

DALLAS DEVELOPMENT CODE AMENDMENT**FILE NO. DCA 190-002**

Parking: Design Standards - general framework options**Planners: Lori Levy, AICP
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Consideration of amending off-street parking and loading requirements including, but not limited to, hotel, restaurant, multifamily, alcoholic beverage establishment, and public and private school uses in the Dallas Development Code.

BACKGROUND:

On September 5, 2019, City Plan Commission (CPC) authorized 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.

The intent of this code amendment is to review the current parking regulations and based on research, best practices, and other cities approach to parking requirements, determine the need to amend the City Code and make a recommendation and proposal.

Staff will provide reports on the following general research direction to build on information, culminating with recommendations and a proposal:

- Current Parking Regulations _ provided at the June 18, 2020 ZOAC meeting
- City of Dallas Planned Development Districts _ provided at the July 9, 2020 ZOAC meeting
- Index Cities and Other Cities Research _ provided at the August 6, 2020 ZOAC meeting
- Local and National Parking Studies _ provided at the September 3, 2020 ZOAC meeting
- Board of Adjustment parking reductions _ provided at the September 3, 2020 ZOAC meeting
- Citywide Plans – Vision/Goals _ provided at the September 3, 2020 ZOAC meeting
- Public and Interdepartmental Outreach – Input _ provided at the October 15, 2020 ZOAC meeting
- Case studies _ provided at the November 5, 2020 ZOAC meeting
- Discussion with City Departments _ at the November 19 and December 3, 2020 meetings
- Parking Regulations Proposal Framework Options _ provided at the January 21, 2021 ZOAC meeting
- Parking Ratios Table Options_ provided at the February 4, 2021 ZOAC meeting
- Parking Ratios Table and Regulations Options – part 2_ provided at the February 25, 2021 ZOAC re-scheduled meeting
- Options for Parking Management Tools _ provided at the March 11, 2021 ZOAC meeting
- Testing the general framework options_ provided at the April 1, 2021 ZOAC meeting
- Options for Parking Management Mechanisms _ provided at the April 15, 2021 ZOAC meeting
- Discussion with Dr. Eric A. Johnson, Assistant City Manager and representatives from Dallas Area Rapid Transit DART _ April 22, 2021 ZOAC meeting
- Additional Testing _ provided at the May 6, 2021 ZOAC meeting

- Public Forum in English and Spanish_provided at the May 19, 2021 Special meeting and the May 20, 2021 ZOAC meeting
- Debrief of the Public Input at the June 6, 2021 ZOAC meeting

PROJECT WEBPAGE:

<http://bit.ly/CityOfDallasParking>

RESEARCH AND STAFF ANALYSIS

Scope and methodology

At the December 3, 2020 meeting, ZOAC gave direction to staff to begin to work on recommendations to eliminate parking minimums with exceptions as to where it would not be appropriate to eliminate minimums, as well as implementing other tools as suggested by experts, in particular parking management and design standards, to support no parking minimums on a site.

At the January 21, 2021 meeting, staff presented the general framework options for a parking proposal. The framework is proposed to be sustained by five pillars and this report is focusing on the 5th pillar, Parking Design Standards.

1. Areas with specified parking ratios + Exemptions
2. Parking ratios table + Regulations
3. Parking management mechanisms
4. Proximity to transit
5. **Parking design standards**

The Parking Design Standards have been developed in an effort for Dallas to achieve the vision and goals as stated in city-wide plans with a particular focus on transportation elements regarding parking in the forwardDallas! Comprehensive Plan, Complete Streets Design Manual, and the Comprehensive Environmental and Climate Action Plan (CECAP).

forwardDallas! is Dallas' first citywide comprehensive plan. Shaped by citizen involvement, it envisions the future Dallas in which residents and stakeholders want to live and do business. *forwardDallas!* provides the overarching policy basis for land use decisions in the City of Dallas. It contains eight policy elements: Land Use, Economics, Housing, Transportation, Urban Design, Environment, and Neighborhoods. *forwardDallas!* is periodically amended by City Council. This plan is managed by the [Planning and Urban Design Department](#).

Link to [forwardDallas! Comprehensive Plan](#) (June 2006).

The CECAP is a comprehensive roadmap that outlines the activities that the City will undertake to improve quality of life, to reduce greenhouse gas emissions, to prepare for the impacts of climate change and to create a healthier and more prosperous community.

Link to [Comprehensive Environmental & Climate Action Plan \(CECAP\)](#) (April 2020).

The Dallas Complete Design Streets manual focuses on improving the way the City of Dallas designs and builds streets and is intended to update the forwardDallas! Transportation Element. The Dallas Complete Streets Vision is to build streets that are safe and comfortable for all users – young and old, pedestrians and wheelchair users, motorists and bicyclists, bus, and train riders alike. The Complete Street Manual is managed by the [Transportation Department](#) on their [Complete Streets information page](#).

Link to [Complete Streets Design Manual \(January 2016\)](#).

The Thoroughfare Plan establishes a roadway hierarchy system and classifies Dallas roadways according to this system to prescribe minimum regulatory standards for each type of roadway. The Thoroughfare Plan is periodically amended by the City Council to address changes to individual roadways through a public hearing process. This Plan is managed by the [Transportation Department](#).

Link to [Thoroughfare Plan \(1991\)](#)

In an effort, to align the parking amendment with our city-wide plans, and provide transparency, predictability, and consistency we are proposing to use the Complete Streets Vision Map as the framework. By using the Complete Streets classifications, the parking requirements and design standards are targeted to the needs of the area, district, and zones within the City in lieu of a “one size fits all” approach, including the protection of our most environmentally vulnerable areas.

The Complete Streets Design Manual is intended to work alongside the Dallas Thoroughfare Plan and the Dallas Development Code to provide the policy framework for the design and use of Dallas’ roadway network. The Complete Streets typology or classifications are: **Mixed-Use Streets, Commercial Streets, Community Residential (Collector) Streets, Local (Minor) Streets, Parkways, and Industrial Streets.**

In the event, that a street or a new street is not shown on the Complete Streets Vision Map, but is similar, to a street shown on the map, the building official shall place the proposed street under that street typology.

Goal:

Ensure that sites are developed in a manner that supports and encourages connectivity and creates a cohesive visual identity and attractive street scene, and that does not provide a sea of concrete that detracts from the visual identity and attractive street scene, or substantially contribute to environmental run-off and the heat island effect.
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The site design standards focus on the urban design concepts that connect individual parking lots and parking structures and help knit them together into the fabric of the community. These concepts include the basic arrangement of pedestrian access from parking facilities to streets and lots, open spaces and plazas, natural areas and other buildings and will require pedestrian access among properties, including parking structures and facilities to integrate neighborhoods.

The proposed design standards are organized into two (2) main, focus areas: **Environmental** and **Urban Form**.

Environmental. In order, to help achieve the goals of Comprehensive Environmental & Climate Action Plan (CECAP) and reduce the environmental impacts of increased storm water run-off, such as flooding and the heat island effect, the City; and particularly, the most vulnerable areas should be protected.				
forwardDALLAS! COMPREHENSIVE PLAN	CECAP and COMPLETE STREETS DESIGN MANUAL			
City-Wide Vision	City-Wide Plan Goals	Proposed Standard(s)	Purpose	Applies when parking is provided
<p>✓ Protection of riparian areas and drainage systems.</p>	<p>CECAP</p> <ul style="list-style-type: none"> ✓ Goal 3: Dallas' Communities Have Access To Sustainable, Affordable, Transportation Options. ✓ Goal 5: Dallas Protects Its Water Resources And Its Communities From Flooding And Drought. ✓ Goal 6: Dallas Protects And Enhances Its Ecosystems, Trees And Green Spaces That In Turn Improve Public Health. ✓ Goal 8: All Dallas' Communities Breathe Clean Air. <p>COMPLETE STREETS DESIGN MANUAL</p> <ul style="list-style-type: none"> ✓ Include environmentally sustainable solutions. ✓ Reduce impervious setbacks and frontage. ✓ Drain rooftop runoff to pervious areas. ✓ Simple, non-structural methods for stormwater management that are lower cost and lower maintenance than structural controls. 	<p>Green Factor Required points to be achieved are earned by using some site elements from a list of approximately a dozen "green" options, such as additional landscaping and green infrastructure (bioswales, rain gardens, rainwater harvesting) for parking and loading.</p> <p>Impervious Coverage Maximum A required percentage of impervious surface parking and loading, such as concrete allowed.</p> <p>Innovative Water Management (Greywater) A required percentage of stormwater runoff from impervious parking and loading surfaces are diverted to irrigate non-residential landscaping by using methods, such as downspouts and overland flow to rain gardens.</p>	<ul style="list-style-type: none"> ❖ Reduce Storm Water Runoff. ❖ Reduce the Heat Island Effect. ❖ Manage resources (water conservation) ❖ Protect property values and the natural habitat while increasing the effectiveness and functional utility. 	<p>City-wide (Non-Residential)</p>

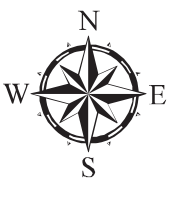
Urban Form.				
This section focuses on the urban design concepts that connect individual parking structures and help knit them together into the fabric of the community. These concepts include the basic arrangement of pedestrian access from parking facilities to streets and lots, open space and plazas, natural areas, and other buildings.				
forwardDALLAS! COMPREHENSIVE PLAN	COMPLETE STREETS DESIGN MANUAL			
City-Wide Plan Implementation/Recommendations	City-Wide Plan Goals/Objectives/Elements (Excerpts)	Proposed Standard(s)	Purpose	Applies when parking is provided
<ul style="list-style-type: none"> ✓ Amend Development Code for urban design standards for walkability and urban parking standards. ✓ Reinforce connections through parking lots with painted or colored pavement, different paving material or texture/adding shrubs, shade trees and other landscaping. 	<ul style="list-style-type: none"> ✓ Establish new street design standards that integrate Complete Streets and Integrated Stormwater Management (iSWM) principles. ✓ Reflect all streets not the same. ✓ Design solutions specific to the context. ✓ Permeable materials filter pollutants, reduce flow rate, improve water quality and reduce volume of infrastructure necessary to direct/convey stormwater offsite. ✓ Emphasis on pedestrian, bike, and vehicle access to natural areas. ✓ Enhance the public realm. 	<p><u>Urban Form Standards and Environmental Standards to be based on Complete Streets typology</u> (Mixed-Use Streets, Commercial Streets, Residential (Collector) Streets, Local (Minor) Streets, Alleys)</p> <p>To be required:</p> <ul style="list-style-type: none"> -Alternative paving (permeable paving) -Continuous sidewalks -Special paving (bricks, natural stone, unit concrete pavers, textured and colored concrete) -Pedestrian paths (parking lots, buildings, natural areas. -Detention/retention (location, setbacks, fencing, and design guidelines). 	<ul style="list-style-type: none"> ❖ Align design standards for parking amendment (Code) regulations to city-wide plans to achieve vision, goals and provide transparency, predictability, and consistency. ❖ Reduce stormwater runoff and the heat island effect. ❖ Pedestrian-friendly environment and pedestrian safety. 	City-wide
<ul style="list-style-type: none"> ✓ Compact, pedestrian-friendly setting with surface parking behind buildings away from street with “teaser parking.” ✓ Parking garages discouraged along walkable, pedestrian streets unless ground-floor, retail, office, or civic uses included. ✓ Screen parking lots from the street. “Landscaped Frontages” can be used to screen large parking lots from the street by adding landscaping, walls. 	<ul style="list-style-type: none"> ✓ Mixed-Use streets for pedestrians, bicyclists, transit users with more desirable environment for people. 	<p>To be required:</p> <ul style="list-style-type: none"> -Amenities (street furniture) -Wider sidewalks -Surface parking behind buildings -Parking structures (street activation, architectural) -Surface parking setbacks/location/“teaser parking” -Parking and loading and service areas screening (includes dumpsters, utility cabinets). 	<ul style="list-style-type: none"> ❖ Pedestrian-friendly environment and pedestrian safety with vibrant, urban street activation to provide for the mix of uses and transit riders. 	City-wide (Mixed-Use Streets)

Complete Streets Vision Map

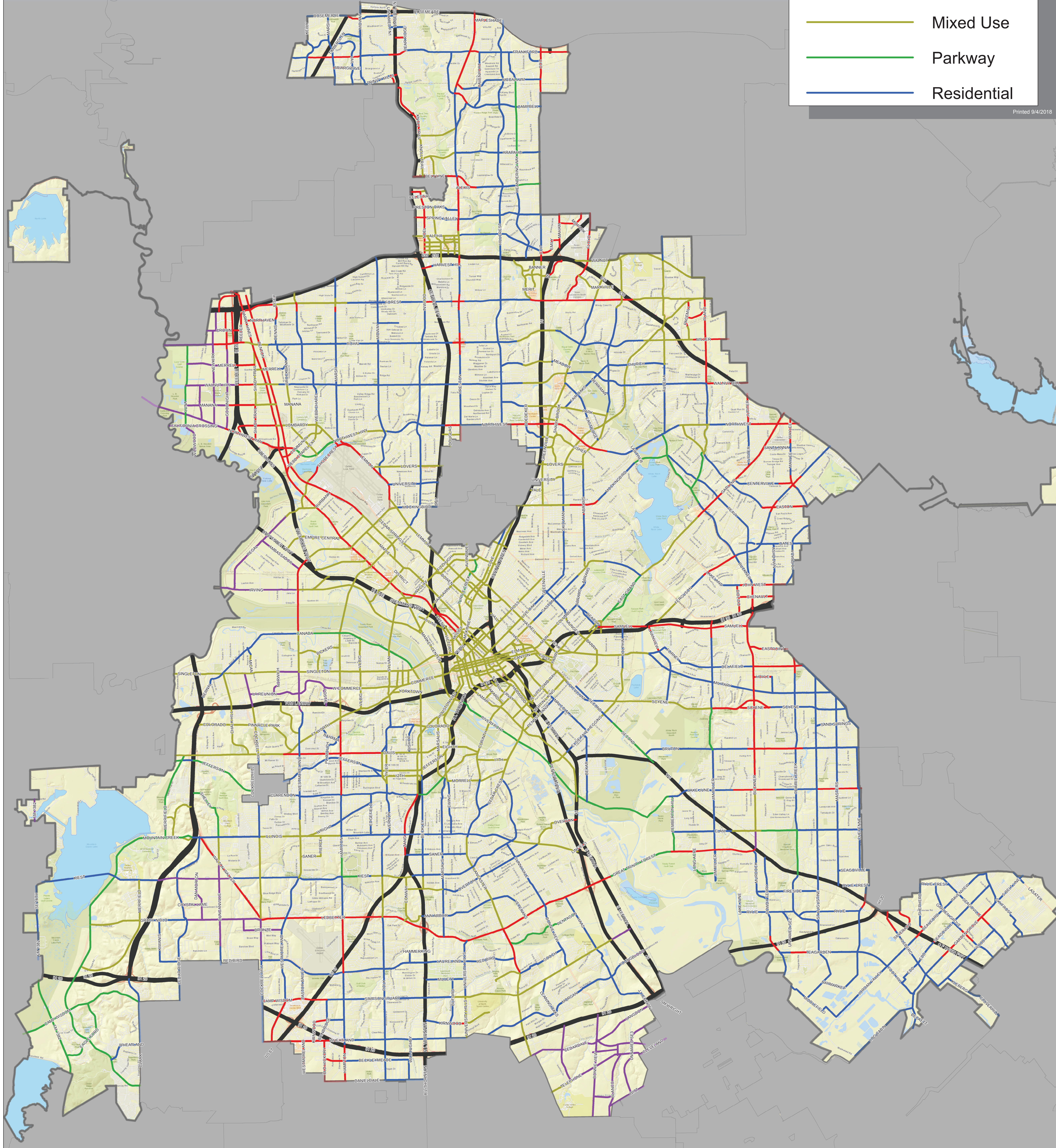
Legend

Street Typology

- Commercial
- Industrial
- Mixed Use
- Parkway
- Residential



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Street Typology