PARKING
Proposal Framework Options

Zoning Ordinance Advisory Committee (ZOAC)
January 21, 2021

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

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
- **1.21.2021 – Proposal Framework Option**

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:
Quantitative requirements (**parking ratios**) for 2 categories:
- In an R, D, TH, district and in a buffer around them

No quantitative requirements (**parking ratios**) for 2 categories:
- Outside the buffer (location)
- Exemptions (for old, historical, small buildings (and units)

Proximity to transit
Support for special parking
Qualitative requirements **(parking design standards)** for all, regardless of location and exemptions IF they provide parking
Additional tools:
- Transportation Plan/Checklist or upgrade DIR;
- Transportation Management Districts; Parking Benefit Areas

General

PILLARS of the FRAMEWORK:

1. Areas with required parking + Exemptions

2. Parking required ratios (table) + Regulations

3. Proximity to transit

4. Parking Management Tools

5. Parking Design Standards

1. Required Parking

Parking ratios (min) for uses within R, D, TH, and within a 330-foot buffer around
Outside the buffer – **no mins**

> *discussion:*
> > *330 feet?*
> > *idea of a buffer?*

*__Measurement__ of the 330-foot buffer + portions of lots/buildings + when it stops

1. Required Parking

Exceptions for all uses regardless of location *(within R, D, TH, within the buffer, outside the buffer)*
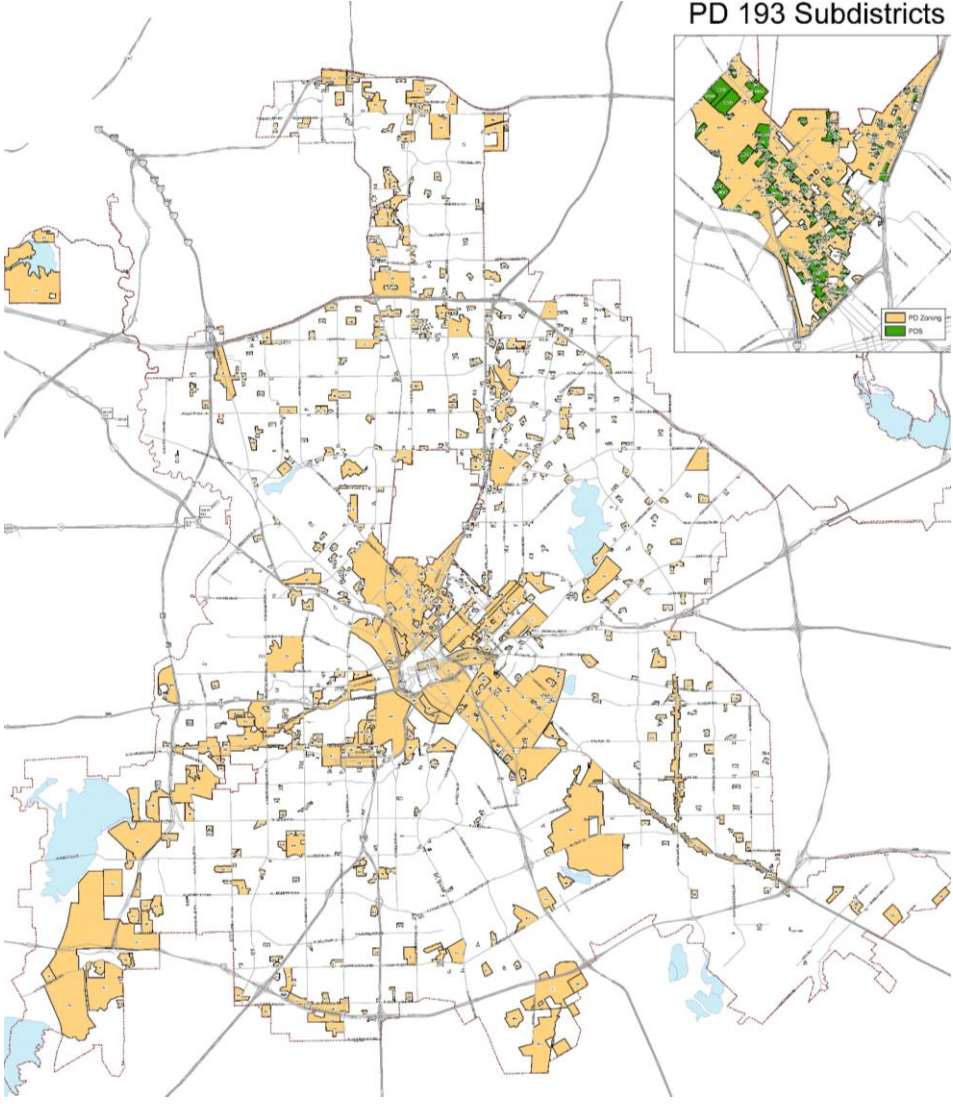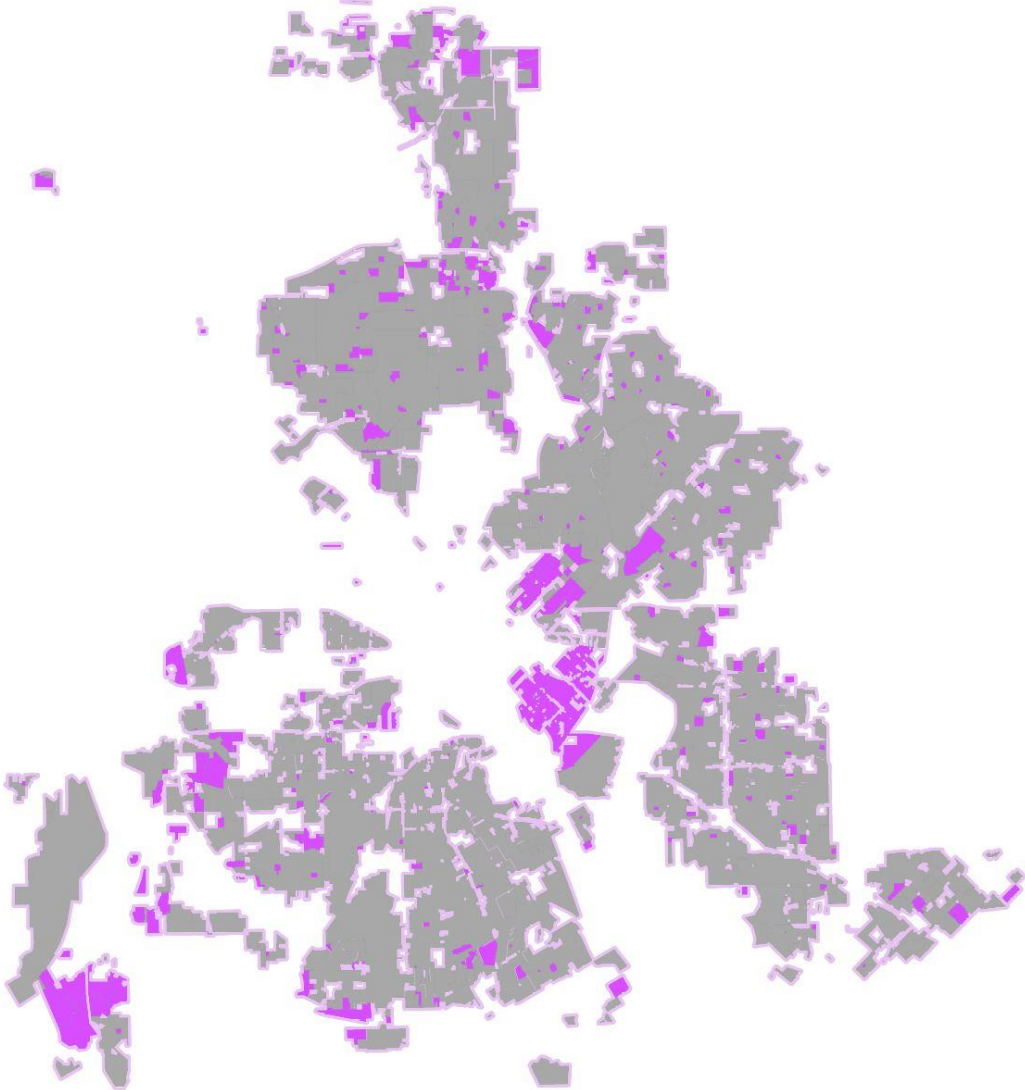- Designated historical and cultural landmarks (buildings and districts) or endangered
- Buildings prior to March 17, 1965
- No requirements for the first 5,000 sf of buildings
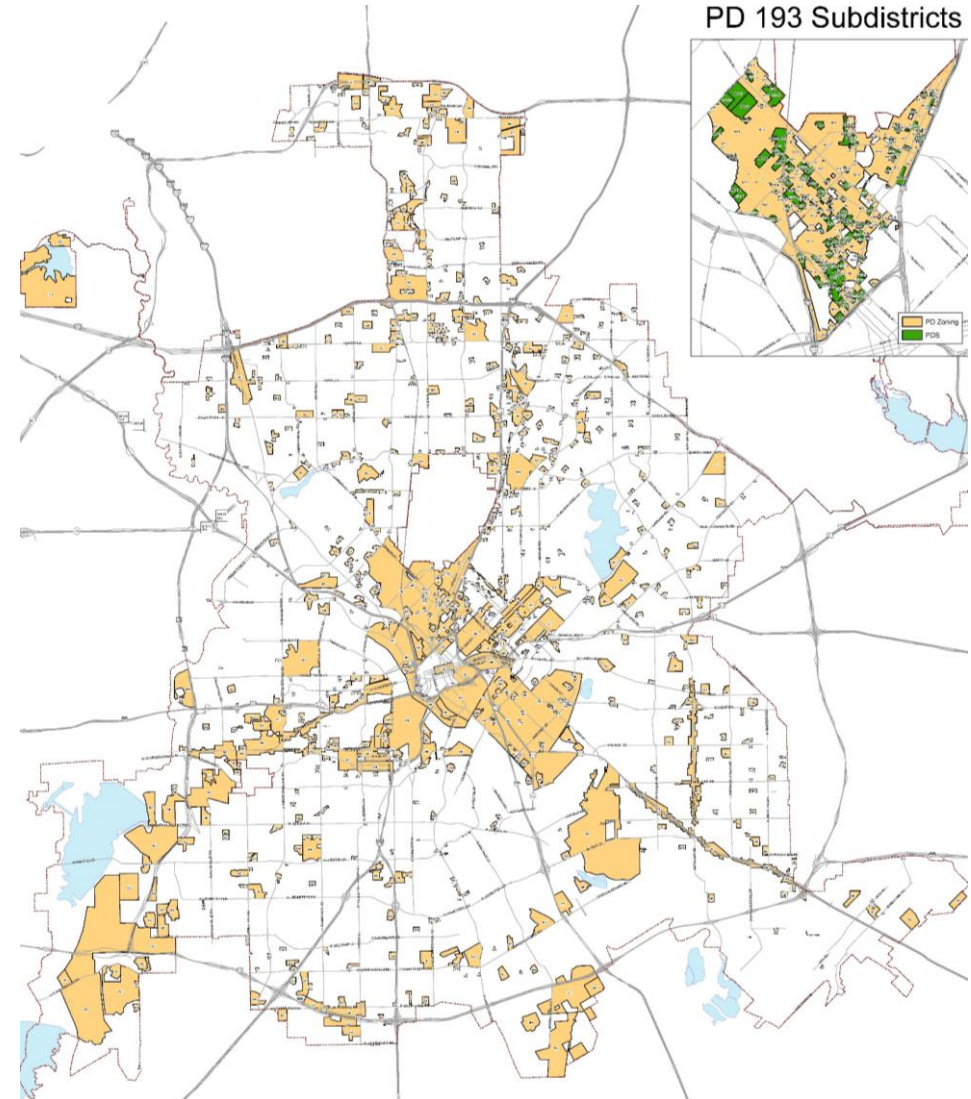
discussion:
- *categories*
- *specifics*

Required Parking _ map with buffers _ draft

PD 193 Subdistricts

The maps are work-in-progress; some larger PDs are not included yet

Required Parking _ map with buffers _ draft

PD 193 Subdistricts

PD Zoning
PDs
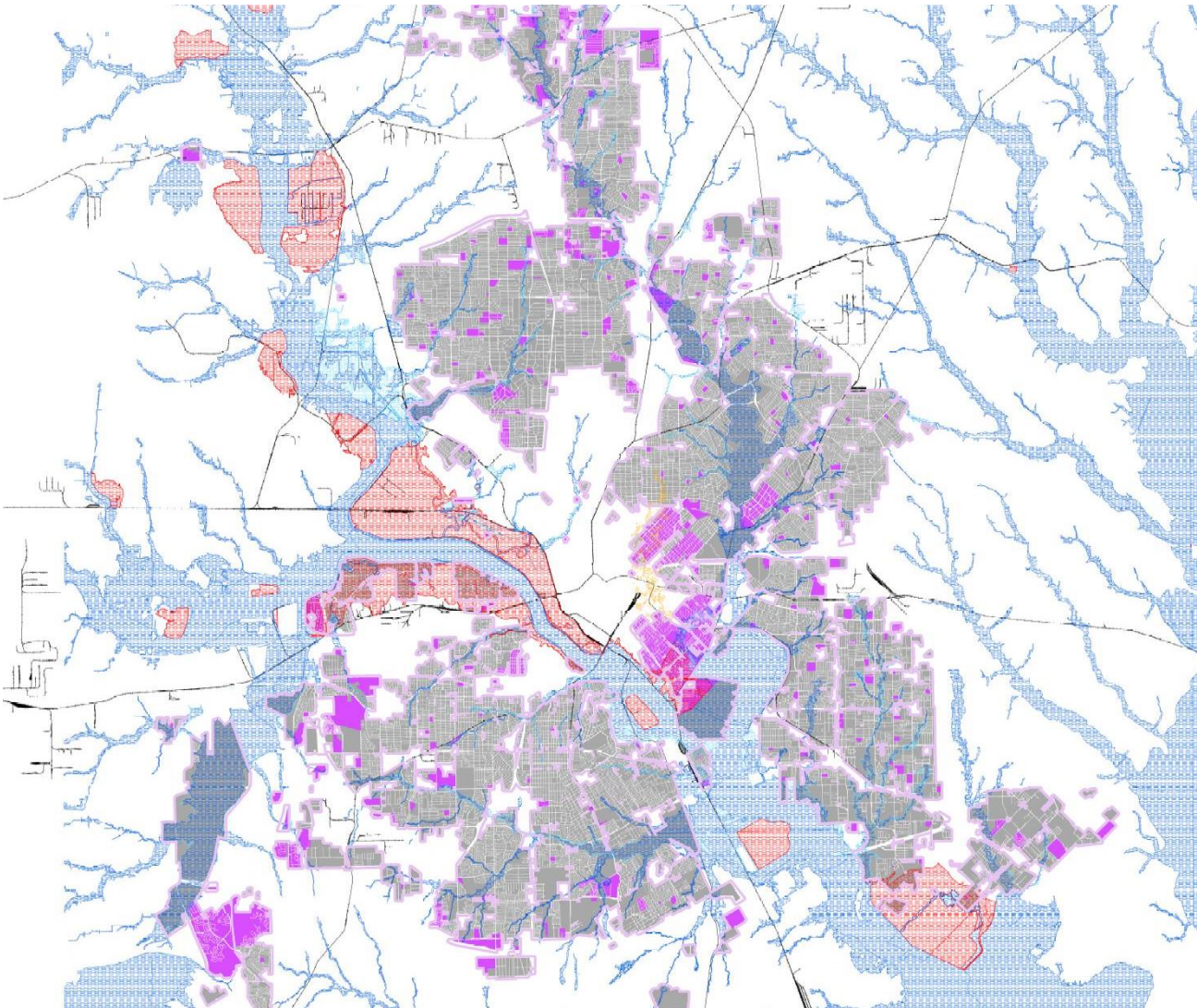
The maps are work-in-progress; some larger PDs are not included yet

2. Parking Required Ratios

within R, D, TH and inside the 330ft-buffer

. simplify the ratios - group by use category

. propose new ratios ⟵ *districts where are allowed + if allowable by SUP, DIR + assessment of each use + discussions during the engagement phase + other cities examples + consider a new tool (TP)*

. *(new ratios may mean "no requirement")*

. **allow SUP to regulate + upgrade the DIR process** *(to become a TP tool)*

Discussion:
- simplified (reduced) ratios? – overall idea?

2. Parking Required Ratios

Agricultural
Commercial Business and Service
Industrial
Institutional and Community Service
Lodging
Miscellaneous
Office
Recreation
Residential
Retail and Personal Service
Transportation
Utility and Public Service
Wholesale, Distribution, and Storage

2. Special Parking

where applicable, where parking is required
(not a complete list yet, depending on the required ratios and framework)

Remote Parking: within 1,000 feet, possibility to extend
Shared Parking: simplified
        No parking agreement required

Bike Parking (update?)
Passenger loading zones required
Mechanized parking update
Loading required

Parking reductions (update/if applicable)

3. Proximity to Transit

1/2mile from **rail**, transit, or transfer stations
1/3mile from **core frequency routes, with frequency every 30 mins**

1/4mile from **streetcar and bus** - *reduction*
     *Based on a map, renewed annually

Discussion:
- *3 or 2 categories (rail + core frequent routes vs bus)*
- *1/2mile → **3/4mile** _ 10min walk vs 13-15min walk; transit service distance vs parking requirement*
- *1/3mile →**1/2mile***
- *Reductions or No ratios? (may trigger unbundled parkin; parking maximums?)*
- *Introduce reductions for bus routes*

4. Parking Management Tools

change the understanding of access to/from a site and empower and recognize all means of transportation – intended consequence

Transportation Plan

(or upgrade **Development Impact Review** – *existing process)*
- Required for all developments regardless of location
- Scope: to assess all modes of access to the site
- TP / DIR*
  - management tool = comprehensive assessment of access that can include strategies to increase transportation efficiencies and multimodal access,
  - for more complex, larger, mixed-use developments, and per use as included in the table,
  - clearly defined criteria, and engineering review.

Transportation Checklist
- checklist to be created by staff, uniform for all situations,
- simple process, with CO application.

4. Parking Management Tools

Transportation (and Parking) Management District
- Overlay via zoning process, approved by CC
- With creation of an entity responsible for management

Parking Priority Areas / Critical Parking Area / Parking Meter Zones / Parking Benefit District
- Similar with overlay process, easier approval process
- To simplify and enable/recognize priority areas in need of metered parking

Discussion for both:
- *Leave it open - can be initiated by public later*
- *Can define areas with this code amendment*
- *Both*

5. Parking Design Standards

Using Complete Streets typology and classification:
Mixed-Use, Commercial, Community Residential, Local, Parkways, Industrial Streets
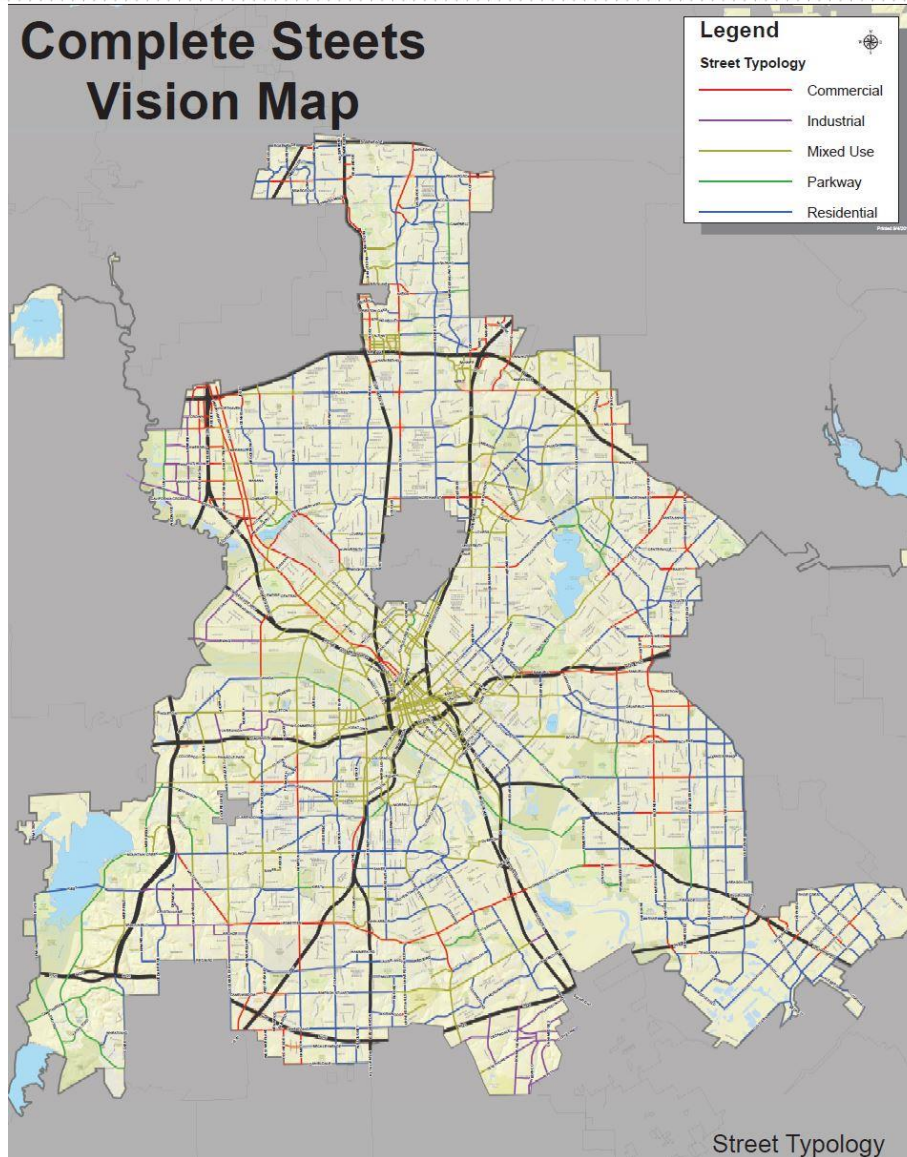
Standards for:
- Sidewalks
- Structure placement; Location of parking
- Car access to parking
- Intersection zones
- Surface parking lots; Structured parking
- Environmentally sensitive areas; Innovative Water Management
- Incentives, options: public benefits list, bonus, deductions
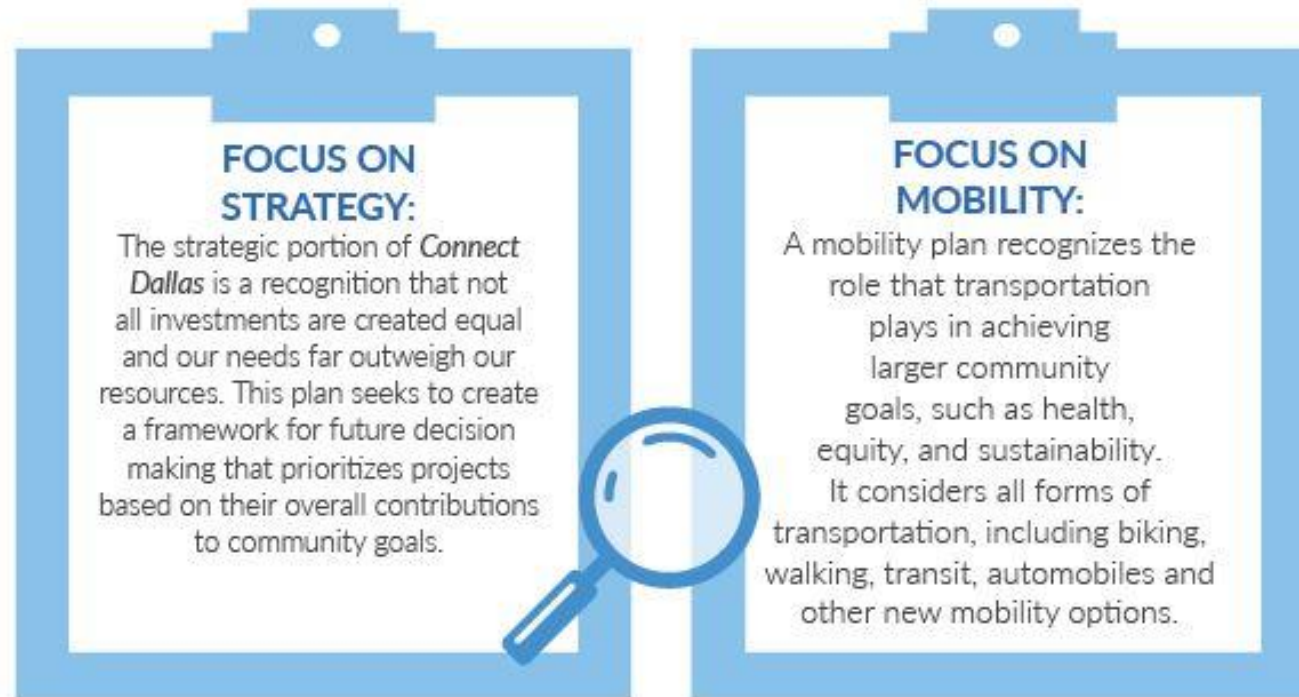- Disincentives for overparking

Discussion: future meetings

Complete Steets Vision Map

Street Typology

Connect Dallas Strategic Mobility Plan draft, Jan. 20201

What is a Strategic Mobility Plan?

For many decades, cities have focused on creating traditional transportation plans. These plans typically heavily focus on automobile travel, and seek to minimize congestion and commute times by investing heavily in roads. By contrast, a strategic mobility plan is different in two fundamental ways:

FOCUS ON STRATEGY:

The strategic portion of *Connect Dallas* is a recognition that not all investments are created equal and our needs far outweigh our resources. This plan seeks to create a framework for future decision making that prioritizes projects based on their overall contributions to community goals.

FOCUS ON MOBILITY:

A mobility plan recognizes the role that transportation plays in achieving larger community goals, such as health, equity, and sustainability. It considers all forms of transportation, including biking, walking, transit, automobiles and other new mobility options.

https://dallascityhall.com/departments/transportation/DCH%20Documents/ConnectDallas/DSMP_DraftforPublic_01.08.21.pdf

REFORM THE DEVELOPMENT REVIEW PROCESS TO SUPPORT MULTIMODAL TRANSPORTATION

While the City bears ultimate responsibility for the mobility network on the public right-of-way, private developers play a sizable role in shaping the public realm–both through the types of developments they build, and the requirements they fulfill to construct public infrastructure through the development review process.

An often overlooked area of policy that has tremendous impact on mobility choices is the use of minimum parking requirements. High parking minimums force developers to build more parking than they may otherwise deem necessary, passing on the cost to commercial tenants and residents while subsidizing the cost of vehicle ownership. The prevalence of plentiful, apparently "free" (but heavily subsidized) parking removes the incentive for residents to use more efficient modes of transportation and counters the City's goals to reduce reliance on SOV travel. Land occupied by parking lots and parking structures

is land not occupied by more productive land uses, which further erodes the City's tax base. Eliminating parking minimums allows developers to respond to demand more flexibly in higher-density developments, especially in areas close to transit and in walkable locations, and increases the attractiveness of transit and active transportation modes.

Transportation impact assessments are typically conducted for larger developments to determine the potential generation of new trips that could impact the transportation network. In Dallas, the regulations that control those studies are singularly focused on the impact of vehicular trips, and expanding those rules to consider safety and infrastructure demand for walking, biking, and transit could lead to greater developer participation in infrastructure improvements that reinforce the Driving Principles.

SPECIFIC ACTIONS:

1. "Right-size" Parking Regulations

2. Shift goal of traffic analysis from reducing delay (also called "Level-of-Service") to reducing vehicle miles traveled (VMT)

3. Introduce an active modes analysis and multi-modal mitigation strategies into the TIS process

Implementation and Responsible Parties

The **Department of Sustainable Development** and Construction and the **Zoning Ordinance Advisory Committee** are currently developing revisions to parking requirements citywide. Depending on the scenarios identified in the *forwardDallas!* revision, the **Department of Planning and Urban Design** may also be involved in revisiting those requirements as the City implements the updated comprehensive plan.

EMPHASIZE TRANSPORTATION DEMAND MANAGEMENT (TDM) TO MAXIMIZE SYSTEM EFFICIENCY

Transportation Demand Management, or TDM, refers to any strategy that reduces the demand for SOV trips, and could be one of the most cost-effective ways to achieve the City's mode split targets. Many Dallasites are experiencing one of the most common TDM strategies – remote work/work from home – in response to the COVID-19 pandemic. Other TDM strategies include (but are not limited to):

- Carpooling
- Transit Passes
- Parking Policy (Pricing, Unbundling, Cash-out, Reduction)
- Bike Share Memberships
- On-site Affordable Housing

TDM programs rely on both carrots and sticks to succeed. Employer-based TDM programs are often some of the most successful since they can leverage strong economic incentives to influence behavior, like offering employees cash if they forgo a dedicated parking space (referred to as parking cash-out) . As a large employer, the City of Dallas can model a successful TDM program and replicate its success in external-facing policy.

Transportation Management Associations (TMAs) provide another avenue to implementing citywide TDM, especially in areas like the Inland Port where there are several employers facing similar commute challenges that can benefit from coordinated programming.

Large developers across the country are also introducing TDM programs to facilitate development on infill sites where new vehicular trips are especially challenging, and modifications to the development review process should include a TDM requirement for some or all developments.

SPECIFIC ACTIONS:

1. Lead by example by establishing a TDM program for City of Dallas employees (transit passes, parking cash-out, telecommuting, etc.)

2. Incorporate TDM into development review and incentivize its adoption (i.e. offering parking reductions, density bonus, etc.)

3. Foster creation of TMAs in key employment districts such as Uptown/Victory/Oak Lawn, North Central Expressway, Inland Port, Galleria/Valley View, and the Medical District

Implementation and Responsible Parties

The City's **Human Resources Department** will be a critical partner to implementing a staff-wide TDM program. The **Department of Sustainable Development and Construction** and the **Department of Transportation** will collaborate on incorporating a TDM program as part of the traffic impact assessment (TIA) process. Individual TMAs like **Downtown Dallas Inc.** are key partners to encouraging participation in employer-based TDM programs. Depending on the framework for developer-based TDM requirements, developers and property owners can include monitoring plans as part of their approved TDM plan, helping the city measure success of TDM regulations.

General - Recap

PILLARS of the FRAMEWORK:

1. **Areas with required parking + Exemptions**
2. Parking required ratios (table) + regulations

3. Proximity to transit
4. Parking Management Tools
5. Parking Design Standards

Schedule to ZOAC

January 21
February 4 – Parking Ratio Table recommendation
February 18 – Additional parking regulation recommendations
(remote parking, shared parking, passenger loading area, etc.)
March 4 – Comprehensive recap and public input
(a cohesive look at the recommendations tied together before moving
into design standards and their application)
March 25 – Design standards and application
April 8 – Proximity to transit
April 22 – Management tools

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