



City of Dallas

Off-Street Parking & Loading Code Amendment

**City Plan Commission
January 16, 2025**

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Planning & Development
City of Dallas

Presentation Overview

1. Background
2. TDMP
3. Parking Minimums
4. Parking Design



1. Background
2. Transportation Demand Management Plan (TDMP)
3. Parking Minimums
4. Parking Design



Background

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- Authorized by City Plan Commission on **October 3, 2019**
- 2019-2021 / 2023 – 26 Zoning Ordinance Advisory Committee meetings
 - Technical analysis and research
 - Public input
 - Additional public listening sessions and stakeholder engagement
- **January 30, 2024** – ZOAC recommendation
- November 21, 2024 – City Plan Commission briefing
- December 5, 2024 – City Plan Commission public hearing
- **January 16, 2024** – City Plan Commission public hearing



Transportation Demand Management Plan

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TDMP Purpose: Cause developers to 1) plan for integration of alternative modes of transportation, and 2) incentivize reductions in vehicle trips.

Process: Part of existing site plan review and traffic engineering review - not an extra approval or process.

Elements:

- Sustainable Modes Analysis
- TDM Strategies
- (Traffic Study for some projects - already performing)
- Two portions – code (thresholds and process) and guide (strategies and resources)



Parking Minimums

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Basics

- Proposal would reduce required **parking minimums** to zero for every land use; this proposal does not remove or limit parking spaces.

Planned Development Districts (PDs)

- Modified (explicit) parking minimums in PDs *will remain in effect.*



Parking Design

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- Limit **curb cut** width and number for lots with 1- to 4-unit dwellings.
- Allow use of any **alleyways** for entrances to parking areas regardless of adjacent zoning.
- Require **pedestrian paths** through or around parking lots.
- Prohibit parking in **one front setback**.
- Clarify and update **bicycle parking** regulations.
- Prohibit **surface water** from parking lots from draining across the surface of sidewalks





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Additional info slides:





Two basic steps:

1. During site plan review, a developer submits a **Sustainable Modes Analysis** evaluating sidewalks, transit routes, and bike infrastructure around their site, and how this infrastructure interplays with the project.
 - This includes **text** describing the existing and planned environment and **images** from City, DART, and other resources displaying existing and planned infrastructure.





Two basic steps:

2. They then show us their plan to use **sustainable transportation** modes to reduce traffic caused by their project.
 - They can **choose from strategies** in a Guide provided by the City or submit their own ideas;
 - Each project is assigned a **target number of points** published in the Council-adopted Guide; the developer chooses strategies to implement until they reach the point target.





Thresholds and Reviews:

1. Minor review –Sustainable Modes Analysis and TDMP strategies
 - a) Adding between 20 and 139 new dwelling units;
 - b) Resulting in between 20,000 and 99,999 square feet of nonresidential space
2. Major review –Sustainable Modes Analysis, TDMP strategies, and a traffic impact analysis.
 - a) Adding 140 or more new dwelling units;
 - b) Adding or expanding a drive-through or drive-in;
 - c) Resulting in 100,000 or more square feet of nonresidential space;
 - d) Adding or expanding a commercial amusement (inside or outside) land use;
 - e) Any public or private school;
 - f) Any project that results in over 99 parking spaces.





Thresholds and Reviews:

3. Discretionary Review: Director chooses additional documentation to submit and particular TDMP strategies appropriate to traffic generation and context.

*Staff recommendation #1: exclude the Discretionary Review





Code and Guide:

- The **Code** portion includes the basic Chapter 51A legislation of the process, compliance, and enforcement; and the project thresholds and the review types.
- The **Guide**, adopted by City Council resolution, includes the point targets, menu of available strategies, and a step-by-step walk-through.
 - The Guide is nearing 90% completion and will go for a second round of **review by the Greater Dallas Planning Council's Parking Subcommittee.**
 - The City will set up a **one-stop online platform** to facilitate this, which will include approved forms, transportation mapping resources, guides to certain TDMP strategies, and survey and audit tools.





TDMP Strategies

- **Categories:** Transit | shared mobility | electric vehicle | loading management | pedestrian realm | active transportation | parking pricing | locational efficiency
- **Example strategies:**
 - Additional or enhanced bike spaces, bike repair facilities, showers
 - Enhanced pedestrian realm – wider sidewalks, street furniture, art, etc.
 - DART pass subsidy
 - Providing shuttle or car-share services
 - Joining or forming a transportation management authority or other such body





Exceptions:

A waiver is available for projects based on the land use and vehicle trips.

- Examples: Small residential with no ped, bike, or transit nearby; auto-oriented land uses where reductions in trips are unreasonable, etc.

Compliance:

- Audits are performed annually and staff may inspect.
- Building permit depends on plan approval.
- Certificate of occupancy depends on continued implementation of strategies.

*Staff recommendation #2: include requirement that a property owner work with the City to remediate overspill parking nuisances.



Transportation Demand Management Plan

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Precedent: Small and large cities and counties internationally.

Arlington, VA	Cleveland, OH	Kamloops, BC	Oakland, CA	Saint Paul, MN
Austin, TX	Contra Costa, CA	Kansas City, MO	Orlando, FL	Salt Lake City, UT
Bellevue, WA	Curitiba, BRA	King County, CA	Pasadena, CA	San Diego, CA
Bellingham, WA	Darlington, UK	Lafayette, LA	Perth, AUS	San Francisco, CA
Berlin, DE	Davis, CA	Las Vegas, NV	Peterborough, UK	San Jose, CA
Boise, ID	Denver, CO	Lexington, MA	Philadelphia, PA	Seattle, WA
Boston, MA	Eden Prairie, MN	London, UK	Pittsburgh, PA	Snohomish County, WA
Boulder, CO	Fairfax County, VA	Los Angeles, CA	Portland, ME	Stockholm, SWE
Calgary, AB	Fort Collins, CO	Lund, SWE	Portland, OR	Tempe, AZ
Cambridge, MA	Fort Lauderdale, FL	Madison, WI	Providence, RI	Tucson, AZ
Cedar Rapids, IA	Fresno, CA	Minneapolis, MN	Raleigh, NC	Vancouver, BC
Charlotte, NC	Hartford, CT	Montpelier, VT	Redmond, WA	Washington, D.C.
Chicago, IL	Hawaii (Honolulu)	Mountain View, CA	Richmond, VA	West Palm Beach, FL
Cincinnati, OH	Indianapolis, IN	New Haven, CT	Rochester, NY	Worcester, UK
		New York City, NY	Sacramento, CA	





Loading minimums

- Clarified, simplified overall.
- Multifamily: Currently no minimum loading space requirement
 - ZOAC recommendation: “Adequate off-street space for loading must be provided at the director’s discretion. See Section 4.303 for loading regulations.”
 - Staff recommendation #3: Instead of requiring “adequate” loading space, only require developers to show on their site plan how they plan to manage loading and unloading for multifamily.



Parking Design

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- **Curb cut limits** for lots with 1- to 4-unit dwellings.
- **Use of any alleyways** for entrances to parking areas regardless of adjacent zoning.
- **Pedestrian paths** are required through parking lots.
- **Parking in one front setback** is prohibited.
- **Bicycle parking** regulations are clarified and updated.
- **Surface water** from parking may not drain across the surface of sidewalks
- *Staff preferred recommendation #4: Requirement that parking is located to the rear or side of the building
*Alternative: Incentivize locating parking to the rear of the building by allowing porches, stoops, and other low building elements to be constructed within the front yard setback.

