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Public Notice

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POSTED CITY SECRETARY
DALLAS, TX

AGENDA

BOARD OF ADJUSTMENT (PANEL A)

MAY 20, 2025, BRIEFING AT 10:00 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/boa0520A
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, May 19, 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, 19 de Mayo, 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 – April 15, 2025
- Consideration and Approval of amended Board of Adjustment's Rules of Procedure

UNCONTESTED CASE(S)

BDA245-054(BT)	3111 W. LEDBETTER DRIVE **REQUEST:** Application of Camilo Duarte represented by Kathy Yee for **(1)** a special exception to the fence height regulations.	1
BDA245-055(BT)	3025 W. LEDBETTER DRIVE **REQUEST:** Application of Camilo Duarte represented by Kathy Yee for **(1)** a special exception to the fence height regulations.	2
BDA245-056(CJ)	7 GLENSHIRE COURT **REQUEST:** Application of Rajat Deb represented by Law Offices of La Susa & Deb, PLLC for **(1)** a special exception to the handicapped for a 45% maximum lot coverage.	3
BDA245-061(CJ)	5514 ROYAL LANE **REQUEST:** Application of Jennifer Hiromoto for **(1)** a special exception to the fence height regulations; and for **(2)** a special exception to the fence height regulations.	4
BDA245-063(BT)	9670 LYNBROOK DRIVE **REQUEST:** Application of Rachel Iselin-Litt represented by Nylolas Mckissic for **(1)** a special exception to the fence height regulations.	5
BDA245-068(BT)	2706 LENWAY STREET **REQUEST:** Application of Mohamed Khurrum represented by Noel Livingston for **(1)** a variance to the off-street parking regulations.	6

HOLDOVER

BDA245-047(BT)	1626 HI LINE DRIVE **REQUEST:** Application of Jonathan Vinson for a special exception to the parking regulations.	7
BDA245-048(BT)	1616 HI LINE DRIVE **REQUEST:** Application of Jonathan Vinson for a special exception to the parking regulations.	8

BDA245-049(BT)	1201 OAK LAWN AVENUE **REQUEST:** Application of Jonathan Vinson for a special exception to the parking regulations.	9
BDA245-050(BT)	1500 DRAGON STREET **REQUEST:** Application of Jonathan Vinson for a special exception to the parking regulations.	10

INDIVIDUAL CASES

NONE

BOARD OF ADJUSTMENT

Panel A Minutes

April 15, 2025

DRAFT

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

PRESENT: [5]

David A. Neumann, Chairman	
Kathleen Davis	
Jay Narey	
Michael Hopkovitz - Virtual	
Andrew Finney	

ABSENT: [1]

Rachel Hayden	

Chairman David A. Neumann called the briefing to order at **10:38 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.

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

MISCELLANEOUS ITEMS

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

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

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

1. 4640 N. Lindhurst Avenue
BDA234-129(CJ)

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

LOCATION: 4640 North Lindhurst Avenue

APPLICANT: Alec Lang

REPRESENTATIVE: Jeff Howard

REQUEST:

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

STANDARD FOR A 2-YEAR WAIVER:

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

STAFF RECOMMENDATION:

No staff recommendation is made on this request.

Speakers:

For: Jeff Howard, 4640 N. Lindhurst Ave, Dallas TX

Against: None

Motion
I move that the Board of Adjustment, in request No. BDA 234-129, on application of Alec Lang, **GRANT** the request of this applicant to waive the two-year limitation on a final decision reached by Board of Adjustment Panel A on November 19, 2024, because there are changed circumstances regarding the property sufficient to warrant a new hearing.

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

2. 7807 Morton Street
BDA245-052_FW1(CJ)

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

LOCATION: 7807 Morton Street

APPLICANT: S&S Outdoors

REPRESENTATIVES: Bart Plaskoff

REQUESTS:

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

STANDARD FOR A FEE WAIVER OR REIMBURSEMENT:

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

STAFF RECOMMENDATION:

No staff recommendation is made on this request.

Speakers:

For: Kyle Wogtowizz, 1506 Everheart Rd, Bells, TX

Against: None

Motion
I move that the Board of Adjustment, in Appeal No. BDA 245-052_FW1, on application S&S Outdoors, represented by Bart Plaskoff, **GRANT** the request to waive the filing fees to be paid in association with a request for a variance to the lot coverage 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:	David Neumann					
Second:	Andrew Finney					
Results:	3-2					Motion fails to grant – Denied without prejudice
		Ayes:	-		3	David A. Neumann, Kathleen Davis, Andrew Finney
		Against:	-		2	Jay Narey, Michael Hopkovitz

HOLDOVER CASES

3. 4343 Travis Street
BDA245-039(BT)

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

LOCATION: 4343 Travis Street

APPLICANT: Mark Giambrone

REPRESENTED BY: Andrew Simes

REQUEST:

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

STANDARDS OF REVIEW FOR A VARIANCE:

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

(A) **not contrary to the public interest** when owing to special conditions, a literal enforcement of this chapter would result in unnecessary hardship, and so that the spirit of the ordinance will be observed, and substantial justice done.

(B) necessary to permit development of a specific parcel of land that differs from other parcels of land by **being of such a restrictive area, shape, or slope**, that it cannot be developed in a manner commensurate with the development upon other parcels of land with the same zoning; and

(C) **not granted to relieve a self-created or personal hardship**, nor for financial reasons only, nor to permit any person a privilege in developing a parcel of land not permitted by this chapter to other parcels of land with the same zoning.

ELEMENT II SUBSTITUTE:

Dallas Development Code §51A-3.102(d)(10)(b), formerly known as HB 1475, allows for the BDA to use their discretion and consider Element 2 of the Variance standard to be met, if:
(i) the financial cost of compliance is greater than 50 percent of the appraised value of the structure as shown on the most recent appraisal roll certified to the assessor for the municipality under Section 26.01 of the Texas Tax Code.

(ii) compliance would result in a loss to the lot on which the structure is located of at least 25 percent of the area on which development is authorized to physically occur.

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

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

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

STAFF RECOMMENDATION:

Variance front-yard setback regulations:

Denial

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

A. Not contrary to the public interest as no letters of opposition were received.
B. Subject site does not differ from other parcels of land by being of such a restrictive area, shape, or slope. It is a corner lot with front-yard setbacks facing both Travis Street and Oliver Street. The preliminary replat of lots 22, 23, and 24, now Lot 22A under City Plan File No. S245-071. Therefore, it can be developed in a manner commensurate with the development upon other parcels of land in the same zoning.
C. Not self-created nor is it a personal hardship.

Variance side-yard setback regulations:

Denial

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

D. Not contrary to the public interest as no letters of opposition were received.
E. Subject site does not differ from other parcels of land by being of such a restrictive area, shape, or slope. It is a corner lot with front-yard setbacks facing both Travis Street and Oliver Street. The preliminary replat of lots 22, 23, and 24, now Lot 22A under City Plan File No. S245-071. Therefore, it can be developed in a manner commensurate with the development upon other parcels of land in the same zoning.
F. Not self-created nor is it a personal hardship.

BACKGROUND INFORMATION:

Zoning:

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

Land Use:

The subject site is developed currently developed with multifamily use.

BDA History:

No BDA history found within the last 5 years

GENERAL FACTS/STAFF ANALYSIS:

- The application of Mark Giambrone represented by Andrew Simes for the property located at 4343 Travis Street focuses on two requests relating to the front-yard setback regulations, and to the side-yard setback regulations.
- The first request, the applicant proposes to construct and/or maintain a multifamily residential structure and provide a 10-foot front-yard setback along Oliver Street, which will require a 5-foot variance to the front-yard setback regulations along Oliver Street.
- Lastly, the applicant proposes to construct and/or maintain a multifamily residential structure and provide a 5-foot side-yard setback, which will require a 5-foot variance to the side-yard setback regulations.
- As gleaned from the submitted site plan, the applicant is proposing to construct and/or maintain a multifamily residential structure.
- It is imperative to note that the subject site is a corner lot, having a 15-foot front-yard setback Oliver Street and a 15-foot front-yard setback along Travis Street.
- It is imperative to note that the applicant has a preliminary plat on file (S245-071) proposing to replat lots 22, 23, and 24 into one lot (22A) with this multifamily development.
- The applicant is aware of potential parking and landscape challenges not addressed with this request.
- The applicant has the burden of proof in establishing the following:

1) That granting the variance to the front and side yard setback regulations will not be contrary to the public interest when owing to special conditions, a literal enforcement of this chapter would result in unnecessary hardship, and so that the spirit of the ordinance will be observed, and substantial justice done.

2) The variance is necessary to permit development of a specific parcel of land that differs from other parcels of land by being of such restrictive area, shape, or slope, that it cannot be developed in a manner commensurate with the development upon other parcels of land with the same zoning; and

3) The variance would not be granted to relieve a self-created or personal hardship, nor for financial reasons only, nor to permit any person a privilege in developing a parcel of land not permitted by this chapter to other parcels of land with the same zoning.

- ELEMENT II SUBSTITUTE:

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

  (i) the financial cost of compliance is greater than 50 percent of the appraised value of the structure as shown on the most recent appraisal roll certified to the assessor for the municipality under Section 26.01 of the Texas Tax Code.

  (ii) compliance would result in a loss to the lot on which the structure is located of at least 25 percent of the area on which development is authorized to physically occur.

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

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

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

- Granting the variance to the front-yard and side-yard setback regulations with a condition that the applicant complies with the submitted site plan and elevations, would require the proposal to be constructed as shown on the submitted documents.

- 200’ Radius Video: BDA245-039 at 4343 Travis St

Timeline:

January 30, 2025: The applicant submitted an “Application/Appeal to the Board of Adjustment” and related documents which have been included as part of this case report.

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

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

- an attachment that provided the public hearing date and panel that will consider the application; the February 28, 2025, deadline to submit additional evidence for staff to factor into their analysis; and

March 7, 2025, deadline to submit additional evidence to be incorporated into the board's docket materials.

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

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

March 18, 2025: The Board of Adjustment Panel **A**, at its public hearing held on Tuesday, March 18, 2025, moved to **HOLD** this matter under advisement until **April 15, 2025**.

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

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

March 31, 2025: The applicant provided revised plans.

Speakers:

For: Mark Giambrone 510 Edgewater St, Dallas TX 75205
Brian Court, 71 Columbia Street, 6th Floor, Seattle, WA 98104

Against: No Speakers

Staff: David Nevarez, 1500 Marilla St, 5BN, Dallas TX 75201

Chairman Neuman motion to suspend the rules and accept more than 5 pages submitted by the applicant.

Maker:	David Neumann				
Second:	Andrew Finney				

Motion # 1
I move that the Board of Adjustment, in Appeal No. BDA 245-039, on application of Mark Giambrone, represented by Andrew Simes, **GRANT** the 5-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:	Andrew Finney				
Second:	Kathleen Davis				
Results:	5-0 Unanimously				Motion to grant
		Ayes:	-	5	David A. Neumann, Kathleen Davis, Jay Narey, Michael Hopkovitz, Andrew Finney
		Against:	-	0	

Motion # 2
I move that the Board of Adjustment, in Appeal No. BDA 245-039, on application of Mark Giambrone, represented by Andrew Simes, **GRANT** the five-foot variance to the side-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:	Andrew Finney				
Second:	Kathleen Davis				
Results:	5-0 Unanimously				Motion to grant
		Ayes:	-	5	David A. Neumann, Kathleen Davis, Jay Narey, Michael Hopkovitz, Andrew Finney
		Against:	-	0	

INDIVIDUAL CASES

4. 1617 Hi Line Drive
BDA245-046(BT)
This item was moved to Individual Cases

BUILDING OFFICIAL'S REPORT: Application of JONATHAN VINSON for **(1)** a special exception to the parking regulations at **1617 HI LINE DRIVE**. This property is more fully described as Block

46/1003 and is zoned PD-621 (Subdistrict 1), which requires parking to be provided. The applicant proposes to construct and/or maintain a nonresidential structure for a restaurant without drive-in or drive-through service use, office use, and Office/Showroom uses and provide 300 of the required 399 parking spaces, which will require **(1)** a 99-space special exception (24.8 percent reduction) to the parking regulation.

LOCATION: 1617 Hi Line Drive

APPLICANT: Jonathan Vinson

REQUEST:

(3) Special Exception to the parking regulations.

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

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

STAFF RECOMMENDATION:

Special Exceptions (1):

No staff recommendation is made on this request.

BACKGROUND INFORMATION:

Zoning:

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

Land Use:

The subject site is developed primarily with Office Showroom/Warehouse, and Restaurant without drive-in or drive-through service uses. The areas to the north, south, east, and west are developed with various uses such as but not limited to Office Showroom/Warehouse, Multi-family, and 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 1617 Hi Line Drive focuses on one request relating to the parking regulations.
- The proposed request of a 99-space special exception (24.8 percent reduction) is made to construct and/or maintain a nonresidential structure.
- The subject site lot size is 327,209.02 square feet.
- The existing building footprint is 133,099 square feet (46.68 percent lot coverage)
- PD-621 (Subdistrict 1) requires the following parking ratio per specified use:
    - 1 parking space per 358 square feet of floor area for Office-related uses (11,500 / 358 = 32.12).
    - 1 parking space per 105 square feet of floor area for Restaurant without drive-in or drive-through service uses (36,520 / 105 = 347.81).
    - 1 parking space per 1100 square feet of floor area for Warehouse/Showroom uses up to 20,000 square feet floor area (20,000 / 1100 = 18.18).
    - 1 parking space per 4100 square feet of floor area for Warehouse/Showroom uses above 20,000 square feet floor area (65,079 / 4100 = 15.87).
- Additionally, a parking agreement is required for calculating adjusted standard parking requirements.
- Granting the proposed 99-space special exception (24.8 percent reduction) to the parking regulations with a condition that the applicant complies with the most recently submitted site plan, would require the proposal to be constructed as shown on the submitted documents.
- 200' Radius Video: BDA245-046 at 1617 Hi Line Dr

Timeline:

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

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

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

- an attachment that provided the public hearing date and panel that will consider the application; the March 21, 2025, deadline to submit additional evidence for staff to factor into their analysis; and April 4, 2025, deadline to submit additional evidence to be incorporated into the board's docket materials.

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

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

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

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

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 245-046, on application of Jonathon Vinson, **GRANT** the request of this applicant to provide 300 off-street parking spaces to the off-street parking regulations contained in the Dallas Development Code, as amended, which requires 399 off-street parking spaces, because our evaluation of the property use and the testimony shows that this special exception will not increase traffic hazards or increase traffic congestion on adjacent or nearby streets, and the parking demand generated by the use does not warrant the number of required parking spaces.

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

The special exception of 99 spaces shall automatically and immediately terminate if and when the use is changed or discontinued.

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

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

5. 1626 Hi Line Drive
BDA245-047(BT)
This item was moved to Individual Cases

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

LOCATION: 1626 Hi Line Drive

APPLICANT: Jonathan Vinson

REQUEST:

(4) Special Exception to the parking regulations.

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

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

STAFF RECOMMENDATION:

Special Exceptions (1):

No staff recommendation is made on this request.

BACKGROUND INFORMATION:

Zoning:

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

Land Use:

The subject site is developed with an Office Showroom/Warehouse use. The areas to the north, south, east, and west are developed with various uses such as but not limited to Office Showroom/Warehouse, Multi-family, and 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 1626 Hi Line Drive focuses on one request relating to the parking regulations.
- The proposed request of a 15-space special exception (46.8 percent reduction) is made to construct and/or maintain a nonresidential structure.
- The subject site lot size is 24,800.03 square feet.
- The existing building footprint is 14,064 square feet (56.71 percent lot coverage)
- PD-621 (Subdistrict 1) requires the following parking ration per specified use:
    - 1 parking space per 105 square feet of floor area for restaurant without drive-in or drive-through service (2,500 / 105 = 23.81).
    - 1 parking space per 1100 square feet of floor area for Warehouse/Showroom up to 20,000 square feet floor area (11,564 / 1100 = 10.51).
- Additionally, a parking agreement is required for calculating adjusted standard parking requirements.
- Granting the proposed 15-space special exception (46.8 percent reduction) to the parking regulations with a condition that the applicant complies with the most recently submitted site plan, would require the proposal to be constructed as shown on the submitted documents.
- 200' Radius Video: BDA245-047 at 1626 Hi Line Dr

Timeline:

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

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

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

- 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.

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 245-047, **HOLD** this matter under advisement until **May 20, 2025**.

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

5. 1616 Hi Line Drive
BDA245-048(BT)
This item was moved to Individual Cases

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

LOCATION: 1616 Hi Line Drive

APPLICANT: Jonathan Vinson

REQUEST:

(5) Special Exception to the parking regulations.

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

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

STAFF RECOMMENDATION:

Special Exceptions (1):

No staff recommendation is made on this request.

BACKGROUND INFORMATION:

Zoning:

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

Land Use:

The subject site is developed with Office Showroom/Warehouse and 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 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 1616 Hi Line Drive focuses on one request relating to the parking regulations.
- The proposed request of a 76-space special exception (49.6 percent reduction) is made to construct and/or maintain a nonresidential structure.
- The subject site lot size is 40,002.49 square feet.
- The existing building footprint is 19,988 square feet (49.97 percent lot coverage)

- PD-621 (Subdistrict 1) requires the following parking ratio per specified use:
    - 1 parking space per 105 square feet of floor area for restaurant without drive-in or drive-through service (15,766 / 105 = 150.15).
    - 1 parking space per 1100 square feet of floor area for Warehouse/Showroom up to 20,000 square feet floor area (4,222 / 1100 = 3.84).
- Additionally, a parking agreement is required for calculating adjusted standard parking requirements.
- Granting the proposed 76-space special exception (49.6 percent reduction) to the parking regulations with a condition that the applicant complies with the most recently submitted site plan, would require the proposal to be constructed as shown on the submitted documents.
- 200' Radius Video: BDA245-048 at 1616 Hi Line Dr

Timeline:

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

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

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

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

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

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

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

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 # 1
I move that the Board of Adjustment, in Appeal No. BDA 245-048, on application of Jonathon Vinson, **GRANT** the request of this applicant to provide 77 off-street parking spaces to the off-street parking regulations contained in the Dallas Development Code, as amended, which requires 153 off-street parking spaces, because our evaluation of the property use and the testimony shows that this special exception will not increase traffic hazards or increase traffic congestion on adjacent or nearby streets, and the parking demand generated by the use does not warrant the number of required parking spaces.

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

The special exception of 76 spaces shall automatically and immediately terminate if and when the use is changed or discontinued, and remote parking agreement expires.

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

Maker:	Andrew Finney					
Second:	Kathleen Davis					

Motion was withdrawn.

Maker:	Andrew Finney					
Second:	Kathleen Davis					

Motion # 2
I move that the Board of Adjustment, in Appeal No. BDA 245-048, **HOLD** this matter under advisement until **May 20, 2025.**

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

7. 1201 Oak Lawn Avenue
BDA245-049(BT)
This item was moved to Individual Cases

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:

(6) Special Exception to the parking regulations.

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

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

STAFF RECOMMENDATION:

Special Exceptions (1):

No staff recommendation is made on this request.

BACKGROUND INFORMATION:

Zoning:

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

Land Use:

The subject site is developed with Office Showroom/Warehouse and 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 applicant complies with the most recently submitted site plan, would require the proposal to be constructed as shown on the submitted documents.
- 200' Radius Video: BDA245-049 at 1201 Oak Lawn Ave

Timeline:

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

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

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

- an attachment that provided the public hearing date and panel that will consider the application; the March 21, 2025, deadline to submit additional evidence for staff to factor into their analysis; and April 4,

2025, deadline to submit additional evidence to be incorporated into the board's docket materials.

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

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

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

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

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

Board member Jay Narey left @ 5:50 pm.

Motion
I move that the Board of Adjustment, in Appeal No. BDA 245-049, **HOLD** this matter under advisement until **May 20, 2025**.

Maker:	David Neumann					
Second:	Andrew Finney					
Results:	4-0 Unanimously					Motion to hold under advisement
		Ayes:	-		4	David A. Neumann, Kathleen Davis, Michael Hopkovitz, Andrew Finney
		Against:	-		0	

8. 1500 Dragon Street
BDA245-050(BT)
This item was moved to Individual Cases

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:

(7) Special Exception to the parking regulations.

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

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

STAFF RECOMMENDATION:

Special Exceptions (1):

No staff recommendation is made on this request.

BACKGROUND INFORMATION:

Zoning:

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

Land Use:

The subject site is developed with Commercial Amusement (Event Space), and Office Showroom/Warehouse. The areas to the north, south, east, and west are developed with various uses such as but not limited to Office Showroom/Warehouse, Multi-family, and 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 St. focuses on one request relating to the parking regulations.
- The proposed request of a 123-space special exception (41 percent reduction) is made to construct and/or maintain a nonresidential structure.
- The subject site lot size is 223,720.73 square feet.
- The existing building footprint is 98,531 square feet (44.04 percent lot coverage).
- PD-621 (Subdistrict 1) requires the following parking ratio per specified use:
    - 1 parking space per 358 square feet of floor area for Office-related (3,000 / 358 = 8.38).
    - 1 parking space per 105 square feet of floor area for Restaurant without drive-in or drive-through service (18,000 / 105 = 171.43).
    - 1 parking space per 1100 square feet of floor area for Warehouse/Showroom up to 20,000 square feet floor area (20,000 / 1100 = 18.18).
    - 1 parking space per 4100 square feet of floor area for Warehouse/Showroom above 20,000 square feet floor area (47,531 / 4100 = 11.59).
    - 1 parking space per 100 square feet of floor area for Any other use (10,000 / 100 = 100).
- Additionally, a parking agreement is required for calculating adjusted standard parking requirements.
- Granting the proposed 123-space special exception (41 percent reduction) to the parking regulations with a condition that the applicant complies with the most recently submitted site plan, would require the proposal to be constructed as shown on the submitted documents.
- 200' Radius Video: BDA245-050 at 1500 Dragon St

Timeline:

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

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

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

- an attachment that provided the public hearing date and panel that will consider the application; the March 21, 2025, deadline to submit additional evidence for staff to factor into their analysis; and April 4,

2025, deadline to submit additional evidence to be incorporated into the board's docket materials.

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

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

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

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

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 **May 20, 2025**.

Maker:	David Neumann					
Second:	Andrew Finney					
Results:	4-0 Unanimously					Motion to hold under advisement
		Ayes:	-		4	David A. Neumann, Kathleen Davis, Michael Hopkovitz, Andrew Finney
		Against:	-		0	

Recess 2:47 pm – 3:00 pm

ADJOURNMENT

After all business of the Board of Adjustment had been considered, Chairman Neumann entertained a motion to adjourn at 6:01 p.m.

Maker:	David Neumann				
Second:	Kathleen Davis				

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

~~10-29-24~~4-28-25

CITY OF DALLAS

BOARD OF ADJUSTMENT

WORKING RULES OF PROCEDURE

October 2024

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CITY OF DALLAS BOARD OF ADJUSTMENT

RULES OF PROCEDURE

Section 1. Powers of the Board.

(a) The powers of the board of adjustment, referred to as the board conferred upon it in Section 7, Chapter 282, Page 424, 40th Legislature, Acts 1927, and as thereafter amended, being codified in Chapter 211 of the Local Government Code, Chapter 8 of the Dallas City Code, as amended, and in Sections 51A-3.102, 51A-4.703, and 51A-4.704 of the Dallas Development Code, as amended, include, but are not limited to, the following:

(1) To hear and decide appeals where it is alleged there is error in any order, requirement, decision or determination made by an administrative official in the enforcement of any order or ordinance pertaining to zoning.

(2) To hear and decide special exceptions to the terms of the zoning ordinance in the manner provided.

(3) To authorize upon appeal in specific cases such variance from the terms of the ordinance as will not be contrary to the public interest, where, owing to special conditions, a literal enforcement of the provisions of the zoning ordinance will result in unnecessary hardship, and so that the spirit of the ordinance is observed and substantial justice done.

(4) To regulate and discontinue nonconforming uses and structures.

(b) In exercising its powers, the [~~board and~~] panels of the board may reverse or affirm, wholly or partly, or may modify an order, requirement, decision, or determination appealed from and may make an order, requirement, decision, or determination as ought to be made, and to that end the [~~board and~~] panels of the board shall have all the powers of the officer from whom an appeal is taken.

Section 2. Composition of the Board.

(a) The board shall consist of fifteen members and six alternates appointed by the city council for a term of two years. All members shall be removable for cause by the city council upon written charges and after a public hearing.

(b) The officers of the board shall consist of a chair, two vice-chairs, appointed by the mayor, a board administrator, a board secretary, a board attorney, and any other officers the board may elect or the chair may appoint. The board administrator, board secretary, and board attorney shall have no voting rights.

(c) The board shall be divided into three panels of five members. A board member may serve only on the panel to which the member is assigned. The chair and vice-chairs shall each be the presiding officer of one of the panels.

(d) The board and panels of the board shall be provided the staff employees necessary to conduct its proceedings, as provided by the budget. The services of an accountant and abstract research company may be retained as needed for the preparation of compliance cases.

Section 3. Quorum. At the beginning of each regular or special meeting, the presiding officer shall determine whether a quorum exists. A quorum exists if 75 percent of the fully appointed board [~~members~~] (four [4] members minimum for a panel, or 12 members for the fully appointed 15 member board), either regular or alternate, are present. If a quorum exists, the presiding officer shall announce that a quorum is present. If a quorum does not exist 30 minutes after the time the meeting was called, the presiding officer shall adjourn the meeting.

Section 4. Duties of the Chair.

(a) The chair shall preside over all meetings of the entire board. In the absence of the chair, the chair shall appoint a vice-chair to preside and fulfill all of the duties of the chair.

(b) The chair shall approve a rotational schedule for attendance of alternate members at panel meetings.

(c) The chair may consult with the board administrator to review the

prepared board and panel agendas.

(d) The chair may call and cancel meetings of the full board or of a panel.

(e) The chair may create ad hoc committees and working groups from time to time to study and make recommendations on specific issues. Ad hoc committees must be made up of only members of the board of adjustment and cannot have more than six members.

Section 5. Duties of the Presiding Officers.

(a) The chair and vice-chairs shall act as presiding officers of their respective panels. The duties of the presiding officers of a panel are to preside at all meetings of the panel to which they are assigned, to maintain order at all times, to administer oaths, and to rule on all points of procedure, and to dispense the business of the panel in a just and orderly manner. The presiding officer may impose a reasonable time limit for speakers in order to dispense the business of the board or panel in a just and orderly manner.

(b) The presiding officer shall question all witnesses and/or staff, and request other members of the panel to ask any questions which may assist the board and panels of the board in arriving at a just and fair decision.

(c) The presiding officer shall sign the minutes of the panel meetings over which he or she presides and each case decided upon in accordance with the decision of the panel.

(d) In the absence of the presiding officer, the panel shall elect a temporary presiding offer. This election does not survive the meeting in which it is had.

(e) The presiding officer shall compel the attendance of witnesses when necessary.

Section 6. Duties of the Board Administrator.

(a) The board administrator shall:

(1) receive all complete applications to the board for processing;

(2) receive all evidence submitted for the board's review;

(3) provide technical assistance to the board;

(4) assist the general public with information, procedures, policies, case status, and site plans;

(5) gather needed information from outside sources and confer with all sections and departments of the city for case analysis;

(6) provide research on cases;

(7) prepare board documents, dockets, notices, and advertisements, and write necessary letters to the property owners;

(8) direct, conduct, and supervise all administrative functions of the board operation as may be deemed necessary;

(9) coordinate the work of the board in support of the chair and vice-chairs in their leadership of the board;

(10) serve as liaison between the board and the city plan commission, city manager, and various other officers of the City of Dallas, including, but not limited to, the building official, the director of transportation, the city attorney, and the director of planning; and

(11) after conferring with the chair, propose and maintain an annual calendar for the board and panel meeting dates, which are subject to initial board approval.

(12) [~~balance the caseloads among the panels.~~

~~(13)~~] prepare the board and panel agendas with consultation by the chair and vice-chairs.

(13[~~14~~]) initiate a comprehensive review of the request based on the current zoning, conduct a site visit of the subject property and the surrounding 200 feet, and consult relevant city departments

(14[~~15~~]) prepare a staff recommendation or technical review for

pending cases when appropriate and state all the staff members and their roles who participated in making the recommendation or technical review.

(15[~~16~~]) no later than seven calendar days prior to each board or panel meeting, distribute to each member and make available to the public the complete agenda and case docket materials. The board or panel, by majority vote, can still hear the noticed cases even if the agenda and case docket materials were not disseminated in accordance with this paragraph.

(16[~~17~~]) review all forms and intake and handling procedures for board applications for accuracy, equality [~~equity~~], and efficiency.

(17[~~18~~]) publish all board meeting dates and times, and list all pending cases filed with the board.

(18[~~19~~]) conduct an orientation training for new members and alternate members upon appointment.

(b) The board administrator shall also administer oaths and compel the attendance of witnesses when requested by the chair or other presiding officers to do so.

(c) For purposes of this section, BOARD means the full board or panels of the board.

Section 7. Duties of the Board Secretary.

(a) The board secretary shall be generally responsible for the clerical work of the board and panels of the board, under the direction and supervision of the board administrator. The board secretary shall:

(1) keep the minutes of all meetings and proceedings in a substantially bound book showing the vote and motion of each member upon each question, or if absent, or failing to vote, indicating that fact, and attesting the minutes;

(2) compile the required records, log appeals and applications to the board, prepare case folders, type notices and envelopes, prepare

route sheets, log favor and opposition letters, prepare certified mail to applicants, type letters and memoranda; and

(3) call board and panel members for meetings, maintain index files, number each case, and furnish each member of the board and each member of panel of the board with a copy of each petition, together with the administrative official's decision [~~building official's refusal~~].

(4) randomly and independently assign and reassign cases to the panels and balance the workloads of the panels except as provided in Subsections 10(k) and 10(l).

(5) no later than seven calendar days prior to each board or panel meeting, distribute to each member and make available to the public the complete agenda and case docket materials. The board or panel, by majority vote, can still hear the noticed cases even if the agenda and case docket materials were not disseminated in accordance with this paragraph.

(6) Publish all board meeting dates and times, and list all pending cases filed with the board.

(b) For purposes of this section, BOARD means the full board or panels of the board.

Section 8. Alternate Members.

(a) In the absence of one or more regular members, alternate members shall attend panel and full board meetings when requested to do so by the board chair, the presiding officer of a board panel, or by the city manager. The presiding officer of a panel may dismiss an alternate member when attendance is not necessary to complete a five-member panel.

(b) The alternate members are subject to the same [~~attendance and~~] general rules as all other board members.

[~~(c) Alternate members who are not on the panel scheduled to attend will be called to serve only when one or more regular members are absent from the meeting.~~]

Section 9. Attendance and General Rules.

(a) The board shall be governed by the rules of procedure and decorum for city boards and commissions contained in Chapter 8 of the Dallas City Code, as amended, and applicable provisions of the City Charter.

(b) All members shall comply with the attendance rules set forth in Chapter XXIV, Section 17, of the City of Dallas Charter and Chapter 8 of the Dallas City Code, as amended. No member may be excused from attendance at a board or panel meeting, except for medical reasons certified to by his or her physician or unless excused by the board and the city council. A member shall forfeit his or her office if the member misses more than three regular meetings in succession or misses more than 25 percent of the regular meetings during any 12-month period.

Section 10. Requests for Board Action.

(a) All requests to the board must be made on the prescribed form provided by the director, which must be signed and acknowledged before [~~. The facts alleged must be attested to by~~] a notary public.

(b) The fee as provided by ordinance must accompany each request to defray the cost of advertising the public hearing.

(c) The board or panel of the board may waive the filing fee if the board or panel of 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 or panel's miscellaneous docket for predetermination. If the issue is placed on the miscellaneous docket for predetermination, the applicant may not file the application until the merits of the request for waiver have been determined by the board or panel of the board.

(d) Evidence submitted for the board's consideration on a request must be submitted to the board administrator or the board secretary. Evidence submitted is part of the public record and will not be returned. The board and panels are quasi-judicial bodies; therefore, no evidence may be submitted to and no contact may be made with individual members regarding a pending request. All communications, oral or written,

should be directed to the board administrator. Failure to comply with this rule may result in criminal prosecution for improper influence, which is a Class A misdemeanor under Texas Penal Code Section 36.04.

(e) Unless expressly authorized by the concurring vote of 75 percent of the members of a panel when an extreme hardship is shown, no request may be heard at a regular panel meeting until the expiration of 21 days after it is filed with the administrative [~~building~~] official.

(f) The director shall schedule cases within a reasonable time from the receipt of a complete application.

(g) An item may be placed on the board agenda by the director, the board chair, or a written request of at least one-third of the members of the board. An item may be placed on a panel agenda by the director, the board chair, the vice-chair of that panel, or a written request of at least two members of that panel.

(h) The director may authorize the withdrawal of all applications except those to establish a compliance date, which must be authorized by the panel assigned the case. No request for withdrawal of an application may be considered by the director or a panel unless it is in writing. A request to the director for withdrawal must be received before 5:00 p.m. on the second Friday [~~of the day that will leave five full working days (excluding Saturdays, Sundays, and official city holidays)~~] before the date of the hearing. A request for withdrawal must be received in sufficient time to notify all interested parties before the hearing date. If the director or the panel finds in the consideration of such a request that there is an objection to the withdrawal and that allowing the withdrawal over the objection will unduly prejudice the objector, the director or panel shall deny the request. If the director denies a request for withdrawal, the applicant may appeal the withdrawal request to the panel assigned the case provided the appeal satisfies all of the requirements of this subsection for an application for withdrawal.

(i) The director may authorize the amendment of all applications, except those to establish a compliance date and appeals from the decision of an administrative official, which must be authorized by the panel to which the case is assigned. A request to the director to amend [~~for an amendment~~] must be received before 5:00 p.m. on the second Friday

[~~of the day that will leave full days (excluding Saturdays, Sundays, and official city holidays)~~] before the date of the hearing. If the director or panel finds in the consideration of such a request that there is an objection to the amendment, and that allowing the amendment over the objection will unduly prejudice the objector, the director or panel shall deny the request. If the director denies a request for amendment, the applicant may appeal to the panel assigned the case. If an amendment is authorized which requires newspaper advertisement and/or written notice to surrounding property owners, the amendment constitutes a new application and the requesting party must pay an additional filing fee to defray the cost of re-advertising.

(j) A panel may not extend the time period for making application for a building permit or certificate of occupancy beyond 180 days from the date of its favorable action unless it makes a specific finding based on evidence presented at a public hearing that there are no substantially changed conditions or circumstances regarding the property. The person requesting the time extension shall have the burden of establishing that there are no substantially changed conditions or circumstances regarding the property to the satisfaction of the panel. In no event, however, may the panel extend the time period beyond 18 months from the date of its favorable action.

(k) Only one panel may hear, handle, or render a decision in a particular case. If any preliminary action is required on a case, including but not limited to a fee waiver or waiver of the two-year waiting period, the case must be returned to the panel taking the preliminary action. <u>If any application comes before the board with the same building site (location) within the previous five years, it must be returned to the panel to which it was originally assigned.</u> [~~If a case is dismissed or withdrawn and subsequently re-filed, it must be returned to the panel to which it was originally assigned. If a subsequent case is filed concerning the same request, that case must be returned to the panel hearing the previously filed case.~~]

<u>(l) In extraordinary circumstances, the board, by a majority vote, may consolidate and assign cases and appeals to a single panel, to promote efficiency, expediency, fairness to affected parties, and economy of case-management.</u>

Section 11. Public Testimony and Public Hearings.

(a) All meetings of the board and panels of the board are open to the public and must be held at a time and place determined by the board.

(b) The chair shall have the authority to call special meetings of the board. The presiding officer of a panel acts as the panel's chair pursuant to Section 8-3 of the Dallas City Code, and shall have the authority to call special meetings of that panel. The officer calling a special meeting shall designate the time and the place of the meeting subject to availability. Special meetings must be called by the chair at the request of at least one-third of the board.

(c) The board secretary shall notify all affected members of the date, time, and place of either a regular or special meeting.

(d) The applicant has the burden of proof to establish the necessary facts to warrant favorable action of the board.

(e) Any interested party may appear in person or by agent or attorney at the public hearing.

(f) Members of the public may offer public testimony at regular and special meetings of the board regarding any item on the board's posted agenda before or during the board's consideration of the item (e.g. minutes, appeals, compliance cases). Each speaker will have a maximum of three minutes to speak unless the time is shortened or extended by the presiding officer. Any member of the public requiring the use of a translator to relay public comments shall be afforded twice the amount of time as a member of the public who does not require a translator.

(g) After a case is called, the applicant shall have up to five minutes to state his or her case. Anyone in favor shall be heard next for up to five minutes, then anyone in opposition shall be heard for up to five minutes. The applicant shall have up to five minutes to make a reply. Before the applicant begins, the presiding officer can limit the applicant's time, equally limit the time of the speakers in favor or opposition, or both.

(h) All applicants, members of the public, or witnesses who wish to address the board during a public hearing shall be sworn in.

(i) The director shall provide sufficient staff at hearings to ensure that the board can make a fair determination.

(j) If a case is called for hearing in due order on the docket and the applicant or anyone on his or her behalf does not appear, the panel may hold the case over to the following hearing at which time it will be called again. The panel may also approve a case or deny a case for lack of appearance at the first call at its discretion. If no one appears the second time, the case must be denied with prejudice.

(k) If, after a public hearing on a request, the presiding officer duly calls for, but does not receive a motion, the request is deemed denied with prejudice.

(l) [~~A public hearing must be conducted for compliance proceedings on a nonconforming use. Prior to the hearing, the presiding officer may direct that a subpoena duces tecum and interrogatories be served on the owner(s) and/or operators of the use requesting that certain information and documents be produced to the board administrator within a reasonable time. The owner(s) and/or operators may supply the board administrator with any additional information or documents that are necessary for the panel to make its decision. At the hearing, the panel shall review the information and documents and set a date by which the nonconforming use must come into compliance with the current zoning regulations.~~

~~(m)~~] Notwithstanding subsection (f), the following rules apply to appeals of decision of administrative officials.

(1) After the case is called, the appellant shall have up to 20 minutes to present his or her case, during which time the appellant may give an opening statement, call witnesses, and offer evidence. If the appellant calls a witness, the administrative official may cross-examine that witness for up to five minutes and that time shall not count towards either party's time limit. The appellant can redirect his or her witness for up to five minutes, which shall not count towards the appellant's initial 20-minute time period.

(2) After the appellant's 20 minutes has expired, the administrative official shall have up to 20 minutes to present his or her case, during which time the administrative official may give an

opening statement, call witnesses, and offer evidence. If the administrative official calls a witness, the appellant may cross-examine that witness for up to five minutes and that time shall not count towards either party's time limit. The administrative official can redirect his or her witness for up to five minutes, which shall not count towards the appellant's initial 20-minute time period.

(3) After the administrative official's 20 minutes have expired, the appellant shall have up to three minutes for a rebuttal and three minutes for a closing statement. The administrative official shall also have up to three minutes for a closing statement.

(4) The panel may ask questions at any time. The panel members' questions shall not count towards either party's time limitation.

(m) Compliance cases.

(1) If the city's chief financial officer determines that sufficient funds are available in the nonconforming use fund, the board of adjustment shall hold a ~~A~~ public hearing on a city council request to establish a ~~must be conducted for~~ compliance requirement ~~proceedings~~ on a nonconforming use. Prior to the hearing, the ~~presiding officer may direct that a subpoena duces tecum and interrogatories be served on the owner(s) and/or operators of the use requesting that certain information and documents be produced to the board administrator within a reasonable time. The~~ owner(s) and/or ~~operators~~ lessee may supply the board administrator with any additional information or documents that are necessary for the panel to make its decision. At the hearing, the panel shall review the information and documents and determine if continued operations of the nonconforming use will have an adverse effect on nearby properties~~set a date by which the nonconforming use must come into compliance with the current zoning regulations~~.

(~~n~~2) Notwithstanding subsection (f), the following rules apply to compliance cases.

(A) After the case is called, the ~~applicant~~ city's representative shall have up to 20 minutes to present his or her case, during

which time the city's representative ~~applicant~~ may give an opening statement, call witnesses, and offer evidence. If the city's representative ~~applicant~~ calls a witness, the property owner may cross-examine that witness for up to five minutes and that time shall not count towards either party's time limit. The city's representative ~~applicant~~ may redirect his or her witness for up to five minutes, which shall not count towards the city's representative's ~~applicant's~~ initial 20-minute time period.

(B) After the city's representative's ~~applicant's~~ 20 minutes has expired, the property owner shall have up to 20 minutes to present his or her case, during which time the property owner may give an opening statement, call witnesses, and offer evidence. If the property owner calls a witness, the city's representative ~~applicant~~ may cross-examine that witness for up to five minutes and that time shall not count towards either party's time limit. The property owner can redirect his or her witness for up to five minutes, which shall not count towards the property owner's initial 20-minute time period.

(C) After the property owner's 20 minutes has expired, the city's representative ~~applicant~~ shall have up to five minutes for a rebuttal and a closing statement. The property owner shall also have up to five minutes for a closing statement.

(D) The panel may ask questions at any time. The panel member questions shall not count towards either party's time limitation.

(3) A decision by the board to grant a request to impose a compliance requirement is not a final decision and cannot be immediately appealed. A decision by the board to deny a request to impose a compliance requirement is final unless appealed to state court within 10 days in accordance with Chapter 211 of the Local Government Code.

(4) A person entitled to a remedy under Section 51A-4.704 may appeal the director's determination under that Section to the board

of adjustment not later than the 20th day after the determination is made. The director has the burden of proof to establish the correctness of the director's determination.

(A) A person seeking to continue operation of a nonconforming use under Section 51A-4.704 who appeals the decision of the director under that Section may continue to operate the property in the same manner pending the appeal unless the building official shows cause to stay the nonconforming use by certifying in writing to the board facts supporting the building official's opinion that continued operation of the nonconforming use would cause imminent peril to life or property. Upon a showing of cause the board may, after notice to the building official, grant a restraining order to stay continued operation of the nonconforming use.

(B) If the board of adjustment determines that an owner or lessee is entitled to:

(i) a payment under Section 51A-4.704 in an amount different than the amount determined by the director under that Section, the board shall order, as applicable:

(aa) additional payment to the owner or lessee; or

(bb) the owner or lessee to reimburse the city; or

(ii) an amount of time to operate the nonconforming use that is different than the amount of time initially received under Section 51A-4.704, the board shall order the director to allow the owner or lessee to operate the nonconforming use for additional or less time.

(o) The board administrator may place cases which lack any [~~are recommended for approval without~~] opposition on an uncontested docket. When the presiding officer [~~board administrator~~] calls the uncontested docket, he or she shall state the case number, the applicant, the location, the nature of the case and the staff recommendation, and shall ask if there is anyone in favor or opposition. A case on the

uncontested docket must be considered individually as a regular docket item if there is any opposition or a panel member so requests. Any cases remaining on the uncontested docket shall be approved as a group without the need for testimony from the applicants.

(p) Documentary evidence.

~~(1)~~ [~~All typewritten documentary evidence including reduced-size copies of conceptual plans, development plans, landscape plans, and site plans must conform to the standard 8.5 x 11-inch letter-sized pages on a size 12 font or larger. Each page must be serially numbered and double-spaced.~~

~~(2)~~] All printed and typewritten documentary evidence in excess of five pages tendered by a party shall not be considered by the board unless such documentary evidence is submitted to the board administrator no later than 10 days prior to the scheduled hearing date at which the matter is to be considered. Upon oral request made by the party at the scheduled hearing, a panel of the board may, for good cause, suspend the operation of this rule and consider the excluded evidence or postpone the hearing on the application to a date certain to allow the panel sufficient time to consider the tendered evidence prior to the next scheduled hearing date.

(2[~~3~~]) For purposes of this subsection, DOCUMENTARY EVIDENCE means anything printed, written on paper, or a digital document and relied upon to record or prove something. This term does not include signed petitions or PowerPoints or slide shows offered during a presentation for purposes of submitted evidence limitations.

(3[4]) For purposes of this subsection, PARTY means the applicant or any person or entity that appears in favor of or against the request.

Section 12. Decisions of a Panel.

(a) No action of a panel sets a precedent. Each case must be decided upon its own merits and upon the circumstances of the case.

(b) The concurring vote of 75 percent of the members of a panel (at least four members) is necessary to reverse any decision of an administrative official, or to decide in favor of an applicant on any matter which the board is required to pass under a zoning ordinance. If such an application does not receive the concurring vote of 75 percent of the members of a panel and no subsequent motion is made, the case is construed as denied with prejudice.

(c) Reconsideration. The following rules apply for a motion to reconsider.

(1) A motion to reconsider may only be made at the same meeting the vote was taken and only by the same makeup of the panel that made the decision.

(2) A motion to reconsider may be made and seconded by any member of the panel regardless of their initial vote on the item and requires a simple majority vote. If the time for reconsideration of a case has expired, the panel may not change or modify its decision unless a new application is filed or the case is referred back to the panel.

(3) An item may not be twice reconsidered, except by unanimous consent.

(d) Once a decision of a panel is appealed to district court, it may not be reconsidered or rescinded, unless the case is remanded by the district court.

(e) The decisions and official records of the board and panels are public records.

Section 13. Executive Sessions.

(a) The board or a panel may remove itself from an open meeting by moving to go into an executive session. Only matters authorized under the Texas Open Meetings Act to be discussed in executive session may be addressed in the executive session. All communication in an executive session is privileged information. The privilege can only be waived by a member by formal waiver. Members are cautioned that discussing the privileged communication with a member of the public, the media, or any other person not privy to the executive session may

damage the privilege. The board or a panel shall not hold an executive session except when discussing complaints about or evaluations of individual staff members, or seeking the advice of its attorney on the following matters:

(1) Pending or contemplated litigation.

(2) Settlement offers.

(3) Risk or liability of the board, a panel or individual members thereof for taking an action.

(4) Any matter where the duty of the board's counsel to his client, pursuant to the Code of Professional Responsibility of the State Bar of Texas, conflicts with the Open Meetings Law.

(b) A motion to go into an executive session must be seconded and requires a majority vote. If the motion passes, the board or panel shall follow the following procedure:

(1) The presiding officer shall announce that the board or panel is going into an executive session, stating the category under the Texas Open Meetings Act that permits the executive session.

(2) The presiding officer shall announce the time.

(3) Members shall move quickly to the location of the executive session with no discussion among themselves or with members of the public or media.

(4) The executive session must be tape recorded.

(5) At the end of the executive session, members shall return quickly to the meeting room with no discussion among themselves or with members of the public or media.

(6) The presiding officer shall announce the time when the board or panel resumes the open meeting.

Section 14. Two-Year Limitation.

(a) Except as provided in Subsections (b) and (c), after a final decision is reached by a panel, no further applications may be considered on the matter decided for that property for two years from the date of the final decision.

(b) If a panel renders a final decision of denial without prejudice, the two-year limitation is waived.

(c) A property owner may apply for a waiver of the two-year limitation in the following manner:

(1) The applicant shall submit his request in writing to the board administrator. The board administrator shall inform the applicant of the date on which his request shall be considered and shall advise the applicant of his right to appear before the panel to which the matter has been assigned.

(2) A panel may waive the time limitation if there are changed circumstances regarding the property sufficient to warrant a new hearing. A simple majority vote is required to grant the request. If a rehearing is granted, the applicant shall follow the appeal procedure.

Section 15. Amendments to Rules of Procedure.

These rules may be amended by a simple majority vote of the members present at a meeting of the entire board, or by a majority vote of the members of all three panels at separate meetings Amendments approved by the entire board or by the panels sitting separately become effective once approved by the city council.

FILE NUMBER: BDA245-054(BT)

BUILDING OFFICIAL'S REPORT: Application of Camilo Duarte, represented by Kathy Yee, for **(1)** a special exception to the fence height regulations at **3111 W. LEDBETTER DRIVE**. This property is more fully described as Block A/6041, Lot 6A-R, and is zoned R-10(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: 3111 W. Ledbetter Drive

APPLICANT: Camilo Duarte

REPRESENTED BY: Kathy Yee

REQUEST:

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

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

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

STAFF RECOMMENDATION:

Special Exceptions (1):

No staff recommendation is made on this request.

BACKGROUND INFORMATION:

Zoning:

Site:	R-10(A)
North:	R-10(A)
East:	R-10(A)
South:	R-10(A) and IR
West:	R-10(A)

Land Use:

The subject site along with surroundings properties are developed with single-family homes, vacant lots and to the south Dallas Executive Airport.

BDA History:

No BDA history found within the last 5 years

GENERAL FACTS/STAFF ANALYSIS:

- The application of Camilo Duarte represented by Kathy Yee for the property located at 3111 W. Ledbetter Drive focuses on one request relating to the fence height regulations.
- The applicant is proposing to construct and maintain a 6-foot-high fence and gate in a required front-yard, which will require a 2-foot special exception to the fence height regulations.
- As illustrated on the submitted site plan and elevations, the proposed 6-foot-high fence and gate is a combination of brick columns, wrought iron gate, and fencing.
- 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: BDA245-054 at 3111 W Ledbetter Dr

Timeline:

March 20, 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: 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 **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.

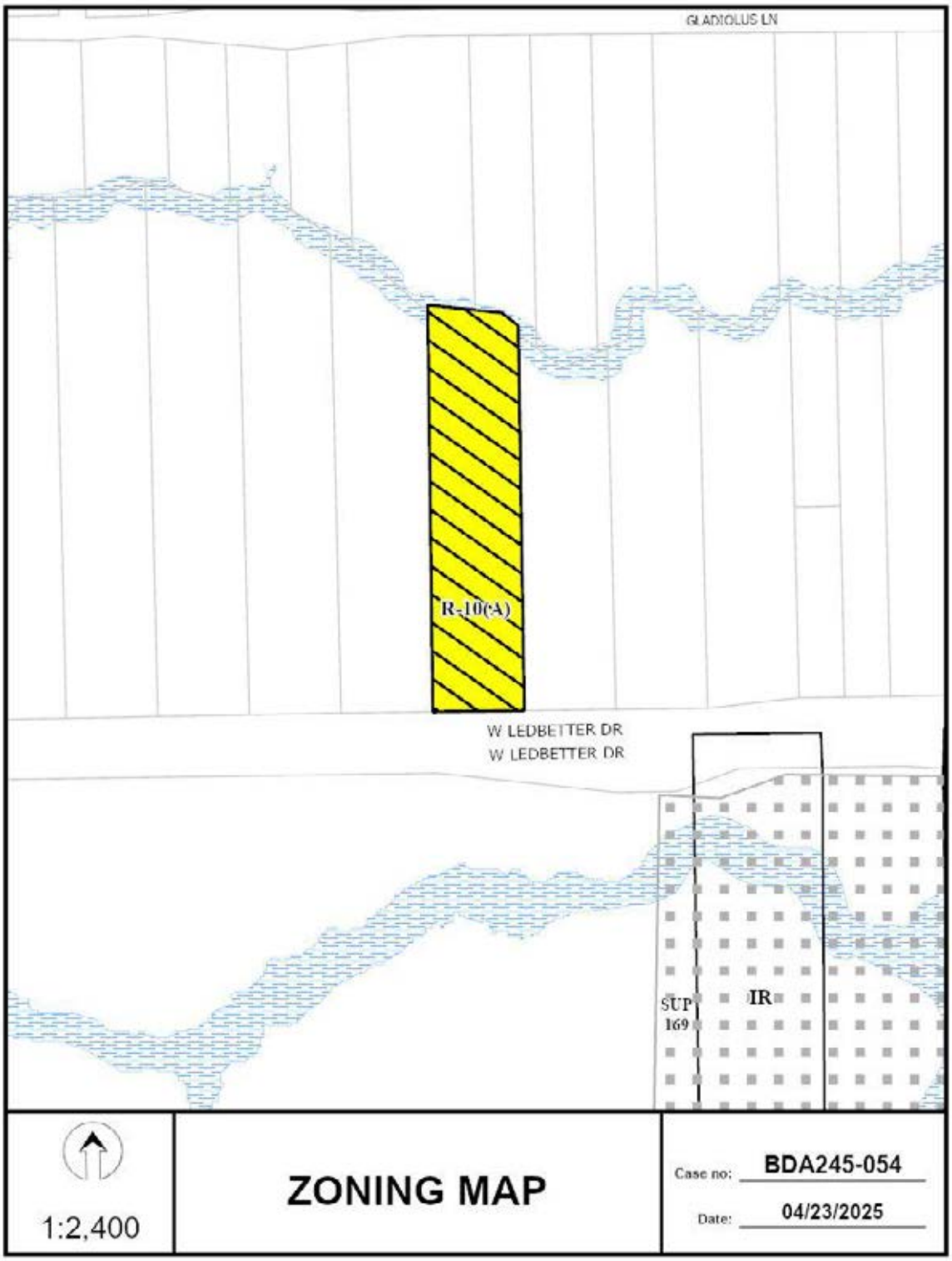


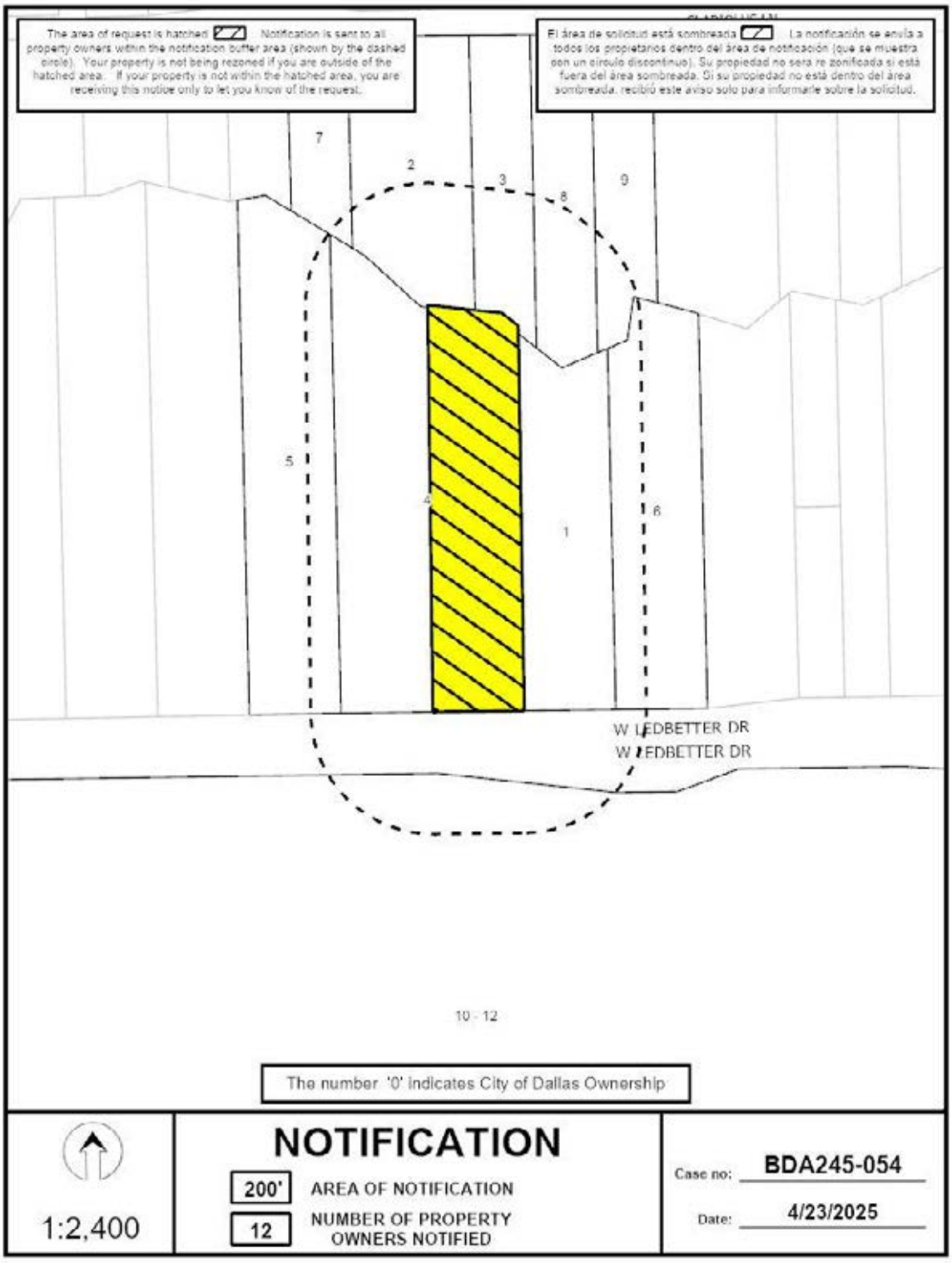
1:2,400

AERIAL MAP

Case no: BDA245-054

Date: 04/23/2025


GLADIOLUS LN
R-10(A)
W LEDBETTER DR
W LEDBETTER DR
SUP
I69
IR
1:2,400
ZONING MAP
Case no: BDA245-054
Date: 04/23/2025


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.
7
2
3
8
9
5
4
1
6
W LEDBETTER DR
W LEDBETTER DR
10 - 12
The number '0' indicates City of Dallas Ownership
NOTIFICATION
200'
AREA OF NOTIFICATION
12
NUMBER OF PROPERTY OWNERS NOTIFIED
1:2,400
Case no: BDA245-054
Date: 4/23/2025

Notification List of Property Owners

BDA245-054

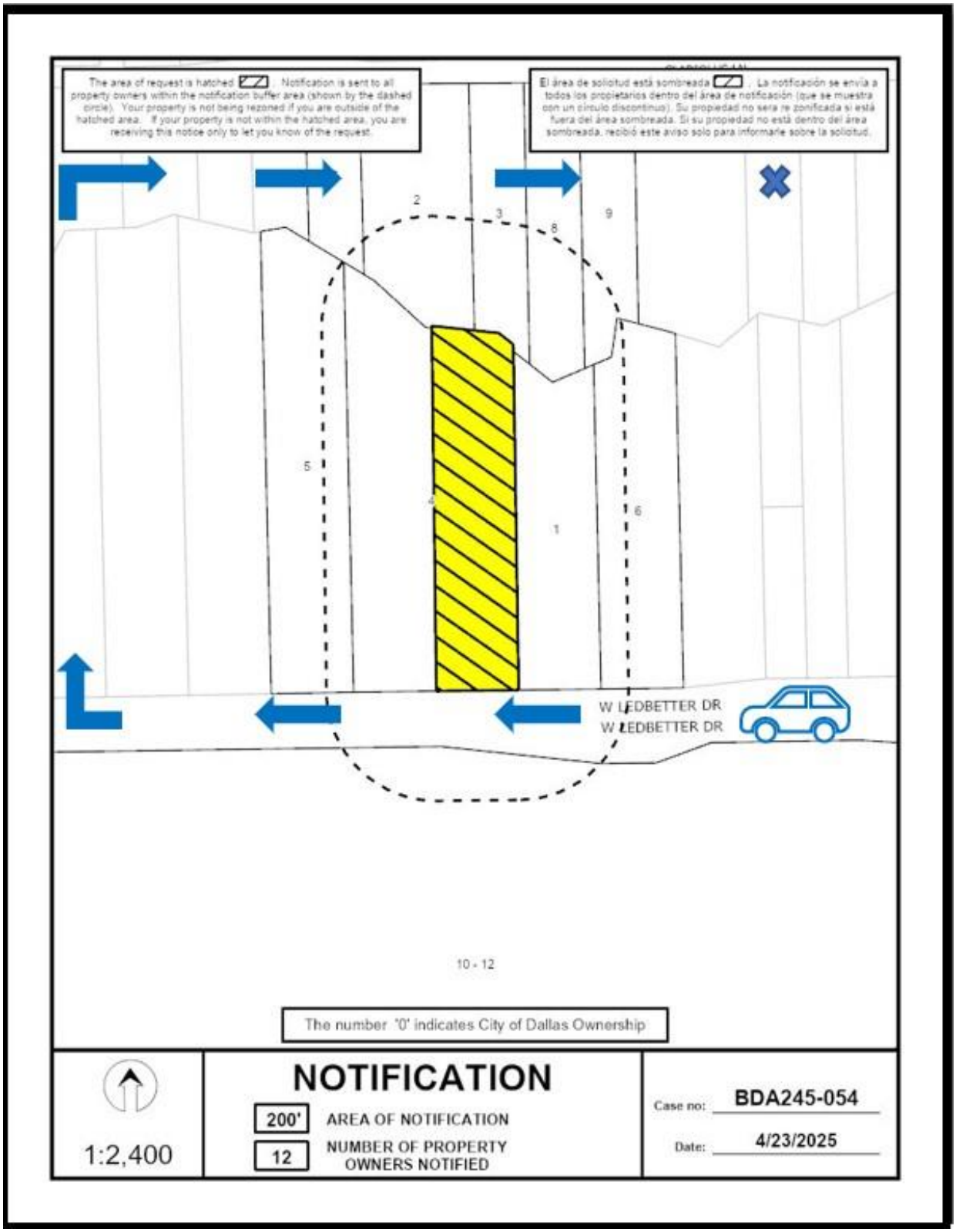
12 Property Owners Notified

Label #	*Address*		*Owner*
1	3017	W LEDBETTER DR	Taxpayer at
2	3106	GLADIOLUS LN	Taxpayer at
3	3030	GLADIOLUS LN	DIXON MEGAN LEIGH &
4	3111	W LEDBETTER DR	Taxpayer at
5	3123	W LEDBETTER DR	REEDER JOHN L III &
6	3011	W LEDBETTER DR	KENNEDY GREGORY D
7	3114	GLADIOLUS LN	ARCE DAIANA
8	3022	GLADIOLUS LN	BRANDENBURG OCTAVIA
9	3014	GLADIOLUS LN	DURHAM DAVID R &
10	5535	BOULDER DR	BURCHFIELD PARTNERS LLC
11	5523	BOULDER DR	BURCHFIELD PARTNERS LLC
12	5657	MARINER DR	COMMEMORATIVE AIR FORCE



Route Directions:
Start on W Ledbetter Dr.
Right on Boulder Dr.
Right on Gladiolus Ln.
***Subject Site at 0:53.**

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, MAY 20, 2025**

BRIEFING: **10:00 a.m.** via **Videoconference and in 6EN COUNCIL CHAMBERS** at Dallas City Hall, 1500 Marilla Street

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

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

BDA245-054(BT) Application of Camilo Duarte represented by Kathy Yee for **(1)** a special exception to the fence height regulations at **3111 W. LEDBETTER DRIVE**. This property is more fully described as Block A/6041, Lot 6A-R, and is zoned R-10(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, May 19, 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

Development Services

"TOGETHER WE ARE BUILDING A SAFE AND UNITED DALLAS"

APPLICATION/APPEAL TO THE BOARD OF ADJUSTMENT

Case No.: BDA 245-056 FOR OFFICE USE ONLY

Date: FOR OFFICE USE ONLY

RECEIVED MAR 2 0 REC'D BY:

Data Relative to Subject Property:

Location address: 3111 W. Cedbetter Dr. Zoning District: R-10

Lot No. 10A-R Block No.: A/6041 Acreage: 2.536 Census Tract:

Street Frontage (in Feet): 1) 150' 2) 3) 4) 5)

To the Honorable Board of Adjustment:

Owner of Property (per Warranty Deed): HUP Dallas LLC.

Applicant: Camilo Duarte Telephone: 214-803-2078

Mailing Address: 1222 Willow Glen Dr. Zip Code: 75232

E-mail Address: duarte_camilo@yahoo.com

Represented by: Kathy E Yee Telephone: 214 687 7811

Mailing Address: 1618 Lanford Ave Zip Code: 75224

E-mail Address: kathyyee1030@yahoo.com

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

install 6ft masonary/iron fence on edge of property line

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:

deterrent/security

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 Camilo Duarte

(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 21st day of December, 2024

Notary Public in and for Dallas County, Texas

FERNANDO CASTILLO
Notary Public
STATE OF TEXAS
My Comm. Exp. 05-12-28
Notary ID # 13066134-5

BOARD OF ADJUSTMENT
CITY OF DALLAS, TEXAS

FILE NUMBER: BDA245-054

BUILDING OFFICIAL'S REPORT: Application of CAMILO DUARTE represented by KATHY YEE for (1) a special exception to the fence height regulations at **3111 E LEDBETTER DR**. This property is more fully described as Block A/6014, Lot 6A, and is zoned R-10(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 regulations.

LOCATION: 3111 E. LEDBETTER DR.

APPLICANT: CAMILO DUARTE represented by KATHY YEE

CITY OF DALLAS

AFFIDAVIT

Appeal number: BDA 245-054

I, HVP Dallas LLC, Owner of the subject property
(Owner or "Grantee" of property as it appears on the Warranty Deed)

at: 3111 W. Ledbetter Dr. Dallas TX 75233
(Address of property as stated on application)

Authorize: Camilo Duarte
(Applicant's name as stated on application)

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

__ ____Variance (specify below)

__X__Special Exception (specify below)

_____Other Appeal (specify below)

Specify: Install 6ft Iron/masonary fence at edge of property line.

CINDY SAWYER
Print name of property owner or registered agent

Signature of property owner or registered agent

Date 01/17/2025

Before me, the undersigned, on this day personally appeared

Who on his/her oath certifies that the above statements are true and correct to his/her best knowledge. Subscribed and sworn to before me this 17 day of January, 2025.

ADILENE BASAVE
MY COMMISSION EXPIRES
June 22, 2026
NOTARY ID: 131615705

Commission expires on June 22, 2026

ArcGIS Web Map



2/24/2025, 11:19 11 AM

1:5,062

0 0 05 0 1 0 2 mi

0 0 07 0 15 0 3 km

Esri Community Maps Contributors, Baylor University, Texas Parks & Wildlife, © OpenStreetMap, Microsoft, CONANP, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, USFWS

BDA245-054

CITY OF DALLAS PLAT BOOKS

ANNEXED JUNE 10 1952 ORD. NO. 5486
ANNEXED JUNE 27 1945 ORD. NO. 3649 (200' FT. STRIP NORTH OF LEDBETTER DRIVE)
SURVEY THOMAS LANGLEY ABST. 779

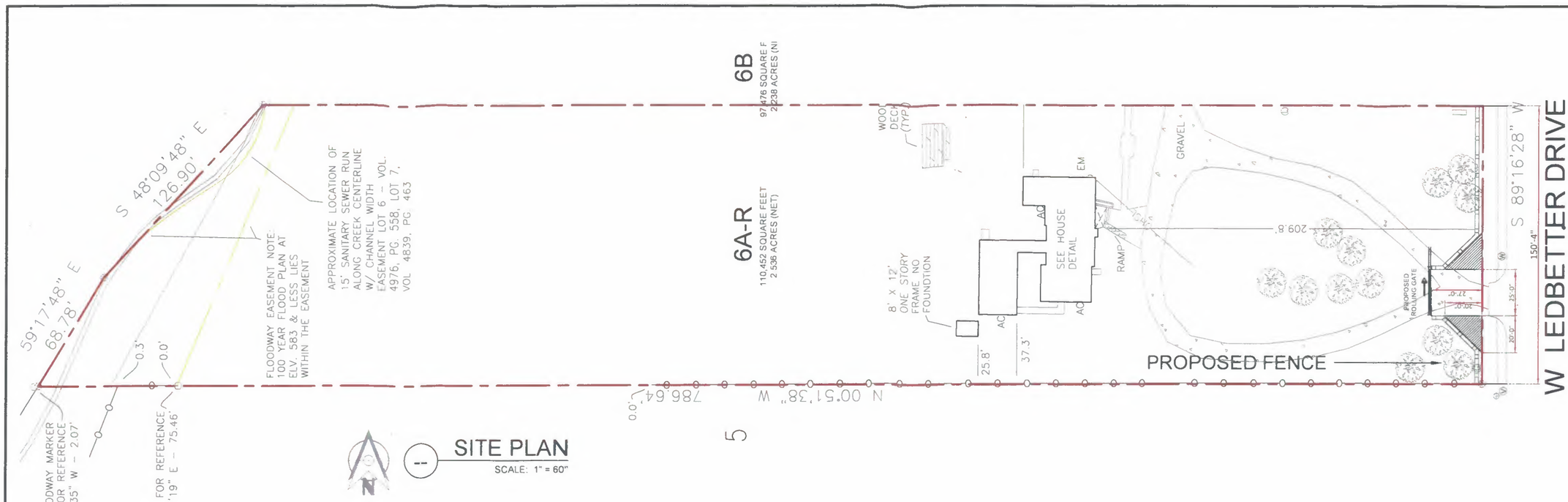
ADDITION BRETTON WOODS SUBDIVISION (PART)
SCALE 100 FT. EQUALS 1 INCH

BLOCKS A & B (PART) 6041
SCHOOL DIST. DALLAS

RECORDED 3-30-45



BDA245-054



1 SITE PLAN
SCALE: 1" = 60"

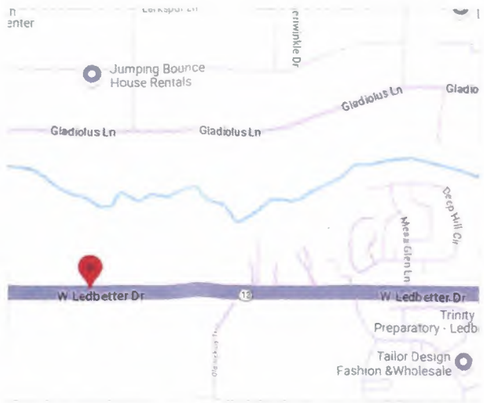
LEGEND/SYMBOL

- CONCRETE OR ASPHALT
- GRASS
- 4' PUBLIC SIDEWALK
- UTILITY
- PROPERTY LINE
- SETBACK LINE
- WOOD FENCE
- IRON FENCE
- TREE

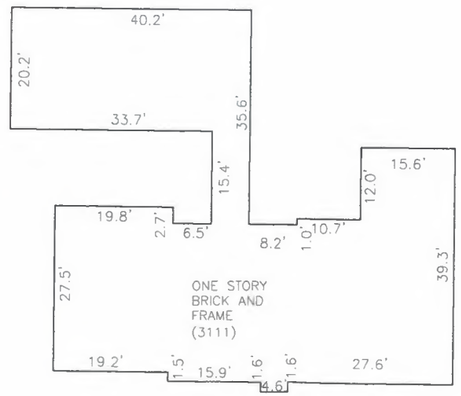
SQUARE FOOTAGE PER UNIT	
EXISTING BUIDING	2,930 SQ FT
EXISTING BUILDING	
EXISTING STORAGE	
LOT SIZE	110,559 SQ FT
TOTAL COVERED AREA	3,011 SQ FT
% COVERAGE	03 %

LEGAL DESCRIPTION:

CHAPEL IN THE WOODS
BLOCK 6A-R



VICINITY PLAN FOR REFERENCE ONLINE



HOUSE DETAIL NOT TO SCALE

B

BDA245-OSA

CITY STAMP

ENGINEER STAMP

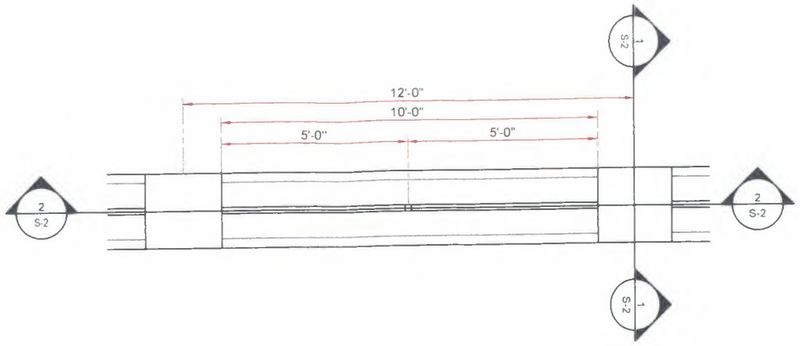
SCALE: 1"=60'
DATE: 02/11/2025
REV: --
SQ.FT:
SHEET No: 1 of 2

PLAN: SITE PLAN
SHEET: C-1
SCOPE: PROPOSED FENCE
DRAWN: EACB

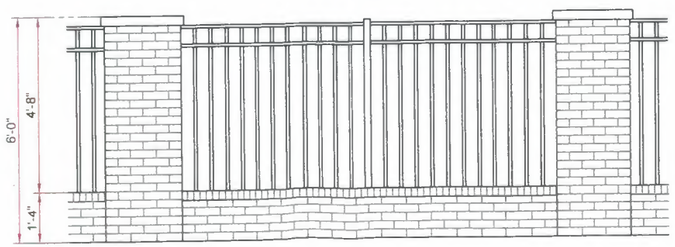
ADDRESS: 3111 W LEDBETTER DRIVE LOT 6A-R BLOCK A/6041
CHAPEL IN THE WOODS

cambelt
drafting studio + design

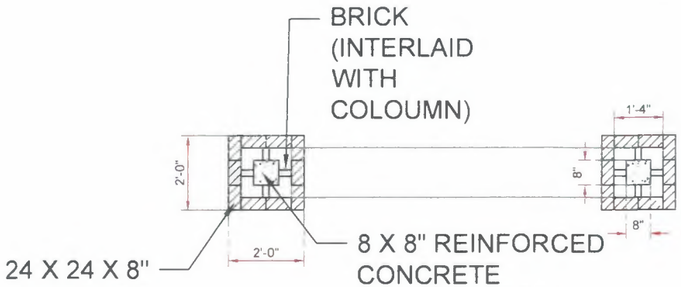
11 X 17



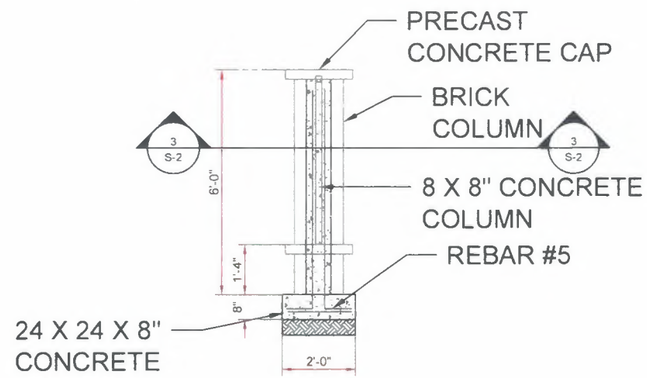
-- TOP VIEW SECTION
SCALE: 1/4" = 1'



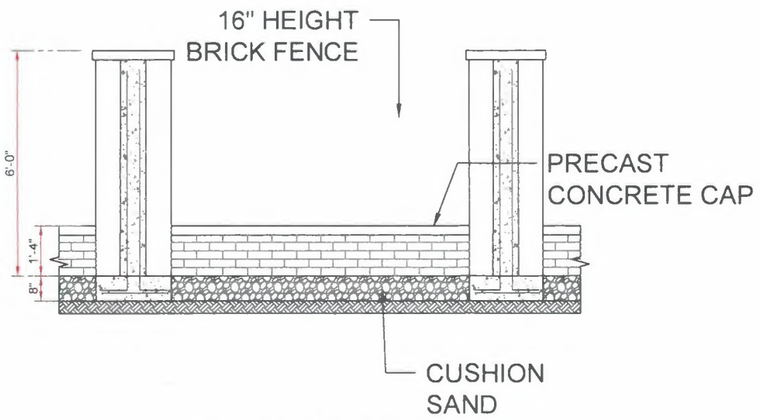
-- PROPOSED FENCE
SCALE: 1/4" = 1'



3 TOP VIEW SECTION
NTS



1 FENCE SECTION
NTS



2 FENCE SECTION
NTS

BDA25-054

CITY STAMP

ENGINEER STAMP

SCALE: 1/4"=1'-0"
DATE: 02/11/2025
REV: --
SQ.FT:
SHEET No: 2 of 2

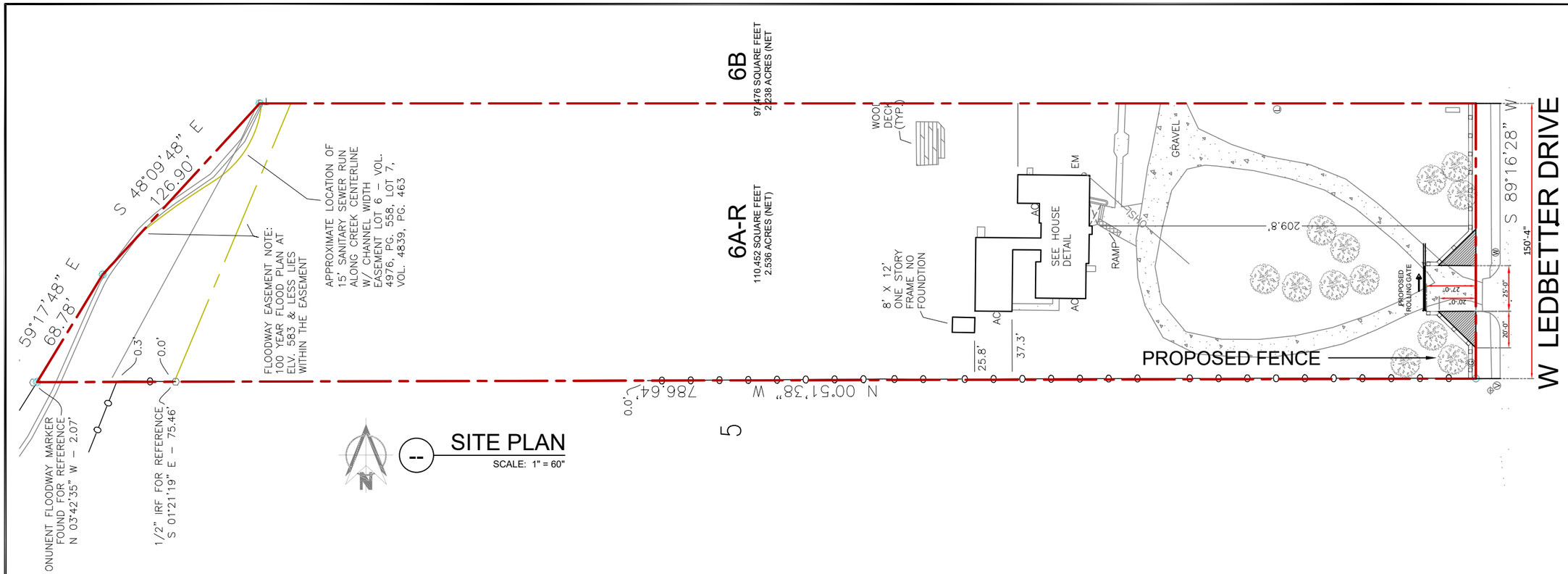
BRICK AND METAL FENCE
C-2
PROPOSED FENCE
EACB

PLAN:
SHEET:
SCOPE:
DRAWN:

ADDRESS:
3111 W LEDBETTER DRIVE LOT 6A-R
CHAPEL IN THE WOODS
LOT 6A-R BLOCK A/6041

cambelt
drafting studio + design

11 X 17



-- SITE PLAN

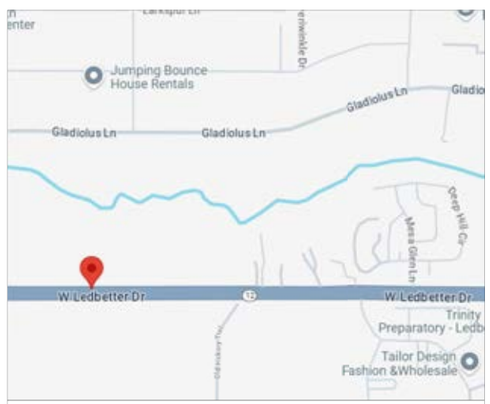
SCALE: 1" = 60"

LEGEND/SYMBOL	
	CONCRETE OR ASPHALT
	GRASS
	4' PUBLIC SIDEWALK
	UTILITY
	PROPERTY LINE
	SETBACK LINE
	WOOD FENCE
	IRON FENCE
	TREE

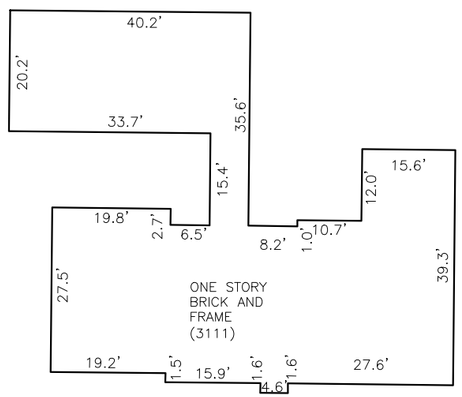
SQUARE FOOTAGE PER UNIT	
EXISTING BUIDING	2,930 SQ FT
EXISTING BUILDING	
EXISTING STORAGE	
LOT SIZE	110,559 SQ FT
TOTAL COVERED AREA	3,011 SQ FT
% COVERAGE	03 %

LEGAL DESCRIPTION:

CHAPEL IN THE WOODS
BLOCK 6A-R



VICINITY PLAN *FOR REFERENCE ONLINE*



HOUSE DETAIL NOT TO SCALE

CITY STAMP

ENGINEER STAMP

SCALE: 1"=60'
DATE: 02/11/2025
REV: --
SQ.FT:
SHEET No: 1 of 2

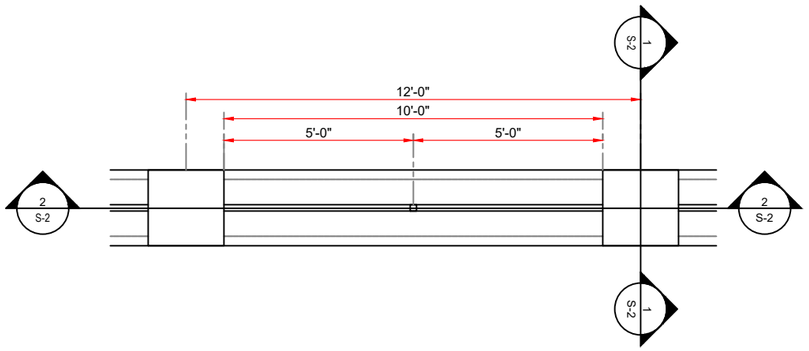
PLAN: SITE PLAN
SHEET: C-1
SCOPE: PROPOSED FENCE
DRAWN: EACB

ADDRESS: 3111 W LEDBETTER DRIVE LOT 6A-R

CHAPEL IN THE WOODS
LOT 6A-R BLOCK A/6041

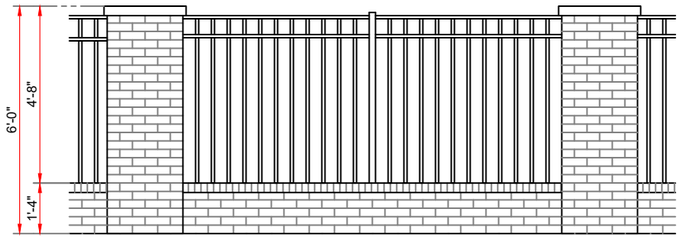
cambelt
drafting studio + design

11 X 17



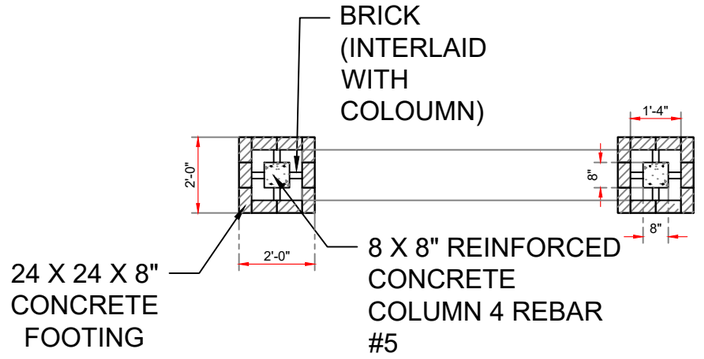
-- TOP VIEW SECTION

SCALE: 1/4" = 1'



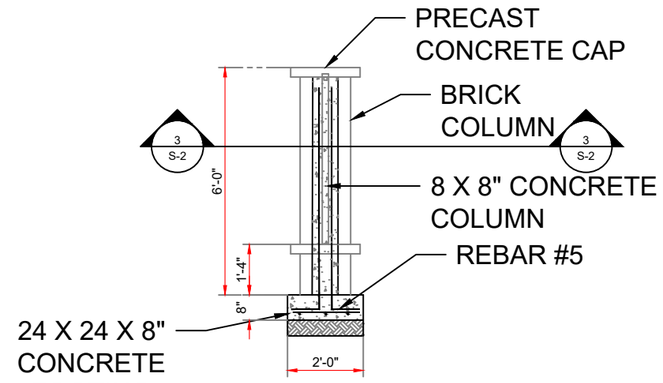
-- PROPOSED FENCE

SCALE: 1/4" = 1'



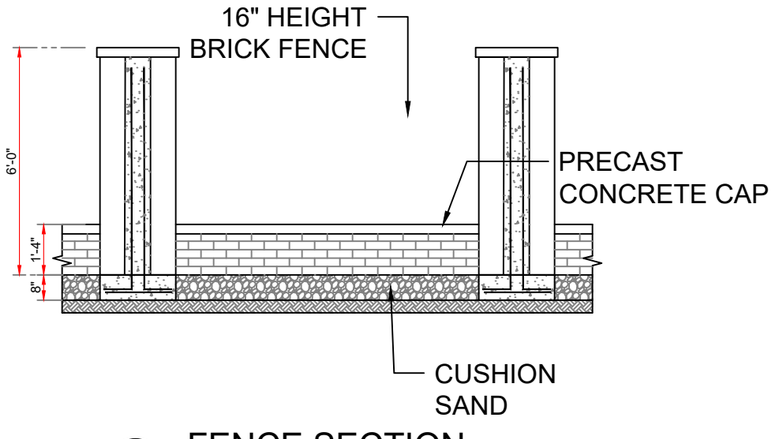
3 TOP VIEW SECTION

NTS



1 FENCE SECTION

NTS



2 FENCE SECTION

NTS

CITY STAMP

ENGINEER STAMP

SCALE: 1/4"=1'-0"
DATE: 02/11/2025
REV: --
SQ.FT:
SHEET No: 2 of 2

PLAN: BRICK AND METAL FENCE
SHEET: C-2
SCOPE: PROPOSED FENCE
DRAWN: EACB

ADDRESS: 3111 W LEDBETTER DRIVE LOT 6A-R

CHAPEL IN THE WOODS
LOT 6A-R BLOCK A/6041

cambelt
drafting studio + design

FILE NUMBER: BDA245-055(BT)

BUILDING OFFICIAL'S REPORT: Application of Camilo Duarte, represented by Kathy Yee for **(1)** a special exception to the fence height regulations at **3025 W LEDBETTER DRIVE**. This property is more fully described as Block A/6041, Lot 6B, and is zoned R-10(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: 3025 W Ledbetter Drive

APPLICANT: Camilo Duarte

REPRESENTED BY: Kathy Yee

REQUEST:

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

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

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

STAFF RECOMMENDATION:

Special Exceptions (1):

No staff recommendation is made on this request.

BACKGROUND INFORMATION:

Zoning:

Site:	R-10(A)
North:	R-10(A)
East:	R-10(A)
South:	R-10(A) and IR
West:	R-10(A)

Land Use:

The subject site along with surroundings properties are developed with single-family homes, vacant lots and to the south Dallas Executive Airport.

BDA History:

No BDA history found within the last 5 years

GENERAL FACTS/STAFF ANALYSIS:

- The application of Camilo Duarte represented by Kathy Yee for the property located at 3025 W Ledbetter Drive focuses on one request relating to the fence height regulations.
- The applicant is proposing to construct and maintain a 6-foot-high fence and gate in a required front-yard, which will require a 2-foot special exception to the fence height regulations.
- As illustrated on the submitted site plan and elevations, the proposed 6-foot-high fence and gate is a combination of brick columns, wrought iron gate, and fencing.
- 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: BDA245-055 at 3025 W Ledbetter Dr

Timeline:

March 20, 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: 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 **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.

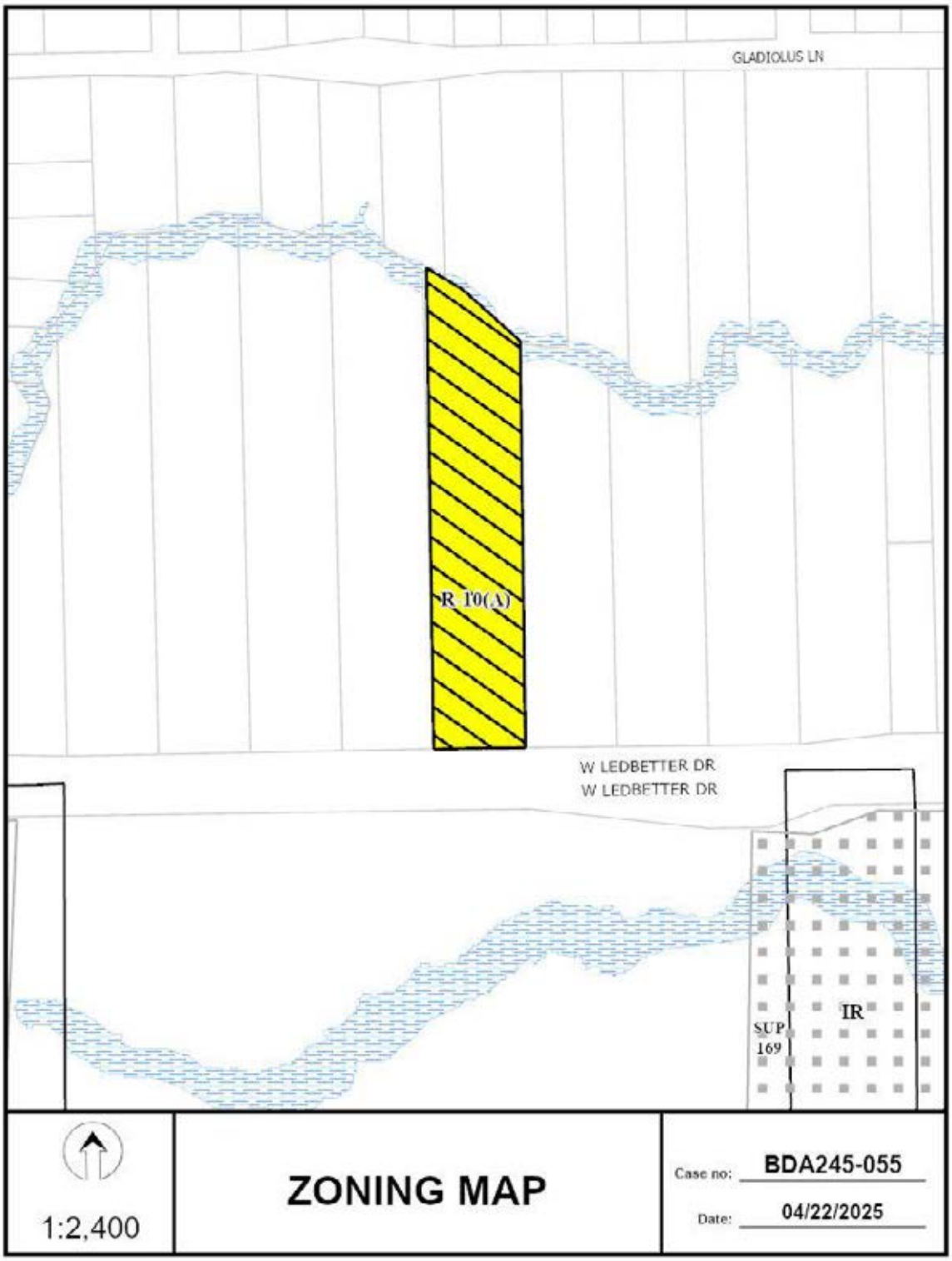


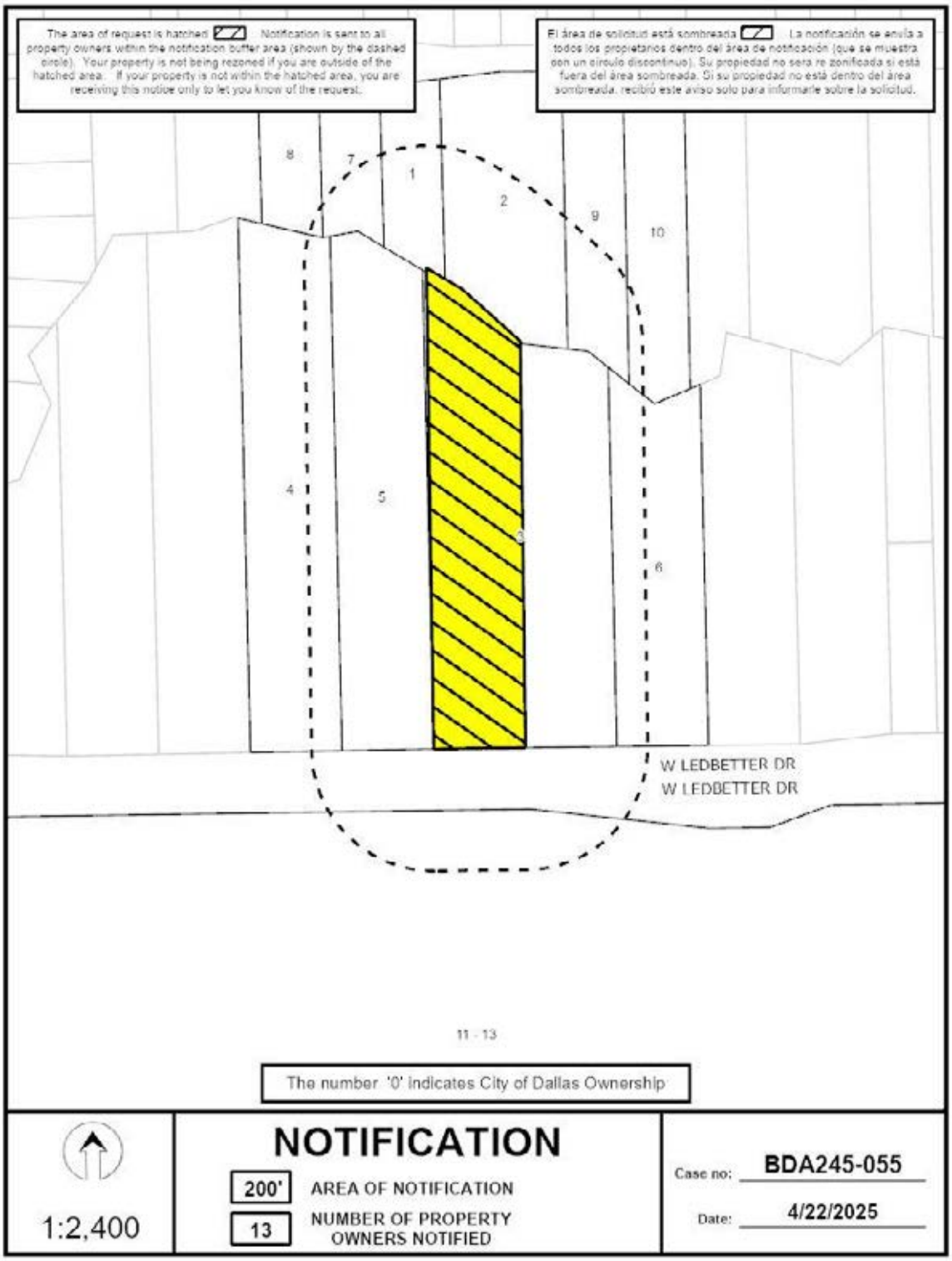
1:2,400

AERIAL MAP

Case no: BDA245-055

Date: 04/22/2025


GLADIOLUS LN
R-1(0)(A)
W LEDBETTER DR
W LEDBETTER DR
IR
SUP
169
1:2,400
ZONING MAP
Case no: BDA245-055
Date: 04/22/2025


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.
8
7
1
2
9
10
4
5
3
6
W LEDBETTER DR
W LEDBETTER DR
11 - 13
The number '0' indicates City of Dallas Ownership
NOTIFICATION
200'
AREA OF NOTIFICATION
13
NUMBER OF PROPERTY OWNERS NOTIFIED
1:2,400
Case no: BDA245-055
Date: 4/22/2025

Notification List of Property Owners

BDA245-055

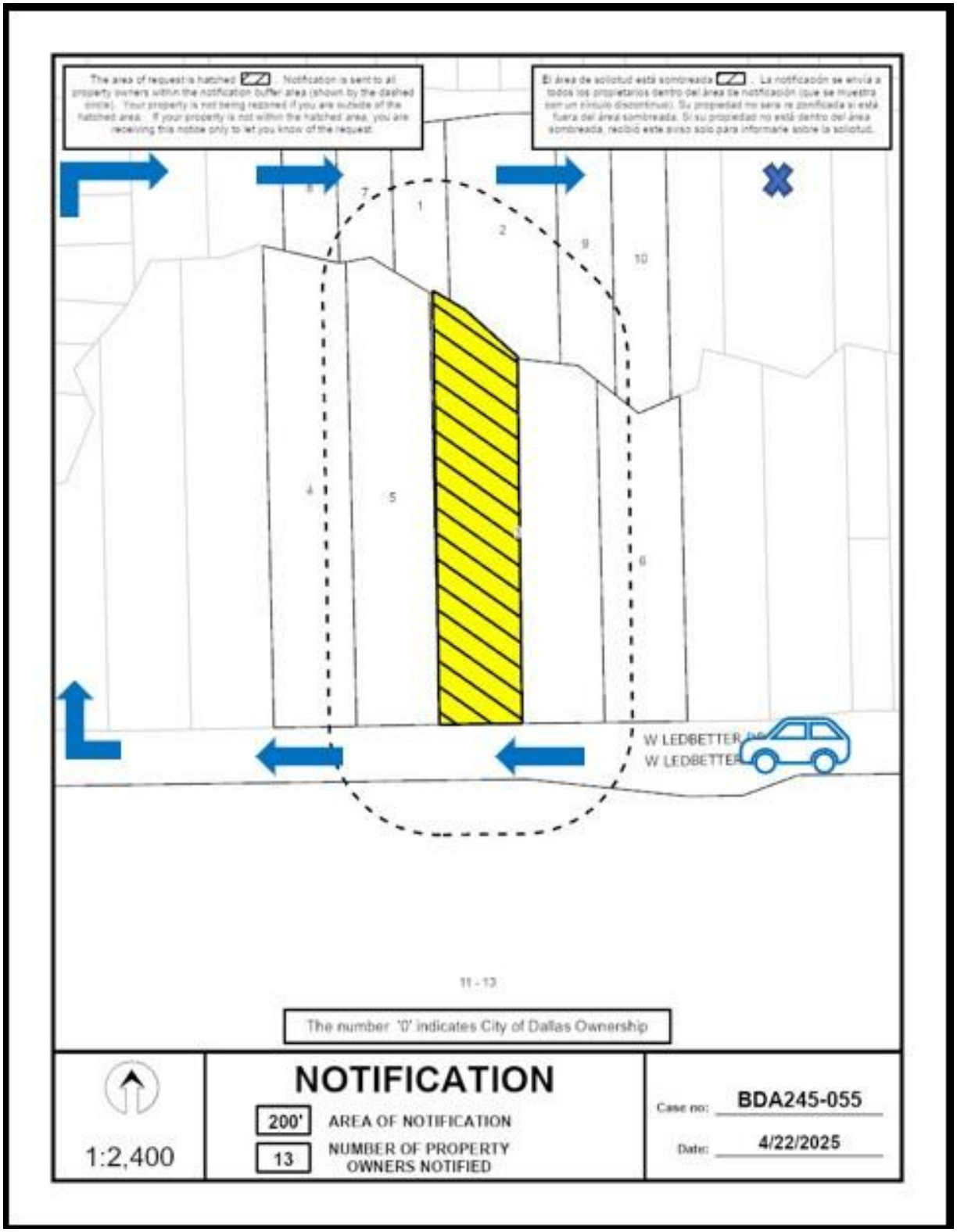
13 Property Owners Notified

Label #	*Address*		*Owner*
1	3114	GLADIOLUS LN	ARCE DAIANA
2	3106	GLADIOLUS LN	Taxpayer at
3	3111	W LEDBETTER DR	Taxpayer at
4	3127	W LEDBETTER DR	GONZALEZ ADRIAN & ANGELICA
5	3123	W LEDBETTER DR	REEDER JOHN L III &
6	3017	W LEDBETTER DR	Taxpayer at
7	3122	GLADIOLUS LN	Taxpayer at
8	3130	GLADIOLUS LN	GREAM BARRY S
9	3030	GLADIOLUS LN	DIXON MEGAN LEIGH &
10	3022	GLADIOLUS LN	BRANDENBURG OCTAVIA
11	5535	BOULDER DR	BURCHFIELD PARTNERS LLC
12	5523	BOULDER DR	BURCHFIELD PARTNERS LLC
13	5657	MARINER DR	COMMEMORATIVE AIR FORCE



Route Directions:
Start on W Ledbetter Dr.
Right on Boulder Dr.
Right on Gladiolus Ln.
***Subject Site at 0:53.**

200’ Radius Route Map



NOTICE OF PUBLIC HEARING

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

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DATE: **TUESDAY, MAY 20, 2025**

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

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

BDA245-055(BT) Application of Camilo Duarte represented by Kathy Yee for **(1)** a special exception to the fence height regulations at **3025 W. LEDBETTER DRIVE**. This property is more fully described as Block A/6041, Lot 6B, and is zoned R-10(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, May 19, 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

Development Services

"TOGETHER WE ARE BUILDING A SAFE AND UNITED DALLAS"

APPLICATION/APPEAL TO THE BOARD OF ADJUSTMENT

Case No.: BDA 245-055 FOR OFFICE USE ONLY

RECEIVED MAR 2 0 REC'D BY: .....

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

Location address: 3025 W. Ledbetter Dr. Zoning District: R-10

Lot No.: 6B Block No.: A/6041 Acreage: 2.238 Census Tract:

Street Frontage (in Feet): 1) 150' 2) 3) 4) 5)

To the Honorable Board of Adjustment:

Owner of Property (per Warranty Deed): HVP Dallas LLC

Applicant: CAMILO DUARTE Telephone: (214) 803-2078

Mailing Address: 1222 Willow Glen Dr. Zip Code: 75232

E-mail Address: duarte_camilo@yahoo.com

Represented by: Kathy E. Yee Telephone: (214) 687-7811

Mailing Address: 1618 Landford Ave Zip Code: 75224

E-mail Address: Kathyyee1030@yahoo.com

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

Instal 6' fence masonary/Iron on edge of property line

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:

Deter theft / Security of 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 CAMILO DUARTE

(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: C. D.

(Affiant/Applicant's signature)

Subscribed and sworn to before me this 25 day of FEBRUARY, 2025

MARCIA ACUNA

Notary Public in and for Dallas County, Texas

MARCIA ACUNA
Notary ID #131614957
My Commission Expires
June 21, 2026

BOARD OF ADJUSTMENT
CITY OF DALLAS, TEXAS

FILE NUMBER: BDA245-055

BUILDING OFFICIAL'S REPORT: Application of CAMILO DUARTE represented by KATHY YEE for (1) a special exception to the fence height regulations at **3025 W LEDBETTER DR**. This property is more fully described as Block A/6041, Lot 6B, and is zoned R-10(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 regulations.

LOCATION: 3025 W LEDBETTER DR.

APPLICANT: CAMILO DUARTE represented by KATHY YEE

CITY OF DALLAS

AFFIDAVIT

Appeal number: BDA 245-055

I, HVP Dallas LLC, Owner of the subject property
(Owner or "Grantee" of property as it appears on the Warranty Deed)

at: 3025 W. Ledbetter Dr. Dallas TX 75233
(Address of property as stated on application)

Authorize: Camilo Duarte
(Applicant's name as stated on application)

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

_____Variance (specify below)

__X__Special Exception (specify below)

_____Other Appeal (specify below)

Specify: Install 6ft Iron/masonary fence at edge of property line.

CINDY SANTOYO
Print name of property owner or registered agent

Signature of property owner or registered agent

Date 02/06/2025

Before me, the undersigned, on this day personally appeared
Cindy Santoyo

Who on his/her oath certifies that the above statements are true and correct to his/her best knowledge. Subscribed and sworn to before me this 06 day of February, 2025

ADILENE BASAVE
MY COMMISSION EXPIRES
June 22, 2026
NOTARY ID: 131615705

Commission expires on Jun 22, 2026

ArcGIS Web Map



2/24/2025, 11:19 11 AM

1:5,062

0 0.05 0.1 0.2 mi

0 0.07 0.15 0.3 km

Esri Community Maps Contributors, Baylor University, Texas Parks & Wildlife, © OpenStreetMap, Microsoft, CONANP, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, USFWS

BDA245-056

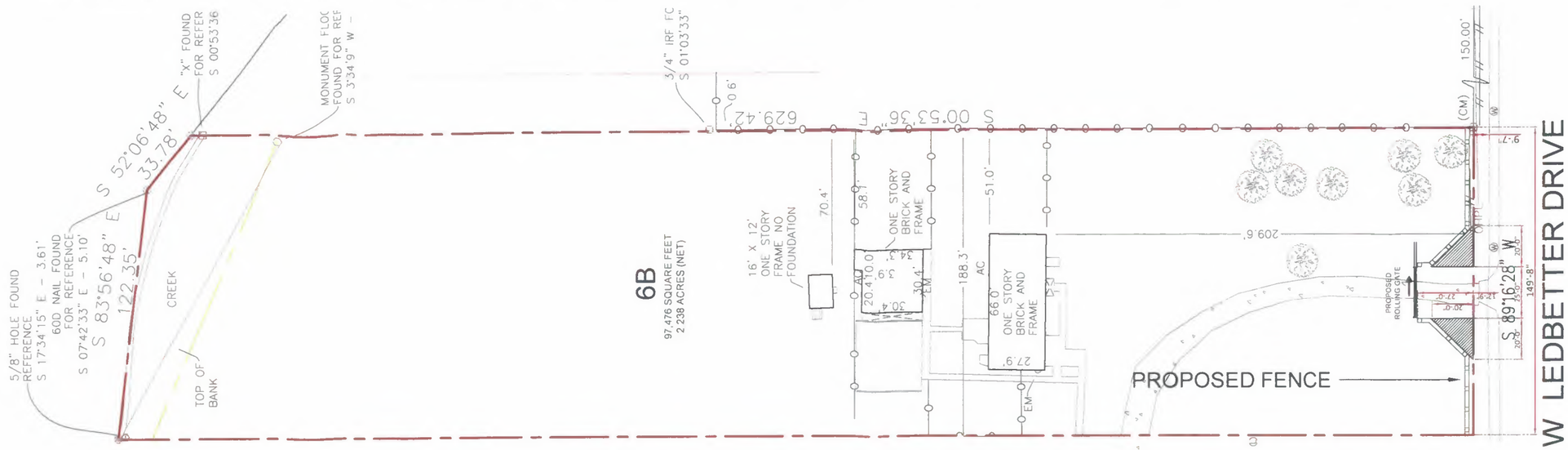
CITY OF DALLAS PLAT BOOKS

ANNEXED JUNE 10 1952 ORD. NO. 5486
ANNEXED JUNE 27 1945 ORD. NO. 3649 (200' FT. STRIP NORTH OF LEDBETTER DRIVE)
SURVEY THOMAS LANGLEY ABST. 779
ADDITION BRETTON WOODS SUBDIVISION (PART)
SCALE 100 FT. EQUALS 1 INCH
BLOCKS A & B (PART) 6041
SCHOOL DIST. DALLAS

RECORDED 3-30-45



BDA245-055



SITE PLAN

SCALE: 1" = 60"

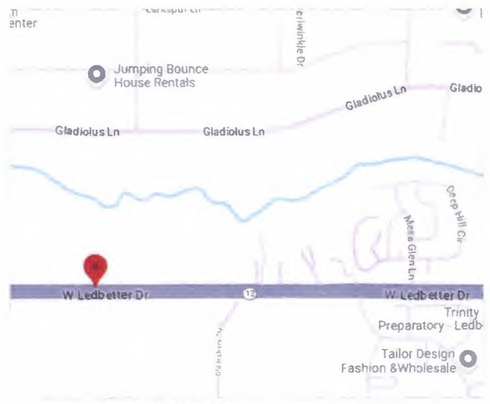
LEGEND/SYMBOL

- CONCRETE OR ASPHALT
- GRASS
- 4' PUBLIC SIDEWALK
- UTILITY
- PROPERTY LINE
- SETBACK LINE
- WOOD FENCE
- IRON FENCE
- TREE

SQUARE FOOTAGE PER UNIT	
EXISTING LIVING AREA	1,851 SQ FT
EXISTING DETACHED BUILDING	963 SQ FT
EXISTING STORAGE	197 SQ FT
LOT SIZE	97,371 SQ FT
TOTAL COVERED AREA	3,011 SQ FT
% COVERAGE	03 %

LEGAL DESCRIPTION:

CHAPEL IN THE WOODS
BLOCK 6B



VICINITY PLAN

FOR REFERENCE ONLINE

BDA245-065

CITY STAMP

ENGINEER STAMP

SCALE: 1"=60'
DATE: 02/11/2025
REV: --
SQ.FT:
SHEET No: 1 of 2

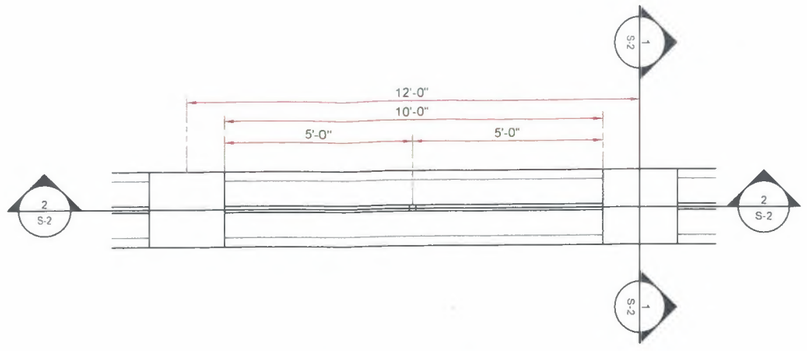
PLAN: SITE PLAN
SHEET: C-1
SCOPE: PROPOSED FENCE
DRAWN: EACB

ADDRESS: 3025 W LEDBETTER DRIVE LOT 6B

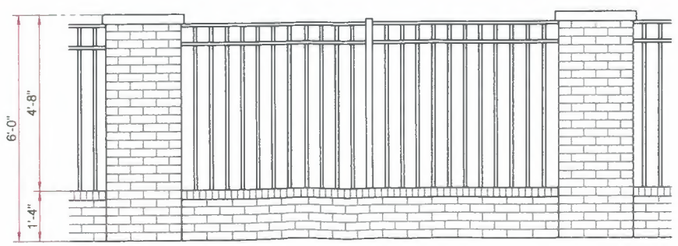
CHAPEL IN THE WOODS
LOT 6B BLOCK A/6041

cambelt
drafting studio + design

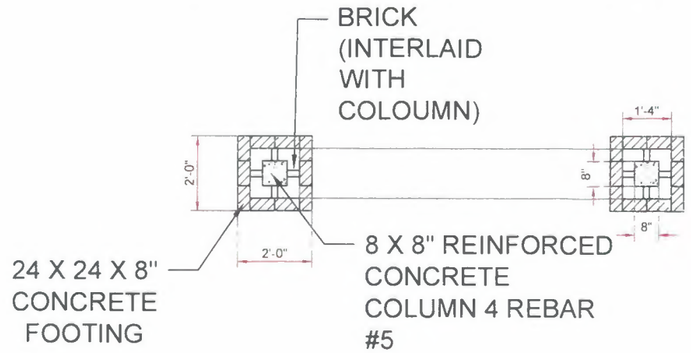
11 X 17



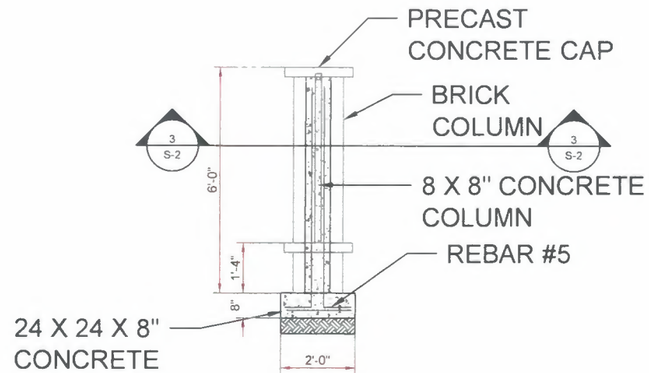
-- TOP VIEW SECTION
SCALE: 1/4" = 1'



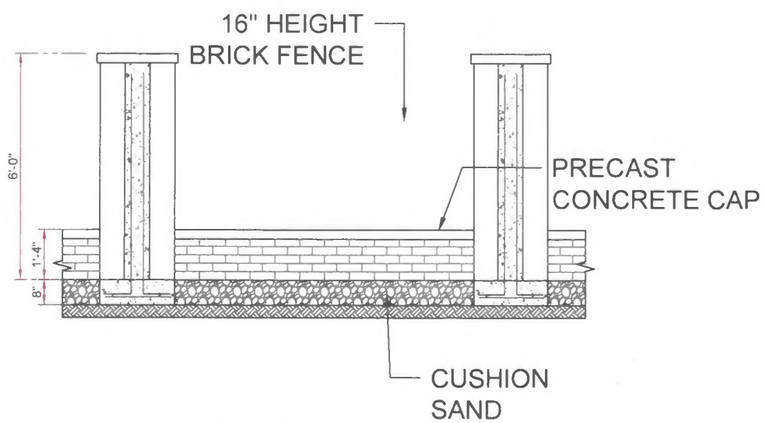
-- PROPOSED FENCE
SCALE: 1/4" = 1'



3 TOP VIEW SECTION
NTS



1 FENCE SECTION
NTS



2 FENCE SECTION
NTS

BDA245-055

CITY STAMP

ENGINEER STAMP

SCALE:	1/4"=1'-0"
DATE:	02/11/2025
REV	-
SQ.FT:	
SHEET No:	2 of 2

BRICK AND METAL FENCE
C-2
PROPOSED FENCE
EACB

PLAN:
SHEET:
SCOPE:
DRAWN:

ADDRESS: 3025 W LEDBETTER DRIVE LOT 6B
CHAPEL IN THE WOODS LOT 6B BLOCK A/6041

cambelt
drafting studio + design

11 X 17

FILE NUMBER: BDA245-056(CJ)

BUILDING OFFICIAL'S REPORT: Application of Rajat Deb represented by Law Offices of La Susa & Deb, PLLC for **(1)** a special exception to the handicapped for a 45 percent maximum lot coverage at 7 Glenshire Court. This property is more fully described as Block 10/5454, Lot 21, and is zoned R-7.5(A), which allows a 45% maximum lot coverage. The applicant proposes to construct and/or maintain a single-family residential structure with 3,114 square-feet of lot coverage, which will require a **(1)** 343 square foot special exception for the handicapped to the maximum allowed lot coverage.

LOCATION: 7 Glenshire Court

APPLICANT: Rajat Deb

REPRESENTATIVE: Law Offices of La Susa & Deb, PLLC

REQUEST:

(1) A request for a handicapped person(s) for a special exception to the maximum allowed lot coverage.

STANDARDS OF REVIEW FOR A SPECIAL EXCEPTIONS FOR THE HANDICAPPED:

Section 51A-1.107(b)(1) of the Development Code states that (1) the board of adjustment shall grant a special exception to any regulation in this chapter if, after a public hearing, the board finds that the exception is necessary to afford a handicapped person equal opportunity to use and enjoy a dwelling. The term "handicapped person" means a person with a "handicap," as that term is defined in the Federal Fair Housing Amendments Act of 1988, as amended.

(2) The board may impose reasonable conditions upon the granting of this special exception consistent with the purpose stated in this section

(3) This section does not authorize the board to grant a change in the use of a building or structure.

STAFF RECOMMENDATION:

1. Special Exception (1):
   No staff recommendation is made on this request.

BACKGROUND INFORMATION:

BDA History:
No BDA history found at 7 Glenshire Court within the last 5 years.

Square Footage:
This lot contains 7,448.76 of square feet or .171 acres.
This lot is zoned R-7.5(A) which has a minimum lot size of 7,500 square feet per dwelling unit.

Site: R-7.5(A) Zoning District
North: R-7.5(A) Zoning District
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 north, south, east, and west are zoned R-7.5(A)

GENERAL FACTS/STAFF ANALYSIS:

- The application of Rajat Deb for the property located at 7 Glenshire Court focuses on one request for the handicapped relating to the maximum allowed lot coverage regulations.
- The applicant proposes to construct and/or maintain a single-family residential structure with 3,114 square-feet of lot coverage, which will require a 343 square foot special exception for the handicapped to the maximum allowed lot coverage.
- The applicant has stated that the additional lot coverage, if granted, will be utilized to construct and maintain an elevator for an individual with a handicap.
- The subject site sits in a cul-de-sac and has single street frontage along Glenshire Court.
- The subject site along with surrounding properties to the north, south, east, and west are zoned with uses permissible in R-7.5(A) zoning district.
- The subject site is currently developed with a single-family residential structure and is located within an established neighborhood.
- If the board were to grant this request and impose conditions that compliance with the most recent version of all submitted plans are required, and that the special exceptions expire when a handicapped person no longer resides on the property, the additional lot coverage of 343 square foot may be maintained for as long as the handicapped person resides on the site.
- 200' Radius Video: BDA245-056 at 7 Glenshire Court

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

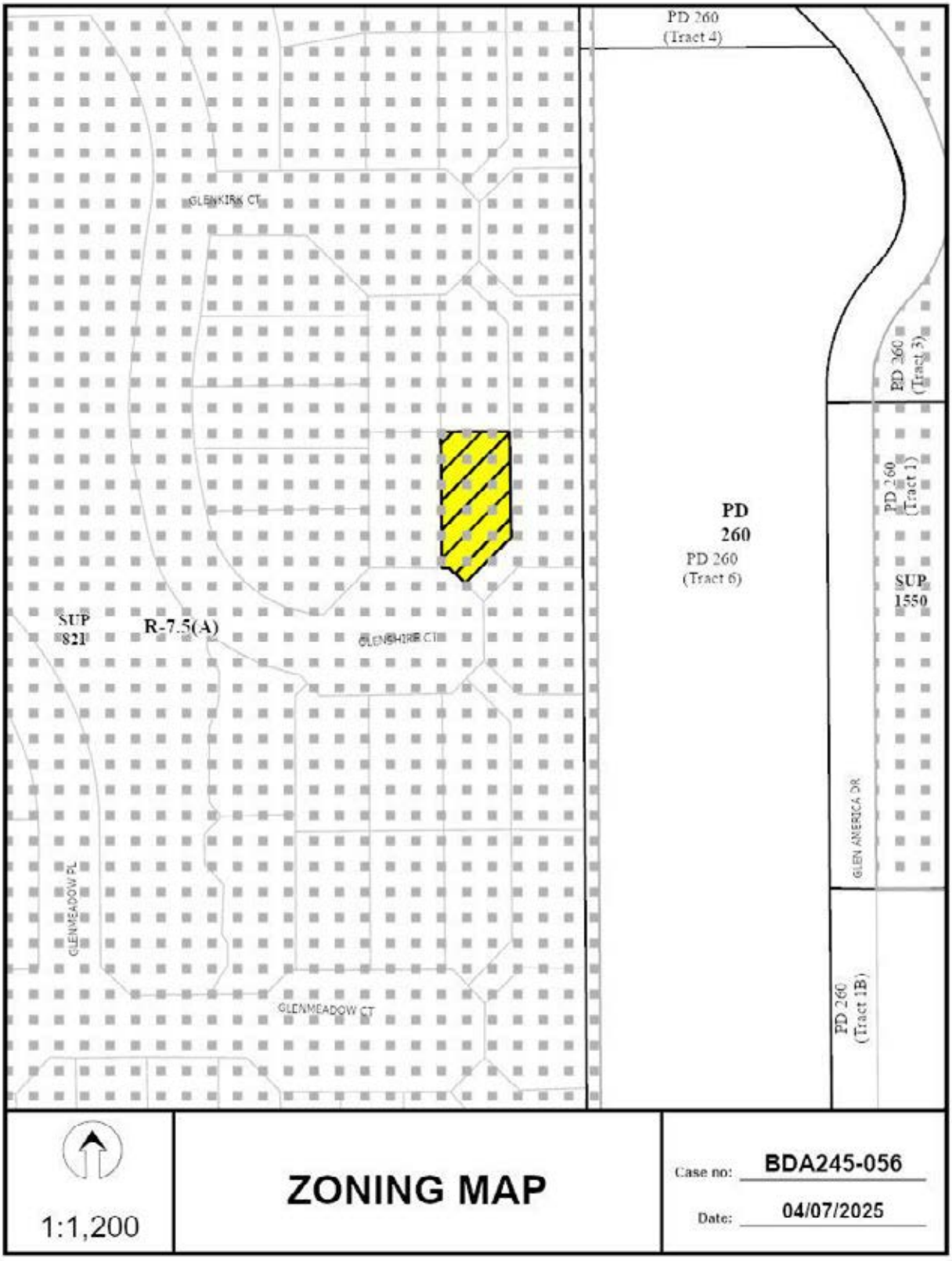
9, 2025, deadline to submit additional evidence to be incorporated into the board's docket materials.

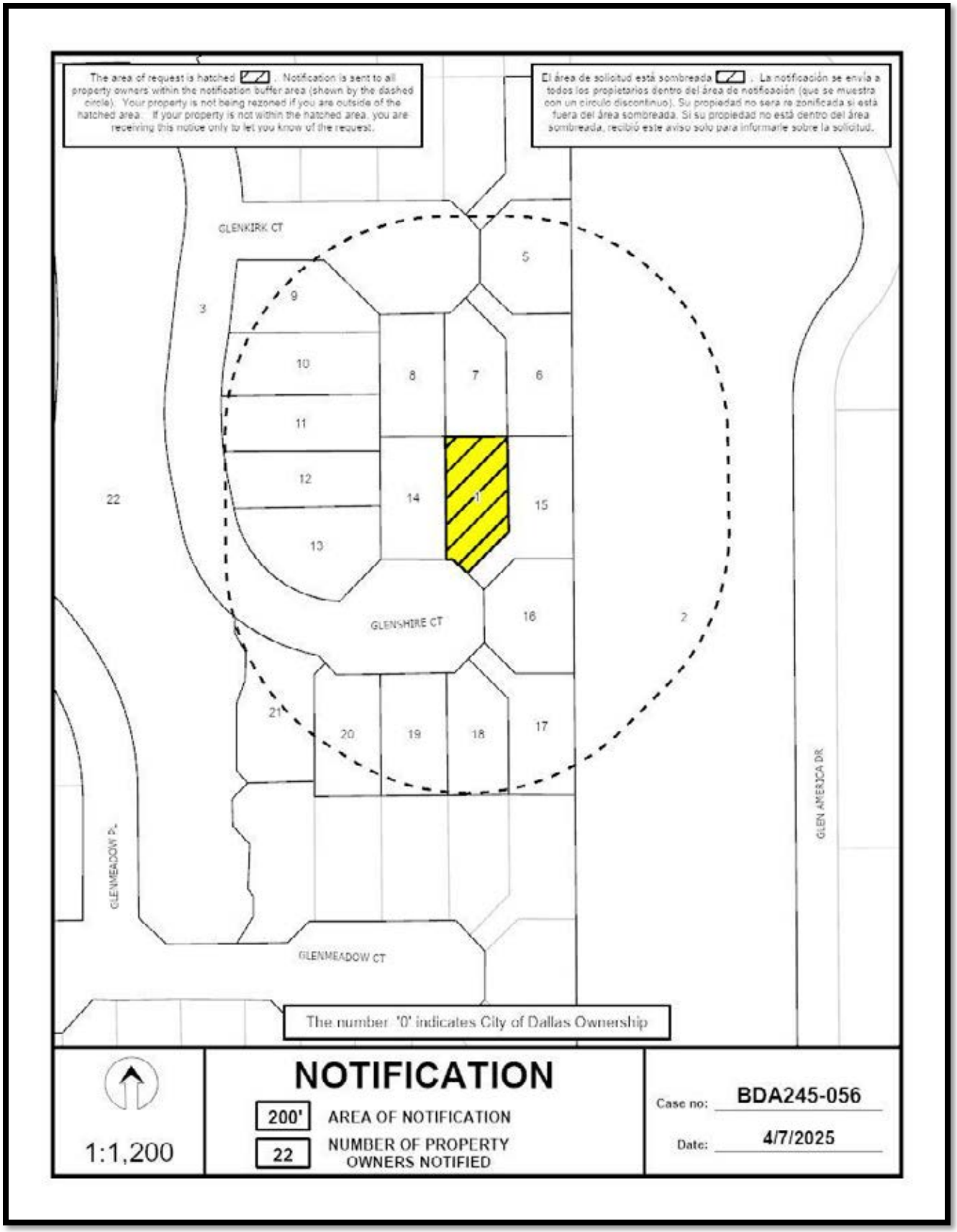
- the criteria/standard that the board will use in their decision to approve or deny the request; and
- the Board of Adjustment Working Rules of Procedure pertaining to documentary evidence.

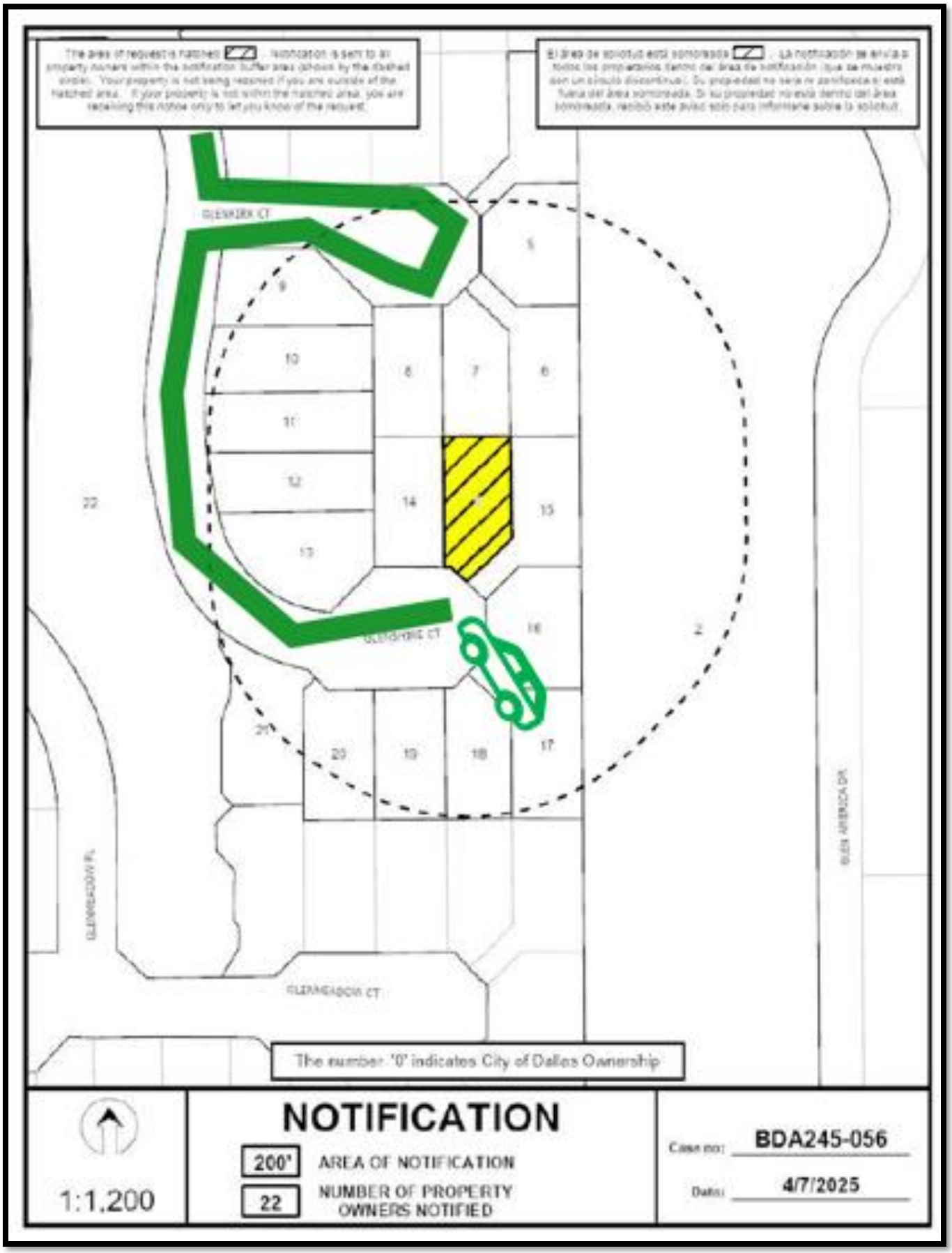
April 24, 2025: The Board of Adjustment staff review team meeting was held regarding this request and other requests scheduled for the May public hearings. Review team members in attendance included: The Board of Adjustment Chief Planner/Board Administrator, the Board of Adjustment Senior Planner, Project Coordinator, Board Secretary, Conservation District Chief Planner, Chief Arborists, Zoning Senior Planner, and Transportation Engineer.



BDA245-056 at 7 Glenshire Court


PD 260
(Tract 4)
GLENKIRK CT
PD 260
(Tract 3)
PD 260
(Tract 1)
PD
260
PD 260
(Tract 6)
SUP
1550
SUP
821
R-7.5(A)
GLENSHIRE CT
GLEN AMERICA DR
GLENMEADOW PL
GLENMEADOW CT
PD 260
(Tract 1B)
1:1,200
ZONING MAP
Case no: BDA245-056
Date: 04/07/2025


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.
GLENKIRK CT
GLENSHIRE CT
GLENMEADOW PL
GLENMEADOW CT
GLEN AMERICA DR
1
2
3
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
The number '0' indicates City of Dallas Ownership
1:1,200
NOTIFICATION
200'
AREA OF NOTIFICATION
22
NUMBER OF PROPERTY OWNERS NOTIFIED
Case no: BDA245-056
Date: 4/7/2025


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.
GLENKIRK CT
GLENSHIRE CT
GLENMEADOW PL
GLENMEADOW CT
ELVA ARENCIA DR
The number '0' indicates City of Dallas Ownership
NOTIFICATION
200'
AREA OF NOTIFICATION
22
NUMBER OF PROPERTY OWNERS NOTIFIED
1:1,200
Case no: BDA245-056
Date: 4/7/2025

/
04/07/2025

Notification List of Property Owners

BDA245-056

22 Property Owners Notified

Label #	Address		Owner
1	7	GLENSHIRE CT	DEB RAJAT & CHANDRIMA
2	7831	PARK LN	FGI FINANCING INC
3	7200	GLENSHANNON CIR	GLEN LAKES HOMEOWNERS
4	5	GLENKIRK CT	SCHWAB CARL J &
5	6	GLENKIRK CT	AGNOLIN LAURA LOUDEN
6	7	GLENKIRK CT	PRAGER JEROME L &
7	8	GLENKIRK CT	KRON FAMILY TRUST THE
8	9	GLENKIRK CT	REILLY MARY LEE
9	10	GLENKIRK CT	BANKHEAD JACK B &
10	2	GLENSHIRE CT	GORES CHRISTOPHER M &
11	3	GLENSHIRE CT	BLAIR LISA P REVOCABLE TRUST
12	4	GLENSHIRE CT	TANG PEARL & MING ZE LEE
13	5	GLENSHIRE CT	STRIEGEL THOMAS M
14	6	GLENSHIRE CT	TAYLOR DAVID M & NATALIE
15	8	GLENSHIRE CT	NOLAN CYRENA ANNE
16	9	GLENSHIRE CT	MCCALL CLYDE S
17	10	GLENSHIRE CT	FONTS CARLOS E &
18	11	GLENSHIRE CT	CAMPBELL GINGER FAMILY TRUST
19	12	GLENSHIRE CT	WATSON LIVING TRUST
20	14	GLENSHIRE CT	NETHERY DAVID W &
21	15	GLENSHIRE CT	HUMPHREYS MANAGEMENT TRUST
22	9011	GLENSHIRE CT	GLEN LAKES HOMEONRS ASSOC



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, MAY 20, 2025**

BRIEFING: **10:00 a.m.** via **Videoconference and in 6EN COUNCIL CHAMBERS** at Dallas City Hall, 1500 Marilla Street

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

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

BDA245-056(CJ) Application of Rajat Deb represented by Law Offices of La Susa & Deb, PLLC for **(1)** a special exception to the handicapped for a 45% maximum lot coverage at **7 GLENSHIRE COURT**. This property is more fully described as Block 10/5454, Lot 21, and is zoned R-7.5(A), which allows a 45% maximum lot coverage. The applicant proposes to construct and/or maintain a single-family residential structure with 3114 square-feet of lot coverage, which will require a 343 square-foot special exception for the handicapped to the maximum allowed lot coverage.

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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, May 19, 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 Cambria Jordan, Senior Planner (214) 948-4476, 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

Development Services

"TOGETHER WE ARE BUILDING A SAFE AND UNITED DALLAS"

APPLICATION/APPEAL TO THE BOARD OF ADJUSTMENT

Case No.: BDA 245-056 FOR OFFICE USE ONLY

Date: FOR OFFICE USE ONLY

RECEIVED MAR 21 REC'D BY

Data Relative to Subject Property:

Location address: 7 Glenshire Court Zoning District: ~~Z298~~ R-7.5

Lot No.: 21 Block No.: 10/5454 Acreage: 0.191 6158.50 Census Tract: State 48, County 113, tract 0078.01

Street Frontage (in Feet): 1) 24.5 ft 2) 0 3) 0 4) 0 5) 0

To the Honorable Board of Adjustment:

Owner of Property (per Warranty Deed): Rajat and Chandrima Deb

Applicant: Rajat Deb Telephone: 214-538-8317

Mailing Address: 7 Glenshire Court Zip Code: 75225

E-mail Address: rdeb@mail.smu.edu

Represented by: Troy D. Nelson, Law Offices of LaSusa & Deb, PLLC Telephone: 214-584-6505

Mailing Address: 6440 N. Central Expressway, Ste 211, Dallas, TX Zip Code: 75206

E-mail Address: jennifer@ladeblaw.com

Affirm that an appeal has been made for a Variance/x, or Special Exception x, of Lot coverage Restriction (ground floor) for zone 7.5A

Exception/Variance sought under UnderSection 51A-1.107 SE to the enlargement of a non-conforming use

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 city council mandates that the Board "shall grant" a special exception to afford a "handicapped person" as Defined under the Fair Housing Act of 1988 to use and enjoy a dwelling.

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 Rajat Deb

(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: Rajat Deb

(Affiant/Applicant's signature)

Subscribed and sworn to before me this 30th day of January, 2025

SOYOUNG AN
Notary Public, State of Texas
Comm. Expires 01-26-2027
Notary ID 130090024

Notary Public in and for Dallas County, Texas

BOARD OF ADJUSTMENT
CITY OF DALLAS, TEXAS

FILE NUMBER: BDA245-056

BUILDING OFFICIAL'S REPORT: Application of RAJAT DEB represented by LAW OFFICES OF LA SUSA & DEB, PLLC for (1) a special Exception to the handicapped for a 45 percent maximum lot coverage at **7 GLENSHIRE CT**. This property is more fully described as Block 10/5454, Lot 21, and is zoned R-7.5(A), which allows a 45% maximum lot coverage. The applicant proposes to construct and/or maintain a single-family residential structure with 3114 square-feet of lot coverage, which will require a 343 square foot special exception for the handicapped to the maximum allowed lot coverage.

LOCATION: 7 GLENSHIRE CT

APPLICANT: RAJAT DEB represented by LAW OFFICES OF LA SUSA & DEB, PLLC

CITY OF DALLAS

AFFIDAVIT

Appeal number: BDA 245-056

I, Chandrima Deb, Owner of the subject property
(Owner or "Grantee" of property as it appears on the Warranty Deed)

at: 7 Glenshire Court
(Address of property as stated on application)

Authorize: Rajat Deb
(Applicant's name as stated on application)

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

x Variance (specify below)

x Special Exception (specify below)

_____ Other Appeal (specify below)

Specify: Variance to RR 7.5A lot coverage requirement & SE to enlarge/extend a Non-Conforming use

Chandrima Deb
Print name of property owner or registered agent

Chandrima Deb
Signature of property owner or registered

agent Date 1/30/2025

Before me, the undersigned, on this day personally appeared Chandrima Deb

Who on his/her oath certifies that the above statements are true and correct to his/her best knowledge. Subscribed and sworn to before me this 30th day of January, 2025

SOYOUNG AN
Notary Public, State of Texas
Comm. Expires 01-26-2027
Notary ID 130090024

Commission expires on 1/26/2027

ArcGIS Web Map



3/21/2025, 9:29:03 AM

1:1,822

0 0.02 0.04 0.07 mi

0 0.03 0.06 0.12 km

Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

BDA245-056

SHIPPED DATE. 6-20-96 RECEIVED DATE. 7-16-96

CITY OF DALLAS PLAT BOOKS

ANNEXED MAY 16, 1945 ORD. NO. 3626

SURVEY L. MARTIN ABST. 924

ADDITION GLEN LAKES 4TH. SEC.

SCALE 100 FT. EQUALS 1 INCH

4, 9-13

BLOCKS 5454, 5454

SCHOOL DISTRICT DALLAS

2nd Replat Glenlakes 4th Sec. 4/91/9494 Filed 10-29-81

REPLAT & REV. LOT 1 BLK. 9/5454 & 4/5454 FILED: 6-20-80
6-23-82: 3RD REPLAT 4TH SEC. GLEN LAKES, LOTS 2&3, 9/5454
GLEN LAKES 6TH. SECT. BLK. 13/5454 LOTS 28-38 FILED: 9-19-85

GLEN LAKES FIFTH SEC. REVISION BLK. 10-11/5454 FILED: 12-2-83 (1434.53 AC.)
FILED: 7-19-85 GLEN LAKES SECT. XII, LOTS 53-73 BLK 10/5454
FILED: 9-14-84 GLEN LAKES SECT. XI PRIVATE STREET & SERVICE ESMT. DEDICATION.
FILED: 10-25-89 Glen Lakes Sect. VI LOTS 32A, 32B & 33A, BLK. 13/5454

NR

50' ESMT. FOR STREET PURPOSE GLENSHANNON DRIVE

(CIRCLE) (GLEN ALBENS) CIRCLE

COMMON GREEN NO. 1

COMMON GREEN NO. 5

COMMON GREEN NO. 7

PERMANENT ESM'T. TO GLEN LAKES HOME OWNERS ASSOCIATION

GLENSHANNON

BOEDEKER

CLEARLAKE DR.

KINGSGATE COURT

BRIGADE COURT

CROWNWOOD COURT

GLENCHESTER COURT

GLENKIRK COURT

GLENSHIRE COURT

GLENMEADOW CIRCLE

GLENMEADOW COURT

KNIGHTWOOD COURT

ASHMERE COURT

GLENHEATHER CT.

VILLA PARK CIR.

BOEDEKER CIR.

ST.

Private Street Service Esmt.

3' X 3' D.P.&L. ESMT. FOR SUBSURFICE SERVICE BOX.

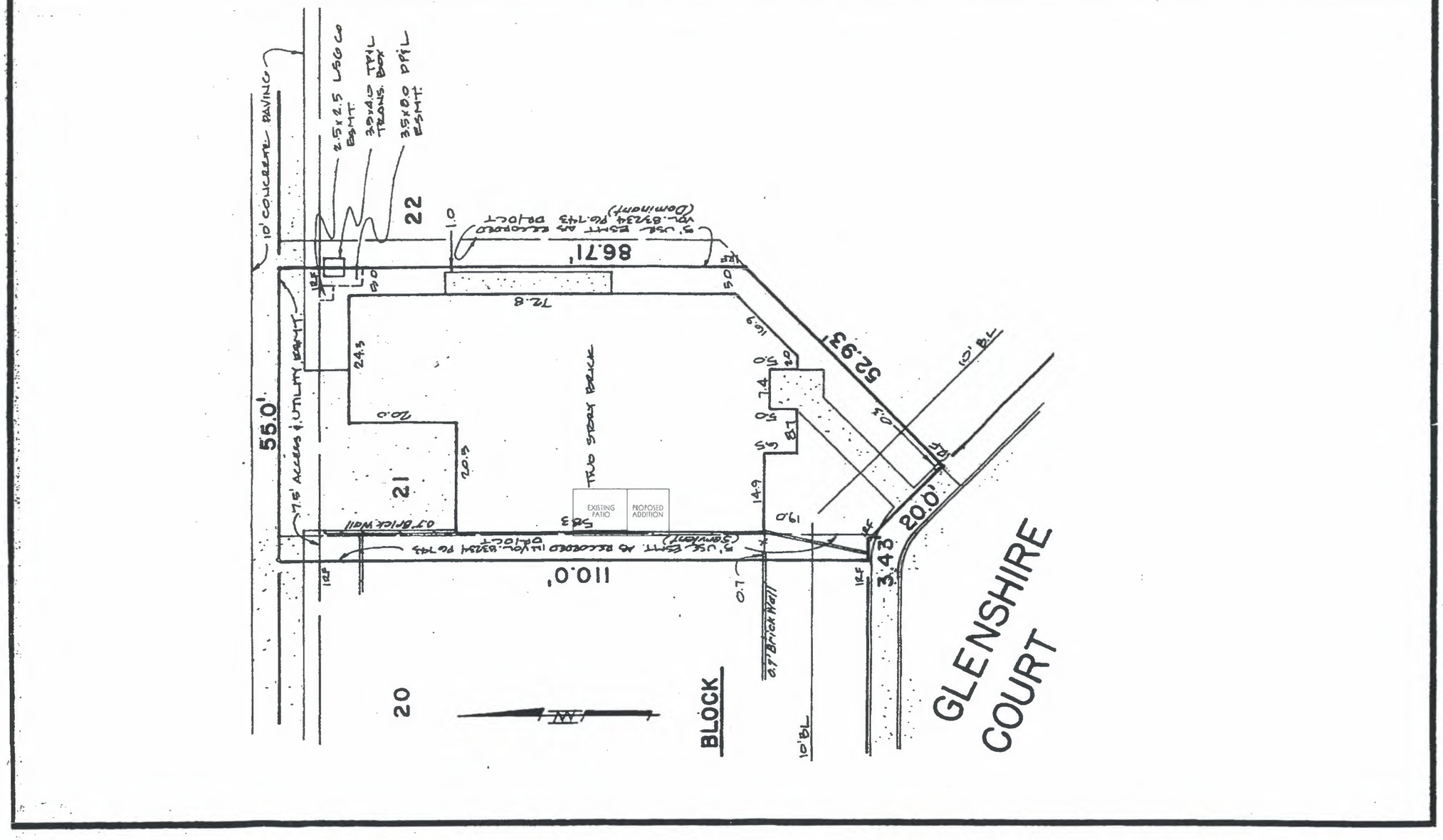
2.5' X 2.5' LONE STAR GAS CO. ESMT.

12' X 12' CUTBACK AT EASEMENT INTERSECTIONS.

2' SCREENING WALL ESMT.

FILED: 7-23-93 Glen Lakes 8th, Sect. LOTS 8-9 BLK. 9/5454, LOT 74 BLK. 10/5454
LOTS 1 & 10 BLK. 12/5454, LOTS 21-31 BLK. 13/5454
FILED: 3-18-94 BLKS. 9,10,12,13/5454 GLEN LAKES 9th Sect.
FILED: 6-16-95 BLK. 10/5454 LT. 80 GLEN LAKES 9th Sect. Corr. Plat

BDA245-056



PLAN NORTH

TRUE NORTH

1 SITE PLAN

1" = 20'

BDA245-054

EXISTING A/C	3304sf
PROPOSED A/C	205sf
TOTAL A/C	3509sf

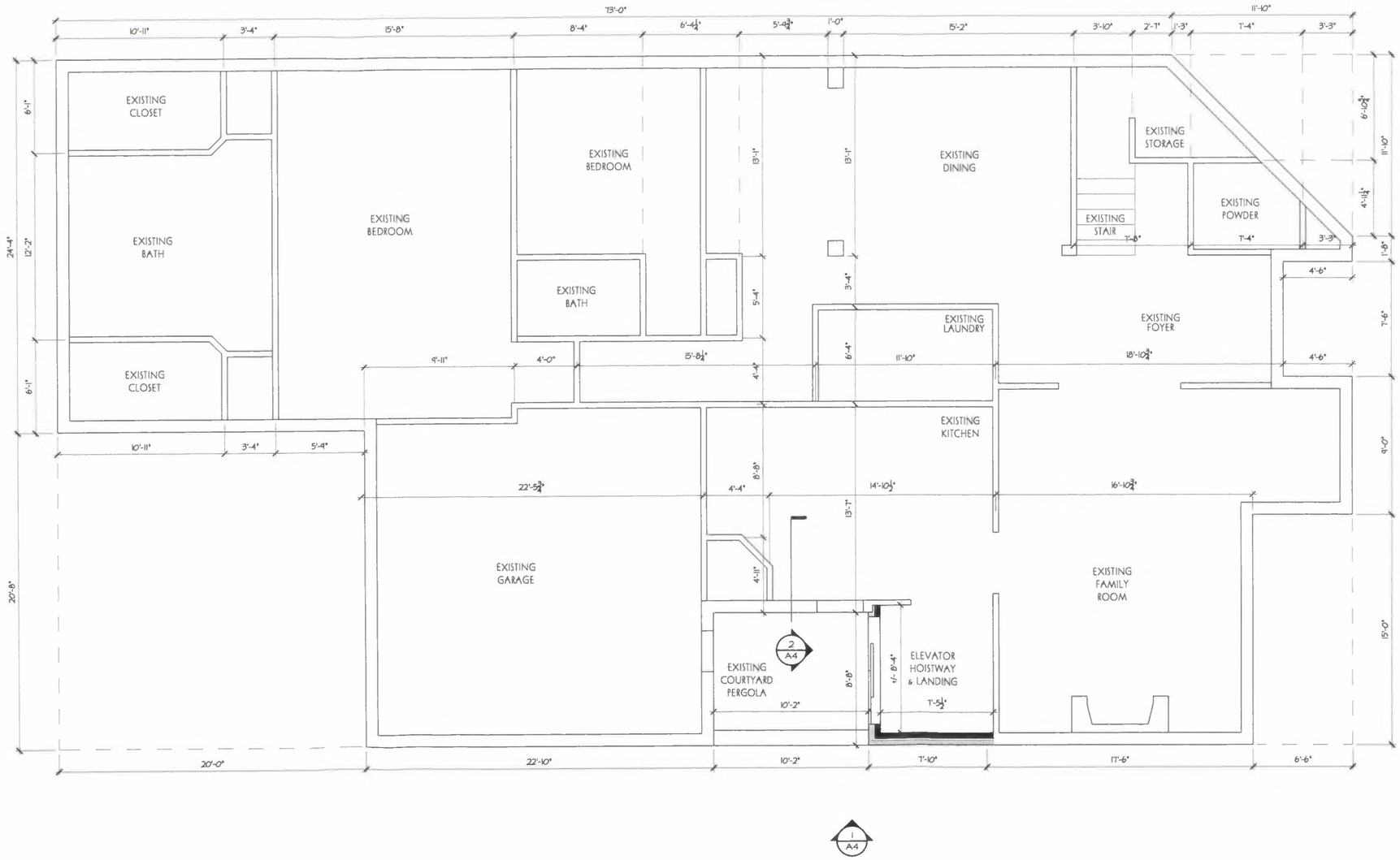
708
5000 Eldorado Pkwy, Suite 150
FRISCO, TX 75033
www.708STUDIOS.com
469.226.9779

REV2

SKETCH: Preliminary Submission

CLIENT: 7 Glenshire Ct

DATE: February 12, 2025



TRUE NORTH PLAN NORTH

1 FIRST FLOOR PLAN
1/8" = 1'-0"

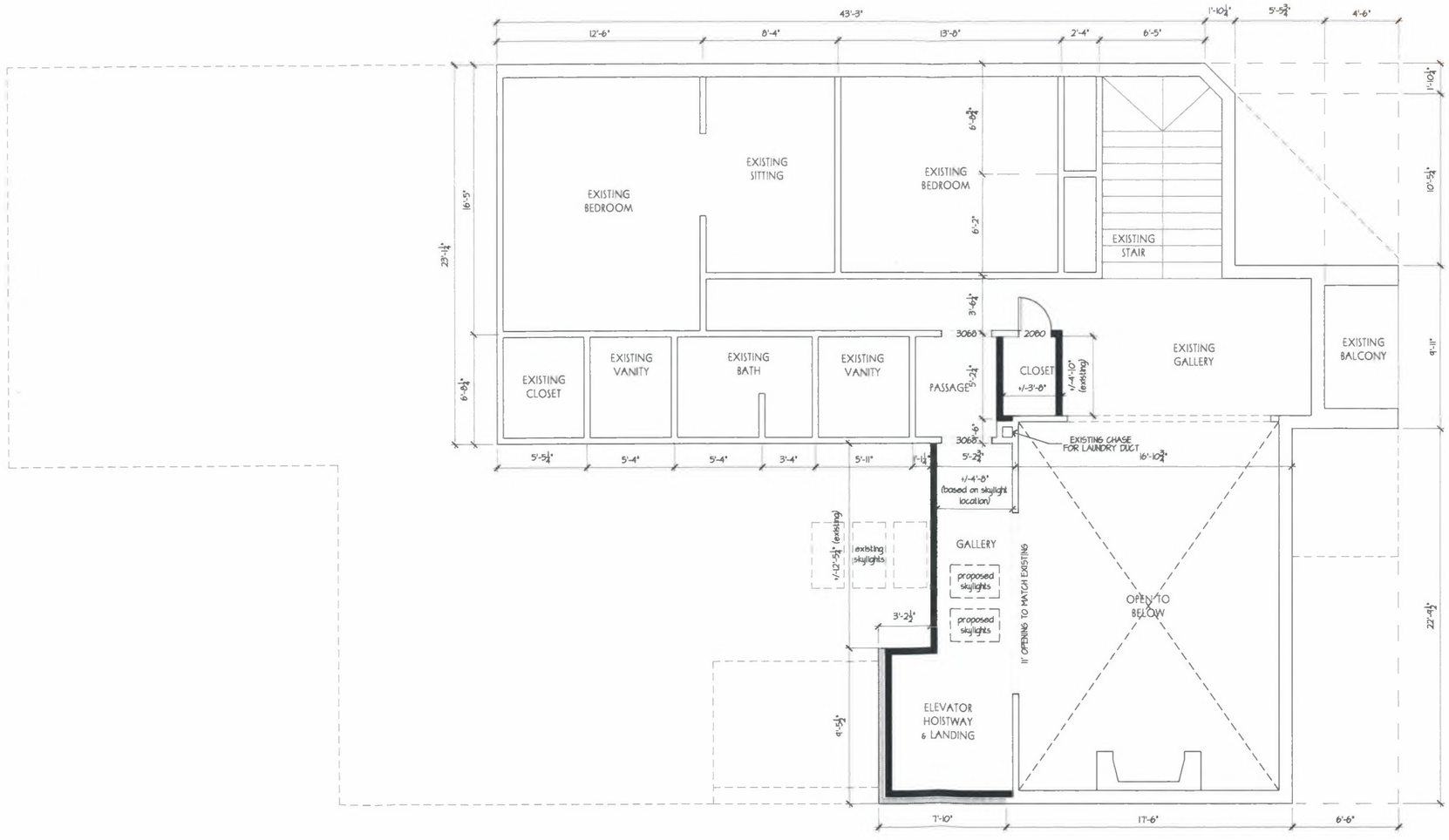
	EXISTING	PROPOSED
EXISTING 1ST FLOOR A/C	2563sf	2563sf
PROPOSED 1ST FLOOR A/C		68sf
TOTAL 1ST FLOOR A/C	2563sf	2631sf
EXISTING GARAGE	483sf	483sf
EXISTING PERGOLA	156sf	88sf
TOTAL LOT COVERAGE	3202sf	3202sf

BOA25-056

5000 Eldorado Pkwy, Suite 150
FRISCO, TX 75033
www.708STUDIOS.com
469.226.9779

REV2

SKETCH: Preliminary Submission
CLIENT: 7 Glenshire Ct
DATE: February 25, 2025



TRUE NORTH PLAN NORTH

2 SECOND FLOOR PLAN

1/8" = 1'-0"

	EXISTING	PROPOSED
EXISTING 2ND FLOOR A/C	741sf	741sf
PROPOSED 2ND FLOOR A/C		137sf
TOTAL 2ND FLOOR A/C	741sf	878sf

BDA245-056

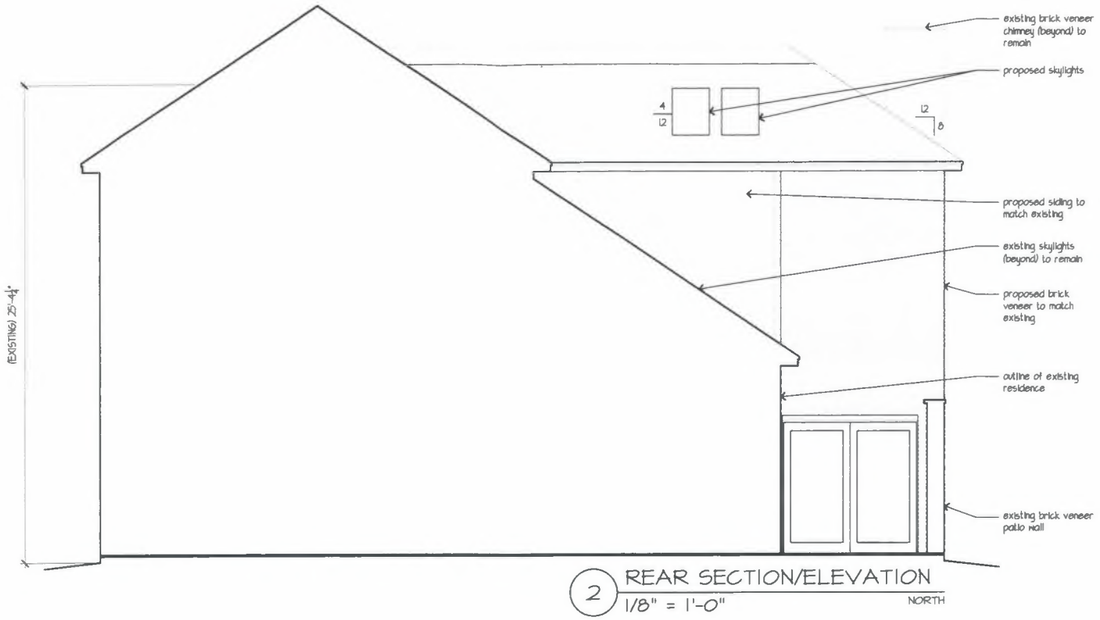
5000 Eldorado Pkwy, Suite 130
FRISCO, TX 75033
www.708STUDIOS.com
469.226.9779

REV2

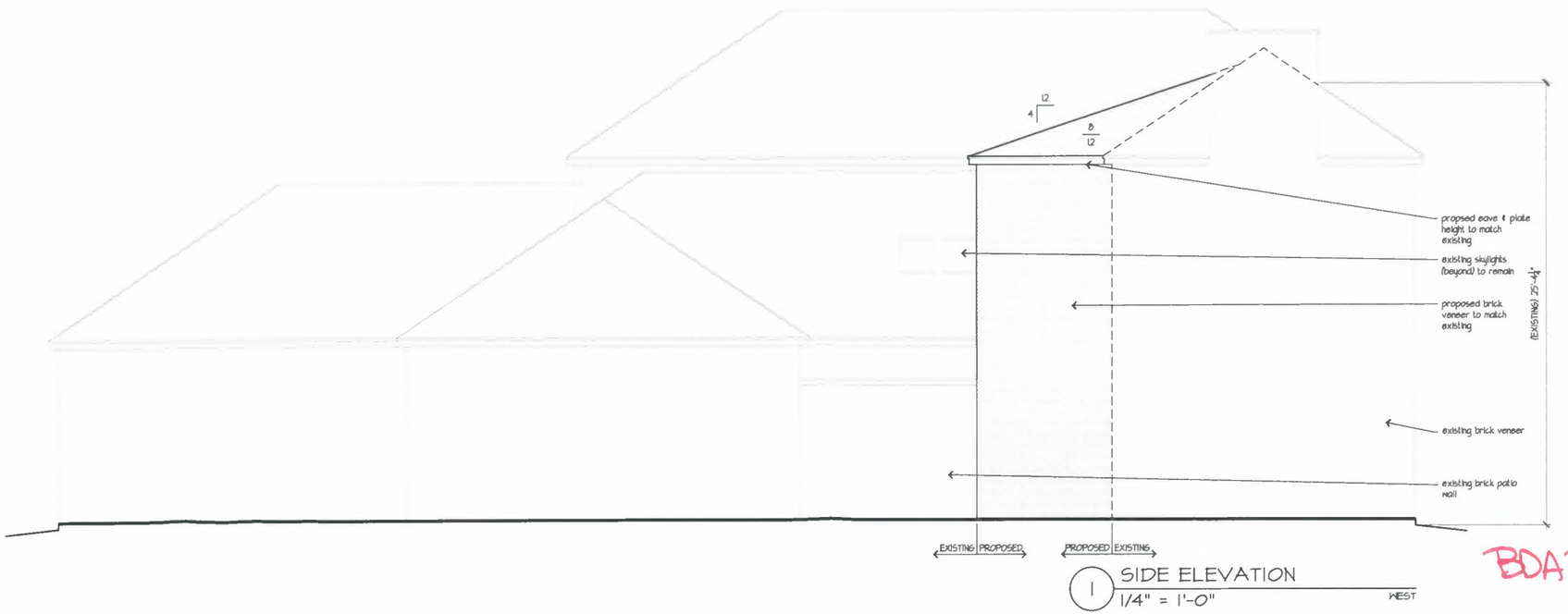
SKETCH: Preliminary Submission

CLIENT: 7 Glenshire Ct

DATE: February 25, 2025



2 REAR SECTION/ELEVATION
1/8" = 1'-0" NORTH



1 SIDE ELEVATION
1/4" = 1'-0" WEST

BDA245-056

5000 Eldorado Pkwy, Suite 150
FRISCO, TX 75033
www.708STUDIOS.com
469.226.9779

REV1

SKETCH: Schematic Design
CLIENT: Deb Addition
DATE: November 5, 2024

DEB, Rajat (id #599, dob: 12/04/1949)

MDVIP

Mark J. Fleschler, MD
Jeffrey H. Phillips, MD
Internal Medicine

Fleschler & Phillips Medical Group, LLC
8230 Walnut Hill Lane, Suite 800
Dallas, TX 75231
Phone: (214) 345-1201
Fax: (469) 857-3063

Date: 08/21/2024

To: City of Dallas

Re: Rajat Deb, DOB: 12/04/1949
Construction of home elevator

I am writing on behalf of my long-term patient, Rajat Deb, who has chronic arthritis of multiple joints that typically will worsen with time. It will likely affect his ability to climb stairs but he would like to remain in his multilevel home.

To ensure that he is able to "age in place" and to fully enjoy his current dwelling (cf fair housing act in 1988) now and in the future, an appropriate accommodation would entail approvals necessary to install a suitable elevator.

Please make every kind consideration in his regard to facilitate the construction of a home elevator.

Sincerely,

Jeffrey H. Phillips, MD

Electronically Signed by: JEFFREY H. PHILLIPS, MD

FILE NUMBER: BDA245-061(CJ)

BUILDING OFFICIAL'S REPORT: Application of Jennifer Hiromoto for **(1)** a special exception to the fence height regulations, and for **(2)** a special exception to the fence height regulations at 5514 Royal Lane. This property is more fully described as Block A/5518, Lot 7A, 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 an 8-foot-high fence in a required front yard, which will require **(1)** a 4-foot special exception to the fence height regulations, and to construct and/or maintain an 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:

(1) A request for a special exception to the fence height regulations (front yard).
(2) 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 an 8-foot fence in a required front yard, which will require a 4-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:

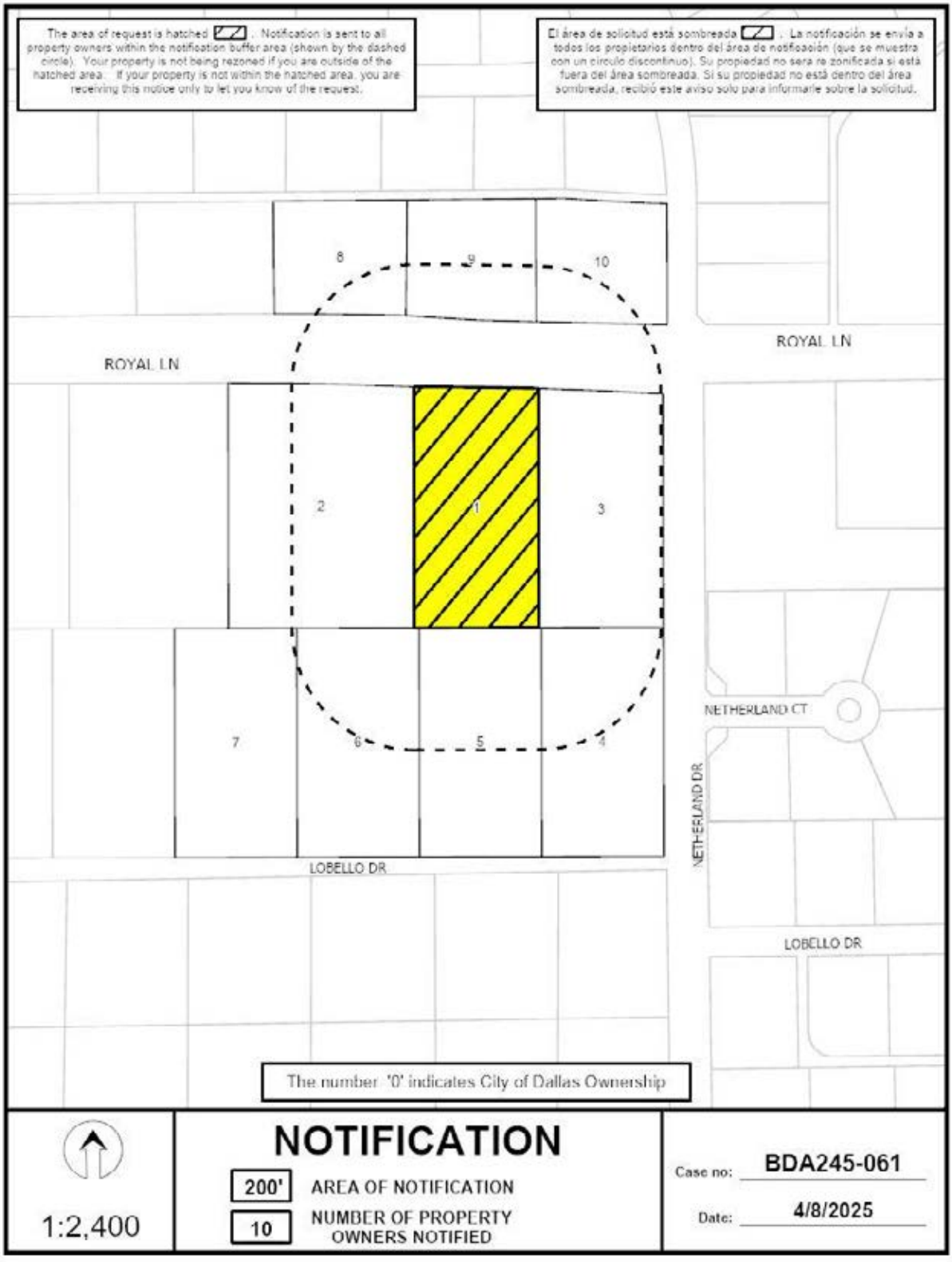
- an attachment that provided the hearing date and panel that will consider the application; the April 23, 2025, deadline to submit additional evidence for staff to factor into their analysis; and May 9, 2025, deadline to submit additional evidence to be incorporated into the board's docket materials.
- 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.

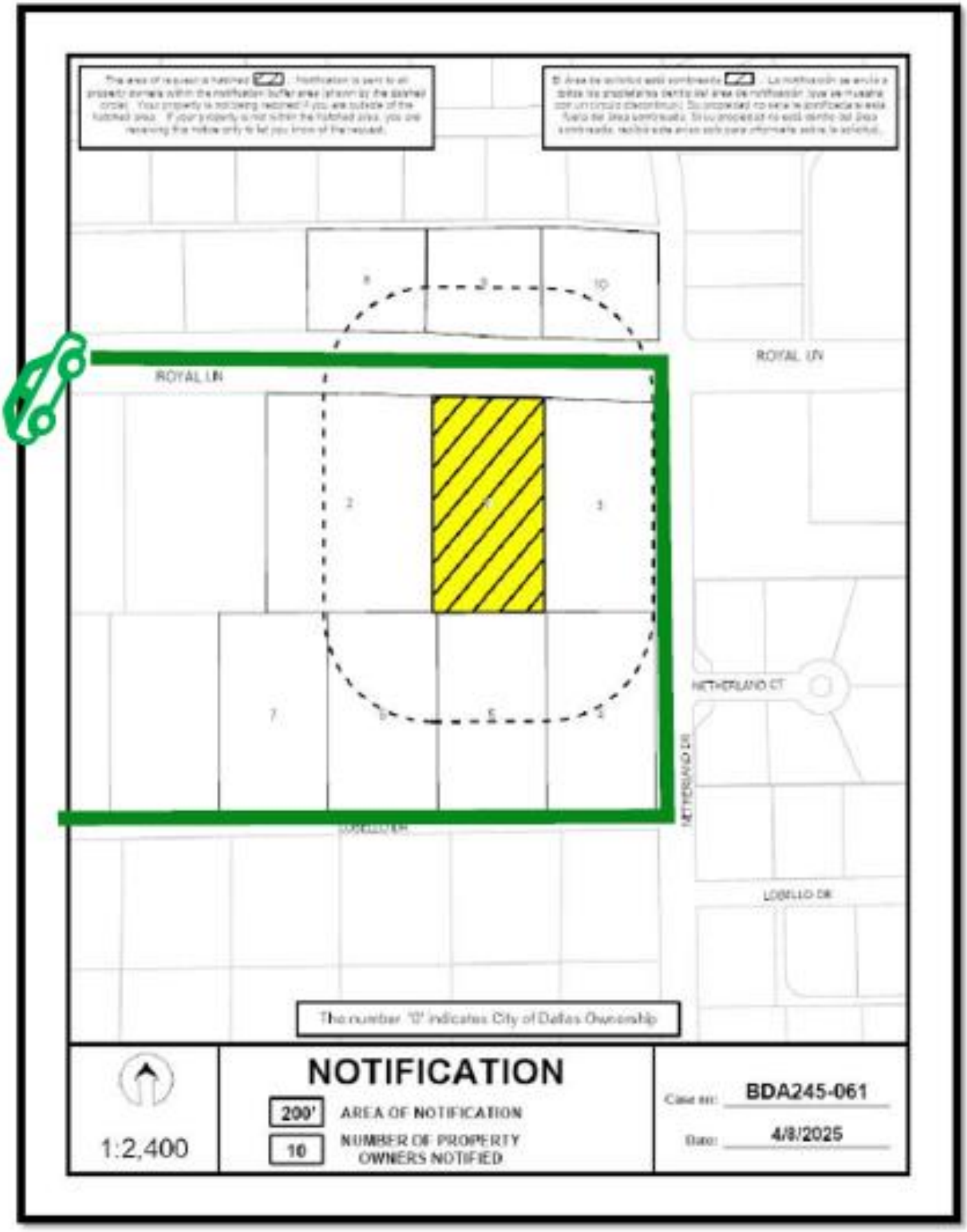
April 24, 2025: The Board of Adjustment staff review team meeting was held regarding this request and other requests scheduled for the May public hearings. Review team members in attendance included: The Board of Adjustment Chief Planner/Board Administrator, the Board of Adjustment Senior Planner, Project Coordinator, Board Secretary, Conservation District Chief Planner, Chief Arborists, Zoning Senior Planner, and Transportation Engineer.



BDA245-061 at 5514 Royal Ln.


PEBBLEBROOK DR
R-1/2ac(A)
PD
84
R-16(A)
Z767-177
ROYAL LN
ROYAL LN
SUP
45
NETHERLAND DR
PD
188
NETHERLAND CT
R-1ac(A)
LODELLO DR
LODELLO DR
Z734304
1:2,400
ZONING MAP
Case no: BDA245-061
Date: 04/08/2025


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.
8
9
10
ROYAL LN
ROYAL LN
2
1
3
7
6
5
4
NETHERLAND CT
NETHERLAND DR
LOBELLO DR
LOBELLO DR
The number '0' indicates City of Dallas Ownership
1:2,400
NOTIFICATION
200'
AREA OF NOTIFICATION
10
NUMBER OF PROPERTY OWNERS NOTIFIED
Case no: BDA245-061
Date: 4/8/2025


ROYAL LN
ROYAL LN
NETHERLAND CT
NETHERLAND DR
LOBELLO DR
The number '0' indicates City of Dallas Ownership
1:2,400
NOTIFICATION
200'
AREA OF NOTIFICATION
10
NUMBER OF PROPERTY OWNERS NOTIFIED
Case no: BDA245-061
Date: 4/8/2025

04/08/2025

Notification List of Property Owners

BDA245-061

10 Property Owners Notified

Label #	*Address*		*Owner*
1	5514	ROYAL LN	HUGHES FAMILY REVOCABLE TRUST
2	5426	ROYAL LN	SHAN DAVID & MAY
3	10775	NETHERLAND DR	YU LI
4	5531	LOBELLO DR	KINCHELOE RICHARD P V &
5	5515	LOBELLO DR	PHILLIPS BRADFORD A
6	5431	LOBELLO DR	TRESTER JAMES M & HOLLY M
7	5415	LOBELLO DR	HOUSEHOLDER NICOLE & BRIAN
8	5425	ROYAL LN	MCCREA VICTOR C III & SHELLY M
9	5511	ROYAL LN	MCNELIS JAMES M
10	5527	ROYAL LN	NOORUDDIN SAHIL

1:2,400

NOTIFICATION

200' AREA OF NOTIFICATION

10 NUMBER OF PROPERTY OWNERS NOTIFIED

Case no: BDA245-061

Date: 4/8/2025

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, MAY 20, 2025**

BRIEFING: **10:00 a.m.** via **Videoconference and in 6EN COUNCIL CHAMBERS** at Dallas City Hall, 1500 Marilla Street

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

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

BDA245-061(CJ) Application of Jennifer Hiromoto for **(1)** a special exception to the fence height regulations; and for **(2)** a special exception to the 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 an 8-foot-high fence in a required front-yard, which will require **(1)** a 4-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.

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, May 19, 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 Cambria Jordan, Senior Planner (214) 948-4476, or Mary Williams, Board Secretary at (214) 670-4127. Si desea información en español, favor de llamar al teléfono a Mary Williams al (214) 670-4127.

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

PLEASE SEND REPLIES TO:
BDAreply@dallas.gov
Letters will be received until 9:00 am the day of the hearing.

PLEASE REGISTER AT:
https://bit.ly/BDA-A-Register

Development Services

"TOGETHER WE ARE BUILDING A SAFE AND UNITED DALLAS"

APPLICATION/APPEAL TO THE BOARD OF ADJUSTMENT

Case No.: BDA 245-061

RECEIVED
FOR OFFICE USE ONLY
MAR 25 2025
BY:

Data Relative to Subject Property: Date:

Location address: 5514 Royal Lane Zoning District: R-1ac(A)

Lot No.: Pt. 7 Block No.: A/5518 Acreage: 1.78 Census Tract:

Street Frontage (in Feet): 1) 204 2) 3) 4) 5)

To the Honorable Board of Adjustment:

Owner of Property (per Warranty Deed): Hughes Family Revocable Trust

Applicant: Jennifer Hiromoto Telephone: 469-275-2414

Mailing Address: PO Box 38586 Dallas, TX Zip Code: 75238

E-mail Address: jennifer@buzzurbanplanning.com

Represented by: Jennifer Hiromoto Telephone: 469-275-2414

Mailing Address: PO Box 38586 Dallas, TX Zip Code: 75238

E-mail Address: jennifer@buzzurbanplanning.com

Affirm that an appeal has been made for a Variance __, or Special Exception X, of fence height for 4 feet to the front yard fence height regulation to allow an 8-foot fence and 1.5 feet to the side yard fence regulation to allow an 10-foot 6-inch fence

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 property is seeking to add screening fencing along the eastern property line and connect to the existing fence in the front yard. Portions of this fence will be within the 100' front yard setback. The property has grade change that requires a taller fence for a portion so that the fence appears uniform in height and provides screening. The proposed fence will not adversely 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 Jennifer Hiromoto

(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 10th day of March, 2025

CHERIE' BAYON LEVIER
Notary Public
STATE OF TEXAS
ID# 13433586-0
My Comm. Exp. 05/01/2027

Notary Public in and for Dallas County, Texas

BOARD OF ADJUSTMENT
CITY OF DALLAS, TEXAS

FILE NUMBER: BDA245-061

BUILDING OFFICIAL'S REPORT: Application of JENNIFER HIROMOTO for (1) a special exception to the fence height regulations, and for (2) a special exception to the fence height regulations at **5514 ROYAL LN.** This property is more fully described as Block A/5518, Lot 7A, and is zoned R-1ac(A), which limits the height of a fence in the front yard to 4-feet. The applicant proposes to construct and/or maintain an 8-foot-high fence in a required front yard, which will require (1) a 4-foot special exception to the fence height regulations, and to construct and/or maintain an 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 LN.

APPLICANT: JENNIFER HIROMOTO

CITY OF DALLAS

AFFIDAVIT

Appeal number: BDA 245-001

I, Hughes Family Revocable Trust, Owner of the subject property
(Owner or "Grantee" of property as it appears on the Warranty Deed)

at: 5514 Royal Lane
(Address of property as stated on application)

Authorize: Jennifer Hiromoto
(Applicant's name as stated on application)

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

☐ Variance (specify below)

☑ Special Exception (specify below)

☐ Other Appeal (specify below)

Specify: fence height

MARIE HUGHES
JEFF HUGHES
Print name of property owner or registered agent

Signature of property owner or registered agent

Date 3.3.25

Before me, the undersigned, on this day personally appeared

Who on his/her oath certifies that the above statements are true and correct to his/her best knowledge. Subscribed and sworn to before me this 3 day of March, 2025

Notary Public for Dallas County, Texas

MICHAEL A. BEAUCHAMP
My Notary ID # 131922491
Expires November 17, 2027

Commission expires on 11-17-2027

SHIPPED DATE: 5-28-96 RECEIVED DATE: 6-13-96

CITY OF DALLAS PLAT BOOKS

ANNEXED MAY 23, 1945 ORD. NO. 3629

ADDITION LOBELLO ESTATES

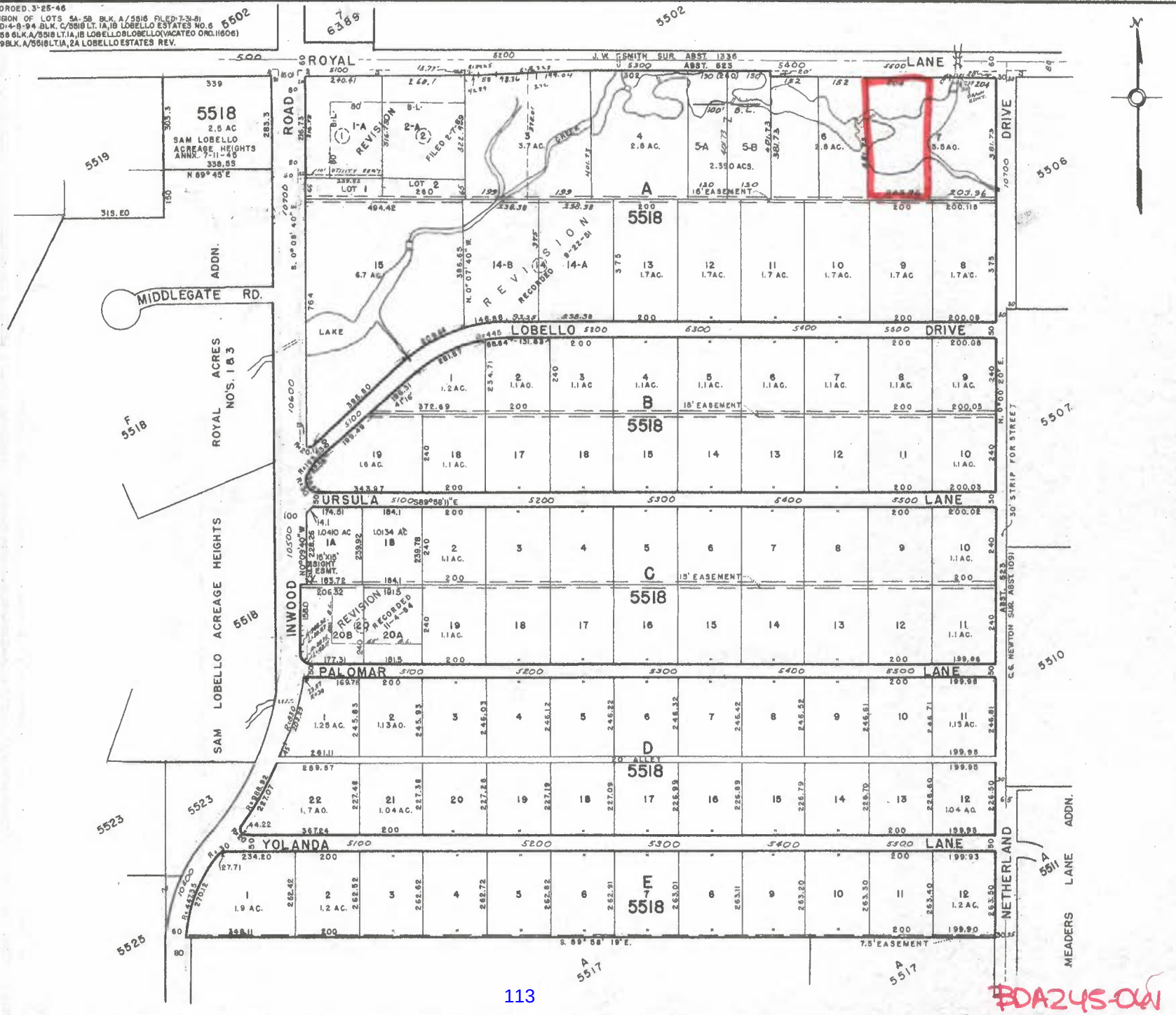
BLOCKS A-B-C-D-E 5518, 5518

SURVEY D. R. S. C. GALLOWAY ABST. 523

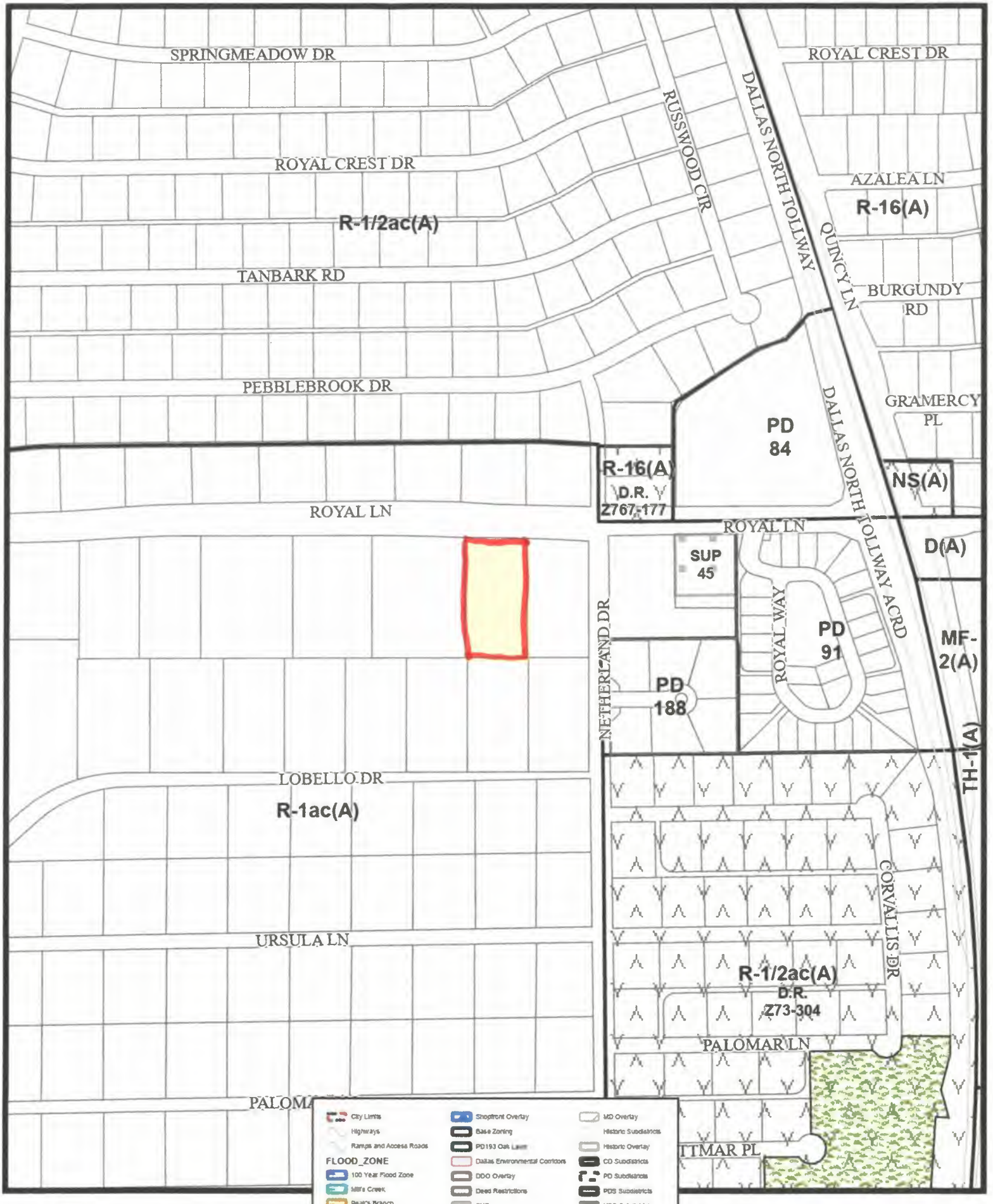
SCALE 200 FT. EQUALS 1 INCH

SCHOOL DIST. DALLAS

RECORDED 3-25-46
REVISION OF LOTS 5A-5B BLK. A/5518 FILED 7-31-81
FILED 4-8-94 BLK. C/5518 LT. 1A, 1B LOBELLO ESTATES NO. 6
FILED 12-17-58 BLK. A/5518 LT. 1A, 1B LOBELLO LOBELLO (VACATED ORD. 11606)
FILED 2-7-69 BLK. A/5518 LT. 1A, 2A LOBELLO ESTATES REV.



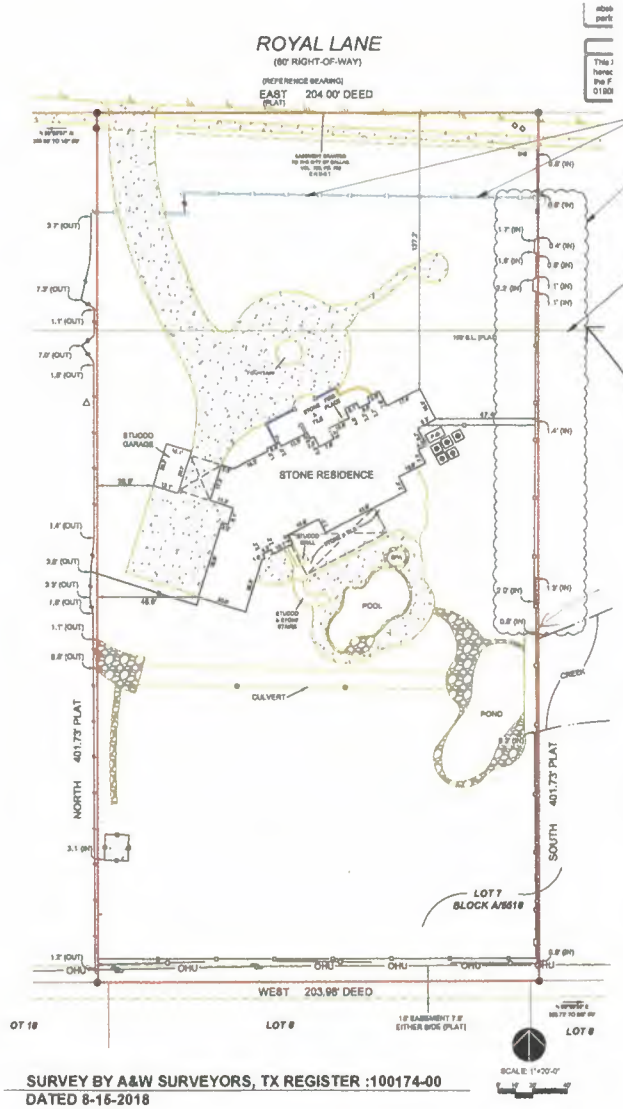
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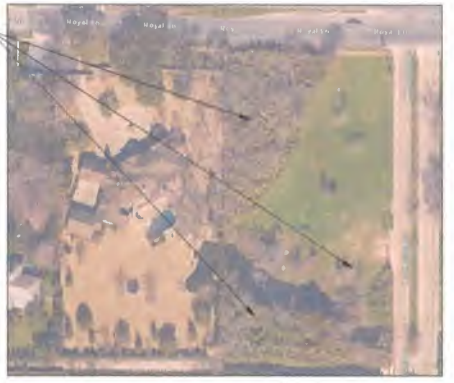
Case ID: BDA245-061

Printed: 2/27/2025

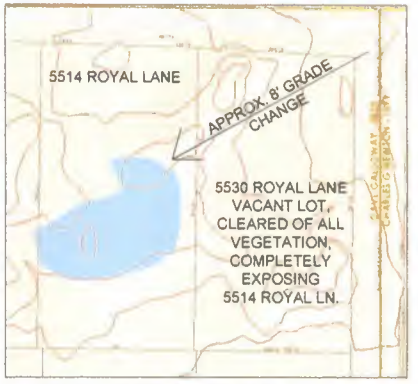


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DATED 8-15-2018
SCALE: 1" =20'-0"

ALL VEGETATION HAS BEEN REMOVED BY RECENT PURCHASER OF 5530 ROYAL LN.



AERIAL VIEW FROM GOOGLE MAPS (BEFORE 5530 CLEARING) SCALE: NTS

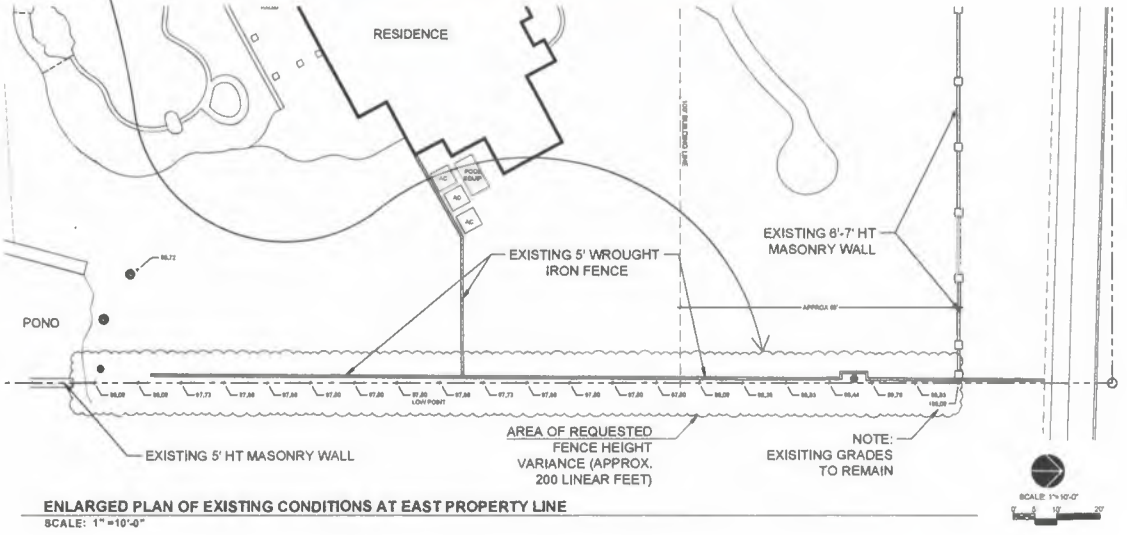


NCTCOG CONTOURS FROM DCAD
SCALE: NTS



APPROXIMATE HEIGHT OF PROPOSED FENCE

VIEW TO 5514 FROM CORNER OF ROYAL LN AND NETHERLAND (AFTER 5530 CLEARING)



ENLARGED PLAN OF EXISTING CONDITIONS AT EAST PROPERTY LINE
SCALE: 1" =10'-0"

ARCHI VERDE
LANDSCAPE ARCHITECTURAL DRAWINGS FOR:
THE HUGHES RESIDENCE
5514 Royal Lane Dallas, TX 75229

PROJECT NAME

ISSUE TITLE
FENCE VARIANCE PLAN

DATES
3 FEB, 2025
4 MAR, 2025

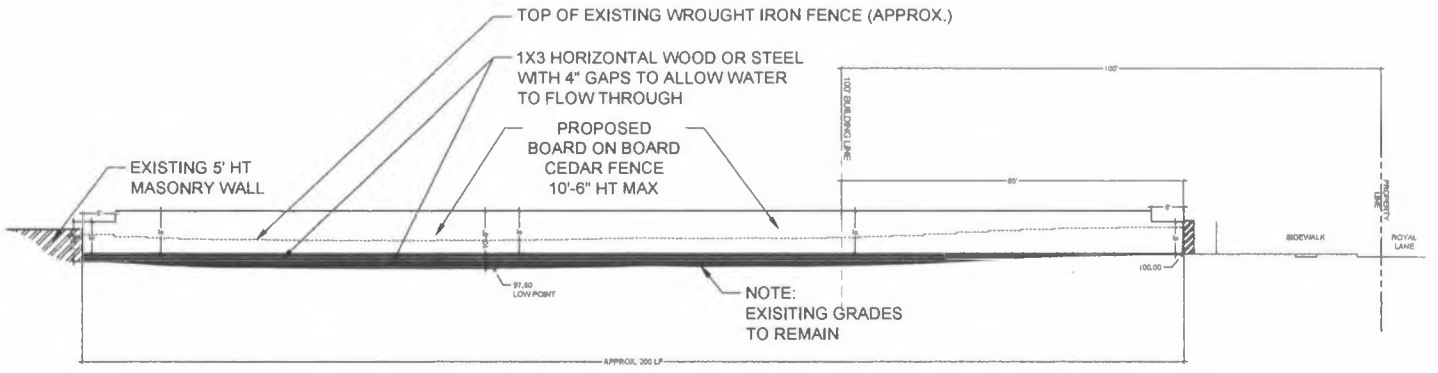
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DRAWING TITLE
FENCE VARIANCE PLAN

DRAWN BY
EC
SB

SHEET NUMBER
L-1

BDA245-001



ELEVATION OF PROPOSED FENCE AT EAST PROPERTY LINE
SCALE: 1/8" =1'-0"

SCALE: 1"= 10'-0"

ARCHI VERDE
LANDSCAPE ARCHITECTURE

PROJECT NAME

LANDSCAPE ARCHITECTURAL DRAWINGS FOR:
THE HUGHES RESIDENCE
5514 Royal Lane Dallas, TX 75229

ISSUE TITLE
FENCE VARIANCE PLAN

DATES	
	3 FEB, 2026
	4 MAR, 2026

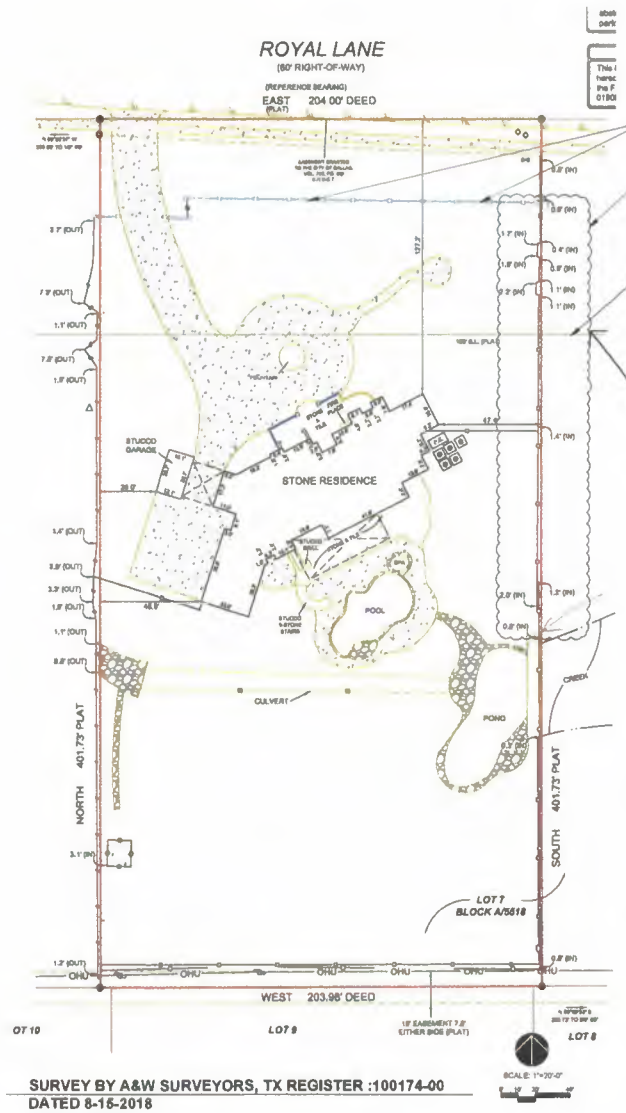
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DRAWING TITLE
FENCE VARIANCE PLAN

DRAWN BY
EC
BB

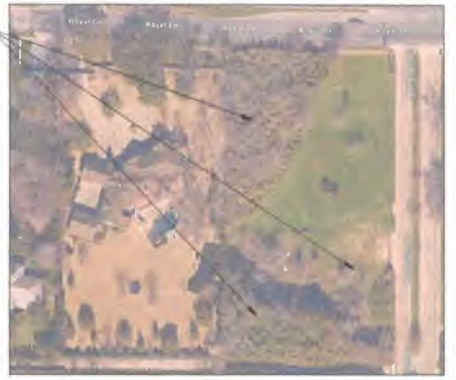
BDA245-061

SHEET NUMBER
L-2



SURVEY BY A&W SURVEYORS, TX REGISTER :100174-00
DATED 8-15-2018
SCALE: 1" =20'-0"

ALL VEGETATION HAS BEEN REMOVED BY RECENT PURCHASER OF 5530 ROYAL LN.



AERIAL VIEW FROM GOOGLE MAPS (BEFORE 5530 CLEARING) SCALE: NTS

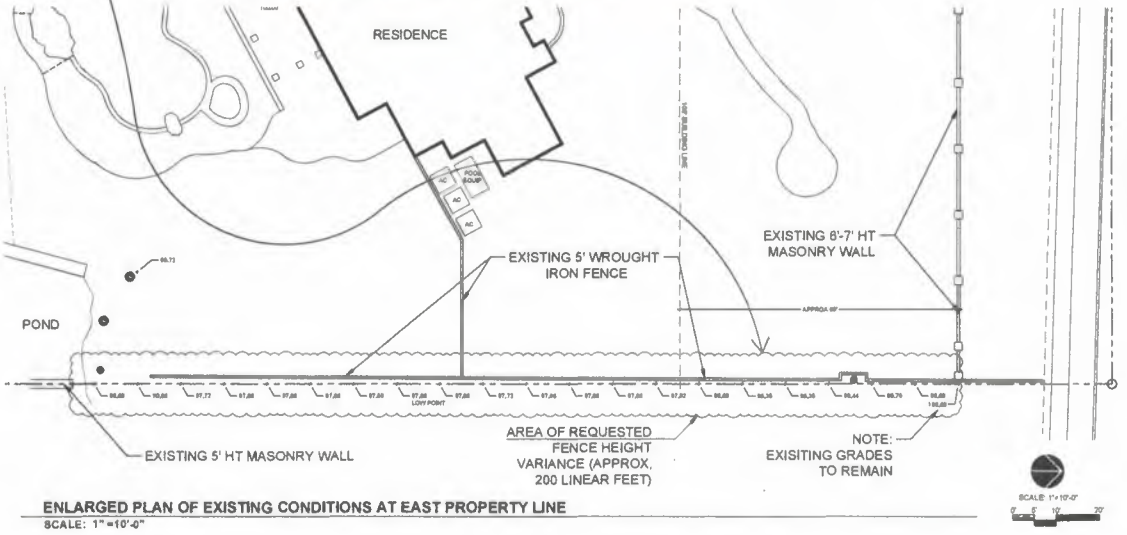


NCTCOG CONTOURS FROM DCAD
SCALE: NTS



APPROXIMATE HEIGHT OF PROPOSED FENCE

VIEW TO 5514 FROM CORNER OF ROYAL LN AND NETHERLAND (AFTER 5530 CLEARING)



ENLARGED PLAN OF EXISTING CONDITIONS AT EAST PROPERTY LINE
SCALE: 1" =10'-0"

ARCHI VERDE
LANDSCAPE ARCHITECTURE

PROJECT NAME

LANDSCAPE ARCHITECTURAL DRAWINGS FOR:
THE HUGHES RESIDENCE
5514 Royal Lane Dallas, TX 75229

ISSUE TITLE
FENCE VARIANCE PLAN

DATES
3 FEB, 2026
4 MAR, 2026

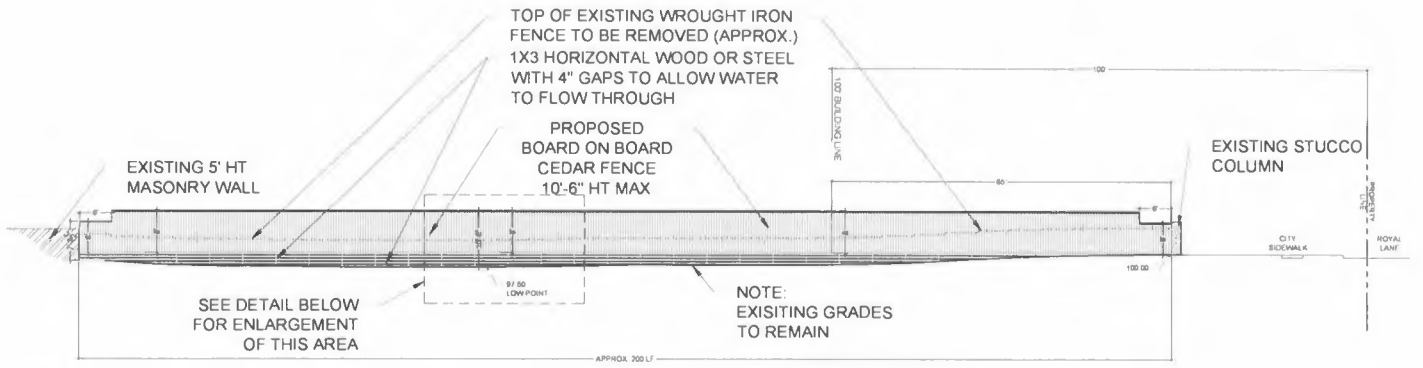
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DRAWING TITLE
FENCE VARIANCE PLAN

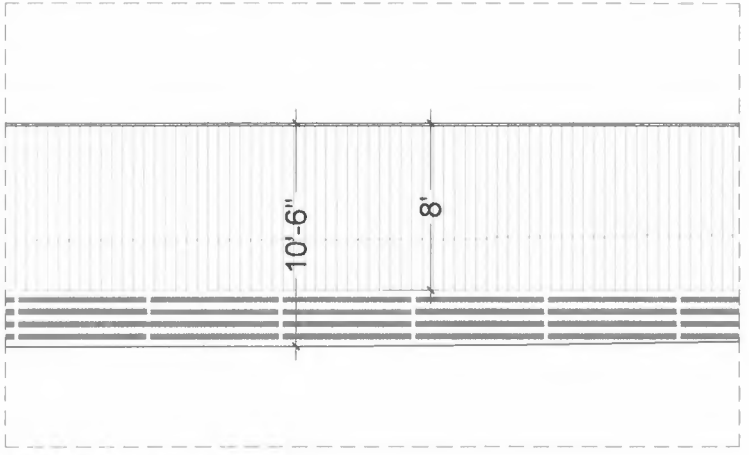
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EC
BB

SHEET NUMBER
L-1

BDA245-061



ELEVATION OF PROPOSED FENCE AT EAST PROPERTY LINE
SCALE: 1/8" =1'-0"



ENLARGEMENT OF FENCE ELEVATION
SCALE: 1/2" =1'-0"

LANDSCAPE ARCHITECTURAL DRAWINGS FOR
THE HUGHES RESIDENCE
5514 Royal Lane Dallas, TX 75229

ISSUE TITLE
FENCE VARIANCE PLAN

DATES
3 FEB 2025
17 MAR 2025

SEAL

DRAWING TITLE
FENCE VARIANCE PLAN

DRAWN BY
EC
DB

SHEET NUMBER
L-2

BDA245-061

buzz
URBAN PLANNING

May 9, 2025

City of Dallas
Board of Adjustment

Re: BDA245-061 at 5514 Royal Lane
Special Exception to the Fence Height Regulation

Dear Board of Adjustment Members,

We are requesting a special exception to the fence height regulations for the property located at 5514 Royal Lane. The property is zoned R-1ac(A) and developed with a single-family home. A portion of the proposed fence is within the 100-foot front yard setback; however, the proposed fence will be placed on the eastern property line. This area currently has a five-foot-tall wrought iron fence, which will be removed and replaced with new fencing. No change is proposed to the existing fencing along Royal Lane or elsewhere on the property.

The purpose of this request is to install a new, cedar, board-on-board screening fencing along the eastern property line, connecting to the existing six-foot front yard fence. After an initial six-foot section, the proposed fence height increases to eight feet, and in an area, due to a natural grade change, the overall height will reach up to 10 feet 6 inches. To maintain a uniform appearance from the street, the eight-foot cedar fence will sit atop new wrought iron panels, designed to keep the top of the fence visually consistent despite the slope. This will enhance privacy and provide effective screening from Royal Lane, a six-lane divided thoroughfare at this location.

As detailed on the site plan, the subject property is now more exposed to Royal Lane due to the recent removal of dense landscaping on the adjacent property. That landscaping previously provided substantial screening, and the owners now seek to reestablish privacy for their side and backyard.

On April 1, 2025, we mailed courtesy letters to properties within the notice area to solicit feedback. To date, the only response has come from a representative of the vacant property to the east, 10775 Netherland Drive. In our conversation, the neighbor's representative expressed no concern about the proposed height. Instead, we understood the focus was on the visual impact of support posts and the importance of preserving existing drainage patterns. In response, we have agreed that all support posts will be internal to our property, so the neighbor will see only the finished fence face.

To evaluate the drainage concern, we engaged a civil engineer to review the existing and proposed conditions. Initially, the fence design included horizontal open metal panels at the base for drainage

during rain events. On the engineer's recommendation, this design has been updated to use vertical openings that match the four-inch spacing of the current wrought iron fence. This revised design maintains the existing drainage function as the current fence. The updated elevation drawing and a signed and sealed memo from our engineer have been submitted to city staff and included with the case materials.

We will provide the neighbor's representative with a copy of this letter, the updated fence design, and the engineer's memo. We will also offer to meet before the May 20th hearing to address any remaining concerns.

We respectfully request your support for this special exception. The proposed fence will provide a consistent and attractive visual appearance while restoring appropriate privacy for the property. It will also serve as an effective screen for future development on the neighboring lot. We believe the request will not adversely affect surrounding properties or the character of the neighborhood.

Thank you for your consideration,



Jennifer Hiromoto

5514 Royal Lane – Fence Memorandum

Date: May 7, 2025

To:
Mr. & Mrs. Jeff & Mikki Hughes
Homeowners
5514 Royal Lane
Dallas, TX 75229
Hughes Residence Fence Memorandum
UDC No. 251023

Dear Mr. & Mrs. Jeff & Mikki Hughes

I have reviewed the proposed plans and details, prepared by Archiverde-US, dated 05/07/2025, for the installation of a fence along the east lot line of the property located at 5514 Royal Lane in Dallas, TX. The scope of the review included obtaining record drawings from the City of Dallas Survey Vault for upstream drainage area maps, storm sewer drawings, and a site visit to the property performed on 05/02/2025.

Based on the evaluation, the proposed fence will not adversely impact upstream drainage conditions compared to existing conditions. The design maintains existing overland flow paths and does not obstruct, divert, or otherwise impede the drainage patterns from existing conditions.

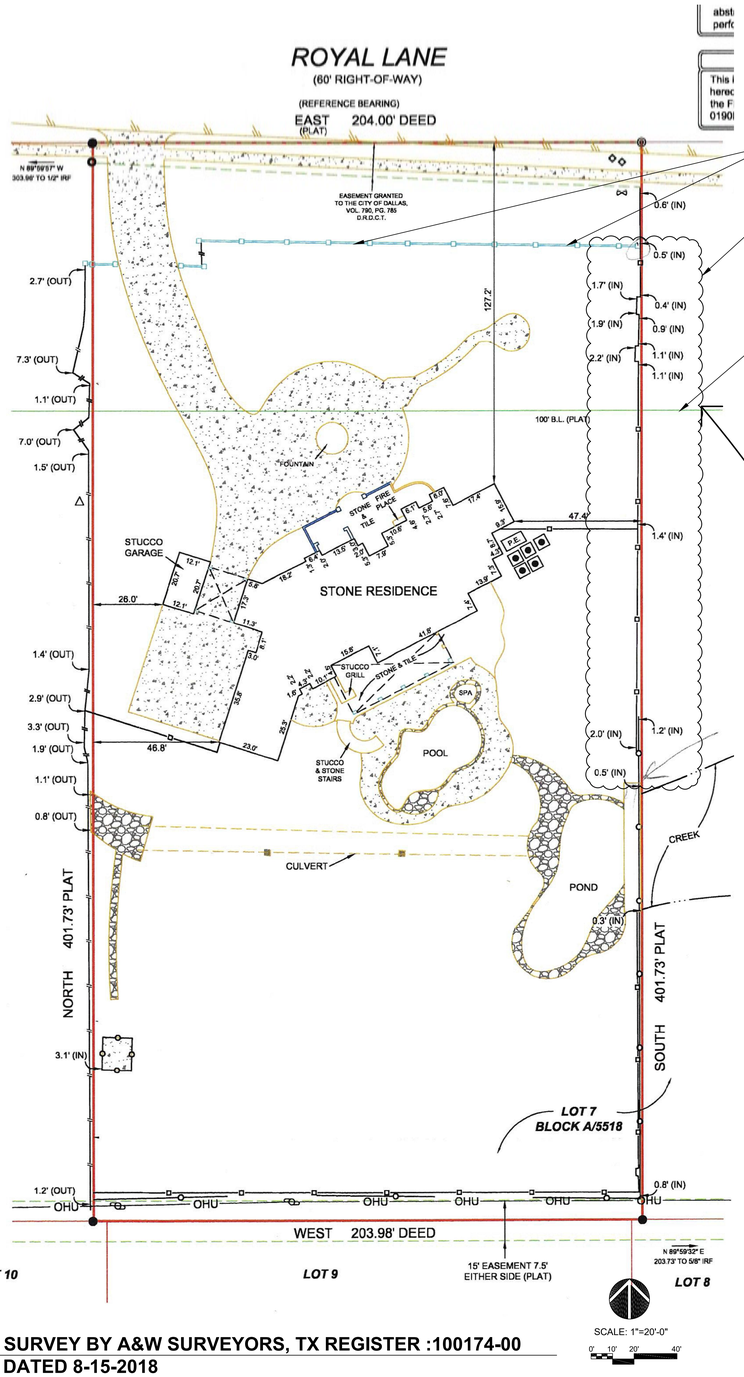
If you require any further information or clarification, please feel free to reach out.

Sincerely,

Abdullah Emad, PE
Chief Executive Officer
United Design Consulting Engineers
aemad@udctx.com
469-387-6907



Encl: Fence Variance Plan prepared by Archiverde Landscape Architecture, dated 05/07/2025 (2)



EXISTING 6' - 7' HT MASONRY WALL

AREA OF REQUESTED FENCE HEIGHT VARIANCE (APPROX. 200 LINEAR FEET)

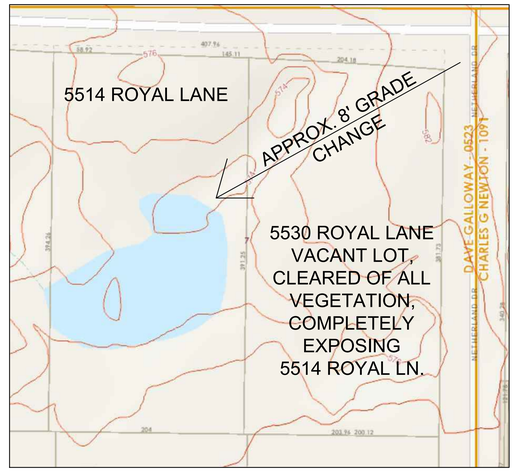
100' BUILDING LINE

SURVEY BY A&W SURVEYORS, TX REGISTER :100174-00
DATED 8-15-2018
SCALE: 1" =20'-0"

ALL VEGETATION HAS BEEN REMOVED BY RECENT PURCHASER OF 5530 ROYAL LN.



AERIAL VIEW FROM GOOGLE MAPS (BEFORE 5530 CLEARING) SCALE: NTS

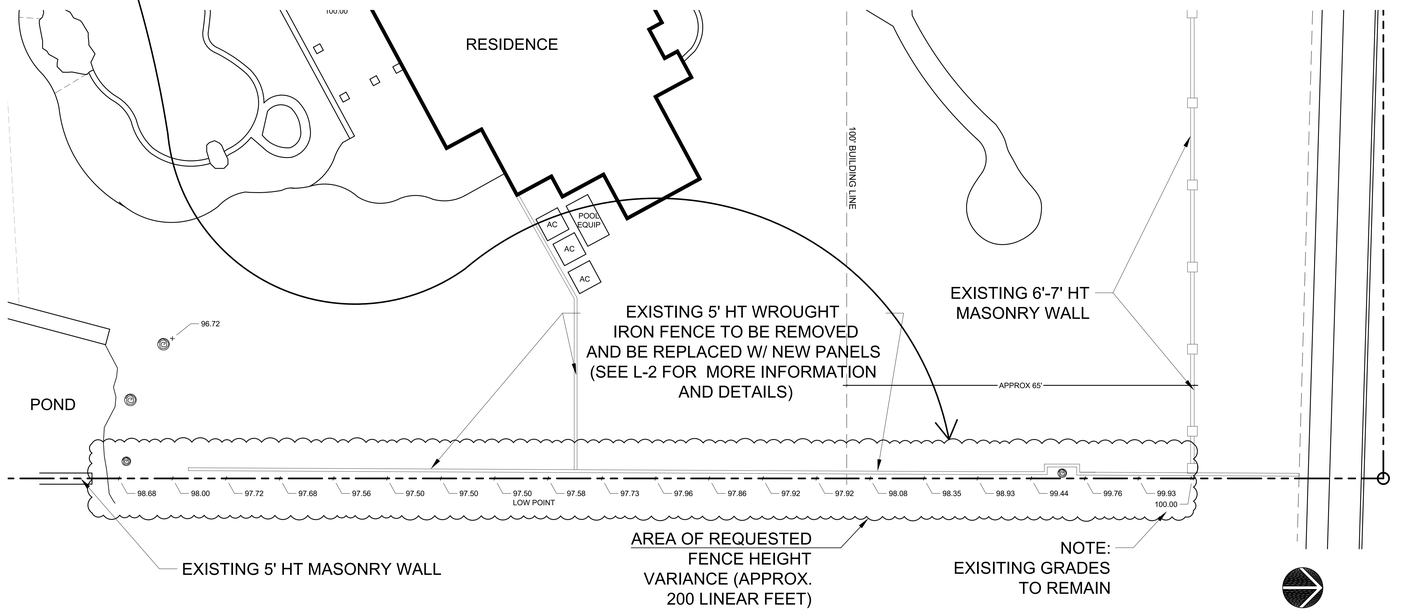


NCTCOG CONTOURS FROM DCAD
SCALE: NTS



APPROXIMATE HEIGHT OF PROPOSED FENCE

VIEW TO 5514 FROM CORNER OF ROYAL LN AND NETHERLAND (AFTER 5530 CLEARING)



ENLARGED PLAN OF EXISTING CONDITIONS AT EAST PROPERTY LINE
SCALE: 1" =10'-0"

ARCHIVERDE
LANDSCAPE ARCHITECTURE
6115 Owens St. #228, Dallas, Texas 75235
T: 214.920.9950 F: 214.920.9754
www.archiverde-us.com

PROJECT NAME

LANDSCAPE ARCHITECTURAL DRAWINGS FOR:
THE HUGHES RESIDENCE
5514 Royal Lane Dallas, TX 75229

ISSUE TITLE
FENCE VARIANCE PLAN

DATES

START DATE:	3 FEB. 2025
ISSUE DATE:	7 MAY 2025
1	

SEAL

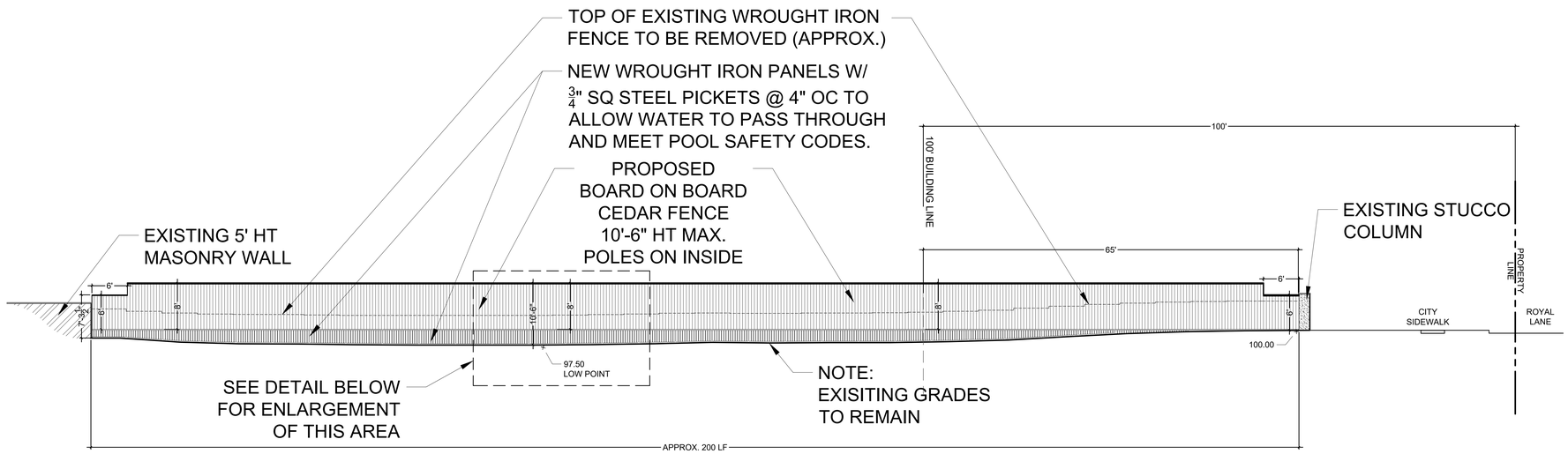
REGISTERED LANDSCAPE ARCHITECT BILL W. BRU 2509 STATE OF TEXAS

DRAWING TITLE
FENCE VARIANCE PLAN

DRAWN BY
DRAWN BY: EC
CHECKED BY: BB

SHEET NUMBER
L-1

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ELEVATION OF PROPOSED FENCE AT EAST PROPERTY LINE

SCALE: 1/8" =1'-0"

SCALE: 1"=10'-0"

0' 5' 10' 20'

ENLARGEMENT OF FENCE ELEVATION

SCALE: 1/2" =1'-0"

ARCHI VERDE
LANDSCAPE ARCHITECTURE
6115 Owens St. #228, Dallas, Texas 75235
T: 214.920.9950 F: 214.920.9754
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ISSUE TITLE

FENCE VARIANCE PLAN

DATES

START DATE: 3 FEB. 2025
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1	

SEAL

REGISTERED LANDSCAPE ARCHITECT
BILL W. BRIGGS
2465
STATE OF TEXAS

DRAWING TITLE

FENCE VARIANCE PLAN

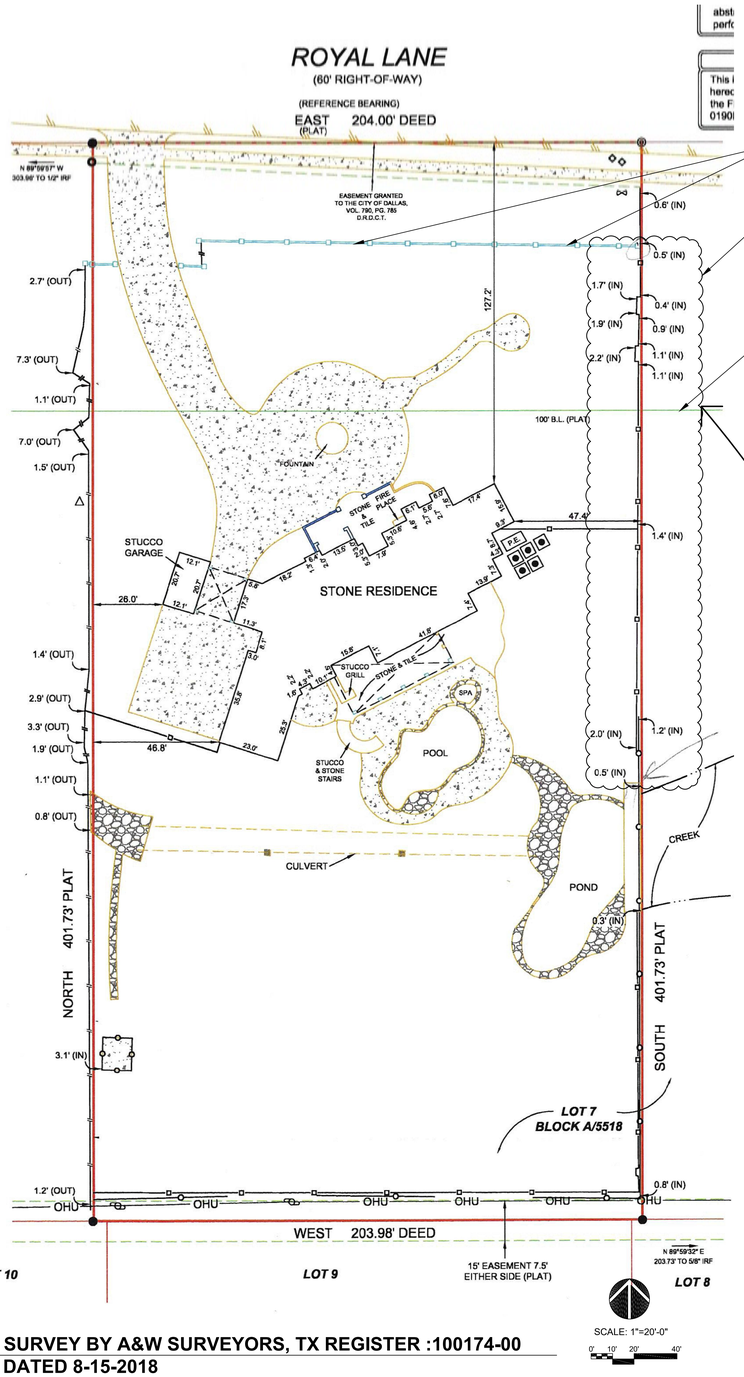
DRAWN BY

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CHECKED BY: BB

SHEET NUMBER

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EXISTING 6' - 7' HT MASONRY WALL

AREA OF REQUESTED FENCE HEIGHT VARIANCE (APPROX. 200 LINEAR FEET)

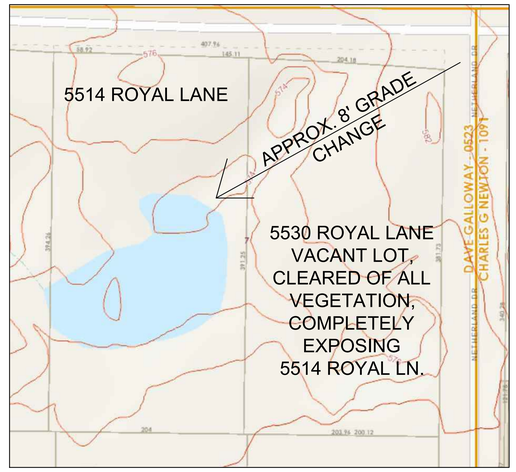
100' BUILDING LINE

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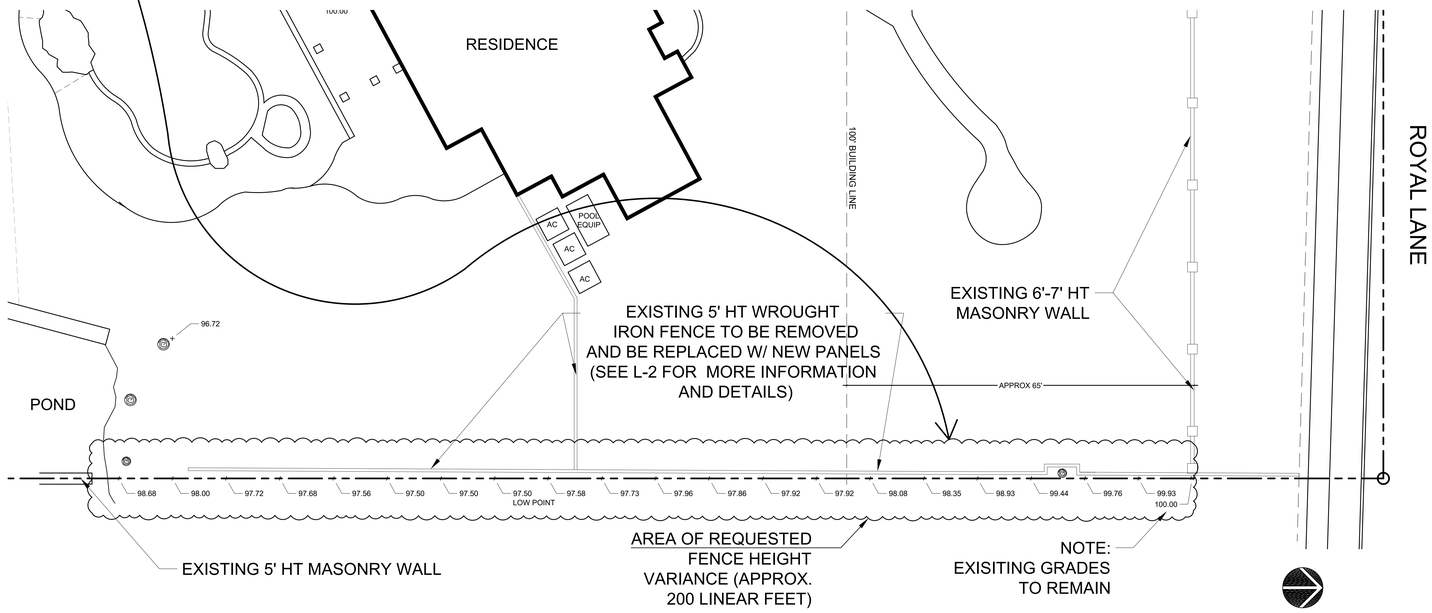


NCTCOG CONTOURS FROM DCAD
SCALE: NTS



APPROXIMATE HEIGHT OF PROPOSED FENCE

VIEW TO 5514 FROM CORNER OF ROYAL LN AND NETHERLAND (AFTER 5530 CLEARING)



ENLARGED PLAN OF EXISTING CONDITIONS AT EAST PROPERTY LINE
SCALE: 1" =10'-0"

ARCHIVERDE
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5514 Royal Lane Dallas, TX 75229

ISSUE TITLE
FENCE VARIANCE PLAN

DATES

START DATE:	3 FEB. 2025
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1	

SEAL

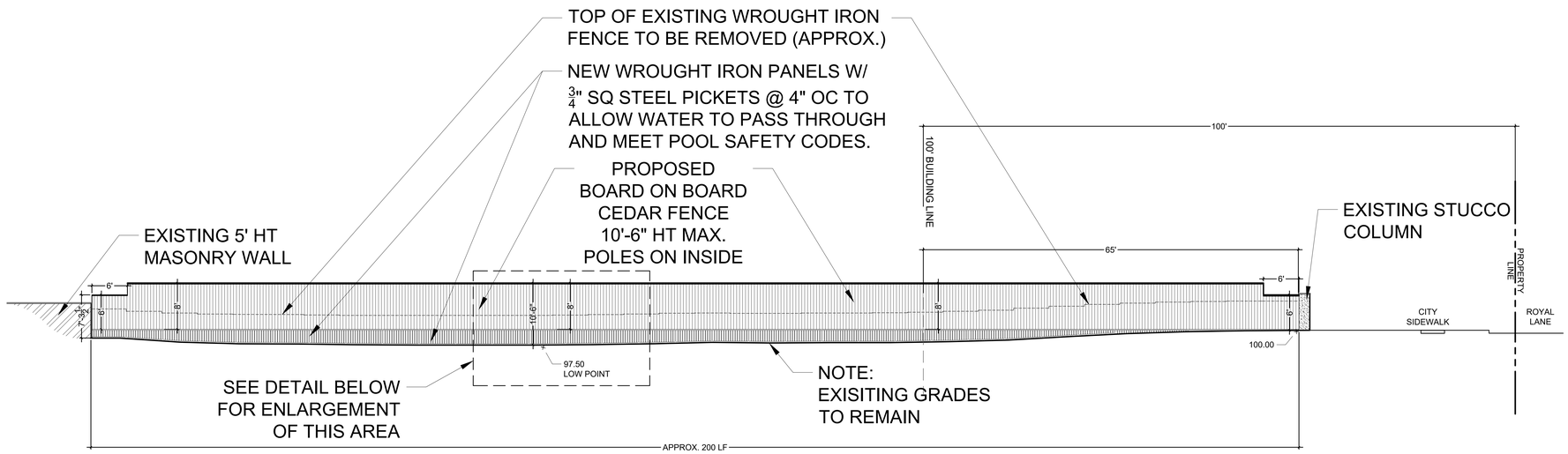


DRAWING TITLE
FENCE VARIANCE PLAN

DRAWN BY
DRAWN BY: EC
CHECKED BY: BB

SHEET NUMBER
L-1

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Saved By: Erin Courtroud Save Time: 5/7/2025 7:29 AM Plotted by: Erin Courtroud Plot Date: 5/7/2025 7:30 AM



ELEVATION OF PROPOSED FENCE AT EAST PROPERTY LINE

SCALE: 1/8" =1'-0"

SCALE: 1"=10'-0"

0' 5' 10' 20'

ENLARGEMENT OF FENCE ELEVATION

SCALE: 1/2" =1'-0"

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ISSUE TITLE

FENCE VARIANCE PLAN

DATES

START DATE: 3 FEB. 2025
ISSUE DATE: 7 MAY 2025

1	

SEAL

REGISTERED LANDSCAPE ARCHITECT
BRADLEY W. BRUCE
2465
STATE OF TEXAS

DRAWING TITLE

FENCE VARIANCE PLAN

DRAWN BY

DRAWN BY: EC
CHECKED BY: BB

SHEET NUMBER

L-2

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FILE NUMBER: BDA245-063(BT)

BUILDING OFFICIAL'S REPORT: Application of Rachel Iselin-Litt, represented by Nylolas McKissic for **(1)** a special exception to the fence height regulations at **9670 LYNBROOK DRIVE**. This property is more fully described as Block J/7526, Lot 1, and is zoned R-7.5(A), which limits the height of a fence in the front-yard to 4-feet. The applicant proposes to construct and/or maintain an 8-foot-high fence in a required front-yard along Walnut Hill Lane, which will require **(1)** a 4-foot special exception to the fence height regulations.

LOCATION: 9670 Lynbrook Drive

APPLICANT: Rachel Iselin-Litt

REPRESENTED BY: Nylolas McKissic

REQUEST:

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

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

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

STAFF RECOMMENDATION:

Special Exceptions (1):

No staff recommendation is made on this request.

BACKGROUND INFORMATION:

Zoning:

Site:	R-7.5(A) (Single Family District)
North:	R-7.5(A) (Single Family District) PD 1078 (Lake Highlands Jr High School)
East:	R-7.5(A) (Single Family District)
South:	R-7.5(A) (Single Family District)
West:	R-7.5(A) (Single Family District) PD 1078 (Lake Highlands Jr High School)

Land Use:

The subject site along with surroundings properties are developed with single-family homes and to the Northwest DISD Lake Highlands Jr High School.

BDA History:

No BDA history found within the last 5 years

GENERAL FACTS/STAFF ANALYSIS:

- The application of Rachel Iselin-Litt represented by Nylolas McKissic for the property located at 9670 Lynbrook Drive focuses on one request relating to the fence height regulations.
- The applicant is proposing to construct and maintain an 8-foot-high fence and gate in a required front-yard along Walnut Hill Lane, which will require a 4-foot special exception to the fence height regulations.
- As illustrated on the submitted site plan and elevations, the applicant has proposed an 8-foot-high board-on-board gate and fencing.
- 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: BDA245-063 at 9670 Lynbrook Dr

Timeline:

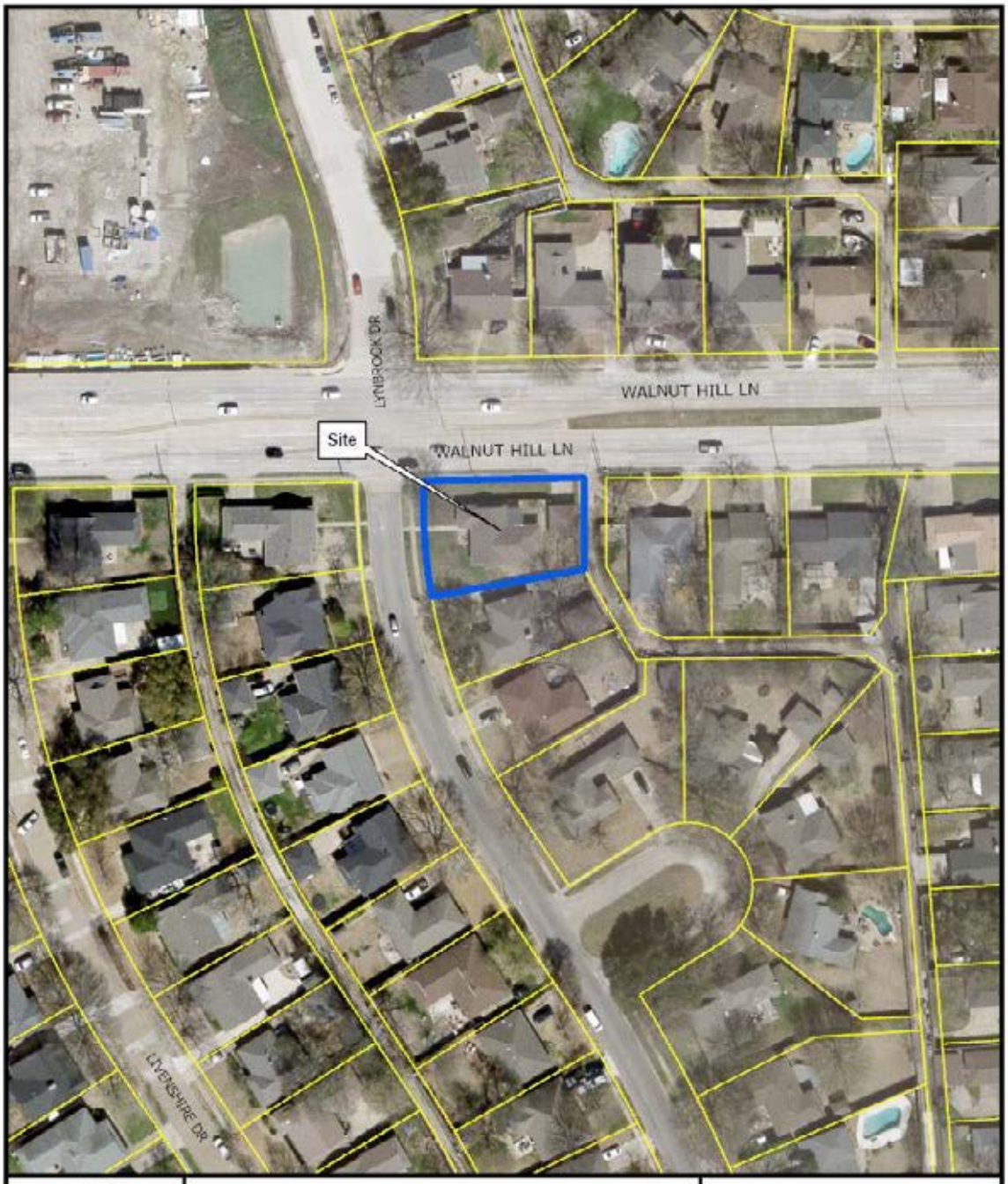
March 28, 2025: The applicant submitted an "Application/Appeal to the Board of Adjustment" and related documents which have been included as part of this case report.

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

April 18, 2025: 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 **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.



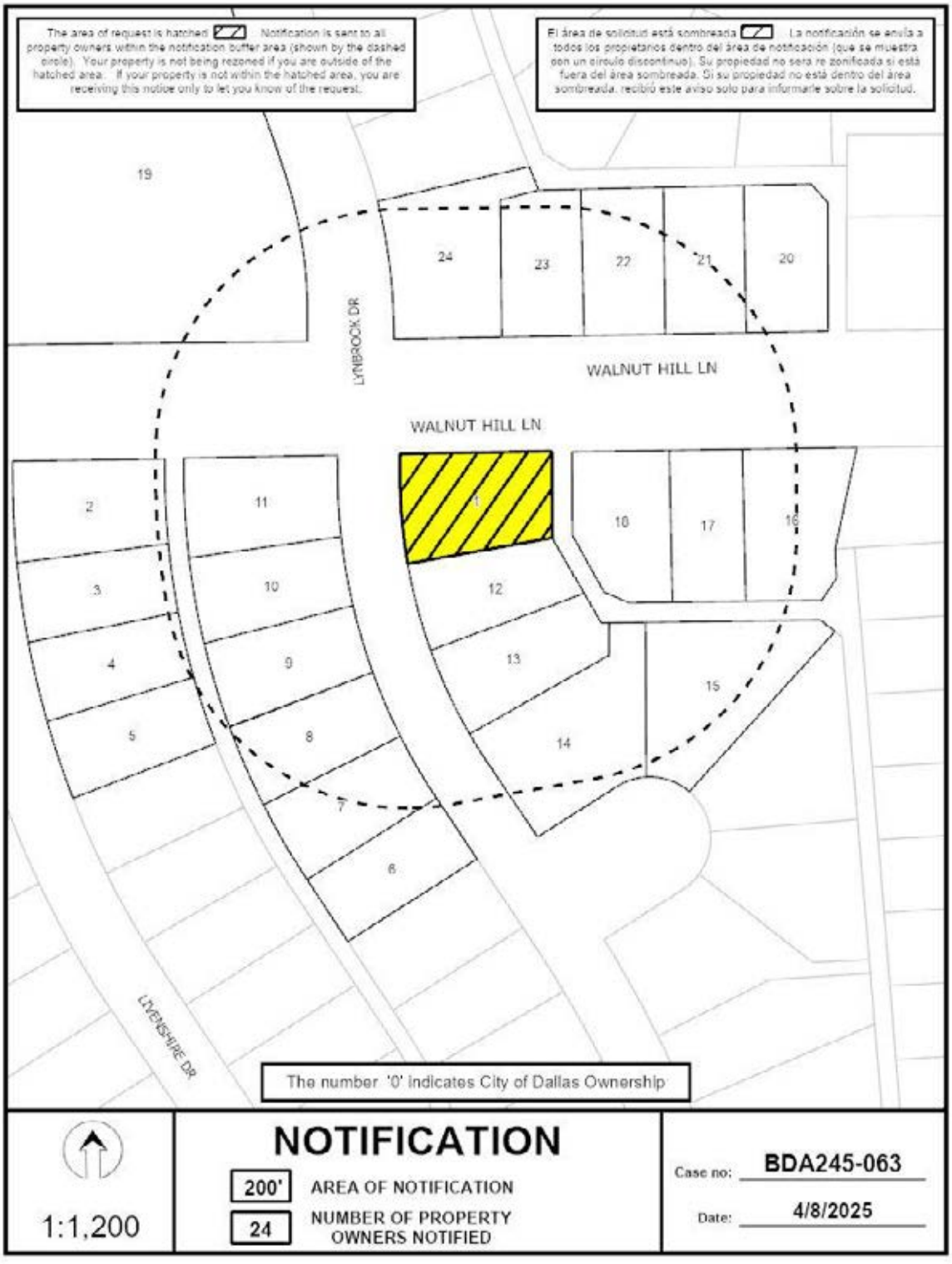
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AERIAL MAP

Case no: BDA245-063

Date: 04/08/2025


PD
1078
LYNBROOK DR
WALNUT HILL LN
WALNUT HILL LN
R-7.5(A)
LIVENSHIRE DR
1:1,200
ZONING MAP
Case no: BDA245-063
Date: 04/08/2025


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.
19
24
23
22
21
20
LYNBROOK DR
WALNUT HILL LN
WALNUT HILL LN
2
3
4
5
11
10
9
8
7
6
1
12
13
14
15
10
17
16
LIVENSHIRE DR
The number '0' indicates City of Dallas Ownership
NOTIFICATION
200'
AREA OF NOTIFICATION
24
NUMBER OF PROPERTY OWNERS NOTIFIED
1:1,200
Case no: BDA245-063
Date: 4/8/2025

Notification List of Property Owners

BDA245-063

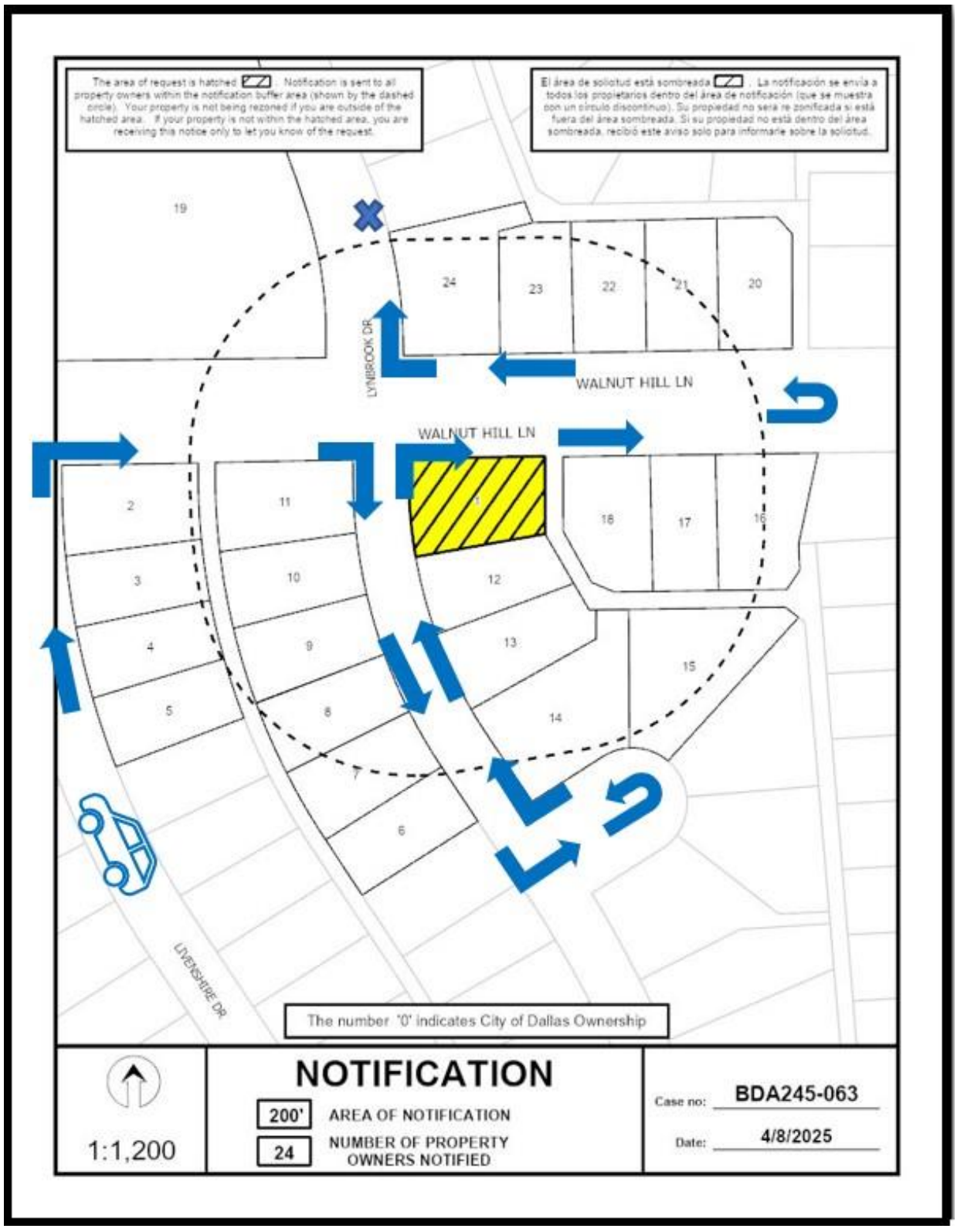
24 Property Owners Notified

Label #	*Address*		*Owner*
1	9670	LYNBROOK DR	Taxpayer at
2	9660	LIVENSHIRE DR	WILSON LANDON M &
3	9656	LIVENSHIRE DR	ROBERTS MICHAEL J
4	9650	LIVENSHIRE DR	AMOS KARTER & LAUREN
5	9646	LIVENSHIRE DR	BROWN GARRETT THOMAS &
6	9647	LYNBROOK DR	DUNGAN JEREMY
7	9651	LYNBROOK DR	NTMCO LLC
8	9657	LYNBROOK DR	DOTSON CAMERON & CAITLIN
9	9661	LYNBROOK DR	BRUNSKILL SCOTT M
10	9667	LYNBROOK DR	SWAN PROPERTIES LTD
11	9671	LYNBROOK DR	PRECHTL FAMILY REVOCABLE
12	9660	LYNBROOK DR	FRIEND RACHEL A
13	9656	LYNBROOK DR	METZGER THOMAS & GWEN
14	9648	LYNBROOK DR	HUBBARD CHRISTOPHER J & NATALIE A
15	9644	LYNBROOK DR	MEATH ROSEMARY E
16	10522	WALNUT HILL LN	RIGGS KIMBERLY
17	10516	WALNUT HILL LN	LEAL MABEL M
18	10512	WALNUT HILL LN	TRUEX JASON
19	10201	WALNUT HILL LN	RICHARDSON ISD
20	10523	WALNUT HILL LN	RIGBY JARED T & DONNA MAY
21	10519	WALNUT HILL LN	TORRESCANO SAMUEL &
22	10515	WALNUT HILL LN	Taxpayer at
23	10509	WALNUT HILL LN	HAMILTON JOHN & SEHR
24	10505	WALNUT HILL LN	INMAN JOHN T & TAMMY



Route Directions:
Start on Livenshire Dr.
Right on Walnut Hill Ln.
Right on Lynbrook Dr
U-Turn.
Right on Walnut Hill Ln.
U-Turn
Right on Lynbrook Dr.
***Subject Site at :47.**

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, MAY 20, 2025**

BRIEFING: **10:00 a.m.** via **Videoconference and in 6EN COUNCIL CHAMBERS** at Dallas City Hall, 1500 Marilla Street

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

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

BDA245-063(BT) Application of Rachel Iselin-Litt represented by Nylolas Mckissic for **(1)** a special exception to the fence height regulations at **9670 LYNBROOK DRIVE** This property is more fully described as Block J/7526, Lot 1, and is zoned R-7.5(A), which limits the height of a fence in the front yard to 4-feet. The applicant proposes to construct and/or maintain an 8-foot-high fence in a required front-yard, which will require **(1)** a 4-foot special exception to the fence height regulations.

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, May 19, 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

Development Services

"TOGETHER WE ARE BUILDING A SAFE AND UNITED DALLAS"

APPLICATION/APPEAL TO THE BOARD OF ADJUSTMENT

Case No.: BDA 245-0[illegible]

RECEIVED
MAR 28 REC'D
BY:

Data Relative to Subject Property: Date:

Location address: 9670 Lynbrook Drive, Dallas, Texas 75238 Zoning District:

Lot No.: 1 Block No.: J/7526 Acreage: 9,931 sq. ft. .23 Census Tract: Census Tract 130.05 & Tract Code 013005

Street Frontage (in Feet): 1) 82' 2) 125' 3) 4) 5)

To the Honorable Board of Adjustment:

Owner of Property (per Warranty Deed): Rachel Iselin-Litt

Applicant: Rachel Iselin-Litt Telephone: 925-787-6191

Mailing Address: 9670 Lynbrook Drive, Dallas, Texas Zip Code: 75238

E-mail Address: rlitt06@gmail.com

Represented by: Nykolas McKissic (husband & attorney) Telephone: 214-969-2131

Mailing Address: 9670 Lynbrook Drive, Dallas, Texas Zip Code: 75238

E-mail Address: nykolas.mckissic@hklaw.com

Affirm that an appeal has been made for a Variance __, or Special Exception X of Section 51A-4.602(a)(2) (four (4) feet fence height requirements) of the Dallas City Code to propose an updated fence height of eight (8) feet.

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: Please see Exhibit 1 attached hereto for an overview of the Applicant's basis for this request for a special exception.

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 Rachel Iselin-Litt
(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: Rachel Iselin Litt
(Affiant/Applicant's signature)

Subscribed and sworn to before me this 23 day of March, 2025

Notary Public in and for Dallas County, Texas

CASSANDRA LYNN MONTGOMERY NOTARY PUBLIC STATE OF TEXAS ID 13023696-2 EXP. 05-27-2027

BOARD OF ADJUSTMENT
CITY OF DALLAS, TEXAS

FILE NUMBER: BDA245-063

BUILDING OFFICIAL'S REPORT: Application of RACHEL ISELIN-LITT represented by NYLOLAS McKISSIC for (1) a special exception to the fence height regulations at **9670 LYNBROOK DR**. This property is more fully described as Block J/7526, Lot 1, and is zoned R-7.5(A), which limits the height of a fence in the front yard to 4-feet. The applicant proposes to construct and/or maintain an 8-foot-high fence in a required front-yard, which will require (1) a 4-foot special exception to the fence height regulations.
.

LOCATION: 9670 LYNBROOK DR

APPLICANT: RACHEL ISELIN-LITT represented by NYLOLAS McKISSIC

SUPPLEMENTAL RESPONSES TO FORM 1023

APPLICANT'S REQUEST FOR SPECIAL EXCEPTION

Rachel Iselin-Litt ("***Applicant***") and her husband, Nyk McKissic, respectfully request that the City of Dallas Board of Adjustment (the "***Board***") consider Applicant's request for a special exception (the "***Special Exception***") to Section 51A-4.602(a)(2)-(3) of the Dallas City Code (the "***Code***") for the real property located at 9670 Lynbrook Drive, Dallas, Texas, 75238 (the "***Property***"). More specifically, the Applicant respectfully requests the special exception to enable Applicant to replace her current six (6) foot fence with an eight (8) foot cedar, board-on-board fence with galvanized poles ("***Secured Fence***"). Applicant is requesting the Special Exception to enable the Applicant, who is expecting her first child in August 2025, to build the Secured Fence, as outlined the proposed engineering plans attached hereto as Exhibit 6, in the same place that Applicant's current fence is located to provide additional safety, security, and peace of mind for the Applicant while her family resides on the Property.

The Applicant requests the Special Exception because the Property has been subject to several attempted break-ins. The Property has also been repeatedly targeted by burglars and other opportunistic individuals who are aware that the Applicant works at the Property alone during the day. These attempted thefts have resulted in a loss of property, but they have also significantly contributed to the Applicant's increased sense of fear, insecurity, and anxiety, which has resulted in detrimental and negative consequents for the Applicant and her unborn child.

For example, **on Monday, January 27, 2025**, the Applicant and her husband returned home to find that someone had torn multiple planks from the current fence located on the Property, entered onto the Property, and broke into the detached garage located on the Property. In this scenario, the perpetrator stole items of minimal value, including handheld tools. Following this incident, the Applicant and her husband fixed the damaged fence posts and contacted the City of Dallas Police Department for increased surveillance in the neighborhood.

Nonetheless, the perpetrator returned just two days later **on Wednesday, January 29, 2025** to attempt to enter into the Property through the fence in the middle of the day. However, the perpetrator was dissuaded and ran away when perpetrator noticed that the Applicant was working from home at this time. The police were contacted at this time and additional surveillance was provided by the City of Dallas Police Department.

More recently, **on March 8, 2025**, the Applicant's husband recently returned home to find an individual walking along the back alleyway of the Property. This individual appeared to be checking the stability of the Property's current fence. The Applicant's husband informed the individual that he was calling the Dallas Police Department, and the individual left the Property. Further, the security cameras that were recently inserted on the Property have indicated that opportunistic people walking down Walnut Hill Road will often look through the current fence located on the Property to see if the Applicant and/or her family are present during the day. In addition, the security cameras on the Property have also captured individuals actively trying to open a gate that is located near the detached garage on the Property.

As outlined above, the Applicant has reported these incidents to the police, and they have ***graciously*** provided additional surveillance during the day. However, despite our best efforts to secure the Property, including adding additional lights and Ring cameras on and around the Property and getting additional assistance from the City of Dallas Police Department, the attempted theft and vandalism has persisted. In addition, the Applicant and her husband are expecting their first child this summer, and these consistent traumatic events have really caused them to feel unsafe and anxious on the Property, which is the home that they love. More importantly, these traumatic incidents have also had a negative effect on the mental, physical, and emotional health of the Applicant and her unborn child.

Consequently, Applicant requests the Board to approve the Special Exception to replace the current fence on the Property with the Secured Fence, which will provide additional security the Applicant and reduce her high-level of stress at this time. As indicated in the proposed plans, the Secured Fence will simply replace the current fence built in 1955. Furthermore, Applicant believes that incorporating the Secured Fence will enhance her and her expected child's safety. The Secured Fence will also help mitigate any further incidents to the Property, which will enable Applicant and her husband to concentrate on their current pregnancy journey.

ArcGIS Web Map



3/28/2025, 1:31:27 PM

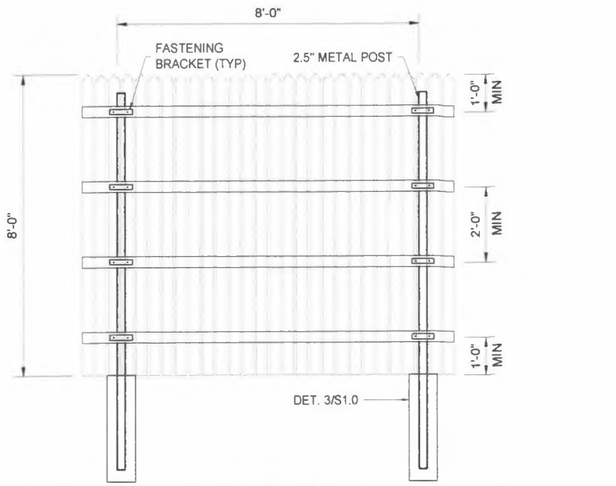
1:1,822

0 0.02 0.04 0.07 mi

0 0.03 0.06 0.12 km

Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

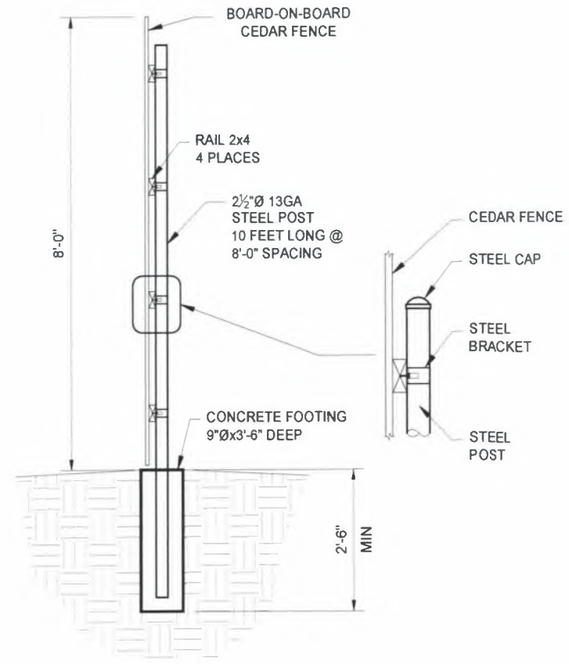
BDA245-003



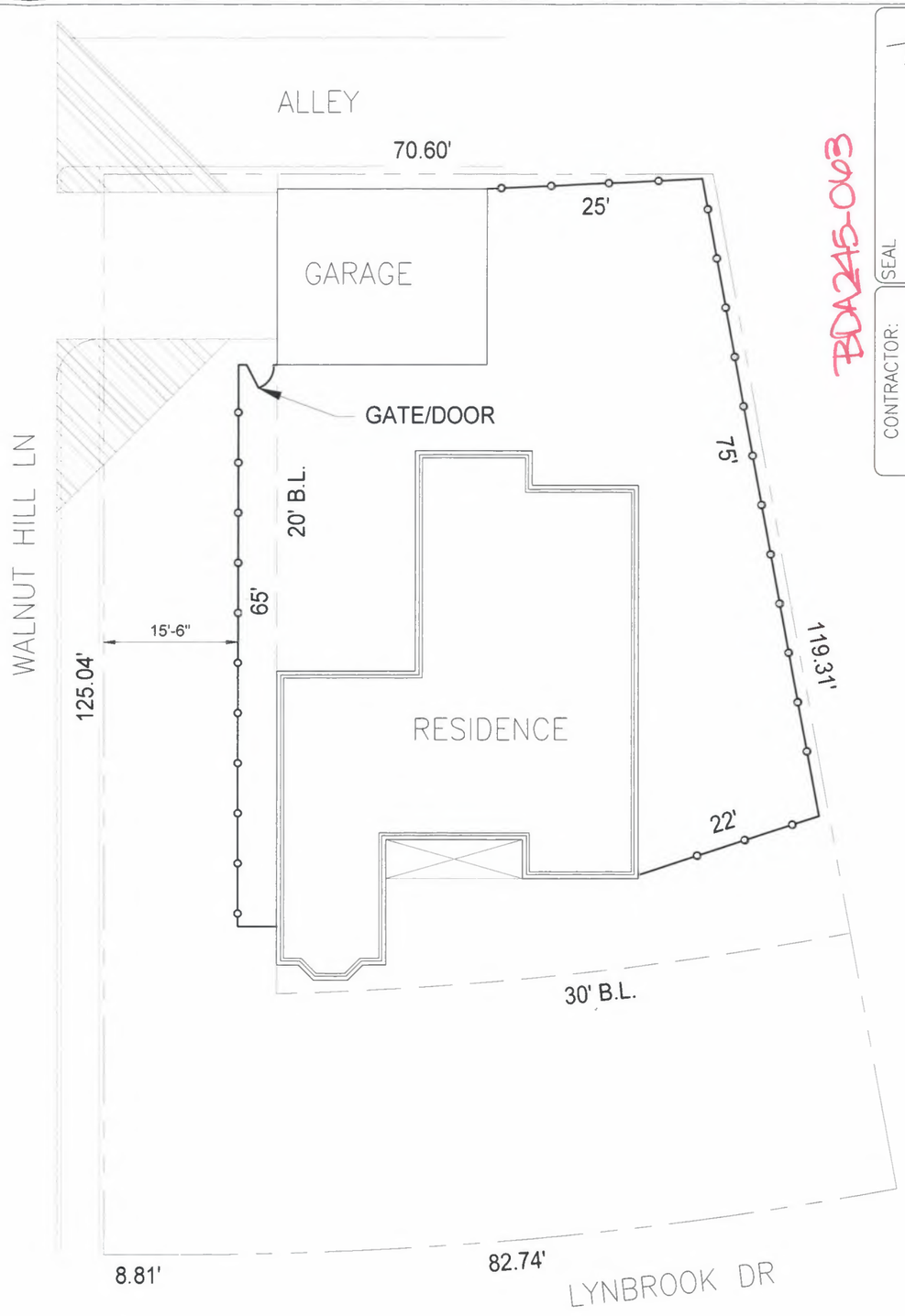
CEDAR FENCE ELEVATION VIEW (2 / S1.0)
SCALE: 1/4"=1'-0"

GENERAL NOTES:

1. WIND SPEED: 90 MPH
   RISK CATEGORY: 1 WITH 100-YR MRI
2. FENCE POST AND FOOTING DESIGNED TO RESIST WIND PRESSURE IN ACCORDANCE WITH INTERNATIONAL RESIDENTIAL CODE 2021 EDITION



CEDAR FENCE POST DETAIL (3 / S1.0)
SCALE: 3/8"=1'-0"



FENCE LINE PLAN (1 / S1.0)
SCALE: 1/16"=1'-0"

BDA245-008

PRELIMINARY

SEAL

CONTRACTOR:
TOTAL CONSTRUCTION
CONCRETE & FENCE
(469) 569-0899

SHEET NUMBER: S1.0

SCALE: AS NOTED
DATE: 03-18-25
PROJECT NO: 113236.0
DRAWN BY: A. AKERS
APPROVED BY: B WILSON

BOARD-TO-BOARD FENCE

LITT RESIDENCE
9670 LYNBROOK DR.
DALLAS, TX

Blake Wilson Engineering, P.L.L.C. • 1848 Norwood Plaza, Suite 114, HURST, TEXAS 76054 • MAIN (817) 268-2345 • TEXAS FIRM REG. NO. F-3843

FILE NUMBER: BDA245-068(BT)

BUILDING OFFICIAL'S REPORT: Application of Mohamed Khurrum represented by Noel Livingston for (1) a variance to the off-street parking regulations at **2706 LENWAY STREET**. This property is more fully described as Block b/1695, Lot 14, and is zoned PD-595 (R-5(A)), which requires parking spaces to be located behind the front yard setback. The applicant proposes to construct and/or maintain a single-family residential structure with a setback of 20-feet, which will require (1) variance to the off-street parking regulations.

LOCATION: 2706 Lenway Street

APPLICANT: Mohamed Khurrum

REPRESENTED BY: Noel Livingston

REQUEST:

(1) A request for a variance to the off-street parking 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 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:

Variance to the off-street parking regulations:

Approval

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

A. Contrary to the public interest, staff received letters of opposition.
B. Lot is restrictive in **area**, slope and shape, it is a lot with a 5-foot wide, unimproved alley, a front-yard setback that is within ten feet of the average front-yard setback of other structures in the blockface, and parking areas are not permitted in a front yard; therefore, it cannot be developed in a manner commensurate with development upon other parcels of land in the same zoning.
C. Not self-created nor is it a personal hardship.

BACKGROUND INFORMATION:

Zoning:

Site:	PD-595 (R-5(A))
North:	PD-595 (R-5(A))
East:	PD-595 (R-5(A))
South:	PD-595 (R-5(A))
West:	PD-595 (R-5(A))

Land Use:

The subject site is vacant, all surrounding properties are developed with single family uses.

Lot Square Footage:

The subject lot size is 6,250 square feet. (0.1434 of an acre). R-5(A) zoning minimum lot size 5,000 square feet (0.1147 of an acre).

BDA History:

No BDA history found within the last 5 years

GENERAL FACTS/STAFF ANALYSIS:

- The application of Mohamed Khurrum represented by Noel Livingston for the property located at 2706 Lenway Street focuses on one request relating to a variance to the off-street parking regulations.

- The applicant is proposing to construct and maintain a residential structure and provide zero required parking spaces, which will require 1 off-street parking variance.
- It is imperative to note that the subject site is subject to the Predesignation Moratorium procedure in Section 51A-4.501(c)(4), initiated on June 3, 2024.
- Restrictive access from the rear, alley is 5-foot wide and unimproved.
- Proposed restrictions:
    - circular driveways and parking areas are not permitted in a front yard.
    - carports or garages are permitted in the side and rear yards if they are historic in appearance.
    - main structure on an interior lot must have a front-yard setback that is within ten feet of the average front yard setback of other structures in the blockface.
- It is imperative to note the applicant has received a certificate of appropriateness from Historic Preservation.
- Per staff's review of the subject site, it has been confirmed that the single-family structure is proposed on a vacant lot.
- The applicant has the burden of proof in establishing the following:

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

- ELEMENT II SUBSTITUTE:

    Dallas Development Code 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.

- Granting the variance to the off-street parking regulations with a condition that the applicant complies with the submitted site plan would require the proposal to be constructed as shown on the submitted documents.
- 200' Radius Video: BDA245-068 at 2706 Lenway St

Timeline:

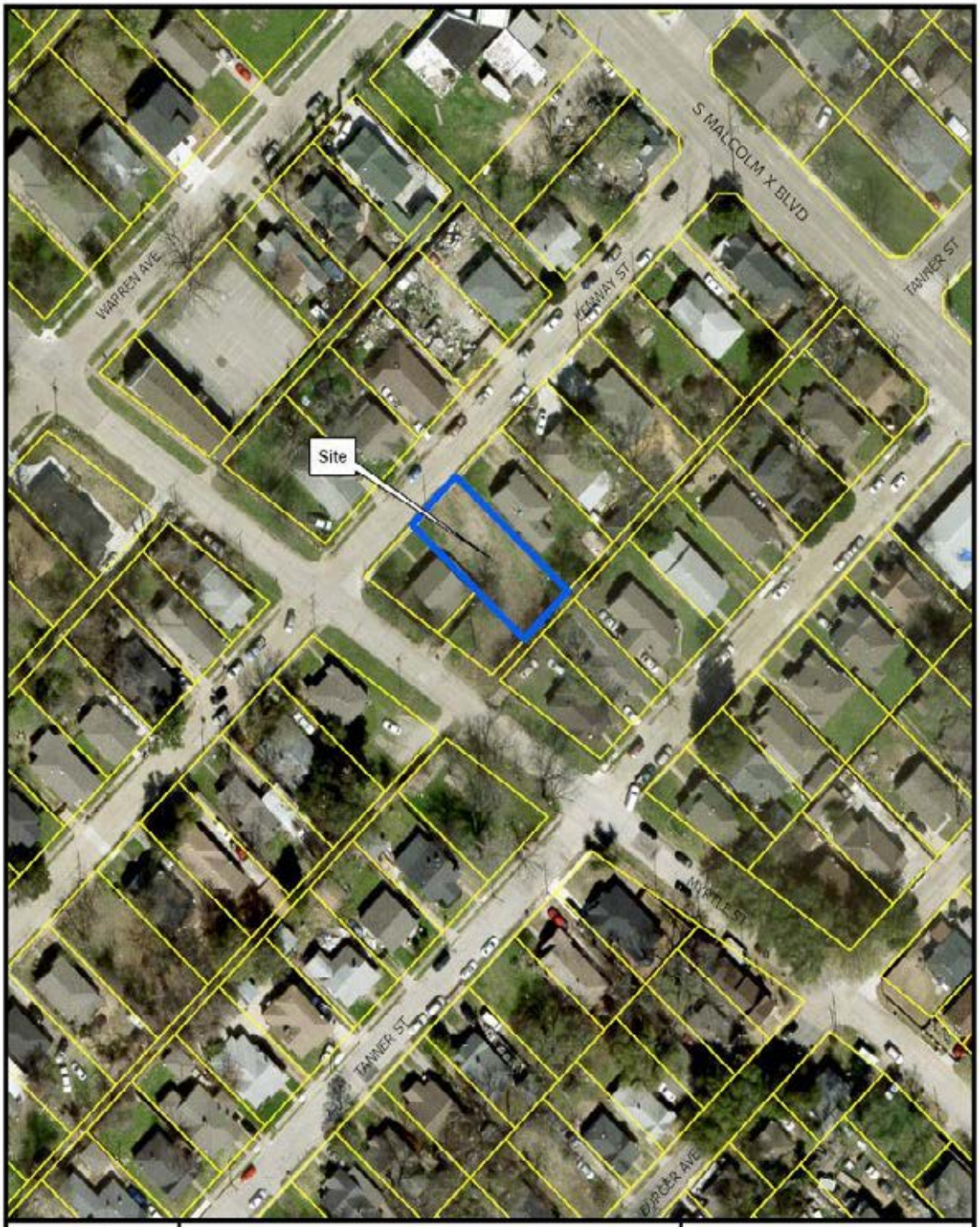
April 2, 2025: The applicant submitted an "Application/Appeal to the Board of Adjustment" and related documents which have been included as part of this case report.

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

April 18, 2025: 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 **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.

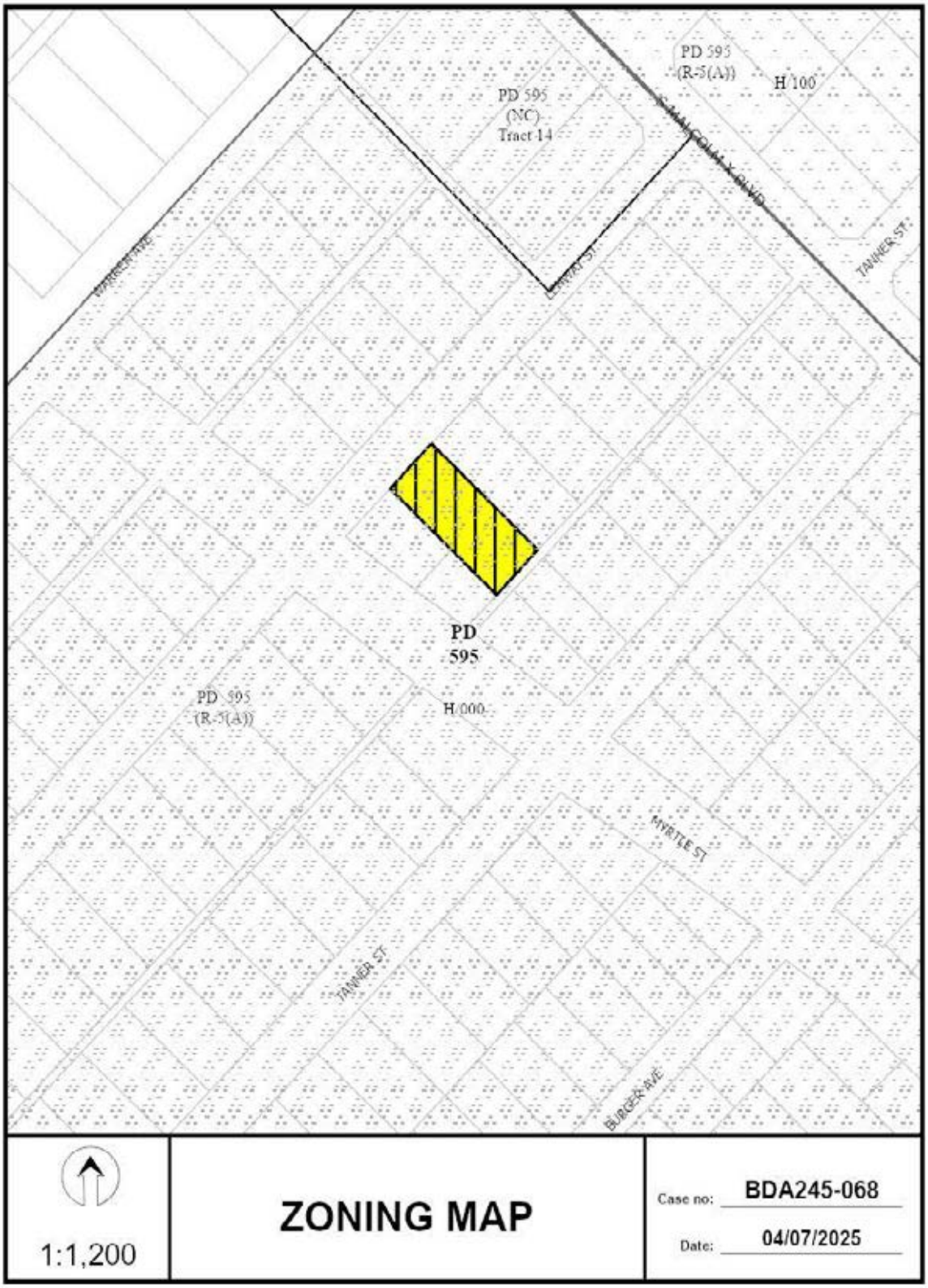


1:1,200

AERIAL MAP

Case no: BDA245-068

Date: 04/07/2025

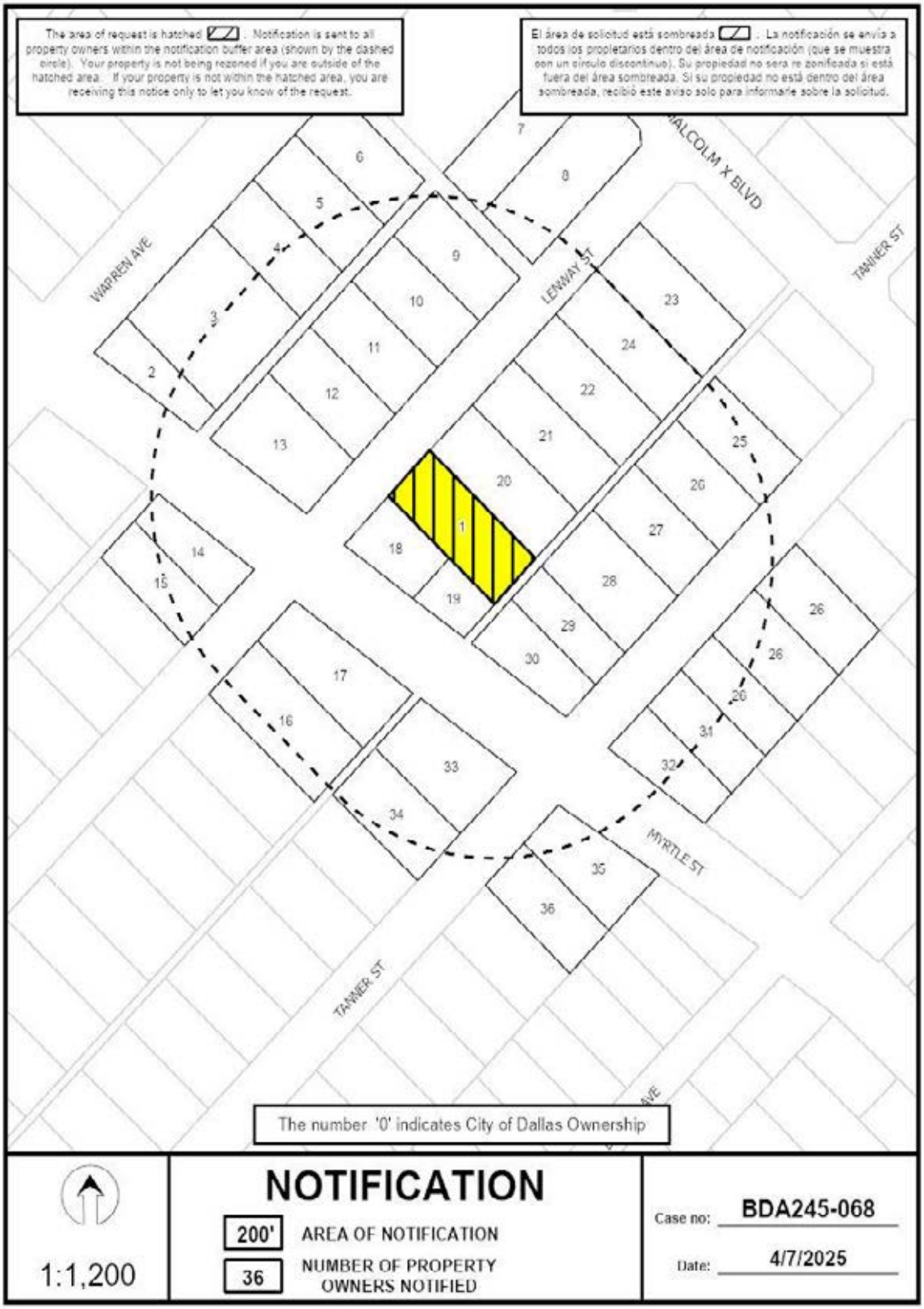


1:1,200

ZONING MAP

Case no: BDA245-068

Date: 04/07/2025


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.
WARREN AVE
LENWAY ST
MALCOLM X BLVD
TANNER ST
MYRTLE ST
TANNER ST
The number '0' indicates City of Dallas Ownership
NOTIFICATION
200'
AREA OF NOTIFICATION
36
NUMBER OF PROPERTY OWNERS NOTIFIED
1:1,200
Case no: BDA245-068
Date: 4/7/2025

Notification List of Property Owners

BDA245-068

36 Property Owners Notified

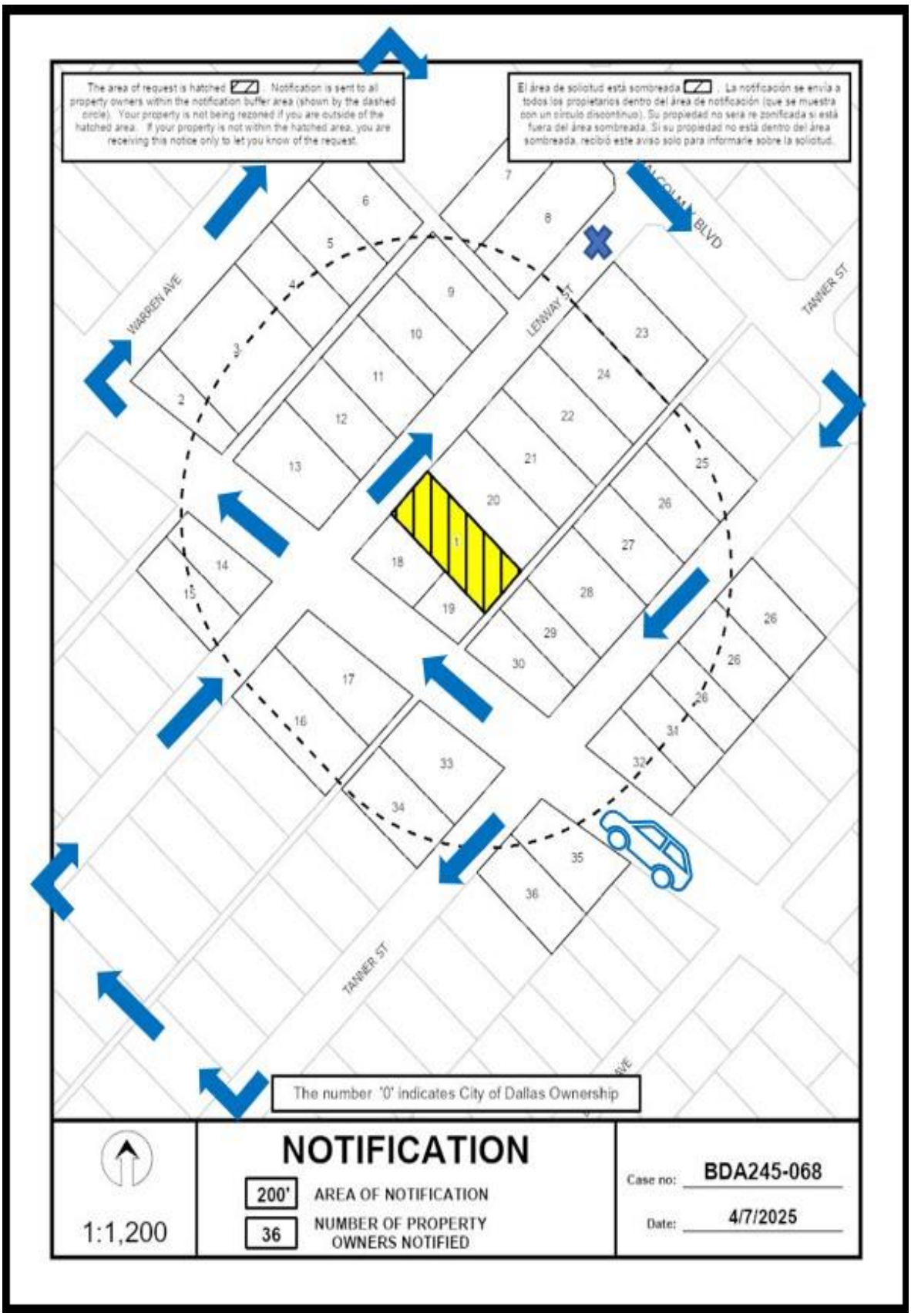
Label #	*Address*		*Owner*
1	2706	LENWAY ST	KHURRUM MOHAMMED
2	3404	MYRTLE ST	OLIVET BAPTIST CHURCH
3	2706	WARREN AVE	OLIVET MISSIONARY
4	2714	WARREN AVE	EST REALTY
5	2718	WARREN AVE	LOPEZ SANTIAGO & PATRICIA
6	2722	WARREN AVE	LOPEZ PATRICIA & SANTIAGO
7	3411	S MALCOLM X BLVD	TEMESGEN ALEMU &
8	3415	S MALCOLM X BLVD	TEMESGEN ALEMU &
9	2717	LENWAY ST	RAMIREZ JOSED ROBERTO UMANA
10	2715	LENWAY ST	RAMIREZ JOSE ROBERTO UMANA
11	2711	LENWAY ST	LISTERFLEURINOR VALNIESHIA
12	2709	LENWAY ST	Taxpayer at
13	2707	LENWAY ST	LILIAN LEASINGS LLC
14	2641	LENWAY ST	DIGGLES SOPHRONIA
15	2639	LENWAY ST	ROSS JENNIFER
16	2638	LENWAY ST	NOLEN ALICE L
17	2642	LENWAY ST	LENWAY ST LLC
18	2700	LENWAY ST	MEEKS ELLA EST OF
19	3426	MYRTLE ST	MARSAW CORA A EST OF
20	2710	LENWAY ST	THAMES REAL ESTATE
21	2714	LENWAY ST	PINEDA JOSE E
22	2716	LENWAY ST	RCGA LLC
23	2726	LENWAY ST	MALDONADO ESTEBAN MENDEZ
24	2722	LENWAY ST	RARI INVESTMENTS LLC
25	2721	TANNER ST	VICKERS BEATRICE M &
26	2715	TANNER ST	HOUSTON VERLENE L

Label #	*Address*		*Owner*
27	2711	TANNER ST	WILLIS CARLETTA &
28	2709	TANNER ST	BUSH ANTHONY DWAYNE &
29	2705	TANNER ST	ZARAGOZA MANUEL
30	2701	TANNER ST	NAIROBIC USA LLC
31	2706	TANNER ST	WILBURN OLLIE MAE EST OF
32	2700	TANNER ST	REYNA GUILLERMO &
33	2643	TANNER ST	DALLAS CITY OF COUNTY OF
34	2639	TANNER ST	SAFNA REALTY LLC
35	2646	TANNER ST	DELIMA JUAN FERNANDO &
36	2642	TANNER ST	BMRES INTEGRATED



Route Directions:
Start on Myrtle St.
Right on Warren Ave.
Right on S Malcom X Blvd.
Right on Tanner St.
Right on Atlanta St.
Right on Lenway St.
***Subject Site at 3:52.**

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, MAY 20, 2025**

BRIEFING: **10:00 a.m.** via **Videoconference and in 6EN COUNCIL CHAMBERS** at Dallas City Hall, 1500 Marilla Street

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

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

BDA245-068(BT) Application of Mohamed Khurrum represented by Noel Livingston for **(1)** a variance to the off-street parking regulations at **2706 LENWAY STREET.** This property is more fully described as Block B/1695, Lot 14 and is zoned PD 595 (R-5(A); (H/000), which requires parking spaces to be located behind the front-yard setback. The applicant proposes to construct and/or maintain a single-family residential structure with a setback of 20-feet which will require **(1)** a variance to the off-street parking 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, May 19, 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 245-068

RECEIVED
APR 02 2025
BY:

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

Location address: 2706 Lenway Street Zoning District: PD 595 Sub(R-5)

Lot No.: 14 Block No.: Acreage: 0.1 Census Tract:

Street Frontage (in Feet): 1) 50' 2) 3) 4) 5)

To the Honorable Board of Adjustment:

Owner of Property (per Warranty Deed): Mohammed K. Hurrum

Applicant: Mohammed K. Hurrum Telephone: 817-808-2152

Mailing Address: 411 W. Standifer St. Zip Code: Mckinney, TX 75069

E-mail Address: mkhurrum.52@gmail.com

Represented by: Noel C. Livingston Telephone: 469-673-8128

Mailing Address: 909 Chelsea Drive Zip Code: Mesquite, Tx. 75149

E-mail Address: oncelect@gmail.com

Affirm that an appeal has been made for a Variance ✓, or Special Exception _, of parking off Street.

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 respectfully request your approval for the Parking Adjustment to adHere from street side curb parking for traffic safety.

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 Noel C. Livingston
(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.

Duuna Marie Davis-Livingston
My Commission Expires
1/8/2028
Notary ID 134705434

Respectfully submitted: Noel C. Livingston
(Affiant/Applicant's signature)

Subscribed and sworn to before me this 26 day of March, 2025

Duuna Davis-Livingston
Notary Public in and for Dallas County, Texas

BOARD OF ADJUSTMENT
CITY OF DALLAS, TEXAS

FILE NUMBER: BDA245-068

BUILDING OFFICIAL'S REPORT: Application of MOHAMED KHURRUM represented by NOEL LIVINGSTON for (1) a variance to the off-street parking regulations at **2706 LENWAY ST**. This property is more fully described as Block B/1695, Lot 14 and is zoned PD-595 (R-5(A); (H/000), which requires a parking space must be located behind the front-yard setback. The applicant proposes to construct and/or maintain a single-family residential structure with a setback of 20-feet which will require (1) a variance to the off-street parking regulation.

LOCATION: 2706 LENWAY ST

APPLICANT: MOHAMED KHURRUM represented by NOEL LIVINGSTON

CITY OF DALLAS

AFFIDAVIT

Appeal number: BDA 245-008

I, Mohammed K. Hurrum, Owner of the subject property
(Owner or "Grantee" of property as it appears on the Warranty Deed)

at: 2706 Lenway Street
(Address of property as stated on application)

Authorize: Noel C. Livingston
(Applicant's name as stated on application)

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

✓ Variance (specify below)

_____ Special Exception (specify below)

_____ Other Appeal (specify below)

Specify: Requesting Approval for Parking Variance

Noel C. Livingston — Noel C. Livingston

Print name of property owner or registered agent — Signature of property owner or registered agent

Date 3-27-2025

Before me, the undersigned, on this day personally appeared

_____

Who on his/her oath certifies that the above statements are true and correct to his/her best knowledge. Subscribed and sworn to before me this 27th day of March, 2025

Duuna Marie Davis-Livingston
My Commission Expires
1/8/2028
Notary ID 134705434

Notary Public for Dallas County, Texas

Commission expires on 1-8-2028

DUPLICATE TAX RECEIPT

JOHN R. AMES, CTA
DALLAS COUNTY TAX ASSESSOR/COLLECTOR
500 Elm Street, Suite 3300
Dallas, Texas 75202

Certified Owner:

KHURRUM MOHAMMED
4112 VALLEY RIDGE LN
MCKINNEY , TX 75071-0000

Legal Description:

SOUTH SIDE
BLK B/1695 LT 14
INT201800268347 DD09282018 CO-DC
1695 00B 01400 1001695 00B
Parcel Address: 2706 LENWAY ST, DA
Legal Acres: 0.0000

Remit Seq No: 2024022162
Receipt Date: 03/25/2025
Deposit Date: 03/25/2025
Print Date: 03/25/2025 12:51 PM
Printed By: ANGEL_ARAIZAPUB

Deposit No: P0237778
Validation No: 900002047707071
Account No: 000-001-700-23000000
Operator Code: ANGEL_ARAIZAPUE

Year	Tax Unit Name	Rec Type	Tax Value	Tax Rate	Levy Paid	P&I	Coll Fee Paid	Total
2024	Tax Certificates	TL	0	0.000000	10.00	0.00	0.00	10.00
					$10.00	**$0.00**	**$0.00**	**$10.00**

>--

--<

Check Number(s):

Credit Card Authorization No: 0

Exemptions on this property:

NHS CAP LOSS

PAYMENT TYPE:

Credit Cards: $10.00

Total Applied: $10.00

Change Paid: $0.00

CURRENT YEAR TOTAL IS $0.00
ACCOUNT PAID IN FULL

Account No: 000-001-700-23000000
PAYER
KHURRUM MOHAMMED
4112 VALLEY RIDGE LN
MCKINNEY , TX 75071-0000

BDA245-008

CITY OF DALLAS

Posting of Notification Sign

PER SEC 51A-1.106 Notification signs required to be obtained and posted

Address: 2706 Lenway Street

Appeal Number: BDA 245-068

All required notification signs must be posted on the property within fourteen (14) days after an application has been made, prior to the Board of Adjustment Hearing, and not be removed until the hearing ends.

The sign must be posted at a prominent location adjacent to the public street, evenly spaced along each frontage, and easily visible from the street. Failure to properly post the sign(s) may result in either a postponement or denial of the appeal.

All required notification signs have been received. One sign is required for each 500 feet or less of frontage, or every tract of five (5) acres or less, with a maximum of five (5) signs required. The cost of each sign is $10.00.

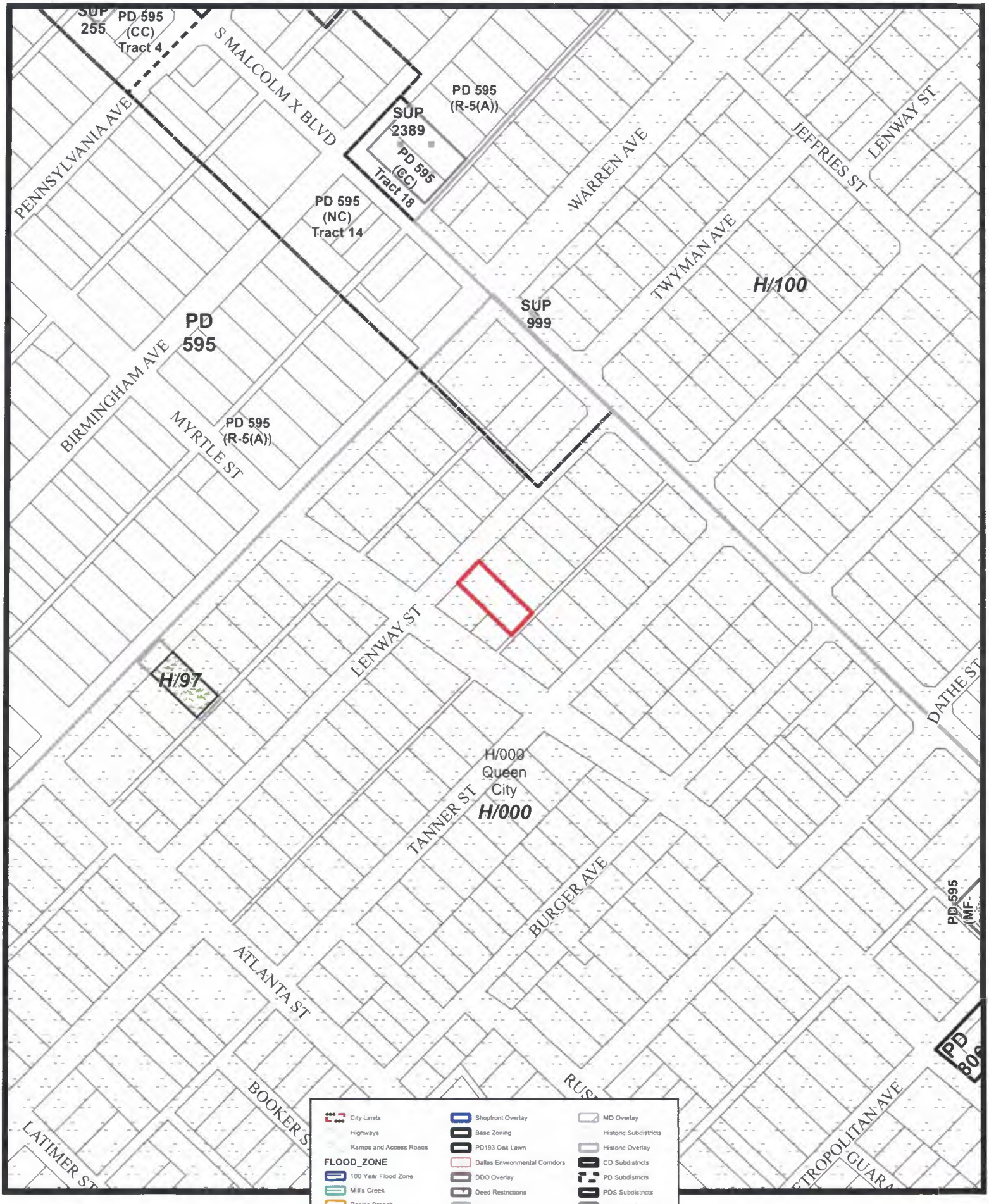
Footage of each street frontage: 50'

Number of acres: 0.14

Number of signs received: 1

Paul Livingston — 4/1/25

Signature of applicant or person receiving signs — Date

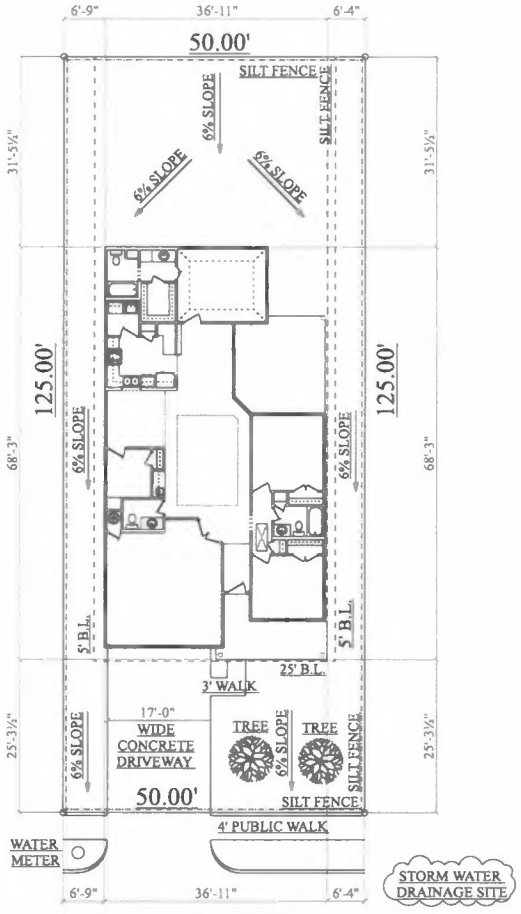


1:2,400

Case ID: BDA245-068

Printed: 4/2/2025

LOT 14 BLOCK B/1695
SOUTH SIDE
DALLAS, TEXAS
DALLAS COUNTY



2706 LENWAY STREET

BUILDER TO FIELD VERIFY ALL BUILDING LINES, SETBACKS, AND PROPOSED STRUCTURE LOCATION PRIOR TO CONSTRUCTION

SITE PLAN

SCALE: 1" = 20'-0"

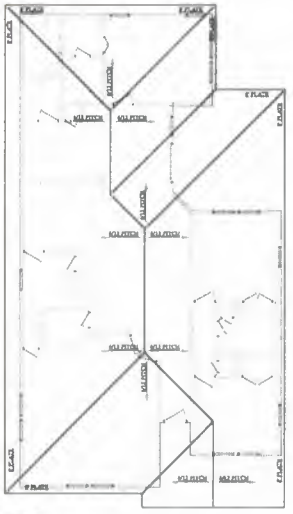
BDA245-068

213 W ENNIS AVENUE
SUITE 400
ENNIS, TX 75119
OFFICE# (972)935-9710
WWW.PLAN-MASTER.COM

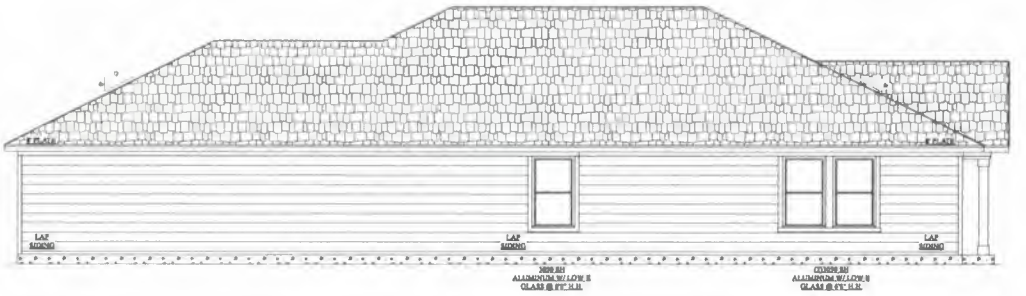
MARCH 5th, 2025

A NEW SINGLE FAMILY HOME
TO BE LOCATED @
2706 LENWAY - LOT 14 BLK B/1695
SOUTH SIDE ADDITION
DALLAS COUNTY- DALLAS, TEXAS

LIVINGSTON,
NOEL



ROOF LAYOUT
SCALE: 1/8" = 1'-0"



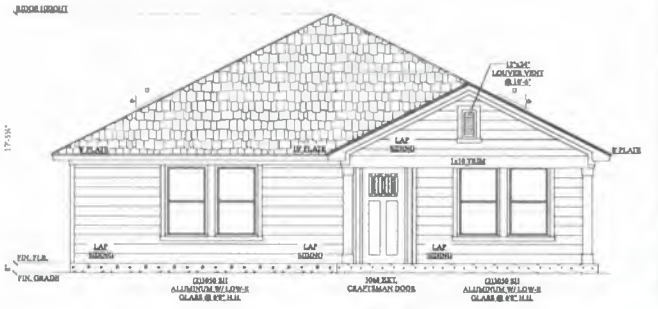
LEFT ELEVATION
SCALE: 1/4" = 1'-0"



RIGHT ELEVATION
SCALE: 1/4" = 1'-0"



REAR ELEVATION
SCALE: 1/4" = 1'-0"



FRONT ELEVATION
SCALE: 1/4" = 1'-0"

Plan Copyright, Ownership and Liability

These plans are copyrighted and are subject to copyright protection as a "Architectural Work" under sections 102 of the Copyright Act, 17 U.S.C. as amended December 1990 and known as Architectural Works Copyright Protection Act of 1990. Reproduction of these home plans to designs within in whole or in part, including any these and/or preparation of derived works thereof for any except without prior written permission is strictly prohibited. The purchase of a set of home plans in any situation any copyright to Blue ownership/clauses to it to the buyer except for a limited license to use that set of home for the construction of one dwelling unit. The protection includes but is not limited to the overall form as well as the arrangements and composition of spaces and elements of the design. These plans are the property of Blue Line Design Co.

Blue Line Design Co. assumes no liability for any situation encompassed from these plans. It is the responsibility of the purchaser of these plans to perform the following before beginning any construction
1. Verify dimensions and all aspects of plans for compliance with all local codes and ordinances where house is to be constructed.
2. Verify all structural for design, size and reinforcement with local engineer any building officials.
3. Have relevant locations only engineering reports should encompass actual site and conditions

Limit of Damages: Building is not to exceed price paid for plans Blue Line Design Co. assumes no liability for any changes made to these plans we do we assume any liability for adverse given as methods used by the builder, contractor, or other professionals involved in the construction of a home from these plans. Blue Line Design Co. is not a registered Architect however, Blue Line Design Co. is registered and maintains good standing with the American Institute of Building Design

NOTES:

1. These plans are intended to provide the most construction information necessary to substantially complete this structure. These plans must be verified and checked completely by the builder. Any discrepancy, error and/or omission is found to in be brought to the attention of the structural before any construction must so published Have been made
2. These plans are designed to be in substantial compliance with the 2021 International Residential Code. The construction shall methods to all material, like-end level building codes and ordinances. These codes shall also prescribed over anything contrary to these plans.
3. Contractor must verify all dimensions and study drawings
4. All stud walls are dimensioned 4" nominal, unless 6" nominal and fire walls 2" nominal
5. Load sleeve and partition have 1 high shelves unless noted otherwise
6. Provide 3/8 inch water line to refrigerator
7. Size water heaters in the garage are to be on a 18" platform
8. Air conditioner condenser must be 5' above grade
9. Verification of ceiling rebuilds prepared by architect or engineer, and accepted by building official see Table R602.3 in the International Residential Code
10. Refer to engineer drawings for all foundations
11. Lot drainage to comply with the International Residential Code
12. Building area to be cleared of all loosen fence and vegetation
13. Provide a minimum of 8" below grade and 4" below Slabs
14. Check plans for local changes floor outlets and plumbing fixture locations

NCBDC

LIVINGSTON, NOEL

MARCH 5th, 2025

A NEW SINGLE FAMILY HOME
TO BE LOCATED @
2706 LENWAY - LOT 14 BLK B/1695
SOUTH SIDE ADDITION
DALLAS COUNTY - DALLAS, TEXAS

AIBD

MATTHEW L. EDWARDS
AIBD CERTIFICATION # 44 798

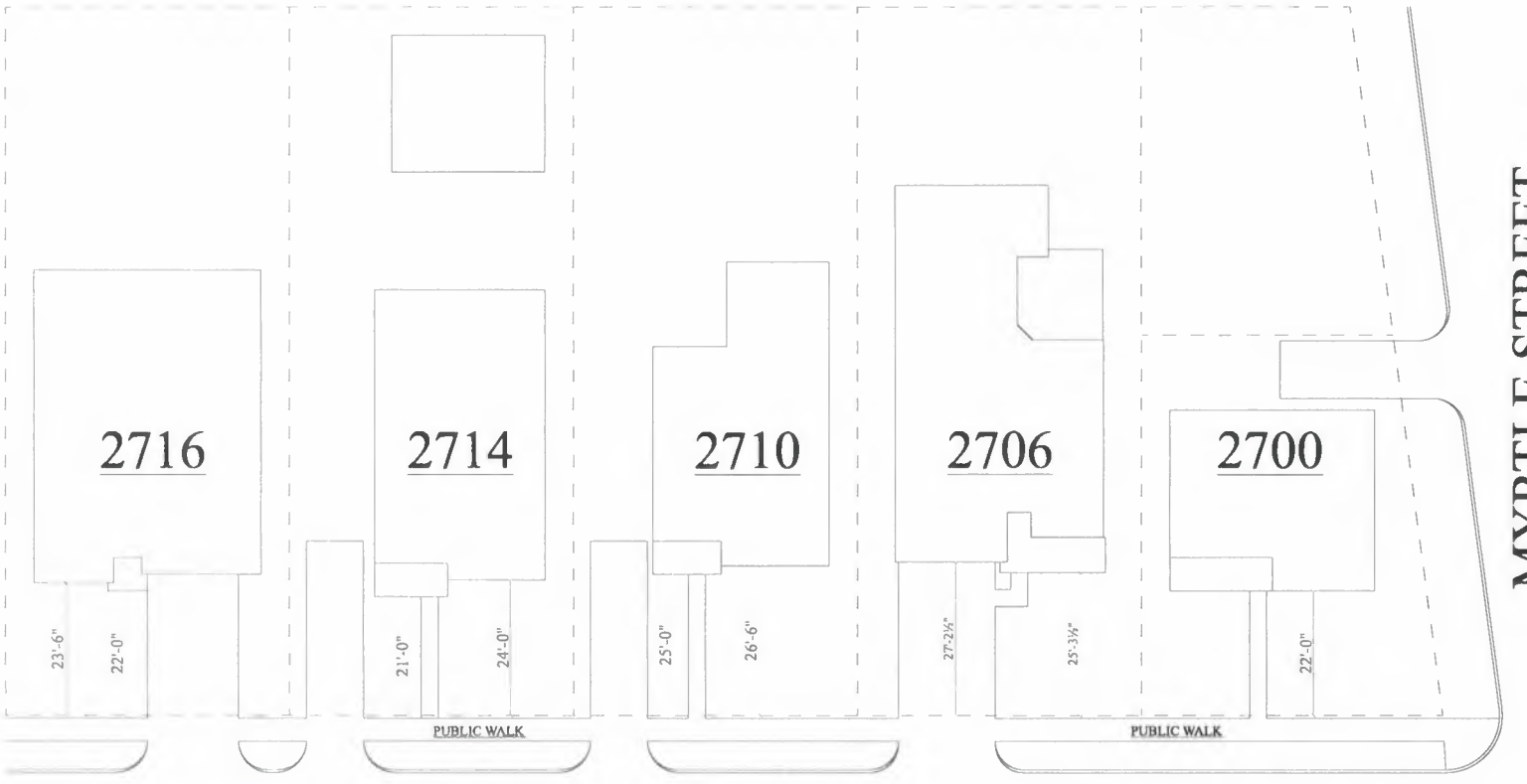
213 W. ENNIS AVENUE
SUITE 400
ENNIS, TX 75119
OFFICE# (972)933-9710
WWW.PLAN-MASTER.COM

Blue Line Design Co.

159

BDA245-008





LENWAY STREET











CONTEXTUAL SITE PLAN

SCALE: 1" = 10'-0"

Plan Copyright, Ownership and Liability

These plans are copyrighted and are subject to copyright protection as an "Architectural Work" under sections 102 of the Copyright Act, 17 U.S.C. as amended December 1990 and known as Architectural Works Copyright Protection Act of 1990. Reproduction of these house plans in designs, either in whole or in part, including any form and/or preparation of derived works thereof for any reason without prior written permission or strictly prohibited. The purchase of a set of house plans in no way transfers any copyright or other ownership interest in it to the buyer except for a limited license to use this set of house for the construction of one dwelling unit. The protection includes but is not limited to the overall form as well as the arrangement and composition of spaces and elements of the design. These plans are the property of Blue Line Design Co.

Blue Line Design Co assumes no liability for any situation constructed from this plan. It is the responsibility of the purchaser of this plan to perform the following before beginning any construction.

1. Verify dimensions and all aspects of plans for compliance with all local codes and ordinances where house is to be constructed.
2. Verify all structural for design, size and reinforcement with local engineer and building officials.
3. Plans indicate locations only; engineering aspects should incorporate actual site use and conditions.

Limit of Designers liability is not to exceed price paid for plans. Blue Line Design Co assumes no liability for any changes made to these plans nor do we assume any liability for advice given to owners, builders, contractors, or other professionals involved in the construction of a house from these plans. Blue Line Design Co is not a registered Architect however, Blue Line Design Co. is registered and maintains good standing with the American Institute of Building Design.

NOTES:

1. These plans are intended to provide the basic construction information necessary to substantially complete this structure. These plans must be verified and checked completely by the builder. Any discrepancy, state and/or situation is found is to be brought to the attention of the architect before any construction work or purchases have been made.
2. These plans are designed to be in substantial compliance with the 2015 International Residential Code. The construction shall conform to all national, state and local building codes and ordinances. These codes shall take precedence over anything noted on these drawings.
3. Contractor must verify all dimensions and make drawings.
4. All stud walls are dimensioned 4" nominal, brick 4" nominal and tile walls 3" nominal.
5. Letters rounds and positions have 3 high shadow unless noted otherwise.
6. Provide 3/4 inch water line to refrigerator.
7. Gas water heaters in the garage are to be on a 18" platform.
8. Air conditioning contractor must be 2" above grade.
9. In absence of roofing schedule prepared by contractor or engineer, and accepted by building official see Table R905.3 of the International Residential Code.
10. Refer to engineer drawings for all foundations.
11. Lot drainage to comply with the International Residential Code.
12. Building area to be cleared of all human waste and vegetation. Cut maybe a minimum of 6" below grade and 4" below stones.
13. Check plans for level changes from exterior and plumbing fixture locations.

213 W. ENNIS AVENUE
SUITE 400
ENNIS, TX 75119
OFFICE# (972)935-9710
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Blue Line Design

MATTHEW L. EDWARDS
AIBD CERTIFICATION # 66-798

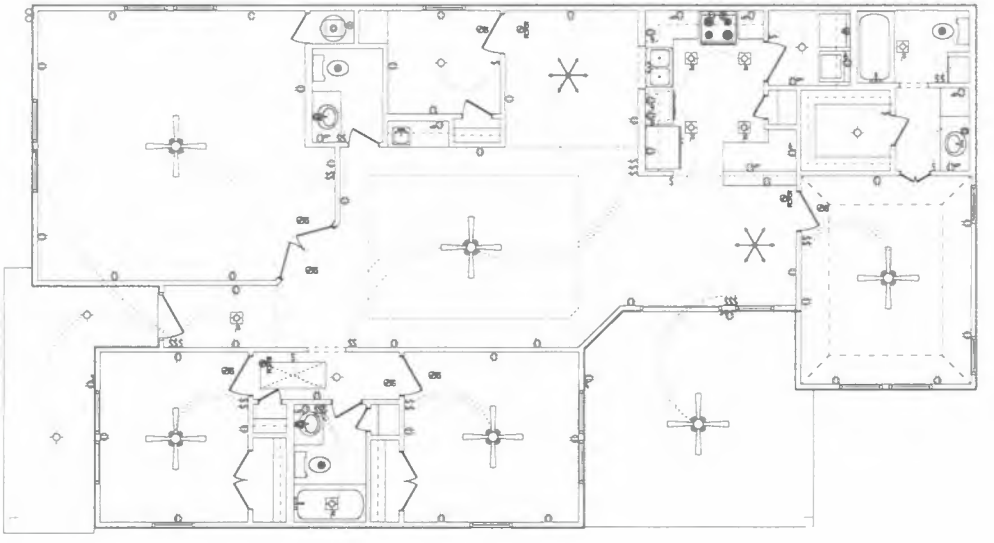
MARCH 5th, 2025

A NEW SINGLE FAMILY HOME
TO BE LOCATED @
2706 LENWAY - LOT 14 BLK B/1695
160 SOUTH SIDE ADDITION
DALLAS COUNTY, DALLAS, TEXAS

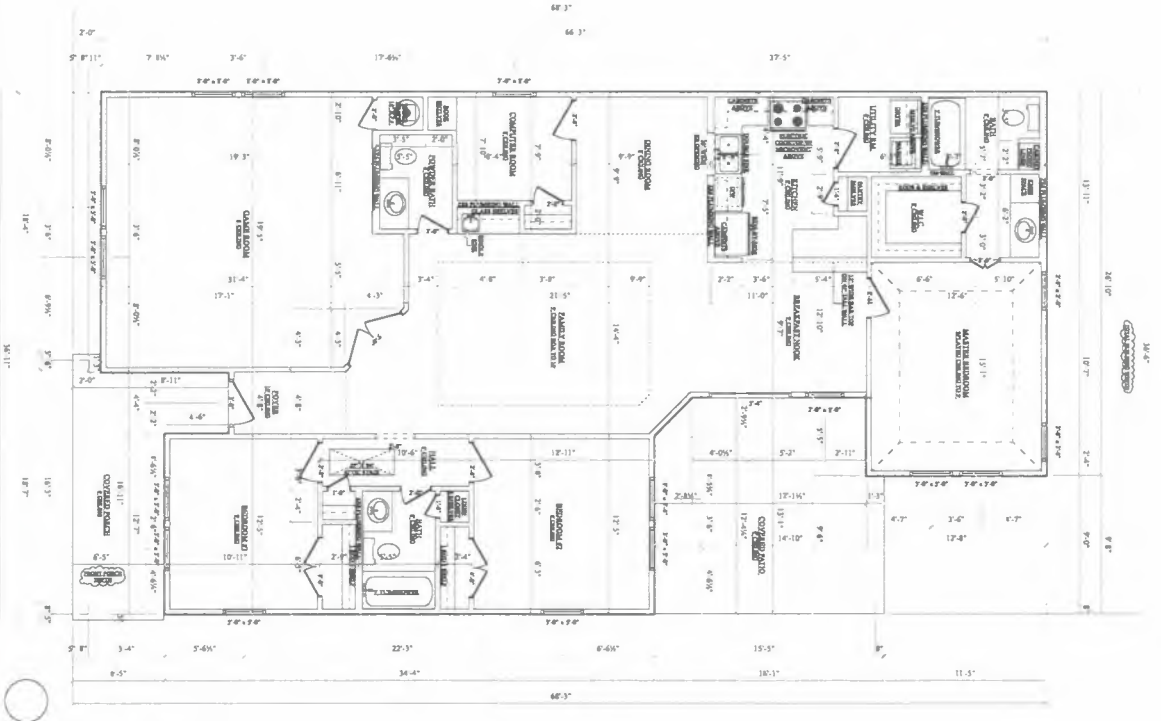
LIVINGSTON, NOEL

BDA245-068

BDA245-060



ELECTRICAL PLAN
SCALE: 1/4" = 1'-0"



FLOOR PLAN
SCALE: 1/4" = 1'-0"

AREA CALCULATIONS
LIVING AREA 1,980
COVERED PORCH 133
COVERED PATIO 233
TOTAL SLAB 2,346

213 W ENNIS AVENUE
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ENNIS, TX 75119
OFFICE# (972)935-9710
WWW.PLAN-MASTER.COM

MARCH 5th, 2025

A NEW SINGLE FAMILY HOME
TO BE LOCATED @
2706 LENWAY - LOT 14 BLK B/1695
SOUTH SIDE ADDITION
DALLAS COUNTY- DALLAS, TEXAS

LIVINGSTON,
NOEL

FILE NUMBER: BDA245-047 (BT)

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

LOCATION: 1626 Hi Line Drive

APPLICANT: Jonathan Vinson

REQUEST:

(1) Special Exception to the parking regulations.

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

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

STAFF RECOMMENDATION:

Special Exceptions (1):

No staff recommendation is made on this request.

BACKGROUND INFORMATION:

Zoning:

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

Land Use:

The subject site is developed with an Office Showroom/Warehouse use. The areas to the north, south, east, and west are developed with various uses such as but not limited to Office Showroom/Warehouse, Multi-family, and 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 1626 Hi Line Drive focuses on one request relating to the parking regulations.
- The proposed request of a 15-space special exception (46.8 percent reduction) is made to construct and/or maintain a nonresidential structure.
- The subject site lot size is 24,800.03 square feet.
- The existing building footprint is 14,064 square feet (56.71 percent lot coverage)
- PD-621 (Subdistrict 1) requires the following parking ration per specified use:
    - 1 parking space per 105 square feet of floor area for restaurant without drive-in or drive-through service (2,500 / 105 = 23.81).
    - 1 parking space per 1100 square feet of floor area for Warehouse/Showroom up to 20,000 square feet floor area (11,564 / 1100 = 10.51).
- Additionally, a parking agreement is required for calculating adjusted standard parking requirements.
- Granting the proposed 15-space special exception (46.8 percent reduction) to the parking regulations with a condition that the applicant complies with the most recently submitted site plan, would require the proposal to be constructed as shown on the submitted documents.
- 200' Radius Video: BDA245-047 at 1626 Hi Line Dr

Timeline:

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

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

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

- 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.

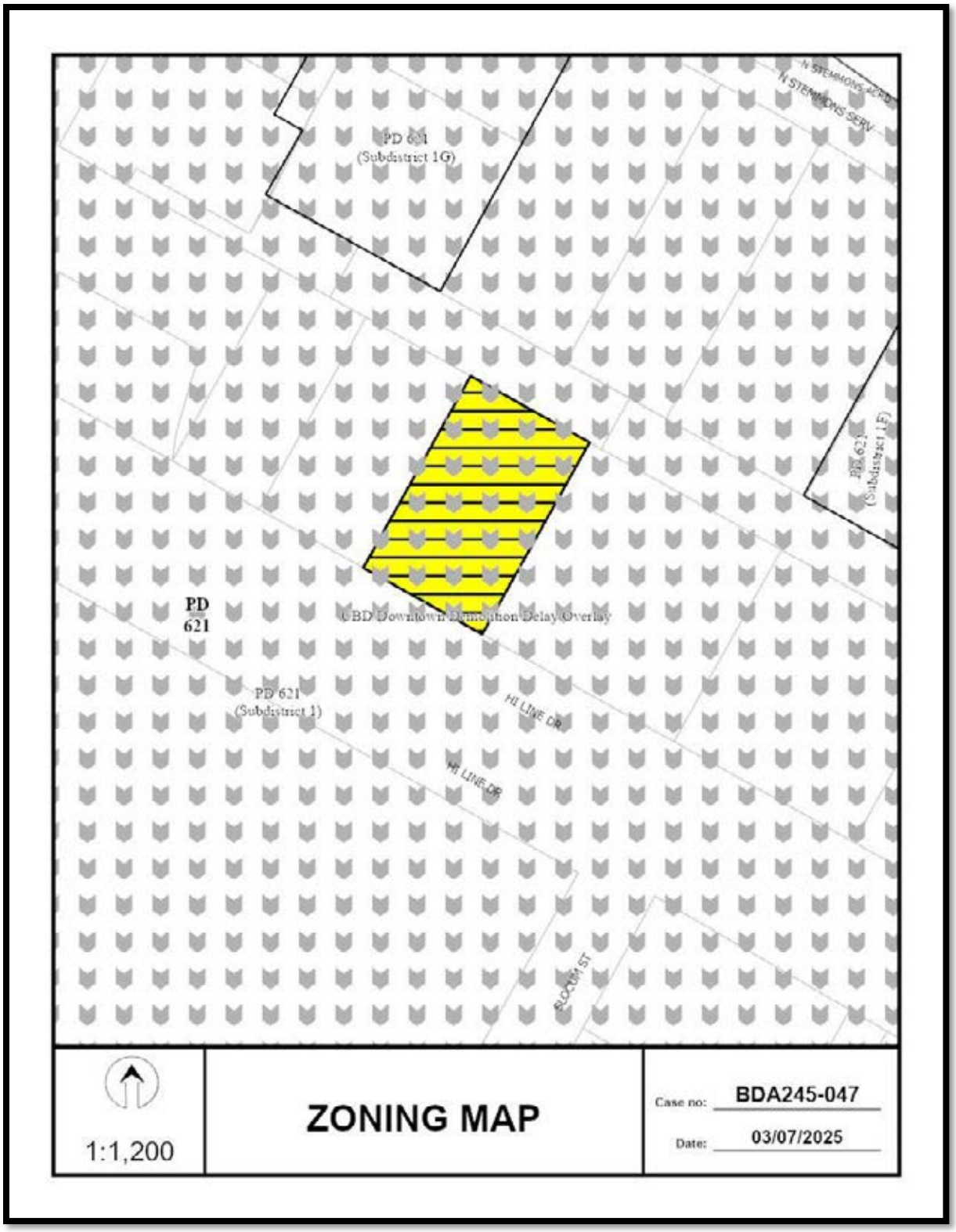


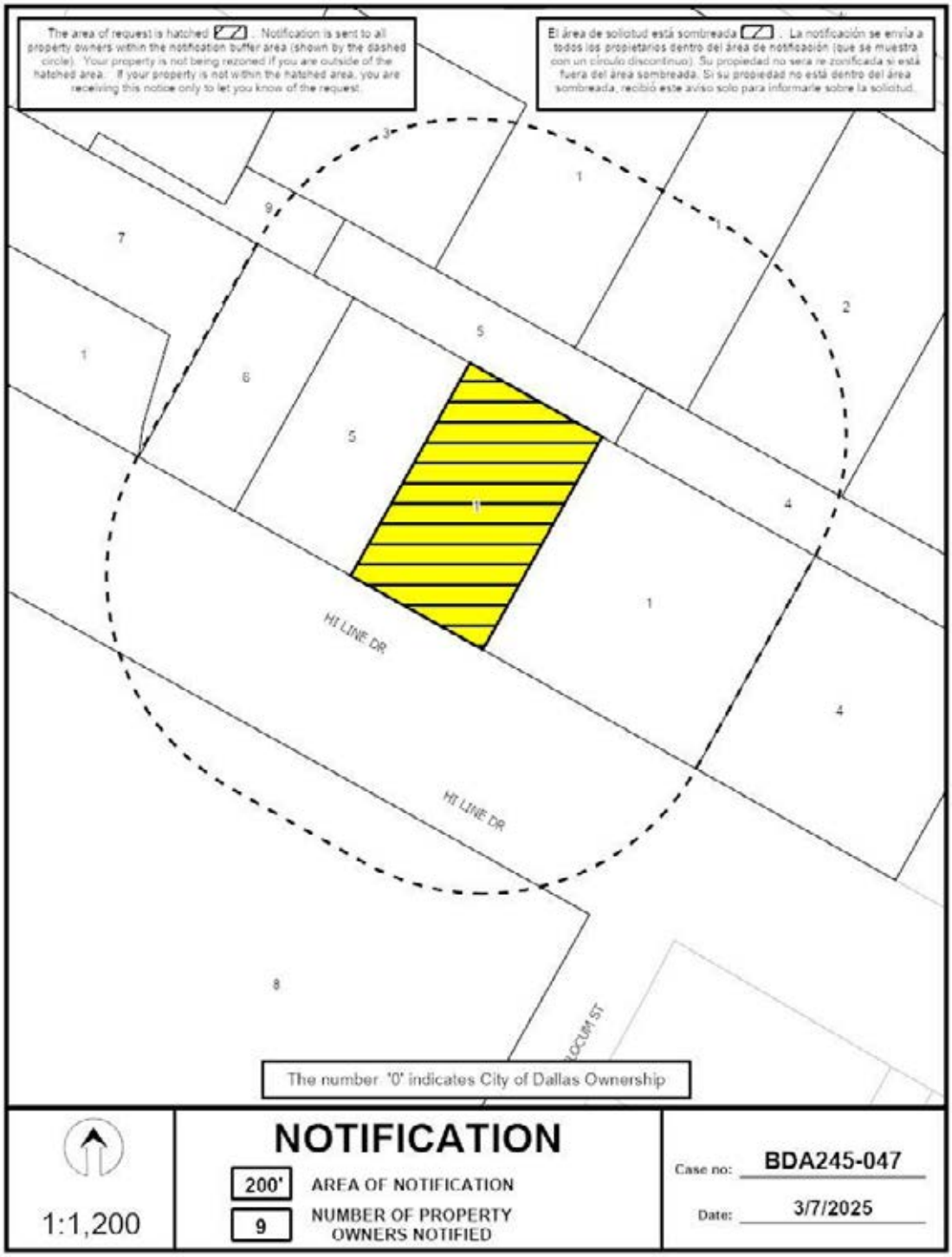
1:1,200

AERIAL MAP

Case no: BDA245-047

Date: 03/07/2025


PD 621
(Subdistrict 1G)
N STEMMONS SERV
PD 621
(Subdistrict 1E)
PD
621
CBD Downtown Demolition Delay Overlay
PD 621
(Subdistrict 1)
HI LINE DR
HI LINE DR
ECKERT ST
1:1,200
ZONING MAP
Case no: BDA245-047
Date: 03/07/2025


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.
HI LINE DR
HI LINE DR
LOCUM ST
The number '0' indicates City of Dallas Ownership
1:1,200
NOTIFICATION
200'
AREA OF NOTIFICATION
9
NUMBER OF PROPERTY OWNERS NOTIFIED
Case no: BDA245-047
Date: 3/7/2025

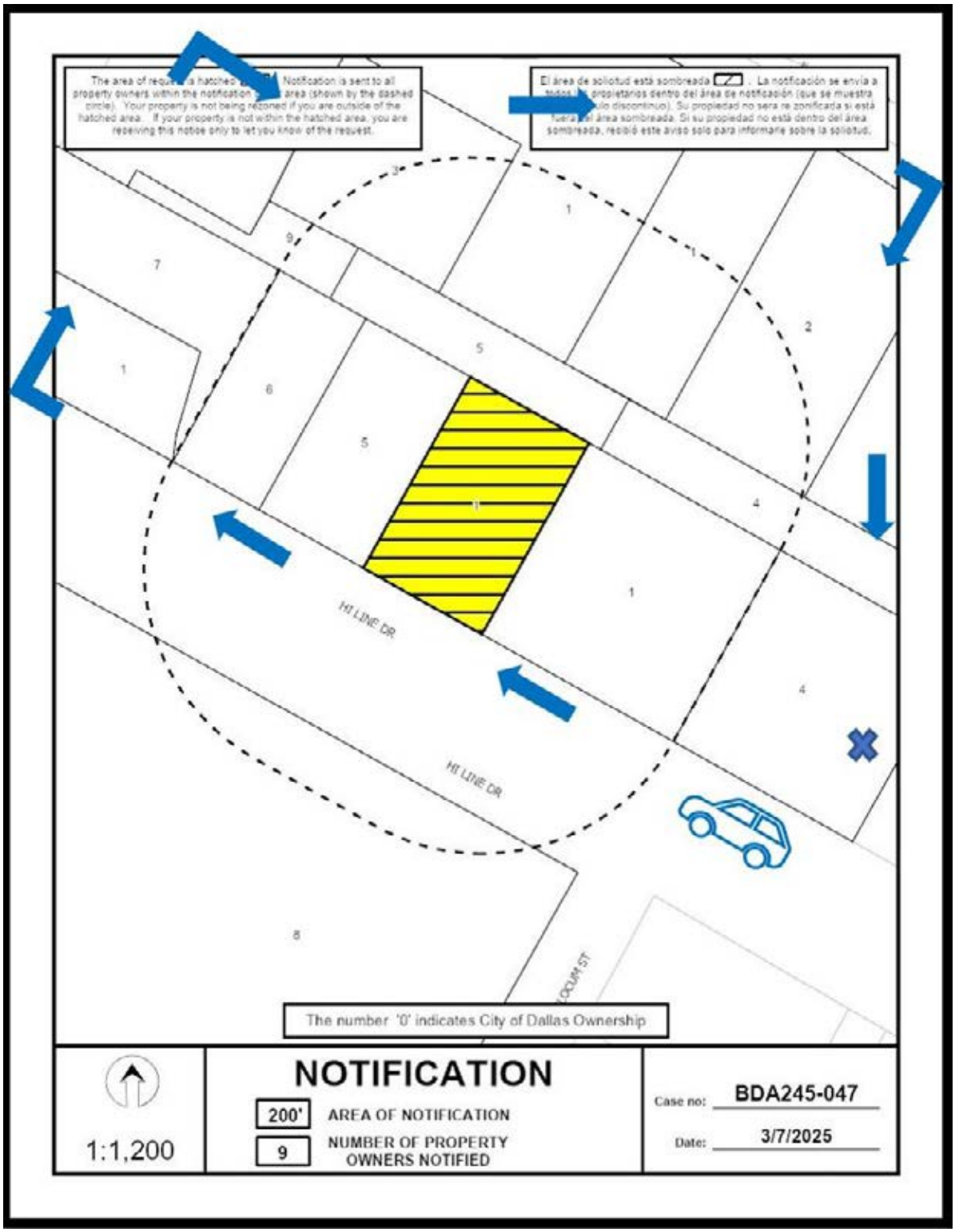
Notification List of Property Owners

BDA245-047

9 Property Owners Notified

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

200’ Radius Route Map



NOTICE OF PUBLIC HEARING

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

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

DATE: **TUESDAY, MAY 20, 2025**

BRIEFING: **10:00 a.m.** via **Videoconference and in 6EN COUNCIL CHAMBERS** at Dallas City Hall, 1500 Marilla Street

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

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 April 15, 2025**.

BDA245-047(BT) Application of Jonathan Vinson for **(1)** a special exception to the parking regulations at **1626 HI LINE DRIVE**. This property is more fully described as Block 44/1001, lots 12&13 & part of lots11 & 14, and is zoned PD 621 Subdistrict 1, which requires parking to be provided. The applicant proposes to construct and/or maintain a nonresidential structure for a restaurant without drive-in or drive-through service use, an office use, and an Office/Showroom use and provide 17 of the required 32 parking spaces, which will require **(1)** a 15-space special exception (46.8% reduction) to the parking regulation.

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

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

The Board of Adjustment hearing will be held by videoconference and at 6EN Council Chambers. Individuals who wish to speak in accordance with the Board of Adjustment Rules of Procedure **by joining the meeting virtually**, must register online at https://bit.ly/BDA-A-Register **by the 5 p.m. on Monday, May 19, 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

Development Services

"TOGETHER WE ARE BUILDING A SAFE AND UNITED DALLAS"

APPLICATION/APPEAL TO THE BOARD OF ADJUSTMENT

RECEIVED
FEB 25 REC'D
BY:

Case No.: BDA 245-047 FOR OFFICE USE ONLY

Date: FOR OFFICE USE ONLY

Data Relative to Subject Property:

Location address: 1626 Hi Line Drive Zoning District: PD 621 Subdistrict 1

Lot No.: 12 & 13 & pt Lots 11 & 14 Block No.: 44/1001 Acreage: 0.569 ac Census Tract: 100.03

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

To the Honorable Board of Adjustment:

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

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

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

E-mail Address: jvinson@jw.com

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

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

E-mail Address: jvinson@jw.com

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

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

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

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

Affidavit

Before me the undersigned on this day personally appeared Jonathan G. Vinson
(Affiant/Applicant's name printed)

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

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

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

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

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 1626 Hi Line Dr

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

Sincerely,

M. Samuell Eskander, PE

CITY OF DALLAS

AFFIDAVIT

Appeal number: BDA 245-047

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

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

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

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

X Variance (specify below)

X Special Exception (specify below)

Other Appeal (specify below)

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

Vipin Nambiar
Print name of property owner or registered agent

Signature of property owner or registered agent

Date 9/24/24

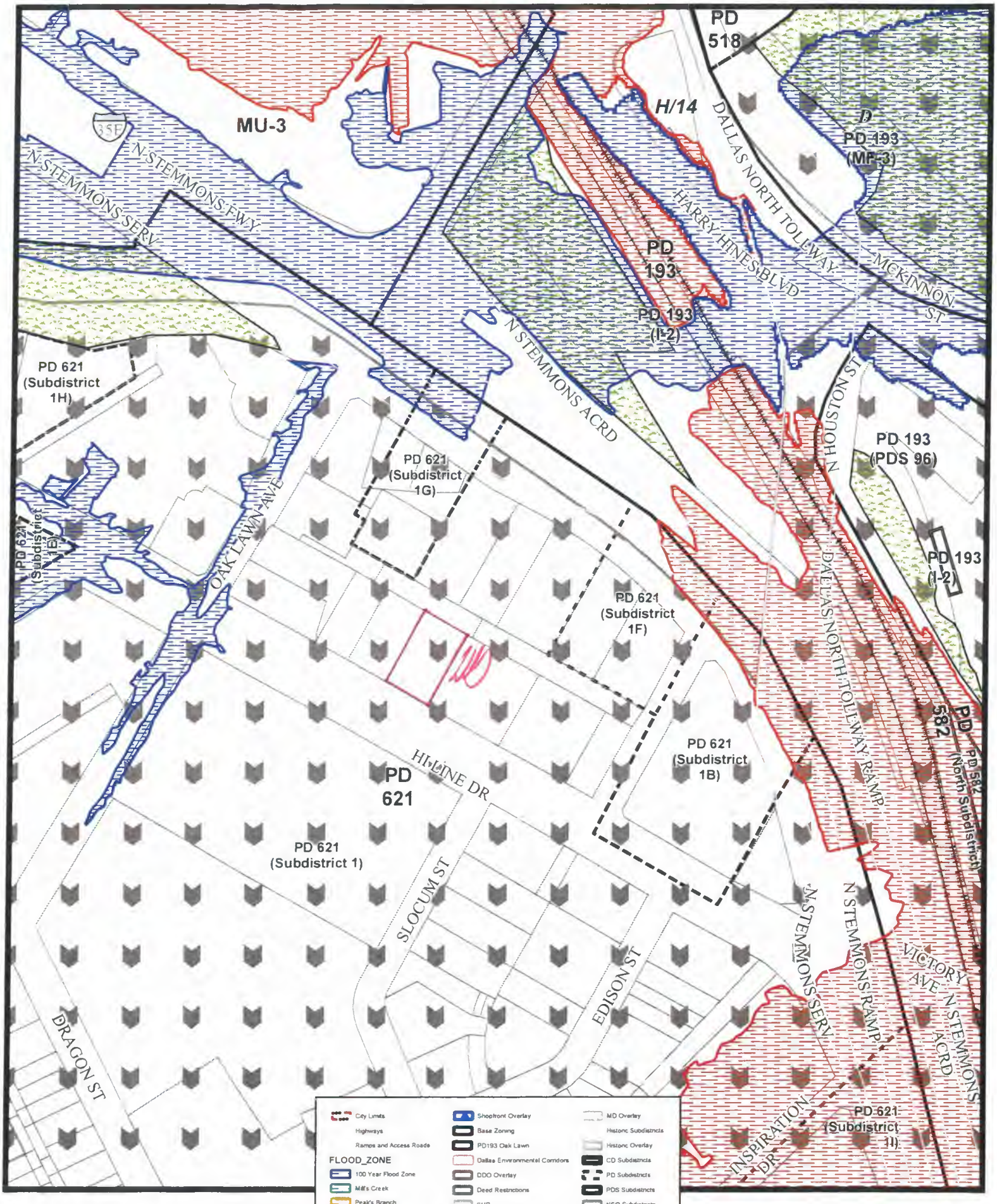
Before me, the undersigned, on this day personally appeared Vipin Nambiar

Who on his/her oath certifies that the above statements are true and correct to his/her best knowledge. Subscribed and sworn to before me this 24th day of September, 2024

Charlotte Vivien Carr
My Commission Expires
4/22/2026
Notary ID
133721828

Charlotte V Carr
Notary Public for Dallas County, Texas

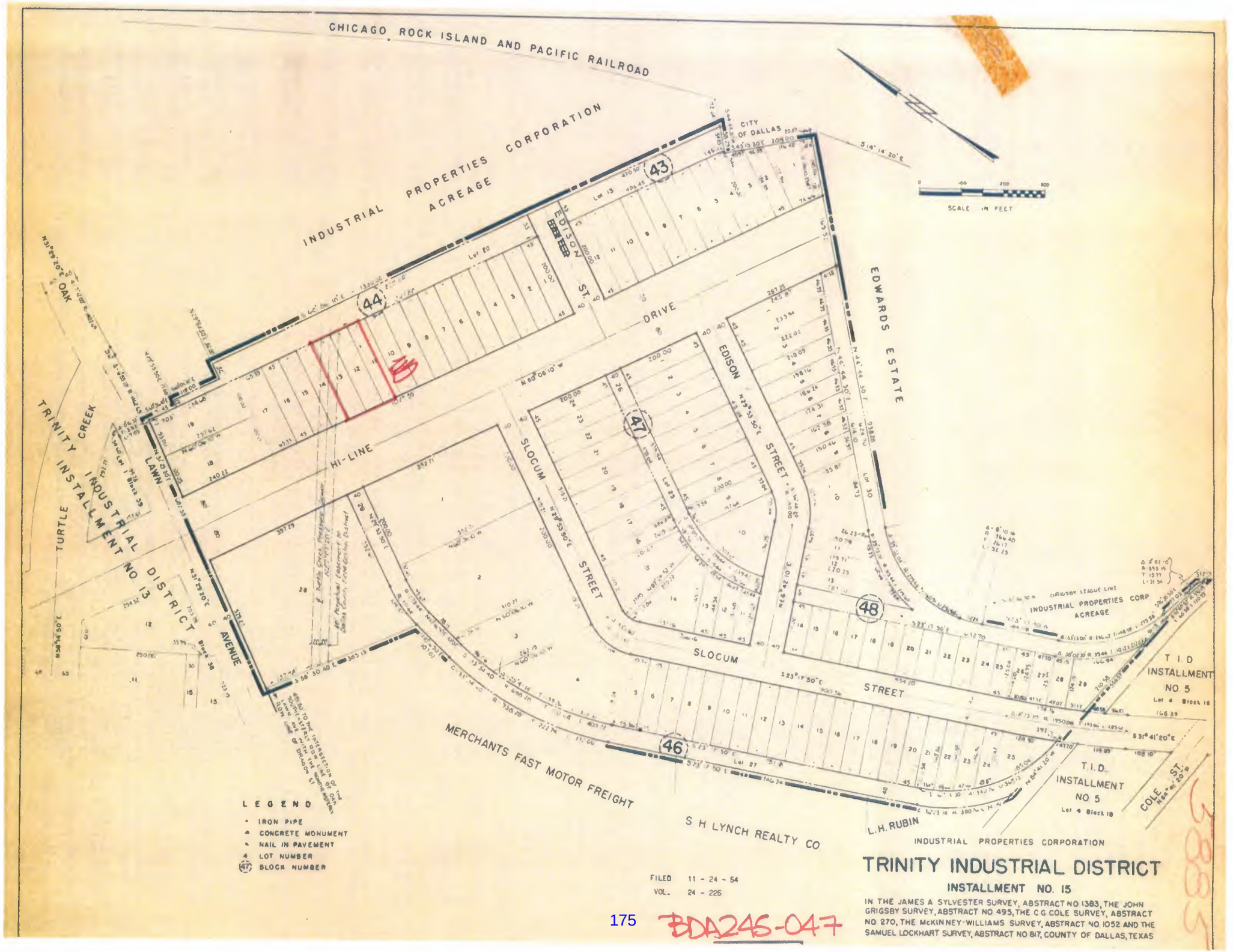
Commission expires on 4/22/2026



1:3,600

Case ID: BDA245-047

Printed: 8/9/2024



175 BDA245-047

ANNEXED _____ ORD. NO. _____

SURVEY JAMES A. SYLVESTER ABST. 1383
" JOHN GRIGSBY " 495
" CALVIN G. COLE " 271
" SAMUEL LOCKHART " 817
" MC KINNEY & WILLIAMS " 1052

CITY OF DALLAS PLAT BOOKS

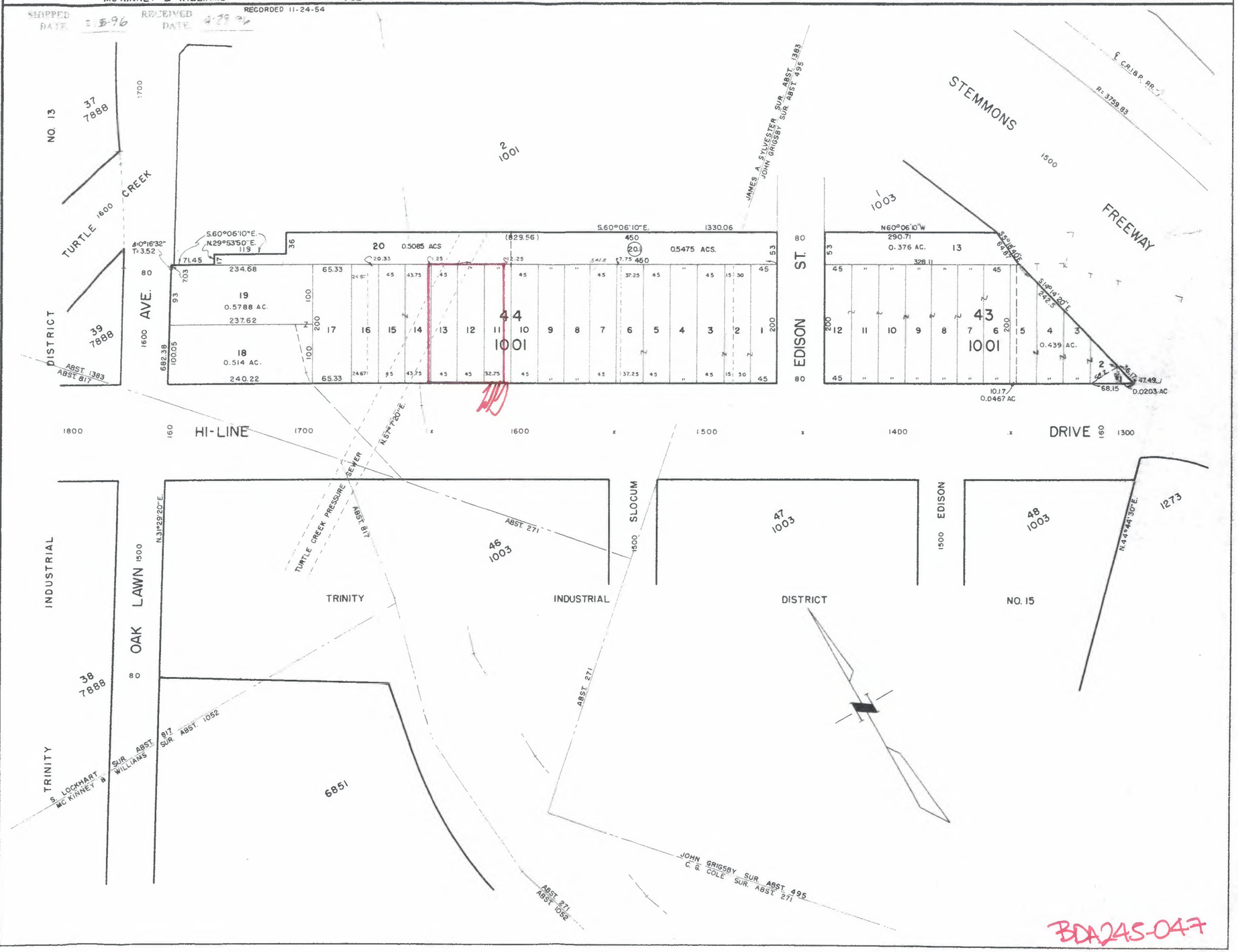
ADDITION TRINITY INDUSTRIAL DISTRICT NO. 15 (PART)

BLOCKS 43 & 44 / 1001

SCALE 100 FT. EQUALS 1 INCH PHA 6-3-87 klc 11-23-84 SCHOOL DIST. DALLAS

SHIPPED DATE 2-8-96 RECEIVED DATE 4-29-96

RECORDED 11-24-54



BDA245-047

REMOTE PARKING AGREEMENT
(including church uses)

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

I.

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

II.

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

III.

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

IV.

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

V.

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

VI.

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

VII.

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

(1) all uses providing parking and all uses on the property for which parking is provided under this agreement fully comply with the off-street parking regulations in the Code, as amended, by a means other than this parking agreement; or

(2) all uses on the property for which parking is provided under this agreement cease to operate and terminate their certificates of occupancy.

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

VIII.

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

IX.

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

X.

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

XI.

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

XII.

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

XIII.

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

XIV.

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

XV.

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

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

XVI.

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

XVII.

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

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

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

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

CONSENT AND CONCURRENCE OF LIENHOLDERS OR MORTGAGEES:

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

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

APPROVED:

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

_____
Building Official
(or authorized representative)

_____
Assistant City Attorney

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

Executed as of the date set forth above.

TRACT A OWNER:

DDD PORTFOLIO HOLDINGS LLC
a Delaware limited liability company

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

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

By: _____
Name: Vipin Nambiar
Title: Managing Partner

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

By: _____
Name: Jordon Lang
Title: Managing Director

ACKNOWLEDGEMENT

STATE OF TEXAS)
)
COUNTY OF DALLAS)

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

_____
NOTARY PUBLIC

[NOTARY PUBLIC STAMP]

Executed as of the date set forth above.

TRACT A OWNER:

DDD PORTFOLIO HOLDINGS LLC
a Delaware limited liability company

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

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

By: _____
Name: Vipin Nambiar
Title: Managing Partner

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

By: _____
Name: Jordon Lang
Title: Managing Director

ACKNOWLEDGEMENT

STATE OF TEXAS)
)
COUNTY OF DALLAS)

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

_____
NOTARY PUBLIC

[NOTARY PUBLIC STAMP]

Acknowledgment Forms (Rev. 5-27-05)
Based on Tex. Civ. Prac. & Rem. Code Ann. § 121.008

Executed as of the date set forth above.

TRACT A MORTGAGEE:

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

By: _____

Name: _____

Title: _____

ACKNOWLEDGEMENT

STATE OF TEXAS)
)
COUNTY OF DALLAS)

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

_____
NOTARY PUBLIC

[NOTARY PUBLIC STAMP]

Acknowledgment Forms (Rev. 5-27-05)
Based on Tex. Civ. Prac. & Rem. Code Ann. § 121.008

Executed as of the date set forth above.

TRACT B OWNER:

DDD STEMMONS HOLDINGS LLC,
a Delaware limited liability company

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

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

By: _____
Name: Vipin Nambiar
Title: Managing Partner

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

By: _____
Name: Jordon Lang
Title: Managing Director

ACKNOWLEDGEMENT

STATE OF TEXAS)
)
COUNTY OF DALLAS)

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

_____
NOTARY PUBLIC

[NOTARY PUBLIC STAMP]

Acknowledgment Forms (Rev. 5-27-05)
Based on Tex. Civ. Prac. & Rem. Code Ann. § 121.008

Executed as of the date set forth above.

TRACT B OWNER:

DDD STEMMONS HOLDINGS LLC,
a Delaware limited liability company

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

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

By: _____
Name: Vipin Nambiar
Title: Managing Partner

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

By: _____
Name: Jordon Lang
Title: Managing Director

ACKNOWLEDGEMENT

STATE OF TEXAS)
)
COUNTY OF DALLAS)

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

_____
NOTARY PUBLIC

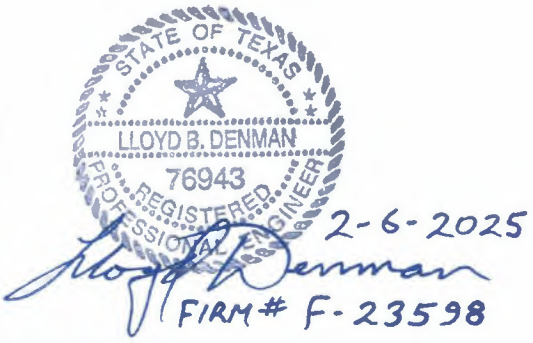
[NOTARY PUBLIC STAMP]

Acknowledgment Forms (Rev. 5-27-05)
Based on Tex. Civ. Prac. & Rem. Code Ann. § 121.008

MEMORANDUM

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

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



Date: February 6, 2025

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

---

Introduction

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

Proposed Uses and City of Dallas Code Requirements for Parking

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

BDA245-047

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

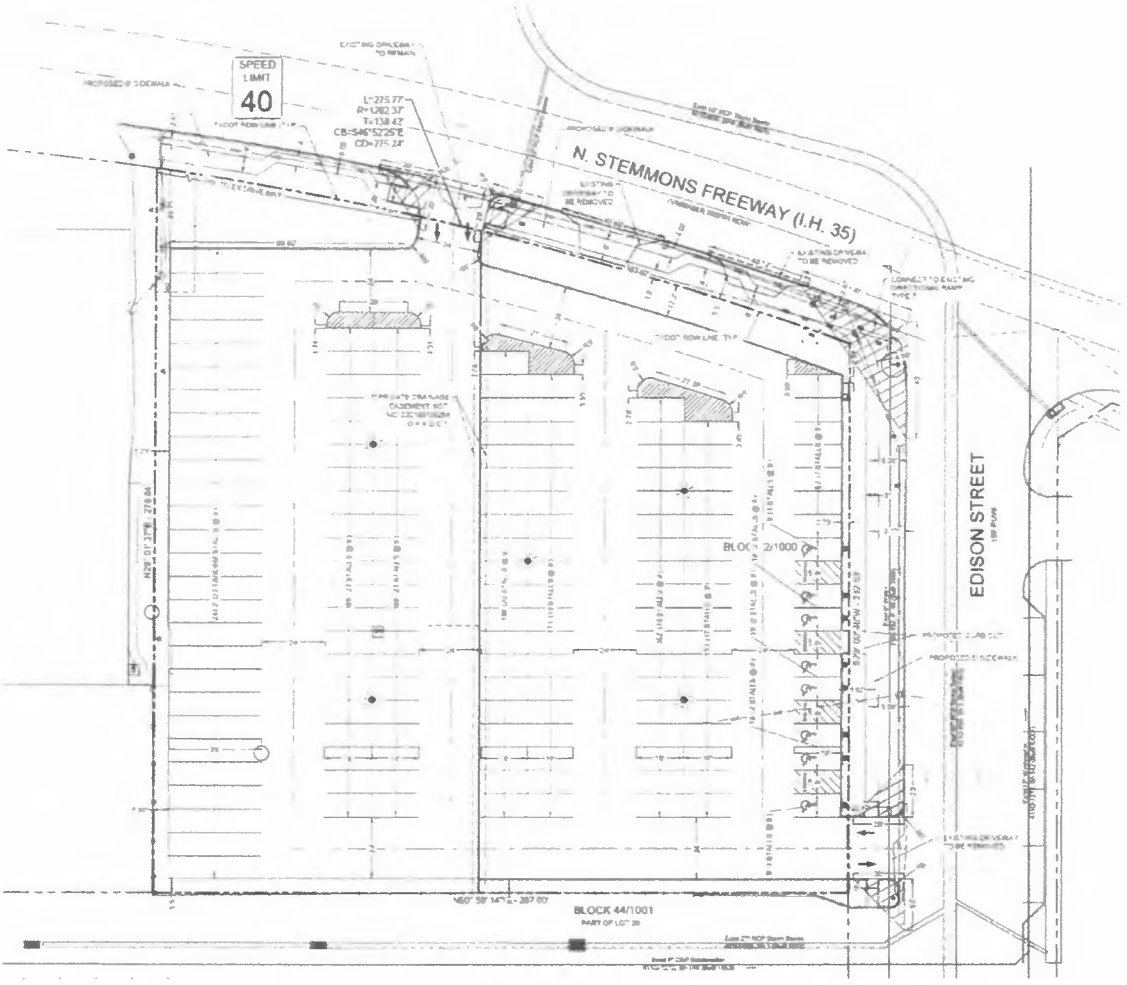
The creators of PD 621 utilized good foresight for the zoning regulations back in 2002 realizing that the old parking minimums required for certain defined uses are not "one-size fits all". (See **APPENDIX Articles on Parking**) PD 621 allows for the accommodation of denser urban living that is less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

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

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

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

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



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

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

Walkability and Alternative Modes of Transportation

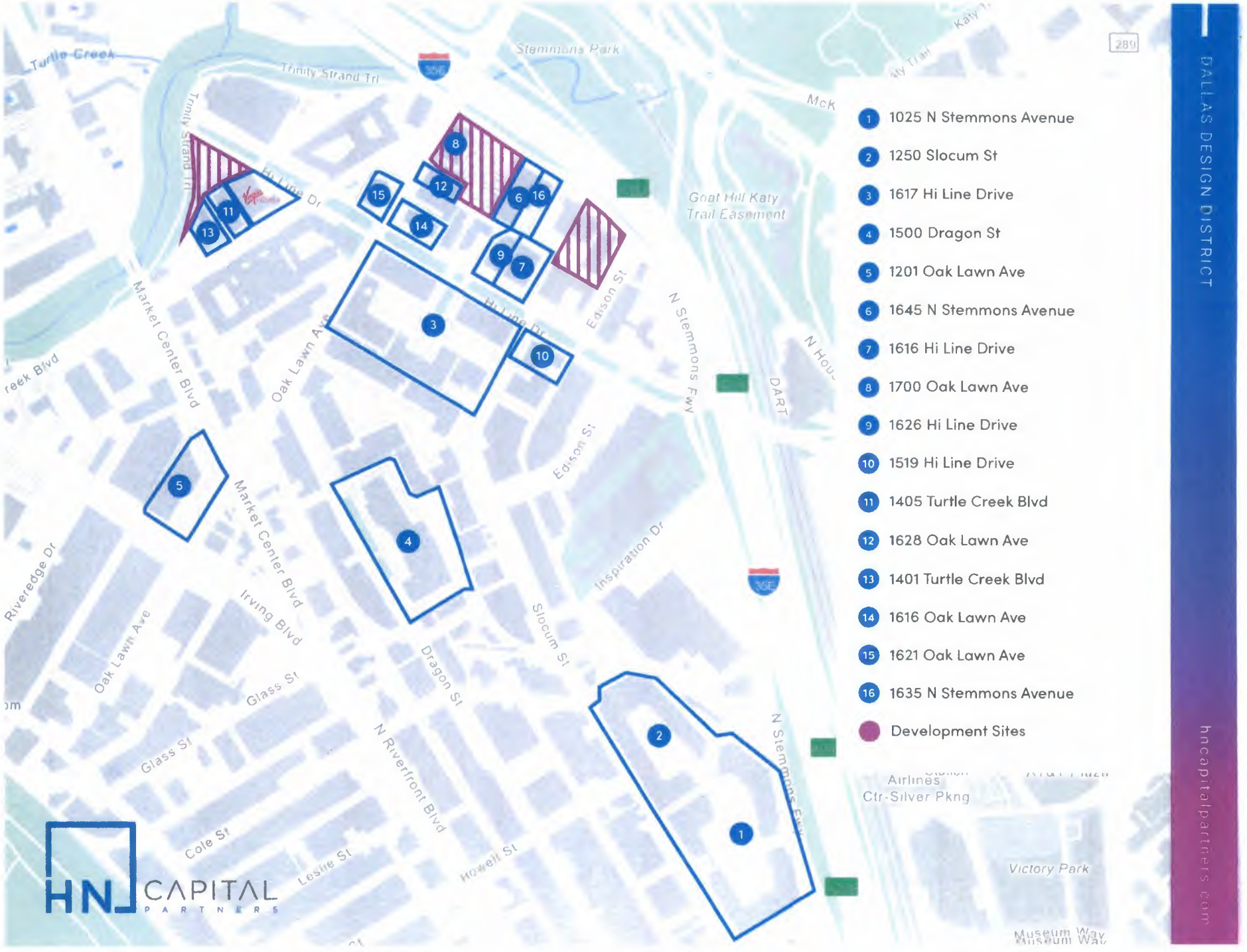
The parking reduction request is also supported by a walkability analysis of nearby residential units and current urban trend uses of alternative modes of transportation like walking, bicycling, and Uber/Alto. (See **APPENDIX Walkability Study**) Note that the City of Dallas is currently considering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

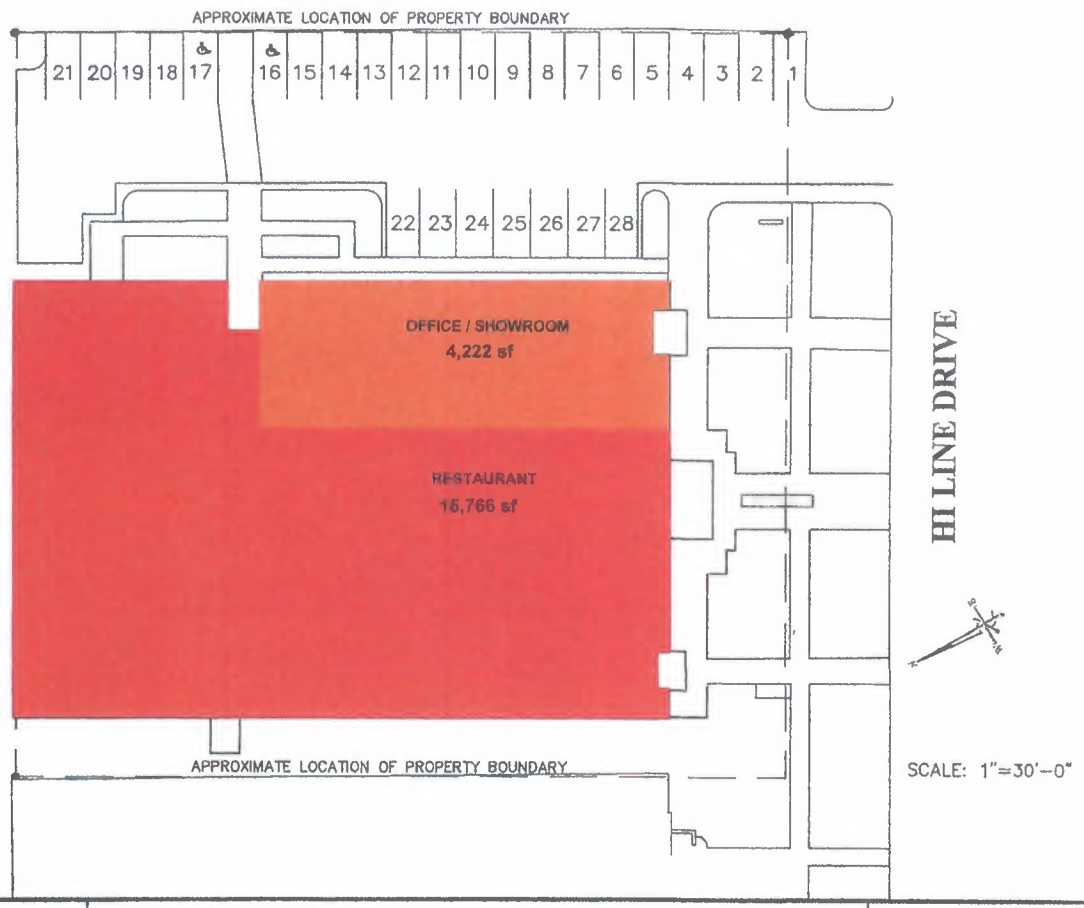
Conclusion

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

APPENDIX

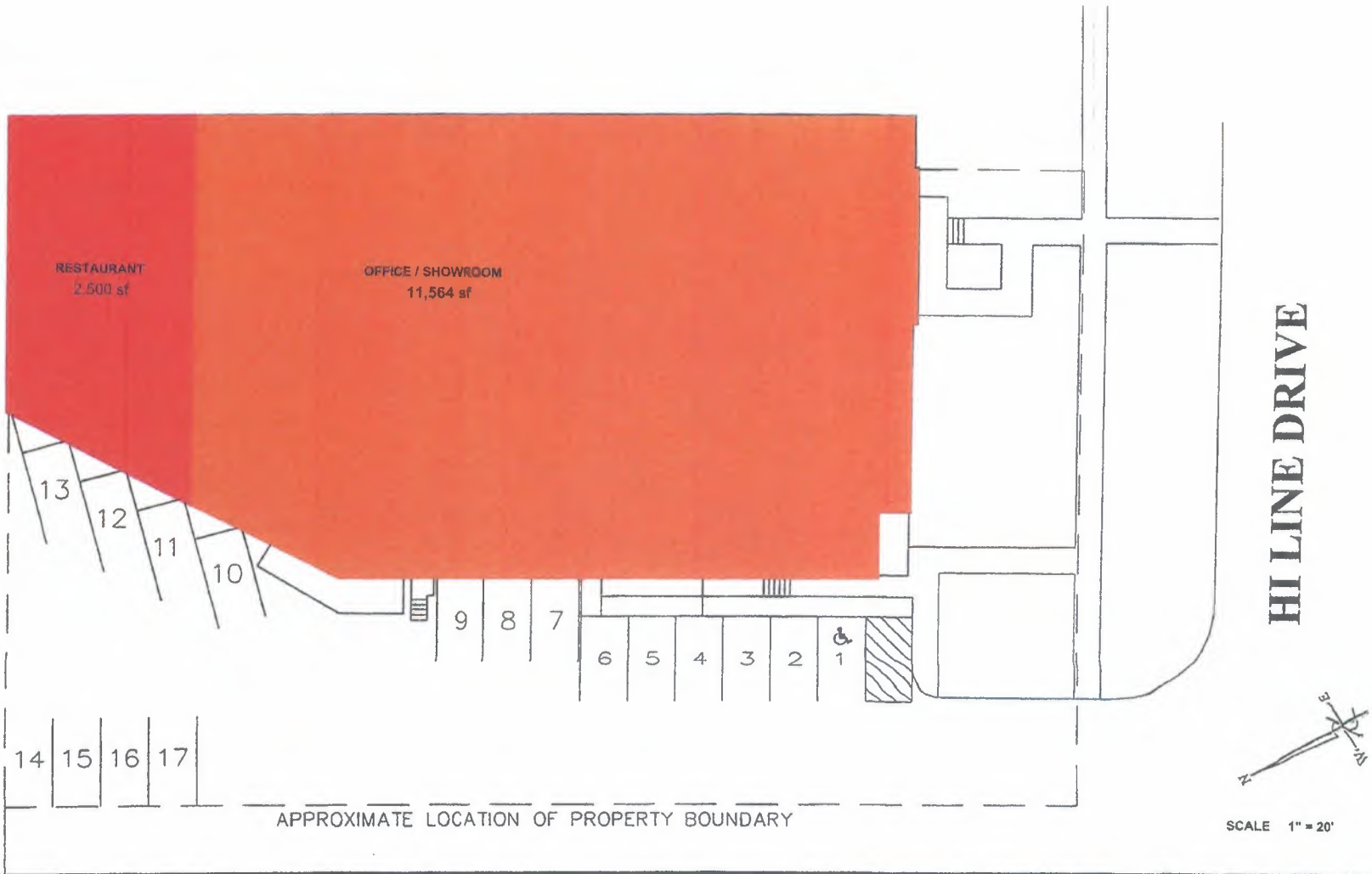
- HN Capital Property Ownership Map within the Design District
- 1616 Hi Line and 1626 Hi Line site plans and proposed uses
- Parking Chart Analysis
- Proposed Remote Parking Agreement between 1616 Hi Line and 1615 North Stemmons
- Mutual Letters of Support between Asana and HN Capital
- Walkability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


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
Hi Line Dr
Goat Hill Katy Trail Easement
Market Center Blvd
Oak Lawn Ave
Edison St
N Stemmons Fwy
DART
Inspiration Dr
Slocum St
Irving Blvd
Dragon St
Glass St
N Riverfront Blvd
Cole St
Leslie St
Howell St
Riveredge Dr
Victory Park
Museum Way



1616 Hi Line Parking Spaces

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



	1626 Hi Line Parking Spaces	Parking Counts 16 Regular Spaces 1 Handicap Spaces 17 Total Parking Spaces

1616 Hi Line and 1626 Hi Line Parking Chart Analysis

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

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

REMOTE PARKING AGREEMENT
(including church uses)

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

I.

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

II.

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

III.

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

IV.

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

V.

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

VI.

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

VII.

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

(1) all uses providing parking and all uses on the property for which parking is provided under this agreement fully comply with the off-street parking regulations in the Code, as amended, by a means other than this parking agreement; or

(2) all uses on the property for which parking is provided under this agreement cease to operate and terminate their certificates of occupancy.

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

VIII.

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

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 1616 Hi Line and 1626 Hi Line, within a 5-minute walk or less, are six large multi-family communities that total nearly 2200 units. Also, the Virgin Hotel with 268 rooms and a 75 space pay parking lot are within a 5-minute walk to 1616 and 1626 Hi Line. (See annotated map attached) According to the Federal Highway Administration, "Most people are willing to walk for five to ten minutes, or approximately ¼ to ½ mile" to reach a destination. (See FHA Pedestrian Safety Guide attached)

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


Dallas Market Center
Urby
311 units
Hi Line Plaza
Pay Lot
Adelphi
214 units
Oak Lawn Stemmons
430A
McKinno
@ Housto
- N - NS
Virgin Hotel
268 rooms
Meddlesome Moth
The Ale
1605 & 1615 N. Stemmons Parking Lot 185 spaces
Hi Line
1626
1616
Camden
355 units
Eggersmann Kitchens Home Living Dallas
Decorative Center
1400 HiLine
314 units
ullen
n
1333 Oak Lawn
35E
1444 Oak Lawn
429A
309 units
Alta Design District
The Charles
Trinity Loft
93 units
Market Center
@ Industrial

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 >

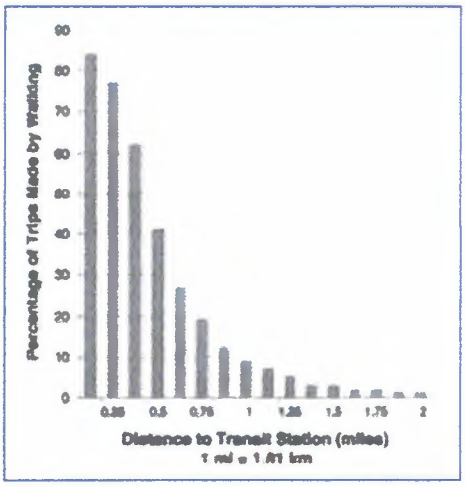
Chapter 4: Actions to Increase the Safety of Pedestrians Accessing Transit

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

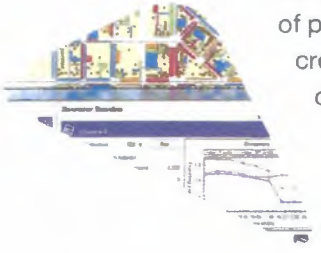
For the longest time, our industry's approach to defining "How much parking?" has been relegated to the use of national parking requirement standards, either from the Institute of Transportation Engineers (ITE), Urban Land Institute (ULI), or local code requirements. Anyone who has read the workings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



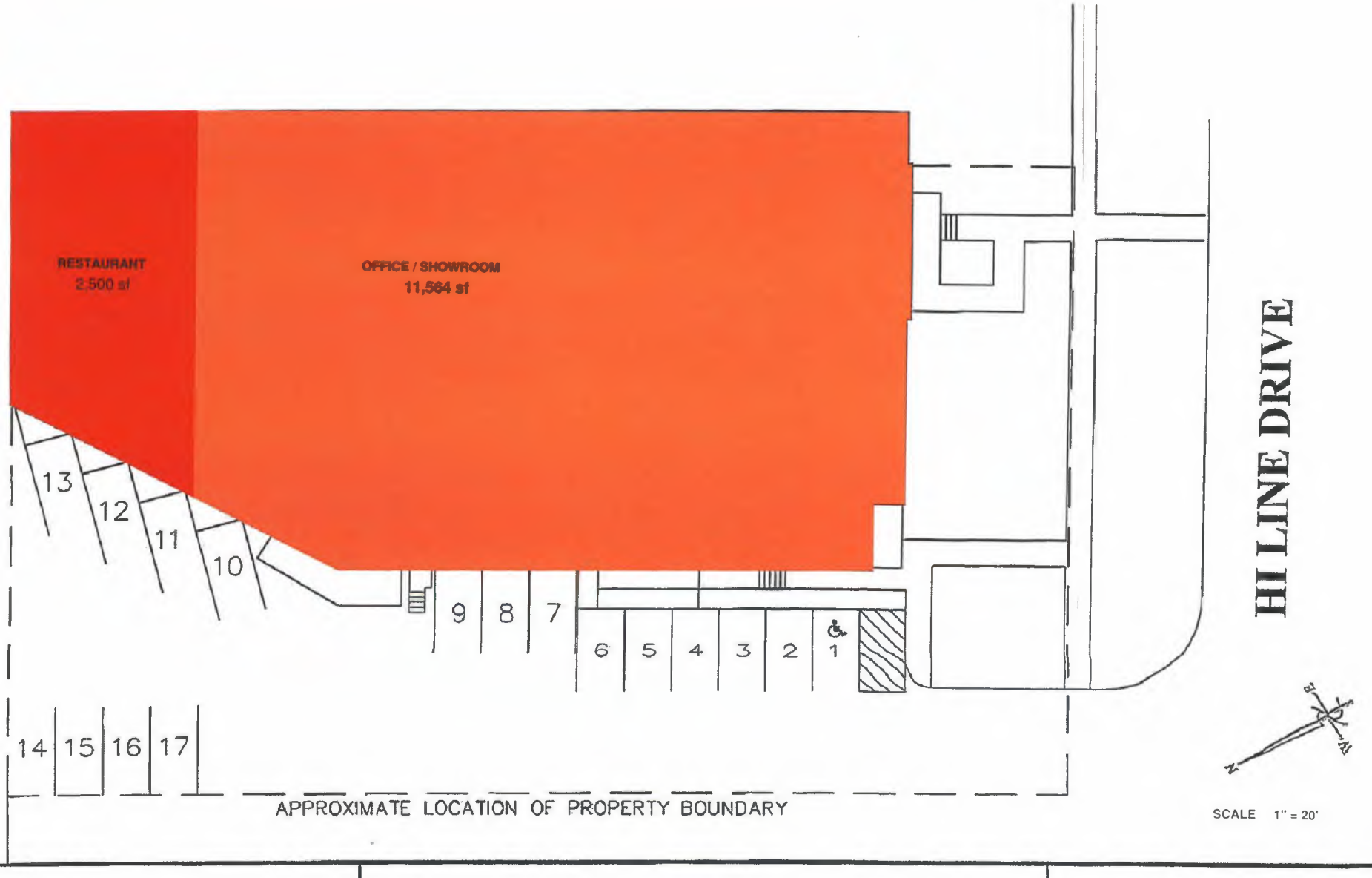
It's very exciting to see the results coming out of King County. They spent a tremendous amount of time and effort to collect viable data and determine how their community works. The project was well funded by the Federal Highway Administration and led by a brilliant young planner[2] whose mission is 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.

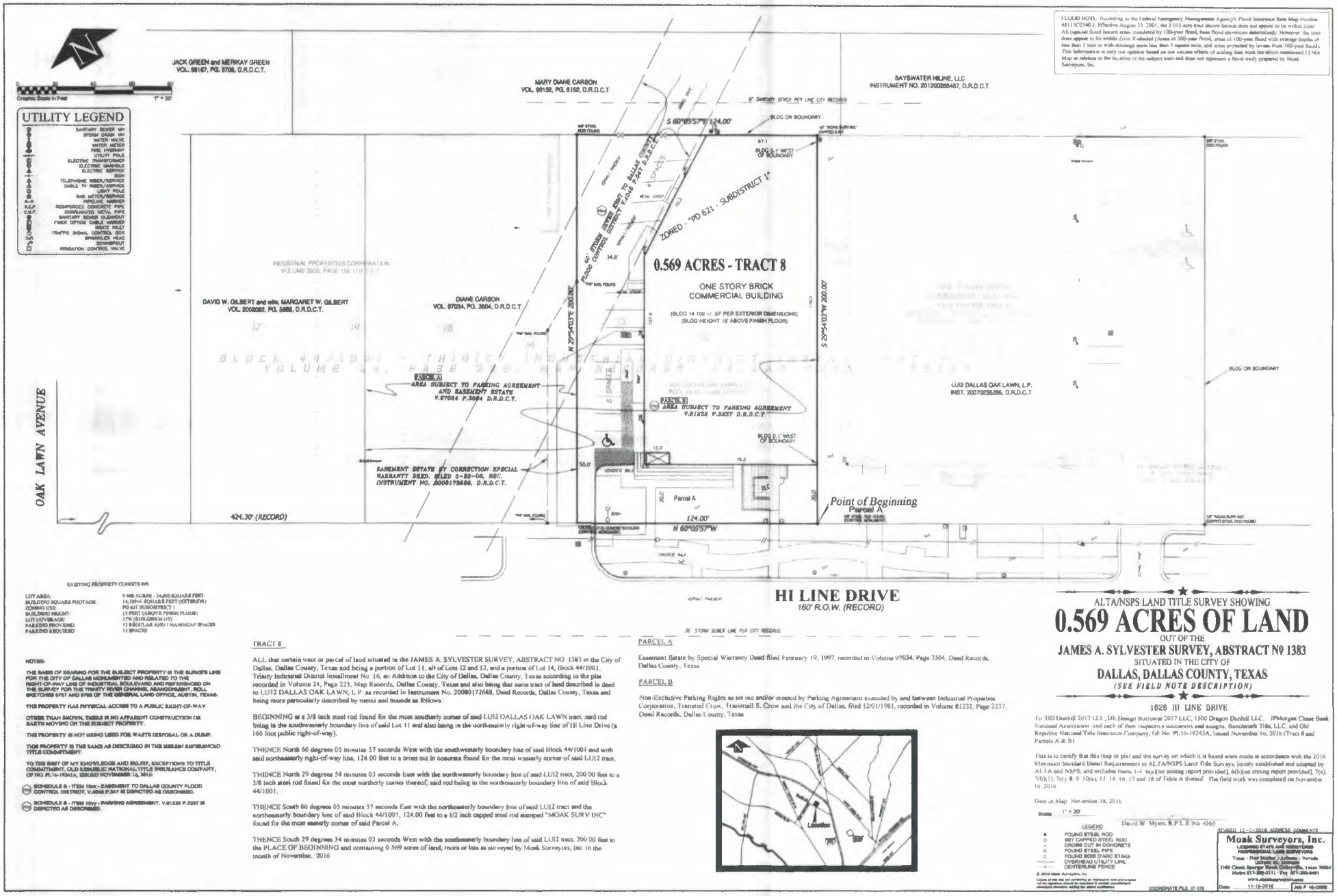
[2] Dan Rowe of King County Metro. If you ever meet him at a conference, engage him about parking...you won't be sorry.



1626 Hi Line Parking Spaces

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

BDA245-047



FLOOD NOTE: According to the Federal Emergency Management Agency's Flood Insurance Rate Map Number 48113C0340 J, Effective August 23, 2001, the 0.569 acre tract shown hereon does not appear to be within Zone AE (special flood hazard areas inundated by 100-year flood, base flood elevations determined). However, the tract does appear to be within Zone X-shaded (Areas of 500-year flood, areas of 100-year flood with average depths of less than 1 foot or with drainage area less than 1 square mile, and areas protected by levees from 100-year flood). This information is only our opinion based on our volume efforts of scaling data from the above mentioned FEMA Map in relation to the location of the subject tract and does not represent a flood study prepared by Monk Surveyors, Inc.

EXISTING PROPERTY CONDITIONS

LOT AREA:	0.569 ACRES - 24,800 SQUARE FEET
BUILDING SQUARE FOOTAGE:	14,109+/- SQUARE FEET (EXTERIOR)
ZONING USE:	PD 621 SUBDISTRICT 1
BUILDING HEIGHT:	15 FEET (ABOVE FINISH FLOOR)
LOT COVERAGE:	57% (BUILDING O/F)
PARKING PROVIDED:	12 REGULAR AND 1 HANDICAP SPACES
PARKING REQUIRED:	13 SPACES

NOTES:

THE BASIS OF BEARING FOR THE SUBJECT PROPERTY IS THE SURVEY'S LINE FOR THE CITY OF DALLAS MONUMENTED AND RELATED TO THE RIGHT-OF-WAY LINE OF INDUSTRIAL BOULEVARD AND REFERENCED ON THE SURVEY FOR THE TRINITY RIVER CHANNEL ABANDONMENT, ROLL SKETCHING 6757 AND 6758 OF THE GENERAL LAND OFFICE, AUSTIN, TEXAS.

THE PROPERTY HAS PHYSICAL ACCESS TO A PUBLIC RIGHT-OF-WAY

OTHER THAN SHOWN, THERE IS NO APPARENT CONSTRUCTION OR EARTH MOVING ON THE SUBJECT PROPERTY.

THE PROPERTY IS NOT BEING USED FOR WASTE DISPOSAL OR A DUMP.

THE PROPERTY IS THE SAME AS DESCRIBED IN THE HEREIN REFERENCED TITLE COMMITMENT.

TO THE BEST OF MY KNOWLEDGE AND BELIEF, EXCEPTIONS TO TITLE COMMITMENT, OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY, GF NO. FL16-19243A, ISSUED NOVEMBER 14, 2016:

SCHEDULE B - ITEM 10m - EASEMENT TO DALLAS COUNTY FLOOD CONTROL DISTRICT, V.4048 P.247 IS DEPICTED AS DESCRIBED.

SCHEDULE B - ITEM 10yy - PARKING AGREEMENT, V.81232 P.2237 IS DEPICTED AS DESCRIBED.

TRACT 8

ALL that certain tract or parcel of land situated in the JAMES A. SYLVESTER SURVEY, ABSTRACT NO. 1383 in the City of Dallas, Dallas County, Texas and being a portion of Lot 11, all of Lots 12 and 13, and a portion of Lot 14, Block 44/1001, Trinity Industrial District Installment No. 16, an Addition to the City of Dallas, Dallas County, Texas according to the plat recorded in Volume 24, Page 223, Map Records, Dallas County, Texas and also being that same tract of land described in deed to LU12 DALLAS OAK LAWN, L.P. as recorded in Instrument No. 20080172688, Deed Records, Dallas County, Texas and being more particularly described by metes and bounds as follows:

BEGINNING at a 3/8 inch steel rod found for the most southerly corner of said LU12 DALLAS OAK LAWN tract, said rod being in the southwesterly boundary line of said Lot 11 and also being in the northeasterly right-of-way line of HI Line Drive (a 160 foot public right-of-way);

THENCE North 60 degrees 05 minutes 57 seconds West with the southwesterly boundary line of said Block 44/1001 and with said northeasterly right-of-way line, 124.00 feet to a cross cut in concrete found for the most westerly corner of said LU12 tract;

THENCE North 29 degrees 54 minutes 03 seconds East with the northwesterly boundary line of said LU12 tract, 200.00 feet to a 5/8 inch steel rod found for the most northerly corner thereof, said rod being in the northeasterly boundary line of said Block 44/1001;

THENCE South 60 degrees 05 minutes 57 seconds East with the northeasterly boundary line of said LU12 tract and the northeasterly boundary line of said Block 44/1001, 124.00 feet to a 1/2 inch capped steel rod stamped "MOAK SURV INC" found for the most easterly corner of said Parcel A;

THENCE South 29 degrees 54 minutes 03 seconds West with the southeasterly boundary line of said LU12 tract, 200.00 feet to the PLACE OF BEGINNING and containing 0.569 acres of land, more or less as surveyed by Monk Surveyors, Inc. in the month of November, 2016

PARCEL A

Easement Estate by Special Warranty Deed filed February 19, 1997, recorded in Volume 97034, Page 3504, Deed Records, Dallas County, Texas

PARCEL B

Non-Exclusive Parking Rights as set out and/or created by Parking Agreement executed by and between Industrial Properties Corporation, Trammel Crow, Trammell S. Crow and the City of Dallas, filed 12/01/1981, recorded in Volume 81232, Page 2237, Deed Records, Dallas County, Texas

ALTA/NSPS LAND TITLE SURVEY SHOWING

0.569 ACRES OF LAND

OUT OF THE

JAMES A. SYLVESTER SURVEY, ABSTRACT Nº 1383

SITUATED IN THE CITY OF

DALLAS, DALLAS COUNTY, TEXAS

(SEE FIELD NOTE DESCRIPTION)

1826 HI LINE DRIVE

To: DD Dunhill 2017 LLC ; DK Design Borrower 2017 LLC, 1500 Dragon Dunhill LLC, JPMorgan Chase Bank National Association and each of their respective successors and assigns, Benchmark Title, LLC, and Old Republic National Title Insurance Company, GF No. FL16-19243A, issued November 16, 2016 (Tract 8 and Parcels A & B)

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 1-4 6(a)(no zoning report provided), 6(b)(no zoning report provided), 7(a), 7(b)(1), 7(c), 8, 9, 10(a), 13, 14, 16, 17 and 18 of Table A thereof. The field work was completed on November 10, 2016

Date of Map: November 18, 2016

Scale: 1" = 20'

David W. Myers, R.P.L.S. No. 4565

LEGEND

- FOUND STEEL ROD
- SET CAPPED STEEL ROD
- CROSS CUT IN CONCRETE
- FOUND STEEL PIPE
- FOUND BORE DARC STAKE
- OVERHEAD UTILITY LINE
- CENTERLINE FENCE

REVISED 12-1-2016 ADDRESS COMMENTS

Monk Surveyors, Inc.
LICENSED STATE AND REGISTERED PROFESSIONAL LAND SURVEYORS
Texas - New Mexico - Arizona - Nevada
LICENSE NO. 100806-00
1100 Circle Sawyer Road, Cedarville, Texas 76084
Metro 817-380-3111 - Fax 817-380-8491
www.monksurveyors.com

Date: 11-18-2016 Job # 16-0888

BDA245-047

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

Dear Members of the Board of Adjustment:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

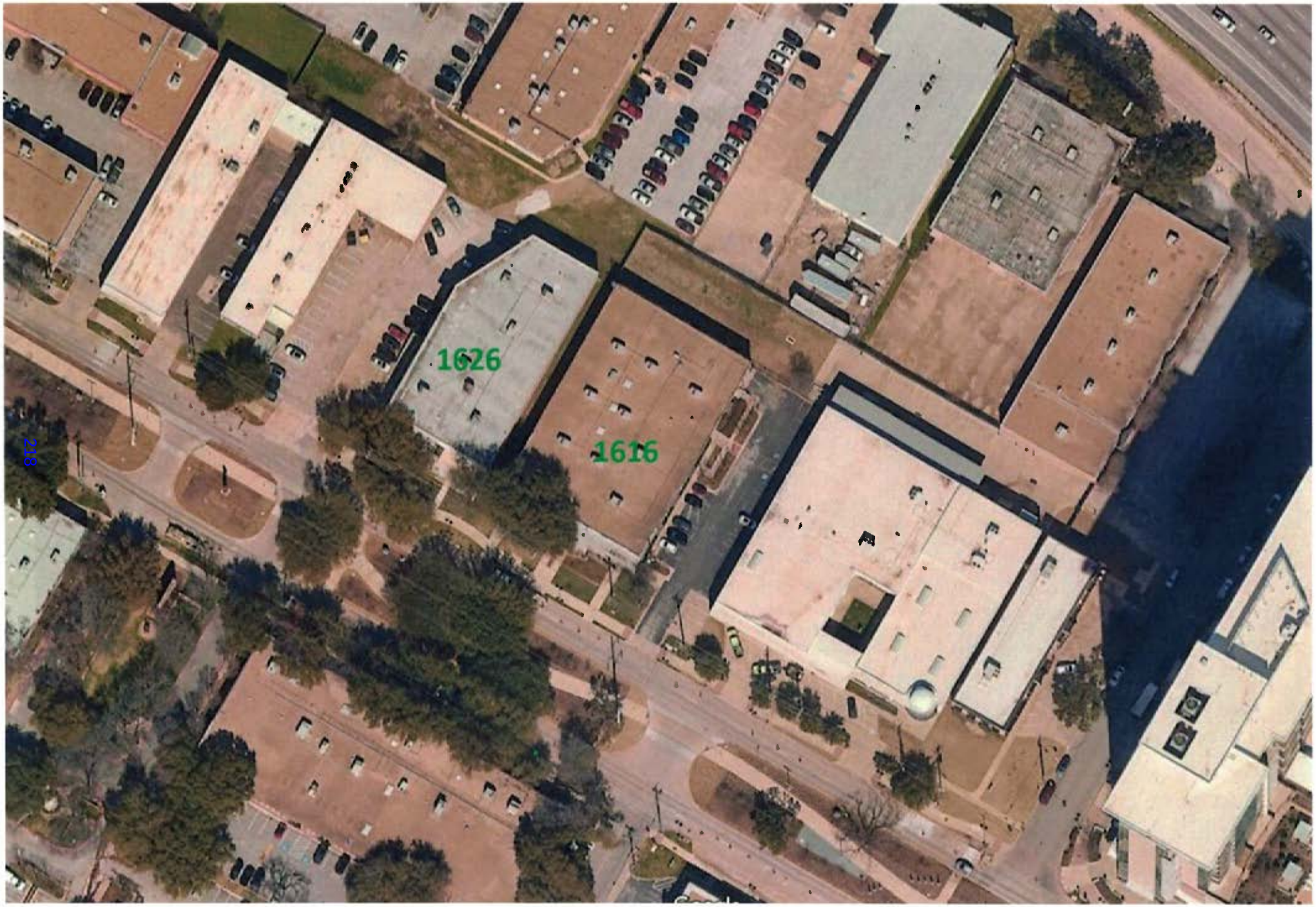
Very truly yours,

Jonathan Vinson

Jonathan G. Vinson

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

I-35E N
I-35E S
N Stemmons Fwy
Edison St
Hi Line Dr
Slocum St
Decorative Ctr
Oak Lawn Ave
1525
1643
1499
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1626
1616
218


Google

City of Dallas PD 621 Shared Parking Chart

for properties regulated by Dallas Development Code, Chapter 51A

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

Address: 1626 Hi Line

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

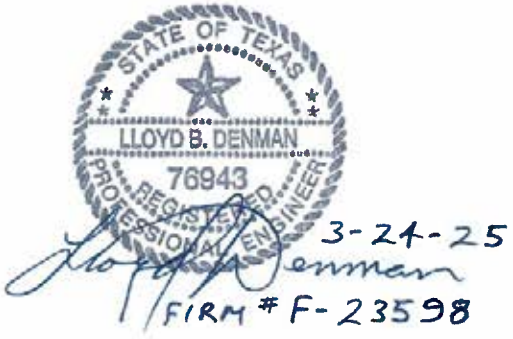
Therefore, 32 is the parking requirement for 1626 Hi Line

220

MEMORANDUM

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

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



Date: March 24, 2025

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

Introduction

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

Proposed Uses and City of Dallas Code Requirements for Parking

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

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

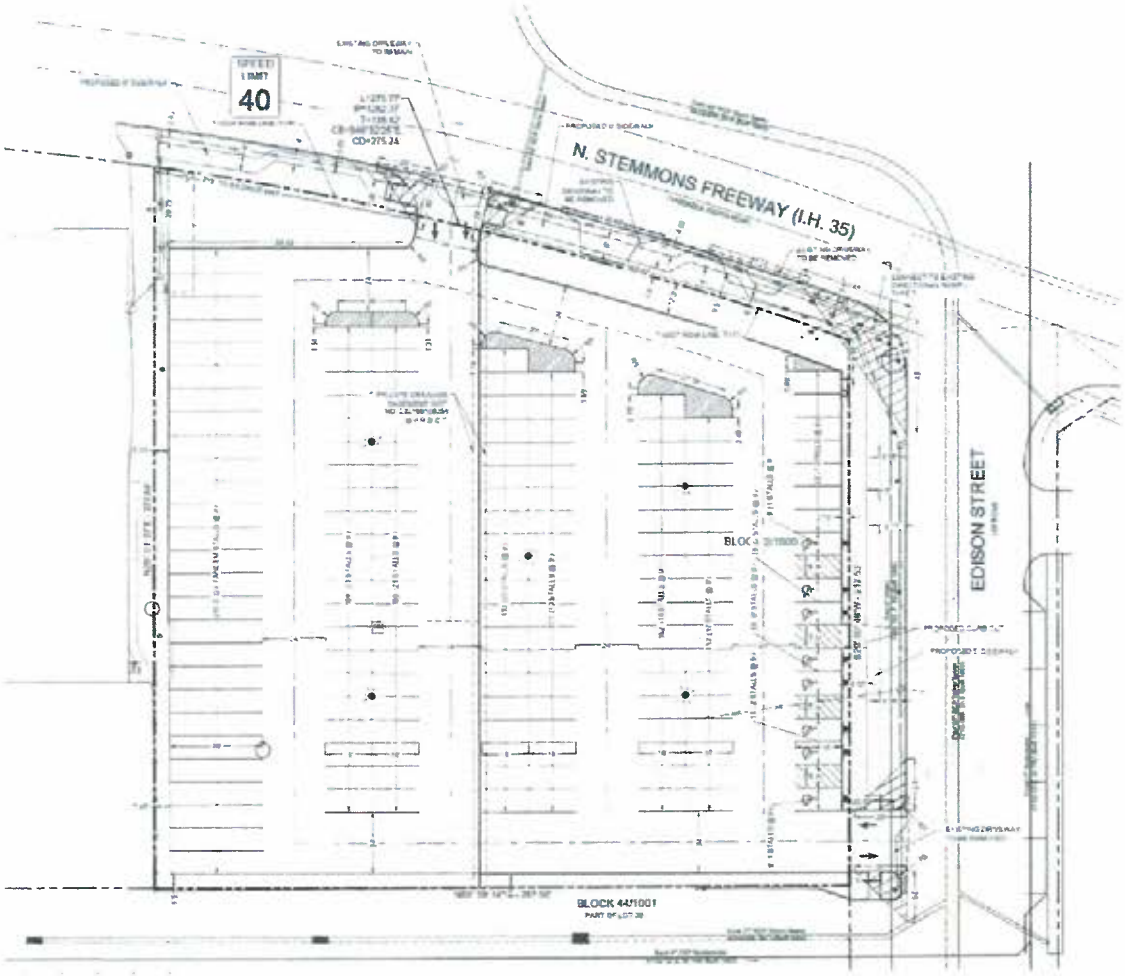
The creators of PD 621 utilized good foresight for the zoning regulations back in 2002 realizing that the old parking minimums required for certain defined uses are not "one-size fits all". (See **APPENDIX Articles on Parking**) PD 621 allows for the accommodation of denser urban living that is less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

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

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

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

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



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

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

Walkability and Alternative Modes of Transportation

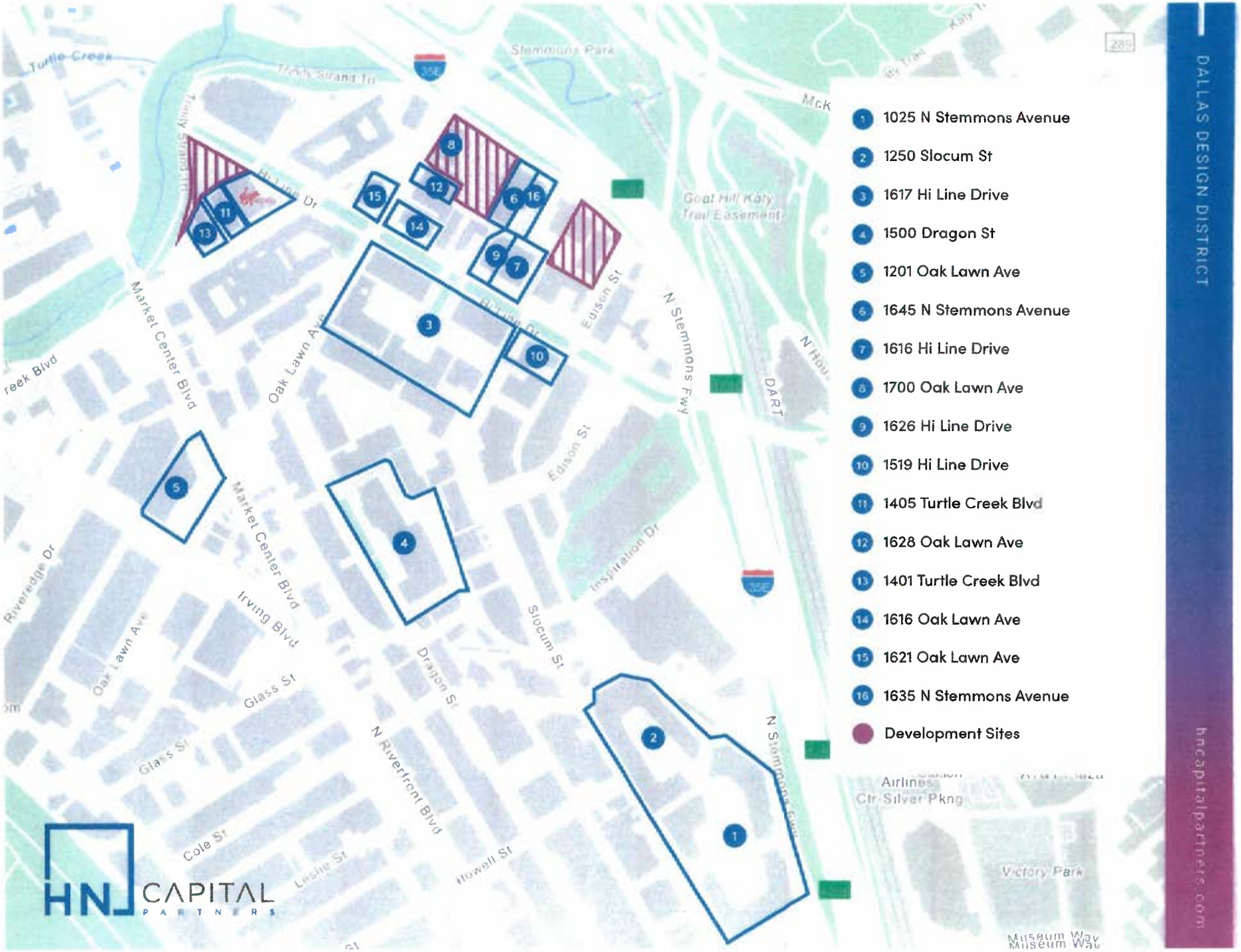
The parking reduction request is also supported by a walkability analysis of nearby residential units and current urban trend uses of alternative modes of transportation like walking, bicycling, and Uber/Alto. (See **APPENDIX Walkability Study**) Note that the City of Dallas is currently considering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

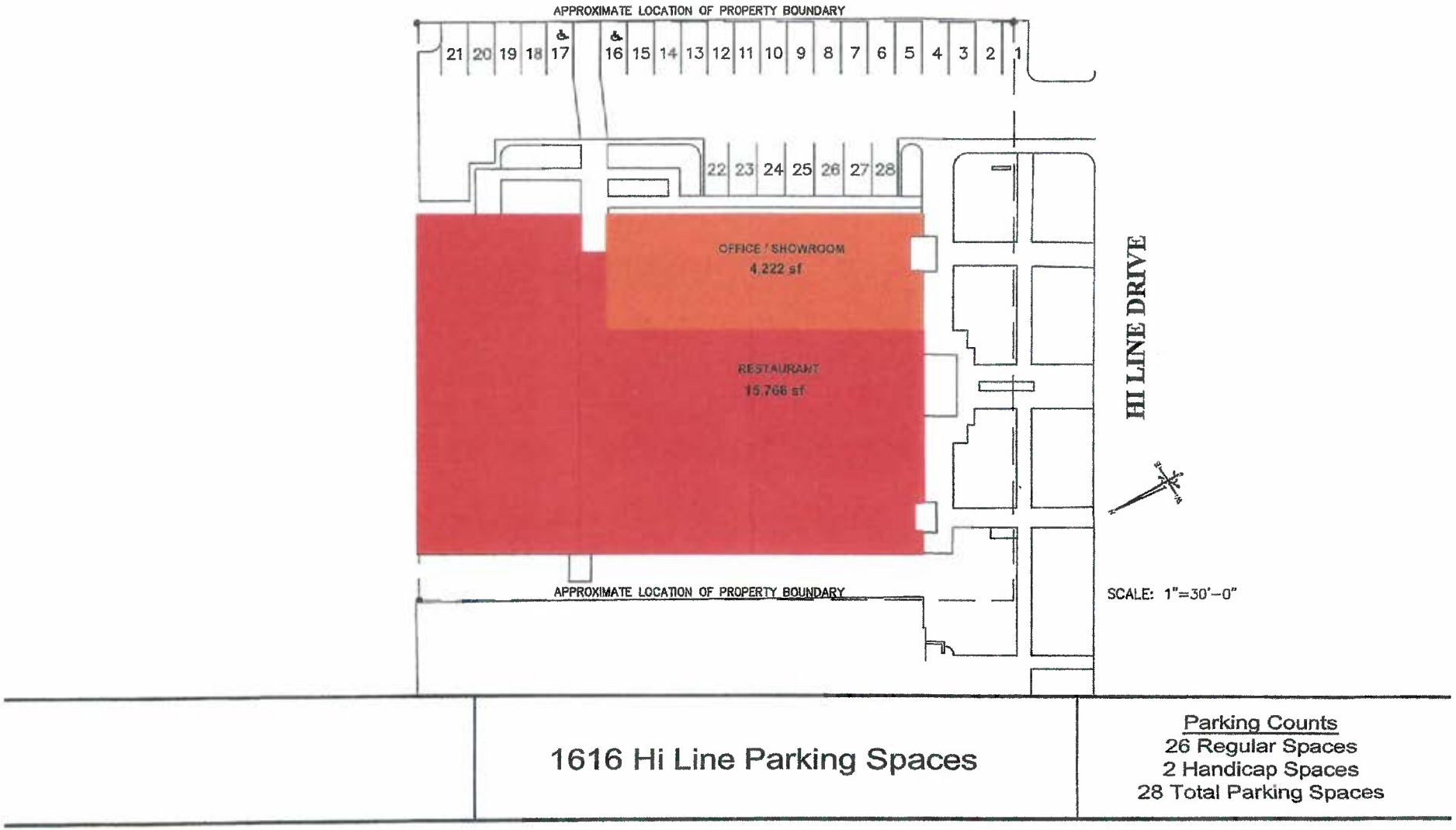
Conclusion

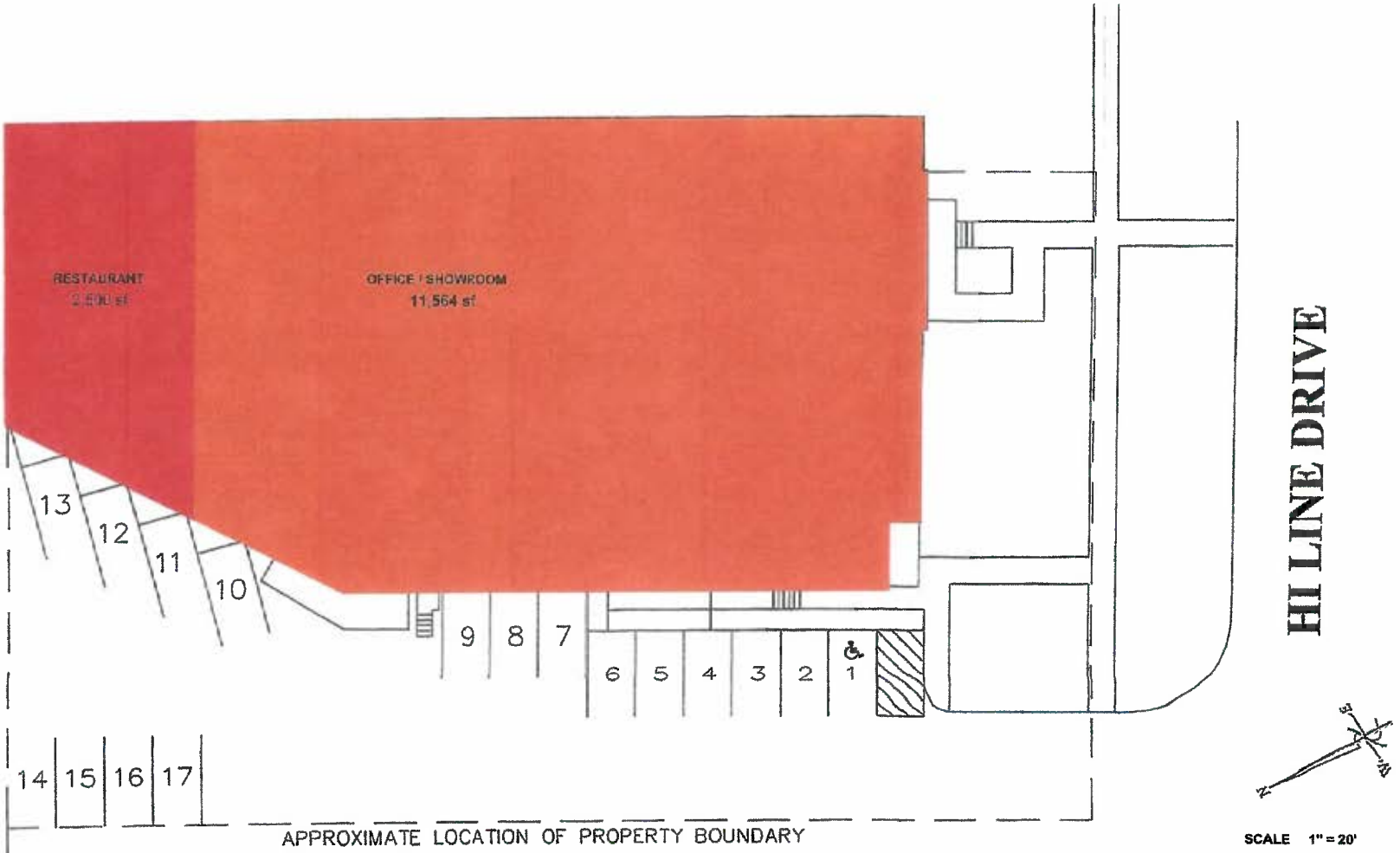
Based on: (1) the allowance for parking reductions written into PD 621, (2) the utilization of internal valet to most efficiently park the sites, (3) the Remote Parking Agreement for 1616 Hi Line with the new 1605 N. Stemmons parking lot, (4) the extra 100+ "relief valve" parking spaces in the new lot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

APPENDIX

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


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
Leslie St
Howell St
Riveredge Dr
Victory Park
Museum Way


APPROXIMATE LOCATION OF PROPERTY BOUNDARY
21 20 19 18 17 16 15 14 13 12 11 10 9 8 7 6 5 4 3 2 1
22 23 24 25 26 27 28
OFFICE / SHOWROOM
4,222 sf
RESTAURANT
15,766 sf
HI LINE DRIVE
APPROXIMATE LOCATION OF PROPERTY BOUNDARY
SCALE: 1"=30'-0"
1616 Hi Line Parking Spaces
Parking Counts
26 Regular Spaces
2 Handicap Spaces
28 Total Parking Spaces



1626 Hi Line Parking Spaces

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

1616 Hi Line and 1626 Hi Line Parking Chart Analysis

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

City of Dallas PD 621 Shared Parking Chart

for properties regulated by Dallas Development Code, Chapter 51A

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

Address: 1616 Hi Line

Use	Use Categories	Total SF (including vacancies)	Parking Ratio	Standard Parking Requirement	Parking Adjustment By Time of Day (Weekday)									
					Morning		Noon		Afternoon		Late Afternoon		Evening	
	Multifamily # units	0	1.5	0.00	80%	-	60%	-	60%	-	70%	-	100%	-
	Office-related	0	358	0.00	100%	-	80%	-	100%	-	85%	-	35%	-
	Retail-related	0	275	0.00	60%	-	75%	-	70%	-	65%	-	70%	-
	General merchandise	0	275	0.00	60%	-	75%	-	70%	-	65%	-	70%	-
	Furniture store	0	1000	0.00	60%	-	75%	-	70%	-	65%	-	70%	-
	Bar & Restaurant (+outside seating)	15,766	105	150.15	20%	30.03	100%	150.15	30%	45.05	30%	45.05	100%	150.15
	Warehouse/Showroom up to 20,000SF floor area	4,222	1100	3.84	100%	3.84	75%	2.88	100%	3.84	65%	2.49	35%	1.34
	Warehouse/Showroom above 20,000SF floor area	0	4100	0.00	100%	-	75%	-	100%	-	65%	-	35%	-
	Any other use	0	100	0	100%	-	100%	-	100%	-	100%	-	100%	-
	Total SF (- residential)	19,988		154		34		153		49		48		151

Therefore, 153 is the parking requirement for 1616 Hi Line

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

City of Dallas PD 621 Shared Parking Chart

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

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

Therefore, 32 is the parking requirement for 1626 Hi Line

REMOTE PARKING AGREEMENT
(including church uses)

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

I.

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

II.

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

III.

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

IV.

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

V.

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

VI.

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

VII.

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

(1) all uses providing parking and all uses on the property for which parking is provided under this agreement fully comply with the off-street parking regulations in the Code, as amended, by a means other than this parking agreement; or

(2) all uses on the property for which parking is provided under this agreement cease to operate and terminate their certificates of occupancy.

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

VIII.

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

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 1616 Hi Line and 1626 Hi Line, within a 5-minute walk or less, are six large multi-family communities that total nearly 2200 units. Also, the Virgin Hotel with 268 rooms and a 75 space pay parking lot are within a 5-minute walk to 1616 and 1626 Hi Line. (See annotated map attached) According to the Federal Highway Administration, "Most people are willing to walk for five to ten minutes, or approximately ¼ to ½ mile" to reach a destination. (See FHA Pedestrian Safety Guide attached)

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


Dallas Market Center
Urby
911 units
Hi Line Plaza
Pay Lot
Adelphi
214 units
Oak Lawn
Stemmons
430A
McKinno
@ Houst
- N - NS
The Ale
Virgin Hotel
268 rooms
Meddlesome Moth
Hi Line
1626
1616
1605 & 1615 N. Stemmons
Parking Lot
185 spaces
Camden
355 units
1617
Decorative Center
Eggersmann Kitchens Home Living Dallas
1400 HiLine
314 units
lullen
n
1333 Oak Lawn
35E
429A
1444 Oak Lawn
309 units
Alta Design District
The Charles
Trinity Loft
93 units
Market Center
@ Industrial

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 >

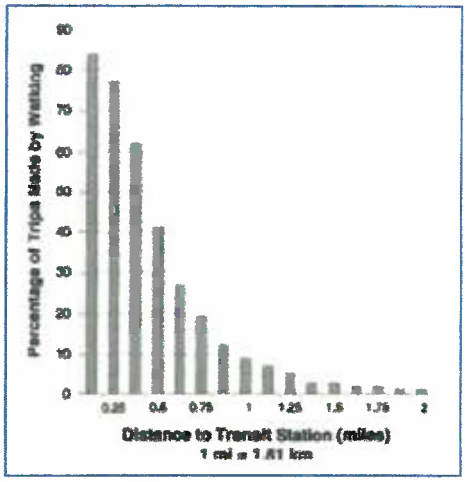
Chapter 4: Actions to Increase the Safety of Pedestrians Accessing Transit

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



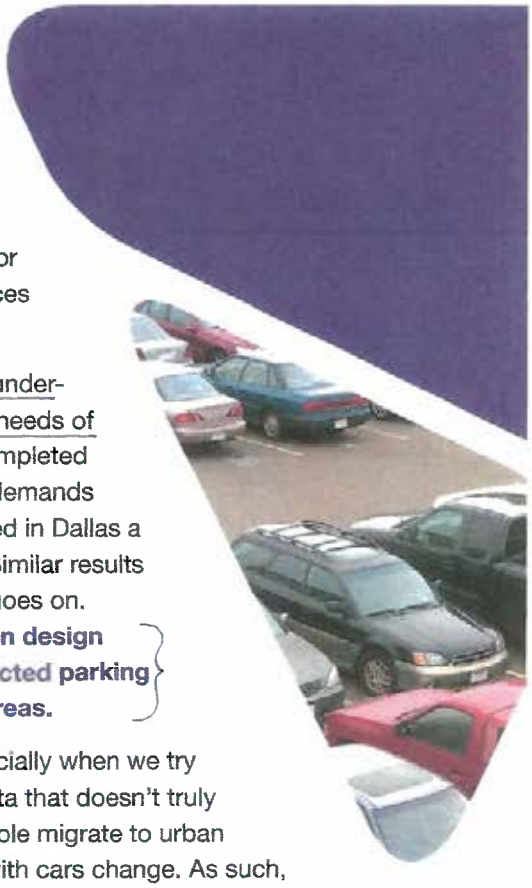
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Introduction

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

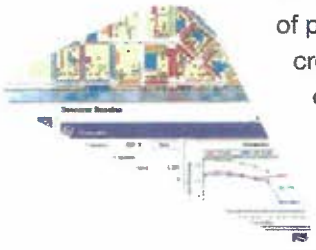


National parking requirement standards are based on outdated and under-represented data, which tend to skew wildly from the actual parking needs of a community. In my years as a parking consultant, I've very rarely completed a single downtown parking study where the peak observed parking demands consumed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

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

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

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



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

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



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

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

Clearly, something must be done…

Right-Sized Parking

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

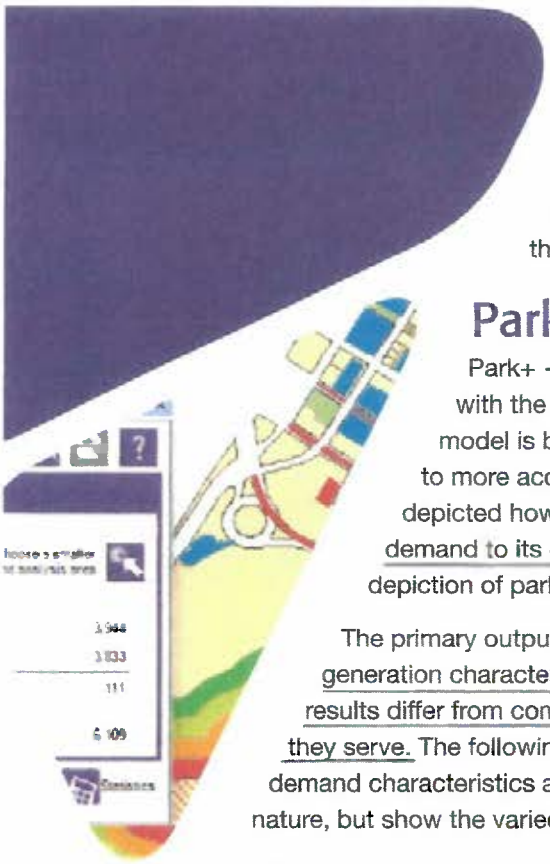
Too much parking tends to be an expensive endeavor. In today's world where more and more parking is found in consolidated structures, the cost to build a single space can range from $8,000 to $40,000, or more. This price is astronomical and is a primary contributing reason that rents are increasing and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

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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 245-047; Parking Special Exception; 1626 Hi Line Drive; and
BDA 245-048; Parking Special Exception; 1616 Hi Line Drive.

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. Revised Requests. For **1626 Hi Line**, we would offer to enter into a City-approved Remote Parking Agreement for 12 spaces in our new parking lot under development, and which the Applicant owns, at the practically-adjacent site at 1605 North Stemmons (the "New Parking Lot"). Then there would be 13 existing spaces on site (due to 4 spaces previously counted as being on site actually crossing a Lot line and thus unable to be counted), plus 10 specifically-allocated remote spaces on the New Parking Lot, for 23 total provided out of 32 required. **This reduction request is 28.1 percent instead of the previous 46.8 percent.** We believe this to be a very reasonable request under all of the circumstances as discussed below.

For **1616 Hi Line**, we would similarly offer to enter into a City-approved Remote Parking Agreement for 65 spaces in the New Parking Lot. There would then be 28 existing spaces on site

plus 65 specifically-allocated remote spaces on the New Parking Lot, for 93 total provided out of 153 required. **This reduction request is 39.2 percent instead of the previous 49.67 percent.** We believe this also is a very reasonable request under all of the circumstances as discussed below.

Please bear in mind that 110 newly-available parking spaces are being created on the New Parking Lot only about a two-minute walk away and which will be available to the public. This is a very significant net gain of overall parking for the area. Lloyd Denman, P.E., our parking Engineer on this project, has prepared additional illustrations (attached). You may ask why we would not simply devote more remote spaces to park the two sites. The answer is that this would require us to specify that many more spaces as unavailable for general public parking on the New Parking Lot, when they are simply not needed to park the uses on the two sites. Having more publicly-available parking serves the entire District much better.

III. Additional Supporting Evidence. The first attachment is an annotation of the New Parking Lot. All of the "stacked parking" and one row of regular parking on the west side can be dedicated to valet parking. That area can be coned or gated for operational purposes. A total of 79 spaces would be dedicated to valet (which is the 12 plus 67 discussed above). A total of 106 spaces would remain to be operated for the benefit of visitors to the Design District, regardless of their destination.

The second attachment is a walking diagram from the New Parking Lot to 1616 Hi Line that shows that only 2 minutes and 20 seconds on average is needed to walk from the New Parking Lot to 1616 Hi Line. Also included are illustrations for valet operation purposes that show turn radius and queue lengths for each site, demonstrating that no congestion or traffic hazard will result from the parking reductions on either site.

IV. Reassessment Condition. Finally, 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.

V. The Special Exception Standard and How We Meet It. 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 previous Parking Analyses, clearly meet all of the criteria for the granting of our special exception requests, and with the foregoing changes even more clearly meet the required standard.

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 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.

VI. <u>Conclusion</u>. 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.

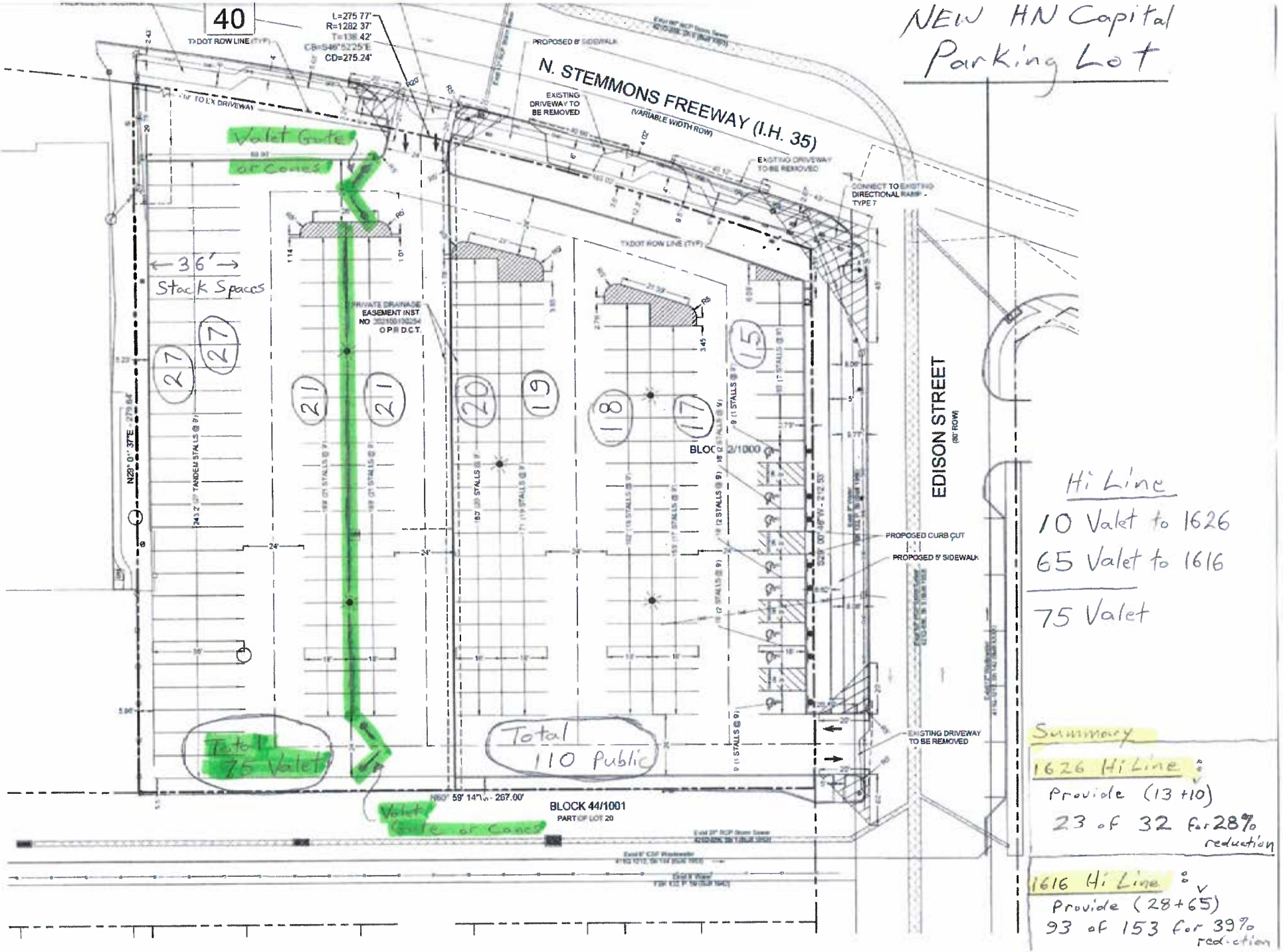
Since these requests clearly meets the Development Code and P.D. 621 standards for approval, we will respectfully be asking that you *approve* our request. We look forward to appearing before you and answering any questions you might have, and we appreciate your time and consideration.

Very truly yours,

Jonathan Vinson

Jonathan G. Vinson

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



NEW HN Capital Parking Lot

Hi Line
10 Valet to 1626
65 Valet to 1616
75 Valet

Summary

1626 Hi Line :
Provide (13+10)
23 of 32 for 28% reduction

1616 Hi Line :
Provide (28+65)
93 of 153 for 39% reduction



support.ecitizen.go.ke › how-far-is-600-feet-to

How Far Is 600 Feet to Walk? Distance Guide

Feb 23, 2025 · Calculating **Walk** Time: At an average pace, **walking 600 feet** would take approximately 2.27 minutes (**600 feet** / 4.4 **feet**/second ≈ 136 seconds). Varied Pace: This

This aerial view illustrates a measured distance of approximately 600 feet from the new public parking lot at 1605 N. Stemmons and Edison to the front doors of 1616 Hi Line. The quote above states that the average walking time to cover 600 feet is approximately 2 minutes and 20 seconds. This is very manageable even for a hot evening in Dallas.

1616 Hi Line Valet Turn Around and Queueing Measurements

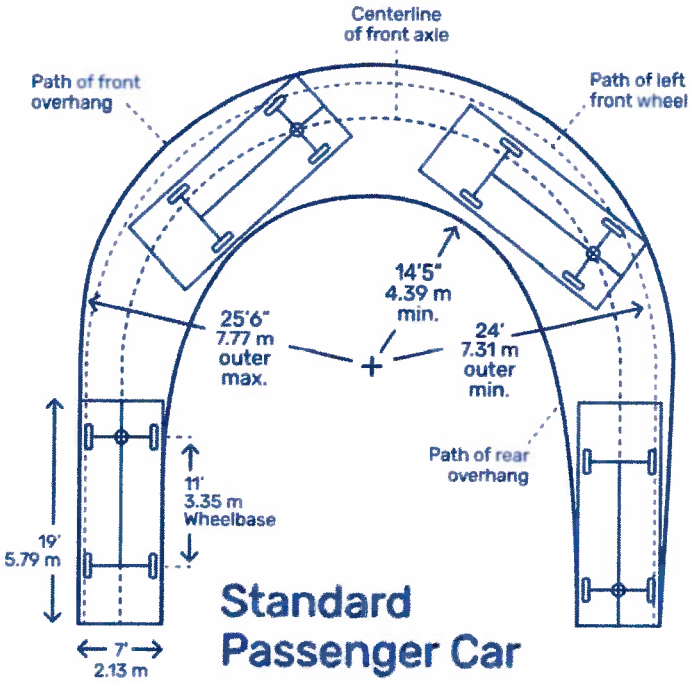


Note that a valet can easily make a two-point turn around with 60 feet to maneuver...



Note that there is at least 120 feet of Que length for at least six vehicles at a time...

VALET TURNAROUND VISUALIZATION



Note the "outer max" radius for the 7'x19' vehicle is 25.5 feet or total 51 feet in diameter.

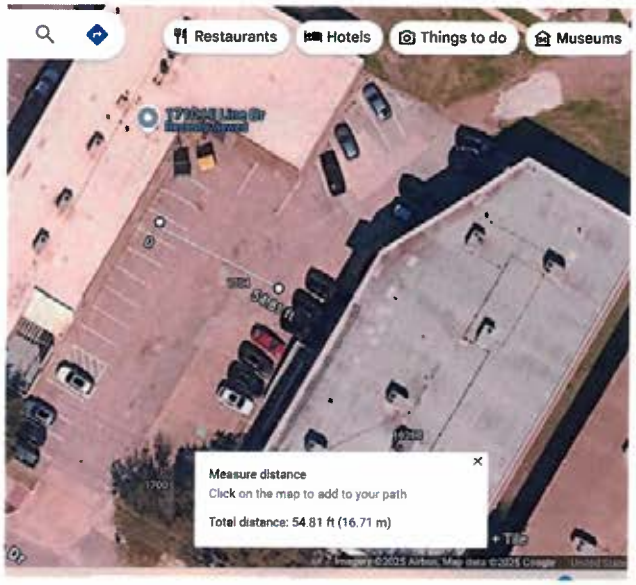
Researched By [The AutoPadre Research Team]
Last Updated 2024-12-28

The outer dimensions of the Chevrolet Suburban are as follows:

- a **height** between **6.13 to 6.41 feet**
- a **length** between **18.28 to 18.9 feet**
- a **width** between **6.57 to 6.8 feet**

Most average size passenger cars can U-turn in a 35 feet to 45 feet radius... Note that 1626 Hi Line has 55 feet of cross width in which to U-turn for the valet which is more than enough to accommodate a Chevy Suburban.

1626 Hi Line Valet Turn Around and Queueing Measurements

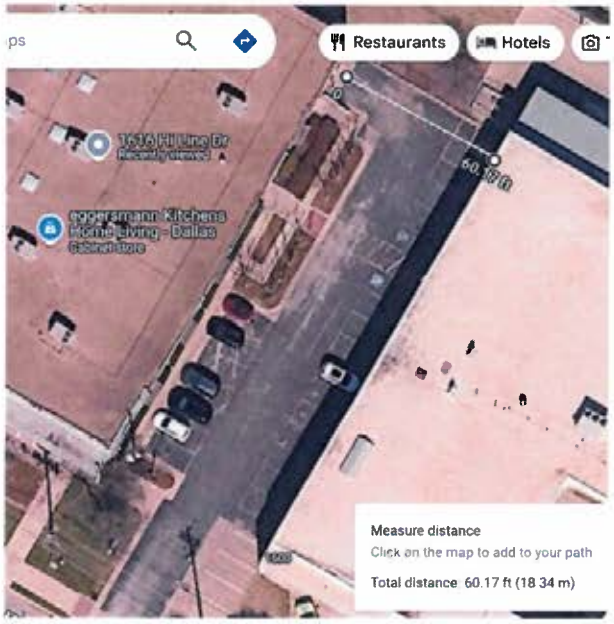


Note that a valet can easily make a U-turn with 55 feet to maneuver...



Note that there is at least 70 feet of Que length behind the drop off spot to allow up to four or five vehicles at a time... U-turns are made from the drop off area.

1616 Hi Line Valet Turn Around and Queueing Measurements

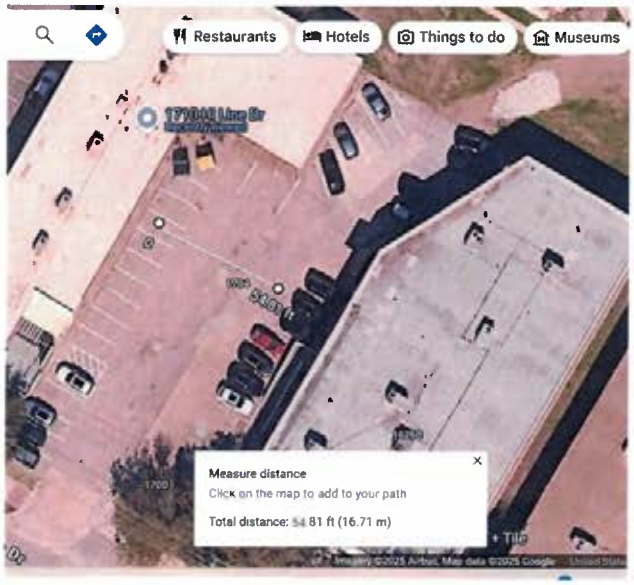


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1626 Hi Line Valet Turn Around and Queueing Measurements

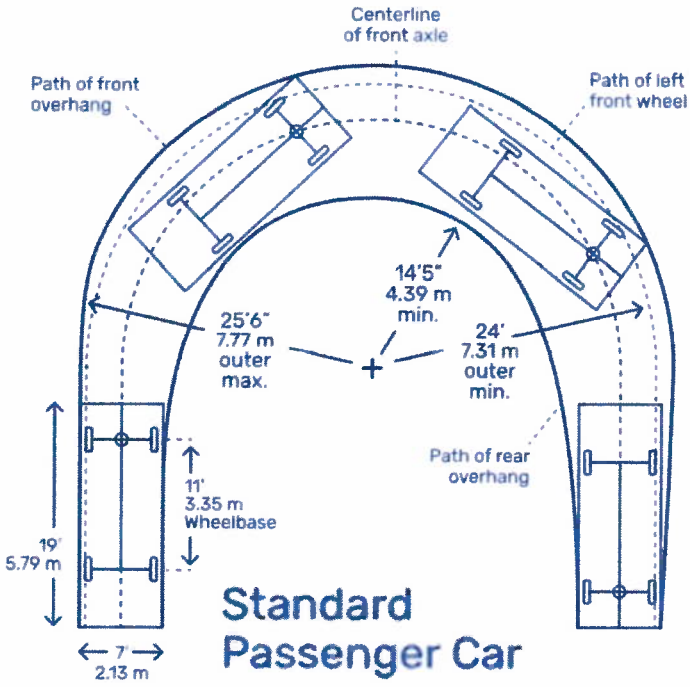


Note that a valet can easily make a U-turn with 55 feet to maneuver...



Note that there is at least 70 feet of Que length behind the drop off spot to allow up to four or five vehicles at a time... U-turns are made from the drop off area.

VALET TURNAROUND VISUALIZATION



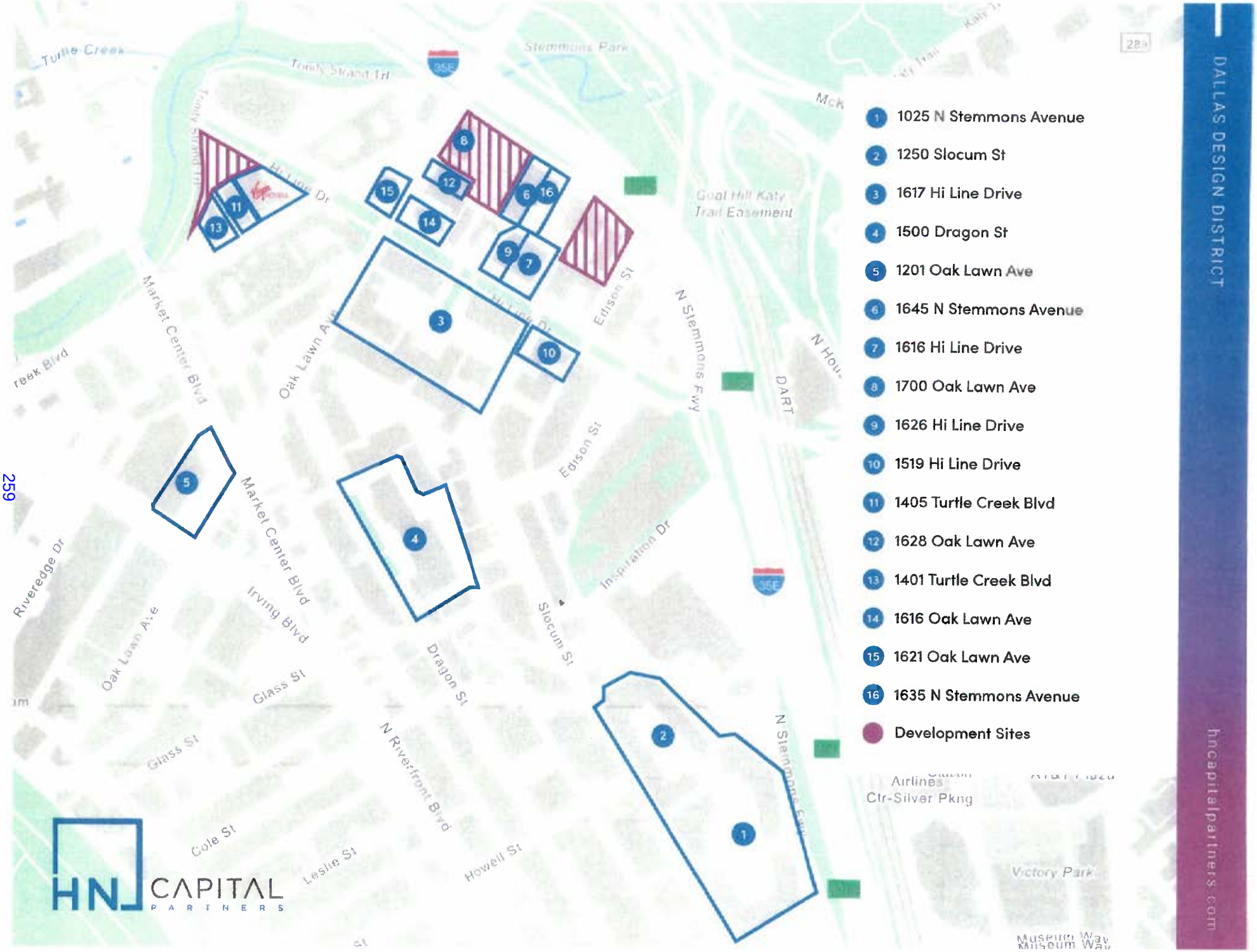
Note the "outer max" radius for the 7'x19' vehicle is 25.5 feet or total 51 feet in diameter.

Researched By The AutoPadre Research Team
Last Updated 2024-12-28

The outer dimensions of the Chevrolet Suburban are as follows:

- a **height** between **6.13 to 6.41 feet**
- a **length** between **18.28 to 18.9 feet**
- a **width** between **6.57 to 6.8 feet**

Most average size passenger cars can U-turn in a 35 feet to 45 feet radius... Note that 1626 Hi Line has 55 feet of cross width in which to U-turn for the valet which is more than enough to accommodate a Chevy Suburban.


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
Riveredge Dr
Irving Blvd
Glass St
Dragon St
Slocum St
Inspiration Dr
N Riverfront Blvd
Cole St
Leslie St
Howell St
Victory Park
Museum Way
Airlines Ctr-Silver Pkng

MEMORANDUM

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

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



Date: March 24, 2025

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

---

Introduction

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

Proposed Uses and City of Dallas Code Requirements for Parking

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

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

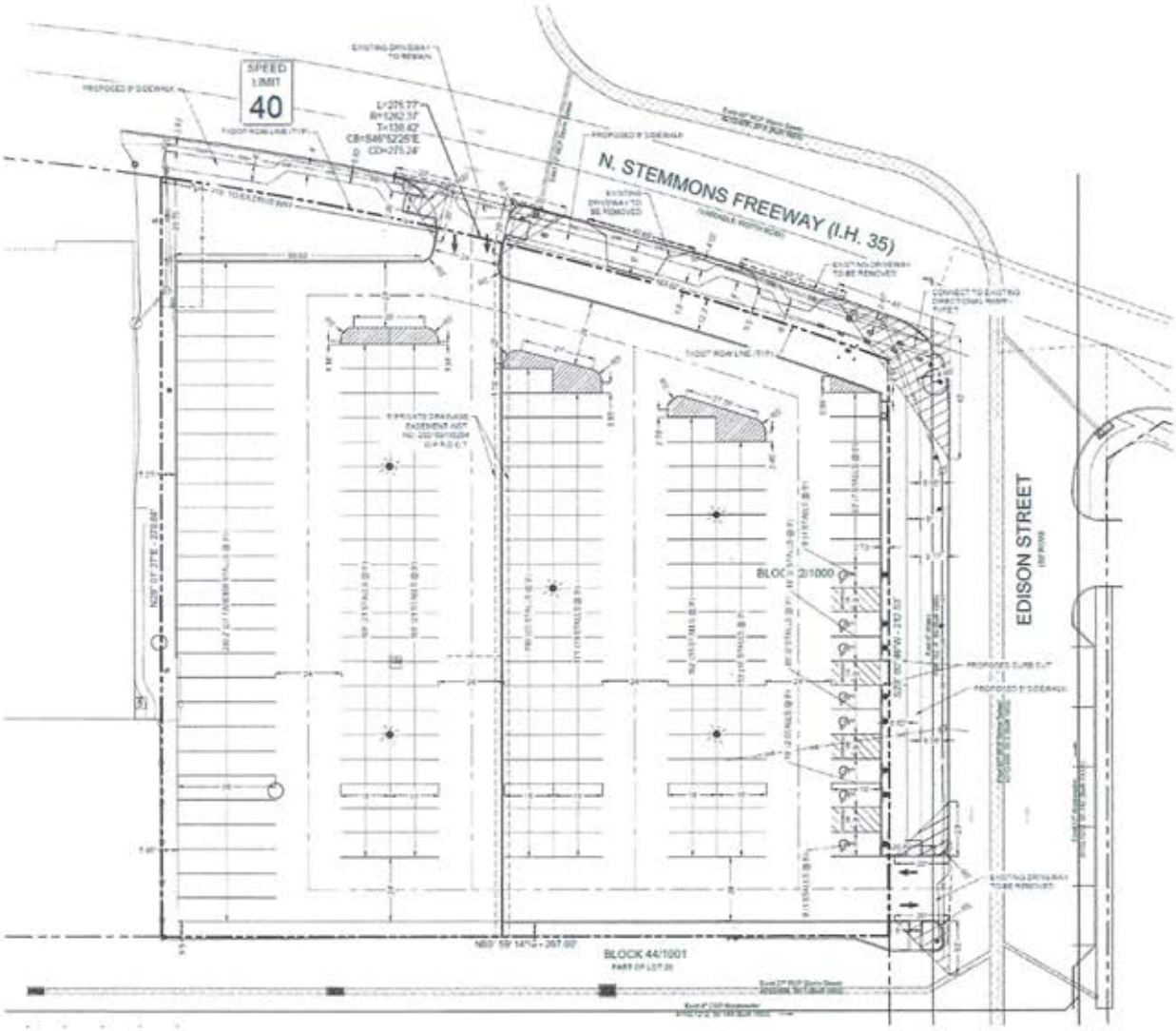
The creators of PD 621 utilized good foresight for the zoning regulations back in 2002 realizing that the old parking minimums required for certain defined uses are not "one-size fits all". (See **APPENDIX Articles on Parking**) PD 621 allows for the accommodation of denser urban living that is less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

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

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

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

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



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

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

Walkability and Alternative Modes of Transportation

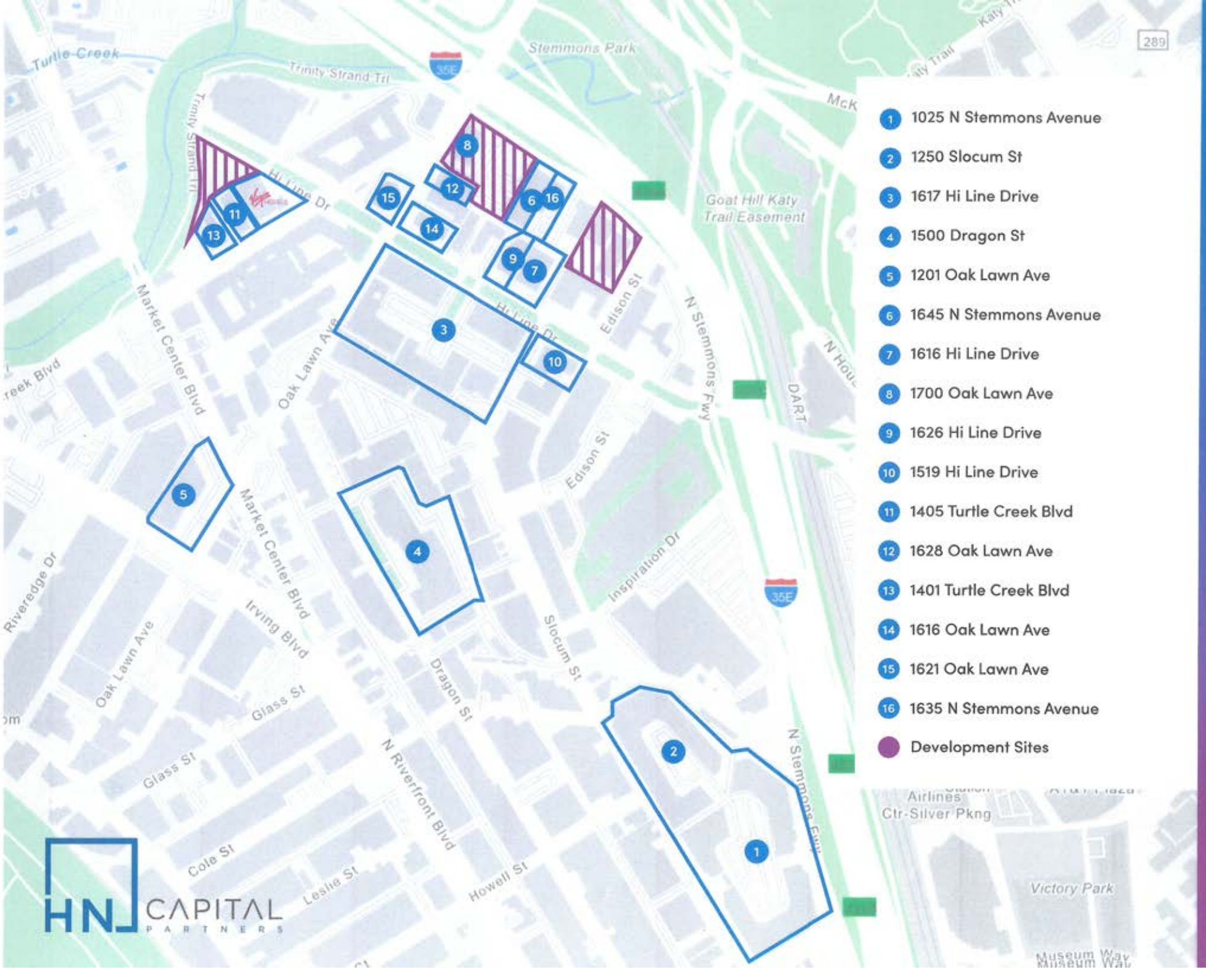
The parking reduction request is also supported by a walkability analysis of nearby residential units and current urban trend uses of alternative modes of transportation like walking, bicycling, and Uber/Alto. (See **APPENDIX Walkability Study**) Note that the City of Dallas is currently considering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

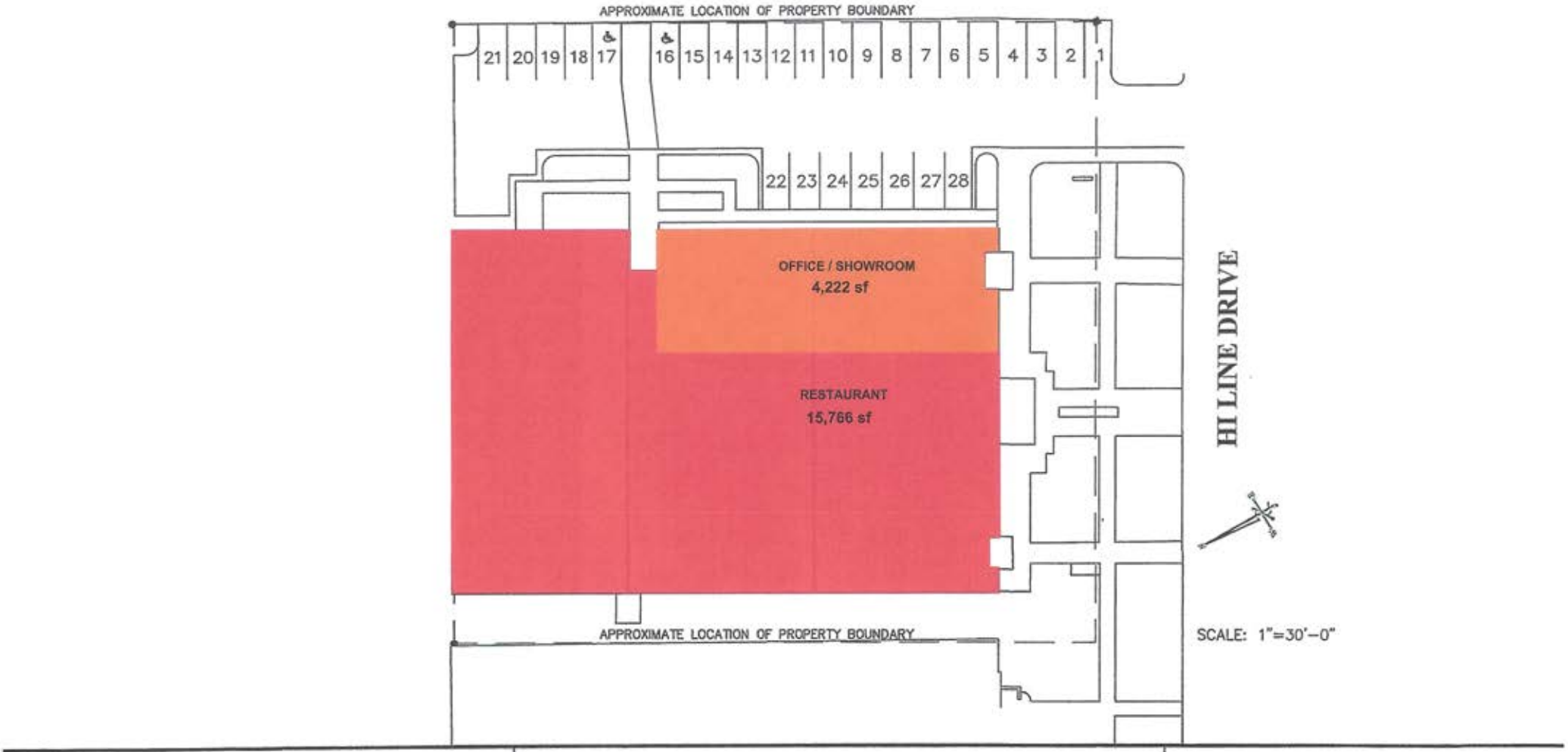
Conclusion

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

APPENDIX

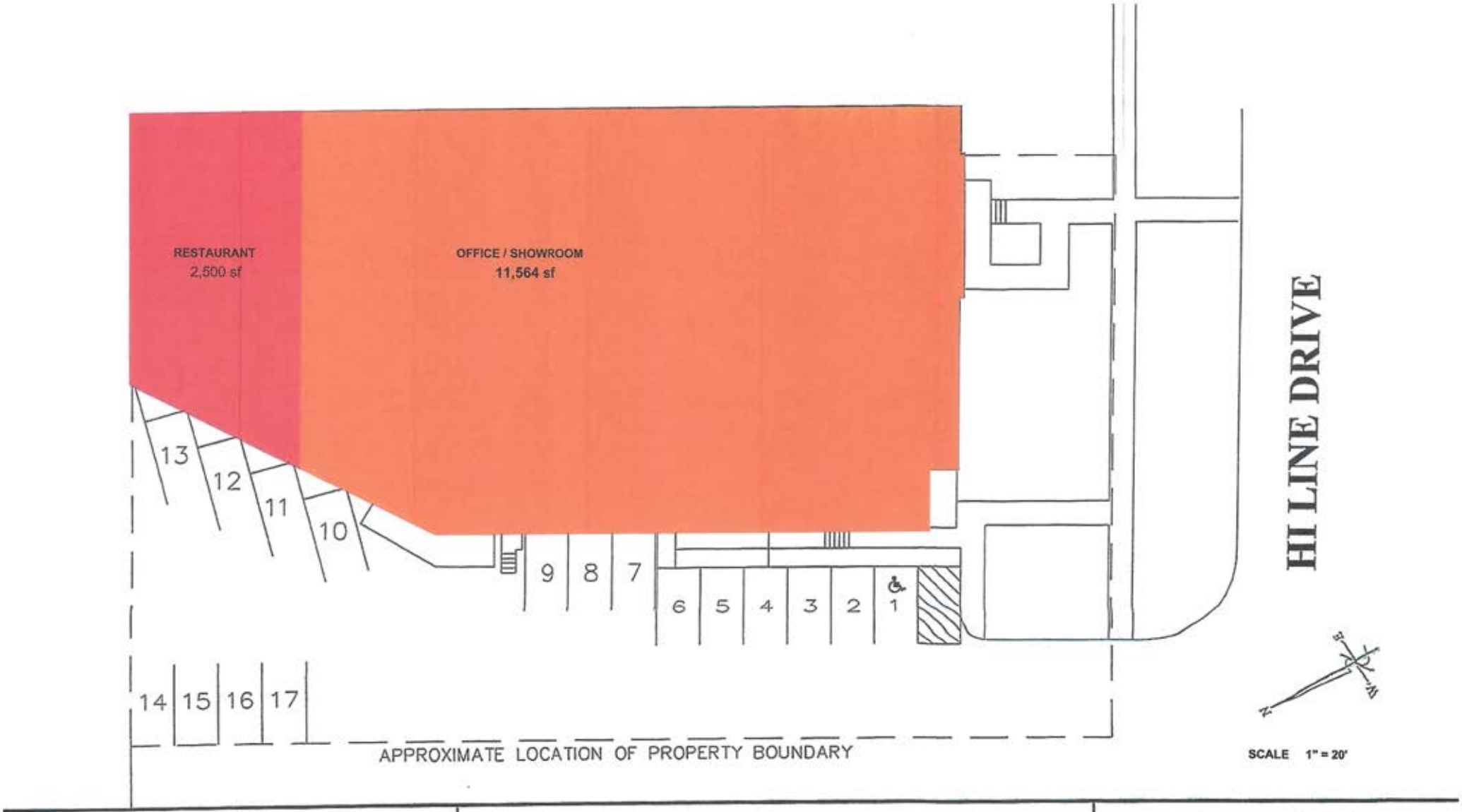
- HN Capital Property Ownership Map within the Design District
- 1616 Hi Line and 1626 Hi Line site plans and proposed uses
- Parking Chart Analysis
- Proposed Remote Parking Agreement between 1616 Hi Line and 1615 North Stemmons
- Mutual Letters of Support between Asana and HN Capital
- Walkability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


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
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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
Airlines Ctr-Silver Pkng
Victory Park
Museum Way
35E
289
DALLAS DESIGN DISTRICT
hncapitalpartners.com
HN CAPITAL PARTNERS



1616 Hi Line Parking Spaces

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


RESTAURANT
2,500 sf
OFFICE / SHOWROOM
11,564 sf
HI LINE DRIVE
13
12
11
10
9
8
7
6
5
4
3
2
1
14
15
16
17
APPROXIMATE LOCATION OF PROPERTY BOUNDARY
SCALE 1" = 20'
1626 Hi Line Parking Spaces
Parking Counts
16 Regular Spaces
1 Handicap Spaces
17 Total Parking Spaces

1616 Hi Line and 1626 Hi Line Parking Chart Analysis

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

City of Dallas PD 621 Shared Parking Chart

for properties regulated by Dallas Development Code, Chapter 51A
(for calculating adjusted standard parking requirement, REQUIRES PARKING AGREEMENT)
Address: 1616 Hi Line

Use	Use Categories	Total SF (including vacancies)	Parking Ratio	Standard Parking Requirement	Parking Adjustment By Time of Day (Weekday)									
					Morning		Noon		Afternoon		Late Afternoon		Evening	
	Multifamily # units	0	1.5	0.00	80%	-	60%	-	60%	-	70%	-	100%	-
	Office-related	0	358	0.00	100%	-	80%	-	100%	-	85%	-	35%	-
	Retail-related	0	275	0.00	60%	-	75%	-	70%	-	65%	-	70%	-
	General merchandise	0	275	0.00	60%	-	75%	-	70%	-	65%	-	70%	-
	Furniture store	0	1000	0.00	60%	-	75%	-	70%	-	65%	-	70%	-
	Bar & Restaurant (+outside seating)	15,766	105	150.15	20%	30.03	100%	150.15	30%	45.05	30%	45.05	100%	150.15
	Warehouse/Showroom up to 20,000SF floor area	4,222	1100	3.84	100%	3.84	75%	2.88	100%	3.84	65%	2.49	35%	1.34
	Warehouse/Showroom above 20,000SF floor area	0	4100	0.00	100%	-	75%	-	100%	-	65%	-	35%	-
	Any other use	0	100	0	100%	-	100%	-	100%	-	100%	-	100%	-
	Total SF (- residential)	19,988		154		34		153		49		48		151

Therefore, 153 is the parking requirement for 1616 Hi Line

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

City of Dallas PD 621 Shared Parking Chart

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

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

Therefore, 32 is the parking requirement for 1626 Hi Line

REMOTE PARKING AGREEMENT
(including church uses)

STATE OF TEXAS)
)
COUNTY OF DALLAS)

KNOW ALL PERSONS BY THESE PRESENTS:

I.

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

II.

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

III.

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

IV.

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

V.

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

VI.

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

VII.

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

(1) all uses providing parking and all uses on the property for which parking is provided under this agreement fully comply with the off-street parking regulations in the Code, as amended, by a means other than this parking agreement; or

(2) all uses on the property for which parking is provided under this agreement cease to operate and terminate their certificates of occupancy.

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

VIII.

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

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

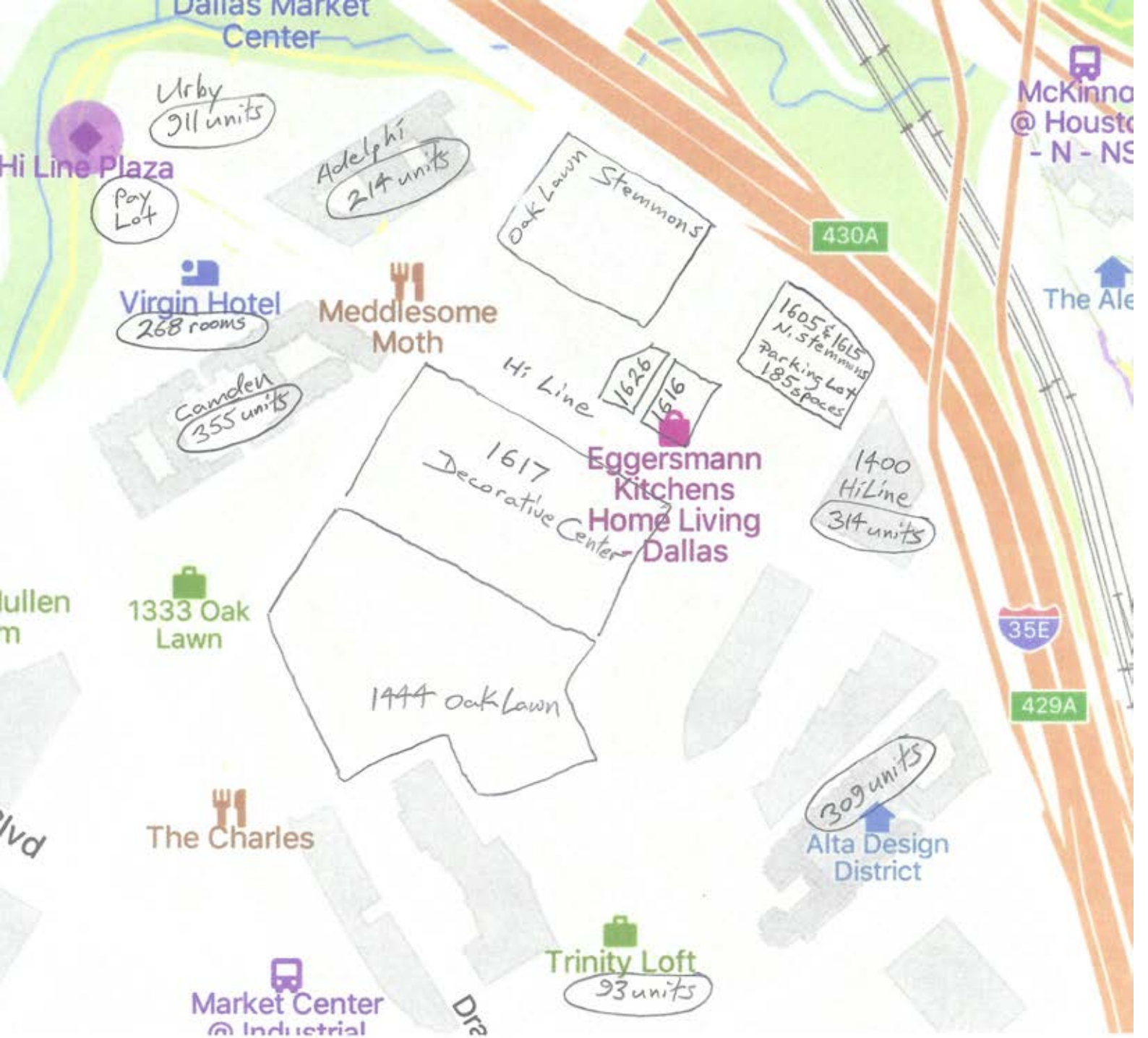
cc: Dr. Kameka Miller-Hoskins
Jennifer Hiromoto
Vipin Nambiar
Adam Hammack
Suzan Kedron

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 1616 Hi Line and 1626 Hi Line, within a 5-minute walk or less, are six large multi-family communities that total nearly 2200 units. Also, the Virgin Hotel with 268 rooms and a 75 space pay parking lot are within a 5-minute walk to 1616 and 1626 Hi Line. (See annotated map attached) According to the Federal Highway Administration, "Most people are willing to walk for five to ten minutes, or approximately ¼ to ½ mile" to reach a destination. (See FHA Pedestrian Safety Guide attached)

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


Dallas Market Center
Urby
311 units
Hi Line Plaza
Pay Lot
Adelphi
214 units
Oak Lawn
Stemmons
430A
Virgin Hotel
268 rooms
Meddlesome Moth
1605 & 1615 N. Stemmons
Parking Lot
185 spaces
Hi Line
1626
1616
Camden
355 units
1617
Decorative Center
Eggersmann Kitchens Home Living - Dallas
1400 HiLine
314 units
1333 Oak Lawn
35E
1444 Oak Lawn
429A
309 units
The Charles
Alta Design District
Trinity Loft
93 units
Market Center
@ Industrial
McKinno
@ Houst
- N - NS
The Ale

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 >

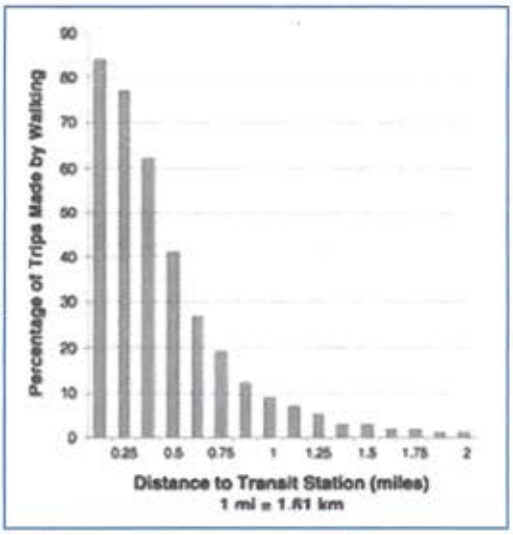
Chapter 4: Actions to Increase the Safety of Pedestrians Accessing Transit

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

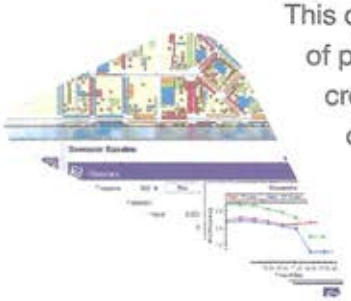
For the longest time, our industry's approach to defining "How much parking?" has been relegated to the use of national parking requirement standards, either from the Institute of Transportation Engineers (ITE), Urban Land Institute (ULI), or local code requirements. Anyone who has read the workings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

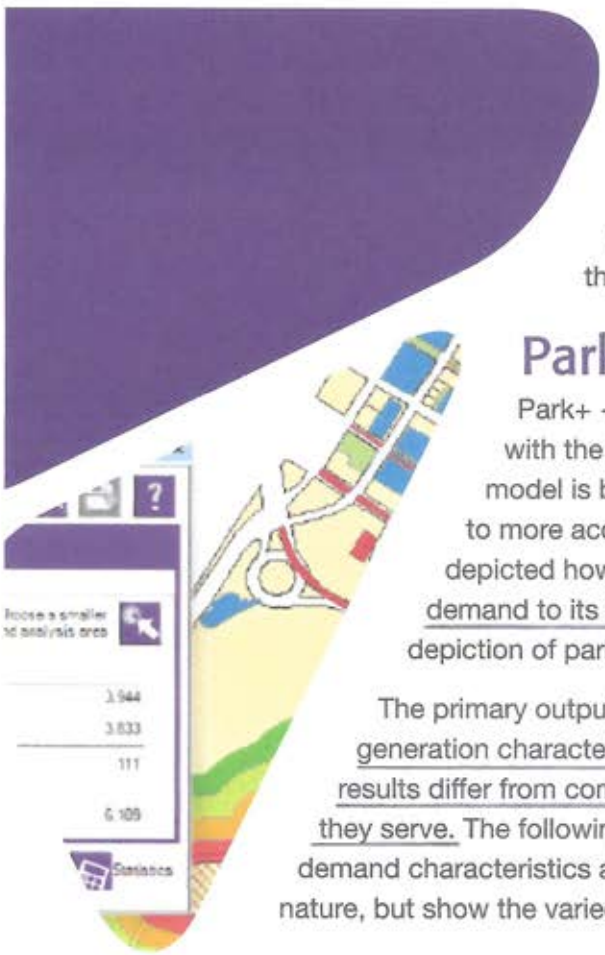
Too much parking tends to be an expensive endeavor. In today's world where more and more parking is found in consolidated structures, the cost to build a single space can range from $8,000 to $40,000, or more. This price is astronomical and is a primary contributing reason that rents are increasing and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

FILE NUMBER: BDA245-048 (BT)

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

LOCATION: 1616 Hi Line Drive

APPLICANT: Jonathan Vinson

REQUEST:

(1) Special Exception to the parking regulations.

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

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

STAFF RECOMMENDATION:

Special Exceptions (1):

No staff recommendation is made on this request.

BACKGROUND INFORMATION:

Zoning:

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

Land Use:

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

Timeline:

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

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

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

- an attachment that provided the public hearing date and panel that will consider the application; the March 21, 2025, deadline to submit additional evidence for staff to factor into their analysis;

and April 4, 2025, deadline to submit additional evidence to be incorporated into the board's docket materials.

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

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

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

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

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.

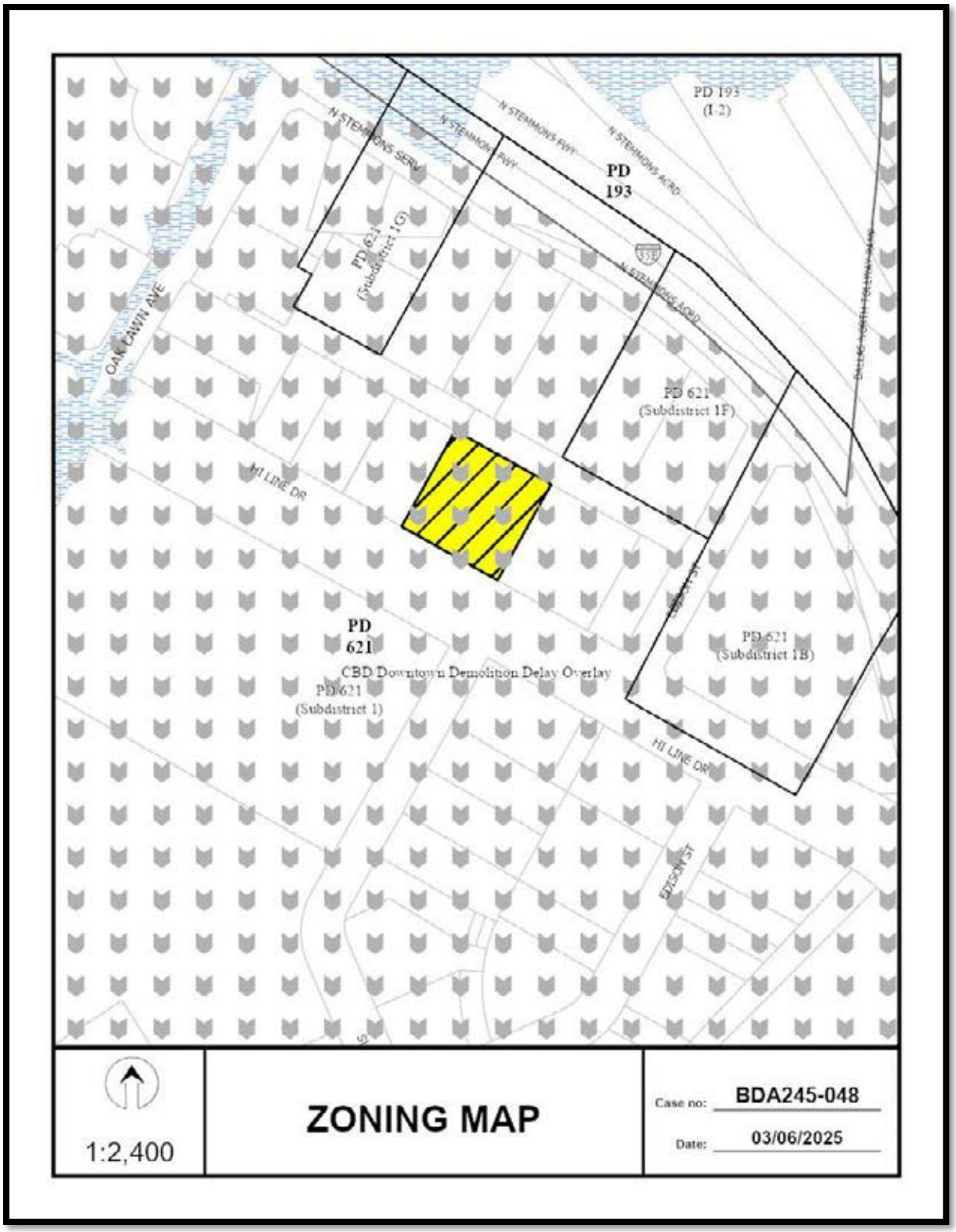


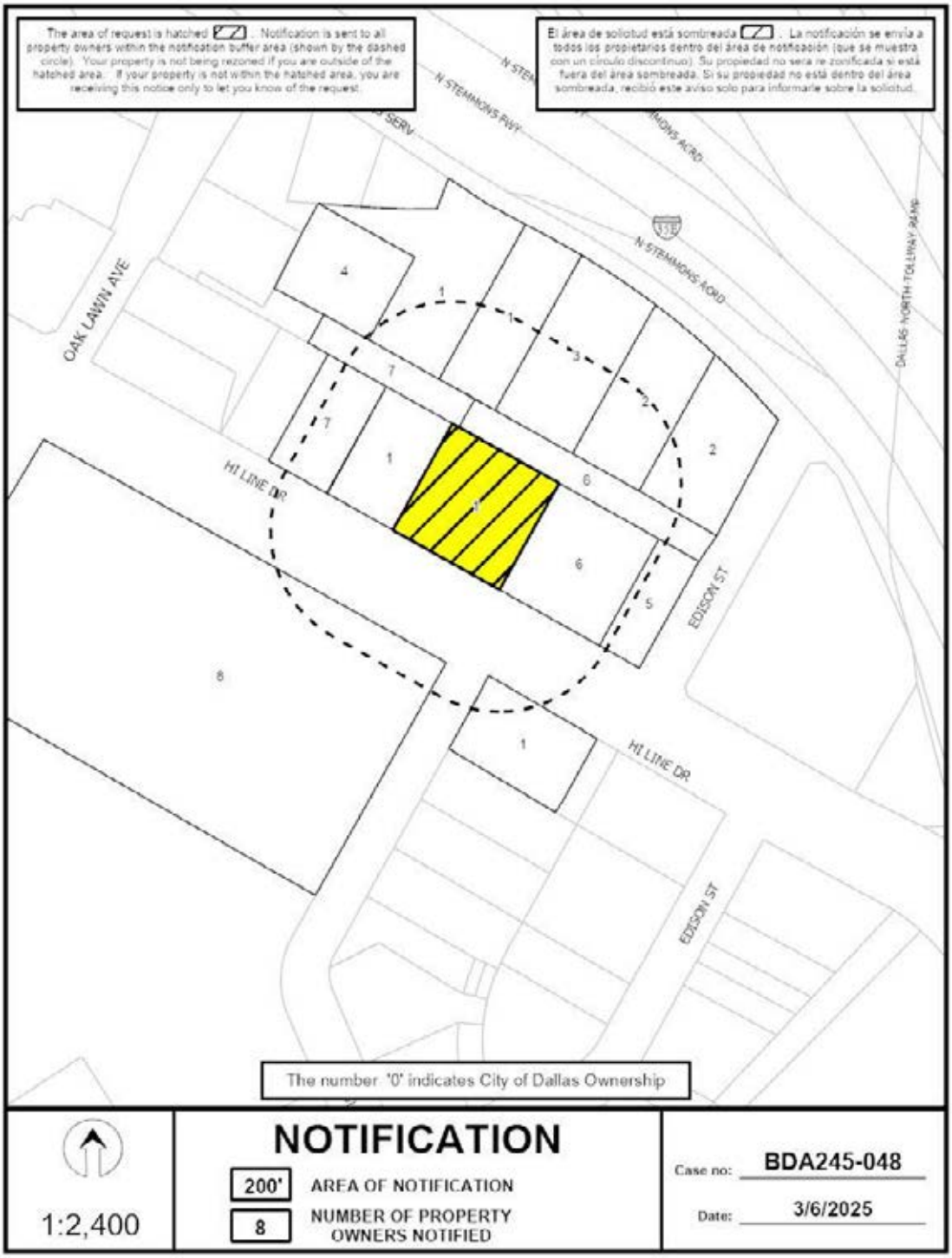
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AERIAL MAP

Case no: BDA245-048

Date: 03/06/2025


PD 193
(I-2)
PD
193
N STEMMONS FWY
N STEMMONS SERV
N STEMMONS FWY
N STEMMONS ACRD
N STEMMONS ACRD
PD 621
(Subdistrict 1G)
OAK LAWN AVE
PD 621
(Subdistrict 1F)
HI LINE DR
EDISON ST
PD
621
CBD Downtown Demolition Delay Overlay
PD 621
(Subdistrict 1)
PD 621
(Subdistrict 1B)
HI LINE DR
EDISON ST
1:2,400
ZONING MAP
Case no: BDA245-048
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.
N STEMMONS FWY
N STEMMONS FWY
OAK LAWN AVE
HI LINE DR
HI LINE DR
EDISON ST
EDISON ST
DALLAS NORTH TOLLWAY
The number '0' indicates City of Dallas Ownership
NOTIFICATION
200'
AREA OF NOTIFICATION
8
NUMBER OF PROPERTY OWNERS NOTIFIED
1:2,400
Case no: BDA245-048
Date: 3/6/2025

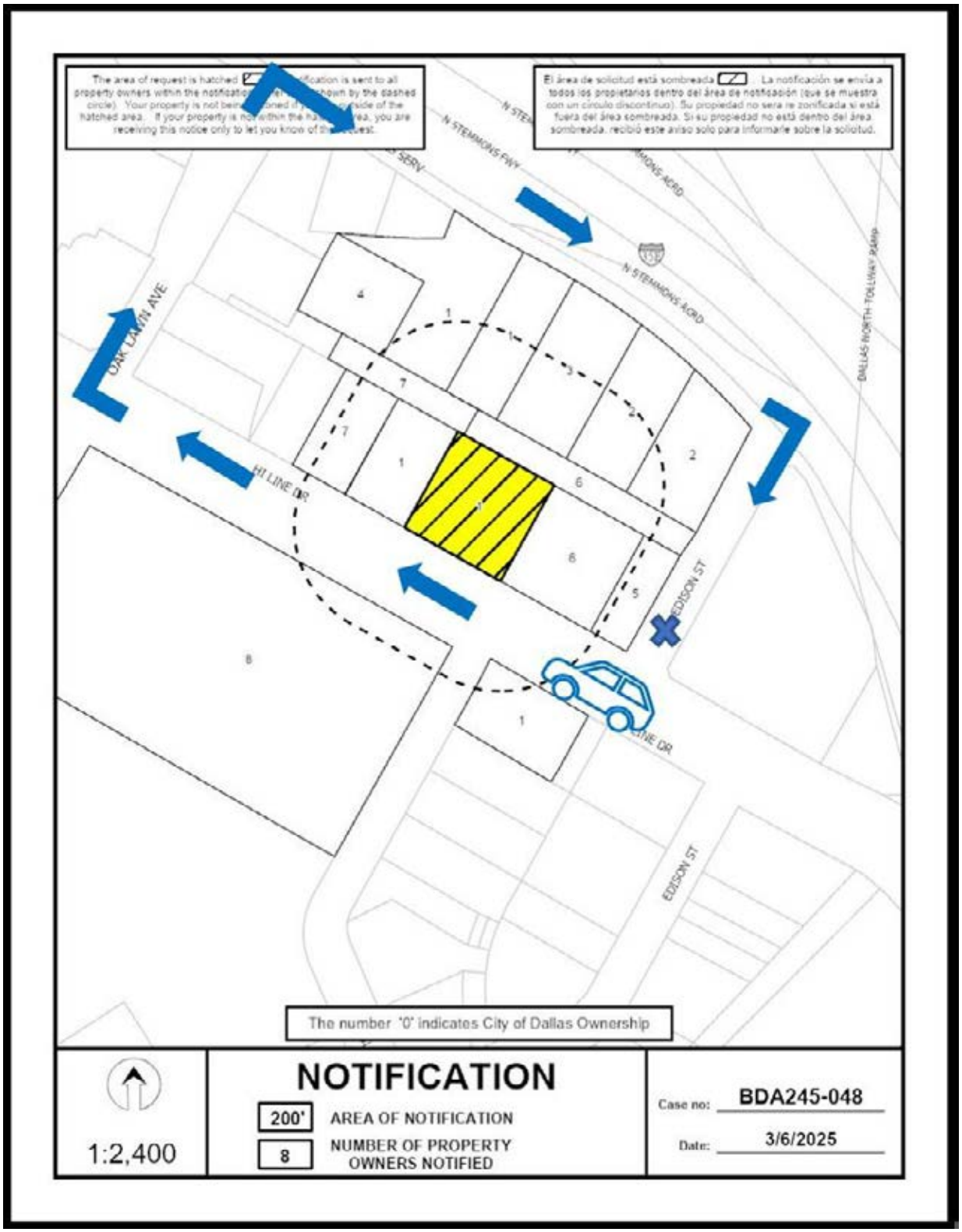
Notification List of Property Owners

BDA245-048

8 Property Owners Notified

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

200’ Radius Route Map



NOTICE OF PUBLIC HEARING

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

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

DATE: **TUESDAY, MAY 20, 2025**

BRIEFING: **10:00 a.m.** via **Videoconference and in 6EN COUNCIL CHAMBERS** at Dallas City Hall, 1500 Marilla Street

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

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 April 15, 2025**.

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

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

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

The Board of Adjustment hearing will be held by videoconference and at 6EN Council Chambers. Individuals who wish to speak in accordance with the Board of Adjustment Rules of Procedure **by joining the meeting virtually**, must register online at https://bit.ly/BDA-A-Register **by the 5 p.m. on Monday, May 19, 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

RECEIVED
FOR OFFICE USE ONLY
FEB 26 2025
BY:

Case No.: BDA 245-048 FOR OFFICE USE ONLY

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

Location address: 1616 Hi Line Drive Zoning District: PD 621 Subdistrict 1

Lot No.: 7-10, pt Lots 6 & 11 Block No.: 44/1001 Acreage: 0.9183 ac Census Tract: 100.03

Street Frontage (in Feet): 1) 205.0 2) 3) 4) 5)

To the Honorable Board of Adjustment:

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

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

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

E-mail Address: jvinson@jw.com

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

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

E-mail Address: jvinson@jw.com

Affirm that an appeal has been made for a Variance __, or Special Exception 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 allow 77 parking spaces of the required 154 spaces based on office/showroom and restaurant uses. There are 28 spaces existing~~ on site. In accordance with Planned Development District No. 621, Section 51P-621.110(b)(2)(D), and Section 51A-4.311(a)(1) of the Dallas Development Code, the parking demand generated by the various uses does not warrant the number of off-street parking spaces required, and the proposed special exception will not create a traffic hazard or increase traffic congestion on adjacent or nearby streets.

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

Affidavit

Before me the undersigned on this day personally appeared JONATHAN G. VINSON
(Affiant/Applicant's name printed)

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

Respectfully submitted: 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 1616 Hi Line Dr.

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

Sincerely,

M. Samuell Eskander, PE

CITY OF DALLAS

AFFIDAVIT

Appeal number: BDA 245-048

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

at: 1616 Hi Line Drive
(Address of property as stated on application)

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

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

_____ Variance (specify below)

_X_ Special Exception (specify below)

_____ Other Appeal (specify below)

Specify: This application requests a Special Exception for a 50% reduction in the off-street parking requirements for various uses on the property; that is, to allow 77 parking spaces of the required 154 spaces based on office/showroom and restaurant uses. There are 28 parking existing on site. In accordance with Planned Development District No. 621, Section 51P-621.110(b)(2)(D), and Section 51A-4.311(a)(1) of the Dallas Development Code, the parking demand generated by the various uses does not warrant the number of off-street parking spaces required, and the proposed special exception will not create a traffic hazard or increase traffic congestion on adjacent or nearby streets.

Vipin Nambiar
Print name of property owner or registered agent

Signature of property owner or registered agent

Date 9/24/24

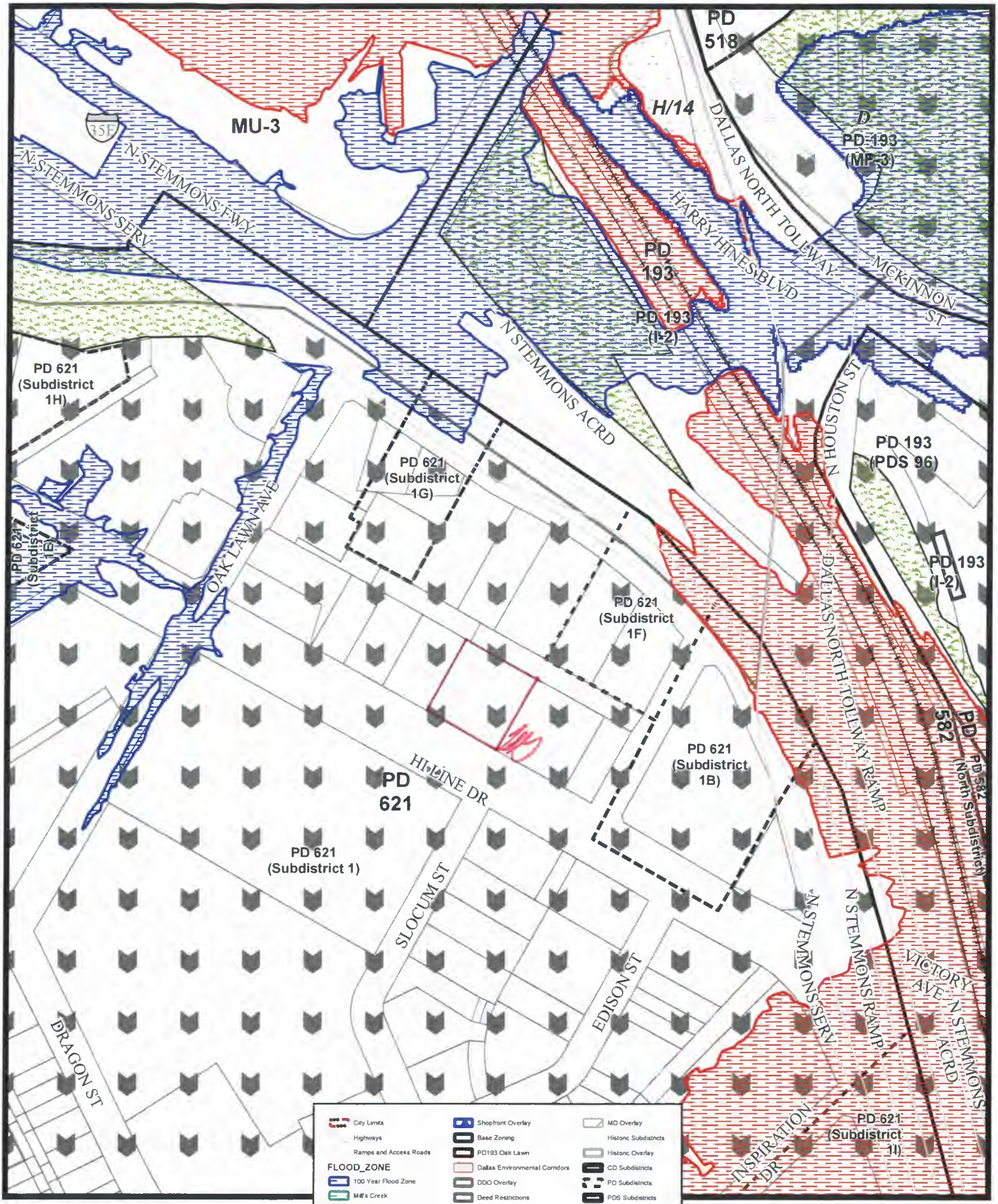
Before me, the undersigned, on this day personally appeared Vipin Nambiar

Who on his/her oath certifies that the above statements are true and correct to his/her best knowledge. Subscribed and sworn to before me this 24th day of September, 2024

Charlotte Vivien Carr
My Commission Expires
4/22/2026
Notary ID
133721828

Charlotte Vivien Carr
Notary Public for Dallas County, Texas

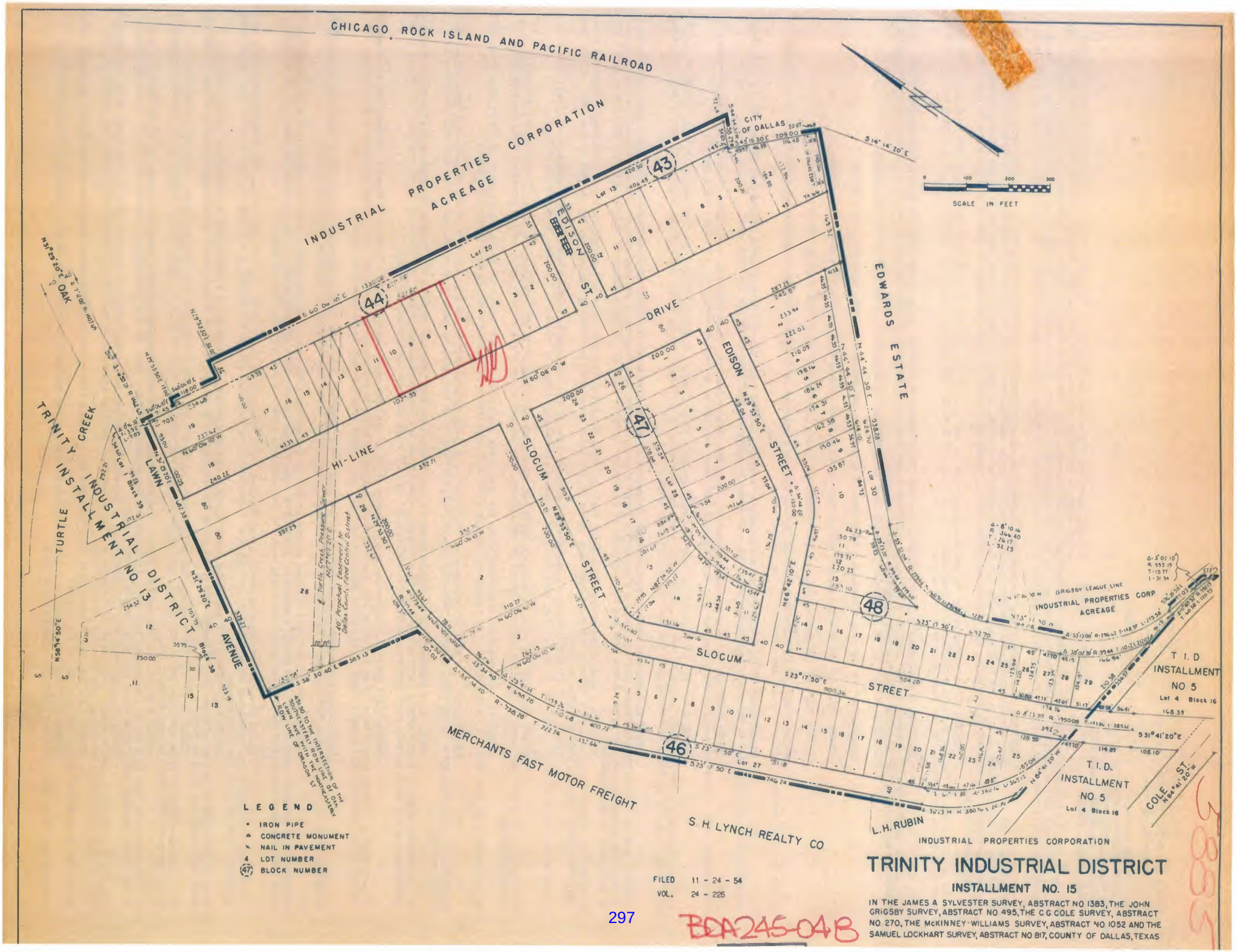
Commission expires on 4/22/2026



1:3,600

Case ID: BDA245-048

Printed: 8/9/2024



FILED 11 - 24 - 54
VOL. 24 - 225

297

BDA 245-04 B

TRINITY INDUSTRIAL DISTRICT

INSTALLMENT NO. 15

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

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

STATE OF TEXAS
LLOYD B. DENMAN
76943
REGISTERED
PROFESSIONAL ENGINEER

2-6-2025
Lloyd Denman
FIRM# F-23598

Date: February 6, 2025

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

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Introduction

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

Proposed Uses and City of Dallas Code Requirements for Parking

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

BDA245-048

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

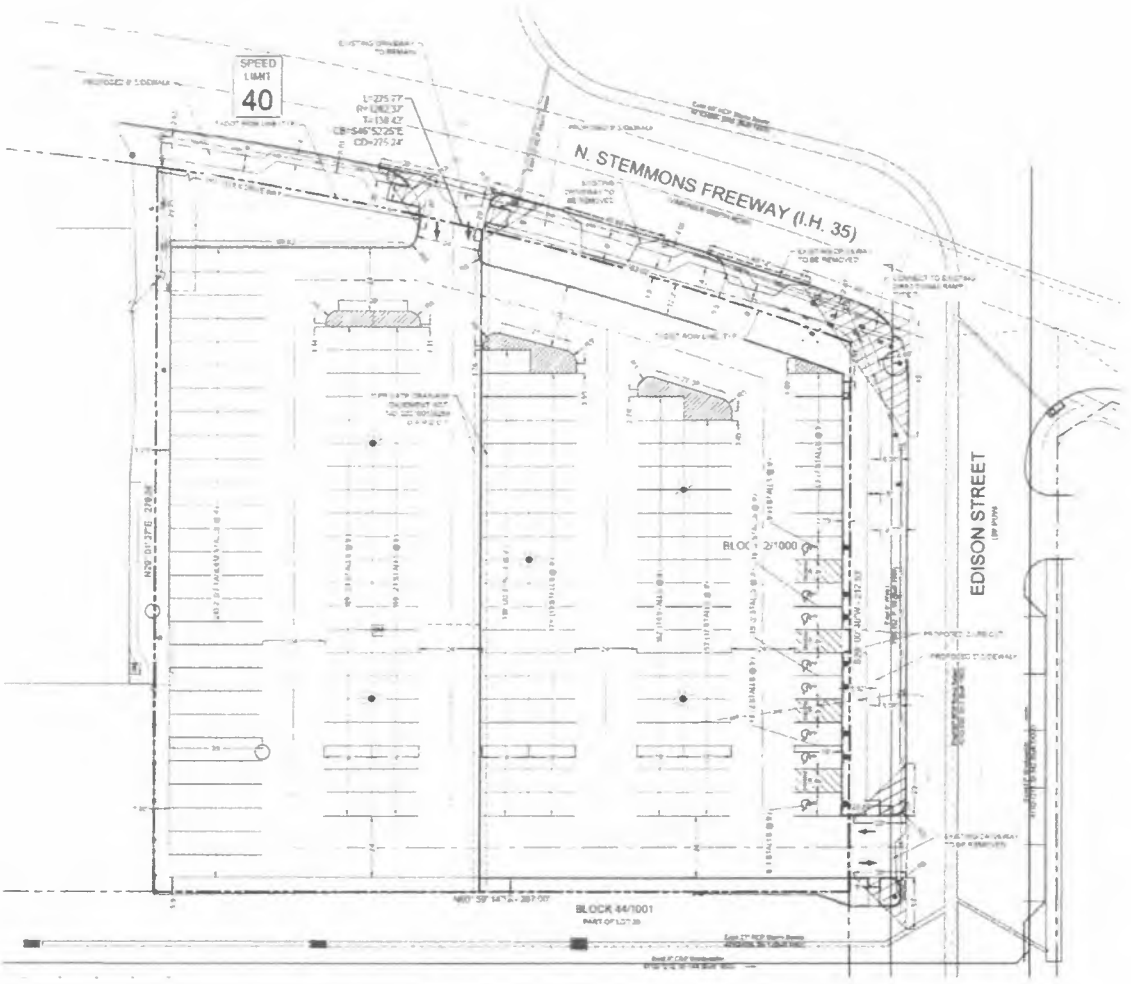
The creators of PD 621 utilized good foresight for the zoning regulations back in 2002 realizing that the old parking minimums required for certain defined uses are not "one-size fits all". (See **APPENDIX Articles on Parking**) PD 621 allows for the accommodation of denser urban living that is less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

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

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

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

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



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

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

Walkability and Alternative Modes of Transportation

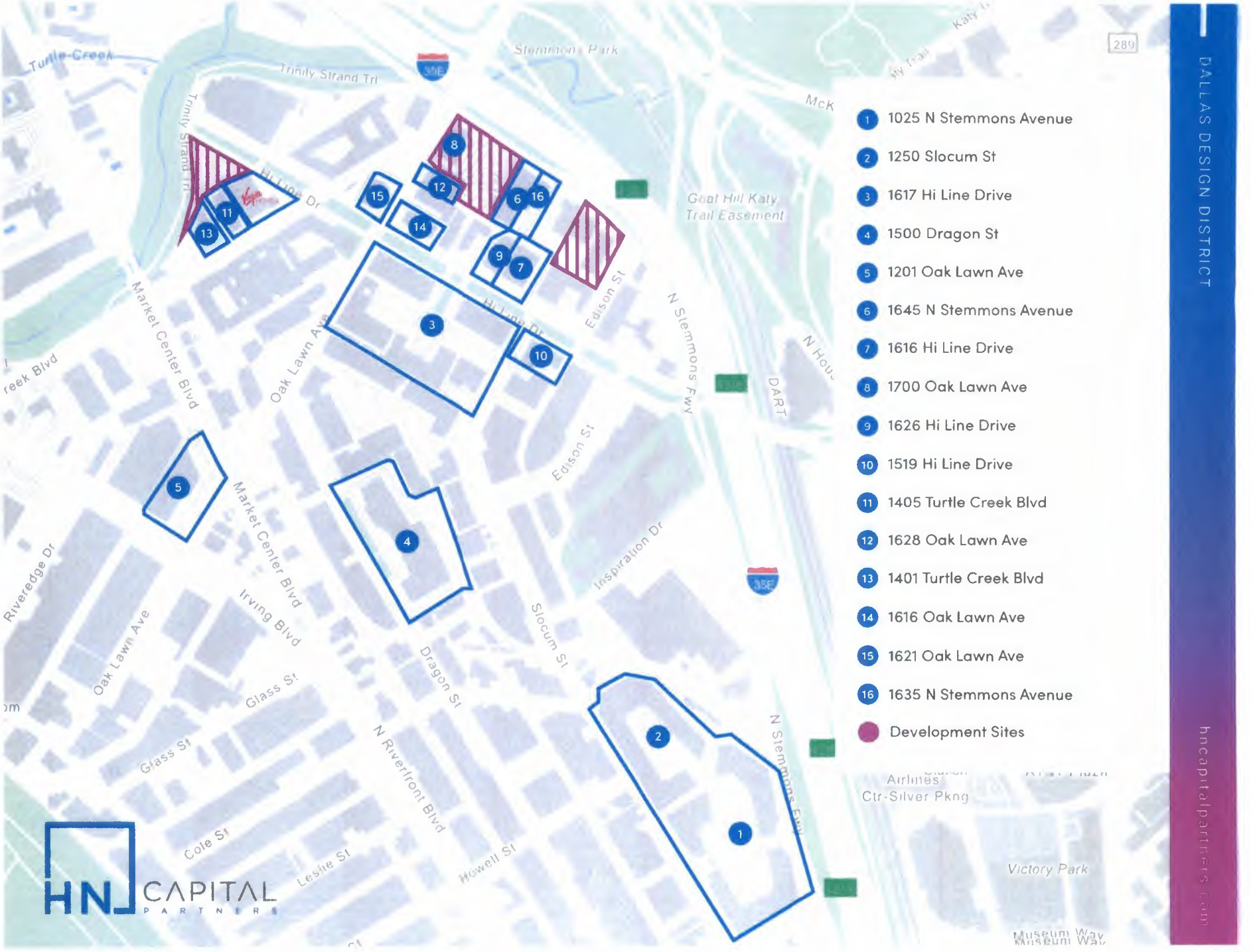
The parking reduction request is also supported by a walkability analysis of nearby residential units and current urban trend uses of alternative modes of transportation like walking, bicycling, and Uber/Alto. (See **APPENDIX Walkability Study**) Note that the City of Dallas is currently considering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

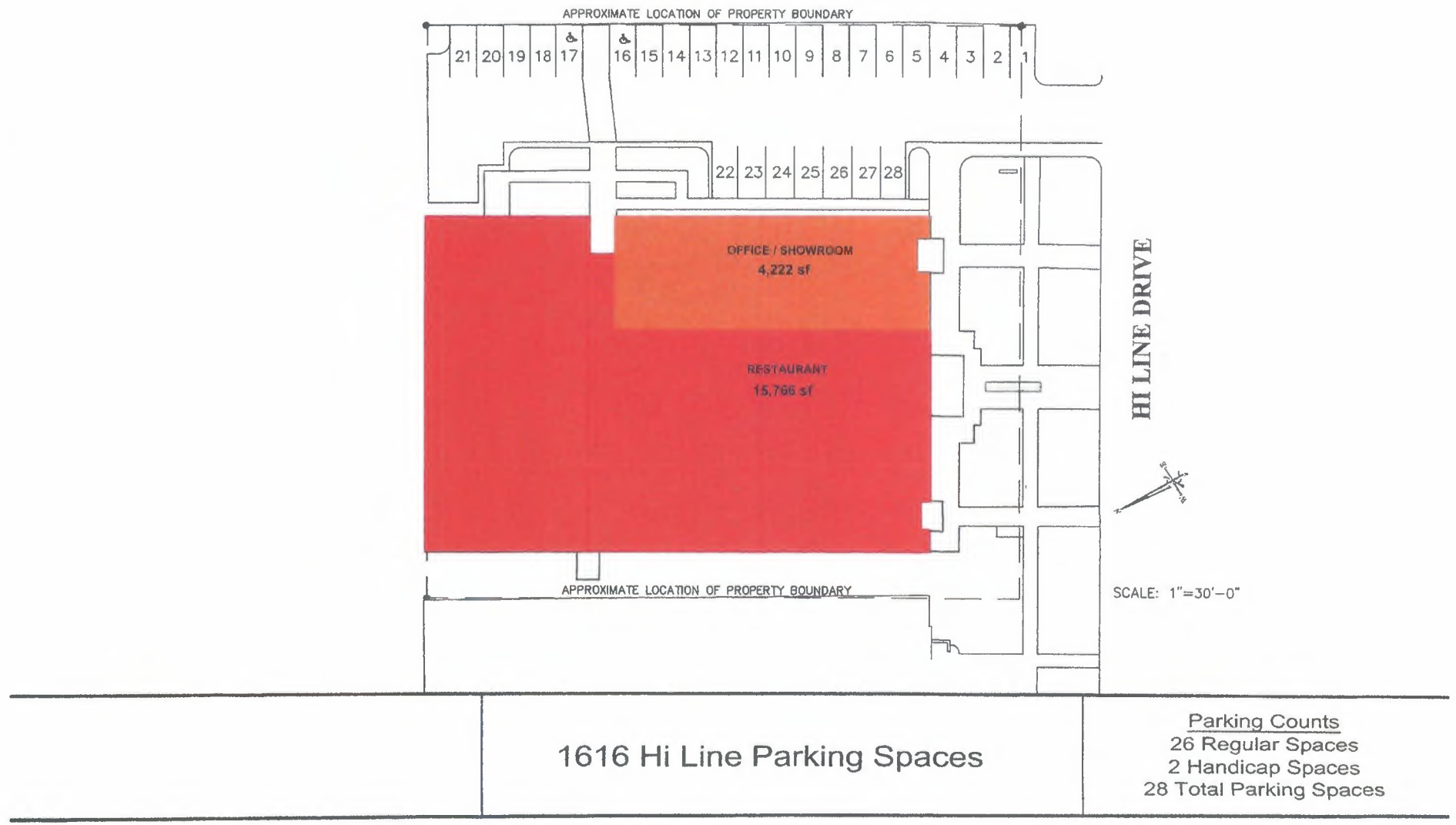
Conclusion

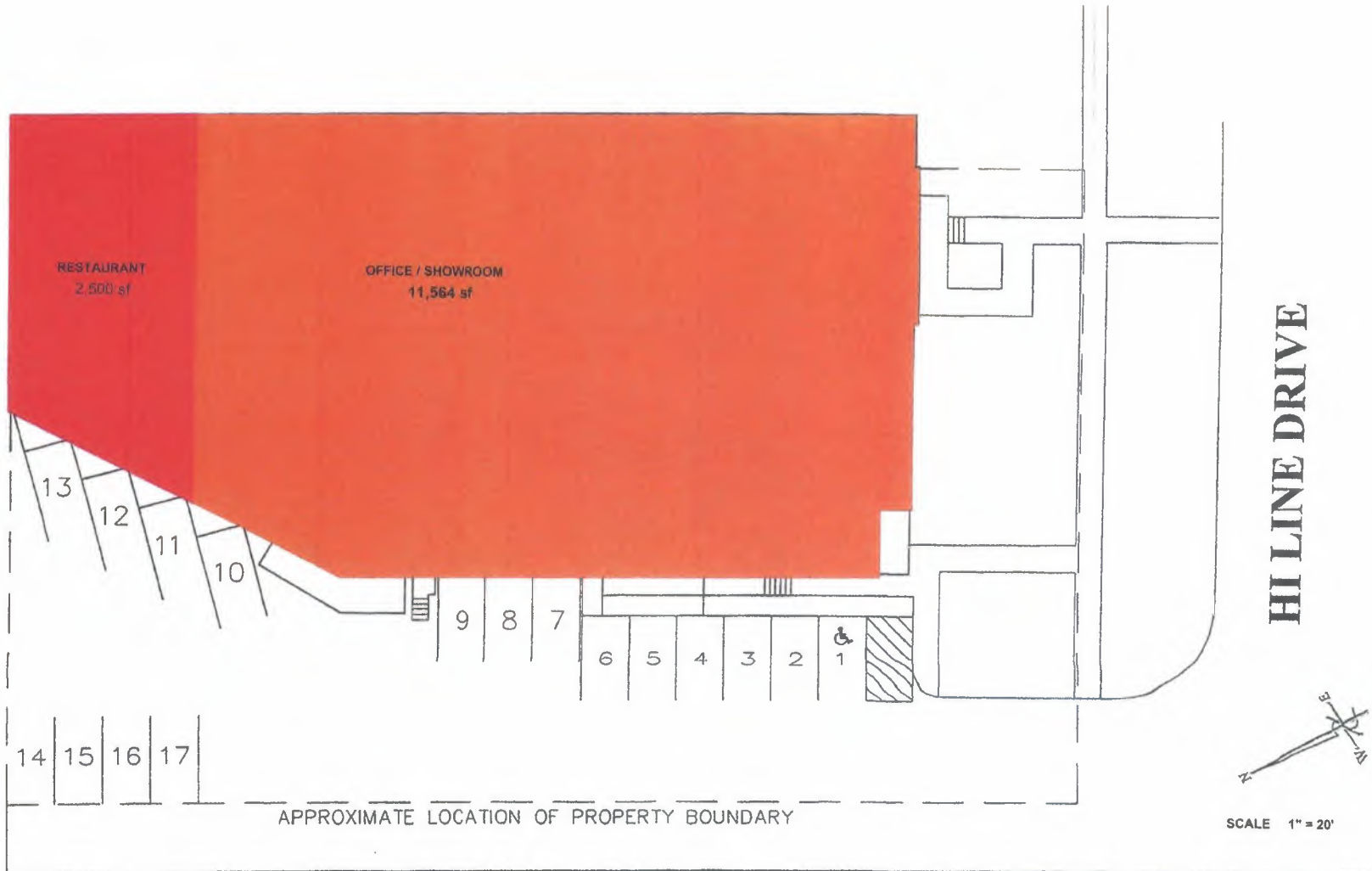
Based on: (1) the allowance for parking reductions written into PD 621, (2) the utilization of internal valet to most efficiently park the sites, (3) the Remote Parking Agreement for 1616 Hi Line with the new 1605 N. Stemmons parking lot, (4) the extra 100+ "relief valve" parking spaces in the new lot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

APPENDIX

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


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


APPROXIMATE LOCATION OF PROPERTY BOUNDARY
21 20 19 18 17 16 15 14 13 12 11 10 9 8 7 6 5 4 3 2 1
22 23 24 25 26 27 28
OFFICE / SHOWROOM
4,222 sf
RESTAURANT
15,766 sf
HI LINE DRIVE
APPROXIMATE LOCATION OF PROPERTY BOUNDARY
SCALE: 1"=30'-0"
1616 Hi Line Parking Spaces
Parking Counts
26 Regular Spaces
2 Handicap Spaces
28 Total Parking Spaces



	1626 Hi Line Parking Spaces	Parking Counts 16 Regular Spaces 1 Handicap Spaces 17 Total Parking Spaces

1616 Hi Line and 1626 Hi Line Parking Chart Analysis

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

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

REMOTE PARKING AGREEMENT
(including church uses)

STATE OF TEXAS)
)
COUNTY OF DALLAS)

KNOW ALL PERSONS BY THESE PRESENTS:

I.

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

II.

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

III.

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

IV.

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

V.

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

VI.

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

VII.

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

(1) all uses providing parking and all uses on the property for which parking is provided under this agreement fully comply with the off-street parking regulations in the Code, as amended, by a means other than this parking agreement; or

(2) all uses on the property for which parking is provided under this agreement cease to operate and terminate their certificates of occupancy.

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

VIII.

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

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 1616 Hi Line and 1626 Hi Line, within a 5-minute walk or less, are six large multi-family communities that total nearly 2200 units. Also, the Virgin Hotel with 268 rooms and a 75 space pay parking lot are within a 5-minute walk to 1616 and 1626 Hi Line. (See annotated map attached) According to the Federal Highway Administration, "Most people are willing to walk for five to ten minutes, or approximately ¼ to ½ mile" to reach a destination. (See FHA Pedestrian Safety Guide attached)

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


Dallas Market Center
Urby
311 units
Hi Line Plaza
Pay Lot
Adelphi
214 units
Oak Lawn
Stemmons
430A
McKinno
@ Houstc
- N - NS
Virgin Hotel
268 rooms
Meddlesome Moth
The Ale
1605 & 1615 N. Stemmons Parking Lot 185 spaces
Hi Line
1626
1616
Camden
355 units
Eggersmann Kitchens Home Living Dallas
Decorative Center Dallas
1400 HiLine
314 units
ullen
n
1333 Oak Lawn
35E
1444 Oak Lawn
429A
309 units
The Charles
Alta Design District
Trinity Loft
93 units
Market Center
@ Industrial

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 >

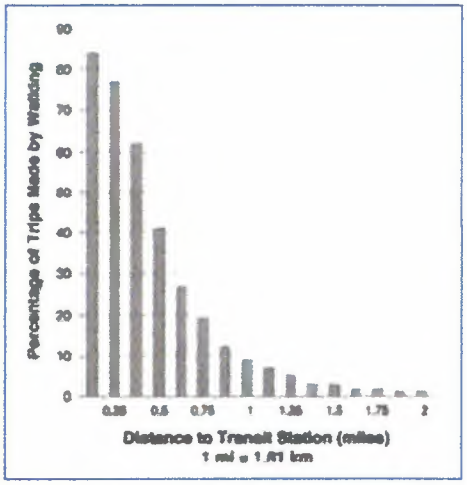
Chapter 4: Actions to Increase the Safety of Pedestrians Accessing Transit

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



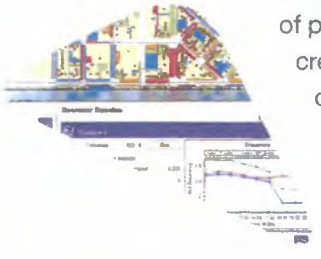
For the longest time, our industry's approach to defining "How much parking?" has been relegated to the use of national parking requirement standards, either from the Institute of Transportation Engineers (ITE), Urban Land Institute (ULI), or local code requirements. Anyone who has read the workings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

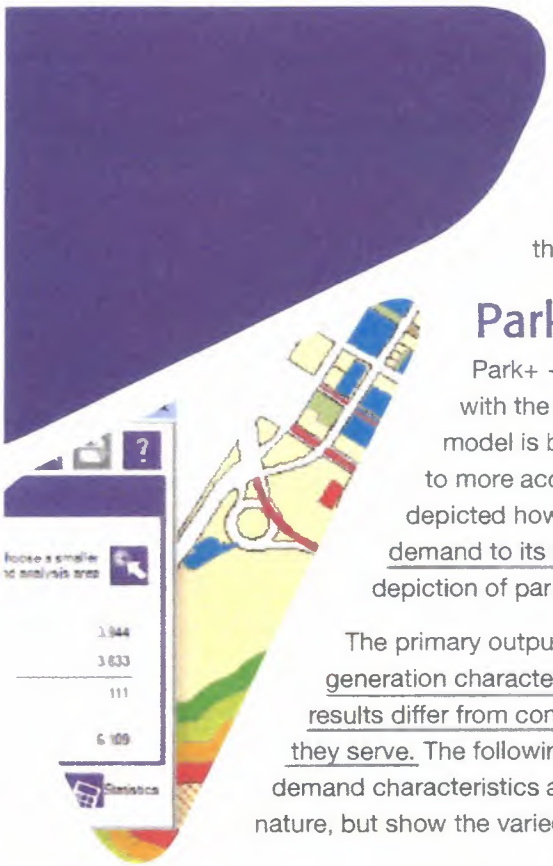
Too much parking tends to be an expensive endeavor. In today's world where more and more parking is found in consolidated structures, the cost to build a single space can range from $8,000 to $40,000, or more. This price is astronomical and is a primary contributing reason that rents are increasing and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

REMOTE PARKING AGREEMENT
(including church uses)

STATE OF TEXAS)
)
COUNTY OF DALLAS)

KNOW ALL PERSONS BY THESE PRESENTS:

I.

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

II.

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

III.

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

IV.

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

V.

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

VI.

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

VII.

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

(1) all uses providing parking and all uses on the property for which parking is provided under this agreement fully comply with the off-street parking regulations in the Code, as amended, by a means other than this parking agreement; or

(2) all uses on the property for which parking is provided under this agreement cease to operate and terminate their certificates of occupancy.

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

VIII.

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

IX.

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

X.

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

XI.

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

XII.

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

XIII.

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

XIV.

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

XV.

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

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

XVI.

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

XVII.

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

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

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

CONSENT AND CONCURRENCE OF LIENHOLDERS OR MORTGAGEES:

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

APPROVED:

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

_____
Building Official
(or authorized representative)

_____
Assistant City Attorney

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

Executed as of the date set forth above.

TRACT A OWNER:

DDD PORTFOLIO HOLDINGS LLC
a Delaware limited liability company

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

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

By: _____
Name: Vipin Nambiar
Title: Managing Partner

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

By: _____
Name: Jordon Lang
Title: Managing Director

ACKNOWLEDGEMENT

STATE OF TEXAS)
)
COUNTY OF DALLAS)

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

_____
NOTARY PUBLIC

[NOTARY PUBLIC STAMP]

Executed as of the date set forth above.

TRACT A OWNER:

DDD PORTFOLIO HOLDINGS LLC
a Delaware limited liability company

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

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

By: _____
Name: Vipin Nambiar
Title: Managing Partner

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

By: _____
Name: Jordon Lang
Title: Managing Director

ACKNOWLEDGEMENT

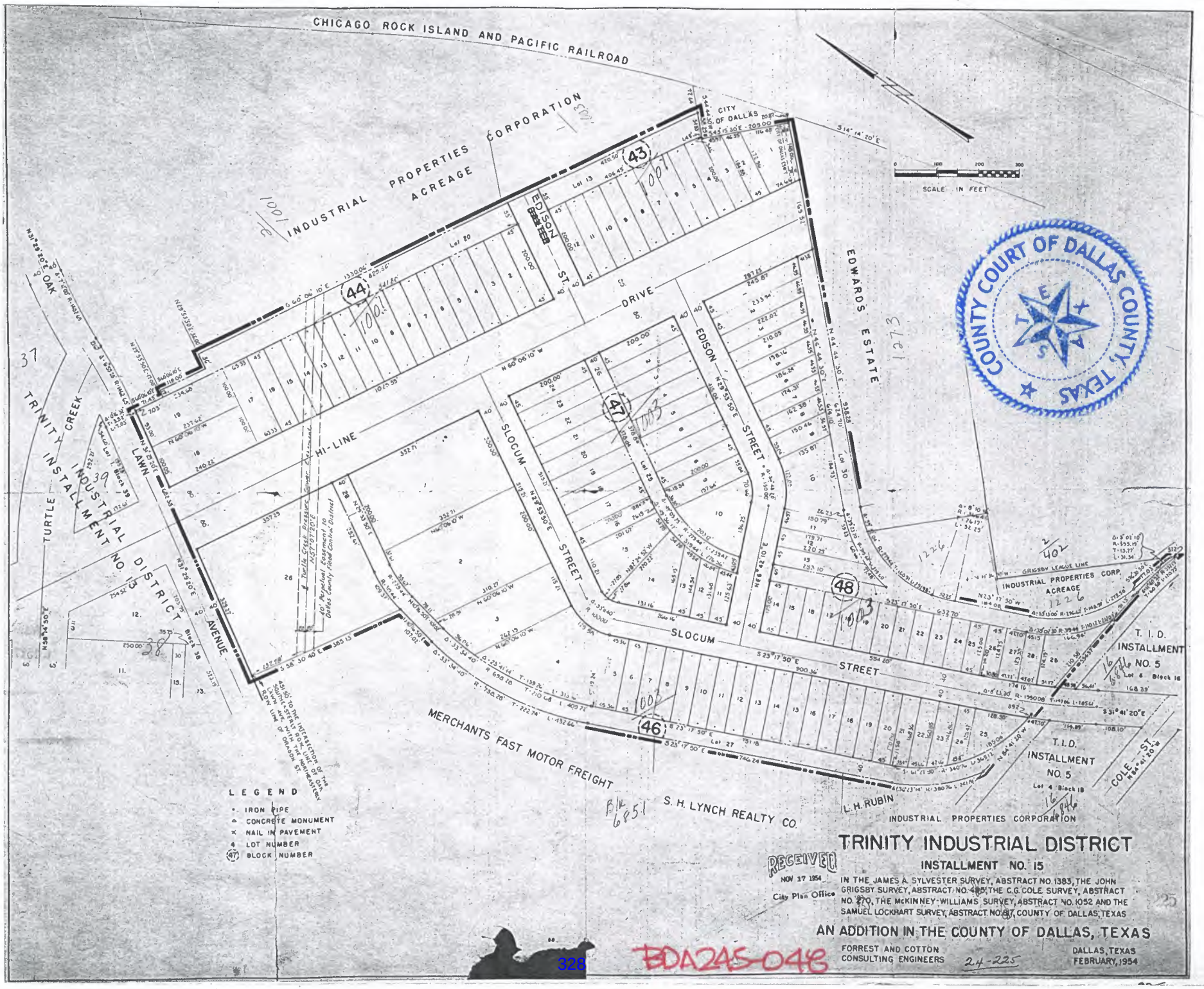
STATE OF TEXAS)
)
COUNTY OF DALLAS)

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

_____
NOTARY PUBLIC

[NOTARY PUBLIC STAMP]

Acknowledgment Forms (Rev. 5-27-05)
Based on Tex. Civ. Prac. & Rem. Code Ann. § 121.008



TRINITY INDUSTRIAL DISTRICT

INSTALLMENT NO. 15

IN THE JAMES A. SYLVESTER SURVEY, ABSTRACT NO. 1383, THE JOHN GRIGSBY SURVEY, ABSTRACT NO. 485, THE C.G. COLE SURVEY, ABSTRACT NO. 270, THE McKINNEY-WILLIAMS SURVEY, ABSTRACT NO. 1052 AND THE SAMUEL LOCKHART SURVEY, ABSTRACT NO. 817, COUNTY OF DALLAS, TEXAS

AN ADDITION IN THE COUNTY OF DALLAS, TEXAS

FORREST AND COTTON CONSULTING ENGINEERS

DALLAS, TEXAS FEBRUARY, 1954

RECEIVED NOV 17 1954 City Plan Office

24-225

B/A 6851

BDA245-046

328

24-225-A

THE STATE OF TEXAS)
)
COUNTY OF DALLAS)

WHEREAS Industrial Properties Corporation is the owner of that certain tract of land situated in the James A. Sylvester Survey, Abstract No. 1383, the John Grigsby Survey, Abstract No. 485, the C. O. Cole Survey, Abstract No. 270, the McKinney--Williams Survey, Abstract No. 1053, the Samuel Lockhart Survey, Abstract No. 817, County of Dallas, Texas, and a part of that certain 18.021 acre tract of land in the Old Channel of the Trinity River patented by the State of Texas to Industrial Properties Corporation by instrument of record in Volume 3800, Page 158 of the Deed Records of Dallas County, Texas, and being more particularly described as follows: 46.0763 AC.

BEGINNING at a point in the Southeasterly Right--of-Way Line of Oak Lawn Avenue as evidenced by an iron pipe set in the ground and located N 31° 29' 20" E a distance of 451.50 feet from the intersection of the Southeasterly Right-of-Say Line of Oak Lawn Avenue with the Northeasterly Right-of-Way Line of Dragon Street as evidenced by a steel axle set in the ground and as shown on the File Plat of Instalment No. 2 to the Trinity Industrial District recorded in Volume 10, Page 83 of the County Map Records of Dallas County, Texas; said Point of Beginning being the most Northerly corner of a Merchants Motor Freight tract of land; THENCE N 31° 29' 20" E along the Southeasterly Right-of-Way line of Oak Lawn Avenue a distance of 882.38 feet to a point as evidenced by an iron pipe set in the ground, said point being the beginning of a circular curve to the left having a radius of 1462.86 feet, the tangent to the curve at said point being coincident with the last above described course, THENCE in a Northeasterly direction along the last above described circular curve to the left, being the Southeasterly Right-of-Way Line of Oak Lawn Avenue, a distance of 7.03 feet to a point, as evidenced by an iron pipe set in the ground, the tangent to the curve at said point forming a deflection angle of 81° 18' 58' right with the next described course, THENCE S 80° 06' 10" E a distance of 71.45 feet to a point as evidenced by an iron pipe set in the ground, THENCE N 29° 53' 50" E a distance of 17.00 feet to a point as evidenced by an iron pipe set in the ground, THENCE S 60° 06' 10" E a distance of 118.00 feet to a point as evidenced by an iron pipe set in the ground, THENCE N 29° 53' 50" E a distance of 36.00 feet to a point as evidenced by an iron pipe set in the ground, THENCE S 60° 06' 10" E a distance of 1330.06 feet to a point of intersection with a Northwesterly Property Line of a City of Dallas tract of land as evidenced by an iron pipe set in the ground, THENCE N 44° 44' 30" W along the Northwesterly Property Line of said City of Dallas tract a distance of 58.29 feet to a point as evidenced by an iron pipe set in the ground, said point being the most westerly corner of said City of Dallas tract of land, THENCE S 45° 15' 30" E along the Southwesterly Property Line of the City of Dallas tract a distance of 309.00 feet to a point of intersection with the Northwesterly Property Line of a W. N. Edwards Estate tract of land as evidenced by an iron pipe set in the ground, THENCE S 44° 44' 30" W along the Northwesterly Property Line of said W. N. Edwards Estate tract of land a distance of 838.28 feet to a point as evidenced by an iron pipe set in the ground, said point being the beginning of a circular curve to the left having a radius of 278.44 feet, the tangent to the curve at said point being coincident with the last above described course, THENCE in a Southwesterly to Southeasterly direction along the last above described circular curve to the left, being the Westerly Property Line of the W. N. Edwards Estate tract of land, a distance of 381.82 feet to a point as evidenced by an iron pipe set in the ground, said point being the end of the above described circular curve to the left and the beginning of a circular curve to the left having a radius of 366.40 feet, the tangents to the two curves at said point being coincident, THENCE in a Southeasterly direction along the last above described circular curve to the left, being a Southwesterly Property Line of the W. N. Edwards Estate tract of land, a distance of 52.25 feet to a point as evidenced by an iron pipe set in the ground, the tangent to the curve at said point being coincident with the next described course, THENCE S 23° 17' 50" E along a Southwesterly Property Line of the W. N. Edwards Estate tract of land a distance of 114.88 feet to a point, as evidenced by an iron pipe set in the ground, said point being the most Southerly corner of the W. N. Edwards Estate tract of land, THENCE S 23° 17' 50" E a distance of 68.09 feet to a point as evidenced by an iron pipe set in the ground, said point being the beginning of a circular curve to the left having a radius of 386.62 feet, the tangent to the curve at said point being coincident with the last above described course, THENCE in a Southeasterly direction along the last above described circular curve to the left a distance of 275.50 feet to a point as evidenced by an iron pipe set in the ground, the tangent to the curve at said point being coincident with the next described course, THENCE S 76° 30' 50" E a distance of 77.03 feet to a point as evidenced by an iron pipe set in the ground, said point being the beginning of a circular curve to the right having a radius of 585.18 feet, the tangent to the curve at said point being coincident with the last above described course, THENCE in a Southeasterly direction along the last above described circular curve to the right a distance of 31.54 feet to a point of intersection with the Southwesterly Right-of-Way Line of a Chicago, Rock Island and Pacific Railroad tract, as evidenced by an iron pipe set in the ground, the tangent to the curve at said point forming a deflection angle of 31° 53' 10" right with the next described course, THENCE S 41° 36' 30" E along the Southwesterly Right-of-Way Line of the Chicago Rock Island and Pacific Railroad tract a distance of 5.72 feet to a point as evidenced by an iron pipe set in the ground said point being on a circular curve to the left having a radius of 382.18 feet, the tangent to the curve at said point forming a deflection angle of 148° 56' 02" right with the last above described course, THENCE in a Northwesterly direction along the last above described circular curve to the left a distance of 120.73 feet to a point as evidenced by an iron pipe set in the ground, the tangent to the curve at said point being coincident with the next described course, THENCE N 84° 41' 20" W a distance of 556.57 feet to a point as evidenced by an iron pipe set in the ground said point being the beginning of a circular curve to the right having a radius of 380.76 feet, the tangent to the curve at said point forming a deflection angle of 25° 00' 16" right with the last above described course, said point being also the most Easterly corner of a L. H. Rubin tract of land, THENCE in a Northwesterly direction along the last above described circular curve to the right, being the Northeasterly Property Line of the L. H. Rubin tract, a distance of 241.81 feet to a point as evidenced by an iron pipe set in the ground, the tangent to the curve at said point being coincident with the next described course, THENCE N 23° 17' 50" W continuing along the Northeasterly Property Line of the L. H. Rubin tract a distance of 117.38 feet to a point as evidenced by an iron pipe set in the ground said point being the most Northerly corner of the L. H. Rubin tract and the most Easterly corner of an S. H. Lynch Realty Company tract of land, THENCE N 23° 17' 50" W along the Northeasterly Property Line of the S. H. Lynch Realty Company tract a distance of 462.17 feet to a point as evidenced by an iron pipe set in the ground, said point being a Northeasterly corner of said S. H. Lynch Realty Company tract, and a Southeasterly corner of a Merchants Motor Freight tract of land, THENCE N 23° 17' 50" W along the Easterly Property Line of said Merchants Motor Freight tract a distance of 166.68 feet to a point as evidenced by an iron pipe set in the ground, said point being the beginning of a circular curve to the right having a radius of 738.28 feet, the tangent to the curve at said point being coincident with the last above course, THENCE in a Northwesterly to Northeasterly direction along the last above described circular curve to the right, being the Easterly Property Line of the Merchants Motor Freight tract a distance of 452.68 feet to a point as evidenced by an iron pipe set in the ground, the tangent to the curve at said point being coincident with the next described course, THENCE N 10° 16' 50" E continuing along the Easterly Property Line of the Merchants Motor Freight tract a distance of 167.02 feet to a point as evidenced by an iron pipe set in the ground, THENCE N 38° 30' 40" W along the Northerly Property Line of the Merchants Motor Freight tract a distance of 385.13 feet to the Point of Beginning, and CONTAINING 2,007,115 square feet of land.

NOW THEREFORE KNOW ALL MEN BY THESE PRESENTS:

That Industrial Properties Corporation does hereby adopt this plat designating the hereinabove described property as FIFTEENTH INSTALLMENT of the Trinity Industrial District; and does hereby dedicate to the public use forever the streets shown thereon, subject to any restrictions or reservations heretofore made in any previous dedications of such streets or any part thereof; and provided, however, that Industrial Properties Corporation specifically reserves and retains the right, title and privilege to construct, operate and maintain water mains, sewer mains, electric light and power lines, telephone lines, telegraph lines, oil lines, railway and switch tracks, and all other public utilities whatsoever on, over, across, and under said streets and any of the same, and to grant such right, title and privilege to any other persons, firms, corporations or political subdivisions.

IN WITNESS WHEREOF Industrial Properties Corporation has caused these presents to be signed by its duly authorized officers and to be sealed with the seal of the corporation at Dallas, Texas, this the 11th day of November, 1954.

ATTEST:

Assistant Secretary

INDUSTRIAL PROPERTIES CORPORATION
By
President

STATE OF TEXAS)
)
COUNTY OF DALLAS)

BEFORE ME, the undersigned, a Notary Public in and for said State and County, on this day personally appeared John M. Stammons, President of Industrial Properties Corporation, known to me to be the person and officer whose name is subscribed to the foregoing instrument and acknowledged to me that the same was the act of the said Industrial Properties Corporation, a corporation, and that he executed the same as the act of such corporation for the purposes and considerations therein expressed and in the capacity therein stated.

GIVEN UNDER MY HAND AND SEAL OF OFFICE THIS the 12th day of November, 1954.

Notary Public in and for Dallas County, Texas

STATE OF TEXAS)
)
COUNTY OF DALLAS)

KNOW ALL MEN BY THESE PRESENTS: That we, Forrest and Cotton, Consulting Engineers, do hereby certify that we prepared this plat from an actual and accurate survey of the land and that the corner monuments shown thereon were properly placed under our personal supervision in accordance with the platting rules and regulations of the City Plan Commission of the City of Dallas, Texas.

FORREST AND COTTON
By
Registered Professional Engineer

STATE OF TEXAS)
)
COUNTY OF DALLAS)

BEFORE ME, the undersigned, a Notary Public in and for said County and State, on this day personally appeared Dick B. Granger known to me to be the person whose name is subscribed to the foregoing instrument, and acknowledged to me that he executed the same for the purposes and consideration therein expressed, and in the capacity therein stated.

GIVEN UNDER MY HAND AND SEAL OF OFFICE, this the 16th day of November, 1954.

Notary Public in and for Dallas County, Texas

24-225 X

CITY OF DALLAS
1954 and Prior Taxes
PAID

CERTIFICATE OF APPROVAL

To The County Clerk of Dallas County, Texas

135517

202600

COUNTY COURT OF DALLAS COUNTY, TEXAS

Filed for Record on the 24 day of Nov A. D. 1954 at 10:45 o'clock A M.
Duly Recorded this the 19 day of Sept A. D. 1955 at o'clock M.
Instrument No. 202600
ED. H. STEGER, County Clerk
Dallas County, Texas
By Deputy

File # S205

226

BDA 245-048

EXISTING PROPERTY CONDITIONS

ZONING EXISTING USE	PD-821 / PLANNED DEVELOPMENT
LOT AREA	40,000.09 SQ. FT. / 0.9182 ACRES
BUILDING SQUARE FOOTAGE	19,750 SQ. FT (EXTERIOR FOOTPRINT)
BUILDING HEIGHT	30.3 FEET

PARKING PROVIDED:

STANDARD SPACES	28 SPACES
HANDICAP VAN ACCESSIBLE	02 SPACES
TOTAL	30 SPACES

ZONING REQUIREMENTS

New Zoning: PD 821
Old Subdistrict: PD 595
Subdistrict 1

OLD MIXED USE DISTRICT (MU-1) SPECIAL PURPOSE DISTRICT
SEC. 51P-595.108.

(There are parts, not and areas regulations in this section must be read together with the grids, for and areas regulations in Division 51A-4.400. In the event of a conflict between this section and Division 51A-4.400, this section controls.)

(a) Subdistricts 1 and 1A.

(1) Front Yard. No minimum front yard.

(2) Side and rear yard. No minimum side and rear yard.

(3) No maximum density.

(4) Floor area. Maximum floor area ratio (FAR) is 4.0.

(5) Height. Except as provided in this subsection, maximum height is:

(A) 180 feet for buildings having an FAR for residential uses of 0.5 or more; and

(B) 150 feet for all other buildings and structures.

(6-) Height increase for residential use. One or more of the following height increases may be combined to achieve a maximum building height of 270 feet:

(A) Height plus step articulation. Building height may be increased a maximum of 30 feet if [Area Limited to] the upper portion of the building above 90 feet in height has a floor plate of 11,000 square feet or less, and

(B) The tower dimension perpendicular to the east Trinity River levee (tower dimension) is measured at the widest point of the building facade.)

Parking requirements.

Office. Minimum parking is one space per 1,100 square feet of floor area up to 20,000 square feet, and one space per 1,100 square feet of floor area over 20,000 square feet.

This information was obtained from www.dallascityhall.com

EXCEPTIONS TO THE TITLE COMMITMENT

Exception No.	RECORDING INFORMATION	DESCRIPTION OF EASEMENT	Applies to Subject Tract	Shown Graphically on Attached Survey Plat
18 f.	VOL. 70083, PG 883	15' GAS, CO. and SWBT CO. (SWT)	YES	YES
18 g.	VOL. 3800, PG 189	W.H.L.R.L. RIGHTS	YES	NOT PLOTTABLE
18 h.	C.F. NO. 20070286748	TERMS, CONDITION OF OIL/GAS/ETC. GROUNDWATER	YES	NOT PLOTTABLE
18 i.	C.F. NO. 20140085803	COMMON ADMENDMENT	YES	NOT PLOTTABLE

LEGEND

- EXISTING EDGE ASPHALT PAVING
- EXISTING OVERHEAD POWER LINE
- EXISTING CHAINLINK FENCE
- EXISTING WOOD FENCE
- EXISTING BARBED WIRE FENCE
- EXISTING WROUGHT IRON FENCE
- OUT WIRE
- POWER POLE
- 1/2" IRON ROD FOUND
- 5/8" IRON ROD FOUND
- 3/8" IRON ROD FOUND
- POINT FOR CORNER
- "X" FOUND IN CONCRETE
- CONTROLLING MONUMENT
- UNDERGROUND ELECTRIC
- OVERHEAD ELECTRIC
- BRICK COLUMN
- COVERED PORCH, DECK OR CARPORT
- FIRE HYDRANT
- LIGHT POLE
- VAULT
- TRANSFORMER
- GRATE INLET

GENERAL NOTES

1) Bearings are based on deed recorded in Volume 89018, Page 4038, Deed Records, Dallas County, Texas.

2) There is no observable evidence of earth moving work, building construction or building additions within recent months.

3) There is no observable evidence of recent street or sidewalk construction or repairs

4) There is no observable evidence of site use as a solid waste dump, sump or sanitary landfill.

5) There is no observable evidence of any wetland areas located in the process of conducting this survey.

PROPERTY DESCRIPTION

Being a 0.9182 acre tract of land out of James A. Sylvester Survey, Abstract No 1383, City of Dallas, Dallas County, Texas, being all of Lot 7, 8, 9 and 10, plus portions of Lots 6 and 11 in Block 44/1001 of The Trinity Industrial District, Installment No. 15, according to the plat thereof recorded in Volume 24, Page 225 of the Map Records of Dallas County, Texas, and being the same tract of land conveyed to OD Dunhill LLC and DE Design Borrower, LLC, by Deed recorded in Instrument No. 20140027B3786, Official Public Records of Dallas County, Texas, and being more particularly described by metes and bounds as follows:

BEGINNING at an "X" found in concrete for corner at the South corner of said 1818 Hi Line tract and the common West corner of a tract of land conveyed to Lois Pfiesterer, by Deed recorded in Volume 75174, Page 659, Deed Records, Dallas County, Texas, said corner also lying in the Northeast right-of-way line of Hi-Line Drive (180 foot right-of-way);

THENCE North 60 degrees 08 minutes 10 seconds West, along said Northeast right-of-way line of Hi-Line Drive, a distance of 200.00 feet to a 5/8 inch iron rod found for corner at the South corner of a tract of land conveyed to LUI2 Dallas Oak Lawn, L.P., by Deed recorded in Instrument No 20080172688, Official Public Records of Dallas County, Texas;

THENCE North 29 degrees 53 minutes 50 seconds East, departing said Northeast right-of-way line of Hi-Line Drive along the Southeast line of said LUI2 Dallas Oak Lawn, L.P. tract, a distance of 200.00 feet to a 1/2 inch iron rod found for corner, said corner lying in the Southwest line of Lot 20 of said Trinity Industrial District, Installment No. 15, same being conveyed to Pfiesterb Inc., by Deed recorded in Volume 84088, Page 3171, Deed Records, Dallas County, Texas;

THENCE South 60 degrees 08 minutes 10 seconds East, along said Southwest line of Lot 20, a distance of 200.00 feet to a point for corner from which a 5/8 inch iron rod found for witness bears North 30 degrees 43 minutes 34 seconds East, a distance of 0.60 feet, said corner being the Northwest corner of said Lois Pfiesterb tract;

THENCE South 29 degrees 53 minutes 50 seconds West, along the Northeast line of said Lois Pfiesterb tract, a distance of 200.00 feet to the POINT OF BEGINNING and containing 40,000.09 square feet or 0.9182 acres of land.



VICINITY MAP



NOT TO SCALE

SURVEYOR'S NOTES

1. Except as shown on the survey, there are no visible easements or rights of way
2. Except as shown on the survey, there are no observable, above ground encroachments (a) by the improvements on the subject property upon adjoining properties, streets or alleys, or (b) by the improvements on adjoining properties, streets or alleys upon the subject property.
3. The location of each easement, right of way, servitude, and other matters affecting the subject property and listed in the title insurance commitment dated November 2nd, 2018, G.F. No. PLTS-18243A, issued by Benchmark Title, LLC with respect to the subject property has been shown on the survey, together with appropriate recording references, to the extent such matters can be located, the property shown on the survey is the property described in that title commitment.
4. That the subject property has access to and from a duly dedicated and accepted public street or highway. (Hi-Line Drive)
5. The subject property does not serve any adjoining property for drainage, utilities, or ingress or egress. (EXCEPT AS SHOWN)
6. The record description of the subject property forms a mathematically closed figure
7. Said described property is located within an area having a Zone Designation X by the Secretary of Housing and Urban Development on Flood Insurance Rate Map No. 48113C0340 J, with a date of identification of 08/23/2001, for Community No. 480171, in Dallas County, State of Texas which is the current Flood Insurance Rate Map for the community in which the subject property is located. However, entire property does lie within the 500 year flood zone.

SURVEYOR'S CERTIFICATE

To OD Dunhill, LLC, Benchmark Title, LLC, JPMorgan Chase Bank, National Association, and each of their respective successors and assigns, Old Republic National Title Insurance Company, and each of their respective successors and assigns:

This is to certify that this map or plat and the survey on which it was 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, 10(a), 13, 14, 16, 17, 18 and 20 of Table A thereof. The field work was completed on November 08th, 2018.

The parties listed above are entitled to rely on the survey.
Executed this 08th day of November, 2018

Bryan Connolly

Bryan Connolly, RPLS NO. 5513

BENCHMARK TITLE

Texas 811 Call 811 Before You Dig

REVISIONS		
DATE	BY	NOTES
11/30/18	R.G.	ADD TITLE

C.B.G. Surveying, Inc.
12025 Shiloh Rd Suite 730
Dallas, Texas 75228
o 214-349-9485 f 214-349-2214
Firm No. 0168800
www.cbgsurvey.com

SCALE	DATE	JOB NO.	D.F. NO.	DRAWN
1" = 20'	11/08/18	1810373-1		R.G.

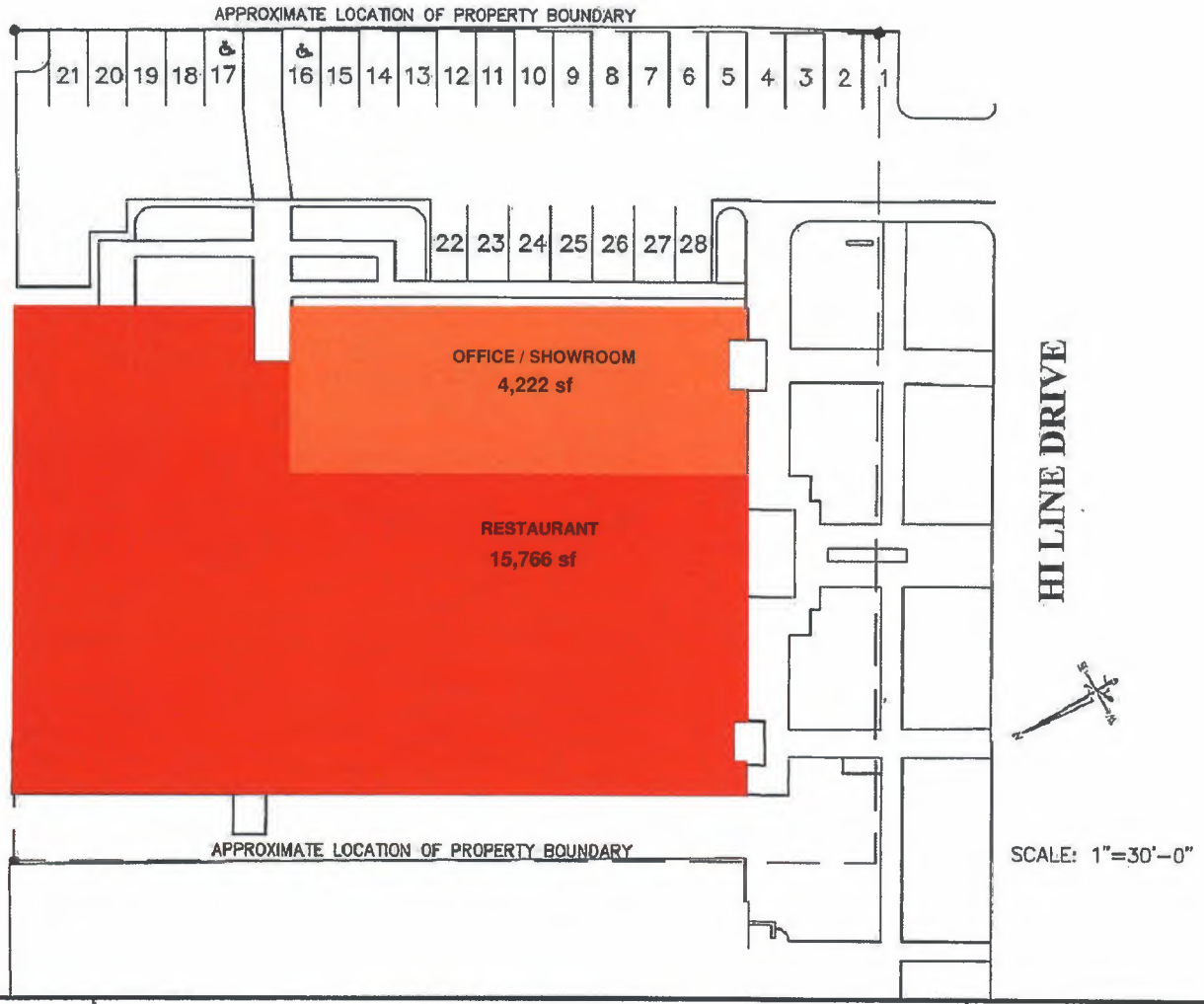
ALTA/NSPS LAND TITLE SURVEY

ALL OF LOTS 7,8,9 & PART OF LOTS 6 & 10, BLOCK 44/1001 OF TRINITY INDUSTRIAL DISTRICT, INSTALLMENT NO. 15

CITY OF DALLAS, DALLAS COUNTY, TEXAS

1818 HI-LINE DRIVE

BDA245-048



1616 Hi Line Parking Spaces

BDA245-048

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

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 245-048; Parking Special Exception; 1616 Hi Line Drive.

Dear Members of the Board of Adjustment:

I. Introduction; Description of Site. We represent DDD Portfolio Holdings LLC ("DDD"), an affiliate of HN Capital Partners and the owner and manager of the property at 1616 Hi Line Drive in the Dallas Design District. We are providing you with additional information to aid your understanding of the reasons for, and the context of, our parking special exception request to provide a total parking supply of 77 off-street parking spaces, an approximate 49.67 percent reduction from the otherwise-required 153 off-street parking spaces.

The subject site is 0.9183 acres in size and is located on the southwest side of Hi Line Drive, between Oak Lawn Avenue and Edison Street, and was developed in 1954 according to the Dallas Central Appraisal District. The property currently contains mostly office showroom/warehouse uses, and one restaurant use, all of which DDD intends to continue in some combination.

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

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

II. Our Request. *Our request, then, in addition to the 49.67 percent reduction itself from 153 required parking spaces to 77 provided parking spaces, is for the overall reduction to apply site-wide, so long as the specific shown restaurant use square footage is not exceeded on the site, with any and all other current and future uses otherwise allowed to locate anywhere within the site.*

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

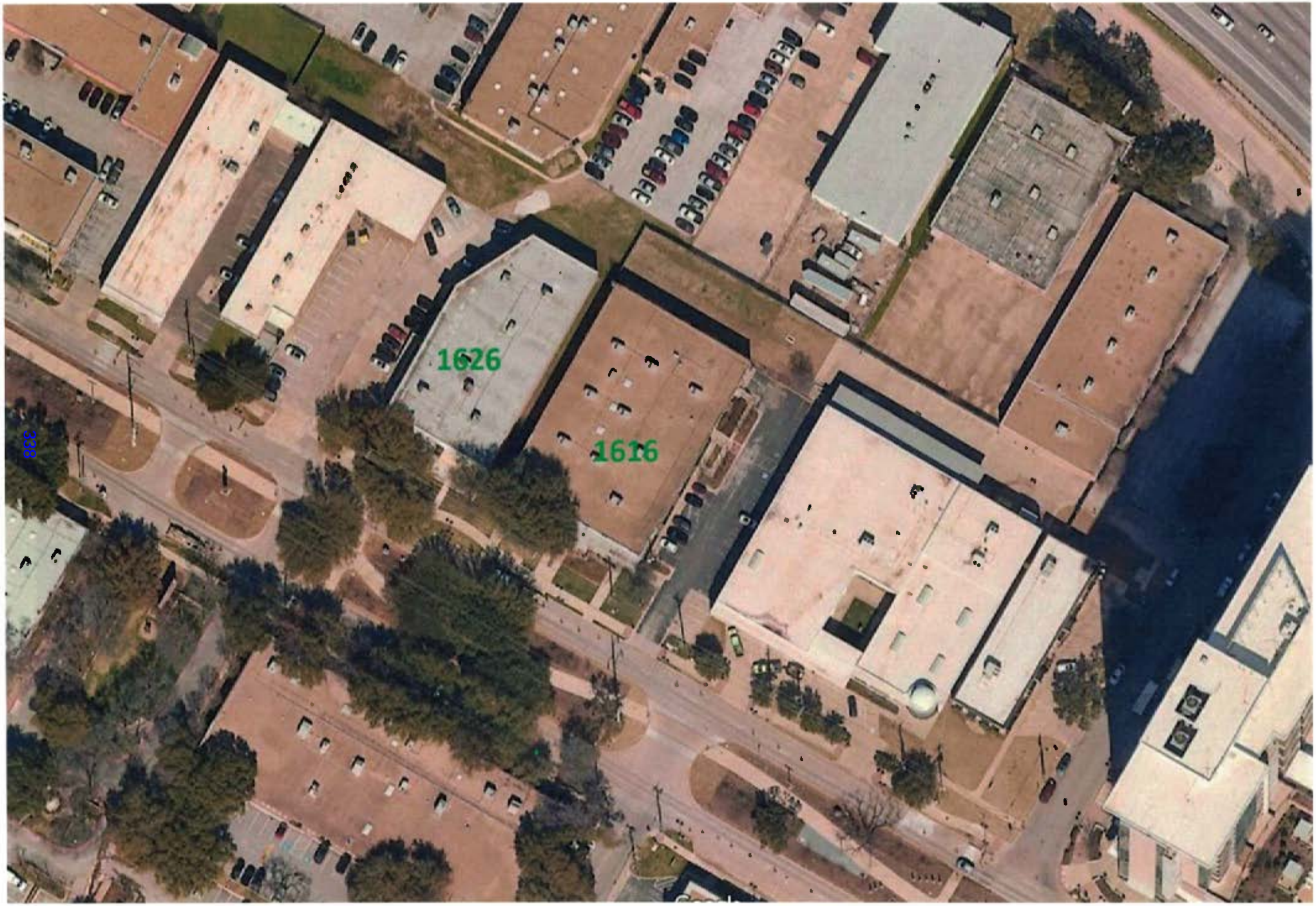
Very truly yours,



Jonathan G. Vinson

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


I-35E S
I-35E N
N Stemmons Fwy
Edison St
Hi Line Dr
Slocum St
Decorative Ctr
Oak Lawn Ave
1529
1457
1499
1589
1518
1598
1633
1589
1589
1589


1626
1616


eggersmann
Google

City of Dallas PD 621 Shared Parking Chart

for properties regulated by Dallas Development Code, Chapter 51A

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

Address: 1616 Hi Line

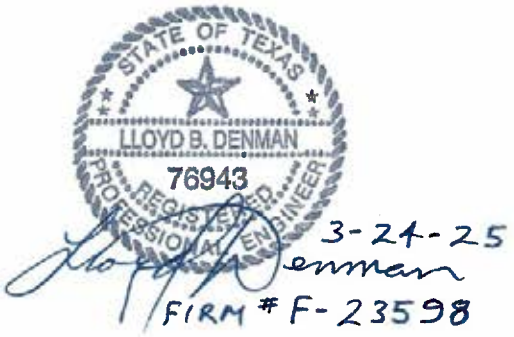
Use	Use Categories	Total SF (including vacancies)	Parking Ratio	Standard Parking Requirement	Parking Adjustment By Time of Day (Weekday)									
					Morning		Noon		Afternoon		Late Afternoon		Evening	
	Multifamily # units	0	1.5	0.00	80%	-	60%	-	60%	-	70%	-	100%	-
	Office-related	0	358	0.00	100%	-	80%	-	100%	-	85%	-	35%	-
	Retail-related	0	275	0.00	60%	-	75%	-	70%	-	65%	-	70%	-
	General merchandise	0	275	0.00	60%	-	75%	-	70%	-	65%	-	70%	-
	Furniture store	0	1000	0.00	60%	-	75%	-	70%	-	65%	-	70%	-
	Bar & Restaurant (+outside seating)	15,766	105	150.15	20%	30.03	100%	150.15	30%	45.05	30%	45.05	100%	150.15
	Warehouse/Showroom up to 20,000SF floor area	4,222	1100	3.84	100%	3.84	75%	2.88	100%	3.84	65%	2.49	35%	1.34
	Warehouse/Showroom above 20,000SF floor area	0	4100	0.00	100%	-	75%	-	100%	-	65%	-	35%	-
	Any other use	0	100	0	100%	-	100%	-	100%	-	100%	-	100%	-
	Total SF (- residential)	19,988		154		34		153		49		48		151

Therefore, 153 is the parking requirement for 1616 Hi Line

MEMORANDUM

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

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



Date: March 24, 2025

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

---

Introduction

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

Proposed Uses and City of Dallas Code Requirements for Parking

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

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

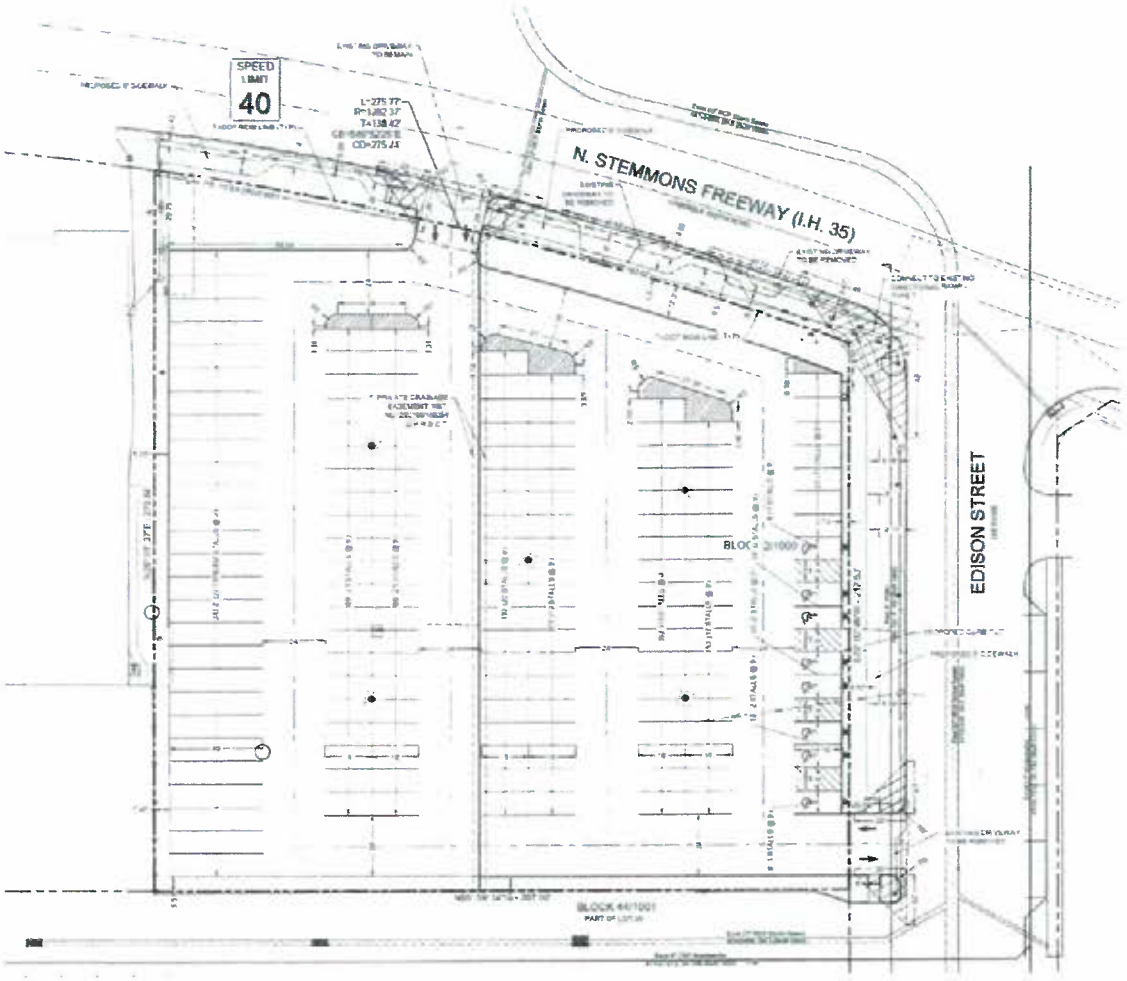
The creators of PD 621 utilized good foresight for the zoning regulations back in 2002 realizing that the old parking minimums required for certain defined uses are not "one-size fits all". (See **APPENDIX Articles on Parking**) PD 621 allows for the accommodation of denser urban living that is less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

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

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

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

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



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

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

Walkability and Alternative Modes of Transportation

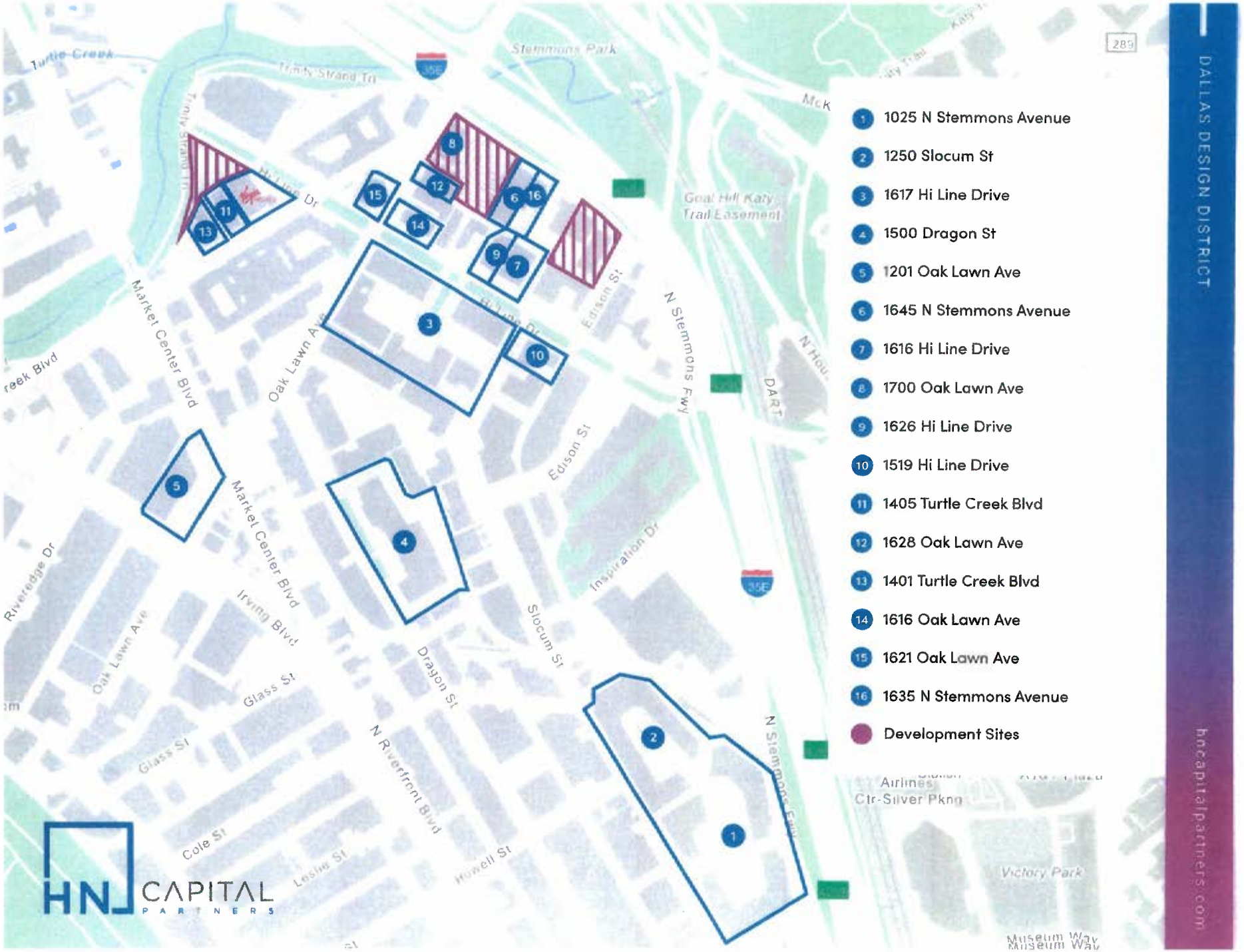
The parking reduction request is also supported by a walkability analysis of nearby residential units and current urban trend uses of alternative modes of transportation like walking, bicycling, and Uber/Alto. (See **APPENDIX Walkability Study**) Note that the City of Dallas is currently considering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

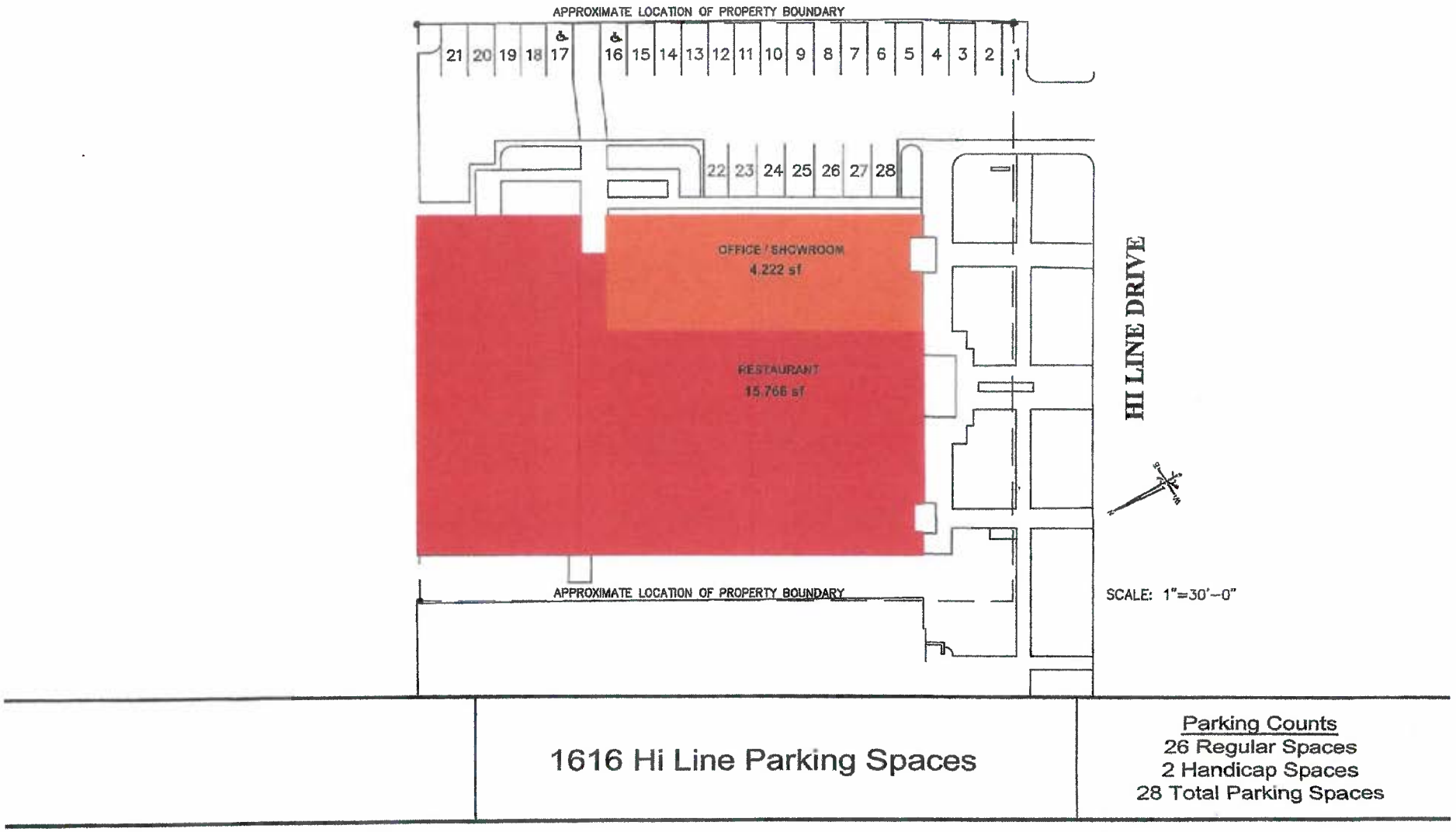
Conclusion

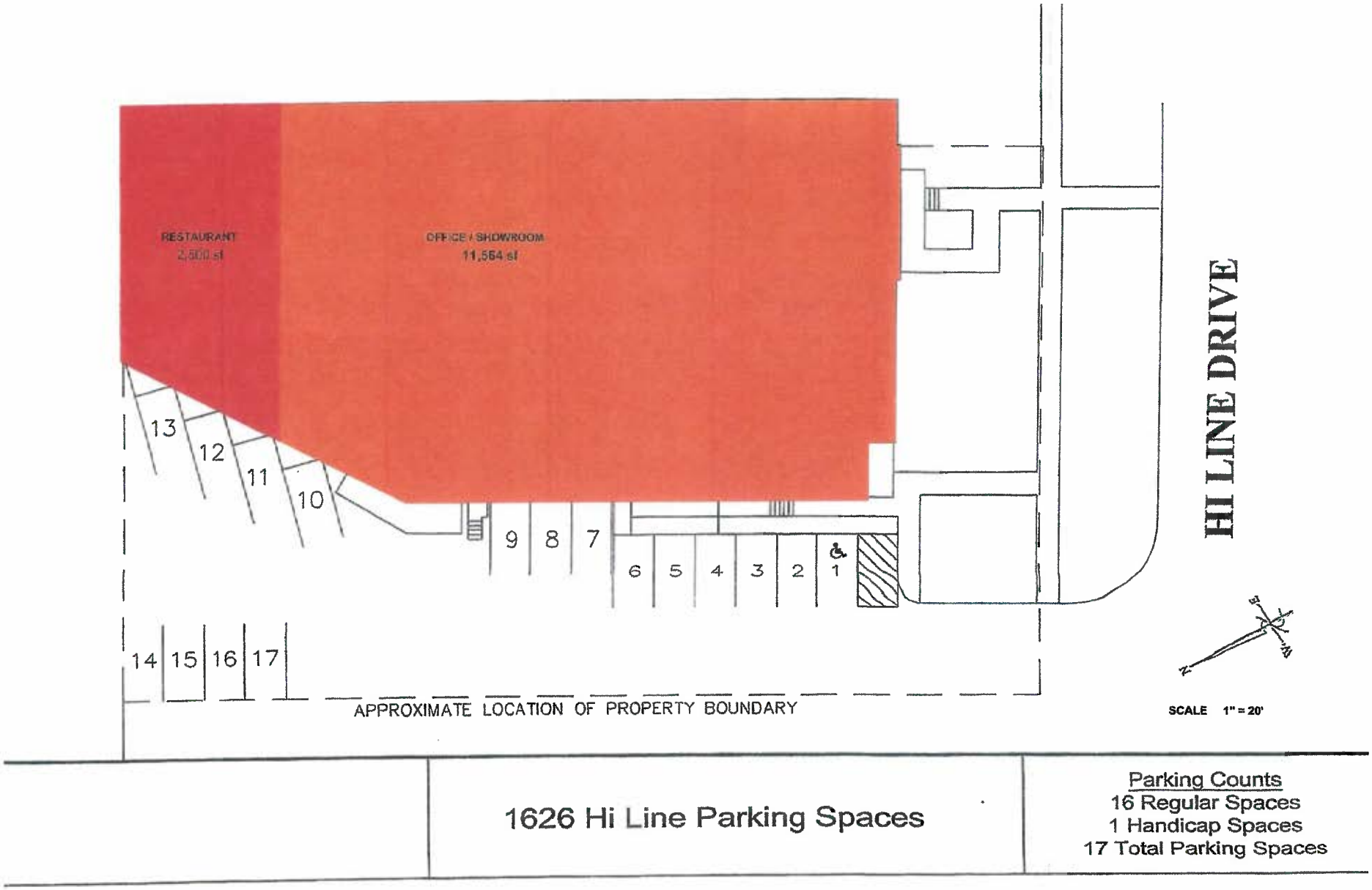
Based on: (1) the allowance for parking reductions written into PD 621, (2) the utilization of internal valet to most efficiently park the sites, (3) the Remote Parking Agreement for 1616 Hi Line with the new 1605 N. Stemmons parking lot, (4) the extra 100+ "relief valve" parking spaces in the new lot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

APPENDIX

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


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
Trinity Strand Trl
Stemmons Park
Hi Line Dr
Market Center Blvd
Oak Lawn Ave
Edison St
N Stemmons Fwy
DART
Inspiration Dr
Slocum St
Irving Blvd
Glass St
Dragon St
N Riverfront Blvd
Riverside Dr
Cole St
Leslie St
Hunell St
Victory Park
Museum Way
Goat Hill Katy Trail Easement
Airlines Ctr-Silver Pkng


APPROXIMATE LOCATION OF PROPERTY BOUNDARY
21 20 19 18 17 16 15 14 13 12 11 10 9 8 7 6 5 4 3 2 1
22 23 24 25 26 27 28
OFFICE / SHOWROOM
4,222 sf
RESTAURANT
15,766 sf
HI LINE DRIVE
APPROXIMATE LOCATION OF PROPERTY BOUNDARY
SCALE: 1"=30'-0"
1616 Hi Line Parking Spaces
Parking Counts
26 Regular Spaces
2 Handicap Spaces
28 Total Parking Spaces


RESTAURANT
2,500 sf
OFFICE / SHOWROOM
11,564 sf
HI LINE DRIVE
13
12
11
10
9
8
7
6
5
4
3
2
1
14
15
16
17
APPROXIMATE LOCATION OF PROPERTY BOUNDARY
SCALE 1" = 20'
1626 Hi Line Parking Spaces
Parking Counts
16 Regular Spaces
1 Handicap Spaces
17 Total Parking Spaces

1616 Hi Line and 1626 Hi Line Parking Chart Analysis

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

City of Dallas PD 621 Shared Parking Chart

for properties regulated by Dallas Development Code, Chapter 51A

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

Address: 1616 Hi Line

Use	Use Categories	Total SF (including vacancies)	Parking Ratio	Standard Parking Requirement	Parking Adjustment By Time of Day (Weekday)									
					Morning		Noon		Afternoon		Late Afternoon		Evening	
	Multifamily # units	0	1.5	0.00	80%	-	60%	-	60%	-	70%	-	100%	-
	Office-related	0	358	0.00	100%	-	80%	-	100%	-	85%	-	35%	-
	Retail-related	0	275	0.00	60%	-	75%	-	70%	-	65%	-	70%	-
	General merchandise	0	275	0.00	60%	-	75%	-	70%	-	65%	-	70%	-
	Furniture store	0	1000	0.00	60%	-	75%	-	70%	-	65%	-	70%	-
	Bar & Restaurant (+outside seating)	15,766	105	150.15	20%	30.03	100%	150.15	30%	45.05	30%	45.05	100%	150.15
	Warehouse/Showroom up to 20,000SF floor area	4,222	1100	3.84	100%	3.84	75%	2.88	100%	3.84	65%	2.49	35%	1.34
	Warehouse/Showroom above 20,000SF floor area	0	4100	0.00	100%	-	75%	-	100%	-	65%	-	35%	-
	Any other use	0	100	0	100%	-	100%	-	100%	-	100%	-	100%	-
	Total SF (- residential)	19,988		154		34		153		49		48		151

Therefore, 153 is the parking requirement for 1616 Hi Line

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

City of Dallas PD 621 Shared Parking Chart

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

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

Therefore, 32 is the parking requirement for 1626 Hi Line

REMOTE PARKING AGREEMENT
(including church uses)

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

I.

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

II.

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

III.

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

IV.

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

V.

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

VI.

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

VII.

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

(1) all uses providing parking and all uses on the property for which parking is provided under this agreement fully comply with the off-street parking regulations in the Code, as amended, by a means other than this parking agreement; or

(2) all uses on the property for which parking is provided under this agreement cease to operate and terminate their certificates of occupancy.

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

VIII.

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

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

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 1616 Hi Line and 1626 Hi Line, within a 5-minute walk or less, are six large multi-family communities that total nearly 2200 units. Also, the Virgin Hotel with 268 rooms and a 75 space pay parking lot are within a 5-minute walk to 1616 and 1626 Hi Line. (See annotated map attached) According to the Federal Highway Administration, "Most people are willing to walk for five to ten minutes, or approximately ¼ to ½ mile" to reach a destination. (See FHA Pedestrian Safety Guide attached)

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


Dallas Market Center
Urby
311 units
Hi Line Plaza
Pay Lot
Adelphi
214 units
Oak Lawn
Stemmons
430A
McKinno
@ Houst
- N - NS
Virgin Hotel
268 rooms
Meddlesome Moth
The Ale
1605 & 1615 N. Stemmons Parking Lot 185 spaces
Hi Line
1626
1616
Camden
355 units
1617
Decorative Center
Eggersmann Kitchens Home Living Dallas
1400 HiLine
314 units
lullen
n
1333 Oak Lawn
35E
429A
1444 Oak Lawn
309 units
Alta Design District
The Charles
Trinity Loft
93 units
Market Center
@ Industrial

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

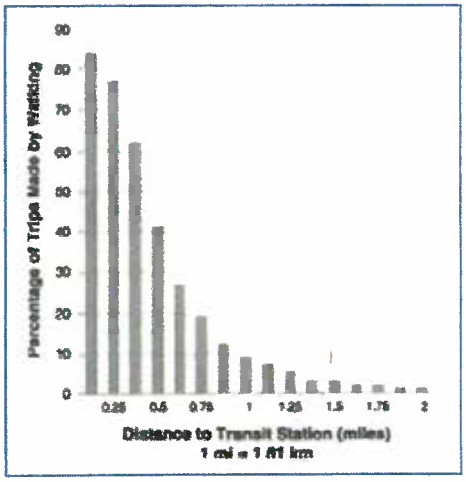
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Chapter 4: Actions to Increase the Safety of Pedestrians Accessing Transit

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.

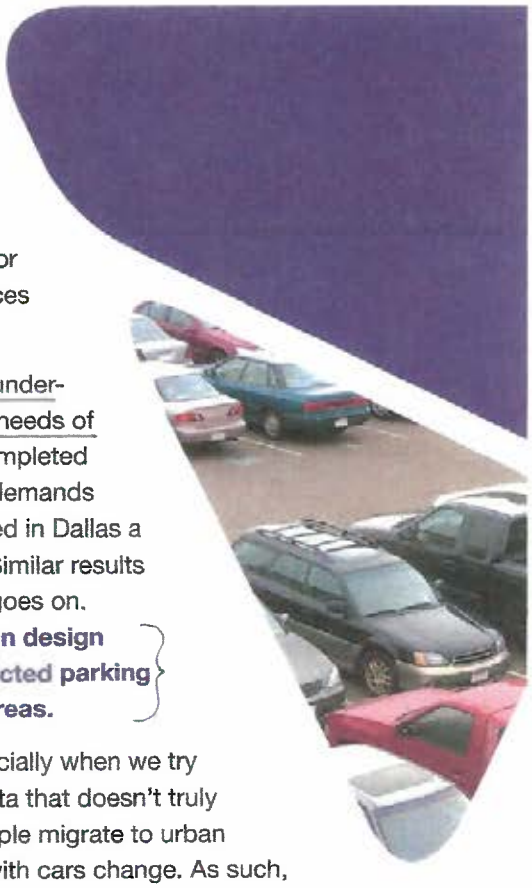
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Introduction

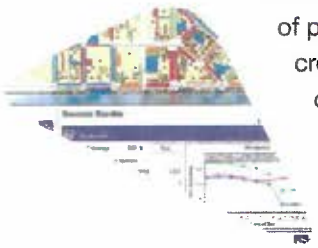
For the longest time, our industry's approach to defining "How much parking?" has been relegated to the use of national parking requirement standards, either from the Institute of Transportation Engineers (ITE), Urban Land Institute (ULI), or local code requirements. Anyone who has read the workings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



National parking requirement standards are based on outdated and under-represented data, which tend to skew wildly from the actual parking needs of a community. In my years as a parking consultant, I've very rarely completed a single downtown parking study where the peak observed parking demands consumed the majority of the total parking spaces. A study completed in Dallas a few years ago yielded some 30,000 empty parking spaces at peak. Similar results were found in Atlanta, Houston, St. Petersburg, Seattle, and the list goes on. **When communities plan downtowns based on outdated suburban design standards, we achieve the same inevitable results—empty, restricted parking areas that deaden the density, walkability, and vitality of urban areas.**

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

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



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

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



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

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

Clearly, something must be done...

Right-Sized Parking

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

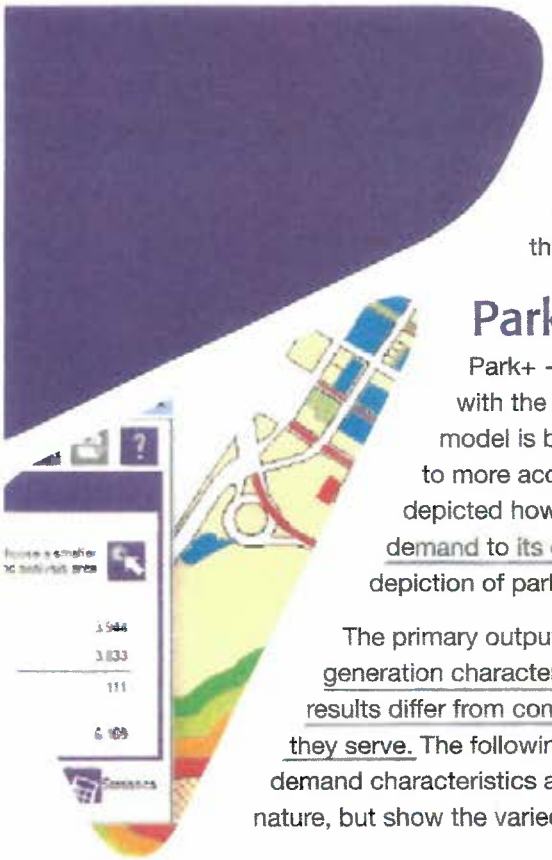
Too much parking tends to be an expensive endeavor. In today's world where more and more parking is found in consolidated structures, the cost to build a single space can range from $8,000 to $40,000, or more. This price is astronomical and is a primary contributing reason that rents are increasing and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

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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 245-047; Parking Special Exception; 1626 Hi Line Drive; and
BDA 245-048; Parking Special Exception; 1616 Hi Line Drive.

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. Revised Requests. For **1626 Hi Line**, we would offer to enter into a City-approved Remote Parking Agreement for 12 spaces in our new parking lot under development, and which the Applicant owns, at the practically-adjacent site at 1605 North Stemmons (the "New Parking Lot"). Then there would be 13 existing spaces on site (due to 4 spaces previously counted as being on site actually crossing a Lot line and thus unable to be counted), plus 10 specifically-allocated remote spaces on the New Parking Lot, for 23 total provided out of 32 required. **This reduction request is 28.1 percent instead of the previous 46.8 percent.** We believe this to be a very reasonable request under all of the circumstances as discussed below.

For **1616 Hi Line**, we would similarly offer to enter into a City-approved Remote Parking Agreement for 65 spaces in the New Parking Lot. There would then be 28 existing spaces on site

plus 65 specifically-allocated remote spaces on the New Parking Lot, for 93 total provided out of 153 required. **This reduction request is 39.2 percent instead of the previous 49.67 percent.** We believe this also is a very reasonable request under all of the circumstances as discussed below.

Please bear in mind that 110 newly-available parking spaces are being created on the New Parking Lot only about a two-minute walk away and which will be available to the public. This is a very significant net gain of overall parking for the area. Lloyd Denman, P.E., our parking Engineer on this project, has prepared additional illustrations (attached). You may ask why we would not simply devote more remote spaces to park the two sites. The answer is that this would require us to specify that many more spaces as unavailable for general public parking on the New Parking Lot, when they are simply not needed to park the uses on the two sites. Having more publicly-available parking serves the entire District much better.

III. Additional Supporting Evidence. The first attachment is an annotation of the New Parking Lot. All of the "stacked parking" and one row of regular parking on the west side can be dedicated to valet parking. That area can be coned or gated for operational purposes. A total of 79 spaces would be dedicated to valet (which is the 12 plus 67 discussed above). A total of 106 spaces would remain to be operated for the benefit of visitors to the Design District, regardless of their destination.

The second attachment is a walking diagram from the New Parking Lot to 1616 Hi Line that shows that only 2 minutes and 20 seconds on average is needed to walk from the New Parking Lot to 1616 Hi Line. Also included are illustrations for valet operation purposes that show turn radius and queue lengths for each site, demonstrating that no congestion or traffic hazard will result from the parking reductions on either site.

IV. Reassessment Condition. Finally, 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.

V. The Special Exception Standard and How We Meet It. 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 previous Parking Analyses, clearly meet all of the criteria for the granting of our special exception requests, and with the foregoing changes even more clearly meet the required standard.

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 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.

VI. <u>Conclusion</u>. 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.

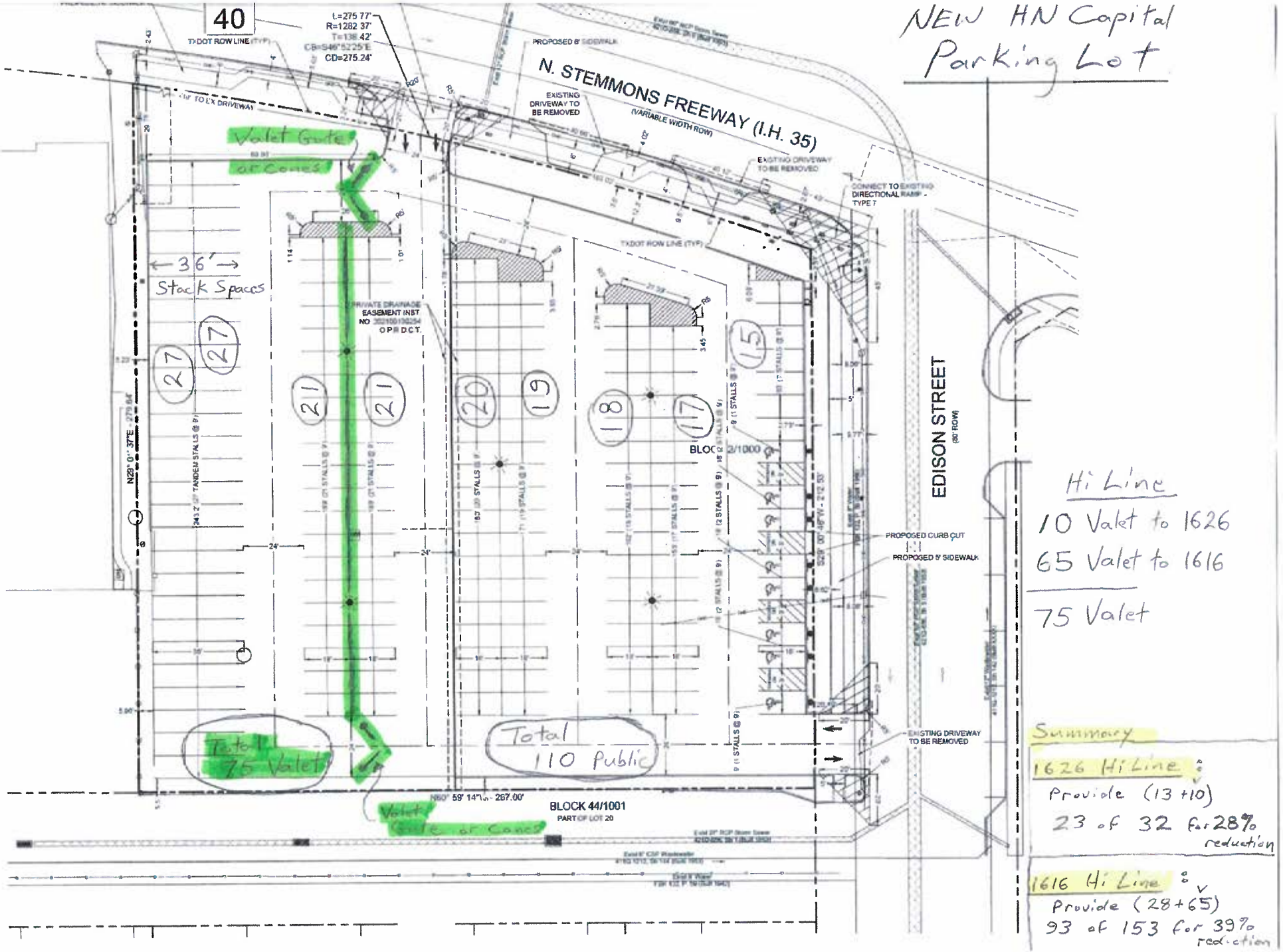
Since these requests clearly meets the Development Code and P.D. 621 standards for approval, we will respectfully be asking that you *approve* our request. We look forward to appearing before you and answering any questions you might have, and we appreciate your time and consideration.

Very truly yours,

Jonathan Vinson

Jonathan G. Vinson

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



NEW HN Capital
Parking Lot

Hi Line
10 Valet to 1626
65 Valet to 1616
75 Valet

Summary

1626 Hi Line :
Provide (13+10)
23 of 32 for 28% reduction

1616 Hi Line :
Provide (28+65)
93 of 153 for 39% reduction



support.ecitizen.go.ke › how-far-is-600-feet-to

How Far Is 600 Feet to Walk? Distance Guide

Feb 23, 2025 · Calculating **Walk** Time: At an average pace, **walking 600 feet** would take approximately 2.27 minutes (**600 feet** / 4.4 **feet**/second ≈ 136 seconds). Varied Pace: This

This aerial view illustrates a measured distance of approximately 600 feet from the new public parking lot at 1605 N. Stemmons and Edison to the front doors of 1616 Hi Line. The quote above states that the average walking time to cover 600 feet is approximately 2 minutes and 20 seconds. This is very manageable even for a hot evening in Dallas.

1616 Hi Line Valet Turn Around and Queueing Measurements

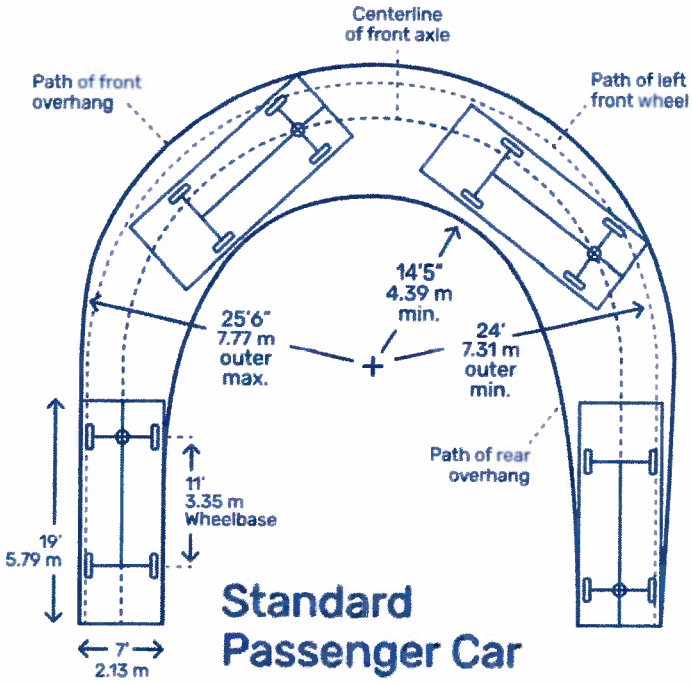


Note that a valet can easily make a two-point turn around with 60 feet to maneuver...



Note that there is at least 120 feet of Que length for at least six vehicles at a time...

VALET TURNAROUND VISUALIZATION



Note the "outer max" radius for the 7'x19' vehicle is 25.5 feet or total 51 feet in diameter.

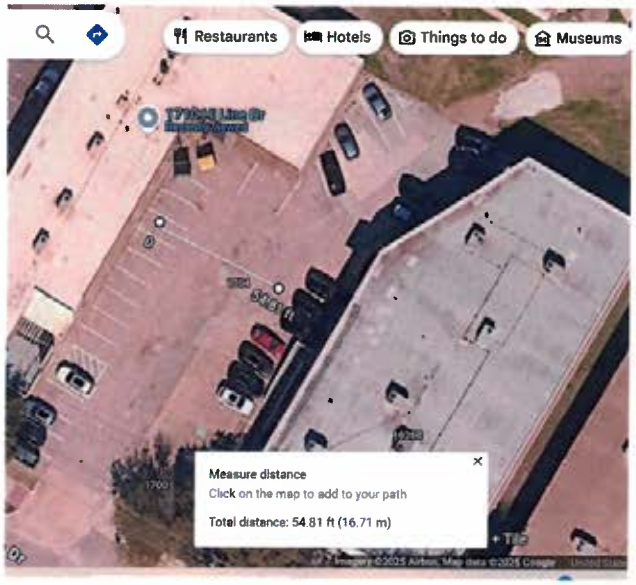
Researched By [The AutoPadre Research Team]
Last Updated 2024-12-28

The outer dimensions of the Chevrolet Suburban are as follows:

- a **height** between **6.13 to 6.41 feet**
- a **length** between **18.28 to 18.9 feet**
- a **width** between **6.57 to 6.8 feet**

Most average size passenger cars can U-turn in a 35 feet to 45 feet radius... Note that 1626 Hi Line has 55 feet of cross width in which to U-turn for the valet which is more than enough to accommodate a Chevy Suburban.

1626 Hi Line Valet Turn Around and Queueing Measurements

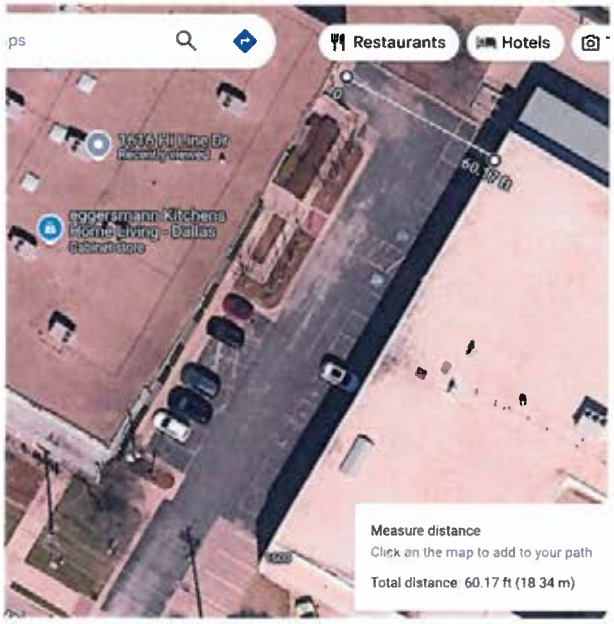


Note that a valet can easily make a U-turn with 55 feet to maneuver...



Note that there is at least 70 feet of Que length behind the drop off spot to allow up to four or five vehicles at a time... U-turns are made from the drop off area.

1616 Hi Line Valet Turn Around and Queueing Measurements

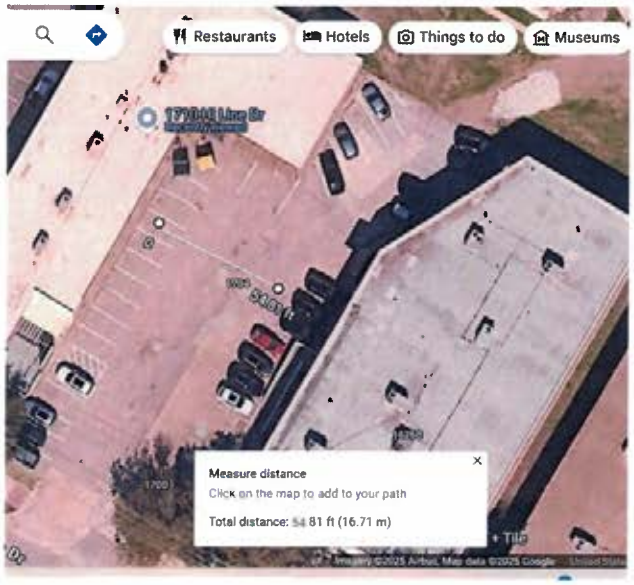


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Note that there is at least 120 feet of Que length for at least six vehicles at a time...

1626 Hi Line Valet Turn Around and Queueing Measurements

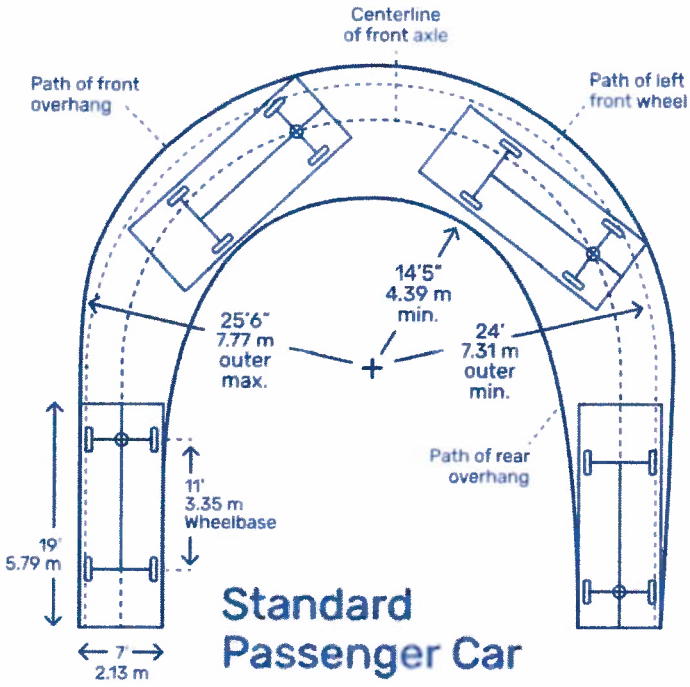


Note that a valet can easily make a U-turn with 55 feet to maneuver...



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VALET TURNAROUND VISUALIZATION



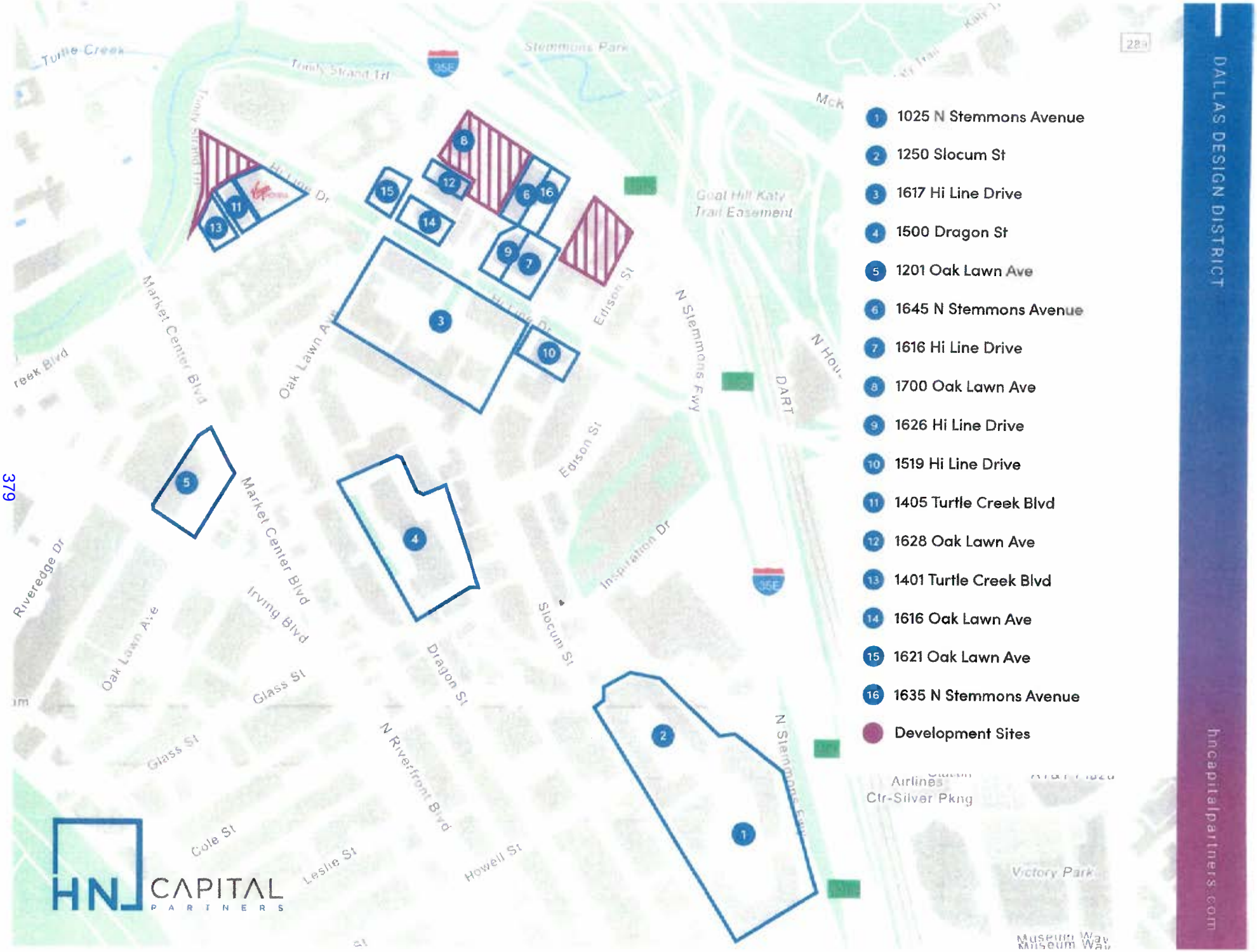
Note the "outer max" radius for the 7'x19' vehicle is 25.5 feet or total 51 feet in diameter.

Researched By The AutoPadre Research Team
Last Updated 2024-12-28

The outer dimensions of the Chevrolet Suburban are as follows:

- a **height** between **6.13 to 6.41 feet**
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Most average size passenger cars can U-turn in a 35 feet to 45 feet radius... Note that 1626 Hi Line has 55 feet of cross width in which to U-turn for the valet which is more than enough to accommodate a Chevy Suburban.


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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
Hi Line Dr
Market Center Blvd
Oak Lawn Ave
Edison St
N Stemmons Fwy
DART
Inspiration Dr
Riveredge Dr
Irving Blvd
Dragon St
Slocum St
Glass St
N Riverfront Blvd
Cole St
Leslie St
Howell St
Victory Park
Museum Way

MEMORANDUM

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

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



Date: March 24, 2025

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

---

Introduction

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

Proposed Uses and City of Dallas Code Requirements for Parking

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

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

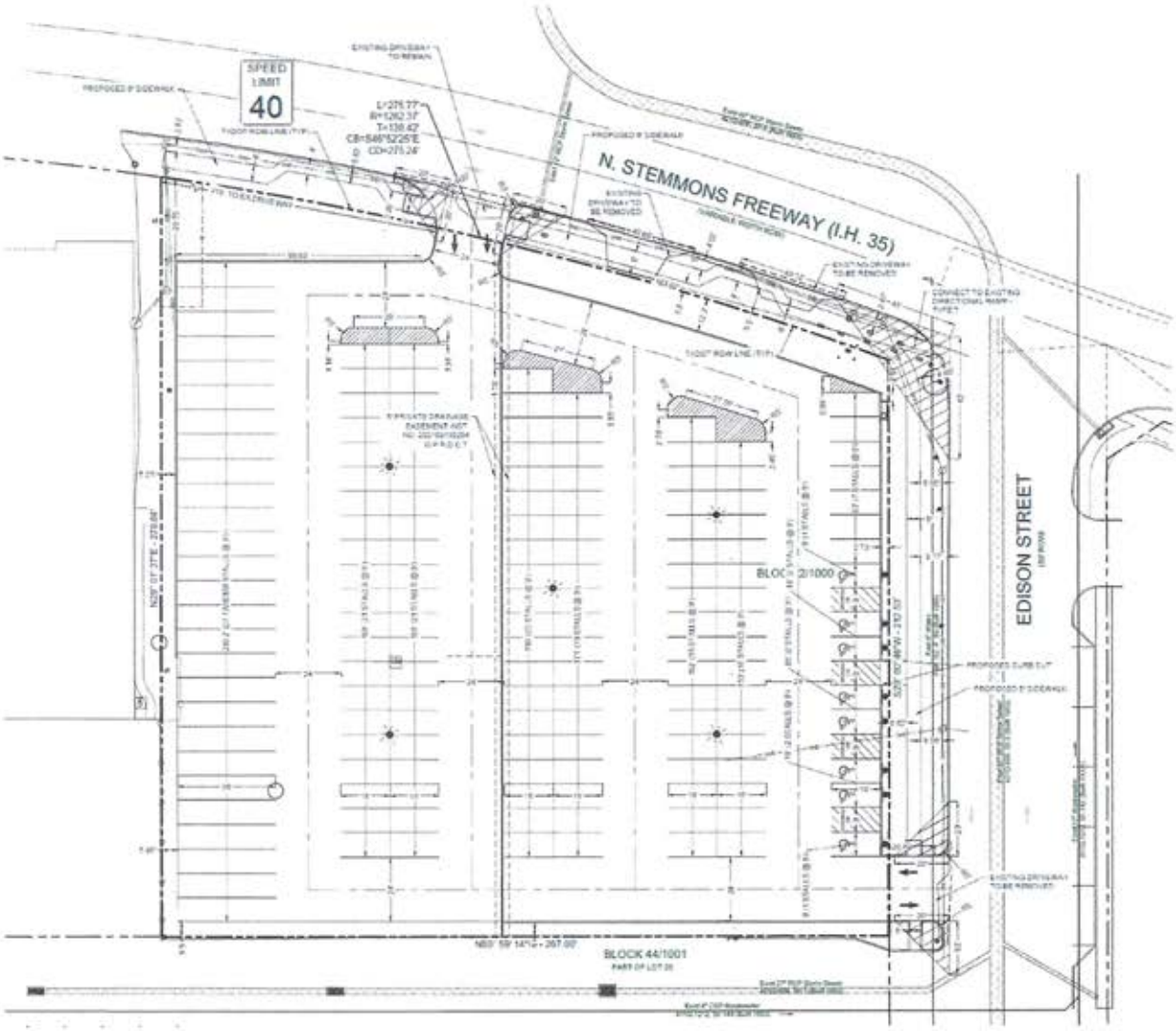
The creators of PD 621 utilized good foresight for the zoning regulations back in 2002 realizing that the old parking minimums required for certain defined uses are not "one-size fits all". (See **APPENDIX Articles on Parking**) PD 621 allows for the accommodation of denser urban living that is less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

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

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

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

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



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

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

Walkability and Alternative Modes of Transportation

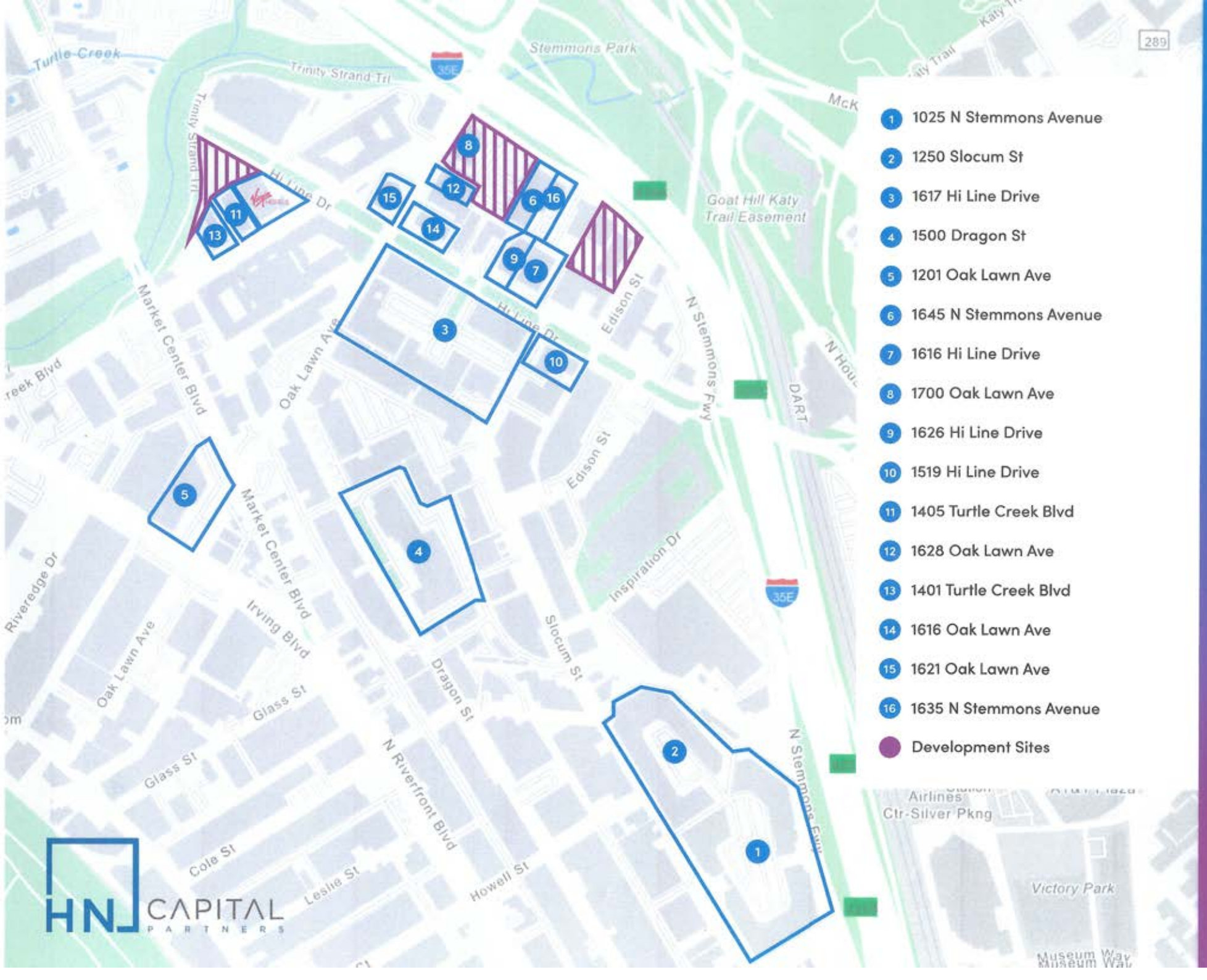
The parking reduction request is also supported by a walkability analysis of nearby residential units and current urban trend uses of alternative modes of transportation like walking, bicycling, and Uber/Alto. (See **APPENDIX Walkability Study**) Note that the City of Dallas is currently considering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

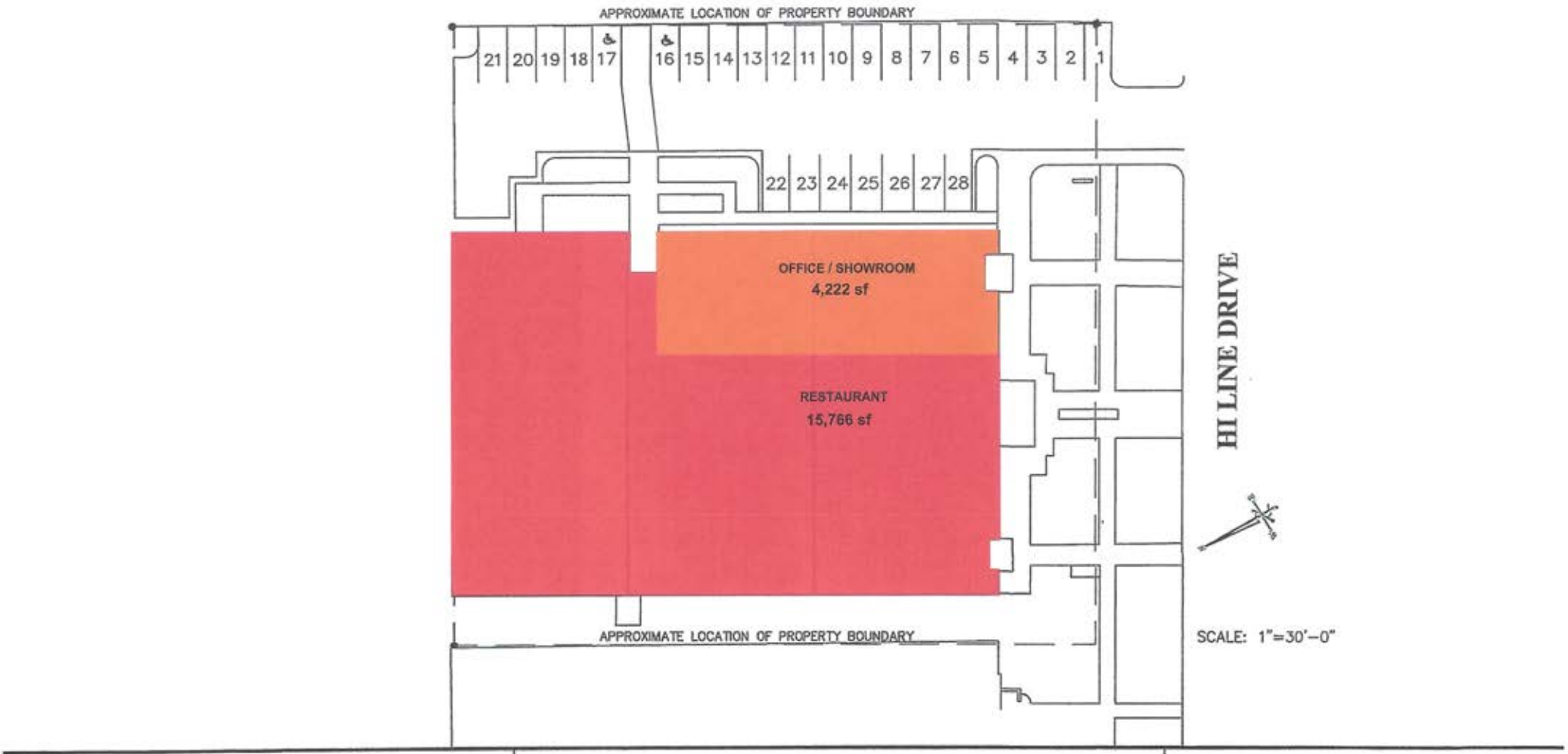
Conclusion

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

APPENDIX

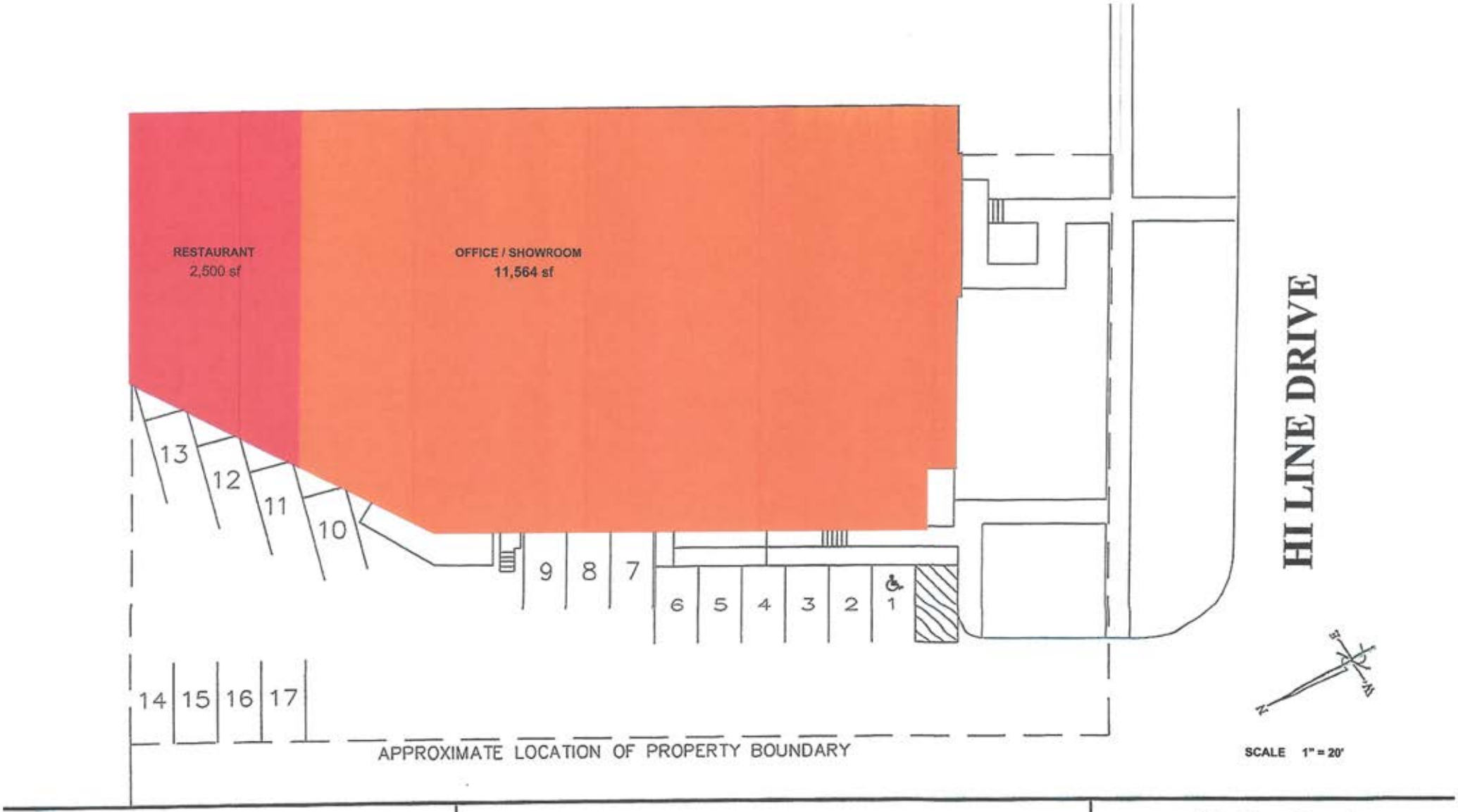
- HN Capital Property Ownership Map within the Design District
- 1616 Hi Line and 1626 Hi Line site plans and proposed uses
- Parking Chart Analysis
- Proposed Remote Parking Agreement between 1616 Hi Line and 1615 North Stemmons
- Mutual Letters of Support between Asana and HN Capital
- Walkability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


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Development Sites
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
Airlines Ctr-Silver Pkng
Museum Way
35E
289
DALLAS DESIGN DISTRICT
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HN CAPITAL PARTNERS



1616 Hi Line Parking Spaces

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



1626 Hi Line Parking Spaces

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

1616 Hi Line and 1626 Hi Line Parking Chart Analysis

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

City of Dallas PD 621 Shared Parking Chart

for properties regulated by Dallas Development Code, Chapter 51A
(for calculating adjusted standard parking requirement, REQUIRES PARKING AGREEMENT)
Address: 1616 Hi Line

Use	Use Categories	Total SF (including vacancies)	Parking Ratio	Standard Parking Requirement	Parking Adjustment By Time of Day (Weekday)									
					Morning		Noon		Afternoon		Late Afternoon		Evening	
	Multifamily # units	0	1.5	0.00	80%	-	60%	-	60%	-	70%	-	100%	-
	Office-related	0	358	0.00	100%	-	80%	-	100%	-	85%	-	35%	-
	Retail-related	0	275	0.00	60%	-	75%	-	70%	-	65%	-	70%	-
	General merchandise	0	275	0.00	60%	-	75%	-	70%	-	65%	-	70%	-
	Furniture store	0	1000	0.00	60%	-	75%	-	70%	-	65%	-	70%	-
	Bar & Restaurant (+outside seating)	15,766	105	150.15	20%	30.03	100%	150.15	30%	45.05	30%	45.05	100%	150.15
	Warehouse/Showroom up to 20,000SF floor area	4,222	1100	3.84	100%	3.84	75%	2.88	100%	3.84	65%	2.49	35%	1.34
	Warehouse/Showroom above 20,000SF floor area	0	4100	0.00	100%	-	75%	-	100%	-	65%	-	35%	-
	Any other use	0	100	0	100%	-	100%	-	100%	-	100%	-	100%	-
	Total SF (- residential)	19,988		154		34		153		49		48		151

Therefore, 153 is the parking requirement for 1616 Hi Line

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

City of Dallas PD 621 Shared Parking Chart

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

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

Therefore, 32 is the parking requirement for 1626 Hi Line

REMOTE PARKING AGREEMENT
(including church uses)

STATE OF TEXAS)
)
COUNTY OF DALLAS)

KNOW ALL PERSONS BY THESE PRESENTS:

I.

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

II.

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

III.

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

IV.

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

V.

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

VI.

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

VII.

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

(1) all uses providing parking and all uses on the property for which parking is provided under this agreement fully comply with the off-street parking regulations in the Code, as amended, by a means other than this parking agreement; or

(2) all uses on the property for which parking is provided under this agreement cease to operate and terminate their certificates of occupancy.

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

VIII.

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

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

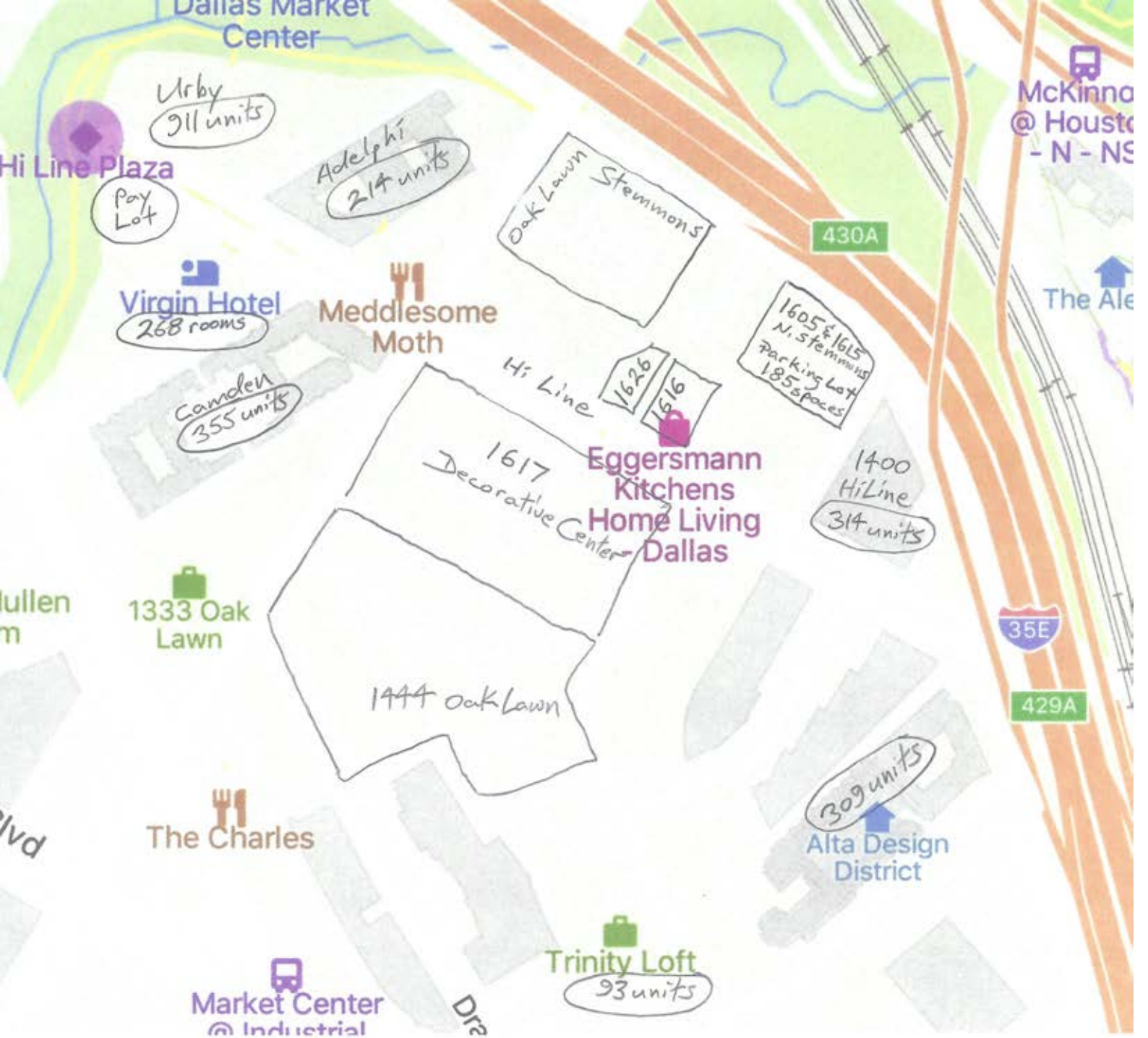
cc: Dr. Kameka Miller-Hoskins
Jennifer Hiromoto
Vipin Nambiar
Adam Hammack
Suzan Kedron

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WALKABILITY STUDY

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

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


Dallas Market Center
Urby
311 units
Hi Line Plaza
Pay Lot
Adelphi
214 units
Oak Lawn
Stemmons
430A
Virgin Hotel
268 rooms
Meddlesome Moth
1605 & 1615 N. Stemmons
Parking Lot
185 spaces
Hi Line
1626
1616
Camden
355 units
1617
Decorative Center
Eggersmann Kitchens Home Living - Dallas
1400 HiLine
314 units
1333 Oak Lawn
35E
1444 Oak Lawn
429A
309 units
The Charles
Alta Design District
Trinity Loft
93 units
Market Center
@ Industrial

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 >

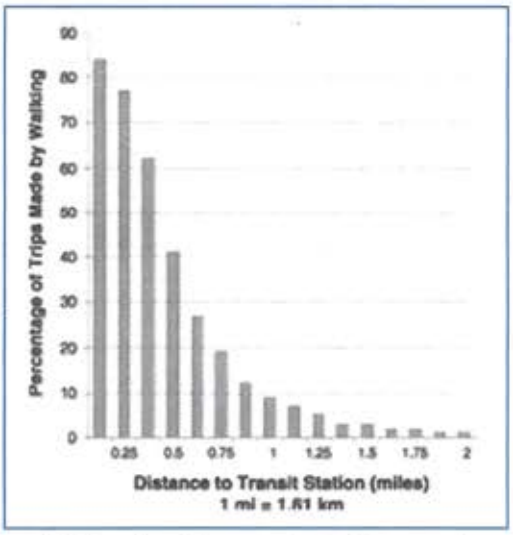
Chapter 4: Actions to Increase the Safety of Pedestrians Accessing Transit

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

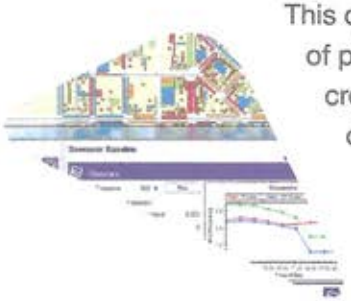
For the longest time, our industry's approach to defining "How much parking?" has been relegated to the use of national parking requirement standards, either from the Institute of Transportation Engineers (ITE), Urban Land Institute (ULI), or local code requirements. Anyone who has read the workings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

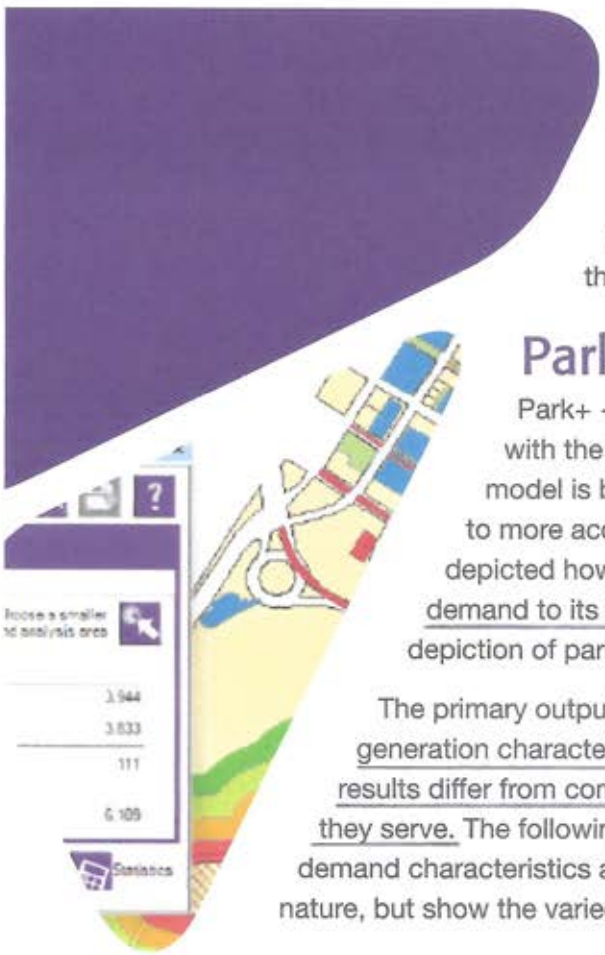
Too much parking tends to be an expensive endeavor. In today's world where more and more parking is found in consolidated structures, the cost to build a single space can range from $8,000 to $40,000, or more. This price is astronomical and is a primary contributing reason that rents are increasing and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

FILE NUMBER: BDA245-049 (BT)

BUILDING OFFICIAL'S REPORT: Application of JONATHAN VINSON for **(1)** a special exception to the parking regulations at **1201 OAK LAWN AVENUE**. This property is more fully described as Block 27/7889, part of Lot 1, and is zoned PD-621 (Subdistrict 1), which requires parking to be provided. The applicant proposes to construct and/or maintain a nonresidential structure for a restaurant without drive-in or drive-through service use an Office use, and an Office/Showroom use and provide 73 of the required 135 parking spaces, which will require **(1)** a 62-space special exception (45.9 % reduction) to the parking regulation.

LOCATION: 1201 Oak Lawn Avenue

APPLICANT: Jonathan Vinson

REQUEST:

(1) Special Exception to the parking regulations.

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

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

STAFF RECOMMENDATION:

Special Exceptions (1):

No staff recommendation is made on this request.

BACKGROUND INFORMATION:

Zoning:

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

Land Use:

The subject site is developed with Office Showroom/Warehouse and 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 applicant complies with the most recently submitted site plan, would require the proposal to be constructed as shown on the submitted documents.
- 200' Radius Video: BDA245-049 at 1201 Oak Lawn Ave

Timeline:

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

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

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

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

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

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

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

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.

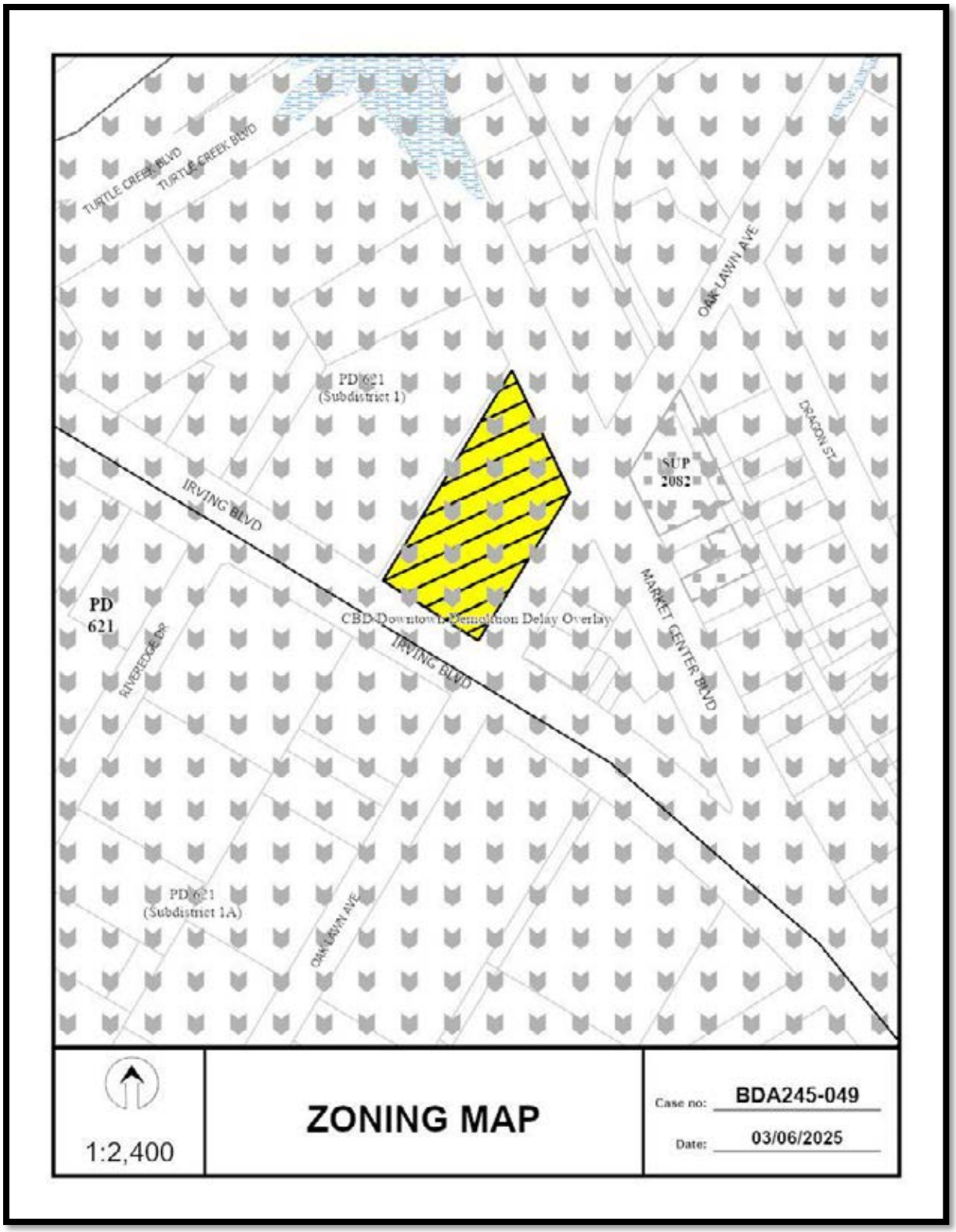


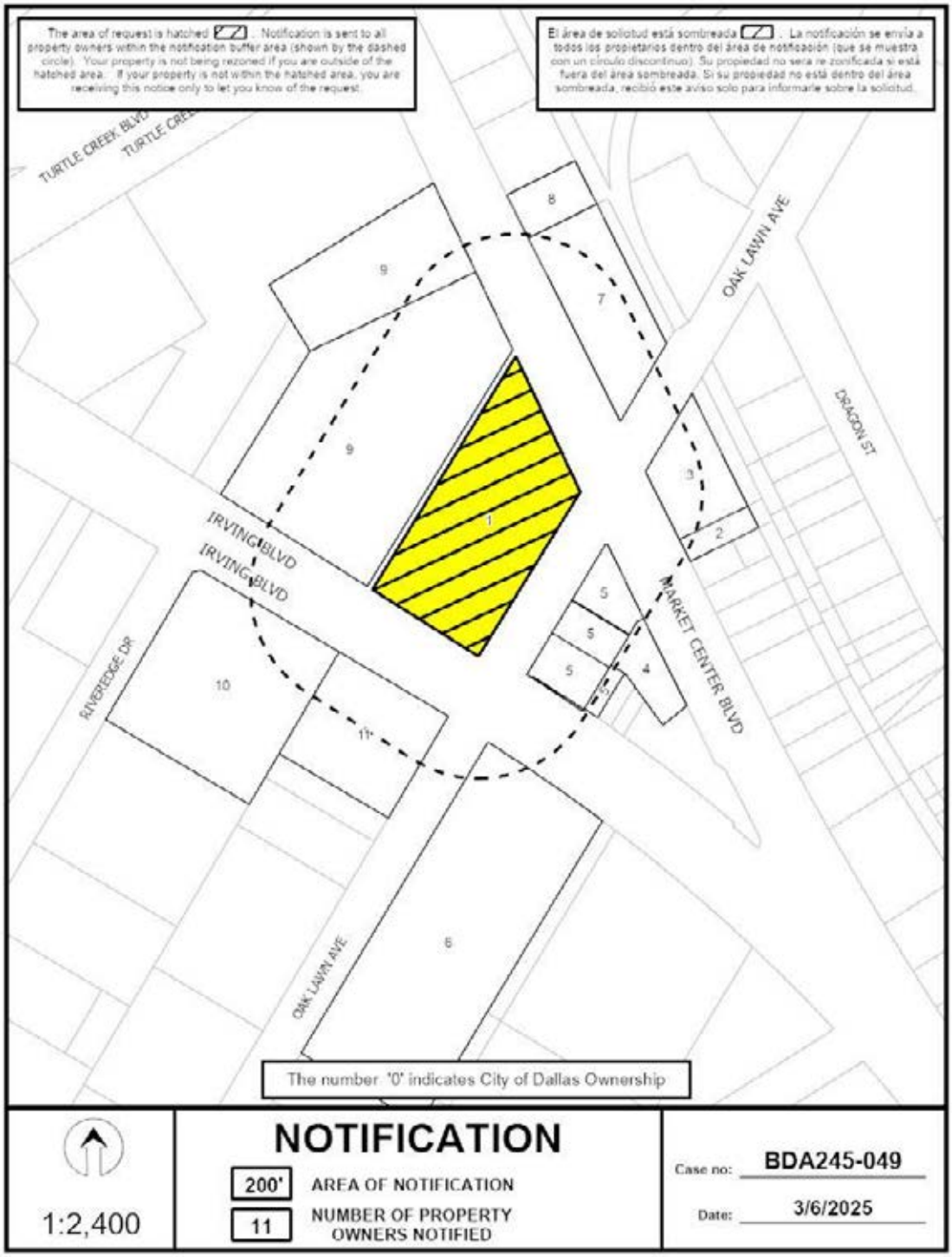
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AERIAL MAP

Case no: BDA245-049

Date: 03/06/2025


TURTLE CREEK BLVD
TURTLE CREEK BLVD
OAK LAWN AVE
PD 621
(Subdistrict 1)
SUP
2082
DISACON ST
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

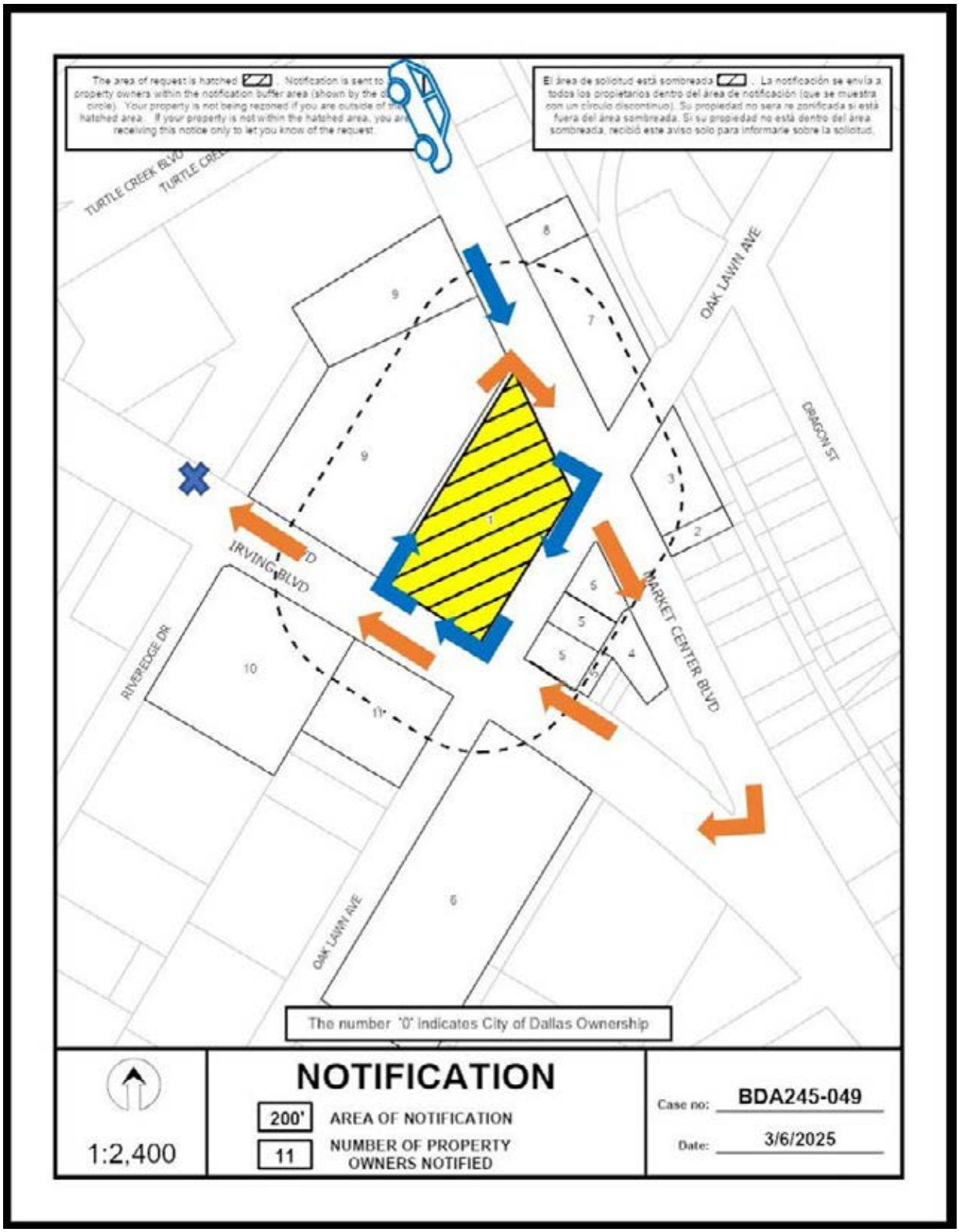
Notification List of Property Owners

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, MAY 20, 2025**

BRIEFING: **10:00 a.m.** via **Videoconference and In 6EN COUNCIL CHAMBERS** at Dallas City Hall, 1500 Marilla Street

HEARING: **1:00 p.m. Videoconference and In 6EN COUNCIL CHAMBERS** at Dallas City Hall, 1500 Marilla Street

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 April 15, 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 1ot 1, and is zoned PD-621 Subdistrict 1, which requires parking to be provided. The applicant proposes to construct and/or maintain a nonresidential structure for a restaurant without drive-in or drive-through service use, an Office use, and an office/Showroom use and provide 73 of the required 135 parking spaces, which will require **(1)** a 62 space special exception (45.9% reduction) to the parking regulation.

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

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

The Board of Adjustment hearing will be held by videoconference and at 6EN Council Chambers. Individuals who wish to speak in accordance with the Board of Adjustment Rules of Procedure **by joining the meeting virtually**, must register online at https://bit.ly/BDA-A-Register **by the 5 p.m. on Monday, May 19, 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

Development Services

"TOGETHER WE ARE BUILDING A SAFE AND UNITED DALLAS"

APPLICATION/APPEAL TO THE BOARD OF ADJUSTMENT

Case No.: BDA 245-049

FEB 25 2025

FOR OFFICE USE ONLY

Data Relative to Subject Property: Date:

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. Application of JONATHAN VINSON for (1) a special exception to the parking regulations at 1201 OAK LAWN AVE. 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 and an office/Showroom 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

CITY OF DALLAS

AFFIDAVIT

Appeal number: BDA 245-049

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

at: 1201 Oak Lawn Avenue
(Address of property as stated on application)

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

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

_____ Variance (specify below)

__X__ Special Exception (specify below)

_____ Other Appeal (specify below)

Specify: This application requests a Special Exception for a 50% reduction in the off-street parking requirements for various uses on the property; that is, to provide 73 parking spaces of the required 145 parking spaces based on office/showroom and restaurant uses. In accordance with Planned Development District No. 621, Section 51P-621.110(b)(2)(D), and Section 51A-4.311(a)(1) of the Dallas Development Code, the parking demand generated by the various uses does not warrant the number of off-street parking spaces required, and the proposed special exception will not create a traffic hazard or increase traffic congestion on adjacent or nearby streets.

Vipin Nambiar
Print name of property owner or registered agent

Signature of property owner or registered agent

Date 9/24/24

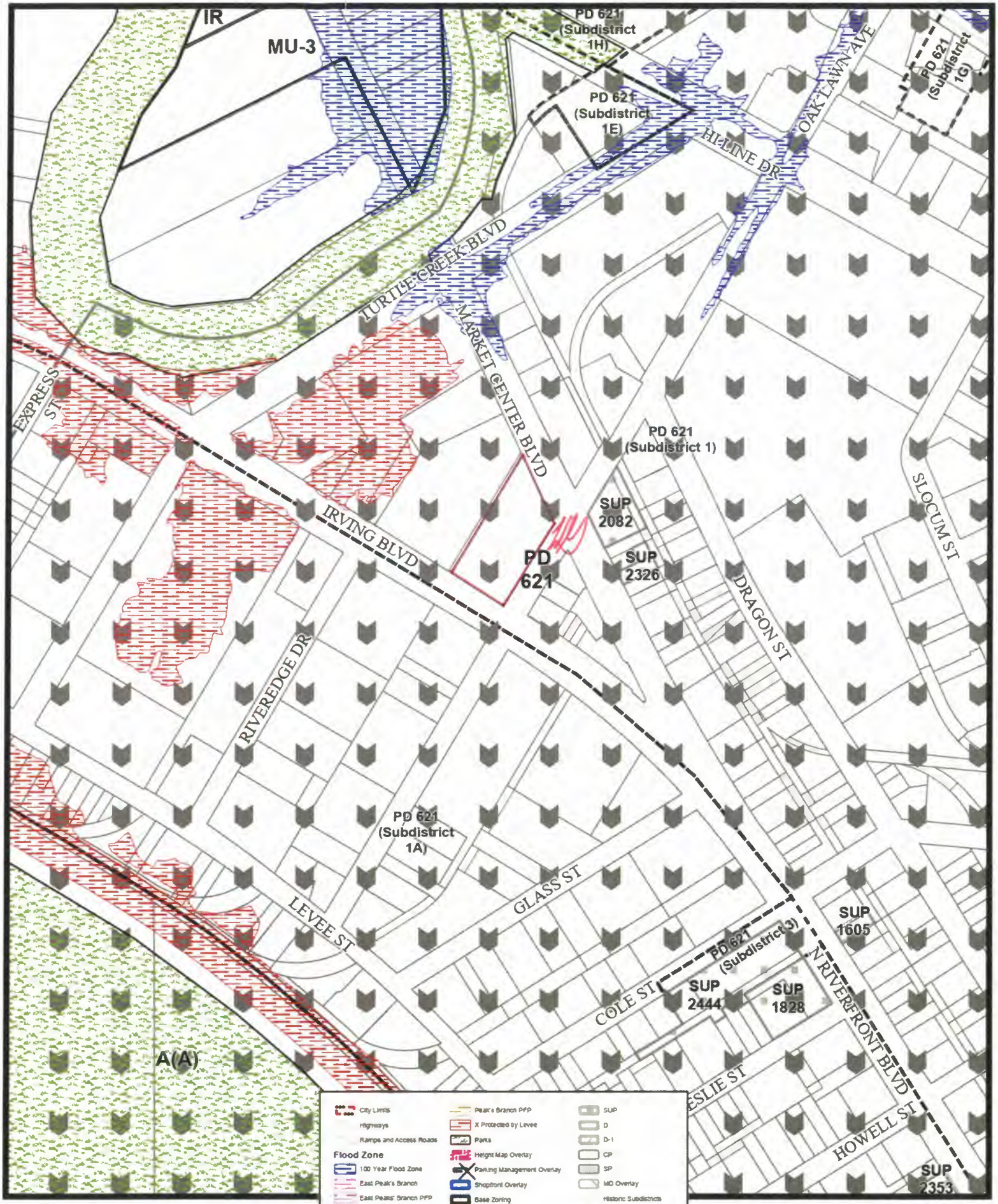
Before me, the undersigned, on this day personally appeared Vipin Nambiar

Who on his/her oath certifies that the above statements are true and correct to his/her best knowledge. Subscribed and sworn to before me this 24th day of September, 2024

Charlotte Vivien Carr
My Commission Expires
4/22/2026
Notary ID
133721828

Charlotte V Carr
Notary Public for Dallas County, Texas

Commission expires on 4/22/2026



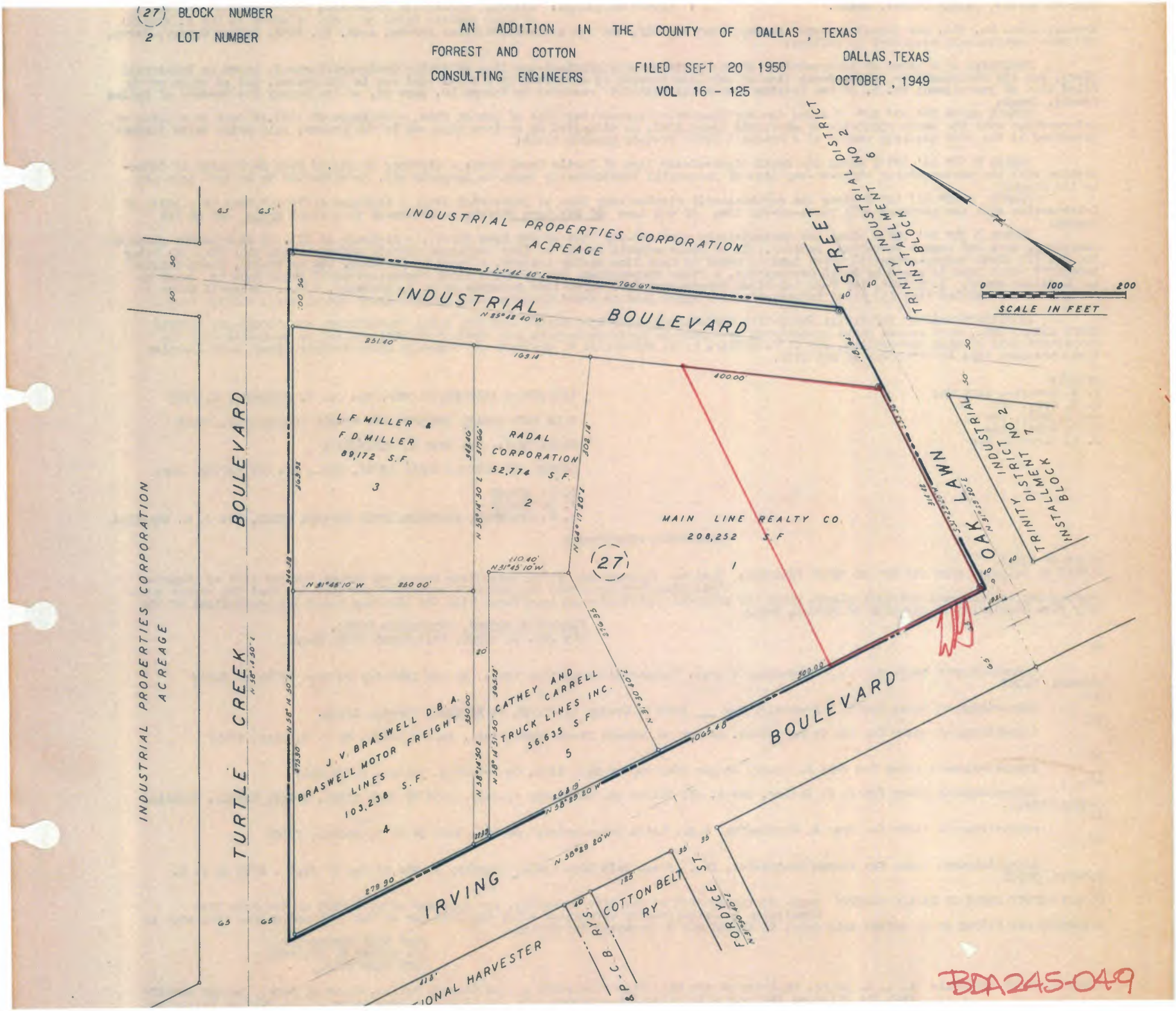
1:4,800

Case ID: BDA245-049

Printed: 8/9/2024

(27) BLOCK NUMBER
2 LOT NUMBER

AN ADDITION IN THE COUNTY OF DALLAS, TEXAS
FORREST AND COTTON
CONSULTING ENGINEERS
FILED SEPT 20 1950
VOL 16 - 125
DALLAS, TEXAS
OCTOBER, 1949



BDA245-049

MEMORANDUM

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

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

Date: February 5, 2025



Subject: **Parking Study and Analysis for 1201 Oak Lawn**

Introduction

1201 Oak Lawn is located on the west side of Oak Lawn between Market Center Blvd. and Irving Blvd. The property is zoned PD 621, Subdistrict 1, and is in the area known as the Dallas Design District. HN Capital Partners owns 1201 Oak Lawn along with fifteen other Design District properties. HN Capital intends to revitalize the 1201 Oak Lawn site by re-purposing some of the existing building space to additional Restaurant use that will better utilize and balance the existing building and its existing parking. The introduction of some additional Restaurant use is intended to be neighborhood friendly and hospitality centric for the Design District as a whole. The existing site consists of one irregular rectangle shaped building with a total of approximately 40,000 square feet of single-story space and 73 available parking spaces. (See **EXHIBIT 1 – Site Plan**) The new owner would like to utilize the allowances provided within PD 621 to reduce the required parking to be more efficient and balanced with best uses for the site and current neighborhood transportation trends. Parking observations made at a similar site adjacent to the east in October of 2024 are presented below along with additional justifications for this parking reduction request as provided by the PD.

Proposed Uses and City of Dallas Code Requirements for Parking

The City of Dallas Development Code requires minimum parking associated with different land use types. PD 621 specifically allows "shared parking" to be considered as a percentage reduction of the required minimum parking for certain mixed uses. Note that the proposed use mix for this 1201 Oak Lawn site would be the maximum planned space for utilization of Restaurant that may not actually all be transitioned or leased in the proposed manner but is meant to represent what would be the densest parking use mix. **The calculated maximum parking for the proposed mix of uses is 145 spaces per City Code** without the "Shared Parking Reduction". (See **EXHIBIT 2 – Proposed Use Parking Chart**) Note that the **existing parking layout of 73 spaces** is adequate for the morning and afternoon times of day per Code to accommodate the maximum proposed mix of uses when applying the "Shared Parking Reduction" table within PD 621.

EXHIBIT 1 – Site Plan



1201 Oak Lawn Avenue
Parking Spaces

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

This site plan shows the existing 73 parking spaces and the ultimate proposed uses for the existing building. The restaurant use will be valet parked. The existing restaurant use is 3250 square feet and may incrementally expand up to the requested maximum of 12,600 square feet.

EXHIBIT 2 – Proposed Use Parking Chart

1201 OAK LAWN						
Street No.	Street Name	Land Use	SQ FT	Parking Ratio	Required Parking	Total Parking Provided
1201	Oak Lawn	Office/Showroom	27,150	1sp/1110 SF	25	
1201	Oak Lawn	Restaurant	12,600	1sp/105 SF	120	
			39,750		**145**	**73**

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

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

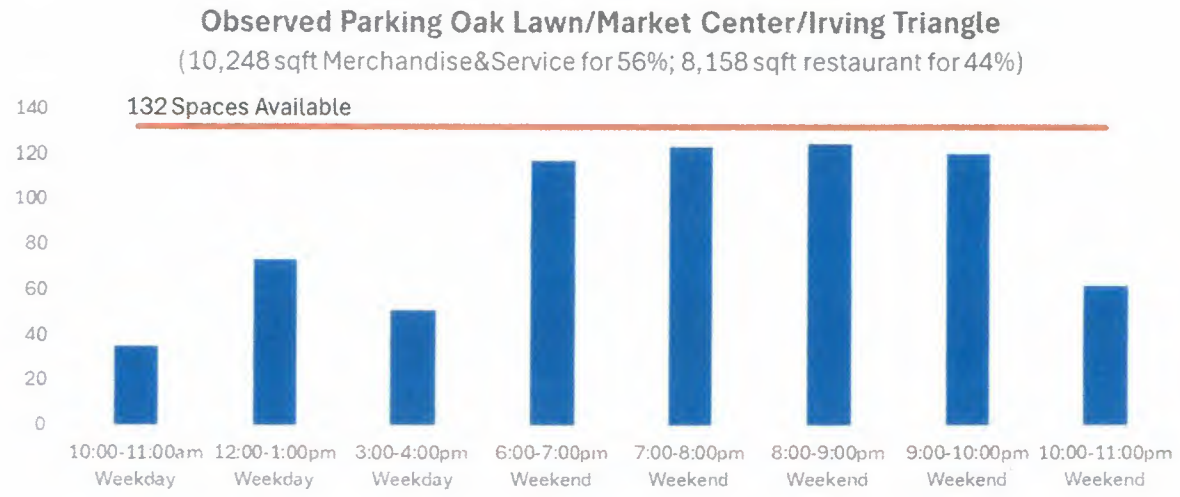
The creators of PD 621 utilized good foresight for the zoning regulations back in 2002 realizing that the old parking minimums required for certain defined uses are not "one-size fits all". (See **APPENDIX** Articles on Parking) PD 621 allows for the accommodation of denser urban living that is less "car-centric" and the consideration of alternative modes of transportation that help reduce the need for parking. Specifically, the PD allows for "a special exception of up to 50 percent of the required off-street parking" to help "right-size" parking for dense urban projects. **HN Capital would like to follow the PD 621 allowance language and request a reduction of 50% in parking requirements from the calculated requirement of 145 spaces to utilize the currently provided 73 spaces**. Local observed parking data and recent mobility trends support the request as detailed below. Also, HN Capital is will seek out nearby properties to determine if remote valet agreements may be reached to provide overflow parking should it be needed. HN Captial also owns other nearby properties that could provide evening overflow parking should it be needed.

1212 Oak Lawn and 1617 Market Center Blvd (Pie Tap and Town Hearth) Observed Parking Data (Oak Lawn/Market Center/Irving Blvd Triangle)

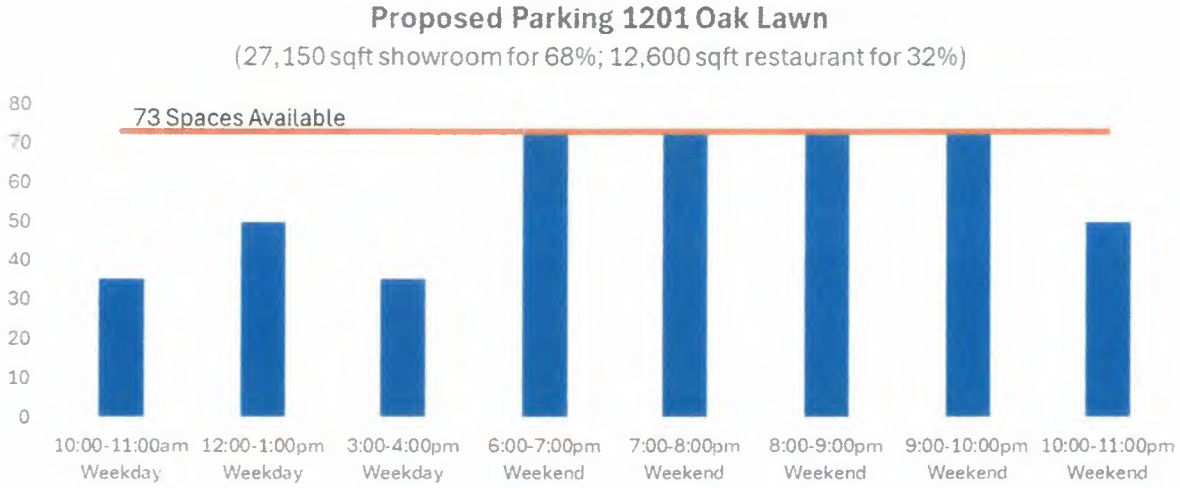
Exhibit 3, on the next page, illustrates observed parking during peak use times in October of 2024 for 1212 Oak Lawn and 1617 Market Center, a triangular shaped property, which has the Pie Tap and Town Hearth restaurants. The exhibit is annotated with comments about the observed parking data and what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

It is evident from the observed data that the adjacent Oak Lawn Triangle property is able to support two restaurants with its available parking and with the use of valet. It was observed while counting, and confirmed by the restaurant valet manager, that employee parking occupied a significant number of the available interior parking spaces (15% or more). It is recommended to consider more efficiently managing employee parking to provide more patron parking when needed. The Design District encourages a comprehensive neighborhood approach for all the property owners to work and cooperate together for mutual benefit. Note that adjacent properties with different owners have supported one another in parking reduction requests. (See **APPENDIX** mutual letters of support) This illustrates the synergistic goal of mutual benefit throughout the greater Design District. Granting this request would not adversely affect neighboring property since parking is already prohibited along Oak Lawn. There is also potential for "relief valve" parking available should the internal parking be exceeded by utilizing the surface parking lots on nearby properties. The proposed mix of uses for this existing site will be able to successfully accommodate parking demand for the higher percentage restaurant use without adversely impacting neighboring properties or the public streets. Utilizing valet service for the restaurant use helps ensure that parking needs are sufficiently and efficiently met.

EXHIBIT 3 – 1201 Oak Lawn: OBSERVED PARKING NEXT DOOR AND PROPOSED PARKING



Note that the Oak Lawn Triangle property with two restaurants, Pie Tap and Town Hearth, makes it work with the 132 parking spaces available. The valet manager said if the parking spaces ever happen to temporarily fill up the restaurant has a "relief agreement" with the property to the south which helps keep the valet parking operation smooth and consistent.



The proposed mix of uses intends to fill the available parking during the weekend evening peaks for Restaurant use. There is adequate parking available to satisfy the City Code during mornings and afternoons for the Office and Showroom uses. The use of valet and alternative transportation modes can offset the evening restaurant peaks. Note that HN Capital will seek or provide on its own properties "relief valve" parking agreements that could be utilized for any overflow parking should it occur. As the owner of sixteen properties in the Design District, HN Capital is incentivized to balance and "right size" parking so that everyone benefits.

Walkability and Alternative Modes of Transportation

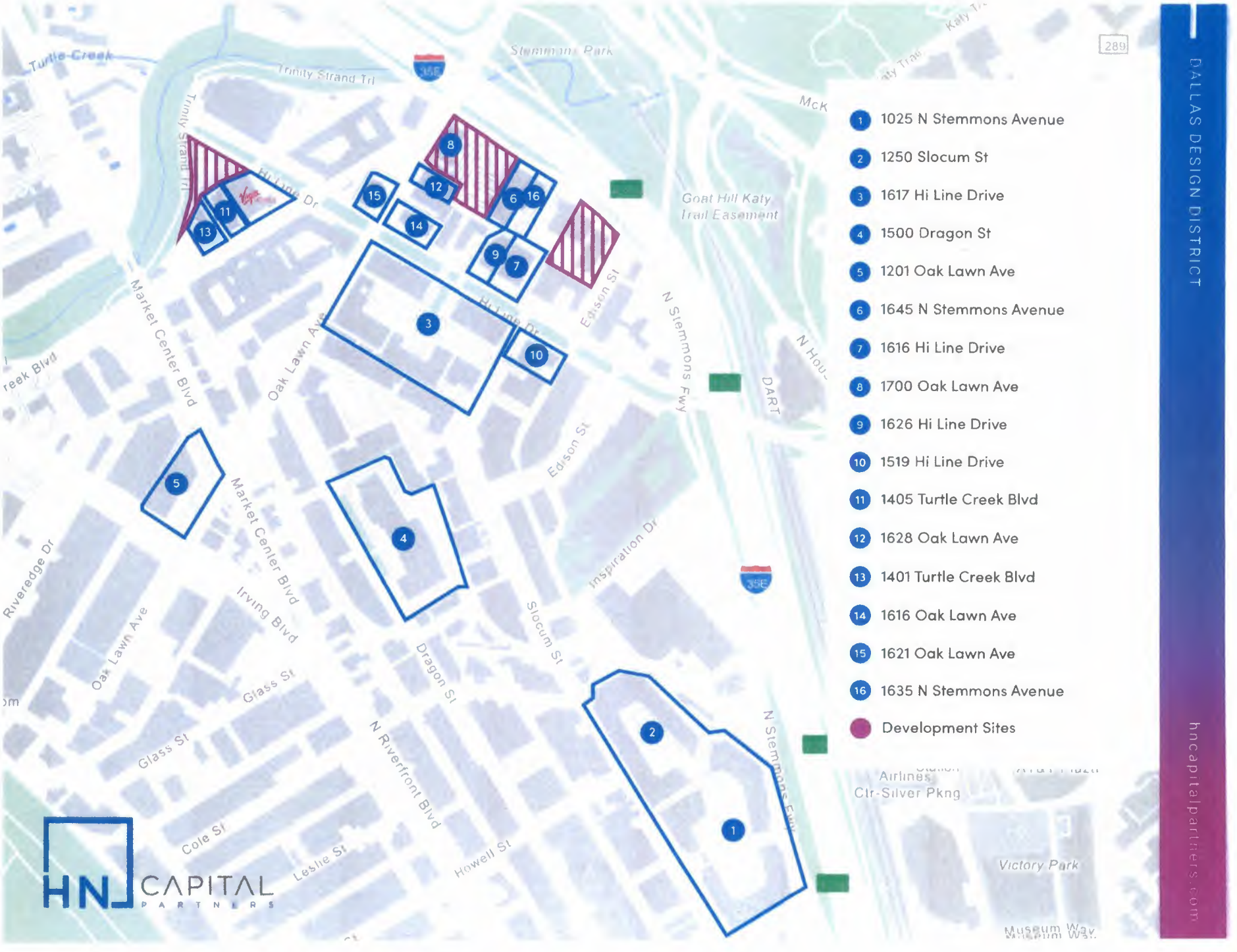
The parking reduction request is also supported by a walkability analysis of nearby residential units and current urban trend uses of alternative modes of transportation like walking, bicycling, and Uber/Alto. (See **APPENDIX** Walkability Study.) Note that the City of Dallas is currently considering eliminating parking requirements for some areas and uses. Although an elimination of parking requirements by the City of Dallas would not directly affect 1201 Oak Lawn since the parking already exists and the property is located within PD 621, it is still an indication that the old parking requirement ratios are excessive for dense urban living situations and with the newer alternative modes of transportation readily available.

Conclusion

Based on: (1) the observed parking data for similar uses adjacent to the site, (2) the allowances for parking reductions written into PD 621, (3) the utilization of valet to most efficiently park the site, (4) the potential for "relief valve" parking spaces in nearby surface parking lots for the overall benefit of the Design District, and (5) the current trends of more mobility choices and more dense urban living that together reduce the need for parking; **it is recommended that the existing 73 parking spaces for the current 1201 Oak Lawn site will be adequate to serve the proposed mix of Restaurant and Office/Showroom uses**. Furthermore, if the parking demand were to consistently exceed the 73 spaces provided and beyond what valet can accomodate, 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
Trinity Strand Trl
Stemmons Park
Goat Hill Katy Trail Easement
Market Center Blvd
Oak Lawn Ave
Hi Line Dr
Edson 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
289
35E

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

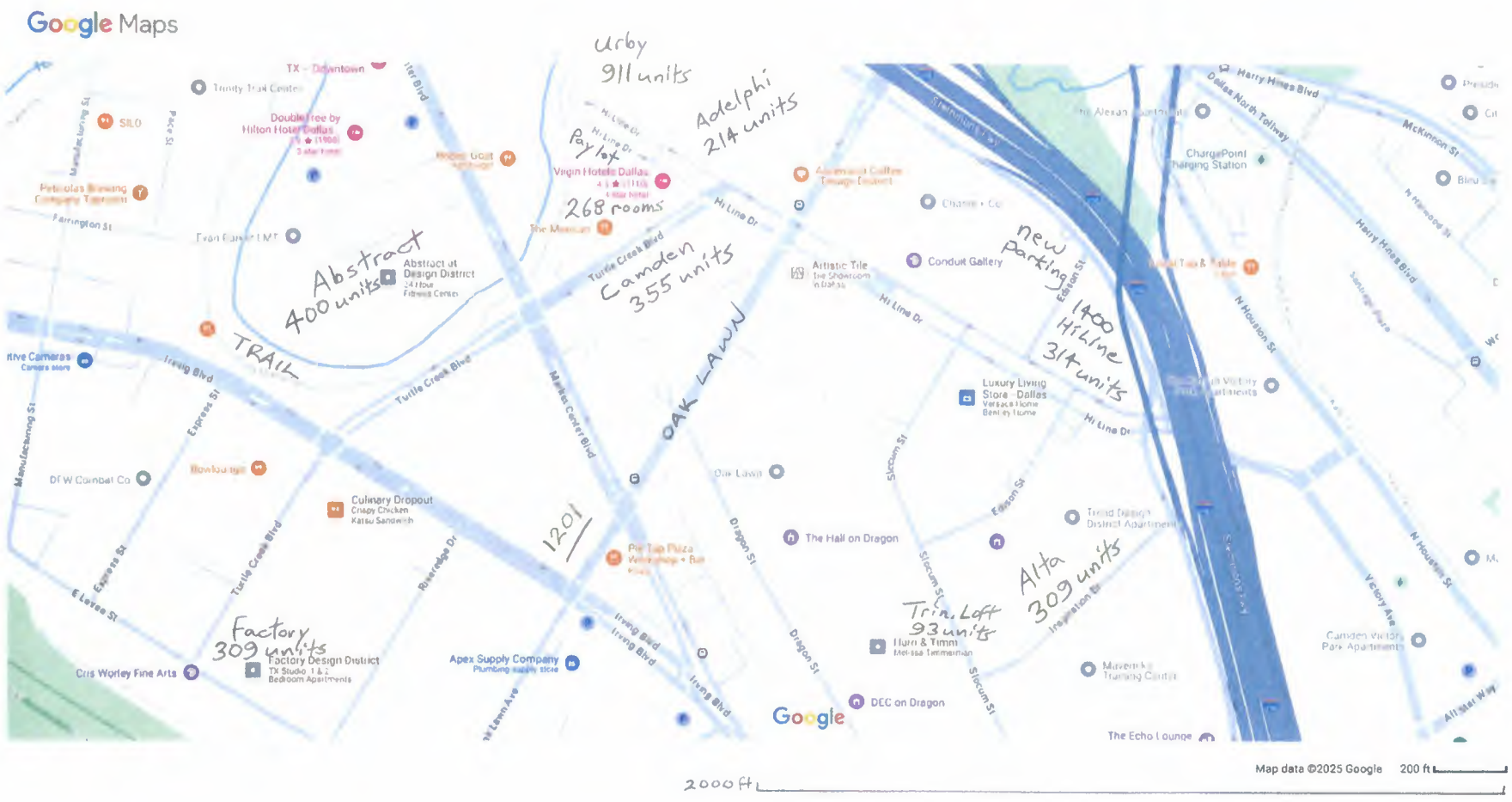
cc: Dr. Kameka Miller-Hoskins
Jennifer Hiromoto
Vipin Nambiar
Adam Hammack
Suzan Kedron

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 >

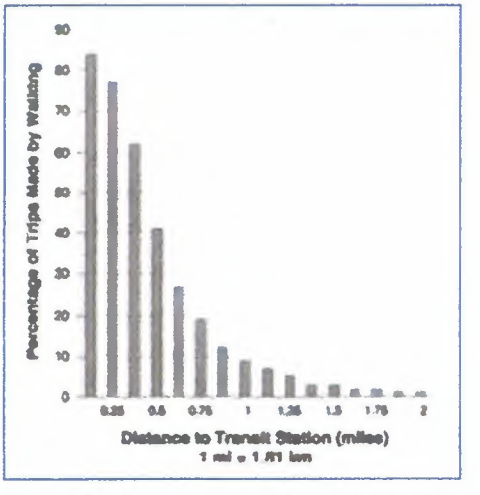
Chapter 4: Actions to Increase the Safety of Pedestrians Accessing Transit

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



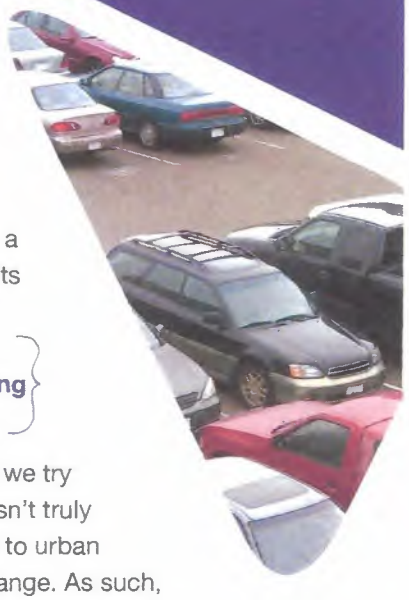
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Introduction

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

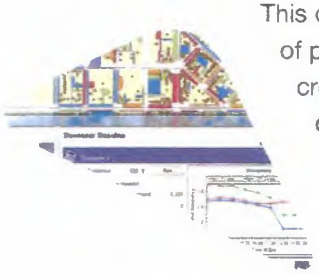


National parking requirement standards are based on outdated and under-represented data, which tend to skew wildly from the actual parking needs of a community. In my years as a parking consultant, I've very rarely completed a single downtown parking study where the peak observed parking demands consumed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

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

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

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



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

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



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

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

Clearly, something must be done...

Right-Sized Parking

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

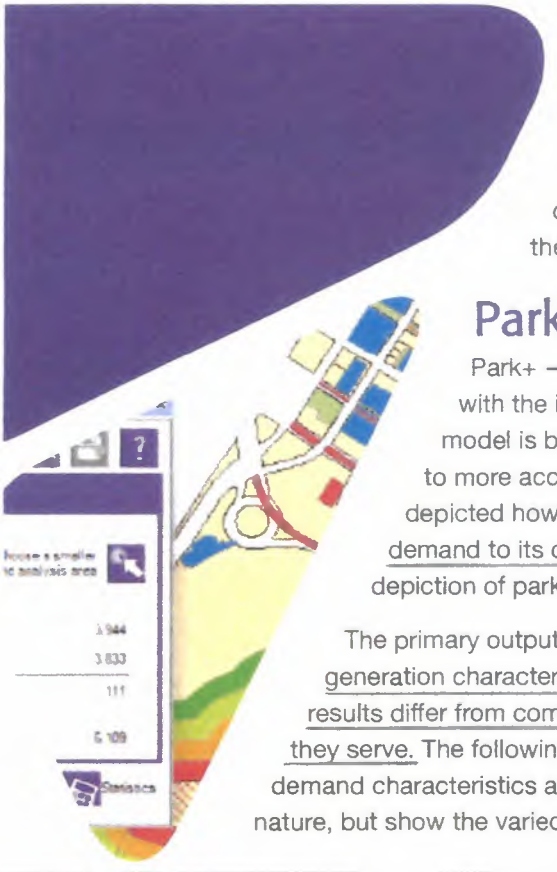
Too much parking tends to be an expensive endeavor. In today's world where more and more parking is found in consolidated structures, the cost to build a single space can range from $8,000 to $40,000, or more. This price is astronomical and is a primary contributing reason that rents are increasing and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



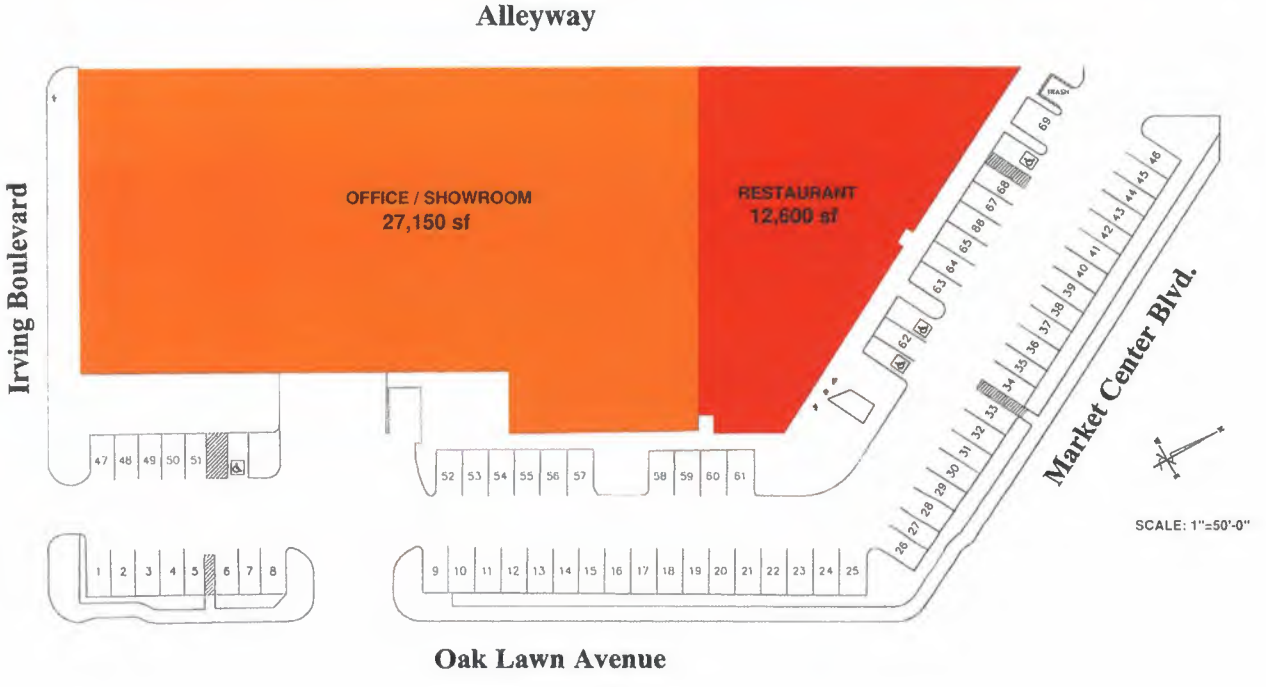
It's very exciting to see the results coming out of King County. They spent a tremendous amount of time and effort to collect viable data and determine how their community works. The project was well funded by the Federal Highway Administration and led by a brilliant young planner[2] whose mission is 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.

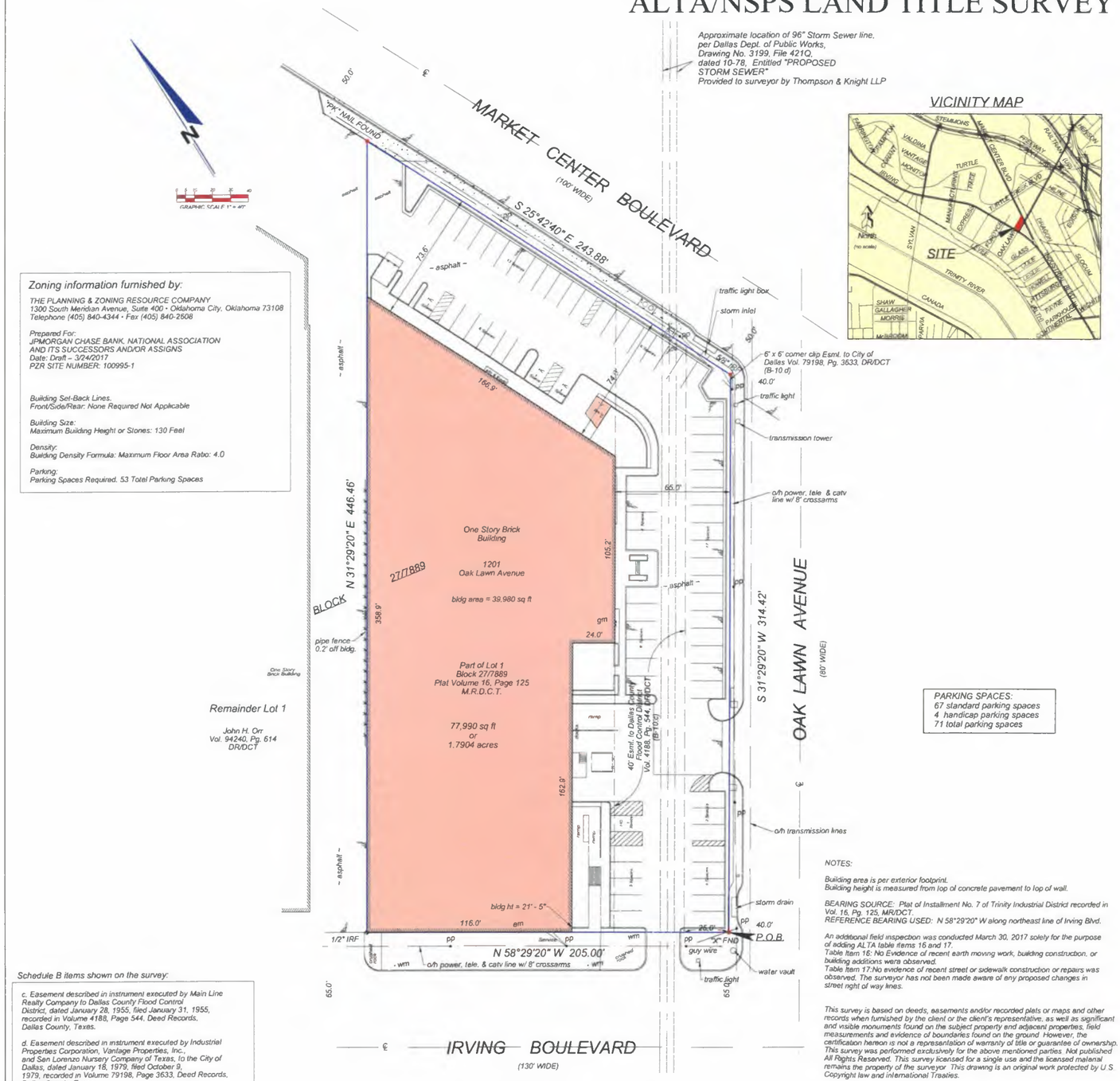
[2] Dan Rowe of King County Metro. If you ever meet him at a conference, engage him about parking...you won't be sorry.



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 — Survey Monument: 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

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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. <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 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.

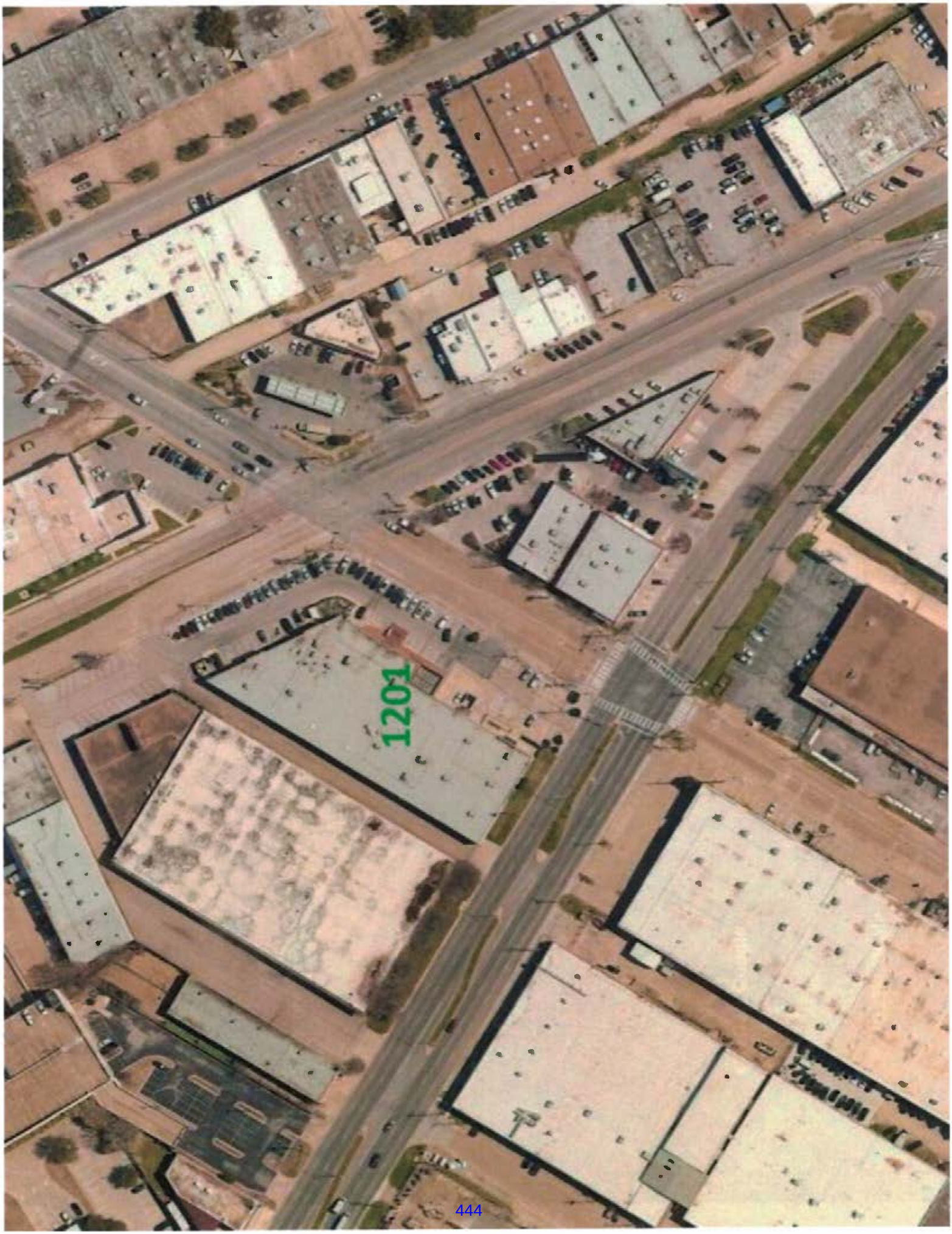
Very truly yours,



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
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

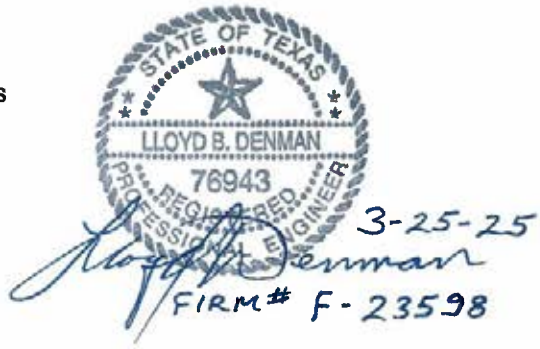
Therefore, 135 is the parking requirement for 1201 Oak Lawn

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**

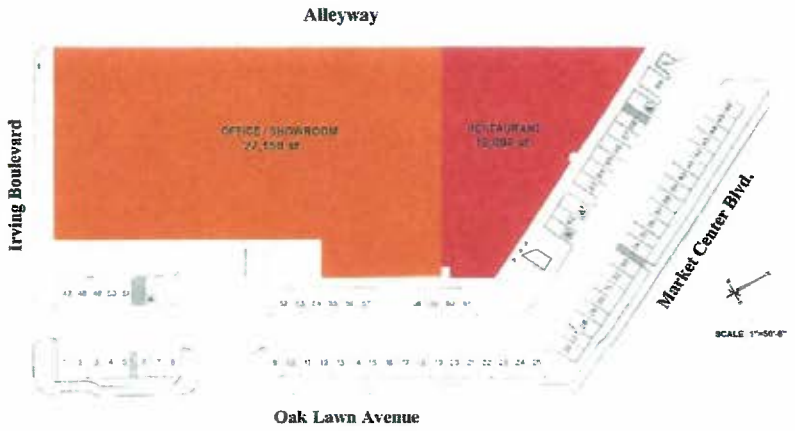
Introduction

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



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

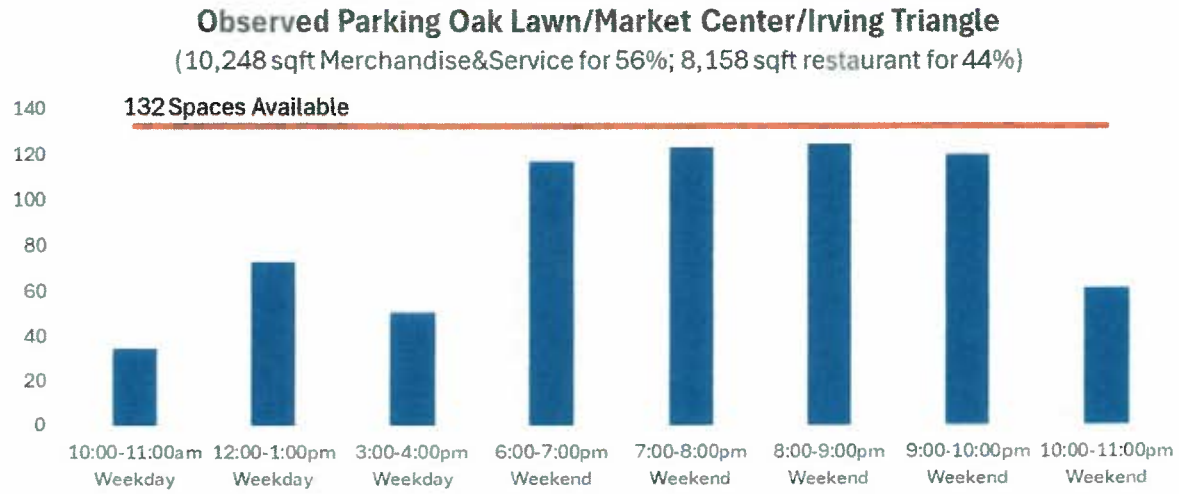
The creators of PD 621 utilized good foresight for the zoning regulations back in 2002 realizing that the old parking minimums required for certain defined uses are not "one-size fits all". (See **APPENDIX** Articles on Parking) PD 621 allows for the accommodation of denser urban living that is less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

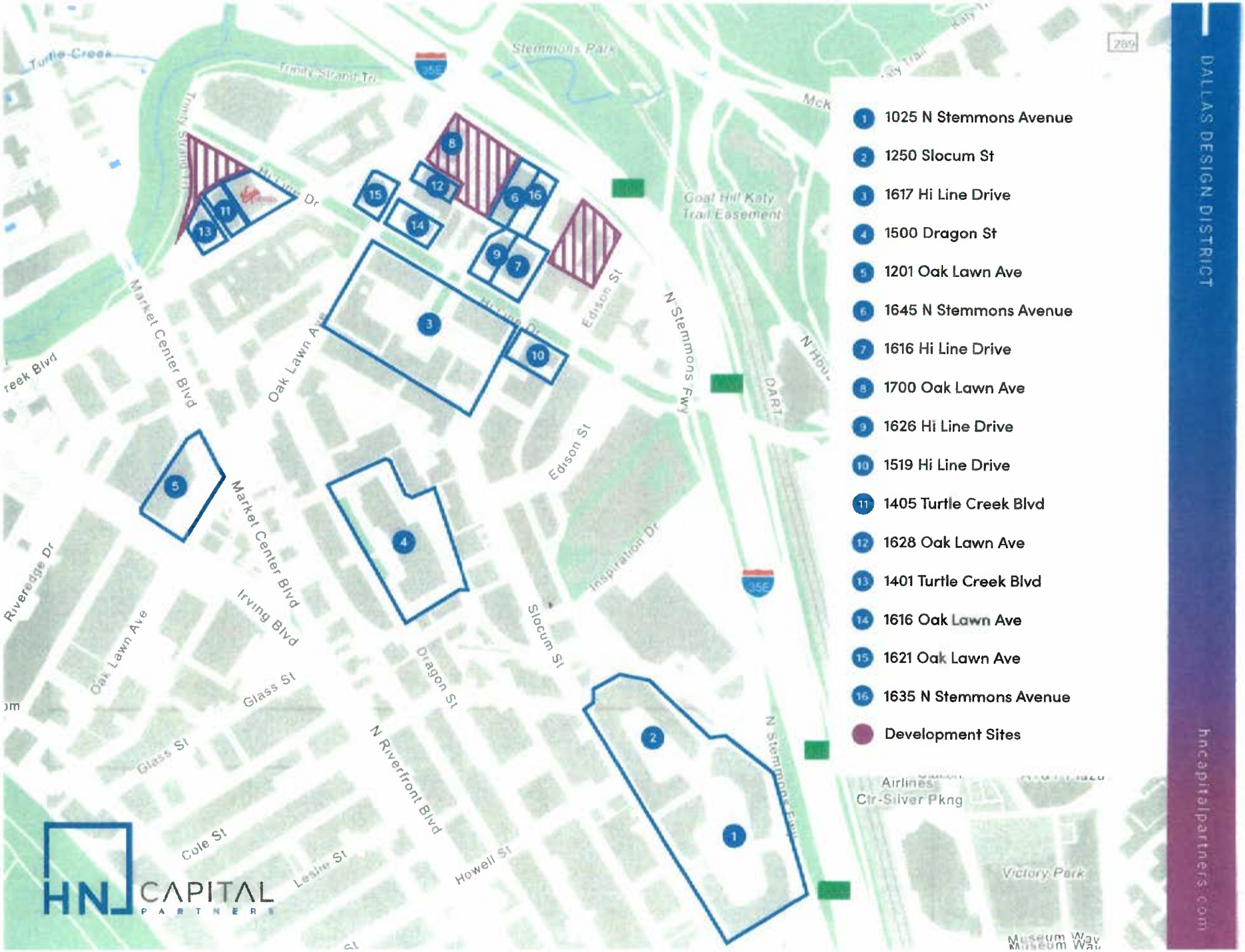
The parking reduction request is also supported by a walkability analysis of nearby residential units and current urban trend uses of alternative modes of transportation like walking, bicycling, and Uber/Alto. (See **APPENDIX** Walkability Study.) Note that the City of Dallas is currently considering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


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
Turtle Creek
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
Howell St
Riveredge Dr
Victory Park
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

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

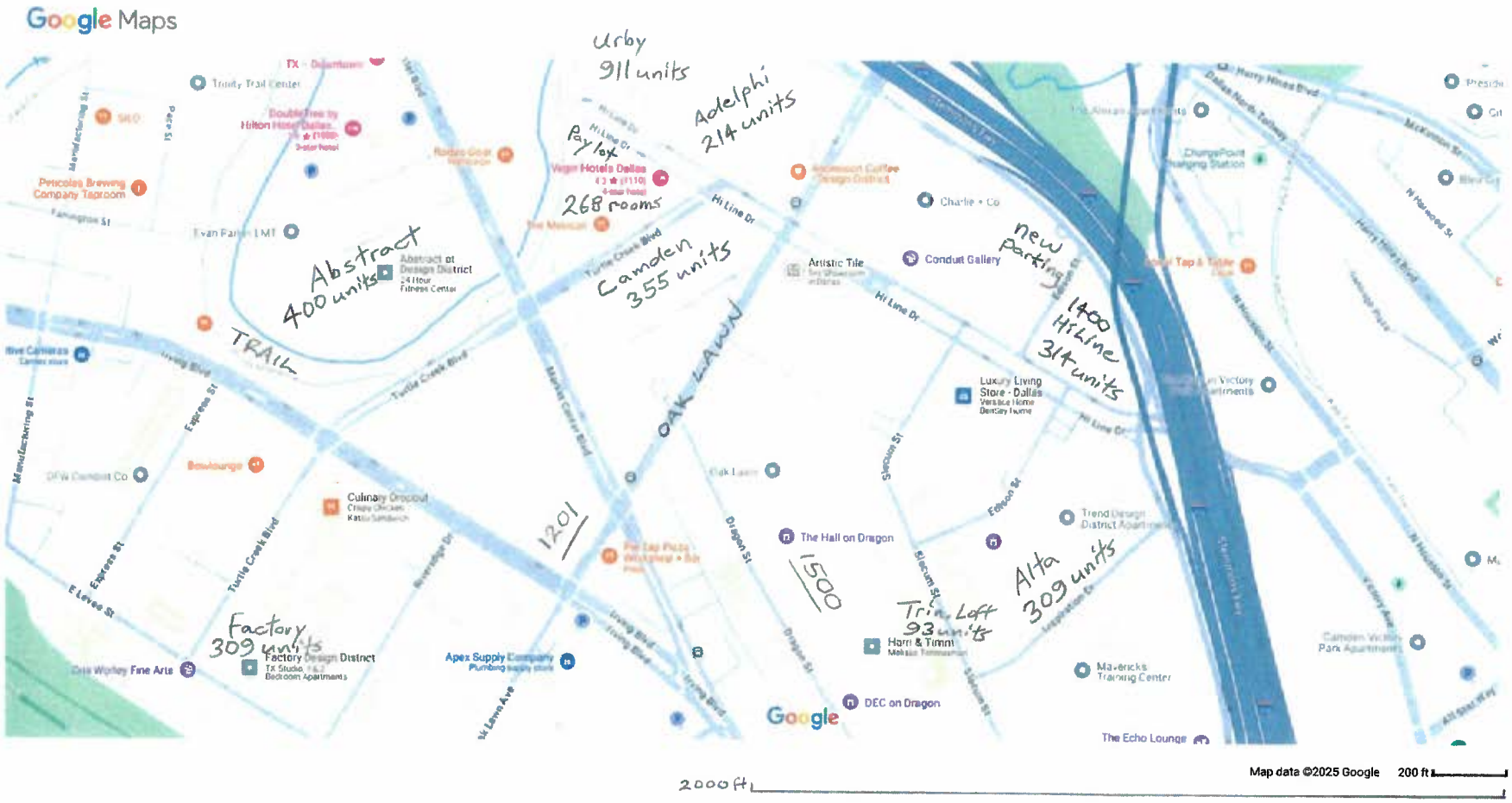
cc: Dr. Kameka Miller-Hoskins
Jennifer Hiromoto
Vipin Nambiar
Adam Hammack
Suzan Kedron

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 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 >

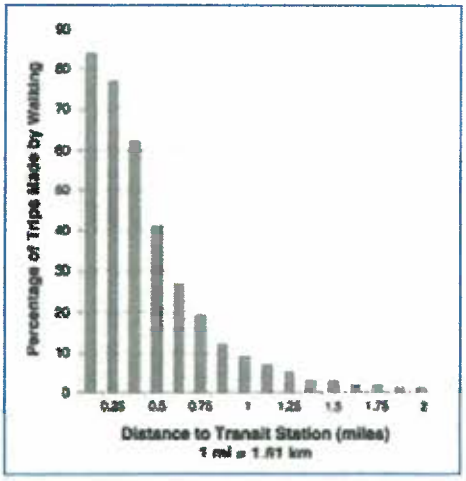
Chapter 4: Actions to Increase the Safety of Pedestrians Accessing Transit

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

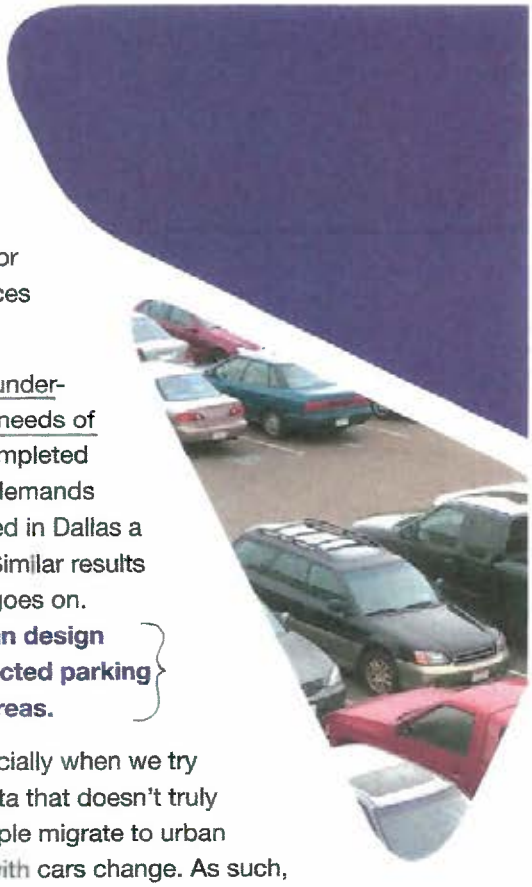


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Introduction

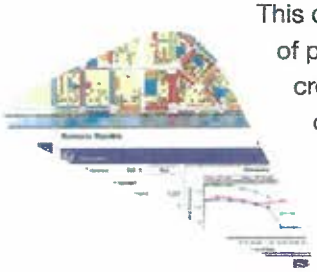


For the longest time, our industry's approach to defining "How much parking?" has been relegated to the use of national parking requirement standards, either from the Institute of Transportation Engineers (ITE), Urban Land Institute (ULI), or local code requirements. Anyone who has read the workings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

National parking requirement standards are based on outdated and under-represented data, which tend to skew wildly from the actual parking needs of a community. In my years as a parking consultant, I've very rarely completed a single downtown parking study where the peak observed parking demands consumed the majority of the total parking spaces. A study completed in Dallas a few years ago yielded some 30,000 empty parking spaces at peak. Similar results were found in Atlanta, Houston, St. Petersburg, Seattle, and the list goes on. **When communities plan downtowns based on outdated suburban design standards, we achieve the same inevitable results—empty, restricted parking areas that deaden the density, walkability, and vitality of urban areas.**

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

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



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

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



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

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

Clearly, something must be done...

Right-Sized Parking

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

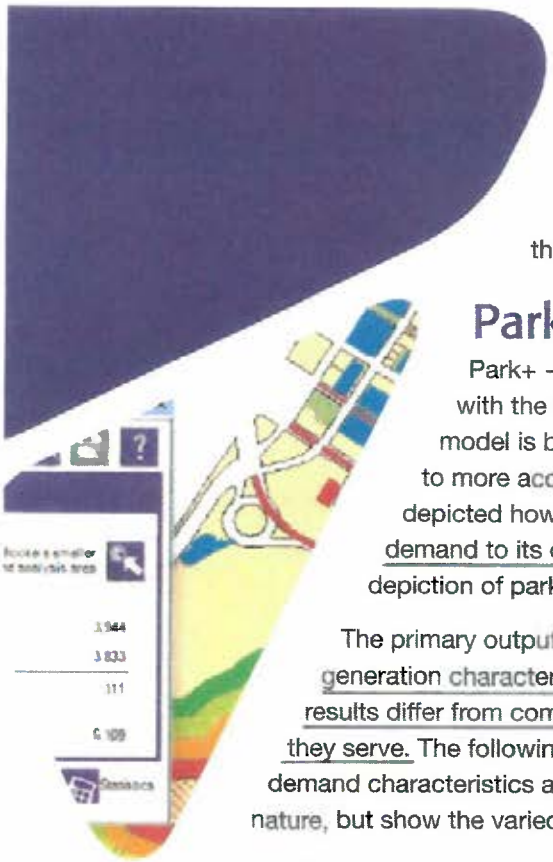
Too much parking tends to be an expensive endeavor. In today's world where more and more parking is found in consolidated structures, the cost to build a single space can range from $8,000 to $40,000, or more. This price is astronomical and is a primary contributing reason that rents are increasing and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

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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

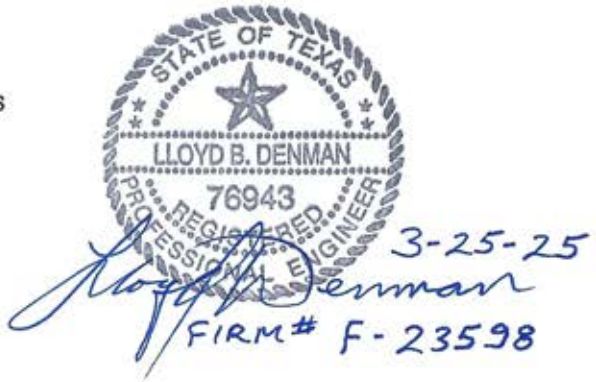
Industrial uses Commercial service and business uses (truck sales, medical laboratory, furniture repair, etc.)	Geography limited	Reduced minimums apply when contiguous with single-family properties; no minimums elsewhere	Minimums apply anywhere the use is permitted
Designated historic buildings	Mostly 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		

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

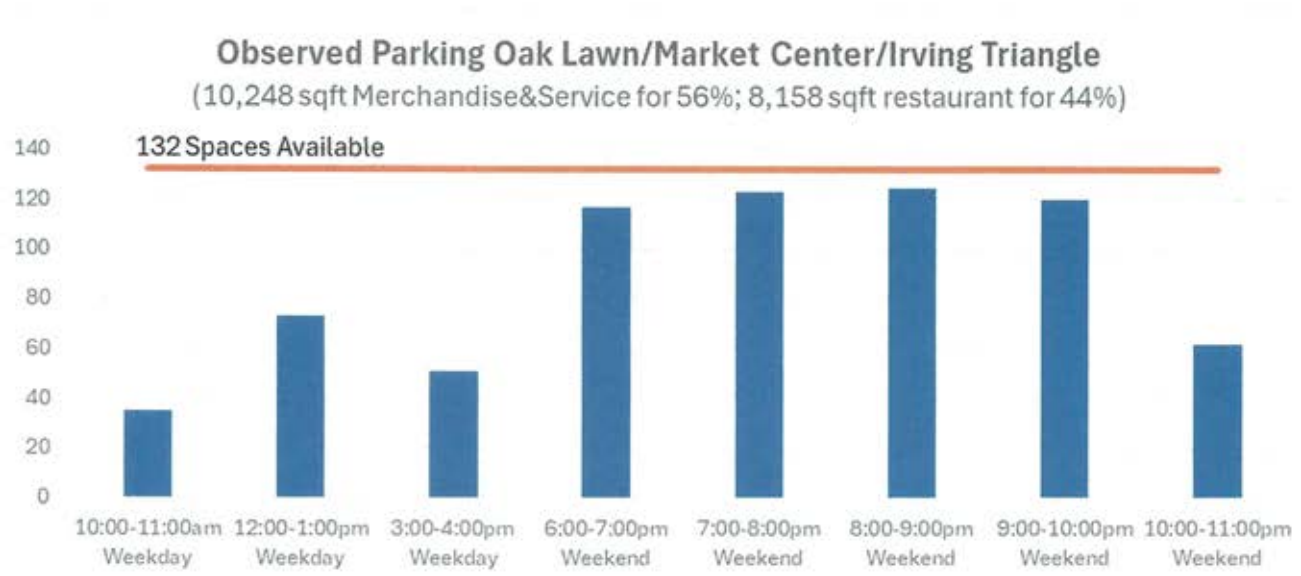
The creators of PD 621 utilized good foresight for the zoning regulations back in 2002 realizing that the old parking minimums required for certain defined uses are not "one-size fits all". (See **APPENDIX** Articles on Parking) PD 621 allows for the accommodation of denser urban living that is less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

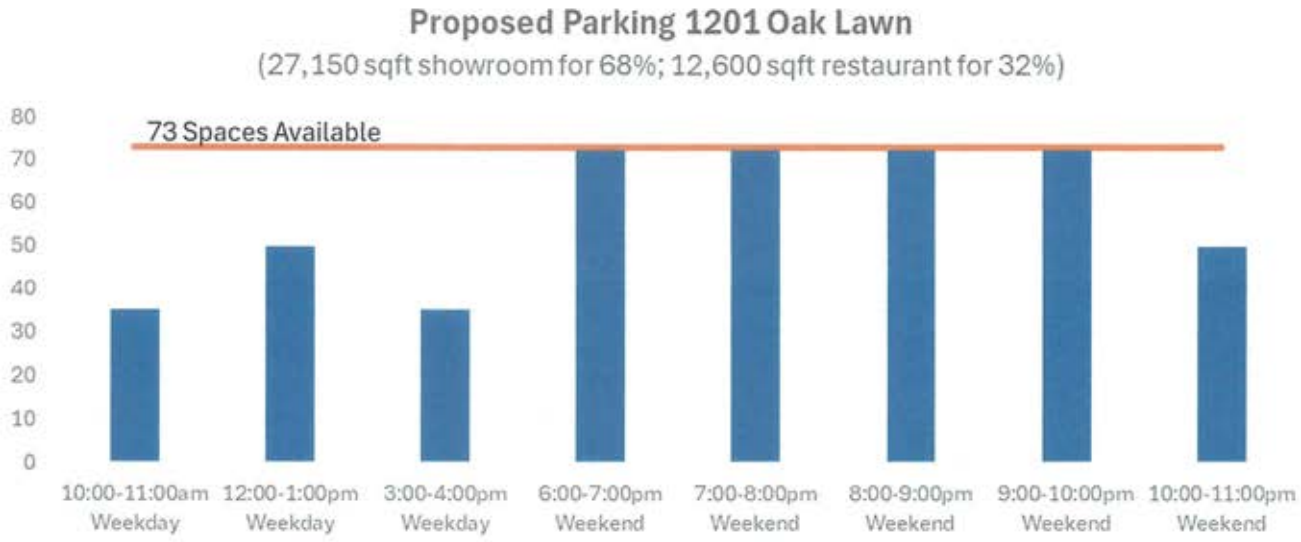
Exhibit 3, on the next page, illustrates observed parking during peak use times in October of 2024 for 1212 Oak Lawn and 1617 Market Center, a triangular shaped property, which has the Pie Tap and Town Hearth restaurants. The exhibit is annotated with comments about the observed parking data and what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

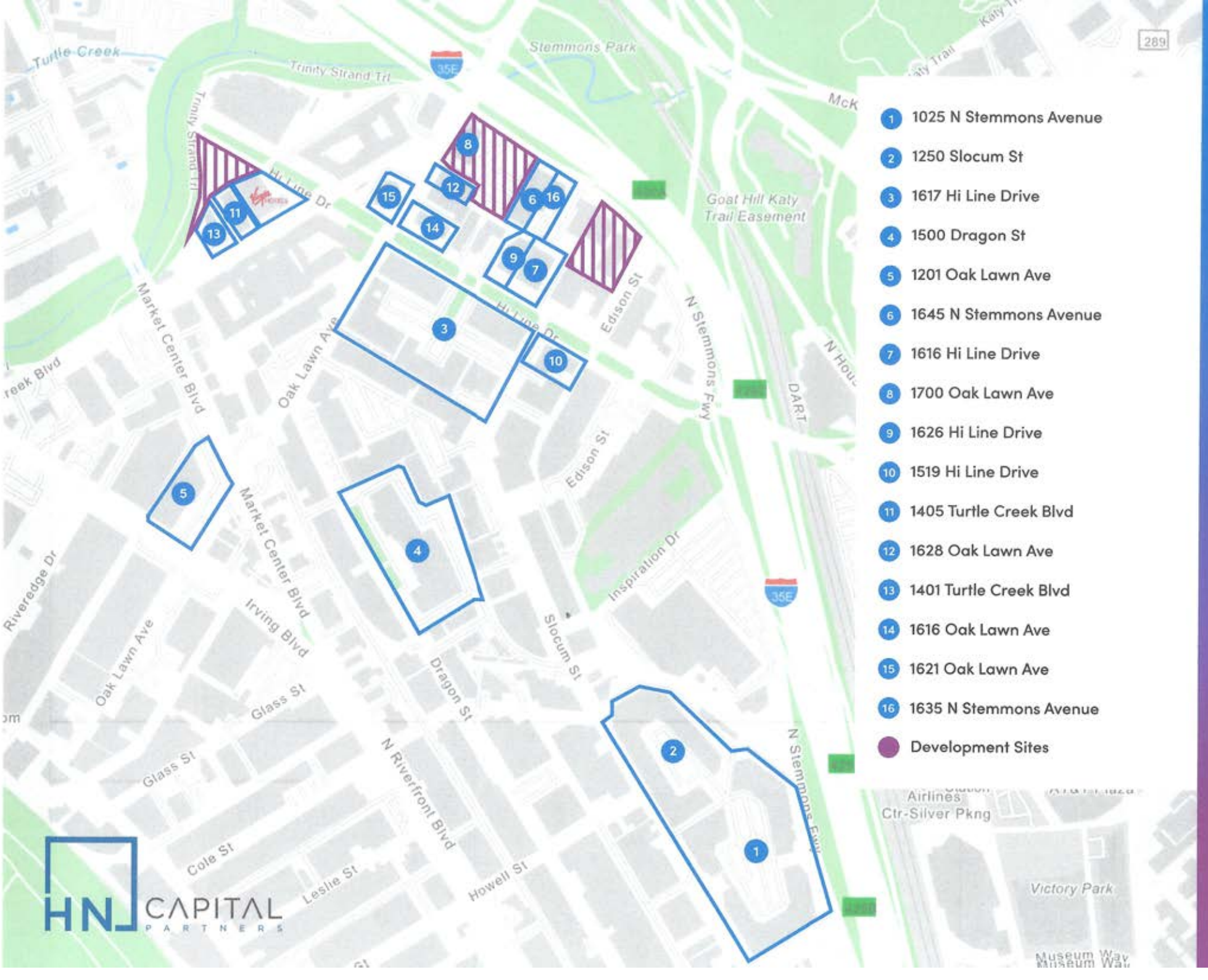
The parking reduction request is also supported by a walkability analysis of nearby residential units and current urban trend uses of alternative modes of transportation like walking, bicycling, and Uber/Alto. (See **APPENDIX** Walkability Study.) Note that the City of Dallas is currently considering 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
Airlines Ctr-Silver Pkng
Victory Park
Museum Way
35E
289
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

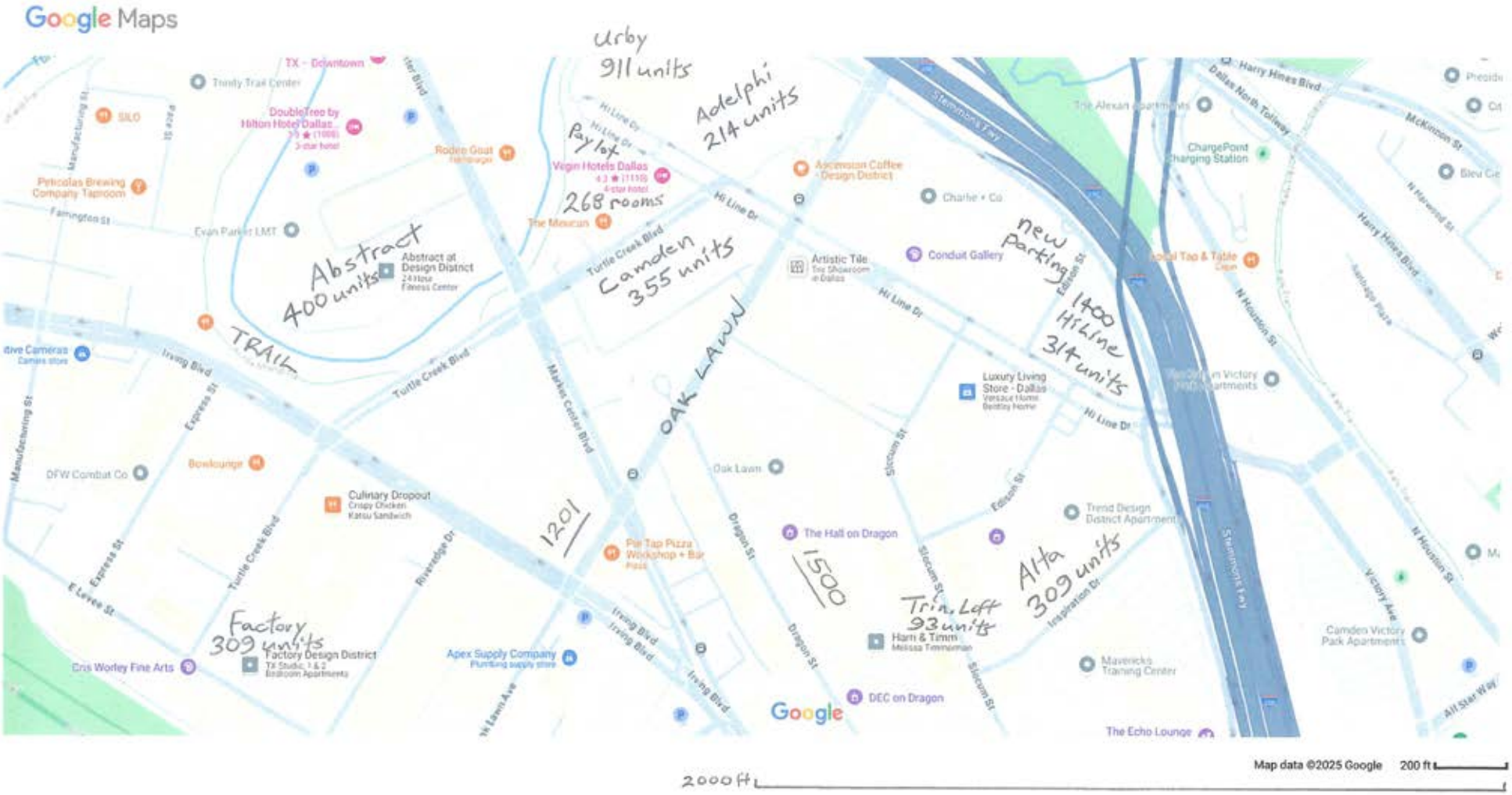
cc: Dr. Kameka Miller-Hoskins
Jennifer Hiromoto
Vipin Nambiar
Adam Hammack
Suzan Kedron

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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 >

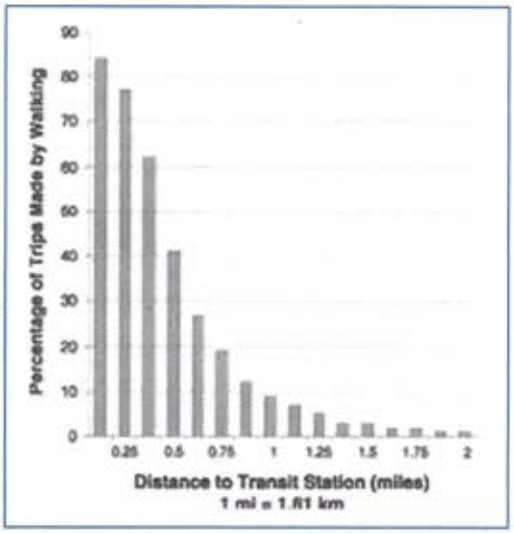
Chapter 4: Actions to Increase the Safety of Pedestrians Accessing Transit

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



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Introduction

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

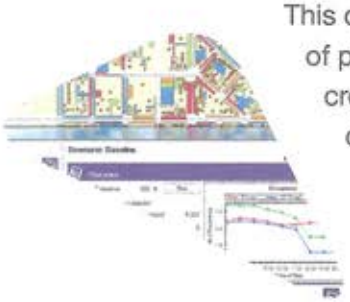


National parking requirement standards are based on outdated and under-represented data, which tend to skew wildly from the actual parking needs of a community. In my years as a parking consultant, I've very rarely completed a single downtown parking study where the peak observed parking demands consumed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

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

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

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



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

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



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

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

Clearly, something must be done…

Right-Sized Parking

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

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

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

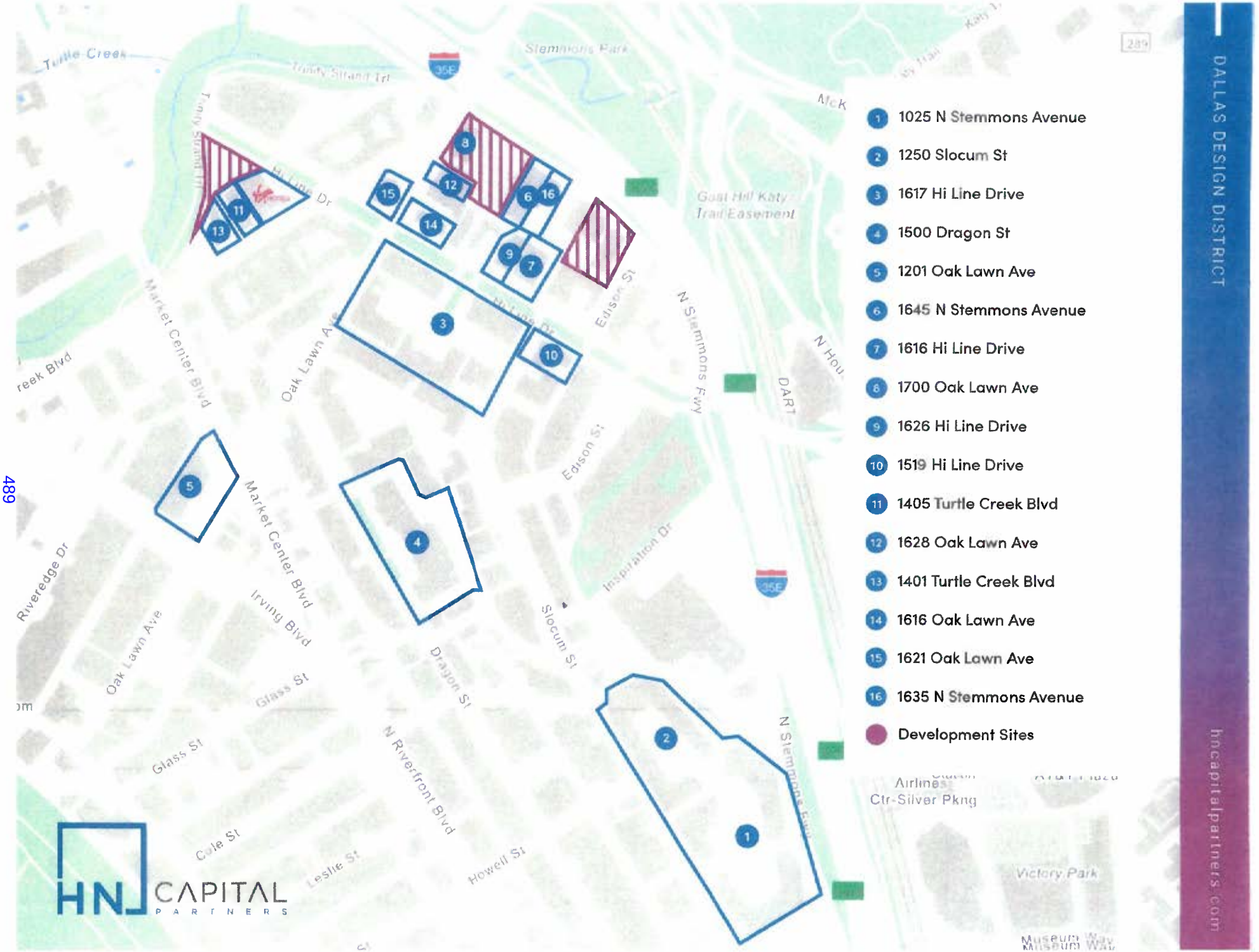
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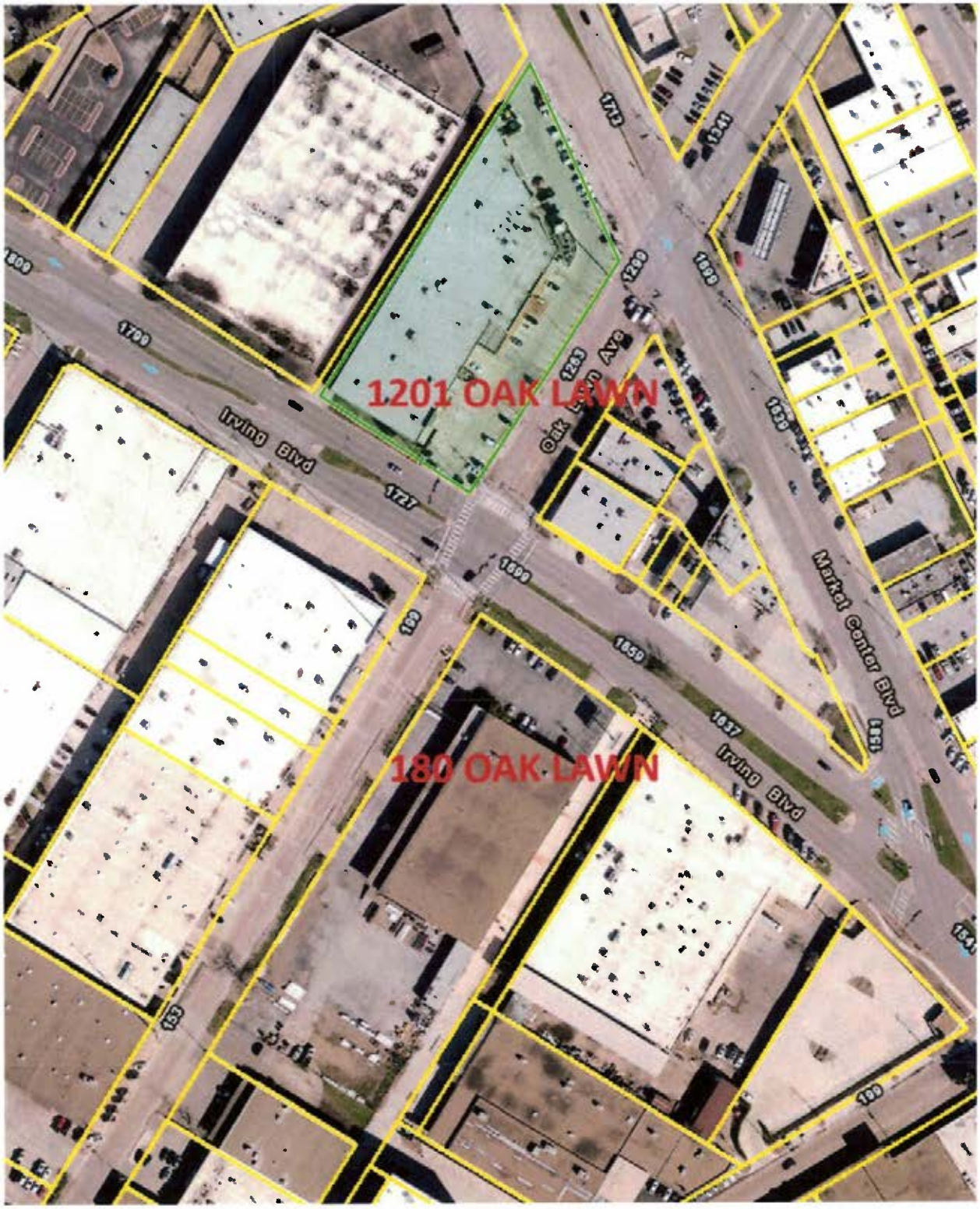
Very truly yours,

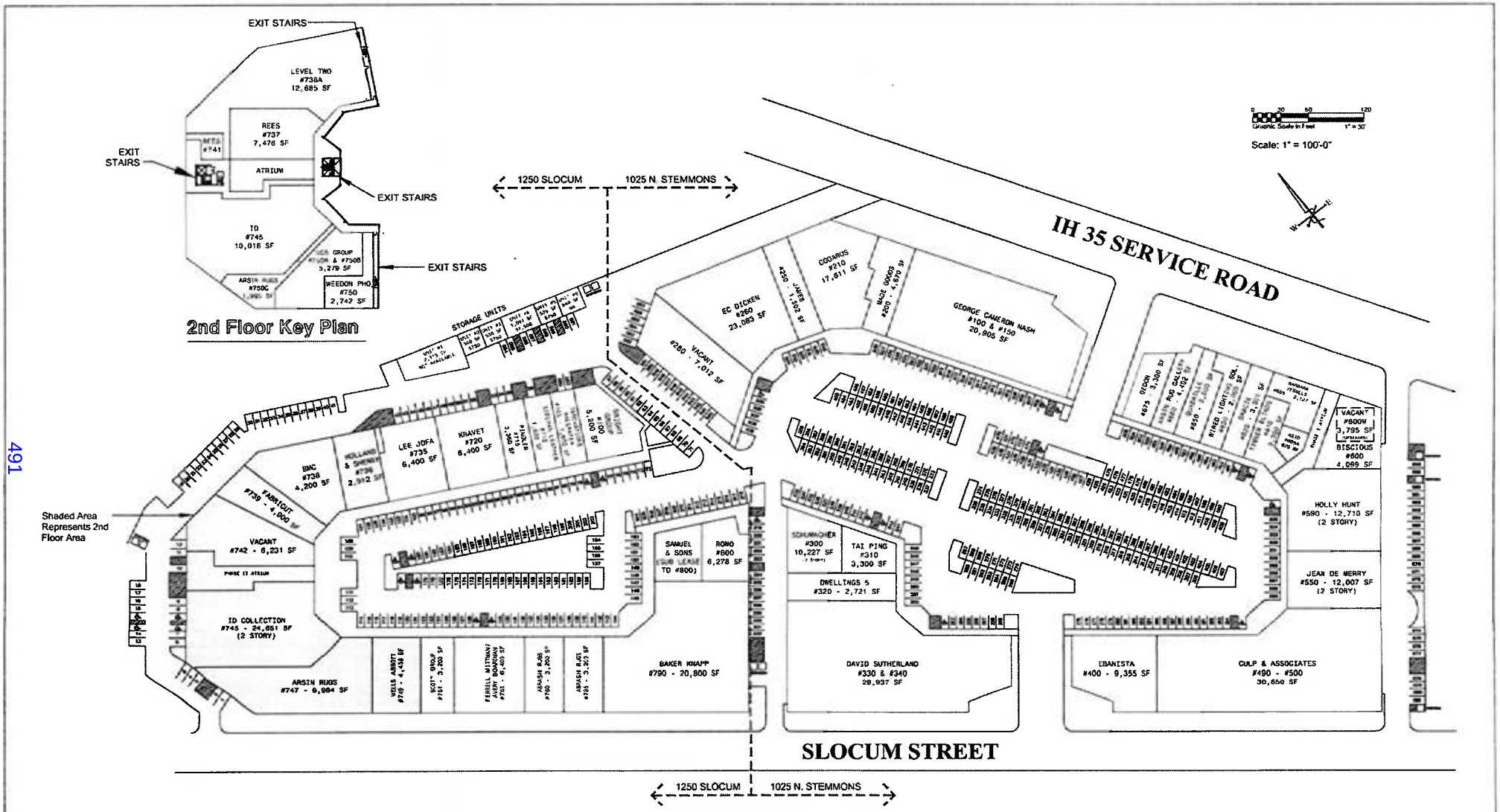
Jonathan Vinson

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
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
Riveredge Dr
Cole St
Leslie St
Howell St
Victory Park
Museum Way
Airlines Ctr-Silver Pkng
35E
289


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

FILE NUMBER: BDA245-050 (BT)

BUILDING OFFICIAL'S REPORT: Application of JONATHAN VINSON for **(1)** a special exception to the parking regulations at **1500 DRAGON STREET**. This property is more fully described as Block 6851 and is zoned PD-621 (Subdistrict 1), which requires parking to be provided. The applicant proposes to construct and/or maintain a nonresidential structure for a restaurant without drive-in or drive-through service use an Office use, an Office/Showroom and a Commercial Amusement (Inside) (event center) use, and provide 177 of the required 300 parking spaces, which will require **(1)** a 123-space special exception (41 percent reduction) to the parking regulation.

LOCATION: 1500 Dragon

APPLICANT: Jonathan Vinson

REQUEST:

(1) Special Exception to the parking regulations.

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

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

STAFF RECOMMENDATION:

Special Exceptions (1):

No staff recommendation is made on this request.

BACKGROUND INFORMATION:

Zoning:

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

Land Use:

The subject site is developed with Commercial Amusement (Event Space), and Office Showroom/Warehouse. The areas to the north, south, east, and west are developed with various uses such as but not limited to Office Showroom/Warehouse, Multi-family, and 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 St. focuses on one request relating to the parking regulations.
- The proposed request of a 123-space special exception (41 percent reduction) is made to construct and/or maintain a nonresidential structure.
- The subject site lot size is 223,720.73 square feet.
- The existing building footprint is 98,531 square feet (44.04 percent lot coverage).
- PD-621 (Subdistrict 1) requires the following parking ratio per specified use:
    - 1 parking space per 358 square feet of floor area for Office-related (3,000 / 358 = 8.38).
    - 1 parking space per 105 square feet of floor area for Restaurant without drive-in or drive-through service (18,000 / 105 = 171.43).
    - 1 parking space per 1100 square feet of floor area for Warehouse/Showroom up to 20,000 square feet floor area (20,000 / 1100 = 18.18).
    - 1 parking space per 4100 square feet of floor area for Warehouse/Showroom above 20,000 square feet floor area (47,531 / 4100 = 11.59).
    - 1 parking space per 100 square feet of floor area for Any other use (10,000 / 100 = 100).
- Additionally, a parking agreement is required for calculating adjusted standard parking requirements.
- Granting the proposed 123-space special exception (41 percent reduction) to the parking regulations with a condition that the applicant complies with the most recently submitted site plan, would require the proposal to be constructed as shown on the submitted documents.
- 200’ Radius Video: BDA245-050 at 1500 Dragon St

Timeline:

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

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

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

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

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

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

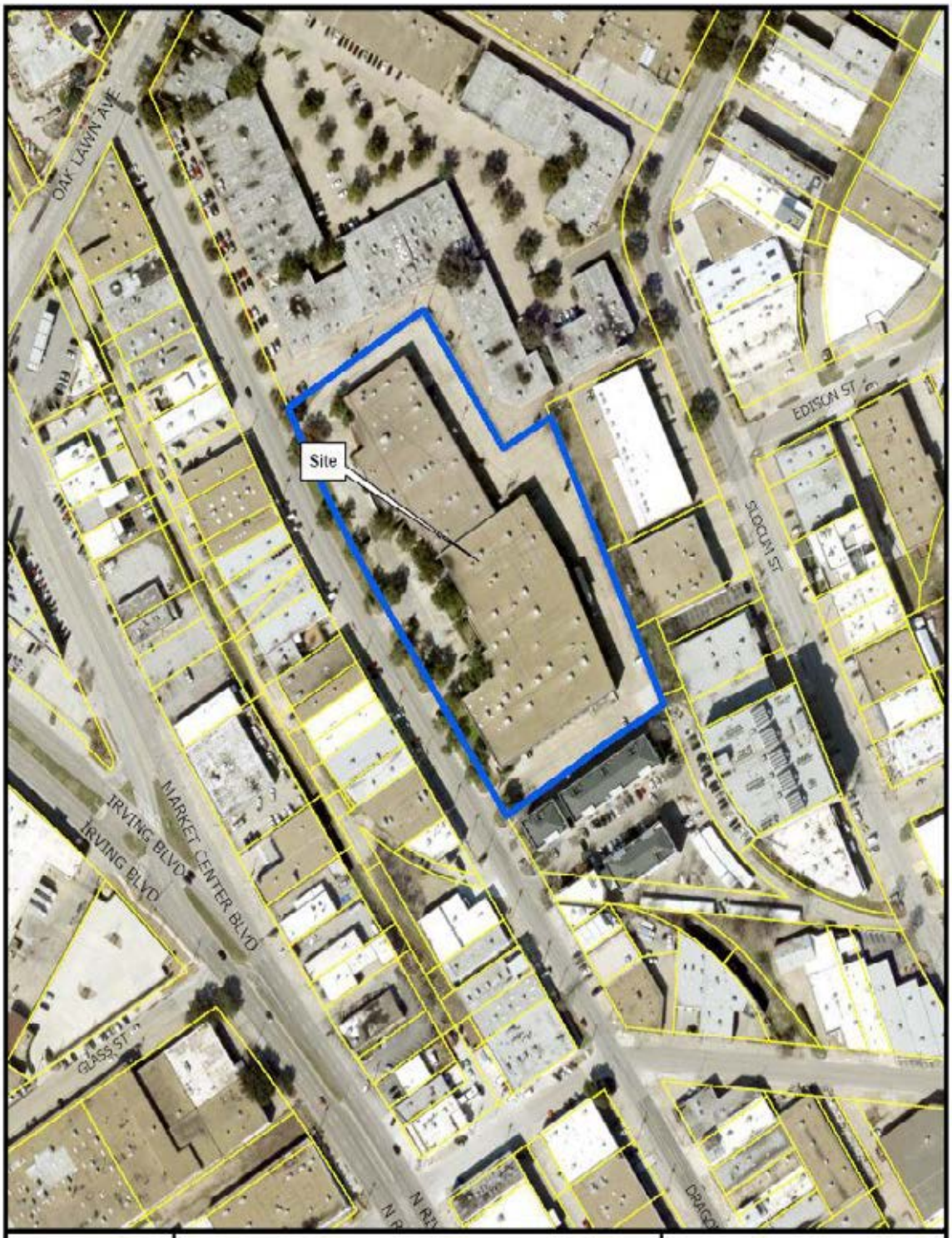
April 4, 2025: The applicant provided additional documentary evidence.

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.

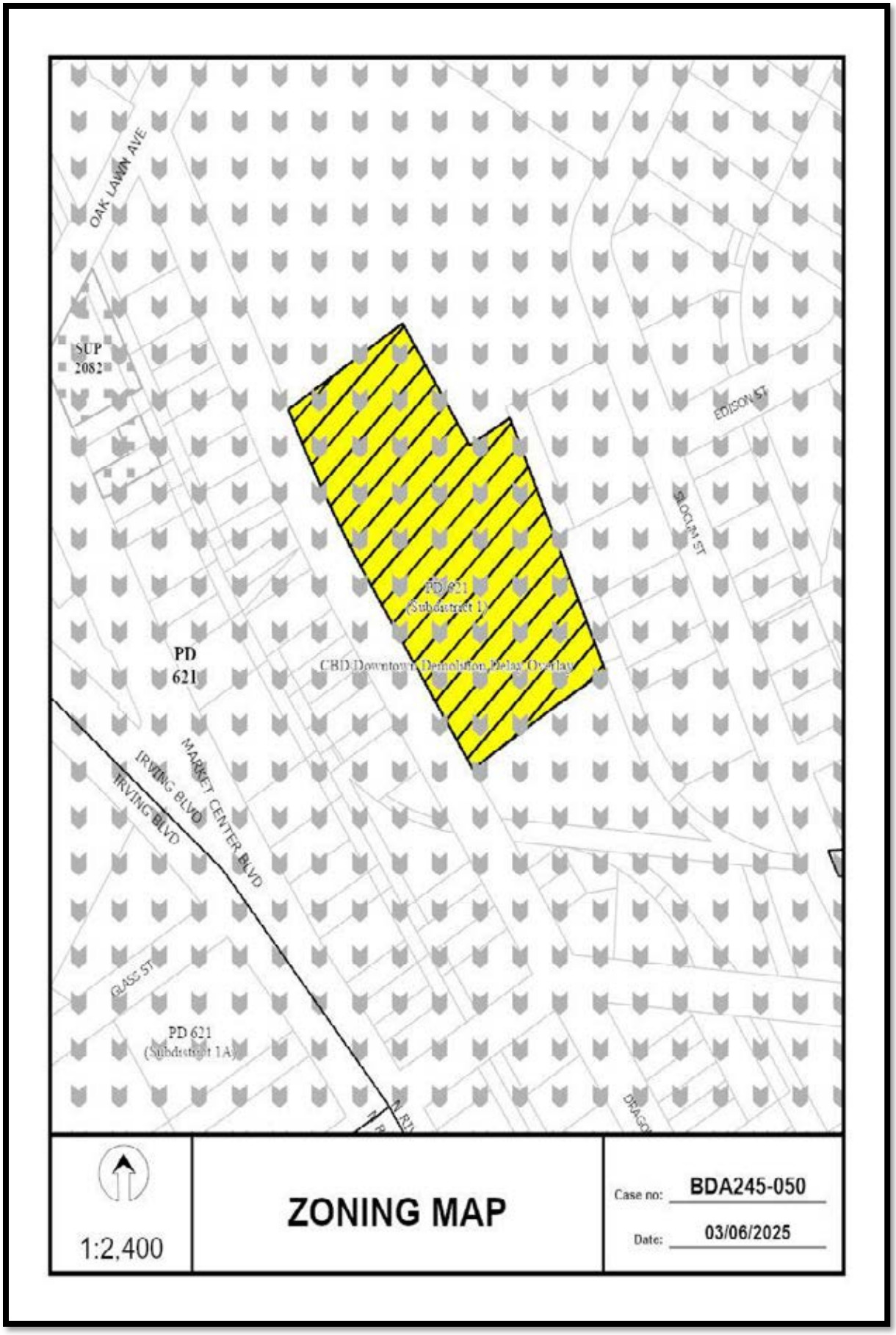


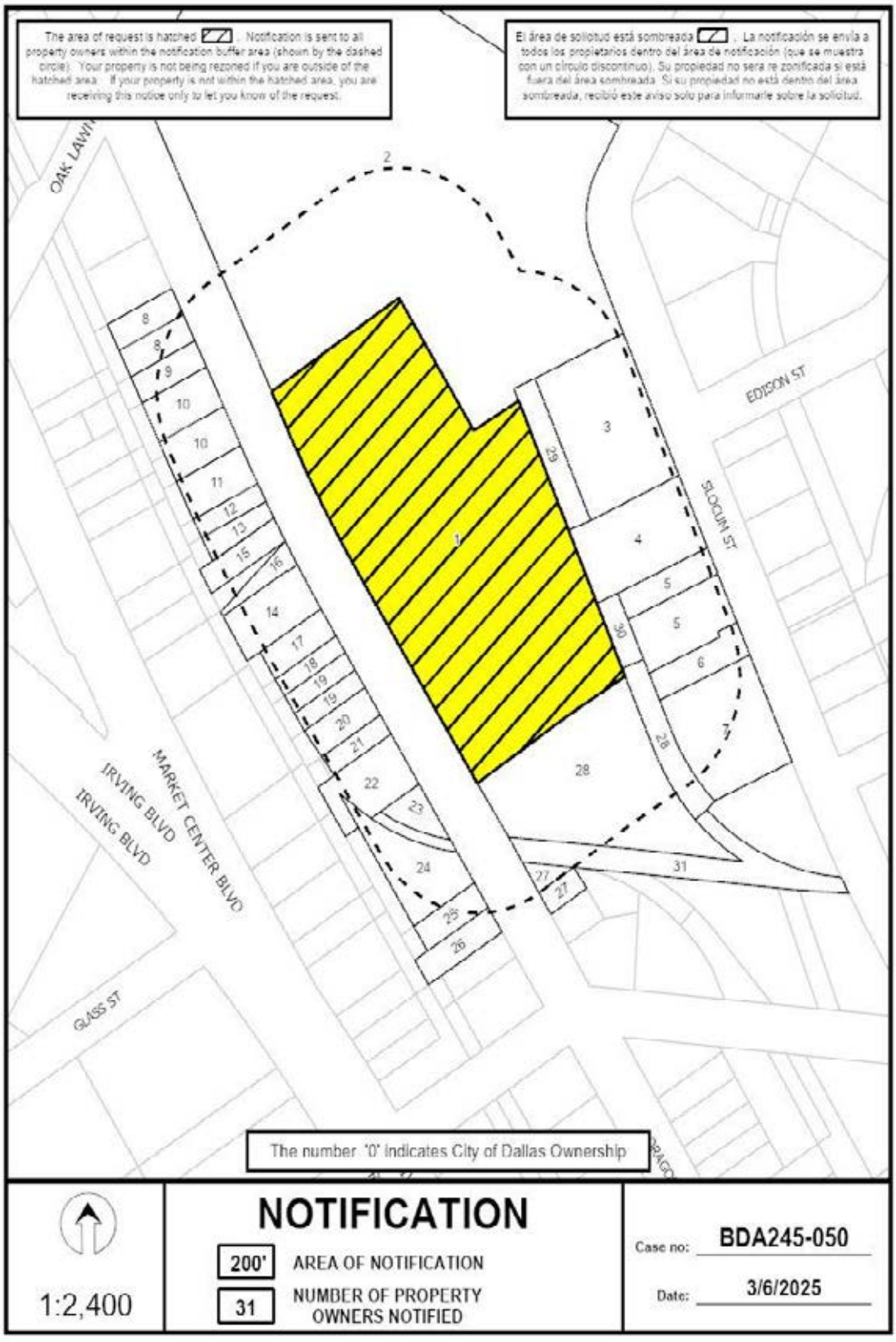
1:2,400

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
MARKET CENTER BLVD
IRVING BLVD
IRVING 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
1:2,400
NOTIFICATION
200'
AREA OF NOTIFICATION
31
NUMBER OF PROPERTY OWNERS NOTIFIED
Case no: BDA245-050
Date: 3/6/2025

Notification List of Property Owners

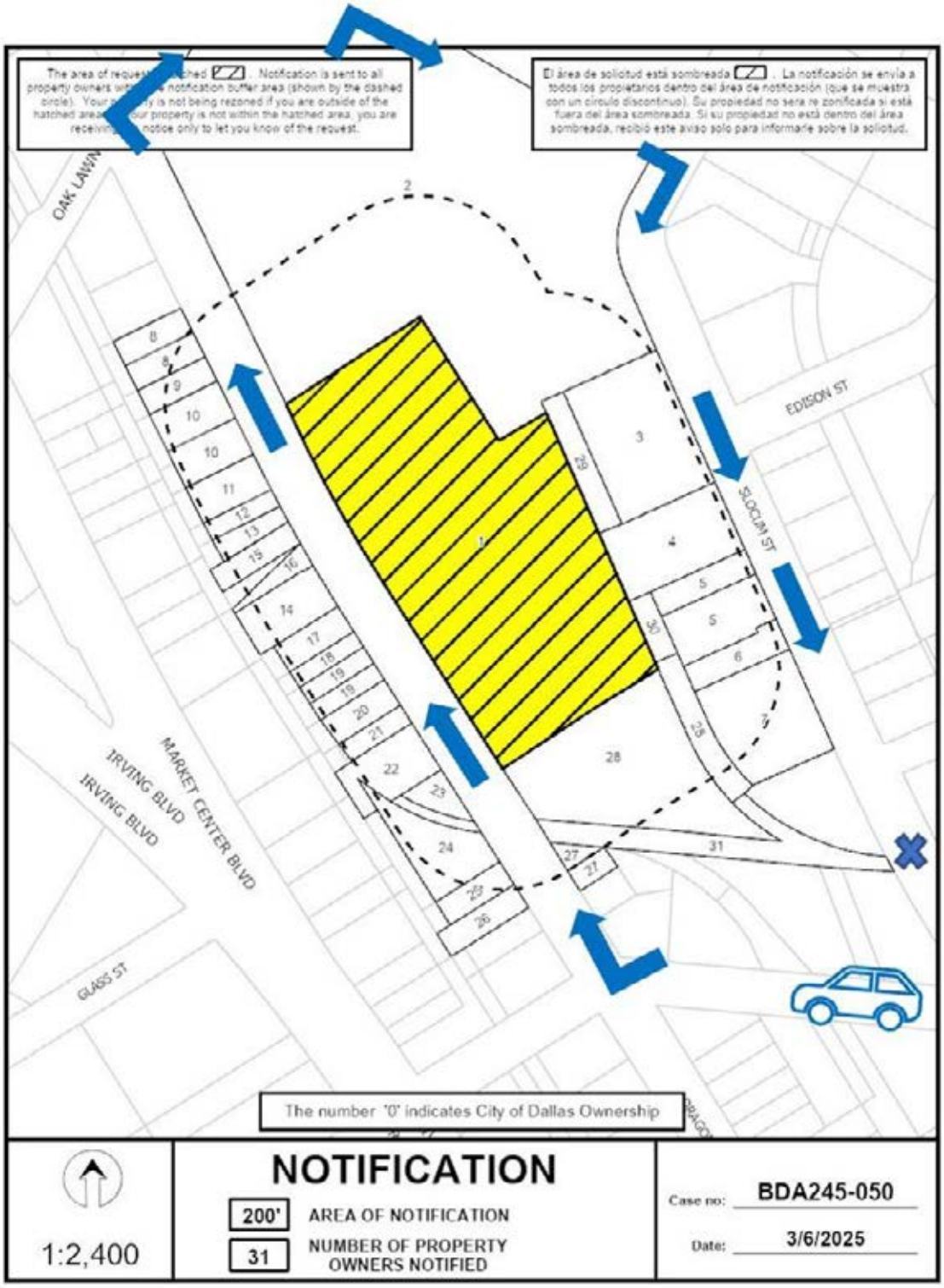
BDA245-050

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, MAY 20, 2025**

BRIEFING: **10:00 a.m.** via **Videoconference and in 6EN COUNCIL CHAMBERS** at Dallas City Hall, 1500 Marilla Street

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

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 April 15, 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, May 19, 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

RECEIVED FEB 25 2025

Case No.: BDA 245-050 FOR OFFICE USE ONLY

Date: FOR OFFICE USE ONLY

Data Relative to Subject Property:

Location address: 1500 Dragon Street Zoning District: PD 621 Subdistrict 1

Lot No.: _____ Block No.: 6851 Acreage: 5.1655 Census Tract: 100.03

Street Frontage (in Feet): 1) 700.9 2) _____ 3) _____ 4) _____ 5) _____

To the Honorable Board of Adjustment:

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

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

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

E-mail Address: jvinson@jw.com

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

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

E-mail Address: jvinson@jw.com

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

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

This application requests a Special Exception for a 48% reduction in the off-street parking requirements for various uses on the property; ~~that is, to provide 177 parking spaces of the required 341 parking spaces based on office/showroom, office, restaurant, and event space~~ uses. In accordance with Planned Development District No. 621, Section 51P-621.110(b)(2)(D), and Section 51A-4.311(a)(1) of the Dallas ~~Development Code, the parking demand generated by the various uses does not warrant the number of off-street parking spaces required,~~ and the proposed special exception will not create a traffic hazard or increase traffic congestion on adjacent or nearby streets.

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

Affidavit

Before me the undersigned on this day personally appeared JONATHAN G. VINSON

(Affiant/Applicant's name printed)

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

Respectfully submitted: Jonathan G. Vinson

(Affiant/Applicant's signature)

Subscribed and sworn to before me this 24th day of February, 2025

Joylyn Marie Adkins

Notary Public in and for Dallas County, Texas

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. Application of Jonathan Vinson for (1) a special exception to the parking regulations at 1500 DRAGON ST. 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 an Industrial 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

CITY OF DALLAS

AFFIDAVIT

Appeal number: BDA 245-050

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

at: 1500 Dragon Street
(Address of property as stated on application)

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

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

_____Variance (specify below)

__X__Special Exception (specify below)

_____Other Appeal (specify below)

Specify: This application requests a Special Exception for a 48% reduction in the off-street parking requirements for various uses on the property; that is, to provide 177 of the required 341 parking spaces based on office/showroom, office, restaurant, and event space uses. In accordance with Planned Development District No. 621, Section 51P-621.110(b)(2)(D), and Section 51A-4.311(a)(1) of the Dallas Development Code, the parking demand generated by the various uses does not warrant the number of off-street parking spaces required, and the proposed special exception will not create a traffic hazard or increase traffic congestion on adjacent or nearby streets.

Vipin Nambiar
Print name of property owner or registered agent

Signature of property owner or registered agent

Date 9/24/24

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

Who on his/her oath certifies that the above statements are true and correct to his/her best knowledge. Subscribed and sworn to before me this 24th day of September, 2024

Charlotte Vivien Carr
My Commission Expires
4/22/2026
Notary ID
133721828

Charlotte V Carr
Notary Public for Dallas County, Texas

Commission expires on 4/22/2026

MEMORANDUM

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

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

Date: February 24, 2025



Subject: **Parking Study and Analysis for 1500 Dragon**

Introduction

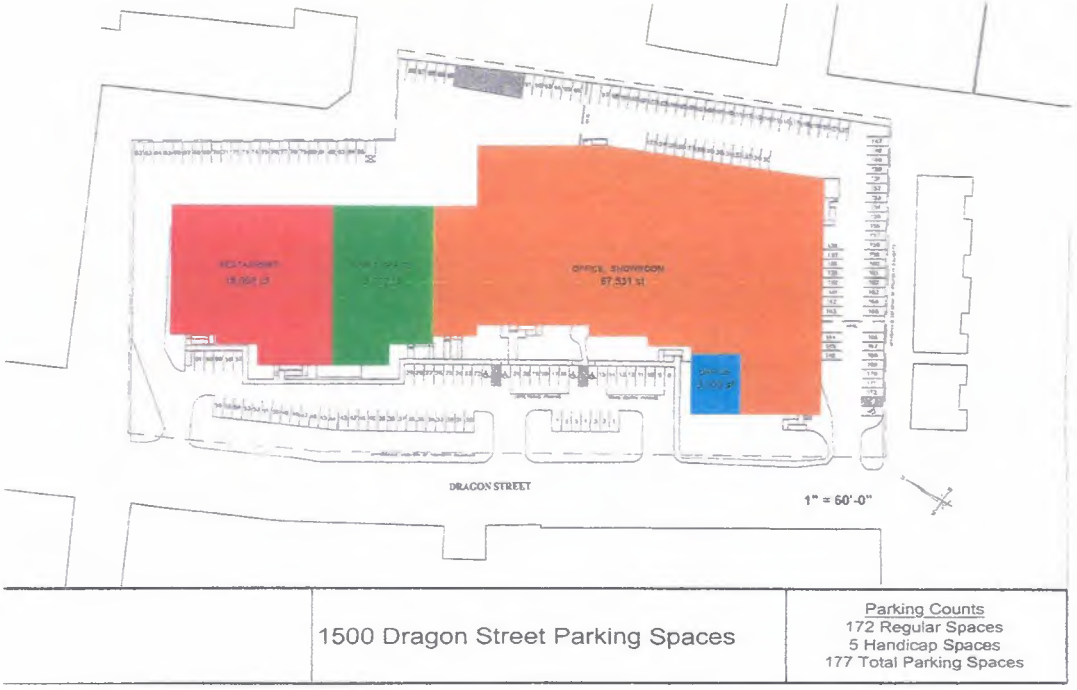
1500 Dragon is located on the easterly side of Dragon Street between Oak Lawn Avenue and Cole Street. The property is zoned PD 621, Subdistrict 1, and is in the area known as the Dallas Design District. HN Capital Partners owns 1500 Dragon along with fifteen other Design District properties. HN Capital intends to revitalize the 1500 Dragon site by re-purposing some of the existing building space to include Restaurant and Office use that will better utilize and balance the existing building and its existing parking. The introduction of some Restaurant and Office use is intended to be neighborhood friendly and hospitality centric for the Design District as a whole. The existing site consists of one large mostly rectangle shaped building with a total of approximately 100,000 square feet of single-story space and 177 available parking spaces. (See **EXHIBIT 1 – Site Plan**) The new owner would like to utilize the allowances provided within PD 621 to reduce the parking that would be required by Code to be more efficient and balanced with best uses for the site and current neighborhood transportation trends. Parking observations made at a similar site nearby on Market Center Blvd to the west in October of 2024 are presented below along with additional justifications for this parking reduction request as provided by the PD.

Proposed Uses and City of Dallas Code Requirements for Parking

The City of Dallas Development Code requires minimum parking associated with different land use types. PD 621 specifically allows "shared parking" to be considered as a percentage reduction of the required minimum parking for certain mixed uses. Note that the proposed use mix for this 1500 Dragon site would be the maximum planned space for utilization of Restaurant that may not actually all be transitioned or leased in the proposed manner but is meant to represent what would be the densest parking use mix. **The calculated maximum parking for the proposed mix of uses is 341 spaces per City Code** without the "Shared Parking Reduction". (See **EXHIBIT 2 – Proposed Use Parking Chart**) Note that the **existing parking layout of 177 spaces** is adequate for the morning and afternoon times of day per Code to accommodate the maximum proposed mix of uses when applying the "Shared Parking Reduction" table within PD 621.

BDA245-050

EXHIBIT 1 – Site Plan



This site plan shows the existing 177 parking spaces and the ultimate proposed uses for the existing building. The restaurant use will be primarily evening and valet parked and may incrementally expand up to the requested maximum of 18,000 square feet.

EXHIBIT 2 – Proposed Use Parking Chart

1500 DRAGON STREET						
Street No.	Street Name	Land Use	SQ FT	Parking Ratio	Required Parking	Total Parking Provided
1500	Dragon	Office/Showroom	72,700	1sp/1110 SF	66	
1500	Dragon	Office	3,000	1sp/358 SF	8	
1500	Dragon	Restaurant	18,000	1sp/105 SF	171	
1500	Dragon	Event Space	10,000	1sp/105 SF	95	
			103,700		**341**	**177**

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

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

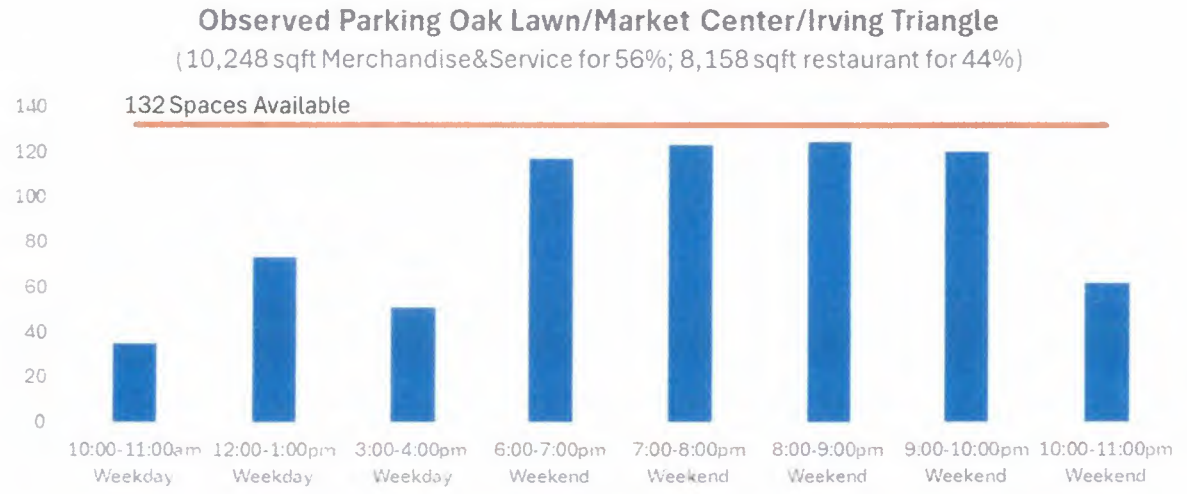
The creators of PD 621 utilized good foresight for the zoning regulations back in 2002 realizing that the old parking minimums required for certain defined uses are not "one-size fits all". (See **APPENDIX** Articles on Parking) PD 621 allows for the accommodation of denser urban living that is less "car-centric" and the consideration of alternative modes of transportation that help reduce the need for parking. Specifically, the PD allows for "a special exception of up to 50 percent of the required off-street parking" to help "right-size" parking for dense urban projects. **HN Capital would like to follow the PD 621 allowance language and request a reduction of 48% in parking requirements from the calculated requirement of 341 spaces to utilize the currently provided 177 spaces**. Local observed parking data and recent mobility trends support the request as detailed below. Also, HN Capital may seek out nearby properties to determine if remote valet agreements may be reached to provide overflow parking should it be needed. HN Captial also owns other nearby properties that could provide evening overflow parking should it be needed.

1212 Oak Lawn and 1617 Market Center Blvd (Pie Tap and Town Hearth) Observed Parking Data (Oak Lawn/Market Center/Irving Blvd Triangle)

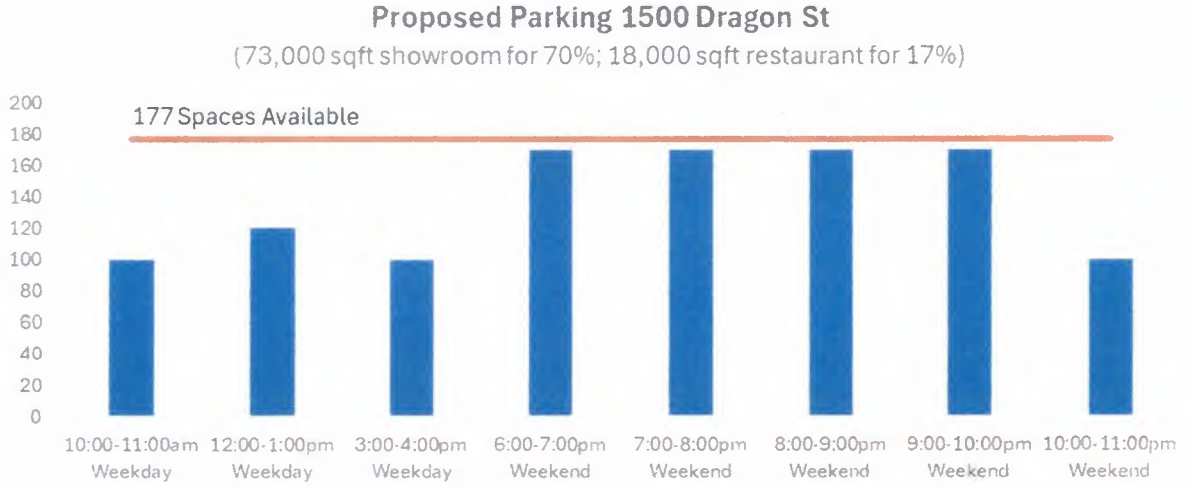
Exhibit 3, on the next page, illustrates observed parking during peak use times in October of 2024 for 1212 Oak Lawn and 1617 Market Center, a triangular shaped property, which has the Pie Tap and Town Hearth restaurants. The exhibit is annotated with comments about the observed parking data and what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

It is evident from the observed data that the adjacent Oak Lawn Triangle property is able to support two restaurants with its available parking and with the use of valet. It was observed while counting, and confirmed by the restaurant valet manager, that employee parking occupied a significant number of the available interior parking spaces (15% or more). It is recommended to consider more efficiently managing employee parking to provide more patron parking when needed. The Design District encourages a comprehensive neighborhood approach for all the property owners to work and cooperate together for mutual benefit. Note that adjacent properties with different owners have supported one another in parking reduction requests. (See **APPENDIX** mutual letters of support) This illustrates the synergistic goal of mutual benefit throughout the greater Design District. Granting this request would not adversely affect neighboring property since parking is already prohibited along the east side of Dragon St. There is also potential for "relief valve" parking available should the internal parking be exceeded by utilizing the surface parking lots on nearby properties. The proposed mix of uses for this existing site will be able to successfully accommodate parking demand for the higher percentage restaurant use without adversely impacting neighboring properties or the public streets. Utilizing valet service for the restaurant use helps ensure that parking needs are sufficiently and efficiently met.

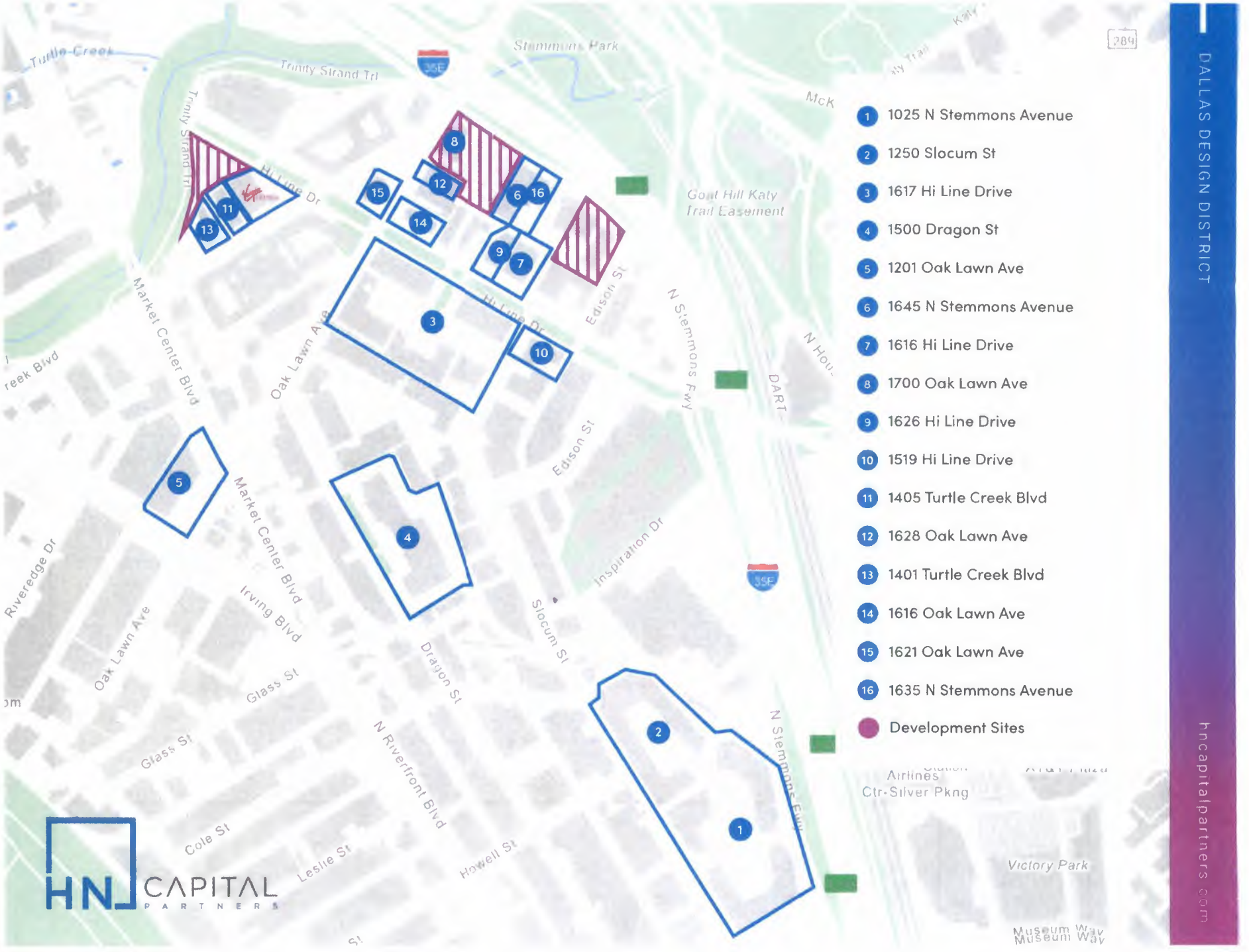
EXHIBIT 3 – 1201 Oak Lawn: OBSERVED PARKING NEXT DOOR AND PROPOSED PARKING



Note that the Oak Lawn Triangle property with two restaurants, Pie Tap and Town Hearth, makes it work with the 132 parking spaces available. The valet manager said if the parking spaces ever happen to temporarily fill up the restaurant has a "relief agreement" with the property to the south which helps keep the valet parking operation smooth and consistent.



The proposed mix of uses intends to fill the available parking during the weekend evening peaks for Restaurant use. There is adequate parking available to satisfy the City Code during mornings and afternoons for the Office and Showroom uses. The use of valet and alternative transportation modes can offset the evening restaurant peaks. Note that HN Capital will seek or provide on its own properties "relief valve" parking agreements that could be utilized for any overflow parking should it occur. As the owner of sixteen properties in the Design District, HN Capital is incentivized to balance and "right size" parking so that everyone benefits.


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
Turtle Creek
Trinity Strand Trl
Stemmons Park
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
Golf Hill Katy Trail Easement
Victory Park
Museum Way
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

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 St. 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 >

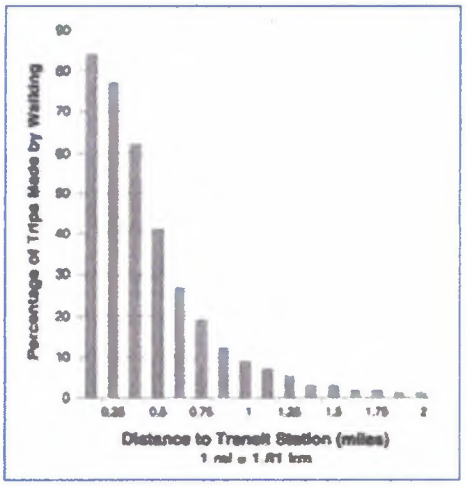
Chapter 4: Actions to Increase the Safety of Pedestrians Accessing Transit

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.

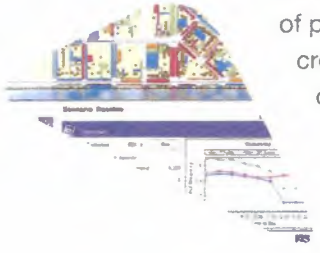


National parking requirement standards are based on outdated and under-represented data, which tend to skew wildly from the actual parking needs of a community. In my years as a parking consultant, I've very rarely completed a single downtown parking study where the peak observed parking demands consumed 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.

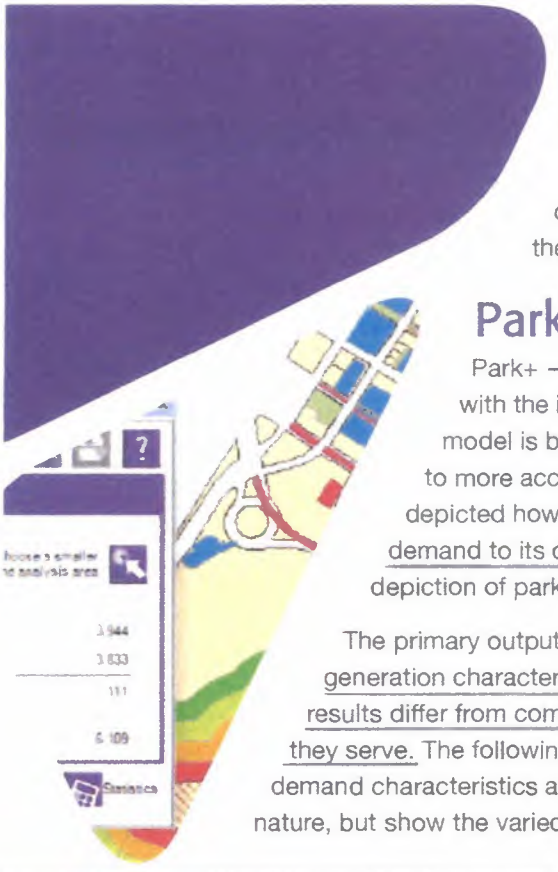
Too much parking tends to be an expensive endeavor. In today's world where more and more parking is found in consolidated structures, the cost to build a single space can range from $8,000 to $40,000, or more. This price is astronomical and is a primary contributing reason that rents are increasing and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



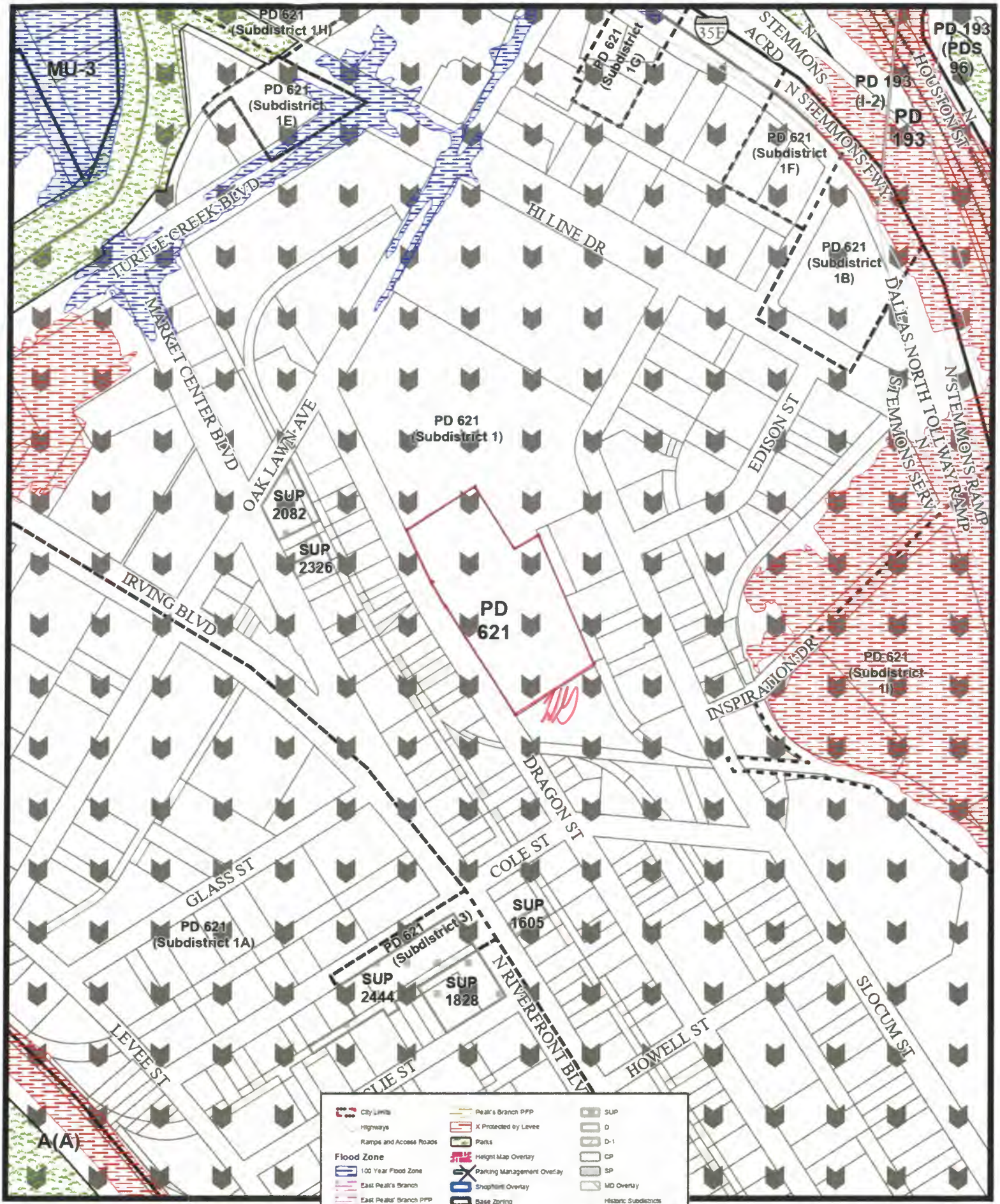
It's very exciting to see the results coming out of King County. They spent a tremendous amount of time and effort to collect viable data and determine how their community works. The project was well funded by the Federal Highway Administration and led by a brilliant young planner[2] whose mission is 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.



1:4,800

Case ID: BDA245-050

Printed: 8/9/2024

SHIPPED DATE 7 15 96 RECEIVED DATE 07 19 96

CITY OF DALLAS PLAT BOOKS

ANNEXED _____ ORD. NO. _____

SURVEY Mc KINNEY & WILLIAMS ABST. 1052

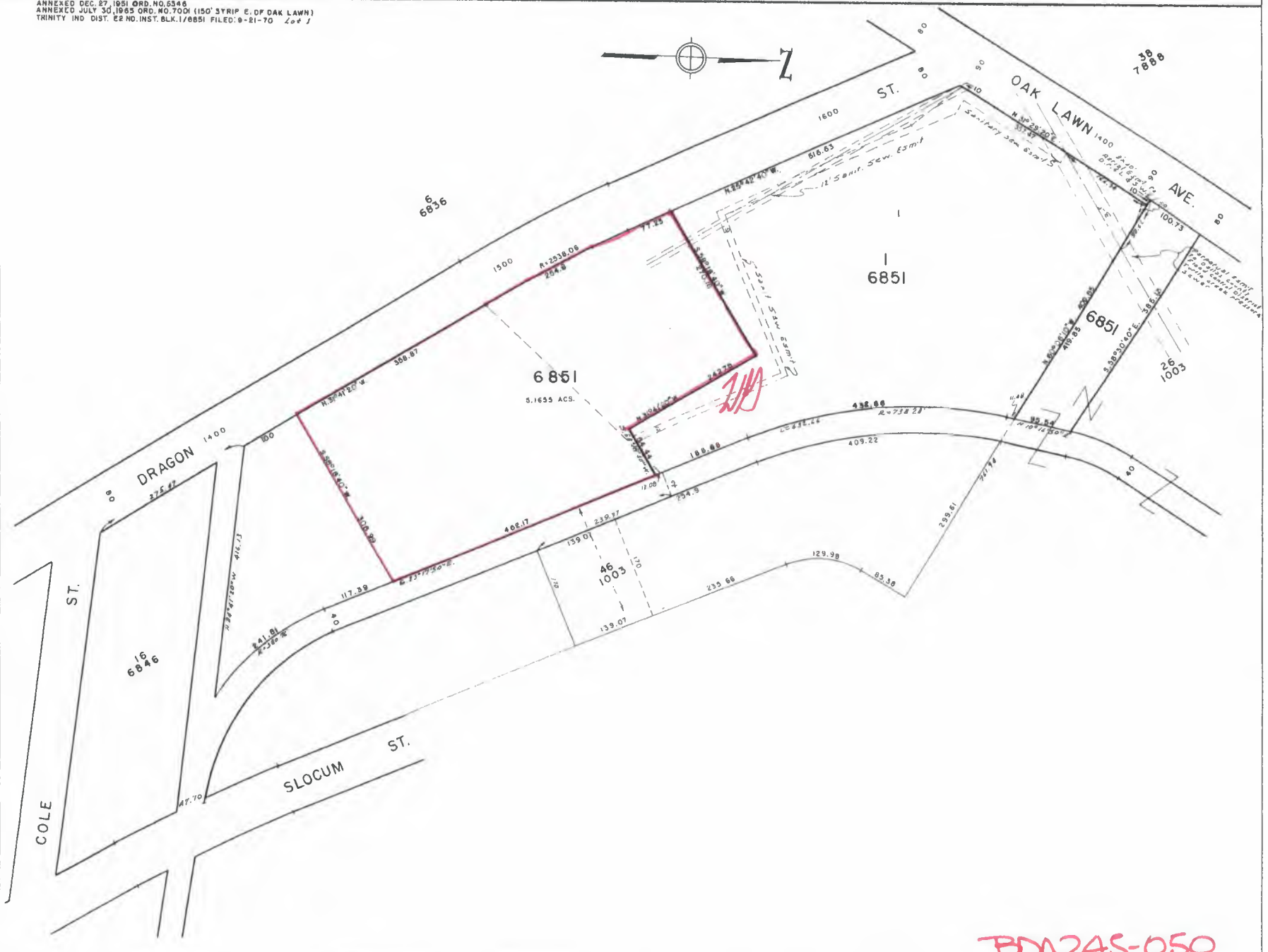
ADDITION

SCALE 100 FT. EQUALS 1 INCH PHA 6-3-87

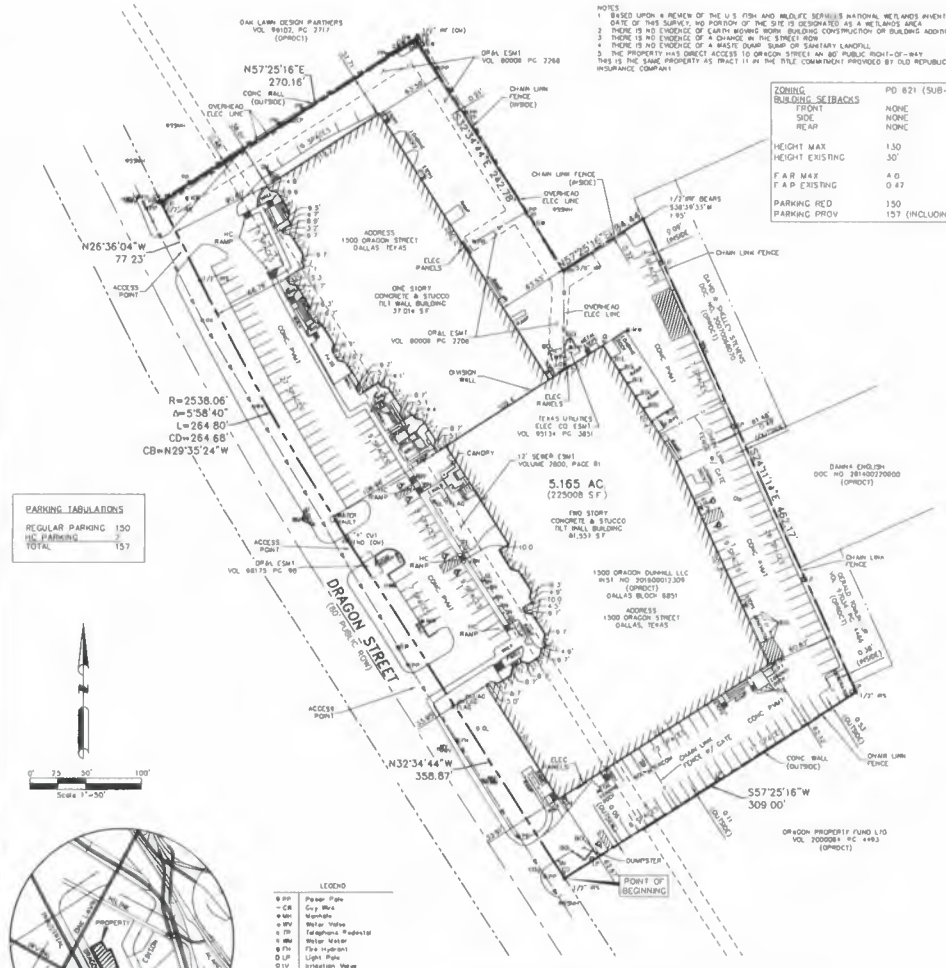
BLOCKS 6851 - 6851

SCHOOL DISTRICT DALLAS

ANNEXED DEC. 27, 1951 ORD. NO. 6346
ANNEXED JULY 30, 1965 ORD. NO. 7001 (150' STRIP E. OF OAK LAWN)
TRINITY IND. DIST. #2 NO. INST. BLK. 1/6851 FILED: 9-21-70 Lot 1



BDA245-050



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 (TRACT 1) IN THE TITLE COMMITMENT PROVIDED BY OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY.

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

LOCATION MAP

LEGEND	
⊕ PP	Power Pole
▪ CR	Guy Wire
⊕ 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

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 Dunnill 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 (OPRDCT), said iron rod also being in the easterly right-of-way line of Dragon Street (an 80 foot right-of-way);

THENCE along the easterly right of way line of Dragon 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 (OPRDCT);

THENCE departing the easterly right of way line of Dragon 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 easterly line of a tract of land as described in a deed to David A. Shelby, Stevens and recorded in Document No. 20070308870 (OPRDCT);

THENCE departing the southerly line of said Oak Lawn Design Partners tract and along the easterly 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 4999 (OPRDCT); 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 easterly 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# 1002-180510-RTT
Effective date: November 2, 2018

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 Trammel Crow Company to Dallas Power and Light Company, filed September 04, 1998, recorded in Volume 98175, Page 98, Deed Records, Dallas County, Texas. (SHOWN)

ccc. Easement executed by Trammel 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 2708, Deed Records, Dallas County, Texas. (SHOWN)

ddd. Easement and Right of Way executed by Bank of America, N.A. and S.W. 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)

eee. Lease as evidenced by Memorandum of Lease, executed by 1320 Dragon 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)

fff. 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)

ggg. 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)

hhh. Terms, conditions of designated groundwater as evidenced by Ordinance No. 26895, dated June 27, 2007, filed July 24, 2007, recorded under Clerk's File No. 20070284748, Official Public Records, Dallas County, Texas. (DOES NOT AFFECT)

iii. Lease as evidenced by Subordination, Non-Disturbance and Attornment Agreement, filed April 16, 2019, recorded under Clerk's File No. 20190018813, Official Public Records, Dallas County, Texas. (AFFECTS)

SURVEYOR'S CERTIFICATION

To: Paragon Chase Bank, National Association, together with its successors and assigns
OD Dunnill 2017, LLC
DE Design Borrower 2017, LLC
1300 Dragon Dunnill, 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 was made on the ground this 30th day of August, 2018 (updated on the 29th day of November, 2018) 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.

R. 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
R. 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
TBPE #F-10900 TBPLS #10157700
1111 SOUTH MAIN ST., SUITE 123 GRAPEVINE
TEXAS 76051 (972) 393-9800
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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	12-7-18	1"=50'	1 / 1

524

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

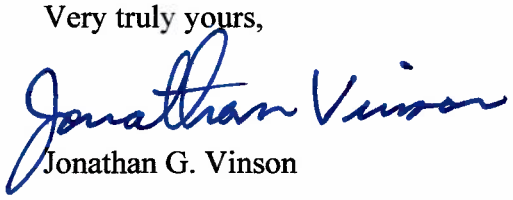
in place for 50 years or more, the requested reduction is completely reasonable and justifiable, and realistically aligns with project actual parking demand.

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. <u>Conclusion</u>. 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.

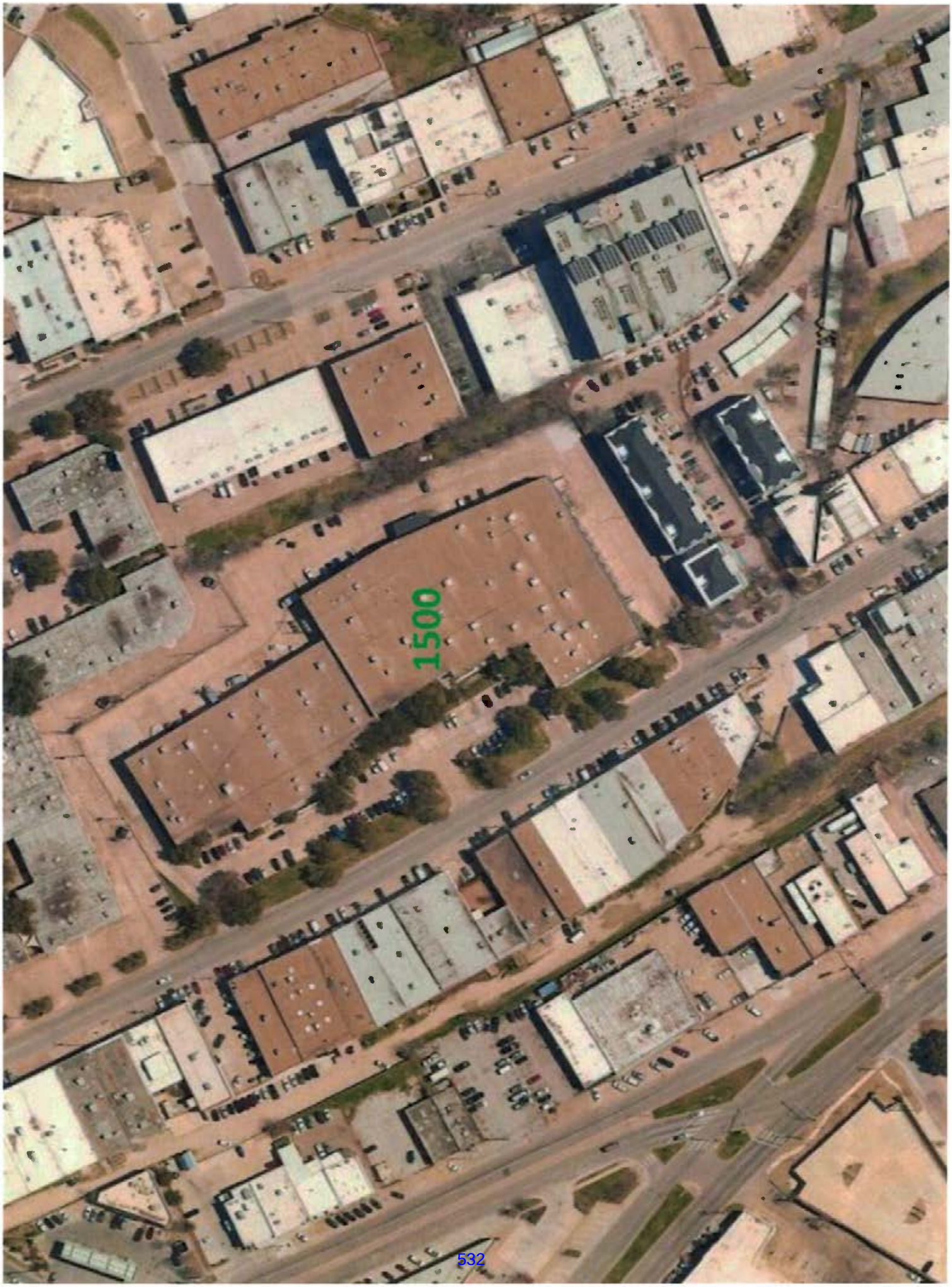
Very truly yours,



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**

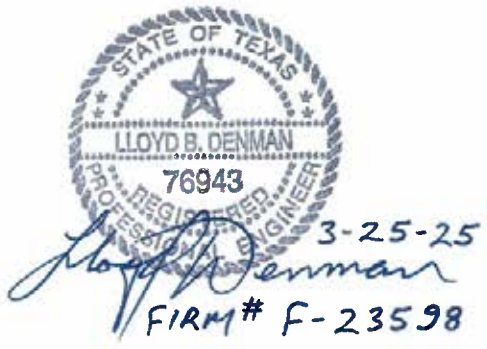
Therefore, 300 is the parking requirement for 1500 Dragon

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**

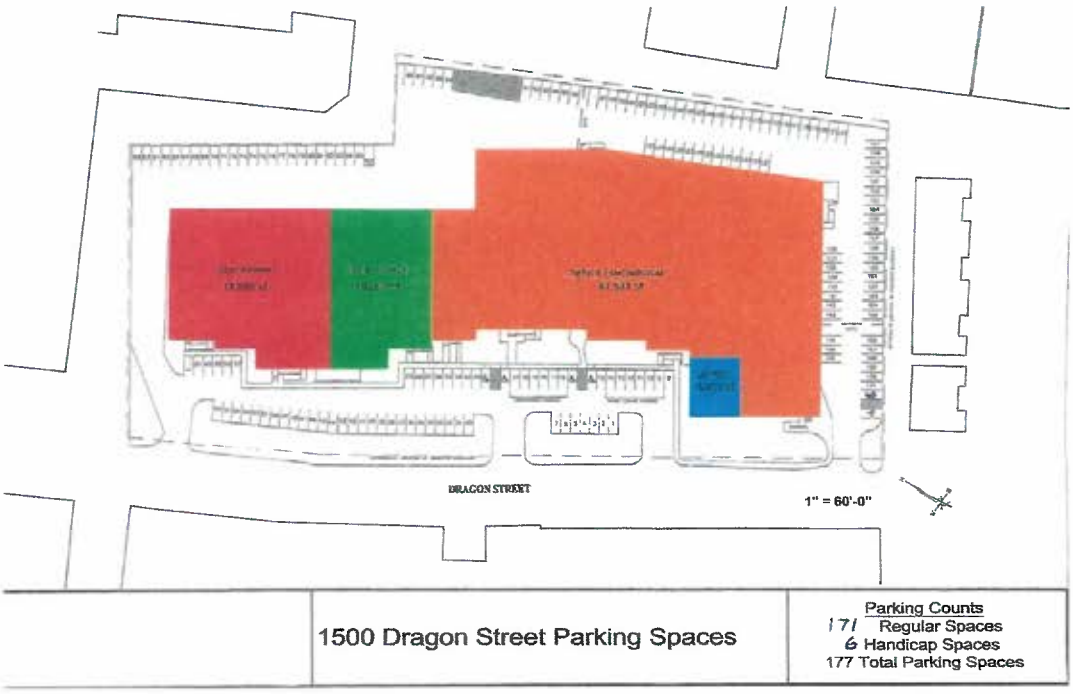
Introduction

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

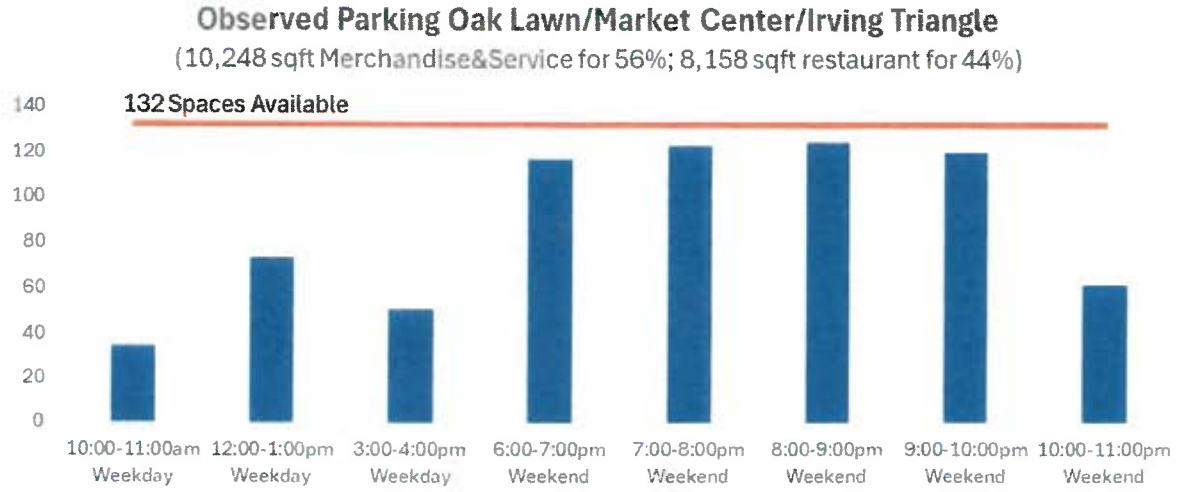
The creators of PD 621 utilized good foresight for the zoning regulations back in 2002 realizing that the old parking minimums required for certain defined uses are not "one-size fits all". (See **APPENDIX** Articles on Parking) PD 621 allows for the accommodation of denser urban living that is less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

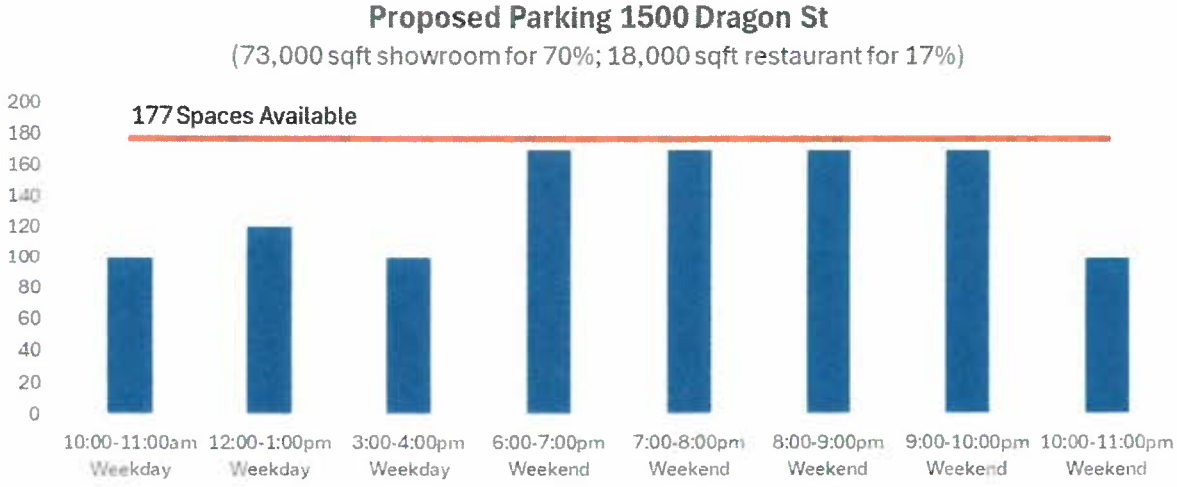
Exhibit 3, on the next page, illustrates observed parking during peak use times in October of 2024 for 1212 Oak Lawn and 1617 Market Center, a triangular shaped property, which has the Pie Tap and Town Hearth restaurants. The exhibit is annotated with comments about the observed parking data and what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

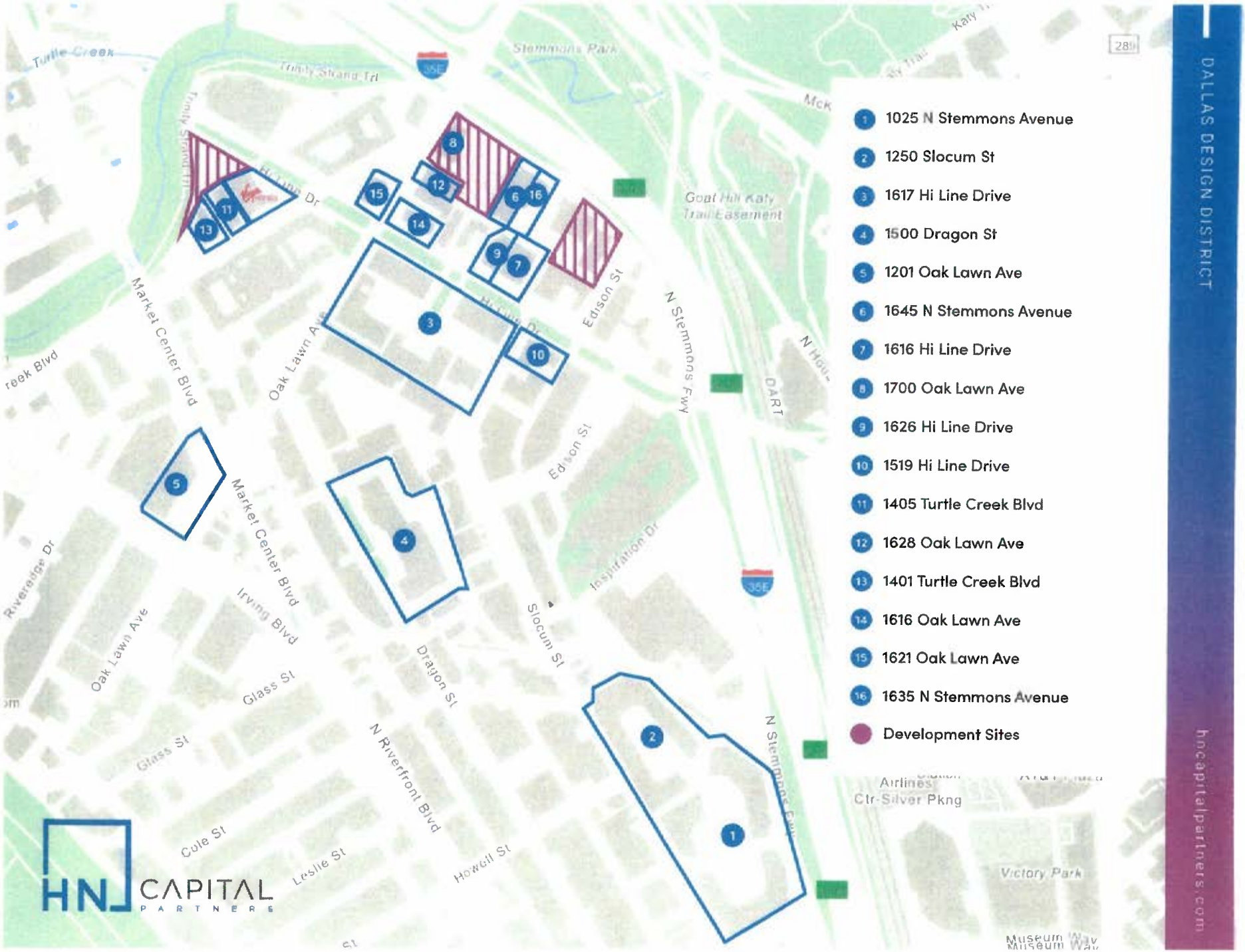
The parking reduction request is also supported by a walkability analysis of nearby residential units and current urban trend uses of alternative modes of transportation like walking, bicycling, and Uber/Alto. (See **APPENDIX** Walkability Study.) Note that the City of Dallas is currently considering 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
Turtle Creek
Stemmons Park
Goat Hill Katy Trail Easement
Market Center Blvd
Oak Lawn Ave
Edison St
N Stemmons Fwy
DART
Riverside Dr
Irving Blvd
Glass St
Dragon St
Slocum St
Inspiration Dr
N Riverfront Blvd
Cole St
Leslie St
Howell St
Victory Park
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

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

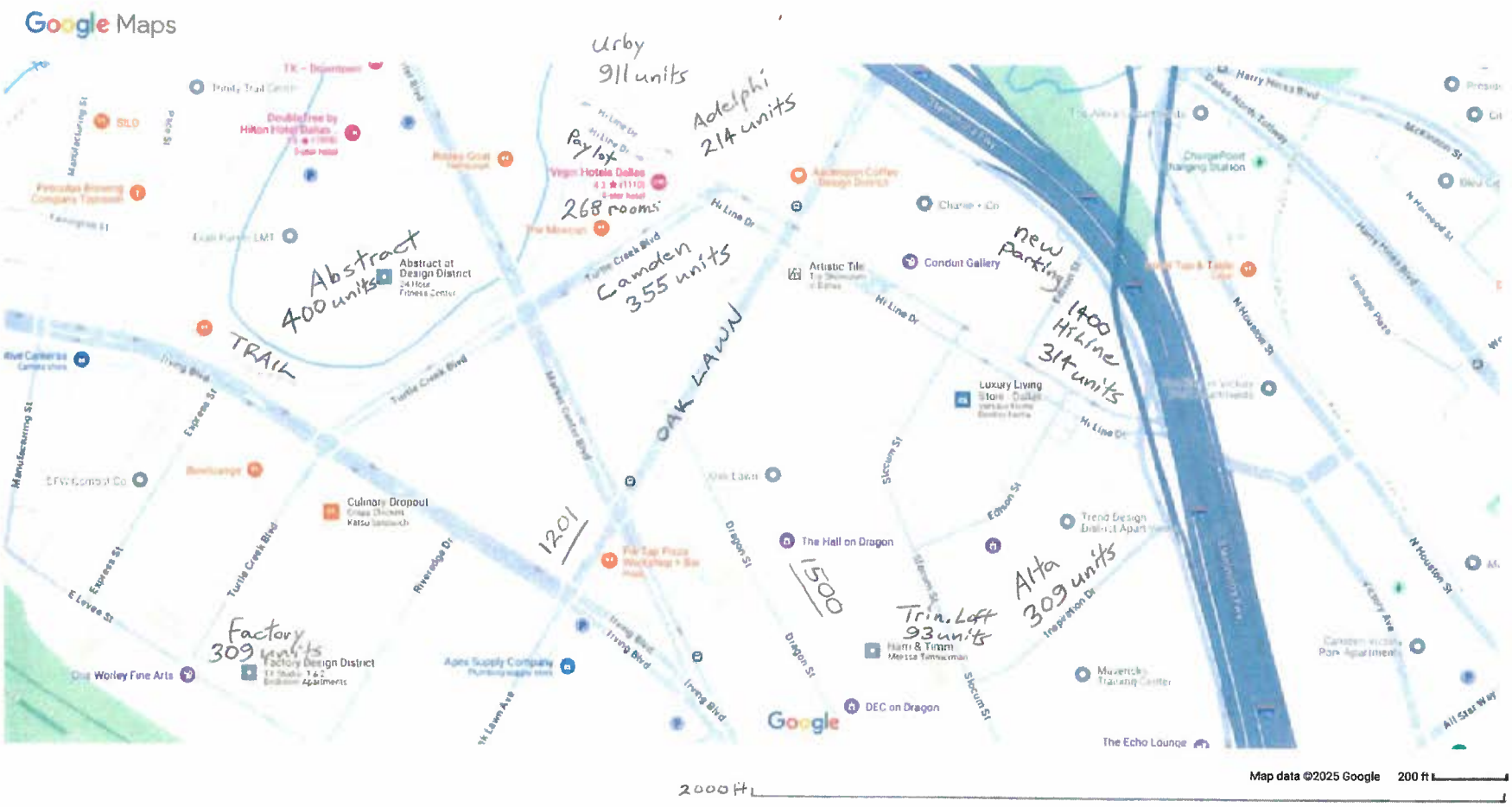
cc: Dr. Kameka Miller-Hoskins
Jennifer Hiromoto
Vipin Nambiar
Adam Hammack
Suzan Kedron

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 >

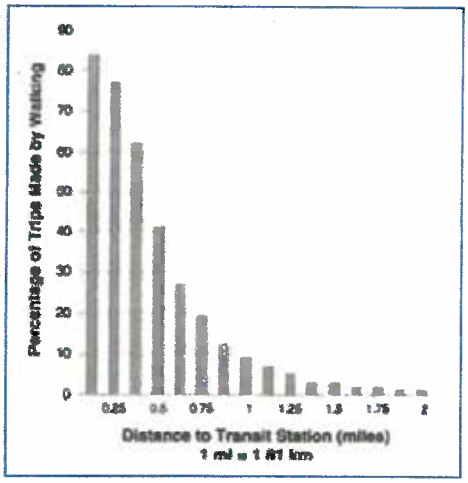
Chapter 4: Actions to Increase the Safety of Pedestrians Accessing Transit

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.

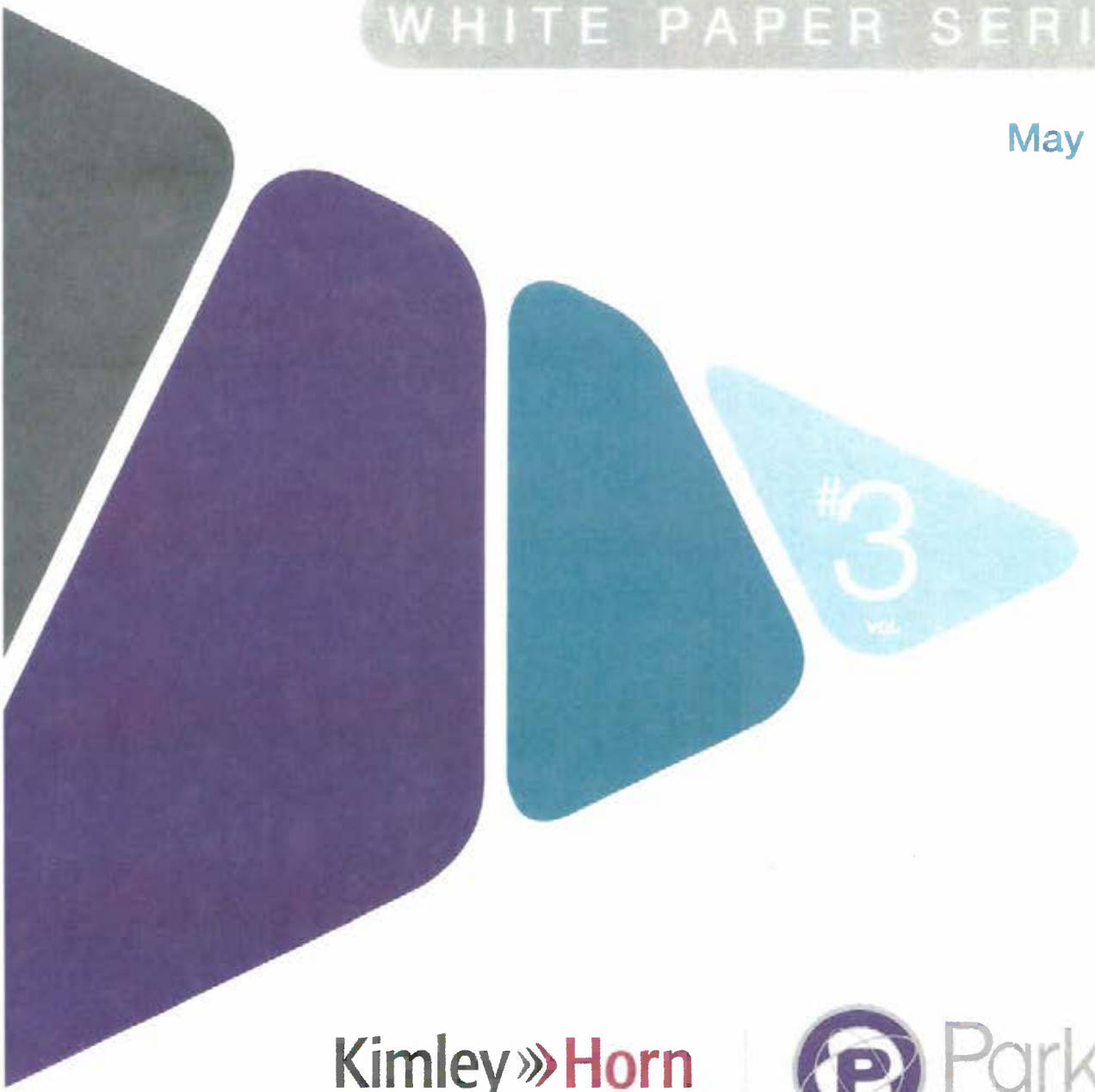
Finally, in **West Hartford, CT**, the zoning code provides an alternative method of meeting parking requirements. So long as the applicant seeking to enter into a shared parking agreement can prove the lot would be convenient for all parties and would not cause traffic congestion, it can get approved.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

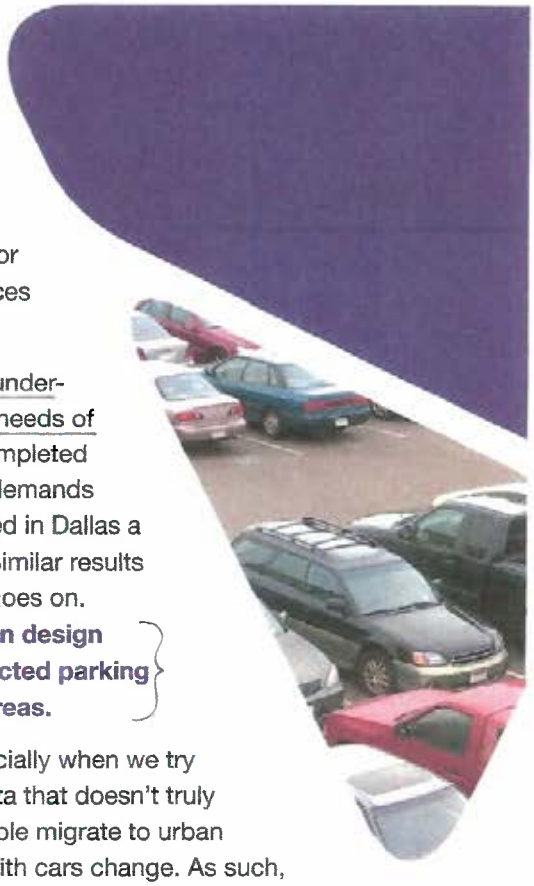


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Introduction

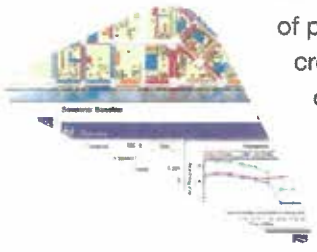


For the longest time, our industry's approach to defining "How much parking?" has been relegated to the use of national parking requirement standards, either from the Institute of Transportation Engineers (ITE), Urban Land Institute (ULI), or local code requirements. Anyone who has read the workings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

National parking requirement standards are based on outdated and 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.

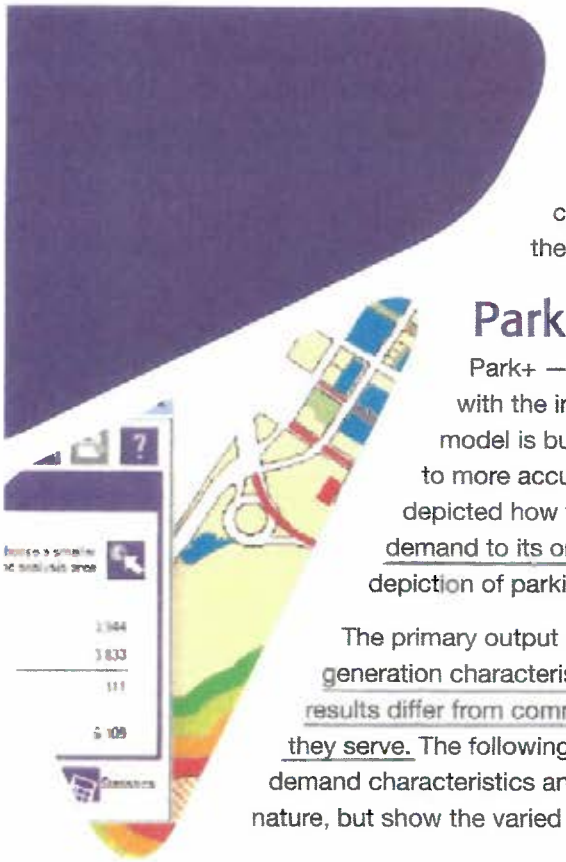
Too much parking tends to be an expensive endeavor. In today's world where more and more parking is found in consolidated structures, the cost to build a single space can range from $8,000 to $40,000, or more. This price is astronomical and is a primary contributing reason that rents are increasing and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

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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		

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**

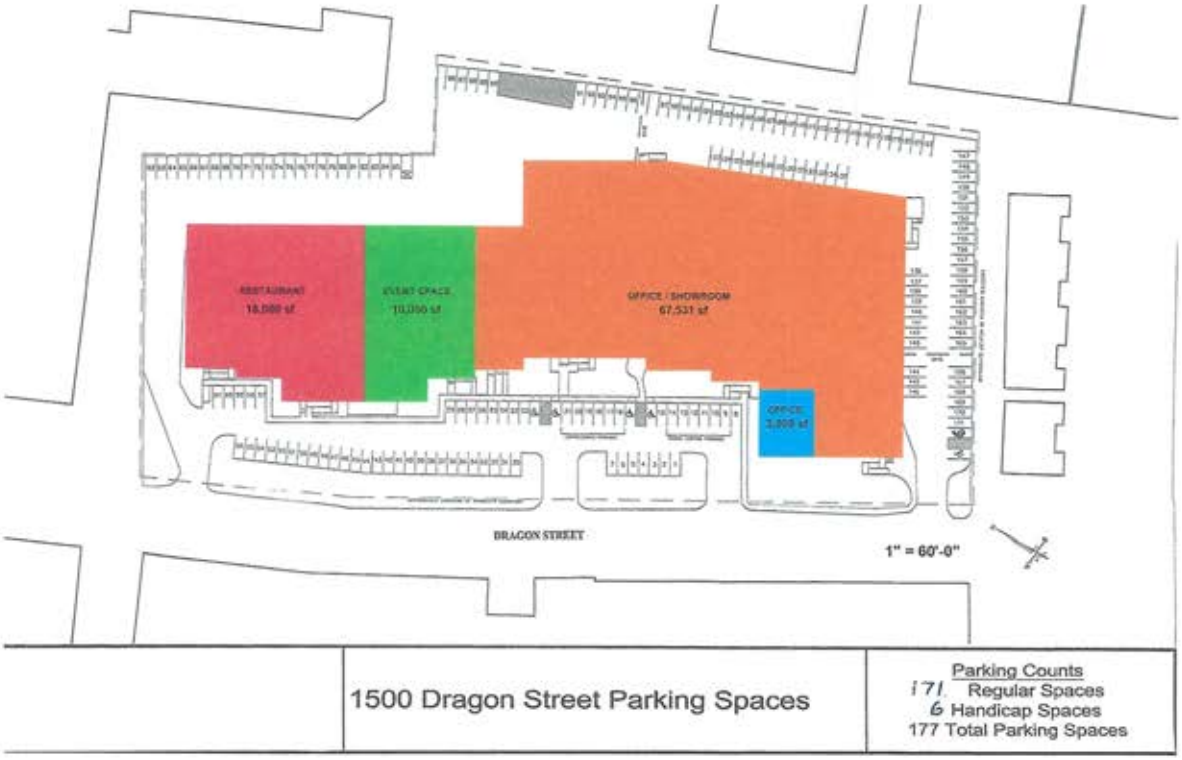
Introduction

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

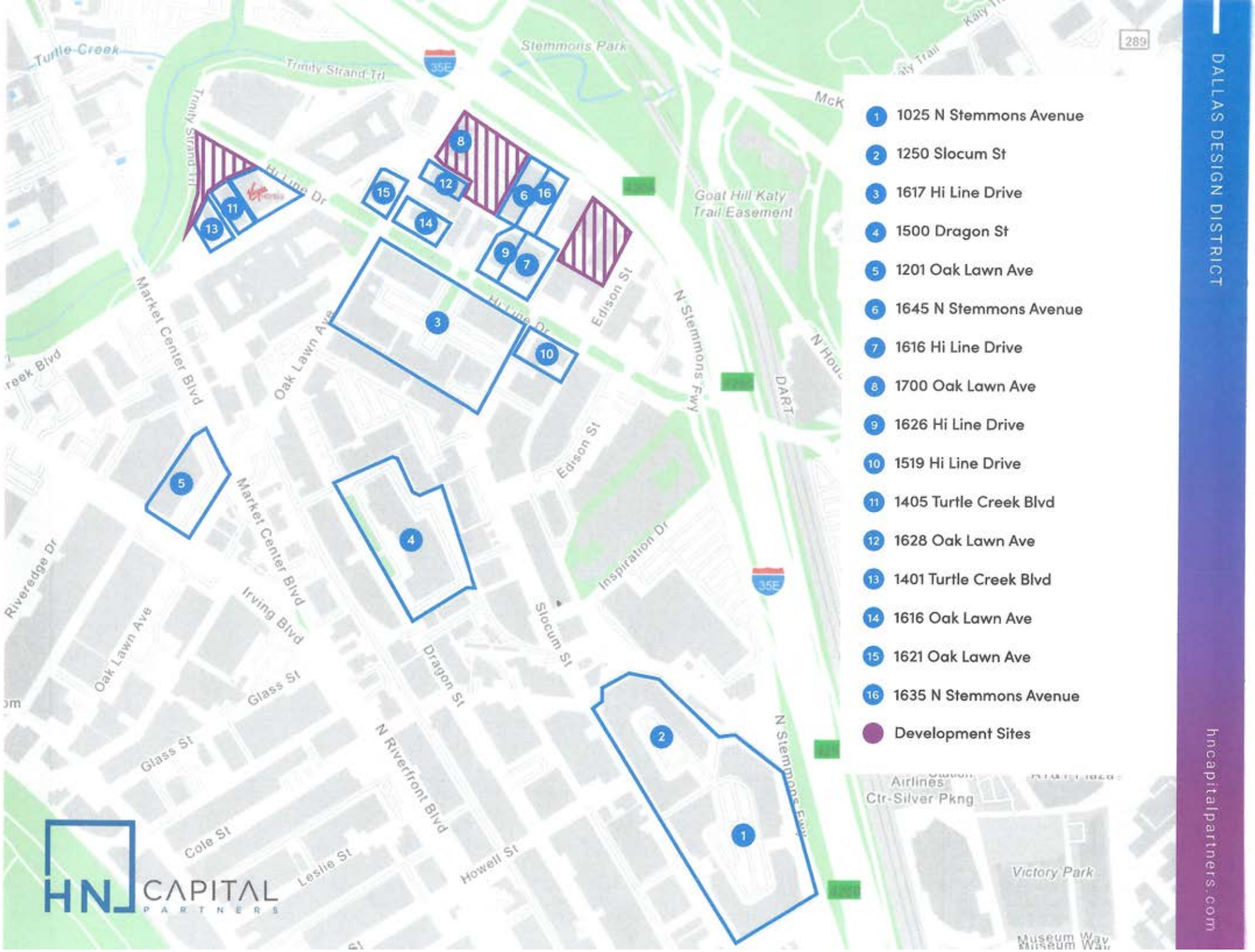
The parking reduction request is also supported by a walkability analysis of nearby residential units and current urban trend uses of alternative modes of transportation like walking, bicycling, and Uber/Alto. (See **APPENDIX** Walkability Study.) Note that the City of Dallas is currently considering 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
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
Airlines Ctr-Silver Pkng
Victory Park
Museum Way
289
35E
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

704.423.1660 | 2151 Hawkins Street, Suite 1100| Charlotte, NC 28203
asanapartners.com

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

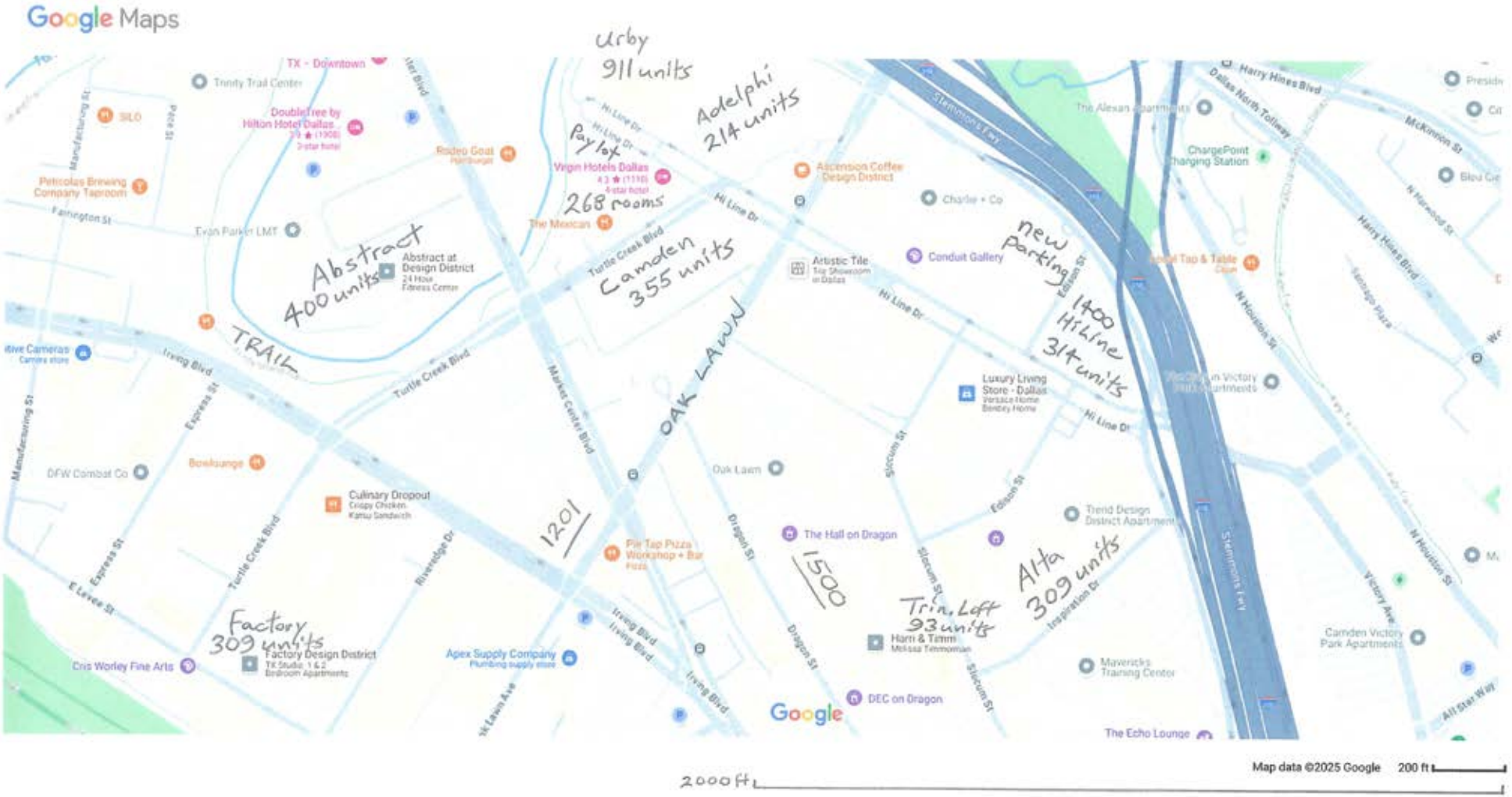
cc: Dr. Kameka Miller-Hoskins
Jennifer Hiromoto
Vipin Nambiar
Adam Hammack
Suzan Kedron

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 >

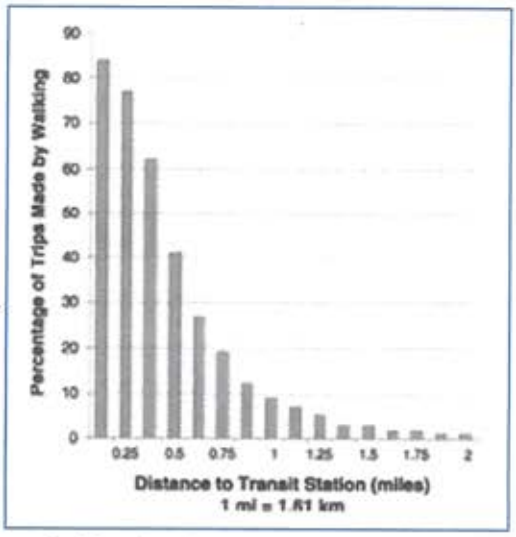
Chapter 4: Actions to Increase the Safety of Pedestrians Accessing Transit

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.

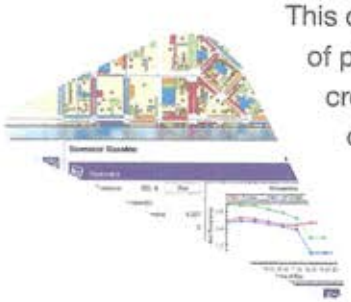


National parking requirement standards are based on outdated and under-represented data, which tend to skew wildly from the actual parking needs of a community. In my years as a parking consultant, I've very rarely completed a single downtown parking study where the peak observed parking demands consumed 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.

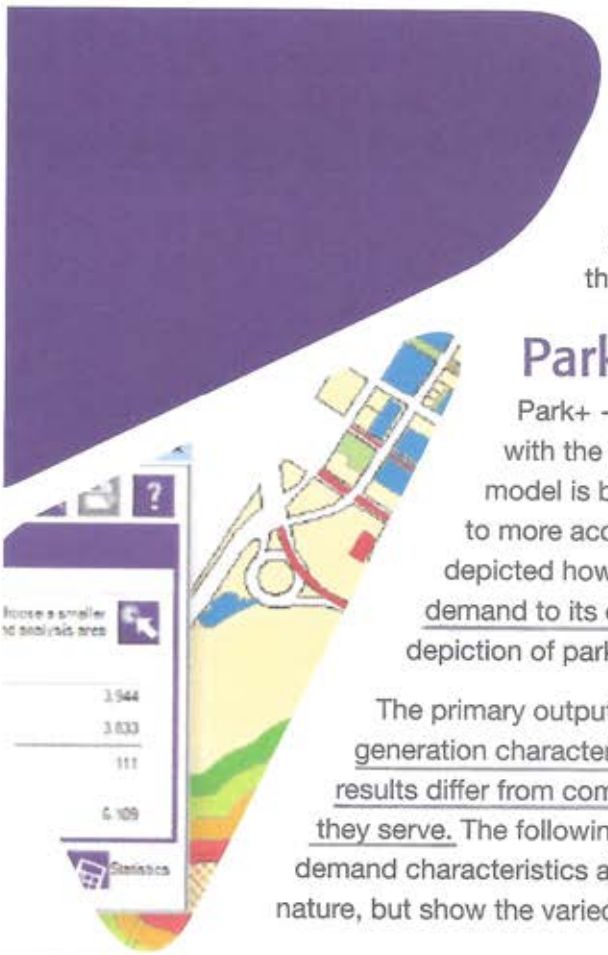
Too much parking tends to be an expensive endeavor. In today's world where more and more parking is found in consolidated structures, the cost to build a single space can range from $8,000 to $40,000, or more. This price is astronomical and is a primary contributing reason that rents are increasing and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

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.

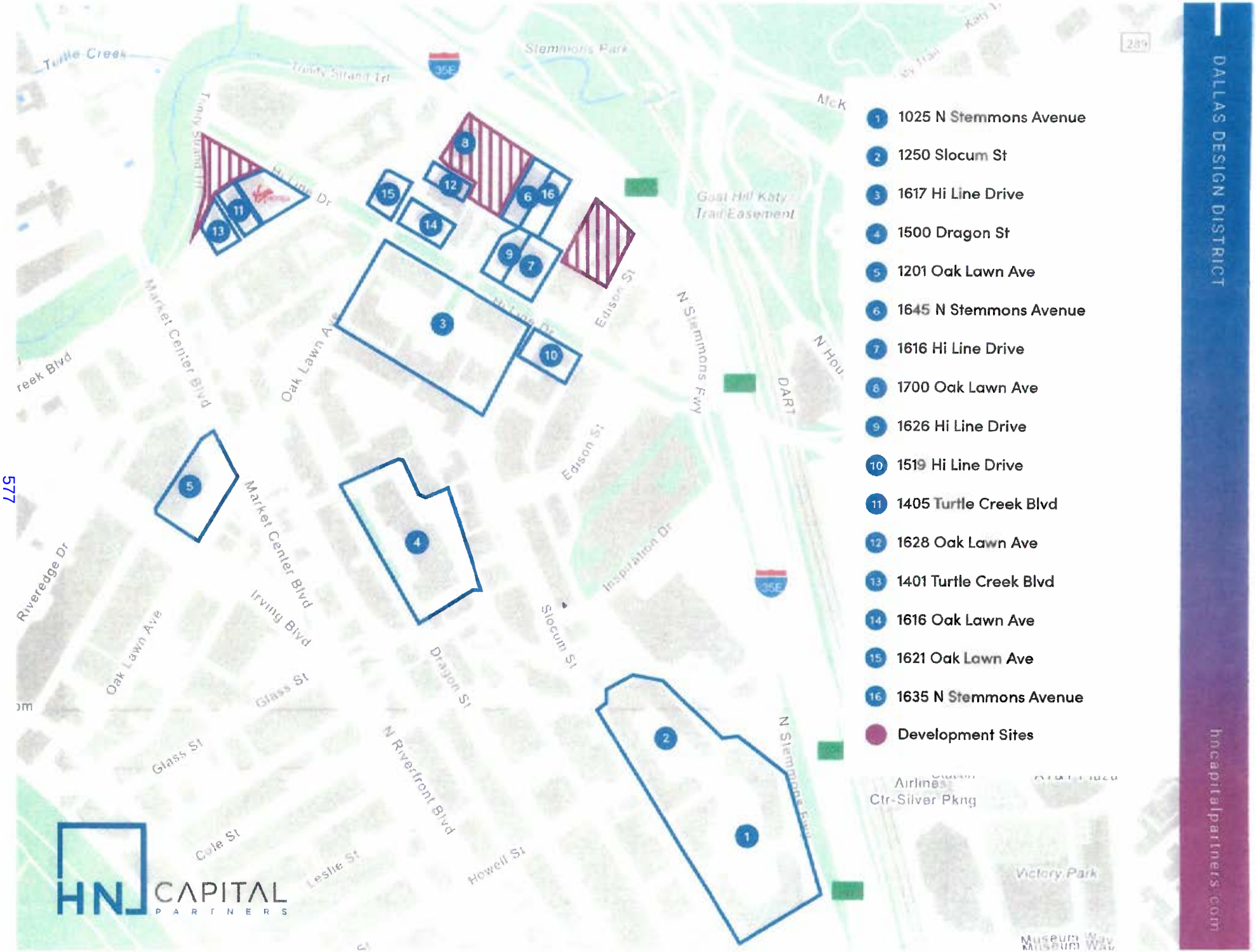
Since these requests clearly meets the Development Code and P.D. 621 standards for approval, we will respectfully be asking that you *approve* our request. We look forward to appearing before you and answering any questions you might have, and we appreciate your time and consideration

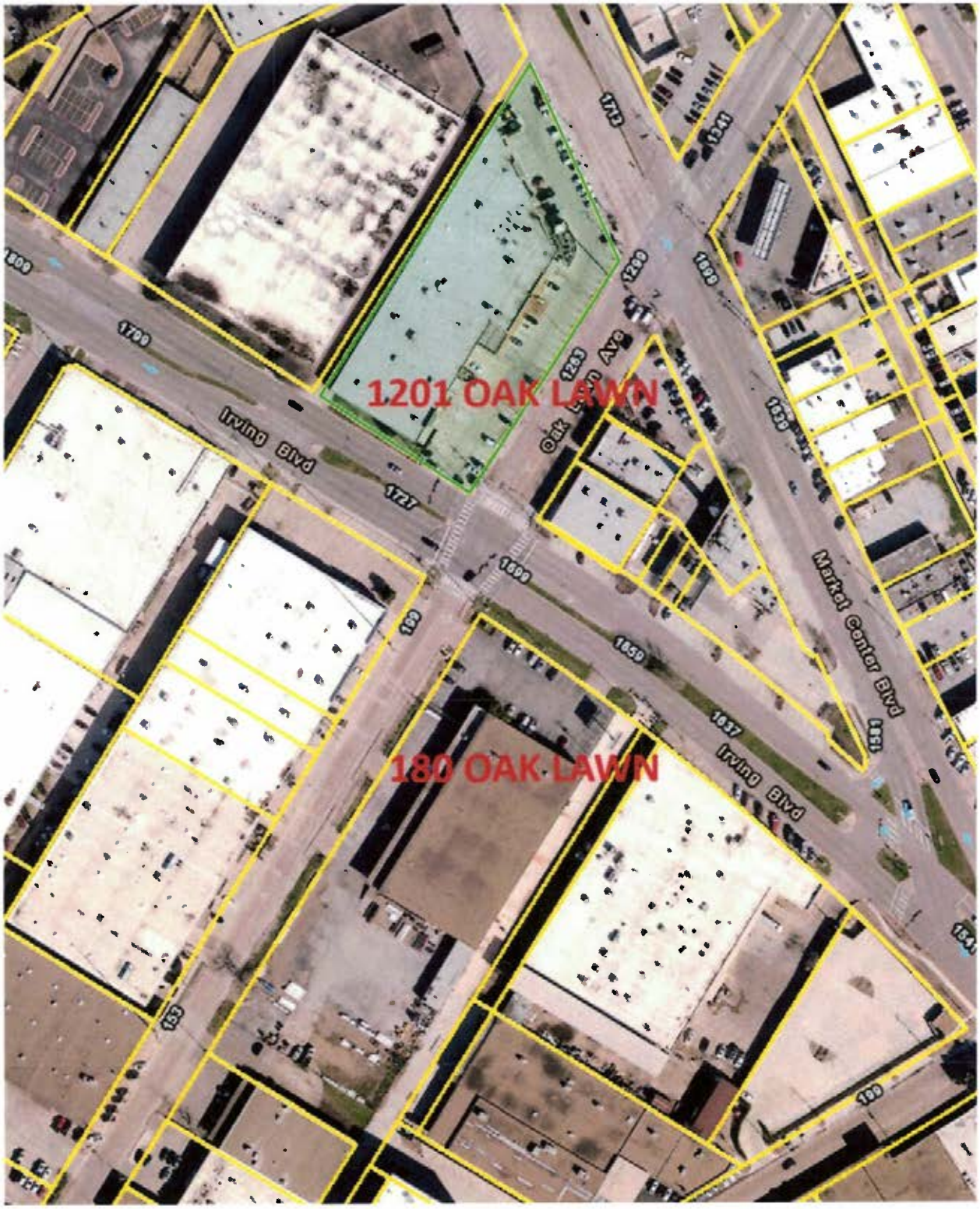
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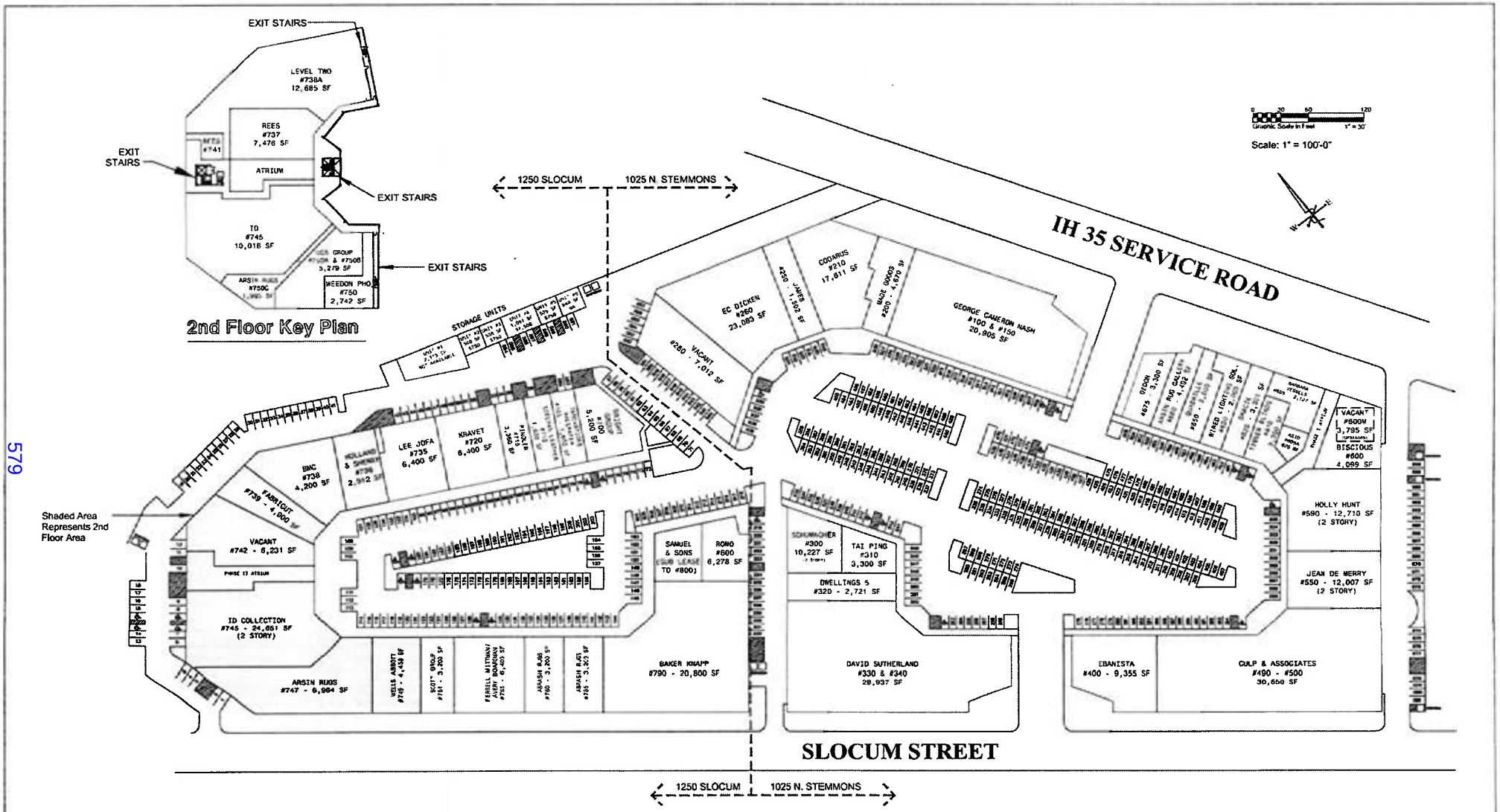
Very truly yours,

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
Turtle Creek
Stemmons Park
Trinity Strand Trl
Hi Line Dr
Goat Hill Katy Trail Easement
Market Center Blvd
Oak Lawn Ave
Edison St
N Stemmons Fwy
DART
Inspiration Dr
Riveredge Dr
Irving Blvd
Slocum St
Dragon St
Glass St
N Riverfront Blvd
Cole St
Leslie St
Howell St
Airlines Ctr-Silver Pkng
Victory Park
Museum Way


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



579

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