APPLICATION/APPEAL TO THE BOARD OF ADJUSTMENT

Case No.: BDA 245-049

Date: FEB 25 2025

FOR OFFICE USE ONLY

Data Relative to Subject Property:

Location address: 1201 Oak Lawn Avenue Zoning District: PD 621 Subdistrict 1

Lot No.: 1 Block No.: 27/7889 Acreage: 1.789 ac Census Tract: 100.03

Street Frontage (in Feet): 1) 205.07 2) 314.42 3) 243.88 4) 5)

To the Honorable Board of Adjustment:

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

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

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

E-mail Address: jvinson@jw.com

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

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

E-mail Address: jvinson@jw.com

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

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

This application requests a Special Exception for a 50% reduction in the off-street parking requirements for various uses on the property; that is to provide 73 parking spaces of the required 145 parking spaces based on office/showroom and restaurant uses. In accordance with Planned Development District No. 621, Section 51P-621.110(b)(2)(D), and Section 51A-4.311(a)(1) of the Dallas Development Code, the parking demand generated by the various uses does not warrant the number of off-street parking spaces required, and the proposed special exception will not create a traffic hazard or increase traffic congestion on adjacent or nearby streets.

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

Affidavit

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

(Affiant/Applicant's name printed)

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

Respectfully submitted: Jonathan G. Vinson

(Affiant/Applicant's signature)

Subscribed and sworn to before me this 24th day of February, 2025

Joylyn Marie Adkins

Notary Public in and for Dallas County, Texas

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

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

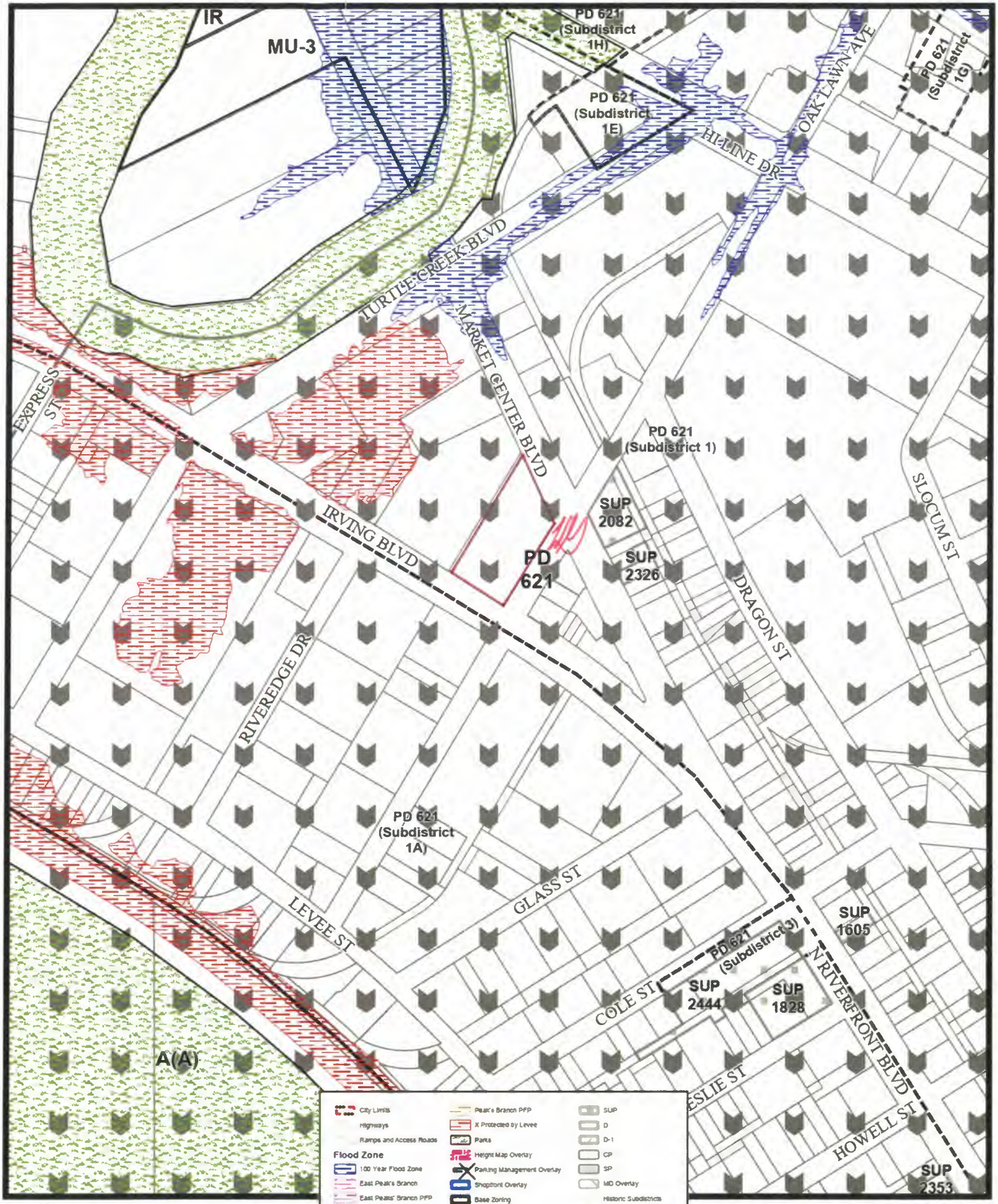
Before me, the undersigned, on this day personally appeared Vipin Nambiar

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



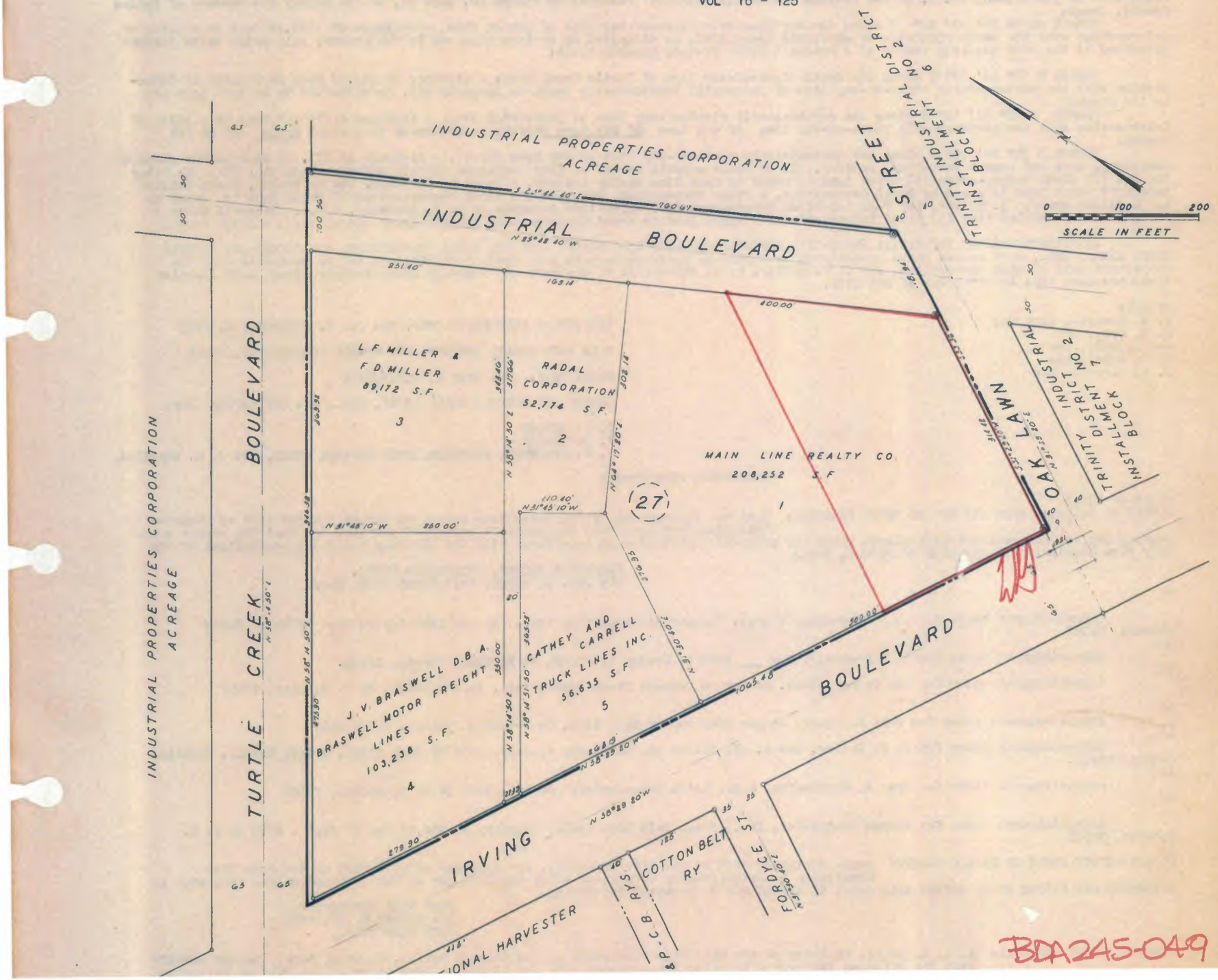
1:4,800

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

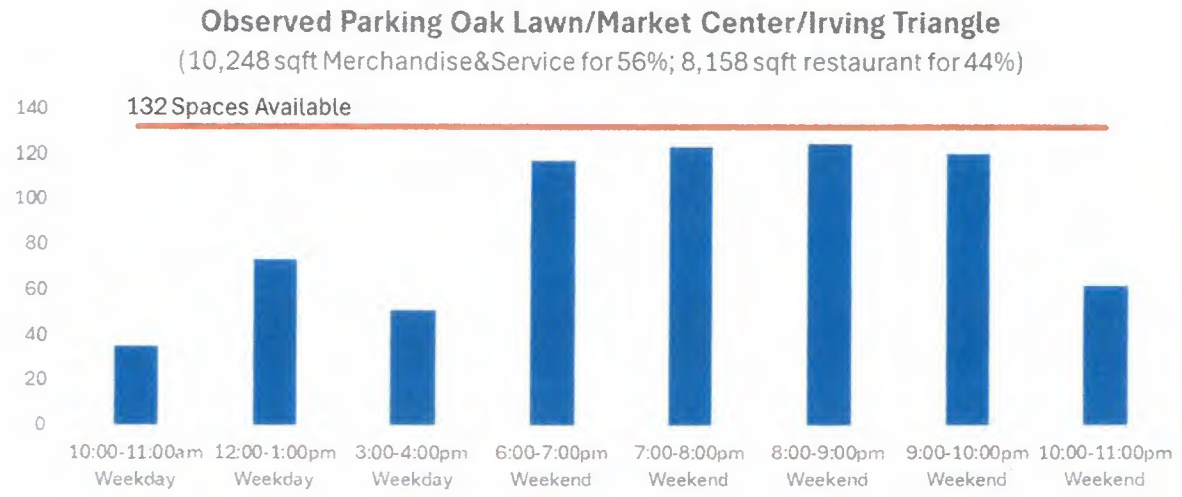
The creators of PD 621 utilized good foresight for the zoning regulations back in 2002 realizing that the old parking minimums required for certain defined uses are not "one-size fits all". (See **APPENDIX** Articles on Parking) PD 621 allows for the accommodation of denser urban living that is less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

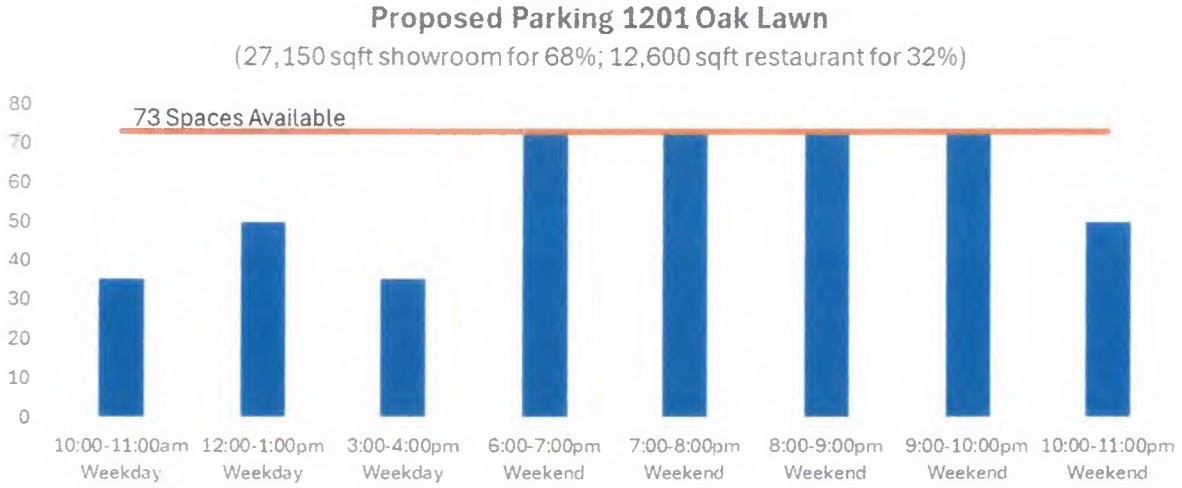
Exhibit 3, on the next page, illustrates observed parking during peak use times in October of 2024 for 1212 Oak Lawn and 1617 Market Center, a triangular shaped property, which has the Pie Tap and Town Hearth restaurants. The exhibit is annotated with comments about the observed parking data and what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

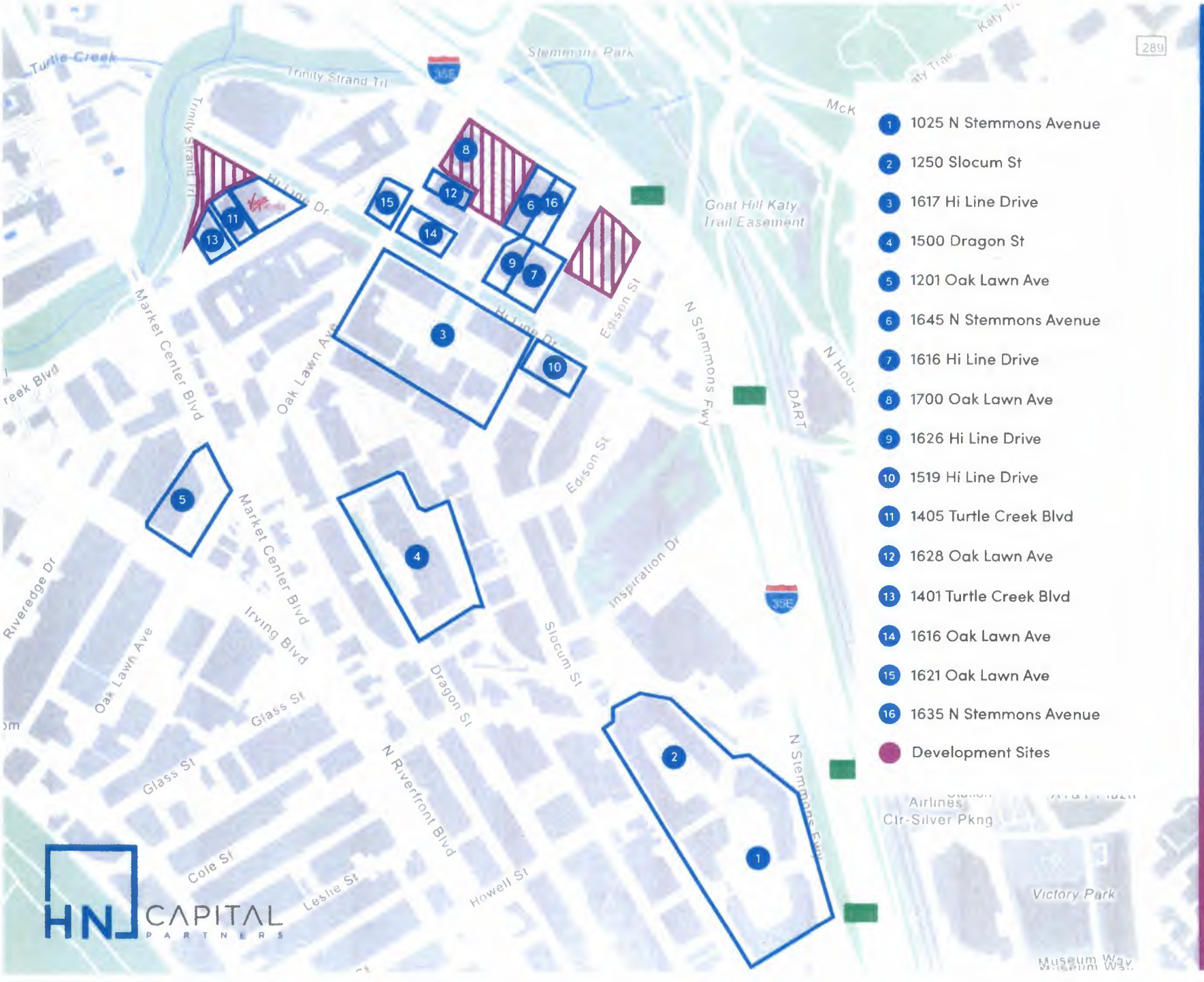
The parking reduction request is also supported by a walkability analysis of nearby residential units and current urban trend uses of alternative modes of transportation like walking, bicycling, and Uber/Alto. (See **APPENDIX** Walkability Study.) Note that the City of Dallas is currently considering 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
Turtle Creek
Trinity Strand Trl
Stemmons Park
Goat Hill Katy Trail Easement
Hi Line Dr
Market Center Blvd
Oak Lawn Ave
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
DALLAS DESIGN DISTRICT
hncapitalpartners.com
HN CAPITAL PARTNERS

ASANA PARTNERS

February 5, 2025

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

Via email

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

Dear Dr. Miller-Hoskins,

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

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

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

Sincerely,

Shyam Patel – Asana Partners
1444 Oak Lawn, LP

JW | Jackson Walker LLP

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

August 16, 2024

Via Email

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

Re: BDA234-091; 1444 Oak Lawn Avenue.

Dear Ms. Jordan:

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

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

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

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

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

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

Very truly yours,

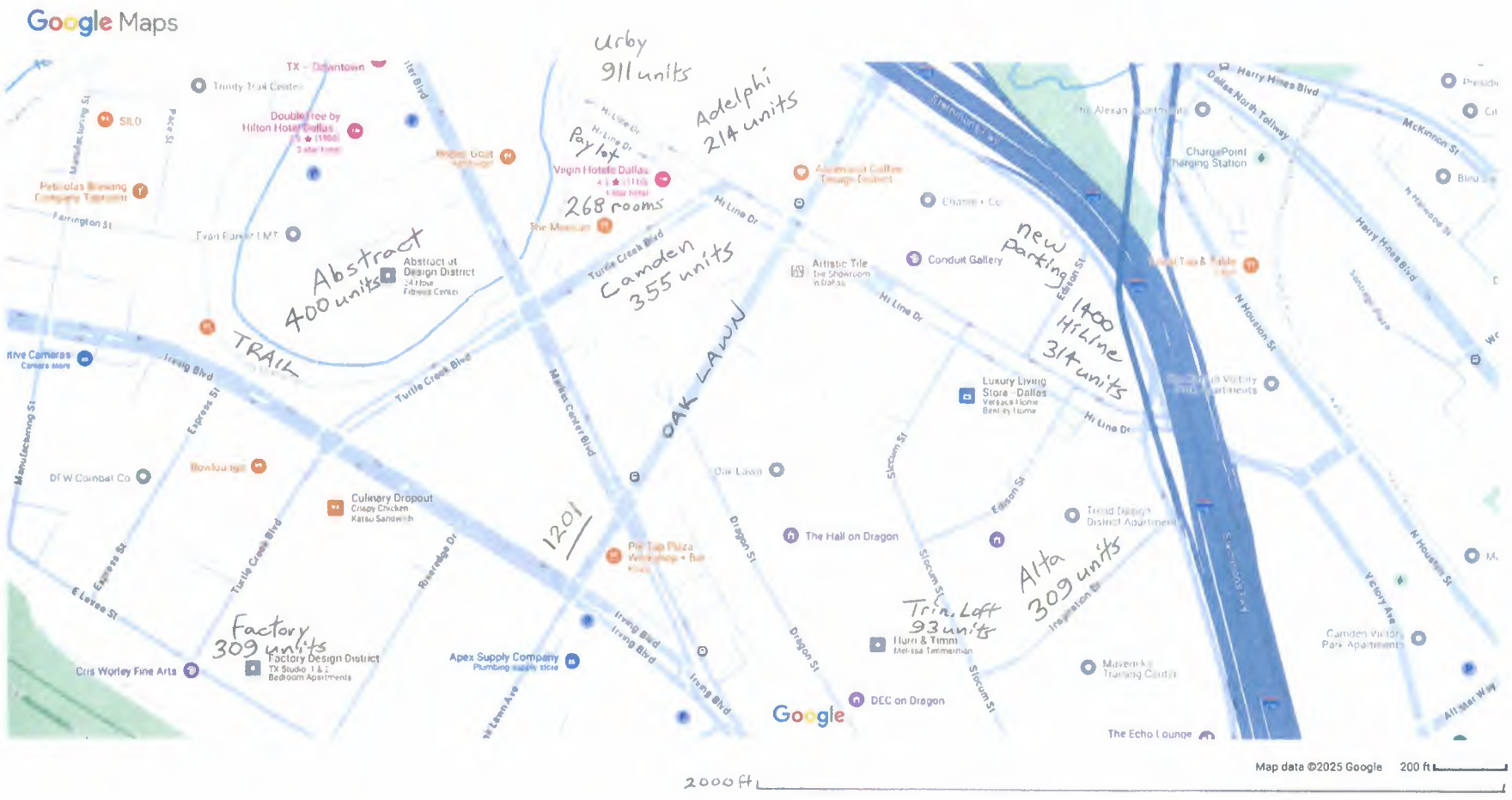
Jonathan G. Vinson

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

WALKABILITY STUDY

According to statistics listed on the Dallas Design District Property Brochure, by "DunhillProperties.com", there are approximately 20,000 residents that live within one mile, or a 10 to 20 minute walk, of the Dallas Design District. Even closer to the heart of the Design District and to 1201 Oak Lawn, within a 5 to 10-minute walk or less, are eight large multi-family communities that total nearly 3000 units. Also, the Virgin Hotel with 268 rooms and a 75 space pay parking lot are within a 10-minute walk to 1201 Oak Lawn. (See annotated map attached) According to the Federal Highway Administration, "Most people are willing to walk for five to ten minutes, or approximately ¼ to ½ mile" to reach a destination. (See FHA Pedestrian Safety Guide attached)

The close proximity within a five to ten-minute walk of so many residential units and hotel rooms certainly helps decrease the parking demand for patrons that would frequent 1201 Oak Lawn for Restaurant uses. (Walk times were physically verified by Lloyd Denman, P.E. during the parking observations made in May 2024.) There is also a free hotel shuttle at the Virgin Hotel that ferries guests within a 3-mile radius of the hotel to and from restaurants and other attractions. In May of 2024, the shuttle attendant said the shuttle stays busy and a second vehicle should be added to the service.



1201 Oak Lawn Residential Proximity Map

U.S. Department of Transportation
Federal Highway Administration
1200 New Jersey Avenue, SE
Washington, DC 20590
202-366-4000

Safety

Pedestrian Safety Guide for Transit Agencies

< Previous Table of Content Next >

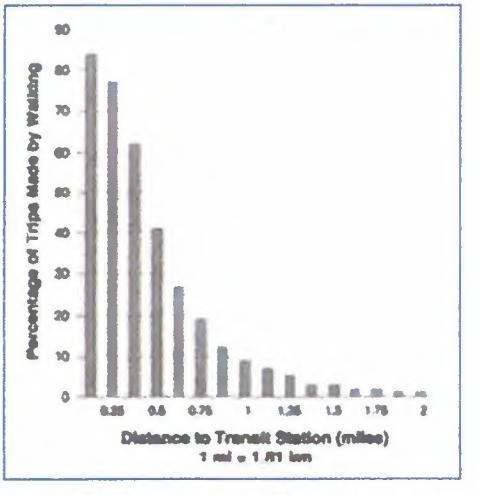
Chapter 4: Actions to Increase the Safety of Pedestrians Accessing Transit

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

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

A. Typical Walking Distance to Transit

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



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

B. The Effect of Motor Vehicle Speed on Pedestrian Safety

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

PACE
UNIVERSITY
Elisabeth Haub School of Law

The Parking Problem: Why Cities Overbuilt Parking Spaces

by Lauren Palmer | Sep 20, 2023 | Land Use, Transportation, Urban Planning | 0 comments

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

WHITE PAPER SERIES

May 2016

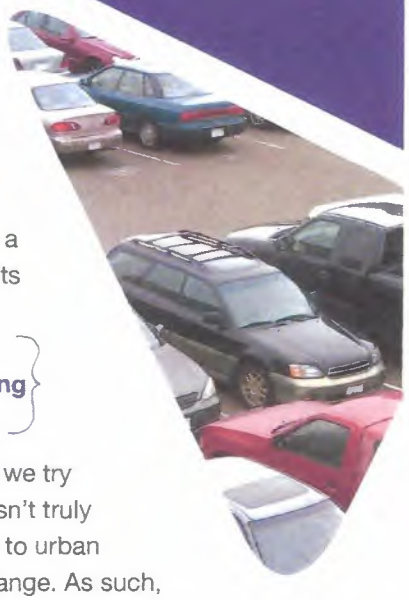
Kimley»Horn
Expect More. Experience Better.

Park+
Unlimited Parking Solutions

Park+
Unlimited Parking Solutions

Introduction

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

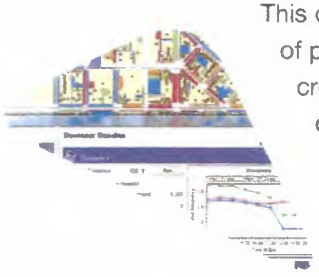


National parking requirement standards are based on outdated and under-represented data, which tend to skew wildly from the actual parking needs of a community. In my years as a parking consultant, I've very rarely completed a single downtown parking study where the peak observed parking demands consumed 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.

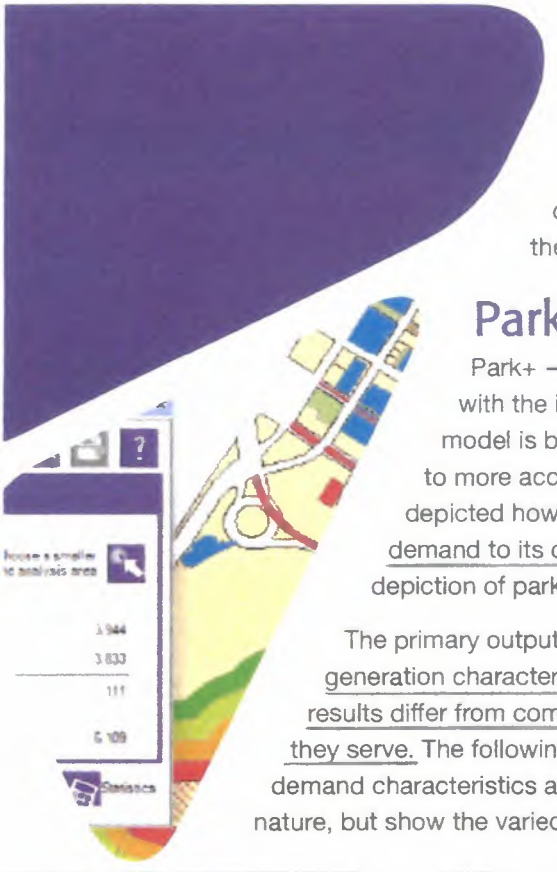
Too much parking tends to be an expensive endeavor. In today's world where more and more parking is found in consolidated structures, the cost to build a single space can range from $8,000 to $40,000, or more. This price is astronomical and is a primary contributing reason that rents are increasing and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



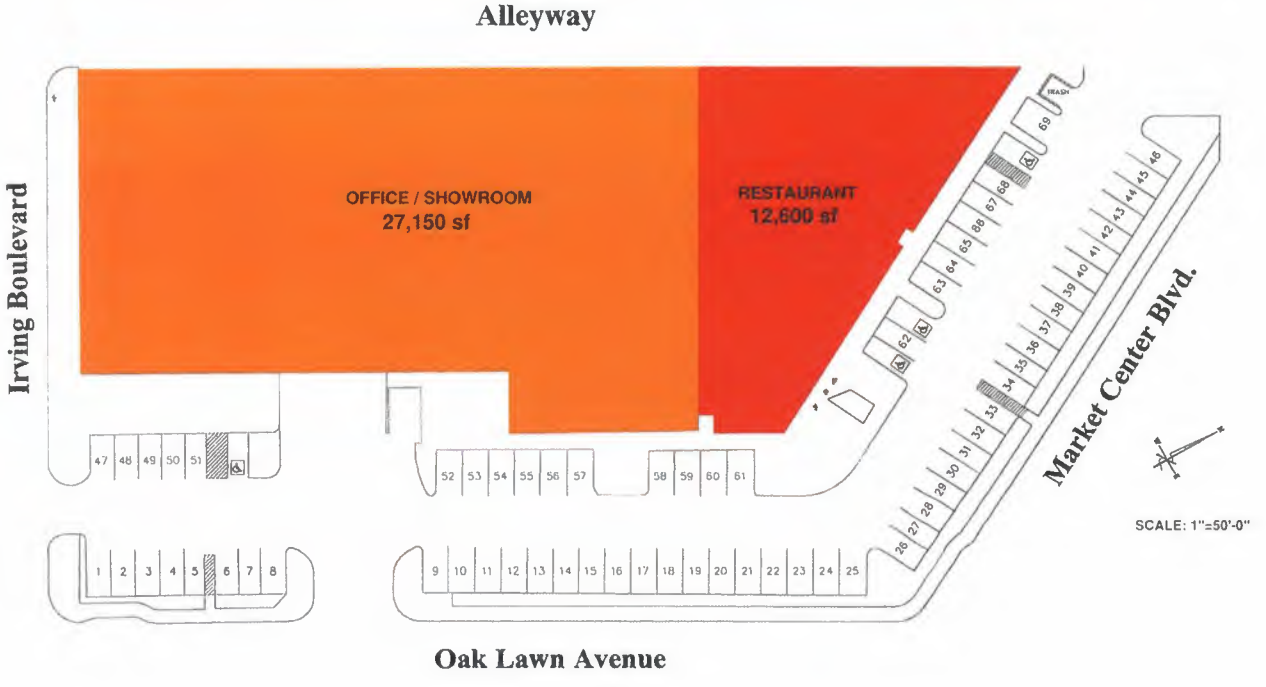
It's very exciting to see the results coming out of King County. They spent a tremendous amount of time and effort to collect viable data and determine how their community works. The project was well funded by the Federal Highway Administration and led by a brilliant young planner[2] whose mission is 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.

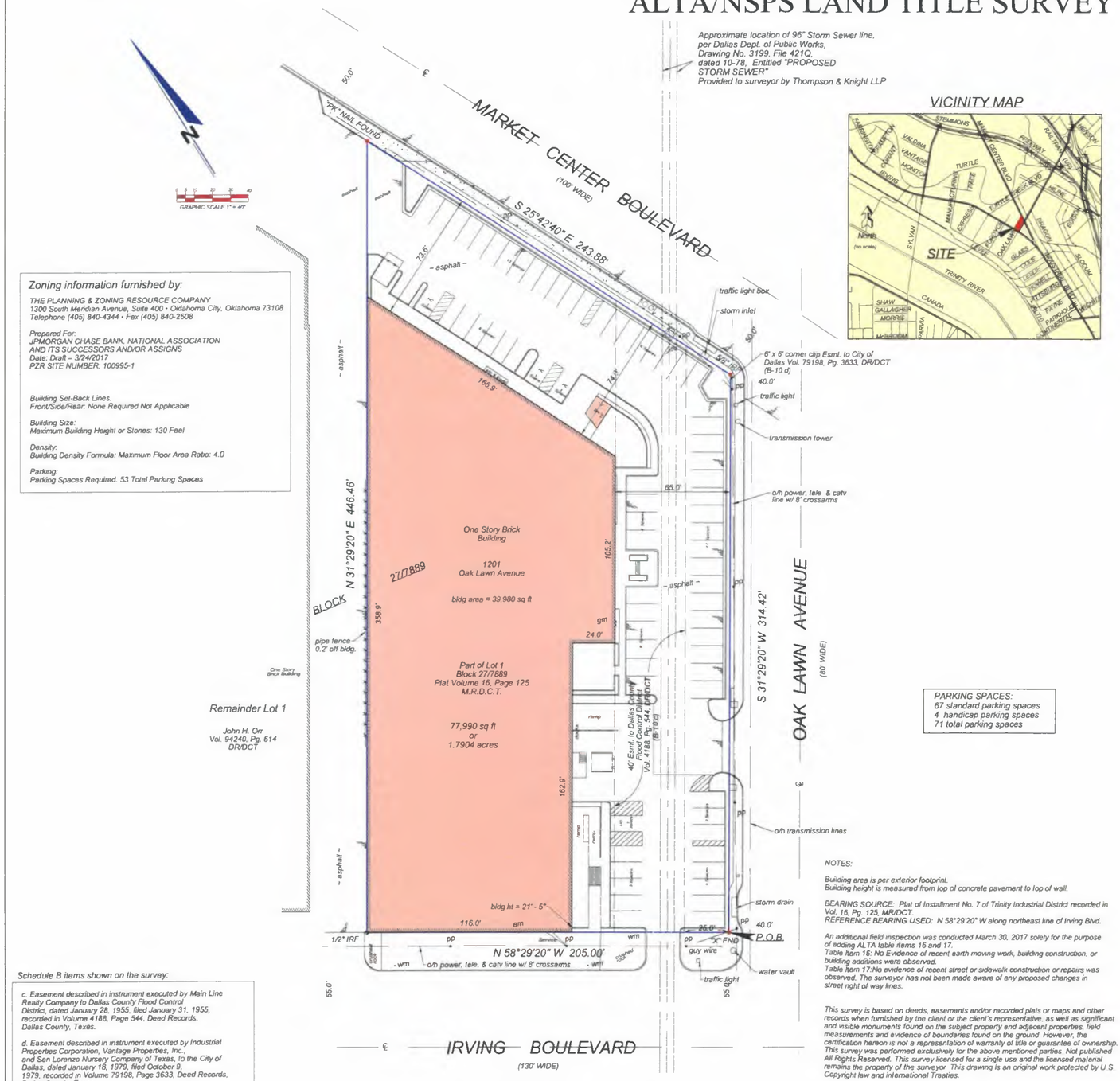
[2] Dan Rowe of King County Metro. If you ever meet him at a conference, engage him about parking...you won't be sorry.



1201 Oak Lawn Avenue
Parking Spaces

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

ALTA/NSPS LAND TITLE SURVEY



VICINITY MAP

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
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.

FEMA FLOOD MAP INFORMATION:

By graphical plotting the property as shown hereon is not located in a designated flood hazard area, Zone AE (area of 100 year flood plain) as shown in Community Panel 48113C0340J of the Flood Hazard Boundary Map (FHBM) or the Flood Insurance Rate Map (FIRM), map effective date August 23, 2001.
This property is located in Zone "X".

THIS AREA PROTECTED FROM THE 100-YEAR FLOOD BY LEVEE. DIKE OR OTHER STRUCTURE SUBJECT TO FAILURE OR OVERTOPPING DURING LARGER FLOODS

Schedule B items shown on the survey:

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

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

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

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

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

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

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Job No. X36255

BDA245-049