
ZONING ORDINANCE ADVISORY COMMITTEE

THURSDAY, October 15, 2020

DALLAS DEVELOPMENT CODE AMENDMENT

FILE NO. DCA 190-002

Parking: Public and Interdepartmental Outreach – Input

**Planners: Lori Levy, AICP
Andrea Udrea, PhD, AICP**

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**

PROJECT WEBPAGE:

<https://dallascityhall.com/departments/sustainabledevelopment/planning/Pages/parking-code-amendment.aspx>

RESEARCH AND STAFF ANALYSIS

Scope and methodology:

Staff conducted virtual meetings with both internal departments and community stakeholders over several months as part of our outreach engagement strategy. The purpose of the meetings with the various City departments was to help staff further understand the issues of applying the parking code to development projects, as well as the issues or impacts of administering the Code on development projects from both their perspectives, as well as their customers or stakeholders; and, finally what potential or desired changes or outcomes they think are important for the parking code amendment.

As part of the public engagement strategy, we met with various leaders and representatives for developers, neighborhood coalitions and large homeowner associations, chambers of commerce, professional and industry organizations, local and regional public organizations and groups, and other interested parties. The purpose of the meetings with our external stakeholders was to gain a greater understanding of the broader impacts that parking requirements, and the parking patterns have had on Dallas and what those impacts are having on the users of those parking spaces and facilities from a business and neighborhood perspective.

Summary:

Staff met with the City departments of Transportation (DDOT), Planning & Urban Design (PUD), the Office of Economic Development (OED), the Department of Housing and Neighborhood Revitalization (Housing), and the Office of Environmental Quality (OEQ), in conjunction with ongoing internal discussions with Sustainable Development and Construction Building Inspection and Current Planning staff. Valuable input was received based on their perspective and their first hand use of the parking code and the impacts of its application on the City and stakeholders. Most importantly, staff received invaluable input on what each of the departments see as potential solutions or desired outcomes.

In our meetings with external stakeholders, staff received a substantial amount of crucial feedback from the Apartment Association of Greater Dallas, leaders of the various Chambers of Commerce, Homeowners Leagues, and Coalitions, Dallas Area Rapid Transit (DART) and Dart Board, Dallas Builders Association, (DBA), Dallas Independent School District (DISD), Engineering Consultants, Greater Dallas Restaurant Association (GDRA), Greater Dallas Planning Council (GDPC), The Hotel Association of North Texas, North Central Texas Council of Governments (NCTCOG), Planning Consultants, Texas Department of Transportation (TxDOT), Texas Real Estate Commission (TREC), and 24Hour Dallas. Our stakeholders not only helped to define the problems with the parking code, the issues and impacts it has had on the City as a whole, and the neighborhoods, but they provided invaluable input on what they see as the “fixes” or desired outcomes of the parking code amendment.

The following pages of this report are a compilation of the input received from our internal and external stakeholders. In order to help further define the issues and bring some context to the information, the report contains a section with the issues and the desired outcomes in each of the following categories: **Outdated Code, The Process, Zoning Tools, Unintended Consequences, Barrier to Redevelopment, Curb Management, Loading, By Use, and By Neighborhood**. It is important to note that by nature of the information, while many of the comments can fit into multiple categories, staff wanted to get as much of the comments as possible represented throughout the document.

STAKEHOLDERS

We would like to thank residents, external stakeholders, department staff and individuals for their participation and the valuable feedback contained in this report.

CITY OF DALLAS

SDC - BUILDING INSPECTION (BI)

DALLAS DEPARTMENT OF TRANSPORTATION (DDOT)

Michael Rogers, Director
G. 'Gus' Khankarli, PE, PMP, CLTD, Assistant
Director
Michael Melton
Kathryn Rush, AICP

DEPARTMENT OF HOUSING AND NEIGHBORHOOD REVITALIZATION (HOUSING)

Dawn Edmonds
Pam Thompson
Kyle Hines
Eric Ochel
Jessica MacKinnon

SUSTAINABLE DEVELOPMENT AND CONSTRUCTION – CURRENT PLANNING (SDC)

OFFICE OF ECONOMIC DEVELOPMENT (OED)

Kevin Spath, Assistant Director
Tamara Leak
Dorcy Clark
Daunte Rushton

OFFICE OF ENVIRONMENTAL QUALITY & SUSTAINABILITY (OEQ)

Susan Alvarez, P.E., CFM, Assistant Director
Katy Evans
Pharr Andrews

PLANNING & URBAN DESIGN (PUD)

Peer Chacko, Director
Luis Tamayo
Daniel Church
Carnell Brame
Arturo Del Castillo

CHAMBERS OF COMMERCE

DALLAS REGIONAL CHAMBER OF COMMERCE

Matt Garcia

GREATER EAST DALLAS CHAMBER OF COMMERCE

Rene Barrera

NORTH DALLAS CHAMBER OF COMMERCE

Ken Malcomson

OAK CLIFF CHAMBER OF COMMERCE

Steven S. Camp

SOUTHEAST DALLAS CHAMBER OF COMMERCE

Jennifer Arthur, Executive Director

WEST DALLAS CHAMBER OF COMMERCE

Brandon Q. Jones, N. Texas External Affairs
Market Manager

COALITIONS

BETTER BLOCK

Krista Nightengale

BC WORKSHOP

Lisa Neergard

COALITION FOR A NEW DALLAS

Miguel Solis

DALLAS HOMEOWNERS LEAGUE

Melissa Kingston

DEEP ELLUM FOUNDATION:

Stephanie Keller Hudiburg, MPP, Executive Director

DOWNTOWN DALLAS, INC.

Kourtney Garrett, President & CEO
Jacob Browning, AICP, Director of Urban Planning
Dustin Bullard
Evan Sheets

DOWNTOWN DALLAS PID

Kathy Stewart

FERGUSON ROAD INITIATIVE

Vikki Martin, Executive Director

HERITAGE OAK CLIFF

Kristen Hensley
Steve Springfield

NORTH DALLAS NEIGHBORHOOD ALLIANCE

Matt Bach
Jean Schobert
Rachel Kral

OAK LAWN COMMITTEE

Hilda Rodriguez, President

OLD EAST DALLAS ASSOCIATION OF NEIGHBORHOODS/DISTRICT 8

Gail Terrell
Michael Smotherman

PRESERVATION DALLAS

David Prezioski, Executive Director

SOUTHERN DALLAS PROGRESS COMMUNITY DEVELOPMENT CORPORATION

James McGee, President/Chair
Tabitha Wheeler

INDUSTRY AND PROFESSIONAL ASSOCIATIONS

APARTMENT ASSOCIATION OF GREATER DALLAS (AAGD)

Jason Simon, Director of Government Affairs
Raphaella Silva, Government Affairs Manager

DALLAS BUILDERS ASSOCIATION (DBA)

David Ledhe

GREATER DALLAS RESTAURANT ASSOCIATION (GDRA)

Kelsey Streufert, Vice President, Government Relations & Advocacy
David Denney

THE HOTEL ASSOCIATION OF NORTH TEXAS

Traci Mayer

24HOUR DALLAS

Randall White

TEXAS REAL ESTATE COMMISSION (TREC)

Katie O'Brien
Ryan Garcia
Macey Davis
Linda McMahon
Matt Jacobs
Jonathan Vinson
Corbin Eckel
Ian Kinne
Matt Troutt
Luke Franz

INSTITUTIONS

DALLAS AREA RAPID TRANSIT (DART)

Jack Wiezenski
Kay Shelton
Ernie Martinez
Todd Plesko
Rob Smith
Carmen Garcia
Kamal Fulani

DART BOARD

Patrick Kennedy

DALLAS INDEPENDENT SCHOOL DISTRICT (DISD)

Orlando Alameda
David Downing
Kathleen Lenihan

NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS (NCTCOG)

Travis Liska, AICP
Thomas Bamonte

TEXAS DEPARTMENT OF TRANSPORTATION (TXDOT)

Amanda Moser, P.E.
Mo Bur
Nathan Petter

TRAFFIC ENGINEERING CONSULTANTS

DESHAZO, TANG & ASSOCIATES

John J. DeShazo, P.E., PTOE
Chuck DeShazo

LAMBETH ENGINEERING ASSOCIATES, PLLC

Christy Lambeth

KIMLEY-HORN & ASSOCIATES, INC.

Scot Johnson

PACHECO KOCH

Steve Stoner, P.E., PTOE

THE GOODMAN CORPORATION

Kirk Myers, EIT, PMP

PLANNING CONSULTANTS

BALDWIN ASSOCIATES

Robert B. Baldwin, AICP
Jennifer Hiromoto

JACKSON WALKER

Bill Dahlstrom
Suzan Kedron

LA SIERRA

Santos Martinez

MASTERPLAN

Karl Crawley
Wes Hoblit

MUNSCH, HARDT, KOPF & HARR, P.C.

Angela Hunt

PERMITTED DEVELOPMENT

Audra Buckley

ROBERT REEVES

Robert Reeves

WINSTEAD

Tommy Mann

ZONE SYSTEMS

Peter Kavanaugh

THE ISSUES – OUTDATED CODE

DEFINING THE PROBLEM

ANTIQUATED CODE

Ratios

- It is impractical, costly, and unreasonable to require parking based on highest possible demand. Parking ratios are based on parking for the 19th highest hour that occurs once per year on five (5) specific days around holidays: the Friday and Saturday after Thanksgiving, and the three (3) Saturdays in December after Christmas. This approach may only be good for larger retailers, as smaller retail development which is located within neighborhoods tends to overspill into the neighborhoods. (Engineering Consultant – DeShazo, Tang & Associates)
- Thought to be “golden ratio” that can work for all situations, but looking for this perfect ratio did not warrant good solutions (Pacheco-Koch)

One Size Does Not Fit All

- Most of the parking studies that are performed are site specific and do not apply to all the same categories of uses in other areas. (Engineering Consultant – Kimley-Horn & Associates, Inc.)

CODE LANGUAGE

Free Parking

- The Development Code language states that parking must be free. Parking is not free; it has a high cost and free parking encourages more parking and driving. (NCTCOG)

Chapter 51A-4.301 (a)(8) provides that:

“In all districts except a central area district, required off-street parking must be available as free parking or contract parking on other than an hourly or daily fee basis. This requirement does not apply to institutional uses or mechanized parking approved under Division [51A-4.340](#).

Unclear Language

- Floor area is governed by zoning, and other regulations are governed by the International Building Code. (BI)
- There is no definition of a parking structure and if the language is interpreted as a parking garage is required in all instances, it can be an unanticipated cost to developers. (Planning Consultant – Baldwin Associates)

Complicated

- The code is complicated; too many uses with different ratios. (BI)
- The parking code is too complicated to navigate and needs to be radically simplified. (Engineering Consultant – Kimley-Horn & Associates, Inc.)

TRENDS

Car Ownership

- Transportation as a service and car ownership is going to change how we get our goods from Amazon and other deliveries collectively will be changed. Ex. North Park shopping center has been in decline for years and there are vacant spaces today. (Engineering Consultant - DeShazo, Tang & Associates)
- Rates of car ownership in urban areas are down in general and are not specifically associated with a specific age group. (Engineering Consultant - DeShazo, Tang & Associates)
- We need different requirements for affordable housing near transit to allow relief from car ownership - Criteria for affordable housing is walkable and TOD. (HOUSING)

Technology

- The future of cars will be automated tech to self-park the cars and based on smart city and equipment – in the cars, in the garages and on the road. Therefore, there will be less space for storage and making self-driving cars share paths with pedestrians. Parking garages will not be used by humans at all – it will be just cars. You will drive to your destination and the car will go its way to get parked by itself. (NCTCOG)
- Automated vehicles (AV's) will also be prevalent. There will be more big trucks and for public transit, the AV's will replace the buses existing routes. Ride-shares, such as Uber and Lyft may become the new car and will lift the need for parking because the mode of travel (Robo taxi) has a longer route dropping off and picking up passengers. (NCTCOG)
- The existing parking ratios have been in place for a long time and need to be updated to reflect the needs of today and the future – we live in a different tech world. (TREC)

TRANSIT/ALTERNATE TRANSPORTATION MODES

DART Stations

- Observed a lot of people walking from the DART redline light rail station platform back to their homes due to very little to no available parking near the station. The Forest Lane station has an

ocean of parking available and most people went to the parking lot and then drove home or somewhere else. People are not walking to houses due to lack of nearby housing supply. (Engineering Consultant - DeShazo, Tang & Associates)

Bus Service

- On-street parking is not good for bus service as it detracts from walkability – need street activation. (DART)

Affordable Housing

- Most important criteria for affordable housing is location: near transit, access to jobs; also, because the land is more expensive in denser areas, thus parking is an added cost - (HOUSING)
- Permanent supportive housing needs less parking - there are situations where even 1ps/DU is too much. (HOUSING)
- Parking concerns usually are in less dense areas, where and if parking overflows in the street. (HOUSING)

Transition

- How do we balance the current challenges of the need for parking today with the desire to reduce the need for parking? Parking is the #1 main issue now and will continue for a while – there is not enough transit available and walkable areas. (Deep Ellum Foundation)

CURRENT CONDITIONS

Traffic Patterns

- Due to global pandemic, COVID-19 little traffic congestion is observed at peak times except the Woodall Rogers area from the east side of the CBD to Houston Street. (Engineering Consultant - DeShazo, Tang & Associates)
- Six (6) months ago, prior to the pandemic there would also be traffic congestion at Knox/Henderson and other areas, such as Central Expressway – we do not know what impacts will remain. (Engineering Consultant – DeShazo, Tang & Associates)

DESIRED OUTCOMES

Ratios

- The parking ratios based on per 1,000 square foot are more expert level and easier to track and understand the real amount of parking, such as 5 spaces per 1,000 square foot versus the 1 parking space per 200 square foot that is currently in the parking code. (Engineering Consultant – Kimley-Horn & Associates, Inc.)
- Utilize market-based data to update existing parking ratios. (TREC)
- Consider post-COVID and update uses accordingly: outdoor dining, office space, telecommuting. (PUD)

Simplify

- Consider simplifying uses: industrial (1/1,000sf), commercial (1/333sf), residential (1/DU) and establish ratios for these 3 major categories. (BI)

-
- PD 193 is a good model for simplicity of parking standards. (Engineering Consultant – Kimley-Horn & Associates, Inc.)

Definitions

- Include “medical clinic or ambulatory surgical center” to the last sentence that states: This requirement does not apply to institutional uses or mechanized parking approved under Division [51A-4.340](#). (BI)
- Include a definition in the code for parking structure like the Mixed-Income Housing Density Bonus (MIHDB) ordinance. (Planning Consultant – Baldwin Associates)
- The MIHDB needs a clarification to tie into the code for parking Sec. 51A-4.1107(c)(2). It should state something like this:
 - (2) Multifamily parking. Except as provided in this paragraph, one and one-quarter space per dwelling unit, or per the requirements of Division 51A-4.200, whichever is less, is required.
 - (A) At least 15 percent of the required parking must be available for guest parking.
 - (B) For developments with transit proximity, one space per dwelling unit is required. At least 15 percent of the required parking must be available for guest parking. (Housing)
- Change the definition of floor area to default to the International Building Code . (BI)

Transit Oriented Development (TOD)

- Planning and Urban Design, (PUD) is currently heading the TOD overlay. Parking will be part of it. (PUD)

Multi-Modal

- Incentivize micro transportation – focus now on rail and split mode goals. (PUD)

Subsidize Transit

- Subsidize transit via development; not just parking – put the decision on the user and not subsidize any form of transportation. (DART)

Proximity to Transit Reductions

- Give credit to alternative forms of transportation (transit and bikes) with associate transit passes. (DDOT)
- 10% or 15% parking reductions near light rail. (Engineering Consultant – Kimley-Horn & Associates, Inc. & Associates)
- Exempt buildings from parking minimums if they are in highly densified areas or within proximity of high-frequency transit stops. (TREC)

Affordable Housing

- A breakdown approach based on number of units will work better for housing: (Housing)
 - Less than 50DU _ less than 1ps/DU
 - 50DU _ 1ps/DU
 - More than 50DU _ more than 1/DU

Unbundled Parking

- Unbundle parking costs especially for affordable housing. (PUD)

Bicycle Parking

- Fix the bicycle parking incentive to include lockers, showers, etc. (Engineering Consultant – The Goodman Corporation)

Parking Management

- DDOT's initiative: smarter parking lots; transportation demand management. (DDOT)
- Recognize that parking is not going away, and we need to manage parking and shared parking efficiently. The idea is to become efficient with the parking supply, not to eliminate parking. (NCTCOG)
- A Parking Management Plan like the Galleria Plan to encourage and support transit and walkability and has been working for decades. (Planning Consultant – Robert Reeves)

Transportation Demand Management

- A Transportation Management Association (ex: shuttle service to all downtown parking lots); Fees to be targeted to improve infrastructure in those areas. (DDOT)
- A Parking Management Authority like Plano's Traffic Demand Management Authority. a quasi-judicial agency may be a good solution. (Engineering Consultant – Pacheco-Koch)

Remote Parking

- Revise Remote Parking to allow within 300' feet. (Planning Consultant - La Sierra)

Context Based Parking

- Parking regulations should be context based or eliminated entirely – it is impossible to have one (1) city-wide standard. (DART Board, Coalition for a New Dallas, Deep Ellum Foundation)
- Determine what the appropriate code is for each area and apply. (DART Board, Coalition for a New Dallas, Deep Ellum Foundation)

Tandem Parking

- Allow tandem parking spaces to count towards parking minimums in all circumstances. (TREC)

Parking Studies

- Parking studies will be useful in determining reductions around transit stations. (Engineering Consultant – DeShazo, Tang & Associates)

No Parking Minimums

- Enable downtown by lifting all requirements. (OED)
- Use the no min in exchange for something; build a framework now to eliminate in the future. (OED)
- We do not need the expanse of parking – let the market determine the needs. (Planning Consultant – Jackson Walker)
- No parking minimums are applicable to a degree, but not recommended – the businesses that come in later phases cause disruption of the parking pattern already in place. (Engineering Consultant – Pacheco-Koch)

Ride-Share

- Provisions for ride share spaces should be considered so that the various entities like Uber and Lyft do not have to stop in the travel lanes to load and unload passengers. (Planning Consultant – Permitted Development)

AV Technology

- Incorporate automated parking systems/structures to lessen the parking footprint. (TREC)
- Plan (infrastructure and logistics) for autonomous (AV's) and flying vehicles. (SDC)

Design Standards

- Transit must work together with design standards - parking as an incentive for urban form, change in behavior. (PUD)
- We need City coordination to ensure that we have pedestrian connectivity - sidewalks for multi-modal projects. (TXDOT)

Structured Parking

- Reduce or limit the number of parking lots and encourage more parking structures with design guidelines. (PUD)
- Parking garages will improve transit access. (TXDOT)
- Allow parking credits for podium and garage parking. (SDC)

Conversion

- Allow future conversion of garage space for useable office, retail space. (GDPC)
- Have standards in parking regulations to ensure that parking structures are designed such that unused space can be converted in the future as buildable space or storefronts, etc. (SDC)

Underground Parking

- Incentivize underground parking with performance standards in appropriate locations with higher land costs for projects that could off-set costs to construct underground parking. (Engineering Consultant -Kimley-Horn & Associates, Inc.)

Curb Management

- DDOT's initiative: Curb Lane Management study; aim for a curbside management program to deal with the competition for the curb lane. (DDOT)
- Any parking reduction must also be tied to curb management. (DDOT)
- Use technology to manage on-street parking and parking zones. (DDOT)
- Designated spaces for ride-share, such as Uber and Lyft. (DART)

Visions/Goals

- Modify parking to come with an obligation, as a bonus, and this will help the goals of the Comp Plan. (PUD)
- Tie the parking regulations to the City goals, such as CECAP's goal to reduce vehicle miles traveled and the City goal of affordable housing; especially impacting small developers. (DART Board, Coalition for a New Dallas, Deep Ellum Foundation)
- Parking reform needs to be tied to major strategic plans, i.e. Housing, CECAP, Strategic Mobility Plan, etc. (Coalition for a New Dallas)

Sheltered Bus Stops

- Incentives for sheltered bus stops – there will be bus routes to the north. (DART)

Incremental Change

- Make changes one at a time so that you can be sure all the variables are measured accurately for efficacy. (Engineering Consultant – The Goodman Corporation)

THE ISSUES – THE PROCESS

PROJECT REVIEW

Onerous

- Parking takes most of the time for reviewing projects - 75% plans/projects reviewed are for parking only. (BI)
- Approximately three quarters of the projects (questions we receive from developers regarding parking regulations - calls at front desk) do not work out because of the parking requirements; small developers are the ones impacted the most - staff work is research of ways to help applicant achieve parking. (BI)
- Projects do not get denied; staff helps with finding options to meet the required parking, to make sure they meet the code requirements. (BI)

SHARED PARKING AGREEMENT

Cumbersome

- The City forms (deed restrictions) for remote parking are too onerous and too tenant friendly – too many signatures are required. (Planning Consultant – La Sierra)
- The deed restrictions encumber or tie-up the property and is therefore does not promote shared parking. (Planning Consultant – Baldwin Associates)
- All existing shared parking agreements are out-of-date and obsolete. The uses and square footage have changed and are constantly changing fast. Therefore, the required shared parking agreements are not good for redevelopment. (Engineering Consultant - DeShazo, Tang & Associates)
- Keep in mind that not every building is built by a developer; how to help small businesses; try to make it easy for the unsophisticated “developer”. (OED)

BOARD OF ADJUSTMENT (BDA) PROCESS

Arbitrary/Inconsistent

- The Board of Adjustment process to assign the requests for special exceptions to vary the parking code requirements seems arbitrary as two (2) similar size hotels next to each other were assigned to two (2) different panels. Outcomes appear to depend upon the panel composition and personal beliefs. (Engineering Consultants – Pacheco Koch)

Lack of Flexibility

- The Board of Adjustment process should have more flexibility with more dialogue for negotiation. (Engineering Consultants - Pacheco Koch, Lambeth & Associates)

Equity

- For new construction: the amendments and city processes are expensive in time and consulting fees. (OED)
- Some property owners or business owners, such as in the Fair Park or Oak Cliff area do not have the resources to go through the time consuming and complex process. (TREC)

DESIRED OUTCOMES

Lease Agreement

- Remote parking should be not by agreement but by lease; even so it is still a paper exercise
- Allow a lease agreement with a minimum three-year term for remote parking in lieu of deed restrictions. (Planning Consultant – La Sierra)
- The MUD chart should be the agreement. (Pacheco-Koch)

Parking Agreement

- Parking Agreements should be attached to the certificate of occupancy (CO) of the use requiring the agreement – not the deeds. Bishop Arts and Deep Ellum already have this in place for reference. (Planning Consultant – Permitted Development)
- Revise shared parking regulations and provide informal avenues other than deed restrictions. (TREC)

Administrative Review

- Create admin process to cap parking. (BI)
- Parking special exceptions (reductions) should be allowed administratively with similar documentation we have to supply to the Board. Variance process would stay the same. (Planning Consultant – Permitted Development)

Remote Parking

- Allowances should be made to permit a remote parking agreement for up to 100% of required parking within 1,000 feet of the main use. (Planning Consultant – La Sierra)

THE ISSUES – ZONING TOOLS

ZONING TOOLS

Mixed Use Chart (Mud Chart)

- The charts are useful; however, the MUD chart should not need to be amended every time – the numbers do not change. (Engineering Consultant – Pacheco Koch, BI)

Modified Delta Credits

- Modified Delta Credit Overlays are a terrible idea. Several businesses lost their credits because the credits expired before they developed their properties, and this required each of them to rezone the property. (Planning Consultant – La Sierra)

Residential Parking Permits

- The cost of the permits issued to the residents to park for the residential parking only permits (RPO's) is way too low. (DART Board, Coalition for a New Dallas, Deep Ellum Foundation)

Planned Developments

- Need to address how will this impact the existing PD's – we are under a PD that controls parking for most of our area. (Deep Ellum Foundation)

- Planned Development 193 offers parking reductions and allows shared parking. However, the PD only covers a portion of Dallas and we need other ways for reductions and shared parking to be allowed in other areas of the city. (Oak Lawn Committee)
- Many of the existing Planned Developments include parking regulations for certain areas – how will the amendments apply or impact the existing PD's. (Oak Lawn Committee)

Front Setbacks

Greenville Ave. has on-street parking and other areas allow parking in front of businesses and we cannot do the same. (Southern Dallas Progress Community Development Corporation)

DESIRED OUTCOMES

Mixed-Use (MUD) Chart

- The MUD chart in PD 193 is a good example and is easy to use for parking ratios. (Engineering Consultant – Kimley-Horn & Associates, Inc. & Associates)

Parking Benefit Districts

- We are interested in parking benefit districts as a mechanism to bring in revenue. We are exploring ways to use that revenue. (Deep Ellum Foundation)

Modified Delta Overlays

- Reform the delta credit system. (TREC)
- This overlay should not be considered for expansion or other parts of the City. (Planning Consultant – Baldwin Associates)

Specific Use Permits (SUP's)

- Modernize parking management strategies, potentially as a component of certain SUP's. (TREC)

Planned Developments

- Assess applicability of changes in Ch. 51 and 51A to existing and future Planned Developments. (TREC)
- PD 269, The Deep Ellum Special Purpose District includes an automatic reduction in parking requirements if the new development maintains an existing, historic building or façade. This is a local example of a workable policy that could be used in other PDs. (TREC)
- Review parking ratios in other PD's and apply those that work better city-wide for consistency. (Planning Consultants - La Sierra)

Planning Principles

- It is better to stick to good planning principles than focus on parking. (Engineering Consultant – Kimley-Horn & Associates, Inc. & Associates)

THE ISSUES – UNINTENDED CONSEQUENCES

UNINTENDED CONSEQUENCES

Cost of Parking

-
- If parking is free, it will encourage people to drive and this is counter to what we have been trying to do in the City (a more walkable community). If parking is paid, it will regulate itself. Look at other cities like Chicago. (Planning Consultant – Baldwin Associates)

EV Charging Stations

- The electric vehicle charging spaces; particularly for multi-family developments are taking up parking spaces while not being used. (Apartment Association of Greater Dallas)

Induced Parking

- Parking is induced – whatever ratios you put in the code. Demand will always scale up to what demand is created. (Engineering Consultant – The Goodman Corporation)
- The minimum parking ratios were established over 50 years ago to suburban standards and they incentivize driving while discouraging walking. (DART Board, Coalition for a New Dallas, Deep Ellum Foundation)

Development Costs

- Parking requirements pose day to day challenges for small businesses. Parking is expensive and restrictive. One of business owners left due to the high cost of parking downtown. (Greater Dallas Hispanic Chamber of Commerce)
- The minimum parking ratio requirements are changing the paradigm. The excessive requirements came in the 1960's, but cars were here for decades. The required parking requirements are challenging because you have to make-up the cost to build the parking. (TREC)
- The experiment of unbundling parking cannot work if parking minimums are required. Dallas could be ready for something like that. (TREC)
- Parking drives up development costs that are passed onto renters – the costs are bundled into the rent. Examples include Uptown and Lancaster Village with portions of unused parking. (DART Board)
- We are hearing complaints that parking drives-up the cost of development. (Downtown Dallas PID)

Valuable Asset (Land)

- There is too much paving (Ex. Lower Greenville) and parking lots are only used for surface parking. (Planning Consultant - La Sierra)
- There is too much valuable land being used for parking; particularly, in the TOD areas. The land would be better served by being used for mixed-income housing. (DART Board, Coalition for a New Dallas, Deep Ellum Foundation)

Urban Form/Design

- Cities establish parking regulations to minimize citizen complaints and design takes a backseat. No one complains about the lack of trees, but everybody complains about parking. (Engineering Consultant – Kimley-Horn & Associates, Inc.)
- Parking is a crucial issue that drives the use and form of development. (TREC)
- There is a need for parking; however, there is an abundance of parking; especially in downtown – let us go back to the urban form. (TREC)
- Parking is a barrier to urban design; especially in the downtown core – the focus is on the car not the pedestrian. (Coalition for a New Dallas)

Screening

- Surface parking for new developments are not screened from view unless we push for it. (Oak Lawn Committee)

Connectivity

- Need better use and enforcement of a 6' foot sidewalk and sometimes understand that the 6' foot sidewalk does not exist. (Engineering Consultant – Pacheco Koch)

Environmental Degradation/Flooding

- Dallas' main source of emissions is from cars – the city's Comprehensive Environmental and Climate Action Plan (CECAP) main goal is to reduce emissions to ZERO by 2050. (EOQ)
- Dallas is 2nd in the US after Phoenix for the Heat Island effect. Dallas has an increase in flooding in areas that are designed not to flood - West Dallas is a vulnerable area. (EOQ)
- There is an environmental impact from the percentage of impermeable concrete for parking vs the percentage of permeable paving. (OED)
- Surface parking contributes to the urban heat island and contributes to stormwater run-off which exacerbates flooding while traffic congestion increases vehicle emissions and lowers air quality. (Engineering Consultant – Kimley-Horn & Associates, Inc.)
- We need to address flooding, wastewater, and heat islands. (Greater East Dallas Chamber of Commerce)

DESIRED OUTCOMES

Parking Reductions

- Eliminate or reduce minimum parking requirements where appropriate, particularly within the central business district and surrounding areas. (TREC)
- A parking reduction (percentage) for providing signage/lights to direct drivers where open parking spaces are located to help get car parked quickly, efficiently, and can maximize the space that is dedicated to parked cars. (BI)
- Bishop Arts district wants to reduce parking and invest in amenities. (Coalition for a New Dallas)
- Add option for reduction for shared mobility for drop off; reduce parking if shared mobility. (BI)
- Parking technology to make it possible to identify available parking quickly. (BI)

Congestion Pricing

- The dream strategy would be very high-priced parking with a very low supply of parking - if you want to build parking, you must pay for parking. (DART)

Parking Maximums

- Parking maximums can kill a project - what is driving the parking supply is financing. (OED)

On-Street

- Parking meters should have a very high cost. (DART)

Flexibility

- Allow and encourage (incentivize) removal of all unused/surplus parking for more building and open space across the board. (SDC)

- The trend in Uptown is to remove on-street parking to have outdoor dining – parklets (Coalition for a New Dallas)

Design Standards

- Regulate parking with required screening. (DART Board, Coalition for a New Dallas, Deep Ellum Foundation)
- Be intentional about urban design in the parking code. (Coalition for a New Dallas)
- Start treating parking as a nuisance and incentivize walkable, urban design. (NCTCOG)
- We need to address environmental aspects in design standards for larger parking lots. (Greater East Dallas Chamber of Commerce)

Visions/Goals

- CECAP goal: to reduce parking vehicle trips and car usage – find a way so people do not have to drive. (EOQ)
- Change the metrics for success: ways to lower vehicle emissions, lower single-occupancy trips and vehicle miles traveled. Ask how can parking help us drive less. (Coalition for a New Dallas)

Green Infrastructure

- Anything that has a cooling effect and is hydro to slow down and absorbs runoff (not just trees; permeable pavers, bioswales) for parking lots will help. (EOQ)
- Allow permeable paving, such as crushed granite, etc. for surface parking lots like Sylvan 30 to address the stormwater flooding and runoff. (Greater East Dallas Chamber of Commerce, Engineering Consultant – Kimley-Horn & Associates, Inc.)
- Start treating parking as a nuisance and incentivize green infrastructure for stormwater management – a form-based type code can include those bonuses. (NCTCOG)

THE ISSUES – BARRIER TO REDEVELOPMENT

EXISTING DEVELOPMENT

Redevelopment

- Since remote or shared parking is not allowed, landowners must purchase more property to meet the parking requirements. (Planning Consultant - La Sierra)

Adaptive Reuse

- Somehow retail and restaurant type uses need to be aligned to enable adaptive reuse. (BI).
- Lenders look at City standards for required parking for adaptive reuse of existing, older buildings and this causes issues because the parking requirements cannot always be met. The parking minimums do not encourage adaptive reuse and use of older buildings. (Planning Consultant – Munsch, Hardt, Kopf & Harr, P.C.)
- Existing buildings and areas may not be able to meet the current parking requirements because it is not physically possible due to land constraints. (Heritage Oak Cliff)

Infill

- Existing areas may not be able to meet the current parking requirements because it is not physically possible due to land constraints. (Heritage Oak Cliff)

Historic Buildings

- Historic buildings and areas may not be able to meet the current parking requirements because it is not physically possible due to land constraints. (Heritage Oak Cliff)

Legacy Buildings

- Legacy buildings and areas may not be able to meet the current parking requirements because it is not physically possible due to land constraints. (Heritage Oak Cliff)

Unbundled Parking

- Unbundling parking does not work for existing development because the cost of constructing the parking has already been made and must recoup costs. (TREC)

DESIRED OUTCOMES

No Parking Minimums

- Eliminate parking requirements for buildings constructed prior to the adoption of minimum parking standards and historically designated properties to enhance redevelopment efforts. (TREC)
- Require no parking minimums if owners or developers of existing shopping centers built prior to Chapter 51A brought the parking lot up to landscaping standards. (BI)

Parking Reductions

- Specific Use Permits (SUP's) can be a vehicle or tool to allow parking reductions for existing, historic, and legacy buildings and areas that cannot physically meet the parking requirements. (Heritage Oak Cliff)

Historic Buildings

- Reductions for historic buildings. (Deep Ellum Foundation)
- Reduced parking for the first 5,000 square feet for existing buildings, historic and legacy buildings. (Engineering Consultant – Kimley-Horn & Associates, Inc.)

Legacy Buildings

- In order to address equity issues with respect to buildings built before the parking regulations are changed and are illegal (non-conforming) and to address the cost issue, the parking reduction for legacy buildings must be date/year, rather than square footage. (TREC)

Incentives

- Offer relaxed parking requirements in exchange for those businesses who want to transition away from parking minimums. Auction off the pavement (maybe 5%) of the existing development back to the owner in exchange for regulatory relief – the existing supply can become a revenue source for the City – giving back some of the paving for the private owner to maintain. (NCTCOG)
- Offer tax breaks for conversion of existing surface parking lots to encourage development – not to punish the use of parking as a surface lot, but to incentivize development with a building. (NCTCOG)

Shared-Parking

- Offer incentives to do a start-up to provide shared parking. (NCTCOG)

Shared Loading

- Explore shared parking and loading for infill development – flexible space. (Engineering – Lambeth Engineering Associates, PLLC)

Ride-Share

- Allow drop-off for ride-share in a parallel parking space. (SDC)
- Offer incentives for ride-share services for larger groups that get people to other modes, such as bus and transit. (NCTCOG)

Conversion

- Create latitude for current or future parking structures to be converted to a commercial use zoning if parking structure and/or parking ratio is no longer applicable. (TREC, PUD)
- Relax parking requirements that make it difficult to convert single-family residential lots into more dense or commercial uses. (TREC)

Discourage

- Give option to turn surface parking lot into a parking garage or change the property taxes to tax surface parking areas. (NCTCOG)

Paid Parking

- Introduce pricing for parking and do not subsidize parking. (NCTCOG)

THE ISSUES – CURB MANAGEMENT

COMPETITION FOR THE CURB – PARKING

On-Street Parking

- On Oaklawn, businesses are not allowed to count the on-street head-in parking spaces in front of their businesses like other parts of the city and property owners have to pave more land area in order to meet the parking requirements. (Planning Consultant - La Sierra)

Parking Management

- Public parking needs to be better managed. (OED)
- We work with 200 cities, and only about 35 cities have the structure to do more sophisticated zoning for parking – common ownership of parking facilities. (NCTCOG)
- Fort Worth, Texas is an example – there is one owner who owns most of the surface parking lots in Sundance Square in downtown; hence, they have parking management. Interesting shared - parking arrangement and parking management tool; however, this is owner-initiated and operated. (NCTCOG)

Oversupply

- An aerial shows nine (9) remote parking lots that are owned by the same landowner and are not being fully utilized. People are not driving and parking cars like they did 40 years ago – they are using alternate modes, such as walking. (Planning Consultant -La Sierra)
- An aerial, in the Henderson area, shows a parking lot that has 50 parking spaces that were required, and they are not being fully utilized. The Sprouts closes at 9:00 pm and after that time,

the parking lot is empty, and patrons cannot the parking spaces to go to another business. (Planning Consultant – La Sierra)

- We have too much required parking that ignores the other modes of transportation and trends. (North Dallas Chamber of Commerce)

Insufficient Parking Supply

- Example - West 7th Street District in Fort Worth had some challenges with eliminating parking minimums. The businesses that came later did not provide parking and were using the existing businesses parking and there was not enough parking. (Pacheco-Koch)

Shared Parking

- Everyone struggles on how to do shared parking well – there are different types of shared parking. For suburban parking, the aim must be to reduce the supply. Office is usually using the legal instruments to control who is parking. (NCTCOG)

DESIRED OUTCOMES

On-Street Parking

- Reform off-street parking regulations to allow on-street spaces to count. (TREC)
- Allowance for required parking within public right of way – on-street parking like downtown and Deep Ellum should be applied in other areas. (Planning Consultant – Winstead)
- On-street parking should be counted towards the required parking and what is working in Downtown, Deep Ellum, and the Design District should be expanded in similar areas. (Planning Consultant - La Sierra)
- Sensors to monitor parking and adjust price for parking meters based on right-pricing. (SDC)

Parking Management Districts

- Parking management district is a good tool; this way every development that comes into the district must participate. (BI)
- Create a public initiated Parking Management District - City Place in Richardson, Tx. is a small version. There are small scale models in the region with downtown associations. Sac Park district in Sacramento is an example – parking counts are a positive outcome of this model. (NCTCOG)

Curb Management

- Establish a City Parking Authority to help manage on-street parking, create parking management, or benefit districts, and facilitate larger developments. (Engineering Consultant - La Sierra)

Flexible Parking Maximums

- Introduce a flexible parking maximum threshold whereby if you go above the specified maximum all parking must be shared parking or another form of parking provided. (NCTCOG)

Shared Parking

- Require mutual access driveways and mutual access agreements for all new development and allow/require shared parking. (SDC)

THE ISSUES - LOADING

COMPETITION FOR THE CURB

No One Size Fits All

- The loading space requirements for small businesses are difficult to meet. Small bakeries only use a van for deliveries; and therefore, does not need a specific loading space or berth. (Engineering Consultant – Lambeth Engineering Associates, PLLC)
- Loading is and can be an issue; especially in the denser, urban areas. (TREC)

Curb Management

- We do not have good curb management tools for loading. Both on-street space and off-street space is limited for parking and loading. How do we share the curb with meters, valet, ride-share and loading and what does that look like? (Deep Ellum Foundation)

Unclear Code Language

- Off-street loading section in 51A-4.303 does **not have clear options** to provide remote off-street loading spaces. The only option to provide a required loading space is to go to BDA for a loading variance (where you must prove a property hardship--very difficult). (BI)
 - a. Subparagraph (b)(9) alludes to some sort of relief, but there are no definitions, i.e. what is a common terminal, terminal, and connections? Does it need an easement, deed restriction, or otherwise legal instrument or is it supposed to be a loading corridor like in a mall?
 - b. Subparagraph (b)(13) does not state that you can have a remote loading space if it is within 150 feet. BI has interpreted that subparagraph to apply within a building site, which is also problematic (think of shopping centers with multiple pad sites like the Abrams/Skillman shopping centers).

Code Deficiencies

- There are no requirements for loading spaces for multi-family. (Apartment Association of Greater Dallas)

DESIRED OUTCOMES

Flexibility

- We are looking at extending our loading zones in commercial areas and will need flexibility. (Deep Ellum Foundation)
- Options for loading space dimension requirements on Ross Avenue that will not impede maneuvering and provide flexibility with respect to hours of operation. (Engineering Consultant – Lambeth Engineering Associates, PLLC)

THE ISSUES – BY USE

MULTI-FAMILY

Ratios

- The required parking ratio of 1 parking space per bedroom, plus ¼ space for each additional room does not work especially now that people are working from home – the same people in the unit are using another room as an office working remotely. (Planning Consultant – Baldwin Associates)

- The required parking ratio of 1 parking space per bedroom may be a little too high of a ratio; especially, in light of COVID-19 impacts with people working at home – where will that trend lead us in 5 to 10 years? (Engineering Consultant - DeShazo, Tang & Associates)
- There is a better correlation between bedroom and parking than unit and parking; however, 1 parking space per bedroom is a good starting point but may be too high today. (Engineering Consultants – DeShazo, Tang & Associates, Pacheco-Koch)
- The parking ratio demand depends on the location in which the multi-family development is located, parking studies showed:

Location	Year of Study	Development/City	Parking Ratio Demand (at times of observance)
North Dallas	Present	All Multi-family in area	.082 parking spaces per bedroom
CBD/CBD Proximity	1998	The Village	Ranged from 0.81 to 0.9 parking spaces per bedroom
Uptown	1997	State Thomas	0.84 parking spaces per bedroom
West Dallas	2002	Mockingbird Station	1.203 parking spaces per bedroom
Plano, Tx.	2002	Legacy Village	1.01 parking spaces per bedroom
Austin, Tx.	2013	Katy Trail	0.83 parking spaces per bedroom
Houston, Tx.	2013	Midtown	0.91 parking spaces per bedroom
Tampa, Fla.	2013	City-wide	0.89 parking spaces per bedroom

(Engineering Consultant – DeShazo, Tang & Associates)

- The area of McKinney and Lemmon appears to have a good ratio for that location at 1 parking space per dwelling unit. (Engineering Consultant – Kimley-Horn & Associates, Inc.)
- The parking ratio projections for multi-family may be too high. (Oak Lawn Committee)

Affordable Housing

- 1.25/DU is still too much parking, especially for smaller developments (20-30 units). (HOUSING)
- A parking ratio of 2 or 2.5 parking spaces for residential will not have affordable units because the square footage required for parking will be the same or close to the the square footage of the unit and will drive up the cost of the unit; otherwise it would be cost prohibitive to develop the property. (Engineering Consultant – Kimley-Horn & Associates, Inc.)
- It is a bit of an expense to require parking for multi-family. In my experience as a developer of affordable housing, people who are in lower income brackets do not own many cars. (TREC)
- If you require the current parking regulations for multi-family development in affordable infill areas, it would not be feasible because it would be too costly, or you would be asking renters to buy a car

who otherwise can't afford it. Affordable housing needs to be addressed. (Engineering Consultant – Kimley-Horn & Associates, Inc.)

Parking Minimums

- Unbundling of parking cannot work if parking is required – Dallas can be ready for something like that. (TREC)

No One Size Fits All

- There is a big difference between small development, larger developments, and larger developments with mixed-uses. The smallest ratio that appears to work is .82 parking spaces per bedroom. (Engineering Consultant – DeShazo, Tang & Associates)
- We are concerned about a “one-size fits all” approach. (Apartment Association of Greater Dallas)

Guest Parking

- The language in the parking code is not clear on how the requirement for guest parking is applied. The code says that if the apartment provides reserved parking for renters, then guest parking must be provided at the ratio of 1 parking space per unit, plus .25 spaces for visitor parking. How is this being interpreted, is it considered reserved parking if it is located behind the gate? Are the guest parking spaces marked? Can and do the apartment managers get out of providing guest parking easily? (Engineering Consultant – Kimley-Horn & Associates, Inc.)

HOTELS

Ratios

- Parking was not an issue in the last two (2) years. Developers never declined to come to Dallas because of parking – they like that the City is working with them. (The Hotel Association of North Texas)
- Rooms do not necessarily drive parking needs – events do. (The Hotel Association of North Texas)
- The parking ratios are “out of whack”, especially if the hotels have associated restaurants and other uses. (Planning Consultant - Masterplan)
- Parking studies for hotels within PD 621 in 2018 showed that ride-share, such as Uber and Lyft accounted for 50% of traveler trips. Parking ratio demand was closer to a range between 0.92 and 0.5 for the times and days of observation during the study. Typically, when there is another restaurant on-site or in within the mixed-use development, the restaurant will increase the demand for parking. (Engineering Consultant – DeShazo, Tang & Associates)
- The parking study for Double Tree showed a parking ratio demand of 0.40 parking spaces per room for weekdays, 0.59 parking spaces per room for Saturdays and 0.52 parking spaces per room for Sundays for hotels with a restaurant and meeting facilities. (Engineering Consultant - DeShazo, Tang & Associates)

Guest Travel Modes

- Due to Covid-19, ride-share has declined, and people are traveling by car. (The Hotel Association of North Texas)
- Typically, pre-Covid-19, drop-off and valet are widely used for guest travel to hotels. (The Hotel Association of North Texas)
- The code requirements are not aligned with lodging uses; especially, urban-style hotels which do not function like the typical road trip or vacation traveler. (TREC)

Parking Supply

- **Parking needs depend upon location.** Some of the hotels, such as Courtyard have plenty of garage parking space. Other hotels, such as the Anatole, have a large parking lot that is vacant some of the time and filled during events only. (The Hotel Association of North Texas)

Employee Travel Modes

- Employee parking takes quite a bit of space as well. Employees who drive are usually forced to park elsewhere. (The Hotel Association of North Texas)
- Nighttime employees usually do not have access to transit when transit is not available. (The Hotel Association of North Texas)
- Employees who take the bus to work, usually park elsewhere and are dropped off. (The Hotel Association of North Texas)

No One Size Fits All

- It is dubious to try to come up with the perfect parking ratios for hotels. Hoteliers are very protective of their parking information and that makes it challenging to discern. They typically will not share or disclose the number of rooms, occupancy, or number of parking spaces so there is no good data to determine appropriate parking ratios. There are so many different brands even within the chains, such as Marriott which has 30 brands. Some of the brands of hotels cater to the business traveler that will not include a rental car and will take a ride-share, such as Uber while others cater to the weekend traveler that may drive or rent a car. Other brands may cater more to the overnight traveler who is tired and pulls over along the journey. (Engineering Consultant – Pacheco Koch)
- Downtown and around downtown areas do need parking reductions. Outside of the central core, the hotels are more suburban; therefore, there is plenty of parking. (The Hotel Association of North Texas)
- Even in the North Dallas area, excluding the TOD areas, the usage for hotel parking is very low. The Institute of Transportation of Engineers (ITE) Trip Generation Manual ratios for hotels are based on a study done in 1999 – no recent good data available. (Engineering Consultant - DeShazo, Tang & Associates)

Bundled/Private Parking Fees

- Hoteliers in general charge guests for parking. There is no option to pay once and leave the premises. Guests are charged each time they enter and exit the parking facilities to limit movement away from the hotel. (The Hotel Association of North Texas)
Ex. The Magnolia has 60 on-site parking spaces, and the hotel rents a parking garage. Since the hotel operator is paying for the garage space rental, he is interested in getting his investment back by keeping the parking space cost bundled with the hotel rates.

Safety

- Parking facilities are sometimes used by e-scooters or skateboarders and are not always safe for guests, pedestrians, and vehicles crossing the premises or entering and exiting the premises or parking facilities at the same time. (The Hotel Association of North Texas)

Competition for the Curb

- There has been curb management problems with hotels. (DDOT)

Spillover Parking

- Hotels, such as the Omni and Virgin function more as entertainment venues and create spillover parking. (The Hotel Association of North Texas)

RESTAURANTS/BARS

Ratios

- One (1) parking space for every 100 square feet for restaurant and bar uses is hard to achieve. (BI)
- The restaurant parking requirement is an impediment to the small mom-and-pop restaurants. Typically, these are less than 3,000 sq. feet, their parking requirements are too big for them to provide. (BI)
- Restaurants should not have parking ratio minimums. There is no parking ratio that fits all types of restaurants (Engineering Consultant – Kimley-Horn & Associates, Inc.)
- The 1 parking space for every 100 square feet parking ratio is too high. (Planning Consultant – La Sierra)
- The 1 parking space for every 100 square foot parking ratio does not work for restaurants and should be reviewed – already using the capture rate. The Urban Land Institute (ULI) standard is now 15-17 parking spaces for every 1,000 square feet. (Engineering Consultant – Kimley-Horn & Associates, Inc.)
- The typical fast-food demand is not reflective of the 1 parking space for every 100 square foot parking ratio. If you change code, 95% of fast-food restaurants would be non-compliant/non-conforming. The demand is much higher at 1 parking space per 70 square feet. (Engineering Consultant - DeShazo, Tang & Associates)
- Drive-through restaurants typically have lower parking demand and do not need parking at the required ratio of 1 parking space per 100 square feet since cars are driving through the drive-through lanes and not dining inside. (Engineering Consultant – Lambeth Engineering Associates, PLLC)
- The 1 parking space for every 100 square feet parking ratio does not work for bars and should be reviewed. (Planning Consultant - La Sierra)

Competition for the Curb

- The valet parking and parking meters in front of restaurants downtown that have SUP's that allow those restaurants only to use those parking spaces make it difficult for others to use them to park and grab a cup of coffee and leave. (Coalition – Downtown Dallas, Inc.)

No One Size Fits All

- It is a waste of time trying to apply the current parking ratios to all restaurants. The Institute of Transportation Engineers (ITE) Trip Generation Manual has seven (7) different categories of restaurants because they operate differently. Suburban restaurants operate differently than urban restaurants. Restaurants that have customers mostly during the weekday have different parking needs than restaurants that have more weeknight and weekend customers. (Engineering Consultant – Pacheco Koch)
- Capacity projections do not seem to be current. There is no correlation between the demographics and capacity. (Oak Lawn Committee)

Lack of Flexibility

- Due to the global pandemic, restaurant owners are trying to adapt to the restrictions on indoor dining by rethinking their physical space. The parking code is not flexible to allow the business owners to use some of the parking for other uses or respond to the current or future trends, such as the increase in ride-share services and valet services. (Texas Greater Dallas Restaurant Association)
- The timing of the parking code amendment during Covid-19 is excellent. The way the restaurants use the physical space is different – the space was not designed with a pandemic in mind. Some of the changes due to the pandemic are here to stay. (24Hour Dallas)
- The issues are bigger than parking: drive-through, parklets, pick-up and curbside, valet or valet-only. Valet parking now is not popular or being used. (24Hour Dallas)
- What can they do with their required space? How is zoning preventing the use of outdoor space? There are different needs between different types of venues; even between what looks like the same type of venue – like Chick-fil-A and Starbucks. (24Hour Dallas)
- There is no flexibility in utilizing surplus parking spaces for parking garages and those parking spaces are sitting idle and unproductive. (GDPC)
- There are no provisions for ride-share for bars. There is no flexibility. (Planning Consultant - La Sierra)

Lack of Communication

- Lack of communication and cooperation between City officials and restaurants. (Texas Greater Dallas Restaurant Association)

Parking Agreements

- Overlapping parking agreements have created problems for pedestrians and traffic. (Texas Greater Dallas Restaurant Association)

Oversupply

- Surface parking lots on Lower Greenville were surveyed over a weekend and had less than 10% occupancy (even zero cars in some parking lots). These remote parking lots are owned by one, single-owner and are allocated to the restaurants on Greenville Ave. The restaurants are full, but the parking lots are not full – they are used by the people living nearby. It is the same on Henderson Ave. (Planning Consultant - La Sierra)

Spillover Parking

- There is spillover parking into the residential neighborhoods in popular locations, such as the “M” Streets. (GDPC)

Trends

- The parking ratios in the code do not take into consideration the market, ride-sharing trends, or the trends of the younger users. (Planning Consultant – Masterplan)
- The younger generation, ages 30 and under that frequent bars do not want to drive because they will be drinking and will take other transportation modes, such as Uber or Lyft. (Planning Consultant – Masterplan)

Urban Form

- The current parking code has contributed to more driving and is not what we as a city are trying to achieve – a more walkable, urban city with a vibrant nighttime economy versus a drive-able, daytime only economy. (24Hour Dallas)
- Restaurants depend upon location for success and nightlife – neighborhood specific and type of neighborhood. (24Hour Dallas)
- Dallas likes the “pop-up type of development”; thus, you can find uses that do not work well together because the “market” decides the location. “Money does drive the city.” (24Hour Dallas)
- There are struggles in activating the districts 5, 7 and 12 – the suburbs (Frisco, Garland, Mesquite) are “stealing” the customers because the “new” is more interesting, rather than the established. (24Hour Dallas)
- Dallas was always a 9 to 5 city – now it is shifting. We have an opportunity to shape what we want Dallas to be. (24Hour Dallas)

Safety

- Do people feel safe to walk at night? Employees drive to their workplaces and usually park farthest away. 24Hour Dallas’ purpose is to elevate Dallas as a nighttime destination. (24Hour Dallas)
- Remote parking: valet parking, pick-up of ride-share cars, such as Uber and Lyft disturb the traffic flow on-street and cause safety concerns for pedestrians. (Oak Lawn Committee)

3 most important factors for parking:

(Texas Greater Dallas Restaurant Association)

1. Finding a parking space close to your destination
2. Safety, i.e. lighting, location, condition of parking lot or spaces
- 3: Parking availability for visitors and areas for drop-off and delivery.

SHOPPING CENTERS

No One Size Fits All

- Research for shopping centers is impossible, to make them easy to adaptive reuse; the way to get around is to leave one unit unoccupied in exchange for restaurant use. It is hard to find a one size fits all approach. (BI)
- The dynamics of mixed-use shopping centers are changing. Indoor malls have much different needs than free-standing outdoor malls that face the right-of-way. The code has a higher parking requirement for indoor malls. (Engineering Consultant - DeShazo, Tang & Associates)
- Regulate parking more on the smaller neighborhood shopping centers to take care of spillover parking in the neighborhoods. (Engineering Consultant - La Sierra)
- Small retail centers do not need as much required parking as larger retail center do because they generate less parking demand. (Engineering Consultant – Lambeth Engineering Associates, PLLC)

Parking Use Chart

- The parking ratio minimum chart has too many categories of land uses with specific parking ratio requirements. This is problematic with respect to shopping centers or strip retail centers that have a required ratio of 1 parking space for every 200 sq. ft. of retail and 1 parking space required for every 100 sq. ft. for restaurants because we cannot predict the future mix of retail or restaurant tenants. (Engineering Consultants – Pacheco Koch)

Oversupply

- Nearly half of the parking spaces for retail strip centers and shopping centers are not used. (North Dallas Neighborhood Alliance)

RETAIL

Ratios

- The required parking ratio of 1 space for every 200 square feet is too high for low demand retail uses, such as the variety dollar stores and neighborhood pharmacies, such as CVS that have low demand and turn over parking spaces quickly as people tend to run in the store for items and run back out. (Engineering Consultant – Lambeth Engineering Associates, PLLC)
- Anecdotally, we require way too much parking for retail, such as CVS. Now that Black Friday is mostly online, even on that day the parking lots are not full. (HOUSING)

DOGGIE DAYCARE (ANIMAL SHELTER)

Ratios

- The parking code includes areas within the building square footage for the required parking ratio of 1 parking space per 300 square feet of doggie daycare uses that are not necessary, such as the dog play areas, kennels, wash areas, etc. that do not generate any parking. (Planning Consultant – Lambeth Engineering Associates, PLLC)

MOVIE THEATERS

Ratios

- The required parking ratio of 1 space for every 128 square feet does not work, as theater seating is now much larger than many years ago. (Engineering Consultant – Kimley-Horn & Associates, Inc.)

DANCE HALLS

Parking Supply

- Dance halls on I-35E have a sea of parking during the week and only have parking space utilization for a few hours on the weekend. (Engineering Consultant – DeShazo, Tang & Associates)

Placemaking

- We do not know yet if the dance venues will come back – nighttime placemaking. (24Hour Dallas)

OFFICE

Ratios

- The parking ratio for office was 1 parking space for every 300 square feet and then changed to 1 parking space for every 333 square feet of office and is now obsolete. Call centers where employees are working in small, cubicle sized spaces are different than traditional office space with larger office spaces per employee and the demand ratio is 1 parking space for every 200 square feet, while the traditional office demand ratio is 1 parking space for every 500 square feet. (Engineering Consultant - DeShazo, Tang & Associates)

-
- Twelve (12) office developments in Las Colinas were studied and included the office square footage plus ancillary retail space for employees. Of the 12 offices, two (2) were call centers with a lot of employees in small cubicle spaces and on the other extreme was a CalTex, a large office for major energy production. The extremes were eliminated from the demand ratios, and the average demand ratio was 1 parking space for every 470 square feet. (Engineering Consultant - DeShazo, Tang & Associates)
 - The Institute of Transportation Engineering (ITE) Trip Generation Manual standard ratio for office is 1 parking space for every 400 square feet. The Granite Study is a good resource. (Engineering Consultant – Lambeth Engineering Associates, PLLC)
 - The parking ratio projections for office may be too high. (Oak Lawn Committee)
 - Preston Center is the highest rent in Dallas because it has a low density of employees per square foot of building space; hence, the parking demand is somewhere at 1 parking space per 400 square feet – far lower than the required ratio of 1 parking space per 333 square feet. (Engineering Consultant – Pacheco Koch)

No One Size Fits All

- Smaller, professional offices, such as real estate offices are typically only strained once a week when the realtors for that office are on-site for meetings. (Engineering Consultant - DeShazo, Tang & Associates)
- Larger, traditional offices generally do not have larger meetings on-site on a routine basis. These larger offices consume the parking spaces differently. The Campbell Center has more parking than is being utilized. However, while the surface parking lot is full, the lowest two (2) levels of underground parking were not utilized indicating a parking management supply issue. (Engineering Consultant - DeShazo, Tang & Associates)
- The market should decide parking ratios for office. The parking is user-intended driven demand and we do not need all that parking. (Planning Consultant – Jackson Walker)

Oversupply

- Demand for office parking is not based on the market, it is driven by the brokers – sold as an amenity. (Engineering Consultant – Pacheco Koch)
- Office uses are the biggest overparking use. (TREC)

Parking Maximums

- Parking maximums will not be a good approach to prevent oversupply of office parking – clients will not like it. (Planning Consultants – Jackson Walker, Winstead)

MEDICAL OFFICE

Ratios

- There is no parking ratio in the code for the medical office category which does not operate like traditional office. The 1 parking space for every 200 square feet required is too much parking for a medical office. (Engineering Consultant – Lambeth Engineering Associates, PLLC)

FINANCIAL INSTITUTIONS/BANKS

- The requirement for car stacking or queuing for the drive-through lanes at banks is way too high. The parking ratios cannot keep pace with the technological changes, such as e-commerce. (Engineering Consultant – Pacheco Koch)

MIXED-USE

Ratios

- Mixed-uses; especially with hotels should be explored and how those numbers are derived. (TREC)

DART LR STATIONS/COMMUTER STATIONS

Ratios

- The Kiss and Ride parking lot is even more overparked and underutilized. There was no real basis for determining the parking ratios. It seems that ratios are more of a “poker” match – we doubled what is customary for the kiss and ride. (DART)

Oversupply

- DART Light Rails Stations such as Mockingbird Station are overparked and underutilized. The initial parking ratios were based on NCTCOG’s regional models and those models can be far off. (DART)
- We are responsive to our customers. We ask the City to allow us to evaluate and provide the amount of parking that is needed. We are in a position where we can always react to the customer. The City is taking away their possibility to offer good customer service. (DART)
Ex. DART changed the service in West Dallas (Singleton Blvd.), and we have data on how users behave.
- Parking regulations can encourage or influence ridership if the code requires rail transit passes as an incentive that the developer will support. (DART)
- There are already core frequent bus routes that are under 30 or 20-minute frequency. This means 20-minute service on these routes, but no more than 30 minutes. These seven (7) routes, plus rail is equivalent to 59% of the ridership. We can share the maps with the City. (DART)
- We will have a single-network concept to define the exact streets and frequency for the bus routes. This will kick-off in November. (DART)
- There are issues with pedestrian crossing and transit access along frontage roads. Frontage roads are complicated to have access to transit. (TXDOT)

Free Parking

- The strongest incentive to using transit is the cost of the alternative. If developers are subsidizing the parking garage, that takes away from the developer’s attention, and takes away the incentive to use transit. (DART)
- Low cost of parking and lots that are not full – it is too much parking capacity that is not being used. What is the user paying? (DART)

Process

- The special exception process to vary from the required parking through the Board of Adjustment (BDA) and the Zoning Ordinance Advisory Board (ZOAC) was too long and cumbersome - took approximately one year. (DART)

Philosophy

- DART Bus and Rail Stations seen as an intrusion in an area. The task force was never implemented. (DART)
- The City states that transit is desired, but then added parking lots – example at Akard Street. (DART)
- In Dallas, if DART wants to add a bus stop and parking meters are in that spot, DART would be required to replace the parking meters. (DART)
- Other cities provide parking for the DART stations or will negotiate with DART for improvements. (DART)
- One developer tried to get the bus stop removed and a bus stop is required to serve developments with a certain amount of bus ridership. (DART)
- A change in philosophy is needed. The service that DART is providing is just as important as the high rise. The rail is as important as any infrastructure, such as utilities. (DART)
- DART relies heavily on agencies and municipalities to help design projects. Here are a few projects in Dallas: (DART)
 1. I-30 is currently under schematic design to become multi-modal
 2. Pilot program for I-30 to Fair Park to have charging lanes in the main lanes for AV's
 3. A pedestrian bridge that connects to the Skillman Station at LBJ east of I-75 (Commenced construction)
 4. The high-speed train project that will connect Ft. Worth to Dallas will be starting soon and parking will be a big topic. (TXDOT)
 5. The Canyon 30 project will also be starting soon to accommodate the upcoming high-speed train. A people mover is in discussion to connect to I-30. (TXDOT)
 6. There will be expansion of the streetcar network on McKinney Avenue at some point. (TXDDOT)
 7. I-35E at Zang Blvd. connects to the streetcar across the levee. (TXDOT)

Program Oversight

- There is no monitoring process for the employee transit pass program. People forget about this incentive program after some time. (DART)

MOTOR VEHICLE FUELING STATIONS

Ratios

- The required two (2) parking spaces for gas pumps at convenience stores is too much. (Planning Consultant – La Sierra)

VEHICLE DISPLAY, SALES AND SERVICE

Ratios

- The required parking at 1 parking space for every 500 square feet and site area exclusive of parking area is too much. (BI)

MACHINERY, HEAVY EQUIPMENT, OR TRUCK SALES AND SERVICE

- The required parking at 1 parking space for every 1000 square feet and site area exclusive of parking area is too much. (BI)

INDUSTRIAL USES

Ratios

- Industrial uses, such as *Concrete Crushing* require too many parking spaces. One such use required 80 parking spaces, and there are only a few employees. (Planning Consultant – La Sierra)

CEMETERIES

Ratios

- Parking ratio minimums are not necessary for cemetery uses - Cemetery uses are also difficult to determine the parking needs and cemetery uses do not generate a large amount of parking. (Engineering Consultant – Kimley-Horn & Associates, Inc.)

SINGLE-FAMILY

Parking

We have houses that are nestled into parking lots, rather than neighborhoods. (HOUSING)

Spillover Parking

- Be careful with restaurants close to residential – careful with unintended consequences. (PUD)
- The single-family neighborhoods need to be protected from spillover parking. (Planning Consultants – Baldwin Associates, La Sierra, Winstead)

INSTITUTIONAL USES

SCHOOLS

No One Size Fits All

- The school campuses operate differently even within the same school types. Each elementary school, middle school, high school, and the like have different needs depending upon the neighborhood in which it is located. For example, some of the high schools will have many students driving to school from other neighborhoods while other schools may not so the parking ratios based on the number of classrooms does not work. (DISD)
- New schools may be able to meet some of the parking ratios while older, existing schools may not be able to meet those ratios due to land and site layout constraints. (DISD)
- Public schools have a fiduciary responsibility on how and where they can spend their funds. They should not have to choose between parking or a new arts building. (DISD)

-
- Schools will not eliminate parking because they may have more students assigned to a certain school. DISD does not have the right to cap enrollment. Kids have the right to be educated in public schools. (DISD)
 - Schools should not have parking minimums. There are no parking ratios that fit any one school. The schools are all over the map in terms of parking ratios. (Engineering Consultant – Kimley-Horn & Associates, Inc.)

Parking Supply

- Some of the high schools are overparked. (Planning Consultants – Masterplan)
- Public high schools and private high schools are different in that private schools use more cars and public high schools do not. (Planning Consultant - La Sierra)
- The code is outdated for schools. Schools in different parts of town have different parking needs. (Oak Cliff Chamber of Commerce)
- Since institutional uses are allowed in any zoning district, they are penalized for being constructed in residential districts with respect to parking requirements. (Planning Consultant - La Sierra)
- High schools have the highest parking requirement and seem to have the highest deficiency based on the City's current parking regulations. (DISD)

Spillover Parking

- Students do not always park in school parking lots and sometimes park along the residential streets because they do not want to pay for parking or cannot get the required parking permit from the school because they do not have the proper insurance that is required from the school. Hillcrest High School is an example. (Engineering Consultant - DeShazo, Tang & Associates)

Trends

- The needs of each school are on a case-by-case basis and the parking supply is based on the school campus staff needs, location and the profile of the students. (DISD)

Ex. Some of the high schools are being updated for larger gyms and locker room sizes to balance the equitable needs of those schools. There is also a current program for innovative programs and more specialized programs at campuses to enhance those neighborhood schools.

There is a population trend in Pleasant Grove and student enrollment is increasing. They have some tools, such as boundary adjustments that can be made to respond to the increase in enrollment – not always popular. (DISD)

Parking Standards

Landscaping

- The landscaping requirements and parking requirements are tied together. The more parking required, the harder it is to meet the landscaping requirements. (DISD)
- Schools cannot meet the landscaping and screening requirements in the parking regulations due to safety of the students in that the opacity of the required screening may prevent administrators and personnel from having full visibility of students that is necessary to provide safety and security. (DISD)

Structured Parking

- Structured parking for schools is cost prohibitive and would have to be a revenue generator. (DISD)

Green Infrastructure

- The schools currently have a sustainability person responsible for reviewing the plans to meet the green ordinance. Green parking lots may be expensive – maintenance is expensive. Green infrastructure requirements may work, if it is incentive based and if the design would not put an undue burden on DISD. (DISD)

Ex. If the green parking lot can also be used for a practice field if, and when they need it.

Process

- The permitting process can be very onerous on the school district. It takes entirely too long to process permits and zoning requests, which puts the District in a bind when trying to complete renovations/additions in a timely manner. (DISD)
- The Specific Use Permit (SUP) is not a good tool for providing flexibility to vary the parking regulations for schools because a school use is permanent by nature and it is not practical to the application of a school since the SUP is a zoning mechanism that can be revoked or in which a time limit may be placed to reassess the standards in the SUP. (DISD)
- The Traffic Management Plan (TMP) at permit adds time and cost to projects that may have not been considered in budgeting for those projects. (DISD)

HOSPITALS

Ratios

- The parking ratio requirements for hospitals are way off base because there are many uses within the hospital that are not accounted for and hospitals specialize in different medical treatment, such as pediatrics, etc. (Engineering Consultants - DeShazo, Tang & Associates)

CHURCHES

No One Size Fits All

- Some churches require very little parking and other churches require a lot of parking. (Planning Consultant – Jackson Walker)

Spillover Parking

- Parking ratios based on peak hours, or the 19th highest hour which is based on 5 days a year surrounding the following holidays: Friday and Saturday after Thanksgiving, and the three (3) Saturdays in December after Christmas leads to churches creating spillover parking into the neighborhoods during the holidays. (Engineering Consultant - DeShazo, Tang & Associates)

DAYCARES

Ratios

- Parking ratio minimums are not necessary for day care uses. Day care uses are also difficult to determine the parking needs and day care uses do not generate a large amount of parking. (Engineering Consultant Kimley-Horn & Associates, Inc.)

DESIRED OUTCOMES

Ratios

- Parking reductions based on use as appropriate. (SDC)
- Education on what the projected ratio demand is for multi-family to see if parking reductions are needed. (Oak Lawn Committee)
- One (1) parking space per bedroom is a good base rate as a starting point for multi-family – parking studies show more of a 0.9 parking space per bedroom for market rate multi-family. (Engineering Consultant – Pacheco-Koch)
- Look into providing parking reductions for affordable/mixed income bonuses. (PUD)
- The ratios for hotels should be lower – some cities use .2 or .31 parking spaces per room. (Planning Consultant – Jackson Walker)
- A modification of the required parking ratio to accommodate the growing trend of ridesharing and the ability to manage parking for restaurants and bars should include consideration of a 1:220 ratio. This is what is used in Conservation District 7 and PD 830 (subdistrict 6C). (Planning Consultant - La Sierra)
- One (1) parking space for every 70 square feet is closer to the demand for fast-food restaurants. (Engineering Consultant – DeShazo, Tang & Associates)
- A range of ratios for retail and other uses may be better. (Engineering Consultant – Pacheco-Koch)
- Education on what the projected ratio demand is for office to see if parking reductions are needed. (Oak Lawn Committee)
- One (1) parking space for every 2,000 square feet or 2 parking spaces for every 1,000 square feet for office may be a good ratio. (Engineering Consultant – Kimley-Horn & Associates, Inc. & Associates)
- Three (3.0) or 3.5 parking spaces for every 1,000 square feet for suburban office are good ratios per developers. (Engineering Consultant – Kimley-Horn & Associates, Inc. & Associates)
- Office ratios need to be adjusted – Institute of Engineers (ITE) Trip Generation Manual standard is 1 parking space for every 400 square feet. (Engineering Consultant – Lambeth Engineering Associates, PLLC)
- The ratio for a call center is 1 parking space for every 200 square feet and the other extreme for traditional office is 1 parking space for every 500 square feet. (Engineering Consultant - DeShazo, Tang & Associates)
- One (1) parking space for every 450 square feet for large offices, such as Preston Center. (Engineering Consultant – Pacheco Koch)
- The ITE standard ratio for medical office parking is 1 parking space for every 310 square feet. (Engineering Consultant- Lambeth Engineering Associates, PLLC)
- The parking ratio should be reduced at least 25% for the medical office category. (Engineering Consultant – Pacheco Koch)
- Required parking for movie theatres needs a complete update. (SDC)
- Reduce parking ratio for auto-related uses and gas stations if it is in conjunction with a convenience store -overparked. (BI)

-
- The required two parking spaces should be removed when the motor vehicle fueling station use is in conjunction with a general merchandise or food store. (Planning Consultant - La Sierra)
 - One of top three (3) fixes – no specific ratios – ratios with a range for schools. (Engineering Consultant – Pacheco Koch)
 - Remove the site area requirement that is in addition to the parking ratio requirement for vehicle display, sales and service, and machinery, heavy equipment, or truck sales and service, and/or reduce the parking ratios. (BI)
 - Add childcare facilities to MUD charts - childcare facilities do not need to reserve parking and defeats the purpose. (OED)

Smart Code

- Implement Smart Code Shared Paring Factor as an alternative to the MUD chart. (SDC)

Tiered Approach

- The tiered approach like the recycling ordinance amendment working with staff and ZOAC is a good and accurate approach for multi-family. (Apartment Association of Greater Dallas)

Land Use Categories

- Group land uses in major categories (max 4-5 or as necessary) and have parking for those categories. (SDC)

No Minimums

- Residential (multi-family) is the easiest use to eliminate minimum parking requirements. The market will take care of it. (Planning Consultant – Winstead)
- There are situations where even 1ps/DU is too much - parking concerns usually are in less dense areas, where and if parking overflows in the street. (HOUSING)
- No parking minimums where appropriate. (SDC)

Unbundled Parking

- Require unbundled parking for multi-family to reduce parking. (Engineering Consultant – Kimley-Horn & Associates, Inc.)

Tandem Parking

- Allow 1 parking space only per unit unless the second parking space can be controlled by valet. (Engineering Consultant – Kimley-Horn & Associates, Inc.)

Parking Sizes

- Big hoss” parking spaces for the larger pick-up trucks, “compact parking spaces” and shuttle spaces where appropriate. (SDC)

Parking Utilization

- It is valuable to know how much parking is utilized in our multifamily developments, for example. (HOUSING)

Remote Parking

- Remote parking for hotels should be allowed. (Planning Consultant – Jackson Walker)

Parking Studies

- The bars have a surplus of unused parking during the day. A parking study was performed on Monitor Street and would be a great resource to use those parking ratios in a Mixed-Use Chart (MUD chart). (Engineering Consultant – Lambeth Engineering Associates, PLLC)

Pre-Approved Ratio Ranges

- Provide a base ratio with pre-approved ranges of ratios. (Engineering Consultant – Pacheco-Koch)

Non-Conforming

- Will need to address non-conforming restaurants if ratios are changed – most will become non-conforming. (Engineering Consultant – DeShazo, Tang & Associates)

Process

- Approval and inspection process should be transparent, and restaurants should have a chance to provide input. (Texas Greater Dallas Restaurant Association)

On-Site Parking

- We prefer the parking to be on-site parking so as not to disturb the flow of traffic. (Oak Lawn Committee)

Administrative Review

- Allow parking reductions to be approved by staff. (Engineering Consultant – Pacheco-Koch)
- The Traffic Management Plan (TMP) process should be administrative only and removed from existing PDs and SUPs. (DISD)
- Add the following language to allow BI to administratively utilize a mixed-use parking chart to allow uses to be adjusted throughout the day without a special parking agreement. (BI)
 - a. (e) Shared parking standards. Uses sharing parking must have either mutually exclusive or compatibly overlapping normal hours of operation. The building official shall determine whether hours of operation are compatibly overlapping on a case by case basis.

Parking Reductions

- Parking credits to acknowledge stacking vehicles (valet parking) onto a lot. (Planning Consultant - La Sierra)
- Consider parking reductions for increase in quick, curb-side, and pick-up service parking spaces for restaurants. (Engineering Consultant – Lambeth Engineering Associates, PLLC)
- A mixed-use parking reduction is needed. (TREC)
- Parking reductions for pick-up only, such as curbside, and ride-share (Uber and Lyft) parking spaces for grocery stores. (Lambeth Engineering Associates, PLLC)

Education

- Education on what is appropriate parking for the demographics. (Oak Lawn Committee)

Flexible Spaces

- Most important: how to adjust initial parking to convert in the future; flexible design – include design standards and building code to allow a garage to become another use. (OED)

-
- Provide flexibility in how businesses will be able to use their space (property) and help keep them “out of the concrete jungle”. (24Hour Dallas)

Flexible Requirements

- Make the parking and other land use ordinances as flexible as possible to help restaurants rebuild from the economic fallout created by COVID-19. (Texas Greater Dallas Restaurant Association)

Context Based

- Recognize that parking is crucial for restaurants both daytime and nighttime and they have different needs – not only by type, but by neighborhood. Large restaurants, such as TEX-MEX located in suburban areas will need large parking lots. (Texas Greater Dallas Restaurant Association)

Vision/Goals

- Seize the opportunity to encourage less driving. (24Hour Dallas)
- Use this opportunity to shape what we want Dallas to be, such as a nighttime economy with restaurant and transit service for employees who work at night – identify those areas and pour efforts and resources into those areas to try new things. (24Hour Dallas)

Placemaking

- Urban design for placemaking is important. (PUD)
- Use this as an opportunity to address placemaking issues, such as requiring sidewalks. (24Hour Dallas)

General Commercial

- A use category of “general commercial” to help the parking ratios for retail strips and shopping centers rather than specific uses of restaurant, retail, etc. (TREC)
- The Mixed-Use (MUD) Chart for Abrams needs to be updated. (Engineering Consultant – Lambeth Engineering Associates, PLLC)

Shared Parking

- Land uses such as dance halls and office are great uses to co-locate since parking spaces for dance halls are only used a few hours at night and parking space for office are only used during the day on weekdays. (Engineering Consultant – Kimley-Horn & Associates, Inc. & Associates)

Disincentivize

- Allow overparking, but penalize or require mitigation with enhanced paving, and/or parking hidden or screened from view. (Planning Consultant – Baldwin Associates)

Parking Management

- Consider bigger breaks or parking reductions for Parking Management. (PUD)
- Parking management is crucial – ex. Reserved names were removed from the lower levels of a parking garage and a gain of 16-17% supply was realized. (Engineering Consultant – DeShazo, Tang & Associates)

Parking Agreement

- One of top three (3) fixes – include a Mixed-Use (MUD) chart custom-tailored (no specific numbers) in a parking agreement or have Building Inspection update the MUD chart. (Engineering Consultant - Pacheco Koch)

Fees-in-Lieu

- Add fees-in-lieu scheme. (PUD)
- Add tools for parking to help incentivize mixed use; add fees in lieu. (OED)

Shared-Parking

- Shared parking for use occurring at different times –mix of nighttime-uses with day-time office uses. Ex. DP-621 Mavericks Arena can share with nighttime events. (Engineering Consultant – Kimley-Horn & Associates, Inc. & Associates)

Density Bonuses

- Consider **density bonus incentives** or reduced parking only for **parking optimized developments** as a model for what the City wants – mixed-use. (NCTCOG)
- Be attentive to keep the density up in the TOD areas to support the transit. (DART)

No Parking Minimums

- Fort Worth is a good example of no parking minimums that are limited to Mixed-use (MU) districts. (TREC)
- We may not be ready to go to a no-parking minimum requirement for all uses; maybe try that in some entertainment areas. (TREC)

Parking Benefit Districts

- We can be ready for no parking minimums with Parking Benefit Districts. (TREC)

Public Parking Structures

- City should consider adding accessible parking garages to help accommodate the needs of mixed residential and business areas. (Texas Greater Dallas Restaurant Association)

Parking Fees

- If the cost of parking is high, it will be competitive for transit – the fee for the parking price. (DART)

Proximity to Transit

- Provide incentives for proximity to high frequency routes. (DART)

Design Standards - Connectivity

- Access to stations to be convenient and accessible – sidewalks (DART)

Expedited Review

- Allow the developers to go through an expedited or faster process for developments with proximity to transit. (DART)

Case-by-Case

- Consideration should be made to allow any industrial use that requires a specific use permit to have the required parking calculated with an SUP or a minimum of five spaces should be required. (Planning Consultant - La Sierra)
- The parking requirements should be tailored to each school site and not have a blanket requirement for the type of school and the number of classrooms. (DISD)
- School parking should be decided on a case-by-case basis through either a planned development (PD) or specific use permit (SUP). (Planning Consultant – Baldwin Associates)

No Parking Minimum/Buffers

- Apply the Fort Worth model with the 250' or an appropriate buffer from residential uses to protect the single-family neighborhoods from spillover parking. (SDC)
- Consider no parking minimum regulations for uses that are not within 250' from residential uses to buffer and protect the neighborhoods. (Planning Consultants – Baldwin Associates, Munsch, Hardt, Kopf & Harr, P.C.)
- Adopt a Fort Worth-style ordinance that eliminates commercial parking requirements for properties further than 150 feet along a public street from Single-Family zoned property. (TREC)
- Establish no parking minimums by-right with appropriate distance measurement neighborhood by neighborhood. (GDPC)

Parking Overlays

- Establish parking overlay districts based on areas. (SDC)

Parking Zones

- Parking Management by zones or districts – no one size fits all. (SDC)

Parking Districts

- Create districts for parking only) – based on a common vision for the city and area plans – where to encourage density. (SDC)

Expedited Review

- The City should have a dedicated team assigned to expedite permit reviews and process zoning cases for the School District. (DISD)

Public Project

- Treat school projects as an asset to the City, such as libraries, fire stations, recreation centers, as opposed to just another development project. (DISD)
- A process like a Specific Use Permit (SUP) to allow flexibility for schools that requires a tool to prove up a parking plan while following the same general guidelines. (Oak Cliff Chamber of Commerce)
- Many cities in the area do not charge their school districts for the cost of a permit or zoning change. (DISD)

Safe Routes to School

- The School District is very supportive of Safe Routes to School program. Any program that provides a safe alternative to driving and encourages more walkers has the District's support. (DISD)

Parking Code Amendment

- The District is pleased that the City is taking a new look at parking requirements, and we look forward to continuing the dialogue to the benefit of all. (DISD)

Special Exception

- One of top three (3) fixes: more consistency in Board of Adjustment special exception panel assignment. (Engineering Consultant - Pacheco Koch)

Parking in Front Setback

- Allowing institutional uses to count parking within a required front yard. (Planning Consultant - La Sierra)

Prohibited Parking

- Prohibit school parking on neighborhood streets. (Engineering Consultant – DeShazo, Tang & Associates)

THE ISSUES – BY NEIGHBORHOOD/AREA

NEIGHBORHOODS/AREAS

LOWER GREENVILLE AVE.

Competition for the Curb

- Vacation rental houses by owner are using a lot of parking – neighbors have expressed problems with on-street parking and with people parking in front of their houses and throwing beer bottles and urinating on the front lawn. (Greater East Dallas Chamber of Commerce)

Redevelopment

- The number of parking spaces required per establishment is limiting the potential expansion of business – the parking ratios for outdoor expansion and for indoor expansion is not equivalent. (Greater East Dallas Chamber of Commerce)

OAK CLIFF

Adaptive Reuse/Historic Buildings

The parking ratios are limiting redevelopment of historic buildings that were built prior to the current regulations and cannot meet the parking requirements because they do not have the available land/space. Oak Cliff wants to preserve older, existing buildings. Ex. Royal Blue Grocery (Oak Cliff Chamber of Commerce)

Process

- The Mayor's House on Zang Blvd. was converted to a good use for a historic building. It was converted to a restaurant with shared parking; however, it was a long and arduous process. (Oak Cliff Chamber of Commerce)

No One Size Fits All

- Shared Parking does not work for all businesses – some businesses do not play well together because they have different needs. (Oak Cliff Chamber of Commerce)
- The different neighborhoods and areas have different needs. People who live in Oak Cliff will want to walk to the businesses while other people in other neighborhoods may complain. Some will take ride-share, such as Uber or Lyft and not pay the higher price to valet park. (Oak Cliff Chamber of Commerce)

Spillover Parking

- Bishop Arts district is experiencing some parking intrusion onto the neighborhood from businesses with shared parking. (Oak Cliff Chamber of Commerce)

On-Street Parking

- Bishop Arts district is having issues with head-in parking. (DDOT)

KIDD SPRINGS

Spillover Parking

- Parking permits address some of the parking issues; however, there is parking intrusion into the neighborhood. (Oak Cliff Chamber of Commerce)

NORTH DALLAS

Competition for the Curb

- This area has a mix of housing types with narrow streets and many vehicles parked on-street, in front of the homes, including truck drivers. Therefore, it will take a while to transition to a walkable, bikeable community. (North Dallas Neighborhood Alliance)

UPTOWN

Parking Management

- Finding available parking during the day when temporary construction workers are parked in the area is a challenge. (Oak Lawn Committee)

DOWNTOWN DALLAS

Competition for the Curb

- Sharing curb space is challenging. There is a lack of on-street parking and competition with construction workers for parking space. (Downtown Dallas PID)

DEEP ELLUM

Parking Supply

- The parking supply in some areas is limited with competition from temporary construction workers and tenants using the parking. (Deep Ellum Foundation)

Private Paid Parking

- The costs of parking for employees continues to rise as there is more competition for parking with tenants and temporary construction workers. (Deep Ellum Foundation)

Maintenance

- There is a lack of maintenance for parking striping and signage for parking due to paint chipping. This makes it unclear where to park. (Deep Ellum Foundation)

SOUTH DALLAS

Competition for the Curb

- There are many older buildings that need on-street parking between 7am to 7pm and parking is prohibited at that time as posted on the signs. Most customers are just using the parking for a few minutes as they run in a business and back out. (South Dallas Progress Community Development Corporation)

WEST DALLAS

Guest Parking

- Some of the shared access developments in West Dallas have shown that we probably need additional guest parking in single family neighborhoods if the roads are very narrow. Additional on-site parking is not a good solution. (HOUSING)

DESIRED OUTCOMES

Buffers

- Fort Worth is a good model with the no parking minimum buffer from single-family and may work for Lower Greenville. (Planning Consultant – Munsch, Hardt, Kopf & Harr, P.C.)

Shared Parking

- We need more shared parking in Downtown. (Planning Consultant - La Sierra)
- We need more shared parking in Deep Ellum. (Planning Consultant - La Sierra)

Remote Parking

- We need more remote parking in Downtown. (Planning Consultant – La Sierra)
- We need more remote parking in Deep Ellum. (Planning Consultant - La Sierra)

Mobility Hub

- A parking and smart mobility hub mode under the freeway near Deep Ellum. (DDOT)

Rideshare Zones

- There is a pilot program in Deep Ellum for rideshare zones. (DDOT)

Residential Parking Permits

- Residential parking permits to managing parking flow in Bishop Arts and State Thomas. (DDOT)
- Issue residential parking permits for neighborhoods to help control parking intrusion into the neighborhoods. (Oak Cliff Chamber of Commerce)

Remote Parking

- Valet parking is a good control tool. Bishop Arts has done a good job with valet parking on commercial lots. (Oak Cliff Chamber of Commerce)

Shared Parking

- Find ways to share parking. Cliff Temple church at 10th and Zang Blvd. has been willing to share parking except on Wednesdays and Sundays when they are having services. They have been successful using golf carts to shuttle people back and forth. (Oak Cliff Chamber of Commerce)

Parking Agreements

- Shared parking agreements should be done case-by-case annually with an informal agreement – it is a simple situation whereby “I can allow you to use my property”. (Oak Cliff Chamber of Commerce)

Parking Management Districts

- Bishop Arts District and Lower Greenville Avenue would be interested in parking management districts for parking. (Greater East Dallas Chamber of Commerce)

Education

- Better advertisement or education of the shared parking tool – there is adequate parking in the area. Jefferson has plenty of parking, but there is still the mentality to have parking close by for easy access while others are more open to walking and biking. (Oak Cliff Chamber of Commerce)

Temporary Parking

- Establish a temporary parking category or parking for temporary – short-term parking. (Oak Lawn Committee)

The following excerpts are additional written documents, statements, and voluntary survey answers to questions provided by staff that were submitted by the external stakeholders.

APARTMENT ASSOCIATION OF GREATER DALLAS (AAGD):

Parking Facts
City of Dallas

Existing Rental MF Properties

- 2,192 properties/278,076 units
- 253 Class A properties/66,318 units
- 627 Class B properties/119,355 units
- 1,251 Class C properties/92,108 units
- 6 Class F properties/164 units
- 901 Low-Rise apartments/27,287 units
- 773 Garden apartments/174,980 units
- 239 Mid-Rise apartments/58,872 units
- 45 High-Rise apartments/12,053 units
- 1,367 properties have “surface parking”
- 656 properties have “free parking”
- 501 properties have “covered parking”
- 52 properties have “reserved parking”

BALDWIN ASSOCIATES

Please accept this letter as feedback for staff and ZOAC to consider regarding the parking code amendments.

1. Will staff review the number of administrative parking reductions that have been approved since the 2012 code amendment that provided this option? Is this a useful tool or are there obstacles that could be revised to improve it?
 - a. The DART reduction is for certain uses is for walking distance of 1,200 feet. A radial area would broaden the impact of this administrative reduction and be more consistent with how TODs are studied and discussed. The Mixed Income Housing incentives use ½ mile to define transit proximity for an additional multifamily parking reduction and is applied radially.
2. Off-street loading is often an oversight and can be a waste of precious land.

-
- a. Has it been considered to remove loading requirements and allow businesses to decide if they need loading? If not, we would recommend a Board of Adjustment special exception rather than the variance process. We are currently working on a Board application for loading issues and we will be required to show property hardship.
 - b. Loading is often done after normal business hours. Assuming we will not abolish loading requirements, can there be a clear process to establish exclusive hours for loading so that the parking lot that is empty can count towards loading.
 - c. I understand most schools do not need a medium or large loading space. A small loading space is adequate for their food service deliveries. Can there be a process to prove that a medium or large loading space is not required based on the specific use?
3. A clarification should be added to the code amendment on calculating parking requirements for buildings with corridors, elevators, mechanical shafts, stairwells, and other low occupancy or non-occupied space be deducted from the floor area? It has been deducted on some multi-story buildings, but it's inconsistently and these spaces are incidental to the parking demand of the suites. There are already exceptions and clarifications on how to calculate parking in 51A-4.301(a).
 4. Form Districts allow for a parking reduction for affordable housing, but it requires a remote parking agreement for physical spaces and is not actually a reduction. Form Districts were established in 2007, well before the Comprehensive Housing Policy and recent code amendment for Mixed Income Housing development bonuses. Article 13 should be modified to update the parking incentives for affordable housing. Many of the design standards in the Mixed Income Housing exist in Article 13 and the bonus would be the parking reduction.
 5. Is there consideration for changing the ability to count on-street parking, subject to an engineering review? It is common for PDs to allow credit for on-street parking and many properties have delta credits for on-street parking.
 6. Parking demand in the technical briefing does not acknowledge the fact that the demand for parking is induced by supplying parking.
 - a. Because parking is mostly free and available, it is easy for people to drive and park. The easier and freer it is, the demand for parking goes up and use of other modes of transportation seem less desirable or convenient.
 - b. The parking demand rates given as examples show Dallas rate are an average of 24% higher than the ITE average rates. By requiring higher parking minimums, Dallas is increasing the demand above the national averages.

-
- c. The additional resources page does not appear to include resources that advocate for progressive parking codes that work towards containing or reducing demand with placemaking and urban design objectives.
 - d. Parking rates do not take into account the other aspects of development such as historic preservation, the increased cost of development and housing that constructing parking requires, the increased cost of administering parking for older buildings to research non-conforming parking and loading rights.

Thank you for considering these remarks. We look forward to ZOAC establishing the goals and objectives for this parking code amendment. It is unclear from the staff materials if any improvement to the parking code will be supported, which would be a wasted opportunity.

DALLAS INDEPENDENT SCHOOL DISTRICT (DISD)

Dallas ISD Responses

1. Do most of the site designers for local schools use the parking ratios for schools per the Dallas Development Code or do they use their own parking ratios for the schools? If they use their own parking ratios, do you know what those ratios are? For example, 1 parking space per classroom.

When possible, the District tries to meet the city's requirements, but most schools cannot comply due to the lack of parking when they were constructed (e.g., Sunset and James Madison), and the constraints of the campus size often prevents adding more parking without giving up student amenities (tennis court, playground, etc.). In these cases, we try to fit as much parking as we can without affecting student amenities and settle into a parking ratio based on available parking.

2. Have you heard any comments from the site designers or campus administrators regarding parking regulations in Dallas? If so, are there specific areas in Dallas where you are hearing these comments?

Again, it goes back to the older schools that were built before parking requirements were mandated by the city. The type of school, location of the school, access to public transit, school busing needs, and socioeconomic issues all contribute to the actual number of required parking spaces. High schools have the highest parking requirement and seem to have the highest deficiency based on the City's current parking regulations.

3. Is Traffic Management Plan effective in managing the anticipated needs of the specific school campuses? Is it a successful tool in adjusting the needs for locations and in managing the wants and needs of the city, neighborhood, the school administration? If not, why not?

Traffic Management Plans (TMP) can be effective at managing traffic around some campuses, but to varying degrees. Sometimes, the District is simply limited in what it can do to control/minimize traffic

around a campus, specifically in older campuses located in residential neighborhoods that were originally designed when students walked to school. TMP's are most effective when the City and surrounding community acknowledge these limitations during the TMP development and approval process.

The idea of updating TMP's every two years seems excessive, especially at well-established campuses. It also diverts funds that could be better utilized to address the school's educational environment.

4. Do you think there are school campuses in Dallas that do not have enough parking? If so, what campuses or schools? Are these campuses specific to an area in Dallas? What's DISD's general attitude to address expansion of school with little or no parking?

Some of our older historic schools, such as Sunset HS and Madison HS, may not have adequate on-site parking. The District does its best to balance the campus parking needs with the needs of the surrounding neighborhoods. Many schools utilize on-street parking for overflow, which should be permissible if it does not conflict with public safety needs, queuing for other vehicles at drop-off and pick up times, or block access to other properties. There are many factors that require the need to expand a school, such as, increased student population, new educational programming requirements, equity issues, code compliance issues, etc. While parking is always a consideration, it is not the deciding factor when an expansion is warranted.

5. Do you think there are school campuses in Dallas that have too much parking? If so, what campuses or schools? Are these campuses specific to an area in Dallas?

Some elementary schools may have more parking than is necessary, but as a rule we have not run into schools with too much parking. There are no specific areas with unique parking issues.

6. Do you think the Safe Routes to School program is working to encourage students to walk to school? If so, where is it successful? If not, where is it not working? Why do you think it is not working?

With so many neighborhoods lacking sidewalks and safe biking lines for kids to use, the district is very supportive of Safe Routes to School program. Anecdotally, the program's implementation would appear to encourage more walkers. Any program that provides a safe alternative to driving and encourages more walkers has the District's support.

7. What trends do you foresee in the school system and how could that impact future campus site design with respect to parking?

The district has been developing more specialized schools and implementing new programs throughout the City, to provide students and parents with more educational choices. These new

schools and programs many times require the busing of more students to/from a campus. The District is also working hard to address historical inequities at many of our campuses that may impact the future development of the site and parking.

8. Are there any sections or processes within the Dallas Development Code that you think are not working for schools? If so, what sections of the Code and why?

As mentioned previously, the parking requirements should be tailored to each school site and not have a blanket requirement for the type of school and number of classrooms. Recently, a building permit application that required a public contract triggered a Traffic Management Plan requirement. This new requirement was not communicated to the District and its applicability has been somewhat subjective. The TMP at permit adds time and cost to projects that may have not been considered in budgeting. The TMP process would better serve the City and the District if it were addressed on an administrative level only and removed from existing PDs and SUPs. While traffic is a common issue with neighbors, it is more practical and efficient to address traffic issues in a partnership between District and the City at an administrative level.

Many schools are zoned residential, which restricts parking in a front yard setback and limits fence height in a front yard setback. As a rule, the District cannot meet these constraints, thus the need to pursue PD's when developing a school site. The number of existing PDs for District schools should be an indication that the Dallas Development Code does not work for the District.

9. Are there any sections or processes within the Dallas Development Code that you think are working for schools? If so, what codes or processes and why?

None come to mind.

10. Do you think there are green infrastructure, i.e. permeable paving, bioswales, rain gardens, rain barrels, etc. that could help the schools meet some of the landscaping requirements; thereby, reducing some of the costs while also providing a teaching laboratory environment while achieving sustainability goals? If not, why not?

In our experience, the landscaping requirements and parking requirements are tied together. The more parking required, the harder it is to meet the landscaping requirements. Green infrastructure is always considered, but the initial cost and ongoing maintenance can make it prohibitive. The number of facilities that the District is required to maintain can make it difficult to keep up with specialized landscaping.

11. What part of the permitting process would allow to expedite DISD projects?

The permitting process can be very onerous on the District. It takes entirely too long to process permits and zoning requests, which puts the District in a bind when trying to complete renovations/additions in a timely manner. The District is already constrained in its ability to work during the school year, and usually must schedule major construction projects around holiday and summer periods to minimize the impact on the learning environment. The City should have a dedicated team assigned to expedite

permit reviews and process zoning cases for the District. The City and District would both benefit if our schools were treated as an asset to the City, such as libraries, fire stations, recreation centers, as opposed to just another development project. Many cities in the area do not even charge their school districts for the cost of a permit or zoning change.

12. Do you have any other comments regarding parking for school campuses in Dallas?

The District is pleased that the City is taking a new look at parking requirements, and we look forward to continuing the dialogue to the benefit of all.

DEEP ELLUM FOUNDATION

COMMENTS from DEEP ELLUM STAKEHOLDERS:

DEVELOPER 1:

1. Do you know if most local businesses or property owners use the parking ratios for the uses per the Dallas Development Code or if they use their own parking ratios for the developments? If they use their own parking ratios, do you know what those ratios are? For example, 1 parking space per 100 sf.

Most” is too broad. To really make a positive difference, one should look at different uses, and those uses in their context. A Mexican Food restaurant at Forest and Preston Road would park differently than a Mexican Food restaurant in Deep Ellum with the same number of tables and the same square footage. To write a code that would apply to both of those applications is impossible. Each needs its own parking needs to be addressed.

- a. Deep Ellum works better when pedestrian access is encouraged.
- b. To have parking designated for EACH use, AT each use is not appropriate for an urban entertainment district.
- c. Patrons do not want to “experience” something in one building, and then walk past surface parking lots or even first floors of parking garages to get to the next experience.
- d. So...businesses are being helped by the reduced parking requirements for Deep Ellum but they also must have practical parking needs met.
- e. I suggest an overall parking code for Deep Ellum.
- f. Different uses need a different ration of parking per 100 sf or 1000 sf.
 - i. However, to try to put that into a CODE is not advised.
 - ii. This is where the market should decide.
 - iii. The CODE should be flexible enough to allow the businesses to determine what they want
 - iv. If a building wants to have a bar in it, the building owner and the tenant should have the obligation to find the parking in an entertainment district.
 - v. The City should give support by allowing one parking garage to meet the parking needs for multiple buildings.

2. Have you heard any comments from prospective businesses wanting to relocate to Dallas regarding parking regulations in Dallas? If so, are there specific areas in Dallas where you are hearing these comments?
 - a. **Yes. All the time.**
 - b. **the complaint is the fact that the parking regulations are not contextualized enough to the micro local area the business is in.**
 - c. **Downtown Dallas**
 - d. **The Cedars**
 - e. **Deep Ellum**
 - f. **Bishop Arts**
 - g. **Greenville Avenue**
 - h. **Note: Bishop Arts and Greenville Avenue and the Cedars have residential well established as differentiated from Downtown and Deep Ellum.**
 - i. **So, different approaches need to be taken for them as different approaches are needed for Downtown and Deep Ellum.**

3. Do you think the cost of parking determines if a project gets built or how a project gets built?
 - a. **Absolutely.**
 - b. **Not having a parking regulation set for the specific area is a major problem**
 - c. **Having to build parking at the same ratio for Preston & Forest as compared to Deep Ellum is a problem.**

4. Have you heard any prospective businesses say that they could not locate in Dallas due to not being able to supply enough parking per the requirements? If so, are there specific areas in Dallas where you are hearing these comments? **Yes**
 - a. **Deep Ellum**
 - b. **Downtown Dallas**
 - c. **The Cedars**

5. Do you think there are businesses or specific uses in Dallas that do not have enough parking? If so, what developments or uses and where?
 - a. **All need more parking, but they do not need to have to find their own parking.**
 - b. **There needs to be several parking garages built that are shared**

6. Do you think there are businesses or specific uses in Dallas that have too much parking? If so, what developments or uses and where?
 - a. **Yes**
 - b. **Need to look at specific locations.**
 - c. **At this time, I am not able to recall which ones**

-
7. Do you think businesses like the shared parking model? If so, are there any developments or specific uses or areas where they would not tend to want to have shared parking?
- Should not be area focused.**
 - Should be area ALLOWED**
 - Let each business determine to share or not share.**
 - The City needs to ALLOW it and then the businesses figure it out.**
 - TO require shared parking across the board or to prohibit shared parking across the board is NOT GOOD**
8. Do you think there are developments or specific uses that would like to provide valet parking only? If so, what developments or uses? Any specific locations?
- In Deep Ellum, we have to make sure NO one business can get Valet in front of it, because then other businesses will want it in front of their store and then all of Main Street will have no street parking as it will be valet stand after valet stand after valet stand.**
 - Valet has to be a Deep Ellum WIDE program**
 - With the new technology**
 - One can go to a valet stand anywhere in the district**
 - Spend the whole evening walking anywhere they want**
 - Then on the app, request their car**
 - The valet will drive it to wherever they are, and the valet company will have E-Frogs to go around and pick up their valet drivers to take them back to their valet lot**
9. How far do you think is an acceptable distance for patrons to walk from parking facilities to a business or destination in Dallas?
- To put one distance in does not admit that different uses and different times of day and different seasons creates different acceptable walking distances.**
 - For the Olympics, they plan on 2.5 miles**
 - For sporting events not, the Olympics it is a mile**
 - For parking and going to a lunch, it is approximately 900 feet**
 - For a nighttime dinner, bar, dancing experience it is about 1200 feet.**
 - In the summer, but 30% off**
 - Below 30 degrees cut 20% off**
 - At night, cut 15% off – any season**
 - If one looked at an area, and defined the parking and distances for that area, then that would be best**
10. Do you think patrons are using Uber and Lyft to frequent local restaurants or other businesses? **YES.** If so, do you think the restaurants and other businesses should provide some of their parking spaces just for these services to park? **Absolutely NOT**
11. Do you think patrons are using Uber and Lyft to frequent local restaurants or other businesses? **YES.** If so, do you think the restaurants and other businesses should provide some of their parking spaces just for these services to park? **Absolutely NOT**

12. Do you think availability of parking determines where patrons go for restaurants/bars/taverns?

Absolutely YES

13. What do you think are the three (3) most important factors for parking?

- a. Finding a parking space quickly **Important, but the other top choices will help solve this one.**
- b. Finding a parking space close to your destination **Important, but the other top choices will help solve this one.**
- c. Shared parking **4th most important**
- d. Safety, i.e. lighting, location, condition of parking lot or spaces **3rd most important**
- e. Clearly marked signs **This is important, but if there is enough parking, then the visitors will figure it out. However, this one does not cost much so should be able to be done**
- f. Parking availability for visitor's **1st most important**
- g. Designated parking for drop-off, pick-up or car share services, i.e. Uber, Lyft, Door dash, Vanpool, etc. **2nd most important**
- h. Other, please explain

14. Do you have any other comments regarding parking for developments or uses in Dallas?

- a. **Reverse diagonal parking needs to be allowed in some areas.**
 - i. **Just because it did not work previously doesn't mean it shouldn't be tried again, but differently.**
 - ii. **ON a linear line, diagonal parking gets more parking than perpendicular parking and way more than parallel parking**
- b. **Shared parking needs to be implemented**
- c. **The City of Dallas needs to either invest in, or incentivize common use parking garages with storefronts on the ground floor, but in appropriate**
- d. **The city required the Ambrose to put retail on the bottom floor next to the Baylor DART station because the "conventional wisdom" was retail next to a DART station would be good.**
 - iii. **This was a bad decision as DART has very little ridership, the retail was situated facing away from others**
 - IV. **Each project has to be reviewed in context to the area, not solely reviewed for its own site.**
- e. **The TRANSPORTATION department needs to get zoning, parking, streets, safety, and all disciplines at the table at one time because transportation people are FIRST determining what the street looks like, and then that is determining the parking. Parking needs to be at the table with the stakeholders when Transportation is STARTING to make its decisions.**

Developer 2:

I think (developer 1) has really, good points on the parking review. Deep Ellum has one of the more challenging parking codes we face nationally in urban neighborhoods and are always having to seek variances and play an allocation game."

Developer 3:

1. Do you know if most local businesses or property owners use the parking ratios for the uses per the Dallas Development Code or if they use their own parking ratios for the developments? If they use their own parking ratios, do you know what those ratios are? For example, 1 parking space per 100 sf.

Generally speaking, most developers I know park to code because the code parking requirements are so high.

2. Have you heard any comments from prospective businesses wanting to relocate to Dallas regarding parking regulations in Dallas? If so, are there specific areas in Dallas where you are hearing these comments?

Yes, people like the idea of more parking but do not like the associated costs.

3. Do you think the cost of parking determines if a project gets built or how a project gets built?

Absolutely and unequivocally.

4. Have you heard any prospective businesses say that they could not locate in Dallas due to not being able to supply enough parking per the requirements? If so, are there specific areas in Dallas where you are hearing these comments?

All of the time, particularly in tighter urban areas with more suburban parking requirements.

5. Do you think there are businesses or specific uses in Dallas that do not have enough parking? If so, what developments or uses and where?

None come to mind, if they do not, the market will make them unsuccessful without the need for code.

6. Do you think there are businesses or specific uses in Dallas that have too much parking? If so, what developments or uses and where?

Yes, particularly restaurants and bars with the advent of rideshare, etc.

7. Do you think businesses like the shared parking model? If so, are there any developments or specific uses or areas where they would not tend to want to have shared parking?

Yes, particularly with parking uses like office and restaurant/bar.

8. Do you think there are developments or specific uses that would like to provide valet parking only? If so, what developments or uses? Any specific locations?

Traditionally, hotels restaurants and bars in urban are the likely contenders for this, but COVID has changed thinking on valet significantly in undetermined ways.

9. How far do you think is an acceptable distance for patrons to walk from parking facilities to a business or destination in Dallas?

I think that should be up to the business and their patrons. Walking a few blocks in an urban area with a mix of uses should not be a problem and might be a good thing.

10. Do you think patrons are using Uber and Lyft to frequent local restaurants or other businesses? If so, do you think the restaurants and other businesses should provide some of their parking spaces just for these services to park?

In some areas, I would say more than half F&B patrons use rideshare. Pick-up and drop-off areas should be considered, including the city ROW (e.g. parallel spaces).

11. Do you think availability of parking determines where patrons go for restaurants/bars/taverns?

It can, but the lack of it can have some interesting affects (e.g. encourage the use of rideshare and carpooling). Part of the issue is that parking is mispriced and free when it should be.

12. What do you think are the three (3) most important factors for parking?

- a. Finding a parking space quickly
- b. Finding a parking space close to your destination
- c. Shared parking
- d. Safety, i.e. lighting, location, condition of parking lot or spaces
- e. Clearly marked signs
- f. Parking availability for visitors
- g. Designated parking for drop-off, pick-up or car share services, i.e. Uber, Lyft, Door dash, Vanpool, etc.
- h. Other, please explain

13. Do you have any other comments regarding parking for developments or uses in Dallas?

Developer 4:

1. Do you know if most local businesses or property owners use the parking ratios for the uses per the Dallas Development Code or if they use their own parking ratios for the developments? If they use their own parking ratios, do you know what those ratios are? For example, 1 parking space per 100 sf.

I can speak knowledgably as to the parking matters related to my area of focus over the past 30-40 years, which is Deep Ellum. As a property owner / landlord there, I and my

tenants adhere to the parking codes stated in and for PD 269. Parking ratios are established by law and not really an option. Maybe I am not understanding the question?

2. Have you heard any comments from prospective businesses wanting to relocate to Dallas regarding parking regulations in Dallas? If so, are there specific areas in Dallas where you are hearing these comments?

Absolutely have many times over the years. Parking codes that are too restrictive KILL commerce and growth. It's a real shame (and an expensive obstacle considering the loss of potential tax revenue-producing businesses that would come here if regulations were less restrictive) when the law suppresses opportunity by requiring parking that cannot be acquired due to financial constraints or simply does not exist. That's why it is important to support business-friendly parking codes that work with what available parking exists (there is, after all, only a finite supply of parking options) and allow the investor / business owner to bear the free market risk of creating a business, access to which the market will provide or not provide.

3. Do you think the cost of parking determines if a project gets built or how a project gets built?

Considering the high ad valorem taxes that are levied every year on my parking lot properties, the answer is YES. Everything trickles down one way or the other and when the cost to provide parking due to a local code creates such expense (in terms of acquisition because of the known demand created by code regulations, as well as the aforementioned annual taxes) then, absolutely, it creates a very real obstacle, one that can kill a project and the progress and growth it would otherwise bring.

4. Have you heard any prospective businesses say that they could not locate in Dallas due to not being able to supply enough parking per the requirements? If so, are there specific areas in Dallas where you are hearing these comments?

Certainly, and it is a real problem in the Peak and Bryan area, but local government seems more focused on enforcing outdated rules than a common sense approach to allow people to open businesses and grow and produce. This had been the case for a long time many years ago in Deep Ellum until the problem was examined and code (the PD) was adjusted to be less restrictive and allow for the free market to flow. Once that happened then investment and growth followed and that is one of the reasons that Deep Ellum has seen such remarkable growth (which produces the tax revenue that local government craves). So, the idea should be to restrict less and not overregulate when it comes to parking requirements and the outcome will be the kind of commercial development explosion that areas like Deep Ellum has seen during the past few years

5. Do you think there are businesses or specific uses in Dallas that do not have enough parking? If so, what developments or uses and where?

Again, I can speak mainly about Deep Ellum and the advent of ride share industry has changed everything for the better when it comes to managing the constraints created by

parking regulations. The DART Green Line rail service that we finally got in our area 12-15 years ago (long after most other parts of Dallas had received theirs) also helped provide transportation in and out of Deep Ellum for those who choose not to drive to the neighborhood anymore for work or entertainment, or for those who reside in the neighborhood and work in or visit other parts of town. It should be further obvious that, through free market economics, the customer will find a way to the business as it so desires and that's what I mean by the market typically providing for the needs of access to businesses. In Deep Ellum and many places like it, the ride share industry and our own ride share program has made surface parking less necessary compared to 10 or 20 or 30 years ago – it has provided a new way for visitors to access our neighborhood and move throughout it with relative ease. In sum, I am always in favor of more parking being available but not heavily required (better to have it and not need every bit of it than to need it and not have it). I always oppose anything that takes away existing on-street parking, which is different from private off-street parking that, again, is a factor of the free market if someone wants to keep their lot a parking surface instead of building a structure for other use. More of both is better but neither is needed to the extent that it was needed prior to the birth of the ride share industry.

6. Do you think there are businesses or specific uses in Dallas that have too much parking? If so, what developments or uses and where?

Outside of Deep Ellum I cannot say but certainly not in Deep Ellum. But this is the case in the Peak and Bryan area (PD 289) where property owners and business owners have had to bear the unreasonable expense of providing unneeded parking just to satisfy a code requirement that was put in place by someone who doesn't have to pay that expense. Rules such as these tend to be created more according to theory than practical experience. Again, let the business owner bear the risk of whether or not the customer will find a way to access them even when parking is in limited supply.

7. Do you think businesses like the shared parking model? If so, are there any developments or specific uses or areas where they would not tend to want to have shared parking?

I am not exactly familiar with the term and it is not defined here. If "shared parking" refers to pay parking lots or garages accessible to the public then yes, I think that business like them and it is an important part of the commercial development ecology when it is available but not heavily required. It can be a problem when the lot owners / tenants / operators allow the prices to be excessive (during festivals, entertainment events, etc.) but even that is part of the free market function and ride share has changed that somewhat also because people don't have to rely on those pay lots as much as they used to. But, overall, businesses still like being able to "see and touch" physical parking in proximity to their businesses even though ride share has helped so much when parking is in short supply.

8. Do you think there are developments or specific uses that would like to provide valet parking only? If so, what developments or uses? Any specific locations?

Again, this depends on a variety of specific factors and attributes of a given area or neighborhood. Perhaps some of the higher end restaurants or establishments that target consumers with more disposable income are specific uses that might subsist with valet parking only.

9. How far do you think is an acceptable distance for patrons to walk from parking facilities to a business or destination in Dallas?

It depends on the area and the use. In some parts of town, about 500 feet is as far as someone will walk especially at night or in inclement weather. But in a neighborhood like Deep Ellum, which is a multiuser, multi-section destination point, people will park in lots on the outer edges of the neighborhood when they can't get "front row" parking, and spend the day or evening walking the entire neighborhood. But that's how Deep Ellum is designed to be visited.

10. Do you think patrons are using Uber and Lyft to frequent local restaurants or other businesses? If so, do you think the restaurants and other businesses should provide some of their parking spaces just for these services to park?

See my responses above about the benefits of ride sharing. And, no, for the record, I don't think that businesses should necessarily (be required to) provide space for drop off / pick up any more than they should have to provide a bus stop for mass transit vehicles. Maybe at some point bus stops in some areas will begin providing some limited access for ride share vehicles in the same way that (those increasingly obsolete) taxi cabs have spaces at the airport...? Just a thought.

11. Do you think patrons are using Uber and Lyft to frequent local restaurants or other businesses? If so, do you think the restaurants and other businesses should provide some of their parking spaces just for these services to park?

Left Blank

12. Do you think availability of parking determines where patrons go for restaurants/bars/taverns?

It certainly can but, again, let the property owner and business owner determine their respective commercial fates which begins with the process of development and having the freedom to provide as much or as little parking as they, the risk-taking investors, deem necessary, fail or succeed. I say this as one who has risked a fair amount over the past few decades and never wanted government to rescue me or to do for me what I can and should do for myself (other than what is common to all tax payers).

13. What do you think are the three (3) most important factors for parking?
- a. Finding a parking space quickly
 - b. Finding a parking space close to your destination

-
- c. Shared parking
 - d. Safety, i.e. lighting, location, condition of parking lot or spaces
 - e. Clearly marked signs
 - f. Parking availability for visitors
 - g. Designated parking for drop-off, pick-up or car share services, i.e. Uber, Lyft, Door dash, Vanpool, etc.
 - h. Other, please explain

I would go with D, G, and A. Again, it depends on a variety of factors such as area and use of premises. Factors for a restaurant in a certain area at a certain time of day or weather differ greatly from a residential dwelling (i.e., a Deep Ellum loft). In Deep Ellum, being a mixed-use entertainment district in a downtown area, safety is important and as for designated stations for ride sharing, our foundation director innovated this recently and it works well enough that other parts of the country are seeking her advice so that they can duplicate the model.

14. Do you have any other comments regarding parking for developments or uses in Dallas?

Yes. Legislate less overall and spend more time with and learning from property owners and business owners who have risked greatly in order to create and improve the different areas of the city. They can and should give advice (like from within this survey) from practical experience as to what works, what doesn't, why, and what to do to make things better instead of making things worse by invoking unnecessary restrictions that kill commerce and opportunity for all. Thank you!

DOWNTOWN DALLAS, INC.

City of Dallas Parking Regulation Amendment Recommendations – Downtown Dallas, Inc.

As Downtown's employment, commercial, and residential sectors grow, demand for parking also increases; this is compounded with the development of surface parking lots, further limiting the supply of parking throughout the study area. So long as Dallas remains an auto-oriented culture, these parking pressures will persist through the near future. However, a comprehensive approach of prioritizing highest and best use of land, providing alternatives for vehicle use, leveraging technology, and forecasting future trends and behaviors should help inform any proposed amendments to the City's parking regulations.

Updates to the current code are warranted in order to reduce financial burdens (related to parking) on those wanting to conduct business, visit, or live in the neighborhood. Community engagement, via implementation of the 360 Plan (Downtown's strategic plan), has yielded the following recommendations:

- **Remove the parking ratio requirement of one parking space for each 2,000 square feet of floor area in CA-1(A) zoning [Sec. 51A-4.124(a)(5)(B)(i)].** Downtown residential buildings and hotels, contrary to popular opinion, are over-parked, with an abundance of parking spaces in surface lots and structured garages. The introduction of more restrictive parking regulations could, in transit-rich Downtown, reduce the overabundance of spaces, overreliance on single-occupancy vehicles, and the

costs associated with constructing and maintaining parking structures. Required residential parking should be significantly reduced; hotel parking should also be reduced across the board.

- **Unbundle parking from housing/rent costs.** Separating parking costs from rent will promote affordability as residents not requiring a parking space can apply those “unbundled” funds to their housing costs; to further improve access to affordable housing throughout the City, parking should not be required for units in housing developments set aside for residents earning 80 percent of the area median income (AMI) or below. The separation of costs could also encourage greater transit usage or ride-sharing services as residents are less likely to rely on personal vehicles for travel.
- **Remove the parking requirement for alcoholic beverage establishments operating as bars, lounges, or taverns in CA-1(A) zoning [Sec. 51A-4.124(a)(5)(B)(ii)(aa)].** Requiring parking for and, therefore, encouraging driving to uses at which alcohol is sold for on-site consumption is counterintuitive and, potentially, dangerous, or deadly. Parking requirements for commercial amusement (inside) uses, specifically dance halls, should remain as currently codified.
- **Require design standards for parking structures.** A parking structure should be designed in a manner that fits within the context of its surroundings. Where feasible, structures should be built underground; in other instances, garages should contain ground-floor uses to activate the street and should be screened to provide visual aesthetics. New parking structures should be designed in a way to be retrofitted for another purpose/use as future parking demands shift.
- **Conduct a Curb Lane Management analysis.** An analysis is needed to study ways in which the curb lane can be used more effectively by better organizing loading/unloading, valet, and rideshare operations as new technologies, including transportation network companies and autonomous delivery services, have begun to rework the manner in which these spaces normally operate. Curbside passenger drop-off locations and dedicated delivery spaces could occupy or replace on-street parking spaces where parking demand is low.
- **Encourage shared parking models.** Privately-owned and -operated lots or garages offer parking to Downtown visitors during non-contracted, or off-peak, hours, especially in areas where limited public parking is available. Shared parking will offer nighttime and weekend visitors ample parking opportunities while activating empty facilities and generating additional revenue for parking operators.
- **Continue to investigate other parking reduction strategies.** Innovative solutions, such as parking management districts, overall parking maximums, fee-in-lieu programs, special economic development or tax abatement programs that support the development of surface lots in Downtown, and others should continue to be explored to ensure higher and better uses for land throughout the City.

Though parking regulations should be context-sensitive, it is strongly encouraged that parking regulations throughout all Downtown zoning and planned development districts (within the freeway loop) be uniform for consistency and ease of use.

HERITAGE OAK CLIFF

City of Dallas, Heritage Oak Cliff Parking Survey Reply Sep. 30, 2020, Steve Springfield, Page 1 of 2.

1. Do you know if most local businesses or property owners use the parking ratios for the uses per the Dallas Development Code or if they use their own parking ratios for the developments? If they use their own parking ratios, do you know what those ratios are? For example, 1 parking space per 100 sf.

Owners in Oak Cliff use their own ratios. It varies and is unknown.

2. Have you heard any comments from prospective businesses wanting to relocate to Dallas regarding parking regulations in Dallas? If so, are there specific areas in Dallas where you are hearing these comments?

No, not from businesses.

3. Do you think the cost of parking determines if a project gets built or how a project gets built?

No, not the standard cost.

4. Have you heard any prospective businesses say that they could not locate in Dallas due to not being able to supply enough parking per the requirements? If so, are there specific areas in Dallas where you are hearing these comments?

No.

5. Do you think there are businesses or specific uses in Dallas that do not have enough parking? If so, what developments or uses and where?

The businesses in Oak Cliff's Bishop Arts District have been severely criticized for many years for not providing enough parking.

6. Do you think there are businesses or specific uses in Dallas that have too much parking? If so, what developments or uses and where?

Methodist Dallas Hospital has 1,000 too many parking spaces, grocery stores such as Tom Thumb on Hampton and Fiesta on Jefferson.

7. Do you think businesses like the shared parking model? If so, are there any developments or specific uses or areas where they would not tend to want to have shared parking?

Yes, except for the day & night businesses in Oak Cliff's Bishop Arts District.

8. Do you think there are developments or specific uses that would like to provide valet parking only? If so, what developments or uses? Any specific locations?

Yes, businesses and apartment buildings in Oak Cliff's Bishop Arts District.

9. How far do you think is an acceptable distance for patrons to walk from parking facilities to a business or destination in Dallas?

During daylight hours – one or two blocks. During dark hours – on block or less.

10. Do you think patrons are using Uber and Lyft to frequent local restaurants or other businesses? If so, do you think the restaurants and other businesses should provide some of their parking spaces just for these services to park?

Same as #11.

11. Do you think patrons are using Uber and Lyft to frequent local restaurants or other businesses? If so, do you think the restaurants and other businesses should provide some of their parking spaces just for these services to park?

Yes. Yes, to loading zones & taxi stands in on-site parking, but no to using these in on-street parking. No to using on-site parking spaces for the physical valet & taxi stand cabinets & queue locations.

12. Do you think availability of parking determines where patrons go for restaurants/bars/taverns?

Yes. Parking needs to be safe, close, properly designated, lighted, well-marked and having less than 2% slope.

13. What do you think are the three (3) most important factors for parking?

b, d, e.

- a. Finding a parking space quickly
- b. Finding a parking space close to your destination
- c. Shared parking
- d. Safety, i.e. lighting, location, condition of parking lot or spaces
- e. Clearly marked signs
- f. Parking availability for visitors
- g. Designated parking for drop-off, pick-up or car share services, i.e. Uber, Lyft, Door dash, Vanpool, etc.
- h. Other, please explain

14. Do you have any other comments regarding parking for developments or uses in Dallas?

1. Problem: Public safety, dangerous condition for the public.

Recommendation: Prohibit center-of-street, temporary in-street loading zone parking or standing dead-end drive aisles without a turn around provision in on-site parking areas, & police enforcement of handicap only parking violations.

2. Problem: Dangerous condition.

Recommendation: Prohibit double parking even if temporary, especially in 1600, 1500, 1400 blocks of N. Beckley Ave. and in Oak Cliff's Bishop Arts District.

3. **Problem: The current parking regulations are too complex, are open to multiple interpretations, easy to manipulate and violations are not obvious to enforcement and to the public.**

Recommendation: Re-write entire parking requirements to reduce complexity so that it is understood by everyone.

4. **Problem: Parking signage removed, vandalized, or weather damaged resulting in dangerous conditions to the public.**

Recommendation: Reported by enforcement and replaced by staff within 24 hours.

5. **Problem: Unlimited vehicles are allowed to park on the street, between the street and house, in the driveway, and in the backyard resulting in car pollution and harm to public health and welfare.**

Recommendation: Permit one car per bedroom to park in the driveway and nowhere else. No on-street parking allowed because the 24-hour limit can be, and is not, enforced in single-family residential neighborhoods.

6. **Problem: Cars park in on street, and on-site parking areas and not in the parking area for the house or business they are using. This condition results in harm to public safety and welfare, crime rates and property values.**

Recommendation: Permit cars to park only in the house's on-street parking area or the business's on-site parking area. This recommendation would apply to construction, retail, restaurant, bars, event spaces, & short-term rental spaces.

THE HOTEL ASSOCIATION OF NORTH TEXAS

The Hotel Association of North Texas

22 hotels took the survey

AC Hotel Residence Inn Hampton Dallas Downtown; Prosper Hospitality, The Ritz Carlton, Fairmont Dallas, Rosewood Mansion on turtle Creek, Double Tree Dallas Market Center, Warwick Melrose Hotel, Hilton Dallas Lincoln Center, Crowne Plaza Dallas Market Center, Hilton Dallas Park Cities, Hilton Park Cities, Thompson Dallas, AC Residence Inn Hampton, Magnolia Downtown Dallas, Hotel Zaza Dallas, Homewood Suites Irving Las Colinas, Hyatt Regency Dallas at Reunion Tower, Embassy Suites by Hilton Dallas Park Central, Courtyard by Marriott Dallas Downtown/Reunion District, HALL Arts Hotel, Westin Galleria Dallas

Do you feel your hotel has adequate parking for your overnight guests?

21 yes; 1 no, located in downtown: Parking is two blocks away and contains only 60 parking spaces to serve a 300-room hotel

Do you feel your hotel has enough parking for your overnight guests and for your event spaces?

21 yes; 3 no, located in downtown: If social events occur and the hotel is at full occupancy, there is not enough parking to serve both uses; the hotel has 60 allocated parking spaces, but there is fee for anything over 60 space occupancy at \$ 20.00/car; The hotel garage is 3 levels and provides enough for hotel guests only.

Have you had any hotel guests note any difficulty in finding a parking space at your hotel?

16 no

6 yes:

- Overlapping with nearby restaurant or office uses,
- No nearby off-site parking lots available to serve if the hotel parking is over capacity,
- The hotel includes a 7-floor garage, but guest tend to stop looking and express frustration when they need to go past the 5th floor of the garage,
- Guests do not feel safe walking the two blocks from the remote location: complaints about the valet being too expensive. (located in downtown)
- Limited parking capacity (99 parking spaces), the business guests are using contract rides.
- Only when self-parking, the hotel is valet parking only.

What would you consider to be the three most important hotel parking factors that impact your guests? Other factors?

- a. Finding a parking space quickly - 14
- b. Finding a parking space close to your hotel room - 6
- c. Shared parking - 3
- d. Safety, i.e. lighting, location, condition of parking lot or spaces - 16
- e. Clearly marked signs - 9
- f. Designated parking for drop-off, pick-up or car share services, i.e. Uber, Lyft, Door dash, Vanpool, etc. – 8
- g. Other, please explain: Cost, we are valet parking only

Loading spaces?

17 Yes; 5 No

Paid or Complimentary Parking?

Paid self-parking - 8

Valet options - 5

Valet parking only - 9

Complimentary on-site parking – 5

No parking on site – 1

What is causing the existing parking issues?

They are market driven: 21; they are code driven: 2

How do you as a hotel developer and/or owner define the parking ratio for your hotel property? If other ratio, what percentage of hotel rooms to parking spaces?

What about for meeting rooms, restaurants, and other areas? If other ratio, what percentage?

Per the Dallas Development Code

1 uses other ratio: shared parking with Galleria Mall plus dedicated valet parking below ground

Comment: Dallas Development Code needs to change. Ratios need to be updated to reflect ride sharing impact. Parking demand is less than 50% of what it once was, but parking spaces construction costs are rapidly increasing.

What is more important when planning your hotel project?

- Hotel Room to Parking Ratio - 3
- Meeting/Event Space to Parking Ratio – 2
- All are important - 9

Do you feel the current parking codes are adequate?

- Yes, the code is adequate - 6
- No, the number of parking spaces is excessive - 5
- Unsure – 4

Have you heard of any prospective hotel owner/company not coming to Dallas because of parking? If yes, please explain.

13 No; 2 Yes: Parking development costs factor heavily in potential projects. Parking structure parking costs \$15-\$20K per space. The code needs to be updated as soon as possible.

Any other comments that you would like to make on parking codes in Dallas?

New development will be hindered if the parking spaces per room ratio is increased. Developers already have to overcome increased construction costs and land costs, requiring more parking spaces per room will make constructing a new hotel not feasible. The current parking garage is not safe for employees and guests.

LA SIERRA

Required Parking Regulations

- I. Restaurant and alcoholic beverage establishment parking ratio of 1:100
 - A. 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

**square footages calculated from City of Dallas certificate of occupancy reports for each establishment.*

***data provided by professional parking solutions*

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 establishments after 9:00 p.m.

It should be noted that the establishments utilizing managed parking system with this valet company are not trivial places. They include tenured restaurants and bars such as the Porch, Tei Tei Robata, Fireside Pies, and the Old Monk. 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.

- B. In addition to the utilization of ride sharing by restaurant and bar patrons, the valet system adds efficiencies to a parking lot in where more vehicles can be parked without spilling over into residential neighborhoods. By stacking vehicles onto a lot, you can park more vehicles on a private lot, however, there is no credit to acknowledge this efficiency within the code. This particular valet company is able to park the required 409 parking spaces generated by these uses in parking lots striped for 250 spaces. This is a 63.6% efficiency rating however; property owners are still required to park at a 1:100 ratio.
- C. A modification of the required parking ratio to accommodate the growing trend of ridesharing and the ability to manage parking should include consideration of a 1:220 ratio. This is what is used in Conservation District 7 & PDD 830 (subdistrict 6C). PDD 305 utilizes a parking ratio of 1:200 (one subdistrict uses a ratio of 1:250). PDD 225 utilizes a ratio of 1:250 for restaurant and bar uses (some subdistricts allow a ratio of 1:500). PDD 225 also allows an exemption for a restaurant or bar use in a basement or ground floor of a specific subdistrict with a ratio of 1:1500 for all floor area over 2500 square feet (and requiring no required parking for the first 2500 square feet). PDD 269, PDD 619 and the CA-1 zoning district do not require parking for the first 5,000 square feet of a restaurant use. PDD 269 does not require any parking for the first 2500 square feet of a bar use. CA-2 zoning districts provides similar parking ratios for all main uses. If these zoning and planned development districts can maintain successful balance with these uses and surrounding properties, this success should be shared with the remainder of the City.

II. Allowance for required parking within public right of way

- A. The following Planned Development Districts allow on street parking to satisfy required parking for any main use: PDD 269, 621, 830. CA-1 zoning districts allow on street parking to satisfy any required parking as well. Allowing for property owner to count on street parking mitigates the need for paving new parking lots. Patrons to any establishment are going to utilize these spaces regardless if they are not going to be recognized by the City. If they are going to be used, the property owner should be given the benefit of allowing them to count for required parking.

III. Institutional Parking

-
- A. A review of planned development districts created for DISD campuses reveals that in addition to the required parking ratio for classrooms, a variance is listed to allow required parking within a required front yard. Several of these campuses were constructed when this was not a requirement for the placement of required parking. Allowing institutional uses to count parking within a required front yard should be considered a workable revision. Since institutional uses can be located in any zoning district, they are penalized for being constructed in residential districts. Residential districts are where the argument is made for schools and churches to be located to serve students and parishioners.

IV. Motor Vehicle Fueling Stations

- A. The required two parking spaces should be removed when this use is in conjunction with a general merchandise or food store. The act of fueling a vehicle occurs within a designated space in which the vehicle is already parked. This use should be classified as an accessory allowance for a general merchandise or food store. This rule interpretation occurred after the alcohol election in which general merchandise stores began filing for SUP's for off premise consumption of alcohol sales. At that time, it was ruled that an additional two parking spaces would be required if they had fuel pumps. Consideration should be made to amend the code or revert to the previous interpretation that the general merchandise store was the main use for the property.

V. Modified Delta Overlay

- A. This overlay should not be considered for expansion or other parts of the City. It has generated ongoing zoning cases to create new subdistricts because leasable retail space cannot be reopened on time. It is an unnecessary burden to property owners attempting to attract or retain tenants.

VI. Administrative reductions for required parking

- A. The allowance for city staff to administer a reduction for required parking should have its criteria expanded to cover all retail, personal service, and office uses. Currently, these uses are eligible if connected to a rail transit station by a six-foot-wide sidewalk and within 1200 feet of a rail transit station. Consideration should be made for DART bus stops, pedestrian and bike trails, and proximity to residential districts. This exemption should be considered for restaurants and bar uses as well. Establishments located along the Katy Trail and Santa Fe Trail can demonstrate the use of these trails for patrons to their establishments without creating a need to park a vehicle.

VII. Industrial uses.

- A. Consideration should be made to allow any industrial use that requires a specific use permit to have the required parking calculated with this permit or a minimum of five spaces

should be required. SUP 2078 was issued by the City Council in 2014 and required a minimum of six parking spaces. When the SUP was under consideration for renewal, it was determined that the use needed to provide 42 parking spaces. There was not an amendment to the code but a different interpretation as to how required parking would be calculated. This use rarely needs the original six parking spaces and will never need 42 vehicles on site related to this use.

VIII. Remote Parking Agreements

- A. Requiring a remote parking agreement to be entered as a deed restriction creates a hardship with property owners that are not related to each other. My experiences in 18 years of working permits that necessitate a remote parking agreement, the owner of the lot that needs the parking purchases the remote lot that can provide the parking. These agreements have always been among the same entity. Property owners that can provide the parking are willing to do so, but not with a deed restriction. Strong consideration should be given to allow lease agreements to satisfy the requirement of remote parking. Currently, churches are allowed to produce a lease agreement with a minimum three-year term to satisfy this requirement. This is the only use recognized in the code that allows this provision. PDD 269 and 621 are two examples where this provision is permitted. Consideration should be made to provide this across the City.
- B. Allowances should be made to permit a remote parking agreement for up to 100% of required parking within 1,000 feet of the main use. Currently, only property located within 300 feet of the main use is considered to satisfy 100% of required parking. Properties located farther than 300 feet can only satisfy up to 50% of the required parking for a main use on a remote lot. This allowance is located within the parking provisions of certain planned development districts.

PERMITTED DEVELOPMENT

Good evening:

After reviewing the materials and thinking back on all the projects I've worked on in Dallas these past several years, here's what I think needs to be considered:

1. Motor Vehicle Fueling Stations should not require 2 parking spaces -seems to be excessive and an outdated idea.
2. Parking management areas - see Robert Reeves' comments.
3. Parking Agreements should be attached to the CO of the use requiring the agreement – not the deeds. Bishop Arts and Deep Ellum already have this in place for reference. This would make it easier for the tenants and the property owners. A lease agreement with a signed affidavit from the property owner to the city authorizing the spaces should be explored. For this purpose, the relevant parts of the existing parking agreement could be reduced down to a single page, e.g. for as long as the use is in operation, minimum of 3 years, etc. The address of the parking provider used in these

situations should be flagged in the system at OCMC and available through the address search in Posse (or whatever the new system is going to be called) by the general public to keep people from double dipping. You don't want to find out that 10 entities with the same hours of operation used the same parking lot in their parking agreements.

4. Parking special exceptions (reductions) should be allowed administratively with similar documentation we have to supply to the Board. Usually, this is a paper exercise proving there is sufficient surface and marked on-street parking in the general vicinity to accommodate. Variance process would stay the same.
5. Provisions for ride share spaces should be considered so that the various entities like Uber and Lyft aren't having to stop in the travel lanes to load and unload passengers. The biggest issue here is going to be for curbside parking, especially in the older parts of the city where loading zones, patron, valet, and ride share are always competing for the same on-street spaces.
6. Loading zones need to be reviewed for appropriate sizing, number required, etc. Much of the congestion in the older commercial areas is caused by large delivery trucks but rarely do 2 deliveries happen at the same establishment at the same time. This is a tough one and may be beyond the scope of what is being considered but it is definitely a contributing factor with parking issues and associated flow of traffic. It's also going to be terribly difficult to regulate, in my humble opinion. So, somebody smarter than me is going to have to think of some solutions for this one.

Audra Buckley, Land Planner/Project Manager

TEXAS RESTAURANT ASSOCIATION

Thanks again for inviting restaurant feedback on the City of Dallas' parking review. Here's the feedback we would ask for you to consider as you move forward:

- Overall, the parking rules seem to be working fairly well for Dallas restaurants. However, we did hear the following concerns:
 - COVID-19 is changing the business model in rapid and hard-to-predict ways, so restaurants need as much flexibility as possible when it comes to parking regulations. For example, many restaurants have had to convert traditional parking spots into curbside pickup spots, outdoor dining areas, and even drive-thru areas. Other restaurants needed to significantly expand their drive-thru capacity. Dallas restaurants respectfully request that the city consider how to make the parking and other land use ordinances as flexible as possible to help restaurants rebuild from the economic fallout created by COVID-19.
 - Another concern raised was a lack of communication and cooperation between city officials and restaurants. Dallas restaurants ask that the approval and inspection process be transparent, and restaurants have a chance to provide input.
 - Finally, we heard some building inspections have allowed overlapping parking agreements that created problems for pedestrians and traffic. This concern was not tied to a specific area of the city, except to say that parking becomes a challenge in areas becoming increasingly dense.
- One specific suggestion we heard from restaurants that we wanted to share is that the city should consider adding accessible parking garages to help accommodate the needs of mixed residential and business areas.
- When we asked what the most important factors for parking are, this was the consensus:

-
- 1. Finding a parking space close to your destination
 - 2. Safety, i.e. lighting, location, condition of parking lot or spaces
 - Tied for 3: Parking availability for visitors and areas for drop-off and delivery.

I hope this feedback is helpful. Please don't hesitate to reach out to me and my colleague Ariel, who is copied, if we can answer any questions. Also, please keep us in the loop as your work continues and if we can provide further input.

Thanks again,
Kelsey

SOUTHERN DALLAS PROGRESS COMMUNITY DEVELOPMENT CORPORATION

Hello All,

Here are my comments:

This is a good consolidation of best practices. I see it being relevant in the traditional commercial areas throughout South Dallas and Southern. I've heard from business owners that parking regulations have provided a barrier.

<https://www.parkingtoolboxntx.org/>

I think special attention should be given to these areas when it comes to parking minimums and walkable urbanism

Sanborn Fire Insurance Maps - Texas (1877-1922)

The Sanborn Map Company was a publisher of detailed maps of U.S. cities and towns in the 19th and 20th centuries. The maps were originally created to allow [fire insurance](#) companies to assess their total liability in urbanized areas of the United States. Since they contain detailed information about properties and individual buildings in approximately 12,000 U.S. cities and towns, Sanborn maps are invaluable for documenting changes in the [built environment](#) of American cities over many decades.¹¹

Sanborn held a monopoly over fire insurance maps for the majority of the 20th century, but the business declined as US insurance companies stopped using maps for underwriting in the 1960s. The last Sanborn fire maps were published on [microfilm](#) in 1977, but old Sanborn maps remain useful for historical research into urban geography. The Sanborn Map Company continues on as a [geospatial](#) solutions company.

<http://legacy.lib.utexas.edu/maps/sanborn/d.html>

James McGee
President/Chair

TEXAS REAL ESTATE COMMISSION (TREC)

Policy Brief Off-Street Parking Requirements in Chapter 51 and 51A of the Dallas Development Code

I. Background

TREC prioritizes visionary thinking on transportation, particularly as it relates to the economic growth of our region. Future planning must promote multimodal transportation options that encourage vibrancy, sustainability, and inclusivity in our city. TREC supports the City of Dallas' efforts to adopt a Strategic Mobility Plan, monitoring future projects and a forthcoming, transit-forward Climate Action Plan. In 2019, TREC formed a Parking Working Group of its members to collect data, further study Dallas' parking requirements, and review best practices from around the country. Many of the ideas and tools below offer ways of decreasing development costs, increasing housing affordability, and creating more walkable, vibrant, and mixed-use neighborhoods. With a more focused and reasonable approach, the City of Dallas can incentivize a more prosperous and less car-dependent lifestyle for all its residents.

II. Potential Changes

TREC recommends prioritizing the following four items throughout its review:

- Adopt a Fort Worth-style ordinance that eliminates commercial parking requirements for properties further than 150 feet along a public street from Single-Family zoned property
- Utilize market-based data to update existing parking requirements
- Eliminate parking requirements for buildings constructed prior to the adoption of minimum parking standards and historically designated properties to enhance redevelopment efforts
- Assess applicability of changes in Ch. 51 and 51A to existing and future Planned Developments.

TREC also supports the consideration of the below potential strategies, including but not limited to:

- Revise shared parking regulations and provide informal avenues besides deed restrictions
- Allow tandem parking spaces to count towards parking minimums in all circumstances
- Exempt buildings from parking minimums if they are in highly densified areas or within proximity of high-frequency transit stops
- Eliminate or reduce minimum parking requirements where appropriate, particularly within the central business district and surrounding areas
- Require no more than one space per dwelling unit as a minimum
- Reform off-street parking regulations to allow on-street spaces to count
- Reform the delta credit system
- Establish parking maximums
- Relax parking requirements that make it difficult to convert single-family residential lots into more dense or commercial uses
- Modernize parking management strategies, potentially as a component of certain SUP's
- Establish a City Parking Authority to help manage on-street parking, create parking management or benefits districts, and facilitate larger developments
- Some specific Ch. 51A changes:
 - 4.205(1) Hotel or Motel: the greater of 0.5-0.75 space per 1 unit for all units or 1 space per 200 SF of meeting rooms

- 4.207(4): establish land use categories for medical offices (@ 1 space per 250 GSF) and stand-alone emergency rooms (@ 1 space per 1,000 GSF)
- 4.204(17) Senior High School: permit administrative reduction of up to 50% by City staff subject to site-specific studies to validate request