direct result of internal combustion engines, especially gasoline and diesel burning engines. **Air quality will therefore worsen as temperature rises if overall vehicle miles continue to increase.**”



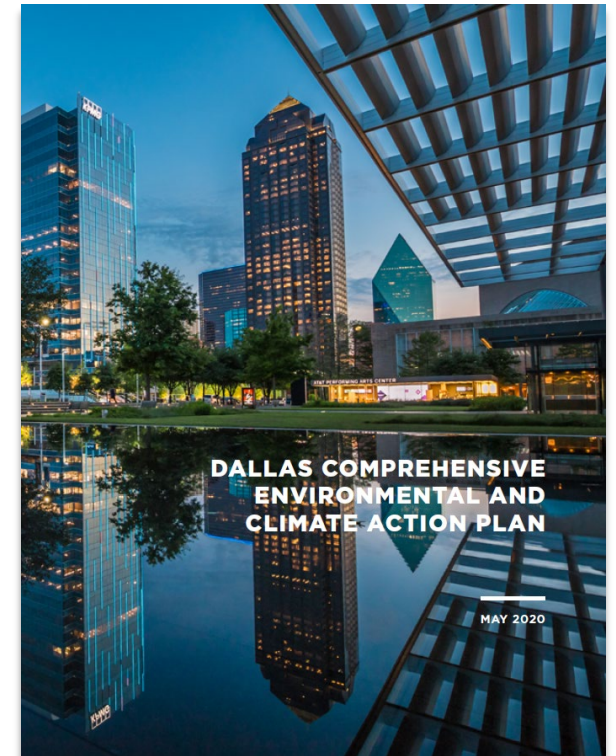
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## SOV trips according to the 2020 Comprehensive Environmental & Climate Action Plan (CECAP):

“Solutions are aimed at shifting the dominant commuting mode away from single-occupancy, gasoline-powered vehicles. These actions have high potential to reduce overall emissions, reduce rush hour congestion, and improve air quality. Improving access to jobs through changes to land use and transit-oriented development reduces the need to commute long distances and enhances quality of life.”



# Study Premises and City Policy

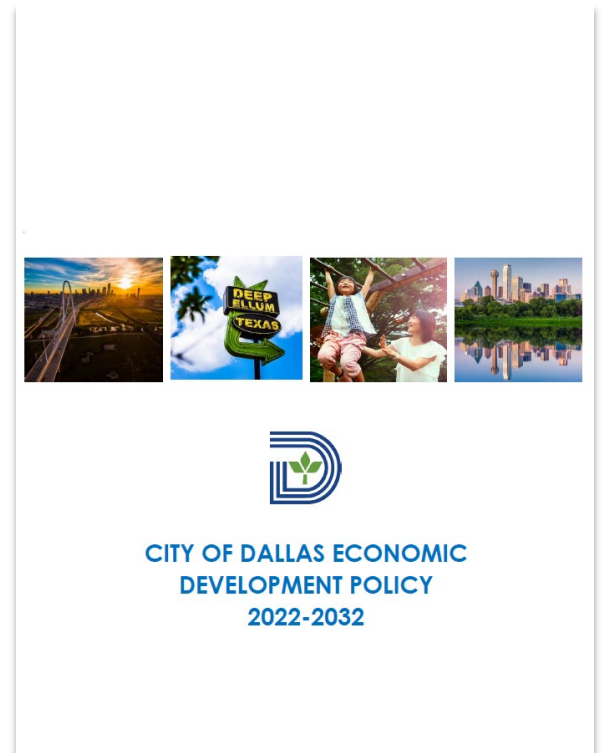
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## SOV trips according to the 2022-2023 City of Dallas Economic Development Policy:

Goals:

1. Generate economic vitality.
2. Promote community sustainability.
3. Create conditions for smart growth and sustainable development.
4. Deliver responsive governance.



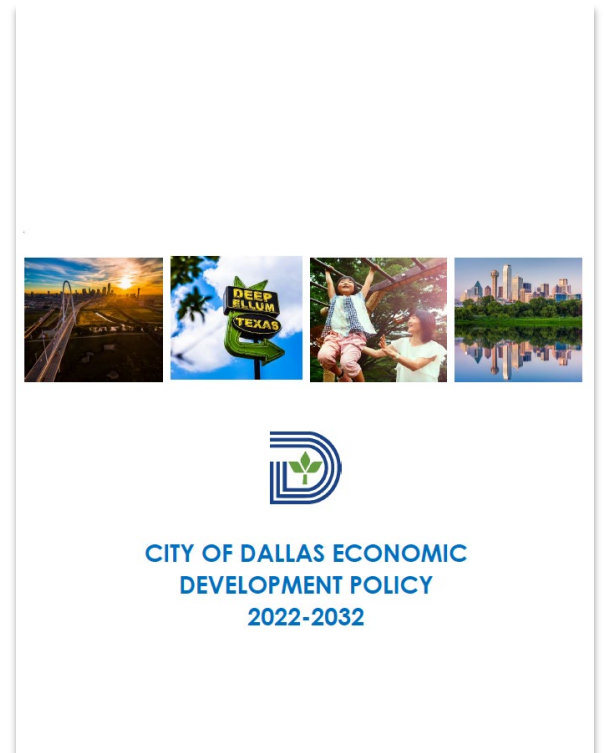
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## SOV trips according to the 2022-2023 City of Dallas Economic Development Policy:

“Decrease reliance on single-rider automobile trips by 30%”



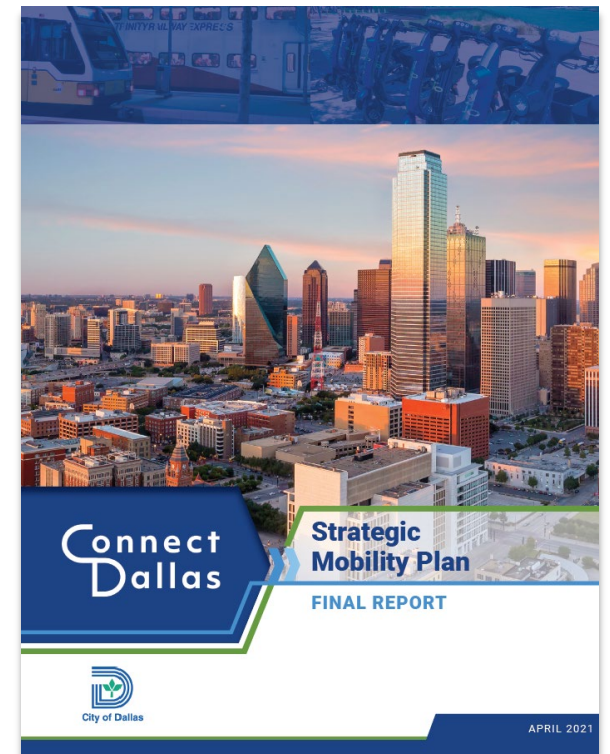
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## **Auto-dependency** according to the 2021 *Connect Dallas: Strategic Mobility Plan*:

“Growth over the past several decades has strained the City’s existing transportation network to its breaking point, resulting in increasing congestion, longer travel times, and safety risks for all involved. ... *Connect Dallas* represents a major shift from the auto-centric traditional model to a multimodal, strategic model of planning.”





## **Auto-dependency** according to the 2021 *Connect Dallas: Strategic Mobility Plan:*

The plan “promotes compact growth and transit-oriented development” and “seeks ways to give people more choices in how they travel, especially for short trips.”





# Study Premises and City Policy

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## Sidebar: Transit-Oriented Development





## Sidebar: Transit-Oriented Development



Cool™ TOD: Mockingbird Station East  
conceptual drawing  
([Advocate Magazine](#))

# Study Premises and City Policy

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## Sidebar: Transit-Oriented Development



Single-family or four-plex?  
(Goodwin Ave)

Urban Village TOD: Live Oak and Skillman  
(bus routes 9 on Ross and 14 on Gaston)

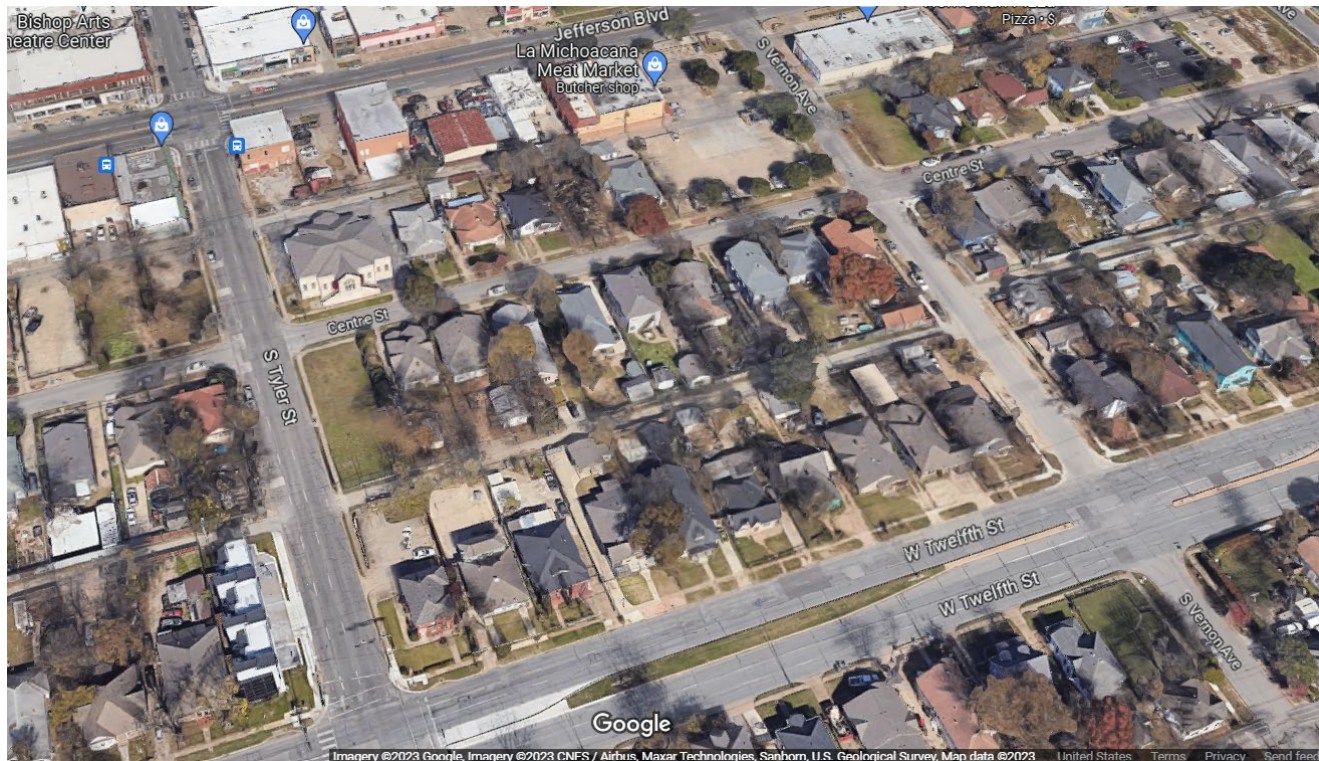


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## Sidebar: Transit-Oriented Development



Tiny TOD - duplexes  
(Centre St)

Urban Village TOD: Twelfth and Tyler  
(bus routes 9, 47, 219, and 226)



# Study Premises and City Policy

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## Sidebar: Transit-Oriented Development



Transit Disoriented Development





## *What do we know about minimum parking mandates and provision of off-street parking?*

- **Premise:** Parking minimums require finite land resources to be used in ways that often conflict with City policy.
- **Conclusion:** Less housing (affecting affordability), impaired walkability, suppressed tax base, lost opportunity for economic growth.

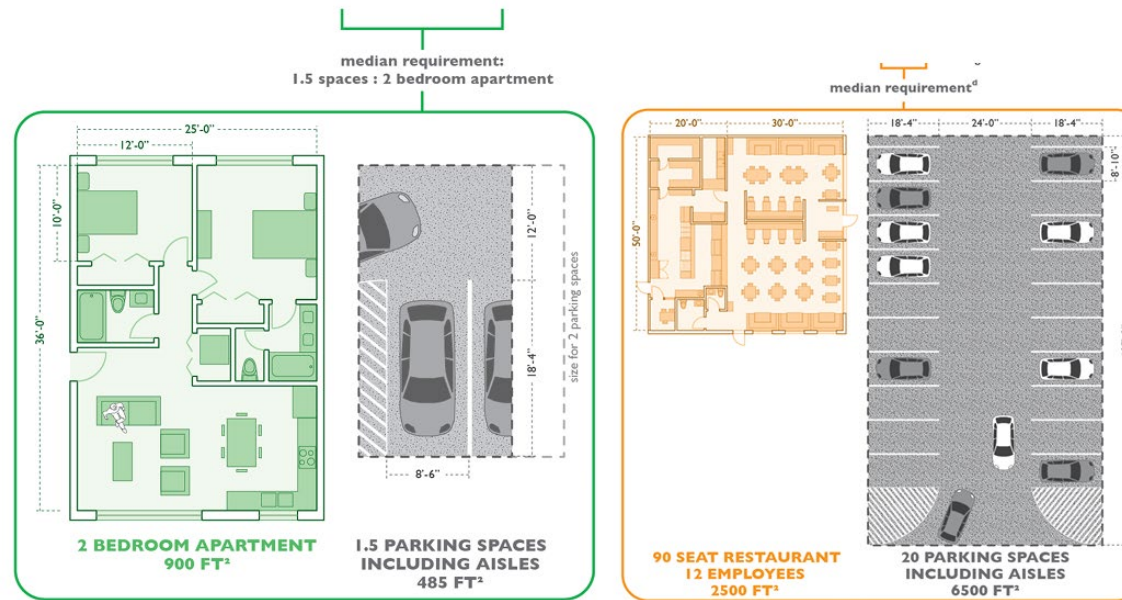


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*What do we know about minimum parking mandates and provision of off-street parking?*



# Study Premises and City Policy

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## *What other City policy or plans impact parking?*

- DOT Curb Management Policy Study
- Sidewalk and Bicycle Plans
- Forward Dallas Update
- Dallas Housing Policy 2033
- City of Dallas Economic Development Policy





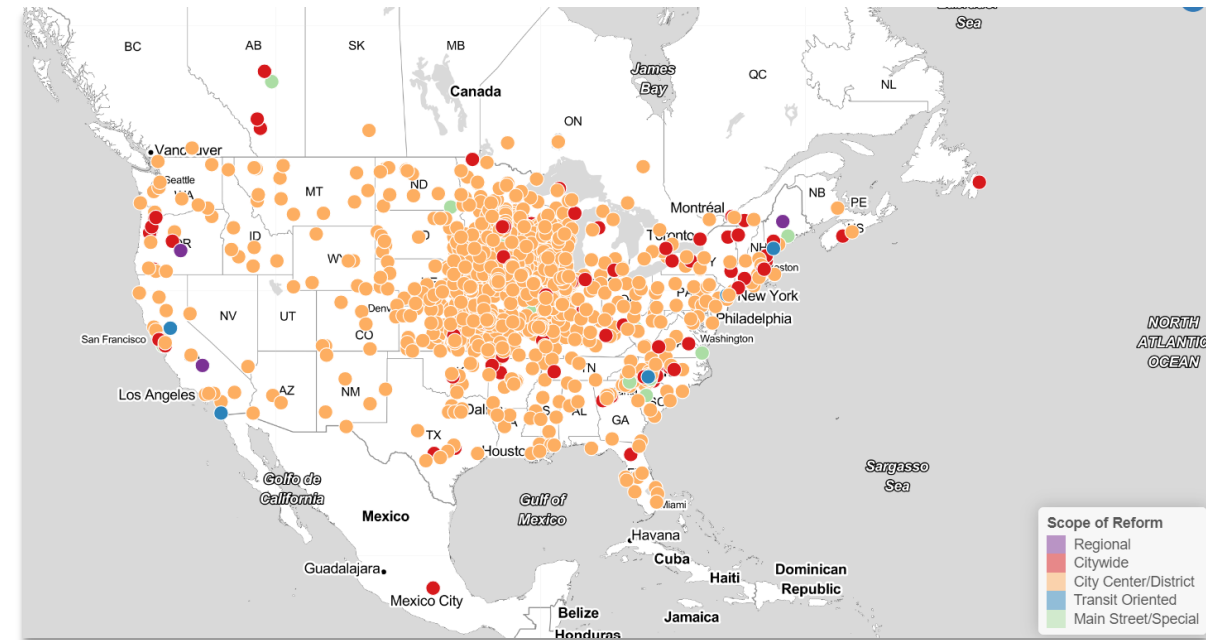
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## *What else is informing City policy on parking?*

- NCTCOG parking management toolbox and studies
- Austin, TX Resolution 23-1840
- Cities and states around the country (and world) have been reforming to their parking requirements.



Parking Reform “Mandates” Map  
(Parking Reform Network)





## *Big takeaways:*

City priorities: Reduce single-occupant vehicle trips. Encourage other modes of transportation. Make a safer, healthier, more equitable, and more beloved environment. Using land for highest and best uses.



# Study Premises and City Policy

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*Big takeaways:*

Not a city priority: Ensure free and abundant parking.



# Study Premises and City Policy

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## *Big takeaways:*

### Presentation Overview



Therefore:

Regulations requiring off-street parking conflict with adopted city goals.



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# Staff Direction

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So...





- Remove parking minimums from Chapters 51 and 51A.
- Implement a Transportation Demand Management Plan (TDMP) requirement.
- Establish design standards.





## Remove parking minimums from Chapters 51 and 51A\*.

“Required off-street parking: None. ~~One stall per 200 square feet.~~”

\* PDs will only be impacted if they reference Chpts. 51 or 51A. If they include their own custom parking requirements, those will stay intact.



## Implement a TDMP requirement

- **Goal:** Reduce single-occupant vehicle trips a project generates.
- A new development of a certain scale (square feet, dwelling units) is assigned a point value target.
- The City presents strategies to incentivize alternative modes of transportation with point values assigned to each strategy.
- A project will not be approved until it implements enough strategies to achieve the assigned point target.

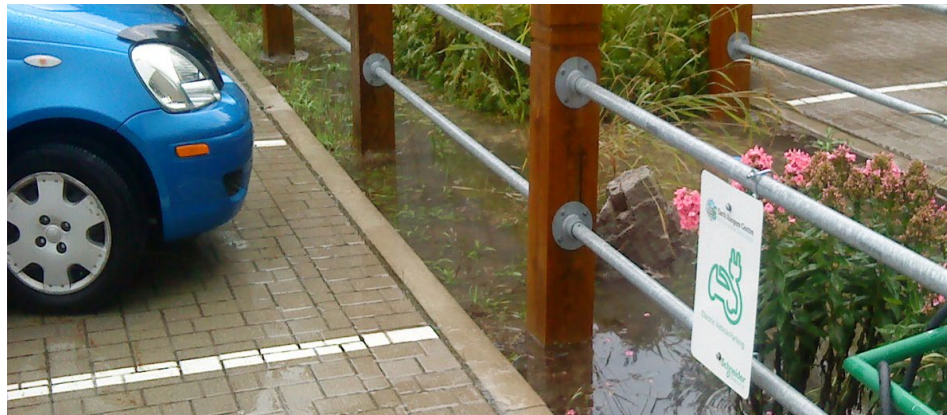






## Design standards

- **Goal:** Encourage pedestrian connectivity, create cohesive visual identity and an attractive street scene, and mitigate or reverse any contribution to stormwater run-off and the heat island effect.
- Based on Complete Streets typology





## Design standards – example standards

- Impervious surface coverage maximum;
- innovative stormwater management;
- alternative paving;
- provision of pedestrian paths;
- Location standards for parking (Bring building right up to the pedestrian ROW)





A note on what we are *not* proposing.





We are *not* proposing to remove parking spaces or limit construction of parking spaces.

These are not parking maximums. This amendment will not impact in any way your parking spots on your property.



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You may have cars as usual.





You may have cars as usual.

You may build parking spaces for them as usual.





You may have cars as usual.

You may build parking spaces for them as usual.

Your parking spaces will not become illegal because of these amendments.





You may have cars as usual.

You may build parking spaces for them as usual.

Your parking spaces will not become illegal because of these amendments.

We are proposing to remove parking *mandates*, not to remove or limit parking.







## Expected Impact:

- Very slow change – Developers are still under pressure to build parking (see – auto-dependency).
- On-street impacts are addressed by DOT.
- Encouraging landforms that allow for transportation options – reverse the auto-dependency cycle.
- More homes.





## Expected Impact:

- Shopping centers, malls, etc.
- Small scale and infill development;
- Relieve upward pressure on land development costs;
- Increased tax base.





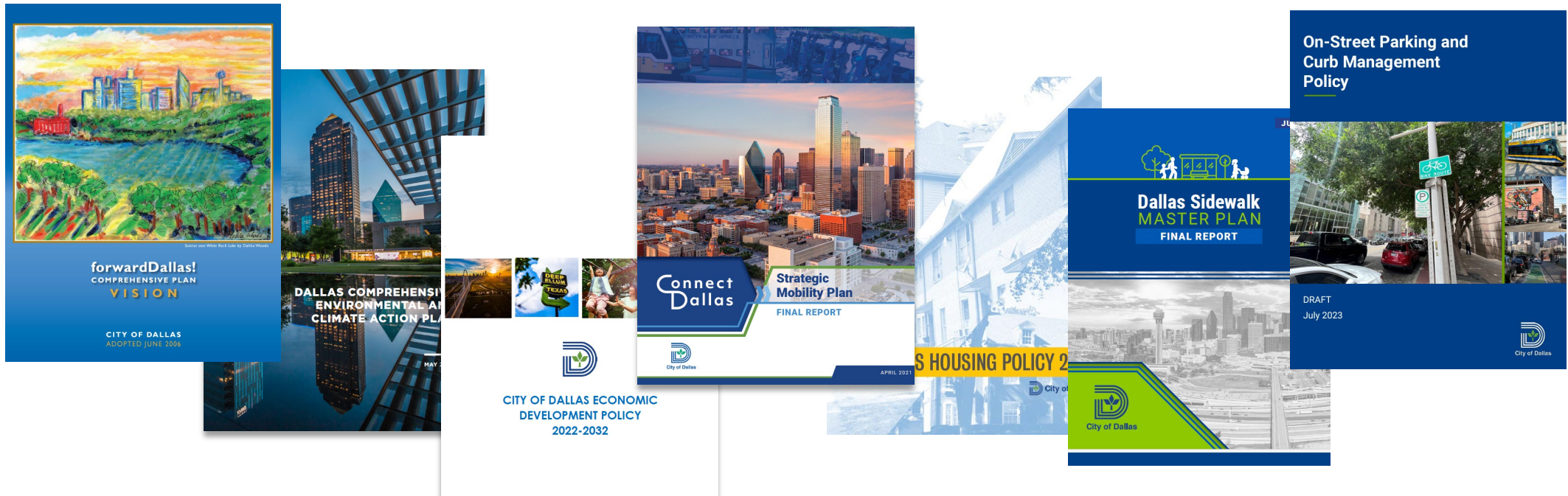
## *What's next?*

- ZOAC review this fall
- CPC recommendation and public hearing
- Council by end of year?





- **City goals** promote safety and health, environmental responsibility, attractiveness, walkability, accessible housing and economic opportunity, and complete communities.





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## Study Premises and City Policy



*Big takeaways:*

### Presentation Overview



Therefore:

Regulations requiring off-street parking conflict with adopted city goals.





**City of Dallas**

# **Off-Street Parking & Loading Code Amendment**

**AIA Communities by Design  
August 27, 2023**

Michael Wade, Senior Planner  
Planning & Urban Design  
City of Dallas

<https://bit.ly/dallasparkingcodeamend>