



# FINDING THE BALANCE IN PARKING

2019 North Texas Parking Management Symposium

August 15, 2019  
Hurst Conference Center  
Hurst, TX



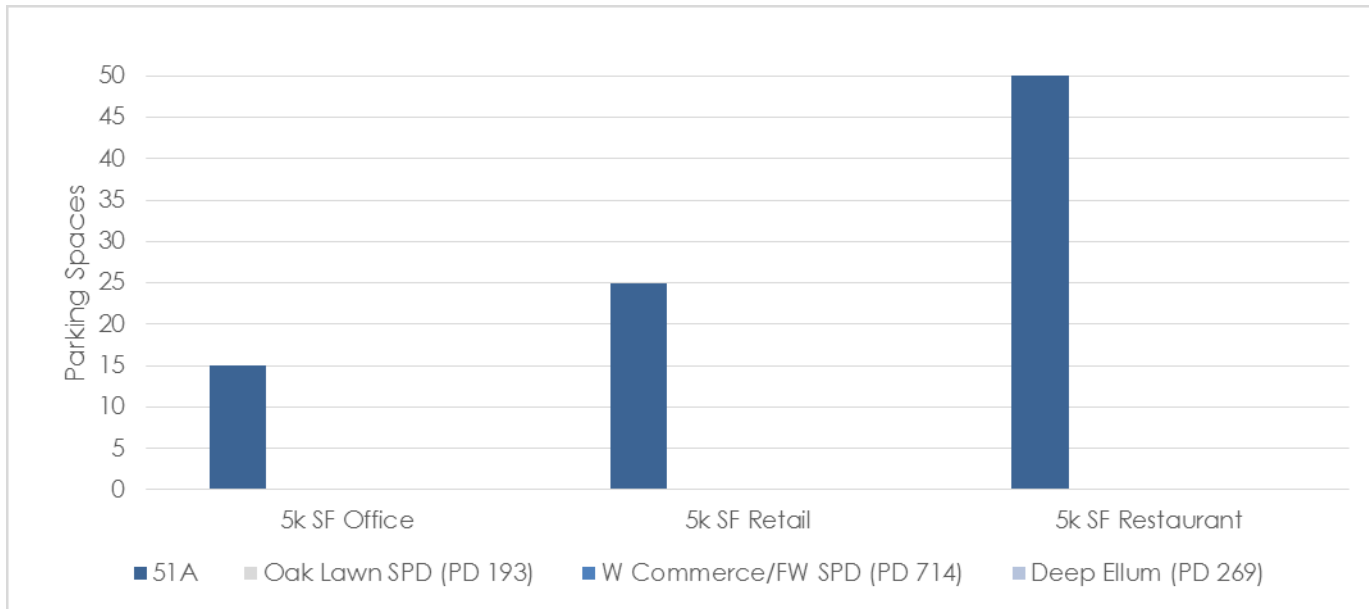
David Nevarez, P.E., PTOE  
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City of Dallas

# Finding Balance in Parking

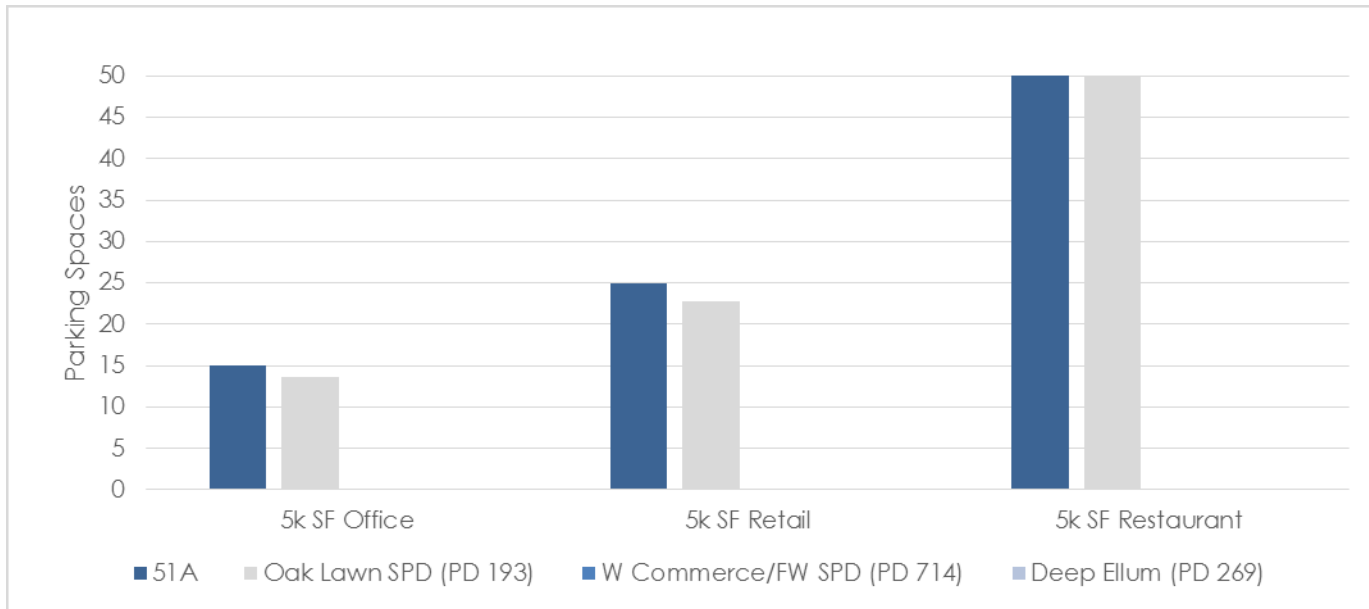
- City Parking requirements
- Deviations
- Parking reduction mechanisms
- Best practices
- Challenges



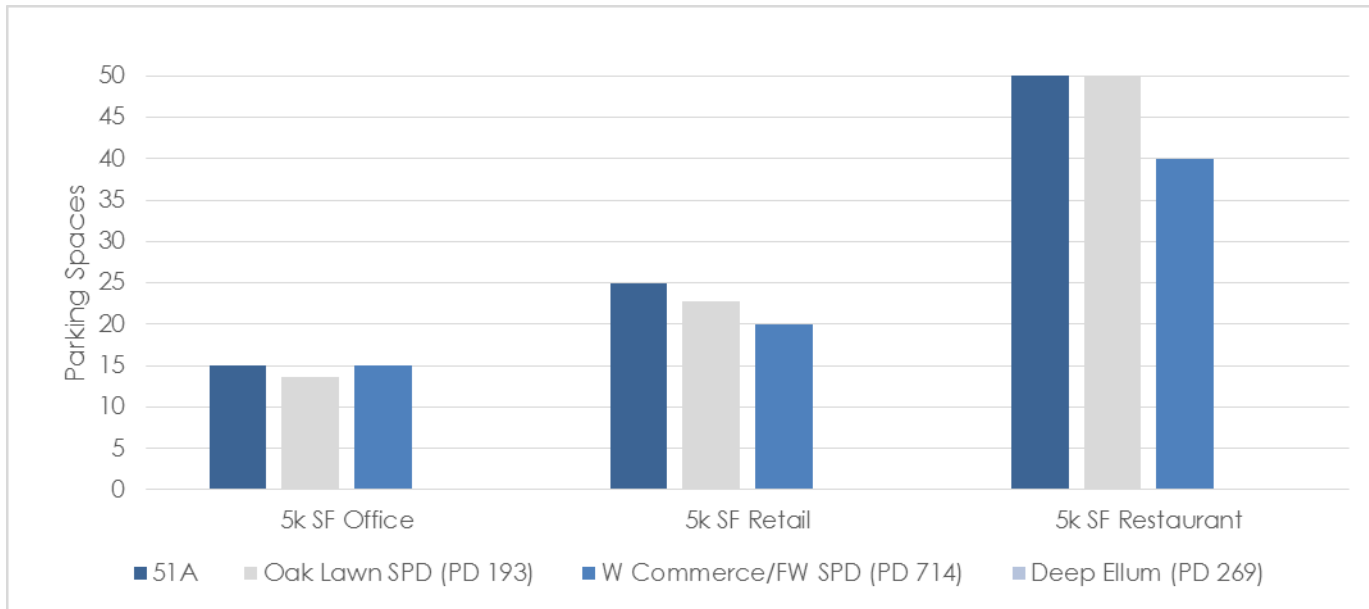
# Off-street Parking Requirements



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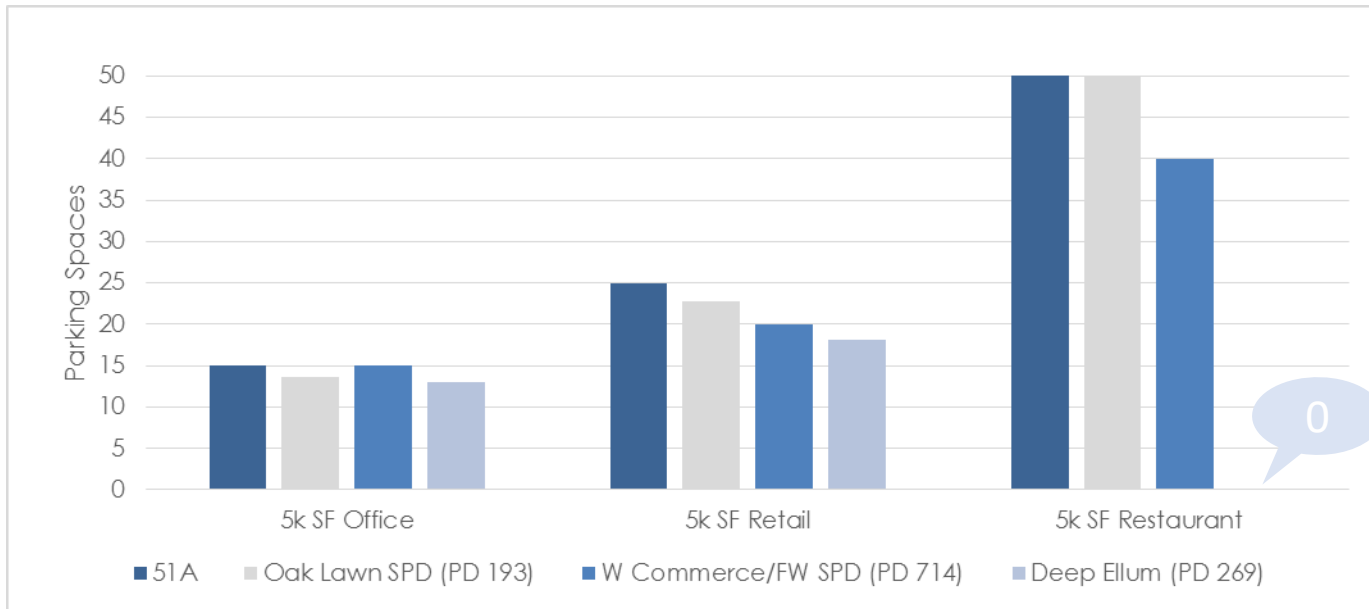


# Off-street Parking Requirements



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*Site-specific approach to deviate from minimum parking*



# 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)*

Use	Maximum Administrative Reduction
Industrial	50 percent
Office uses and retail and personal service uses (except for restaurants)*	20 percent
Trade center	25 percent
Warehouse greater than 100,000 square feet	50 percent
Museum/art gallery	50 percent





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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  $\leq 50$  percent
- Remote parking for  $\leq 50$  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)\*

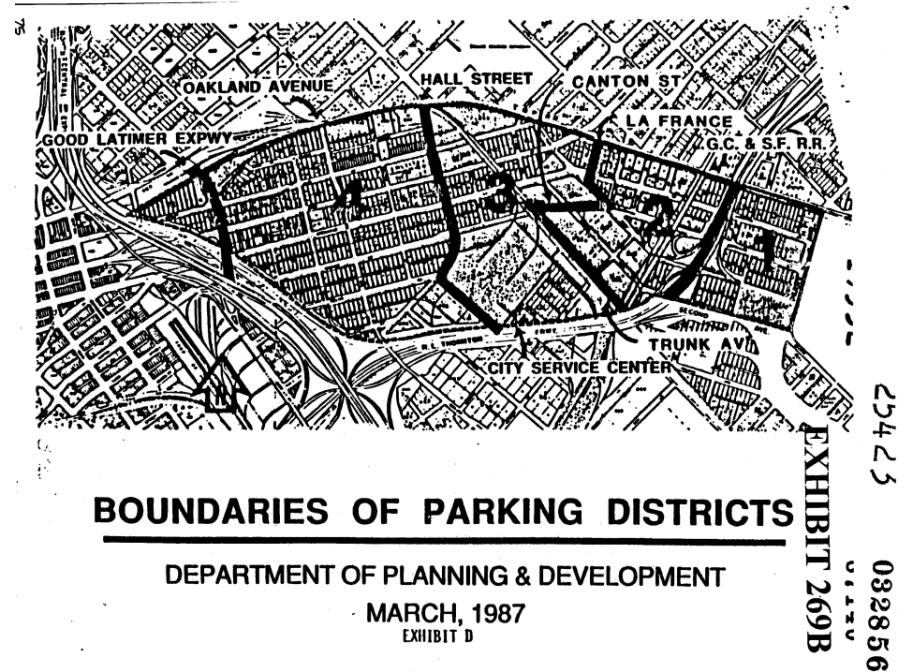


*\*None for outdoor covered for up to 25 percent of interior GFA.*



# 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:

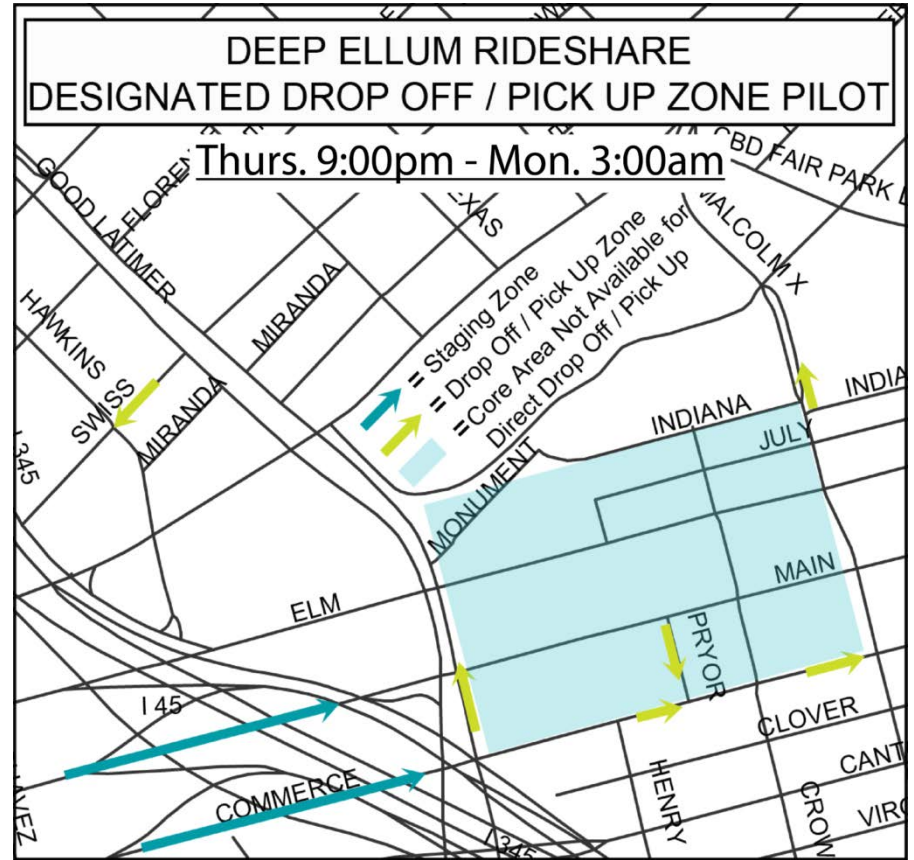
National Median Cost/Sq. Ft. x 350 square feet x Dallas Cost Index

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



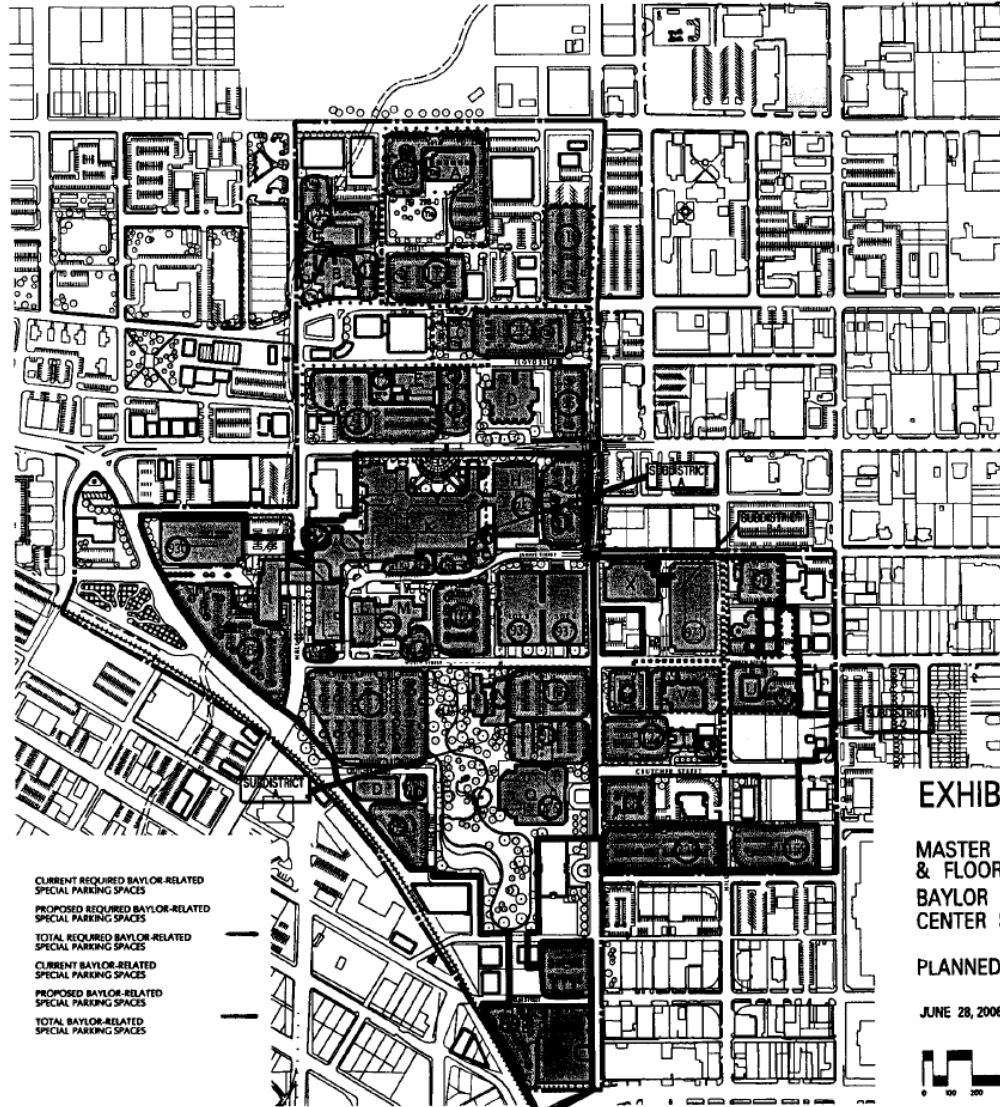
# Best Practices

Baylor-related Use Special Parking Spaces  
Existing on June 28, 2006: 8,755 spaces

Required Baylor-related Use Special Parking Spaces  
Existing on June 28, 2006: 7,089 spaces

PARKING LOT/ GARAGE	EXISTING PARKING SPACES	NEW PARKING LOT/GARAGE (BASED ON THIS SUPPLEMENT)	PROPOSED PARKING SPACES (BASED ON THIS SUPPLEMENT)
LOT 1	4		
LOT 2	357		
LOT A	125		
LOT 4	160		
LOT 5	936		
LOT 6	937		
LOT 3710 SWISS	28		
LOT 8	253		
LOT 9	241		
THE CURVE			
JAMES HOSPITAL	971		
LOT 12	14		
LOT 13	62		
LOT 14	166		
LOT 17	135		
LOT 22	5		
LOT 23	6		
LOT 24	69		
LOT 25	13		
LOT 26	12		
THE RAVENHILL	47		
BAYLOR GERIATRIC CENTER	48		
HEART & VASCULAR NURSING CENTER	930		
HEART & VASCULAR PARKING LOT	284		
LOT 27	112		
LOT 28	85		
LOT 29	234		
LOT 30	30		
LOT 32	9		
LOT 36	90		
LOT 37	37		
LOT 39	275		
LOT 41	98		
LOT 42	122		
LOT 43	88		
LOT 44	228		
LOT 45	155		
LOT 46	91		
LOT 47	113		
LOT 48	210		
LOT 49	89		
LOT 59	50		
LOT 55	11		
LOT 60	155		
STANWYN LOT 8	86		
COLLING PARKING	559		
SURFACE PARKING	3,790		
GARAGE PARKING	4,965		
TOTAL PARKING	8,755		

**135 ACRES**



CURRENT REQUIRED BAYLOR-RELATED SPECIAL PARKING SPACES  
 PROPOSED REQUIRED BAYLOR-RELATED SPECIAL PARKING SPACES  
 TOTAL REQUIRED BAYLOR-RELATED SPECIAL PARKING SPACES  
 CURRENT BAYLOR-RELATED SPECIAL PARKING SPACES  
 PROPOSED BAYLOR-RELATED SPECIAL PARKING SPACES  
 TOTAL BAYLOR-RELATED SPECIAL PARKING SPACES

SITE	FLOOR AREA
A	45,270 S.F.
B	28,850 S.F.
C	53,376 S.F.
D	171,110 S.F.
E	24,439 S.F.
F	16,778 S.F.
G	NOT USED
H	461,115 S.F.
I	217,984 S.F.
J	92,840 S.F.
K	1,447,463 S.F.
L	51,020 S.F.
M	206,808 S.F.
N	109,884 S.F.
O	40,590 S.F.
P	NOT USED
Q	241,075 S.F.
R	110,995 S.F.
S	8,250 S.F.
T	7,480 S.F.
U	20,309 S.F.
V	16,055 S.F.
W	13,913 S.F.
X	181,600 S.F.

CURRENT TOTAL - 3,588,964 FLOOR AREA  
 TOTAL FLOOR - AREA ADDED OR REMOVED  
 PROPOSED TOTAL - FLOOR AREA

**263,877**

**EXHIBIT 749C**

**MASTER PARKING & FLOOR AREA PLAN  
 BAYLOR UNIVERSITY MEDICAL CENTER SPECIAL PURPOSE**

**PLANNED DEVELOPMENT DISTRICT**

JUNE 28, 2006



**0617**

# 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](http://www.shopsatparklane.com)



# Best Practices

- Transit Oriented Developments



Source: [www.loftsatmockingbirdstation.com](http://www.loftsatmockingbirdstation.com)



# Best Practices

- Bishop Arts District



# Best Practices

- Dallas Midtown (PD 887)



Source: [www.dallasmidtown.com](http://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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