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CITY SECRETARY
DALLAS, TEXAS



City of Dallas
AGENDA

Public Notice

250379

POSTED CITY SECRETARY
DALLAS, TX

BOARD OF ADJUSTMENT (PANEL A)

**APRIL 15, 2025, BRIEFING AT 10:30 A.M. AND
THE PUBLIC HEARING AT 1:00 P.M.**

Dallas City Hall, 6EN COUNCIL CHAMBER and Videoconference

Video Conference Link: <https://bit.ly/boa0415A>

Telephone: (408) 418-9388, Access Code: 325527

The City of Dallas will make Reasonable Accommodations/Modifications to programs and/or other related activities to ensure any and all residents have access to services and resources to ensure an equitable and inclusive meeting. Anyone requiring auxiliary aid, service, and/or translation to fully participate in the meeting should notify the Board of Adjustment by calling (214) 670-4127 three (3) business days prior to the scheduled meeting. A video stream of the meeting will be available twenty-four (24) hours after adjournment by visiting <https://dallastx.new.swagit.com/views/113>.

Individuals and interested parties wishing to speak must register with the Board of Adjustment at <https://bit.ly/BDA-A-Register> by 5 p.m. on **Monday, April 14, 2025. In Person speakers can register at the hearing.**

La Ciudad de Dallas llevará a cabo Adecuaciones/Modificaciones Razonables a los programas y/u otras actividades relacionadas para asegurar que todos y cada uno de los residentes tengan acceso a los servicios y recursos para asegurar una reunión equitativa e inclusiva. Cualquier persona que requiera asistencia adicional, servicio y/o interpretación para poder participar de forma íntegra en la reunión debe notificar a Junta de Ajustes llamando al (214) 670-4127 tres (3) días hábiles antes de la reunión programada. Una transmisión en video de la reunión estará disponible dos días hábiles luego de la finalización de la reunión en <https://dallastx.new.swagit.com/views/113>.

Las personas y las partes interesadas que deseen hacer uso de la palabra deben registrarse en Junta de Ajustes en at <https://bit.ly/BDA-A-Register> hasta las 5 p.m. el **Lunes, 14 de Abril, 2025. Las personas que deseen hablar en persona se pueden registrar en la Audiencia.**

AGENDA

- | | | |
|------|------------------------------------|----------------------------|
| I. | Call to Order | David A. Neumann, Chairman |
| II. | Staff Presentation/Briefing | |
| III. | Public Hearing | Board of Adjustment |
| IV. | Public Testimony | |
| V. | Miscellaneous Items | |
| VI. | Case Docket | Board of Adjustment |
| | - Uncontested Items | |
| | - Holdover Items | |
| | - Individual Items | |
| VII. | Adjournment | |

Handgun Prohibition Notice for Meetings of Governmental Entities

"Pursuant to Section 30.06, Penal Code (trespass by license holder with a concealed handgun), a person licensed under Subchapter H, Chapter 411, Government Code (handgun licensing law), may not enter this property with a concealed handgun."

"De acuerdo con la sección 30.06 del código penal (ingreso sin autorización de un titular de una licencia con una pistola oculta), una persona con licencia según el subcapítulo h, capítulo 411, código del gobierno (ley sobre licencias para portar pistolas), no puede ingresar a esta propiedad con una pistola oculta."

"Pursuant to Section 30.07, Penal Code (trespass by license holder with an openly carried handgun), a person licensed under Subchapter H, Chapter 411, Government Code (handgun licensing law), may not enter this property with a handgun that is carried openly."

"De acuerdo con la sección 30.07 del código penal (ingreso sin autorización de un titular de una licencia con una pistola a la vista), una persona con licencia según el subcapítulo h, capítulo 411, código del gobierno (ley sobre licencias para portar pistolas), no puede ingresar a esta propiedad con una pistola a la vista."

"Pursuant to Section 46.03, Penal Code (places weapons prohibited), a person may not carry a firearm or other weapon into any open meeting on this property."

"De conformidad con la Sección 46.03, Código Penal (coloca armas prohibidas), una persona no puede llevar un arma de fuego u otra arma a ninguna reunión abierta en esta propiedad."

EXECUTIVE SESSION NOTICE

A closed executive session may be held if the discussion of any of the above agenda items concerns one of the following:

1. seeking the advice of its attorney about pending or contemplated litigation, settlement offers, or any matter in which the duty of the attorney to the City Council under the Texas Disciplinary Rules of Professional Conduct of the State Bar of Texas clearly conflicts with the Texas Open Meetings Act. [Tex. Govt. Code §551.071]
2. deliberating the purchase, exchange, lease, or value of real property if deliberation in an open meeting would have a detrimental effect on the position of the city in negotiations with a third person. [Tex. Govt. Code §551.072]
3. deliberating a negotiated contract for a prospective gift or donation to the city if deliberation in an open meeting would have a detrimental effect on the position of the city in negotiations with a third person. [Tex. Govt. Code §551.073]
4. deliberating the appointment, employment, evaluation, reassignment, duties, discipline, or dismissal of a public officer or employee; or to hear a complaint or charge against an officer or employee unless the officer or employee who is the subject of the deliberation or hearing requests a public hearing. [Tex. Govt. Code §551.074]
5. deliberating the deployment, or specific occasions for implementation, of security personnel or devices. [Tex. Govt. Code §551.076]
6. discussing or deliberating commercial or financial information that the city has received from a business prospect that the city seeks to have locate, stay or expand in or near the city and with which the city is conducting economic development negotiations; or deliberating the offer of a financial or other incentive to a business prospect. [Tex Govt. Code §551.087]
7. deliberating security assessments or deployments relating to information resources technology, network security information, or the deployment or specific occasions for implementations of security personnel, critical infrastructure, or security devices. [Tex Govt. Code §551.089]

MISCELLANEOUS ITEM(S)

- DallasNow Update Jason Pool – Assistant Director
- Approval of Panel A Minutes – March 18, 2025

TWO-YEAR LIMITATION WAIVER – BDA234-129

4640 N. LINDHURST AVENUE 1
REQUEST: To waive the two-year limitation on a final decision reached by the Board of Adjustment Panel A on November 19, 2024, being a request to construct and/or maintain a 7-foot 6-inch-high fence as a special exception to the height requirement for fences.

BDA245-052_FW1(CJ) 7807 MORTON STREET 2
REQUEST: Fee waiver for fees associated with a variance for lot coverage.

UNCONTESTED CASE(S)

BDA245-046(BT) 1617 HI LINE DRIVE 3
REQUEST: Application of Jonathan Vinson for a special exception to the parking regulations.

BDA245-047(BT) 1626 HI LINE DRIVE 4
REQUEST: Application of Jonathan Vinson for a special exception to the parking regulations.

BDA245-048(BT) 1616 HI LINE DRIVE 5
REQUEST: Application of Jonathan Vinson for a special exception to the parking regulations.

BDA245-049(BT) 1201 OAK LAWN AVENUE 6
REQUEST: Application of Jonathan Vinson for a special exception to the parking regulations.

BDA245-050(BT) 1500 DRAGON STREET 7
REQUEST: Application of Jonathan Vinson for a special exception to the parking regulations.

HOLDOVER

BDA245-039(BT) 4343 TRAVIS STREET 8
REQUEST: Application of Mark Giambrone represented by Andrew Simes for (1) a variance to the front-yard setback regulations, and for (2) a variance to the side-yard setback regulations.

INDIVIDUAL CASES

NONE



City of Dallas

DallasNow: Update

**Board of Adjustment
Panel A
April 15, 2025**

Jason Pool
Assistant Director – Customer Experience
Planning & Development Department

Purpose

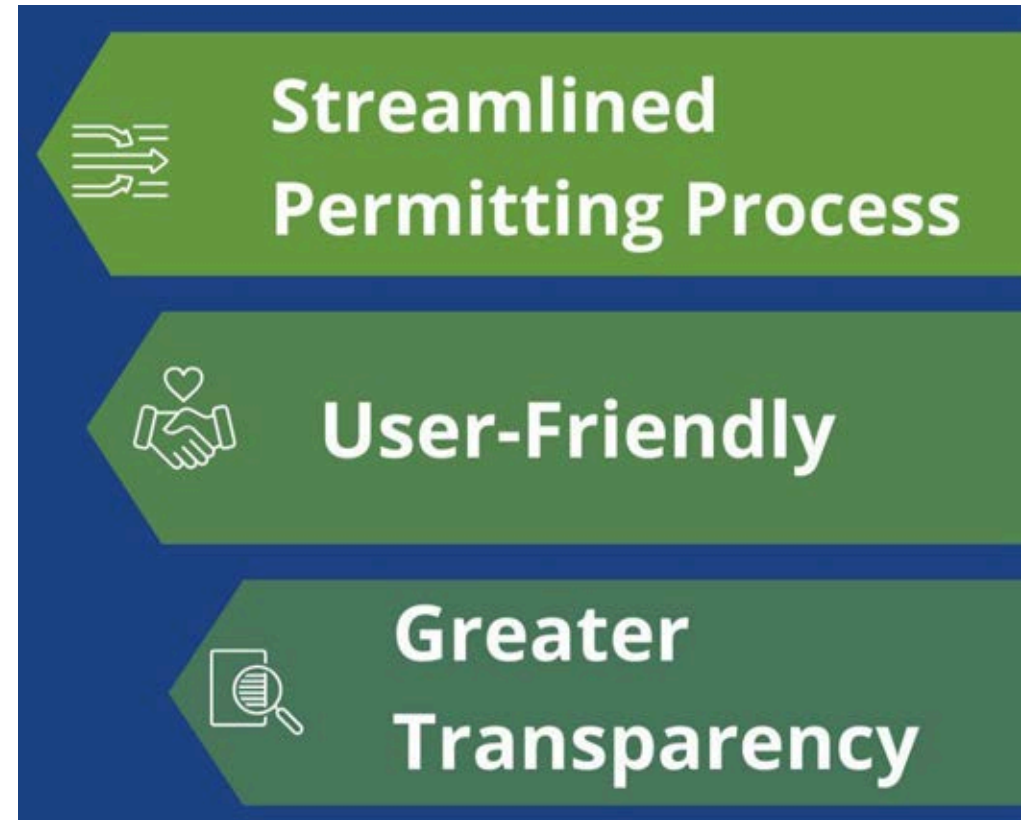


- Introduce *DallasNow*
- Provide an overview key highlights & benefits
- Share important dates, planned downtime, & support resources

What is *DallasNow*?



- Current system, Posse, has been in place for more than 20 years



Why DallasNow?



- Integrated & Accessible
- Fully Digital
- Real-Time Transparency

Video

DallasNow: Boards & Commissions



- Tools for Transparency & Efficiency
 - Improved case tracking and transparency
 - Real-time notifications for applicants & updates for citizens
 - Automated letters, reports & case documents
 - Expanded self-service options for applications & records



DallasNow: Preparation & Support



- Planning & Development is currently holding staff training in hands-on practice environment
- During the coming weeks PDD is providing announcements, demos, workshops & engagement sessions – <https://Dallas.gov/DallasNow>
- After Go-Live on May 5th, PDD will provide ongoing support & enhancements



DallasNow: System Integration



- Integration & Downtime
 - April 25th to May 4th
Limited services due to data migration & testing, will continue:
 - Inspections
 - Emergency Releases
 - Consultations



DallasNow: Next Steps



- Two-Phase Customer Service Initiative
 - Phase One - April 14th thru April 24th (before Go-Live)
 - All team members will be in the office
 - Extended hours from 8am to 6:30 pm at Oak Cliff Municipal Center
 - *DallasNow* Official Go-Live – May 5th
 - Phase Two - May 5th thru May 16th (after Go-Live)
 - All team members will be in the office



DallasNow is Coming Soon!



- DallasNow Opens May 5th



DallasNow





City of Dallas

DallasNow: Update

**Board of Adjustment
Panel A
April 15, 2025**

Jason Pool
Assistant Director – Customer Experience
Planning & Development Department



BOARD OF ADJUSTMENT

Panel A Minutes

March 18, 2025

DRAFT

Council Chambers 6EN

24923176153@dallascityhall.webex.com

David A. Neumann, Chairman

PRESENT: [5]

David A. Neumann, Chairman	
Jay Narey	
Michael Hopkowitz	
Dr. Emmanuel Glover	
Andrew Finney	

ABSENT: [1]

Rachel Hayden	
Kathleen Davis	

Chairman David A. Neumann called the briefing to order at **10:30 A.M.** with a quorum of the Board of Adjustment present.

Chairman David A. Neumann called the hearing to order at **1:00 P.M.** with a quorum of the Board of Adjustment present.

The Chairperson stated that no action of the Board of Adjustment shall set a precedent. Each case must be decided upon its own merits and circumstances, unless otherwise indicated, each use is presumed to be a legal use. Each appeal must necessarily stand upon the facts and testimony presented before the Board of Adjustment at this public hearing, as well as the Board's inspection of the property.

PUBLIC SPEAKERS

The Board of Adjustment provided public testimony opportunities for individuals to comment on matters that were scheduled on the posted meeting agenda.

- We had no speakers for public testimony during this hearing.

MISCELLANEOUS ITEMS

Approval of the Board of Adjustment Panel A, February 18, 2025, Meeting Minutes.

Motion was made to approve Panel A, February 18, 2025, Public Hearing Minutes.

Maker:	Michael Hopkovitz				
Second:	Dr. Emmanuel Glover				
Results:	5-0 unanimously				Motion to approve
		Ayes:	-	5	David A. Neumann, Jay Narey, Michael Hopkovitz, Andrew Finney & Dr. Emmanuel Glover
		Against:	-	0	

CONSENT ITEMS

1. 9411 Redondo Drive
BDA245-031(CJ)

This item was moved to Individual Cases

BUILDING OFFICIAL'S REPORT: Application of Stuart Threadgold for **(1)** a special exception to the single-family use regulations at **9411 Redondo Drive**. This property is more fully described as Block D/5312, SW 1/2 portion of Lot 2, and is zoned R-10(A) NSO 5 overlay, which limits the number of dwelling units to one. The applicant proposes to construct and/or maintain an additional dwelling unit (not for rent) which will require **(1)** a special exception to the single-family use zoning regulations.

LOCATION: 9411 Redondo Drive

APPLICANT: Stuart Threadgold

REQUEST:

(1) A request for special exception to the single-family zoning use regulations.

STANDARDS OF REVIEW FOR A SPECIAL EXCEPTION TO THE SINGLE-FAMILY ZONING USE REGULATIONS:

Section 51A-4.209(b)(6)(E)(i) of the Dallas Development Code states that the board of adjustment may grant a special exception to authorize an additional dwelling unit in any district when, in the opinion of the board, the additional dwelling unit will not:

(aa) **be used as rental accommodations;** or

(bb) **adversely affect neighboring properties.**

In granting this type of special exception, the board shall require the applicant to deed restrict the subject property to prevent use of the additional dwelling unit as rental accommodations.

STAFF RECOMMENDATION:

1. Special Exception (1):

No staff recommendation is made on this request.

BACKGROUND INFORMATION:

BDA History:

No BDA history found at 9411 Redondo Drive within the last 5 years.

Square Footage:

This lot contains 30,099.96 of square feet or .691 acres.

This lot is zoned R-10(A) NSO 5 overlay, which has a minimum lot size of 10,000 square feet.

Zoning:

Site: R-10(A) (Single Family District)
North: Planned Development 197 & Community Retail (CR)
East: R-10(A) (Single Family District)
South: R-10(A) (Single Family District)
West: D(A) (Duplex Zoning District)

Land Use:

The subject site and surrounding properties to the south, east and west are developed with residential uses. Areas to the north are developed with uses permissible in Planned Development 197 and Community Retail zoning district.

GENERAL FACTS/STAFF ANALYSIS:

- The application of Stuart Threadgold for the property located at 9411 Redondo Drive focuses on one request relating to the single-family zoning use regulations.
- The applicant proposes to construct and/or maintain an additional dwelling unit (not for rent), which will require a special exception to the single-family zoning use regulations
- In short, the applicant is proposing to convert their existing garage into an additional dwelling unit that will not be used as rental accommodations.
- The subject site is currently developed with a residential structure and located within an established neighborhood.
- The subject site has single street frontage on Redondo Drive.
- The applicant has the burden of proof in establishing that the special exception to the single-family zoning use regulations will not adversely affect the neighboring properties or be used as rental accommodations.
- The Dallas Development Code states that in granting this type of special exception, the board shall require the applicant to deed restrict the subject property to prevent the use of the additional dwelling unit as rental accommodations.
- 200' Radius Video: [BDA245-031 at 9411 Redondo Drive](#)

Timeline:

- January 16, 2025: The applicant submitted an "Application/Appeal to the Board of Adjustment" and related documents which have been included as part of this case report.
- February 6, 2025: The Board of Adjustment Secretary assigned this case to Board of Adjustment Panel A.
- February 21, 2025: The Planning and Development Senior Planner emailed the applicant the following information:
- an attachment that provided the hearing date and panel that will consider the application; the February 28, 2025, deadline to submit additional evidence for staff to factor into their analysis ;and March 7, 2025, deadline to submit additional evidence to be incorporated into the board's docket materials.
 - the criteria/standard that the board will use in their decision to approve or deny the request; and
 - the Board of Adjustment Working Rules of Procedure pertaining to documentary evidence.
- February 27, 2025: The Board of Adjustment staff review team meeting was held regarding this request and other requests scheduled for the March public hearings. Review team members in attendance included: The Board of Adjustment Chief Planner/Board Administrator, the Board of Adjustment Senior Planner, Project Coordinator, Board Secretary, Conservation District Chief Planner, Chief Arborists, Zoning Senior Planner, and Transportation Engineer.

Speakers:

For: Stuart Threadhold, 508 Bush Ave, Waxahachie, TX 75165
Edgar Vidal, 9411 Redondo Dr., Dallas TX

Against: No Speakers

Motion # 1

I move that the Board of Adjustment in request No. BDA 245-031, **HOLD** this matter under advisement until **April 15, 2025.**

Maker:	Michael Hopkovitz				
Second:	Dr. Emmanuel Glover				

Motion withdrawn.

Maker:	Michael Hopkovitz				
Second:	Dr. Emmanuel Glover				

Motion # 2

I move that the Board of Adjustment, in request No. BDA 245-031, on application of Stuart Threadgold, **DENY** the special exception to construct and maintain an additional dwelling unit on a site developed with a single-family structure as requested by this applicant **without prejudice**, because our evaluation of the property and the testimony shows that granting the application would adversely affect neighboring property.

Maker:	Michael Hopkovitz				
Second:	Dr. Emmanuel Glover				
Results:	5-0 Unanimously				Motion to deny without prejudice
		Ayes:	-	5	David A. Neumann, Jay Narey, Michael Hopkovitz, Andrew Finney & Dr. Emmanuel Glover
		Against:	-	0	

2. 11322 E. Ricks Circle

BDA245-034(CJ)

This item was moved to Individual Cases

BUILDING OFFICIAL'S REPORT: Application of Rob Baldwin for **(1)** a special exception to the fence-height regulations at **11322 E. Ricks Circle**. This property is more fully described as Block 3/7490, Lot 4, and is zoned R-1ac(A), which limits the height of a fence in the front-yard to 4-feet. The applicant proposes to construct and/or maintain an 8-foot-high fence in a required front-yard, which will require **(1)** a 4- foot special exception to the fence height regulations.

LOCATION: 11322 East Ricks Circle

APPLICANT: Rob Baldwin

REQUEST:

(1) A request for a special exception to the fence height regulations.

STANDARD OF REVIEW FOR A SPECIAL EXCEPTION TO FENCE HEIGHT REGULATIONS:

Section 51A-4.602(a)(11) of the Dallas Development Code states that the board may grant a special exception to the fence height regulations when in the opinion of the board, **the special exception will not adversely affect neighboring property.**

STAFF RECOMMENDATION:

Special Exception (1):

No staff recommendation is made on this request.

BACKGROUND INFORMATION:

BDA History:

- No BDA history found at 11322 East Ricks Circle in the last 5 years.

Square Footage:

- This lot contains 85,813.2 of square feet or 1.97 acres.
- This lot is zoned R-1ac(A) which has a minimum lot size of 43,560 square feet or 1 acre.

Zoning:

<u>Site:</u>	R-1ac(A) (Single Family District)
<u>North:</u>	R-1ac(A) (Single Family District)
<u>East:</u>	R-1ac(A) (Single Family District)
<u>South:</u>	R-1ac(A) (Single Family District)
<u>West:</u>	R-1ac(A) (Single Family District)

Land Use:

The subject site and surrounding properties to the north, south, east and west are developed with single-family uses.

GENERAL FACTS/STAFF ANALYSIS:

- The application of Rob Baldwin for the property located at 11322 East Ricks Circle focuses on 1 request relating to fence height.
- The applicant proposes to construct and maintain an 8-foot fence in a required front yard, which will require a 4-foot special exception to the fence height regulations.
- The subject site along with properties to the north, south, east, and west are all developed with single-family homes.
- The subject site is a mid-block lot with single street frontage on East Ricks Circle.
- It has been confirmed that the fence is proposed and not existing.
- Based upon staff's analysis of the surrounding properties, there are a few homes within the subject sites 200' radius with fences and gates in the required front yard and/or some form of vegetation serving as a screening mechanism.
- The Dallas Development Code states that in all residential districts except multifamily districts, a fence may not exceed four feet above grade when located in the required front yard.
- The applicant has the burden of proof in establishing that the special exception to the fence regulations relating to height will not adversely affect the neighboring properties.
- Granting the special exception to the fence regulations relating to height with a condition that the applicant complies with the submitted site plan and elevations, would require the proposal to be constructed as shown on the submitted documents.
- 200' Radius Video: [BDA245-034 at 11322 E. Ricks Circle](#)

Timeline:

January 17, 2025: The applicant submitted an "Application/Appeal to the Board of Adjustment"

and related documents which have been included as part of this case report.

February 6, 2025: The Board of Adjustment Secretary assigned this case to Board of Adjustment Panel A.

February 21, 2025: The Planning and Development Senior Planner emailed the applicant the following information:

- an attachment that provided the hearing date and panel that will consider the application; the February 28, 2025, deadline to submit additional evidence for staff to factor into their analysis ;and March 7, 2025, deadline to submit additional evidence to be incorporated into the board's docket materials.
- the criteria/standard that the board will use in their decision to approve or deny the request; and
- the Board of Adjustment Working Rules of Procedure pertaining to documentary evidence.

February 27, 2025: The Board of Adjustment staff review team meeting was held regarding this request and other requests scheduled for the March public hearings. Review team members in attendance included: The Board of Adjustment Chief Planner/Board Administrator, the Board of Adjustment Senior Planner, Project Coordinator, Board Secretary, Conservation District Chief Planner, Chief Arborists, Zoning Senior Planner, and Transportation Engineer.

Speakers:

For: Rob Baldwin, 3904 Elm St. Suite B, Dallas TX 75225

Against: Noel Barrick, 6644 Northaven Rd., Dallas TX 75230

Motion

I move that the Board of Adjustment, in Appeal No. BDA 245-034, on application of Rob Baldwin, **DENY** the special exception requested by this applicant to construct and/or maintain a 8-foot high fence **without prejudice**, because our evaluation of the property and the testimony shows that granting the application would adversely affect neighboring property.

Maker:	Andrew Finney				
Second:	Jay Narey				
Results:	5-0 Unanimously				Motion to deny without prejudice
		Ayes:	-	5	David A. Neumann, Jay Narey, Michael Hopkovitz, Andrew Finney & Dr. Emmanuel Glover
		Against:	-	0	

3. 1433 N. Westmoreland Road
BDA245-035(BT)

This item was moved to Individual Cases

BUILDING OFFICIAL'S REPORT: Application of Rob Baldwin for **(1)** a variance to the landscaping regulations, and for **(2)** a variance to the parking setback regulations at **1433 N. WESTMORELAND ROAD**. This property is more fully described as Block 6160, Tract 1, and is zoned IR, PD-811 (Subarea A), which requires mandatory landscaping and requires a parking setback of 10-feet. The applicant proposes to construct and/or maintain a nonresidential structure and provide an alternate landscape plan, which will require **(1)** a variance to the landscape regulations, and to construct and/or maintain a nonresidential structure with a parking setback of 0-feet, which will require **(2)** a variance of 10-feet to the parking setback regulations.

LOCATION: 1433 N. Westmoreland Road

APPLICANT: Rob Baldwin - Baldwin Associates

REQUEST:

- (2) A request for a variance to the landscape regulations; and
- (3) A request for a variance to the parking setback regulations.

STANDARDS OF REVIEW FOR A VARIANCE:

Section 51A-3.102(d)(10) of the Dallas Development Code specifies that the board has the power to grant variances from the front yard, side yard, rear yard, lot width, lot depth, lot coverage, floor area for structures accessory to single-family uses, height, minimum sidewalks, **off-street parking** or off-street loading, or **landscape regulations** provided that the variance is:

- (A) **not contrary to the public interest** when owing to special conditions, a literal enforcement of this chapter would result in unnecessary hardship, and so that the spirit of the ordinance will be observed, and substantial justice done.
- (B) necessary to permit development of a specific parcel of land that differs from other parcels of land by **being of such a restrictive area, shape, or slope**, that it cannot be developed in a manner commensurate with the development upon other parcels of land with the same zoning; and
- (C) **not granted to relieve a self-created or personal hardship**, nor for financial reasons only, nor to permit any person a privilege in developing a parcel of land not permitted by this chapter to other parcels of land with the same zoning.

ELEMENT II SUBSTITUTE:

Dallas Development Code §51A-3.102(d)(10)(b), formerly known as HB 1475, allows for the BDA to use their discretion and consider Element 2 of the Variance standard to be met, if:

- (i) the financial cost of compliance is greater than 50 percent of the appraised value of the structure as shown on the most recent appraisal roll certified to the assessor for the municipality under Section 26.01 of the Texas Tax Code.
- (ii) compliance would result in a loss to the lot on which the structure is located of at least 25 percent of the area on which development is authorized to physically occur.

- (iii) compliance would result in the structure not being in compliance with a requirement of a municipal ordinance, building code, or other requirement.
- (iv) compliance would result in the unreasonable encroachment on an adjacent property or easement; or
- (v) the municipality considers the structure to be a nonconforming structure.

STAFF RECOMMENDATION:

Variance to the landscape regulations:

Approval

Rationale: Based upon evidence presented and provided by the applicant, staff concluded that the site is:

- A. Not contrary to the public interest as no letters of opposition were received.
- B. Lot is restrictive in buildable **area, shape, and slope**; it is a corner lot with front-yard setbacks facing both N Westmoreland Road and Remond Drive; therefore, it cannot be developed in a manner commensurate with development upon other parcels of land in the same zoning.
- C. Not self-created nor is it a personal hardship.

Variance to the off-street parking regulations:

Approval

Rationale: Based upon evidence presented and provided by the applicant, staff concluded that the site is:

- D. Not contrary to the public interest as no letters of opposition were received.
- E. Lot is restrictive in buildable **area, shape, and slope**; it is a corner lot with front-yard setbacks facing both N Westmoreland Road and Remond Drive; therefore, it cannot be developed in a manner commensurate with development upon other parcels of land in the same zoning.
- F. Not self-created nor is it a personal hardship.

BACKGROUND INFORMATION:

Zoning:

- Site: PD-811 Subarea A
- North: PD-811 Subarea B and PD-986
- East: PD-1059
- South: N(A) and PD-986
- West: PD-1059

Land Use:

The subject site is developed currently developed with a cell tower use. The surrounding area consist of a mixture of restaurants, hotels, office, gas stations, manufacturing, warehousing

developments, and vacant land are the land uses in this immediate area.

BDA History:

No BDA history found within the last 5 years

GENERAL FACTS/STAFF ANALYSIS:

- The application of Rob Baldwin of Baldwin Associates for the property located at 1433 N Westmoreland Road focuses on two requests relating to the landscape regulations and to the off-street parking regulations.
- The first request, the applicant proposes to construct and/or maintain a nonresidential structure and provide an alternate landscape plan which will require a variance to the landscape regulations.
- Lastly, the applicant proposes to construct and/or maintain a nonresidential structure with a parking setback of 0-feet, which will require a variance of 10-feet to the parking setback regulations.
- The chief arborist has no objection to the alternate landscape plan provided the variance to the parking setback is approved. The parking setback would provide suitable landscape space along Remond Drive but would presumably conflict with parking demands for the proposed use of the property.
- The applicant has the burden of proof in establishing the following:
 - 1) That granting the variance to the landscape regulations and to the off-street parking regulations will not be contrary to the public interest when owing to special conditions, a literal enforcement of this chapter would result in unnecessary hardship, and so that the spirit of the ordinance will be observed, and substantial justice done.
 - 2) The variance is necessary to permit development of a specific parcel of land that differs from other parcels of land by being of such restrictive area, shape, or slope, that it cannot be developed in a manner commensurate with the development upon other parcels of land with the same zoning; and
 - 3) The variance would not be granted to relieve a self-created or personal hardship, nor for financial reasons only, nor to permit any person a privilege in developing a parcel of land not permitted by this chapter to other parcels of land with the same zoning.
- ELEMENT II SUBSTITUTE:

Dallas Development Code §51A-3.102(d)(10)(b), formerly known as HB 1475, allows for the BDA to use their discretion and consider Element 2 of the Variance standard to be met, if:

 - (i) the financial cost of compliance is greater than 50 percent of the appraised value of the structure as shown on the most recent appraisal roll certified to the assessor for the municipality under Section 26.01 of the Texas Tax Code.
 - (ii) compliance would result in a loss to the lot on which the structure is located of at least 25 percent of the area on which development is authorized to physically occur.
 - (iii) compliance would result in the structure not being in compliance with a requirement of a municipal ordinance, building code, or other requirement.

- (iv) compliance would result in the unreasonable encroachment on an adjacent property or easement; or
- (v) the municipality considers the structure to be a nonconforming structure.
- Granting the variance to the landscape regulations with a condition that the applicant complies with the submitted alternate landscape plan, would require the proposal to be constructed as shown on the submitted documents.
- Granting the variance to the off-street parking regulations with a condition that the applicant complies with the submitted site plan, would require the proposal to be constructed as shown on the submitted documents.
- 200' Radius Video: [BDA245-035 at 1433 N Westmoreland Rd](#)

Timeline:

- January 17, 2025: The applicant submitted an "Application/Appeal to the Board of Adjustment" and related documents which have been included as part of this case report.
- February 6, 2025: The Board of Adjustment Secretary assigned this case to Board of Adjustment Panel **A**.
- February 21, 2025: Planning and Development Department Senior Planner emailed the applicant the following information:
- an attachment that provided the public hearing date and panel that will consider the application; the **February 28, 2025**, deadline to submit additional evidence for staff to factor into their analysis; and **March 7, 2025**, deadline to submit additional evidence to be incorporated into the board's docket materials.
 - the criteria/standard that the board will use in their decision to approve or deny the request; and
 - the Board of Adjustment Working Rules of Procedure pertaining to documentary evidence.
- February 27, 2025: The Board of Adjustment staff review team meeting was held regarding this request and other requests scheduled for the **March** public hearings. Review team members in attendance included: The Board of Adjustment Chief Planner/Board Administrator, the Board of Adjustment Senior Planner, Project Coordinator, Board Secretary, Conservation District Chief Planner, Chief Arborists, Zoning Senior Planner and Transportation Engineer.

Speakers:

For: Rob Baldwin, 3904 Elm St. Suite B, Dallas TX 75225

Against: No Speakers

Motion # 1

I move that the Board of Adjustment, in Appeal No. BDA 245-035, on application of Rob Baldwin, **GRANT** the request of this applicant for a special exception to the landscape requirements contained in Article X of the Dallas Development Code, as amended, because our evaluation of the

property and testimony shows that (1) strict compliance with the requirements of this article will unreasonably burden the use of the property; (2) the special exception will not adversely affect neighboring properties, and (3) the requirements are not imposed by a site-specific landscape plan approved by the city plan commission or city council.

I further move that the following condition be imposed to further the purpose and intent of the Dallas Development Code:

Compliance with the most recent version of all submitted plans are required.

Maker:	Andrew Finney				
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Motion Withdrawn.

Motion # 2

I move that the Board of Adjustment, in Appeal No. BDA 245-035, on application of Rob Baldwin, **GRANT** the variance to the LANDSCAPE regulations requested by this applicant because our evaluation of the property and testimony shows that the physical character of this property is such that a literal enforcement of the provisions of the Dallas Development Code, as amended, would result in unnecessary hardship to this applicant.

I further move that the following condition be imposed to further the purpose and intent of the Dallas Development Code:

Compliance with the most recent version of all submitted plans are required.

Maker:	Andrew Finney				
Second:	Michael Hopkovitz				
Results:	5-0 Unanimously				Motion to grant
		Ayes:	-	5	David A. Neumann, Jay Narey, Michael Hopkovitz, Andrew Finney & Dr. Emmanuel Glover
		Against:	-	0	

Motion # 2

I move that the Board of Adjustment, in Appeal No. BDA 245-035, on application of Rob Baldwin, **GRANT** the 10-foot variance to the parking regulations requested by this applicant because our evaluation of the property and testimony shows that the physical character of this property is such that a literal enforcement of the provisions of the Dallas Development Code, as amended, would result in unnecessary hardship to this applicant.

I further move that the following condition be imposed to further the purpose and intent of the Dallas Development Code:

Compliance with the most recent version of all submitted plans are required.

Maker:	Andrew Finney				
Second:	Michael Hopkovitz				

Results:	5-0 Unanimously				Motion to grant
		Ayes:	-	5	David A. Neumann, Jay Narey, Michael Hopkovitz, Andrew Finney & Dr. Emmanuel Glover
		Against:	-	0	

4. 7403 Midbury Drive
BDA245-033(BT)

This item was moved to Individual Cases

BUILDING OFFICIAL'S REPORT: Application of Rob Baldwin for **(1)** a special exception to the fence-height regulations; for **(2)** a special exception to the fence-opacity regulations; and **(3)** a special exception to the fence height regulations at **7403 MIDBURY DR.** This property is more fully described as Block 1/7347, Lot 3A, and is zoned R-16(A), which limits the height of a fence in the front-yard to 4-feet, and requires a fence panel with a surface area that is less than 50 percent open not be located less than 5-feet from the front lot line. The applicant proposes to construct and/or maintain a 6-foot 6-inch-high fence in a required front-yard along Midbury Drive, which will require **(1)** a 2-foot 6-inch special exception to the fence height regulations; and the applicant proposes to construct and/or maintain a fence in a required front-yard with a fence panel having less than 50 percent open surface area located less than 5-feet from the front-lot line along Midbury Drive, which will require **(2)** a special exception to the fence opacity regulations, and applicant proposes to construct and/or maintain a 6-foot 6-inch-high fence in a required front-yard; which will require **(3)** a 2-foot 6-inch special exception to the fence height regulations for the portion of the fence within the front yard setback on St. Michael's Drive.

LOCATION: 7403 Midbury Drive

APPLICANT: Rob Baldwin - Baldwin Associates

REPRESENTED BY: Rob Baldwin

REQUEST:

- (4) A request for a special exception to the fence height regulations;
- (5) A request for a special exception to the fence opacity regulations; and
- (6) A request for a special exception to the fence height regulations.

STANDARD OF REVIEW FOR A SPECIAL EXCEPTION TO FENCE HEIGHT AND FENCE OPACITY REGULATIONS:

Section 51A-4.602(a)(11) of the Dallas Development Code states that the board may grant a special exception to the fence regulations when in the opinion of the board, **the special exception will not adversely affect neighboring property.**

STAFF RECOMMENDATION:

Special Exceptions (3):

No staff recommendation is made on this request.

BACKGROUND INFORMATION:

Zoning:

Site: R-16(A) (Single Family District)
North: R-16(A) (Single Family District)
East: R-16(A) (Single Family District)
South: R-16(A) (Single Family District)
West: R-16(A) (Single Family District)

Land Use:

The subject site along with surroundings properties to the north, south, east, and west are all developed with single-family homes.

BDA History:

No BDA history found within the last 5 years

GENERAL FACTS/STAFF ANALYSIS:

- The application of Baldwin Associates represented by Rob Baldwin for the property located at 7403 Midbury Drive focuses on three requests relating to the fence height and fence opacity regulations.
- The first request, the applicant is proposing to construct and maintain a 6-foot 6-inch high fence and gate along Midbury Drive in a required front-yard, which will require a 2-foot 6-inch special exception to the fence height regulations.
- The second request, the applicant is proposing to construct and maintain a fence in a required front-yard with a fence panel having less than 50 percent open surface area located less than 5-feet from the front lot line, which requires a special exception to the fence opacity regulations.
- The third request, the applicant is proposing to construct and maintain a 6-foot 6-inch high fence along St. Michaels Drive in a required front-yard, which will require a 2-foot 6-inch special exception to the fence height regulations.
- As illustrated on the submitted site plan and elevations, the applicant is proposing a 6-foot 6-inch high combination of stone columns, wood fence, wrought iron gate, and fencing located between the 35-foot front-yard setback and front property line along Midbury Drive and will be placed behind the existing vegetation.
- As illustrated on the submitted site plan and elevations, the applicant is proposing a 6-foot 6-inch high combination of stone columns and wood fence located between the 35-foot front-yard setback and front property line along St. Michaels Drive and will be relocated closer to the southern property line.
- The applicant has the burden of proof in establishing that the special exception to the fence regulations relating to height and opacity will not adversely affect the neighboring properties.
- Granting the special exception to the fence regulations relating to height, with a condition that the applicant complies with the submitted site plan and elevations, would require the proposal to be constructed as shown on the submitted documents.

- 200' Radius Video: [BDA245-033 at 7403 Midbury Dr](#)

Timeline:

- January 17, 2025: The applicant submitted an "Application/Appeal to the Board of Adjustment" and related documents which have been included as part of this case report.
- February 6, 2025: The Board of Adjustment Secretary assigned this case to Board of Adjustment Panel **A**.
- February 21, 2025: Planning and Development Department Senior Planner emailed the applicant the following information:
- an attachment that provided the public hearing date and panel that will consider the application; the **February 28, 2025**, deadline to submit additional evidence for staff to factor into their analysis; and **March 7, 2025**, deadline to submit additional evidence to be incorporated into the board's docket materials.
 - the criteria/standard that the board will use in their decision to approve or deny the request; and
 - the Board of Adjustment Working Rules of Procedure pertaining to documentary evidence.
- February 27, 2025: The Board of Adjustment staff review team meeting was held regarding this request and other requests scheduled for the **March** public hearings. Review team members in attendance included: The Board of Adjustment Chief Planner/Board Administrator, the Board of Adjustment Senior Planner, Project Coordinator, Board Secretary, Conservation District Chief Planner, Chief Arborists, Zoning Senior Planner and Transportation Engineer.

Speakers:

For: Rob Baldwin, 3904 Elm St. Suite B, Dallas TX 75225
Marc R. Stanley, 7403 Midburry Dr., Dallas TX 75230

Against: No Speakers

****Board member Michael Hopkovitz recused himself from this case****

Motion # 1

I move that the Board of Adjustment, in Appeal No. BDA 245-033, on application of Rob Baldwin, **GRANT** the request of this applicant to construct and/or maintain a 6-foot 6-inch high fence as a special exception to the height requirement for fences contained in the Dallas Development Code, as amended, because our evaluation of the property and the testimony shows that this special exception will not adversely affect neighboring property.

I further move that the following condition be imposed to further the purpose and intent of the Dallas Development Code:

Compliance with height and fence location requirements illustrated in the most recent version of all submitted plans are required.

Maker:	Jay Narey				
Second:	Dr. Emmanuel Glover				
Results:	4-0 Unanimously				Motion to grant
		Ayes:	-	4	David A. Neumann, Jay Narey, Andrew Finney & Dr. Emmanuel Glover
		Against:	-	0	

Motion # 2

I move that the Board of Adjustment, in Appeal No. BDA 245-033, on application of Rob Baldwin, **DENY** the special exception requested to construct and/or maintain a fence with panel having less than 50 percent open surface area located less than five-feet from the front lot line as a special exception to the surface area openness by this applicant without prejudice, because our evaluation of the property and the testimony shows that this special exception will adversely affect neighboring property.

Maker:	Jay Narey				
Second:	Andrew Finney				
Results:	4-0 Unanimously				Motion to deny without prejudice
		Ayes:	-	4	David A. Neumann, Jay Narey, Andrew Finney & Dr. Emmanuel Glover
		Against:	-	0	

Motion # 3

I move that the Board of Adjustment, in Appeal No. BDA 245-033, on application of Rob Baldwin, **GRANT** the request of this applicant to construct and/or maintain a 6-foot 6-inch high fence along St. Michael's Drive as a special exception to the height requirement for fences contained in the Dallas Development Code, as amended, because our evaluation of the property and the testimony shows that this special exception will not adversely affect neighboring property.

I further move that the following condition be imposed to further the purpose and intent of the Dallas Development Code:

Compliance with height and fence location requirements illustrated in the most recent version of all submitted plans are required.

Maker:	Jay Narey				
Second:	Andrew Finney				
Results:	4-0 Unanimously				Motion to grant
		Ayes:	-	4	David A. Neumann, Jay Narey, Andrew Finney & Dr. Emmanuel Glover
		Against:	-	0	

5. 4463 Brookview Drive

BDA245-038(BT)

This item was moved to Individual Cases

BUILDING OFFICIAL'S REPORT: Application of Rob Baldwin for **(1)** a special exception to the fence height regulations, and for **(2)** a special exception to the fence opacity regulations at **4463 BROOKVIEW DRIVE**. This property is more fully described as Block N/5551, Lot 6, and is zoned R-10(A), which limits the height of a fence in the front-yard to 4-feet, and requires a fence panel with a surface area that is less than 50 percent open not be located less than 5-feet from the front lot line. The applicant proposes to construct and/or maintain a 6-foot high fence in a required front-yard, which will require **(1)** a 2-foot special exception to the fence height regulations, and the applicant proposes to construct and/or maintain a fence in a required front-yard with a fence panel having less than 50 percent open surface area located less than 5-feet from the front lot line, which will require **(2)** a special exception to the fence opacity regulations.

LOCATION: 4463 Brookview Drive

APPLICANT: Rob Baldwin - Baldwin Associates

REQUEST:

- (7) A request for a special exception to the fence height regulations; and
- (8) A request for a special exception to the fence standard regulations.

STANDARD OF REVIEW FOR A SPECIAL EXCEPTION TO FENCE HEIGHT AND FENCE OPACITY REGULATIONS:

Section 51A-4.602(a)(11) of the Dallas Development Code states that the board may grant a special exception to the fence regulations when in the opinion of the board, **the special exception will not adversely affect neighboring property.**

STAFF RECOMMENDATION:

Special Exceptions (2):

No staff recommendation is made on this request.

BACKGROUND INFORMATION:

Zoning:

Site: R-10(A) (Single Family District)
North: R-10(A) (Single Family District)
East: R-10(A) (Single Family District)
South: R-10(A) (Single Family District)
West: R-10(A) (Single Family District)

Land Use:

The subject site along with surroundings properties to the north, south, east, and west are all developed with single-family homes.

BDA History:

No BDA history found within the last 5 years

GENERAL FACTS/STAFF ANALYSIS:

- The application of Rob Baldwin of Baldwin Associates for the property located at 4463 Brookview Drive focuses on two requests relating to the fence height and fence opacity regulations.
- The first request is for a special exception to the fence height regulations. The applicant is proposing to construct and maintain a 6-foot high fence and gate in a required front-yard, which will require a 2-foot special exception to the fence height regulations.
- Lastly, the applicant is proposing to construct and maintain a fence in a required front yard with a fence panel having less than 50 percent open surface area located less than 5-feet from the front lot line, which requires a special exception to the fence opacity regulations.
- As illustrated on the submitted site plan and elevations, the applicant is proposing a 6-foot high fence with a combination of stucco columns w/cut stone caps, terracotta tile inserts and corten gate and fence panels located between the front-yard setback and front property line.
- The applicant has the burden of proof in establishing that the special exception to the fence regulations relating to height and opacity will not adversely affect the neighboring properties.
- Granting the special exception to the fence regulations relating to height and opacity, with a condition that the applicant complies with the submitted site plan and elevations, would require the proposal to be constructed as shown on the submitted documents.
- 200' Radius Video: [BDA245-038 at 4463 Brookview Dr](#)

Timeline:

- January 29, 2025: The applicant submitted an "Application/Appeal to the Board of Adjustment" and related documents which have been included as part of this case report.
- February 6, 2025: The Board of Adjustment Secretary assigned this case to Board of Adjustment Panel **A**.
- February 21, 2025: Planning and Development Department Senior Planner emailed the applicant the following information:
- an attachment that provided the public hearing date and panel that will consider the application; the **February 28, 2025**, deadline to submit additional evidence for staff to factor into their analysis; and **March 7, 2025**, deadline to submit additional evidence to be incorporated into the board's docket materials.
 - the criteria/standard that the board will use in their decision to approve or deny the request; and
 - the Board of Adjustment Working Rules of Procedure pertaining to documentary evidence.
- February 27, 2025: The Board of Adjustment staff review team meeting was held regarding this

request and other requests scheduled for the **March** public hearings. Review team members in attendance included: The Board of Adjustment Chief Planner/Board Administrator, the Board of Adjustment Senior Planner, Project Coordinator, Board Secretary, Conservation District Chief Planner, Chief Arborists, Zoning Senior Planner and Transportation Engineer.

Speakers:

For: Rob Baldwin, 3904 Elm St. Suite B, Dallas TX 75225
Harold Leidner, 1601 Surveyor Blvd., Dallas TX 75006

Against: David Fosdick, 4538 Brookview, Dallas TX 75220
Deborah Fosdick, 4538 Brookview, Dallas TX 75220
Cindy Williams, 4446 Brookview Dr., Dallas TX 75220
Anna Plumlee, 4516 Brookview Dr., Dallas TX 75220

Motion # 1

I move that the Board of Adjustment, in Appeal No. BDA 245-038, on application of Rob Baldwin, **DENY** the special exception requested by this applicant to construct and/or maintain a 6-foot high fence without prejudice, because our evaluation of the property and the testimony shows that granting the application would adversely affect neighboring property.

Maker:	Jay Narey				
Second:	Michael Hopkovitz				
Results:	5-0 Unanimously				Motion to deny without prejudice
		Ayes:	-	5	David A. Neumann, Jay Narey, Michael Hopkovitz, Andrew Finney & Dr. Emmanuel Glover
		Against:	-	0	

Motion # 2

I move that the Board of Adjustment, in Appeal No. BDA 245-038, on application of Rob Baldwin, **DENY** the special exception requested to construct and/or maintain a fence with panel having less than 50 percent open surface area located less than five-feet from the front lot line as a special exception to the surface area openness by this applicant without prejudice, because our evaluation of the property and the testimony shows that this special exception will adversely affect neighboring property.

Maker:	Jay Narey				
Second:	Michael Hopkovitz				
Results:	5-0 Unanimously				Motion to deny without prejudice
		Ayes:	-	5	David A. Neumann, Jay Narey, Michael Hopkovitz, Andrew Finney & Dr. Emmanuel Glover
		Against:	-	0	

INDIVIDUAL CASES

6. 4343 Travis Street BDA245-039(BT)

BUILDING OFFICIAL'S REPORT: Application of Mark Giambrone represented by Andrew Simes for **(1)** a variance to the front-yard setback regulations, and for **(2)** a variance to the side-yard setback regulations at **4343 TRAVIS STREET**. This property is more fully described as Block 2/1529, Lot 22A, and is zoned PD-193 (MF-2), which requires a 15-foot front-yard setback and requires a 10-foot side-yard setback. The applicant proposes to construct and/or maintain a multifamily residential structure and provide an 10-foot front-yard setback along Oliver Street, which will require **(1)** a 5-foot variance to the front-yard setback regulations along Oliver Street; and the applicant proposes to construct and/or maintain a multifamily residential structure and provide an 0-foot side-yard setback, which will require **(2)** a 10-foot variance to the side-yard setback regulations.

LOCATION: 4343 Travis Street

APPLICANT: Mark Giambrone

REPRESENTED BY: Andrew Simes

REQUEST:

- (9) A request for a variance to the front-yard setback regulations along Oliver Street; and
- (10) A request for a variance to the side-yard setback regulations.

STANDARDS OF REVIEW FOR A VARIANCE:

Section 51A-3.102(d)(10) of the Dallas Development Code specifies that the board has the power to grant variances from the **front-yard, side-yard**, rear-yard, lot-width, lot-depth, lot-coverage, floor area for structures accessory to single-family uses, height, minimum sidewalks, off-street parking or off-street loading, or landscape regulations provided that the variance is:

- (D) **not contrary to the public interest** when owing to special conditions, a literal enforcement of this chapter would result in unnecessary hardship, and so that the spirit of the ordinance will be observed, and substantial justice done.
- (E) necessary to permit development of a specific parcel of land that differs from other parcels of land by **being of such a restrictive area, shape, or slope**, that it cannot be developed in a manner commensurate with the development upon other parcels of land with the same zoning; and
- (F) **not granted to relieve a self-created or personal hardship**, nor for financial reasons only, nor to permit any person a privilege in developing a parcel of land not permitted by this chapter to other parcels of land with the same zoning.

ELEMENT II SUBSTITUTE:

Dallas Development Code §51A-3.102(d)(10)(b), formerly known as HB 1475, allows for the BDA to use their discretion and consider Element 2 of the Variance standard to be met, if:

- (i) the financial cost of compliance is greater than 50 percent of the appraised value of the structure as shown on the most recent appraisal roll certified to the assessor for the municipality under Section

26.01 of the Texas Tax Code.

- (ii) compliance would result in a loss to the lot on which the structure is located of at least 25 percent of the area on which development is authorized to physically occur.
- (iii) compliance would result in the structure not being in compliance with a requirement of a municipal ordinance, building code, or other requirement.
- (iv) compliance would result in the unreasonable encroachment on an adjacent property or easement; or
- (v) the municipality considers the structure to be a nonconforming structure.

STAFF RECOMMENDATION:

Variance front-yard setback regulations:

Denial

Rationale: Based upon evidence presented and provided by the applicant, staff concluded that the site is:

- A. Not contrary to the public interest as no letters of opposition were received.
- B. Subject site does not differ from other parcels of land by being of such a restrictive area, shape, or slope; it is a corner lot with front-yard setbacks facing both Travis Street and Oliver Street and the proposed building site combines two existing sites. Therefore, it can be developed in a manner commensurate with the development upon other parcels of land in the same zoning.
- C. Not self-created nor is it a personal hardship.

Variance side-yard setback regulations:

Denial

Rationale: Based upon evidence presented and provided by the applicant, staff concluded that the site is:

- A. Not contrary to the public interest as no letters of opposition were received.
- B. Subject site does not differ from other parcels of land by being of such a restrictive area, shape, or slope; it is a corner lot with front-yard setbacks facing both Travis Street and Oliver Street and the proposed building site combines two existing sites. Therefore, it can be developed in a manner commensurate with the development upon other parcels of land in the same zoning.
- C. Not self-created nor is it a personal hardship.

BACKGROUND INFORMATION:

Zoning:

- Site: PD-193 (MF-2)
- North: PD-193 (MF-2)
- East: PD-193 (MF-2) and PD-193 (PDS 132)
- South: PD-193 (MF-2)
- West: PD-193 (MF-2) and PD-193 (PDS 38)

Land Use:

The subject site is developed currently developed with multifamily use.

BDA History:

No BDA history found within the last 5 years

GENERAL FACTS/STAFF ANALYSIS:

- The application of Mark Giambrone represented by Andrew Simes for the property located at 4343 Travis Street focuses on two requests relating to the front-yard setback regulations, and to the side-yard setback regulations.
- The first request, the applicant proposes to construct and/or maintain a multifamily residential structure and provide a 10-foot front-yard setback along Oliver Street, which will require a 5-foot variance to the front-yard setback regulations along Oliver Street.
- Lastly, the applicant proposes to construct and/or maintain a multifamily residential structure and provide a 0-foot side-yard setback, which will require a 10-foot variance to the side-yard setback regulations.
- As gleaned from the submitted site plan, the applicant is proposing to construct and/or maintain a multifamily residential structure.
- It is imperative to note that the subject site is a corner lot, having a 15-foot front-yard setback Oliver Street and a 15-foot front-yard setback along Travis Street.
- It is imperative to note that the applicant has a preliminary plat on file (S245-071) proposing to replat lots 22, 23, and 24 into one lot (22A) with this multifamily development.
- The applicant is aware of potential parking and landscape challenges not addressed with this request.
- The applicant has the burden of proof in establishing the following:
 - 1) That granting the variance to the front and side yard setback regulations will not be contrary to the public interest when owing to special conditions, a literal enforcement of this chapter would result in unnecessary hardship, and so that the spirit of the ordinance will be observed, and substantial justice done.
 - 2) The variance is necessary to permit development of a specific parcel of land that differs from other parcels of land by being of such restrictive area, shape, or slope, that it cannot be developed in a manner commensurate with the development upon other parcels of land with the same zoning; and
 - 3) The variance would not be granted to relieve a self-created or personal hardship, nor for financial reasons only, nor to permit any person a privilege in developing a parcel of land not permitted by this chapter to other parcels of land with the same zoning.
- ELEMENT II SUBSTITUTE:

Dallas Development Code §51A-3.102(d)(10)(b), formerly known as HB 1475, allows for the BDA to use their discretion and consider Element 2 of the Variance standard to be met, if:

 - (i) the financial cost of compliance is greater than 50 percent of the appraised value of the

structure as shown on the most recent appraisal roll certified to the assessor for the municipality under Section 26.01 of the Texas Tax Code.

- (ii) compliance would result in a loss to the lot on which the structure is located of at least 25 percent of the area on which development is authorized to physically occur.
 - (iii) compliance would result in the structure not being in compliance with a requirement of a municipal ordinance, building code, or other requirement.
 - (iv) compliance would result in the unreasonable encroachment on an adjacent property or easement; or
 - (v) the municipality considers the structure to be a nonconforming structure.
- Granting the variance to the front-yard and side-yard setback regulations with a condition that the applicant complies with the submitted site plan and elevations, would require the proposal to be constructed as shown on the submitted documents.
 - 200' Radius Video: [BDA245-039 at 4343 Travis St](#)

Timeline:

- January 30, 2025: The applicant submitted an "Application/Appeal to the Board of Adjustment" and related documents which have been included as part of this case report.
- February 6, 2025: The Board of Adjustment Secretary assigned this case to Board of Adjustment Panel **A**.
- February 21, 2025: Planning and Development Department Senior Planner emailed the applicant the following information:
- an attachment that provided the public hearing date and panel that will consider the application; the **February 28, 2025**, deadline to submit additional evidence for staff to factor into their analysis; and **March 7, 2025**, deadline to submit additional evidence to be incorporated into the board's docket materials.
 - the criteria/standard that the board will use in their decision to approve or deny the request; and
 - the Board of Adjustment Working Rules of Procedure pertaining to documentary evidence.
- February 27, 2025: The Board of Adjustment staff review team meeting was held regarding this request and other requests scheduled for the **March** public hearings. Review team members in attendance included: The Board of Adjustment Chief Planner/Board Administrator, the Board of Adjustment Senior Planner, Project Coordinator, Board Secretary, Conservation District Chief Planner, Chief Arborists, Zoning Senior Planner and Transportation Engineer.

Speakers:

- For: Brian Court, 71 Columbia Street, 6th Floor, Seattle, WA 98104
Mark Giambrone 510 Edgewater St, Dallas TX 75205
- Against: Shelley Potter, 4437 Cole Ave, Dallas TX 75205

Sabrina Bunks, 3226 Oliver Street, Dallas TX 75205
(Did not Speak)

Motion

I move that the Board of Adjustment, in Appeal No. BDA 245-039, **HOLD** this matter under advisement until **April 15, 2025** at Applicant's request.

Maker:	Michael Hopkovitz				
Second:	Andrew Finney				
Results:	5-0 Unanimously				Motion to hold under advisement
		Ayes:	-	5	David A. Neumann, Jay Narey, Michael Hopkovitz, Andrew Finney & Dr. Emmanuel Glover
		Against:	-	0	

****Recess 2:48 pm – 2:55 pm****

ADJOURNMENT

After all business of the Board of Adjustment had been considered, Chairman Neumann entertained a motion to adjourn at 4:50 p.m.

Maker:	Jay Narey				
Second:	Dr. Emmanuel Glover				

Required Signature:

Mary Williams, Board Secretary

Planning & Development Department

Date

Required Signature:

Dr. Kameka Miller-Hoskins, Board Coordinator

Planning & Development Department

Date

Required Signature:

David A. Neumann, Chairman
Board of Adjustment

Date

FILE NUMBER: BDA234-129_2YW(CJ)

BUILDING OFFICIAL'S REPORT: Application of Alec Lang represented by Jeff Howard for (1) a special exception to the fence height regulations at 4640 North Lindhurst Avenue. This property is more fully described as Block B/5531, Lot 1.

LOCATION: 4640 North Lindhurst Avenue

APPLICANT: Alec Lang

REPRESENTATIVE: Jeff Howard

REQUEST:

The applicant is requesting a 2-year waiver for the request associated with a special exception request to the fence height regulations at 4640 North Lindhurst Avenue.

STANDARD FOR A 2-YEAR WAIVER:

Section 51A-4.703(e)(6)(B) of the Dallas Development Code specifies that the board may waive the two year time limitation if **there are changed circumstances regarding the property sufficient to warrant a new hearing**. A simple majority vote by the board is required to grant the waiver. If a rehearing is granted, the applicant shall follow the process outlined in this section.

STAFF RECOMMENDATION:

No staff recommendation is made on this request.

FILE NUMBER: BDA245-052_FR1

BUILDING OFFICIAL'S REPORT: Application of S&S Outdoors represented by Bart Plaskoff for (1) a variance to the lot coverage regulations at 7807 Morton Street. This property is more fully described as Block 2/4833, Lot 5, and is zoned PD-67 (Tract 4).

LOCATION: 7807 Morton Street

APPLICANT: S&S Outdoors

REPRESENTATIVES: Bart Plaskoff

REQUESTS:

The applicant is requesting a fee waiver of \$600.00 for fees associated with a variance request to the lot coverage regulations at 7807 Morton Street.

STANDARD FOR A FEE WAIVER OR REIMBURSEMENT:

Section 51A-1.105(b)(6) of the Dallas Development Code specifies the board of adjustment may waive the filing fee if the board finds that payment of the fee would result in substantial financial hardship to the applicant. The applicant may either pay the fee and request reimbursement at the hearing on the matter or request that the issue of financial hardship be placed on the board's miscellaneous docket for predetermination. In making this determination, the board may require the production of financial documents.

STAFF RECOMMENDATION:

No staff recommendation is made on this request.

FILE NUMBER: BDA245-046 (BT)

BUILDING OFFICIAL'S REPORT: Application of JONATHAN VINSON for **(1)** a special exception to the parking regulations at **1617 HI LINE DRIVE**. This property is more fully described as Block 46/1003 and is zoned PD-621 (Subdistrict 1), which requires parking to be provided. The applicant proposes to construct and/or maintain a nonresidential structure for a restaurant without drive-in or drive-through service use, office use, and Office/Showroom uses and provide 300 of the required 399 parking spaces, which will require **(1)** a 99-space special exception (24.8 percent reduction) to the parking regulation.

LOCATION: 1617 Hi Line Drive

APPLICANT: Jonathan Vinson

REQUEST:

- (1) Special Exception to the parking regulations.

STANDARD FOR A SPECIAL EXCEPTION TO THE OFF-STREET PARKING REGULATIONS:

SEC 51P-621.110(b)(2) States that the board may grant a special exception of up to 50 percent of the required off-street parking upon the findings and considerations listed in **SEC 51A-4.311** minus the number of parking spaces currently not provided due to delta credits, as defined in **SEC 51A-4.704(b)(4)(A)**. The board of adjustment may impose conditions on the special exception. **SEC 51A-3.111(a)** of the Dallas Development Code specifies that the board may grant a special exception to authorize a reduction in the number of off-street parking spaces required under this article if the board finds, after a public hearing, **that the parking demand generated by the use does not warrant the number of off-street parking spaces required, and the special exception would not create a traffic hazard or increase traffic congestion on adjacent or nearby streets.**

STAFF RECOMMENDATION:

Special Exceptions (1):

No staff recommendation is made on this request.

BACKGROUND INFORMATION:

Zoning:

Site: PD-621 (Subdistrict 1)
North: PD-621 (Subdistrict 1)
East: PD-621 (Subdistrict 1)
South: PD-621 (Subdistrict 1)
West: PD-621 (Subdistrict 1)

Land Use:

The subject site is developed primarily with Office Showroom/Warehouse, and Restaurant without drive-in or drive-through service uses. The areas to the north, south, east, and west are developed with various uses such as but not limited to Office Showroom/Warehouse, Multi-family, and Restaurant without drive-in or drive-through service.

BDA History:

No BDA history found within the last 5 years

GENERAL FACTS/STAFF ANALYSIS:

- The application of Jonathan Vinson for the property located at 1617 Hi Line Drive focuses on one request relating to the parking regulations.
- The proposed request of a 99-space special exception (24.8 percent reduction) is made to construct and/or maintain a nonresidential structure.
- The subject site lot size is 327,209.02 square feet.
- The existing building footprint is 133,099 square feet (46.68 percent lot coverage)
- PD-621 (Subdistrict 1) requires the following parking ratio per specified use:
 - 1 parking space per 358 square feet of floor area for Office-related uses (11,500 / 358 = 32.12).
 - 1 parking space per 105 square feet of floor area for Restaurant without drive-in or drive-through service uses (36,520 / 105 = 347.81).
 - 1 parking space per 1100 square feet of floor area for Warehouse/Showroom uses up to 20,000 square feet floor area (20,000 / 1100 = 18.18).
 - 1 parking space per 4100 square feet of floor area for Warehouse/Showroom uses above 20,000 square feet floor area (65,079 / 4100 = 15.87).
- Additionally, a parking agreement is required for calculating adjusted standard parking requirements.
- Granting the proposed 99-space special exception (24.8 percent reduction) to the parking regulations with a condition that the applicant complies with the most recently submitted site plan, would require the proposal to be constructed as shown on the submitted documents.
- 200' Radius Video: [BDA245-046 at 1617 Hi Line Dr](#)

Timeline:

April 16, 2025: The applicant submitted an "Application/Appeal to the Board of Adjustment" and related documents which have been included as part of this case report.

March 5, 2025: The Board of Adjustment Secretary assigned this case to Board of Adjustment Panel **A**.

March 14, 2025: Planning and Development Department Senior Planner emailed the applicant the following information:

- an attachment that provided the public hearing date and panel that will consider the application; the March 21, 2025, deadline to submit additional evidence for staff to factor into their analysis; and April 4, 2025, deadline to submit additional evidence to be incorporated into the board's docket materials.
- the criteria/standard that the board will use in their decision to approve or deny the request; and
- the Board of Adjustment Working Rules of Procedure pertaining to documentary evidence.

March 25, 2025: The Board of Adjustment staff review team meeting was held regarding this request and other requests scheduled for the April public hearings. Review team members in attendance included: The Board of Adjustment Chief Planner/Board Administrator, the Board of Adjustment Senior Planner, Project Coordinator, Board Secretary, Conservation District Chief Planner, Chief Arborists, Zoning Senior Planner and Transportation Engineer.

March 25, 2025: The applicant provided revised Shared Parking Chart.

April 4, 2025: The applicant provided additional documentary evidence.

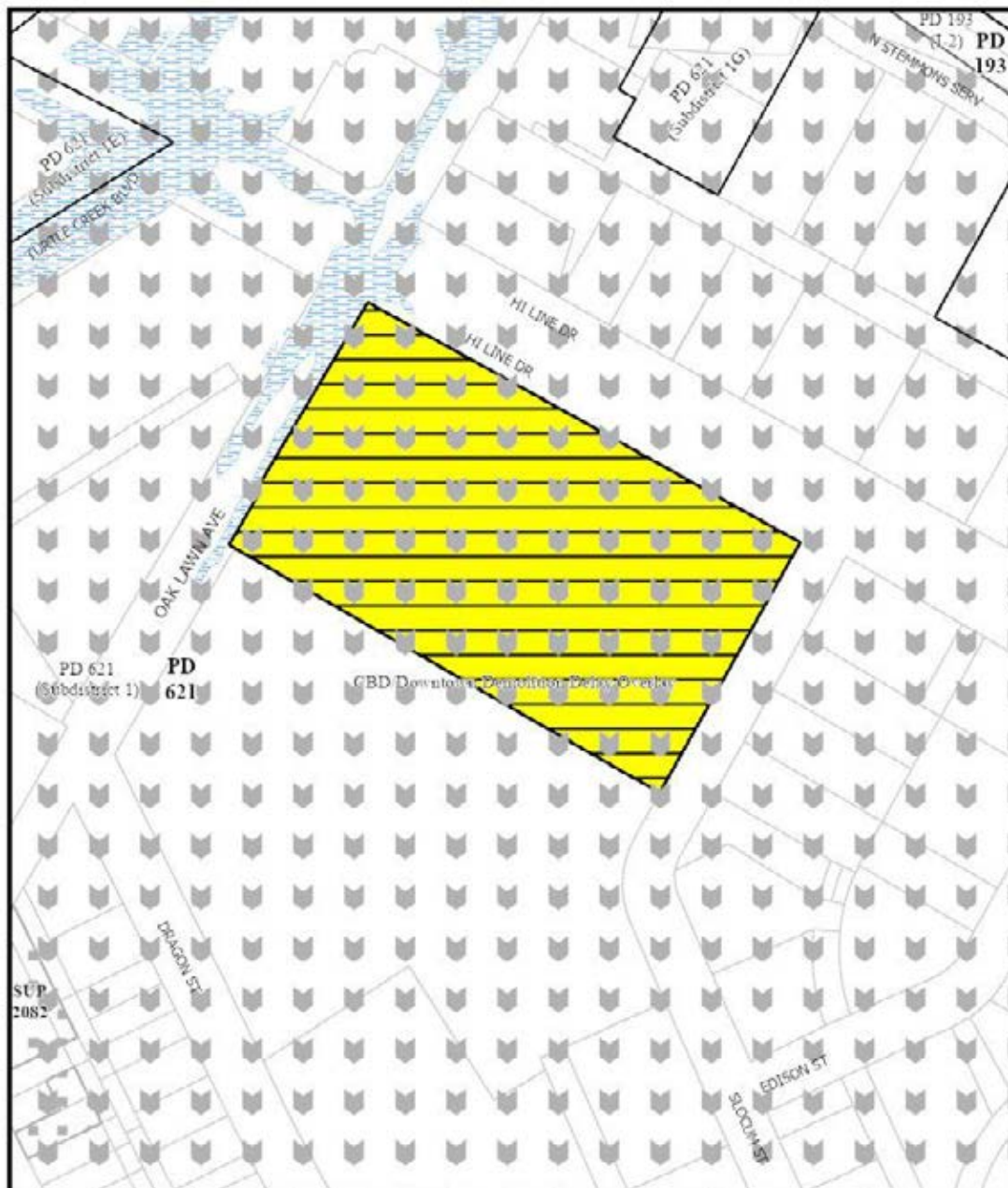


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AERIAL MAP

Case no: **BDA245-046**

Date: **03/07/2025**

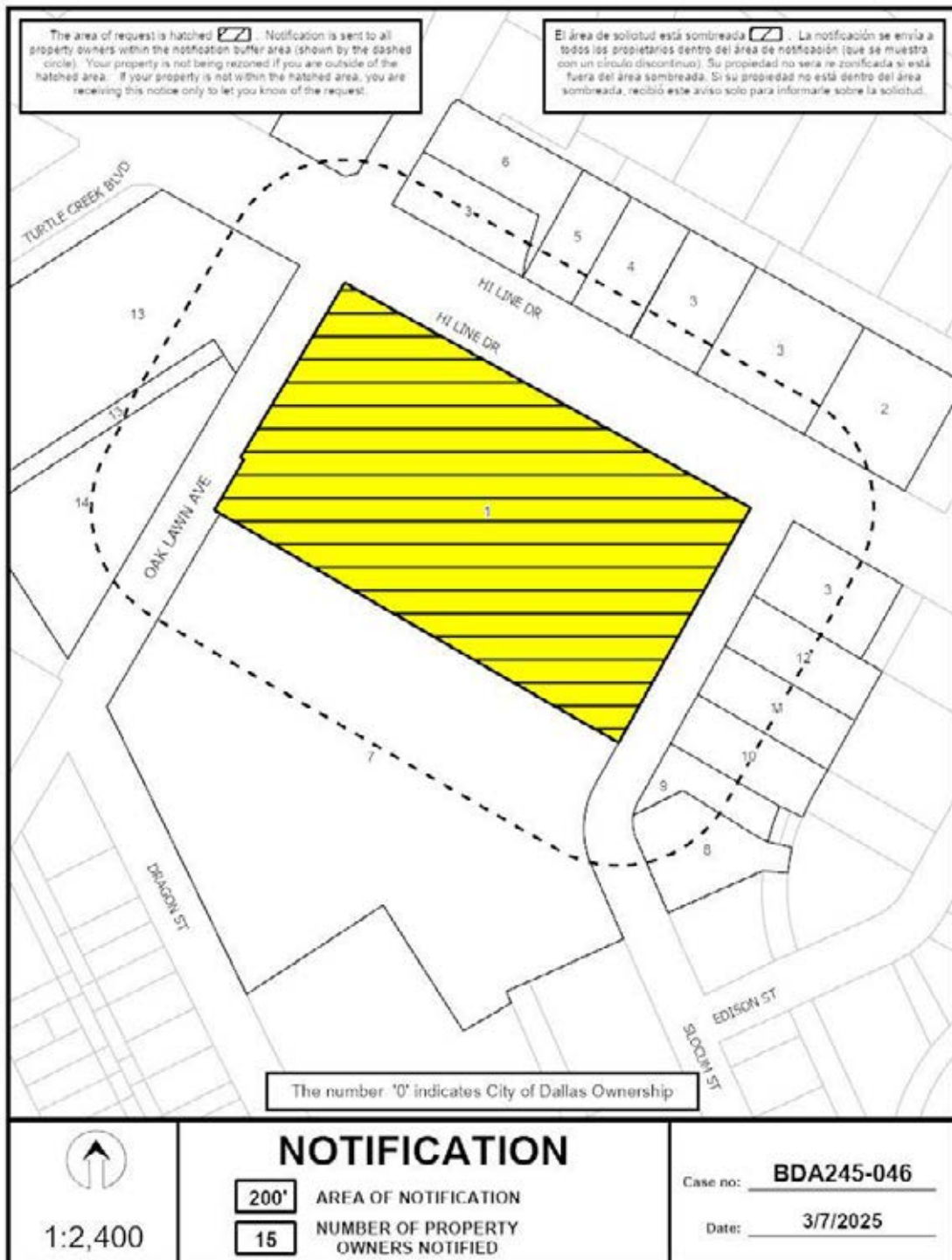


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ZONING MAP

Case no: **BDA245-046**

Date: **03/07/2025**



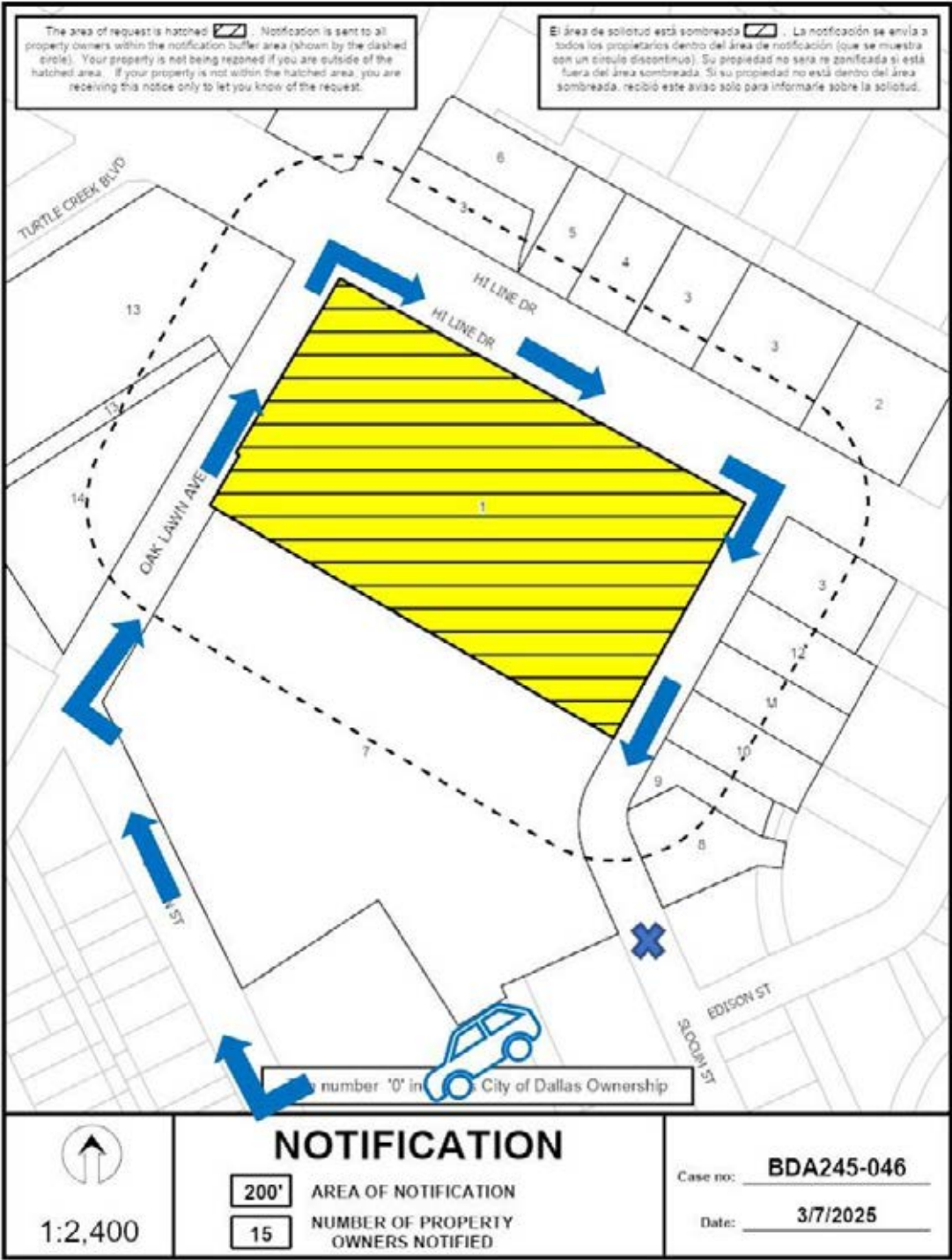
Notification List of Property Owners

BDA245-046

15 Property Owners Notified

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
1	1617 HI LINE DR	DDD PROPERTY HOLDINGS LLC
2	1532 HI LINE DR	BAYSWATER HI LINE LLC
3	1616 HI LINE DR	DDD PORTFOLIO HOLDINGS LLC
4	1710 HI LINE DR	HI ED LLC
5	1718 HI LINE DR	GILBERT DAVID W &
6	1620 OAK LAWN AVE	GREEN FAMILY HOLDINGS LLC
7	1444 OAK LAWN AVE	1444 OAK LAWN LP
8	1518 SLOCUM ST	SIS REAL ESTATE LLC
9	1528 SLOCUM ST	TRINITY BAIT SHOP LP
10	1532 SLOCUM ST	LILLARD FRANK H &
11	1544 SLOCUM ST	JOHNS ROBERT VERN
12	1548 SLOCUM ST	JONES THEODORE ALBERT
13	1551 OAK LAWN AVE	FUND DESIGN DISTRICT LLC
14	1505 OAK LAWN AVE	SKL INVESTMENTS CO LTD
15	1621 OAK LAWN AVE	TOWER LAND & INV CO

200' Radius Route Map



NOTICE OF PUBLIC HEARING

BOARD OF ADJUSTMENT OF THE CITY OF DALLAS (PANEL A)

NOTICE IS HEREBY GIVEN that the BOARD OF ADJUSTMENT OF THE CITY OF DALLAS (PANEL A) will hold a hearing as follows:

DATE: TUESDAY, APRIL 15, 2025

BRIEFING: 10:30 a.m. via Videoconference and in 6EN COUNCIL CHAMBERS at Dallas City Hall, 1500 Marilla Street <https://bit.ly/boa0415A>

HEARING: 1:00 p.m. Videoconference and in 6EN COUNCIL CHAMBERS at Dallas City Hall, 1500 Marilla Street <https://bit.ly/boa0415A>

The purpose of the hearing is to consider the following appeal(s) now pending before the Board of Adjustment:

BDA245-046(BT) Application of Jonathan Vinson for (1) a special exception to the parking regulations at 1617 HI LINE DRIVE. This property is more fully described as Block 46/1003 and is zoned PD-621 Subdistrict 1, which requires parking to be provided. The applicant proposes to construct and/or maintain a nonresidential structure for a restaurant without drive-in or drive-through service use, office use, and Office/Showroom uses and provide 300 of the required 399 parking spaces, which will require (1) a 99-space special exception (24.8% reduction) to the parking regulation.

You have received this notice because you own property within 200 feet of the above property. You may be interested in attending the Board of Adjustment hearing to express your support for or opposition to the application. You may also contact the Board of Adjustment by email to BDAREPLY@dallas.gov. Letters will be accepted until 9:00 am the day of the hearing. If you are unable to attend the hearing. If you choose to respond, it is important that you let the Board know your reasons for being in favor of or in opposition to the application. The Board members are very interested in your opinion.

Note: Any materials (such as plans, elevations, etc.) included within this notice may be subject to change.

The Board of Adjustment hearing will be held by videoconference and at 6EN Council Chambers. Individuals who wish to speak in accordance with the Board of Adjustment Rules of Procedure by joining the meeting virtually, must register online at <https://bit.ly/BDA-A-Register> by the 5 p.m. on Monday, April 14, 2025. All virtual speakers will be required to show their video in order to address the board. In Person speakers can register at the hearing. Public Affairs and Outreach will also stream the public hearing on Spectrum Cable Channel 96 or 99; and bit.ly/cityofdallastv or [YouTube.com/CityofDallasCityHall](https://www.youtube.com/CityofDallasCityHall).

Speakers at the meeting are allowed a maximum of five (5) minutes to address the Board.

Additional information regarding the application may be obtained by calling Bryant Thompson, Senior Planner (214) 948-4502, or Mary Williams, Board Secretary at (214) 670-4127. Si desea información en español, favor de llamar al teléfono a Mary Williams al (214) 670-4127.

Board of Adjustment
Planning and Development Department
1500 Marilla Street 5CN, Dallas TX 75201

PLEASE SEND REPLIES TO:

BDAREPLY@dallas.gov

Letters will be received until 9:00
am the day of the hearing.

PLEASE REGISTER AT:

<https://bit.ly/BDA-A-Register>



Development Services

"TOGETHER WE ARE BUILDING A SAFE AND UNITED DALLAS"

APPLICATION/APEAL TO THE BOARD OF ADJUSTMENT

Case No.: BDA

245-0418 RECEIVED

Data Relative to Subject Property:

Date:

FOR OFFICE USE FEB 25 REC'D

Location address: 1617 Hi Line Drive

Zoning District: PD 621 Subdistrict 1

Lot No.: Block No.: 46/1003 Acreage: 7.511 Census Tract: 100.03

Street Frontage (in Feet): 1) 430 2) 750 3) 430 4) 5) 5)

To the Honorable Board of Adjustment:

Owner of Property (per Warranty Deed): DDD Property Holdings LLC

Applicant: Jonathan Vinson, Jackson Walker LLP Telephone: 214-953-5941

Mailing Address: 2323 Ross Avenue, Ste. 600 Zip Code: 75201

E-mail Address: jvinson@jw.com

Represented by: Jonathan Vinson, Jackson Walker LLP Telephone: 214-953-5941

Mailing Address: 2323 Ross Avenue, Ste. 600 Zip Code: 75201

E-mail Address: jvinson@jw.com

Affirm that an appeal has been made for a Variance ☒ or Special Exception ☒ of parking regulations for various uses, in accordance with PD 621 Section 51P-621-110(b)(2)(D).

Application is made to the Board of Adjustment, in accordance with the provisions of the Dallas Development Code, to Grant the described appeal for the following reason:

This application requests a Special Exception for a 34.35% reduction in the off-street parking requirements for various uses on the property; that is, to provide 300 parking spaces of the required 457 spaces required based on office/showroom, office, and restaurant uses. In accordance with Planned Development District No. 621, Section 51P-621.110(b)(2)(D), and Section 51A-4.311(a)(1) of the Dallas Development Code, the parking demand generated by the various uses does not warrant the number of off-street parking spaces required, and the proposed special exception will not create a traffic hazard or increase traffic congestion on adjacent or nearby streets. Note to Applicant: If the appeal requested in this application is granted by the Board of Adjustment, a permit must be applied for within 180 days of the date of the final action of the Board, unless the Board specifically grants a longer period.

Affidavit

Before me the undersigned on this day personally appeared Jonathan G. Vinson

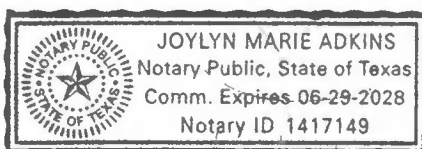
(Affiant/Applicant's name printed)

who on (his/her) oath certifies that the above statements are true and correct to his/her best knowledge and that he/she is the owner/or principal/or authorized representative of the subject property

Respectfully submitted:

(Affiant/Applicant's signature)

Subscribed and sworn to before me this 19 day of September, 2024



Joylyn Marie Adkins
Notary Public in and for Dallas County, Texas

Date of Hearing _____

Appeal was--Granted OR Denied

Remarks _____

[illegible]

I hereby certify that Jonathan Vinson

BDA245-046. Application of Jonathan Vinson for (1) a special exception to the parking regulations at 1617 HI LINE DR. This property is more fully described as Block 46/1003 and is zoned PD-621 Subdistrict 1, which requires parking to be provided . The applicant proposes to construct and/or maintain a nonresidential structure for a restaurant without drive-in or drive-through service use, office use, and Office/Showroom uses and provide 300 of the required 399 parking spaces, which will require (1) a 99 space special exception (24.8 % reduction) to the parking regulation.

M. Samuella Eskander, PE



Appeal number: BDA 245-046

I, DDD Property Holdings LLC, Owner of the subject property
(Owner or "Grantee" of property as it appears on the Warranty Deed)

at: 1617 Hi Line Drive
(Address of property as stated on application)

Authorize: Jonathan Vinson, Jackson Walker LLP
(Applicant's name as stated on application)

To pursue an appeal to the City of Dallas Zoning Board of Adjustment for the following request(s)

X Variance (specify below)

X Special Exception (specify below)

Other Appeal (specify below)
Specify: This application requests a Special Exception for a 34.35% reduction in the off-street parking requirements for various uses on the property; that is, to provide 300 parking spaces of the required 457 parking spaces based on office/showroom, office, and restaurant uses. In accordance with Planned Development District No. 621, Section 51P-621.110(b)(2)(D), and Section 51A-4.311(a)(1) of the Dallas Development Code, the parking demand generated by the various uses does not warrant the number of off-street parking spaces required, and the proposed special exception will not create a traffic hazard or increase traffic congestion on adjacent or nearby streets.

Vipin Nambiar
Print name of property owner or registered agent

[Signature]
Signature of property owner or registered agent

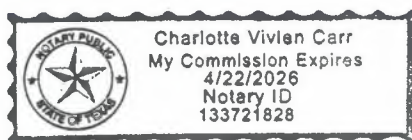
agent Date 9/24/24

Before me, the undersigned, on this day personally appeared Vipin Nambiar

Who on his/her oath certifies that the above statements are true and correct to his/her best

knowledge. Subscribed and sworn to before me this 24th day of

September, 2024



Charlotte V Carr
Notary Public for Dallas County,
Texas

Commission expires on 4/22/2026

CHICAGO ROCK ISLAND AND PACIFIC RAILROAD

SCALE IN FEET



- LEGEND
- IRON PIPE
 - △ CONCRETE MONUMENT
 - x NAIL IN PAVEMENT
 - 4 LOT NUMBER
 - 47 BLOCK NUMBER

TRINITY INDUSTRIAL DISTRICT
INSTALLMENT NO. 15

RECEIVED
NOV 17 1954
City Plan Office

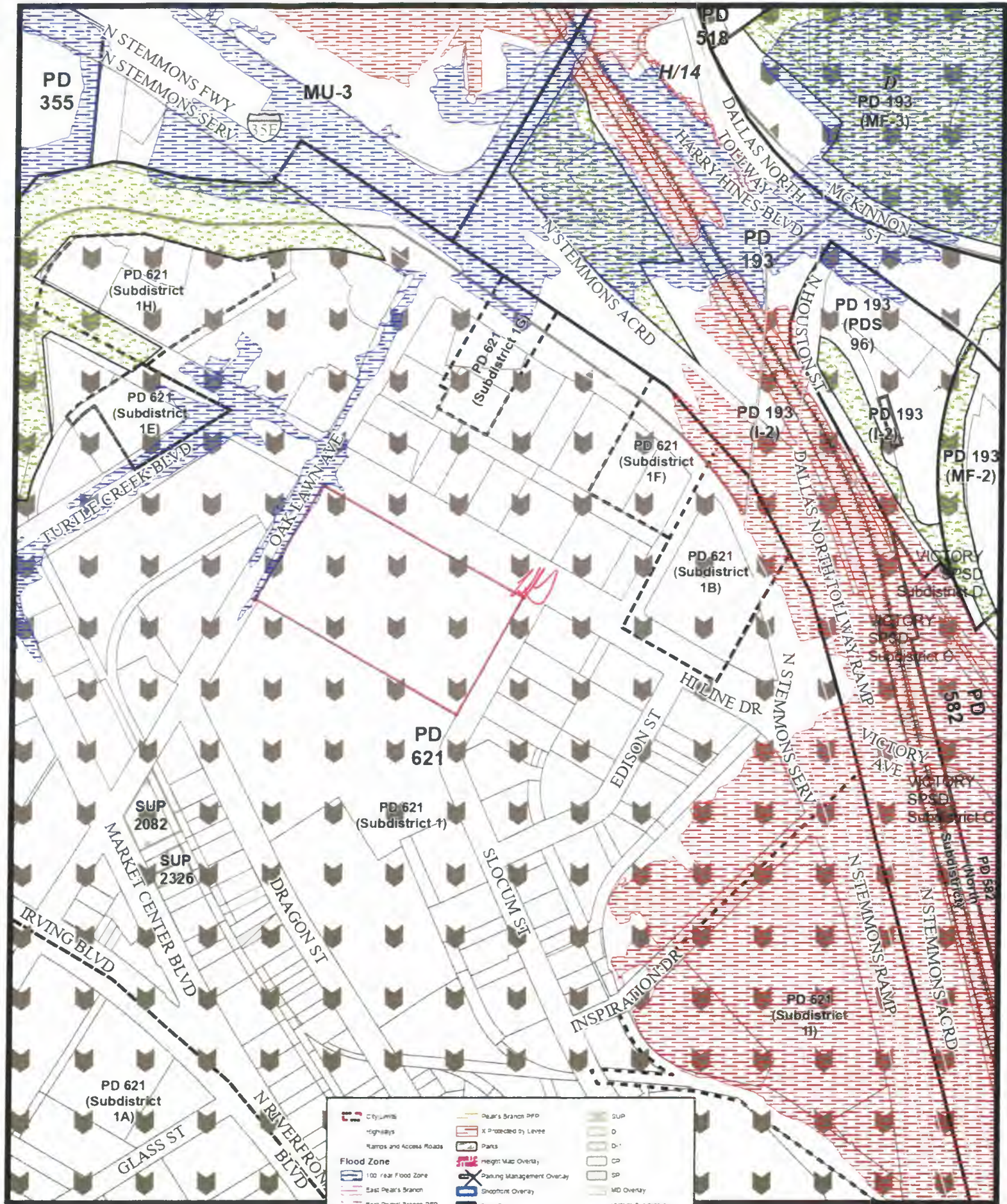
IN THE JAMES A. SYLVESTER SURVEY, ABSTRACT NO. 1383, THE JOHN GRIGSBY SURVEY, ABSTRACT NO. 445, THE C.G. COLE SURVEY, ABSTRACT NO. 270, THE MCKINNEY-WILLIAMS SURVEY, ABSTRACT NO. 1052 AND THE SAMUEL LOCKHART SURVEY, ABSTRACT NO. 87, COUNTY OF DALLAS, TEXAS

AN ADDITION IN THE COUNTY OF DALLAS, TEXAS

FORREST AND COTTON
CONSULTING ENGINEERS

DALLAS, TEXAS
FEBRUARY, 1954

BDA245-046

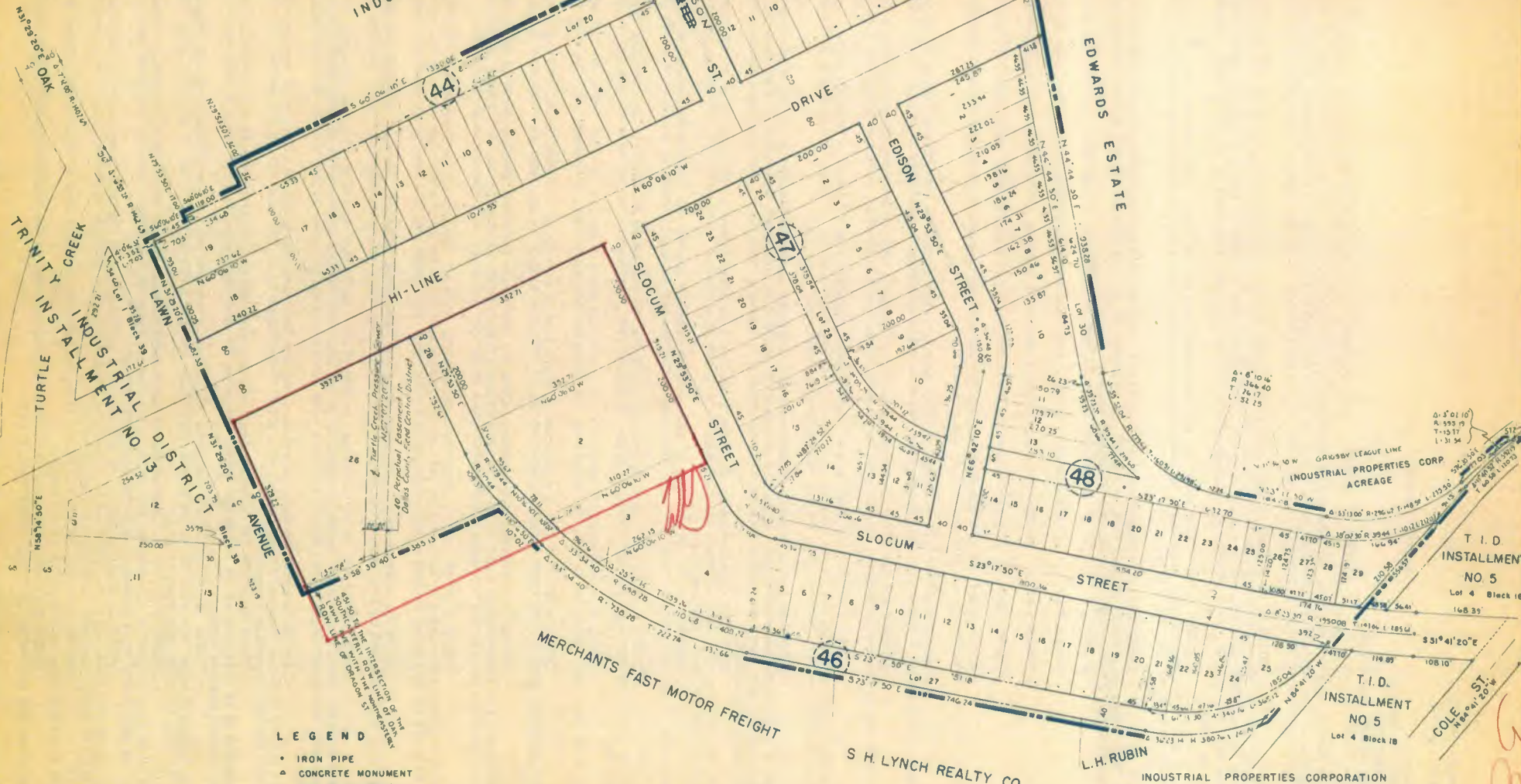
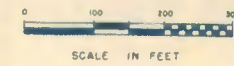


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Case ID: **BOA 245-046**
Printed: 8/9/2024

CHICAGO, ROCK ISLAND AND PACIFIC RAILROAD

INDUSTRIAL PROPERTIES CORPORATION



- LEGEND**
- IRON PIPE
 - ▲ CONCRETE MONUMENT
 - ▲ NAIL IN PAVEMENT
 - 4 LOT NUMBER
 - 47 BLOCK NUMBER

FILED 11 - 24 - 54
VOL. 24 - 225

**TRINITY INDUSTRIAL DISTRICT
INSTALLMENT NO. 15**

IN THE JAMES A SYLVESTER SURVEY, ABSTRACT NO 1383, THE JOHN GRIGSBY SURVEY, ABSTRACT NO 495, THE C G COLE SURVEY, ABSTRACT NO 270, THE MCKINNEY-WILLIAMS SURVEY, ABSTRACT NO 1052 AND THE SAMUEL LOCKHART SURVEY, ABSTRACT NO 817, COUNTY OF DALLAS, TEXAS

BDA245-046

SHIPPED
DATE 2/5/96 RECEIVED
DATE 2/29/96

CITY OF DALLAS PLAT BOOKS

ANNEXED _____ ORD. NO. _____

ADDITION TRINITY INDUSTRIAL DISTRICT NO. 15 (part)

BLOCKS 46
1003

SURVEY JAMES A. SYLVESTER ABST. 1383

SCALE 100 FT. EQUALS 1 INCH

PHA 6-3-87

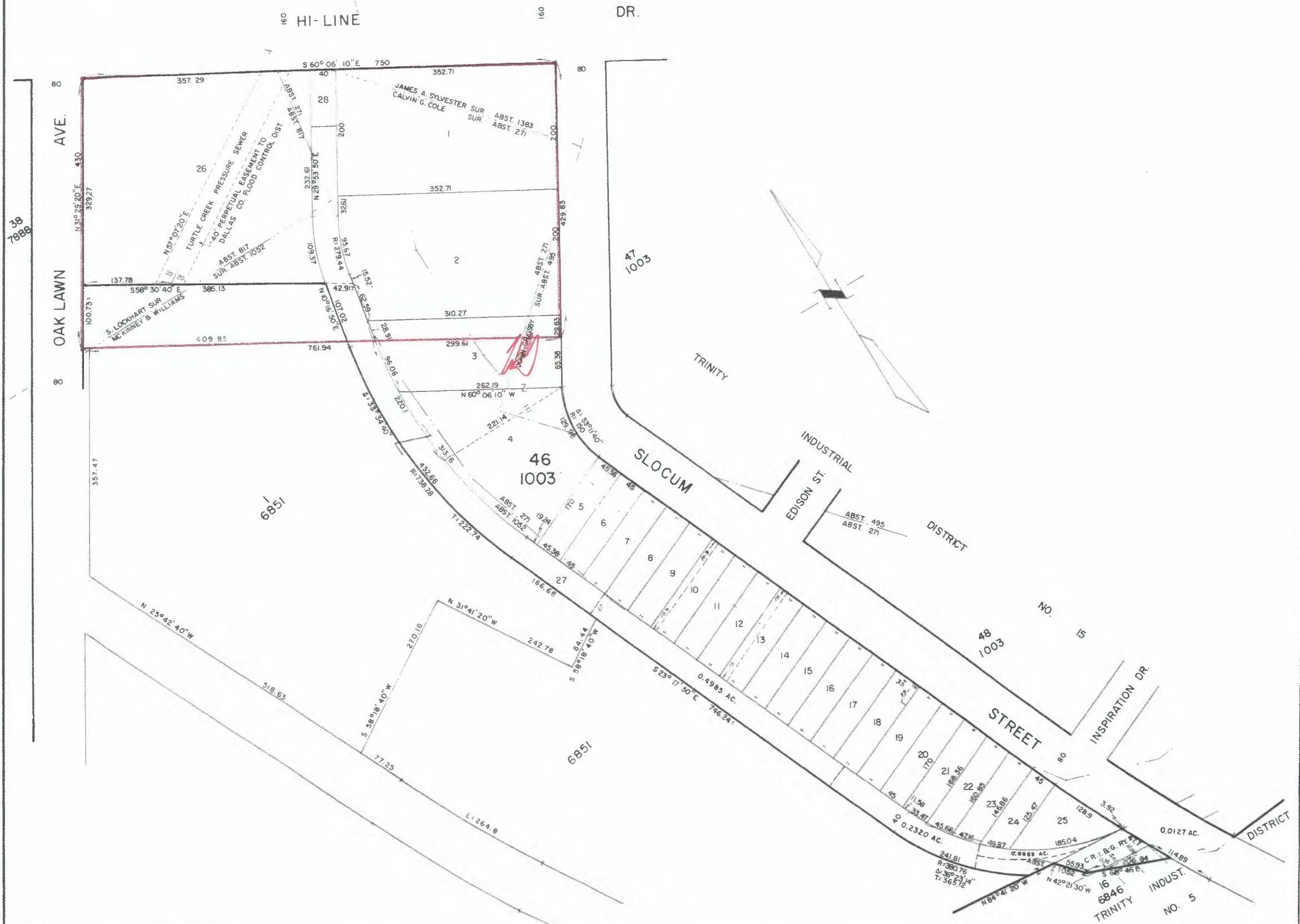
SCHOOL DISTRICT DALLAS

JOHN GRIGSBY ABST. 271

CALVIN G. COLE ABST. 817

SAMUEL LOCKHART
MCKINNEY & WILLIAMS ABST. 1052

REC 11-24-54



MEMORANDUM

To: David Nevarez, P.E., PTOE, CFM
Transportation Development Services
City of Dallas

From: Lloyd Denman, P.E., CFM
Consult LD, LLC
Registered Firm F-23598

Date: February 5, 2025



Subject: **Parking Study and Analysis for 1617 Hi Line aka "The Decorative Center"**

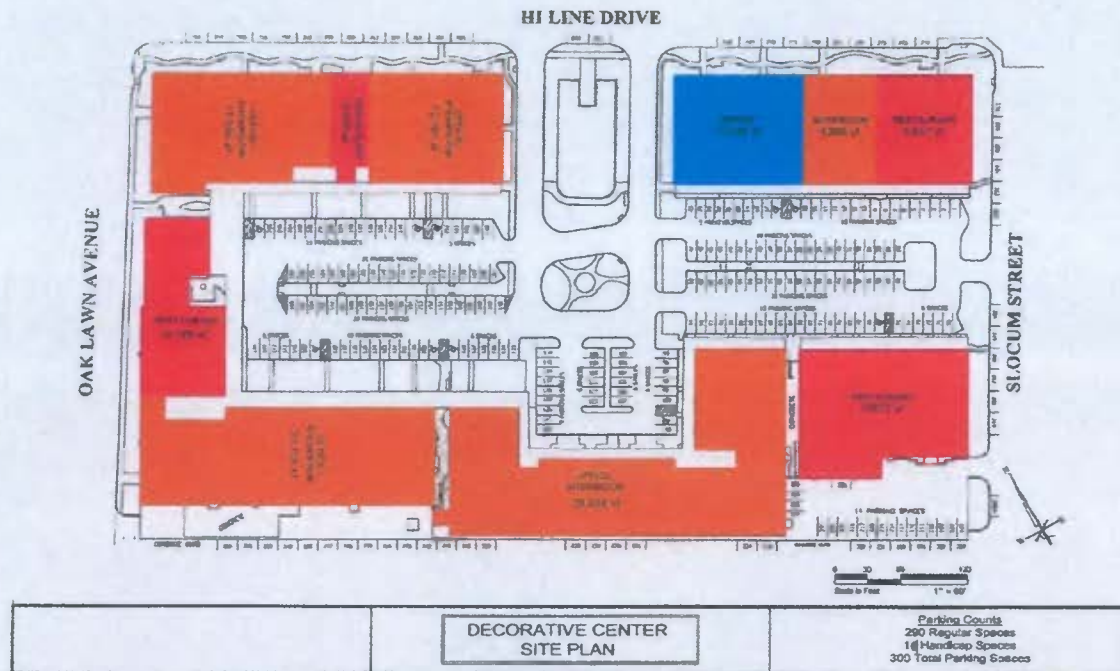
Introduction

1617 Hi Line, also known as "The Decorative Center," is one of the original inward-facing developments of the Dallas Design District. The Decorative Center was developed by Trammell Crow in 1957 and has been primarily used as high-end "To-the-trade" type "Showroom" space throughout the decades. Over time though, the demand for high-end Showroom has declined. Approximately 10% of the showroom space within the Decorative Center has been converted to restaurant use since 2000. Even so, the Decorative Center is still under-utilized and over-parked for its present mix of uses and availability of parking. HN Capital Partners owns the Design Center along with fifteen other Design District properties. HN Capital intends to revitalize the Decorative Center site by re-purposing some of the existing building space to Office and additional Restaurant uses that will better utilize and balance the existing buildings and existing parking. The introduction of some Office use and additional Restaurant use is intended to be neighborhood friendly and hospitality centric for the Design District as a whole. The existing site consists of six inward-facing buildings with a total of approximately 133,099 square feet of single-story space and 300 available parking spaces. (See **EXHIBIT 1 – Site Plan**) The property is zoned PD 621, Area 1. Parking observations made at the Decorative Center in May and June of 2024 are presented below along with additional justifications for this parking reduction request for the Decorative Center as allowed by the PD.

Proposed Uses and City of Dallas Code Requirements for Parking

The City of Dallas Development Code requires minimum parking associated with different land use types. PD 621 specifically allows "shared parking" to be considered as a percentage reduction of the required minimum parking for certain mixed uses. Note that the proposed use mix would be the maximum planned space for utilization of Restaurant that may not actually all be transitioned or leased in the proposed manner but is meant to represent what would be the densest parking use mix. **The calculated maximum parking for the proposed mix of uses is 457 spaces per City Code** without the "Shared Parking Reduction". (See **EXHIBIT 2 – Proposed Use Parking Chart**) Note that the **existing parking layout of 300 spaces** is adequate for the morning and afternoon times of day per Code to accommodate the maximum proposed mix of uses.

EXHIBIT 1 – Site Plan



This site plan shows the existing 300 parking spaces and the ultimate proposed uses for the existing buildings. The two restaurants on the west side are existing and valet parked. The proposed restaurants on the east side may be added one at a time.

EXHIBIT 2 – Proposed Use Parking Chart

1617 Hi Line / Dec Center									
Street No.	Street Name	Land Use	SQ FT	Parking Ratio	Required Parking	On-Street Parking Credit	Off-Street Surface Parking		
1617	Hi-Line	Office/Showroom	85,079	1sp/1110 SF	77				
		Office	11,500	1sp/358 SF	32				
		Restaurant	36,520	1sp/105 SF	348				
			133,099		457	64	226	0	10
									300

Note that the bulk of the parking demand is for the Restaurant use which typically peaks during weekend evenings. The restaurants will be valet parked. The Office and Showroom uses have plenty of daytime parking and are typically closed during weekend evenings.

PD 621 Allowance for Parking Reductions and the Owner's Request

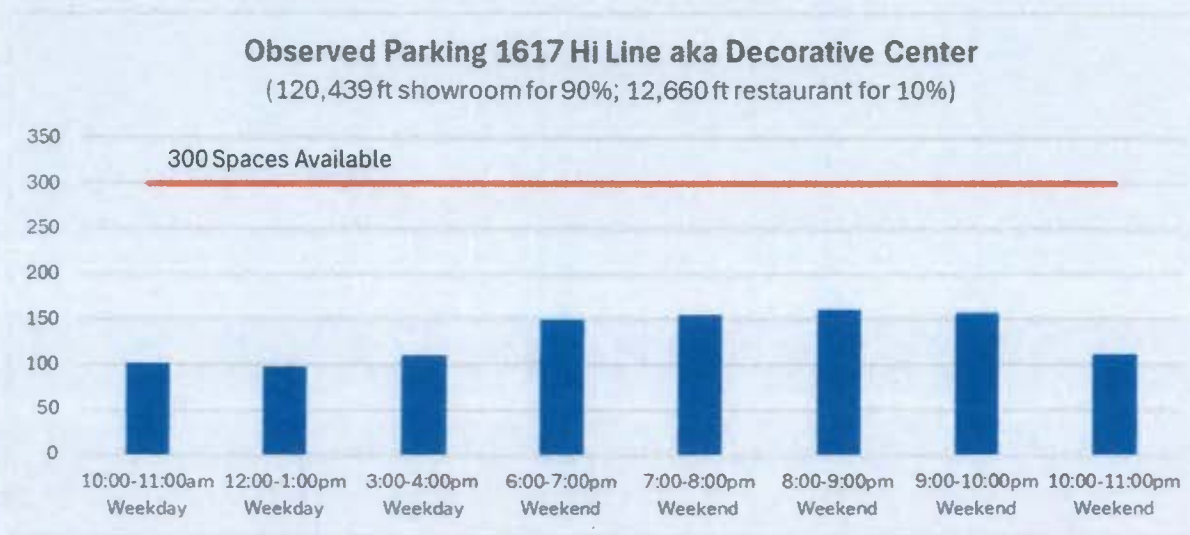
The creators of PD 621 utilized good foresight for the zoning regulations back in 2002 realizing that the old parking minimums required for certain defined uses are not “one-size fits all”. (See **APPENDIX** Articles on Parking) PD 621 allows for the accommodation of denser urban living that is less “car-centric” and the consideration of alternative modes of transportation that help reduce the need for parking. Specifically, the PD allows for “a special exception of up to 50 percent of the required off-street parking” to help “right-size” parking for dense urban projects. **HN Capital would like to follow the PD 621 allowance language and request a reduction of 34% in parking requirements from the calculated requirement of 457 spaces to utilize the currently provided 300 spaces.** Local observed parking data and recent mobility trends support the request as detailed below. Also, HN Capital is building and will control a new 185 space parking lot located nearby (less than 1000 feet) at 1615 and 1605 N. Stemmons at Edison. Some of the new parking spaces will be dedicated but most will be open to the public.

1617 Hi Line Observed Parking Data

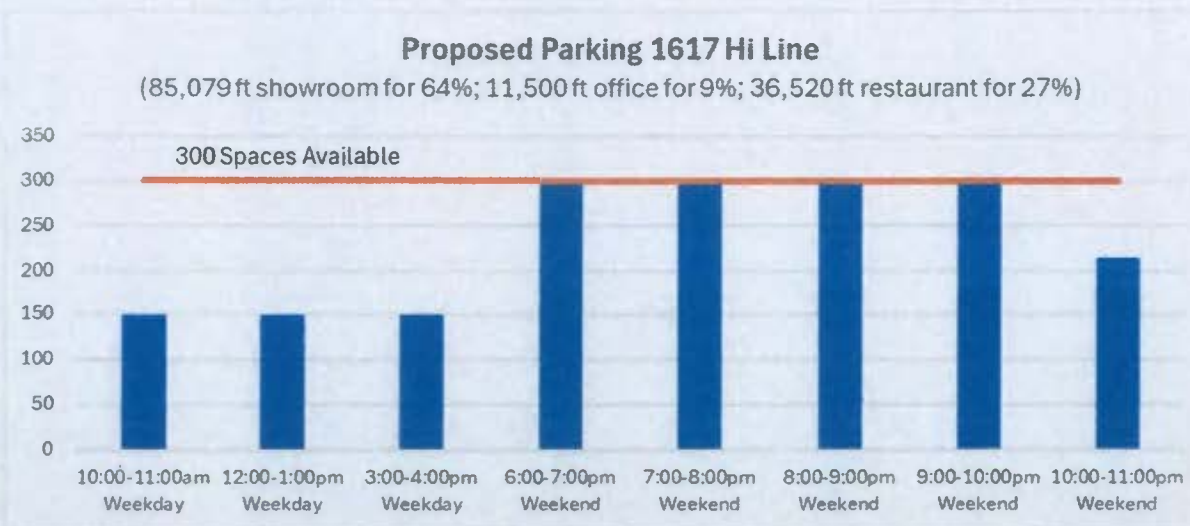
Exhibit 3, on the next page, illustrates observed parking during peak use times in May and June of 2024 for 1617 Hi Line. The exhibit is annotated with comments about the observed parking data and what is proposed.

It is evident from the observed data that 1617 Hi Line is currently under-utilized and over-parked with only 10% Restaurant use. Note that 1617 Hi Line proposes valet parking to manage the restaurant peak parking. It was observed while counting, and confirmed by the restaurant valet manager, that employee parking occupied a significant number of the available interior parking spaces (10% or more). It is recommended to consider more efficiently managing employee parking to provide more patron parking when needed. The Design District encourages a comprehensive neighborhood approach for all the property owners to work and cooperate together for mutual benefit. Note that adjacent properties with different owners have supported one another in parking reduction requests. (See **APPENDIX** mutual letters of support) This illustrates the synergistic goal of mutual benefit throughout the greater Design District. Granting this request would not adversely affect neighboring property since parking is already prohibited along Oak Lawn and since there is no direct pedestrian connection between 1444 Oak Lawn to the south and the Decorative Center that might encourage “cross-parking” patrons. There is also plenty of “relief valve” parking available should the internal parking be exceeded by utilizing the surface parking lots owned by HN Capital on Hi Line at the Strand Trail and at 1605 N. Stemmons. The proposed mix of uses within this existing inward-facing center will be able to successfully accommodate parking demand for the higher percentage restaurant use without adversely impacting neighboring properties or the public streets.

EXHIBIT 3 – 1617 Hi Line: OBSERVED PARKING AND PROPOSED PARKING



Note how evident it is that 1617 Hi Line is currently under-utilized and over-parked. It can certainly support a more vibrant mix of uses to fill the 300 parking spaces available.



The proposed mix of uses intends to utilize and hopefully fill the available parking during the weekend evening peaks for Restaurant use. There is more than adequate parking available to satisfy the City Code during mornings and afternoons for the Office and Showroom uses. The use of valet and alternative transportation modes can offset the evening restaurant peaks. Note that HN Capital also owns two surface parking lots very near the Decorative Center that could be utilized for any overflow parking should it occur. As the owner of sixteen properties in the Design District, HN Capital is incentivized to balance and “right size” parking so that everyone benefits.

Walkability and Alternative Modes of Transportation

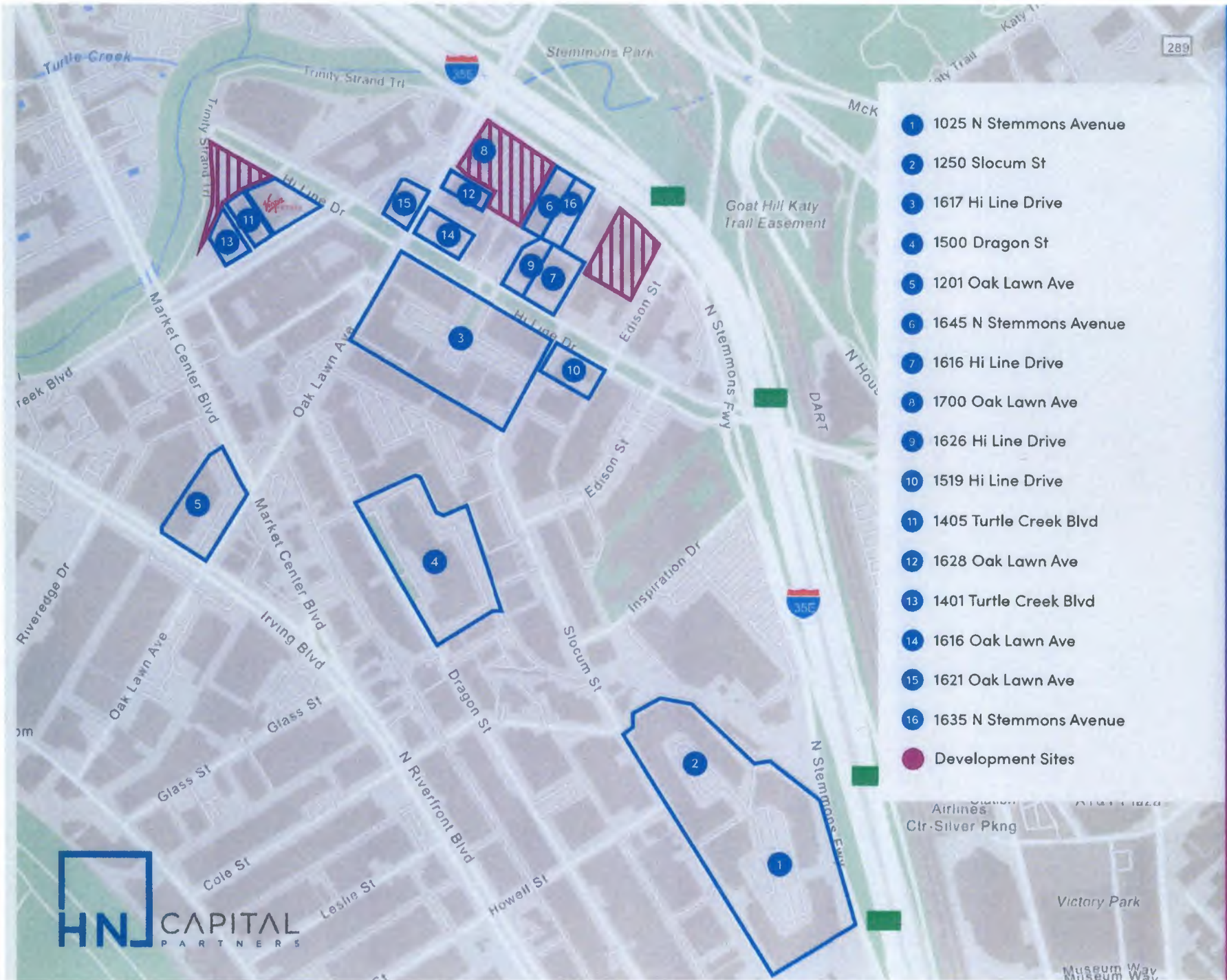
The parking reduction request is also supported by a walkability analysis of nearby residential units and current urban trend uses of alternative modes of transportation like walking, bicycling, and Uber/Alto. (See **APPENDIX** Walkability Study.) Note that the City of Dallas is currently considering eliminating parking requirements for some areas and uses. Although an elimination of parking requirements by the City of Dallas would not directly affect 1617 Hi Line since the parking already exists and the property is located within PD 621, it is still an indication that the old parking requirement ratios are excessive for dense urban living situations and with the newer alternative modes of transportation readily available.

Conclusion

Based on: (1) the observed parking data that illustrates the current under-utilization of the site's existing parking, (2) the allowances for parking reductions written into PD 621, (3) the utilization of internal valet to most efficiently park the site, (4) the extra 100+ "relief valve" parking spaces in the new parking lot that HN Capital owns and controls for the overall benefit of the Design District, and (5) the current trends of more mobility choices and more dense urban living that together reduce the need for parking; **it is recommended that the existing 300 parking spaces for the current 1617 Hi Line Decorative Center site will be adequate to serve the proposed mix of Office, Restaurant, and Showroom uses.** Furthermore, if the parking demand were to consistently exceed the 300 spaces provided, the greater risk would be loss of business to the center rather than any obstruction of the public right-of-way or creation of a traffic hazard since parking is internal to the site and is currently prohibited along both sides of Oak Lawn. The accommodation of shared parking, Uber/Alto and similar ride shares including the Virgin Hotel shuttle service, availability of pedestrian and bicycle trails, availability of remote parking lots within a five minute walk, and the presence of newer dense inner-city residential developments that currently include 2000+ units within a five minute walk of the subject site have all convened at this time to help reduce the need for parking and support the proposed mix of uses for 1617 Hi Line. The proposed plan to revitalize and repurpose the existing buildings of 1617 Hi Line and utilize the existing parking within the allowances of PD 621 will provide mutual benefits to the property owner/operator, the neighborhood, and the City of Dallas. "Right-sizing" or "right-mixing" the proposed uses of this historic inward-facing center to more fully utilize the existing internal parking to its potential will not create a traffic hazard or increase traffic congestion on adjacent or nearby streets. No spillover effect of traffic or parked cars is expected to occur since ample "reserve parking" is available in the walkable public parking lots.

APPENDIX

- HN Capital Property Ownership Map within the Design District
- Mutual letters of support for Parking Reductions
- Walkability Study within a five-minute walking distance of 1617 Hi Line
- Annotated Articles: "The Parking Problem – Why Cities Overbuilt Parking Spaces" 9-30-2023
"Parking Generation... Park +" by Kimley-Horn May 2016



February 5, 2025

Dr. Kameka Miller-Hoskins, Chief Planner
Zoning Board of Adjustment
City of Dallas
1500 Marilla Room 5CN
Dallas, TX 75201

Via email

RE: Pending applications at 1616 and 1626 Hi Line; 1617 Hi Line; and 1201 Oak Lawn Avenue

Dear Dr. Miller-Hoskins,

Please accept this support letter for the parking reduction requests at 1616 and 1626 Hi Line, 1617 Hi Line, and 1201 Oak Lawn Avenue. We understand they are separate requests intended for consideration in April 2025; our support applies to each request. The applicant, HN Capital, and their representatives have shared with us their request and plans for improving their property. As adjacent commercial property owners, we believe that their parking reduction request will benefit this area of the Design District.

We support the parking reductions requested for several reasons. HN Capital has successfully managed their properties in this area to bring valuable tenants and businesses to the Design District. As this area of the Design District has benefitted from the recent city investments in infrastructure, these improvements for sidewalks, streetscapes, and a hike/bike trail that connects to Victory Park/Downtown increase and enhance mobility options for visitors and residents. New developments and remodels have included a mix of land uses that are creating a dynamic neighborhood, as intended by the PD 621 Old Trinity Design District Special Purpose District zoning. We also understand the City of Dallas is considering Development Code revisions to the off-street parking requirements to align with current parking demand trends and promote use of other transportation options.

The proposed parking reductions are supported by a professional engineering analysis of the parking demand for these properties and the ability of HN Capital to manage the parking needs on their properties for the success of their tenants. We believe the requested reductions are reasonable and support the shared goal of continued improvement, adaptive reuse, and quality development of the Design District.

Sincerely,

Shyam Patel – Asana Partners
1444 Oak Lawn, LP

704.423.1660 | 2151 Hawkins Street, Suite 1100 | Charlotte, NC 28203

asanapartners.com

Jonathan G. Vinson
(214) 953-5941 (Direct Dial)
(214) 661-6809 (Direct Fax)
jvinson@jw.com

August 16, 2024

Via Email

Ms. Cambria Jordan, CFM, MBA, PMP, Senior Planner
Zoning Board of Adjustment
City of Dallas
1500 Marilla Street, Room 5BN
Dallas, Texas 75201

Re: BDA234-091; 1444 Oak Lawn Avenue.

Dear Ms. Jordan:

Our firm represents HN Capital, which is the largest property owner in the Design District. HN Capital is pleased to be part of the ongoing success of the District, and we look forward to even more success for the entire District in the future. This letter is to express our *support* for the off-street parking special exception request being made under BDA234-091 at 1444 Oak Lawn Avenue, for the following reasons.

When the City first approved P.D. 621 in 2002, it was not completely certain that the P.D. would work for its intended purposes. The City deserves credit for getting the P.D. right for the most part and achieving its purpose of fostering in-context adaptive reuse in the Design District with, of course, some appropriate new development.

Part of the success of P.D. 621, we believe, is due to the P.D. having loosened somewhat the strict requirements for off-street parking found in other parts of the City. This is very appropriate and necessary for the adaptive reuse of existing buildings, and actually helps preserve those buildings and the larger context of the District. This is good place-making and supports the District's overall success.

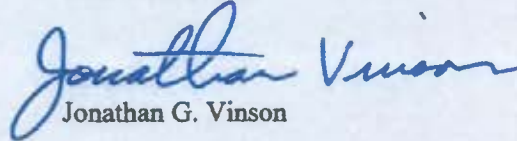
However, since the adoption of P.D. 621, the world has changed even more with regard to parking demand. The reduction in office usage, the advent of ride-sharing, and the greater walkability of the District have all contributed to this. Continuing to adhere to off-street parking ratios which date back in some cases to 1965, or even before, fails to recognize the change in parking demand in 2024.

In fact, the City itself is in the middle of processing Development Code amendments to reduce off-street parking requirements to align more with current demand. For many reasons, the current off-street parking requirements in P.D. 621, and elsewhere in the City, are obsolete and should be reduced.

41476708v.1

We support reasonable and evidence-based, data-driven reductions in parking requirements where appropriate, in particular in P.D. 621, where such reductions will support continued adaptive reuse and quality development and placemaking, and we believe that to be the case with this request. We respectfully ask that you approve the applicant's request in this case. Thank you.

Very truly yours,


Jonathan G. Vinson

cc: Dr. Kameka Miller-Hoskins
Jennifer Hiromoto
Vipin Nambiar
Adam Hammack
Suzan Kedron

WALKABILITY STUDY

According to statistics listed on the Dallas Design District Property Brochure, by “DunhillProperties.com”, there are approximately 20,000 residents that live within one mile, or a 10 to 20 minute walk, of the Dallas Design District. Even closer to the heart of the Design District and to 1617 Hi Line, within a 5-minute walk or less, are six large multi-family communities that total nearly 2200 units. Also, the Virgin Hotel with 268 rooms and a 75 space pay parking lot are within a 5-minute walk to 1617 Hi Line. (See annotated map attached) According to the Federal Highway Administration, “Most people are willing to walk for five to ten minutes, or approximately ¼ to ½ mile” to reach a destination. (See FHA Pedestrian Safety Guide attached)

The close proximity within a five-minute walk of so many residential units and hotel rooms certainly helps decrease the parking demand for patrons that would frequent 1617 Hi Line for Restaurant uses. (Walk times were physically verified by Lloyd Denman, P.E. during the parking observations made in May 2024.) There is also a free hotel shuttle at the Virgin Hotel that ferries guests within a 3-mile radius of the hotel to and from restaurants and other attractions. In May of 2024, the shuttle attendant said the shuttle stays busy and a second vehicle should be added to the service.



Safety

Pedestrian Safety Guide for Transit Agencies

< [Previous Table of Content](#) [Next](#) >

Chapter 4: Actions to Increase the Safety of Pedestrians Accessing Transit

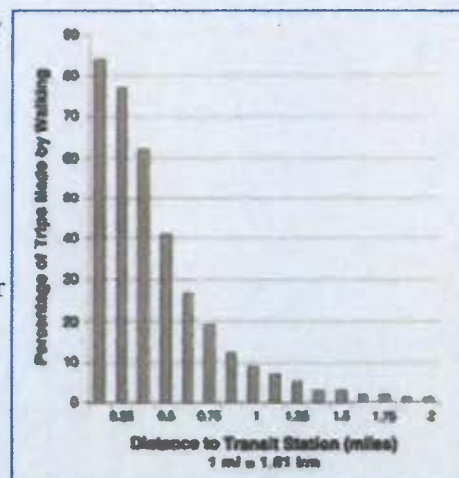
Understanding pedestrian characteristics and facilities (e.g., sidewalks, crosswalks, pedestrian signals, etc.) is an important step in providing safe access to transit systems. This section introduces basic pedestrian safety concepts to help readers understand issues, solutions, and resources that are presented in other parts of this guide. Concepts addressed in this chapter include:

- Typical walking distance to transit.
- Motor vehicle speed and pedestrian safety.
- Pedestrian characteristics and behavior.

A. Typical Walking Distance to Transit

Most people are willing to walk for five to ten minutes, or approximately $\frac{1}{4}$ - to $\frac{1}{2}$ -mile to a transit stop (see figure below). However, recent research has shown that people may be willing to walk considerably longer distances when accessing heavy rail services. Therefore, in order to encourage transit usage, safe and convenient pedestrian facilities should be provided within $\frac{1}{4}$ - to $\frac{1}{2}$ -mile of transit stops and stations, and greater distances near heavy rail stations. Note that bicyclists are often willing to ride significantly further than $\frac{1}{2}$ -mile to access rail transit stations, so safe facilities should be provided for bicycling within a larger catchment area around transit hubs.

Transit route spacing and location are important considerations for pedestrian access to transit. For example, in a city with a regular street grid pattern of streets, appropriate stop spacing can be achieved when transit routes are spaced between $\frac{1}{2}$ - to 1-mile apart. If the stops on these routes are spaced $\frac{1}{8}$ - to $\frac{1}{4}$ - mile apart, then a majority of the people in the neighborhoods served by the transit system will be within $\frac{1}{4}$ - to $\frac{1}{2}$ -mile of a transit stop.⁷⁰



B. The Effect of Motor Vehicle Speed on Pedestrian Safety

Pedestrians accessing transit stops and stations must often walk along or cross roadways that carry motor vehicle traffic. Pedestrians may feel less comfortable and safe as nearby motor vehicle speeds increase. The faster a driver is traveling, the more difficult it is to stop (see figure below).⁷¹ Larger vehicles, such as buses and trucks require even longer stopping distances.

The Parking Problem: Why Cities Overbuilt Parking Spaces

by [Lauren Palmer](#) | Sep 20, 2023 | [Land Use](#), [Transportation](#), [Urban Planning](#) | [0 comments](#)

The [Institute of Transportation Engineers](#) (ITE) was founded in 1930 with the goal “to improve mobility and safety for all transportation system users and help build smart and livable communities.” The idea behind the ITE was to help developers with roadway design, traffic management, and parking requirements. However, the ITE has created more problems, particularly when it comes to parking. For decades, the ITE recommended parking minimum requirements ill-suited for the municipalities implementing them.

The primary issue with parking recommendations from the ITE is that the studies they relied on were based on [selective data](#). For instance, in the 1987, second edition of the ITE’s *Parking Generation*, the ITE created half of their parking generation rates based on just four or fewer studies that were conducted in suburban areas. Researchers conducted these studies during times of peak parking demand and in areas where there was plenty of free parking and little to no use of public transit.

This led urban planners in cities to use suburban rates to set parking requirements that were incompatible with urban environments, resulting in excessive amount of parking in some areas. This created a circular planning process that has only exacerbated issues. It goes something like this:

1. The ITE published their findings in *Parking Generation* using the selective suburban data,
2. City urban planners set parking requirements based on those findings,
3. Developers implemented those parking plans,
4. The resulting ample supply of parking drove the price of parking in specifically designated lots down to zero,
5. Because of the massive amount of land used to create these parking specifications, cities saw decreased walkability and density of facilities,
6. The sprawl, combined with the plethora of free parking options, led to increased vehicle usage,
7. The increased parking demand again validated the ITE’s findings.

And the cycle repeats. This process has, unsurprisingly, resulted in an overabundance of parking. In the United States, surface parking lots alone cover more than five percent of all urban land, representing an area greater than the states of Rhode Island and Delaware combined.

To be clear, the ITE is not solely to blame. As mentioned in *Rethinking A Lot*, urban planners and policymakers frequently rely on the recommendations provided by the ITE for parking requirements without ensuring their accuracy for their respective municipalities. The ITE has an inherent authority that makes planners regard its findings as valid, precluding in planners’ minds the need for further inquiry. The use of ITE’s manuals also allow public officials to avoid responsibility for excessive parking lots.

Due to a lack of planning and engaging the proper parties involved in parking use and development, inaccurate parking demands arise. While [urban planners](#) readily observe this problem, they often fail to take the necessary steps to actually address it. Even municipalities directly contribute to the overabundance of parking by offering free spaces, which inevitably fill up quickly, and then opting to add more parking, which creates an overabundance without addressing the root problem.

Municipalities also look to other authorities, such as the [Urban Land Institute](#) (ULI) for parking guidance. However, the ULI has many of the same problems as the ITE. ULI reports have recommended an excessive amount of parking, with some ULI reports calculating a “need” for more spaces than ITE reports. Municipalities cannot blindly rely on these institutions to supply perfectly accurate data. Municipalities need to measure parking demands with the “ongoing data analysis, community assessment, and demand analysis” that is most relevant to them.

The ITE, recognizing that municipalities still rely on its findings, is also attempting to fix the situation by adapting and changing the new [Parking Generation](#) manuals. The most recent, the 2019 *Parking Generation Manual*, features land use descriptions and data plots of a variety of available land uses, time periods, and independent variables in the ITE database. The parking database is now broken up into settings that include “Multi-Use Urban” and “Center City Core,” which work to pinpoint the most relevant studies for specific cities’ needs. The goal of this manual is to help describe the relationship between parking demand and the characteristics of the individual development site.

Donald Shoup, Professor in the Department of Urban Planning at UCLA, recommends that the ITE follow in the footsteps of the British counterpart to *Trip Generation*, the “Trip Rate Information Computer System.” This system gives information about the characteristics of every surveyed site and its surroundings, which would allow municipalities to use comparable sites before making land use decisions.

Despite the empirical evidence surrounding the overabundance of parking, as well as its deleterious environmental effects, few municipalities are changing parking requirements and financiers still pass on projects that “don’t have enough parking,” even with the new ITE recommendations.

One successful technique is [shared parking](#), a parking management tool that communities can employ when setting parking requirements. Different types of land uses attract customers, workers, and visitors during different times of the day, which results in differing peak parking demand hours for the related land uses. Shared parking takes advantage of these varying demand patterns and allows adjacent land uses with complementary peak demands to share a parking lot space. This not only encourages centralized parking rather than scattered lots, but also reduces overall construction costs which could greatly benefit both municipalities and developers.

Several municipalities have implemented shared parking, including **Ventura, CA** which has a zoning ordinance that permits different land uses to have shared parking because of opposite peak parking demand periods. The shared parking is allowed to satisfy one hundred percent of the minimum parking requirements for each land use. Similarly, **North Kansas City, MO**, by permit, allows a reduction of the number of parking spaces multi-use developments need to have if they have different peak parking demand periods.

Finally, in **West Hartford, CT**, the zoning code provides an alternative method of meeting parking requirements. So long as the applicant seeking to enter into a shared parking agreement can prove the lot would be convenient for all parties and would not cause traffic congestion, it can get approved. The municipality has since consolidated many parking lots down for shared use.

To truly reverse the detrimental impacts of the old ITE reports on the development of cities, urban planners and lawmakers will need to implement a multi-faceted approach. In addition to conducting their own parking studies based on the proposed uses and characteristics of the community, urban planners and lawmakers should focus on enhancing multi-modal transit and implementing shared parking. Parking minimums need to be eliminated and more parking maximums need to be developed. Focusing on the parking demands of individual development sites will help stop the cycle of creating unnecessary parking and meet parking demands in a smarter and more efficient manner.

Parking Generation— Replacing Flawed Standards with the Custom Realities of **Park+**

WHITE PAPER SERIES

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PARKING GENERATION -

Replacing Flawed Standards with the Custom Realities of Park+



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Unlimited Parking Solutions

Introduction

For the longest time, our industry's approach to defining "How much parking?" has been relegated to the use of national parking requirement standards, either from the Institute of Transportation Engineers (ITE), Urban Land Institute (ULI), or local code requirements. Anyone who has read the workings of Donald Shoup, or more recently Richard Willson, knows the fallacy in using these sources when designing downtown or campus parking systems.

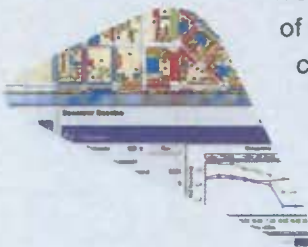
National parking requirement standards are based on outdated and under-represented data, which tend to skew wildly from the actual parking needs of a community. In my years as a parking consultant, I've very rarely completed a single downtown parking study where the peak observed parking demands consumed the majority of the total parking spaces. A study completed in Dallas a few years ago yielded some 30,000 empty parking spaces at peak. Similar results were found in Atlanta, Houston, St. Petersburg, Seattle, and the list goes on.

When communities plan downtowns based on outdated suburban design standards, we achieve the same inevitable results—empty, restricted parking areas that deaden the density, walkability, and vitality of urban areas.

The parking quantity question is always a challenging exercise, especially when we try to solve it using inaccurate data. Most times, we rely on outdated data that doesn't truly represent the real context of our downtowns. As more and more people migrate to urban areas, the dynamics of how they get around and their relationships with cars change. As such, we've seen a drastic downshift in the need to provide parking. But our planning tools have not evolved to better align with this shift.

Equally challenging is deciding how the parking characteristics in one community compares to another community. In reality, it's hard to define how one neighborhood acts compared to another. Here in Phoenix, the Roosevelt neighborhood, home to the area's up-and-coming artists and requisite "hipsters," enjoys a higher amount of transit, walking, and cycling than most other parts of the city. In turn, the overall demand for parking is lessened as area residents and patrons find other ways to access the uses within the area. In my neighborhood, you almost can't survive without the use of a car to work, shop, and play. This variability exists in every city and is the reason it's absurd to continue leaning on archaic, cookie-cutter methods to plan for parking.

This question is the central reason we created Park+ — to find a way to localize the analysis of parking demand and challenge the conventional notion that all parking demand is created the same. Within this white paper we summarize the findings of the first five years of Park+ modeling and define the dynamic nature of each community served. In our time developing, testing, and applying this model, we have encountered an incredible diversity of data and outcomes in each community. In the following sections, we'll walk through those results, as well as the more global movement afoot in our industry.



Unfortunately, those data points are routinely applied in areas they should not be. I've seen exercises where entire swaths of a downtown are planned with these metrics, resulting in over-built facilities. In some cases, it's a lack of understanding of the context the development is occurring in. In other cases, it's a requirement of financial institutions that are backing a development. Whatever the cause, a better understanding of the true dynamics of a development and the area it serves produces better results.

In recent years, urban planners have begun to lean more and more on these decisions as a primary reason that downtowns and communities don't work. One of my favorite terms in the industry is the "parking crater," which was coined by the website Streetsblog and its editor Angie Schmitt. In fact, that website holds an annual March Madness tournament, with a full-on bracket to determine the worst parking crater of that year. The parking crater is a portion of a downtown that has been hollowed out by the presence of large surface parking lots. Whether these are highly or poorly utilized, they deaden a downtown, its walkability, and most importantly its viability.

If asked, many people would say the provision of ample parking makes our cities more desirable. But in fact, ample parking promotes single occupancy vehicle trips and impedes the ability for our communities to develop and grow. Pedestrian walkability, dense design, and connectedness are extremely important for the success of a community. Large areas of parking tend to counter these tenets and disrupt the ability for a community to work properly. This is only exacerbated by the over-provision of parking.

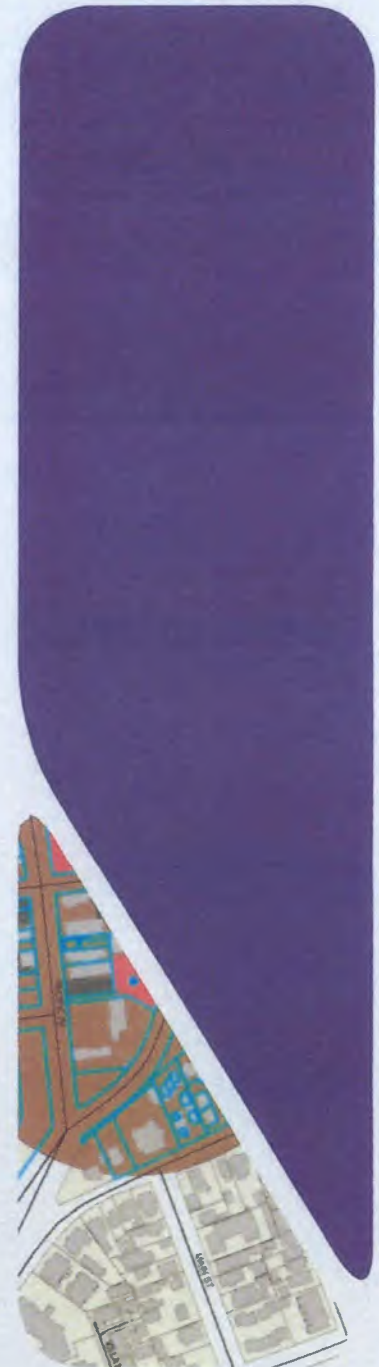
Clearly, something must be done...

Right-Sized Parking

Recently in the planning arm of the parking industry, we've seen a very distinct shift toward finding the right amount of parking for a downtown, campus, study area, development, etc. This movement is aptly dubbed the Right-Sized Parking movement. The name speaks for itself, as the intent is to determine the correct amount of parking to serve an area without over- or under-burdening area patrons.

Too much parking tends to be an expensive endeavor. In today's world where more and more parking is found in consolidated structures, the cost to build a single space can range from \$8,000 to \$40,000, or more. This price is astronomical and is a primary contributing reason that rents are increasing and the cost of living in urban areas is skyrocketing. In King County¹, WA, a recent study searched to find the answer to the right-size for multi-family housing parking. The result of that large-scale effort was...it depends.

¹ Visit rightsizeparking.org to learn more and to play with their awesome right-size parking calculator



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That result may seem nebulous, but in reality it's the most accurate response that could have emerged from such a study. The data indicated that a number of factors—location, access to transit, employment density, walkability, population demographics—were responsible for the parking demand characteristics of a multi-family development. In short, people tended to adapt to their environment, and their driving (and car ownership patterns) adapted right along with them.

Unfortunately, in a lot of those instances, the provision of parking did not adapt. Instead, developers continued to provide parking as if every location was the same, and the result was a high amount of underutilized parking. The data showed that in the heart of Seattle (the most urbanized area in the county), the parking demand was at or below 0.5 spaces per unit. In the far reaches of the county, the ratio was closer to 1.5 spaces per unit.

This analysis has borne some incredible outcomes. First, many developers in the King County area have begun to lessen their parking capacity as a result of this analysis, basically "right-sizing" their supply. That in and of itself is a win and would deem the effort a success. However, the study also pushed communities in the King County area to reassess their parking requirements, helping to define right-sized parking at the review level. Even more incredibly, King County transit has now begun to pursue empty parking spaces in multi-family housing complexes to serve as park-and-ride spaces for transit riders.

It's very exciting to see the results coming out of King County. They spent a tremendous amount of time and effort to collect viable data and determine how their community works. The project was well funded by the Federal Highway Administration and led by a brilliant young planner² whose mission is to prove the fallacy of poor parking planning. But how about the communities not funded by FHWA...how do they learn more about the true nature of their parking systems?

Park+ and Right-Sized Parking

Park+ —the Kimley-Horn parking scenario planning tool — was created with the intention of right-sizing parking in the communities we serve. The model is built on an algorithm that matches parking demand with land uses to more accurately depict parking behavior. Previous white papers (xxx) have depicted how this relationship works, but in simplistic terms, we match parking demand to its origin using localized data. The result is a much more accurate depiction of parking demand in the environments our models serve.

The primary output of a calibrated Park+ dataset is a unique set of parking generation characteristics that represent the dynamic nature of a community. These results differ from community to community and are a direct reflection of the areas they serve. The following tables and figures provide a representative sample of parking demand characteristics and geographic demand metrics. These are only representative in nature, but show the varied results that come from Park+ modeling exercises.



² Dan Rowe of King County Metro. If you ever meet him at a conference, engage him about parking...you won't be sorry.

HI LINE DRIVE

SLOCUM STREET

OFFICE / SHOWROOM
15,820 sf

RESTAURANT
2,500 sf

OFFICE / SHOWROOM
12,197 sf

OFFICE
11,500 sf

SHOWROOM
4,888 sf

RESTAURANT
8,037 sf

RESTAURANT
10,160 sf

OFFICE / SHOWROOM
23,138 sf

OFFICE / SHOWROOM
29,036 sf

RESTAURANT
15,623 sf

CONCRETE CURB

CONCRETE

Scale in Feet
0 30 60 120
1" = 60'

Parking Counts
290 Regular Spaces
11 Handicap Spaces
300 Total Parking Spaces

BDA245-046

April 3, 2025

By email to: bryant.thompson@dallas.gov and diana.barkume@dallas.gov

Hon. Chair and Members, Panel A
Zoning Board of Adjustment
c/o Mr. Bryant Thompson, Senior Planner
Department of Planning and Development
City of Dallas
1500 Marilla Street, Room 5CN
Dallas, Texas 75201

Re: BDA 245-046; Parking Special Exception; 1617 Hi Line Drive.

Dear Members of the Board of Adjustment:

I. Introduction; Description of Site. We represent DDD Property Holdings LLC (“DDD”), an affiliate of HN Capital Partners and the owner and manager of the property at 1617 Hi Line Drive in the Dallas Design District. We are providing you with additional information to aid your understanding of the reasons for, and the context of, our parking special exception request to provide a total parking supply of 300 off-street parking spaces, an approximate 24.81 percent reduction from the otherwise-required 399 off-street parking spaces.

The subject site is 7.459 acres in size and is located on the southwest side of Hi Line Drive, between Oak Lawn Avenue and Slocum Street, and is also known as the Decorative Center, most of which was developed between 1955 and 1967, according to the Dallas Central Appraisal District. The property currently contains mostly office showroom/warehouse uses, and one restaurant use, all of which DDD intends to continue in some combination.

Attached for your reference are an aerial photograph of the site (highlighted in light green) and a few site photos. Also attached are a chart showing our mixed-use parking analysis, and our Parking Study and Analysis, as discussed in more detail below.

Our current site plan with current uses, and their respective square footages, is included in the attached Parking Study as Exhibit 1 to the Study. The use that carries by far the highest parking ratio is, of course, the restaurant use, so conceptually that would be the use to which the parking reductions primarily apply.

II. Our Request. *Our request, then, in addition to the 24.81 percent reduction itself from 399 required parking spaces to 300 provided parking spaces, is for the overall reduction to apply site-*

wide, so long as the specific shown restaurant use square footage is not exceeded on the site, with any and all other current and future uses otherwise allowed to locate anywhere within the site.

We will discuss below mitigation factors such as differing peak times; availability of other DDD-controlled properties for valet and remote parking; and the significant use of ride-sharing services. Moreover, also included is our mixed-use parking calculation, which shows that the above-referenced current parking requirement is based on peak usage, which is mainly driven by the restaurant use. At other times, there is very significant unused parking, as discussed in our Parking Study.

III. Parking Study and Analysis. As part of the application process we have provided a Parking Study and Analysis updated as of March 24, 2025, prepared by Mr. Lloyd Denman, P.E., former longtime Assistant Director of Engineering for the City of Dallas. A copy of that Parking Study and Analysis (the “Analysis”) is attached to this letter, but the Introduction says that *“The Decorative Center is ... under-utilized and over-parked for its present mix of uses and availability of parking. HN Capital Partners owns the [Decorative] Center along with 15 other Design District properties [also shown in an Appendix to the Analysis]. HN Capital intends to revitalize the Decorative Center site by repurposing some of the existing building space to office and additional restaurant uses that will better utilize and balance the existing buildings and existing parking. The introduction of some office use and additional restaurant use is intended to be neighborhood-friendly and hospitality-centric for the Design District as a whole”.*

Other excerpts from the Analysis say the following: *PD 621 allows for the accommodation of denser urban living that is less “car-centric” and the consideration of alternative modes of transportation that help reduce the need for parking. Local observed parking data and recent mobility trends support the request as detailed below. It is evident from the observed data that 1617 Hi Line is currently under-utilized and over-parked with only 10% restaurant use. Note that 1617 Hi Line proposes valet parking to manage the restaurant peak parking.*

Granting this request would not adversely affect neighboring property since parking is already prohibited along Oak Lawn and since there is no direct pedestrian connection between 1444 Oak Lawn to the south and the Decorative Center that might encourage “cross-parking” patrons. There is also plenty of “relief valve” parking available. Should the internal parking be exceeded by utilizing the surface parking lots owned by HN Capital on Hi Line at the Strand Trail and at 1605 North Stemmons. The proposed mix of uses within this existing inward-facing center will be able to successfully accommodate parking demand for the higher percentage restaurant use without adversely impacting neighboring properties or the public streets.

There is more than adequate parking available to satisfy the City Code during mornings and afternoons for the office and showroom uses. The use of valet and alternative transportation modes can offset the evening restaurant peaks.

The parking reduction request is also supported by a walkability, analysis of nearby residential units and current urban trend uses of alternative modes of transportation, like walking, bicycling, and Uber/Alto.

It is recommended that the existing 300 parking spaces for the current 1617 Hi Line Decorative Center site will be adequate to serve the proposed mix of office, restaurant, and showroom uses. "Right-sizing" or "right-mixing" the proposed uses of this historic and facing center to more fully utilize the existing internal parking to its potential will not create a traffic, hazard or increased traffic, congestion on adjacent or nearby streets. No spillover effect of traffic or parked cars is expected to occur since ample "reserve parking" is available in the walkable public parking lots.

Mr. Denman's detailed, thorough, and thoughtful analysis from an objective engineering standpoint clearly supports our request.

IV. Applicable Regulations. The applicable regulations for a special exception to release parking in P.D. 621 are found both in P.D. 621 and in Chap. 51A, the Dallas Development Code. First, Sec. 51P-621.110(b)(2)(D) of the P.D. 621 regulations says that "the Board of Adjustment may grant a special exception of up to 50 percent of the required off-street parking upon the findings and considerations listed in Sec. 51A-4.311".

Please bear in mind that the normal Chapter 51A maximum parking reduction for a special exception is 25 percent (or 35 percent for office uses – which, we would observe, demonstrates that even current Code recognizes that special exception parking reductions are frequently very justifiable for the office use, and more so than other uses). We would suggest that City Council saw fit to increase this threshold to 50 percent in P.D. 621 as a means of encouraging not just adaptive reuse, but also trying to avoid overparking, to maintain the fabric and context of this District, and to encourage walkability and a good pedestrian environment by not requiring excessive parking.

Sec. 51P-621.110(b)(2)(D) provides that *"the board of adjustment may grant a special exception of up to 50 percent of the required off-street parking upon the findings and considerations listed in Section 51A-4.311. The board of adjustment may impose conditions on the special exception"*.

Sec. 51A-4.311(a)(1) further provides that the board may grant a special exception to the off-street parking requirements *"if the board finds, after a public hearing, that the parking demand generated by the use does not warrant the number of off-street parking spaces required, and the special exception would not create a traffic hazard or increase traffic congestion on adjacent or nearby streets"*. We believe that our request, as supported by our Analysis, clearly meets all of the criteria for the granting of our special exception request.

Further, Sec. 51A-4.311(a)(2) lays out the following criteria for the Board's consideration is reviewing such requests, with my comments in parentheses:

(2) In determining whether to grant a special exception under Paragraph (1), the board shall consider the following factors:

(A) The extent to which the parking spaces provided will be remote, shared, or packed parking. (HN Capital and its affiliates control numerous properties in the District which can work together to provide remote and/or shared parking).

(B) The parking demand and trip generation characteristics of all uses for which the special exception is requested. (This is covered in our Analysis, attached).

(C) Whether or not the subject property or any property in the general area is part of a modified delta overlay district. (Not applicable).

(D) The current and probable future capacities of adjacent and nearby streets based on the city's thoroughfare plan. (The surrounding streets will have sufficient capacity).

(E) The availability of public transit and the likelihood of its use. (DART bus lines are available in the area).

(F) The feasibility of parking mitigation measures and the likelihood of their effectiveness. (The sites will be able in most circumstances to utilize valet/remote parking and shared parking).

Please again note and consider that the applicant controls numerous properties in the area as shown on the area map included in our Analysis. The proposed reduction is a reasonable and evidence-based, data-driven reduction in the parking requirement, which will support continued adaptive reuse and quality development and placemaking.

V. Further Discussion: P.D. 621; Current Parking Reform Efforts. When the City first approved P.D. 621 in 2002, it was not completely certain that the P.D. would work for its intended purposes. The City deserves credit for getting the P.D. right for the most part and achieving its purpose of fostering in-context adaptive reuse in the Design District with, of course, some appropriate new development.

Part of the success of P.D. 621, we believe, is due to the P.D. having loosened somewhat the strict requirements for off-street parking found in other parts of the City. This is very appropriate and necessary for the adaptive reuse of existing buildings, and actually helps preserve those buildings and the larger context of the District. This is good place-making and supports the District's overall success.

However, since the adoption of P.D. 621, actual parking demand has changed considerably, especially in mixed-use, retail and restaurant, lodging, and office environments. The reduction in office usage, the advent of ride-sharing, and the greater walkability of the design District have all contributed to this. Continuing to adhere to off-street parking ratios which date back in some cases to 1965, or even before, fails to recognize the change in parking demand in 2024.

In fact, the City itself is far along in processing Development Code amendments to reduce off-street parking requirements to align more with current demand. I have attached the Department of Planning and Development's own summary, dated March 24, 2025, of the City Plan Commission's recommendation to the City Council, with some relevant points highlighted.

For many reasons, the current off-street parking requirements in P.D. 621, and elsewhere in the City, are obsolete and should be reduced. However, as amendments to Chapter 51A, it may be that such amendments, when finally adopted by Council, will not include Planned Development Districts, including P.D. 621.

In particular, given the City's efforts to update and modernize parking requirements (and we would note that, as amendments to the Development Code, these will not take effect in existing Planned Development Districts, even though that is where much of the development activity takes place) to align more with current parking demand, with many of these requirements having been in place for 50 years or more, the requested reduction is completely reasonable and justifiable, and realistically aligns with project actual parking demand.

Having to provide excessive parking, which would result in a large number of empty spaces, is not only costly and wasteful in terms of the project itself but is unsustainable and has negative impacts on walkability and other factors.

VI. Conclusion. The conclusion is clear based on this information that this request *meets the standard for approval* of a parking special exception, in that the parking demand generated by the use does not warrant the number off street parking spaces otherwise required, and the special exception will not create a traffic hazard or increase traffic congestion on adjacent or nearby streets.

Since this request clearly meets the Development Code and P.D. 621 standards for approval, we will respectfully be asking that you *approve* our request. We look forward to appearing before you and answering any questions you might have, and we appreciate your time and consideration.

Very truly yours,


Jonathan G. Vinson

cc: Vipin Nambiar
Adam Hammack
Charlotte Carr
Lloyd Denman, P.E.
Suzan Kedron
Will Guerin









City of Dallas PD 621 Shared Parking Chart
for properties regulated by Dallas Development Code, Chapter 51A
(for calculating adjusted standard parking requirement, **REQUIRES PARKING AGREEMENT**)
Address: 1617 Hi Line

Use	Use Categories	Total SF (including vacancies)	Parking Ratio	Standard Parking Requirement	Parking Adjustment By Time of Day (Weekday)									
					Morning		Noon		Afternoon		Late Afternoon		Evening	
	Multifamily # units	0	1.5	0.00	80%	-	60%	-	60%	-	70%	-	100%	-
	Office-related	11,500	358	32.12	100%	32.12	80%	25.70	100%	32.12	85%	27.30	35%	11.24
	Retail-related	0	275	0.00	60%	-	75%	-	70%	-	65%	-	70%	-
	General merchandise	0	275	0.00	60%	-	75%	-	70%	-	65%	-	70%	-
	Furniture store	0	1000	0.00	60%	-	75%	-	70%	-	65%	-	70%	-
	Bar & Restaurant (+outside seating)	36,520	105	347.81	20%	69.56	100%	347.81	30%	104.34	30%	104.34	100%	347.81
	Warehouse/Showroom up to 20,000SF floor area	20,000	1100	18.18	100%	18.18	75%	13.64	100%	18.18	65%	11.82	35%	6.36
	Warehouse/Showroom above 20,000SF floor area	65,079	4100	15.87	100%	15.87	75%	11.90	100%	15.87	65%	10.32	35%	5.56
	Any other use	0	100	0	100%	-	100%	-	100%	-	100%	-	100%	-
Total SF (- residential)		133,099		414		136		399		171		154		371

Therefore, 399 is the parking requirement for 1617 Hi Line

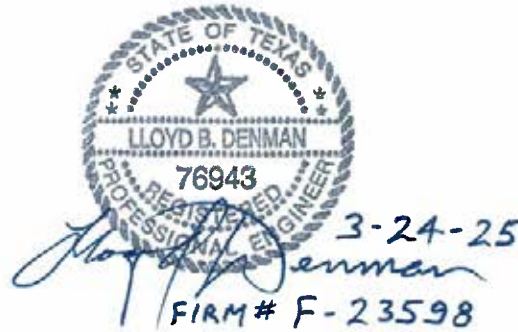
MEMORANDUM

To: David Nevarez, P.E., PTOE, CFM
Transportation Development Services
City of Dallas

From: Lloyd Denman, P.E., CFM
Consult LD, LLC
Registered Firm F-23598

Date: March 24, 2025

Subject: **Parking Study and Analysis for 1617 Hi Line aka "The Decorative Center"**



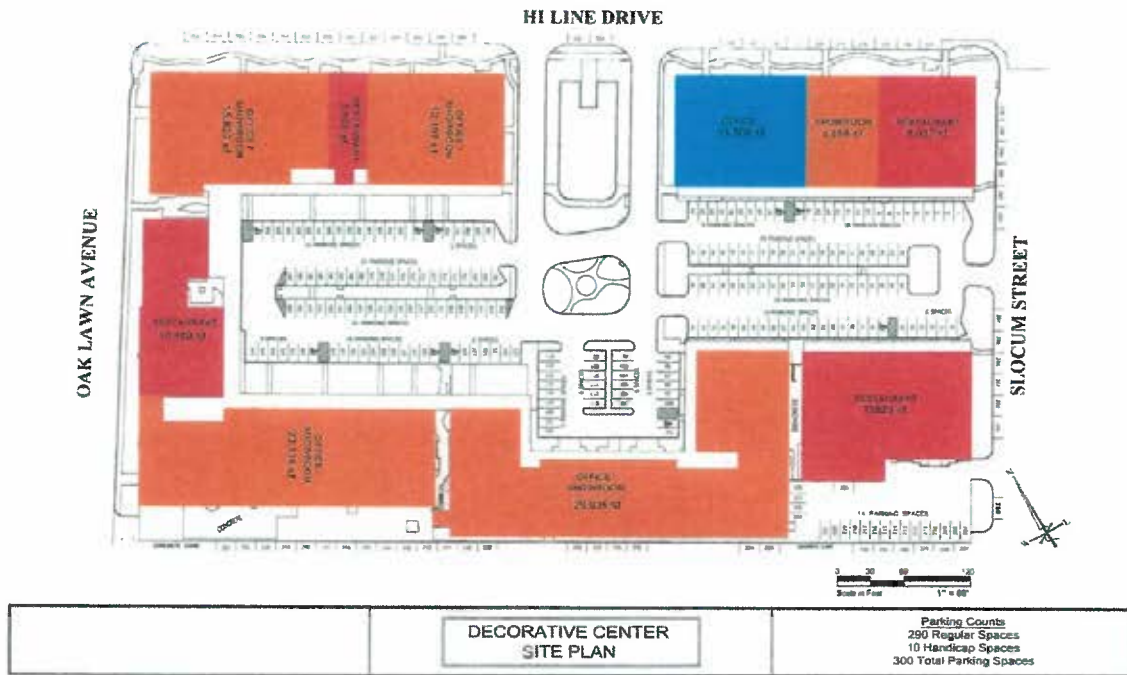
Introduction

1617 Hi Line, also known as "The Decorative Center," is one of the original inward-facing developments of the Dallas Design District. The Decorative Center was developed by Trammell Crow in 1957 and has been primarily used as high-end "To-the-trade" type "Showroom" space throughout the decades. Over time though, the demand for high-end Showroom has declined. Approximately 10% of the showroom space within the Decorative Center has been converted to restaurant use since 2000. Even so, the Decorative Center is still under-utilized and over-parked for its present mix of uses and availability of parking. HN Capital Partners owns the Design Center along with fifteen other Design District properties. HN Capital intends to revitalize the Decorative Center site by re-purposing some of the existing building space to Office and additional Restaurant uses that will better utilize and balance the existing buildings and existing parking. The introduction of some Office use and additional Restaurant use is intended to be neighborhood friendly and hospitality centric for the Design District as a whole. The existing site consists of six inward-facing buildings with a total of approximately 133,099 square feet of single-story space and 300 available parking spaces. (See EXHIBIT 1 – Site Plan) The property is zoned PD 621, Area 1. Parking observations made at the Decorative Center in May and June of 2024 are presented below along with additional justifications for this parking reduction request for the Decorative Center as allowed by the PD.

Proposed Uses and City of Dallas Code Requirements for Parking

The City of Dallas Development Code requires minimum parking associated with different land use types. PD 621 specifically allows "shared parking" to be considered as a percentage reduction of the required minimum parking for certain mixed uses. Note that the proposed use mix would be the maximum planned space for utilization of Restaurant that may not actually all be transitioned or leased in the proposed manner but is meant to represent what would be the densest future parking use mix. The calculated maximum parking for the proposed mix of uses is 399 spaces per City Code with the "Shared Parking Reduction". (See EXHIBIT 2 – Proposed Use Parking Chart) Note that the existing parking layout of 300 spaces is adequate for the morning and afternoon times of day per Code to accommodate the maximum proposed mix of uses.

EXHIBIT 1 – Site Plan



This site plan shows the existing 300 parking spaces and the ultimate proposed uses for the existing buildings. The two restaurants on the west side are existing and valet parked. The proposed restaurants on the east side may be added one at a time and would also utilize valet.

EXHIBIT 2 – Proposed Use Parking Chart

1617 Hi Line / Dec Center									
Street No.	Street Name	Land Use	SQ FT	Parking Ratio	Shared Noon Required Parking	On-Street Parking Credit	Off-Street Surface Parking		
1617	Hi-Line	Office/Showroom	85,079	1sp/1100 SF & 4100 SF	25.54				
		Office	11,500	1sp/358 SF	25.70				
		Restaurant	36,520	1sp/105 SF	347.81				
			133,099		399	64	226	0	10
									300

Note that the bulk of the parking demand is for the Restaurant use which typically peaks during weekend evenings. The restaurants will be valet parked. The Office and Showroom uses have plenty of daytime parking and are typically closed during weekend evenings.

PD 621 Allowance for Parking Reductions and the Owner's Request

The creators of PD 621 utilized good foresight for the zoning regulations back in 2002 realizing that the old parking minimums required for certain defined uses are not “one-size fits all”. (See **APPENDIX** Articles on Parking) PD 621 allows for the accommodation of denser urban living that is less “car-centric” and the consideration of alternative modes of transportation that help reduce the need for parking. Specifically, PD 621 allows for “a special exception of up to 50 percent of the required off-street parking” to help right-size parking for dense urban projects. **HN Capital would like to follow the PD 621 allowance language and request a reduction of 25% in parking requirements from the calculated requirement of 399 spaces to utilize the currently provided 300 spaces.** Local observed parking data and recent mobility trends support the request as detailed below. Also, HN Capital is building and will control a new 185 space parking lot located nearby (less than 1000 feet) at 1615 and 1605 N. Stemmons at Edison. Some of the new parking spaces will be dedicated by a parking agreement but most will be open to the public. The extra public spaces could be used if necessary to accommodate any overflow parking from 1617 Hi Line should it be needed.

1617 Hi Line Observed Parking Data

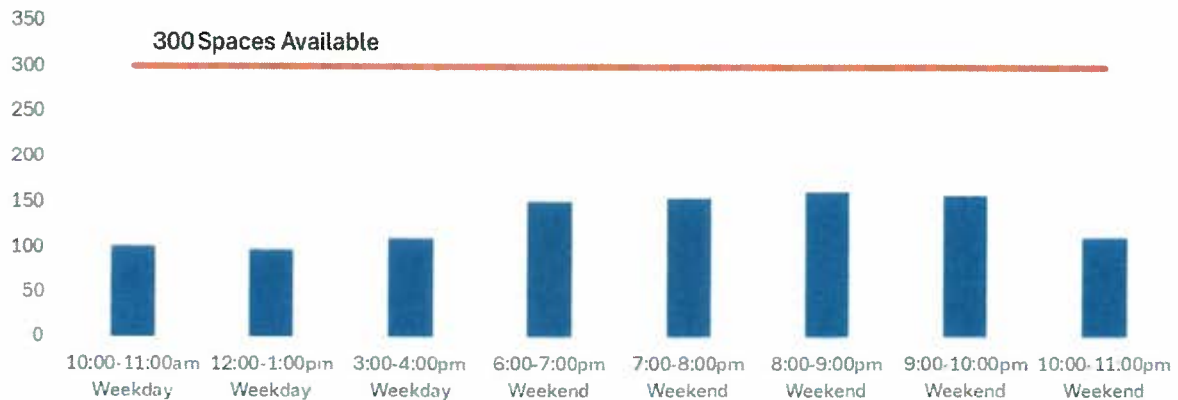
Exhibit 3, on the next page, illustrates observed parking during peak use times in May and June of 2024 for 1617 Hi Line. The exhibit is annotated with comments about the observed parking data and what is proposed.

It is evident from the observed data that 1617 Hi Line is currently under-utilized and over-parked with only 10% Restaurant use. Note that 1617 Hi Line proposes valet parking to manage the restaurant peak parking. It was observed while counting, and confirmed by the restaurant valet manager, that employee parking occupied a significant number of the available interior parking spaces (10% or more). It is recommended to consider more efficiently managing employee parking to provide more patron parking when needed. The Design District encourages a comprehensive neighborhood approach for all the property owners to work and cooperate together for mutual benefit. Note that adjacent properties with different owners have supported one another in parking reduction requests. (See **APPENDIX** mutual letters of support) This illustrates the synergistic goal of mutual benefit throughout the greater Design District. Granting this request would not adversely affect neighboring property since parking is already prohibited along Oak Lawn and since there is no direct pedestrian connection between 1444 Oak Lawn to the south and the Decorative Center that might encourage “cross-parking” patrons. There is also plenty of “relief valve” parking available should the internal parking be exceeded by utilizing the surface parking lots owned by HN Capital on Hi Line at the Strand Trail and at 1605 N. Stemmons. The proposed mix of uses within this existing inward-facing center will be able to successfully accommodate parking demand for the higher percentage restaurant use without adversely impacting neighboring properties or the public streets.

EXHIBIT 3 – 1617 Hi Line: OBSERVED PARKING AND PROPOSED PARKING

Observed Parking 1617 Hi Line aka Decorative Center

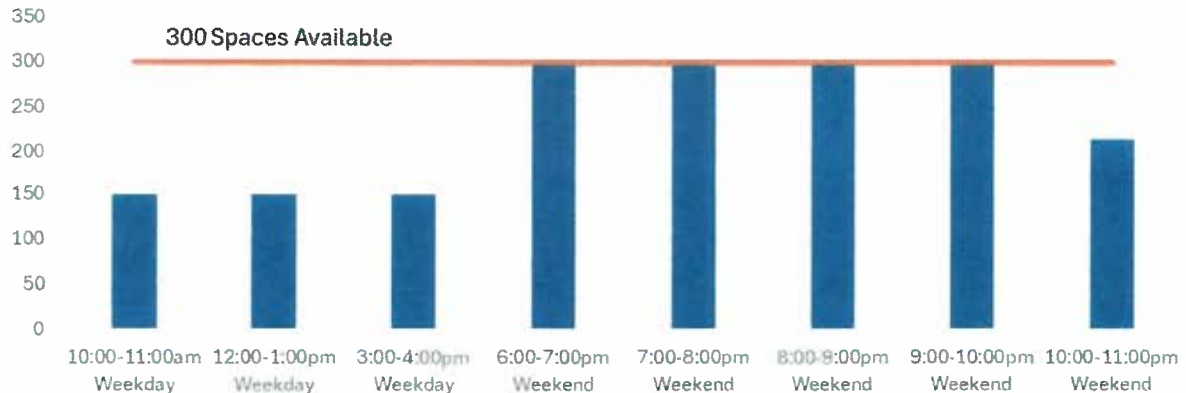
(120,439 ft showroom for 90%; 12,660 ft restaurant for 10%)



Note how evident it is that 1617 Hi Line is currently under-utilized and over-parked. It can certainly support a more vibrant mix of uses to fill the 300 parking spaces available.

Proposed Parking 1617 Hi Line

(85,079 ft showroom for 64%; 11,500 ft office for 9%; 36,520 ft restaurant for 27%)



The proposed mix of uses intends to utilize and hopefully fill the available parking during the weekend evening peaks for Restaurant use. There is more than adequate parking available to satisfy the City Code during mornings and afternoons for the Office and Showroom uses. The use of valet and alternative transportation modes can offset the evening restaurant peaks. Note that HN Capital also owns two surface parking lots very near the Decorative Center that could be utilized for any overflow parking should it occur. As the owner of sixteen properties in the Design District, HN Capital is incentivized to balance and “right size” parking so that everyone benefits.

Walkability and Alternative Modes of Transportation

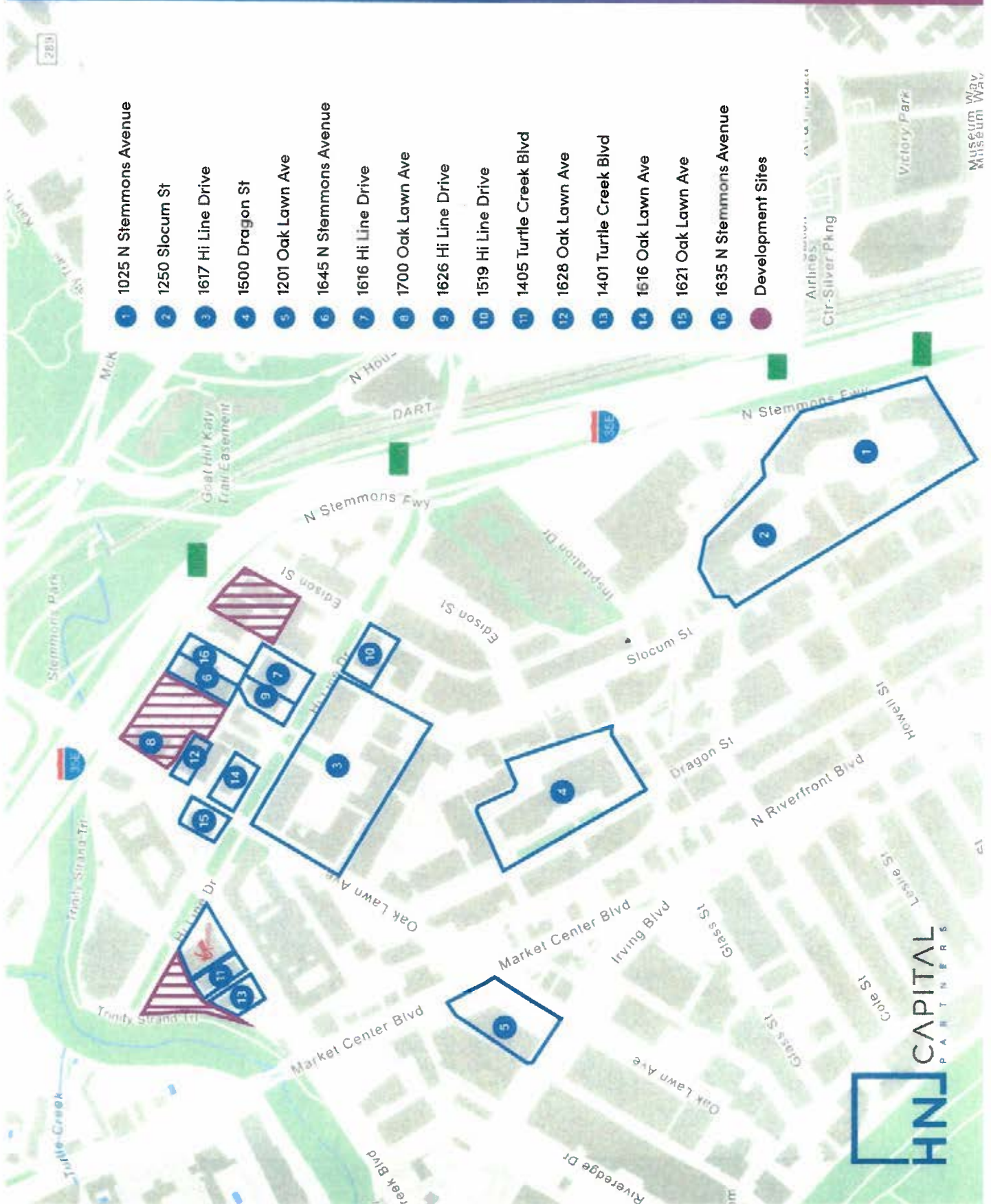
The parking reduction request is also supported by a walkability analysis of nearby residential units and current urban trend uses of alternative modes of transportation like walking, bicycling, and Uber/Alto. (See **APPENDIX Walkability Study**.) Note that the City of Dallas is currently considering reducing and/or eliminating parking requirements for some areas and uses. Although an elimination of parking requirements by the City of Dallas would not directly affect 1617 Hi Line since the parking already exists and the property is located within PD 621, it is still an indication that the old parking requirement ratios are excessive for dense urban living situations and with the newer alternative modes of transportation readily available.

Conclusion

Based on: (1) the observed parking data that illustrates the current under-utilization of the site's existing parking, (2) the allowances for parking reductions written into PD 621, (3) the utilization of internal valet to most efficiently park the site, (4) the extra 100+ "relief valve" parking spaces in the new parking lot that HN Capital owns and controls for the overall benefit of the Design District, and (5) the current trends of more mobility choices and more dense urban living that together reduce the need for parking; **it is recommended that the existing 300 parking spaces for the current 1617 Hi Line Decorative Center site will be adequate to serve the proposed mix of Office, Restaurant, and Showroom uses.** Furthermore, if the parking demand were to consistently exceed the 300 spaces provided, the greater risk would be loss of business to the center rather than any obstruction of the public right-of-way or creation of a traffic hazard since parking is internal to the site and is currently prohibited along both sides of Oak Lawn. The accommodation of shared parking, Uber/Alto and similar ride shares including the Virgin Hotel shuttle service, availability of pedestrian and bicycle trails, availability of remote parking lots within a five minute walk, and the presence of newer dense inner-city residential developments that currently include 2000+ units within a five minute walk of the subject site have all convened at this time to help reduce the need for parking and support the proposed mix of uses for 1617 Hi Line. The proposed plan to revitalize and repurpose the existing buildings of 1617 Hi Line and utilize the existing parking within the allowances of PD 621 will provide mutual benefits to the property owner/operator, the neighborhood, and the City of Dallas. "Right-sizing" or "right-mixing" the proposed uses of this historic inward-facing center to more fully utilize the existing internal parking to its potential will not create a traffic hazard or increase traffic congestion on adjacent or nearby streets. No spillover effect of traffic or parked cars is expected to occur since ample "reserve parking" is available in the walkable public parking lots.

APPENDIX

- HN Capital Property Ownership Map within the Design District
- Mutual letters of support for Parking Reductions
- Walkability Study within a five-minute walking distance of 1617 Hi Line
- Annotated Articles: "The Parking Problem – Why Cities Overbuilt Parking Spaces" 9-30-2023
"Parking Generation... Park +" by Kimley-Horn May 2016



February 5, 2025

Dr. Kameka Miller-Hoskins, Chief Planner
Zoning Board of Adjustment
City of Dallas
1500 Marilla Room 5CN
Dallas, TX 75201

Via email

RE: Pending applications at 1616 and 1626 Hi Line; 1617 Hi Line; and 1201 Oak Lawn Avenue

Dear Dr. Miller-Hoskins,

Please accept this support letter for the parking reduction requests at 1616 and 1626 Hi Line, 1617 Hi Line, and 1201 Oak Lawn Avenue. We understand they are separate requests intended for consideration in April 2025; our support applies to each request. The applicant, HN Capital, and their representatives have shared with us their request and plans for improving their property. As adjacent commercial property owners, we believe that their parking reduction request will benefit this area of the Design District.

We support the parking reductions requested for several reasons. HN Capital has successfully managed their properties in this area to bring valuable tenants and businesses to the Design District. As this area of the Design District has benefitted from the recent city investments in infrastructure, these improvements for sidewalks, streetscapes, and a hike/bike trail that connects to Victory Park/Downtown increase and enhance mobility options for visitors and residents. New developments and remodels have included a mix of land uses that are creating a dynamic neighborhood, as intended by the PD 621 Old Trinity Design District Special Purpose District zoning. We also understand the City of Dallas is considering Development Code revisions to the off-street parking requirements to align with current parking demand trends and promote use of other transportation options.

The proposed parking reductions are supported by a professional engineering analysis of the parking demand for these properties and the ability of HN Capital to manage the parking needs on their properties for the success of their tenants. We believe the requested reductions are reasonable and support the shared goal of continued improvement, adaptive reuse, and quality development of the Design District.

Sincerely,

Shyam Patel – Asana Partners
1444 Oak Lawn, LP



Jonathan G. Vinson
(214) 953-5941 (Direct Dial)
(214) 661-6809 (Direct Fax)
jvinson@jw.com

August 16, 2024

Via Email

Ms. Cambria Jordan, CFM, MBA, PMP, Senior Planner
Zoning Board of Adjustment
City of Dallas
1500 Marilla Street, Room 5BN
Dallas, Texas 75201

Re: BDA234-091; 1444 Oak Lawn Avenue.

Dear Ms. Jordan:

Our firm represents HN Capital, which is the largest property owner in the Design District. HN Capital is pleased to be part of the ongoing success of the District, and we look forward to even more success for the entire District in the future. This letter is to express our *support* for the off-street parking special exception request being made under BDA234-091 at 1444 Oak Lawn Avenue, for the following reasons.

When the City first approved P.D. 621 in 2002, it was not completely certain that the P.D. would work for its intended purposes. The City deserves credit for getting the P.D. right for the most part and achieving its purpose of fostering in-context adaptive reuse in the Design District with, of course, some appropriate new development.

Part of the success of P.D. 621, we believe, is due to the P.D. having loosened somewhat the strict requirements for off-street parking found in other parts of the City. This is very appropriate and necessary for the adaptive reuse of existing buildings, and actually helps preserve those buildings and the larger context of the District. This is good place-making and supports the District's overall success.

However, since the adoption of P.D. 621, the world has changed even more with regard to parking demand. The reduction in office usage, the advent of ride-sharing, and the greater walkability of the District have all contributed to this. Continuing to adhere to off-street parking ratios which date back in some cases to 1965, or even before, fails to recognize the change in parking demand in 2024.

In fact, the City itself is in the middle of processing Development Code amendments to reduce off-street parking requirements to align more with current demand. For many reasons, the current off-street parking requirements in P.D. 621, and elsewhere in the City, are obsolete and should be reduced.

41476708v.1

We support reasonable and evidence-based, data-driven reductions in parking requirements where appropriate, in particular in P.D. 621, where such reductions will support continued adaptive reuse and quality development and placemaking, and we believe that to be the case with this request. We respectfully ask that you approve the applicant's request in this case. Thank you.

Very truly yours,

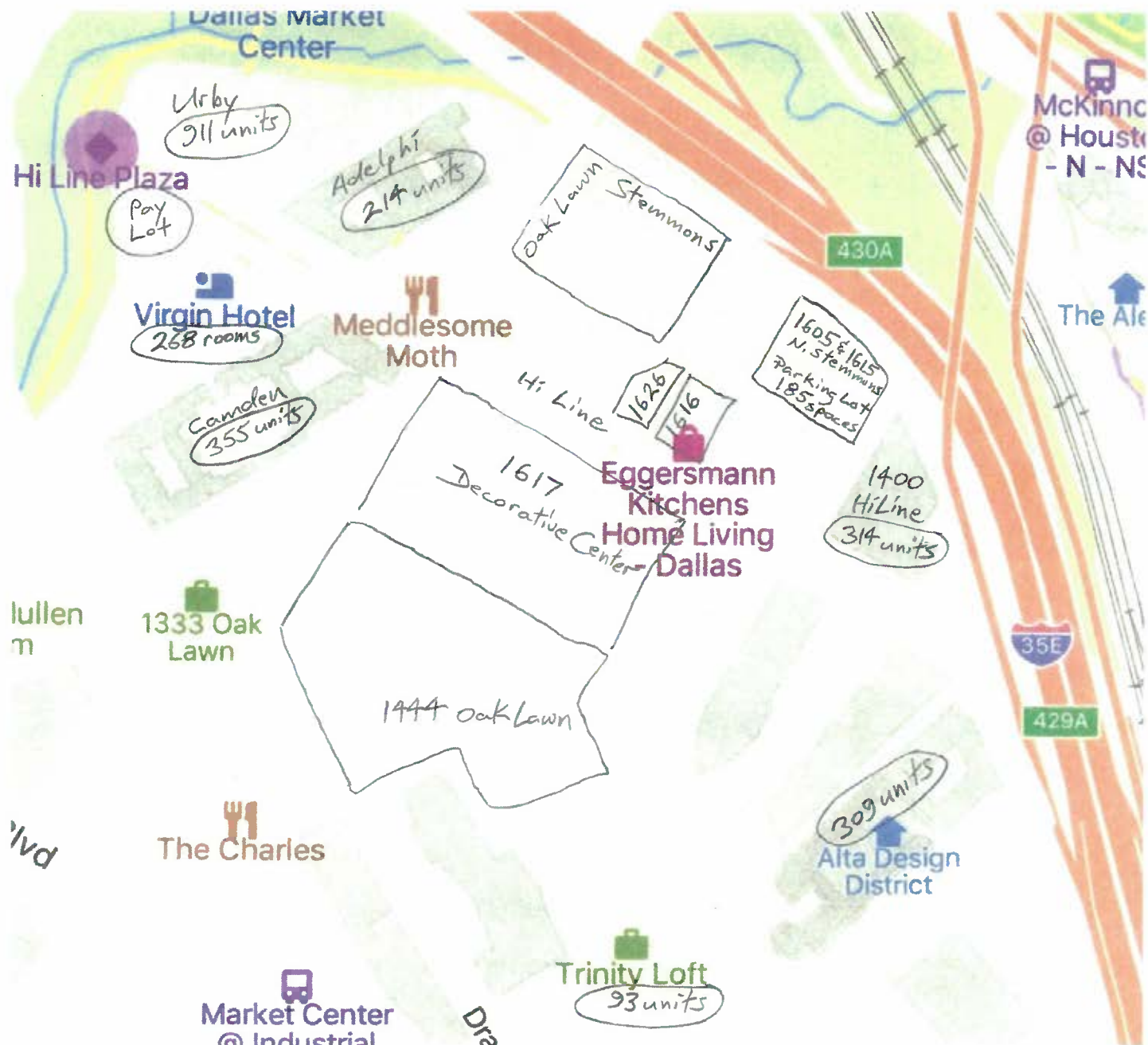

Jonathan G. Vinson

cc: Dr. Kameka Miller-Hoskins
Jennifer Hiromoto
Vipin Nambiar
Adam Hammack
Suzan Kedron

WALKABILITY STUDY

According to statistics listed on the Dallas Design District Property Brochure, by “DunhillProperties.com”, there are approximately 20,000 residents that live within one mile, or a 10 to 20 minute walk, of the Dallas Design District. Even closer to the heart of the Design District and to 1617 Hi Line, within a 5-minute walk or less, are six large multi-family communities that total nearly 2200 units. Also, the Virgin Hotel with 268 rooms and a 75 space pay parking lot are within a 5-minute walk to 1617 Hi Line. (See annotated map attached) According to the Federal Highway Administration, “Most people are willing to walk for five to ten minutes, or approximately ¼ to ½ mile” to reach a destination. (See FHA Pedestrian Safety Guide attached)

The close proximity within a five-minute walk of so many residential units and hotel rooms certainly helps decrease the parking demand for patrons that would frequent 1617 Hi Line for Restaurant uses. (Walk times were physically verified by Lloyd Denman, P.E. during the parking observations made in May 2024.) There is also a free hotel shuttle at the Virgin Hotel that ferries guests within a 3-mile radius of the hotel to and from restaurants and other attractions. In May of 2024, the shuttle attendant said the shuttle stays busy and a second vehicle should be added to the service.



Safety

Pedestrian Safety Guide for Transit Agencies

< [Previous Table of Content](#) [Next](#) >

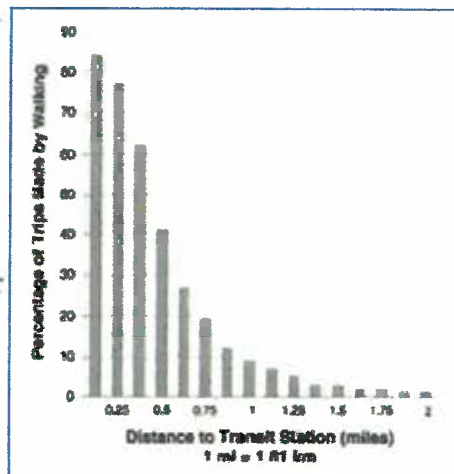
Chapter 4: Actions to Increase the Safety of Pedestrians Accessing Transit

Understanding pedestrian characteristics and facilities (e.g., sidewalks, crosswalks, pedestrian signals, etc.) is an important step in providing safe access to transit systems. This section introduces basic pedestrian safety concepts to help readers understand issues, solutions, and resources that are presented in other parts of this guide. Concepts addressed in this chapter include:

- Typical walking distance to transit.
- Motor vehicle speed and pedestrian safety.
- Pedestrian characteristics and behavior.

A. Typical Walking Distance to Transit

Most people are willing to walk for five to ten minutes, or approximately ¼- to ½-mile to a transit stop (see figure below). However, recent research has shown that people may be willing to walk considerably longer distances when accessing heavy rail services. Therefore, in order to encourage transit usage, safe and convenient pedestrian facilities should be provided within ¼- to ½-mile of transit stops and stations, and greater distances near heavy rail stations. Note that bicyclists are often willing to ride significantly further than ½-mile to access rail transit stations, so safe facilities should be provided for bicycling within a larger catchment area around transit hubs.



Transit route spacing and location are important considerations for pedestrian access to transit. For example, in a city with a regular street grid pattern of streets, appropriate stop spacing can be achieved when transit routes are spaced between ½- to 1-mile apart. If the stops on these routes are spaced 1/8- to ¼- mile apart, then a majority of the people in the neighborhoods served by the transit system will be within ¼- to ½-mile of a transit stop.⁷⁰

B. The Effect of Motor Vehicle Speed on Pedestrian Safety

Pedestrians accessing transit stops and stations must often walk along or cross roadways that carry motor vehicle traffic. Pedestrians may feel less comfortable and safe as nearby motor vehicle speeds increase. The faster a driver is traveling, the more difficult it is to stop (see figure below).⁷¹ Larger vehicles, such as buses and trucks require even longer stopping distances.

The Parking Problem: Why Cities Overbuilt Parking Spaces

by [Lauren Palmer](#) | Sep 20, 2023 | [Land Use](#), [Transportation](#), [Urban Planning](#) | [0 comments](#)

The [Institute of Transportation Engineers](#) (ITE) was founded in 1930 with the goal “to improve mobility and safety for all transportation system users and help build smart and livable communities.” The idea behind the ITE was to help developers with roadway design, traffic management, and parking requirements. However, the ITE has created more problems, particularly when it comes to parking. For decades, the ITE recommended parking minimum requirements ill-suited for the municipalities implementing them.

The primary issue with parking recommendations from the ITE is that the studies they relied on were based on [selective data](#). For instance, in the 1987, second edition of the ITE's *Parking Generation*, the ITE created half of their parking generation rates based on just four or fewer studies that were conducted in suburban areas. Researchers conducted these studies during times of peak parking demand and in areas where there was plenty of free parking and little to no use of public transit.

This led urban planners in cities to use suburban rates to set parking requirements that were incompatible with urban environments, resulting in excessive amount of parking in some areas. This created a circular planning process that has only exacerbated issues. It goes something like this:

1. The ITE published their findings in *Parking Generation* using the selective suburban data,
2. City urban planners set parking requirements based on those findings,
3. Developers implemented those parking plans,
4. The resulting ample supply of parking drove the price of parking in specifically designated lots down to zero,
5. Because of the massive amount of land used to create these parking specifications, cities saw decreased walkability and density of facilities,
6. The sprawl, combined with the plethora of free parking options, led to increased vehicle usage,
7. The increased parking demand again validated the ITE's findings.

And the cycle repeats. This process has, unsurprisingly, resulted in an overabundance of parking. In the United States, surface parking lots alone cover more than five percent of all urban land, representing an area greater than the states of Rhode Island and Delaware combined.

To be clear, the ITE is not solely to blame. As mentioned in *Rethinking A Lot*, urban planners and policymakers frequently rely on the recommendations provided by the ITE for parking requirements without ensuring their accuracy for their respective municipalities. The ITE has an inherent authority that makes planners regard its findings as valid, precluding in planners' minds the need for further inquiry. The use of ITE's manuals also allow public officials to avoid responsibility for excessive parking lots.

Due to a lack of planning and engaging the proper parties involved in parking use and development, inaccurate parking demands arise. While [urban planners](#) readily observe this problem, they often fail to take the necessary steps to actually address it. Even municipalities directly contribute to the overabundance of parking by offering free spaces, which inevitably fill up quickly, and then opting to add more parking, which creates an overabundance without addressing the root problem.

Municipalities also look to other authorities, such as the [Urban Land Institute](#) (ULI) for parking guidance. However, the ULI has many of the same problems as the ITE. ULI reports have recommended an excessive amount of parking, with some ULI reports calculating a “need” for more spaces than ITE reports. Municipalities cannot blindly rely on these institutions to supply perfectly accurate data. Municipalities need to measure parking demands with the “ongoing data analysis, community assessment, and demand analysis” that is most relevant to them.

The ITE, recognizing that municipalities still rely on its findings, is also attempting to fix the situation by adapting and changing the new [Parking Generation](#) manuals. The most recent, the 2019 *Parking Generation Manual*, features land use descriptions and data plots of a variety of available land uses, time periods, and independent variables in the ITE database. The parking database is now broken up into settings that include “Multi-Use Urban” and “Center City Core,” which work to pinpoint the most relevant studies for specific cities’ needs. The goal of this manual is to help describe the relationship between parking demand and the characteristics of the individual development site.

Donald Shoup, Professor in the Department of Urban Planning at UCLA, recommends that the ITE follow in the footsteps of the British counterpart to *Trip Generation*, the “Trip Rate Information Computer System.” This system gives information about the characteristics of every surveyed site and its surroundings, which would allow municipalities to use comparable sites before making land use decisions.

Despite the empirical evidence surrounding the overabundance of parking, as well as its deleterious environmental effects, few municipalities are changing parking requirements and financiers still pass on projects that “don’t have enough parking,” even with the new ITE recommendations.

One successful technique is [shared parking](#), a parking management tool that communities can employ when setting parking requirements. Different types of land uses attract customers, workers, and visitors during different times of the day, which results in differing peak parking demand hours for the related land uses. Shared parking takes advantage of these varying demand patterns and allows adjacent land uses with complementary peak demands to share a parking lot space. This not only encourages centralized parking rather than scattered lots, but also reduces overall construction costs which could greatly benefit both municipalities and developers.

Several municipalities have implemented shared parking, including **Ventura, CA** which has a zoning ordinance that permits different land uses to have shared parking because of opposite peak parking demand periods. The shared parking is allowed to satisfy one hundred percent of the minimum parking requirements for each land use. Similarly, **North Kansas City, MO**, by permit, allows a reduction of the number of parking spaces multi-use developments need to have if they have different peak parking demand periods.

Finally, in **West Hartford, CT**, the zoning code provides an alternative method of meeting parking requirements. So long as the applicant seeking to enter into a shared parking agreement can prove the lot would be convenient for all parties and would not cause traffic congestion, it can get approved. The municipality has since consolidated many parking lots down for shared use.

To truly reverse the detrimental impacts of the old ITE reports on the development of cities, urban planners and lawmakers will need to implement a multi-faceted approach. In addition to conducting their own parking studies based on the proposed uses and characteristics of the community, urban planners and lawmakers should focus on enhancing multi-modal transit and implementing shared parking. Parking minimums need to be eliminated and more parking maximums need to be developed. Focusing on the parking demands of individual development sites will help stop the cycle of creating unnecessary parking and meet parking demands in a smarter and more efficient manner.

Parking Generation— Replacing Flawed Standards with the Custom Realities of **Park+**

WHITE PAPER SERIES

May 2016



Kimley»Horn
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Introduction

For the longest time, our industry's approach to defining "How much parking?" has been relegated to the use of national parking requirement standards, either from the Institute of Transportation Engineers (ITE), Urban Land Institute (ULI), or local code requirements. Anyone who has read the workings of Donald Shoup, or more recently Richard Willson, knows the fallacy in using these sources when designing downtown or campus parking systems.

National parking requirement standards are based on outdated and under-represented data, which tend to skew wildly from the actual parking needs of a community. In my years as a parking consultant, I've very rarely completed a single downtown parking study where the peak observed parking demands consumed the majority of the total parking spaces. A study completed in Dallas a few years ago yielded some 30,000 empty parking spaces at peak. Similar results were found in Atlanta, Houston, St. Petersburg, Seattle, and the list goes on.

When communities plan downtowns based on outdated suburban design standards, we achieve the same inevitable results—empty, restricted parking areas that deaden the density, walkability, and vitality of urban areas.

The parking quantity question is always a challenging exercise, especially when we try to solve it using inaccurate data. Most times, we rely on outdated data that doesn't truly represent the real context of our downtowns. As more and more people migrate to urban areas, the dynamics of how they get around and their relationships with cars change. As such, we've seen a drastic downshift in the need to provide parking. But our planning tools have not evolved to better align with this shift.

Equally challenging is deciding how the parking characteristics in one community compares to another community. In reality, it's hard to define how one neighborhood acts compared to another. Here in Phoenix, the Roosevelt neighborhood, home to the area's up-and-coming artists and requisite "hipsters," enjoys a higher amount of transit, walking, and cycling than most other parts of the city. In turn, the overall demand for parking is lessened as area residents and patrons find other ways to access the uses within the area. In my neighborhood, you almost can't survive without the use of a car to work, shop, and play. This variability exists in every city and is the reason it's absurd to continue leaning on archaic, cookie-cutter methods to plan for parking.

This question is the central reason we created Park+ — to find a way to localize the analysis of parking demand and challenge the conventional notion that all parking demand is created the same. Within this white paper we summarize the findings of the first five years of Park+ modeling and define the dynamic nature of each community served. In our time developing, testing, and applying this model, we have encountered an incredible diversity of data and outcomes in each community. In the following sections, we'll walk through those results, as well as the more global movement afoot in our industry.



PARKING GENERATION -

Replacing Flawed Standards with the Custom Realities of Park+



Unfortunately, those data points are routinely applied in areas they should not be. I've seen exercises where entire swaths of a downtown are planned with these metrics, resulting in over-built facilities. In some cases, it's a lack of understanding of the context the development is occurring in. In other cases, it's a requirement of financial institutions that are backing a development. Whatever the cause, a better understanding of the true dynamics of a development and the area it serves produces better results.

In recent years, urban planners have begun to lean more and more on these decisions as a primary reason that downtowns and communities don't work. One of my favorite terms in the industry is the "parking crater," which was coined by the website Streetsblog and its editor Angie Schmitt. In fact, that website holds an annual March Madness tournament, with a full-on bracket to determine the worst parking crater of that year. The parking crater is a portion of a downtown that has been hollowed out by the presence of large surface parking lots. Whether these are highly or poorly utilized, they deaden a downtown, its walkability, and most importantly its viability.

If asked, many people would say the provision of ample parking makes our cities more desirable. But in fact, ample parking promotes single occupancy vehicle trips and impedes the ability for our communities to develop and grow. Pedestrian walkability, dense design, and connectedness are extremely important for the success of a community. Large areas of parking tend to counter these tenets and disrupt the ability for a community to work properly. This is only exacerbated by the over-provision of parking.

Clearly, something must be done...

Right-Sized Parking

Recently in the planning arm of the parking industry, we've seen a very distinct shift toward finding the right amount of parking for a downtown, campus, study area, development, etc. This movement is aptly dubbed the Right-Sized Parking movement. The name speaks for itself, as the intent is to determine the correct amount of parking to serve an area without over- or under-burdening area patrons.

Too much parking tends to be an expensive endeavor. In today's world where more and more parking is found in consolidated structures, the cost to build a single space can range from \$8,000 to \$40,000, or more. This price is astronomical and is a primary contributing reason that rents are increasing and the cost of living in urban areas is skyrocketing. In King County¹, WA, a recent study searched to find the answer to the right-size for multi-family housing parking. The result of that large-scale effort was...it depends.

¹ Visit rightsizeparking.org to learn more and to play with their awesome right-size parking calculator



PARKING GENERATION -

Replacing Flawed Standards with the Custom Realities of Park+



That result may seem nebulous, but in reality it's the most accurate response that could have emerged from such a study. The data indicated that a number of factors—location, access to transit, employment density, walkability, population demographics—were responsible for the parking demand characteristics of a multi-family development. In short, people tended to adapt to their environment, and their driving (and car ownership patterns) adapted right along with them.

Unfortunately, in a lot of those instances, the provision of parking did not adapt. Instead, developers continued to provide parking as if every location was the same, and the result was a high amount of underutilized parking. The data showed that in the heart of Seattle (the most urbanized area in the county), the parking demand was at or below 0.5 spaces per unit. In the far reaches of the county, the ratio was closer to 1.5 spaces per unit.

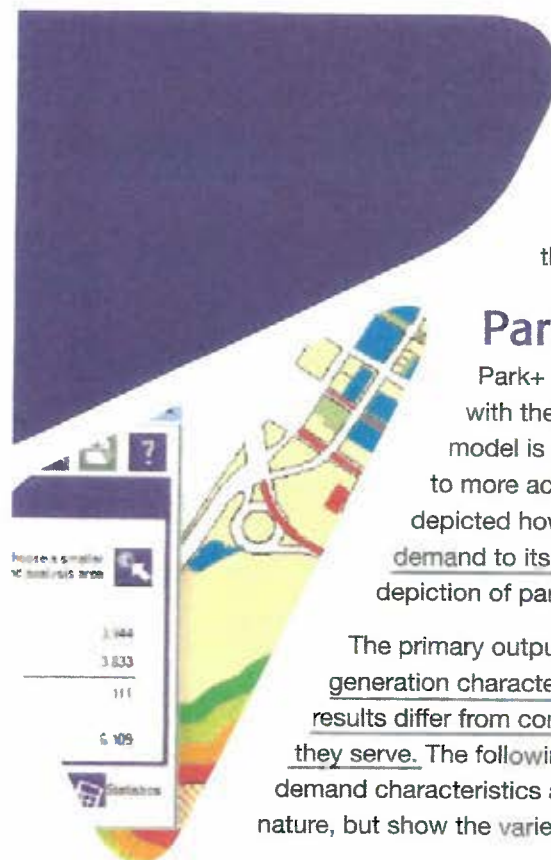
This analysis has borne some incredible outcomes. First, many developers in the King County area have begun to lessen their parking capacity as a result of this analysis, basically “right-sizing” their supply. That in and of itself is a win and would deem the effort a success. However, the study also pushed communities in the King County area to reassess their parking requirements, helping to define right-sized parking at the review level. Even more incredibly, King County transit has now begun to pursue empty parking spaces in multi-family housing complexes to serve as park-and-ride spaces for transit riders.

It's very exciting to see the results coming out of King County. They spent a tremendous amount of time and effort to collect viable data and determine how their community works. The project was well funded by the Federal Highway Administration and led by a brilliant young planner² whose mission is to prove the fallacy of poor parking planning. But how about the communities not funded by FHWA...how do they learn more about the true nature of their parking systems?

Park+ and Right-Sized Parking

Park+ —the Kimley-Horn parking scenario planning tool — was created with the intention of right-sizing parking in the communities we serve. The model is built on an algorithm that matches parking demand with land uses to more accurately depict parking behavior. Previous white papers (xxx) have depicted how this relationship works, but in simplistic terms, we match parking demand to its origin using localized data. The result is a much more accurate depiction of parking demand in the environments our models serve.

The primary output of a calibrated Park+ dataset is a unique set of parking generation characteristics that represent the dynamic nature of a community. These results differ from community to community and are a direct reflection of the areas they serve. The following tables and figures provide a representative sample of parking demand characteristics and geographic demand metrics. These are only representative in nature, but show the varied results that come from Park+ modeling exercises.



² Dan Rowe of King County Metro. If you ever meet him at a conference, engage him about parking...you won't be sorry.

Summary:

City Plan Commission recommendation regarding DCA190-002 Off-Street Parking & Loading Code Amendment

Background:

On March 20, 2025, the City Plan Commission voted to recommend the Off-Street Parking & Loading Code Amendment proposal to the City Council.

The Zoning Ordinance Advisory Committee ("ZOAC") had previously recommended removing all minimum parking requirements for all land uses citywide. The CPC debated this recommendation at five meetings from November 2024 through March 2025, voting to amend it in several ways.

Summarized proposal:

Notable updates to our current parking minimums include:

- **Transit-Oriented Development and Downtown:** No minimums for any use within ½ mile around rail stations or downtown
- **Office and retail:** No minimums for office uses and most retail
- **Industrial and Commercial:** No minimums for industrial, commercial, and business service uses except when contiguous with single-family uses
- **Single-family and duplex:** Reduced minimums for single-family and duplex uses to 1 space per dwelling unit
- **Multifamily:** Reduced minimums for multifamily uses to ½-space per dwelling unit plus guest parking, and added requirement of 1 loading space for larger multifamily
- **Bars, restaurants, and commercial amusement:** Reduced minimum for seating and sales areas to 1 space per 200 square feet, plus additional reductions
 - Bars and restaurants in buildings **under 2,500 square feet:** No minimums
- **Designated historic buildings:** No minimums for buildings designated at the city, state, or national level as historically significant, except when used as a bar, restaurant, or commercial amusement land use.
- **Places of worship under 20,000 square feet:** No minimums
- **Lower Greenville:** Parking ratios for selected uses generally will not apply to Lower Greenville areas covered by the Modified Delta Overlay MD-1.

Below is a table describing the changes in more detail.

Topic	Impact	Results (summarized)	Current code (summarized)
TOD & Downtown	Removed	No parking for any use within <ul style="list-style-type: none"> ½-mile of light rail and streetcar stations CA (downtown) districts 	No exception for rail proximity 1 space per 2,000 sf, with exceptions for buildings built prior to 1967 and ground-floor retail under 5,000 sf
Office uses	Removed	No minimum parking requirement	1 space per 200 or 330 square feet
Single-family & Duplex	Reduced and standardized	1 space per dwelling unit	1 space per single-family dwelling unit in R7.5(A) and R5(A) 2 spaces per dwelling unit for all other single-family and duplexes
Multifamily (parking)	Reduced	½-space per dwelling unit Graduated guest parking requirement	1 space per bedroom 0.25 guest spaces per dwelling unit
Multifamily (loading and short-term)	Added	Show plans to manage loading and short-term drop-off for any development 1 loading space required over 150 dwelling units	No loading required
Hotel (loading and short-term)	Reduced	Show plans to manage loading and short-term drop-off for any development 1 loading space required for hotels over 80 guest rooms	Graduated requirement beginning at 10,000 square feet
Bars and restaurants	Reduced	No minimum for buildings up to 2,500 sf For buildings over 2,500 sf, 1 space per 200 sf for sales and seating area (plus reductions for some storage and manufacturing area)	1 space per 100 square feet for sales and seating area Variety of lighter minimums for storage and manufacturing
Commercial amusement (bowling alleys, dance halls, etc.)	Reduced and standardized	1 space per 200 square feet	Variety of minimums per type

Industrial uses Commercial service and business uses (truck sales, medical laboratory, furniture repair, etc.)	Geography limited	Reduced minimums apply when contiguous with single-family properties; no minimums elsewhere	Minimums apply anywhere the use is permitted
Designated historic buildings	Mostly removed	No minimums, except 1 space per 200 square feet for bars, restaurants, and commercial amusement uses within 300 feet of single-family with reduction option through SUP.	No exemptions for historic buildings
Places of worship	Reduced	No minimums for places of worship less than 20,000 square feet of floor area	All places of worship are subject to parking minimums
Mixed Income Housing Density Bonus	Parking bonus reduced to zero	Zero minimum parking required when providing mixed income units	½-space per unit required when providing mixed income units
Geographic exceptions	No change for MD-1 Overlay	Properties subject to the MD-1 Modified Delta Overlay will keep minimums for selected uses.	
Design standards	Limiting driveway entrances for 1- through 4-unit residences Requiring pedestrian path through large parking lots Prohibiting surface water drainage across sidewalk surfaces Simplified loading standards Allowing parking lot entrances on any alley for any use		
Bicycle parking	Increased bicycle parking amount requirements Clarified design and locational standards		
Shared loading	Adding the opportunity for a shared loading agreement		

FILE NUMBER: BDA245-047 (BT)

BUILDING OFFICIAL'S REPORT: Application of JONATHAN VINSON for **(1)** a special exception to the parking regulations at **1626 HI LINE DRIVE**. This property is more fully described as Block 44/1001, Lots 12 & 13 and parts of Lots 11 & 14 and is zoned PD-621 (Subdistrict 1), which requires parking to be provided. The applicant proposes to construct and/or maintain a nonresidential structure for a restaurant without drive-in or drive-through service use, an office use and an Office/Showroom use and provide 17 of the required 32 parking spaces, which will require **(1)** a 15-space special exception (46.8 percent reduction) to the parking regulation.

LOCATION: 1626 Hi Line Drive

APPLICANT: Jonathan Vinson

REQUEST:

- (1) Special Exception to the parking regulations.

STANDARD FOR A SPECIAL EXCEPTION TO THE OFF-STREET PARKING REGULATIONS:

SEC 51P-621.110(b)(2) States that the board may grant a special exception of up to 50 percent of the required off-street parking upon the findings and considerations listed in **SEC 51A-4.311** minus the number of parking spaces currently not provided due to delta credits, as defined in **SEC 51A-4.704(b)(4)(A)**. The board of adjustment may impose conditions on the special exception. **SEC 51A-3.111(a)** of the Dallas Development Code specifies that the board may grant a special exception to authorize a reduction in the number of off-street parking spaces required under this article if the board finds, after a public hearing, **that the parking demand generated by the use does not warrant the number of off-street parking spaces required, and the special exception would not create a traffic hazard or increase traffic congestion on adjacent or nearby streets.**

STAFF RECOMMENDATION:

Special Exceptions (1):

No staff recommendation is made on this request.

BACKGROUND INFORMATION:

Zoning:

Site: PD-621 (Subdistrict 1)
North: PD-621 (Subdistrict 1) and PD-621 (Subdistrict 1G)
East: PD-621 (Subdistrict 1) and PD-621 (Subdistrict 1F)
South: PD-621 (Subdistrict 1)
West: PD-621 (Subdistrict 1)

Land Use:

The subject site is developed with an Office Showroom/Warehouse use. The areas to the north, south, east, and west are developed with various uses such as but not limited to Office Showroom/Warehouse, Multi-family, and Restaurant without drive-in or drive-through service.

BDA History:

No BDA history found within the last 5 years

GENERAL FACTS/STAFF ANALYSIS:

- The application of Jonathan Vinson for the property located at 1626 Hi Line Drive focuses on one request relating to the parking regulations.
- The proposed request of a 15-space special exception (46.8 percent reduction) is made to construct and/or maintain a nonresidential structure.
- The subject site lot size is 24,800.03 square feet.
- The existing building footprint is 14,064 square feet (56.71 percent lot coverage)
- PD-621 (Subdistrict 1) requires the following parking ration per specified use:
 - 1 parking space per 105 square feet of floor area for restaurant without drive-in or drive-through service ($2,500 / 105 = 23.81$).
 - 1 parking space per 1100 square feet of floor area for Warehouse/Showroom up to 20,000 square feet floor area ($11,564 / 1100 = 10.51$).
- Additionally, a parking agreement is required for calculating adjusted standard parking requirements.
- Granting the proposed 15-space special exception (46.8 percent reduction) to the parking regulations with a condition that the applicant complies with the most recently submitted site plan, would require the proposal to be constructed as shown on the submitted documents.
- 200' Radius Video: [BDA245-047 at 1626 Hi Line Dr](#)

Timeline:

April 16, 2025:	The applicant submitted an "Application/Appeal to the Board of Adjustment" and related documents which have been included as part of this case report.
March 5, 2025:	The Board of Adjustment Secretary assigned this case to Board of Adjustment Panel A.
March 14, 2025:	Planning and Development Department Senior Planner emailed the applicant the following information: <ul style="list-style-type: none">• an attachment that provided the public hearing date and panel that will consider the application; the March 21, 2025, deadline to

submit additional evidence for staff to factor into their analysis; and April 4, 2025, deadline to submit additional evidence to be incorporated into the board's docket materials.

- the criteria/standard that the board will use in their decision to approve or deny the request; and
- the Board of Adjustment Working Rules of Procedure pertaining to documentary evidence.

March 25, 2025: The Board of Adjustment staff review team meeting was held regarding this request and other requests scheduled for the April public hearings. Review team members in attendance included: The Board of Adjustment Chief Planner/Board Administrator, the Board of Adjustment Senior Planner, Project Coordinator, Board Secretary, Conservation District Chief Planner, Chief Arborists, Zoning Senior Planner and Transportation Engineer.

March 25, 2025: The applicant provided revised Shared Parking Chart.

April 4, 2025: The applicant provided additional documentary evidence.

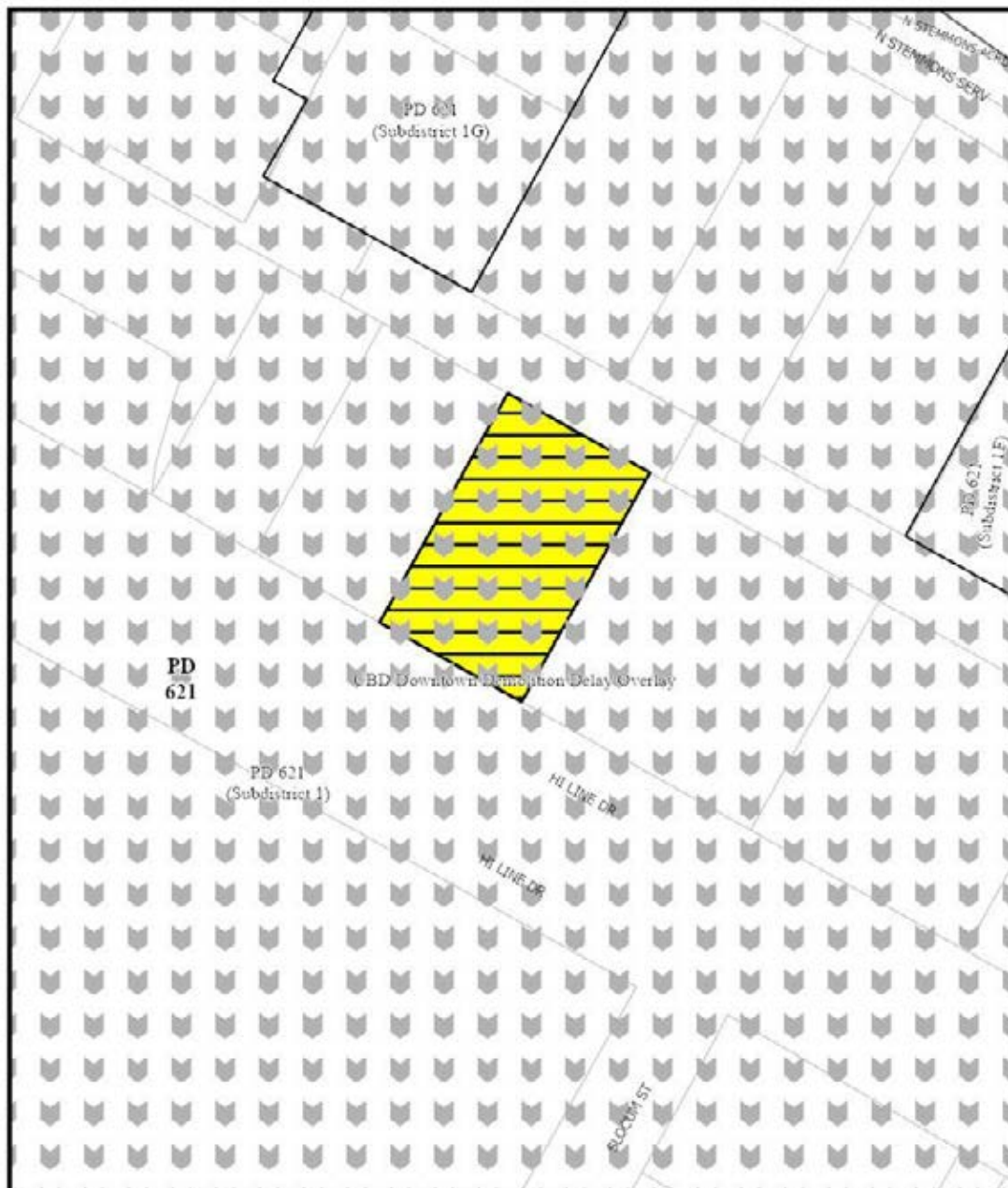


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AERIAL MAP

Case no: **BDA245-047**

Date: **03/07/2025**

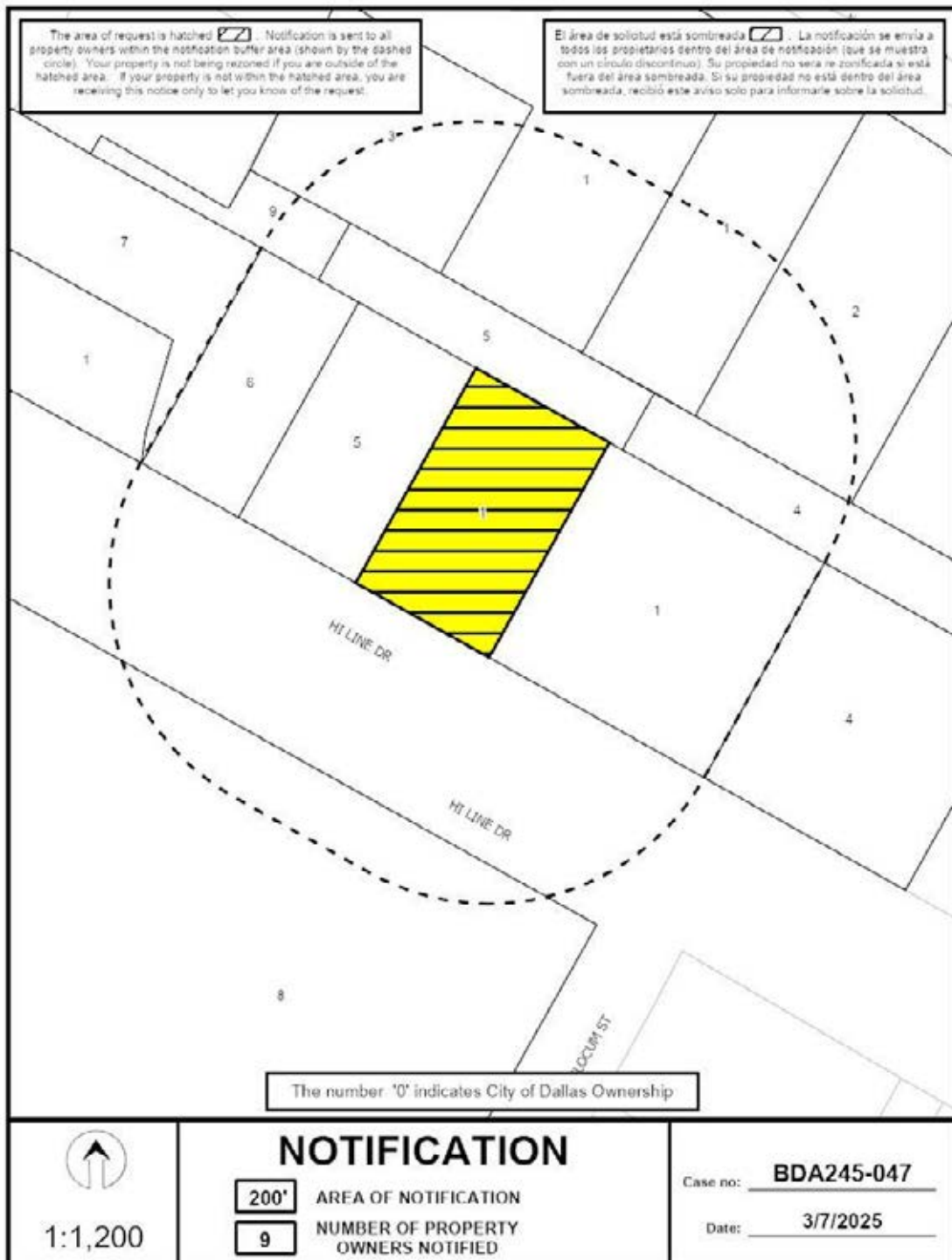


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ZONING MAP

Case no: BDA245-047

Date: 03/07/2025



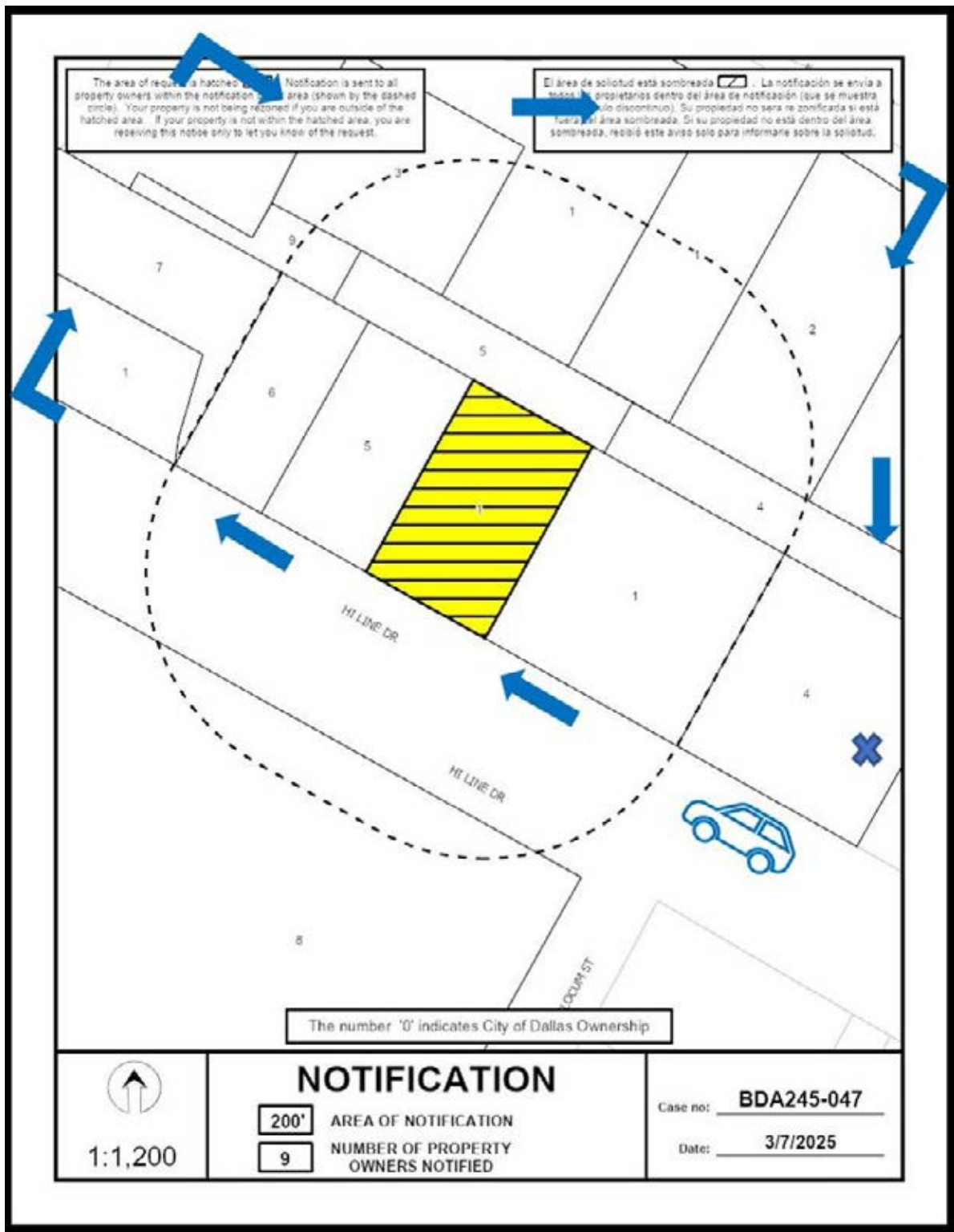
Notification List of Property Owners

BDA245-047

9 Property Owners Notified

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
1	1645 N STEMMONS FWY	DDD PORTFOLIO HOLDINGS LLC
2	1625 N STEMMONS FWY	1625 N STEMMONS LLC
3	1650 OAK LAWN AVE	DDD OAK LAWN HOLDINGS LLC
4	1532 HI LINE DR	BAYSWATER HI LINE LLC
5	1710 HI LINE DR	HI ED LLC
6	1718 HI LINE DR	GILBERT DAVID W &
7	1620 OAK LAWN AVE	GREEN FAMILY HOLDINGS LLC
8	1617 HI LINE DR	DDD PROPERTY HOLDINGS LLC
9	1600 EDISON ST	GREEN JACK & MERIKAY

200' Radius Route Map



NOTICE OF PUBLIC HEARING

BOARD OF ADJUSTMENT OF THE CITY OF DALLAS (PANEL A)

NOTICE IS HEREBY GIVEN that the BOARD OF ADJUSTMENT OF THE CITY OF DALLAS (PANEL A) will hold a hearing as follows:

DATE: TUESDAY, APRIL 15, 2025

BRIEFING: 10:30 a.m. via Videoconference and in 6EN COUNCIL CHAMBERS at Dallas City Hall, 1500 Marilla Street <https://bit.ly/boa0415A>

HEARING: 1:00 p.m. Videoconference and in 6EN COUNCIL CHAMBERS at Dallas City Hall, 1500 Marilla Street <https://bit.ly/boa0415A>

The purpose of the hearing is to consider the following appeal(s) now pending before the Board of Adjustment:

BDA245-047(BT) Application of Jonathan Vinson for **(1)** a special exception to the parking regulations at **1626 HI LINE DRIVE**. This property is more fully described as Block 44/1001, lots 12&13 & part of lots 11 & 14, and is zoned PD-621 Subdistrict 1, which requires parking to be provided. The applicant proposes to construct and/or maintain a nonresidential structure for a restaurant without drive-in or drive-through service use, an office use, and an Office/Showroom use and provide 17 of the required 32 parking spaces, which will require **(1)** a 15-space special exception (46.8% reduction) to the parking regulation.

You have received this notice because you own property within 200 feet of the above property. You may be interested in attending the Board of Adjustment hearing to express your support for or opposition to the application. You may also contact the Board of Adjustment by email to BDAREPLY@dallas.gov. Letters will be accepted until 9:00 am the day of the hearing. If you are unable to attend the hearing. If you choose to respond, it is important that you let the Board know your reasons for being in favor of or in opposition to the application. The Board members are very interested in your opinion.

Note: Any materials (such as plans, elevations, etc.) included within this notice may be subject to change.

The Board of Adjustment hearing will be held by videoconference and at 6EN Council Chambers. Individuals who wish to speak in accordance with the Board of Adjustment Rules of Procedure by **joining the meeting virtually**, must register online at <https://bit.ly/BDA-A-Register> by the 5 p.m. on Monday, April 14, 2025. All virtual speakers will be required to show their video in order to address the board. In Person speakers can register at the hearing. Public Affairs and Outreach will also stream the public hearing on Spectrum Cable Channel 96 or 99, and bit.ly/cityofdallastv or [YouTube.com/CityofDallasCityHall](https://www.youtube.com/CityofDallasCityHall).

Speakers at the meeting are allowed a maximum of five (5) minutes to address the Board.

Additional information regarding the application may be obtained by calling Bryant Thompson, Senior Planner (214) 940-4502, or Mary Williams, Board Secretary at (214) 670-4127. Si desea información en español, favor de llamar al teléfono a Mary Williams al (214) 670 4127.

Board of Adjustment
Planning and Development Department
1500 Marilla Street 5CN, Dallas TX 75201

PLEASE SEND REPLIES TO:

BDAREPLY@dallas.gov

**Letters will be received until 9:00
am the day of the hearing.**

PLEASE REGISTER AT:

<https://bit.ly/BDA-A-Register>



Development Services

"TOGETHER WE ARE BUILDING A SAFE AND UNITED DALLAS"

APPLICATION/APEAL TO THE BOARD OF ADJUSTMENT

Case No.: BDA

245-047

RECEIVED

FEB 25 REC'D

Data Relative to Subject Property:

Date:

FOR OFFICE USE ONLY

Location address: 1626 Hi Line Drive

Zoning District:

PD 621 Subdistrict 1

Lot No.: 12 & 13 Block No.: 44/1001 Acreage: 0.569 ac Census Tract: 100.03

& pt Lots 11 & 14

Street Frontage (in Feet): 1) 125 2) 3) 4) 5)

To the Honorable Board of Adjustment:

Owner of Property (per Warranty Deed): DDD Portfolio Holdings LLC

Applicant: Jonathan Vinson, Jackson Walker LLP Telephone: 214-953-5941

Mailing Address: 2323 Ross Avenue, Ste. 600 Zip Code: 75201

E-mail Address: jvinson@jw.com

Represented by: Jonathan Vinson, Jackson Walker LLP Telephone: 214-953-5941

Mailing Address: 2323 Ross Avenue, Ste. 600 Zip Code: 75201

E-mail Address: jvinson@jw.com

Affirm that an appeal has been made for a Variance __ or Special Exception X of parking regulations for various uses, in accordance with PD 621 Section 51P-621-110(b)(2)(D).

Application is made to the Board of Adjustment, in accordance with the provisions of the Dallas Development Code, to Grant the described appeal for the following reason:

This application requests a Special Exception for a 50% reduction in the off-street parking requirements for various uses on the property; that is, to provide 17 parking spaces of the required 34 parking spaces based on office/showroom and restaurant uses. In accordance with Planned Development District No. 621, Section 51P-621.110(b)(2)(D), and Section 51A-4.311(a)(1) of the Dallas Development Code, the parking demand generated by the various uses does not warrant the number of off-street parking spaces required, and the proposed special exception will not create a traffic hazard or increase traffic congestion on adjacent or nearby streets.

Note to Applicant: If the appeal requested in this application is granted by the Board of Adjustment, a permit must be applied for within 180 days of the date of the final action of the Board, unless the Board specifically grants a longer period.

Affidavit

Before me the undersigned on this day personally appeared Jonathan G. Vinson

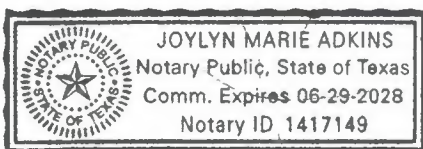
(Affiant/Applicant's name printed)

who on (his/her) oath certifies that the above statements are true and correct to his/her best knowledge and that he/she is the owner/or principal/or authorized representative of the subject property

Respectfully submitted:

Jonathan G. Vinson
(Affiant/Applicant's signature)

Subscribed and sworn to before me this 19 day of September, 2024



Joylyn Marie Adkins
Notary Public in and for Dallas County, Texas



Appeal number: BDA 245-047

I, DDD Portfolio Holdings LLC, Owner of the subject property
(Owner or "Grantee" of property as it appears on the Warranty Deed)

at: 1626 Hi Line Drive
(Address of property as stated on application)

Authorize: Jonathan Vinson, Jackson Walker LLP
(Applicant's name as stated on application)

To pursue an appeal to the City of Dallas Zoning Board of Adjustment for the following request(s)

☒ Variance (specify below)

☒ Special Exception (specify below)

☐ Other Appeal (specify below)

Specify: This application requests a Special Exception for a 50% reduction in the off-street parking requirements for various uses on the property; that is, to provide 17 parking spaces of the required 34 parking spaces based on office/showroom and restaurant uses. In accordance with Planned Development District No. 621, Section 51P-621.110(b)(2)(D), and Section 51A-4.311(a)(1) of the Dallas Development Code, the parking demand generated by the various uses does not warrant the number of off-street parking spaces required, and the proposed special exception will not create a traffic hazard or increase traffic congestion on adjacent or nearby streets.

Vipin Nambiar Print name of property owner or registered agent
[Signature] Signature of property owner or registered agent

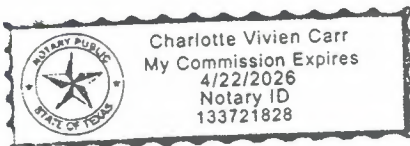
agent Date 9/24/24

Before me, the undersigned, on this day personally appeared Vipin Nambiar

Who on his/her oath certifies that the above statements are true and correct to his/her best

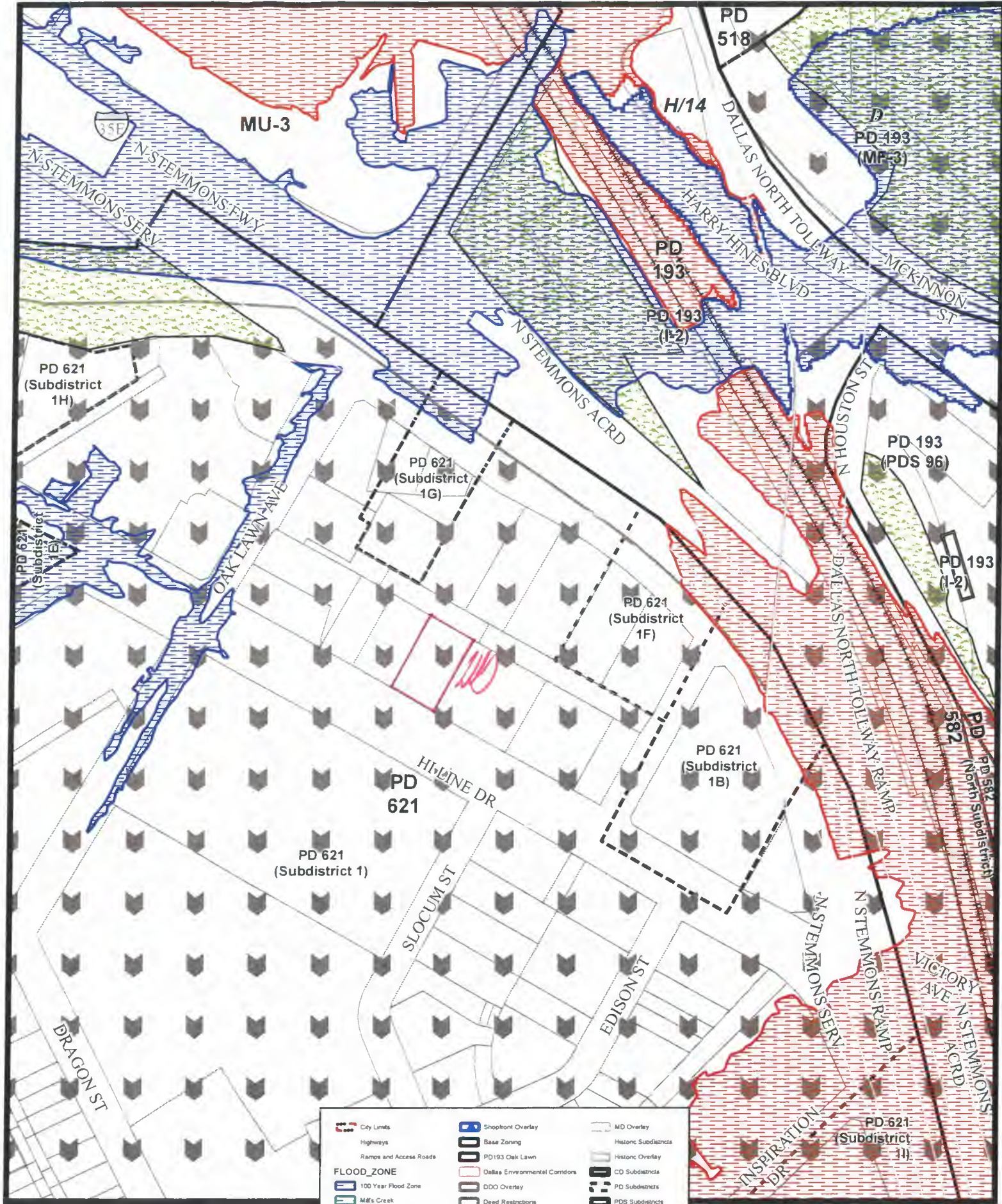
knowledge. Subscribed and sworn to before me this 24th day of

September, 2024



Charlotte V Carr
Notary Public for Dallas County,
Texas

Commission expires on 4/22/2026

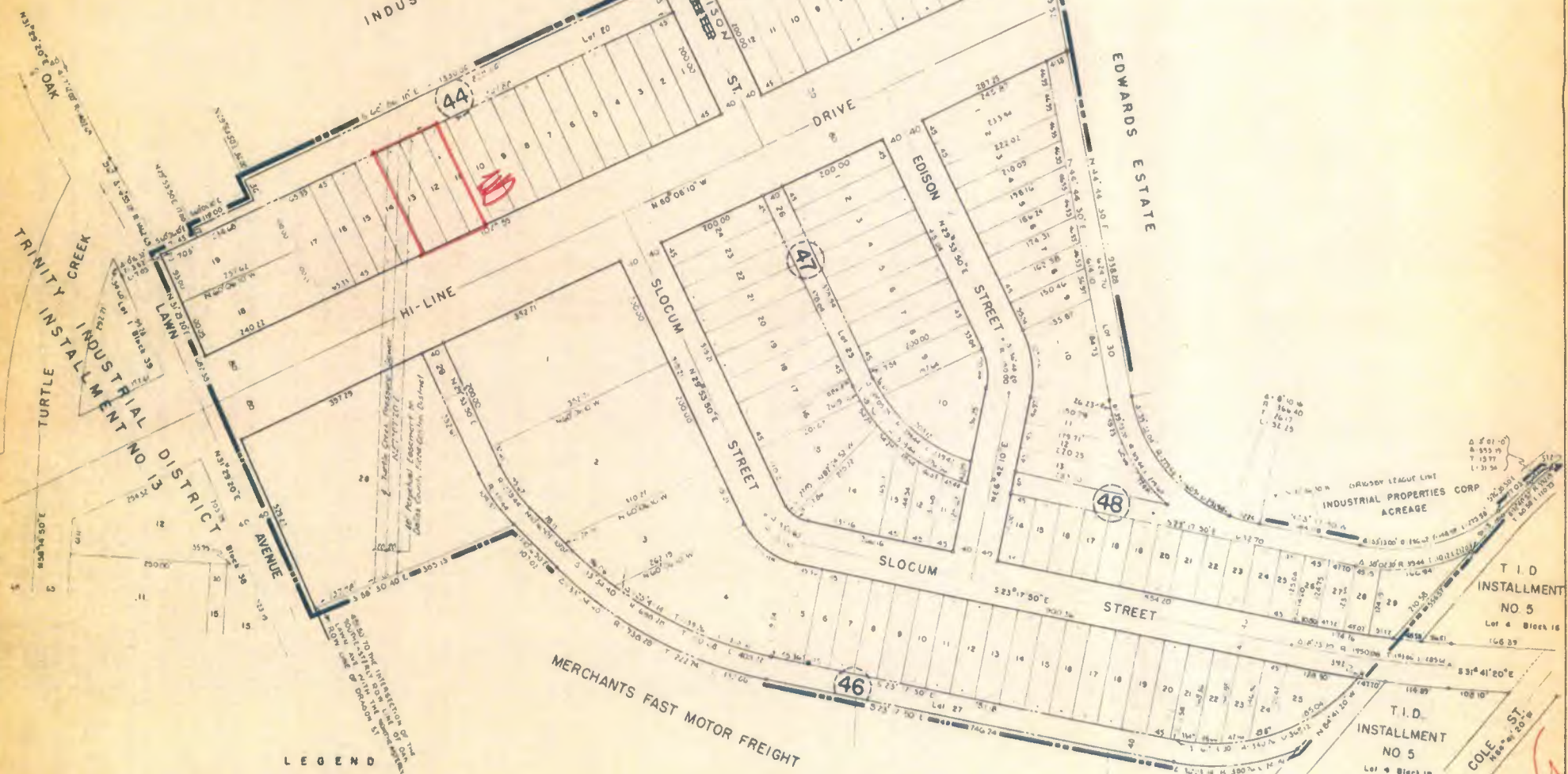
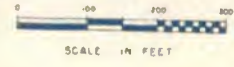


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Case ID: BDA245-047
Printed: 8/9/2024

CHICAGO, ROCK ISLAND AND PACIFIC RAILROAD

INDUSTRIAL PROPERTIES CORPORATION
ACREAGE



- LEGEND
- IRON PIPE
 - ▲ CONCRETE MONUMENT
 - NAIL IN PAVEMENT
 - 4 LOT NUMBER
 - 47 BLOCK NUMBER

S H LYNCH REALTY CO

L.H. RUBIN

INDUSTRIAL PROPERTIES CORPORATION

TRINITY INDUSTRIAL DISTRICT INSTALLMENT NO. 15

IN THE JAMES A SYLVESTER SURVEY, ABSTRACT NO 1383, THE JOHN GRIGSBY SURVEY, ABSTRACT NO 495, THE C G COLE SURVEY, ABSTRACT NO 270, THE MCKINNEY-WILLIAMS SURVEY, ABSTRACT NO 1052 AND THE SAMUEL LOCKHART SURVEY, ABSTRACT NO 817, COUNTY OF DALLAS, TEXAS

FILED 11 - 24 - 54
VOL. 24 - 226

121 BDA245-047

5885

REMOTE PARKING AGREEMENT
(including church uses)

STATE OF TEXAS)
)
COUNTY OF DALLAS)

KNOW ALL PERSONS BY THESE PRESENTS:

I.

DDD PORTFOLIO HOLDINGS, LLC ("Owner(s) of Tract A") is the owner(s) of the below described property ("Tract A"), which is the recipient of parking spaces:

Street Address 1616 HI LINE DRIVE Property Description: Lots 7-10 & Part of Lots 6 and 11 Block 44/1001 Addition Trinity Industrial District 15 Zoning District PD 621 more particularly described in Instrument #202200047504 or Volume _____, Page _____, in the Deed Records of DALLAS County, Texas. The below described use(s) ("Use A", "Use B", etc.) is located on Tract A: RESTAURANT & OFFICE SHOWROOM/WAREHOUSE. Floor area of Use(s) on Tract A: 15,766 SF & 4,222 SF, respectively. Total number of off-street parking spaces required for Use(s) on Tract A: 77. Number of off-street parking spaces on Tract A provided for Use(s) on Tract A to meet parking requirement: 28.

II.

DDD STEMMONS HOLDINGS, LLC ("Owner(s) of Tract B") is the owner(s) of the below described property ("Tract B"), which is providing the parking spaces:

Street Address 1615 N. STEMMONS FREEWAY

Property Description: Tract 4, Block 2/1001

Addition Stemmons Freeway & Edison Zoning District PD 621 more particularly described in Instrument #202200047503 or Volume _____, Page _____, in the Deed Records of DALLAS County, Texas. The below described use(s) ("Use B", etc) is located on Tract B: COMMERCIAL PARKING LOT. Floor area of Use(s) on Tract B: 0 SF. Total number of off-street parking spaces required for Use(s) on Tract B: 00. Total number of off-street spaces located on Tract B: 96. Total number of off-street parking spaces located on Tract B providing required parking for Use(s) on Tract A: 49.

III.

In order that all uses governed by this agreement may operate in compliance with the off-street parking regulations in the Dallas Development Code of the Dallas City Code ("Code"), as amended, and derive all the benefits from such compliance, and for such other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, as Owner(s) of Tract A and B have agreed upon, Owner(s) of Tract A and B agree to enter into this Agreement.

IV.

Owner(s) of Tract A and B agree that Tract B shall be used to provide 49 required off-street parking spaces for Use(s) on Tract A to comply with the Code. The walking distance between Tract A and Tract B is within 500 feet.

V.

Owner(s) of Tract A and B agree to comply with the off-street parking regulations in the Code.

• VI.

The location of the off-street parking spaces on Tract B is shown on a site plan that is attached to and made a part of this agreement. The site plan must provide sufficient information to demonstrate compliance with the Code and all other applicable ordinances and regulations of the City of Dallas ("City").

VII.

This agreement may be amended or terminated only upon the filing, in the Deed Records of the county or counties in which Tracts A and B are located, of an instrument approved by the building official of the City and approved as to form by the city attorney. The building official shall approve an instrument amending or terminating this agreement if:

- (1) all uses providing parking and all uses on the property for which parking is provided under this agreement fully comply with the off-street parking regulations in the Code, as amended, by a means other than this parking agreement; or
- (2) all uses on the property for which parking is provided under this agreement cease to operate and terminate their certificates of occupancy.

Owner(s) of Tract A or B shall file the amending or terminating instrument in the Deed Records of the county or counties in which Tract A and Tract B are located at the sole cost and expense of Owner(s) of Tract A or B. After filing the amending or terminating instrument in the Deed Records, Owner(s) of Tract A or B shall file two copies of the instrument with the building official. No amendment or termination of this agreement is effective until the amending or terminating instrument is filed in accordance with this paragraph.

VIII.

This agreement inures to the benefit of, and is enforceable by, the parties to the agreement and the City. If a use is being operated in violation of this agreement, the building official shall revoke the certificate of occupancy for that use. Owner(s) of Tract A and B acknowledge that the City has the right to enforce this agreement by any lawful means, including filing an action in a court of competent jurisdiction, at law or in equity, against any person violating or attempting to violate this agreement, either to prevent the violation or to require its correction. If the City substantially prevails in a legal proceeding to enforce this agreement against a person, Owner(s) of Tract A and B agree that the City shall be entitled to recover damages, reasonable attorney's fees, and court costs from that person.

REMOTE PARKING AGREEMENT - (Instrument) - PAGE 2 OF 5
(rev. 11/7/23)

IX.

OWNER A AND OWNER B AGREE TO DEFEND, INDEMNIFY, AND HOLD HARMLESS THE CITY FROM AND AGAINST ALL CLAIMS OR LIABILITIES ARISING OUT OF OR IN CONNECTION WITH THIS AGREEMENT AND THE CITY GRANTING, REVOKING, OR WITHHOLDING A BUILDING PERMIT AND/OR CERTIFICATE OF OCCUPANCY BY REASON OF THIS AGREEMENT.

X.

Owner(s) of Tract A and B understand and agree that this agreement shall be governed by the laws of the State of Texas.

XI.

Prior to the issuance of the building permit and/or certificate of occupancy for Use(s) on Tract A, Owner(s) of Tract A or B shall file this agreement in the Deed Records of the county or counties in which Tracts A and B are located at the sole cost and expense of the Owner(s) of Tract A or B. After filing this agreement in the Deed Records, Owner(s) of Tract A or B shall file two copies of this agreement with the building official.

XII.

Owner(s) of Tract A and B understand and agree that this agreement shall be a covenant running with the land with respect to both Tract A and Tract B, and that this agreement shall fully bind any and all successors, heirs, and assigns of Owner(s) of Tract A or B who acquire any right, title, or interest in or to Tract A or Tract B, or any part of those tracts. Any person who acquires any right, title, or interest in or to Tract A or Tract B, or any part of those tracts, thereby agrees and covenants to abide by and fully perform this agreement.

XIII.

Unless stated otherwise in this agreement, the definitions and provisions of CHAPTER 51A of the Dallas City Code, as amended, apply and are incorporated into this agreement as if recited in this agreement.

XIV.

In the event that Tract A and Tract B are or ever become owned by the same person or entity, then this person or entity intends this agreement to be construed as a deed restriction, and that the Doctrine of Merger not apply.

XV.

If the building official places any conditions upon the approval of this parking agreement, those conditions shall be attached to and made a part of this agreement. If conditions are placed upon the approval of this agreement,

REMOTE PARKING AGREEMENT - (Instrument) - PAGE 3 OF 5
(rev. 11/7/23)

Owner(s) of Tract A and B agree that they shall comply with each condition and understand that a failure to so comply shall constitute a violation of this agreement.

XVI.

Owner(s) of Tract A and B each certify and represent that there are no liens or mortgages, other than liens for *ad valorem* taxes, against their respective tracts if there are no signatures of lienholders or mortgagees subscribed below.

XVII.

The invalidation of any provision of this agreement by any court shall in no way affect any other provision, which shall remain in full force and effect, and to this end the provisions are declared to be severable.

EXECUTED at _____, DALLAS County, _____, this ____ day of _____, 2024.

Owner(s) of Tract A
By: _____
Printed Name: _____
Title: _____

Owner(s) of Tract B
By: _____
Printed Name: _____
Title: _____

CONSENT AND CONCURRENCE OF LIENHOLDERS OR MORTGAGEES:

Tract A Lienholder/Mortgagee
By: _____
Printed Name: _____
Title: _____

Tract B Lienholder/Mortgagee
By: _____
Printed Name: _____
Title: _____

APPROVED:

APPROVED AS TO FORM:
TAMMY L. PALOMINO,
City Attorney

Building Official
(or authorized representative)

Assistant City Attorney

ATTACH THE APPROPRIATE ACKNOWLEDGMENTS FOR ALL SIGNATORIES, INCLUDING OWNERS, AND LIENHOLDERS/MORTGAGEES (IF APPLICABLE).

Executed as of the date set forth above.

TRACT A OWNER:

DDD PORTFOLIO HOLDINGS LLC
a Delaware limited liability company

By: DDD INVESTORS HOLDINGS LP,
a Delaware limited partnership, its Manager

By: HN DDD GP, LLC,
a Delaware limited liability
company, its Operating General
Partner

By: _____
Name: Vipin Nambiar
Title: Managing Partner

By: MCCOURT DDD GP LLC,
a Delaware limited liability
company, its Co-General Partner

By: _____
Name: Jordon Lang
Title: Managing Director

ACKNOWLEDGEMENT

STATE OF TEXAS)
)
COUNTY OF DALLAS)

This instrument was acknowledged before me on _____ by Vipin Nambiar,
Managing Partner of DDD PORTFOLIO HOLDINGS LLC, a Delaware limited liability company, on behalf of said
limited liability company.

NOTARY PUBLIC

[NOTARY PUBLIC STAMP]

Executed as of the date set forth above.

TRACT A OWNER:

DDD PORTFOLIO HOLDINGS LLC
a Delaware limited liability company

By: DDD INVESTORS HOLDINGS LP,
a Delaware limited partnership, its Manager

By: HN DDD GP, LLC,
a Delaware limited liability
company, its Operating General
Partner

By: _____
Name: Vipin Nambiar
Title: Managing Partner

By: MCCOURT DDD GP LLC,
a Delaware limited liability
company, its Co-General Partner

By: _____
Name: Jordon Lang
Title: Managing Director

ACKNOWLEDGEMENT

STATE OF TEXAS)
)
COUNTY OF DALLAS)

This instrument was acknowledged before me on _____ by Jordan Lang,
Managing Director of DDD PORTFOLIO HOLDINGS LLC, a Delaware limited liability company, on behalf of
said limited liability company.

NOTARY PUBLIC

[NOTARY PUBLIC STAMP]

Executed as of the date set forth above.

TRACT A MORTGAGEE:

CENTENNIAL BANK, successor-in-interest to
HAPPY STATE BANK

By: _____

Name: _____

Title: _____

ACKNOWLEDGEMENT

STATE OF TEXAS)

)

COUNTY OF DALLAS)

This instrument was acknowledged before me on _____, by _____
as _____ of Centennial Bank, successor-in-interest to Happy State Bank.

NOTARY PUBLIC

[NOTARY PUBLIC STAMP]

Executed as of the date set forth above.

TRACT B OWNER:

DDD STEMMONS HOLDINGS LLC,
a Delaware limited liability company

By: DDD INVESTORS HOLDINGS LP,
a Delaware limited partnership, its Manager

By: HN DDD GP, LLC,
a Delaware limited liability
company, its Operating General
Partner

By: _____
Name: Vipin Nambiar
Title: Managing Partner

By: MCCOURT DDD GP LLC,
a Delaware limited liability
company, its Co-General Partner

By: _____
Name: Jordon Lang
Title: Managing Director

ACKNOWLEDGEMENT

STATE OF TEXAS)
)
COUNTY OF DALLAS)

This instrument was acknowledged before me on _____ by Vipin Nambiar,
Managing Partner of DDD STEMMONS HOLDINGS LLC, a Delaware limited liability company, on behalf of said
limited liability company.

NOTARY PUBLIC

[NOTARY PUBLIC STAMP]

Executed as of the date set forth above.

TRACT B OWNER:

DDD STEMMONS HOLDINGS LLC,
a Delaware limited liability company

By: DDD INVESTORS HOLDINGS LP,
a Delaware limited partnership, its Manager

By: HN DDD GP, LLC,
a Delaware limited liability
company, its Operating General
Partner

By: _____
Name: Vipin Nambiar
Title: Managing Partner

By: MCCOURT DDD GP LLC,
a Delaware limited liability
company, its Co-General Partner

By: _____
Name: Jordon Lang
Title: Managing Director

ACKNOWLEDGEMENT

STATE OF TEXAS)
)
COUNTY OF DALLAS)

This instrument was acknowledged before me on _____ by Jordan Lang,
Managing Director of DDD STEMMONS HOLDINGS LLC, a Delaware limited liability company, on behalf of
said limited liability company.

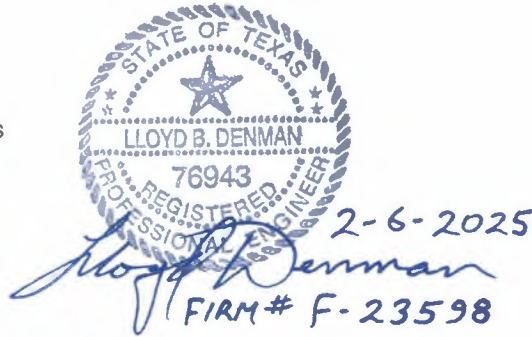
NOTARY PUBLIC

[NOTARY PUBLIC STAMP]

MEMORANDUM

To: David Nevarez, P.E., PTOE, CFM
Transportation Development Services
City of Dallas

From: Lloyd Denman, P.E., CFM
Consult LD, LLC
Registered Firm F-23598



Date: February 6, 2025

Subject: **Parking Study and Analysis for 1616 Hi Line and 1626 Hi Line**

Introduction

1616 Hi Line and 1626 Hi Line are contiguous properties both owned by HN Capital Partners within the Design District. The two properties have been primarily used as high-end "To-the-trade" type "Showroom" space for the past several decades. Over time though, the demand for high-end Showroom has declined. HN Capital intends to revitalize these Design District properties and other properties it owns by adding and balancing uses that will better re-purpose the existing buildings and help energize the overall neighborhood. The introduction of Restaurant use to 1616 Hi Line and 1626 Hi Line is intended to be neighborhood friendly and hospitality centric for the Design District as a whole. The existing site consists of two street facing buildings with 1616 being approximately 20,000 square feet with 28 existing parking spaces and 1626 Hi Line being approximately 14,000 square feet with 17 existing parking spaces. (See **APPENDIX Ownership Map and Site Plans**) The property is zoned PD 621, Area 1. Justifications for parking reductions for the two properties as allowed by the PD are presented below.

Proposed Uses and City of Dallas Code Requirements for Parking

HN Captial intends to convert the majority of 1616 Hi Line to restaurant use with some showroom use to remain. 1626 Hi Line will remain mostly showroom use. The City of Dallas Development Code in PD 621 requires minimum parking associated with different land use types. Office/Showroom is parked at 1 space per 1100 sf and Restaurant is parked at 1 space per 105 sf per the zoning code. PD 621 specifically allows "shared parking" to be considered as a percentage reduction of the required minimum parking for certain mixed uses. However, for simplicity sake, shared parking will not be considered in this request. The PD also allows a special exception of up to 50% of the required off-street parking. The calculated number of off-street parking spaces for the proposed mix of uses for **1616 Hi Line is 154 spaces** and for the proposed mix of uses for **1626 Hi Line is 34 spaces**. (See **APPENDIX Parking Chart Analysis**)

BDA245-047

PD 621 Allowance for Parking Reductions and the Owner's Request

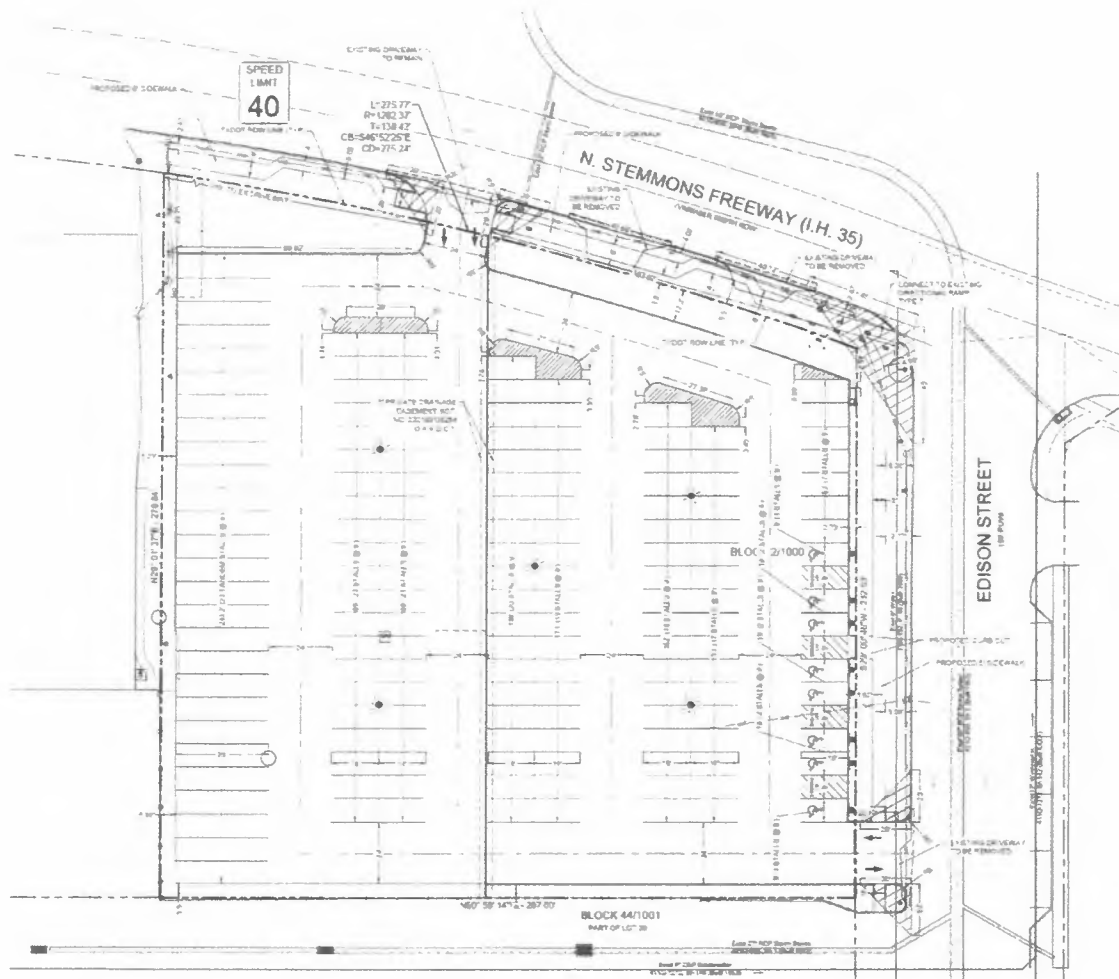
The creators of PD 621 utilized good foresight for the zoning regulations back in 2002 realizing that the old parking minimums required for certain defined uses are not “one-size fits all”. (See **APPENDIX Articles on Parking**) PD 621 allows for the accommodation of denser urban living that is less “car-centric” and the consideration of alternative modes of transportation that help reduce the need for parking. Specifically, the PD allows for “a special exception of up to 50 percent of the required off-street parking” to help “right-size” parking for dense urban projects. **HN Capital would like to follow the PD 621 allowance language and request a reduction of up to 50% in parking requirements from the calculated requirement of 154 spaces for 1616 Hi Line and 34 spaces for 1626 Hi Line to provide 77 spaces for 1616 Hi Line and provide 17 spaces for 1626 Hi Line.** Note that HN Capital is constructing a new surface parking lot that will have 185 total parking spaces at 1605 and 1615 N. Stemmons Pkwy. HN Capital will dedicate 49 spaces in the new lot by remote parking agreement specifically for 1616 Hi Line. Recent mobility trends also support the parking reduction request as detailed below. (See **APPENDIX Proposed Remote Parking Agreement**)

New Surface Parking Lot at 1605 and 1615 N. Stemmons Pkwy

Exhibit 1, on the next page, illustrates the new surface parking lot owned and being constructed by HN Capital to serve the parking needs for 1616 Hi Line by remote parking agreement. The majority of spaces outside the parking agreement are for general parking needs within the Design District area which could include 1626 Hi Line patrons if needed. Note that the westernmost aisle of the lot (27 stalls) is specifically designed and striped for “stacked parking” for valet to use most efficiently. The 27 parking stalls become 54 stacked parking spaces when used by valet.

The observation of less actual parking than would be required by Code for similar uses supports the request for the 1616 Hi Line and 1626 Hi Line parking reduction and is expounded more in the two Appendix articles on urban parking. Note that 1616 Hi Line and 1626 Hi Line propose valet parking to manage the restaurant peak parking. It was recently observed on other nearby restaurant sites that employee parking occupied a significant number of the available parking spaces and it is recommended to consider more efficiently managing employee parking to provide more patron parking when needed. The Design District encourages a comprehensive neighborhood approach for all the property owners to work and cooperate together for mutual benefit. Note that adjacent properties with different owners have supported one another in their parking reduction requests. (See **APPENDIX Mutual Letters of Support**) This cross-property support illustrates the synergistic goal of mutual benefit throughout the greater Design District. Granting this request would not adversely affect neighboring property since parking is already prohibited along the north side of Hi Line and the new parking lot to be constructed at 1605 N. Stemmons will serve as a “relief valve” of additional parking available should the internal parking be exceeded. The surface parking lot owned by HN Capital at 1605 and 1615 N. Stemmons Pkwy will have plenty of additional parking available to serve the restaurant use for 1616 Hi Line and 1626 Hi Line without adversely impacting neighboring properties or the public streets.

EXHIBIT 1 – New Surface Parking Lot layout for 1605 and 1615 N. Stemmons Pkwy
 (The site is currently cleared and will be completed in 2025)



Note that the new parking lot has a “double row”, known as “stacked parking”, on the westernmost end for valet use to maximize parking in the lot. The 27 double rows become 54 stacked parking spaces when used by the valet. **There are 185 parking spaces overall provided in the new lot.**

The restaurant use for 1616 Hi Line and 1626 Hi Line will only exceed the available parking in the evenings. There is adequate parking available on each site to satisfy the showroom use during the mornings and afternoons. HN Capital will utilize a Remote Parking Agreement between 1616 Hi Line and 1615 N. Stemmons for the requested number of required parking spaces. Note that over 100+ parking spaces will still be available in the newly constructed parking lot to serve as “relief” and “balanced overflow” parking as needed. The provision by HN Capital and the public availability of this “extra” general parking is an ideal arrangement for the overall Design District neighborhood.

Walkability and Alternative Modes of Transportation

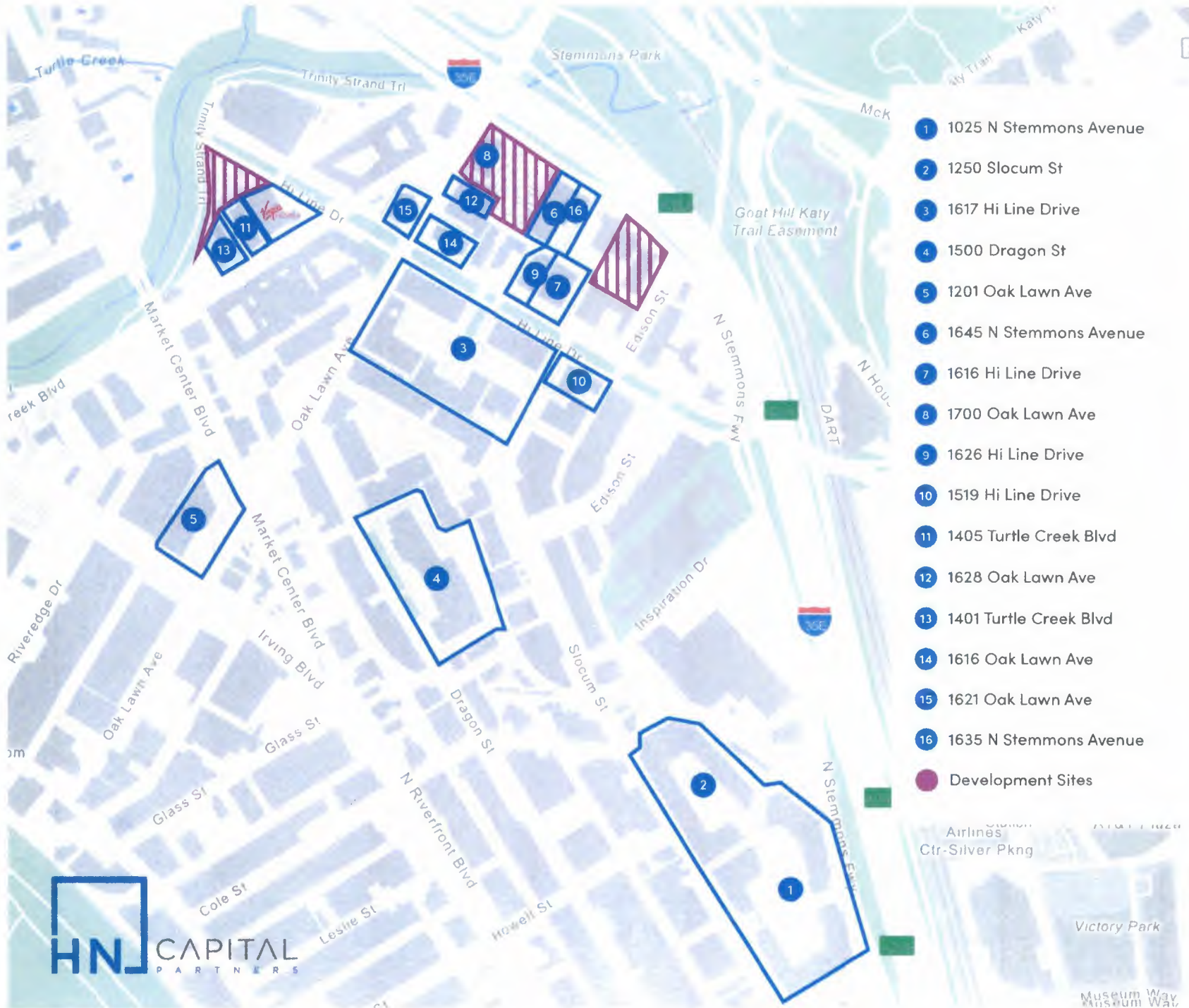
The parking reduction request is also supported by a walkability analysis of nearby residential units and current urban trend uses of alternative modes of transportation like walking, bicycling, and Uber/Alto. (See **APPENDIX Walkability Study**) Note that the City of Dallas is currently considering eliminating parking requirements for some areas and uses. Although an elimination of parking requirements by the City of Dallas would not directly affect 1616 Hi Line and 1626 Hi Line since the parking already exists and the properties are located within PD 621, it is still an indication that the old parking requirement ratios are excessive for dense urban living situations and with newer alternative modes of transportation readily available.

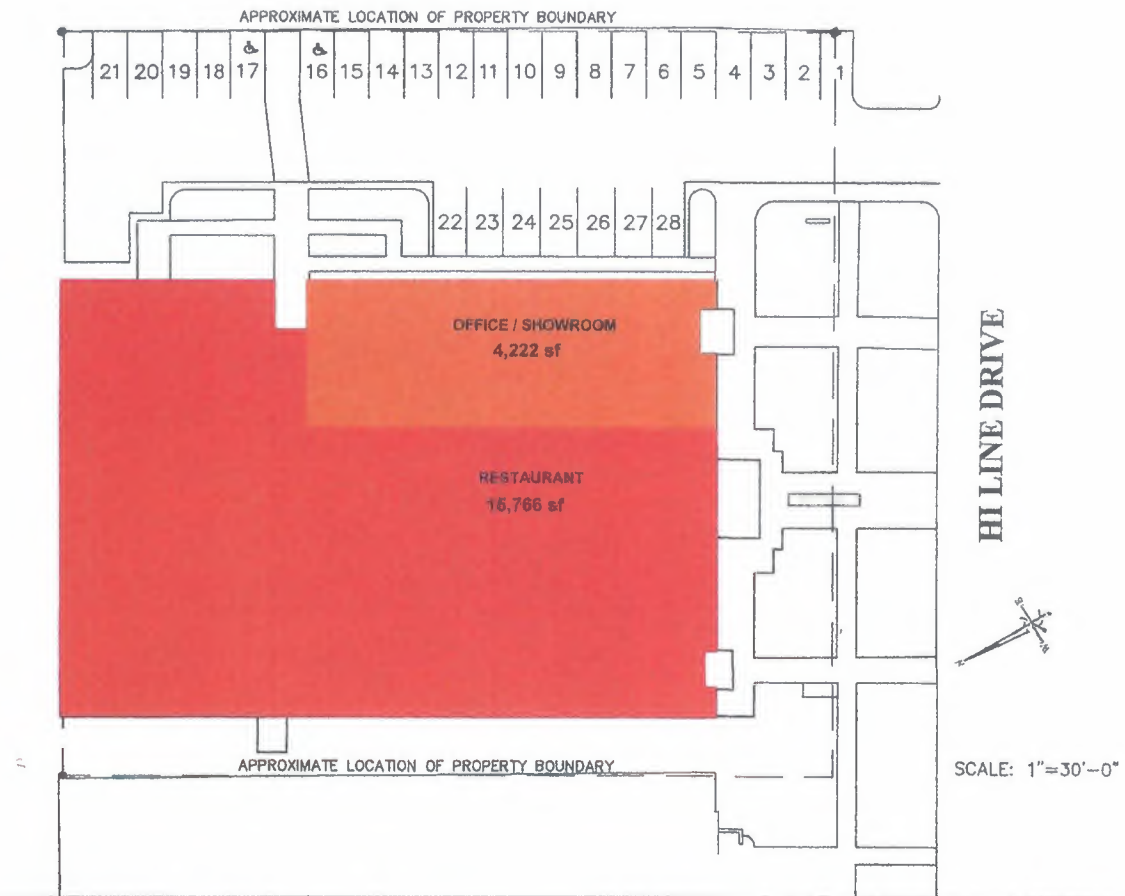
Conclusion

Based on: (1) the allowance for parking reductions written into PD 621, (2) the utilization of internal valet to most efficiently park the sites, (3) the Remote Parking Agreement for 1616 Hi Line with the new 1605 N. Stemmons parking lot, (4) the extra 100+ “relief valve” parking spaces in the new lot that HN Capital owns and controls for the overall general Design District parking that can serve both 1616 and 1626 Hi Line as may be needed, and (5) the current trends of more mobility choices and more dense urban living that together reduce the need for parking; **it is recommended that the requested number of 77 parking spaces for 1616 Hi Line and 17 parking spaces for 1626 Hi Line will be adequate to serve the proposed mix of Restaurant, and Showroom uses for the sites.** Furthermore, if the parking demand were to exceed the spaces proposed to be required for both sites, the “reserve” of excess parking spaces in the newly constructed parking lot at 1605 and 1615 N. Stemmons Frwy are available to serve as the “right-sizing” buffer and provide adequate and proximate relief parking to prevent any adverse impact to the public right-of-way. The availability of Uber/Alto and similar ride shares including the Virgin Hotel shuttle service, availability of pedestrian and bicycle trails, availability of multiple remote parking lots within a five minute walk, and the presence of newer dense inner-city residential developments that currently include 2000+ units within a five minute walk of the subject sites have all convened at this time to help reduce the need for parking and support the proposed mix of uses for 1616 Hi Line and 1626 Hi Line. The proposed plan to revitalize and repurpose the existing buildings, utilize the limited existing parking on the sites and subsidize the rest of the needed parking at the newly constructed surface lot at 1605 N. Stemmons Pkwy within the allowances of PD 621 will provide mutual benefits to the property owner/operator, the neighborhood, and the City of Dallas. “Right-sizing” or “right-mixing” the proposed uses with newly provided parking to its potential will not create a traffic hazard or increase traffic congestion on adjacent or nearby streets because new and nearby parking will be available at 1605 and 1615 N. Stemmons. No spillover effect of traffic or parked cars is expected to occur since ample reserve parking is available through the use of the remote parking agreement and valet service and the owner/operators are incentivized to provide adequate and convenient parking for their patrons and have the parking available to do so.

APPENDIX

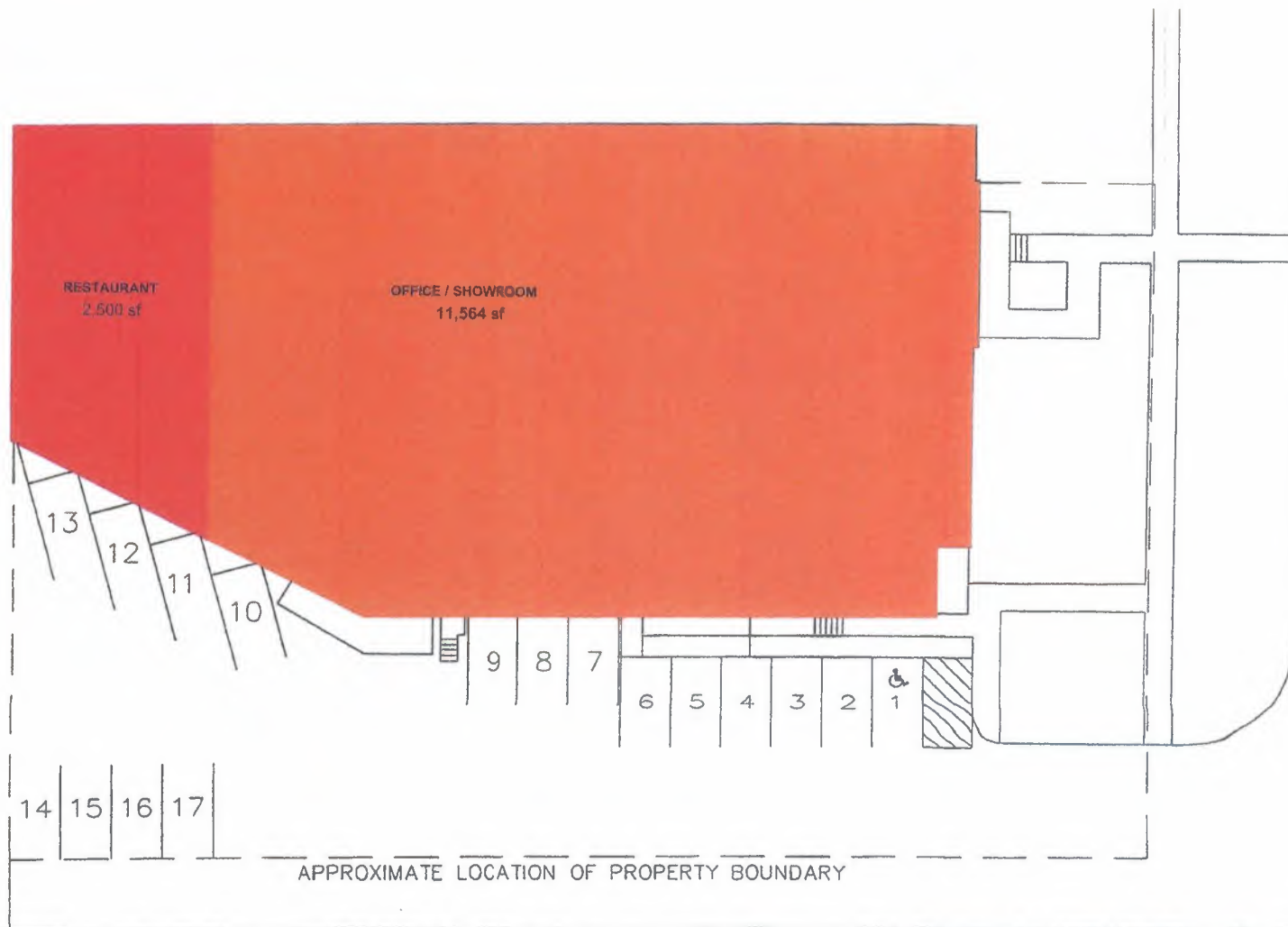
- HN Capital Property Ownership Map within the Design District
- 1616 Hi Line and 1626 Hi Line site plans and proposed uses
- Parking Chart Analysis
- Proposed Remote Parking Agreement between 1616 Hi Line and 1615 North Stemmons
- Mutual Letters of Support between Asana and HN Capital
- Walkability Study within a five-minute walking distance of 1616 Hi Line and 1626 Hi Line
- Annotated Articles: “The Parking Problem – Why Cities Overbuilt Parking Spaces” 9-20-2023
“Parking Generation... Park +” by Kimley-Horn May 2016





1616 Hi Line Parking Spaces

Parking Counts
 26 Regular Spaces
 2 Handicap Spaces
 28 Total Parking Spaces



	1626 Hi Line Parking Spaces	<u>Parking Counts</u> 16 Regular Spaces 1 Handicap Spaces 17 Total Parking Spaces
--	-----------------------------	--

1616 Hi Line and 1626 Hi Line Parking Chart Analysis

Street No.	Street Name	Land Use	SQ FT	Parking Ratio	Required Parking	Total Parking Provided
1616	Hi Line Drive	Restaurant	15,766	1sp/105 SF	150	
1616	Hi Line Drive	Office/Showroom	4,222	1sp/1100 SF	4	
			19,988		154	28

Street No.	Street Name	Land Use	SQ FT	Parking Ratio	Required Parking	Total Parking Provided
1626	Hi Line Drive	Restaurant	2,500	1sp/105 SF	24	
1626	Hi Line Drive	Office/Showroom	11,564	1sp/1110 SF	11	
			14,064		34	17

REMOTE PARKING AGREEMENT
(including church uses)

STATE OF TEXAS)
)
COUNTY OF DALLAS)

KNOW ALL PERSONS BY THESE PRESENTS:

I.

DDD PORTFOLIO HOLDINGS, LLC ("Owner(s) of Tract A") is the owner(s) of the below described property ("Tract A"), which is the recipient of parking spaces:

Street Address 1616 HI LINE DRIVE Property Description: Lots 7-10 & Part of Lots 6 and 11 Block 44/1001 Addition Trinity Industrial District 15 Zoning District PD 621 more particularly described in Instrument #202200047504 or Volume _____, Page _____, in the Deed Records of DALLAS County, Texas. The below described use(s) ("Use A", "Use B", etc.) is located on Tract A: RESTAURANT & OFFICE SHOWROOM/WAREHOUSE. Floor area of Use(s) on Tract A: 15,766 SF & 4,222 SF, respectively. Total number of off-street parking spaces required for Use(s) on Tract A: 77. Number of off-street parking spaces on Tract A provided for Use(s) on Tract A to meet parking requirement: 28.

II.

DDD STEMMONS HOLDINGS, LLC ("Owner(s) of Tract B") is the owner(s) of the below described property ("Tract B"), which is providing the parking spaces:

Street Address 1615 N. STEMMONS FREEWAY

Property Description: Tract 4, Block 2/1001

Addition Stemmons Freeway & Edison Zoning District PD 621 more particularly described in Instrument #202200047503 or Volume _____, Page _____, in the Deed Records of DALLAS County, Texas. The below described use(s) ("Use B", etc) is located on Tract B: COMMERCIAL PARKING LOT. Floor area of Use(s) on Tract B: 0 SF. Total number of off-street parking spaces required for Use(s) on Tract B: 00. Total number of off-street parking spaces located on Tract B: 96. Total number of off-street parking spaces located on Tract B providing required parking for Use(s) on Tract A: 49.

III.

In order that all uses governed by this agreement may operate in compliance with the off-street parking regulations in the Dallas Development Code of the Dallas City Code ("Code"), as amended, and derive all the benefits from such compliance, and for such other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, as Owner(s) of Tract A and B have agreed upon, Owner(s) of Tract A and B agree to enter into this Agreement.

IV.

Owner(s) of Tract A and B agree that Tract B shall be used to provide 49 required off-street parking spaces for Use(s) on Tract A to comply with the Code. The walking distance between Tract A and Tract B is within 500 feet.

V.

Owner(s) of Tract A and B agree to comply with the off-street parking regulations in the Code.

VI.

The location of the off-street parking spaces on Tract B is shown on a site plan that is attached to and made a part of this agreement. The site plan must provide sufficient information to demonstrate compliance with the Code and all other applicable ordinances and regulations of the City of Dallas ("City").

VII.

This agreement may be amended or terminated only upon the filing, in the Deed Records of the county or counties in which Tracts A and B are located, of an instrument approved by the building official of the City and approved as to form by the city attorney. The building official shall approve an instrument amending or terminating this agreement if:

- (1) all uses providing parking and all uses on the property for which parking is provided under this agreement fully comply with the off-street parking regulations in the Code, as amended, by a means other than this parking agreement; or
- (2) all uses on the property for which parking is provided under this agreement cease to operate and terminate their certificates of occupancy.

Owner(s) of Tract A or B shall file the amending or terminating instrument in the Deed Records of the county or counties in which Tract A and Tract B are located at the sole cost and expense of Owner(s) of Tract A or B. After filing the amending or terminating instrument in the Deed Records, Owner(s) of Tract A or B shall file two copies of the instrument with the building official. No amendment or termination of this agreement is effective until the amending or terminating instrument is filed in accordance with this paragraph.

VIII.

This agreement inures to the benefit of, and is enforceable by, the parties to the agreement and the City. If a use is being operated in violation of this agreement, the building official shall revoke the certificate of occupancy for that use. Owner(s) of Tract A and B acknowledge that the City has the right to enforce this agreement by any lawful means, including filing an action in a court of competent jurisdiction, at law or in equity, against any person violating or attempting to violate this agreement, either to prevent the violation or to require its correction. If the City substantially prevails in a legal proceeding to enforce this agreement against a person, Owner(s) of Tract A and B agree that the City shall be entitled to recover damages, reasonable attorney's fees, and court costs from that person.

REMOTE PARKING AGREEMENT - (Instrument) - PAGE 2 OF 5
(rev. 11/7/23)

February 5, 2025

Dr. Kameka Miller-Hoskins, Chief Planner
Zoning Board of Adjustment
City of Dallas
1500 Marilla Room 5CN
Dallas, TX 75201

Via email

RE: Pending applications at 1616 and 1626 Hi Line; 1617 Hi Line; and 1201 Oak Lawn Avenue

Dear Dr. Miller-Hoskins,

Please accept this support letter for the parking reduction requests at 1616 and 1626 Hi Line, 1617 Hi Line, and 1201 Oak Lawn Avenue. We understand they are separate requests intended for consideration in April 2025; our support applies to each request. The applicant, HN Capital, and their representatives have shared with us their request and plans for improving their property. As adjacent commercial property owners, we believe that their parking reduction request will benefit this area of the Design District.

We support the parking reductions requested for several reasons. HN Capital has successfully managed their properties in this area to bring valuable tenants and businesses to the Design District. As this area of the Design District has benefitted from the recent city investments in infrastructure, these improvements for sidewalks, streetscapes, and a hike/bike trail that connects to Victory Park/Downtown increase and enhance mobility options for visitors and residents. New developments and remodels have included a mix of land uses that are creating a dynamic neighborhood, as intended by the PD 621 Old Trinity Design District Special Purpose District zoning. We also understand the City of Dallas is considering Development Code revisions to the off-street parking requirements to align with current parking demand trends and promote use of other transportation options.

The proposed parking reductions are supported by a professional engineering analysis of the parking demand for these properties and the ability of HN Capital to manage the parking needs on their properties for the success of their tenants. We believe the requested reductions are reasonable and support the shared goal of continued improvement, adaptive reuse, and quality development of the Design District.

Sincerely,

Shyam Patel – Asana Partners
1444 Oak Lawn, LP

Jonathan G. Vinson
(214) 953-5941 (Direct Dial)
(214) 661-6809 (Direct Fax)
jvinson@jw.com

August 16, 2024

Via Email

Ms. Cambria Jordan, CFM, MBA, PMP, Senior Planner
Zoning Board of Adjustment
City of Dallas
1500 Marilla Street, Room 5BN
Dallas, Texas 75201

Re: BDA234-091; 1444 Oak Lawn Avenue.

Dear Ms. Jordan:

Our firm represents HN Capital, which is the largest property owner in the Design District. HN Capital is pleased to be part of the ongoing success of the District, and we look forward to even more success for the entire District in the future. This letter is to express our *support* for the off-street parking special exception request being made under BDA234-091 at 1444 Oak Lawn Avenue, for the following reasons.

When the City first approved P.D. 621 in 2002, it was not completely certain that the P.D. would work for its intended purposes. The City deserves credit for getting the P.D. right for the most part and achieving its purpose of fostering in-context adaptive reuse in the Design District with, of course, some appropriate new development.

Part of the success of P.D. 621, we believe, is due to the P.D. having loosened somewhat the strict requirements for off-street parking found in other parts of the City. This is very appropriate and necessary for the adaptive reuse of existing buildings, and actually helps preserve those buildings and the larger context of the District. This is good place-making and supports the District's overall success.

However, since the adoption of P.D. 621, the world has changed even more with regard to parking demand. The reduction in office usage, the advent of ride-sharing, and the greater walkability of the District have all contributed to this. Continuing to adhere to off-street parking ratios which date back in some cases to 1965, or even before, fails to recognize the change in parking demand in 2024.

In fact, the City itself is in the middle of processing Development Code amendments to reduce off-street parking requirements to align more with current demand. For many reasons, the current off-street parking requirements in P.D. 621, and elsewhere in the City, are obsolete and should be reduced.

41476708v.1

We support reasonable and evidence-based, data-driven reductions in parking requirements where appropriate, in particular in P.D. 621, where such reductions will support continued adaptive reuse and quality development and placemaking, and we believe that to be the case with this request. We respectfully ask that you approve the applicant's request in this case. Thank you.

Very truly yours,


Jonathan G. Vinson

cc: Dr. Kameka Miller-Hoskins
Jennifer Hiromoto
Vipin Nambiar
Adam Hammack
Suzan Kedron

WALKABILITY STUDY

According to statistics listed on the Dallas Design District Property Brochure, by “DunhillProperties.com”, there are approximately 20,000 residents that live within one mile, or a 10 to 20 minute walk, of the Dallas Design District. Even closer to the heart of the Design District and to 1616 Hi Line and 1626 Hi Line, within a 5-minute walk or less, are six large multi-family communities that total nearly 2200 units. Also, the Virgin Hotel with 268 rooms and a 75 space pay parking lot are within a 5-minute walk to 1616 and 1626 Hi Line. (See annotated map attached) According to the Federal Highway Administration, “Most people are willing to walk for five to ten minutes, or approximately ¼ to ½ mile” to reach a destination. (See FHA Pedestrian Safety Guide attached)

The close proximity within a five-minute walk of so many residential units and hotel rooms certainly helps decrease the parking demand for patrons that would frequent 1616 and 1626 Hi Line for Restaurant uses. (Walk times were physically verified by Lloyd Denman, P.E. during the parking observations made in May 2024.) There is also a free hotel shuttle at the Virgin Hotel that ferries guests within a 3-mile radius of the hotel to and from restaurants and other attractions. In May of 2024, the shuttle attendant said the shuttle stays busy and a second vehicle should be added to the service.



Safety

Pedestrian Safety Guide for Transit Agencies

< [Previous Table of Content](#) [Next](#) >

Chapter 4: Actions to Increase the Safety of Pedestrians Accessing Transit

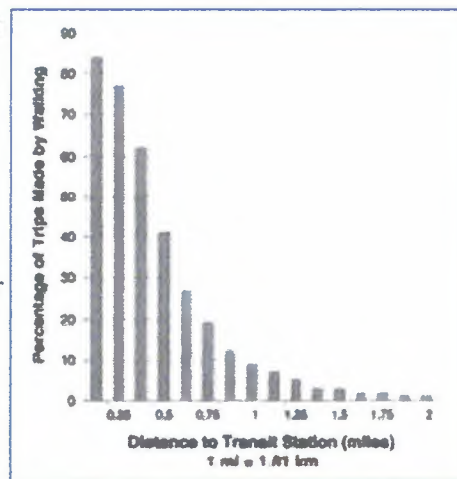
Understanding pedestrian characteristics and facilities (e.g., sidewalks, crosswalks, pedestrian signals, etc.) is an important step in providing safe access to transit systems. This section introduces basic pedestrian safety concepts to help readers understand issues, solutions, and resources that are presented in other parts of this guide. Concepts addressed in this chapter include:

- Typical walking distance to transit.
- Motor vehicle speed and pedestrian safety.
- Pedestrian characteristics and behavior.

A. Typical Walking Distance to Transit

Most people are willing to walk for five to ten minutes, or approximately $\frac{1}{4}$ - to $\frac{1}{2}$ -mile to a transit stop (see figure below). However, recent research has shown that people may be willing to walk considerably longer distances when accessing heavy rail services. Therefore, in order to encourage transit usage, safe and convenient pedestrian facilities should be provided within $\frac{1}{4}$ - to $\frac{1}{2}$ -mile of transit stops and stations, and greater distances near heavy rail stations. Note that bicyclists are often willing to ride significantly further than $\frac{1}{2}$ -mile to access rail transit stations, so safe facilities should be provided for bicycling within a larger catchment area around transit hubs.

Transit route spacing and location are important considerations for pedestrian access to transit. For example, in a city with a regular street grid pattern of streets, appropriate stop spacing can be achieved when transit routes are spaced between $\frac{1}{2}$ - to 1-mile apart. If the stops on these routes are spaced $\frac{1}{8}$ - to $\frac{1}{4}$ - mile apart, then a majority of the people in the neighborhoods served by the transit system will be within $\frac{1}{4}$ - to $\frac{1}{2}$ -mile of a transit stop.⁷⁰



B. The Effect of Motor Vehicle Speed on Pedestrian Safety

Pedestrians accessing transit stops and stations must often walk along or cross roadways that carry motor vehicle traffic. Pedestrians may feel less comfortable and safe as nearby motor vehicle speeds increase. The faster a driver is traveling, the more difficult it is to stop (see figure below).⁷¹ Larger vehicles, such as buses and trucks require even longer stopping distances.

The Parking Problem: Why Cities Overbuilt Parking Spaces

by [Lauren Palmer](#) | Sep 20, 2023 | [Land Use](#), [Transportation](#), [Urban Planning](#) | [0 comments](#)

The [Institute of Transportation Engineers](#) (ITE) was founded in 1930 with the goal "to improve mobility and safety for all transportation system users and help build smart and livable communities." The idea behind the ITE was to help developers with roadway design, traffic management, and parking requirements. However, the ITE has created more problems, particularly when it comes to parking. For decades, the ITE recommended parking minimum requirements ill-suited for the municipalities implementing them.

The primary issue with parking recommendations from the ITE is that the studies they relied on were based on [selective data](#). For instance, in the 1987, second edition of the ITE's *Parking Generation*, the ITE created half of their parking generation rates based on just four or fewer studies that were conducted in suburban areas. Researchers conducted these studies during times of peak parking demand and in areas where there was plenty of free parking and [little to no use of public transit](#).

This led urban planners in cities to use suburban rates to set parking requirements that were incompatible with urban environments, resulting in excessive amount of parking in some areas. This created a circular planning process that has only exacerbated issues. It goes something like this:

1. The ITE published their findings in *Parking Generation* using the selective suburban data,
2. City urban planners set parking requirements based on those findings,
3. Developers implemented those parking plans,
4. The resulting ample supply of parking drove the price of parking in specifically designated lots down to zero,
5. Because of the massive amount of land used to create these parking specifications, cities saw decreased walkability and density of facilities,
6. The sprawl, combined with the plethora of free parking options, led to increased vehicle usage,
7. The increased parking demand again validated the ITE's findings.

And the cycle repeats. This process has, unsurprisingly, resulted in an overabundance of parking. In the United States, surface parking lots alone cover more than five percent of all urban land, representing an area greater than the states of Rhode Island and Delaware combined.

To be clear, the ITE is not solely to blame. As mentioned in *Rethinking A Lot*, urban planners and policymakers frequently rely on the recommendations provided by the ITE for parking requirements without ensuring their accuracy for their respective municipalities. The ITE has an inherent authority that makes planners regard its findings as valid, precluding in planners' minds the need for further inquiry. The use of ITE's manuals also allow public officials to avoid responsibility for excessive parking lots.

Due to a lack of planning and engaging the proper parties involved in parking use and development, inaccurate parking demands arise. While [urban planners](#) readily observe this problem, they often fail to take the necessary steps to actually address it. Even municipalities directly contribute to the overabundance of parking by offering free spaces, which inevitably fill up quickly, and then opting to add more parking, which creates an overabundance without addressing the root problem.

Municipalities also look to other authorities, such as the Urban Land Institute (ULI) for parking guidance. However, the ULI has many of the same problems as the ITE. ULI reports have recommended an excessive amount of parking, with some ULI reports calculating a “need” for more spaces than ITE reports. Municipalities cannot blindly rely on these institutions to supply perfectly accurate data. Municipalities need to measure parking demands with the “ongoing data analysis, community assessment, and demand analysis” that is most relevant to them.

The ITE, recognizing that municipalities still rely on its findings, is also attempting to fix the situation by adapting and changing the new *Parking Generation* manuals. The most recent, the 2019 *Parking Generation Manual*, features land use descriptions and data plots of a variety of available land uses, time periods, and independent variables in the ITE database. The parking database is now broken up into settings that include “Multi-Use Urban” and “Center City Core,” which work to pinpoint the most relevant studies for specific cities’ needs. The goal of this manual is to help describe the relationship between parking demand and the characteristics of the individual development site.

Donald Shoup, Professor in the Department of Urban Planning at UCLA, recommends that the ITE follow in the footsteps of the British counterpart to *Trip Generation*, the “Trip Rate Information Computer System.” This system gives information about the characteristics of every surveyed site and its surroundings, which would allow municipalities to use comparable sites before making land use decisions.

Despite the empirical evidence surrounding the overabundance of parking, as well as its deleterious environmental effects, few municipalities are changing parking requirements and financiers still pass on projects that “don’t have enough parking,” even with the new ITE recommendations.

One successful technique is shared parking, a parking management tool that communities can employ when setting parking requirements. Different types of land uses attract customers, workers, and visitors during different times of the day, which results in differing peak parking demand hours for the related land uses. Shared parking takes advantage of these varying demand patterns and allows adjacent land uses with complementary peak demands to share a parking lot space. This not only encourages centralized parking rather than scattered lots, but also reduces overall construction costs which could greatly benefit both municipalities and developers.

Several municipalities have implemented shared parking, including **Ventura, CA** which has a zoning ordinance that permits different land uses to have shared parking because of opposite peak parking demand periods. The shared parking is allowed to satisfy one hundred percent of the minimum parking requirements for each land use. Similarly, **North Kansas City, MO**, by permit, allows a reduction of the number of parking spaces multi-use developments need to have if they have different peak parking demand periods.

Finally, in **West Hartford, CT**, the zoning code provides an alternative method of meeting parking requirements. So long as the applicant seeking to enter into a shared parking agreement can prove the lot would be convenient for all parties and would not cause traffic congestion, it can get approved. The municipality has since consolidated many parking lots down for shared use.

To truly reverse the detrimental impacts of the old ITE reports on the development of cities, urban planners and lawmakers will need to implement a multi-faceted approach. In addition to conducting their own parking studies based on the proposed uses and characteristics of the community, urban planners and lawmakers should focus on enhancing multi-modal transit and implementing shared parking. Parking minimums need to be eliminated and more parking maximums need to be developed. Focusing on the parking demands of individual development sites will help stop the cycle of creating unnecessary parking and meet parking demands in a smarter and more efficient manner.

Parking Generation—

Replacing Flawed Standards
with the Custom Realities of **Park+**

WHITE PAPER SERIES

May 2016



Kimley»Horn
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Introduction

For the longest time, our industry's approach to defining "How much parking?" has been relegated to the use of national parking requirement standards, either from the Institute of Transportation Engineers (ITE), Urban Land Institute (ULI), or local code requirements. Anyone who has read the workings of Donald Shoup, or more recently Richard Willson, knows the fallacy in using these sources when designing downtown or campus parking systems.

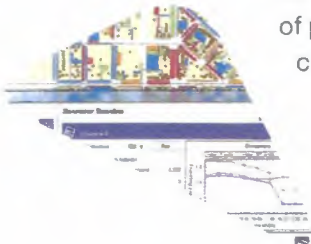
National parking requirement standards are based on outdated and under-represented data, which tend to skew wildly from the actual parking needs of a community. In my years as a parking consultant, I've very rarely completed a single downtown parking study where the peak observed parking demands consumed the majority of the total parking spaces. A study completed in Dallas a few years ago yielded some 30,000 empty parking spaces at peak. Similar results were found in Atlanta, Houston, St. Petersburg, Seattle, and the list goes on.

When communities plan downtowns based on outdated suburban design standards, we achieve the same inevitable results—empty, restricted parking areas that deaden the density, walkability, and vitality of urban areas.

The parking quantity question is always a challenging exercise, especially when we try to solve it using inaccurate data. Most times, we rely on outdated data that doesn't truly represent the real context of our downtowns. As more and more people migrate to urban areas, the dynamics of how they get around and their relationships with cars change. As such, we've seen a drastic downshift in the need to provide parking. But our planning tools have not evolved to better align with this shift.

Equally challenging is deciding how the parking characteristics in one community compares to another community. In reality, it's hard to define how one neighborhood acts compared to another. Here in Phoenix, the Roosevelt neighborhood, home to the area's up-and-coming artists and requisite "hipsters," enjoys a higher amount of transit, walking, and cycling than most other parts of the city. In turn, the overall demand for parking is lessened as area residents and patrons find other ways to access the uses within the area. In my neighborhood, you almost can't survive without the use of a car to work, shop, and play. This variability exists in every city and is the reason it's absurd to continue leaning on archaic, cookie-cutter methods to plan for parking.

This question is the central reason we created Park+ — to find a way to localize the analysis of parking demand and challenge the conventional notion that all parking demand is created the same. Within this white paper we summarize the findings of the first five years of Park+ modeling and define the dynamic nature of each community served. In our time developing, testing, and applying this model, we have encountered an incredible diversity of data and outcomes in each community. In the following sections, we'll walk through those results, as well as the more global movement afoot in our industry.



PARKING GENERATION -

Replacing Flawed Standards with the Custom Realities of Park+



Unfortunately, those data points are routinely applied in areas they should not be. I've seen exercises where entire swaths of a downtown are planned with these metrics, resulting in over-built facilities. In some cases, it's a lack of understanding of the context the development is occurring in. In other cases, it's a requirement of financial institutions that are backing a development. Whatever the cause, a better understanding of the true dynamics of a development and the area it serves produces better results.

In recent years, urban planners have begun to lean more and more on these decisions as a primary reason that downtowns and communities don't work. One of my favorite terms in the industry is the "parking crater," which was coined by the website Streetsblog and its editor Angie Schmitt. In fact, that website holds an annual March Madness tournament, with a full-on bracket to determine the worst parking crater of that year. The parking crater is a portion of a downtown that has been hollowed out by the presence of large surface parking lots. Whether these are highly or poorly utilized, they deaden a downtown, its walkability, and most importantly its viability.

If asked, many people would say the provision of ample parking makes our cities more desirable. But in fact, ample parking promotes single occupancy vehicle trips and impedes the ability for our communities to develop and grow. Pedestrian walkability, dense design, and connectedness are extremely important for the success of a community. Large areas of parking tend to counter these tenets and disrupt the ability for a community to work properly. This is only exacerbated by the over-provision of parking.

Clearly, something must be done...

Right-Sized Parking

Recently in the planning arm of the parking industry, we've seen a very distinct shift toward finding the right amount of parking for a downtown, campus, study area, development, etc. This movement is aptly dubbed the Right-Sized Parking movement. The name speaks for itself, as the intent is to determine the correct amount of parking to serve an area without over- or under-burdening area patrons.

Too much parking tends to be an expensive endeavor. In today's world where more and more parking is found in consolidated structures, the cost to build a single space can range from \$8,000 to \$40,000, or more. This price is astronomical and is a primary contributing reason that rents are increasing and the cost of living in urban areas is skyrocketing. In King County¹, WA, a recent study searched to find the answer to the right-size for multi-family housing parking. The result of that large-scale effort was...it depends.

¹ Visit rightsizeparking.org to learn more and to play with their awesome right-size parking calculator



PARKING GENERATION -

Replacing Flawed Standards with the Custom Realities of Park+

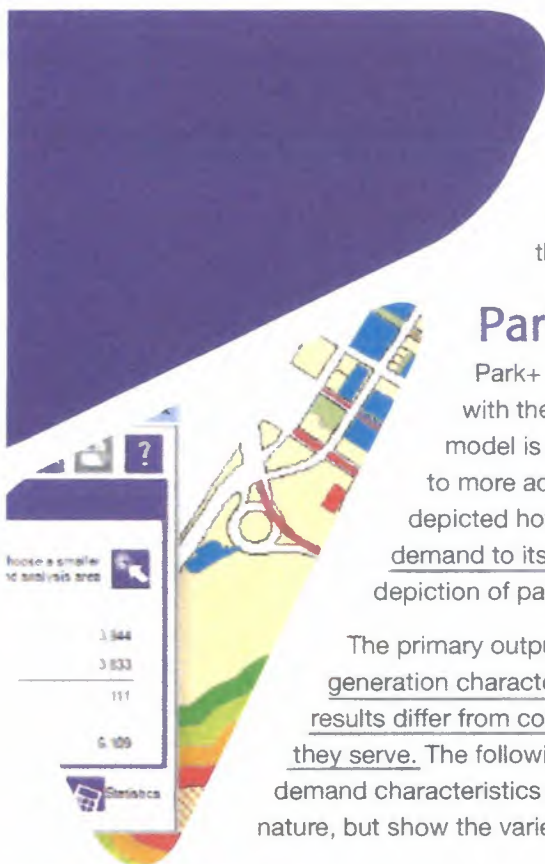


That result may seem nebulous, but in reality it's the most accurate response that could have emerged from such a study. The data indicated that a number of factors—location, access to transit, employment density, walkability, population demographics—were responsible for the parking demand characteristics of a multi-family development. In short, people tended to adapt to their environment, and their driving (and car ownership patterns) adapted right along with them.

Unfortunately, in a lot of those instances, the provision of parking did not adapt. Instead, developers continued to provide parking as if every location was the same, and the result was a high amount of underutilized parking. The data showed that in the heart of Seattle (the most urbanized area in the county), the parking demand was at or below 0.5 spaces per unit. In the far reaches of the county, the ratio was closer to 1.5 spaces per unit.

This analysis has borne some incredible outcomes. First, many developers in the King County area have begun to lessen their parking capacity as a result of this analysis, basically "right-sizing" their supply. That in and of itself is a win and would deem the effort a success. However, the study also pushed communities in the King County area to reassess their parking requirements, helping to define right-sized parking at the review level. Even more incredibly, King County transit has now begun to pursue empty parking spaces in multi-family housing complexes to serve as park-and-ride spaces for transit riders.

It's very exciting to see the results coming out of King County. They spent a tremendous amount of time and effort to collect viable data and determine how their community works. The project was well funded by the Federal Highway Administration and led by a brilliant young planner² whose mission is to prove the fallacy of poor parking planning. But how about the communities not funded by FHWA...how do they learn more about the true nature of their parking systems?

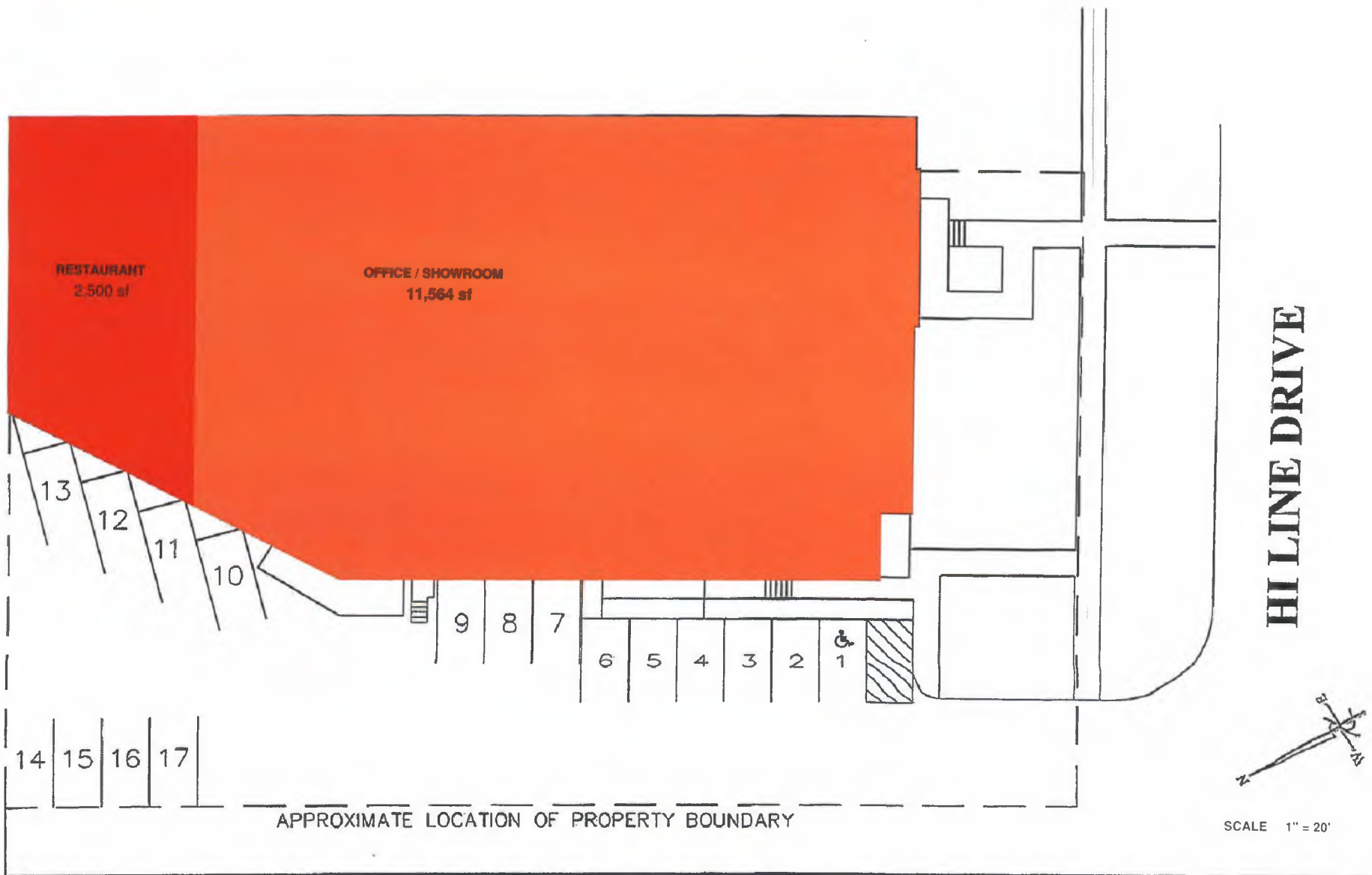


Park+ and Right-Sized Parking

Park+ — the Kimley-Horn parking scenario planning tool — was created with the intention of right-sizing parking in the communities we serve. The model is built on an algorithm that matches parking demand with land uses to more accurately depict parking behavior. Previous white papers (xxx) have depicted how this relationship works, but in simplistic terms, we match parking demand to its origin using localized data. The result is a much more accurate depiction of parking demand in the environments our models serve.

The primary output of a calibrated Park+ dataset is a unique set of parking generation characteristics that represent the dynamic nature of a community. These results differ from community to community and are a direct reflection of the areas they serve. The following tables and figures provide a representative sample of parking demand characteristics and geographic demand metrics. These are only representative in nature, but show the varied results that come from Park+ modeling exercises.

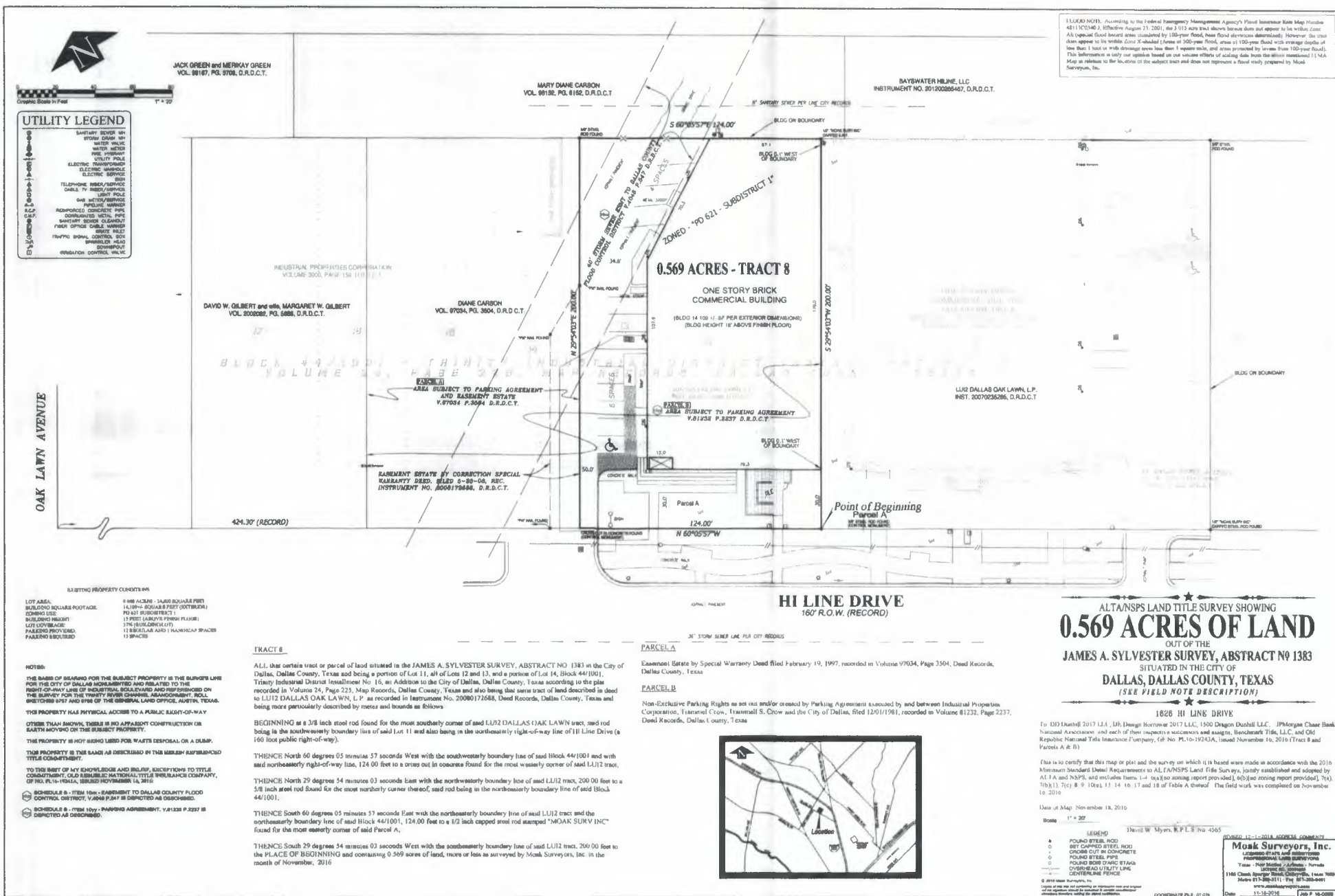
² Dan Rowe of King County Metro. If you ever meet him at a conference, engage him about parking...you won't be sorry.



1626 Hi Line Parking Spaces

Parking Counts
 16 Regular Spaces
 1 Handicap Spaces
 17 Total Parking Spaces

BDA245-047



April 3, 2025

By email to: bryant.thompson@dallas.gov and diana.barkume@dallas.gov

Hon. Chair and Members, Panel A
Zoning Board of Adjustment
c/o Mr. Bryant Thompson, Senior Planner
Department of Planning and Development
City of Dallas
1500 Marilla Street, Room 5CN
Dallas, Texas 75201

Re: BDA 245-047; Parking Special Exception; 1626 Hi Line Drive.

Dear Members of the Board of Adjustment:

I. Introduction; Description of Site. We represent DDD Portfolio Holdings LLC (“DDD”), an affiliate of HN Capital Partners and the owner and manager of the property at 1626 Hi Line Drive in the Dallas Design District. We are providing you with additional information to aid your understanding of the reasons for, and the context of, our parking special exception request to provide a total parking supply of 17 off-street parking spaces, an approximate 46.88 percent reduction from the otherwise-required 32 off-street parking spaces.

The subject site is 0.569 acres in size and is located on the northwest side of Hi Line Drive, between Oak Lawn Avenue and Edison Street, and was developed in 1955, according to the Dallas Central Appraisal District. The property currently contains mostly office showroom/warehouse uses, and one restaurant use, **all** of which DDD intends to continue in some combination.

Attached for your reference are an aerial photograph of the site (highlighted in light green) and a few site photos. Also attached are a chart showing our mixed-use parking analysis, and our Parking Study and Analysis, as discussed in more detail below.

Our current site plan with current uses, and their respective square footages, is included in the attached Parking Study as Exhibit 1 to the Study. The use that carries by far the highest parking ratio is, of course, the restaurant use, so conceptually that would be the use to which the parking reductions primarily apply.

II. Our Request. *Our request, then, in addition to the 46.88 percent reduction itself from 32 required parking spaces to 17 provided parking spaces, is for the overall reduction to apply site-*

wide, so long as the specific shown restaurant use square footage is not exceeded on the site, with any and all other current and future uses otherwise allowed to locate anywhere within the site.

We will discuss below mitigation factors such as differing peak times; availability of other DDD-controlled properties for valet and remote parking; and the significant use of ride-sharing services. Moreover, also included is our mixed-use parking calculation, which shows that the above-referenced current parking requirement is based on peak usage, which is mainly driven by the restaurant use. At other times, there is very significant unused parking, as discussed in our Parking Study.

III. Parking Study and Analysis. As part of the application process we have provided a Parking Study and Analysis updated as of March 24, 2025, prepared by Mr. Lloyd Denman, P.E., former longtime Assistant Director of Engineering for the City of Dallas. A copy of that Parking Study and Analysis (the “Analysis”) is attached to this letter, but the Introduction says that *[1626 Hi Line has] been primarily used as high-end “To-the-trade” type “Showroom” space for the past several decades. The demand for high-end Showroom has declined. HN Capital intends to revitalize these Design District properties and other properties it owns by adding and balancing uses that will better re-purpose the existing buildings and help energize the overall neighborhood. The introduction of Restaurant use to 1616 Hi Line and 1626 Hi Line is intended to be neighborhood-friendly and hospitality-centric for the Design District as a whole.*

Other excerpts from the Analysis say the following: *PD 621 allows for the accommodation of denser urban living that is less “car-centric” and the consideration of alternative modes of transportation that help reduce the need for parking.*

Granting this request would not adversely affect neighboring property since parking is already prohibited along the north side of Hi Line and the new parking lot to be constructed at 1605 North Stemmons will serve as a “relief valve” of additional parking available should the internal parking be exceeded. The surface parking lot owned by HN Capital at 1605 and 1615 North Stemmons will have plenty of additional parking available to serve the restaurant use for 1616 Hi Line and 1626 Hi Line without adversely impacting neighboring properties or the public streets.

The parking reduction request is also supported by a walkability analysis of nearby residential units and current urban trend uses of alternative modes of transportation, like walking, bicycling, and Uber/Alto.

It is recommended that the number of 77 parking spaces for 1616 Hi Line and 17 parking spaces for 1626 Hi Line will be adequate to serve the proposed mix of Restaurant and Showroom uses for the sites.

“Right-sizing” or “right-mixing” the proposed uses with newly-provided parking to its potential will not create a traffic hazard or increased traffic congestion on adjacent or nearby streets because new and nearby parking will be available at 1605 and 1615 North Stemmons. No spillover effect of traffic or parked cars is expected to occur since ample reserve parking is available through the use of the remote parking agreement and valet service ...”.

Mr. Denman's detailed, thorough, and thoughtful analysis from an objective engineering standpoint clearly supports our request.

IV. Applicable Regulations. The applicable regulations for a special exception to release parking in P.D. 621 are found both in P.D. 621 and in Chap. 51A, the Dallas Development Code. First, Sec. 51P-621.110(b)(2)(D) of the P.D. 621 regulations says that "the Board of Adjustment may grant a special exception of up to 50 percent of the required off-street parking upon the findings and considerations listed in Sec. 51A-4.311".

Please bear in mind that the normal Chapter 51A maximum parking reduction for a special exception is 25 percent (or 35 percent for office uses – which, we would observe, demonstrates that even current Code recognizes that special exception parking reductions are frequently very justifiable for the office use, and more so than other uses). We would suggest that City Council saw fit to increase this threshold to 50 percent in P.D. 621 as a means of encouraging not just adaptive reuse, but also trying to avoid overparking, to maintain the fabric and context of this District, and to encourage walkability and a good pedestrian environment by not requiring excessive parking.

Sec. 51P-621.110(b)(2)(D) provides that "*the board of adjustment may grant a special exception of up to 50 percent of the required off-street parking upon the findings and considerations listed in Section 51A-4.311. The board of adjustment may impose conditions on the special exception*".

Sec. 51A-4.311(a)(1) further provides that the board may grant a special exception to the off-street parking requirements "*if the board finds, after a public hearing, that the parking demand generated by the use does not warrant the number of off-street parking spaces required, and the special exception would not create a traffic hazard or increase traffic congestion on adjacent or nearby streets*". We believe that our request, as supported by our Analysis, clearly meets all of the criteria for the granting of our special exception request.

Further, Sec. 51A-4.311(a)(2) lays out the following criteria for the Board's consideration is reviewing such requests, with my comments in parentheses:

(2) In determining whether to grant a special exception under Paragraph (1), the board shall consider the following factors:

(A) The extent to which the parking spaces provided will be remote, shared, or packed parking. (HN Capital and its affiliates control numerous properties in the District which can work together to provide remote and/or shared parking).

(B) The parking demand and trip generation characteristics of all uses for which the special exception is requested. (This is covered in our Analysis, attached).

(C) Whether or not the subject property or any property in the general area is part of a modified delta overlay district. (Not applicable).

(D) The current and probable future capacities of adjacent and nearby streets based on the city's thoroughfare plan. (The surrounding streets will have sufficient capacity).

(E) The availability of public transit and the likelihood of its use. (DART bus lines are available in the area).

(F) The feasibility of parking mitigation measures and the likelihood of their effectiveness. (The sites will be able in most circumstances to utilize valet/remote parking and shared parking).

Please again note and consider that the applicant controls numerous properties in the area as shown on the area map included in our Analysis. The proposed reduction is a reasonable and evidence-based, data-driven reduction in the parking requirement, which will support continued adaptive reuse and quality development and placemaking.

V. Further Discussion: P.D. 621; Current Parking Reform Efforts. When the City first approved P.D. 621 in 2002, it was not completely certain that the P.D. would work for its intended purposes. The City deserves credit for getting the P.D. right for the most part and achieving its purpose of fostering in-context adaptive reuse in the Design District with, of course, some appropriate new development.

Part of the success of P.D. 621, we believe, is due to the P.D. having loosened somewhat the strict requirements for off-street parking found in other parts of the City. This is very appropriate and necessary for the adaptive reuse of existing buildings, and actually helps preserve those buildings and the larger context of the District. This is good place-making and supports the District's overall success.

However, since the adoption of P.D. 621, actual parking demand has changed considerably, especially in mixed-use, retail and restaurant, lodging, and office environments. The reduction in office usage, the advent of ride-sharing, and the greater walkability of the design District have all contributed to this. Continuing to adhere to off-street parking ratios which date back in some cases to 1965, or even before, fails to recognize the change in parking demand in 2024.

In fact, the City itself is far along in processing Development Code amendments to reduce off-street parking requirements to align more with current demand. I have attached the Department of Planning and Development's own summary, dated March 24, 2025, of the City Plan Commission's recommendation to the City Council, with some relevant points highlighted.

For many reasons, the current off-street parking requirements in P.D. 621, and elsewhere in the City, are obsolete and should be reduced. However, as amendments to Chapter 51A, it may be that such amendments, when finally adopted by Council, will not include Planned Development Districts, including P.D. 621.

In particular, given the City's efforts to update and modernize parking requirements (and we would note that, as amendments to the Development Code, these will not take effect in existing Planned Development Districts, even though that is where much of the development activity takes place) to align more with current parking demand, with many of these requirements having been in place for 50 years or more, the requested reduction is completely reasonable and justifiable, and realistically aligns with project actual parking demand.

Having to provide excessive parking, which would result in a large number of empty spaces, is not only costly and wasteful in terms of the project itself but is unsustainable and has negative impacts on walkability and other factors.

VI. Conclusion. The conclusion is clear based on this information that this request *meets the standard for approval* of a parking special exception, in that the parking demand generated by the use does not warrant the number off street parking spaces otherwise required, and the special exception will not create a traffic hazard or increase traffic congestion on adjacent or nearby streets.

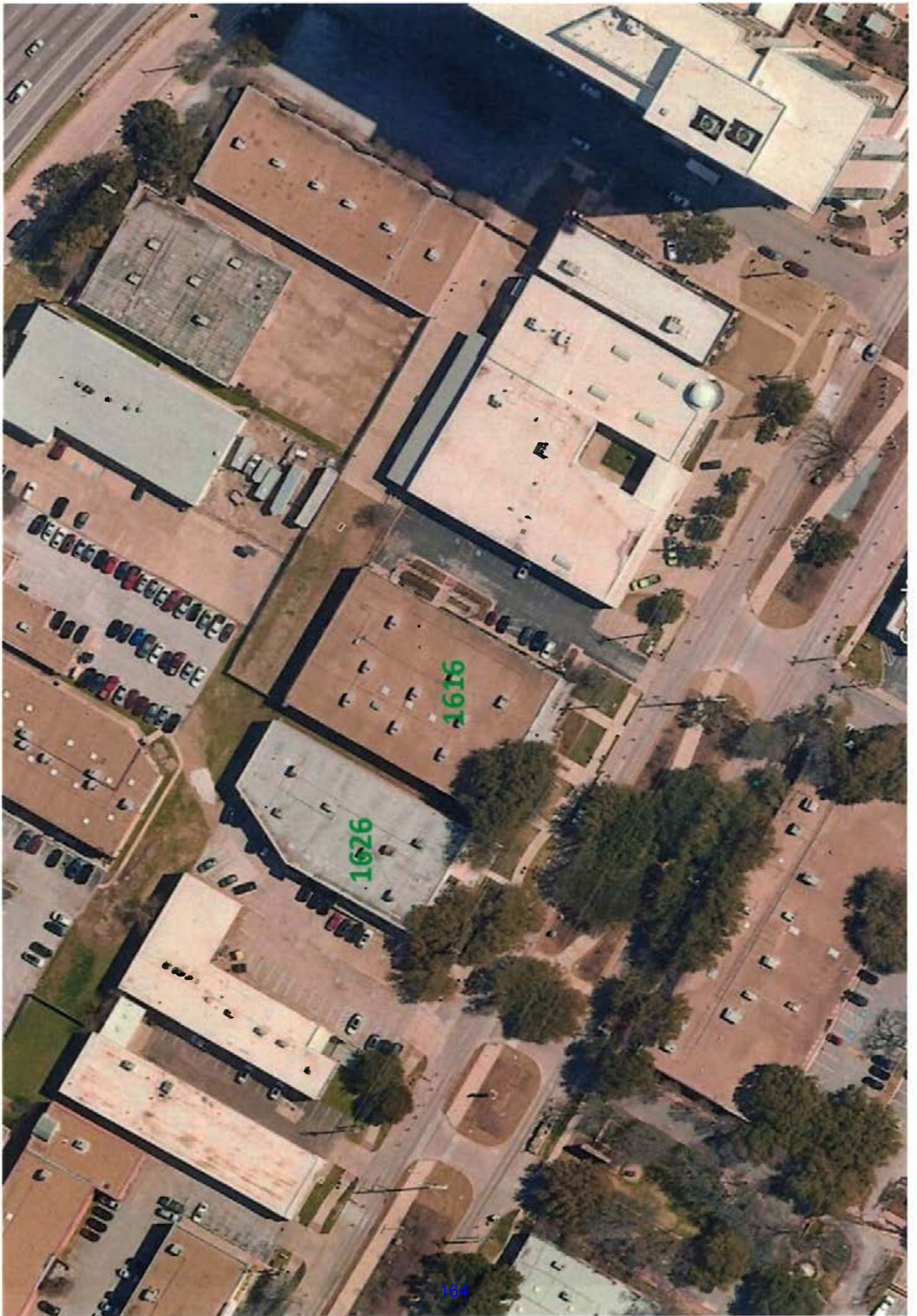
Since this request clearly meets the Development Code and P.D. 621 standards for approval, we will respectfully be asking that you *approve* our request. We look forward to appearing before you and answering any questions you might have, and we appreciate your time and consideration.

Very truly yours,


Jonathan G. Vinson

cc: Vipin Nambiar
Adam Hammack
Charlotte Carr
Lloyd Denman, P.E.
Suzan Kedron
Will Guerin







City of Dallas PD 621 Shared Parking Chart
for properties regulated by Dallas Development Code, Chapter 51A
(for calculating adjusted standard parking requirement, **REQUIRES PARKING AGREEMENT**)
Address: 1626 Hi Line

Use	Use Categories	Total SF (including vacancies)	Parking Ratio	Standard Parking Requirement	Parking Adjustment By Time of Day (Weekday)									
					Morning		Noon		Afternoon		Late Afternoon		Evening	
	Multifamily # units	0	1.5	0.00	80%	-	60%	-	60%	-	70%	-	100%	-
	Office-related	0	358	0.00	100%	-	80%	-	100%	-	85%	-	35%	-
	Retail-related	0	275	0.00	60%	-	75%	-	70%	-	65%	-	70%	-
	General merchandise	0	275	0.00	60%	-	75%	-	70%	-	65%	-	70%	-
	Furniture store	0	1000	0.00	60%	-	75%	-	70%	-	65%	-	70%	-
	Bar & Restaurant (+outside seating)	2,500	105	23.81	20%	4.76	100%	23.81	30%	7.14	30%	7.14	100%	23.81
	Warehouse/Showroom up to 20,000SF floor area	11,564	1100	10.51	100%	10.51	75%	7.88	100%	10.51	65%	6.83	35%	3.68
	Warehouse/Showroom above 20,000SF floor area	0	4100	0.00	100%	-	75%	-	100%	-	65%	-	35%	-
	Any other use	0	100	0	100%	-	100%	-	100%	-	100%	-	100%	-
Total SF (- residential)		14,064		34		15		32		18		14		27

Therefore, 32 is the parking requirement for 1626 Hi Line

MEMORANDUM

To: David Nevarez, P.E., PTOE, CFM
Transportation Development Services
City of Dallas

From: Lloyd Denman, P.E., CFM
Consult LD, LLC
Registered Firm F-23598



Date: March 24, 2025

Subject: **Parking Study and Analysis for 1616 Hi Line and 1626 Hi Line**

Introduction

1616 Hi Line and 1626 Hi Line are contiguous properties both owned by HN Capital Partners within the Design District. The two properties have been primarily used as high-end “To-the-trade” type “Showroom” space for the past several decades. Over time though, the demand for high-end Showroom has declined. HN Capital intends to revitalize these Design District properties and other properties it owns by adding and balancing uses that will better re-purpose the existing buildings and help energize the overall neighborhood. The introduction of Restaurant use to 1616 Hi Line and 1626 Hi Line is intended to be neighborhood friendly and hospitality centric for the Design District as a whole. The existing site consists of two street facing buildings with 1616 being approximately 20,000 square feet with 28 existing parking spaces and 1626 Hi Line being approximately 14,000 square feet with 17 existing parking spaces. (See **APPENDIX Ownership Map and Site Plans**) The property is zoned PD 621, Area 1. Justifications for parking reductions for the two properties as allowed by the PD are presented below.

Proposed Uses and City of Dallas Code Requirements for Parking

HN Capital intends to convert the majority of 1616 Hi Line to restaurant use with some showroom use to remain. 1626 Hi Line will remain mostly showroom use. The City of Dallas Development Code in PD 621 requires minimum parking associated with different land use types. Office/Showroom is parked at 1 space per 1100 sf and Restaurant is parked at 1 space per 105 sf per the zoning code. PD 621 specifically allows “shared parking” to be considered as a percentage reduction of the required minimum parking for certain mixed uses. The PD also allows a special exception of up to 50% of the required off-street parking. The calculated number of off-street parking spaces for the proposed mix of uses using the PD 621 Shared Parking Table for **1616 Hi Line is 153 spaces** and for the proposed mix of uses for **1626 Hi Line is 32 spaces**. (See **APPENDIX Parking Chart Analysis**)

PD 621 Allowance for Parking Reductions and the Owner's Request

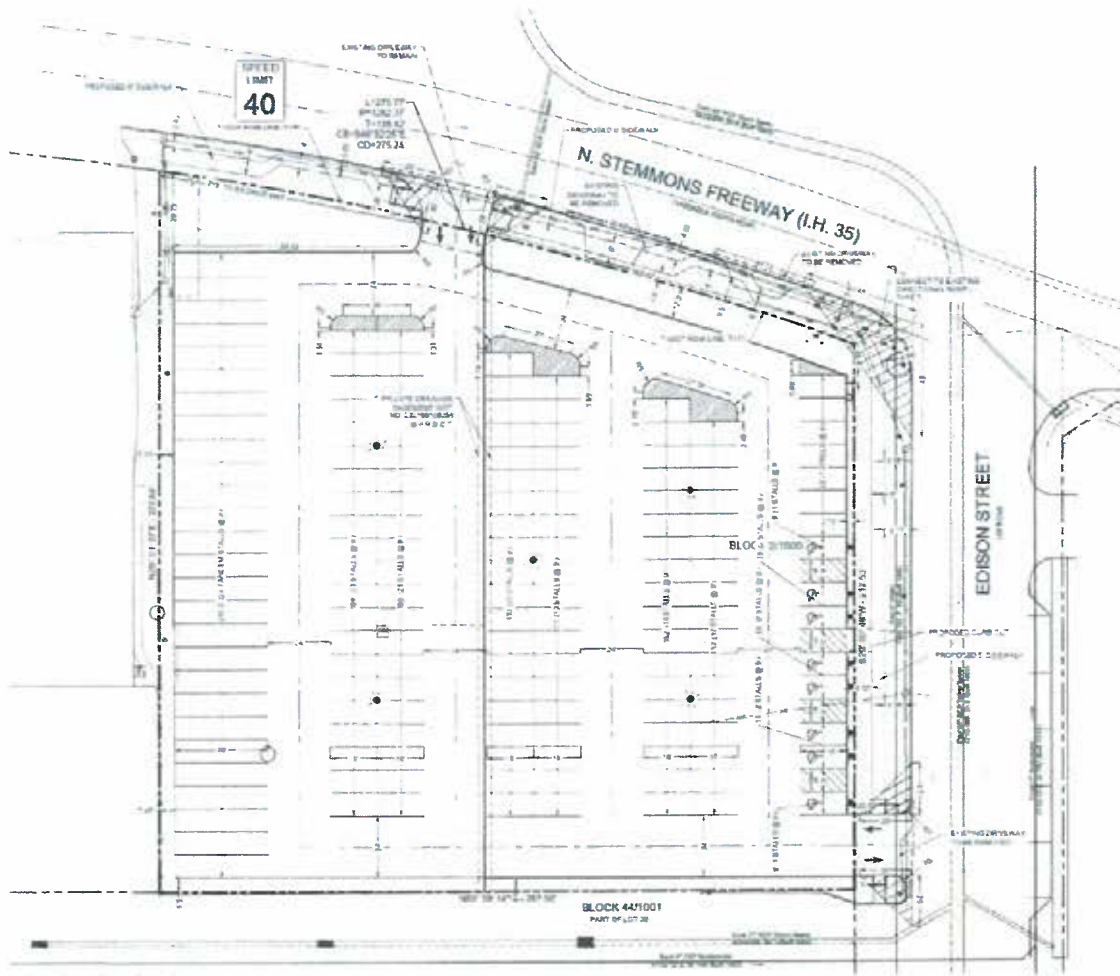
The creators of PD 621 utilized good foresight for the zoning regulations back in 2002 realizing that the old parking minimums required for certain defined uses are not “one-size fits all”. (See **APPENDIX Articles on Parking**) PD 621 allows for the accommodation of denser urban living that is less “car-centric” and the consideration of alternative modes of transportation that help reduce the need for parking. Specifically, the PD allows for “a special exception of up to 50 percent of the required off-street parking” to help right-size parking for dense urban projects. **HN Capital would like to follow the PD 621 allowance language and request a reduction of up to 50% in parking requirements from the calculated requirement of 153 spaces for 1616 Hi Line and 32 spaces for 1626 Hi Line to provide 77 spaces (50%) for 1616 Hi Line and provide 17 spaces (47%) for 1626 Hi Line.** Note that HN Capital is constructing a new surface parking lot that will have 185 total parking spaces at 1605 and 1615 N. Stemmons Pkwy. HN Capital will dedicate 49 spaces in the new lot by remote parking agreement specifically for 1616 Hi Line. Recent mobility trends also support the parking reduction request as detailed below. (See **APPENDIX Proposed Remote Parking Agreement**)

New Surface Parking Lot at 1605 and 1615 N. Stemmons Pkwy

Exhibit 1, on the next page, illustrates the new surface parking lot owned and being constructed by HN Capital to serve the parking needs for 1616 Hi Line by remote parking agreement. The majority of spaces outside the parking agreement are for general parking needs within the Design District area which could include 1626 Hi Line patrons if needed. Note that the westernmost aisle of the lot (27 stalls) is specifically designed and striped for “stacked parking” for valet to use most efficiently. The 27 parking stalls become 54 stacked parking spaces when used by valet.

The observation of less actual parking than would be required by Code for similar uses supports the request for the 1616 Hi Line and 1626 Hi Line parking reduction and is expounded more in the two Appendix articles on urban parking. Note that 1616 Hi Line and 1626 Hi Line propose valet parking to manage the restaurant peak parking. It was recently observed on other nearby restaurant sites that employee parking occupied a significant number of the available parking spaces and it is recommended to consider more efficiently managing employee parking to provide more patron parking when needed. The Design District encourages a comprehensive neighborhood approach for all the property owners to work and cooperate together for mutual benefit. Note that adjacent properties with different owners have supported one another in their parking reduction requests. (See **APPENDIX Mutual Letters of Support**) This cross-property support illustrates the synergistic goal of mutual benefit throughout the greater Design District. Granting this request would not adversely affect neighboring property since parking is already prohibited along the north side of Hi Line and the new parking lot to be constructed at 1605 N. Stemmons will serve as a “relief valve” of additional parking available should the internal parking be exceeded. The surface parking lot owned by HN Capital at 1605 and 1615 N. Stemmons Pkwy will have plenty of additional parking available to serve the restaurant use for 1616 Hi Line and 1626 Hi Line without adversely impacting neighboring properties or the public streets.

EXHIBIT 1 – New Surface Parking Lot layout for 1605 and 1615 N. Stemmons Pkwy
 (The site is currently cleared and will be completed in 2025)



Note that the new parking lot has a “double row”, known as “stacked parking”, on the westernmost end for valet use to maximize parking in the lot. The 27 double rows become 54 stacked parking spaces when used by the valet. **There are 185 parking spaces overall provided in the new lot.**

The planned restaurant use for 1616 Hi Line and 1626 Hi Line will only exceed the available parking in the evenings. There is adequate parking available on each site to satisfy the showroom use during the mornings and afternoons. HN Capital will utilize a Remote Parking Agreement between 1616 Hi Line and 1615 N. Stemmons for the requested number of required parking spaces. Note that over 100+ parking spaces will still be available in the newly constructed parking lot to serve as “relief” and “balanced overflow” parking as needed. The provision by HN Capital and the public availability of this “extra” general parking is an ideal arrangement for the overall Design District neighborhood.

Walkability and Alternative Modes of Transportation

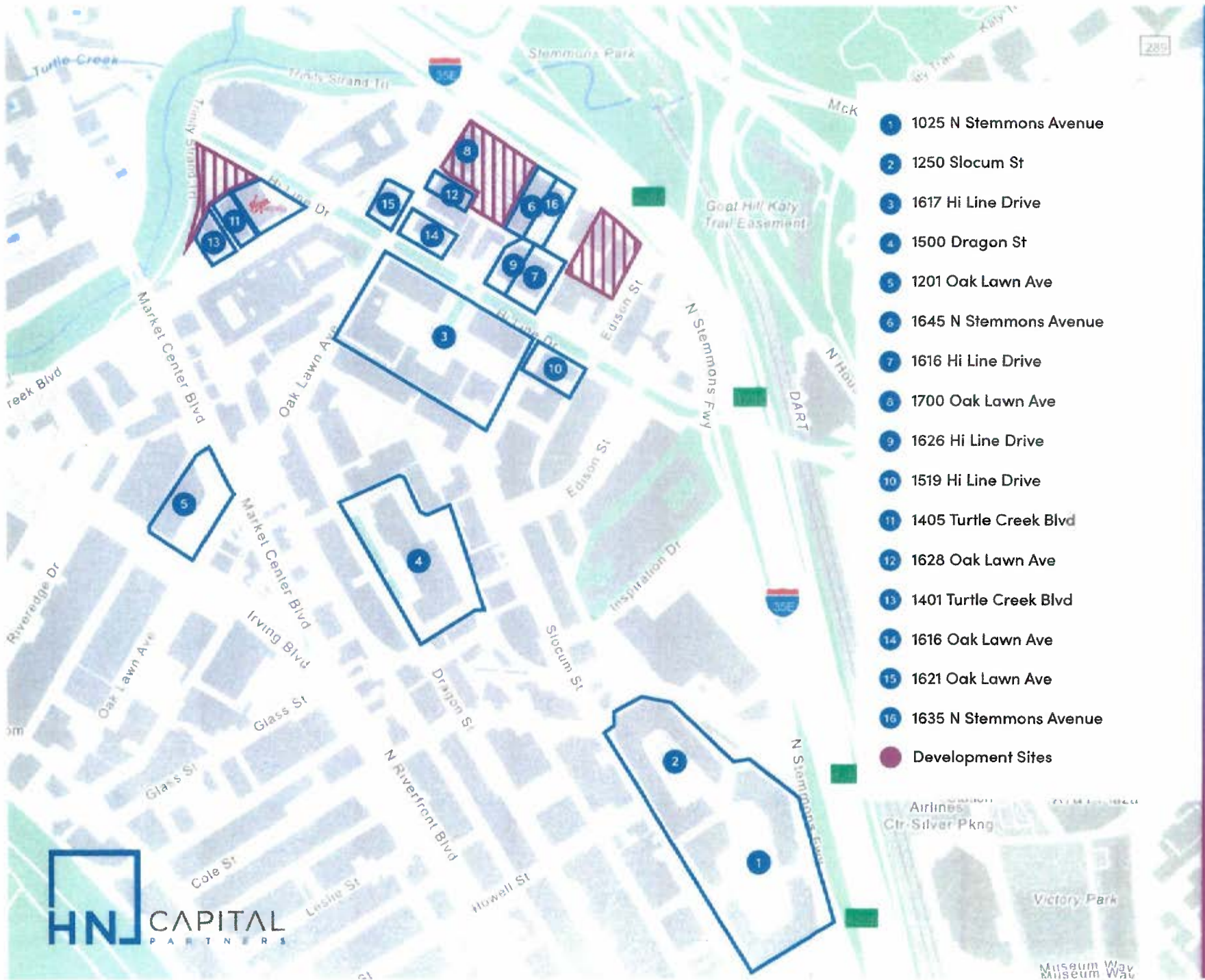
The parking reduction request is also supported by a walkability analysis of nearby residential units and current urban trend uses of alternative modes of transportation like walking, bicycling, and Uber/Alto. (See **APPENDIX Walkability Study**) Note that the City of Dallas is currently considering reducing and/or eliminating parking requirements for some areas and uses. Although a reduction or elimination of parking requirements by the City of Dallas would not directly affect 1616 Hi Line and 1626 Hi Line since the parking already exists and the properties are located within PD 621, it is still an indication that the old parking requirement ratios are excessive for dense urban living situations and with newer alternative modes of transportation readily available.

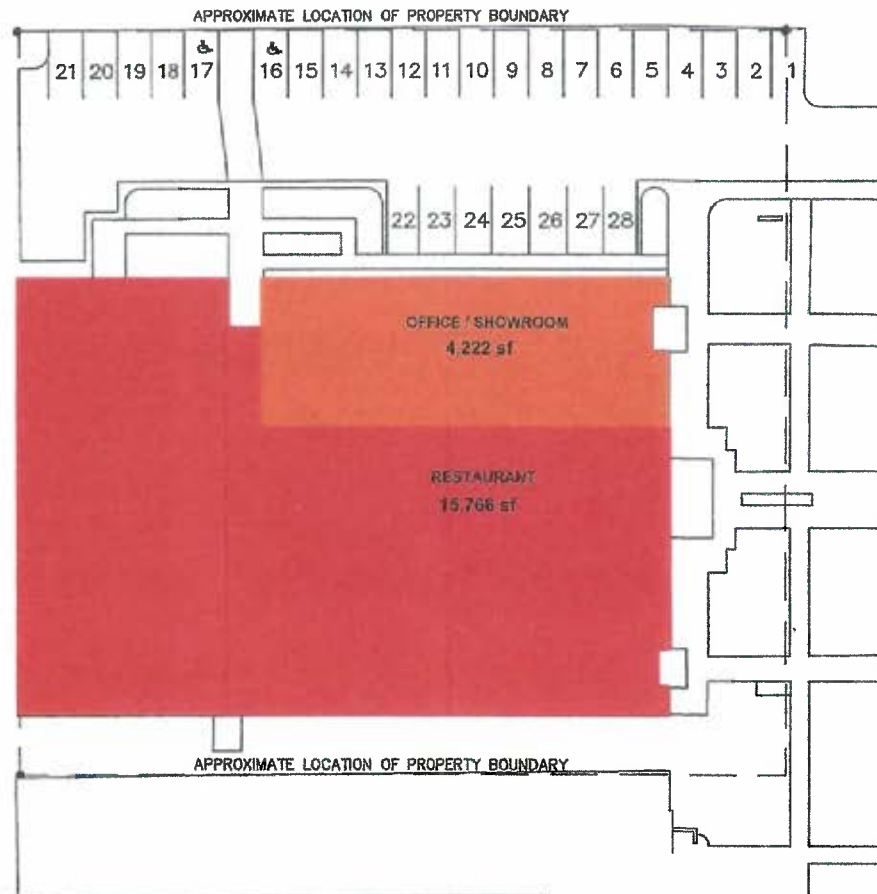
Conclusion

Based on: (1) the allowance for parking reductions written into PD 621, (2) the utilization of internal valet to most efficiently park the sites, (3) the Remote Parking Agreement for 1616 Hi Line with the new 1605 N. Stemmons parking lot, (4) the extra 100+ “relief valve” parking spaces in the new lot that HN Capital owns and controls for the overall general Design District parking that can serve both 1616 and 1626 Hi Line as may be needed, and (5) the current trends of more mobility choices and more dense urban living that together reduce the need for parking; **it is recommended that the requested number of 77 parking spaces for 1616 Hi Line and 17 parking spaces for 1626 Hi Line will be adequate to serve the proposed mix of Restaurant, and Showroom uses for the sites.** Furthermore, if the parking demand were to exceed the spaces proposed to be required for both sites, the “reserve” of excess parking spaces in the newly constructed parking lot at 1605 and 1615 N. Stemmons Frwy are available to serve as the “right-sizing” buffer and provide adequate and proximate relief parking to prevent any adverse impact to the public right-of-way. The availability of Uber/Alto and similar ride shares including the Virgin Hotel shuttle service, availability of pedestrian and bicycle trails, availability of multiple remote parking lots within a five minute walk, and the presence of newer dense inner-city residential developments that currently include 2000+ units within a five minute walk of the subject sites have all convened at this time to help reduce the need for parking and support the proposed mix of uses for 1616 Hi Line and 1626 Hi Line. The proposed plan to revitalize and repurpose the existing buildings, utilize the limited existing parking on the sites and subsidize the rest of the needed parking at the newly constructed surface lot at 1605 N. Stemmons Pkwy within the allowances of PD 621 will provide mutual benefits to the property owner/operator, the neighborhood, and the City of Dallas. “Right-sizing” or “right-mixing” the proposed uses with newly provided parking to its potential will not create a traffic hazard or increase traffic congestion on adjacent or nearby streets because new and nearby parking will be available at 1605 and 1615 N. Stemmons. No spillover effect of traffic or parked cars is expected to occur since ample reserve parking is available through the use of the remote parking agreement and valet service and the owner/operators are incentivized to provide adequate and convenient parking for their patrons and have the parking available to do so.

APPENDIX

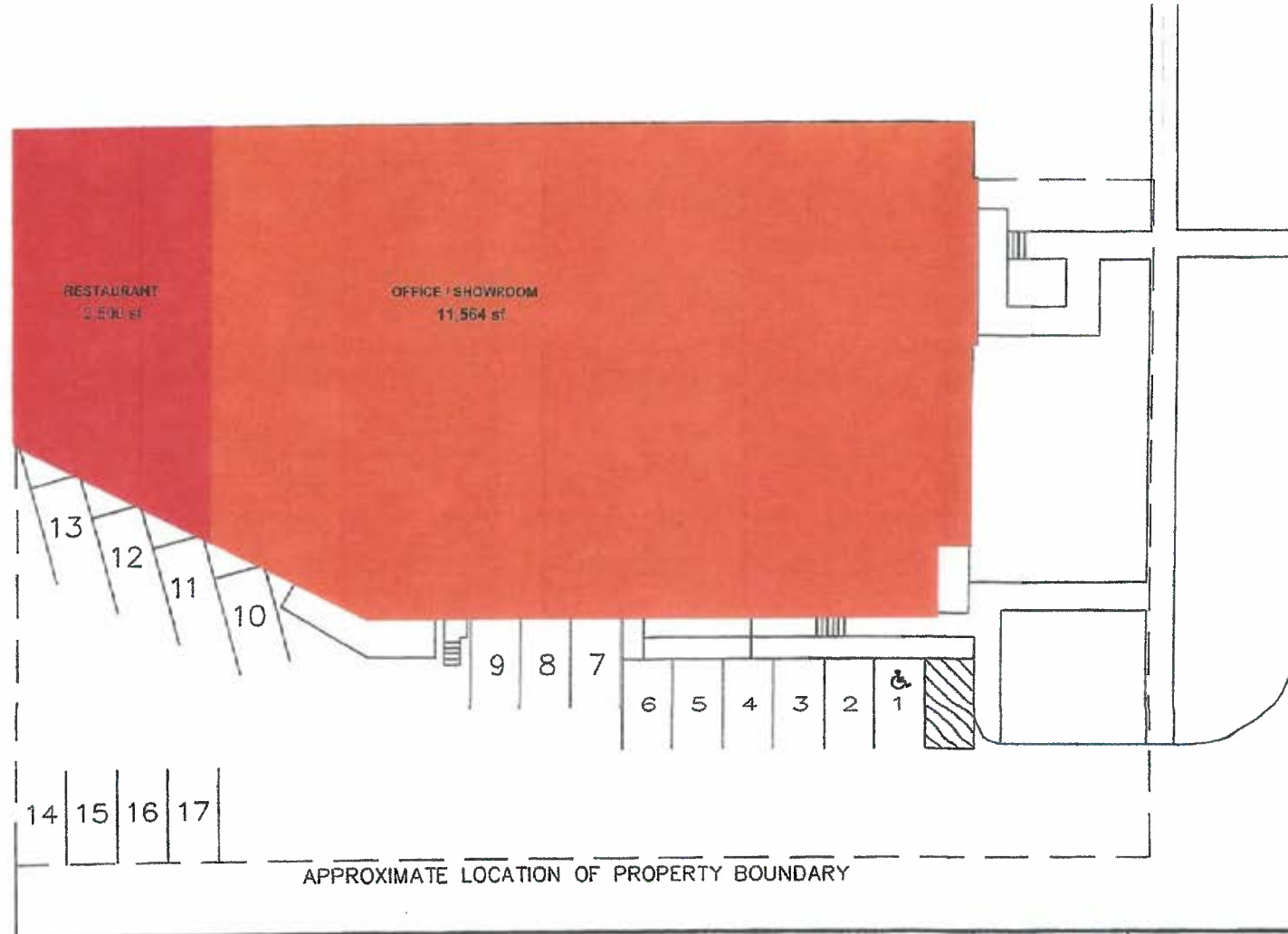
- HN Capital Property Ownership Map within the Design District
- 1616 Hi Line and 1626 Hi Line site plans and proposed uses
- Parking Chart Analysis
- Proposed Remote Parking Agreement between 1616 Hi Line and 1615 North Stemmons
- Mutual Letters of Support between Asana and HN Capital
- Walkability Study within a five-minute walking distance of 1616 Hi Line and 1626 Hi Line
- Annotated Articles: “The Parking Problem – Why Cities Overbuilt Parking Spaces” 9-20-2023
“Parking Generation... Park +” by Kimley-Horn May 2016





1616 Hi Line Parking Spaces

Parking Counts
 26 Regular Spaces
 2 Handicap Spaces
 28 Total Parking Spaces



1626 Hi Line Parking Spaces

Parking Counts
 16 Regular Spaces
 1 Handicap Spaces
 17 Total Parking Spaces

1616 Hi Line and 1626 Hi Line Parking Chart Analysis

Street No.	Street Name	Land Use	SQ FT	Parking Ratio	Required Parking	Total Parking Provided
1616	Hi Line Drive	Restaurant	15,766	1sp/105 SF	150	
1616	Hi Line Drive	Office/Showroom	4,222	1sp/1100 SF	4	
			19,988		154	28

City of Dallas PD 621 Shared Parking Chart

for properties regulated by Dallas Development Code, Chapter 51A

(for calculating adjusted standard parking requirement, **REQUIRES PARKING AGREEMENT**)

Address: 1616 Hi Line

Use	Use Categories	Total SF (including vacancies)	Parking Ratio	Standard Parking Requirement	Parking Adjustment By Time of Day (Weekday)								
					Morning	Noon	Afternoon	Late Afternoon	Evening				
	Multifamily # units	0	1.5	0.00	80%	-	60%	-	60%	-	70%	-	100%
	Office-related	0	358	0.00	100%	-	80%	-	100%	-	85%	-	35%
	Retail-related	0	275	0.00	60%	-	75%	-	70%	-	65%	-	70%
	General merchandise	0	275	0.00	60%	-	75%	-	70%	-	65%	-	70%
	Furniture store	0	1000	0.00	60%	-	75%	-	70%	-	65%	-	70%
	Bar & Restaurant (+outside seating)	15,766	105	150.15	20%	30.03	100%	150.15	30%	45.05	30%	45.05	100%
	Warehouse/Showroom up to 20,000SF floor area	4,222	1100	3.84	100%	3.84	75%	2.88	100%	3.84	65%	2.49	35%
	Warehouse/Showroom above 20,000SF floor area	0	4100	0.00	100%	-	75%	-	100%	-	65%	-	35%
	Any other use	0	100	0	100%	-	100%	-	100%	-	100%	-	100%
Total SF (- residential)		19,988		154	34		153		49		48		151

Therefore, 153 is the parking requirement for 1616 Hi Line

Street No.	Street Name	Land Use	SQ FT	Parking Ratio	Required Parking	Total Parking Provided
1626	Hi Line Drive	Restaurant	2,500	1sp/105 SF	24	
1626	Hi Line Drive	Office/Showroom	11,564	1sp/1110 SF	11	
			14,064		34	17

City of Dallas PD 621 Shared Parking Chart

for properties regulated by Dallas Development Code, Chapter 51A
(for calculating adjusted standard parking requirement, **REQUIRES PARKING AGREEMENT**)
Address: 1626 Hi Line

Use	Use Categories	Total SF (including vacancies)	Parking Ratio	Standard Parking Requirement	Parking Adjustment By Time of Day (Weekday)									
					Morning		Noon		Afternoon		Late Afternoon		Evening	
	Multifamily # units	0	1.5	0.00	80%	-	60%	-	60%	-	70%	-	100%	-
	Office-related	0	358	0.00	100%	-	80%	-	100%	-	85%	-	35%	-
	Retail-related	0	275	0.00	80%	-	75%	-	70%	-	65%	-	70%	-
	General merchandise	0	275	0.00	60%	-	75%	-	70%	-	65%	-	70%	-
	Furniture store	0	1000	0.00	60%	-	75%	-	70%	-	65%	-	70%	-
	Bar & Restaurant (+outside seating)	2,500	105	23.81	20%	4.76	100%	23.81	30%	7.14	30%	7.14	100%	23.81
	Warehouse/Showroom up to 20,000SF floor area	11,564	1100	10.51	100%	10.51	75%	7.88	100%	10.51	65%	6.83	35%	3.68
	Warehouse/Showroom above 20,000SF floor area	0	4100	0.00	100%	-	75%	-	100%	-	65%	-	35%	-
	Any other use	0	100	0	100%	-	100%	-	100%	-	100%	-	100%	-
	Total SF (- residential)	14,064		34		15		32		18		14		27

Therefore, 32 is the parking requirement for 1626 Hi Line

REMOTE PARKING AGREEMENT
(including church uses)

STATE OF TEXAS)
)
COUNTY OF DALLAS) **KNOW ALL PERSONS BY THESE PRESENTS:**

I.

DDD PORTFOLIO HOLDINGS, LLC ("Owner(s) of Tract A") is the owner(s) of the below described property ("Tract A"), which is the recipient of parking spaces:
Street Address 1616 HI LINE DRIVE Property Description: Lots 7-10 & Part of Lots 6 and 11 Block 44/1001 Addition Trinity Industrial District 15 Zoning District PD 621 more particularly described in Instrument #202200047504 or Volume _____, Page _____, in the Deed Records of DALLAS County, Texas. The below described use(s) ("Use A", "Use B", etc.) is located on Tract A: RESTAURANT & OFFICE SHOWROOM/WAREHOUSE. Floor area of Use(s) on Tract A: 15,766 SF & 4,222 SF, respectively. Total number of off-street parking spaces required for Use(s) on Tract A: 77. Number of off-street parking spaces on Tract A provided for Use(s) on Tract A to meet parking requirement: 28.

II.

DDD STEMMONS HOLDINGS, LLC ("Owner(s) of Tract B") is the owner(s) of the below described property ("Tract B"), which is providing the parking spaces:
Street Address 1615 N. STEMMONS FREEWAY
Property Description: Tract 4, Block 2/1001
Addition Stemmons Freeway & Edison Zoning District PD 621 more particularly described in Instrument #202200047503 or Volume _____, Page _____, in the Deed Records of DALLAS County, Texas. The below described use(s) ("Use B", etc) is located on Tract B: COMMERCIAL PARKING LOT. Floor area of Use(s) on Tract B: 0 SF. Total number of off-street parking spaces required for Use(s) on Tract B: 00. Total number of off-street parking spaces located on Tract B: 96. Total number of off-street parking spaces located on Tract B providing required parking for Use(s) on Tract A: 49.

III.

In order that all uses governed by this agreement may operate in compliance with the off-street parking regulations in the Dallas Development Code of the Dallas City Code ("Code"), as amended, and derive all the benefits from such compliance, and for such other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, as Owner(s) of Tract A and B have agreed upon, Owner(s) of Tract A and B agree to enter into this Agreement.

IV.

Owner(s) of Tract A and B agree that Tract B shall be used to provide 49 required off-street parking spaces for Use(s) on Tract A to comply with the Code. The walking distance between Tract A and Tract B is within 500 feet.

V.

Owner(s) of Tract A and B agree to comply with the off-street parking regulations in the Code.

VI.

The location of the off-street parking spaces on Tract B is shown on a site plan that is attached to and made a part of this agreement. The site plan must provide sufficient information to demonstrate compliance with the Code and all other applicable ordinances and regulations of the City of Dallas ("City").

VII.

This agreement may be amended or terminated only upon the filing, in the Deed Records of the county or counties in which Tracts A and B are located, of an instrument approved by the building official of the City and approved as to form by the city attorney. The building official shall approve an instrument amending or terminating this agreement if:

- (1) all uses providing parking and all uses on the property for which parking is provided under this agreement fully comply with the off-street parking regulations in the Code, as amended, by a means other than this parking agreement; or
- (2) all uses on the property for which parking is provided under this agreement cease to operate and terminate their certificates of occupancy.

Owner(s) of Tract A or B shall file the amending or terminating instrument in the Deed Records of the county or counties in which Tract A and Tract B are located at the sole cost and expense of Owner(s) of Tract A or B. After filing the amending or terminating instrument in the Deed Records, Owner(s) of Tract A or B shall file two copies of the instrument with the building official. No amendment or termination of this agreement is effective until the amending or terminating instrument is filed in accordance with this paragraph.

VIII.

This agreement inures to the benefit of, and is enforceable by, the parties to the agreement and the City. If a use is being operated in violation of this agreement, the building official shall revoke the certificate of occupancy for that use. Owner(s) of Tract A and B acknowledge that the City has the right to enforce this agreement by any lawful means, including filing an action in a court of competent jurisdiction, at law or in equity, against any person violating or attempting to violate this agreement, either to prevent the violation or to require its correction. If the City substantially prevails in a legal proceeding to enforce this agreement against a person, Owner(s) of Tract A and B agree that the City shall be entitled to recover damages, reasonable attorney's fees, and court costs from that person.

February 5, 2025

Dr. Kameka Miller-Hoskins, Chief Planner
Zoning Board of Adjustment
City of Dallas
1500 Marilla Room 5CN
Dallas, TX 75201

Via email

RE: Pending applications at 1616 and 1626 Hi Line; 1617 Hi Line; and 1201 Oak Lawn Avenue

Dear Dr. Miller-Hoskins,

Please accept this support letter for the parking reduction requests at 1616 and 1626 Hi Line, 1617 Hi Line, and 1201 Oak Lawn Avenue. We understand they are separate requests intended for consideration in April 2025; our support applies to each request. The applicant, HN Capital, and their representatives have shared with us their request and plans for improving their property. As adjacent commercial property owners, we believe that their parking reduction request will benefit this area of the Design District.

We support the parking reductions requested for several reasons. HN Capital has successfully managed their properties in this area to bring valuable tenants and businesses to the Design District. As this area of the Design District has benefitted from the recent city investments in infrastructure, these improvements for sidewalks, streetscapes, and a hike/bike trail that connects to Victory Park/Downtown increase and enhance mobility options for visitors and residents. New developments and remodels have included a mix of land uses that are creating a dynamic neighborhood, as intended by the PD 621 Old Trinity Design District Special Purpose District zoning. We also understand the City of Dallas is considering Development Code revisions to the off-street parking requirements to align with current parking demand trends and promote use of other transportation options.

The proposed parking reductions are supported by a professional engineering analysis of the parking demand for these properties and the ability of HN Capital to manage the parking needs on their properties for the success of their tenants. We believe the requested reductions are reasonable and support the shared goal of continued improvement, adaptive reuse, and quality development of the Design District.

Sincerely,

Shyam Patel – Asana Partners
1444 Oak Lawn, LP

Jonathan G. Vinson
(214) 953-5941 (Direct Dial)
(214) 661-6809 (Direct Fax)
jvinson@jw.com

August 16, 2024

Via Email

Ms. Cambria Jordan, CFM, MBA, PMP, Senior Planner
Zoning Board of Adjustment
City of Dallas
1500 Marilla Street, Room 5BN
Dallas, Texas 75201

Re: BDA234-091; 1444 Oak Lawn Avenue.

Dear Ms. Jordan:

Our firm represents HN Capital, which is the largest property owner in the Design District. HN Capital is pleased to be part of the ongoing success of the District, and we look forward to even more success for the entire District in the future. This letter is to express our support for the off-street parking special exception request being made under BDA234-091 at 1444 Oak Lawn Avenue, for the following reasons.

When the City first approved P.D. 621 in 2002, it was not completely certain that the P.D. would work for its intended purposes. The City deserves credit for getting the P.D. right for the most part and achieving its purpose of fostering in-context adaptive reuse in the Design District with, of course, some appropriate new development.

Part of the success of P.D. 621, we believe, is due to the P.D. having loosened somewhat the strict requirements for off-street parking found in other parts of the City. This is very appropriate and necessary for the adaptive reuse of existing buildings, and actually helps preserve those buildings and the larger context of the District. This is good place-making and supports the District's overall success.

However, since the adoption of P.D. 621, the world has changed even more with regard to parking demand. The reduction in office usage, the advent of ride-sharing, and the greater walkability of the District have all contributed to this. Continuing to adhere to off-street parking ratios which date back in some cases to 1965, or even before, fails to recognize the change in parking demand in 2024.

In fact, the City itself is in the middle of processing Development Code amendments to reduce off-street parking requirements to align more with current demand. For many reasons, the current off-street parking requirements in P.D. 621, and elsewhere in the City, are obsolete and should be reduced.

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We support reasonable and evidence-based, data-driven reductions in parking requirements where appropriate, in particular in P.D. 621, where such reductions will support continued adaptive reuse and quality development and placemaking, and we believe that to be the case with this request. We respectfully ask that you approve the applicant's request in this case. Thank you.

Very truly yours,



Jonathan G. Vinson

cc: Dr. Kameka Miller-Hoskins
Jennifer Hiromoto
Vipin Nambiar
Adam Hammack
Suzan Kedron

WALKABILITY STUDY

According to statistics listed on the Dallas Design District Property Brochure, by “DunhillProperties.com”, there are approximately 20,000 residents that live within one mile, or a 10 to 20 minute walk, of the Dallas Design District. Even closer to the heart of the Design District and to 1616 Hi Line and 1626 Hi Line, within a 5-minute walk or less, are six large multi-family communities that total nearly 2200 units. Also, the Virgin Hotel with 268 rooms and a 75 space pay parking lot are within a 5-minute walk to 1616 and 1626 Hi Line. (See annotated map attached) According to the Federal Highway Administration, “Most people are willing to walk for five to ten minutes, or approximately ¼ to ½ mile” to reach a destination. (See FHA Pedestrian Safety Guide attached)

The close proximity within a five-minute walk of so many residential units and hotel rooms certainly helps decrease the parking demand for patrons that would frequent 1616 and 1626 Hi Line for Restaurant uses. (Walk times were physically verified by Lloyd Denman, P.E. during the parking observations made in May 2024.) There is also a free hotel shuttle at the Virgin Hotel that ferries guests within a 3-mile radius of the hotel to and from restaurants and other attractions. In May of 2024, the shuttle attendant said the shuttle stays busy and a second vehicle should be added to the service.



Federal Highway Administration

1200 New Jersey Avenue, SE

Washington, DC 20590

202-366-4000

Safety

Pedestrian Safety Guide for Transit Agencies

< [Previous Table of Content](#) [Next](#) >

Chapter 4: Actions to Increase the Safety of Pedestrians Accessing Transit

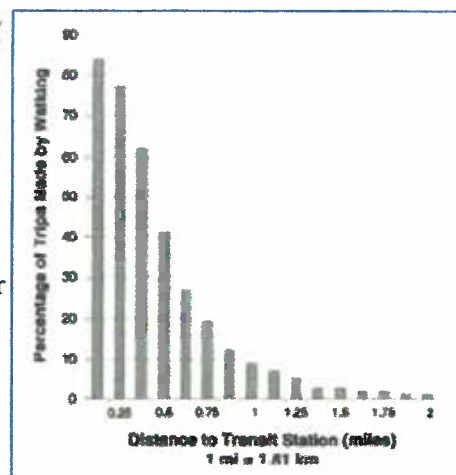
Understanding pedestrian characteristics and facilities (e.g., sidewalks, crosswalks, pedestrian signals, etc.) is an important step in providing safe access to transit systems. This section introduces basic pedestrian safety concepts to help readers understand issues, solutions, and resources that are presented in other parts of this guide. Concepts addressed in this chapter include:

- Typical walking distance to transit.
- Motor vehicle speed and pedestrian safety.
- Pedestrian characteristics and behavior.

A. Typical Walking Distance to Transit

Most people are willing to walk for five to ten minutes, or approximately $\frac{1}{4}$ - to $\frac{1}{2}$ -mile to a transit stop (see figure below). However, recent research has shown that people may be willing to walk considerably longer distances when accessing heavy rail services. Therefore, in order to encourage transit usage, safe and convenient pedestrian facilities should be provided within $\frac{1}{4}$ - to $\frac{1}{2}$ -mile of transit stops and stations, and greater distances near heavy rail stations. Note that bicyclists are often willing to ride significantly further than $\frac{1}{2}$ -mile to access rail transit stations, so safe facilities should be provided for bicycling within a larger catchment area around transit hubs.

Transit route spacing and location are important considerations for pedestrian access to transit. For example, in a city with a regular street grid pattern of streets, appropriate stop spacing can be achieved when transit routes are spaced between $\frac{1}{2}$ - to 1-mile apart. If the stops on these routes are spaced $\frac{1}{8}$ - to $\frac{1}{4}$ - mile apart, then a majority of the people in the neighborhoods served by the transit system will be within $\frac{1}{4}$ - to $\frac{1}{2}$ -mile of a transit stop.⁷⁰



B. The Effect of Motor Vehicle Speed on Pedestrian Safety

Pedestrians accessing transit stops and stations must often walk along or cross roadways that carry motor vehicle traffic. Pedestrians may feel less comfortable and safe as nearby motor vehicle speeds increase. The faster a driver is traveling, the more difficult it is to stop (see figure below).⁷¹ Larger vehicles, such as buses and trucks require even longer stopping distances.

The Parking Problem: Why Cities Overbuilt Parking Spaces

by [Lauren Palmer](#) | Sep 20, 2023 | [Land Use](#), [Transportation](#), [Urban Planning](#) | [0 comments](#)

The [Institute of Transportation Engineers](#) (ITE) was founded in 1930 with the goal “to improve mobility and safety for all transportation system users and help build smart and livable communities.” The idea behind the ITE was to help developers with roadway design, traffic management, and parking requirements. However, the ITE has created more problems, particularly when it comes to parking. For decades, the ITE recommended parking minimum requirements ill-suited for the municipalities implementing them.

The primary issue with parking recommendations from the ITE is that the studies they relied on were based on [selective data](#). For instance, in the 1987, second edition of the ITE's *Parking Generation*, the ITE created half of their parking generation rates based on just four or fewer studies that were conducted in suburban areas. Researchers conducted these studies during times of peak parking demand and in areas where there was plenty of free parking and little to no use of public transit.

This led urban planners in cities to use suburban rates to set parking requirements that were incompatible with urban environments, resulting in excessive amount of parking in some areas. This created a circular planning process that has only exacerbated issues. It goes something like this:

1. The ITE published their findings in *Parking Generation* using the selective suburban data,
2. City urban planners set parking requirements based on those findings,
3. Developers implemented those parking plans,
4. The resulting ample supply of parking drove the price of parking in specifically designated lots down to zero,
5. Because of the massive amount of land used to create these parking specifications, cities saw decreased walkability and density of facilities,
6. The sprawl, combined with the plethora of free parking options, led to increased vehicle usage,
7. The increased parking demand again validated the ITE's findings.

And the cycle repeats. This process has, unsurprisingly, resulted in an overabundance of parking. In the United States, surface parking lots alone cover more than five percent of all urban land, representing an area greater than the states of Rhode Island and Delaware combined.

To be clear, the ITE is not solely to blame. As mentioned in *Rethinking A Lot*, urban planners and policymakers frequently rely on the recommendations provided by the ITE for parking requirements without ensuring their accuracy for their respective municipalities. The ITE has an inherent authority that makes planners regard its findings as valid, precluding in planners' minds the need for further inquiry. The use of ITE's manuals also allow public officials to avoid responsibility for excessive parking lots.

Due to a lack of planning and engaging the proper parties involved in parking use and development, inaccurate parking demands arise. While [urban planners](#) readily observe this problem, they often fail to take the necessary steps to actually address it. Even municipalities directly contribute to the overabundance of parking by offering free spaces, which inevitably fill up quickly, and then opting to add more parking, which creates an overabundance without addressing the root problem.

Municipalities also look to other authorities, such as the [Urban Land Institute](#) (ULI) for parking guidance. However, the ULI has many of the same problems as the ITE. ULI reports have recommended an excessive amount of parking, with some ULI reports calculating a “need” for more spaces than ITE reports. Municipalities cannot blindly rely on these institutions to supply perfectly accurate data. Municipalities need to measure parking demands with the “ongoing data analysis, community assessment, and demand analysis” that is most relevant to them.

The ITE, recognizing that municipalities still rely on its findings, is also attempting to fix the situation by adapting and changing the new [Parking Generation](#) manuals. The most recent, the 2019 *Parking Generation Manual*, features land use descriptions and data plots of a variety of available land uses, time periods, and independent variables in the ITE database. The parking database is now broken up into settings that include “Multi-Use Urban” and “Center City Core,” which work to pinpoint the most relevant studies for specific cities’ needs. The goal of this manual is to help describe the relationship between parking demand and the characteristics of the individual development site.

Donald Shoup, Professor in the Department of Urban Planning at UCLA, recommends that the ITE follow in the footsteps of the British counterpart to *Trip Generation*, the “Trip Rate Information Computer System.” This system gives information about the characteristics of every surveyed site and its surroundings, which would allow municipalities to use comparable sites before making land use decisions.

Despite the empirical evidence surrounding the overabundance of parking, as well as its deleterious environmental effects, few municipalities are changing parking requirements and financiers still pass on projects that “don’t have enough parking,” even with the new ITE recommendations.

One successful technique is [shared parking](#), a parking management tool that communities can employ when setting parking requirements. Different types of land uses attract customers, workers, and visitors during different times of the day, which results in differing peak parking demand hours for the related land uses. Shared parking takes advantage of these varying demand patterns and allows adjacent land uses with complementary peak demands to share a parking lot space. This not only encourages centralized parking rather than scattered lots, but also reduces overall construction costs which could greatly benefit both municipalities and developers.

Several municipalities have implemented [shared parking](#), including **Ventura, CA** which has a zoning ordinance that permits different land uses to have shared parking because of opposite peak parking demand periods. The shared parking is allowed to satisfy one hundred percent of the minimum parking requirements for each land use. Similarly, **North Kansas City, MO**, by permit, allows a reduction of the number of parking spaces multi-use developments need to have if they have different peak parking demand periods.

Finally, in **West Hartford, CT**, the zoning code provides an alternative method of meeting parking requirements. So long as the applicant seeking to enter into a shared parking agreement can prove the lot would be convenient for all parties and would not cause traffic congestion, it can get approved. The municipality has since consolidated many parking lots down for shared use.

To truly reverse the detrimental impacts of the old ITE reports on the development of cities, urban planners and lawmakers will need to implement a multi-faceted approach. In addition to conducting their own parking studies based on the proposed uses and characteristics of the community, urban planners and lawmakers should focus on enhancing multi-modal transit and implementing shared parking. Parking minimums need to be eliminated and more parking maximums need to be developed. Focusing on the parking demands of individual development sites will help stop the cycle of creating unnecessary parking and meet parking demands in a smarter and more efficient manner.

Parking Generation— Replacing Flawed Standards with the Custom Realities of **Park+**

WHITE PAPER SERIES

May 2016



Kimley»Horn
Expect More. Experience Better.



Introduction

For the longest time, our industry's approach to defining "How much parking?" has been relegated to the use of national parking requirement standards, either from the Institute of Transportation Engineers (ITE), Urban Land Institute (ULI), or local code requirements. Anyone who has read the workings of Donald Shoup, or more recently Richard Willson, knows the fallacy in using these sources when designing downtown or campus parking systems.

National parking requirement standards are based on outdated and under-represented data, which tend to skew wildly from the actual parking needs of a community. In my years as a parking consultant, I've very rarely completed a single downtown parking study where the peak observed parking demands consumed the majority of the total parking spaces. A study completed in Dallas a few years ago yielded some 30,000 empty parking spaces at peak. Similar results were found in Atlanta, Houston, St. Petersburg, Seattle, and the list goes on.

When communities plan downtowns based on outdated suburban design standards, we achieve the same inevitable results—empty, restricted parking areas that deaden the density, walkability, and vitality of urban areas.

The parking quantity question is always a challenging exercise, especially when we try to solve it using inaccurate data. Most times, we rely on outdated data that doesn't truly represent the real context of our downtowns. As more and more people migrate to urban areas, the dynamics of how they get around and their relationships with cars change. As such, we've seen a drastic downshift in the need to provide parking. But our planning tools have not evolved to better align with this shift.

Equally challenging is deciding how the parking characteristics in one community compares to another community. In reality, it's hard to define how one neighborhood acts compared to another. Here in Phoenix, the Roosevelt neighborhood, home to the area's up-and-coming artists and requisite "hipsters," enjoys a higher amount of transit, walking, and cycling than most other parts of the city. In turn, the overall demand for parking is lessened as area residents and patrons find other ways to access the uses within the area. In my neighborhood, you almost can't survive without the use of a car to work, shop, and play. This variability exists in every city and is the reason it's absurd to continue leaning on archaic, cookie-cutter methods to plan for parking.

This question is the central reason we created Park+ — to find a way to localize the analysis of parking demand and challenge the conventional notion that all parking demand is created the same. Within this white paper we summarize the findings of the first five years of Park+ modeling and define the dynamic nature of each community served. In our time developing, testing, and applying this model, we have encountered an incredible diversity of data and outcomes in each community. In the following sections, we'll walk through those results, as well as the more global movement afoot in our industry.



PARKING GENERATION - Replacing Flawed Standards with the Custom Realities of Park+



Unfortunately, those data points are routinely applied in areas they should not be. I've seen exercises where entire swaths of a downtown are planned with these metrics, resulting in over-built facilities. In some cases, it's a lack of understanding of the context the development is occurring in. In other cases, it's a requirement of financial institutions that are backing a development. Whatever the cause, a better understanding of the true dynamics of a development and the area it serves produces better results.

In recent years, urban planners have begun to lean more and more on these decisions as a primary reason that downtowns and communities don't work. One of my favorite terms in the industry is the "parking crater," which was coined by the website Streetsblog and its editor Angie Schmitt. In fact, that website holds an annual March Madness tournament, with a full-on bracket to determine the worst parking crater of that year. The parking crater is a portion of a downtown that has been hollowed out by the presence of large surface parking lots. Whether these are highly or poorly utilized, they deaden a downtown, its walkability, and most importantly its viability.

If asked, many people would say the provision of ample parking makes our cities more desirable. But in fact, ample parking promotes single occupancy vehicle trips and impedes the ability for our communities to develop and grow. Pedestrian walkability, dense design, and connectedness are extremely important for the success of a community. Large areas of parking tend to counter these tenets and disrupt the ability for a community to work properly. This is only exacerbated by the over-provision of parking.

Clearly, something must be done...

Right-Sized Parking

Recently in the planning arm of the parking industry, we've seen a very distinct shift toward finding the right amount of parking for a downtown, campus, study area, development, etc. This movement is aptly dubbed the Right-Sized Parking movement. The name speaks for itself, as the intent is to determine the correct amount of parking to serve an area without over- or under-burdening area patrons.

Too much parking tends to be an expensive endeavor. In today's world where more and more parking is found in consolidated structures, the cost to build a single space can range from \$8,000 to \$40,000, or more. This price is astronomical and is a primary contributing reason that rents are increasing and the cost of living in urban areas is skyrocketing. In King County¹, WA, a recent study searched to find the answer to the right-size for multi-family housing parking. The result of that large-scale effort was...it depends.

¹Visit rightsizeparking.org to learn more and to play with their awesome right-size parking calculator



PARKING GENERATION -

Replacing Flawed Standards with the Custom Realities of Park+



That result may seem nebulous, but in reality it's the most accurate response that could have emerged from such a study. The data indicated that a number of factors—location, access to transit, employment density, walkability, population demographics—were responsible for the parking demand characteristics of a multi-family development. In short, people tended to adapt to their environment, and their driving (and car ownership patterns) adapted right along with them.

Unfortunately, in a lot of those instances, the provision of parking did not adapt. Instead, developers continued to provide parking as if every location was the same, and the result was a high amount of underutilized parking. The data showed that in the heart of Seattle (the most urbanized area in the county), the parking demand was at or below 0.5 spaces per unit. In the far reaches of the county, the ratio was closer to 1.5 spaces per unit.

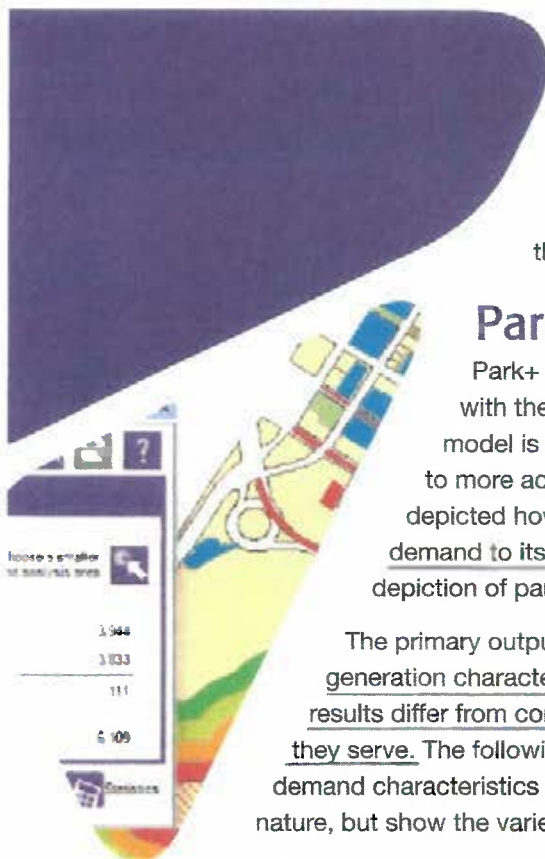
This analysis has borne some incredible outcomes. First, many developers in the King County area have begun to lessen their parking capacity as a result of this analysis, basically “right-sizing” their supply. That in and of itself is a win and would deem the effort a success. However, the study also pushed communities in the King County area to reassess their parking requirements, helping to define right-sized parking at the review level. Even more incredibly, King County transit has now begun to pursue empty parking spaces in multi-family housing complexes to serve as park-and-ride spaces for transit riders.

It's very exciting to see the results coming out of King County. They spent a tremendous amount of time and effort to collect viable data and determine how their community works. The project was well funded by the Federal Highway Administration and led by a brilliant young planner² whose mission is to prove the fallacy of poor parking planning. But how about the communities not funded by FHWA...how do they learn more about the true nature of their parking systems?

Park+ and Right-Sized Parking

Park+ —the Kimley-Horn parking scenario planning tool — was created with the intention of right-sizing parking in the communities we serve. The model is built on an algorithm that matches parking demand with land uses to more accurately depict parking behavior. Previous white papers (xxx) have depicted how this relationship works, but in simplistic terms, we match parking demand to its origin using localized data. The result is a much more accurate depiction of parking demand in the environments our models serve.

The primary output of a calibrated Park+ dataset is a unique set of parking generation characteristics that represent the dynamic nature of a community. These results differ from community to community and are a direct reflection of the areas they serve. The following tables and figures provide a representative sample of parking demand characteristics and geographic demand metrics. These are only representative in nature, but show the varied results that come from Park+ modeling exercises.



² Dan Rowe of King County Metro. If you ever meet him at a conference, engage him about parking...you won't be sorry.

Summary:

City Plan Commission recommendation regarding DCA190-002 Off-Street Parking & Loading Code Amendment

Background:

On March 20, 2025, the City Plan Commission voted to recommend the Off-Street Parking & Loading Code Amendment proposal to the City Council.

The Zoning Ordinance Advisory Committee ("ZOAC") had previously recommended removing all minimum parking requirements for all land uses citywide. The CPC debated this recommendation at five meetings from November 2024 through March 2025, voting to amend it in several ways.

Summarized proposal:

Notable updates to our current parking minimums include:

- **Transit-Oriented Development and Downtown:** No minimums for any use within ½ mile around rail stations or downtown
- **Office and retail:** No minimums for office uses and most retail
- **Industrial and Commercial:** No minimums for industrial, commercial, and business service uses except when contiguous with single-family uses
- **Single-family and duplex:** Reduced minimums for single-family and duplex uses to 1 space per dwelling unit
- **Multifamily:** Reduced minimums for multifamily uses to ½-space per dwelling unit plus guest parking, and added requirement of 1 loading space for larger multifamily
- **Bars, restaurants, and commercial amusement:** Reduced minimum for seating and sales areas to 1 space per 200 square feet, plus additional reductions
 - Bars and restaurants in buildings **under 2,500 square feet:** No minimums
- **Designated historic buildings:** No minimums for buildings designated at the city, state, or national level as historically significant, except when used as a bar, restaurant, or commercial amusement land use.
- **Places of worship under 20,000 square feet:** No minimums
- **Lower Greenville:** Parking ratios for selected uses generally will not apply to Lower Greenville areas covered by the Modified Delta Overlay MD-1.

Below is a table describing the changes in more detail.

Topic	Impact	Results (summarized)	Current code (summarized)
TOD & Downtown	Removed	No parking for any use within <ul style="list-style-type: none"> ½-mile of light rail and streetcar stations CA (downtown) districts 	No exception for rail proximity 1 space per 2,000 sf, with exceptions for buildings built prior to 1967 and ground-floor retail under 5,000 sf
Office uses	Removed	No minimum parking requirement	1 space per 200 or 330 square feet
Single-family & Duplex	Reduced and standardized	1 space per dwelling unit	1 space per single-family dwelling unit in R7.5(A) and R5(A) 2 spaces per dwelling unit for all other single-family and duplexes
Multifamily (parking)	Reduced	½-space per dwelling unit Graduated guest parking requirement	1 space per bedroom 0.25 guest spaces per dwelling unit
Multifamily (loading and short-term)	Added	Show plans to manage loading and short-term drop-off for any development 1 loading space required over 150 dwelling units	No loading required
Hotel (loading and short-term)	Reduced	Show plans to manage loading and short-term drop-off for any development 1 loading space required for hotels over 80 guest rooms	Graduated requirement beginning at 10,000 square feet
Bars and restaurants	Reduced	No minimum for buildings up to 2,500 sf For buildings over 2,500 sf, 1 space per 200 sf for sales and seating area (plus reductions for some storage and manufacturing area)	1 space per 100 square feet for sales and seating area Variety of lighter minimums for storage and manufacturing
Commercial amusement (bowling alleys, dance halls, etc.)	Reduced and standardized	1 space per 200 square feet	Variety of minimums per type

Industrial uses Commercial service and business uses (truck sales, medical laboratory, furniture repair, etc.)	Geography limited	Reduced minimums apply when contiguous with single-family properties; no minimums elsewhere	Minimums apply anywhere the use is permitted
Designated historic buildings	Mostly removed	No minimums, except 1 space per 200 square feet for bars, restaurants, and commercial amusement uses within 300 feet of single-family with reduction option through SUP.	No exemptions for historic buildings
Places of worship	Reduced	No minimums for places of worship less than 20,000 square feet of floor area	All places of worship are subject to parking minimums
Mixed Income Housing Density Bonus	Parking bonus reduced to zero	Zero minimum parking required when providing mixed income units	½-space per unit required when providing mixed income units
Geographic exceptions	No change for MD-1 Overlay	Properties subject to the MD-1 Modified Delta Overlay will keep minimums for selected uses.	
Design standards	Limiting driveway entrances for 1- through 4-unit residences Requiring pedestrian path through large parking lots Prohibiting surface water drainage across sidewalk surfaces Simplified loading standards Allowing parking lot entrances on any alley for any use		
Bicycle parking	Increased bicycle parking amount requirements Clarified design and locational standards		
Shared loading	Adding the opportunity for a shared loading agreement		

FILE NUMBER: BDA245-048 (BT)

BUILDING OFFICIAL'S REPORT: Application of JONATHAN VINSON for **(1)** a special exception to the parking regulations at **1616 HI LINE DRIVE**. This property is more fully described as Block 44/1001, Lots 7-10 and parts of Lots 6 & 11, and is zoned PD-621 (Subdistrict 1), which requires parking to be provided. The applicant proposes to construct and/or maintain a nonresidential structure for a restaurant without drive-in or drive-through service use and an Office/Showroom use and provide 77 of the required 153 parking spaces, which will require **(1)** a 76-space special exception (49.6 percent reduction) to the parking regulation.

LOCATION: 1616 Hi Line Drive

APPLICANT: Jonathan Vinson

REQUEST:

- (1) Special Exception to the parking regulations.

STANDARD FOR A SPECIAL EXCEPTION TO THE OFF-STREET PARKING REGULATIONS:

SEC 51P-621.110(b)(2) States that the board may grant a special exception of up to 50 percent of the required off-street parking upon the findings and considerations listed in **SEC 51A-4.311** minus the number of parking spaces currently not provided due to delta credits, as defined in **SEC 51A-4.704(b)(4)(A)**. The board of adjustment may impose conditions on the special exception. **SEC 51A-3.111(a)** of the Dallas Development Code specifies that the board may grant a special exception to authorize a reduction in the number of off-street parking spaces required under this article if the board finds, after a public hearing, **that the parking demand generated by the use does not warrant the number of off-street parking spaces required, and the special exception would not create a traffic hazard or increase traffic congestion on adjacent or nearby streets.**

STAFF RECOMMENDATION:

Special Exceptions (1):

No staff recommendation is made on this request.

BACKGROUND INFORMATION:

Zoning:

Site: PD-621 (Subdistrict 1)
North: PD-621 (Subdistrict 1) and PD-621 (Subdistrict 1G)
East: PD-621 (Subdistrict 1) and PD-621 (Subdistrict 1F)
South: PD-621 (Subdistrict 1)
West: PD-621 (Subdistrict 1)

Land Use:

The subject site is developed with Office Showroom/Warehouse and Restaurant without drive-in or drive-through service uses. The areas to the north, south, east, and west are developed with various uses such as but not limited to Office Showroom/Warehouse, Multi-family, and Restaurant without drive-in or drive-through service.

BDA History:

No BDA history found within the last 5 years

GENERAL FACTS/STAFF ANALYSIS:

- The application of Jonathan Vinson for the property located at 1616 Hi Line Drive focuses on one request relating to the parking regulations.
- The proposed request of a 76-space special exception (49.6 percent reduction) is made to construct and/or maintain a nonresidential structure.
- The subject site lot size is 40,002.49 square feet.
- The existing building footprint is 19,988 square feet (49.97 percent lot coverage)
- PD-621 (Subdistrict 1) requires the following parking ratio per specified use:
 - 1 parking space per 105 square feet of floor area for restaurant without drive-in or drive-through service ($15,766 / 105 = 150.15$).
 - 1 parking space per 1100 square feet of floor area for Warehouse/Showroom up to 20,000 square feet floor area ($4,222 / 1100 = 3.84$).
- Additionally, a parking agreement is required for calculating adjusted standard parking requirements.
- Granting the proposed 76-space special exception (49.6 percent reduction) to the parking regulations with a condition that the applicant complies with the most recently submitted site plan, would require the proposal to be constructed as shown on the submitted documents.
- 200' Radius Video: [BDA245-048 at 1616 Hi Line Dr](#)

Timeline:

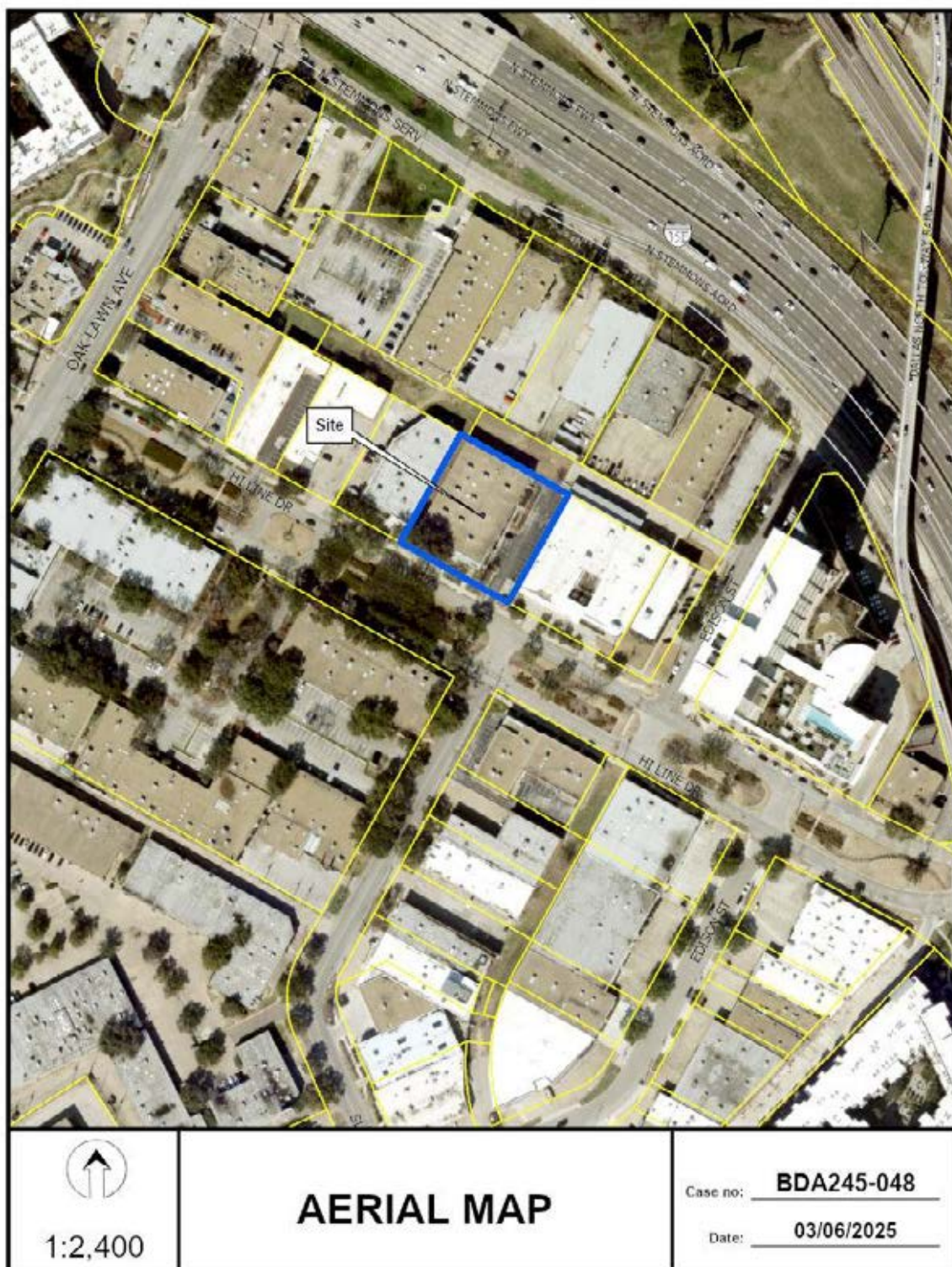
April 16, 2025:	The applicant submitted an "Application/Appeal to the Board of Adjustment" and related documents which have been included as part of this case report.
March 5, 2025:	The Board of Adjustment Secretary assigned this case to Board of Adjustment Panel A .
March 14, 2025:	Planning and Development Department Senior Planner emailed the applicant the following information:

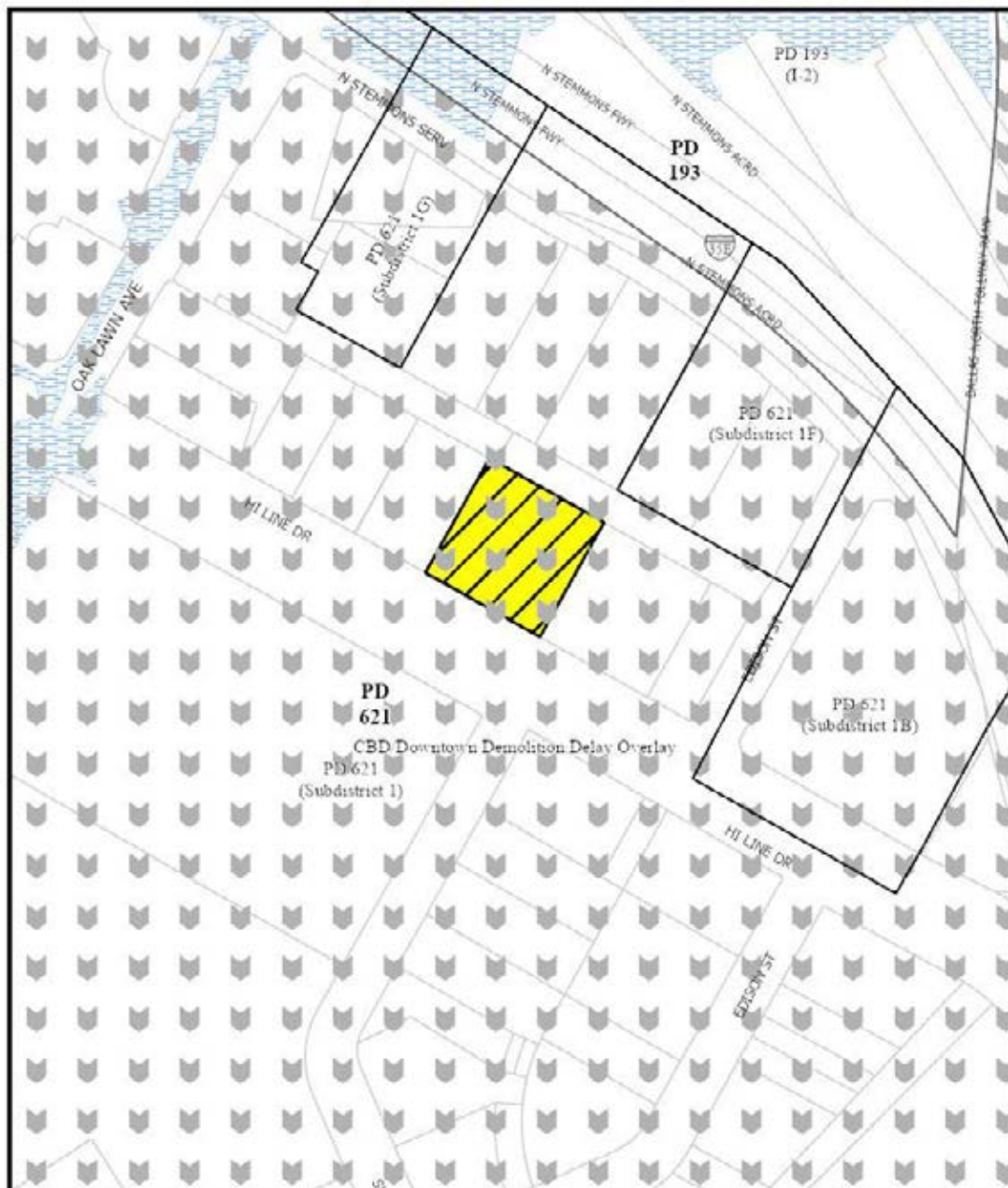
- an attachment that provided the public hearing date and panel that will consider the application; the March 21, 2025, deadline to submit additional evidence for staff to factor into their analysis; and April 4, 2025, deadline to submit additional evidence to be incorporated into the board's docket materials.
- the criteria/standard that the board will use in their decision to approve or deny the request; and
- the Board of Adjustment Working Rules of Procedure pertaining to documentary evidence.

March 25, 2025: The Board of Adjustment staff review team meeting was held regarding this request and other requests scheduled for the April public hearings. Review team members in attendance included: The Board of Adjustment Chief Planner/Board Administrator, the Board of Adjustment Senior Planner, Project Coordinator, Board Secretary, Conservation District Chief Planner, Chief Arborists, Zoning Senior Planner and Transportation Engineer.

March 25, 2025: The applicant provided revised Shared Parking Chart.

April 4, 2025: The applicant provided additional documentary evidence.



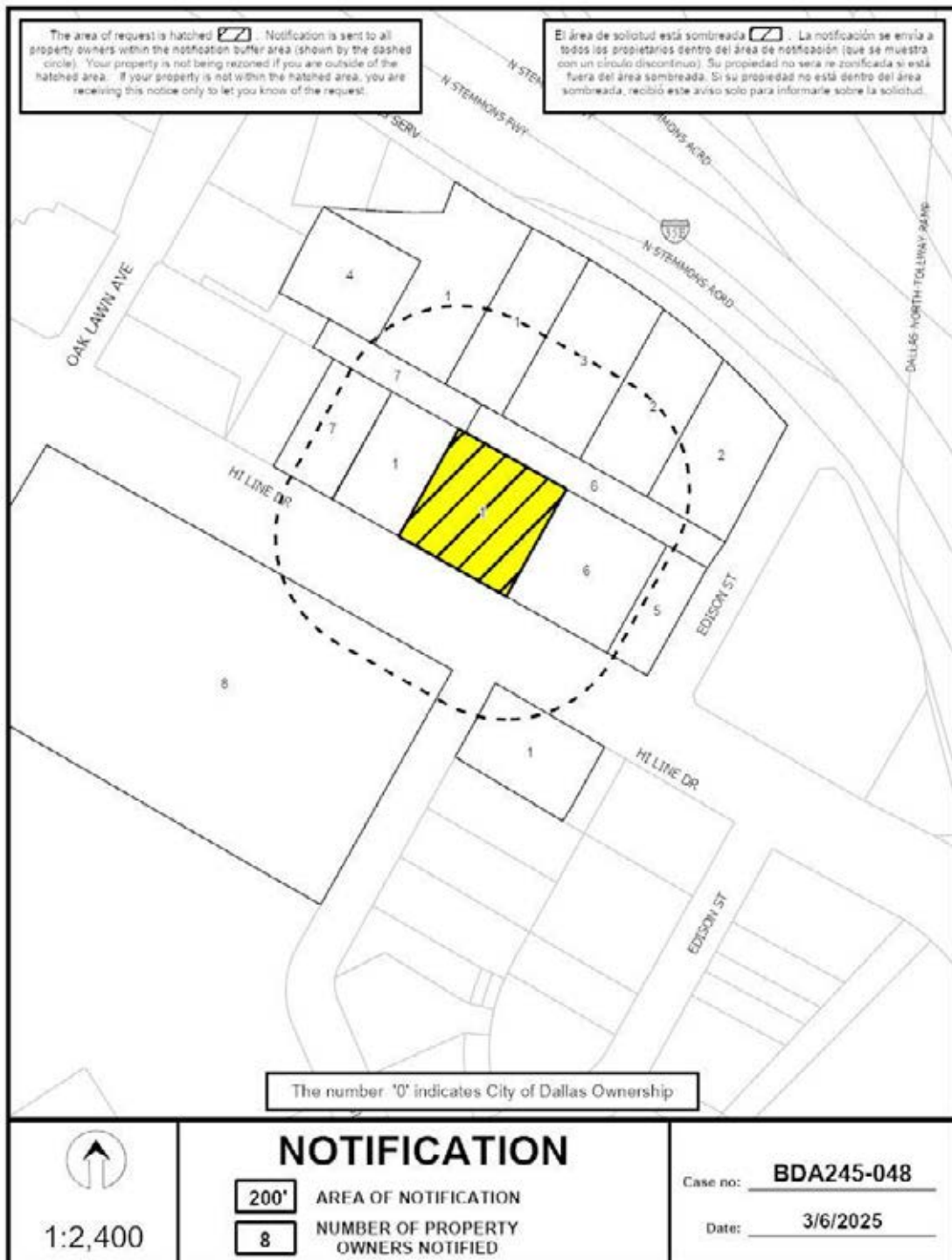


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ZONING MAP

Case no: **BDA245-048**

Date: **03/06/2025**



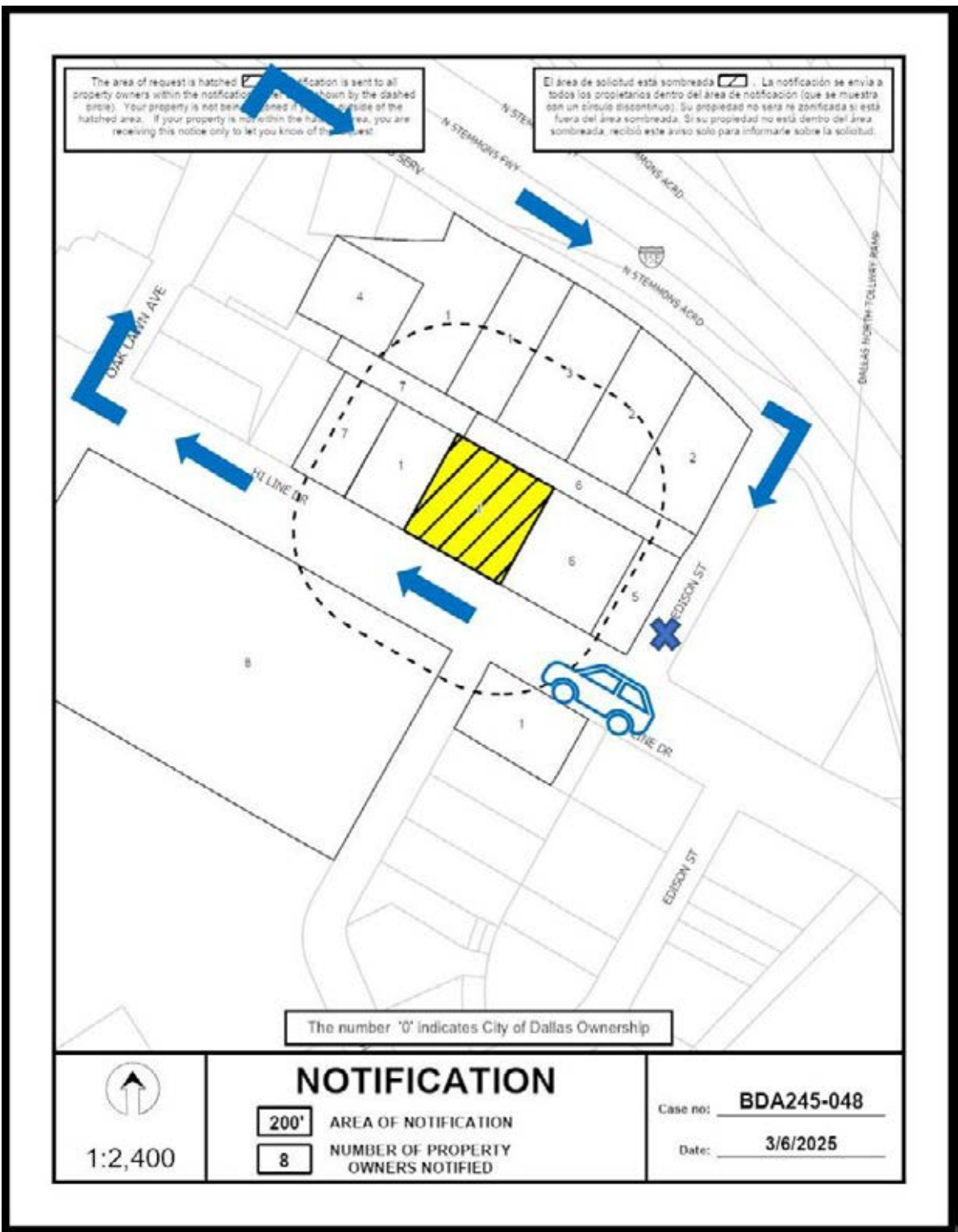
Notification List of Property Owners

BDA245-048

8 Property Owners Notified

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
1	1645 N STEMMONS FWY	DDD PORTFOLIO HOLDINGS LLC
2	1615 N STEMMONS FWY	DDD STEMMONS HOLDINGS LLC
3	1625 N STEMMONS FWY	1625 N STEMMONS LLC
4	1650 OAK LAWN AVE	DDD OAK LAWN HOLDINGS LLC
5	1500 HI LINE DR	TOLAND CONTINUUM LLC
6	1532 HI LINE DR	BAYSWATER HI LINE LLC
7	1710 HI LINE DR	HI ED LLC
8	1617 HI LINE DR	DDD PROPERTY HOLDINGS LLC

200' Radius Route Map



NOTICE OF PUBLIC HEARING

BOARD OF ADJUSTMENT OF THE CITY OF DALLAS (PANEL A)

NOTICE IS HEREBY GIVEN that the BOARD OF ADJUSTMENT OF THE CITY OF DALLAS (PANEL A) will hold a hearing as follows:

DATE: TUESDAY, APRIL 15, 2025

BRIEFING: 10:30 a.m. via Videoconference and in 6EN COUNCIL CHAMBERS at Dallas City Hall, 1500 Marilla Street <https://bit.ly/boa0415A>

HEARING: 1:00 p.m. Videoconference and in 6EN COUNCIL CHAMBERS at Dallas City Hall, 1500 Marilla Street <https://bit.ly/boa0415A>

The purpose of the hearing is to consider the following appeal(s) now pending before the Board of Adjustment:

BDA245-048(BT) Application of Jonathan Vinson for (1) a special exception to the parking regulations at 1616 HI LINE DRIVE. This property is more fully described as Block 44/1001, lots 7-10 & part of lots 6 & 11, and is zoned PD-621 Subdistrict 1, which requires parking to be provided. The applicant proposes to construct and/or maintain a nonresidential structure for a restaurant without drive-in or drive-through service use and an Office/Showroom use and provide 77 of the required 153 parking spaces, which will require (1) a 76-space special exception (49.6% reduction) to the parking regulation.

You have received this notice because you own property within 200 feet of the above property. You may be interested in attending the Board of Adjustment hearing to express your support for or opposition to the application. You may also contact the Board of Adjustment by email to BDAREPLY@dallas.gov. Letters will be accepted until 9:00 am the day of the hearing. If you are unable to attend the hearing. If you choose to respond, it is important that you let the Board know your reasons for being in favor of or in opposition to the application. The Board members are very interested in your opinion.

Note: Any materials (such as plans, elevations, etc.) included within this notice may be subject to change.

The Board of Adjustment hearing will be held by videoconference and at 6EN Council Chambers. Individuals who wish to speak in accordance with the Board of Adjustment Rules of Procedure by joining the meeting virtually, must register online at <https://bit.ly/BDA-A-Register> by the 5 p.m. on Monday, April 14, 2025. All virtual speakers will be required to show their video in order to address the board. In Person speakers can register at the hearing. Public Affairs and Outreach will also stream the public hearing on Spectrum Cable Channel 96 or 99; and bit.ly/cityofdallastv or [YouTube.com/CityofDallasCityHall](https://www.youtube.com/CityofDallasCityHall).

Speakers at the meeting are allowed a maximum of five (5) minutes to address the Board.

Additional information regarding the application may be obtained by calling Bryant Thompson, Senior Planner (214) 948-4502, or Mary Williams, Board Secretary at (214) 670-4127. Si desea información en español, favor de llamar al teléfono a Mary Williams al (214) 670-4127.

Board of Adjustment
Planning and Development Department
1500 Marilla Street 5CN, Dallas TX 75201

PLEASE SEND REPLIES TO:

BDAREPLY@dallas.gov

**Letters will be received until 9:00
am the day of the hearing.**

PLEASE REGISTER AT:

<https://bit.ly/BDA-A-Register>



Development Services

"TOGETHER WE ARE BUILDING A SAFE AND UNITED DALLAS"

APPLICATION/APEAL TO THE BOARD OF ADJUSTMENT

Case No.: BDA

245-048

Date:

FOR OFFICE USE ONLY

FEB 25 2025

Data Relative to Subject Property:

Location address: 1616 Hi Line Drive

Zoning District: PD 621 Subdistrict 1

Lot No.: 7-10, Block No.: 44/1001 Acreage: 0.9183 ac Census Tract: 100.03
pt Lots 6 & 11

Street Frontage (in Feet): 1) 205.0 2) _____ 3) _____ 4) _____ 5) _____

To the Honorable Board of Adjustment:

Owner of Property (per Warranty Deed): DDD Portfolio Holdings LLC

Applicant: Jonathan Vinson, Jackson Walker LLP Telephone: 214-953-5941

Mailing Address: 2323 Ross Avenue, Ste. 600 Zip Code: 75201

E-mail Address: jvinson@jw.com

Represented by: Jonathan Vinson, Jackson Walker LLP Telephone: 214-953-5941

Mailing Address: 2323 Ross Avenue, Ste. 600 Zip Code: 75201

E-mail Address: jvinson@jw.com

Affirm that an appeal has been made for a Variance ☐ or Special Exception ☒ of parking regulations for various uses, in accordance with PD 621 Section 51P-621-110(b)(2)(D).

Application is made to the Board of Adjustment, in accordance with the provisions of the Dallas Development Code, to

Grant the described appeal for the following reason:

This application requests a Special Exception for a 50% reduction in the off-street parking requirements for various uses on the property; that is, to allow 77 parking spaces of the required 164 spaces based on office/showroom and restaurant uses. There are 28 spaces existing on site. In accordance with Planned Development District No. 621, Section 51P-621.110(b)(2)(D), and Section 51A-4.311(a)(1) of the Dallas Development Code, the parking demand generated by the various uses does not warrant the number of off-street parking spaces required, and the proposed special exception will not create a traffic hazard or increase traffic congestion on adjacent or nearby streets.

Note to Applicant: If the appeal requested in this application is granted by the Board of Adjustment, a permit must be applied for within 180 days of the date of the final action of the Board, unless the Board specifically grants a longer period.

Affidavit

Before me the undersigned on this day personally appeared

JONATHAN G. VINSON

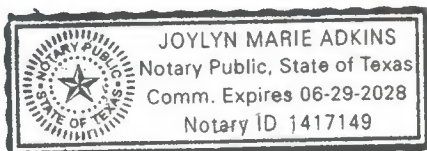
(Affiant/Applicant's name printed)

who on (his/her) oath certifies that the above statements are true and correct to his/her best knowledge and that he/she is the owner/or principal/or authorized representative of the subject property

Respectfully submitted:

(Affiant/Applicant's signature)

Subscribed and sworn to before me this 24th day of February, 2025



Joylyn Marie Adkins
Notary Public in and for Dallas County, Texas

Date of Hearing _____

Appeal was--Granted OR Denied

Remarks _____

Chairman

I hereby certify that JONATHAN VINSON

BDA245-048. Application of JONATHAN VINSON for (1) a special exception to the parking regulations at 1616 HI LINE DR. This property is more fully described as Block 44/1001, Lots LTS 7-10 & PT LTS 6 & 11, and is zoned PD-621 Subdistrict 1, which requires parking to be provided. The applicant proposes to construct and/or maintain a nonresidential structure for a restaurant without drive-in or drive-through service use and an Office/Showroom use and provide 77 of the required 153 parking spaces, which will require (1) a 76-space special exception (49.6% reduction) to the parking regulation.

M. Samueller Eskander, PE



Appeal number: BDA 245-048

I, DDD Portfolio Holdings LLC, Owner of the subject property
(Owner or "Grantee" of property as it appears on the Warranty Deed)

at: 1616 Hi Line Drive
(Address of property as stated on application)

Authorize: Jonathan Vinson, Jackson Walker LLP
(Applicant's name as stated on application)

To pursue an appeal to the City of Dallas Zoning Board of Adjustment for the following request(s)

 Variance (specify below)

 X Special Exception (specify below)

 Other Appeal (specify below)

Specify: This application requests a Special Exception for a 50% reduction in the off-street parking requirements for various uses on the property; that is, to allow 77 parking spaces of the required 154 spaces based on office/showroom and restaurant uses. There are 28 parking existing on site. In accordance with Planned Development District No. 621, Section 51P-621.110(b)(2)(D), and Section 51A-4.311(a)(1) of the Dallas Development Code, the parking demand generated by the various uses does not warrant the number of off-street parking spaces required, and the proposed special exception will not create a traffic hazard or increase traffic congestion on adjacent or nearby streets.

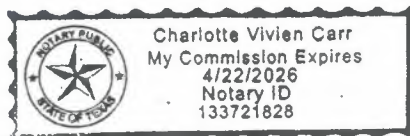
Vipin Nambiar Print name of property owner or registered agent
[Signature] Signature of property owner or registered agent

agent Date 9/24/24

Before me, the undersigned, on this day personally appeared Vipin Nambiar

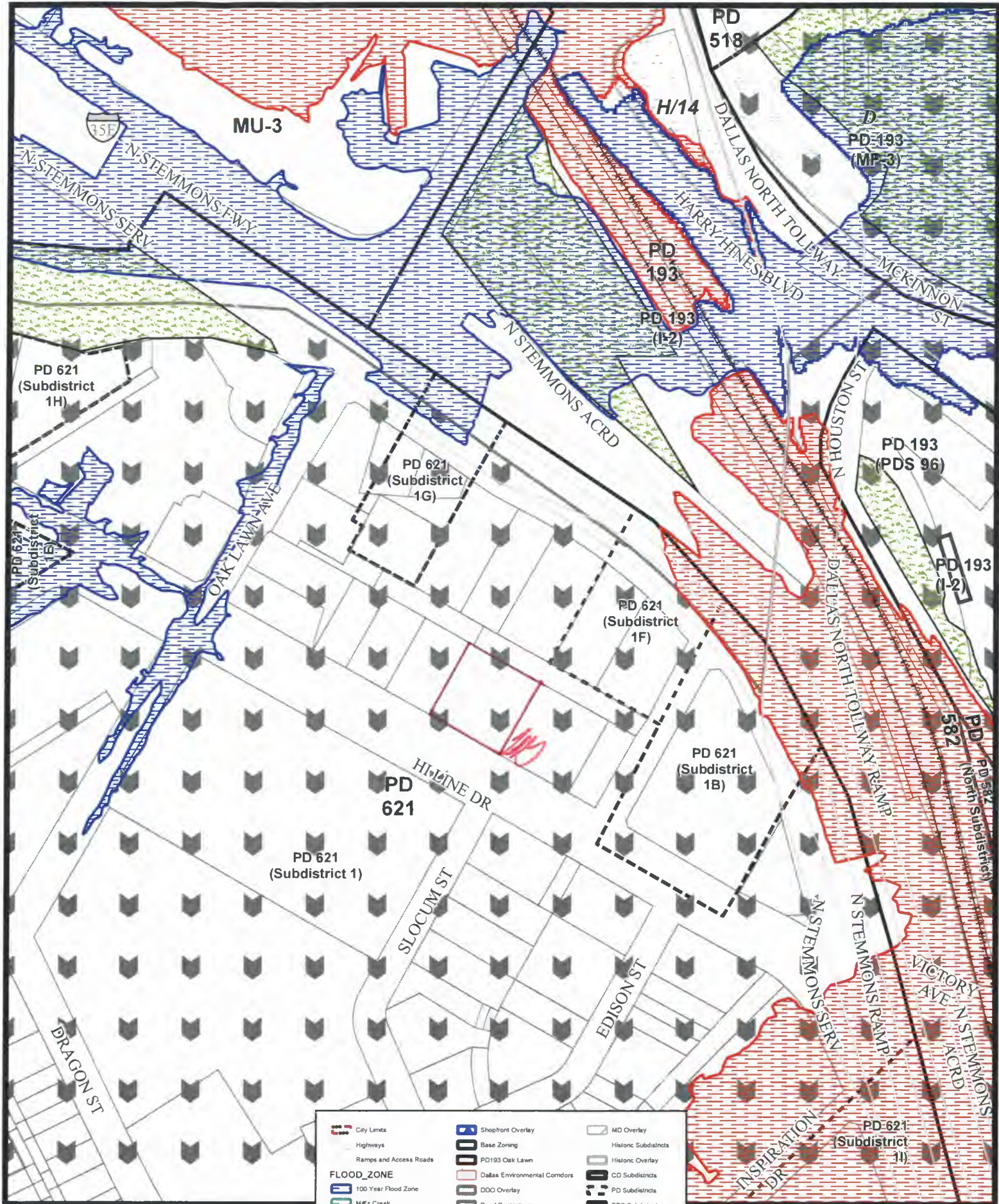
Who on his/her oath certifies that the above statements are true and correct to his/her best

knowledge. Subscribed and sworn to before me this 24th day of
September, 2024



Charlotte V Carr
Notary Public for Dallas County,
Texas

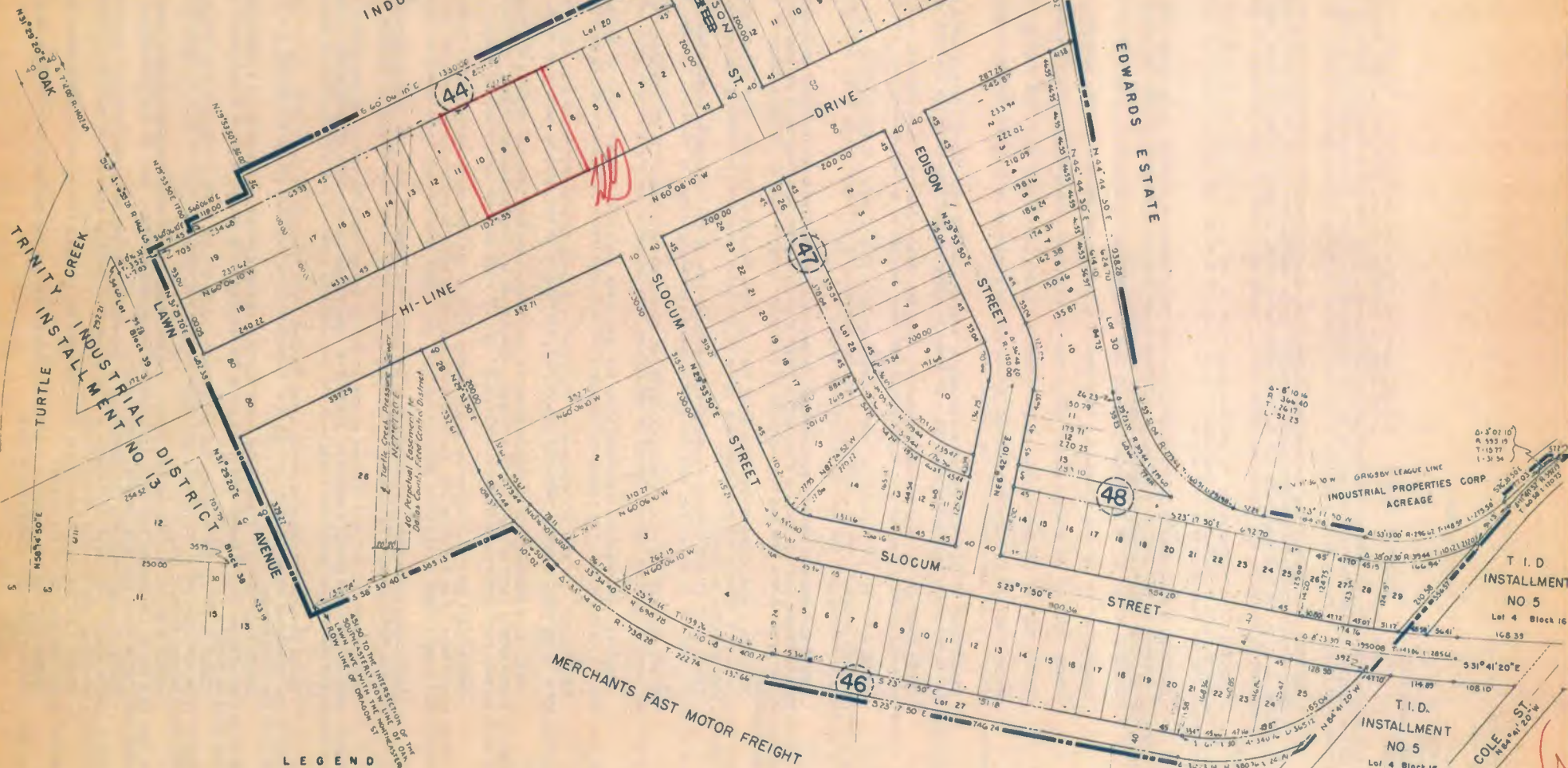
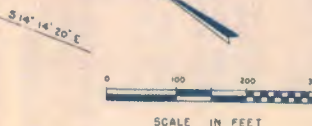
Commission expires on 4/22/2026



	City Limits		Shopfront Overlay		MD Overlay
	Highways		Base Zoning		Historic Subdistricts
	Ramps and Access Roads		PD193 Oak Lawn		Historic Overlay
FLOOD_ZONE			Dallas Environmental Corridors		CD Subdistricts
	100 Year Flood Zone		DDO Overlay		PD Subdistricts
	Mif's Creek		Deed Restrictions		PDS Subdistricts
	Peak's Branch		SUP		NSO Subdistricts
	X PROTECTED BY LEVEE		D		NSO Overlay
	Parks		D-t		Escarpment Overlay
	Height Map Overlay		CP		
	Parking Management Overlay		SP		

CHICAGO, ROCK ISLAND AND PACIFIC RAILROAD

INDUSTRIAL PROPERTIES CORPORATION
ACREAGE



- LEGEND**
- IRON PIPE
 - ▲ CONCRETE MONUMENT
 - ▼ NAIL IN PAVEMENT
 - 4 LOT NUMBER
 - 47 BLOCK NUMBER

S. H. LYNCH REALTY CO

L. H. RUBIN

INDUSTRIAL PROPERTIES CORPORATION

TRINITY INDUSTRIAL DISTRICT

INSTALLMENT NO. 15

IN THE JAMES A. SYLVESTER SURVEY, ABSTRACT NO. 1383, THE JOHN GRIGSBY SURVEY, ABSTRACT NO. 495, THE C. G. COLE SURVEY, ABSTRACT NO. 270, THE MCKINNEY-WILLIAMS SURVEY, ABSTRACT NO. 1052 AND THE SAMUEL LOCKHART SURVEY, ABSTRACT NO. 817, COUNTY OF DALLAS, TEXAS

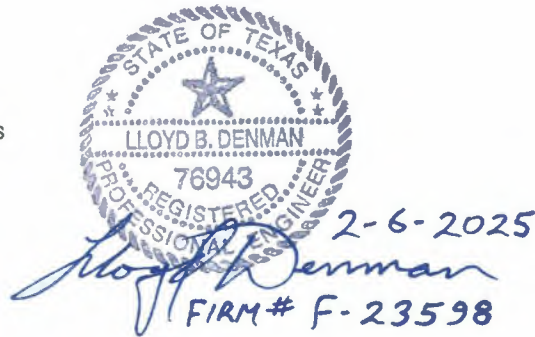
FILED 11 - 24 - 54
VOL. 24 - 225

BDA245-04B

MEMORANDUM

To: David Nevarez, P.E., PTOE, CFM
Transportation Development Services
City of Dallas

From: Lloyd Denman, P.E., CFM
Consult LD, LLC
Registered Firm F-23598



Date: February 6, 2025

Subject: **Parking Study and Analysis for 1616 Hi Line and 1626 Hi Line**

Introduction

1616 Hi Line and 1626 Hi Line are contiguous properties both owned by HN Capital Partners within the Design District. The two properties have been primarily used as high-end "To-the-trade" type "Showroom" space for the past several decades. Over time though, the demand for high-end Showroom has declined. HN Capital intends to revitalize these Design District properties and other properties it owns by adding and balancing uses that will better re-purpose the existing buildings and help energize the overall neighborhood. The introduction of Restaurant use to 1616 Hi Line and 1626 Hi Line is intended to be neighborhood friendly and hospitality centric for the Design District as a whole. The existing site consists of two street facing buildings with 1616 being approximately 20,000 square feet with 28 existing parking spaces and 1626 Hi Line being approximately 14,000 square feet with 17 existing parking spaces. (See **APPENDIX Ownership Map and Site Plans**) The property is zoned PD 621, Area 1. Justifications for parking reductions for the two properties as allowed by the PD are presented below.

Proposed Uses and City of Dallas Code Requirements for Parking

HN Captial intends to convert the majority of 1616 Hi Line to restaurant use with some showroom use to remain. 1626 Hi Line will remain mostly showroom use. The City of Dallas Development Code in PD 621 requires minimum parking associated with different land use types. Office/Showroom is parked at 1space per 1100 sf and Restaurant is parked at 1 space per 105 sf per the zoning code. PD 621 specifically allows "shared parking" to be considered as a percentage reduction of the required minimum parking for certain mixed uses. However, for simplicity sake, shared parking will not be considered in this request. The PD also allows a special exception of up to 50% of the required off-street parking. The calculated number of off-street parking spaces for the proposed mix of uses for **1616 Hi Line is 154 spaces** and for the proposed mix of uses for **1626 Hi Line is 34 spaces**. (See **APPENDIX Parking Chart Analysis**)

PD 621 Allowance for Parking Reductions and the Owner's Request

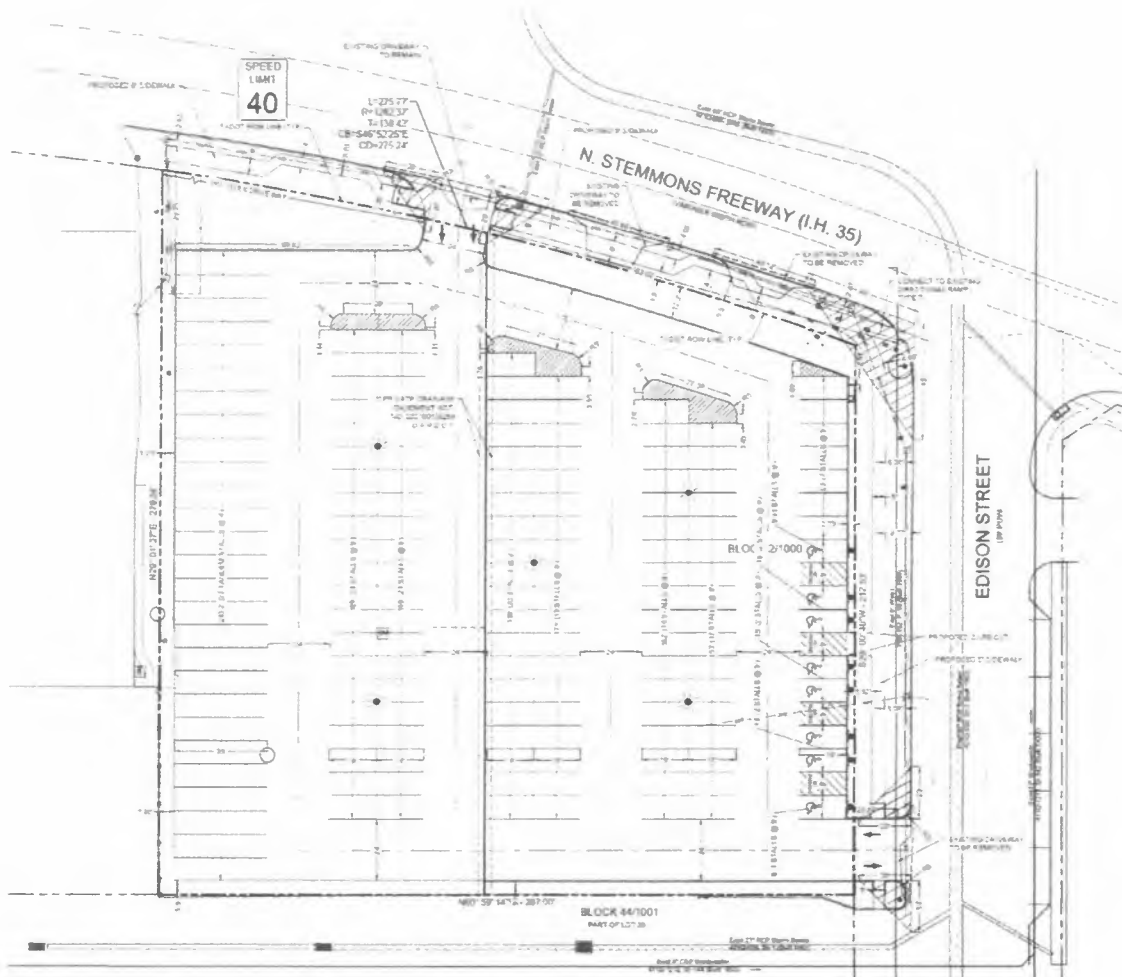
The creators of PD 621 utilized good foresight for the zoning regulations back in 2002 realizing that the old parking minimums required for certain defined uses are not “one-size fits all”. (See **APPENDIX Articles on Parking**) PD 621 allows for the accommodation of denser urban living that is less “car-centric” and the consideration of alternative modes of transportation that help reduce the need for parking. Specifically, the PD allows for “a special exception of up to 50 percent of the required off-street parking” to help “right-size” parking for dense urban projects. **HN Capital would like to follow the PD 621 allowance language and request a reduction of up to 50% in parking requirements from the calculated requirement of 154 spaces for 1616 Hi Line and 34 spaces for 1626 Hi Line to provide 77 spaces for 1616 Hi Line and provide 17 spaces for 1626 Hi Line.** Note that HN Capital is constructing a new surface parking lot that will have 185 total parking spaces at 1605 and 1615 N. Stemmons Pkwy. HN Capital will dedicate 49 spaces in the new lot by remote parking agreement specifically for 1616 Hi Line. Recent mobility trends also support the parking reduction request as detailed below. (See **APPENDIX Proposed Remote Parking Agreement**)

New Surface Parking Lot at 1605 and 1615 N. Stemmons Pkwy

Exhibit 1, on the next page, illustrates the new surface parking lot owned and being constructed by HN Capital to serve the parking needs for 1616 Hi Line by remote parking agreement. The majority of spaces outside the parking agreement are for general parking needs within the Design District area which could include 1626 Hi Line patrons if needed. Note that the westernmost aisle of the lot (27 stalls) is specifically designed and striped for “stacked parking” for valet to use most efficiently. The 27 parking stalls become 54 stacked parking spaces when used by valet.

The observation of less actual parking than would be required by Code for similar uses supports the request for the 1616 Hi Line and 1626 Hi Line parking reduction and is expounded more in the two Appendix articles on urban parking. Note that 1616 Hi Line and 1626 Hi Line propose valet parking to manage the restaurant peak parking. It was recently observed on other nearby restaurant sites that employee parking occupied a significant number of the available parking spaces and it is recommended to consider more efficiently managing employee parking to provide more patron parking when needed. The Design District encourages a comprehensive neighborhood approach for all the property owners to work and cooperate together for mutual benefit. Note that adjacent properties with different owners have supported one another in their parking reduction requests. (See **APPENDIX Mutual Letters of Support**) This cross-property support illustrates the synergistic goal of mutual benefit throughout the greater Design District. Granting this request would not adversely affect neighboring property since parking is already prohibited along the north side of Hi Line and the new parking lot to be constructed at 1605 N. Stemmons will serve as a “relief valve” of additional parking available should the internal parking be exceeded. The surface parking lot owned by HN Capital at 1605 and 1615 N. Stemmons Pkwy will have plenty of additional parking available to serve the restaurant use for 1616 Hi Line and 1626 Hi Line without adversely impacting neighboring properties or the public streets.

EXHIBIT 1 – New Surface Parking Lot layout for 1605 and 1615 N. Stemmons Pkwy
 (The site is currently cleared and will be completed in 2025)



Note that the new parking lot has a “double row”, known as “stacked parking”, on the westernmost end for valet use to maximize parking in the lot. The 27 double rows become 54 stacked parking spaces when used by the valet. **There are 185 parking spaces overall provided in the new lot.**

The restaurant use for 1616 Hi Line and 1626 Hi Line will only exceed the available parking in the evenings. There is adequate parking available on each site to satisfy the showroom use during the mornings and afternoons. HN Capital will utilize a Remote Parking Agreement between 1616 Hi Line and 1615 N. Stemmons for the requested number of required parking spaces. Note that over 100+ parking spaces will still be available in the newly constructed parking lot to serve as “relief” and “balanced overflow” parking as needed. The provision by HN Capital and the public availability of this “extra” general parking is an ideal arrangement for the overall Design District neighborhood.

Walkability and Alternative Modes of Transportation

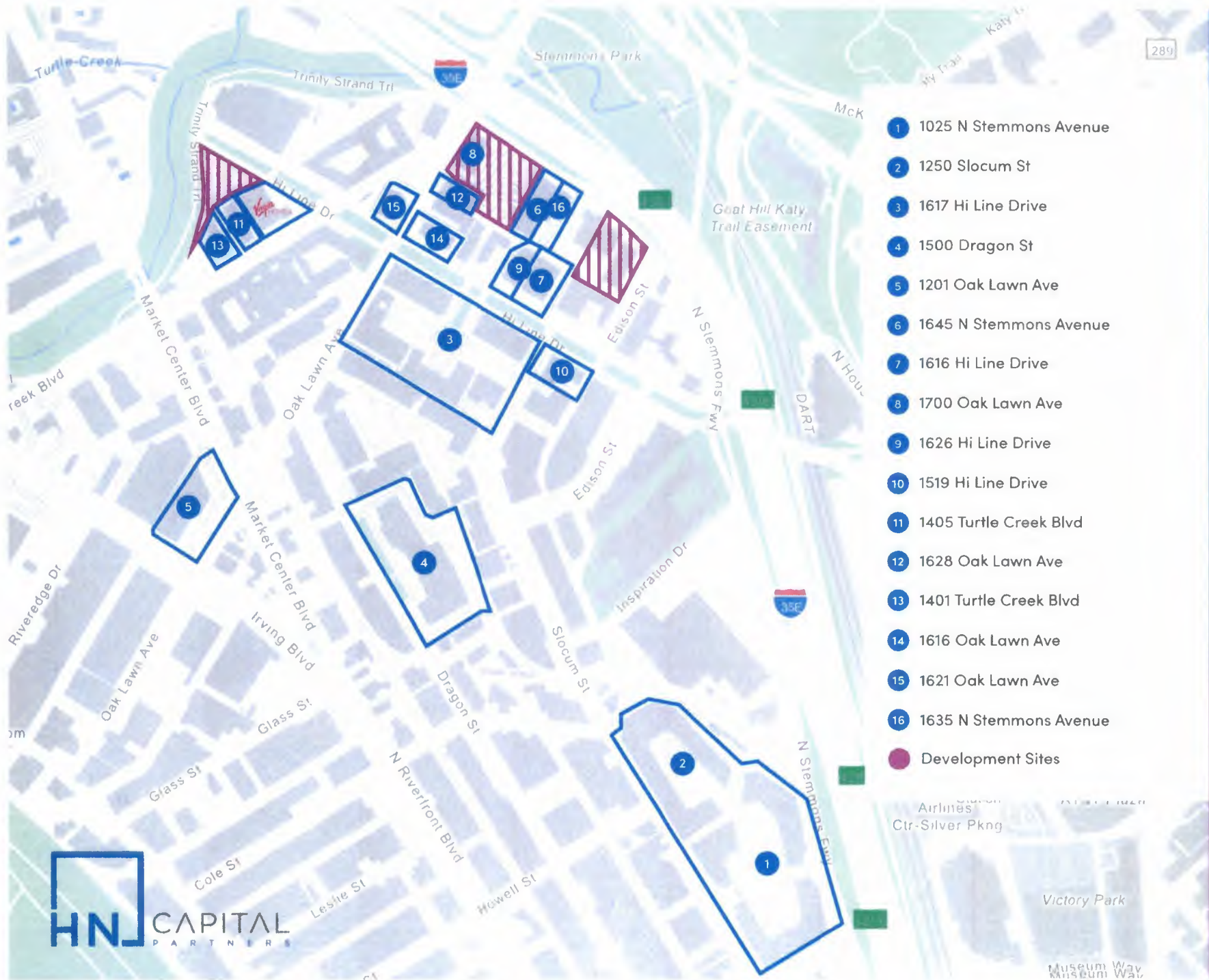
The parking reduction request is also supported by a walkability analysis of nearby residential units and current urban trend uses of alternative modes of transportation like walking, bicycling, and Uber/Alto. (See **APPENDIX Walkability Study**) Note that the City of Dallas is currently considering eliminating parking requirements for some areas and uses. Although an elimination of parking requirements by the City of Dallas would not directly affect 1616 Hi Line and 1626 Hi Line since the parking already exists and the properties are located within PD 621, it is still an indication that the old parking requirement ratios are excessive for dense urban living situations and with newer alternative modes of transportation readily available.

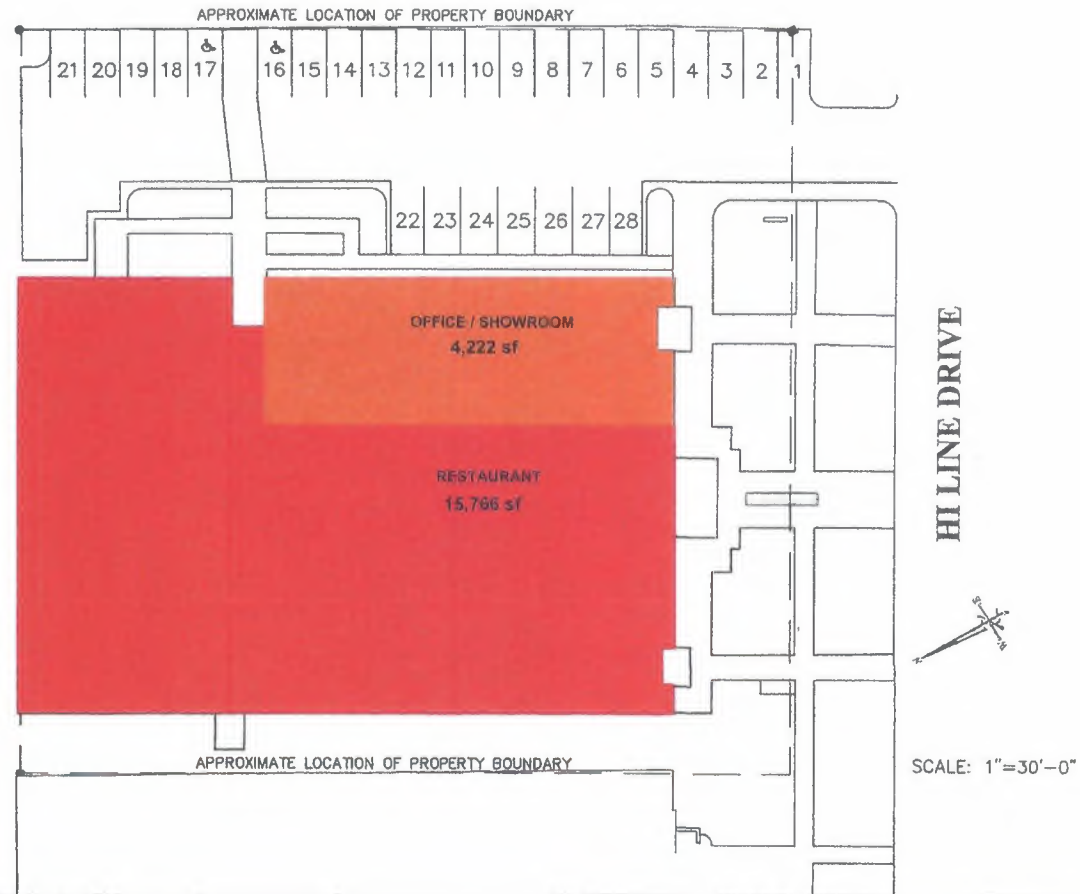
Conclusion

Based on: (1) the allowance for parking reductions written into PD 621, (2) the utilization of internal valet to most efficiently park the sites, (3) the Remote Parking Agreement for 1616 Hi Line with the new 1605 N. Stemmons parking lot, (4) the extra 100+ “relief valve” parking spaces in the new lot that HN Capital owns and controls for the overall general Design District parking that can serve both 1616 and 1626 Hi Line as may be needed, and (5) the current trends of more mobility choices and more dense urban living that together reduce the need for parking; **it is recommended that the requested number of 77 parking spaces for 1616 Hi Line and 17 parking spaces for 1626 Hi Line will be adequate to serve the proposed mix of Restaurant, and Showroom uses for the sites.** Furthermore, if the parking demand were to exceed the spaces proposed to be required for both sites, the “reserve” of excess parking spaces in the newly constructed parking lot at 1605 and 1615 N. Stemmons Frwy are available to serve as the “right-sizing” buffer and provide adequate and proximate relief parking to prevent any adverse impact to the public right-of-way. The availability of Uber/Alto and similar ride shares including the Virgin Hotel shuttle service, availability of pedestrian and bicycle trails, availability of multiple remote parking lots within a five minute walk, and the presence of newer dense inner-city residential developments that currently include 2000+ units within a five minute walk of the subject sites have all convened at this time to help reduce the need for parking and support the proposed mix of uses for 1616 Hi Line and 1626 Hi Line. The proposed plan to revitalize and repurpose the existing buildings, utilize the limited existing parking on the sites and subsidize the rest of the needed parking at the newly constructed surface lot at 1605 N. Stemmons Pkwy within the allowances of PD 621 will provide mutual benefits to the property owner/operator, the neighborhood, and the City of Dallas. “Right-sizing” or “right-mixing” the proposed uses with newly provided parking to its potential will not create a traffic hazard or increase traffic congestion on adjacent or nearby streets because new and nearby parking will be available at 1605 and 1615 N. Stemmons. No spillover effect of traffic or parked cars is expected to occur since ample reserve parking is available through the use of the remote parking agreement and valet service and the owner/operators are incentivized to provide adequate and convenient parking for their patrons and have the parking available to do so.

APPENDIX

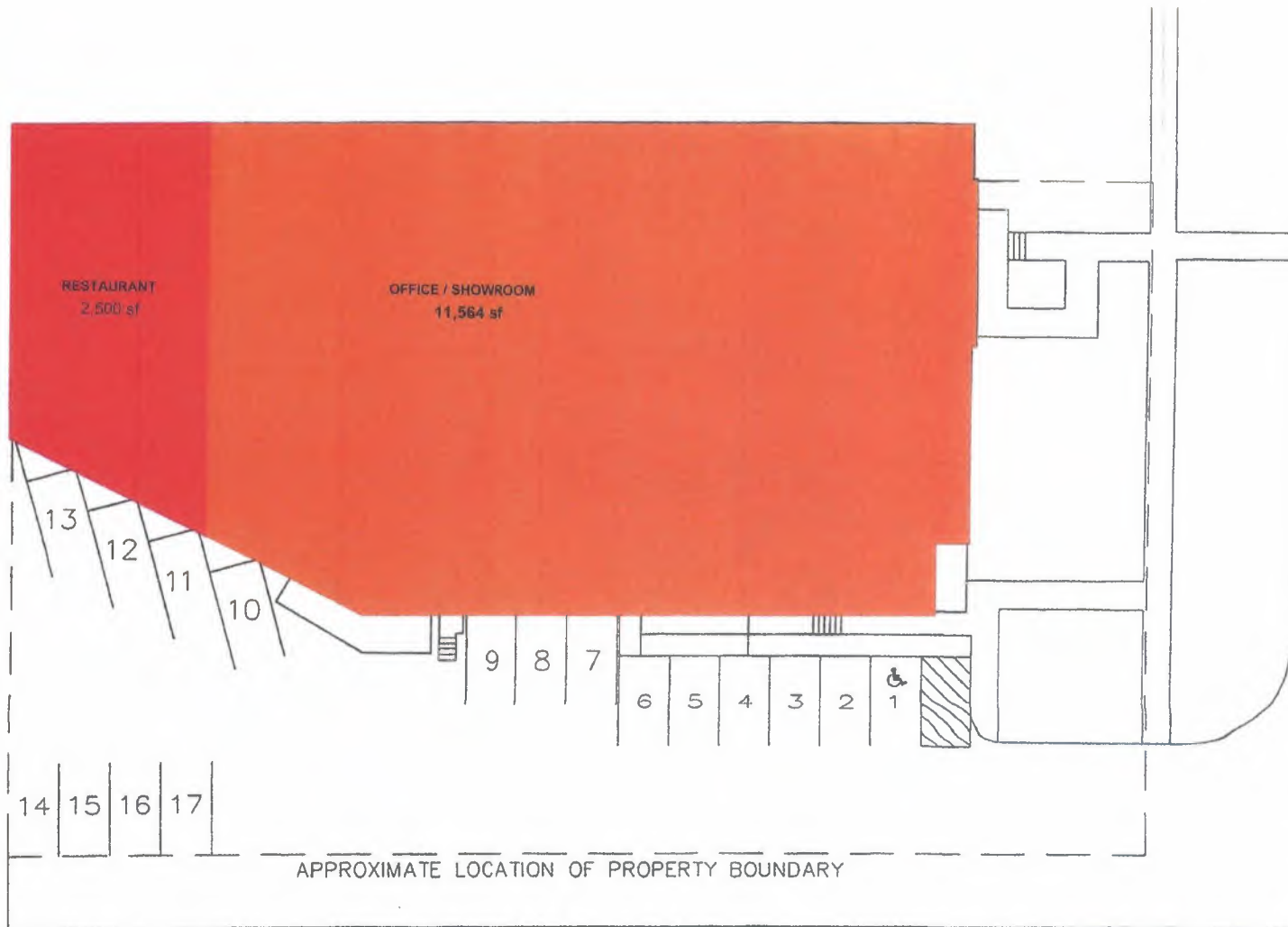
- HN Capital Property Ownership Map within the Design District
- 1616 Hi Line and 1626 Hi Line site plans and proposed uses
- Parking Chart Analysis
- Proposed Remote Parking Agreement between 1616 Hi Line and 1615 North Stemmons
- Mutual Letters of Support between Asana and HN Capital
- Walkability Study within a five-minute walking distance of 1616 Hi Line and 1626 Hi Line
- Annotated Articles: “The Parking Problem – Why Cities Overbuilt Parking Spaces” 9-20-2023
“Parking Generation... Park +” by Kimley-Horn May 2016





1616 Hi Line Parking Spaces

Parking Counts
 26 Regular Spaces
 2 Handicap Spaces
 28 Total Parking Spaces



	1626 Hi Line Parking Spaces	<u>Parking Counts</u> 16 Regular Spaces 1 Handicap Spaces 17 Total Parking Spaces
--	-----------------------------	--

1616 Hi Line and 1626 Hi Line Parking Chart Analysis

Street No.	Street Name	Land Use	SQ FT	Parking Ratio	Required Parking	Total Parking Provided
1616	Hi Line Drive	Restaurant	15,766	1sp/105 SF	150	
1616	Hi Line Drive	Office/Showroom	4,222	1sp/1100 SF	4	
			19,988		154	28

Street No.	Street Name	Land Use	SQ FT	Parking Ratio	Required Parking	Total Parking Provided
1626	Hi Line Drive	Restaurant	2,500	1sp/105 SF	24	
1626	Hi Line Drive	Office/Showroom	11,564	1sp/1110 SF	11	
			14,064		34	17

REMOTE PARKING AGREEMENT
(including church uses)

STATE OF TEXAS)
)
COUNTY OF DALLAS)

KNOW ALL PERSONS BY THESE PRESENTS:

I.

DDD PORTFOLIO HOLDINGS, LLC ("Owner(s) of Tract A") is the owner(s) of the below described property ("Tract A"), which is the recipient of parking spaces:

Street Address 1616 HI LINE DRIVE Property Description: Lots 7-10 & Part of Lots 6 and 11 Block 44/1001 Addition Trinity Industrial District 15 Zoning District PD 621 more particularly described in Instrument #202200047504 or Volume _____, Page _____, in the Deed Records of DALLAS County, Texas. The below described use(s) ("Use A", "Use B", etc.) is located on Tract A: RESTAURANT & OFFICE SHOWROOM/WAREHOUSE. Floor area of Use(s) on Tract A: 15,766 SF & 4,222 SF, respectively. Total number of off-street parking spaces required for Use(s) on Tract A: 77. Number of off-street parking spaces on Tract A provided for Use(s) on Tract A to meet parking requirement: 28.

II.

DDD STEMMONS HOLDINGS, LLC ("Owner(s) of Tract B") is the owner(s) of the below described property ("Tract B"), which is providing the parking spaces:

Street Address 1615 N. STEMMONS FREEWAY

Property Description: Tract 4, Block 2/1001

Addition Stemmons Freeway & Edison Zoning District PD 621 more particularly described in Instrument #202200047503 or Volume _____, Page _____, in the Deed Records of DALLAS County, Texas. The below described use(s) ("Use B", etc) is located on Tract B: COMMERCIAL PARKING LOT. Floor area of Use(s) on Tract B: 0 SF. Total number of off-street parking spaces required for Use(s) on Tract B: 00. Total number of off-street parking spaces located on Tract B: 96. Total number of off-street parking spaces located on Tract B providing required parking for Use(s) on Tract A: 49.

III.

In order that all uses governed by this agreement may operate in compliance with the off-street parking regulations in the Dallas Development Code of the Dallas City Code ("Code"), as amended, and derive all the benefits from such compliance, and for such other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, as Owner(s) of Tract A and B have agreed upon, Owner(s) of Tract A and B agree to enter into this Agreement.

IV.

Owner(s) of Tract A and B agree that Tract B shall be used to provide 49 required off-street parking spaces for Use(s) on Tract A to comply with the Code. The walking distance between Tract A and Tract B is within 500 feet.

V.

Owner(s) of Tract A and B agree to comply with the off-street parking regulations in the Code.

VI.

The location of the off-street parking spaces on Tract B is shown on a site plan that is attached to and made a part of this agreement. The site plan must provide sufficient information to demonstrate compliance with the Code and all other applicable ordinances and regulations of the City of Dallas ("City").

VII.

This agreement may be amended or terminated only upon the filing, in the Deed Records of the county or counties in which Tracts A and B are located, of an instrument approved by the building official of the City and approved as to form by the city attorney. The building official shall approve an instrument amending or terminating this agreement if:

- (1) all uses providing parking and all uses on the property for which parking is provided under this agreement fully comply with the off-street parking regulations in the Code, as amended, by a means other than this parking agreement; or
- (2) all uses on the property for which parking is provided under this agreement cease to operate and terminate their certificates of occupancy.

Owner(s) of Tract A or B shall file the amending or terminating instrument in the Deed Records of the county or counties in which Tract A and Tract B are located at the sole cost and expense of Owner(s) of Tract A or B. After filing the amending or terminating instrument in the Deed Records, Owner(s) of Tract A or B shall file two copies of the instrument with the building official. No amendment or termination of this agreement is effective until the amending or terminating instrument is filed in accordance with this paragraph.

VIII.

This agreement inures to the benefit of, and is enforceable by, the parties to the agreement and the City. If a use is being operated in violation of this agreement, the building official shall revoke the certificate of occupancy for that use. Owner(s) of Tract A and B acknowledge that the City has the right to enforce this agreement by any lawful means, including filing an action in a court of competent jurisdiction, at law or in equity, against any person violating or attempting to violate this agreement, either to prevent the violation or to require its correction. If the City substantially prevails in a legal proceeding to enforce this agreement against a person, Owner(s) of Tract A and B agree that the City shall be entitled to recover damages, reasonable attorney's fees, and court costs from that person.

REMOTE PARKING AGREEMENT - (Instrument) - PAGE 2 OF 5
(rev. 11/7/23)

February 5, 2025

Dr. Kameka Miller-Hoskins, Chief Planner
Zoning Board of Adjustment
City of Dallas
1500 Marilla Room 5CN
Dallas, TX 75201

Via email

RE: Pending applications at 1616 and 1626 Hi Line; 1617 Hi Line; and 1201 Oak Lawn Avenue

Dear Dr. Miller-Hoskins,

Please accept this support letter for the parking reduction requests at 1616 and 1626 Hi Line, 1617 Hi Line, and 1201 Oak Lawn Avenue. We understand they are separate requests intended for consideration in April 2025; our support applies to each request. The applicant, HN Capital, and their representatives have shared with us their request and plans for improving their property. As adjacent commercial property owners, we believe that their parking reduction request will benefit this area of the Design District.

We support the parking reductions requested for several reasons. HN Capital has successfully managed their properties in this area to bring valuable tenants and businesses to the Design District. As this area of the Design District has benefitted from the recent city investments in infrastructure, these improvements for sidewalks, streetscapes, and a hike/bike trail that connects to Victory Park/Downtown increase and enhance mobility options for visitors and residents. New developments and remodels have included a mix of land uses that are creating a dynamic neighborhood, as intended by the PD 621 Old Trinity Design District Special Purpose District zoning. We also understand the City of Dallas is considering Development Code revisions to the off-street parking requirements to align with current parking demand trends and promote use of other transportation options.

The proposed parking reductions are supported by a professional engineering analysis of the parking demand for these properties and the ability of HN Capital to manage the parking needs on their properties for the success of their tenants. We believe the requested reductions are reasonable and support the shared goal of continued improvement, adaptive reuse, and quality development of the Design District.

Sincerely,

Shyam Patel – Asana Partners
1444 Oak Lawn, LP

August 16, 2024

Via Email

Ms. Cambria Jordan, CFM, MBA, PMP, Senior Planner
Zoning Board of Adjustment
City of Dallas
1500 Marilla Street, Room 5BN
Dallas, Texas 75201

Re: BDA234-091; 1444 Oak Lawn Avenue.

Dear Ms. Jordan:

Our firm represents HN Capital, which is the largest property owner in the Design District. HN Capital is pleased to be part of the ongoing success of the District, and we look forward to even more success for the entire District in the future. This letter is to express our *support* for the off-street parking special exception request being made under BDA234-091 at 1444 Oak Lawn Avenue, for the following reasons.

When the City first approved P.D. 621 in 2002, it was not completely certain that the P.D. would work for its intended purposes. The City deserves credit for getting the P.D. right for the most part and achieving its purpose of fostering in-context adaptive reuse in the Design District with, of course, some appropriate new development.

Part of the success of P.D. 621, we believe, is due to the P.D. having loosened somewhat the strict requirements for off-street parking found in other parts of the City. This is very appropriate and necessary for the adaptive reuse of existing buildings, and actually helps preserve those buildings and the larger context of the District. This is good place-making and supports the District's overall success.

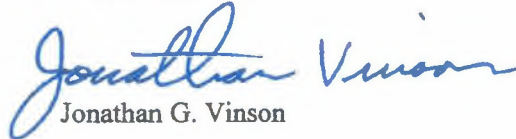
However, since the adoption of P.D. 621, the world has changed even more with regard to parking demand. The reduction in office usage, the advent of ride-sharing, and the greater walkability of the District have all contributed to this. Continuing to adhere to off-street parking ratios which date back in some cases to 1965, or even before, fails to recognize the change in parking demand in 2024.

In fact, the City itself is in the middle of processing Development Code amendments to reduce off-street parking requirements to align more with current demand. For many reasons, the current off-street parking requirements in P.D. 621, and elsewhere in the City, are obsolete and should be reduced.

41476708v.1

We support reasonable and evidence-based, data-driven reductions in parking requirements where appropriate, in particular in P.D. 621, where such reductions will support continued adaptive reuse and quality development and placemaking, and we believe that to be the case with this request. We respectfully ask that you approve the applicant's request in this case. Thank you.

Very truly yours,


Jonathan G. Vinson

cc: Dr. Kameka Miller-Hoskins
Jennifer Hiromoto
Vipin Nambiar
Adam Hammack
Suzan Kedron

WALKABILITY STUDY

According to statistics listed on the Dallas Design District Property Brochure, by “DunhillProperties.com”, there are approximately 20,000 residents that live within one mile, or a 10 to 20 minute walk, of the Dallas Design District. Even closer to the heart of the Design District and to 1616 Hi Line and 1626 Hi Line, within a 5-minute walk or less, are six large multi-family communities that total nearly 2200 units. Also, the Virgin Hotel with 268 rooms and a 75 space pay parking lot are within a 5-minute walk to 1616 and 1626 Hi Line. (See annotated map attached) According to the Federal Highway Administration, “Most people are willing to walk for five to ten minutes, or approximately ¼ to ½ mile” to reach a destination. (See FHA Pedestrian Safety Guide attached)

The close proximity within a five-minute walk of so many residential units and hotel rooms certainly helps decrease the parking demand for patrons that would frequent 1616 and 1626 Hi Line for Restaurant uses. (Walk times were physically verified by Lloyd Denman, P.E. during the parking observations made in May 2024.) There is also a free hotel shuttle at the Virgin Hotel that ferries guests within a 3-mile radius of the hotel to and from restaurants and other attractions. In May of 2024, the shuttle attendant said the shuttle stays busy and a second vehicle should be added to the service.



Safety

Pedestrian Safety Guide for Transit Agencies

< [Previous](#) [Table of Content](#) [Next](#) >

Chapter 4: Actions to Increase the Safety of Pedestrians Accessing Transit

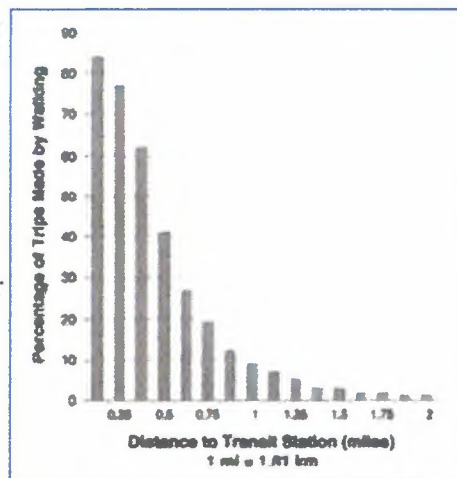
Understanding pedestrian characteristics and facilities (e.g., sidewalks, crosswalks, pedestrian signals, etc.) is an important step in providing safe access to transit systems. This section introduces basic pedestrian safety concepts to help readers understand issues, solutions, and resources that are presented in other parts of this guide. Concepts addressed in this chapter include:

- Typical walking distance to transit.
- Motor vehicle speed and pedestrian safety.
- Pedestrian characteristics and behavior.

A. Typical Walking Distance to Transit

Most people are willing to walk for five to ten minutes, or approximately $\frac{1}{4}$ - to $\frac{1}{2}$ -mile to a transit stop (see figure below). However, recent research has shown that people may be willing to walk considerably longer distances when accessing heavy rail services. Therefore, in order to encourage transit usage, safe and convenient pedestrian facilities should be provided within $\frac{1}{4}$ - to $\frac{1}{2}$ -mile of transit stops and stations, and greater distances near heavy rail stations. Note that bicyclists are often willing to ride significantly further than $\frac{1}{2}$ -mile to access rail transit stations, so safe facilities should be provided for bicycling within a larger catchment area around transit hubs.

Transit route spacing and location are important considerations for pedestrian access to transit. For example, in a city with a regular street grid pattern of streets, appropriate stop spacing can be achieved when transit routes are spaced between $\frac{1}{2}$ - to 1-mile apart. If the stops on these routes are spaced $\frac{1}{8}$ - to $\frac{1}{4}$ - mile apart, then a majority of the people in the neighborhoods served by the transit system will be within $\frac{1}{4}$ - to $\frac{1}{2}$ -mile of a transit stop.⁷⁰



B. The Effect of Motor Vehicle Speed on Pedestrian Safety

Pedestrians accessing transit stops and stations must often walk along or cross roadways that carry motor vehicle traffic. Pedestrians may feel less comfortable and safe as nearby motor vehicle speeds increase. The faster a driver is traveling, the more difficult it is to stop (see figure below).⁷¹ Larger vehicles, such as buses and trucks require even longer stopping distances.

The Parking Problem: Why Cities Overbuilt Parking Spaces

by [Lauren Palmer](#) | Sep 20, 2023 | [Land Use](#), [Transportation](#), [Urban Planning](#) | [0 comments](#)

The [Institute of Transportation Engineers](#) (ITE) was founded in 1930 with the goal “to improve mobility and safety for all transportation system users and help build smart and livable communities.” The idea behind the ITE was to help developers with roadway design, traffic management, and parking requirements. However, the ITE has created more problems, particularly when it comes to parking. For decades, the ITE recommended parking minimum requirements ill-suited for the municipalities implementing them.

The primary issue with parking recommendations from the ITE is that the studies they relied on were based on [selective data](#). For instance, in the 1987, second edition of the ITE’s *Parking Generation*, the ITE created half of their parking generation rates based on just four or fewer studies that were conducted in suburban areas. Researchers conducted these studies during times of peak parking demand and in areas where there was plenty of free parking and little to no use of public transit.

This led urban planners in cities to use suburban rates to set parking requirements that were incompatible with urban environments, resulting in excessive amount of parking in some areas. This created a circular planning process that has only exacerbated issues. It goes something like this:

1. The ITE published their findings in *Parking Generation* using the selective suburban data,
2. City urban planners set parking requirements based on those findings,
3. Developers implemented those parking plans,
4. The resulting ample supply of parking drove the price of parking in specifically designated lots down to zero,
5. Because of the massive amount of land used to create these parking specifications, cities saw decreased walkability and density of facilities,
6. The sprawl, combined with the plethora of free parking options, led to increased vehicle usage,
7. The increased parking demand again validated the ITE’s findings.

And the cycle repeats. This process has, unsurprisingly, resulted in an overabundance of parking. In the United States, surface parking lots alone cover more than five percent of all urban land, representing an area greater than the states of Rhode Island and Delaware combined.

To be clear, the ITE is not solely to blame. As mentioned in *Rethinking A Lot*, urban planners and policymakers frequently rely on the recommendations provided by the ITE for parking requirements without ensuring their accuracy for their respective municipalities. The ITE has an inherent authority that makes planners regard its findings as valid, precluding in planners’ minds the need for further inquiry. The use of ITE’s manuals also allow public officials to avoid responsibility for excessive parking lots.

Due to a lack of planning and engaging the proper parties involved in parking use and development, inaccurate parking demands arise. While [urban planners](#) readily observe this problem, they often fail to take the necessary steps to actually address it. Even municipalities directly contribute to the overabundance of parking by offering free spaces, which inevitably fill up quickly, and then opting to add more parking, which creates an overabundance without addressing the root problem.

Municipalities also look to other authorities, such as the Urban Land Institute (ULI) for parking guidance. However, the ULI has many of the same problems as the ITE. ULI reports have recommended an excessive amount of parking, with some ULI reports calculating a “need” for more spaces than ITE reports. Municipalities cannot blindly rely on these institutions to supply perfectly accurate data. Municipalities need to measure parking demands with the “ongoing data analysis, community assessment, and demand analysis” that is most relevant to them.

The ITE, recognizing that municipalities still rely on its findings, is also attempting to fix the situation by adapting and changing the new *Parking Generation* manuals. The most recent, the 2019 *Parking Generation Manual*, features land use descriptions and data plots of a variety of available land uses, time periods, and independent variables in the ITE database. The parking database is now broken up into settings that include “Multi-Use Urban” and “Center City Core,” which work to pinpoint the most relevant studies for specific cities’ needs. The goal of this manual is to help describe the relationship between parking demand and the characteristics of the individual development site.

Donald Shoup, Professor in the Department of Urban Planning at UCLA, recommends that the ITE follow in the footsteps of the British counterpart to *Trip Generation*, the “Trip Rate Information Computer System.” This system gives information about the characteristics of every surveyed site and its surroundings, which would allow municipalities to use comparable sites before making land use decisions.

Despite the empirical evidence surrounding the overabundance of parking, as well as its deleterious environmental effects, few municipalities are changing parking requirements and financiers still pass on projects that “don’t have enough parking,” even with the new ITE recommendations.

One successful technique is shared parking, a parking management tool that communities can employ when setting parking requirements. Different types of land uses attract customers, workers, and visitors during different times of the day, which results in differing peak parking demand hours for the related land uses. Shared parking takes advantage of these varying demand patterns and allows adjacent land uses with complementary peak demands to share a parking lot space. This not only encourages centralized parking rather than scattered lots, but also reduces overall construction costs which could greatly benefit both municipalities and developers.

Several municipalities have implemented shared parking, including **Ventura, CA** which has a zoning ordinance that permits different land uses to have shared parking because of opposite peak parking demand periods. The shared parking is allowed to satisfy one hundred percent of the minimum parking requirements for each land use. Similarly, **North Kansas City, MO**, by permit, allows a reduction of the number of parking spaces multi-use developments need to have if they have different peak parking demand periods.

Finally, in **West Hartford, CT**, the zoning code provides an alternative method of meeting parking requirements. So long as the applicant seeking to enter into a shared parking agreement can prove the lot would be convenient for all parties and would not cause traffic congestion, it can get approved. The municipality has since consolidated many parking lots down for shared use.

To truly reverse the detrimental impacts of the old ITE reports on the development of cities, urban planners and lawmakers will need to implement a multi-faceted approach. In addition to conducting their own parking studies based on the proposed uses and characteristics of the community, urban planners and lawmakers should focus on enhancing multi-modal transit and implementing shared parking. Parking minimums need to be eliminated and more parking maximums need to be developed. Focusing on the parking demands of individual development sites will help stop the cycle of creating unnecessary parking and meet parking demands in a smarter and more efficient manner.

Parking Generation—

Replacing Flawed Standards
with the Custom Realities of **Park+**

WHITE PAPER SERIES

May 2016



Kimley»Horn

Expect More. Experience Better.



Park+

Unlimited Parking Solutions

Introduction

For the longest time, our industry's approach to defining "How much parking?" has been relegated to the use of national parking requirement standards, either from the Institute of Transportation Engineers (ITE), Urban Land Institute (ULI), or local code requirements. Anyone who has read the workings of Donald Shoup, or more recently Richard Willson, knows the fallacy in using these sources when designing downtown or campus parking systems.

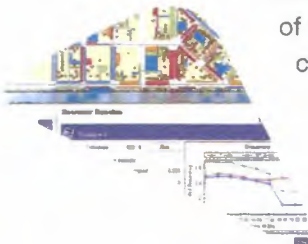
National parking requirement standards are based on outdated and under-represented data, which tend to skew wildly from the actual parking needs of a community. In my years as a parking consultant, I've very rarely completed a single downtown parking study where the peak observed parking demands consumed the majority of the total parking spaces. A study completed in Dallas a few years ago yielded some 30,000 empty parking spaces at peak. Similar results were found in Atlanta, Houston, St. Petersburg, Seattle, and the list goes on.

When communities plan downtowns based on outdated suburban design standards, we achieve the same inevitable results—empty, restricted parking areas that deaden the density, walkability, and vitality of urban areas.

The parking quantity question is always a challenging exercise, especially when we try to solve it using inaccurate data. Most times, we rely on outdated data that doesn't truly represent the real context of our downtowns. As more and more people migrate to urban areas, the dynamics of how they get around and their relationships with cars change. As such, we've seen a drastic downshift in the need to provide parking. But our planning tools have not evolved to better align with this shift.

Equally challenging is deciding how the parking characteristics in one community compares to another community. In reality, it's hard to define how one neighborhood acts compared to another. Here in Phoenix, the Roosevelt neighborhood, home to the area's up-and-coming artists and requisite "hipsters," enjoys a higher amount of transit, walking, and cycling than most other parts of the city. In turn, the overall demand for parking is lessened as area residents and patrons find other ways to access the uses within the area. In my neighborhood, you almost can't survive without the use of a car to work, shop, and play. This variability exists in every city and is the reason it's absurd to continue leaning on archaic, cookie-cutter methods to plan for parking.

This question is the central reason we created Park+ — to find a way to localize the analysis of parking demand and challenge the conventional notion that all parking demand is created the same. Within this white paper we summarize the findings of the first five years of Park+ modeling and define the dynamic nature of each community served. In our time developing, testing, and applying this model, we have encountered an incredible diversity of data and outcomes in each community. In the following sections, we'll walk through those results, as well as the more global movement afoot in our industry.



PARKING GENERATION -

Replacing Flawed Standards with the Custom Realities of Park+



Unfortunately, those data points are routinely applied in areas they should not be. I've seen exercises where entire swaths of a downtown are planned with these metrics, resulting in over-built facilities. In some cases, it's a lack of understanding of the context the development is occurring in. In other cases, it's a requirement of financial institutions that are backing a development. Whatever the cause, a better understanding of the true dynamics of a development and the area it serves produces better results.

In recent years, urban planners have begun to lean more and more on these decisions as a primary reason that downtowns and communities don't work. One of my favorite terms in the industry is the "parking crater," which was coined by the website Streetsblog and its editor Angie Schmitt. In fact, that website holds an annual March Madness tournament, with a full-on bracket to determine the worst parking crater of that year. The parking crater is a portion of a downtown that has been hollowed out by the presence of large surface parking lots. Whether these are highly or poorly utilized, they deaden a downtown, its walkability, and most importantly its viability.

If asked, many people would say the provision of ample parking makes our cities more desirable. But in fact, ample parking promotes single occupancy vehicle trips and impedes the ability for our communities to develop and grow. Pedestrian walkability, dense design, and connectedness are extremely important for the success of a community. Large areas of parking tend to counter these tenets and disrupt the ability for a community to work properly. This is only exacerbated by the over-provision of parking.

Clearly, something must be done...

Right-Sized Parking

Recently in the planning arm of the parking industry, we've seen a very distinct shift toward finding the right amount of parking for a downtown, campus, study area, development, etc. This movement is aptly dubbed the Right-Sized Parking movement. The name speaks for itself, as the intent is to determine the correct amount of parking to serve an area without over- or under-burdening area patrons.

Too much parking tends to be an expensive endeavor. In today's world where more and more parking is found in consolidated structures, the cost to build a single space can range from \$8,000 to \$40,000, or more. This price is astronomical and is a primary contributing reason that rents are increasing and the cost of living in urban areas is skyrocketing. In King County¹, WA, a recent study searched to find the answer to the right-size for multi-family housing parking. The result of that large-scale effort was...it depends.

¹ Visit rightsizeparking.org to learn more and to play with their awesome right-size parking calculator



PARKING GENERATION -

Replacing Flawed Standards with the Custom Realities of Park+



That result may seem nebulous, but in reality it's the most accurate response that could have emerged from such a study. The data indicated that a number of factors—location, access to transit, employment density, walkability, population demographics—were responsible for the parking demand characteristics of a multi-family development. In short, people tended to adapt to their environment, and their driving (and car ownership patterns) adapted right along with them.

Unfortunately, in a lot of those instances, the provision of parking did not adapt. Instead, developers continued to provide parking as if every location was the same, and the result was a high amount of underutilized parking. The data showed that in the heart of Seattle (the most urbanized area in the county), the parking demand was at or below 0.5 spaces per unit. In the far reaches of the county, the ratio was closer to 1.5 spaces per unit.

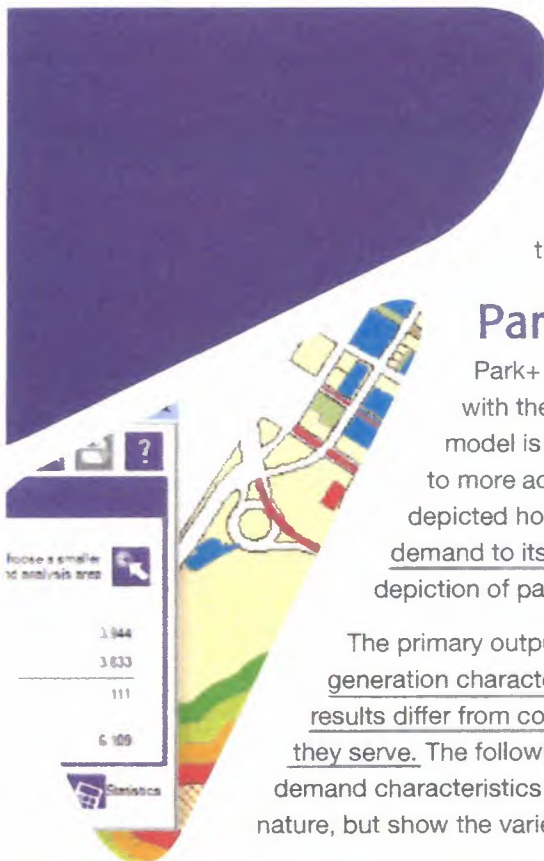
This analysis has borne some incredible outcomes. First, many developers in the King County area have begun to lessen their parking capacity as a result of this analysis, basically “right-sizing” their supply. That in and of itself is a win and would deem the effort a success. However, the study also pushed communities in the King County area to reassess their parking requirements, helping to define right-sized parking at the review level. Even more incredibly, King County transit has now begun to pursue empty parking spaces in multi-family housing complexes to serve as park-and-ride spaces for transit riders.

It's very exciting to see the results coming out of King County. They spent a tremendous amount of time and effort to collect viable data and determine how their community works. The project was well funded by the Federal Highway Administration and led by a brilliant young planner² whose mission is to prove the fallacy of poor parking planning. But how about the communities not funded by FHWA...how do they learn more about the true nature of their parking systems?

Park+ and Right-Sized Parking

Park+ —the Kimley-Horn parking scenario planning tool — was created with the intention of right-sizing parking in the communities we serve. The model is built on an algorithm that matches parking demand with land uses to more accurately depict parking behavior. Previous white papers (xxx) have depicted how this relationship works, but in simplistic terms, we match parking demand to its origin using localized data. The result is a much more accurate depiction of parking demand in the environments our models serve.

The primary output of a calibrated Park+ dataset is a unique set of parking generation characteristics that represent the dynamic nature of a community. These results differ from community to community and are a direct reflection of the areas they serve. The following tables and figures provide a representative sample of parking demand characteristics and geographic demand metrics. These are only representative in nature, but show the varied results that come from Park+ modeling exercises.



² Dan Rowe of King County Metro. If you ever meet him at a conference, engage him about parking...you won't be sorry.

REMOTE PARKING AGREEMENT
(including church uses)

STATE OF TEXAS)
)
COUNTY OF DALLAS)

KNOW ALL PERSONS BY THESE PRESENTS:

I.

DDD PORTFOLIO HOLDINGS, LLC ("Owner(s) of Tract A") is the owner(s) of the below described property ("Tract A"), which is the recipient of parking spaces:

Street Address 1616 HILLINE DRIVE Property Description: Lots 7-10 & Part of Lots 6 and 11 Block 44/1001 Addition Trinity Industrial District 15 Zoning District PD 621 more particularly described in Instrument #202200047504 or Volume _____, Page _____, in the Deed Records of DALLAS County, Texas. The below described use(s) ("Use A", "Use B", etc.) is located on Tract A: RESTAURANT & OFFICE SHOWROOM/WAREHOUSE. Floor area of Use(s) on Tract A: 15,766 SF & 4,222 SF, respectively. Total number of off-street parking spaces required for Use(s) on Tract A: 77. Number of off-street parking spaces on Tract A provided for Use(s) on Tract A to meet parking requirement: 28.

II.

DDD STEMMONS HOLDINGS, LLC ("Owner(s) of Tract B") is the owner(s) of the below described property ("Tract B"), which is providing the parking spaces:

Street Address 1615 N. STEMMONS FREEWAY

Property Description: Tract 4, Block 2/1001

Addition Stemmons Freeway & Edison Zoning District PD 621 more particularly described in Instrument #202200047503 or Volume _____, Page _____, in the Deed Records of DALLAS County, Texas. The below described use(s) ("Use B", etc) is located on Tract B: COMMERCIAL PARKING LOT. Floor area of Use(s) on Tract B: 0 SF. Total number of off-street parking spaces required for Use(s) on Tract B: 00. Total number of off-street spaces located on Tract B: 96. Total number of off-street parking spaces located on Tract B providing required parking for Use(s) on Tract A: 49.

III.

In order that all uses governed by this agreement may operate in compliance with the off-street parking regulations in the Dallas Development Code of the Dallas City Code ("Code"), as amended, and derive all the benefits from such compliance, and for such other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, as Owner(s) of Tract A and B have agreed upon, Owner(s) of Tract A and B agree to enter into this Agreement.

IV.

BDA-245-04B

Owner(s) of Tract A and B agree that Tract B shall be used to provide 49 required off-street parking spaces for Use(s) on Tract A to comply with the Code. The walking distance between Tract A and Tract B is within 500 feet.

V.

Owner(s) of Tract A and B agree to comply with the off-street parking regulations in the Code.

VI.

The location of the off-street parking spaces on Tract B is shown on a site plan that is attached to and made a part of this agreement. The site plan must provide sufficient information to demonstrate compliance with the Code and all other applicable ordinances and regulations of the City of Dallas ("City").

VII.

This agreement may be amended or terminated only upon the filing, in the Deed Records of the county or counties in which Tracts A and B are located, of an instrument approved by the building official of the City and approved as to form by the city attorney. The building official shall approve an instrument amending or terminating this agreement if:

- (1) all uses providing parking and all uses on the property for which parking is provided under this agreement fully comply with the off-street parking regulations in the Code, as amended, by a means other than this parking agreement; or
- (2) all uses on the property for which parking is provided under this agreement cease to operate and terminate their certificates of occupancy.

Owner(s) of Tract A or B shall file the amending or terminating instrument in the Deed Records of the county or counties in which Tract A and Tract B are located at the sole cost and expense of Owner(s) of Tract A or B. After filing the amending or terminating instrument in the Deed Records, Owner(s) of Tract A or B shall file two copies of the instrument with the building official. No amendment or termination of this agreement is effective until the amending or terminating instrument is filed in accordance with this paragraph.

VIII.

This agreement inures to the benefit of, and is enforceable by, the parties to the agreement and the City. If a use is being operated in violation of this agreement, the building official shall revoke the certificate of occupancy for that use. Owner(s) of Tract A and B acknowledge that the City has the right to enforce this agreement by any lawful means, including filing an action in a court of competent jurisdiction, at law or in equity, against any person violating or attempting to violate this agreement, either to prevent the violation or to require its correction. If the City substantially prevails in a legal proceeding to enforce this agreement against a person, Owner(s) of Tract A and B agree that the City shall be entitled to recover damages, reasonable attorney's fees, and court costs from that person.

REMOTE PARKING AGREEMENT - (Instrument) - PAGE 2 OF 5
(rev. 11/7/23)

IX.

OWNER A AND OWNER B AGREE TO DEFEND, INDEMNIFY, AND HOLD HARMLESS THE CITY FROM AND AGAINST ALL CLAIMS OR LIABILITIES ARISING OUT OF OR IN CONNECTION WITH THIS AGREEMENT AND THE CITY GRANTING, REVOKING, OR WITHHOLDING A BUILDING PERMIT AND/OR CERTIFICATE OF OCCUPANCY BY REASON OF THIS AGREEMENT.

X.

Owner(s) of Tract A and B understand and agree that this agreement shall be governed by the laws of the State of Texas.

XI.

Prior to the issuance of the building permit and/or certificate of occupancy for Use(s) on Tract A, Owner(s) of Tract A or B shall file this agreement in the Deed Records of the county or counties in which Tracts A and B are located at the sole cost and expense of the Owner(s) of Tract A or B. After filing this agreement in the Deed Records, Owner(s) of Tract A or B shall file two copies of this agreement with the building official.

XII.

Owner(s) of Tract A and B understand and agree that this agreement shall be a covenant running with the land with respect to both Tract A and Tract B, and that this agreement shall fully bind any and all successors, heirs, and assigns of Owner(s) of Tract A or B who acquire any right, title, or interest in or to Tract A or Tract B, or any part of those tracts. Any person who acquires any right, title, or interest in or to Tract A or Tract B, or any part of those tracts, thereby agrees and covenants to abide by and fully perform this agreement.

XIII.

Unless stated otherwise in this agreement, the definitions and provisions of CHAPTER 51A of the Dallas City Code, as amended, apply and are incorporated into this agreement as if recited in this agreement.

XIV.

In the event that Tract A and Tract B are or ever become owned by the same person or entity, then this person or entity intends this agreement to be construed as a deed restriction, and that the Doctrine of Merger not apply.

XV.

If the building official places any conditions upon the approval of this parking agreement, those conditions shall be attached to and made a part of this agreement. If conditions are placed upon the approval of this agreement,

REMOTE PARKING AGREEMENT - (Instrument) - PAGE 3 OF 5
(rev. 11/7/23)

Owner(s) of Tract A and B agree that they shall comply with each condition and understand that a failure to so comply shall constitute a violation of this agreement.

XVI.

Owner(s) of Tract A and B each certify and represent that there are no liens or mortgages, other than liens for *ad valorem* taxes, against their respective tracts if there are no signatures of lienholders or mortgagees subscribed below.

XVII.

The invalidation of any provision of this agreement by any court shall in no way affect any other provision, which shall remain in full force and effect, and to this end the provisions are declared to be severable.

EXECUTED at _____, DALLAS County, _____, this ____ day of _____, 2024.

Owner(s) of Tract A
By: _____
Printed Name: _____
Title: _____

Owner(s) of Tract B
By: _____
Printed Name: _____
Title: _____

CONSENT AND CONCURRENCE OF LIENHOLDERS OR MORTGAGEES:

Tract A Lienholder/Mortgagee
By: _____
Printed Name: _____
Title: _____

Tract B Lienholder/Mortgagee
By: _____
Printed Name: _____
Title: _____

APPROVED:

APPROVED AS TO FORM:
TAMMY L. PALOMINO,
City Attorney

Building Official
(or authorized representative)

Assistant City Attorney

ATTACH THE APPROPRIATE ACKNOWLEDGMENTS FOR ALL SIGNATORIES, INCLUDING OWNERS, AND LIENHOLDERS/MORTGAGEES (IF APPLICABLE).

Executed as of the date set forth above.

TRACT A OWNER:

DDD PORTFOLIO HOLDINGS LLC
a Delaware limited liability company

By: DDD INVESTORS HOLDINGS LP,
a Delaware limited partnership, its Manager

By: HN DDD GP, LLC,
a Delaware limited liability
company, its Operating General
Partner

By: _____
Name: Vipin Nambiar
Title: Managing Partner

By: MCCOURT DDD GP LLC,
a Delaware limited liability
company, its Co-General Partner

By: _____
Name: Jordon Lang
Title: Managing Director

ACKNOWLEDGEMENT

STATE OF TEXAS)
)
COUNTY OF DALLAS)

This instrument was acknowledged before me on _____ by Vipin Nambiar,
Managing Partner of DDD PORTFOLIO HOLDINGS LLC, a Delaware limited liability company, on behalf of said
limited liability company.

NOTARY PUBLIC

[NOTARY PUBLIC STAMP]

Executed as of the date set forth above.

TRACT A OWNER:

DDD PORTFOLIO HOLDINGS LLC
a Delaware limited liability company

By: DDD INVESTORS HOLDINGS LP,
a Delaware limited partnership, its Manager

By: HN DDD GP, LLC,
a Delaware limited liability
company, its Operating General
Partner

By: _____
Name: Vipin Nambiar
Title: Managing Partner

By: MCCOURT DDD GP LLC,
a Delaware limited liability
company, its Co-General Partner

By: _____
Name: Jordon Lang
Title: Managing Director

ACKNOWLEDGEMENT

STATE OF TEXAS)
)
COUNTY OF DALLAS)

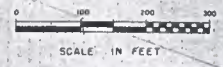
This instrument was acknowledged before me on _____ by Jordan Lang,
Managing Director of DDD PORTFOLIO HOLDINGS LLC, a Delaware limited liability company, on behalf of
said limited liability company.

NOTARY PUBLIC

[NOTARY PUBLIC STAMP]

CHICAGO ROCK ISLAND AND PACIFIC RAILROAD

INDUSTRIAL
PROPERTIES
ACREAGE
CORPORATION



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TRINITY CREEK
INDUSTRIAL
DISTRICT
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TURTLE CREEK
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- LEGEND**
- IRON PIPE
 - △ CONCRETE MONUMENT
 - x NAIL IN PAVEMENT
 - 4 LOT NUMBER
 - 47 BLOCK NUMBER

MERCHANTS FAST MOTOR FREIGHT

S. H. LYNCH REALTY CO.

TRINITY INDUSTRIAL DISTRICT
INSTALLMENT NO. 15

RECEIVED
NOW 17 1954

City Plan Office

IN THE JAMES A. SYLVESTER SURVEY, ABSTRACT NO. 1383, THE JOHN GRIGSBY SURVEY, ABSTRACT NO. 485, THE C.G. COLE SURVEY, ABSTRACT NO. 270, THE MCKINNEY-WILLIAMS SURVEY, ABSTRACT NO. 1052 AND THE SAMUEL LOCKHART SURVEY, ABSTRACT NO. 87, COUNTY OF DALLAS, TEXAS

AN ADDITION IN THE COUNTY OF DALLAS, TEXAS

FORREST AND COTTON
CONSULTING ENGINEERS

24-225

DALLAS, TEXAS
FEBRUARY, 1954

DA245-048

THE STATE OF TEXAS }
COUNTY OF DALLAS }

24-225-4

WHEREAS Industrial Properties Corporation is the owner of that certain tract of land situated in the James A. Sylvester Survey, Abstract No. 1383, the John Grigsby Survey, Abstract No. 485, the C. O. Cole Survey, Abstract No. 370, the McKinney-Williams Survey, Abstract No. 1033, the Samuel Lockhart Survey, Abstract No. 817, County of Dallas, Texas, and a part of that certain 18.021 acre tract of land in the Old Channel of the Trinity River patented by the State of Texas to Industrial Properties Corporation by instrument of record in Volume 3600, Page 138 of the Deed Records of Dallas County, Texas, and being more particularly described as follows:

46.9765 AC.

BEING: A point in the Southeastly Right-of-Way Line of Oak Lawn Avenue as evidenced by an iron pipe set in the ground and located N 31° 35' 30" E a distance of 431.50 feet from the intersection of the Southeastly Right-of-Way Line of Oak Lawn Avenue with the Southeastly Right-of-Way Line of Dragon Street as evidenced by a steel axle set in the ground and as shown on the file plat of Installment No. 3 to the Trinity Industrial District recorded in Volume 10, Page 85 of the County Map Records of Dallas County, Texas; said Point of Beginning being the most Northerly corner of a Merchants Motor Freight tract of land, THENCE N 21° 29' 30" E along the Southeastly Right-of-Way Line of Oak Lawn Avenue a distance of 883.38 feet to a point as evidenced by an iron pipe set in the ground, said point being the beginning of a circular curve to the left having a radius of 1465.88 feet, the tangent to the curve at said point being coincident with the last above described course, THENCE in a Northeasterly direction along the last above described circular curve to the left, being the Southeastly Right-of-Way Line of Oak Lawn Avenue, a distance of 7.03 feet to a point, as evidenced by an iron pipe set in the ground, the tangent to the curve at said point forming a deflection angle of 81° 18' 58" right with the next described course, THENCE S 60° 06' 10" E a distance of 71.45 feet to a point as evidenced by an iron pipe set in the ground, THENCE N 29° 53' 50" E a distance of 17.00 feet to a point as evidenced by an iron pipe set in the ground, THENCE S 60° 06' 10" E a distance of 118.00 feet to a point as evidenced by an iron pipe set in the ground, THENCE N 29° 53' 50" E a distance of 36.00 feet to a point as evidenced by an iron pipe set in the ground, THENCE S 60° 06' 10" E a distance of 1330.06 feet to a point of intersection with a Northeasterly Property Line of a City of Dallas tract of land as evidenced by an iron pipe set in the ground, THENCE S 44° 44' 30" W along the Northeasterly Property Line of said City of Dallas tract a distance of 58.28 feet to a point as evidenced by an iron pipe set in the ground, said point being the most westerly corner of said City of Dallas tract of land, THENCE S 43° 18' 50" E along the Southeastly Property Line of the City of Dallas tract a distance of 309.00 feet to a point of intersection with the Northeasterly Property Line of a W. M. Edwards Estate tract of land as evidenced by an iron pipe set in the ground, THENCE S 44° 44' 30" W along the Northeasterly Property Line of said W. M. Edwards Estate tract of land a distance of 838.38 feet to a point as evidenced by an iron pipe set in the ground, said point being the beginning of a circular curve to the left having a radius of 278.44 feet, the tangent to the curve at said point being coincident with the last above described course, THENCE in a Southwesterly direction along the last above described circular curve to the left, being the Easterly Property Line of the W. M. Edwards Estate tract of land, a distance of 381.88 feet to a point as evidenced by an iron pipe set in the ground, said point being the end of the above described circular curve to the left and the beginning of a circular curve to the left having a radius of 366.40 feet, the tangent to the two curves at said point being coincident, THENCE in a Southwesterly direction along the last above described circular curve to the left, being a Southwesterly Property Line of the W. M. Edwards Estate tract of land, a distance of 32.35 feet to a point as evidenced by an iron pipe set in the ground, the tangent to the curve at said point being coincident with the next described course, THENCE S 23° 17' 50" E along a Southwesterly Property Line of the W. M. Edwards Estate tract of land a distance of 114.88 feet to a point, as evidenced by an iron pipe set in the ground, said point being the most Southerly corner of the W. M. Edwards Estate tract of land, THENCE S 23° 17' 50" E a distance of 68.09 feet to a point as evidenced by an iron pipe set in the ground, said point being the beginning of a circular curve to the left having a radius of 358.62 feet, the tangent to the curve at said point being coincident with the last above described course, THENCE in a Southwesterly direction along the last above described circular curve to the left a distance of 370.50 feet to a point as evidenced by an iron pipe set in the ground, the tangent to the curve at said point being coincident with the next described course, THENCE S 78° 30' 50" E a distance of 77.03 feet to a point as evidenced by an iron pipe set in the ground, said point being the beginning of a circular curve to the right having a radius of 585.18 feet, the tangent to the curve at said point being coincident with the last above described course, THENCE in a Southwesterly direction along the last above described circular curve to the right a distance of 31.34 feet to a point of intersection with the Southeastly Right-of-Way Line of Chicago, Rock Island and Pacific Railroad tract, as evidenced by an iron pipe set in the ground, the tangent to the curve at said point forming a deflection angle of 31° 38' 10" right with the next described course, THENCE S 41° 58' 30" E along the Southeastly Right-of-Way Line of the Chicago Rock Island and Pacific Railroad tract a distance of 5.72 feet to a point as evidenced by an iron pipe set in the ground, said point being on a circular curve to the left having a radius of 383.18 feet, the tangent to the curve at said point forming a deflection angle of 148° 36' 02" right with the last above described course, THENCE in a Northeasterly direction along the last above described circular curve to the left a distance of 120.73 feet to a point as evidenced by an iron pipe set in the ground, the tangent to the curve at said point forming a deflection angle of 25° 00' 18" right with the last above described course, said point being also the most Easterly corner of a L. H. Rubin tract of land, THENCE in a Northeasterly direction along the last above described circular curve to the right, being the Northeasterly Property Line of the L. H. Rubin tract, a distance of 241.81 feet to a point as evidenced by an iron pipe set in the ground, the tangent to the curve at said point being coincident with the next described course, THENCE N 23° 17' 50" W continuing along the Northeasterly Property Line of the L. H. Rubin tract a distance of 117.38 feet to a point as evidenced by an iron pipe set in the ground, said point being the most Northerly corner of the L. H. Rubin tract and the most Easterly corner of a S. H. Lynch Realty Company tract of land, THENCE N 23° 17' 50" W along the Northeasterly Property Line of the S. H. Lynch Realty Company tract a distance of 469.17 feet to a point as evidenced by an iron pipe set in the ground, said point being a Northeasterly corner of said S. H. Lynch Realty Company tract, and a Southeasterly corner of a Merchants Motor Freight tract of land, THENCE N 23° 17' 50" W along the Easterly Property Line of said Merchants Motor Freight tract a distance of 156.68 feet to a point as evidenced by an iron pipe set in the ground, said point being the beginning of a circular curve to the right having a radius of 738.28 feet, the tangent to the curve at said point being coincident with the last above course, THENCE in a Northeasterly direction along the last above described circular curve to the right, being the Easterly Property Line of the Merchants Motor Freight tract a distance of 453.68 feet to a point as evidenced by an iron pipe set in the ground, the tangent to the curve at said point being coincident with the next described course, THENCE N 10° 16' 50" E continuing along the Easterly Property Line of the Merchants Motor Freight tract a distance of 107.02 feet to a point as evidenced by an iron pipe set in the ground, THENCE N 38° 30' 40" W along the Northerly Property Line of the Merchants Motor Freight tract a distance of 385.13 feet to the Point of Beginning, and CONTAINING 2,007.115 square feet of land.

NOW THEREFORE KNOW ALL MEN BY THESE PRESENTS:

That Industrial Properties Corporation does hereby adopt this plat designating the hereinabove described property as FIFTEENTH INSTALLMENT of the Trinity Industrial District; and does hereby dedicate to the public use forever the streets shown thereon, subject to any restrictions or reservations heretofore made in any previous dedications of such streets or any part thereof; and provided, however, that Industrial Properties Corporation specifically reserves and retains the right, title and privilege to construct, operate and maintain water mains, sewer mains, electric light and power lines, telephone lines, telegraph lines, oil lines, railway and switch tracks, and all other public utilities whatsoever on, over, across, and under said streets and any of the same, and to grant such right, title and privilege to any other persons, firms, corporations or political subdivisions.

IN WITNESS WHEREOF Industrial Properties Corporation has caused these presents to be signed by its duly authorized officers and to be sealed with the seal of the corporation at Dallas, Texas, this the 11th day of November, 1954.

ATTEST:

[Signature]
Assistant Secretary

STATE OF TEXAS }
COUNTY OF DALLAS }

INDUSTRIAL PROPERTIES CORPORATION

[Signature]
President

BEFORE ME, the undersigned, a Notary Public in and for said State and County, on this day personally appeared John M. Stammers, President of Industrial Properties Corporation, known to me to be the person and officer whose name is subscribed to the foregoing instrument and acknowledged to me that he was the act of the said Industrial Properties Corporation, a corporation, and that he executed the same as the act of such corporation for the purposes and considerations therein expressed and in the capacity therein stated.

GIVEN UNDER MY HAND AND SEAL OF OFFICE this the 12th day of November, 1954.

STATE OF TEXAS }
COUNTY OF DALLAS }

[Signature]
Notary Public in and for Dallas County, Texas

KNOW ALL MEN BY THESE PRESENTS: That we, Forrest and Cotton, Consulting Engineers, do hereby certify that we prepared this plat from an actual and accurate survey of the land and that the corner monuments shown thereon were properly placed under our personal supervision in accordance with the platting rules and regulations of the City Plan Commission of the City of Dallas, Texas.

STATE OF TEXAS }
COUNTY OF DALLAS }

FORREST AND COTTON

[Signature]
Registered Professional Engineer

BEFORE ME, the undersigned, a Notary Public in and for said County and State, on this day personally appeared *[Signature]*, known to me to be the person whose name is subscribed to the foregoing instrument, and acknowledged to me that he executed the same for the purposes and consideration therein expressed, and in the capacity therein stated.

GIVEN UNDER MY HAND AND SEAL OF OFFICE, this the 16th day of November, 1954.

[Signature]
Notary Public in and for Dallas County, Texas



TO THE COUNTY CLERK OF DALLAS COUNTY:
I, the undersigned, hereby certify that the foregoing plat is a true and correct copy of the original plat as the same appears on file in my office, and that the same has been duly recorded in Volume 3600, Page 138 of the Deed Records of Dallas County, Texas, and is in full compliance with the provisions of Chapter 135 of the Civil Statutes of the State of Texas, and I hereby certify that the same is in full compliance with the provisions of Chapter 135 of the Civil Statutes of the State of Texas, and I hereby certify that the same is in full compliance with the provisions of Chapter 135 of the Civil Statutes of the State of Texas.

FILED FOR RECORD
1954 NOV 24 AM 10 45
202600
13517

Filed for Record on the 24th day of Nov. A.D. 1954, at 10:45 o'clock A.M.
Duly Recorded this 19th day of Sept. A.D. 1954, at _____ o'clock _____ M.
Instrument No. 202600
ED. H. STEGER, County Clerk
Dallas County, Texas
By *[Signature]* Deputy

200000 COSTING USE	PD-031 / PLANNED DEVELOPMENT
LOT AREA	40,000.06 SQ. FT. / 0.9193 ACRES
BUILDING SQUARE FOOTAGE	10,718 SQ. FT. (EXTERIOR FOOTPRINT)
BUILDING HEIGHT	26.3 FEET
PARKING PROVIDED:	
STANDARD SPACES	18 SPACES
HANDICAP VAN ACCESSIBLE	07 SPACES
TOTAL	25 SPACES

[illegible]

Application No.	RECORDED INFORMATION	DESCRIPTION OF EASEMENT	Applies to Subject Tract	Shaded as an Easement
181	VOL. 70002, P. 832	1/4" OF CAL. GAS AND STEEL CO. (1917)	YES	PL 1
182	VOL. 30000, P. 183	W. MICH. R. RIGHTS	YES	PL 1
183	C.F. INC. 70070184748	TERMS, CONDITION OF SUBORDINATE DISCHARGE/RELEASE	YES	PL 1
184	C.F. NO. 301060383802	COMMON ADJACENT	YES	PL 1

EXISTING EDGE AS
EXISTING OVERHEAD
EXISTING CHAIRMAN
EXISTING WOOD F
EXISTING BARRED
EXISTING THROUGH
OUT WRC
POWER POLE
1/2" IRON ROD
5/8" IRON ROD
3/8" IRON ROD
PDM FOR CORN
"M" FOUND IN C
CONTROLLING W
UNDERGROUND EL
OVERHEAD ELECT
BRICK COLUMN
COVERED PORCH,
OR CARPORT
1 INEL HYDRANT
LIGHT POLE
VAULT

[] Hearings are based on deed recorded in Volume 85012, Page 4038, Deed Records, Dallas County, Texas.

[] There is no observable evidence of earthmoving work, building construction or subdivisions within recent months.

[] There is no observable evidence of road construction or street construction or repairs.

[] There is no observable evidence of either a solid waste dump, dump or sanitary landfill.

[] There is no observable evidence of an oilfield area located in the process of conducting this survey.

"C" found in concrete trap corner of the South corner and the common West corner at a tract of land owned by Deed recorded in Volume 76174, Page 895, Deed No. 0007007, Official Public Records, Dallas County, Texas, as specifically described by males and bounds as follows:

08 degree 08 minutes 10 seconds West, along side of Hartline Drive, distance 200.00 feet to the intersection of the North corner of a tract of land owned by L.P., by Deed recorded in Instrument No. 20080701 of Dallas County, Texas;



NOT TO SCALE

1000

ing as the sugar, there are no visible areas

1. Except as shown on the survey, there are no visible easements or rights of way.
 2. Except as shown on the survey, there are no observable, above ground encroachments (a) by the improvements on the subject property upon adjoining properties, streets or alleys, or (b) by the improvements on adjoining properties, streets or alleys, onto the subject property.
 3. The location of each easement, right of way, servitude, and other matters affecting the subject property and listed in the title insurance commitment shall be shown hereafter: (1) "Easement," "Right of Way," "Servitude," "Title," "L.C." with respect to the subject property has been shown on the survey; (2) "Appropriation" has been shown on the survey; (3) "Other" cannot be located. The property shown on the survey is the property described in the title commitment.
 4. The subject property has access to and from a duly dedicated and accepted public street or highway. (8-In-Line Drive)
 5. The subject property does not suffer any adjoining property for drainage, utility, or access. (See Item 6.)
 6. The record description of the subject property forms a mathematically closed polygon.
7. Said description is located within an area having a Zone Designation "Z" by the Secretary of Housing and Urban Development on Flood Insurance Rate Maps (FIRM) No. SC-10-14-A, dated January 1982, at a scale of 1"=500 feet, Community Map #B0171, in Dallas County, State of Texas which is the current Flood Insurance Rate Map for the community in which the subject property is located, and said map shows the subject property is in a flood zone.

inhibit, LLC, Benchmark Title, LLC, JPMorgan Chase and each of their respective successors and assigns.

This is to certify that this map or plot and the survey on which it was based were made in accordance with the 2018 minimum Standard Detail Requirements for ALTA/NSPS Land Title Surveys, jointly established and adopted by ALTA and NSPS and include items 1, 2, 3, 4, 6(a), 6(b), 7(a), 7(b)(1), 7(c), 8, 9, 10(a), 13, 14, 16, 17, 18 and 20 of Table A thereof. The title work was completed on November 09th, 2019.

The parties listed above are entitled to rely on the survey
Executed this 09th day of November, 2018

Bryon Connolly
Bryon Connolly, RPLS NO. 5513




ALTA/NSPS LAND TITLE SURVEY

ALL OF LOTS 7, 8, 9 & PART OF LOTS 8 & 10, BLOCK 44/T001
OF TRINITY INDUSTRIAL DISTRICT, INSTALLMENT NO. 15
CITY OF DALLAS, DALLAS COUNTY, TEXAS

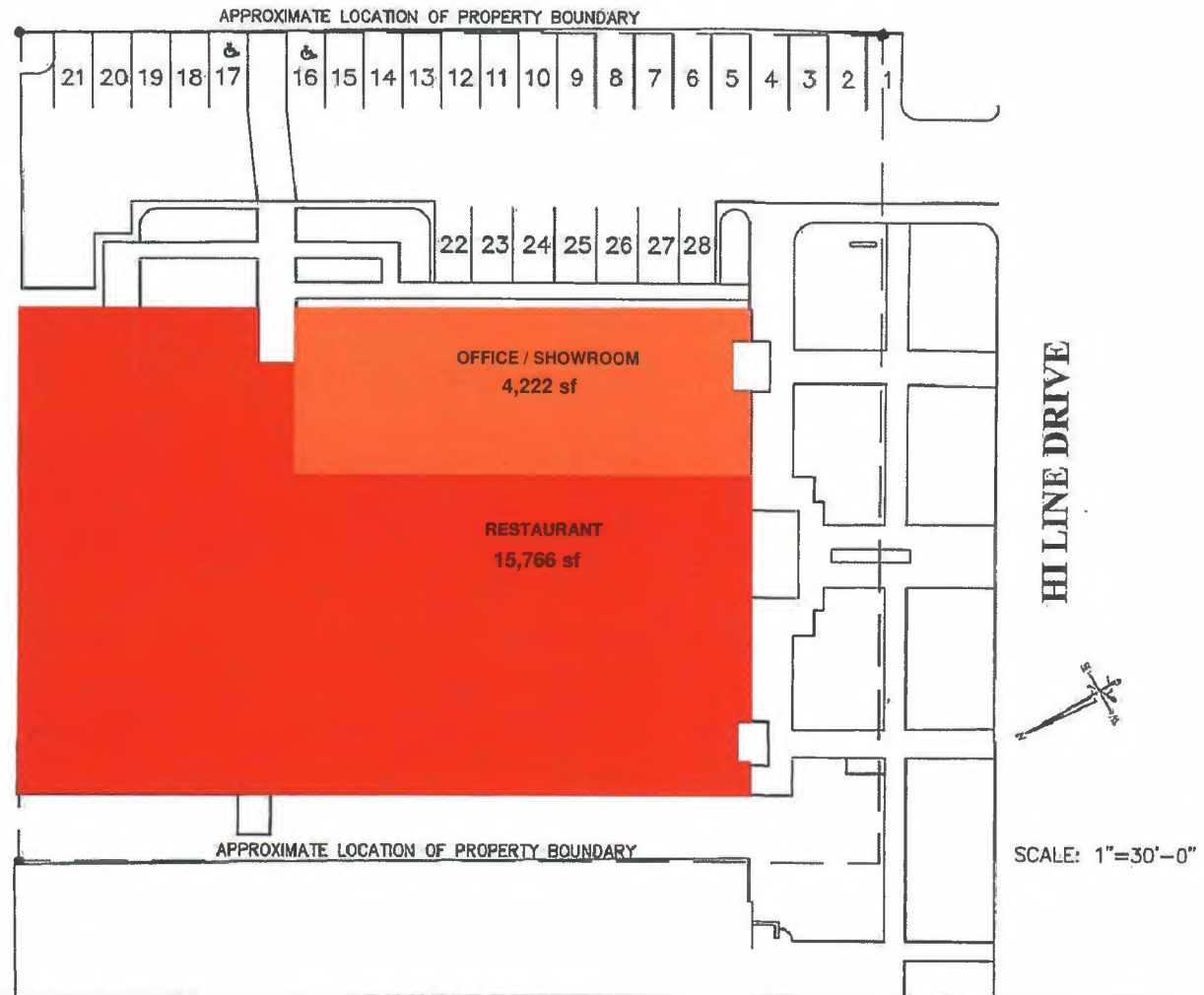
1616 HI-LINE DRIVE

[illegible]

 **C.B.G. Surveying, Inc.**
12025 Sinton 40 Suite 73
Dallas Texas 75228
☎ 214-369-4835 ☎ 214-369-2277
FAX NO. 0168800
www.cbgsw.com

SCALE	DATE	JOB NO.	S.F. NO.
1" = 20'	11/08/10	110223-1	

SCALE	DATE	JOB NO.	S.F. NO.
1" = 20'	11/08/10	1010123-1	



1616 Hi Line Parking Spaces

BDA245-048

Parking Counts
 26 Regular Spaces
 2 Handicap Spaces
 28 Total Parking Spaces

April 3, 2025

By email to: bryant.thompson@dallas.gov and diana.barkume@dallas.gov

Hon. Chair and Members, Panel A
Zoning Board of Adjustment
c/o Mr. Bryant Thompson, Senior Planner
Department of Planning and Development
City of Dallas
1500 Marilla Street, Room 5CN
Dallas, Texas 75201

Re: BDA 245-048; Parking Special Exception; 1616 Hi Line Drive.

Dear Members of the Board of Adjustment:

I. Introduction; Description of Site. We represent DDD Portfolio Holdings LLC (“DDD”), an affiliate of HN Capital Partners and the owner and manager of the property at 1616 Hi Line Drive in the Dallas Design District. We are providing you with additional information to aid your understanding of the reasons for, and the context of, our parking special exception request to provide a total parking supply of 77 off-street parking spaces, an approximate 49.67 percent reduction from the otherwise-required 153 off-street parking spaces.

The subject site is 0.9183 acres in size and is located on the southwest side of Hi Line Drive, between Oak Lawn Avenue and Edison Street, and was developed in 1954 according to the Dallas Central Appraisal District. The property currently contains mostly office showroom/warehouse uses, and one restaurant use, all of which DDD intends to continue in some combination.

Attached for your reference are an aerial photograph of the site (highlighted in light green) and a few site photos. Also attached are a chart showing our mixed-use parking analysis, and our Parking Study and Analysis, as discussed in more detail below.

Our current site plan with current uses, and their respective square footages, is included in the attached Parking Study as Exhibit 1 to the Study. The use that carries by far the highest parking ratio is, of course, the restaurant use, so conceptually that would be the use to which the parking reductions primarily apply.

II. Our Request. *Our request, then, in addition to the 49.67 percent reduction itself from 153 required parking spaces to 77 provided parking spaces, is for the overall reduction to apply site-wide, so long as the specific shown restaurant use square footage is not exceeded on the site, with any and all other current and future uses otherwise allowed to locate anywhere within the site.*

We will discuss below mitigation factors such as differing peak times; availability of other DDD-controlled properties for valet and remote parking; and the significant use of ride-sharing services. Moreover, also included is our mixed-use parking calculation, which shows that the above-referenced current parking requirement is based on peak usage, which is mainly driven by the restaurant use. At other times, there is very significant unused parking, as discussed in our Parking Study.

III. Parking Study and Analysis. As part of the application process we have provided a Parking Study and Analysis updated as of March 24, 2025, prepared by Mr. Lloyd Denman, P.E., former longtime Assistant Director of Engineering for the City of Dallas. A copy of that Parking Study and Analysis (the “Analysis”) is attached to this letter, but the Introduction says that *[1626 Hi Line has] been primarily used as high-end “To-the-trade” type “Showroom” space for the past several decades. The demand for high-end Showroom has declined. HN Capital intends to revitalize these Design District properties and other properties it owns by adding and balancing uses that will better re-purpose the existing buildings and help energize the overall neighborhood. The introduction of Restaurant use to 1616 Hi Line and 1626 Hi Line is intended to be neighborhood-friendly and hospitality-centric for the Design District as a whole.*

Other excerpts from the Analysis say the following: *PD 621 allows for the accommodation of denser urban living that is less “car-centric” and the consideration of alternative modes of transportation that help reduce the need for parking.*

Granting this request would not adversely affect neighboring property since parking is already prohibited along the north side of Hi Line and the new parking lot to be constructed at 1605 North Stemmons will serve as a “relief valve” of additional parking available should the internal parking be exceeded. The surface parking lot owned by HN Capital at 1605 and 1615 North Stemmons will have plenty of additional parking available to serve the restaurant use for 1616 Hi Line and 1626 Hi Line without adversely impacting neighboring properties or the public streets.

The parking reduction request is also supported by a walkability analysis of nearby residential units and current urban trend uses of alternative modes of transportation, like walking, bicycling, and Uber/Alto.

It is recommended that the number of 77 parking spaces for 1616 Hi Line and 17 parking spaces for 1626 Hi Line will be adequate to serve the proposed mix of Restaurant and Showroom uses for the sites.

“Right-sizing” or “right-mixing” the proposed uses with newly-provided parking to its potential will not create a traffic hazard or increased traffic congestion on adjacent or nearby streets because new and nearby parking will be available at 1605 and 1615 North Stemmons. No spillover effect of traffic or parked cars is expected to occur since ample reserve parking is available through the use of the remote parking agreement and valet service...”

Mr. Denman’s detailed, thorough, and thoughtful analysis from an objective engineering standpoint clearly supports our request.

IV. Applicable Regulations. The applicable regulations for a special exception to release parking in P.D. 621 are found both in P.D. 621 and in Chap. 51A, the Dallas Development Code. First, Sec. 51P-621.110(b)(2)(D) of the P.D. 621 regulations says that “the Board of Adjustment may grant a special exception of up to 50 percent of the required off-street parking upon the findings and considerations listed in Sec. 51A-4.311”.

Please bear in mind that the normal Chapter 51A maximum parking reduction for a special exception is 25 percent (or 35 percent for office uses – which, we would observe, demonstrates that even current Code recognizes that special exception parking reductions are frequently very justifiable for the office use, and more so than other uses). We would suggest that City Council saw fit to increase this threshold to 50 percent in P.D. 621 as a means of encouraging not just adaptive reuse, but also trying to avoid overparking, to maintain the fabric and context of this District, and to encourage walkability and a good pedestrian environment by not requiring excessive parking.

Sec. 51P-621.110(b)(2)(D) provides that “*the board of adjustment may grant a special exception of up to 50 percent of the required off-street parking upon the findings and considerations listed in Section 51A-4.311. The board of adjustment may impose conditions on the special exception*”.

Sec. 51A-4.311(a)(1) further provides that the board may grant a special exception to the off-street parking requirements “*if the board finds, after a public hearing, that the parking demand generated by the use does not warrant the number of off-street parking spaces required, and the special exception would not create a traffic hazard or increase traffic congestion on adjacent or nearby streets*”. We believe that our request, as supported by our Analysis, clearly meets all of the criteria for the granting of our special exception request.

Further, Sec. 51A-4.311(a)(2) lays out the following criteria for the Board’s consideration is reviewing such requests, with my comments in parentheses:

(2) In determining whether to grant a special exception under Paragraph (1), the board shall consider the following factors:

(A) The extent to which the parking spaces provided will be remote, shared, or packed parking. (HN Capital and its affiliates control numerous properties in the District which can work together to provide remote and/or shared parking).

(B) The parking demand and trip generation characteristics of all uses for which the special exception is requested. (This is covered in our Analysis, attached).

(C) Whether or not the subject property or any property in the general area is part of a modified delta overlay district. (Not applicable).

(D) The current and probable future capacities of adjacent and nearby streets based on the city’s thoroughfare plan. (The surrounding streets will have sufficient capacity).

(E) The availability of public transit and the likelihood of its use. (DART bus lines are available in the area).

(F) The feasibility of parking mitigation measures and the likelihood of their effectiveness. (The sites will be able in most circumstances to utilize valet/remote parking and shared parking).

Please again note and consider that the applicant controls numerous properties in the area as shown on the area map included in our Analysis. The proposed reduction is a reasonable and evidence-based, data-driven reduction in the parking requirement, which will support continued adaptive reuse and quality development and placemaking.

V. Further Discussion: P.D. 621; Current Parking Reform Efforts. When the City first approved P.D. 621 in 2002, it was not completely certain that the P.D. would work for its intended purposes. The City deserves credit for getting the P.D. right for the most part and achieving its purpose of fostering in-context adaptive reuse in the Design District with, of course, some appropriate new development.

Part of the success of P.D. 621, we believe, is due to the P.D. having loosened somewhat the strict requirements for off-street parking found in other parts of the City. This is very appropriate and necessary for the adaptive reuse of existing buildings, and actually helps preserve those buildings and the larger context of the District. This is good place-making and supports the District's overall success.

However, since the adoption of P.D. 621, actual parking demand has changed considerably, especially in mixed-use, retail and restaurant, lodging, and office environments. The reduction in office usage, the advent of ride-sharing, and the greater walkability of the design District have all contributed to this. Continuing to adhere to off-street parking ratios which date back in some cases to 1965, or even before, fails to recognize the change in parking demand in 2024.

In fact, the City itself is far along in processing Development Code amendments to reduce off-street parking requirements to align more with current demand. I have attached the Department of Planning and Development's own summary, dated March 24, 2025, of the City Plan Commission's recommendation to the City Council, with some relevant points highlighted.

For many reasons, the current off-street parking requirements in P.D. 621, and elsewhere in the City, are obsolete and should be reduced. However, as amendments to Chapter 51A, it may be that such amendments, when finally adopted by Council, will not include Planned Development Districts, including P.D. 621.

In particular, given the City's efforts to update and modernize parking requirements (and we would note that, as amendments to the Development Code, these will not take effect in existing Planned Development Districts, even though that is where much of the development activity takes place) to align more with current parking demand, with many of these requirements having been in place for 50 years or more, the requested reduction is completely reasonable and justifiable, and realistically aligns with project actual parking demand.

Having to provide excessive parking, which would result in a large number of empty spaces, is not only costly and wasteful in terms of the project itself but is unsustainable and has negative impacts on walkability and other factors.

VI. Conclusion. The conclusion is clear based on this information that this request *meets the standard for approval* of a parking special exception, in that the parking demand generated by the use does not warrant the number off street parking spaces otherwise required, and the special exception will not create a traffic hazard or increase traffic congestion on adjacent or nearby streets.

Since this request clearly meets the Development Code and P.D. 621 standards for approval, we will respectfully be asking that you *approve* our request. We look forward to appearing before you and answering any questions you might have, and we appreciate your time and consideration.

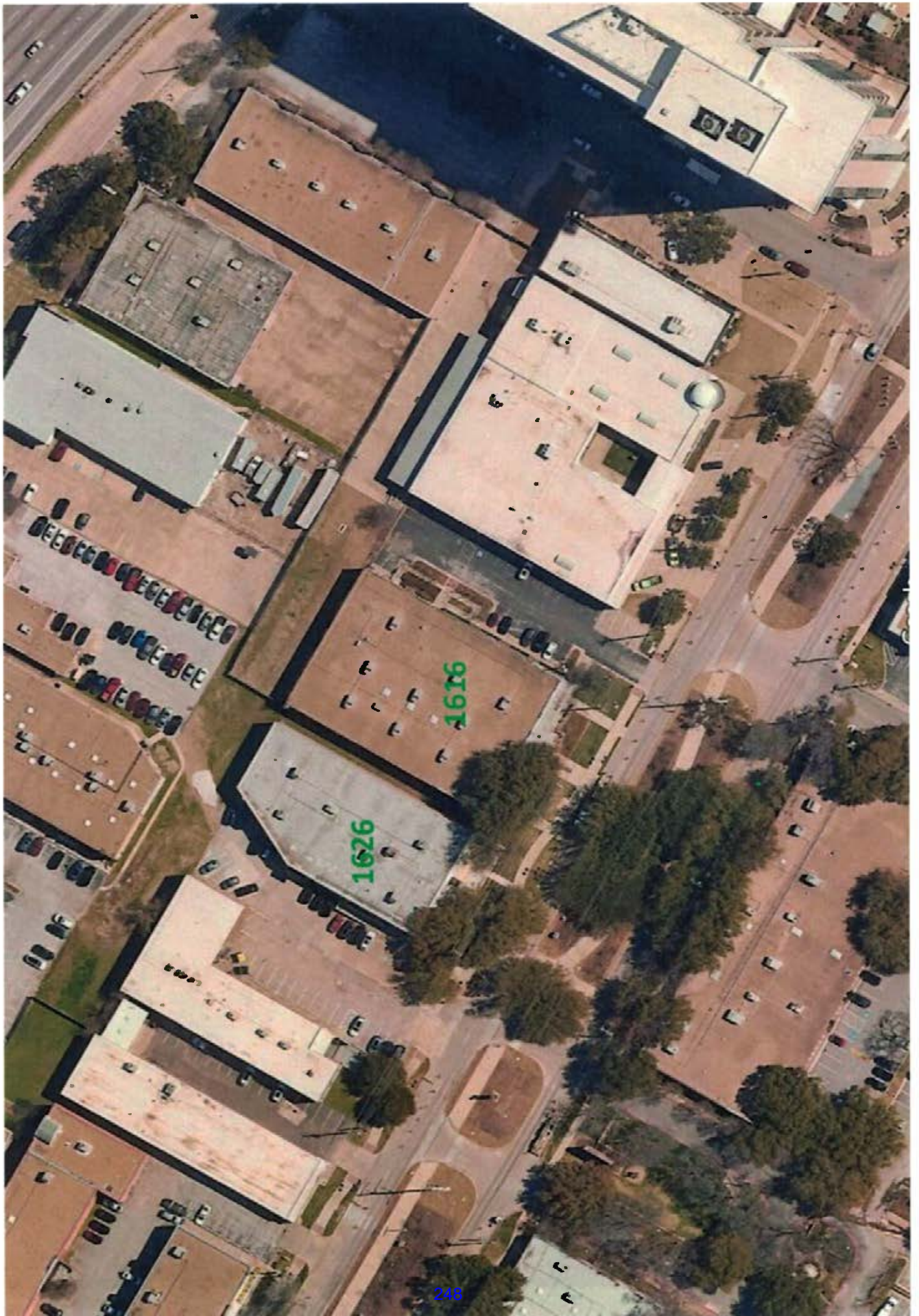
Very truly yours,



Jonathan G. Vinson

cc: Vipin Nambiar
Adam Hammack
Charlotte Carr
Lloyd Denman, P.E.
Suzan Kedron
Will Guerin







City of Dallas PD 621 Shared Parking Chart
for properties regulated by Dallas Development Code, Chapter 51A
(for calculating adjusted standard parking requirement, **REQUIRES PARKING AGREEMENT**)
Address: 1616 Hi Line

Use	Use Categories	Total SF (including vacancies)	Parking Ratio	Standard Parking Requirement	Parking Adjustment By Time of Day (Weekday)									
					Morning		Noon		Afternoon		Late Afternoon		Evening	
	Multifamily # units	0	1.5	0.00	80%	-	60%	-	60%	-	70%	-	100%	-
	Office-related	0	358	0.00	100%	-	80%	-	100%	-	85%	-	35%	-
	Retail-related	0	275	0.00	60%	-	75%	-	70%	-	65%	-	70%	-
	General merchandise	0	275	0.00	60%	-	75%	-	70%	-	65%	-	70%	-
	Furniture store	0	1000	0.00	60%	-	75%	-	70%	-	65%	-	70%	-
	Bar & Restaurant (+outside seating)	15,766	105	150.15	20%	30.03	100%	150.15	30%	45.05	30%	45.05	100%	150.15
	Warehouse/Showroom up to 20,000SF floor area	4,222	1100	3.84	100%	3.84	75%	2.88	100%	3.84	65%	2.49	35%	1.34
	Warehouse/Showroom above 20,000SF floor area	0	4100	0.00	100%	-	75%	-	100%	-	65%	-	35%	-
	Any other use	0	100	0	100%	-	100%	-	100%	-	100%	-	100%	-
Total SF (- residential)		19,988		154		34		153		49		48		151

Therefore, 153 is the parking requirement for 1616 Hi Line

MEMORANDUM

To: David Nevarez, P.E., PTOE, CFM
Transportation Development Services
City of Dallas

From: Lloyd Denman, P.E., CFM
Consult LD, LLC
Registered Firm F-23598



Date: March 24, 2025

Subject: **Parking Study and Analysis for 1616 Hi Line and 1626 Hi Line**

Introduction

1616 Hi Line and 1626 Hi Line are contiguous properties both owned by HN Capital Partners within the Design District. The two properties have been primarily used as high-end “To-the-trade” type “Showroom” space for the past several decades. Over time though, the demand for high-end Showroom has declined. HN Capital intends to revitalize these Design District properties and other properties it owns by adding and balancing uses that will better re-purpose the existing buildings and help energize the overall neighborhood. The introduction of Restaurant use to 1616 Hi Line and 1626 Hi Line is intended to be neighborhood friendly and hospitality centric for the Design District as a whole. The existing site consists of two street facing buildings with 1616 being approximately 20,000 square feet with 28 existing parking spaces and 1626 Hi Line being approximately 14,000 square feet with 17 existing parking spaces. (See **APPENDIX Ownership Map and Site Plans**) The property is zoned PD 621, Area 1. Justifications for parking reductions for the two properties as allowed by the PD are presented below.

Proposed Uses and City of Dallas Code Requirements for Parking

HN Captial intends to convert the majority of 1616 Hi Line to restaurant use with some showroom use to remain. 1626 Hi Line will remain mostly showroom use. The City of Dallas Development Code in PD 621 requires minimum parking associated with different land use types. Office/Showroom is parked at 1space per 1100 sf and Restaurant is parked at 1 space per 105 sf per the zoning code. PD 621 specifically allows “shared parking” to be considered as a percentage reduction of the required minimum parking for certain mixed uses. The PD also allows a special exception of up to 50% of the required off-street parking. The calculated number of off-street parking spaces for the proposed mix of uses using the PD 621 Shared Parking Table for **1616 Hi Line is 153 spaces** and for the proposed mix of uses for **1626 Hi Line is 32 spaces**. (See **APPENDIX Parking Chart Analysis**)

PD 621 Allowance for Parking Reductions and the Owner's Request

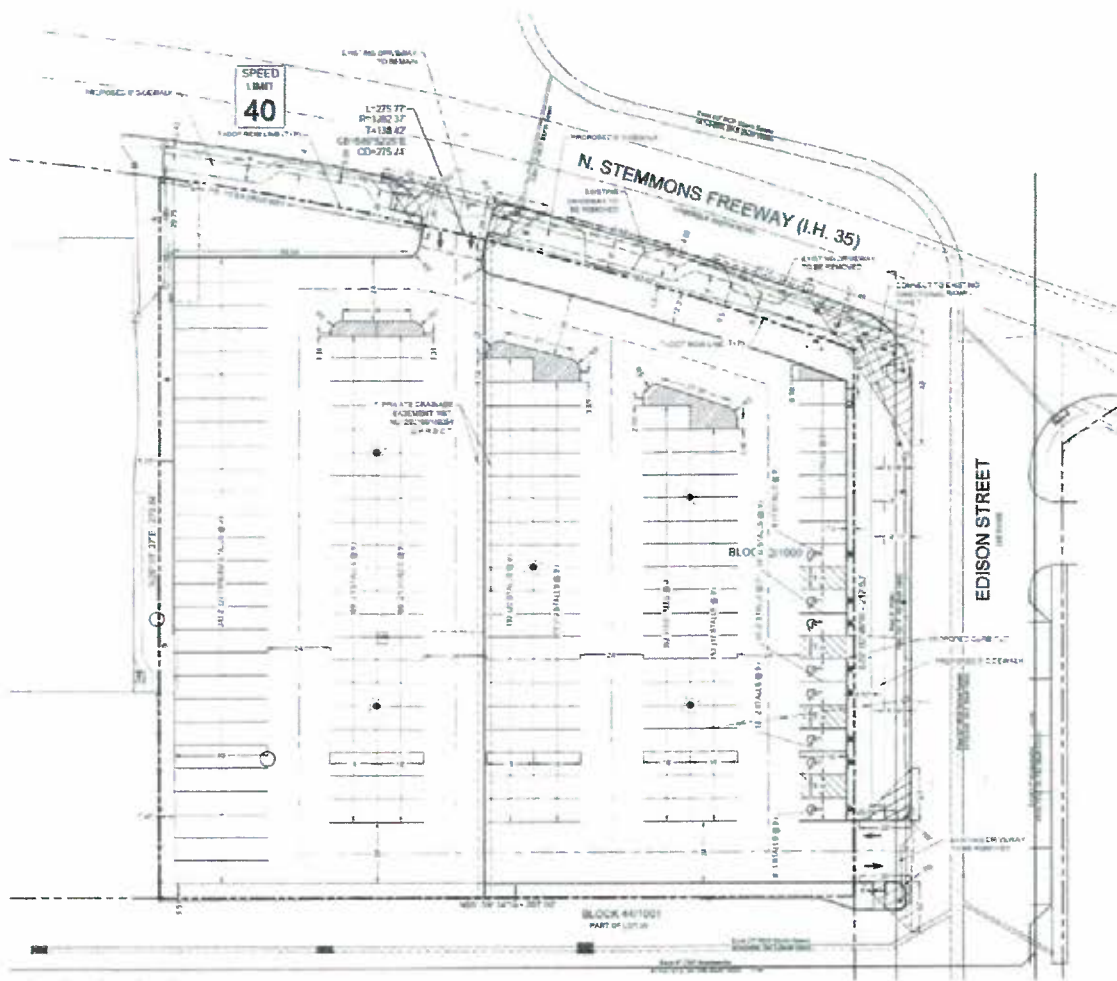
The creators of PD 621 utilized good foresight for the zoning regulations back in 2002 realizing that the old parking minimums required for certain defined uses are not “one-size fits all”. (See **APPENDIX Articles on Parking**) PD 621 allows for the accommodation of denser urban living that is less “car-centric” and the consideration of alternative modes of transportation that help reduce the need for parking. Specifically, the PD allows for “a special exception of up to 50 percent of the required off-street parking” to help right-size parking for dense urban projects. **HN Capital would like to follow the PD 621 allowance language and request a reduction of up to 50% in parking requirements from the calculated requirement of 153 spaces for 1616 Hi Line and 32 spaces for 1626 Hi Line to provide 77 spaces (50%) for 1616 Hi Line and provide 17 spaces (47%) for 1626 Hi Line.** Note that HN Capital is constructing a new surface parking lot that will have 185 total parking spaces at 1605 and 1615 N. Stemmons Pkwy. HN Capital will dedicate 49 spaces in the new lot by remote parking agreement specifically for 1616 Hi Line. Recent mobility trends also support the parking reduction request as detailed below. (See **APPENDIX Proposed Remote Parking Agreement**)

New Surface Parking Lot at 1605 and 1615 N. Stemmons Pkwy

Exhibit 1, on the next page, illustrates the new surface parking lot owned and being constructed by HN Capital to serve the parking needs for 1616 Hi Line by remote parking agreement. The majority of spaces outside the parking agreement are for general parking needs within the Design District area which could include 1626 Hi Line patrons if needed. Note that the westernmost aisle of the lot (27 stalls) is specifically designed and striped for “stacked parking” for valet to use most efficiently. The 27 parking stalls become 54 stacked parking spaces when used by valet.

The observation of less actual parking than would be required by Code for similar uses supports the request for the 1616 Hi Line and 1626 Hi Line parking reduction and is expounded more in the two Appendix articles on urban parking. Note that 1616 Hi Line and 1626 Hi Line propose valet parking to manage the restaurant peak parking. It was recently observed on other nearby restaurant sites that employee parking occupied a significant number of the available parking spaces and it is recommended to consider more efficiently managing employee parking to provide more patron parking when needed. The Design District encourages a comprehensive neighborhood approach for all the property owners to work and cooperate together for mutual benefit. Note that adjacent properties with different owners have supported one another in their parking reduction requests. (See **APPENDIX Mutual Letters of Support**) This cross-property support illustrates the synergistic goal of mutual benefit throughout the greater Design District. Granting this request would not adversely affect neighboring property since parking is already prohibited along the north side of Hi Line and the new parking lot to be constructed at 1605 N. Stemmons will serve as a “relief valve” of additional parking available should the internal parking be exceeded. The surface parking lot owned by HN Capital at 1605 and 1615 N. Stemmons Pkwy will have plenty of additional parking available to serve the restaurant use for 1616 Hi Line and 1626 Hi Line without adversely impacting neighboring properties or the public streets.

EXHIBIT 1 – New Surface Parking Lot layout for 1605 and 1615 N. Stemmons Pkwy
 (The site is currently cleared and will be completed in 2025)



Note that the new parking lot has a “double row”, known as “stacked parking”, on the westernmost end for valet use to maximize parking in the lot. The 27 double rows become 54 stacked parking spaces when used by the valet. **There are 185 parking spaces overall provided in the new lot.**

The planned restaurant use for 1616 Hi Line and 1626 Hi Line will only exceed the available parking in the evenings. There is adequate parking available on each site to satisfy the showroom use during the mornings and afternoons. HN Capital will utilize a Remote Parking Agreement between 1616 Hi Line and 1615 N. Stemmons for the requested number of required parking spaces. Note that over 100+ parking spaces will still be available in the newly constructed parking lot to serve as “relief” and “balanced overflow” parking as needed. The provision by HN Capital and the public availability of this “extra” general parking is an ideal arrangement for the overall Design District neighborhood.

Walkability and Alternative Modes of Transportation

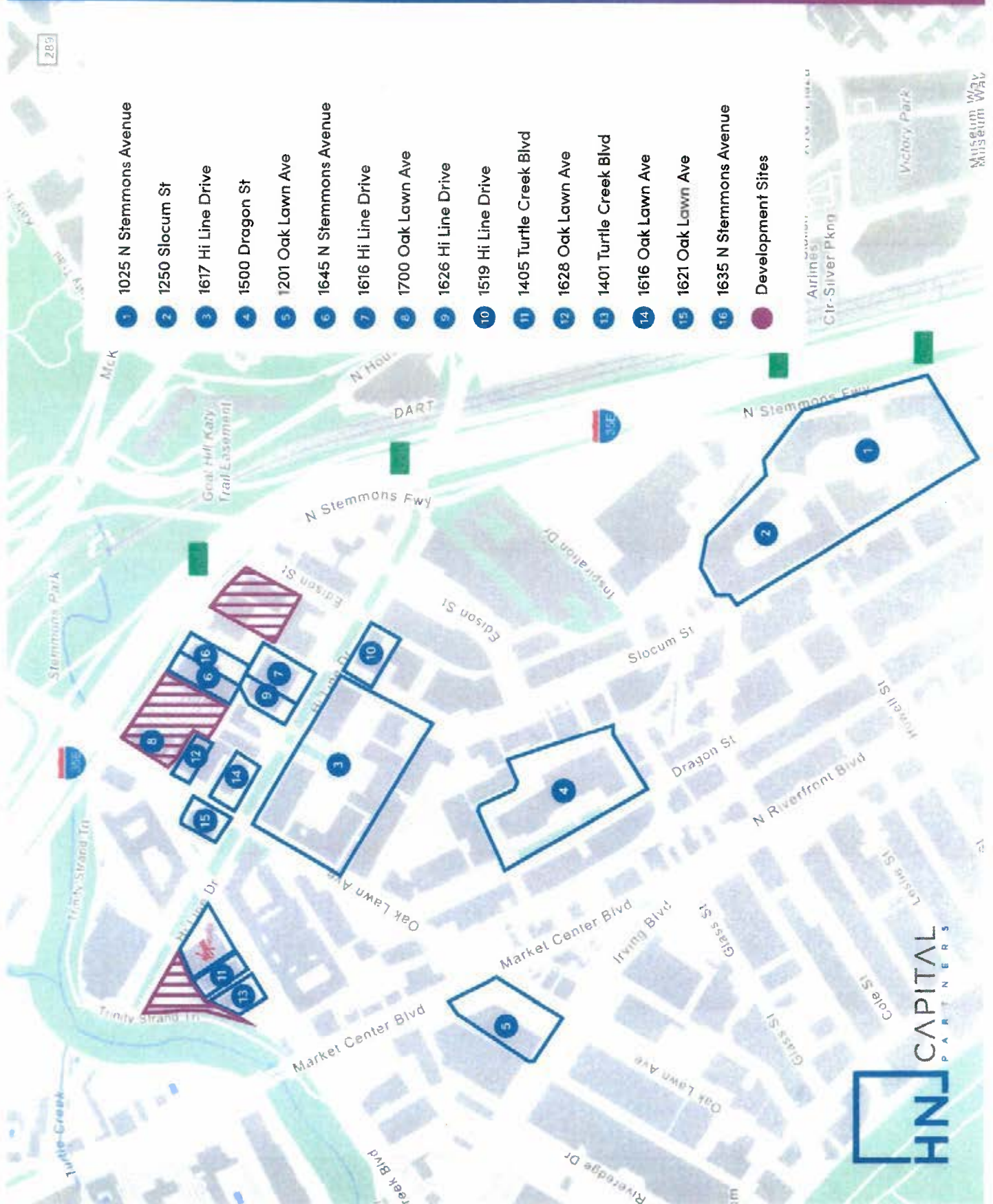
The parking reduction request is also supported by a walkability analysis of nearby residential units and current urban trend uses of alternative modes of transportation like walking, bicycling, and Uber/Alto. (See **APPENDIX Walkability Study**) Note that the City of Dallas is currently considering reducing and/or eliminating parking requirements for some areas and uses. Although a reduction or elimination of parking requirements by the City of Dallas would not directly affect 1616 Hi Line and 1626 Hi Line since the parking already exists and the properties are located within PD 621, it is still an indication that the old parking requirement ratios are excessive for dense urban living situations and with newer alternative modes of transportation readily available.

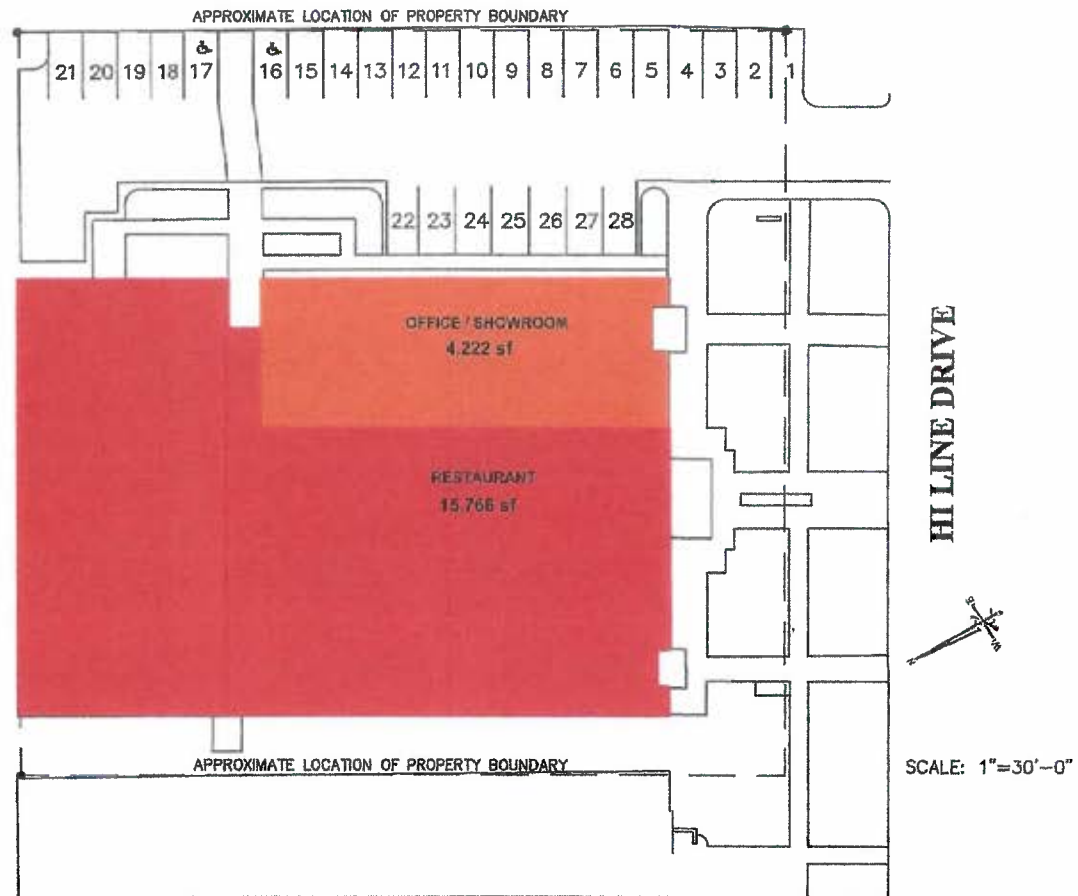
Conclusion

Based on: (1) the allowance for parking reductions written into PD 621, (2) the utilization of internal valet to most efficiently park the sites, (3) the Remote Parking Agreement for 1616 Hi Line with the new 1605 N. Stemmons parking lot, (4) the extra 100+ “relief valve” parking spaces in the new lot that HN Capital owns and controls for the overall general Design District parking that can serve both 1616 and 1626 Hi Line as may be needed, and (5) the current trends of more mobility choices and more dense urban living that together reduce the need for parking; **it is recommended that the requested number of 77 parking spaces for 1616 Hi Line and 17 parking spaces for 1626 Hi Line will be adequate to serve the proposed mix of Restaurant, and Showroom uses for the sites.** Furthermore, if the parking demand were to exceed the spaces proposed to be required for both sites, the “reserve” of excess parking spaces in the newly constructed parking lot at 1605 and 1615 N. Stemmons Frwy are available to serve as the “right-sizing” buffer and provide adequate and proximate relief parking to prevent any adverse impact to the public right-of-way. The availability of Uber/Alto and similar ride shares including the Virgin Hotel shuttle service, availability of pedestrian and bicycle trails, availability of multiple remote parking lots within a five minute walk, and the presence of newer dense inner-city residential developments that currently include 2000+ units within a five minute walk of the subject sites have all convened at this time to help reduce the need for parking and support the proposed mix of uses for 1616 Hi Line and 1626 Hi Line. The proposed plan to revitalize and repurpose the existing buildings, utilize the limited existing parking on the sites and subsidize the rest of the needed parking at the newly constructed surface lot at 1605 N. Stemmons Pkwy within the allowances of PD 621 will provide mutual benefits to the property owner/operator, the neighborhood, and the City of Dallas. “Right-sizing” or “right-mixing” the proposed uses with newly provided parking to its potential will not create a traffic hazard or increase traffic congestion on adjacent or nearby streets because new and nearby parking will be available at 1605 and 1615 N. Stemmons. No spillover effect of traffic or parked cars is expected to occur since ample reserve parking is available through the use of the remote parking agreement and valet service and the owner/operators are incentivized to provide adequate and convenient parking for their patrons and have the parking available to do so.

APPENDIX

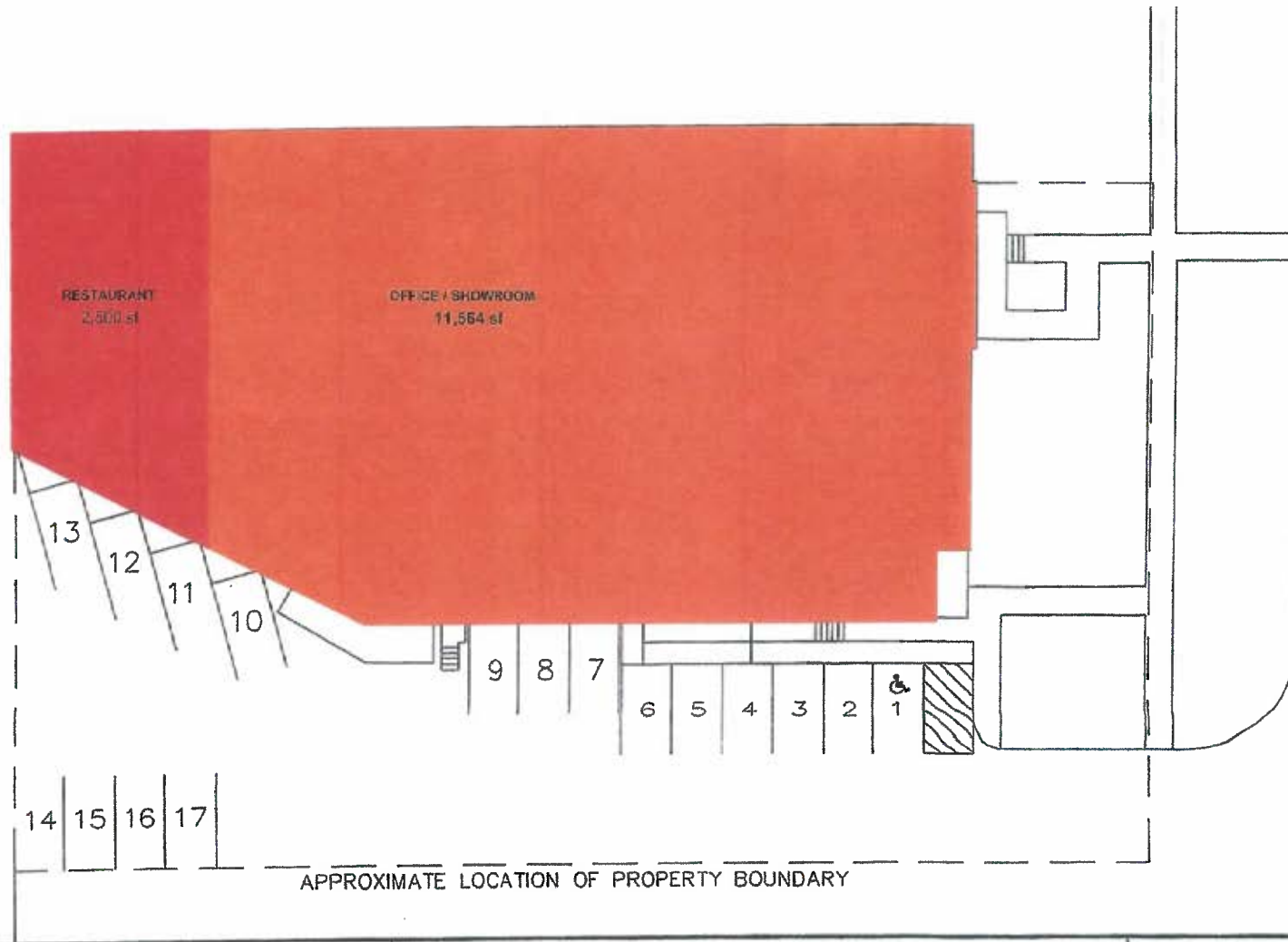
- HN Capital Property Ownership Map within the Design District
- 1616 Hi Line and 1626 Hi Line site plans and proposed uses
- Parking Chart Analysis
- Proposed Remote Parking Agreement between 1616 Hi Line and 1615 North Stemmons
- Mutual Letters of Support between Asana and HN Capital
- Walkability Study within a five-minute walking distance of 1616 Hi Line and 1626 Hi Line
- Annotated Articles: “The Parking Problem – Why Cities Overbuilt Parking Spaces” 9-20-2023
“Parking Generation... Park +” by Kimley-Horn May 2016





1616 Hi Line Parking Spaces

Parking Counts
 26 Regular Spaces
 2 Handicap Spaces
 28 Total Parking Spaces



1626 Hi Line Parking Spaces

Parking Counts
 16 Regular Spaces
 1 Handicap Spaces
 17 Total Parking Spaces

1616 Hi Line and 1626 Hi Line Parking Chart Analysis

Street No.	Street Name	Land Use	SQ FT	Parking Ratio	Required Parking	Total Parking Provided
1616	Hi Line Drive	Restaurant	15,766	1sp/105 SF	150	
1616	Hi Line Drive	Office/Showroom	4,222	1sp/1100 SF	4	
			19,988		154	28

City of Dallas PD 621 Shared Parking Chart

for properties regulated by Dallas Development Code, Chapter 51A
(for calculating adjusted standard parking requirement, **REQUIRES PARKING AGREEMENT**)
Address: 1616 Hi Line

Use	Use Categories	Total SF (including vacancies)	Parking Ratio	Standard Parking Requirement	Parking Adjustment By Time of Day (Weekday)									
					Morning		Noon		Afternoon		Late Afternoon		Evening	
	Multifamily # units	0	1.5	0.00	80%	-	60%	-	60%	-	70%	-	100%	-
	Office-related	0	358	0.00	100%	-	80%	-	100%	-	85%	-	35%	-
	Retail-related	0	275	0.00	60%	-	75%	-	70%	-	65%	-	70%	-
	General merchandise	0	275	0.00	60%	-	75%	-	70%	-	65%	-	70%	-
	Furniture store	0	1000	0.00	60%	-	75%	-	70%	-	65%	-	70%	-
	Bar & Restaurant (+outside seating)	15,766	105	150.15	20%	30.03	100%	150.15	30%	45.05	30%	45.05	100%	150.15
	Warehouse/Showroom up to 20,000SF floor area	4,222	1100	3.84	100%	3.84	75%	2.88	100%	3.84	65%	2.49	35%	1.34
	Warehouse/Showroom above 20,000SF floor area	0	4100	0.00	100%	-	75%	-	100%	-	65%	-	35%	-
	Any other use	0	100	0	100%	-	100%	-	100%	-	100%	-	100%	-
	Total SF (- residential)	19,988		154		34		153		49		48		151

Therefore, 153 is the parking requirement for 1616 Hi Line

Street No.	Street Name	Land Use	SQ FT	Parking Ratio	Required Parking	Total Parking Provided
1626	Hi Line Drive	Restaurant	2,500	1sp/105 SF	24	
1626	Hi Line Drive	Office/Showroom	11,564	1sp/1110 SF	11	
			14,064		34	17

City of Dallas PD 621 Shared Parking Chart
 for properties regulated by Dallas Development Code, Chapter 51A
 (for calculating adjusted standard parking requirement, **REQUIRES PARKING AGREEMENT**)
 Address: 1626 Hi Line

Use	Use Categories	Total SF (including vacancies)	Parking Ratio	Standard Parking Requirement	Parking Adjustment By Time of Day (Weekday)									
					Morning		Noon		Afternoon		Late Afternoon		Evening	
	Multifamily # units	0	1.5	0.00	80%	-	60%	-	60%	-	70%	-	100%	-
	Office-related	0	358	0.00	100%	-	80%	-	100%	-	85%	-	35%	-
	Retail-related	0	275	0.00	80%	-	75%	-	70%	-	65%	-	70%	-
	General merchandise	0	275	0.00	80%	-	75%	-	70%	-	65%	-	70%	-
	Furniture store	0	1000	0.00	60%	-	75%	-	70%	-	65%	-	70%	-
	Bar & Restaurant (+outside seating)	2,500	105	23.81	20%	4.76	100%	23.81	30%	7.14	30%	7.14	100%	23.81
	Warehouse/Showroom up to 20,000SF floor area	11,564	1100	10.51	100%	10.51	75%	7.88	100%	10.51	65%	6.83	35%	3.68
	Warehouse/Showroom above 20,000SF floor area	0	4100	0.00	100%	-	75%	-	100%	-	65%	-	35%	-
	Any other use	0	100	0	100%	-	100%	-	100%	-	100%	-	100%	-
	Total SF (- residential)	14,064		34		15		32		18		14		27

Therefore, 32 is the parking requirement for 1626 Hi Line

REMOTE PARKING AGREEMENT
(including church uses)

STATE OF TEXAS)
)
COUNTY OF DALLAS) KNOW ALL PERSONS BY THESE PRESENTS:

I.

DDD PORTFOLIO HOLDINGS, LLC ("Owner(s) of Tract A") is the owner(s) of the below described property ("Tract A"), which is the recipient of parking spaces:
Street Address 1616 HI LINE DRIVE Property Description: Lots 7-10 & Part of Lots 6 and 11 Block 44/1001 Addition Trinity Industrial District 15 Zoning District PD 621 more particularly described in Instrument #202200047504 or Volume _____, Page _____, in the Deed Records of DALLAS County, Texas. The below described use(s) ("Use A", "Use B", etc.) is located on Tract A: RESTAURANT & OFFICE SHOWROOM/WAREHOUSE. Floor area of Use(s) on Tract A: 15,766 SF & 4,222 SF, respectively. Total number of off-street parking spaces required for Use(s) on Tract A: 77. Number of off-street parking spaces on Tract A provided for Use(s) on Tract A to meet parking requirement: 28.

II.

DDD STEMMONS HOLDINGS, LLC ("Owner(s) of Tract B") is the owner(s) of the below described property ("Tract B"), which is providing the parking spaces:
Street Address 1615 N. STEMMONS FREEWAY
Property Description: Tract 4, Block 2/1001
Addition Stemmons Freeway & Edison Zoning District PD 621 more particularly described in Instrument #202200047503 or Volume _____, Page _____, in the Deed Records of DALLAS County, Texas. The below described use(s) ("Use B", etc) is located on Tract B: COMMERCIAL PARKING LOT. Floor area of Use(s) on Tract B: 0 SF. Total number of off-street parking spaces required for Use(s) on Tract B: 00. Total number of off-street parking spaces located on Tract B: 96. Total number of off-street parking spaces located on Tract B providing required parking for Use(s) on Tract A: 49.

III.

In order that all uses governed by this agreement may operate in compliance with the off-street parking regulations in the Dallas Development Code of the Dallas City Code ("Code"), as amended, and derive all the benefits from such compliance, and for such other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, as Owner(s) of Tract A and B have agreed upon, Owner(s) of Tract A and B agree to enter into this Agreement.

IV.

Owner(s) of Tract A and B agree that Tract B shall be used to provide 49 required off-street parking spaces for Use(s) on Tract A to comply with the Code. The walking distance between Tract A and Tract B is within 500 feet.

V.

Owner(s) of Tract A and B agree to comply with the off-street parking regulations in the Code.

VI.

The location of the off-street parking spaces on Tract B is shown on a site plan that is attached to and made a part of this agreement. The site plan must provide sufficient information to demonstrate compliance with the Code and all other applicable ordinances and regulations of the City of Dallas ("City").

VII.

This agreement may be amended or terminated only upon the filing, in the Deed Records of the county or counties in which Tracts A and B are located, of an instrument approved by the building official of the City and approved as to form by the city attorney. The building official shall approve an instrument amending or terminating this agreement if:

- (1) all uses providing parking and all uses on the property for which parking is provided under this agreement fully comply with the off-street parking regulations in the Code, as amended, by a means other than this parking agreement; or
- (2) all uses on the property for which parking is provided under this agreement cease to operate and terminate their certificates of occupancy.

Owner(s) of Tract A or B shall file the amending or terminating instrument in the Deed Records of the county or counties in which Tract A and Tract B are located at the sole cost and expense of Owner(s) of Tract A or B. After filing the amending or terminating instrument in the Deed Records, Owner(s) of Tract A or B shall file two copies of the instrument with the building official. No amendment or termination of this agreement is effective until the amending or terminating instrument is filed in accordance with this paragraph.

VIII.

This agreement inures to the benefit of, and is enforceable by, the parties to the agreement and the City. If a use is being operated in violation of this agreement, the building official shall revoke the certificate of occupancy for that use. Owner(s) of Tract A and B acknowledge that the City has the right to enforce this agreement by any lawful means, including filing an action in a court of competent jurisdiction, at law or in equity, against any person violating or attempting to violate this agreement, either to prevent the violation or to require its correction. If the City substantially prevails in a legal proceeding to enforce this agreement against a person, Owner(s) of Tract A and B agree that the City shall be entitled to recover damages, reasonable attorney's fees, and court costs from that person.

REMOTE PARKING AGREEMENT - (Instrument) - PAGE 2 OF 5
(rev. 11/7/23)

February 5, 2025

Dr. Kameka Miller-Hoskins, Chief Planner
Zoning Board of Adjustment
City of Dallas
1500 Marilla Room 5CN
Dallas, TX 75201

Via email

RE: Pending applications at 1616 and 1626 Hi Line; 1617 Hi Line; and 1201 Oak Lawn Avenue

Dear Dr. Miller-Hoskins,

Please accept this support letter for the parking reduction requests at 1616 and 1626 Hi Line, 1617 Hi Line, and 1201 Oak Lawn Avenue. We understand they are separate requests intended for consideration in April 2025; our support applies to each request. The applicant, HN Capital, and their representatives have shared with us their request and plans for improving their property. As adjacent commercial property owners, we believe that their parking reduction request will benefit this area of the Design District.

We support the parking reductions requested for several reasons. HN Capital has successfully managed their properties in this area to bring valuable tenants and businesses to the Design District. As this area of the Design District has benefitted from the recent city investments in infrastructure, these improvements for sidewalks, streetscapes, and a hike/bike trail that connects to Victory Park/Downtown increase and enhance mobility options for visitors and residents. New developments and remodels have included a mix of land uses that are creating a dynamic neighborhood, as intended by the PD 621 Old Trinity Design District Special Purpose District zoning. We also understand the City of Dallas is considering Development Code revisions to the off-street parking requirements to align with current parking demand trends and promote use of other transportation options.

The proposed parking reductions are supported by a professional engineering analysis of the parking demand for these properties and the ability of HN Capital to manage the parking needs on their properties for the success of their tenants. We believe the requested reductions are reasonable and support the shared goal of continued improvement, adaptive reuse, and quality development of the Design District.

Sincerely,

Shyam Patel – Asana Partners
1444 Oak Lawn, LP

Jonathan G. Vinson
(214) 953-5941 (Direct Dial)
(214) 661-6809 (Direct Fax)
jvinson@jw.com

August 16, 2024

Via Email

Ms. Cambria Jordan, CFM, MBA, PMP, Senior Planner
Zoning Board of Adjustment
City of Dallas
1500 Marilla Street, Room 5BN
Dallas, Texas 75201

Re: BDA234-091; 1444 Oak Lawn Avenue.

Dear Ms. Jordan:

Our firm represents HN Capital, which is the largest property owner in the Design District. HN Capital is pleased to be part of the ongoing success of the District, and we look forward to even more success for the entire District in the future. This letter is to express our support for the off-street parking special exception request being made under BDA234-091 at 1444 Oak Lawn Avenue, for the following reasons.

When the City first approved P.D. 621 in 2002, it was not completely certain that the P.D. would work for its intended purposes. The City deserves credit for getting the P.D. right for the most part and achieving its purpose of fostering in-context adaptive reuse in the Design District with, of course, some appropriate new development.

Part of the success of P.D. 621, we believe, is due to the P.D. having loosened somewhat the strict requirements for off-street parking found in other parts of the City. This is very appropriate and necessary for the adaptive reuse of existing buildings, and actually helps preserve those buildings and the larger context of the District. This is good place-making and supports the District's overall success.

However, since the adoption of P.D. 621, the world has changed even more with regard to parking demand. The reduction in office usage, the advent of ride-sharing, and the greater walkability of the District have all contributed to this. Continuing to adhere to off-street parking ratios which date back in some cases to 1965, or even before, fails to recognize the change in parking demand in 2024.

In fact, the City itself is in the middle of processing Development Code amendments to reduce off-street parking requirements to align more with current demand. For many reasons, the current off-street parking requirements in P.D. 621, and elsewhere in the City, are obsolete and should be reduced.

41476708v.1

We support reasonable and evidence-based, data-driven reductions in parking requirements where appropriate, in particular in P.D. 621, where such reductions will support continued adaptive reuse and quality development and placemaking, and we believe that to be the case with this request. We respectfully ask that you approve the applicant's request in this case. Thank you.

Very truly yours,



Jonathan G. Vinson

cc: Dr. Kameka Miller-Hoskins
Jennifer Hiromoto
Vipin Nambiar
Adam Hammack
Suzan Kedron

WALKABILITY STUDY

According to statistics listed on the Dallas Design District Property Brochure, by “DunhillProperties.com”, there are approximately 20,000 residents that live within one mile, or a 10 to 20 minute walk, of the Dallas Design District. Even closer to the heart of the Design District and to 1616 Hi Line and 1626 Hi Line, within a 5-minute walk or less, are six large multi-family communities that total nearly 2200 units. Also, the Virgin Hotel with 268 rooms and a 75 space pay parking lot are within a 5-minute walk to 1616 and 1626 Hi Line. (See annotated map attached) According to the Federal Highway Administration, “Most people are willing to walk for five to ten minutes, or approximately ¼ to ½ mile” to reach a destination. (See FHA Pedestrian Safety Guide attached)

The close proximity within a five-minute walk of so many residential units and hotel rooms certainly helps decrease the parking demand for patrons that would frequent 1616 and 1626 Hi Line for Restaurant uses. (Walk times were physically verified by Lloyd Denman, P.E. during the parking observations made in May 2024.) There is also a free hotel shuttle at the Virgin Hotel that ferries guests within a 3-mile radius of the hotel to and from restaurants and other attractions. In May of 2024, the shuttle attendant said the shuttle stays busy and a second vehicle should be added to the service.



Federal Highway Administration

1200 New Jersey Avenue, SE
Washington, DC 20590
202-366-4000

Safety

Pedestrian Safety Guide for Transit Agencies

< [Previous Table of Content](#) [Next](#) >

Chapter 4: Actions to Increase the Safety of Pedestrians Accessing Transit

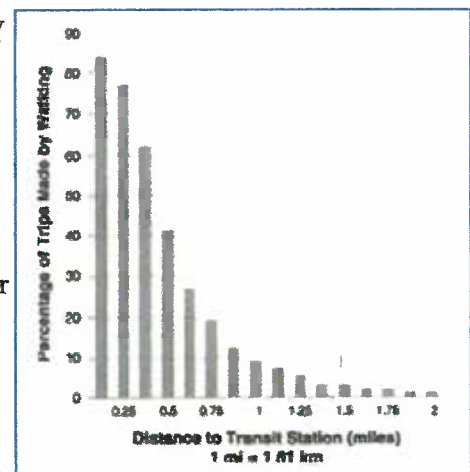
Understanding pedestrian characteristics and facilities (e.g., sidewalks, crosswalks, pedestrian signals, etc.) is an important step in providing safe access to transit systems. This section introduces basic pedestrian safety concepts to help readers understand issues, solutions, and resources that are presented in other parts of this guide. Concepts addressed in this chapter include:

- Typical walking distance to transit.
- Motor vehicle speed and pedestrian safety.
- Pedestrian characteristics and behavior.

A. Typical Walking Distance to Transit

Most people are willing to walk for five to ten minutes, or approximately $\frac{1}{4}$ - to $\frac{1}{2}$ -mile to a transit stop (see figure below). However, recent research has shown that people may be willing to walk considerably longer distances when accessing heavy rail services. Therefore, in order to encourage transit usage, safe and convenient pedestrian facilities should be provided within $\frac{1}{4}$ - to $\frac{1}{2}$ -mile of transit stops and stations, and greater distances near heavy rail stations. Note that bicyclists are often willing to ride significantly further than $\frac{1}{2}$ -mile to access rail transit stations, so safe facilities should be provided for bicycling within a larger catchment area around transit hubs.

Transit route spacing and location are important considerations for pedestrian access to transit. For example, in a city with a regular street grid pattern of streets, appropriate stop spacing can be achieved when transit routes are spaced between $\frac{1}{2}$ - to 1-mile apart. If the stops on these routes are spaced $\frac{1}{8}$ - to $\frac{1}{4}$ - mile apart, then a majority of the people in the neighborhoods served by the transit system will be within $\frac{1}{4}$ - to $\frac{1}{2}$ -mile of a transit stop.⁷⁰



B. The Effect of Motor Vehicle Speed on Pedestrian Safety

Pedestrians accessing transit stops and stations must often walk along or cross roadways that carry motor vehicle traffic. Pedestrians may feel less comfortable and safe as nearby motor vehicle speeds increase. The faster a driver is traveling, the more difficult it is to stop (see figure below).⁷¹ Larger vehicles, such as buses and trucks require even longer stopping distances.

The Parking Problem: Why Cities Overbuilt Parking Spaces

by [Lauren Palmer](#) | Sep 20, 2023 | [Land Use](#), [Transportation](#), [Urban Planning](#) | [0 comments](#)

The [Institute of Transportation Engineers](#) (ITE) was founded in 1930 with the goal “to improve mobility and safety for all transportation system users and help build smart and livable communities.” The idea behind the ITE was to help developers with roadway design, traffic management, and parking requirements. However, the ITE has created more problems, particularly when it comes to parking. For decades, the ITE recommended parking minimum requirements ill-suited for the municipalities implementing them.

The primary issue with parking recommendations from the ITE is that the studies [they](#) relied on were based on [selective data](#). For instance, in the 1987, second edition of the ITE’s *Parking Generation*, the ITE created half of their parking generation rates based on just four or fewer studies that were conducted in suburban areas. Researchers conducted these studies during times of peak parking demand and in areas where there was plenty of free parking and [little to no use of public transit](#).

This led urban planners in cities to use suburban rates to [set](#) parking requirements that were incompatible with urban environments, resulting in excessive amount of parking in some areas. This created a circular planning process [that](#) has only exacerbated issues. It goes something like this:

1. The ITE published their findings in *Parking Generation* using the selective suburban data,
2. City urban planners set parking requirements based on those findings,
3. Developers implemented those parking plans,
4. The resulting ample supply of parking drove the price of parking in specifically designated lots down to zero,
5. Because of the massive amount of land used to create these parking specifications, cities saw decreased walkability and density of facilities,
6. The sprawl, combined with the plethora of free parking options, led to increased vehicle usage,
7. The increased parking demand again validated the ITE’s findings.

And the cycle repeats. This process has, unsurprisingly, resulted in an [overabundance of parking](#). In the United States, surface parking lots alone cover more than five percent of all urban land, [representing](#) an area greater than the states of Rhode Island and Delaware combined.

To be clear, the ITE is not solely to blame. As mentioned in *Rethinking A Lot*, urban planners and policymakers frequently rely on the recommendations provided by the ITE for parking requirements without ensuring their accuracy for their respective municipalities. The ITE has an inherent authority that makes planners regard its findings as valid, precluding in planners’ minds the need for further inquiry. The use of ITE’s manuals also allow public officials to avoid [responsibility](#) for excessive parking lots.

Due to a lack of planning and engaging the proper parties involved in parking use and development, inaccurate parking demands arise. While [urban planners](#) readily observe this problem, they often fail to take the necessary steps to actually address it. Even municipalities directly contribute to the overabundance of parking by offering free spaces, which inevitably fill up quickly, and then opting to add more parking, which creates an overabundance without addressing the root problem.

Municipalities also look to other authorities, such as the [Urban Land Institute](#) (ULI) for parking guidance. However, the ULI has many of the same problems as the ITE. ULI reports have recommended an excessive amount of parking, with some ULI reports calculating a “need” for more spaces than ITE reports. Municipalities cannot blindly rely on these institutions to supply perfectly accurate data. Municipalities need to measure parking demands with the “ongoing data analysis, community assessment, and demand analysis” that is most relevant to them.

The ITE, recognizing that municipalities still rely on its findings, is also attempting to fix the situation by adapting and changing the new [Parking Generation](#) manuals. The most recent, the 2019 *Parking Generation Manual*, features land use descriptions and data plots of a variety of available land uses, time periods, and independent variables in the ITE database. The parking database is now broken up into settings that include “Multi-Use Urban” and “Center City Core,” which work to pinpoint the most relevant studies for specific cities’ needs. The goal of this manual is to help describe the relationship between parking demand and the characteristics of the individual development site.

Donald Shoup, Professor in the Department of Urban Planning at UCLA, recommends that the ITE follow in the footsteps of the British counterpart to *Trip Generation*, the “Trip Rate Information Computer System.” This system gives information about the characteristics of every surveyed site and its surroundings, which would allow municipalities to use comparable sites before making land use decisions.

Despite the empirical evidence surrounding the overabundance of parking, as well as its deleterious environmental effects, few municipalities are changing parking requirements and financiers still pass on projects that “don’t have enough parking,” even with the new ITE recommendations.

One successful technique is [shared parking](#), a parking management tool that communities can employ when setting parking requirements. Different types of land uses attract customers, workers, and visitors during different times of the day, which results in differing peak parking demand hours for the related land uses. Shared parking takes advantage of these varying demand patterns and allows adjacent land uses with complementary peak demands to share a parking lot space. This not only encourages centralized parking rather than scattered lots, but also reduces overall construction costs which could greatly benefit both municipalities and developers.

Several municipalities have [implemented shared parking](#), including **Ventura, CA** which has a zoning ordinance that permits different land uses to have shared parking because of opposite peak parking demand periods. The shared parking is allowed to satisfy one hundred percent of the minimum parking requirements for each land use. Similarly, **North Kansas City, MO**, by permit, allows a reduction of the number of parking spaces multi-use developments need to have if they have different peak parking demand periods.

Finally, in **West Hartford, CT**, the zoning code provides an alternative method of meeting parking requirements. So long as the applicant seeking to enter into a shared parking agreement can prove the lot would be convenient for all parties and would not cause traffic congestion, it can get approved. The municipality has since consolidated many parking lots down for shared use.

To truly reverse the detrimental impacts of the old ITE reports on the development of cities, urban planners and lawmakers will need to implement a multi-faceted approach. In addition to conducting their own parking studies based on the proposed uses and characteristics of the community, urban planners and lawmakers should focus on enhancing multi-modal transit and implementing shared parking. Parking minimums need to be eliminated and more parking maximums need to be developed. Focusing on the parking demands of individual development sites will help stop the cycle of creating unnecessary parking and meet parking demands in a smarter and more efficient manner.

Parking Generation— Replacing Flawed Standards with the Custom Realities of **Park+**

WHITE PAPER SERIES

May 2016



Kimley»Horn

Expect More. Experience Better.



Park+

Unlimited Parking Solutions

Introduction

For the longest time, our industry's approach to defining "How much parking?" has been relegated to the use of national parking requirement standards, either from the Institute of Transportation Engineers (ITE), Urban Land Institute (ULI), or local code requirements. Anyone who has read the workings of Donald Shoup, or more recently Richard Willson, knows the fallacy in using these sources when designing downtown or campus parking systems.

National parking requirement standards are based on outdated and under-represented data, which tend to skew wildly from the actual parking needs of a community. In my years as a parking consultant, I've very rarely completed a single downtown parking study where the peak observed parking demands consumed the majority of the total parking spaces. A study completed in Dallas a few years ago yielded some 30,000 empty parking spaces at peak. Similar results were found in Atlanta, Houston, St. Petersburg, Seattle, and the list goes on.

When communities plan downtowns based on outdated suburban design standards, we achieve the same inevitable results—empty, restricted parking areas that deaden the density, walkability, and vitality of urban areas.

The parking quantity question is always a challenging exercise, especially when we try to solve it using inaccurate data. Most times, we rely on outdated data that doesn't truly represent the real context of our downtowns. As more and more people migrate to urban areas, the dynamics of how they get around and their relationships with cars change. As such, we've seen a drastic downshift in the need to provide parking. But our planning tools have not evolved to better align with this shift.

Equally challenging is deciding how the parking characteristics in one community compares to another community. In reality, it's hard to define how one neighborhood acts compared to another. Here in Phoenix, the Roosevelt neighborhood, home to the area's up-and-coming artists and requisite "hipsters," enjoys a higher amount of transit, walking, and cycling than most other parts of the city. In turn, the overall demand for parking is lessened as area residents and patrons find other ways to access the uses within the area. In my neighborhood, you almost can't survive without the use of a car to work, shop, and play. This variability exists in every city and is the reason it's absurd to continue leaning on archaic, cookie-cutter methods to plan for parking.

This question is the central reason we created Park+ — to find a way to localize the analysis of parking demand and challenge the conventional notion that all parking demand is created the same. Within this white paper we summarize the findings of the first five years of Park+ modeling and define the dynamic nature of each community served. In our time developing, testing, and applying this model, we have encountered an incredible diversity of data and outcomes in each community. In the following sections, we'll walk through those results, as well as the more global movement afoot in our industry.



PARKING GENERATION -

Replacing Flawed Standards with the Custom Realities of Park+



Unfortunately, those data points are routinely applied in areas they should not be. I've seen exercises where entire swaths of a **downtown** are planned with these metrics, resulting in **over-built facilities**. In some cases, it's a lack of understanding of the context the development is occurring in. In other cases, it's a requirement of financial institutions that are backing a development. Whatever the cause, a better understanding of the true dynamics of a development and the area it serves produces better results.

In recent years, urban planners have begun to lean more and more on these decisions as a primary reason that downtowns and communities don't work. One of my favorite terms in the industry is the "parking crater," which was coined by the website Streetsblog and its editor Angie Schmitt. In fact, that website holds an annual March Madness tournament, with a full-on bracket to **determine** the worst parking crater of that **year**. The parking crater is a portion of a downtown that has been hollowed out by the presence of large surface parking lots. Whether these are highly or poorly utilized, they deaden a downtown, its walkability, and most **importantly** its viability.

If asked, many people would say the provision of ample parking makes our cities more desirable. But in fact, ample parking promotes single occupancy vehicle trips and impedes the ability for our communities to develop and grow. Pedestrian walkability, dense design, and connectedness are extremely important for the success of a community. Large areas of parking tend to counter these tenets and disrupt the ability for a community to work properly. This is only exacerbated by the over-provision of parking.

Clearly, something must be done...

Right-Sized Parking

Recently in the planning arm of the parking industry, we've seen a very distinct shift toward finding the right amount of parking for a downtown, campus, study area, development, etc. This movement is **aptly** dubbed the Right-Sized Parking movement. The name speaks for itself, as the intent is to determine the correct amount of parking to serve an area without over- or under-burdening area patrons.

Too much parking tends to be an expensive endeavor. In **today's** world where more and more parking is found in consolidated structures, the cost to build a single space can range from \$8,000 to \$40,000, or more. This price is astronomical and is a primary contributing reason that rents are increasing and the cost of living in urban areas is skyrocketing. In King County¹, WA, a recent study searched to find the answer to the right-size for multi-family housing parking. The result of that large-scale effort was...it depends.

¹ Visit rightsizeparking.org to learn more and to play with their awesome right-size parking calculator



PARKING GENERATION -

Replacing Flawed Standards with the Custom Realities of Park+

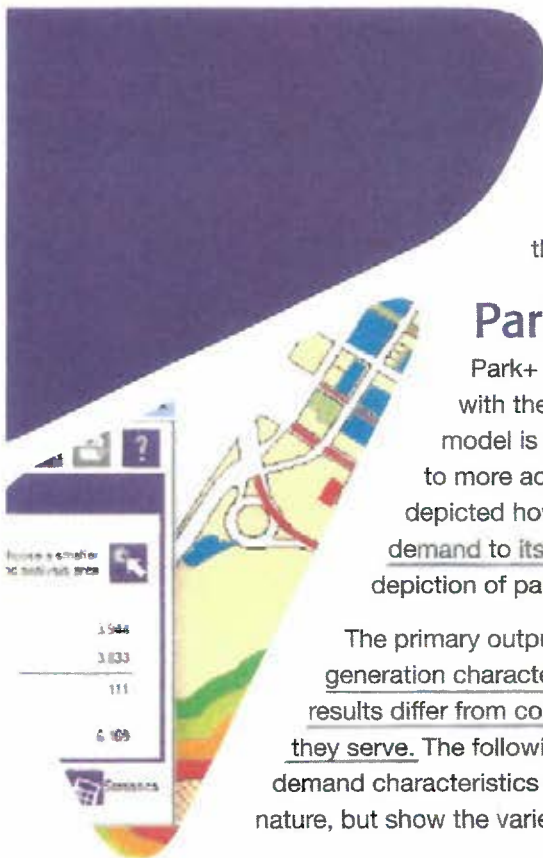


That result may seem nebulous, but in reality it's the most accurate response that could have emerged from such a study. The data indicated that a number of factors—location, access to transit, employment density, walkability, population demographics—were responsible for the parking demand characteristics of a multi-family development. In short, people tended to adapt to their environment, and their driving (and car ownership patterns) adapted right along with them.

Unfortunately, in a lot of those instances, the provision of parking did not adapt. Instead, developers continued to provide parking as if every location was the same, and the result was a high amount of underutilized parking. The data showed that in the heart of Seattle (the most urbanized area in the county), the parking demand was at or below 0.5 spaces per unit. In the far reaches of the county, the ratio was closer to 1.5 spaces per unit.

This analysis has borne some incredible outcomes. First, many developers in the King County area have begun to lessen their parking capacity as a result of this analysis, basically “right-sizing” their supply. That in and of itself is a win and would deem the effort a success. However, the study also pushed communities in the King County area to reassess their parking requirements, helping to define right-sized parking at the review level. Even more incredibly, King County transit has now begun to pursue empty parking spaces in multi-family housing complexes to serve as park-and-ride spaces for transit riders.

It's very exciting to see the results coming out of King County. They spent a tremendous amount of time and effort to collect viable data and determine how their community works. The project was well funded by the Federal Highway Administration and led by a brilliant young planner² whose mission is to prove the fallacy of poor parking planning. But how about the communities not funded by FHWA...how do they learn more about the true nature of their parking systems?



Park+ and Right-Sized Parking

Park+ —the Kimley-Horn parking scenario planning tool — was created with the intention of right-sizing parking in the communities we serve. The model is built on an algorithm that matches parking demand with land uses to more accurately depict parking behavior. Previous white papers (xxx) have depicted how this relationship works, but in simplistic terms, we match parking demand to its origin using localized data. The result is a much more accurate depiction of parking demand in the environments our models serve.

The primary output of a calibrated Park+ dataset is a unique set of parking generation characteristics that represent the dynamic nature of a community. These results differ from community to community and are a direct reflection of the areas they serve. The following tables and figures provide a representative sample of parking demand characteristics and geographic demand metrics. These are only representative in nature, but show the varied results that come from Park+ modeling exercises.

² Dan Rowe of King County Metro. If you ever meet him at a conference, engage him about parking...you won't be sorry.

Summary:

City Plan Commission recommendation regarding DCA190-002 Off-Street Parking & Loading Code Amendment

Background:

On March 20, 2025, the City Plan Commission voted to recommend the Off-Street Parking & Loading Code Amendment proposal to the City Council.

The Zoning Ordinance Advisory Committee ("ZOAC") had previously recommended removing all minimum parking requirements for all land uses citywide. The CPC debated this recommendation at five meetings from November 2024 through March 2025, voting to amend it in several ways.

Summarized proposal:

Notable updates to our current parking minimums include:

- **Transit-Oriented Development and Downtown:** No minimums for any use within ½ mile around rail stations or downtown
- **Office and retail:** No minimums for office uses and most retail
- **Industrial and Commercial:** No minimums for industrial, commercial, and business service uses except when contiguous with single-family uses
- **Single-family and duplex:** Reduced minimums for single-family and duplex uses to 1 space per dwelling unit
- **Multifamily:** Reduced minimums for multifamily uses to ½-space per dwelling unit plus guest parking, and added requirement of 1 loading space for larger multifamily
- **Bars, restaurants, and commercial amusement:** Reduced minimum for seating and sales areas to 1 space per 200 square feet, plus additional reductions
 - Bars and restaurants in buildings **under 2,500 square feet:** No minimums
- **Designated historic buildings:** No minimums for buildings designated at the city, state, or national level as historically significant, except when used as a bar, restaurant, or commercial amusement land use.
- **Places of worship under 20,000 square feet:** No minimums
- **Lower Greenville:** Parking ratios for selected uses generally will not apply to Lower Greenville areas covered by the Modified Delta Overlay MD-1.

Below is a table describing the changes in more detail.

Topic	Impact	Results (summarized)	Current code (summarized)
TOD & Downtown	Removed	No parking for any use within <ul style="list-style-type: none"> • ½-mile of light rail and streetcar stations • CA (downtown) districts 	No exception for rail proximity 1 space per 2,000 sf, with exceptions for buildings built prior to 1967 and ground-floor retail under 5,000 sf
Office uses	Removed	No minimum parking requirement	1 space per 200 or 330 square feet
Single-family & Duplex	Reduced and standardized	1 space per dwelling unit	1 space per single-family dwelling unit in R7.5(A) and R5(A) 2 spaces per dwelling unit for all other single-family and duplexes
Multifamily (parking)	Reduced	½-space per dwelling unit Graduated guest parking requirement	1 space per bedroom 0.25 guest spaces per dwelling unit
Multifamily (loading and short-term)	Added	Show plans to manage loading and short-term drop-off for any development 1 loading space required over 150 dwelling units	No loading required
Hotel (loading and short-term)	Reduced	Show plans to manage loading and short-term drop-off for any development 1 loading space required for hotels over 80 guest rooms	Graduated requirement beginning at 10,000 square feet
Bars and restaurants	Reduced	No minimum for buildings up to 2,500 sf For buildings over 2,500 sf, 1 space per 200 sf for sales and seating area (plus reductions for some storage and manufacturing area)	1 space per 100 square feet for sales and seating area Variety of lighter minimums for storage and manufacturing
Commercial amusement (bowling alleys, dance halls, etc.)	Reduced and standardized	1 space per 200 square feet	Variety of minimums per type

Industrial uses Commercial service and business uses (truck sales, medical laboratory, furniture repair, etc.)	Geography limited	Reduced minimums apply when contiguous with single-family properties; no minimums elsewhere	Minimums apply anywhere the use is permitted
Designated historic buildings	Mostly removed	No minimums, except 1 space per 200 square feet for bars, restaurants, and commercial amusement uses within 300 feet of single-family with reduction option through SUP.	No exemptions for historic buildings
Places of worship	Reduced	No minimums for places of worship less than 20,000 square feet of floor area	All places of worship are subject to parking minimums
Mixed Income Housing Density Bonus	Parking bonus reduced to zero	Zero minimum parking required when providing mixed income units	½-space per unit required when providing mixed income units
Geographic exceptions	No change for MD-1 Overlay	Properties subject to the MD-1 Modified Delta Overlay will keep minimums for selected uses.	
Design standards	Limiting driveway entrances for 1- through 4-unit residences Requiring pedestrian path through large parking lots Prohibiting surface water drainage across sidewalk surfaces Simplified loading standards Allowing parking lot entrances on any alley for any use		
Bicycle parking	Increased bicycle parking amount requirements Clarified design and locational standards		
Shared loading	Adding the opportunity for a shared loading agreement		

FILE NUMBER: BDA245-049 (BT)

BUILDING OFFICIAL'S REPORT: Application of JONATHAN VINSON for **(1)** a special exception to the parking regulations at **1201 OAK LAWN AVENUE**. This property is more fully described as Block 27/7889, part of Lot 1, and is zoned PD-621 (Subdistrict 1), which requires parking to be provided. The applicant proposes to construct and/or maintain a nonresidential structure for a restaurant without drive-in or drive-through service use an Office use, and an Office/Showroom use and provide 73 of the required 135 parking spaces, which will require **(1)** a 62-space special exception (45.9 % reduction) to the parking regulation.

LOCATION: 1201 Oak Lawn Avenue

APPLICANT: Jonathan Vinson

REQUEST:

(1) Special Exception to the parking regulations.

STANDARD FOR A SPECIAL EXCEPTION TO THE OFF-STREET PARKING REGULATIONS:

SEC 51P-621.110(b)(2) States that the board may grant a special exception of up to 50 percent of the required off-street parking upon the findings and considerations listed in **SEC 51A-4.311** minus the number of parking spaces currently not provided due to delta credits, as defined in **SEC 51A-4.704(b)(4)(A)**. The board of adjustment may impose conditions on the special exception. **SEC 51A-3.111(a)** of the Dallas Development Code specifies that the board may grant a special exception to authorize a reduction in the number of off-street parking spaces required under this article if the board finds, after a public hearing, **that the parking demand generated by the use does not warrant the number of off-street parking spaces required, and the special exception would not create a traffic hazard or increase traffic congestion on adjacent or nearby streets.**

STAFF RECOMMENDATION:

Special Exceptions (1):

No staff recommendation is made on this request.

BACKGROUND INFORMATION:

Zoning:

Site: PD-621 (Subdistrict 1)
North: PD-621 (Subdistrict 1)
East: PD-621 (Subdistrict 1)
South: PD-621 (Subdistrict 1)
West: PD-621 (Subdistrict 1)

Land Use:

The subject site is developed with Office Showroom/Warehouse and Restaurant without drive-in or drive-through service uses. The areas to the north, south, east, and west are developed with various uses such as but not limited to Motor vehicle fueling station, Personal Service, Office Showroom/Warehouse, and Restaurant without drive-in or drive-through service.

BDA History:

No BDA history found within the last 5 years

GENERAL FACTS/STAFF ANALYSIS:

- The application of Jonathan Vinson for the property located at 1201 Oak Lawn Avenue focuses on one request relating to the parking regulations.
- The proposed request of a 62-space special exception (45.9 percent reduction) is made to construct and/or maintain a nonresidential structure.
- The subject site lot size is 78,878.29 square feet.
- The existing building footprint is 39,750 square feet (50.39 percent lot coverage)
- PD-621 (Subdistrict 1) requires the following parking ratio per specified use:
 - 1 parking space per 105 square feet of floor area for restaurant without drive-in or drive-through service ($12,600 / 105 = 120$).
 - 1 parking space per 1100 square feet of floor area for Office/Showroom Warehouse up to 20,000 square feet floor area ($20,000 / 1100 = 18.18$).
 - 1 parking space per 4100 square feet of floor area for Office/Showroom Warehouse above 20,000 square feet floor area ($7,150 / 4100 = 1.74$).
- Additionally, a parking agreement is required for calculating adjusted standard parking requirements.
- Granting the proposed 62-space special exception (45.9 percent reduction) to the parking regulations with a condition that the applicant complies with the most recently submitted site plan, would require the proposal to be constructed as shown on the submitted documents.
- 200' Radius Video: [BDA245-049 at 1201 Oak Lawn Ave](#)

Timeline:

April 16, 2025:	The applicant submitted an "Application/Appeal to the Board of Adjustment" and related documents which have been included as part of this case report.
March 5, 2025:	The Board of Adjustment Secretary assigned this case to Board of Adjustment Panel A.

March 14, 2025: Planning and Development Department Senior Planner emailed the applicant the following information:

- an attachment that provided the public hearing date and panel that will consider the application; the March 21, 2025, deadline to submit additional evidence for staff to factor into their analysis; and April 4, 2025, deadline to submit additional evidence to be incorporated into the board's docket materials.
- the criteria/standard that the board will use in their decision to approve or deny the request; and
- the Board of Adjustment Working Rules of Procedure pertaining to documentary evidence.

March 25, 2025: The Board of Adjustment staff review team meeting was held regarding this request and other requests scheduled for the April public hearings. Review team members in attendance included: The Board of Adjustment Chief Planner/Board Administrator, the Board of Adjustment Senior Planner, Project Coordinator, Board Secretary, Conservation District Chief Planner, Chief Arborists, Zoning Senior Planner and Transportation Engineer.

March 25, 2025: The applicant provided revised Shared Parking Chart.

April 4, 2025: The applicant provided additional documentary evidence.

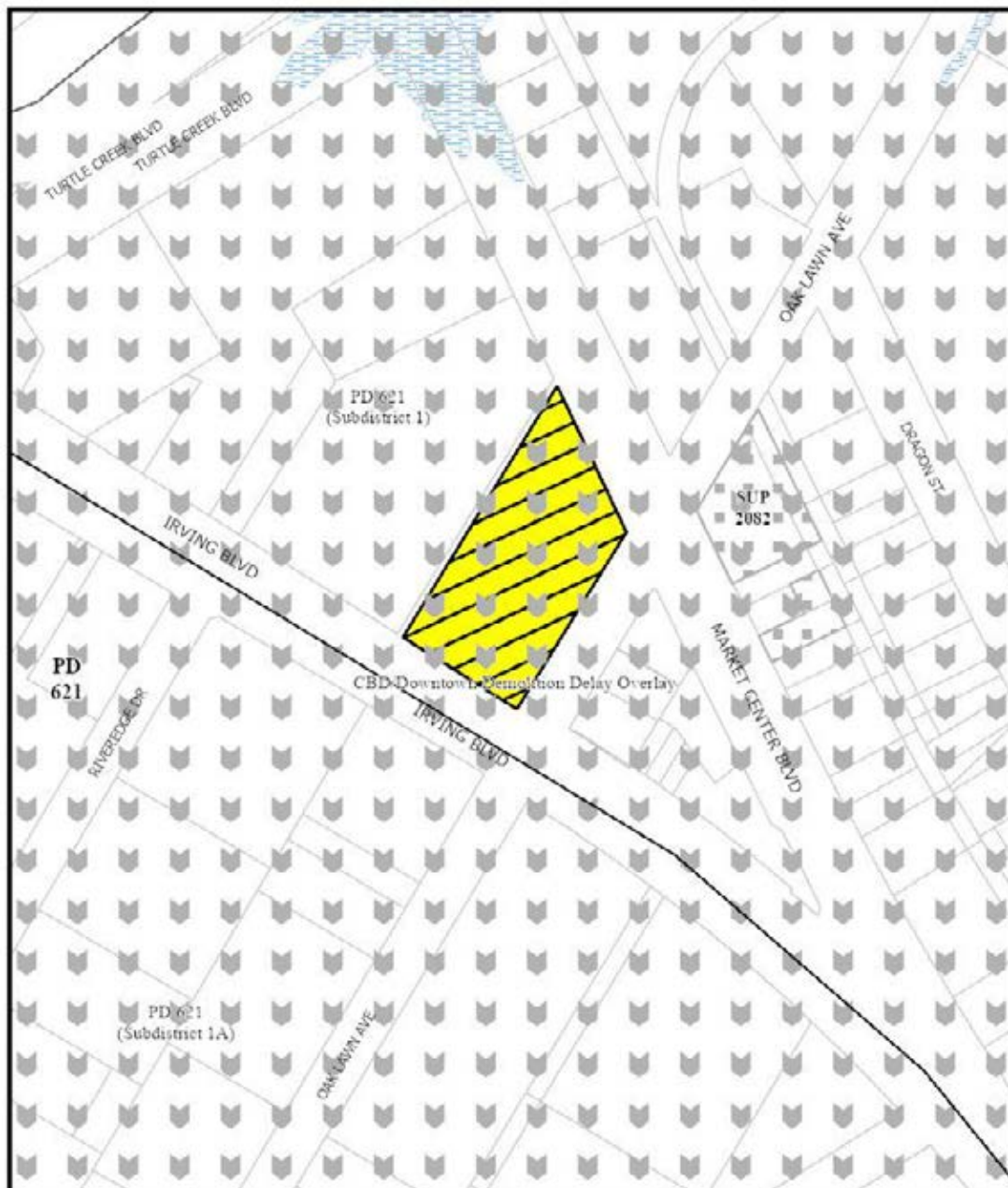


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AERIAL MAP

Case no: **BDA245-049**

Date: **03/06/2025**



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ZONING MAP

Case no: **BDA245-049**

Date: **03/06/2025**



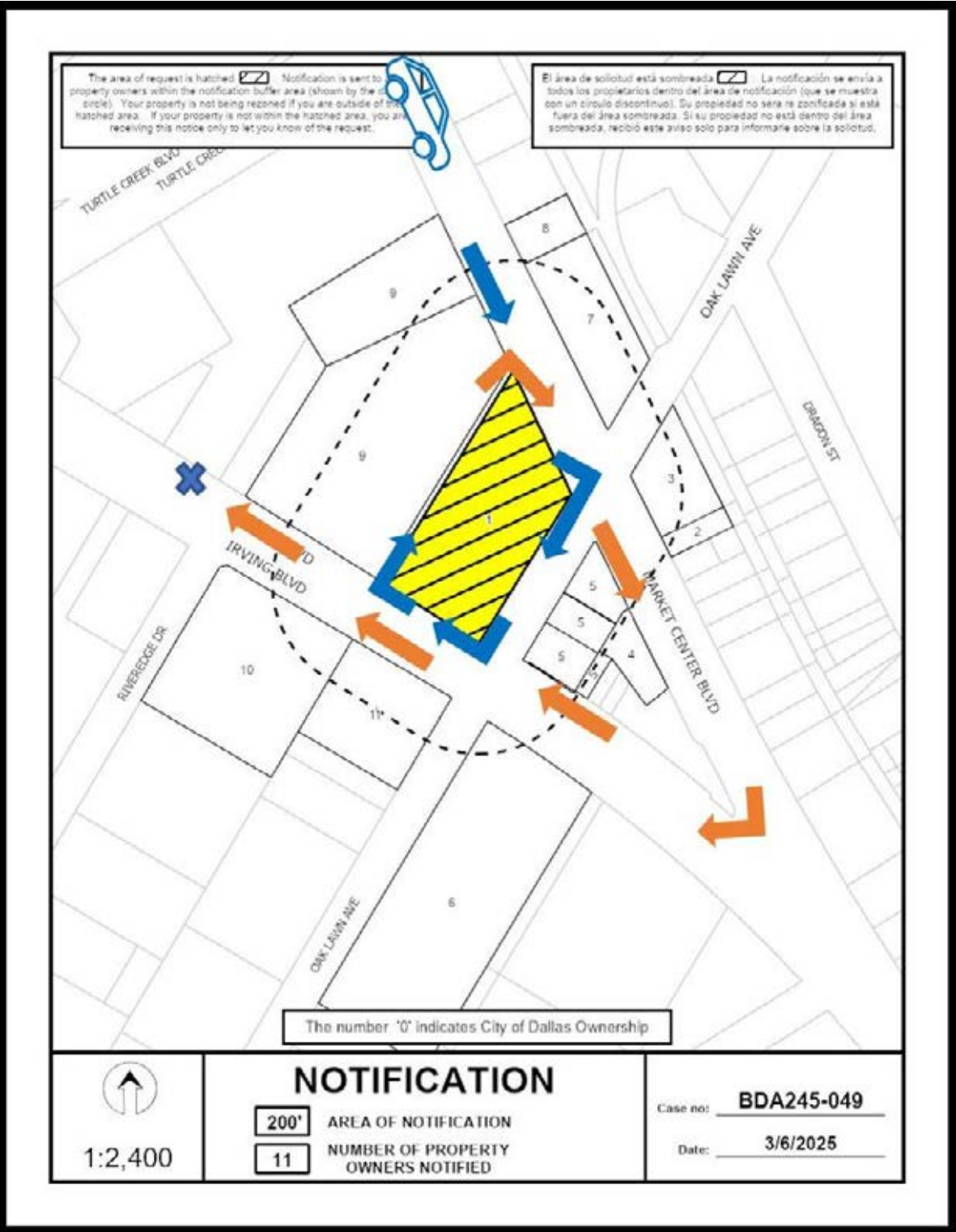
Notification List of Property Owners

BDA245-049

11 Property Owners Notified

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
1	1201 OAK LAWN AVE	DDD PORTFOLIO HOLDINGS LLC
2	1632 MARKET CENTER BLVD	1632 MARKET CENTER LLC
3	1634 MARKET CENTER BLVD	1634 MARKET CENTER LLC
4	1617 MARKET CENTER BLVD	CONSTANCE TRINITY TRIANGLE LTD
5	1639 MARKET CENTER BLVD	CONSTANCE TRINITY TRIANGLE LTD
6	180 OAK LAWN AVE	JLK LTD
7	1301 OAK LAWN AVE	1301 OAK LAWN AVE LLC
8	1804 MARKET CENTER BLVD	AD SALUTEM INC
9	1715 MARKET CENTER BLVD	MARKET CENTER BOULEVARD
10	1729 IRVING BLVD	WKP1729 LLC
11	175 OAK LAWN AVE	O & S REALTY LLC

200' Radius Route Map



NOTICE OF PUBLIC HEARING

BOARD OF ADJUSTMENT OF THE CITY OF DALLAS (PANEL A)

NOTICE IS HEREBY GIVEN that the **BOARD OF ADJUSTMENT OF THE CITY OF DALLAS (PANEL A)** will hold a hearing as follows:

DATE: **TUESDAY, APRIL 15, 2025**

BRIEFING: **10:30 a.m. via Videoconference and in 6EN COUNCIL CHAMBERS** at Dallas City Hall, 1500 Marilla Street <https://bit.ly/boa0415A>

HEARING: **1:00 p.m. Videoconference and in 6EN COUNCIL CHAMBERS** at Dallas City Hall, 1500 Marilla Street <https://bit.ly/boa0415A>

The purpose of the hearing is to consider the following appeal(s) now pending before the Board of Adjustment:

BDA245-049(BT) Application of Jonathan Vinson for **(1)** a special exception to the parking regulations at **1201 OAK LAWN AVENUE**. This property is more fully described as Block 27/7889, part of lot 1ot 1, and is zoned PD 621 Subdistrict 1, which requires parking to be provided. The applicant proposes to construct and/or maintain a nonresidential structure for a restaurant without drive-in or drive-through service use, an Office use, and an office/Showroom use and provide 73 of the required 135 parking spaces, which will require **(1)** a 62-space special exception (45.9% reduction) to the parking regulation.

You have received this notice because you own property within 200 feet of the above property. You may be interested in attending the Board of Adjustment hearing to express your support for or opposition to the application. You may also contact the Board of Adjustment by email to BDAreply@dallas.gov. Letters will be accepted until 9:00 am the day of the hearing. If you are unable to attend the hearing. If you choose to respond, it is important that you let the Board know your reasons for being in favor of or in opposition to the application. The Board members are very interested in your opinion.

Note: Any materials (such as plans, elevations, etc.) included within this notice may be subject to change.

The Board of Adjustment hearing will be held by videoconference and at 6EN Council Chambers. Individuals who wish to speak in accordance with the Board of Adjustment Rules of Procedure **by joining the meeting virtually**, must register online at <https://bit.ly/BDA-A-Register> **by the 5 p.m. on Monday, April 14, 2025. All virtual speakers will be required to show their video in order to address the board. In Person speakers can register at the hearing.** Public Affairs and Outreach will also stream the public hearing on Spectrum Cable Channel 96 or 99; and bit.ly/cityofdallastv or YouTube.com/CityofDallasCityHall.

Speakers at the meeting are allowed a maximum of five (5) minutes to address the Board.

Additional information regarding the application may be obtained by calling Bryant Thompson, Senior Planner (214) 948-4502, or Mary Williams, Board Secretary at (214) 670-4127. Si desea información en español, favor de llamar al teléfono a Mary Williams al (214) 670-4127.

Board of Adjustment
Planning and Development Department
1500 Marilla Street 5CN, Dallas TX 75201

PLEASE SEND REPLIES TO:

BDAreply@dallas.gov

Letters will be received until 9:00
am the day of the hearing.

PLEASE REGISTER AT:

<https://bit.ly/BDA-A-Register>



Development Services

"TOGETHER WE ARE BUILDING A SAFE AND UNITED DALLAS"

APPLICATION/APEAL TO THE BOARD OF ADJUSTMENT

Case No.: BDA

245-049

FEB 25 2025

Data Relative to Subject Property:

Date:

FOR OFFICE USE ONLY

Location address: 1201 Oak Lawn Avenue Zoning District: PD 621 Subdistrict 1

Lot No.: 1 Block No.: 27/7889 Acreage: 1.789 ac Census Tract: 100.03

Street Frontage (in Feet): 1) 205.07 2) 314.42 3) 243.88 4) 5)

To the Honorable Board of Adjustment:

Owner of Property (per Warranty Deed): DDD Portfolio Holdings LLC

Applicant: Jonathan Vinson, Jackson Walker LLP Telephone: 214-953-5941

Mailing Address: 2323 Ross Avenue, Ste. 600 Zip Code: 75201

E-mail Address: jvinson@jw.com

Represented by: Jonathan Vinson, Jackson Walker LLP Telephone: 214-953-5941

Mailing Address: 2323 Ross Avenue, Ste. 600 Zip Code: 75201

E-mail Address: jvinson@jw.com

Affirm that an appeal has been made for a Variance __, or Special Exception ☒ of parking regulations for various uses, in accordance with PD 621 Section 51P-621-110(b)(2)(D).

Application is made to the Board of Adjustment, in accordance with the provisions of the Dallas Development Code, to Grant the described appeal for the following reason:

This application requests a Special Exception for a 50% reduction in the off-street parking requirements for various uses on the property; that is to provide 73 parking spaces of the required 145 parking spaces based on office/showroom and restaurant uses. In accordance with Planned Development District No. 621, Section 51P-621.110(b)(2)(D), and Section 51A-4.311(a)(1) of the Dallas Development Code, the parking demand generated by the various uses does not warrant the number of off-street parking spaces required, and the proposed special exception will not create a traffic hazard or increase traffic congestion on adjacent or nearby streets.

Note to Applicant: If the appeal requested in this application is granted by the Board of Adjustment, a permit must be applied for within 180 days of the date of the final action of the Board, unless the Board specifically grants a longer period.

Affidavit

Before me the undersigned on this day personally appeared

JONATHAN G. VINSON

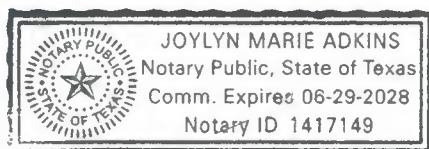
(Affiant/Applicant's name printed)

who on (his/her) oath certifies that the above statements are true and correct to his/her best knowledge and that he/she is the owner/or principal/or authorized representative of the subject property

Respectfully submitted:

Jonathan G. Vinson
(Affiant/Applicant's signature)

Subscribed and sworn to before me this 24th day of February, 2025



Joylyn Marie Adkins
Notary Public in and for Dallas County, Texas



Appeal number: BDA 245-049

I, DDD Portfolio Holdings LLC, Owner of the subject property
(Owner or "Grantee" of property as it appears on the Warranty Deed)

at: 1201 Oak Lawn Avenue
(Address of property as stated on application)

Authorize: Jonathan Vinson, Jackson Walker LLP
(Applicant's name as stated on application)

To pursue an appeal to the City of Dallas Zoning Board of Adjustment for the following request(s)

 Variance (specify below)

 X Special Exception (specify below)

 Other Appeal (specify below)
Specify: This application requests a Special Exception for a 50% reduction in the off-street parking requirements for various uses on the property; that is, to provide 73 parking spaces of the required 145 parking spaces based on office/showroom and restaurant uses. In accordance with Planned Development District No. 621, Section 51P-621.110(b)(2)(D), and Section 51A-4.311(a)(1) of the Dallas Development Code, the parking demand generated by the various uses does not warrant the number of off-street parking spaces required, and the proposed special exception will not create a traffic hazard or increase traffic congestion on adjacent or nearby streets.

Vipin Nambiar
Print name of property owner or registered agent

[Signature]
Signature of property owner or registered agent

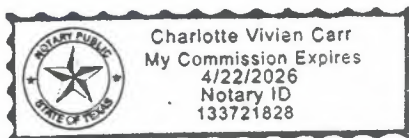
agent Date 9/24/24

Before me, the undersigned, on this day personally appeared Vipin Nambiar

Who on his/her oath certifies that the above statements are true and correct to his/her best

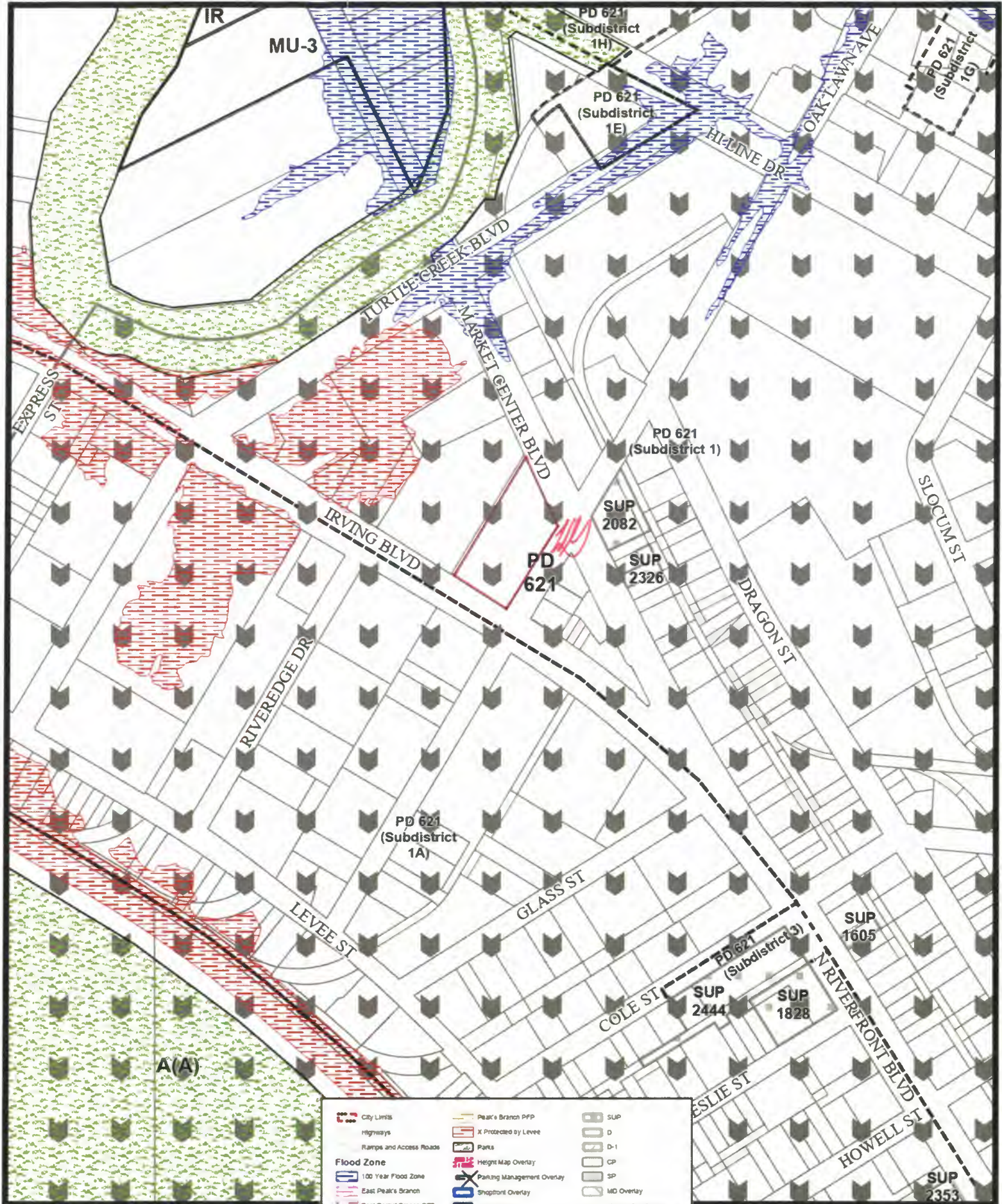
knowledge. Subscribed and sworn to before me this 24th day of

September, 2024



Charlotte V Carr
Notary Public for Dallas County,
Texas

Commission expires on 4/22/2026



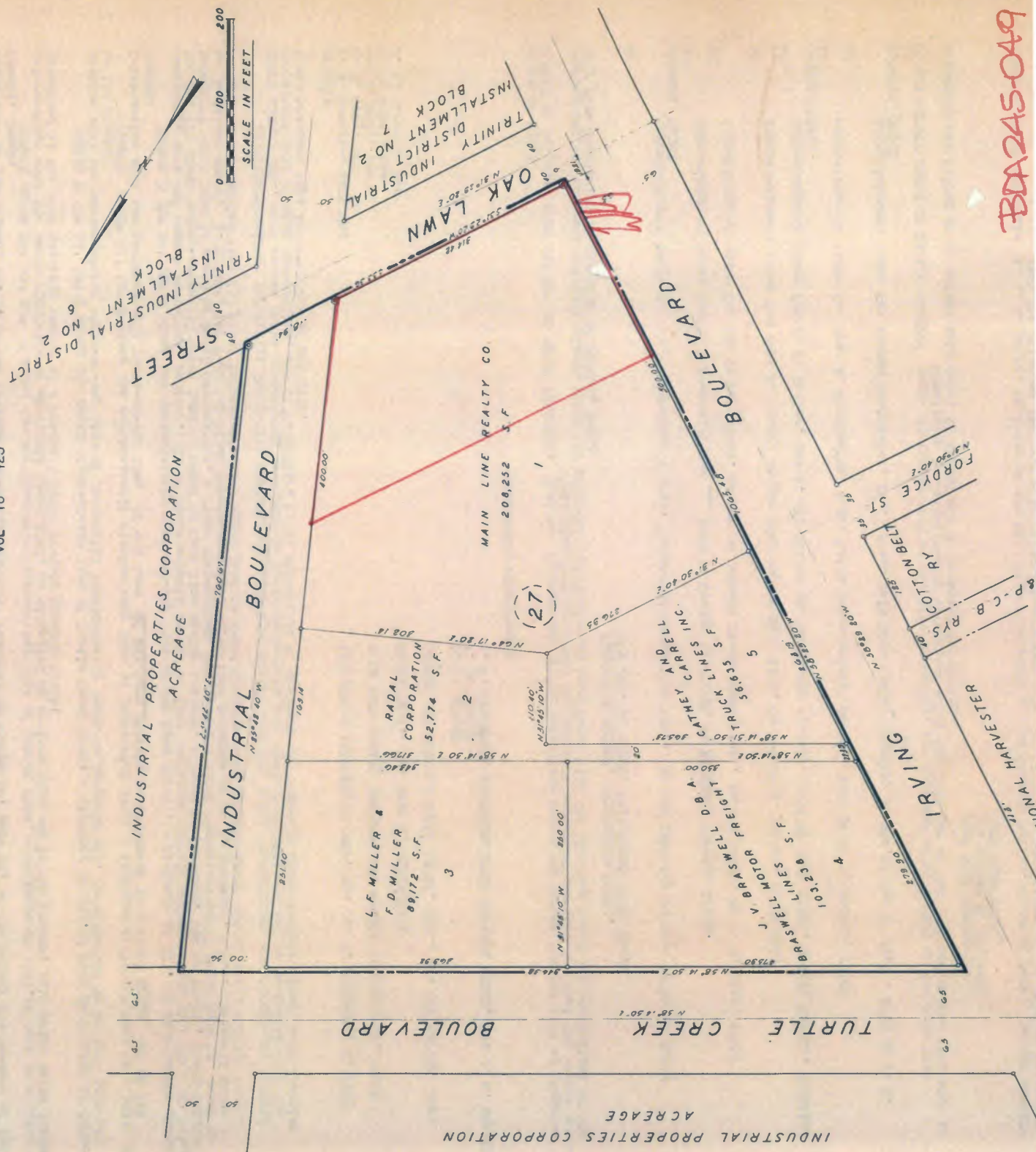
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City Limits	Peak's Branch PFP	SUP
Highways	X Protected by Levee	D
Ramps and Access Roads	Parks	D-1
Flood Zone	Height Map Overlay	CP
100 Year Flood Zone	Parking Management Overlay	SP
East Peak's Branch	Shoptown Overlay	MD Overlay
East Peak's Branch PFP	Base Zoning	Historic Subdistricts
Floodway	PD 183 Oak Lawn	Historic Overlay
Mill Creek	Dallas Environmental Corridor	CD Subdistricts
Mill Creek PFP	ODD Overlay	PD Subdistricts
Peak's Branch	Dead Restrictions	PDS Subdistricts
		NSO Subdistricts

(27) BLOCK NUMBER
2 LOT NUMBER

AN ADDITION IN THE COUNTY OF DALLAS, TEXAS
FORREST AND COTTON
CONSULTING ENGINEERS
FILED SEPT 20 1950
DALLAS, TEXAS
OCTOBER, 1949
VOL 16 - 125

BA245-049



MEMORANDUM

To: David Nevarez, P.E., PTOE, CFM
Transportation Development Services
City of Dallas

From: Lloyd Denman, P.E., CFM
Consult LD, LLC
Registered Firm F-23598

Date: February 5, 2025

Subject: **Parking Study and Analysis for 1201 Oak Lawn**



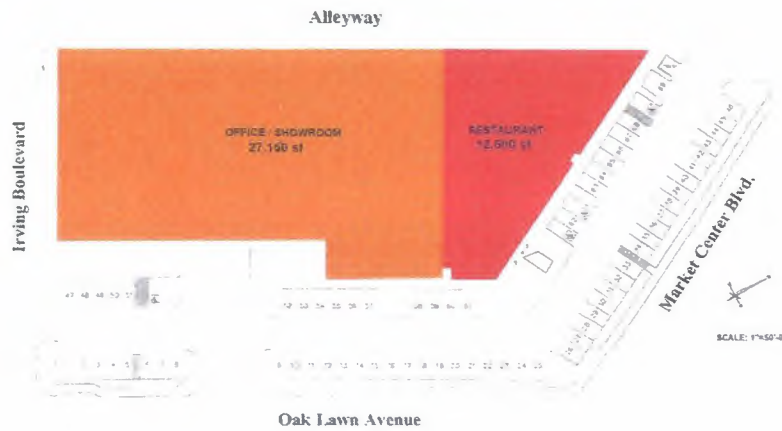
Introduction

1201 Oak Lawn is located on the west side of Oak Lawn between Market Center Blvd. and Irving Blvd. The property is zoned PD 621, Subdistrict 1, and is in the area known as the Dallas Design District. HN Capital Partners owns 1201 Oak Lawn along with fifteen other Design District properties. HN Capital intends to revitalize the 1201 Oak Lawn site by re-purposing some of the existing building space to additional Restaurant use that will better utilize and balance the existing building and its existing parking. The introduction of some additional Restaurant use is intended to be neighborhood friendly and hospitality centric for the Design District as a whole. The existing site consists of one irregular rectangle shaped building with a total of approximately 40,000 square feet of single-story space and 73 available parking spaces. (See **EXHIBIT 1 – Site Plan**) The new owner would like to utilize the allowances provided within PD 621 to reduce the required parking to be more efficient and balanced with best uses for the site and current neighborhood transportation trends. Parking observations made at a similar site adjacent to the east in October of 2024 are presented below along with additional justifications for this parking reduction request as provided by the PD.

Proposed Uses and City of Dallas Code Requirements for Parking

The City of Dallas Development Code requires minimum parking associated with different land use types. PD 621 specifically allows “shared parking” to be considered as a percentage reduction of the required minimum parking for certain mixed uses. Note that the proposed use mix for this 1201 Oak Lawn site would be the maximum planned space for utilization of Restaurant that may not actually all be transitioned or leased in the proposed manner but is meant to represent what would be the densest parking use mix. **The calculated maximum parking for the proposed mix of uses is 145 spaces per City Code** without the “Shared Parking Reduction”. (See **EXHIBIT 2 – Proposed Use Parking Chart**) Note that the **existing parking layout of 73 spaces** is adequate for the morning and afternoon times of day per Code to accommodate the maximum proposed mix of uses when applying the “Shared Parking Reduction” table within PD 621.

EXHIBIT 1 – Site Plan



1201 Oak Lawn Avenue
Parking Spaces

Parking Counts
69 Regular Spaces
4 Handicap Spaces
73 Total Parking Spaces

This site plan shows the existing 73 parking spaces and the ultimate proposed uses for the existing building. The restaurant use will be valet parked. The existing restaurant use is 3250 square feet and may incrementally expand up to the requested maximum of 12,600 square feet.

EXHIBIT 2 – Proposed Use Parking Chart

1201 OAK LAWN						
Street No.	Street Name	Land Use	SQ FT	Parking Ratio	Required Parking	Total Parking Provided
1201	Oak Lawn	Office/Showroom	27,150	1sp/1110 SF	25	
1201	Oak Lawn	Restaurant	12,600	1sp/105 SF	120	
			39,750		145	73

Note that the bulk of the parking demand is for the Restaurant use which typically peaks during weekend evenings. The restaurant use will be valet parked. The Office/Showroom use has plenty of daytime parking and is typically closed during the evenings.

PD 621 Allowance for Parking Reductions and the Owner's Request

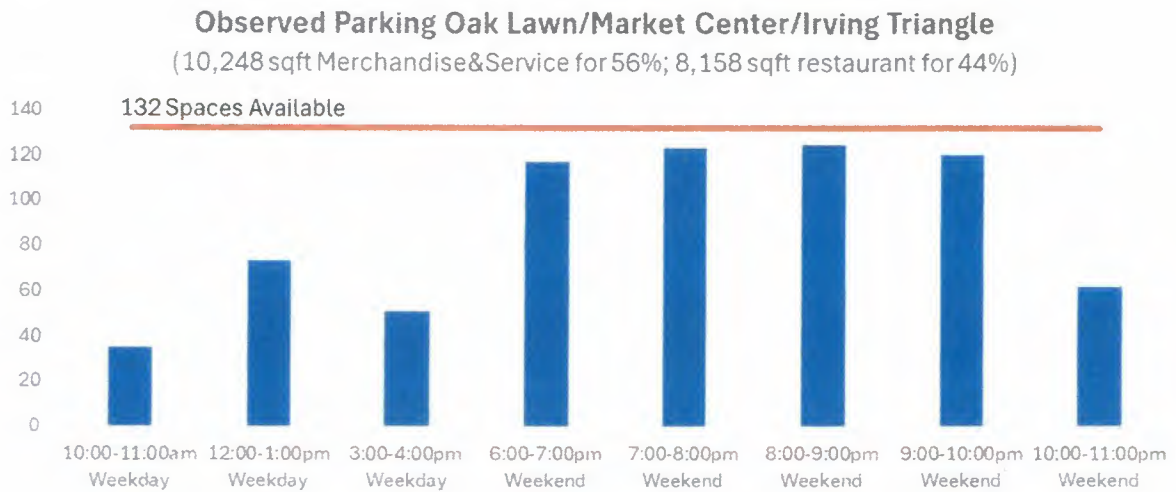
The creators of PD 621 utilized good foresight for the zoning regulations back in 2002 realizing that the old parking minimums required for certain defined uses are not “one-size fits all”. (See **APPENDIX** Articles on Parking) PD 621 allows for the accommodation of denser urban living that is less “car-centric” and the consideration of alternative modes of transportation that help reduce the need for parking. Specifically, the PD allows for “a special exception of up to 50 percent of the required off-street parking” to help “right-size” parking for dense urban projects. **HN Capital would like to follow the PD 621 allowance language and request a reduction of 50% in parking requirements from the calculated requirement of 145 spaces to utilize the currently provided 73 spaces.** Local observed parking data and recent mobility trends support the request as detailed below. Also, HN Capital is will seek out nearby properties to determine if remote valet agreements may be reached to provide overflow parking should it be needed. HN Capital also owns other nearby properties that could provide evening overflow parking should it be needed.

1212 Oak Lawn and 1617 Market Center Blvd (Pie Tap and Town Hearth) Observed Parking Data (Oak Lawn/Market Center/Irving Blvd Triangle)

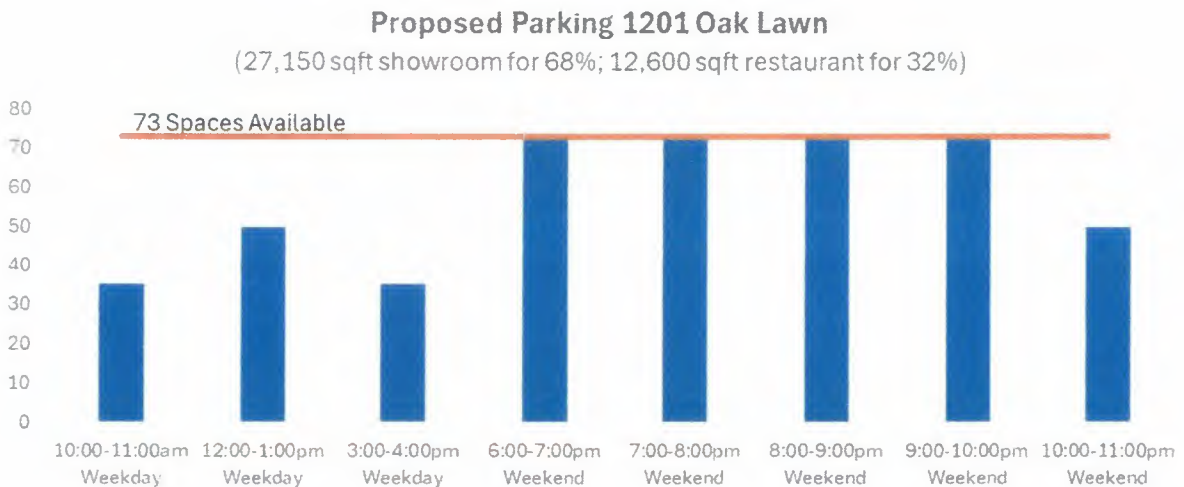
Exhibit 3, on the next page, illustrates observed parking during peak use times in October of 2024 for 1212 Oak Lawn and 1617 Market Center, a triangular shaped property, which has the Pie Tap and Town Hearth restaurants. The exhibit is annotated with comments about the observed parking data and what is proposed.

It is evident from the observed data that the adjacent Oak Lawn Triangle property is able to support two restaurants with its available parking and with the use of valet. It was observed while counting, and confirmed by the restaurant valet manager, that employee parking occupied a significant number of the available interior parking spaces (15% or more). It is recommended to consider more efficiently managing employee parking to provide more patron parking when needed. The Design District encourages a comprehensive neighborhood approach for all the property owners to work and cooperate together for mutual benefit. Note that adjacent properties with different owners have supported one another in parking reduction requests. (See **APPENDIX** mutual letters of support) This illustrates the synergistic goal of mutual benefit throughout the greater Design District. Granting this request would not adversely affect neighboring property since parking is already prohibited along Oak Lawn. There is also potential for “relief valve” parking available should the internal parking be exceeded by utilizing the surface parking lots on nearby properties. The proposed mix of uses for this existing site will be able to successfully accommodate parking demand for the higher percentage restaurant use without adversely impacting neighboring properties or the public streets. Utilizing valet service for the restaurant use helps ensure that parking needs are sufficiently and efficiently met.

EXHIBIT 3 – 1201 Oak Lawn: OBSERVED PARKING NEXT DOOR AND PROPOSED PARKING



Note that the Oak Lawn Triangle property with two restaurants, Pie Tap and Town Hearth, makes it work with the 132 parking spaces available. The valet manager said if the parking spaces ever happen to temporarily fill up the restaurant has a “relief agreement” with the property to the south which helps keep the valet parking operation smooth and consistent.



The proposed mix of uses intends to fill the available parking during the weekend evening peaks for Restaurant use. There is adequate parking available to satisfy the City Code during mornings and afternoons for the Office and Showroom uses. The use of valet and alternative transportation modes can offset the evening restaurant peaks. Note that HN Capital will seek or provide on its own properties “relief valve” parking agreements that could be utilized for any overflow parking should it occur. As the owner of sixteen properties in the Design District, HN Capital is incentivized to balance and “right size” parking so that everyone benefits.

Walkability and Alternative Modes of Transportation

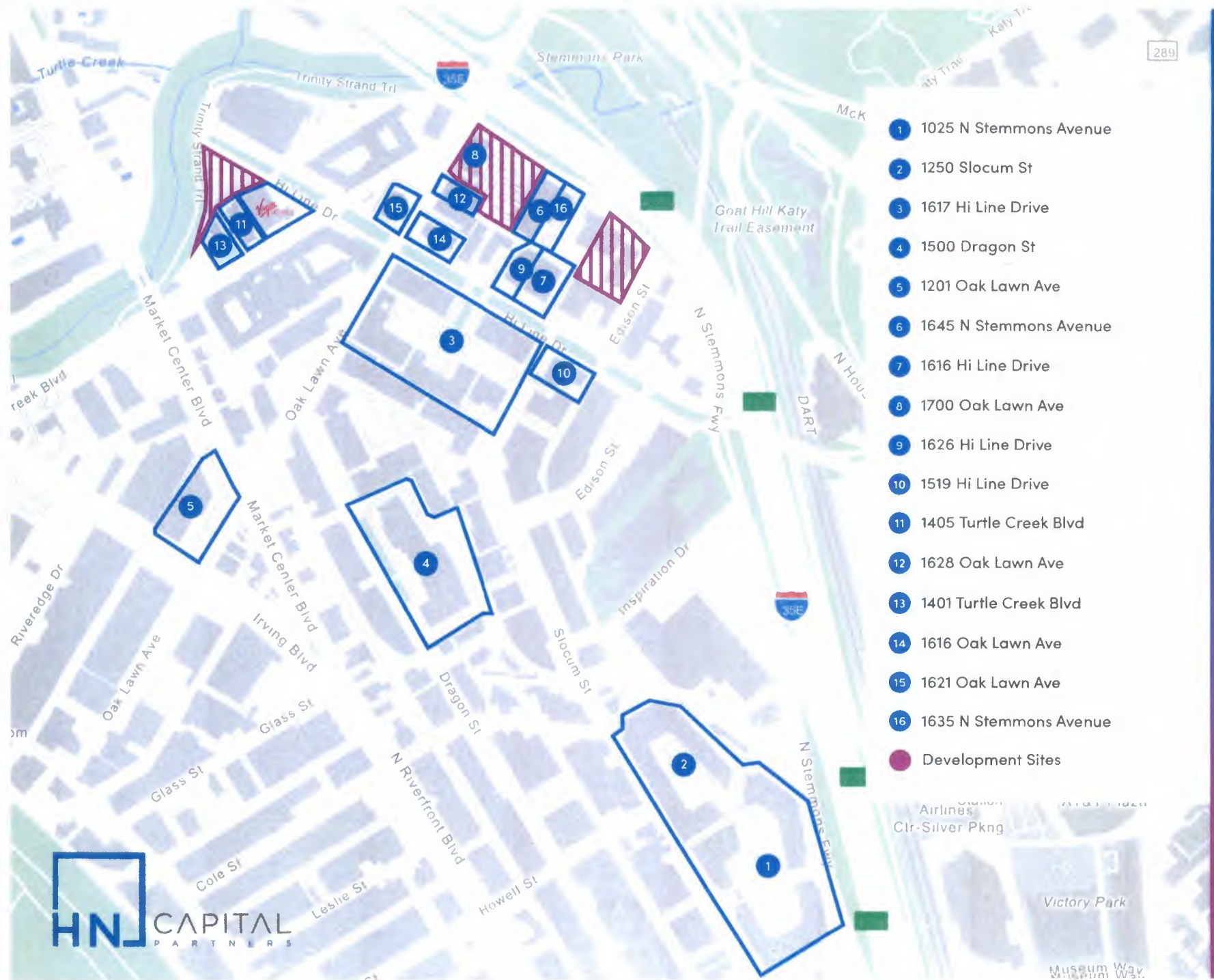
The parking reduction request is also supported by a walkability analysis of nearby residential units and current urban trend uses of alternative modes of transportation like walking, bicycling, and Uber/Alto. (See **APPENDIX** Walkability Study.) Note that the City of Dallas is currently considering eliminating parking requirements for some areas and uses. Although an elimination of parking requirements by the City of Dallas would not directly affect 1201 Oak Lawn since the parking already exists and the property is located within PD 621, it is still an indication that the old parking requirement ratios are excessive for dense urban living situations and with the newer alternative modes of transportation readily available.

Conclusion

Based on: (1) the observed parking data for similar uses adjacent to the site, (2) the allowances for parking reductions written into PD 621, (3) the utilization of valet to most efficiently park the site, (4) the potential for “relief valve” parking spaces in nearby surface parking lots for the overall benefit of the Design District, and (5) the current trends of more mobility choices and more dense urban living that together reduce the need for parking; **it is recommended that the existing 73 parking spaces for the current 1201 Oak Lawn site will be adequate to serve the proposed mix of Restaurant and Office/Showroom uses.** Furthermore, if the parking demand were to consistently exceed the 73 spaces provided and beyond what valet can accommodate, the greater risk would be loss of business to the site rather than any obstruction of the public right-of-way or creation of a traffic hazard since parking is internal to the site and is currently prohibited along Oak Lawn, Market Center, and Irving Blvd. The accommodation of shared parking, Uber/Alto and similar ride shares including the Virgin Hotel shuttle service, availability of pedestrian and bicycle trails, availability of remote parking lots within a ten minute walk, and the presence of newer dense inner-city residential developments that currently include 2000+ units within a ten minute walk of the subject site have all convened at this time to help reduce the need for parking and support the proposed mix of uses for 1201 Oak Lawn. The proposed plan to revitalize and repurpose the existing building of 1201 Oak Lawn and utilize the existing parking within the allowances of PD 621 will provide mutual benefits to the property owner/operator, the neighborhood, and the City of Dallas. “Right-sizing” or “right-mixing” the proposed uses of this existing building to more fully utilize the existing internal parking to its potential will not create a traffic hazard or increase traffic congestion on adjacent or nearby streets. No spillover effect of traffic or parked cars is expected to occur since valet parking will be available.

APPENDIX

- HN Capital Property Ownership Map within the Design District
- Mutual letters of support for Parking Reductions
- Walkability Study within a five to ten-minute walking distance of 1201 Oak Lawn
- Annotated Articles: “The Parking Problem – Why Cities Overbuilt Parking Spaces” 9-30-2023
“Parking Generation... Park +” by Kimley-Horn May 2016



February 5, 2025

Dr. Kameka Miller-Hoskins, Chief Planner
Zoning Board of Adjustment
City of Dallas
1500 Marilla Room 5CN
Dallas, TX 75201

Via email

RE: Pending applications at 1616 and 1626 Hi Line; 1617 Hi Line; and 1201 Oak Lawn Avenue

Dear Dr. Miller-Hoskins,

Please accept this support letter for the parking reduction requests at 1616 and 1626 Hi Line, 1617 Hi Line, and 1201 Oak Lawn Avenue. We understand they are separate requests intended for consideration in April 2025; our support applies to each request. The applicant, HN Capital, and their representatives have shared with us their request and plans for improving their property. As adjacent commercial property owners, we believe that their parking reduction request will benefit this area of the Design District.

We support the parking reductions requested for several reasons. HN Capital has successfully managed their properties in this area to bring valuable tenants and businesses to the Design District. As this area of the Design District has benefitted from the recent city investments in infrastructure, these improvements for sidewalks, streetscapes, and a hike/bike trail that connects to Victory Park/Downtown increase and enhance mobility options for visitors and residents. New developments and remodels have included a mix of land uses that are creating a dynamic neighborhood, as intended by the PD 621 Old Trinity Design District Special Purpose District zoning. We also understand the City of Dallas is considering Development Code revisions to the off-street parking requirements to align with current parking demand trends and promote use of other transportation options.

The proposed parking reductions are supported by a professional engineering analysis of the parking demand for these properties and the ability of HN Capital to manage the parking needs on their properties for the success of their tenants. We believe the requested reductions are reasonable and support the shared goal of continued improvement, adaptive reuse, and quality development of the Design District.

Sincerely,

Shyam Patel – Asana Partners
1444 Oak Lawn, LP

Jonathan G. Vinson
(214) 953-5941 (Direct Dial)
(214) 661-6809 (Direct Fax)
jvinson@jw.com

August 16, 2024

Via Email

Ms. Cambria Jordan, CFM, MBA, PMP, Senior Planner
Zoning Board of Adjustment
City of Dallas
1500 Marilla Street, Room 5BN
Dallas, Texas 75201

Re: BDA234-091; 1444 Oak Lawn Avenue.

Dear Ms. Jordan:

Our firm represents HN Capital, which is the largest property owner in the Design District. HN Capital is pleased to be part of the ongoing success of the District, and we look forward to even more success for the entire District in the future. This letter is to express our *support* for the off-street parking special exception request being made under BDA234-091 at 1444 Oak Lawn Avenue, for the following reasons.

When the City first approved P.D. 621 in 2002, it was not completely certain that the P.D. would work for its intended purposes. The City deserves credit for getting the P.D. right for the most part and achieving its purpose of fostering in-context adaptive reuse in the Design District with, of course, some appropriate new development.

Part of the success of P.D. 621, we believe, is due to the P.D. having loosened somewhat the strict requirements for off-street parking found in other parts of the City. This is very appropriate and necessary for the adaptive reuse of existing buildings, and actually helps preserve those buildings and the larger context of the District. This is good place-making and supports the District's overall success.

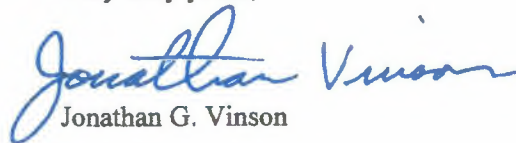
However, since the adoption of P.D. 621, the world has changed even more with regard to parking demand. The reduction in office usage, the advent of ride-sharing, and the greater walkability of the District have all contributed to this. Continuing to adhere to off-street parking ratios which date back in some cases to 1965, or even before, fails to recognize the change in parking demand in 2024.

In fact, the City itself is in the middle of processing Development Code amendments to reduce off-street parking requirements to align more with current demand. For many reasons, the current off-street parking requirements in P.D. 621, and elsewhere in the City, are obsolete and should be reduced.

41476708v.1

We support reasonable and evidence-based, data-driven reductions in parking requirements where appropriate, in particular in P.D. 621, where such reductions will support continued adaptive reuse and quality development and placemaking, and we believe that to be the case with this request. We respectfully ask that you approve the applicant's request in this case. Thank you.

Very truly yours,



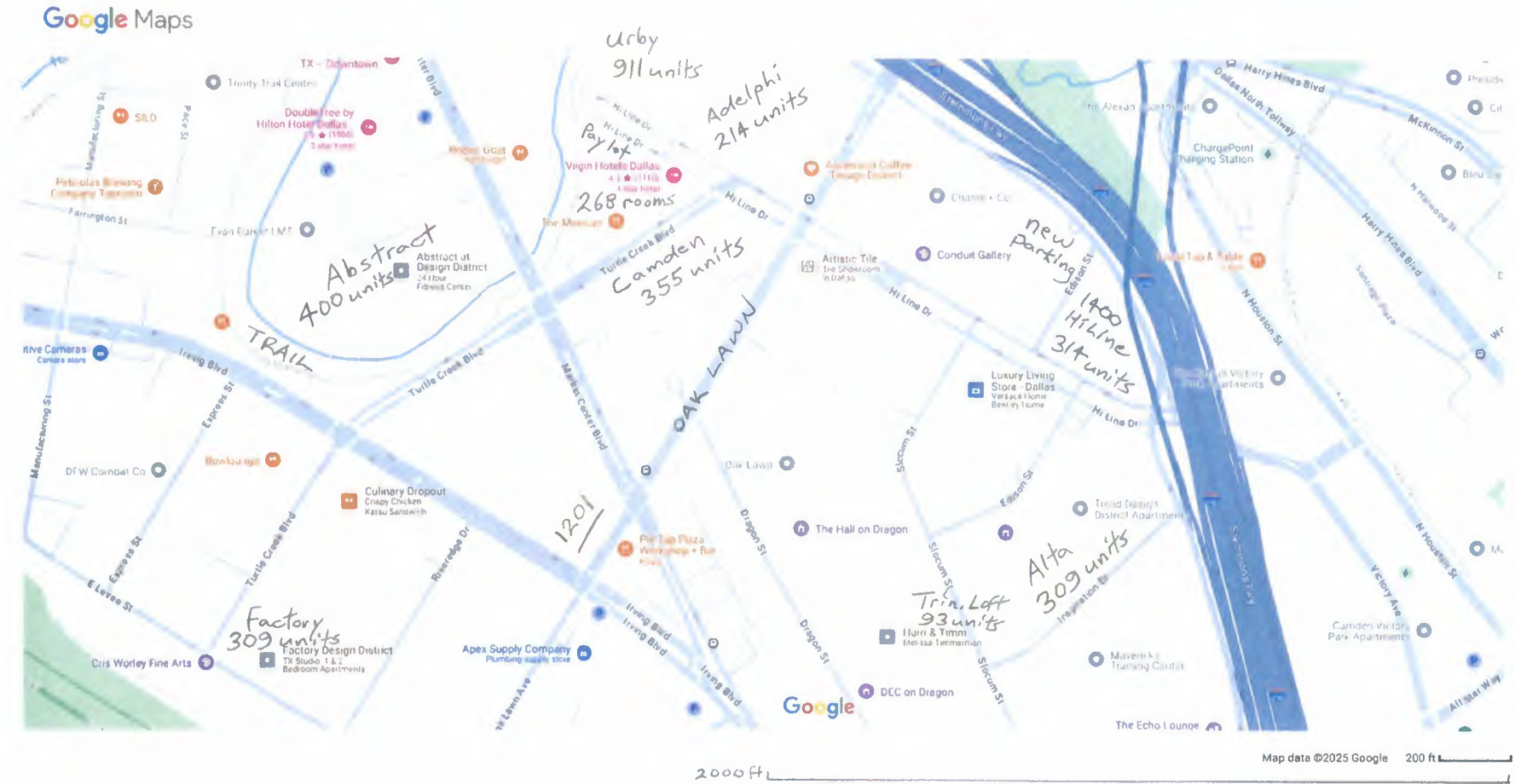
Jonathan G. Vinson

cc: Dr. Kameka Miller-Hoskins
Jennifer Hiromoto
Vipin Nambiar
Adam Hammack
Suzan Kedron

WALKABILITY STUDY

According to statistics listed on the Dallas Design District Property Brochure, by “DunhillProperties.com”, there are approximately 20,000 residents that live within one mile, or a 10 to 20 minute walk, of the Dallas Design District. Even closer to the heart of the Design District and to 1201 Oak Lawn, within a 5 to 10-minute walk or less, are eight large multi-family communities that total nearly 3000 units. Also, the Virgin Hotel with 268 rooms and a 75 space pay parking lot are within a 10-minute walk to 1201 Oak Lawn. (See annotated map attached) According to the Federal Highway Administration, “Most people are willing to walk for five to ten minutes, or approximately ¼ to ½ mile” to reach a destination. (See FHA Pedestrian Safety Guide attached)

The close proximity within a five to ten-minute walk of so many residential units and hotel rooms certainly helps decrease the parking demand for patrons that would frequent 1201 Oak Lawn for Restaurant uses. (Walk times were physically verified by Lloyd Denman, P.E. during the parking observations made in May 2024.) There is also a free hotel shuttle at the Virgin Hotel that ferries guests within a 3-mile radius of the hotel to and from restaurants and other attractions. In May of 2024, the shuttle attendant said the shuttle stays busy and a second vehicle should be added to the service.



1201 Oak Lawn Residential Proximity Map

Federal Highway Administration

1200 New Jersey Avenue, SE

Washington, DC 20590

202-366-4000

Safety

Pedestrian Safety Guide for Transit Agencies

< [Previous Table of Content Next](#) >

Chapter 4: Actions to Increase the Safety of Pedestrians Accessing Transit

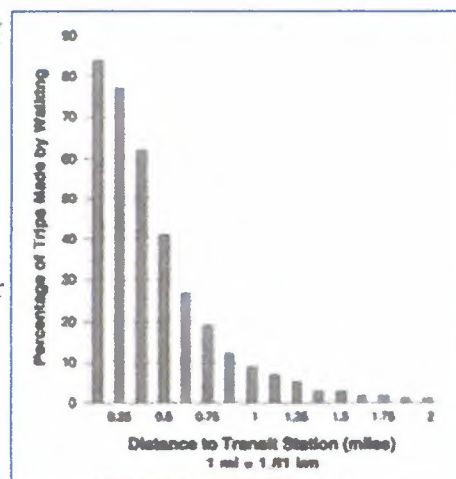
Understanding pedestrian characteristics and facilities (e.g., sidewalks, crosswalks, pedestrian signals, etc.) is an important step in providing safe access to transit systems. This section introduces basic pedestrian safety concepts to help readers understand issues, solutions, and resources that are presented in other parts of this guide. Concepts addressed in this chapter include:

- Typical walking distance to transit.
- Motor vehicle speed and pedestrian safety.
- Pedestrian characteristics and behavior.

A. Typical Walking Distance to Transit

Most people are willing to walk for five to ten minutes, or approximately $\frac{1}{4}$ - to $\frac{1}{2}$ -mile to a transit stop (see figure below). However, recent research has shown that people may be willing to walk considerably longer distances when accessing heavy rail services. Therefore, in order to encourage transit usage, safe and convenient pedestrian facilities should be provided within $\frac{1}{4}$ - to $\frac{1}{2}$ -mile of transit stops and stations, and greater distances near heavy rail stations. Note that bicyclists are often willing to ride significantly further than $\frac{1}{2}$ -mile to access rail transit stations, so safe facilities should be provided for bicycling within a larger catchment area around transit hubs.

Transit route spacing and location are important considerations for pedestrian access to transit. For example, in a city with a regular street grid pattern of streets, appropriate stop spacing can be achieved when transit routes are spaced between $\frac{1}{2}$ - to 1-mile apart. If the stops on these routes are spaced $\frac{1}{8}$ - to $\frac{1}{4}$ - mile apart, then a majority of the people in the neighborhoods served by the transit system will be within $\frac{1}{4}$ - to $\frac{1}{2}$ -mile of a transit stop.⁷⁰



B. The Effect of Motor Vehicle Speed on Pedestrian Safety

Pedestrians accessing transit stops and stations must often walk along or cross roadways that carry motor vehicle traffic. Pedestrians may feel less comfortable and safe as nearby motor vehicle speeds increase. The faster a driver is traveling, the more difficult it is to stop (see figure below).⁷¹ Larger vehicles, such as buses and trucks require even longer stopping distances.

The Parking Problem: Why Cities Overbuilt Parking Spaces

by [Lauren Palmer](#) | Sep 20, 2023 | [Land Use](#), [Transportation](#), [Urban Planning](#) | [0 comments](#)

The [Institute of Transportation Engineers](#) (ITE) was founded in 1930 with the goal “to improve mobility and safety for all transportation system users and help build smart and livable communities.” The idea behind the ITE was to help developers with roadway design, traffic management, and parking requirements. However, the ITE has created more problems, particularly when it comes to parking. For decades, the ITE recommended parking minimum requirements ill-suited for the municipalities implementing them.

The primary issue with parking recommendations from the ITE is that the studies they relied on were based on [selective data](#). For instance, in the 1987, second edition of the ITE’s *Parking Generation*, the ITE created half of their parking generation rates based on just four or fewer studies that were conducted in suburban areas. Researchers conducted these studies during times of peak parking demand and in areas where there was plenty of free parking and little to no use of public transit.

This led urban planners in cities to use suburban rates to set parking requirements that were incompatible with urban environments, resulting in excessive amount of parking in some areas. This created a circular planning process that has only exacerbated issues. It goes something like this:

1. The ITE published their findings in *Parking Generation* using the selective suburban data,
2. City urban planners set parking requirements based on those findings,
3. Developers implemented those parking plans,
4. The resulting ample supply of parking drove the price of parking in specifically designated lots down to zero,
5. Because of the massive amount of land used to create these parking specifications, cities saw decreased walkability and density of facilities,
6. The sprawl, combined with the plethora of free parking options, led to increased vehicle usage,
7. The increased parking demand again validated the ITE’s findings.

And the cycle repeats. This process has, unsurprisingly, resulted in an overabundance of parking. In the United States, surface parking lots alone cover more than five percent of all urban land, representing an area greater than the states of Rhode Island and Delaware combined.

To be clear, the ITE is not solely to blame. As mentioned in *Rethinking A Lot*, urban planners and policymakers frequently rely on the recommendations provided by the ITE for parking requirements without ensuring their accuracy for their respective municipalities. The ITE has an inherent authority that makes planners regard its findings as valid, precluding in planners’ minds the need for further inquiry. The use of ITE’s manuals also allow public officials to avoid responsibility for excessive parking lots.

Due to a lack of planning and engaging the proper parties involved in parking use and development, inaccurate parking demands arise. While [urban planners](#) readily observe this problem, they often fail to take the necessary steps to actually address it. Even municipalities directly contribute to the overabundance of parking by offering free spaces, which inevitably fill up quickly, and then opting to add more parking, which creates an overabundance without addressing the root problem.

Municipalities also look to other authorities, such as the Urban Land Institute (ULI) for parking guidance. However, the ULI has many of the same problems as the ITE. ULI reports have recommended an excessive amount of parking, with some ULI reports calculating a “need” for more spaces than ITE reports. Municipalities cannot blindly rely on these institutions to supply perfectly accurate data. Municipalities need to measure parking demands with the “ongoing data analysis, community assessment, and demand analysis” that is most relevant to them.

The ITE, recognizing that municipalities still rely on its findings, is also attempting to fix the situation by adapting and changing the new *Parking Generation* manuals. The most recent, the 2019 *Parking Generation Manual*, features land use descriptions and data plots of a variety of available land uses, time periods, and independent variables in the ITE database. The parking database is now broken up into settings that include “Multi-Use Urban” and “Center City Core,” which work to pinpoint the most relevant studies for specific cities’ needs. The goal of this manual is to help describe the relationship between parking demand and the characteristics of the individual development site.

Donald Shoup, Professor in the Department of Urban Planning at UCLA, recommends that the ITE follow in the footsteps of the British counterpart to *Trip Generation*, the “Trip Rate Information Computer System.” This system gives information about the characteristics of every surveyed site and its surroundings, which would allow municipalities to use comparable sites before making land use decisions.

Despite the empirical evidence surrounding the overabundance of parking, as well as its deleterious environmental effects, few municipalities are changing parking requirements and financiers still pass on projects that “don’t have enough parking,” even with the new ITE recommendations.

One successful technique is shared parking, a parking management tool that communities can employ when setting parking requirements. Different types of land uses attract customers, workers, and visitors during different times of the day, which results in differing peak parking demand hours for the related land uses. Shared parking takes advantage of these varying demand patterns and allows adjacent land uses with complementary peak demands to share a parking lot space. This not only encourages centralized parking rather than scattered lots, but also reduces overall construction costs which could greatly benefit both municipalities and developers.

Several municipalities have implemented shared parking, including **Ventura, CA** which has a zoning ordinance that permits different land uses to have shared parking because of opposite peak parking demand periods. The shared parking is allowed to satisfy one hundred percent of the minimum parking requirements for each land use. Similarly, **North Kansas City, MO**, by permit, allows a reduction of the number of parking spaces multi-use developments need to have if they have different peak parking demand periods.

Finally, in **West Hartford, CT**, the zoning code provides an alternative method of meeting parking requirements. So long as the applicant seeking to enter into a shared parking agreement can prove the lot would be convenient for all parties and would not cause traffic congestion, it can get approved. The municipality has since consolidated many parking lots down for shared use.

To truly reverse the detrimental impacts of the old ITE reports on the development of cities, urban planners and lawmakers will need to implement a multi-faceted approach. In addition to conducting their own parking studies based on the proposed uses and characteristics of the community, urban planners and lawmakers should focus on enhancing multi-modal transit and implementing shared parking. Parking minimums need to be eliminated and more parking maximums need to be developed. Focusing on the parking demands of individual development sites will help stop the cycle of creating unnecessary parking and meet parking demands in a smarter and more efficient manner.

Parking Generation— Replacing Flawed Standards with the Custom Realities of **Park+**

WHITE PAPER SERIES

May 2016



#3
vol.

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Introduction

For the longest time, our industry's approach to defining "How much parking?" has been relegated to the use of national parking requirement standards, either from the Institute of Transportation Engineers (ITE), Urban Land Institute (ULI), or local code requirements. Anyone who has read the workings of Donald Shoup, or more recently Richard Willson, knows the fallacy in using these sources when designing downtown or campus parking systems.

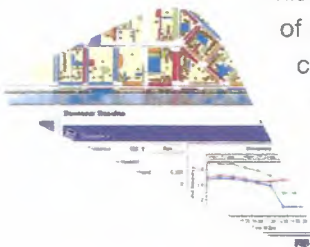
National parking requirement standards are based on outdated and under-represented data, which tend to skew wildly from the actual parking needs of a community. In my years as a parking consultant, I've very rarely completed a single downtown parking study where the peak observed parking demands consumed the majority of the total parking spaces. A study completed in Dallas a few years ago yielded some 30,000 empty parking spaces at peak. Similar results were found in Atlanta, Houston, St. Petersburg, Seattle, and the list goes on.

When communities plan downtowns based on outdated suburban design standards, we achieve the same inevitable results—empty, restricted parking areas that deaden the density, walkability, and vitality of urban areas.

The parking quantity question is always a challenging exercise, especially when we try to solve it using inaccurate data. Most times, we rely on outdated data that doesn't truly represent the real context of our downtowns. As more and more people migrate to urban areas, the dynamics of how they get around and their relationships with cars change. As such, we've seen a drastic downshift in the need to provide parking. But our planning tools have not evolved to better align with this shift.

Equally challenging is deciding how the parking characteristics in one community compares to another community. In reality, it's hard to define how one neighborhood acts compared to another. Here in Phoenix, the Roosevelt neighborhood, home to the area's up-and-coming artists and requisite "hipsters," enjoys a higher amount of transit, walking, and cycling than most other parts of the city. In turn, the overall demand for parking is lessened as area residents and patrons find other ways to access the uses within the area. In my neighborhood, you almost can't survive without the use of a car to work, shop, and play. This variability exists in every city and is the reason it's absurd to continue leaning on archaic, cookie-cutter methods to plan for parking.

This question is the central reason we created Park+ — to find a way to localize the analysis of parking demand and challenge the conventional notion that all parking demand is created the same. Within this white paper we summarize the findings of the first five years of Park+ modeling and define the dynamic nature of each community served. In our time developing, testing, and applying this model, we have encountered an incredible diversity of data and outcomes in each community. In the following sections, we'll walk through those results, as well as the more global movement afoot in our industry.



Unfortunately, those data points are routinely applied in areas they should not be. I've seen exercises where entire swaths of a downtown are planned with these metrics, resulting in over-built facilities. In some cases, it's a lack of understanding of the context the development is occurring in. In other cases, it's a requirement of financial institutions that are backing a development. Whatever the cause, a better understanding of the true dynamics of a development and the area it serves produces better results.

In recent years, urban planners have begun to lean more and more on these decisions as a primary reason that downtowns and communities don't work. One of my favorite terms in the industry is the "parking crater," which was coined by the website Streetsblog and its editor Angie Schmitt. In fact, that website holds an annual March Madness tournament, with a full-on bracket to determine the worst parking crater of that year. The parking crater is a portion of a downtown that has been hollowed out by the presence of large surface parking lots. Whether these are highly or poorly utilized, they deaden a downtown, its walkability, and most importantly its viability.

If asked, many people would say the provision of ample parking makes our cities more desirable. But in fact, ample parking promotes single occupancy vehicle trips and impedes the ability for our communities to develop and grow. Pedestrian walkability, dense design, and connectedness are extremely important for the success of a community. Large areas of parking tend to counter these tenets and disrupt the ability for a community to work properly. This is only exacerbated by the over-provision of parking.

Clearly, something must be done...

Right-Sized Parking

Recently in the planning arm of the parking industry, we've seen a very distinct shift toward finding the right amount of parking for a downtown, campus, study area, development, etc. This movement is aptly dubbed the Right-Sized Parking movement. The name speaks for itself, as the intent is to determine the correct amount of parking to serve an area without over- or under-burdening area patrons.

Too much parking tends to be an expensive endeavor. In today's world where more and more parking is found in consolidated structures, the cost to build a single space can range from \$8,000 to \$40,000, or more. This price is astronomical and is a primary contributing reason that rents are increasing and the cost of living in urban areas is skyrocketing. In King County¹, WA, a recent study searched to find the answer to the right-size for multi-family housing parking. The result of that large-scale effort was...it depends.

¹ Visit rightsizeparking.org to learn more and to play with their awesome right-size parking calculator



That result may seem nebulous, but in reality it's the most accurate response that could have emerged from such a study. The data indicated that a number of factors—location, access to transit, employment density, walkability, population demographics—were responsible for the parking demand characteristics of a multi-family development. In short, people tended to adapt to their environment, and their driving (and car ownership patterns) adapted right along with them.

Unfortunately, in a lot of those instances, the provision of parking did not adapt. Instead, developers continued to provide parking as if every location was the same, and the result was a high amount of underutilized parking. The data showed that in the heart of Seattle (the most urbanized area in the county), the parking demand was at or below 0.5 spaces per unit. In the far reaches of the county, the ratio was closer to 1.5 spaces per unit.

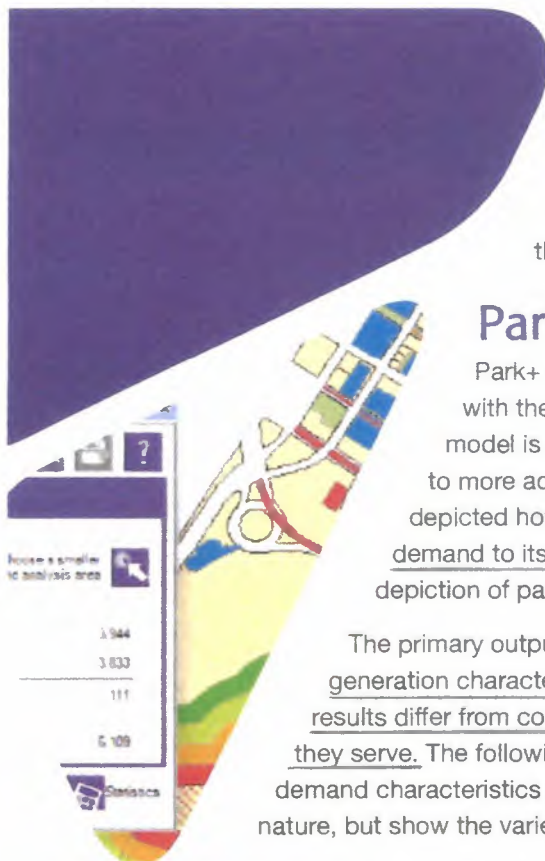
This analysis has borne some incredible outcomes. First, many developers in the King County area have begun to lessen their parking capacity as a result of this analysis, basically “right-sizing” their supply. That in and of itself is a win and would deem the effort a success. However, the study also pushed communities in the King County area to reassess their parking requirements, helping to define right-sized parking at the review level. Even more incredibly, King County transit has now begun to pursue empty parking spaces in multi-family housing complexes to serve as park-and-ride spaces for transit riders.

It's very exciting to see the results coming out of King County. They spent a tremendous amount of time and effort to collect viable data and determine how their community works. The project was well funded by the Federal Highway Administration and led by a brilliant young planner² whose mission is to prove the fallacy of poor parking planning. But how about the communities not funded by FHWA...how do they learn more about the true nature of their parking systems?

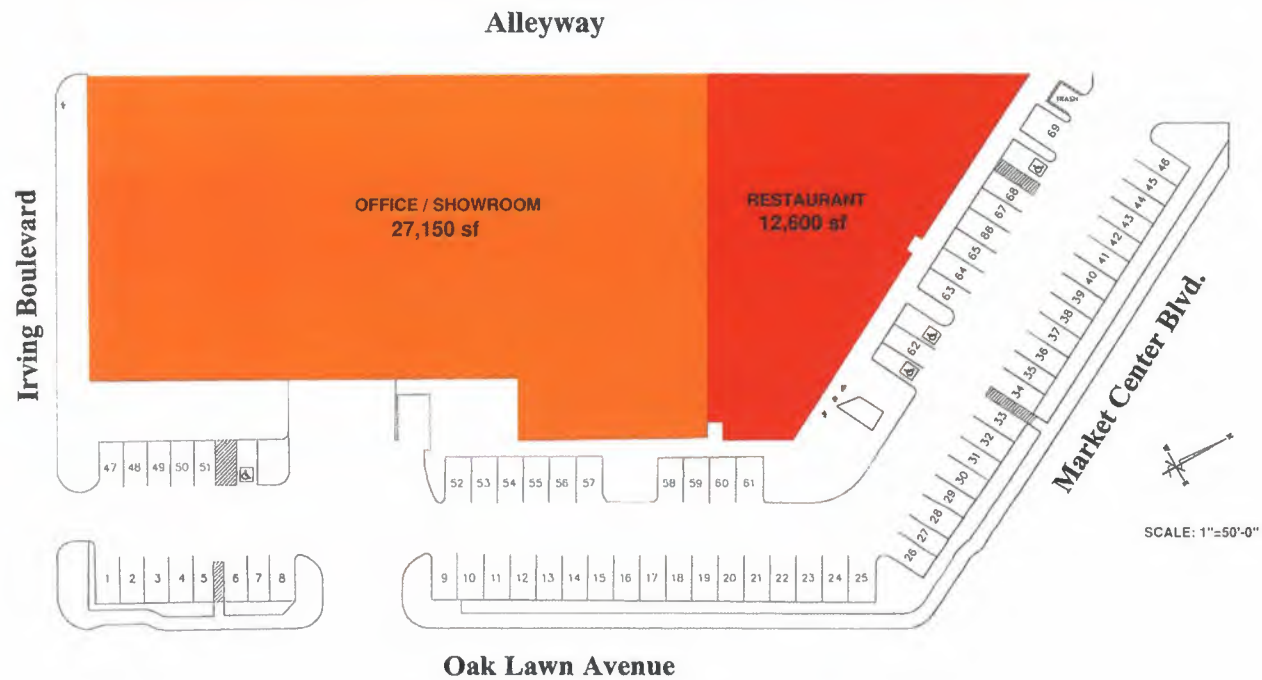
Park+ and Right-Sized Parking

Park+ — the Kimley-Horn parking scenario planning tool — was created with the intention of right-sizing parking in the communities we serve. The model is built on an algorithm that matches parking demand with land uses to more accurately depict parking behavior. Previous white papers (xxx) have depicted how this relationship works, but in simplistic terms, we match parking demand to its origin using localized data. The result is a much more accurate depiction of parking demand in the environments our models serve.

The primary output of a calibrated Park+ dataset is a unique set of parking generation characteristics that represent the dynamic nature of a community. These results differ from community to community and are a direct reflection of the areas they serve. The following tables and figures provide a representative sample of parking demand characteristics and geographic demand metrics. These are only representative in nature, but show the varied results that come from Park+ modeling exercises.



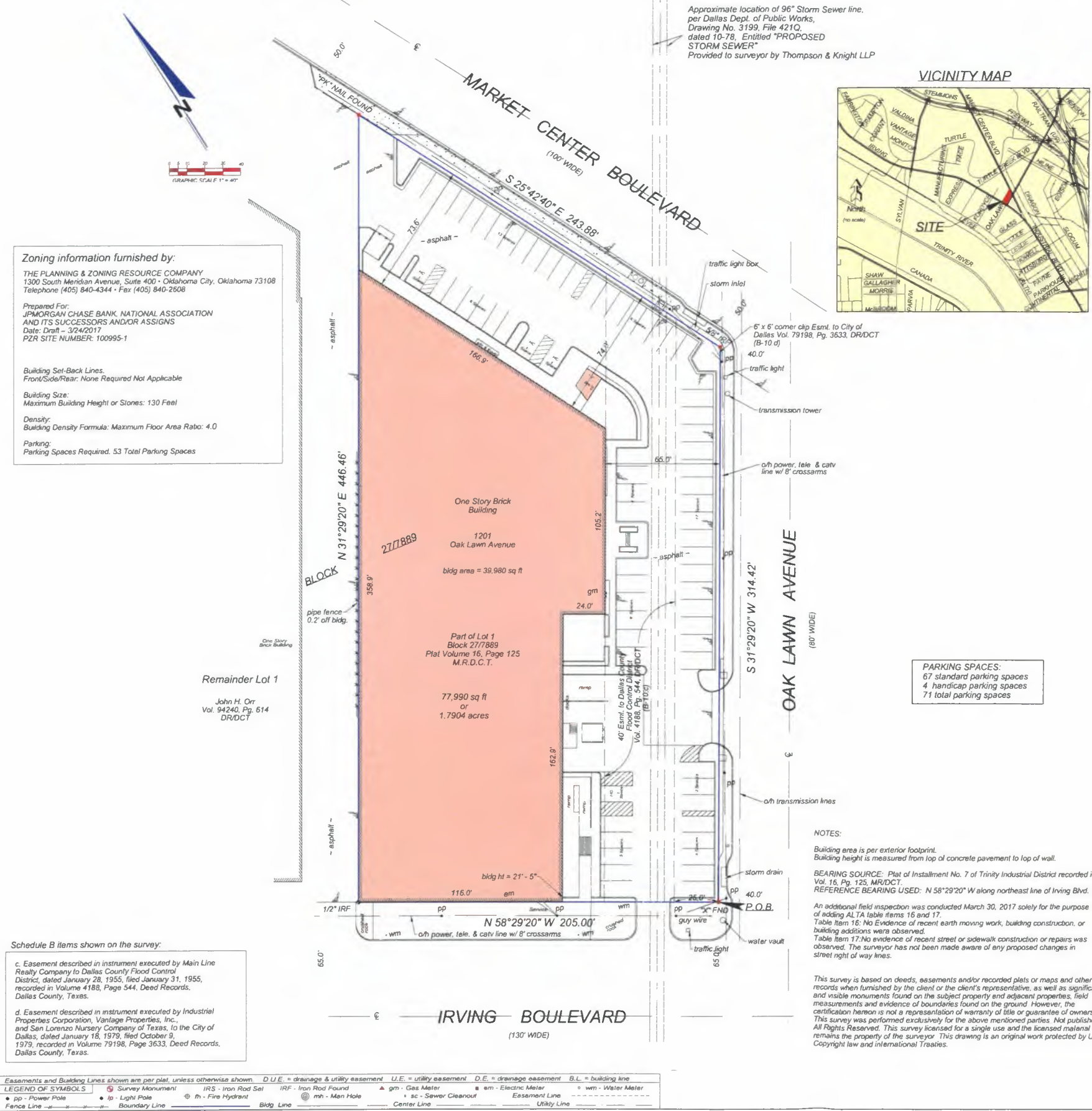
² Dan Rowe of King County Metro. If you ever meet him at a conference, engage him about parking...you won't be sorry.



1201 Oak Lawn Avenue
Parking Spaces

Parking Counts
69 Regular Spaces
4 Handicap Spaces
73 Total Parking Spaces

ALTA/NSPS LAND TITLE SURVEY



PROPERTY DESCRIPTION:

BEING a part of Lot 1 in Block 277889 of Installment No. 7 of Trinity Industrial District, an Addition to the City of Dallas, Dallas County, Texas, according to the Map thereof recorded in Volume 16, Page 125, Map Records, Dallas County, Texas, and being more particularly described as follows:

BEGINNING at an "X" found in concrete walk at the intersection of the northeasterly line of Irving Boulevard, a distance of 130 feet wide with the northwesterly line of Oak Lawn Avenue (80 feet wide), same being the most southerly corner of said Lot 1;

THENCE North 58 degrees 29 minutes 20 seconds West along the northeasterly line of Irving Boulevard, a distance of 205.00 feet to a 1/2 inch iron rod found for corner, same being the most southerly corner of that certain tract of land conveyed to John H. Orr, Jr. by Deed recorded in Volume 94240, Page 614, Deed Records, Dallas County, Texas;

THENCE North 31 degrees 29 minutes 20 seconds East passing through Lot 1 and parallel with the northwesterly line of Oak Lawn Avenue, and along the southeasterly line of said Orr tract, a distance of 446.46 feet to a "PK" nail found in the southwesterly line of Market Center Boulevard (100 feet wide);

THENCE South 25 degrees 42 minutes 40 seconds East along the southwesterly line of Market Center Boulevard, a distance of 243.88 feet to a 5/8 inch iron rod found at the intersection of the southwesterly line of Market Center Boulevard with the northwesterly line of Oak Lawn Avenue, same being the most easterly corner of Lot 1;

THENCE South 31 degrees 29 minutes 20 seconds West along the northwesterly line of Oak Lawn Avenue, a distance of 314.42 feet to the PLACE OF BEGINNING and containing 77,990 square feet or 1.7904 acres of land, more or less.

2016 ALTA CERTIFICATION

TO: Old Republic National Title Insurance Company, Benchmark Title, LLC and Dunhill Partners, Inc., 1201 Oak Lawn Dunhill LLC, JPMorgan Chase Bank, National Association and its successors and assigns.

This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2016 Minimum Standard Detail Requirements for ALTA/NSPS Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes Items 1, 2, 3, 4, 6(a), 6(b), 7(a), 7(b)(1), 7(c), 8, 9, 13, 14, 16 and 17 of Table A thereof.

The field work was completed on February 9, 2017



W.R. Lee
Registered Professional Land Surveyor No. 2038

Survey dated: February 13, 2017
Rev. February 21, 2017, March 28, 2017, March 30, 2017.

Old Republic National Title Insurance Company, Benchmark Title, LLC
GF No. PL17-19698 Effective Date: February 12, 2017
was furnished to the surveyor

FEMA FLOOD MAP INFORMATION:

By graphical plotting the property as shown hereon is not located in a designated flood hazard area, Zone AE (area of 100 year flood plain) as shown in Community Panel 48113C0340J of the Flood Hazard Boundary Map (FHBM) or the Flood Insurance Rate Map (FIRM), map effective date August 23, 2001. This property is located in Zone "X".

THIS AREA PROTECTED FROM THE 100-YEAR FLOOD BY LEVEE, DIKE OR OTHER STRUCTURE SUBJECT TO FAILURE OR OVERTOPPING DURING LARGER FLOODS

NOTES:

Building area is per exterior footprint.
Building height is measured from top of concrete pavement to top of wall.

BEARING SOURCE: Plat of Installment No. 7 of Trinity Industrial District recorded in Vol. 16, Pg. 125, MR/DCT.

REFERENCE BEARING USED: N 58°29'20" W along northeast line of Irving Blvd.

An additional field inspection was conducted March 30, 2017 solely for the purpose of adding ALTA table items 16 and 17.

Table Item 16: No Evidence of recent earth moving work, building construction, or building additions were observed.

Table Item 17: No evidence of recent street or sidewalk construction or repairs was observed. The surveyor has not been made aware of any proposed changes in street right of way lines.

This survey is based on deeds, easements and/or recorded plats or maps and other records when furnished by the client or the client's representative, as well as significant and visible monuments found on the subject property and adjacent properties, field measurements and evidence of boundaries found on the ground. However, the certification hereon is not a representation of warranty of title or guarantee of ownership. This survey was performed exclusively for the above mentioned parties. Not published All Rights Reserved. This survey is licensed for a single use and the licensed material remains the property of the surveyor. This drawing is an original work protected by U.S. Copyright law and international Treaties.

SHIELDS & LEE

SURVEYORS

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1421 FERNDAL AVENUE DALLAS TEXAS 75224

PH: (214) 942-8496 www.shieldsandlee.com

TBPLS 10017000

1201 Oak Lawn Avenue

City of Dallas, Dallas County, Texas

Drawn by wrf

Job No. X36255

BDA245-049

April 3, 2025

By email to: bryant.thompson@dallas.gov and diana.barkume@dallas.gov

Hon. Chair and Members, Panel A
Zoning Board of Adjustment
c/o Mr. Bryant Thompson, Senior Planner
Department of Planning and Development
City of Dallas
1500 Marilla Street, Room 5CN
Dallas, Texas 75201

Re: BDA 245-049; Parking Special Exception; 1201 Oak Lawn Avenue.

Dear Members of the Board of Adjustment:

I. Introduction; Description of Site. We represent DDD Portfolio Holdings LLC (“DDD”), an affiliate of HN Capital Partners and the owner and manager of the property at 1201 Oak Lawn Avenue in the Dallas Design District. We are providing you with additional information to aid your understanding of the reasons for, and the context of, our parking special exception request to provide a total parking supply of 73 off-street parking spaces, an approximate 45.93 percent reduction from the otherwise-required 135 off-street parking spaces.

The subject site is 1.789 acres in size and is located at the west corner of Oak Lawn Avenue and Market Center Boulevard, and was developed in 1963, according to the Dallas Central Appraisal District. The property currently contains mostly office showroom/warehouse uses and restaurant use, all of which DDD intends to continue in some combination.

Attached for your reference are an aerial photograph of the site (highlighted in light green) and a few site photos. Also attached are a chart showing our mixed-use parking analysis, and our Parking Study and Analysis, as discussed in more detail below.

Our current site plan with current uses, and their respective square footages, is included in the attached Parking Study as Exhibit 1 to the Study. The use that carries by far the highest parking ratio is, of course, the restaurant use, so conceptually that would be the use to which the parking reductions primarily apply.

II. Our Request. *Our request, then, in addition to the 45.93 percent reduction itself from 135 required parking spaces to 73 provided parking spaces, is for the overall reduction to apply site-*

wide, so long as the specific shown restaurant use square footage is not exceeded on the site, with any and all other current and future uses otherwise allowed to locate anywhere within the site.

We will discuss below mitigation factors such as differing peak times; availability of other DDD-controlled properties for valet and remote parking; and the significant use of ride-sharing services. Moreover, also included is our mixed-use parking calculation, which shows that the above-referenced current parking requirement is based on peak usage, which is mainly driven by the restaurant use. At other times, there is very significant unused parking, as discussed in our Parking Study.

III. Parking Study and Analysis. As part of the application process we have provided a Parking Study and Analysis updated as of March 25, 2025, prepared by Mr. Lloyd Denman, P.E., former longtime Assistant Director of Engineering for the City of Dallas. A copy of that Parking Study and Analysis (the “Analysis”) is attached to this letter, but the Introduction says that “*HN Capital Partners owns 1201 Oak Lawn along with fifteen other Design District properties. HN Capital intends to revitalize 1201 Oak Lawn by repurposing some of the existing building space to additional restaurant use that will better utilize and balance the existing building and its existing parking. The introduction of some additional restaurant use is intended to be neighborhood-friendly and hospitality-centric for the Design District as a whole*”.

Other excerpts from the Analysis say the following: *PD 621 allows for the accommodation of denser urban living that is less “car-centric” and the consideration of alternative modes of transportation that help reduce the need for parking.... Local observed parking data and recent mobility trends support the request as detailed below. Also, HN Capital will seek out nearby properties to determine if remote valet agreements may be reached to provide overflow parking should it be needed. HN Capital also owns other nearby properties that could provide evening overflow parking should it be needed.*

Granting this request would not adversely affect neighboring property since parking is already prohibited along Oak Lawn, Market Center, and Irving Boulevard. There is also potential for “relief valve” parking available should the internal parking be exceeded by utilizing the surface parking lots on nearby properties. The proposed mix of uses for this existing site will be able to successfully accommodate parking demand for the higher percentage restaurant use without adversely impacting neighboring properties or the public streets.

There is adequate parking available to satisfy the City Code during mornings and afternoons for the office and showroom uses. The use of valet and alternative transportation modes can offset the evening restaurant peaks.

The parking reduction request is also supported by a walkability analysis of nearby residential units and current urban trend uses of alternative modes of transportation, like walking, bicycling, and Uber/Alto.

It is recommended that the existing 73 parking spaces for the current 1201 Oak Lawn site will be adequate to serve the proposed mix of Restaurant and Office/Showroom uses.... “Right-sizing” or “right-mixing” the proposed uses of this existing building to more fully utilize the

existing internal parking to its potential will not create a traffic hazard or increased traffic congestion on adjacent or nearby streets. No spillover effect of traffic or parked cars is expected to occur since valet parking will be available.

Mr. Denman's detailed, thorough, and thoughtful analysis from an objective engineering standpoint clearly supports our request.

IV. Applicable Regulations. The applicable regulations for a special exception to release parking in P.D. 621 are found both in P.D. 621 and in Chap. 51A, the Dallas Development Code. First, Sec. 51P-621.110(b)(2)(D) of the P.D. 621 regulations says that "the Board of Adjustment may grant a special exception of up to 50 percent of the required off-street parking upon the findings and considerations listed in Sec. 51A-4.311".

Please bear in mind that the normal Chapter 51A maximum parking reduction for a special exception is 25 percent (or 35 percent for office uses – which, we would observe, demonstrates that even current Code recognizes that special exception parking reductions are frequently very justifiable for the office use, and more so than other uses). We would suggest that City Council saw fit to increase this threshold to 50 percent in P.D. 621 as a means of encouraging not just adaptive reuse, but also trying to avoid overparking, to maintain the fabric and context of this District, and to encourage walkability and a good pedestrian environment by not requiring excessive parking.

Sec. 51P-621.110(b)(2)(D) provides that "*the board of adjustment may grant a special exception of up to 50 percent of the required off-street parking upon the findings and considerations listed in Section 51A-4.311. The board of adjustment may impose conditions on the special exception*".

Sec. 51A-4.311(a)(1) further provides that the board may grant a special exception to the off-street parking requirements "*if the board finds, after a public hearing, that the parking demand generated by the use does not warrant the number of off-street parking spaces required, and the special exception would not create a traffic hazard or increase traffic congestion on adjacent or nearby streets*". We believe that our request, as supported by our Analysis, clearly meets all of the criteria for the granting of our special exception request.

Further, Sec. 51A-4.311(a)(2) lays out the following criteria for the Board's consideration is reviewing such requests, with my comments in parentheses:

(2) In determining whether to grant a special exception under Paragraph (1), the board shall consider the following factors:

(A) The extent to which the parking spaces provided will be remote, shared, or packed parking. (HN Capital and its affiliates control numerous properties in the District which can work together to provide remote and/or shared parking).

(B) The parking demand and trip generation characteristics of all uses for which the special exception is requested. (This is covered in our Analysis, attached).

(C) Whether or not the subject property or any property in the general area is part of a modified delta overlay district. (Not applicable).

(D) The current and probable future capacities of adjacent and nearby streets based on the city's thoroughfare plan. (The surrounding streets will have sufficient capacity).

(E) The availability of public transit and the likelihood of its use. (DART bus lines are available in the area).

(F) The feasibility of parking mitigation measures and the likelihood of their effectiveness. (The sites will be able in most circumstances to utilize valet/remote parking and shared parking).

Please again note and consider that the applicant controls numerous properties in the area as shown on the area map included in our Analysis. The proposed reduction is a reasonable and evidence-based, data-driven reduction in the parking requirement, which will support continued adaptive reuse and quality development and placemaking.

V. **Further Discussion: P.D. 621; Current Parking Reform Efforts.** When the City first approved P.D. 621 in 2002, it was not completely certain that the P.D. would work for its intended purposes. The City deserves credit for getting the P.D. right for the most part and achieving its purpose of fostering in-context adaptive reuse in the Design District with, of course, some appropriate new development.

Part of the success of P.D. 621, we believe, is due to the P.D. having loosened somewhat the strict requirements for off-street parking found in other parts of the City. This is very appropriate and necessary for the adaptive reuse of existing buildings, and actually helps preserve those buildings and the larger context of the District. This is good place-making and supports the District's overall success.

However, since the adoption of P.D. 621, actual parking demand has changed considerably, especially in mixed-use, retail and restaurant, lodging, and office environments. The reduction in office usage, the advent of ride-sharing, and the greater walkability of the design District have all contributed to this. Continuing to adhere to off-street parking ratios which date back in some cases to 1965, or even before, fails to recognize the change in parking demand in 2024.

In fact, the City itself is far along in processing Development Code amendments to reduce off-street parking requirements to align more with current demand. I have attached the Department of Planning and Development's own summary, dated March 24, 2025, of the City Plan Commission's recommendation to the City Council, with some relevant points highlighted.

For many reasons, the current off-street parking requirements in P.D. 621, and elsewhere in the City, are obsolete and should be reduced. However, as amendments to Chapter 51A, it may be that such amendments, when finally adopted by Council, will not include Planned Development Districts, including P.D. 621.

In particular, given the City's efforts to update and modernize parking requirements (and we would note that, as amendments to the Development Code, these will not take effect in existing Planned Development Districts, even though that is where much of the development activity takes place) to align more with current parking demand, with many of these requirements having been

in place for 50 years or more, the requested reduction is completely reasonable and justifiable, and realistically aligns with project actual parking demand.

Having to provide excessive parking, which would result in a large number of empty spaces, is not only costly and wasteful in terms of the project itself but is unsustainable and has negative impacts on walkability and other factors.

VI. Conclusion. The conclusion is clear based on this information that this request *meets the standard for approval* of a parking special exception, in that the parking demand generated by the use does not warrant the number off street parking spaces otherwise required, and the special exception will not create a traffic hazard or increase traffic congestion on adjacent or nearby streets.

Since this request clearly meets the Development Code and P.D. 621 standards for approval, we will respectfully be asking that you *approve* our request. We look forward to appearing before you and answering any questions you might have, and we appreciate your time and consideration.

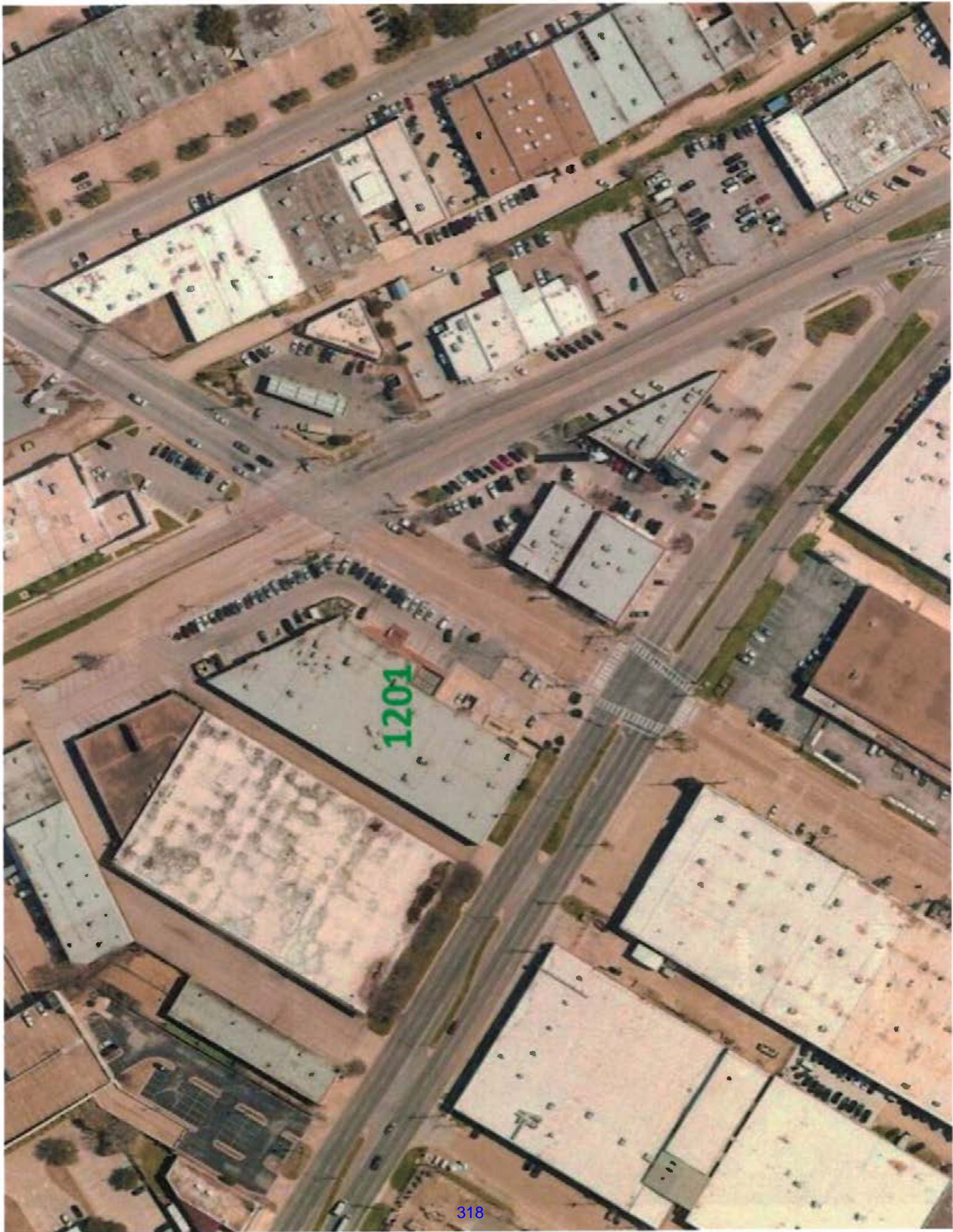
Very truly yours,



Jonathan G. Vinson

cc: Vipin Nambiar
Adam Hammack
Charlotte Carr
Lloyd Denman, P.E.
Suzan Kedron
Will Guerin







City of Dallas PD 621 Shared Parking Chart
for properties regulated by Dallas Development Code, Chapter 51A
(for calculating adjusted standard parking requirement, **REQUIRES PARKING AGREEMENT**)
Address: 1201 Oak Lawn

Use	Use Categories	Total SF (including vacancies)	Parking Ratio	Standard Parking Requirement	Parking Adjustment By Time of Day (Weekday)									
					Morning		Noon		Afternoon		Late Afternoon		Evening	
	Multifamily # units	0	1.5	0.00	80%	-	60%	-	60%	-	70%	-	100%	-
	Office-related	0	358	0.00	100%	-	80%	-	100%	-	85%	-	35%	-
	Retail-related	0	275	0.00	60%	-	75%	-	70%	-	65%	-	70%	-
	General merchandise	0	275	0.00	60%	-	75%	-	70%	-	65%	-	70%	-
	Furniture store	0	1000	0.00	60%	-	75%	-	70%	-	65%	-	70%	-
	Bar & Restaurant (+outside seating)	12,600	105	120.00	20%	24.00	100%	120.00	30%	36.00	30%	36.00	100%	120.00
	Warehouse/Showroom up to 20,000SF floor area	20,000	1100	18.18	100%	18.18	75%	13.64	100%	18.18	65%	11.82	35%	6.36
	Warehouse/Showroom above 20,000SF floor area	7,150	4100	1.74	100%	1.74	75%	1.31	100%	1.74	65%	1.13	35%	0.61
	Any other use	0	100	0	100%	-	100%	-	100%	-	100%	-	100%	-
Total SF (- residential)		39,750		140		44		135		56		49		127

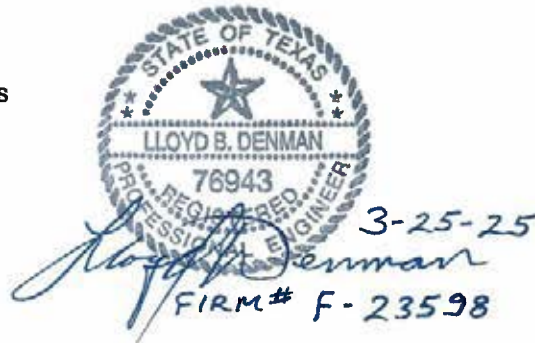
Therefore, 135 is the parking requirement for 1201 Oak Lawn

MEMORANDUM

To: David Nevarez, P.E., PTOE, CFM
Transportation Development Services
City of Dallas

From: Lloyd Denman, P.E., CFM
Consult LD, LLC
Registered Firm F-23598

Date: March 25, 2025



Subject: **Parking Study and Analysis for 1201 Oak Lawn**

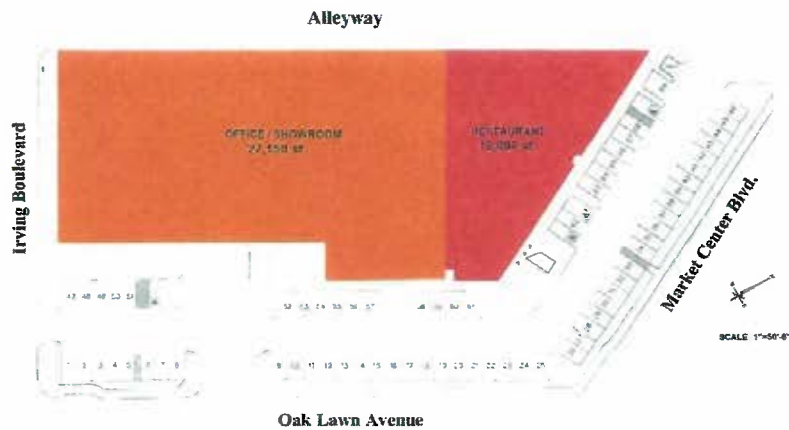
Introduction

1201 Oak Lawn is located on the west side of Oak Lawn between Market Center Blvd. and Irving Blvd. The property is zoned PD 621, Subdistrict 1, and is in the area known as the Dallas Design District. HN Capital Partners owns 1201 Oak Lawn along with fifteen other Design District properties. HN Capital intends to revitalize the 1201 Oak Lawn site by re-purposing some of the existing building space to additional Restaurant use that will better utilize and balance the existing building and its existing parking. The introduction of some additional Restaurant use is intended to be neighborhood friendly and hospitality centric for the Design District as a whole. The existing site consists of one irregular rectangle shaped building with a total of approximately 40,000 square feet of single-story space and 73 available parking spaces. (See **EXHIBIT 1 – Site Plan**) The new owner would like to utilize the allowances provided within PD 621 to reduce the required parking to be more efficient and balanced with best uses for the site and current neighborhood transportation trends. Parking observations made at a similar site adjacent to the east in October of 2024 are presented below along with additional justifications for this parking reduction request as provided by PD 621.

Proposed Uses and City of Dallas Code Requirements for Parking

The City of Dallas Development Code requires minimum parking associated with different land use types. PD 621 specifically allows “shared parking” to be considered as a percentage reduction of the required minimum parking for certain mixed uses. Note that the proposed use mix for this 1201 Oak Lawn site would be the maximum planned space for utilization of Restaurant that may not actually all be transitioned or leased in the proposed manner but is meant to represent what would be the densest future parking use mix. **The calculated maximum parking for the proposed mix of uses is 135 spaces per City Code** without the “Shared Parking Reduction”. (See **EXHIBIT 2 – Proposed Use Parking Chart**) Note that the **existing parking layout of 73 spaces** is adequate for the morning and afternoon times of day per Code to accommodate the maximum proposed mix of uses when applying the “Shared Parking Reduction” table within PD 621.

EXHIBIT 1 – Site Plan



1201 Oak Lawn Avenue
Parking Spaces

Parking Counts
60 Regular Spaces
4 Handicap Spaces
73 Total Parking Spaces

This site plan shows the existing 73 parking spaces and the ultimate proposed uses for the existing building. The restaurant use will be valet parked. The existing restaurant use is 3250 square feet and may incrementally expand up to the requested maximum of 12,600 square feet.

EXHIBIT 2 – Proposed Use Parking Chart

1201 OAK LAWN						
Street No.	Street Name	Land Use	SQ. FT.	Parking Ratio	Shared Noon Required Parking	Total Parking Provided
1201	Oak Lawn	Office/Showroom	27,150	1sp/1100 SF & 4100 SF	15	
1201	Oak Lawn	Restaurant	12,600	1sp/105 SF	120	
			39,750		135	73

Note that the bulk of the parking demand is for the Restaurant use which typically peaks during weekend evenings. The restaurant use will be valet parked. The Office/Showroom use has plenty of daytime parking and is typically closed during the evenings.

PD 621 Allowance for Parking Reductions and the Owner's Request

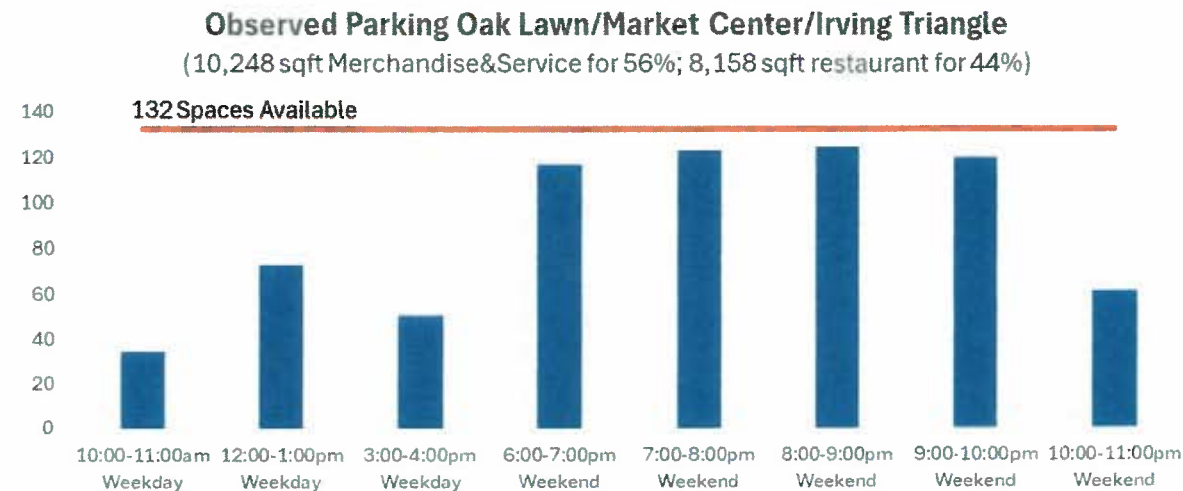
The creators of PD 621 utilized good foresight for the zoning regulations back in 2002 realizing that the old parking minimums required for certain defined uses are not “one-size fits all”. (See **APPENDIX** Articles on Parking) PD 621 allows for the accommodation of denser urban living that is less “car-centric” and the consideration of alternative modes of transportation that help reduce the need for parking. Specifically, the PD allows for “a special exception of up to 50 percent of the required off-street parking” to help “right-size” parking for dense urban projects. **HN Capital would like to follow the PD 621 allowance language and request a reduction of 46% in parking requirements from the calculated requirement of 135 spaces to utilize the currently provided 73 spaces.** Local observed parking data and recent mobility trends support the request as detailed below. Also, HN Capital will seek out nearby properties to determine if remote valet agreements may be reached to provide overflow parking should it be needed. HN Capital also owns other nearby properties that could provide evening overflow parking should it be needed.

1212 Oak Lawn and 1617 Market Center Blvd (Pie Tap and Town Hearth) Observed Parking Data (Oak Lawn/Market Center/Irving Blvd Triangle)

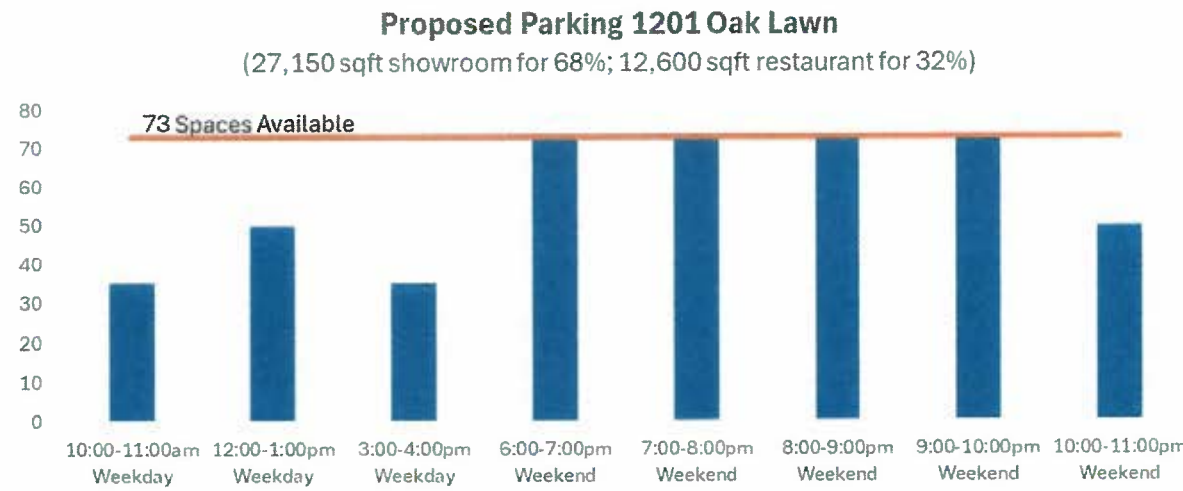
Exhibit 3, on the next page, illustrates observed parking during peak use times in October of 2024 for 1212 Oak Lawn and 1617 Market Center, a triangular shaped property, which has the Pie Tap and Town Hearth restaurants. The exhibit is annotated with comments about the observed parking data and what is proposed.

It is evident from the observed data that the adjacent Oak Lawn Triangle property is able to support two restaurants with its available parking and with the use of valet. It was observed while counting, and confirmed by the restaurant valet manager, that employee parking occupied a significant number of the available interior parking spaces (15% or more). It is recommended to consider more efficiently managing employee parking to provide more patron parking when needed. The Design District encourages a comprehensive neighborhood approach for all the property owners to work and cooperate together for mutual benefit. Note that adjacent properties with different owners have supported one another in parking reduction requests. (See **APPENDIX** mutual letters of support) This illustrates the synergistic goal of mutual benefit throughout the greater Design District. Granting this request would not adversely affect neighboring property since parking is already prohibited along Oak Lawn, Market Center, and Irving Blvd. There is also potential for “relief valve” parking available should the internal parking be exceeded by utilizing the surface parking lots on nearby properties. The proposed mix of uses for this existing site will be able to successfully accommodate parking demand for the higher percentage restaurant use without adversely impacting neighboring properties or the public streets. Utilizing valet service for the restaurant use helps ensure that parking needs are sufficiently and efficiently met.

EXHIBIT 3 – 1201 Oak Lawn: OBSERVED PARKING NEXT DOOR AND PROPOSED PARKING



Note that the Oak Lawn Triangle property with two restaurants, Pie Tap and Town Hearth, makes it work with the 132 parking spaces available. The valet manager said if the parking spaces ever happen to temporarily fill up the restaurant has a “relief agreement” with the property to the south which helps keep the valet parking operation smooth and consistent.



The proposed mix of uses intends to fill the available parking during the weekend evening peaks for Restaurant use. There is adequate parking available to satisfy the City Code during mornings and afternoons for the Office and Showroom uses. The use of valet and alternative transportation modes can offset the evening restaurant peaks. Note that HN Capital will seek or provide on its own properties “relief valve” parking agreements that could be utilized for any overflow parking should it occur. As the owner of sixteen properties in the Design District, HN Capital is incentivized to balance and “right size” parking so that everyone benefits.

Walkability and Alternative Modes of Transportation

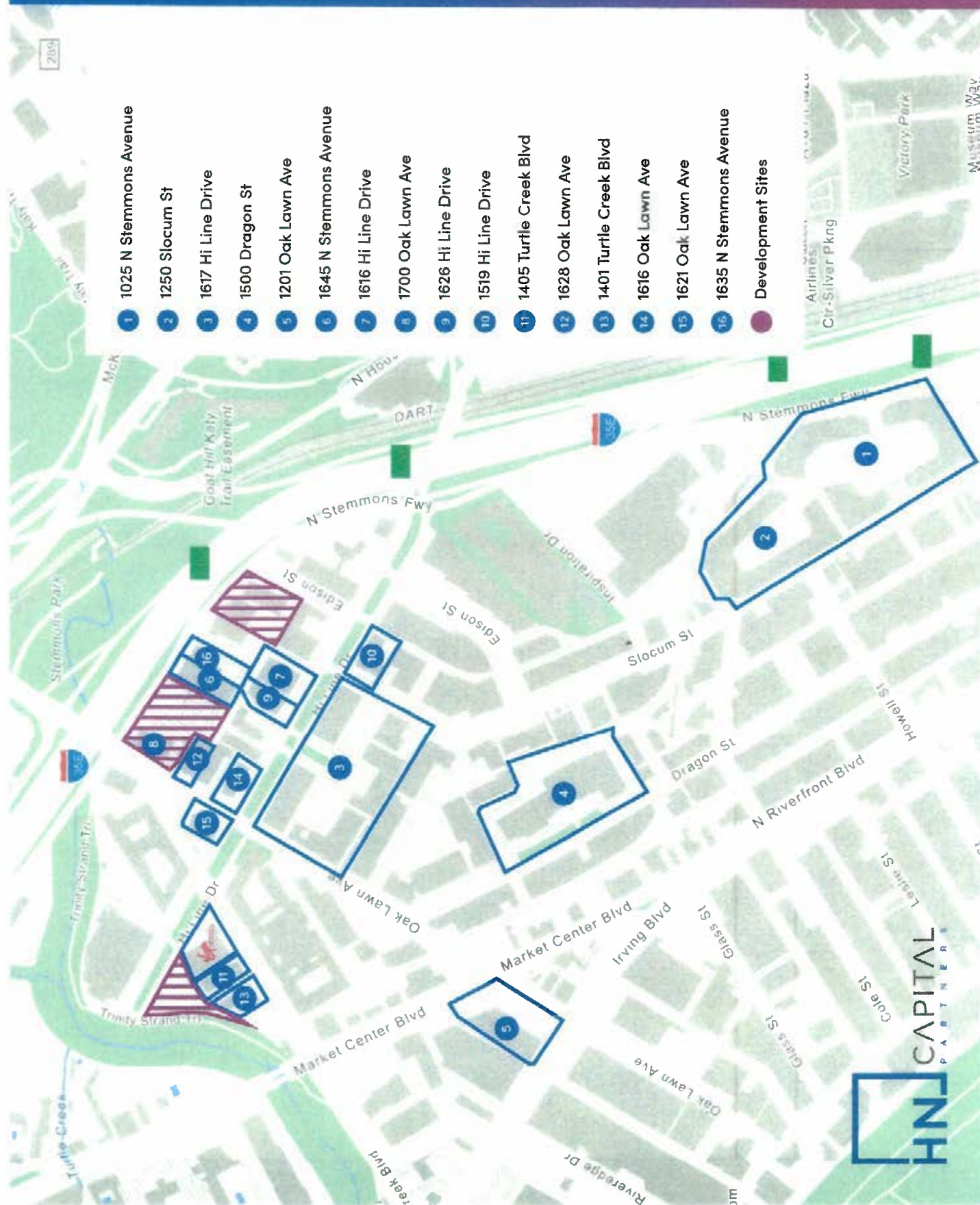
The parking reduction request is also supported by a walkability analysis of nearby residential units and current urban trend uses of alternative modes of transportation like walking, bicycling, and Uber/Alto. (See **APPENDIX** Walkability Study.) Note that the City of Dallas is currently considering reducing and/or eliminating parking requirements for some areas and uses. Although a reduction or elimination of parking requirements by the City of Dallas would not directly affect 1201 Oak Lawn since the parking already exists and the property is located within PD 621, it is still an indication that the old parking requirement ratios are excessive for dense urban living situations and with the newer alternative modes of transportation readily available.

Conclusion

Based on: (1) the observed parking data for similar uses adjacent to the site, (2) the allowances for parking reductions written into PD 621, (3) the utilization of valet to most efficiently park the site, (4) the potential for “relief valve” parking spaces in nearby surface parking lots for the overall benefit of the Design District, and (5) the current trends of more mobility choices and more dense urban living that together reduce the need for parking; **it is recommended that the existing 73 parking spaces for the current 1201 Oak Lawn site will be adequate to serve the proposed mix of Restaurant and Office/Showroom uses.** Furthermore, if the parking demand were to consistently exceed the 73 spaces provided and beyond what valet can accommodate, the greater risk would be loss of business to the site rather than any obstruction of the public right-of-way or creation of a traffic hazard since parking is internal to the site and is currently prohibited along Oak Lawn, Market Center, and Irving Blvd. The accommodation of shared parking, Uber/Alto and similar ride shares including the Virgin Hotel shuttle service, availability of pedestrian and bicycle trails, availability of remote parking lots within a ten minute walk, and the presence of newer dense inner-city residential developments that currently include 2000+ units within a ten minute walk of the subject site have all convened at this time to help reduce the need for parking and support the proposed mix of uses for 1201 Oak Lawn. The proposed plan to revitalize and repurpose the existing building of 1201 Oak Lawn and utilize the existing parking within the allowances of PD 621 will provide mutual benefits to the property owner/operator, the neighborhood, and the City of Dallas. “Right-sizing” or “right-mixing” the proposed uses of this existing building to more fully utilize the existing internal parking to its potential will not create a traffic hazard or increase traffic congestion on adjacent or nearby streets. No spillover effect of traffic or parked cars is expected to occur since valet parking will be available.

APPENDIX

- HN Capital Property Ownership Map within the Design District
- Mutual letters of support for Parking Reductions
- Walkability Study within a five to ten-minute walking distance of 1201 Oak Lawn
- Annotated Articles: “The Parking Problem – Why Cities Overbuilt Parking Spaces” 9-30-2023
“Parking Generation... Park +” by Kimley-Horn May 2016



February 5, 2025

Dr. Kameka Miller-Hoskins, Chief Planner
Zoning Board of Adjustment
City of Dallas
1500 Marilla Room 5CN
Dallas, TX 75201

Via email

RE: Pending applications at 1616 and 1626 Hi Line; 1617 Hi Line; and 1201 Oak Lawn Avenue

Dear Dr. Miller-Hoskins,

Please accept this support letter for the parking reduction requests at 1616 and 1626 Hi Line, 1617 Hi Line, and 1201 Oak Lawn Avenue. We understand they are separate requests intended for consideration in April 2025; our support applies to each request. The applicant, HN Capital, and their representatives have shared with us their request and plans for improving their property. As adjacent commercial property owners, we believe that their parking reduction request will benefit this area of the Design District.

We support the parking reductions requested for several reasons. HN Capital has successfully managed their properties in this area to bring valuable tenants and businesses to the Design District. As this area of the Design District has benefitted from the recent city investments in infrastructure, these improvements for sidewalks, streetscapes, and a hike/bike trail that connects to Victory Park/Downtown increase and enhance mobility options for visitors and residents. New developments and remodels have included a mix of land uses that are creating a dynamic neighborhood, as intended by the PD 621 Old Trinity Design District Special Purpose District zoning. We also understand the City of Dallas is considering Development Code revisions to the off-street parking requirements to align with current parking demand trends and promote use of other transportation options.

The proposed parking reductions are supported by a professional engineering analysis of the parking demand for these properties and the ability of HN Capital to manage the parking needs on their properties for the success of their tenants. We believe the requested reductions are reasonable and support the shared goal of continued improvement, adaptive reuse, and quality development of the Design District.

Sincerely,

Shyam Patel – Asana Partners
1444 Oak Lawn, LP

Jonathan G. Vinson
(214) 953-5941 (Direct Dial)
(214) 661-6809 (Direct Fax)
jvinson@jw.com

August 16, 2024

Via Email

Ms. Cambria Jordan, CFM, MBA, PMP, Senior Planner
Zoning Board of Adjustment
City of Dallas
1500 Marilla Street, Room 5BN
Dallas, Texas 75201

Re: BDA234-091; 1444 Oak Lawn Avenue.

Dear Ms. Jordan:

Our firm represents HN Capital, which is the largest property owner in the Design District. HN Capital is pleased to be part of the ongoing success of the District, and we look forward to even more success for the entire District in the future. This letter is to express our support for the off-street parking special exception request being made under BDA234-091 at 1444 Oak Lawn Avenue, for the following reasons.

When the City first approved P.D. 621 in 2002, it was not completely certain that the P.D. would work for its intended purposes. The City deserves credit for getting the P.D. right for the most part and achieving its purpose of fostering in-context adaptive reuse in the Design District with, of course, some appropriate new development.

Part of the success of P.D. 621, we believe, is due to the P.D. having loosened somewhat the strict requirements for off-street parking found in other parts of the City. This is very appropriate and necessary for the adaptive reuse of existing buildings, and actually helps preserve those buildings and the larger context of the District. This is good place-making and supports the District's overall success.

However, since the adoption of P.D. 621, the world has changed even more with regard to parking demand. The reduction in office usage, the advent of ride-sharing, and the greater walkability of the District have all contributed to this. Continuing to adhere to off-street parking ratios which date back in some cases to 1965, or even before, fails to recognize the change in parking demand in 2024.

In fact, the City itself is in the middle of processing Development Code amendments to reduce off-street parking requirements to align more with current demand. For many reasons, the current off-street parking requirements in P.D. 621, and elsewhere in the City, are obsolete and should be reduced.

41476708v.1

We support reasonable and evidence-based, data-driven reductions in parking requirements where appropriate, in particular in P.D. 621, where such reductions will support continued adaptive reuse and quality development and placemaking, and we believe that to be the case with this request. We respectfully ask that you approve the applicant's request in this case. Thank you.

Very truly yours,


Jonathan G. Vinson

cc: Dr. Kameka Miller-Hoskins
Jennifer Hiromoto
Vipin Nambiar
Adam Hammack
Suzan Kedron

WALKABILITY STUDY

According to statistics listed on the Dallas Design District Property Brochure, by “DunhillProperties.com”, there are approximately 20,000 residents that live within one mile, or a 10 to 20 minute walk, of the Dallas Design District. Even closer to the heart of the Design District and to 1201 Oak Lawn, within a 5 to 10-minute walk or less, are eight large multi-family communities that total nearly 3000 units. Also, the Virgin Hotel with 268 rooms and a 75 space pay parking lot are within a 10-minute walk to 1201 Oak Lawn. (See annotated map attached) According to the Federal Highway Administration, “Most people are willing to walk for five to ten minutes, or approximately ¼ to ½ mile” to reach a destination. (See FHA Pedestrian Safety Guide attached)

The close proximity within a five to ten-minute walk of so many residential units and hotel rooms certainly helps decrease the parking demand for patrons that would frequent 1201 Oak Lawn for Restaurant uses. (Walk times were physically verified by Lloyd Denman, P.E. during the parking observations made in May 2024.) There is also a free hotel shuttle at the Virgin Hotel that ferries guests within a 3-mile radius of the hotel to and from restaurants and other attractions. In May of 2024, the shuttle attendant said the shuttle stays busy and a second vehicle should be added to the service.



Federal Highway Administration

1200 New Jersey Avenue, SE
Washington, DC 20590
202-366-4000

Safety

Pedestrian Safety Guide for Transit Agencies

< [Previous Table of Content](#) [Next](#) >

Chapter 4: Actions to Increase the Safety of Pedestrians Accessing Transit

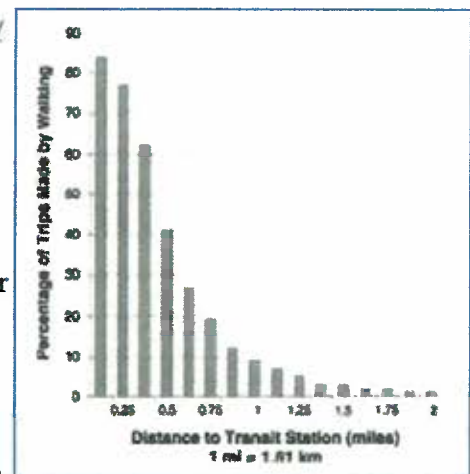
Understanding pedestrian characteristics and facilities (e.g., sidewalks, crosswalks, pedestrian signals, etc.) is an important step in providing safe access to transit systems. This section introduces basic pedestrian safety concepts to help readers understand issues, solutions, and resources that are presented in other parts of this guide. Concepts addressed in this chapter include:

- Typical walking distance to transit.
- Motor vehicle speed and pedestrian safety.
- Pedestrian characteristics and behavior.

A. Typical Walking Distance to Transit

Most people are willing to walk for five to ten minutes, or approximately $\frac{1}{4}$ - to $\frac{1}{2}$ -mile to a transit stop (see figure below). However, recent research has shown that people may be willing to walk considerably longer distances when accessing heavy rail services. Therefore, in order to encourage transit usage, safe and convenient pedestrian facilities should be provided within $\frac{1}{4}$ - to $\frac{1}{2}$ -mile of transit stops and stations, and greater distances near heavy rail stations. Note that bicyclists are often willing to ride significantly further than $\frac{1}{2}$ -mile to access rail transit stations, so safe facilities should be provided for bicycling within a larger catchment area around transit hubs.

Transit route spacing and location are important considerations for pedestrian access to transit. For example, in a city with a regular street grid pattern of streets, appropriate stop spacing can be achieved when transit routes are spaced between $\frac{1}{2}$ - to 1-mile apart. If the stops on these routes are spaced $\frac{1}{8}$ - to $\frac{1}{4}$ - mile apart, then a majority of the people in the neighborhoods served by the transit system will be within $\frac{1}{4}$ - to $\frac{1}{2}$ -mile of a transit stop.⁷⁰



B. The Effect of Motor Vehicle Speed on Pedestrian Safety

Pedestrians accessing transit stops and stations must often walk along or cross roadways that carry motor vehicle traffic. Pedestrians may feel less comfortable and safe as nearby motor vehicle speeds increase. The faster a driver is traveling, the more difficult it is to stop (see figure below).⁷¹ Larger vehicles, such as buses and trucks require even longer stopping distances.

The Parking Problem: Why Cities Overbuilt Parking Spaces

by [Lauren Palmer](#) | Sep 20, 2023 | [Land Use](#), [Transportation](#), [Urban Planning](#) | [0 comments](#)

The [Institute of Transportation Engineers](#) (ITE) was founded in 1930 with the goal “to improve mobility and safety for all transportation system users and help build smart and livable communities.” The idea behind the ITE was to help developers with roadway design, traffic management, and parking requirements. However, the ITE has created more problems, particularly when it comes to parking. For decades, the ITE recommended parking minimum requirements ill-suited for the municipalities implementing them.

The primary issue with parking recommendations from the ITE is that the studies they relied on were based on [selective data](#). For instance, in the 1987, second edition of the ITE’s *Parking Generation*, the ITE created half of their [parking generation rates based on just four or fewer studies](#) that were conducted in suburban areas. Researchers conducted these studies during times of peak parking demand and in areas where there was plenty of free parking and [little to no use of public transit](#).

This led urban planners in cities to use suburban rates to set parking requirements that [were](#) incompatible with urban environments, resulting in excessive amount of parking in some areas. This created a circular planning process that has only exacerbated issues. It goes something like this:

1. The ITE published their findings in *Parking Generation* using the selective suburban data,
2. City urban planners set parking requirements based on those findings,
3. Developers implemented those parking plans,
4. The resulting ample supply of parking drove the price of parking in specifically designated lots down to zero,
5. Because of the massive amount of land used to create these parking specifications, cities saw decreased walkability and density of facilities,
6. The sprawl, combined with the plethora of free parking options, led to increased vehicle usage,
7. The increased parking demand again validated the ITE’s findings.

And the cycle repeats. This process has, [unsurprisingly, resulted in an overabundance of parking](#). In the United States, surface parking lots alone cover more than five percent of all urban land, representing an area greater than the states of Rhode Island and Delaware combined.

To be clear, the ITE is not solely to blame. As mentioned in *Rethinking A Lot*, urban planners and policymakers frequently rely on the recommendations provided by the ITE for parking requirements without ensuring their accuracy for their respective municipalities. The ITE has an inherent authority that makes planners regard its findings as valid, precluding in planners’ minds the need for further inquiry. The use of ITE’s manuals also allow public officials to avoid responsibility for excessive parking lots.

Due to a lack of planning and engaging the proper parties involved in parking use and development, inaccurate parking demands arise. While [urban planners](#) readily observe this problem, they often fail to take the necessary steps to actually address it. Even municipalities directly contribute to the overabundance of parking by offering free spaces, which inevitably fill up quickly, and then opting to add more parking, which creates an overabundance without addressing the root problem.

Municipalities also look to other authorities, such as the [Urban Land Institute](#) (ULI) for parking guidance. However, the ULI has many of the same problems as the ITE. ULI reports have recommended an excessive amount of parking, with some ULI reports calculating a “need” for more spaces than ITE reports. Municipalities cannot blindly rely on these institutions to supply perfectly accurate data. Municipalities need to measure parking demands with the “ongoing data analysis, community assessment, and demand analysis” that is most relevant to them.

The ITE, recognizing that municipalities still rely on its findings, is also attempting to fix the situation by adapting and changing the new [Parking Generation](#) manuals. The most recent, the 2019 *Parking Generation Manual*, features land use descriptions and data plots of a variety of available land uses, time periods, and independent variables in the ITE database. The parking database is now broken up into settings that include “Multi-Use Urban” and “Center City Core,” which work to pinpoint the most relevant studies for specific cities’ needs. The goal of this manual is to help describe the relationship between parking demand and the characteristics of the individual development site.

Donald Shoup, Professor in the Department of Urban Planning at UCLA, recommends that the ITE follow in the footsteps of the British counterpart to *Trip Generation*, the “Trip Rate Information Computer System.” This system gives information about the characteristics of every surveyed site and its surroundings, which would allow municipalities to use comparable sites before making land use decisions.

Despite the empirical evidence surrounding the overabundance of parking, as well as its deleterious environmental effects, few municipalities are changing parking requirements and financiers still pass on projects that “don’t have enough parking,” even with the new ITE recommendations.

One successful technique is [shared parking](#), a parking management tool that communities can employ when setting parking requirements. Different types of land uses attract customers, workers, and visitors during different times of the day, which results in differing peak parking demand hours for the related land uses. Shared parking takes advantage of these varying demand patterns and allows adjacent land uses with complementary peak demands to share a parking lot space. This not only encourages centralized parking rather than scattered lots, but also reduces overall construction costs which could greatly benefit both municipalities and developers.

Several municipalities have implemented shared parking, including **Ventura, CA** which has a zoning ordinance that permits different land uses to have shared parking because of opposite peak parking demand periods. The shared parking is allowed to satisfy one hundred percent of the minimum parking requirements for each land use. Similarly, **North Kansas City, MO**, by permit, allows a reduction of the number of parking spaces multi-use developments need to have if they have different peak parking demand periods.

Finally, in **West Hartford, CT**, the zoning code provides an alternative method of meeting parking requirements. So long as the applicant seeking to enter into a shared parking agreement can prove the lot would be convenient for all parties and would not cause traffic congestion, it can get approved. The municipality has since consolidated many parking lots down for shared use.

To truly reverse the detrimental impacts of the old ITE reports on the development of cities, urban planners and lawmakers will need to implement a multi-faceted approach. In addition to conducting their own parking studies based on the proposed uses and characteristics of the community, urban planners and lawmakers should focus on enhancing multi-modal transit and implementing shared parking. Parking minimums need to be eliminated and more parking maximums need to be developed. Focusing on the parking demands of individual development sites will help stop the cycle of creating unnecessary parking and meet parking demands in a smarter and more efficient manner.

Parking Generation— Replacing Flawed Standards with the Custom Realities of **Park+**

WHITE PAPER SERIES

May 2016



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Introduction

For the longest time, our industry's approach to defining "How much parking?" has been relegated to the use of national parking requirement standards, either from the Institute of Transportation Engineers (ITE), Urban Land Institute (ULI), or local code requirements. Anyone who has read the workings of Donald Shoup, or more recently Richard Willson, knows the fallacy in using these sources when designing downtown or campus parking systems.

National parking requirement standards are based on outdated and under-represented data, which tend to skew wildly from the actual parking needs of a community. In my years as a parking consultant, I've very rarely completed a single downtown parking study where the peak observed parking demands consumed the majority of the total parking spaces. A study completed in Dallas a few years ago yielded some 30,000 empty parking spaces at peak. Similar results were found in Atlanta, Houston, St. Petersburg, Seattle, and the list goes on.

When communities plan downtowns based on outdated suburban design standards, we achieve the same inevitable results—empty, restricted parking areas that deaden the density, walkability, and vitality of urban areas.

The parking quantity question is always a challenging exercise, especially when we try to solve it using inaccurate data. Most times, we rely on outdated data that doesn't truly represent the real context of our downtowns. As more and more people migrate to urban areas, the dynamics of how they get around and their relationships with cars change. As such, we've seen a drastic downshift in the need to provide parking. But our planning tools have not evolved to better align with this shift.

Equally challenging is deciding how the parking characteristics in one community compares to another community. In reality, it's hard to define how one neighborhood acts compared to another. Here in Phoenix, the Roosevelt neighborhood, home to the area's up-and-coming artists and requisite "hipsters," enjoys a higher amount of transit, walking, and cycling than most other parts of the city. In turn, the overall demand for parking is lessened as area residents and patrons find other ways to access the uses within the area. In my neighborhood, you almost can't survive without the use of a car to work, shop, and play. This variability exists in every city and is the reason it's absurd to continue leaning on archaic, cookie-cutter methods to plan for parking.

This question is the central reason we created Park+ — to find a way to localize the analysis of parking demand and challenge the conventional notion that all parking demand is created the same. Within this white paper we summarize the findings of the first five years of Park+ modeling and define the dynamic nature of each community served. In our time developing, testing, and applying this model, we have encountered an incredible diversity of data and outcomes in each community. In the following sections, we'll walk through those results, as well as the more global movement afoot in our industry.



PARKING GENERATION -

Replacing Flawed Standards with the Custom Realities of Park+



Unfortunately, those data points are routinely applied in areas they should not be. I've seen exercises where entire swaths of a downtown are planned with these metrics, resulting in over-built facilities. In some cases, it's a lack of understanding of the context the development is occurring in. In other cases, it's a requirement of financial institutions that are backing a development. Whatever the cause, a better understanding of the true dynamics of a development and the area it serves produces better results.

In recent years, urban planners have begun to lean more and more on these decisions as a primary reason that downtowns and communities don't work. One of my favorite terms in the industry is the "parking crater," which was coined by the website Streetsblog and its editor Angie Schmitt. In fact, that website holds an annual March Madness tournament, with a full-on bracket to determine the worst parking crater of that year. The parking crater is a portion of a downtown that has been hollowed out by the presence of large surface parking lots. Whether these are highly or poorly utilized, they deaden a downtown, its walkability, and most importantly its viability.

If asked, many people would say the provision of ample parking makes our cities more desirable. But in fact, ample parking promotes single occupancy vehicle trips and impedes the ability for our communities to develop and grow. Pedestrian walkability, dense design, and connectedness are extremely important for the success of a community. Large areas of parking tend to counter these tenets and disrupt the ability for a community to work properly. This is only exacerbated by the over-provision of parking.

Clearly, something must be done...

Right-Sized Parking

Recently in the planning arm of the parking industry, we've seen a very distinct shift toward finding the right amount of parking for a downtown, campus, study area, development, etc. This movement is aptly dubbed the Right-Sized Parking movement. The name speaks for itself, as the intent is to determine the correct amount of parking to serve an area without over- or under-burdening area patrons.

Too much parking tends to be an expensive endeavor. In today's world where more and more parking is found in consolidated structures, the cost to build a single space can range from \$8,000 to \$40,000, or more. This price is astronomical and is a primary contributing reason that rents are increasing and the cost of living in urban areas is skyrocketing. In King County¹, WA, a recent study searched to find the answer to the right-size for multi-family housing parking. The result of that large-scale effort was...it depends.

¹ Visit rightsizeparking.org to learn more and to play with their awesome right-size parking calculator



PARKING GENERATION -

Replacing Flawed Standards with the Custom Realities of Park+



That result may seem nebulous, but in reality it's the most accurate response that could have emerged from such a study. The data indicated that a number of factors—location, access to transit, employment density, walkability, population demographics—were responsible for the parking demand characteristics of a multi-family development. In short, people tended to adapt to their environment, and their driving (and car ownership patterns) adapted right along with them.

Unfortunately, in a lot of those instances, the provision of parking did not adapt. Instead, developers continued to provide parking as if every location was the same, and the result was a high amount of underutilized parking. The data showed that in the heart of **Seattle** (the most urbanized area in the county), the parking demand was at or below 0.5 spaces per unit. In the far reaches of the county, the ratio was closer to 1.5 spaces per unit.

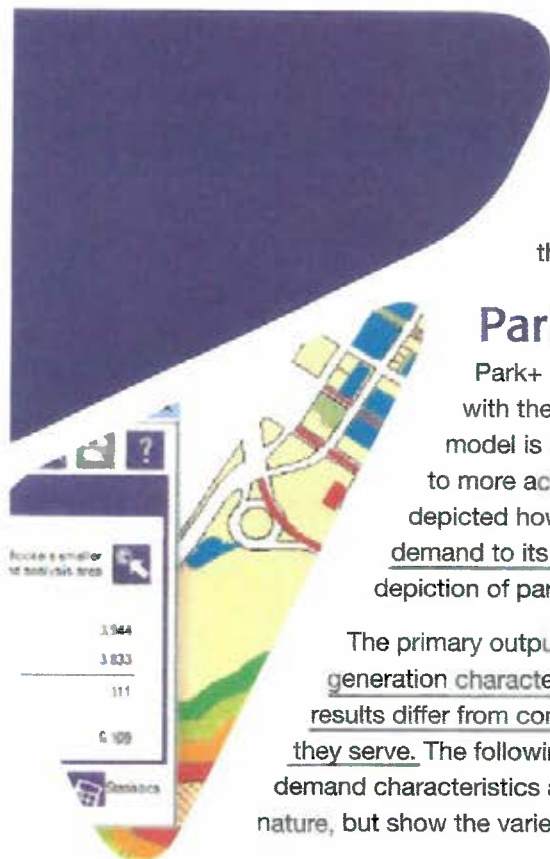
This analysis has borne some incredible outcomes. First, many developers in the King County area have begun to lessen their parking capacity as a result of this analysis, basically "right-sizing" their supply. That in and of itself is a win and would deem the effort a success. However, the study also pushed communities in the King County area to reassess their parking requirements, helping to define right-sized parking at the review level. Even more incredibly, King County transit has now begun to pursue empty parking spaces in multi-family housing complexes to serve as park-and-ride spaces for transit riders.

It's very exciting to see the results coming out of King County. They spent a tremendous amount of time and effort to collect viable data and determine how their community works. The project was well funded by the Federal Highway Administration and led by a brilliant young planner² whose mission is to prove the fallacy of poor parking planning. But how about the communities not funded by FHWA...how do they learn more about the true nature of their parking systems?

Park+ and Right-Sized Parking

Park+ —the Kimley-Horn parking scenario planning tool — was created with the intention of right-sizing parking in the communities we serve. The model is built on an algorithm that matches parking demand with land uses to more accurately depict parking behavior. Previous white papers (xxx) have depicted how this relationship works, but in simplistic terms, we match parking demand to its origin using localized data. The result is a much more accurate depiction of parking demand in the environments our models serve.

The primary output of a calibrated Park+ dataset is a unique set of parking generation characteristics that represent the dynamic nature of a community. These results differ from community to community and are a direct reflection of the areas they serve. The following tables and figures provide a representative sample of parking demand characteristics and geographic demand metrics. These are only representative in nature, but show the varied results that come from Park+ modeling exercises.



² Dan Rowe of King County Metro. If you ever meet him at a conference, engage him about parking...you won't be sorry.

Summary:

City Plan Commission recommendation regarding DCA190-002 Off-Street Parking & Loading Code Amendment

Background:

On March 20, 2025, the City Plan Commission voted to recommend the Off-Street Parking & Loading Code Amendment proposal to the City Council.

The Zoning Ordinance Advisory Committee ("ZOAC") had previously recommended removing all minimum parking requirements for all land uses citywide. The CPC debated this recommendation at five meetings from November 2024 through March 2025, voting to amend it in several ways.

Summarized proposal:

Notable updates to our current parking minimums include:

- **Transit-Oriented Development and Downtown:** No minimums for any use within ½ mile around rail stations or downtown
- **Office and retail:** No minimums for office uses and most retail
- **Industrial and Commercial:** No minimums for industrial, commercial, and business service uses except when contiguous with single-family uses
- **Single-family and duplex:** Reduced minimums for single-family and duplex uses to 1 space per dwelling unit
- **Multifamily:** Reduced minimums for multifamily uses to ½-space per dwelling unit plus guest parking, and added requirement of 1 loading space for larger multifamily
- **Bars, restaurants, and commercial amusement:** Reduced minimum for seating and sales areas to 1 space per 200 square feet, plus additional reductions
 - Bars and restaurants in buildings **under 2,500 square feet:** No minimums
- **Designated historic buildings:** No minimums for buildings designated at the city, state, or national level as historically significant, except when used as a bar, restaurant, or commercial amusement land use.
- **Places of worship under 20,000 square feet:** No minimums
- **Lower Greenville:** Parking ratios for selected uses generally will not apply to Lower Greenville areas covered by the Modified Delta Overlay MD-1.

Below is a table describing the changes in more detail.

Topic	Impact	Results (summarized)	Current code (summarized)
TOD & Downtown	Removed	No parking for any use within <ul style="list-style-type: none"> • ½-mile of light rail and streetcar stations • CA (downtown) districts 	No exception for rail proximity 1 space per 2,000 sf, with exceptions for buildings built prior to 1967 and ground-floor retail under 5,000 sf
Office uses	Removed	No minimum parking requirement	1 space per 200 or 330 square feet
Single-family & Duplex	Reduced and standardized	1 space per dwelling unit	1 space per single-family dwelling unit in R7.5(A) and R5(A) 2 spaces per dwelling unit for all other single-family and duplexes
Multifamily (parking)	Reduced	½-space per dwelling unit Graduated guest parking requirement	1 space per bedroom 0.25 guest spaces per dwelling unit
Multifamily (loading and short-term)	Added	Show plans to manage loading and short-term drop-off for any development 1 loading space required over 150 dwelling units	No loading required
Hotel (loading and short-term)	Reduced	Show plans to manage loading and short-term drop-off for any development 1 loading space required for hotels over 80 guest rooms	Graduated requirement beginning at 10,000 square feet
Bars and restaurants	Reduced	No minimum for buildings up to 2,500 sf For buildings over 2,500 sf, 1 space per 200 sf for sales and seating area (plus reductions for some storage and manufacturing area)	1 space per 100 square feet for sales and seating area Variety of lighter minimums for storage and manufacturing
Commercial amusement (bowling alleys, dance halls, etc.)	Reduced and standardized	1 space per 200 square feet	Variety of minimums per type

Industrial uses Commercial service and business uses (truck sales, medical laboratory, furniture repair, etc.)	Geography limited	Reduced minimums apply when contiguous with single-family properties; no minimums elsewhere	Minimums apply anywhere the use is permitted
Designated historic buildings	Mostly removed	No minimums, except 1 space per 200 square feet for bars, restaurants, and commercial amusement uses within 300 feet of single-family with reduction option through SUP.	No exemptions for historic buildings
Places of worship	Reduced	No minimums for places of worship less than 20,000 square feet of floor area	All places of worship are subject to parking minimums
Mixed Income Housing Density Bonus	Parking bonus reduced to zero	Zero minimum parking required when providing mixed income units	½-space per unit required when providing mixed income units
Geographic exceptions	No change for MD-1 Overlay	Properties subject to the MD-1 Modified Delta Overlay will keep minimums for selected uses.	
Design standards	Limiting driveway entrances for 1- through 4-unit residences Requiring pedestrian path through large parking lots Prohibiting surface water drainage across sidewalk surfaces Simplified loading standards Allowing parking lot entrances on any alley for any use		
Bicycle parking	Increased bicycle parking amount requirements Clarified design and locational standards		
Shared loading	Adding the opportunity for a shared loading agreement		

FILE NUMBER: BDA245-050 (BT)

BUILDING OFFICIAL'S REPORT: Application of JONATHAN VINSON for **(1)** a special exception to the parking regulations at **1500 DRAGON STREET**. This property is more fully described as Block 6851 and is zoned PD-621 (Subdistrict 1), which requires parking to be provided. The applicant proposes to construct and/or maintain a nonresidential structure for a restaurant without drive-in or drive-through service use an Office use, an Office/Showroom and a Commercial Amusement (Inside) (event center) use, and provide 177 of the required 300 parking spaces, which will require **(1)** a 123-space special exception (41 percent reduction) to the parking regulation.

LOCATION: 1500 Dragon

APPLICANT: Jonathan Vinson

REQUEST:

- (1) Special Exception to the parking regulations.

STANDARD FOR A SPECIAL EXCEPTION TO THE OFF-STREET PARKING REGULATIONS:

SEC 51P-621.110(b)(2) States that the board may grant a special exception of up to 50 percent of the required off-street parking upon the findings and considerations listed in **SEC 51A-4.311** minus the number of parking spaces currently not provided due to delta credits, as defined in **SEC 51A-4.704(b)(4)(A)**. The board of adjustment may impose conditions on the special exception. **SEC 51A-3.111(a)** of the Dallas Development Code specifies that the board may grant a special exception to authorize a reduction in the number of off-street parking spaces required under this article if the board finds, after a public hearing, **that the parking demand generated by the use does not warrant the number of off-street parking spaces required, and the special exception would not create a traffic hazard or increase traffic congestion on adjacent or nearby streets.**

STAFF RECOMMENDATION:

Special Exceptions (1):

No staff recommendation is made on this request.

BACKGROUND INFORMATION:

Zoning:

Site: PD-621 (Subdistrict 1)
North: PD-621 (Subdistrict 1)
Ease: PD-621 (Subdistrict 1)
South: PD-621 (Subdistrict 1)
West: PD-621 (Subdistrict 1)

Land Use:

The subject site is developed with Commercial Amusement (Event Space), and Office Showroom/Warehouse. The areas to the north, south, east, and west are developed with various uses such as but not limited to Office Showroom/Warehouse, Multi-family, and Restaurant without drive-in or drive-through service.

BDA History:

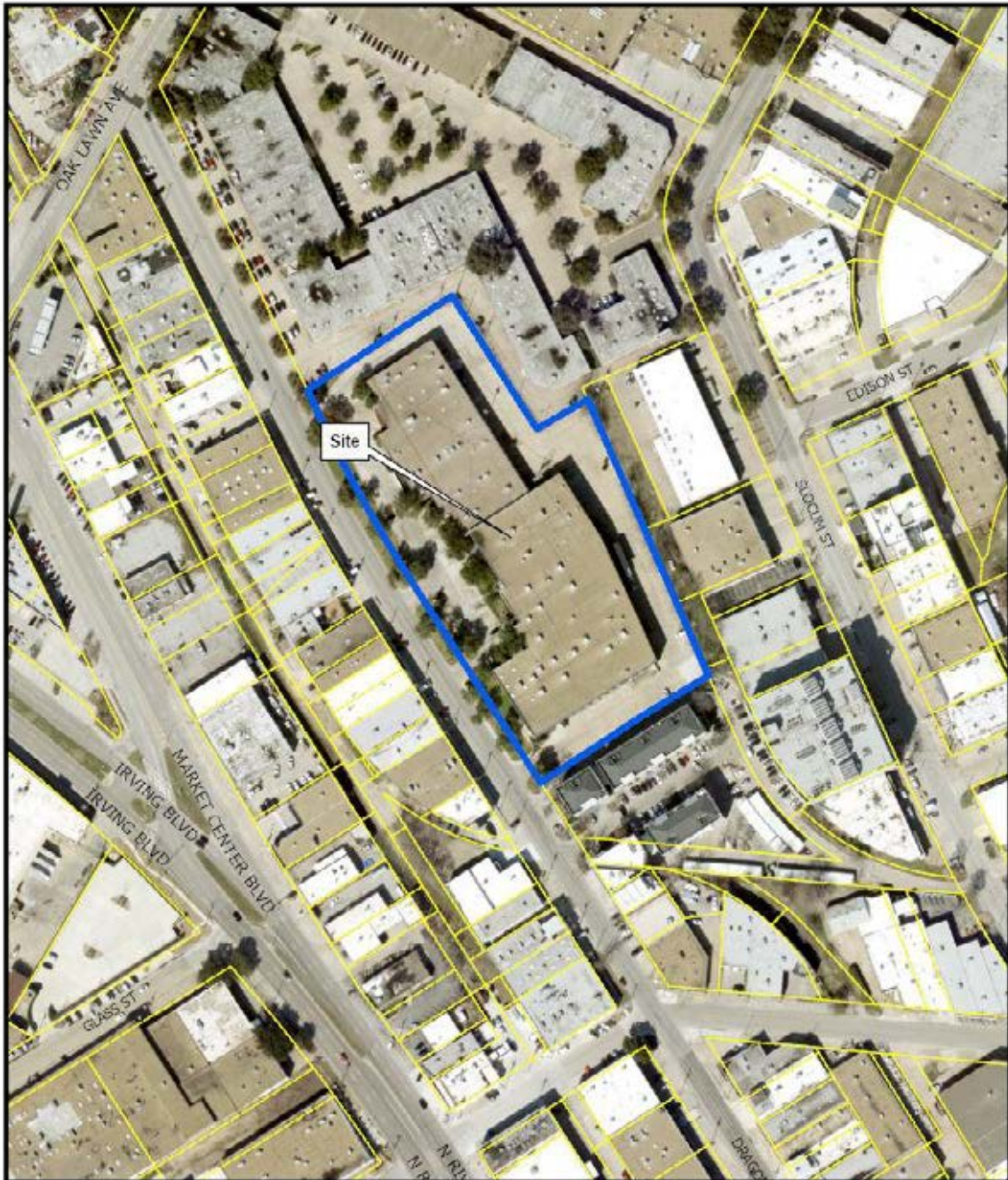
No BDA history found within the last 5 years

GENERAL FACTS/STAFF ANALYSIS:

- The application of Jonathan Vinson for the property located at 1500 Dragon St. focuses on one request relating to the parking regulations.
- The proposed request of a 123-space special exception (41 percent reduction) is made to construct and/or maintain a nonresidential structure.
- The subject site lot size is 223,720.73 square feet.
- The existing building footprint is 98,531 square feet (44.04 percent lot coverage).
- PD-621 (Subdistrict 1) requires the following parking ratio per specified use:
 - 1 parking space per 358 square feet of floor area for Office-related ($3,000 / 358 = 8.38$).
 - 1 parking space per 105 square feet of floor area for Restaurant without drive-in or drive-through service ($18,000 / 105 = 171.43$).
 - 1 parking space per 1100 square feet of floor area for Warehouse/Showroom up to 20,000 square feet floor area ($20,000 / 1100 = 18.18$).
 - 1 parking space per 4100 square feet of floor area for Warehouse/Showroom above 20,000 square feet floor area ($47,531 / 4100 = 11.59$).
 - 1 parking space per 100 square feet of floor area for Any other use ($10,000 / 100 = 100$).
- Additionally, a parking agreement is required for calculating adjusted standard parking requirements.
- Granting the proposed 123-space special exception (41 percent reduction) to the parking regulations with a condition that the applicant complies with the most recently submitted site plan, would require the proposal to be constructed as shown on the submitted documents.
- 200' Radius Video: [BDA245-050 at 1500 Dragon St](#)

Timeline:

- April 16, 2025: The applicant submitted an "Application/Appeal to the Board of Adjustment" and related documents which have been included as part of this case report.
- March 5, 2025: The Board of Adjustment Secretary assigned this case to Board of Adjustment Panel A.
- March 14, 2025: Planning and Development Department Senior Planner emailed the applicant the following information:
- an attachment that provided the public hearing date and panel that will consider the application; the March 21, 2025, deadline to submit additional evidence for staff to factor into their analysis; and April 4, 2025, deadline to submit additional evidence to be incorporated into the board's docket materials.
 - the criteria/standard that the board will use in their decision to approve or deny the request; and
 - the Board of Adjustment Working Rules of Procedure pertaining to documentary evidence.
- March 25, 2025: The Board of Adjustment staff review team meeting was held regarding this request and other requests scheduled for the April public hearings. Review team members in attendance included: The Board of Adjustment Chief Planner/Board Administrator, the Board of Adjustment Senior Planner, Project Coordinator, Board Secretary, Conservation District Chief Planner, Chief Arborists, Zoning Senior Planner and Transportation Engineer.
- March 25, 2025: The applicant provided revised Shared Parking Chart.
- April 4, 2025: The applicant provided additional documentary evidence.

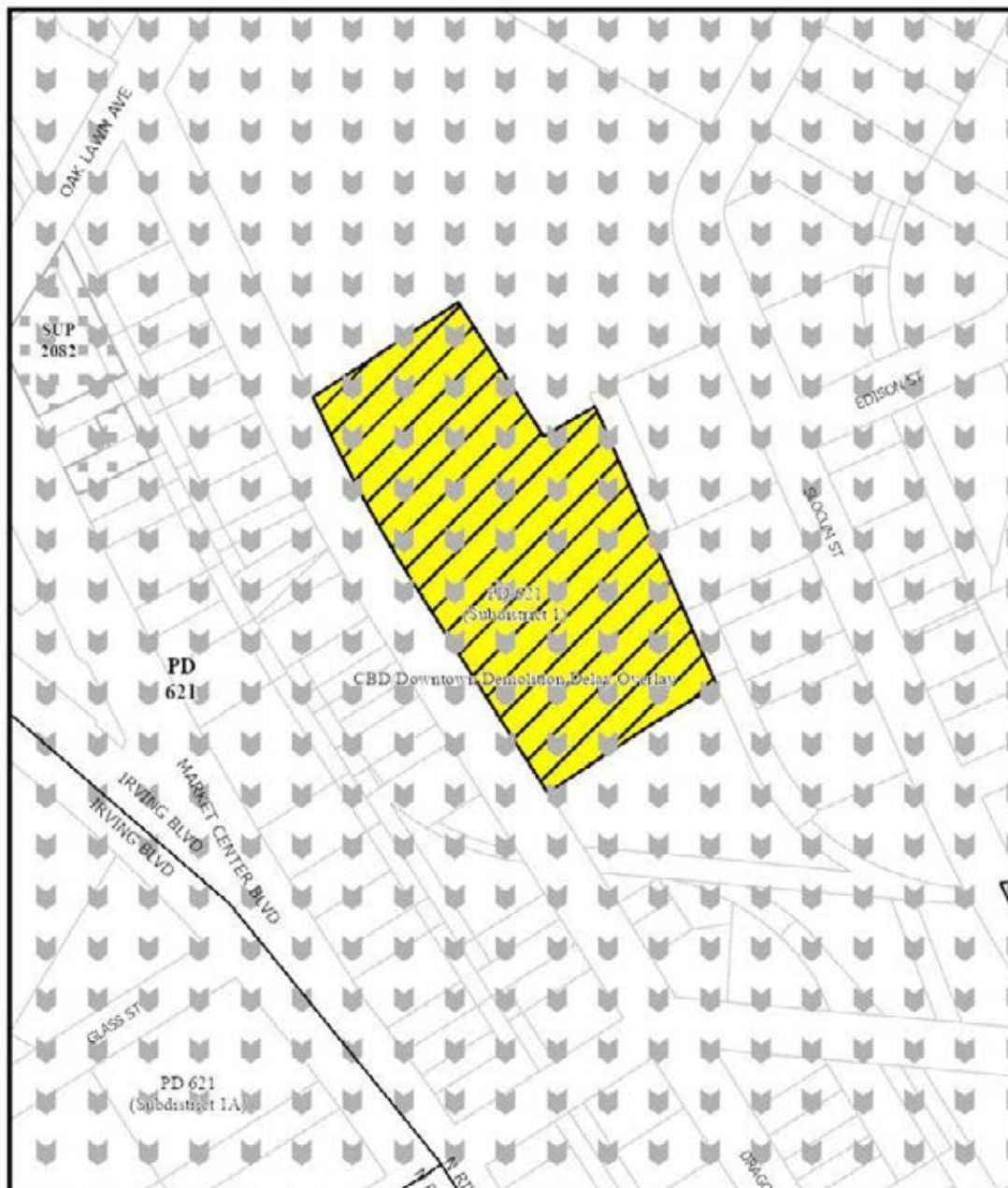


1:2,400

AERIAL MAP

Case no: **BDA245-050**

Date: **03/06/2025**



1:2,400

ZONING MAP

Case no: **BDA245-050**

Date: **03/06/2025**



Notification List of Property Owners

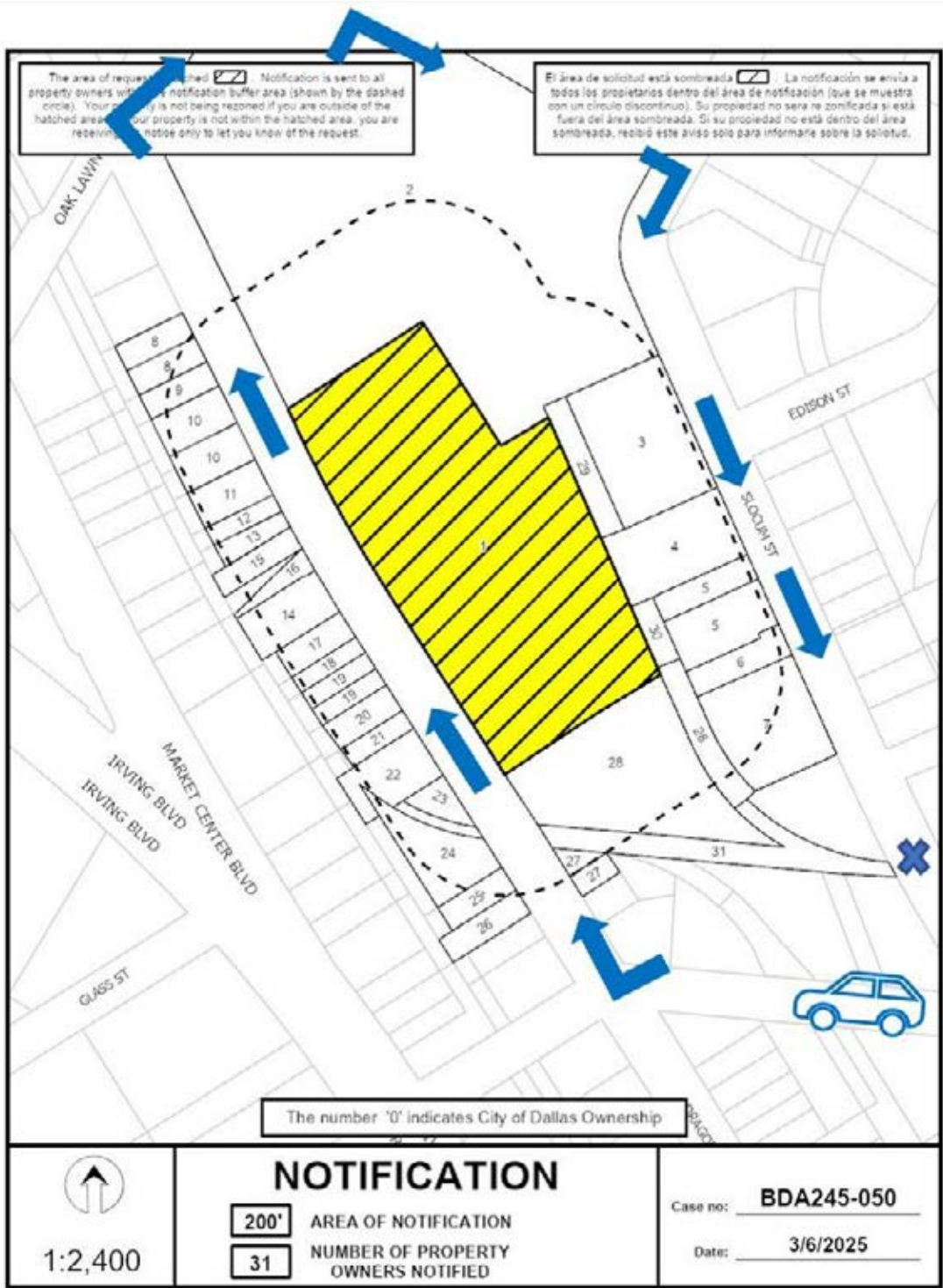
BDA245-050

31 Property Owners Notified

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
1	1500 DRAGON ST	DDD PORTFOLIO HOLDINGS LLC
2	1444 OAK LAWN AVE	1444 OAK LAWN LP
3	1505 SLOCUM ST	1505 SLOCUM LLC
4	1435 SLOCUM ST	ENGLISH DANNA
5	1423 SLOCUM ST	TOMLIN GERALD &
6	1411 SLOCUM ST	KING SIU FONG
7	1403 SLOCUM ST	DRAGON POPEY FUND LTD
8	1633 DRAGON ST	NR YANG PROPERTIES LLC
9	1627 DRAGON ST	A 3 PROPERTIES LP
10	1621 DRAGON ST	MUSE FAMILY ENTERPRISES LTD
11	1611 DRAGON ST	ZUEGER SECOND FAMILY LP
12	1607 DRAGON ST	LOJ DRAGON STREET LLC
13	1605 DRAGON ST	1605 DRAGON LLC
14	1531 DRAGON ST	A AND I HOLDINGS LLC
15	1601 DRAGON ST	1601 DRAGON LLC
16	1533 DRAGON ST	DDH WAREHOUSE INVESTORS LLC
17	1525 DRAGON ST	OAK STREAM INVESTORS III LTD
18	1523 DRAGON ST	ZUEGER FIRST FAMILY LP
19	1515 DRAGON ST	ASTON HARRY D & PATSY RAE TOLER ASTON TRUST
20	1511 DRAGON ST	WILLIAMS REVOCABLE TRUST THE
21	1507 DRAGON ST	ROSEDALE APARTMENTS LLC
22	1501 DRAGON ST	LANG DRAGON LLC
23	1435 DRAGON ST	DRAGONFLY ACQUISITIONS LLC
24	1425 DRAGON ST	VICHYASTIT KITTICHAH &
25	1419 DRAGON ST	APG3 HOLDINGS LLC
26	1413 DRAGON ST	ARTERIORS NEXT DOOR LLC

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
27	1414 DRAGON ST	RUTT CAPITAL LLC
28	1430 DRAGON ST	DRAGON PROPERTY FUND LTD
29	1500 SLOCUM ST	1505 SLOCUM LLC
30	1400 SLOCUM ST	TOMLIN GERALD JR
31	1400 DRAGON ST	DRAGON PROPERTY FUND LTD

200' Radius Route Map



NOTICE OF PUBLIC HEARING

BOARD OF ADJUSTMENT OF THE CITY OF DALLAS (PANEL A)

NOTICE IS HEREBY GIVEN that the BOARD OF ADJUSTMENT OF THE CITY OF DALLAS (PANEL A) will hold a hearing as follows:

DATE: TUESDAY, APRIL 15, 2025

BRIEFING: 10:30 a.m. via **Videoconference** and in **6EN COUNCIL CHAMBERS** at Dallas City Hall, 1500 Marilla Street <https://bit.ly/boa0415A>

HEARING: 1:00 p.m. **Videoconference** and in **6EN COUNCIL CHAMBERS** at Dallas City Hall, 1500 Marilla Street <https://bit.ly/boa0415A>

The purpose of the hearing is to consider the following appeal(s) now pending before the Board of Adjustment:

BDA245-050(BT) Application of Jonathan Vinson for **(1)** a special exception to the parking regulations at **1600 DRAGON STREET**. This property is more fully described as Block 6851, and is zoned PD 621 Subdistrict 1, which requires parking to be provided. The applicant proposes to construct and/or maintain a nonresidential structure for a restaurant without drive-in or drive-through service use, an Office use, an Office/Showroom use, and a Commercial Amusement (Inside) (event center) use, and provide 177 of the required 300 parking spaces, which will require **(1)** a 123-space special exception (41% reduction) to the parking regulation.

You have received this notice because you own property within 200 feet of the above property. You may be interested in attending the Board of Adjustment hearing to express your support for or opposition to the application. You may also contact the Board of Adjustment by email to BDAreply@dallas.gov. Letters will be accepted until 9:00 am the day of the hearing. If you are unable to attend the hearing. If you choose to respond, it is important that you let the Board know your reasons for being in favor of or in opposition to the application. The Board members are very interested in your opinion.

Note: Any materials (such as plans, elevations, etc.) included within this notice may be subject to change.

The Board of Adjustment hearing will be held by videoconference and at 6EN Council Chambers. Individuals who wish to speak in accordance with the Board of Adjustment Rules of Procedure by **joining the meeting virtually**, must register online at <https://bit.ly/BDA-A-Register> by the 5 p.m. on Monday, April 14, 2025. All virtual speakers will be required to show their video in order to address the board. In Person speakers can register at the hearing. Public Affairs and Outreach will also stream the public hearing on Spectrum Cable Channel 96 or 99; and bit.ly/cityofdallastv or YouTube.com/CityofDallasCityHall.

Speakers at the meeting are allowed a maximum of five (5) minutes to address the Board.

Additional information regarding the application may be obtained by calling Bryant Thompson, Senior Planner (214) 940-4502, or Mary Williams, Board Secretary at (214) 670-4127. Si desea información en español, favor de llamar al teléfono a Mary Williams al (214) 670-4127.

Board of Adjustment
Planning and Development Department
1500 Marilla Street 5CN, Dallas TX 75201

PLEASE SEND REPLIES TO:

BDAreply@dallas.gov

Letters will be received until 9:00
am the day of the hearing.

PLEASE REGISTER AT:

<https://bit.ly/BDA-A-Register>



Development Services

"TOGETHER WE ARE BUILDING A SAFE AND UNITED DALLAS"

APPLICATION/APEAL TO THE BOARD OF ADJUSTMENT

Case No.: BDA

245-050

USE ONLY

FEB 25 2025

Date:

FOR OFFICE USE ONLY

Data Relative to Subject Property:

Location address: 1500 Dragon Street Zoning District: PD 621 Subdistrict 1

Lot No.: _____ Block No.: 6851 Acreage: 5.1655 Census Tract: 100.03

Street Frontage (in Feet): 1) 700.9 2) _____ 3) _____ 4) _____ 5) _____

To the Honorable Board of Adjustment:

Owner of Property (per Warranty Deed): DDD Portfolio Holdings LLC

Applicant: Jonathan Vinson, Jackson Walker LLP Telephone: 214-953-5941

Mailing Address: 2323 Ross Avenue, Ste. 600 Zip Code: 75201

E-mail Address: jvinson@jw.com

Represented by: Jonathan Vinson, Jackson Walker LLP Telephone: 214-953-5941

Mailing Address: 2323 Ross Avenue, Ste. 600 Zip Code: 75201

E-mail Address: jvinson@jw.com

Affirm that an appeal has been made for a Variance __, or Special Exception X of parking regulations for various uses, in accordance with PD 621 Section 51P-621-110(b)(2)(D).

Application is made to the Board of Adjustment, in accordance with the provisions of the Dallas Development Code, to Grant the described appeal for the following reason:

This application requests a Special Exception for a 48% reduction in the off-street parking requirements for various uses on the property; that is, to provide 177 parking spaces of the required 341 parking spaces based on office/showroom, office, restaurant, and event space uses. In accordance with Planned Development District No. 621, Section 51P-621.110(b)(2)(D), and Section 51A-4.311(a)(1) of the Dallas Development Code, the parking demand generated by the various uses does not warrant the number of off-street parking spaces required, and the proposed special exception will not create a traffic hazard or increase traffic congestion on adjacent or nearby streets.

Note to Applicant: If the appeal requested in this application is granted by the Board of Adjustment, a permit must be applied for within 180 days of the date of the final action of the Board, unless the Board specifically grants a longer period.

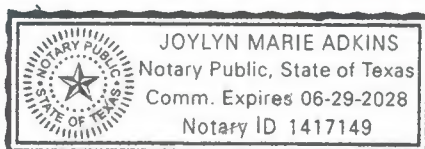
Affidavit

Before me the undersigned on this day personally appeared JONATHAN G. VINSON
(Affiant/Applicant's name printed)

who on (his/her) oath certifies that the above statements are true and correct to his/her best knowledge and that he/she is the owner/or principal/or authorized representative of the subject property

Respectfully submitted: Jonathan G. Vinson
(Affiant/Applicant's signature)

Subscribed and sworn to before me this 24th day of February, 2025



Joylyn Marie Adkins
Notary Public in and for Dallas County, Texas

Date of Hearing _____

Remarks

Building Official's Report	
I hereby certify that	Jonathan Vinson
did submit a request	for (1) a special exception to the parking regulations
at	1500 Dragon Street

Sincerely,

353



Appeal number: BDA 245-050
Vipin Nambiar, General Partner of
I, DDD Portfolio Holdings LLC, Owner of the subject property
(Owner or "Grantee" of property as it appears on the Warranty Deed)

at: 1500 Dragon Street
(Address of property as stated on application)

Authorize: Jonathan Vinson, Jackson Walker LLP
(Applicant's name as stated on application)

To pursue an appeal to the City of Dallas Zoning Board of Adjustment for the following request(s)

 Variance (specify below)
 X Special Exception (specify below)

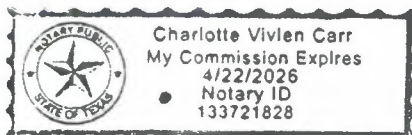
 Other Appeal (specify below)
Specify: This application requests a Special Exception for a 48% reduction in the off-street parking requirements for various uses on the property; that is, to provide 177 of the required 341 parking spaces based on office/showroom, office, restaurant, and event space uses. In accordance with Planned Development District No. 621, Section 51P-621.110(b)(2)(D), and Section 51A-4.311(a)(1) of the Dallas Development Code, the parking demand generated by the various uses does not warrant the number of off-street parking spaces required, and the proposed special exception will not create a traffic hazard or increase traffic congestion on adjacent or nearby streets.

Vipin Nambiar
Print name of property owner or registered agent
[Signature]
Signature of property owner or registered agent
agent Date 9/24/24

Before me, the undersigned, on this day personally appeared Vipin Nambiar

Who on his/her oath certifies that the above statements are true and correct to his/her best

knowledge. Subscribed and sworn to before me this 24th day of
September, 2024



Charlotte V Carr
Notary Public for Dallas County,
Texas

Commission expires on 4/22/2026

MEMORANDUM

To: David Nevarez, P.E., PTOE, CFM
Transportation Development Services
City of Dallas

From: Lloyd Denman, P.E., CFM
Consult LD, LLC
Registered Firm F-23598

Date: February 24, 2025

Subject: **Parking Study and Analysis for 1500 Dragon**



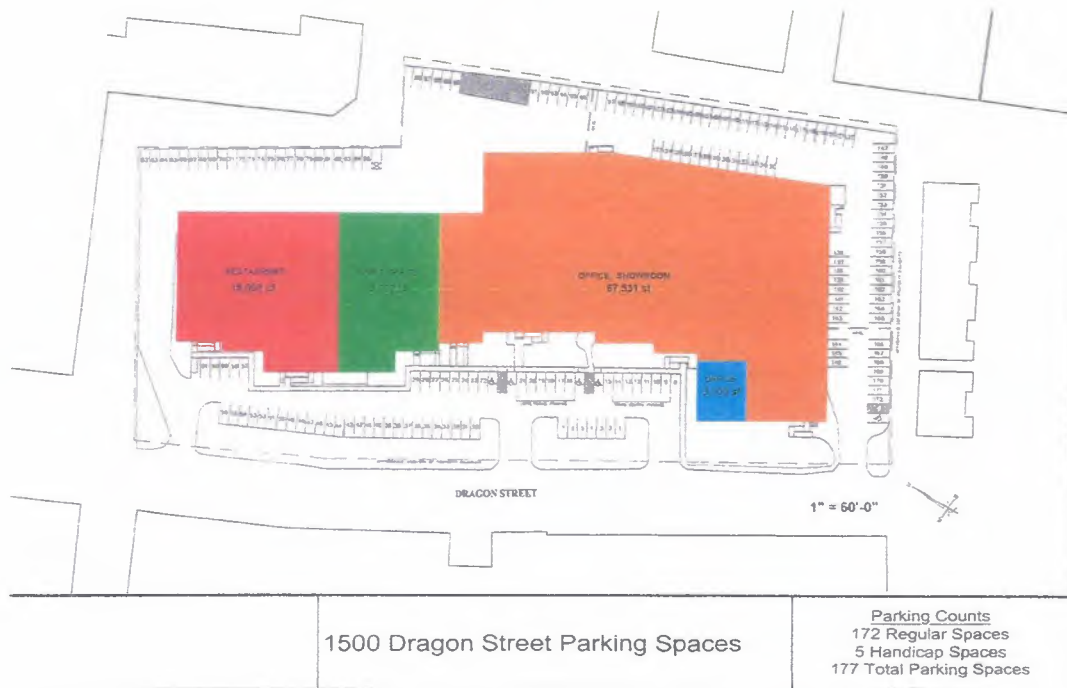
Introduction

1500 Dragon is located on the easterly side of Dragon Street between Oak Lawn Avenue and Cole Street. The property is zoned PD 621, Subdistrict 1, and is in the area known as the Dallas Design District. HN Capital Partners owns 1500 Dragon along with fifteen other Design District properties. HN Capital intends to revitalize the 1500 Dragon site by re-purposing some of the existing building space to include Restaurant and Office use that will better utilize and balance the existing building and its existing parking. The introduction of some Restaurant and Office use is intended to be neighborhood friendly and hospitality centric for the Design District as a whole. The existing site consists of one large mostly rectangle shaped building with a total of approximately 100,000 square feet of single-story space and 177 available parking spaces. (See **EXHIBIT 1 – Site Plan**) The new owner would like to utilize the allowances provided within PD 621 to reduce the parking that would be required by Code to be more efficient and balanced with best uses for the site and current neighborhood transportation trends. Parking observations made at a similar site nearby on Market Center Blvd to the west in October of 2024 are presented below along with additional justifications for this parking reduction request as provided by the PD.

Proposed Uses and City of Dallas Code Requirements for Parking

The City of Dallas Development Code requires minimum parking associated with different land use types. PD 621 specifically allows “shared parking” to be considered as a percentage reduction of the required minimum parking for certain mixed uses. Note that the proposed use mix for this 1500 Dragon site would be the maximum planned space for utilization of Restaurant that may not actually all be transitioned or leased in the proposed manner but is meant to represent what would be the densest parking use mix. **The calculated maximum parking for the proposed mix of uses is 341 spaces per City Code** without the “Shared Parking Reduction”. (See **EXHIBIT 2 – Proposed Use Parking Chart**) Note that the **existing parking layout of 177 spaces** is adequate for the morning and afternoon times of day per Code to accommodate the maximum proposed mix of uses when applying the “Shared Parking Reduction” table within PD 621.

EXHIBIT 1 – Site Plan



This site plan shows the existing 177 parking spaces and the ultimate proposed uses for the existing building. The restaurant use will be primarily evening and valet parked and may incrementally expand up to the requested maximum of 18,000 square feet.

EXHIBIT 2 – Proposed Use Parking Chart

1500 DRAGON STREET						
Street No.	Street Name	Land Use	SQ FT	Parking Ratio	Required Parking	Total Parking Provided
1500	Dragon	Office/Showroom	72,700	1sp/1110 SF	66	
1500	Dragon	Office	3,000	1sp/358 SF	8	
1500	Dragon	Restaurant	18,000	1sp/105 SF	171	
1500	Dragon	Event Space	10,000	1sp/105 SF	95	
			103,700		341	177

Note that the bulk of the parking demand is for the Restaurant use which typically peaks during weekend evenings. The Restaurant use will be valet parked. The Office/Showroom use has plenty of daytime parking and is typically closed during the evenings.

PD 621 Allowance for Parking Reductions and the Owner's Request

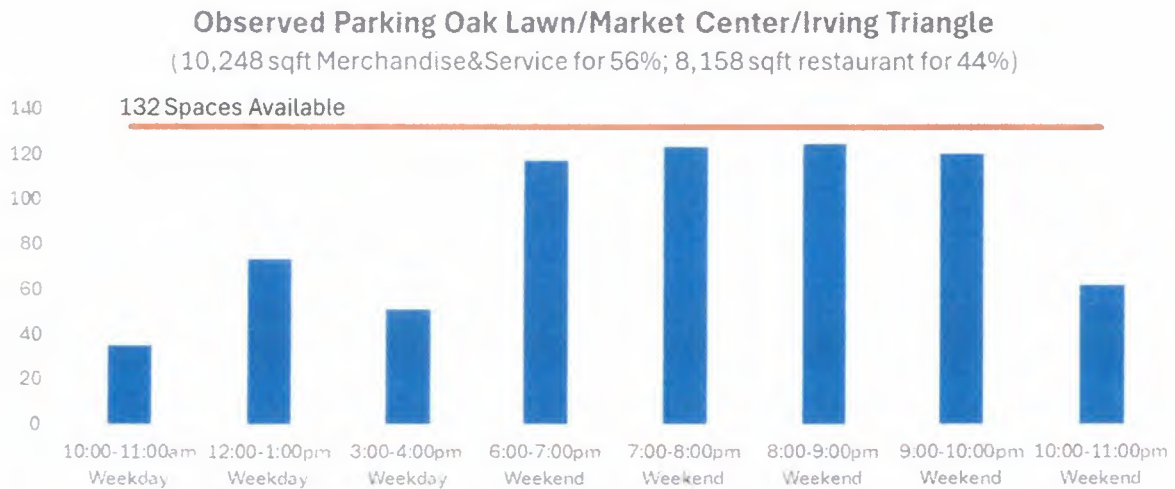
The creators of PD 621 utilized good foresight for the zoning regulations back in 2002 realizing that the old parking minimums required for certain defined uses are not “one-size fits all”. (See **APPENDIX** Articles on Parking) PD 621 allows for the accommodation of denser urban living that is less “car-centric” and the consideration of alternative modes of transportation that help reduce the need for parking. Specifically, the PD allows for “a special exception of up to 50 percent of the required off-street parking” to help “right-size” parking for dense urban projects. **HN Capital would like to follow the PD 621 allowance language and request a reduction of 48% in parking requirements from the calculated requirement of 341 spaces to utilize the currently provided 177 spaces.** Local observed parking data and recent mobility trends support the request as detailed below. Also, HN Capital may seek out nearby properties to determine if remote valet agreements may be reached to provide overflow parking should it be needed. HN Capital also owns other nearby properties that could provide evening overflow parking should it be needed.

1212 Oak Lawn and 1617 Market Center Blvd (Pie Tap and Town Hearth) Observed Parking Data (Oak Lawn/Market Center/Irving Blvd Triangle)

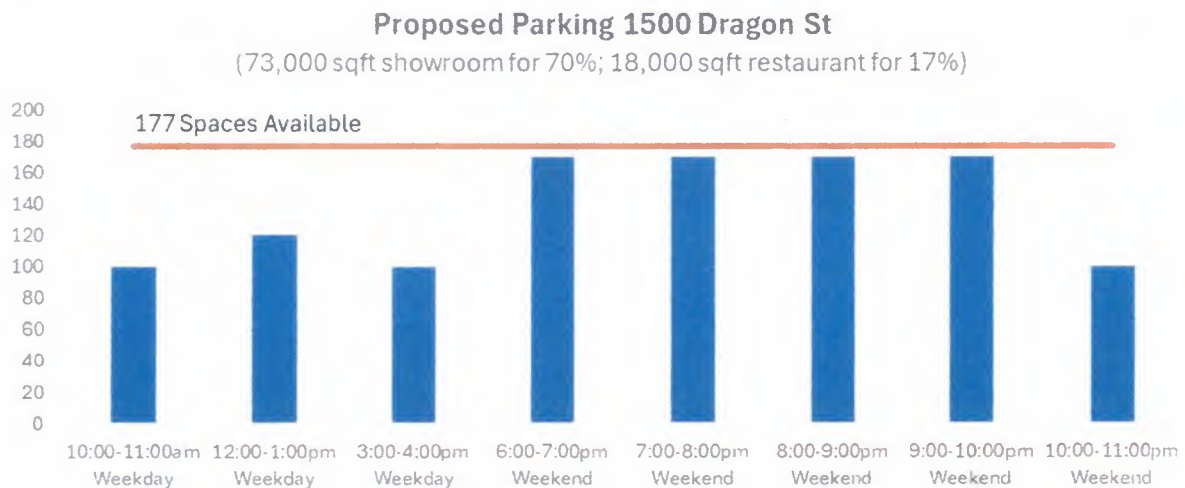
Exhibit 3, on the next page, illustrates observed parking during peak use times in October of 2024 for 1212 Oak Lawn and 1617 Market Center, a triangular shaped property, which has the Pie Tap and Town Hearth restaurants. The exhibit is annotated with comments about the observed parking data and what is proposed.

It is evident from the observed data that the adjacent Oak Lawn Triangle property is able to support two restaurants with its available parking and with the use of valet. It was observed while counting, and confirmed by the restaurant valet manager, that employee parking occupied a significant number of the available interior parking spaces (15% or more). It is recommended to consider more efficiently managing employee parking to provide more patron parking when needed. The Design District encourages a comprehensive neighborhood approach for all the property owners to work and cooperate together for mutual benefit. Note that adjacent properties with different owners have supported one another in parking reduction requests. (See **APPENDIX** mutual letters of support) This illustrates the synergistic goal of mutual benefit throughout the greater Design District. Granting this request would not adversely affect neighboring property since parking is already prohibited along the east side of Dragon St. There is also potential for “relief valve” parking available should the internal parking be exceeded by utilizing the surface parking lots on nearby properties. The proposed mix of uses for this existing site will be able to successfully accommodate parking demand for the higher percentage restaurant use without adversely impacting neighboring properties or the public streets. Utilizing valet service for the restaurant use helps ensure that parking needs are sufficiently and efficiently met.

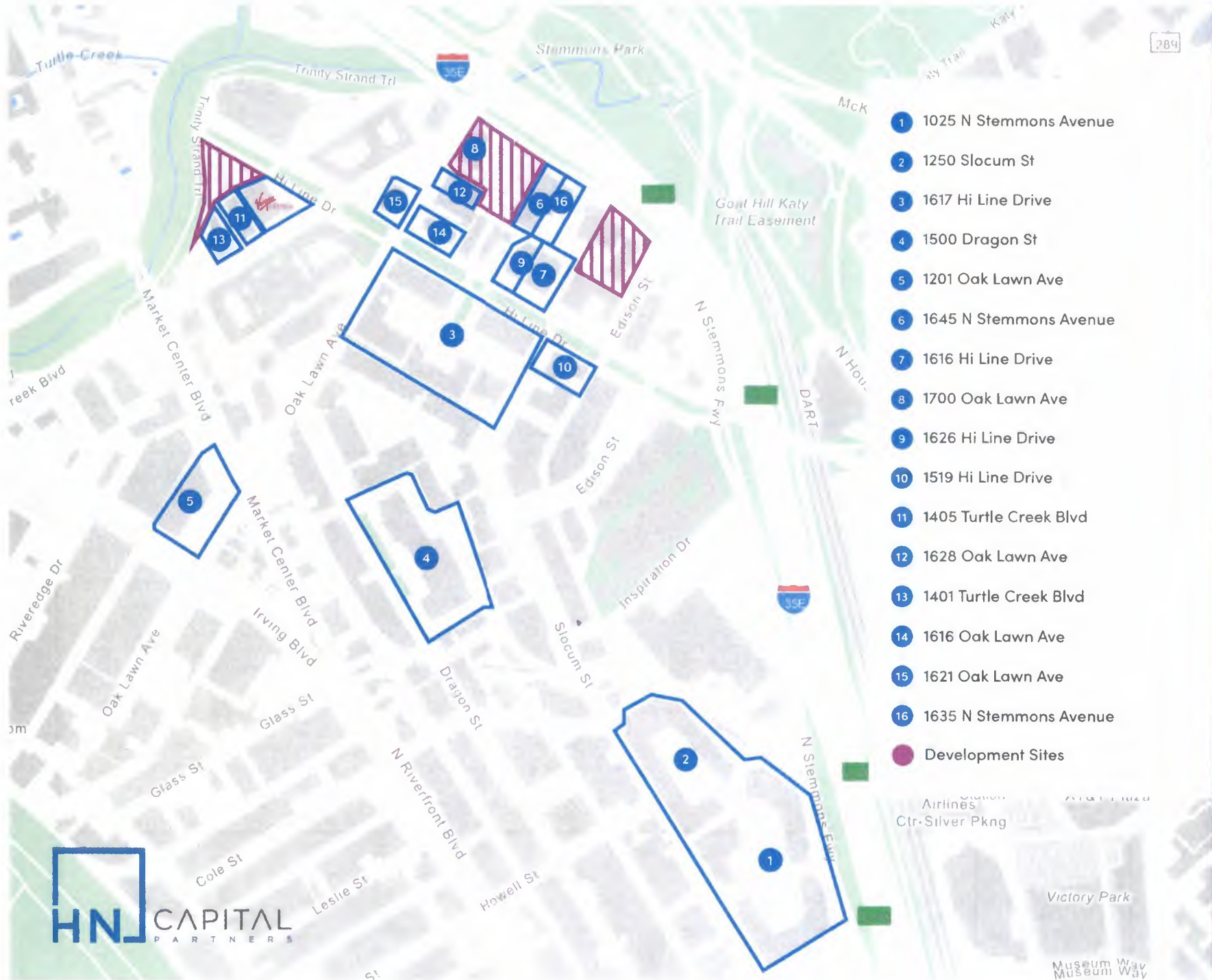
EXHIBIT 3 – 1201 Oak Lawn: OBSERVED PARKING NEXT DOOR AND PROPOSED PARKING



Note that the Oak Lawn Triangle property with two restaurants, Pie Tap and Town Hearth, makes it work with the 132 parking spaces available. The valet manager said if the parking spaces ever happen to temporarily fill up the restaurant has a “relief agreement” with the property to the south which helps keep the valet parking operation smooth and consistent.



The proposed mix of uses intends to fill the available parking during the weekend evening peaks for Restaurant use. There is adequate parking available to satisfy the City Code during mornings and afternoons for the Office and Showroom uses. The use of valet and alternative transportation modes can offset the evening restaurant peaks. Note that HN Capital will seek or provide on its own properties “relief valve” parking agreements that could be utilized for any overflow parking should it occur. As the owner of sixteen properties in the Design District, HN Capital is incentivized to balance and “right size” parking so that everyone benefits.



February 5, 2025

Dr. Kameka Miller-Hoskins, Chief Planner
Zoning Board of Adjustment
City of Dallas
1500 Marilla Room 5CN
Dallas, TX 75201

Via email

RE: Pending applications at 1616 and 1626 Hi Line; 1617 Hi Line; and 1201 Oak Lawn Avenue

Dear Dr. Miller-Hoskins,

Please accept this support letter for the parking reduction requests at 1616 and 1626 Hi Line, 1617 Hi Line, and 1201 Oak Lawn Avenue. We understand they are separate requests intended for consideration in April 2025; our support applies to each request. The applicant, HN Capital, and their representatives have shared with us their request and plans for improving their property. As adjacent commercial property owners, we believe that their parking reduction request will benefit this area of the Design District.

We support the parking reductions requested for several reasons. HN Capital has successfully managed their properties in this area to bring valuable tenants and businesses to the Design District. As this area of the Design District has benefitted from the recent city investments in infrastructure, these improvements for sidewalks, streetscapes, and a hike/bike trail that connects to Victory Park/Downtown increase and enhance mobility options for visitors and residents. New developments and remodels have included a mix of land uses that are creating a dynamic neighborhood, as intended by the PD 621 Old Trinity Design District Special Purpose District zoning. We also understand the City of Dallas is considering Development Code revisions to the off-street parking requirements to align with current parking demand trends and promote use of other transportation options.

The proposed parking reductions are supported by a professional engineering analysis of the parking demand for these properties and the ability of HN Capital to manage the parking needs on their properties for the success of their tenants. We believe the requested reductions are reasonable and support the shared goal of continued improvement, adaptive reuse, and quality development of the Design District.

Sincerely,

Shyam Patel – Asana Partners
1444 Oak Lawn, LP

Jonathan G. Vinson
(214) 953-5941 (Direct Dial)
(214) 661-6809 (Direct Fax)
jvinson@jw.com

August 16, 2024

Via Email

Ms. Cambria Jordan, CFM, MBA, PMP, Senior Planner
Zoning Board of Adjustment
City of Dallas
1500 Marilla Street, Room 5BN
Dallas, Texas 75201

Re: BDA234-091; 1444 Oak Lawn Avenue.

Dear Ms. Jordan:

Our firm represents HN Capital, which is the largest property owner in the Design District. HN Capital is pleased to be part of the ongoing success of the District, and we look forward to even more success for the entire District in the future. This letter is to express our *support* for the off-street parking special exception request being made under BDA234-091 at 1444 Oak Lawn Avenue, for the following reasons.

When the City first approved P.D. 621 in 2002, it was not completely certain that the P.D. would work for its intended purposes. The City deserves credit for getting the P.D. right for the most part and achieving its purpose of fostering in-context adaptive reuse in the Design District with, of course, some appropriate new development.

Part of the success of P.D. 621, we believe, is due to the P.D. having loosened somewhat the strict requirements for off-street parking found in other parts of the City. This is very appropriate and necessary for the adaptive reuse of existing buildings, and actually helps preserve those buildings and the larger context of the District. This is good place-making and supports the District's overall success.

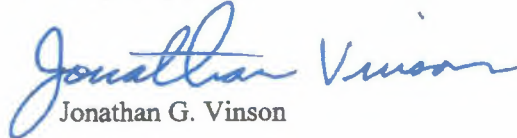
However, since the adoption of P.D. 621, the world has changed even more with regard to parking demand. The reduction in office usage, the advent of ride-sharing, and the greater walkability of the District have all contributed to this. Continuing to adhere to off-street parking ratios which date back in some cases to 1965, or even before, fails to recognize the change in parking demand in 2024.

In fact, the City itself is in the middle of processing Development Code amendments to reduce off-street parking requirements to align more with current demand. For many reasons, the current off-street parking requirements in P.D. 621, and elsewhere in the City, are obsolete and should be reduced.

41476708v.1

We support reasonable and evidence-based, data-driven reductions in parking requirements where appropriate, in particular in P.D. 621, where such reductions will support continued adaptive reuse and quality development and placemaking, and we believe that to be the case with this request. We respectfully ask that you approve the applicant's request in this case. Thank you.

Very truly yours,



Jonathan G. Vinson

cc: Dr. Kameka Miller-Hoskins
Jennifer Hiromoto
Vipin Nambiar
Adam Hammack
Suzan Kedron

WALKABILITY STUDY

According to statistics listed on the Dallas Design District Property Brochure, by “DunhillProperties.com”, there are approximately 20,000 residents that live within one mile, or a 10 to 20 minute walk, of the Dallas Design District. Even closer to the heart of the Design District and to 1500 Dragon St, within a 5 to 10-minute walk or less, are eight large multi-family communities that total nearly 3000 units. Also, the Virgin Hotel with 268 rooms and a 75 space pay parking lot are within a 10-minute walk to 1500 Dragon. (See annotated map attached) According to the Federal Highway Administration, “Most people are willing to walk for five to ten minutes, or approximately ¼ to ½ mile” to reach a destination. (See FHA Pedestrian Safety Guide attached)

The close proximity within a five to ten-minute walk of so many residential units and hotel rooms certainly helps decrease the parking demand for patrons that would frequent 1500 Dragon for Restaurant uses. (Walk times were physically verified by Lloyd Denman, P.E. during the parking observations made in May 2024.) There is also a free hotel shuttle at the Virgin Hotel that ferries guests within a 3-mile radius of the hotel to and from restaurants and other attractions. In May of 2024, the shuttle attendant said the shuttle stays busy and a second vehicle should be added to the service.



1500 Dragon St. Residential Proximity Map

Federal Highway Administration

1200 New Jersey Avenue, SE

Washington, DC 20590

202-366-4000

Safety

Pedestrian Safety Guide for Transit Agencies

< [Previous](#) [Table of Content](#) [Next](#) >

Chapter 4: Actions to Increase the Safety of Pedestrians Accessing Transit

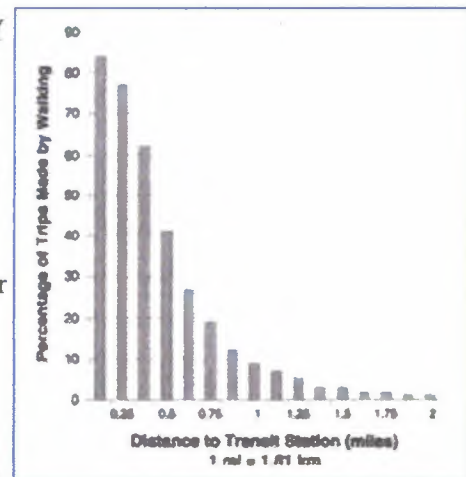
Understanding pedestrian characteristics and facilities (e.g., sidewalks, crosswalks, pedestrian signals, etc.) is an important step in providing safe access to transit systems. This section introduces basic pedestrian safety concepts to help readers understand issues, solutions, and resources that are presented in other parts of this guide. Concepts addressed in this chapter include:

- Typical walking distance to transit.
- Motor vehicle speed and pedestrian safety.
- Pedestrian characteristics and behavior.

A. Typical Walking Distance to Transit

Most people are willing to walk for five to ten minutes, or approximately $\frac{1}{4}$ - to $\frac{1}{2}$ -mile to a transit stop (see figure below). However, recent research has shown that people may be willing to walk considerably longer distances when accessing heavy rail services. Therefore, in order to encourage transit usage, safe and convenient pedestrian facilities should be provided within $\frac{1}{4}$ - to $\frac{1}{2}$ -mile of transit stops and stations, and greater distances near heavy rail stations. Note that bicyclists are often willing to ride significantly further than $\frac{1}{2}$ -mile to access rail transit stations, so safe facilities should be provided for bicycling within a larger catchment area around transit hubs.

Transit route spacing and location are important considerations for pedestrian access to transit. For example, in a city with a regular street grid pattern of streets, appropriate stop spacing can be achieved when transit routes are spaced between $\frac{1}{2}$ - to 1-mile apart. If the stops on these routes are spaced $\frac{1}{8}$ - to $\frac{1}{4}$ - mile apart, then a majority of the people in the neighborhoods served by the transit system will be within $\frac{1}{4}$ - to $\frac{1}{2}$ -mile of a transit stop.²⁰



B. The Effect of Motor Vehicle Speed on Pedestrian Safety

Pedestrians accessing transit stops and stations must often walk along or cross roadways that carry motor vehicle traffic. Pedestrians may feel less comfortable and safe as nearby motor vehicle speeds increase. The faster a driver is traveling, the more difficult it is to stop (see figure below).²¹ Larger vehicles, such as buses and trucks require even longer stopping distances.

The Parking Problem: Why Cities Overbuilt Parking Spaces

by [Lauren Palmer](#) | Sep 20, 2023 | [Land Use](#), [Transportation](#), [Urban Planning](#) | [0 comments](#)

The [Institute of Transportation Engineers](#) (ITE) was founded in 1930 with the goal “to improve mobility and safety for all transportation system users and help build smart and livable communities.” The idea behind the ITE was to help developers with roadway design, traffic management, and parking requirements. However, the ITE has created more problems, particularly when it comes to parking. For decades, the ITE recommended parking minimum requirements ill-suited for the municipalities implementing them.

The primary issue with parking recommendations from the ITE is that the studies they relied on were based on [selective data](#). For instance, in the 1987, second edition of the ITE's *Parking Generation*, the ITE created half of their parking generation rates based on just four or fewer studies that were conducted in suburban areas. Researchers conducted these studies during times of peak parking demand and in areas where there was plenty of free parking and [little to no use of public transit](#).

This led urban planners in cities to use suburban rates to set parking requirements that were incompatible with urban environments, resulting in excessive amount of parking in some areas. This created a circular planning process that has only exacerbated issues. It goes something like this:

1. The ITE published their findings in *Parking Generation* using the selective suburban data,
2. City urban planners set parking requirements based on those findings,
3. Developers implemented those parking plans,
4. The resulting ample supply of parking drove the price of parking in specifically designated lots down to zero,
5. Because of the massive amount of land used to create these parking specifications, cities saw decreased walkability and density of facilities,
6. The sprawl, combined with the plethora of free parking options, led to increased vehicle usage,
7. The increased parking demand again validated the ITE's findings.

And the cycle repeats. This process has, unsurprisingly, resulted in an [overabundance of parking](#). In the United States, surface parking lots alone cover more than five percent of all urban land, representing an area greater than the states of Rhode Island and Delaware combined.

To be clear, the ITE is not solely to blame. As mentioned in *Rethinking A Lot*, urban planners and policymakers frequently rely on the recommendations provided by the ITE for parking requirements without ensuring their accuracy for their respective municipalities. The ITE has an inherent authority that makes planners regard its findings as valid, precluding in planners' minds the need for further inquiry. The use of ITE's manuals also allow public officials to avoid responsibility for excessive parking lots.

Due to a lack of planning and engaging the proper parties involved in parking use and development, inaccurate parking demands arise. While [urban planners](#) readily observe this problem, they often fail to take the necessary steps to actually address it. Even municipalities directly contribute to the overabundance of parking by offering free spaces, which inevitably fill up quickly, and then opting to add more parking, which creates an overabundance without addressing the root problem.

Municipalities also look to other authorities, such as the Urban Land Institute (ULI) for parking guidance. However, the ULI has many of the same problems as the ITE. ULI reports have recommended an excessive amount of parking, with some ULI reports calculating a "need" for more spaces than ITE reports. Municipalities cannot blindly rely on these institutions to supply perfectly accurate data. Municipalities need to measure parking demands with the "ongoing data analysis, community assessment, and demand analysis" that is most relevant to them.

The ITE, recognizing that municipalities still rely on its findings, is also attempting to fix the situation by adapting and changing the new *Parking Generation* manuals. The most recent, the 2019 *Parking Generation Manual*, features land use descriptions and data plots of a variety of available land uses, time periods, and independent variables in the ITE database. The parking database is now broken up into settings that include "Multi-Use Urban" and "Center City Core," which work to pinpoint the most relevant studies for specific cities' needs. The goal of this manual is to help describe the relationship between parking demand and the characteristics of the individual development site.

Donald Shoup, Professor in the Department of Urban Planning at UCLA, recommends that the ITE follow in the footsteps of the British counterpart to *Trip Generation*, the "Trip Rate Information Computer System." This system gives information about the characteristics of every surveyed site and its surroundings, which would allow municipalities to use comparable sites before making land use decisions.

Despite the empirical evidence surrounding the overabundance of parking, as well as its deleterious environmental effects, few municipalities are changing parking requirements and financiers still pass on projects that "don't have enough parking," even with the new ITE recommendations.

One successful technique is shared parking, a parking management tool that communities can employ when setting parking requirements. Different types of land uses attract customers, workers, and visitors during different times of the day, which results in differing peak parking demand hours for the related land uses. Shared parking takes advantage of these varying demand patterns and allows adjacent land uses with complementary peak demands to share a parking lot space. This not only encourages centralized parking rather than scattered lots, but also reduces overall construction costs which could greatly benefit both municipalities and developers.

Several municipalities have implemented shared parking, including **Ventura, CA** which has a zoning ordinance that permits different land uses to have shared parking because of opposite peak parking demand periods. The shared parking is allowed to satisfy one hundred percent of the minimum parking requirements for each land use. Similarly, **North Kansas City, MO**, by permit, allows a reduction of the number of parking spaces multi-use developments need to have if they have different peak parking demand periods.

Finally, in **West Hartford, CT**, the zoning code provides an alternative method of meeting parking requirements. So long as the applicant seeking to enter into a shared parking agreement can prove the lot would be convenient for all parties and would not cause traffic congestion, it can get approved. The municipality has since consolidated many parking lots down for shared use.

To truly reverse the detrimental impacts of the old ITE reports on the development of cities, urban planners and lawmakers will need to implement a multi-faceted approach. In addition to conducting their own parking studies based on the proposed uses and characteristics of the community, urban planners and lawmakers should focus on enhancing multi-modal transit and implementing shared parking. Parking minimums need to be eliminated and more parking maximums need to be developed. Focusing on the parking demands of individual development sites will help stop the cycle of creating unnecessary parking and meet parking demands in a smarter and more efficient manner.

Parking Generation—

Replacing Flawed Standards
with the Custom Realities of **Park+**

WHITE PAPER SERIES

May 2016



Kimley»Horn
Expect More. Experience Better.

 **Park+**
Unlimited Parking Solutions

Introduction

For the longest time, our industry's approach to defining "How much parking?" has been relegated to the use of national parking requirement standards, either from the Institute of Transportation Engineers (ITE), Urban Land Institute (ULI), or local code requirements. Anyone who has read the workings of Donald Shoup, or more recently Richard Willson, knows the fallacy in using these sources when designing downtown or campus parking systems.

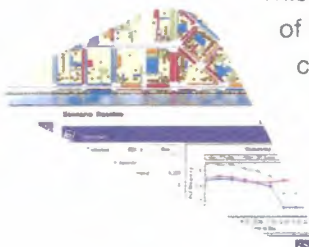
National parking requirement standards are based on outdated and under-represented data, which tend to skew wildly from the actual parking needs of a community. In my years as a parking consultant, I've very rarely completed a single downtown parking study where the peak observed parking demands consumed the majority of the total parking spaces. A study completed in Dallas a few years ago yielded some 30,000 empty parking spaces at peak. Similar results were found in Atlanta, Houston, St. Petersburg, Seattle, and the list goes on.

When communities plan downtowns based on outdated suburban design standards, we achieve the same inevitable results—empty, restricted parking areas that deaden the density, walkability, and vitality of urban areas.

The parking quantity question is always a challenging exercise, especially when we try to solve it using inaccurate data. Most times, we rely on outdated data that doesn't truly represent the real context of our downtowns. As more and more people migrate to urban areas, the dynamics of how they get around and their relationships with cars change. As such, we've seen a drastic downshift in the need to provide parking. But our planning tools have not evolved to better align with this shift.

Equally challenging is deciding how the parking characteristics in one community compares to another community. In reality, it's hard to define how one neighborhood acts compared to another. Here in Phoenix, the Roosevelt neighborhood, home to the area's up-and-coming artists and requisite "hipsters," enjoys a higher amount of transit, walking, and cycling than most other parts of the city. In turn, the overall demand for parking is lessened as area residents and patrons find other ways to access the uses within the area. In my neighborhood, you almost can't survive without the use of a car to work, shop, and play. This variability exists in every city and is the reason it's absurd to continue leaning on archaic, cookie-cutter methods to plan for parking.

This question is the central reason we created Park+ — to find a way to localize the analysis of parking demand and challenge the conventional notion that all parking demand is created the same. Within this white paper we summarize the findings of the first five years of Park+ modeling and define the dynamic nature of each community served. In our time developing, testing, and applying this model, we have encountered an incredible diversity of data and outcomes in each community. In the following sections, we'll walk through those results, as well as the more global movement afoot in our industry.



PARKING GENERATION -

Replacing Flawed Standards with the Custom Realities of Park+



Unfortunately, those data points are routinely applied in areas they should not be. I've seen exercises where entire swaths of a downtown are planned with these metrics, resulting in over-built facilities. In some cases, it's a lack of understanding of the context the development is occurring in. In other cases, it's a requirement of financial institutions that are backing a development. Whatever the cause, a better understanding of the true dynamics of a development and the area it serves produces better results.

In recent years, urban planners have begun to lean more and more on these decisions as a primary reason that downtowns and communities don't work. One of my favorite terms in the industry is the "parking crater," which was coined by the website Streetsblog and its editor Angie Schmitt. In fact, that website holds an annual March Madness tournament, with a full-on bracket to determine the worst parking crater of that year. The parking crater is a portion of a downtown that has been hollowed out by the presence of large surface parking lots. Whether these are highly or poorly utilized, they deaden a downtown, its walkability, and most importantly its viability.

If asked, many people would say the provision of ample parking makes our cities more desirable. But in fact, ample parking promotes single occupancy vehicle trips and impedes the ability for our communities to develop and grow. Pedestrian walkability, dense design, and connectedness are extremely important for the success of a community. Large areas of parking tend to counter these tenets and disrupt the ability for a community to work properly. This is only exacerbated by the over-provision of parking.

Clearly, something must be done...

Right-Sized Parking

Recently in the planning arm of the parking industry, we've seen a very distinct shift toward finding the right amount of parking for a downtown, campus, study area, development, etc. This movement is aptly dubbed the Right-Sized Parking movement. The name speaks for itself, as the intent is to determine the correct amount of parking to serve an area without over- or under-burdening area patrons.

Too much parking tends to be an expensive endeavor. In today's world where more and more parking is found in consolidated structures, the cost to build a single space can range from \$8,000 to \$40,000, or more. This price is astronomical and is a primary contributing reason that rents are increasing and the cost of living in urban areas is skyrocketing. In King County¹, WA, a recent study searched to find the answer to the right-size for multi-family housing parking. The result of that large-scale effort was...it depends.

¹ Visit rightsizeparking.org to learn more and to play with their awesome right-size parking calculator



That result may seem nebulous, but in reality it's the most accurate response that could have emerged from such a study. The data indicated that a number of factors—location, access to transit, employment density, walkability, population demographics—were responsible for the parking demand characteristics of a multi-family development. In short, people tended to adapt to their environment, and their driving (and car ownership patterns) adapted right along with them.

Unfortunately, in a lot of those instances, the provision of parking did not adapt. Instead, developers continued to provide parking as if every location was the same, and the result was a high amount of underutilized parking. The data showed that in the heart of Seattle (the most urbanized area in the county), the parking demand was at or below 0.5 spaces per unit. In the far reaches of the county, the ratio was closer to 1.5 spaces per unit.

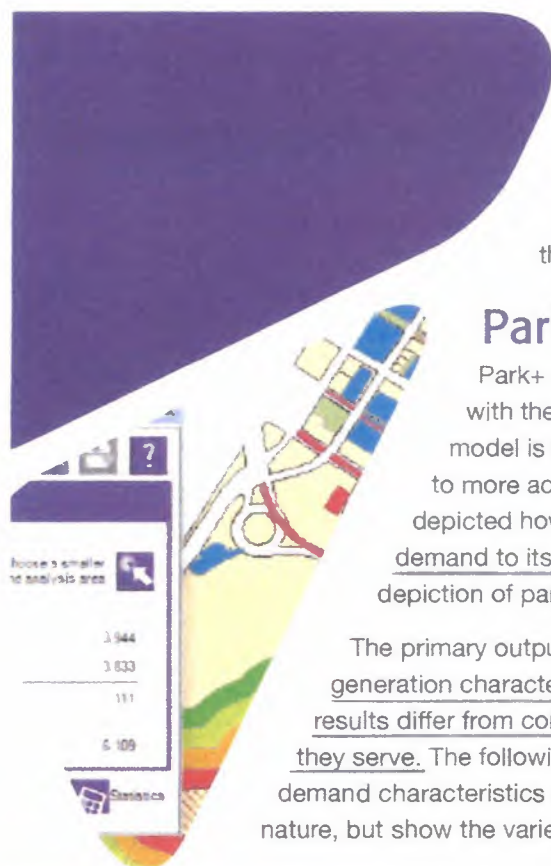
This analysis has borne some incredible outcomes. First, many developers in the King County area have begun to lessen their parking capacity as a result of this analysis, basically “right-sizing” their supply. That in and of itself is a win and would deem the effort a success. However, the study also pushed communities in the King County area to reassess their parking requirements, helping to define right-sized parking at the review level. Even more incredibly, King County transit has now begun to pursue empty parking spaces in multi-family housing complexes to serve as park-and-ride spaces for transit riders.

It's very exciting to see the results coming out of King County. They spent a tremendous amount of time and effort to collect viable data and determine how their community works. The project was well funded by the Federal Highway Administration and led by a brilliant young planner² whose mission is to prove the fallacy of poor parking planning. But how about the communities not funded by FHWA...how do they learn more about the true nature of their parking systems?

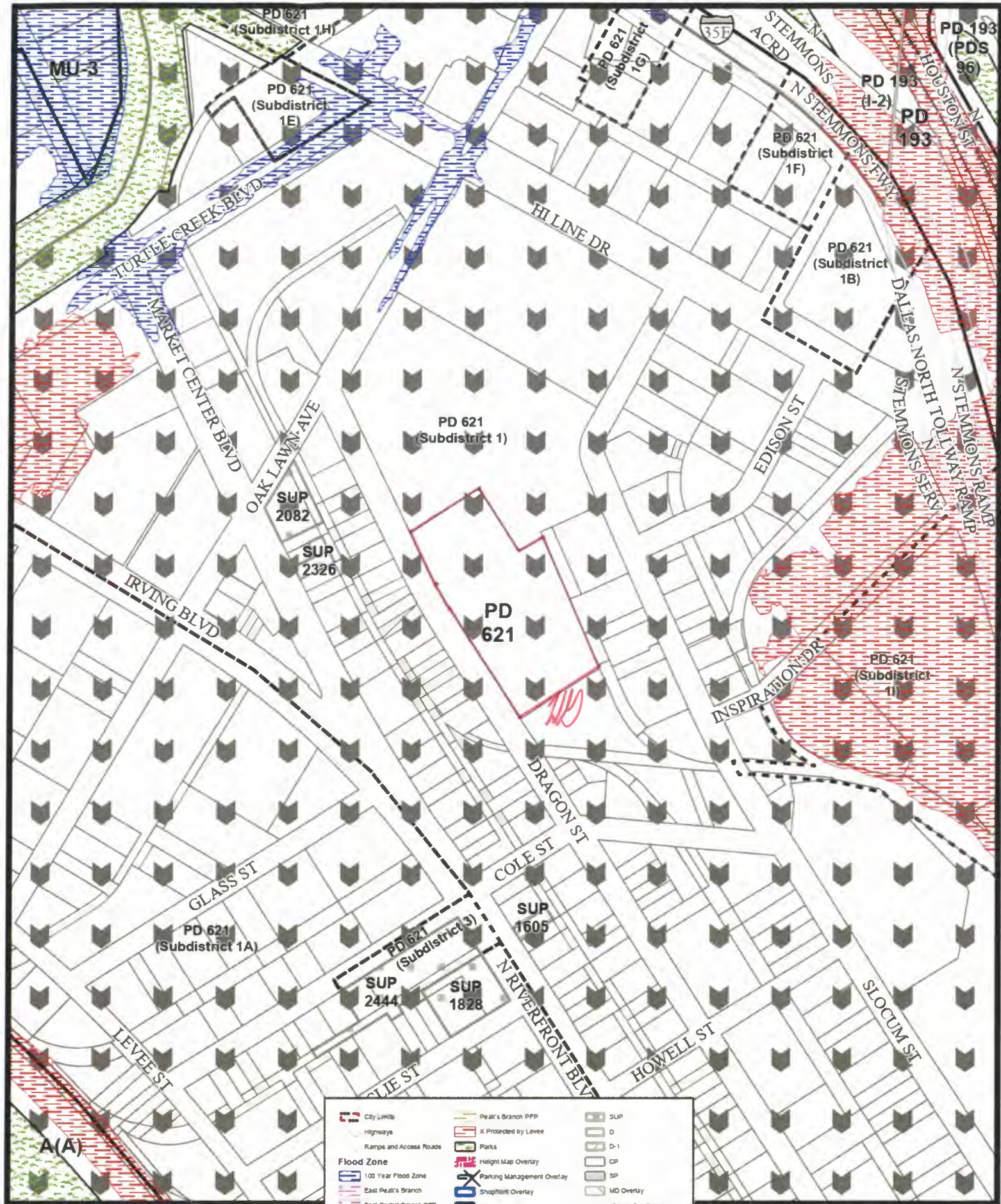
Park+ and Right-Sized Parking

Park+ —the Kimley-Horn parking scenario planning tool — was created with the intention of right-sizing parking in the communities we serve. The model is built on an algorithm that matches parking demand with land uses to more accurately depict parking behavior. Previous white papers (xxx) have depicted how this relationship works, but in simplistic terms, we match parking demand to its origin using localized data. The result is a much more accurate depiction of parking demand in the environments our models serve.

The primary output of a calibrated Park+ dataset is a unique set of parking generation characteristics that represent the dynamic nature of a community. These results differ from community to community and are a direct reflection of the areas they serve. The following tables and figures provide a representative sample of parking demand characteristics and geographic demand metrics. These are only representative in nature, but show the varied results that come from Park+ modeling exercises.



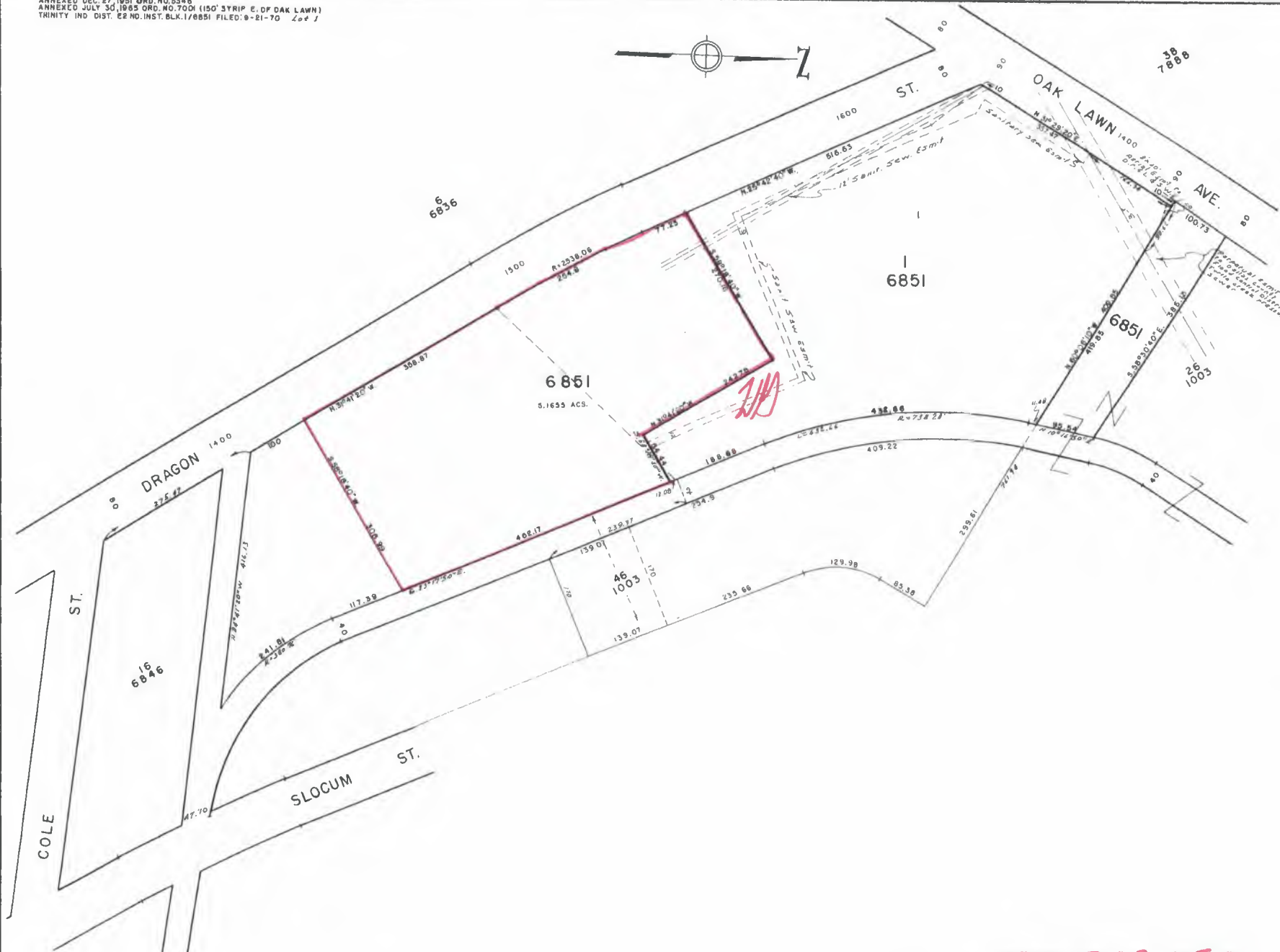
² Dan Rowe of King County Metro. If you ever meet him at a conference, engage him about parking...you won't be sorry.



1:4,800

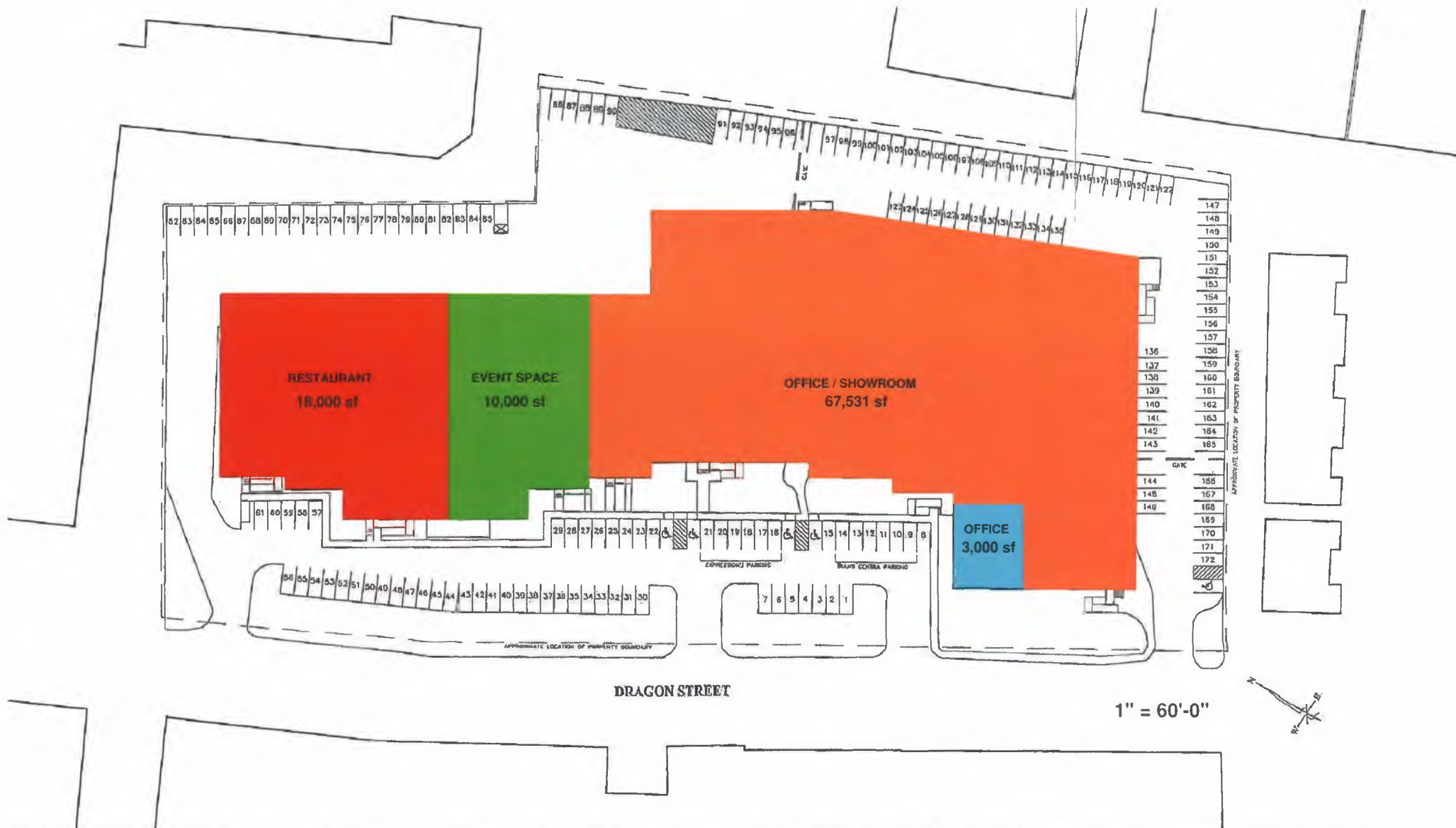
	City Limits		Pearl's Branch PPP		SUP
	Highways		X Protected by Levee		D
	Ramps and Access Roads		Partis		D-1
	Flood Zone		Height Map Overlay		CP
	100 Year Flood Zone		Parking Management Overlay		SP
	East Pearl's Branch		Shopfront Overlay		MD Overlay
	East Pearl's Branch PPP		Base Zoning		Historic Subdistricts
	Floodway		PD 193 Oak Lawn		Historic Overlay
	Mill Creek		Dallas Environmental Corridors		CD Subdistricts
	Creek PPP		ODD Overlay		PD Subdistricts
	Pearl's Branch		Deed Restrictions		POS Subdistricts
					NSO Subdistricts

ANNEXED DEC. 27, 1951 ORD. NO. 6346
ANNEXED JULY 30, 1965 ORD. NO. 7001 (150' SYRIP E. OF DAK LAWN)
TRINITY IND. DIST. E2 NO. INST. BLK. 1/6851 FILED: 9-21-70 lot 1



BDA24S-050





April 3, 2025

By email to: bryant.thompson@dallas.gov and diana.barkume@dallas.gov

Hon. Chair and Members, Panel A
Zoning Board of Adjustment
c/o Mr. Bryant Thompson, Senior Planner
Department of Planning and Development
City of Dallas
1500 Marilla Street, Room 5CN
Dallas, Texas 75201

Re: BDA 245-050; Parking Special Exception; 1500 Dragon Street.

Dear Members of the Board of Adjustment:

I. Introduction; Description of Site. We represent DDD Portfolio Holdings LLC (“DDD”), an affiliate of HN Capital Partners and the owner and manager of the property at 1500 Dragon Street in the Dallas Design District. We are providing you with additional information to aid your understanding of the reasons for, and the context of, our parking special exception request to provide a total parking supply of 177 off-street parking spaces, an approximate 41.00 percent reduction from the otherwise-required 300 off-street parking spaces.

The subject site is 5.1655 acres in size and is located on the northeast side of Dragon Street, between Oak Lawn Avenue and Cole Street, and was developed in 1979, according to the Dallas Central Appraisal District. The property currently contains mostly office, office showroom/warehouse, restaurant, and event center uses, all of which DDD intends to continue in some combination.

Attached for your reference are an aerial photograph of the site (highlighted in light green) and a few site photos. Also attached are a chart showing our mixed-use parking analysis, and our Parking Study and Analysis, as discussed in more detail below.

Our current site plan with current uses, and their respective square footages, is included in the attached Parking Study and Analysis as Exhibit 1 to the Study. The use that carries by far the highest parking ratio is, of course, the restaurant use, so conceptually that would be the use to which the parking reductions primarily apply.

II. Our Request. *Our request, then, in addition to the 41.00 percent reduction itself from 300 required parking spaces to 177 provided parking spaces, is for the overall reduction to apply site-*

wide, so long as the specific shown restaurant use square footage is not exceeded on the site, with any and all other current and future uses otherwise allowed to locate anywhere within the site.

We will discuss below mitigation factors such as differing peak times; availability of other DDD-controlled properties for valet and remote parking; and the significant use of ride-sharing services. Moreover, also included is our mixed-use parking calculation, which shows that the above-referenced current parking requirement is based on peak usage, which is mainly driven by the restaurant use. At other times, there is very significant unused parking, as discussed in our Parking Study.

III. Parking Study and Analysis. As part of the application process we have provided a Parking Study and Analysis updated as of March 25, 2025, prepared by Mr. Lloyd Denman, P.E., former longtime Assistant Director of Engineering for the City of Dallas. A copy of that Parking Study and Analysis (the “Analysis”) is attached to this letter, but the Introduction says that *“HN Capital Partners owns 1500 Dragon along with fifteen other Design District properties. HN Capital intends to revitalize the 1500 Dragon site by repurposing some of the existing building space to include restaurant and office use that will better utilize and balance the existing building and its existing parking. The introduction of some restaurant and office use is intended to be neighborhood-friendly and hospitality-centric for the Design District as a whole”*.

Other excerpts from the Analysis say the following: *PD 621 allows for the accommodation of denser urban living that is less “car-centric” and the consideration of alternative modes of transportation that help reduce the need for parking. ...Local observed parking data and recent mobility trends support the request as detailed below. Also, HN Capital may seek out nearby properties to determine if remote valet agreements may be reached to provide overflow parking should it be needed. HN Capital also owns other nearby properties including two large surface parking lots that could provide evening overflow parking should it be needed.*

Granting this request would not adversely affect neighboring property since parking is already prohibited along the east side of Dragon Street. There is the potential for “relief valve” parking available should the internal parking be exceeded by utilizing the surface parking lots on nearby properties. The proposed mix of uses for this existing site will be able to successfully accommodate parking demand for the higher percentage restaurant use without adversely impacting neighboring properties or the public streets.

There is adequate parking available to satisfy the City Code during mornings and afternoons for the office and showroom uses. The use of valet and alternative transportation modes can offset the evening restaurant peaks.

The parking reduction request is also supported by a walkability analysis of nearby residential units and current urban trend uses of alternative modes of transportation, like walking, bicycling, and Uber/Alto.

It is recommended that the existing 177 parking spaces for the current 1500 Dragon site will be adequate to serve the proposed mix of restaurant and office/showroom and event space uses. ... “Right-sizing” or “right-mixing” the proposed uses of this existing building to more fully

utilize the existing internal parking to its potential will not create a traffic hazard or increased traffic congestion on adjacent or nearby streets. No spillover effect of traffic or parked cars is expected to occur since valet parking will be available.

Mr. Denman's detailed, thorough, and thoughtful analysis from an objective engineering standpoint clearly supports our request.

IV. Applicable Regulations. The applicable regulations for a special exception to release parking in P.D. 621 are found both in P.D. 621 and in Chap. 51A, the Dallas Development Code. First, Sec. 51P-621.110(b)(2)(D) of the P.D. 621 regulations says that "the Board of Adjustment may grant a special exception of up to 50 percent of the required off-street parking upon the findings and considerations listed in Sec. 51A-4.311".

Please bear in mind that the normal Chapter 51A maximum parking reduction for a special exception is 25 percent (or 35 percent for office uses – which, we would observe, demonstrates that even current Code recognizes that special exception parking reductions are frequently very justifiable for the office use, and more so than other uses). We would suggest that City Council saw fit to increase this threshold to 50 percent in P.D. 621 as a means of encouraging not just adaptive reuse, but also trying to avoid overparking, to maintain the fabric and context of this District, and to encourage walkability and a good pedestrian environment by not requiring excessive parking.

Sec. 51P-621.110(b)(2)(D) provides that "*the board of adjustment may grant a special exception of up to 50 percent of the required off-street parking upon the findings and considerations listed in Section 51A-4.311. The board of adjustment may impose conditions on the special exception*".

Sec. 51A-4.311(a)(1) further provides that the board may grant a special exception to the off-street parking requirements "*if the board finds, after a public hearing, that the parking demand generated by the use does not warrant the number of off-street parking spaces required, and the special exception would not create a traffic hazard or increase traffic congestion on adjacent or nearby streets*". We believe that our request, as supported by our Analysis, clearly meets all of the criteria for the granting of our special exception request.

Further, Sec. 51A-4.311(a)(2) lays out the following criteria for the Board's consideration is reviewing such requests, with my comments in parentheses:

(2) In determining whether to grant a special exception under Paragraph (1), the board shall consider the following factors:

(A) The extent to which the parking spaces provided will be remote, shared, or packed parking. (HN Capital and its affiliates control numerous properties in the District which can work together to provide remote and/or shared parking).

(B) The parking demand and trip generation characteristics of all uses for which the special exception is requested. (This is covered in our Analysis, attached).

(C) Whether or not the subject property or any property in the general area is part of a modified delta overlay district. (Not applicable).

(D) The current and probable future capacities of adjacent and nearby streets based on the city's thoroughfare plan. (The surrounding streets will have sufficient capacity).

(E) The availability of public transit and the likelihood of its use. (DART bus lines are available in the area).

(F) The feasibility of parking mitigation measures and the likelihood of their effectiveness. (The sites will be able in most circumstances to utilize valet/remote parking and shared parking).

Please again note and consider that the applicant controls numerous properties in the area as shown on the area map included in our Analysis. The proposed reduction is a reasonable and evidence-based, data-driven reduction in the parking requirement, which will support continued adaptive reuse and quality development and placemaking.

V. Further Discussion: P.D. 621; Current Parking Reform Efforts. When the City first approved P.D. 621 in 2002, it was not completely certain that the P.D. would work for its intended purposes. The City deserves credit for getting the P.D. right for the most part and achieving its purpose of fostering in-context adaptive reuse in the Design District with, of course, some appropriate new development.

Part of the success of P.D. 621, we believe, is due to the P.D. having loosened somewhat the strict requirements for off-street parking found in other parts of the City. This is very appropriate and necessary for the adaptive reuse of existing buildings, and actually helps preserve those buildings and the larger context of the District. This is good place-making and supports the District's overall success.

However, since the adoption of P.D. 621, actual parking demand has changed considerably, especially in mixed-use, retail and restaurant, lodging, and office environments. The reduction in office usage, the advent of ride-sharing, and the greater walkability of the design District have all contributed to this. Continuing to adhere to off-street parking ratios which date back in some cases to 1965, or even before, fails to recognize the change in parking demand in 2024.

In fact, the City itself is far along in processing Development Code amendments to reduce off-street parking requirements to align more with current demand. I have attached the Department of Planning and Development's own summary, dated March 24, 2025, of the City Plan Commission's recommendation to the City Council, with some relevant points highlighted.

For many reasons, the current off-street parking requirements in P.D. 621, and elsewhere in the City, are obsolete and should be reduced. However, as amendments to Chapter 51A, it may be that such amendments, when finally adopted by Council, will not include Planned Development Districts, including P.D. 621.

In particular, given the City's efforts to update and modernize parking requirements (and we would note that, as amendments to the Development Code, these will not take effect in existing Planned Development Districts, even though that is where much of the development activity takes place) to align more with current parking demand, with many of these requirements having been

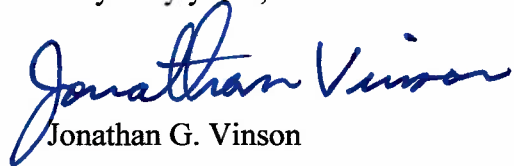
in place for 50 years or more, the requested reduction is completely reasonable and justifiable, and realistically aligns with project actual parking demand.

Having to provide excessive parking, which would result in a large number of empty spaces, is not only costly and wasteful in terms of the project itself but is unsustainable and has negative impacts on walkability and other factors.

VI. Conclusion. The conclusion is clear based on this information that this request *meets the standard for approval* of a parking special exception, in that the parking demand generated by the use does not warrant the number off street parking spaces otherwise required, and the special exception will not create a traffic hazard or increase traffic congestion on adjacent or nearby streets.

Since this request clearly meets the Development Code and P.D. 621 standards for approval, we will respectfully be asking that you *approve* our request. We look forward to appearing before you and answering any questions you might have, and we appreciate your time and consideration.

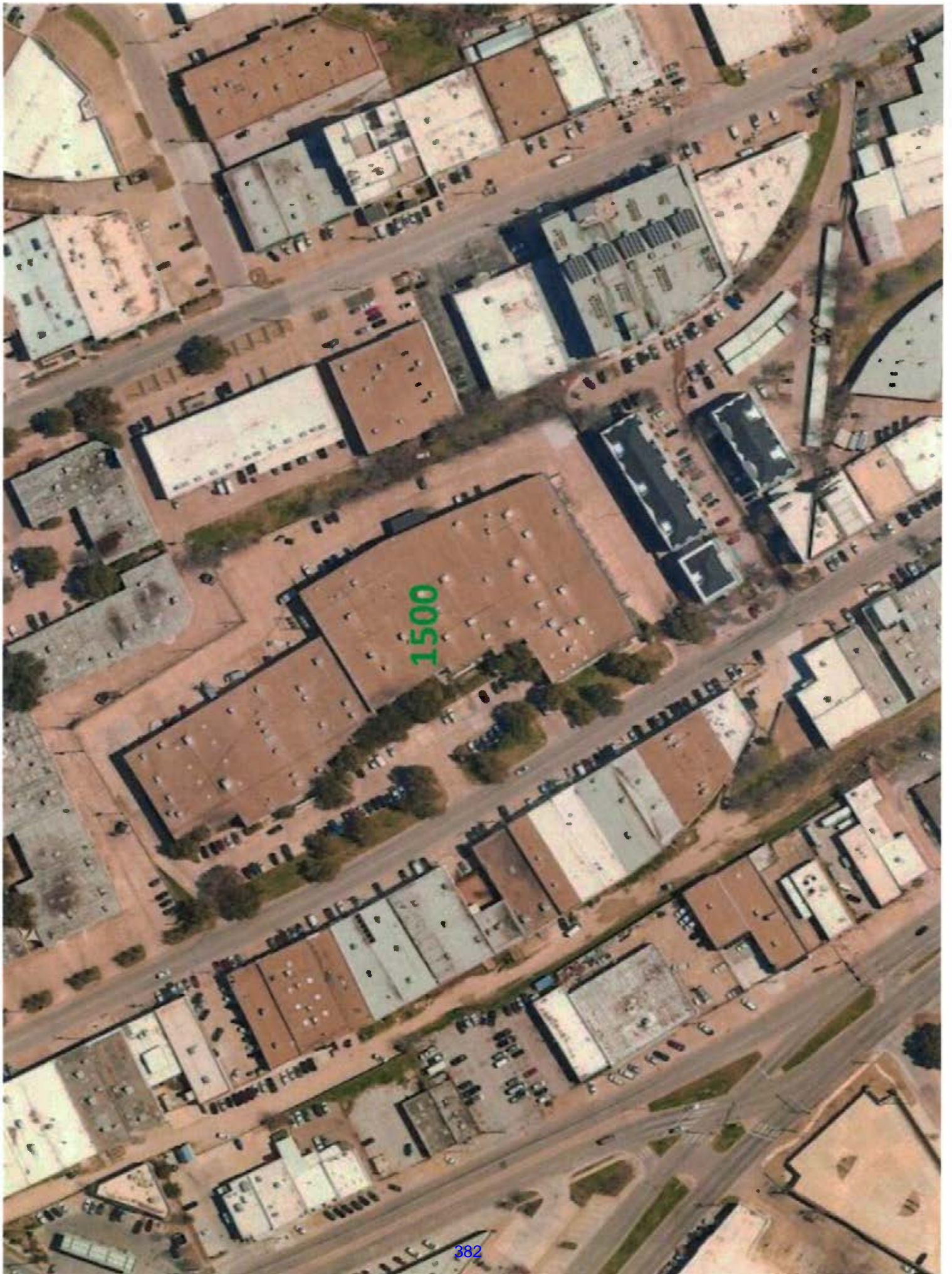
Very truly yours,



Jonathan G. Vinson

cc: Vipin Nambiar
Adam Hammack
Charlotte Carr
Lloyd Denman, P.E.
Suzan Kedron
Will Guerin







City of Dallas PD 621 Shared Parking Chart
for properties regulated by Dallas Development Code, Chapter 51A
(for calculating adjusted standard parking requirement, **REQUIRES PARKING AGREEMENT**)
Address: 1500 Dragon

Use	Use Categories	Total SF (including vacancies)	Parking Ratio	Standard Parking Requirement	Parking Adjustment By Time of Day (Weekday)									
					Morning		Noon		Afternoon		Late Afternoon		Evening	
	Multifamily # units	0	1.5	0.00	80%	-	60%	-	60%	-	70%	-	100%	-
	Office-related	3,000	358	8.38	100%	8.38	80%	6.70	100%	8.38	85%	7.12	35%	2.93
	Retail-related	0	275	0.00	60%	-	75%	-	70%	-	65%	-	70%	-
	General merchandise	0	275	0.00	60%	-	75%	-	70%	-	65%	-	70%	-
	Furniture store	0	1000	0.00	60%	-	75%	-	70%	-	65%	-	70%	-
	Bar & Restaurant (+outside seating)	18,000	105	171.43	20%	34.29	100%	171.43	30%	51.43	30%	51.43	100%	171.43
	Warehouse/Showroom up to 20,000SF floor area	20,000	1100	18.18	100%	18.18	75%	13.64	100%	18.18	65%	11.82	35%	6.36
	Warehouse/Showroom above 20,000SF floor area	47,531	4100	11.59	100%	11.59	75%	8.69	100%	11.59	65%	7.54	35%	4.06
	Any other use	10,000	100	100	100%	100.00	100%	100.00	100%	100.00	100%	100.00	100%	100.00
Total SF (- residential)		98,531		310		172		300		190		178		285

Therefore, 300 is the parking requirement for 1500 Dragon

MEMORANDUM

To: David Nevarez, P.E., PTOE, CFM
Transportation Development Services
City of Dallas

From: Lloyd Denman, P.E., CFM
Consult LD, LLC
Registered Firm F-23598

Date: March 25, 2025

Subject: **Parking Study and Analysis for 1500 Dragon**



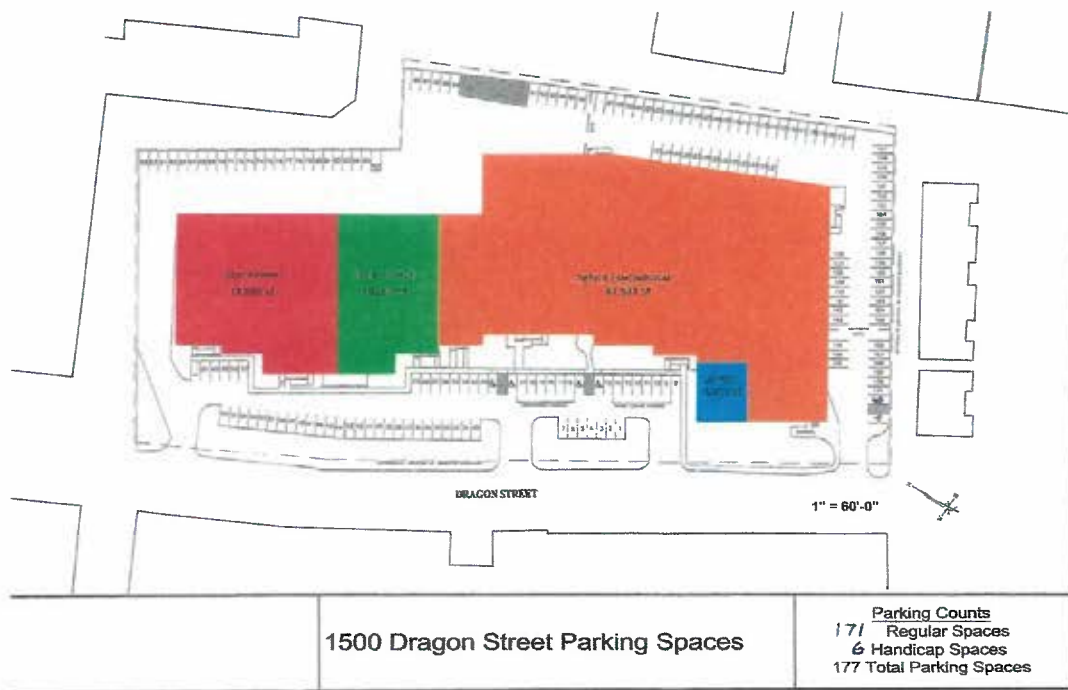
Introduction

1500 Dragon is located on the easterly side of Dragon Street between Oak Lawn Avenue and Cole Street. The property is zoned PD 621, Subdistrict 1, and is in the area known as the Dallas Design District. HN Capital Partners owns 1500 Dragon along with fifteen other Design District properties. HN Capital intends to revitalize the 1500 Dragon site by re-purposing some of the existing building space to include Restaurant and Office use that will better utilize and balance the existing building and its existing parking. The introduction of some Restaurant and Office use is intended to be neighborhood friendly and hospitality centric for the Design District as a whole. The existing site consists of one large mostly rectangle shaped building with a total of approximately 100,000 square feet of single-story space and 177 available parking spaces. (See EXHIBIT 1 – Site Plan) The new owner would like to utilize the allowances provided within PD 621 to reduce the parking that would otherwise be required by Code to be more efficient and balanced with best uses for the site and current neighborhood transportation trends. Parking observations made at a proximate and similar site nearby on Market Center Blvd to the west in October of 2024 are presented below along with additional justifications for this parking reduction request as provided by the PD.

Proposed Uses and City of Dallas Code Requirements for Parking

The City of Dallas Development Code requires minimum parking associated with different land use types. PD 621 specifically allows "shared parking" to be considered as a percentage reduction of the required minimum parking for certain mixed uses. Note that the proposed use mix for this 1500 Dragon site would be the maximum planned space for utilization of Restaurant that may not actually all be transitioned or leased in the proposed manner but is meant to represent what would be the densest future parking use mix. The calculated maximum parking for the proposed mix of uses is 300 spaces per City Code without the "Shared Parking Reduction". (See EXHIBIT 2 – Proposed Use Parking Chart) Note that the existing parking layout of 177 spaces is adequate for the morning and afternoon times of day per Code to accommodate the maximum proposed mix of uses when applying the "Shared Parking Reduction" table within PD 621.

EXHIBIT 1 – Site Plan



This site plan shows the existing 177 parking spaces and the ultimate proposed uses for the existing building. The restaurant use will be primarily evening and valet parked and may incrementally expand up to the requested maximum of 18,000 square feet.

EXHIBIT 2 – Proposed Use Parking Chart

1500 DRAGON STREET						
Street No.	Street Name	Land Use	SQ FT	Parking Ratio	Shared Noon Required Parking	Total Parking Provided
1500	Dragon	Office/Showroom	67,531	1sp/1100 SF & 4100 SF	22.33	
1500	Dragon	Office	3,000	1sp/358 SF	6.70	
1500	Dragon	Restaurant	18,000	1sp/105 SF	171.43	
1500	Dragon	Event Space	10,000	1sp/100 SF	100.00	
			98,531		300	177

Note that the bulk of the parking demand is for the Restaurant use which typically peaks during weekend evenings. The Restaurant use will be valet parked. The Office/Showroom use has plenty of daytime parking and is typically closed during the evenings.

PD 621 Allowance for Parking Reductions and the Owner's Request

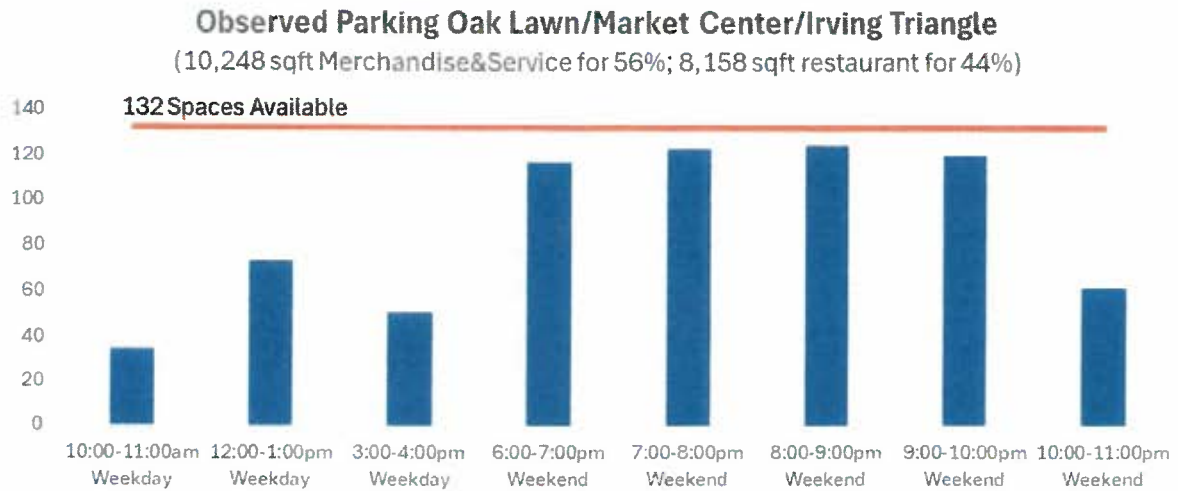
The creators of PD 621 utilized good foresight for the zoning regulations back in 2002 realizing that the old parking minimums required for certain defined uses are not “one-size fits all”. (See **APPENDIX** Articles on Parking) PD 621 allows for the accommodation of denser urban living that is less “car-centric” and the consideration of alternative modes of transportation that help reduce the need for parking. Specifically, the PD allows for “a special exception of up to 50 percent of the required off-street parking” to help right-size parking for dense urban projects. **HN Capital would like to follow the PD 621 allowance language and request a reduction of 41% in parking requirements from the calculated requirement of 300 spaces to utilize the currently provided 177 spaces.** Local observed parking data and recent mobility trends support the request as detailed below. Also, HN Capital may seek out nearby properties to determine if remote valet agreements may be reached to provide overflow parking should it be needed. HN Capital also owns other nearby properties including two large surface parking lots that could provide evening overflow parking should it be needed.

1212 Oak Lawn and 1617 Market Center Blvd (Pie Tap and Town Hearth) Observed Parking Data (Oak Lawn/Market Center/Irving Blvd Triangle)

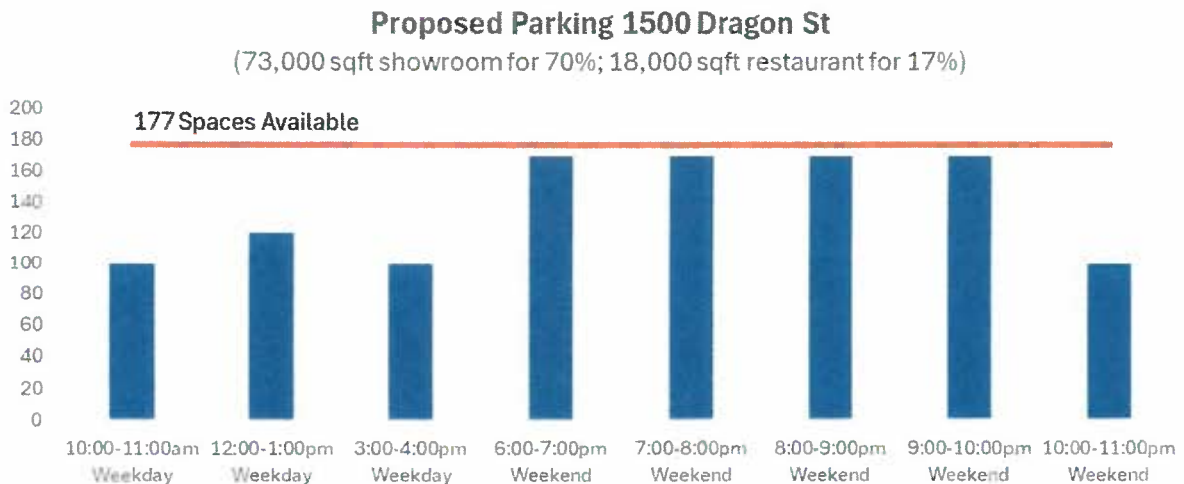
Exhibit 3, on the next page, illustrates observed parking during peak use times in October of 2024 for 1212 Oak Lawn and 1617 Market Center, a triangular shaped property, which has the Pie Tap and Town Hearth restaurants. The exhibit is annotated with comments about the observed parking data and what is proposed. The Oak Lawn Triangle is only 600' to the west from 1500 Dragon Street.

It is evident from the observed data that the adjacent Oak Lawn Triangle property is able to support two restaurants with its available parking and with the use of valet. It was observed while counting, and confirmed by the restaurant valet manager, that employee parking occupied a significant number of the available interior parking spaces (15% or more). It is recommended to consider more efficiently managing employee parking to provide more patron parking when needed. The Design District encourages a comprehensive neighborhood approach for all the property owners to work and cooperate together for mutual benefit. Note that adjacent properties with different owners have supported one another in parking reduction requests. (See **APPENDIX** mutual letters of support) This illustrates the synergistic goal of mutual benefit throughout the greater Design District. Granting this request would not adversely affect neighboring property since parking is already prohibited along the east side of Dragon St. There is also potential for “relief valve” parking available should the internal parking be exceeded by utilizing the surface parking lots on nearby properties. The proposed mix of uses for this existing site will be able to successfully accommodate parking demand for the higher percentage restaurant use without adversely impacting neighboring properties or the public streets. Utilizing valet service for the restaurant use helps ensure that parking needs are sufficiently and efficiently met.

EXHIBIT 3 – 1500 Dragon: OBSERVED PARKING AT OAK LAWN TRIANGLE AND PROPOSED PARKING



Note that the Oak Lawn Triangle property with two restaurants, Pie Tap and Town Hearth, makes it work with the 132 parking spaces available. The valet manager said if the parking spaces ever happen to temporarily fill up the restaurant has a “relief agreement” with the property to the south which helps keep the valet parking operation smooth and consistent.



The proposed mix of uses intends to fill the available parking during the weekend evening peaks for Restaurant use. There is adequate parking available to satisfy the City Code during mornings and afternoons for the Office and Showroom uses. The use of valet and alternative transportation modes can offset the evening restaurant peaks. Note that HN Capital will seek or provide on its own properties “relief valve” parking agreements that could be utilized for any overflow parking should it occur. As the owner of sixteen properties in the Design District, HN Capital is incentivized to balance and “right size” parking so that everyone benefits.

Walkability and Alternative Modes of Transportation

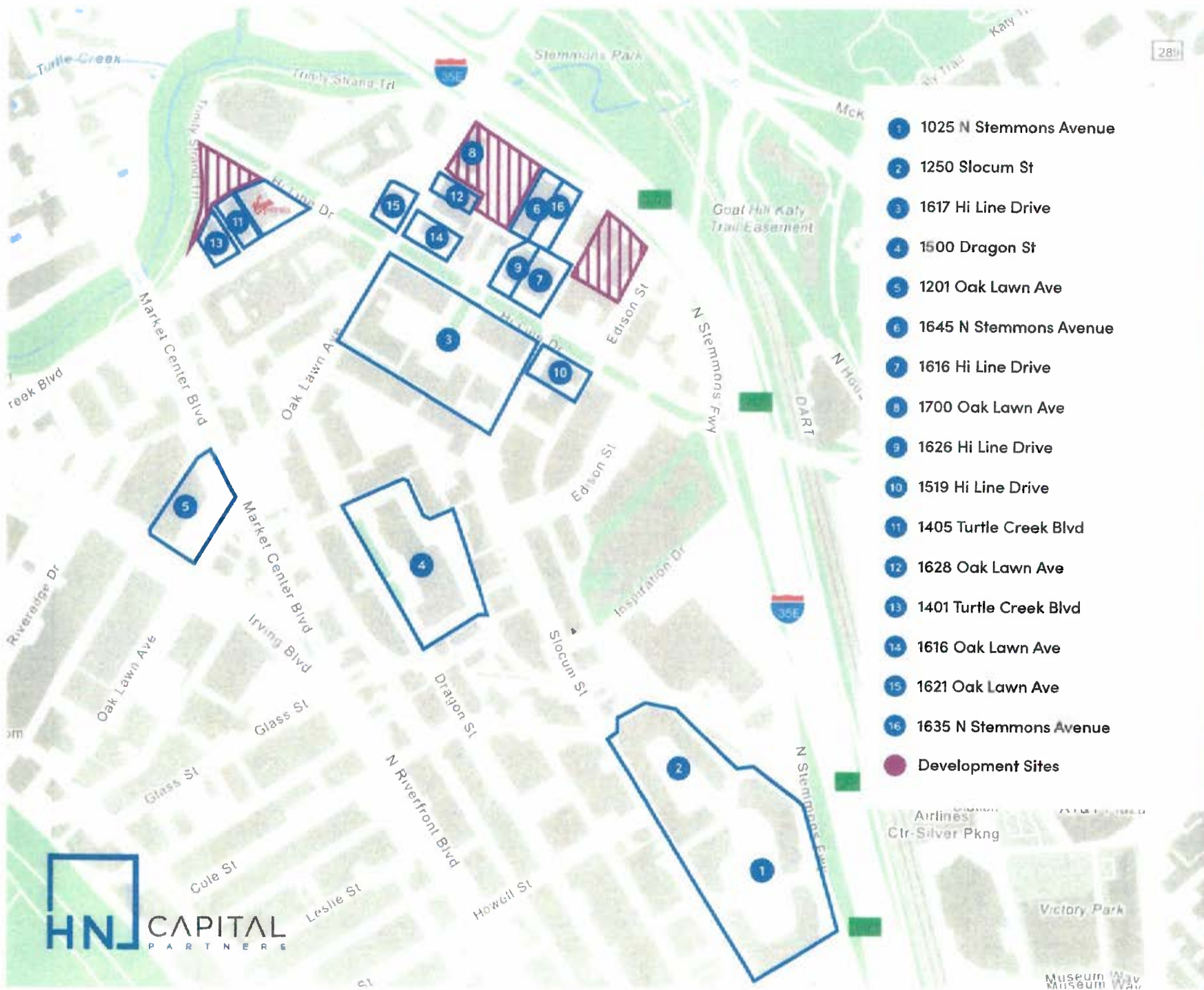
The parking reduction request is also supported by a walkability analysis of nearby residential units and current urban trend uses of alternative modes of transportation like walking, bicycling, and Uber/Alto. (See **APPENDIX Walkability Study**.) Note that the City of Dallas is currently considering reducing and/or eliminating parking requirements for some areas and uses. Although a reduction or elimination of parking requirements by the City of Dallas would not directly affect 1500 Dragon since the parking already exists and the property is located within PD 621, it is still an indication that the old parking requirement ratios are excessive for dense urban living situations and with the newer alternative modes of transportation readily available.

Conclusion

Based on: (1) the observed parking data for similar uses near to the site, (2) the allowances for parking reductions written into PD 621, (3) the utilization of valet to most efficiently park the site, (4) the potential for “relief valve” parking spaces in nearby surface parking lots for the overall benefit of the Design District, and (5) the current trends of more mobility choices and more dense urban living that together reduce the need for parking; **it is recommended that the existing 177 parking spaces for the current 1500 Dragon site will be adequate to serve the proposed mix of Restaurant and Office/Showroom and Event Space uses.** Furthermore, if the parking demand were to consistently exceed the 177 spaces provided and beyond what valet can accommodate, the greater risk would be loss of business to the site rather than any obstruction of the public right-of-way or creation of a traffic hazard since parking is internal to the site and is currently prohibited along the east side of Dragon St. The accommodation of shared parking, Uber/Alto and similar ride shares including the Virgin Hotel shuttle service, availability of pedestrian and bicycle trails, availability of remote parking lots within a ten minute walk, and the presence of newer dense inner-city residential developments that currently include 2000+ units within a ten minute walk of the subject site have all convened at this time to help reduce the need for parking and support the proposed mix of uses for 1500 Dragon. The proposed plan to revitalize and repurpose the existing building of 1500 Dragon and utilize the existing parking within the allowances of PD 621 will provide mutual benefits to the property owner/operator, the neighborhood, and the City of Dallas. “Right-sizing” or “right-mixing” the proposed uses of this existing building to more fully utilize the existing internal parking to its potential will not create a traffic hazard or increase traffic congestion on adjacent or nearby streets. No spillover effect of traffic or parked cars is expected to occur since valet parking will be available.

APPENDIX

- HN Capital Property Ownership Map within the Design District
- Mutual letters of support for Parking Reductions
- Walkability Study within a five to ten-minute walking distance of 1500 Dragon
- Annotated Articles: “The Parking Problem – Why Cities Overbuilt Parking Spaces” 9-30-2023
“Parking Generation... Park +” by Kimley-Horn May 2016



February 5, 2025

Dr. Kameka Miller-Hoskins, Chief Planner
Zoning Board of Adjustment
City of Dallas
1500 Marilla Room 5CN
Dallas, TX 75201

Via email

RE: Pending applications at 1616 and 1626 Hi Line; 1617 Hi Line; and 1201 Oak Lawn Avenue

Dear Dr. Miller-Hoskins,

Please accept this support letter for the parking reduction requests at 1616 and 1626 Hi Line, 1617 Hi Line, and 1201 Oak Lawn Avenue. We understand they are separate requests intended for consideration in April 2025; our support applies to each request. The applicant, HN Capital, and their representatives have shared with us their request and plans for improving their property. As adjacent commercial property owners, we believe that their parking reduction request will benefit this area of the Design District.

We support the parking reductions requested for several reasons. HN Capital has successfully managed their properties in this area to bring valuable tenants and businesses to the Design District. As this area of the Design District has benefitted from the recent city investments in infrastructure, these improvements for sidewalks, streetscapes, and a hike/bike trail that connects to Victory Park/Downtown increase and enhance mobility options for visitors and residents. New developments and remodels have included a mix of land uses that are creating a dynamic neighborhood, as intended by the PD 621 Old Trinity Design District Special Purpose District zoning. We also understand the City of Dallas is considering Development Code revisions to the off-street parking requirements to align with current parking demand trends and promote use of other transportation options.

The proposed parking reductions are supported by a professional engineering analysis of the parking demand for these properties and the ability of HN Capital to manage the parking needs on their properties for the success of their tenants. We believe the requested reductions are reasonable and support the shared goal of continued improvement, adaptive reuse, and quality development of the Design District.

Sincerely,

Shyam Patel – Asana Partners
1444 Oak Lawn, LP

Jonathan G. Vinson
(214) 953-5941 (Direct Dial)
(214) 661-6809 (Direct Fax)
jvinson@jw.com

August 16, 2024

Via Email

Ms. Cambria Jordan, CFM, MBA, PMP, Senior Planner
Zoning Board of Adjustment
City of Dallas
1500 Marilla Street, Room 5BN
Dallas, Texas 75201

Re: BDA234-091; 1444 Oak Lawn Avenue.

Dear Ms. Jordan:

Our firm represents HN Capital, which is the largest property owner in the Design District. HN Capital is pleased to be part of the ongoing success of the District, and we look forward to even more success for the entire District in the future. This letter is to express our support for the off-street parking special exception request being made under BDA234-091 at 1444 Oak Lawn Avenue, for the following reasons.

When the City first approved P.D. 621 in 2002, it was not completely certain that the P.D. would work for its intended purposes. The City deserves credit for getting the P.D. right for the most part and achieving its purpose of fostering in-context adaptive reuse in the Design District with, of course, some appropriate new development.

Part of the success of P.D. 621, we believe, is due to the P.D. having loosened somewhat the strict requirements for off-street parking found in other parts of the City. This is very appropriate and necessary for the adaptive reuse of existing buildings, and actually helps preserve those buildings and the larger context of the District. This is good place-making and supports the District's overall success.

However, since the adoption of P.D. 621, the world has changed even more with regard to parking demand. The reduction in office usage, the advent of ride-sharing, and the greater walkability of the District have all contributed to this. Continuing to adhere to off-street parking ratios which date back in some cases to 1965, or even before, fails to recognize the change in parking demand in 2024.

In fact, the City itself is in the middle of processing Development Code amendments to reduce off-street parking requirements to align more with current demand. For many reasons, the current off-street parking requirements in P.D. 621, and elsewhere in the City, are obsolete and should be reduced.

41476708v.1

We support reasonable and evidence-based, data-driven reductions in parking requirements where appropriate, in particular in P.D. 621, where such reductions will support continued adaptive reuse and quality development and placemaking, and we believe that to be the case with this request. We respectfully ask that you approve the applicant's request in this case. Thank you.

Very truly yours,



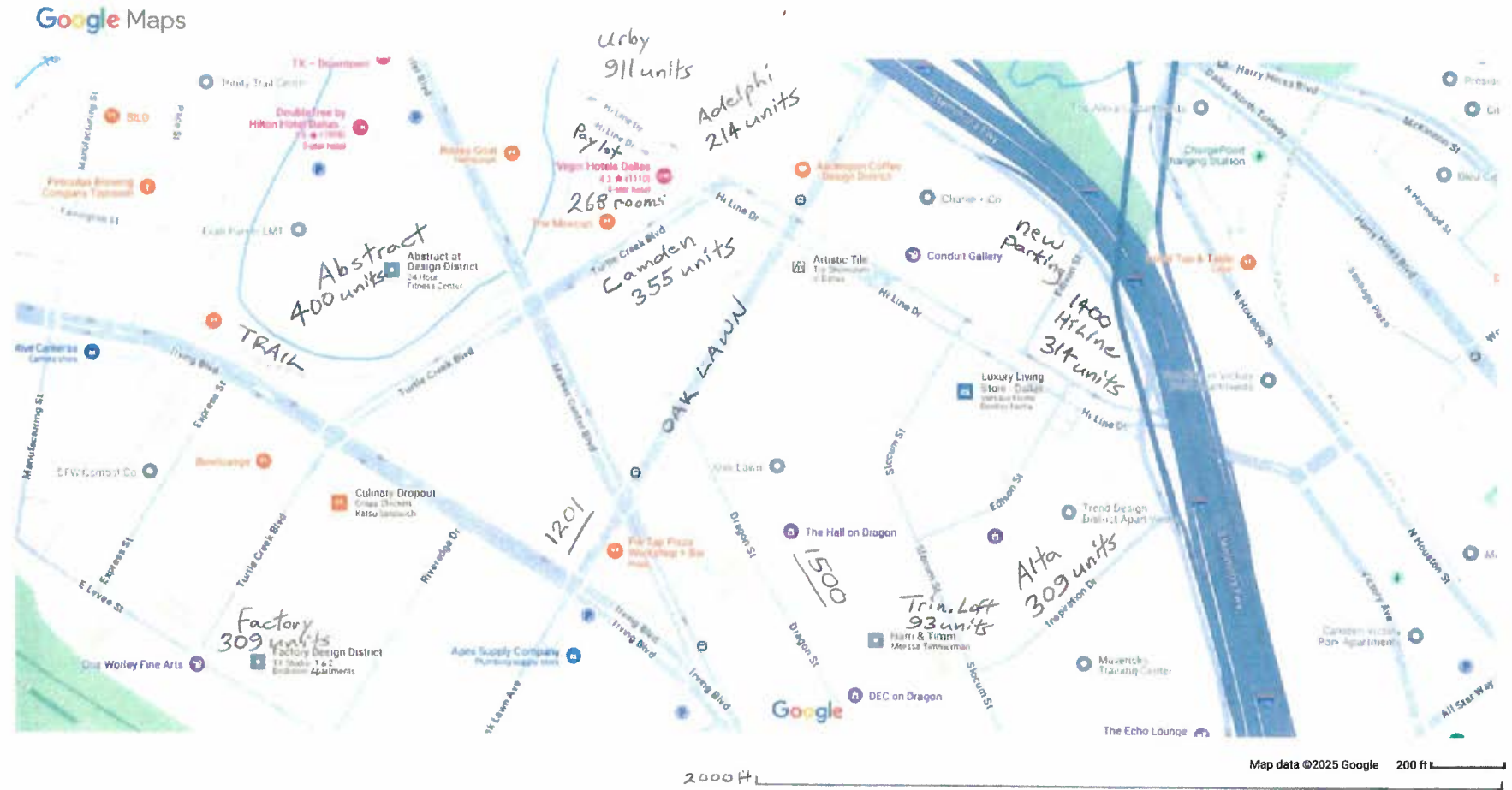
Jonathan G. Vinson

cc: Dr. Kameka Miller-Hoskins
Jennifer Hiromoto
Vipin Nambiar
Adam Hammack
Suzan Kedron

WALKABILITY STUDY

According to statistics listed on the Dallas Design District Property Brochure, by "DunhillProperties.com", there are approximately 20,000 residents that live within one mile, or a 10 to 20 minute walk, of the Dallas Design District. Even closer to the heart of the Design District and to 1500 Dragon St, within a 5 to 10-minute walk or less, are eight large multi-family communities that total nearly 3000 units. Also, the Virgin Hotel with 268 rooms and a 75 space pay parking lot are within a 10-minute walk to 1500 Dragon. (See annotated map attached) According to the Federal Highway Administration, "Most people are willing to walk for five to ten minutes, or approximately ¼ to ½ mile" to reach a destination. (See FHA Pedestrian Safety Guide attached)

The close proximity within a five to ten-minute walk of so many residential units and hotel rooms certainly helps decrease the parking demand for patrons that would frequent 1500 Dragon for Restaurant uses. (Walk times were physically verified by Lloyd Denman, P.E. during the parking observations made in May 2024.) There is also a free hotel shuttle at the Virgin Hotel that ferries guests within a 3-mile radius of the hotel to and from restaurants and other attractions. In May of 2024, the shuttle attendant said the shuttle stays busy and a second vehicle should be added to the service.



1500 Dragon

Residential Proximity Map

Safety

Pedestrian Safety Guide for Transit Agencies

< [Previous](#) [Table of Content](#) [Next](#) >

Chapter 4: Actions to Increase the Safety of Pedestrians Accessing Transit

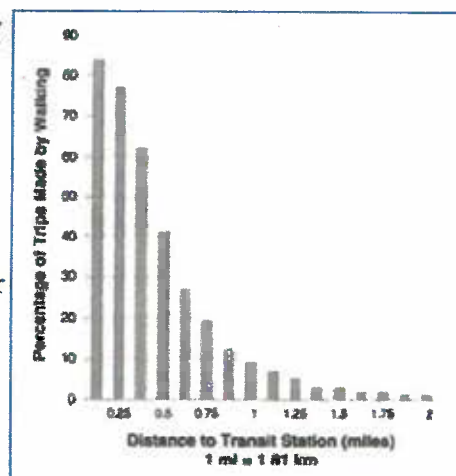
Understanding pedestrian characteristics and facilities (e.g., sidewalks, crosswalks, pedestrian signals, etc.) is an important step in providing safe access to transit systems. This section introduces basic pedestrian safety concepts to help readers understand issues, solutions, and resources that are presented in other parts of this guide. Concepts addressed in this chapter include:

- Typical walking distance to transit.
- Motor vehicle speed and pedestrian safety.
- Pedestrian characteristics and behavior.

A. Typical Walking Distance to Transit

Most people are willing to walk for five to ten minutes, or approximately $\frac{1}{4}$ - to $\frac{1}{2}$ -mile to a transit stop (see figure below). However, recent research has shown that people may be willing to walk considerably longer distances when accessing heavy rail services. Therefore, in order to encourage transit usage, safe and convenient pedestrian facilities should be provided within $\frac{1}{4}$ - to $\frac{1}{2}$ -mile of transit stops and stations, and greater distances near heavy rail stations. Note that bicyclists are often willing to ride significantly further than $\frac{1}{2}$ -mile to access rail transit stations, so safe facilities should be provided for bicycling within a larger catchment area around transit hubs.

Transit route spacing and location are important considerations for pedestrian access to transit. For example, in a city with a regular street grid pattern of streets, appropriate stop spacing can be achieved when transit routes are spaced between $\frac{1}{2}$ - to 1-mile apart. If the stops on these routes are spaced $\frac{1}{8}$ - to $\frac{1}{4}$ - mile apart, then a majority of the people in the neighborhoods served by the transit system will be within $\frac{1}{4}$ - to $\frac{1}{2}$ -mile of a transit stop.⁷⁰



B. The Effect of Motor Vehicle Speed on Pedestrian Safety

Pedestrians accessing transit stops and stations must often walk along or cross roadways that carry motor vehicle traffic. Pedestrians may feel less comfortable and safe as nearby motor vehicle speeds increase. The faster a driver is traveling, the more difficult it is to stop (see figure below).⁷¹ Larger vehicles, such as buses and trucks require even longer stopping distances.

The Parking Problem: Why Cities Overbuilt Parking Spaces

by [Lauren Palmer](#) | Sep 20, 2023 | [Land Use](#), [Transportation](#), [Urban Planning](#) | [0 comments](#)

The [Institute of Transportation Engineers](#) (ITE) was founded in 1930 with the goal “to improve mobility and safety for all transportation system users and help build smart and livable communities.” The idea behind the ITE was to help developers **with** roadway design, traffic management, and parking requirements. However, the ITE has created more problems, particularly when it comes to parking. For decades, the ITE recommended parking minimum requirements ill-suited for the municipalities implementing **them**.

The primary issue with parking recommendations from the ITE is that the studies they relied on were based on [selective data](#). For instance, in the 1987, second edition of the ITE’s *Parking Generation*, the ITE created half of their parking generation rates based on just four or fewer studies that were conducted in suburban areas. Researchers conducted these studies during times of peak parking demand and in areas where there was plenty of free parking and little to no use of public transit.

This led urban planners in cities to use suburban rates to set parking requirements that were incompatible with urban environments, resulting in excessive amount of parking in some areas. This created a circular planning process that has only exacerbated issues. It goes something like this:

1. The ITE published their findings in *Parking Generation* using the selective suburban data,
2. City urban planners set parking requirements **based** on those findings,
3. Developers implemented those parking plans,
4. The resulting ample supply of parking drove the price of parking in specifically designated lots down to zero,
5. Because of **the** massive amount of land used to create these parking specifications, cities saw decreased walkability and density of facilities,
6. The sprawl, combined with the plethora of free parking options, led to increased vehicle usage,
7. The increased parking demand again validated the ITE’s findings.

And the cycle repeats. This process has, unsurprisingly, resulted in an overabundance of parking. In the United **States**, surface parking lots alone cover more than five percent of all urban land, representing an area greater than the states of Rhode Island and Delaware combined.

To be clear, the ITE is not solely to blame. As mentioned in *Rethinking A Lot*, urban planners and policymakers frequently rely on the recommendations provided by the ITE for parking requirements without ensuring **their** accuracy for their respective municipalities. The ITE has an inherent authority that makes planners regard its findings as valid, precluding in planners’ minds the need for further inquiry. The use of ITE’s manuals also allow public officials to avoid responsibility for excessive parking lots.

Due to a lack of planning and engaging **the** proper parties involved in parking use and development, inaccurate parking demands arise. While [urban planners](#) readily observe this problem, they often fail to take the necessary steps to actually address it. Even municipalities directly contribute **to** the overabundance of parking by offering free spaces, which inevitably fill up quickly, and then opting to add more parking, which **creates** an overabundance without addressing the root problem.

Municipalities also look to other authorities, such as the [Urban Land Institute](#) (ULI) for parking guidance. However, the ULI has many of the same problems as the ITE. ULI reports have recommended an excessive amount of parking, with some ULI reports calculating a "need" for more spaces than ITE reports. Municipalities cannot blindly rely on these institutions to supply perfectly accurate data. Municipalities need to measure parking demands with the "ongoing data analysis, community assessment, and demand analysis" that is most relevant to them.

The ITE, recognizing that municipalities still rely on its findings, is also attempting to fix the situation by adapting and changing the new [Parking Generation](#) manuals. The most recent, the 2019 *Parking Generation Manual*, features land use descriptions and data plots of a variety of available land uses, time periods, and independent variables in the ITE database. The parking database is now broken up into settings that include "Multi-Use Urban" and "Center City Core," which work to pinpoint the most relevant studies for specific cities' needs. The goal of this manual is to help describe the relationship between parking demand and the characteristics of the individual development site.

Donald Shoup, Professor in the Department of Urban Planning at UCLA, recommends that the ITE follow in the footsteps of the British counterpart to *Trip Generation*, the "Trip Rate Information Computer System." This system gives information about the characteristics of every surveyed site and its surroundings, which would allow municipalities to use comparable sites before making land use decisions.

Despite the empirical evidence surrounding the overabundance of parking, as well as its deleterious environmental effects, few municipalities are changing parking requirements and financiers still pass on projects that "don't have enough parking," even with the new ITE recommendations.

One successful technique is [shared parking](#), a parking management tool that communities can employ when setting parking requirements. Different types of land uses attract customers, workers, and visitors during different times of the day, which results in differing peak parking demand hours for the related land uses. Shared parking takes advantage of these varying demand patterns and allows adjacent land uses with complementary peak demands to share a parking lot space. This not only encourages centralized parking rather than scattered lots, but also reduces overall construction costs which could greatly benefit both municipalities and developers.

Several municipalities have implemented shared parking, including **Ventura, CA** which has a zoning ordinance that permits different land uses to have shared parking because of opposite peak parking demand periods. The shared parking is allowed to satisfy one hundred percent of the minimum parking requirements for each land use. Similarly, **North Kansas City, MO**, by permit, allows a reduction of the number of parking spaces multi-use developments need to have if they have different peak parking demand periods.

Finally, in **West Hartford, CT**, the zoning code provides an alternative method of meeting parking requirements. So long as the applicant seeking to enter into a shared parking agreement can prove the lot would be convenient for all parties and would not cause traffic congestion, it can get approved. The municipality has since consolidated many parking lots down for shared use.

To truly reverse the detrimental impacts of the old ITE reports on the development of cities, urban planners and lawmakers will need to implement a multi-faceted approach. In addition to conducting their own parking studies based on the proposed uses and characteristics of the community, urban planners and lawmakers should focus on enhancing multi-modal transit and implementing shared parking. Parking minimums need to be eliminated and more parking maximums need to be developed. Focusing on the parking demands of individual development sites will help stop the cycle of creating unnecessary parking and meet parking demands in a smarter and more efficient manner.

Parking Generation— Replacing Flawed Standards with the Custom Realities of **Park+**

WHITE PAPER SERIES

May 2016



Kimley»Horn

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Introduction

For the longest time, our industry's approach to defining "How much parking?" has been relegated to the use of national parking requirement standards, either from the Institute of Transportation Engineers (ITE), Urban Land Institute (ULI), or local code requirements. Anyone who has read the workings of Donald Shoup, or more recently Richard Willson, knows the fallacy in using these sources when designing downtown or campus parking systems.

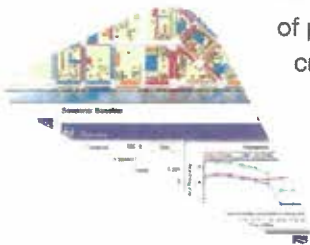
National parking requirement standards are based on outdated and under-represented data, which tend to skew wildly from the actual parking needs of a community. In my years as a parking consultant, I've very rarely completed a single downtown parking study where the peak observed parking demands consumed the majority of the total parking spaces. A study completed in Dallas a few years ago yielded some 30,000 empty parking spaces at peak. Similar results were found in Atlanta, Houston, St. Petersburg, Seattle, and the list goes on.

When communities plan downtowns based on outdated suburban design standards, we achieve the same inevitable results—empty, restricted parking areas that deaden the density, walkability, and vitality of urban areas.

The parking quantity question is always a challenging exercise, especially when we try to solve it using inaccurate data. Most times, we rely on outdated data that doesn't truly represent the real context of our downtowns. As more and more people migrate to urban areas, the dynamics of how they get around and their relationships with cars change. As such, we've seen a drastic downshift in the need to provide parking. But our planning tools have not evolved to better align with this shift.

Equally challenging is deciding how the parking characteristics in one community compares to another community. In reality, it's hard to define how one neighborhood acts compared to another. Here in Phoenix, the Roosevelt neighborhood, home to the area's up-and-coming artists and requisite "hipsters," enjoys a higher amount of transit, walking, and cycling than most other parts of the city. In turn, the overall demand for parking is lessened as area residents and patrons find other ways to access the uses within the area. In my neighborhood, you almost can't survive without the use of a car to work, shop, and play. This variability exists in every city and is the reason it's absurd to continue leaning on archaic, cookie-cutter methods to plan for parking.

This question is the central reason we created Park+ — to find a way to localize the analysis of parking demand and challenge the conventional notion that all parking demand is created the same. Within this white paper we summarize the findings of the first five years of Park+ modeling and define the dynamic nature of each community served. In our time developing, testing, and applying this model, we have encountered an incredible diversity of data and outcomes in each community. In the following sections, we'll walk through those results, as well as the more global movement afoot in our industry.



PARKING GENERATION -

Replacing Flawed Standards with the Custom Realities of Park+



Unfortunately, those data points are routinely applied in areas they should not be. I've seen exercises where entire swaths of a downtown are planned with these metrics, resulting in over-built facilities. In some cases, it's a lack of understanding of the context the development is occurring in. In other cases, it's a requirement of financial institutions that are backing a development. Whatever the cause, a better understanding of the true dynamics of a development and the area it serves produces better results.

In recent years, urban planners have begun to lean more and more on these decisions as a primary reason that downtowns and communities don't work. One of my favorite terms in the industry is the "parking crater," which was coined by the website Streetsblog and its editor Angie Schmitt. In fact, that website holds an annual March Madness tournament, with a full-on bracket to determine the worst parking crater of that year. The parking crater is a portion of a downtown that has been hollowed out by the presence of large surface parking lots. Whether these are highly or poorly utilized, they deaden a downtown, its walkability, and most importantly its viability.

If asked, many people would say the provision of ample parking makes our cities more desirable. But in fact, ample parking promotes single occupancy vehicle trips and impedes the ability for our communities to develop and grow. Pedestrian walkability, dense design, and connectedness are extremely important for the success of a community. Large areas of parking tend to counter these tenets and disrupt the ability for a community to work properly. This is only exacerbated by the over-provision of parking.

Clearly, something must be done...

Right-Sized Parking

Recently in the planning arm of the parking industry, we've seen a very distinct shift toward finding the right amount of parking for a downtown, campus, study area, development, etc. This movement is aptly dubbed the Right-Sized Parking movement. The name speaks for itself, as the intent is to determine the correct amount of parking to serve an area without over- or under-burdening area patrons.

Too much parking tends to be an expensive endeavor. In today's world where more and more parking is found in consolidated structures, the cost to build a single space can range from \$8,000 to \$40,000, or more. This price is astronomical and is a primary contributing reason that rents are increasing and the cost of living in urban areas is skyrocketing. In King County¹, WA, a recent study searched to find the answer to the right-size for multi-family housing parking. The result of that large-scale effort was...it depends.

¹ Visit rightsizeparking.org to learn more and to play with their awesome right-size parking calculator



That result may seem nebulous, but in reality it's the most accurate response that could have emerged from such a study. The data indicated that a number of factors—location, access to transit, employment density, walkability, population demographics—were responsible for the parking demand characteristics of a multi-family development. In short, people tended to adapt to their environment, and their driving (and car ownership patterns) adapted right along with them.

Unfortunately, in a lot of those instances, the provision of parking did not adapt. Instead, developers continued to provide parking as if every location was the same, and the result was a high amount of underutilized parking. The data showed that in the heart of Seattle (the most urbanized area in the county), the parking demand was at or below 0.5 spaces per unit. In the far reaches of the county, the ratio was closer to 1.5 spaces per unit.

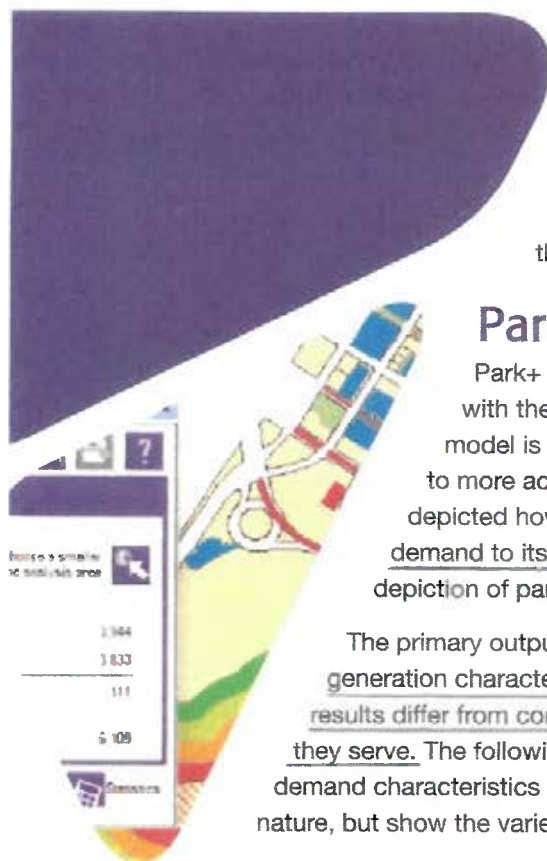
This analysis has borne some incredible outcomes. First, many developers in the King County area have begun to lessen their parking capacity as a result of this analysis, basically “right-sizing” their supply. That in and of itself is a win and would deem the effort a success. However, the study also pushed communities in the King County area to reassess their parking requirements, helping to define right-sized parking at the review level. Even more incredibly, King County transit has now begun to pursue empty parking spaces in multi-family housing complexes to serve as park-and-ride spaces for transit riders.

It's very exciting to see the results coming out of King County. They spent a tremendous amount of time and effort to collect viable data and determine how their community works. The project was well funded by the Federal Highway Administration and led by a brilliant young planner² whose mission is to prove the fallacy of poor parking planning. But how about the communities not funded by FHWA...how do they learn more about the true nature of their parking systems?

Park+ and Right-Sized Parking

Park+ —the Kimley-Horn parking scenario planning tool — was created with the intention of right-sizing parking in the communities we serve. The model is built on an algorithm that matches parking demand with land uses to more accurately depict parking behavior. Previous white papers (xxx) have depicted how this relationship works, but in simplistic terms, we match parking demand to its origin using localized data. The result is a much more accurate depiction of parking demand in the environments our models serve.

The primary output of a calibrated Park+ dataset is a unique set of parking generation characteristics that represent the dynamic nature of a community. These results differ from community to community and are a direct reflection of the areas they serve. The following tables and figures provide a representative sample of parking demand characteristics and geographic demand metrics. These are only representative in nature, but show the varied results that come from Park+ modeling exercises.



² Dan Rowe of King County Metro. If you ever meet him at a conference, engage him about parking...you won't be sorry.

Summary:

City Plan Commission recommendation regarding DCA190-002 Off-Street Parking & Loading Code Amendment

Background:

On March 20, 2025, the City Plan Commission voted to recommend the Off-Street Parking & Loading Code Amendment proposal to the City Council.

The Zoning Ordinance Advisory Committee ("ZOAC") had previously recommended removing all minimum parking requirements for all land uses citywide. The CPC debated this recommendation at five meetings from November 2024 through March 2025, voting to amend it in several ways.

Summarized proposal:

Notable updates to our current parking minimums include:

- **Transit-Oriented Development and Downtown:** No minimums for any use within ½ mile around rail stations or downtown
- **Office and retail:** No minimums for office uses and most retail
- **Industrial and Commercial:** No minimums for industrial, commercial, and business service uses except when contiguous with single-family uses
- **Single-family and duplex:** Reduced minimums for single-family and duplex uses to 1 space per dwelling unit
- **Multifamily:** Reduced minimums for multifamily uses to ½-space per dwelling unit plus guest parking, and added requirement of 1 loading space for larger multifamily
- **Bars, restaurants, and commercial amusement:** Reduced minimum for seating and sales areas to 1 space per 200 square feet, plus additional reductions
 - Bars and restaurants in buildings **under 2,500 square feet:** No minimums
- **Designated historic buildings:** No minimums for buildings designated at the city, state, or national level as historically significant, except when used as a bar, restaurant, or commercial amusement land use.
- **Places of worship under 20,000 square feet:** No minimums
- **Lower Greenville:** Parking ratios for selected uses generally will not apply to Lower Greenville areas covered by the Modified Delta Overlay MD-1.

Below is a table describing the changes in more detail.

Topic	Impact	Results (summarized)	Current code (summarized)
TOD & Downtown	Removed	No parking for any use within <ul style="list-style-type: none"> ½-mile of light rail and streetcar stations CA (downtown) districts 	No exception for rail proximity 1 space per 2,000 sf, with exceptions for buildings built prior to 1967 and ground-floor retail under 5,000 sf
Office uses	Removed	No minimum parking requirement	1 space per 200 or 330 square feet
Single-family & Duplex	Reduced and standardized	1 space per dwelling unit	1 space per single-family dwelling unit in R7.5(A) and R5(A) 2 spaces per dwelling unit for all other single-family and duplexes
Multifamily (parking)	Reduced	½-space per dwelling unit Graduated guest parking requirement	1 space per bedroom 0.25 guest spaces per dwelling unit
Multifamily (loading and short-term)	Added	Show plans to manage loading and short-term drop-off for any development 1 loading space required over 150 dwelling units	No loading required
Hotel (loading and short-term)	Reduced	Show plans to manage loading and short-term drop-off for any development 1 loading space required for hotels over 80 guest rooms	Graduated requirement beginning at 10,000 square feet
Bars and restaurants	Reduced	No minimum for buildings up to 2,500 sf For buildings over 2,500 sf, 1 space per 200 sf for sales and seating area (plus reductions for some storage and manufacturing area)	1 space per 100 square feet for sales and seating area Variety of lighter minimums for storage and manufacturing
Commercial amusement (bowling alleys, dance halls, etc.)	Reduced and standardized	1 space per 200 square feet	Variety of minimums per type

Industrial uses Commercial service and business uses (truck sales, medical laboratory, furniture repair, etc.)	Geography limited	Reduced minimums apply when contiguous with single-family properties; no minimums elsewhere	Minimums apply anywhere the use is permitted
Designated historic buildings	Mostly removed	No minimums, except 1 space per 200 square feet for bars, restaurants, and commercial amusement uses within 300 feet of single-family with reduction option through SUP.	No exemptions for historic buildings
Places of worship	Reduced	No minimums for places of worship less than 20,000 square feet of floor area	All places of worship are subject to parking minimums
Mixed Income Housing Density Bonus	Parking bonus reduced to zero	Zero minimum parking required when providing mixed income units	½-space per unit required when providing mixed income units
Geographic exceptions	No change for MD-1 Overlay	Properties subject to the MD-1 Modified Delta Overlay will keep minimums for selected uses.	
Design standards	Limiting driveway entrances for 1- through 4-unit residences Requiring pedestrian path through large parking lots Prohibiting surface water drainage across sidewalk surfaces Simplified loading standards Allowing parking lot entrances on any alley for any use		
Bicycle parking	Increased bicycle parking amount requirements Clarified design and locational standards		
Shared loading	Adding the opportunity for a shared loading agreement		

FILE NUMBER: BDA245-039(BT)

BUILDING OFFICIAL'S REPORT: Application of Mark Giambrone represented by Andrew Simes for **(1)** a variance to the front-yard setback regulations, and for **(2)** a variance to the side-yard setback regulations at **4343 TRAVIS STREET**. This property is more fully described as Block 2/1529, Lot 22A, and is zoned PD-193 (MF-2), which requires a 15-foot front-yard setback and requires a 10-foot side-yard setback. The applicant proposes to construct and/or maintain a multifamily residential structure and provide an 10-foot front-yard setback along Oliver Street, which will require **(1)** a 5-foot variance to the front-yard setback regulations along Oliver Street; and to construct and/or maintain a multifamily residential structure and provide an 5-foot side-yard setback, which will require **(2)** a 5-foot variance to the side-yard setback regulations.

LOCATION: 4343 Travis Street

APPLICANT: Mark Giambrone

REPRESENTED BY: Andrew Simes

REQUEST:

- (1) A request for a variance to the front-yard setback regulations along Oliver Street; and
- (2) A request for a variance to the side-yard setback regulations.

STANDARDS OF REVIEW FOR A VARIANCE:

Section 51A-3.102(d)(10) of the Dallas Development Code specifies that the board has the power to grant variances from the **front-yard, side-yard**, rear-yard, lot-width, lot-depth, lot-coverage, floor area for structures accessory to single-family uses, height, minimum sidewalks, off-street parking or off-street loading, or landscape regulations provided that the variance is:

- (A) **not contrary to the public interest** when owing to special conditions, a literal enforcement of this chapter would result in unnecessary hardship, and so that the spirit of the ordinance will be observed, and substantial justice done.
- (B) necessary to permit development of a specific parcel of land that differs from other parcels of land by **being of such a restrictive area, shape, or slope**, that it cannot be developed in a manner commensurate with the development upon other parcels of land with the same zoning; and
- (C) **not granted to relieve a self-created or personal hardship**, nor for financial reasons only, nor to permit any person a privilege in developing a parcel of land not permitted by this chapter to other parcels of land with the same zoning.

ELEMENT II SUBSTITUTE:

Dallas Development Code §51A-3.102(d)(10)(b), formerly known as HB 1475, allows for the BDA to use their discretion and consider Element 2 of the Variance standard to be met, if:

- (i) the financial cost of compliance is greater than 50 percent of the appraised value of the structure as shown on the most recent appraisal roll certified to the assessor for the municipality under Section 26.01 of the Texas Tax Code.
- (ii) compliance would result in a loss to the lot on which the structure is located of at least 25 percent of the area on which development is authorized to physically occur.
- (iii) compliance would result in the structure not being in compliance with a requirement of a municipal ordinance, building code, or other requirement.
- (iv) compliance would result in the unreasonable encroachment on an adjacent property or easement; or
- (v) the municipality considers the structure to be a nonconforming structure.

STAFF RECOMMENDATION:

Variance front-yard setback regulations:

Denial

Rationale: Based upon evidence presented and provided by the applicant, staff concluded that the site is:

- A. Not contrary to the public interest as no letters of opposition were received.
- B. Subject site does not differ from other parcels of land by being of such a restrictive area, shape, or slope. It is a corner lot with front-yard setbacks facing both Travis Street and Oliver Street. The preliminary replat of lots 22, 23, and 24, now Lot 22A under City Plan File No. S245-071. Therefore, it can be developed in a manner commensurate with the development upon other parcels of land in the same zoning.
- C. Not self-created nor is it a personal hardship.

Variance side-yard setback regulations:

Denial

Rationale: Based upon evidence presented and provided by the applicant, staff concluded that the site is:

- D. Not contrary to the public interest as no letters of opposition were received.
- E. Subject site does not differ from other parcels of land by being of such a restrictive area, shape, or slope. It is a corner lot with front-yard setbacks facing both Travis Street and Oliver Street. The preliminary replat of lots 22, 23, and 24, now Lot 22A under City Plan File No. S245-071. Therefore, it can be developed in a manner commensurate with the development upon other parcels of land in the same zoning.
- F. Not self-created nor is it a personal hardship.

BACKGROUND INFORMATION:

Zoning:

Site: PD-193 (MF-2)
North: PD-193 (MF-2)
East: PD-193 (MF-2) and PD-193 (PDS 132)
South: PD-193 (MF-2)
West: PD-193 (MF-2) and PD-193 (PDS 38)

Land Use:

The subject site is developed currently developed with multifamily use.

BDA History:

No BDA history found within the last 5 years

GENERAL FACTS/STAFF ANALYSIS:

- The application of Mark Giambrone represented by Andrew Simes for the property located at 4343 Travis Street focuses on two requests relating to the front-yard setback regulations, and to the side-yard setback regulations.
- The first request, the applicant proposes to construct and/or maintain a multifamily residential structure and provide a 10-foot front-yard setback along Oliver Street, which will require a 5-foot variance to the front-yard setback regulations along Oliver Street.
- Lastly, the applicant proposes to construct and/or maintain a multifamily residential structure and provide a 5-foot side-yard setback, which will require a 5-foot variance to the side-yard setback regulations.
- As gleaned from the submitted site plan, the applicant is proposing to construct and/or maintain a multifamily residential structure.
- It is imperative to note that the subject site is a corner lot, having a 15-foot front-yard setback Oliver Street and a 15-foot front-yard setback along Travis Street.
- It is imperative to note that the applicant has a preliminary plat on file (S245-071) proposing to replat lots 22, 23, and 24 into one lot (22A) with this multifamily development.
- The applicant is aware of potential parking and landscape challenges not addressed with this request.
- The applicant has the burden of proof in establishing the following:
 - 1) That granting the variance to the front and side yard setback regulations will not be contrary to the public interest when owing to special conditions, a literal enforcement of this chapter would result in unnecessary hardship, and so that the spirit of the ordinance will be observed, and substantial justice done.
 - 2) The variance is necessary to permit development of a specific parcel of land that differs from other parcels of land by being of such restrictive area, shape, or slope, that it

cannot be developed in a manner commensurate with the development upon other parcels of land with the same zoning; and

- 3) The variance would not be granted to relieve a self-created or personal hardship, nor for financial reasons only, nor to permit any person a privilege in developing a parcel of land not permitted by this chapter to other parcels of land with the same zoning.

- **ELEMENT II SUBSTITUTE:**

Dallas Development Code §51A-3.102(d)(10)(b), formerly known as HB 1475, allows for the BDA to use their discretion and consider Element 2 of the Variance standard to be met, if:

- (i) the financial cost of compliance is greater than 50 percent of the appraised value of the structure as shown on the most recent appraisal roll certified to the assessor for the municipality under Section 26.01 of the Texas Tax Code.

- (ii) compliance would result in a loss to the lot on which the structure is located of at least 25 percent of the area on which development is authorized to physically occur.

- (iii) compliance would result in the structure not being in compliance with a requirement of a municipal ordinance, building code, or other requirement.

- (iv) compliance would result in the unreasonable encroachment on an adjacent property or easement; or

- (v) the municipality considers the structure to be a nonconforming structure.

- Granting the variance to the front-yard and side-yard setback regulations with a condition that the applicant complies with the submitted site plan and elevations, would require the proposal to be constructed as shown on the submitted documents.

- 200' Radius Video: [BDA245-039 at 4343 Travis St](#)

Timeline:

January 30, 2025: The applicant submitted an "Application/Appeal to the Board of Adjustment" and related documents which have been included as part of this case report.

February 6, 2025: The Board of Adjustment Secretary assigned this case to Board of Adjustment Panel **A**.

February 21, 2025: Planning and Development Department Senior Planner emailed the applicant the following information:

- an attachment that provided the public hearing date and panel that will consider the application; the February 28, 2025, deadline to submit additional evidence for staff to factor into their analysis; and March 7, 2025, deadline to submit additional evidence to be incorporated into the board's docket materials.

- the criteria/standard that the board will use in their decision to approve or deny the request; and
- the Board of Adjustment Working Rules of Procedure pertaining to documentary evidence.

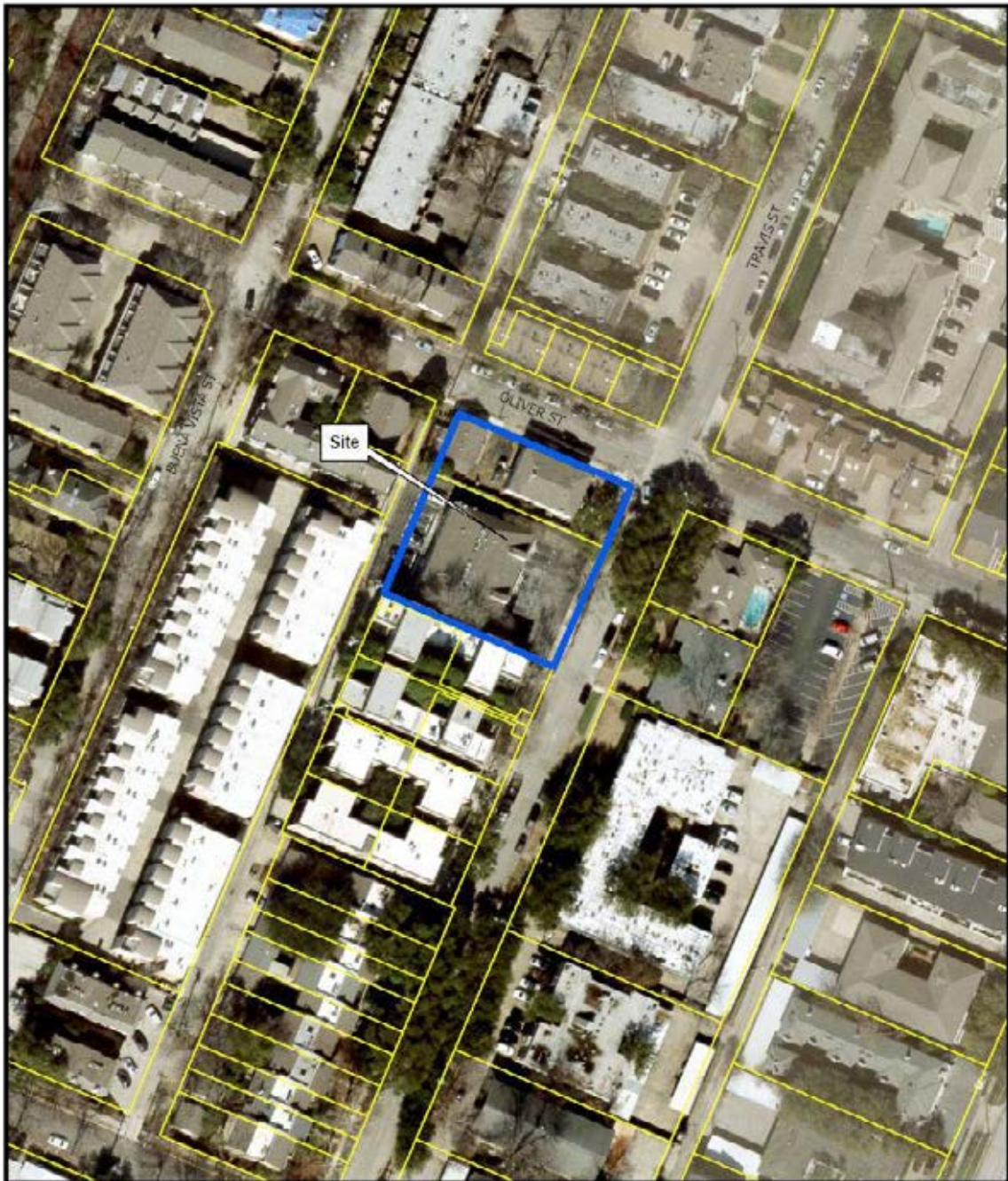
February 27, 2025: The Board of Adjustment staff review team meeting was held regarding this request and other requests scheduled for the March public hearings. Review team members in attendance included: The Board of Adjustment Chief Planner/Board Administrator, the Board of Adjustment Senior Planner, Project Coordinator, Board Secretary, Conservation District Chief Planner, Chief Arborists, Zoning Senior Planner and Transportation Engineer.

March 18, 2025: The Board of Adjustment Panel **A**, at its public hearing held on Tuesday, March 18, 2025, moved to **HOLD** this matter under advisement until **April 15, 2025**.

March 18, 2025: Planning and Development Department Senior Planner emailed the applicant the following information:

- an attachment that provided the public hearing date and panel that will consider the application; the March 21, 2025, deadline to submit additional evidence for staff to factor into their analysis; and April 4, 2025, deadline to submit additional evidence to be incorporated into the board's docket materials.
- the criteria/standard that the board will use in their decision to approve or deny the request; and
- the Board of Adjustment Working Rules of Procedure pertaining to documentary evidence.

March 31, 2025: The applicant provided revised plans.

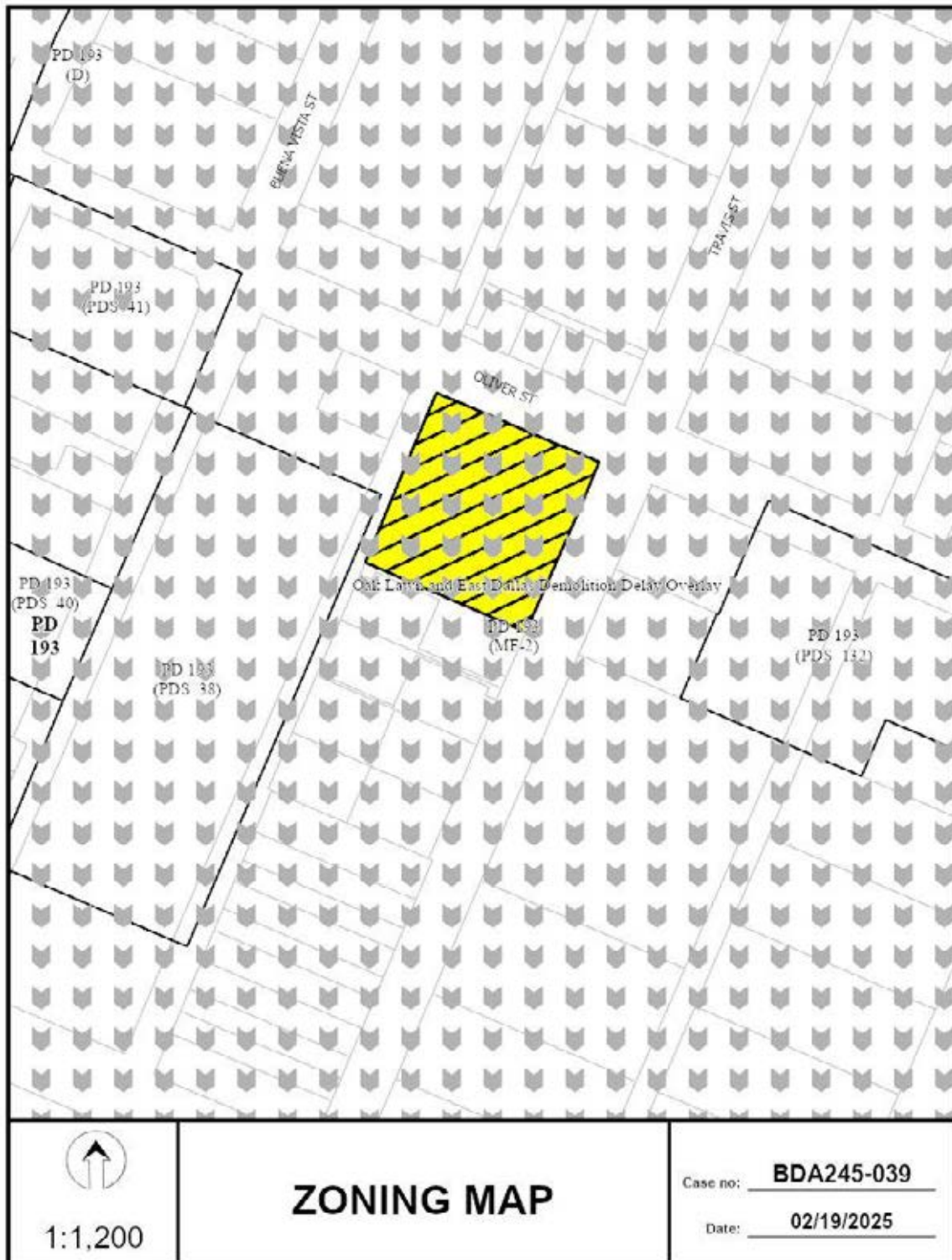


1:1,200

AERIAL MAP

Case no: BDA245-039

Date: 02/19/2025





Notification List of Property Owners

BDA245-039

101 Property Owners Notified

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
1	4345 TRAVIS ST	GIAMBRONE DESIGN DISTRICT
2	4343 TRAVIS ST	4409 TRAVIS STREET LLC
3	4343 TRAVIS ST	4409 TRAVIS STREET LLC
4	4343 TRAVIS ST	4409 TRAVIS LLC
5	4343 TRAVIS ST	4409 TRAVIS LLC
6	4343 TRAVIS ST	4409 TRAVIS LLC
7	4344 TRAVIS ST	SMITH SAMUEL SHARLEY
8	4338 TRAVIS ST	TRAVIS KNOX REAL ESTATE LLC
9	4320 TRAVIS ST	KINGS PALACE APARTMENTS LLC
10	4323 TRAVIS ST	MCARDLE PAUL K & MARY A
11	4321 TRAVIS ST	GRIFFITH SCOTT R
12	4327 TRAVIS ST	REIS JAMES R
13	4325 TRAVIS ST	BARONNE EDGAR II
14	4401 TRAVIS ST	4401 TRAVIS HOMEOWNER
15	4401 TRAVIS ST	CLARK ROBERT H
16	4401 TRAVIS ST	KHALIL SAADIA
17	4401 TRAVIS ST	O GRADY BRENDAN M
18	4401 TRAVIS ST	GARCIA MATTHEW
19	4418 TRAVIS ST	BERRYSET II UPTOWN BJO LLC &
20	3217 OLIVER ST	CHAPEL OF THE CROSS INC
21	3315 OLIVER ST	GILBREATH DANNY
22	4331 TRAVIS ST	ASPEN TRUST THE
23	4333 TRAVIS ST	DANDURAND DILLON
24	4337 TRAVIS ST	KLEINMANN TAMMIE &
25	4335 TRAVIS ST	COVINGTON ROBERT & JOSEPHINE
26	4402 BUENA VISTA ST	RUBIO MARTHA SYLVIA

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
27	4402 BUENA VISTA ST	LINDEN SHANNON F
28	4402 BUENA VISTA ST	CHRISTISON DENISE
29	4402 BUENA VISTA ST	WICK NEDA & WILLIAM III
30	4334 BUENA VISTA ST	MEHRAD NAZANIN &
31	4334 BUENA VISTA ST	STABNO MACEY
32	4334 BUENA VISTA ST	MCBAM PROPERTIES LLC
33	4334 BUENA VISTA ST	D & D CAPITAL LLC
34	4334 BUENA VISTA ST	TARKENTON & CO LLC
35	4334 BUENA VISTA ST	CARTER RACHAEL RENEE &
36	4334 BUENA VISTA ST	BRENNAN JAMIE L
37	4334 BUENA VISTA ST	RADHAY CLIFFORD A
38	4310 BUENA VISTA ST	WILLIAMS MEREDITH ANNE
39	4310 BUENA VISTA ST	ROGERS KYLE
40	4310 BUENA VISTA ST	LACKIE MARGARET C &
41	4310 BUENA VISTA ST	MALANOWSKI JOHN
42	4310 BUENA VISTA ST	SANDELIN BROOKE MARIE
43	4310 BUENA VISTA ST	VVR BUENA VISTA LLC
44	4310 BUENA VISTA ST	HIATT JOHN HIGHLAND &
45	4310 BUENA VISTA ST	WILLIAMS BLAKE
46	4310 BUENA VISTA ST	FIGUEIREDO FERNANDO
47	4310 BUENA VISTA ST	DOMINICK BARRY L
48	4310 BUENA VISTA ST	HOPPE WILLIAM E JR & BARBARA
49	4310 BUENA VISTA ST	ECHECOPAR JORGE MANUEL RL &
50	4310 BUENA VISTA ST	NUNLEY CHRISTIAN CODY TRUST
51	4310 BUENA VISTA ST	BUENA VISTA 14 LLC
52	4310 BUENA VISTA ST	FISER JOHN J JR
53	4310 BUENA VISTA ST	
54	4310 BUENA VISTA ST	KENDRICK JULIA & STEPHEN
55	4310 BUENA VISTA ST	CHUMLEY CHRISTOPHER R
56	4310 BUENA VISTA ST	MILLER MIKE C
57	4310 BUENA VISTA ST	SCOTT STEPHANIE E

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
58	4310 BUENA VISTA ST	GIMBEL MICHAEL THOMAS
59	4310 BUENA VISTA ST	PANTANGCO CHARLES M
60	4310 BUENA VISTA ST	DIKE MARSHALL SCOTT &
61	4310 BUENA VISTA ST	HALL SHANNON LEIGH
62	4310 BUENA VISTA ST	PIKE BENJAMIN
63	4310 BUENA VISTA ST	BRADLE LLC
64	4310 BUENA VISTA ST	L & E PROPERTIES LLC
65	4310 BUENA VISTA ST	DOWD MITCHELL THOMAS
66	4310 BUENA VISTA ST	LARSEN CHRISTOPHER ANDREW
67	4310 BUENA VISTA ST	UMAN STEVEN
68	4310 BUENA VISTA ST	COLLINS ROD S
69	4310 BUENA VISTA ST	WHITLOCK KATHERINE
70	4310 BUENA VISTA ST	CHEN JUSTIN R
71	4310 BUENA VISTA ST	ROBERTS RICHARD
72	3226 OLIVER ST	BUNKS SABRINA & AL TAYLOR
73	3224 OLIVER ST	EDGAR FREDERICK JR &
74	3222 OLIVER ST	MATHES DANICA L
75	3220 OLIVER ST	DAVIS RANDY & TRACY
76	4414 BUENA VISTA ST	BOYD CHRISTIE R
77	4414 BUENA VISTA ST	SILVIA BREI
78	4414 BUENA VISTA ST	HIRANI RAIZ
79	4414 BUENA VISTA ST	CARLTON JACOB &
80	4414 BUENA VISTA ST	DAVEY CHARLES WAYNE &
81	4414 BUENA VISTA ST	CARRICK LIVING TRUST
82	4414 BUENA VISTA ST	MOSAEDI PERCIVAL
83	4414 BUENA VISTA ST	HARE JOSHUA
84	4414 BUENA VISTA ST	STRAUSS AMANDA C
85	4414 BUENA VISTA ST	DAVIS JESSICA LYNN
86	4414 BUENA VISTA ST	GARCIA PATRICIA
87	4414 BUENA VISTA ST	HELD SUSAN LYNN LIVING TR
88	4414 BUENA VISTA ST	SMITH STAN

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
89	4414 BUENA VISTA ST	WICKHEM LISA M
90	4414 BUENA VISTA ST	SPROUL CHRISTINA L &
91	4414 BUENA VISTA ST	MILNER RONALD WILLIAM &
92	4414 BUENA VISTA ST	CAGLAGE EVANS
93	4414 BUENA VISTA ST	DANG BANG DAI
94	4409 TRAVIS ST	4409 TRAVIS LLC
95	4409 TRAVIS ST	CUBBAGE DABNEY
96	4409 TRAVIS ST	KNOBLER DAMARIS Y
97	4409 TRAVIS ST	COOPER MARY E
98	4409 TRAVIS ST	IPENEMA INVESTMENTS LTF
99	4409 TRAVIS ST	SIEGEL JACQUELINE
100	4409 TRAVIS ST	ROWELL STEPHEN B & ANN M
101	4409 TRAVIS ST	SCHNALLINGER DOROTHY E

 1:1,200	NOTIFICATION		Case no: BDA245-039
	<div style="border: 1px solid black; padding: 2px; display: inline-block;">200'</div> AREA OF NOTIFICATION	<div style="border: 1px solid black; padding: 2px; display: inline-block;">101</div> NUMBER OF PROPERTY OWNERS NOTIFIED	Date: 2/19/2025

Route Directions:

Start on Buena Vista St.

Right on Armstrong Ave.

Right on Travis St.

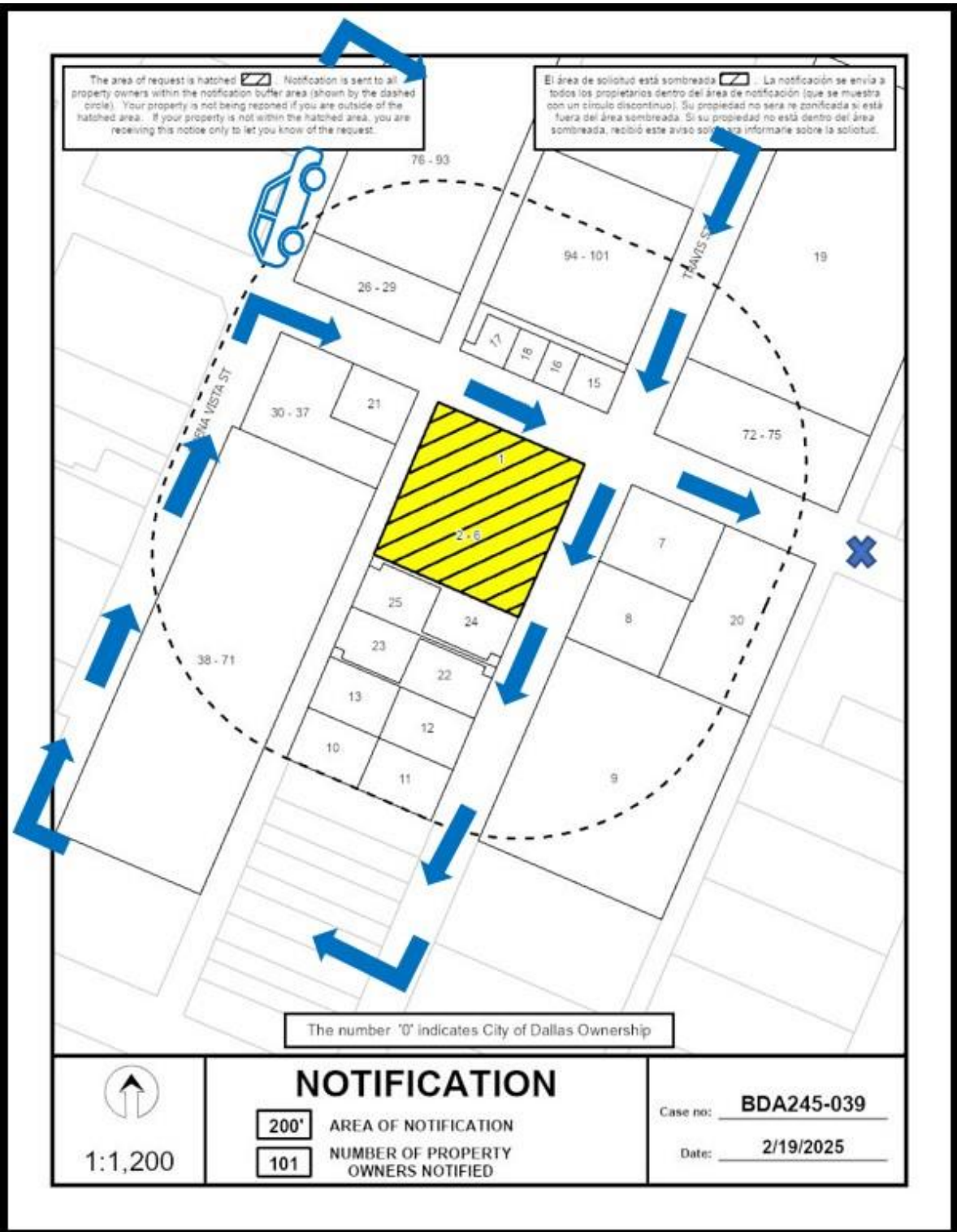
Right on Lee St.

Right on Oliver St.

***Subject Site from Travis St. at 1:36**

***Subject Site from Oliver St. at 3:03**

200' Radius Route Map



NOTICE OF PUBLIC HEARING

BOARD OF ADJUSTMENT OF THE CITY OF DALLAS (PANEL A)

NOTICE IS HEREBY GIVEN that the BOARD OF ADJUSTMENT OF THE CITY OF DALLAS (PANEL A) will hold a hearing as follows:

DATE: TUESDAY, APRIL 15, 2025

BRIEFING: 10:30 a.m. via Videoconference and In 6EN COUNCIL CHAMBERS at Dallas City Hall, 1500 Marilla Street <https://bit.ly/boa0415A>

HEARING: 1:00 p.m. Videoconference and In 6EN COUNCIL CHAMBERS at Dallas City Hall, 1500 Marilla Street <https://bit.ly/boa0415A>

The purpose of the hearing is to consider the following appeal(s) now pending before the Board of Adjustment: **This case was held under advisement on March 18, 2025.**

BDA245-039(BT) Application of Mark Giambrone represented by Andrew Simes for (1) a variance to the front-yard setback regulations, and for (2) a variance to the side-yard setback regulations at **4343 TRAVIS STREET**. This property is more fully described as Block 2/1529, Lot 22A, and is zoned PD-193 (MF-2), which requires a 15-foot front-yard setback and requires a 10-foot side-yard setback. The applicant proposes to construct and/or maintain a multifamily residential structure and provide a 10-foot front-yard setback along Oliver Street, which will require a (1) 5-foot variance to the front-yard setback regulations along Oliver Street, and to construct and/or maintain a multifamily residential structure and provide a 5-foot side-yard setback, which will require (2) a 5-foot variance to the side-yard setback regulations.

You have received this notice because you own property within 200 feet of the above property. You may be interested in attending the Board of Adjustment hearing to express your support for or opposition to the application. You may also contact the Board of Adjustment by email to BDAREPLY@dallas.gov. Letters will be accepted until 9:00 am the day of the hearing. If you are unable to attend the hearing. If you choose to respond, it is important that you let the Board know your reasons for being in favor of or in opposition to the application. The Board members are very interested in your opinion.

Note: Any materials (such as plans, elevations, etc.) included within this notice may be subject to change.

The Board of Adjustment hearing will be held by videoconference and at 6EN Council Chambers. Individuals who wish to speak in accordance with the Board of Adjustment Rules of Procedure by joining the meeting virtually, must register online at <https://bit.ly/BDA-A-Register> by the 5 p.m. on Monday, April 14, 2025. All virtual speakers will be required to show their video in order to address the board. In Person speakers can register at the hearing. Public Affairs and Outreach will also stream the public hearing on Spectrum Cable Channel 96 or 99; and bit.ly/cityofdallastv or [YouTube.com/CityofDallasCityHall](https://www.youtube.com/CityofDallasCityHall)

Speakers at the meeting are allowed a maximum of five (5) minutes to address the Board.

Additional information regarding the application may be obtained by calling Bryant Thompson, Senior Planner (214) 948-4502, or Mary Williams, Board Secretary at (214) 670-4127. Si desea información en español, favor de llamar al teléfono a Mary Williams al (214) 670-4127.

Board of Adjustment
Planning and Development Department
1500 Marilla Street 5CN, Dallas TX 75201

PLEASE SEND REPLIES TO:
BDAREPLY@dallas.gov
Letters will be received until 9:00
am the day of the hearing.

PLEASE REGISTER AT:
<https://bit.ly/BDA-A-Register>



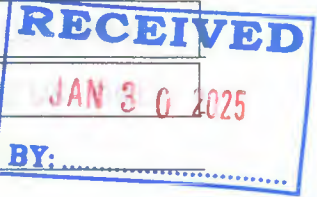
Development Services

"TOGETHER WE ARE BUILDING A SAFE AND UNITED DALLAS"

APPLICATION/APEAL TO THE BOARD OF ADJUSTMENT

Case No.: BDA

245-039



Data Relative to Subject Property:

Date:

Location address: 4343 Travis Street Dallas TX 75205

Zoning District: PD-193, MF-2

BY:

Lot No.: 22-24 Block No.: 1529 Acreage: 0.489 Census Tract: 48113000702

Street Frontage (in Feet): 1) 142 2) 150 3) _____ 4) _____ 5) _____

To the Honorable Board of Adjustment:

Owner of Property (per Warranty Deed): Giambrone Design District

Applicant: Mark Giambrone

Telephone: 214-665-1972

Mailing Address: 2200 Ross Avenue, 31st Floor Dallas TX

Zip Code: 75201

E-mail Address: mgiambrone@barrowhanley.com

Represented by: Brian Court

Telephone: 206-254-2016

Mailing Address: 71 Columbia Street, 6th Floor Seattle WA

Zip Code: 98104

E-mail Address: briancourt@millerhull.com

Affirm that an appeal has been made for a Variance X, or Special Exception , of SEC.51P-193.118.b.1

Corner lot front yard setback designation: this lot appears to be unfairly subject to (2) front yard setbacks.
SEC.51P-193.119.8, side yard setback reduce to zero to face another parcel with similar reduced setback.

Application is made to the Board of Adjustment, in accordance with the provisions of the Dallas Development Code, to Grant the described appeal for the following reason:

Corner parcel is unfairly subject to two front yard setbacks since frontage facing Travis St. must maintain nearby parcel continuity, requesting reduced setback facing Oliver St. Secondly, the adjacent parcel to the south has a reduced side yard setback facing this property and request similar variance.

Note to Applicant: If the appeal requested in this application is granted by the Board of Adjustment, a permit must be applied for within 180 days of the date of the final action of the Board, unless the Board specifically grants a longer period.

Affidavit

Before me the undersigned on this day personally appeared

Mark Giambrone

(Affiant/Applicant's name printed)

who on (his/her) oath certifies that the above statements are true and correct to his/her best knowledge and that he/she is the owner/or principal/or authorized representative of the subject property

Respectfully submitted:

Mark Giambrone

(Affiant/Applicant's signature)

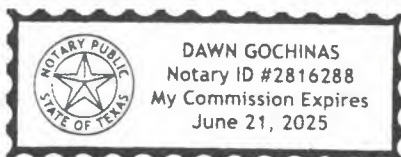
Subscribed and sworn to before me this

4th

day of

February

2025



Dawn Gochinas

Notary Public in and for Dallas County, Texas



AFFIDAVIT

Appeal number: BDA 245-039

I, Mark Giambrone, Owner of the subject property
(Owner or "Grantee" of property as it appears on the Warranty Deed)

at: 4343 & 4345 Travis Street Dallas TX 75205
(Address of property as stated on application)

Authorize: Brian Court
(Applicant's name as stated on application)

To pursue an appeal to the City of Dallas Zoning Board of Adjustment for the following request(s)

- ☒ Variance (specify below)
- ☐ Special Exception (specify below)
- ☐ Other Appeal (specify below)

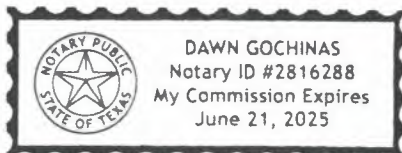
Specify: The site is a corner lot subject to two front setbacks and are seeking the following variances:
Request #1: Oliver Street front yard setback reduced by 5'. Regulation requires 15'; proposing 10'.
Request #2: south lot line side yard setback reduced by 10'. The regulation requires 10'; proposing 0'.

Mark Giambrone Mark Giambrone
Print name of property owner or registered agent Signature of property owner or registered agent

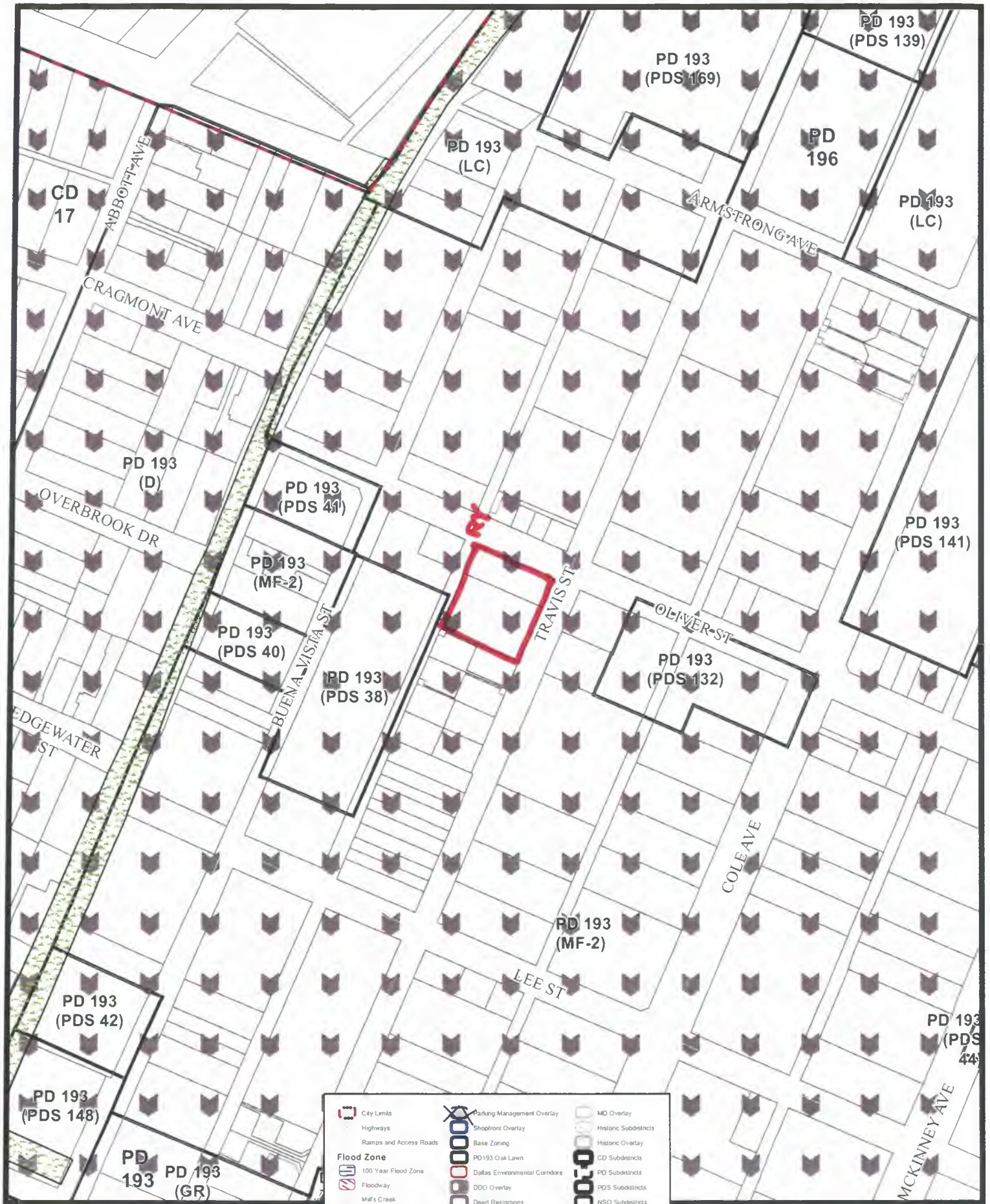
agent Date 2/4/2025

Before me, the undersigned, on this day personally appeared

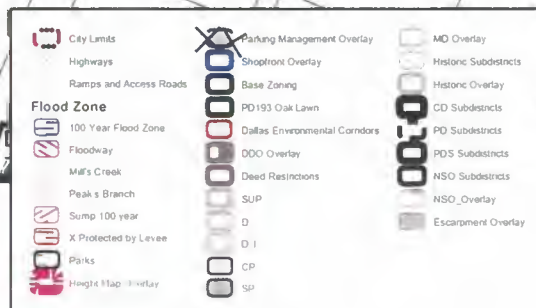
Who on his/her oath certifies that the above statements are true and correct to his/her best knowledge. Subscribed and sworn to before me this _____ day of _____



Dawn Gochinas
Commission expires on _____



1:2,400



Case ID: 245-039
Printed: 2/4/2025

STAMP

TRAVIS STREET TOWNHOMES

4343 Travis Street
Dallas TX 75205

SUBMITTAL

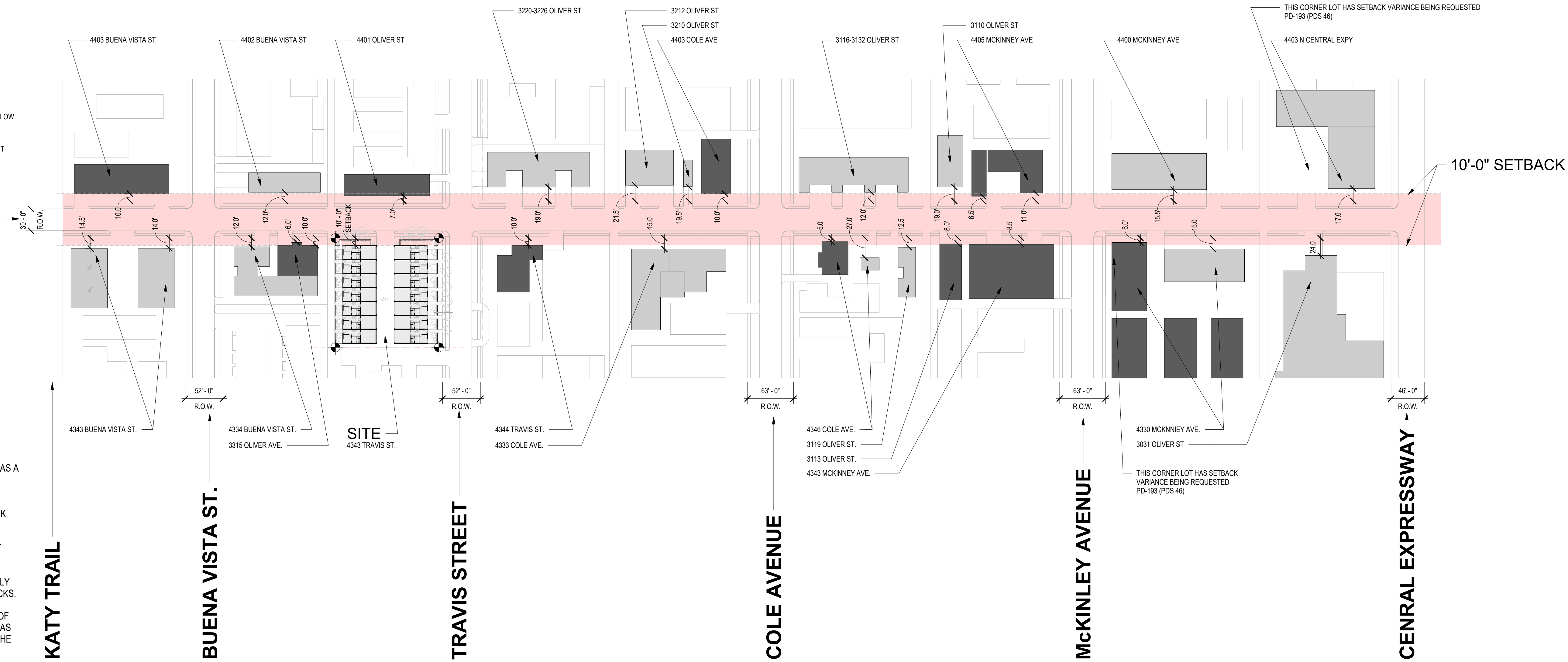
CONCEPT DESIGN

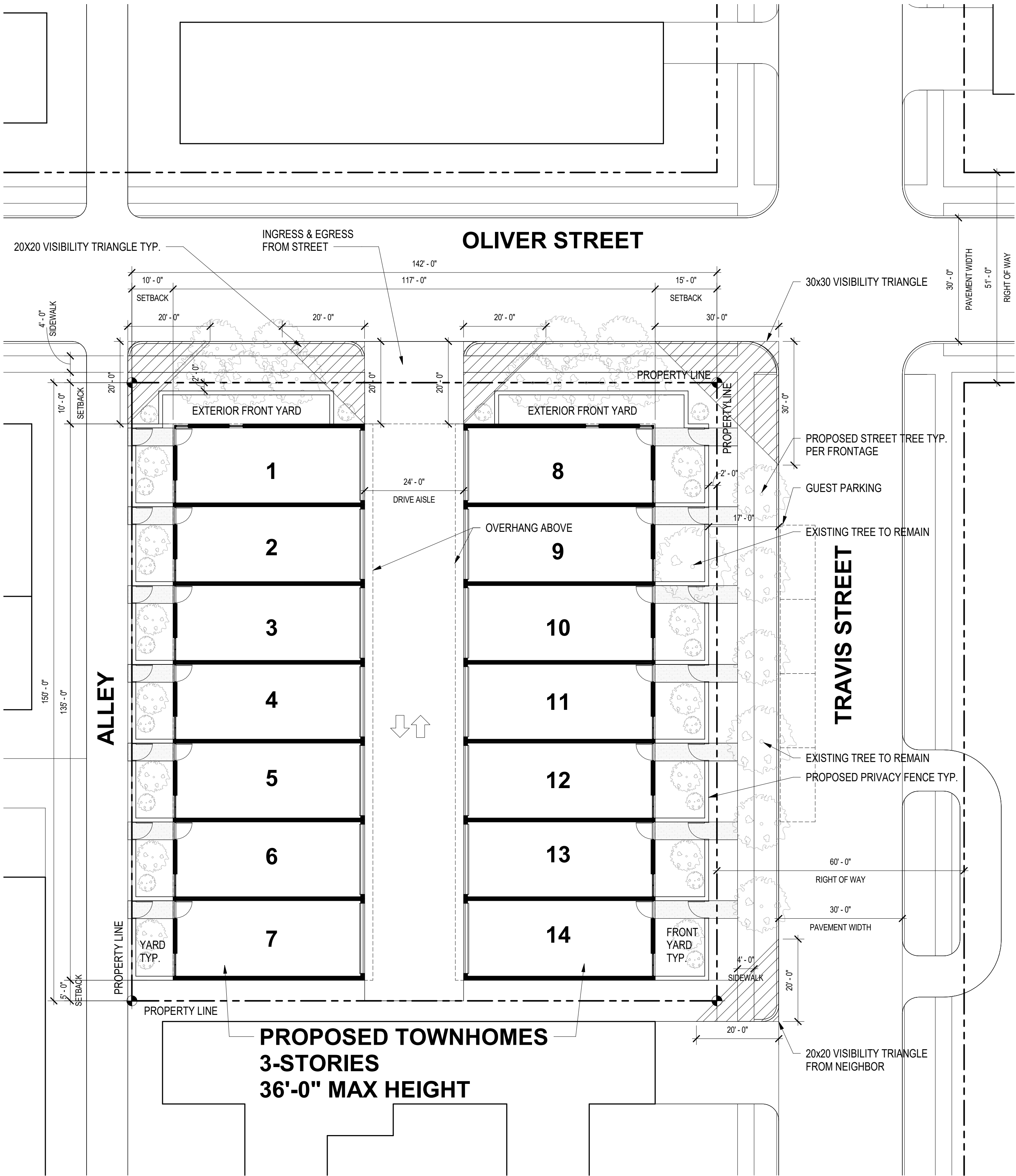
DECEMBER 10, 2024

REVISIONS		
No.	Description	Date

Drawn: Author
Checked: Checker
MJH Proj No.: A21.0026.00
Issue Date: DECEMBER 10, 2024

OLIVER STREET DIAGRAM G002





SITE INFORMATION	
Owner	Giambrone Design District
Project Address	4343 & 4345 Travis Street, Dallas, TX 75250 (preliminary plat forthcoming)
Site Location	The proposed townhomes are located at the intersection of Travis Street and Oliver Street in the Knox Henderson neighborhood.
General Project Description	Project includes new construction of 14 townhomes with a common vehicular access drive aisle. Project will combine existing lots and demolish existing structures on site.
Parcel Numbers	#0000015868000000 & CONDO00C7353CONDO.
Total Lot Area	21,375 square feet (0.48 acres)
Existing Legal Description	FR Wilsons North Dallas Addition, Block 1529, Lots 22, 23, 24.
ZONING ANALYSIS	
Zoning	PD-193 (MF-2)
Overlay Zoning	Oak Lawn and East Dallas Demolition Delay Overlay Airport Height Overlay; Love Field
Lot Area	21,375 square feet (0.48 acres)
Lot Coverage	60% Maximum
Floor Area Ratio	No Maximum
Corner Lot	If a corner lot in a single-family, duplex, multiple-family, or agricultural subdistrict has two street frontages of equal distance, one frontage is governed by the front yard regulations of this section, and the other frontage is governed by the side yard regulations in Section 51P-193.119. If the corner lot has two street frontages of unequal distance, the shorter frontage is governed by this section, and the longer frontage is governed by the side yard regulations in Section 51P-193.119. Notwithstanding this provision, the continuity of the established setback along street frontage must be maintained.
Front Setback	15'-0" (Table 51P-193.125) 5'-0" projections allowed for balcony or sunshade awning
Side Setback	10'-0" (Table 51P-193.125) 3'-0" projections allowed for sunshade awning
Side Setback Reduction	In the MF-2, a side yard setback of either zero or five feet (but not between zero and five feet) may be provided for a side or rear building wall if: A. The building is 36 feet or less in height; B. The wall faces a lot line of the same building site that is perpendicularly contiguous to or perpendicularly across an adjoining alley from a nonresidential subdistrict; C. The wall has no openings; and D. The requirements of the building and fire codes and all other applicable ordinances and laws are met.
Rear Setback	10'-0" 3'-0" projections allowed for sunshade awning
Internal Setback	10'-0" space between buildings if wall includes window for light. 20'-0" space between buildings if wall includes window for light and air.
Maximum Height	36'-0" Parapets: 4'-0", Permitted obstructions: 12'-0" See Elevations for compliance.

Parking Dimensions Off-Street Parking & Driveways Handbook Table 11	Standard: 8'-6" x 18'-0" Compact: 7'-6" x 16'-0" (Max. 35% of total) Private garages per townhome, will provide standard parking spaces.
Garage Parking SEC.51P-193.113.a.9	Except as provided in this paragraph, a parking space in an enclosed structure must be at least 20 feet from the right-of-way line adjacent to a street or alley if the space faces upon or can be entered directly from the street or alley. This provision controls over any building line plat to a lesser setback and any other provision of Sections 51P-193.107 through 51P-193.125. A parking space in an enclosed structure may be within 20 feet of the right-of-way line adjacent to a street or alley if: A. the parking space can be entered directly only from a street or alley that is not designated as a thoroughfare in the city's thoroughfare plan; B. the parking space is in a side or rear yard of a lot in a residential subdistrict; C. the garage door has a remote automatic control installed that is maintained in working condition; and D. no portion of the garage door encroaches into the public right-of-way when it opens or closes. This paragraph does not authorize the erection of a garage within a required side or rear yard setback. (See Exhibit 193D-1.)
Parking SEC.51P-193.107.3.C.i & iv	2 spaces per dwelling Parking located in private garages, see Level 1 Floor Plan.
Guest Parking SEC.51P-193.107.3.C.v	0.25 spaces per dwelling. Spaces adjacent to the lot and on a public street may be counted toward this guest parking requirement if one additional two-inch caliper tree is planted on the lot for each on-street guest space. 14 dwelling units proposed, therefore 4 guest spaces required. Guest spaces will be located adjacent to lot on public street and (4) four added trees provided.
Off Street Loading SEC.51P-193.115	0-50,000 GSF - None Required
Visibility Triangles SEC.51P-193.104.46	(B) where two streets not designated on the city's thoroughfare plan intersect, the portion of a corner lot within a triangular area formed by connecting together the point of intersection of adjacent street curb lines (or, if there are no street curbs, what would be the normal street curb lines) and points on each of the street curb lines 30 feet from the intersection; and (C) where an alley or driveway intersects with a street, the portion of a lot within a triangular area formed by connecting together the point of intersection of the edge of a driveway or alley and adjacent street curb line (or, if there is no street curb, what would be the normal street curb line) and points on the driveway or alley edge and the street curb line 20 feet from the intersection. 30 x 30 Intersection 20 x 20 Alley & Driveway
Privacy Fencing SEC.51P-193.126.f.5	In MF-2, a fence or wall with an average height of seven feet and a maximum height of nine feet above the top of the nearest street curb may be located in the required front yard if: A. the main building does not exceed 36 feet in height; B. there are no front street curb cuts, front yard driveways, or front entryways to garages or parking; C. a minimum setback of 12 feet is provided between the fence and the projected street curb; and D. all portions of the fence exceeding four feet in height are set back at least two feet from the lot line. (A) Site trees. One tree must be provided for every 4,000 square feet within the lot. A minimum of 50 percent of these site trees must be planted within the rear 50 percent of the lot. Every site tree must have a planting area of at least 25 square feet. The trunk of any site tree must be located more than two-and-one-half feet from any pavement. (B) Street trees. One large canopy tree must be provided for every 25 feet of frontage, with a minimum of two trees required. These trees must be located within the parkway.
Trees SEC.51P-193.126.j.3	
AREA CALCULATIONS	
LOT AREA:	21,375 SF
GROSS FLOOR AREA:	APPROX. 44,000 SF
LOT COVERAGE:	APPROX. 12,566SF (58.7%) - Complies

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TRAVIS STREET TOWNHOMES

4343 Travis Street
Dallas TX 75205

SUBMITTAL

CONCEPT DESIGN

DECEMBER 10, 2024

REVISIONS

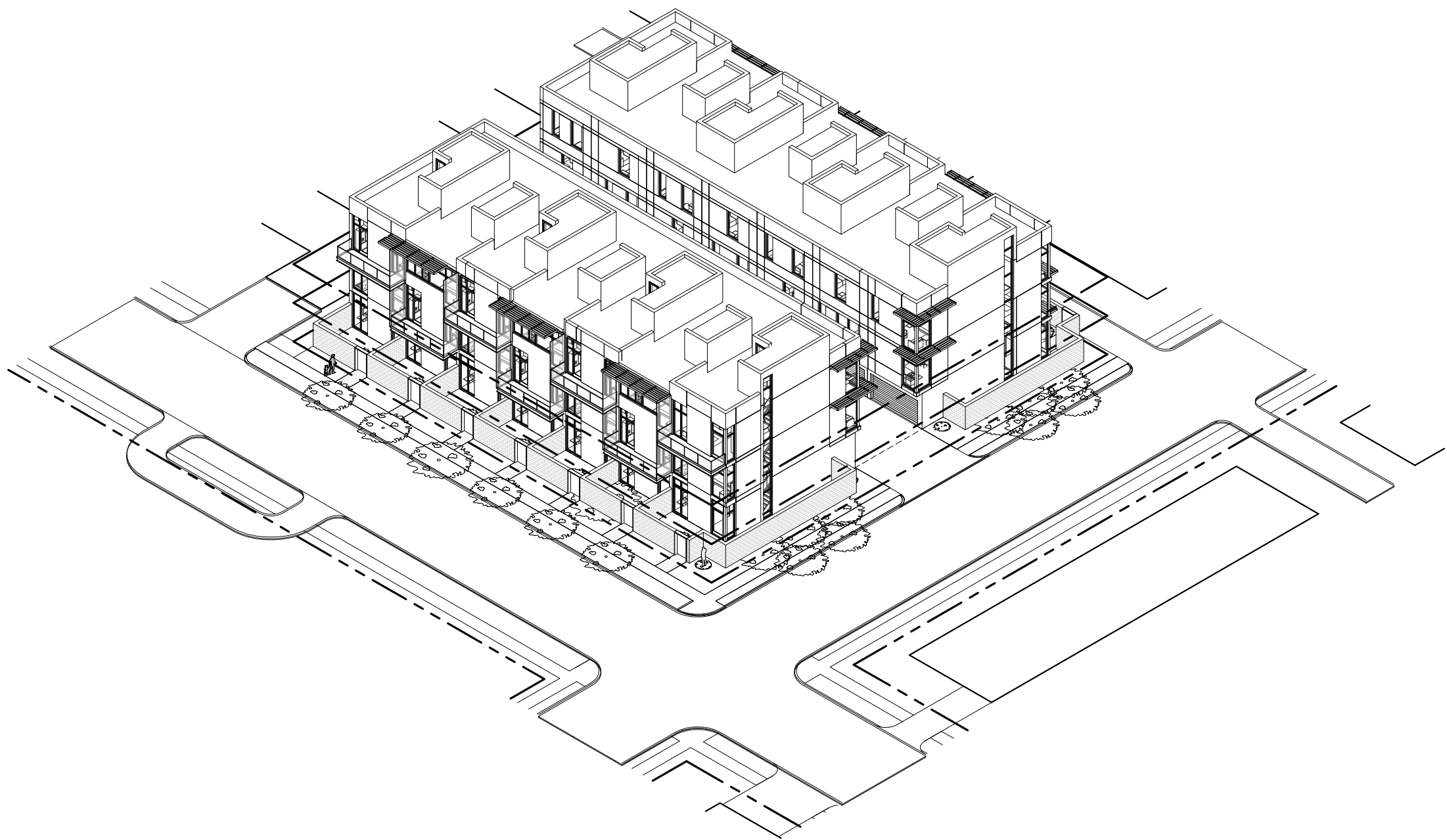
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ARCHITECTURAL SITE PLAN G100

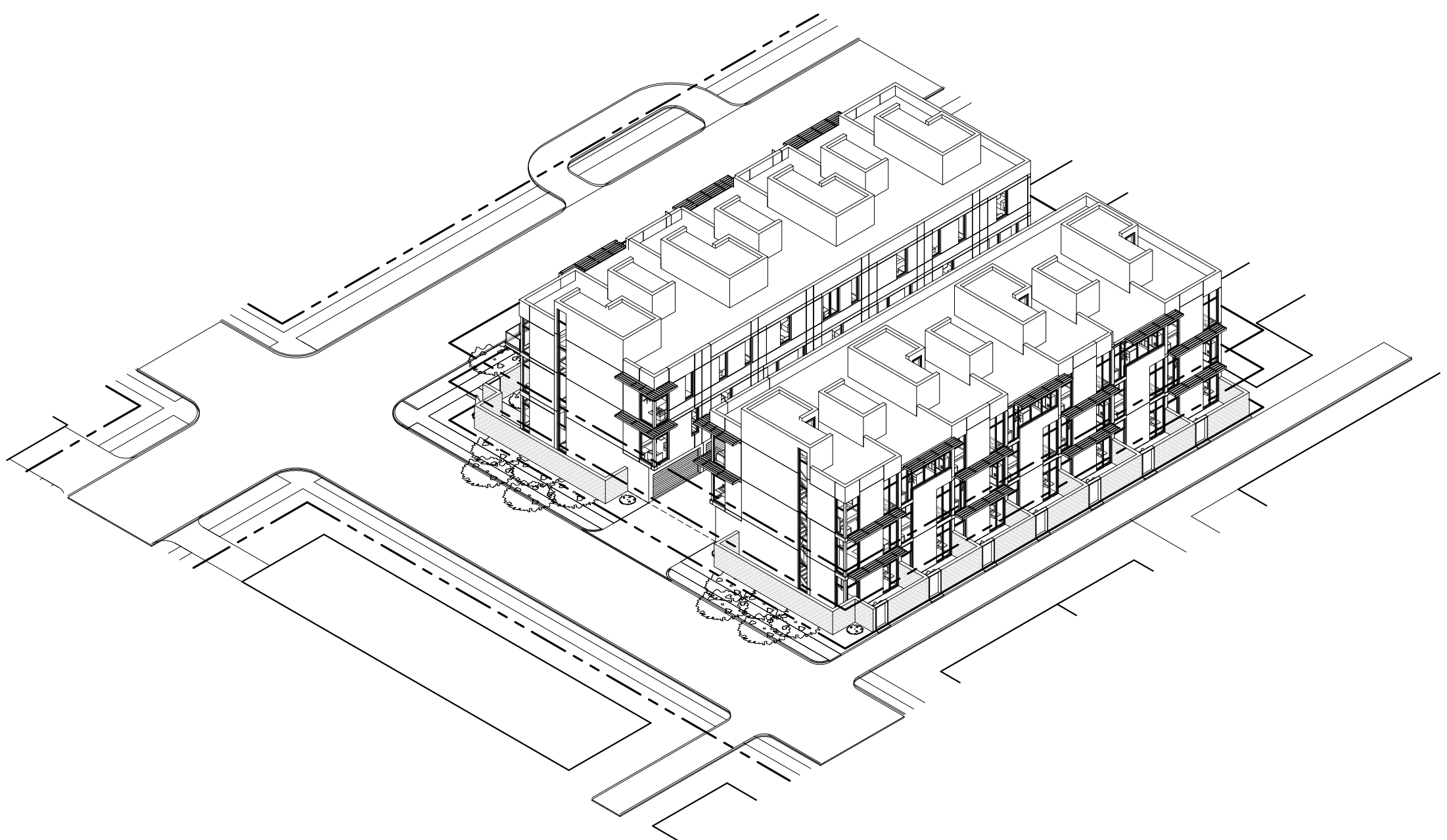




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OVERALL AXON - SE

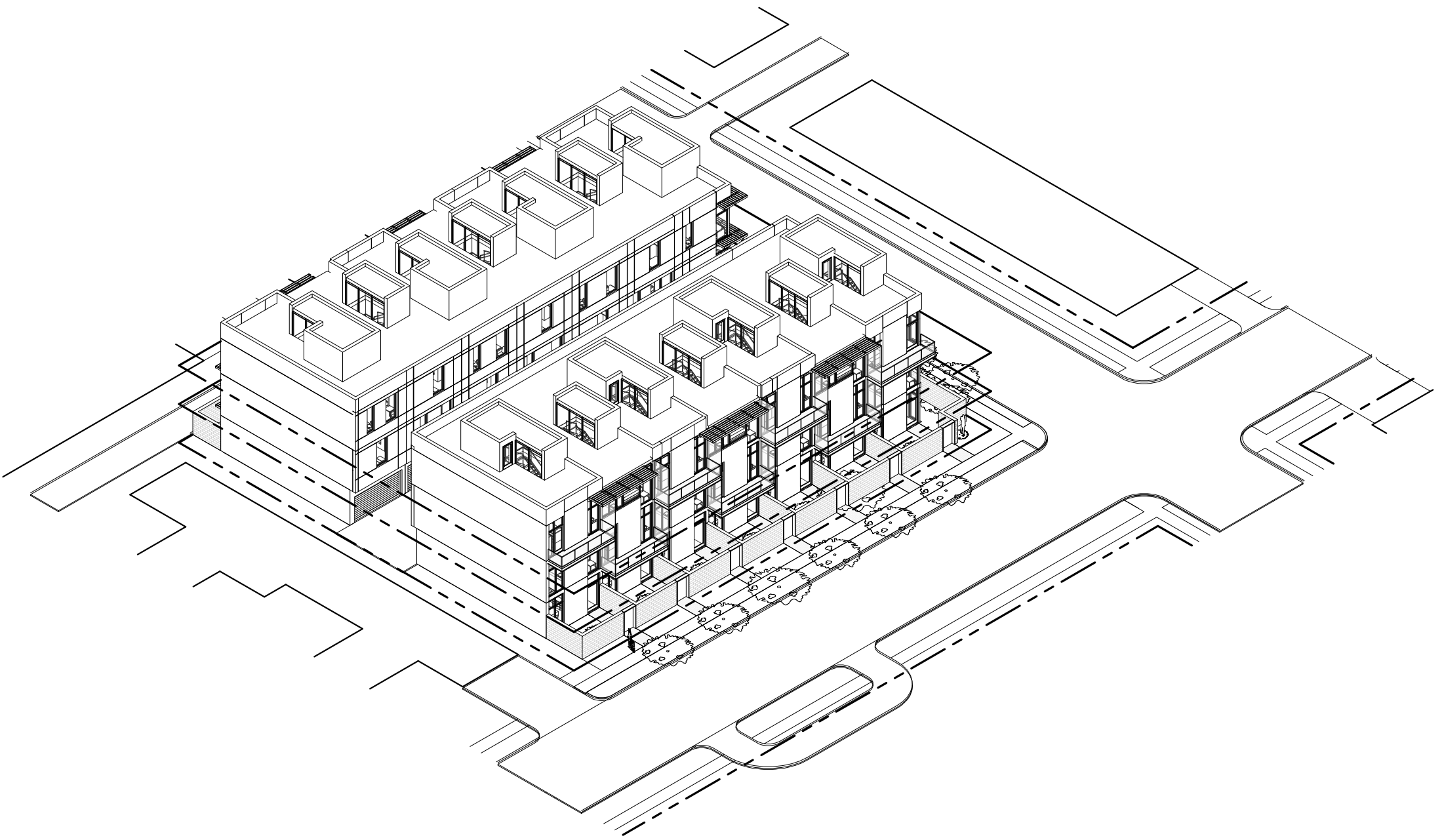
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2

OVERALL AXON - NE

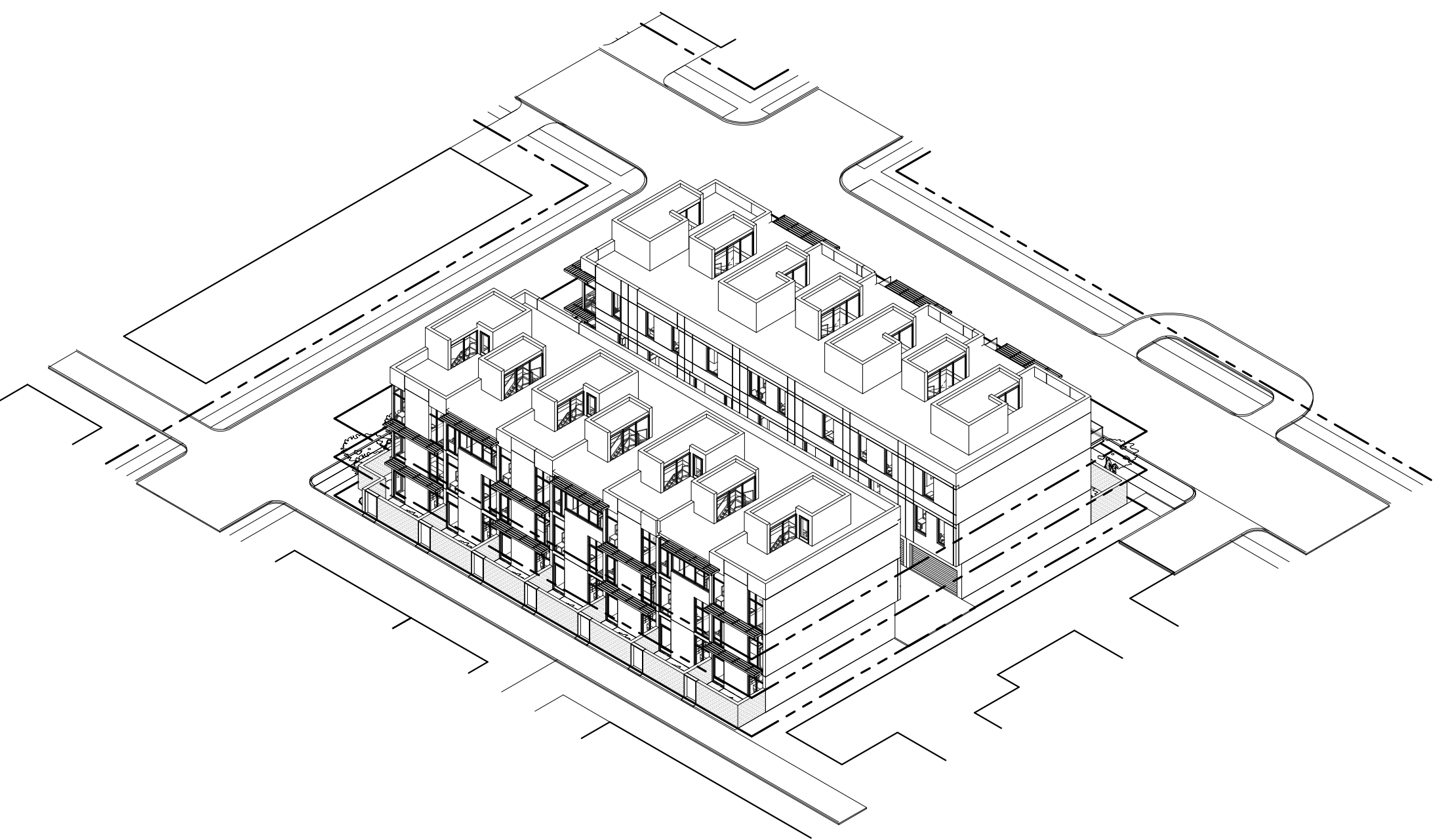
G120



3

OVERALL AXON - SW

G120



4

OVERALL AXON - NW

G120



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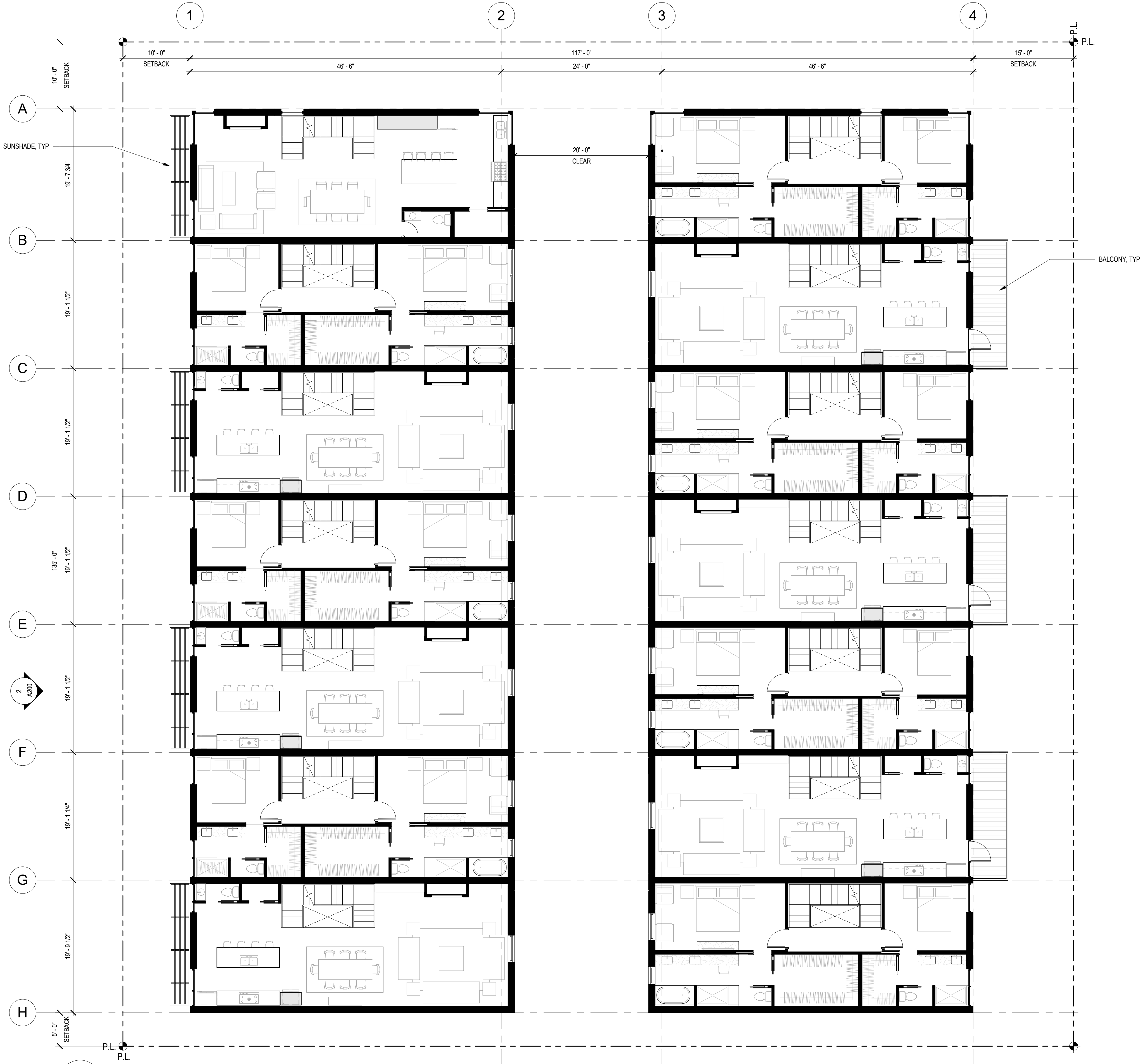
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AXONOMETRIC VIEWS G120



GENERAL FLOOR PLAN NOTES

1. PROJECT IN CONCEPT DESIGN, FLOOR PLANS SUBJECT TO CHANGE.



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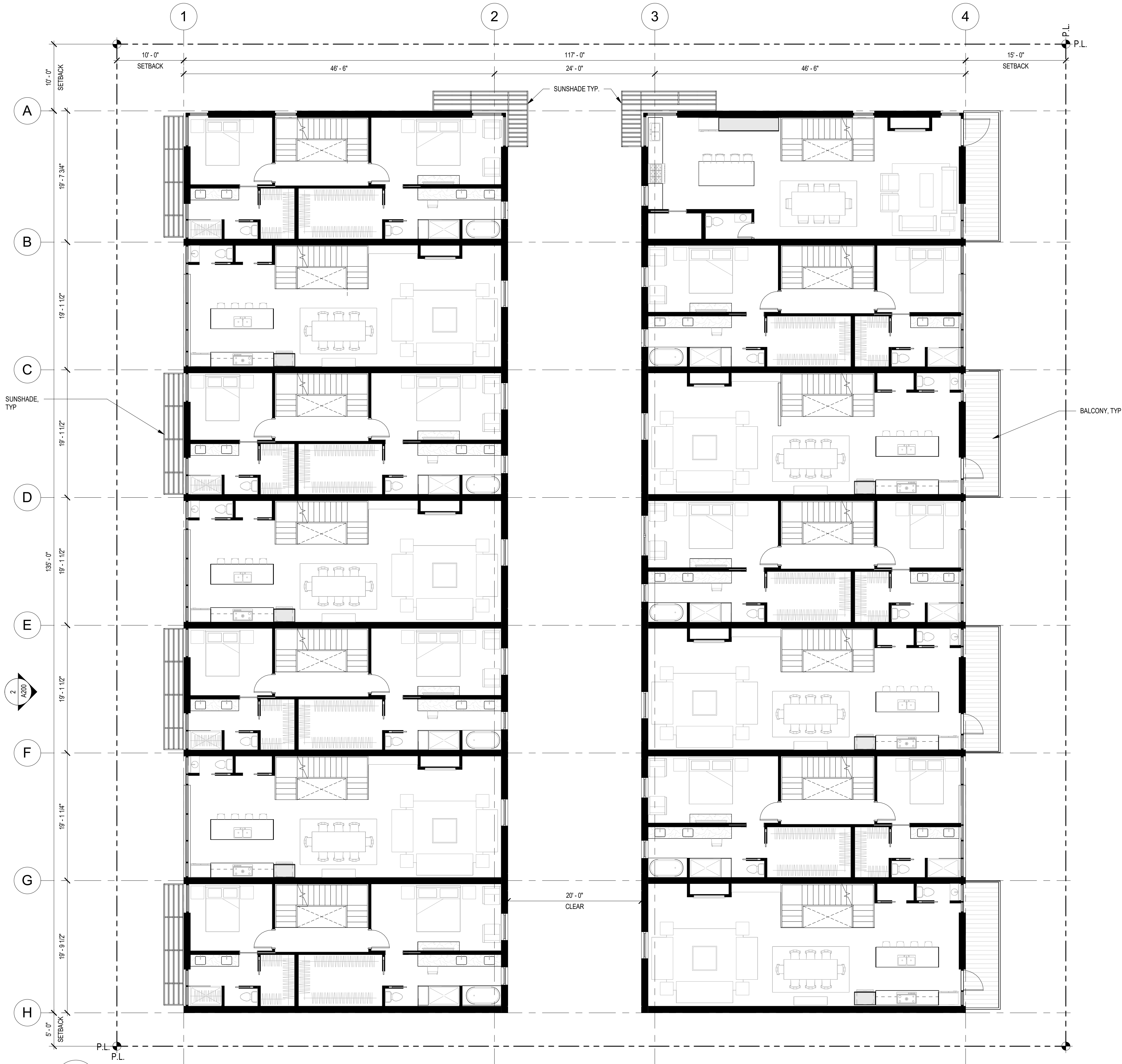
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LEVEL 2 -
FLOOR PLAN
A121





GENERAL FLOOR PLAN NOTES

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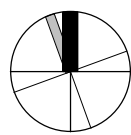
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LEVEL 3 -
FLOOR PLAN
A131



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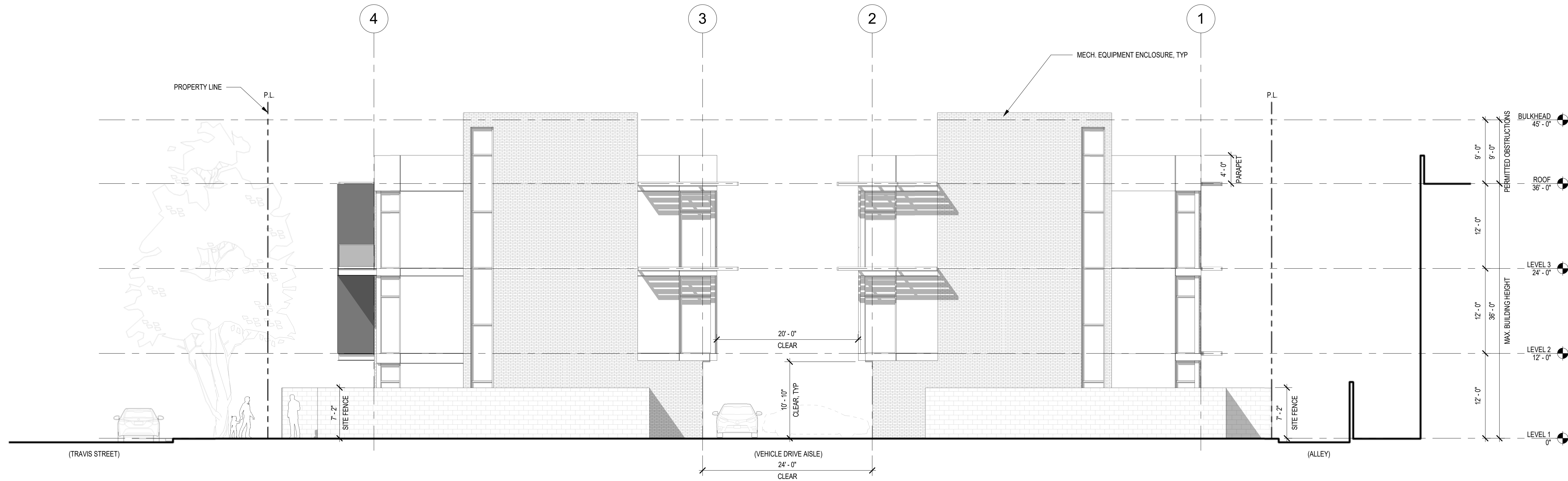
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BUILDING ELEVATIONS A200



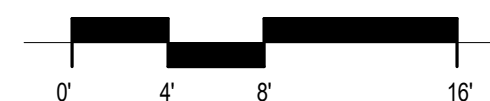
2 NORTH ELEVATION

A200 1/8" = 1'-0"



1 EAST ELEVATION

A200 1/8" = 1'-0"



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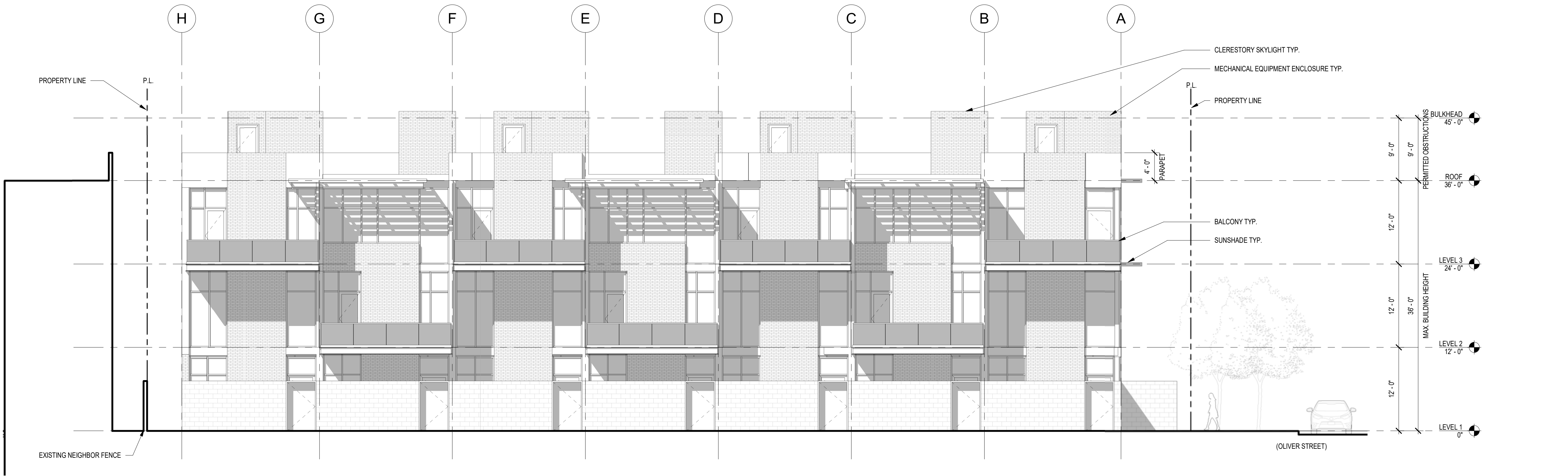
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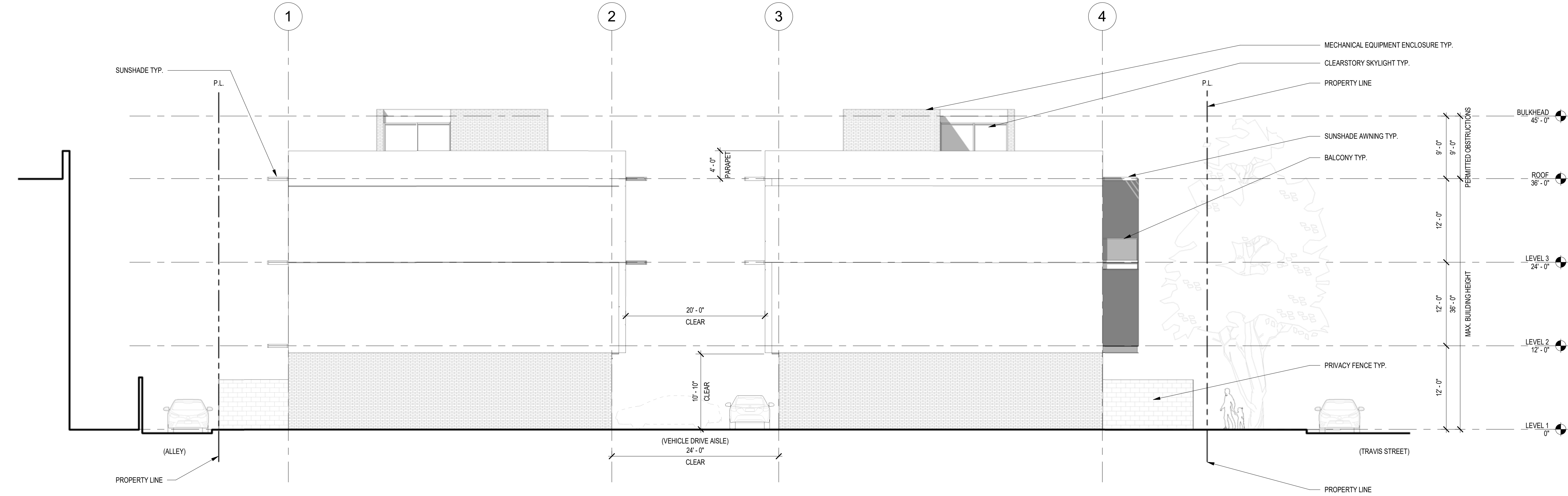
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BUILDING ELEVATIONS
A201



2 SOUTH ELEVATION
A201 1/8" = 1'-0"



1 WEST ELEVATION
A201 1/8" = 1'-0"

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TRAVIS STREET TOWNHOMES

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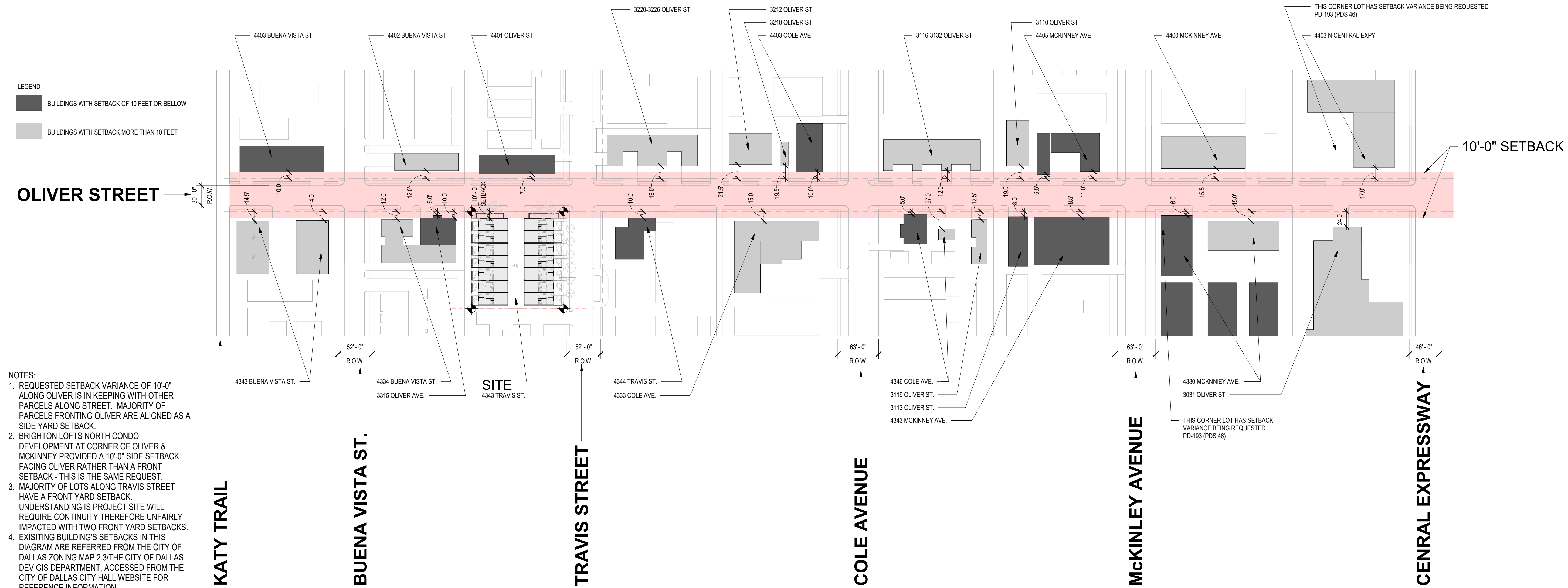
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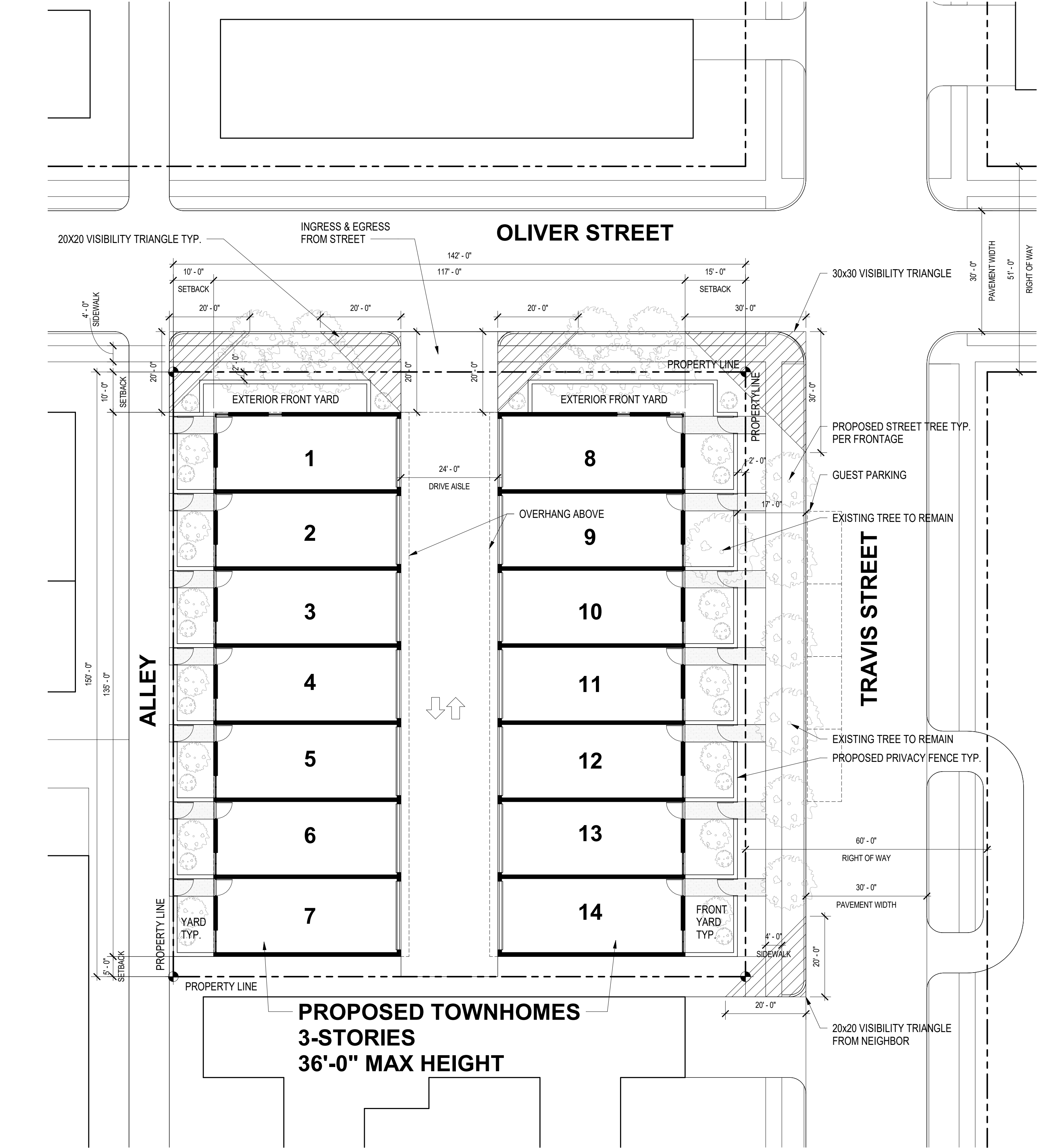
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OLIVER STREET DIAGRAM G002





1 ARCHITECTURAL SITE PLAN
G100 1/16" = 1'-0"

SITE INFORMATION	
Owner	Giambrone Design District
Project Address	4343 & 4345 Travis Street, Dallas, TX 75250 (preliminary plat forthcoming)
Site Location	The proposed townhomes are located at the intersection of Travis Street and Oliver Street in the Knox Henderson neighborhood.
General Project Description	Project includes new construction of 14 townhomes with a common vehicular access drive aisle. Project will combine existing lots and demolish existing structures on site.
Parcel Numbers	#0000015868000000 & CONDO00C7353CONDO.
Total Lot Area	21,375 square feet (0.48 acres)
Existing Legal Description	FR Wilsons North Dallas Addition, Block 1529, Lots 22, 23, 24.
ZONING ANALYSIS	
Zoning	PD-193 (MF-2)
Overlay Zoning	Oak Lawn and East Dallas Demolition Delay Overlay Airport Height Overlay; Love Field
Lot Area	21,375 square feet (0.48 acres)
Lot Coverage	60% Maximum
Floor Area Ratio	No Maximum
Corner Lot	If a corner lot in a single-family, duplex, multiple-family, or agricultural subdistrict has two street frontages of equal distance, one frontage is governed by the front yard regulations of this section, and the other frontage is governed by the side yard regulations in Section 51P-193.119. If the corner lot has two street frontages of unequal distance, the shorter frontage is governed by this section, and the longer frontage is governed by the side yard regulations in Section 51P-193.119. Notwithstanding this provision, the continuity of the established setback along street frontage must be maintained.
Front Setback	15'-0" (Table 51P-193.125) 5'-0" projections allowed for balcony or sunshade awning
Side Setback	10'-0" (Table 51P-193.125) 3'-0" projections allowed for sunshade awning
Side Setback Reduction	In the MF-2, a side yard setback of either zero or five feet (but not between zero and five feet) may be provided for a side or rear building wall if: A. The building is 36 feet or less in height; B. The wall faces a lot line of the same building site that is perpendicularly contiguous to or perpendicularly across an adjoining alley from a nonresidential subdistrict; C. The wall has no openings; and D. The requirements of the building and fire codes and all other applicable ordinances and laws are met.
Rear Setback	10'-0" 3'-0" projections allowed for sunshade awning
Internal Setback	10'-0" space between buildings if wall includes window for light. 20'-0" space between buildings if wall includes window for light and air.
Maximum Height	36'-0" Parapets: 4'-0", Permitted obstructions: 12'-0" See Elevations for compliance.

Parking Dimensions Off-Street Parking & Driveways Handbook Table 11	Standard: 8'-6" x 18'-0" Compact: 7'-6" x 16'-0" (Max. 35% of total) Private garages per townhome, will provide standard parking spaces.
Garage Parking SEC.51P-193.113.a.9	Except as provided in this paragraph, a parking space in an enclosed structure must be at least 20 feet from the right-of-way line adjacent to a street or alley if the space faces upon or can be entered directly from the street or alley. This provision controls over any building line plat to a lesser setback and any other provision of Sections 51P-193.107 through 51P-193.125. A parking space in an enclosed structure may be within 20 feet of the right-of-way line adjacent to a street or alley if: A. the parking space can be entered directly only from a street or alley that is not designated as a thoroughfare in the city's thoroughfare plan; B. the parking space is in a side or rear yard of a lot in a residential subdistrict; C. the garage door has a remote automatic control installed that is maintained in working condition; and D. no portion of the garage door encroaches into the public right-of-way when it opens or closes. This paragraph does not authorize the erection of a garage within a required side or rear yard setback. (See Exhibit 193D-1.)
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Trees SEC.51P-193.126.j.3	
AREA CALCULATIONS	
LOT AREA:	21,375 SF
GROSS FLOOR AREA:	APPROX. 44,000 SF
LOT COVERAGE:	APPROX. 12,566SF (58.7%) - Complies

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TRAVIS STREET TOWNHOMES

4343 Travis Street
Dallas TX 75205

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ARCHITECTURAL SITE PLAN G100



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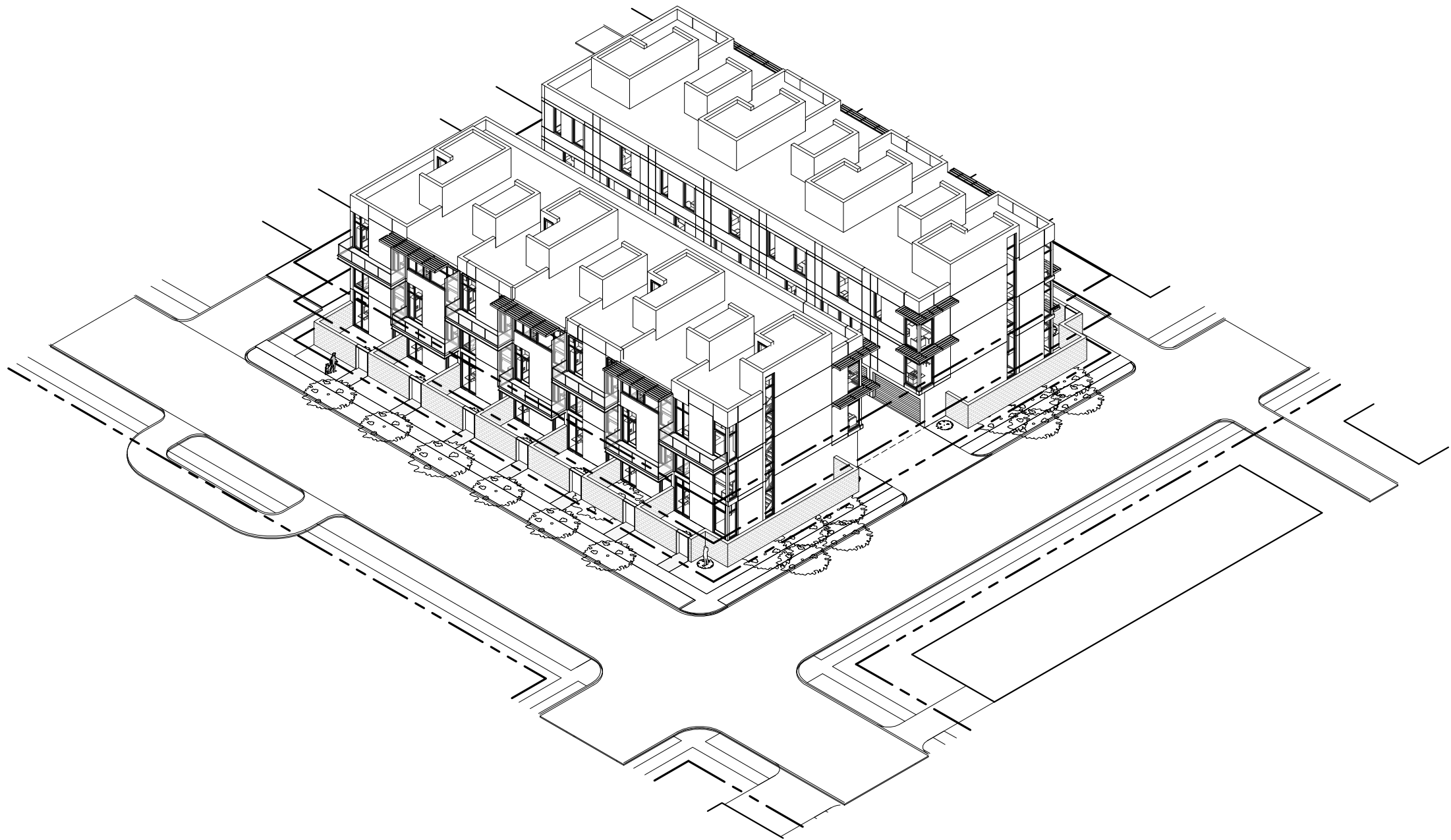
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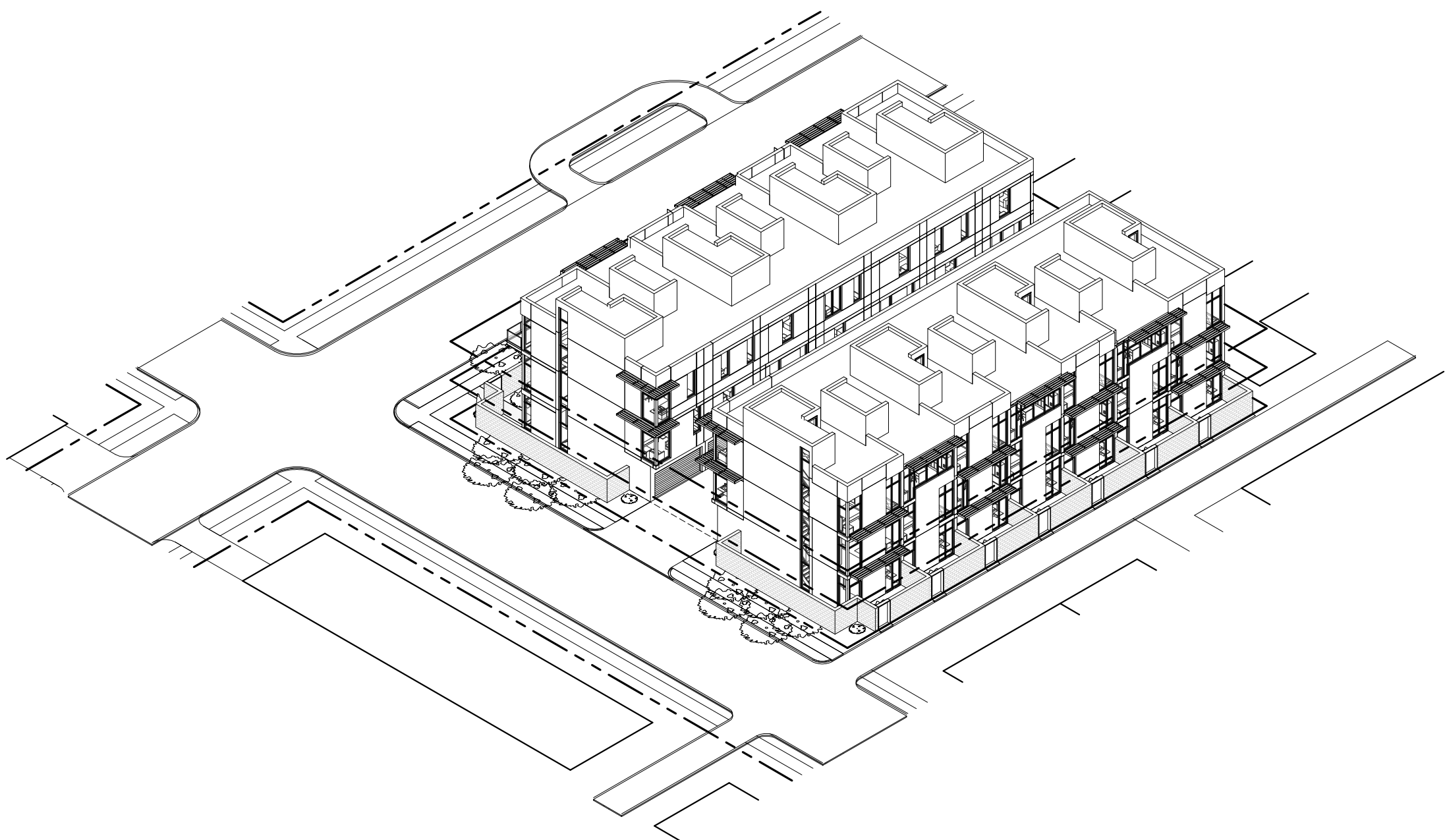
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AXONOMETRIC
VIEWS
G120



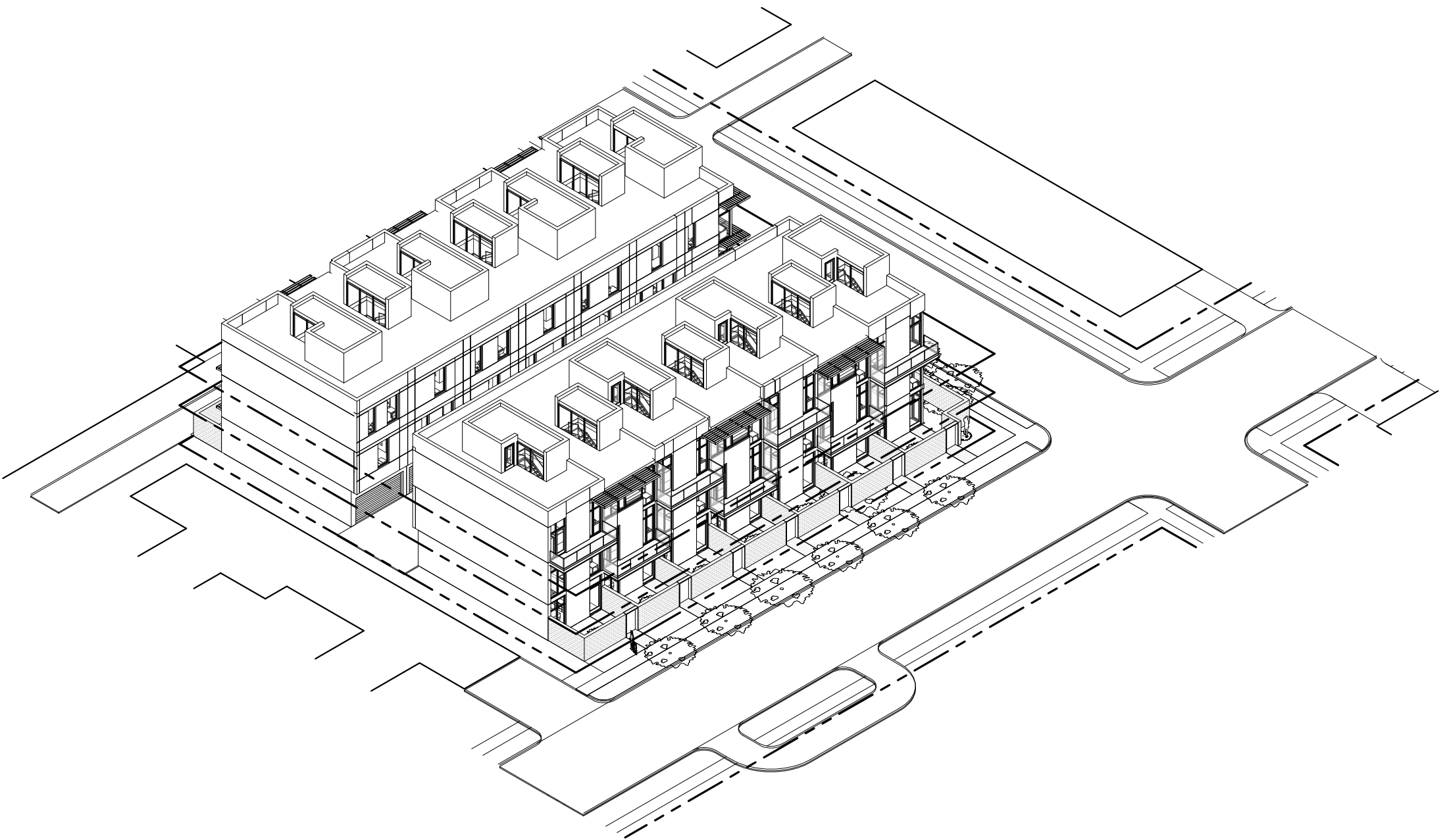
1 OVERALL AXON - SE

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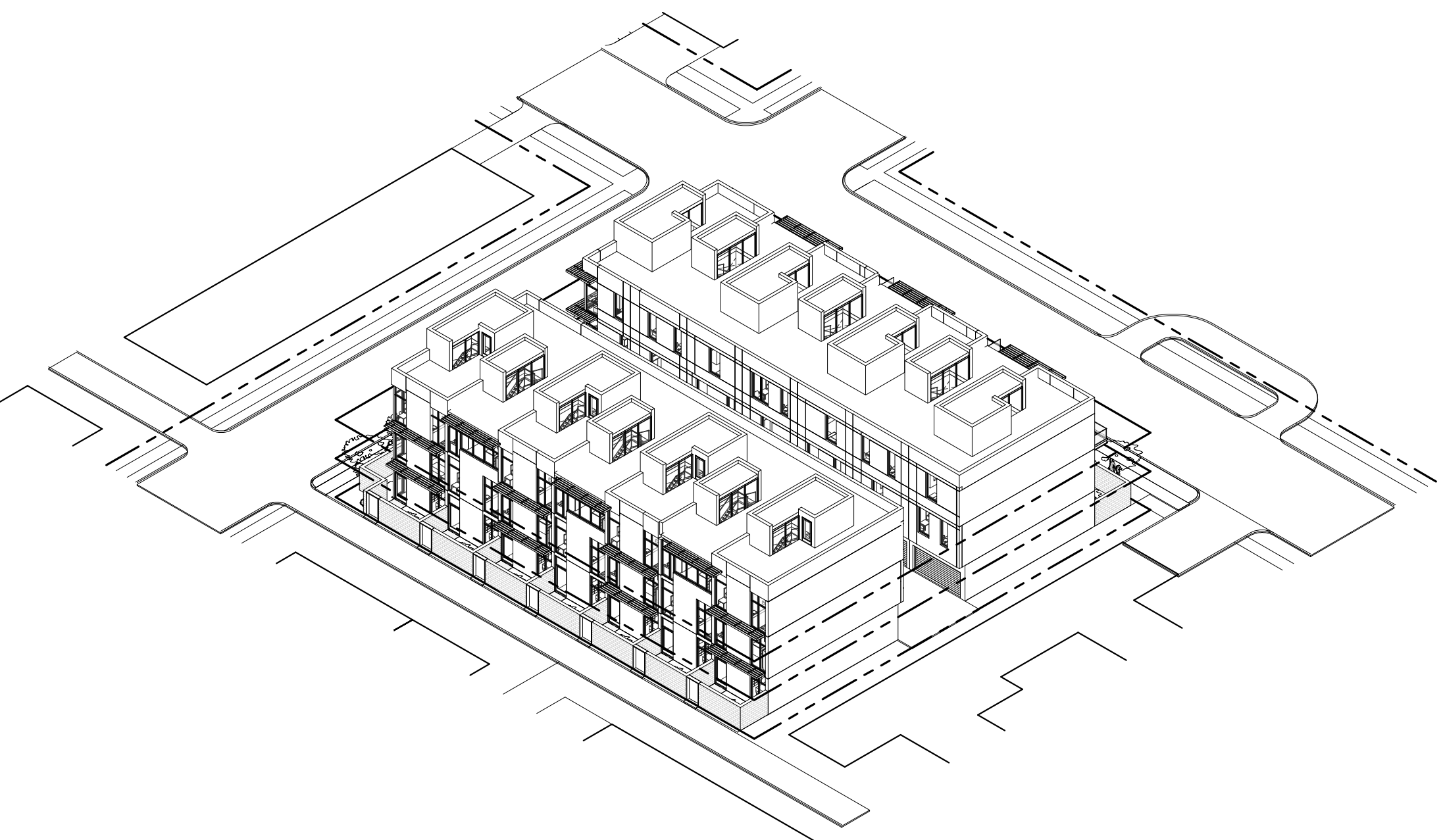
2 OVERALL AXON - NE

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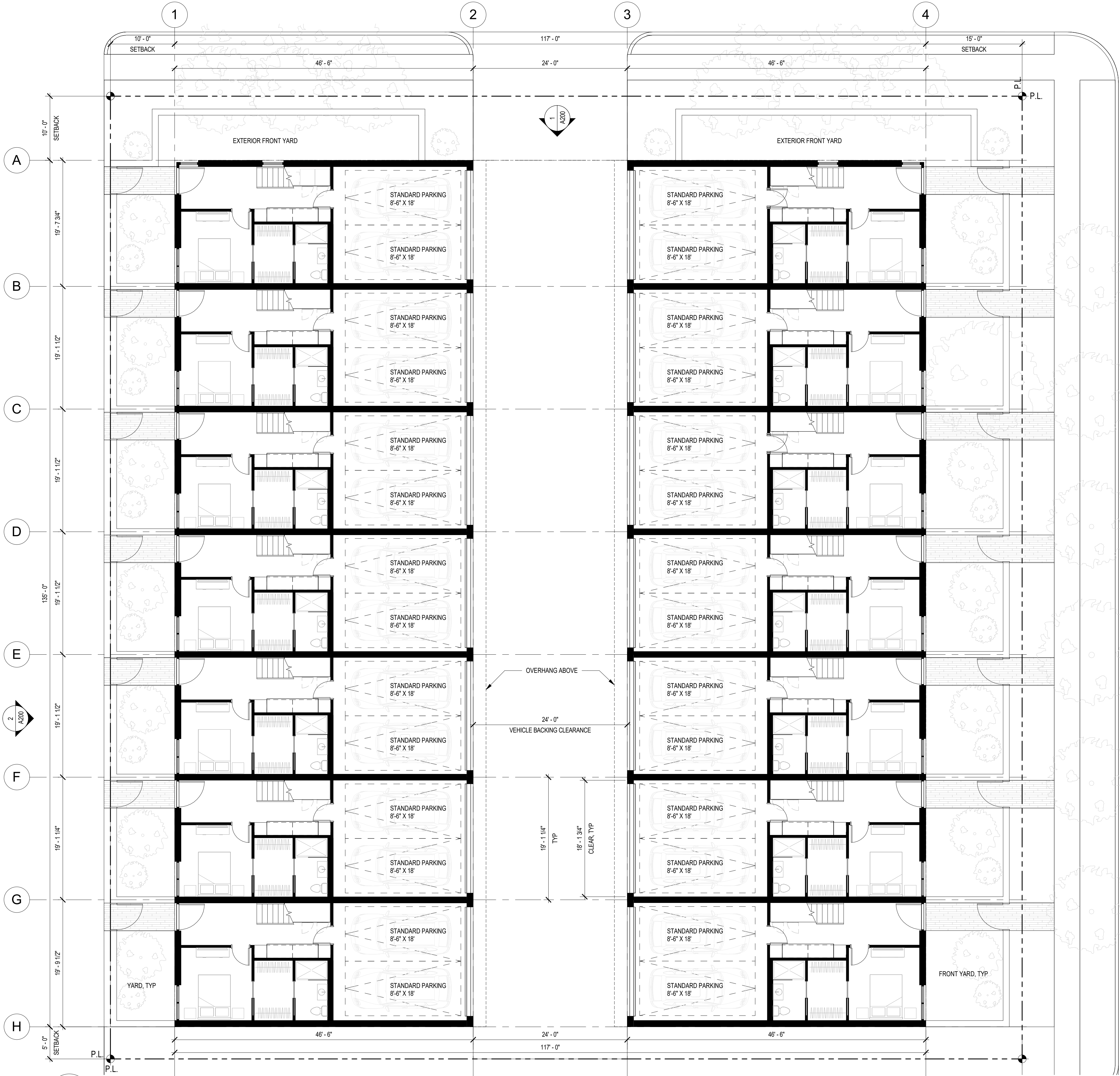
3 OVERALL AXON - SW

G120



4 OVERALL AXON - NW

G120



GENERAL FLOOR PLAN NOTES

- PROJECT IN CONCEPT DESIGN, FLOOR PLANS SUBJECT TO CHANGE.



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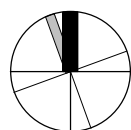
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LEVEL 1 - FLOOR PLAN A111



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Contact: Brian Court

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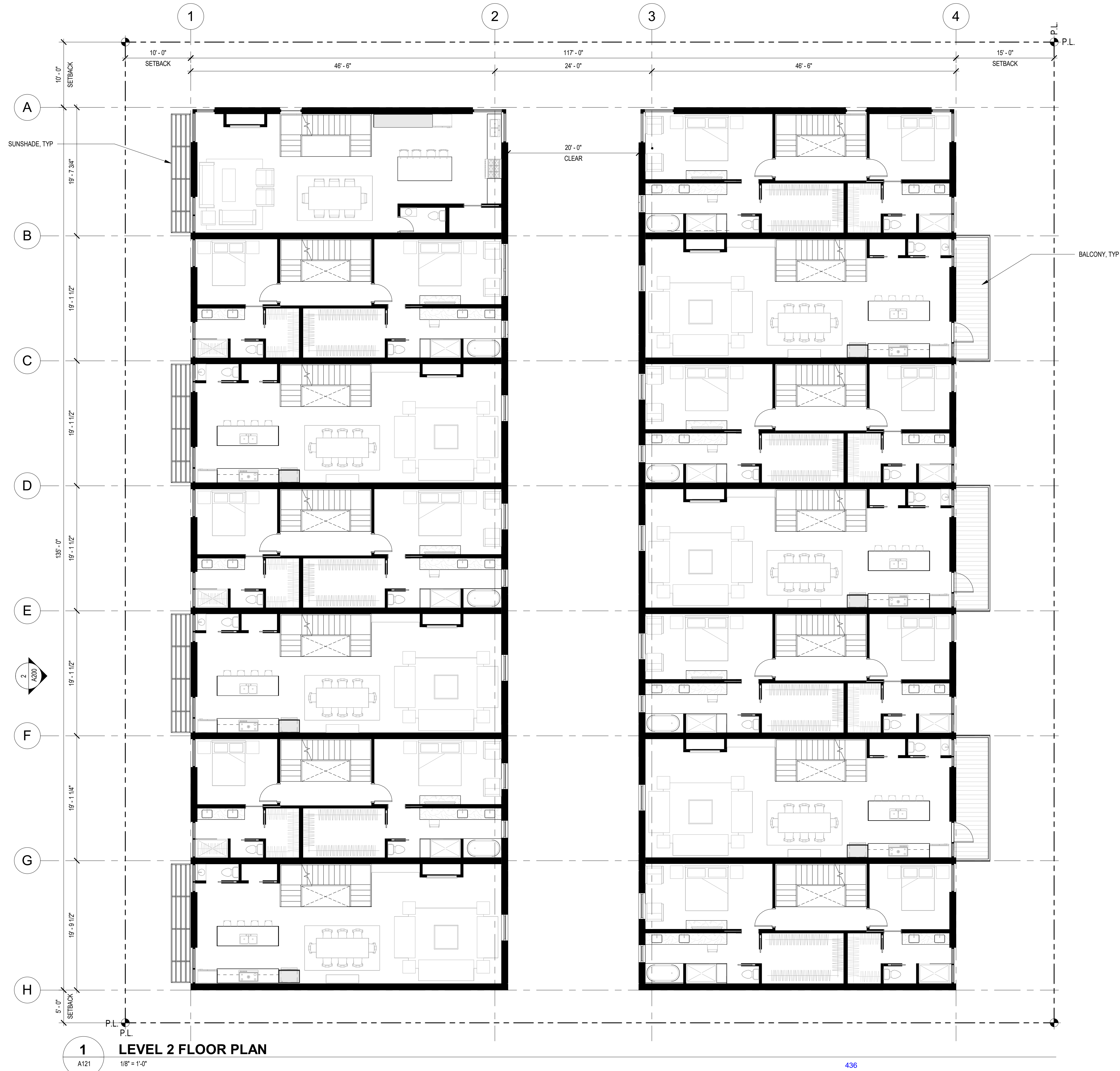
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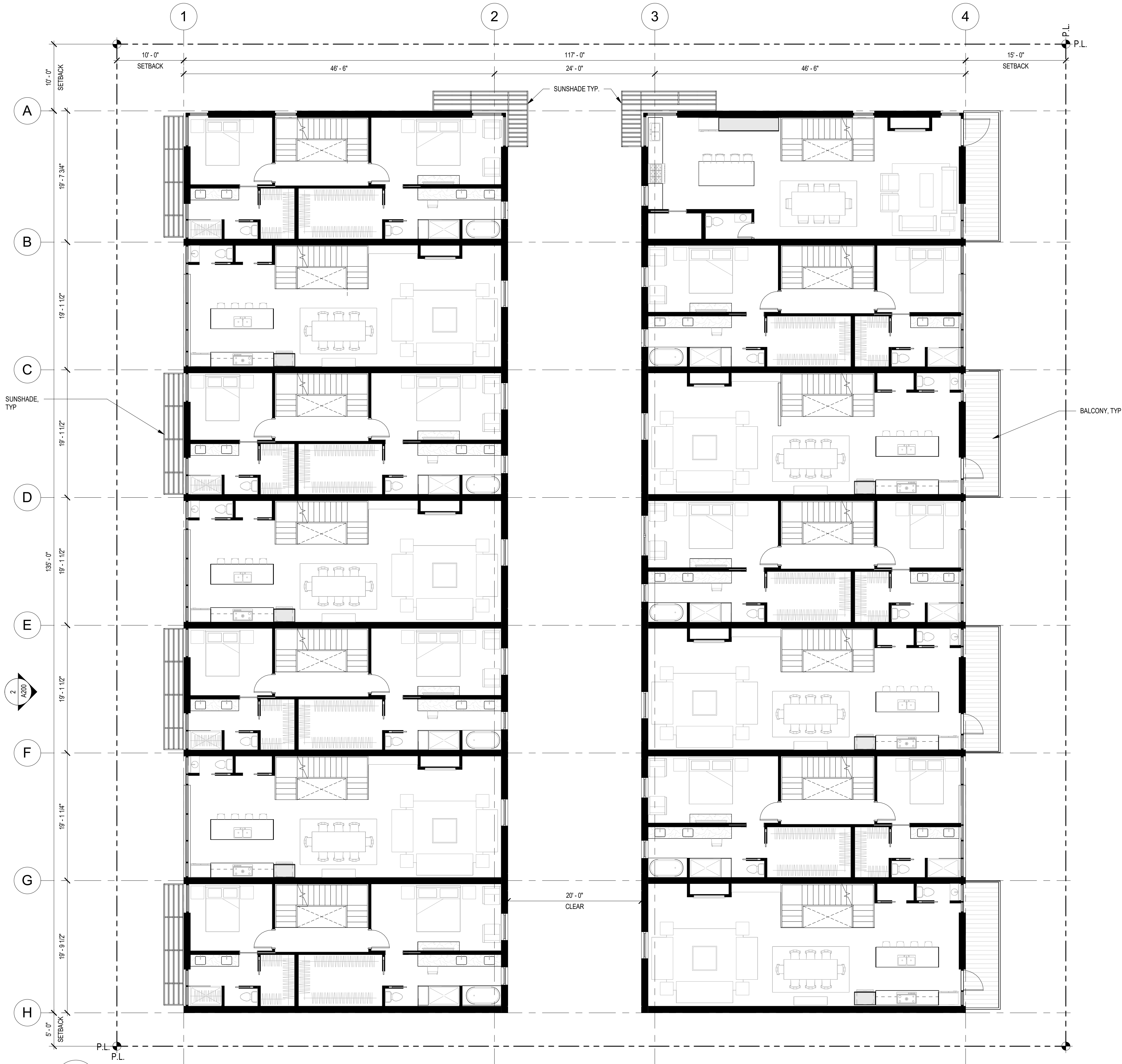
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**LEVEL 2 -
FLOOR PLAN
A121**





GENERAL FLOOR PLAN NOTES

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LEVEL 3 - FLOOR PLAN A131

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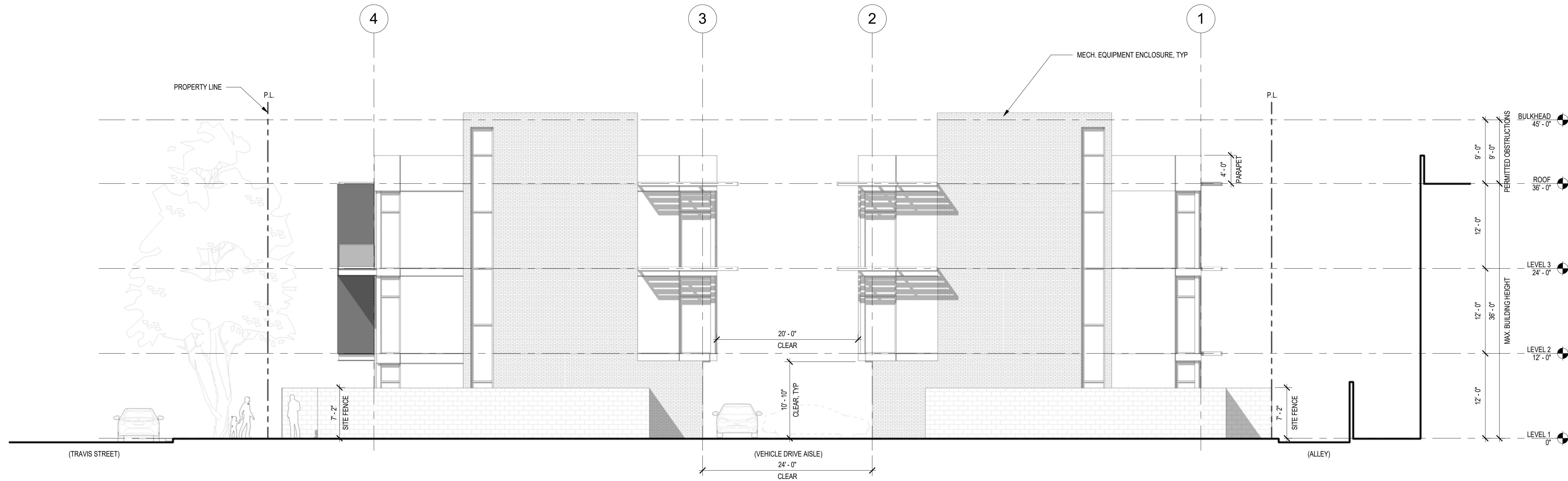
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BUILDING ELEVATIONS A200



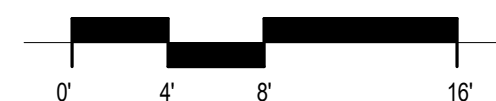
2 NORTH ELEVATION

A200 1/8" = 1'-0"



1 EAST ELEVATION

A200 1/8" = 1'-0"



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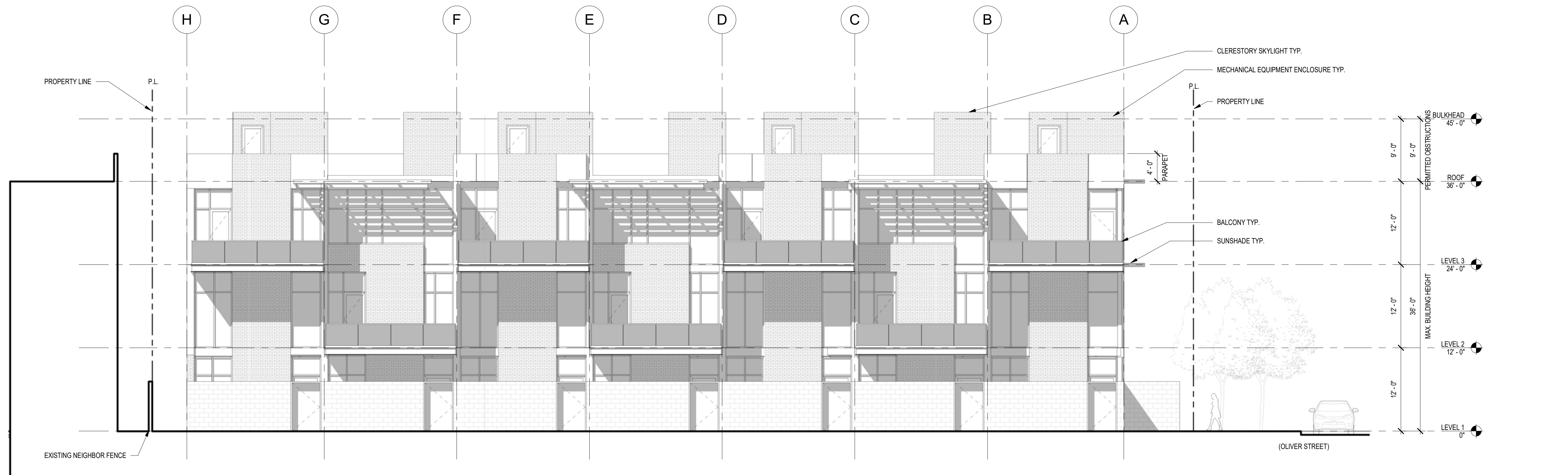
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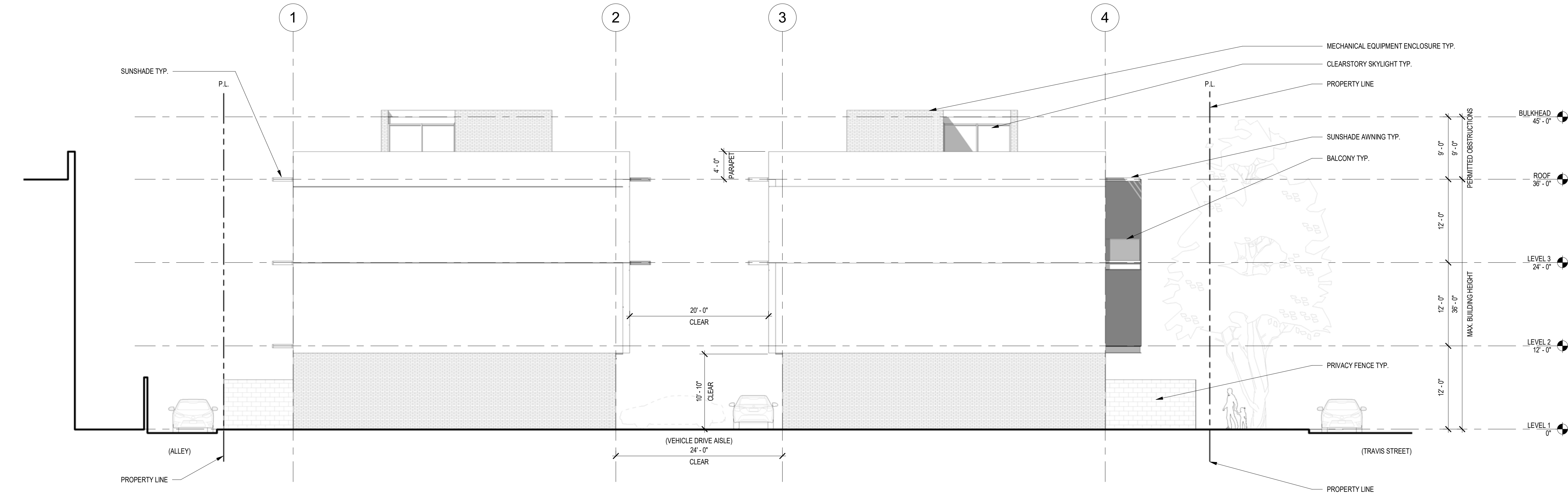
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BUILDING ELEVATIONS A201



2 SOUTH ELEVATION

A201 1/8" = 1'-0"



1 WEST ELEVATION

A201 1/8" = 1'-0"

