City of Dallas

PARKING

Proposal:
Parking Ratios Table and Regulations

Zoning Ordinance Advisory Committee (ZOAC)
March 11, 2021

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Sustainable Development and Construction – Current Planning
City of Dallas

Background

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

ZOAC briefings held:

- 3.05.2020 - City of Dallas Parking Code Amendment Outline
- 6.18.2020 - City of Dallas Current Parking Regulations
- 7.09.2020 - City of Dallas Planned Development Districts
- 8.06.2020 - Index Cities and Other Cities Research
- 9.03.2020 - Local and National Parking Studies + Board of Adjustment Parking Reductions + Citywide Plans – Vision/Goals
- 10.15.2020 Public and Interdepartmental Outreach – Input
- 11.5.2020 - 4 Case Studies
- 11.19.2020, 12.3.2020 - Discussion with Departments
- 1.21.2021 - Proposal Framework Option
- 2.4.2021 - Parking Ratios Table
- 2.25.2021 - Parking Ratios Table and Regulations Options
- **3.11.2021 – Parking Management Tools**

General

ZOAC 12.3.2020:
direction to staff to begin to work on recommendations to eliminate parking minimums with exceptions as to when it would not be appropriate to eliminate minimums, as well as implementing other tools as suggested by experts, in particular parking management and design standards, to support no parking minimums on a site.

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

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

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

General

PILLARS of the FRAMEWORK:

1. Areas with required parking + Exemptions
2. Parking required ratios (table) + Regulations
3. Parking Management Tools
4. Proximity to transit
5. Parking Design Standards

2. Required Parking

It will apply:

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

It will NOT apply:

- Outside the 330ft distance
- Designated historical and cultural landmarks (buildings and districts) or endangered – any use, in any location
- Buildings prior to March 17, 1965 – any use, in any location
- No requirements for the first 5,000 sf of business buildings – non-residential, in any location

2. Parking Required Ratios

Use categories with NO required parking ratio

Agricultural*

Commercial and Business Service

Industrial

Institutional and Community Service

Lodging

Office*

Miscellaneous

Recreational*

(some) Retail and Personal Service*
(some) Residential*

Transportation

Utility and Public Service

Wholesale, Distribution and Storage

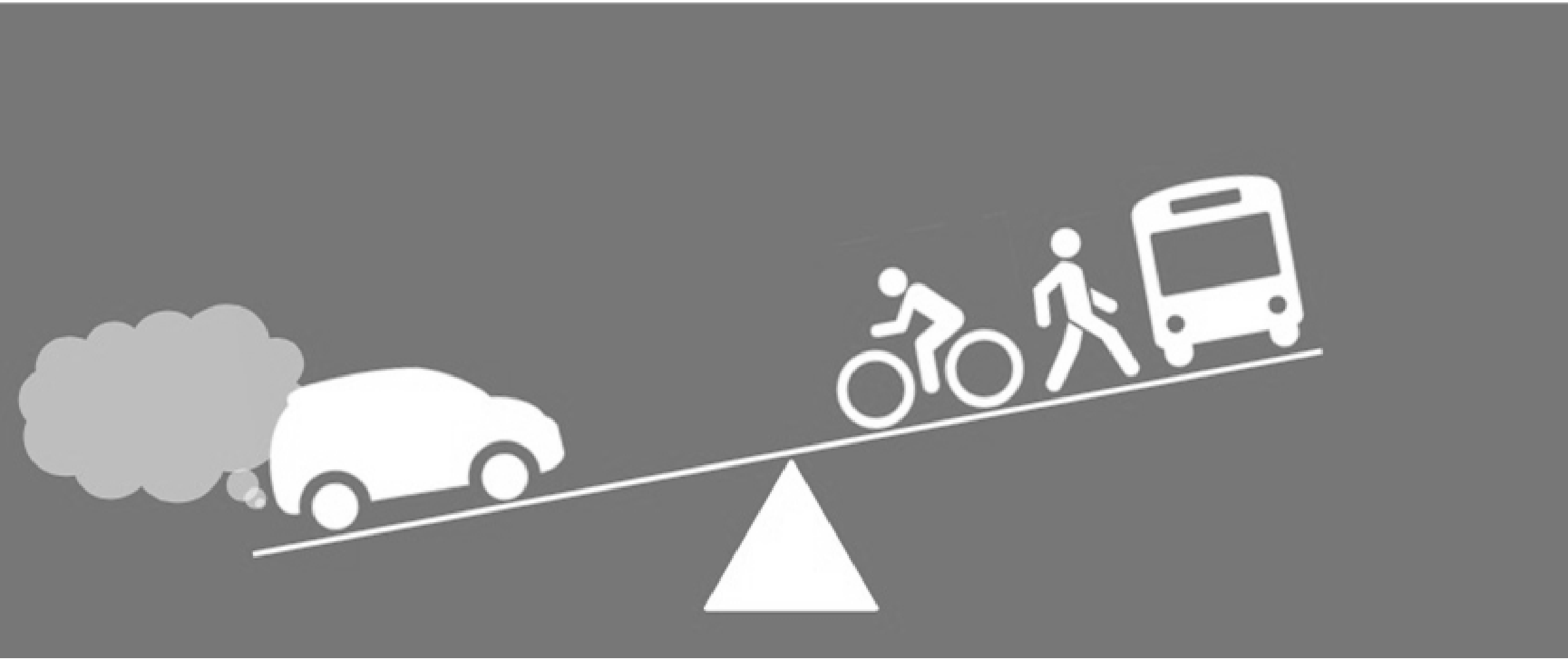
Accessory

Use categories that may continue to have a certain required parking ratio

Retail – some uses
**Shopping centers

Residential – some types *(scenarios are under consideration)*

3. Parking / Transportation Management



Source: https://mobilitylab.org/2015/08/11/rebranding-tdm-could-fix-the-industrys-communications-struggle/

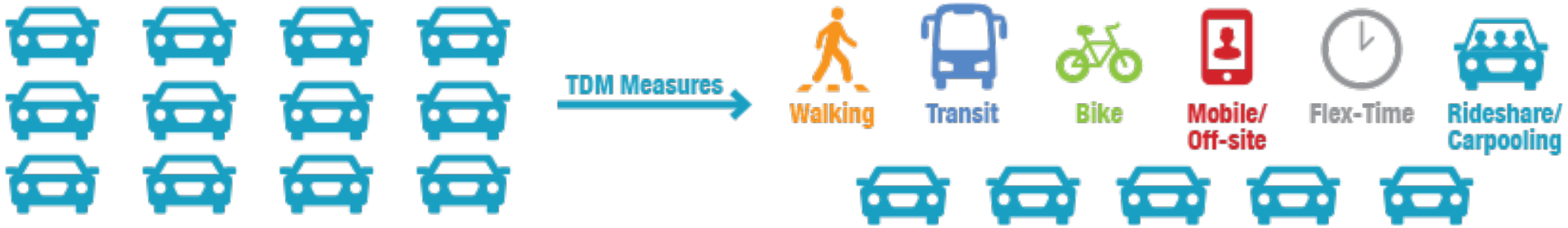
3. Transportation Demand Management

What is TDM

Based on expert literature and transportation theory

- *various strategies that change travel behavior (how, when, and where people travel) to **increase transport system efficiency and achieve specific planning objectives**. (Litman)*
- mainly takes into account the idea that there are multiple factors that affect people's transportation decisions _ fairness embedded in the method to ensure **access to choice**

terminology: TRANSPORTATION and MOBILITY, demand management, effective allocation and use of resources/supply, flexibility, choice/options, transportation modes



Source: https://monterey.org/City-Hall/Featured-Projects/Transportation-Demand-Management

3. Transportation Demand Management

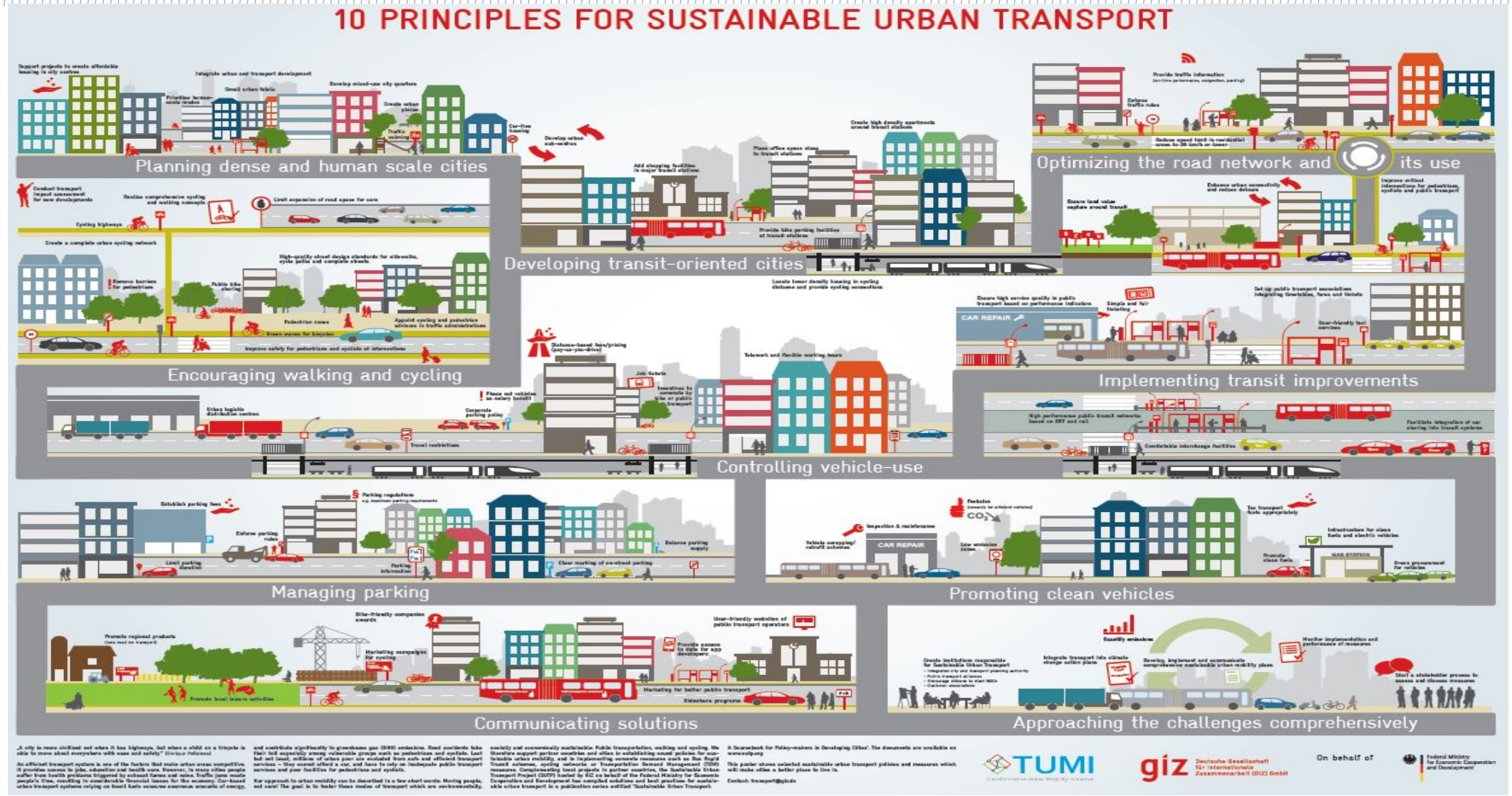
Parking in the TDM approach

The case for parking management – shifts + benefits + principles = **more efficient use of parking resources**

***parking numbers and overspill*

Cost savings, quality of service, revenue generation and reinvestment, efficient use of land, supports other means of transportation (walking, biking, transit), environmental, equity, quality of built space and public space → ***transparency, better services at city level → comfort

3. Parking - TDM



Source: https://www.sutp.org/publications/10-principles-for-sustainable-urban-transport/

3. Parking - TDM

Table 1 **Old and New Parking Paradigms Compared**

Old Parking Paradigm	New Parking Paradigm
"Parking problem" means inadequate parking supply.	There can be many types of parking problems, including inadequate or excessive supply, too low or high prices, inadequate user information, and inefficient management.
Abundant parking supply is always desirable.	Too much supply is as harmful as too little.
Parking should generally be provided free, funded indirectly, through rents and taxes.	As much as possible, users should pay directly for parking facilities.
Parking should be available on a first-come basis.	Parking should be regulated to favor higher priority uses and encourage efficiency.
Parking requirements should be applied rigidly, without exception or variation.	Parking requirements should reflect each particular situation, and should be applied flexibly.
Innovation faces a high burden of proof and should only be applied if proven and widely accepted.	Innovations should be encouraged, since even unsuccessful experiments often provide useful information.
Parking management is a last resort, to be applied only if increasing supply is infeasible.	Parking management programs should be widely applied to prevent parking problems.
"Transportation" means driving. Land use dispersion (sprawl) is acceptable or even desirable.	Driving is just one type of transport. Dispersed, automobile-dependent land use patterns can be undesirable.

Parking management changes the way parking problems are defined and solutions evaluated.

Source: https://www.vtpi.org/park_man.pdf

3. Parking / Transportation Management

DALLAS IS AUTO-CENTRIC

Over 76 percent of Dallas residents drive to work alone and the share of commuters bicycling and walking to work has remained relatively constant in recent years—approximately 0.2 percent of people bike to work and about 1.9 percent of people walk to work.[1] Achieving the target outlined in the Dallas Comprehensive Environmental and Climate Action Plan (CECAP) of reducing single-occupancy vehicle (SOV) mode share to 62 percent by 2050 will require a drastic change in the way we travel.

signals and bring them up to modern standards. Proper maintenance alone would require a doubling of the annual Streets and Transportation capital budget. Meanwhile, shifts in attitudes and preferences are calling for more spending on improvements such as bike lanes, traffic calming, and road diets.

In 2018...

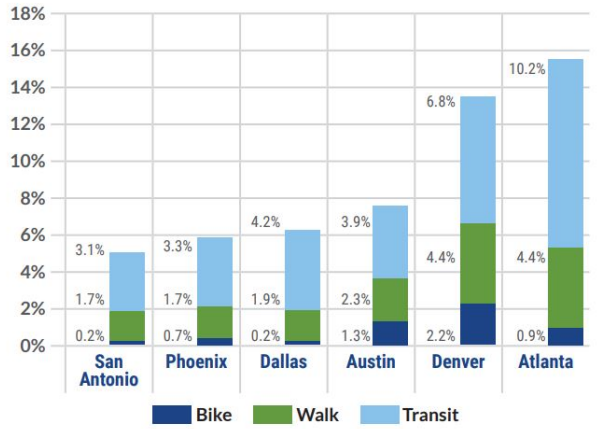
361
New residents moved to the Metroplex each day.

41
New residents moved to the City of Dallas each day.

as many bus routes currently operate once per hour during most hours, and every 30 minutes during the AM and PM weekday peak periods. Transit industry consensus is that service

Like many metro areas around the U.S., access to high quality jobs, education, and services continue to be a challenge, especially for transit dependent populations. A 2017 study by the University

Alternative Commute Mode Share



Source: ACS 5-Year 2013-17

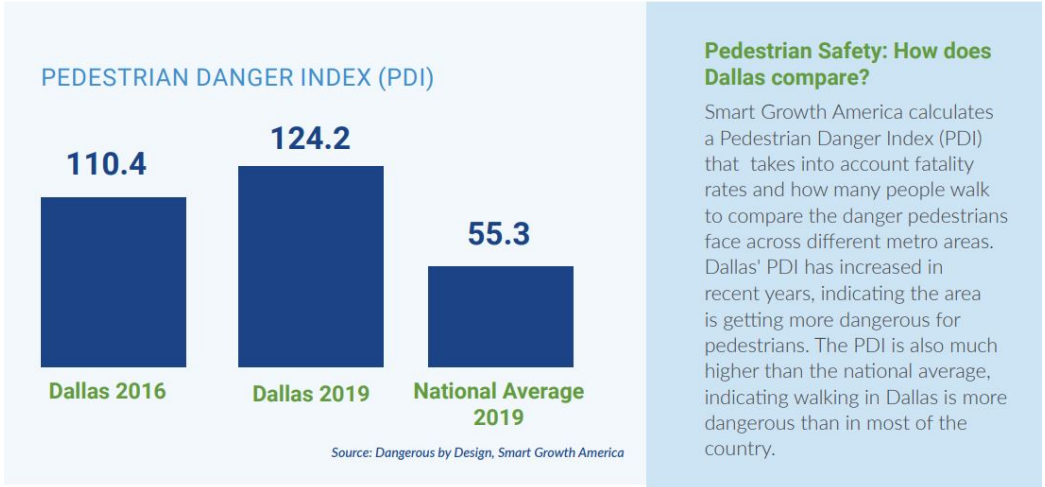
TRAVEL AROUND DALLAS

Due to the sprawling nature of the Metroplex's built environment, moving around the city is a challenge. Between 2009 (when travel patterns began to rebound after the Great Recession) and 2017, the average annual delay per commuter vehicle in the Dallas-Fort Worth-Arlington area increased from 49 hours to 67 hours.[2] In 2017, the Dallas-Fort Worth-Arlington area ranked 13th among large urban areas in average annual delay per commuter vehicle. Mean travel time to work has also increased in the Dallas region between 2009 and 2018. According to U.S. Census ACS data, the mean travel time to work in 2009-2013 was 25.2 minutes; in 2014-2018 it was 27.0 minutes. In both time periods, Dallas was slightly above the national average mean travel time to work (25.0 minutes and 26.6 minutes, respectively).

2) Urban Mobility Report, Texas A&M Transportation Institute, https://mobility.tamu.edu/umr/congestion-data/
3) Transportation Equity and Access to Opportunity for Transit-Dependent Population in Dallas", CTEDD at UT-Arlington

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

3. Parking / Transportation Management



Pedestrian Safety: How does Dallas compare?

Smart Growth America calculates a Pedestrian Danger Index (PDI) that takes into account fatality rates and how many people walk to compare the danger pedestrians face across different metro areas. Dallas' PDI has increased in recent years, indicating the area is getting more dangerous for pedestrians. The PDI is also much higher than the national average, indicating walking in Dallas is more dangerous than in most of the country.

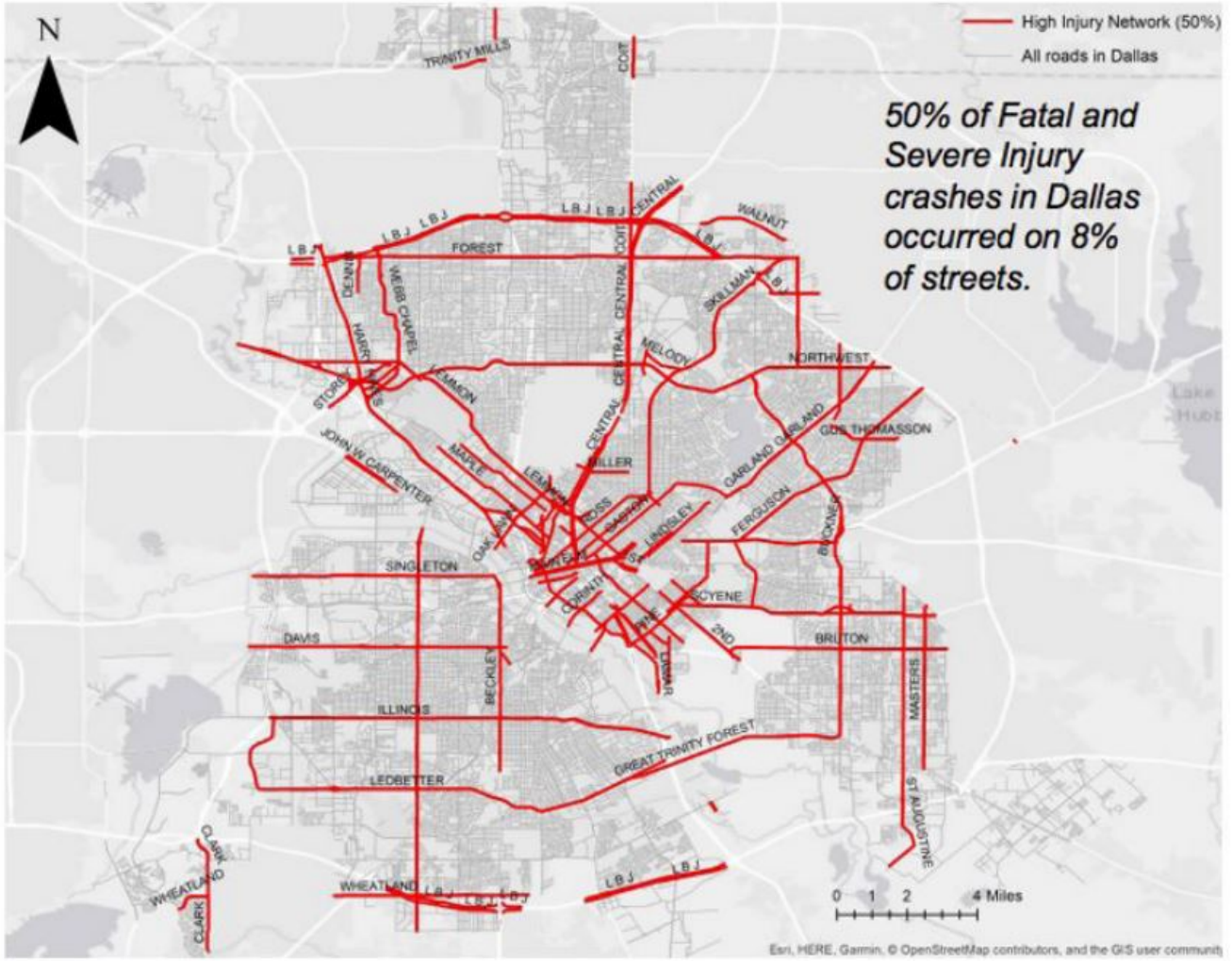


Image Source: City of Dallas

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

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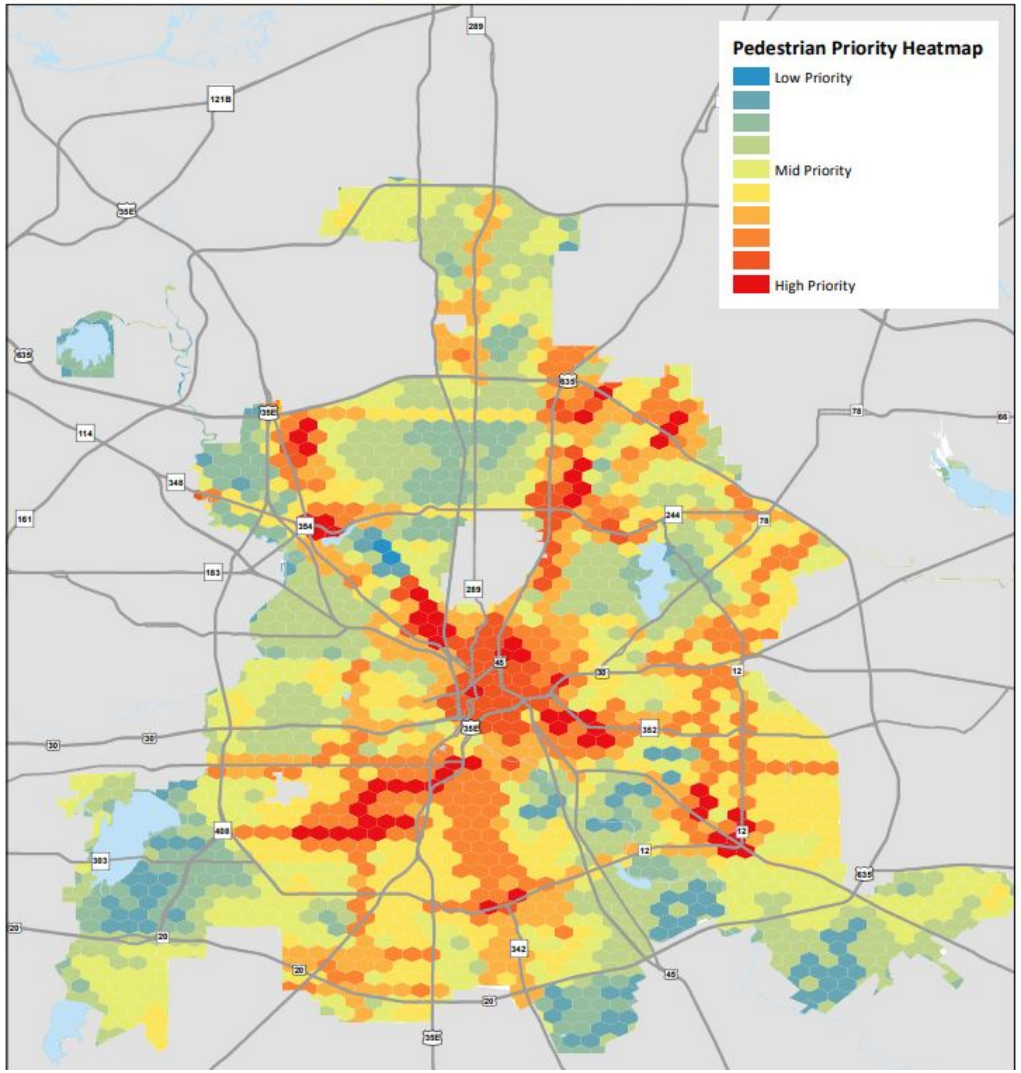
STRATEGIC PEDESTRIAN NETWORK: PRIORITY HEATMAP



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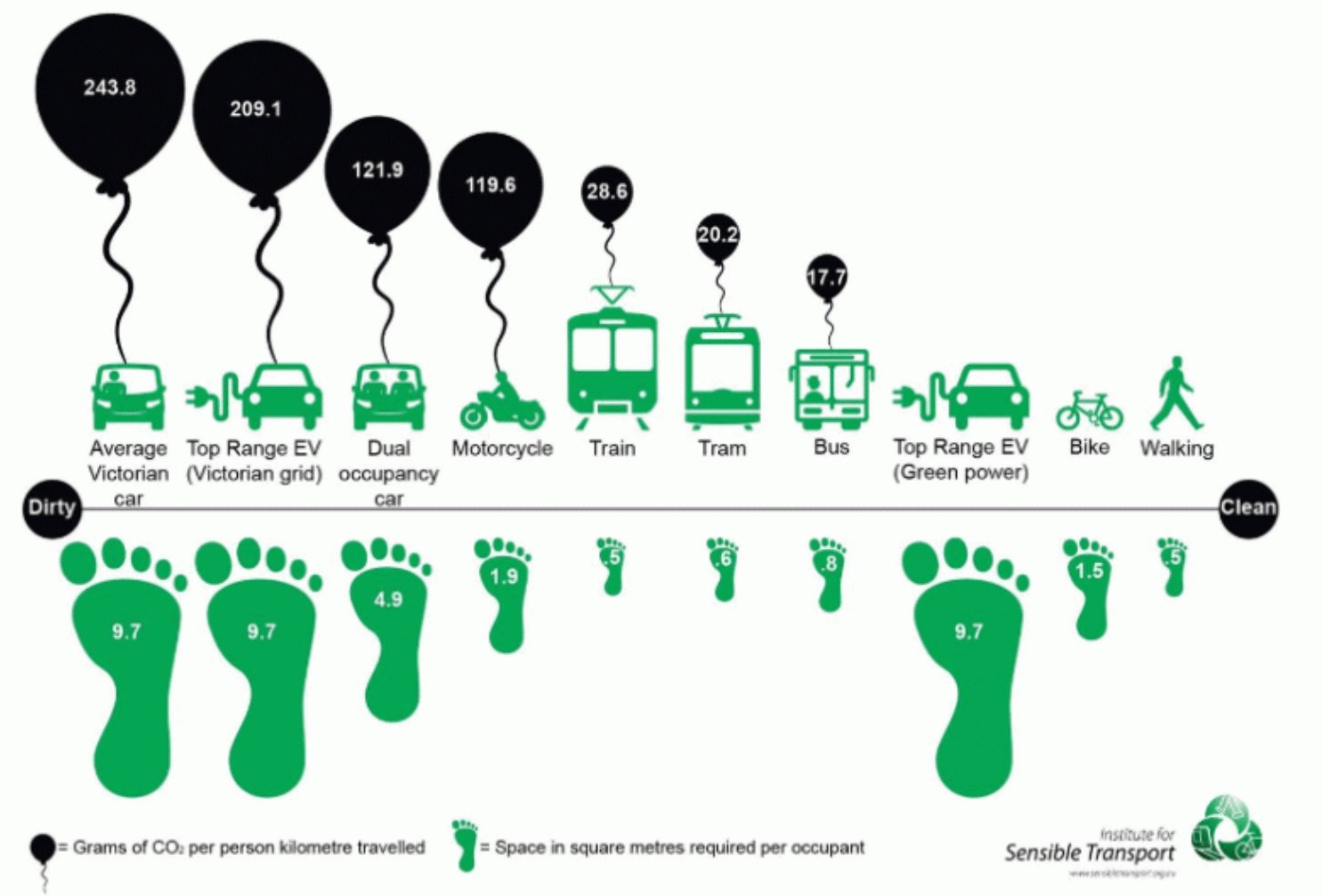
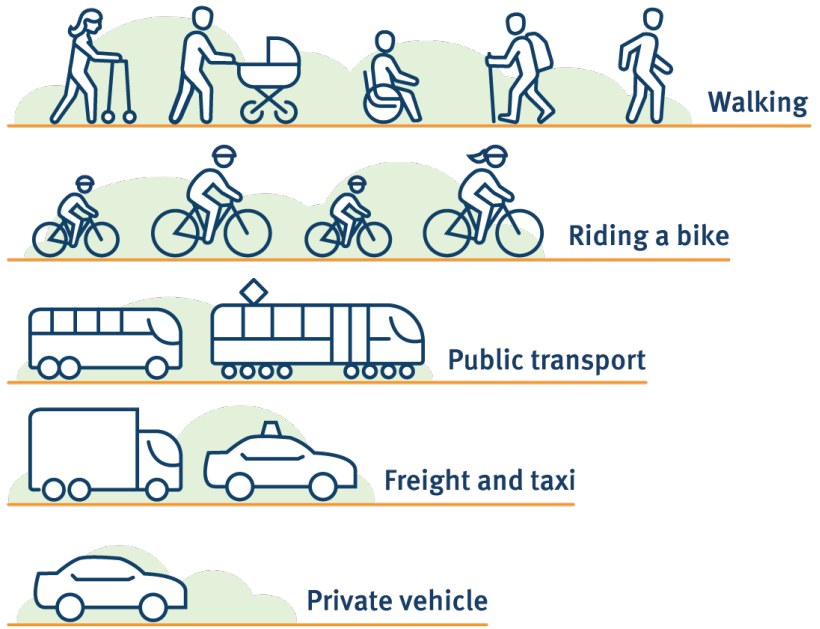


Source: https://earthbound.report/2018/10/15/the-hierarchy-of-sustainable-transport/

Sustainable transport hierarchy



Source: https://www.tmr.qld.gov.au/Travel-and-transport/Pedestrians-and-walking/Queensland-Walking-Strategy
https://www.tmr.qld.gov.au/Travel-and-transport/Pedestrians-and-walking/Our-vision-for-walking/Multimedia-walking-content

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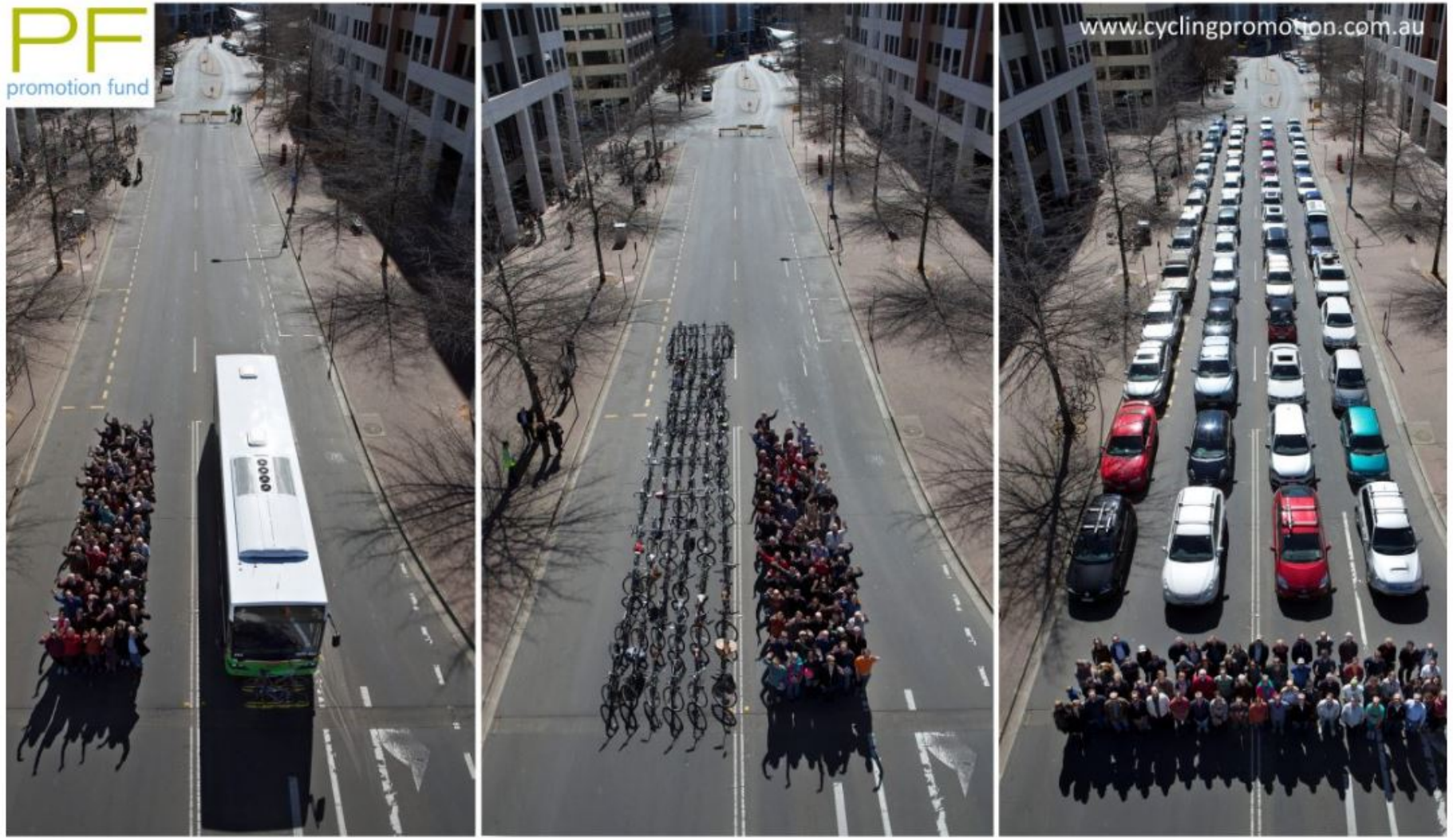

Image © Cycling promotion fund

Source: https://www.bikecitizens.net/efficiency-master-for-modes-of-transportation/

3. Parking / Transportation Management

How would it work – via a framework:

- **Set boundary**
- **Approved by City Council (by ordinance)**
- **Authority responsible (board, partnership)**
- **Based on- and follow a Plan (Integrated Transportation Plan)**
- **Periodic reporting at CC (/ can be limited in time)**
- **Follows transparency and equity principles of government**

Integrated Parking/Transportation Plan:

Scope, defined problems, planning context, evaluation framework and tools, options, implementation plan + data gathering and assessment (for the next update)

Parking management tools in any combination based on specificity of the district:

shared parking, remote parking, public parking, on-street parking, demand-based paid parking, wayfinding and signage, real-time information & capacity monitoring, (and all sorts of apps), fees in-lieu, shared use mobility, AV & any new tech mobility, mechanized parking, commuter parking benefits, parking reductions, curb management, parking/loading flexibility ….

Buzzwords: rightsizing, demand-based pricing, competition for the curb, ….

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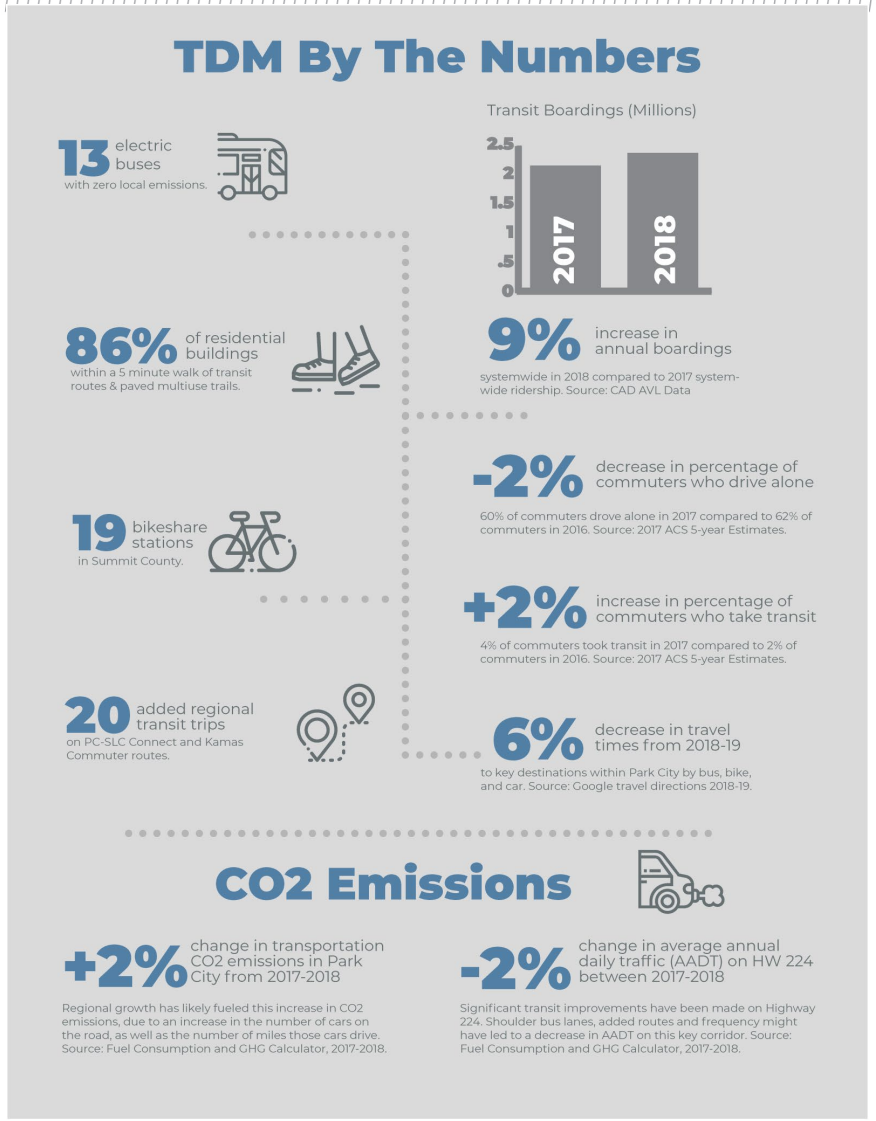

Source: https://www.parkcity.org/departments/transportation-planning/transportation-demand-management-program

3.1 Transportation Management Districts

- larger, denser, mixed-use, dynamic, destination-type, combination or user types (visitors, residents, employees), different types of mobility
- requires more sophistication and coordination of tools
- relies on multi-modal and transit
- has the potential to quickly implement citywide goals and have a greater impact – pro-active, planning aspect embedded; more impactful public benefits (public parking, transit, rideshare, pilots and testing grounds)

  (something similar w Municipal Management Districts or Improvement Districts; or Transportation Management Associations)

- versions of it can be included with the code amendment – framework in the code can enable the formation of such districts

  (Art XIII has provisions for Parking Management Overlay that can be adjusted/expanded; several PDs have provisions for private parking management)

3.2 Parking Benefit Districts (PBD)

- Quicker and more achievable mechanism suited to neighborhoods with small scale, neighborhood-serving commercial
- Mainly to manage the curb, monetize on it and return it back in the neighborhood, and coordinate the movements for efficiency and safety purposes (cruising for parking)
- Allows neighborhood associations in any form to get organized and act like a small parking authority
- Is not part of the parking code amendment, however it needs coordination with other code chapters and departments to create this mechanism as it is the most efficient in protecting neighborhoods *(in the current situation too)*

("For example, the City of Austin passed a PBD ordinance that required spending parking meter revenue to improve streets and sidewalks, and fund improvements that promote walking, bicycling, and public transit. Austin first tested this idea in a pilot program with U.S. Environmental Protection Agency funding in 2005. Because of the program's increasing annual revenues, the ordinance later established multiple PBDs **and allowed any neighborhood to create such districts with city approval.** The parking districts have raised roughly $1.87 million for local projects." https://www.jdsupra.com/legalnews/can-parking-benefit-districts-step-in-6805311/)

*__why are they not happening now__ *(parking requirements tied to uses and on-site)* __and what is there already__ *(private singularities, initiatives for certain management tools, menu of management tools in PDs, RPOs, need rezoning to Art XIII)*

3. Parking / Transportation Management

Outcome/collateral benefit: data collection and assessment

- Enabled
- To correlate observations, with behavior, peak demand, land uses, jobs … → to enable data-driven solutions
- From parking studies → centralized data collection, assessment, calculator
- Why: informed decisions, transparency, better services …
- Wide variety and it can start small

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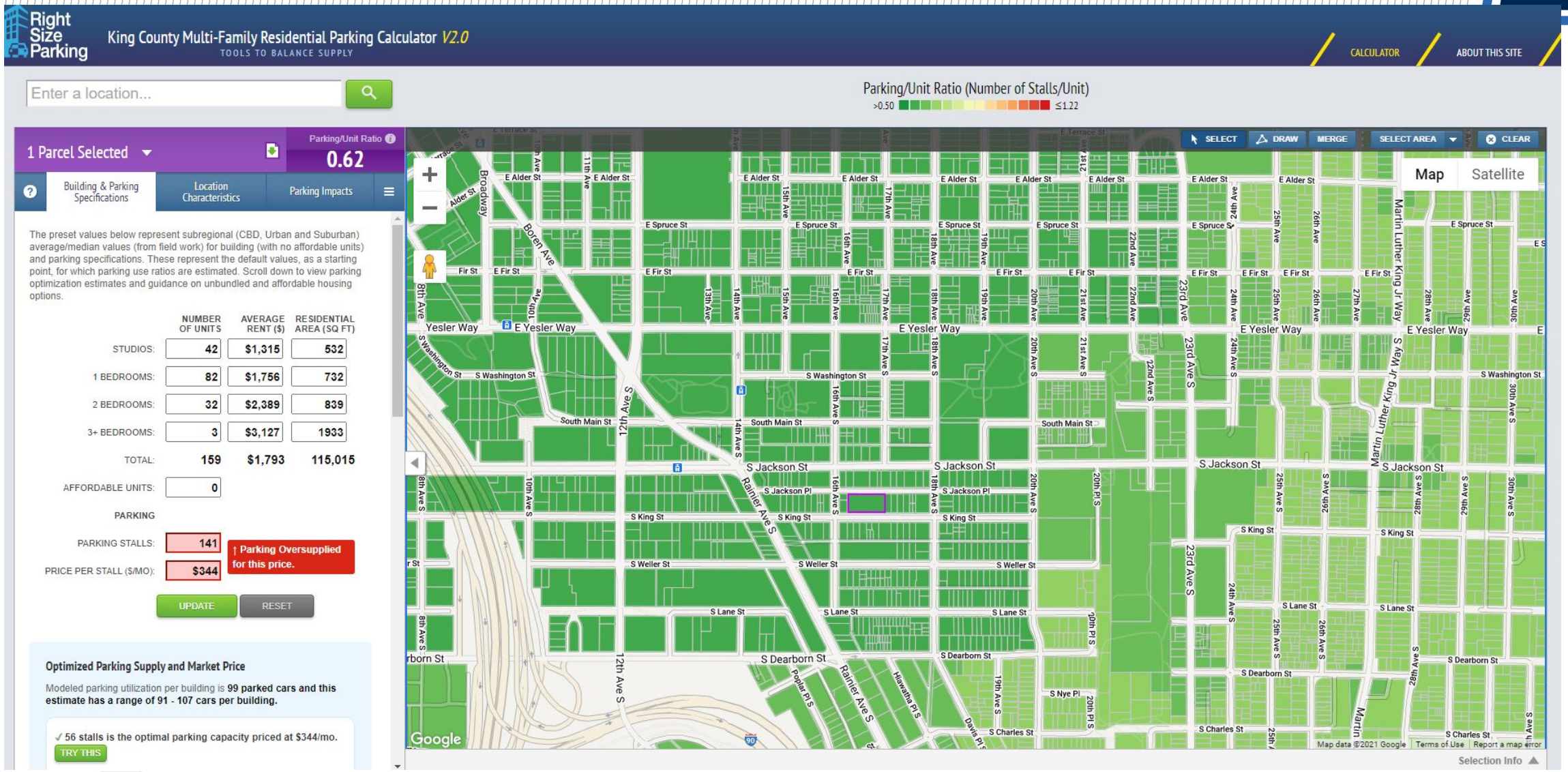

Source: https://rightsizeparking.org/

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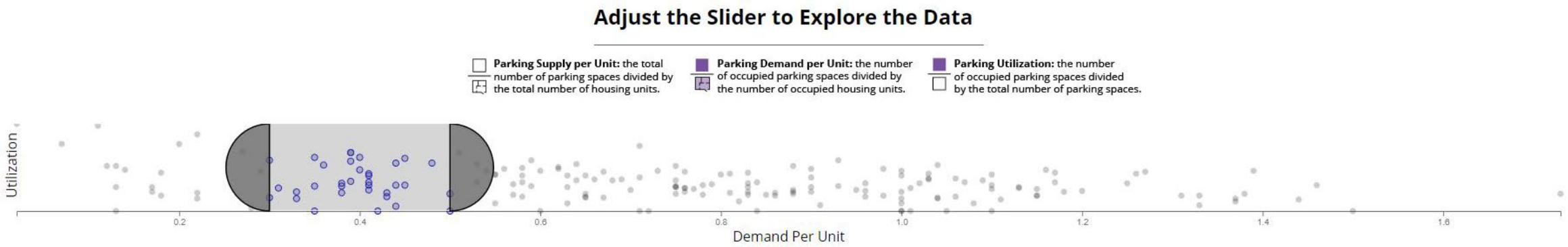

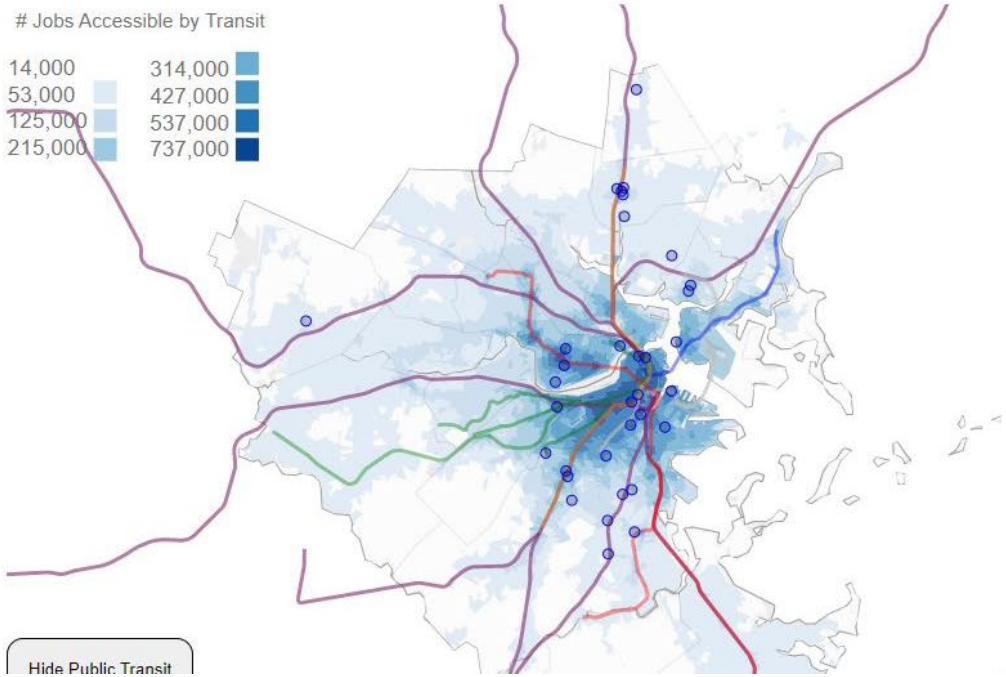

Avalon North Station	Boston	0.40	0.38	81	10	96	586,964
The Eddy	Boston	0.46	0.35	74	0	82	313,427
Serenity	Boston	0.50	0.43	85	0	75	180,863
11 Congress Avenue	Chelsea	0.57	0.39	69	100	89	212,909
The Victor by Windsor	Boston	0.35	0.35	100	3	97	557,554
Talbot Bernard Homes	Boston	0.52	0.41	78	0	75	25,832
129 Medford Street	Malden	0.89	0.40	44	0	80	27,966
Scouting Way	Cambridge	0.54	0.38	71	62	95	507,126
Sister Clara Muhammed Ho...	Boston	0.88	0.44	50	80	84	64,130
157 Washington Street AB&...	Boston	0.92	0.48	50	58	89	61,392
160 Pleasant Street Apartm...	Malden	0.65	0.36	52	0	93	120,235
Amory Terrace	Boston	0.56	0.41	73	100	82	269,176
202 Chestnut Street	Chelsea	0.59	0.41	70	0	91	172,232
Dudley Greenville Housing	Boston	0.47	0.44	95	95	92	257,892

Source: https://perfectfitparking.mapc.org/

3. Parking / Transportation Management

Selected example of management districts:

Austin, Tx.:
TMD - https://movabilitytx.org/
PBD:
http://www.austintexas.gov/edims/document.cfm?id=242154
http://austintexas.gov/sites/default/files/files/Transportation/pbd-ordinance.pdf

Houston, Tx:
PBD Washington Ave: https://www.houstontx.gov/parking/washingtonavenue.html and ordinance: https://www.houstontx.gov/parking/washingtonavenue/pbd_ordinance_20140611.pdf

Tools: Downtowns: Fort Work (public garages, park-once approach); Arlington (short mobility: https://ridewithvia.com/arlington/)

Montgomery County, Md: https://www.montgomerycountymd.gov/DOT-DIR/commuter/tmd/index.html
Tufts University Campus TDM Plan: https://sustainability.tufts.edu/wp-content/uploads/TDM-Report-April-2015.pdf
Monterey, Ca: TDM: https://monterey.org/City-Hall/Featured-Projects/Transportation-Demand-Management
Park City, UT: TDM: https://www.parkcity.org/departments/transportation-planning/transportation-demand-management-program

general info and examples:
http://sdapa.org/wp-content/uploads/2013/11/9-Canepa-Parking-Benefit-Districts-SDAPA-The-Power-of-Streets-November-1-2013.pdf
https://www.parkingtoolboxntx.org/ptdm-tools-content/Parking-Management-Districts
https://www.sutp.org/publications/10-principles-for-sustainable-urban-transport/

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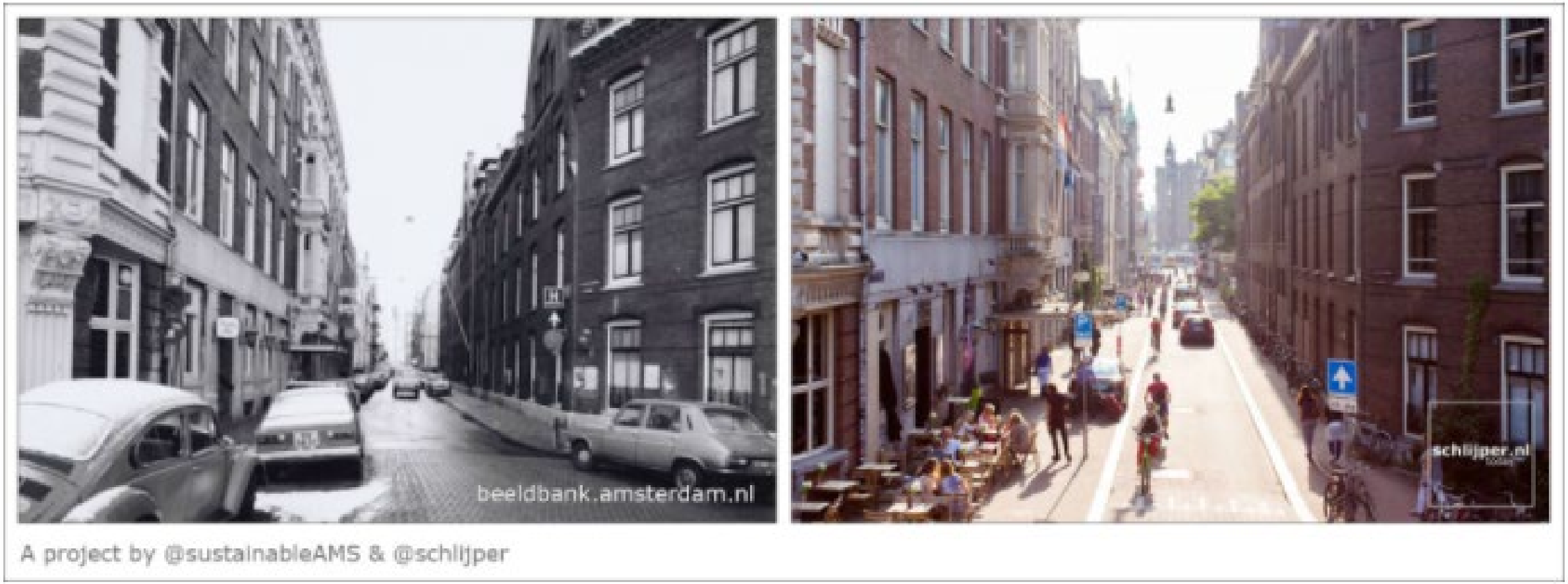

Nieuwe Doelenstraat 1981 (Amsterdam Archives) & 2014 (Thomas Schlijper)

Source: https://sustainableamsterdam.com/2016/01/nieuwe-doelenstraat/

General - Recap

PILLARS of the FRAMEWORK:

1. **Areas with required parking + Exemptions**
2. **Parking required ratios (table)** + Regulations
3. **Parking Management Tools**
4. Proximity to transit
5. Parking Design Standards

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