



Development Services

"TOGETHER WE ARE BUILDING A SAFE AND UNITED DALLAS"

APPLICATION/APEAL TO THE BOARD OF ADJUSTMENT

Case No.: BDA

245-047

Date:

FOR OFFICE USE ONLY

RECEIVED

FEB 25 REC'D

Data Relative to Subject Property:

Location address: 1626 Hi Line Drive

Zoning District:

PD 621 Subdistrict 1

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

& pt Lots 11 & 14

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

To the Honorable Board of Adjustment:

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

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

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

E-mail Address: jvinson@jw.com

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

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

E-mail Address: jvinson@jw.com

Affirm that an appeal has been made for a Variance or Special Exception 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

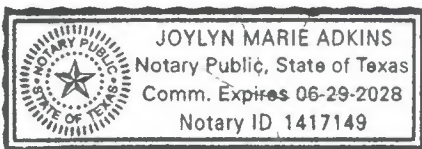
Respectfully submitted:

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





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)

- Variance (specify below)
- Special Exception (specify below)

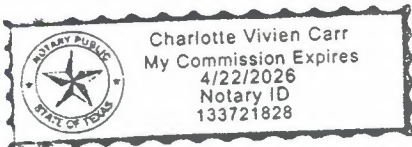
Other Appeal (specify below)
 Specify: This application requests a Special Exception for a 50% reduction in the off-street parking requirements for various uses on the property; that is, to provide 17 parking spaces of the required 34 parking spaces based on office/showroom and restaurant uses. In accordance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

Vipin Nambiar Print name of property owner or registered agent
[Signature] Signature of property owner or registered agent
 agent Date 9/24/24

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

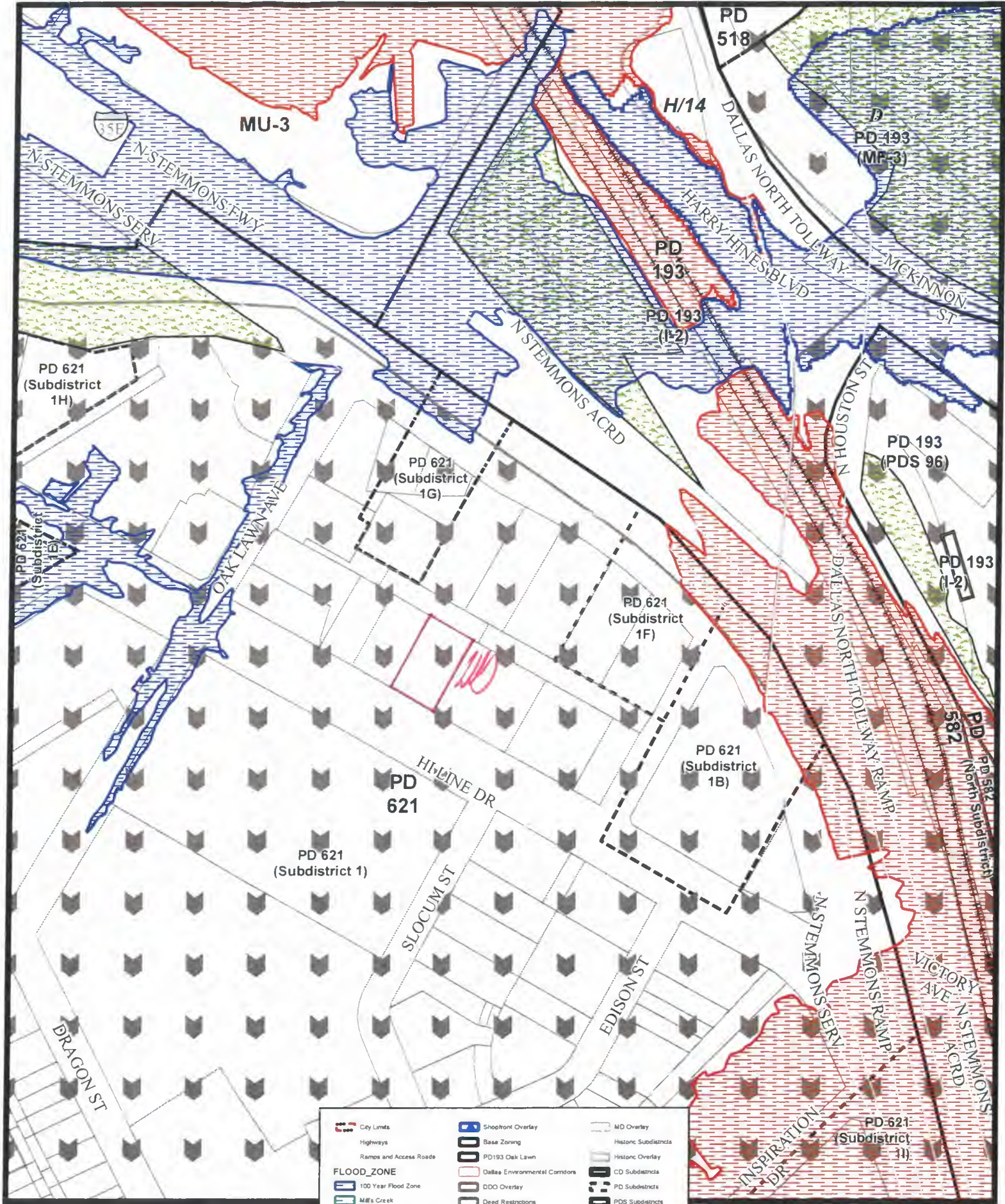
Who on his/her oath certifies that the above statements are true and correct to his/her best

knowledge. Subscribed and sworn to before me this 24th day of September, 2024



Charlotte V Carr
Notary Public for Dallas County,
Texas

Commission expires on 4/22/2026



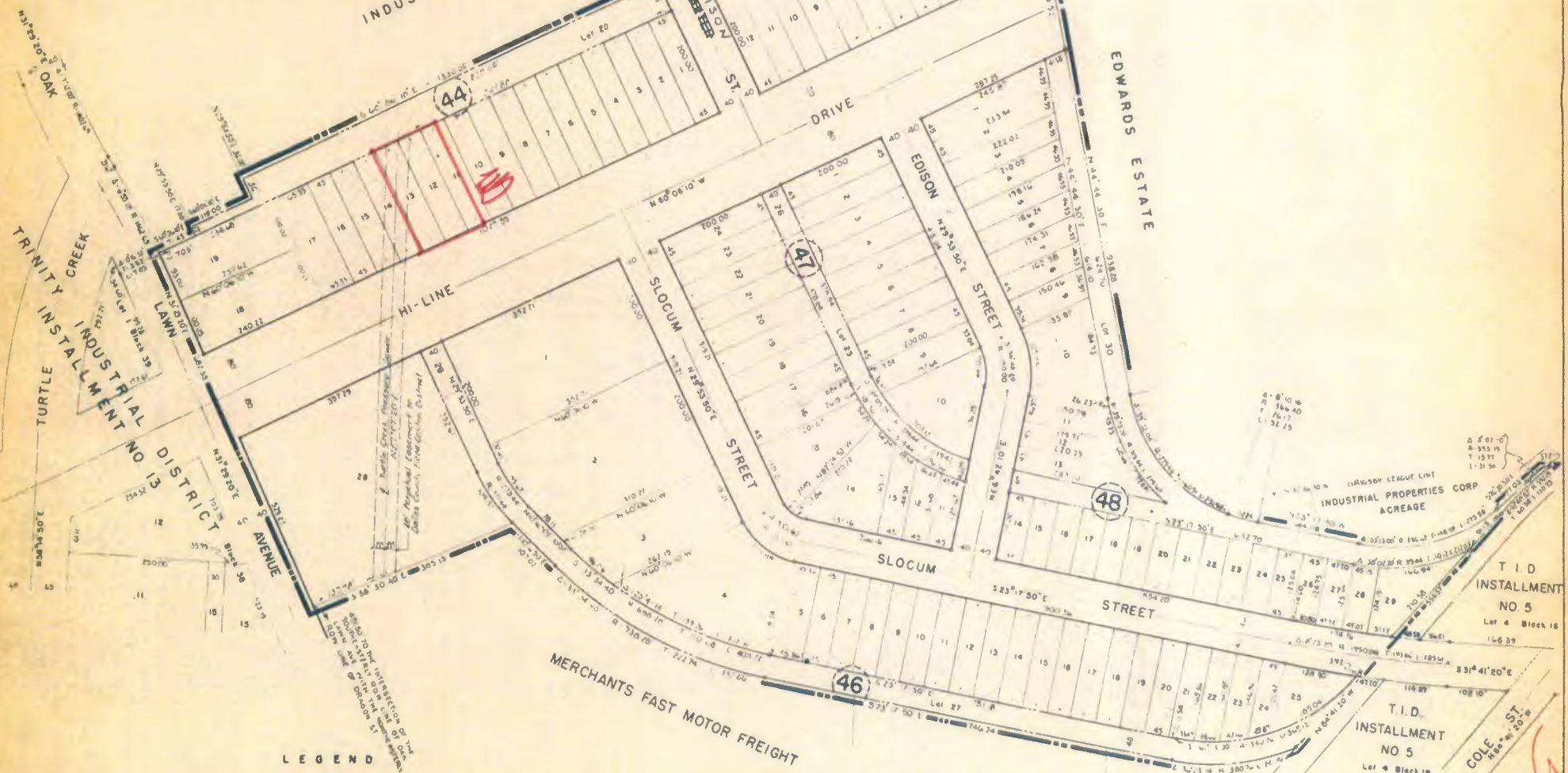
1:3,600

	City Limits		Shopfront Overlay		MD Overlay
	Highways		Base Zoning		Historic Subdistricts
	Ramps and Access Road		PD193 Oak Lawn		Historic Overlay
	100 Year Flood Zone		Dallas Environmental Corridors		CD Subdistricts
	Mif's Creek		DDO Overlay		PD Subdistricts
	Peak's Branch		Deed Restrictions		PDS Subdistricts
	X PROTECTED BY LEVEE		SUP		NSO Subdistricts
	Paris		D		NSO_Overlay
	Height Map Overlay		D-1		Escarpment Overlay
	Parking Management Overlay		CP		
			SP		

Case ID: **DDA245-047**
 Printed: 8/9/2024

CHICAGO, ROCK ISLAND AND PACIFIC RAILROAD

INDUSTRIAL PROPERTIES CORPORATION
ACREAGE



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

S H LYNCH REALTY CO

L.H. RUBIN
INDUSTRIAL PROPERTIES CORPORATION

**TRINITY INDUSTRIAL DISTRICT
INSTALLMENT NO. 15**

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

FILED 11 - 24 - 54
VOL. 24 - 226

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

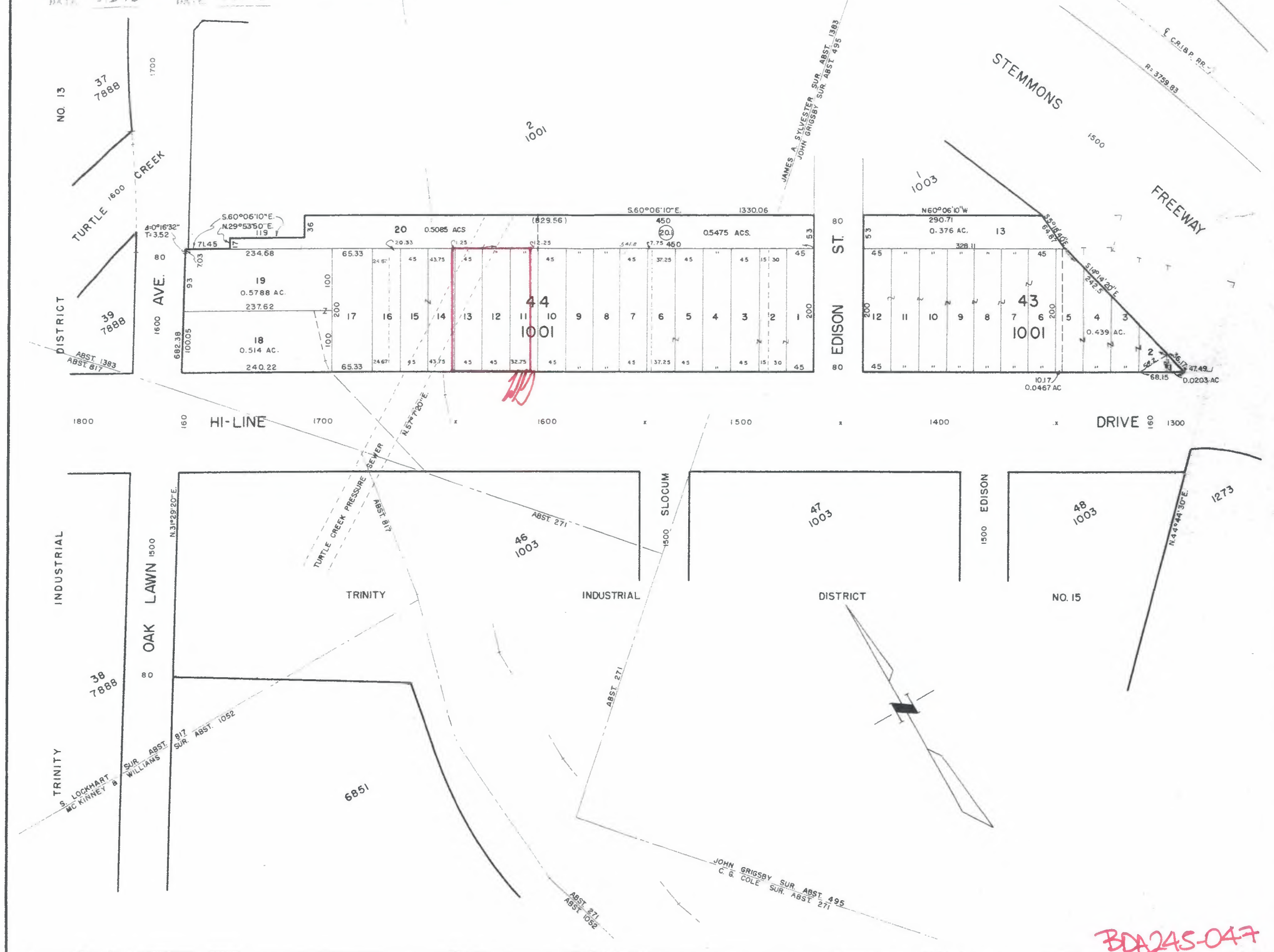
CITY OF DALLAS PLAT BOOKS
 ADDITION TRINITY INDUSTRIAL DISTRICT NO. 15 (PART)

BLOCKS 43 & 44
 1001
 DALLAS

SCALE 100 FT. EQUALS 1 INCH PHA 6-3-87

Me 11-23-84 SCHOOL DIST.

RECORDED 11-24-54
 RECEIVED DATE 4-29-96
 MAPPED DATE 5-96



BDA245-047

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.

BDA245-047

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]

Executed as of the date set forth above.

TRACT A MORTGAGEE:

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

By: _____

Name: _____

Title: _____

ACKNOWLEDGEMENT

STATE OF TEXAS)
)
COUNTY OF DALLAS)

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

NOTARY PUBLIC

[NOTARY PUBLIC STAMP]

Executed as of the date set forth above.

TRACT B OWNER:

DDD STEMMONS HOLDINGS LLC,
a Delaware limited liability company

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

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

By: _____
Name: Vipin Nambiar
Title: Managing Partner

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

By: _____
Name: Jordon Lang
Title: Managing Director

ACKNOWLEDGEMENT

STATE OF TEXAS)
)
COUNTY OF DALLAS)

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

NOTARY PUBLIC

[NOTARY PUBLIC STAMP]

Executed as of the date set forth above.

TRACT B OWNER:

DDD STEMMONS HOLDINGS LLC,
a Delaware limited liability company

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

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

By: _____
Name: Vipin Nambiar
Title: Managing Partner

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

By: _____
Name: Jordon Lang
Title: Managing Director

ACKNOWLEDGEMENT

STATE OF TEXAS)
)
COUNTY OF DALLAS)

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

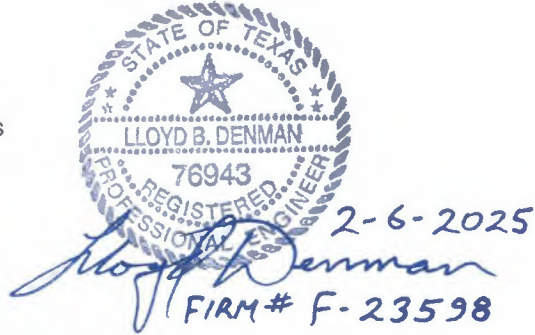
NOTARY PUBLIC

[NOTARY PUBLIC STAMP]

MEMORANDUM

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

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



Date: February 6, 2025

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

Introduction

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

Proposed Uses and City of Dallas Code Requirements for Parking

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

BDA245-047

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

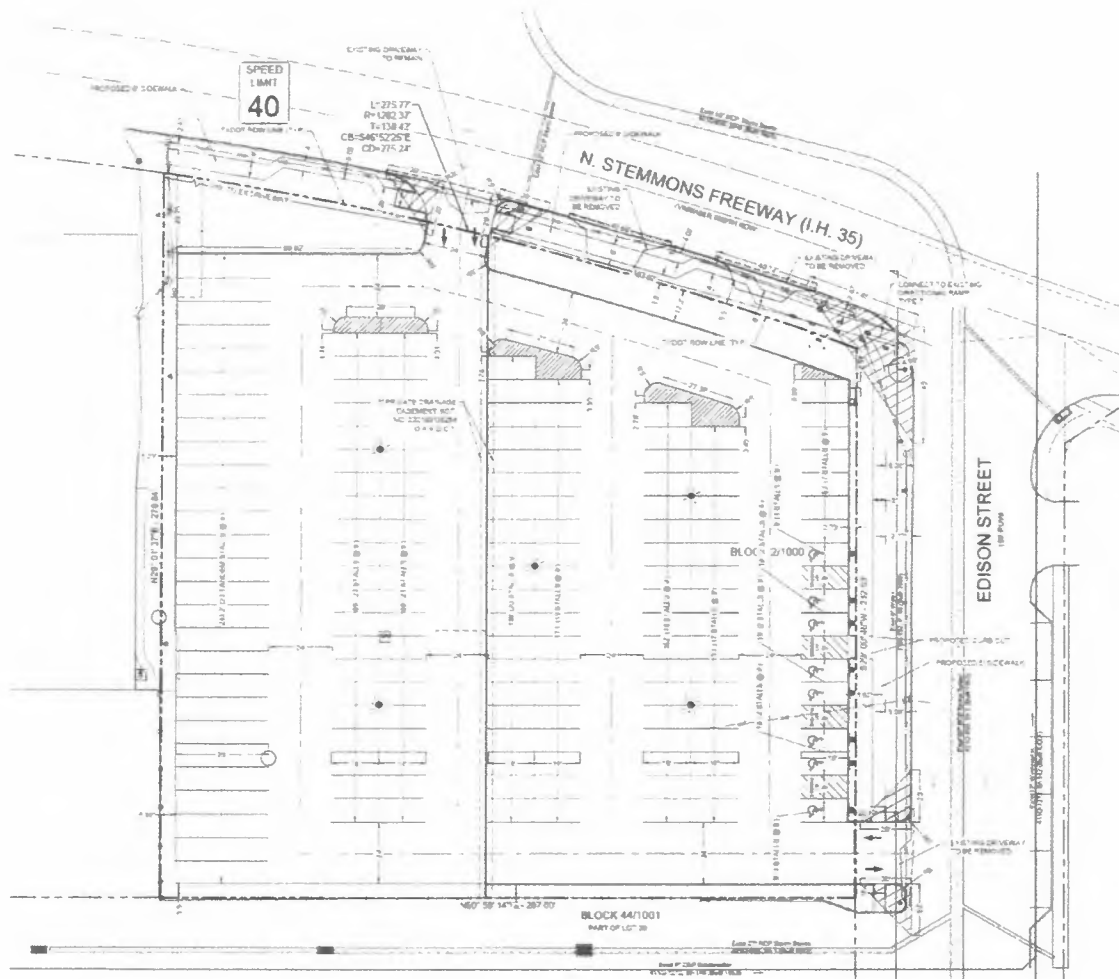
The creators of PD 621 utilized good foresight for the zoning regulations back in 2002 realizing that the old parking minimums required for certain defined uses are not "one-size fits all". (See **APPENDIX Articles on Parking**) PD 621 allows for the accommodation of denser urban living that is less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

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

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

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

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



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

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

Walkability and Alternative Modes of Transportation

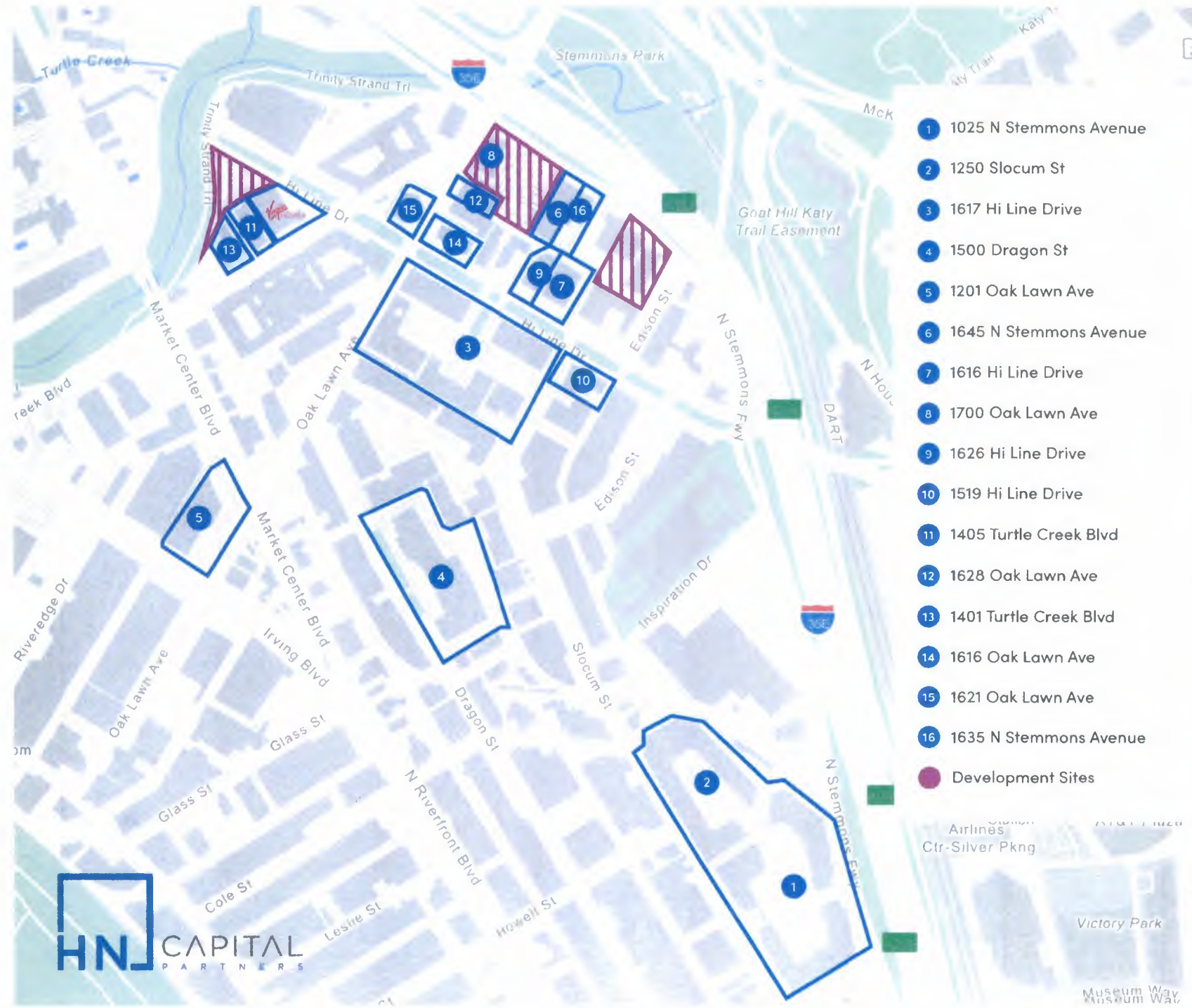
The parking reduction request is also supported by a walkability analysis of nearby residential units and current urban trend uses of alternative modes of transportation like walking, bicycling, and Uber/Alto. (See **APPENDIX Walkability Study**) Note that the City of Dallas is currently considering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

Conclusion

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

APPENDIX

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



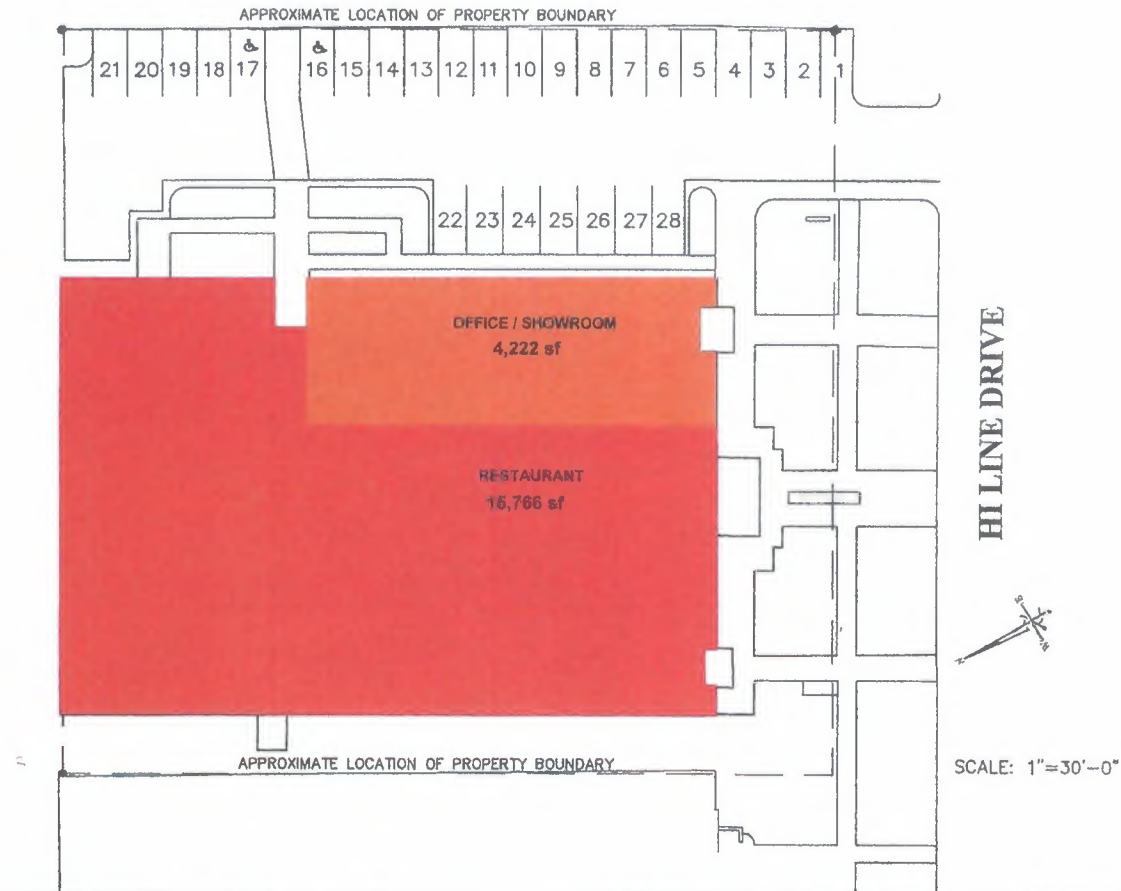
- 1 1025 N Stemmons Avenue
- 2 1250 Slocum St
- 3 1617 Hi Line Drive
- 4 1500 Dragon St
- 5 1201 Oak Lawn Ave
- 6 1645 N Stemmons Avenue
- 7 1616 Hi Line Drive
- 8 1700 Oak Lawn Ave
- 9 1626 Hi Line Drive
- 10 1519 Hi Line Drive
- 11 1405 Turtle Creek Blvd
- 12 1628 Oak Lawn Ave
- 13 1401 Turtle Creek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



Airlines
Ctr-Silver Pkng

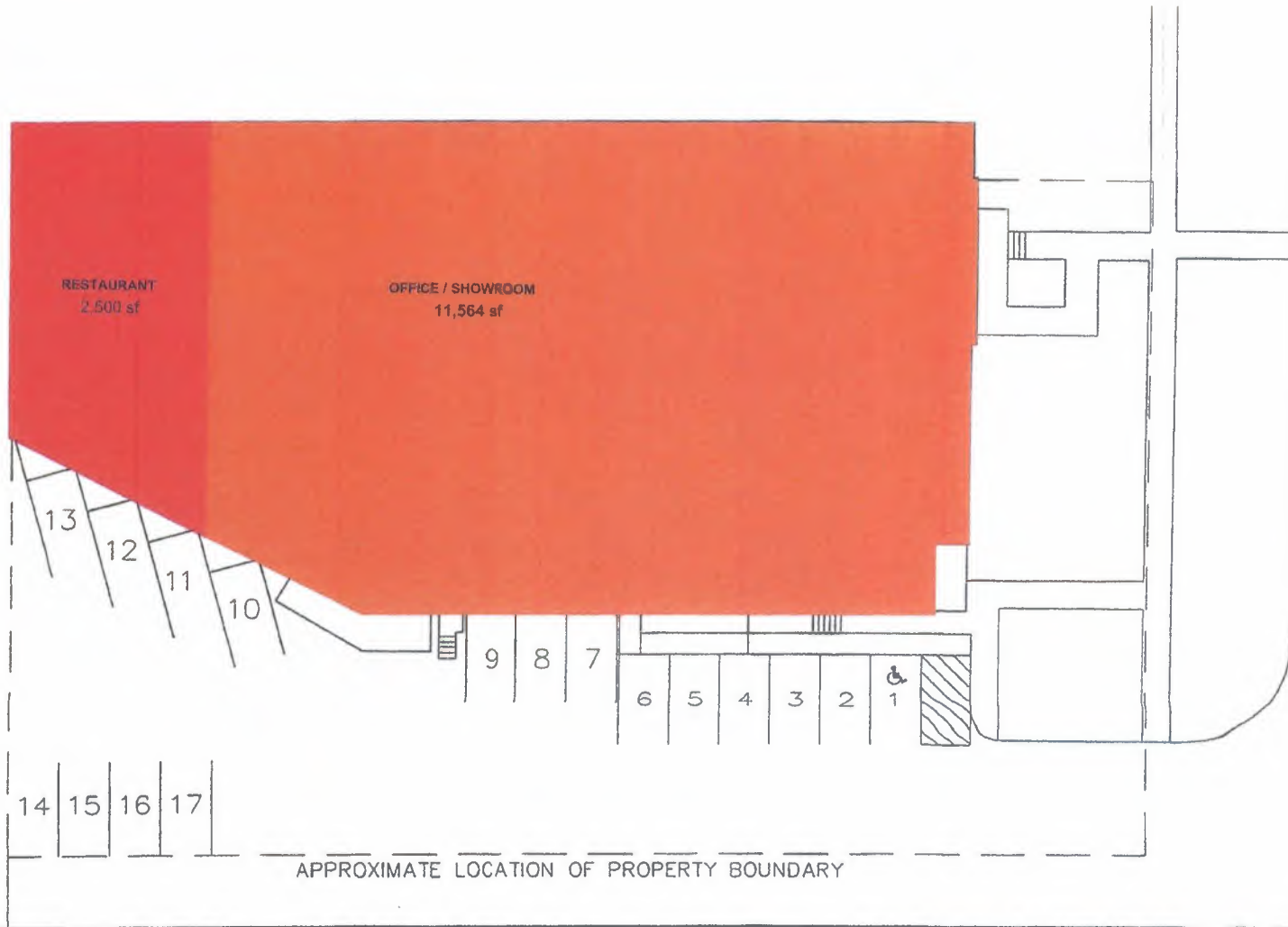
Victory Park

Museum Way
Museum Way

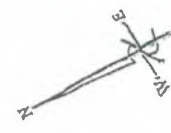


1616 Hi Line Parking Spaces

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



HI LINE DRIVE



SCALE 1" = 20'

APPROXIMATE LOCATION OF PROPERTY BOUNDARY

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.

February 5, 2025

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

Via email

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

Dear Dr. Miller-Hoskins,

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

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

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

Sincerely,

Shyam Patel – Asana Partners
1444 Oak Lawn, LP



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

August 16, 2024

Via Email

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

Re: BDA234-091; 1444 Oak Lawn Avenue.

Dear Ms. Jordan:

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

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

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

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

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

41476708v.1

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

Very truly yours,


Jonathan G. Vinson

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

WALKABILITY STUDY

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

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



Safety

Pedestrian Safety Guide for Transit Agencies

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

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

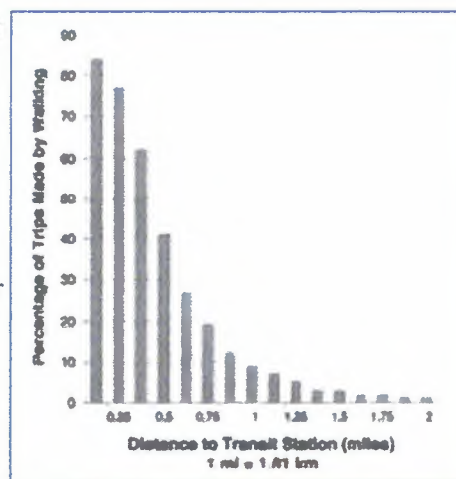
Understanding pedestrian characteristics and facilities (e.g., sidewalks, crosswalks, pedestrian signals, etc.) is an important step in providing safe access to transit systems. This section introduces basic pedestrian safety concepts to help readers understand issues, solutions, and resources that are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

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

A. Typical Walking Distance to Transit

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

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



B. The Effect of Motor Vehicle Speed on Pedestrian Safety

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

The Parking Problem: Why Cities Overbuilt Parking Spaces

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Parking Generation—

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

WHITE PAPER SERIES

May 2016



Kimley»»Horn

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.

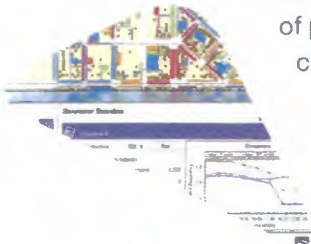
National parking requirement standards are based on outdated and under-represented data, which tend to skew wildly from the actual parking needs of a community. In my years as a parking consultant, I've very rarely completed a single downtown parking study where the peak observed parking demands consumed 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 County¹, WA, a recent study searched to find the answer to the right-size for multi-family housing parking. The result of that large-scale effort was...it depends.

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



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

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

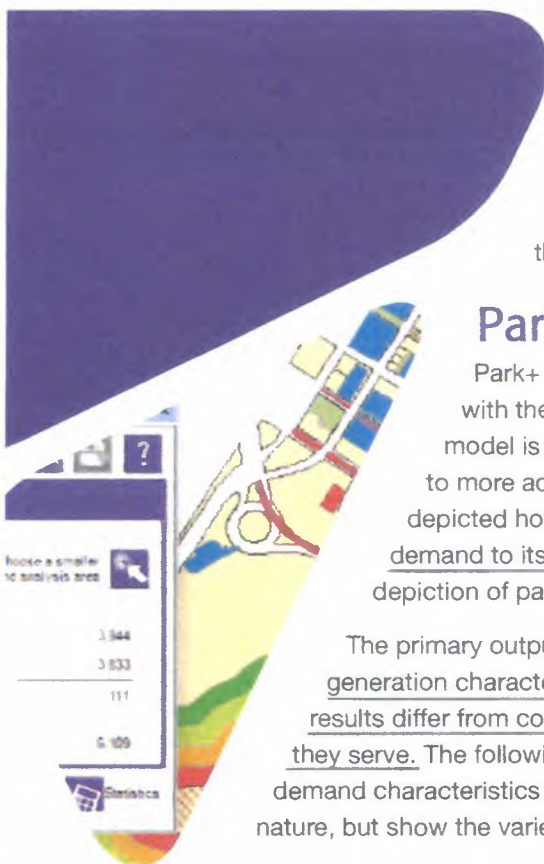
This analysis has borne some incredible outcomes. First, many developers in the King County area have begun to lessen their parking capacity as a result of this analysis, basically "right-sizing" their supply. That in and of itself is a win and would deem the effort a success. However, the study also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

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

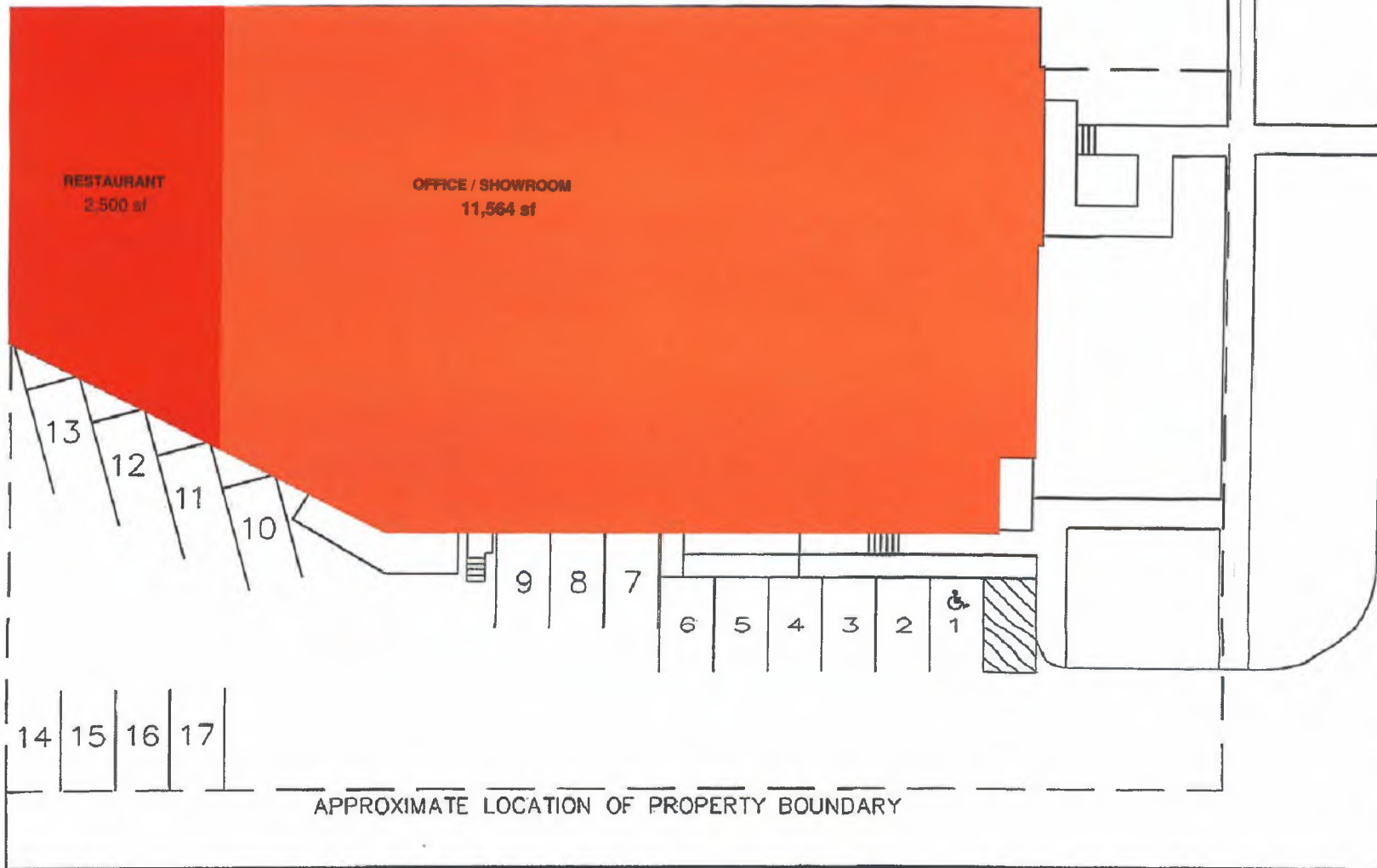
Park+ and Right-Sized Parking

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

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



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



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 (FIRM) 48111C0140, effective August 23, 2001, the 0.569 acre tract shown herein does not appear to be within Zone A (Special Flood Hazard Area designated by 100-year flood, base flood elevation determined). However, the tract does appear to be within Zone X-shaded (Area at 500-year flood, areas at 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 for reference based on the various editions of existing data from the above mentioned F.I.M.A. Map as reference to the location of the subject tract and does not represent a Flood study prepared by Mosk Surveyors, Inc.



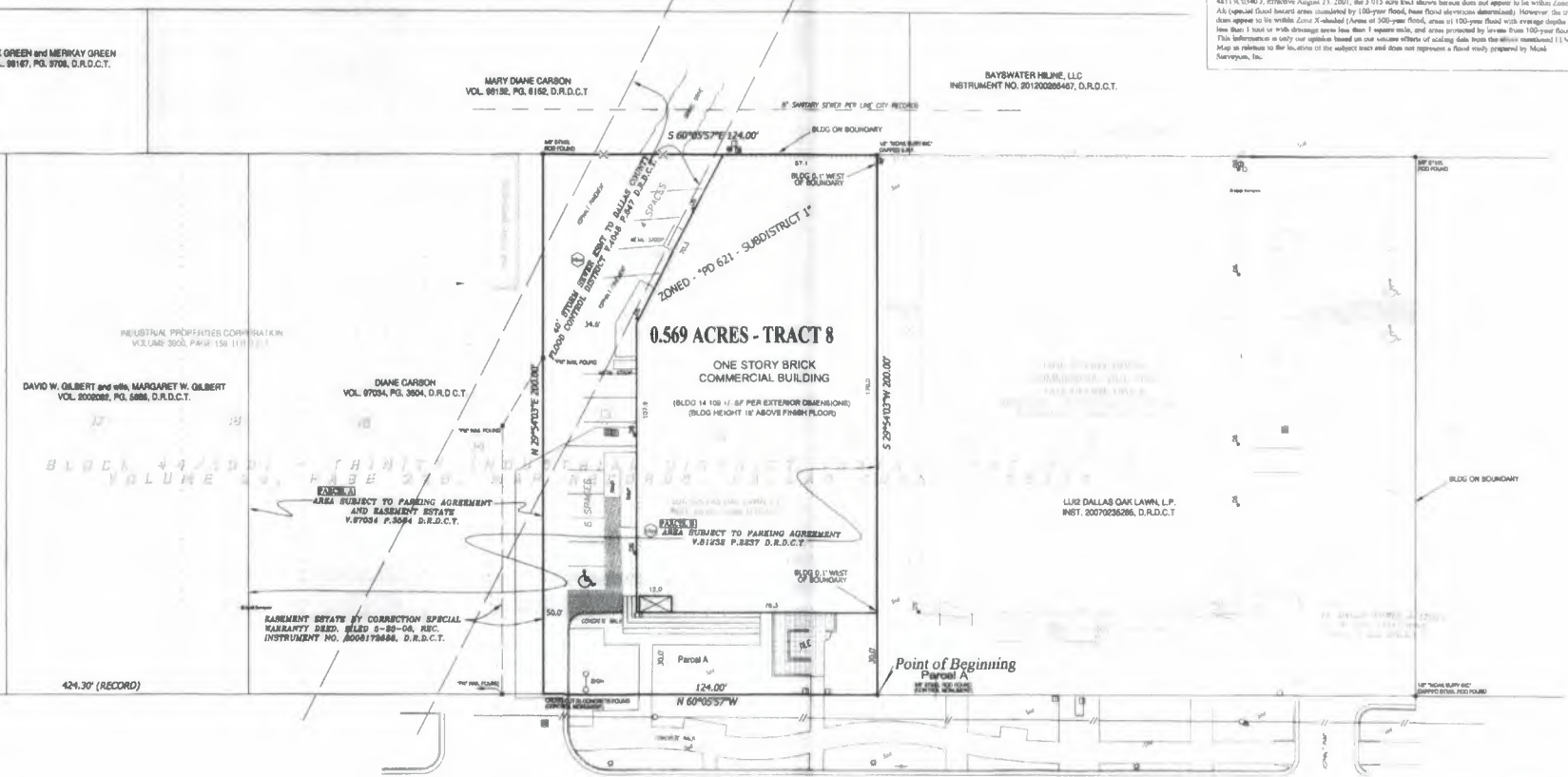
JACK GREEN and MERRIY GREEN
VOL. 98187, PG. 9708, D.R.D.C.T.

MARY DIANE CARBON
VOL. 97034, PG. 3504, D.R.D.C.T.

DAYSWATER HILINE, LLC
INSTRUMENT NO. 001002085467, D.R.D.C.T.

UTILITY LEGEND

- Sanitary Sewer 18" (S)
- Storm Drain 18" (SD)
- Water Valve
- Water Meter
- Fire Hydrant
- Utility Pole
- Electric Transformer
- Electric Service
- Electric Service
- Gas
- Telephone Service
- Cable TV
- Light Pole
- One Meter Service
- Fire Hydrant
- Reinforced Concrete Pipe
- Corrugated Metal Pipe
- Sanitary Sewer Cleanout
- Water Office Cable Walled
- Gate Well
- Water Office Control Box
- Transformer
- Transformer Control, M.V.C.



OAK LAWN AVENUE

EXISTING PROPERTY CONDITIONS

LOT AREA:	0.569 ACRES - 2460 SQUARE FEET
BUILDING SQUARE FOOTAGE:	14,159 SQUARE FEET (TOTAL)
COMING USE:	PD 031 SUBSTRUCT 1
BUILDING HEIGHT:	13 FEET (SINGLE STORY FLOOR)
LOT COVERAGE:	37% (BUILDING LOT)
PAVED DRIVEWAYS:	11 BIKELANE AND 1/2 INCH GAP SPACES
PAVED & SIDEWALK:	11 SPACES

NOTES:

THE BASIS OF BEARING FOR THE SUBJECT PROPERTY IS THE SURVEY LINE FOR THE CITY OF DALLAS DESCRIBED AND RELATED TO THE RIGHT-OF-WAY LINE OF INDUSTRIAL BOULEVARD AND REFERENCED ON THE SURVEY FOR THE TRINITY RIVER CHANNEL, REASUREMENT, BENCH MARK, ELEVATIONS 8757 AND 8768 OF THE GENERAL LAND OFFICE, AUSTIN, TEXAS.

THIS PROPERTY HAS PHYSICAL ACCESS TO A PUBLIC RIGHT-OF-WAY OTHER THAN SHOWN, THERE IS NO APPROPRIATE CONSTRUCTION OR SIGNIFY MODIFY ON THE SUBJECT PROPERTY.

THIS PROPERTY IS NOT BEING LENDED FOR WASTE DISPOSAL OR A DUMP.

THIS PROPERTY IS THE BASIS AS DESCRIBED ON THE MERKEL SUPPLEMENTED TITLE COMMITMENT.

TO THE BEST OF MY KNOWLEDGE AND BELIEF, EXCEPTIONS TO TITLE COMMITMENT, OLD SUBMITS NATIONAL TITLE INSURANCE COMPANY, OF 190 P.L. 16-1984A, ISSUED NOVEMBER 16, 2016.

Ⓢ SCHEDULE 8 - ITEM 10a - EASEMENT TO DALLAS COUNTY FLOOD CONTROL DISTRICT, V.8749 P.247 IS DESCRIBED AS DESCRIBED.

Ⓢ SCHEDULE 8 - ITEM 10b - PARKING AGREEMENT, V.8123 P.237 IS DESCRIBED 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 (reallotment 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 LUTIZ 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 LUTIZ DALLAS OAK LAWN tract, said rod being in the southwesterly boundary line of said Lot 11 and also being in the northwesterly 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 northwesterly right-of-way line, 124.00 feet to a cross out in concrete found for the most westerly corner of said LUTIZ tract,

THENCE North 29 degrees 54 minutes 03 seconds East with the northwesterly boundary line of said LUTIZ tract, 200.00 feet to a 3/8 inch steel rod found for the most northerly corner thereof, said rod being in the northwesterly boundary line of said Block 44(1001).

THENCE South 60 degrees 05 minutes 57 seconds East with the northwesterly boundary line of said LUTIZ tract and the northwesterly 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.

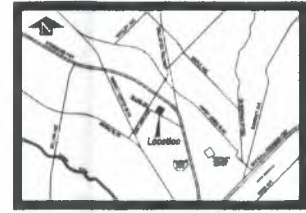
THENCE South 29 degrees 54 minutes 03 seconds West with the southwesterly boundary line of said LUTIZ tract, 200.00 feet to the PLACE OF BEGINNING and containing 0.569 acres of land, more or less as surveyed by Mosk Surveyors, Inc. in the month of November, 2016

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, Transreal Crow, Transreal S. Crow and the City of Dallas, filed 12/01/1981, recorded in Volume 81232, Page 2237, Deed Records, Dallas County, Texas



ALTA/NPS/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)

1628 HI LINE DRIVE

To: DDJ DASH11 2017 L.L.C., U.S. Designi Horvath 2017 L.L.C., 1500 Dragon Dushell LLC, JPMorgan Chase Bank National Association and each of their respective successors and assigns, Benchmark Title, LLC, and Old Republic National Title Insurance Company, (File No. PL-10-19241A, 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 to ALTA/NPS/Land Title Survey, jointly established and adopted by ALTA and NPS, and includes items 1-4 (a)-(c) (no zoning report provided), 7(c), 7(b)(1), 7(c) & 9 (1)(a)-(1) 14 to 17 and 18 of Table A thereof. This field work was completed on November 16, 2016.

Date of Map: November 16, 2016

Scale: 1" = 20'

Surveyor: 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 BOLT (NUT & WASH)
- CONCREAD UTILITY LINE
- CENTERLINE FENCE

Ⓢ 2016 ALTA/NPS Requirements

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COOPERATIVE FILE # 07

Date: 11-16-2016

Sheet: 10 of 10

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