



Coordinated Land Use and Transportation Planning Task Force

Virtual Meeting | January 20, 2021



North Central Texas
Council of Governments

Imagery provided by NCTCOG staff

2021 Task Force Meeting Schedule

Wednesday, January 20, 2021

Wednesday, April 21, 2021

Wednesday, July 21, 2021

Wednesday, October 20, 2021

www.NCTCOG.org/LUTTF



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Imagery provided by NCTCOG staff

Today's Meeting

Local Updates

Removing Physical Barriers in Downtown – City of Terrell

Energy from Landfill Food Waste EPA Grant – NCTCOG

North Texas Parking Reform and Solutions

NCTCOG, Walker Consultants, McKinney, Downtown Arlington, Dallas

Parking Management Discussion

All





Local Updates



**North Central Texas
Council of Governments**



Removing Physical Barriers

Terrell, Texas 01/20/21



Traditional old downtown

US Highway 80 (not Bus. 80)

Union Pacific Railroad

Dangerous, inaccessible, ADA

Physical divide creating
“north” vs. “south” Terrell



City response

Downtown plan

Complete streets policy

Quiet zone

Infrastructure plan



Railroad barrier

- Twelve crossings
- 4-Quad gates
- Petition UP
- Supplemental safety
- Other physical changes



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Moore, Spur 226

Signal upgrades

Traffic controls

Striping

Streetscaping

Locus markers

Pedestrian safety



Pedestrians, wheelchairs, strollers



- 48 new pedestrian ramps
- 1,555 LF replacement walks
- 28,575 LF new walks
- Walk/bike trail to Breezy Hill Park

Rochester/Pacific by-pass

- Connect to SH 34
- Connect west side of downtown
- Split US 80 traffic
- Include & access “south” Terrell
- Southwest Christian College



NCTCOG Environment & Development

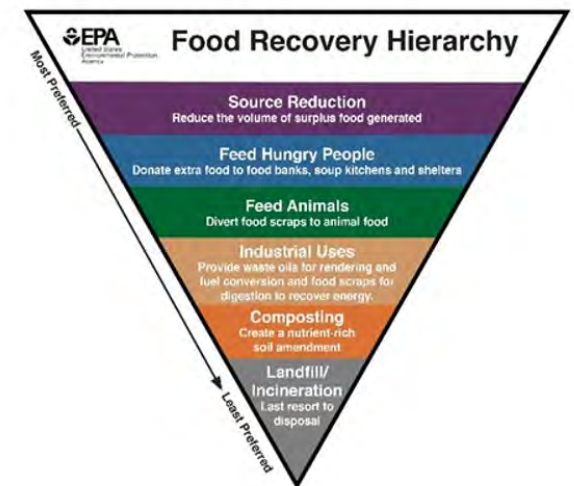
Organic Waste to Renewable Natural Gas (RNG) Project

Challenges and Opportunities for North Central Texas

- Retain and Improve Landfill Capacity – *36 years of remaining capacity left*
- Divert Food Waste and Other Organics – *50% of residential NCT waste stream is organic waste (31% food waste)*
- Biosolid Management in a Growing Region
- Produce Biogas (renewable energy) and Renewable Fleet Fuel
- Reduce Greenhouse Gas and Other Emissions
- Meet zero-waste and other sustainability goals

Regional Study Goals

- Advance regional efforts to divert food waste, and other organics, from landfills to preserve landfill capacity
- Evaluate opportunities for innovative biosolid management concepts
- Increase regional renewable energy opportunities
- Evaluate the potential to reduce fleet emissions



NCTCOG Environment & Development

Project Elements

Supply

- Evaluate pre- and post-consumer organic waste, resulting in a Market Assessment and evaluation of available regional feedstocks.



Collection

- Regional Feedstock Collection Network Assessment that identifies opportunities and models for regional approaches to feedstock collection.



Demand

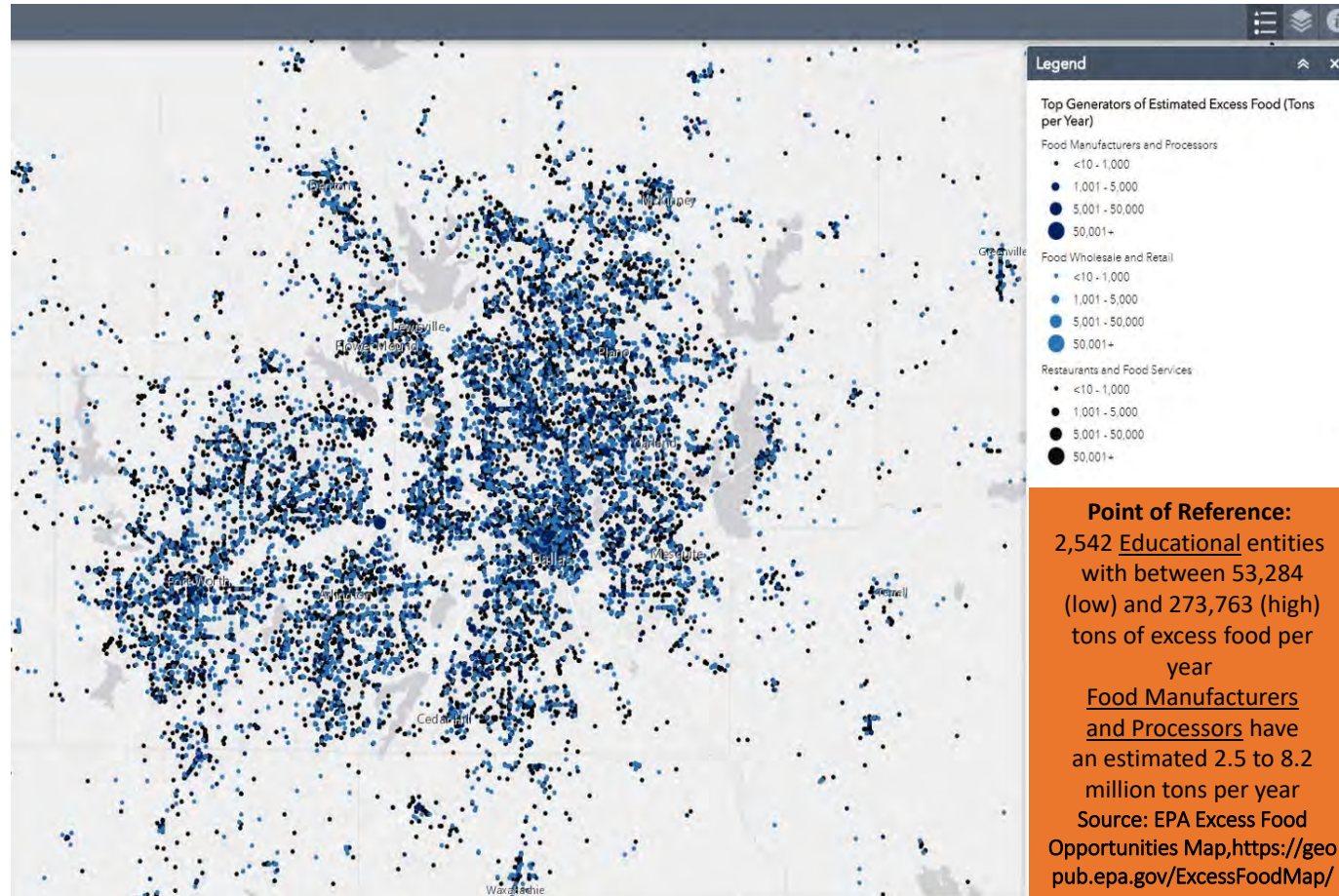
- Evaluate existing and future demand for renewable natural gas (RNG) fuel vehicles and other energy sources.



Locations

- Identify regional anaerobic digestion location scenarios using Food/Flora to Fleet Fuel (F4) Model; document energy, emissions, and cost/benefit analysis of each location scenarios.

Top Generators of Estimated Excess Food (Tons per Year)



NCTCOG Environment & Development

Organic Waste to Renewable Natural Gas (RNG) Project

Upcoming Stakeholder Meeting

- Tuesday, February 16th at 1:00 pm to explore next steps and gain feedback from diverse stakeholders
- Presentations from previous Roundtable available on ConserveNorthTexas.org event archive

Project Next Steps

- Receive EPA Award to Initiate project on February 1
- Issue a request for proposals from contractors to assist in project elements
- Grow a diverse stakeholder group
 - Continue engaging with local businesses, municipalities, and other parties to assess regional capabilities
- Initiate study elements Spring 2021

Food Waste to Renewable Natural Gas Stakeholder Meeting

Tuesday, February 16th
1:00 p.m.

RSVP Here:

<http://conservenorthtexas.org/workshops-and-training-opportunities>

THANK YOU!

Presentations, upcoming webinars, and training opportunities posted at conservenorthtexas.org.



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Summary of Local Parking Studies and Common Themes



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Overview

Summarized findings from 11 local parking studies on www.NCTCOG.org/Parking

Discuss similarities and regional trends

Goal: Provide a regionally coordinated approach to recurring parking policies



Overview

Two Site-Specific Studies

- DART Red and Blue Lines TOD Parking Study (2019)
- Granite Properties Dallas, Plano, Addison Office Parking (2019)

Nine District-Wide Studies

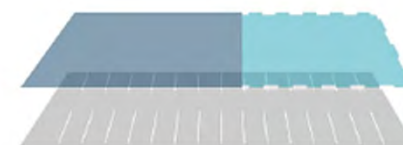
- Arlington Parking Needs Analysis Technical Memorandum (2019)
- Plano – Downtown Parking Study (2016)
- Dallas – Preston Center Parking Study Memo (2016)
- Fort Worth – Magnolia Village Parking Circulation Study (2019)
- McKinney Historic Town Center Parking Study Update (2019)
- Mansfield Downtown Development Strategies (2020)
- Downtown Decatur Parking Inventory and Analysis (2019)
- Grapevine Dallas Road Transit District Parking Study (2019)
- Dallas Midtown Autonomous Transportation System and Shared Parking Feasibility Study (2019)



Key Takeaways

Parking is oversupplied

- No study met industry standard peak occupancy of 85%
- The development market may supply more parking than city code requires, as indicated by two studies which demonstrated provided parking was at least 10% higher than required off-street parking



Parking up-front and on-street preferred

- Observed higher peak occupancy rates for on-street spaces closest to main streets and destinations than for off-street and on-street spaces further away



Recurring Recommendation Themes

Shared Parking

Wayfinding

Public Parking

Code Revisions

**Parking Management
Districts**

Fees and Enforcement

Multi-Modal Mobility

Curb Management

Shuttle & Valet

**Parking Availability
Information & Marketing**



Recurring Recommendations by Study

	<i>Plano Downtown</i>	<i>Dallas Preston Center</i>	<i>DART TOD</i>	<i>Fort Worth Magnolia Village</i>	<i>McKinney</i>	<i>Mansfield</i>	<i>Decatur</i>	<i>Arlington</i>	<i>Grapevine</i>	<i>Dallas Midtown</i>
Wayfinding (9)	■	■	■		■	■	■	■	■	■
Shared Parking (8)	■	■	■	■			■	■	■	■
Public Parking (7)	■		■	■			■	■	■	■
Fees and Enforcement (7)	■	■	■	■	■		■			■
Parking Management Districts (6)			■	■		■	■	■		■
Code Revisions (6)	■		■			■		■	■	■
Parking Availability Information & Marketing (6)	■		■		■	■	■	■		
Multi-Modal Mobility (5)	■		■					■	■	■
Curb Management (4)	■		■	■		■				
Shuttle & Valet (4)	■				■				■	■



Most Recurring Recommendations

Shared Parking – leverage existing parking through arrangements between different property owners and land uses with different peak demand times

Public Parking – Publicly owned/ public-private partnership spaces that serve as shared parking for all users

Wayfinding – guide drivers to parking through vehicle-scale and pedestrian-scale wayfinding signage, visual cues around the area to limit vehicular circulation and increase space utilization



Guidance on Recommended Tools

Shared Parking

Wayfinding

Public Parking

Code Revisions

Parking Management Districts

Shuttle & Valet *

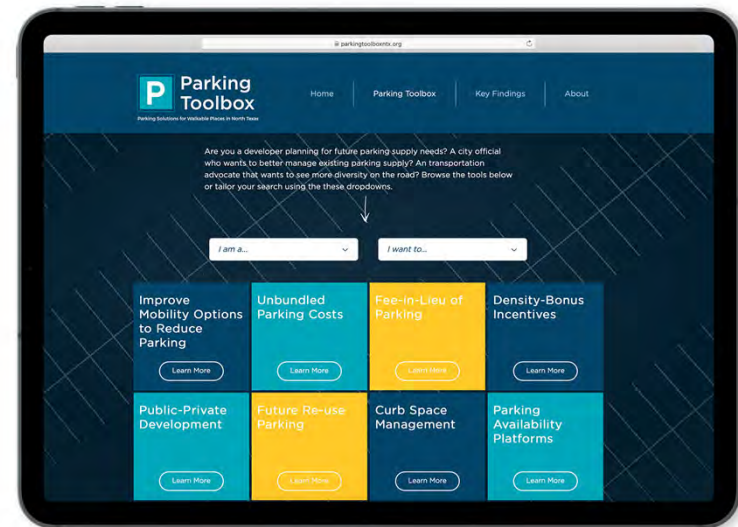
Fees and Enforcement

Multi-Modal Mobility

Curb Management

Parking Availability Information & Marketing

<https://www.parkingtoolboxtx.org/>



* Not included in Parking Toolbox



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Imagery provided by Nelson Nygaard

What topics need a deeper dive?

Toolbox provides introduction and examples of strategies



Zoom Chat:

What are obstacles to implementing: shared parking, wayfinding, and others?

Put questions in the chat any time during meeting.

Post meeting- Parking Strategies Survey: <https://bit.ly/2Kslc1M>



Contacts and Resources

www.NCTCOG.org/Parking

“Local Parking Studies”

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Parking Reform and Solutions

North Texas Examples



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Dallas Midtown People Mover Study – Shared Parking Feasibility Study



Project Overview

Parking and Mobility

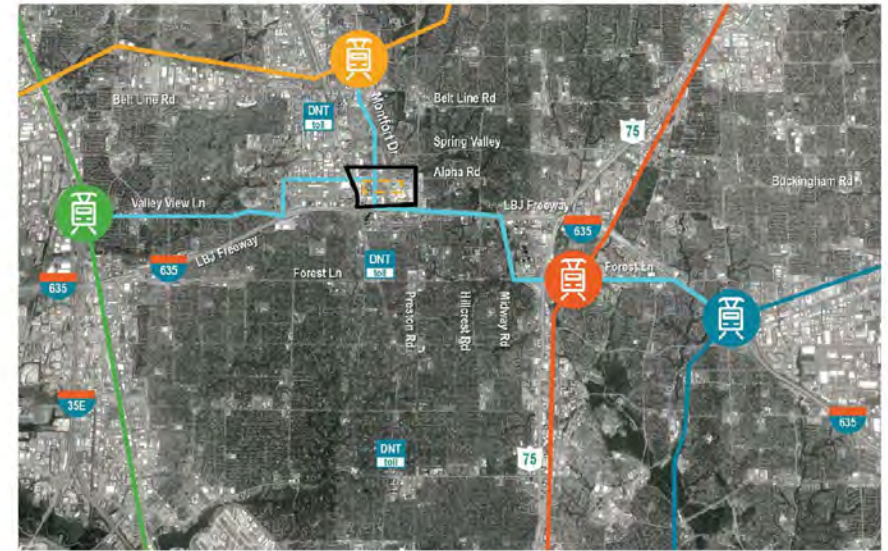
Parking Vision

Implementation

Project Overview

Dallas Midtown

- Plans to redevelop 450-acre site of Valley View Center mall
- 10 miles north of downtown Dallas, near DNT & LBJ Freeway
- Midtown Autonomous Transportation System (ATS) regional connectivity vision



Cotton Belt Regional Rail

Proposed Dallas Midtown

Dallas Midtown Area

Blue Line LRT

Red Line LRT

Green Line LRT

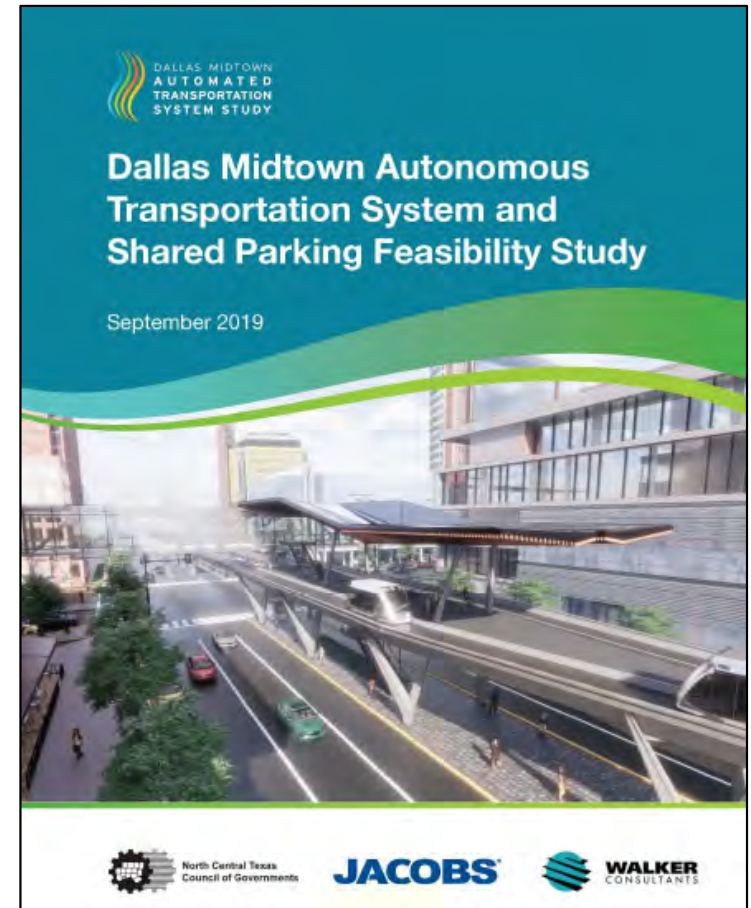
Proposed Regional Connections



Project Overview

Dallas Midtown Study

- *Dallas Midtown Autonomous Transportation System and Shared Parking Feasibility Study*
- Part of NCTCOG Regional People Mover Initiative
- <https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Dallas-Midtown-ATS-Study.pdf>



Project Overview

Dallas Midtown

- Master plan for a mixed-use, pedestrian-friendly live, work, and play district
- Emphasis on reduced single-occupancy vehicle usage for site access and internal circulation



Development zones in the Dallas Midtown Master Plan

Project Overview

Dallas Midtown

- Vision for an ATS as primary circulation method
- Parking system setup is key to success of ATS
- Stakeholders:
 - City of Dallas
 - North Dallas Chamber of Commerce
 - NCTCOG
 - Property owners & developers

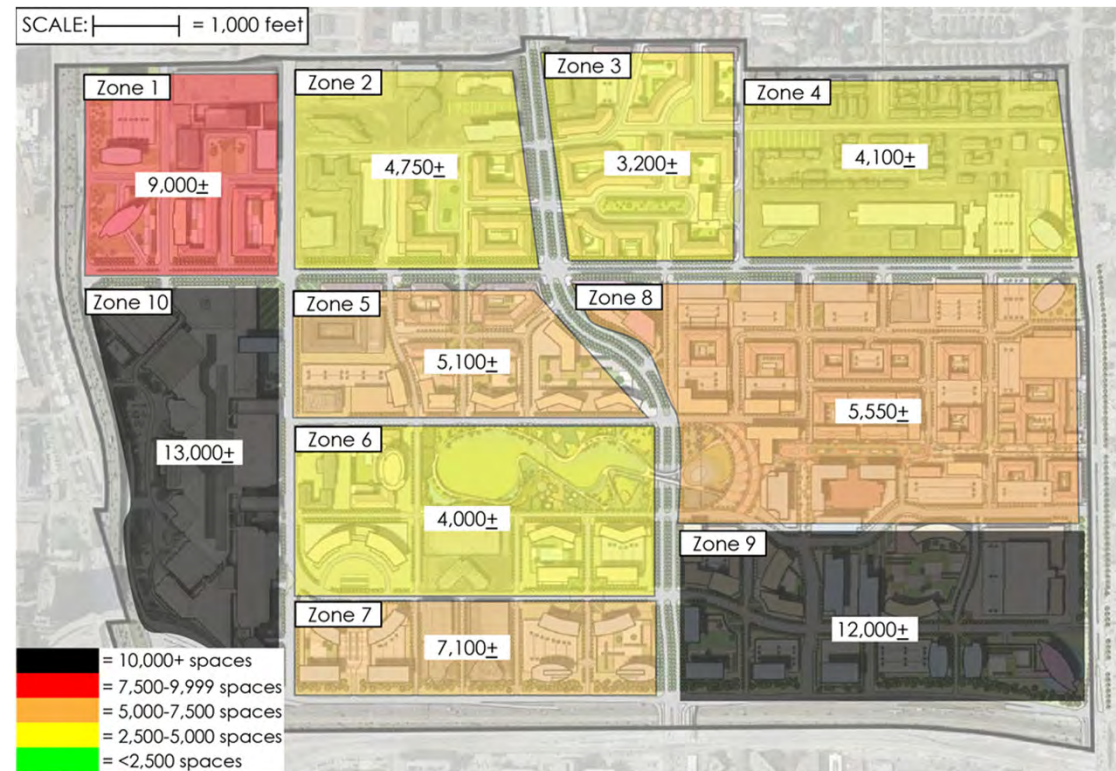


A rendering of the Dallas Midtown vision

Parking & Mobility

Dallas Midtown and Parking

- Existing standard zoning requirements are use-based parking standards for each project
- Some reduction opportunities available, but only for shared parking within a project (e.g. mixed-use building)

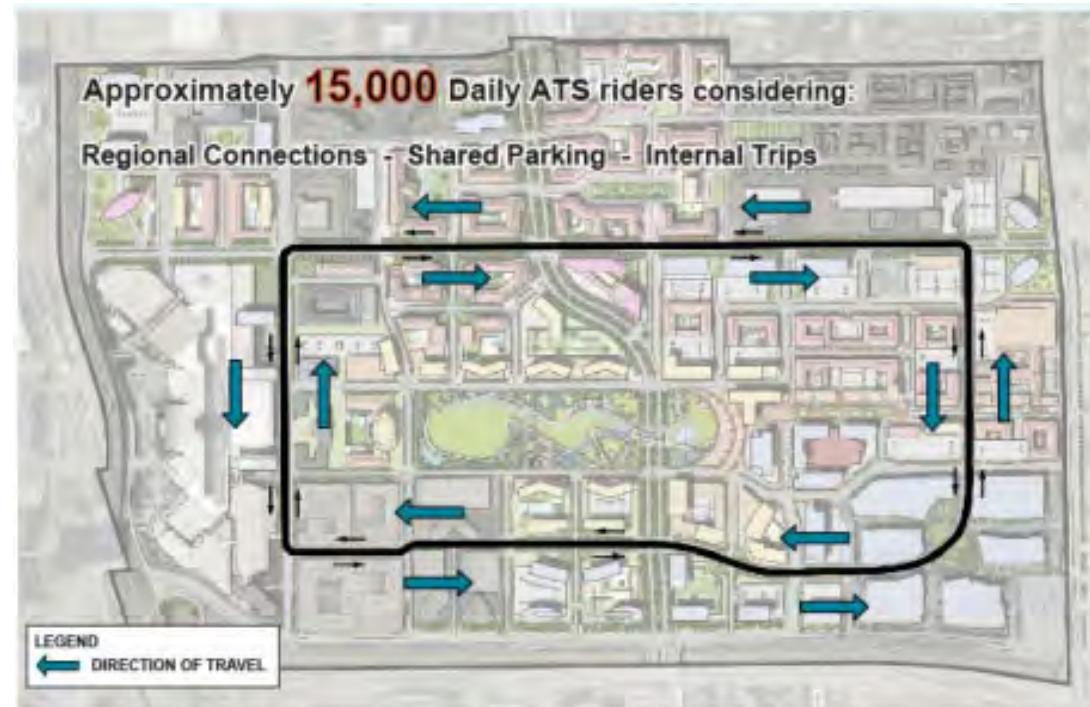


Projected parking per existing standard zoning requirements

Parking & Mobility

Dallas Midtown and Parking

- Providing parking for each and every project would negate master plan goals and substantially reduce usage of ATS



Estimated daily Autonomous Transportation System ridership

Parking Vision

Dallas Midtown Parking Vision

- Projected shared parking demand for each development zone and across the entire 450-acre site
- Assumed a “Base” scenario, with existing drive ratios, and an “Aspirational” scenario, with active TDM

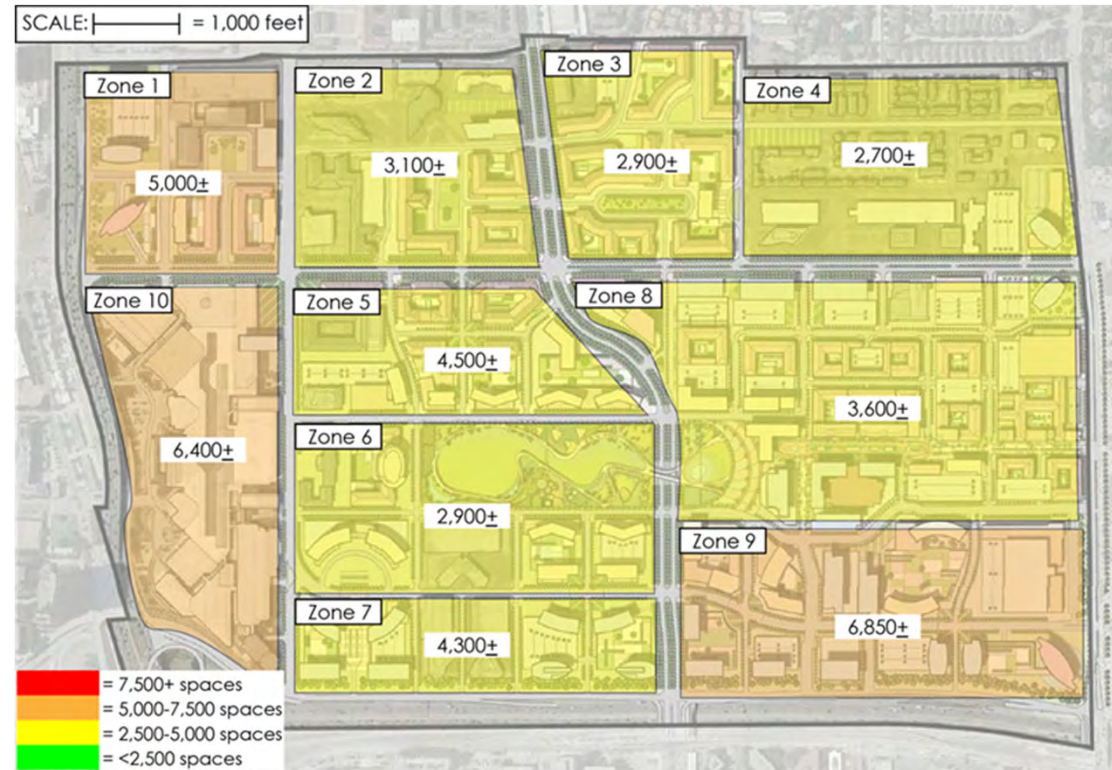


Development site, 2017 (Courtesy of *Dallas Morning News*)

Parking Vision

Dallas Midtown Parking Vision

- Aspirational scenario reduces parking as compared to zoning by nearly 26,000 spaces, and reduces capital costs by 42%

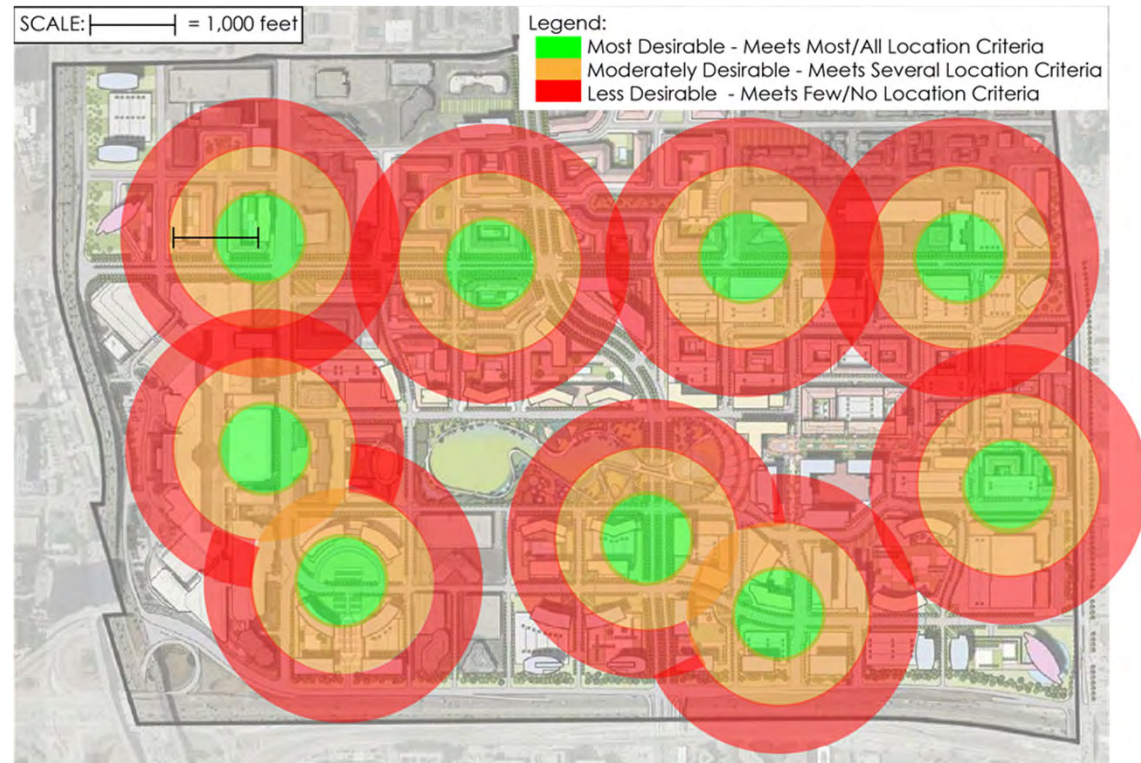


Projected parking needs in “Aspirational” scenario

Parking Vision

Dallas Midtown Parking Vision

- Developed proposed siting map for shared parking structures across the district
- Focused on various location criteria intended to maximize reductions of SOV circulation



Shared parking structure location map based on criteria

Implementation

Dallas Midtown Parking Plan Implementation Steps

Establish a Combined Parking and ATS Management Entity/Authority:

- Create a combined management entity/authority with funding and operation capability and responsibility for the ATS, parking, mobility, and TDM initiatives
- Examples explored included public management, P3s, and TIFs



Courtesy: Dallas Area Rapid Transit (DART)

Implementation

Dallas Midtown Parking Plan Implementation Steps

Why a Combined Parking and ATS Management Entity/Authority?

- Can use parking management to encourage ATS ridership
- Can use parking revenues to fund any transportation-related program/need
- Can leverage support from ATS champions into one entity to advocate for district



Parking Structure and ATS Station Connection Concept

Implementation

Dallas Midtown Parking Plan Implementation Steps

Active TDM Programming:

- Effective and regularly-monitored TDM policies, e.g. paid parking, amenities and incentives, etc.
- Goal is to reduce single-occupancy vehicle usage to get to and travel within the site and promote ATS ridership



Courtesy: Dallas Innovation Alliance

Implementation

Dallas Midtown Parking Plan Implementation Steps

Changes to Ordinances:

- Changing parking ordinances to support a district-wide shared parking strategy
- Examples of initiatives include district-wide parking management plans, parking maximums, and eliminating parking minimums



A rendering of the Dallas Midtown vision

Implementation

Status/Next Steps

- Ongoing coordination with City of Dallas to develop parking management entity and revise parking regs as needed
- NCTCOG funding approved to develop people mover specs



Dallas Midtown People Mover Study – Shared Parking Feasibility Study



Contact:
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Downtown McKinney Parking Management Study

Alek Miller, AICP
January 20, 2021



Pedestrian Environment

- Historic courthouse focal point
- Historic street grid pattern
- Wide sidewalks
- Outdoor dining and street furniture
- Public Art
- Street trees

Ongoing Monitoring



- **Supply:**
 - New parking garages, new development
- **Programmatic Changes:**
 - Downtown Area Shuttle (“DASH”)
 - Valet Parking Trial Program adjacent to MPAC
 - 3 Hours for Free Policy
 - Parking requirements changed – 200’ to public lots/on-street (2020)

Progress Update

- ✓ Operational Needs Assessment
- ✓ Municipal Code Review
- ✓ Online Survey
- ✓ Site visit #2 - December 7- 15
- Financial Modeling Tool
- Draft Parking Action Plan
- Site visit #3 - Early 2021

DOWNTOWN MCKINNEY PARKING



Hello... MY NAME IS DASH

Meet DASH. The Downtown Area Shuttle, or DASH for short, is an electric, six seat shuttle that scoots around Historic Downtown McKinney taking shoppers, diners and visitors where they need to go. Best of all, riding with DASH is free! Just give him a wave or call 469-733-DASH and hop on! For more information, including operating schedules, visit www.mckinneytexas.org/DASH.

Current Enforcement Practices

- Enforcement through Marshal's Office
- 8 AM – 5 PM, on-street spaces only
- Off-street parking generally unlimited by time
- Some off-street lots fill up and stay full daily
- Criminal enforcement procedures, not civil

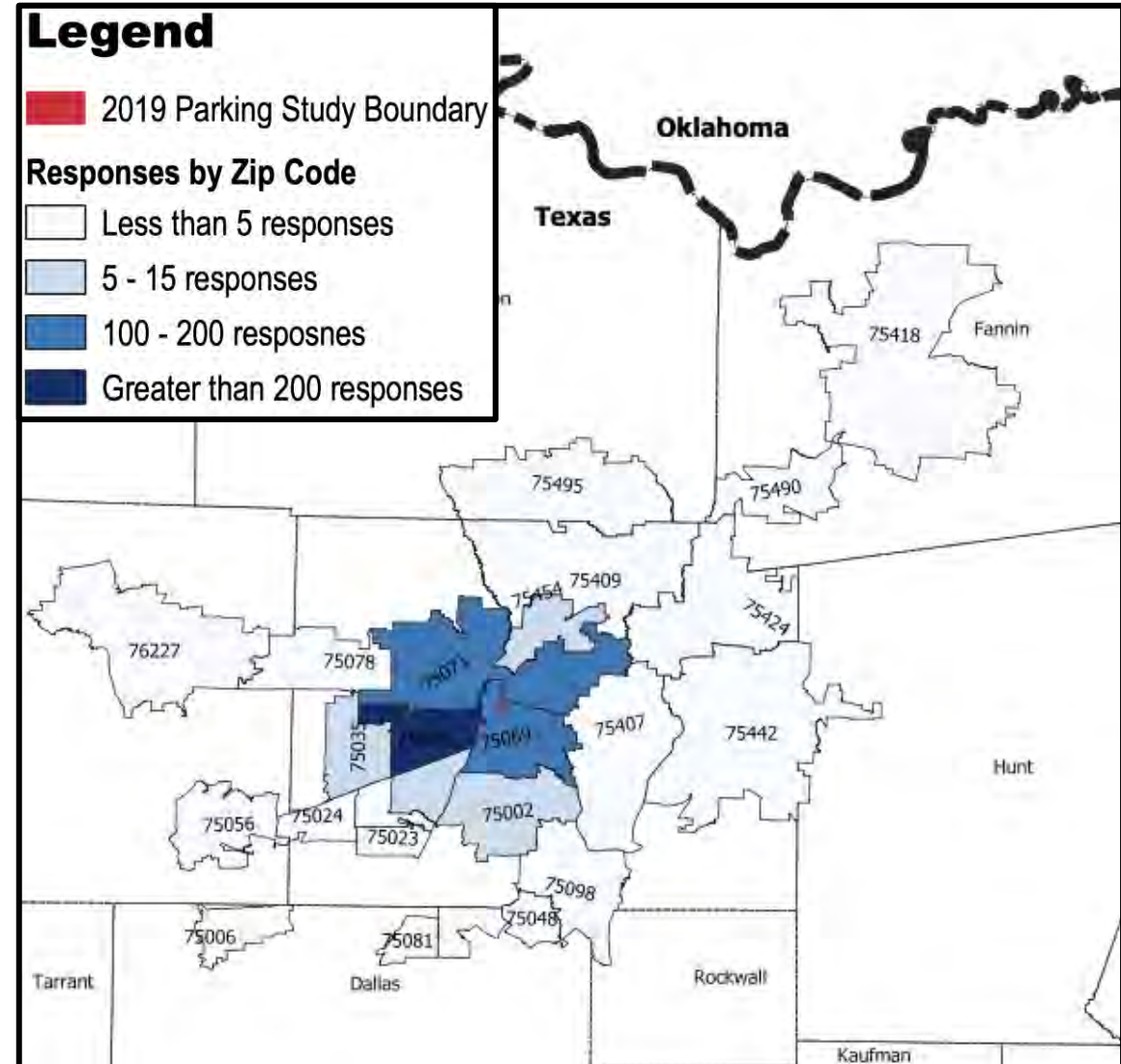


Online Survey

1,029 responses

- 95 business owners
- 86 employees
- 848 visitors
- 91% of respondents live within or near downtown

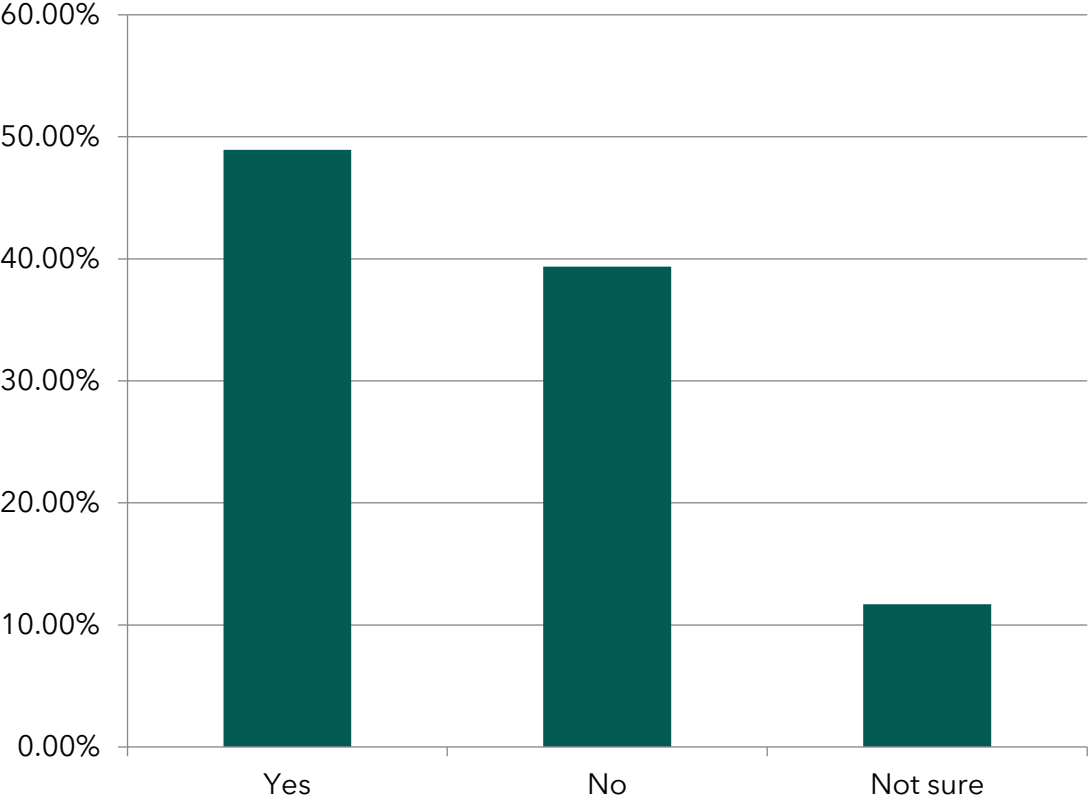
Survey Responses by Zip Code:



Online Survey

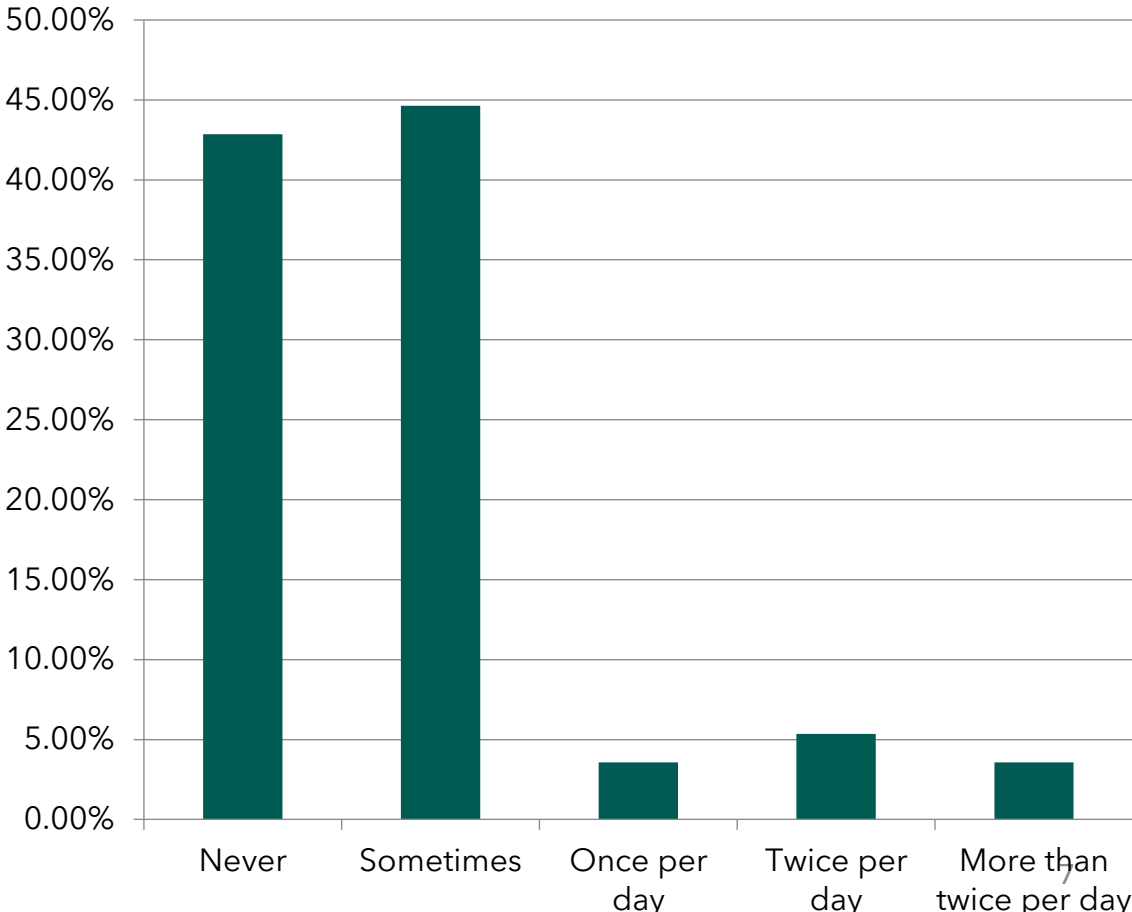
Business owners said:

Do you think the 3-hour time limit is typically enough time for your customers to park in Historic Downtown McKinney?



Employees said:

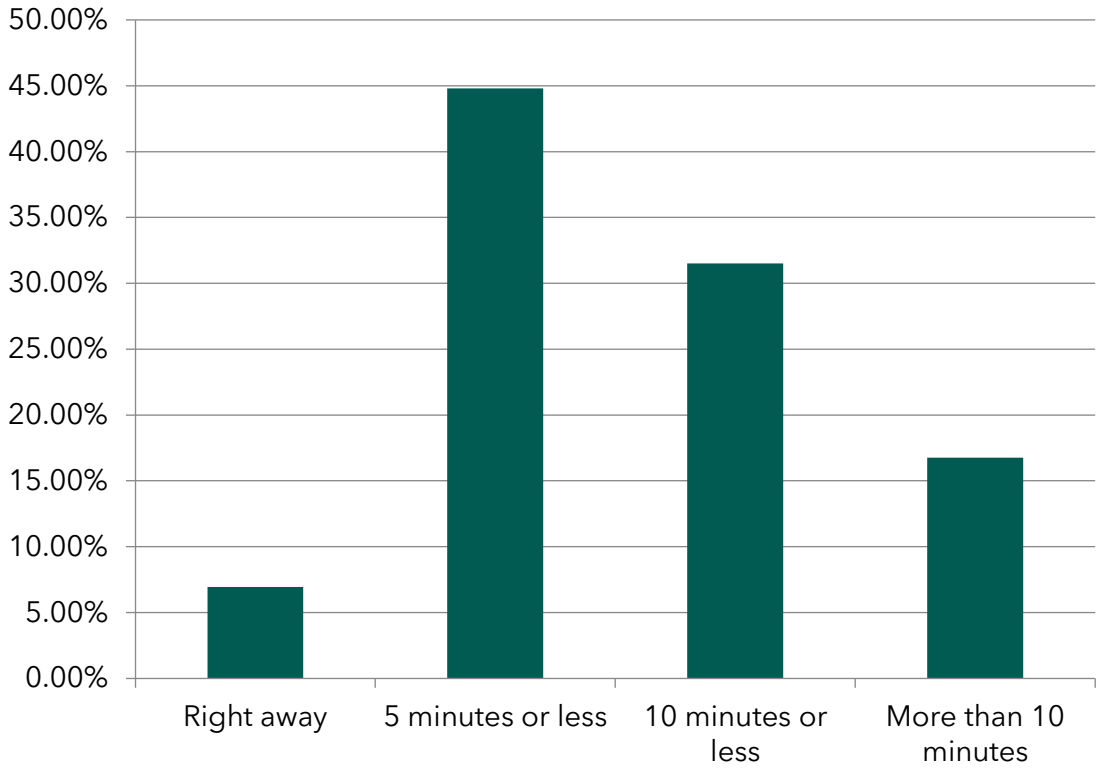
How frequently do you park in the 3-hour time limit spaces on-street while at work?



Online Survey

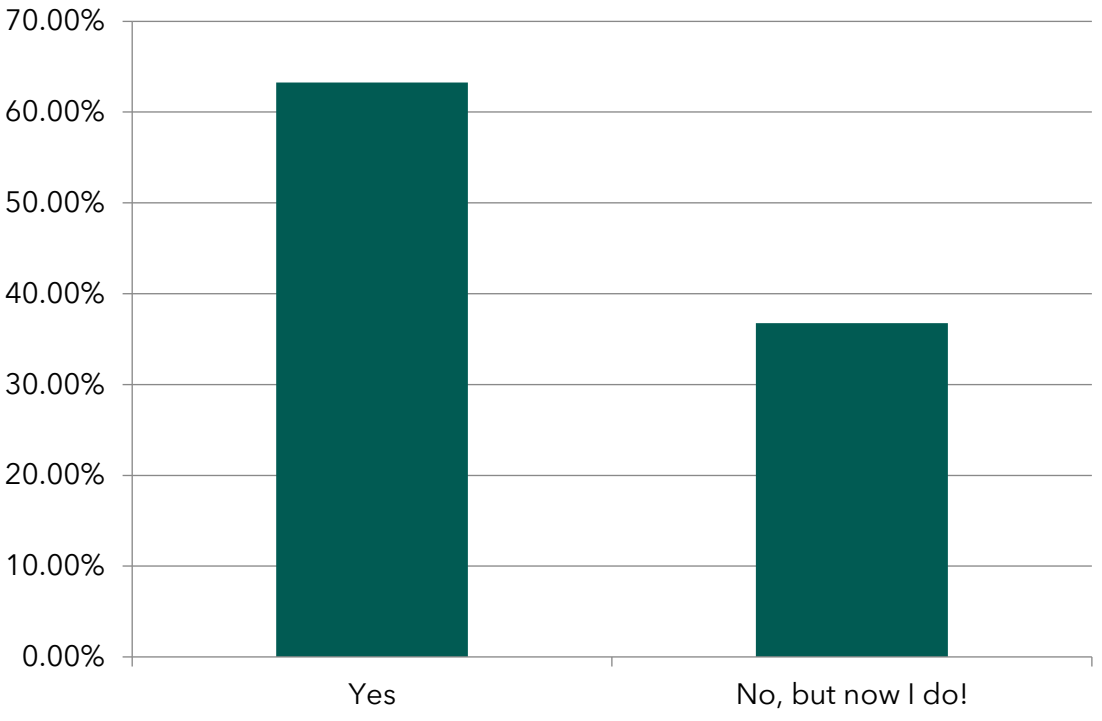
Visitors said:

How long does it typically take you to find an available parking space when you visit Historic Downtown McKinney?



All said:

Do you know about the 200 free public parking spaces in the Davis at the Square parking garage (located on the corner of Davis and Tennessee Streets)?



Draft Recommendations

Focus Areas

- Wayfinding and Parking Guidance
- Parking Demand Management
- Operations and Enforcement

Wayfinding & Parking Guidance

Near-term

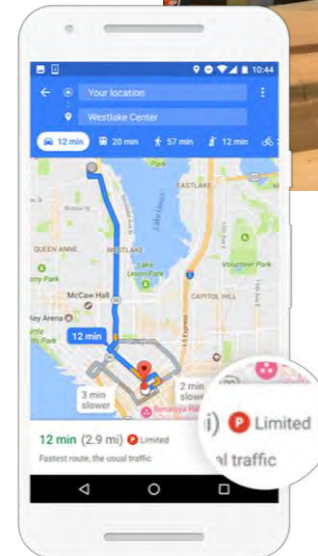
- **Increase public awareness of parking options**
 - Temporary signage to Chestnut Commons & Davis at the Square Garages
 - Proactive education and outreach
 - Update Google Maps
- **Design a public parking brand and wayfinding plan**
 - City intends to conduct a Wayfinding Study
 - Directional and monument signage



Wayfinding & Parking Guidance

Mid-term

- Procure a **digital parking guidance system**
 - Consider the CityFront Pilot (2 Garages and 11 surface lots)
- Integrate **real-time availability data** with other applications



Parking Demand Management

Near-term

- **Establish a parking management entity**
 - Parking Manager
 - Singular location for parking functions and decision making
- **Develop an Employee Parking Permit Program**
 - Phased approach
 - Preliminary sign-up list
 - Online portal
 - Collect ongoing data

85% target



Parking Demand Management

- **Establish a no re-parking rule**
- **Implement time limits in high-demand surface lots**
 - Southwest quadrant of downtown
- **Adjust operating hours to address peak demand periods**
 - Extend to 8:00 p.m. and add Saturdays



Parking Demand Management

- **Prioritize core curb-space for active uses**
 - Formalize pick-up and drop-off curb spaces
- **Monitor the new Parklet Program**
 - Recently adopted parklet program (Dec. 2020)



Mid-term

- **Consider tiered time limits or a Pay-to-Stay model**
 - 2 and 3-hour time limits or a Customer Value Model
 - Pay-by-plate pay stations and mobile payment
 - Merchant validation
 - Encourages employees to participate in permit program



Parking Demand Management

- **Promote and expand transportation mode alternatives**
 - Consider DASH expansion or introduce a circulator
 - DART connection from Dallas
 - Secure bike parking
- **Promote and enhance walkability**
 - String lights, public art, etc.



Parking Demand Management

Mid-term (continued)

- **Establish a Residential Parking Permit Program**
 - Establish the framework in preparation for potential spillover
- **Offer valet parking during special events**



Parking Demand Management

Long-term

- **Consider options to increase parking supply as needed**
 - P3 development
 - Remote parking (e.g. First McKinney Church)

Parking management challenge vs. parking supply challenge

Operations and Enforcement

Near-term

- **Restructure the parking enforcement operation**
 - Transfer to Development Services Division (or other management entity)
- **Improve parking enforcement consistency and coverage**
 - Goal = compliance
 - Additional staffing (evenings and Saturdays)
- **Procure license plate recognition technology**
 - Handheld or mobile
 - Digital permit enforcement
 - Ongoing data collection



Operations and Enforcement

Near-term (continued)

- **Utilize a customer-service model for compliance**
 - Parking Ambassadors
- **Streamline parking citation management and convert to a civil process**
 - Opens up a new set of enforcement options, reduces burden on court, simplifies process and improves options for citation management
- **Adopt vehicle immobilization and towing procedures**
 - Self-release boots or windshield devices



Operations and Enforcement

Mid-term

- **Establish a maintenance and collections plan for paid parking equipment**
- **Formalize a Temporary Street Use Permit Program**
 - Update City Marshal's Office existing program
 - Accommodate reservations of paid parking spaces
- **Establish a facility maintenance and upkeep plan**
 - Deferred maintenance budget



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5-Minute Video Break

<https://www.parkingtoolboxntx.org/>



Shared Parking in Downtown Arlington

Maggie Campbell

President/CEO

Downtown Arlington Management Corporation

Downtown Arlington Management Corporation



- Private, 501(c)3 non-profit community development organization.
- Purpose: Forge alliances between property owners, business interests, residents and the City of Arlington to improve and enhance the economic vitality and overall environment of Downtown Arlington.
- Collaborate with the City of Arlington & downtown stakeholders on shared parking initiatives and solutions.

Unique features of Downtown Arlington's Shared Parking Approach:

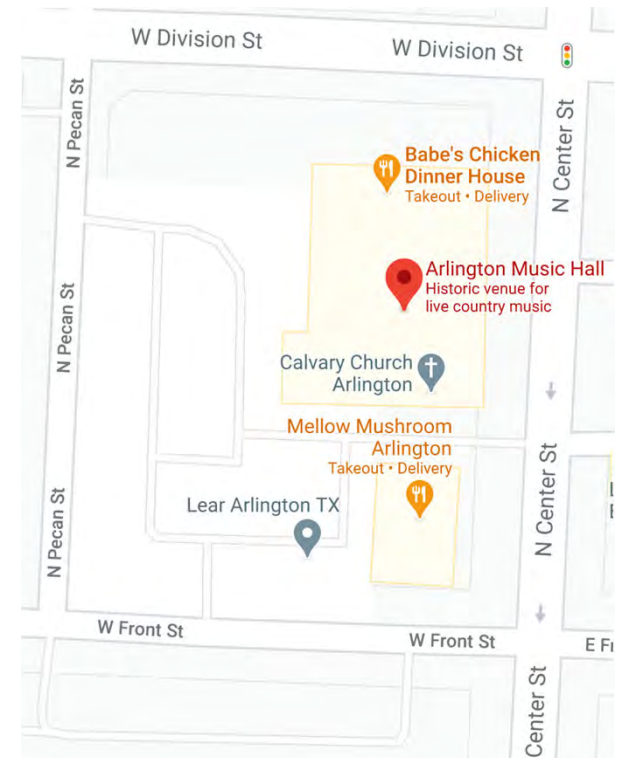


- District-wide organic commitment developed project by project
- Primarily **free** to use
- City of Arlington provides flexibility for developers
- "Park Here" approach
- Wide variety of shared-parking case examples
 - Public-private partnerships
 - Private-private partnerships

Arlington Music Hall, Babe's Chicken & Mellow Mushroom



- Parking shared between Babe's Chicken, Arlington Music Hall, and Mellow Mushroom included TIRZ funded city parking lot adjacent to the Railroad as overflow parking.
- Portion of parking Lot even converted during COVID-19 to serve as Babe's Chicken Drive-Through Pickup location with no major impact on Mellow Mushroom or Arlington Music Hall attendees.



Vandergriff Town Center



Development included:

- Restoration of Historic Vandergriff Building
- Famous Mineral Well Replica
- Clocktower mixed-use development
- TIRZ funded shared parking between all tenants



College Park Center Shared Parking Garage



- Development of the UTA College Park Center (CPC) created need for supporting parking garage
- TIRZ funding supported 1.8K structured parking spaces alongside 6.5K seat special events center (CPC) and 430 residence hall beds

College Park Center Shared Parking Garage



- CPC Project included three 5-level structured parking garages:
 - Park North & Park Central - Shared used agreement with First Baptist Church, provides 1100 total spaces, 150 reserved weekly for FBC and 400-800 for FBC use on Sundays.
 - Park South provides 700 spaces for University students, staff, and visitor use.

College Park Center Shared Parking Garage



- Agreement between the University of Texas at Arlington, First Baptist Church & the City of Arlington to develop North Parking Garage on 1.46 acres owned by First Baptist Church.
- In exchange for land use, First Baptist Church had use of the following for 50 years:
 - On Sundays, 400 initial parking spaces (with up to 800 spaces available for allocation depending on church attendance).
 - 150 spaces available every week.
- UTA provides garage maintenance & security services



101 Center- Shared Parking Garage

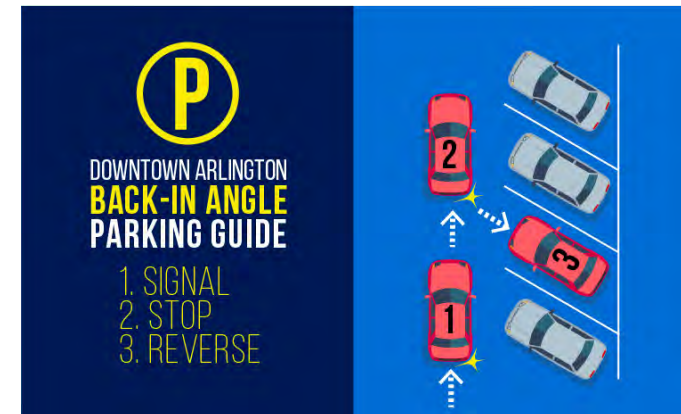


- Public-Private Parking.
- Utilized TIRZ #1 Funding.
- 1.5 Floors of Parking Garage available for **free** public parking serving George W. Hawkes Public Library, Arlington City Hall, and ground floor businesses.

101 Center- Shared Parking Garage



- Additional 90 spaces of back-in angle street parking along perimeter of 101 Center Development.
- In tandem with 2 larger redevelopment projects- the City Center redevelopment project & the Abram St. Rebuild project.



Urban Union



Informal partnerships

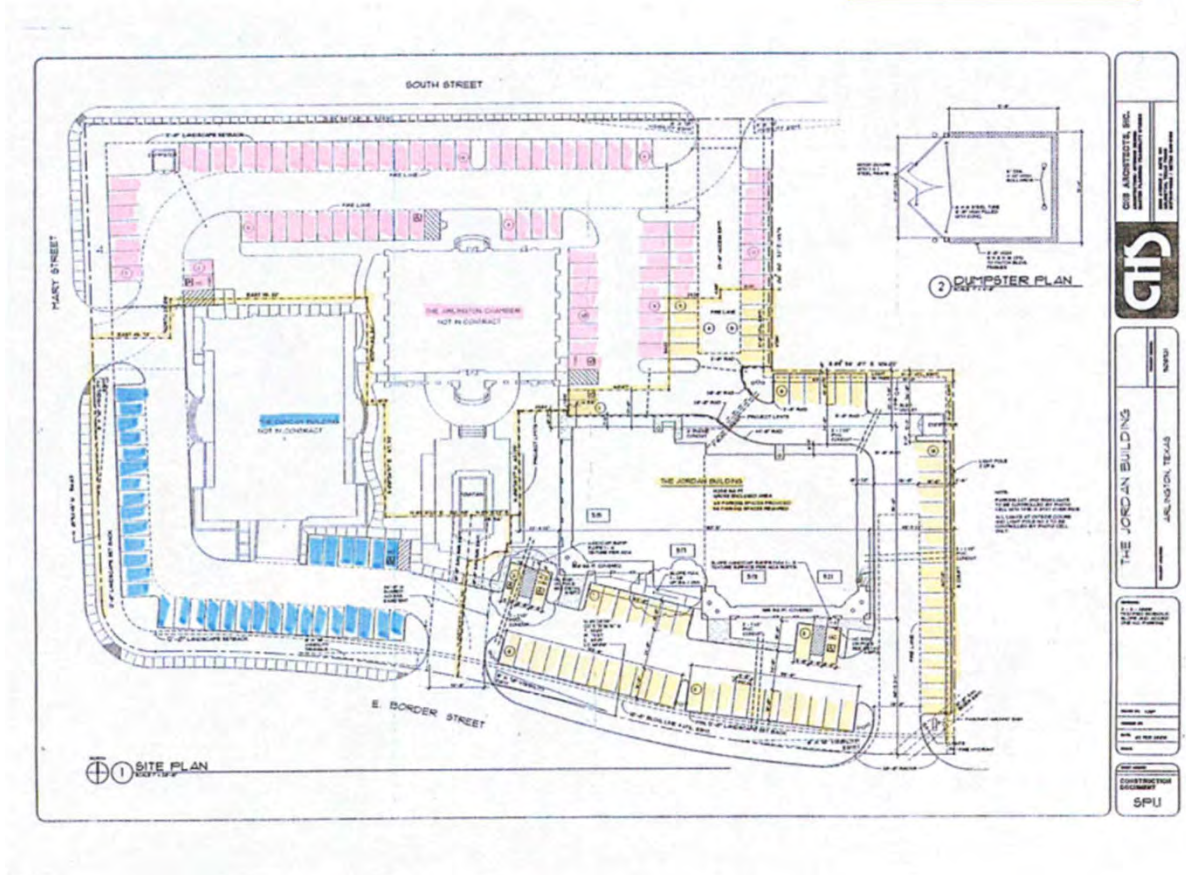


- Local property owners regularly collaborate with nearby businesses for additional overflow parking during major events within downtown district and nearby entertainment district:
 - Bob Johnson & J. Gilligan's
 - Create Arlington & Theatre Arlington
 - Mr. Jordan & Randy's Burger Deal

J Gilligan's, Chamber of Commerce and DAMC



Shared Parking Agreement developed between DAMC, Greater Arlington Chamber of Commerce, and J. Gilligan's for 175 parking spaces





Q&A



City of Dallas

PARKING Code Amendment Update

**Coordinated Land Use and
Transportation Planning Task Force**

*North Central Texas
Council of Governments*

**Wednesday,
January 20, 2021**

Andreea Udrea, PhD, ACIP
Lori Levy, AICP
City of Dallas

Background/History



- 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 including but not limited to:
 - hotel, restaurant, multi-family, and alcoholic beverage establishment uses, and transit-oriented development

<http://bit.ly/CityOfDallasParking>



Timeline/History



Timeline	Meetings and Reports to ZOAC
March 5, 2020	City of Dallas Parking Code Amendment Outline
June 18, 2020	City of Dallas Current Parking Regulations
July 9, 2020	City of Dallas Planned Development Districts
August 6, 2020	Index Cities and Other Cities Research
September 3, 2020	Local and National Parking Studies Board of Adjustment Parking Reductions Citywide Plans – Vision/Goals
October 15, 2020	Public and Interdepartmental Outreach – Input
November 5, 2020	Four (4) Case Studies
November 19, 2020 December 3, 2020	Question and Discussion with City Departments Motion with direction for staff
January 21, 2021	Discuss options for a framework proposal



Dallas Current Parking Requirements



Current Parking Regulations:

- Parking requirements by use, located in the uses section
- Parking regulations
 - Special parking, bike parking,
- Mechanized parking
- Reductions: bike, tree preservation, admin and BDA process
- P district

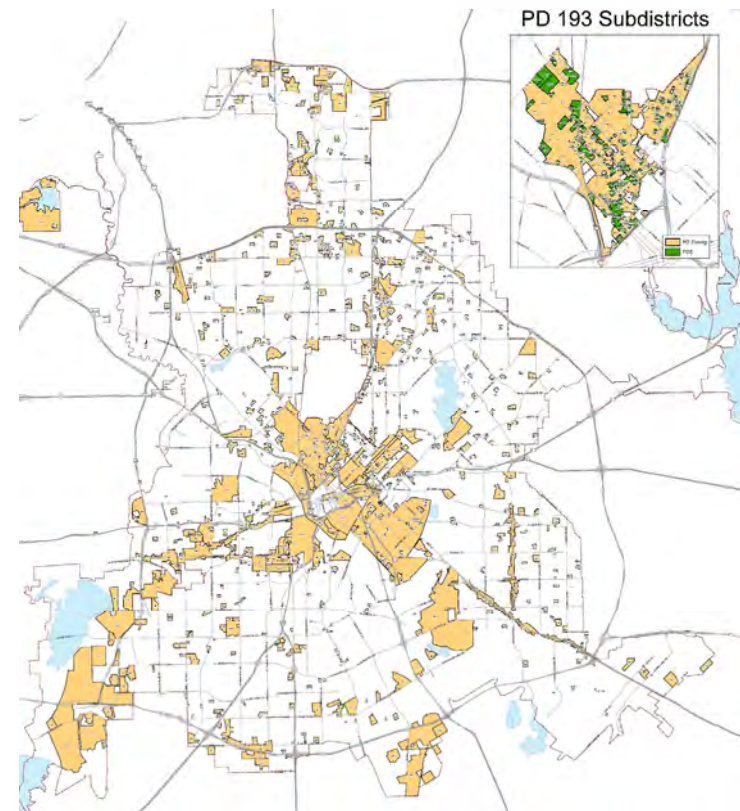


Planned Development Districts

~1050 PDs; report on 21 Special Purpose PDs

Differences from code:

- Exemptions/reductions for existing buildings (legacy, original)
- Adjusted ratios
- Special parking: remote parking, MUD charts
- Proximity to transit
- Cash in-lieu
- On-street parking
- Traffic management plan (private) with Master Parking and Floor Area Plan
- Underground parking



Index Cities/Other Cities Researched



- Austin
- Boston
- Columbus
- El Paso
- Fort Worth
- Houston
- Philadelphia
- Phoenix
- Tempe, Arizona
- Portland
- San Diego
- San Jose
- San Antonio
- Seattle
- San Francisco
- Edmonton, Canada
- Minneapolis



Overview of Board of Adjustment Cases



- **BDA requests for parking reductions within last four (4) years for:**
Multi-family, restaurant, hotel, alcoholic beverage establishment and school uses
 - **Categories or triggers for Parking Reductions found were:**
 - 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 within 4 years: 36**
- **14 out of the 36 were either multi-family, restaurant, hotel, and alcoholic beverage establishment uses**
- **0 are for school uses** (all schools are by SUP or PD)



Citywide Plans



- forwardDallas
- The 360Plan
- Comprehensive Housing Policy
- **Complete Streets**
- Resilient Dallas
- **Comprehensive Environmental and Climate Action Plan – CECAP**
- Trinity River Corridor Comprehensive Plan
- **Connect Dallas – Dallas Strategic Mobility Plan**



Parking Studies



Research and high-level parking studies:

- Donald Shoup, Todd Litman
- Parking problems and solutions
- Level of service by walking distance
- Parking costs
- Shared parking / shared mobility
- Flexible parking requirements
- Table w solutions comparison
- Impacts on affordability
- Parking reform
- Eliminating minimum requirements
- Critique of ITE
- Fees-in-lieu, unbundled parking, parking cash-out
- Rightsizing parking
- Convertible garages & watershed urbanism

Dallas Parking Studies:

- Areas: Midtown, Preston Center, Downtown, TODs
- Multiuse: shopping centers
- Sigel use: multifamily, restaurant with drive-through, GMFS
- AV for shared parking
- Analysis of a public parking garage
- Detailed analysis of Preston Center
- Downtown data comparisons *2001 and* strategic parking plans
- TODs
- Urban design standards
- Maps (environmental, housing, transit-dependency)



Engagement Strategy



- **City Departments:**
 - **Transportation, Planning and Urban Design, Economic Development, Housing, and Environmental Quality, in conjunction with SDC Building Inspection and Current Planning**
- **External stakeholders:**
 - **Chambers of Commerce**
 - **Neighborhood Coalitions**
 - **Industry and Professional Associations** (Apartment, Builders, Restaurants, 24HourDallas, Hotel)
 - **TREC**
 - **Institutions** (DART, NCTCOG, DISD, TxDOT)
 - **Traffic Engineering Consultants**
 - **Planning Consultants**



Issues Expressed



- **Outdated code** (old data, complicated language, not to latest trends or technology)
- **Process** (cumbersome, onerous, arbitrary)
- **Zoning tools** (MUD Charts, modified delta credits, parking agreements)
- **Unintended consequences, barriers to redevelopment, competition for the curb**
- **By land use, not by neighborhood/area**
- **Issues with loading**



Recurring Issues Expressed



- **Ratios do not work** (outdated, not market driven or supported by data, excessive)
- **Existing buildings cannot meet requirements** (barriers to infill, historic/legacy bldgs., redevelopment)
- **Competition for the curb** (no curb management – valet, parking meters, ride-share, loading, on-street spaces - spillover parking)
- **Code has created unintended consequence / issues** (underutilization, environmental, urban form, cost, affordability)
- **“One size does not fit all”** (lack of flexibility)



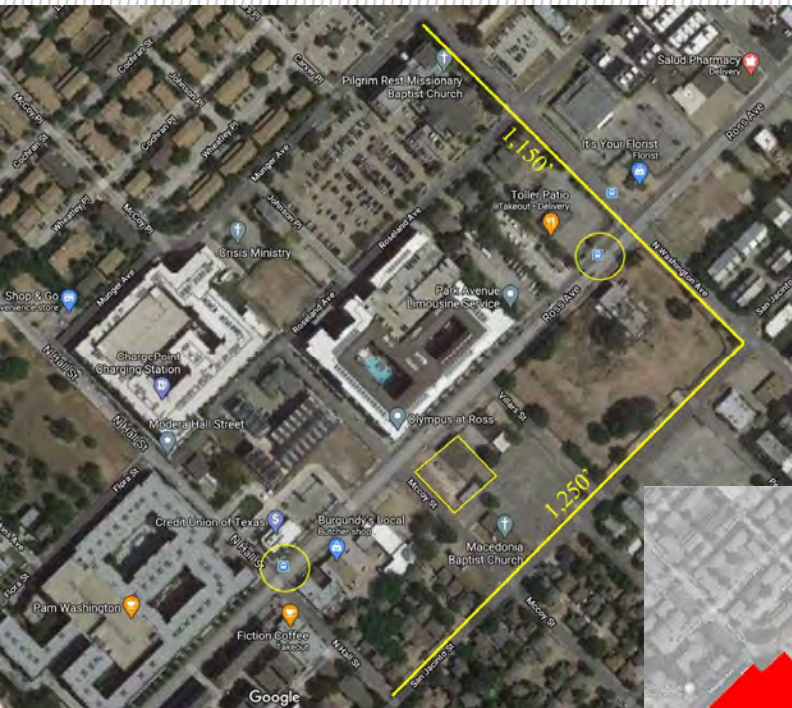
Recurring Desired Outcomes Expressed



- **Simplify code** (definitions/language)
- **Revise processes** (BDA, admin, zoning tools – MUD charts, remote parking, shared parking, case by case)
- **Revise ratios** (reductions, no minimums where appropriate)
- **Reductions/relief for redevelopment** (incentivize reductions or no minimums, simplify delta credits, old / historical buildings)
- **Create design standards** (green Infrastructure, landscaping, screening, parking in rear/side only, incentivize garage/underground, discourage surface lots)
- **Curb management** (Parking Management/Benefit Districts, parking management authority)
- **Address neighborhood areas** (Parking Management/Benefit Districts, buffers for spillover)



4 Case Studies



Ross Ave - close to downtown



Uptown
Katy Trail Ice House



4 Case Studies



Bishop Arts



Lovers Lane



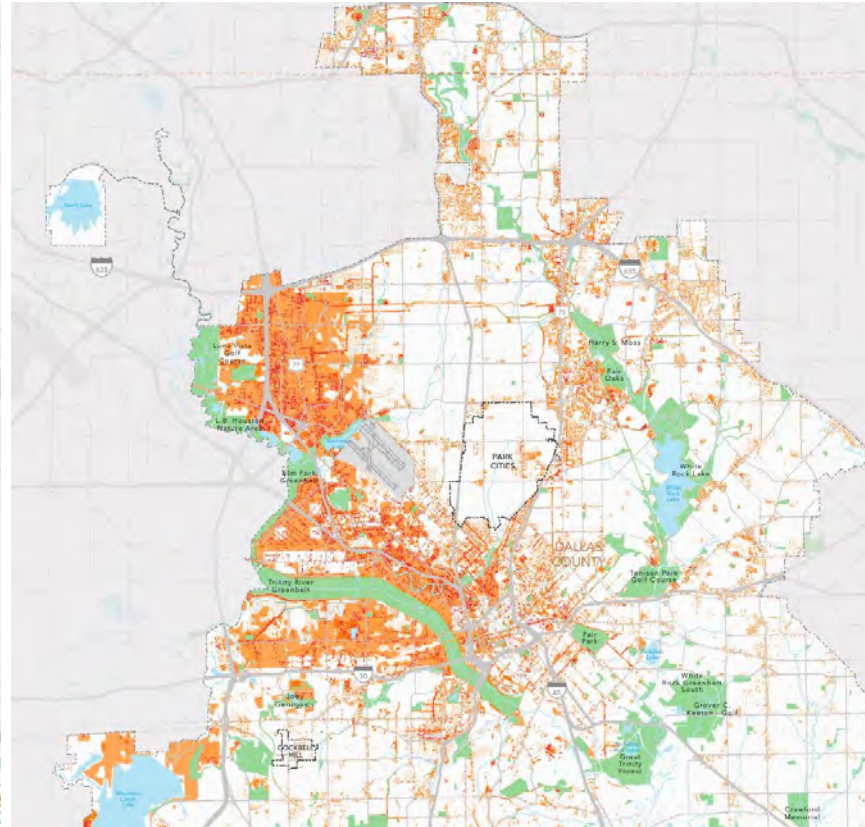
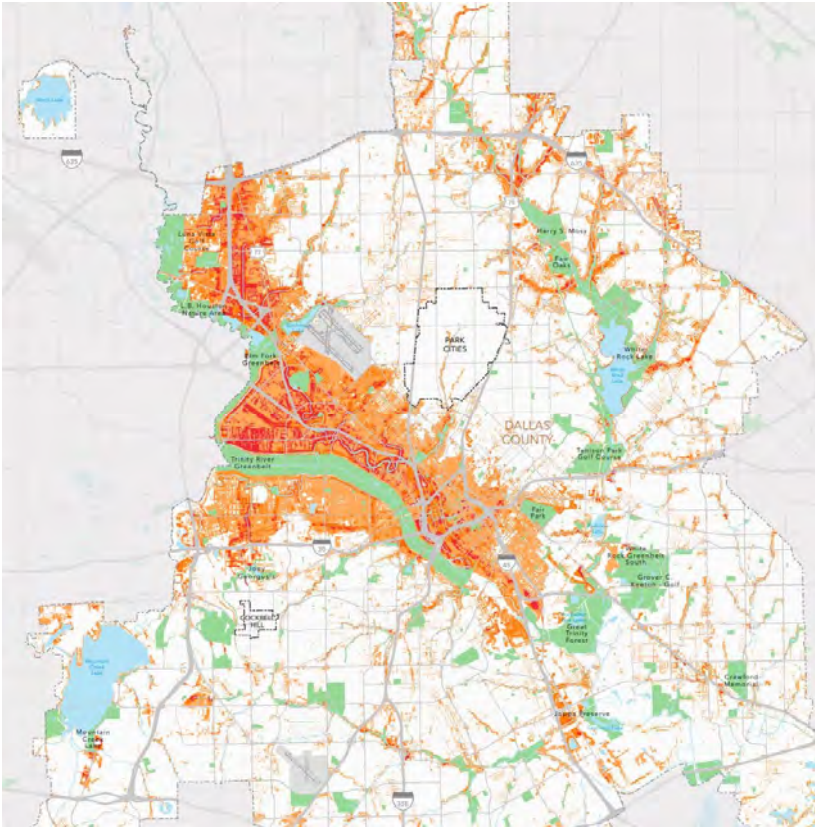
Absorb Priorities

Cool Priorities



2016
The Trust for Public Land,
bcWORKSHOP,
Texas Trees
Foundation,
Dallas Park and
Recreation
Department

https://web.tplgis.org/mart_growth_dallas/



Discussions with Departments



- Parking becomes a hurdle to affordable housing
- Incentive-based approach toward highest deductions in certain situations (proximity to transit, affordable housing, shared mobility)
- Disincentivize over-parking
- Older buildings and delta credits
- Follow CECAP goals
- Parking districts with vertically integrated public parking authority
- Support smaller businesses and developers
- Integration of all modes of transportation
- Decisions driven by data, rather than an “one-size fits all” -approach
- Quality of parking



ZOAC input



- **Major themes:**
 - One size does not fit all
 - Reduce parking requirements
 - Managing parking is a key to the success of reductions
 - Parking spaces are expensive
- **Motion:**
 - 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.



Staff options for a framework



- Maintain quantitative parking requirements for all uses in single family residential districts and within non-residential districts in areas immediately adjacent to single family residential districts.
- Eliminate quantitative parking requirements for areas outside single family residential district adjacency.
- Include exemptions from quantitative parking requirements for certain situations regardless of use and location. (*old buildings, historical buildings, small buildings and units*)
- Encourage and incentivize special parking and proximity to transit.
- Simplify the quantitative parking requirements regardless of use and location. (*new reduced ratios and coupled by use category*)
- Introduce qualitative requirements for parking whenever parking is provided, regardless of use and location. (*parking design standards*)
- Introduce new mechanisms to support the proposed framework. (*Transportation Management Plan / Checklist; Transportation Management District; Parking Benefit District*)



Next Steps



- Process continues
 - Continue ZOAC meetings
 - ZOAC makes a recommendation to CPC
 - CPC makes a recommendation to Council
 - Council action
- How can you be involved
 - Interested parties list
 - Follow webpage and ZOAC meetings
 - Speak at ZOAC (CPC and Council)
- Webpage: <https://bit.ly/ParkingCodeAmendments>





City of Dallas

PARKING Code Amendment Update

**Coordinated Land Use and
Transportation Planning Task Force**

*North Central Texas
Council of Governments*

**Wednesday,
January 20, 2021**

Andreea Udrea, PhD, ACIP
Lori Levy, AICP
City of Dallas

Post Parking Session

Parking Strategies Survey form: <https://bit.ly/2Kslc1M>

- What strategies are of interest to your city?
- What other parking data/information would you find useful?

Share with other professionals/stakeholders





Announcements and Closing



**North Central Texas
Council of Governments**

2021 Task Force Meeting Schedule

Wednesday, January 20, 2021

Wednesday, April 21, 2021

Wednesday, July 21, 2021

Wednesday, October 20, 2021

www.NCTCOG.org/LUTTF



North Central Texas
Council of Governments

Imagery provided by NCTCOG staff

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