



City of Dallas

Off-Street Parking & Loading Code Amendment

**City Plan Commission
November 21, 2024**

Michael Wade, Chief Planner (I)
Planning & Development
City of Dallas

Presentation Overview



Today:

Informational briefing

Preparation for public hearing and vote



Presentation Overview



1. Study Background
2. Proposal: TDMP (Transportation Demand Management Plan)
3. Proposal: Parking Minimums
4. Proposal: Parking Design
5. Concerns and FAQ

*Staff-recommended revisions will be noted in green underlined text.



Study Background

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October 3, 2019	Authorization by CPC
March 5, 2020 – August 26, 2021	26 ZOAC meetings with public input + listening sessions:
August 4 and 8, 2024	Public listening sessions
August 15, 2023 December 5, 2023	ZOAC meetings
September 6, 2024	City Council briefing
January 30, 2024	ZOAC vote of approval Text (Web PDF) and Report (Web PDF)



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30 total ZOAC meetings and public listening sessions

- 3/5/2020 – Introduction
- 6/18/2020 – Current regulations
- 7/9/2020 – PD regulations
- 8/6/2020 – Peer City Review
- 9/3/2020 – Studies, BDA, City Plans
- 10/15/2020 – Public input
- 11/5/2020 – Case studies
- 11/19/2020 – Review public input
- 12/3/2020 – Review public input
- 1/21/2021 – Parking framework
- 2/4/2021 – Parking ratios
- 2/18/2021 – Ratios & regulations
- 2/25/2021- Ratios & regulations
- 3/11/2021 – Parking management
- 4/1/2021 – Scenario testing
- 4/15/2021 – Management mechanisms
- 4/22/2021 – Q&A with Dr. Eric Johnson
- 5/6/2021 – Additional scenario testing
- 5/19/2021 – Public Meeting
- 5/20/2021 – Public Meeting
- 6/3/2021 – Discussion of public forum
- 6/17/2021 – Design Standards
- 7/15/2021 – Design Standards
- 8/12/2021 – Design Standards
- 8/26/2021 – Transportation Demand Management
- 8/4/2023 – Virtual Listening Session
- 8/10/2023 – Virtual Listening Session
- 8/15/2023 – Reintroduction of topic
- 12/5/2023 – Proposal
- 1/30/2024 – Revised proposal and ZOAC vote



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Current regulations:

- **Parking minimums** – Minimum amount of parking that must be built or otherwise guaranteed available for any given property, usually a ratio of parking spaces per square footage, dwelling unit, bedroom, or another characteristic.
 - Limited variances and exceptions are permitted.
 - Planned Development Districts frequently carry customized parking minimums.
- **Design** – location and dimensions are regulated;
- **Review** – typically site plan review by Zoning Reviewers; larger or complex development projects go for a more focused transportation review.



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Parking requirements create barriers to adopted City goals:

- **Slow or prevent new housing production;**
- Constrain adaptable **reuse or redevelopment** of existing buildings;
- Impose a **cumbersome process** for permitting staff;
- Disproportionately **burden small businesses** and entrepreneurs with **equity impact;**
- Perpetuate an unsafe, unpleasant, and **unwalkable environment;**
- Work against adopted **environmental sustainability goals;**
- Preserve a **financially underperforming** land use;
- Are a generic **one-size-fits-all** solution that neglects context.



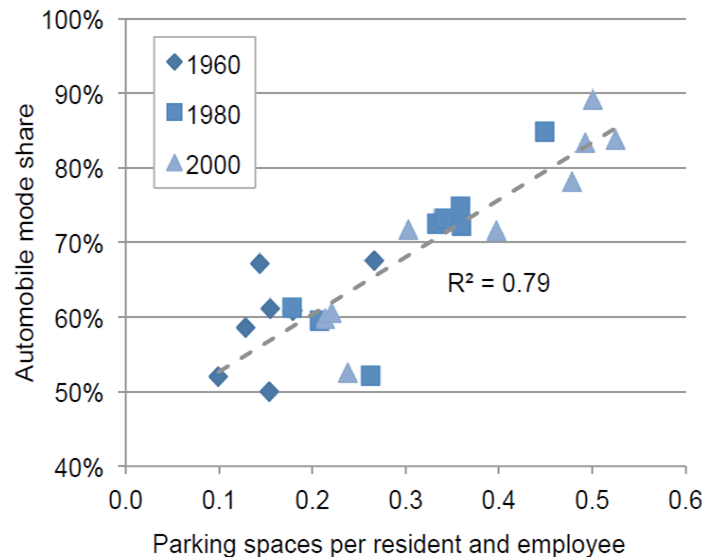
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Ecosystem impact: Transportation, climate, and safety

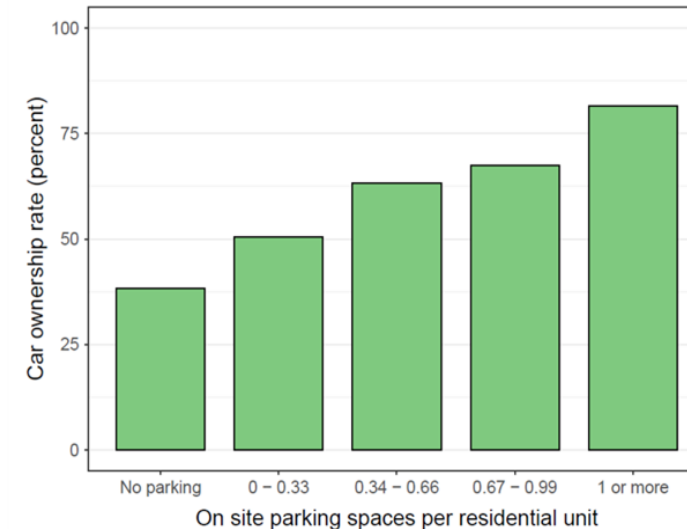
- Additional parking spaces cause more vehicle use.



UW-Madison/UConn

Shows causal relationship between parking and auto use through an epidemiological method of analysis.

Figure 3: Survey responses for car ownership by residential parking ratio



UCLA/UCSC

Shows causal relationship between parking and car ownership using a housing lottery in San Francisco.



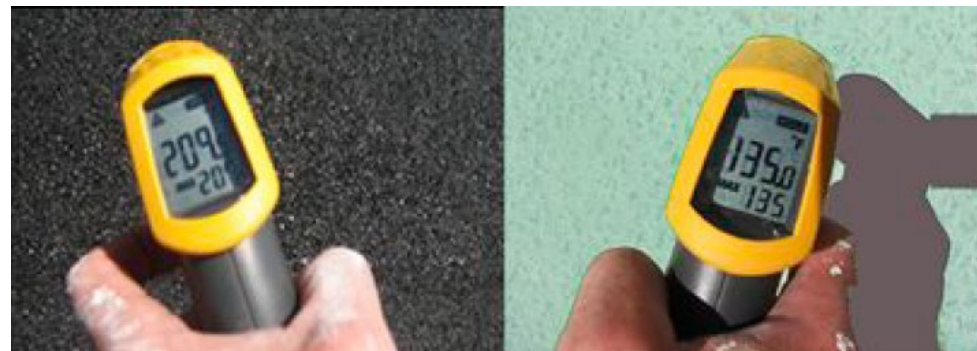
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Ecosystem impact: Climate and health

- Additional parking spaces...
 - Degrade water quality by feeding polluted water directly into water sources and inhibiting its natural filtration through soil;
 - Absorb heat and increase the urban heat island effect; and
 - Disrupt biodiversity.



Traditional Asphalt*

Cool Pavement Retrofit*

*On July 12, 2010 110°F Phoenix, Az.



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Ecosystem impact: Finances

- A single new parking spot can cost as much as \$40,000 or more to build;
- Development costs are passed down to residents and consumers
 - Estimated \$200 - \$600 additional on monthly rent
 - Up to \$40,000 additional home purchase price
 - Groceries, household items, etc. are more expensive
- Delays due to permitting review or attainment of parking spaces can completely stop business or cause a business to close
- Parking-oriented designs contributes little to the tax base for sidewalk and street repair, code enforcement, etc.

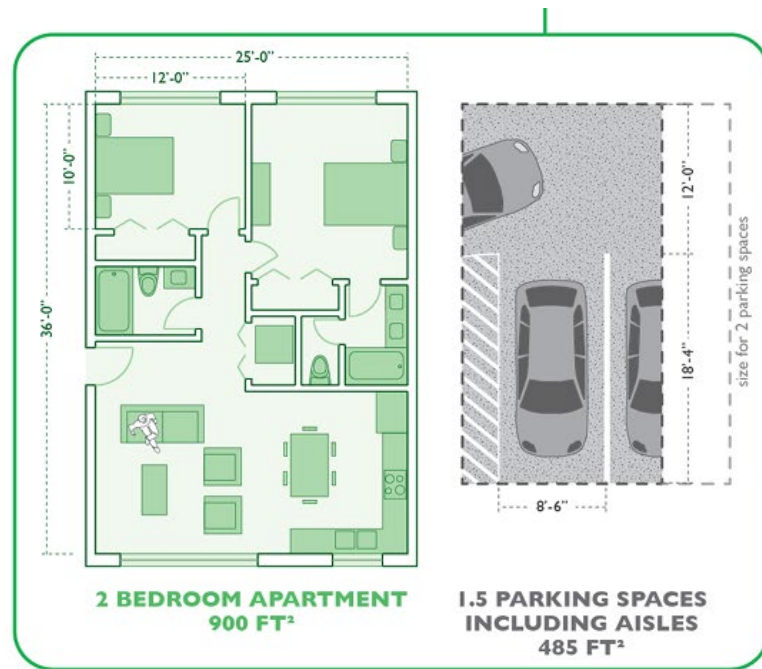


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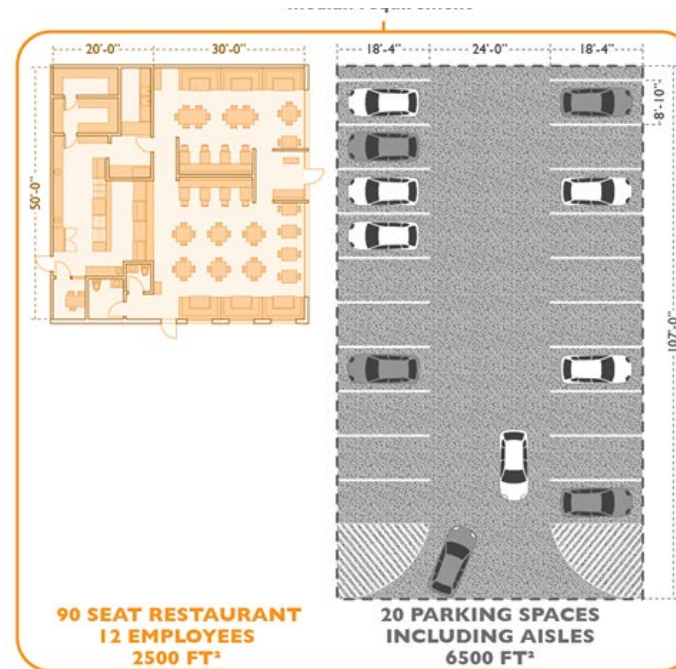
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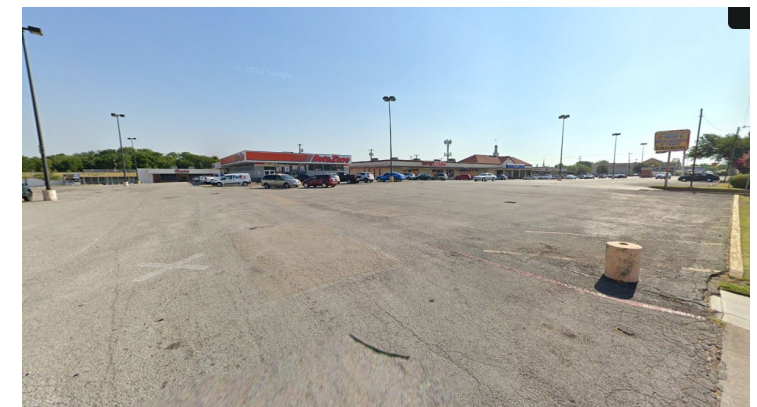
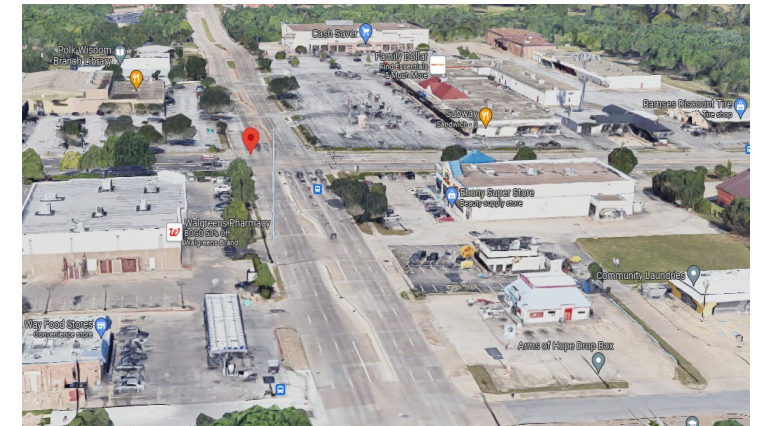
Ecosystem impact: Walkability and urban fabric



Parking for apartment
(Dallas requires 2+)



Parking for small restaurant
(Dallas requires 25+)



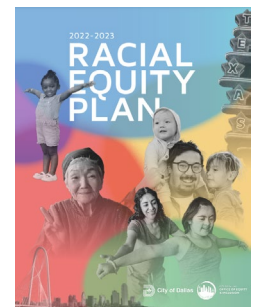
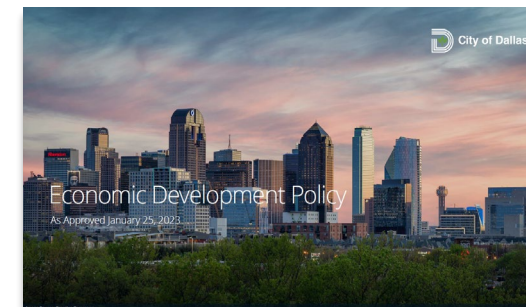
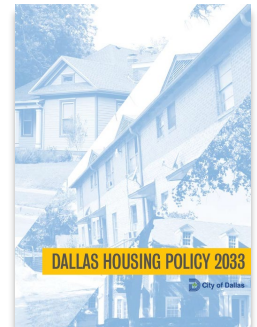
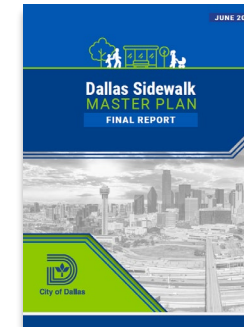
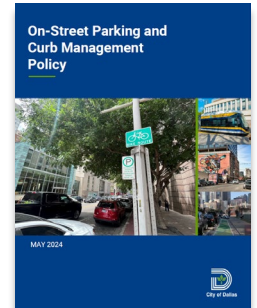
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Citywide and regional plans guide the City to revise our parking, land use, and transportation strategies.

- Environmental justice and stewardship
- Multi-modal transportation
- Housing affordability and options
- Equitable economic opportunity
- Walkable communities (infrastructure, convenience, safety, aesthetics)



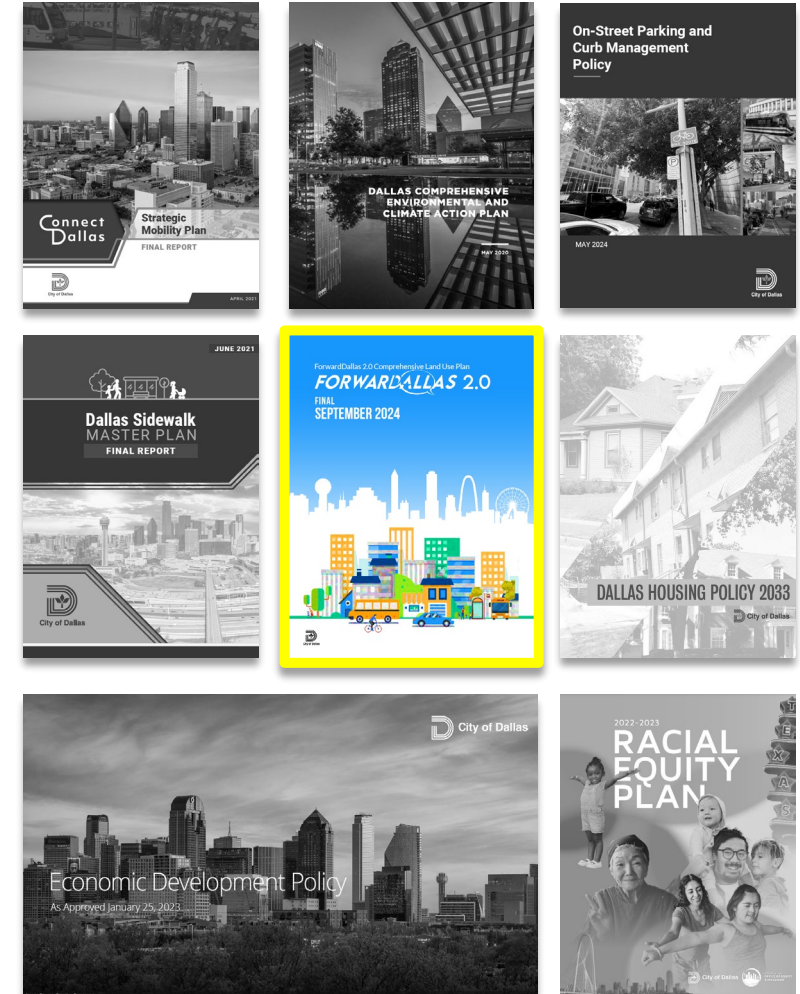
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ForwardDallas 2.0:

- “Investigate reduction or removal of restrictive parking requirements impacting small businesses or development feasibility.” (*Economic Development*)
- “Update development code to reduce or eliminate parking minimums in TOD areas. Consider implementation of parking maximums in these areas.” (*Transit-Oriented Development*)



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CECAP, Connect Dallas, etc.

- Avoid increases in single-occupancy, gasoline-powered vehicle trips.
- Increase mode-share of alternative forms of transportation – walking, bicycling, transit, carpooling, shuttles, car-share.
- Increase *access* in addition to mobility – localized destinations, neighborhood enrichment.



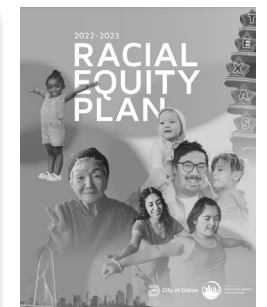
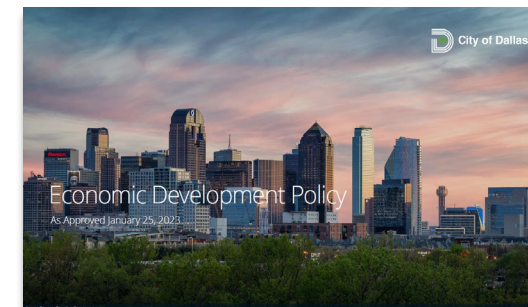
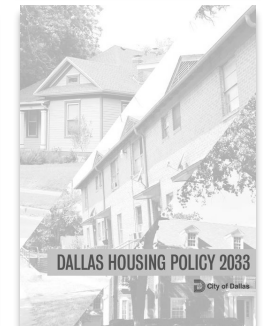
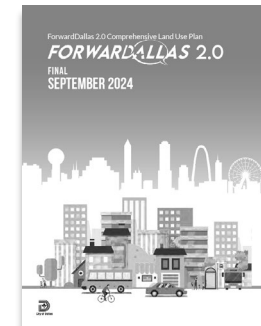
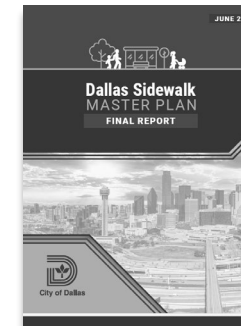
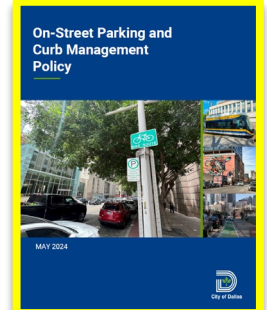
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On-Street Parking and Curb Management Policy

- Sets direction for managing curb parking and overspill situations – adopted May 2024
- Outlines tools:
 - Parking Benefit Districts
 - Local Parking & Curb Management Plans
 - Time limited and paid parking areas
 - Describes and plans for updates to existing Residential Parking Only permits



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Proposal





ZOAC recommendation (January 30, 2024)

- **TDMP:** Assemble current development review practices into a formal, predictable **Transportation Demand Management Plan** review requiring developments to plan comprehensively for their impact on transportation systems.
- **Parking Minimums:** Remove parking minimums citywide to allow context-sensitive, right-sized parking site by site.
- **Parking Design:** Improve walkability and bicycle parking design





Transportation Demand Management Plan (TDMP)

- **Purpose:** Assemble the current staff considerations for transportation review into a transparent, predictable review causing development and redevelopment projects to incentivize the use of sustainable transportation types in pursuit of adopted City transportation and environmental stewardship goals.
- **Precedent:** Used around the country by large and small cities, as well as counties.
- **Two parts:** Code (51A-4.804) and TDMP Guide (Council Resolution)





Transportation Demand Management Plan (TDMP)

- **Requirements:**
- A chart of project thresholds is outlined in the code. Thresholds are based on ranges of new dwelling units, new commercial square footage, and particular nonresidential land uses of any size.
- When a development or redevelopment project reaches a threshold, it undergoes a Minor or Major Review at the time of site plan review.
- Additional submission requirements codify what staff already ask for, especially consideration of sustainable transportation infrastructure, and a traffic impact analysis for larger developments.





Transportation Demand Management Plan (TDMP)

- **Requirements:**
- The project is also assigned a point target based on project size and location.
- The point target must be reached by implementation of strategies that encourage reductions in single-occupant, gasoline-powered vehicle trips. Strategy options are presented in a menu format, including the possibility of customizing strategies that make more sense for the project. Strategies are assigned points, and the developer adds strategies until they reach the point target. (TDMP Guide)
- TDMP must be approved in order to be issued a building permit, and strategies must be implemented in order to to be issued a certificate of occupancy.



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Review types:

- Minor – simply meet the point target
- Major – meet the point target and submit a Transportation Impact Analysis or School TMP
- Discretionary – review staff may ask for additional documentation or require certain TDMP strategies.
Recommend removing.



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Adopted in Code through ordinance

Project threshold for any new development or redevelopment		TDMP review type	Point target required per location		
			Generally	Transit-Proximate	Central Business District
Residential	Contains 20 to 49 dwelling units	Minor	5	10	15
	Contains 50 to 139 dwelling units	Minor	15	20	25
	Contains 140 or more dwelling units	Major	20	25	30
Nonresidential	Contains 20,000 to 99,999 square feet of gross floor area without an Alcoholic Beverage Establishment	Minor	5	10	15
	Any new or expansion of a drive-through or drive-in component	Major	10	20	25
	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	20	30	30
Any new development or redevelopment that results in more than 99 parking spaces.		Major	20	20	20
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		

Point targets are not final

Adopted in TDMP Guide through resolution



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Category	Subcategory	Strategy	Standards	Total Points Available
TRANSIT	Transit subsidy	Provide employees and residents with unlimited-ride transit passes.	<p>Provide unlimited-ride transit passes to residents and employees through a DART-administered program according to the following land use categories. At least 50% of passes must remain in use. Renewal of subsidized transit pass program must be proven at the time of TDM audits.</p> <p>Non-residential (single-tenant): 100% of full-time employees</p> <p>Non-residential (multiple tenants): At least 75% of the full-time employees in the development</p> <p>Residential: At least one pass per unit for every unit in the development</p>	10
		Provide employees and residents with transit fare subsidy for unlimited-ride transit passes.	<p>Provide a fare subsidy for at least 30% of the cost of unlimited-ride transit passes to residents and employees through a DART-administered program. At least 50% of passes must remain in use. Fractions of points may be considered for renewal of subsidized transit pass program.</p> <p>Non-residential (single-tenant): 100% of full-time employees</p> <p>Non-residential (multiple tenants): At least 75% of the full-time employees in the development</p> <p>Residential: Every unit in the development</p>	5
	Real-time transit information	Post real-time transit information in prominent locations.	<p>Provide real-time transportation information displays, such as large screens or monitors, in prominent locations (entry/exit areas, lobbies, elevator bays) that show up-to-date transit arrivals, departures, and alternative options. [OPTION MAY BE AVAILABLE ONLY FOR CERTAIN AREAS OF THE CITY?]</p> <p>At minimum, provide a screen at each major entry and exit displaying arrival, departure, and walking times for bus routes within a quarter-mile and DART rail stations within a half-mile, as well</p>	3

Choose only one





Transportation Demand Management Plan (TDMP)

- **Categories:** Transit | shared mobility | electric vehicle | loading management | pedestrian realm | active transportation | parking pricing | locational efficiency
- **Example physical strategies:**
 - Additional or enhanced bike spaces, bike repair facilities, showers
 - Enhanced pedestrian realm – wider sidewalks, street furniture, art, etc.
 - Package pick-up/drop-off features like lockers, dedicated vehicle space
- **Example programmatic strategies:**
 - Providing shuttle or car-share services
 - DART subsidy
 - Joining or forming a transportation management authority or other such body



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Transportation Demand Management Plan (TDMP)

- **Waivers:** the requirement to submit a TDMP is subject to a waiver if a development would not actually .





Transportation Demand Management Plan (TDMP)

- **Compliance and Enforcement:**

- A mobility coordinator must be designated and kept up to date with the City as point of contact.
- Annual self-audits for two years following certificate of occupancy. (Surveys or other studies)
- Staff may check property for implementation with appropriate notice.
- If delinquent in implementation, property owner is warned and must work with staff to come into compliance. C of O suspension or revocation would be a final enforcement impact.
- **Staff recommended revision: add one line requiring a property owner whose spillover parking is creating a significant on-street nuisance to work with staff to mitigate the issue.**





Proposal: Parking minimums



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Basics

- **Parking minimums:** Required off-street parking in 51A-4.200 (Land uses) become zero in every land use.
- **Loading minimums:** Multifamily minimums
 - Currently no minimum loading amount
 - ZOAC recommendation: “Adequate off-street space for loading must be provided at the director’s discretion. See Section 4.303 for loading regulations.”
 - Staff revision recommendation: “On-site or off-site areas of anticipated loading and unloading activity, including short-term pick-up and drop-off, must be identified at the time of building permit, including any relevant building components such as a freight elevator and entrances.”



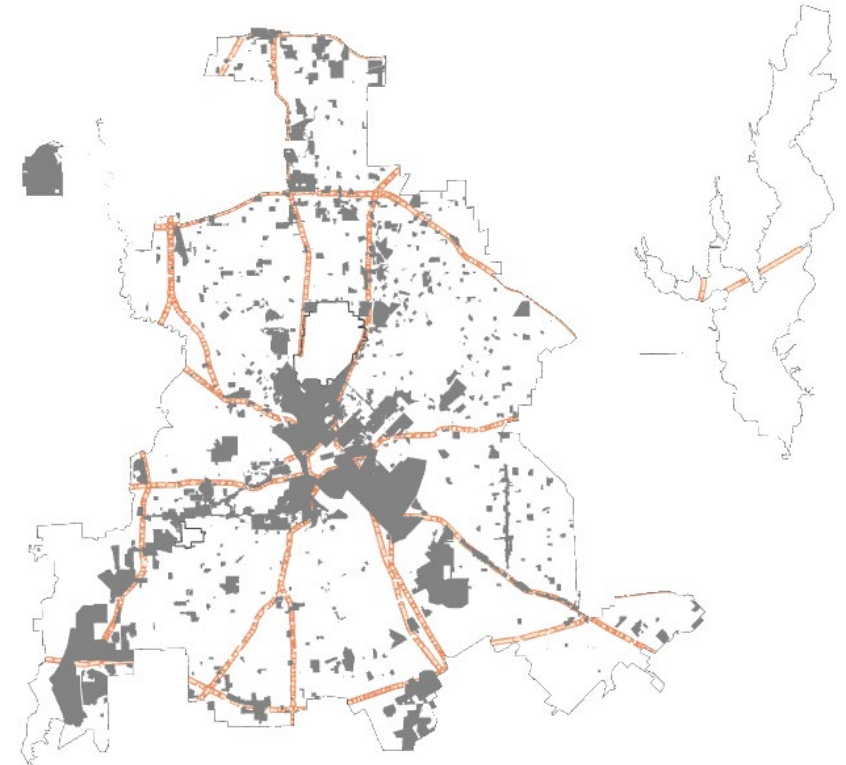
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Planned Development Districts (“PDs”)

- PDs cover 41,940 acres in Dallas – about 65.5 square miles or almost 18% of the city.
- PDs are still an opportunity to customize parking minimums by ordinance.
- PDs that refer parking requirements to 51A and 51 *would* be impacted;
- PDs that entirely customize their own parking requirements *would not* be impacted
- Many PDs customize parking requirements for only one or two land uses – only those land uses *would not* be impacted



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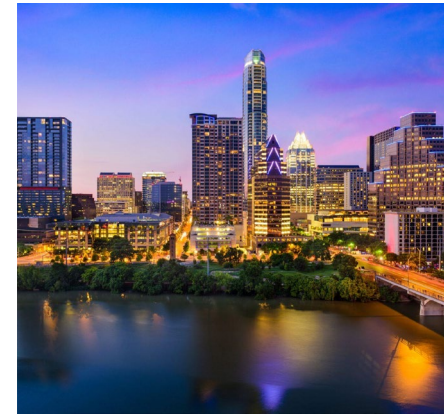


Lessons from other cities



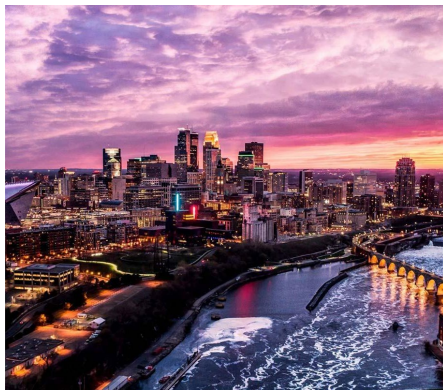
BUFFALO

Removed minimums: 21% fewer total parking spaces across 36 sites. (Mixed use: -53%. Resi: +17%. Comm: +64%)



AUSTIN

Affordability Unlocked: avg. of 25% fewer new parking spaces.



MINNEAPOLIS

Partial and full parking reforms reduced avg. new parking ratio from ~1.2 spaces per unit (2012) to ~0.7 per unit (2023).



SEATTLE

Parking reforms: 40% less parking across 868 sites (~60k du); correlates exactly with overparking acc. to county study.

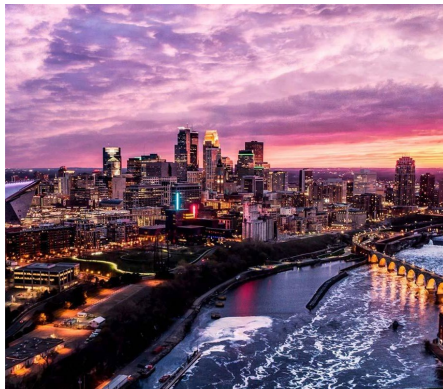


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Lessons from other cities



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<https://www.pewtrusts.org/en/research-and-analysis/articles/2024/01/04/minneapolis-land-use-reforms-offer-a-blueprint-for-housing-affordability>

Minneapolis Land Use Reforms Offer a Blueprint for Housing Affordability

Rents stayed flat as more apartments were built, even as the rest of Minnesota saw increases

ARTICLE

January 4, 2024

By: [Linlin Liang](#), [Adam Staveski](#) & [Alex Horowitz](#)

Read time: 4 min

Projects: [Housing Policy](#)

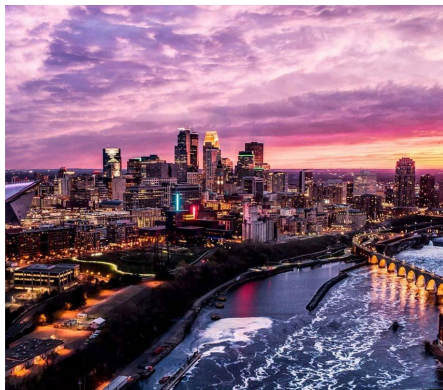


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Lessons from other cities



MINNEAPOLIS

Partial and full parking reforms reduced avg. new parking ratio from ~1.2 spaces per unit (2012) to ~0.7 per unit (2023).

The Director of City Planning in Minneapolis said, "No single legislative action did more to contribute to housing creation than the elimination of parking minimums."



Op-Ed: Eliminating Parking Mandate is the Centr...

From nyc.streetsblog.org



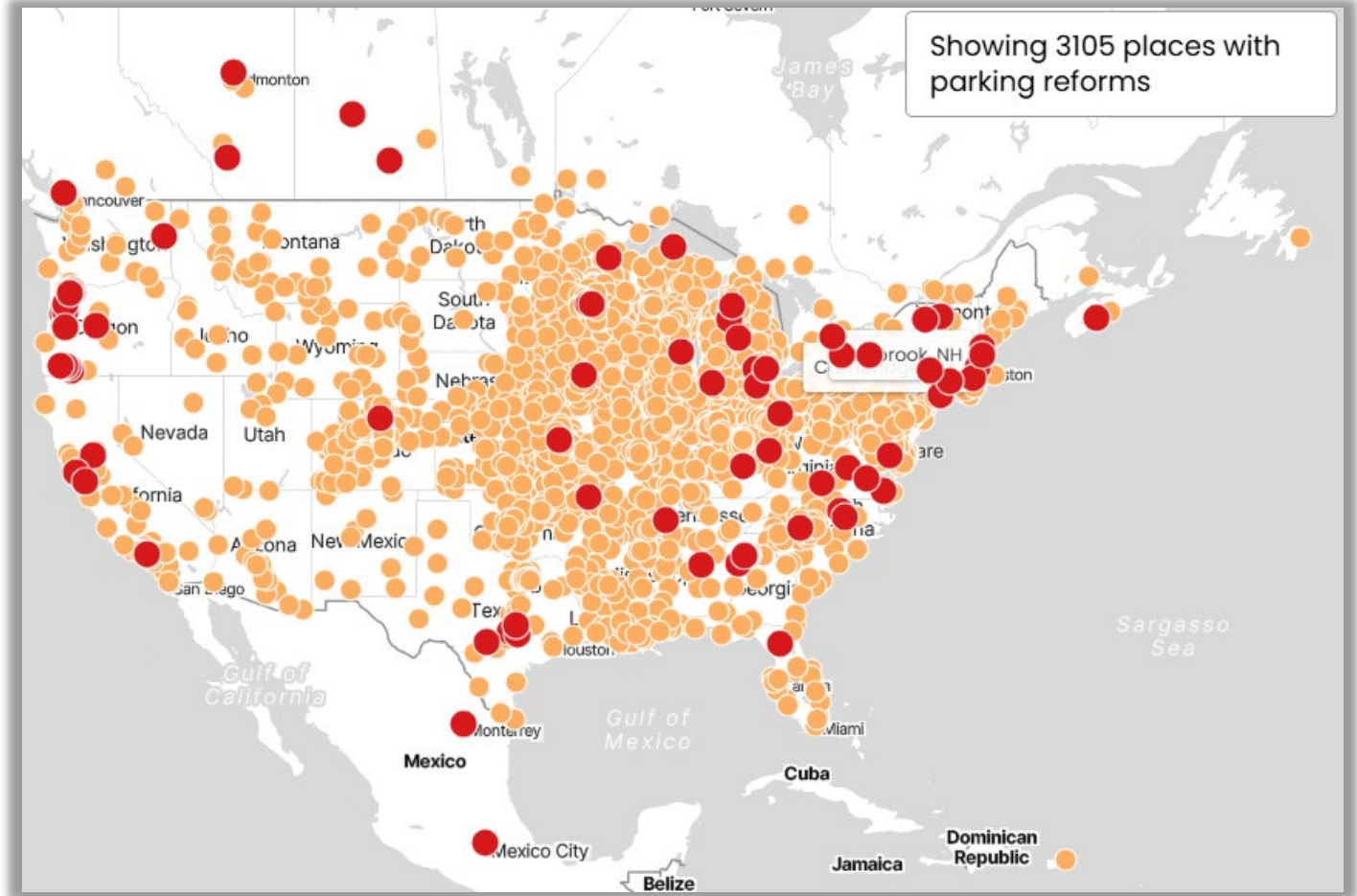
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Cities reforming parking regulations

- 3,000+ cities have removed or reduced minimums since 2016
- 89 cities have removed them citywide
- Largest in North America to remove: Mexico City, Toronto, Edmonton, and Austin
- The latest: Newport News, VA on October 22, 2024



*not shown: ~30 cities outside the contiguous 48 States including Anchorage, AK; Berlin, DE; and London, UK.



Proposal: Parking minimums

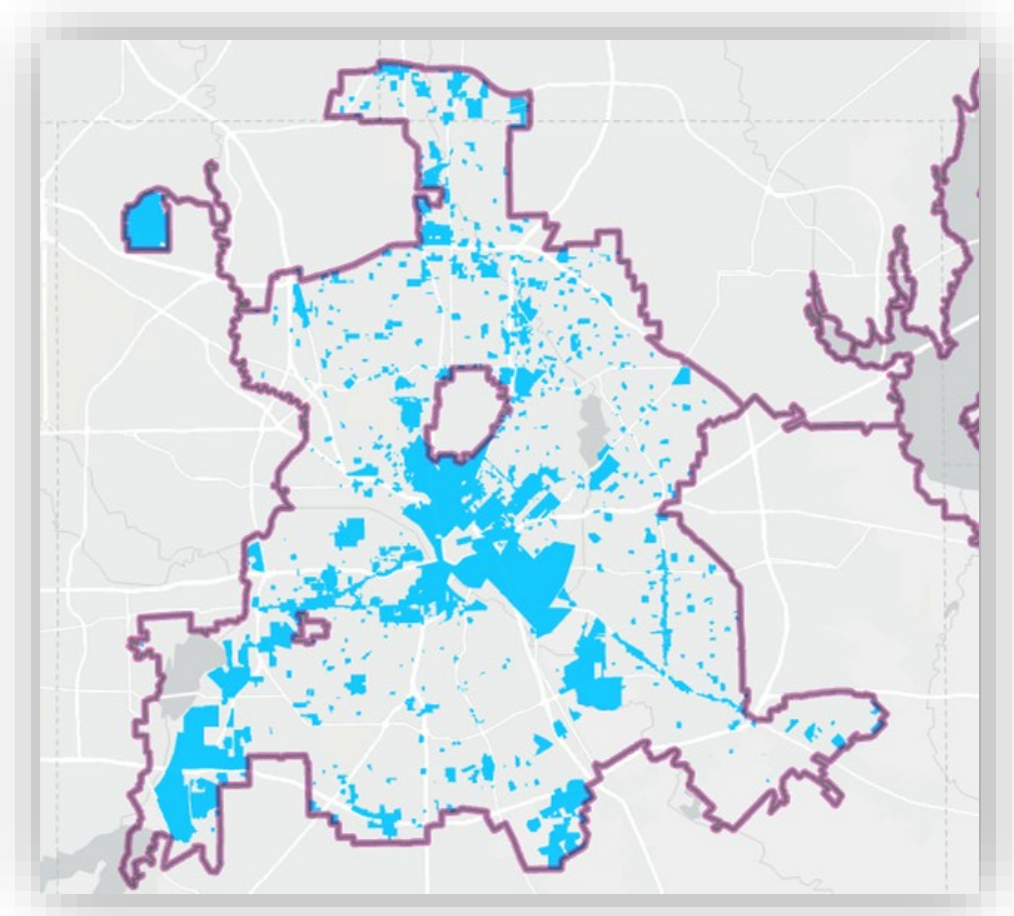
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Incremental vs. citywide

Dallas has reduced or removed minimums incrementally.

- Planned Development Districts (1,113)
- Mixed Income Housing Density Bonus
- Downtown



1,113 Planned Development Districts (“PDs”)



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Proposal: Parking design



Proposal: Parking design

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Note: Administrative waivers and exceptions are proposed to accompany all of the standards following standards.

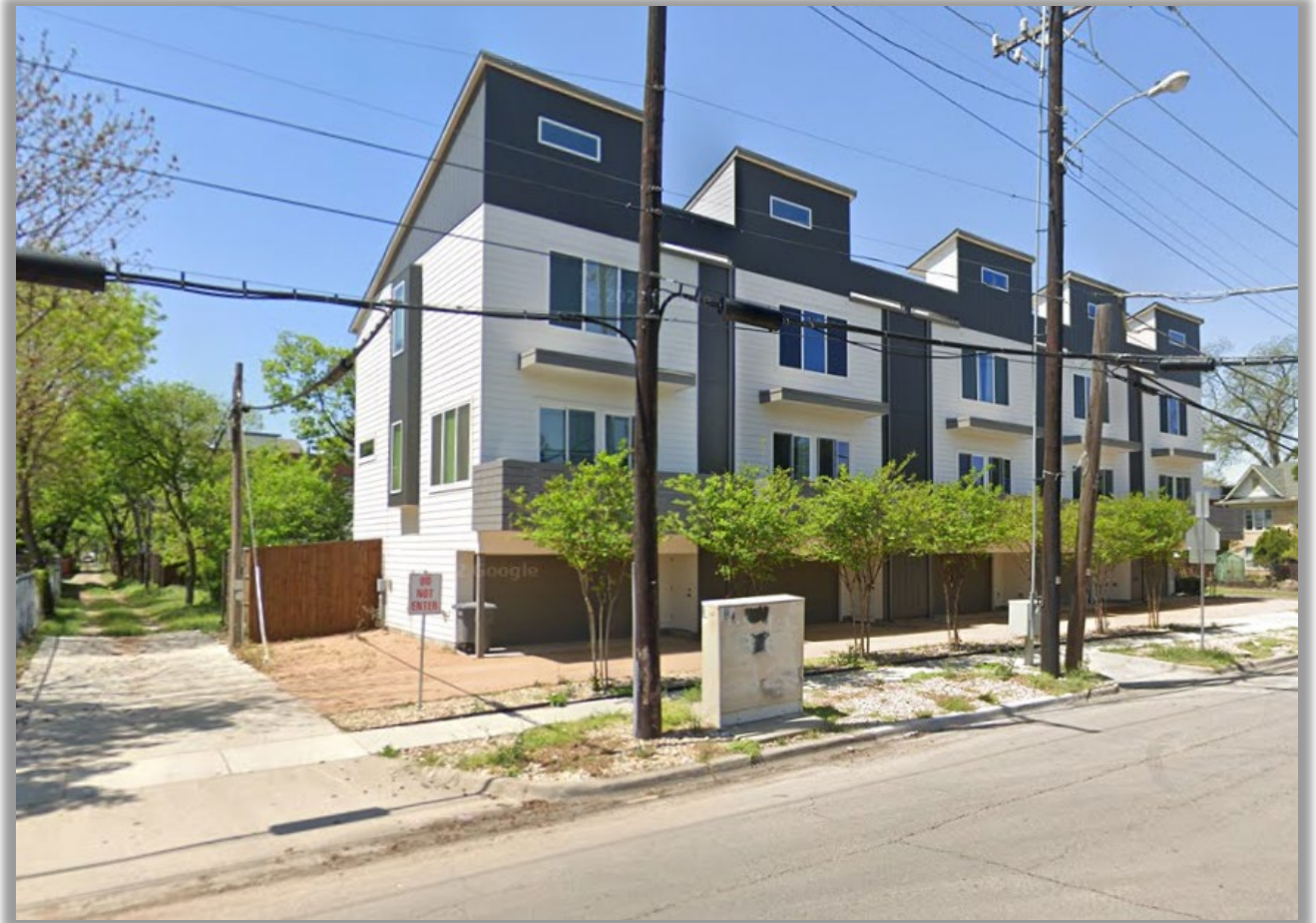


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- **Curb cut limits** – Lots with 1- to 4- unit dwellings must limit curb cuts to one per lot at a maximum of 12 feet, or 20 feet for shared driveways
- **Curb cuts off alleyways** – Properties may locate entrances to parking areas off of any alleyways regardless of adjacent zoning.
 - Also: Enclosed parking spaces no longer must be 20 feet from alleyways.



1901 Carroll

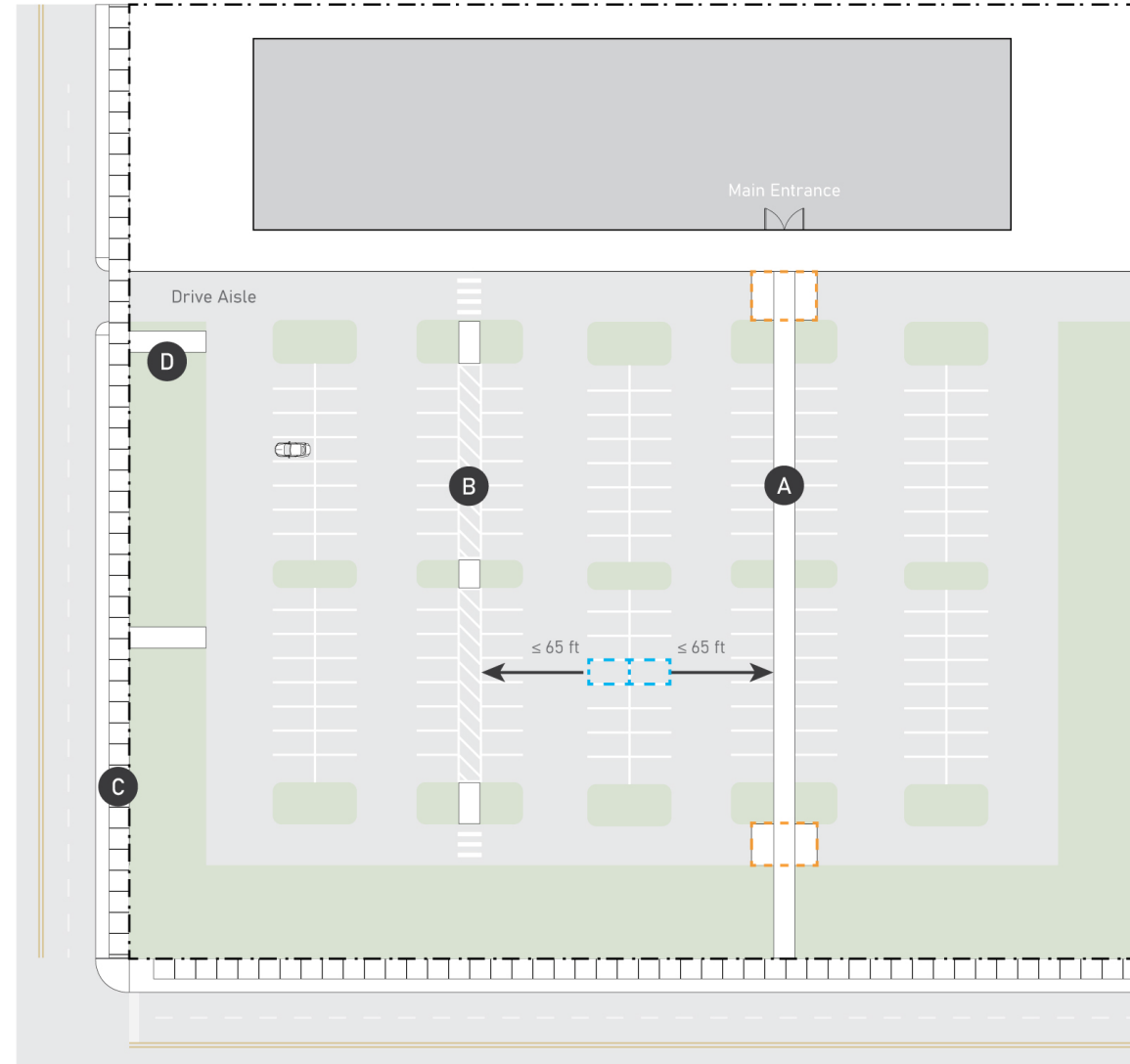


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- **Pedestrian paths** – Protected pedestrian pathways required through parking lots, 65 feet from every space.
- May count sidewalks.
- One main path must connect to the existing pedestrian network (sidewalk), and must be raised to the level of the curb or sidewalk *and* be of contrasting color, texture, etc. when crossing a drive aisle.



Proposal: Parking design

1. Study Background
2. **Parking and Loading Minimums**
3. Parking Design and Location
4. Bicycle Parking
5. Site Plan Review / TDMP
6. FAQ



- **Pedestrian paths**



Photo (right): Public Images (Google)



Proposal: Parking design

1. Study Background
2. Proposal: TDMP
3. Proposal: Parking Minimums
- 4. Proposal: Parking Design**
5. Concerns and FAQ



- **Parking setback** – Parking for any use must be located behind one front setback line
- **Drainage** – prohibition on draining surface water from parking lots across the surface of sidewalks
- **Location** (not recommended by ZOAC) - Parking must be located to the rear or side of the building
 - **Potential revision:** 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.



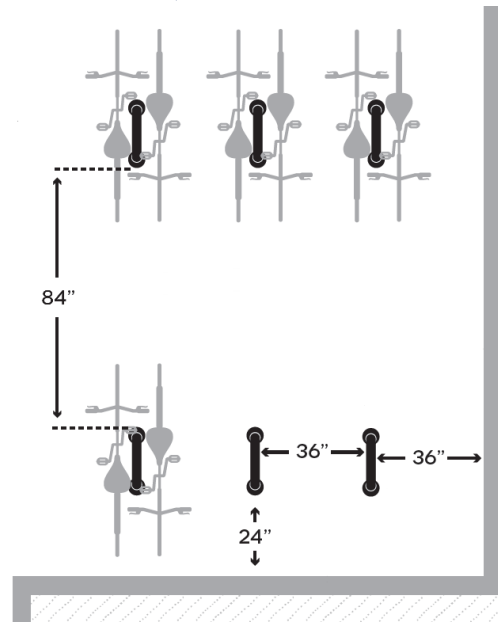
Proposal: Parking design

1. Study Background
2. Proposal: TDMP
3. Proposal: Parking Minimums
4. **Proposal: Parking Design**
5. Concerns and FAQ



Bicycle parking

- From 1 bike space per 25 required vehicle spaces to 1 per 20 provided vehicle spaces with a minimum of two;
- Clarify terminology, dimensional requirements, and bicycle rack preferences;





Concerns and FAQ



Concerns and FAQ

1. Study Background
2. Proposal: TDMP
3. Proposal: Parking Minimums
4. Proposal: Parking Design
5. **Concerns and FAQ**



I need to drive to carry my kids around, for work, or because I have mobility impairments that prevent me from using other forms of transportation. How am I supported?

- **ADA requirements for accessible parking remain**, so those with mobility issues will still be provided for under the law. Additionally, the City allows vehicles with a handicapped decal or license plate to parking in metered street parking for free.
- Your usual destinations will still provide parking. Developers are still **under pressure to build plenty of parking** by lenders, tenants, and visitors.
- **Resulting change from this amendment will be slow.** Most of us will likely not see an impact to our driving environment. This amendment simply allows parking to adjust over time along with the culture rather than artificially inflate the amount of parking.



Concerns and FAQ

1. Study Background
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5. **Concerns and FAQ**



I live in a low-density neighborhood next to multifamily buildings that already produce parking along the public curb in front of my home. Won't this just increase?

- Many multifamily buildings already produce some spillover parking because they **charge a monthly or annual fee** for parking that tenants opt out of. This is not a quantity matter.
- Parking spaces are valuable to properties. For a multifamily property to justify removing parking spaces, they would **need a financial benefit** from their loss. For multifamily, this means increasing rentable space or units, which is extremely expensive compared to profit margins. Due often to the layout of the parking on a lot, there is usually no way to replace parking spaces incrementally with enough rentable space to make a profit.



Concerns and FAQ

1. Study Background
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5. **Concerns and FAQ**



I live on a low-density block right next to a popular commercial corridor where parking minimums limit growth, maintain the existing built form, and keep out undesirable land uses.

- Walkable mixed-use neighborhoods should exist throughout Dallas, diverting potential traffic to more local destinations.
- Increases in value are changing the nature of which businesses can locate in high-value areas.
- The appropriateness of land uses should be targeted with **land use regulations**, not parking requirements.
- TPW's **On-Street Parking and Curb Management Policy** is the most appropriate body of tools for managing on-street parking impacts.
- If no other functional tools are available and nuisances manifest, PDs and CDs remain as opportunities for localized parking minimums.



Concerns and FAQ

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What about incremental changes?

- PDs, downtown, and MIHDB projects have acted as ongoing incremental prototypes.
- Partial reductions to minimum don't achieve the permitting efficiency possible with full elimination.
- Geographically isolated reductions don't address vehicle miles at a meaningful, regional scale.
- Full removal itself will only produce slow, incremental progress toward City-adopted goals.



Concerns and FAQ

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Do we expect increases in street parking?

- Marginal, spread out increases in street parking may occur over time.
- Street parking is generally already accounted for in street designs.
- Street parking *slows* vehicles in neighborhoods, creating more aware and safe driving behavior.
- At a September 6, 2023 briefing to City Council, Dallas Fire Department and Dallas Police Department leadership reported no known barriers to fulfilling their duties due to street parking.
- Street parking will not change over night. For targeted areas and issues, it is best to use targeted solutions.



Concerns and FAQ

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Won't The TDMP review burden development, add unpredictability, and slow down development of housing and businesses?

- The TDMP program will **add predictability** by transparently stating expectations that the City already brings up for development projects.
- Cities with TDMP reviews have reported **success in avoiding new traffic from new development**. Developers have reported that the lack of traffic impact is an attractive feature for potential residents.
- The proposed TDMP is very “**light-touch**” compared to much more complex programs around the country.
- Dallas will construct an **all-in-one online platform** to help prepare a TDMP, with mapping resources, prepared forms, and other easy-to-read guidance.





City of Dallas

Off-Street Parking & Loading Code Amendment

**City Plan Commission
November 21, 2024**

Michael Wade, Chief Planner (I)
Planning & Development
City of Dallas