

DALLAS DEVELOPMENT CODE AMENDMENT

FILE NO. DCA 190-002

Parking: Parking Ratios Table and Regulations Options
Additional Appendix

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STAFF REPORT SUPPLEMENT

APPENDIX 4 – OTHER CITIES: PARKING REQUIREMENT FOR RESIDENTIAL USES

The following cities were selected for their recognized policy to connect housing with the parking reform to support affordable housing. The following are selected excerpts from zoning codes, accompanied by excerpts from analysis and research of outcomes of such parking reforms, where available. The appendix is a compilation of excerpts.

Portland

Code excerpt

<https://www.portland.gov/sites/default/files/code/33.266-parking-and-loading.pdf>

B. Minimum number of required parking spaces.

1. Minimum for sites located close to transit.

For sites located 1500 feet or less from a transit station, or 500 feet or less from a transit street with 20-minute peak hour service the following minimum parking requirements apply. The Bureau of Transportation will publish a map annually, adopted through Administrative Rule, showing sites that meet these service thresholds. For sites not shown on the map, the applicant may provide current information demonstrating that the site meets the service thresholds:

a. Household Living uses. The minimum number of required parking spaces for a site with a Household Living use is:

- (1) Where there are up to 30 dwelling units on the site, no parking is required;
- (2) Where there are 31 to 40 dwelling units on the site, the minimum number of required parking spaces is 0.20 spaces per dwelling unit;
- (3) Where there are 41 to 50 dwelling units on the site, the minimum number of required parking spaces is 0.25 spaces per dwelling unit; and
- (4) Where there are 51 or more dwelling units on the site, the minimum number of required parking spaces is 0.33 spaces per dwelling unit.

b. All other uses. No parking is required for all other uses.

2. Minimum for sites located far from transit.

For sites located more than 1500 feet from a transit station, or more than 500 feet from a transit street with 20-minute peak hour service, the minimum number of parking spaces required is stated in Table 266-1.

(...)

D. Exceptions to the minimum number of parking spaces.

The minimum number of required parking spaces may be reduced as follows:

1. Affordable housing exceptions. The minimum number of required parking spaces may be reduced to zero when the applicant demonstrates compliance with the on-site or off-site affordable dwelling unit requirements of Chapter 33.245, Inclusionary Housing, the on-site or off-site affordable dwelling unit requirements of an applicable voluntary inclusionary housing bonus, or the requirements of the deeper housing affordability bonus of Section 33.120.211. This exception does not apply if the applicant pays a fee-in-lieu of complying with the requirements of Chapter 33.245, Inclusionary Housing, or makes a payment into the Affordable Housing Fund in exchange for bonus density or FAR.

(...)

Zone	Requirement
OS, RF – R2.5, RMP, EG, I, IR	<p>Minimum is Standard A in Table 266-2.</p> <p>Maximum is Standard B in Table 266-2.</p>
RM1-RM4, CR, CM1, CM2, CM3, CE, CI	<p>Minimum for sites that are 10,000 square feet or less in size: No minimum except for Household Living, which has the following minimums: 0 for 1 to 30 units; 0.20 per unit for 31-40 units; 0.25 per unit for 41-50 units; and 0.33 per unit for 51+ units.</p> <p>Minimum for all other sites is Standard A in Table 266-2</p> <p>Maximum is Standard B in Table 266-2.</p>
EX	<p>No minimum except for Household Living, which has the following minimums: 0 for 1 to 3 units; 1 per 2 units for four+ units; and SROs are exempt.</p> <p>Maximum is Standard A in Table 266-2, except: 1) Retail, personal service, repair-oriented - Maximum is 1 per 200 sq. ft. of net building area. 2) Restaurants and bars - Maximum is 1 per 75 sq. ft. of net building area. 3) General office – Maximum is 1 per 400 sq. ft. of net building area. 4) Medical/Dental office – Maximum is 1 per 330 sq. ft. of net building area.</p>
RX, CX	<p>No minimum except for Household Living, which has the following minimums: 0 for 1 to 30 units; 0.2 per unit for 31-40 units; 0.25 per unit for 41-50 units; and 0.33 per unit for 51+ units.</p> <p>Maximum is Standard B in Table 266-2.</p>

[1] Regulations in a plan district or overlay zone may supersede the standards of this table.
 [2] Uses subject to a Conditional Use, Impact Mitigation Plan, or Transportation Impact review may establish different parking minimum and maximum requirements through the review.

Table 266-2 Parking Spaces by Use [2] (Refer to Table 266-1 to determine which standard applies.)			
Use Categories	Specific Uses	Standard A	Standard B
Residential Categories			
Household Living		1 per 2 units, except SROs exempt	None, except 1.35 per unit on sites that are both in a commercial/mixed use or multi-dwelling zone and close to transit (close to transit is described in 33.266.110.B.1.) Houses, attached houses and duplexes are exempt.
Group Living		1 per 4 residents	None

(excerpt portion for residential uses)

33.266.120 Development Standards for Houses, Duplexes, Triplexes, and Fourplexes

A. Purpose. The size and placement of vehicle parking areas are regulated in order to enhance the appearance and pedestrian experience of neighborhoods.

B. Structures these regulations apply to. ... C. Parking area locations. D. Parking space sizes. E. Paving. ...

Articles, updates

Selected excerpts from articles

Michael Anderson. OREGON JUST ENDED EXCESSIVE PARKING MANDATES ON MOST URBAN LOTS. A 2019 law legalizing "middle housing" statewide turns out to also be one of the biggest parking reforms in US history. in Sightline Institute, online platform. on December 14, 2020 at 1:45 am.

<https://www.sightline.org/2020/12/14/oregon-big-parking-reform/>

But Oregon’s rule, which stems from its landmark 2019 legalization of so-called “middle housing” options statewide, is a much more unusual state-level action, affecting 58 jurisdictions simultaneously. And because middle housing will soon be legal throughout those 58 jurisdictions—the vast majority of the state’s urban lots—it’s arguably the biggest state-level parking reform law in US history.

Under the new state rules for larger cities and the Portland metro area, middle-housing projects on residential lots of 3,000 square feet or less can’t be required to have more than one off-street parking space, total, for the first four attached homes. For lots of up to 5,000 square feet, no more than two parking spaces can be required, total; for lots of up to 7,000 square feet, no more than three spaces. On lots larger than 7,000 square feet, a limit of one mandatory parking space per home applies. In all cases, property owners will have the option to include as many off-street parking spaces as they feel the project needs. Their projects simply can’t be *required* to have more than one space per home, even on the largest urban lots.

This new standard applies to areas that are home to 2.5 million Oregonians, or 60 percent of the state’s population.

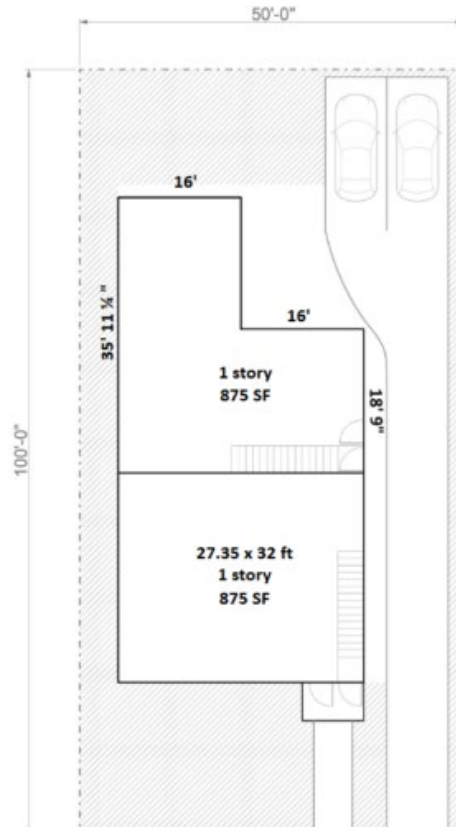
(...)

To arrive at the new parking standard, state staffers commissioned a [study](#) to examine possible costs and lot layouts for new duplexes, triplexes, and fourplexes. It concluded that for such structures “on small lots, even requiring more than one parking space per development creates feasibility issues.”

(study can be found here:

https://sightline-wpengine.netdna-ssl.com/wp-content/uploads/2020/12/DLCD_MHMC_triplex-fourplex_AnalysisSummaryMemo_ECO_202006152.pdf)

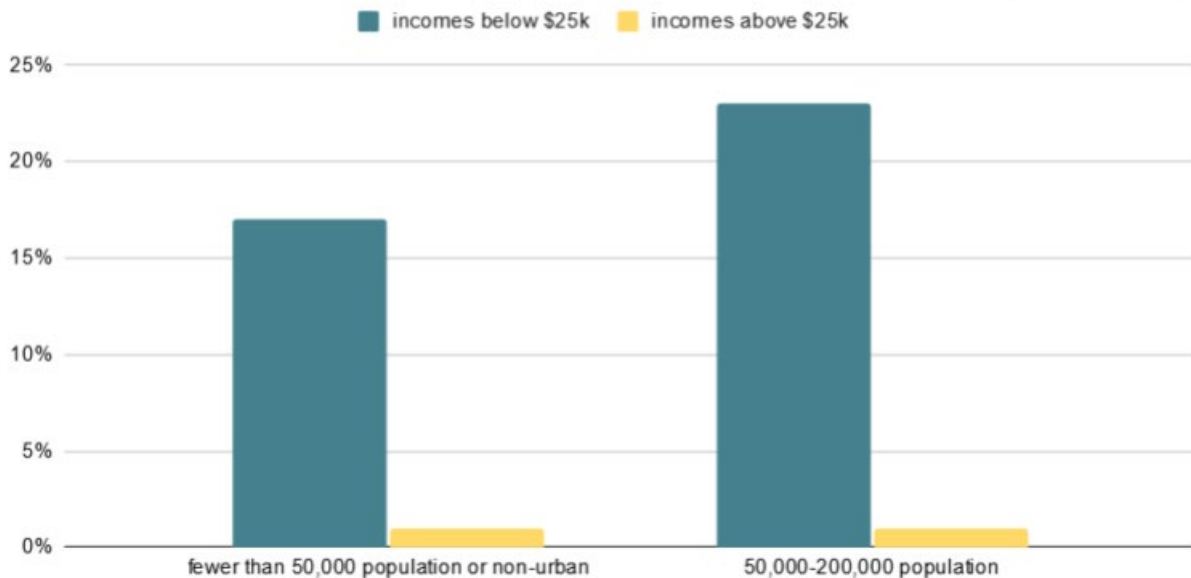
Lot Size: 5,000 SF **Units:** 4
Lot Width: 50 **Lot Depth:** 100
Buildable Dimensions: 40' x 65'
FAR: 0.7 **GFA:** 3,500
Unit SF: 875 **Floors:** 2
Building Footprint: 1,750 SF
Layout:
Stacked units.
Two rear parking spaces.



A theoretical site plan for a 3,000 square foot fourplex on a 5,000 square foot lot. Mandating more parking would either pave far more of the lot, vastly increase costs due to excavation, or prevent the homes from existing. (Image: [Site plans](#) for Oregon Department of Land Conservation and Development from [Angelo Planning Group](#) and [SERA Architects](#).)

Separately, drawing on [prior research](#) by Sightline, state staffers looked at car ownership rates around Oregon. They found that [in every affected city, at least 40 percent of tenant households own one or zero cars](#). Even in smaller cities and rural areas of the United States, living without a car isn't all that unusual. It's simply concentrated among poorer people:

Share of households without cars in small cities and rural areas (nationwide)



Data: [2017 National Household Transportation Survey](#).

In other words, building lots of off-street parking adds costs that can block projects. And many Oregon households, even in fairly small and rural cities, have little use for it.

Therefore, the staff concluded, it's unreasonable for a city to require parking spaces whether or not a home's resident is likely to want them. The reasonable approach is to make it a site-specific decision by the landowner.

Tony Jordan. *Portland has eliminated residential parking requirements, your city should be next.* In Parking Reform Network online platform on September 3, 2020.

<https://parkingreform.org/2020/09/03/portland-has-eliminated-residential-parking-requirements-your-city-should-be-next/>

A Few Steps Forward

Portland has a history of innovative parking reform. In the 1970s, Portland was one of a handful of cities which reduced parking requirements in their central business districts to combat air quality problems. [In 1975, Portland imposed a cap on the total number of parking spaces](#) allowed Downtown a cap that remained in place for decades until it was replaced by maximum parking ratios.

In 2002, City Council continued to push the envelope when it eliminated minimum parking requirements for apartment buildings built within 500 feet of frequent service bus lines. But a few years later, an effort by Commissioner (and future Mayor) Sam Adams to convince merchants on Portland's trendy Hawthorne Blvd. to accept parking meters on their street was [met with serious resistance](#), and the plans were shelved.

A Step Back

Coming out of the Great Recession, Portland saw a [development boom on SE Division St.](#), a corridor which had been somewhat leveled in anticipation of a planned freeway in the 1970s. Mid-rise apartment buildings popped up in rapid succession on this formerly sleepy semi-industrial street and none of them had any on-site parking. Similar

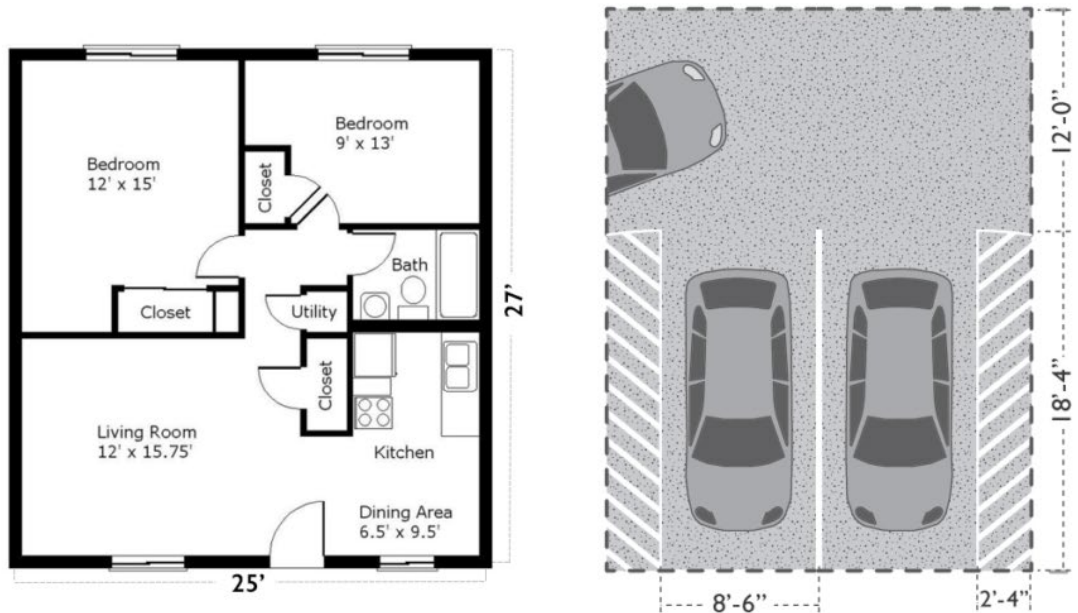
development was happening in a few other neighborhoods in Portland, and the people living in single-dwelling zones on nearby blocks were getting more and more angry about it.

Phone calls and angry emails flooded into Commissioner's offices. People packed neighborhood association meetings demanding that developers build parking in these projects. The city had no effective on-street parking management solutions at the ready and, [despite an op-Ed from Donald Shoup himself](#), in 2013, City Council [re-imposed minimum parking requirements](#) for new buildings with more than 30 apartments.

Spreading the Word

Parking is important because it has impacts on so many aspects of city life. If someone is advocating for safer streets, climate action, abundant and affordable housing, tree preservation, active and equitable transportation, fiscal responsibility, or more vibrant business districts, then that person has a reason to support parking reforms. But, like most people, advocates for those causes have rarely considered how much parking costs, why we have so much of it, or how that relates to the issue important to them.

Living Space Vs. Parking Space



size for 2 bedroom apartment: 675 FT²

size for 2 parking spaces: 650 FT²

Sources: Transportation Cost and Benefit Analysis II - Parking Costs Victoria Transport Policy Institute (www.vtpi.org)

Graphic Adapted from Graphing Parking (<https://graphingparking.com/2013/07/23/parking-across-cascadia/>)

Image compiled by Portlanders for Parking Reform - <https://pdxshoupistas.com/> - @pdxshoupistas



An example of educational materials Portlanders for Parking Reform developed to demonstrate the space parking takes from housing.

(...)

Flipping the Script

In the years since, Portland has continued to explore and develop parking reforms. The city has approved a [performance pricing policy for meters](#), is piloting innovative market-rate permit/meter zones, and is [currently considering parking surcharges for traffic congestion and a citywide parking cash-out policy](#). In March, [transit proximity requirements for multi-family parking waivers were shelved](#) and this spring the city [granted schools and churches the right](#) to build affordable housing on up to 50% of any existing parking mandated by their conditional use agreements.

Seattle

Code excerpt

https://library.municode.com/wa/seattle/codes/municipal_code?nodeId=TIT23LAUSCO_SUBTITLE_IIIILAUSTR_CH2_3.54QUDESTACOREPASOWAST

23.54.015 - Required parking and maximum parking limits

Table B for [23.54.015](#) for residential uses,

B. Required parking for specific zones and areas

1. Parking in downtown zones is regulated by (other) Chapters.
2. Parking in the MPC-YT (certain Master Planned Communities) zone is regulated by (other) sections.
(...)
4. The Director shall adopt by rule a map of frequent transit service areas based on proximity to a transit station or stop served by a frequent transit route. The determination whether a proposed development site is in a scheduled frequent transit service area shall be based on the frequent transit service area map adopted by rule that exists on the date a project vests according to the standards of [Section 23.76.026](#), provided that a rule that takes effect on a date after the project vests may be applied to determine whether the site is in a scheduled frequent transit service area, at the election of the project applicant in accordance with Section 23.76.026.G.

C. Maximum parking limits for specific zones or areas

(...)

Table B for [23.54.015](#) - Required parking for residential uses

I. General residential uses

Multifamily residential uses, except as otherwise provided in this Table B for [23.54.015](#)¹ - 1 space per dwelling unit, or 1 space for each 2 small efficiency dwelling units
Single-family dwelling units³ - 1 space for each dwelling unit

II. Residential use requirements for specific areas

All residential uses within urban centers or within the Station Area Overlay District¹ - No minimum requirement.

All residential uses in commercial, RSL and multifamily zones within urban villages that are not within urban center or the Station Area Overlay District, if the residential use is located within a frequent transit service area^{1,4} - No minimum requirement

Multifamily residential uses within the University of Washington parking impact area shown on Map A for [23.54.015](#)¹

1 space per dwelling unit for dwelling units with fewer than 2 bedrooms; plus

1.5 spaces per dwelling units with 2 or more bedrooms; plus

0.25 spaces per bedroom for dwelling units with 3 or more bedrooms

Multifamily dwelling units, within the Alki area shown on Map B for [23.54.015](#)¹ - 1.5 spaces for each dwelling unit.

III. Multifamily residential use requirements with rent and income criteria

For each dwelling unit rent and income-restricted at or below 80 percent of the median income^{1,5} - No minimum requirement.

Footnotes to Table B for [23.54.015](#)

(...)

² For development within single-family zones the Director may waive some or all of the minimum parking requirements according to [Section 23.44.015](#) as a special or reasonable accommodation. In other zones, if the applicant can demonstrate that less parking is needed to provide a special or reasonable accommodation, the Director may reduce the requirement. The Director shall specify the minimum parking required and link the parking reduction to the features of the program that allow such reduction. The parking reductions are effective only as long as the conditions that justify the waiver are present. When the conditions are no longer present, the development shall provide the amount of minimum parking that otherwise is required.

³ No parking is required for single-family residential uses on lots in any residential zone that are less than 3,000 square feet in size or less than 30 feet in width where access to parking is permitted through a required yard or setback abutting a street according to the standards of subsections 23.44.016.B.2, 23.45.536.C.2, or 23.45.536.C.3.

(...)

23.54.020 - Parking quantity exceptions

The motor vehicle parking quantity exceptions set forth in this [Section 23.54.020](#) apply in all zones except downtown zones, which are regulated by [Section 23.49.019](#), and Major Institution zones, which are regulated by [Section 23.54.016](#).

- A. Adding Units to Existing Structures in Multifamily and Commercial Zones. ...
- B. Tandem Parking in Multifamily Structures. ...
- C. Parking Exception for Landmark Structures. ...

Articles, updates

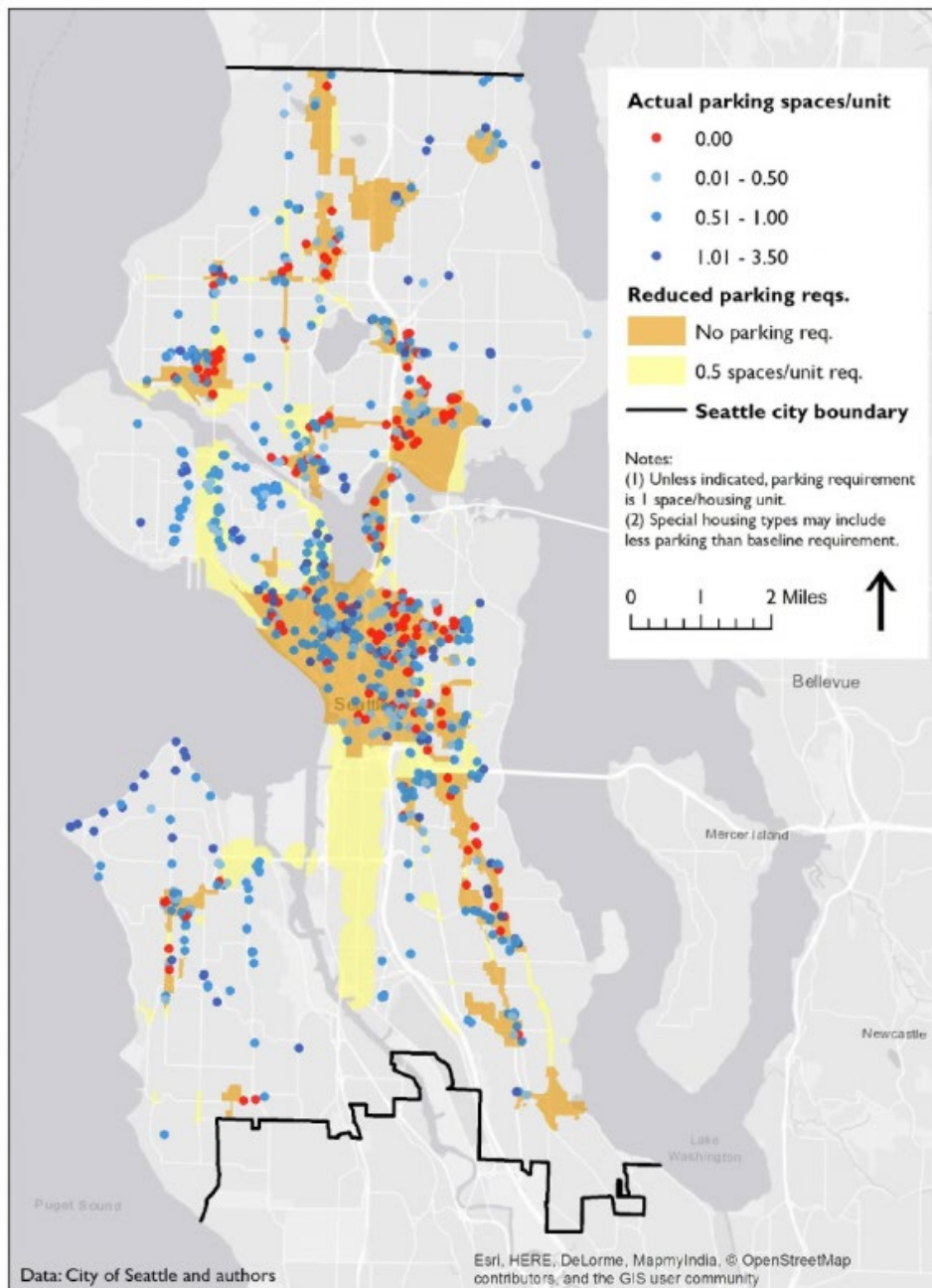
Selected excerpts from articles

[C.J. Gabbe](#), [Gregory Pierce](#), [Gordon Clowers](#). *How Developers Respond to Parking Reform. Reducing minimum parking requirements can help alleviate urban housing crises* In *Transfers Magazine*, online. Issue 6, Fall 2020. In <https://transfersmagazine.org/magazine-article/how-developers-respond-to-parking-reform/> (This article is adapted from Gabbe, C. J., Pierce, G., & Clowers, G. (2020). *Parking policy: The effects of residential minimum parking requirements in Seattle*. *Land Use Policy*, 91. <https://doi.org/10.1016/j.landusepol.2019.104053>)

Seattle's Parking Policy Reforms

In 2012, concerns about housing scarcity led Seattle to lower its parking minimum requirements. Doing so was in line with the city's comprehensive plan, and with regional plans that emphasized connecting denser growth centers with more public transit options. Before this reform, Seattle had required residential developments across the city — except for downtown and some special housing types — to provide at least one parking space per housing unit. The 2012 reforms changed this requirement in three big ways. First, the city eliminated all off-street parking requirements for multifamily housing in neighborhoods the city considered “high-density urban centers” (e.g., downtown Seattle, Capitol Hill, South Lake Union, Uptown, and the neighborhoods around the University of Washington). Second, it eliminated multifamily parking requirements in residential and non-residential uses in “medium-density neighborhood centers” (or “urban villages”) located within a one-quarter mile of a public transit stop that ran at least every 15 minutes for most of the day. Third, the city reduced parking minimums by 50% along major transit corridors outside these areas, as long as they were within a one-quarter-mile walk of transit stops with frequent service.

Figure 1: Seattle residential developments in study (2012-2017), with actual and baseline required parking spaces per unit.



The overarching takeaway is that Seattle’s parking reforms significantly reduced parking supply in new buildings. About two-thirds of the projects we examined — mainly those in the downtown and its densest surrounding urban centers — were not required to provide any off-street parking. Most buildings in our sample provided less than one parking space per unit, and a sizable share, nearly 20%, provided no parking at all. **Table 1** shows the distribution of actual parking provided per housing unit post-reforms broken down by minimum parking standard (0, 0.5, and 1 space per housing unit). The average building in areas with reduced parking requirements had 0.91 spaces per unit while those in areas

with no parking requirements had 0.49 spaces per unit. Lastly, all but one of the 868 developments had less than two parking spaces per unit, a standard that is common (and sometimes required) in other cities.
(...)

Implications for Planners and Policymakers

Our results show that (1) minimum parking requirements often constrain developers, and (2) reducing those requirements leads to less parking, which presumably means cost savings for developers and lower housing prices for consumers. These findings highlight the impact that policymakers can have by reducing or eliminating unnecessary off-street parking requirements.

Lowering parking requirements allows developers to forego some construction costs, and likely frees up some physical space to construct more units (although our data could not confirm this). Past scholarship does show, intuitively, that housing with less parking sells at lower prices. Many of Seattle's new housing units would have been more expensive had they included more parking. Excessive parking requirements also represent a lost opportunity for developers, because complying with the requirement means using valuable land or money for parking (which may not add much to the sale or rental value of each unit), rather than for more profitable housing or commercial uses. If less parking enabled more housing, the additional housing supply may have tempered the overall rise in Seattle's housing prices. In Seattle, the parking reforms (and targeted housing code updates) actually enabled new housing forms. Often, these buildings featured small unit sizes designed efficiently without garage parking to provide more residential units within urban center neighborhoods with small parcel sizes.
(...)

Our research bolsters the case for reducing or eliminating minimum parking requirements. If cities want to break the cycle of automobile-oriented planning, then reducing or eliminating residential parking requirements is an important step. Doing so will free up space that is better used to create more housing and provide engaging living places rather than storing automobiles. Cities that reduce parking minimums can pave the way for more affordable housing. Our analysis shows that many developers will respond to parking reforms, particularly in neighborhoods with good walkability and transit options. Developers can provide less parking, and at a level that probably better matches market demand than the higher off-street parking requirements adopted decades ago. Policymakers from other cities should, like Seattle, focus their efforts on reducing or eliminating parking minimums.

Minneapolis

Code excerpt

https://library.municode.com/mn/minneapolis/codes/code_of_ordinances?nodemd=MICOOR_TIT20ZOCO_CH541OR_EPALO
<http://www2.minneapolismn.gov/cped/WCMS1P-141081>

ARTICLE III. - SPECIFIC OFF-STREET PARKING REQUIREMENTS

541.170. - Specific off-street parking requirements.

- (a) *In general.* Accessory, off-street parking shall be provided for principal uses as specified in Table 541-1, Specific Off-Street Parking Requirements, except as otherwise specified in this zoning ordinance.
- (c) *Downtown districts.* Accessory, off-street parking in the downtown districts shall be regulated by Table 541-2, Specific Off-Street Parking Requirements - Downtown Districts, except as otherwise specified in this chapter.

Table 541-1 Specific Off-Street Parking Requirements

Dwellings: 1 space per dwelling unit, except an accessory dwelling unit shall not be required to provide off-street parking

No maximum except as regulated by Article VIII, Special Parking Provisions for Specific Zoning Districts. **Existing dwellings nonconforming as to parking may provide off-site parking within 300 feet.*

**Table 541-2 Specific Off-Street Parking Requirements - Downtown Districts
Residential Uses**

Min: None except that multiple-family dwellings of 50 or more units that provide off-street parking for residents shall also provide designated visitor parking at a ratio of not less than one visitor space per 50 dwelling units.

Max:

1.5 spaces per dwelling unit or rooming unit in the B4 District;

1.6 spaces per dwelling or rooming unit in the B4S, B4C and B4N Districts;

Developments with fewer than 10 dwelling or rooming units shall be subject to a maximum parking requirement of 2 spaces per unit in the downtown districts;

Accessible spaces required for residential uses by the Minnesota State Building Code and visitor parking spaces required by this ordinance shall not count toward the maximum parking requirement.

541.200. - Transit incentives.

Upon determination by the zoning administrator, the minimum parking requirement may be reduced under the following conditions:

(1) *Multiple-family dwellings.* Except in the UA University Area Overlay District, the minimum parking requirement for multiple-family dwellings of three (3) units or more may be reduced as specified in Table 541-4.5, Transit Incentive for Multiple-Family Dwellings.

Table 541-4.5 Transit Incentive for Multiple-Family Dwellings

Transit proximity and frequency*	Authorized reduction from minimum parking requirement (3—50 dwelling units)	Authorized reduction from minimum parking requirement (51 dwelling units or more)
Within one-quarter (¼) mile of a bus transit stop with midday service headways of fifteen (15) minutes or less, or within one-half (½) mile of a rail transit stop with midday service headways of fifteen (15) minutes or less	100 percent	50 percent
Within three hundred fifty (350) feet of a bus or rail transit stop with midday service headways between fifteen (15) minutes and thirty (30) minutes	10 percent	10 percent

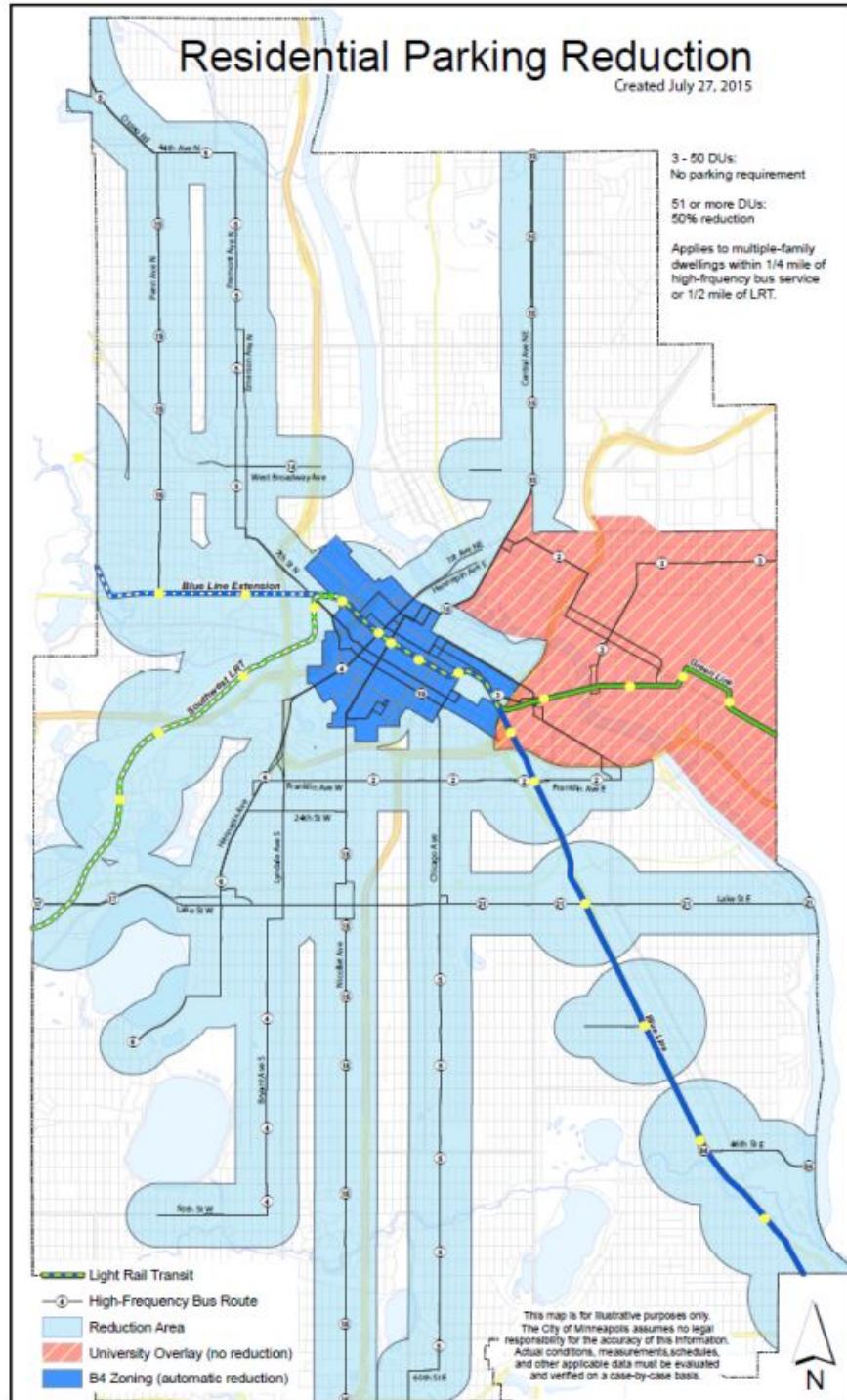
**In addition to existing transit stops, incentives shall apply to rail transit stops that are included in a project that has been approved to enter the Project Development phase by the Federal Transit Administration*

Articles, updates

Selected excerpts from articles

Jason Wittenberg, AICP (Planning Manager City of Minneapolis). *Minneapolis Off-Street Parking: Regulatory Reform, Policy Goals, and Market Response*. Presentation at RailVolution. Vancouver September 11, 2019

<https://railvolution.org/wp-content/uploads/2019/09/B15-Parking-Requirement-Policies-for-TOD-Wittenberg.pdf>



2009 Parking Reform

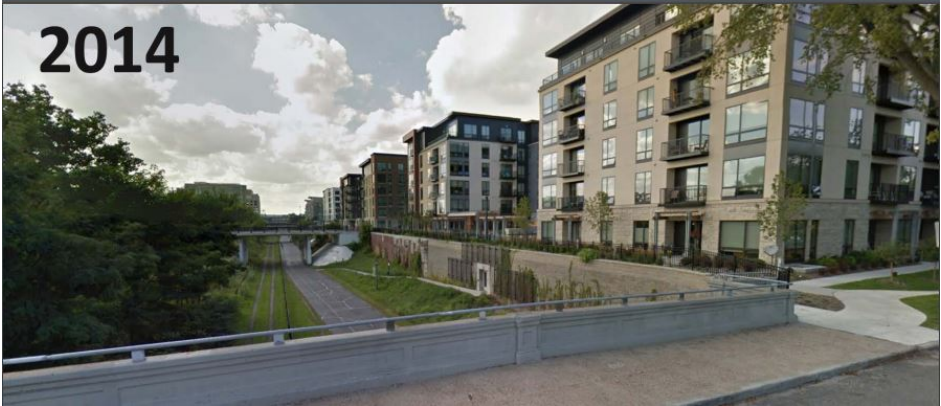
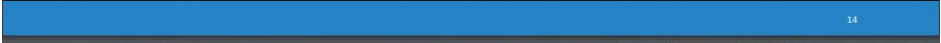
Commercial Uses & Downtown & Bike Parking

- Reduced parking requirements for commercial uses— restaurants/coffee shops received the biggest reduction
- Maximum automobile parking standards adopted citywide
- Minimum bicycle parking requirements established for most uses
- Eliminated minimum parking requirements in downtown districts

USE	PARKING MINIMUM PRIOR TO 2009	PARKING MINIMUM AFTER 2009
1,000 sq. ft. restaurant with 450 sq. ft. of public area	9	0
3,000 sq. ft restaurant with 1,350 sq. ft of public area	27	7

According to *Minneapolis/St. Paul Business Journal*:
 1,190 restaurants opened in Minneapolis from 2009 to 2019.
 Approximately one new restaurant every three days.

Google Street View 2017



The Influence of Parking on Design

Small Block Infill - Existing Policy 1:1

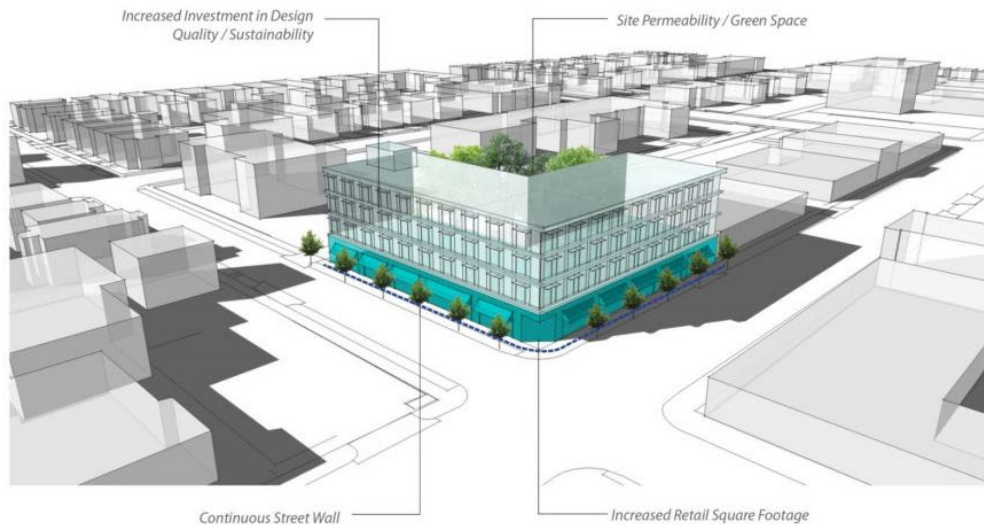


Infill Development

42 dwelling units (1000 sf avg)
9,000 sf retail

10,500 sq ft surface / tuck-under parking

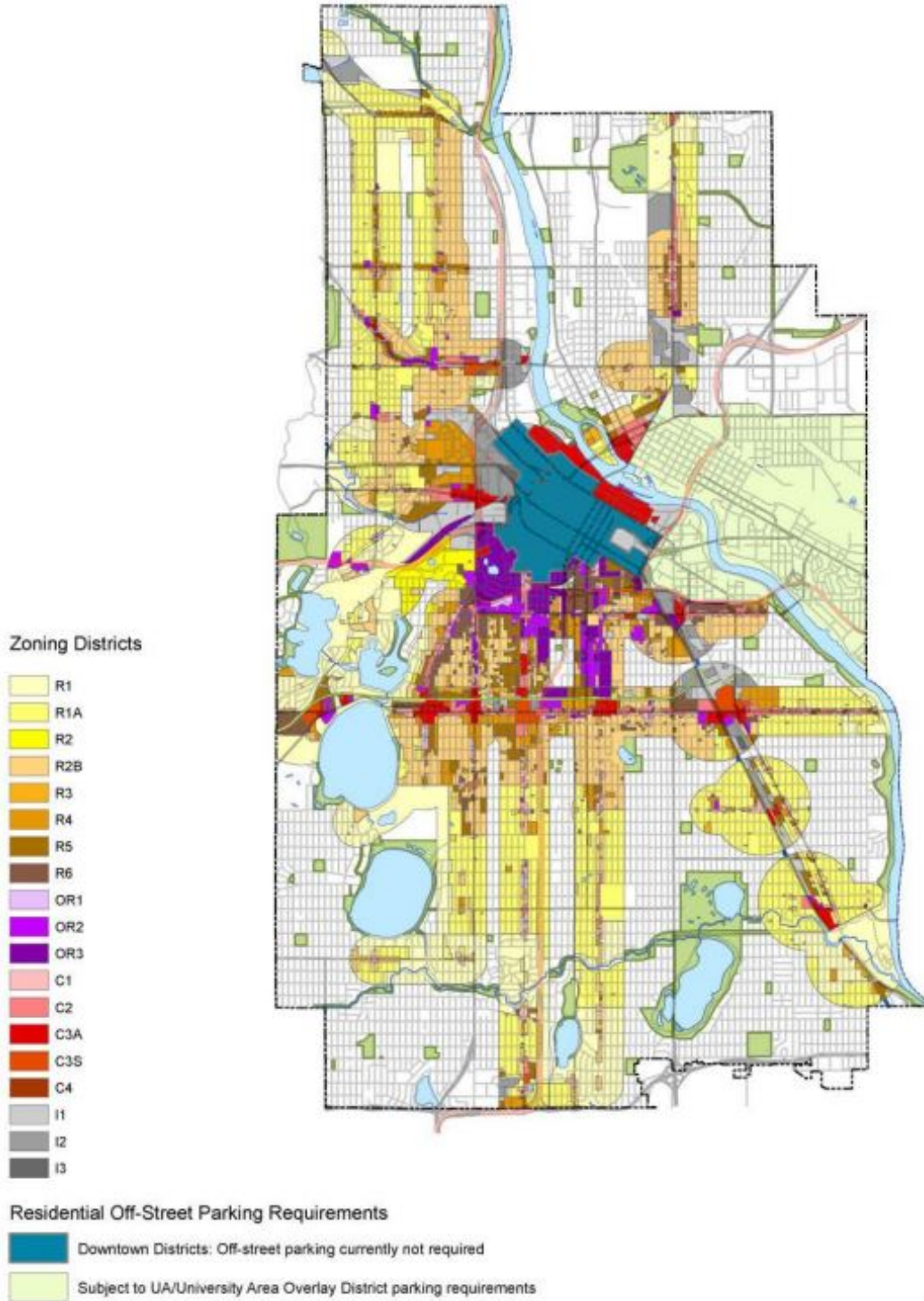
Small Block Infill - Parking Reduction



Infill Development

42 dwelling units (1000 sf avg)
15,000 sf retail (+6000)
7,600 sf of flex space (parking or green space)

Zoning Districts



Patrick Sisson *Cities have a parking problem. More parking is not the solution. Most cities dedicate huge amounts of space to cars at rest. There's a strong case for changing that.* In CityMonitor online. 21 Sep 2020 (Last Updated 9 Oct 2020)

<https://citymonitor.ai/transport/cities-have-a-parking-problem-more-parking-is-not-the-solution>

"In many ways, it's worse for residential projects. Research on parking minimums in the United States shows they add significant cost to projects. Adding one parking space per unit increases the cost of affordable-housing development by 12.5%, and UCLA researchers found that garage parking typically adds \$142 a month to a household's rent. The inverse occurs when parking minimums get cut. In 2015, Minneapolis slashed parking minimums for housing. Developers responded by dropping rent costs for new apartments, with \$1,200 units becoming \$1,000 units."

Jeffrey Spivak *People Over Parking. Planners are reevaluating parking requirements for affordable housing.* In Planning October 2018

<https://www.planning.org/planning/2018/oct/peopleoverparking/>

"Like a lot of cities, Minneapolis has experienced the dual trends of rising multifamily rents and dwindling housing affordability. For years it offered the usual carrots of tax incentives and development subsidies for residential projects with affordable units. But three years ago, it tried a different strategy: The city slashed its multifamily parking requirements in certain parts of town.

The usual ratio of one parking space for every one unit was cut in half for larger apartment projects and was eliminated entirely for projects with 50 or fewer units located near high-frequency transit. Lo and behold, the market mostly responded in the exact ways planners had predicted.

Apartment developers proposed projects with fewer parking spaces. That lowered the cost of construction. So, such projects began offering rents below the market's established levels. New studio apartments, which typically went for \$1,200 per month, were being offered for less than \$1,000 per month.

"There's definitely a new type of residential unit in the market that we haven't seen much before," says Nick Magrino, a Minneapolis planning commissioner who has researched apartment development trends since the parking code change. "Outside of downtown, there's been a lot of infill development with cheaper, more affordable units."

Atlanta

Code excerpt

https://library.municode.com/ga/atlanta/codes/code_of_ordinances?nodeId=PTIICOORANDECO_PT16ZO_CH3SIMIREDIR

R-1, R-2, R-2a, R-2b, R-3, R-3a: 2ps/DU

R-4, R-4a, R-4b, R-5(D): 1ps/DU

R-5: two-family dwellings: 1ps/DU if one unit under 750sf; 1ps/DU + 1ps/each bedroom above 3 bedrooms

R-G, R-LC, C-3: Land Use Intensity Ratios – proportionality between FAR, open space, parking/DU between 0.42 and 2.2

Transit Stations Public Interest Distracts: no min, maximums are established.

TABLE I

LAND USE INTENSITY RATIOS

LUI Ratios Times Gross Land Area

	Floor Area (FAR)	Total Open Space (TOSR)	Useable Open Space (UOSR)	Parking Spaces Per Lodging Unit	Parking Spaces Per Dwelling Unit
Sector 1	.100	.80	.65	1.0	2.2
	.107	.80	.62	1.0	2.1
	.115	.79	.60	1.0	2.1
	.123	.79	.58	1.0	2.0
	.132	.78	.55	1.0	1.9
	.141	.78	.54	1.0	1.9
	.152	.78	.53	1.0	1.8
	.162	.77	.53	1.0	1.8

(...)

Sector 6	3.43	.91	.64	.27	.53
	3.63	.95	.67	.27	.52
	3.95	1.00	.71	.27	.50
	4.24	1.05	.75	.27	.49
	4.55	1.11	.79	.27	.48
	4.88	1.17	.83	.27	.46
	5.23	1.24	.89	.27	.45
	5.60	1.31	.94	.27	.44
	5.99	1.39	.99	.27	.43
	6.40	1.46	1.05	.27	.42

Articles, updates

Selected excerpts from articles

Rebecca Bellan *Can Atlanta end single-family zoning? That's just one of the proposals put forth by a new initiative that outlines policy-based solutions for affordable and equitable growth in one of the US's fastest-growing metropolises.* In CityMonitor online. 15 Jan 2021 (Last Updated 20 Jan 2021)

<https://citymonitor.ai/government/planning-zoning/can-atlanta-end-single-family-zoning>

“Another big piece of zoning reform legislation would eliminate parking minimums, which mandate how many spots a property is required to have. These requirements are a relic of Atlanta’s exclusionary, suburban-style zoning that relies heavily on cars. Parking minimums also disincentivise homeowners to rely on public transit to get around, which only exacerbates Atlanta’s traffic problems. Other major cities, including San Francisco, Honolulu and Chicago, have recently eliminated parking minimums as well.”