



City of Dallas

PARKING

Parking and Transportation Management

**Zoning Ordinance
Advisory Committee (ZOAC)
April 15, 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 the options for a framework
- **4.15.2021 – Parking Management Mechanisms**



General



ZOAC 12.3.2020:

direction to staff to begin to work on recommendations to eliminate parking minimums with exceptions as to when it would not be appropriate to eliminate minimums, as well as implementing other tools as suggested by experts, in particular parking management and design standards, to support no parking minimums on a site.

FRAMEWORK:

Quantitative requirements (**parking ratios**) for 2 categories:

- In an R, D, TH, district and in a buffer around them

No quantitative requirements (**parking ratios**) for 2 categories:

- Outside the buffer (location)
- Exemptions (for old, historical, small buildings (and units))

Proximity to transit

Qualitative requirements (**parking design standards**) for all, regardless of location and exemptions IF they provide parking

Additional tools:

- Transportation Plan/Checklist or upgrade DIR;
- Transportation Management Districts; Parking Benefit Areas



PILLARS of the FRAMEWORK:

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

Required Parking



It will apply:

- within R, D, TH, and
- within a 330-foot distance around

It will NOT apply:

- Outside the 330ft distance
- Designated historical and cultural landmarks (buildings and districts) or endangered – any use, in any location
- Buildings prior to March 17, 1965 – any use, in any location
- No requirements for the first 5,000 sf of business buildings – non-residential, in any location



Parking / Transportation Management



How would it work – via a framework:

- Set geographical boundary
- Qualifying criteria
- Enabling framework
- Each approved by City Council (by ordinance)
- Authority responsible (board, committee, partnership)
- Based on- and follow a management and reinvestment Plan
- May include periodic reporting at CC (/can be limited in time)
- Follows transparency and equity principles of government



Public Input



After meetings with stakeholders from different parts of the city:

Deep Ellum, Downtown Dallas, South Dallas, Lowest Greenville, Bishop Arts, Oak Cliff

Different local entities to coordinate the districts/areas (PIDs & non-profits, property owners collaboratives)

Types of parking usage:

long term (employees (different types of jobs to support the area (varying working hours, night-time employment), residents + short term (visitors) + constructions workers

Types of parking per land uses:

based on current behavior and realities "on the ground" (small unit realities – customer turnover for restaurant uses - the tenant turnover – naturally occurring "healthy mix of uses") _ (*areas with significantly reduced to no min requirements already)

Parking management that is already occurring:

remote lots – valet parking – employee parking coordination ← collaboration of property owners
commercial parking lots that generate revenue; adjusted pricing; coordination w on-street metering; shuttles
pilot programs for shared mobility – seeds for curb management
shared parking; parking agreements

What is missing:

coordination w ROW – on-street, curb management
possibility for reinvestment in the area (= the "benefit district" aspect) or simply allowing the pricing to enable the reinvestment
*coordination w code requirements (→ continuous supply)

Disconnect with code requirements:

required ratios + required free parking; remote parking limitations; parking agreements process

Associated with parking and use of the area – management can mean/include:

designated parking – striping, signage, time limits
connections – fixed (sidewalks, pedestrian connections) – shuttle – shared mobility
design for security – lighting, eyes on the parking/street
security (eyes on the street/parking lots, assistance, complaints, enforcement)



Public Input



After last ZOAC public input

Comments from the public regarding:

- commercial areas adjacent to single-family neighborhoods
- overspill in neighborhoods
- mixed use or uses combination maintained by the parking requirements (different regulations for certain uses; operation of certain uses)
- increase in restaurant use density
- parking nonconformity (delta credits – vested rights)
- need for additional City-led investment in multi-modal transportation (infrastructure and services) before changes in parking regulations
 - strengthened DART bus service
 - sidewalk improvements
- mismatch between proposed significant reductions and exemptions
- necessary increase in distance from single-family neighborhoods
- coordinated and innovative shared parking and parking districts
- focus on transit rich areas or focus on certain uses gradually
- reduction mechanisms



Possible Transportation Management Districts



- larger, denser, mixed-use, dynamic, destination-type, combination or user types (visitors, residents, employees), different types of mobility
- requires more sophistication and coordination of tools
- relies also on multi-modal and transit
- has the potential to quickly implement citywide goals and have a greater impact – pro-active, planning aspect embedded; more impactful public benefits (public parking, transit, rideshare, pilots and testing grounds)
(something similar w Municipal Management Districts or Improvement Districts; or Transportation Management Associations)
- framework in the code can enable the formation of such districts



Possible Parking Benefit Districts (PBD)



- quicker and more achievable mechanism suited to neighborhoods with small scale, neighborhood-serving commercial
- mainly to manage the curb, monetize it and return it back in the neighborhood, and coordinate the movements for efficiency and safety purposes (*cruising for parking*)
- allows neighborhood associations in any form to get organized and act like a small parking authority
- this mechanism is the most efficient in protecting neighborhoods (*in the current situation too*)
- framework in the code can enable the formation of such districts



Examples



Examples in other Tx cities – Austin – Parking and transportation Management District PTMD enabling ordinance: (selected excerpts)

- **Area defined by a separate ordinance** – CC finds that “traffic flow on the public streets requires a higher level of management than commonly provided, and where CC finds parking meters will aide traffic flow goals + CC finds that a % of funds from paid on-street parking and off-street paid public parking within the District may be used to undertake improvement projects to assist the flow or demand for travel to confer public benefits within the District.
- **Eligible projects and expenses:** ongoing maintenance of District; need Director approval
- **Requirements:** at least 100 on-street paid parking spaces or 200 off-street paid parking spaces (can include both existing and NEW spaces)
- **51% of the funds** from the paid on-street and off-street public parking in excess of the cost of maintaining and operating parking stations, meters, garages, shall be set aside to pay for improvements – Director determines the timing and order of improvements
- **In effect** until terminated by CC
- **Process to apply:** initiated by Director, representative of business organization, real estate developer, area stakeholders – can be partnerships
- **Pre-application meeting required; pre-application community meeting required**
- **Submittal requirements** established + review by the Director
- CC approved based on a Council Committee recommendation
- List of improvements included in the ordinance adopting each District

(source: http://austintexas.gov/sites/default/files/files/PTMD_Ordinance.pdf)



Examples



Examples in other Tx cities – Austin – Parking and transportation Management District PTMD – 3 existing PTMDs

same format ordinances:

(selected excerpts from Mueller PTMD)

- **Area** – boundaries
- **Existing and proposed on- and off-street paid public parking**
- **Statement of needs**
- **Proposed management tools (table):** paid parking, time-limited parking, variable parking rates, shared parking, unbundled parking, RPOs, validated parking, valet parking, special event parking coordination, monitoring and enforcement, zone designation, parking management for visibility and safety, temporary use of ROW permit, interim construction parking, trip reduction programs, other supportive initiatives
- **Proposed improvement projects** – in priority order: parks and pond maintenance and capital investments, public realm maintenance and enhancement, other activities related to the PTMD (events, signs, e-communication)
- **Oversight committee:** names
- **Public feedback process:** pre-application meetings, public engagement plan (website, meetings open to the public, quarterly updates....)

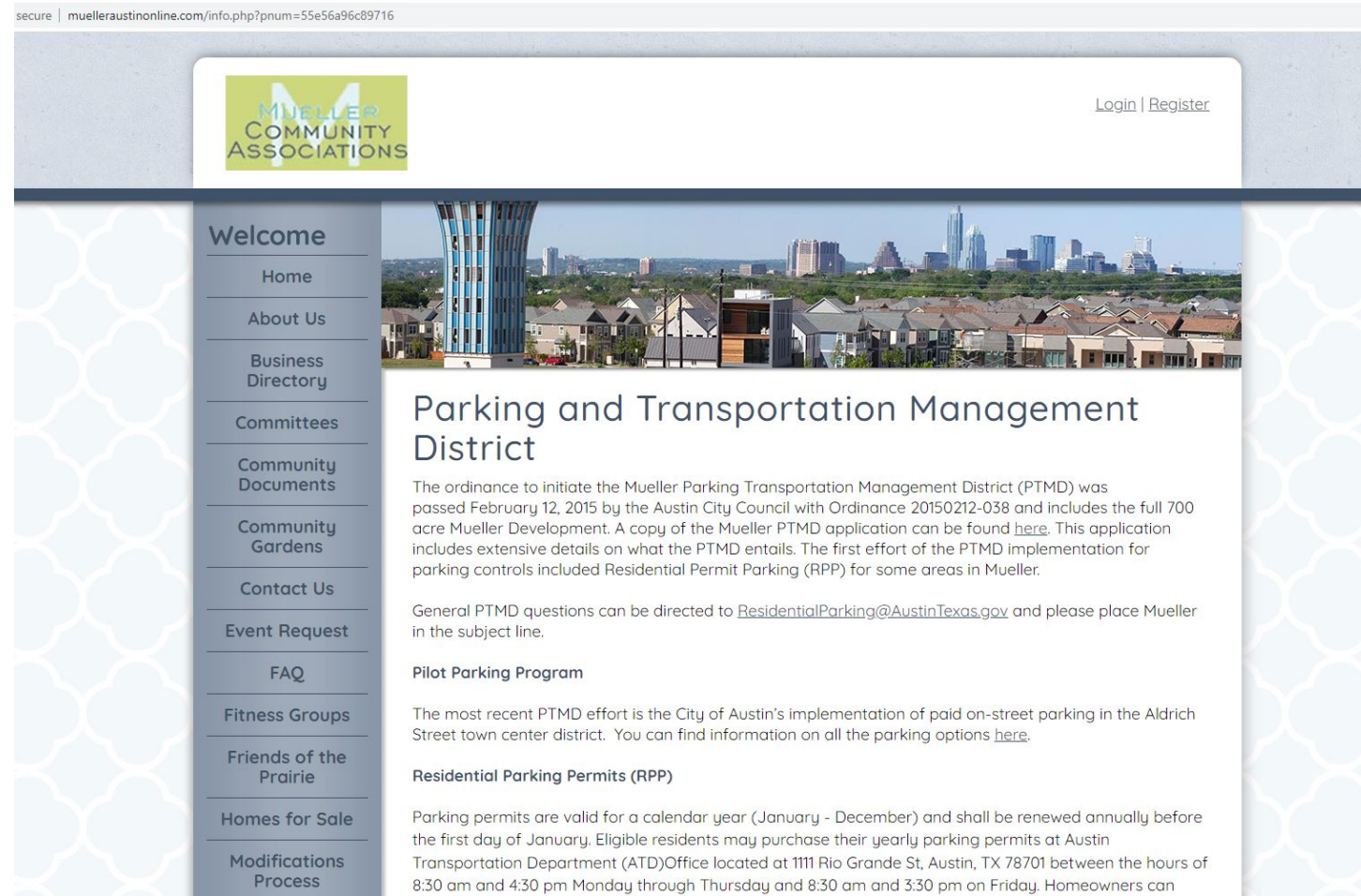
(source: http://austintexas.gov/sites/default/files/files/Mueller_PTMD_Application.pdf)



Examples



Examples in other Tx cities – Austin – Parking and transportation Management District PTMD – 3 existing PTMDs Mueller PTMD



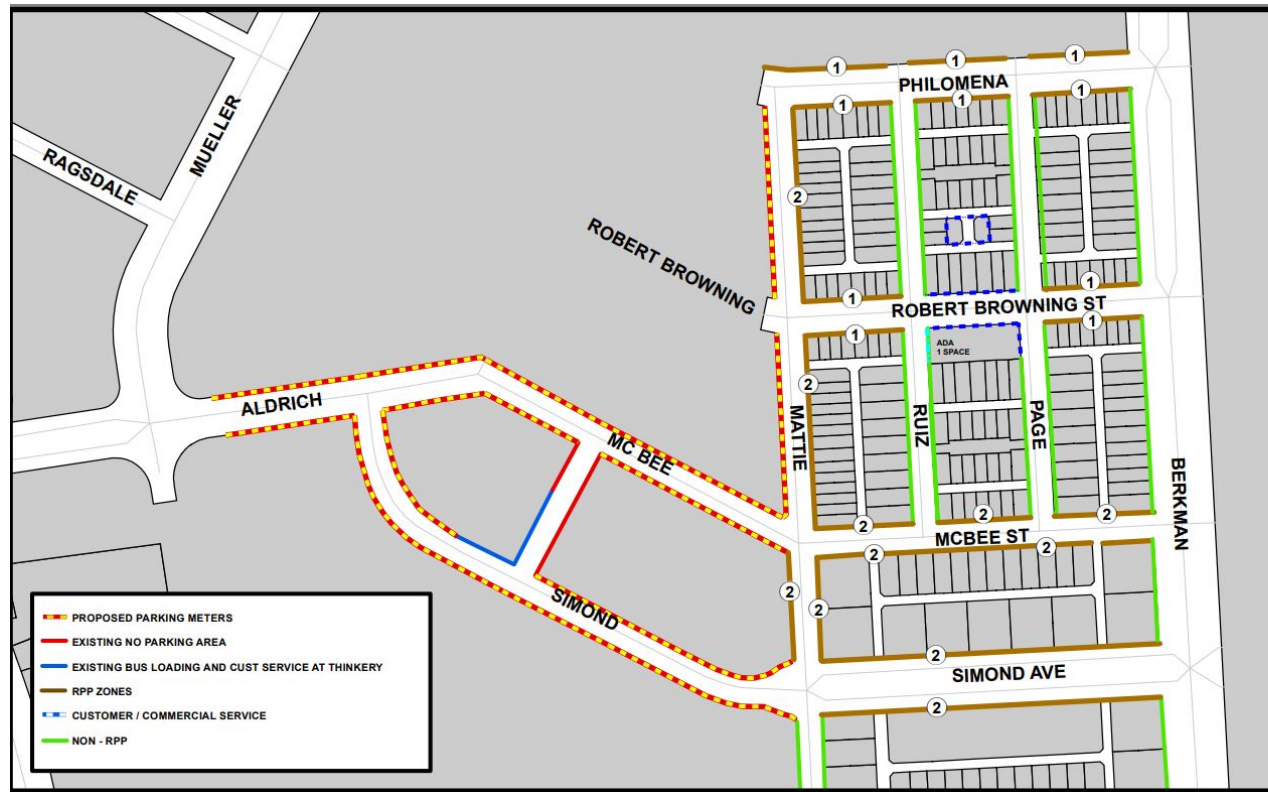
(source: <http://www.muelleraustinonline.com/info.php?pnum=55e56a96c89716>)



Examples



Examples in other Tx cities – Austin – Parking and transportation Management District PTMD – 3 existing PTMDs Mueller PTMD



PTMD Proforma Assumptions¹
MUELLER

Assumptions		Note
Number of new metered spaces	140	
Percent of average utilization of new parking spaces	35%	For initial ramp up stage. Long term will be based on parking survey
Meters in effect starting at this hour	8:00 AM	
Meters turn off at this hour	6:00 PM	
Number of days per week for Meters in effect	6	
Days per year meters in effect	308	Four (4) holidays excluded
Meter fee per hour	\$1.00	
# of Pay Stations	19	
Percent of sales with credit card	85%	May be changed from time to time
Credit card expense costs ²	8.50%	May be changed from time to time
Sales tax (6.25% state, 2% local) ²	8.25%	Current as of July 2014; may be changed from time to time
Meter Debt Costs per pay station per month ³	\$125.00	will be allocated based on actual expenses for the year
Parking enforcement costs per metered day ³	\$62.50	\$25 /hr and 2.5 hours / day; will be allocated based on actual expenses for the year
Meter shop costs per month ³	\$210.00	will be allocated based on actual expenses for the year
Parking Oversight costs per month ³	\$96.00	will be allocated based on actual expenses for the year
Back office expense per pay station per month	\$47.50	will be allocated based on actual expenses for the year
Percent of revenue to PTMD (net profit)	51%	

1. City staff and PTMD oversight committee for each area will work together to produce proforma

2. Credit card and sales tax expenses will be calculated against total PTMD revenue received from the meters; Percentage subject to change from time to time.

3. Meter Debt, Parking enforcement costs, Meter shop costs and Parking oversight expenses will be calculated based on allocation of actual expenses for that year

RPP DAYS AND TIME LIMITS	
①	MONDAY - FRIDAY 4PM - 10PM
②	MONDAY - FRIDAY 4PM - 10PM SATURDAY 8AM - 5PM

(source: <http://www.muelleraustinonline.com/info.php?pnum=55e56a96c89716>)



Examples



Examples in other Tx cities – Houston – Parking Benefit Districts PBD

enabling ordinance:

(selected excerpts)

- **Definitions:** *Parking benefit district* means an area designated pursuant to this article in which on-street curbside parking spaces or parking spaces on a city parking facility are metered or restricted to parking by permit only
- **Compliance with other laws**
- **Offenses** – Defenses; Cumulative effect; Removal of vehicle
- **Designation of Washington Avenue Corridor as PBD**
- **Parking permits application:** 1/resident or establishment at one single address
- **Advisory committee** “to make recommendations to the mayor and city council on issues relating to the parking benefit district, including: potential projects to be funded with revenue generated from the parking benefit district, the timing and order of such projects, changes to the parking meter and permit fees, and the allocation and management of permits.”
- Members of the advisory committee: include few directors from the city as ex-officio

***in addition to Residential Parking Program areas, Houston has a Community Parking Program for mixed-use streets (that allows control of on-street parking, even metering and all types of pricing); existing in 3 areas

(source: https://library.municode.com/tx/houston/codes/code_of_ordinances/322897?nodeId=COOR_CH26PA_ARTXIPABEDI)



Examples



Examples in other Tx cities – Houston – Parking Benefit District PBD

2 existing PBDs

Washington Avenue Corridor

enabling ordinance:

(selected excerpts)

- **Designation, time limit, continuation ...**
- **Parking regulations for meters**
- **Notice of designation** (within and 500 feet around the district)
- **Disposition of revenue:** all revenues shall be allocated in the PBD; all admin costs supported first – 60% of excess for projects in the district (as recommended by the advisory committee), rest placed in a parking management revenue fund + threshold to be generated before a project is initiated; allows conjunction funding;
- Surrounding areas may be designated as residential parking permit areas within 1,000 feet

*** *Washington Ave parking management in the District is a combination of on-street meters on Washington Avenue and a Community Parking Program; both managed and lead by the City (created in 2013)*

*** *2nd PBD (with an attached CPP) was created – Museum Park*

(source: https://library.municode.com/tx/houston/codes/code_of_ordinances/322897?nodeId=COOR_CH26PA_ARTXIPABEDI)




Examples



Examples in other Tx cities – Houston – Parking Benefit District PBD 2 existing PBDs Washington Avenue Corridor

houstontx.gov/parking/washingtonavenue.html#:~:text=The%20Washington%20Avenue%20Corridor%20Parking,the%20use%20of%20public%20transportation.



Home > ParkHouston > Washington Avenue Parking Benefit District

PARKHOUSTON

Washington Avenue Parking Benefit District

The Washington Avenue Corridor Parking Benefit District (PBD) is a defined geographic area in which a portion of the meter revenue is returned to the district to finance improvements that enhance the quality of life and promote walking, cycling, and the use of public transportation.

The area included in the Washington Avenue Corridor Parking Benefit District is bounded by Houston Avenue, Center Boulevard, Lillian Street/Decatur Street and Westcott Street.

The five links below are .pdf files.

- Washington Avenue PBD Map
- PBD Frequently Asked Questions
- PBD Flyer
- Washington Avenue Corridor PBD Presentation (05.14.2014)
- PBD Ordinance (approved 06.11.2014)

PBD Permits

Occupants of the Washington Avenue Corridor Parking Benefit District (PBD) may submit an application to purchase one permit for the designated PBD Permit Parking areas. One permit may be purchased per

PARKING PROGRAMS

- Accessible Parking • Residential Permit Parking • Volunteer Parking Enforcement • Washington Avenue PBD •

PARKHOUSTON LINKS

- ParkHoustonHome Page
- Accessible Parking
- Chapter 26 Updates (.pdf)
- Community Parking Program
- Forms and Applications
- Frequently Asked Questions
- More Info / Contact Us
- News / Press
- Parking Meter Information

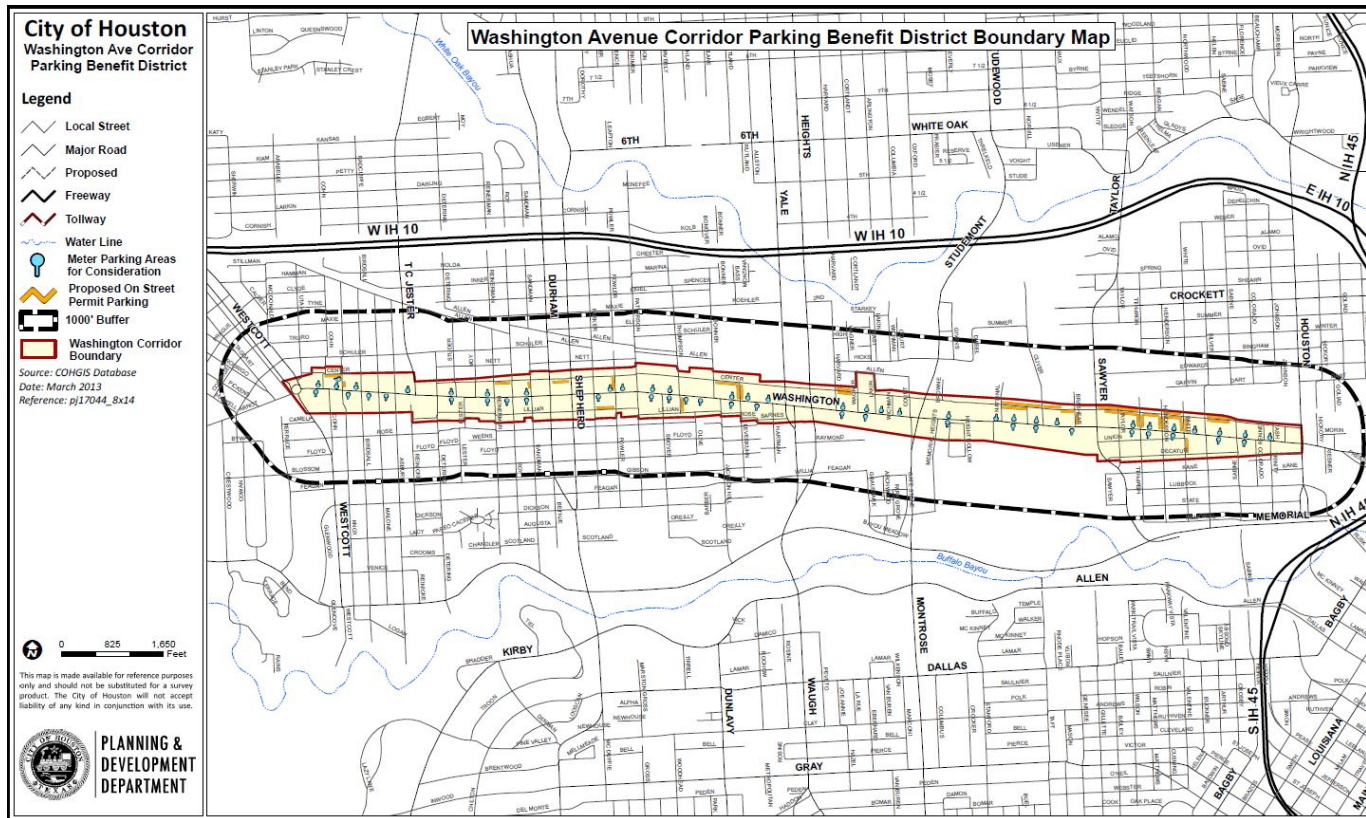
(source: https://library.municode.com/tx/houston/codes/code_of_ordinances/322897?nodeId=COOR_CH26PA_ARTXIPABED1)



Examples



Examples in other Tx cities – Houston – Parking Benefit District PBD 2 existing PBDs Washington Avenue Corridor



WASHINGTON AVENUE PARKING BENEFIT DISTRICT

HOUSTON, TX

HOW WILL IT WORK?

A successful PBD in the Washington Avenue Corridor will incorporate a number of key elements:

1. Adoption of a city ordinance creating the Washington Avenue PBD, stipulating that 60% of the net parking revenue generated within the PBD be used to fund designated neighborhood improvements.
2. Creation of an advisory committee, appointed by the Mayor and approved by City Council, comprised of representatives from the business and residential community and non-voting city department directors. The committee is charged with developing a project list based on feedback received from public meetings.
3. Deployment of parking meters, pay by phone and parking permits.
4. Adoption of a defined list of PBD revenue expenditures.
5. Development of a coordinated public relations plan, which would use wayfinding, signage, and public outreach to explain the role of paid parking and articulate how parking revenue is being utilized to benefit the Washington Avenue Corridor.
6. Formal City Council review of the PBD 18 months after implementation, adjusting the revenue split and other variables as necessary.
7. Ongoing evaluation of the PBD performance and policies.

SUCCESS STORIES

Boulder, Colorado - 1970

Boulder experienced a 12% increase in carpooling, reducing parking demand by 850 spaces. Funded projects for their district include transit passes for employees, a WiFi network and improvements to the Pearl Street Mall.

Old Pasadena, California - 1993

Old Pasadena borrowed against future meter revenues and funded substantial streetscape, parking, maintenance and safety projects. These investments reversed the decline in the district and an increase in sales tax revenue has created a cycle of reinvestment, making Old Pasadena a popular destination. The first year of the PBD resulted in a 100% increase in sales tax revenues.

San Diego, California - 1997

Funds from the PBD in San Diego were used for the revitalization of their historic district through infrastructure improvements. Improvements include directional signs, landscaping and pedestrian improvements.

Washington, D.C. - 2008

In their PBD, Washington D.C. established an 85% occupancy rate with their demand-based pricing model. Community improvements include bike racks, lighting, street furniture and trash compactors.

Austin, Texas - 2011

The Austin PBD experienced a 10% growth in sales tax and 16% growth in mixed beverage receipts. Projects include sidewalk and streetscape improvements.

POTENTIAL PBD PROJECTS FOR WASHINGTON AVENUE CORRIDOR:

- Sidewalk and Pedestrian Improvements
- Lighting
- Improvements that promote walking, cycling and use of public transit
- Marketing Materials
- Parking Studies
- Public Safety
- Street Maintenance
- Landscaping
- Parking Structure

Parking Management is
a Division of:
City of Houston



Administration &
Regulatory Affairs

Questions or Feedback on this PBD?

Visit: <http://www.houstontx.gov/parking/washingtonavenue.html>

Parking Management Division • 2020 McKinney • Houston, TX • 77003 • Phone: 832.393.8645 • www.houstontx.gov/parking/washingtonavenue.html

(source: https://library.municode.com/tx/houston/codes/code_of_ordinances/322897?nodeId=COOR_CH26PA_ARTXIPABEDI)



Parking / Transportation Management



Outcome/collateral benefit: data collection and assessment

- Enabled
- To correlate observations, with behavior, peak demand, land uses, jobs ... → to enable data-driven solutions
- From parking studies → centralized data collection, assessment, calculator
- Why: informed decisions, transparency, better services ...
- Wide variety and it can start small



3. Parking / Transportation Management



Selected example of management districts:

Austin, Tx:

TMD - <https://movabilitytx.org/>

PTMDs:

<http://austintexas.gov/department/parking-and-transportation-management-district>

http://austintexas.gov/sites/default/files/files/PTMD_Ordinance.pdf

http://austintexas.gov/sites/default/files/files/Mueller_PTMD_Application.pdf

<http://www.muelleraustinonline.com/info.php?pnum=55e56a96c89716>

http://austintexas.gov/sites/default/files/files/East_Austin_PTMD_Application.pdf

http://austintexas.gov/sites/default/files/files/Transportation/Colorado_River_Area_PTMD_Application.pdf

Houston, Tx:

Code language:

https://library.municode.com/tx/houston/codes/code_of_ordinances/322897?nodeId=COOR_CH26PA_ARTXIPABEDI

PBD Washington Ave: <https://www.houstontx.gov/parking/washingtonavenue.html>

and ordinance: https://www.houstontx.gov/parking/washingtonavenue/pbd_ordinance_20140611.pdf

Museum Park PBD:

<https://www.museumparkna.org/Resources/Documents/Parking%20-%20Museum%20District%20Presentation%20-%202007-25-2014.PDF>

Community Parking Program: <https://www.houstontx.gov/parking/cpp/mama-presentation.pdf>

<http://www.houstontx.gov/parking/community-parking-program.html>



General - Recap



PILLARS of the FRAMEWORK:

1. Areas with required parking + Exemptions
2. Parking required ratios (table) + Regulations
3. Parking Management Tools
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