



City of Dallas

PARKING

Public forums discussion

**Zoning Ordinance
Advisory Committee (ZOAC)
June 3, 2021**

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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
- 3.11.2021 – Parking Management Tools
- 4.1.2021 – Testing
- 4.15.2021 – Management Mechanisms
- 4.22.2021 – Discussion with City Manager and DART
- 5.6.2021 – Additional Testing
- 5.19 and 5.20.2021 – Public Forums
- **6.3.2021 – Discussions after the public forums**



Background



In December 2020, ZOAC gave staff direction 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.”



Background



In January 2021, based on ZOAC's direction, staff developed:

Framework for potential code amendment:

1. Minimum parking required for all uses in single family residential districts and in non-residential districts within a 330-foot buffer area immediately adjacent to single family residential districts.
 - No parking requirements for areas outside single family residential districts buffer area
 - No parking requirements (regardless of area located) for:
 - Designated historical and cultural landmarks (buildings and districts) or endangered
 - Building built prior to June 26, 1967
 - First 5,000 square feet of floor area of a use



Background



Framework for potential code amendment (cont.):

2. Reduce the amount of parking required where parking is required
3. Parking reductions for uses located within proximity to transit
4. Creation of parking management tools
 - Parking Management Overlay / Transportation Management District
 - Parking Benefit Districts
 - Transportation Plan/Checklist or upgrade DIR, upgrade SUP
5. Design standards for parking areas



Public Input and Discussion

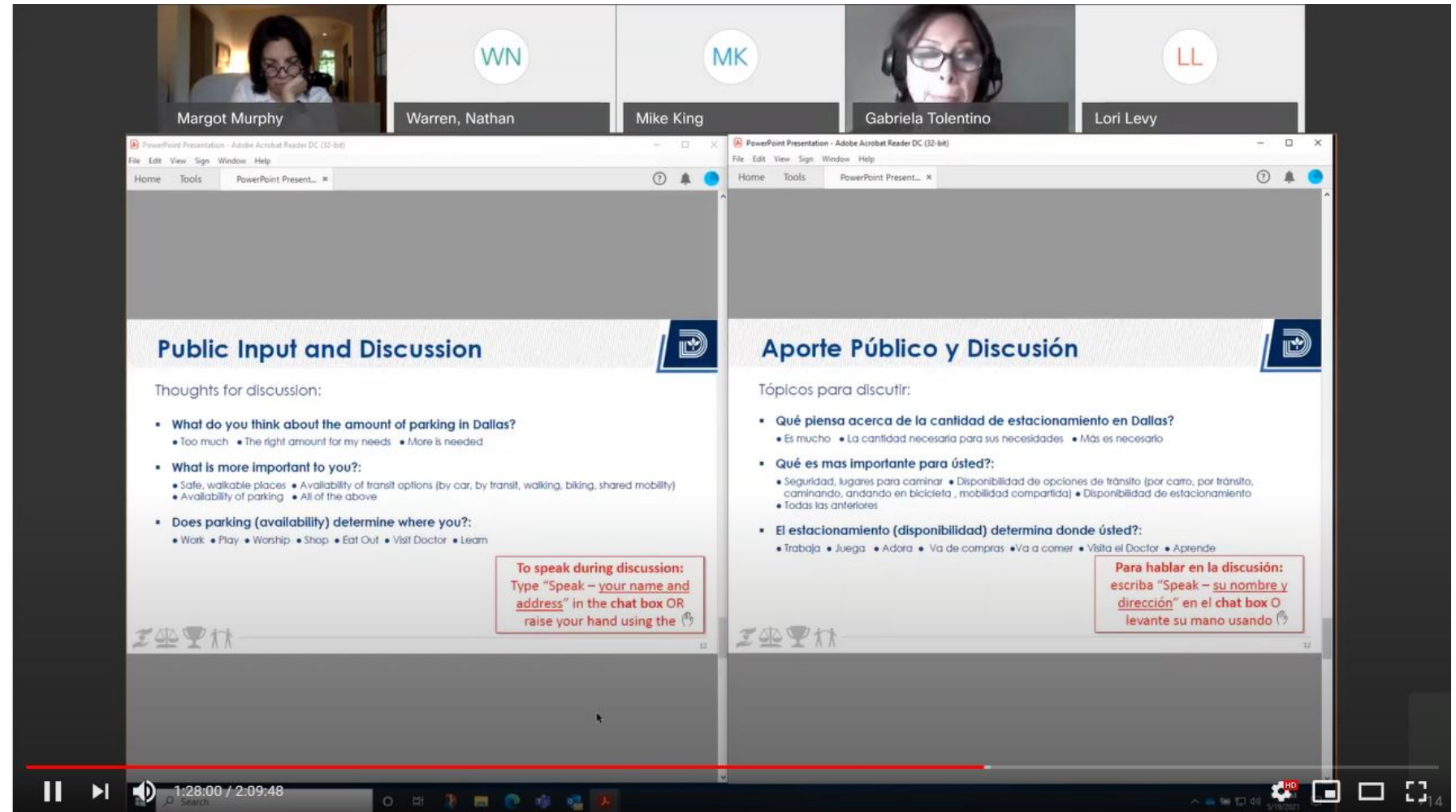


May 19 and May 20 Public Forums

peak of 67 people attended
the meeting each day

On May 19, 2021:
18 people spoke

On May 20, 2021:
15 people spoke



ZOAC - May 19, 2021

Public Input



Comments summarized in 3 categories:

- in favor of parking reform
- concerns and suggestions
- other suggestions



Public Input



public comments: in favor of parking reform

- city for tomorrow, thriving city, world-class cities, European cities,
- implementation of city plans – age of the city development code
- environmental urgency and public health
- affordable housing
- economic development
- mobility
- historical preservation
- replacement of the old walkable city with inequitable car-centric development
- urban form
- viable and attractive choices of transportation, free choice of parking
- benefits of walkable environments - access to services vs. car-oriented urban form, increased distances, spread-out city
- people who do not own cars - transit users; all age groups (8 - 80)
- costly parking mandates, underutilization of parking supply, Delta Credits
- “parking requirements are a failed policy experiment of the 20th century” - induced car dependence
- parking maximums - address overparking; correlation with housing shortage, density and quality of urban form
- management of overspill and other unintended consequences; cruising for parking
- safety for other means of transportation, behavior and habit of transportation
- quality of urban form and public space; focus on pedestrian experience; human centric development pattern



public comments: concerns and suggestions

- poor access to other means of transportation – auto-dependency, households with greater number of cars (more than 4)
- economics and equality of transportation
- affordable housing - low-income housing
- environmental concerns of ride sharing
- user expectations and selection of destination – market decides the amount of parking needed; the economic competition determines how much parking is needed
- walking distances are greater than one block
- parking is tied to the land use, delicate balance between types of uses in proximity to single family – parking regulations to protect the surroundings
- “elimination of parking”
- not enough supply (*ex. some uses and situations*); especially near destination – shared parking garages to increase supply
- incremental and targeted approach, gradual steps, cautiousness – start with areas that are mixed-use, close to transit, denser, downtown, with density of jobs, key mobility zones
- poor quality of transit (frequent and short distance) and other means of transportation - transportation desert, transportation connectivity; timing of creating a multimodal city - DART has to improve first
- other cities started with incremental approach
- follow recommendations from experts, data and facts



Public Input



public
comments:
other
suggestions

- consider the needs of people who are not participating
 - allow on-street parking to serve as traffic calming measure on major thoroughfares
 - mandate bike racks (*the code currently includes bike parking requirements*)
 - use existing tools to address problems associated with certain uses
 - comparison 1965 – today (*including city form*)
 - concerns versus the “push” for a multimodal approach and the timing of achieving a multimodal city (DART must improve first)
 - agreement on the need to update the parking regulations
-
- 2 questions:
 - In areas adjacent to single family neighborhoods, how would existing parking lots be developed if released from the code parking requirement for uses that are associated with them?
 - *For allowable uses, per the development standards for the zoning district.*
 - What type of meters and where would they be placed?
 - *The management mechanism framework under consideration would determine who makes those decisions.*





PARKING

Public Forums Discussion

Zoning Ordinance Advisory Committee
June 3, 2021

Project webpage:
[Bit.ly/CityOfDallasParking](https://bit.ly/CityOfDallasParking)

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Appendix slides



Public Input and Discussion



May 19 and May 20 Public Forums

Thoughts for discussion:

- **What do you think about the amount of parking in Dallas?**
 - Too much
 - The right amount for my needs
 - More is needed
- **What is more important to you?:**
 - Safe, walkable places
 - Availability of transit options (by car, by transit, walking, biking, shared mobility)
 - Availability of parking
 - All of the above
- **Does parking (availability) determine where you?:**
 - Work
 - Play
 - Worship
 - Shop
 - Eat Out
 - Visit Doctor
 - Learn



Public Input – additional data



- Consideration given to people who do not own cars, transit users, people of all ages
- Consideration given to auto-dependency, and households with larger number of cars

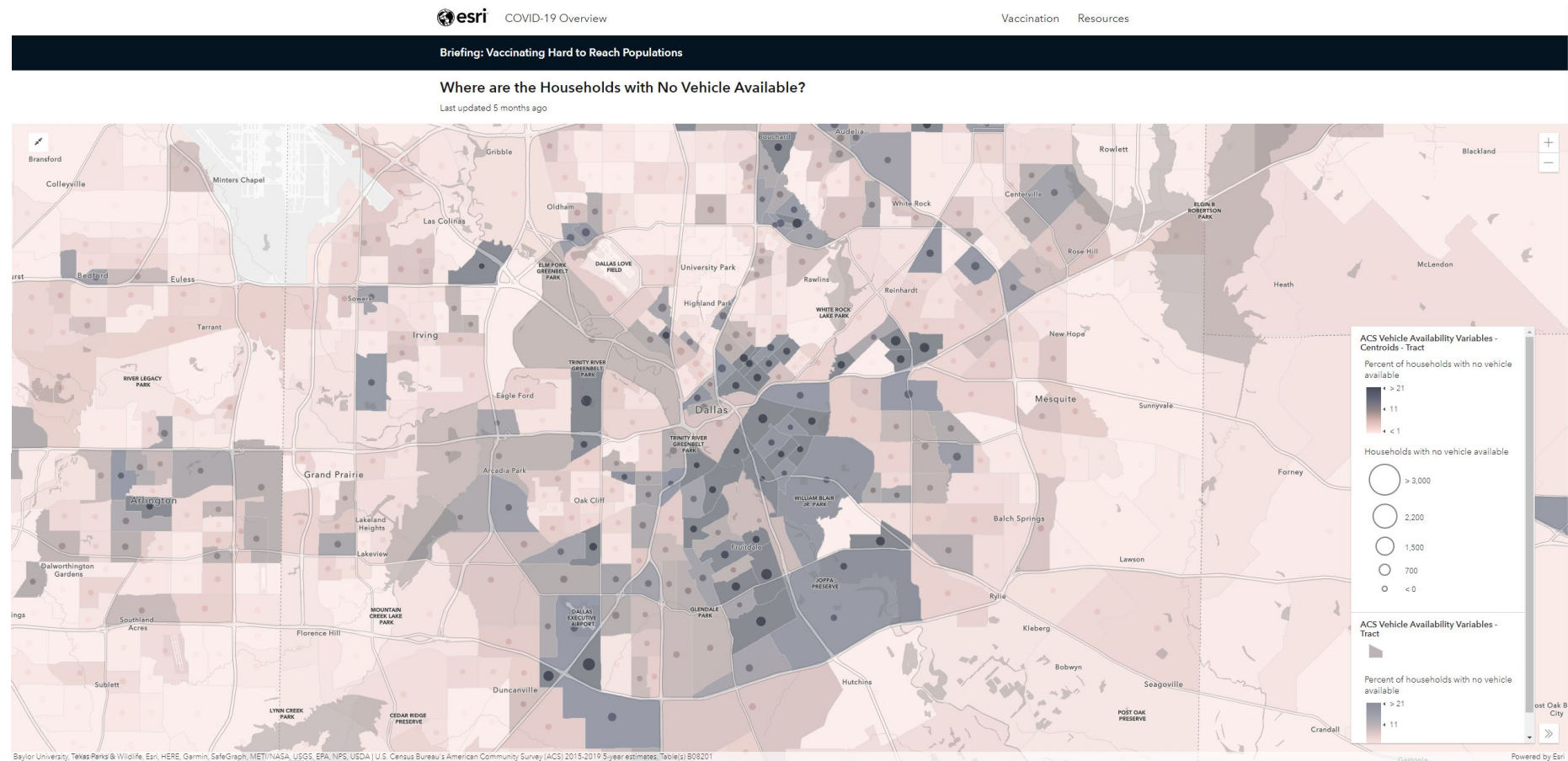
DALLAS

Zero-car households: **9.3%**

(US 8.6%; Tx 5.3%)

3 or more households: **14.2%**

** Map with census districts
with zero-vehicle households
exceeding 21%*



Public Input – additional data



- People who do not own cars, or use transit
- Auto-dependency – number of cars per household

US

Zero-car households

8.6%

1-vehicle households

32.7%

2-vehicle household

34.2%

3 or more households

Tx

Zero-car households

5.3%

1-vehicle households

32.7%

2-vehicle household

40.2%

3 or more households

DALLAS

Zero-car households

9.3%

1-vehicle households

42.4%

2-vehicle household

34.2%

3 or more households

14.2%

*estimates: approximately 8 parking spaces/car in US

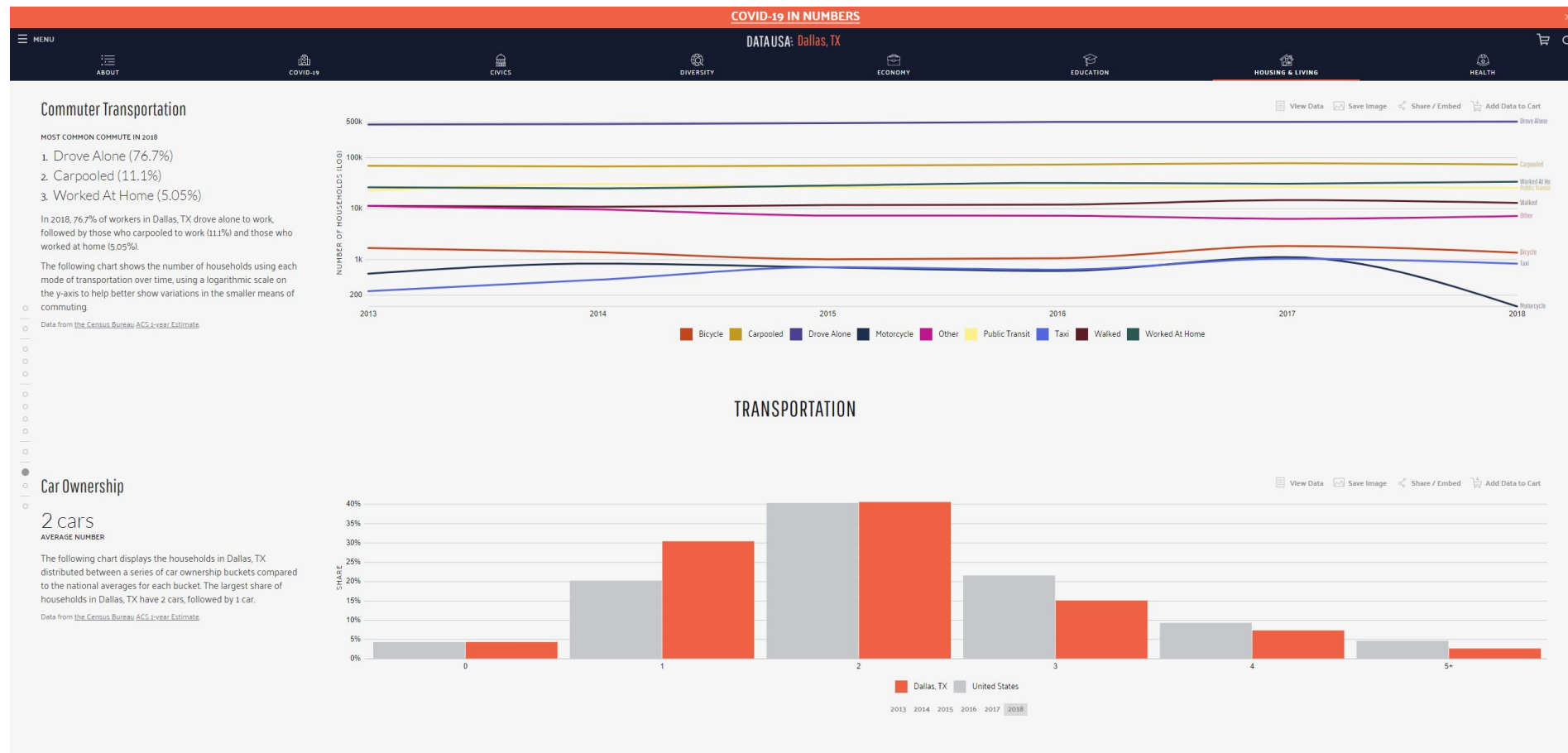
Dallas downtown in 2011: 68,000ps (16,000ps surface) – 27% land area; 12,000 residents



Public Input – additional data



- People who do not own cars, or use transit
- Auto-dependency – number of cars per household



Public Input – additional data



- Discuss affordable housing (low-income housing)

SF: 20% value increase for a house with a parking garage(+ cost of curb cuts, mandatory surface, maintenance)

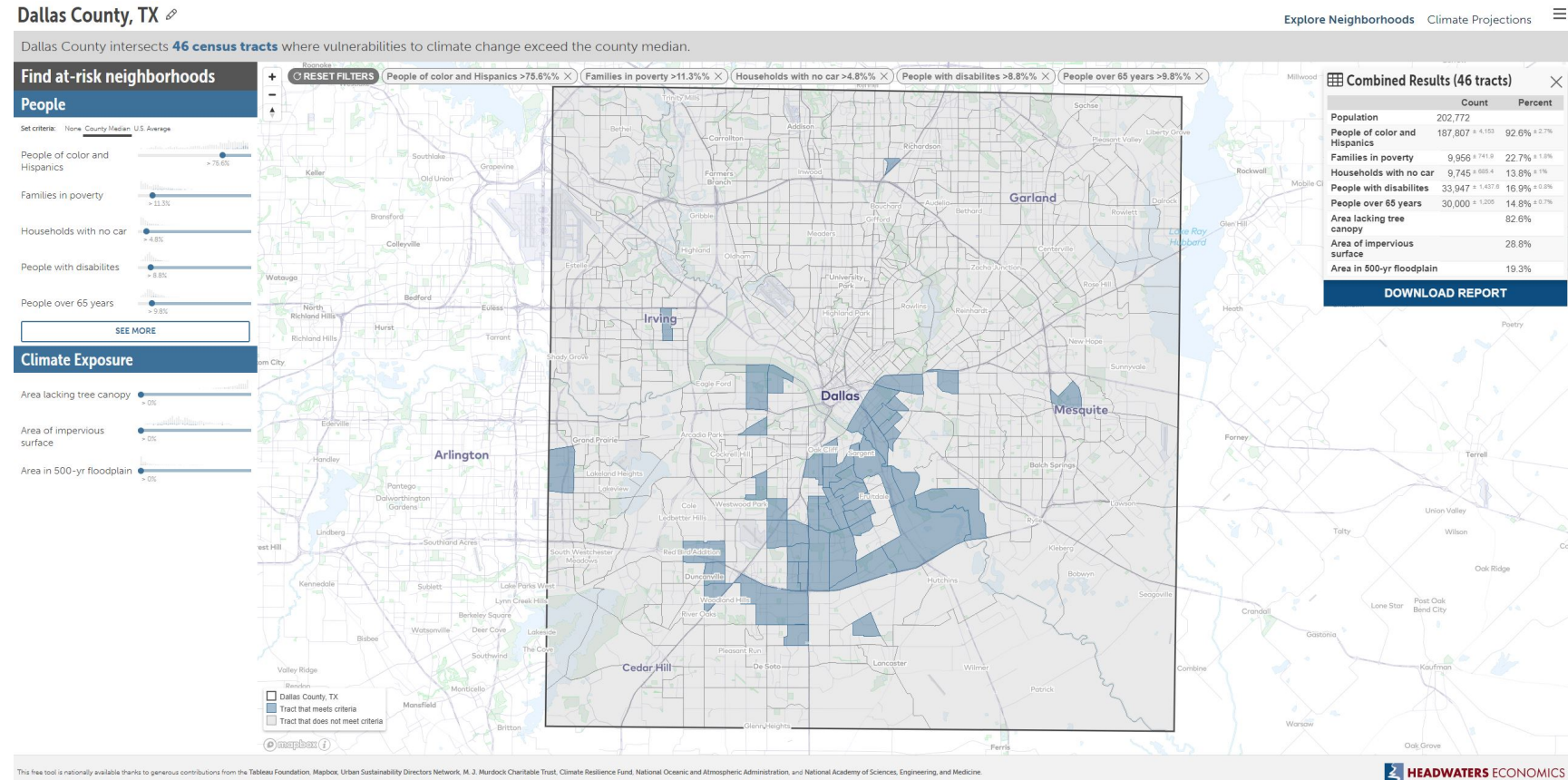
Cost of parking space (surface, aboveground, underground) \$5,000 – \$60,000 (+ maintenance)

DALLAS:

38.6% households pay min. 35% of their gross income on rent (+ transportation costs, car ownership and storage costs, commute time and job access ...)

23.7% housing units built prior to 1969

*map at-risk neighborhoods: combined data: census tracts with zero-car households (exceeding 4.8%) and vulnerable groups



Public Input – additional data



- Consider instead an incremental approach to a parking reform for Dallas

History of parking regulations in Dallas:

ZONING CODES

1929 zoning ordinance – no parking requirements

1947 zoning ordinance (Chapter 165) – included parking requirements

(1/1 DU, efficiency apts. 3/4 DU, retail: 1/500sf for 1st floor and 1/1,000sf for 2nd floor, commercial buildings 1/500sf; loading regs)

1951 more detailed parking requirements, *still by use categories*

Chapter 51 – 1963, 1965, 1966 – with parking requirements (ps/sf for each use)

(ex of regulations carried over: provided on-site or off-site within 300 feet (remained our distance for remote parking); no req. for schools; CA: 1/2,000sf only if over 50ps, not for under 5,000sf; loading regs)

Chapter 51A – 1986; approved in July 1987 – transitioned the parking requirements



Public Input – additional data



- Consider instead an incremental approach to a parking reform for Dallas

History of parking regulations in Dallas: CODE AMENDMENTS:

*Between 1987 and 2018: **31 amendments for parking, or directly related**
1987, 1989, 1991, 1992, 1993, 1994, 1996, 1997, 2001, 2002*

2012, 2013 – 2-part, full parking code amendment

(increase ratios for MF and retirement housing, small reductions and details for GMFS & other uses, bike parking, mechanized parking, CA)



Public Input – additional data



■ Incremental approach

History of parking regulations in Dallas:

*Between 1987 and 2018: **31 amendments for parking, or directly related***

1987 – shared loading

1989, 1991, 1994 – CBD → 2002 no parking for MF under 5,000sf

1989 – floor area definition, site area definition

1991 – small car

1991, 1992, 1994, 2001 – CAI uses (bingo parlors, dance halls, distance measurement)

1992, 1993, 1997 – paving and approved surface

1993, 1996 – special parking agreement

1994 – SE to parking

1997, 2012 – alcohol manufacturing uses

2003 – shared parking institutional uses in residential districts

2008 – Ch 51 alignment to Ch 51A

2012, 2013 – full parking code amendment

(increase ratios for MF and retirement housing, small reductions and details for GMFS & other uses, bike parking, mechanized parking, CA)



Public Input – additional data



- Other cities incremental approach and timeline for parking reform:

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

Oregon state law: caps for parking requirements for residential lots

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 → 2021 only parking max + TDM + design standards

*(*information provided at the February 25 ZOAC meeting)*

- Experts

Todd Litman, *Parking Requirement Impacts on Housing Affordability*

<https://www.vtpi.org/park-hou.pdf>

