

DCA190-002

Parking

**Zoning Ordinance Advisory
Committee (ZOAC)**

September 3, 2020

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City of Dallas

Background

- On September 5, 2019, City Plan Commission authorized a public hearing to consider amending Chapters 51 and 51A of the Dallas Development Code, with 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.
- ZOAC briefings:
 - 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

Board of Adjustment Cases

Section 51A-4.311 of the Dallas Development Code states that:

- 1) Board of Adjustment may grant a special exception to authorize a reduction in the number of off-street parking spaces required if:
 - Parking demand shows that number of required spaces is not warranted
 - Reduction would **not** create a traffic hazard or increase traffic congestion on adjacent/nearby streets

- 2) Board shall consider the following factors:
 - If parking spaces will be remote, shared, or packed parking
 - Parking demand and trip generation
 - If part of a modified delta overlay district
 - Current and future capacities of adjacent and nearby streets based on the city's thoroughfare plan
 - Availability of public transit and likely use
 - Feasibility of parking mitigation measures and effectiveness

Board of Adjustment Cases

Section 51A-4.311 of the Dallas Development Code states that if a Special Exception is granted:

- 3) Special Exception immediately terminates when use is changed or discontinued
- 4) Board may:
 - Establish a termination date or reassess after a specified time
 - Impose restrictions on access to or from the subject property
 - Impose any other reasonable conditions to improve traffic safety or lessen congestion on the streets
- 5) Board may **not grant to** reduce the number of off-street parking spaces required by a specific use permit

Board of Adjustment Cases

Section 51A-4.311 of the Dallas Development Code states that:

- 6) Board shall **not** grant a special exception to reduce the number of off-street parking spaces required in a PD or the development plan of a PD

Does not apply when:

- Development Plan refers to Chapter 51A for parking requirements
- Specific district authorizes BDA to grant the special exception

- 7) Board shall **not** grant a special exception to reduce the number of parking for:

- **Commercial Amusement – dance hall uses**

- 8) Board may grant a special exception to reduce the number of parking for:

- **Tree Preservation** – Up to maximum of 10%, or one space, whichever is greater, minus the number of parking spaces currently not provided due to already existing nonconforming rights.

Overview

- Analyzed requests for parking reductions within last four (4) years
- Multi-family, restaurant, hotel, alcoholic beverage establishment and school uses
 - Categories or triggers:
 - New Construction
 - Change of Tenant Mix/Shopping Center
 - Change of Use/Conversion (No Expansion)
 - Change of Use/Conversion (Expansion)
 - Expansion/Addition
 - Non-conforming/Remodel (No Expansion)
- Total number of cases: **36**
- **14** are either multi-family, restaurant, hotel, and alcoholic beverage establishment uses
- 0 school uses

Findings

- **Four (4) New Construction or new development cases:**
 - Two (2) Hotels
 - One (1) Restaurant
 - One (1) Multi-family
- **One (1) Change of Tenant Mix/Shopping Center case:**
 - One (1) restaurant (mixed-use shopping center)
- **Three (3) Change of Use/Conversion (No Expansion) cases:**
 - Two (2) restaurants
 - One (1) hotel
- **Three (3) Change of Use/Conversion (Expansion) cases:**
 - Two (2) multi-family
 - One (1) hotel
- **Two (2) Expansion/Addition of existing development cases:**
 - Two (2) restaurants
- **One (1) Non-conforming (No Expansion) case:**
 - One (1) multi-family

Summary/Findings

Findings

- Out of the **14** total Board of Adjustment cases for parking reduction requests:
 - **4 multi-family**
 - **6 restaurants**
 - **4 hotels**

- The average percentages **requested** for parking reductions:
 - **26% - restaurant**
 - **18% - hotels**
 - **58% - multi-family**

- The average percentage **approved** for parking reductions:
 - **18.5% - restaurant**
 - **18% - hotels**
 - **58% - multi-family**

Citywide Plans – Vision/Goals

forwardDallas! Comprehensive Plan (JUNE 2006)

forwardDallas! is the city of Dallas Comprehensive Plan or vision for the future. The review and update is scheduled with The Summit, the public kickoff for the process, on September 19, 2020. The estimated final adoption of the updated plan is January 2022.

VISION:

The vision or building blocks are mainly comprised of **Walkable, Mixed-Use Building Blocks** and **Conventional, Separate-Use Building Blocks**.

POLICIES:

- **4.2.3.4 Transportation demand management through congestion pricing, ride-sharing, telecommuting, and alternative fuels**

IMPLEMENTATION:

- PLAN RECOMMENDATIONS FOR DEVELOPMENT CODE AMENDMENTS
 - **Urban design standards for walkability, a parking overlay and four mixed-use zoning districts**
- PLAN RECOMMENDATIONS FOR PARKING CODE REVISIONS
 - **Allowing on-street parking, shared parking, and valet parking**

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Citywide Plans – Vision/Goals

THE 360 PLAN (DECEMBER 2017)

The 360 Plan is a strategic plan to include actionable measures for the vision of downtown, including transit, streets, public spaces, urban design, housing, and **parking**.

VISION:

The City Center contains a strong collection of mutually supportive districts, each with unique character and opportunity to improve accessibility by walking, bicycle, streetcar, light rail, bus, or automobile.

GOALS:

- ADVANCE PRIORITY BICYCLE AND PEDESTRIAN IMPROVEMENT PROJECTS
- REFORM THE APPROACH TO PARKING
- ADVANCE SMART CITIES TECHNOLOGIES AND GREEN INFRASTRUCTURE

ACTIONS:

- **A1. Stacked parking, tandem parking, shared parking**
- **B2. Attractive ground floors using interactive art, creative displays, vegetative screens for parking garages**
- **C1. Require a specific use permit for surface parking in residential developments**

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Citywide Plans – Vision/Goals

COMPREHENSIVE HOUSING POLICY (AMENDED JANUARY 2020)

One of the key initiatives in the forwardDallas! Comprehensive Plan is **to make quality housing more accessible** and is one of the eight (8) policy elements within the plan.

VISION:

The Dallas Housing Committee was established in 2017 and created the Comprehensive Housing Strategy to:

- Create and maintain available and **affordable housing**
- Promote greater fair housing choices
- Overcome patterns of segregation and concentrations of poverty through incentives and requirements

GOALS:

- **3,733 annual homeownership units**
- **2,933 annual rental units**
- Creating increased availability of housing for people at incomes ranging from 30% - 120% of HUD Area Median Income

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Citywide Plans – Vision/Goals

COMPLETE STREETS DESIGN MANUAL (JANUARY 2016)

The forwardDallas! Strategic Plan establishes the first steps for implementing Complete Streets with **classification of streets** and recommends the development of policies and guidelines for Dallas. A key element of the Complete Streets Vision is to incorporate a **green approach to the roadway design process** to **reduce the impacts on the stormwater system** and create an environment where safe, comfortable, and healthy streets are the preferred design choice.

VISION:

Build streets that are **safe and comfortable for everyone**: young and old; motorists and bicyclists; walker and wheelchair users; bus and train riders alike

GOALS:

- **Enhance the public realm**
- Provide for **pedestrian, bicycle, transit, and automobile** and include **environmentally sustainable solutions**
- **Reflect** that **all streets** are **not the same**
- Use **design solutions** that are **specific** to the **context**
- Accommodate changing needs, and **allow change** to occur **incrementally**

Citywide Plans – Vision/Goals

RESILIENT DALLAS (AUGUST 2018)

Part of the 100 Resilient Cities (100 RC) pioneered by the Rockefeller Foundation. Dallas created the Resilient Dallas Plan as a commitment to resiliency from social, physical, and economic stresses and threats (drought, floods) that could impact the community's ability to lead as the region's economic engine in the future.

GOALS:

- 4: EQUITABLE ACCESS
- 7: PROMOTE ENVIRONMENTAL SUSTAINABILITY AND ALLEVIATE ADVERSE ENVIRONMENTAL CONDITIONS

ACTIONS:

- **Collaborate with DART and major employers and stakeholders** to create mechanisms to fund and operationalize first mile/last mile **mobility solutions for major employment centers.**
- **Targeted tree plantings, green stormwater infrastructure projects,** and open space accessibility.

Citywide Plans – Vision/Goals

COMPREHENSIVE ENVIRONMENTAL AND CLIMATE ACTIONS PLAN (CECAP – MAY 2020)

Four of the 8 goals in the plan have actions that either specifically address **emissions reduction, air quality, water quality, public health**, inequality, and resource conservation or have those as co-benefits of those actions.

GOALS:

- 3: ACCESS TO SUSTAINABLE, AFFORDABLE, TRANSPORTATION OPTIONS
- 5: PROTECT WATER RESOURCES AND ITS COMMUNITIES FROM FLOODING AND DROUGHT
- 6: PROTECT AND ENHANCE ECOSYSTEMS, TREES AND GREEN SPACES THAT IN TURN IMPROVE PUBLIC HEALTH
- 8: ALL DALLAS' COMMUNITIES BREATHE CLEAN AIR

ACTIONS:

- **Transportation demand management**
- **Plant drought tolerant and native vegetation or xeriscape**
- **Blue-green infrastructure in the public realm to reduce flood risk**
- **Buffer zones** between industrial uses and residential or recreational areas **to protect residents from harmful emissions**

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Citywide Plans – Vision/Goals

TRINITY RIVER CORRIDOR COMPREHENSIVE PLAN (REVISED DECEMBER 2009)

Comprised of study areas within districts that addresses the **assets and challenges** facing each district. The districts contained within the study areas include, South Trinity Forest District, I-45 Gateway District, North Trinity Forest District, Downtown - Lakes District, West Dallas District, Stemmons District, and the Elm Fork District.

ACTIONS/PROGRAMS:

- NTF 10: **Infill housing**
- NTF 13: **Adaptive reuse**
- DL 5: **Develop urban design enhancements**

Oak Cliff

- Implement a multi-modal area transportation plan to **support future higher densities** that emphasizes **walkability and “bike-ability”**
- **Minimize negative impacts of higher-density redevelopment on established single-family neighborhoods** using regulatory tools that improve transitions between differing development types, mitigate conflicts between uses, and **address traffic and parking**.

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Citywide Plans – Vision/Goals

CONNECT DALLAS – DALLAS STRATEGIC MOBILITY PLAN (IN PROGRESS)

The plan has not yet been completed or adopted by City Council. **Anticipated completion is October 2020.** The plan is led by the Transportation Department and will be a collaboration of the North Central Texas Council of Governments (NCTCOG), Dallas County, Dallas Area Rapid Transit (DART), the Texas Department of Transportation (TxDOT), the North Texas Tollway Authority (NTTA), and Dallas-Fort Worth Airport and other City Departments. The major trends identified for cities are: **movement away from single occupancy vehicles, toward on-demand deliveries and fleet management, planning for autonomous vehicles, and supporting mass transit efficiency and utilization.**

DRIVING PRINCIPLES:

One of the six (6) driving principles is a major transportation component

➤ **Environmental Sustainability:**

- A variety of travel options to **encourage residents to travel by transit, biking, or walking**

ACTIONS:

- Coordination with TxDOT to identify ways to **integrate technology and innovation**
- **Pedestrian and bicycle connection** to Boulder Park
- Work with the Dallas Innovation Alliance to establish a **Southern Gateway Innovation District that incorporates many Smart City elements**

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Parking Code Amendment webpage

Webpage:

- <https://dallascityhall.com/departments/sustainable-development/planning/Pages/parking-code-amendment.aspx>
- Interested Parties can signup at parkingcode@dallascityhall.com





CURRENT PLANNING HOME
ACCESSORY DWELLING UNITS
AUTHORIZED HEARINGS
BOARDS AND COMMISSIONS
CODE AMENDMENTS
CONSERVATION DISTRICTS
HISTORIC PRESERVATION
NEIGHBORHOOD STABILIZATION OVERLAY

Current Planning - Code Amendments

Parking Code Amendment (DCA190-002)

The intent of the Parking Code Amendment is to review current parking regulations and based on research, best practices, and parking codes of other cities, to determine needed amendments to the City Code.

If you are interested in receiving emails and updates, please signup online by clicking [here](#).

- Zoning Ordinance Advisory Committee (ZOAC) - September 3, 2020
[Agenda](#)

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