PARKING STUDY
TYPO

February 2020

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A look at Typo from 1931 and today

OVERVIEW

To Whom It May Concern,

We are pleased to submit the following collaborative parking report developed with Good Space and the Better Block Foundation, outlining our findings on existing parking conditions for the Typo area.

Over the course of 10 years, we have worked with over 100 cities around the world to consult and implement walkable solutions to enhance the quality of life and vibrancy of city streets and sidewalks. One of the common concerns of incorporating a stronger pedestrian environment is the effects on traffic and parking. We've found that two maxims exist in great places around the world: 1. It's hard to find parking in great places, and 2. Traffic flow is poor in great places. Oftentimes, cities attempt to mitigate perceived issues with the built environment by making parking ubiquitous and traffic flow quick and uninterrupted. This inevitably degrades the built environment and makes places less desirable for communities to live, work, and play in.

Another common byproduct of focusing on parking at all costs is the tear-downs of historic structures. In North Oak Cliff, the majority of neighborhoods were developed as "streetcar suburbs." With this in mind, the scale and building style was not designed for heavy auto use. Our attempts to retrofit the environment to incorporate more parking, ultimately leads to more tear-downs, greater traffic issues, and increased CO2 emissions.

We're now finding that a "parking problem" leads to greater use of alternative transportation options. The Bishop Arts District has limited parking, due to the sheer geometry of the area. What we find is a greater use of ride-share services like Uber and Lyft, which helps quell the amount of vehicular traffic, but also makes the area safer; and the addition of multi-modal lanes for those riding their bikes or taking scooters.

In summary, we strongly support the reduction of parking minimums in the area in order to create a more walkable environment that enhances the expanded uses of the historic buildings, which helps keep them viable and sustainable.

Thank you,

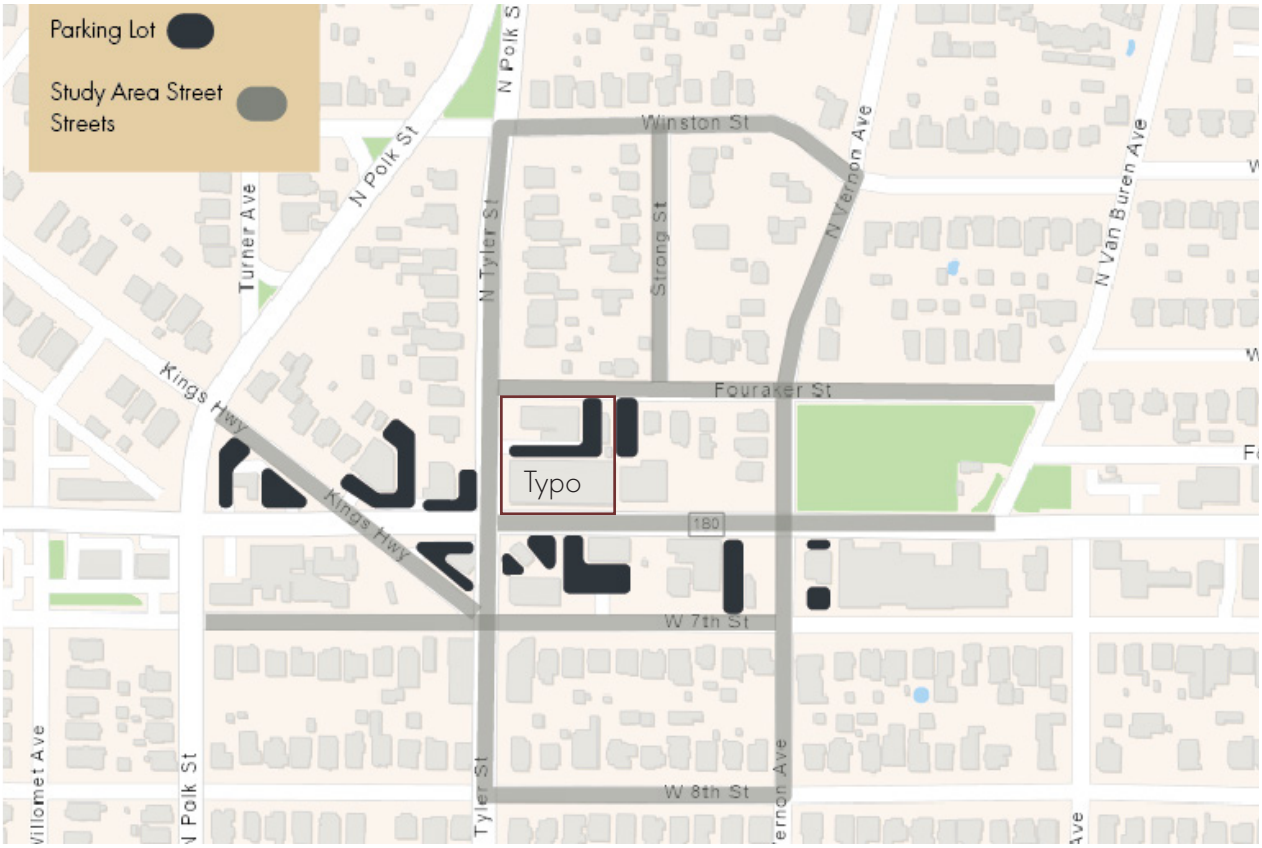
Jason Roberts
Founding Director
Better Block Foundation

OVERVIEW

At the recommendation of city planning staff, Good Space Inc., an urban redeveloper in Dallas, conducted this study in collaboration with the Better Block Foundation, an urban design nonprofit, to supplement Good Space's application for a zoning change at its Typo development. Typo is a one-acre campus of three historic buildings at the northeast corner of Tyler Street and Davis Street. Good Space selected Better Block as an analytical partner largely because the historic streetcar district that surrounds Typo was the location, 10 years ago, of Better Block's first demonstration project, which the nonprofit has repeated in numerous cities around the world.

The Study Area nearly matches the notification area for Good Space's zoning application #Z190-123, defined by a 500-foot radius extending out from the property lines of Typo, and comprising just over 100 properties (Fig. 1). The Study Area can also be described as those streets within a two-block walk of Typo, amounting to 17 city blocks. North Tyler Street (three of those city blocks) is considered a high-volume arterial; West Davis Street (two blocks) is a high-volume collector; and the remaining 12 blocks are on low-volume local streets (Davis-Bishop Urban Design Study, City of Dallas, 1997). The Study Area is .34-mile across at its widest point; the most remote on-street parking spot is .29-mile from Typo. Just west of the Study Area, there was municipal road construction on Davis Street and curb-and-gutter construction in front of a private town-home development on the 600 block of North Tyler, but in only one instance were the projects deemed to materially affect parking patterns.

FIGURE 1



METHODOLOGY

The study period extended over three days selected to represent varying parking demand—Friday, January 31, 2020; Saturday, February 1; and Tuesday, February 4. The first two days were fair winter days; the final day was cold and damp. There were six readings on each day of the study period, at 5 a.m., 8 a.m., noon, 4 p.m., 8 p.m., and midnight. Better Block accompanied Good Space on about a third of the 24 data-collection trips, and later verified data collected by Good Space alone. During each reading, the number of vehicles parked on either side of the street was recorded, with no distinction for oversized vehicles, resident-owned vehicles, or those illegally parked.

Eleven commercial parking lots are within the Study Area, ranging in capacity from seven parking spaces to 31, and totaling 179 parking spaces. These lots were also included in each of the 24 data-collection trips. There was no assessment of whether these private lots were fully code-compliant—e.g., maneuvering room, width of spaces, nighttime illumination, landscaping—but all the lots serve businesses with active certificates of occupancy, and all were observed to be practically functional and safe.

Parking capacity was defined in consultation with traffic engineer David Nevarez from the Department of Sustainable Development & Construction of the City of Dallas; Santos Martinez, principal of La Sierra Planning Group and consultant to Good Space; and Jason Roberts, founding director of the Better Block Foundation, who has worked on the parking conundrums of dozens of cities. City codes prohibit curbside parking within the visibility triangle of adjacent driveways (20-feet) and intersections (45-feet). Applied to the century-old residential streets within the Study Area, this rule would have the draconian effect of prohibiting virtually all residents from parking in front of their own homes. The "strictly legal" inventory of on-street parking in the Study Area was found to be 221 spaces (each 22-feet in length). Instead, capacity was defined as the number of curbside spaces as practiced by the residents of the street, which can be analogized to the number of engine-oil stains on a block. However, where residents were found to park unsafely close to an intersection or along a length of curb designated as "no parking," those spaces were not counted. By this definition, the Study Area contains 361 22-feet-long parking spaces, or about one-third more the number of "strictly legal" spaces. Together with commercial lots, the Study Area contains 540 parking spaces. "Parking Load," as used in the analysis, is defined as the number of cars counted in an area over the capacity of that area, expressed as a percentage—e.g., five cars found in a 10-space parking lot represent a parking load of 50%.

Strictly legal parking on Winston Avenue

METHODOLOGY

Activity at Cliff House, a restaurant/event space within Typo, bears special mention since it has the largest occupancy load (208 persons) of any use within the Study Area. Cliff House has operated in a restored Depression-era church at 610 North Tyler since May 2018. Cliff House hosted 35 events during 2019, about 80% being weddings that include the ceremony and reception. About 15-20% of the time, Cliff House's events are valet-parked, which minimizes spillover of guest parking into surrounding residential streets (mainly Fouraker Street and Strong Street). However, like almost all valet clients in Dallas right now, Cliff House's valet permit has been suspended pending the City's implementation of new permitting standards, leaving Cliff House's guests to self-park during this study. This created an opportunity to measure Cliff House's "unmanaged" impact on off-street parking. On February 1, Cliff House hosted one of their largest weddings to date, with more than 200 in attendance.

A wedding at Cliff House

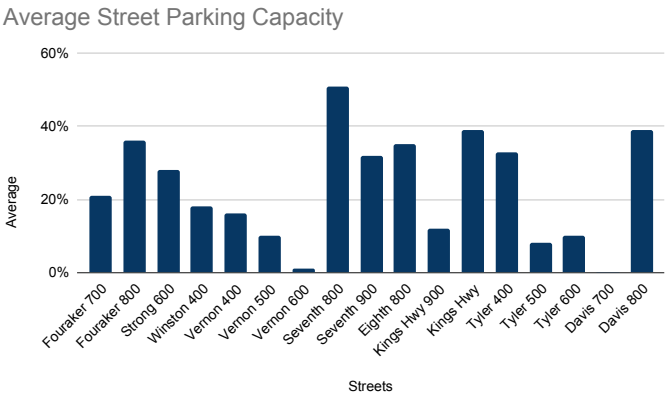
PARKING INVENTORY

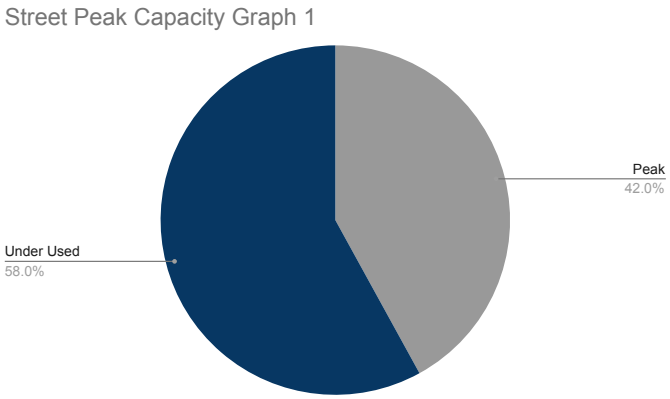
The overall on-street parking demand of the entire area, as well as the per-block and per-lot count of cars from each reading, is presented at the top of Charts 1A and 1B. Over the three-day study period, the on-street parking load over the entire Study Area averaged 24%. The average on-street parking load never exceeded 51% for any single block over the course of the study. The average peak on-street parking load—taking the highest number of cars recorded on each of the 17 blocks and averaging them together—was 42%. On-street parking on three blocks equaled or exceeded capacity. Overload on 400 and 500 North Tyler occurred at noon on a Saturday and was a function of construction-related lane closure. Overload on 800 West 7th occurred at 8 p.m. on a Saturday and was a function of an adjacent restaurant (BB Bop Korean Kitchen) and single-family houses that appear to be operating as multi-family.

CHART 1A — **PARKING LOAD: ALL AREAS**

Typo Parking Study

ON-STREET PARKING			CAR COUNT																		Parking Load by Area (# Cars / Capacity)		
		On-Street	Friday, Jan. 31, 2020						Saturday, Feb. 1, 2020						Tuesday, Feb. 4, 2020								
STREETS	Block	Capacity	5 a.m.	8 a.m.	Noon	4 p.m.	8 p.m.	Midnight	5 a.m.	8 a.m.	Noon	4 p.m.	8 p.m.	Midnight	5 a.m.	8 a.m.	Noon	4 p.m.	8 p.m.	Midnight	Average	Peak	
Fouraker	700	23	4	4	5	6	6	6	4	5	5	5	12	5	3	3	2	3	5	5	21%	52%	
Fouraker	800	27	2	9	13	14	24	4	1	4	12	25	21	12	2	9	11	8	2	1	36%	93%	
Strong	600	27	7	9	8	9	8	5	5	6	3	8	21	6	6	8	7	10	4	6	28%	78%	
Winston	400	37	6	5	3	5	8	8	8	6	8	7	12	10	8	5	4	4	7	6	18%	32%	
Vernon	400	18	3	3	4	3	4	2	4	3	3	3	2	3	3	3	4	3	1	2	16%	22%	
Vernon	500	7	0	0	1	1	0	0	0	0	4	2	0	0	0	0	1	3	0	0	10%	57%	
Vernon	600	40	0	0	1	0	0	0	0	0	2	1	0	0	0	1	1	1	0	0	1%	5%	
Seventh	800	32	15	9	15	19	24	16	14	14	26	30	32	14	15	8	9	12	12	10	51%	100%	
Seventh	900	22	5	4	4	3	6	8	8	10	15	15	7	6	5	5	6	4	6	9	32%	68%	
Eighth	800	29	12	7	7	9	11	12	11	9	11	11	11	14	12	8	7	6	13	11	35%	48%	
Kings Hwy	900	8	0	2	1	0	1	0	0	0	2	4	3	0	0	0	2	2	0	0	12%	50%	
Kings Hwy	1000	13	4	6	4	3	4	4	5	7	8	7	5	4	5	5	5	4	5	6	39%	62%	
Tyler	400	16	1	4	16	8	1	1	1	4	17	11	5	0	0	4	10	9	2	0	33%	106%	
Tyler	500	2	0	0	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	8%	100%	
Tyler	600	23	0	1	2	5	1	3	0	0	0	4	5	6	1	1	4	4	1	3	10%	26%	
Davis	700	15	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0%	7%	
Davis	800	22	0	13	11	9	7	2	0	7	16	17	17	2	1	6	16	9	10	10	39%	77%	
Total On-Street Cars		361	59	76	95	95	105	71	61	75	134	150	153	82	61	67	89	82	68	69	24%	42%	On-Street, Overall





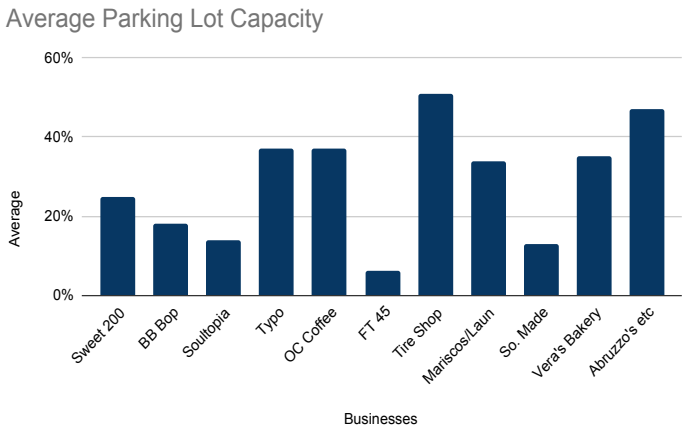
PARKING INVENTORY

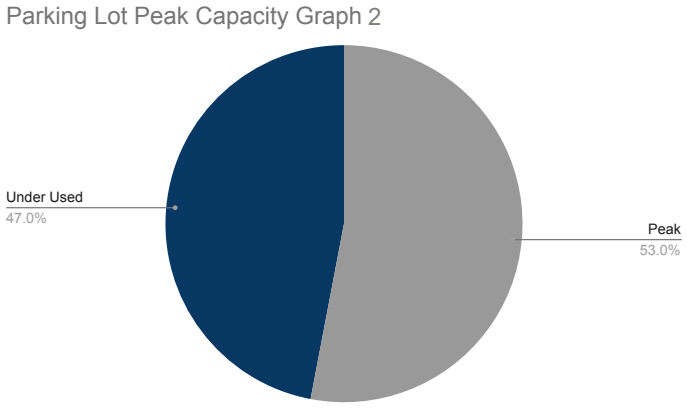
The overall off-street parking demand of the entire area is presented in Chart 1B. Among the 179 spaces in commercial parking lots within the Study Area, never more than 95 spaces were occupied, meaning parking load peaked at 53%. During the study period, off-street parking demand averaged 48 cars, or about one-third of all spaces in area lots. Typo's parking lot (with 27 spaces) is the second largest in the Study Area (behind Marisco Restaurant's 31 spaces), but by far serves the largest amount of commercial floor area (Typo's 10 tenants occupy a total of 20,046 square feet). However, on average, Typo's parking lot was just over half-full, with a peak load of 85% recorded at 8 p.m. during a 200-person Saturday wedding at Cliff House.

CHART 1B — **PARKING LOAD: ALL AREAS** — **Typo Parking Study**

ON-STREET PARKING

		Off-Street	Friday, Jan. 31, 2020						Saturday, Feb. 1, 2020						Tuesday, Feb. 4, 2020							
PARKING LOTS		Capacity	5 a.m.	8 a.m.	Noon	4 p.m.	8 p.m.	Midnight	5 a.m.	8 a.m.	Noon	4 p.m.	8 p.m.	Midnight	5 a.m.	8 a.m.	Noon	4 p.m.	8 p.m.	Midnight	Average	Peak
Sweet 200 Salon	738 Davis	12	0	0	10	8	0	0	0	0	8	5	2	0	0	0	7	7	3	3	25%	83%
BB Bop	828 Davis	31	0	0	10	5	18	2	0	0	10	8	14	3	0	0	18	3	4	4	18%	58%
Soultopia	900 Davis	11	0	0	1	3	7	0	0	0	4	8	1	0	0	0	2	1	0	0	14%	73%
Typo	600 Tyler	27	1	8	13	15	23	19	0	0	12	20	23	13	0	2	11	10	5	5	37%	85%
OC Coffee Roaste	819 Davis	11	2	8	5	2	6	3	2	4	9	7	2	2	2	3	4	5	4	4	37%	82%
FT 45	810 Davis	22	0	0	1	2	2	1	0	3	3	3	7	1	1	0	1	0	0	0	6%	32%
Tire Shop	901 Davis	7	4	4	4	3	2	3	4	5	4	6	5	4	4	4	5	3	0	0	51%	86%
Mariscos/Laundr	909 Davis	24	3	4	14	11	17	8	3	4	10	20	13	2	2	3	12	8	7	7	34%	83%
So. Made Donuts	937 Davis	12	1	6	2	0	0	0	1	5	4	0	0	0	2	4	3	0	0	0	13%	50%
Vera's Bakery	932 Davis	12	0	10	10	8	0	0	2	7	7	8	1	0	1	7	7	8	0	0	35%	83%
Abruzzo's etc	838 Davis	10	0	5	10	3	8	1	1	2	6	10	10	0	0	0	9	8	6	6	47%	100%
Total Off-Street Cars		179	11	45	80	60	83	37	13	30	77	95	78	25	12	23	79	53	29	29	27%	53% Off-Street, Overall





PARKING INVENTORY

The parking self-sufficiency of Typo can be measured by focusing on the usage of Typo's lot plus curbside parking on immediately adjacent streets—400 Fouraker, 800 Davis, and 600 Tyler. (The zoning that governs Typo, Subdistrict 6 of Planned Development District 830, allows businesses to count abutting, code-compliant curbside spaces toward legally required parking.) Chart 2 illustrates that, on average, less than one-third (31%) of Typo's parking inventory is occupied. Peak demand of 67% of capacity was recorded at 4 p.m. and 8 p.m. on the Saturday of Cliff House's large wedding, yet even during that event, the parking lot was never more than three-quarters full. Chart 2 introduces another "layman's" metric: How many cars would one find parked on each side of a given street? The study predicts that, on average, residents of the six homes that abut Fouraker Street will find 3.4 cars parked on their side of the street at a given time. During the February 1 wedding at Cliff House, those residents would have found 7.7 cars parked on each side of the street.

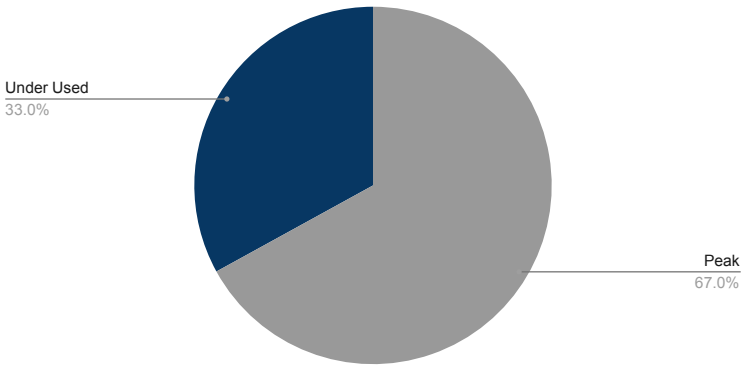
CHART 2 — **PARKING LOAD: TYPO ONLY**

Typo Parking Study

CAR COUNT

		Practical	Friday, Jan. 31, 2020						Saturday, Feb. 1, 2020						Tuesday, Feb. 4, 2020					
Area	Block	Capacity	5 a.m.	8 a.m.	Noon	4 p.m.	8 p.m.	Midnight	5 a.m.	8 a.m.	Noon	4 p.m.	8 p.m.	Midnight	5 a.m.	8 a.m.	Noon	4 p.m.	8 p.m.	Midnight
Fouraker St	800	27	2	9	13	14	24	4	1	4	12	25	21	12	2	9	11	8	2	1
Tyler St	600	23	0	1	2	5	1	3	0	0	0	4	5	6	1	1	4	4	1	3
Davis St	800	22	0	13	11	9	7	2	0	7	16	17	17	2	1	6	16	9	10	10
Typo	Pkg Lot	27	1	8	13	15	23	19	0	0	12	20	23	13	0	2	11	10	5	5
	Totals	99	3	31	39	43	55	28	1	11	40	66	66	33	4	18	42	31	18	19
		Parking Load	3%	31%	39%	43%	56%	28%	1%	11%	40%	67%	67%	33%	4%	18%	42%	31%	18%	19%
	Avg cars/block/side of street		0.3	3.8	4.3	4.7	5.3	1.5	0.2	1.8	4.7	7.7	7.2	3.3	0.7	2.7	5.2	3.5	2.2	2.3
												200 pp wedding at Cliff House								

Typo Parking Lot and Surrounding Streets Capacity at Average and Peak Graph 3



PARKING INVENTORY

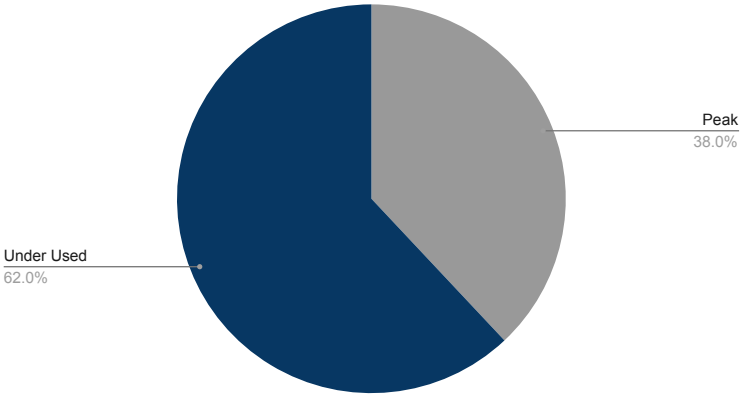
Kidd Springs parking can be gauged from the data as well. The Study Area includes seven blocks of low-volume local streets within Kidd Springs (on Fouraker, Strong, Winston, and Vernon). Chart 3 calculates the average parking load on those seven blocks to be 18%, or 2.3 cars per side per block. The peak demand occurred during the February 1 wedding, with 38% of available on-street spaces occupied, or 4.9 cars on each side of a block. It bears noting that in the pre-dawn hours of the same day, 22 cars were parked on these blocks, presumably all of them resident-owned, which enables one to infer that at midnight of February 1, when the wedding was winding down, there were only 14 non-resident cars spread over six blocks within the southwest corner of the Kidd Springs neighborhood.

CHART 3 — **PARKING LOAD: KIDD SPRINGS**

RESIDENTIAL STREETS

			CAR COUNT																	
		Practical	Friday, Jan. 31, 2020						Saturday, Feb. 1, 2020						Tuesday, Feb. 4, 2020					
Area	Block	Capacity	5 a.m.	8 a.m.	Noon	4 p.m.	8 p.m.	Midnight	5 a.m.	8 a.m.	Noon	4 p.m.	8 p.m.	Midnight	5 a.m.	8 a.m.	Noon	4 p.m.	8 p.m.	Midnight
Fouraker St	700	23	4	4	5	6	6	6	4	5	5	5	12	5	3	3	2	3	5	5
Fouraker St	800	27	2	9	13	14	24	4	1	4	12	25	21	12	2	9	11	8	2	1
Strong St	600	27	7	9	8	9	8	5	5	6	3	8	21	6	6	8	7	10	4	6
Winston St	400	37	6	5	3	5	8	8	8	6	8	7	12	10	8	5	4	4	7	6
Vernon Ave	400	18	3	3	4	3	4	2	4	3	3	3	2	3	3	3	4	3	1	2
Vernon Ave	500	7	0	0	1	1	0	0	0	0	4	2	0	0	0	0	1	3	0	0
Vernon St	600	40	0	0	1	0	0	0	0	0	2	1	0	0	0	1	1	1	0	0
	Totals	179	22	30	35	38	50	25	22	24	37	51	68	36	22	29	30	32	19	20
		Parking Load	12%	17%	20%	21%	28%	14%	12%	13%	21%	28%	38%	20%	12%	16%	17%	18%	11%	11%
	Avg cars/block/side of street		1.6	2.1	2.5	2.7	3.6	1.8	1.6	1.7	2.6	3.6	4.9	2.6	1.6	2.1	2.1	2.3	1.4	1.4
												200 pp wedding at Cliff House								

Kidd Springs Streets Peak Capacity Graph 4



PARKING INVENTORY

Estimating Parking by "Outsiders" (non-residents) would require much more data than were gathered here, such as tracking the movement of cars by license-plate number, but Chart 4 extracts some heuristics from the data set. Better Block and Good Space, whose principals have lived or worked in the Kidd Springs/Bishop Arts area for a combined 35 years, made the following assumptions: 1. At all times, any car found in a parking lot belongs to an outsider; 2. All cars counted during the 5 a.m. reading belong to neighborhood residents, as no commercial enterprises in the Study Area operate pre-dawn; and 3. A certain percentage of resident cars will leave their on-street parking spots for work, errands, etc., during the day, and all will return by midnight. The 5 a.m. counts were remarkably consistent throughout the three days—59, 61, and 61. Online records of the Dallas County tax rolls (www.dallascad.org) and permitting logs for the Dallas Sustainable Development & Construction Department (www.developdallas.dallascityhall.com) provide an accurate count of commercial floor area within the Study Area: 67,401 square feet.

Chart 4 estimates the number of outsider cars in the Study Area by subtracting a portion of the pre-dawn count from the daytime count. For example, on a typical Friday (see Chart 1), all 59 cars parked curbside at 5 a.m. will belong to residents. By the next reading at 8 a.m., half those 59 cars will have left for work, so of the 76 cars counted curbside, 29 (half of 59) still belong to residents and 47 (76 minus 29) belong to outsiders. By this logic, at dawn, all of the cars on the Study Area's streets are residents. At 8 a.m., 51% are outsiders; at noon and at 4 p.m., 81% are outsiders; at 8 p.m., 58% are outsiders. By midnight, only 18% of curbside cars belong to outsiders.

CHART 4 **ESTIMATING "OUTSIDER" ON-STREET PARKING**

Typo Parking Study

Assumptions

Commercial Sq Footage in Study Area =	67,401
At all times, cars in parking lots are "Outsiders."	
At 5 a.m., all cars parked on streets are "Resident's."	

Percentage of Resident's Cars leaving neighborhood after 5 a.m. count:

	8 a.m.	Noon	4 p.m.	8 p.m.	Midnight
Fridays	50%	75%	75%	50%	0%
Saturdays	25%	25%	25%	0%	0%
Tuesdays	50%	75%	75%	25%	0%

Calculation

	3-day average					
	8 a.m.	Noon	4 p.m.	8 p.m.	Midnight	
Resident's remaining on-street	35.3	20.2	20.2	45.4	60.3	
Outsiders on-street	37.4	85.8	88.8	63.3	13.7	
All on-street cars	72.7	106	109	108.7	74	
Outsiders cars/block/side	2.1	3.1	3.2	3.2	2.2	
SF per Outsider car	1801	785	759	1066	4932	Average
% on-street cars = Outsiders	51%	81%	81%	58%	18%	58%

COLLATERAL STUDIES

DAVIS/BISHOP URBAN DESIGN STUDY

The Davis/Bishop Urban Design Study (DBUDS), adopted by the Dallas City Council in late 1997, has proven to be a durable roadmap for physical improvements to the right-of-way throughout the North Bishop-West Davis corridor (Appendix 4). Compiled by Chief Planner Christine Carlyle, the study included input from surrounding stakeholders, including the present-day president of the Kidd Springs Neighborhood Association. Borrowing practices from her native Northeast, Carlyle justified reducing the parking requirements in Conservation District No. 7 (a.k.a. the Bishop Arts District) by carving out new curbside parking spaces in the course of streetscape improvements. "Based on community input, observations, and traffic counts," the study reads, "it was concluded that revisions to current parking requirements would greatly improve the Study Area." (DBUDS, p. 24). In a first for the city of Dallas, City Council in 2001 cut parking requirements roughly in half—from 1:220 to 1:400 for retailers, and from 1:100 to 1:220 for bars and restaurants—as a strategy for economic development and historic preservation. By those criteria, the experiment has been extremely successful.

DBUDS documented 122 off-street parking spaces in circa-1997 Bishop Arts, which at the time contained 85,500 square feet of commercial floor area – the equivalent of 1 space per 700 square feet (1:700). This study documents 179 off-street parking spaces serving 67,400 square feet of commercial space in the Typo area—a ratio of 1:377, or nearly twice the off-street parking Bishop Arts had at the time of its parking reduction.

TYLER-POLK 2-WAY TRAFFIC STUDY

The Tyler-Polk 2-Way Traffic Study (Appendix 5) was presented by the Department of Public Works at community meetings in early 2016 to justify the return of Tyler Street and Polk Street to two-way traffic, as they had run for nearly a century before being converted to a couplet of one-way streets in 1968. The study was prompted by Better Block's first demonstration project in 2010 at the confluence of Tyler, Davis, and Kings Highway. Engineers predicted that the roughly 1,000 peak-hour vehicles traveling north through the corridor in the morning and south in the evening would be divided between two-way Tyler and two-way Polk roughly 60% and 40%, respectively. While traffic would slow, as desired, with the change, it would move smoothly enough to accommodate more curbside parking along Tyler and Polk on either side of Davis Street. The study's summary begins, "Both Tyler and Polk have existing surplus weekday and weekend on-street parking," and concludes, "Substantial surplus off-street (surface lots) parking observed during weekdays and weekends."

TYPO PARKING ANALYSIS

A Typo Parking Analysis was performed in-house by Good Space in December 2019 as a snapshot of peak commercial parking in the Tyler/Davis area, roughly the same as this Study Area (Appendix 6). Though the analysis lacked scientific rigor, it did successfully document and interpret a one-time saturation of the Study Area with shoppers. A Christmastime promotion, with entertainment and pop-up vendors, coordinated among all the retailers and restaurants at Tyler/Davis, was held between noon and 5 p.m. on Saturday, December 14, 2019. Under ideal conditions, the event attracted perhaps the largest concentrated crowd in the area's recent history. Good Space counted 249 cars parked in commercial lots and curbside, while participating shops comprised 60,958 square feet of active commercial space. Though anecdotal, the study's conclusions mirrored the findings of this study: Among the 14 city blocks surveyed, there were on average six cars parked on either side of the street. Even assuming that none of the cars parked curbside belonged to residents, the car count translated to a parking ratio of 1:245.

ANALYSIS & CONCLUSION

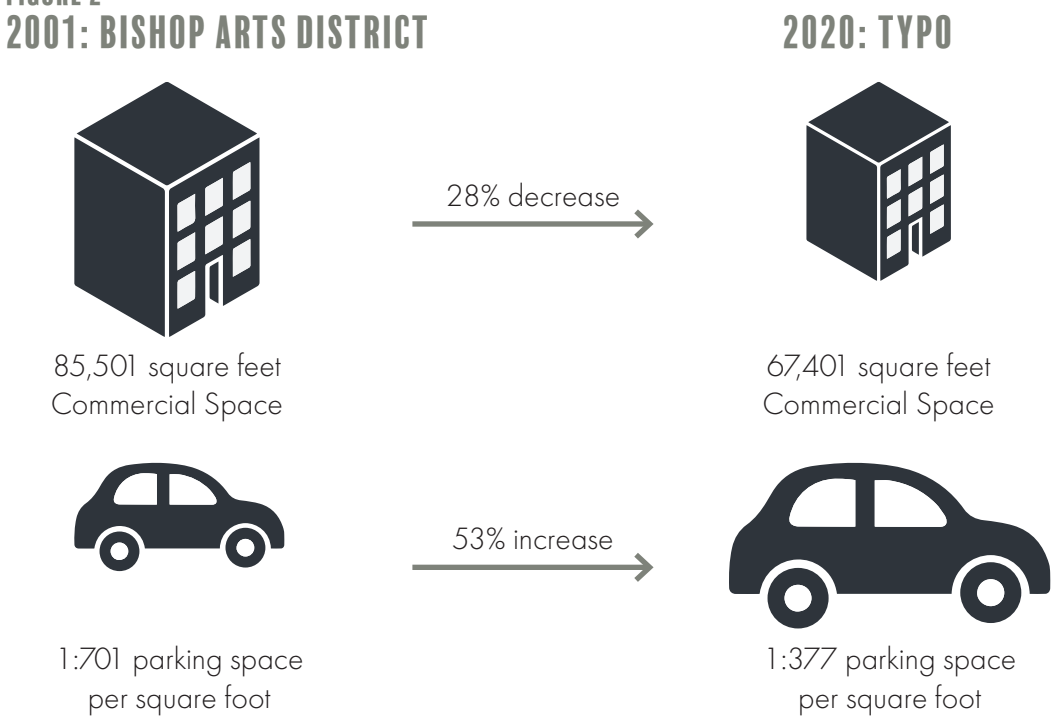
Analysis of the data began with creation of an Excel spreadsheet, from which Better Block and Good Space were able to elucidate several facets of parking patterns. Particular attention was given to: 1. Where analysis could parallel and update findings from the 1997 Davis-Bishop Urban Design Study, which included the current Study Area as well as the nearby Bishop Arts District; 2. To what extent Typo is self-contained in terms of customer parking; 3. How much commercial parking spills over into surrounding residential areas, especially the Kidd Springs neighborhood to the north and east of Typo; and 4. Whether and when the area experiences peaks in parking demand, especially late at night. The following data were excluded from analysis: parking on the 700 block of North Tyler and the 900 block of West Davis, where a total absence of curbside parking indicated such parking would be unsafe (though legal); and the distinction between parking on one side of the street and the other, owing to irrelevance.

1. The existing supply of off-street and on-street parking surrounding Typo exceeds the inventory in the Bishop Arts District when, in 2001, Dallas City Council adopted a parking ratio of 1:220 for bars and restaurants in Conservation District No. 7 (see Fig. 2).

2. There is evidence of only mild spillover of commercial parking into the residential streets surrounding Typo.

3. Commercial and residential uses throughout the Study Area co-exist functionally, perhaps because both sectors originated at the same time with the arrival of the streetcar in 1903. Residents consider it safe to park their cars on the street overnight. Cars leaving the neighborhood for work are replaced by those bringing customers to daytime commercial uses. As local commerce continues into the night, some businesses close while others open. Late-night business is minimal and well-served by off-street parking. Residents returning home do not have to compete with commercial visitors for on-street parking.

FIGURE 2



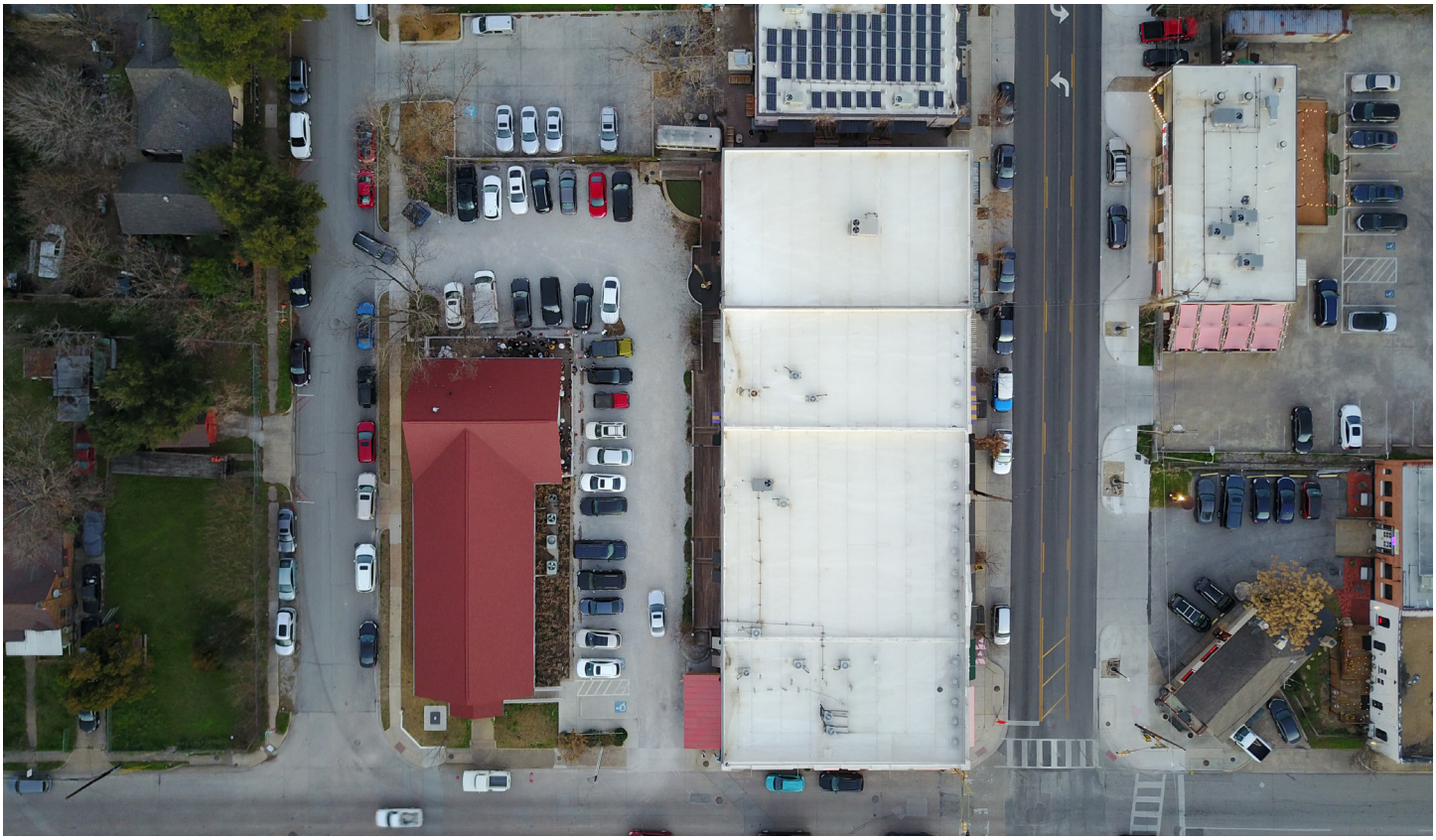
ANALYSIS & CONCLUSION

4. Typo is parking self-sufficient, except for a handful of peak hours during the week when customers make reasonable use of the public right-of-way for parking. Typo's orientation toward Davis Street and Tyler Street encourages customers to seek curbside parking on those high-volume arterials rather than local streets in the rear of the campus—a habit that will be reinforced by parking and speed improvements to Davis and Tyler coming on line in the coming months.

5. Cliff House absorbs cars better than any other business in the Study Area, even though it has the highest occupancy load. Without the benefit of valet parking during one of its largest events, Cliff House did not fill Typo's parking lot and did not disrupt adjacent residential streets. Cliff House continues a tradition of neighborhood compatibility that began when local congregants built Davis Street Baptist Church at 610 North Tyler in 1935.

The parking study shows that there is no corresponding danger of abutting residential neighborhoods being overrun by commercial traffic.

> Based on our analysis of local data and Better Block's experience working in analogous communities around the world, we recommend relaxing the parking requirements to a ratio of 1:220 for retail, restaurant, entertainment, and bar uses within Typo.



Aerial of Cliff House parking lot at 6 p.m. during a large wedding on February 1, 2020.

APPENDIX 1

TYPO PARKING STUDY WORKSHEET						Date	Jan. 31, 2020	
Better Block / Good Space						Day	Friday	
						Weather	Fair	
			EACH SIDE					
Street	Block	Side	5 a.m.	8 a.m.	Noon	4 p.m.	8 p.m.	Midnight
Fouraker	700	North	4	4	4	5	4	5
		South	0	0	1	1	2	1
	800	North	1	2	6	6	8	2
		South	1	7	7	8	16	2
Strong	600	East	2	6	6	5	3	2
		West	5	3	2	4	5	3
Winston	400	North	4	3	2	4	4	5
		South	2	2	1	1	4	3
Vernon	400	East	2	3	3	3	4	2
		West	1	0	1	0	0	0
	500	East	0	0	1	1	0	0
		West	0	0	0	0	0	0
	600	East	0	0	0	0	0	0
		West	0	0	1	0	0	0
Seventh	800	North	4	1	5	8	11	4
		South	11	8	10	11	13	12
	900	North	2	2	4	2	2	2
		South	3	2	0	1	4	6
Eighth	800	North	7	5	6	6	7	5
		South	5	2	1	3	4	7
Kings Hwy	900	North	0	0	0	0	0	0
		South	0	2	1	0	1	0
	1000	North	2	3	2	2	2	2
		South	2	3	2	1	2	2
Tyler	400	East	1	4	7	7	1	1
		West	0	0	9	1	0	0
	500	East	0	0	0	1	0	0
		West	0	0	0	0	0	0
	600	East	0	0	0	1	1	3
		West	0	1	2	4	0	0
Davis	700	North	0	0	0	0	0	0
		South	0	0	0	0	0	0
	800	North	0	11	8	8	7	2
		South	0	2	3	1	0	0
		Street Totals	59	76	95	95	105	71
PARKING LOTS		Capacity						
Sweet 200 Salon, 738 Davis		12	0	0	10	8	0	0
BB Bop, 828 Davis		31	0	0	10	5	18	2
Soultopia, 900 Davis		11	0	0	1	3	7	0
Typo, 600 Tyler		27	1	8	13	15	23	19
OC Coffee Roasters, 819 Davis		11	2	8	5	2	6	3
FT 45, 810 Davis		22	0	0	1	2	2	1
Tire Shop, 901 Davis		7	4	4	4	3	2	3
Mariscos/Laundry, 909/913 Davis		24	3	4	14	11	17	8
So. Made Donuts, 937 Davis		12	1	6	2	0	0	0
Vera's Bakery, 932 Davis		12	0	10	10	8	0	0
Abruzzo's etc, 838 Davis		10	0	5	10	3	8	1
	Parking Lot Totals	179	11	45	80	60	83	37
	Total from All Streets & Lots		70	121	175	155	188	108

APPENDIX 2

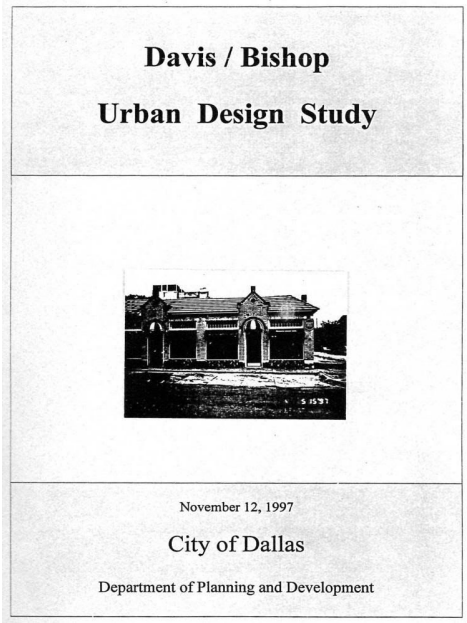
Better Block						Day	Tuesday	
						Weather	Cold, damp	
Street	Block	Side	5 a.m.	8 a.m.	Noon	4 p.m.	8 p.m.	Midnight
Fouraker	700	North	3	3	2	3	5	5
		South	0	0	0	0	0	0
	800	North	2	3	4	2	2	1
		South	0	6	7	6	0	0
Strong	600	East	2	5	3	6	2	3
		West	4	3	4	4	2	3
Winston	400	North	4	2	1	2	4	4
		South	4	3	3	2	3	2
Vernon	400	East	2	3	3	3	1	1
		West	1	0	1	0	0	1
	500	East	0	0	1	2	0	0
		West	0	0	0	1	0	0
	600	East	0	0	0	0	0	0
		West	0	1	1	1	0	0
Seventh	800	North	5	6	1	3	3	3
		South	10	2	8	9	9	7
	900	North	2	3	4	2	3	6
		South	3	2	2	2	3	3
Eighth	800	North	7	5	5	4	7	6
		South	5	3	2	2	6	5
Kings Hwy	900	North	0	0	0	0	0	0
		South	0	0	2	2	0	0
	1000	North	2	3	3	2	2	3
		South	3	2	2	2	3	3
Tyler	400	East	0	4	7	5	1	0
		West	0	0	3	4	1	0
	500	East	0	0	0	0	0	0
		West	0	0	0	0	0	0
	600	East	0	0	4	0	0	2
		West	1	1	0	4	1	1
Davis	700	North	0	0	0	0	0	0
		South	0	1	0	0	0	0
	800	North	0	2	13	8	8	8
		South	1	4	3	1	2	2
		Street Totals	61	67	89	82	68	69
PARKING LOTS		Capacity						
Sweet 200 Salon, 738 Davis		12	0	0	7	7	3	3
BB Bop, 828 Davis		31	0	0	18	3	4	4
Soultopia, 900 Davis		11	0	0	2	1	0	0
Typo, 600 Tyler		27	0	2	11	10	5	5
OC Coffee Roasters, 819 Davis		11	2	3	4	5	4	4
FT 45, 810 Davis		22	1	0	1	0	0	0
Tire Shop, 901 Davis		7	4	4	5	3	0	0
Mariscos/Laundry, 909/913 Davis		24	2	3	12	8	7	7
So. Made Donuts, 937 Davis		12	2	4	3	0	0	0
Vera's Bakery, 932 Davis		12	1	7	7	8	0	0
Abruzzo's etc, 838 Davis		10	0	0	9	8	6	6
	Parking Lot Totals	179	12	23	79	53	29	29
	Total from All Streets & Lots		73	90	168	135	97	98

APPENDIX 3

TYPO PARKING STUDY WORKSHEET						Date	Feb. 1, 2020	
Better Block						Day	Saturday	
						Weather	Fair	
Street	Block	Side	5 a.m.	8 a.m.	Noon	4 p.m.	8 p.m.	Midnight
Fouraker	700	North	4	4	4	4	5	4
		South	0	1	1	1	7	1
	800	North	1	1	7	11	5	8
		South	0	3	5	14	16	4
Strong	600	East	2	3	2	2	11	1
		West	3	3	1	6	10	5
Winston	400	North	5	3	5	4	4	6
		South	3	3	3	3	8	4
Vernon	400	East	3	2	2	3	2	3
		West	1	1	1	0	0	0
	500	East	0	0	2	0	0	0
		West	0	0	2	2	0	0
	600	East	0	0	0	0	0	0
		West	0	0	2	1	0	0
Seventh	800	North	3	3	13	13	15	5
		South	11	11	13	17	17	9
	900	North	2	4	8	10	4	1
		South	6	6	7	5	3	5
Eighth	800	North	5	4	7	7	6	7
		South	6	5	4	4	5	7
Kings Hwy	900	North	0	0	0	0	0	0
		South	0	0	2	4	3	0
	1000	North	2	4	3	3	3	2
		South	3	3	5	4	2	2
Tyler	400	East	1	4	9	5	5	0
		West	0	0	8	6	0	0
	500	East	0	0	0	0	0	0
		West	0	0	2	0	0	0
	600	East	0	0	0	3	4	4
		West	0	0	0	1	1	2
Davis	700	North	0	0	0	0	0	0
		South	0	0	0	0	0	0
	800	North	0	5	11	13	14	2
		South	0	2	5	4	3	0
		Street Totals	61	75	134	150	153	82
PARKING LOTS		Capacity						
Sweet 200 Salon, 738 Davis		12	0	0	8	5	2	0
BB Bop, 828 Davis		31	0	0	10	8	14	3
Soultopia, 900 Davis		11	0	0	4	8	1	0
Typo, 600 Tyler		27	0	0	12	20	23	13
OC Coffee Roasters, 819 Davis		11	2	4	9	7	2	2
FT 45, 810 Davis		22	0	3	3	3	7	1
Tire Shop, 901 Davis		7	4	5	4	6	5	4
Mariscos/Laundry, 909/913 Davis		24	3	4	10	20	13	2
So. Made Donuts, 937 Davis		12	1	5	4	0	0	0
Vera's Bakery, 932 Davis		12	2	7	7	8	1	0
Abruzzo's etc, 838 Davis		10	1	2	6	10	10	0
	Parking Lot Totals	179	13	30	77	95	78	25
	Total from All Streets & Lots		74	105	211	245	231	107

APPENDIX 4

TYPO-RELATED EXCERPTS (Z190-123)



Among the study's Steering Committee members:
Pam Conley, Kidd Springs Neighborhood Assoc., and David Spence, Good Space

p. 24 "Based on community input, observations and traffic counts, it was concluded that revisions to current parking requirements would greatly improve the study area." *The study area included Davis St. from Beckley Ave. to Polk St.*

p. 25 The study documented 122 off-street parking spaces serving 85,500 sf of commercial floor area within Bishop Arts as of 1997 – or 1 space per 700 sf. These were the conditions when City Council approved parking reductions in CD 7 in Feb. 2001. Better Block's 2020 parking study of Tyler/Davis counts 179 off-street parking spots serving 67,400 sf of commercial space – or 1 space per 377 sf. *Tyler/Davis has nearly twice the off-street parking that Bishop Arts did when parking requirements were eased.*

p. 40 "The community would like to create neighborhood logos or icons for the purpose of identifying the community and welcoming visitors." The study calls for "signage for all neighborhoods bordering the study area."

Apdx 9.18 The study calls for a make-over of the R.O.W. in the Tyler/Polk/Davis area to be implemented as Phase II – right after Bishop Arts – in 2000. In fact, Bishop Arts got its make-over in 2000, and Tyler/Polk/Davis's make-over will be complete at the beginning of 2021.

APPENDIX 5

Tyler/Polk Parking Study Summary

Both Tyler and Polk have existing surplus weekday and weekend on-street parking

Surplus on-street parking observed during the weekday peak parking demand period (3:00 to 4:00 PM)

Two-way conversion project's proposed northbound Tyler AM peak traffic period (7:00 – 9:00 AM) parking restrictions will not impact the current on-street parking supply as there are existing AM peak hour parking restrictions on Tyler

Two-way conversion project's proposed southbound Tyler PM peak traffic period (4:00 – 6:00 PM) parking restriction impacts will be minimal for typical weekdays due to existing surplus on-street parking capacity

Tyler/Polk Parking Study Summary cont.

- Two-way conversion project does not impact the weekend on-street parking supply on Tyler
- Two-way conversion project's weekday and weekend parking impacts on Polk will be minimal due to existing surplus on-street parking capacity
- Substantial surplus off-street (surface lots) parking observed during weekdays and weekends

Tyler-Polk 2-way Traffic Study

Conclusions

Two-way conversion of Tyler/Polk is feasible from a traffic operation standpoint

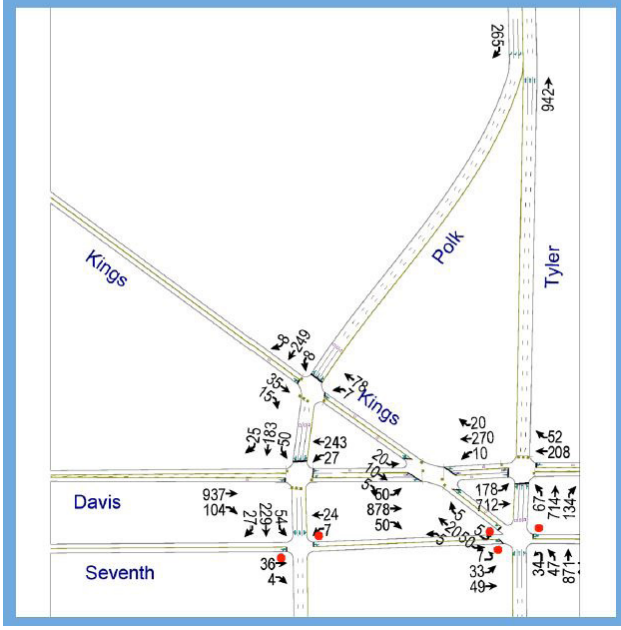
Traffic delays will increase but remain within acceptable level of service.

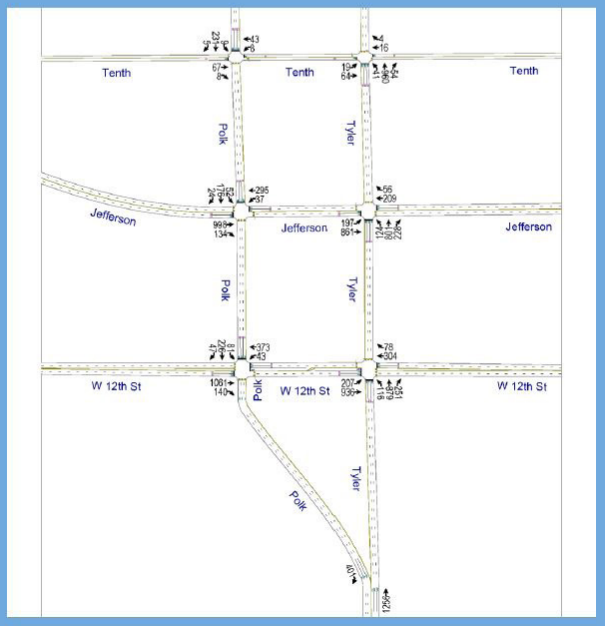
Parking should be restricted in the peak travel direction on Tyler Street during AM & PM peak hours

Tyler-Polk 2-way Traffic Study

Traffic Volumes

Existing AM Peak

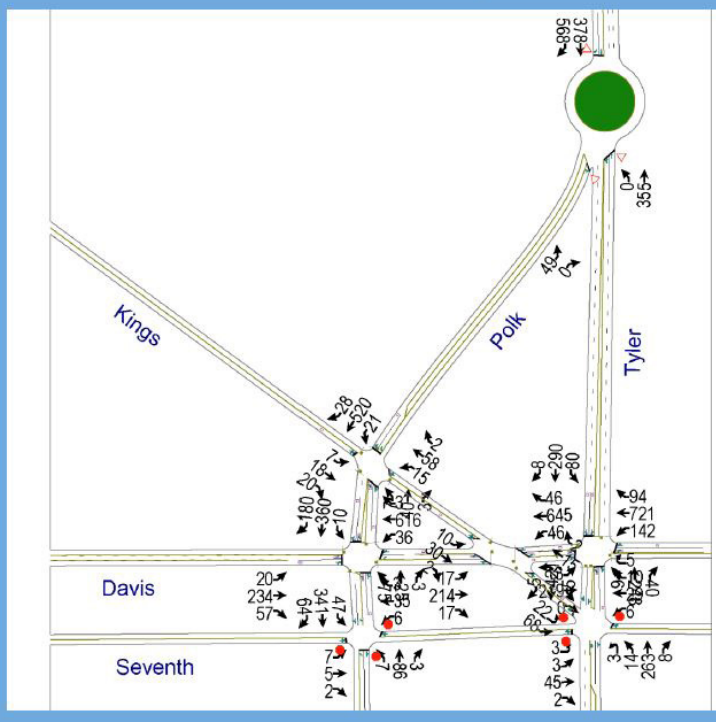


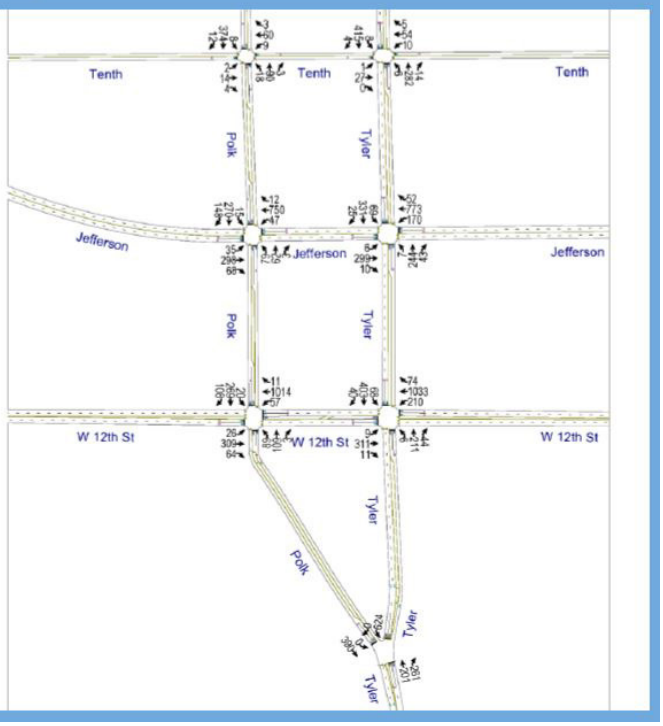


Tyler-Polk 2-way Traffic Study

Traffic Volumes

Proposed Two-Way PM Peak

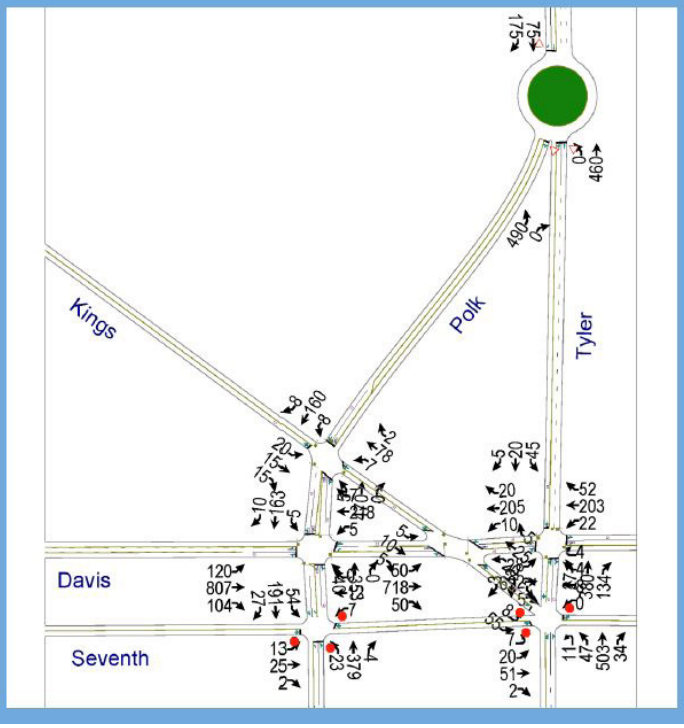


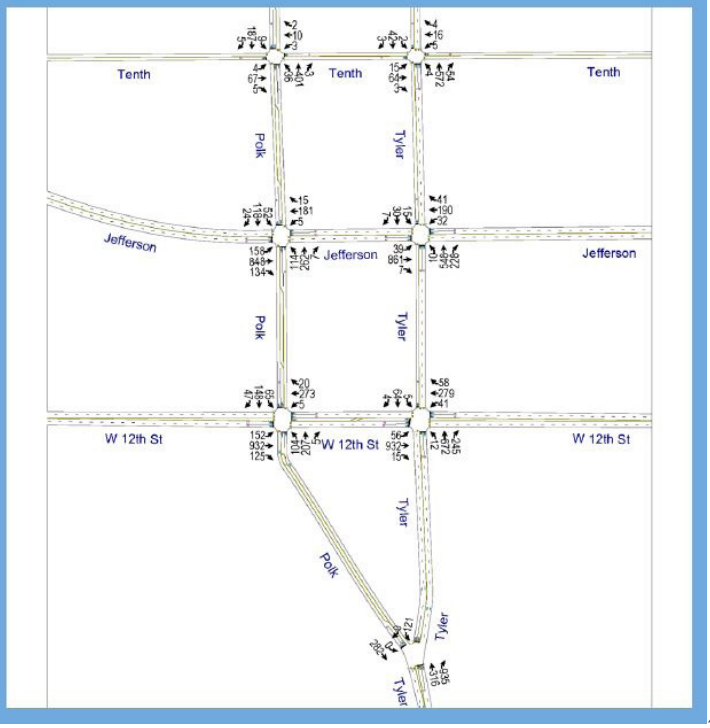


Tyler-Polk 2-way Traffic Study

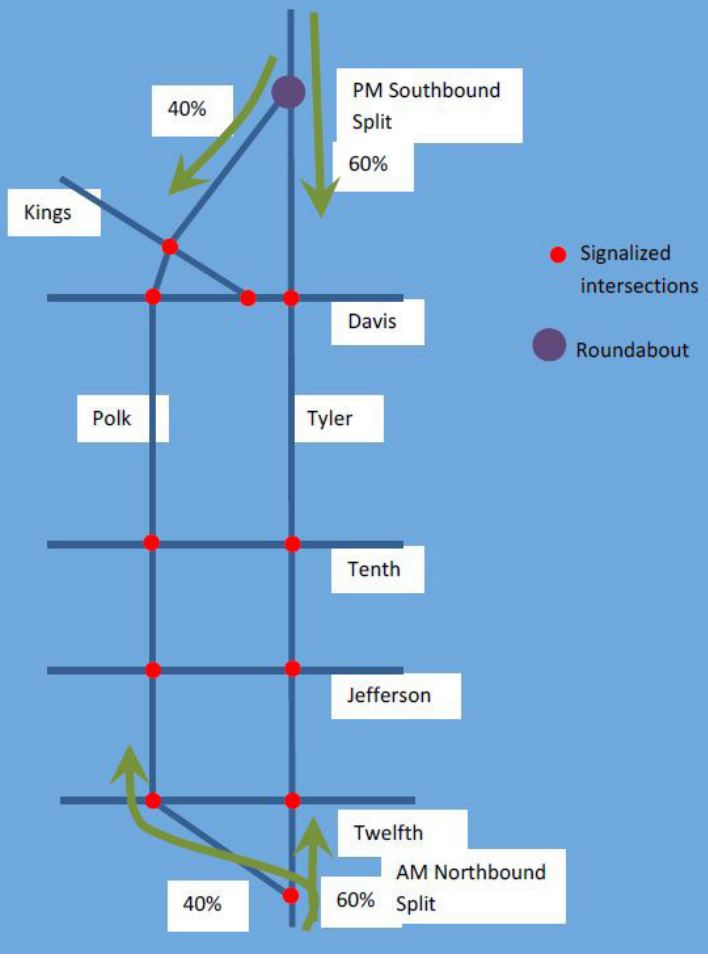
Traffic Volumes

Proposed Two-Way AM Peak





Tyler-Polk 2-way Traffic Study



APPENDIX 6

TYPO PARKING ANALYSIS

~ *or* ~

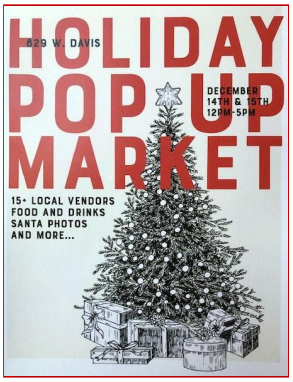
A Snapshot of an Emerging Historic Entertainment District
Firing on All Cylinders

Zoning Application #Z190-123

GOOD SPACE

METHODOLOGY

This is an anecdotal picture of the parking impact that retail and restaurant activity within the emerging Typo district is having on surrounding residential streets. There is no pretense of a rigorous quantitative or longitudinal analysis, but the results of this simple study do compellingly suggest that Bishop Arts-type parking ratios are *already*, in practice, reflected in the parking load of the neighboring trolley-era shopping district.



On Saturday, Dec. 14, 2019 – a fair, sunny day at the height of the holiday season – virtually all the retailers and restauranteurs surrounding the intersection of West Davis and North Tyler, together with invited "pop-up" vendors, hosted a shopping promotion between noon and 5 p.m. There was a robust turn-out of *local* shoppers – the intended target of both the event and the normal year-round operations of the merchants. It is fair to say that the Christmas event was the most intense and concentrated commercial activity ever achieved in the "Greater Typo" area.

David Spence of Good Space, landlord of Typo, which contains about one-third of the commercial leaseholds participating, documented the number of cars in off-street parking lots and those parked curbside on surrounding streets.* Those car counts were compared to the total floor area of participating businesses.

* This study does not take into account that, during the same hours of the holiday event, there was a multifamily yard sale occurring at the residence at 611 N. Tyler, and that several crews were at work on the 13-unit, 17,000-sf townhome project in the final stages of construction at 621 N. Tyler – both addresses being across the street from Typo.

DOCUMENTARY PHOTOS

A sampling…

GRAPHIC LEGEND

Light green	Typo campus
Dark green	Curbside parking that counts toward Typo's legal requirement; **red** numbers = cars actually parked there
Red	Commercial parking lots; **blue** numbers = cars actually parked there
Black	Leaseholds (besides Typo) participating in holiday event
Magenta	Curbside parking on public streets; **orange** numbers = cars actually parked on that block.

GRAPHIC

RAW NUMBERS

Streets available for curbside parking	14 blocks (both sides)
Commercial streets	4.5 blocks
Residential streets 9.5 blocks	
Residences adjacent to counted streets	83 (approx.)
Commercial parking lots	8
Floor area of retail use	45,170 sf
Floor area of restaurant use	15,788 sf
Total commercial floor area	60,958 sf
Cars curbside 168	
Cars in commercial lots	81
Total cars counted 249*	

* Not counted: cars parked in residential driveways and cars parked off-street at businesses not participating in the holiday event (e.g., auto-repair shops).

CONCLUSIONS

Average cars parked on each side of the street per block	6
Commercial floor area per car counted (on- and off-street)	245 sf (assumes no resid. parking)
Commercial floor area per car, assuming 1 in 4 cars parked curbside belongs to a resident	295 sf
Parking ratio requested by Good Space (restaurant/bar/indoor commercial amusement)	1:220 sf
Parking ratio since 2001, four blocks west in Bishop Arts (restaurant/bar)	1:220 sf
Resident complaints arising from holiday event directed to "311" or representatives of participating merchants	ZERO