

PARKING AMENDMENT

**Zoning Ordinance
Advisory Committee (ZOAC)
June 17, 2021**

The logo of the City of Dallas, featuring a stylized white 'D' with a three-lobed leaf inside, set against a dark blue background with a fine white grid pattern.

City of Dallas

Lori Levy, AICP, Senior Planner
Sustainable Development and Construction –
Current Planning
City of Dallas

Background



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 To Date:

- The City's current parking requirements
- Other cities parking requirements
- Local and national parking studies
- Citywide plans and goals
- Parking discussions held with other city departments, NCTCOG, and DART, Neighborhood leaders, Industry leaders and Professional Organizations
- Case studies
- Public Input
- Proposal Framework Options
- Parking Ratios Table
- Parking Ratios Table and Regulations Options
- Parking Management Tools
- Testing
- Management Mechanisms
- Discussion with City Manager and DART
- Additional Testing
- Public Forums
- Discussion After Public Forums
- **Design Standards – Proposal Framework Options**



Parking Under Discussion



In January 2021, ZOAC directed staff 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.”

In response to ZOAC’s Direction, staff developed a Framework for a potential code amendment:

• Potential Parking Ratios:

• **May apply:**

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

• **Parking Ratios 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



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In response to ZOAC’s Direction, staff developed a Framework for a potential code amendment:

- 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 District; Parking Benefit Districts/Areas



Design Standards



The proposed parking amendment design standards are intended to reflect the recommended actions and implementation measures for the Dallas Code amendments for parking as set forth in the city-wide plans in an effort for Dallas to achieve those goals.





City of

Dallas

COMPLETE STREETS DESIGN MANUAL
~JANUARY 27, 2016



**DALLAS COMPREHENSIVE
ENVIRONMENTAL AND
CLIMATE ACTION PLAN**

MAY 2020

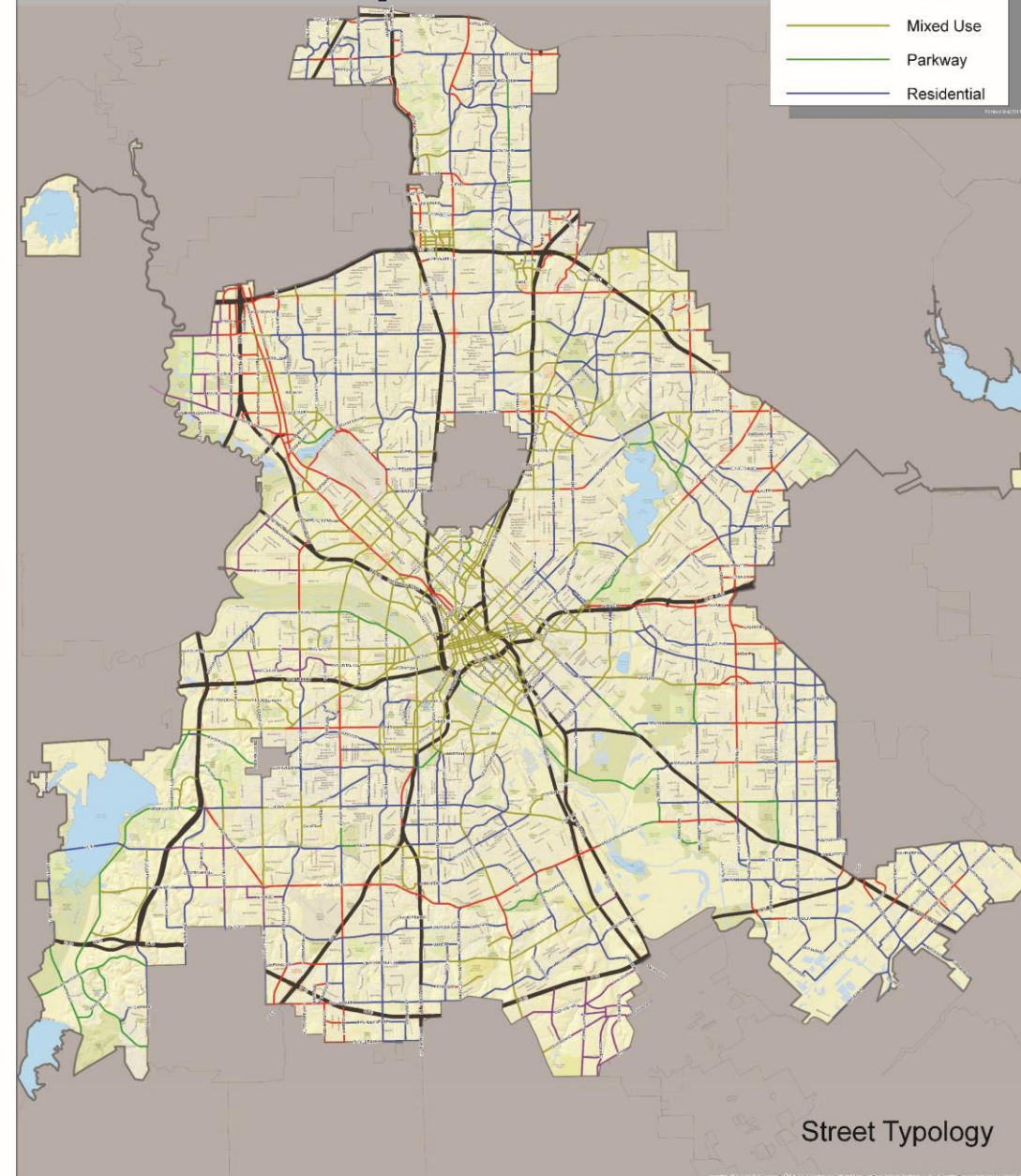
City-Wide Plan Alignment



Design Standards Based on Complete Streets Typology

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.

Complete Streets Vision Map



Environmental







Photos: (Left to Right) Deep Ellum, Bioretention – Katy Evans, OEQ, COD; Public Images; Mueller Pond - Susan Alvarez, OEQ, COD



Environmental




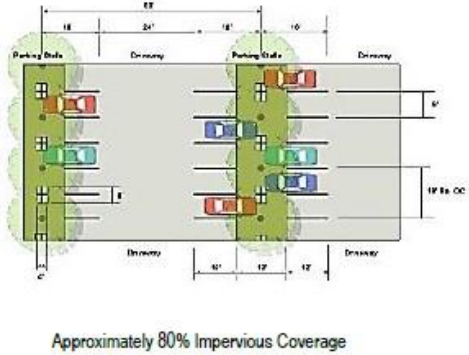
Environmental. In order, to help achieve the goals of Comprehensive Environmental & Climate Action Plan (CECAP) and reduce the environmental impacts of increased storm water run-off, such as flooding and the heat island effect, the City, and particularly, the most vulnerable areas should be protected.					
forwardDALLAS! COMPREHENSIVE PLAN	CECAP and COMPLETE STREETS DESIGN MANUAL	Alternative (Permeable) Paving Walnut Hill Ln and Audelia Rd., Dallas Photo: David Nevarez, Sustainable Development and Construction			
City-Wide Vision	City-Wide Plan Goals	Proposed Standard(s)	Examples of Green Factor Menu Options	Purpose	Applies when parking is provided
✓ Protection of riparian areas and drainage systems.	CECAP ✓ 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. COMPLETE STREETS DESIGN MANUAL ✓ 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.	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.	 Green Wall  Rain Garden  Permeable Paving and Bioretention - parking lot	❖ Reduce Storm Water Runoff. ❖ Reduce the Heat Island Effect.	City-Wide

Photos: Green Wall, Rain Garden, Permeable Paving and Bioretention – parking lot – Internet (Public Images)



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<p>forwardDALLAS! COMPREHENSIVE PLAN</p>	<p>CECAP and COMPLETE STREETS DESIGN MANUAL</p>	<p>Alternative (Permeable) Paving Walnut Hill Ln and Audelia Rd., Dallas</p> <p>Photo: David Nevarez, Sustainable Development and Construction, City of Dallas</p>			
<p>City-Wide Vision</p>	<p>City-Wide Plan Goals</p>	<p>Proposed Standard(s)</p>	<p>Example of Impervious Coverage Maximum</p>	<p>Purpose</p>	<p>Applies when parking is provided</p>
<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. 	<p>Impervious Coverage Maximum</p> <p>A required percentage of impervious surface parking and loading, such as concrete allowed.</p>		<ul style="list-style-type: none"> ❖ Reduce Storm Water Runoff. ❖ Reduce the Heat Island Effect. 	<p>City-wide (Non-Residential)</p>

Drawing: Impervious Coverage Reduction – Don Raines, Planning and Urban Design, City of Dallas



Environmental



<p>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.</p>					
<p>forwardDALLAS! COMPREHENSIVE PLAN</p>	<p>CECAP and COMPLETE STREETS DESIGN MANUAL</p>	<p>Green Infrastructure - Bioretention Elm Street – Deep Ellum, Dallas</p> <p>Photo: Katy Evans, Office of Environmental Quality, City of Dallas</p>			
<p>City-Wide Vision</p>	<p>City-Wide Plan Goals</p>	<p>Proposed Standard(s)</p>	<p>Examples of Innovative Water Management (Greywater)</p>	<p>Purpose</p>	<p>Applies when parking is provided</p>
<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>Innovative Water Management (Greywater)</p> <p>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>	<p>The diagram illustrates a building with a rainwater harvesting system. Blue arrows show rain falling into a downspout labeled 'Disconnected Downspouts'. The water is collected in a tank labeled 'Rainwater Harvesting'. A yellow arrow points to a 'Rain Garden' where the water is filtered. Another yellow arrow points to 'Overland Flow' which also leads to a 'Rain Garden'.</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>

Drawing: Example of Innovative Water Management Methods (Greywater) – City of Austin



Urban Form



Photos: (Left to Right) CityWorks, Dallas; Safety Harbor; West Village, Dallas – Public Images



Urban Form



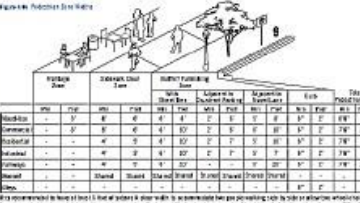



Urban Form.					
This section focuses on the urban design concepts that connect individual parking structures and help knit them together into the fabric of the community. These concepts include the basic arrangement of pedestrian access from parking facilities to streets and lots, open space and plazas, natural areas, and other buildings.					
forwardDALLAS! COMPREHENSIVE PLAN	COMPLETE STREETS DESIGN MANUAL	Pedestrian Zone Widths		Figure 4.46 Pedestrian Zone Widths of the Dallas Street Design Manual, City of Dallas	
City-Wide Plan Implementation/Recommendations	City-Wide Plan Goals/Objectives/Elements (Excerpts)	Proposed Standard(s)	Examples of Urban Form Standards	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>Urban Form Standards and Environmental Standards to be based on Complete Streets typology (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). 	<p>Special (Brick) Paving Ribbons/Permeable</p> <p>Pedestrian Connections – Parking</p> <p>Detention Pond as Amenity</p>	<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

Photos: Public Images; Drawing Pedestrian Connections – Parking Lot – City of Spokane



Urban Form



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City-Wide Plan Implementation/Recommendations	City-Wide Plan Goals/Objectives/Elements (Excerpts)	Proposed Standard(s)	Examples of Urban Form Standards	Purpose	Applies when parking is provided
<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>Urban Form Standards and Environmental Standards to be based on Complete Streets typology (Mixed-Use Streets, Commercial Streets, Residential (Collector) Streets, Local (Minor) Streets, Alleys)</p> <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 -Parking and loading and service areas screening (includes dumpsters, utility cabinets). 	 <p>Wider Sidewalks/Amenities</p>  <p>No Surface Parking in Front/Structure Parking</p>  <p>Screening of Service Areas</p>	<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. ❖ Pedestrian-friendly environment and pedestrian safety with vibrant, urban street activation to provide for the mix of uses and transit riders. 	<p>City-wide (Mixed-Use Streets)</p>

Photos: Public Images; Whole Foods, Dallas – Humphreys Partners Architects; Screening of Service Areas – City of Irving





Contact and further information

Project webpage:

[Bit.ly/CityOfDallasParking](https://bit.ly/CityOfDallasParking)

CURRENT PLANNING HOME
ACCESSORY DWELLING UNITS
AUTHORIZED HEARINGS
BOARDS AND COMMISSIONS
CODE AMENDMENTS
CONSERVATION DISTRICTS

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](#).

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