

CITY PLAN COMMISSION

THURSDAY, FEBRUARY 13, 2024

Planner: Michael Wade

FILE NUMBER: DCA190-002 (MTW)

DATE INITIATED: October 3, 2019

TOPIC: Amendment to the Dallas Development Code regarding off-street parking and loading requirements, including off-street parking management strategies and design of parking lots and bicycle spaces.

COUNCIL DISTRICT: All

CENSUS TRACTS: All

Report Supplement:

Additional CPC comments with staff recommended text

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1. ZOAC's Recommendation and CPC Revision

On January 31, 2024, the Zoning Ordinance Advisory Committee recommended full elimination of parking minimums citywide. 13 changes to ZOAC's recommendations were introduced to the CPC for discussion on January 16, 2025. Staff communicated with the commissioner to understand and clarify the changes, summarized below. The original list in attached as Appendix A.

- For properties located within one-half mile of a light rail or streetcar station, or in a CA district, no parking is required for any use.
- For properties located one-half mile or farther from a light rail or streetcar station and outside of CA districts, parking minimums remain for:
 - All uses in R(A), D(A), or TH(A) districts. Minimums for residential land uses are all reduced to one space per dwelling unit.
 - Multifamily land uses within 300 feet of R-zoned property;
 - Alcoholic beverage establishments and restaurants with or without drive-through or drive-in service that are larger than 2,500 square feet, and are reduced from one space per 100 square feet of seating area to one space per 200 square feet;
 - Commercial for commercial amusement (indoor and outdoor) land uses that are over 2,500 square feet of floor area; and
 - Churches and public and private schools.
- All other parking minimums not discussed above would be reduced to zero per ZOAC's recommendation.
- The parking minimum reduction bonus in the Mixed Income Housing Density Bonus is reduced from 0.5 spaces per unit to 0 spaces per unit.
- The proposed Transportation Demand Management Plan requirement is removed.
- The proposed requirement that parking lots contain a pedestrian path within 65 feet of any parking space is revised to require only one pedestrian path connecting the primary entrance to the sidewalk on the other side of a parking lot for parking lots that contain 50 or more parking spaces.
- An additional point was included to consider allowing required off-street parking to be available for hourly or monthly rates, amending Section 51A-4.301(a)(8). However, this was already a part of ZOAC's recommendation.

2. Additional City Plan Commission Comments

Additional changes to ZOAC's proposal were discussed verbally by the Commission on January 16th, while commentary by commissioners and City leadership was communicated

to staff after the January 16th meeting, verbally or in writing, so that staff could research those comments that received popular interest and provide commentary by the time of the next CPC meeting.

Comments voiced by three or more commissioners:

- Reducing or removing minimums for 1- through 4-unit residential buildings, accessory dwelling units (“ADUs”), and townhouse-style multifamily buildings;
- Reducing multifamily minimums partially or entirely;
- Reducing, removing, or finding an alternative to the 300-foot buffer zone around R districts in which multifamily properties should keep minimums;
- Requiring guest parking for all multifamily land uses regardless of whether total parking minimums are required;
- Expanding TOD parking minimum reductions to high-frequency bus lines, or those bus lines that have a headway of 15 minutes or less at off-peak hours;
- Historic building exemptions.

Additional comments from two or fewer commissioners:

- Reducing the amount of religious institutions subject to parking minimums;
- Requiring off-street loading for all multifamily land uses (currently no off-street loading is required for multifamily);
- Requiring dedicated short-term parking and pick-up/drop-off spaces for multifamily;
- Considering a reduced Transportation Demand Management Plan that would impact fewer small developers and include a limited set of strategies;
- Increasing the size “floor” for retail and food service buildings to 4,500 or 5,000 square feet.
- Removing the size “floor” for retail and food service buildings.

3. Transportation Demand Management Plan (TDMP) Alternative

The idea of a TDMP ordinance with simplified thresholds and strategies has also seen interest from commissioners and stakeholders. The following alternative version of Table 1 of the proposed 51A-4.804(c):

- Only applies to larger developments that hit 1,000 trips per day or 100 trips per peak hour, relieving smaller developments of the heightened review and requirements and removing the need for multiple review types;
- Removes the Discretionary review to ensure development partners have more predictability in the permitting process;
- Consolidates the remaining project thresholds by point type;

- Clarifies how to apply the TDMP requirements to projects with multiple land uses and in Planned Development districts.

Changes to the proposal are shown in green.

DIVISION 51A-4.800. Development Impact Review.

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SEC. 51A-4.804. TRANSPORTATION DEMAND MANAGEMENT PLAN.

(a) Purpose.

The transportation demand management plan (TDMP) requirement promotes the health, safety, and general welfare of the public by requiring development and redevelopment projects to incentivize reductions in the amount of single-occupant, gasoline-powered vehicle trips it generates pursuant to the City's goals of prioritizing multi-modal transportation options, reducing greenhouse gas emissions, and ensuring the safety of all transportation modes.

(b) Requirement.

No building or grading permit shall be issued for any new or phased construction project which meets a development project threshold in Table No. 1 until a TDMP has been approved during the site plan review phase. The TDMP must meet the standards and requirements of this section and the TDM (Transportation Demand Management) Program Guide. A project must meet its assigned point target by implementing TDM strategies from the TDM Program Guide that sum to the total point target.

(c) Applicability and point targets.

Any new or phased construction project that adds the number of dwelling units or gross floor area specified in Table No. 1 shall be subject to the corresponding TDMP review and minimum point target in the TDM Program Guide.

When a development includes multiple uses, the entire development shall be subject to the highest review type and highest point target required for the use or uses that meet a threshold in Table No. 1. TDM strategies used to meet the required point target for such a use must apply to the entire development.

Transit-proximate locations are those building sites that have some portion within one quarter-mile walking-distance from a light rail or high-frequency bus route. Central Business District locations are those within the Central Business District as defined in Section 51A-2.102(22).

Table No. 1 – TDMP review thresholds per project type and location.

<u>Project threshold for any new development or redevelopment</u>	<u>Point target required per location</u>		
	<u>General</u>	<u>Transit-Proximate</u>	<u>Central Business District</u>
<u>Generates greater than or equal to 1,000 trips per day or 100 trips per peak hour</u>	<u>10</u>	<u>20</u>	<u>22</u>
<u>Any new or expansion of a commercial amusement (inside or outside)</u>			
<u>Public or private schools</u>			
<u>Any new or expansion of a drive-through or drive-in component</u>	<u>5</u>	<u>10</u>	<u>10</u>
<u>**For a mixed use project, the single highest point requirement applies to the overall development.</u>			

(d) Types of TDMP review:

(1) Minor review. Minor review checks for compliance with the minimum required point target.

(2) Major review. Major review checks for compliance with the minimum required point target and requires submission of a traffic impact analysis prepared consistent with industry standards and certified by a licensed engineer. The TDMP must include a vehicle trip reduction or mode share goal established based on the traffic impact analysis. Schools must submit a traffic management plan in accordance with the City's administrative guidelines for school traffic management plans.

(3) Discretionary review. The director may require a Major Review for the establishment of any use, new building, or building expansion not specified in this chapter when it is determined that the proposal presents unique transportation challenges, including an increase in trip generation caused by conversion of a site to a new land use. Additional information or analysis may be required. Acceptable transportation demand management strategies shall be determined based on the review.

Appendix A: Original list of revisions

Amendments to ZOAC Recommendation:

DCA190-002 Off-Street Parking & Loading Code Amendment

January 16, 2025

Strategies to Protect Neighborhoods

1. Keep parking minimums in R, D, and TH districts. Reduce the parking minimums in D districts to one space per unit to match R district requirements.
2. Keep MF parking minimums only within 300' of Single Family. Eliminate MF parking minimums in all other areas.
3. Keep parking minimums for Bars and Restaurants. Reduce the parking minimums for these uses to 1 space per 200sf of enclosed area in lieu of the current 1 space per 100sf.
4. Eliminate minimums for bars, restaurants and retail less than 2500 square feet in area.
5. Keep the existing parking minimums for schools and churches.
6. Consider keeping parking minimums on commercial amusement.

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Other Changes to ZOAC Recommendation

7. Eliminate all minimums for all uses in existing CA districts. Make no changes to the boundaries of existing CA districts.
8. Eliminate all minimums for all uses within a 1/2-mile radius of rail/TOD stations.
9. Eliminate MIHDB parking minimums.
10. Strike 51A-4.301(a)(3)(b). This language prohibits parking in front of a building which is a development hardship.
11. Amend 51A-4.301 (4)(c). This language requires a dedicated pedestrian walkway through a parking lot. Clarify the language to require that the pedestrian pathway connect the main entrance of the building to the nearest public right of way.
12. Consider allowing paid parking throughout the city.
13. Do not require TDMP's. Delete all language pertaining to TDMP's. – Come back to this after other changes have been made, make copy

Appendix B: Example Sustainable Modes Analyses

Example City of Dallas TDMP Sustainable Mode Analysis and Plan Submission

This is an example of a Sustainable Modes Analysis and Transportation Demand Management Plan. This format is based on a few TDMPs prepared by Kimley-Horn for the City of Austin, tailored to the City of Dallas; however, the format doesn't matter as long as it contains the relevant documents.

- **Application form** (not included here)
- **Sustainable modes analysis:** A sustainable modes analysis evaluates pedestrian, bicycle, and transit connectivity within a study area at least a quarter-mile walking distance from the edge of the project boundaries. This shall include an inventory of pedestrian and bicycle infrastructure with gaps and planned improvements, significant pedestrian generators, transit facilities, and major physical barriers to sustainable modes. The study area may be expanded to provide a more complete understanding of the pedestrian and transit context. Provide relevant excerpts and visual depictions from adopted mobility plans showing sidewalk, bicycle, and other planned networks or investments within the quarter-mile analysis area, as well as DART route plans.

Typical SMA elements:

- Show and describe actual and planned pedestrian, bicycle, and transit infrastructure using the online City of Dallas TDMP WebMap, site-visit observations, and other resources. Include the infrastructure and its state of repair, gaps in the network, and physical barriers or constraints to completion of the network.
- Show non-infrastructure facilities or land uses that produce significant pedestrian traffic or supplement sustainable mode infrastructure. This could include public destinations such as libraries, parks, schools, and recreation centers; it could also include privately-operated destinations where improved sustainable modes infrastructure could make an impact on vehicular trips such as neighborhood-scale restaurants and retail. Include desire paths observed upon site visits: informal pedestrian cut-throughs, usually across unpaved areas where grass will be worn down to dirt, that indicate a popular pedestrian route is not adequately provided for.
- **Description:** Describe the strategies used in the TDMP and how they contribute to reduction in single-occupancy, gas-powered motor vehicle trips and increases in walking, bicycling, transit, and/or electric vehicle trips by residents, employees, or visitors. Discuss the relevance of the chosen strategies to the local multimodal context evaluated in the Sustainable Modes Analysis. Provide the Pre-Occupancy Evidence materials from the Strategy Menu and any additional technological, marketing, procedural, legal, visual, or other details if helpful.
- **Mobility Coordinator**
- **Commitment to provide annual audits** (Not included in this example)
- **Traffic Impact Analysis/School Traffic Management Plan if relevant** (Not included in this example)

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Example project: New multifamily of 200 units and a 20,000 square-foot grocery store located in a transit-proximate location (1/4-mile of a rail station or high-frequency bus line) providing 220 parking spaces.

Introduction

The City of Dallas is requiring the applicant to include a TDM Plan, including a Sustainable Modes Analysis. The TDM Plan is a series of measures that help reduce demand for single-occupancy vehicle trips to/from the site or to incentivize those trips to occur outside of peak hours.

This document includes a list of the TDM strategies chosen and their associated point values. This document also includes an analysis of the surrounding multimodal infrastructure, which is used to identify and describe any recommended improvements to surrounding multimodal infrastructure.

Sustainable Modes Analysis

Below includes the analysis of the existing and planned sustainable modes facilities near the [project name]. This section assesses the existing locations and conditions of pedestrian, bicycle, and transit infrastructure within ¼-mile of the project boundaries. This study is not intended to certify ADA compliance of the existing facilities.

Pedestrian Generators

Potential pedestrian generators approximately a quarter mile from the site include:

- Whole Foods Grocery Store
- The Domain (Shops, Restaurants, Hotels, Apartments, etc.)
- TopGolf
- Hyde Park High School

Figure G-1 shows the location and desire lines for these pedestrian generators.

Pedestrian Facilities

Pedestrian facilities include sidewalks, crosswalks, pedestrian signals, and off-street pedestrian paths. The [project name] is in XYZ Dallas, where sufficient pedestrian connectivity is expected. Generally, there are sidewalks along all the study area roadways and pedestrian signals and crosswalks at most study intersections, with a few exceptions.

Table G-2 shows the sidewalk inventory along segments in the study area.

Table G-3 shows the inventory of pedestrian facilities at intersections within the study area.

Figure G-1 shows the key existing inadequate pedestrian infrastructure elements explained above.

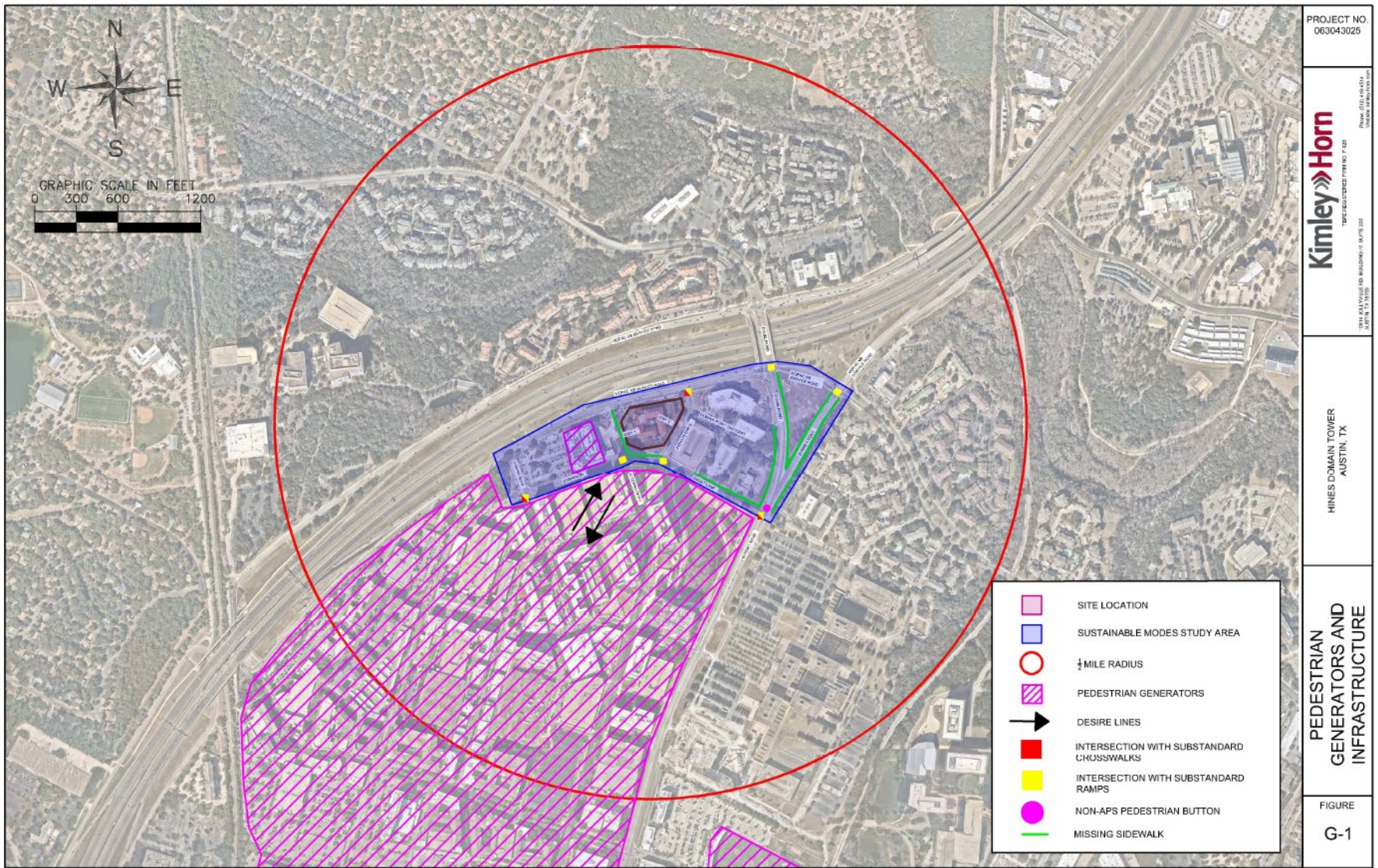
NOTE: The following tables G-2 and G-3 are not necessary for City of Dallas TDMP submissions. **HOWEVER**, the sidewalks and pedestrian facilities should be identified and assessed, and gaps or inadequacies should be displayed graphically. A text description or table helps to fill out the info.

Table G-2 – Sidewalk Inventory				
Mopac NB Service Road	Domain Boulevard to Burnet Road	North: None – highway South: Present	North: N/A South: Good	None
Domain Boulevard	Mopac NB Service Road to Domain Drive	East: Present West: Present	East: Good West: Good	None
Alterra Parkway	Mopac NB Service Road to Domain Drive/Gault Lane	East: Missing West: Present	East: N/A West: Good	Complete Missing Sidewalks
Private Drive	Mopac NB Service Road to Gault Lane	East: None – private drive West: None – private drive	East: N/A West: N/A	None
Duval Road	Mopac NB Service Road to Gault Lane	East: Missing West: Missing south of Domain Point Driveway only	East: N/A West: Good	Complete Missing Sidewalks
Burnet Road	Mopac NB Service Road/Gracy Farms Road to Gault Lane	East: Missing West: Missing	East: N/A West: N/A	Complete Missing Sidewalks
Domain Drive	Domain Boulevard to Alterra Parkway	North: Present South: Present	North: Good South: Good	None
Gault Lane	Alterra Parkway to Private Drive	North: Missing South: Present	North: N/A South: Good	Complete Missing Sidewalks
Gault Lane	Private Drive to Burnet Road/Duval Road	North: Missing east of parking garage only South: Present	North: N/A South: Good	Complete Missing Sidewalks

Table G-3 – Intersection Pedestrian Facilities Inventory

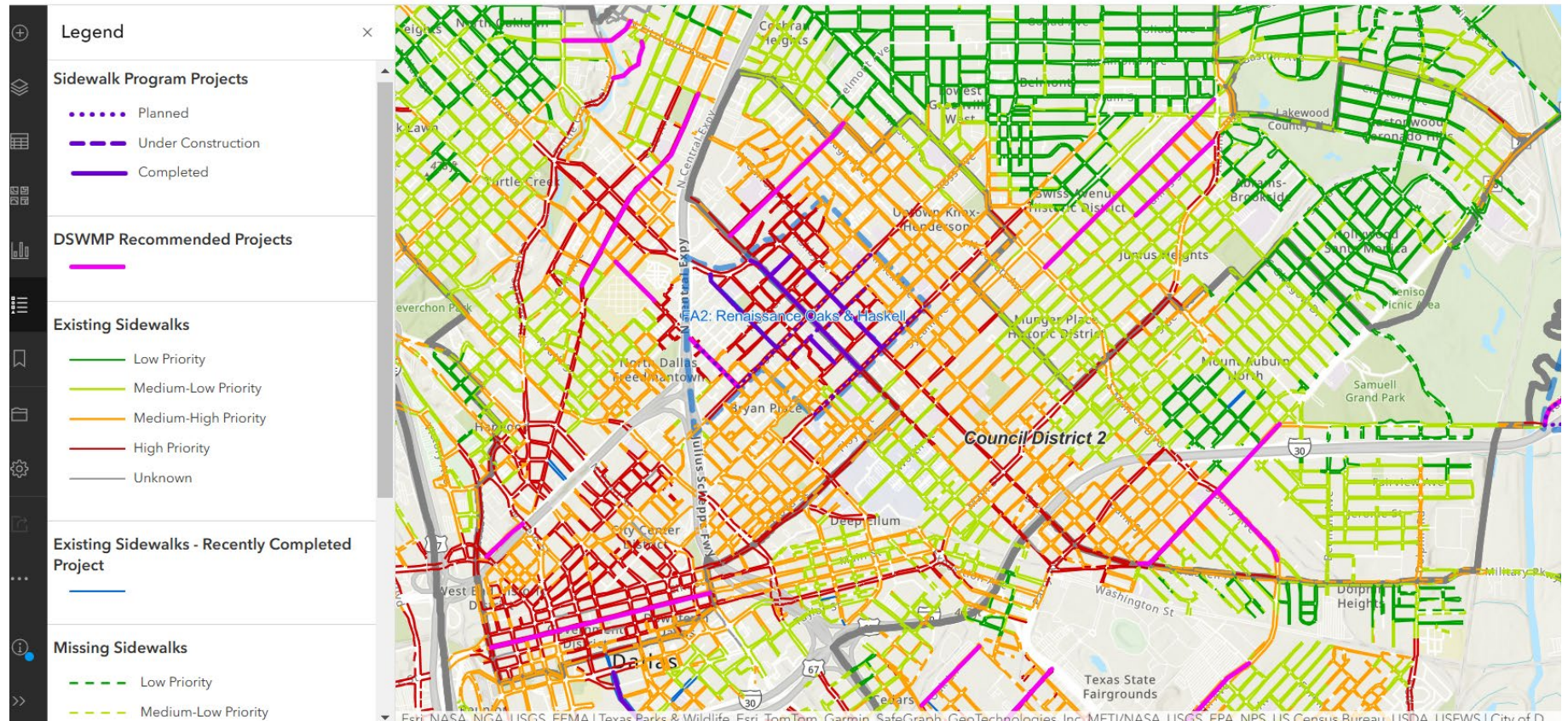
Domain Boulevard & Mopac NB Service Road	North Leg: N/A – no north leg South Leg: None – free channelized right turns West Leg: None – no stop control East Leg: None – no stop control	NE Corner: N/A SE Corner: N/A NW Corner: N/A SW Corner: N/A	N/A - Unsignalized
Alterra Parkway & Mopac NB Service Road	North Leg: N/A – no north leg South Leg: Standard Striping West Leg: None – no stop control East Leg: None – no stop control	NE Corner: N/A SE Corner: Tactile and Directional NW Corner: N/A SW Corner: Tactile and Directional	N/A - Unsignalized
Private Drive & Mopac NB Service Road	North Leg: N/A – no north leg South Leg: Missing West Leg: None – no stop control East Leg: None – no stop control	NE Corner: N/A SE Corner: Directional; Non-Tactile NW Corner: N/A SW Corner: Directional; Non-Tactile	N/A - Unsignalized
Duval Road & Mopac NB Service Road	North Leg: None – highway bridge South Leg: Standard Striping West Leg: Standard Striping East Leg: Standard Striping	NE Corner: Tactile; Not Directional SE Corner: Tactile; Not Directional NW Corner: Tactile; Not Directional SW Corner: Tactile; Not Directional	NE Corner: APS SE Corner: APS NW Corner: APS SW Corner: APS
Mopac NB Burnet Road & Service Road	North Leg: None – no sidewalk South Leg: Standard Striping West Leg: None – no sidewalk East Leg: Standard Striping	NE Corner: Tactile and Directional SE Corner: Tactile; Not Directional NW Corner: N/A SW Corner: Tactile and Directional	NE Corner: APS SE Corner: APS NW Corner: N/A SW Corner: APS
Domain Boulevard & Domain Drive	North Leg: Missing South Leg: Bricked Path West Leg: None – no pedestrian ramps East Leg: Standard Striping	NE Corner: Tactile; Not Directional SE Corner: Tactile and Directional NW Corner: Tactile and Directional SW Corner: Tactile and Directional	N/A - Unsignalized
Alterra Parkway & Domain Drive/Gault Lane	North Leg: None – no sidewalk South Leg: Standard Striping West Leg: Standard Striping East Leg: None – no sidewalk	NE Corner: None – no sidewalk SE Corner: Tactile; Not Directional NW Corner: Tactile; Not Directional SW Corner: Tactile; Not Directional	N/A - Unsignalized
Private Drive & Gault Lane	North Leg: None – no sidewalk South Leg: None – driveway West Leg: None – no sidewalk East Leg: Standard Striping	NE Corner: Directional and Non-Tactile SE Corner: Tactile and Directional NW Corner: N/A SW Corner: Tactile and Directional	N/A - Unsignalized
Burnet Road & Gault Lane*	North Leg: Missing South Leg: Missing West Leg: Missing East Leg: Missing	NE Corner: Missing SE Corner: Missing NW Corner: Missing SW Corner: Tactile and Directional	NE Corner: Non-APS SE Corner: Non-APS NW Corner: Non-APS SW Corner: Non-APS

NOTE: The following is an example map showing pedestrian generators and pedestrian infrastructure. The ½-mile geography is larger than Dallas' required ¼-mile.



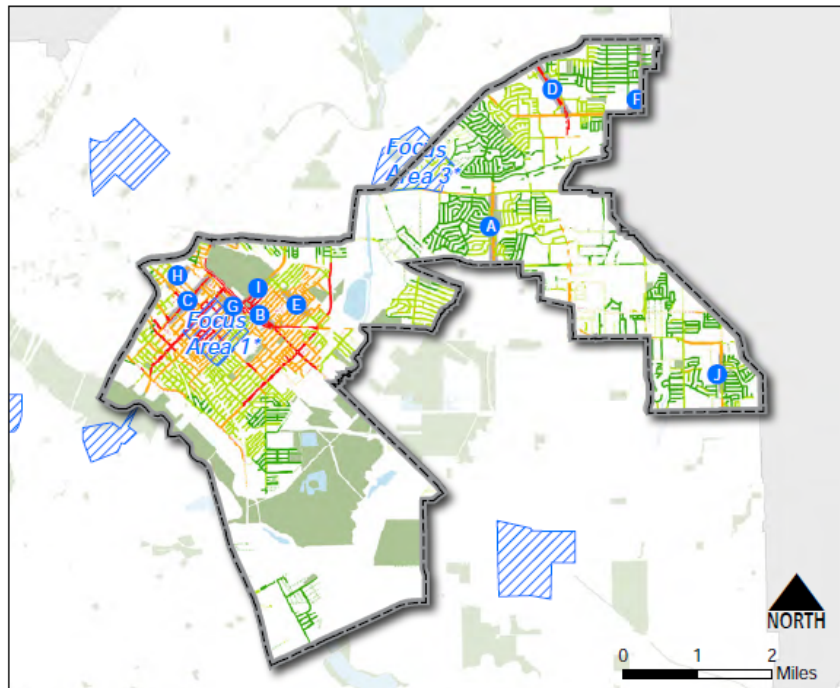
NOTE: The following is a screenshot of the City of Dallas [Sidewalk Master Plan Webmap](#) showing an example geography with existing and planned sidewalks by priority. A TDMP Webmap will host this and other relevant layers in one easy-to-use location.

☰ Dallas Sidewalk Master Plan (June 2021) - Web Map



NOTE: The following is a screenshot of the City of Dallas Sidewalk Master Plan Final Report showing an example geography with existing and planned sidewalks by priority. An online TDMP platform will provide links to some broadly-applicable citywide documents, though it will be the applicant’s responsibility to ensure all relevant plans are consulted.

Sidewalk Priority: City Council District 7



Legend

Existing

- Low Priority
- Medium-Low Priority
- Medium-High Priority
- High Priority

Missing

- - Low Priority
- - Medium-Low Priority
- - Medium-High Priority
- - High Priority

Focus Area (see page 52 & 54)

509 Total Miles of Sidewalk Inventory: 388 Existing & 123 Missing
 7,908 Total Curb Ramps: 6,297 Existing & 1,611 Missing
 160 Public Map Comments

Top Priority Projects

#	Street Name	From	To	Length
A	Jim Miller Rd	Samuell Blvd	Forney Rd	0.97 mi
B	S 2nd Ave	S Fitzhugh Ave	Highway 352	0.48 mi
C	Al Libsoomb Way	S Good Latimer	Highway 352	0.86 mi
D	Buckner Blvd	Ferguson Rd	John West Rd	0.82 mi
E	Lagow St	Jamaica St	Carpenter Ave	0.43 mi
F	La Prada Dr	Oates Dr	John West Rd	1.00 mi
G	S Truck Ave	Metropolitan Ave	MLK Blvd	0.50 mi
H	Oak Ln.	Malcolm X Blvs	S Truck Ave	0.37 mi
I	S Fitzhugh Ave	S 2nd Ave	Gaisford St	0.63 mi
J	N Masters Dr	Carolina Oaks Dr	Abraham Dr	0.49 mi

Bicycle Generators

Potential bicycle generators within five miles of the site include:

- Whole Foods Grocery Store
- The Domain (Shops, Restaurants, Hotels, Apartments, etc.)
- TopGolf
- Hyde Park High School
- Walnut Creek Trail

Figure G-2 shows the location and desire lines for some of these bicycle generators.

NOTE: The City of Dallas sustainable modes analysis required distance is a quarter mile around the project site. However, extend that distance to show important bicycle trip generators if need be.

Bicycle Facilities

Bicycle facility planning and design in Texas typically relies on guidelines and design standards from by the Texas Manual on Uniform Traffic Control Devices (2011) set by Texas Department of Transportation (TxDOT). The three bicycle facility types consist of paths (Class I), lanes (Class II), and routes (Class III) as described below:

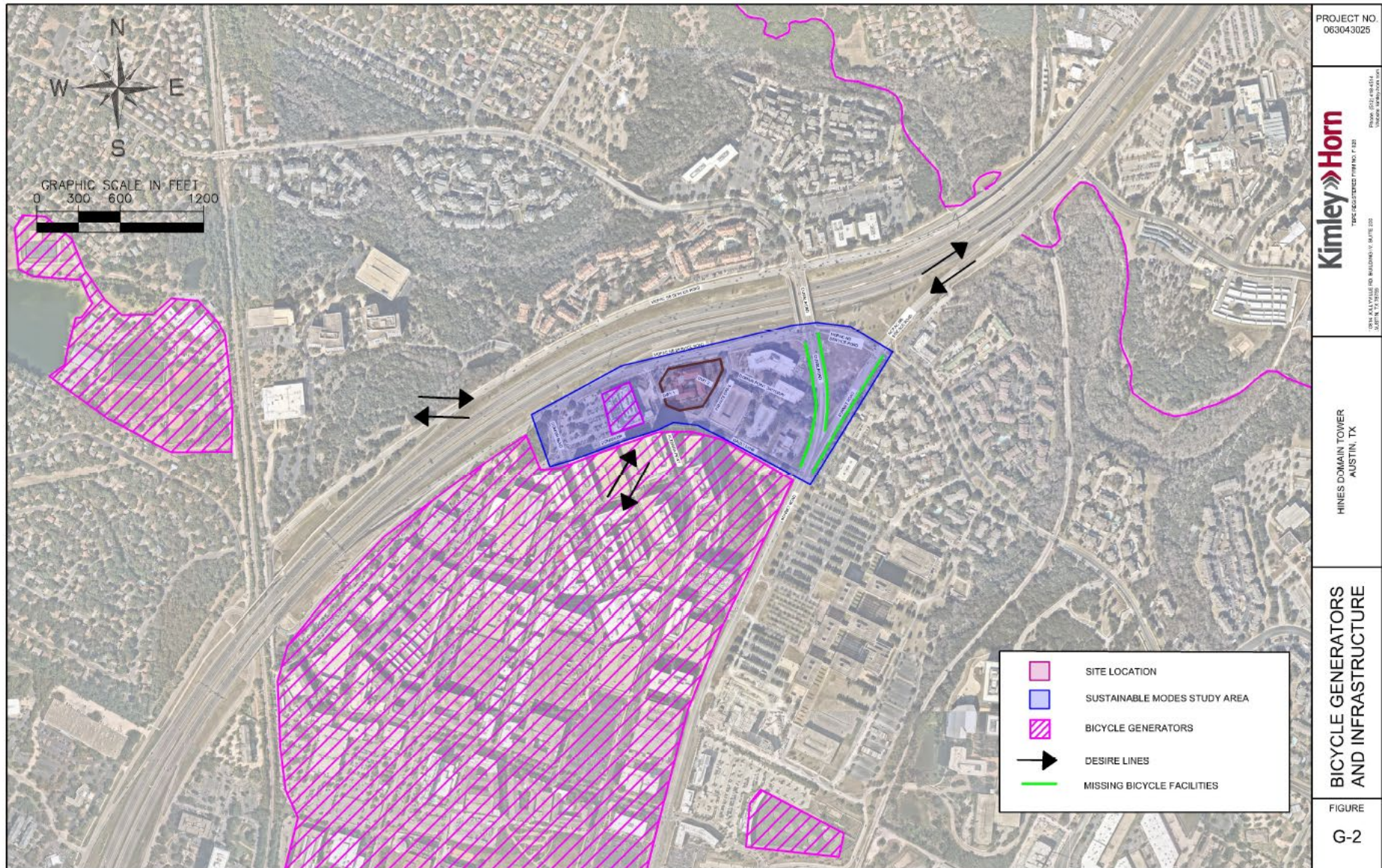
- Class I Bikeway (bicycle path) provides a completely separate right-of-way and is designated for the exclusive use of bicycles and pedestrians with vehicle and pedestrian cross-flow minimized. Class I paths are typically eight to ten feet wide excluding shoulders and are generally paved.
- Class II Bikeway (bicycle lane) provides a restricted right-of-way and is designated for the use of bicycles with a striped lane on a street or highway. Bicycle lanes are generally four to six feet wide. Adjacent vehicle parking and vehicle/pedestrian cross-flow is permitted.
- Class III Bikeway (bicycle route) provides for a right-of-way designated by signs or pavement markings (sharrows) for shared use with pedestrians or motor vehicles. Sharrows are a type of pavement marking (bike and arrow stencil) placed to guide bicyclists to the best place to ride on the road, avoid car doors, and remind drivers to share the road with cyclists.

Although some roadway segments have no bicycle facilities, the existing facilities in the study area appear to be high-quality and in a state of good repair. Most of the bicycle facilities in the study area require minimal improvements or maintenance. Table G-4 shows the bicycle inventory along segments in the study area.

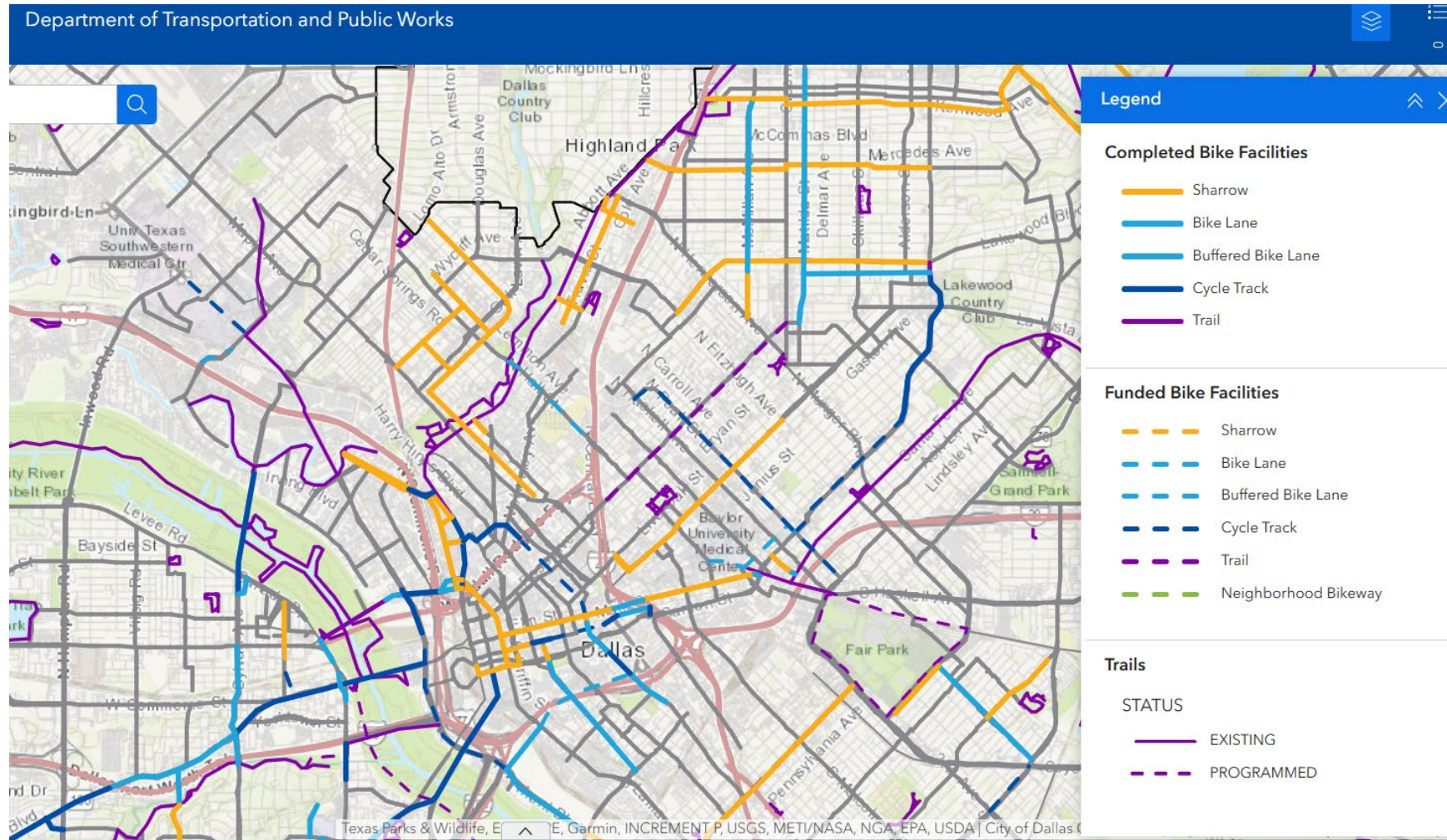
NOTE: The following table G-4 is not necessary for City of Dallas TDMP submissions. HOWEVER, the bicycle generators and facilities should be identified and assessed, and gaps or inadequacies should be displayed graphically. A text description or table helps to fill out the info.

Mopac NB Service Road	Domain Boulevard to Burnet Road	North: None South: None	N/A	None
Domain Boulevard	Mopac NB Service Road to Domain Drive	East: None West: None	N/A	None
Alterra Parkway	Mopac NB Service Road to Domain Drive/Gault Lane	East: None West: None	N/A	None
Private Drive	Mopac NB Service Road to Gault Lane	East: None West: None	N/A	None
Duval Road	Mopac NB Service Road to Gault Lane	East: Missing West: Missing	N/A	Protected Bike Lane
Burnet Road	Mopac NB Service Road to Gault Lane	East: Missing West: None – one-way NB	N/A	Protected Bike Lane
Domain Drive	Domain Boulevard to Alterra Parkway	North: Sharrow South: Sharrow	Good	None
Gault Lane	Alterra Parkway to Burnet Road/Duval Road	North: None South: None	N/A	None

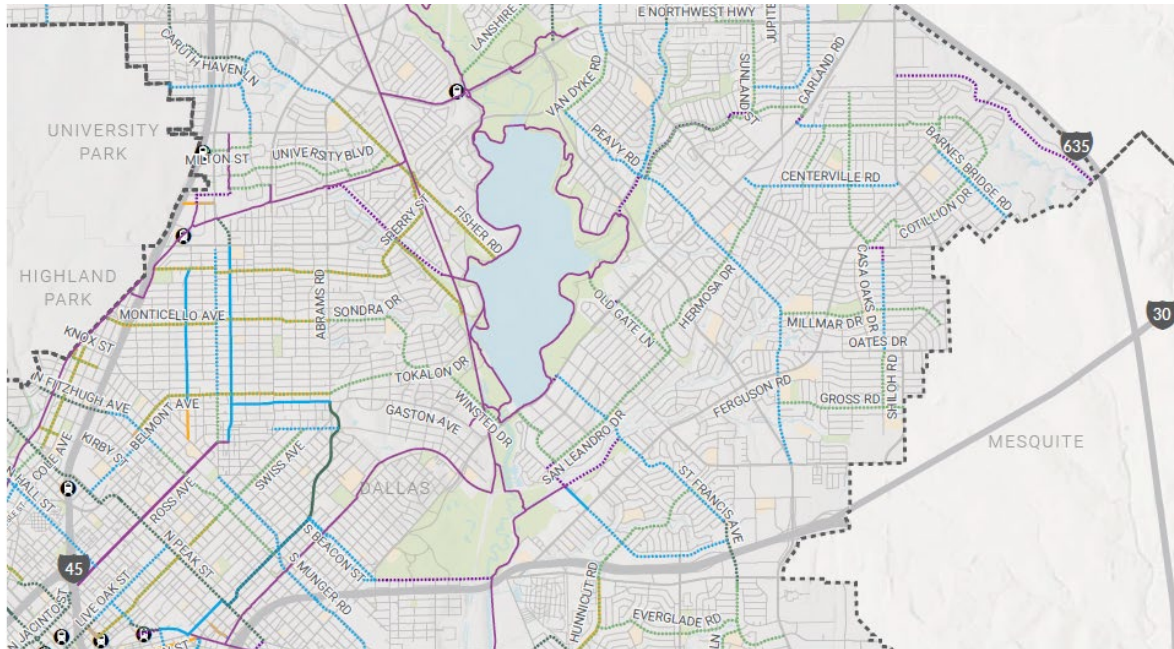
NOTE: The following is an example map showing bicycle generators and bicycle infrastructure. Be sure to show existing and missing facilities.



NOTE: The following is a screenshot from the City of Dallas Bike Facilities Webmap showing existing and planned bicycle infrastructure. A TDMP Webmap will host this and other relevant layers in one easy-to-use location.



NOTE: The following is a screenshot from the DRAFT City of Dallas Bicycle Plan Update. An online TDMP platform will provide links to some broadly-applicable citywide documents, though it will be the applicant's responsibility to ensure all relevant plans are consulted.



Northeast Planning Area

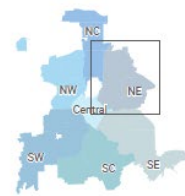
Network Recommendations

- Visually Separated
- Bicycle Boulevard
- Physically Separated
- Trail
- Bicycle Route
- Remove/ Consolidate Route
- Further Study Needed

Existing and Funded Bike Facilities

- Visually Separated
- Bicycle Boulevard
- Physically Separated
- Trail
- Bicycle Route
- Rail Stations
- Water
- Schools
- Parks

0 1 2 MILES

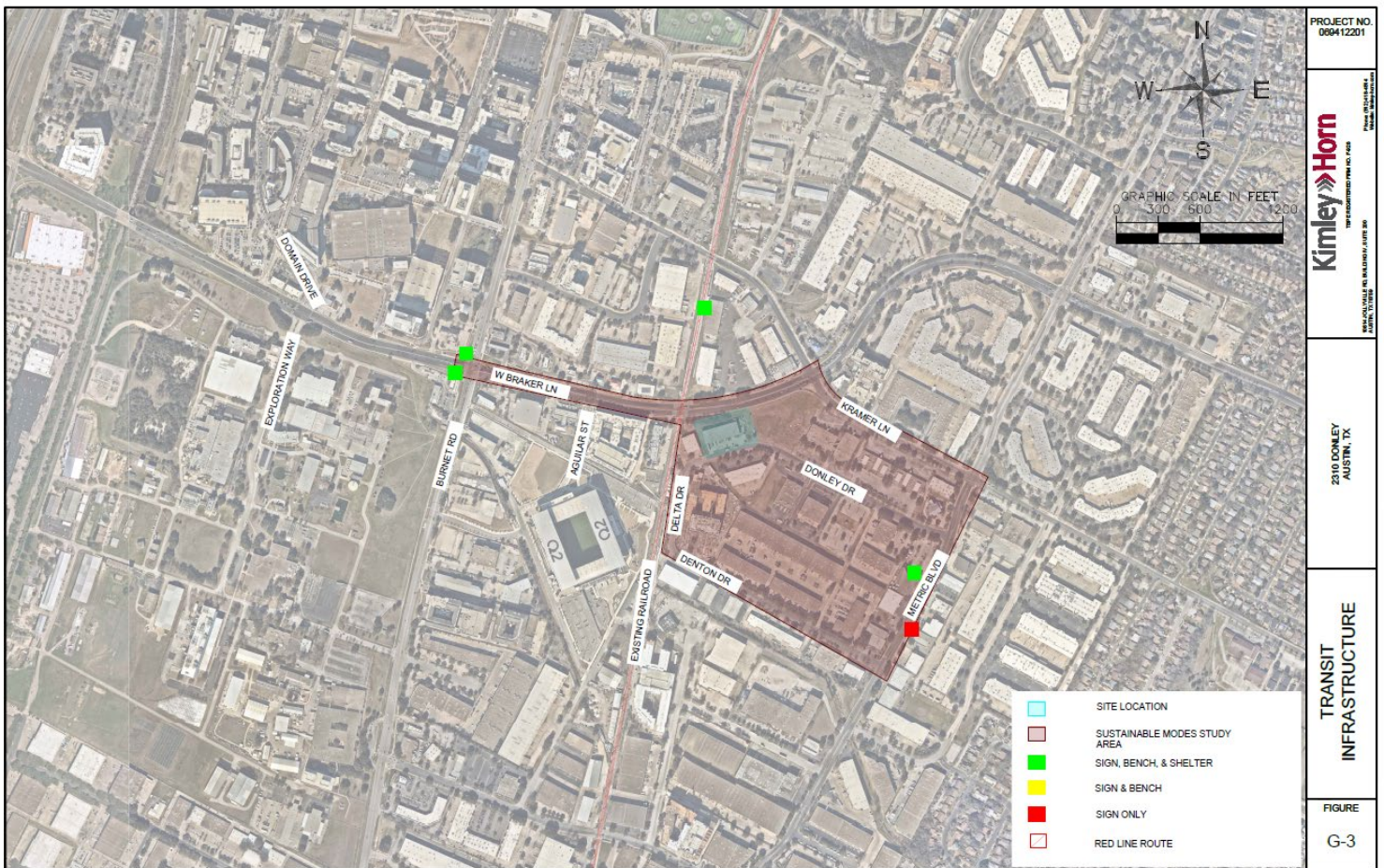


Transit facilities

The study area includes four bus stops, shown in Figure G-3. Table G-5 shows the bus stops in the study area and their amenities.

Table G-5 – Transit Inventory

Bus Stop/Station Location	Transit ID	Routes	Existing Amenities
Braker /Burnet NW Corner	4682	3 383 803	Sign, bench, and shelter
Braker/Burnet SW Corner	3020	3 383	Sign, bench, and shelter
10700 Metric/Donley	5734	142 325	Sign, bench, and shelter
10623 Metric/Denton	2539	142 325	Sign only



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TRANSIT
INFRASTRUCTURE

FIGURE
G-3

Issues

The following deficiencies were found from this analysis are listed below:

Pedestrian:

- Missing sidewalk on south side of Kramer Ln from W Braker Ln to Metric Blvd
- Non-APS push buttons on all four corners/crossings of Braker Ln & Kramer Ln
- Non-compliant non-directional ramp at NE corner of Kramer Ln & Metric Blvd
- Non-APS push buttons on all four corners/crossings of Kramer Ln & Metric Blvd
- Missing crosswalk on west leg of Metric Blvd & Donley Dr
- Faded Crosswalk on west leg of Metric Blvd & Denton Dr

Bicycle:

- There is no functional bicycle infrastructure in the study area.

Transit:

- Missing bench and shelter at the Metric/Denton bus stop

TDMP Strategy Description

This project is adding 200 new dwelling units and a 20,000 square foot grocery store within one quarter mile of a DART rail station or high-frequency bus line. According to Table 1 in Section 4.804 of the Dallas Development Code, the point target for this site is 22 points:

- This project hits multiple thresholds – 140 or more dwelling units; 20,000-99,999 sf of GFA; and 100+ parking spaces
- The highest requirement is applied to the entire project – Major review (traffic study) and 22 points.

Project threshold for any new development or redevelopment		TDMP review type	Point target required per location		
			Generally	Transit-Proximate	Central Business District
Multifamily Residential	Contains 20 to 49 dwelling units	Minor	5	10	15
	Contains 50 to 139 dwelling units	Minor	10	15	17
	Contains 140 or more dwelling units	Major	15	22	22
Nonresidential	Contains 20,000 to 99,999 square feet of gross floor area	Minor	5	10	15
	Any new or expansion of a drive-through or drive-in component	Major	5	10	10
	Contains 100,000 square feet of gross floor area; Any new or expansion of a commercial amusement (inside or outside); or Public or private schools	Major	10	20	25
Any construction or redevelopment that results in a total of more than 99 parking spaces		Major	15	20	25
The Director may require a Major Review for the establishment of any use, new building, or building expansion not specified in this chapter when it is determined that the proposal presents unique transportation challenges. The required transportation demand management strategies shall be determined based on the review.		Discretionary	Determined by director		

The sidewalk network in the study area is mostly in good condition and investments in pedestrian infrastructure are unlikely to encourage additional pedestrian traffic. The bicycle network is nonexistent, and the City of Dallas Bicycle Plan does not plan for any bicycle routes nearby, so significant investments in bicycle infrastructure may not encourage access by bicycles. However, the area has ample high-frequency transit, so the strategies chosen for this project encourage greater use of those transit lines.

Table A-1 shows the list of selected measures.

Table A-1 – Summary of Selected TDM Strategies				
Strategy ID	TDM Strategy	Details	Points	Impact
CN-2.1	Locate residential units within 1/8-mile of a Tier 1 land uses.	A new grocery store is provided with the project. Another grocery store is located within ½ mile from the project site.	5	Bringing new residents close to popular destinations encourages pedestrian trips close-by rather than vehicle trips elsewhere.
OPI-1	Transit passes – Provide one unlimited-transit pass per residential unit and per employee through a DART administered program.	200 units + 3 property management staff + 10 expected employees of the café = 213 passes. DART staff member Daniel Dickerson has been contacted.	10	The popular Red Line rail route and 003 high-frequency bus route connect residents to popular destinations and bring customers to the grocery store without need for a vehicle.
PLDD-2	Provide two or more delivery amenities like temporary storage, temporary refrigeration, or a staffed reception desk	Staffed reception desk and temporary storage lockers shown on site plan.	2	Delivery amenities in the residential portion will allow delivery vehicles to drop off deliveries quickly and proceed on their way with minimal idling and without block traffic or loading space.
SMI-1	Minor transit stop improvements	Route 3 bus stop at the intersection of XYZ and ABC will receive a bench, trash can, and bicycle locker.	5	Upgrades to the nearby transit stop provide a clean, convenient waiting and unloading area for residents and customers traveling northbound by Route 003.
Total			22	

Mobility Coordinator

As of 1/8/2025, the Mobility Coordinator for [project name] is:

- [Name] John Doe
- [Role] Property Manager
- [Phone] XXX-XXX-XXXX
- [Email] John.Doe@gmail.com
- [Address] 1234 Bryan Street, Dallas, TX 75204

[Project team] commits to requiring future ownership to update the Mobility Coordinator by filling out the City's Mobility Coordinator Form at the time of change of ownership.