



City of Dallas

PARKING

Proposal: Parking Ratios Table and Regulations

**Zoning Ordinance
Advisory Committee (ZOAC)
February 25, 2021**

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Sustainable Development and Construction –
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**



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

Support for special parking

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. Proximity to transit
4. Parking Management Tools
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 _proposed



Uses	Proposed ratio
1. Agricultural Uses	None.
Urban gardens	None. If sales area is provided: ratio per retail uses for the sales portion (1/300sf)
Uses	Proposed ratio
2. Commercial and Business Service Uses	None
3. Industrial Uses	None
4. Institutional and Community Service Uses	None
5. Lodging Uses	None For hotel, motel, extended stay hotel or motel - for restaurant, meeting or event space provided above 50sf/room: 1/300sf
6. Miscellaneous Uses	None
7. Office Uses	None Surgical center: none If office, other than a surgical center, in a *shopping center: 1/300sf
8. Recreation Uses	None
Country club with private membership	None. If in a *shopping center: 1/300sf
Private recreation center, club, or area	None. If in a *shopping center: 1/300sf
9. Residential Uses	1/DU <i>(for other options, to be read together with Appendix 4)</i>
Residential Hotel Retirement Housing	None



2. Parking Required Ratios _proposed



10. Retail and Personal Service Uses		Uses	Proposed ratio
Bar, lounge, or tavern and private club-bar Microbrewery, micro-distillery, or winery Business school Commercial amusement (inside) Amusement center Bingo Parlor Bowling alley Children's amusement center Dance hall Motor track Skating rink Other (commercial amusement inside) <u>uses</u> Commercial amusement (outside) Dry cleaning or laundry store General merchandise or food store < 3,500sf General merchandise or food store >3500sf General merchandise or food store > 100,000sf Household equipment and appliance repair Liquor store	1/300sf	Ambulance service Auto service center Business school Car wash Commercial motor vehicle parking Commercial parking lot or garage Drive-in theater Liquefied natural gas fueling <u>station</u> Motor vehicle fueling <u>station</u> Outside sales Restaurant with drive-through Surface parking Temporary retail use Taxidermist Temporary retail use Theater Truck stop Vehicle display, sales and services	None
		Animal Shelter or Clinic (with or without outside runs)	None If in a *shopping center: 1/300sf
Paraphernalia Shop Pawn shop Personal service use Restaurant without drive-in or drive-through service Swap or buy shop		Nursery, garden shop, or plant sales Furniture store	1/1,000sf If in a *shopping center: 1/300sf
		11. Transportation Uses	None
		12. Utility and Public Service Uses	None
		13. Wholesale, Distribution and Storage Uses	None
		14. Accessory Uses	None



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





2. Parking Required Ratios

Use categories with parking ratio required

Use category	Proposed	Ch 51 & Ch 51A
Agricultural: retail portion in an urban garden	1/300sf (?)	1/200sf
Lodging: meeting space, event space, restaurant <u>in excess 50sf/room</u>	1/300sf	1 per each unit (1-250); 0.75 per each unit (251-500) ; 0.5 per all units above 500; 1/200sf of meeting rooms (Ch 51A)
Office in a shopping center	1/300sf	1/333sf
Residential (some)	1/DU**	Per sleeping room; per bedroom; 1/DU and 2/DU
Retail and Personal Service	1/300sf (?)	1/300sf; 1/500sf; 1/200sf; 1/100sf; 1/25sf; 1/600sf
When in a shopping center: Office Recreation <u>Animal shelter of clinic (?)</u> Nursery, garden shop, or plant sales Furniture store	1/300sf	
Retail...: nursery, garden shop, or plant sales; furniture store	1/1,000sf	1/500sf + 1/2,000sf outside sales and display 1/500sf + 1/1,000sf storage





2. Parking Required Ratios

Use categories with parking ratio required – discussion

Use category	Proposed	DISCUSSION
Agricultural: retail portion in an urban garden	1/300sf (?)	<i>Is this needed?</i>
Lodging: meeting space, event space, restaurant <u>in excess 50sf/room</u>	1/300sf	<i>DIR – new</i>
Office in a shopping center	1/300	
Residential	1/DU**	<i>Discuss scenarios</i>
Retail and Personal Service	1/300sf (?)	<i>Adequate ratio?</i>
When in a shopping center: Office Recreation <u>Animal shelter or clinic (?)</u> Nursery, garden shop, or plant sales Furniture store	1/300sf	<i>Definition for shopping center Animal shelter or clinic (1/300sf now, adequate?)</i>
Retail...: nursery, garden shop, or plant sales; furniture store	1/1,000sf	<i>Adequate ratio / needed?</i>



2. Parking Required Ratios _Appendices



1. **Comparative table with ratios:** how uses are allowed, proposed ratio, Chapter 51A, Chapter 51 ratios
2. **Code excerpts for parking regulations:** special exceptions (BDA), administrative parking reductions, reductions for bike parking, special parking – remote and shared parking

3. **Table - development regulations for residential districts:** density, side and rear setbacks, lot coverage
4. **Scenarios for parking requirements for residential uses:** 5 scenarios + general criteria to be considered
5. **(Few) other cities:** Portland, Seattle, Minneapolis, Atlanta



2. Parking Required Ratios _ Residential



Criteria for discussing and considering each scenario Pros:

- Allows flexibility and opens us the entire **range of options for housing choices** regardless of the location.
- Creates a **variety in zoning districts**.
- Allows flexibility for design for the gentle densifiers – encourages **the missing middle housing**.
- Includes housing options for **categories with different needs** (ageing in place, multigenerational neighborhoods, ...).
- Supports different types of infill housing and has the potential to bring housing, jobs, supporting services, and commercial closer freely – a crucial structure for different, gently denser, development patterns and communities; **hence shortening the distances** and possibly eliminating the need for long-distance commuting – **15-minute city (live-work-play)**.
- Allows solutions for **efficient use of existing parking supply**, thus supporting **walkability and bike-ability**.
- Allows site design options that support a **good street presence** and activation, walkability, bike-ability.
- Allows **all modes of transportation** to be considered by the user, in the context of the housing-job relationship, for the long-distance commutes.
- Support and relief for **older building sites** that encounter design constraints to comply with parking requirements.
- Helps the **preservation of the older neighborhood character**.
- Incentivizes additional tools necessary in **transportation management** and start partnerships with the community at all levels.
- The timing and potential to implement **citywide approved goals** at a faster pace.



2. Parking Required Ratios _ Residential

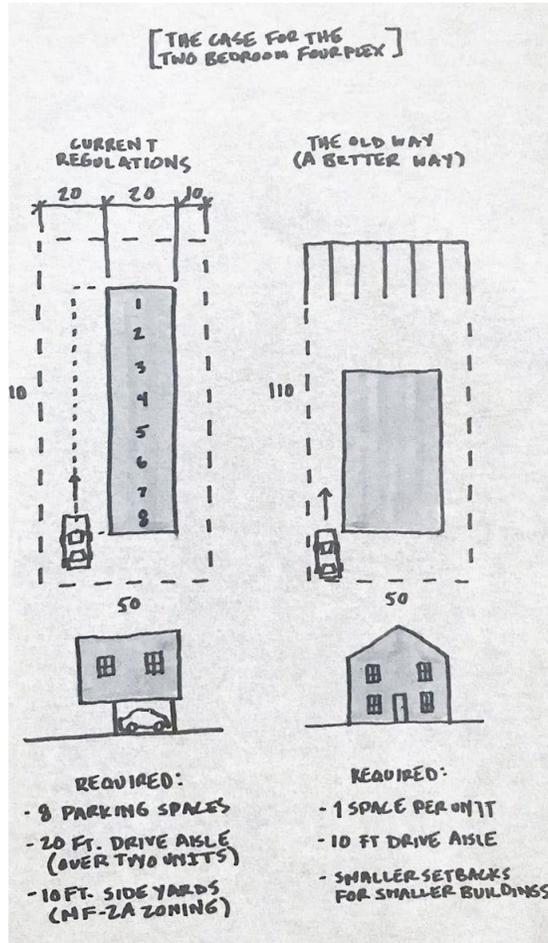


Criteria for discussing and considering each scenario Cons and unintended consequences:

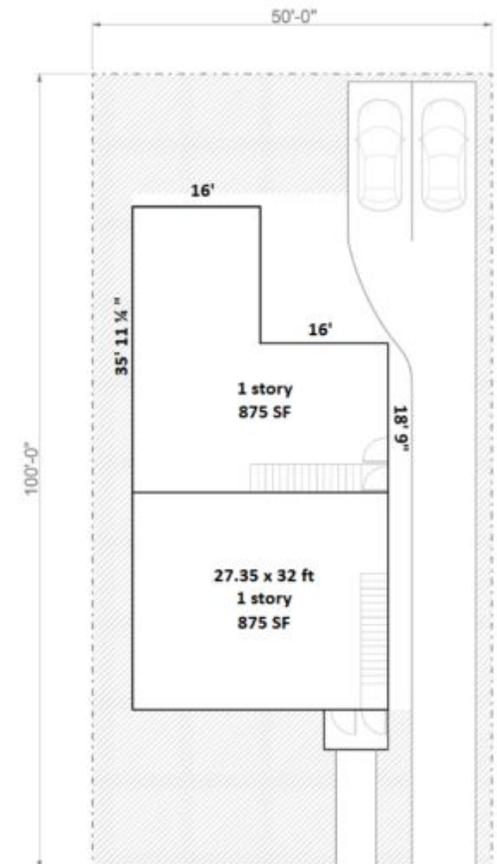
- **Short term impact** (strong perception).
- **One-size-fits-all** approach.
- Does not include an option for single-family housing - **limits housing choices**.
- Degree of correlation between access to transportation and **unequitable** outcomes in unstable neighborhoods.
- Necessitates a **transition period** and may require periodic assessment and adjustment together with strong and clear assessment metrics of the impact.
- Will need a **larger framework for access to transportation citywide**.
- Will force a different approach to **public right-of-way management** to address potential overburden of on-street parking.
- Will need additional tools to support an **efficient use of public right-of-way** and existing parking supply on private property.
- Relies on **additional tools and mechanism** that are not in place fully but are starting to manifest (shared parking options).



2. Parking Required Ratios _Residential



Lot Size: 5,000 SF **Units:** 4
Lot Width: 50 **Lot Depth:** 100
Buildable Dimensions: 40' x 65'
FAR: 0.7 **GFA:** 3,500
Unit SF: 875 **Floors:** 2
Building Footprint: 1,750 SF
Layout:
 Stacked units.
 Two rear parking spaces.



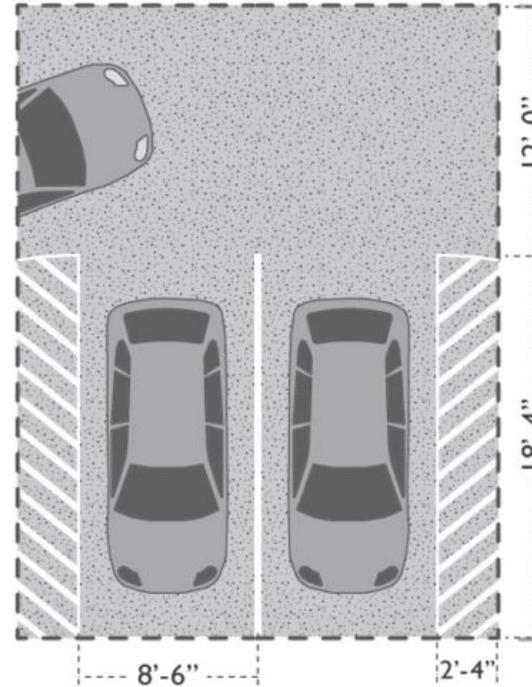
A theoretical site plan for a 3,000 square foot fourplex on a 5,000 square foot lot. Mandating more parking would either pave far more of the lot, vastly increase costs due to excavation, or prevent the homes from existing. Image: Site plans for Oregon Department of Land Conservation and Development from Angelo Planning Group and SERA Architects.



2. Parking Required Ratios _Residential



Living Space Vs. Parking Space



size for 2 bedroom apartment: 675 FT²

size for 2 parking spaces: 650 FT²

Sources: Transportation Cost and Benefit Analysis II - Parking Costs Victoria Transport Policy Institute (www.vtpi.org)

Graphic Adapted from Graphing Parking (<https://graphingparking.com/2013/07/23/parking-across-cascadia/>)

Image compiled by Portlanders for Parking Reform - <https://pdxshoupistas.com/> - @pdxshoupistas



An example of educational materials Portlanders for Parking Reform developed to demonstrate the space parking takes from housing.



<https://parkingreform.org/2020/09/03/portland-has-eliminated-residential-parking-requirements-your-city-should-be-next/>

2. Parking Required Ratios _Residential



In many Oregon cities, this is how a fourplex would be legally required to look---1.5 off-street parking spaces per home---without the new state rules. (Notice that these driveways eliminated four or five curbside parking spaces.) Photo: Mark McClure, used with permission.



A fourplex with two off-street parking spaces (on the left). Photo: Kol Peterson, used with permission.



2. Parking Required Ratios _ Residential



Additional tools needed

- Tools to regulate on-street parking and support additional mobility needs:
 - *Residential Permit Only (RPO) process streamlined, updated metering and curb management tools.*
 - *New parking (transportation) management tools: Parking Benefit Districts, Parking Management Districts where applicable.*
 - *Correlation with priority investment areas to ensure supporting infrastructure, street design, or other necessary programs.*
- Possible updates to the current site access standards.
- Impact analysis metrics to help supervise the outcomes and collect data that will enable future necessary adjustments.



2. Parking Required Ratios _ Residential



Residential districts – districts that allow single-family (not all)

A, R-1Ac, R-1/2Ac, R-16, R-13, R-10, R-7.5, R-5, D, TH-1, TH-2, TH-3, CH, MF-1, MF-2, MF-3, MF-4

Lot coverage: 40% (A to R-5) and 60% (D to MF-3)



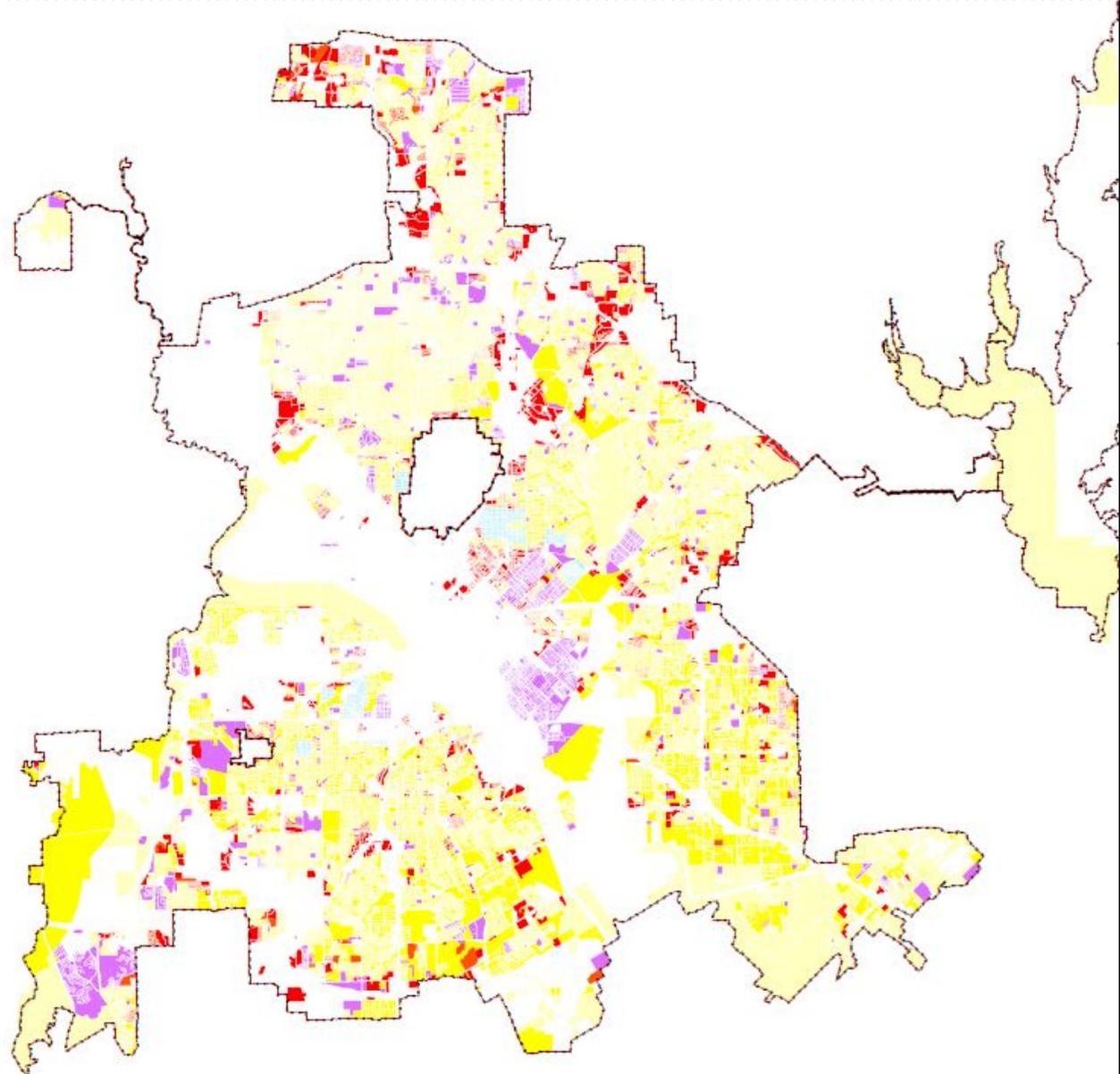
2. Parking Required Ratios _ Residential



- City Limits
- PD
- A(A) & R-1Ac(A) - R-10(A)
- CD
- R-5(A) & R-7.5(A)
- D(A)
- MF-1(A) & MF-2(A)
- TH-1(A) - TH-3(A) & CH

Residential Base Districts and Single Family PDs

Does not include PD 193, PDs for TH or D



2. Parking Required Ratios _ Residential



SCENARIO 1: No minimum (or further reduced) required parking for all housing types within all districts where residential uses are allowable, regardless of location.

What districts will apply:

- All districts where residential use (single family, duplex, multifamily) is allowed (R, D, TH, CH, MF, MU, CA, UC).

Ratios that will still apply in this scenario:

- Only certain non-residential uses located in the 330-foot buffer will have minimum parking requirements.



2. Parking Required Ratios _ Residential



SCENARIO 2: No minimum (or further reduced) required parking for all housing types within some selected districts (R-7.5, R-5, D, CH, TH, MF-1, MF-2), regardless of location.

What districts will apply:

- All housing types (single family, duplex, multifamily) allowable within R-7.5, R-5, D, TH, MF-1, MF-2, CH.

Ratios that will still apply in this scenario:

- Residential uses: 1 parking space/DU within R-1Ac, R-1/2Ac, R-16, R-13, R-10, and
- Certain uses located in the R, D, TH districts and within the 330-foot buffer around them will have minimum parking requirements.

2.1 Variation or combination: No minimum (or further reduced) required parking for certain housing types (between 2DU/lot and 10DU/lot) where allowable.

What districts will apply:

- Housing types from 2DU/lot to 10DU/lot (duplex and low-density-multifamily) as allowable within D, TH, MF-1, MF-2, CH, MU, CA, UC.

Ratios that will still apply in this scenario:

- Residential uses 1 parking space/DU within R-1Ac, R-1/2Ac, R-16, R-13, R-10, R-7.5, R-5, and
- Certain non-residential uses located in the R, D, TH and within the 330-foot buffer will have minimum parking requirements.



2. Parking Required Ratios _ residential



SCENARIO 3: No minimum (or further reduced) required parking for all types of housing types within all districts, including all types of residential districts, in certain locations:

- a. Proximity to transit, and
- b. Within a certain buffer around certain commercial districts - retail, office, mixed use, multiple commercial, and central area (or)
 - b.1 Within the 330-foot buffer around R, D, TH

What districts will apply:

- All zoning districts restricted to certain locations.

Ratios that will still apply in this scenario:

- Residential uses 1 parking space/DU outside the specified location, and
- Certain uses located in the R, D, TH and within the 330-foot buffer will have minimum parking requirements.

**discussion: long-distance vs short-distance*



2. Parking Required Ratios _ residential



SCENARIO 4: Exceptions for parking requirements for building sites prior to March 1965 and less than X feet in width.

*(*The proposed framework includes exceptions for historical districts and buildings, and for all buildings built prior to March 1965 that will apply to residential uses too)*

What districts will apply:

- *All zoning districts restricted to very specific criteria.*

Ratios that will still apply in this scenario:

- *Residential uses 1 parking space/DU within all R, D, TH and within the 330-foot buffer around them, and*
- *Certain non-residential uses located within the R, D, TH and within the 330-foot buffer will have minimum parking requirements.*



2. Parking Required Ratios _ Residential



SCENARIO 5: Overall parking ratio of 1 parking space/DU for all residential types in R, D, TH and 330-foot buffer

What districts will apply:

- All R, D, TH districts and within the 330-foot buffer where the use is allowable.

Ratios that will still apply in this scenario:

- Residential uses 1 parking space/DU within all R, D, TH and within the 330-foot buffer around them, and
- Certain non-residential uses located within the R, D, TH and within the 330-foot buffer will have minimum parking requirements.



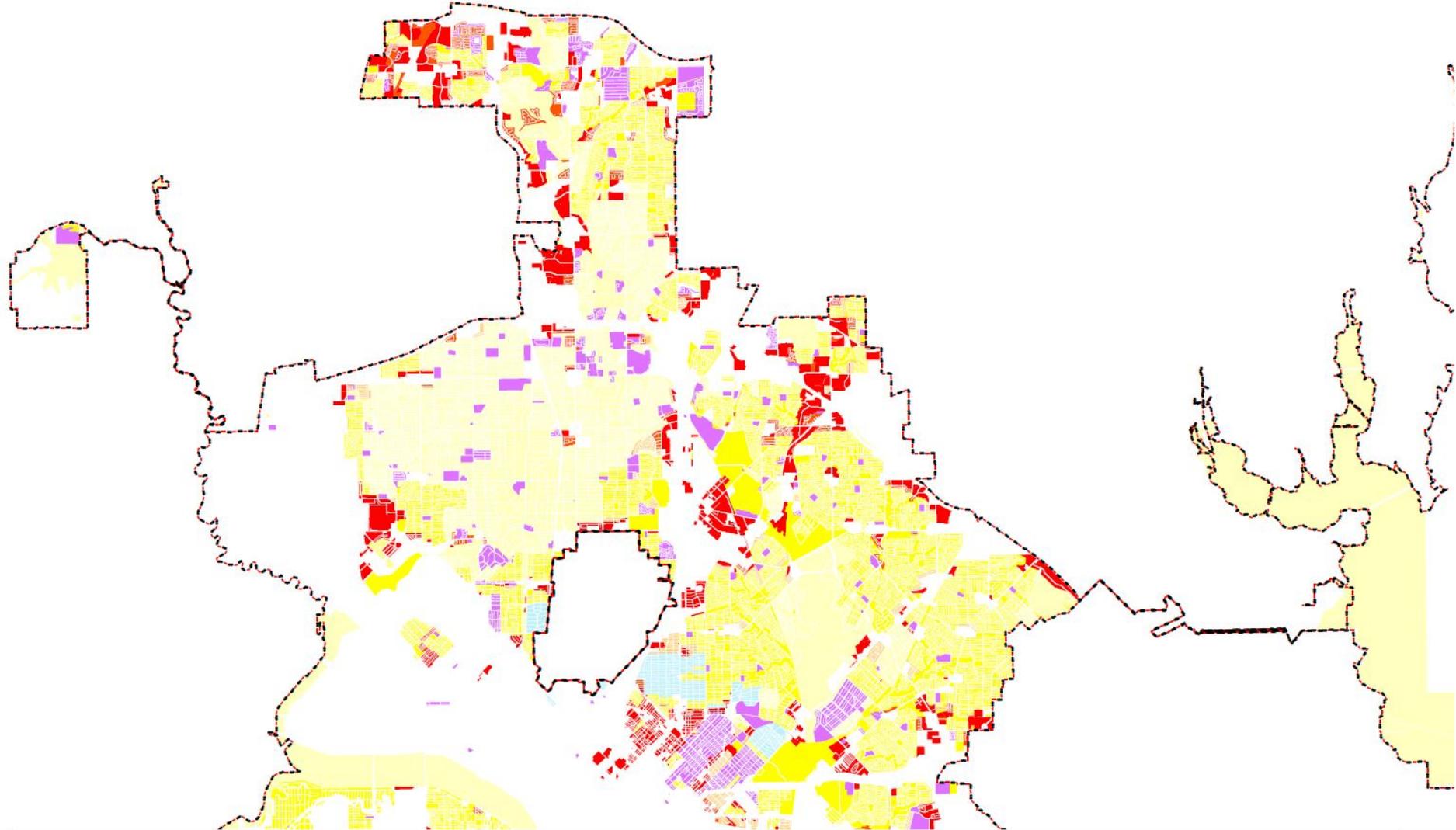
2. Parking Required Ratios _ Residential



Residential Base Districts and Single Family PDs

Does not include PD 193, PDs for TH or D

- City Limits
- PD
- A(A) & R-1Ac(A) - R-10(A)
- CD
- R-5(A) & R-7.5(A)
- D(A)
- MF-1(A) & MF-2(A)
- TH-1(A) - TH-3(A) & CH



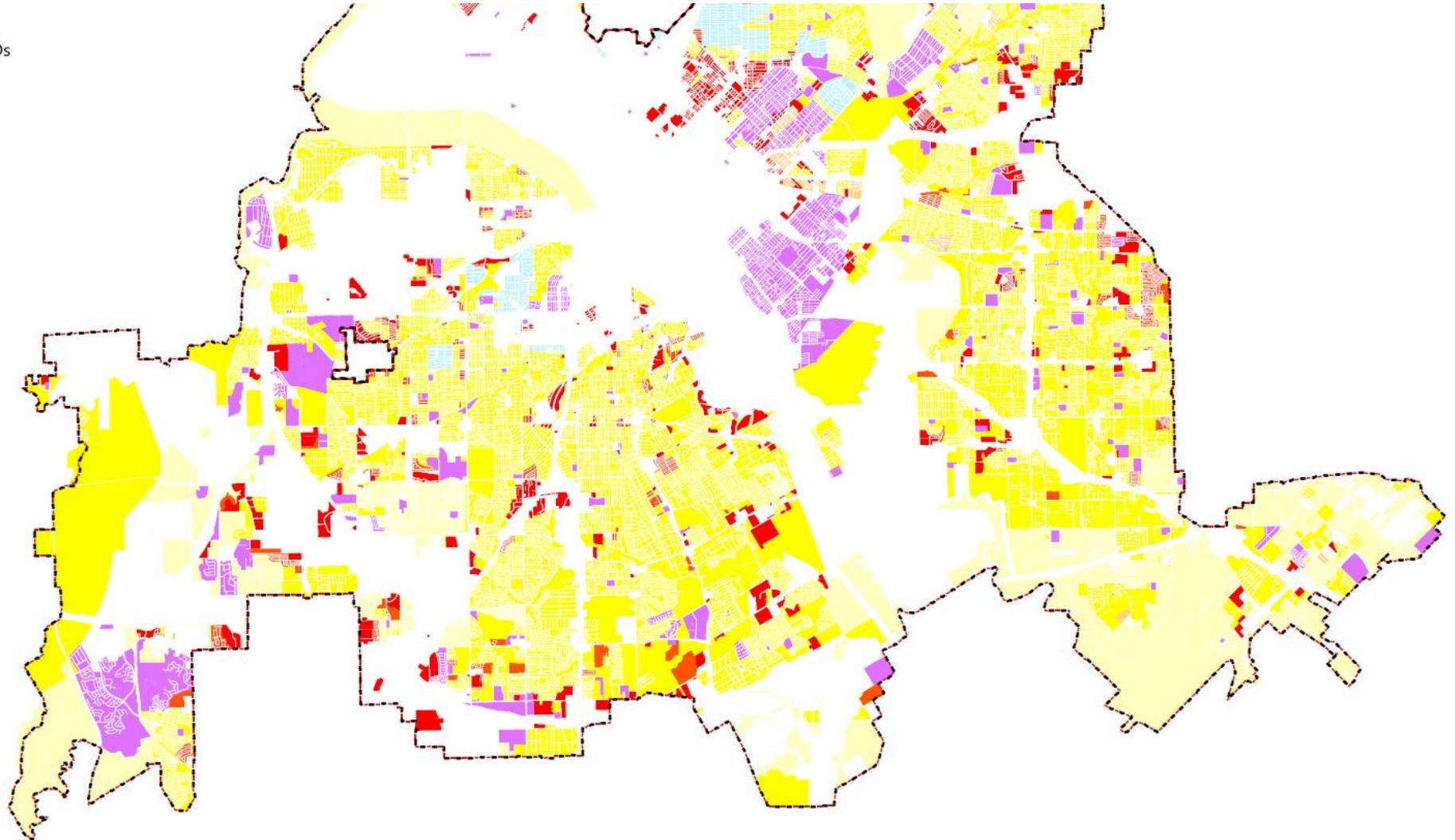
2. Parking Required Ratios _ Residential



Residential Base Districts and Single Family PDs

Does not include PD 193, PDs for TH or D

- City Limits
- PD
- A(A) & R-1Ac(A) - R-10(A)
- CD
- R-5(A) & R-7.5(A)
- D(A)
- MF-1(A) & MF-2(A)
- TH-1(A) - TH-3(A) & CH



2. Parking Required Ratios _ Residential



Other cities

Portland: 2002: proximity to transit no mins + very reduced ratios for certain districts

Oregon state law: residential lots:

under 3,000sf 1ps/ for the first 4 attached DUs

Up to 5,000sf max 2ps

Up to 7,000sf max 3ps

All: 1ps/DU per code

Seattle: 2012: urban centers + proximity to transit no min; affordable housing

→outcome: more units at lower prices

Minneapolis: 2009 and 2015: max citywide, proximity to transit

Atlanta: proximity to transit, land use intensity ratios

Will follow full zoning code reform to support density



2. Parking Required Ratios _Residential



2011

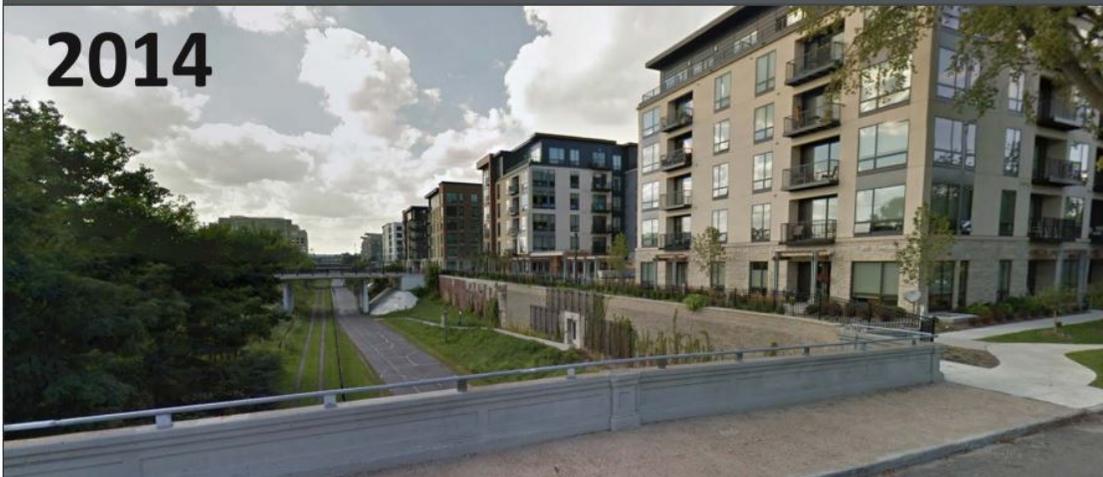


Minneapolis:

2009 parking reform: max citywide among other things

2015 parking reform: no mins near transit for multifamily

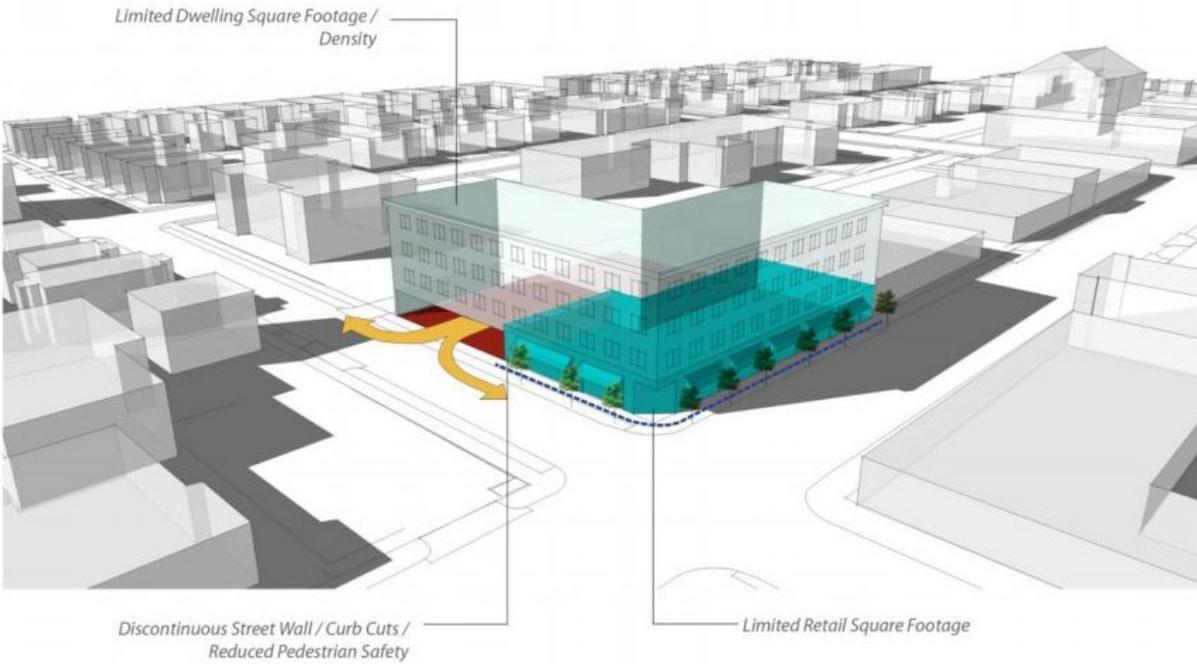
2014



2. Parking Required Ratios _ Residential



Small Block Infill - Existing Policy 1:1



Infill Development
 42 dwelling units (1000 sf avg)
 9,000 sf retail
 10, 500 sq ft surface / tuck-under parking

Small Block Infill - Parking Reduction



Infill Development
 42 dwelling units (1000 sf avg)
 15,000 sf retail (+6000)
 7,600 sf of flex space (parking or green space)



General - Recap



PILLARS of the FRAMEWORK:

1. Areas with required parking + Exemptions
2. Parking required ratios (table) + Regulations
3. Proximity to transit
4. Parking Management Tools
5. Parking Design Standards



Schedule to ZOAC



January 21

February 4 – Parking Ratio Table recommendation

February 18/25 – Parking Ratio Table recommendation –
continuation

March 4 – Additional parking regulations

(remote parking, shared parking, passenger loading area, etc.)

March 25 – Comprehensive recap and public input

(a cohesive look at the recommendations tied together before moving into design standards and their application)

April 8 – Management tools

April 8 – Proximity to transit

May 6 - Design standards and application





PARKING

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Parking Ratios Table and Regulations

Zoning Ordinance Advisory Committee
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