RECEIVED
2025 JUL 7 PM 12:14
CITY SECRETARY
DALLAS, TEXAS

City of Dallas

AGENDA

BOARD OF ADJUSTMENT (PANEL A)

Public Notice
250648
POSTED CITY SECRETARY DALLAS, TX

JULY 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/boa0715
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, July 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 Julio, 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 propriedad."

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)

- Approval of Panel A Minutes – June 17, 2025

HOLDOVER CASE(S)

BDA245-049(BT) 1201 OAK LAWN AVENUE 1
REQUEST: Application of Jonathan Vinson for **(1)** a special exception to the parking regulations.

BDA245-050(BT) 1500 DRAGON STREET 2
REQUEST: Application of Jonathan Vinson for **(1)** a special exception to the parking regulations.

UNCONTESTED CASE(S)

BOA-25-000009(BT) 11322 E. RICKS CIRCLE 3
REQUEST: Application of Robert Baldwin for **(1)** a special exception to the fence height regulations.

BOA-25-000011(BT) 9903 ELAM ROAD 4
REQUEST: Application of Rob Baldwin for **(1)** a special exception to the landscape and urban forest conservation regulations.

INDIVIDUAL CASE(S)

NONE

BOARD OF ADJUSTMENT

Panel A Minutes

June 17, 2025

Council Chambers 6EN
24923176153@dallascityhall.webex.com
David A. Neumann, Chairman

PRESENT: [5]

David A. Neumann, Chairman	
Kathleen Davis	
Michael Dorn	
Jay Narey	
Michael Hopkovitz	

ABSENT: [0]

Chairman David A. Neumann called the briefing to order at **9:00 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 manners that were scheduled on the posted meeting agenda.

- Mike Higgins, Sea Pines Dr, Dallas TX 75287
- David Schnitzer, 17528 Ivy Hill Dr, Dallas TX 75287
- David Walter, 5531 Tamaron Ct., Dallas TX 75287
- Mary Lou Reese, 4604 Honey creek Lane, Dallas TX 75287
- Kathy Usher, 4843 Stony Ford, Dallas TX 75287
- Peter Zaby, 5023 Sea Pines, Dallas TX 75287
- Stuart Bergsma, 5015 Bellerive dr., Dallas TX 75287
- Vivian Unger, 5115 Spyglass Dr., Dallas TX 75287

- Raj Narayanan, 17515 Riverhill Dr., Dallas TX 75287
- Juisti Nelson, 4703 Briargrove Ln., Dallas TX 75287
- Diana Harris, 5531 Tamaron Court., Dallas TX 75287
- Greg Polito, 5119 Bellevive Drive, Dallas TX 75287
- Tom Dupree, 5132 Bellerive Dr., Dallas TX 75287
- Kevin Mesing, 5143 Quail Lake Dr., Dallas TX 25287
- Matthew Love, 17512 Riverhill Dr., Dallas TX 75287

MISCELLANEOUS ITEMS

Approval of the Board of Adjustment Panel A, June 17, 2025, Meeting Minutes.

Motion was made to approve Panel A, June 17, 2025, Public Hearing Minutes.

Maker:	Michael Hopkovitz				
Second:	Jay Narey				
Results:	5-0 unanimously				Motion to approve
		Ayes:	-	5	David A. Neumann, Kathleen Davis, Michael Dorn, Jay Narey, Michael Hopkovitz
		Against:	-	0	

1. 2402 GARDEN DRIVE
BOA-25-000008_FR1 (DB)

BUILDING OFFICIAL'S REPORT: Application of Anish Thakrar for a fee reimbursement for **(1)** a variance to the front-yard setback regulation at **2402 Garden Drive**. This property is more fully described as Block A/2246 Lot 14 and is zoned PD-595 (Subdistrict R-5(A)).

LOCATION: 2402 Garden Drive

APPLICANT: Anish Thakrar

REQUEST:

The applicant is requesting a fee reimbursement for fees paid for the application of the 15-foot variance to the front-yard setback regulation at 2402 Garden Drive which will appear before Panel A on June 17, 2025.

STANDARD FOR A FEE WAIVER OR REIMBURSEMENT:

Dallas City Code Section 303.12.1.6. Fee Waiver 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. If the issue is placed on the miscellaneous docket, the applicant may not apply to the merits of the request for a waiver have been determined by the board. In making this determination, the board may require the production of financial documents.

STAFF RECOMMENDATION:

The staff does not make a recommendation on fee waiver requests since the standard is whether the board finds that payment of the fee would result in substantial financial hardship to the applicant.

Speakers:

For: No Speakers

Against: No Speakers

Motion
I move that the Board of Adjustment, in Appeal No. BOA-25-000008_FR1, on application of Anish Thakrar, **GRANT** the request to the reimbursement of the filing fees paid in association with a request for a variance to the front-yard setback regulation as requested by this applicant because our evaluation of the property and testimony shows that the payment of the fee would result in substantial financial hardship to this applicant.

Maker:	Jay Narey				
Second:	Kathleen Davis				
Results:	5-0 Unanimously				Motion to grant
		Ayes:	-	5	David A. Neumann, Kathleen Davis, Michael Dorn, Jay Narey, Michael Hopkovitz
		Against:	-	0	

UNCONTESTED ITEMS

2. 2402 GARDEN DRIVE
BOA-25-000008(DB)

BUILDING OFFICIAL'S REPORT: Application of Anish Thakrar for **(1)** a variance to the front-yard setback regulation at **2402 Garden Drive**. This property is more fully described as Block A/2246, Lot 14 and is zoned PD-595 (Subdistrict R-5(A)), which requires a 20-foot front-yard setback. The applicant proposes to construct and/or maintain a single-family residential structure and provide a 5-foot front-yard setback, which will require **(1)** a 15-foot variance to the front-yard setback regulation.

LOCATION: 2402 Garden Drive

APPLICANT: Anish Thakrar

REQUEST:

(1) A request for a variance to the front-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:

1. Variance (1) to the **Front-Yard Setback** 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 before case reports were finalized and submitted.
B. The subject site is not irregularly shaped, sloped and is larger than the minimum lot size required in R-5(A) (.14 ac or 6098.4 sq ft) Zoning District but is still restrictive in buildable area. The subject site is a corner lot and sits at the intersection of Garden Drive and Wanda Street. Its location at an intersection requires the site to maintain a 45x45 foot visibility triangle which further decreases the buildable area of the lot. The subject site also has two front yards due to blockface continuity; each front yard requires 20-foot setbacks which decreases the buildable area even more; therefore, the property cannot be developed in a manner commensurate with development upon other parcels of land in the same zoning.
C. Is not a self-created or personal hardship.

BACKGROUND INFORMATION:

BDA History:

No BDA history found at 2402 Garden Drive in the last 5 years.

Square Footage:

- This lot contains 6098.4 of square feet.

Zoning:

Site:	Planned Development #595, Subdistrict R-5(A)
North:	Planned Development #595, Subdistrict R-5(A)
East:	Planned Development #595, Subdistrict R-5(A)
South:	Planned Development #595, Subdistrict R-5(A)
West:	Planned Development #595, Subdistrict R-5(A)

Land Use:

The subject site and surrounding properties to the north, south, east and west zoned are zoned as Planned Development #595, Subdistrict R-5(A).

GENERAL FACTS/STAFF ANALYSIS:

- The application of Anish Thakrar for the property located at 2402 Garden Drive focuses on one request relating to the front yard setback regulations.
- The applicant proposes to construct and/or maintain a single-family residential structure and provide a 5-foot front-yard setback, which will require a 15-foot variance to the front-yard setback regulations; Planned Development #595 reverts to R-5(A) zoning district regulations which requires a 20-foot front yard setback.
- The subject site is a corner lot and has double street frontage along Garden Drive and Wanda Street; the request for the variance is for the front yard along Wanda Street.
- Per the applicant, they are requesting the 15-foot variance to the front yard setback along Wanda Street due to the restrictive nature of the lot; the lot has two front yards, both requiring 20-feet.
- The subject site is partially developed with a single-family home.

The applicant has the burden of proof in establishing the following:

- That granting the variance 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.
- 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
- 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.

The board may also consider Dallas Development Code **§ 51A-3.102(d)(10)(b)**, formerly known as **HB 1475** as grounds to determine whether compliance with the ordinance as applied to a structure that is the subject of the appeal would result in unnecessary hardship:

(a) 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 (Submission of Rolls to Taxing Units), Tax Code.

(b) 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.

(c) compliance would result in the structure not being in compliance with a requirement of a municipal ordinance, building code, or other requirement.

(d) compliance would result in the unreasonable encroachment on an adjacent property or easement; or

(e) the municipality considers the structure to be a nonconforming structure.

- Granting the proposed variance below, 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.
    - 15- foot variance to the front yard setback regulations.
- 200' Radius Video: BOA-25-000008 at 2402 Garden Drive

Timeline:

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

May 7, 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.

May 16, 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 May 23, 2025, deadline to submit additional evidence for staff to factor into their analysis; and June 6, 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.

May 29, 2025: The Board of Adjustment staff review team meeting was held regarding this request and other requests scheduled for the June 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: No Speakers

Against: No Speakers

Motion
I move that the Board of Adjustment, in Appeal No. BOA-25-000008, on application of Anish Thakrar, **GRANT** the 15-foot variance to the front-yard setback 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:	Michael Hopkovitz				
Second:	Jay Narey				
Results:	5-0 Unanimously				Motion to grant
		Ayes:	-	5	David A. Neumann, Kathleen Davis, Michael Dorn, Jay Narey, Michael Hopkovitz
		Against:	-	0	

3. 17776 DALLAS PARKWAY
BOA-25-000001 (DB)

BUILDING OFFICIAL'S REPORT: Application of Tommy Mann to appeal the decision of an administrative official in the revocation of a Certificate of Occupancy at **17776 DALLAS PARKWAY**. This property is more fully described as Block 2/8705 Lot 36A, and is zoned MU-1, which requires that the building official shall not issue a certificate of occupancy if the building official determines that the use would be operated in violation of the Dallas Development Code, other city ordinances, rules, or regulations, or any county, state, or federal laws or regulations. The applicant proposes to appeal the decision of an administrative official in the revocation of Certificate of Occupancy number 2410071172 issued on April 9, 2025.

LOCATION: 17776 Dallas Parkway

APPLICANT: Tommy Mann

REQUEST:

A request is made to appeal the decision of an administrative official in the revocation of Certificate of Occupancy number 2410071172 issued on April 9, 2025

STANDARD FOR APPEAL FROM DECISION OF AN ADMINISTRATIVE OFFICIAL:

Section Dallas Development Code Sections 51A-3.102(d)(1) and 51A-4.703(a)(2) state that any aggrieved person may appeal a decision of an administrative official when that decision concerns issues within the jurisdiction of the Board of Adjustment.

Section 51A –3.102 of the Dallas Development code states the Board of Adjustment has the following powers and duties: "reverse an order, requirement, decision, or determination of an administrative official involving the interpretation or enforcement of the zoning ordinance; to hear and decide, appeals from decisions of administrative officials made in the enforcement of a zoning ordinance of the city. (For this purpose of the section administrative official means that person within a city department having the final decision-making authority within the department relative to the zoning enforcement issue.); to interpret the zoning district map when uncertainty exists because the actual physical features differ from those indicated on the zoning district map and when the rules set forth in the zoning district boundary regulations do not apply."

Additionally, **Section 51A-4.703** states that "the board shall decide an appeal of a decision of an administrative official at the next meeting for which notice can be provided following the hearing and not later than the 60th day after the appeal date is filed. The board shall have all the powers of the administrative official on the action appealed from. The board may in whole or in part affirm, reverse, or amend the decision of the official. The board may impose reasonable conditions in its order to be complied with by the applicant in order to further the purpose and intent of this chapter."

The Board of Adjustment may hear and decide an appeal that alleges error in a decision made by an administrative official. Tex. Local Gov't Code Section 211.009(a)(1).

BDA History: BDA History found at 17776 Dallas Parkway in the last 5 years.

- BDA201-101 at 17776 Dallas Parkway (AO Appeal), Denied on October 19, 2021, by Panel A board members.

Zoning:

Site:	MU-1 Zoning District
North:	LO-1 Zoning District
South:	MU-1 Zoning District
East:	R-10(A) Zoning District
West:	MU-1 Zoning District

Land Use:

The subject site and surrounding properties are developed with mixed uses.

GENERAL FACTS/STAFF ANALYSIS:

- The board shall have all the powers of the administrative official on the action appealed. The board may in whole or in part affirm, reverse, or amend the decision of the official.
- The proposed restaurant and/or commercial amusement (inside) use was determined to

be a gambling place, which does not comply with the Dallas Development Code regulations.

- The applicant applied for the Certificate of Occupancy (CO) on October 7, 2024. The Certificate of Occupancy was originally approved on January 6, 2025, and then later revoked on April 9, 2025, due to non-compliance with Dallas Development Code and state law.
- On April 15, 2025, a Letter of Revocation was issued by the Chief Building Official after it was determined that the proposed operations violate Texas Penal Code Section 47.04, ·'Keeping a Gambling Place."
- The subject site previously existed as a restaurant.

Timeline:

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

May 7, 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.

May 16, 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 May 23, 2025, deadline to submit additional evidence for staff to factor into their analysis; and June 6, 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.

May 29, 2025: The Board of Adjustment staff review team meeting was held regarding this request and other requests scheduled for the June 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: Tommy Mann, 2728 N. Harwood Street, Dallas TX 75201

Against: No Speakers

Representing the City of Dallas: Stacey Rodriguez, 1500 Marilla St. 7DN, Dallas TX 75201

Motion
I move that the Board of Adjustment in Appeal No. BDA 25-000001, **HOLD this matter under advisement** until **August 19, 2025**.

Maker:	David Neumann				
Second:	Kathleen Davis				
Results:	4-1				Motion to hold under advisement
		Ayes:	-	4	David A. Neumann, Kathleen Davis, Michael Dorn, Jay Narey
		Against:	-	1	Michael Hopkovitz

INDIVIDUAL CASES

4. 1615 ALHAMBRA STREET
BDA245-058(BT)
This item was moved to Individual Cases
BUILDING OFFICIAL'S REPORT: Application of Delia Ledezma for **(1)** a special exception to the single-family regulations, and for **(2)** a variance to the floor area for structures accessory to single family use regulations at **1615 Alhambra Street**. This property is more fully described as Block 30/6237, Lot 15, and is zoned R-7.5(A), which states that an accessory structure may not exceed 25 percent of the floor area of the main structure and 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 zoning use regulations, and to construct and/or maintain a single family residential accessory structure with 546 square feet of floor area (31% of the 1,664 square foot floor area of the main structure), which will require **(2)** a 130 square foot variance to the floor area for structures accessory to single family use regulations.

LOCATION: 1615 Alhambra Street

APPLICANT: Delia Ledezma

REQUEST:

(1) A request for a special exception to the single-family use regulations; and
(2) A request for a variance to the floor area for structures accessory to single-family 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.

Section 51A-4.209(b)(6)(E)(ii) 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.

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 Section 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:

2. Special Exceptions (1):
   No staff recommendation is made on this request for a special exception to authorize an additional dwelling unit since the basis for this type of appeal is when in the opinion of the board, the additional dwelling unit will not: 1) be used as rental accommodations; or 2) adversely affect neighboring properties.

3. Variance (1) to the **floor area for structures accessory to single-family use** 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 before case reports were finalized and submitted.

E. The subject site is not restrictive via its size (approximately 8232.84 square feet), shape or slope; therefore, the property can be developed in a manner commensurate with development upon other parcels of land in the same zoning.
F. Is not a self-created or personal hardship.

BACKGROUND INFORMATION:

BDA History:
No BDA history found at 1615 Alhambra Street within the last 5 years.

Square Footage:
- This lot contains 8232.84 of square feet or .189 acres.
- This lot is zoned R-.7.5(A) which has a minimum lot size of 7,500 square feet per dwelling unit for single-family residential structures.

Site: R-7.5(A) Zoning District
North: R-7.5(A) Zoning District & Clustered Housing (CH)
East: R-7.5(A) Zoning District
South: R-7.5(A) Zoning District
West: R-7.5(A) Zoning District

Land Use:
The subject site and areas to the south, east, and west are zoned R-7.5(A) and areas to the north are zoned with uses permissible in R-7.5(A) and .

GENERAL FACTS/STAFF ANALYSIS:

- The application of Delia Ledezma located at 1615 Alhambra Street focuses on two requests relating to the single-family zoning use regulations and the floor area for structures accessory to single-family 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.
- Secondly, the applicant proposes to construct and/or maintain a single family residential accessory structure with 546 square feet of floor area (31% of the 1,664 square foot floor area of the main structure), which will require a 130 square foot variance to the floor area for structures accessory to single family use regulations
- The subject site has single street frontage on Alhambra Street.
- The subject site along with surrounding properties to the north, south, east and west are zoned with uses permissible in the R-7.5(A) zoning district. Areas to the north are zoned as R-7.5(A) and Clustered Housing (CH).
- The subject site is currently developed with a single-family residential structure and is located within an established neighborhood.
- The applicant has the burden of proof in establishing that granting the special exception to the single-family use regulations will not adversely affect neighboring properties and will not be used as rental accommodations.

- Granting the special exception to the single-family use 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.

- Granting the special exception to the single-family use regulations would also require the applicant to deed restrict the subject property to prevent the use of the additional dwelling unit as rental accommodations.

The applicant has the burden of proof in establishing the following:

- That granting the variance 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.

- 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

- 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.

The board may also consider Dallas Development Code Section **51A-3.102(d)(10)(b)**, formerly known as **HB 1475** as grounds to determine whether compliance with the ordinance as applied to a structure that is the subject of the appeal would result in unnecessary hardship:

(f) 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 (Submission of Rolls to Taxing Units), Tax Code.

(g) 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.

(h) compliance would result in the structure not being in compliance with a requirement of a municipal ordinance, building code, or other requirement.

(i) compliance would result in the unreasonable encroachment on an adjacent property or easement; or

(j) the municipality considers the structure to be a nonconforming structure.

- Granting the proposed variance below, 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.
    - 130 square foot variance to the floor area regulations.
- 200’ Radius Video: BDA245-058 at 1615 Alhambra Street

Timeline:

March 21, 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.

April 3, 2025: The Board of Adjustment Secretary assigned this case to Board of Adjustment Panel **A**.

April 18, 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 April 23, 2025, deadline to submit additional evidence for staff to factor into their analysis; and May 9, 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.

April 24, 2025: The Board of Adjustment staff review team meeting was held regarding this request and other requests scheduled for the May 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.

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

May 16, 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 May 23, 2025, deadline to submit additional evidence for staff to factor into their analysis; and June 6, 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.

May 29, 2025: The Board of Adjustment staff review team meeting was held regarding this request and other requests scheduled for the June 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: Jacqueline Ledezma, 1619 Alhambra St., Dallas TX

Against: No Speakers

Motion # 1
I move that the Board of Adjustment, in request No. BDA 245-058, on application of Delia Ledezma, **DENY** the special exception to construct and maintain an additional dwelling unit (not for rent) 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:	Kathleen Davis				
Second:	Jay Narey				
Results:	5-0 Unanimously				Motion to deny without prejudice
		Ayes:	-	5	David A. Neumann, Kathleen Davis, Michael Dorn, Jay Narey, Michael Hopkovitz
		Against:	-	0	

Motion # 2
I move that the Board of Adjustment, in Appeal No. BDA 245-058, on application of Delia Ledezma, **DENY** the variance to the floor area for a structure accessory to the single-family use regulations requested by this applicant **without prejudice**, because our evaluation of the property and the 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 NOT result in unnecessary hardship to this applicant..

Maker:	Kathleen Davis				
Second:	Jay Narey				
Results:	5-0 Unanimously				Motion to deny without prejudice
		Ayes:	-	5	David A. Neumann, Kathleen Davis, Michael Dorn, Jay Narey, Michael Hopkovitz
		Against:	-	0	

5. 7215 CORTLAND DRIVE
BOA-25-000003 (BT)
This item was moved to Individual Cases

BUILDING OFFICIAL'S REPORT: Application of Maria Perez for **(1)** a special exception to the single-family use regulation, for **(2)** a variance to the floor area regulation, and for **(3)** a variance to the side-yard setback regulation at **7215 CORTLAND AVENUE**. This property is more fully described as Block 12/2359, Lot 3, and is zoned R-7.5(A), which limits the number of dwelling units to one, and prohibits an accessory structure from exceeding 25% of the floor area of the main structure. The applicant proposes to construct and/or maintain an additional dwelling unit, not for rent (NFR), which will require **(1)** a special exception to the single-family zoning use regulations; and the applicant further proposes to construct and/or maintain a single-family residential accessory structure with 493 square feet of floor area (39 percent of the 1,269 square foot floor area of the main structure), which will require **(2)** a 177 square foot variance to the floor area regulations.

LOCATION: 7215 Cortland Avenue.

APPLICANT: Maria Perez

REQUEST:

(2) A request for a special exception to the single-family use regulations, and
(3) A request for a variance to the floor area for structures accessory to single-family use regulations.

STANDARD FOR A SPECIAL EXCEPTION TO THE SINGLE-FAMILY USE REGULATIONS TO AUTHORIZE AN ADDITIONAL DWELLING UNIT:

Section 51A-4.209(b)(6)(E)(i) of the Dallas Development Code specifies that the board may grant a special exception to the single-family use regulations of the Dallas Development Code to authorize an additional dwelling unit on a lot when, in the opinion of the board, the additional dwelling unit **will not**:

1) **be used as rental accommodations**; or

2) **adversely affect neighboring properties.**

Section 51A-4.209(b)(6)(E)(ii) 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.

STANDARDS OF REVIEW FOR A VARIANCE:

Section 51(A)-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:

(G) **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.

(H) **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

(I) **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:

Special Exceptions (1):

No staff recommendation is made on this request for a special exception to authorize an additional dwelling unit since the basis for this type of appeal is when in the opinion of the board, the additional dwelling unit will not: 1) be used as rental accommodations; or 2) adversely affect neighboring properties.

Variance to the floor area for structures accessory to single family uses:

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. 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:	R-7.5(A)
North:	R-7.5(A)
East:	R-7.5(A)
South:	R-7.5(A)
West:	R-7.5(A)

Land Use:

The subject site is developed with single-family use and surrounding properties are developed with single-family uses and various non-residential uses.

BDA History:

No BDA history found within the last 5 years

GENERAL FACTS/STAFF ANALYSIS:

- The application of Maria Perez for the property located at 7215 Cortland Avenue focuses on 2 requests relating to the additional dwelling unit, and floor area for structures accessory to single-family use regulations.
- The first request is for a special exception to the single-family use regulations. The applicant is proposing to construct and maintain an additional dwelling unit (not for rent), which will require a special exception to the single-family zoning use regulations.
- Lastly, the applicant is requesting a variance to the floor area for structures accessory to single-family use regulations. The applicant is proposing to construct and maintain an additional dwelling unit, not for rent, on a site developed with a single-family home greater than 25 percent of the main floor area.
    - The proposed additional dwelling unit is approximately 493 square feet (39 percent).
    - The main floor area is 1,269 square feet (@ 25 percent = 317 square feet).
    - Existing structure and setbacks with proposed interior remodel/conversion.
    - Accessory structures are allowed in the side and rear yard setbacks provided the location is in the rear 30 percent of the lot and does not exceed 15-feet in height.
- The surrounding properties to the south, east and west are R-7.5(A) single-family uses.
- The Dallas Development Code, single-family use regulations, states that only one dwelling unit may be located on a lot and that the Board of Adjustment may grant a special exception to this provision and authorize an additional dwelling unit on a lot when, in the opinion of the board, the special exception will not: (1) be use as rental accommodations; or (2) adversely affect neighboring properties.
- The Dallas Development Code specifies that the board has the power to grant variances from the **floor area for structures accessory to single-family uses**, provided that the variance is, **not contrary to the public interest**, **necessary to permit development of a specific parcel of land** and **not granted to relieve a self-created or personal hardship**.
- The applicant has the burden of proof in establishing that the special exception to the single-family use regulations will not adversely affect the neighboring properties and will not be used as rental accommodations.
- Granting the special exception to the single-family use regulation, variance to the floor area regulations and variance to the 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. Granting the special exception to the single-family use regulations would also require the applicant to deed restrict the subject property to prevent the use of the additional dwelling use as rental accommodations.
- 200' Radius Video: BOA-25-000003 at 7215 Cortland Ave

Timeline:

May 12, 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.

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

May 19, 2025: The Planning and Development Senior Planner emailed the applicant the following information:

- an attachment that provided the public hearing date and panel that will consider the application; the **May 23, 2025**, deadline to submit additional evidence for staff to factor into their analysis; and **May 30, 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.

May 29, 2025: The Board of Adjustment staff review team meeting was held regarding this request and other requests scheduled for the **June** 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: Maria Perez, 7215 Cortland Dr, Dallas TX 75235
Translator: Monserrat Guillen Rivera, 2425 Victory Ave # 521, Dallas TX 75219

Against: Janie Gonzalez, 7124 Cortland Ave, Dallas TX 75235

Motion # 1
I move that the Board of Adjustment, in request No. BOA-25-000003, on application of Maria Perez, **GRANT** the request to construct and maintain an additional dwelling unit **(not for rent)** on a site developed with a single-family structure as a special exception to the single-family use regulations in the Dallas Development Code, because our evaluation of the property and the testimony shows that this special exception will not adversely affect neighboring properties.

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

1. Compliance with the most recent version of all submitted plans are required.
2. The applicant must deed restrict the subject property to prevent the use of the additional dwelling unit as rental accommodations.

Maker:	Kathleen Davis						
Second:	Jay Narey						
Results:	4-1						Motion to grant
		Ayes:	-			4	David A. Neumann, Kathleen Davis, Michael Dorn, Jay Narey

		Against:	-			1	Michael Hopkovitz

Motion # 2
I move that the Board of Adjustment, in Appeal No. BOA-25-000003, on application of Maria Perez **GRANT** the 177 square foot variance to the floor area for a structure accessory to the single-family use regulations 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:	Kathleen Davis						
Second:	Jay Narey						
Results:	4-1						Motion to grant
		Ayes:	-			4	David A. Neumann, Kathleen Davis, Michael Dorn, Jay Narey
		Against:	-			1	Michael Hopkovitz

6. 10806 CAMELLIA DRIVE
BOA-25-000005 (DB)
This item was moved to Individual Cases

BUILDING OFFICIAL'S REPORT: Application of Robert Baldwin for **(1)** a variance to the front-yard setback regulation, for **(2)** a special exception to the fence height regulations, for **(3)** a special exception to the fence opacity regulation, and for **(4)** a special exception to the 20-foot visibility obstruction regulation at **10806 Camellia Drive**. This property is more fully described as Block 4/5500,` Lot 3, and is zoned R-16(A), which requires a front-yard setback of 35-feet, and limits the height of a fence in the front-yard to 4-feet, requires a fence panel with a surface area that is less than 50-percent open may not be located less than 5-feet from the front lot line, and requires a 20-foot visibility triangle at the intersection of an alley and an adjacent street curb line. The applicant proposes to construct and/or maintain a single-family residential structure and provide a 20-foot front-yard setback, which will require **(1)** a 15-foot variance to the front-yard setback regulation, and to construct and/or maintain an 8-foot-high fence in a required front-yard, which will require **(2)** a 4-foot special exception to the fence height regulation, and 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 **(3)** a special exception to the fence opacity regulations, and to construct and/or maintain a single-family residential fence structure in a required visibility obstruction triangle at an alley and Royal Lane, which will require **(4)** a special exception to the visibility obstruction regulations at the intersection of an alley and street.

LOCATION: 10806 Camelia Drive

APPLICANT: Robert Baldwin

REQUEST:

(4) A request for a variance to the front-yard setback regulations; and
(5) A request for a special exception to the fence height regulations; and
(6) A special exception to the fence standards regulations regarding opacity; and
(7) A special exception to the 20-foot visibility obstruction 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:

(J) **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.

(K) **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

(L) **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.

STANDARD OF REVIEW FOR A SPECIAL EXCEPTION TO FENCE HEIGHT & OPACITY STANDARD REGULATIONS: Section 51A-4.602(a)(11) of the Dallas Development Code states that the board may grant a special exception to the fence standard regulations when in the opinion of the board, **the special exception will not adversely affect neighboring property.**

STANDARD OF REVIEW FOR A SPECIAL EXCEPTION TO VISUAL OBSTRUCTION REGULATIONS:

Section 51A-4.602(d)(3) of the Dallas Development Code states that the board may grant a special exception to the visual obstruction regulations when in the opinion of the board, **the special exception will not constitute a traffic hazard.**

STAFF RECOMMENDATION:

4. Variance (1) to the **Front-Yard Setback** regulations

   Approval

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

G. Not contrary to the public interest as no letters of opposition were received before case reports were finalized and submitted.
H. The subject site is not irregularly shaped, sloped and is larger than the minimum lot size required in R-16(A) (.38 ac or 16552.8 sq ft) Zoning District but is still restrictive in buildable area. The subject site is a corner lot and sits at the intersection of Camelia Drive and Royal Lane. The subject site also has two front yards due to blockface continuity; each front yard requires 35-foot setbacks which decreases the buildable area even more; therefore, the property cannot be developed in a manner commensurate with development upon other parcels of land in the same zoning.
I. Is not a self-created or personal hardship.

Special Exceptions (3):

No staff recommendation is made on these requests.

BACKGROUND INFORMATION:

BDA History:

- No BDA history found at 10806 Camelia Drive in the last 5 years.

Square Footage:

- This lot contains 16552.8 of square feet.
- This lot is zoned R-16(A) which has a minimum lot size of 16,000 square feet.

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)/Community Retail (CR)

Land Use:

The subject site is vacant. Surrounding properties to the north, south, east and west are developed with single-family uses. Portions of properties to the west are also developed with uses permissible in the Community Retail (CR) zoning district.

GENERAL FACTS/STAFF ANALYSIS:

- The application of Robert Baldwin for property located at 10806 Camelia Drive focuses on 4 requests relating to front yard setback, fence height, fence opacity and visual obstruction regulations.

- The applicant proposes to construct and/or maintain a single-family residential structure and provide a 20-foot front-yard setback, which will require a 15-foot variance to the front-yard setback regulations; R-16(A) zoning district requires a 35-foot front yard setback.
- Secondly, 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.
- For the third deviation, the applicant is requesting a special exception to the fence standards regulations regarding opacity; the applicant is proposing that the fence be constructed as a cedar picket fence at the property line along the required front yard on Royal Lane.
- Lastly, the applicant is proposing to maintain a single-family residential fence structure in a required 20-foot visibility obstruction triangle, which will require a special exception to the 20-foot visibility obstruction regulations at the intersection of the alley and Royal Lane.
- The subject site along with properties immediately to the north, south, east, and west are all developed with single-family homes.
- It is imperative to note that the subject site is a corner lot with double street frontage on Camelia Drive and Royal Lane.
- The street frontage along Camelia and Royal Lane act as two front yards due to block-face continuity.
- Based upon staff's analysis of the surrounding properties, there are several homes along Camelia Drive and Royal Lane with fences and gates in the required front yard and/or some form of vegetation serving as a screening mechanism.
- The applicant has stated that the request for special exception has been made for safety and privacy reasons.
- There is an existing fence on the property; this existing fence will be replaced by the proposed fence, if granted.
- 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 Dallas Development Code also states that no fence panel having less than 50 percent open surface area may be located less than 5-feet from the lot line.

- The applicant has the burden of proof in establishing that the special exception(s) to the fence regulations relating to height and opacity will not adversely affect the neighboring properties.

- The applicant has the burden of proof in establishing that the special exception(s) to the fence regulations regarding visual obstruction will not constitute a traffic hazard.

- Granting the special exceptions to the fence standards relating to height, opacity and visual obstruction 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.

The applicant has the burden of proof in establishing the following:

- That granting the variance 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.
- 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
- 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.

The board may also consider Dallas Development Code **§ 51A-3.102(d)(10)(b)**, formerly known as **HB 1475** as grounds to determine whether compliance with the ordinance as applied to a structure that is the subject of the appeal would result in unnecessary hardship:

(k) 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 (Submission of Rolls to Taxing Units), Tax Code.

(l) 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.

(m) compliance would result in the structure not being in compliance with a requirement of a municipal ordinance, building code, or other requirement.

(n) compliance would result in the unreasonable encroachment on an adjacent property or easement; or

(o) the municipality considers the structure to be a nonconforming structure.

- Granting the proposed variance below, 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.
    - 15- foot variance to the front yard setback regulations.
- 200’ Radius Video: BOA-25-000005 at 10806 Camelia Drive

Timeline:

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

May 7, 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.

May 16, 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 May 23, 2025, deadline to submit additional evidence for staff to factor into their analysis; and June 6,

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.

May 29, 2025: The Board of Adjustment staff review team meeting was held regarding this request and other requests scheduled for the June 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 75226

Against: No Speakers

Motion # 1
I move that the Board of Adjustment, in Appeal No. BOA-25-000005, on application of Robert Baldwin, **GRANT** the 15-foot variance to the front-yard setback 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:	David Neumann					
Second:	Kathleen Davis					
Results:	5-0 Unanimously					Motion to grant
		Ayes:	-		5	David A. Neumann, Kathleen Davis, Michael Dorn, Jay Narey, Michael Hopkovitz
		Against:	-		0	

Motion # 2
I move that the Board of Adjustment, in Appeal No. BOA-25-000005, on application of Robert Baldwin, **GRANT** the request of this applicant to construct and/or maintain an 8-foot 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:	David Neumann					
Second:	Kathleen Davis					
Results:	5-0 Unanimously					Motion to grant
		Ayes:	-		5	David A. Neumann, Kathleen Davis, Michael Dorn, Jay Narey, Michael Hopkovitz
		Against:	-		0	

Motion # 3
I move that the Board of Adjustment, in Appeal No. BOA-25-000005, on application of Robert Baldwin, **GRANT** the request of this applicant 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 requirement for fences in the Dallas Development Code, 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 opacity and fence location requirements illustrated in the most recent version of all submitted plans are required

Maker:	David Neumann					
Second:	Kathleen Davis					
Results:	5-0 Unanimously					Motion to grant
		Ayes:	-		5	David A. Neumann, Kathleen Davis, Michael Dorn, Jay Narey, Michael Hopkovitz
		Against:	-		0	

Motion # 4
I move that the Board of Adjustment, in Appeal No. BOA-25-000005, on application of Robert Baldwin, **DENY** the special exception requested by this applicant to maintain items in the visibility triangle at the intersection of an alley and Royal Lane **without prejudice**, because our evaluation of the property and the testimony shows that granting the application would constitute a traffic hazard.

Maker:	David Neumann					
Second:	Kathleen Davis					
Results:	5-0					Motion to deny without prejudice

	Unanimously					
		Ayes:	-		5	David A. Neumann, Kathleen Davis, Michael Dorn, Jay Narey, Michael Hopkovitz
		Against:	-		0	

**Recess 3:57 pm – 4:05 pm **

HOLDOVER CASES

7. 5514 ROYAL LANE
BDA245-061(DB)

BUILDING OFFICIAL'S REPORT: Application of Jennifer Hiromoto for **(1)** a special exception to the required front-yard fence height regulations; and for **(2)** a special exception to the required side-yard fence height regulations at **5514 Royal Lane**. This property is more fully described as Block A/5518, Part of Lot 7 and is zoned R-1ac(A), which limits the height of a fence in the front-yard to 4-feet and limits the height of a fence in the side-yard to 9-feet. The applicant proposes to construct and/or maintain a 10-foot-high fence in a required front-yard, which will require **(1)** a 6-foot special exception to the fence height regulations; and to construct and/or maintain a 10-foot 6-inch-high fence in a required side-yard, which will require **(2)** a 1-foot 6-inch special exception to the fence height regulations.

LOCATION: 5514 Royal Lane

APPLICANT: Jennifer Hiromoto

REQUEST:

(8) A request for a special exception to the fence height regulations (front yard).
(9) A request for a special exception to the fence height regulations (side yard).

STANDARD OF REVIEW FOR A SPECIAL EXCEPTIONS 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 exceptions will not adversely affect neighboring property.**

STAFF RECOMMENDATION:

Special Exception (2):

No staff recommendation is made on these requests.

BACKGROUND INFORMATION:

BDA History:

- No BDA history found at 5514 Royal Lane in the last 5 years.

Square Footage:

- This lot contains 77,536.8 of square feet or 1.78 acres.

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

Zoning:

Site:	R-1ac(A) (Single Family District)
North:	R-1ac(A) (Single Family District)
East:	R-1ac(A) (Single Family District)
South:	R-1ac(A) (Single Family District)
West:	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 Jennifer Hiromoto for the property located at 5514 Royal Lane focuses on 2 requests relating to fence height.
- The applicant proposes to construct and maintain a 10-foot fence in a required front yard, which will require a 6-foot special exception to the fence height regulations.
- Secondly, the applicant proposes to construct and maintain a 10-foot 6-inch fence in a required side yard, which will require a 1-foot 6-inch special exception to the fence height regulations.
- Per the site plan, the applicant is seeking to add screening fencing along the eastern property line (side yard) and connect the existing fence in the front yard; portions of the fence are proposed within the 100-foot front yard setback.
- The property has a grade change that requires a taller fence in sections of the fence to maintain a uniform height and screening.
- 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 Royal Lane.
- Based upon staff's analysis of the surrounding properties, there are several 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.
- Per the Dallas Development Code, a person shall not erect or maintain a fence in a required side yard more than nine feet above grade.
- The applicant has the burden of proof in establishing that the special exceptions to the fence regulations relating to height will not adversely affect the neighboring properties.

- Granting the special exceptions 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: BDA245-061 at 5514 Royal Lane

Timeline:

March 25, 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.

April 3, 2025: The Board of Adjustment Secretary assigned this case to Board of Adjustment Panel **A**.

April 18, 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 April 23, 2025, deadline to submit additional evidence for staff to factor into their analysis; and May 9, 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.

April 24, 2025: The Board of Adjustment staff review team meeting was held regarding this request and other requests scheduled for the May 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.

May 20, 2025: The Board of Adjustment Panel **A,** at its public hearing held on Tuesday, January 21, 2025, moved to HOLD this matter under advisement until February 18, 2025.

May 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 May 23, 2025, deadline to submit additional evidence for staff to factor into their analysis; and June 6, 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.

May 29, 2025: The Board of Adjustment staff review team meeting was held regarding this request and other requests scheduled for the June 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: Jennife Hiromoto, 10233 E. NW Hwy, Dallas TX 75238
Marie Hughes, 5514 Royal Lane, Dallas TX 75229

Against: No Speakers

*Board member Jay Narey left at 4:00 pm *

Motion # 1
I move that the Board of Adjustment, in Appeal No. BDA 245-061, on application of Jennifer Hiromoto, **GRANT** the request of this applicant to construct and/or maintain a 10-foot high fence in a required front yard 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:	David Neumann					
Second:	Michael Dorn					
Results:	4-0 Unanimously					Motion to grant
		Ayes:	-		4	David A. Neumann, Kathleen Davis, Michael Dorn, Michael Hopkovitz
		Against:	-		0	

Motion # 2
I move that the Board of Adjustment, in Appeal No. BDA 245-061, on application of Jennifer Hiromoto, **GRANT** the request of this applicant to construct and/or maintain a 10-foot 6-inch high fence in a required side yard 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:	David Neumann					
Second:	Michael Dorn					
Results:	4-0 Unanimously					Motion to grant
		Ayes:	-		4	David A. Neumann, Kathleen Davis, Michael Dorn, Michael Hopkovitz
		Against:	-		0	

8. 1201 OAK LAWN AVENUE
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:

(10) Special Exception to the parking regulations.

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

Section 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 **Section 51A-4.311** minus the number of parking spaces currently not provided due to delta credits, as defined in **Section 51A-4.704(b)(4)(A).** The board of adjustment may impose conditions on the special exception. **Section 51A-4.311(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 resturant 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 resturant 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 special exception automatically and immediately terminates if when the restaurant without drive-in or drive-through service, office, and office/showroom uses are changed or discontinued.
- 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.

April 15, 2025: The Board of Adjustment Panel **A**, at its public hearing held on Tuesday, April 15, 2025, moved to **HOLD** this matter under advisement until **May 20, 2025**.

April 17, 2025: Planning and Development Department Senior Planner emailed the applicant the following information:

- 1:00 p.m., **May 9, 2025**, deadline to submit additional evidence to be incorporated into the board's docket materials.

May 9, 2025: The applicant provided additional documentary evidence.

May 20, 2025: The Board of Adjustment Panel **A**, at its public hearing held on Tuesday, May 20, 2025, moved to **HOLD** this matter under advisement until **June 17, 2025**.

May 21, 2025: Planning and Development Department Senior Planner emailed the applicant the following information:

- 1:00 p.m., **June 6, 2025**, deadline to submit additional evidence to be incorporated into the board's docket materials.

June 5, 2025: The applicant provided additional documentary evidence.

June 17, 2025: The Board of Adjustment Panel **A**, at its public hearing held on Tuesday, June 17, 2025, moved to **HOLD** this matter under advisement until **July 15, 2025**.

June 18, 2025: Planning and Development Department Senior Planner emailed the applicant the following information:

- 1:00 p.m., **July 3, 2025**, deadline to submit additional evidence to be incorporated into the board's docket materials.

July 2, 2025: The applicant provided additional documentary evidence.

Speakers:

For: Jonathan Vinson, 1807 Ross Ave, Suite 440, Dallas TX 75201
Lloyd Denham, 2928 Westminster, Dallas TX 75205

Against: No Speakers

Motion
I move that the Board of Adjustment, in Appeal No. BDA 245-049, **hold this matter under advisement** until **July 15, 2025** per the applicant's request.

Maker:	David Neumann					
Second:	Michael Dorn					
Results:	3-1					Motion to hold under advisement
		Ayes:	-		3	David A. Neumann, Rachel Hayden, Jay Narey
		Against:	-		1	Michael Hopkovitz

10. 1500 DRAGON STREET
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:

(11) Special exception to the parking regulations.

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

Section 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 **Section 51A-4.311** minus the number of parking spaces currently not provided due to delta credits, as defined in **Section 51A-4.704(b)(4)(A).** The board of adjustment may impose conditions on the special exception. **Section 51A-4.311(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 resturant 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 Street 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 special exception automatically and immediately terminates if when the restaurant without drive-in or drive-through service, office, office/showroom, and commercial amusement (inside) (event center) uses are changed or discontinued.

- 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.

April 15, 2025: The Board of Adjustment Panel **A**, at its public hearing held on Tuesday, April 15, 2025, moved to **HOLD** this matter under advisement until **May 20, 2025**.

April 17, 2025: Planning and Development Department Senior Planner emailed the applicant the following information:

- 1:00 p.m., **May 9, 2025**, deadline to submit additional evidence to be incorporated into the board's docket materials.

May 9, 2025: The applicant provided additional documentary evidence.

May 20, 2025: The Board of Adjustment Panel **A**, at its public hearing held on Tuesday, May 20, 2025, moved to **HOLD** this matter under advisement until **June 17, 2025**.

May 21, 2025: Planning and Development Department Senior Planner emailed the applicant the following information:

- 1:00 p.m., **June 6, 2025**, deadline to submit additional evidence to be incorporated into the board's docket materials.

June 5, 2025: The applicant provided additional documentary evidence.

June 17, 2025: The Board of Adjustment Panel **A**, at its public hearing held on Tuesday, June 17, 2025, moved to **HOLD** this matter under advisement until **July 15, 2025**.

June 18, 2025: Planning and Development Department Senior Planner emailed the applicant the following information:

- 1:00 p.m., **July 3, 2025**, deadline to submit additional evidence to be incorporated into the board's docket materials.

July 2, 2025: The applicant provided additional documentary evidence.

Speakers:

For: Jonathan Vinson, 1807 Ross Ave, Suite 440, Dallas TX 75201
Lloyd Denham, 2928 Westminster, Dallas TX 75205
Adam Hammack, 1807 Ross Ave, Suite 440, Dallas TX 75201

Against: No Speakers

Motion
I move that the Board of Adjustment, in Appeal No. BDA 245-050, **hold this matter under advisement** until **July 15, 2025** per the applicant's request.

Maker:	David Neumann					
Second:	Michael Dorn					
Results:	3-1					Motion to hold under advisement
		Ayes:	-		3	David A. Neumann, Rachel Hayden, Jay Narey
		Against:	-		1	Michael Hopkovitz

ADJOURNMENT

After all business of the Board of Adjustment had been considered, Chairman Neumann entertained a motion to adjourn at 4:52 p.m.

Maker:	Michael Dorn				
Second:	Kathleen Davis				
Result:	4-0 Unanimously				Motion to adjourn

_____ _____
Required Signature: Date
Mary Williams, Board Secretary
Planning & Development Department

_____ _____
Required Signature: Date
Dr. Kameka Miller-Hoskins, Board Coordinator
Planning & Development Department

_____ _____
Required Signature: Date
David A. Neumann, Chairman
Board of Adjustment

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:

Section 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 **Section 51A-4.311** minus the number of parking spaces currently not provided due to delta credits, as defined in **Section 51A-4.704(b)(4)(A).** The board of adjustment may impose conditions on the special exception. **Section 51A-4.311(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 resturant 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 resturant 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 special exception automatically and immediately terminates if when the restaurant without drive-in or drive-through service, office, and office/showroom uses are changed or discontinued.
- 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.

April 15, 2025: The Board of Adjustment Panel **A**, at its public hearing held on Tuesday, April 15, 2025, moved to **HOLD** this matter under advisement until **May 20, 2025**.

April 17, 2025: Planning and Development Department Senior Planner emailed the applicant the following information:

- 1:00 p.m., **May 9, 2025**, deadline to submit additional evidence to be incorporated into the board's docket materials.

May 9, 2025: The applicant provided additional documentary evidence.

May 20, 2025: The Board of Adjustment Panel **A**, at its public hearing held on Tuesday, May 20, 2025, moved to **HOLD** this matter under advisement until **June 17, 2025**.

May 21, 2025: Planning and Development Department Senior Planner emailed the applicant the following information:

- 1:00 p.m., **June 6, 2025**, deadline to submit additional evidence to be incorporated into the board's docket materials.

June 5, 2025: The applicant provided additional documentary evidence.

June 17, 2025: The Board of Adjustment Panel **A**, at its public hearing held on Tuesday, June 17, 2025, moved to **HOLD** this matter under advisement until **July 15, 2025**.

June 18, 2025: Planning and Development Department Senior Planner emailed the applicant the following information:

- 1:00 p.m., **July 3, 2025**, deadline to submit additional evidence to be incorporated into the board's docket materials.

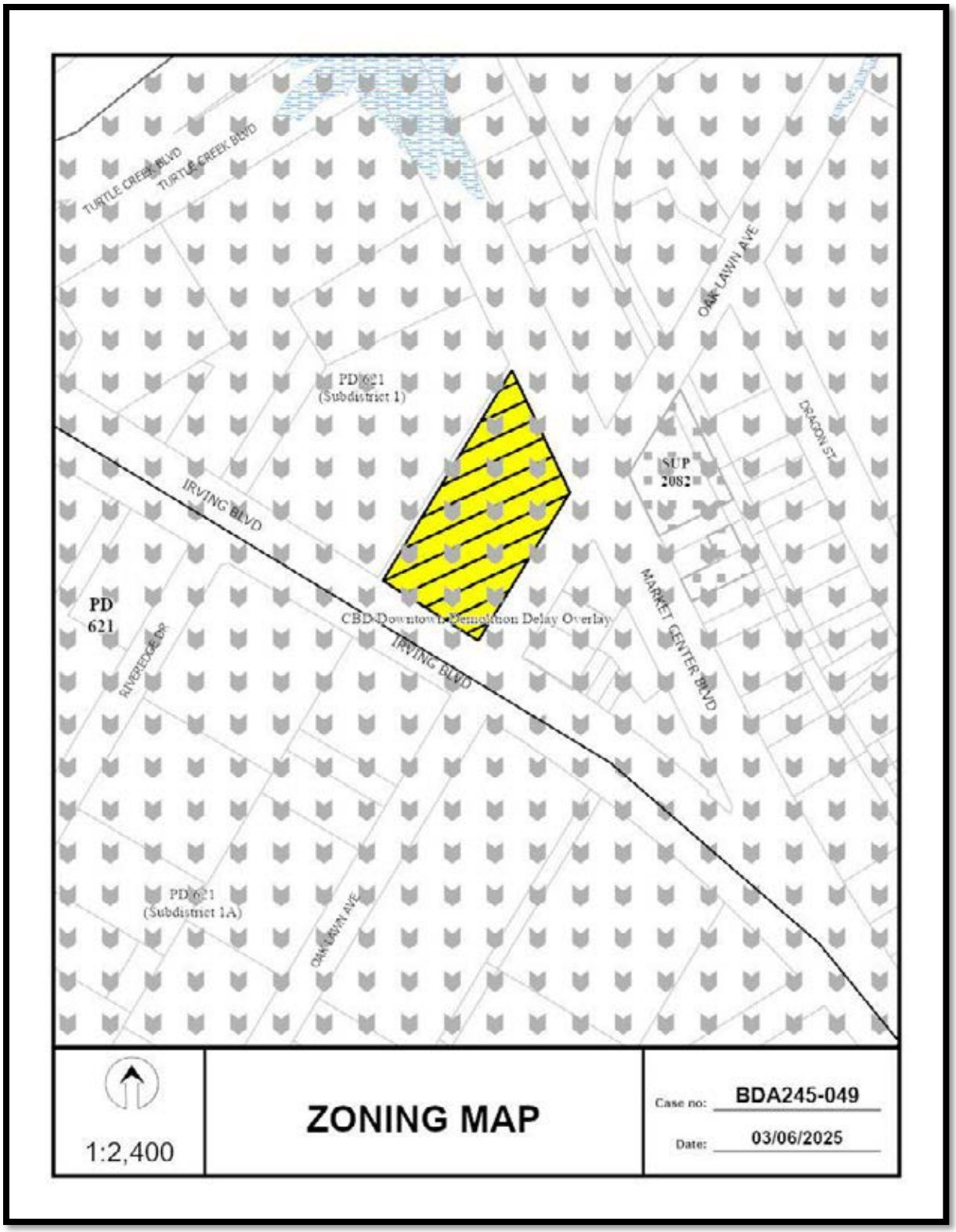
July 2, 2025: The applicant provided additional documentary evidence.

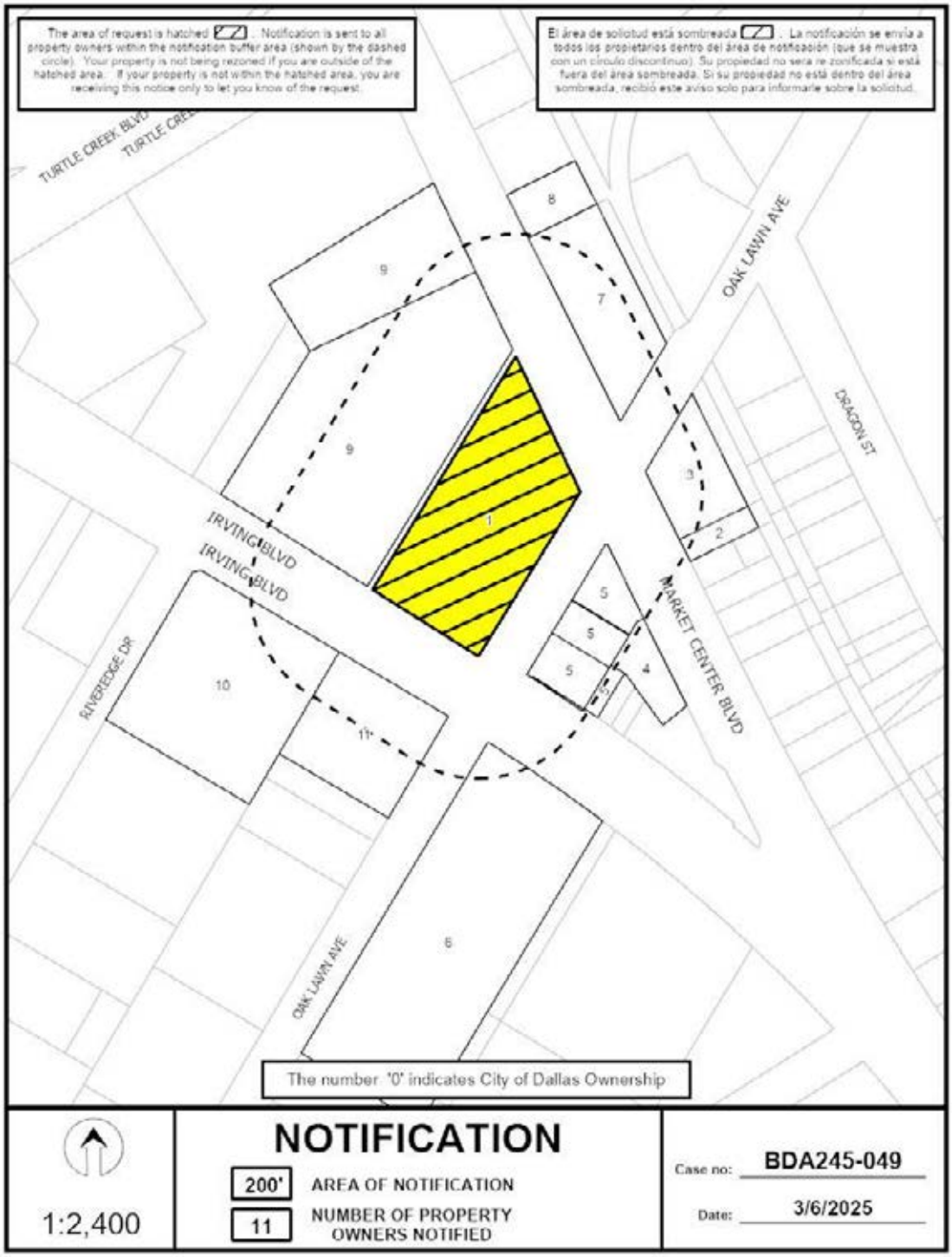
1:2,400

AERIAL MAP

Case no: BDA245-049

Date: 03/06/2025


TURTLE CREEK BLVD
TURTLE CREEK BLVD
OAK LAWN AVE
DISACON ST
PD 621
(Subdistrict 1)
SUP
2082
IRVING BLVD
PD
621
CBD-Downtown 1-Demolition Delay Overlay
IRVING BLVD
MARKET CENTER BLVD
RIVERFOREST DR
PD 621
(Subdistrict 1A)
OAK LAWN AVE
1:2,400
ZONING MAP
Case no: BDA245-049
Date: 03/06/2025


The area of request is hatched. Notification is sent to all property owners within the notification buffer area (shown by the dashed circle). Your property is not being rezoned if you are outside of the hatched area. If your property is not within the hatched area, you are receiving this notice only to let you know of the request.
El área de solicitud está sombreada. La notificación se envía a todos los propietarios dentro del área de notificación (que se muestra con un círculo discontinuo). Su propiedad no será re zonificada si está fuera del área sombreada. Si su propiedad no está dentro del área sombreada, recibió este aviso solo para informarle sobre la solicitud.
TURTLE CREEK BLVD
OAK LAWN AVE
DRAGON ST
IRVING BLVD
RIVEREDGE DR
MARKET CENTER BLVD
The number '0' indicates City of Dallas Ownership
NOTIFICATION
200'
AREA OF NOTIFICATION
11
NUMBER OF PROPERTY OWNERS NOTIFIED
1:2,400
Case no: BDA245-049
Date: 3/6/2025

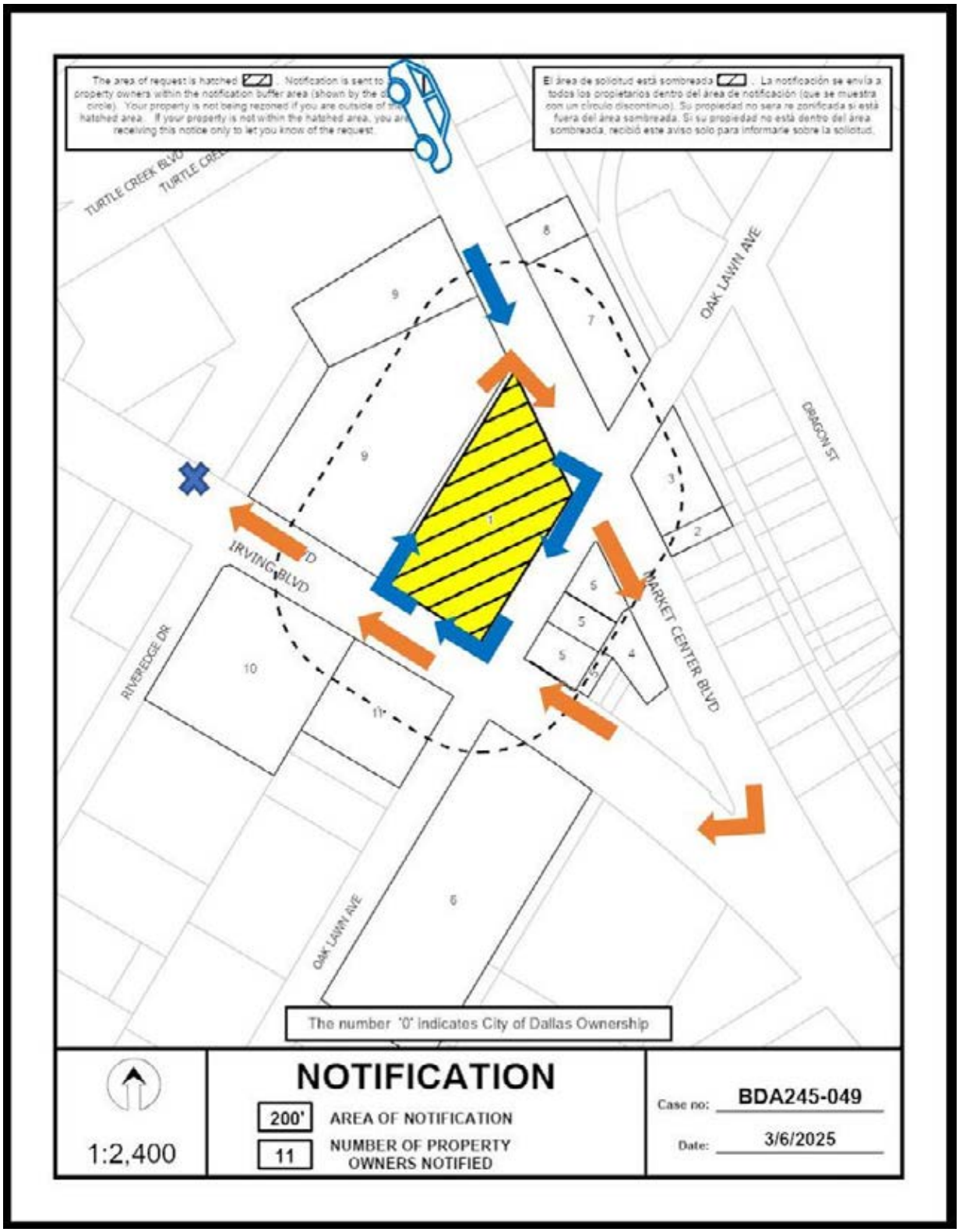
Notification List of Property Owners

BDA245-049

11 Property Owners Notified

Label #	*Address*		*Owner*
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, JULY 15, 2025**

BRIEFING: **10:30 a.m.** via **Videoconference and in 6EN COUNCIL CHAMBERS** at Dallas City Hall, 1500 Marilla Street https://bit.ly/boa0715

HEARING: **1:00 p.m. Videoconference and in 6EN COUNCIL CHAMBERS** at Dallas City Hall, 1500 Marilla Street https://bit.ly/boa0715

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 June 17, 2025**.

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 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, July 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.

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

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

APPLICATION/APPEAL TO THE BOARD OF ADJUSTMENT

Case No.: BDA 245-049

Date: FEB 25 2025

FOR OFFICE USE ONLY

Data Relative to Subject Property:

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 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 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

JOYLYN MARIE ADKINS
Notary Public, State of Texas
Comm. Expires 06-29-2028
Notary ID 1417149

MEMORANDUM OF
ACTION TAKEN BY THE
BOARD OF ADJUSTMENT

Date of Hearing _____

Appeal was--Granted OR Denied

Remarks _____

Chairman

Building Official's Report

I hereby certify that JONATHAN VINSON

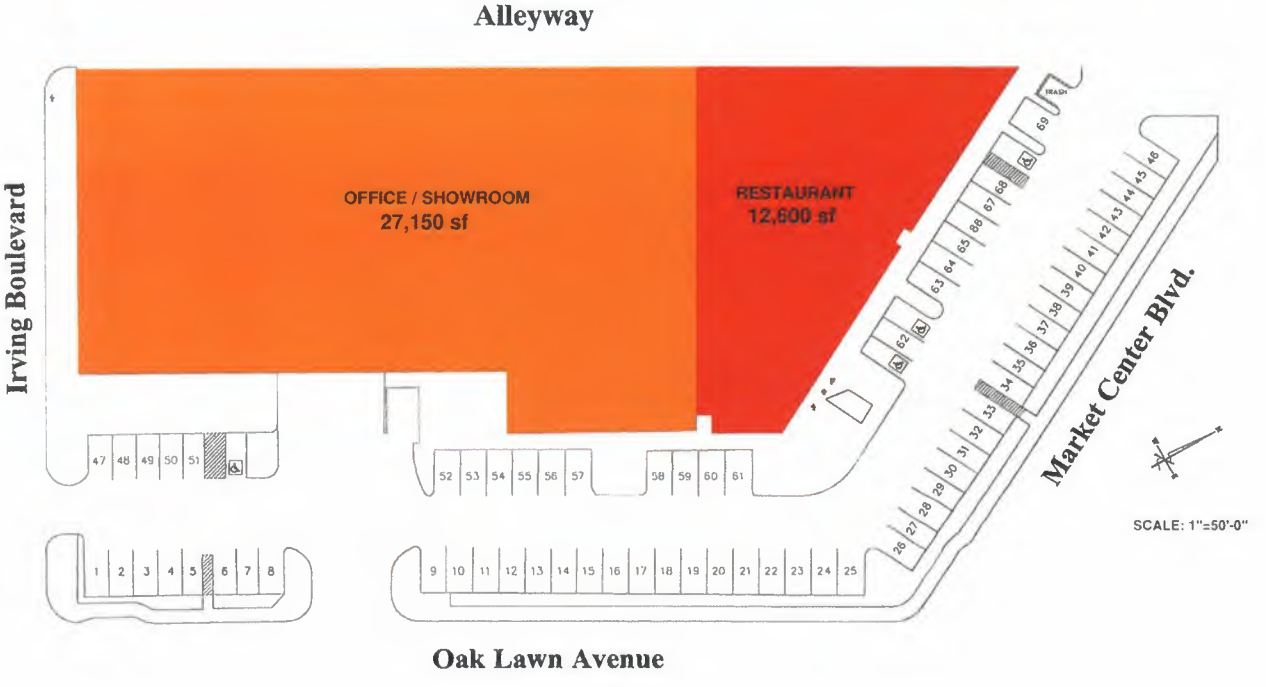
did submit a request for (1) a special exception to the parking regulations

at 1201 Oak Lawn Ave.

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.

Sincerely,

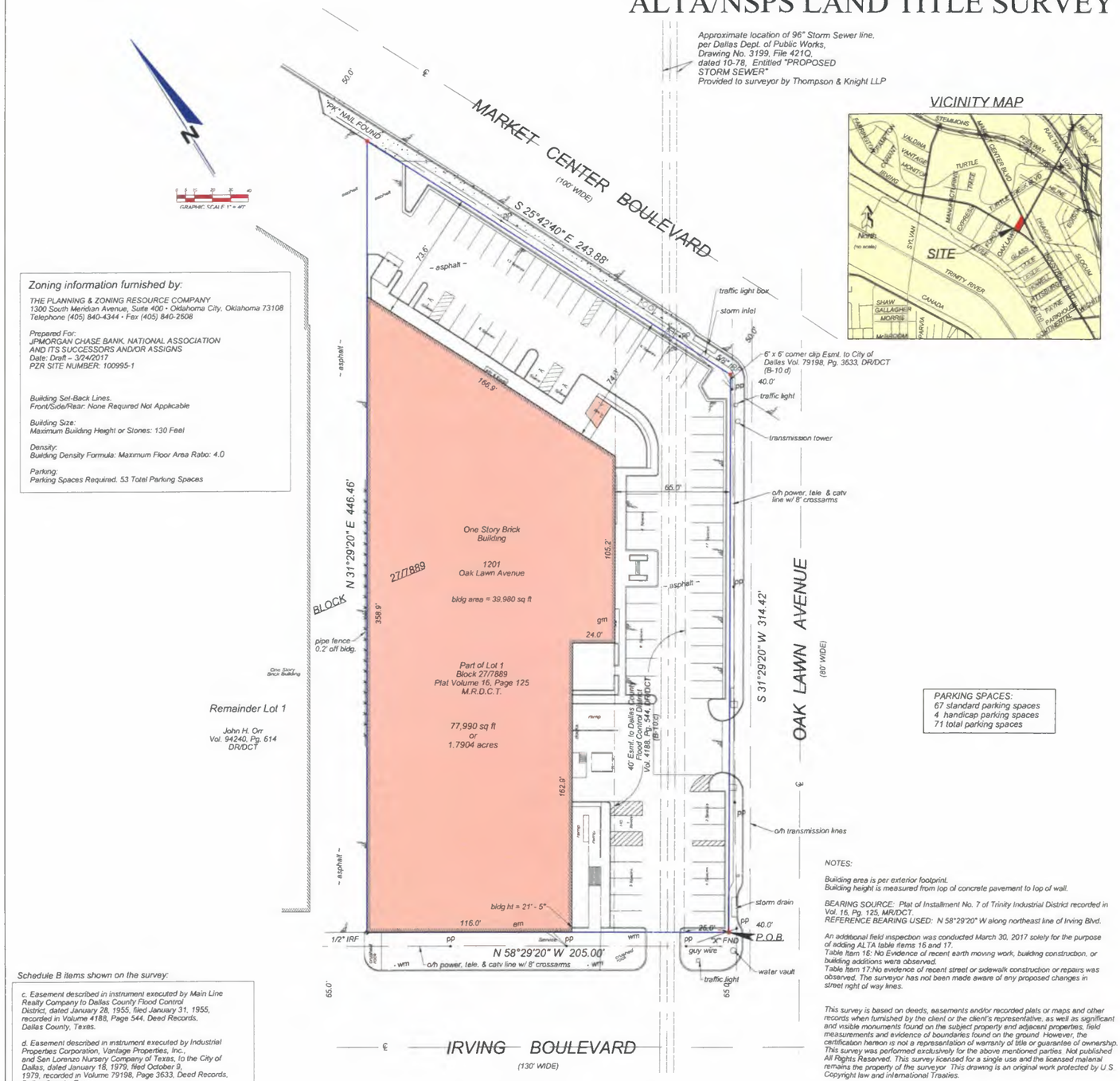
M. Samuell Eskander, PE



1201 Oak Lawn Avenue
Parking Spaces

Parking Counts
69 Regular Spaces
4 Handicap Spaces
73 Total Parking Spaces

ALTA/NSPS LAND TITLE SURVEY



Zoning information furnished by:

THE PLANNING & ZONING RESOURCE COMPANY
1300 South Meridian Avenue, Suite 400 • Oklahoma City, Oklahoma 73108
Telephone (405) 840-4344 • Fax (405) 840-2608

Prepared For:
JPMORGAN CHASE BANK, NATIONAL ASSOCIATION
AND ITS SUCCESSORS AND/OR ASSIGNS
Date: Draft – 3/24/2017
PZR SITE NUMBER: 100995-1

Building Set-Back Lines.
Front/Side/Rear: None Required Not Applicable

Building Size:
Maximum Building Height or Stories: 130 Feet

Density:
Building Density Formula: Maximum Floor Area Ratio: 4.0

Parking:
Parking Spaces Required. 53 Total Parking Spaces

PROPERTY DESCRIPTION:

BEING a part of Lot 1 in Block 27/7889 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 (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

STATE OF TEXAS REGISTERED W.R. LEE 2038 PROFESSIONAL LAND SURVEYOR

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

PARKING SPACES:
67 standard parking spaces
4 handicap parking spaces
71 total parking spaces

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 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.

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

Schedule B items shown on the survey:

c. Easement described in instrument executed by Main Line Realty Company to Dallas County Flood Control District, dated January 28, 1955, filed January 31, 1955, recorded in Volume 4188, Page 544, Deed Records, Dallas County, Texas.

d. Easement described in instrument executed by Industrial Properties Corporation, Vantage Properties, Inc., and San Lorenzo Nursery Company of Texas, to the City of Dallas, dated January 18, 1979, filed October 9, 1979, recorded in Volume 79198, Page 3633, Deed Records, Dallas County, Texas.

Easements and Building Lines shown are per plat, unless otherwise shown. D.U.E. = drainage & utility easement U.E. = utility easement D.E. = drainage easement B.L. = building line

LEGEND OF SYMBOLS — IRS - Iron Rod Set; IRF - Iron Rod Found; gm - Gas Meter; em - Electric Meter; wm - Water Meter; pp - Power Pole; lp - Light Pole; fh - Fire Hydrant; mh - Man Hole; sc - Sewer Cleanout; Fence Line; Boundary Line; Bldg. Line; Center Line; Easement Line; Utility Line

SHIELDS&LEE
SURVEYORS
1421 FERNDALE AVENUE DALLAS TEXAS 75224
PH: (214) 942-8496 www.shieldsandlee.com
TBPLS 10017000

Copyright © 2017 by W.R. Lee, All Rights Reserved

1201 Oak Lawn Avenue
City of Dallas, Dallas County, Texas

Drawn by wrl
Job No. X36255

BDA245-049

Jackson Walker LLP

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

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.

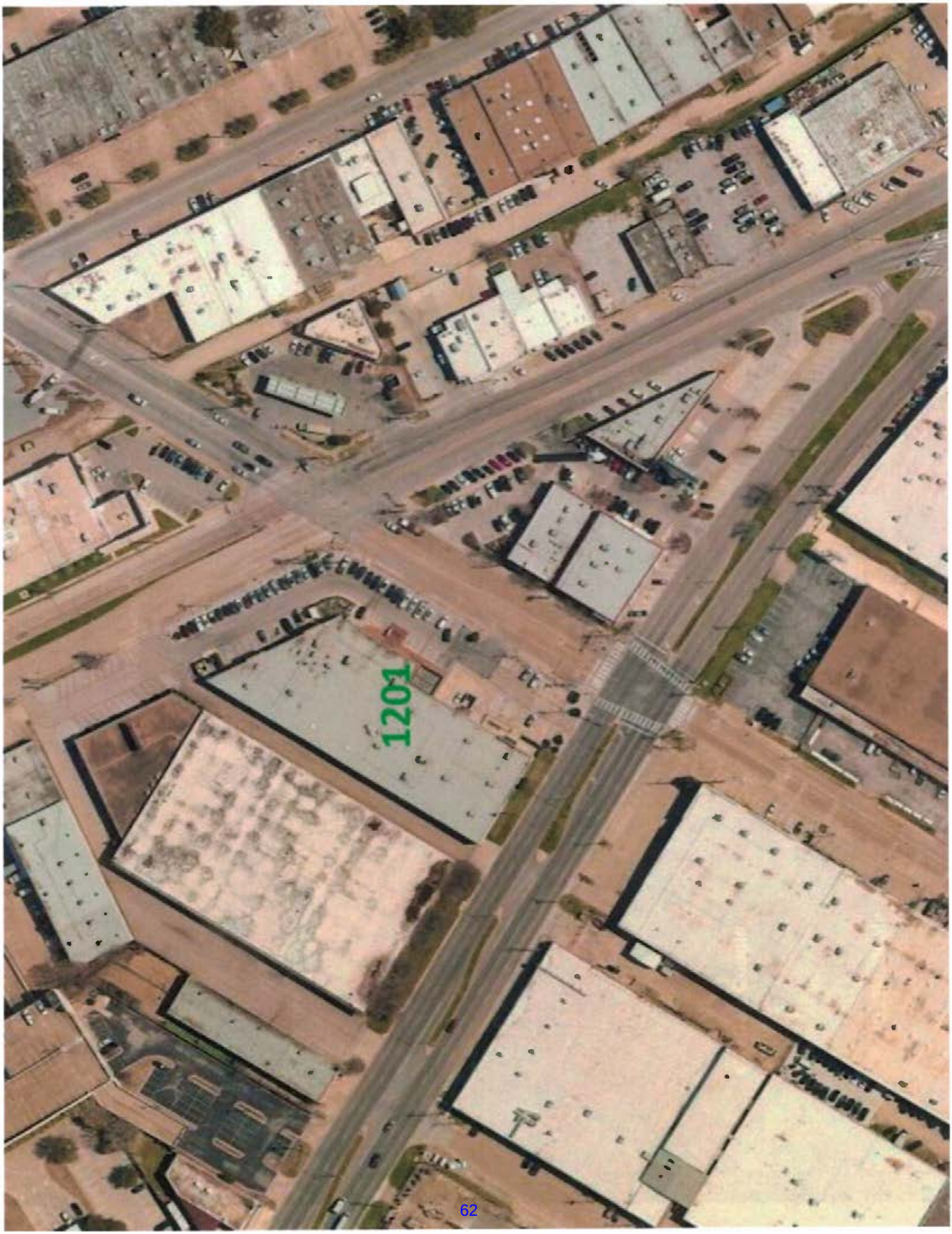
Since this request clearly meets the Development Code and P.D. 621 standards for approval, we will respectfully be asking that you *approve* our request. We look forward to appearing before you and answering any questions you might have, and we appreciate your time and consideration.

Very truly yours,

Jonathan G. Vinson

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

Edison St
Slocum St
Decorative Ctr
Dragon St
Market Center Blvd
Oak Lawn Ave
Irving Blvd
Market Center Blvd
Turtle Creek Blvd
Irving Blvd
Riverside Dr


1201

Market Center
11

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

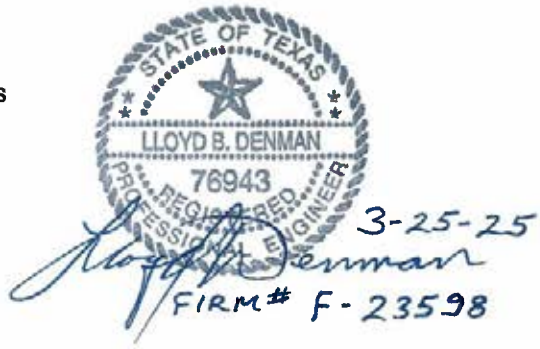
Therefore, 135 is the parking requirement for 1201 Oak Lawn

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**

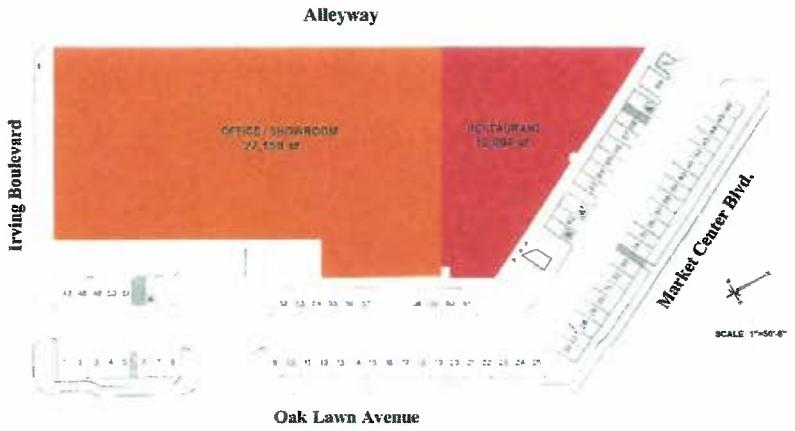
Introduction

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



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

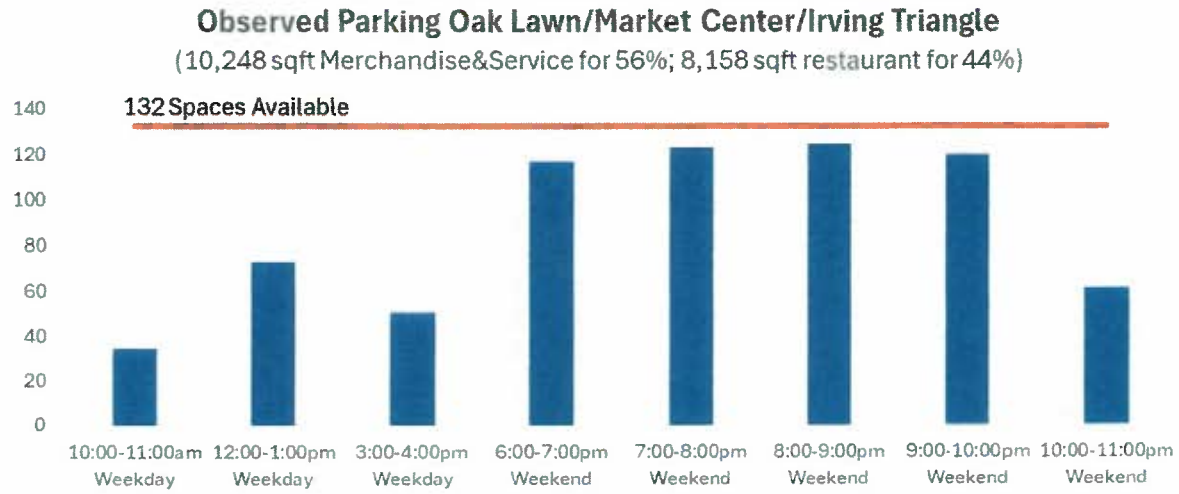
The creators of PD 621 utilized good foresight for the zoning regulations back in 2002 realizing that the old parking minimums required for certain defined uses are not "one-size fits all". (See **APPENDIX** Articles on Parking) PD 621 allows for the accommodation of denser urban living that is less "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

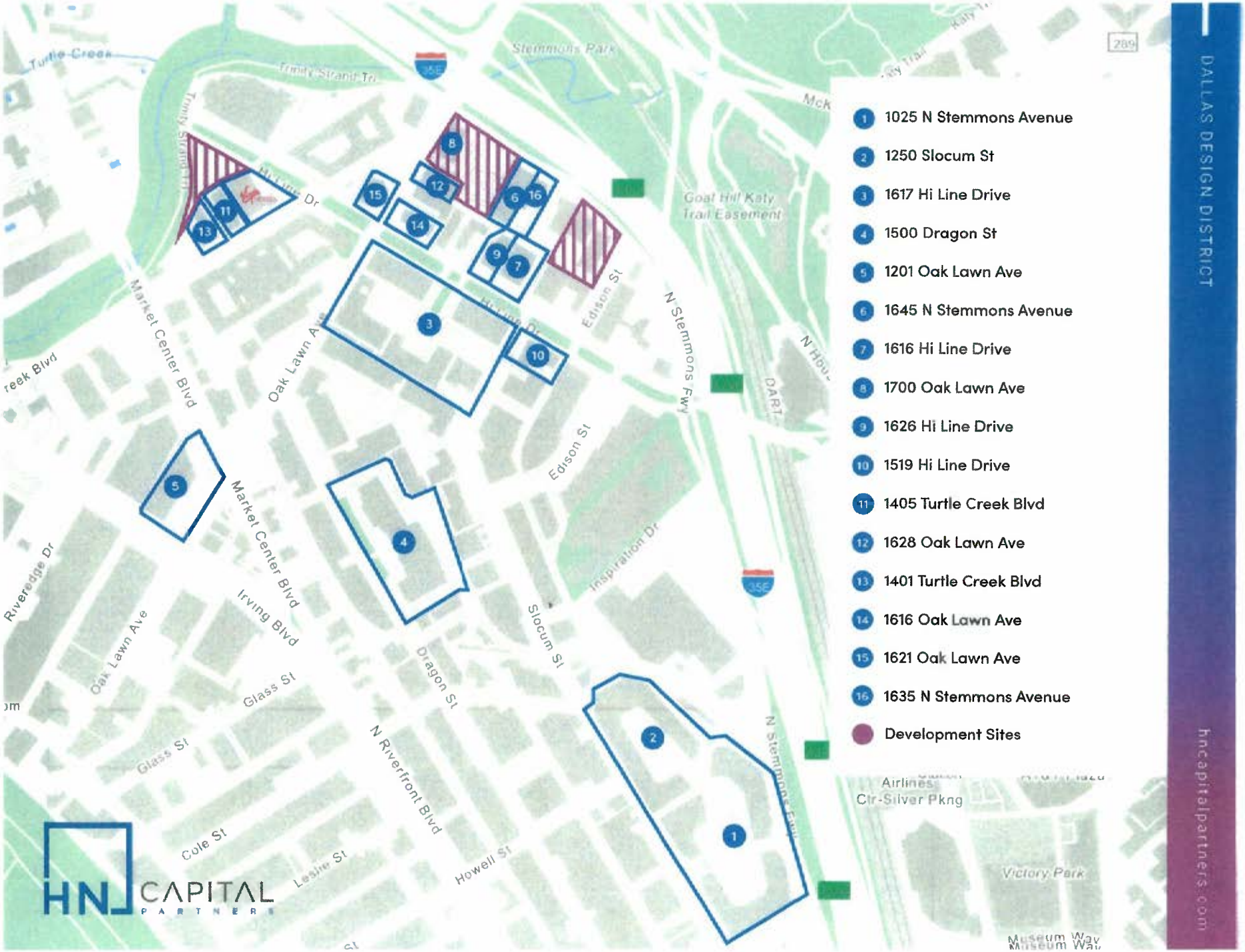
The parking reduction request is also supported by a walkability analysis of nearby residential units and current urban trend uses of alternative modes of transportation like walking, bicycling, and Uber/Alto. (See **APPENDIX** Walkability Study.) Note that the City of Dallas is currently considering 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


1 1025 N Stemmons Avenue
2 1250 Slocum St
3 1617 Hi Line Drive
4 1500 Dragon St
5 1201 Oak Lawn Ave
6 1645 N Stemmons Avenue
7 1616 Hi Line Drive
8 1700 Oak Lawn Ave
9 1626 Hi Line Drive
10 1519 Hi Line Drive
11 1405 Turtle Creek Blvd
12 1628 Oak Lawn Ave
13 1401 Turtle Creek Blvd
14 1616 Oak Lawn Ave
15 1621 Oak Lawn Ave
16 1635 N Stemmons Avenue
Development Sites
DALLAS DESIGN DISTRICT
hncapitalpartners.com
HN CAPITAL PARTNERS
Turtle Creek
Stemmons Park
Goat Hill Katy Trail Easement
Market Center Blvd
Oak Lawn Ave
Edison St
N Stemmons Fwy
DART
Inspiration Dr
Slocum St
Dragon St
Irving Blvd
Glass St
N Riverfront Blvd
Cole St
Lesher St
Howell St
Riveredge Dr
Victory Park
Museum Way

ASANA PARTNERS

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

Jackson Walker LLP

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.

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,

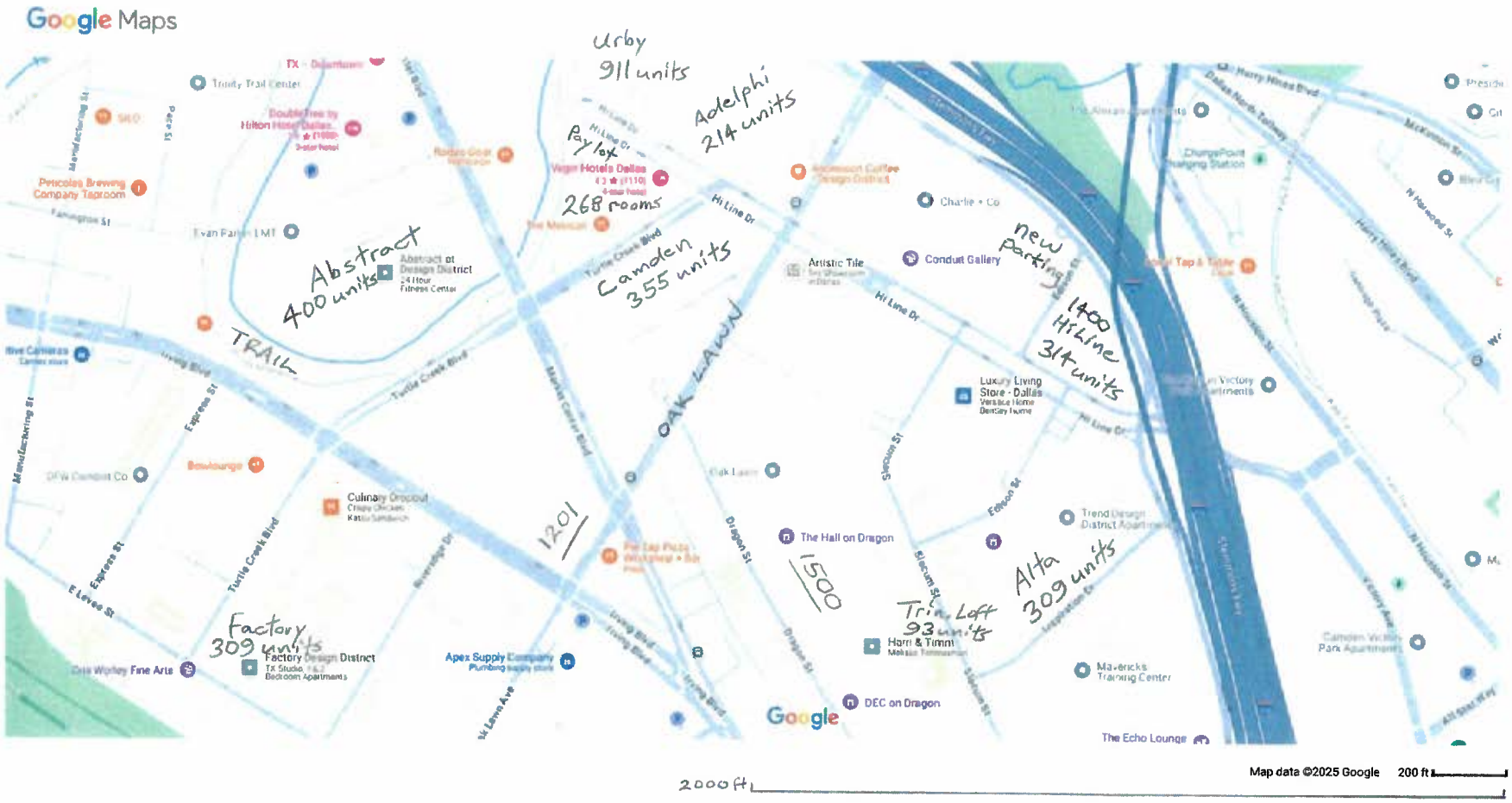
Jonathan G. Vinson

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

U.S. Department of Transportation
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 >

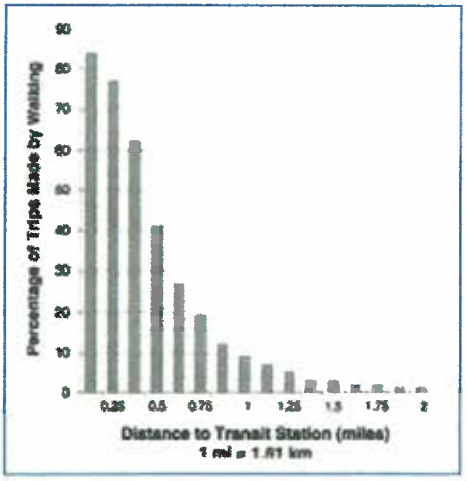
Chapter 4: Actions to Increase the Safety of Pedestrians Accessing Transit

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 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.

PACE
UNIVERSITY
Elisabeth Haub School of Law

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 financers 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

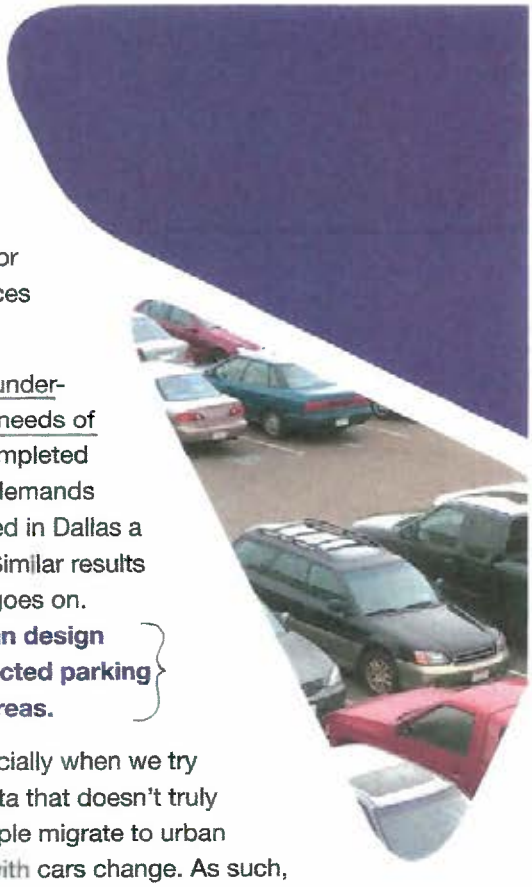
May 2016

Kimley»Horn
Expect More. Experience Better.

Park+
Unlimited Parking Solutions

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 underrepresented 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.

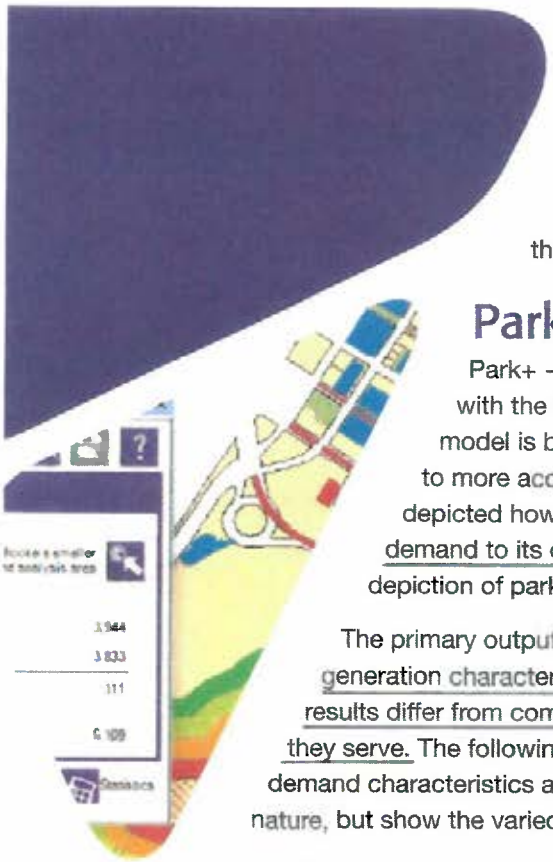
Too much parking tends to be an expensive endeavor. In today's world where more and more parking is found in consolidated structures, the cost to build a single space can range from $8,000 to $40,000, or more. This price is astronomical and is a primary contributing reason that rents are increasing and the cost of living in urban areas is skyrocketing. In King County[1], 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 planner[2] 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 • 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		

Jackson Walker LLP

Jonathan Vinson
(214) 953-5941 (Direct Dial)
jvinson@jw.com

May 9, 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; and BDA 245-050; Parking Special Exception; 1500 Dragon Street.

Dear Members of the Board of Adjustment:

I. Introduction. This letter is intended to supplement the information we provided to you, through the City Staff, previously on our two above-referenced requests. While we would refer you back to our previous letters and information packets on these cases, we wanted to provide you, in a concise format, with some additional ideas we have on these cases and which we would respectfully ask that you consider at our upcoming May 20 hearings on these cases.

We listened very carefully to the thorough discussion of these items at the April 15 hearings, and we have discussed them further within our team. While we continue to believe that these requests meet the required standard (as discussed below) and merit approval, we have done more work on these and offer the following ideas for your consideration, bearing in mind that Board applications may be approved with conditions, as provided for in the Development Code.

II. Potential Additional Conditions. For **1201 Oak Lawn**, we would reiterate that we control numerous properties in the Design District (map attached, which you have seen previously). We are also in discussions with the ownership of Apex Supply Company at 180 Oak Lawn (a daytime business open only from 7:00 A.M. to 5:00 P.M.), which is only 150 feet away across the Oak Lawn-Irving Boulevard intersection, for the leasing of a number of parking spaces to be determined (aerial photography shows 30 striped spaces on that site), although we maintain that the number of spaces to be provided on site (73 provided, out of 135 required, a 45.9 percent reduction) is more than sufficient.

With respect to our request at **1500 Dragon** (to provide 177 spaces, out of 300 required, a 41.0 percent reduction), DDD Property Holdings, LLC, a related entity, owns the Dallas Design

Center at 1025 North Stemmons/1250 Slocum, which can easily be utilized for overflow/valet parking to serve 1500 Dragon Street as needed. The uses in the Dallas Design Center (site plan attached) are almost entirely daytime, low-parking demand uses, and we can easily "share" parking there for valet service for evening peak uses (restaurants), potentially up to 50 additional spaces. As stated above, HN Capital-related entities also control numerous other Design District properties which can be used for this purpose.

III. <u>Reassessment Condition</u>. In addition, in some parking reduction requests at the Board, a condition has been included to require a follow-up assessment at a specific point in time to determine if the parking reduction is working as planned or if further action is needed. We are amenable to such a condition on each of these cases, and we would suggest an 18 month reassessment target date.

IV. <u>The Special Exception Standard and How We Meet It</u>. 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 requests, as supported by our Analysis, clearly meet all of the criteria for the granting of our special exception request.

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

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. If not for the fact that we are in a P.D., we might not even need to make these requests.

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. Finally, the Applicant owns and manages these properties for the long term, representing a huge investment in the Design District. We need and want for the parking to work for the benefit of all – vacant or dysfunctional space is first and foremost bad for us.

V. Conclusion. The conclusion is clear based on this information that these requests *meet the standard for approval* of parking special exceptions, in that the parking demand generated by the uses do not warrant the number off street parking spaces otherwise required, and the special exceptions will not create a traffic hazard or increase traffic congestion on adjacent or nearby streets.

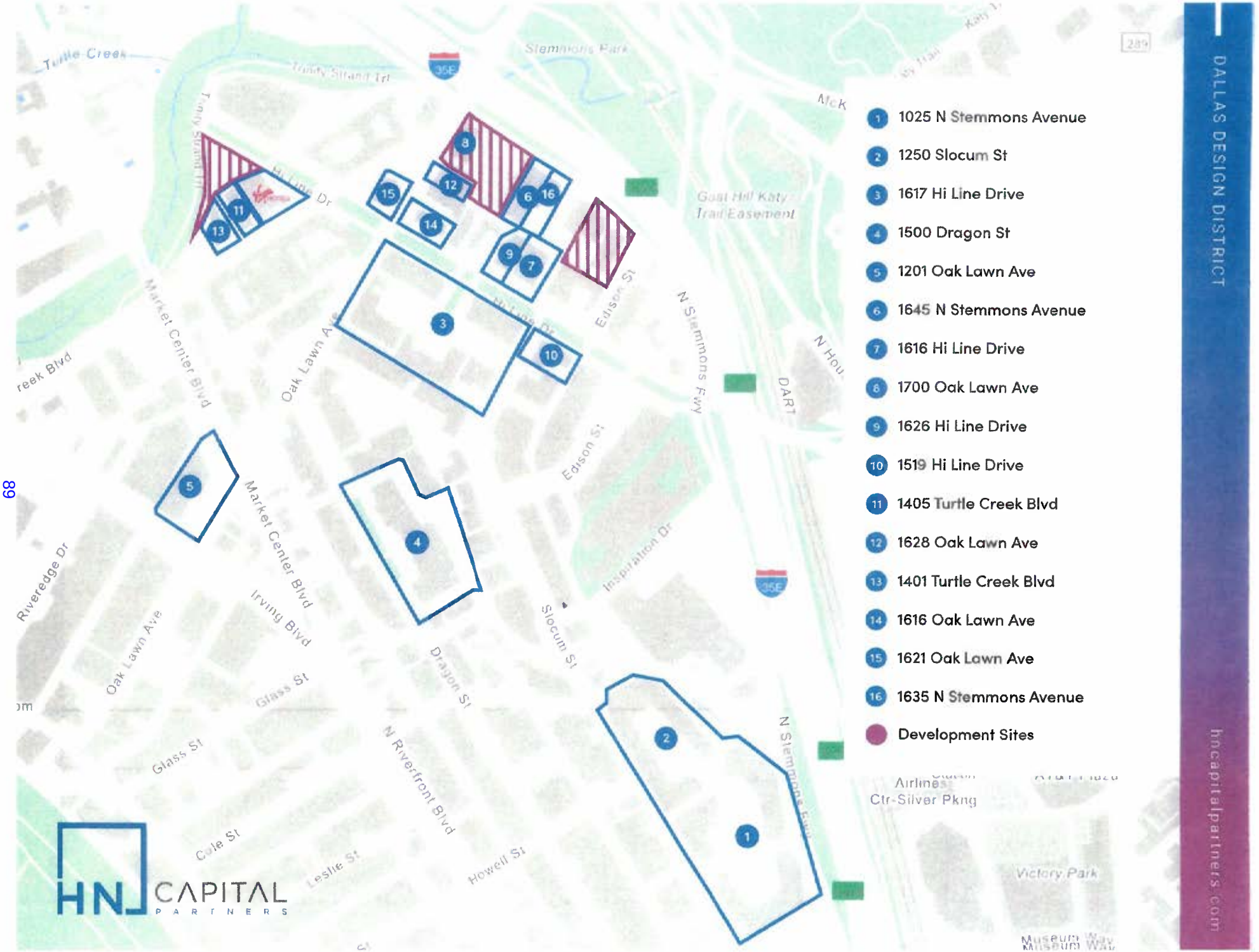
Since these requests clearly meets the Development Code and P.D. 621 standards for approval, we will respectfully be asking that you *approve* our request. We look forward to appearing before you and answering any questions you might have, and we appreciate your time and consideration

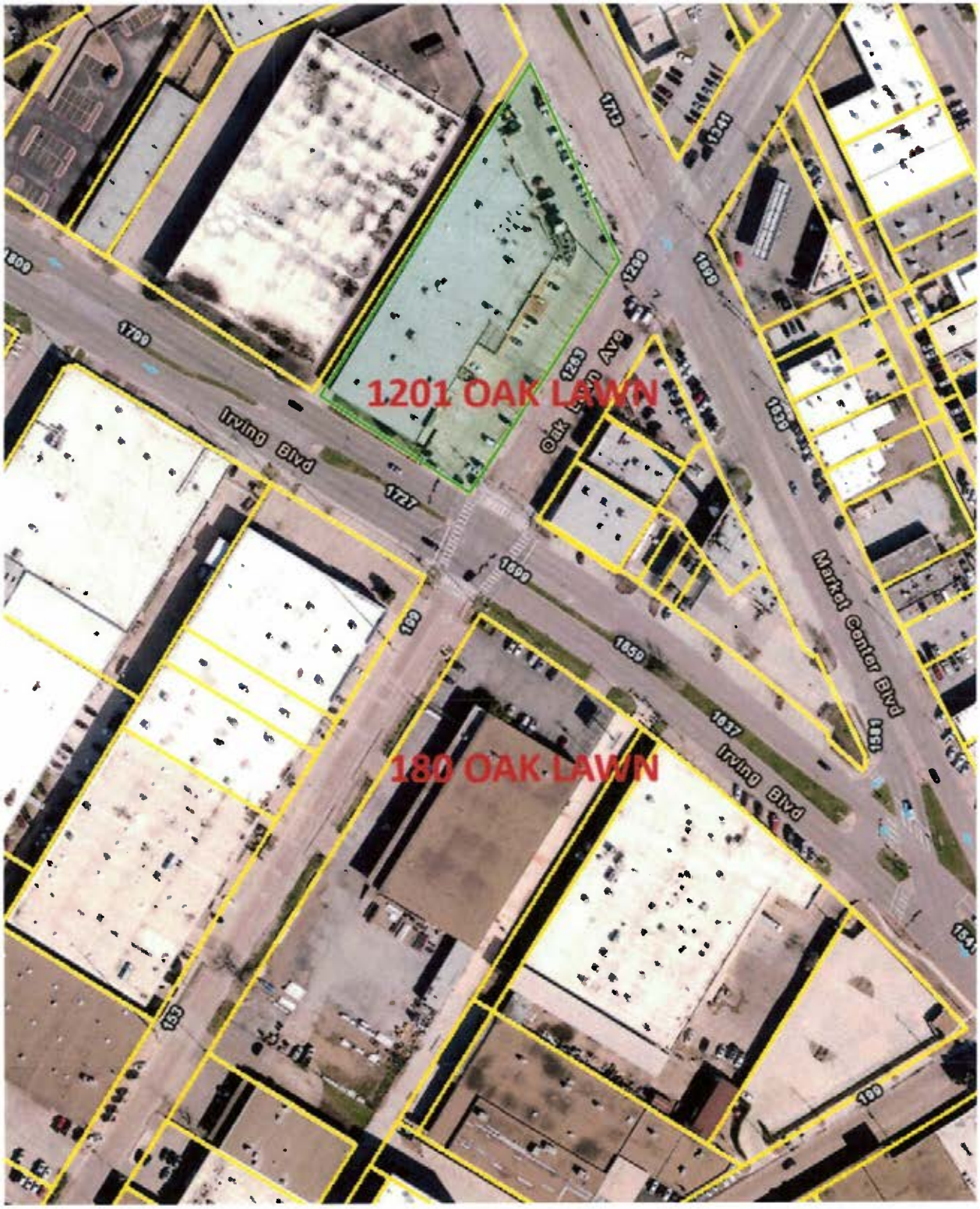
.

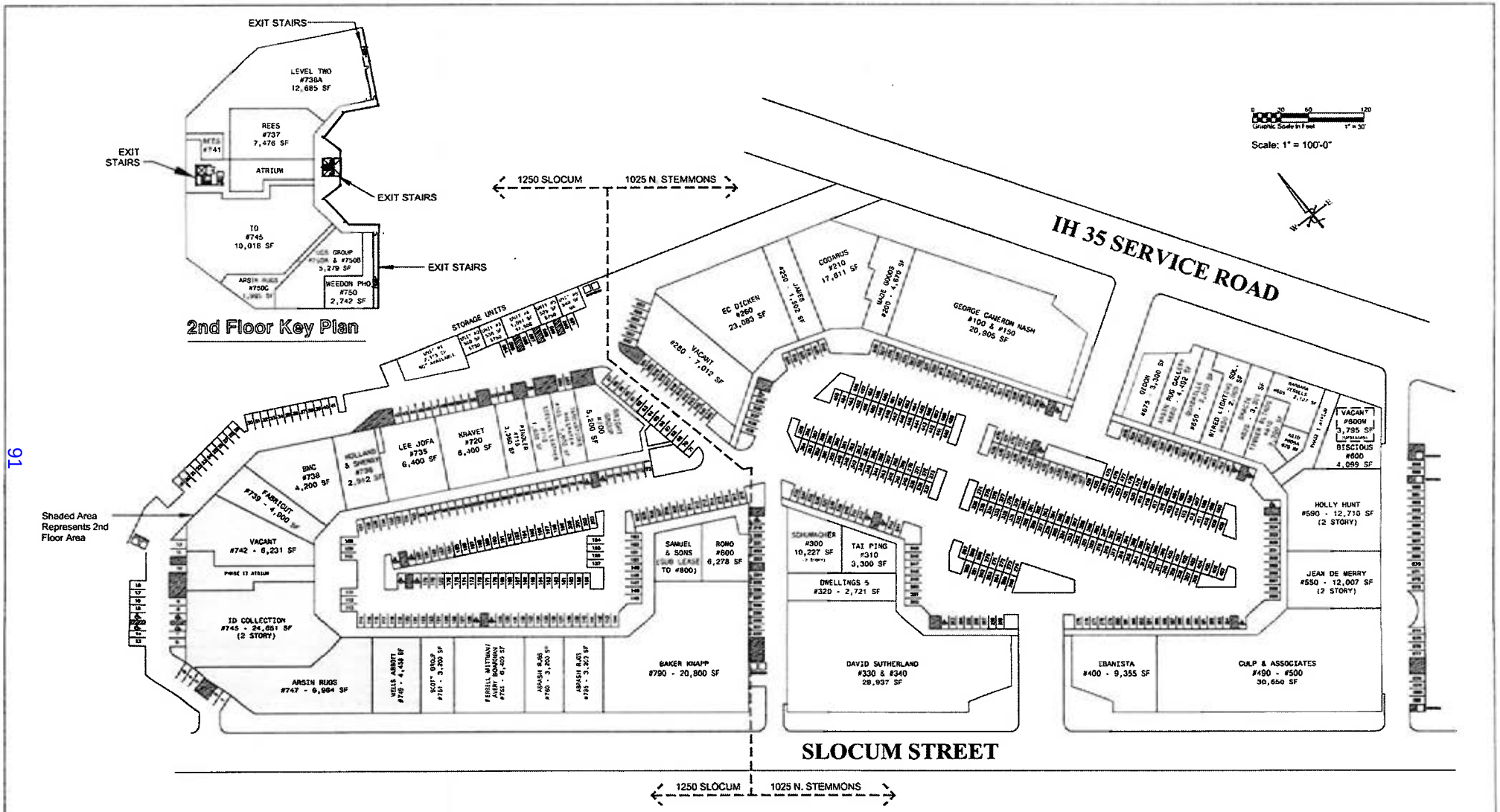
Very truly yours,

Jonathan G. Vinson

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


1 1025 N Stemmons Avenue
2 1250 Slocum St
3 1617 Hi Line Drive
4 1500 Dragon St
5 1201 Oak Lawn Ave
6 1645 N Stemmons Avenue
7 1616 Hi Line Drive
8 1700 Oak Lawn Ave
9 1626 Hi Line Drive
10 1519 Hi Line Drive
11 1405 Turtle Creek Blvd
12 1628 Oak Lawn Ave
13 1401 Turtle Creek Blvd
14 1616 Oak Lawn Ave
15 1621 Oak Lawn Ave
16 1635 N Stemmons Avenue
Development Sites
DALLAS DESIGN DISTRICT
hncapitalpartners.com
HN CAPITAL PARTNERS


1201 OAK LAWN
180 OAK LAWN
Irving Blvd
Oak Lawn Ave
Market Center Blvd
Irving Blvd
1727
1699
1659
1637
1639
1661
1799
1243
1233
199
153



DUNHILL PARTNERS
Commercial Brokerage & Investments

Dallas Design Center
1250 Slocum / 1025 N. Stemmons

Parking Counts
591 Regular Spaces
24 Handicap Spaces
615 Total Parking Spaces

Jackson Walker LLP

Jonathan Vinson
(214) 953-5941 (Direct Dial)
jvinson@jw.com

June 5, 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; and BDA 245-050; Parking Special Exception; 1500 Dragon Street.

Dear Members of the Board of Adjustment:

I. Introduction. This letter is intended to supplement the information we provided to you, through the City Staff, previously on our two above-referenced requests, which were held over from your May 20 meeting, and we would refer you back to our previous letters and information packets on these cases. We continue to assert that both of these requests meet the required standard (as discussed below) and merit approval, but we also offer the following ideas for your consideration, which we respectfully ask that you consider at our upcoming June 17 hearings on these cases.

II. Potential Additional Conditions. For **1201 Oak Lawn Avenue**, we would reiterate that we control numerous properties in the Design District (map attached, which you have seen previously). We are also in discussions with the ownership of Apex Supply Company at 180 Oak Lawn (a daytime business open only from 7:00 A.M. to 5:00 P.M.), which is only 150 feet away across the Oak Lawn-Irving Boulevard intersection, for the leasing of a number of parking spaces to be determined (aerial photography shows 30 striped spaces on that site), although we maintain that the number of spaces to be provided on site (73 provided, out of 135 required, a 45.9 percent reduction) is more than sufficient.

With respect to our request at **1500 Dragon Street** (to provide 177 spaces, out of 300 required, a 41.0 percent reduction), DDD Property Holdings, LLC, a related entity, owns the Dallas Design Center at 1025 North Stemmons/1250 Slocum, which can easily be utilized for

overflow/valet parking to serve 1500 Dragon Street as needed. The uses in the Dallas Design Center (site plan attached) are almost entirely daytime, low-parking demand uses, and we can easily "share" parking there for valet service for evening peak uses (restaurants), potentially up to 50 additional spaces. As stated above, HN Capital-related entities also control numerous other Design District properties which can be used for this purpose.

On both cases, the Applicant has continued to reach out to area neighbors and stakeholders to explain our requests and solicit their input. Included with this letter is a letter strongly supporting our requests provided by Asana Partners, another significant nearby property owner in the Design District, which explains several reasons why they support our requests, and which concludes by saying that *"...the requested reductions are reasonable and support the shared goal of continued improvement, adaptive reuse, and quality development of the Design District"*.

III. <u>Reassessment Condition</u>. In addition, in some parking reduction requests at the Board, a condition has been included to require a follow-up assessment at a specific point in time to determine if the parking reduction is working as planned or if further action is needed. We are amenable to such a condition on each of these cases, and we would be agreeable to a 12-month reassessment target date, as the Board added as a condition on a case decided last month.

IV. <u>The Special Exception Standard and How We Meet It</u>. Although you have previously been provided with the following discussion, we wanted to reiterate it as part of the record specific to this hearing date and to remind you of specifically how we meet the applicable standard.

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 requests, as supported by our Analysis, clearly meet all of the criteria for the granting of our special exception request.

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

In particular, given the City's efforts to update and modernize parking requirements passed by Council on May 14 (and as being 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 projected actual parking demand. If not for the fact that we are in a P.D., we might not even need to make these requests.

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. Finally, the Applicant owns and manages these properties for the long term, representing a huge investment in the Design District. We need and want for the parking to work for the benefit of all – vacant or dysfunctional space is first and foremost bad for us.

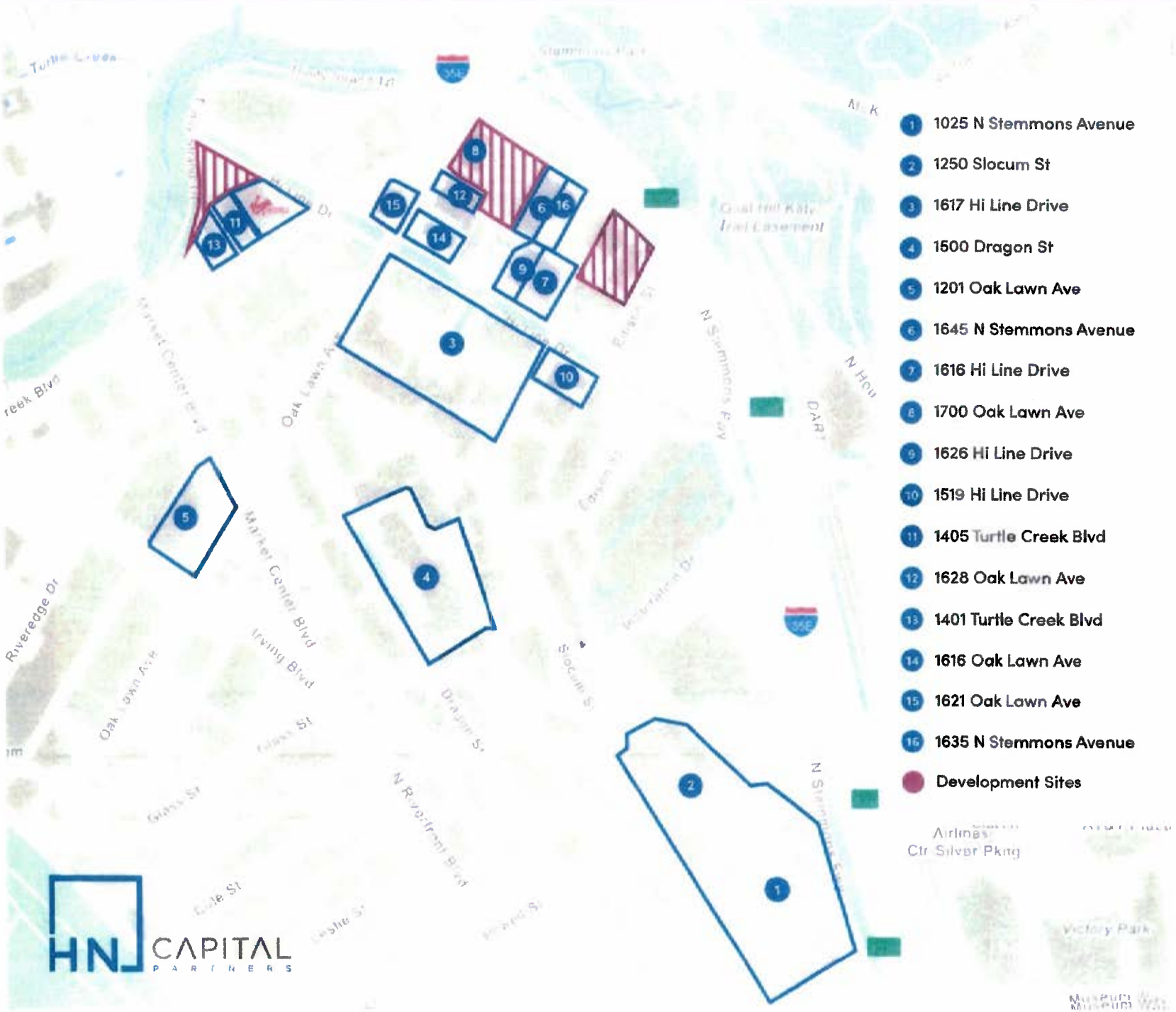
V. **Conclusion.** The conclusion is clear based on this information that both of these requests *meet the standard for approval* of parking special exceptions, in that in each case the parking demand generated by the uses do not warrant the number off street parking spaces otherwise required, and the special exceptions will not create a traffic hazard or increase traffic congestion on adjacent or nearby streets.

Since both of these requests clearly meet the Development Code and P.D. 621 standards for approval, we will respectfully be asking that you *approve* both of our requests. 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

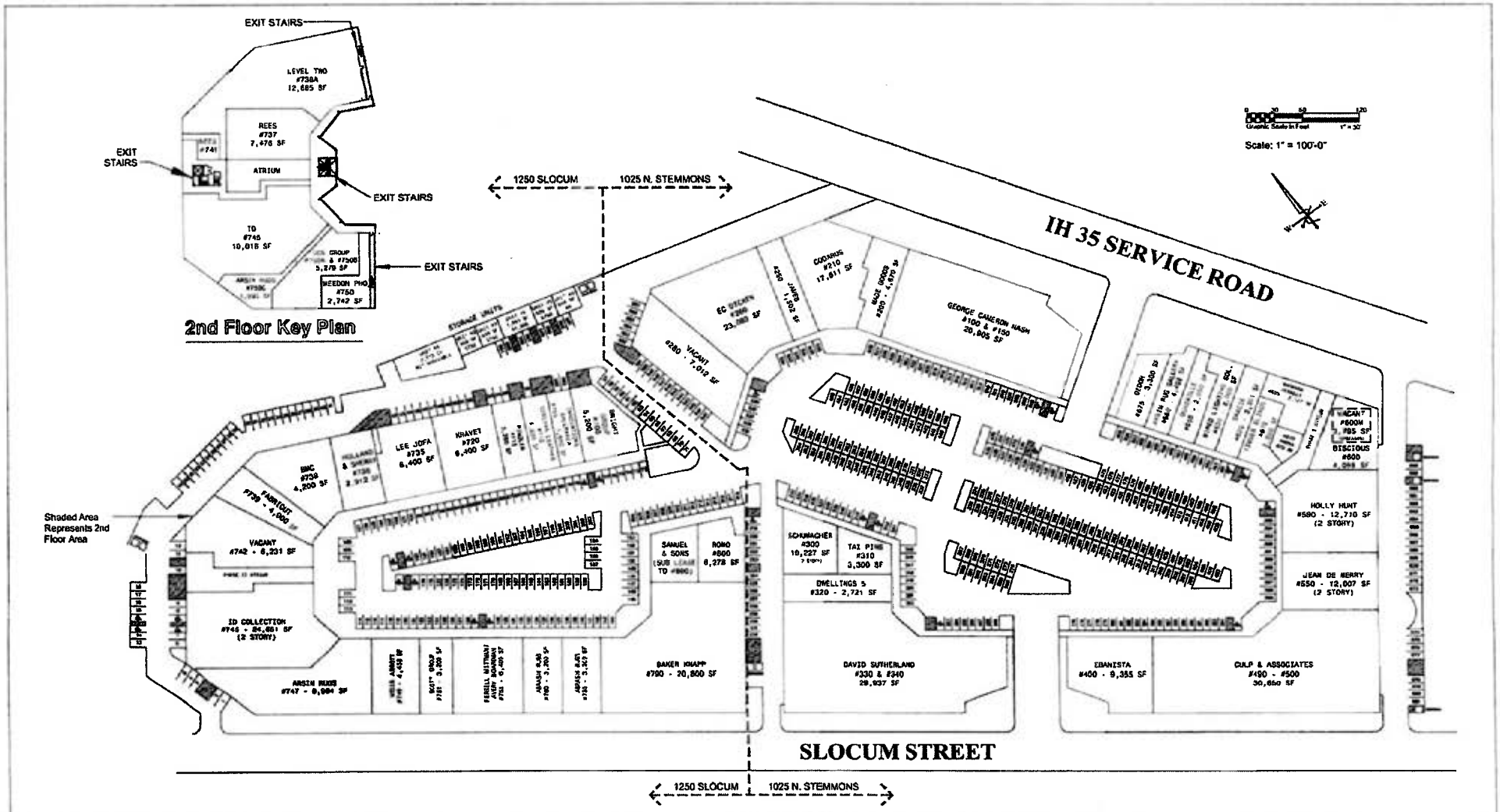


HN CAPITAL PARTNERS

DALLAS DESIGN DISTRICT

hncapitalpartners.com

1201 OAK LAWN
180 OAK LAWN
Irving Blvd
Oak Lawn Ave
Market Center Blvd
Irving Blvd



DUNHILL PARTNERS
Commercial Brokerage & Investments

Dallas Design Center
1250 Slocum / 1025 N. Stemmons

Parking Counts
591 Regular Spaces
24 Handicap Spaces
615 Total Parking Spaces

ASANA PARTNERS

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 , 1500 Dragon

Dear Dr. Miller-Hoskins,

Please accept this support letter for the parking reduction requests at 1616 and 1626 Hi Line, 1617 Hi Line, 1500 Dragon, 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,

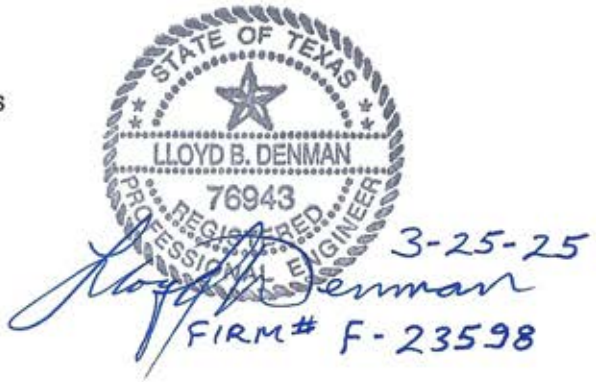
Shyam Patel – Asana Partners
1444 Oak Lawn, LP

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
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	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

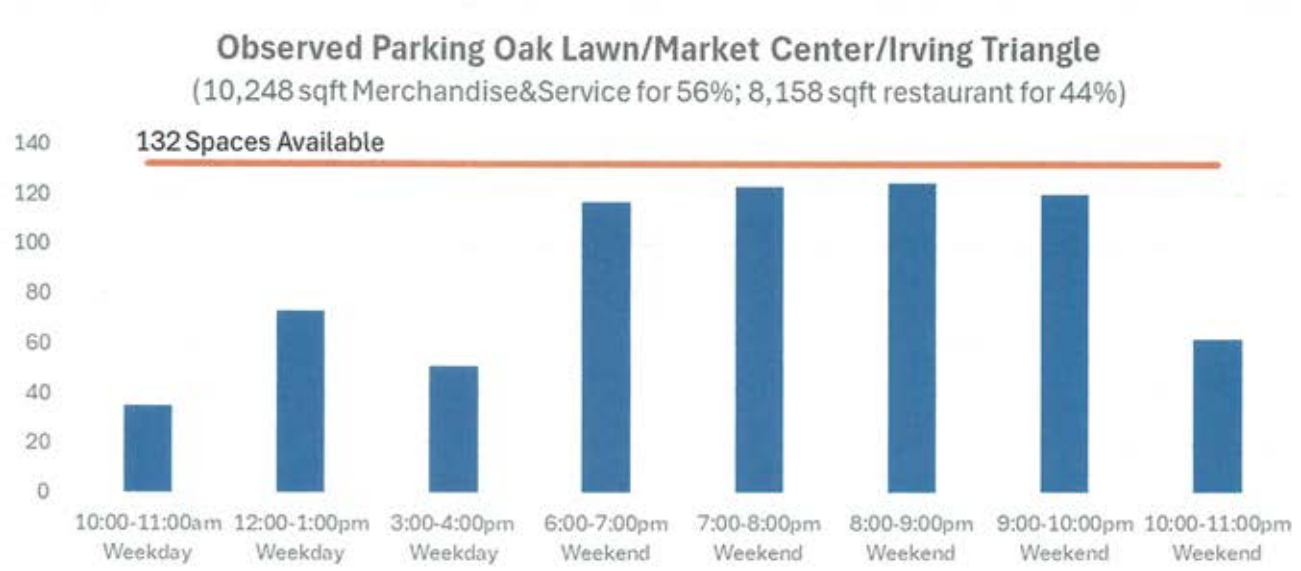
The creators of PD 621 utilized good foresight for the zoning regulations back in 2002 realizing that the old parking minimums required for certain defined uses are not "one-size fits all". (See **APPENDIX** Articles on Parking) PD 621 allows for the accommodation of denser urban living that is less "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)

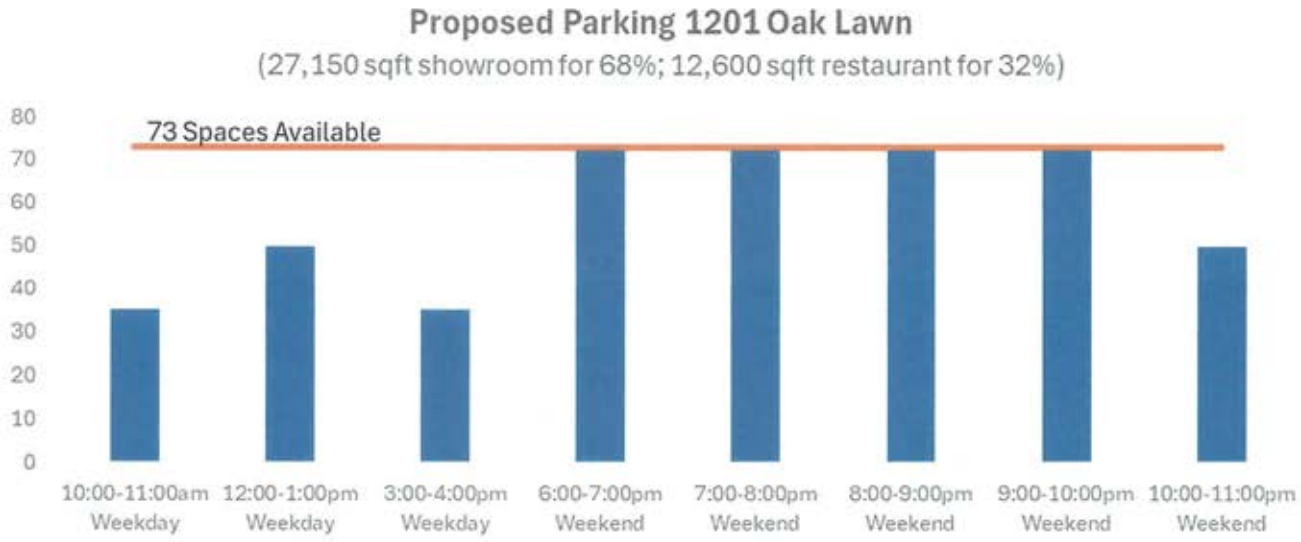
Exhibit 3, on the next page, illustrates observed parking during peak use times in October of 2024 for 1212 Oak Lawn and 1617 Market Center, a triangular shaped property, which has the Pie Tap and Town Hearth restaurants. The exhibit is annotated with comments about the observed parking data and what 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

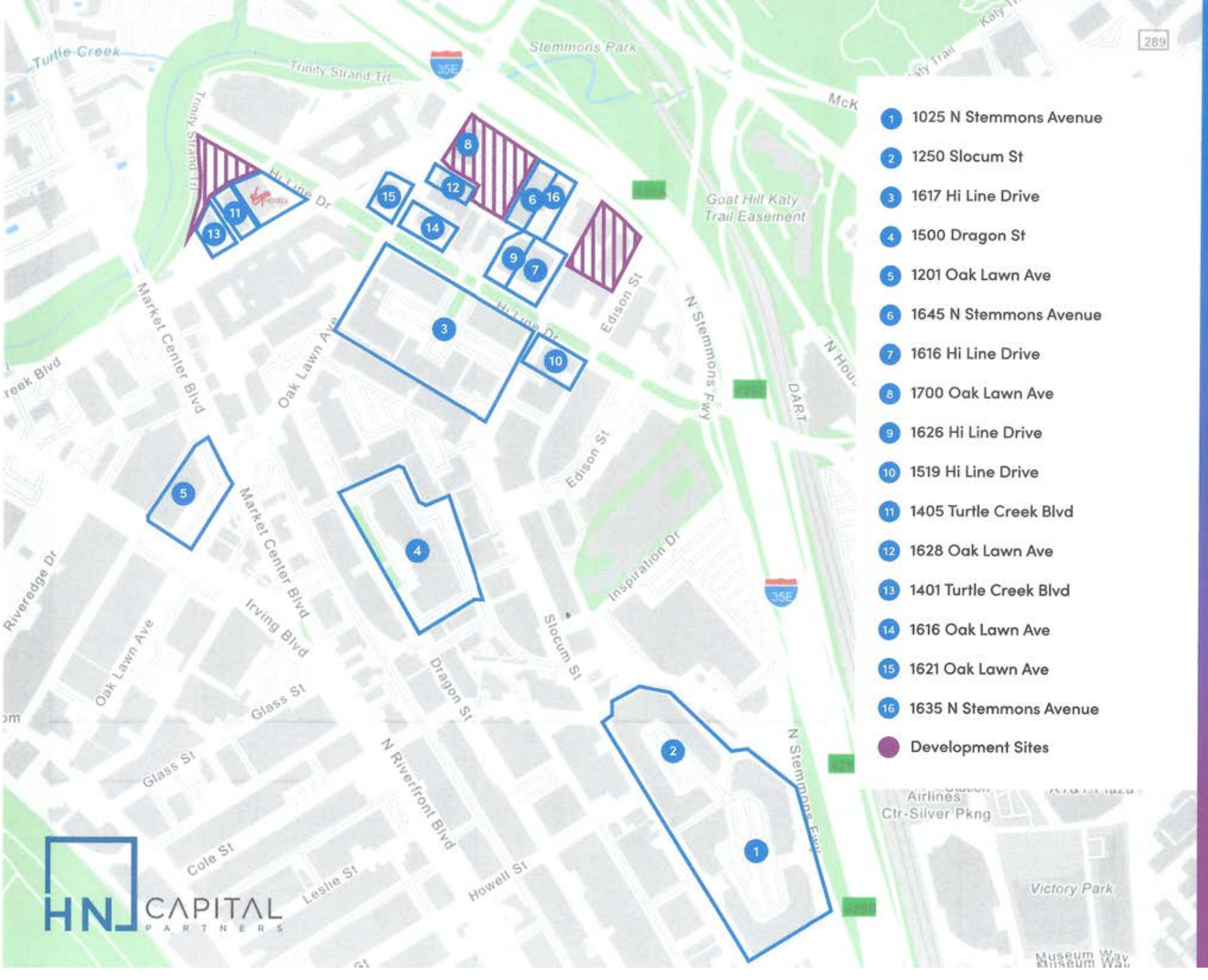
The parking reduction request is also supported by a walkability analysis of nearby residential units and current urban trend uses of alternative modes of transportation like walking, bicycling, and Uber/Alto. (See **APPENDIX** Walkability Study.) Note that the City of Dallas is currently considering 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


1 1025 N Stemmons Avenue
2 1250 Slocum St
3 1617 Hi Line Drive
4 1500 Dragon St
5 1201 Oak Lawn Ave
6 1645 N Stemmons Avenue
7 1616 Hi Line Drive
8 1700 Oak Lawn Ave
9 1626 Hi Line Drive
10 1519 Hi Line Drive
11 1405 Turtle Creek Blvd
12 1628 Oak Lawn Ave
13 1401 Turtle Creek Blvd
14 1616 Oak Lawn Ave
15 1621 Oak Lawn Ave
16 1635 N Stemmons Avenue
Development Sites
Turtle Creek
Trinity Strand Trl
Stemmons Park
Hi Line Dr
Goat Hill Katy Trail Easement
Market Center Blvd
Oak Lawn Ave
Edison St
N Stemmons Fwy
DART
Inspiration Dr
Slocum St
Dragon St
Irving Blvd
Glass St
N Riverfront Blvd
Cole St
Leslie St
Howell St
Riveredge Dr
Victory Park
Airlines Ctr-Silver Pkng
DALLAS DESIGN DISTRICT
hncapitalpartners.com
HN CAPITAL PARTNERS

ASANA PARTNERS

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

JW | Jackson Walker LLP

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.

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

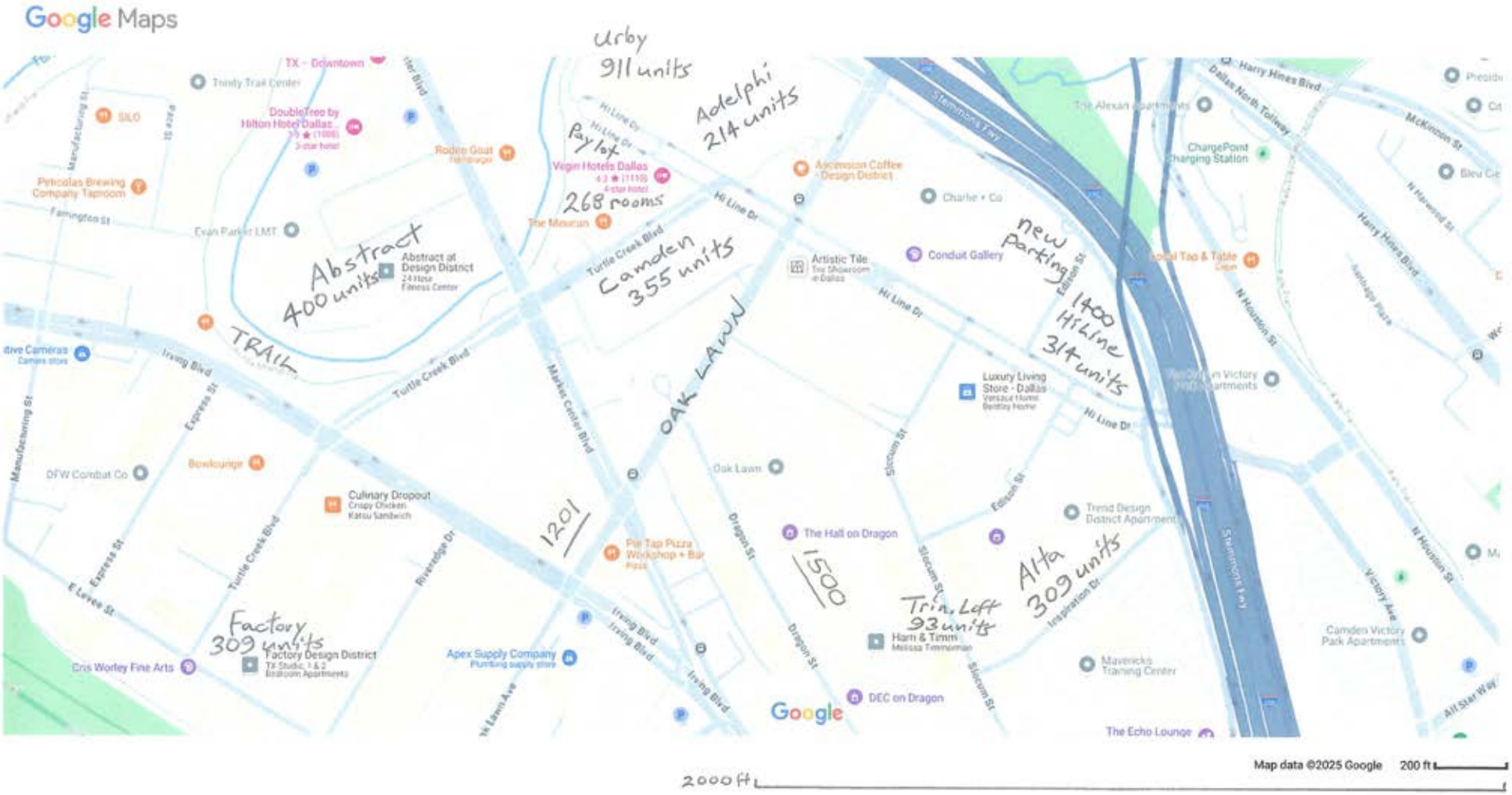
cc: Dr. Kameka Miller-Hoskins
Jennifer Hiromoto
Vipin Nambiar
Adam Hammack
Suzan Kedron

41476708v.1

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

U.S. Department of Transportation
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 >

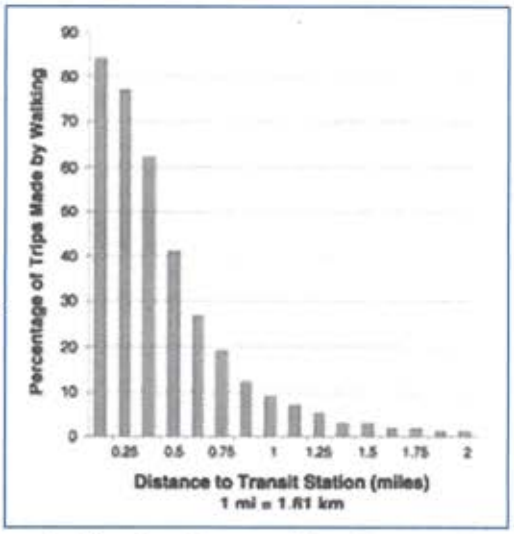
Chapter 4: Actions to Increase the Safety of Pedestrians Accessing Transit

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 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.

PACE
UNIVERSITY
Elisabeth Haub School of Law

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 financers 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.

Kimley»Horn
Expect More. Experience Better.

Park+
Unlimited Parking Solutions

Park+
Unlimited Parking Solutions

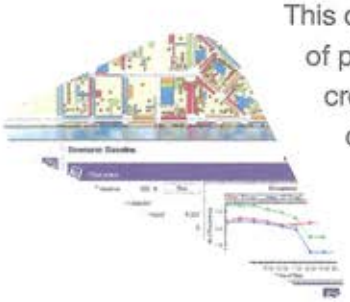
Introduction

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.

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 County[1], 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 planner[2] 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.

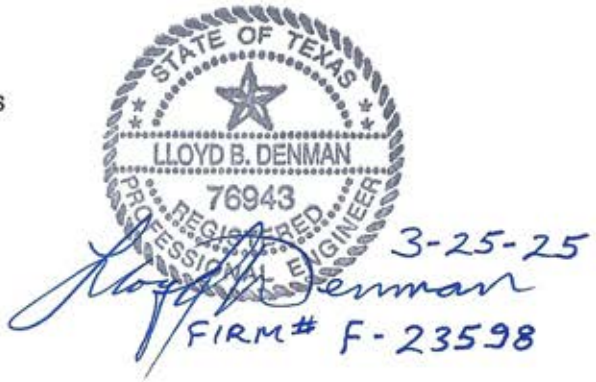
[2] Dan Rowe of King County Metro. If you ever meet him at a conference, engage him about parking...you won't be sorry.

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
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	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

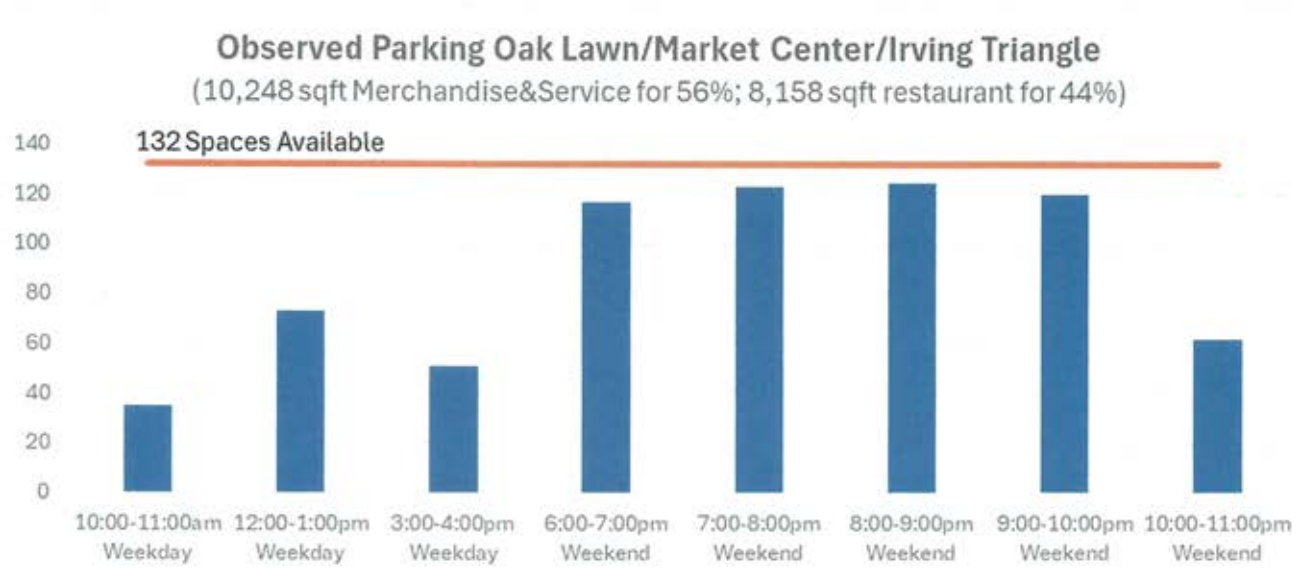
The creators of PD 621 utilized good foresight for the zoning regulations back in 2002 realizing that the old parking minimums required for certain defined uses are not "one-size fits all". (See **APPENDIX** Articles on Parking) PD 621 allows for the accommodation of denser urban living that is less "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)

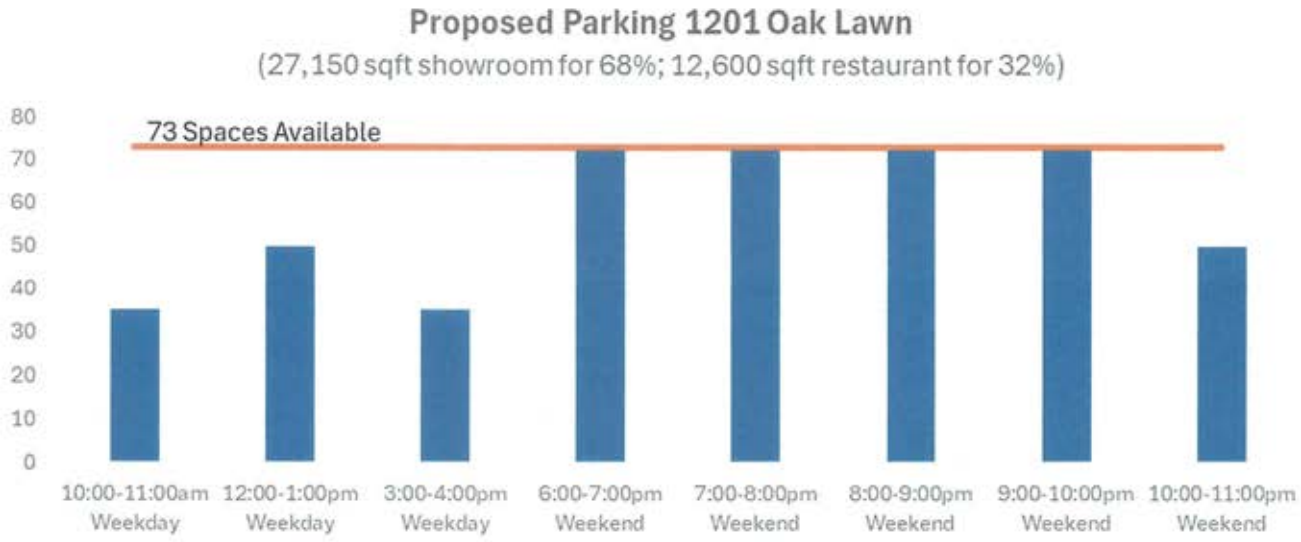
Exhibit 3, on the next page, illustrates observed parking during peak use times in October of 2024 for 1212 Oak Lawn and 1617 Market Center, a triangular shaped property, which has the Pie Tap and Town Hearth restaurants. The exhibit is annotated with comments about the observed parking data and what 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

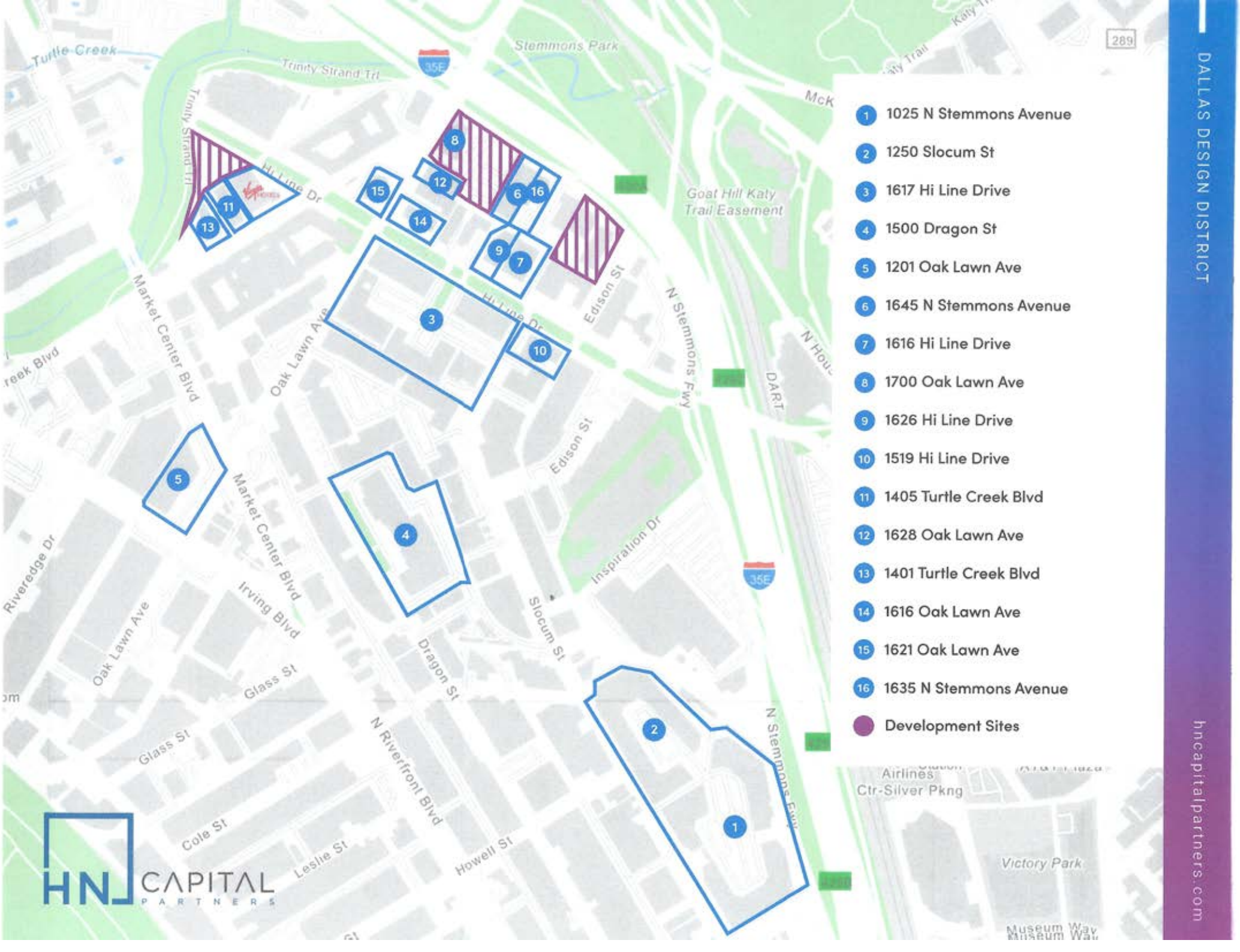
The parking reduction request is also supported by a walkability analysis of nearby residential units and current urban trend uses of alternative modes of transportation like walking, bicycling, and Uber/Alto. (See **APPENDIX** Walkability Study.) Note that the City of Dallas is currently considering 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


1 1025 N Stemmons Avenue
2 1250 Slocum St
3 1617 Hi Line Drive
4 1500 Dragon St
5 1201 Oak Lawn Ave
6 1645 N Stemmons Avenue
7 1616 Hi Line Drive
8 1700 Oak Lawn Ave
9 1626 Hi Line Drive
10 1519 Hi Line Drive
11 1405 Turtle Creek Blvd
12 1628 Oak Lawn Ave
13 1401 Turtle Creek Blvd
14 1616 Oak Lawn Ave
15 1621 Oak Lawn Ave
16 1635 N Stemmons Avenue
Development Sites
Turtle Creek
Trinity Strand Trl
Stemmons Park
Hi Line Dr
Goat Hill Katy Trail Easement
Market Center Blvd
Oak Lawn Ave
Edison St
N Stemmons Fwy
DART
Inspiration Dr
Slocum St
Dragon St
Irving Blvd
Glass St
N Riverfront Blvd
Cole St
Leslie St
Howell St
Riveredge Dr
Victory Park
Museum Way
DALLAS DESIGN DISTRICT
hncapitalpartners.com
HN CAPITAL PARTNERS

ASANA PARTNERS

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

Jackson Walker LLP

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.

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

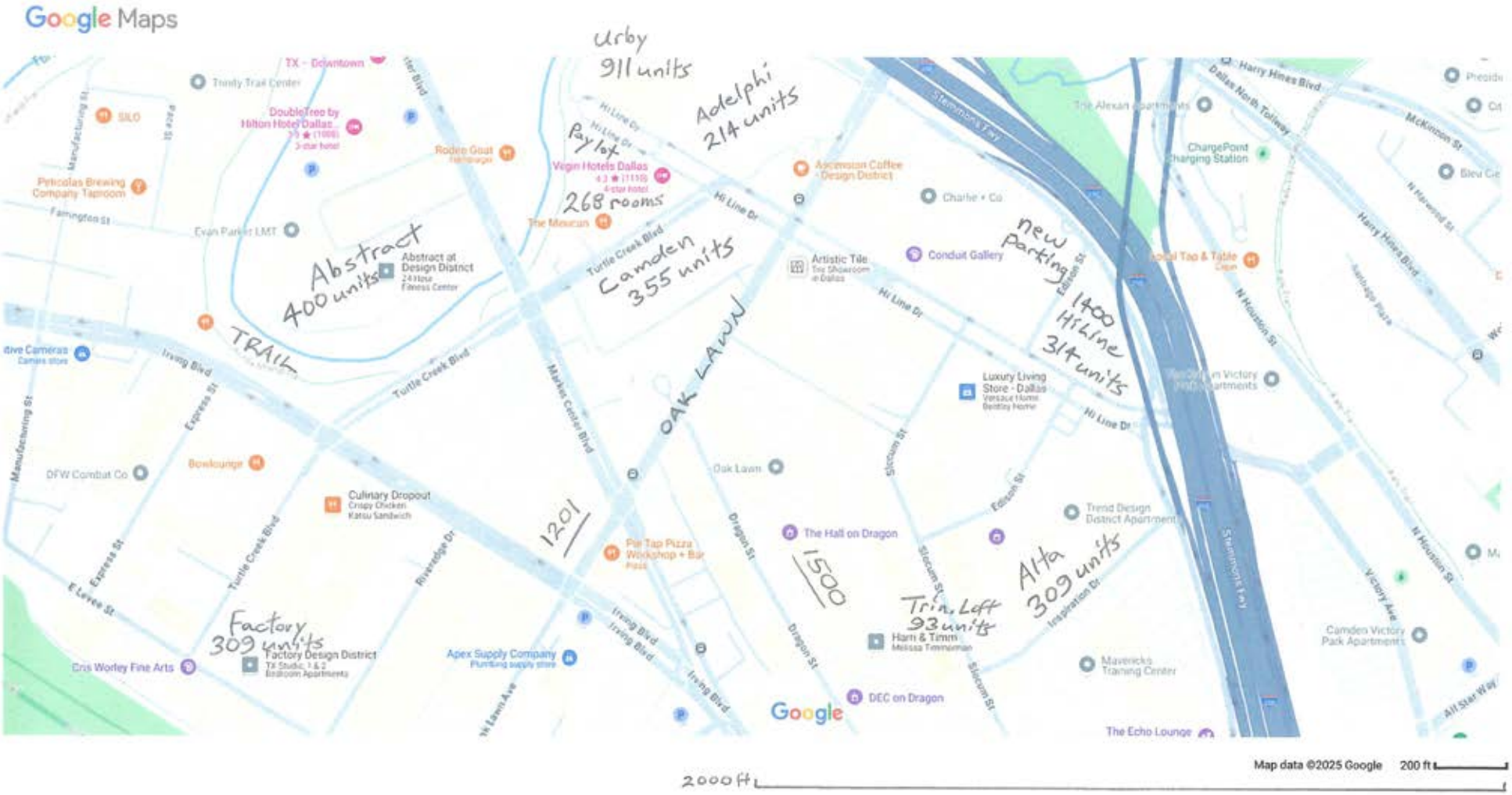
cc: Dr. Kameka Miller-Hoskins
Jennifer Hiromoto
Vipin Nambiar
Adam Hammack
Suzan Kedron

41476708v.1

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

U.S. Department of Transportation
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 >

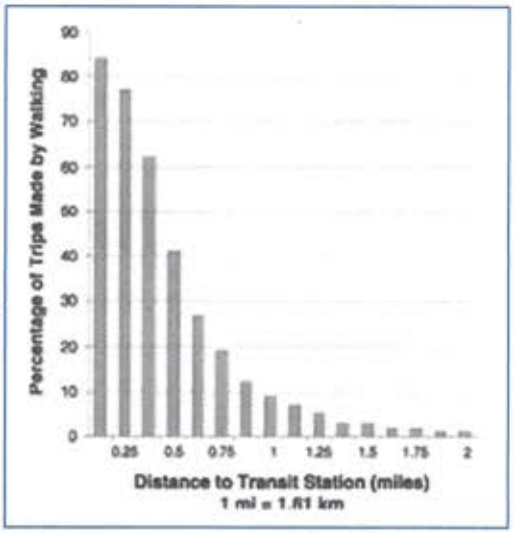
Chapter 4: Actions to Increase the Safety of Pedestrians Accessing Transit

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 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.

PACE
UNIVERSITY
Elisabeth Haub School of Law

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 financers 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.

Kimley»Horn
Expect More. Experience Better.

Park+
Unlimited Parking Solutions

Park+
Unlimited Parking Solutions

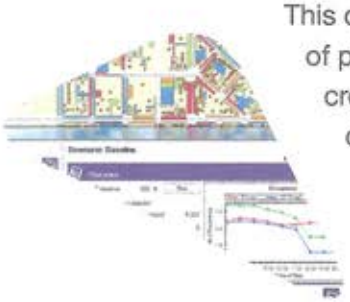
Introduction

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.

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 County[1], 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 planner[2] 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.

Jackson Walker LLP

Jonathan Vinson
(214) 953-5941 (Direct Dial)
jvinson@jw.com

July 2, 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; and BDA 245-050; Parking Special Exception; 1500 Dragon Street.

Dear Members of the Board of Adjustment:

I. Introduction. This letter is to supplement the information we earlier provided through the City Staff on our two above-referenced requests, which were held over from your June 17 meeting, and we would refer you back to our previous letters and information packets on these cases. We continue to assert that both of these requests meet the required Development Code standard and merit approval, and we also offer the following information, which we respectfully ask that you consider at our upcoming July 15 hearings on these cases.

II. Additional Information. For **1201 Oak Lawn Avenue**, we continue to be in discussions with the ownership of Apex Supply Company at 180 Oak Lawn (a daytime business open only from 7:00 A.M. to 5:00 P.M.), which is only 150 feet away across the Oak Lawn-Irving Boulevard intersection, for the leasing of a number of parking spaces to be determined (aerial photography shows 30 striped spaces on that site), although we maintain that the number of spaces to be provided on site (73 provided, out of 135 required, a 45.9 percent reduction) is more than sufficient.

Our engineer, Lloyd Denman, has also prepared a study regarding traffic safety and traffic volume for valet operations at 1201 Oak Lawn Avenue (attached) concluding that valet operations can be conducted safely with no congestion or other adverse traffic impact on Oak Lawn Avenue, Market Center Boulevard, or Irving Boulevard.

With respect to our request at **1500 Dragon Street** (to provide 177 spaces, out of 300 required, a 41.0 percent reduction), DDD Property Holdings, LLC, a related entity, owns the Dallas Design Center at 1025 North Stemmons/1250 Slocum, which can easily be utilized for overflow/valet parking to serve 1500 Dragon Street as needed. The uses in the Dallas Design

Center (site plan attached) are almost entirely daytime, low-parking demand uses, and we can easily "share" parking there for valet service for evening peak uses (restaurants), potentially up to 50 additional spaces.

Mr. Denman has also prepared a study regarding traffic safety and traffic volume for valet operations at 1500 Dragon Street (attached) concluding that valet operations can be conducted safely with no congestion or other adverse traffic impact on Dragon Street.

With respect to both sites, valet parking operations would be run and managed by experienced valet operators with extensive experience in the Design District. It is highly likely that the valets could find more spaces for 1201 Oak Lawn and for 1500 Dragon. As you know, valet operations, in addition to detailed valet service regulations under Chapter 43, Article VI, Division 3 (copy attached) of the Dallas City Code, very typically use City-approved packed parking agreements, which allow for the valets to stack cars or park behind other parked cars, thereby allowing more efficient use of parking areas.

III. Reassessment Condition. In addition, we are agreeable to a condition for a 12-month reassessment target date, as the Board added as a condition on a case decided last month.

IV. Neighbor/Stakeholder Support. Included with this letter is a letter strongly supporting both requests provided by Asana Partners, another significant nearby property owner in the Design District, which concludes that *"...the requested reductions are reasonable and support the shared goal of continued improvement, adaptive reuse, and quality development of the Design District"*.

Also included is a support letter for the 1201 Oak Lawn case from the operator of The Charles restaurant, and two support letters on the 1500 Dragon Street request, one from Mr. Andres Giraldo, the owner of 1529 and 1531 Dragon Street, across the street from our request, and one from Mr. Mike Kutner, who since 1998 has been very involved in the evolution of the Design District as a community leader and as a property and business owner. These cases have been publicly noticed since prior to the April 15 hearing date, so there has been ample opportunity for public input.

V. The Special Exception Standard and How We Meet It. P.D. 621 allows for parking special exceptions of up to a 50 percent reduction, and refers to Sec. 51A-4.311(a)(1) of the Development Code, which says 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"*.

Both of our requests, as supported by our previously-provided Analyses and this additional information, are reasonable evidence-based, data-driven reductions in the parking requirements, which will support continued adaptive reuse and quality development and placemaking clearly meet all of the criteria for the granting of our special exception requests.

In particular, given the City's efforts to update and modernize parking requirements passed by Council on May 14, the requested reductions are completely reasonable and justifiable, and realistically aligns with projected actual parking demand. If not for the fact that we are in a P.D., as shown by our comparison sheet attached to this letter we could provide parking to Code at 1201 Oak Lawn, and would fall much less short at 1500 Dragon, with the difference essentially being closed by use of valet parking.

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. Finally, the Applicant owns and manages these properties for the long term, representing a huge investment in the Design District. We need and want for the parking to work for the benefit of all – vacant or dysfunctional space is first and foremost bad for us.

VI. Conclusion. The conclusion is clear based on this information that both of these requests *meet the standard for approval* of parking special exceptions, in that in each case the parking demand generated by the uses do not warrant the number off street parking spaces otherwise required, and the special exceptions will not create a traffic hazard or increase traffic congestion on adjacent or nearby streets.

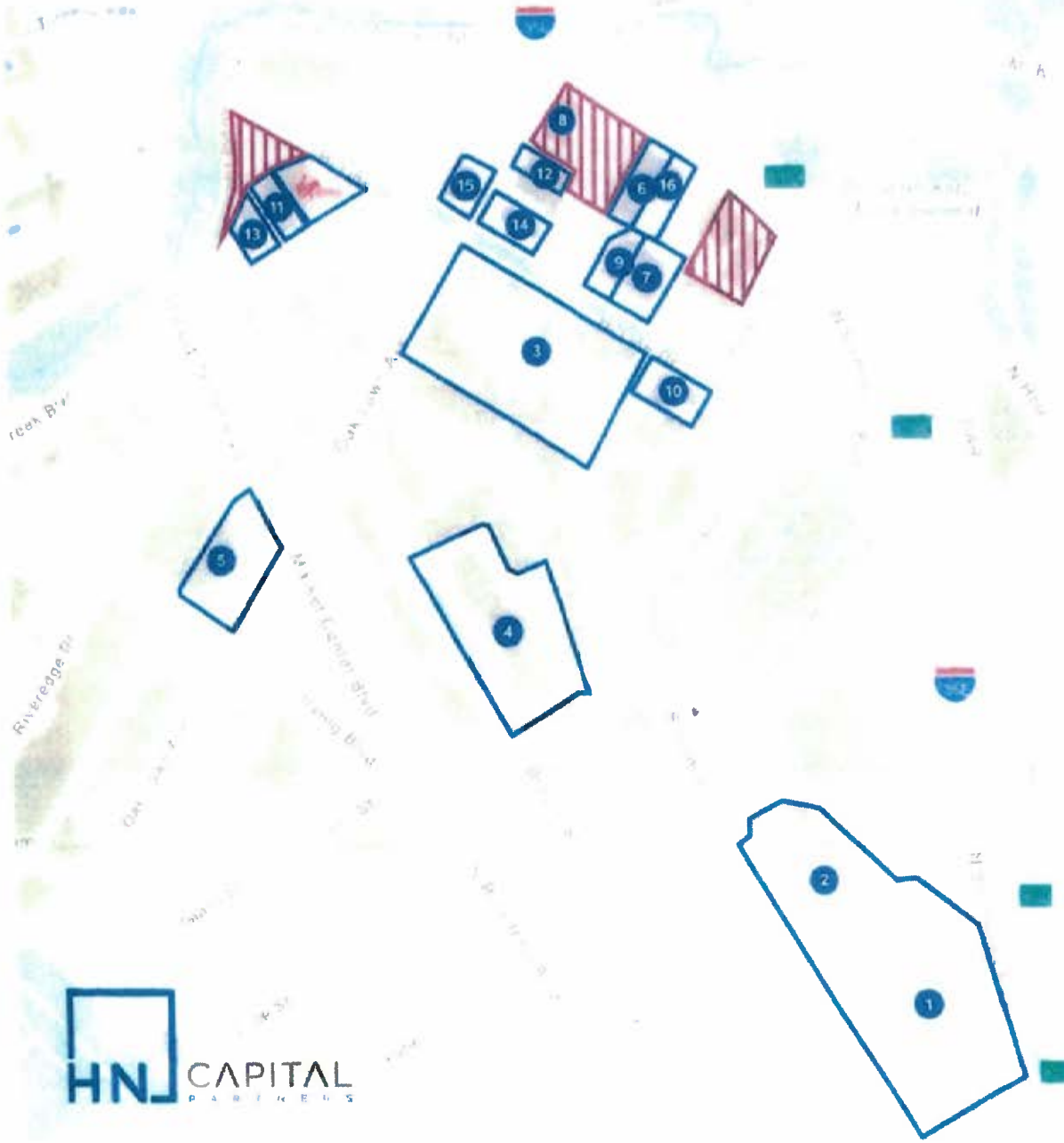
Since both of these requests clearly meet the Development Code and P.D. 621 standards for approval, we will respectfully be asking that you *approve* both of our requests. We look forward to appearing before you and answering any questions you might have, and we appreciate your time and consideration.

Very truly yours,

Jonathan Vinson

Jonathan G. Vinson

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



1. 1025 N Stemmons Avenue
2. 1250 Slocum St
3. 1617 Hi Line Drive
4. 1500 Dragon St
5. 1201 Oak Lawn Ave
6. 1645 N Stemmons Avenue
7. 1616 Hi Line Drive
8. 1700 Oak Lawn Ave
9. 1626 Hi Line Drive
10. 1519 Hi Line Drive
11. 1405 Turtle Creek Blvd
12. 1628 Oak Lawn Ave
13. 1401 Turtle Creek Blvd
14. 1616 Oak Lawn Ave
15. 1621 Oak Lawn Ave
16. 1635 N Stemmons Avenue

Development Sites

HN CAPITAL PARTNERS

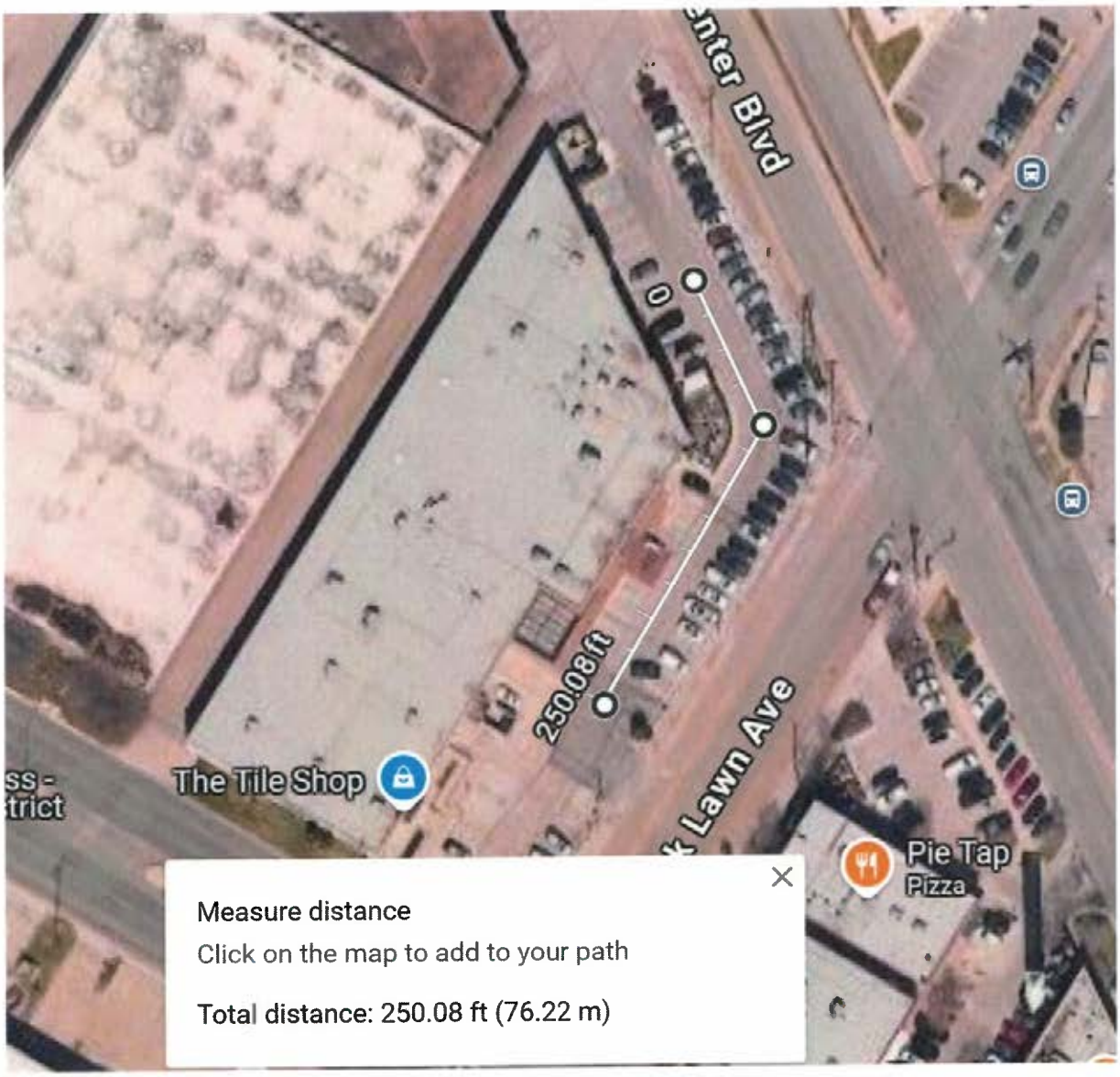
DALLAS DESIGN DISTRICT

hncapitalpartners.com

1201 OAK LAWN
180 OAK LAWN
Irving Blvd
Irving Blvd
Market Center Blvd
Oak Lawn Ave

1201 OAK LAWN

TRAFFIC SAFETY ILLUSTRATION FOR VALET OPERATION



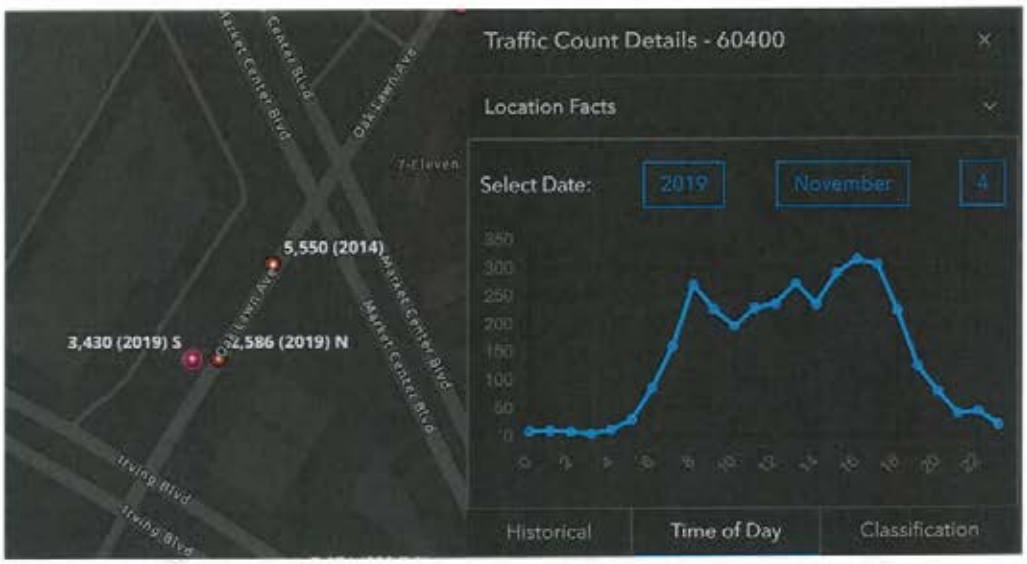
Google Map Plan View and Valet Stacking Measurement

Note there is a driveway on each perimeter street for multiple entry/exit points and internal stacking room for at least 12 vehicles (20 feet per vehicle) for safe valet operation. No Parking is allowed along any of the perimeter streets. **No adverse traffic impact for Oak Lawn, Market Center, or Irving Blvd. is anticipated.**

1201 OAK LAWN

TRAFFIC CONGESTION COMPARISON WITH SIMILAR STREET

Note that Oak Lawn and Cedar Springs are similar 4 Lane Undivided Collectors... but **Cedar Springs carries nearly 3 times more traffic** with 17,198 vpd versus 6,016 vpd. The Cedar Springs count was near Knight Street with multi-family, commercial, and restaurant uses.

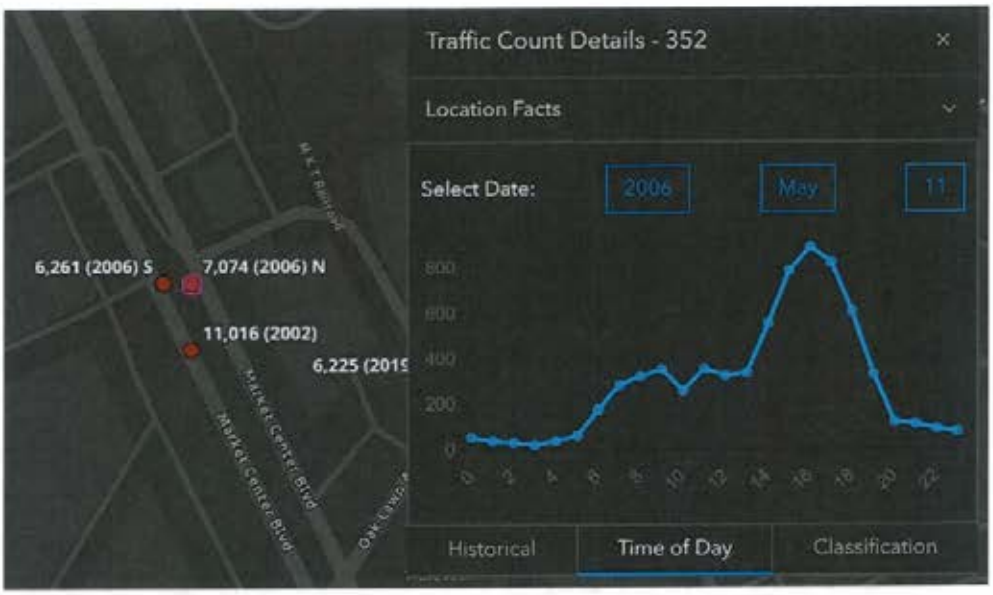


Oak Lawn – Note about 250 vehicles per hour southbound from 8am to 6pm AND traffic drops considerably after 6:00pm when prime dining hours begin.

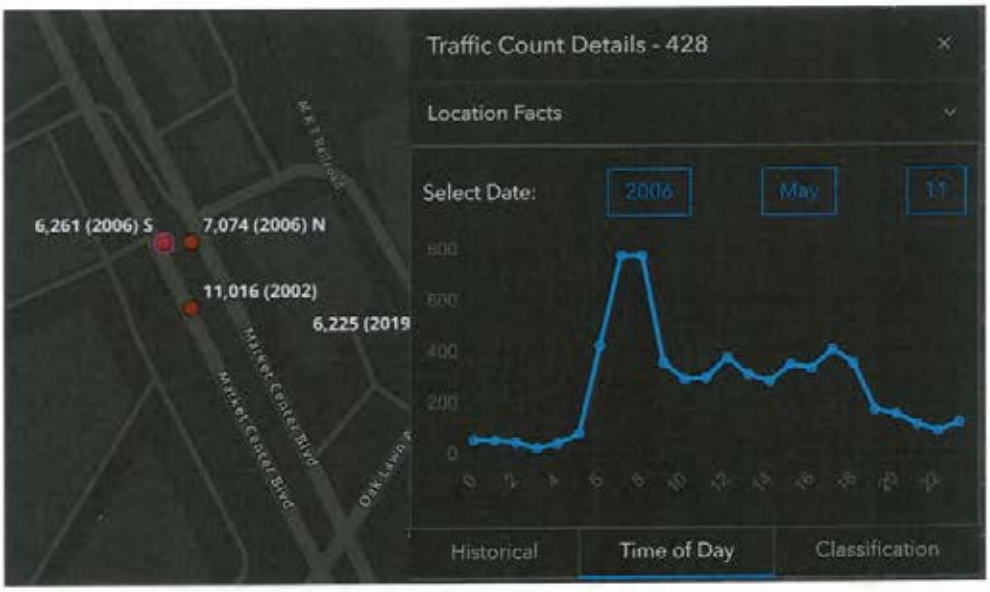
Cedar Springs – Note about 600 plus vehicles per hour northbound from 8am to 6pm

1201 OAK LAWN CONGESTION / MARKET CENTER BLVD IS COMMUTER

Note that Market Center is a 6-Lane Divided with traffic counts at less than 1/3 capacity. The traffic counts show well defined AM and PM peaks which indicate commuter traffic primarily uses the road rather than local traffic. The area needs commuters to stop and patronize businesses like restaurants rather than just passing through.



Market Center – Note afternoon peak nb reflects commuter traffic AND traffic drops considerably after 6:00pm when prime dining hours begin.



Market Center – Note morning peak sb reflects commuter traffic.

1201 OAK LAWN

CITY OF DALLAS STREET DESIGN MANUAL ROAD CAPACITIES

2.2.9 Street Volumes and Capacities

A correlation exists between the classification of a street and the volume and capacity of the street. Typically, a local or collector street carries less volume and capacity than that of an arterial street. Arterial streets due to their higher volume and capacities are designed with a wider, divided, multi-lane configuration. Table 2.2 shows typical volumes and capacities for streets of given designs within Dallas and demonstrates the relationship between functional classification, roadway configuration, volume, and capacity.

Table 2.2 Typical Volumes and Capacities for Streets of Given Design

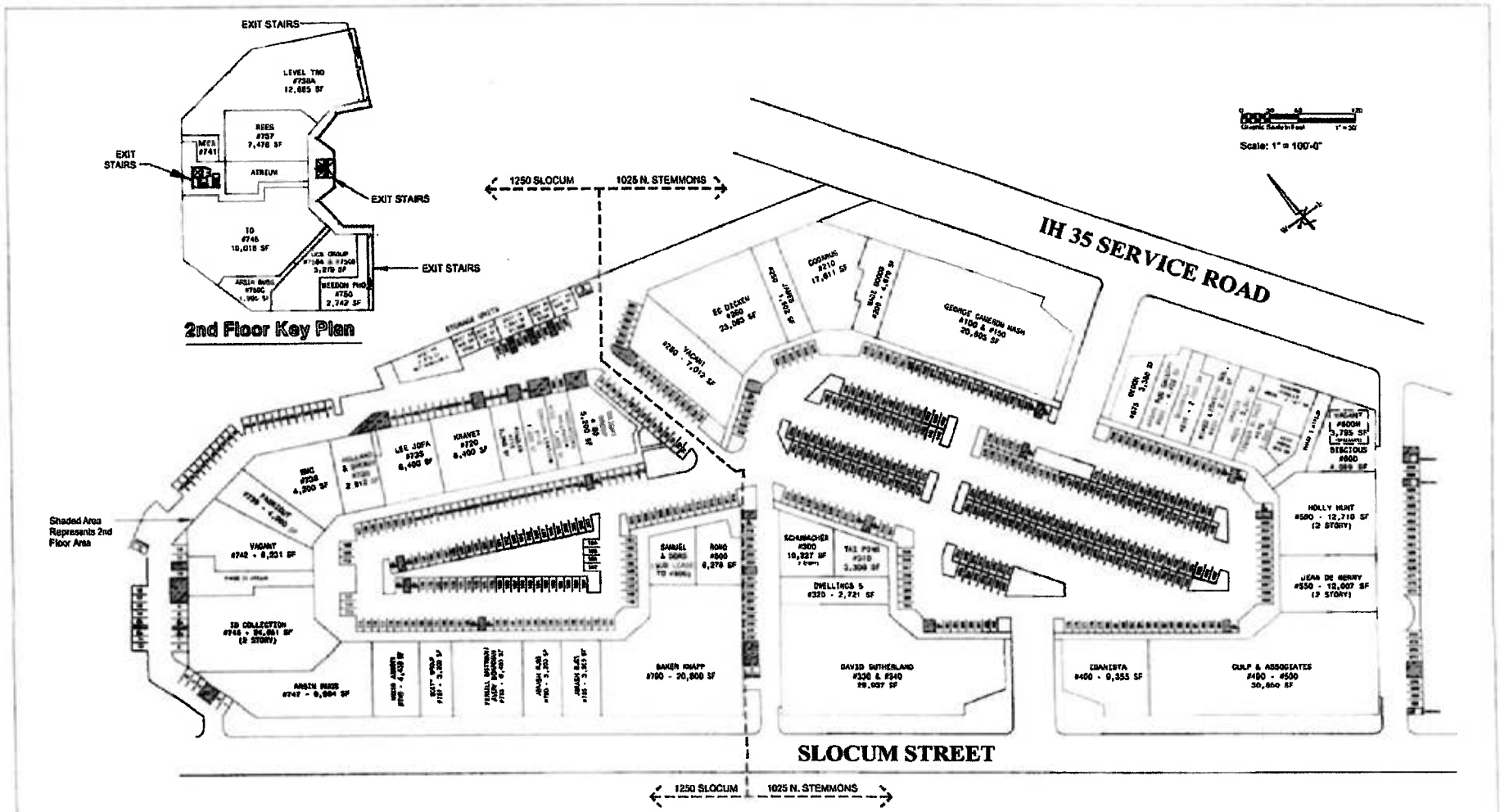
Roadway Functional Classification	Roadway Configuration	Typical 24 Hour Volume	Typical 24 Hour Capacity
Arterial	6 Lane Divided	22,000 vpd1	42,000 vpd
Arterial, Collector	4 Lane Divided	18,500 vpd	28,000 vpd
Collector	4 Lane Undivided	10,000 vpd	20,000 vpd
Local, Collector	2 Lane Undivided	4,000 vpd	10,000 vpd

Oak Lawn at 1201 Oak Lawn is a 4 Lane Undivided **Collector (6K count vs 20K capacity)**

Market Center at Oak Lawn is a 6 Lane Divided **Arterial Collector (13K vs 42K capacity)**

Irving Blvd at Oak Lawn is a 6 Lane Divided **Arterial (14K count vs 42K capacity)**

All of the perimeter roads for 1201 Oak Lawn are at 1/3 capacity or less so volume congestion is not a concern.



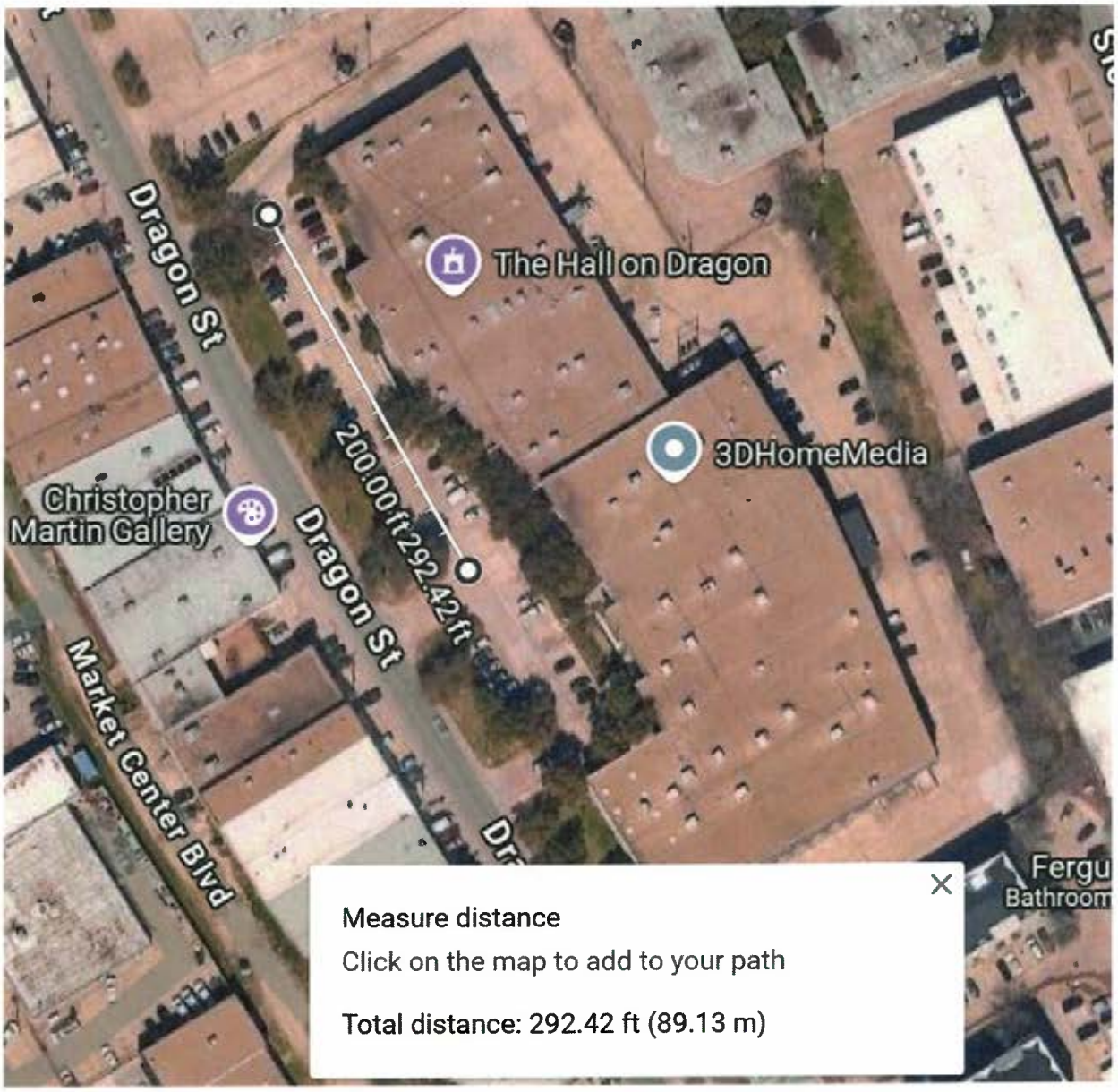
DUNHILL PARTNERS
Commercial Brokerage & Investments

Dallas Design Center
1250 Slocum / 1025 N. Stemmons

Parking Counts
591 Regular Spaces
24 Handicap Spaces
615 Total Parking Spaces

1500 DRAGON

TRAFFIC SAFETY ILLUSTRATION FOR VALET OPERATION



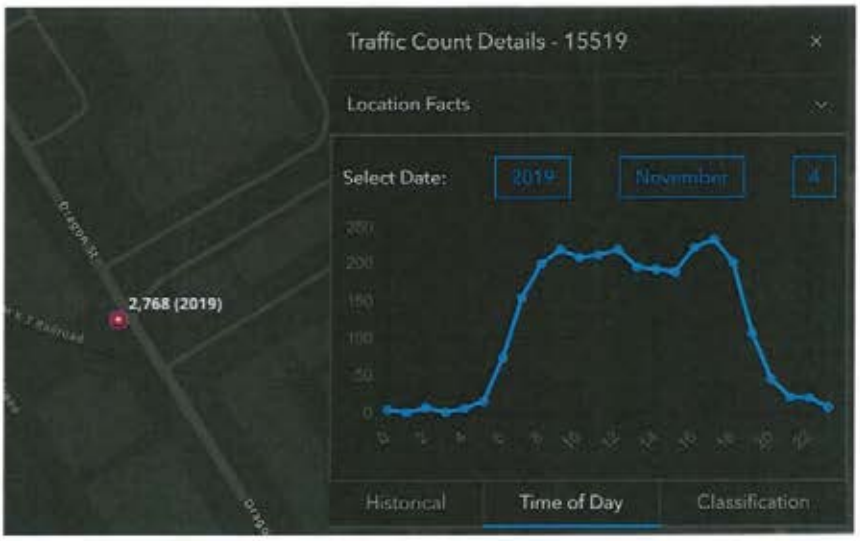
Google Map Plan View and Valet Stacking Measurement

Note there are 4 driveways on Dragon for multiple entry/exit points and internal stacking room for at least 14 vehicles (20 feet per vehicle) for safe valet operation. No Parking is allowed along the "east" side of Dragon Street. There is ample room for internal circulation on-site around the property. **No adverse traffic impact for Dragon Street is anticipated.**

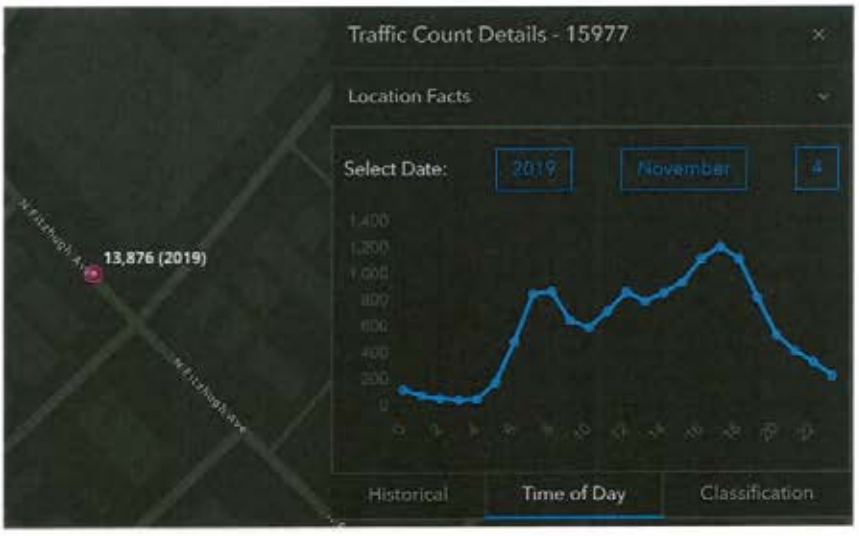
1500 DRAGON

TRAFFIC CONGESTION COMPARISON WITH SIMILAR STREET

Note that Dragon and Fitzhugh are similar two-lane streets that are 30 feet wide... but **Fitzhugh carries 5 times as much traffic** with 13,876 vpd versus 2,768 vpd. The count on Fitzhugh was made near Belmont Ave with multi-family, commercial, and restaurant uses.



Dragon Street – Note about **100 vehicles per hour** each way from 8am to 6pm AND traffic drops considerably after 6:00pm before prime dining hours begin.



Fitzhugh Ave – Note about **500 vehicles per hour** each way from 8am to 6pm

(November 4, 2019 was a Monday)

Division 3. Valet Parking Services.

SEC. 43-126.3. DEFINITIONS.

In this division:

(1) CENTRAL BUSINESS DISTRICT means the area bounded by Woodall Rogers Freeway on the north, Central Expressway and Julius Schepps Freeway on the east, Interstate Highway 30 on the south, and Interstate Highway 35E on the west.

(2) CITY means the city of Dallas, Texas.

(3) DIRECTOR means the director of the department designated by the city manager to enforce and administer this division, or the director's designated representative.

(4) LICENSEE means a person licensed under this division to operate a valet parking service. The term includes any employee, agent, or independent contractor of the person in whose name the license is issued.

(5) PERSON means an individual, assumed name entity, partnership, joint-venture, association, corporation, or other legal entity.

(6) VALET PARKING SERVICE means a business, or any part of a business, which provides a driver to operate a person's vehicle to and from a parking location so that the person and any passengers in the vehicle may unload and load at their immediate destination. (Ord. Nos. 19190; 22026; 25539)

SEC. 43-126.4. PURPOSE.

This division is intended to only apply to valet parking service provided in connection with a commercial establishment or commercial activity and does not apply to occasional valet parking service provided at a private residence or in connection with a social or fund-raising activity. (Ord. 19190)

SEC. 43-126.5. LICENSE REQUIRED; APPLICATION; ISSUANCE.

(a) A person commits an offense if, without a license issued by the director, he operates a valet parking service within the city on public right-of-way or on private property which requires the use of public right-of-way for maneuvering vehicles.

(b) A licensee commits an offense if, at a time other than the hours and days of operation authorized in his license, he or his employee, agent, or independent contractor operates a valet parking service within the city on public right-of-way or on private property which requires the use of public right- of-way for maneuvering vehicles.

(c) A person who desires to operate a valet parking service on public right-of-way, or on private property which requires the use of public right-of-way for maneuvering vehicles, shall apply in writing to the director for a valet parking service license. The application must be made by the owner or lessee of the premises benefiting from the proposed valet parking service and must contain the following information:

(1) the names, addresses, and telephone numbers of:

(A) the applicant;

(B) if the applicant is a lessee, the property owner; and

(C) any independent contractor the applicant will use to provide valet parking service;

(2) the proposed location of the valet parking service and any valet parking service stands;

(3) the number of spaces requested to be reserved for the valet parking service, each space being 22 feet long, if parallel to the curb, or nine feet wide, if head in to the curb; as a rule, three spaces must be reserved unless the director determines that, because of special traffic conditions, a greater or lesser number of spaces is needed to efficiently operate the valet parking service;

(4) the proposed hours and days of operation of the valet parking service;

(5) the location of off-street parking to be used in connection with the valet parking service and a signed agreement or other documentation showing that the applicant has a legal right to park vehicles at that location;

(6) proof of insurance required by Section 43-126.12; and

(7) a list of names and addresses of all property owners, or their representatives, located within 50 feet of, on the same side of the street as, and within the same block as the valet parking service location, either:

(A) with signatures showing consent to the operation of a valet parking service by the applicant; or

(B) without signatures, in which case the director shall notify the listed persons of the valet parking service application and obtain comments.

(d) The director shall forward a copy of any completed application to any person required to be notified under Subsection (c)(7) and to the departments of transportation and public works, sanitation services, code compliance, development services, planning and urban design, and risk management, and to any other department that might be affected by the proposed operation of a valet parking service. Each department, and any other notified persons, shall review the application and return it, with any comments, to the director within 30 days of receipt.

(e) After reviewing the application and comments of the departments and of any person notified in accordance with Subsection (c)(7), and upon receiving payment of all fees required by this division, the director may issue a valet parking service license unless denial is required by Section 43-126.7.

(f) A licensee desiring to change the location or hours of operation of a valet parking service must submit a new application to the director in accordance with this section. (Ord. Nos. 19190; 22026; 23694; 25047; 27697; 28424; 29478; 29882; 30239; 30654; 32002; 32864)

SEC. 43-126.6. FEES.

(a) A nonrefundable application fee of $1,700 must accompany each application for a valet parking service license.

(b) The annual fee for a valet parking service license is:

(1) if the valet parking service is being conducted inside the central business district, $250 per space for the first six spaces reserved by the valet parking service, plus $1,000 for each space over six reserved by the valet parking service; or

(2) if the valet parking service is being conducted outside the central business district, $350 per space for the first two spaces reserved by the valet parking service, plus $1,000 for each space over two reserved by the valet parking service.

(c) No annual license fee is required if the valet parking service is conducted completely on private property and the public right-of-way is only used for maneuvering vehicles.

(d) In addition to other fees required by this section, an applicant must pay $400 for each sign or curb marking placed by the city at the valet parking service location in accordance with Section 43-126.14 of this division.

(e) In addition to other fees required by this section, an applicant must pay an annual fee of $50 if a valet parking service stand is placed on public right-of- way. (Ord. Nos. 19190; 19969; 25539; 31657; 32863)

SEC. 43-126.7. DENIAL OR REVOCATION OF LICENSE; TEMPORARY SUSPENSION.

(a) The director shall deny a valet parking service license if:

(1) the applicant fails to comply with the requirements of this division or other applicable law;

(2) the applicant makes a false statement of material fact on an application for a valet parking service license; or

(3) the director determines that the operation of the valet parking service would:

(A) endanger the safety of persons or property or otherwise not be in the public interest;

(B) unreasonably interfere with pedestrian or vehicular traffic;

(C) unreasonably interfere with the use of a pole, traffic sign, traffic signal, hydrant, mailbox, or other object permitted at or near the proposed location of the valet parking service; or

(D) unreasonably interfere with an existing use permitted at or near the proposed location of the valet parking service.

(b) The director shall revoke a valet parking service license if:

(1) the licensee fails to comply with the requirements of the valet parking service license, this division, or other applicable law;

(2) the licensee made a false statement of material fact on an application for a valet parking service license; or

(3) the director determines that the operation of the valet parking service:

(A) endangers the safety of persons or property or is otherwise not in the public interest;

(B) unreasonably interferes with pedestrian or vehicular traffic;

(C) unreasonably interferes with the use of a pole, traffic sign, traffic signal, hydrant, mailbox, or other object permitted at or near the location of the valet parking service; or

(D) unreasonably interferes with an existing use permitted at or near the location of the valet parking service.

(c) The city council may, at any time, unconditionally revoke a valet parking service license issued pursuant to this division.

(d) The director may temporarily suspend the operations of a valet parking service if the public right- of-way reserved by the valet parking service is needed for an emergency or temporary use, including, but not limited to, the construction, maintenance, or repair of a street or utility. The director may refund a part of the annual license fee, prorated according to the duration of the suspension, unless the conditions necessitating the suspension were caused by the valet parking service. (Ord. 19190)

SEC. 43-126.8. EXPIRATION OF LICENSE.

A valet parking service license expires one year from the date of issuance, unless sooner terminated by the director or by the city council. A valet parking service license may be renewed by making application in accordance with Section 43-126.5 of this division at least 30 days before expiration of the license. (Ord. 19190)

SEC. 43-126.9. STANDARDS FOR OPERATION OF A VALET PARKING SERVICE.

(a) A licensee shall:

(1) allow only employees and independent contractors who hold a valid state driver's license, and who are covered by the insurance required by Section 43-126.12 of this division, to operate any vehicle in connection with the valet parking service;

(2) operate the valet parking service in a manner that does not:

(A) use or occupy more of the public right-of-way than is allowed by his valet parking service license;

(B) obstruct a pedestrian's use of a sidewalk;

(C) obstruct a vehicle operator's ability to see any part of an intersecting road; or

(D) injure, damage, or create a hazard to persons or property;

(3) place no more than one valet parking service stand on public right-of-way;

(4) not place or allow the placement of a sign advertising the valet parking service in the public right-of-way;

(5) not park or allow the parking of a vehicle in a valet parking service space, but shall only use the space for loading and unloading passengers; in no event shall a vehicle be allowed to remain in a valet parking service space for more than five minutes;

(6) continuously provide valet parking service during all hours of operation authorized in his license;

(7) only use an off-street parking location to park a vehicle accepted for valet parking service and shall not park the vehicle on public right-of-way; and

(8) notify the director within 10 days of a change in the location of off-street parking and provide the director with a signed agreement or other documentation showing that the licensee has a legal right to park vehicles at the new location.

(b) At all times other than the authorized hours of operation of a valet parking service, spaces reserved by the valet parking service shall be available for use by the general public on a first-come, first-served basis in accordance with posted signs and other traffic control devices, except where parking is restricted or prohibited. (Ord. 19190)

SEC. 43-126.10. VALET PARKING SERVICE STANDS.

(a) A licensee may place one valet parking service stand on the public right-of-way at a location approved by the director. The valet parking service stand must be necessary to the general conduct of the valet parking service and shall be used for such purposes, including, but not limited to, the dispatch of valets and the storage of keys, umbrellas, and other items.

(b) A valet parking service stand shall:

(1) not occupy an area of the public right-of- way exceeding four feet in width and four feet in depth;

(2) not be affixed to the public right-of-way in any manner;

(3) be easily moveable by one person; and

(4) be removed from the public right-of-way when the valet parking service is not being operated;

(c) A name and logo may be placed on a valet parking service stand for the sole purpose of identifying the valet parking service. The identification of the valet parking service shall not:

(1) have dimensions greater than four feet high and four feet wide; or

(2) be placed on more than two sides of the valet parking service stand. (Ord. 19190)

SEC. 43-126.11. LOCATION OF A VALET PARKING SERVICE.

(a) Spaces and stands for a valet parking service may not:

(1) be within 10 feet of a crosswalk;

(2) be within 10 feet of a fire hydrant, fire call box, police or other emergency facility;

(3) be within five feet of a driveway;

(4) be within three feet in front of or 15 feet behind a sign marking a designated bus stop;

(5) be within three feet of a bus bench; or

(6) reduce the unobstructed space for the passage of pedestrians to less than:

(A) the minimum unobstructed sidewalk widths required by the Dallas Development Code for core and secondary pedestrian precinct overlay districts located within CA-1 and CA-1(A) zoning districts; or

(B) four feet in all other areas of the city.

(b) The director may require greater distances than those prescribed in Subsection (a) when warranted by special vehicular or pedestrian traffic conditions. (Ord. Nos. 19190; 19455)

SEC. 43-126.12. INSURANCE.

(a) A licensee shall procure, or cause to be procured, and keep in full force and effect, and shall keep on file with the director, a policy of comprehensive general liability insurance and garage insurance, or a certificate of insurance, issued by a casualty insurance company authorized to do business in this state and in the standard form approved by the board of insurance commissioners of the state. The insured provisions of the policy must include the city, and its officers and employees, as insureds and the coverage provisions must insure the public from loss or damage that may arise to any person or property by reason of the operation of a valet parking service by the licensee.

(b) The comprehensive general liability insurance must be on a broad form and provide limits of liability for bodily injury and property damage of not less than $300,000 combined single limit, or the equivalent.

(c) The garage insurance must provide limits of liability for bodily injury and property damage of not less than $300,000 combined single limit, or the equivalent, and must provide the following coverages:

(1) Comprehensive and collision coverage for physical damage.

(2) Coverage for vehicle storage.

(3) Coverage for a vehicle driven by or at the direction of the licensee.

(d) The insurance policy required by Subsection (a) of this section shall contain an endorsement which provides for 10 days' notice to the director in the event of any material change or cancellation of the policy. (Ord. 19190)

SEC. 43-126.13. INDEMNIFICATION.

A licensee, and any independent contractor used by the licensee, must execute a written agreement to indemnify the city and its officers and employees against all claims of injury or damage to persons or property arising out of the operation of the valet parking service by the licensee. (Ord. 19190)

SEC. 43-126.14. SIGNS.

Upon recommendation of the director, the city traffic engineer is authorized to place city signs or curb markings at a location licensed for a valet parking service pursuant to this division. The signs and markings shall:

(1) indicate that the location is restricted for use by a valet parking service; and

(2) state the days and hours of operation of the valet parking service. (Ord. 19190)

ASANA PARTNERS

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 , 1500 Dragon

Dear Dr. Miller-Hoskins,

Please accept this support letter for the parking reduction requests at 1616 and 1626 Hi Line, 1617 Hi Line, 1500 Dragon, 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

June 6, 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 1201 Oak Lawn Avenue

Dear Dr. Miller-Hoskins,

I am writing to express my full support for the parking reduction request under consideration for the properties of 1201 Oak Lawn Avenue. As the owner of The Charles, located diagonally adjacent to the proposed property, I have a direct stake in the future of this portion of the Dallas Design District.

In addition to being a nearby property owner. I am the founder of Duro Hospitality, a hospitality firm based in the Design District. Through my business and real estate holdings, I've had the opportunity to watch this neighborhood evolve into a vibrant, mixed-use community that balances creativity, commerce, and walkability. I also deeply understand parking needs from an operations standpoint. As city council just endorsed, our existing parking requirements in legacy PDs are rooted in the past, that are limiting our neighborhood The proposed parking modification represents a forward-thinking step that will better align with the way this area is being actively used by residents, businesses, and visitors.

We believe property responsible property owners like HN Capital who have a deep understanding of the operating needs of their properties are well equipped to understand how best to handle their own parking demand. Their request is supported by the character of the surrounding neighborhood, how other owners are managing parking, and the changing nature of urban mobility. As someone whose properties are directly impacted by this project, I can confidently say the proposed plan will have a positive effect on the area and is consistent with the Design District's continued growth.

Thank you for your consideration.

Sincerely,

Chas Martin – Duro Hospitality
1632 Market Center Boulevard, Dallas, TX

June 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 1500 Dragon Street

Dear Dr. Miller-Hoskins,

I am writing to express my full support for the parking reduction request under consideration for the properties of 1500 Dragon Street. As the owner of 1529 and 1531 Dragon Street, located directly across the street from the proposed development, I have a direct stake in the future of this portion of the Dallas Design District and fully support the proposed reductions.

In addition to being a nearby property owner, I am the founder of Skyline Agency, a marketing firm based in the Design District. Through my business and real estate holdings, I've had the opportunity to watch this neighborhood evolve into a vibrant, mixed-use community that balances creativity, commerce, and walkability. The proposed parking modification represents a forward-thinking step that will better align infrastructure with the way this area is being actively used by residents, businesses, and visitors.

I believe the applicant, HN Capital, request is well supported by the character of the surrounding neighborhood and the changing nature of urban mobility. As someone whose properties are directly impacted by this project, I can confidently say the proposed plan will have a positive effect on the area and is consistent with the Design District's continued growth.

Thank you for your consideration.

Sincerely,

Andres Giraldo

Andres Giraldo – Skyline Agency
1529 and 1531 Dragon Street

June 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 1500 Dragon Street

Dear Dr. Miller-Hoskins,

I am writing in support of the proposed parking reduction requested for the properties located at 1500 Dragon Street in the Dallas Design District. As a longtime property owner, community advocate, and business operator in this neighborhood, I believe the requested adjustment aligns with the evolving needs of the area and supports the continued growth and reinvestment within the Design District.

Since 1998, I have been actively investing in the Dallas Design District, recognizing its potential to become a hub for design, commerce, and culture. In 2002, I founded the nonprofit Friends of the Trinity Strand Trail (501c3), where I have proudly served as Board Chairman multiple times. Friends of the Trinity Trail and the broader network of improvements it supports have become critical assets to the community and reflect my deep-rooted commitment to enhancing this district.

My civic engagement also includes past service as a board member of Texas Security Bank, located within the Design District at 1212 Turtle Creek Boulevard. Additionally, I served on the committee that helped create the PD 621 zoning overlay, which continues to guide thoughtful development in the area. Today, I continue to serve as Vice Chairman of the Design District TIF Board, where I work collaboratively with stakeholders to support projects that add long-term value to the neighborhood.

I appreciate your consideration of this request and fully support the applicant, HN Capital, efforts to enhance their property and the broader Design District.

Sincerely,

Mike Kutner

1841 Levee Street, Dallas, TX

Parking Requirements Comparison:
P.D. 621 Vs. Recent Development Code Amendments

1201 Oak Lawn Avenue:

- Per P.D. 621, 135 spaces are required (120 for restaurant use plus 15 for office/showroom) at 1/105 for restaurant.
- Per the new Development Code standards, only 78 spaces would be required (63 for restaurant use plus 15 for office/showroom) at 1/200 for restaurant.
- Therefore, the site very nearly parks itself under the new Development Code standards, since there are 73 spaces on site and 78 spaces required.
- In addition, with valet use, use of valet parking in the loading area gains up to 11 spaces as Mr. Denman's diagram illustrates.
- Thus, 84 spaces could be provided on site, for only 78 spaces required, therefore the site would easily park itself under the new Development Code standards.

1500 Dragon Street:

- Per P.D. 621, 300 spaces are required (171 for restaurant use plus 129 for the rest) at 1/105 for restaurant.
- Per the new Development Code standards, only 219 spaces would be required (90 for restaurant use plus 129 for the rest) at 1/200 for restaurant.
- Therefore, the site is much closer to parking itself under the new Development Code standards, since there are 177 spaces on site and 219 required.
- In addition, with valet use, use of valet parking in the loading areas and stacking of some cars, up to 40 extra spaces could be provided, for a total of 217 spaces, which is very close to the 219 required under the new Development Code standards.

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:

Section 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 **Section 51A-4.311** minus the number of parking spaces currently not provided due to delta credits, as defined in **Section 51A-4.704(b)(4)(A).** The board of adjustment may impose conditions on the special exception. **Section 51A-4.311(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 resturant 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 Street 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 special exception automatically and immediately terminates if when the restaurant without drive-in or drive-through service, office, office/showroom, and commercial amusement (inside) (event center) uses are changed or discontinued.
- 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.

April 15, 2025: The Board of Adjustment Panel **A**, at its public hearing held on Tuesday, April 15, 2025, moved to **HOLD** this matter under advisement until **May 20, 2025**.

April 17, 2025: Planning and Development Department Senior Planner emailed the applicant the following information:

- 1:00 p.m., **May 9, 2025**, deadline to submit additional evidence to be incorporated into the board's docket materials.

May 9, 2025: The applicant provided additional documentary evidence.

May 20, 2025: The Board of Adjustment Panel **A**, at its public hearing held on Tuesday, May 20, 2025, moved to **HOLD** this matter under advisement until **June 17, 2025**.

May 21, 2025: Planning and Development Department Senior Planner emailed the applicant the following information:

- 1:00 p.m., **June 6, 2025**, deadline to submit additional evidence to be incorporated into the board's docket materials.

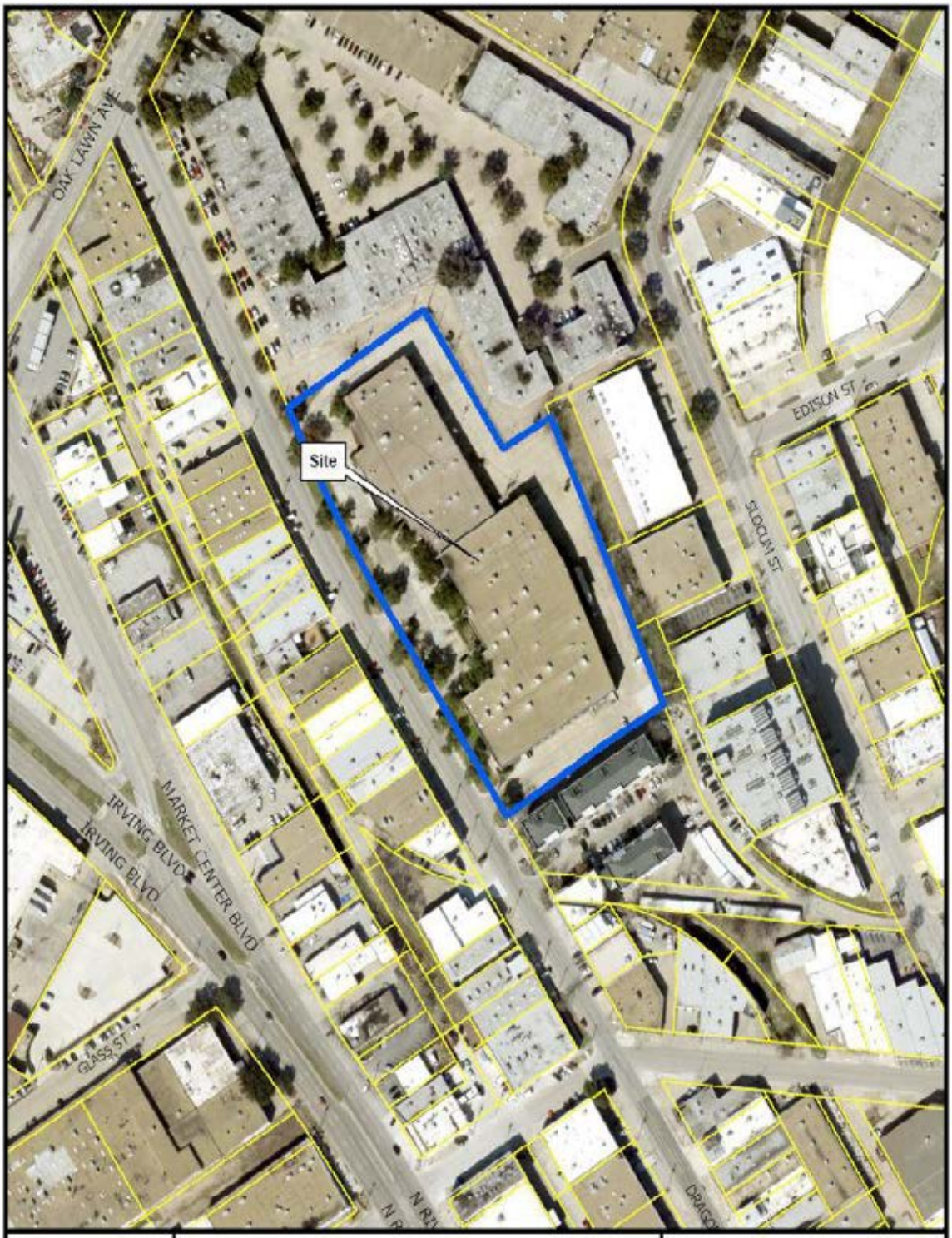
June 5, 2025: The applicant provided additional documentary evidence.

June 17, 2025: The Board of Adjustment Panel **A**, at its public hearing held on Tuesday, June 17, 2025, moved to **HOLD** this matter under advisement until **July 15, 2025**.

June 18, 2025: Planning and Development Department Senior Planner emailed the applicant the following information:

- 1:00 p.m., **July 3, 2025**, deadline to submit additional evidence to be incorporated into the board's docket materials.

July 2, 2025: The applicant provided additional documentary evidence.

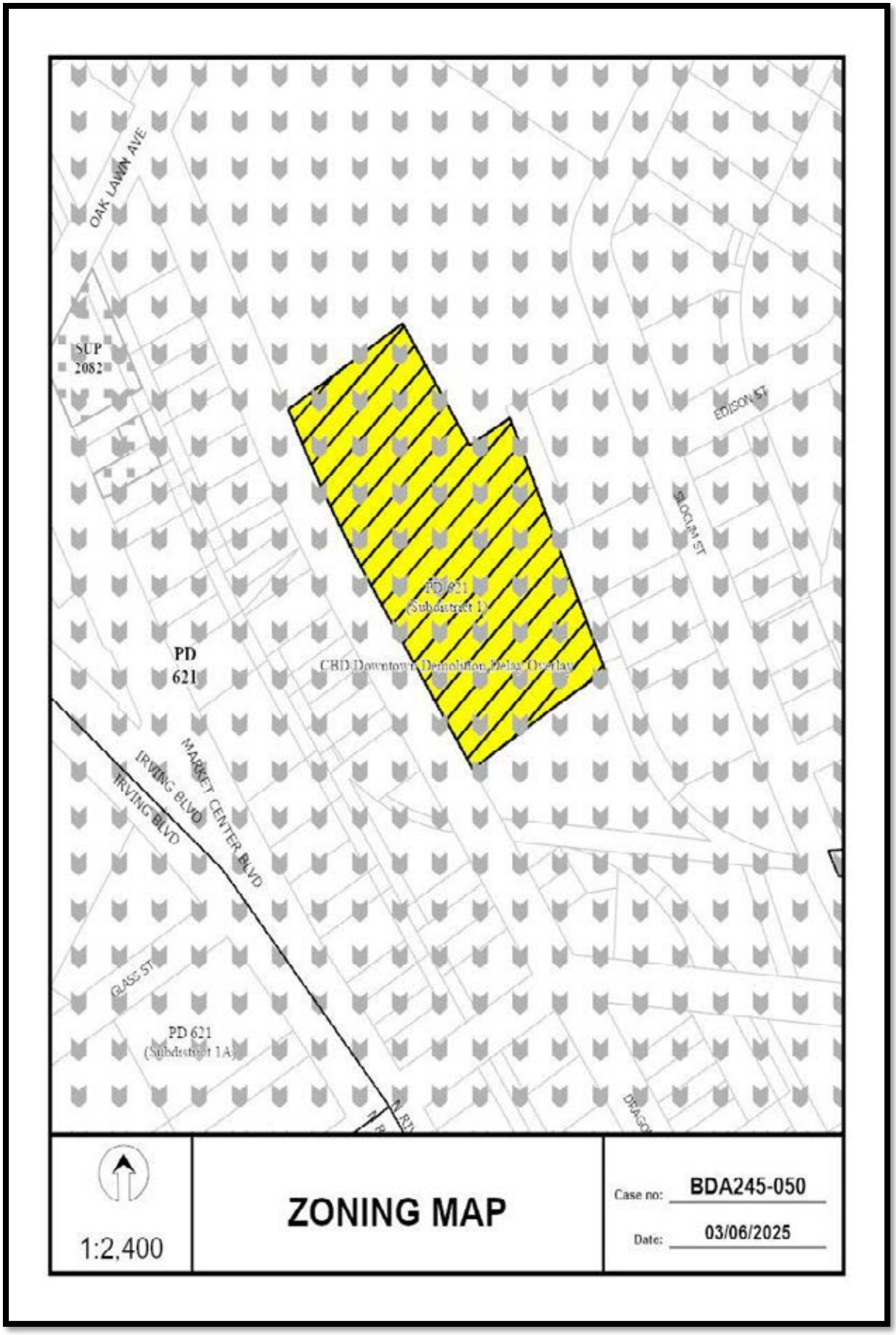


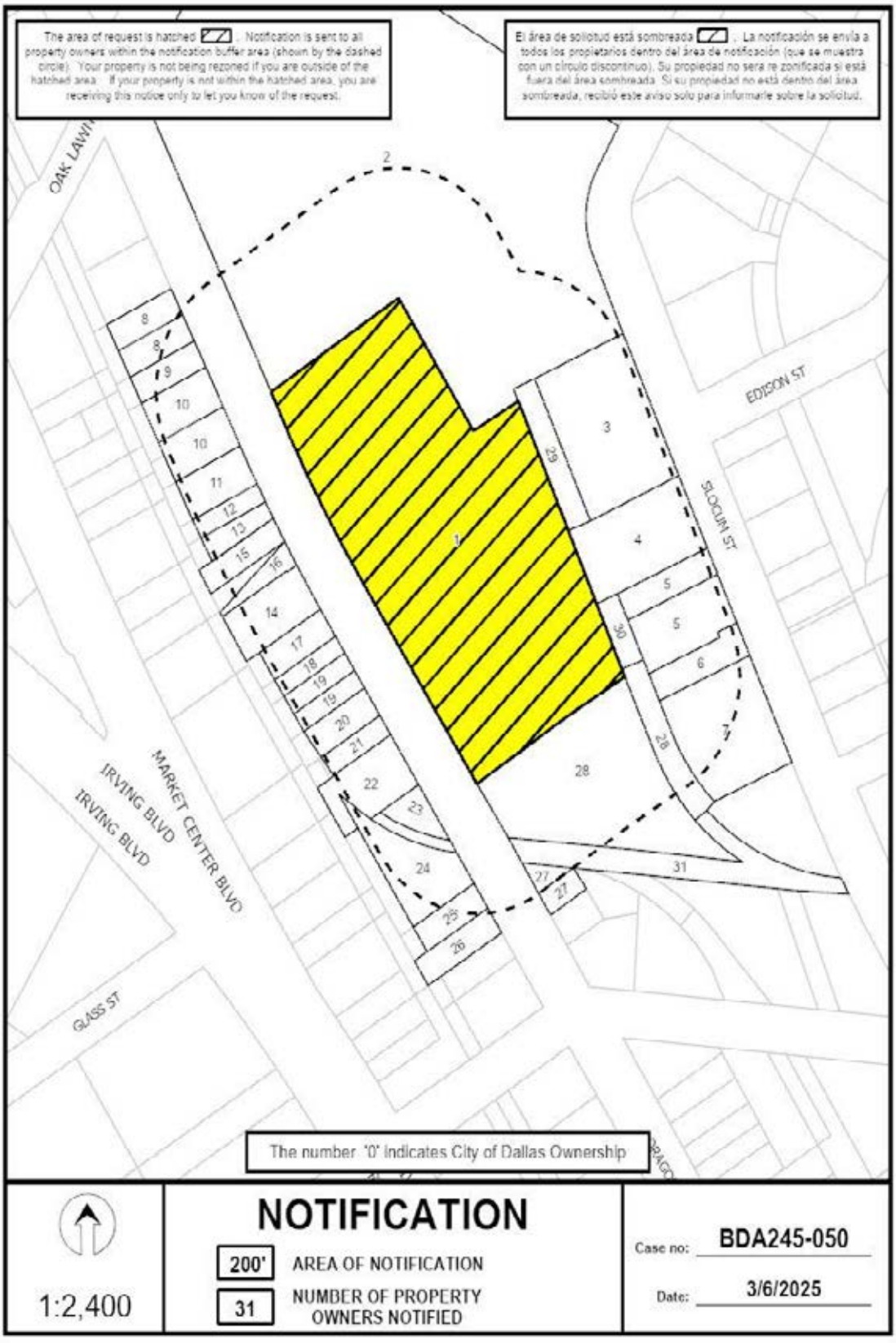
1:2,400

AERIAL MAP

Case no: BDA245-050

Date: 03/06/2025


OAK LAWN AVE
SUP
2082
EDISON ST
SLOCUM ST
PD 621
(Subdistrict 1)
PD
621
CBD Downtown Demolition Delay Overlay
IRVING BLVD
IRVING BLVD
MARKET CENTER BLVD
GLASS ST
PD 621
(Subdistrict 1A)
1:2,400
ZONING MAP
Case no: BDA245-050
Date: 03/06/2025


The area of request is hatched . Notification is sent to all property owners within the notification buffer area (shown by the dashed circle). Your property is not being rezoned if you are outside of the hatched area. If your property is not within the hatched area, you are receiving this notice only to let you know of the request.
El área de solicitud está sombreada . La notificación se envía a todos los propietarios dentro del área de notificación (que se muestra con un círculo discontinuo). Su propiedad no será re zonificada si está fuera del área sombreada. Si su propiedad no está dentro del área sombreada, recibió este aviso solo para informarle sobre la solicitud.
OAK LAWN
EDISON ST
SLOCUM ST
MARKET CENTER BLVD
IRVING BLVD
IRVING BLVD
GLASS ST
The number '0' indicates City of Dallas Ownership
NOTIFICATION
200'
AREA OF NOTIFICATION
31
NUMBER OF PROPERTY OWNERS NOTIFIED
1:2,400
Case no: BDA245-050
Date: 3/6/2025

Notification List of Property Owners

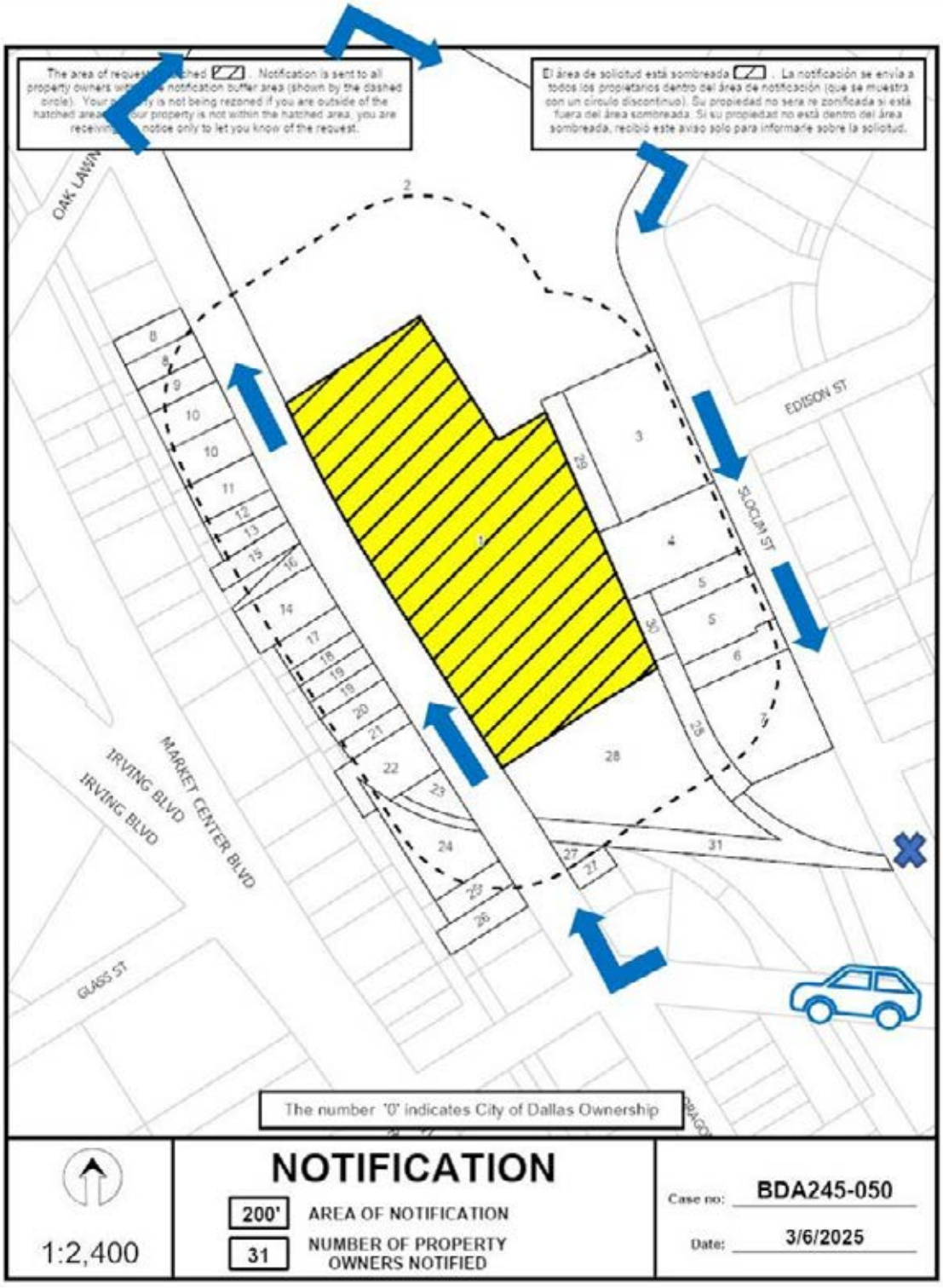
BDA245-050

31 Property Owners Notified

Label #	*Address*		*Owner*
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 POPERTY 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 KITTICHAI &
25	1419	DRAGON ST	APG3 HOLDINGS LLC
26	1413	DRAGON ST	ARTERIORS NEXT DOOR LLC

Label #	*Address*		*Owner*
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, JULY 15, 2025**

BRIEFING: **10:30 a.m.** via **Videoconference and in 6EN COUNCIL CHAMBERS** at Dallas City Hall, 1500 Marilla Street https://bit.ly/boa0715

HEARING: **1:00 p.m. Videoconference and in 6EN COUNCIL CHAMBERS** at Dallas City Hall, 1500 Marilla Street https://bit.ly/boa0715

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 June 17, 2025**.

BDA245-050(BT) 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 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, July 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

APPLICATION/APPEAL TO THE BOARD OF ADJUSTMENT

Case No.: BDA 245-050

FOR OFFICE USE ONLY
FEB 25 2025
FOR OFFICE USE ONLY

Data Relative to Subject Property: Date:

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

JOYLYN MARIE ADKINS
Notary Public, State of Texas
Comm. Expires 06-29-2028
Notary ID 1417149

MEMORANDUM OF
ACTION TAKEN BY THE
BOARD OF ADJUSTMENT

Date of Hearing _____

Appeal was--Granted OR Denied

Remarks _____

Chairman

Building Official's Report

I hereby certify that Jonathan Vinson

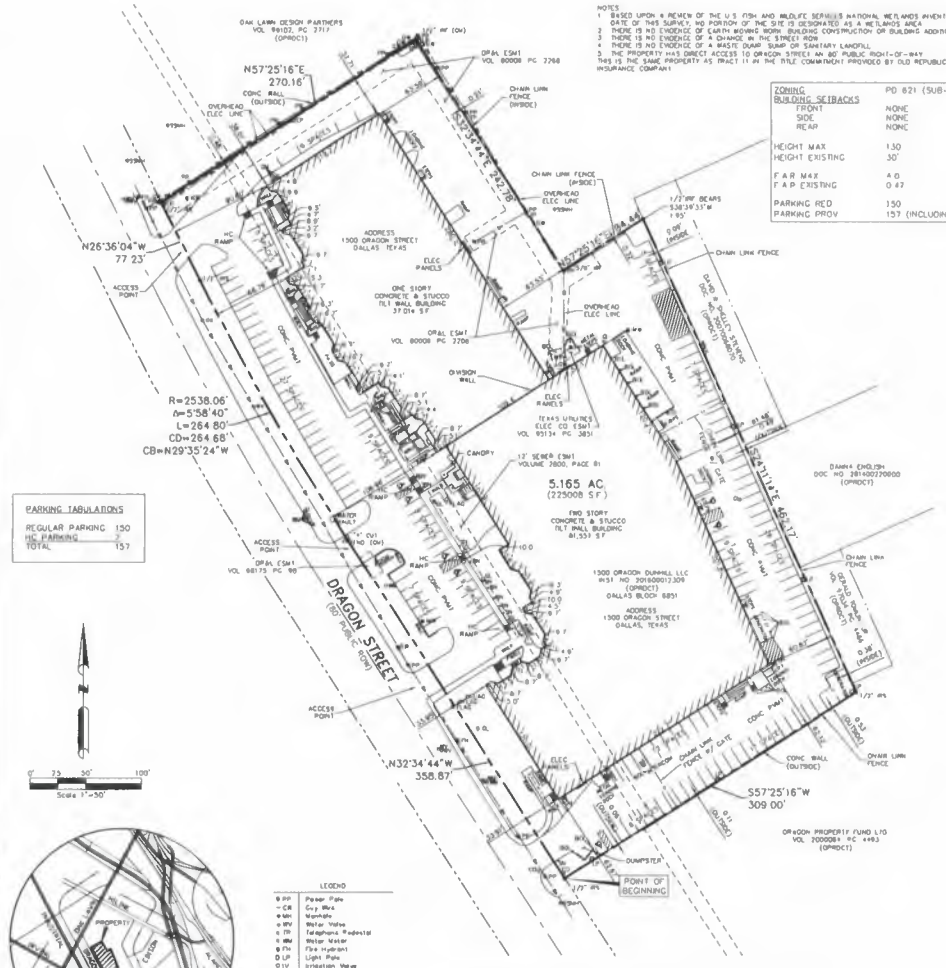
did submit a request for (1) a special exception to the parking regulations

at 1500 Dragon Street

BDA245-050(BT) 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 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

Sincerely,

M. Samuell Eskander, PE



ZONING	PD 621 (SUB-DISTRICT 1)
BUILDING SETBACKS	
FRONT	NONE
SIDE	NONE
REAR	NONE
HEIGHT MAX	130'
HEIGHT EXISTING	30'
FAR MAX	4.0
FAR EXISTING	0.47
PARKING REQ	150
PARKING PROV	157 (INCLUDING 7 HC SPACES)

PARKING TABULATIONS	
REGULAR PARKING	150
HC PARKING	7
TOTAL	157

NOTES:
1 BASED UPON A REVIEW OF THE U.S. FISH AND WILDLIFE SERVICE'S NATIONAL WETLANDS INVENTORY AS OF THE DATE OF THIS SURVEY, NO PORTION OF THE SITE IS DESIGNATED AS A WETLANDS AREA
2 THERE IS NO EVIDENCE OF EARTH MOVING WORK, BUILDING CONSTRUCTION OR BUILDING ADDITIONS
3 THERE IS NO EVIDENCE OF A CHANGE IN THE STREET ROW
4 THERE IS NO EVIDENCE OF A WASTE DUMP, SUMP OR SANITARY LANDFILL
5 THE PROPERTY HAS DIRECT ACCESS TO DRAGON STREET, AN 80' PUBLIC RIGHT-OF-WAY
THIS IS THE SAME PROPERTY AS THAT IN THE TITLE COMMITMENT PROVIDED BY OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY

LEGEND

⊕ PP	Power Pole
▭ CR	Cross Walk
⊕ MH	Manhole
⊕ WV	Water Valve
▭ TP	Telephone Pedestal
⊕ WM	Water Meter
⊕ FH	Fire Hydrant
○ LP	Light Pole
⊙ IV	Irrigation Valve
▭ CO	Clean Out
▭ BOL	Bollard
⊕ GL	Ground Light
⊕ MW	Monitoring Well
▭ GI	Grate Inlet
▭ SN	Sign
OH	Overhead
IRF	Iron Rod Found
IRS	Iron Rod Set
SS	Sanitary Sewer
SD	Storm Sewer

LOCATION MAP

FLOOD NOTE
According to the Federal Emergency Management Agency, Flood Insurance Rate Map Community Panel No 48113C0340 J dated August 23, 2001, a portion of this property is within Flood Zone X (Shaded)

Zone X (Shaded) – Areas of 500-year flood; areas of 100-year flood with average depths of less than 1 foot or with drainage areas less than 1 square mile, and areas protected by levees from 100-year flood

This flood statement does not imply that the property and/or the structure thereon will be free from flooding or flood damage. On rare occasions, greater floods can and will occur and flood heights may be increased by man-made or natural causes. This flood statement shall not create liability on the part of the Engineer

FIELD NOTE DESCRIPTION

STATE OF TEXAS
COUNTY OF DALLAS

BEING a tract of land situated in the McKinney and William Survey, Abstract No. 1052, Dallas County, Texas, and part of City of Dallas Block 6851, and being all of a tract of land as described in a deed to 1300 Dragon Dunhill LLC and recorded in Instrument No. 201800012309 of the Official Public Records of Dallas County, Texas (OPRDCT) and being more particularly described as follows:

BEGINNING at a 1/2 inch iron rod set for the most northwesterly corner of a tract of land as described in a deed to Oregon Property Fund, LTD., and recorded in Volume 2000084, Page 4493 (DPRDCT), said iron rod also being in the easterly right-of-way line of Oregon Street (an 80 foot right-of-way);

THENCE along the easterly right of way line of Oregon Street as follows:

North 32 degrees 34 minutes 44 seconds West a distance of 358.87 feet to an "X" cut found set for the beginning of a curve to the right having a radius of 2538.06 feet, a chord bearing North 29 degrees 35 minutes 24 seconds West and chord distance of 264.68 feet;

Along said curve to the right through a central angle of 05 degrees 58 minutes 40 seconds for an arc length of 264.80 feet to a 1/2 inch iron rod set for corner;

North 26 degrees 36 minutes 04 seconds West a distance of 77.23 feet to a 1/2 inch iron rod set for the most southeasterly corner of a tract of land as described in a deed to Oak Lawn Design Partners and recorded in Volume 98102, Page 2717 (DPRDCT);

THENCE departing the easterly right of way line of Oregon Street and along the southerly line of said Oak Lawn Design Partners tract as follows:

North 57 degrees 25 minutes 16 seconds East a distance of 270.16 feet to a 1/2 inch iron rod found for corner;

South 32 degrees 34 minutes 44 seconds East a distance of 242.78 feet to a 5/8 inch iron rod found for corner;

North 57 degrees 25 minutes 16 seconds East a distance of 44.44 feet to a point from which a 1/2 inch iron rod found bears South 38 degrees 39 minutes 33 seconds West a distance of 1.85 feet in the westerly line of a tract of land as described in a deed to David A. Shelby, Stevens and recorded in Document No. 20070080610 (OPRDCT);

THENCE departing the southerly line of said Oak Lawn Design Partners tract and along the westerly lines of the following 3 tracts: said David A. Shelby, Stevens tract; a tract of land as described in a deed to Danna English as recorded in Document No. 201402270600 (OPRDCT) and a tract of land as described in a deed to Cardo Tomin, Jr. and recorded in Volume 81034 Page 4988 (DPRDCT); South 24 degrees 11 minutes 14 seconds East a distance of 483.17 feet to a 1/2 inch iron rod set for corner in the northerly line of said Oregon Property Fund, LTD. tract;

THENCE departing the westerly line of said Cardo Tomin, Jr. tract and along the northerly line of said Oregon Property Fund LTD. tract South 57 degrees 25 minutes 16 seconds West a distance of 309.00 feet to the Point of Beginning;

Containing within these metes and bounds 5.165 acres or 225,008 square feet of land more or less.

The bearings herein are based upon GPS measurements taken in the field at the time of this survey.

The Surveyor has not abstracted the record title and/or easements of the subject property. The Surveyor prepared the survey with the benefit of a title commitment described below, and assumes no liability for any easements, right of-way dedications or other title matters affecting the subject property, which may have been filed in the real property records but are not disclosed in said title commitment.

Title commitment provided by: Old Republic National Title Insurance Company
GF# 1002-1689510-RTT
Effective date: November 2, 2016

10 The following matters and all terms of the documents creating or offering evidence of the matters (We must insert matters or delete this exception):

aaa Easement executed by Industrial Properties Corporation to City of Dallas dated March 12, 1947, filed March 20, 1947, recorded in Volume 2800, Page 81, Deed Records, Dallas County, Texas. (SHOWN)

bbb Easement executed by Trammell Crow Company to Dallas Power and Light Company, filed September 04, 1998, recorded in Volume 98175, Page 88, Deed Records, Dallas County, Texas. (SHOWN)

ccc Easement executed by Trammell Crow Company, No. 49, to Dallas Power and Light Company and Southwestern Bell Telephone Company, dated December 31, 1979, filed January 08, 1980, recorded in Volume 80008, Page 2286, Deed Records, Dallas County, Texas. (SHOWN)

ttt Easement and Right of Way executed by Bank of America, N.A. and S.E. to Texas Utilities Electric Company, dated May 23, 1995, filed July 11, 1995, recorded in Volume 95134, Page 3851, Deed Records, Dallas County, Texas. (SHOWN)

vvv Lease as evidenced by Memorandum of Lease, executed by 1320 Oregon Street, to United States Postal Service, dated March 23, 2000, filed May 08, 2000, recorded in Volume 2000081, Page 2318, Deed Records, Dallas County, Texas. (AFFECTS)

www Terms, provisions and conditions of City of Dallas Ordinance No. 28802, filed June 13, 2012, recorded under Clerk's File No. 20120019880, Official Public records, Dallas County, Texas. (AFFECTS, BUT NOT PLOTTABLE)

xxx Terms, conditions and provisions of Voluntary Cleanup Program Final Certificate of Completion, dated December 02, 2013, recorded under Clerk's File No. 20130031956, and dated July 12, 2018, recorded under Clerk's File No. 20180032153, Official Public Records, Dallas County, Texas. (AFFECTS)

yyy Terms, conditions of designated groundwater as evidenced by Ordinance No. 26695, dated June 27, 2007, filed July 24, 2007, recorded under Clerk's File No. 20070284748, Official Public Records, Dallas County, Texas. (DOES NOT AFFECT)

zzz Lease as evidenced by Subordination, Non-Disturbance and Attornment Agreement, filed April 16, 2018, recorded under Clerk's File No. 20180018183, Official Public Records, Dallas County, Texas. (AFFECTS)

SURVEYOR'S CERTIFICATION

To: Paragon Chase Bank, National Association, together with its successors and assigns
OD Dunhill 2017 LLC
DE Design Borrower 2017 LLC
1300 Dragon Dunhill LLC
Benchmark Title LLC
Old Republic National Title Insurance Company

This is to certify that this map or plat and the survey on which it is based were made on the ground this 30th day of August 2016 (updated on the 29th day of November 2016) in accordance with "Minimum Standard Detail Requirements for ALTA/ACSM Land Title Surveys," jointly established and adopted by ALTA, and NSPS in 2016 and includes items 1, 2, 3, 4, 8(e), 9(b) (none provided to surveyor), 7a, 8, 11 (observed utilities only, no underground utility research performed), 13, 14, 16, 17 & 19 of Table A thereof. Pursuant to the Accuracy Standards as adopted by ALTA, and NSPS and in effect on the date of this certification, undersigned further certifies that in his professional opinion as a land surveyor in the State of Texas, the Relative Positional Accuracy of the survey does not exceed that which is specified therein.

B. J. Clem
Registered Professional Land Surveyor
Texas Registration No. 4581
Middleton & Associates, LLC
1111 South Main Street, Suite 123
Grapevine, Texas 76051
972-393-9800

STATE OF TEXAS
B. J. CLEM
4581
REGISTERED
PROFESSIONAL
LAND SURVEYOR

Please note that the use of the word "CERTIFY" or "CERTIFICATE" used hereon constitutes an expression of professional opinion regarding those facts or findings which are the subject of the certification and does not constitute a warranty or guarantee, either expressed or implied. Survey shall be deemed invalid without signature and seal.

Middleton & Associates, LLC
CONSULTING CIVIL ENGINEERS, SURVEYORS & LAND PLANNERS
© Copyright 2016
TBPE #F-10900 TBPLS #10157700
1111 SOUTH MAIN ST., SUITE 123 GRAPEVINE
TEXAS 76051 (972) 393-9800

ALTA/ACSM LAND TITLE SURVEY
5.165 ACRES
McKINNEY & WILLIAM SURVEY, ABST. NO. 1052
DALLAS COUNTY, TEXAS

Drawing File	008400TBDY.DWG	DATE	SCALE	SHEET NO.
Project No.	0084001	12-7-16	1"=50'	1 / 1

BDA245-050

1500 Dragon Street Parking Spaces

Parking Counts
172 Regular Spaces
5 Handicap Spaces
177 Total Parking Spaces

BDA245-050

Jackson Walker LLP

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

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. <u>Parking Study and Analysis</u>. 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. <u>Applicable Regulations</u>. 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

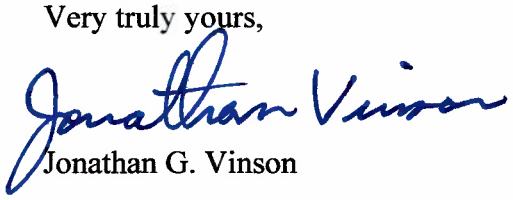
in place for 50 years or more, the requested reduction is completely reasonable and justifiable, and realistically aligns with project actual parking demand.

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.

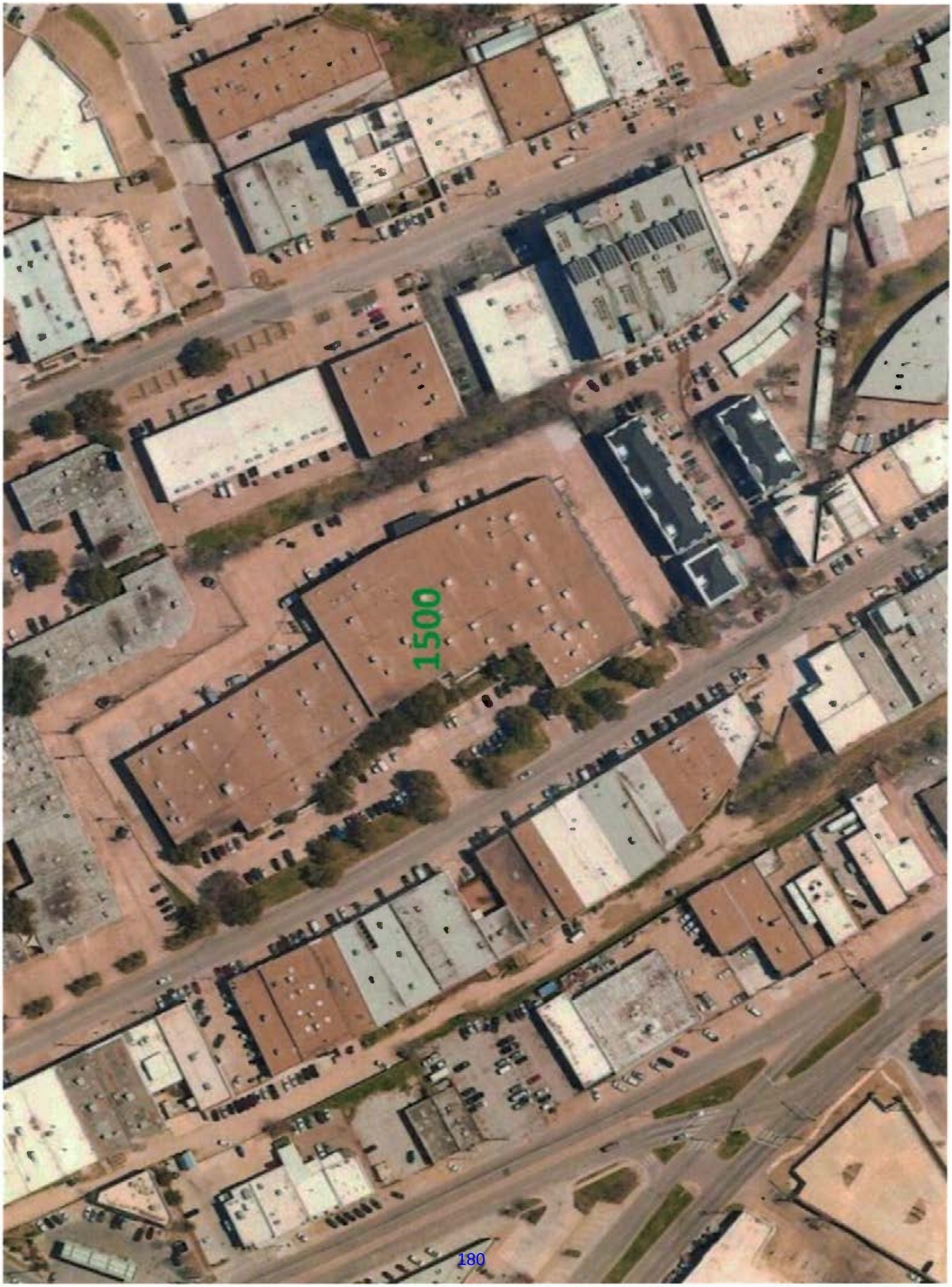
Very truly yours,



Jonathan G. Vinson

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

Hi Line Dr
N Stemmons Fwy
I-35E N
Inspiration Dr
Edison St
Slocum St
Decorative Ctr
Oak Lawn Ave
Dragon St
N River
Market Center Blvd
Irving Blvd
Turtle Creek Blvd


1500

DESIGN DISTRICT
COWORK

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**

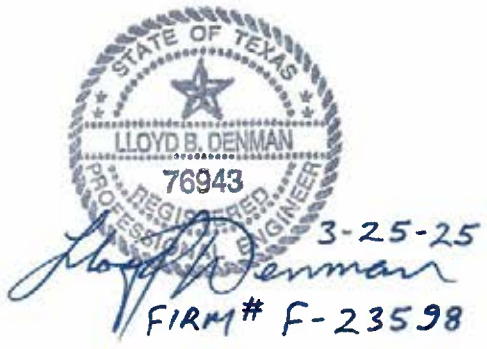
Therefore, 300 is the parking requirement for 1500 Dragon

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**

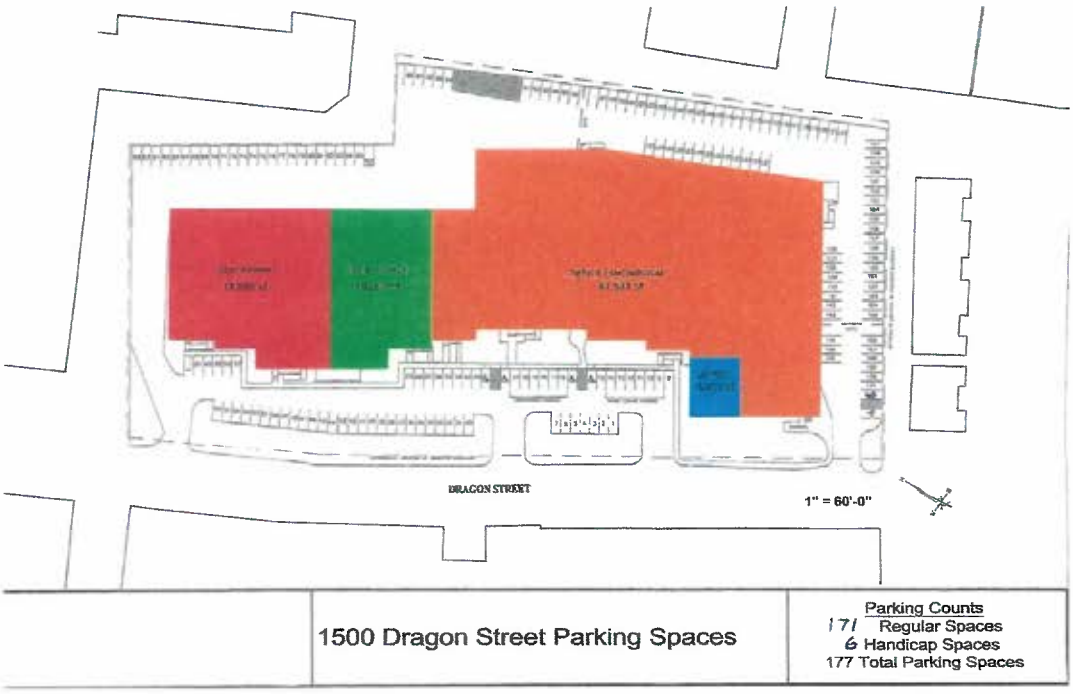
Introduction

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

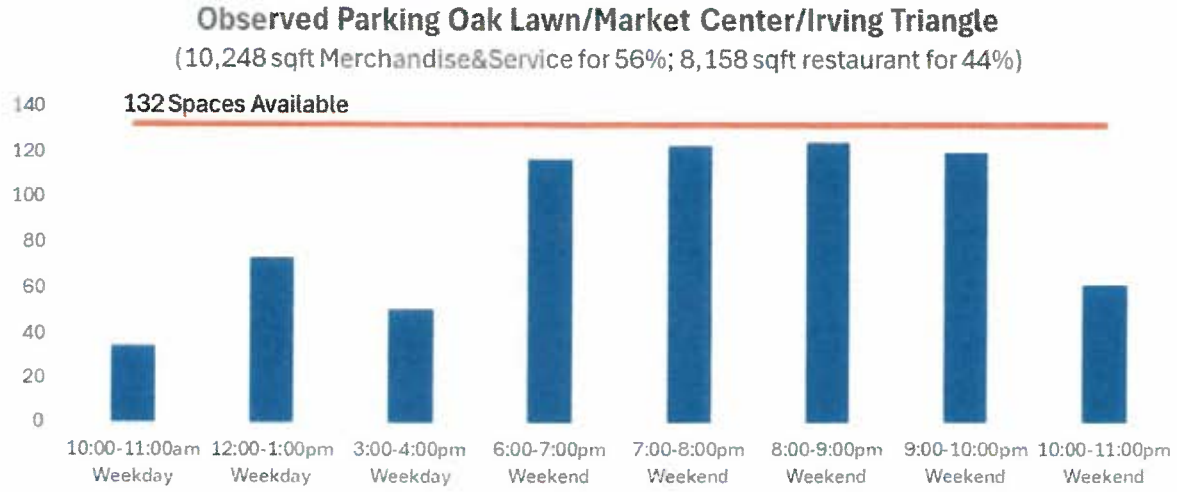
The creators of PD 621 utilized good foresight for the zoning regulations back in 2002 realizing that the old parking minimums required for certain defined uses are not "one-size fits all". (See **APPENDIX** Articles on Parking) PD 621 allows for the accommodation of denser urban living that is less "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 Captial 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)

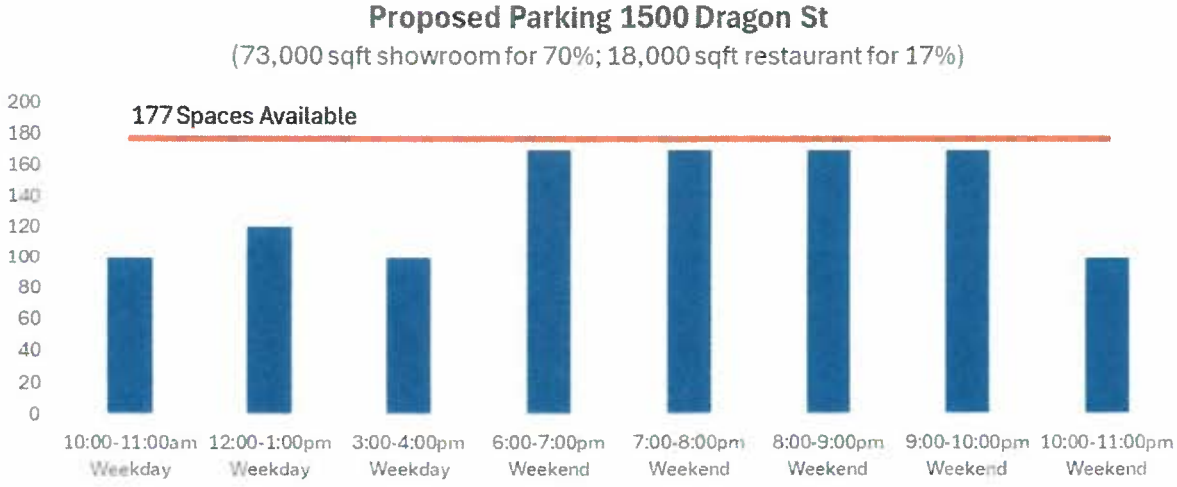
Exhibit 3, on the next page, illustrates observed parking during peak use times in October of 2024 for 1212 Oak Lawn and 1617 Market Center, a triangular shaped property, which has the Pie Tap and Town Hearth restaurants. The exhibit is annotated with comments about the observed parking data and what 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

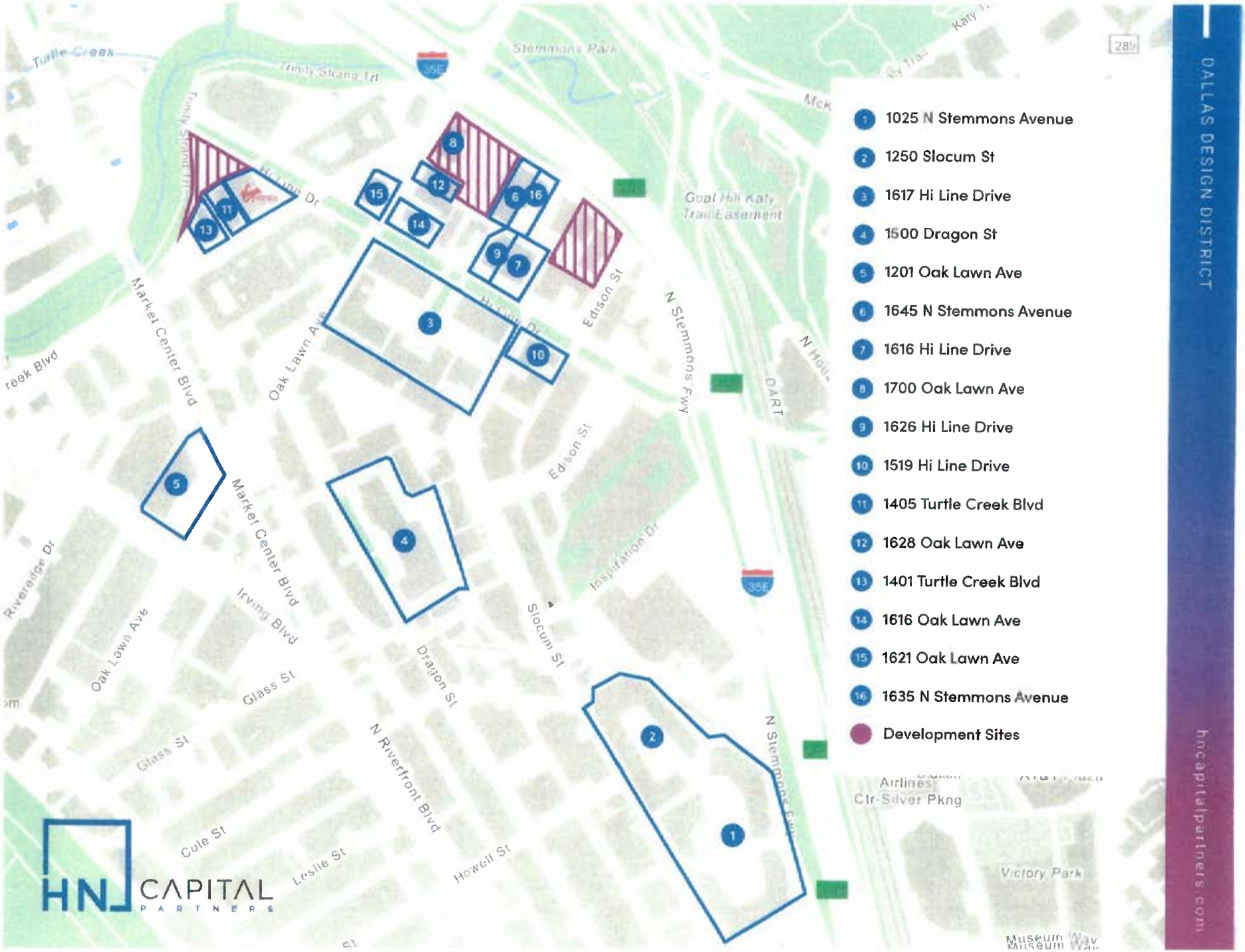
The parking reduction request is also supported by a walkability analysis of nearby residential units and current urban trend uses of alternative modes of transportation like walking, bicycling, and Uber/Alto. (See **APPENDIX** Walkability Study.) Note that the City of Dallas is currently considering 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


DALLAS DESIGN DISTRICT
hncapitalpartners.com
1 1025 N Stemmons Avenue
2 1250 Slocum St
3 1617 Hi Line Drive
4 1500 Dragon St
5 1201 Oak Lawn Ave
6 1645 N Stemmons Avenue
7 1616 Hi Line Drive
8 1700 Oak Lawn Ave
9 1626 Hi Line Drive
10 1519 Hi Line Drive
11 1405 Turtle Creek Blvd
12 1628 Oak Lawn Ave
13 1401 Turtle Creek Blvd
14 1616 Oak Lawn Ave
15 1621 Oak Lawn Ave
16 1635 N Stemmons Avenue
Development Sites
HN CAPITAL PARTNERS
Turtle Creek
Stemmons Park
Goat Hill Katy Trail Easement
Market Center Blvd
Oak Lawn Ave
Edison St
N Stemmons Fwy
DART
Inspiration Dr
Slocum St
Dragon St
Irving Blvd
Glass St
Riverfront Blvd
Cole St
Leslie St
Howell St
Riverside Dr
Victory Park
Museum Way

ASANA PARTNERS

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

Jackson Walker LLP

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.

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

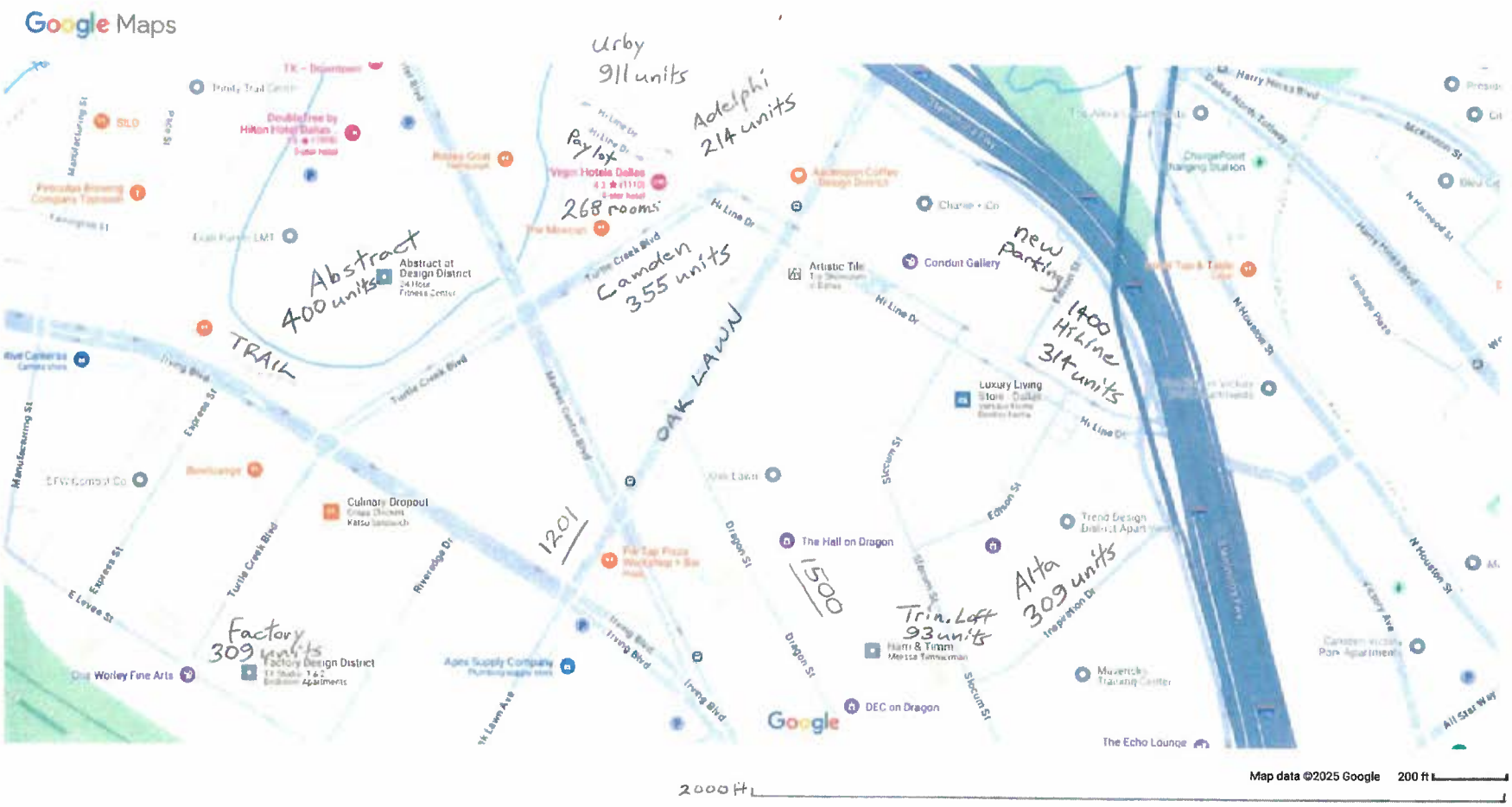
cc: Dr. Kameka Miller-Hoskins
Jennifer Hiromoto
Vipin Nambiar
Adam Hammack
Suzan Kedron

41476708v.1

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

U.S. Department of Transportation
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 >

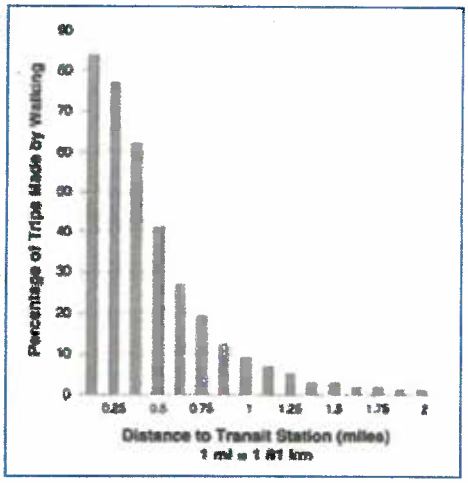
Chapter 4: Actions to Increase the Safety of Pedestrians Accessing Transit

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 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.

PACE UNIVERSITY
Elisabeth Haub School of Law

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 financers 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.

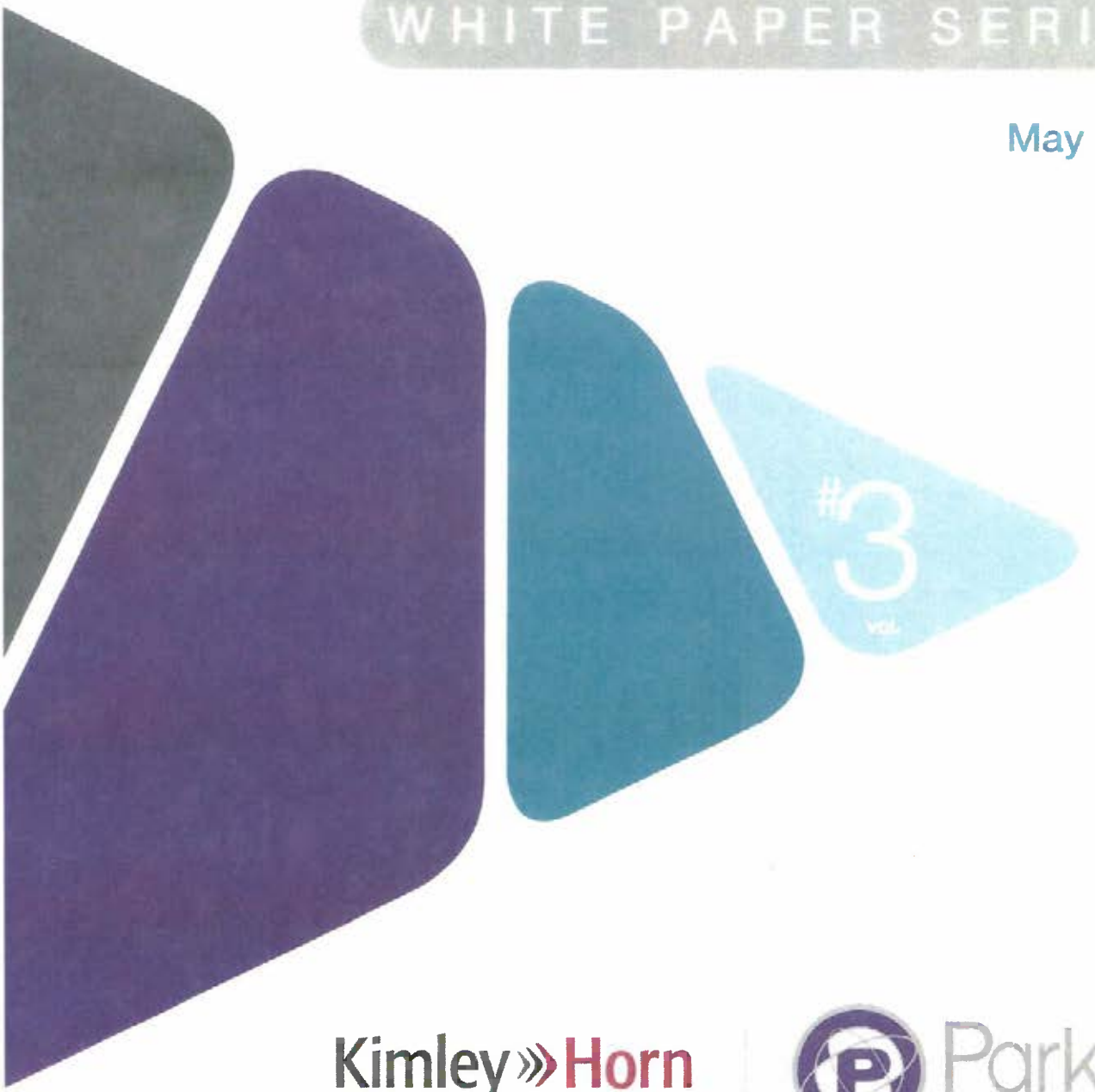
Finally, in **West Hartford, CT**, the zoning code provides an alternative method of meeting parking requirements. So long as the applicant seeking to enter into a shared parking agreement can prove the lot would be convenient for all parties and would not cause traffic congestion, it can get approved.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

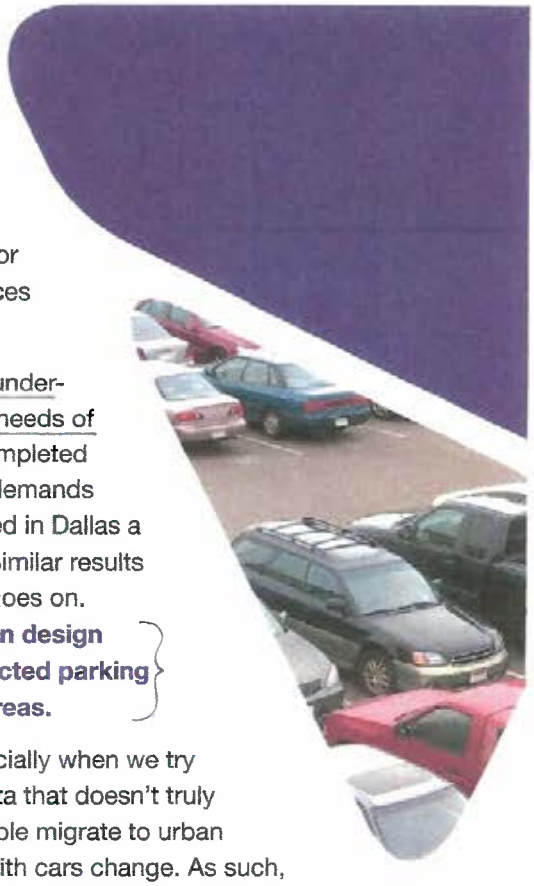


Kimley»Horn
Expect More. Experience Better.

Park+
Unlimited Parking Solutions

Park+
Unlimited Parking Solutions

Introduction

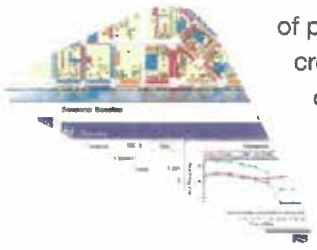


For the longest time, our industry's approach to defining "How much parking?" has been relegated to the use of national parking requirement standards, either from the Institute of Transportation Engineers (ITE), Urban Land Institute (ULI), or local code requirements. Anyone who has read the workings 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 underrepresented 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.

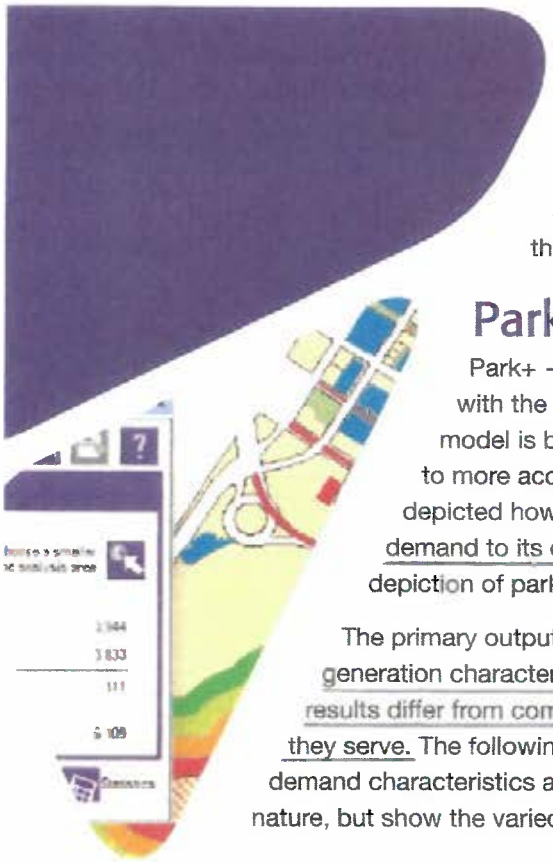
Too much parking tends to be an expensive endeavor. In today's world where more and more parking is found in consolidated structures, the cost to build a single space can range from $8,000 to $40,000, or more. This price is astronomical and is a primary contributing reason that rents are increasing and the cost of living in urban areas is skyrocketing. In King County[1], 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 planner[2] 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 • 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		

Jackson Walker LLP

Jonathan Vinson
(214) 953-5941 (Direct Dial)
jvinson@jw.com

May 9, 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; and BDA 245-050; Parking Special Exception; 1500 Dragon Street.

Dear Members of the Board of Adjustment:

I. Introduction. This letter is intended to supplement the information we provided to you, through the City Staff, previously on our two above-referenced requests. While we would refer you back to our previous letters and information packets on these cases, we wanted to provide you, in a concise format, with some additional ideas we have on these cases and which we would respectfully ask that you consider at our upcoming May 20 hearings on these cases.

We listened very carefully to the thorough discussion of these items at the April 15 hearings, and we have discussed them further within our team. While we continue to believe that these requests meet the required standard (as discussed below) and merit approval, we have done more work on these and offer the following ideas for your consideration, bearing in mind that Board applications may be approved with conditions, as provided for in the Development Code.

II. Potential Additional Conditions. For **1201 Oak Lawn**, we would reiterate that we control numerous properties in the Design District (map attached, which you have seen previously). We are also in discussions with the ownership of Apex Supply Company at 180 Oak Lawn (a daytime business open only from 7:00 A.M. to 5:00 P.M.), which is only 150 feet away across the Oak Lawn-Irving Boulevard intersection, for the leasing of a number of parking spaces to be determined (aerial photography shows 30 striped spaces on that site), although we maintain that the number of spaces to be provided on site (73 provided, out of 135 required, a 45.9 percent reduction) is more than sufficient.

With respect to our request at **1500 Dragon** (to provide 177 spaces, out of 300 required, a 41.0 percent reduction), DDD Property Holdings, LLC, a related entity, owns the Dallas Design

Center at 1025 North Stemmons/1250 Slocum, which can easily be utilized for overflow/valet parking to serve 1500 Dragon Street as needed. The uses in the Dallas Design Center (site plan attached) are almost entirely daytime, low-parking demand uses, and we can easily "share" parking there for valet service for evening peak uses (restaurants), potentially up to 50 additional spaces. As stated above, HN Capital-related entities also control numerous other Design District properties which can be used for this purpose.

III. <u>Reassessment Condition</u>. In addition, in some parking reduction requests at the Board, a condition has been included to require a follow-up assessment at a specific point in time to determine if the parking reduction is working as planned or if further action is needed. We are amenable to such a condition on each of these cases, and we would suggest an 18 month reassessment target date.

IV. <u>The Special Exception Standard and How We Meet It</u>. 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 requests, as supported by our Analysis, clearly meet all of the criteria for the granting of our special exception request.

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

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. If not for the fact that we are in a P.D., we might not even need to make these requests.

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. Finally, the Applicant owns and manages these properties for the long term, representing a huge investment in the Design District. We need and want for the parking to work for the benefit of all – vacant or dysfunctional space is first and foremost bad for us.

V. Conclusion. The conclusion is clear based on this information that these requests *meet the standard for approval* of parking special exceptions, in that the parking demand generated by the uses do not warrant the number off street parking spaces otherwise required, and the special exceptions will not create a traffic hazard or increase traffic congestion on adjacent or nearby streets.

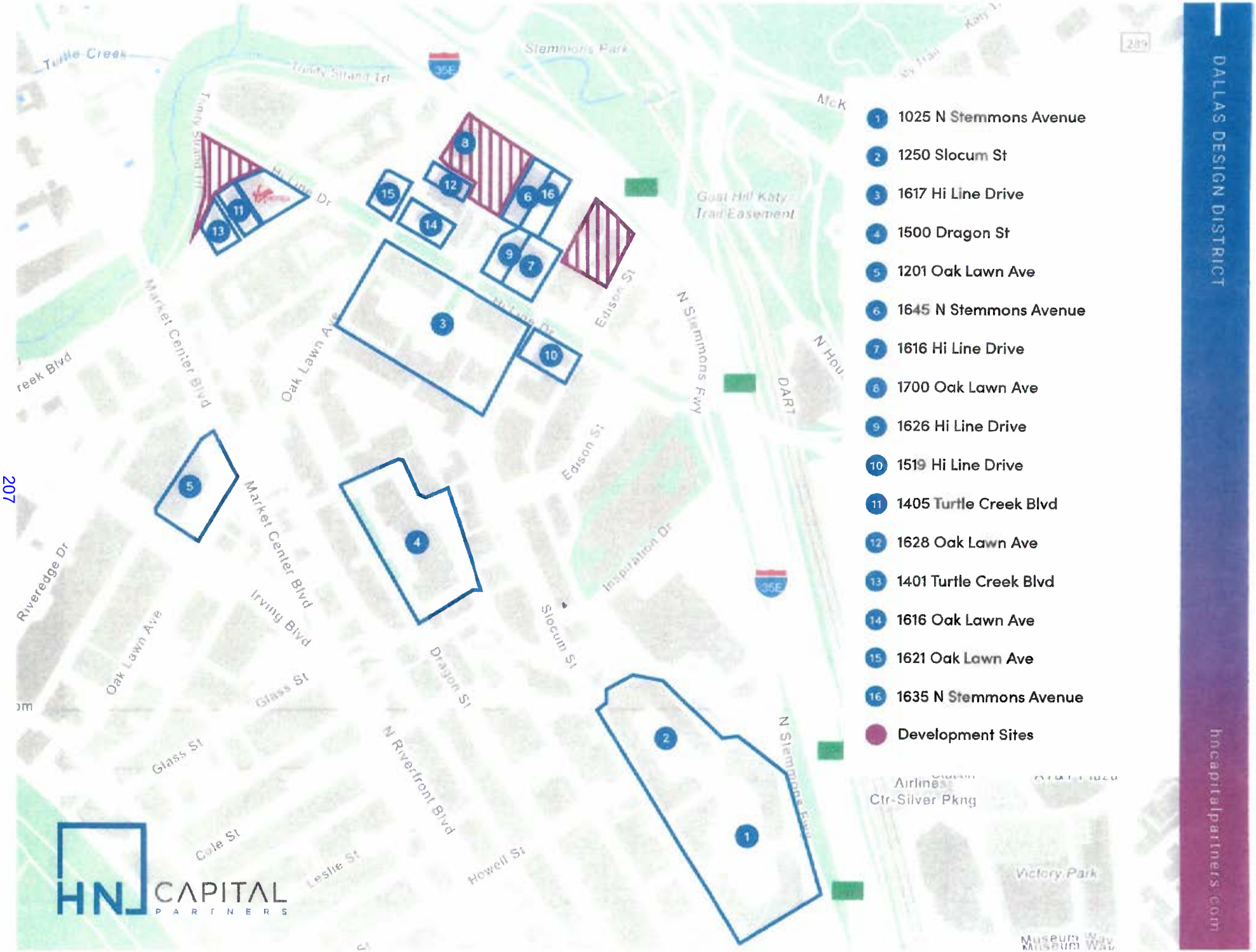
Since these requests clearly meets the Development Code and P.D. 621 standards for approval, we will respectfully be asking that you *approve* our request. We look forward to appearing before you and answering any questions you might have, and we appreciate your time and consideration

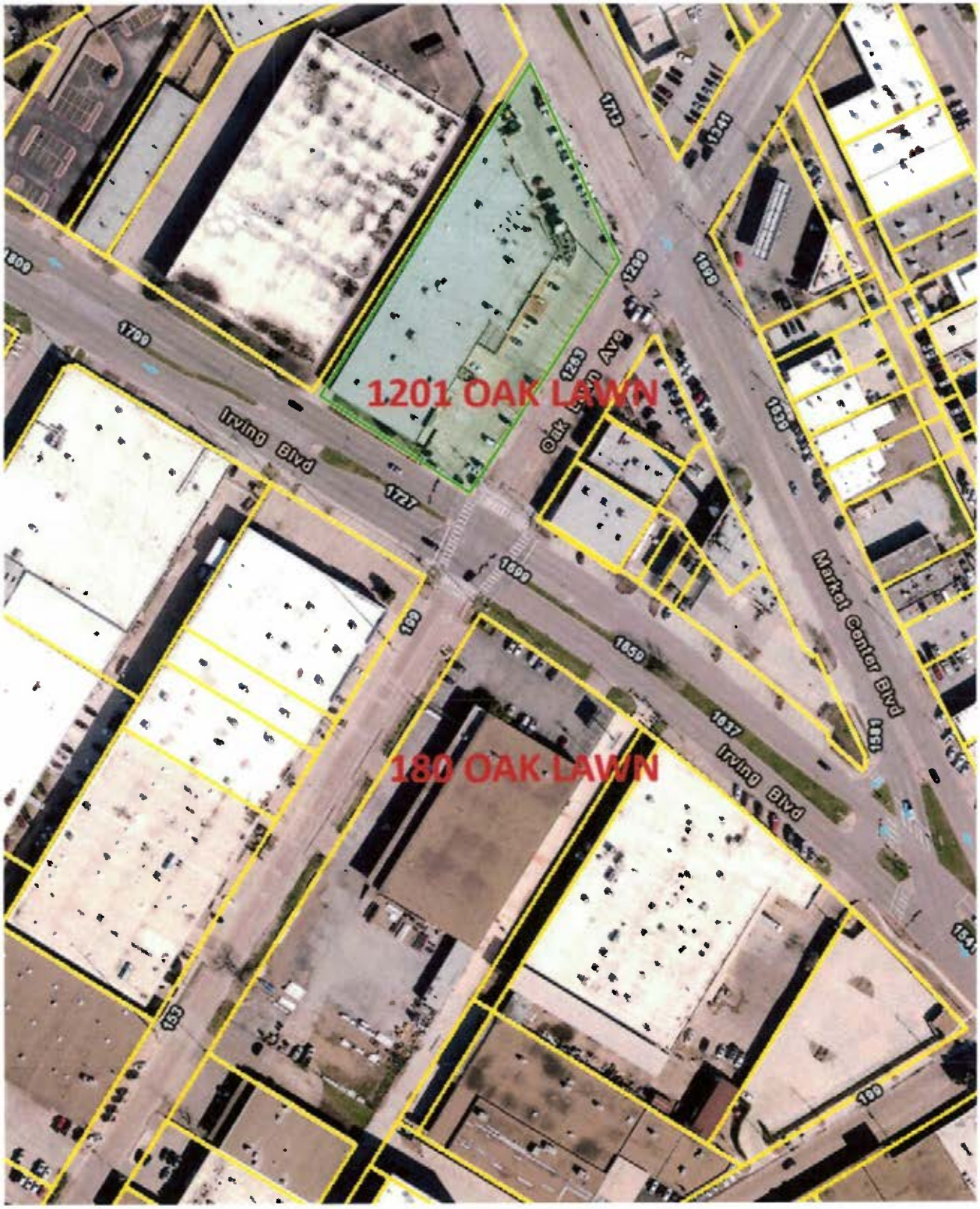
.

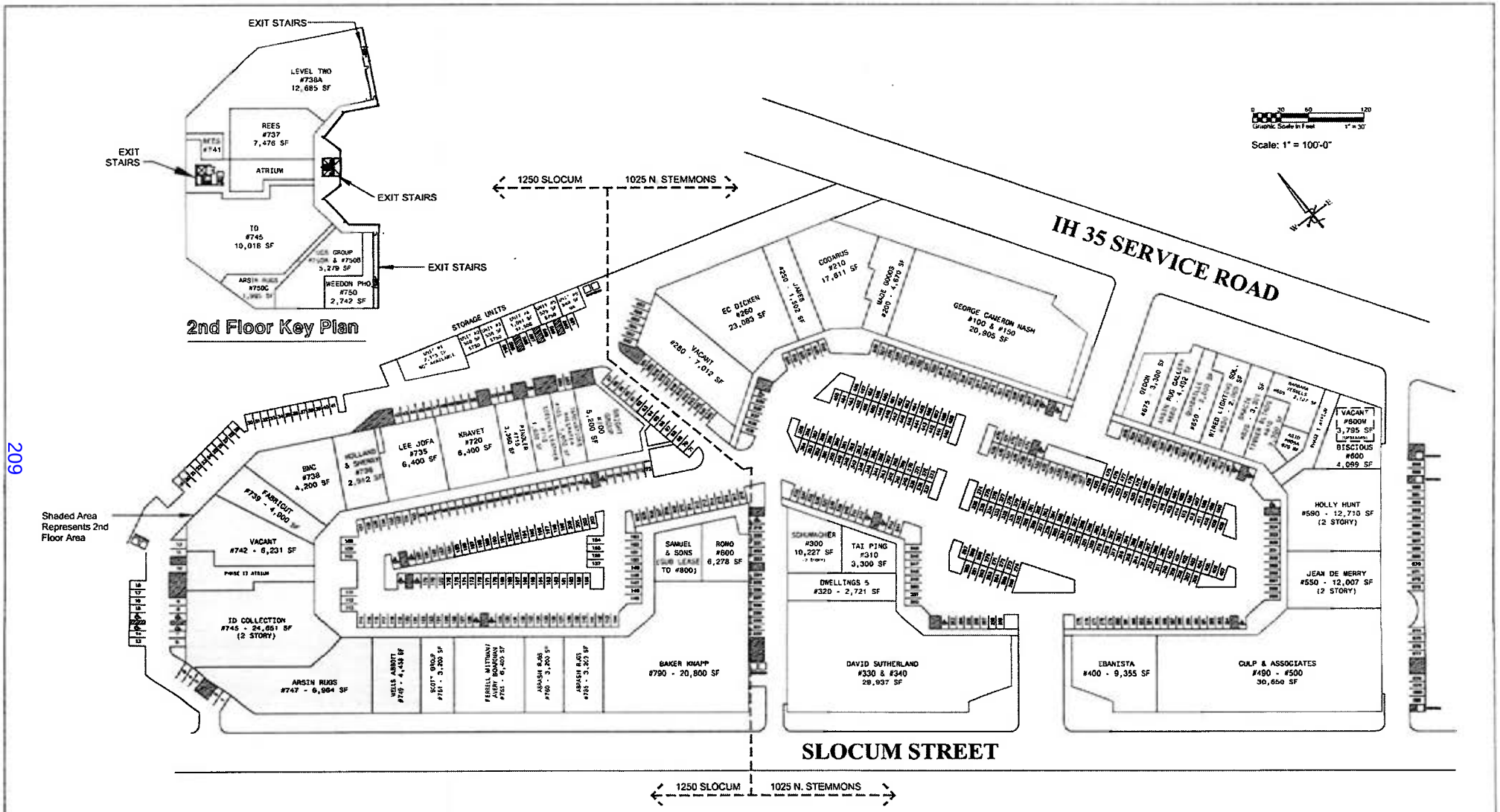
Very truly yours,

Jonathan G. Vinson

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


1 1025 N Stemmons Avenue
2 1250 Slocum St
3 1617 Hi Line Drive
4 1500 Dragon St
5 1201 Oak Lawn Ave
6 1645 N Stemmons Avenue
7 1616 Hi Line Drive
8 1700 Oak Lawn Ave
9 1626 Hi Line Drive
10 1519 Hi Line Drive
11 1405 Turtle Creek Blvd
12 1628 Oak Lawn Ave
13 1401 Turtle Creek Blvd
14 1616 Oak Lawn Ave
15 1621 Oak Lawn Ave
16 1635 N Stemmons Avenue
Development Sites
DALLAS DESIGN DISTRICT
hncapitalpartners.com
HN CAPITAL PARTNERS


1201 OAK LAWN
180 OAK LAWN
Irving Blvd
Oak Lawn Ave
Market Center Blvd
Irving Blvd



DUNHILL PARTNERS
Commercial Brokerage & Investments

Dallas Design Center
1250 Slocum / 1025 N. Stemmons

Parking Counts
591 Regular Spaces
24 Handicap Spaces
615 Total Parking Spaces

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**

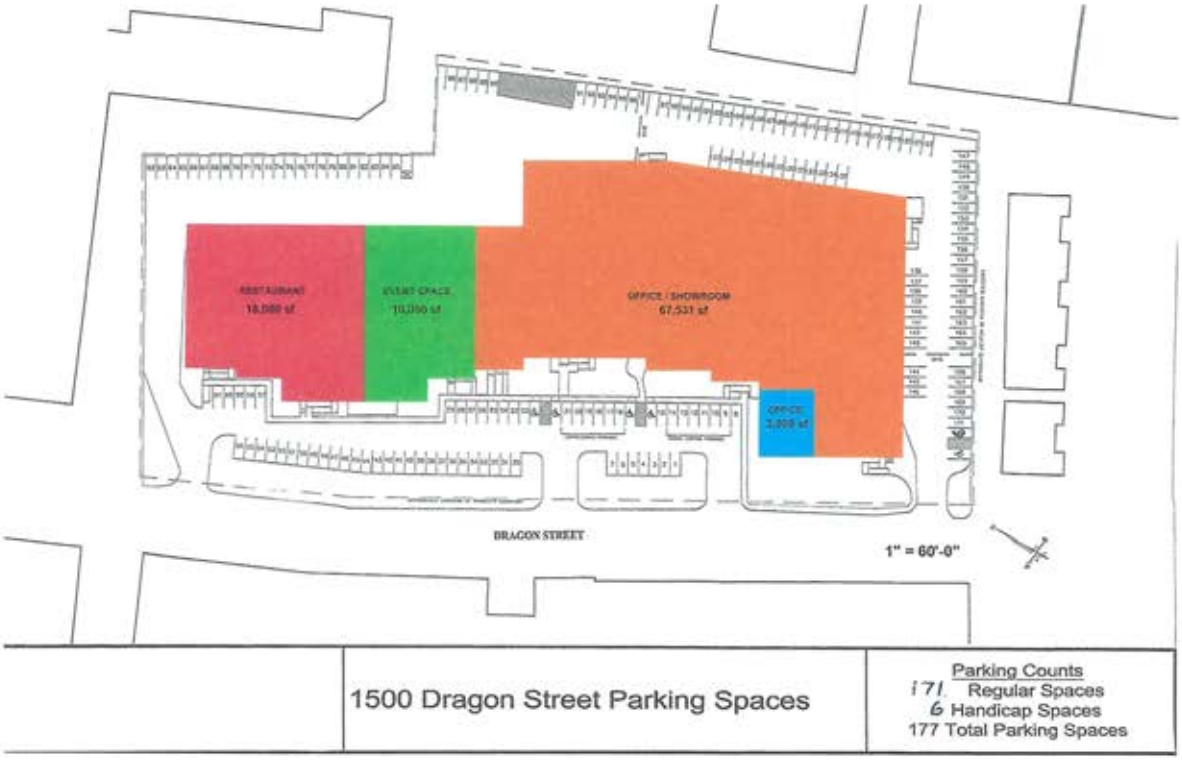
Introduction

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 Captial 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

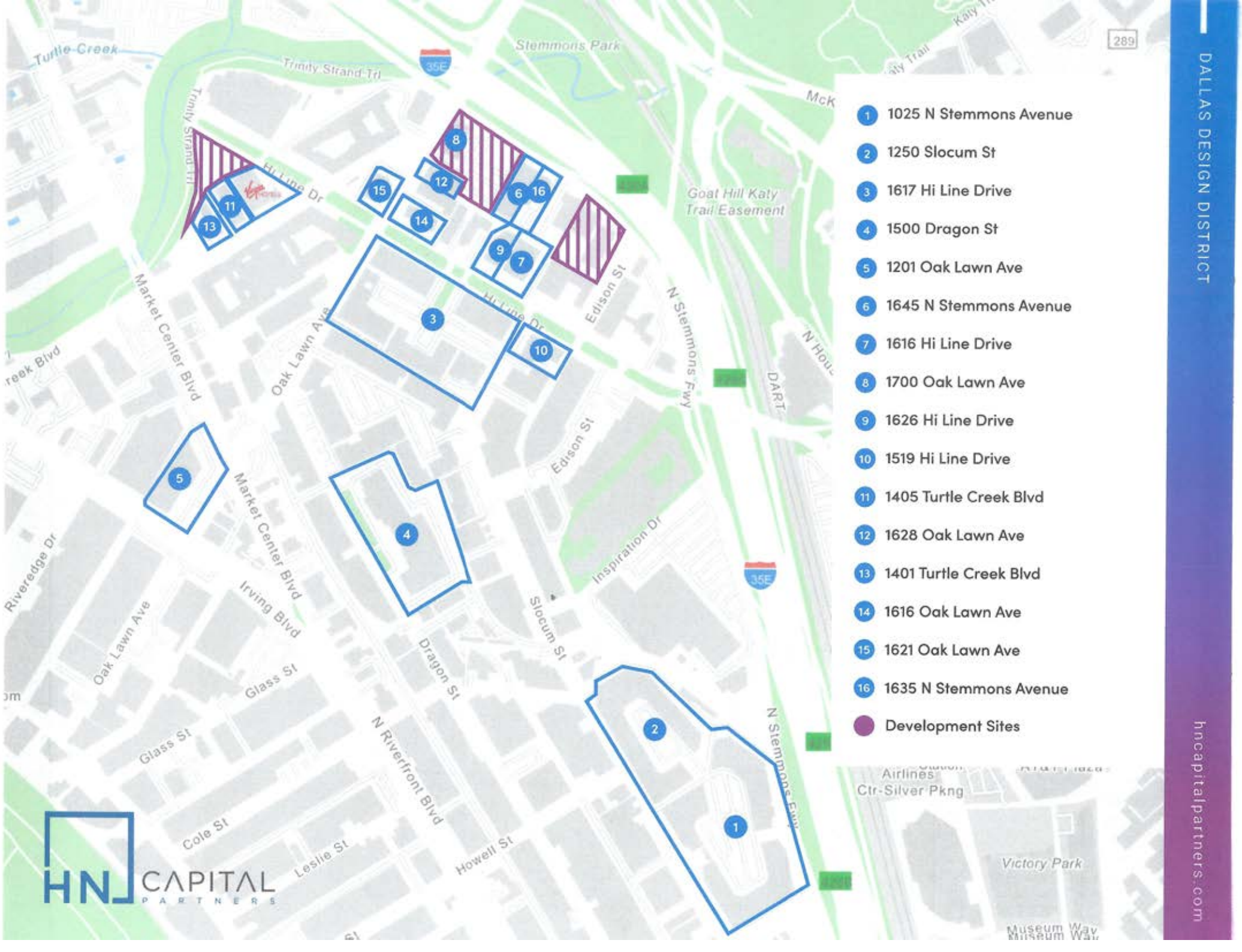
The parking reduction request is also supported by a walkability analysis of nearby residential units and current urban trend uses of alternative modes of transportation like walking, bicycling, and Uber/Alto. (See **APPENDIX** Walkability Study.) Note that the City of Dallas is currently considering 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


1 1025 N Stemmons Avenue
2 1250 Slocum St
3 1617 Hi Line Drive
4 1500 Dragon St
5 1201 Oak Lawn Ave
6 1645 N Stemmons Avenue
7 1616 Hi Line Drive
8 1700 Oak Lawn Ave
9 1626 Hi Line Drive
10 1519 Hi Line Drive
11 1405 Turtle Creek Blvd
12 1628 Oak Lawn Ave
13 1401 Turtle Creek Blvd
14 1616 Oak Lawn Ave
15 1621 Oak Lawn Ave
16 1635 N Stemmons Avenue
Development Sites
DALLAS DESIGN DISTRICT
hncapitalpartners.com
HN CAPITAL PARTNERS
Turtle Creek
Trinity Strand Trl
Stemmons Park
Goat Hill Katy Trail Easement
Hi Line Dr
Market Center Blvd
Oak Lawn Ave
Edison St
N Stemmons Fwy
DART
Inspiration Dr
Slocum St
Dragon St
Irving Blvd
Glass St
N Riverfront Blvd
Cole St
Leslie St
Howell St
Riveredge Dr
Victory Park
Museum Way
Airlines Ctr-Silver Pkng
35E
289

ASANA PARTNERS

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

JW | Jackson Walker LLP

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.

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

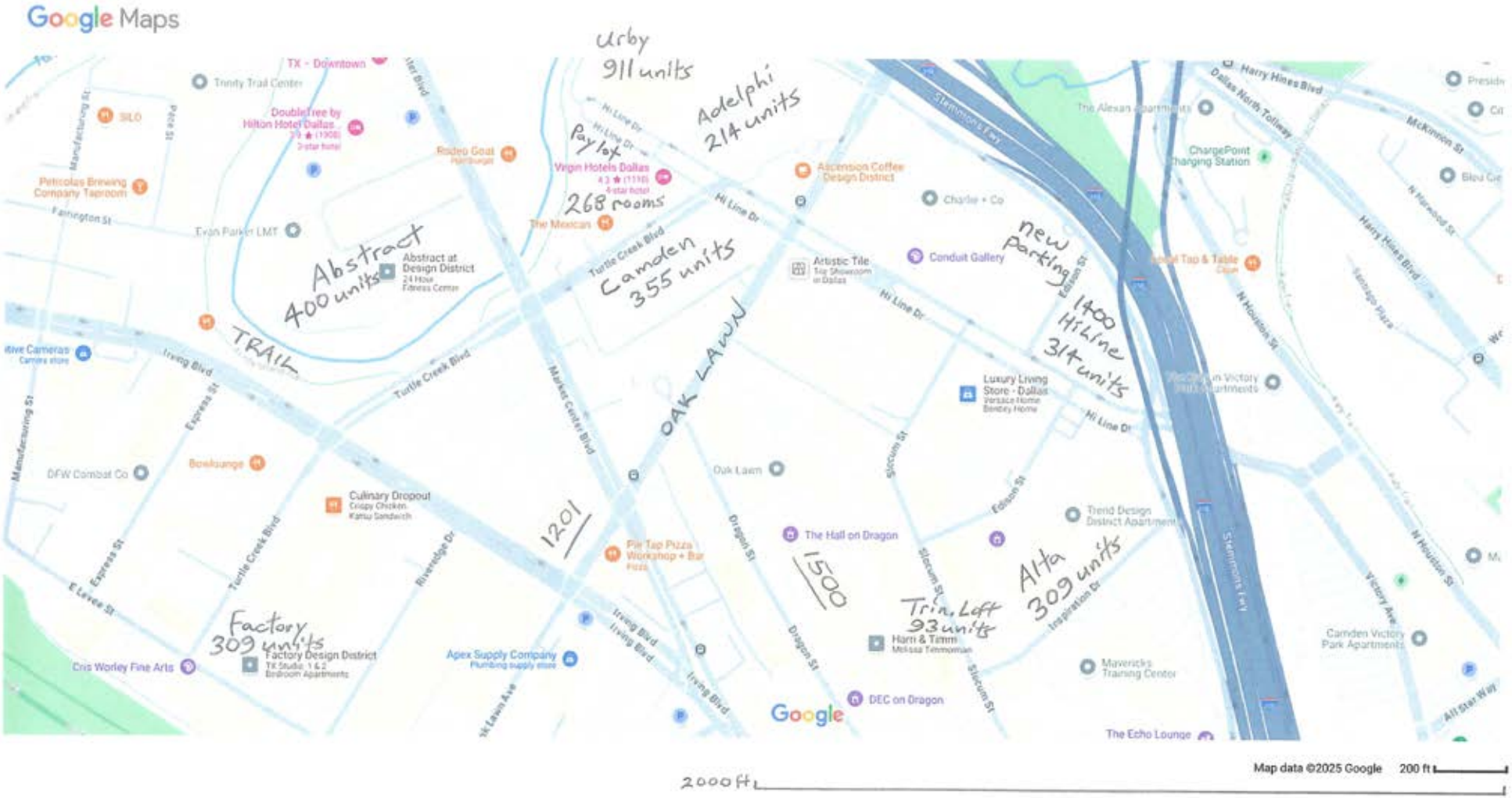
cc: Dr. Kameka Miller-Hoskins
Jennifer Hiromoto
Vipin Nambiar
Adam Hammack
Suzan Kedron

41476708v.1

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

U.S. Department of Transportation
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 >

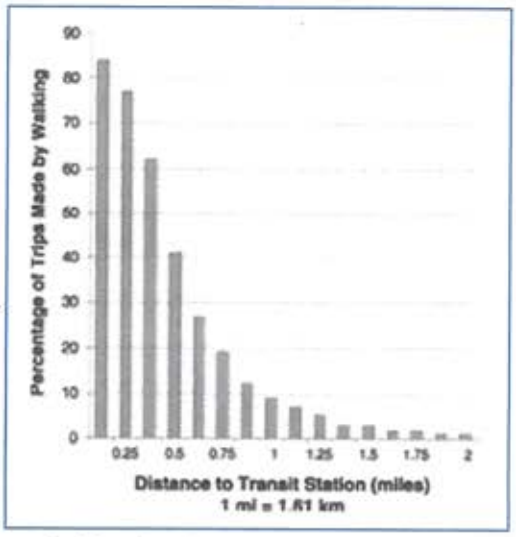
Chapter 4: Actions to Increase the Safety of Pedestrians Accessing Transit

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 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.

PACE
UNIVERSITY
Elisabeth Haub School of Law

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 financers 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.

Kimley»Horn
Expect More. Experience Better.

Park+
Unlimited Parking Solutions

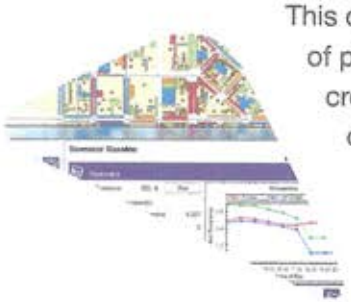
Introduction

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.

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.

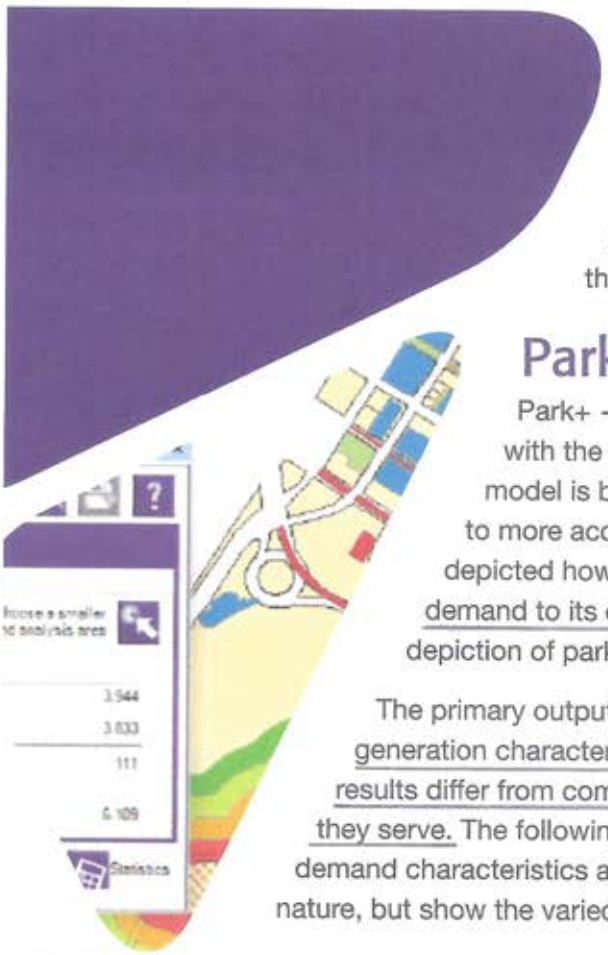
Too much parking tends to be an expensive endeavor. In today's world where more and more parking is found in consolidated structures, the cost to build a single space can range from $8,000 to $40,000, or more. This price is astronomical and is a primary contributing reason that rents are increasing and the cost of living in urban areas is skyrocketing. In King County[1], 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 planner[2] 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.

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**

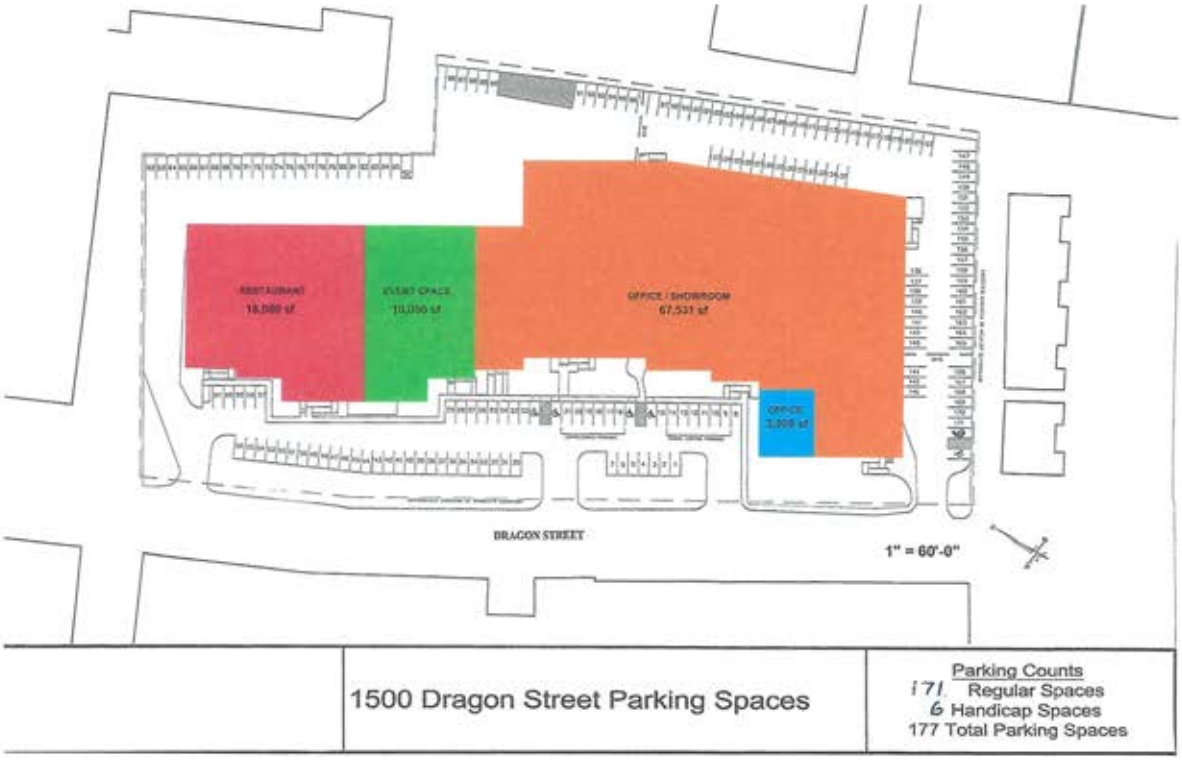
Introduction

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

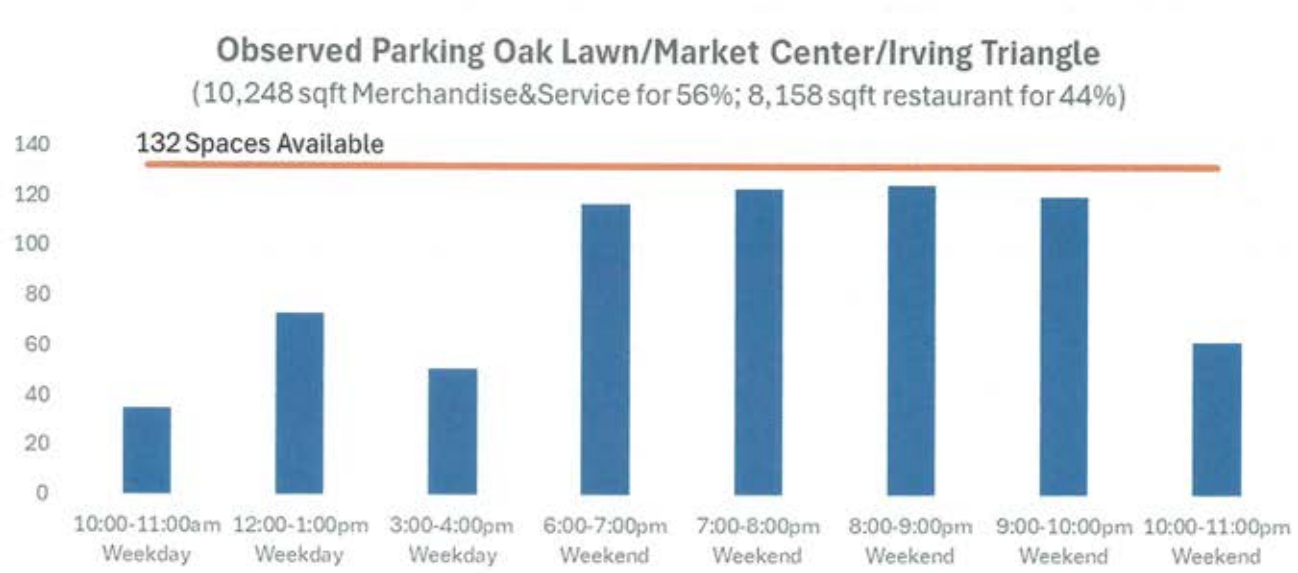
The creators of PD 621 utilized good foresight for the zoning regulations back in 2002 realizing that the old parking minimums required for certain defined uses are not "one-size fits all". (See **APPENDIX** Articles on Parking) PD 621 allows for the accommodation of denser urban living that is less "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 Captial 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

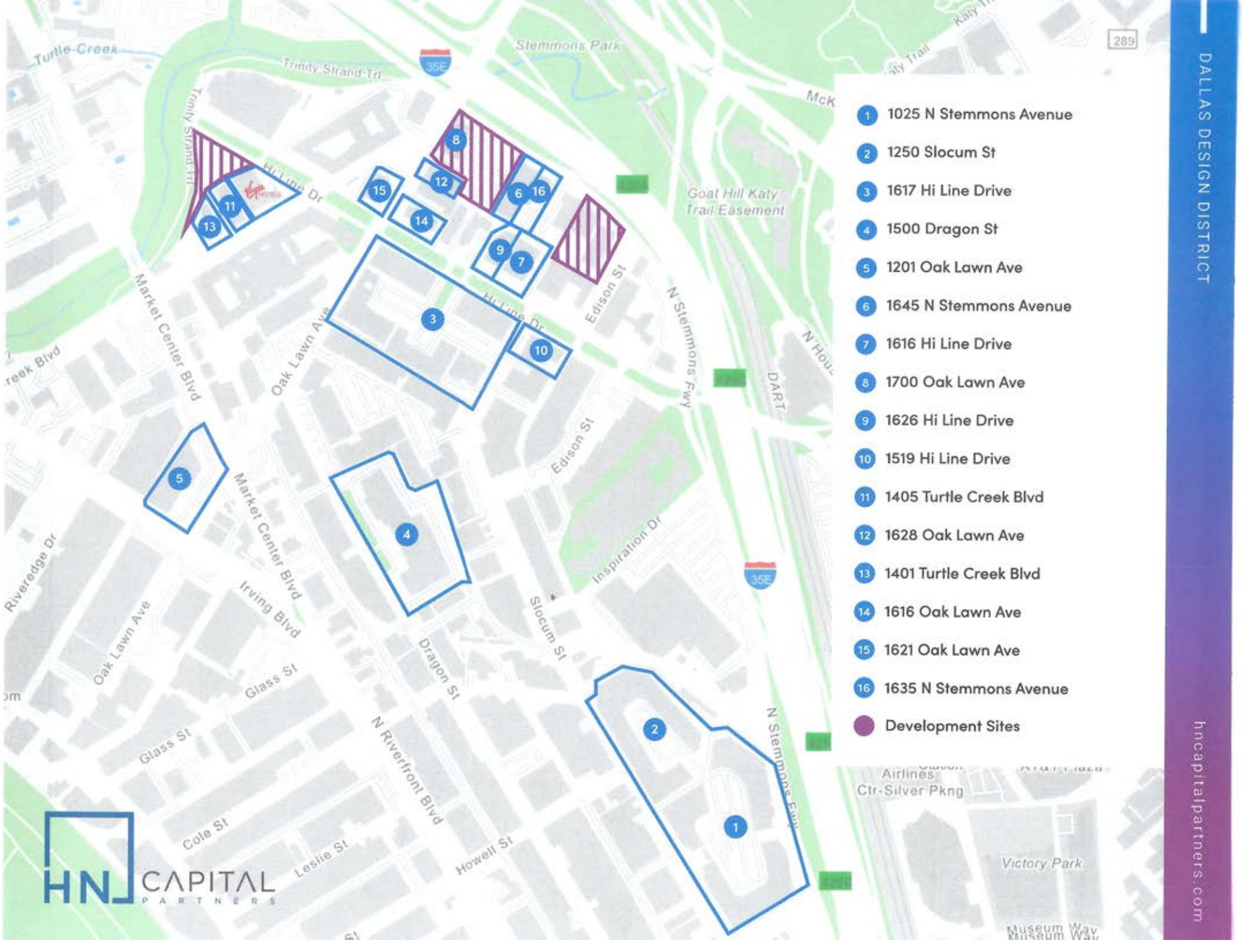
The parking reduction request is also supported by a walkability analysis of nearby residential units and current urban trend uses of alternative modes of transportation like walking, bicycling, and Uber/Alto. (See **APPENDIX** Walkability Study.) Note that the City of Dallas is currently considering 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


1 1025 N Stemmons Avenue
2 1250 Slocum St
3 1617 Hi Line Drive
4 1500 Dragon St
5 1201 Oak Lawn Ave
6 1645 N Stemmons Avenue
7 1616 Hi Line Drive
8 1700 Oak Lawn Ave
9 1626 Hi Line Drive
10 1519 Hi Line Drive
11 1405 Turtle Creek Blvd
12 1628 Oak Lawn Ave
13 1401 Turtle Creek Blvd
14 1616 Oak Lawn Ave
15 1621 Oak Lawn Ave
16 1635 N Stemmons Avenue
Development Sites
DALLAS DESIGN DISTRICT
hncapitalpartners.com
HN CAPITAL PARTNERS
Turtle Creek
Trinity Strand Trl
Stemmons Park
Goat Hill Katy Trail Easement
Hi Line Dr
Market Center Blvd
Oak Lawn Ave
Edison St
N Stemmons Fwy
DART
Inspiration Dr
Slocum St
Dragon St
Irving Blvd
Glass St
N Riverfront Blvd
Cole St
Leslie St
Howell St
Riveredge Dr
Victory Park
Museum Way
Airlines Ctr-Silver Pkng
35E
289

ASANA PARTNERS

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

JW | Jackson Walker LLP

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.

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

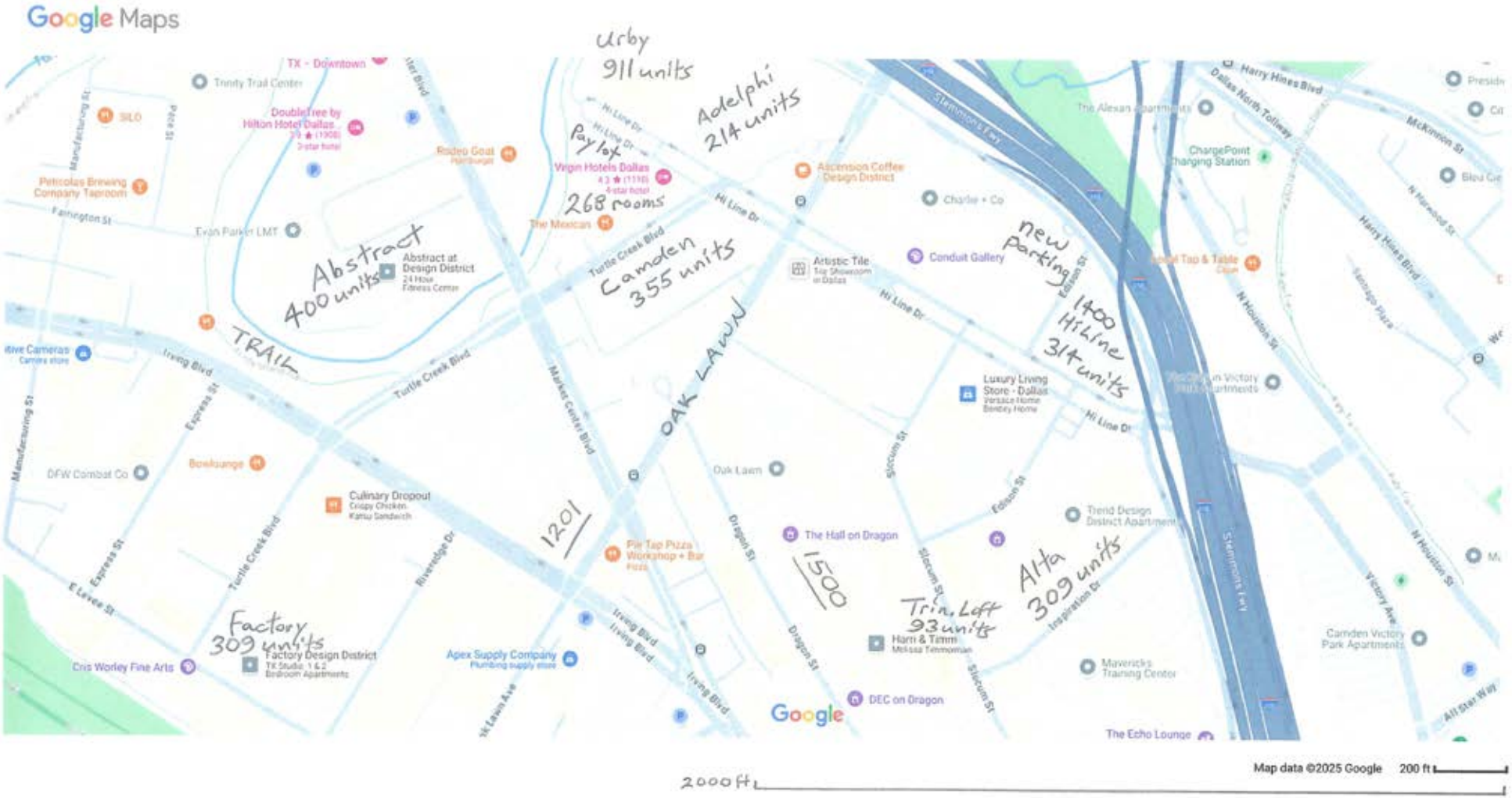
cc: Dr. Kameka Miller-Hoskins
Jennifer Hiromoto
Vipin Nambiar
Adam Hammack
Suzan Kedron

41476708v.1

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

U.S. Department of Transportation
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 >

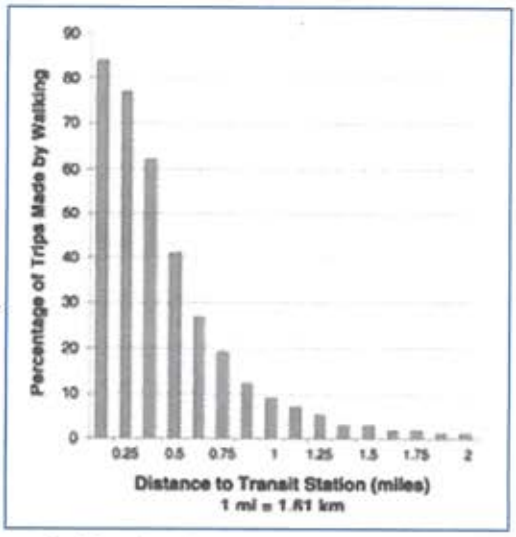
Chapter 4: Actions to Increase the Safety of Pedestrians Accessing Transit

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 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.

PACE UNIVERSITY
Elisabeth Haub School of Law

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 financers 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.

Kimley»Horn
Expect More. Experience Better.

Park+
Unlimited Parking Solutions

Introduction

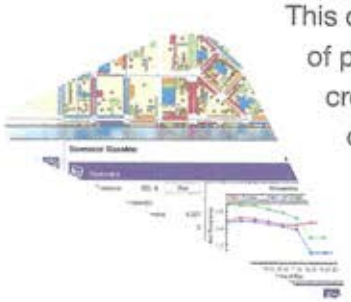
For the longest time, our industry's approach to defining "How much parking?" has been relegated to the use of national parking requirement standards, either from the Institute of Transportation Engineers (ITE), Urban Land Institute (ULI), or local code requirements. Anyone who has read the workings 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.

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.

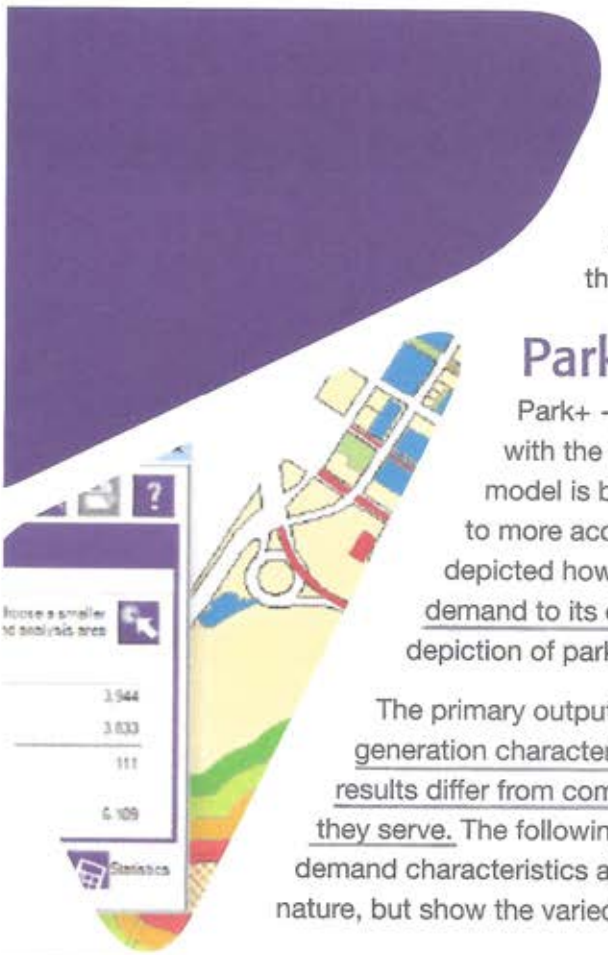
Too much parking tends to be an expensive endeavor. In today's world where more and more parking is found in consolidated structures, the cost to build a single space can range from $8,000 to $40,000, or more. This price is astronomical and is a primary contributing reason that rents are increasing and the cost of living in urban areas is skyrocketing. In King County[1], 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 planner[2] 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.

Jackson Walker LLP

Jonathan Vinson
(214) 953-5941 (Direct Dial)
jvinson@jw.com

July 2, 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; and BDA 245-050; Parking Special Exception; 1500 Dragon Street.

Dear Members of the Board of Adjustment:

I. Introduction. This letter is to supplement the information we earlier provided through the City Staff on our two above-referenced requests, which were held over from your June 17 meeting, and we would refer you back to our previous letters and information packets on these cases. We continue to assert that both of these requests meet the required Development Code standard and merit approval, and we also offer the following information, which we respectfully ask that you consider at our upcoming July 15 hearings on these cases.

II. Additional Information. For **1201 Oak Lawn Avenue**, we continue to be in discussions with the ownership of Apex Supply Company at 180 Oak Lawn (a daytime business open only from 7:00 A.M. to 5:00 P.M.), which is only 150 feet away across the Oak Lawn-Irving Boulevard intersection, for the leasing of a number of parking spaces to be determined (aerial photography shows 30 striped spaces on that site), although we maintain that the number of spaces to be provided on site (73 provided, out of 135 required, a 45.9 percent reduction) is more than sufficient.

Our engineer, Lloyd Denman, has also prepared a study regarding traffic safety and traffic volume for valet operations at 1201 Oak Lawn Avenue (attached) concluding that valet operations can be conducted safely with no congestion or other adverse traffic impact on Oak Lawn Avenue, Market Center Boulevard, or Irving Boulevard.

With respect to our request at **1500 Dragon Street** (to provide 177 spaces, out of 300 required, a 41.0 percent reduction), DDD Property Holdings, LLC, a related entity, owns the Dallas Design Center at 1025 North Stemmons/1250 Slocum, which can easily be utilized for overflow/valet parking to serve 1500 Dragon Street as needed. The uses in the Dallas Design

Center (site plan attached) are almost entirely daytime, low-parking demand uses, and we can easily "share" parking there for valet service for evening peak uses (restaurants), potentially up to 50 additional spaces.

Mr. Denman has also prepared a study regarding traffic safety and traffic volume for valet operations at 1500 Dragon Street (attached) concluding that valet operations can be conducted safely with no congestion or other adverse traffic impact on Dragon Street.

With respect to both sites, valet parking operations would be run and managed by experienced valet operators with extensive experience in the Design District. It is highly likely that the valets could find more spaces for 1201 Oak Lawn and for 1500 Dragon. As you know, valet operations, in addition to detailed valet service regulations under Chapter 43, Article VI, Division 3 (copy attached) of the Dallas City Code, very typically use City-approved packed parking agreements, which allow for the valets to stack cars or park behind other parked cars, thereby allowing more efficient use of parking areas.

III. Reassessment Condition. In addition, we are agreeable to a condition for a 12-month reassessment target date, as the Board added as a condition on a case decided last month.

IV. Neighbor/Stakeholder Support. Included with this letter is a letter strongly supporting both requests provided by Asana Partners, another significant nearby property owner in the Design District, which concludes that *"...the requested reductions are reasonable and support the shared goal of continued improvement, adaptive reuse, and quality development of the Design District"*.

Also included is a support letter for the 1201 Oak Lawn case from the operator of The Charles restaurant, and two support letters on the 1500 Dragon Street request, one from Mr. Andres Giraldo, the owner of 1529 and 1531 Dragon Street, across the street from our request, and one from Mr. Mike Kutner, who since 1998 has been very involved in the evolution of the Design District as a community leader and as a property and business owner. These cases have been publicly noticed since prior to the April 15 hearing date, so there has been ample opportunity for public input.

V. The Special Exception Standard and How We Meet It. P.D. 621 allows for parking special exceptions of up to a 50 percent reduction, and refers to Sec. 51A-4.311(a)(1) of the Development Code, which says 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"*.

Both of our requests, as supported by our previously-provided Analyses and this additional information, are reasonable evidence-based, data-driven reductions in the parking requirements, which will support continued adaptive reuse and quality development and placemaking clearly meet all of the criteria for the granting of our special exception requests.

In particular, given the City's efforts to update and modernize parking requirements passed by Council on May 14, the requested reductions are completely reasonable and justifiable, and realistically aligns with projected actual parking demand. If not for the fact that we are in a P.D., as shown by our comparison sheet attached to this letter we could provide parking to Code at 1201 Oak Lawn, and would fall much less short at 1500 Dragon, with the difference essentially being closed by use of valet parking.

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. Finally, the Applicant owns and manages these properties for the long term, representing a huge investment in the Design District. We need and want for the parking to work for the benefit of all – vacant or dysfunctional space is first and foremost bad for us.

VI. Conclusion. The conclusion is clear based on this information that both of these requests *meet the standard for approval* of parking special exceptions, in that in each case the parking demand generated by the uses do not warrant the number off street parking spaces otherwise required, and the special exceptions will not create a traffic hazard or increase traffic congestion on adjacent or nearby streets.

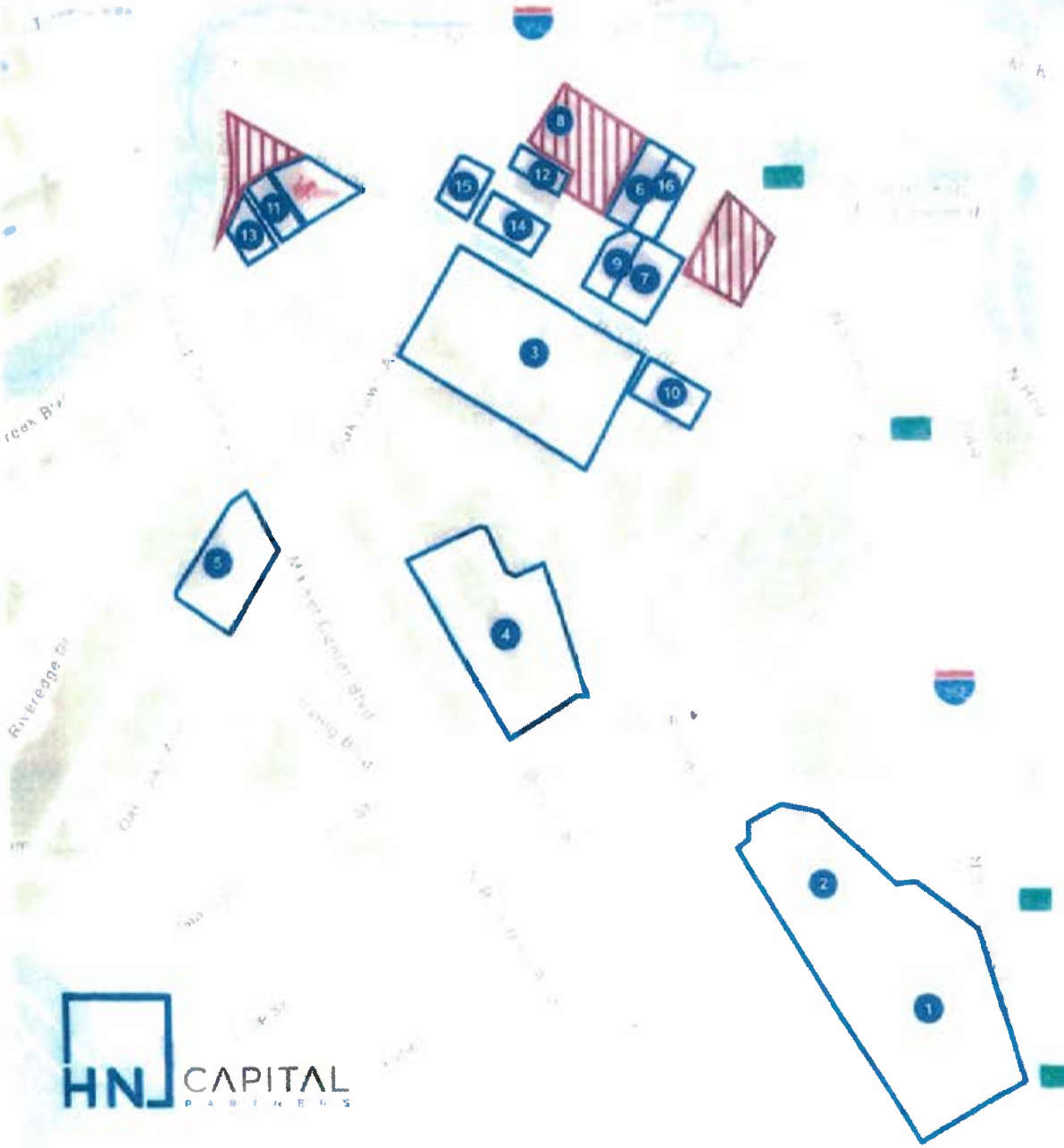
Since both of these requests clearly meet the Development Code and P.D. 621 standards for approval, we will respectfully be asking that you *approve* both of our requests. We look forward to appearing before you and answering any questions you might have, and we appreciate your time and consideration.

Very truly yours,

Jonathan Vinson

Jonathan G. Vinson

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



1. 1025 N Stemmons Avenue
2. 1250 Slocum St
3. 1617 Hi Line Drive
4. 1500 Dragon St
5. 1201 Oak Lawn Ave
6. 1645 N Stemmons Avenue
7. 1616 Hi Line Drive
8. 1700 Oak Lawn Ave
9. 1626 Hi Line Drive
10. 1519 Hi Line Drive
11. 1405 Turtle Creek Blvd
12. 1628 Oak Lawn Ave
13. 1401 Turtle Creek Blvd
14. 1616 Oak Lawn Ave
15. 1621 Oak Lawn Ave
16. 1635 N Stemmons Avenue

Development Sites

HN CAPITAL PARTNERS

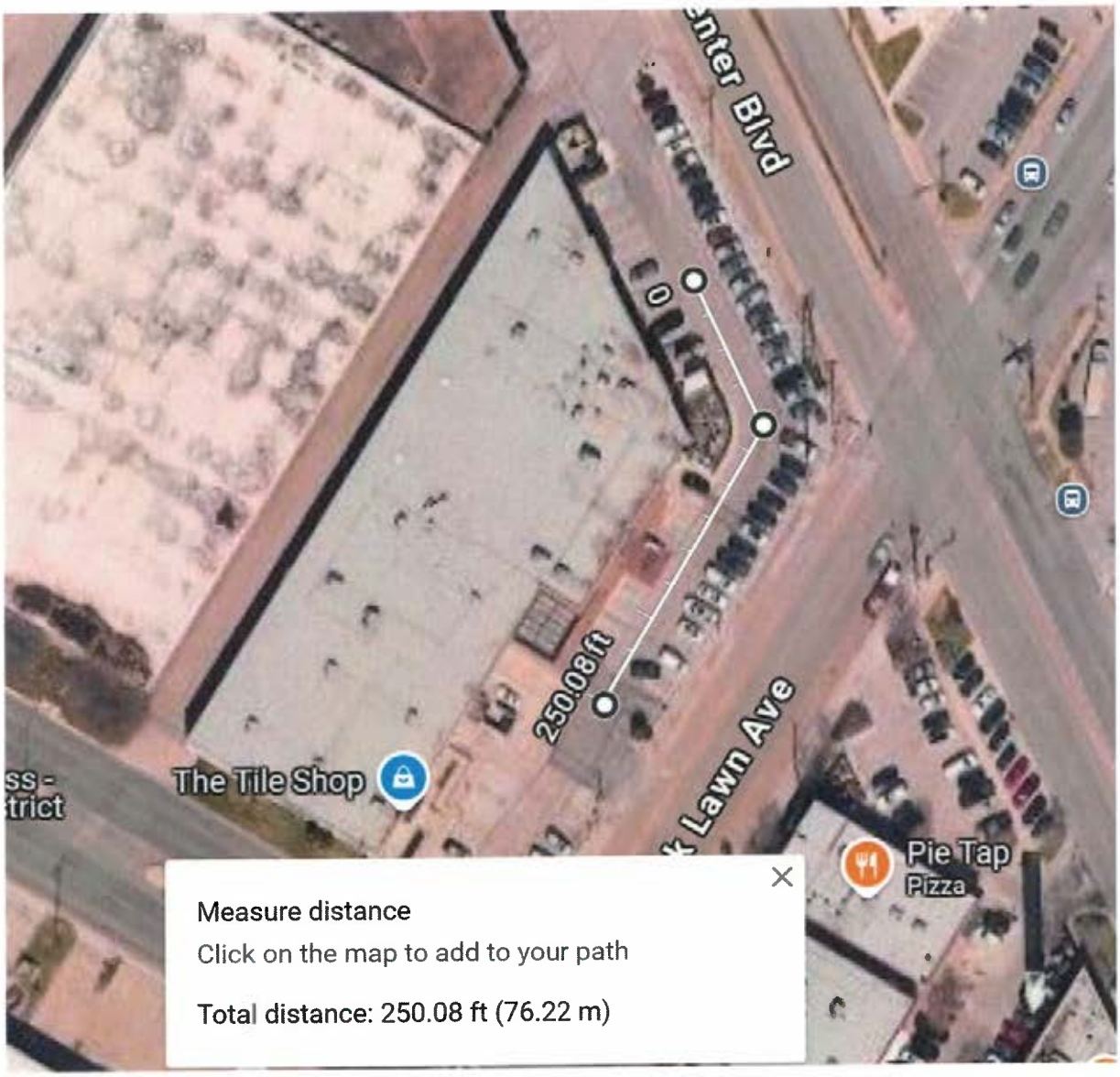
DALLAS DESIGN DISTRICT

hncapitalpartners.com

1201 OAK LAWN
180 OAK LAWN
Irving Blvd
Market Center Blvd
Irving Blvd
Oak Lawn Ave

1201 OAK LAWN

TRAFFIC SAFETY ILLUSTRATION FOR VALET OPERATION



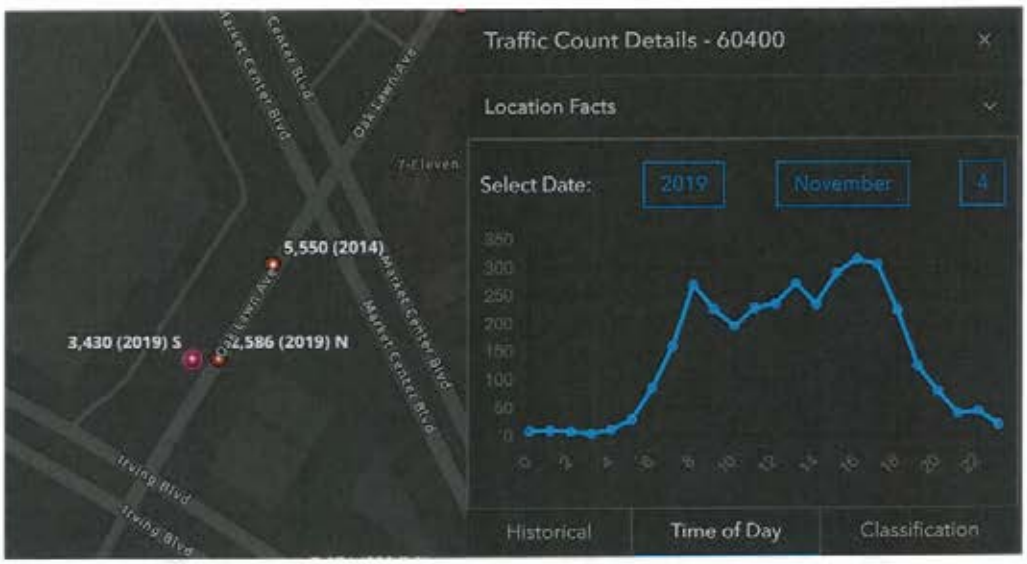
Google Map Plan View and Valet Stacking Measurement

Note there is a driveway on each perimeter street for multiple entry/exit points and internal stacking room for at least 12 vehicles (20 feet per vehicle) for safe valet operation. No Parking is allowed along any of the perimeter streets. **No adverse traffic impact for Oak Lawn, Market Center, or Irving Blvd. is anticipated.**

1201 OAK LAWN

TRAFFIC CONGESTION COMPARISON WITH SIMILAR STREET

Note that Oak Lawn and Cedar Springs are similar 4 Lane Undivided Collectors... but **Cedar Springs carries nearly 3 times more traffic** with 17,198 vpd versus 6,016 vpd. The Cedar Springs count was near Knight Street with multi-family, commercial, and restaurant uses.

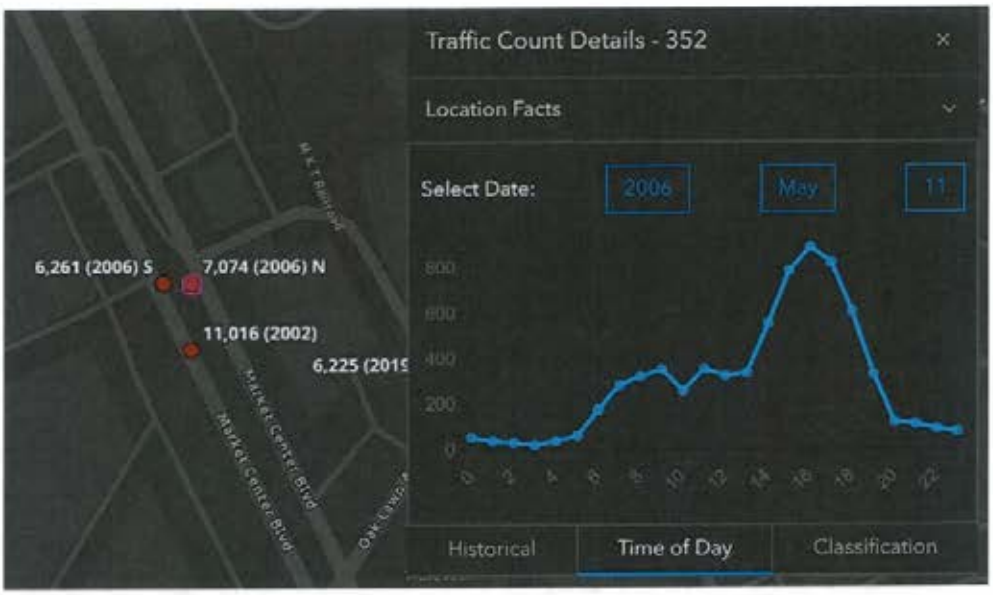


Oak Lawn – Note about 250 vehicles per hour southbound from 8am to 6pm AND traffic drops considerably after 6:00pm when prime dining hours begin.

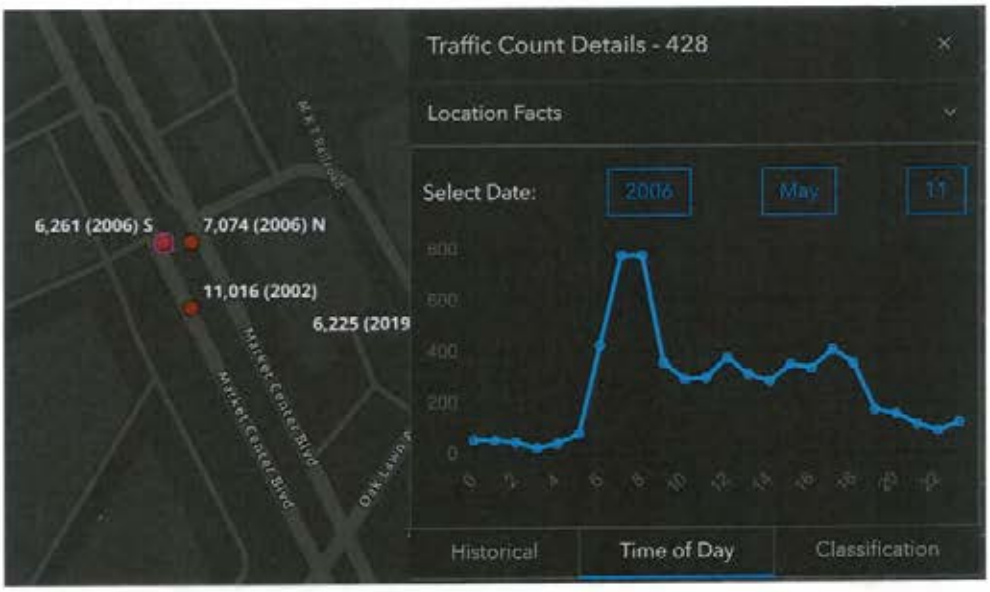
Cedar Springs – Note about 600 plus vehicles per hour northbound from 8am to 6pm

1201 OAK LAWN CONGESTION / MARKET CENTER BLVD IS COMMUTER

Note that Market Center is a 6-Lane Divided with traffic counts at less than 1/3 capacity. The traffic counts show well defined AM and PM peaks which indicate commuter traffic primarily uses the road rather than local traffic. The area needs commuters to stop and patronize businesses like restaurants rather than just passing through.



Market Center – Note afternoon peak nb reflects commuter traffic AND traffic drops considerably after 6:00pm when prime dining hours begin.



Market Center – Note morning peak sb reflects commuter traffic.

1201 OAK LAWN

CITY OF DALLAS STREET DESIGN MANUAL ROAD CAPACITIES

2.2.9 Street Volumes and Capacities

A correlation exists between the classification of a street and the volume and capacity of the street. Typically, a local or collector street carries less volume and capacity than that of an arterial street. Arterial streets due to their higher volume and capacities are designed with a wider, divided, multi-lane configuration. Table 2.2 shows typical volumes and capacities for streets of given designs within Dallas and demonstrates the relationship between functional classification, roadway configuration, volume, and capacity.

Table 2.2 Typical Volumes and Capacities for Streets of Given Design

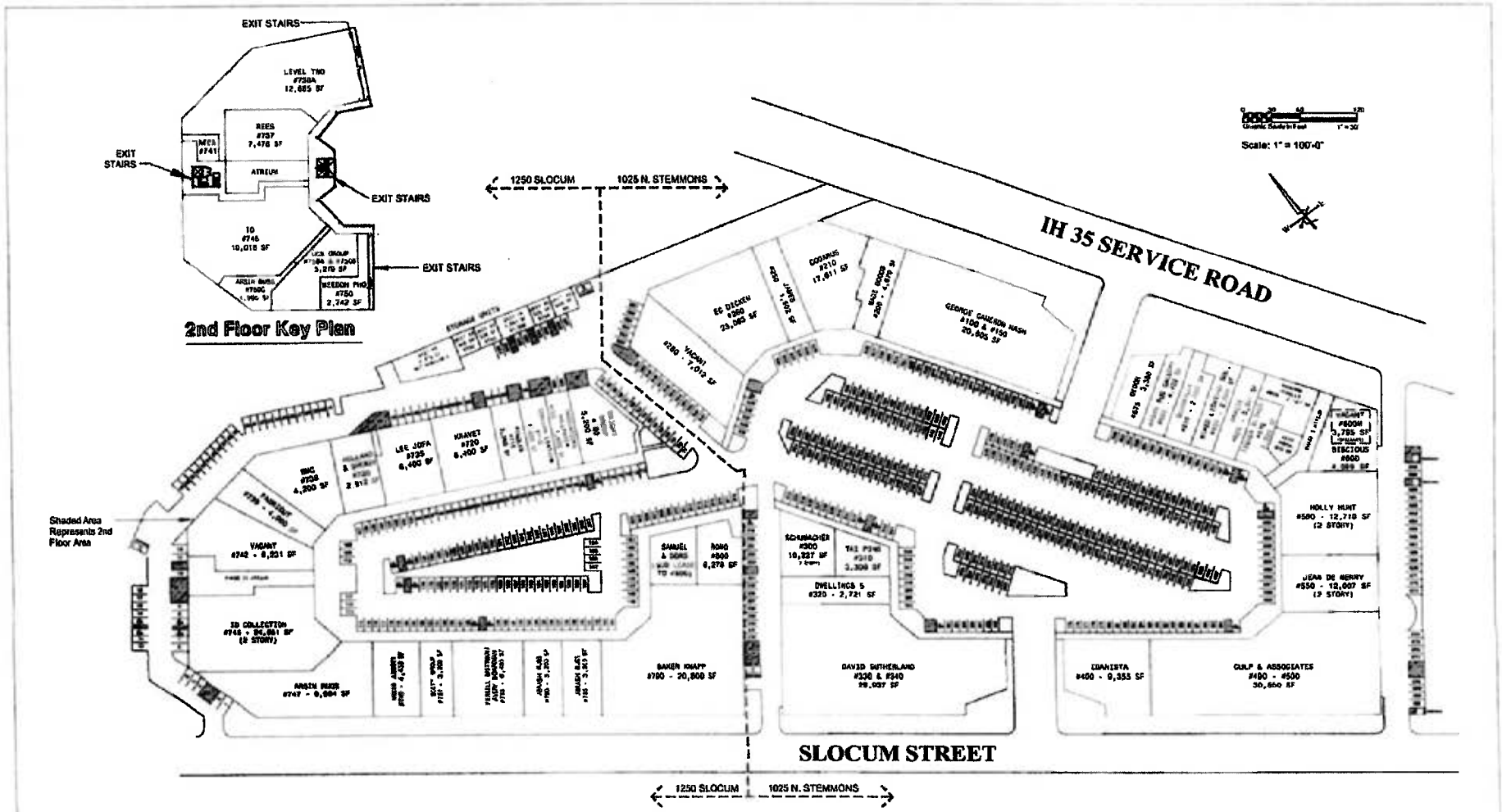
Roadway Functional Classification	Roadway Configuration	Typical 24 Hour Volume	Typical 24 Hour Capacity
Arterial	6 Lane Divided	22,000 vpd1	42,000 vpd
Arterial, Collector	4 Lane Divided	18,500 vpd	28,000 vpd
Collector	4 Lane Undivided	10,000 vpd	20,000 vpd
Local, Collector	2 Lane Undivided	4,000 vpd	10,000 vpd

Oak Lawn at 1201 Oak Lawn is a 4 Lane Undivided **Collector (6K count vs 20K capacity)**

Market Center at Oak Lawn is a 6 Lane Divided **Arterial Collector (13K vs 42K capacity)**

Irving Blvd at Oak Lawn is a 6 Lane Divided **Arterial (14K count vs 42K capacity)**

All of the perimeter roads for 1201 Oak Lawn are at 1/3 capacity or less so volume congestion is not a concern.



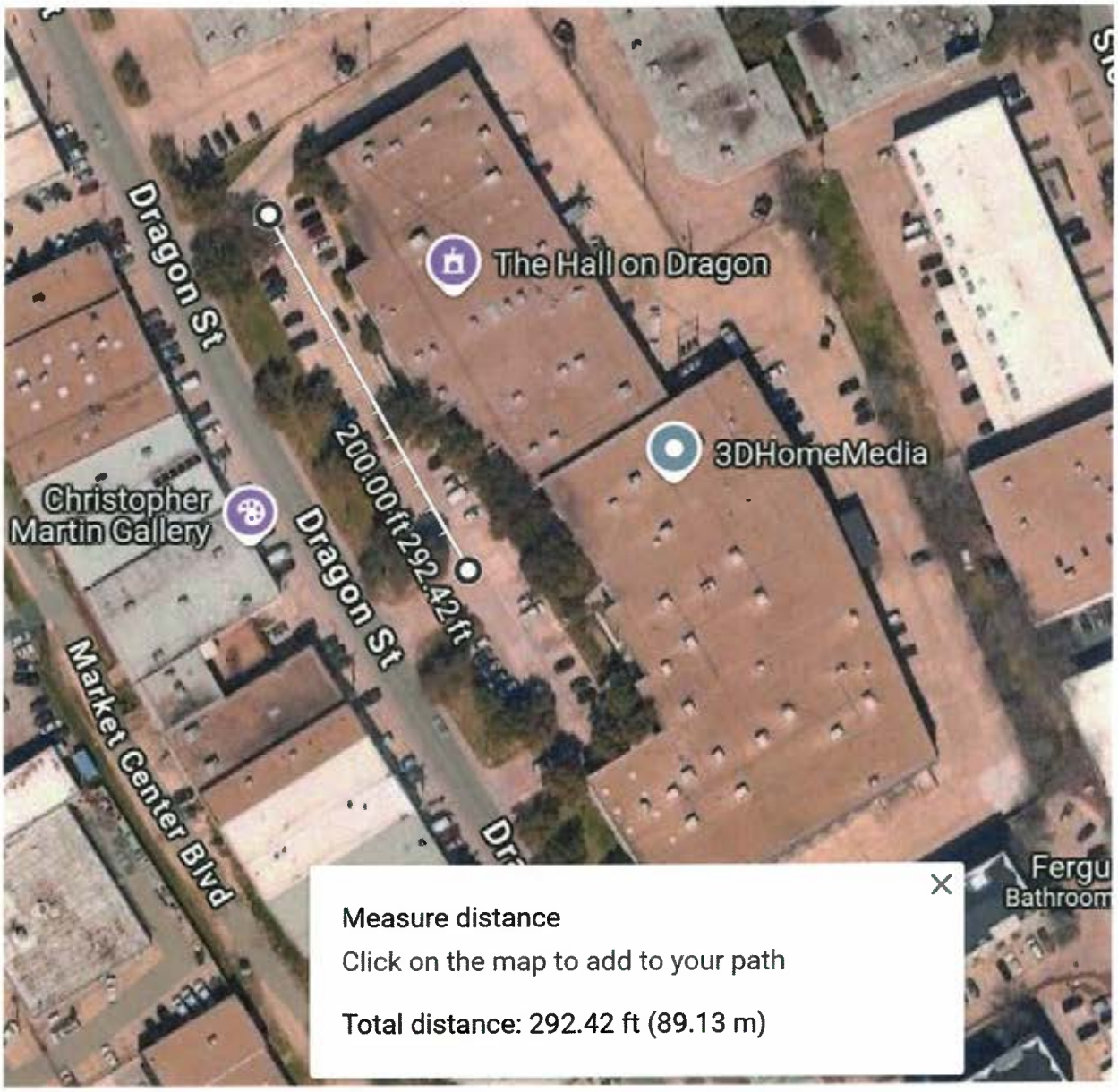
DUNHILL PARTNERS
Commercial Brokerage & Investments

Dallas Design Center
1250 Slocum / 1025 N. Stemmons

Parking Counts
591 Regular Spaces
24 Handicap Spaces
615 Total Parking Spaces

1500 DRAGON

TRAFFIC SAFETY ILLUSTRATION FOR VALET OPERATION



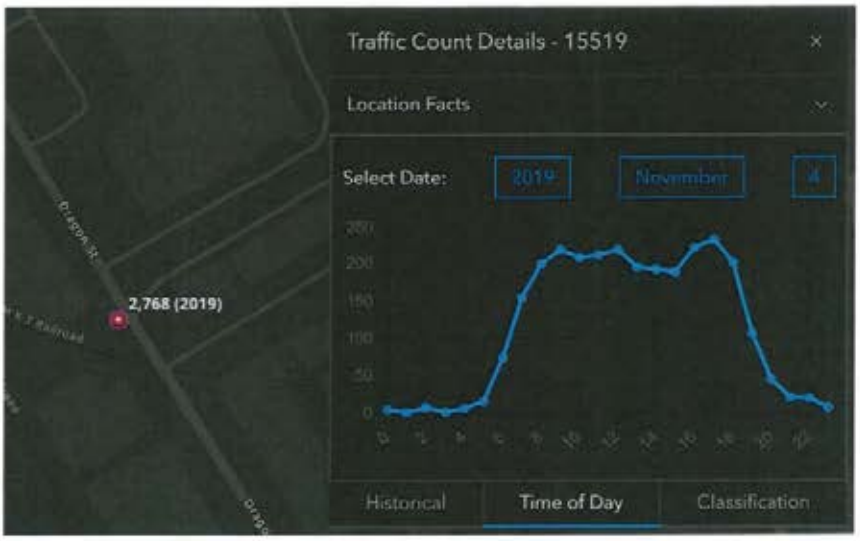
Google Map Plan View and Valet Stacking Measurement

Note there are 4 driveways on Dragon for multiple entry/exit points and internal stacking room for at least 14 vehicles (20 feet per vehicle) for safe valet operation. No Parking is allowed along the "east" side of Dragon Street. There is ample room for internal circulation on-site around the property. **No adverse traffic impact for Dragon Street is anticipated.**

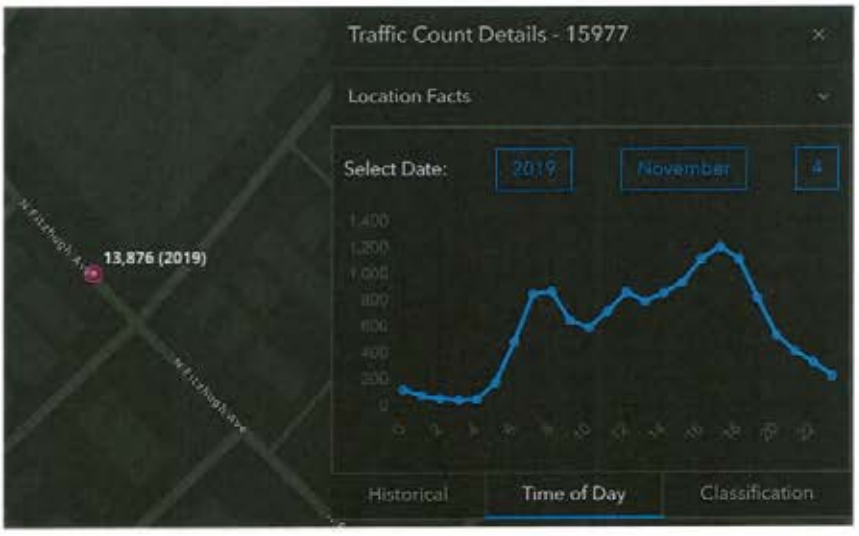
1500 DRAGON

TRAFFIC CONGESTION COMPARISON WITH SIMILAR STREET

Note that Dragon and Fitzhugh are similar two-lane streets that are 30 feet wide... but **Fitzhugh carries 5 times as much traffic** with 13,876 vpd versus 2,768 vpd. The count on Fitzhugh was made near Belmont Ave with multi-family, commercial, and restaurant uses.



Dragon Street – Note about **100 vehicles per hour** each way from 8am to 6pm AND traffic drops considerably after 6:00pm before prime dining hours begin.



Fitzhugh Ave – Note about **500 vehicles per hour** each way from 8am to 6pm

(November 4, 2019 was a Monday)

Division 3. Valet Parking Services.

SEC. 43-126.3. DEFINITIONS.

In this division:

(1) CENTRAL BUSINESS DISTRICT means the area bounded by Woodall Rogers Freeway on the north, Central Expressway and Julius Schepps Freeway on the east, Interstate Highway 30 on the south, and Interstate Highway 35E on the west.

(2) CITY means the city of Dallas, Texas.

(3) DIRECTOR means the director of the department designated by the city manager to enforce and administer this division, or the director's designated representative.

(4) LICENSEE means a person licensed under this division to operate a valet parking service. The term includes any employee, agent, or independent contractor of the person in whose name the license is issued.

(5) PERSON means an individual, assumed name entity, partnership, joint-venture, association, corporation, or other legal entity.

(6) VALET PARKING SERVICE means a business, or any part of a business, which provides a driver to operate a person's vehicle to and from a parking location so that the person and any passengers in the vehicle may unload and load at their immediate destination. (Ord. Nos. 19190; 22026; 25539)

SEC. 43-126.4. PURPOSE.

This division is intended to only apply to valet parking service provided in connection with a commercial establishment or commercial activity and does not apply to occasional valet parking service provided at a private residence or in connection with a social or fund-raising activity. (Ord. 19190)

SEC. 43-126.5. LICENSE REQUIRED; APPLICATION; ISSUANCE.

(a) A person commits an offense if, without a license issued by the director, he operates a valet parking service within the city on public right-of-way or on private property which requires the use of public right-of-way for maneuvering vehicles.

(b) A licensee commits an offense if, at a time other than the hours and days of operation authorized in his license, he or his employee, agent, or independent contractor operates a valet parking service within the city on public right-of-way or on private property which requires the use of public right- of-way for maneuvering vehicles.

(c) A person who desires to operate a valet parking service on public right-of-way, or on private property which requires the use of public right-of-way for maneuvering vehicles, shall apply in writing to the director for a valet parking service license. The application must be made by the owner or lessee of the premises benefiting from the proposed valet parking service and must contain the following information:

(1) the names, addresses, and telephone numbers of:

(A) the applicant;

(B) if the applicant is a lessee, the property owner; and

(C) any independent contractor the applicant will use to provide valet parking service;

(2) the proposed location of the valet parking service and any valet parking service stands;

(3) the number of spaces requested to be reserved for the valet parking service, each space being 22 feet long, if parallel to the curb, or nine feet wide, if head in to the curb; as a rule, three spaces must be reserved unless the director determines that, because of special traffic conditions, a greater or lesser number of spaces is needed to efficiently operate the valet parking service;

(4) the proposed hours and days of operation of the valet parking service;

(5) the location of off-street parking to be used in connection with the valet parking service and a signed agreement or other documentation showing that the applicant has a legal right to park vehicles at that location;

(6) proof of insurance required by Section 43-126.12; and

(7) a list of names and addresses of all property owners, or their representatives, located within 50 feet of, on the same side of the street as, and within the same block as the valet parking service location, either:

(A) with signatures showing consent to the operation of a valet parking service by the applicant; or

(B) without signatures, in which case the director shall notify the listed persons of the valet parking service application and obtain comments.

(d) The director shall forward a copy of any completed application to any person required to be notified under Subsection (c)(7) and to the departments of transportation and public works, sanitation services, code compliance, development services, planning and urban design, and risk management, and to any other department that might be affected by the proposed operation of a valet parking service. Each department, and any other notified persons, shall review the application and return it, with any comments, to the director within 30 days of receipt.

(e) After reviewing the application and comments of the departments and of any person notified in accordance with Subsection (c)(7), and upon receiving payment of all fees required by this division, the director may issue a valet parking service license unless denial is required by Section 43-126.7.

(f) A licensee desiring to change the location or hours of operation of a valet parking service must submit a new application to the director in accordance with this section. (Ord. Nos. 19190; 22026; 23694; 25047; 27697; 28424; 29478; 29882; 30239; 30654; 32002; 32864)

SEC. 43-126.6. FEES.

(a) A nonrefundable application fee of $1,700 must accompany each application for a valet parking service license.

(b) The annual fee for a valet parking service license is:

(1) if the valet parking service is being conducted inside the central business district, $250 per space for the first six spaces reserved by the valet parking service, plus $1,000 for each space over six reserved by the valet parking service; or

(2) if the valet parking service is being conducted outside the central business district, $350 per space for the first two spaces reserved by the valet parking service, plus $1,000 for each space over two reserved by the valet parking service.

(c) No annual license fee is required if the valet parking service is conducted completely on private property and the public right-of-way is only used for maneuvering vehicles.

(d) In addition to other fees required by this section, an applicant must pay $400 for each sign or curb marking placed by the city at the valet parking service location in accordance with Section 43-126.14 of this division.

(e) In addition to other fees required by this section, an applicant must pay an annual fee of $50 if a valet parking service stand is placed on public right-of- way. (Ord. Nos. 19190; 19969; 25539; 31657; 32863)

SEC. 43-126.7. DENIAL OR REVOCATION OF LICENSE; TEMPORARY SUSPENSION.

(a) The director shall deny a valet parking service license if:

(1) the applicant fails to comply with the requirements of this division or other applicable law;

(2) the applicant makes a false statement of material fact on an application for a valet parking service license; or

(3) the director determines that the operation of the valet parking service would:

(A) endanger the safety of persons or property or otherwise not be in the public interest;

(B) unreasonably interfere with pedestrian or vehicular traffic;

(C) unreasonably interfere with the use of a pole, traffic sign, traffic signal, hydrant, mailbox, or other object permitted at or near the proposed location of the valet parking service; or

(D) unreasonably interfere with an existing use permitted at or near the proposed location of the valet parking service.

(b) The director shall revoke a valet parking service license if:

(1) the licensee fails to comply with the requirements of the valet parking service license, this division, or other applicable law;

(2) the licensee made a false statement of material fact on an application for a valet parking service license; or

(3) the director determines that the operation of the valet parking service:

(A) endangers the safety of persons or property or is otherwise not in the public interest;

(B) unreasonably interferes with pedestrian or vehicular traffic;

(C) unreasonably interferes with the use of a pole, traffic sign, traffic signal, hydrant, mailbox, or other object permitted at or near the location of the valet parking service; or

(D) unreasonably interferes with an existing use permitted at or near the location of the valet parking service.

(c) The city council may, at any time, unconditionally revoke a valet parking service license issued pursuant to this division.

(d) The director may temporarily suspend the operations of a valet parking service if the public right- of-way reserved by the valet parking service is needed for an emergency or temporary use, including, but not limited to, the construction, maintenance, or repair of a street or utility. The director may refund a part of the annual license fee, prorated according to the duration of the suspension, unless the conditions necessitating the suspension were caused by the valet parking service. (Ord. 19190)

SEC. 43-126.8. EXPIRATION OF LICENSE.

A valet parking service license expires one year from the date of issuance, unless sooner terminated by the director or by the city council. A valet parking service license may be renewed by making application in accordance with Section 43-126.5 of this division at least 30 days before expiration of the license. (Ord. 19190)

SEC. 43-126.9. STANDARDS FOR OPERATION OF A VALET PARKING SERVICE.

(a) A licensee shall:

(1) allow only employees and independent contractors who hold a valid state driver's license, and who are covered by the insurance required by Section 43-126.12 of this division, to operate any vehicle in connection with the valet parking service;

(2) operate the valet parking service in a manner that does not:

(A) use or occupy more of the public right-of-way than is allowed by his valet parking service license;

(B) obstruct a pedestrian's use of a sidewalk;

(C) obstruct a vehicle operator's ability to see any part of an intersecting road; or

(D) injure, damage, or create a hazard to persons or property;

(3) place no more than one valet parking service stand on public right-of-way;

(4) not place or allow the placement of a sign advertising the valet parking service in the public right-of-way;

(5) not park or allow the parking of a vehicle in a valet parking service space, but shall only use the space for loading and unloading passengers; in no event shall a vehicle be allowed to remain in a valet parking service space for more than five minutes;

(6) continuously provide valet parking service during all hours of operation authorized in his license;

(7) only use an off-street parking location to park a vehicle accepted for valet parking service and shall not park the vehicle on public right-of-way; and

(8) notify the director within 10 days of a change in the location of off-street parking and provide the director with a signed agreement or other documentation showing that the licensee has a legal right to park vehicles at the new location.

(b) At all times other than the authorized hours of operation of a valet parking service, spaces reserved by the valet parking service shall be available for use by the general public on a first-come, first-served basis in accordance with posted signs and other traffic control devices, except where parking is restricted or prohibited. (Ord. 19190)

SEC. 43-126.10. VALET PARKING SERVICE STANDS.

(a) A licensee may place one valet parking service stand on the public right-of-way at a location approved by the director. The valet parking service stand must be necessary to the general conduct of the valet parking service and shall be used for such purposes, including, but not limited to, the dispatch of valets and the storage of keys, umbrellas, and other items.

(b) A valet parking service stand shall:

(1) not occupy an area of the public right-of- way exceeding four feet in width and four feet in depth;

(2) not be affixed to the public right-of-way in any manner;

(3) be easily moveable by one person; and

(4) be removed from the public right-of-way when the valet parking service is not being operated;

(c) A name and logo may be placed on a valet parking service stand for the sole purpose of identifying the valet parking service. The identification of the valet parking service shall not:

(1) have dimensions greater than four feet high and four feet wide; or

(2) be placed on more than two sides of the valet parking service stand. (Ord. 19190)

SEC. 43-126.11. LOCATION OF A VALET PARKING SERVICE.

(a) Spaces and stands for a valet parking service may not:

(1) be within 10 feet of a crosswalk;

(2) be within 10 feet of a fire hydrant, fire call box, police or other emergency facility;

(3) be within five feet of a driveway;

(4) be within three feet in front of or 15 feet behind a sign marking a designated bus stop;

(5) be within three feet of a bus bench; or

(6) reduce the unobstructed space for the passage of pedestrians to less than:

(A) the minimum unobstructed sidewalk widths required by the Dallas Development Code for core and secondary pedestrian precinct overlay districts located within CA-1 and CA-1(A) zoning districts; or

(B) four feet in all other areas of the city.

(b) The director may require greater distances than those prescribed in Subsection (a) when warranted by special vehicular or pedestrian traffic conditions. (Ord. Nos. 19190; 19455)

SEC. 43-126.12. INSURANCE.

(a) A licensee shall procure, or cause to be procured, and keep in full force and effect, and shall keep on file with the director, a policy of comprehensive general liability insurance and garage insurance, or a certificate of insurance, issued by a casualty insurance company authorized to do business in this state and in the standard form approved by the board of insurance commissioners of the state. The insured provisions of the policy must include the city, and its officers and employees, as insureds and the coverage provisions must insure the public from loss or damage that may arise to any person or property by reason of the operation of a valet parking service by the licensee.

(b) The comprehensive general liability insurance must be on a broad form and provide limits of liability for bodily injury and property damage of not less than $300,000 combined single limit, or the equivalent.

(c) The garage insurance must provide limits of liability for bodily injury and property damage of not less than $300,000 combined single limit, or the equivalent, and must provide the following coverages:

(1) Comprehensive and collision coverage for physical damage.

(2) Coverage for vehicle storage.

(3) Coverage for a vehicle driven by or at the direction of the licensee.

(d) The insurance policy required by Subsection (a) of this section shall contain an endorsement which provides for 10 days' notice to the director in the event of any material change or cancellation of the policy. (Ord. 19190)

SEC. 43-126.13. INDEMNIFICATION.

A licensee, and any independent contractor used by the licensee, must execute a written agreement to indemnify the city and its officers and employees against all claims of injury or damage to persons or property arising out of the operation of the valet parking service by the licensee. (Ord. 19190)

SEC. 43-126.14. SIGNS.

Upon recommendation of the director, the city traffic engineer is authorized to place city signs or curb markings at a location licensed for a valet parking service pursuant to this division. The signs and markings shall:

(1) indicate that the location is restricted for use by a valet parking service; and

(2) state the days and hours of operation of the valet parking service. (Ord. 19190)

ASANA PARTNERS

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 , 1500 Dragon

Dear Dr. Miller-Hoskins,

Please accept this support letter for the parking reduction requests at 1616 and 1626 Hi Line, 1617 Hi Line, 1500 Dragon, 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

June 6, 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 1201 Oak Lawn Avenue

Dear Dr. Miller-Hoskins,

I am writing to express my full support for the parking reduction request under consideration for the properties of 1201 Oak Lawn Avenue. As the owner of The Charles, located diagonally adjacent to the proposed property, I have a direct stake in the future of this portion of the Dallas Design District.

In addition to being a nearby property owner. I am the founder of Duro Hospitality, a hospitality firm based in the Design District. Through my business and real estate holdings, I've had the opportunity to watch this neighborhood evolve into a vibrant, mixed-use community that balances creativity, commerce, and walkability. I also deeply understand parking needs from an operations standpoint. As city council just endorsed, our existing parking requirements in legacy PDs are rooted in the past, that are limiting our neighborhood The proposed parking modification represents a forward-thinking step that will better align with the way this area is being actively used by residents, businesses, and visitors.

We believe property responsible property owners like HN Capital who have a deep understanding of the operating needs of their properties are well equipped to understand how best to handle their own parking demand. Their request is supported by the character of the surrounding neighborhood, how other owners are managing parking, and the changing nature of urban mobility. As someone whose properties are directly impacted by this project, I can confidently say the proposed plan will have a positive effect on the area and is consistent with the Design District's continued growth.

Thank you for your consideration.

Sincerely,

Chas Martin – Duro Hospitality
1632 Market Center Boulevard, Dallas, TX

June 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 1500 Dragon Street

Dear Dr. Miller-Hoskins,

I am writing to express my full support for the parking reduction request under consideration for the properties of 1500 Dragon Street. As the owner of 1529 and 1531 Dragon Street, located directly across the street from the proposed development, I have a direct stake in the future of this portion of the Dallas Design District and fully support the proposed reductions.

In addition to being a nearby property owner, I am the founder of Skyline Agency, a marketing firm based in the Design District. Through my business and real estate holdings, I've had the opportunity to watch this neighborhood evolve into a vibrant, mixed-use community that balances creativity, commerce, and walkability. The proposed parking modification represents a forward-thinking step that will better align infrastructure with the way this area is being actively used by residents, businesses, and visitors.

I believe the applicant, HN Capital, request is well supported by the character of the surrounding neighborhood and the changing nature of urban mobility. As someone whose properties are directly impacted by this project, I can confidently say the proposed plan will have a positive effect on the area and is consistent with the Design District's continued growth.

Thank you for your consideration.

Sincerely,

Andres Giraldo

Andres Giraldo – Skyline Agency
1529 and 1531 Dragon Street

June 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 1500 Dragon Street

Dear Dr. Miller-Hoskins,

I am writing in support of the proposed parking reduction requested for the properties located at 1500 Dragon Street in the Dallas Design District. As a longtime property owner, community advocate, and business operator in this neighborhood, I believe the requested adjustment aligns with the evolving needs of the area and supports the continued growth and reinvestment within the Design District.

Since 1998, I have been actively investing in the Dallas Design District, recognizing its potential to become a hub for design, commerce, and culture. In 2002, I founded the nonprofit Friends of the Trinity Strand Trail (501c3), where I have proudly served as Board Chairman multiple times. Friends of the Trinity Trail and the broader network of improvements it supports have become critical assets to the community and reflect my deep-rooted commitment to enhancing this district.

My civic engagement also includes past service as a board member of Texas Security Bank, located within the Design District at 1212 Turtle Creek Boulevard. Additionally, I served on the committee that helped create the PD 621 zoning overlay, which continues to guide thoughtful development in the area. Today, I continue to serve as Vice Chairman of the Design District TIF Board, where I work collaboratively with stakeholders to support projects that add long-term value to the neighborhood.

I appreciate your consideration of this request and fully support the applicant, HN Capital, efforts to enhance their property and the broader Design District.

Sincerely,

Mike Kutner

1841 Levee Street, Dallas, TX

Parking Requirements Comparison:
P.D. 621 Vs. Recent Development Code Amendments

1201 Oak Lawn Avenue:

- Per P.D. 621, 135 spaces are required (120 for restaurant use plus 15 for office/showroom) at 1/105 for restaurant.
- Per the new Development Code standards, only 78 spaces would be required (63 for restaurant use plus 15 for office/showroom) at 1/200 for restaurant.
- Therefore, the site very nearly parks itself under the new Development Code standards, since there are 73 spaces on site and 78 spaces required.
- In addition, with valet use, use of valet parking in the loading area gains up to 11 spaces as Mr. Denman's diagram illustrates.
- Thus, 84 spaces could be provided on site, for only 78 spaces required, therefore the site would easily park itself under the new Development Code standards.

1500 Dragon Street:

- Per P.D. 621, 300 spaces are required (171 for restaurant use plus 129 for the rest) at 1/105 for restaurant.
- Per the new Development Code standards, only 219 spaces would be required (90 for restaurant use plus 129 for the rest) at 1/200 for restaurant.
- Therefore, the site is much closer to parking itself under the new Development Code standards, since there are 177 spaces on site and 219 required.
- In addition, with valet use, use of valet parking in the loading areas and stacking of some cars, up to 40 extra spaces could be provided, for a total of 217 spaces, which is very close to the 219 required under the new Development Code standards.

FILE NUMBER: BOA-25-000009(BT)

BUILDING OFFICIAL'S REPORT: Application of Robert 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 a 6-foot-high fence in a required front-yard, which will require **(1)** a 2-foot special exception to the fence height regulations.

LOCATION: 11322 East Ricks Circle

APPLICANT: Rob Baldwin

REQUEST:

(1) 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:

BDA history found in the last five years - BDA245-034

- The Board of Adjustment Panel A, at its public hearing held on Tuesday, March 18, 2025, moved to **DENY** the special exception requested to construct and/or maintain an 8-foot-high gate and fence **without prejudice**, because our evaluation of the property and the testimony shows that granting the application would adversely affect neighboring property.

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:

Site: R-1ac(A) (Single Family District)
North: R-1ac(A) (Single Family District)

East: R-1ac(A) (Single Family District)
South: R-1ac(A) (Single Family District)
West: 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 Robert Baldwin for the property located at 11322 East Ricks Circle focuses on one request relating to fence height.
- The applicant proposes to construct and maintain a 6-foot high fence in a required front yard, which will require a 2-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 on the staff's analysis of the surrounding properties within a 200-foot radius of the subject site, most are open and unobstructed. However, staff observed that some properties have fences, gates, or vegetation in the required front yard, which appear to serve as screening elements.
- 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:

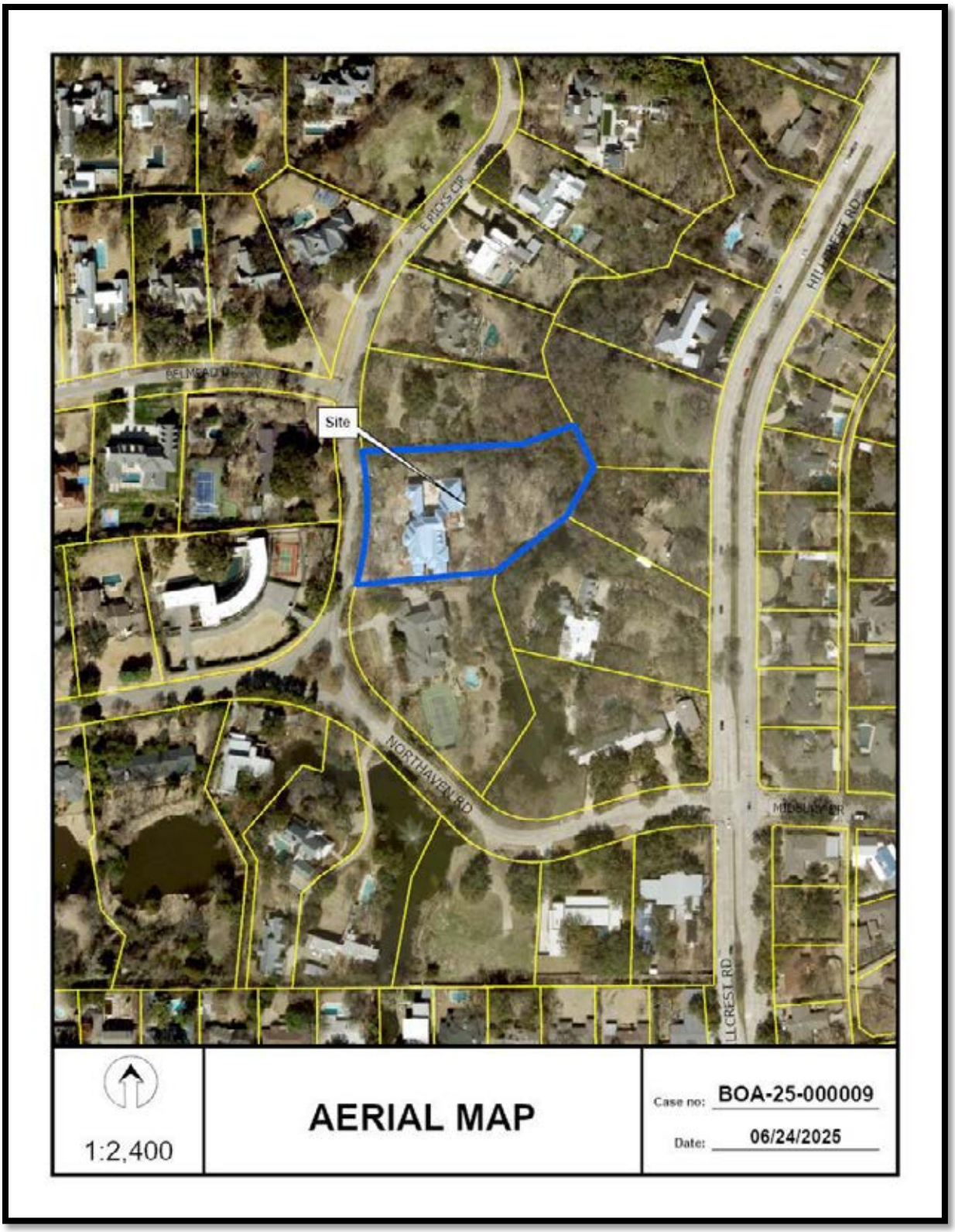
May 6, 2025: The applicant submitted an "Application/Appeal to the Board of Adjustment" and related documents which have been included as part of this case report.

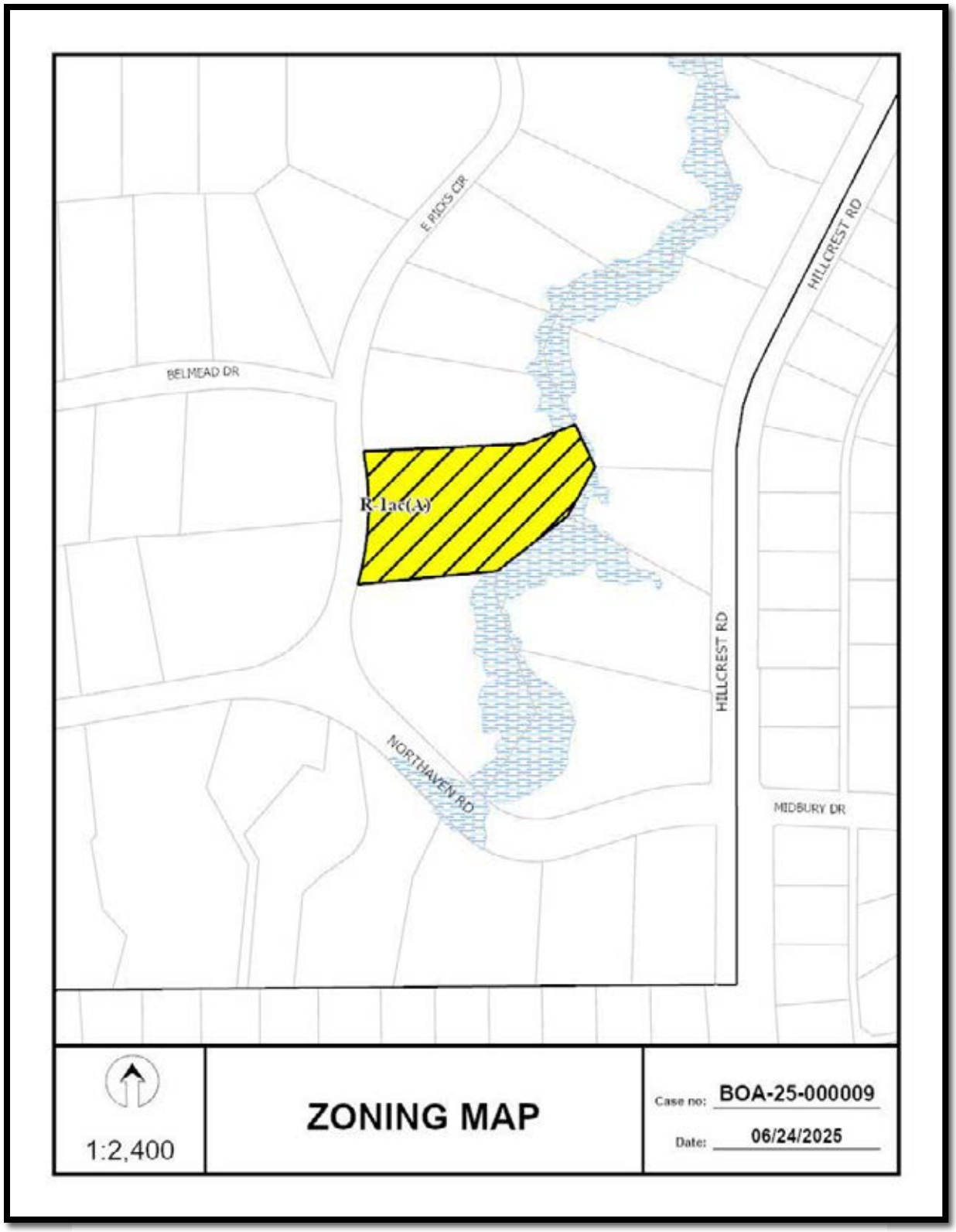
June 3, 2025: The Board of Adjustment Administrator assigned this case to Board of Adjustment Panel **A**.

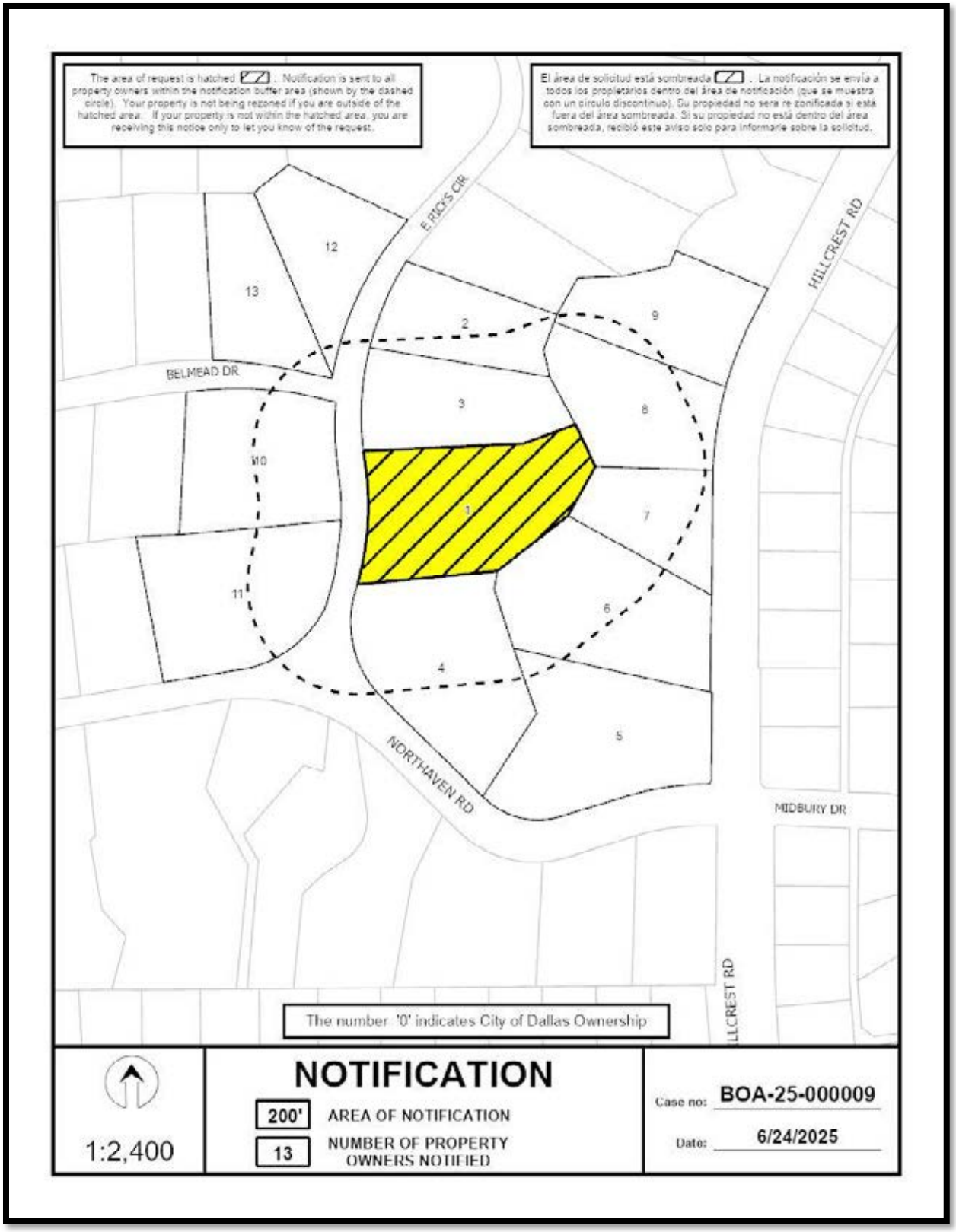
June 11, 2025: The Planning and Development Senior Planner emailed the applicant the following information:

- an attachment that provided the public hearing date and panel that will consider the application; the **June 20, 2025**, deadline to submit additional evidence for staff to factor into their analysis; and **July 3, 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.

June 26, 2025: The Board of Adjustment staff review team meeting was held regarding this request and other requests scheduled for the **July** 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.


Site
NORTHAVEN RD
1:2,400
AERIAL MAP
Case no: BOA-25-000009
Date: 06/24/2025


E PIOS CIR
HILLCREST RD
BELMEAD DR
R-1ac(A)
HILLCREST RD
NORTHAVEN RD
MIDBURY DR
1:2,400
ZONING MAP
Case no: BOA-25-000009
Date: 06/24/2025


The area of request is hatched . Notification is sent to all property owners within the notification buffer area (shown by the dashed circle). Your property is not being rezoned if you are outside of the hatched area. If your property is not within the hatched area, you are receiving this notice only to let you know of the request.
El área de solicitud está sombreada . La notificación se envía a todos los propietarios dentro del área de notificación (que se muestra con un círculo discontinuo). Su propiedad no será re zonificada si está fuera del área sombreada. Si su propiedad no está dentro del área sombreada, recibió este aviso solo para informarle sobre la solicitud.
E RICKS CIR
HILLCREST RD
BELMEAD DR
NORTHAVEN RD
MIDBURY DR
HILLCREST RD
1
2
3
4
5
6
7
8
9
10
11
12
13
The number '0' indicates City of Dallas Ownership
1:2,400
NOTIFICATION
200'
AREA OF NOTIFICATION
13
NUMBER OF PROPERTY OWNERS NOTIFIED
Case no: BOA-25-000009
Date: 6/24/2025

Notification List of Property Owners

BOA-25-000009

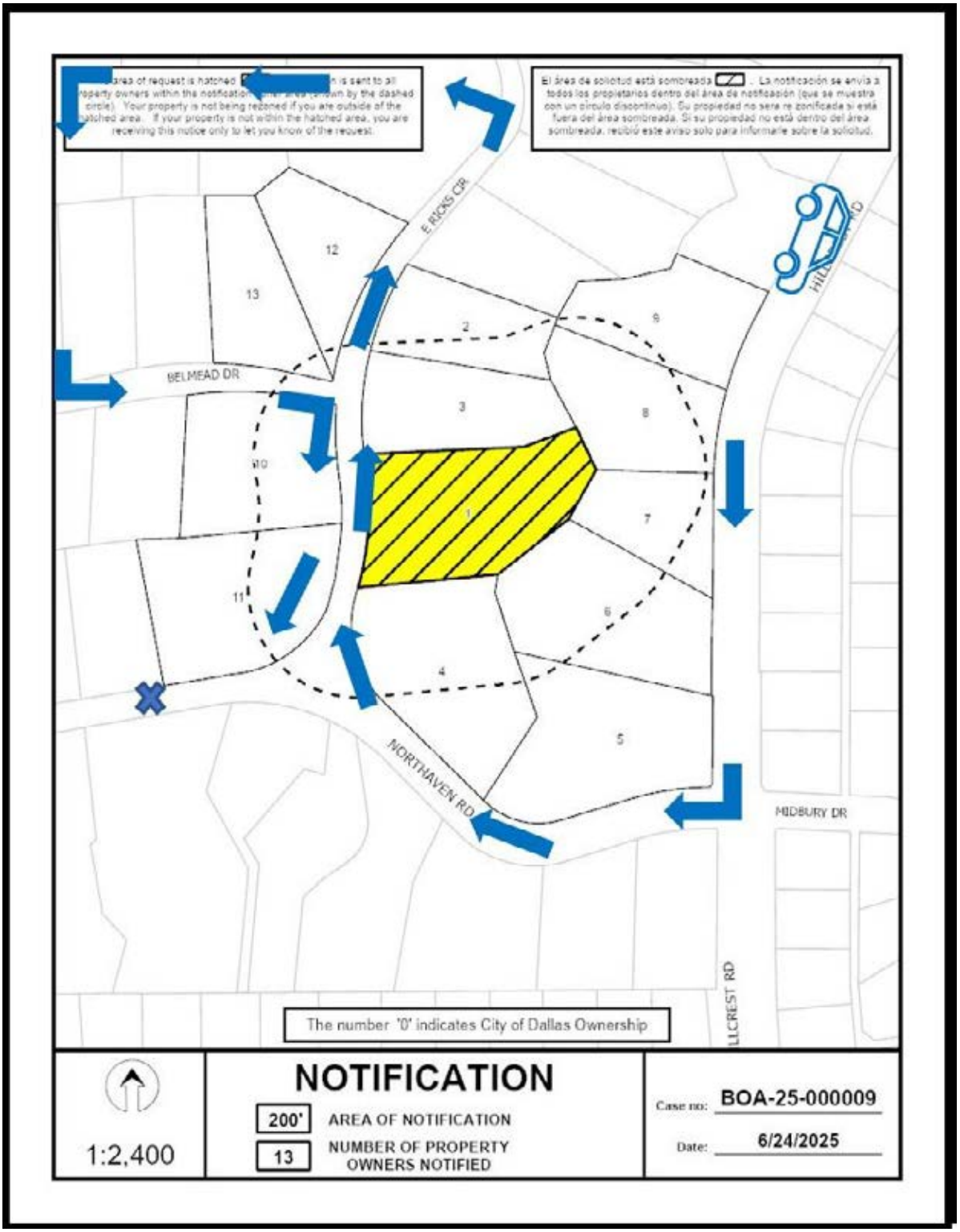
13 Property Owners Notified

Label #	*Address*		*Owner*
1	11322	E RICKS CIR	MARSHALL E PIERCE JR &
2	11400	E RICKS CIR	THACKSTON JESSICA
3	11340	E RICKS CIR	GALLAGHER 2010 REVOCABLE TR
4	6701	NORTHAVEN RD	ERICKSON THOMAS W &
5	6767	NORTHAVEN RD	CRUDUP ROBERT F & CARRIE B
6	11325	HILLCREST RD	GILBERT JOHN C & ELAINE S
7	11341	HILLCREST RD	PULLEY DAVID H &
8	11411	HILLCREST RD	DAKSHINAMOORTHY SURESH &
9	11415	HILLCREST RD	SEIFIKAR SHAHROOZ &
10	11323	E RICKS CIR	BENSON JAMES BRANDON &
11	6645	NORTHAVEN RD	KEITH EDWARD CYPRIAN III
12	11421	E RICKS CIR	LANDIN ROBERT & REBECCA FAMILY
13	6631	BELMEAD DR	WOOD REVOCABLE TRUST THE

Route Directions:
Start on Hillcrest Rd.
Right on Northaven Rd.
Right on E Ricks Cir.
Left thru W Ricks Cir.
Left on Belmead Dr.
Right on E Ricks Cir.
Right on Northaven Rd.

***Subject Site from E Ricks Cir. at 1:22 and 4:21**

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, JULY 15, 2025**

BRIEFING: **10:30 a.m.** via **Videoconference and in 6EN COUNCIL CHAMBERS** at Dallas City Hall, 1500 Marilla Street https://bit.ly/boa0715

HEARING: **1:00 p.m. Videoconference and in 6EN COUNCIL CHAMBERS** at Dallas City Hall, 1500 Marilla Street https://bit.ly/boa0715

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

BOA-25-000009(BT) Application of Robert 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 a 6-foot-high fence in a required front-yard, which will require **(1)** a 2-foot special exception to the fence height 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, July 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.

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

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

APPLICATION/APPEAL TO THE BOARD OF ADJUSTMENT

Case No.: BDA FOR OFFICE USE ONLY

Data Relative to Subject Property: Date: FOR OFFICE USE ONLY

Location address: 11322 E. Ricks Circle Zoning District: R-1ac(A)

Lot No.: 4 Block No.: 3/7490 Acreage: 1.97 Census Tract: 48113013300

Street Frontage (in Feet): 1) 246' 2) 3) 4) 5)

To the Honorable Board of Adjustment:

Owner of Property (per Warranty Deed): E. Pierce Marshall, Jr. and Kristen E. Nevils Marshall

Applicant: Rob Baldwin, Baldwin Associates Telephone: 214-824-7949

Mailing Address: 3904 Elm Street, Suite B - Dallas Zip Code: 75226

E-mail Address: rob@baldwinplanning.com / michele@baldwinplanning.com

Represented by: Rob Baldwin, Baldwin Associates Telephone: 214-824-7949

Mailing Address: 3904 Elm Street, Suite B - Dallas Zip Code: 75226

E-mail Address: rob@baldwinplanning.com / michele@baldwinplanning.com

Affirm that an appeal has been made for a Variance __, or Special Exception X of 2' feet to the fence height regulations to allow a 6' fence and gates in the front yard.

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:

We feel this request is reasonable and will not negatively affect surrounding properties.

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 Rob Baldwin

(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 6 day of May 2025

MICHELE CLEAR NOTARY PUBLIC STATE OF TEXAS ID 130747076 EXP 07-20-2026

Michele Stay

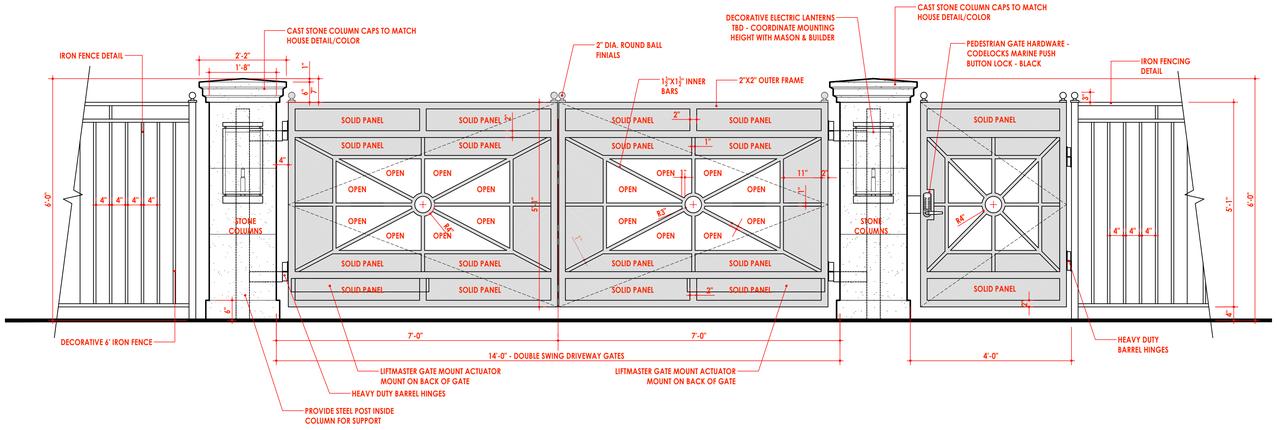
Notary Public in and for Dallas County, Texas

BOARD OF ADJUSTMENT
CITY OF DALLAS, TEXAS

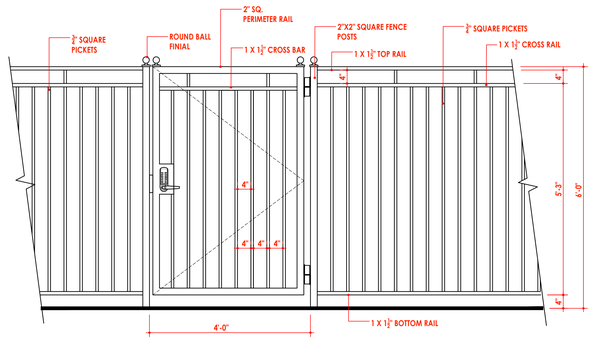
FILE NUMBER: BOA-25-000009

BUILDING OFFICIAL'S REPORT: Application of Robert Baldwin for (1) a special exception to the fence height regulations at 11322 E RICKS CIRCLE. This property is more fully described as BLK 3/7490 LT 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 a 6-foot -high fence in a required front-yard, which will require (1) a 2- foot special exception to the fence height regulations.

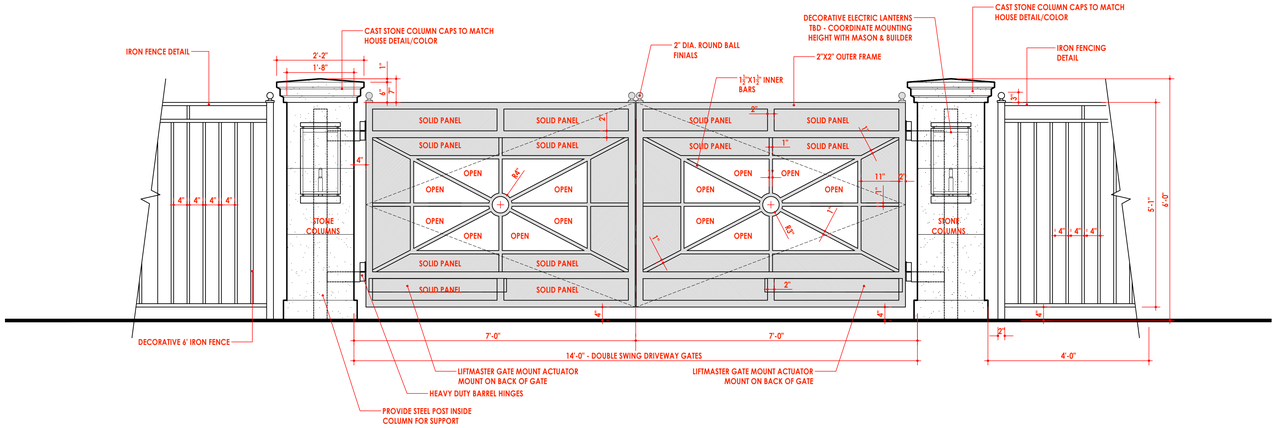
DDLA
DESIGN
LANDSCAPE ARCHITECTURE
214.600.1415
DDLADESIGN.COM



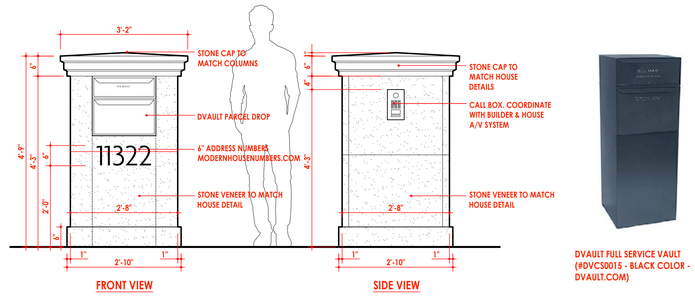
03 MAIN DRIVEWAY ENTRY GATES (SOUTH)
SCALE: 3/4"=1'-0"



05 6'-0" IRON FENCE & GATE DETAIL
SCALE: 3/4"=1'-0"



04 SECONDARY DRIVEWAY ENTRY GATES (NORTH)
SCALE: 3/4"=1'-0"



06 MAILBOX & CALLBOX DETAIL
SCALE: 3/4"=1'-0"

MARSHALL RESIDENCE
11322 RICKS CIRCLE
DALLAS, TEXAS 75230

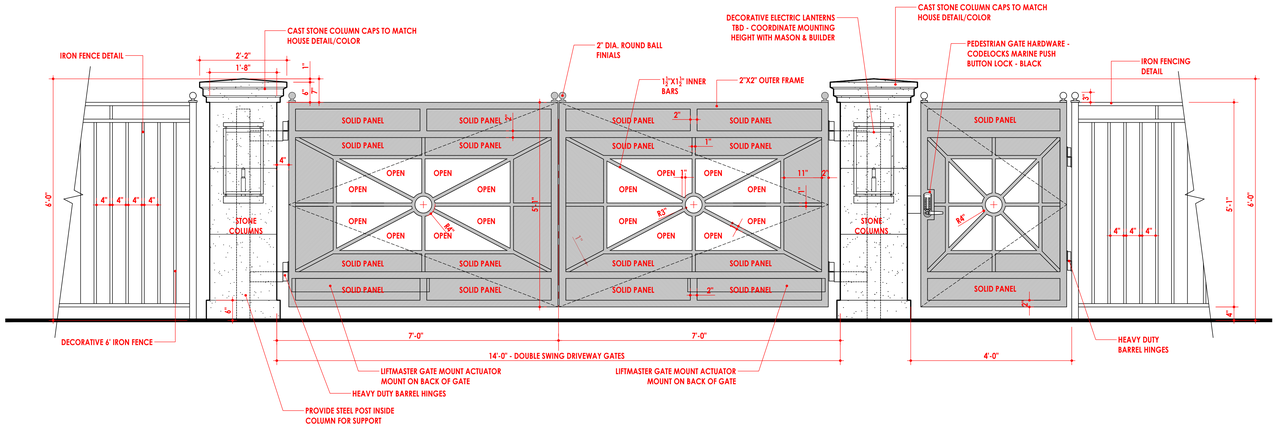
© DDLA DESIGN 2025.
All rights Reserved.
These drawings have been prepared by DDLA Design for review purposes only. They are not to be distributed without permission and are not to be used for construction, bidding or permitting.

SCALE: SEE PLANS

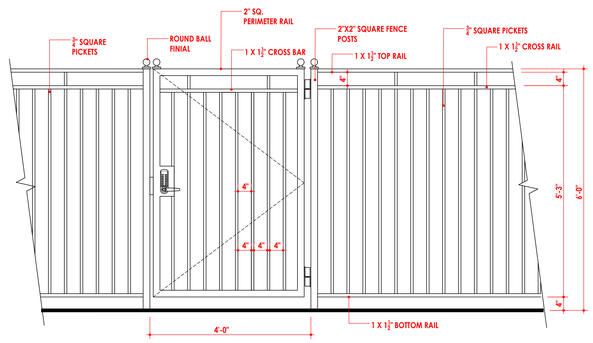
DATE:
4.22.2025
REVISIONS:

DETAILS
FRONT ENTRY GATES, FENCE & COLUMNS

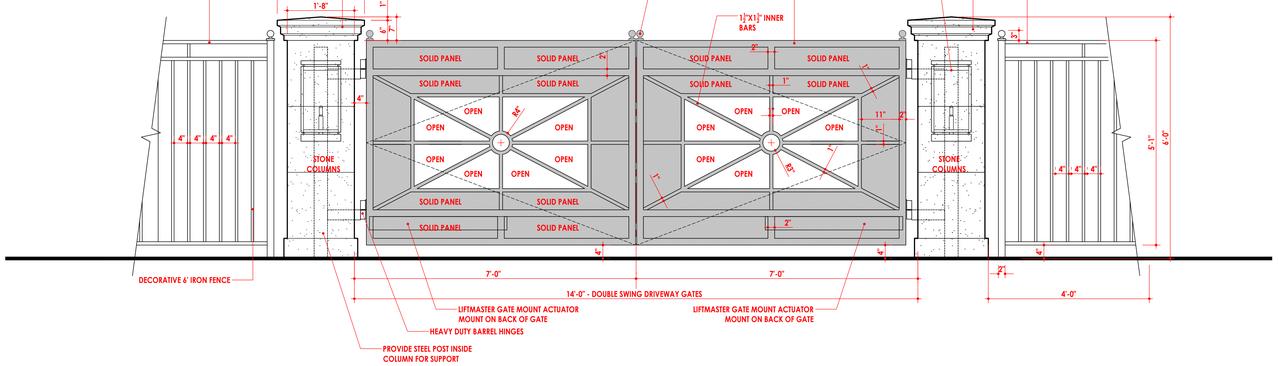
LV 6.1



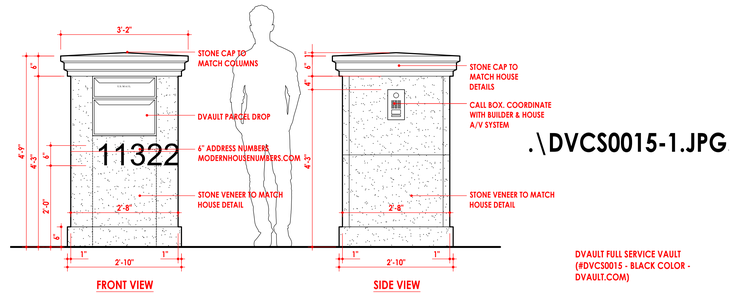
03 MAIN DRIVEWAY ENTRY GATES (SOUTH)
SCALE: 3/4"=1'-0"



05 6'-0" IRON FENCE & GATE DETAIL
SCALE: 3/4"=1'-0"



04 SECONDARY DRIVEWAY ENTRY GATES (NORTH)
SCALE: 3/4"=1'-0"



06 MAILBOX & CALLBOX DETAIL
SCALE: 3/4"=1'-0"

SAMPLE IRON FENCE FINISH (COLOR ON, DETAIL PER DRAWING)

DDLA DESIGN
LANDSCAPE ARCHITECTURE
214.600.1415
DDLADESIGN.COM

MARSHALL RESIDENCE
11322 RICKS CIRCLE
DALLAS, TEXAS 75230

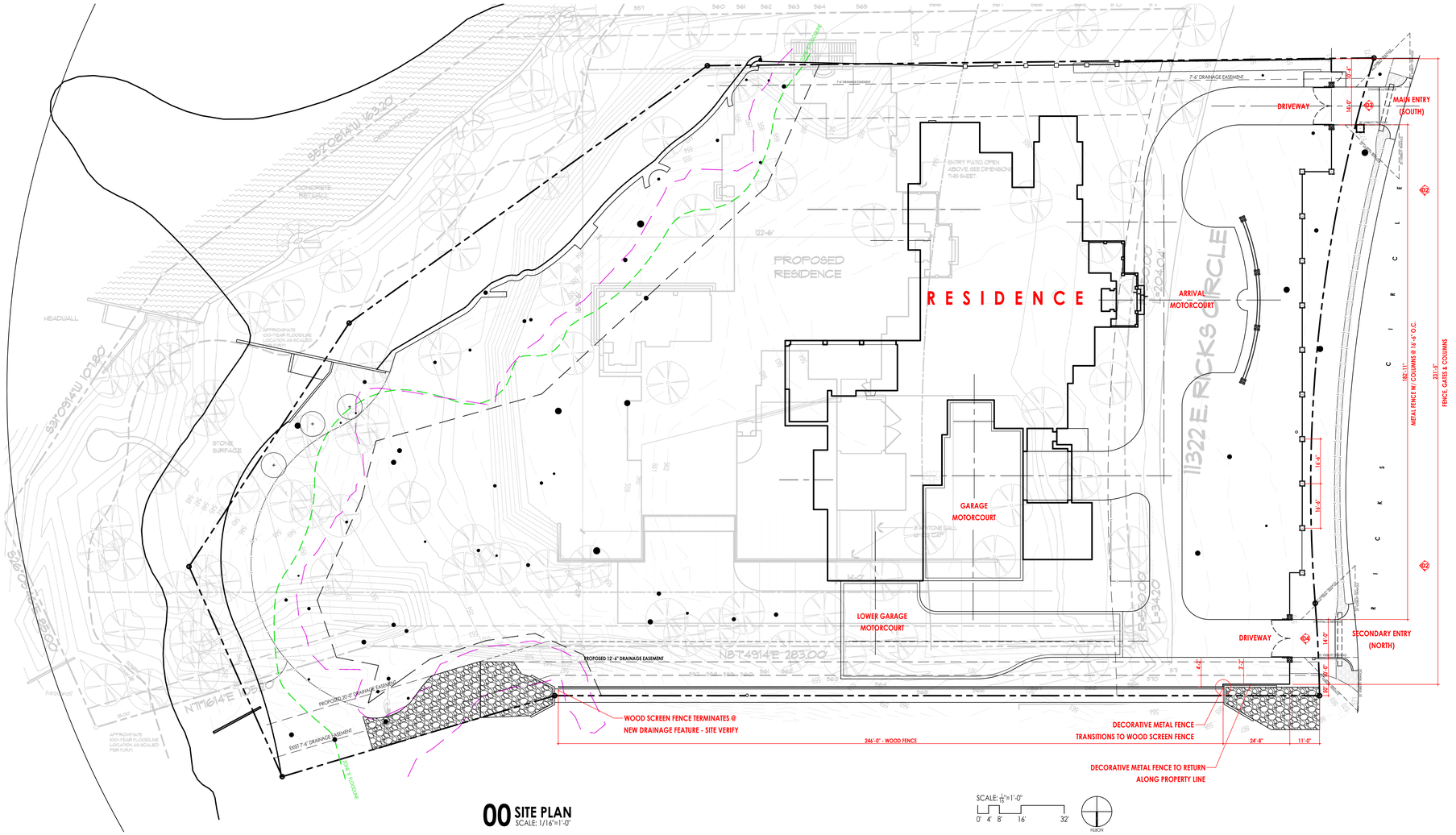
© DDLA DESIGN 2025.
All rights Reserved.
These drawings have been prepared by DDLA Design for review purposes only. They are not to be distributed without permission and are not to be used for construction, bidding or permitting.

SCALE: SEE PLANS

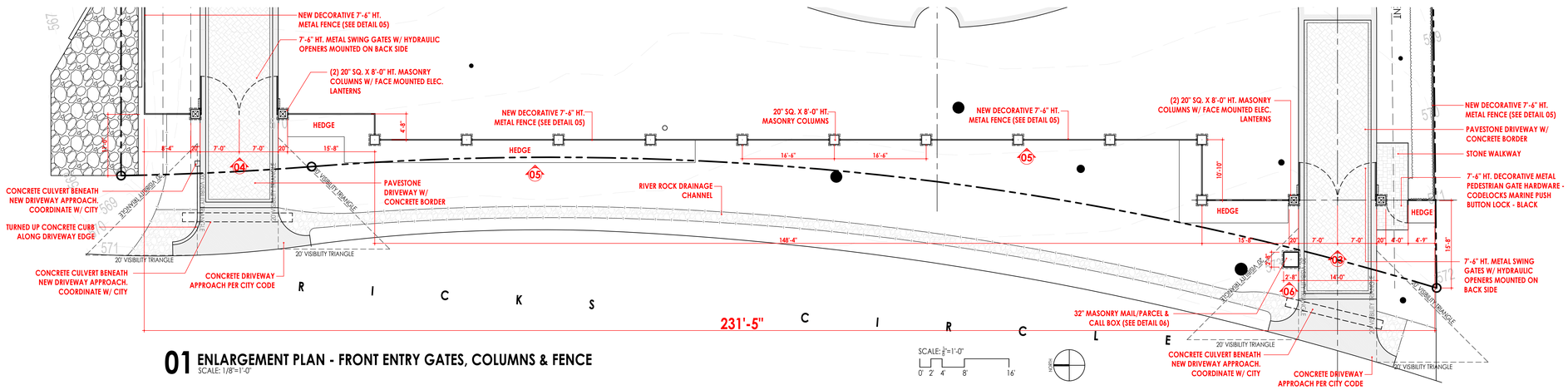
DATE:
5.15.2025
REVISIONS:

DETAILS
FRONT ENTRY GATES, FENCE & COLUMNS

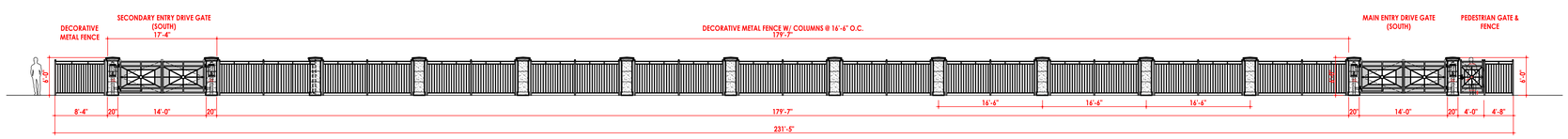
LV 6.1



00 SITE PLAN
SCALE: 1/16"=1'-0"



01 ENLARGEMENT PLAN - FRONT ENTRY GATES, COLUMNS & FENCE
SCALE: 1/8"=1'-0"



02 ELEVATION - FRONT ENTRY GATES, COLUMNS & FENCE
SCALE: 1/8"=1'-0"

DDLA DESIGN
LANDSCAPE ARCHITECTURE
214.600.1415
DDLADESIGN.COM

MARSHALL RESIDENCE
11322 RICKS CIRCLE
DALLAS, TEXAS 75230

© DDLA DESIGN 2025.
All rights Reserved.
These drawings have been prepared by DDLA Design for review purposes only. They are not to be distributed without permission and are not to be used for construction, bidding or permitting.

SCALE: SEE PLANS

DATE:
4.22.2025
REVISIONS:

FRONT ENTRY GATES, FENCE & COLUMNS

LV 6.0

Baldwin
Associates

June 20, 2025

Mr. Bryant Thompson
Senior Planner – Board of Adjustment
Department of Development Services
City of Dallas
1500 Marilla Street, Room 5BN
Dallas, Texas 75201

Re: BOA-25-000009

Dear Mr. Thompson,

This firm represents the Marshall family in connection with their request for a Special Exception to allow the construction of a six-foot tall fence in the front yard of their residence at 11322 East Ricks Circle.

We respectfully request reconsideration of the previously submitted application, which was denied without prejudice. In response to the Board's prior concerns, the Marshalls have amended their request by reducing the proposed fence height by two feet—from eight feet to six feet—in a good-faith effort to address neighborhood compatibility and visual impact.

Under the Dallas Development Code, the Board has the authority to grant a Special Exception for increased fence height where it determines that the proposed improvement will not adversely affect neighboring properties. In this case, numerous nearby homes feature front yard fences, and based on data from the Dallas Central Appraisal District, there is no discernible correlation between the presence of a fence and property valuation. Land values across the neighborhood remain consistent regardless of fencing.

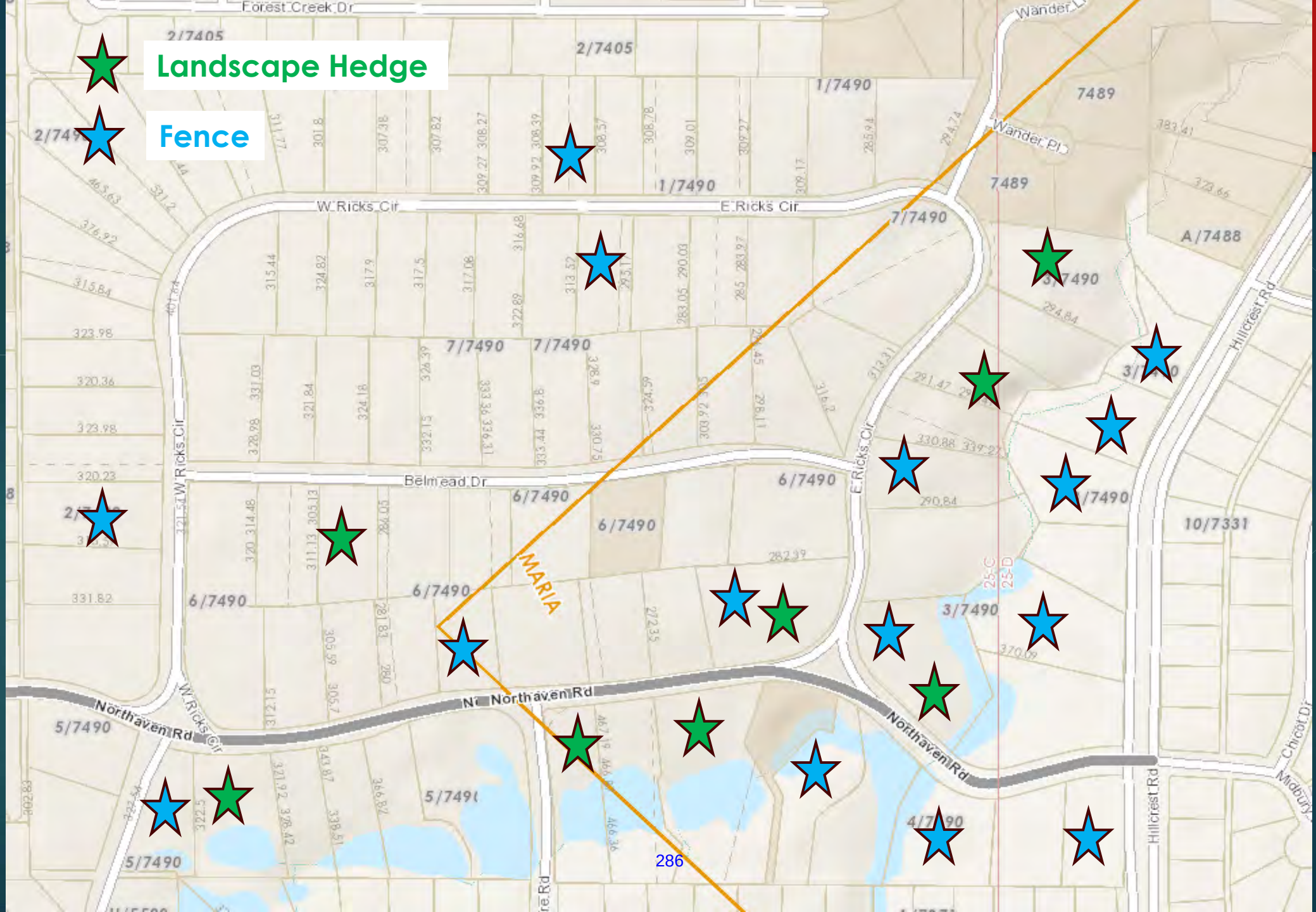
Attached to this letter is an exhibit documenting nearby properties with similar fencing. The exhibit includes a map and photos illustrating the prevalence and visual character of front yard fences within the surrounding area. We respectfully request that this exhibit be shared with the Board to provide context for our request.

We appreciate your time and thoughtful consideration of this matter. Should you need any further information or clarification, please do not hesitate to contact me.

Rob Baldwin

BDA245-034

PROPERTIES WITH FENCES OR LANDSCAPE SCREENS IN THE VICINITY


Landscape Hedge
Fence
Forest Creek Dr
W Ricks Cir
E Ricks Cir
Belmead Dr
Northaven Rd
Wander Pl
Hillcrest Rd
MARIA
2/7405
1/7490
7/7490
6/7490
5/7490
3/7490
7489
A/7488
10/7331

11420 E. Ricks Circle

6626 Northaven

290

11340 E Ricks Circle

11422 East Ricks Circle

11442 East Ricks Circle

11566 East Ricks Circle

11575 East Ricks Circle

11345 West Ricks Circle

11225 West Ricks Circle

298
6410 Northaven

299

6507 Northaven

6606 Northaven

300

6626
6626 Northaven

6740 Northaven

6706 Northaven

6766 Northaven

1425 Hillcrest

11325 Hillcrest

11341 Hillcrest
307

11415 Hillcrest

20
6645 Hillcrest

11325 Hillcrest

6645 Northaven

312

6520 Northaven

313
6520 Northaven

314

6520 Northaven

FILE NUMBER: BOA-25-000011(BT)

BUILDING OFFICIAL'S REPORT: Application of Rob Baldwin for **(1)** a special exception to the landscape and urban forest conservation regulations at **9903 ELAM ROAD**. This property is more fully described as W Part of Block 6670, and is zoned R-7.5(A), which requires mandatory landscaping and tree mitigation. The applicant proposes an alternate landscape plan for tree mitigation, which will require **(1)** a special exception to the landscape and urban forest conservation regulations.

LOCATION: 9903 Elam Road

APPLICANT: Rob Baldwin

REQUEST:

(1) a special exception to the landscape and tree preservation regulations

STANDARD OF REVIEW FOR A SPECIAL EXCEPTION TO THE LANDSCAPING AND TREE REGULATIONS:

Section 51A-10.110(b) of the Dallas Development Code states that the board may grant a special exception to the requirements of Division 51A-10.130, upon making a special finding from the evidence presented that strict compliance with the requirements of Division 51A-10.130 **will unreasonably burden the use** of the property; the **special exception will not adversely affect neighboring property**; and the **requirements are not imposed by a site-specific landscape plan** or tree mitigation plan approved by the city plan commission or city council. In determining whether to grant a special exception under Subsection (a), the board shall consider the following factors:

- The extent to which there is residential adjacency.
- The topography of the site.
- The extent to which landscaping exists for which no credit is given under this article.
- The ability to plant replacement trees safely on the property.
- The extent to which alternative methods of replacement will compensate for a reduction of tree mitigation or extended time for tree replacement.

STAFF RECOMMENDATION:

Special Exceptions (1):

No staff recommendations are made on this request. However, the Chief Arborist objects to this proposal and request.

BACKGROUND INFORMATION:

Zoning:

Site:	R-7.5(A)
North:	R-7.5(A)
East:	R-7.5(A)
South:	R-7.5(A)
West:	R-7.5(A)

Land Use:

The subject site and all surrounding properties are primarily undeveloped land, city park and single-family residential uses.

BDA History:

No BDA history has been found within the last 5 years

GENERAL FACTS/STAFF ANALYSIS:

- The application of Rob Baldwin for the property located at 9903 Elam Road focuses on one request relating to the landscape and urban forest conservation regulations.
- The applicant is requesting a special exception to approve a significant reduction of tree replacement (mitigation) for the proposed removal of protected trees on the 7.105-acre Property. The Elam Addition is a Dallas Habitat for Humanity proposed development of 27 single-family residential lots with public infrastructure.

Provision

- The applicant has submitted a full tree survey and a proposed landscape plan in compliance with Article X conditions.
- The tree survey identifies protected and unprotected trees by size, species, classification and lists trees in dead or declining condition. Trees that are identified to be in dedicated land areas for street right-of-way or other public infrastructure are omitted from potential tree mitigation based on their location. The defenses to prosecution under Section 51A-10.140(b) identify trees not subject to permit or mitigation.
- The Property consists of a forest of mixed species of varied sizes and age, including - most significantly - a large stand of mature post oaks, and additional eastern redcedar, sugarberry, American elm, and other species. The post oak is classified as Significant at 12” diameter in Article X as compared to other native species classified as Significant at 24” diameter. The post oak makes up more than 40 percent of the species for the overall site.
- In the tree mitigation calculations based on the provided tree survey, the total amount of mitigation required for the Property is **5,862** diameter inches. This excludes the trees removed and not mitigated due to defenses to prosecution through street location or dead condition of the tree

- The tree mitigation calculations suggest a potential of planting **366 inches** (132 x 3") for mitigation, or 6 percent of the total required.
- The proposed landscape plan indicates trees to be planted to comply with Article X minimum landscape requirements for single family construction on lots over 7,500 square feet in area with three trees per lot, or a total of 81 planted trees for the development. Trees are shown to be planted at 3 inch caliper for a replacement of **243 inches** in mitigation, or 4 percent of the total required.

Deficiency

- The full extent of tree mitigation proposed by the applicant is to plant new trees in the development according to the proposed landscape plan in accordance with Section 51A-10.134. The planting would be completed with the end of construction on each lot.
- The full amount of mitigation required (with Reforestation Value) after planting is as follows:
    - 5,862" – 366" = 5,496" ($RV = $1,060.805.20) or
    - 5,862" – 243" = 5,619" ($RV = $1,084,467.00)
- The Reforestation Value is determined by the diameter of the tree and its reduction or increase by classification, and $193 per diameter inch. The amount is established by ordinance and listed in the Landscape and Tree Manual. Payment into the Reforestation Fund is one option for completing tree mitigation.
    - Significant trees: 1.5x $193 per inch
    - Class 2 trees: 0.7 x $193 per inch
    - Class 3 trees: 0.4 x $193 per inch
    - Example: 20" elm x 0.7 x $193 = (14") $2,702 15" post oak x 1.5 x $193 = (22") $4,343.50
- The Article X tree conservation regulations offer multiple means of tree mitigation under Section 51A-10.135, Alternative Methods of Compliance. These options include payment into the Reforestation Fund; planting within five miles of the Property; providing trees for public property; park land dedications, and the creation of a conservation easement. The conservation easement allows for mitigation reductions or completion by protecting forested property within the City boundaries from development.
- No provisional or alternative mitigation measures are proposed by the applicant
- The applicant has the burden of proof in establishing that the special exception(s) to the landscape regulations will not adversely affect the neighboring properties, strict compliance with the code will unreasonably burden the use of the property, and the requirements are not imposed by a site-specific landscape plan or tree mitigation plan approved by the city plan commission or city council.
- Granting the special exception to the landscape and urban forest conservation regulations with a condition that the applicant complies with the submitted site and

landscape plan, would require the proposal to be constructed as shown on the submitted documents.

- 200' Radius Video: BOA-25-000011 at 9903 Elam Rd

Timeline:

May 15, 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.

June 3, 2025: The Board of Adjustment Administrator assigned this case to Board of Adjustment Panel **A**.

June 11, 2025: The Planning and Development Senior Planner emailed the applicant the following information:

- an attachment that provided the public hearing date and panel that will consider the application; the **June 20, 2025**, deadline to submit additional evidence for staff to factor into their analysis; and **July 3, 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.

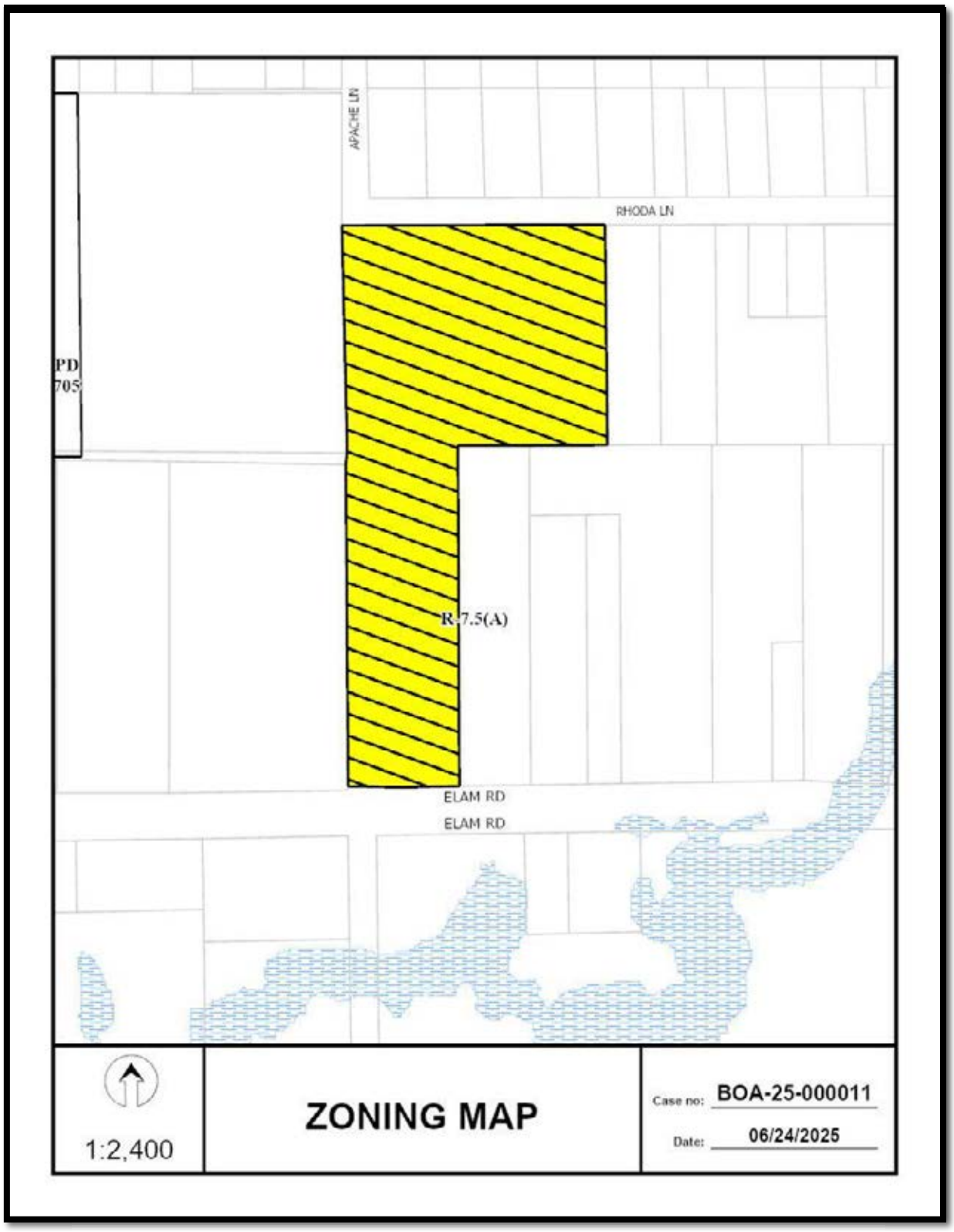
June 26, 2025: The Board of Adjustment staff review team meeting was held regarding this request and other requests scheduled for the **July** public hearings. Review team members in attendance included: The Board of Adjustment Chief Planner/Board Administrator, the Board of Adjustment Senior Planner, Project Coordinator, Board Secretary, Conservation District Chief Planner, Chief Arborists, Zoning Senior Planner, and Transportation Engineer.

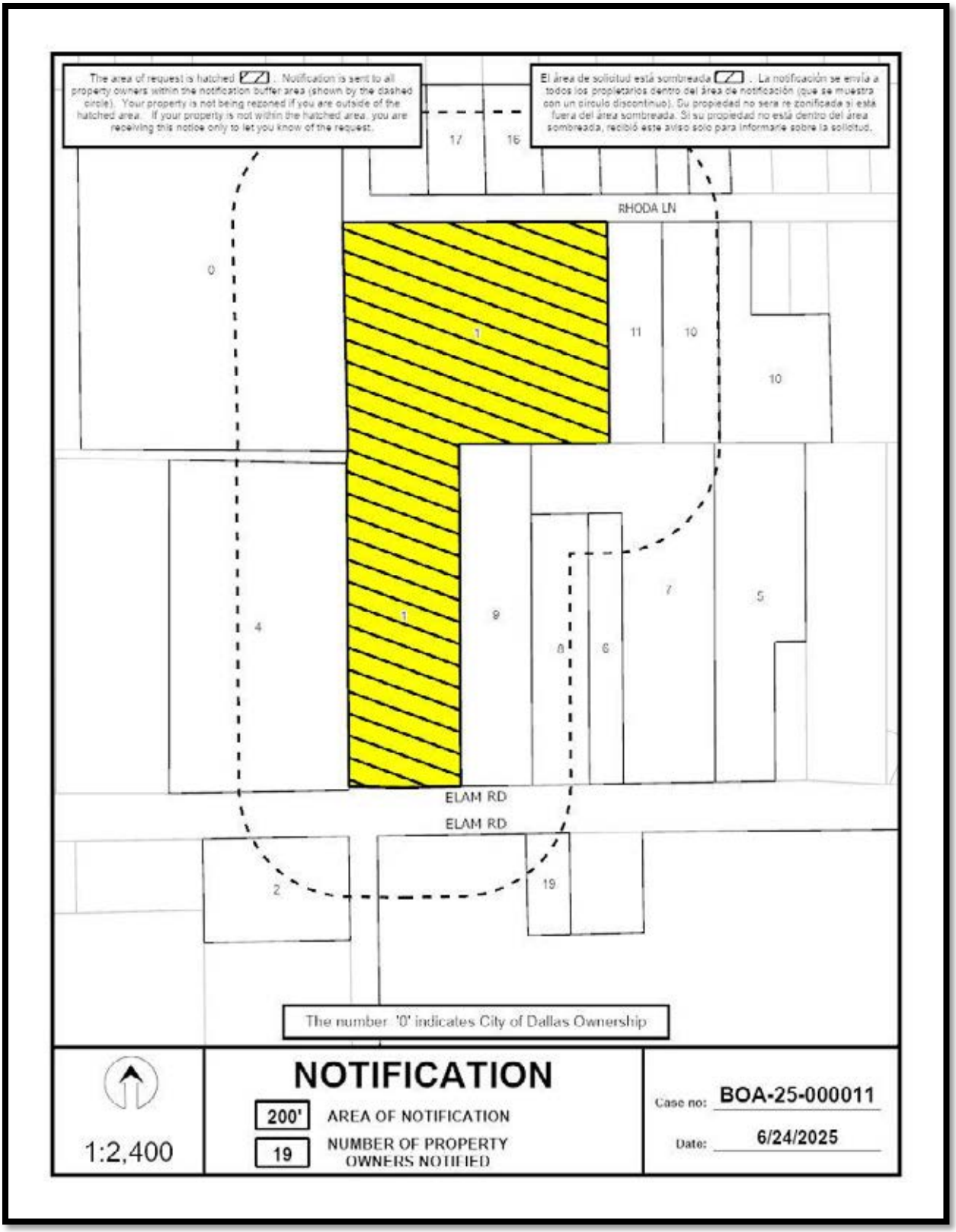
1:2,400

AERIAL MAP

Case no: BOA-25-000011

Date: 06/24/2025


APACHE LN
RHODA LN
PD
705
R-7.5(A)
ELAM RD
ELAM RD
1:2,400
ZONING MAP
Case no: BOA-25-000011
Date: 06/24/2025


The area of request is hatched . Notification is sent to all property owners within the notification buffer area (shown by the dashed circle). Your property is not being rezoned if you are outside of the hatched area. If your property is not within the hatched area, you are receiving this notice only to let you know of the request.
El área de solicitud está sombreada . La notificación se envía a todos los propietarios dentro del área de notificación (que se muestra con un círculo discontinuo). Su propiedad no será re zonificada si está fuera del área sombreada. Si su propiedad no está dentro del área sombreada, recibió este aviso solo para informarle sobre la solicitud.
RHODA LN
ELAM RD
ELAM RD
The number '0' indicates City of Dallas Ownership
NOTIFICATION
200'
AREA OF NOTIFICATION
19
NUMBER OF PROPERTY OWNERS NOTIFIED
1:2,400
Case no: BOA-25-000011
Date: 6/24/2025

Notification List of Property Owners

BOA-25-000011

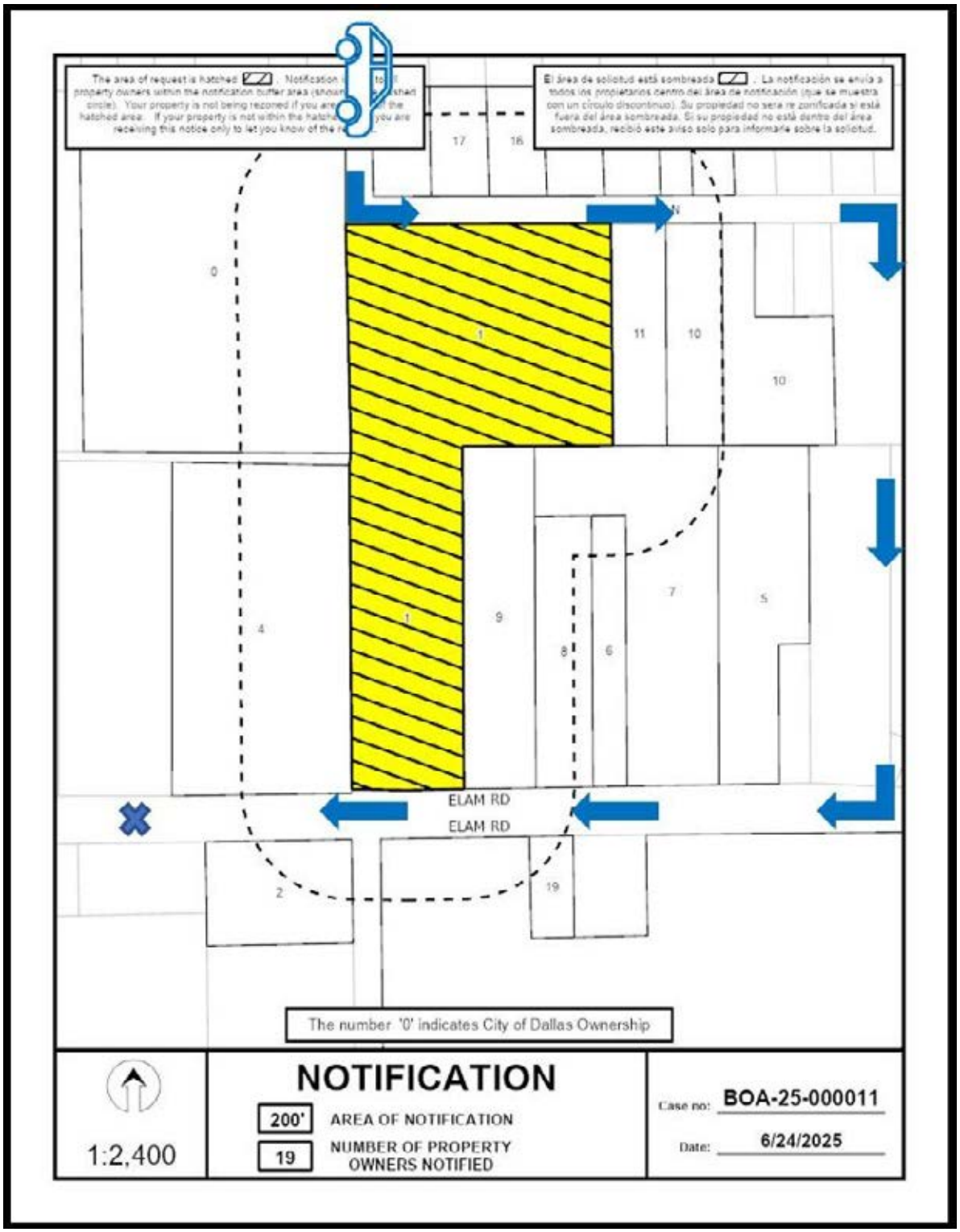
19 Property Owners Notified

Label #	*Address*		*Owner*
1	9903	ELAM RD	DALLAS AREA HABITAT FOR HUMANITY INC
2	9818	ELAM RD	SOLIS ELDA & ISIDRO
3	465	N MASTERS DR	MILTON BUSH LLC
4	9819	ELAM RD	GONZALES NICOLAS & MARTINA
5	10017	ELAM RD	RODRIGUEZ ABRAHAM ELIU
6	9939	ELAM RD	AGUIRRE LEONEL &
7	10009	ELAM RD	ALVAREZ JUAN FIDEL
8	9927	ELAM RD	CARROLL LARRY DEAN
9	9923	ELAM RD	CHAVEZ JOSE LUIS AVILES
10	10018	RHODA LN	PORTALES CARLOS
11	10006	RHODA LN	HOUSE DEARL
12	10015	RHODA LN	GALLEGOS CARLOS PORTALES &
13	10007	RHODA LN	CHAIRES JUAN PINONES &
14	10007	RHODA LN	SANGERMAN MARCOS A
15	9931	RHODA LN	WATSON JERRY D
16	9923	RHODA LN	RESENDEZ JOSE &
17	9915	RHODA LN	SANTANA MARIO CRUZ
18	9907	RHODA LN	MARTINEZ JESUS A CORONA &
19	9938	ELAM RD	HARRIS WILLIE O

Route Directions:
Start on Apache Dr.
Left on Rhoda Ln.
Right on N Masters Dr.
Right on Elam Rd.

***Subject Site from Rhoda Ln. at 0:25.**
***Subject Site from N Elam Rd. at 2:14.**

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, JULY 15, 2025**

BRIEFING: **10:30 a.m.** via **Videoconference and in 6EN COUNCIL CHAMBERS** at Dallas City Hall, 1500 Marilla Street https://bit.ly/boa0715

HEARING: **1:00 p.m. Videoconference and in 6EN COUNCIL CHAMBERS** at Dallas City Hall, 1500 Marilla Street https://bit.ly/boa0715

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

BOA-25-000011(BT) Application of Rob Baldwin for **(1)** a special exception to the landscape and urban forest conservation regulations at **9903 ELAM ROAD**. This property is more fully described as W Part of Block 6670, and is zoned R-7.5(A), which requires mandatory landscaping and tree mitigation. The applicant proposes an alternate landscape plan for tree mitigation, which will require **(1)** a special exception to the landscape and urban forest conservation 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, July 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.

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

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

APPLICATION/APPEAL TO THE BOARD OF ADJUSTMENT

Case No.: BDA FOR OFFICE USE ONLY

Data Relative to Subject Property: Date: FOR OFFICE USE ONLY

Location address: 9903 Elam Road and 10002 Rhoda Lane Zoning District: R-7.5(A)

Lot No.: 6, 7, 8 &9 Block No.: A/6671 and 6670 Acreage: 7.105 acres Census Tract: 48113011802

Street Frontage (in Feet): 1) 480.73 2) 202 3) 4) 5)

To the Honorable Board of Adjustment:

Owner of Property (per Warranty Deed): Dallas Area Habitat for Humanity, Inc.

Applicant: Rob Baldwin, Baldwin Associates Telephone: 214-824-7 49

Mailing Address: 3904 Elm Street, Suite B - Dallas Zip Code: 75226

E-mail Address: rob@baldwinplanning.com / michele@baldwinplanning.com

Represented by: Rob Baldwin, Baldwin Associates Telephone: 214-824-7949

Mailing Address: 3904 Elm Street, Suite B - Dallas Zip Code: 75226

E-mail Address: rob@baldwinplanning.com / michele@baldwinplanning.com

Affirm that an appeal has been made for a Variance __, or Special Exception X, of

To the tree mitgation requirements

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:

The subject proeprty is heavility treed and the tree mitigation requirements would make it impossible for Habitat for Humanity to provide affordable housing on this property.

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 Rob Baldwin

(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 10 day of March, 2025

MICHELE ELIZABETH STOY NOTARY PUBLIC STATE OF TEXAS ID 130747076 EXP. 07-20-2026

Notary Public in and for Dallas County, Texas

BOARD OF ADJUSTMENT
CITY OF DALLAS, TEXAS

FILE NUMBER: BOA-25-000011

BUILDING OFFICIAL'S REPORT: Application of Rob Baldwin for (1) a special exception to the tree preservation and mitigation regulations at 9903 ELAM RD. This property is more fully described as W PT OF BLK 6670, and is zoned R-7.5(A), which requires mandatory landscaping and tree mitigation. The applicant proposes an alternate landscape plan for tree mitigation, which will require (1) a special exception to the landscape and tree preservation regulations.

DocuSign Envelope ID: FCC38375-2DD6-4E11-8F6B-674F581F1E97

DALLAS AREA HABITAT FOR HUMANITY

Resolution to Authorize Ashley Brundage and Cory Hohweiler to
Act as Authorized Agent for the Corporation

I, the undersigned, being the Chairman of the Board of Directors of Dallas Area Habitat for Humanity, a Texas non-profit corporation (the "Corporation"), do hereby consent in writing, pursuant to Section 9.01 of the Bylaws, to the adoption of the following resolution:

BACKGROUND

Article Nine, Section 9.01 of the Second Amended and Restated Bylaws (the "Bylaws") of the Corporation dated April 21, 2010, provide that the Board of Directors of the Corporation may authorize any officer or officers, agent or agents of the Corporation, in addition to the officers so authorized by the Bylaws, to enter into any contract or to execute and deliver any instrument in the name of and on behalf of the Corporation. Such authority may be general or confined to specific instances.

Article Nine, Section 9.02 of the Bylaws provides that all checks, drafts, or orders for the payment of money, notes, or other evidence of indebtedness issues in the name of the Corporation shall be signed by such officers or officers, agent or agents of the Corporation and in such manner, as shall from time to time be determined by resolution of the Board of Directors.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors authorizes **Ashley Brundage**, in her capacity as **Chief Executive Officer** to act as agent on behalf of the Corporation, and to enter into any contract in the ordinary course of business or execute and deliver any instrument in the name of and on behalf of the Corporation and to issue any check, draft, order for the payment of money, or note or other evidence of indebtedness or renewal of indebtedness, without change in terms, in the name of the Corporation that **does not exceed $500,000** without authorization from the Chairperson.

BE IT FURTHER RESOLVED, that the Board of Directors hereby authorize **Cory Hohweiler,** in his capacity as **Executive Vice President of Operations** to enter into any contract or execute and deliver any instrument in the name of and on behalf of the Corporation and to issue checks, drafts, or orders for the payment of money, notes or other evidence of indebtedness in the name of the Corporation so long as the same is in the best interest of and in furtherance of the purposes of the Corporation, but with the limitation that the amount thereof for any single transaction **shall not exceed the sum of $300,000.00**.

DocuSign Envelope ID: FCC38375-2DD6-4E11-8F6B-674F581F1E97

RESOLVED, that **two (2) signatures** of the above referenced persons are required for any written check in an amount that **exceeds $25,000.00**.

RESOLVED, that these authorizations shall continue as to each authorized person until the earlier to occur of their respective revocation or until such authorized person is no longer associated with the Corporation in their aforesaid capacity.

RESOLVED, that the Board of Directors hereby expressly **revokes any prior** resolutions that are inconsistent with the foregoing resolutions, **including permissions for Mark Brown** who is no longer with the organization.

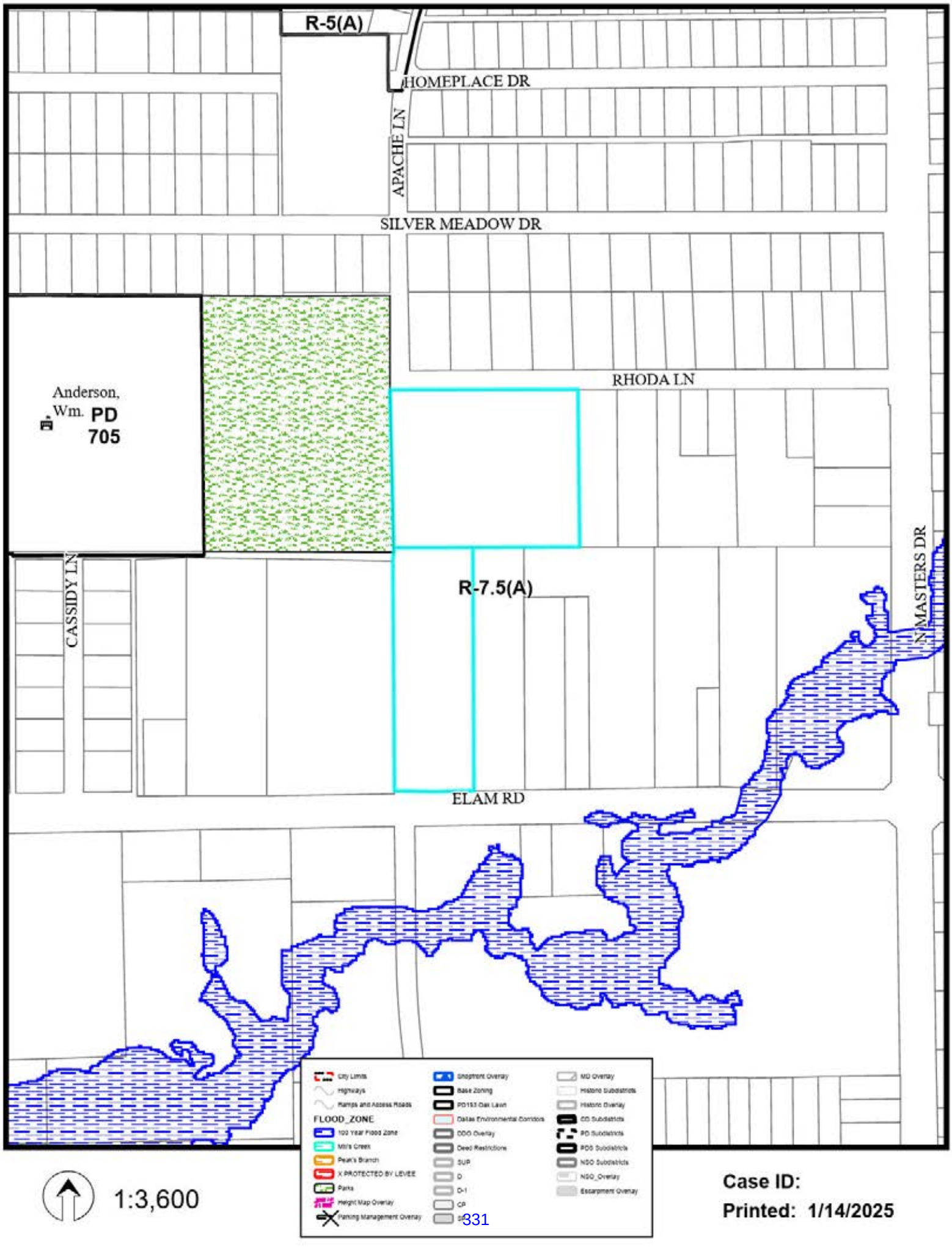
IN **WITNESS WHEREOF,** the undersigned have executed this resolution in one or more counterparts, each of which shall constitute an original, on the date or dates set forth below.

DocuSigned by:
64F3508F22FB4C1...
Steve Westerheide
Board Chair
Dallas Area Habitat for Humanity

6/24/2024
Date

DocuSigned by:
27EBAA1222164B1...
Heather Lorch
Board Secretary
Dallas Area Habitat for Humanity

6/24/2024
Date


R-5(A)
HOMEPLACE DR
APACHE LN
SILVER MEADOW DR
Anderson, Wm.
PD 705
RHODA LN
R-7.5(A)
CASSIDY LN
N MASTERS DR
ELAM RD
City Limits
Highways
Ramps and Access Roads
FLOOD_ZONE
100 Year Flood Zone
Mill's Creek
Peak's Branch
X PROTECTED BY LEVEE
Parks
Height Map Overlay
Parking Management Overlay
Shopfront Overlay
Base Zoning
PD193 Oak Lawn
Dallas Environmental Corridors
DDO Overlay
Deed Restrictions
SUP
D
D-1
CP
MD Overlay
Historic Subdistricts
Historic Overlay
CD Subdistricts
PD Subdistricts
PDS Subdistricts
NSO Subdistricts
NSO_Overlay
Escarpment Overlay
1:3,600
Case ID:
Printed: 1/14/2025

City of Dallas
Development Services
320 E. Jefferson Blvd. Room 210
Dallas, TX 75203
(214) 948-4480

BOARD OF ADJUSTMENT INTERNAL REFERRAL FORM

APPLICANT: Rob Baldwin, Baldwin Assoc		OWNER: Dallas Area Habitat for Humanity,...
ADDRESS: 9903 Elam	STATE: TX	ZIP:
LOT: 6,7,8 & 9	BLOCK: A/6671 6670	ZONING: R-7.5(A)

Residential ✔ Commercial ☐

Variance		Special Exception	
Yard setback	☐	Fence height and standards	☐
Lot width	☐	Visibility triangle obstructions	☐
Lot Depth	☐	Parking demand	☐
Lot Coverage	☐	Landscaping	☐
Floor area for accessory structures for single family uses	☐	Additional dwelling unit for a single-famil	☐
Height	☐	Carport	☐
Minimum width of sidewalk	☐	Non-conforming use	☐
Off-street parking	☐	Other	✔
Off-street loading	☐		
Landscape regulations	☐		
Other	☐		

Please list the City of Dallas Development Code(s) this project is non-compliant with:
Sec. 51A-10.134, and 10.135 Special exception for tree conservation

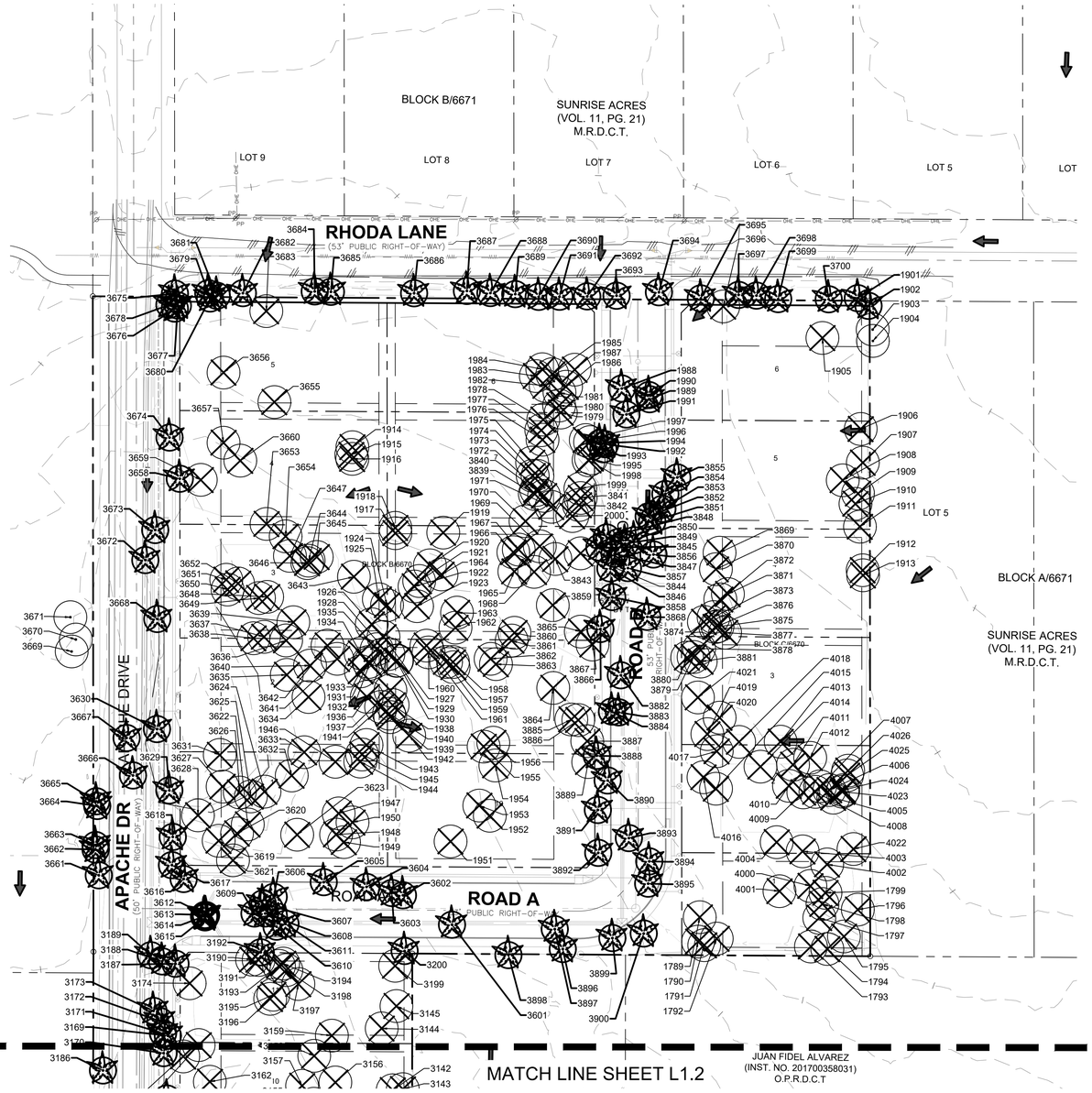
Description: The applicant is seeking a relief from the Article X tree mitigation requirements with no specifications on changes to the amount or the timing of tree replacement, or additional or revised methods of tree mitigation. This will be a significant request with little to redress the special exception factors listed in Sec 51A-10.110(b), tree conservation.

Alternative resolutions discussed/offered: Full compliance with the use of a conservation easement on other property available/donated to Habitat.

Referred by: Philip Erwin Contact: 214-948-4117 Date: 5/12/25

Reviewer Name Philip Erwin

Reviewer Supervisor Megan Wimer Date 5/12/25



File: G:\TXN\Projects\Dallas_Area_Habitat_for_Humanity\12242-DO\Data_Habitat_for_Humanity_9903_Elam\LP-ATX\03-CAD\03-SHEETS\12242_TREE PRESERVATION
Plotted: 8/1/2024 4:47 PM | By: Austin Wiley, Staff | 8/1/2024 3:27 PM | By: Austin
THIS DOCUMENT, TOGETHER WITH THE CONCEPTS AND DESIGNS PRESENTED HEREIN, AS AN INSTRUMENT OF SERVICE, IS INTENDED ONLY FOR THE SPECIFIC PURPOSE AND CLIENT FOR WHICH IT WAS PREPARED. REUSE OF AND IMPROPER RELIANCE ON THIS DOCUMENT WITHOUT WRITTEN AUTHORIZATION AND ADAPTATION BY BGE, INC. SHALL BE WITHOUT LIABILITY TO BGE, INC.

N

0 20 40 80
SCALE: 1" = 40'

LEGEND

- PRESERVED TREE
- EXEMPT TREE TO BE REMOVED
- TREE TO BE REMOVED

BGE
2595 Dallas Parkway, Suite 101
Frisco, Texas 75034
(972) 464-4800
www.bgeinc.com

DEVELOPER:
DALLAS HABITAT FOR HUMANITY

SURVEY / CIVIL ENGINEER:
BGE, INC.

PRELIMINARY
NOT FOR
CONSTRUCTION

ELAM ADDITION

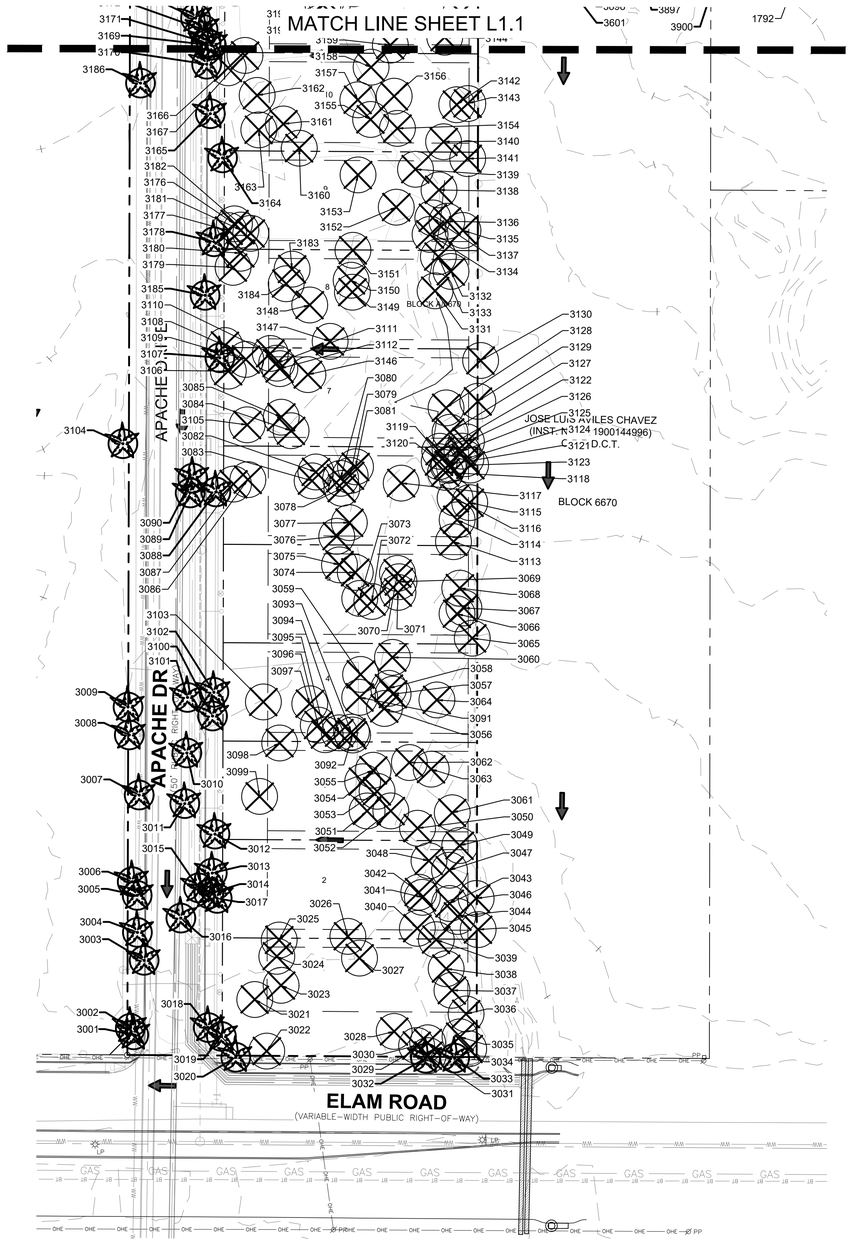
DALLAS HABITAT FOR HUMANITY
9903 ELAM RD, CITY OF DALLAS, DALLAS COUNTY, TX
DEVELOPMENT SERVICES

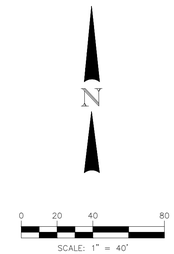
TREE PRESERVATION PLAN

DATE: 08/26/2024
REVISIONS:

DWG. BY: BGE
CHECKED BY: MLS
PROJECT NO.: 12242-00

SHEET NO.
L1.1
TREE PRESERVATION PLAN





LEGEND

- PRESERVED TREE
- EXEMPT TREE TO BE REMOVED
- TREE TO BE REMOVED

BGE
2595 Dallas Parkway, Suite 101
Frisco, Texas 75034
(972) 464-4800
www.bgeinc.com

DEVELOPER:
DALLAS HABITAT FOR HUMANITY

SURVEY / CIVIL ENGINEER:
BGE, INC.

PRELIMINARY
NOT FOR
CONSTRUCTION

ELAM ADDITION

DALLAS HABITAT FOR HUMANITY

9903 ELAM RD, CITY OF DALLAS, DALLAS COUNTY, TX

DEVELOPMENT SERVICES

TREE PRESERVATION PLAN

DATE: 08/26/2024

REVISIONS:

DWG. BY: BGE

CHECKED BY: MLS

PROJECT NO.: **12242-00**

SHEET NO.
L1.2
TREE PRESERVATION PLAN

THIS DOCUMENT, TOGETHER WITH THE CONCEPTS AND DESIGNS PRESENTED HEREIN, AS AN INSTRUMENT OF SERVICE, IS INTENDED ONLY FOR THE SPECIFIC PURPOSE AND CLIENT FOR WHICH IT WAS PREPARED. REUSE OF AND IMPROPER RELIANCE ON THIS DOCUMENT WITHOUT WRITTEN AUTHORIZATION AND ADAPTATION BY BGE, INC. SHALL BE WITHOUT LIABILITY TO BGE, INC.

File: G:\TXA\Projects\Dallas_Area_Habitat_for_Humanity\12242-00-Dallas_Habitat_for_Humanity_9903_Elam\LP-PATX\03-CAD\03-SHEETS\12242_TREE PRESERVATION
Plotted: 8/27/2024 8:48 PM by Powell Reese, Signed: 8/27/2024 12:47 PM by Powell

TAG#	DBH	COMMON NAME	SCIENTIFIC NAME	CLASS	CONDITION	EXEMPT	STATUS	MITIGATION
1789	16.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***24***
1790	8.0	Eastern Red Cedar	*Juniperus virginiana*	Class 2		NO	Remove	***5.6***
1791	7.0	Post Oak	*Quercus stellata*	Unprotected		NO	Remove	***0***
1792	10.0	Post Oak	*Quercus stellata*	Class 2		NO	Remove	***7***
1793	8.0	Eastern Red Cedar	*Juniperus virginiana*	Class 2		NO	Remove	***5.6***
1794	10.0	Post Oak	*Quercus stellata*	Class 2		NO	Remove	***7***
1795	8.0	Post Oak	*Quercus stellata*	Class 2		NO	Remove	***5.6***
1796	14.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***21***
1797	10.0	Post Oak	*Quercus stellata*	Class 2		NO	Remove	***7***
1798	7.0	Cedar Elm	*Ulmus crassifolia*	Unprotected		NO	Remove	***0***
1799	7.0	Cedar Elm	*Ulmus crassifolia*	Unprotected		NO	Remove	***0***
1901	14.0	Eastern Red Cedar	*Juniperus virginiana*	Class 2	Hazard	YES	Remove	***0***
1902	13.0	Eastern Red Cedar	*Juniperus virginiana*	Class 2		YES	Remove	***0***
1903	15.0	Eastern Red Cedar	*Juniperus virginiana*	Off Site		NO	Keep	***0***
1904	12.0	Eastern Red Cedar	*Juniperus virginiana*	Off Site		NO	Keep	***0***
1905	20.0	Eastern Red Cedar	*Juniperus virginiana*	Class 2		NO	Remove	***14***
1906	20.0	Eastern Red Cedar	*Juniperus virginiana*	Class 2		NO	Remove	***14***
1907	13.0	Sugarberry	*Celtis laevigata*	Class 3		NO	Remove	***5.2***
1908	6.0	Sugarberry	*Celtis laevigata*	Unprotected		NO	Remove	***0***
1909	14.0	Sugarberry	*Celtis laevigata*	Class 3		NO	Remove	***5.6***
1910	12.0	Eastern Red Cedar	*Juniperus virginiana*	Class 2		NO	Remove	***8.4***
1911	16.0	Eastern Red Cedar	*Juniperus virginiana*	Class 2		NO	Remove	***11.2***
1912	6.0	Sugarberry	*Celtis laevigata*	Unprotected		NO	Remove	***0***
1913	6.0	Sugarberry	*Celtis laevigata*	Unprotected		NO	Remove	***0***
1914	12.0	Cedar Elm	*Ulmus crassifolia*	Class 2		NO	Remove	***8.4***
1915	8.0	Gum Bumelia	*Sideroxylon lanuginosum*	Class 2	Hazard	NO	Remove	***0***
1916	20.0	Cedar Elm	*Ulmus crassifolia*	Class 2	Dead	NO	Remove	***0***
1917	16.0	Cedar Elm	*Ulmus crassifolia*	Class 2		NO	Remove	***11.2***
1918	6.0	Eastern Red Cedar	*Juniperus virginiana*	Unprotected		NO	Remove	***0***
1919	10.0	Cedar Elm	*Ulmus crassifolia*	Class 2		NO	Remove	***7***
1920	20.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***30***
1921	19.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***28.5***
1922	6.0	Eastern Red Cedar	*Juniperus virginiana*	Unprotected		NO	Remove	***0***
1923	34.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***51***
1924	12.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***18***
1925	16.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***24***
1926	14.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***21***
1927	12.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***18***
1928	10.0	Post Oak	*Quercus stellata*	Class 2		NO	Remove	***7***
1929	6.0	Eastern Red Cedar	*Juniperus virginiana*	Unprotected		NO	Remove	***0***
1930	10.0	Cedar Elm	*Ulmus crassifolia*	Class 2		NO	Remove	***7***
1931	12.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***18***
1932	12.0	Post Oak	*Quercus stellata*	Significant Tree	Hazard	NO	Remove	***0***
1933	6.0	Cedar Elm	*Ulmus crassifolia*	Unprotected		NO	Remove	***0***
1934	6.0	Cedar Elm	*Ulmus crassifolia*	Unprotected		NO	Remove	***0***
1935	6.0	Cedar Elm	*Ulmus crassifolia*	Unprotected		NO	Remove	***0***
1936	12.0	Eastern Red Cedar	*Juniperus virginiana*	Class 2		NO	Remove	***8.4***
1937	11.0	Cedar Elm	*Ulmus crassifolia*	Class 2		NO	Remove	***7.7***
1938	8.0	Eastern Red Cedar	*Juniperus virginiana*	Class 2		NO	Remove	***5.6***
1939	7.0	Eastern Red Cedar	*Juniperus virginiana*	Unprotected		NO	Remove	***0***
1940	30.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***45***
1941	6.0	Eastern Red Cedar	*Juniperus virginiana*	Unprotected		NO	Remove	***0***
1942	8.0	Cedar Elm	*Ulmus crassifolia*	Class 2		NO	Remove	***5.6***
1943	14.0	Cedar Elm	*Ulmus crassifolia*	Class 2		NO	Remove	***9.8***
1944	6.0	Eastern Red Cedar	*Juniperus virginiana*	Unprotected		NO	Remove	***0***
1945	18.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***27***
1946	12.0	Cedar Elm	*Ulmus crassifolia*	Class 2		NO	Remove	***8.4***
1947	13.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***19.5***
1948	12.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***18***
1949	20.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***30***
1950	20.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***30***
1951	9.0	Cedar Elm	*Ulmus crassifolia*	Class 2		NO	Remove	***6.3***
1952	8.0	Eastern Red Cedar	*Juniperus virginiana*	Class 2		NO	Remove	***5.6***
1953	8.0	Post Oak	*Quercus stellata*	Class 2		NO	Remove	***5.6***
1954	10.0	Post Oak	*Quercus stellata*	Class 2		NO	Remove	***7***
1955	7.0	Eastern Red Cedar	*Juniperus virginiana*	Unprotected		NO	Remove	***0***
1956	23.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***34.5***
1957	10.0	Eastern Red Cedar	*Juniperus virginiana*	Class 2		NO	Remove	***7***
1958	6.0	Post Oak	*Quercus stellata*	Unprotected		NO	Remove	***0***
1959	12.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***18***
1960	6.0	Eastern Red Cedar	*Juniperus virginiana*	Unprotected		NO	Remove	***0***
1961	6.0	Eastern Red Cedar	*Juniperus virginiana*	Unprotected		NO	Remove	***0***
1962	12.0	Eastern Red Cedar	*Juniperus virginiana*	Class 2		NO	Remove	***8.4***
1963	25.0	Cedar Elm	*Ulmus crassifolia*	Significant Tree		NO	Remove	***37.5***
1964	14.0	Cedar Elm	*Ulmus crassifolia*	Class 2		NO	Remove	***9.8***
1965	8.0	Post Oak	*Quercus stellata*	Class 2		NO	Remove	***5.6***
1966	24.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***36***
1967	10.0	Eastern Red Cedar	*Juniperus virginiana*	Class 2		NO	Remove	***7***
1968	12.0	Eastern Red Cedar	*Juniperus virginiana*	Class 2		NO	Remove	***8.4***
1969	14.0	Eastern Red Cedar	*Juniperus virginiana*	Class 2		NO	Remove	***9.8***
1970	6.0	Post Oak	*Quercus stellata*	Unprotected		NO	Remove	***0***
1971	9.0	Eastern Red Cedar	*Juniperus virginiana*	Class 2		NO	Remove	***6.3***
1972	7.0	Eastern Red Cedar	*Juniperus virginiana*	Unprotected		NO	Remove	***0***
1973	14.0	Eastern Red Cedar	*Juniperus virginiana*	Class 2		NO	Remove	***9.8***
1974	12.0	Eastern Red Cedar	*Juniperus virginiana*	Class 2		NO	Remove	***8.4***
1975	8.0	Cedar Elm	*Ulmus crassifolia*	Class 2		NO	Remove	***5.6***
1976	15.0	Eastern Red Cedar	*Juniperus virginiana*	Class 2		NO	Remove	***10.5***
1977	12.0	Eastern Red Cedar	*Juniperus virginiana*	Class 2		NO	Remove	***8.4***

TAG#	DBH	COMMON NAME	SCIENTIFIC NAME	CLASS	CONDITION	EXEMPT	STATUS	MITIGATION
1978	12.0	Eastern Red Cedar	*Juniperus virginiana*	Class 2		NO	Remove	***8.4***
1979	12.0	Eastern Red Cedar	*Juniperus virginiana*	Class 2		NO	Remove	***8.4***
1980	10.0	Eastern Red Cedar	*Juniperus virginiana*	Class 2		NO	Remove	***7***
1981	7.0	Eastern Red Cedar	*Juniperus virginiana*	Unprotected		NO	Remove	***0***
1982	24.0	Eastern Red Cedar	*Juniperus virginiana*	Significant Tree		NO	Remove	***36***
1983	7.0	Eastern Red Cedar	*Juniperus virginiana*	Unprotected		NO	Remove	***0***
1984	12.0	Eastern Red Cedar	*Juniperus virginiana*	Class 2		NO	Remove	***8.4***
1985	14.0	Eastern Red Cedar	*Juniperus virginiana*	Class 2		NO	Remove	***9.8***
1986	8.0	Eastern Red Cedar	*Juniperus virginiana*	Class 2		NO	Remove	***5.6***
1987	12.0	Eastern Red Cedar	*Juniperus virginiana*	Class 2		NO	Remove	***8.4***
1988	14.0	Eastern Red Cedar	*Juniperus virginiana*	Class 2		YES	Remove	***0***
1989	20.0	Eastern Red Cedar	*Juniperus virginiana*	Class 2		YES	Remove	***0***
1990	7.0	Cedar Elm	*Ulmus crassifolia*	Unprotected		YES	Remove	***0***
1991	13.0	Eastern Red Cedar	*Juniperus virginiana*	Class 2		YES	Remove	***0***
1992	12.0	Eastern Red Cedar	*Juniperus virginiana*	Class 2		YES	Remove	***0***
1993	7.0	Eastern Red Cedar	*Juniperus virginiana*	Unprotected		YES	Remove	***0***
1994	6.0	Eastern Red Cedar	*Juniperus virginiana*	Unprotected		YES	Remove	***0***
1995	9.0	Eastern Red Cedar	*Juniperus virginiana*	Class 2		NO	Remove	***6.3***
1996	10.0	Eastern Red Cedar	*Juniperus virginiana*	Class 2		NO	Remove	***7***
1997	10.0	Eastern Red Cedar	*Juniperus virginiana*	Class 2		NO	Remove	***7***
1998	9.0	Eastern Red Cedar	*Juniperus virginiana*	Class 2		NO	Remove	***6.3***
1999	16.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***24***
2000	14.0	Eastern Red Cedar	*Juniperus virginiana*	Class 2		NO	Remove	***9.8***
3001	24.0	Cedar Elm	*Ulmus crassifolia*	Significant Tree		YES	Remove	***0***
3002	8.0	Cedar Elm	*Ulmus crassifolia*	Class 2		YES	Remove	***0***
3003	34.0	Post Oak	*Quercus stellata*	Significant Tree		YES	Remove	***0***
3004	11.0	Eastern Red Cedar	*Juniperus virginiana*	Class 2	Declining	YES	Remove	***0***
3005	32.0	Post Oak	*Quercus stellata*	Significant Tree		YES	Remove	***0***
3006	28.0	Post Oak	*Quercus stellata*	Significant Tree		YES	Remove	***0***
3007	17.0	Eastern Red Cedar	*Juniperus virginiana*	Class 2	Declining	YES	Remove	***0***
3008	6.0	Cedar Elm	*Ulmus crassifolia*	Unprotected		YES	Remove	***0***
3009	7.0	Green Ash	*Fraxinus pennsylvanica*	Unprotected		YES	Remove	***0***
3010	28.0	Post Oak	*Quercus stellata*	Significant Tree		YES	Remove	***0***
3011	31.0	Cedar Elm	*Ulmus crassifolia*	Significant Tree		YES	Remove	***0***
3012	6.0	Chinese Tallow	*Triadica sebifera*	Unprotected		YES	Remove	***0***
3013	22.0	Post Oak	*Quercus stellata*	Significant Tree	Dead	YES	Remove	***0***
3014	30.0	Post Oak	*Quercus stellata*	Significant Tree	Dead	YES	Remove	***0***
3015	6.0	Eastern Red Cedar	*Juniperus virginiana*	Unprotected		YES	Remove	***0***
3016	24.0	Post Oak	*Quercus stellata*	Significant Tree		YES	Remove	***0***
3017	20.0	Post Oak	*Quercus stellata*	Significant Tree		YES	Remove	***0***
3018	26.0	Post Oak	*Quercus stellata*	Significant Tree		YES	Remove	***0***
3019	38.0	Post Oak	*Quercus stellata*	Significant Tree		YES	Remove	***0***
3020	8.0	Eastern Red Cedar	*Juniperus virginiana*	Class 2		YES	Remove	***0***
3021	30.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***45***
3022	17.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***25.5***
3023	15.0	Eastern Red Cedar	*Juniperus virginiana*	Class 2		NO	Remove	***10.5***
3024	14.0	Eastern Red Cedar	*Juniperus virginiana*	Class 2		NO	Remove	***9.8***
3025	20.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***30***
3026	30.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***45***
3027	14.0	Cedar Elm	*Ulmus crassifolia*	Class 2		NO	Remove	***9.8***
3028	6.0	Gum Bumelia	*Sideroxylon lanuginosum*	Unprotected		NO	Remove	***0***
3029	12.0	Gum Bumelia	*Sideroxylon lanuginosum*	Class 2		NO	Remove	***8.4***
3030	10.0	Eastern Red Cedar	*Juniperus virginiana*	Class 2		NO	Remove	***7***
3031	10.0	Green Ash	*Fraxinus pennsylvanica*	Unprotected		NO	Remove	***0***
3032	8.0	Green Ash	*Fraxinus pennsylvanica*	Unprotected		YES	Remove	***0***
3033	6.0	Cedar Elm	*Ulmus crassifolia*	Unprotected		YES	Remove	***0***
3034	11.0	Green Ash	*Fraxinus pennsylvanica*	Unprotected		NO	Remove	***0***
3035	8.0	Post Oak	*Quercus stellata*	Class 2		NO	Remove	***5.6***
3036	24.0	Cedar Elm	*Ulmus crassifolia*	Significant Tree		NO	Remove	***36***
3037	20.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***30***
3038	18.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***27***
3039	7.0	Cedar Elm	*Ulmus crassifolia*	Unprotected		NO	Remove	***0***
3040	18.0	Cedar Elm	*Ulmus crassifolia*	Class 2		NO	Remove	***12.6***
3041	20.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***30***
3042	20.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***30***
3043	12.0	Cedar Elm	*Ulmus crassifolia*	Class 2		NO	Remove	***8.4***
3044	28.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***42***
3045	7.0	Sugarberry	*Celtis laevigata*	Unprotected		NO	Remove	***0***
3046	6.0	Cedar Elm	*Ulmus crassifolia*	Unprotected		NO	Remove	***0***
3047	25.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***37.5***
3048	12.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***18***
3049	8.0	Sugarberry	*Celtis laevigata*	Class 2		NO	Remove	***5.6***
3050	22.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***33***
3051	22.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***33***
3052	26.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***39***
3053	14.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***21***
3054	20.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***30***
3055	14.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***21***
3056	18.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***27***
3057	32.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***48***
3058	26.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***39***
3059	18.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***27***
3060	24.0	Cedar Elm	*Ulmus crassifolia*	Significant Tree		NO	Remove	***36***
3061	7.0	Cedar Elm	*Ulmus crassifolia*	Unprotected		NO	Remove	***0***
3062	6.0	Cedar Elm	*Ulmus crassifolia*	Unprotected		NO	Remove	***0***
3063	22.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***33***
3064	22.0	Cedar Elm	*Ulmus crassifolia*	Class 2		NO	Remove	***15.4***
3065	16.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***24***

TAG#	DBH	COMMON NAME	SCIENTIFIC NAME	CLASS	CONDITION	EXEMPT	STATUS	MITIGATION
3066	18.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***27***
3067	14.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***21***
3068	34.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***51***
3069	22.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***33***
3070	24.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***36***
3071	20.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***30***
3072	22.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***33***
3073	20.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***30***
3074	24.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***36***
3075	16.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***24***
3076	18.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***27***
3077	30.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***45***
3078	17.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***25.5***
3079	32.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***48***
3080	10.0	Post Oak	*Quercus stellata*	Class 2		NO	Remove	***7***
3081	22.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***33***
3082	18.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***27***
3083	10.0	Post Oak	*Quercus stellata*	Class 2		NO	Remove	***7***
3084	9.0	Post Oak	*Quercus stellata*	Class 2		NO	Remove	***6.3***
3085	34.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***51***
3086	20.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***30***
3087	24.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***36***
3088	34.0	Post Oak	*Quercus stellata*	Significant Tree		YES	Remove	***0***
3089	6.0	Eastern Red Cedar	*Juniperus virginiana*	Unprotected		YES	Remove	***0***
3090	9.0	Eastern Red Cedar	*Juniperus virginiana*	Class 2		YES	Remove	***0***
3091	7.0	Cedar Elm	*Ulmus crassifolia*	Unprotected		NO	Remove	***0***
3092	21.0	Green Ash	*Fraxinus pennsylvanica*	Unprotected		NO	Remove	***0***
3093	6.0	Cedar Elm	*Ulmus crassifolia*	Unprotected		NO	Remove	***0***
3094	24.0	Cedar Elm	*Ulmus crassifolia*	Significant Tree		NO	Remove	***36***
3095	6.0	Gum Bumelia	*Sideroxylon lanuginosum*	Unprotected		NO	Remove	***0***
3096	8.0	Cedar Elm	*Ulmus crassifolia*	Class 2		NO	Remove	***5.6***
3097	17.0	Cedar Elm	*Ulmus crassifolia*	Class 2		NO	Remove	***11.9***
3098	15.0	Cedar Elm	*Ulmus crassifolia*	Class 2		NO	Remove	***10.5***
3099	7.0	Western Soapberry	*Sapindus drummondii*	Unprotected		NO	Remove	***0***
3100	13.0	Cedar Elm	*Ulmus crassifolia*	Class 2		YES	Remove	***0***
3101	16.0	Cedar Elm	*Ulmus crassifolia*	Class 2		YES	Remove	***0***
3102	35.0	Cedar Elm	*Ulmus crassifolia*	Significant Tree		YES	Remove	***0***
3103	6.0	Gum Bumelia	*Sideroxylon lanuginosum*	Unprotected		NO	Remove	***0***
3104	7.0	Eastern Red Cedar	*Juniperus virginiana*	Unprotected		YES	Remove	***0***
3105	12.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***18***
3106	18.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***27***
3107	12.0	Post Oak	*Quercus stellata*	Significant Tree		YES	Remove	***0***
3108	25.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***37.5***
3109	12.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***18***
3110	20.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***30***
3111	14.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***21***
3112	12.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***18***
3113	16.0	Cedar Elm	*Ulmus crassifolia*	Class 2		NO	Remove	***11.2***
3114	24.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***36***
3115	16.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***24***
3116	24.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***36***
3117	18.0	Cedar Elm	*Ulmus crassifolia*	Class 2		NO	Remove	***12.6***
3118	18.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***27***
3119	8.0	Cedar Elm	*Ulmus crassifolia*	Class 2		NO	Remove	***5.6***
3120	18.0	Cedar Elm	*Ulmus crassifolia*	Class 2		NO	Remove	***12.6***
3121	6.0	Cedar Elm	*Ulmus crassifolia*	Unprotected		NO	Remove	***0***
3122	6.0	Cedar Elm	*Ulmus crassifolia*	Unprotected		NO	Remove	***0***
3123	15.0	Cedar Elm	*Ulmus crassifolia*	Class 2		NO	Remove	***10.5***
3124	12.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***18***
3125	9.0	Post Oak	*Quercus stellata*	Class 2		NO	Remove	***6.3***
3126	20.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***30***
3127	25.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***37.5***
3128	22.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***33***
3129	12.0	Cedar Elm	*Ulmus crassifolia*	Class 2		NO	Remove	***8.4***
3130	30.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***45***
3131	28.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***42***
3132	32.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***48***
3133	20.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***30***
3134	15.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***22.5***
3135	22.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***33***
3136	17.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***25.5***
3137	16.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***24***
3138	8.0	Post Oak	*Quercus stellata*	Class 2		NO	Remove	***5.6***
3139	16.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***24***
3140	17.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***25.5***
3141	20.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***30***
3142	21.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***31.5***
3143	22.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***33***
3144	20.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***30***
3145	22.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***33***
3146	16.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***24***
3147	28.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***42***
3148	20.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***30***
3149	28.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***42***
3150	25.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***37.5***
3151	22.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***33***
3152	22.0	Cedar Elm	*Ulmus crassifolia*	Class 2		NO	Remove	***15.4***
3153	6.0	Eastern Red Cedar	*Juniperus virginiana*	Unprotected		NO	Remove	***0***

THIS DOCUMENT, TOGETHER WITH THE CONCEPTS AND DESIGNS PRESENTED HEREIN, AS AN INSTRUMENT OF SERVICE, IS INTENDED ONLY FOR THE SPECIFIC PURPOSE AND CLIENT FOR WHICH IT WAS PREPARED. REUSE OF AND IMPROPER RELIANCE ON THIS DOCUMENT WITHOUT WRITTEN AUTHORIZATION AND ADAPTATION BY BGE, INC. SHALL BE WITHOUT LIABILITY TO BGE, INC.

File: G:\DWP\Projects\Dallas_Area_Habitat_for_Humanity\12242-00-Elam_Habitat_for_Humanity_9903_Elam\LP\XTXO-CADD-SHEETS\12242_TREE PRESERVATION
Plotted: 8/7/2024 4:46 PM by Hunter Wilkins, Texas Instruments DLP Printer

BGE
2595 Dallas Parkway, Suite 101
Frisco, Texas 75034
(972) 464-4800
www.bgeinc.com

DEVELOPER:
DALLAS HABITAT FOR HUMANITY

SURVEY / CIVIL ENGINEER:
BGE, INC.

PRELIMINARY
NOT FOR
CONSTRUCTION

ELAM ADDITION

DALLAS HABITAT FOR HUMANITY
9903 ELAM RD, CITY OF DALLAS, DALLAS COUNTY, TX
DEVELOPMENT SERVICES

TREE DATA TABLE

DATE: 08/26/2024
REVISIONS:

DWG. BY: BGE
CHECKED BY: MLS
PROJECT NO.: **12242-00**

SHEET NO.
L1.3
TREE DATA TABLE

TAG#	DBH	COMMON NAME	SCIENTIFIC NAME	CLASS	CONDITION	EXEMPT	STATUS	MITIGATION
3154	24.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***36***
3155	13.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***19.5***
3156	24.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***36***
3157	9.0	Cedar Elm	*Ulmus crassifolia*	Class 2		NO	Remove	***6.3***
3158	18.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***27***
3159	16.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***24***
3160	44.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***66***
3161	24.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***36***
3162	24.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***36***
3163	18.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***27***
3164	19.0	Post Oak	*Quercus stellata*	Significant Tree		YES	Remove	***0***
3165	9.0	Eastern Red Cedar	*Juniperus virginiana*	Class 2		YES	Remove	***0***
3166	7.0	Post Oak	*Quercus stellata*	Unprotected		NO	Remove	***0***
3167	68.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***102***
3169	14.0	Post Oak	*Quercus stellata*	Significant Tree		YES	Remove	***0***
3170	12.0	Post Oak	*Quercus stellata*	Significant Tree		YES	Remove	***0***
3171	9.0	Post Oak	*Quercus stellata*	Class 2		YES	Remove	***0***
3172	16.0	Post Oak	*Quercus stellata*	Significant Tree		YES	Remove	***0***
3173	6.0	Eastern Red Cedar	*Juniperus virginiana*	Unprotected		YES	Remove	***0***
3174	25.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***37.5***
3176	16.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***24***
3177	15.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***22.5***
3178	6.0	Eastern Red Cedar	*Juniperus virginiana*	Unprotected		YES	Remove	***0***
3179	13.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***19.5***
3180	17.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***25.5***
3181	17.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***25.5***
3182	14.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***21***
3183	16.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***24***
3184	18.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***27***
3185	17.0	Post Oak	*Quercus stellata*	Significant Tree		YES	Remove	***0***
3186	7.0	Eastern Red Cedar	*Juniperus virginiana*	Unprotected		YES	Remove	***0***
3187	18.0	Post Oak	*Quercus stellata*	Significant Tree		YES	Remove	***0***
3188	18.0	Post Oak	*Quercus stellata*	Significant Tree		YES	Remove	***0***
3189	11.0	Cedar Elm	*Ulmus crassifolia*	Class 2		YES	Remove	***0***
3190	13.0	Cedar Elm	*Ulmus crassifolia*	Class 2		NO	Remove	***9.1***
3191	16.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***24***
3192	18.0	Post Oak	*Quercus stellata*	Significant Tree		YES	Remove	***0***
3193	13.0	Cedar Elm	*Ulmus crassifolia*	Class 2		NO	Remove	***9.1***
3194	14.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***21***
3195	9.0	Eastern Red Cedar	*Juniperus virginiana*	Class 2		NO	Remove	***6.3***
3196	10.0	Eastern Red Cedar	*Juniperus virginiana*	Class 2		NO	Remove	***7***
3197	28.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***42***
3198	13.0	Cedar Elm	*Ulmus crassifolia*	Class 2	Damaged	NO	Remove	***0***
3199	17.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***25.5***
3200	22.0	Post Oak	*Quercus stellata*	Significant Tree		YES	Remove	***0***
3601	13.0	Cedar Elm	*Ulmus crassifolia*	Class 2		YES	Remove	***0***
3602	8.0	Eastern Red Cedar	*Juniperus virginiana*	Class 2		YES	Remove	***0***
3603	10.0	Cedar Elm	*Ulmus crassifolia*	Class 2	Damaged	YES	Remove	***0***
3604	7.0	Eastern Red Cedar	*Juniperus virginiana*	Unprotected		YES	Remove	***0***
3605	18.0	Cedar Elm	*Ulmus crassifolia*	Class 2		YES	Remove	***0***
3606	7.0	Eastern Red Cedar	*Juniperus virginiana*	Unprotected		YES	Remove	***0***
3607	13.0	Cedar Elm	*Ulmus crassifolia*	Class 2		YES	Remove	***0***
3608	12.0	Cedar Elm	*Ulmus crassifolia*	Class 2	Hazard	YES	Remove	***0***
3609	7.0	Eastern Red Cedar	*Juniperus virginiana*	Unprotected	Declining	YES	Remove	***0***
3610	22.0	Post Oak	*Quercus stellata*	Significant Tree		YES	Remove	***0***
3611	20.0	Post Oak	*Quercus stellata*	Significant Tree	Damaged	YES	Remove	***0***
3612	8.0	Cedar Elm	*Ulmus crassifolia*	Class 2		YES	Remove	***0***
3613	10.0	Cedar Elm	*Ulmus crassifolia*	Class 2		YES	Remove	***0***
3614	8.0	Cedar Elm	*Ulmus crassifolia*	Class 2		YES	Remove	***0***
3615	8.0	Cedar Elm	*Ulmus crassifolia*	Class 2		YES	Remove	***0***
3616	14.0	Cedar Elm	*Ulmus crassifolia*	Class 2		YES	Remove	***0***
3617	8.0	Post Oak	*Quercus stellata*	Class 2		YES	Remove	***0***
3618	7.0	Eastern Red Cedar	*Juniperus virginiana*	Unprotected		YES	Remove	***0***
3619	16.0	Cedar Elm	*Ulmus crassifolia*	Class 2		NO	Remove	***11.2***
3620	14.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***21***
3621	24.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***36***
3622	7.0	Cedar Elm	*Ulmus crassifolia*	Unprotected		NO	Remove	***0***
3623	8.0	Cedar Elm	*Ulmus crassifolia*	Class 2		NO	Remove	***5.6***
3624	15.0	Cedar Elm	*Ulmus crassifolia*	Class 2		NO	Remove	***10.5***
3625	11.0	Cedar Elm	*Ulmus crassifolia*	Class 2		NO	Remove	***7.7***
3626	8.0	Eastern Red Cedar	*Juniperus virginiana*	Class 2		NO	Remove	***5.6***
3627	6.0	Cedar Elm	*Ulmus crassifolia*	Unprotected		NO	Remove	***0***
3628	7.0	Cedar Elm	*Ulmus crassifolia*	Unprotected		NO	Remove	***0***
3629	13.0	Green Ash	*Fraxinus pennsylvanica*	Unprotected		YES	Remove	***0***
3630	12.0	Green Ash	*Fraxinus pennsylvanica*	Unprotected		YES	Remove	***0***
3631	6.0	Green Ash	*Fraxinus pennsylvanica*	Unprotected		NO	Remove	***0***
3632	16.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***24***
3633	21.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***31.5***
3634	28.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***42***
3635	18.0	Eastern Red Cedar	*Juniperus virginiana*	Class 2		NO	Remove	***12.6***
3636	22.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***33***
3637	26.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***39***
3638	6.0	Eastern Red Cedar	*Juniperus virginiana*	Unprotected		NO	Remove	***0***
3639	28.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***42***
3640	7.0	Cedar Elm	*Ulmus crassifolia*	Unprotected		NO	Remove	***0***
3641	10.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***15***
3642	6.0	Cedar Elm	*Ulmus crassifolia*	Unprotected		NO	Remove	***0***
3643	8.0	Eastern Red Cedar	*Juniperus virginiana*	Class 2		NO	Remove	***5.6***

TAG#	DBH	COMMON NAME	SCIENTIFIC NAME	CLASS	CONDITION	EXEMPT	STATUS	MITIGATION
3644	7.0	Eastern Red Cedar	*Juniperus virginiana*	Unprotected	Declining	NO	Remove	***0***
3645	7.0	Eastern Red Cedar	*Juniperus virginiana*	Unprotected	Declining	NO	Remove	***0***
3646	8.0	Eastern Red Cedar	*Juniperus virginiana*	Class 2		NO	Remove	***5.6***
3647	12.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***18***
3648	7.0	Cedar Elm	*Ulmus crassifolia*	Unprotected		NO	Remove	***0***
3649	8.0	Eastern Red Cedar	*Juniperus virginiana*	Class 2	Declining	NO	Remove	***0***
3650	8.0	Eastern Red Cedar	*Juniperus virginiana*	Class 2		NO	Remove	***5.6***
3651	9.0	Cedar Elm	*Ulmus crassifolia*	Class 2		NO	Remove	***6.3***
3652	6.0	Eastern Red Cedar	*Juniperus virginiana*	Unprotected		NO	Remove	***0***
3653	20.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***30***
3654	16.0	Eastern Red Cedar	*Juniperus virginiana*	Class 2	Declining	NO	Remove	***0***
3655	18.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***27***
3656	26.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***39***
3657	11.0	Eastern Red Cedar	*Juniperus virginiana*	Class 2		NO	Remove	***7.7***
3658	13.0	Post Oak	*Quercus stellata*	Significant Tree		YES	Remove	***0***
3659	6.0	Cedar Elm	*Ulmus crassifolia*	Unprotected		NO	Remove	***0***
3660	11.0	Cedar Elm	*Ulmus crassifolia*	Class 2		NO	Remove	***7.7***
3661	6.0	Eastern Red Cedar	*Juniperus virginiana*	Unprotected		YES	Remove	***0***
3662	6.0	Eastern Red Cedar	*Juniperus virginiana*	Unprotected		YES	Remove	***0***
3663	7.0	Eastern Red Cedar	*Juniperus virginiana*	Unprotected		YES	Remove	***0***
3664	6.0	Eastern Red Cedar	*Juniperus virginiana*	Unprotected		YES	Remove	***0***
3665	6.0	Eastern Red Cedar	*Juniperus virginiana*	Unprotected		YES	Remove	***0***
3666	6.0	Eastern Red Cedar	*Juniperus virginiana*	Unprotected		YES	Remove	***0***
3667	10.0	Eastern Red Cedar	*Juniperus virginiana*	Class 2		YES	Remove	***0***
3668	7.0	Cedar Elm	*Ulmus crassifolia*	Unprotected		YES	Remove	***0***
3669	17.0	Post Oak	*Quercus stellata*	Off Site		NO	Keep	***0***
3670	10.0	Eastern Red Cedar	*Juniperus virginiana*	Off Site		NO	Keep	***0***
3671	8.0	Eastern Red Cedar	*Juniperus virginiana*	Off Site		NO	Keep	***0***
3672	32.0	Post Oak	*Quercus stellata*	Significant Tree		YES	Remove	***0***
3673	20.0	Eastern Red Cedar	*Juniperus virginiana*	Class 2		YES	Remove	***0***
3674	7.0	Eastern Red Cedar	*Juniperus virginiana*	Unprotected		YES	Remove	***0***
3675	8.0	Cedar Elm	*Ulmus crassifolia*	Class 2		YES	Remove	***0***
3676	8.0	Cedar Elm	*Ulmus crassifolia*	Class 2		YES	Remove	***0***
3677	13.0	Cedar Elm	*Ulmus crassifolia*	Class 2		YES	Remove	***0***
3678	8.0	Cedar Elm	*Ulmus crassifolia*	Class 2		YES	Remove	***0***
3679	15.0	Cedar Elm	*Ulmus crassifolia*	Class 2		YES	Remove	***0***
3680	6.0	Cedar Elm	*Ulmus crassifolia*	Unprotected		YES	Remove	***0***
3681	12.0	Cedar Elm	*Ulmus crassifolia*	Class 2		YES	Remove	***0***
3682	18.0	Eastern Red Cedar	*Juniperus virginiana*	Class 2	Declining	YES	Remove	***0***
3683	18.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***27***
3684	22.0	Eastern Red Cedar	*Juniperus virginiana*	Class 2	Hazard	YES	Remove	***0***
3685	21.0	Sugarberry	*Celtis laevigata*	Class 3		YES	Remove	***0***
3686	24.0	American Elm	*Ulmus americana*	Significant Tree	Damaged	YES	Remove	***0***
3687	24.0	Eastern Red Cedar	*Juniperus virginiana*	Significant Tree	Declining	YES	Remove	***0***
3688	20.0	Eastern Red Cedar	*Juniperus virginiana*	Class 2		YES	Remove	***0***
3689	18.0	Post Oak	*Quercus stellata*	Significant Tree		YES	Remove	***0***
3690	12.0	Eastern Red Cedar	*Juniperus virginiana*	Class 2	Dead	YES	Remove	***0***
3691	12.0	Eastern Red Cedar	*Juniperus virginiana*	Class 2		YES	Remove	***0***
3692	17.0	Eastern Red Cedar	*Juniperus virginiana*	Class 2		YES	Remove	***0***
3693	18.0	Post Oak	*Quercus stellata*	Significant Tree		YES	Remove	***0***
3694	8.0	Eastern Red Cedar	*Juniperus virginiana*	Class 2		YES	Remove	***0***
3695	20.0	Eastern Red Cedar	*Juniperus virginiana*	Class 2		YES	Remove	***0***
3696	10.0	Eastern Red Cedar	*Juniperus virginiana*	Class 2		NO	Remove	***7***
3697	12.0	Eastern Red Cedar	*Juniperus virginiana*	Class 2		YES	Remove	***0***
3698	8.0	Eastern Red Cedar	*Juniperus virginiana*	Class 2		YES	Remove	***0***
3699	10.0	Eastern Red Cedar	*Juniperus virginiana*	Class 2		YES	Remove	***0***
3700	10.0	Eastern Red Cedar	*Juniperus virginiana*	Class 2		YES	Remove	***0***
3839	6.0	Post Oak	*Quercus stellata*	Unprotected		NO	Remove	***0***
3840	6.0	Cedar Elm	*Ulmus crassifolia*	Unprotected		NO	Remove	***0***
3841	16.0	Eastern Red Cedar	*Juniperus virginiana*	Class 2		NO	Remove	***11.2***
3842	8.0	Eastern Red Cedar	*Juniperus virginiana*	Class 2		NO	Remove	***5.6***
3843	14.0	Gum Bumelia	*Sideroxylon lanuginosum*	Class 2		NO	Remove	***9.8***
3844	12.0	Eastern Red Cedar	*Juniperus virginiana*	Class 2		NO	Remove	***8.4***
3845	12.0	Eastern Red Cedar	*Juniperus virginiana*	Class 2		YES	Remove	***0***
3846	16.0	Post Oak	*Quercus stellata*	Significant Tree		YES	Remove	***0***
3847	8.0	Eastern Red Cedar	*Juniperus virginiana*	Class 2		YES	Remove	***0***
3848	11.0	Eastern Red Cedar	*Juniperus virginiana*	Class 2		YES	Remove	***0***
3849	6.0	Eastern Red Cedar	*Juniperus virginiana*	Unprotected		YES	Remove	***0***
3850	10.0	Eastern Red Cedar	*Juniperus virginiana*	Class 2		YES	Remove	***0***
3851	12.0	Eastern Red Cedar	*Juniperus virginiana*	Class 2		YES	Remove	***0***
3852	12.0	Eastern Red Cedar	*Juniperus virginiana*	Class 2		YES	Remove	***0***
3853	14.0	Eastern Red Cedar	*Juniperus virginiana*	Class 2		YES	Remove	***0***
3854	15.0	Eastern Red Cedar	*Juniperus virginiana*	Class 2		YES	Remove	***0***
3855	15.0	Eastern Red Cedar	*Juniperus virginiana*	Class 2		YES	Remove	***0***
3856	14.0	Eastern Red Cedar	*Juniperus virginiana*	Class 2		YES	Remove	***0***
3857	21.0	Eastern Red Cedar	*Juniperus virginiana*	Class 2		YES	Remove	***0***
3858	10.0	Cedar Elm	*Ulmus crassifolia*	Class 2		YES	Remove	***0***
3859	10.0	Cedar Elm	*Ulmus crassifolia*	Class 2		NO	Remove	***7***
3860	12.0	Eastern Red Cedar	*Juniperus virginiana*	Class 2		NO	Remove	***8.4***
3861	10.0	Eastern Red Cedar	*Juniperus virginiana*	Class 2		NO	Remove	***7***
3862	21.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***31.5***
3863	6.0	Eastern Red Cedar	*Juniperus virginiana*	Unprotected		NO	Remove	***0***
3864	8.0	Eastern Red Cedar	*Juniperus virginiana*	Class 2		NO	Remove	***5.6***
3865	14.0	Eastern Red Cedar	*Juniperus virginiana*	Class 2		NO	Remove	***9.8***
3866	14.0	Post Oak	*Quercus stellata*	Significant Tree		YES	Remove	***0***
3867	11.0	Eastern Red Cedar	*Juniperus virginiana*	Class 2		NO	Remove	***7.7***
3868	24.0	Eastern Red Cedar	*Juniperus virginiana*	Significant Tree		YES	Remove	***0***
3869	16.0	Eastern Red Cedar	*Juniperus virginiana*	Class 2		NO	Remove	***11.2***

3870	22.0	Eastern Red Cedar	*Juniperus virginiana*	Class 2		NO	Remove	***15.4***
3871	10.0	Post Oak	*Quercus stellata*	Class 2		NO	Remove	***7***
3872	14.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***21***
3873	11.0	Eastern Red Cedar	*Juniperus virginiana*	Class 2		NO	Remove	***7.7***
3874	14.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***21***
3875	14.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***21***
3876	10.0	Post Oak	*Quercus stellata*	Class 2		NO	Remove	***7***
3877	8.0	Cedar Elm	*Ulmus crassifolia*	Class 2		NO	Remove	***5.6***
3878	13.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***19.5***
3879	8.0	Post Oak	*Quercus stellata*	Class 2		NO	Remove	***5.6***
3880	8.0	Post Oak	*Quercus stellata*	Class 2		NO	Remove	***5.6***
3881	18.0	Eastern Red Cedar	*Juniperus virginiana*	Class 2		NO	Remove	***12.6***
3882	12.0	Eastern Red Cedar	*Juniperus virginiana*	Class 2		YES	Remove	***0***
3883	13.0	Post Oak	*Quercus stellata*	Significant Tree		YES	Remove	***0***
3884	12.0	Eastern Red Cedar	*Juniperus virginiana*	Class 2		YES	Remove	***0***
3885	12.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***18***
3886	8.0	Post Oak	*Quercus stellata*	Class 2		NO	Remove	***5.6***
3887	10.0	Eastern Red Cedar	*Juniperus virginiana*	Class 2		NO	Remove	***7***
3888	8.0	Post Oak	*Quercus stellata*	Class 2		YES	Remove	***0***
3889	8.0	Eastern Red Cedar	*Juniperus virginiana*	Class 2		NO	Remove	***5.6***
3890	6.0	Post Oak	*Quercus stellata*	Unprotected		YES	Remove	***0***
3891	8.0	Post Oak	*Quercus stellata*	Class 2		YES	Remove	***0***
3892	12.0	Post Oak	*Quercus stellata*	Significant Tree		YES	Remove	***0***
3893	6.0	Post Oak	*Quercus stellata*	Unprotected		YES	Remove	***0***
3894	9.0	Post Oak	*Quercus stellata*	Class 2		YES	Remove	***0***
3895	18.0	Post Oak	*Quercus stellata*	Significant Tree		YES	Remove	***0***
3896	8.0	Eastern Red Cedar	*Juniperus virginiana*	Class 2		YES	Remove	***0***
3897	14.0	Cedar Elm	*Ulmus crassifolia*	Class 2		YES	Remove	***0***
3898	8.0	Eastern Red Cedar	*Juniperus virginiana*	Class 2		YES	Remove	***0***
3899	6.0	Cedar Elm	*Ulmus crassifolia*	Unprotected		YES	Remove	***0***
3900	8.0	Eastern Red Cedar	*Juniperus virginiana*	Class 2		YES	Remove	***0***
4000	12.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***18***
4001	20.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***30***
4002	15.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***22.5***
4003	21.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***31.5***
4004	16.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***24***
4005	21.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***31.5***
4006	6.0	Post Oak	*Quercus stellata*	Unprotected		NO	Remove	***0***
4007	15.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***22.5***
4008	10.0	Post Oak	*Quercus stellata*	Class 2		NO	Remove	***7***
4009	9.0	Eastern Red Cedar	*Juniperus virginiana*	Class 2		NO	Remove	***6.3***
4010	10.0	Cedar Elm	*Ulmus crassifolia*	Class 2		NO	Remove	***7***
4011	18.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***27***
4012	13.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***19.5***
4013	14.0	Eastern Red Cedar	*Juniperus virginiana*	Class 2		NO	Remove	***9.8***
4014	8.0	Eastern Red Cedar	*Juniperus virginiana*	Class 2		NO	Remove	***5.6***
4015	14.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***21***
4016	11.0	Post Oak	*Quercus stellata*	Class 2		NO	Remove	***7.7***
4017	10.0	Eastern Red Cedar	*Juniperus virginiana*	Class 2		NO	Remove	***7***
4018	12.0	Eastern Red Cedar	*Juniperus virginiana*	Class 2		NO	Remove	***8.4***
4019	12.0	Eastern Red Cedar	*Juniperus virginiana*	Class 2		NO	Remove	***8.4***
4020	10.0	Eastern Red Cedar	*Juniperus virginiana*	Class 2		NO	Remove	***7***
4021	10.0	Post Oak	*Quercus stellata*	Class 2		NO	Remove	***7***
4022	22.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***33***
4023	21.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***31.5***
4024	17.0	Post Oak	*Quercus stellata*	Significant Tree		NO	Remove	***25.5***
4025	6.0	Eastern Red Cedar	*Juniperus virginiana*	Unprotected		NO	Remove	***0***
4026	7.0	Eastern Red Cedar	*Juniperus virginiana*	Unprotected		NO	Remove	***0***
					TOTAL MITIGATION INCHES			**5862.4**
					TOTAL PLANTED INCHES			**366**
					REMAINING MITIGATION INCHES			**5496.4**
					TOTAL MITIGATION FEE ($193/INCH)			**$1,060,805.20**

TREE MITIGATION CALCULATIONS

TOTAL SITE AREA (7.109 Acres; 309,646 SF)

MITIGATION OPTIONS:
A.) REPLANTING TREE WITH A MINIMUM OF 2" CALIPER
(REPLACEMENT TREE MUST BE PLANTED WITHIN 30 DAYS OF TREE REMOVAL)
B.) PAYMENT IN LIEU (REPLACEMENT VALUE PER DIAMETER INCH OF TREES = $193.00)

MITIGATION TREES

MITIGATION INCHES REQUIRED: 5,862.4**"** TO BE MITIGATED

MITIGATION INCHES PROVIDED: **366" REPLANTING** (132 TREES AT 3" CALIPER, SEE PLANTING PLAN L2.1)
(5,862.4" - 366" = 5,496.4" TO BE MITIGATED BY PAYMENT IN LIEU)

$1,060,805.20 IN PAYMENT IN LIEU
(5,496.4" X $193.00 (REPLACEMENT VALUE PER DIAMETER))

BGE
2595 Dallas Parkway, Suite 101
Frisco, Texas 75034
(972) 464-4800
www.bgeinc.com

DEVELOPER:
DALLAS HABITAT FOR HUMANITY

SURVEY / CIVIL ENGINEER:
BGE, INC.

PRELIMINARY
NOT FOR
CONSTRUCTION

ELAM ADDITION

DALLAS HABITAT FOR HUMANITY
9903 ELAM RD, CITY OF DALLAS, DALLAS COUNTY, TX
DEVELOPMENT SERVICES

TREE DATA TABLE

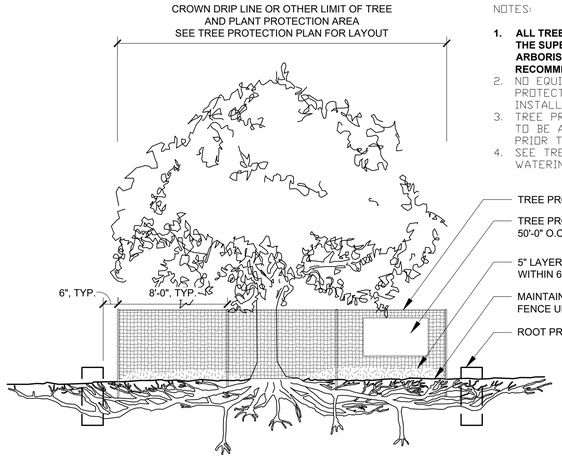
DATE: 08/26/2024
REVISIONS:

DWG. BY: BGE
CHECKED BY: MLS
PROJECT NO.: **12242-00**

SHEET NO.
L1.4
TREE DATA TABLE

THIS DOCUMENT, TOGETHER WITH THE CONCEPTS AND DESIGNS PRESENTED HEREIN, AS AN INSTRUMENT OF SERVICE, IS INTENDED ONLY FOR THE SPECIFIC PURPOSE AND CLIENT FOR WHICH IT WAS PREPARED. REUSE OF AND IMPROPER RELIANCE ON THIS DOCUMENT WITHOUT WRITTEN AUTHORIZATION AND ADAPTATION BY BGE, INC. SHALL BE WITHOUT LIABILITY TO BGE, INC.

File: G:\DWP\Projects\Dallas_Area_Habitat_for_Humanity\12242-00-Elam_Habitat_for_Humanity_9903_Elam\LP\NTXCD-CAD\03-SHEETS\12242_TREE PRESERVATION
Plotted: 8/27/2024 8:46 AM by Kevin Bolton, Texas No. 129824 BGE | Firm No. 10193

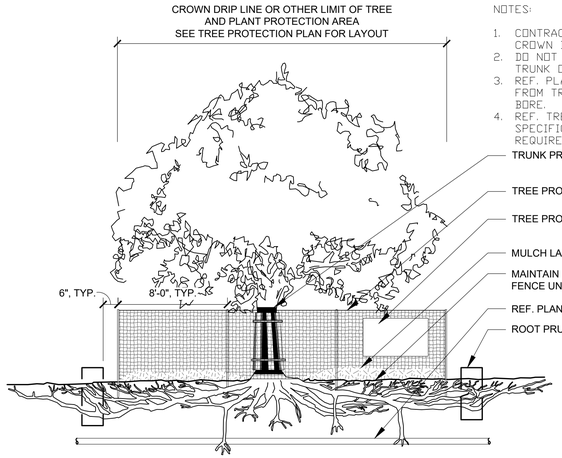


NOTES:

1. **ALL TREE AND ROOT PRUNING SHALL BE PERFORMED UNDER THE SUPERVISION OF AN I.S.A. CERTIFIED ARBORIST. ARBORIST SHALL MAKE ALL FINAL ROOT PRUNING RECOMMENDATIONS TO OWNERS.**
2. NO EQUIPMENT SHALL OPERATE INSIDE THE TREE PROTECTION FENCE INCLUDING DURING FENCE INSTALLATION AND REMOVAL.
3. TREE PROTECTION FENCE LAYOUT AND INSTALLATION TO BE APPROVED BY OWNERS REPRESENTATIVE PRIOR TO ANY CONSTRUCTION ACTIVITY.
4. SEE TREE AND PLANT SPECIFICATIONS FOR WATERING AND OTHER ADDITIONAL REQUIREMENTS.

A TYPICAL TREE PROTECTION FENCING

SECTION — N.T.S.

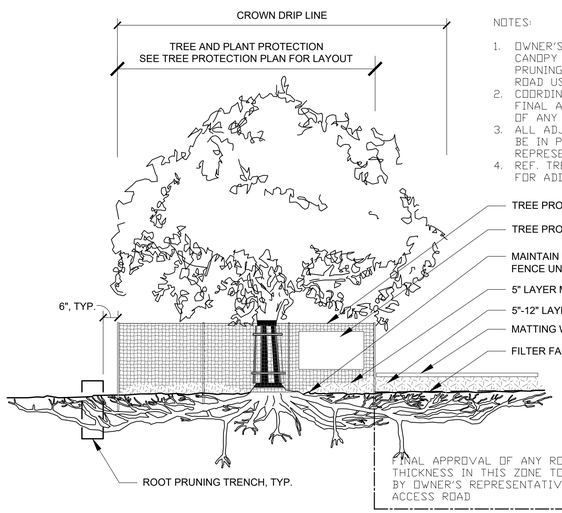


NOTES:

1. CONTRACTOR TO BORE UNDER THE CROWN DRIP LINE OF THE TREE.
2. DO NOT BORE DIRECTLY UNDER THE TRUNK OF THE TREE.
3. REF. PLANS FOR OFFSET DIMENSIONS FROM TREE TRUNK AND LENGTH OF BORE.
4. REF. TREE AND PLANT PROTECTION SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS.

B TREE PROTECTION: UTILITY BORING UNDER DROWN DRIP LINE

SECTION — N.T.S.

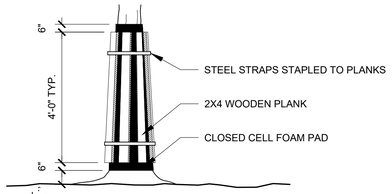


NOTES:

1. OWNER'S REPRESENTATIVE TO APPROVE ANY CANOPY THINNING AND/OR CANOPY RAISING PRUNING TO ALLOW FOR CONSTRUCTION ACCESS ROAD USE PRIOR TO CONSTRUCTION ACTIVITIES.
2. COORDINATE WITH OWNER'S REPRESENTATIVE FOR FINAL APPROVAL OF ROAD PRIOR TO INSTALLATION OF ANY CONSTRUCTION ACCESS ROAD.
3. ALL ADJUSTED TREE PROTECTION MEASURES MUST BE IN PLACE AND APPROVED BY OWNER'S REPRESENTATIVE PRIOR TO USE OF ROAD.
4. REF. TREE AND PLANT PROTECTION SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS.

C TREE PROTECTION: CONSTRUCTION ACCESS ROAD

SECTION — N.T.S.

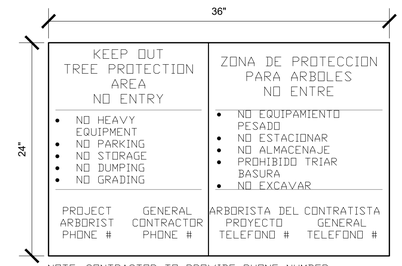


NOTES:

1. SEE TREE AND PLANT SPECIFICATIONS FOR WATERING AND OTHER ADDITIONAL REQUIREMENTS.

D TRUNK PROTECTION

ELEVATION — N.T.S.



NOTE: CONTRACTOR TO PROVIDE PHONE NUMBER INFORMATION

E TREE PROTECTION SIGN

ENLARGEMENT — N.T.S.

THIS DOCUMENT, TOGETHER WITH THE CONCEPTS AND DESIGNS PRESENTED HEREIN, AS AN INSTRUMENT OF SERVICE, IS INTENDED ONLY FOR THE SPECIFIC PURPOSE AND CLIENT FOR WHICH IT WAS PREPARED. REUSE OF AND IMPROPER RELIANCE ON THIS DOCUMENT WITHOUT WRITTEN AUTHORIZATION AND ADAPTATION BY BGE, INC. SHALL BE WITHOUT LIABILITY TO BGE, INC.

File: G:\TX\Projects\Dallas_Area_Habitat_for_Humanity\12242-00\Data_Habitat_for_Humanity_3903_Elam\LP\NTX\00-CAD\00-SHEETS\12242_TREE PRESERVATION DETAILS.dwg, 8.5 x 11, Kevin Robbins, 8/26/2024 4:57 PM, Kevin Robbins

BGE
2595 Dallas Parkway, Suite 101
Frisco, Texas 75034
(972) 464-4800
www.bgeinc.com

DEVELOPER:
DALLAS HABITAT FOR HUMANITY

SURVEY / CIVIL ENGINEER:
BGE, INC.

PRELIMINARY
NOT FOR
CONSTRUCTION

ELAM ADDITION

DALLAS HABITAT FOR HUMANITY
9903 ELAM RD, CITY OF DALLAS, DALLAS COUNTY, TX
DEVELOPMENT SERVICES

TREE PRESERVATION DETAILS

DATE: 08/26/2024
REVISIONS:

DWG. BY: BGE
CHECKED BY: MLS
PROJECT NO.: **12242-00**

SHEET NO.
L1.5
TREE PRESERVATION DETAILS

Baldwin
Associates

June 19, 2025

Mr. Bryant Thompson
Senior Planner – Board of Adjustment
Department of Development Services
City of Dallas
1500 Marilla Street, Room 5BN
Dallas, Texas 75201

Re: BOA-25-000011

Dear Mr. Thompson,

This firm represents Dallas Area Habitat for Humanity, the owner of the property located at 9903 Elam Road. On behalf of our client, we respectfully request approval of a Special Exception to the tree preservation and mitigation requirements under Article X of the Dallas Development Code. Approval of this request is essential to allow the 7.1 acre site to be developed into 27 single-family homes that are both affordable and consistent with the character of the surrounding R-7.5(A) neighborhood.

Background and Justification
The subject property is located in the Pleasant Grove area, near Spruce High School, and is currently undeveloped and heavily treed. The City Plan Commission has approved a Preliminary Plat for the development of 27 new homes. However, the costs associated with complying with Article X tree mitigation requirements—combined with the need to construct new public infrastructure—pose a prohibitive financial burden.

The estimated tree mitigation fee is approximately $1,060,000, or nearly $40,000 per lot. This cost makes it financially infeasible to build affordable housing on the site. Without relief, the project cannot move forward, and the property will remain in its current state—overgrown and prone to illegal dumping and nuisance activity.

Criteria for Granting the Special Exception
Under Section 51A-10.110(b) of the Dallas Development Code, the Board may grant a special exception if the following criteria are met:

> Strict compliance unreasonably burdens the property – As outlined above, the cost of mitigation combined with infrastructure requirements renders development infeasible.

No adverse effect on neighboring property – The proposed homes are in keeping with surrounding development and will replace an unmaintained lot with a productive use that enhances neighborhood safety and stability.

No conflict with a site-specific mitigation plan – The property is not subject to a site-specific landscape or tree mitigation plan approved by the City Plan Commission or City Council.

Factors The Board is to Consider in Supporting the Special Exception
The following factors support granting the exception:

Residential adjacency: The property is surrounded by single-family homes. This infill development will bring new families, reduce blight, and improve community vitality.

Topographic challenges: The site has approximately 18 feet of elevation change, requiring substantial grading that will unfortunately necessitate tree removal.

The ability to plant replacement trees safely on the property: Habitat for Humanity will fully comply with requirements to plant new trees on each lot. Trees will be carefully placed to avoid interference with structures and utilities.

The extent to which alternative methods of replacement will compensate for a reduction of tree mitigation or extended time for tree replacement.: Habitat for Humanity is committed to working with neighbors and the City to support improvements and tree planting in Apache Park, which borders the site.

Conclusion
Dallas urgently needs more affordable housing, particularly in historically under-invested areas like Pleasant Grove. This Special Exception request presents an opportunity to transform an underutilized, problematic parcel into a vibrant new addition to the community. The request is consistent with the intent of Article X and fully meets the criteria for relief.

On behalf of Dallas Area Habitat for Humanity and the future families who could call this neighborhood home, we respectfully urge your approval of this request.

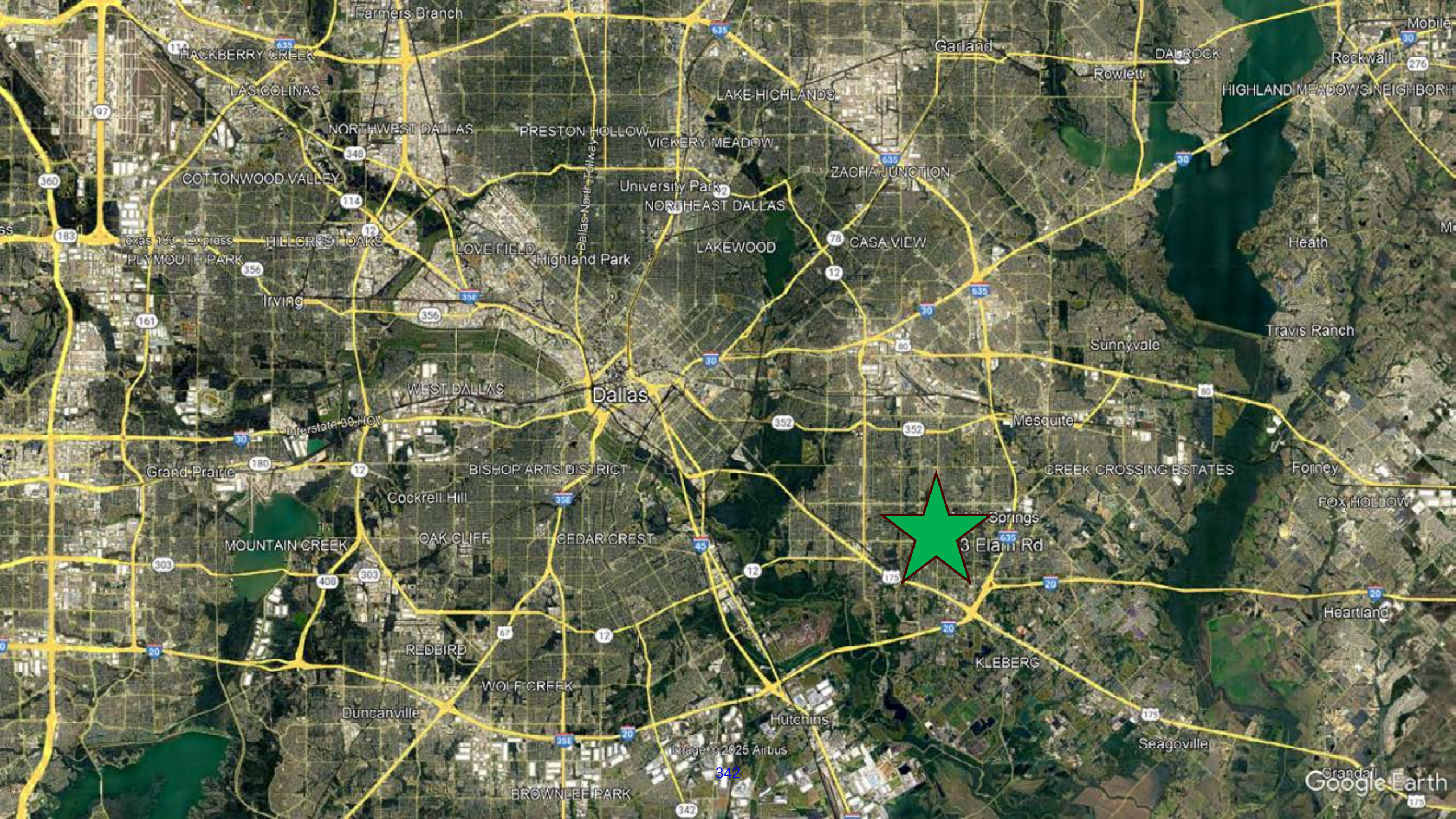
Should you require any additional information, please do not hesitate to contact me. Thank you for your thoughtful consideration.

With kind regards,

BOA-25-000011

DALLAS AREA HABITAT FOR HUMANITY

9903 ELAM ROAD


Farmers Branch
HACKBERRY CREEK
LAS COLINAS
NORTHWEST DALLAS
PRESTON HOLLOW
VICKERY MEADOW
LAKE HIGHLANDS
Garland
DALROCK
Rowlett
Rockwall
HIGHLAND MEADOWS NEIGHBORH
COTTONWOOD VALLEY
University Park
NORTHEAST DALLAS
ZACHA JUNCTION
Texas 183 Express
HILLCREST OAKS
PLYMOUTH PARK
LOVE FIELD
Highland Park
LAKEWOOD
CASA VIEW
Heath
Irving
Travis Ranch
Sunnyvale
WEST DALLAS
Dallas
Interstate 30 HOV
Mesquite
Grand Prairie
BISHOP ARTS DISTRICT
CREEK CROSSING ESTATES
Forney
Cockrell Hill
FOX HOLLOW
MOUNTAIN CREEK
OAK CLIFF
CEDAR CREST
Springs
3 Elam Rd
Heartland
REDBIRD
KLEBERG
WOLF CREEK
Duncanville
Hutchins
Seagoville
Image © 2025 Airbus
BROWNLEE PARK
Crandall
Google Earth
342

er Meadow Dr
Silver Meadow Dr
Rhoda Ln
N Mas
N Masters Dr
Elam Rd
Rd
Elam Rd

Request

- Relief from the tree mitigation requirements to allow the property to be developed for affordable housing.
- The request does not seek to exempt the properties from meeting Article X for the planting of trees on individual lots.
- A Preliminary Plat was approved by the City Plan Commission on February 1, 2024 allowing the creation of 27 single-family lots.

345

The Board of Adjustment Can Approve Relief if They Find:

(1) The board may grant a special exception to the requirements of Division 51A-10.130, other than fee and notice requirements, upon making a special finding from the evidence presented that:

(A) strict compliance with the requirements of Division 51A-10.130 will unreasonably burden the use of the property;

(B) the special exception will not adversely affect neighboring property; and

(C) the requirements are not imposed by a site-specific landscape plan or tree mitigation plan approved by the city plan commission or city council.

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

(A) The extent to which there is residential adjacency.

(B) The topography of the site.

(C) The extent to which landscaping exists for which no credit is given under this article.

(D) The ability to plant replacement trees safely on the property.

(E) The extent to which alternative methods of replacement will compensate for a reduction of tree mitigation or extended time for tree replacement.

Criteria for Approval – Part 1

(A) strict compliance with the requirements of Division 51A-10.130 will unreasonably burden the use of the property;

(B) the special exception will not adversely affect neighboring property; and

(C) the requirements are not imposed by a site-specific landscape plan or tree mitigation plan approved by the city plan commission or city council.

- The property is not developable without this relief due to the extensive mitigation costs.
- The approval will not adversely affect neighboring property as it will be used for single-family homes.
- The requirements are not imposed by a site-specific landscape plan or tree mitigation plan.

Criteria for Approval – Part 2

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

(A) The extent to which there is residential adjacency. There is residential adjacency, but we are proposing residential uses.

(B) The topography of the site. The site has topographic limitation's.

(C) The extent to which landscaping exists for which no credit is given under this article.

(D) The ability to plant replacement trees safely on the property. Trees will be planted in accordance with Article X on all lots.

(E) The extent to which alternative methods of replacement will compensate for a reduction of tree mitigation or extended time for tree replacement. The trees planted on the individual lots will help retain the tree cover in the area.

Please Consider

- The property is in a single-family residential neighborhood and Habitat would like to provide 27 single family homes.
- The property is encumbered by topography issues and many trees.
- The tree mitigation requirement has been calculated to be almost $1,060,000, or close to $40,000 per lot.
- The project also requires constructing public streets, water and sewer lines and stormwater improvements, which are expensive.
- There is no way to provide affordable housing with the cost of the public infrastructure and tree mitigation.