



City of Dallas

PARKING

Transportation Demand Management

**Zoning Ordinance
Advisory Committee (ZOAC)
August 26, 2021**

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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
- 4.1.2021 – Testing
- 4.15.2021 – Management Mechanisms
- 4.22.2021 – Discussion with City Manager and DART
- 5.6.2021 – Additional Testing
- 5.19 and 5.20.2021 – Public Input sessions
- 6.6.2021 – Debrief after public input
- 6.17.2021, 7.15.2021, 8.12.2021 – Parking Design Standards
- **8.26.2021 - TDM**



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 – to be revisited by staff:

Quantitative requirements (**parking ratios**) for categories:

- In an R, D, TH districts and within a distance around them

No quantitative requirements (**parking ratios**) for categories:

- Outside the distance (location)
- Exemptions (for old, historical, small buildings)

Proximity to transit

Qualitative requirements (**parking design standards**) for all, regardless of location and exemptions **IF** they provide parking (based on a scenario with “no min” ratios required by code)

Additional tools:

- Transportation Plan/Checklist or upgrade DIR, upgrade SUP → **TDM**
- Transportation Management Districts; **Parking Benefit Districts / Areas** – (based on scenario with “no min” ratios required by code)



TDM - purpose



The purpose of the transportation demand management (TDM) program is to support the City's transportation and environmental quality policies and to ensure that developments and uses with high-traffic demand have positive impacts on safety, equity and mobility and lessen the negative impacts on climate change, greenhouse gas emissions, mode split, and air quality.

The TDM program is intended **to reduce single occupancy vehicle trips** and **implement comprehensive plan policies calling for balance and choice in transportation options**. The TDM program is a comprehensive assessment of how people move to and from a site or open area and can **establish strategies that increase transportation efficiency to alternate modes, such as walking, cycling, public transit**, etc. The TDM requires developments to incorporate design features, incentives, and tools to encourage residents, tenants, employees, and visitors to travel by sustainable transportation modes, such as transit, walking, ridesharing, and biking, thereby reducing Vehicle Miles Traveled associated.



TDM – when it applies



*points direct correlation with number of vehicle trips generated by ITE without any TDM improvement

Projects/ development	TDM Strategy Review	*Points required if located in CBD	*Points required if located in **proximity to transit	*Points required elsewhere
Any new development or redevelopment containing 20 or more and less than 50 dwelling units	Minor	TBD	TBD	TBD
Any new development or redevelopment containing 50 or more dwelling units	Major	TBD	TBD	TBD
Any new development or redevelopment of non-residential development containing more than 10,000 square feet and less than 100,000 square feet of gross floor area	Minor	TBD	TBD	TBD
Any new development or redevelopment of non-residential development containing more than 100,000 square feet of gross floor area	Major	TBD	TBD	TBD
Establishment or expansion of a Commercial Amusement Inside or Commercial Amusement Outside	Major	TBD	TBD	TBD
Uses with drive-through and drive-in component	Major	TBD	TBD	TBD
Any new development or redevelopment that provides more than 100 parking spaces	Major	TBD	TBD	TBD
The Director may mandate a TDM plan that includes a report containing a transportation study prepared consistent with industry standards and certified by a licensed engineer for the establishment of any use, new building, or building expansion not specified in this chapter when it is determined by the Director that the proposal presents unique transportation challenges due to the nature of the use or location	Discretionary	As determined by the Director		



TDM – what it is



(a) *Transportation demand management plan, minor review.*

..... the minimum number of points required by this article.

(b) *Transportation demand management plan, major review.*

.... the minimum number of points required by this section/chapter + a report containing a transportation study / impact analysis prepared consistent with industry standards and certified by a licensed engineer. The study / analysis will include a Vehicular Trip Cap and/or mode share goal that would be established based on findings of traffic study/impact analysis.

(c) *Transportation demand management plan, discretionary review.*

.... The Director may mandate a transportation demand management plan that includes a report containing a traffic study prepared consistent with industry standards and certified by a licensed engineer for the establishment of any use, new building, or building expansion not specified in this chapter when it is determined by the Director that the proposal presents unique transportation challenges due to the nature of the use or location or if the project modifies the operation of the roadway. The required transportation demand management strategies shall be determined based on the findings of the report and be comparable with the TDM Strategy options in Table No. 2.

A development may be subject to discretionary review when certain set criteria is met. [Criteria to be determined].



TDM – process



Mixed-use development ...

Exceptions

Content:

(a) A description of the goals of the transportation demand management plan and its relationship to applicable city transportation policies and programs including how the development will contribute to a reduction in greenhouse gas emissions, achieve city mode split goals, reduce use of single-occupancy motor vehicles, and increase walking, bicycling, and transit as primary modes of travel, where applicable, as determined by the Director.

(b) A site plan to depict the TDM strategies.

(c) The travel demand strategy that includes the measures and improvement to be implemented to achieve the required points.

(d) Transportation Impact Analysis/Study, where applicable. *[TIA guidelines will be provided by staff]*

(e) An acknowledgement of a commitment to provide **self-reported audits every few years (TBD)** to the Director that confirms ongoing compliance with required strategies until it is deemed that the development is sufficiently meeting city transportation goals. If any points for transportation demand management strategies are derived from non-infrastructure solutions, documentation of ongoing programmatic elements must be included in the audit. The audit phase is an opportunity to reassess the success of the TDM strategy for the set transportation goal. The Director shall determine if changes to the TDM strategy are needed to better accomplish the set transportation goal.

(f) A designated mobility coordinator.

Compliance

Application for TDM ...

Administrative review ...

TDM plan setup confirmation ...

Ongoing monitoring and reporting



TDM – menu of options



1. TRANSIT

- **Transit fare provisions:** **... point IF ...** provide employees / residents with unlimited ride transit passes
 - *provide unlimited-ride transit passes to all residents and employees utilizing a program administered through the regional transit agency - DART*
- **Transit fare subsidies:** provide employees / residents with transit fare subsidy for unlimited-ride transit passes
 - *provide a transit fare subsidy for unlimited-ride transit passes not less than thirty (30) percent of the cost of the transit pass to residents and employees utilizing a program administered through the regional transit agency - DART.*
- **Real-time transit information:**
 - *The development shall post real-time transit information in a public space near or at the entrance to the development.*
 - *providing real-time transportation information displays, such as large screens or monitors, in prominent locations (entry/exit areas, lobbies, elevator bays) that provide up to date transit arrivals, departures, and alternative options.*
 - *Provide transit stop improvements*
 - *the installation or maintenance of at least three amenities at a transit stop served by a DART High Frequency route (link to the map) or a shuttle service provided by the property owner or management, within a 0.25 mile of the site. The transit stop amenities must meet applicable transit standards and with the applicable approval process by DART.*
 - *Provide employees / residents with information on available travel options*
 - *providing TDM promotions, welcome packets that should encourage alternative modes; and personal consultation; maintaining a website/webpage with actualized information with information for alternative transportation options for accessing the project site and details on any transportation benefits offered; providing the option for enrolling all the dwelling units in a Transportation Management Platform (TMP)*



TDM – menu of options



2. SHARED MOTORIZED MOBILITY

- **Shared vehicles:** provide shared vehicles for employees / residents
 - *provide one (1) shared vehicle per every 100,000 sf of non-residential space or 100 DUs, but not less than one (1) vehicle, when the non-residential use requires a travel demand management plan.*
- **Car-share:** provide membership to a car-share service for resident / employees and/or residents
 - *offering complimentary annual car-share membership to each resident / employee, at least once annually*
- **Carpool incentives:** facilitate carpooling/vanpooling by matching potential riders
 - *enrolling employees in an external (such as DART GoLink or VanPool, or any other) or internal (offered and supported by the employer) online ride matching service, that connects people through a secure network to post and search for shared rides*
- **Shuttle / connector bus service:**
 - provide shuttle service for use by employees, residents, and/or guests
 - guaranteed-Ride-Home
 - user Information



TDM – menu of options



3. ELECTRICAL VEHICLES

- **Charging stations:** provide electrical vehicle charging stations
- **Electrical vehicles:** provide electrical vehicle fleet for shared mobility

4. MANAGEMENT

- **Access and mobility storage management:** mobility wayfinding and availability signage for shared or remote parking, large parking lots and garages
 - *display panels, interactive systems, mobile apps*
- **Reserved parking:** convenient location of parking for shared mobility vehicles
 - *for car-shared vehicles, shuttle, or bus services; closer to the main entrance, compact parking location, designated charging areas for EV*
- **Drop-off / pick-up location:** convenient designated and managed drop-off and pick-up areas
- **Management entity:** Transportation Management Authority (TMA) – or similar type of organization
 - *for car-shared vehicles, shuttle, or bus services*
- **Benefit and reinvestment district:** Participation in a PBD or any type of benefit and reinvestment district



TDM – menu of options



5. PARKING

- **Zero vehicle parking:** No parking provided off-street, for developments located within 0.25 miles for bus routes and within 0.5 miles for DART rail station

6. LOADING AND DELIVERY SERVICES

- **Delivery services**
 - provide staffed reception desk, delivery lockers, or other amenities
 - accommodate delivery services that reduce VMT from single stop motorized deliveries
 - provide off-street drop-off / pick-up space
- **Loading management**
 - provide hours of operation for loading operations
 - provide shared / flexible areas for short/quick loading

7. PEDESTRIAN

- **Pedestrian realm improvements:** provide additional pedestrian improvements
 - implemented in the public right-of-way that support pedestrian activity and exceed minimum requirements per the Dallas Street Design Manual, as amended, as approved by the Director. In addition to any additional improvements determined by the Director, the development shall provide a minimum of two (2) of the following three (3) enhancements



TDM – menu of options



8. BICYCLE:

- **Bicycle facilities:** provide shower and locker facilities, and long-term bicycle parking
- **Bicycle maintenance station:** provide bicycle repair stations, tool stations
- **Additional bicycle storage:** provide bicycle storage/parking at a greater rate than otherwise required by this zoning ordinance (*1 parking space = 6 bike parking spaces (2.5'x6'); *per current code, bike parking tied to provided car parking. If approved, the bike parking section needs changes)
- **Provided shared micro mobility fleet:** provide shared micro-mobility (bicycles, scooters) stations.
 - 1 shared bicycle for every 30 DUs up to a total of 6 shared bicycles/scooters, or 1 shared use bicycle for every 25,000 sf of occupied floor area up to a total of 25 shared bicycles/scooters; in a secure area such as a bicycle cage + locks, lights, and baskets to facilitate the use of the bicycles.
- **Bikeshare / scootershare:** offer bike-share membership, or financial incentives for use on applicable shared micro-mobility services, to employees and/or residents.
- **Special bicycle parking:** provide monitored bicycle parking for events.
- **New city-approved bike path:** provide support for the building and repair of off-site city-approved bicycle trails / paths / lanes



TDM – menu of options



9. PRICING OF PARKING

- **Unbundling:** parking spaces for residential units shall be leased or sold separately from the rental or purchase price of the housing units.
 - *when the site is located within 0.25 miles for bus routes and within 0.5 miles for DART rail station*
- **Parking cash-out:** where free parking spaces are provided, give employees the option to receive the cash value of their parking in-lieu of a parking space.
- **Price parking:** price parking at hourly or daily rates, and do not provide weekly, monthly, annual, or other long-term parking pass options.

10. PORPOSED BY APPLICANT

- **Other TDM strategy:** as determined by the Director



Parking Benefit Districts



Purpose

Parking Benefits Districts (PBDs) are **defined geographic areas, typically in central areas or along commercial and mixed-use corridors in which a majority of the revenue generated from on-street parking facilities within the district is returned to the district to finance neighborhood improvements.**

Parking Benefit District

- defined **by a separate ordinance,**
- geographic area that may include a mix of retail, entertainment, commercial, medical, educational, civic, and residential uses, in which Council finds that traffic flow on the public streets requires a higher level of management than commonly provided, and where Council finds on-street parking meters will aide traffic flow goals.
- Also, where Council also finds a percentage of funds from paid on-street parking and off-street paid public parking within the District may be used to undertake improvement projects that assist in managing the flow or demand for travel to confer public benefits within the District.



Parking Benefit Districts



Requirements

- at least (a set number TBD) of on-street paid parking spaces or a set number (TBD) of off-street paid parking spaces, the minimum number of spaces required to pay for the expenses of maintaining and operating pay stations, meters, and public surface lots and garages in the District.
- the required on-street paid parking may include both existing and new spaces.
- set percent of the funds from the paid on-street or off-street public parking within the district that is in excess of the cost of maintaining and operating parking stations, meters and garages shall be set aside to pay for improvements within the District. The percentage will be determined with the District's enabling ordinance.
- the director shall determine the timing and order in which the improvements identified in the ordinance creating the district will be initiated.
- unless terminated by Council, a District shall remain in existence. The City may terminate a District if paid parking spaces do not generate more than the amount needed to pay all annual expenses.



Parking Benefit Districts



Application to create a PBD

- The director may initiate the process to create a PBD,
- or a representative of a business organization,
- a representative of a neighborhood organization,
- real estate developer,
- or other area stakeholders, whose boundaries are completely or partially located within the proposed District, may file an application for a District with the director.
- The director may also partner with a business organization, real estate developer, or other area stakeholders to initiate the process to create a District.

Pre-application requirements

Application requirements

Application review

On-street parking regulations

Notice of designation

Disposition of revenue

Surrounding area may be designated as a residential parking permit area and included in the PDB for improvement purposes

Advisory Committee ... appointed by the City Council



Parking Code Amendment



Comprehensive summary and staff proposal – to follow
after all of the ZOAC discussion and public input

To return at a date to be determined

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

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