



City of Dallas

Off-Street Parking & Loading Code Amendment

**Zoning Ordinance Advisory
Committee (ZOAC)
December 5, 2023**

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Presentation Overview



1. Study Background
2. Parking and Loading Minimums
3. Parking Design and Location
4. Bicycle Parking
5. Site Plan Review / Transportation Demand Management Plan
6. Frequently Asked Questions



Study Background

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August 28, 2019	Council Member West Memo requesting the authorization of a code amendment by CPC
October 3, 2019	Authorization by City Plan Commission
March 5, 2020 – August 26, 2021	25 ZOAC meetings: <i>Reviewed current conditions, research and best practices, and testing framework.</i>
August 2023	Public listening sessions and reintroduction at ZOAC
October 6, 2023	City Council briefing



Study Background – why?

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City Plan Commission Authorization:

October 3, 2019: Consideration to be given to amending off-street parking and loading requirements including, but not limited to, hotel, restaurant, multifamily, and alcoholic beverage establishment uses, and transit-oriented development.



Parking and loading requirements includes parking minimums as well as design and locational standards and broader management techniques.

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Study Background – why?

Parking *minimums* are considered outdated, dysfunctional, and inflexible, creating barriers to equitable development:

- Are a **one-size-fits-all** solution;
- **Cumbersome process** for applicants and staff;
- Can be a **barrier to redevelopment or use** of existing buildings;
- Disproportionately **burden small businesses** and entrepreneurs, with **racial equity impact**;
- Impede adopted **walkability, transportation, and environmental goals**;
- Preserve a **financially underperforming** land use;
- Have been shown to **increase vehicle miles traveled**.



Study Background – why?

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Current parking design and locational regulations have significant weaknesses in providing a high-quality, walkable city.

- Allow **frequent pedestrian conflict points** with cars entering or exiting driveways;
- Allow parking lots to **degrade pedestrian access** to buildings;

NOTE: Much of the great development that we see is the result of staff negotiating with developers to produce a great urban form. Code amendments like this are our chance to firmly and formally back up the work staff are already doing.



Additionally, current parking design and location standards are weak in their potential to guide development toward an aesthetic, walkable urban fabric.

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25 ZOAC meetings from March 2020 – August 2021

- 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



<https://dallascityhall.com/departments/pnv/Pages/parking-archive-timeline.aspx>

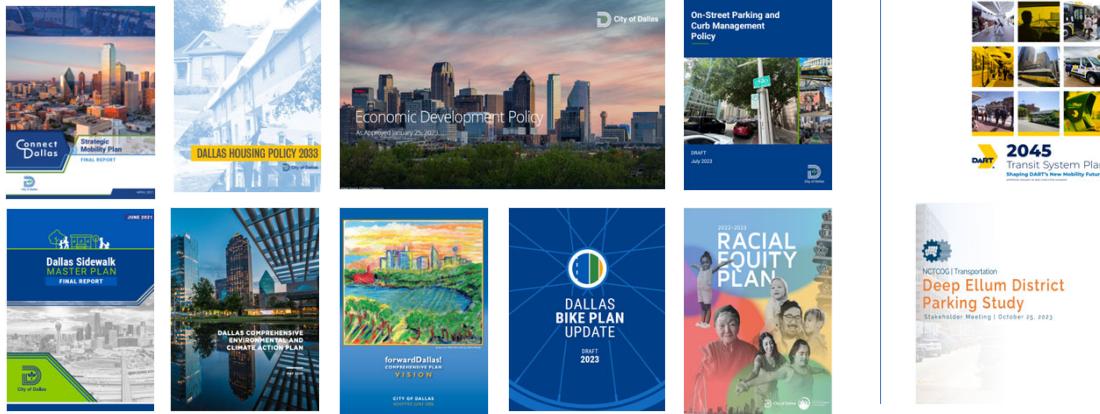
I encourage everyone to go back to reports and presentations that cover the topics you're especially interested in. At our last ZOAC meeting on August 15 we reintroduced the entire study and covered the historical through-line of auto-dependence in Dallas' built environment, our inability to truly relieve congestion through widening roads or building parking, academic studies showing providing parking directly produces more driving, and how these realities interact with our current City policies. We have these reports and presentations online.

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



Our city plans explicitly support rethinking parking minimums, prioritizing walkability and multi-modal transportation systems, and managing on- and off-street parking with district-wide tools in areas with heavy demand.

These reach our goals of

- Reducing single-occupant vehicle miles traveled and shifting to a multimodal transportation system;
- Adding vital housing units that are attainable for homebuyers and renters;
- Encouraging environmentally responsible development mixed-use patterns;
- Building walkable, desirable streetscapes and neighborhoods;
- Lowering financial, geographic, and bureaucratic barriers to economic opportunity;
- And doing all of the above equitably, recognizing and affirming historically marginalized communities and neighborhoods.

It's important to remember that we're part of a region that is growing at a break-neck pace, and every step we take will also be in the context of regional plans from organizations like Dallas Area Rapid Transit and the North Central Texas Council of Governments, who are working in the transportation and parking management space as well.

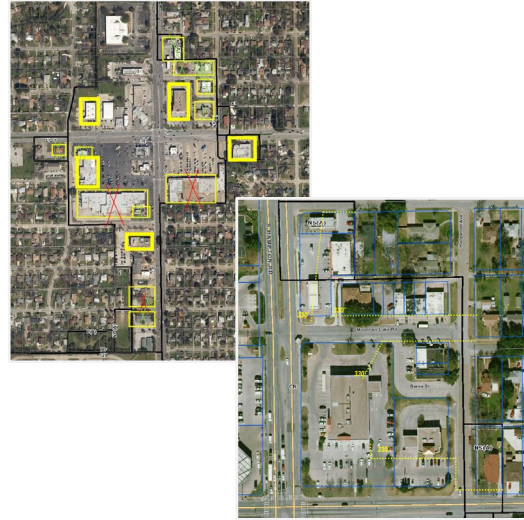
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2021 framework:

- Entertained localized and partial reductions in minimums
- Full array of design standards;
- TDMP proposed
- Parking Management Districts*



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NOTES:

- Consideration of the earlier 2021 framework involved site visits, localized parking studies, and block-level testing.
- Staff never did reach a recommendation.
- While this in-depth research was necessary an invaluable, it really revealed to the project team what city planning best practices have already recognized: that automobile transportation systems and behaviors extend well-outside of any one particular district or block. That's how the city was zoned and built and it's the landscape upon which we make our transportation choices. Staff and this committee never could land on a system of partial reductions to parking minimums that could achieve a "surgical" neighborhood-by-neighborhood reform that some have called for. Automotive transportation extends outside of any particular location.

Proposed amendment overview

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- Reduces parking minimums to zero to allow **context-sensitive, right-sized parking** citywide.
- Improves parking **design and walkability** (as well bicycle parking).
- Establishes a **Transportation Demand Management Plan** program requiring larger developments to think comprehensively about their impact on transportation systems.
- Includes structural and readability revisions.



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Note on versioning and wording.



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- During construction of the text amendment document, an issue with management of the document versions led to a couple of outdated provisions left in the recommendations, so we'll be sure to point those out as we come to them. A follow-up draft pointed out a couple of these artifacts, but missed one that we'll point out should not be included.
- There have also been some late-coming wording tweaks recommended by the Department of Transportation that won't impact the substance of the text, but simply bring it in line with standard terminology.

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SEC. 51A-1.102. APPLICABILITY AND PURPOSE.

...

(b) Purpose.

(1) In general. The regulations in this chapter have been established in accordance with a comprehensive plan for the purpose of promoting the health, safety, morals, and general welfare of the city in order to:

(A) ensure safe and efficient circulation of all modes of transportation, prioritizing transit and active transportation modes; ~~lessen the congestion in the streets;~~



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- Required off-street parking in 4.200 (Use regulations) has become zero in for every land use.
- Required off-street loading in 4.200 (Use regulations) has become “Adequate off-street space for loading must be provided at the director’s discretion. See 4.303 for loading regulations.”

(5) Custom business services.

...

(C) Required off-street parking: None. One space per 300 square feet of floor area; a minimum of five spaces is required.

(D) Required off-street loading: Adequate off-street space for loading must be provided at the director’s discretion. See Section 4.303 for loading regulations.

SQUARE FEET OF FLOOR AREA IN STRUCTURE	TOTAL REQUIRED SPACES OR BERTHS
0 to 10,000	NONE
10,000 to 50,000	1
50,000 to 100,000	2
Each additional 100,000 or fraction thereof	1 additional



NOTES:

- These apply to minimums. We are not removing parking spaces.
- This amendment brings parking minimums to zero in every case where Chpt 51A applies. (This includes PDs that refer to this section for their parking and loading.)

A moment on loading...

- Loading has shifted from numerical ratios to functionally also be “zero”. This wording simply gives our Dept. of Transportation reviewers greater leeway to negotiate loading space with a development team based on the transportation context rather than blanket numerical ratios. The code currently also includes dimensional minimums for loading spaces. These are functionally overlooked already and are unnecessary as we work out flexible and accurate loading solutions for developments across Dallas.
- Multifamily dwellings are an example of a land use that currently have zero off-street loading regulations, yet have loading and unloading needs that get successfully worked out between our transportation review staff and development teams routinely.

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Planned Development (PD) districts:

- PDs cover 41,940 acres in Dallas – about 65.5 square miles or almost 18% of the city.
- PDs are still an opportunity to modify parking by ordinance.

SEC. 51P-842.109. OFF-STREET PARKING AND LOADING.

- (a) In general. Except as provided in this section, consult the use regulations in Division 51A-4.200 for the specific off-street parking and loading requirements for each use.
- (b) Subdistricts 1, 3, and 4. No off-street parking or loading is required for:
- (1) an office use or a retail and personal service use that only operates between 6:00 a.m. and 7:00 p.m. and has a parking ratio of 1:200 or less; or
 - (2) in Subdistrict 3, a liquor store that only operates between 6:00 a.m. and 9:00 p.m.
- (c) Subdistrict 2.



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NOTES:

- If an area's parking and traffic situation with zero parking minimums truly amounts a public nuisance that is worth extra regulation, PDs are still an opportunity to implement or revise parking minimums.
- The posture of the base code in Chpt 51A should be to be a standardized body of regulations to address the vast majority of situations and areas, and then use other tools (PDs, parking management districts, etc.) to address specific, unique challenges, for instance in some of our favorite prospering and growing mixed-use neighborhoods.
- Parking mandates in general are not considered an appropriate tool to regulate the type of uses allowed on a property.

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Language regarding how to calculate parking minimums mostly remains to address PDs with their own parking minimums.

DIVISION 51A-4.300. Off-Street Parking and Loading Regulations.

SEC. 51A-4.301. OFF-STREET PARKING REGULATIONS.

(a) General provisions.

(1) In general. Except as provided by subparagraph (a)(3), off-street parking is an accessory use and is subject to Section 51A-4.217(a).

(2) Calculating required parking. In all any districts where off-street parking is required except a central area district, the off-street parking requirements for each use are listed by use in Sections 51A-4.201 through 51A-4.217. For the purposes of determining required parking:

(A) when a lot is used for a combination of uses, the off-street parking requirements are the sum of the requirements for each use, and no off-street parking space for one use is included in the calculation of off-street parking requirements for any other use, except as otherwise provided in this division or in Division 51A-4.320;



NOTES:

- These remaining provisions address those PDs with modified parking and loading requirements.
- For this amendment, the structure of parking requirements throughout Chpt 51A is remaining the same. The code reform in progress will address the code’s structure more comprehensively.
- Exceptions and reductions have been left in place but caps on those exceptions and reductions have been removed, so it’s left up to the director, BDA, or CPC how much parking should be reduced in response to trees that need to be preserved, bicycle parking provided, etc.

Parking Design & Location

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



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Location

Sec. 51A-4.301(a)(3)

What?

- Prohibiting parking between one front façade and the street;
- Parking should be to the rear of the building, or to the side if the rear is impractical;
- Parking shouldn't take up more than 60 feet or 50% of the frontage, whichever is less.

Why?

- Ensuring safe pedestrian access from the sidewalk to the building;
- Encouraging buildings to be toward the front of the lot for a well-framed, desirable streetscape;



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Curb cuts

Sec. 51A-4.301(a)(4)(A)

What?

- General language around reducing size and amount when possible;
- 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;
- Versioning issue: On page 60 of the proposed draft PDF, 4.301(a)(4)(A)(ii) mistakenly includes the following:

(ii) Except as provided in this subparagraph, curb cuts on a lot are limited to one per street frontage and a maximum width of 24 feet.

Why?

- Reducing the width and number of curb cuts for driveways reduces potential conflict points between pedestrians and automobiles entering or leaving a property.



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NOTES:

- Some of us may be imagining lots on Mockingbird or Ferguson, wide, often quickly moving streets, that are lined with single-family homes and sometimes for safety's sake need a curved driveway with two curb cuts so the vehicle can enter traffic moving forward. This kind of situation is a prime candidate for an administrative waiver.
- Due to the versioning error, if ZOAC was to forward staff's recommendation to the amendment to CPC, it would not include this phrase in (ii).

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Parking Design & Location

Curb cuts: Relationship to alleyways

What?

- Developments may locate entrances to parking areas off of any adjacent alleyways. – current Sec. 51A-4.301(a)(13), p. 61
- Enclosed parking spaces no longer must be 20 feet from alleyways. – 51A-4.301(a)(3)(F)

Why?

- Facilitates front of lot as a safe pedestrian zone and rear as the parking zone.
- Enhances walkability through increased safety and desirability of neighborhood sidewalks.
- Removing 20-foot requirement increases buildable area on a lot.
- Creates greater standardization of the code.



NOTES:

- Use of alleys is extremely important in reducing the number of curb cuts.
- Allowing enclosed parking spaces to be pushed back toward an alley provides flexibility for builders or also want to provide a nice pedestrian experience at the front of their property

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Curb cuts

1901 Carroll:

Example of a shared driveway with one entrance off an improved alley (segment).



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Parking Design & Location

Pedestrian paths

Sec. 51A-4.301(a)(4)(B)

What?

- Requiring protected pedestrian pathways through parking lots, 65 feet from every space (every other parking column).
- May count sidewalks in good repair.
- Should be raised to the level of the sidewalk and of contrasting color, texture, etc. when crossing a drive aisle.
- Every property must have a continuous path from the sidewalk to the front door.

Why?

- Designates safe, accessible space for pedestrians parking in or wanting to walk through parking lots to access a building.
- Raised crossings slow vehicles and increase accessibility for all pedestrians.



NOTES:

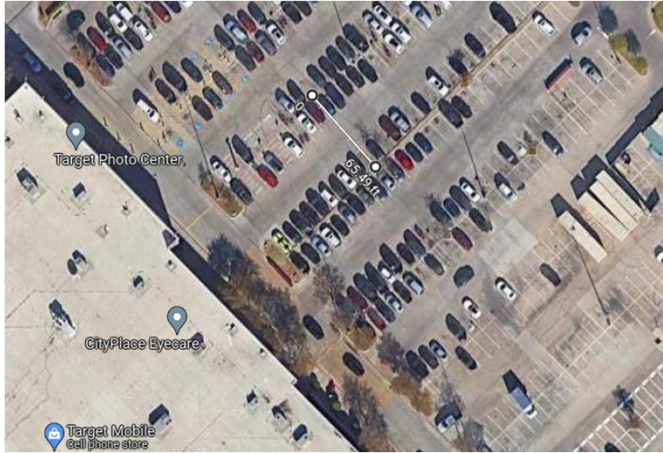
- As a reminder of a theme: Safety from automobiles is on everyone's mind. Slowing vehicles always creates more safety for everyone. On roads this looks like reducing lanes and curb bump-outs; in a parking lot this is raised crossings and protected pedestrian paths creating orderly and slow vehicle movement *around* people on foot.

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Pedestrian paths



Target parking lot at Haskell and 75



Rendering: <http://buildabetterburb.org/ten-ways-to-make-big-boxes-more-walkable/>



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Pedestrian paths



Photo (right): Public Images (Google)



Photo (right): NACTO (<https://nacto.org/publication/urban-street-design-guide/street-design-elements/vertical-speed-control-elements/speed-table/>)



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Parking Design & Location

Additional design and location standards not proposed here

- Increased tree coverage (currently: every space must be 70 feet from a tree);
- Retention basin management (paths, safety, benches, location, etc.);
- Additional stormwater management and landscaping integration;
- Sidewalk widths increased to Complete Streets standards;
- Strict prohibition on curb cuts for 1- and 2-family dwellings when an alley exists;
- Requiring attached garages to be recessed behind the front facade of a building (addressing “snout-nosed” homes);
- Prohibiting drive-throughs from locating between the front façade and the primary street;
- Screening of parking lots from view of sidewalks or other rights-of-way;
- Impervious surface maximums*



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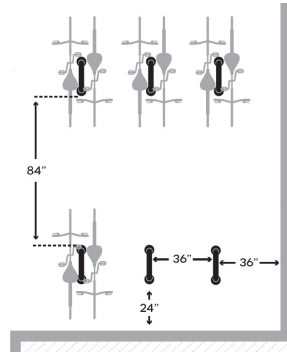
- Standards proposed have been drastically reduced to respond to requests for flexibility in development and in the interest of expediency. Other standards can of course be considered for addition at this point as part of a recommendation to CPC.
- Impervious surface maximums are being studied in a separate ongoing code amendment project. Some of the environmental standards not proposed in this code amendment are being considered as incentives;

Bicycle Parking

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- Shift bicycle parking requirement from required parking to provided parking (and from 1/25 to 1/20);
- Clarify terminology, dimensional requirements, and bicycle rack preferences;



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NOTES:

- Other methods of requiring bike parking to be considered in the future might include building out a table of bike parking ratios or requiring bike spaces per feet of lot frontage.
- Keeps the minimum of two spaces (one rack).
- Ensures bike racks are positioned useably away from walls, curbs, and each other.
- Prohibits gride-style racks.

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Site Plan Review

- Estimated trip generation triggers lowered from 6,000 trips per day and 500 trips per day per acre to 1,000 trips per day or 100 trips per peak hour. (General traffic study threshold)
- 100 trips per peak hour roughly translates to:

<u>Multifamily</u>  140 D.U.	<u>General Retail</u>  7,000 SF	<u>Warehouse</u>  500,000 SF	<u>Office</u>  83,000 SF	<u>Coffee Shop w/ Drive-Thru</u>  667 SF
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NOTES:

- DOT review staff can't identify where 6,000 trips per day came from; this equates to massive developments,
- 100 trips per hour is already used by DOT to signal the probable need for a transportation study.

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Site Plan Review / Transportation Demand Management Plan

- Site plan now required when the land uses on the lot collectively reach a TDMP threshold set in the new 51A-4.804 section.
- This program requires developments to incorporate a minimum amount of design features, incentives, and tools to accommodate and encourage use of a multi-modal transportation system.
- The applicant must choose from a menu of TDM strategies in the Transportation Demand Management Program Guide, each of which provides a set number of points, that sum to a target number of points determined by the development type, location, and other criteria.



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NOTES:

- TDMP requirements have become standard in many cities, college campuses, and other specific development types across America, though they differ in their nature.
- This is a “light-touch” TDM program compared to cities like Austin that much assign heavier burdens for developments.
- We generally review for these items already, so this does not represent a significant increase in staff time.

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Review types:

Minor – simply meet the point target

Major – meet the point target and submit a Transportation Impact Analysis

Discretionary – Director determined the nature of the review

<u>Project threshold for any new development or redevelopment</u>		<u>TDMP review type</u>
<u>Residential</u>	<u>Contains 20 to 49 dwelling units</u>	<u>Minor</u>
	<u>Contains 50 to 139 dwelling units</u>	<u>Minor</u>
	<u>Contains 140 or more dwelling units</u>	<u>Major</u>
<u>Nonresidential</u>	<u>Contains 20,000 to 99,999 square feet of gross floor area</u>	<u>Minor</u>
	<u>Any work resulting in a drive-through or drive-in component</u>	<u>Major</u>
	<u>Contains 100,000 square feet of gross floor area, or any establishment or expansion of a Commercial Amusement Inside or Commercial Amusement Outside</u>	<u>Major</u>
<u>Any construction project that provides more than 99 new parking spaces</u>		<u>Major</u>
<u>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.</u>		<u>Discretionary</u>



NOTES:

- Each threshold will be assigned a point target in the TDM Program Guide.
- These numbers are meant to represent general categories of scale. 140 dwelling units is generally when a transportation study is required.
- The point targets aren't meant to be a terrible burden to small developments. Smaller scale developments like an apartment building of 20 units would have a low point target that could be fulfilled by (for instance) adding another bike rack or providing up-to-date transit information.
- Point targets will be assigned in three categories: downtown, within a quarter mile of transit, and everywhere else

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Transportation Demand Management Program Guide

Category	Subcategory	Strategy	Standards	Total Points Available	
TRANSPORTATION	Additional bike storage	Provide bicycle storage/parking at a greater rate than otherwise required by this zoning ordinance	Provide at least 150% the amount of bicycle parking spaces that is required by Code.	5	Choose only one
			Provide at least 200% the amount of bicycle parking spaces that is required by Code.	10	
			Provide either 150% or 200% the amount of bicycle parking spaces that is required by code and include indoor bike storage and long term bike parking spaces.	+5	
	Bicycle facilities	Provide shower and locker facilities.	When bicycle parking is provided , provide shower and locker facilities for resident or employee use.	10	
Bicycle maintenance station	Provide bicycle repair and maintenance facilities on-site.	Provide a bicycle repair station in a covered area such as a bicycle storage room or garage. Tools and supplies should include those needed to fix a flat tire, adjust a chain, and perform basic maintenance such as a bicycle pump, wrenches, a chain tool, tire levers, hex keys/Allen wrenches, screwdrivers, and spoke wrenches. Vending machines selling bike tubes, patch kits, lights, locks, hand warmers, and other bicycling gear can be paired with repair stations.	5		

- Categories: Transit, Shared mobility, Electric vehicles, Parking management, Etc.
- The TDM Program Guide will need to be adopted by Council resolution but isn't included in the code amendment process for an easier revision process in the future.



NOTES:

- The TDM Program Guide would contain the target point totals for each threshold and show the menu of strategies with point assignments.
- The threshold table would be codified in the code, while a similar table would exist in the TDM Program Guide that lists specific point targets for each threshold shown here.

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Transportation Demand Management Program Guide

A TDMP submission will be reviewed by DOT staff at the engineering phase of a development and should include:

- A sustainable modes analysis
- Description of the plan
- Site plan illustrating the strategies
- Traffic impact analysis if necessary
- Commitment to provide annual status reports for two years after the C of O is granted
- Assignment of a mobility coordinator

Compliance with TDMP strategies can be confirmed at any time by staff with appropriate notice.



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Site Plan Review / TDMP

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Transportation Demand Management Plan

In this “light-touch” version of the TDMP requirement, we don’t venture to measure the impact of the TDMP on vehicle miles traveled.

1. The impact is so context-specific that attempting to establish, standardize, and codify an expectation of VMT reduction loses and realistic accuracy.
2. This will apply site by site across the city, but the true impact will be on citywide transportation systems.



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NOTES:

1. Impact is tough to establish and measure – Academic literature exists trying to quantify the effects in VMT reduction from TDMPs, but it applies only in certain circumstances and only shows generalities. For instance, subsidizing a transit pass for employees has a greater impact when you’re located near a transit stop; however, this varies by the specific city, neighborhood, state of the sidewalks, bike infrastructure, etc. If we attempted to quantify this, it would need to be our DOT engineers working that out and would really only show generalities.

Frequently Asked Questions

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



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

- The road is yours. The parking spaces are yours.
- Reforms like this allow those who can get off the road to choose other transportation options, which leaves you with a less congested driving experience.
- ADA requirements for accessible parking remain, so those with mobility issues will still be provided for under the law.
- Resulting change from this amendment will be slow. Most of us will likely not see an impact to our driving environment.



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NOTES:

- Impact of this will be extremely slow. The little bit of precedent that exists in other cities and in our MIHDB shows only a minor reduction in provided parking, on the scale of three or four parking spaces, if not still producing the same amount or more spaces.

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My area is uniquely low-density, and my community relies on our cars. Wont this make life significantly harder for us?

- This amendment simply allows parking to adjust to the needs of the land use and transportation culture over time rather than artificially inflate the amount of parking, which incentivizes us to drive more than we would otherwise.
- Developers of commercial and residential properties are still under pressure by lenders, tenants, and visitors to build plenty of parking.



NOTES:

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Even if I want to use other transportation options, my life is based around driving for the foreseeable future.

- Because we're not proposing maximums, your usual destinations will still provide parking. No one is being forced to change their lifestyle.
- Change from this will be slow – on the scale of generations – giving us time to adjust if we see fit.
- DOT's On-Street Parking and Curb Management Policy offers appropriate tools and options for ensuring open parking spaces and more targeted, comprehensive parking management in the more compact areas that automobiles need to arrive to.



NOTES:

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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.
- In order for a multifamily property to justify removing parking spaces, they would need to expect 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 no way to replace parking spaces incrementally with enough rentable space to make a profit.



NOTES:

- Examples would be apartments in far north dallas with parking snaked through buildings or apartments on Gaston with parking lots too small to make use of profitably.

Frequently Asked Questions

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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.

- 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, amendments, and alternative zoning tools**.
- DOT's **On-Street Parking and Curb Management Policy** is the place to craft the most appropriate tools.
- If no other functional tools are available, nuisances manifest, and the rational nexus is proven, PDs remain as an opportunity for localized parking minimums.



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- Mixed-use areas function best by **servicing hyper-local residents**; Dallas plans look to produce complete, pleasant, and walkable neighborhoods like this around the city, **diverting potential motorists** to more local options.
- Our prosperous (often parking-light) commercial corridors are **increasing in value rapidly**, changing the nature of the businesses that can afford to locate in those areas.
- The appropriateness of land uses should be targeted with **land use regulations, amendments, and alternative zoning tools**. Parking minimums are considered a failed tool that exacerbated the problem of traffic rather than solved it. If you want more vehicle traffic, keep parking or even build more.
- DOT's Curb Management Policy offers the most appropriate tools to manage curbside parking and maintain a quality public right-of-way for everyone as mixed-use neighborhoods see housing and economic maturity.
- If no other functional tools are available, nuisances manifest, and the rational nexus is proven, PDs remain as an opportunity for localized parking minimums.

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Won't new design requirements burden development too greatly and slow down development of housing and businesses?

- The proposed design requirements limiting curb cuts, requiring pedestrian paths, and moving parking to the rear or side of a lot are considered best practices in land use and are used in other cities around the country.
- These standards move the City firmly toward achieving its adopted vision of being a safe, desirable, convenient place to walk and live.
- Amendments to Chapter 51A should be tuned to the majority of development cases; truly special cases can make use of other established tools such as administrative waivers, variances, exceptions, or other well-thought-out zoning processes.



NOTES:

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What other actions are the City considering regarding parking regulations?

- DOT's On-Street Parking and Curb Management Study
- Impermeable Surfaces Code Amendment
- Comprehensive Code Reform – buildable area, setbacks, etc.



NOTES:


Timeline(s)

Body	Fastest timeline	Second meeting at ZOAC
ZOAC (first meeting)	Today (Dec. 5)	
ZOAC (second meeting)	-	January 16
City Plan Commission	January 18	February 15
City Council	March/April 2024	April/May 2024

- Today (Dec 5) at 1:00 pm, DOT briefs the Council Transportation and Infrastructure Committee on the On-Street Curb Management Policy

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NOTES:
http://citysecretary2.dallascityhall.com/pdf/meetings/120523_TRNI.pdf



City of Dallas

Off-Street Parking & Loading Code Amendment

**Zoning Ordinance Advisory
Committee (ZOAC)
December 5, 2023**

Michael Wade, Senior Planner
Planning & Urban Design
City of Dallas