



City of Dallas

Park(ing) Day and Status of the Off-Street Parking & Loading Code Amendment

**Dallas City Council
September 6, 2023**

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Presentation Overview



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Presentation Purpose



- 15th September: Park(ing) Day.
- Provide a status of the off-street parking code amendment as requested by the August 3, 2023- five-signature Council Memo.
- Reminder of recently-adopted applicable plans and policies.
- Not a proposal.



Five-Signature Council Memo



- **August 3, 2023:** A resolution requesting the City of Dallas recognize the 15th of September as Park(ing)Day and a request for the City Manager to begin planning and implementing actions to reduce parking in the city and provide briefings on the status of parking reduction and the elimination of minimum parking requirements in the city.
- By Council Members: West, Bazaldua, Willis, Resendez, and Schultz



Park(ing) Day



- **PARK(ing) Day is an annual, worldwide event** where artists, activists, and citizens turn parking spots into temporary public parks and other spaces for people to enjoy. PARK(ing) Day is a non-commercial project, intended to promote creativity, civic engagement, critical thinking, unscripted social interactions, generosity, and play.
- Every year, thousands of parklets are created in cities across the globe.



Park(ing) Day



- In Downtown Dallas, we permit around 30 spaces on Main Street where people can enjoy a day of play in a parking space.
- PUD participates every year.
- To learn about the history of this event, visit the official PARK(ing) Day website.

PARK(ING) DAY DALLAS IS ON
THURSDAY, SEPTEMBER 14TH, 2023



Code Amendment Background



August 28, 2019

Council Member West Memo requesting the authorization of a code amendment by CPC

October 3, 2019

Authorization by City Plan Commission

**March 5, 2020 –
August 26, 2021**

25 ZOAC meetings:
Reviewed current conditions, research and best practices, and developing proposal.

August 2023

Public listening sessions and reintroduction at ZOAC



City Plan Commission Authorization



- **October 3, 2019:** 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.



Current Zoning Regulations



- When a business or residence is established on a property, the development code requires provided parking and loading spaces off the public right-of-way.
- Requirement is usually a ratio.
 - *Ex. One space per 300 square feet of building;*
 - *Ex. One space per bedroom;*
- Limited reductions may be available for certain projects.



Examples



(2) Commercial stable.

(A) Definition: A facility for the business of boarding horses or renting horses to the public.

(C) Required off-street parking: **One space for each two stalls.**

(10) Sewage treatment plant.

(A) Definition: A facility for receiving and treating sewage from the city sanitary sewer system.

(C) Required off-street parking: **One space for each million gallons of capacity.**



Operational Issues with Current Code



Outdated, dysfunctional, and inflexible requirements that create barriers to equitable development:

- Are a **one-size-fits-all** requirement
- **Cumbersome process** for applicants and staff
- Can be a **barrier to redevelopment or use** of existing buildings
- Disproportionately **burden small businesses** and entrepreneurs, with **racial equity impact**
- Impede environmental and **neighborhood walkability** goals



Citywide Plans – CECAP 2020 (Cont.)



ADOPT A REVISED PARKING ORDINANCE STRATEGY THAT SUPPORTS NEW MODE SPLIT GOALS AND LAND USE STRATEGY THAT MINIMIZES AVAILABLE PARKING IN TRANSIT-ORIENTED DISTRICTS.

- **Revised parking standards/maximum parking standards** for corridors or neighborhoods that have high transit connectivity.
- **Parking management districts** (rather than parking standards) **per development** to begin shifting to a shared parking model for major nodes of activity.
- Parking management districts with **design guidance** to retrofit surface lots with green infrastructure best practices, such as permeable surfaces or bioswales for water conveyance.



Citywide Plans – CECAP 2020



SUPPORT AND RECOMMEND TRANSPORTATION DEMAND MANAGEMENT (TDM) STRATEGIES IDENTIFIED WITHIN THE STRATEGIC MOBILITY PLAN

tailored to a wide range of employers and industries to support low wage, shift-based jobs.

Potential Outcome Metrics:

- Decrease in number of new parking spaces in the city
- Increase in transit ridership



Citywide Plans – Connect Dallas 2021



- An often-overlooked area of policy that has tremendous impact on mobility choices is the use of minimum parking requirements.
- High parking minimums force developers to build more parking than they may otherwise deem necessary, passing on the cost to commercial tenants and residents
- Land occupied by parking lots and parking structures **is land not occupied by more productive land uses, which further erodes the City's tax base.**
- **Eliminating parking minimums** allows developers to respond to demand more flexibly in higher density developments, especially in areas close to transit and in walkable locations and increases the attractiveness of transit and active transportation modes.



Citywide Plans – Connect Dallas 2021



REFORM THE DEVELOPMENT REVIEW PROCESS TO SUPPORT MULTIMODAL TRANSPORTATION

1. “Right-size” Parking Regulations
2. Shift goal of traffic analysis from reducing delay (also called “Level-of-Service”) to reducing vehicle miles traveled (VMT)
3. Introduce an active modes analysis and multi-modal mitigation strategies into the TIA process



Citywide Plans – Connect Dallas 2021



EMPHASIZE TRANSPORTATION DEMAND MANAGEMENT (TDM) TO MAXIMIZE SYSTEM EFFICIENCY:

2. Incorporate TDM into development review and incentivize its adoption (i.e. offering parking reductions, density bonus, etc.)
3. Foster creation of Transportation Management Associations in key employment districts such as Uptown/Victory/Oak Lawn, North Central Expressway, Inland Port, Galleria/ Valley View, and the Medical District



Overview of Parking Reform Pillars



- **Right-sizing of parking regulations** for predictability and flexibility in the development process, through adequate requirements
- **Improve parking design and accessibility**
- **Transportation Demand Management Plan**
(Larger developments required to think comprehensively the multimodal access to the lot)
- **Managed Parking Area / Parking Benefit Districts**
(Separate Action)
(On-street parking meters generate revenue for impacted neighborhoods)



Parking Pillar: Design Standards



- Intended to **improve the urban design** and mitigate the impact of parking lots.
- Includes standards for urban form and environmental sensibility carefully selected to address specific situations:
 - Ex. Parking behind the building (or partially)
 - Ex. Provide pedestrian pathway through parking lot
 - Ex. Ensure location of parking does not block building's accessibility from sidewalk
 - Ex. Environmentally-friendly design



Parking Pillar: Management



Transportation Demand Management (TDM)

- Update existing tools we use to clarify and **formalize the transportation review** associated with larger projects
- Required for larger development projects.
- Project team must select prepared strategies to reach assigned point target:
 - Ex. Additional pedestrian improvements
 - Ex. Better access to transit for residents or employees
 - Ex. Bicycle facilities on-site



Parking Pillar: Management (Cont.)



Managed Parking Areas /Parking Benefit District (PBD)

- Using parking meters and other tools to manage on-street parking within a specific region.
- Revenue generated can be applied to public improvements within PBD such as enforcement, repairing sidewalks, or upgrading landscaping.
- Established by ordinance based off the On-Street Parking and Curb Management Policy by Dept. of Transportation.



Received Feedback



Two Virtual Listening Sessions and one ZOAC meeting in August 2023:

Support for:

- transitioning to multi-modal transportation
- acting on environmental goals
- adding opportunity for housing and business
- ensuring an aesthetic and walkable city

Concerns about:

- added traffic congestion
- less free and abundant parking
- lack of transit and walk/bike infrastructure
- spillover parking onto residential blocks



Forecasted Outcome



- Incremental changes to **new development** and **redevelopment** projects;
- **Existing parking supply will remain**, and possibly transition to shared parking based on mix of uses and utilization rates;
- Developments will continue to **provide parking** based on *market demand*:
 - Precedent from other cities shows only slight reduction in provided supply;
 - Examples from projects utilizing the *Dallas Mixed Income Housing Density Bonus* show reduction of supply of only few spaces.
- Upcoming On-Street Parking and Curb Management Policy proposes options to handle spillover parking, revenue generation, parking permitting, etc.



Timeline



Today	Receive feedback from City Council
Fall	Amendments briefed to ZOAC
Late Fall	City Plan Commission public hearing on amendments
Winter 2023	
Spring 2024	Amendments briefed at City Council





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ZOAC & Community Feedback



ZOAC briefings:

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
10.15.2020 - Public and Interdepartmental Outreach
11.5.2020 - 4 Case Studies
11.19.2020, 12.3.2020 - Discussion with Departments ---- **MOTION to staff**
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

