FINDING THE BALANCE IN PARKING

2019 North Texas Parking Management Symposium

August 15, 2019
Hurst Conference Center
Hurst, TX

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City of Dallas
Finding Balance in Parking

- City Parking requirements
- Deviations
- Parking reduction mechanisms
- Best practices
- Challenges
Off-street Parking Requirements
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Off-street Parking Requirements

Site-specific approach to deviate from minimum parking

![Bar chart showing parking requirements for different uses: 5k SF Office, 5k SF Retail, 5k SF Restaurant. The chart compares parking spaces for different areas: 51A, Oak Lawn SPD (PD 193), W Commerce/FW SPD (PD 714), and Deep Ellum (PD 269).]
Off-street Parking Reductions

1) Board of Adjustment
   • Special exception of up to 75% for industrial uses
   • Special exception of up to 35% for office uses
   • Special exception of up to 25% for other uses
   • Parking variance
Off-street Parking Reductions

2) Administrative Parking Reduction

*SEC. 51A-4.313(a)*

<table>
<thead>
<tr>
<th>Use</th>
<th>Maximum Administrative Reduction</th>
</tr>
</thead>
<tbody>
<tr>
<td>Industrial</td>
<td>50 percent</td>
</tr>
<tr>
<td>Office uses and retail and personal service uses (except for restaurants)*</td>
<td>20 percent</td>
</tr>
<tr>
<td>Trade center</td>
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<td>Warehouse greater than 100,000 square feet</td>
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## Off-street Parking Reductions

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* *within 1,200-ft walking distance of a platform of a rail transit station connected by a six-foot wide sidewalk; and not within 600 feet of SF.*
Off-street Parking Reductions

3) Special Parking Regulations
   • Packed parking for ≤ 50 percent
   • Remote parking for ≤ 50 percent
   • Shared parking
     *for mutually exclusive or compatibly overlapping hours of operations.*
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SEC. 51A-4.324(b)(4) Special parking may not create safety hazards.
SEC. 51A-4.328(a)(c) Considered effective when deed filed with county.
Best Practices

• Deep Ellum (PD 269)
  • Parking Requirements:
    • SF – None
    • MF (original) – 1/2 DU (>5 DU)
    • MF (new) – 1/DU
    • Office – 1/385 SF
    • Retail – 1/275 SF
    • Restaurant – 1/100 SF (>5,000 SF)*

*None for outdoor covered for up to 25 percent of interior GFA.
Best Practices

• Deep Ellum (PD 269)
  • 10 percent reduction ¼ mile of DART station
  • On-street parking reduction
  • Uses may charge for parking
Best Practices

• Deep Ellum (PD 269)
  • Cash in lieu

(3) Cash in lieu of required parking.

(A) A property owner may make a one-time cash payment in lieu of providing required off-street parking spaces for a use in an original building in accordance with this section. The amount of the payment required is calculated by taking three-fourths of the cost of constructing a parking garage space and multiplying that cost by the number of parking spaces that will not be required by reason of the cash payment.

(B) The cost of a parking garage space is calculated by using the following formula:

National Median Cost/Sq. Ft. x 350 square feet x Dallas Cost Index

where National Median Cost/Sq. Ft. is the national median cost per square foot of a parking space in a parking garage. Both the National Median Cost/Sq. Ft. and the Dallas Cost Index must be derived from the most recent issue of Building Construction Cost Data, published by the Robert Snow Means Company, Inc., of Kingston, Massachusetts, unless another comparable publication is designated by the director.
Best Practices

• Deep Ellum (PD 269)
  • Ridesharing Zones
Best Practices

• Deep Ellum (PD 269)
  • Ridesharing Zones
Best Practices

• BUMC SPD (PD 749)
  • Site-specific reductions
  • Traffic Management
    • Actual operations of street system within the Baylor district
    • Describes traffic controls, lane operations, signal timing, signs...
  • Master parking providing **remote locations**
  • Baylor shuttle
    • 5:30 am to 8 pm M-F with service at 20 min intervals
    • must stop within 300 feet of entrance to a Baylor-related uses
Best Practices

Baylor-related Use Special Parking Spaces
Existing on June 28, 2006: 6,775 spaces
Required Baylor-related Use Special Parking Spaces
Existing on June 28, 2006: 7,969 spaces

135 ACRES
Best Practices

• Mixed Income Housing Developments
  • Incentivize by-right development
  • Determined by City’s market value analysis
  • Voluntary action
  • Parking requirement:
    • 1¼ space per Dwelling Unit, or
  • Transit proximity bonus:
    • 1 parking space per unit
Best Practices

• Mixed Use Developments

Source: www.shopsatparklane.com
Best Practices

• Transit Oriented Developments

Source: www.loftsatmockingbirdstation.com
Best Practices

• Bishop Arts District
Best Practices

• Dallas Midtown (PD 887)

Source: www.dallasmidtown.com
Challenges

• Compact parking
• Fake MUDs
• One-size fits all (e.g. schools)
• Assuming adjacent property owners work together.
• Enforcement of on-street parking restrictions
• Creating infrastructure for the future: passenger loading zones, repurpose garages
• Lower Greenville
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