

May 28, 2019

PK# 2386-16.242

Z178-358

PARKING ANALYSIS

Project:

Preston Center-SMAA Development

In Dallas, Texas

Prepared for:

City of Dallas

On behalf of:

Lincoln Property Company Commercial, Inc.

Prepared by:

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PARKING ANALYSIS
Preston Center-SMAA Development
Dallas, Texas

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INTRODUCTION

The services of **Pacheco Koch** (PK) were retained by **Lincoln Property Company Commercial, Inc.** to conduct a Parking Analysis for the proposed mixed-use development located at the intersection of Douglas Avenue and Frederick Square in Dallas, Texas. The Project is referred to herein as *Preston Center-SMAA Development*. A **development** plan prepared by **HKS** and a site location map (**Exhibit 1**) are provided at the end of this report.

Lincoln Property Company Commercial, Inc. is seeking to create a new Planned Development District in order to facilitate development of the Project. This study focuses on the proposed zoning conditions related to parking requirements. Submittal of a Parking Analysis, prepared by a skilled professional with expertise on parking demand, was requested by the City staff to provide a technical evaluation of the request(s).

This study was prepared in accordance with industry and local standards by registered professional engineers employed by Pacheco Koch. Pacheco Koch is a licensed engineering firm based in Dallas, Texas, that provides professional services in traffic engineering, transportation planning, parking analysis, and related fields.

Purpose

This Parking Analysis is an evaluation of proposed parking conditions for a specific site with specific land use(s). The analysis is designed to take into consideration site-specific factors and industry research that pertain to the calculated parking requirement for the site. The bases of the results presented in this analysis may not apply to other properties.

Parking demand is theoretically represented by local zoning ordinances. However, in many cases, these ordinances are overly-simplified and/or over-generalized and do not sufficiently reflect actual parking needs. The purpose of this Parking Analysis is to validate the requested adjustments to parking requirements incorporated in the proposed zoning ordinance for the property. Approval of any reduction is a subject to the approval process of the City of Dallas.

Project Description

The 14-acre subject site is bisected by a private roadway known as Frederick Square. South of the roadway is the existing Saint Michael & All Angels Episcopal Church (SMAA), which houses the Saint Michael Episcopal School (SMES). (The Episcopal School of Dallas (ESD) was also previously located on the site, but the school has permanently relocated as of the end of the Spring 2019 session.)

North of the roadway is an existing two-story office building in the northwest corner of the site, a surface parking lot used by the church, and the remainder of the site is undeveloped. A mixed-use development containing office, multifamily, and restaurant uses is proposed to be constructed on the parking lot and undeveloped

portions of the site. The new parking facilities constructed for the office use will be shared with the church.

The current property zoning is described below:

- Church/School (south of the roadway): *R-7.5(A) with SUP #1172*
- Existing office building (north of the roadway): *PD 314-Preston Center Special Purpose District (Tract 2) Subarea C*
- Remaining area east of existing office building (north of roadway): *MF-1(A)*

Buildout of the project is assumed to occur by 2021.

PROPOSED PARKING CODE ADJUSTMENTS

Under current zoning, the parking requirement for the property is based upon direct application of the rates and criteria provided in the Dallas Development Code §51A. **Table 1** provides a summary of the proposed changes to the parking requirements to be incorporated in the proposed zoning conditions of the new PD Subdistrict.

Table 1. Proposed Changes to Parking Requirements

USE	CURRENT REQUIREMENT	PROPOSED REQUIREMENT
Hotel or Motel	51A-4.205(1)(C): One space for each unit (for units 1-250), ¾ space for each unit (for units 251-500), ½ space for all units over 500; plus, one space per 200 SF of meeting room	¾ spaces per unit (all units)
Retirement Housing	51A-4.209(b)(5.2)(C): One space per dwelling unit or suite.	0.75 spaces per dwelling unit or suite
Mixed Use Development Chart	(See Appendix A)	(See Appendix A) Categories added for hotel and church uses.

Other proposed conditions:

- Accessory uses with no additional parking requirements [these activities/facilities will only generate parking demand at times when the office use is not occupied and ample parking is available--i.e., evenings and weekends.]
 - Neighborhood Farmer's Market
 - Street festivals, arts and crafts fairs, etc.
 - Urban garden
- Tandem Parking
 - Permitted for lodging uses provided a valet license is secured from the City of Dallas.
 - Permitted for residential uses.

PARKING ANALYSIS

The following sections provide a technical evaluation of the proposed parking requirement adjustments listed in **Table 1**.

Hotel Parking Ratio

The *Parking Generation* manual, 5th Edition (2019), published by the **Institute of Transportation Engineers (ITE)**, is the preeminent source of technical parking demand data. The manual is a compilation of actual parking generation data and statistics by land use as collected over several decades by creditable sources across the country. Though the manual is not comprehensive, data are provided for several land uses. Use of the ITE equations and rates to project peak parking demand is widely recognized, when applicable; however, application of engineering judgment to interpret the data is strongly advised.

For the "hotel" land use (ITE LUC #310), *Parking Generation* indicates that the average peak parking demand is 0.74 parked vehicles per guest room. Based upon this finding, the proposed ratio of 0.75 spaces per room is sufficient to accommodate the projected peak parking demand.

Retirement Housing Ratio

For the "senior adult housing--attached" land use (ITE LUC #252), the ITE *Parking Generation* manual indicates that the average peak parking demand is 0.61 parked vehicles per dwelling unit. Based upon this finding, the proposed ratio of 0.75 spaces per unit is sufficient to accommodate the projected peak parking demand for this use.

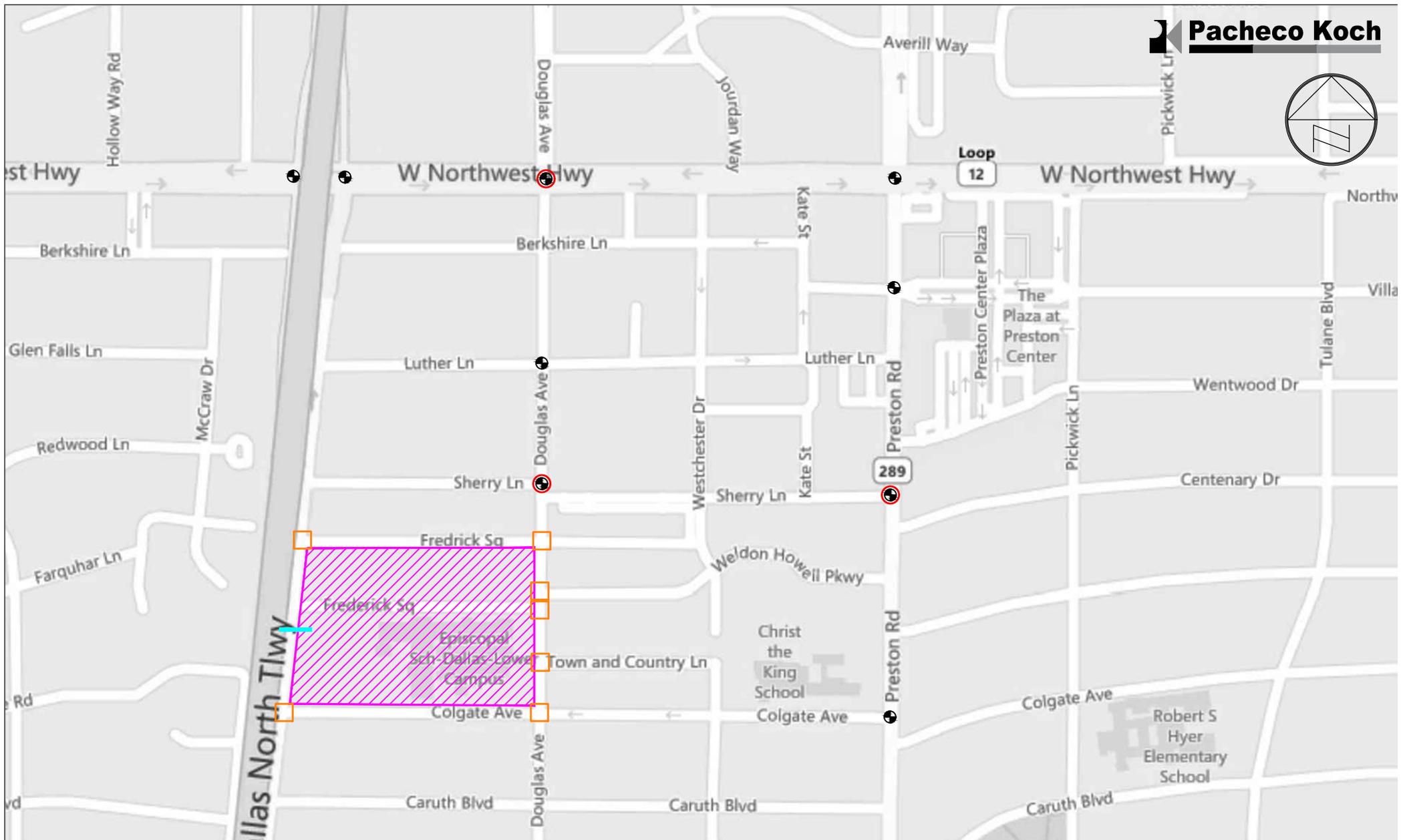
Mixed-Use Chart

The proposed mixed-use parking chart for the PD Subdistrict is identical to the City's standard mixed-use parking chart except for the addition of two new uses: hotel, and church.

For the hotel land use, the proposed time-of-day factors directly correspond to the **Urban Land Institute (ULI) Shared Parking** study (2nd Edition) hourly parking demand rates for guests at a typical "business hotel". ULI *Shared Parking* is the leading resource for shared parking demand analysis and, like the *ITE Parking Generation* manual, is based upon actual parking demand data collected by qualified professionals. Therefore, the time-of-day parking factors provided in the proposed mixed-use chart are supported.

For the church use, the "100%" parking demand condition occurs on Sundays during church services. At other times of the week, parking demand is significantly lower—it is primarily generated by a limited number of church staff and small groups that meet at various times. The proposed time-of-day factors reflect these characteristics. Pacheco Koch spoke to Church representatives who are familiar with the parking characteristics throughout the week and confirmed their concurrence of the parking characteristics represented by the parking time-of-day factors. The time-of-day factors provided in the proposed mixed-use chart are considered sufficient to meet the church's parking needs at the corresponding times.

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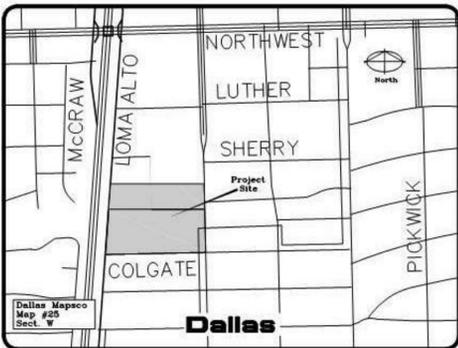
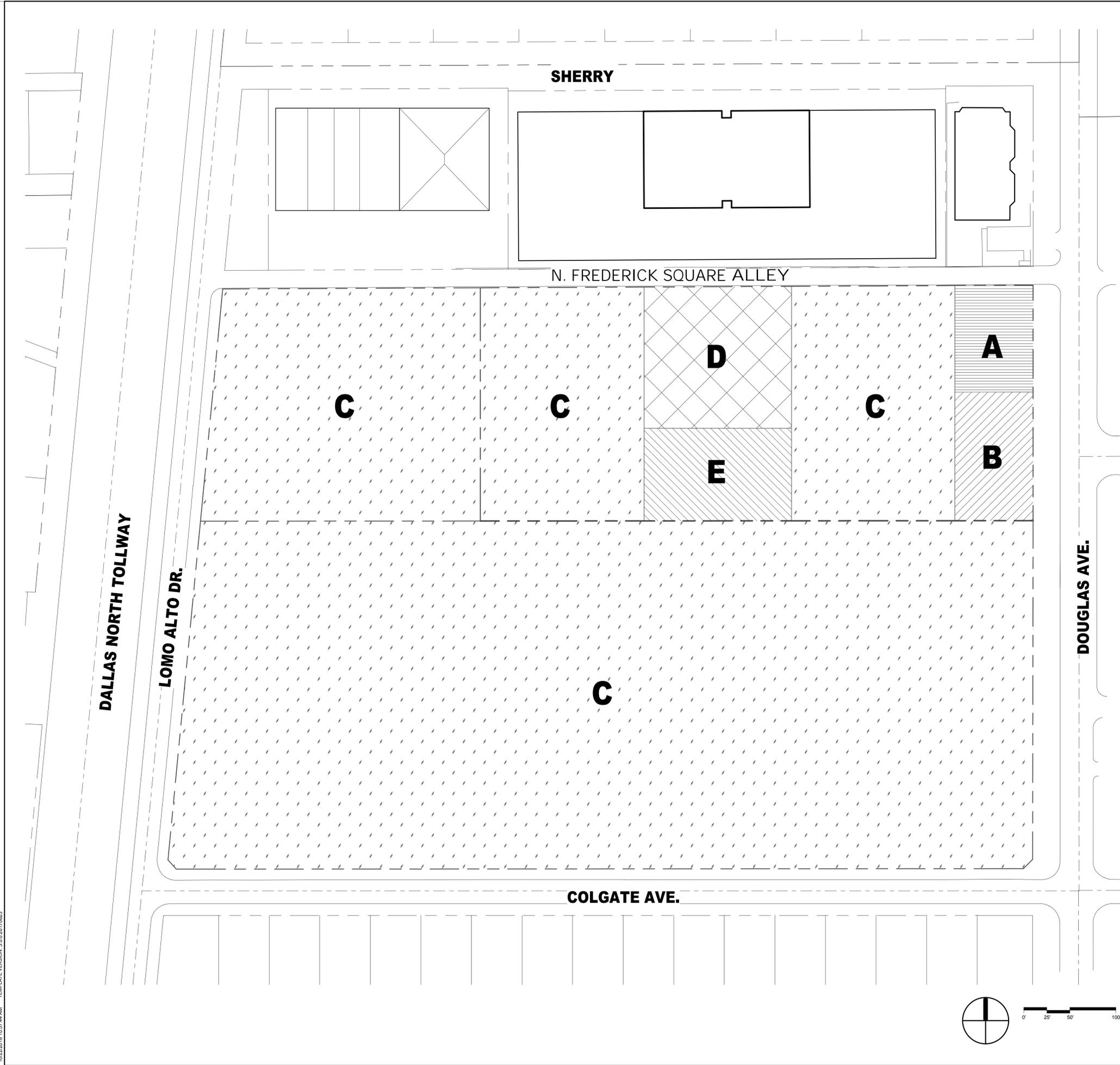
- Project Location
- Study Area Intersection (Signalized)
- Road-Tube Counts
- Traffic Signal
- Study Area Intersection (Unsignalized)

Site Location Map

Preston Center-SMAA Development, Dallas, Texas

PK #2386-16.242 (HWL: 09/05/18)

PLOT DATE: 10/22/2018 10:57:44 AM TEMPLATE VERSION: 3.0.0.20170623



Location Map

- AREA A** MAXIMUM HEIGHT 40'
- AREA B** ONLY LANDSCAPE FEATURES AND ARCHITECTURAL OVERHANGS PERMITTED.
- AREA C** SUBJECT TO THE RESIDENTIAL PROXIMITY SLOPE REQUIREMENTS FROM EXISTING RESIDENTIAL NEIGHBORHOODS SOUTH OF COLGATE & WEST OF DALLAS NORTH TOLLWAY. MAXIMUM HEIGHT 235'
- AREA D** MAXIMUM HEIGHT 70'
- AREA E** ONLY LANDSCAPE FEATURES AND ARCHITECTURAL OVERHANGS PERMITTED.

HKS

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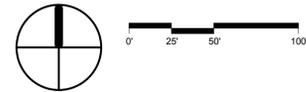
KEY PLAN

REVISION NO.	DESCRIPTION	DATE

HKS PROJECT NUMBER
19621.000
 DATE
 05/28/2019
 ISSUE
 PD-RESUBMITTAL

SHEET TITLE
HEIGHT DIAGRAM

SHEET NO.
HD.01



Appendix A. Mixed-Use Charts (Standard and Proposed)

City of Dallas Mixed Use Development Parking Chart

for properties regulated by Dallas Development Code, Chapter 51A

(for calculating adjusted standard parking requirement

Address:

Use	Use Categories	Total SF (including vacancies)	Parking Ratio	Standard Parking Requirement	Parking Adjustment By Time of Day (Weekday)									
					Morning		Noon		Afternoon		Late Afternoon		Evening	
	Multifamily # units or bedrooms (whichever is greater)		1	0.00	80%	-	60%	-	60%	-	70%	-	100%	-
	Office Uses*		333	0.00	100%	-	80%	-	100%	-	85%	-	35%	-
	Retail Uses*		200	0.00	60%	-	75%	-	70%	-	65%	-	70%	-
	Retail 10,000+ SF		220	0.00	60%	-	75%	-	70%	-	65%	-	70%	-
	Retail 40,000+ SF		250	0.00	60%	-	75%	-	70%	-	65%	-	70%	-
	Retail 100,000+ SF		300	0.00	60%	-	75%	-	70%	-	65%	-	70%	-
	Bar, restaurant, & commercial amusement (inside)		100	0.00	20%	-	100%	-	30%	-	30%	-	100%	-
	Health Studio		200	0.00	45%	-	70%	-	55%	-	80%	-	100%	-
	Game court center		n/a		45%	-	70%	-	55%	-	80%	-	100%	-
	Theater (1/28 seating)		28	0.00	0%	-	40%	-	60%	-	80%	-	100%	-
	Any other use		1,000	0	100%	-	100%	-	100%	-	100%	-	100%	-
Total SF (- residential & theater)		0		0			0		0		0		0	

* See Chapter 51A Definitions

**Based upon a report for ULI - The Urban Land Institute, Shared Parking. Washington, D.C.: ULI. 1983

Weekday MUD Parking requirement is 0 Saturday MUD Parking requirement is 0
Therefore, 0 is the parking requirement for 0

EXHIBIT ____ F
Mixed Use Development Parking Chart
 (for calculating standard parking requirement)

<u>USE CATEGORIES</u>	<u>STANDARD PARKING REQUIREMENT</u>	<u>PARKING ADJUSTMENT THE TIME OF DAY (weekday)</u>				
		Morning	Noon	After-noon	Late After Noon	Evening
<u>Residential Uses</u>	<u>per Code</u>	<u>80%</u>	<u>60%</u>	<u>60%</u>	<u>70%</u>	<u>100%</u>
<u>Office Uses</u>	<u>per Code</u>	<u>100%</u>	<u>80%</u>	<u>100%</u>	<u>85%</u>	<u>35%</u>
<u>Retail & personal services uses</u>	<u>per Code</u>	<u>60%</u>	<u>75%</u>	<u>70%</u>	<u>65%</u>	<u>70%</u>
<u>Bar & restaurant uses</u>	<u>per Code</u>	<u>20%</u>	<u>100%</u>	<u>30%</u>	<u>30%</u>	<u>100%</u>
<u>Lodging uses</u>	<u>per Code</u>	<u>70%</u>	<u>55%</u>	<u>60%</u>	<u>75%</u>	<u>85%</u>
<u>Church uses</u>	<u>Per Code</u>	<u>10%</u>	<u>10%</u>	<u>10%</u>	<u>10%</u>	<u>20%</u>
<u>Any other use</u>	<u>per Code</u>	<u>100%</u>	<u>100%</u>	<u>100%</u>	<u>100%</u>	<u>100%</u>

The adjusted standard off-street parking requirements for the development are the largest of the five “time of day” column sums.

Note: If the use does not fit into one of the first four categories listed above, 100 percent assignment must be used in each of the “time of day” columns. If one or more of the main uses in the development is a retail and personal service use, the minimum parking requirement for the development under this reduction option is the sum of the standard parking requirements for each of the retail and personal service uses in the development.