

# **PARKING**

## **Additional Testing**



**City of Dallas**

### **Zoning Ordinance Advisory Committee (ZOAC) May 6, 2021**

Andreea Udrea, PhD, AICP, Senior Planner  
Sustainable Development and Construction –  
Current Planning  
City of Dallas

# Background



City Plan Commission authorized a public hearing on 9/5/2019 to consider amending Chapters 51 and 51A of the Dallas Development Code for off-street parking and loading requirements not limited to hotel, restaurant, multifamily, and alcoholic beverage establishment uses, and transit-oriented development.

ZOAC briefings held:

- 3.05.2020 - City of Dallas Parking Code Amendment Outline
- 6.18.2020 - City of Dallas Current Parking Regulations
- 7.09.2020 - City of Dallas Planned Development Districts
- 8.06.2020 - Index Cities and Other Cities Research
- 9.03.2020 - Local and National Parking Studies + Board of Adjustment Parking Reductions + Citywide Plans – Vision/Goals
- 10.15.2020 Public and Interdepartmental Outreach – Input
- 11.5.2020 - 4 Case Studies
- 11.19.2020, 12.3.2020 - Discussion with Departments

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- 1.21.2021 - Proposal Framework Option
- 2.4.2021 - Parking Ratios Table
- 2.25.2021 - Parking Ratios Table and Regulations Options
- 3.11.2021 – Parking Management Tools
- 4.1.2021 – Testing
- 4.15.2021 – Management Mechanisms
- 4.22.2021 – Discussion with City Manager and DART
- **5.6.2021 – Additional Testing**



# General



## **ZOAC 12.3.2020:**

*direction to staff to begin to work on recommendations to eliminate parking minimums with exceptions as to when 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.*

### **FRAMEWORK – under discussion:**

#### **Potential:**

Quantitative requirements (**parking ratios**) for categories:

- In an R, D, TH districts and within a distance around them

No quantitative requirements (**parking ratios**) for categories:

- Outside the distance (location)
- Exemptions (for old, historical, small buildings)

#### **Proximity to transit**

Qualitative requirements (**parking design standards**) for all, regardless of location and exemptions IF they provide parking

#### **Additional tools:**

- Transportation Plan/Checklist or upgrade DIR, upgrade SUP;
- Transportation Management Districts; Parking Benefit Districts / Areas



# Parking Under Discussion



## Potential:

### May apply:

- within R, D, TH and
- within a 330' distance around

### May NOT apply:

- Outside the 330' distance
- Designated historical and cultural landmarks (buildings and districts) or endangered – *any use, in any location*
- Buildings prior to June 26, 1967 – *any use, in any location*
- For buildings under 5,000 sf – *non-residential, in any location*



# Parking Ratios – Under Discussion



Uses	Proposed ratio
<b>1. Agricultural Uses</b>	None.
Urban gardens	None. If sales area is provided: ratio per retail uses for the sales portion (1/300sf)
<b>Uses</b>	<b>Proposed ratio</b>
<b>2. Commercial and Business Service Uses</b>	None
<b>3. Industrial Uses</b>	None
<b>4. Institutional and Community Service Uses</b>	None
<b>5. Lodging Uses</b>	None For hotel, motel, extended stay hotel or motel - for restaurant, meeting or event space <b>provided above 50sf/room: 1/300sf</b>
<b>6. Miscellaneous Uses</b>	None
<b>7. Office Uses</b>	<b>None</b> Surgical center: none If office, other than a surgical center, in a *shopping center: 1/300sf
<b>8. Recreation Uses</b>	None
Country club with private membership	None. If in a *shopping center: 1/300sf
Private recreation center, club, or area	None. If in a *shopping center: 1/300sf
<b>9. Residential Uses</b>	<b>1/DU</b> <i>(for other options, to be read together with Appendix 4)</i>
Residential Hotel Retirement Housing	None



# Parking Ratios – Under Discussion



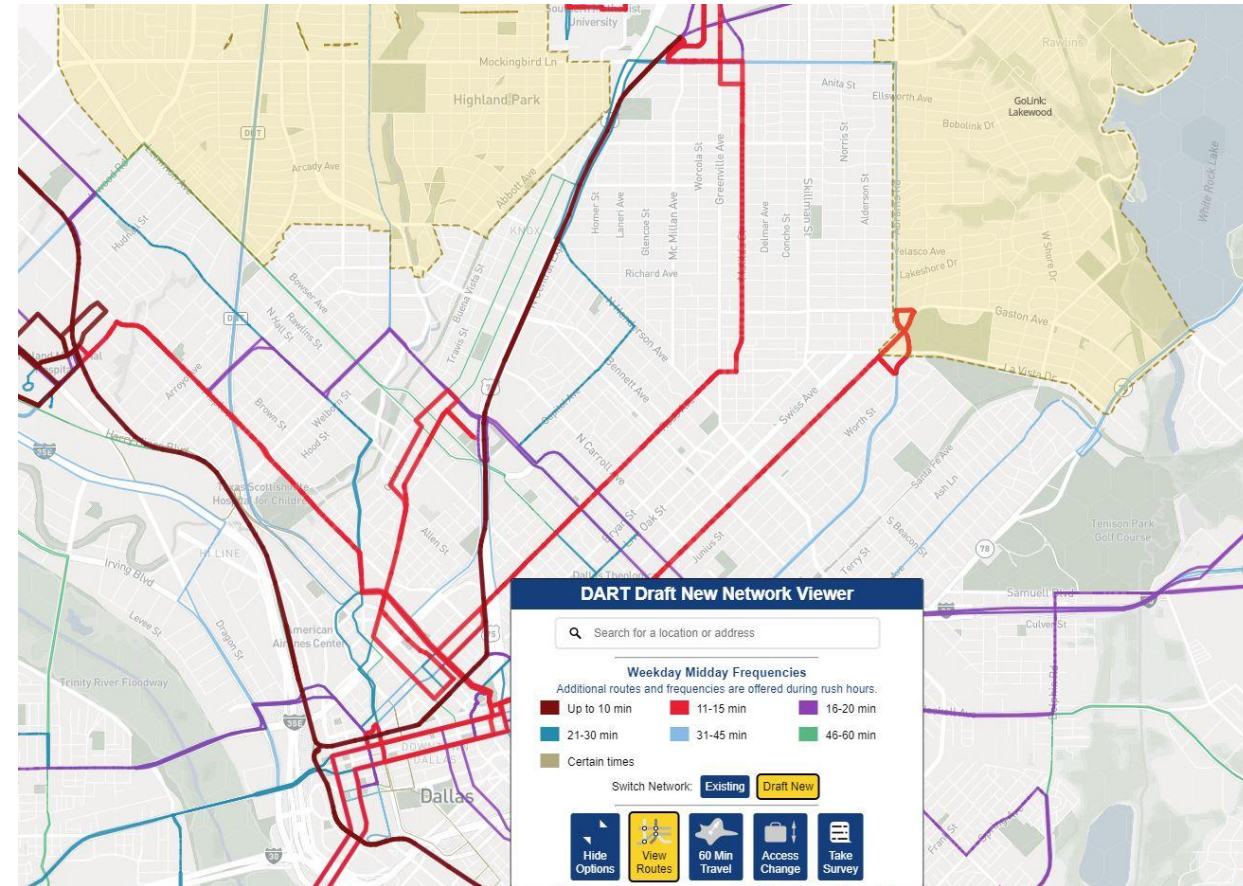
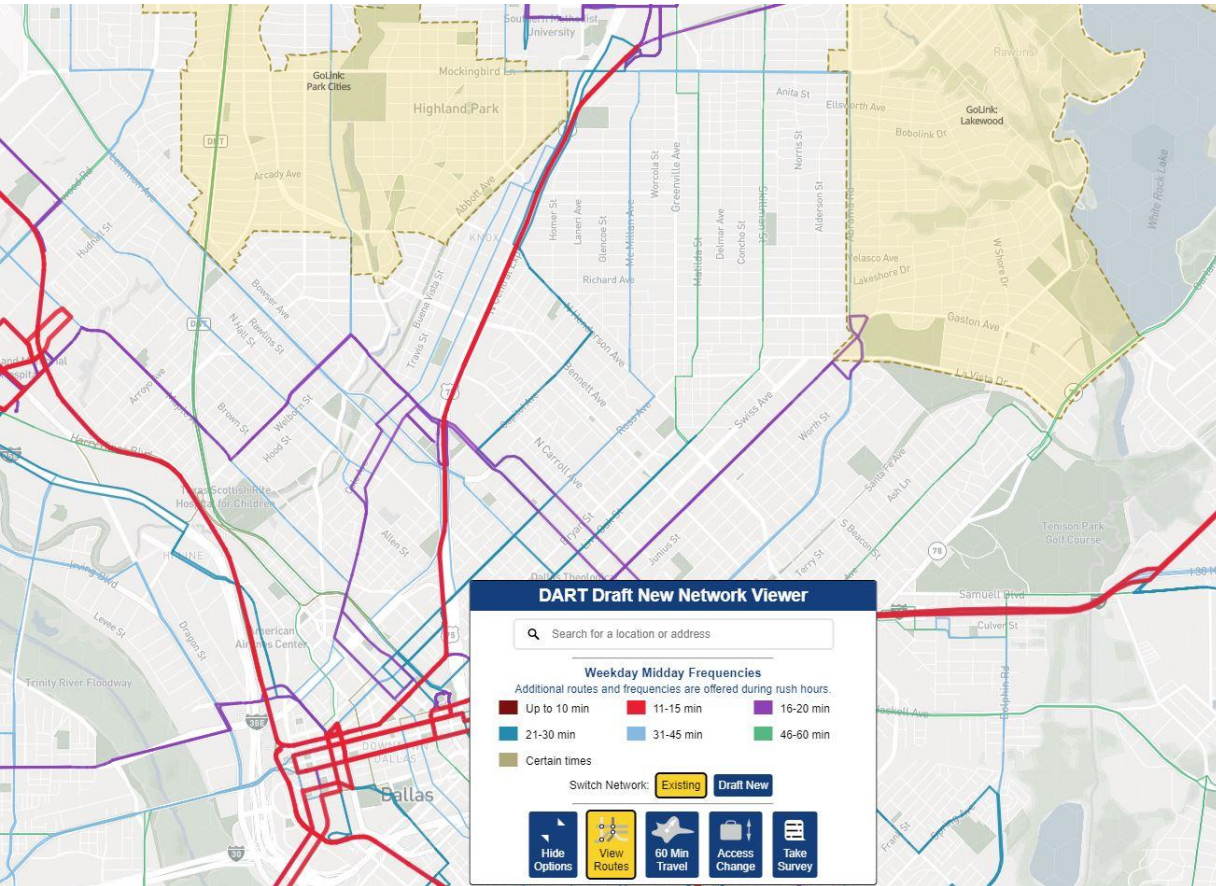
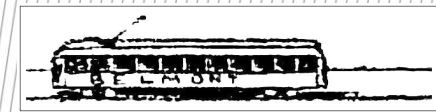
10. Retail and Personal Service Uses		Uses	Proposed ratio
Bar, lounge, or tavern and private club-bar Microbrewery, micro-distillery, or winery Business school Commercial amusement (inside) Amusement center Bingo Parlor Bowling alley Children's amusement center Dance hall Motor track Skating rink Other (commercial amusement inside) <u>uses</u> Commercial amusement (outside) Dry cleaning or laundry store General merchandise or food store < 3,500sf General merchandise or food store >3500sf General merchandise or food store > 100,000sf Household equipment and appliance repair Liquor store	<b>1/300sf</b>	Ambulance service Auto service center Business school Car wash Commercial motor vehicle parking Commercial parking lot or garage Drive-in theater Liquefied natural gas fueling <u>station</u> Motor vehicle fueling <u>station</u> Outside sales Restaurant with drive-through Surface parking Temporary retail use Taxidermist Temporary retail use Theater Truck stop Vehicle display, sales and services	None
		Animal Shelter or Clinic (with or without outside runs)	None If in a *shopping center: 1/300sf
		Nursery, garden shop, or plant sales Furniture store	<b>1/1,000sf</b> If in a *shopping center: 1/300sf
Paraphernalia Shop		<b>11. Transportation Uses</b>	None
Pawn shop		<b>12. Utility and Public Service Uses</b>	None
Personal service use		<b>13. Wholesale, Distribution and Storage Uses</b>	None
Restaurant without drive-in or drive-through service		<b>14. Accessory Uses</b>	None
Swap or buy shop			



# Greenville Avenue



# Greenville Avenue \_ DART zoom





# Low Greenville (@Martel Ave)



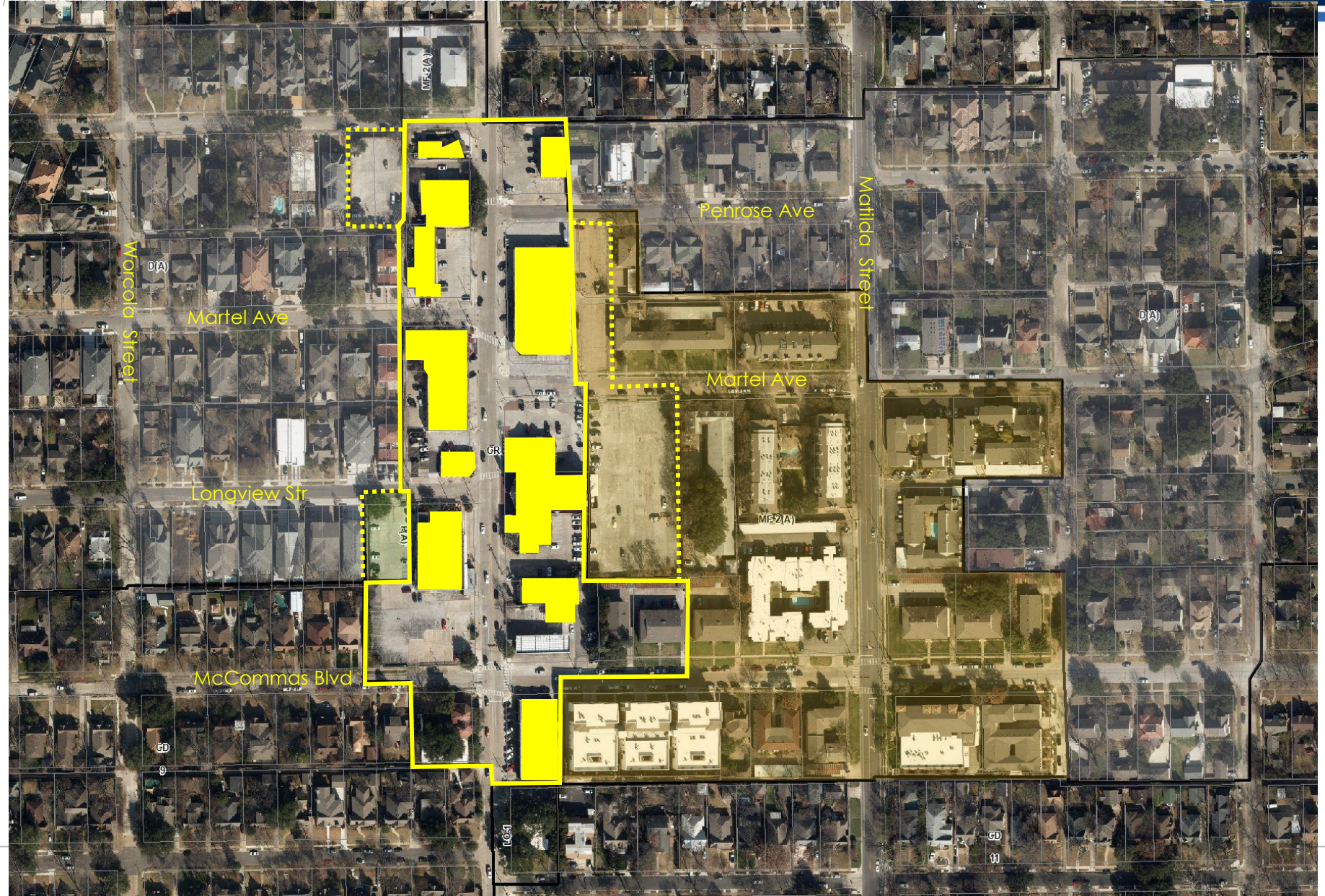
CR + P(A) District + shared lots  
portion: ~500,000sf - 11.5Ac

Buildings: ~102,400 sf

608 off-street spaces  
42 on-street spaces  
(→**650 spaces supply**)

ratio of supply:  
**1space / 168sf** (or 157sf)

20 lots  
6 lots used as parking lots



# Low Greenville (@Martel Ave)



Area: 500,000sf - 11.5Ac  
Buildings: ~102,400sf

608 off-street spaces  
42 on-street spaces  
(→650 spaces supply)

ratio of supply: 1 space / 168sf  
(or 157sf)

Requirements apply: 20ps

Exemptions

No specified ratios, outside of  
330' distance

IF SCENARIO: 1ps/300sf:

If within 330': **252 spaces**



# Lower Greenville (@Goodwin Ave)



CR + P(A) District + CD9S1:  
~249,800sf – 5.74Ac

Buildings: ~73,000 sf

291 off-street spaces (147 in  
the P(A))

43 on-street spaces  
(→ **334 spaces supply**)

ratio of supply:  
**1space / 250sf** (or /218sf)

19 lots  
8 lots used as parking lots



# Lower Greenville (@Goodwin Ave)



CR + P(A) District + CD9S1:  
~249,800sf – 5.74Ac

Buildings: ~73,000 sf

291 off-street spaces (147 in  
the P(A))

43 on-street spaces  
(→**334 spaces supply**)

ratio of supply:  
1space / 250sf (or /218sf)

19 lots  
8 lots used as parking lots

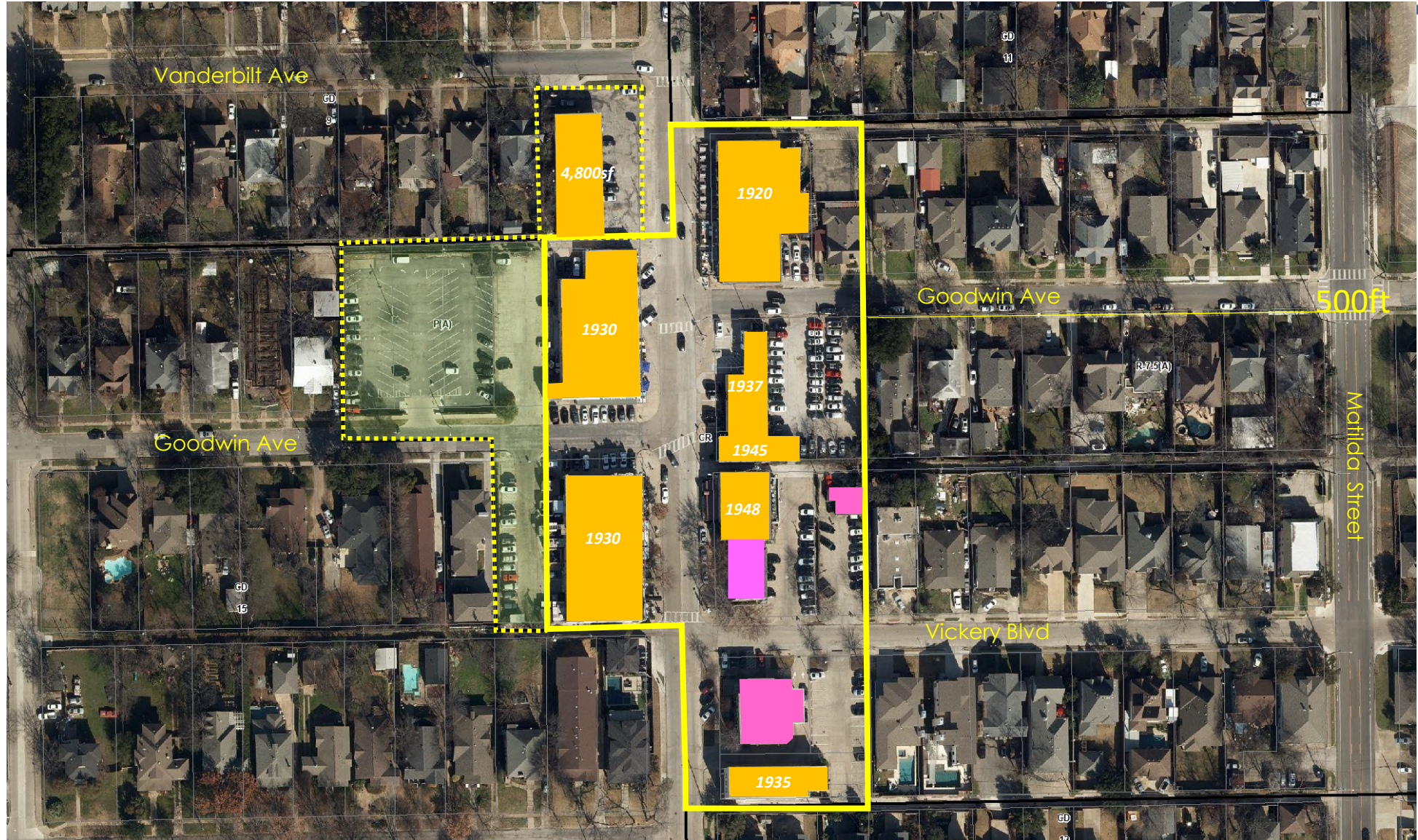
Requirements apply: 29ps

Exemptions

No specified ratios, outside  
of 330' distance

IF SCENARIO, 1ps/300sf:

If within 330': **243 spaces**



# Lowest Greenville (@Sears Ave)

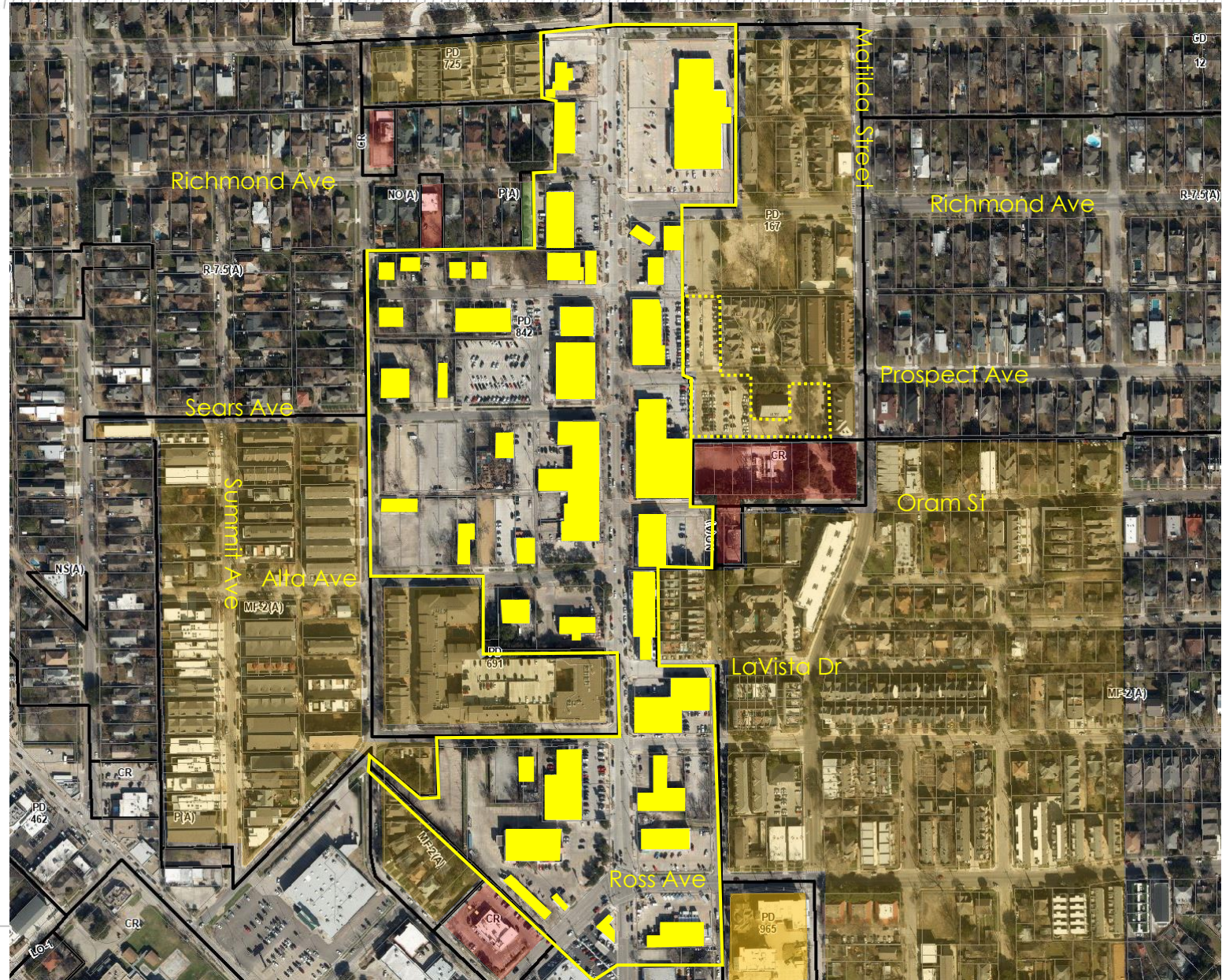


PD NO. 842 + shared parking:  
~ 37.45Ac

Buildings: ~340,200 sf

1,600 off-street spaces  
80 on-street spaces, striped on  
Greenville

ratio of supply:  
**1space / 213sf**



# Lowest Greenville (@Sears Ave)



PD NO. 842 + shared parking:  
~ 37.45Ac

Buildings: ~340,200 sf

1,600 off-street spaces  
80 on-street spaces, striped on Greenville

ratio of supply:  
1space / 213sf

**154 deltas in the area**

Green – number of parking spaces in certain areas  
Red – building sf



# Lowest Greenville (@Sears Ave)



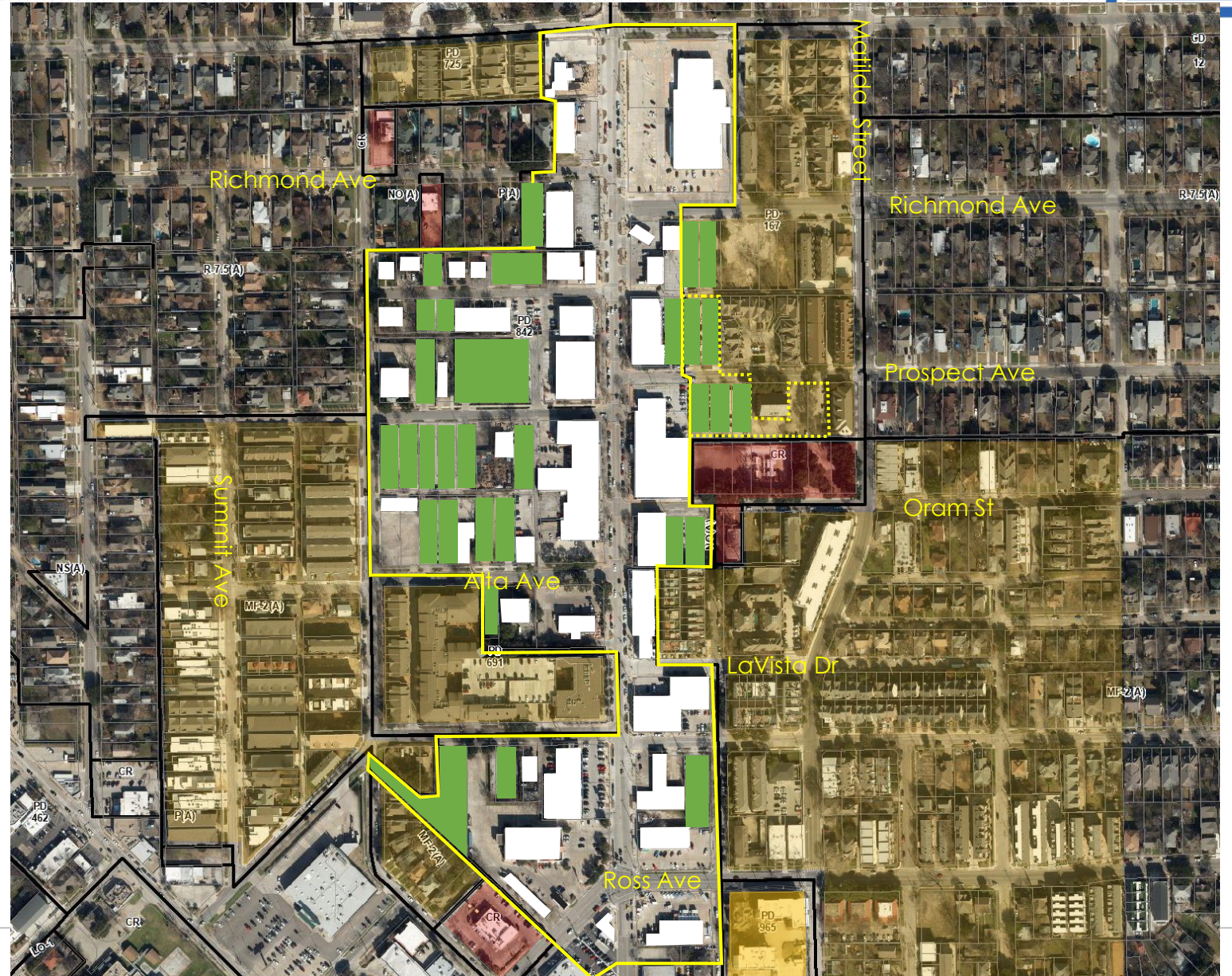
PD NO. 842 + shared parking:  
~ 37.45Ac

Buildings: ~340,200 sf

1,600 off-street spaces  
80 on-street spaces, striped on Greenville

ratio of supply:  
1space / 213sf

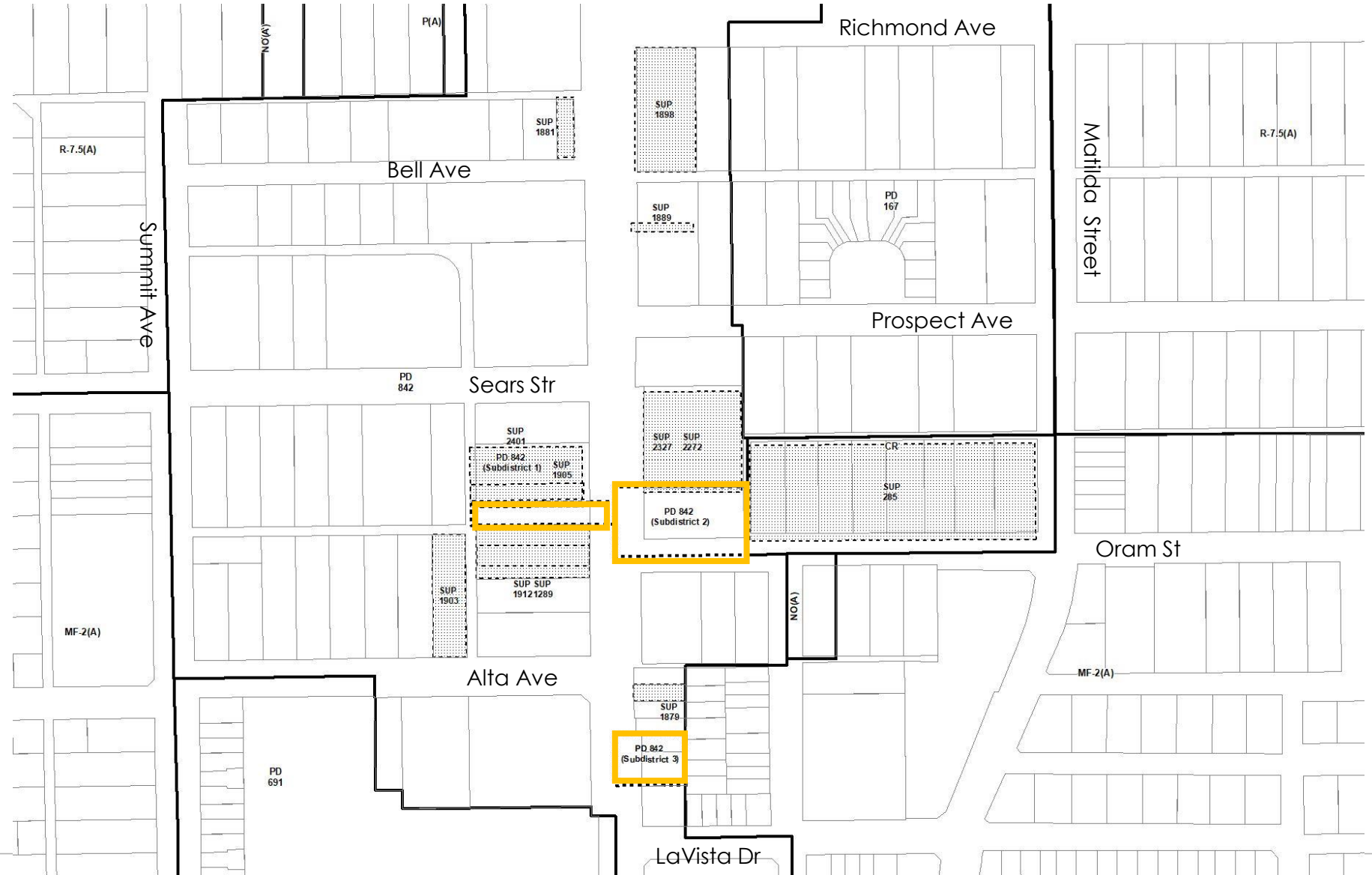
**31 lots are occupied by parking lots**  
(in green)  
(out of 90 lots in the area)



# Lowest Greenville (@Sears Ave)



\*PDs with no requirements





# Lowest Greenville (@Sears Ave)



PD NO. 842 + shared parking:  
~ 37.45Ac

Buildings: ~340,200 sf

1,600 off-street spaces  
80 on-street spaces, striped on Greenville

ratio of supply:  
1space / 213sf

Requirements apply: 49ps

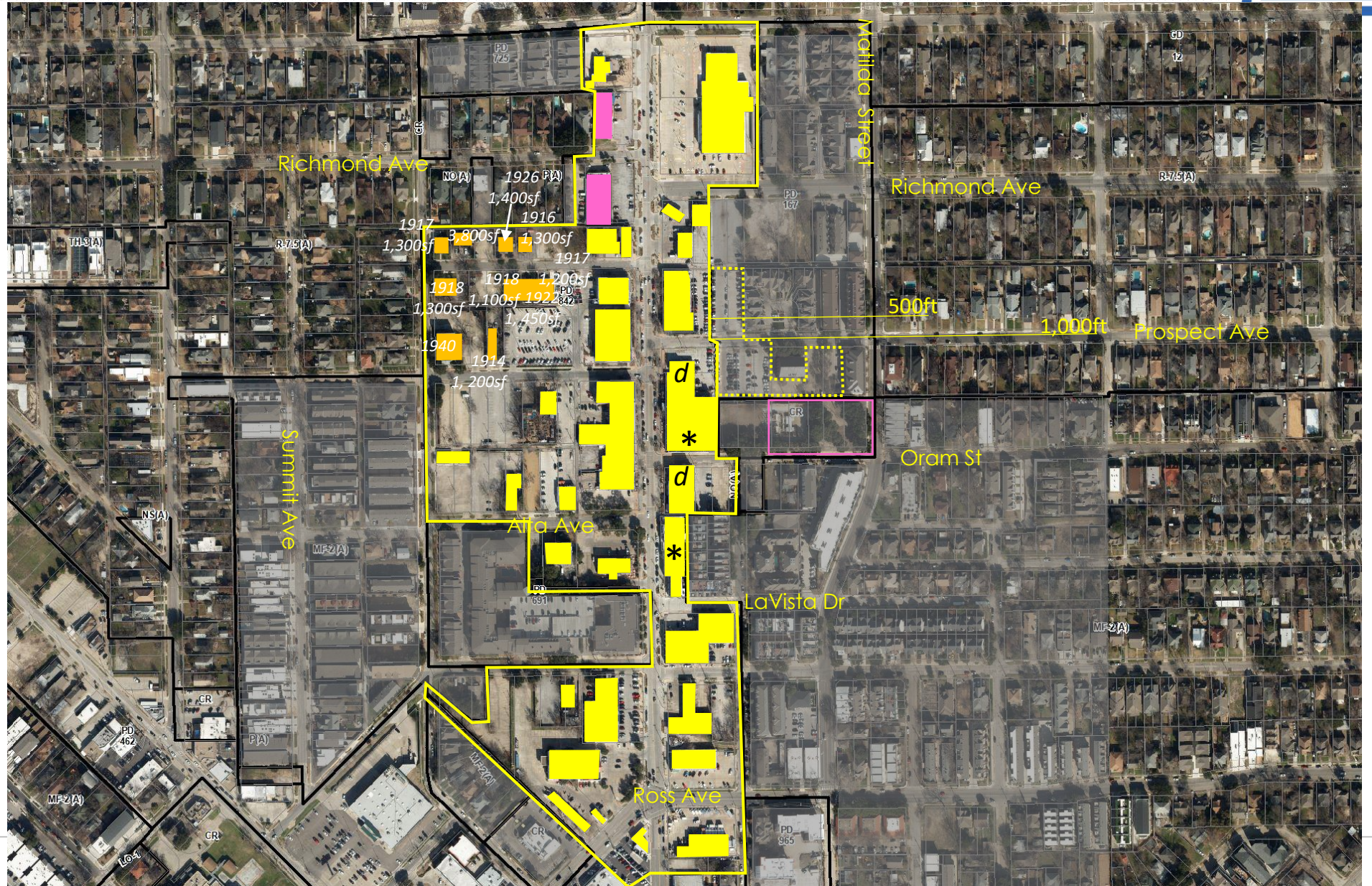
Exemptions

**\*PDs with no requirements**

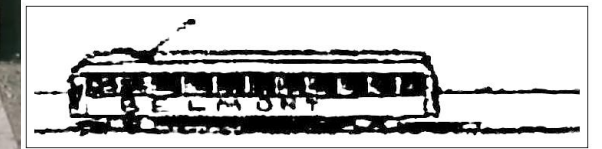
No specified ratios, outside of 330' distance

IF SCENARIO: 1ps/300sf:

If within 330': **127 spaces**



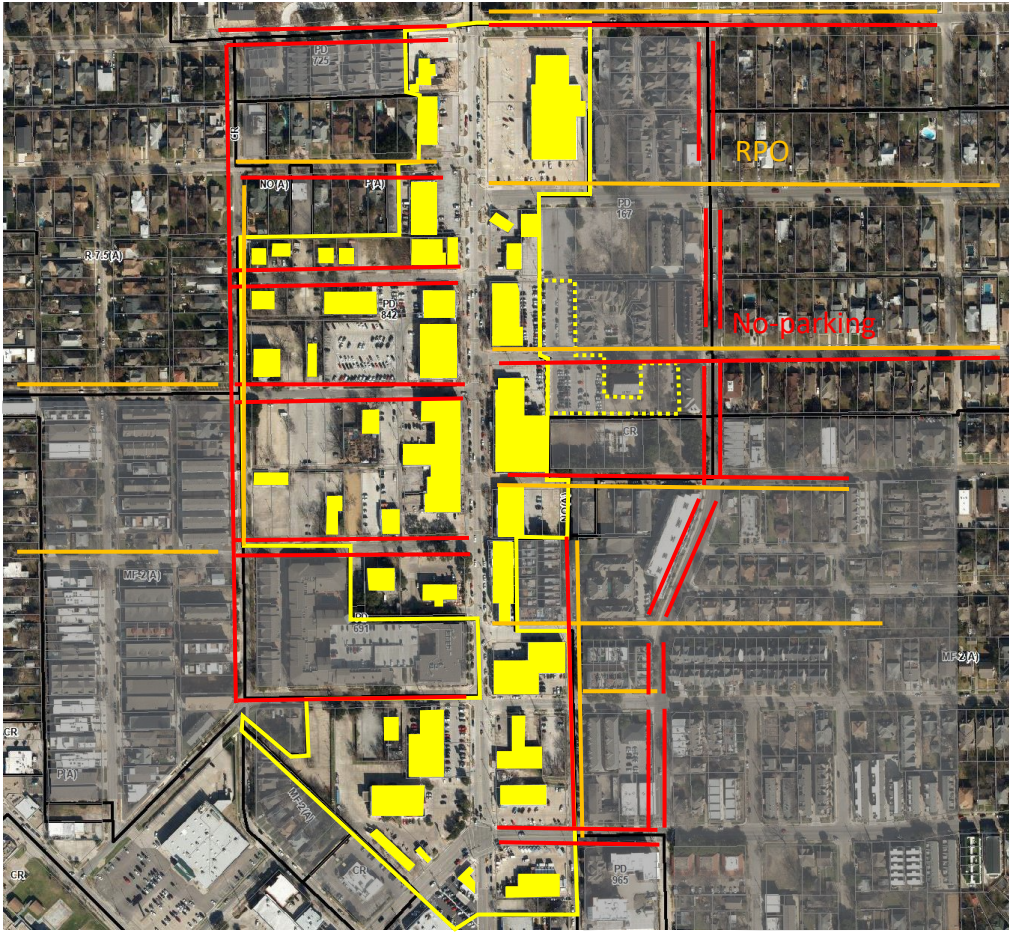
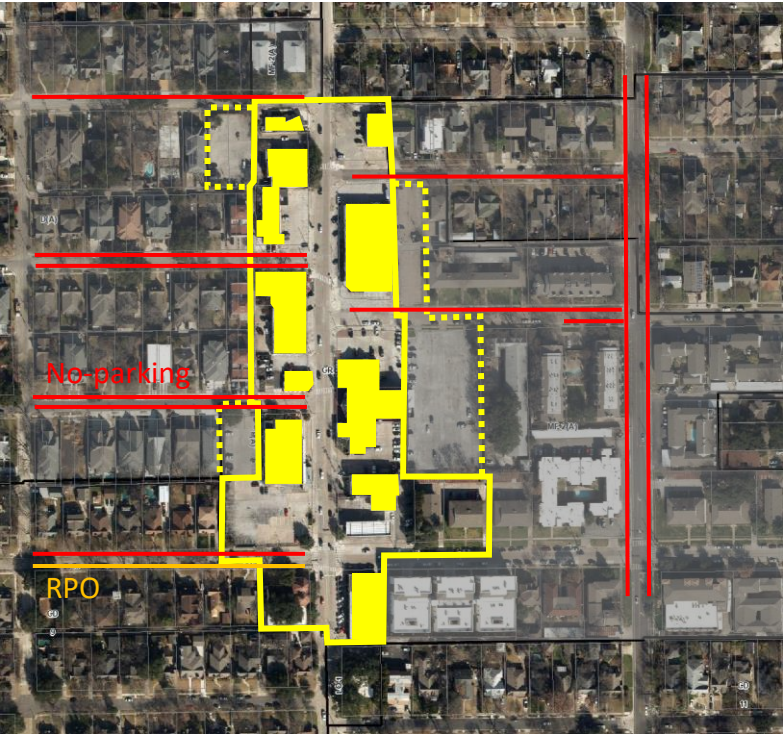
# Lowest Greenville (@Sears Ave)



<https://flashbackdallas.com/category/neighborhoods/lower-greenvillem-streets/>



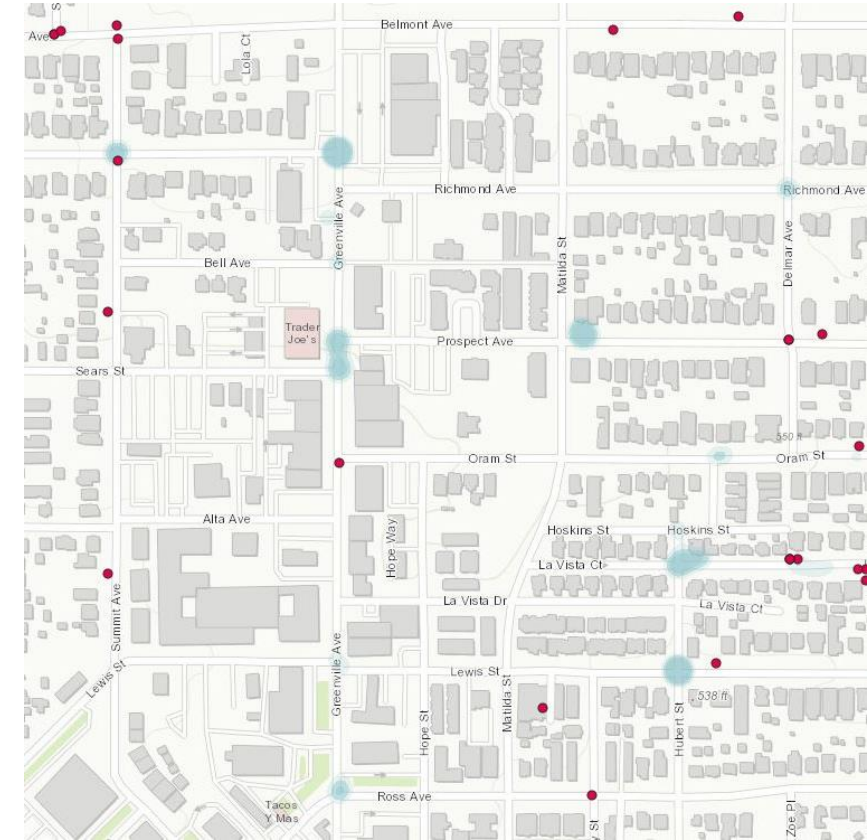
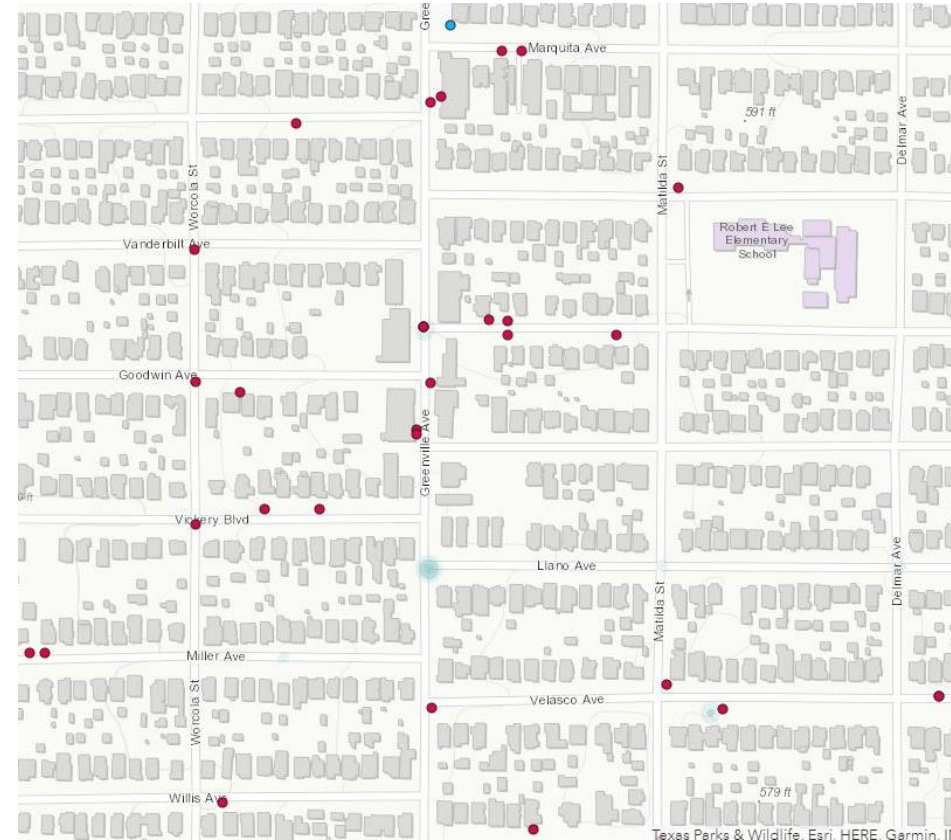
# Greenville Ave \_ on-street parking limitations



No-parking on the street  
Resident parking Only (RPO)



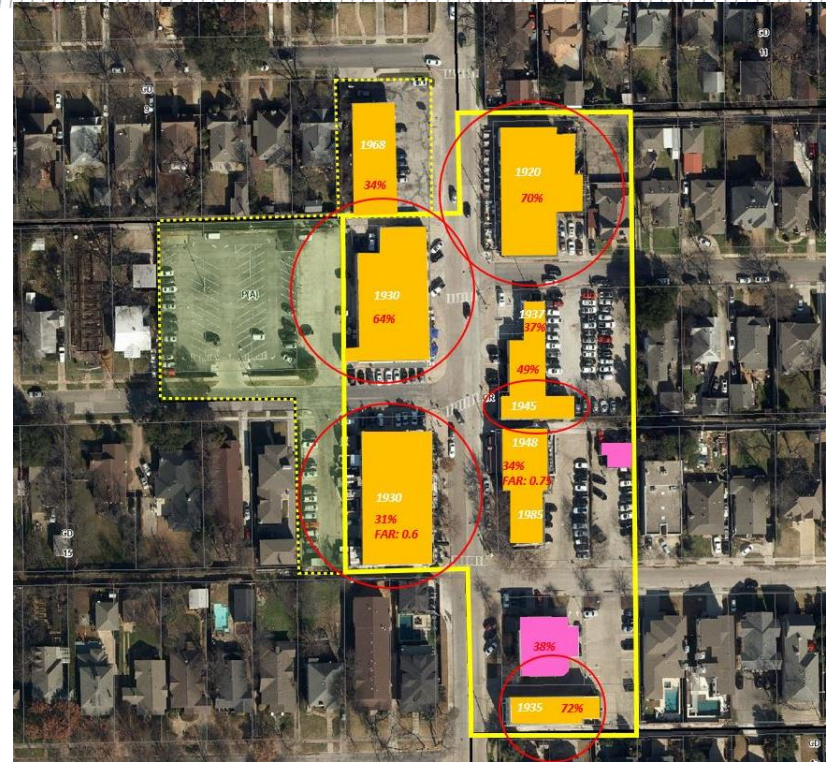
# Greenville Ave \_ parking service requests



Service request for on-street parking violations, data collected from October 2019 to present



# Greenville Ave – CR district



## CR district regulations:

**Purpose.** To provide for the development of community-serving retail, personal service, and office uses at a scale and intensity compatible with residential communities.

	<b>CR Commercial Retail District</b>
<b>Front yard</b>	15 feet
<b>Side and Rear yard</b>	20 feet where adjacent to or directly across an alley from an R, R(A), D, D(A), TH, TH(A), CH, MF, or MF(A) district no minimum in all other cases
<b>Lot coverage</b>	60%
<b>Height</b>	RPS applies 54 feet – 4 stories
<b>FAR</b>	0.5 for office uses 0.75 for all uses combined
<b>Additional provisions</b>	DIR: if the estimated trip generation for all uses on the lot collectively is equal to or greater than 6,000 trips per day and 500 trips per acre per day Visual intrusion



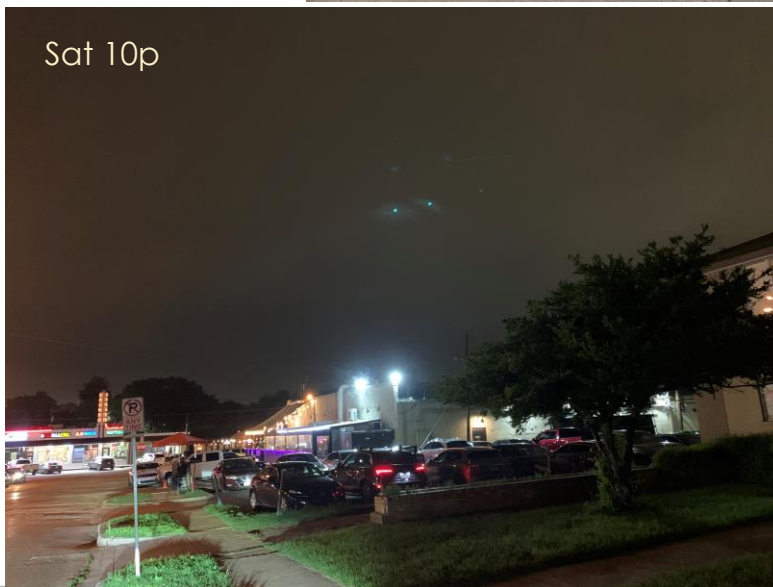
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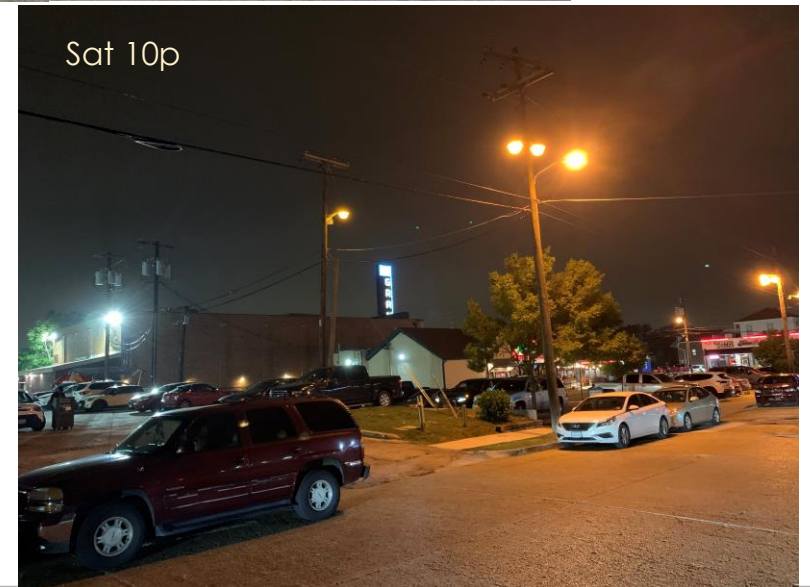
Thu 5p

## Overall parking observations:

- Tuesday noon, 8pm
- Thursday 5pm
- Friday 10pm
- Saturday, 10pm



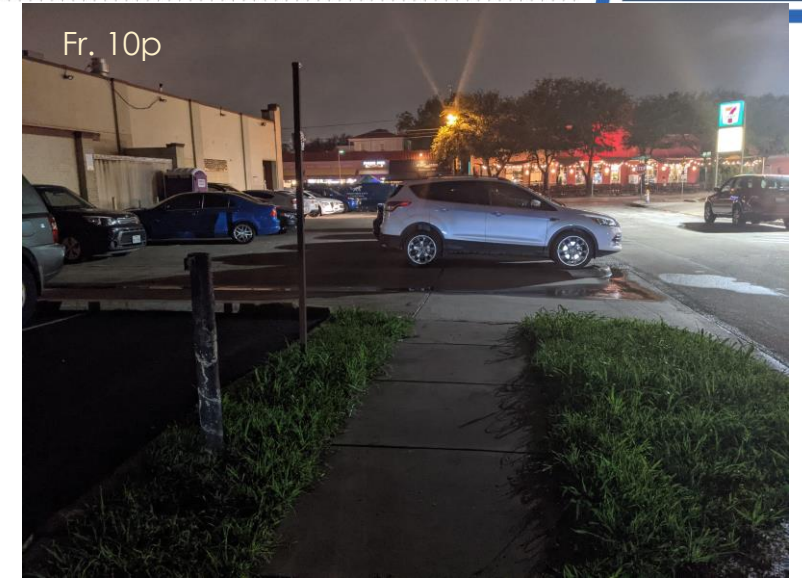
Sat 10p



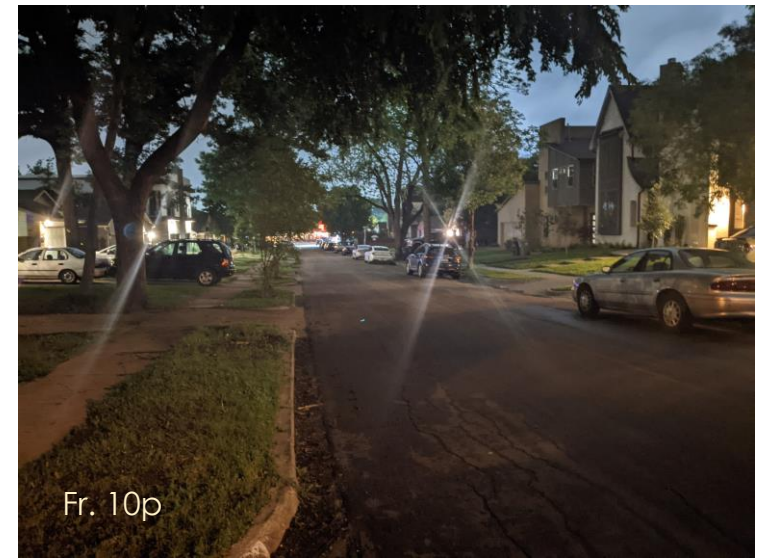
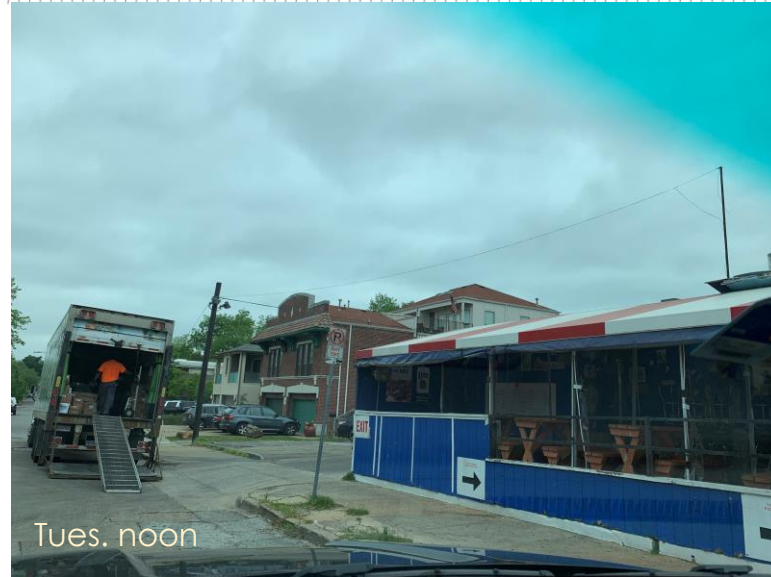
Sat 10p



# Low Greenville (@Martel Ave)

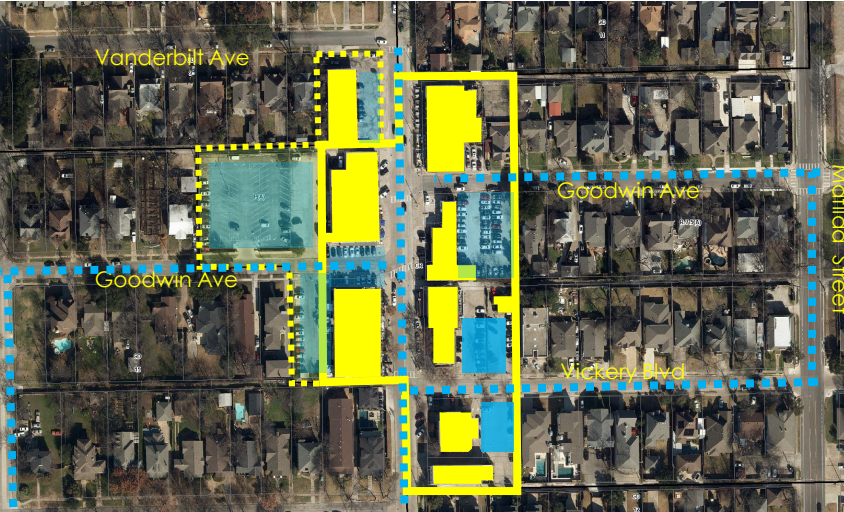


# Low Greenville (@Martel Ave)





# Lower Greenville (@Goodwin Ave)



Tues. 8p

## Overall parking observations:

Tuesday noon, 8pm

Saturday, 10pm



Sat. 10p



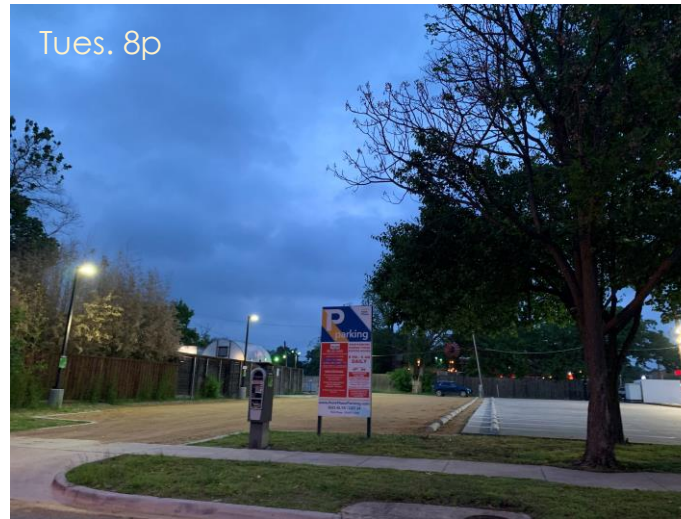
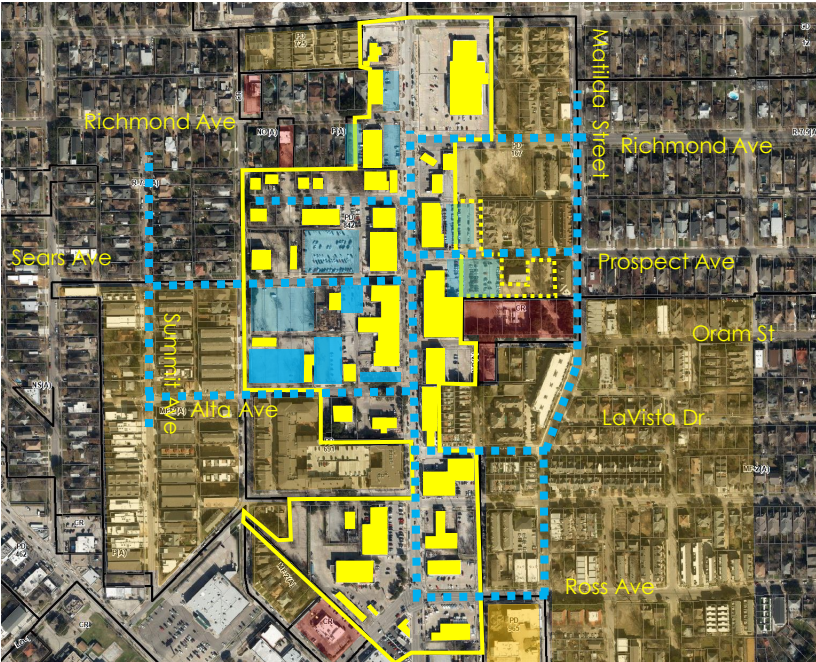
Tues. 8p



Tues. 8p



# Lowest Greenville (@Sears Ave)

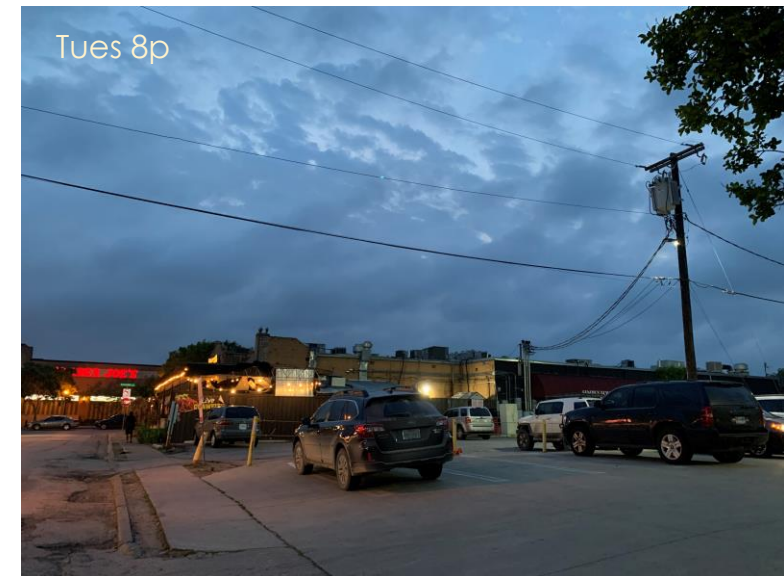
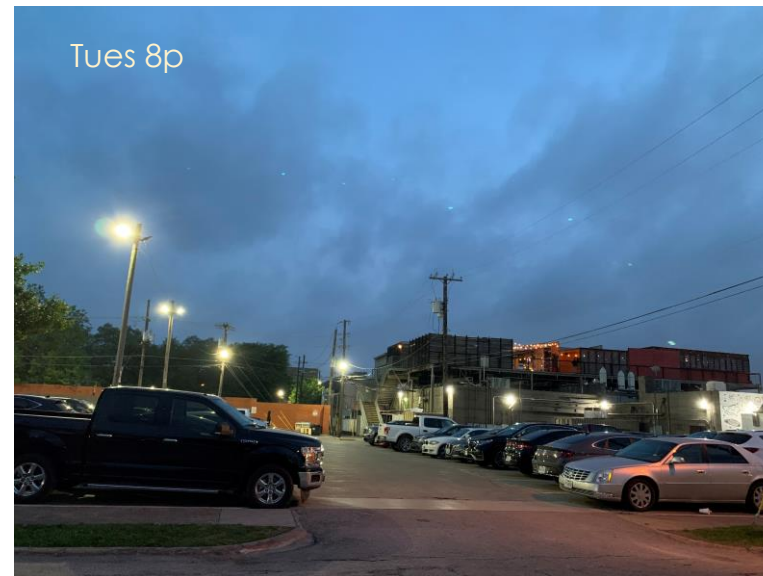
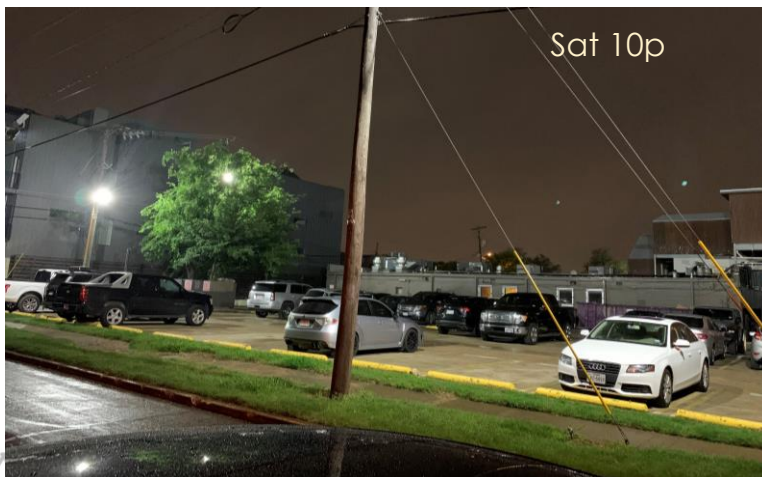
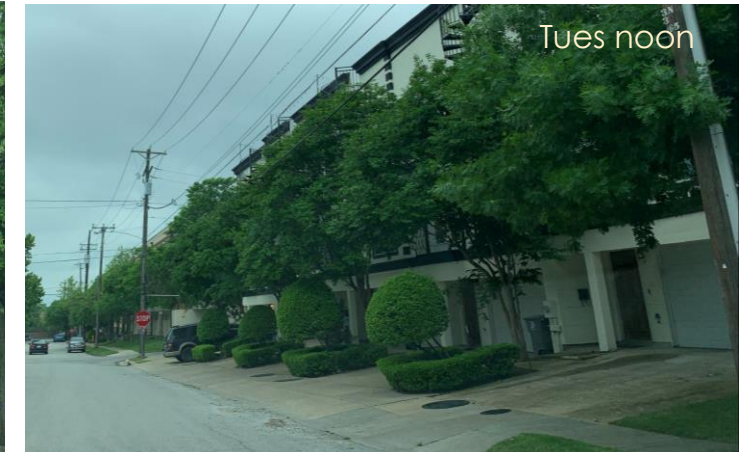
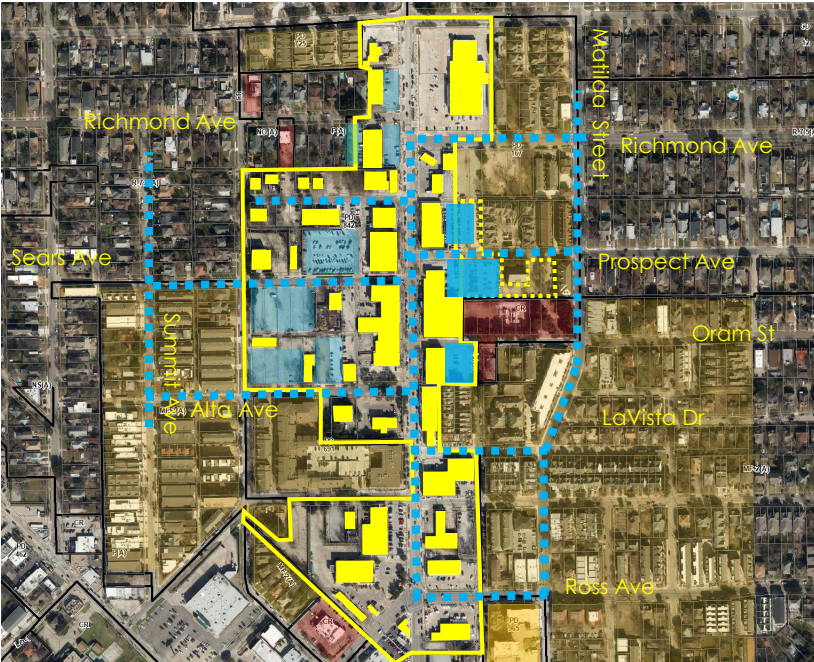


## Overall parking observations:

Tuesday noon, 8pm  
Saturday, 10pm



# Lowest Greenville (@Sears Ave)



# Website: [bit.ly/CityOfDallasParking](https://bit.ly/CityOfDallasParking)



Mayor City Council City Manager Departments Pay Select Language

City of Dallas Resident Visitor Business Government News 311



- CURRENT PLANNING HOME
- ACCESSORY DWELLING UNITS
- AUTHORIZED HEARINGS
- BOARDS AND COMMISSIONS
- CODE AMENDMENTS
- CONSERVATION DISTRICTS
- HISTORIC PRESERVATION
- NEIGHBORHOOD STABILIZATION OVERLAY
- MIXED INCOME HOUSING DEVELOPMENT BONUSES
- SPECIAL PROVISION SIGN

## Current Planning - Code Amendments

### Parking Code Amendment (DCA190-002)

The intent of the Parking Code Amendment is to review current parking regulations and based on research, best practices, and parking codes of other cities, to determine needed amendments to the City Code.

If you are interested in receiving emails and updates, please signup online by clicking [here](#).

#### Meetings for Public Engagement on Potential Parking Code Amendment

What is the most pressing parking issue facing Dallas?

The Zoning Ordinance Advisory Committee (ZOAC) invites the residents of Dallas to attend one of two virtual citywide meetings to share their thoughts and opinions.

ZOAC is considering a framework to encourage a future multimodal transportation system while accommodatina current parking needs. The

## Books on Parking

- Walkable City Rules: 101 Steps to Making Better Places, Jeff Speck, 2018
- Happy City: Transforming Our Lives Through Urban Design, Charles Montgomery, 2013
- The High Cost of Free Parking, Donald Shoup, 2011
- [Stuck in Park: How Mandatory Parking Minimums Hurt American Cities](#) (e-book provided by [www.strongtowns.org/parking](http://www.strongtowns.org/parking))
- [Interactive Map](#) (provided by [www.strongtowns.org](http://www.strongtowns.org))

April 1, 2020

- Hidden parking rules hurt our cities. Will Chilton and Paul Mackie of Mobility Lab explain: [https://www.youtube.com/watch?v=Akm7ik-H\\_7U](https://www.youtube.com/watch?v=Akm7ik-H_7U)
- How Cities are Curbing Their Parking, Congress for New Urbanism 2019, Donald Shoup presentation: [Presentation Link](#)
- NCTCOG Parking Toolbox Video on Smart Parking: <https://www.parkingtoolboxntx.org/>





# **PARKING**

## **Additional Testing**

### **Zoning Ordinance Advisory Committee**

#### **May 6, 2021**

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Sustainable Development and Construction –  
Current Planning  
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# Induced Demand



Increase in supply (even more, if supply is free) → increases use, and eventually, demand

“In 2009, two economists—[Matthew Turner](#) of the University of Toronto and [Gilles Duranton](#) of the University of Pennsylvania—decided to compare the amount of new roads and highways built in different U.S. cities between 1980 and 2000, and the total number of miles driven in those cities over the same period. **“We found that there’s this perfect one-to-one relationship.”** said Turner. If a city had increased its road capacity by 10 percent between 1980 and 1990, then the amount of driving in that city went up by 10 percent. If the amount of roads in the same city then went up by 11 percent between 1990 and 2000, the total number of miles driven also went up by 11 percent. It’s like the two figures were moving in perfect lockstep, changing at the same exact rate.

[...] A more likely explanation, Turner and Duranton argue, is what they call **the fundamental law of road congestion**: New roads will create new drivers, resulting in the intensity of traffic staying the same.

[...] data showed that **even in cities that expanded public transit, road congestion stayed exactly the same.**

[...] **the effect works in reverse, too.** Whenever some city proposes taking lanes away from a road, residents scream that they’re going to create a huge traffic snarl. But the data shows that nothing truly terrible happens. The amount of traffic on the road simply readjusts and overall congestion doesn’t really increase.

→ (... **congestion pricing**)

Duranton said that if congestion pricing is a non-starter, **a more rational approach to parking could be a good secondary step in easing congestion.** Parking in most cities is far cheaper than it should be, and it’s too often free. “Because it’s free, people will misuse it and it will be full all the time,” said Duranton. Drivers searching for parking contribute significantly to road congestion. **“There are some estimates that say in the central part of cities up to 30 percent of driving is people just cruising around for parking.”** Duranton said. Increasing the price of a parking spot when demand is high would encourage people to leave sooner, letting more drivers occupy the same spot during the day. (ex: San Francisco)”

Source: <https://www.wired.com/2014/06/wuwt-traffic-induced-demand/>

Further reading:

<https://www.bloomberg.com/news/articles/2018-09-06/traffic-jam-blame-induced-demand>

<https://www.cato.org/blog/debunking-induced-demand-myth>



# Data



Restaurant and alcoholic beverage establishment parking ratio of 1:100

This ratio does not provide any relief due to growing trend of rideshare patrons to these establishments. In looking at the impact of ridesharing, I asked for historical data from a valet company that manages parking for restaurants and bars located along Henderson Avenue between Highway 75 and Willis Avenue. The following chart indicates the number of vehicles they parked during the month of January for three different years:

Year	Square footage*	Actual Parked**
2009	39,590	16,687
2016	39,590	11,950
2020	40,904	4,239

The valet company has seen the number of restaurants and bars it serves increase, but the number of actual vehicles parked in their managed lots decline substantially over this time. They indicate that there is an increase in ridesharing among patrons that arrive at these establishment after 9:00 p.m. It should be noted that the establishments utilizing managed parking system with this valet company are not trivial places. The total number of establishments served range in floor areas of 1300 square feet to 6382 square feet. The median floor area for these establishments is 4200 square feet.

Staff report Oct.15.2020 – Public Engagement Summary, page 65-66

[https://dallascityhall.com/departments/sustainabledevelopment/planning/DCH%20Documents/code%20amendments/parking%20code/InputReport\\_Case%20Report\\_ZOAC%2010.15.2020\\_FINAL.pdf](https://dallascityhall.com/departments/sustainabledevelopment/planning/DCH%20Documents/code%20amendments/parking%20code/InputReport_Case%20Report_ZOAC%2010.15.2020_FINAL.pdf)



# Comparison table



USE	Allowable	PROPOSED	Chapter 51A	Chapter 51
Drive-in theater	SUP: A, CS, IM	None	6 spaces	
Dry cleaning or laundry store	GO, retail, CS, <u>ind</u> , CA, MU, MC UC no drive-through <u>Lmtd</u> : MF-3 -4, LO, MO	When within 330-feet from R, D, TH: 1/300sf	1/200sf	1/200sf <b>Commercial</b> : 1/500sf
Furniture Store	CR, RR, CS, <u>ind</u> , CA, MU, MC, UC	When within 330-feet from R, D, TH: 1/1,000sf If in a shopping center: 1/300sf	1/500sf; 1/1000sf for storage/warehouse not for public	1/500sf
General merchandise or food store < 3,500sf	GO, retail, CS, <u>ind</u> , CA, MU, MC, UC <u>Lmtd</u> : MF-3 -4, LO, MO	When within 330-feet from R, D, TH: 1/300sf	1/200sf	1/200sf
General merchandise or food store >3500sf	CR, RR, CS, CA, MU, MC, UC-2 -3	When within 330-feet from R, D, TH: 1/300sf	1/200sf	
General merchandise or food store > 100,000sf	RR, CA <u>SUP</u> : CR, CS, LI, MU, MC, UC	When within 330-feet from R, D, TH: 1/300sf	1/300sf	
Home improvement center, lumber, brick or building materials sales yard	RAR: RR, CS, <u>ind</u> <u>DIR</u> : CR	None	1/275sf (retail area) + 1/1,000sf (site area)	1/200sf <b>Building repair and maintenance shop</b> : 1/300sf
Household equipment and appliance repair	CR, RR, CS, <u>ind</u> , CA, MU-2 -3, MC-2 -3 -4, UC	When within 330-feet from R, D, TH: 1/300sf	1/200sf	1/200sf
Liquefied natural gas fueling station	LI, IR, IM, SUP: for over 4 fuel pumps or within 1,000 sf	None	None	





# Comparison table



<b>Animal Shelter or Clinic</b>	MU, MC With outside runs: CS, LI, IR, IM; 1,000' from res; otherwise SUP in the same SUP: A, RR	When within 330- feet from R, D, TH: If in a *shopping center: 1/300sf	1/300 sf	1/300 sf (and veterinarian office, w/ and w/out outside runs, kennel)
<b>Auto Service Center</b>	RAR: CR, RR, CS, <u>ind.</u> MU, MC CA	None	1/500sf (min of 4)	inside: 1/200sf; min 4 outside: 1/500sf
<b>Alcoholic Beverage Establishment</b>				
<b>Bar, lounge, or tavern and private club-bar</b>	SUP: GO, CR, RR, CS, <u>ind.</u> CA, MU, MC, MF-4, LO, MO, UC-2 -3	When within 330- feet from R, D, TH: 1/300sf  None	except otherwise provided, 1/100sf; 1/500 sf for manuf. Of alcoholic <u>bev.</u> as acc use.	except otherwise provided, 1/100sf, 1/500 sf for manuf. Of alcoholic <u>bev.</u> as acc. use. <b>Private club:</b> 1/guest room + 1/100sf, min 10 spaces
<b>Microbrewery, micro-distillery, or winery</b>	RAR: <u>ind.</u> SUP: CR, RR, CS, CA, MU, U, WMU	When within 330- feet from R, D, TH: 1/300sf	except otherwise provided, 1/600sf; 1/1000 sf for storage; 1/100 sf for retail sale and seating	
<b>Business school</b>	LO, MO, GO, CR, RR, CS, <u>ind.</u> CA, MU, MC, UC-2 -3 SUP: NO	None When within 330- feet from R, D, TH: If within a shopping center: 1/300sf	1/25sf (classroom)	0.3/fixed seat; 0.3/7sf classroom
<b>Car wash</b>	DIR: CR RAR: RR, CS, <u>ind.</u> MU, MC-2 -3-4	None	for single unit -none; tunnel-type -3 spaces; add Chapter 51	none; stacking req

