



**City of Dallas**

# **PARKING**

## **Proposal: Parking Ratios Table and Regulations**

**Zoning Ordinance  
Advisory Committee (ZOAC)  
March 11, 2021**

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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



## 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

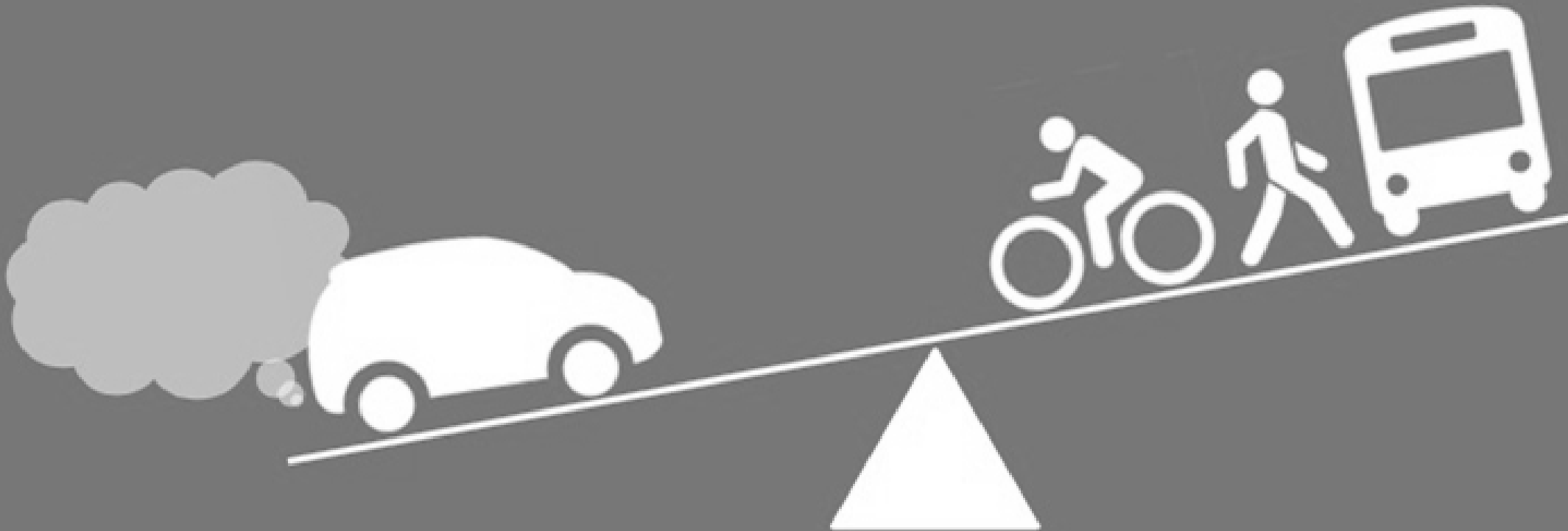
Retail – some uses

\*\*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

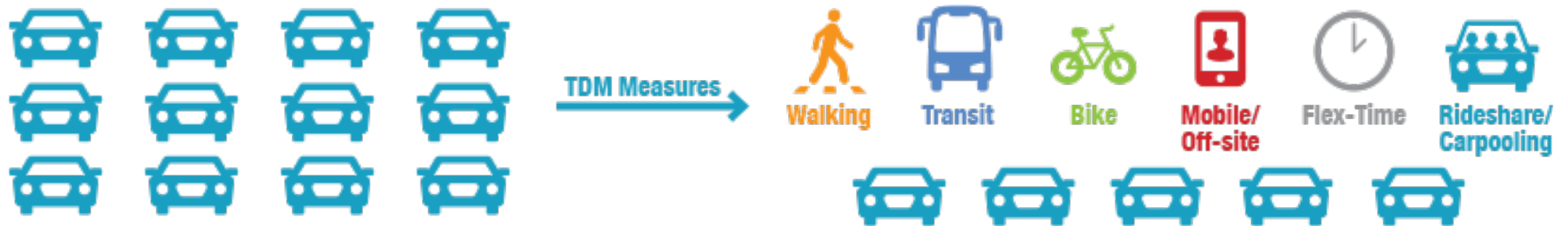


## What is TDM

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

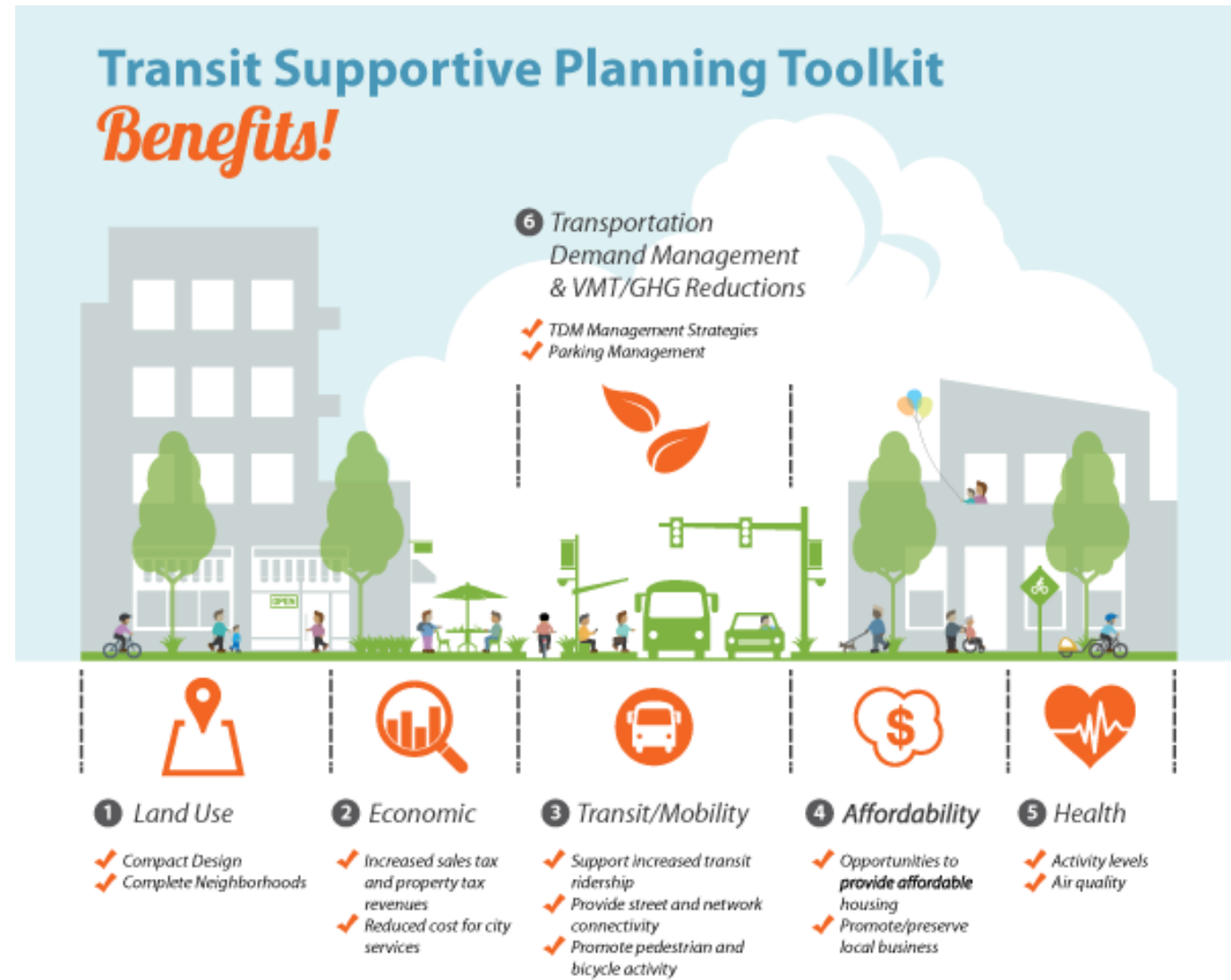


## Parking in the TDM approach

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



## 10 PRINCIPLES FOR SUSTAINABLE URBAN TRANSPORT

**1. Planning dense and human scale cities**

- Support projects to create affordable housing in city centers
- Integrate urban and transport development
- Develop mixed-use city quarters
- Small urban fabric
- Priority for narrow roads
- Create urban plazas
- Car-free housing
- Develop urban walk-networks

**2. Developing transit-oriented cities**

- Place office spaces close to transit stations
- Create high density apartment around transit stations
- Add shopping facilities in major transit stations
- Provide bike parking facilities at transit stations
- Locate lower density housing to cycling distance and provide cycling connections

**3. Encouraging walking and cycling**

- Conduct transport impact assessment for new developments
- Determine comprehensive cycling and walking networks
- Cycling highways
- Create a complete urban cycling network
- Remove barriers for pedestrians
- Public bike sharing
- High-quality street design standards for sidewalks, cycle paths and complete streets
- Pedestrian zones
- Apply cycling and pedestrian solutions in traffic administration
- Improve safety for pedestrians and cyclists of infrastructure

**4. Controlling vehicle-use**

- Urban legals and traffic cameras
- Travel restrictions
- Corporate parking policy
- Place out vehicles in safety zones
- Telework and flexible working hours
- Job Cabs
- Incentives to encourage car use or public transport

**5. Managing parking**

- Detach parking fees
- Enforce parking rules
- Limit parking duration
- Parking information
- Parking regulations to monitor parking requirements
- Clear marking of reserved parking
- Reduce parking supply

**6. Promoting clean vehicles**

- Vehicle ownership retrofit subsidies
- Inspection & maintenance
- Low emission zones
- Exclude trucks or vehicles without CO<sub>2</sub> labels
- Use transport hubs appropriately
- Infrastructure for clean fuels and electric vehicles
- Promote clean fuels
- Gas stations
- Track government for vehicles

**7. Communicating solutions**

- Promote regional products over near or foreign
- Marketing campaigns for cycling
- Marketing for better public transport
- Marketing programs
- User-friendly websites of public transport operators
- Provide access to QR for app developers

**8. Optimizing the road network and its use**

- Provide traffic information (on-line performance, congestion, parking)
- Optimize traffic rules
- Reduce speed limit to residential areas to 30 km/h or lower
- Reduce fuel consumption around transit
- Enhance urban connectivity and reduce drivers
- Improve urban infrastructure for pedestrian, cyclists and public transport

**9. Implementing transit improvements**

- Ensure high service quality in public transport based on performance indicators
- Single and fast ticketing
- Set up public transport associations integrating tram, bus and trolley
- Star-Ready for services
- High performance public transit network based on BRT and rail
- Facilitate integration of car sharing into transit systems
- Comfortable interchange facilities

**10. Approaching the challenges comprehensively**

- Create institutions responsible for Sustainable Urban Transport
- Integrate transport into climate change urban plans
- Clarify emissions
- Develop, implement and continuously comprehensive sustainable urban mobility plans
- Monitor implementation and performance of measures
- Start a stakeholder process to assess and discuss measures

**Additional text at the bottom of the infographic:**

"A city is more efficient not when it has highways, but when a child on a bicycle is able to move about everywhere with ease and safety" (Victor Polonsky)

An efficient transport system is one of the factors that make urban areas competitive. It provides access to jobs, education and health care. However, in many urban people suffer from health problems triggered by exhaust fumes and noise. Traffic jams waste people's time, resulting in considerable financial losses for the economy. Car-based urban transport systems relying on fossil fuels consume enormous amounts of energy and contribute significantly to greenhouse gas (GHG) emissions. Road accidents take toll and especially vulnerable groups such as pedestrians and cyclists. Last but not least, millions of urban poor are excluded from safe and efficient transport services - they cannot afford a car, and have to rely on inadequate public transport services and poor facilities for pedestrians and cyclists.

Our approach to urban mobility can be described in a few short words: Moving people, not cars! The goal is to foster those modes of transport which are environmentally, socially and economically sustainable. Public transportation, walking and cycling, the literature support poorer communities and cities in establishing sound policies for sustainable urban mobility, and in implementing concrete measures such as the Rapid Transit system, cycling networks or Transportation Demand Management (TDM) measures. Combining local projects to further activate the Sustainable Urban Transport Project (SUTP) funded by GIZ on behalf of the Federal Ministry for Economic Cooperation and Development has compiled solutions and best practices for sustainable urban transport in a publication series entitled "Sustainable Urban Transport".

A Sourcebook for Policy-makers in Developing Cities. The documents are available on [www.sutp.org](http://www.sutp.org)

This guide shows selected sustainable urban transport policies and measures which will make cities a better place to live in.

Contact: [transport@giz.de](mailto:transport@giz.de)

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](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.<sup>1</sup> 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.

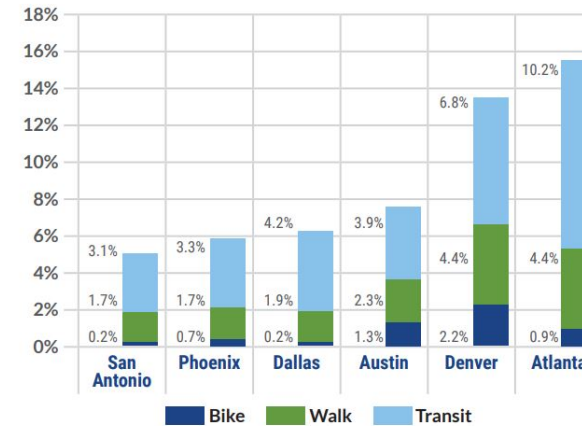
as many bus routes currently operate once per hour during most hours, and every 30 minutes during the AM and PM weekday peak periods. Transit industry consensus is that service

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

## 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.<sup>2</sup> 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).

Alternative Commute Mode Share



Source: ACS 5-Year 2013-17

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

## In 2018...



**361**

New residents moved to the Metroplex each day.



**41**

New residents moved to the City of Dallas each day.

Source: Connect Dallas

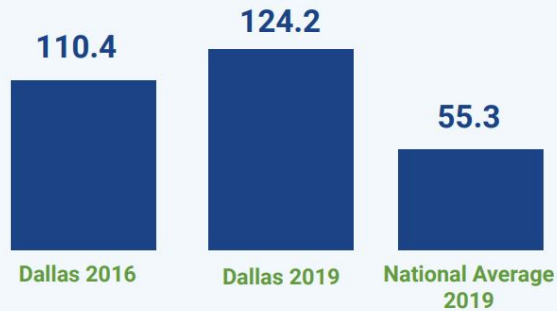
[https://dallascityhall.com/departments/transportation/DCH%20Documents/ConnectDallas/DSMP\\_DrafftforPublic\\_01.08.21.pdf](https://dallascityhall.com/departments/transportation/DCH%20Documents/ConnectDallas/DSMP_DrafftforPublic_01.08.21.pdf)



# 3. Parking / Transportation Management



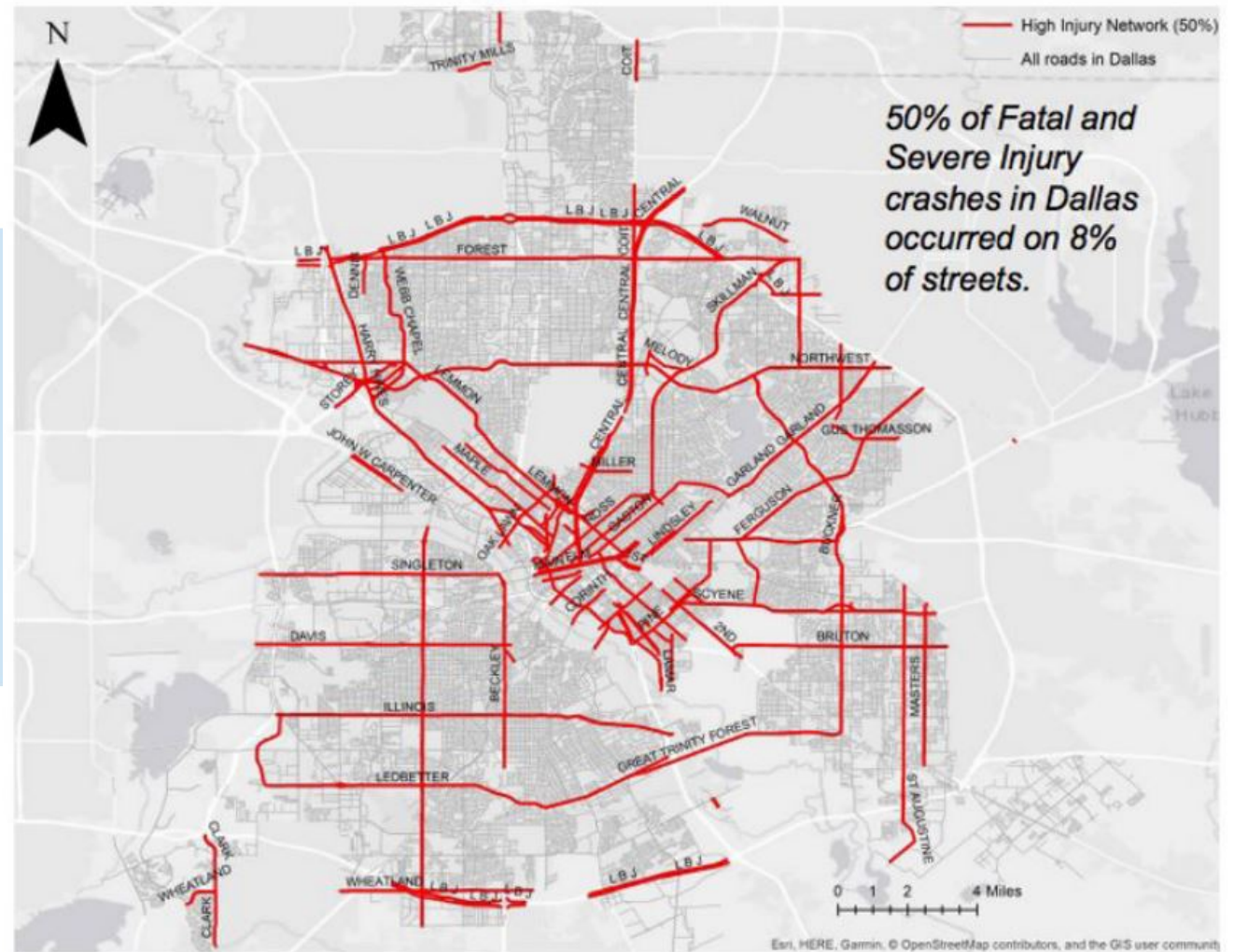
## PEDESTRIAN DANGER INDEX (PDI)



Source: Dangerous by Design, Smart Growth America

### 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.



Source: Connect Dallas

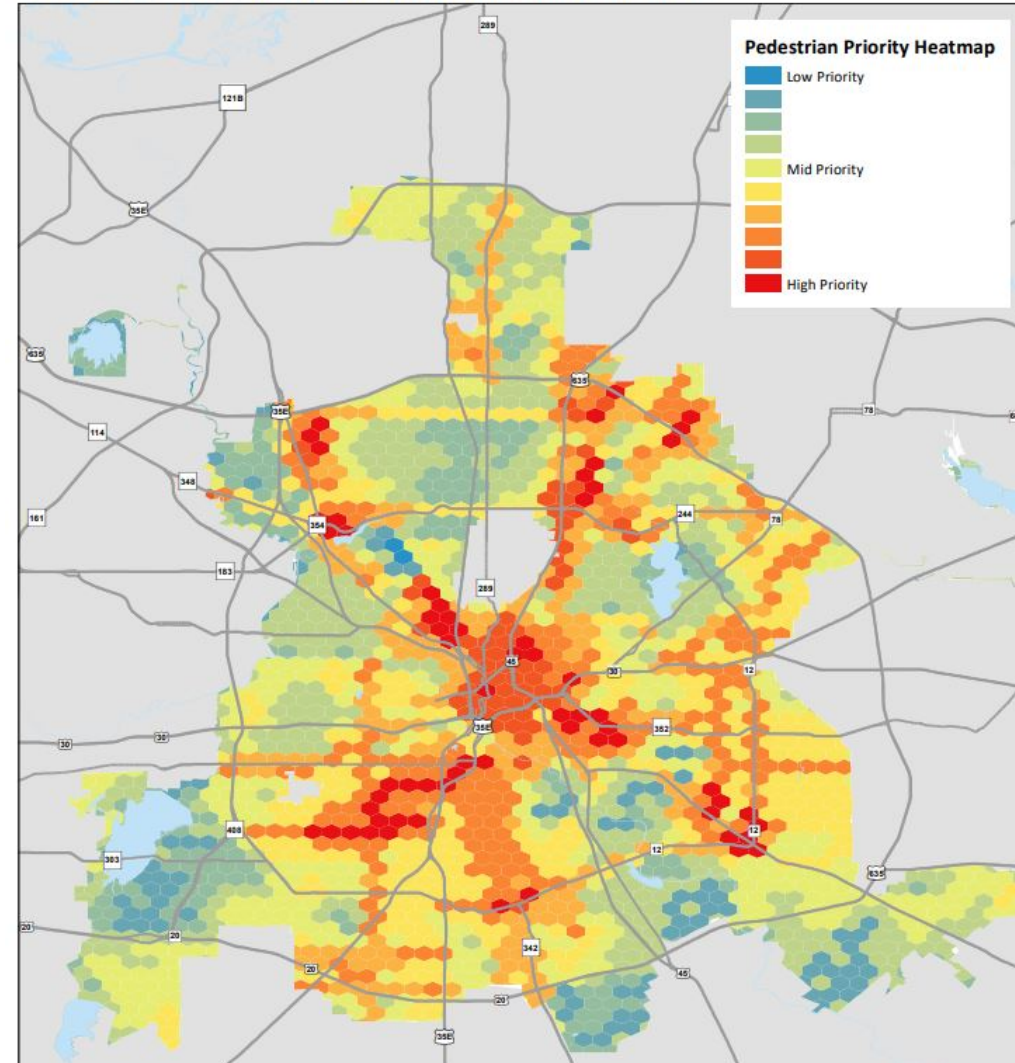
[https://dallascityhall.com/departments/transportation/DCH%20Documents/ConnectDallas/DSMP\\_DraftforPublic\\_01.08.21.pdf](https://dallascityhall.com/departments/transportation/DCH%20Documents/ConnectDallas/DSMP_DraftforPublic_01.08.21.pdf)



# 3. Parking / Transportation Management



STRATEGIC PEDESTRIAN NETWORK: PRIORITY HEATMAP

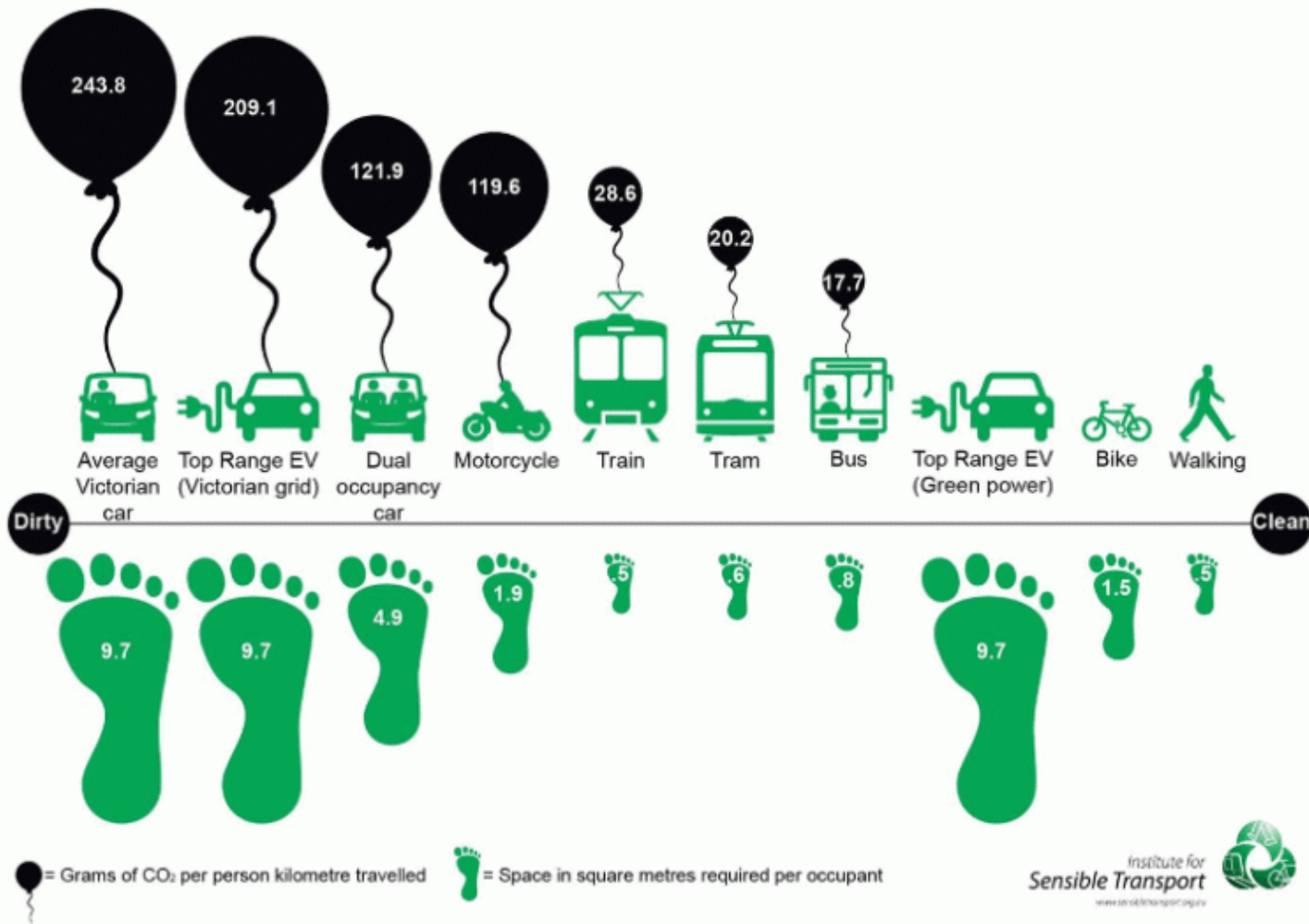


Source: Connect Dallas

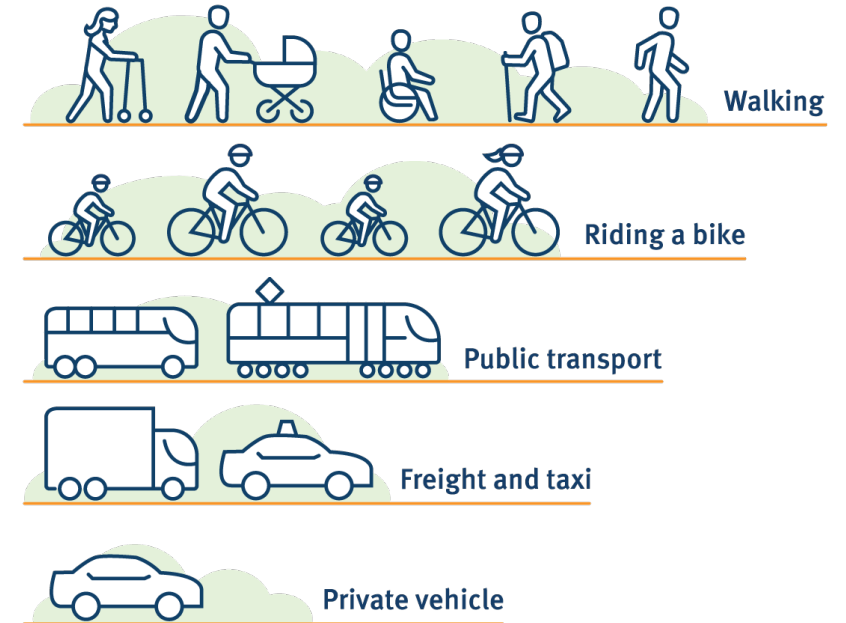
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# 3. Parking / Transportation Management



## 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>

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



# 3. Parking / Transportation Management



PF  
promotion fund



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, ....*



# 3. Parking / Transportation Management

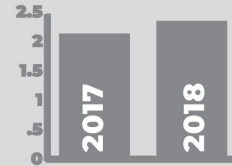


## TDM By The Numbers

**13** electric buses with zero local emissions.



Transit Boardings (Millions)



**86%** of residential buildings within a 5 minute walk of transit routes & paved multiuse trails.



**9%** increase in annual boardings systemwide in 2018 compared to 2017 systemwide ridership. Source: CAD AVL Data

**19** bikeshare stations in Summit County.



**-2%** decrease in percentage of commuters who drive alone. 60% of commuters drove alone in 2017 compared to 62% of commuters in 2016. Source: 2017 ACS 5-year Estimates.

**20** added regional transit trips on PC-SLC Connect and Kamas Commuter routes.



**+2%** increase in percentage of commuters who take transit. 4% of commuters took transit in 2017 compared to 2% of commuters in 2016. Source: 2017 ACS 5-year Estimates.

**6%** decrease in travel times from 2018-19 to key destinations within Park City by bus, bike, and car. Source: Google travel directions 2018-19.

## CO2 Emissions



**+2%** change in transportation CO2 emissions in Park City from 2017-2018

Regional growth has likely fueled this increase in CO2 emissions, due to an increase in the number of cars on the road, as well as the number of miles those cars drive. Source: Fuel Consumption and GHG Calculator, 2017-2018.

**-2%** change in average annual daily traffic (AADT) on HW 224 between 2017-2018

Significant transit improvements have been made on Highway 224. Shoulder bus lanes, added routes and frequency might have led to a decrease in AADT on this key corridor. Source: Fuel Consumption and GHG Calculator, 2017-2018.

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



# 3. Parking / Transportation Management



King County Multi-Family Residential Parking Calculator V2.0  
TOOLS TO BALANCE SUPPLY

CALCULATOR

ABOUT THIS SITE

Enter a location...



Parking/Unit Ratio (Number of Stalls/Unit)



1 Parcel Selected

Parking/Unit Ratio  
**0.62**

Building & Parking Specifications | Location Characteristics | Parking Impacts

The preset values below represent subregional (CBD, Urban and Suburban) average/median values (from field work) for building (with no affordable units) and parking specifications. These represent the default values, as a starting point, for which parking use ratios are estimated. Scroll down to view parking optimization estimates and guidance on unbundled and affordable housing options.

|                          | NUMBER OF UNITS | AVERAGE RENT (\$)                      | RESIDENTIAL AREA (SQ FT) |
|--------------------------|-----------------|--|--------------------------|
| STUDIOS:                 | 42              | \$1,315                                | 532                      |
| 1 BEDROOMS:              | 82              | \$1,756                                | 732                      |
| 2 BEDROOMS:              | 32              | \$2,389                                | 839                      |
| 3+ BEDROOMS:             | 3               | \$3,127                                | 1933                     |
| <b>TOTAL:</b>            | <b>159</b>      | <b>\$1,793</b>                         | <b>115,015</b>           |
| AFFORDABLE UNITS:        | 0               |  |                          |
| PARKING                  |                 |  |                          |
| PARKING STALLS:          | 141             | ↑ Parking Oversupplied for this price. |                          |
| PRICE PER STALL (\$/MO): | \$344           |  |                          |

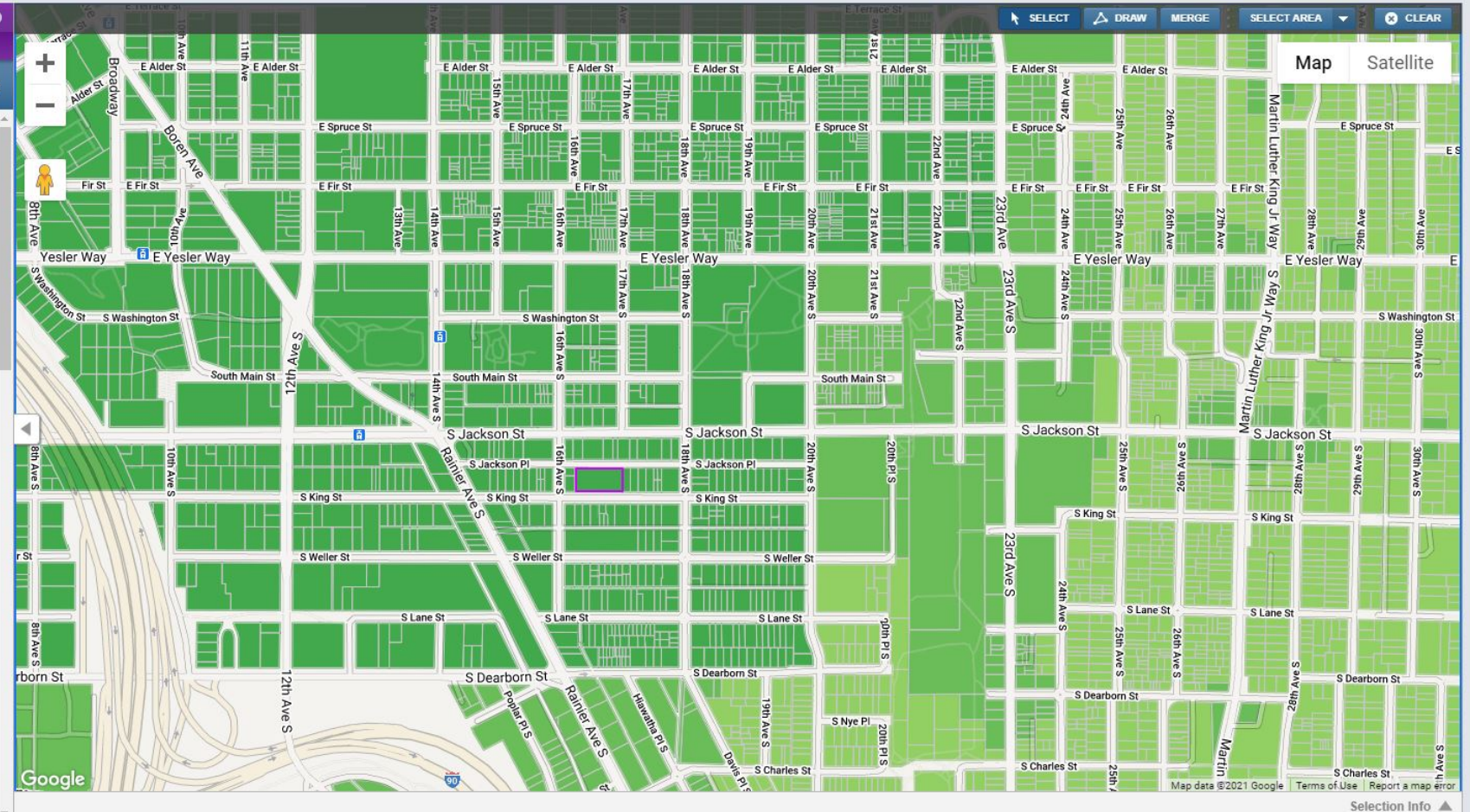
UPDATE RESET

### Optimized Parking Supply and Market Price

Modeled parking utilization per building is 99 parked cars and this estimate has a range of 91 - 107 cars per building.

✓ 56 stalls is the optimal parking capacity priced at \$344/mo.

TRY THIS



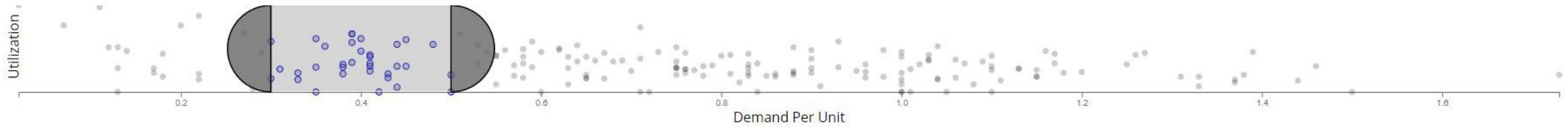
Source: <https://rightsizeparking.org/>

# 3. Parking / Transportation Management

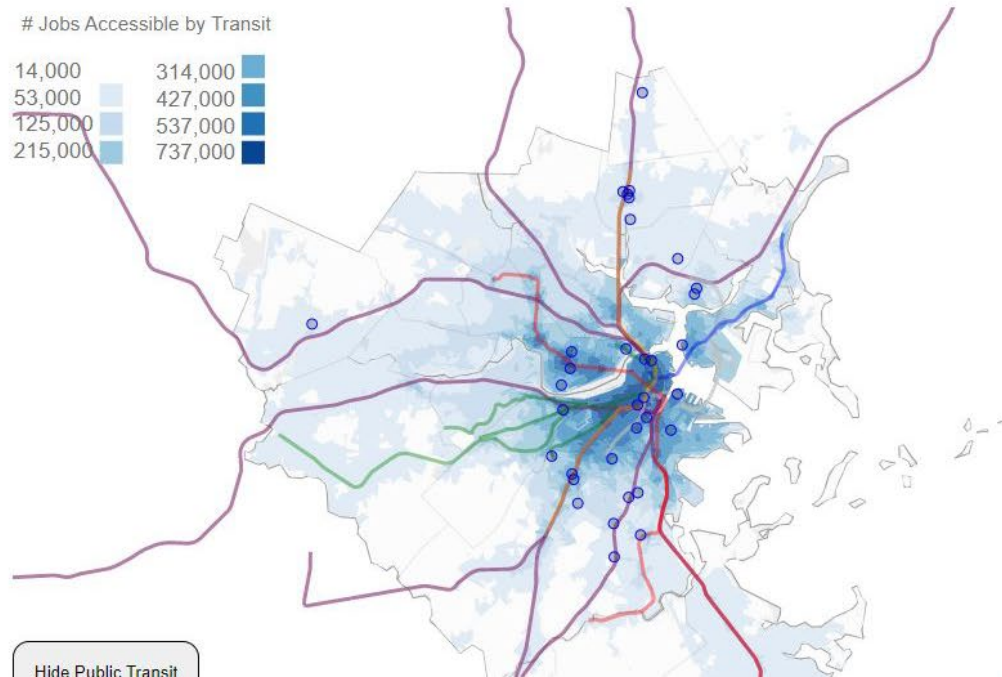
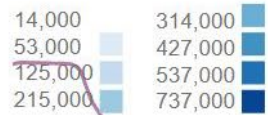


Adjust the Slider to Explore the Data

- Parking Supply per Unit: the total number of parking spaces divided by the total number of housing units.
- Parking Demand per Unit: the number of occupied parking spaces divided by the number of occupied housing units.
- Parking Utilization: the number of occupied parking spaces divided by the total number of parking spaces.



# Jobs Accessible by Transit



|                               |           |      |      |     |     |    |         |
|-------------------------------|-----------|------|------|-----|-----|----|---------|
| 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 |

Hide Public Transit

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](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.parkingtoolboxtx.org/ptdm-tools-content/Parking-Management-Districts>

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





# 3. Parking / Transportation Management



A project by @sustainableAMS & @schlijper

*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





# **PARKING**

## **Proposal:**

### **Parking Ratios Table and Regulations**

**Zoning Ordinance Advisory Committee**  
**March 11, 2021**

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