

FILE NUMBER: BOA-25-000075(SD)

BUILDING OFFICIAL'S REPORT: Application of Jonathan G. Vinson for **(1)** a variance to the off-street parking regulations at **3219 KNOX STREET**. This property is more fully described as Block L/1536, Lot 9A, and is zoned PD-193 (PDS 139), which requires parking to be provided. The applicant proposes to provide 790 of the required 870 parking spaces for a restaurant without drive-in or drive-through service use, a general merchandise/retail or food store, and an office use, which will require **(1)** an 80 space variance (9.2% reduction) to the off-street parking regulations.

LOCATION: 3219 Knox Street

APPLICANT: Jonathan Vinson

REQUEST:

(1) A variance to the off-street parking regulation.

STANDARDS OF REVIEW FOR A VARIANCE:

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

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

SECTION 51A-3.102(d)(10)(B)

Dallas Development Code § 51A-3.102(d)(10)(B), allows for the board to use their discretion and consider the following as grounds to determine whether the portion of the variance standard of compliance with the ordinance as applied to a structure would result in unnecessary hardship:

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

- (ii) compliance would result in a loss to the lot on which the structure is located of at least 25 percent of the area on which development is authorized to physically occur.
- (iii) compliance would result in the structure not being in compliance with a requirement of a municipal ordinance, building code, or other requirement.
- (iv) compliance would result in the unreasonable encroachment on an adjacent property or easement; or
- (v) the municipality considers the structure to be a nonconforming structure.

STAFF RECOMMENDATION:

Variance to the off-street parking regulation:

Approval

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

- A. Not contrary to the public interest as letters of opposition were not received. The site's unique property conditions of no surface parking/only underground garage mean strict enforcement would create an undue hardship, and the proposed variance doesn't negatively affect neighborhood character or safety, thus ensuring "substantial justice" is achieved. Appears to not pose any safety, aesthetic, or monetary issues (S.A.M.).
- B. Lot cannot be developed in a manner commensurate with the development upon other parcels of land with the same zoning due to no access of surface parking. In addition, possible construction of an additional floor of underground parking to satisfy the parking requirements takes the lot out of contention with building in a manner commensurate with other zoning.
- C. Does not appear to be a self-created or personal hardship.

BACKGROUND INFORMATION:

Zoning:

Site: PD-193 (PDS 139)
North: PD-193 (PDS 139)
East: PD-193 (PDS 139)
South: PD-193 (PDS 139)
West: PD-193 (PDS 139)

Land Use:

The subject site is mix-used development comprised of office, restaurant, and retail. Surrounding properties share the same mixed-used development composition with the addition of multi-family and possibly hotels.

BDA History:

No BDA history has been found within the last 5 years

GENERAL FACTS/STAFF ANALYSIS:

- The application of Jonathan Vinson for the property located at 3219 Knox Street focuses on one request relating to the off-street parking regulation.
- As illustrated on the site plan, floor plan, parking study, and site overview and research details the applicant proposes to construct and/or maintain a nonresidential structure for a restaurant without drive-in or drive-through service use, a general merchandise/retail or food store, and an office use, and provide 790 of the required 870 parking spaces, which will require an 80 space variance (9.2% reduction) to the off-street parking regulation.
- This case comes to the Board of Adjustment as an applicant self-referral.
- Staff has concluded that compliance would result in the structure not being in compliance with a requirement of a municipal ordinance, building code, or other requirement as it would expand the buildable envelope and violate the approved conditions and Development Plan.
- Lot cannot be developed in a manner commensurate with the development upon other parcels of land with the same zoning due to no access of surface parking. In addition, possible construction of an additional floor of underground parking to satisfy the parking requirements takes the lot out of contention with building in a manner commensurate with same zoning. Many sites in this same zoning are allowed surface parking.
- Parking demand analysis of this site yields: the highest overall peak parking demand of 386 parked vehicles observed during the noon hour on a weekday; The tenant occupancy of the property was 100% at the time of study. Based on the parking demand study, the parking supply provides a minimum of 404 surplus parking spaces at any given time.
- Staff's research and review of data provided by the applicant yields that applicant's request for parking relief is sufficient to accommodate mixed-use types proposed on this site.
- Planning and Development's Traffic Engineer has no objections if certain conditions are met. Traffic Engineer recommends applicant prepare an executive summary of parking demand study dated September 19, 2025.
- The applicant has the burden of proof in establishing the following:
 1. That granting the variance to the off-street parking regulations will not be contrary to the public interest when, owing to special conditions, a literal enforcement of this chapter would result in unnecessary hardship, and so that the spirit of the ordinance will be observed, and substantial justice done.
 2. The variance is necessary to permit development of a specific parcel of land that differs from other parcels of land by being of such restrictive area, shape, or slope, that it cannot be developed in a manner commensurate with the development upon other parcels of land with the same zoning; and
 3. The variance would not be granted to relieve a self-created or personal hardship, nor for financial reasons only, nor to permit any person a privilege in developing a parcel of land not permitted by this chapter to other parcels of land with the same zoning.

SECTION 51 A-3.102(d)(10)(B)

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municipality under Section 26.01 of the Texas Tax Code.

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- (iii) compliance would result in the structure not being in compliance with a requirement of a municipal ordinance, building code, or other requirement.
- (iv) compliance would result in the unreasonable encroachment on an adjacent property or easement; or
- (v) the municipality considers the structure to be a nonconforming structure.
- Granting the variance to the off-street parking regulations with a condition that the applicant complies with the submitted site plan, would require the proposal to be constructed as shown on the submitted documents.
- 200' Radius Video: [BOA-25-000075 at 3219 Knox Street](#)

Timeline:

October 27, 2025: The applicant submitted an "Application/Appeal to the Board of Adjustment" and related documents which have been included as part of this case report.

November 5, 2025: The Board of Adjustment Administrator assigned this case to Board of Adjustment Panel C.

November 14, 2025: The Planning and Development Senior Planner emailed the applicant the following information:

- an attachment that provided the public hearing date and panel that will consider the application; the **December 1, 2025**, deadline to submit additional evidence for staff to factor into their analysis; and **December 5, 2025**, deadline to submit additional evidence to be incorporated into the board's docket materials.
- the criteria/standard that the board will use in their decision to approve or deny the request; and
- the Board of Adjustment Working Rules of Procedure pertaining to documentary evidence.

December 1, 2025: The Board of Adjustment staff review team meeting was held regarding this request and other requests scheduled for the **December** public hearings. Review team members in attendance included: Planning Manager, The Board of Adjustment Chief Planner/Board Administrator, the Board of Adjustment Senior Planners, Project Coordinator, Conservation District Chief Planner, Chief Arborists, and Transportation Engineer.

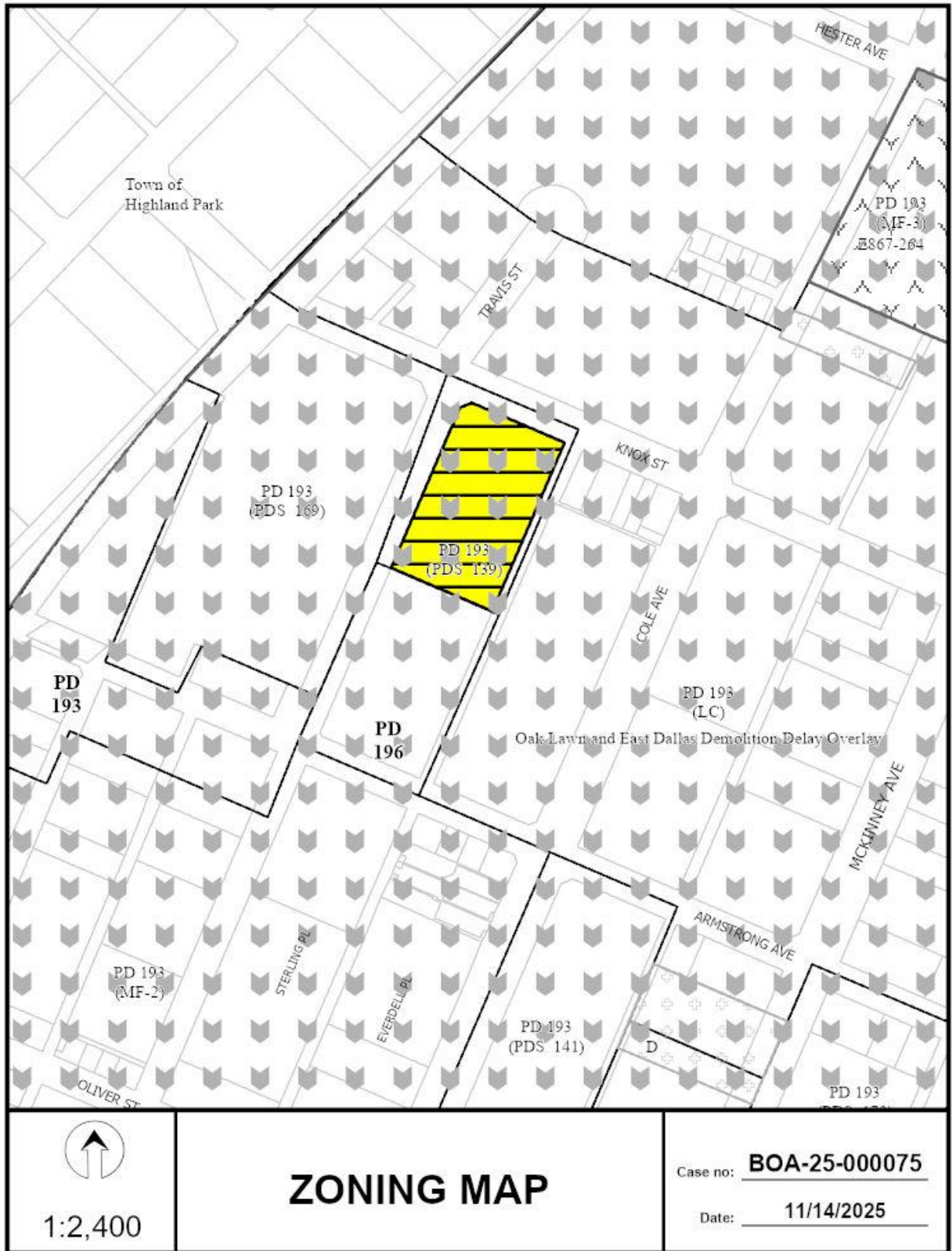



1:2,400


AERIAL MAP

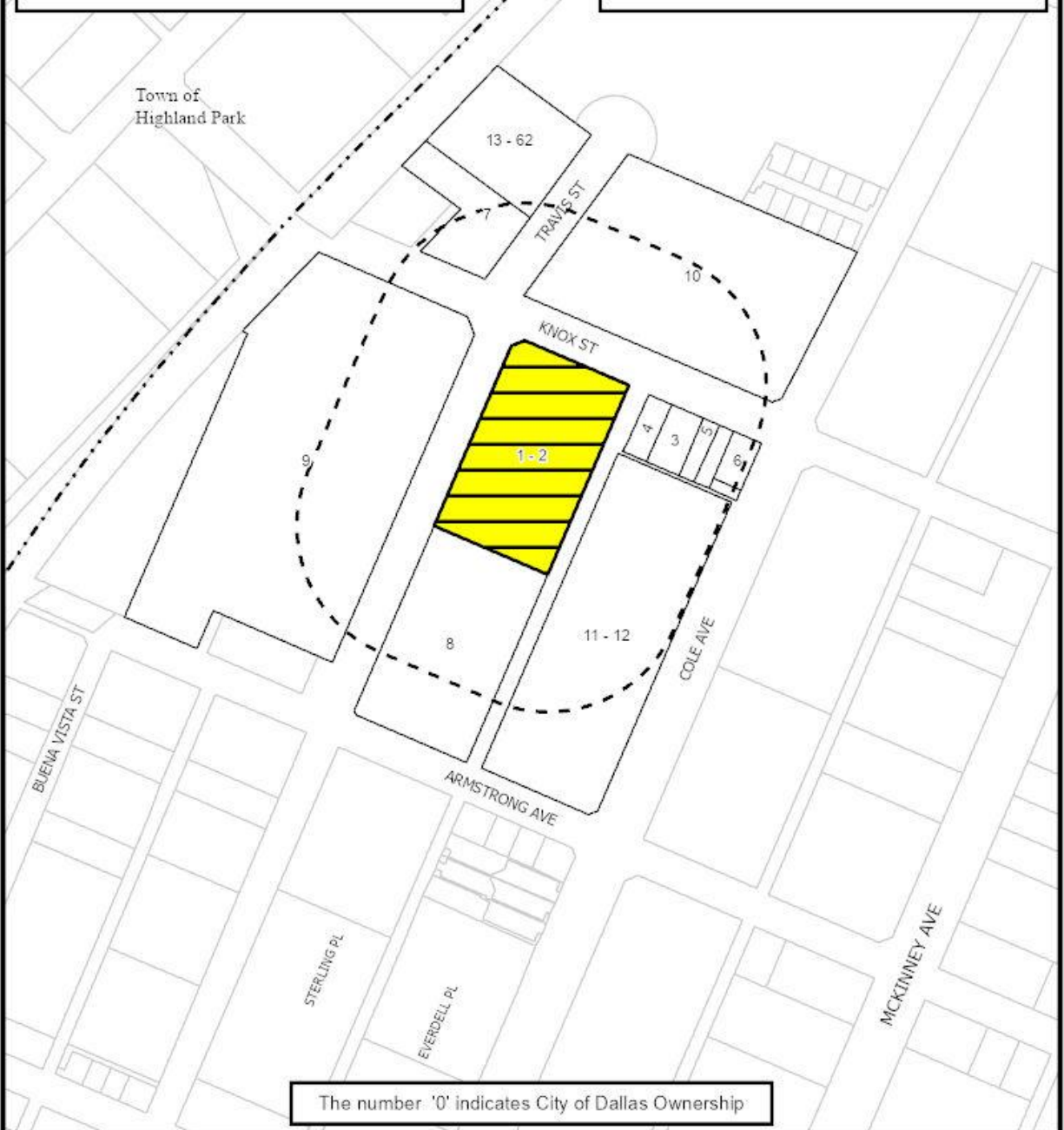
Case no: **BOA-25-000075**

Date: **11/14/2025**



The area of request is hatched  . Notification is sent to all property owners within the notification buffer area (shown by the dashed circle). Your property is not being rezoned if you are outside of the hatched area. If your property is not within the hatched area, you are receiving this notice only to let you know of the request.

El área de solicitud está sombreada  . La notificación se envía a todos los propietarios dentro del área de notificación (que se muestra con un círculo discontinuo). Su propiedad no será re zonificada si está fuera del área sombreada. Si su propiedad no está dentro del área sombreada, recibió este aviso solo para informarle sobre la solicitud.



The number '0' indicates City of Dallas Ownership



1:2,400

NOTIFICATION

200'

AREA OF NOTIFICATION

62

NUMBER OF PROPERTY OWNERS NOTIFIED

Case no: **BOA-25-000075**

Date: **11/14/2025**

11/14/2025

Notification List of Property Owners

BOA-25-000075

62 Property Owners Notified

| <i>Label #</i> | <i>Address</i> | <i>Owner</i> |
|-----------------------|-----------------------|-----------------------------------|
| 1 | 3219 KNOX ST | WEIRS PLAZA OWNER LLC |
| 2 | 4540 TRAVIS ST | WEIRS PLAZA FAMILY |
| 3 | 3211 KNOX ST | 3JBWEIR LLC |
| 4 | 3213 KNOX ST | WEIR FAMILY INVESTMENTS LP |
| 5 | 3207 KNOX ST | 3207 KNOX STREET JV |
| 6 | 3205 KNOX ST | KD KNOX COLE HOLDCO LLC |
| 7 | 3300 KNOX ST | KEATING CLONARD HOLDINGS LLC |
| 8 | 4514 TRAVIS ST | TRAVIS WALK LLC |
| 9 | 4555 TRAVIS ST | KD TRAVIS BLOCK HOLDCO LLC |
| 10 | 3230 KNOX ST | KD KNOX STREET VILLAGE HOLDCO LLC |
| 11 | 4525 COLE AVE | 4525 COLE DALLAS LLC & |
| 12 | 4525 COLE AVE | KD COLE ARMSTRONG HOLDCO LLC |
| 13 | 4611 TRAVIS ST | ROBERTS RANDELL C & NEYSA J |
| 14 | 4611 TRAVIS ST | HAMMOND KIMBERLY D |
| 15 | 4611 TRAVIS ST | WARD TOM & DEBBIE |
| 16 | 4611 TRAVIS ST | GATES STEPHEN & CATHERINE |
| 17 | 4611 TRAVIS ST | KUTNER MICHAEL B |
| 18 | 4611 TRAVIS ST | BLALOCK MIKE H & JEANETTE I |
| 19 | 4611 TRAVIS ST | MCCLAIN ROBERT & NANCY |
| 20 | 4611 TRAVIS ST | NUNZIATA ROB & HOLLY |
| 21 | 4611 TRAVIS ST | CHARLES BRANDON C |
| 22 | 4611 TRAVIS ST | ANGEL BRENT & |
| 23 | 4611 TRAVIS ST | COLLADO SERGIO ANDRES |
| 24 | 4611 TRAVIS ST | HORTON VINCENT L & JEANETTE M |
| 25 | 4611 TRAVIS ST | DLB DAB LIVING TRUST THE |
| 26 | 4611 TRAVIS ST | JAMERSON FAMILY TRUST |

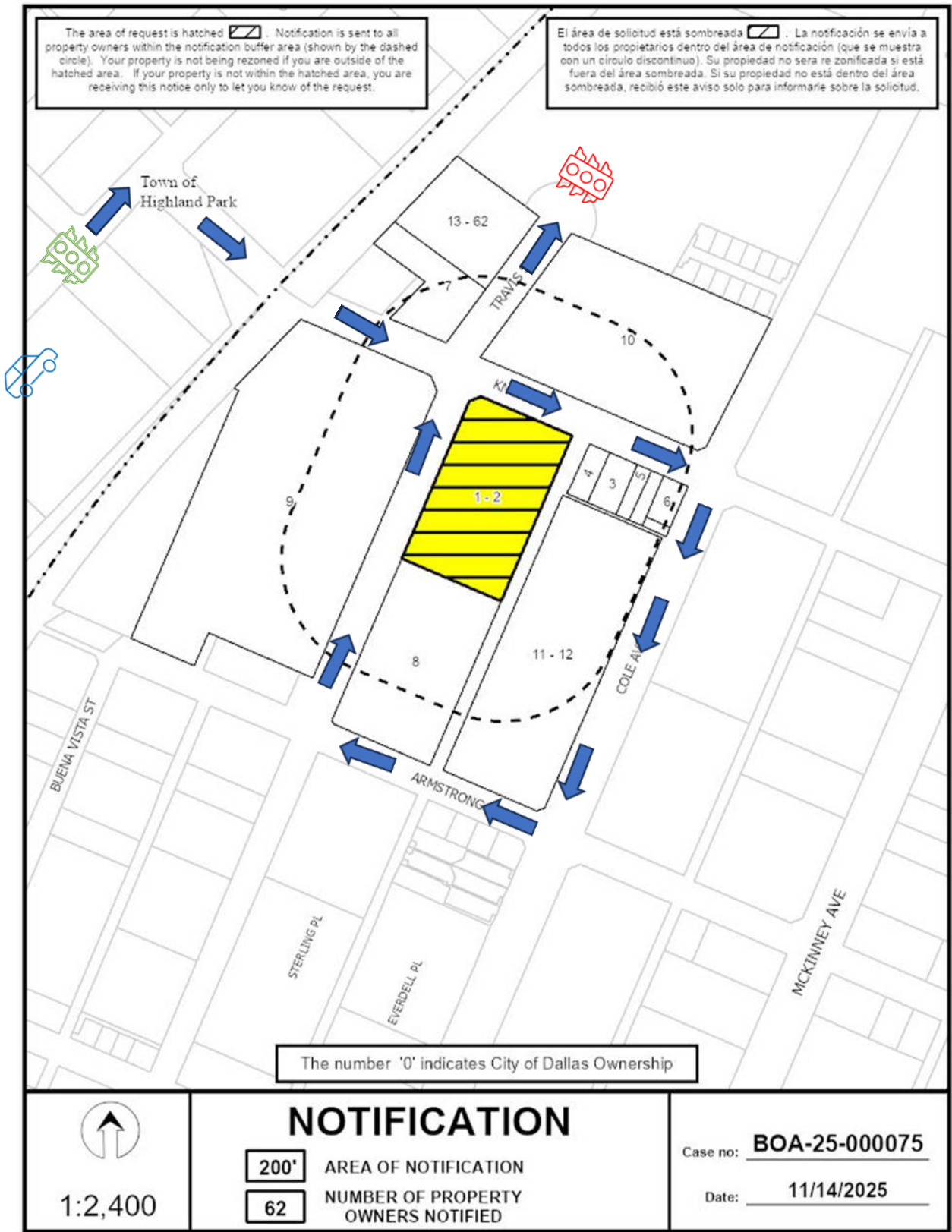
11/14/2025

| <i>Label #</i> | <i>Address</i> | <i>Owner</i> |
|----------------|----------------|-------------------------------|
| 27 | 4611 TRAVIS ST | KWEIK NORA C |
| 28 | 4611 TRAVIS ST | ALHAZIM DINA |
| 29 | 4611 TRAVIS ST | HORTON VINCENT L TRUST & |
| 30 | 4611 TRAVIS ST | ROWE THERESA DIANNE |
| 31 | 4611 TRAVIS ST | DUSTIN LOVINGOOD & |
| 32 | 4611 TRAVIS ST | SAUS PROPERTIES LLC |
| 33 | 4611 TRAVIS ST | SAHIB SUVEEN 2023 IRREVOCABLE |
| 34 | 4611 TRAVIS ST | BERGMAN ANDREW ALAN |
| 35 | 4611 TRAVIS ST | SERIES 12 OF SAUS |
| 36 | 4611 TRAVIS ST | COOPER CAROLINE C |
| 37 | 4611 TRAVIS ST | TRACE LIVING TRUST |
| 38 | 4611 TRAVIS ST | NISSANOV GIL-AD & |
| 39 | 4611 TRAVIS ST | GREGORY ANGELA |
| 40 | 4611 TRAVIS ST | MCQUOWN GENE CARROLL & |
| 41 | 4611 TRAVIS ST | BROWN SHANNON & |
| 42 | 4611 TRAVIS ST | SHRINGARPURE REVOCABLE TRUST |
| 43 | 4611 TRAVIS ST | ALEKHINE ALEX & LARISSA |
| 44 | 4611 TRAVIS ST | ASQUINI MICHAEL A |
| 45 | 4611 TRAVIS ST | THOMPSON MEGAN |
| 46 | 4611 TRAVIS ST | PASTOR LIVING TRUST UA THE |
| 47 | 4611 TRAVIS ST | 10R MVS INVESTORS LLC |
| 48 | 4611 TRAVIS ST | LEISER WILLIAM P |
| 49 | 4611 TRAVIS ST | 4611 TRAVIS ST LLC |
| 50 | 4611 TRAVIS ST | MEDIEVAL TIMES USA INC |
| 51 | 4611 TRAVIS ST | SWEENEY DREW & LISA |
| 52 | 4611 TRAVIS ST | COLE CHARLES E JR |
| 53 | 4611 TRAVIS ST | SERIES 11 OF SAUS |
| 54 | 4611 TRAVIS ST | ZHANG ZHIFEI |
| 55 | 4611 TRAVIS ST | 4611 TRAVIS PROPERTY LLC |
| 56 | 4611 TRAVIS ST | SNODGRASS LAURA VIRGINIA |
| 57 | 4611 TRAVIS ST | COUCH CONNIE MANAGEMENT |

11/14/2025

| <i>Label #</i> | <i>Address</i> | <i>Owner</i> |
|----------------|----------------|------------------------------|
| 58 | 4611 TRAVIS ST | PREWITT MARYANN E |
| 59 | 4611 TRAVIS ST | MB2C PROPERTIES LLC |
| 60 | 4611 TRAVIS ST | TIRRILL OLIVIA L & WILLARD O |
| 61 | 4611 TRAVIS ST | WRR & JMM FAMILY TRUST |
| 62 | 4611 TRAVIS ST | GLASGOW ROBERT & LOIS |

200' Radius Route Map



| | | | |
|--|--------------------------------------|--|-------------------------------|
|  1:2,400 | NOTIFICATION | | Case no: BOA-25-000075 |
| | <div>200'</div> AREA OF NOTIFICATION | <div>62</div> NUMBER OF PROPERTY OWNERS NOTIFIED | Date: 11/14/2025 |

Route Directions:

Start on Abbott Avenue.

Right on Knox Street.

Right on Cole Avenue.

Right on Armstrong Avenue.

Right on Travis Street.

*****END*****

***Subject Site at 01:08 from Knox Street.**

REVIEW COMMENT SHEET
BOARD OF ADJUSTMENT
HEARING Monday, December 15, 2025 (C)

- | | |
|---|---|
| <input type="checkbox"/> Has no objections | <input type="checkbox"/> BOA-25-000069 |
| <input checked="" type="checkbox"/> Has no objections if certain conditions are met (see comments below or attached) | <input type="checkbox"/> BOA-25-000071 |
| <input type="checkbox"/> Recommends denial (see comments below or attached) | <input checked="" type="checkbox"/> BOA-25-000075 |
| <input type="checkbox"/> No Comments | <input type="checkbox"/> BOA-25-000080 |
| <input type="checkbox"/> Pending | <input type="checkbox"/> BOA-25-000081 |
| | <input type="checkbox"/> |
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COMMENTS:

Recommend applicant to prepare an executive summary
of parking demand study dated September 19, 2025

David Nevarez, P.E., PTOE, CFM, Engineering
Name/Title/Department

December 4, 2025
Date

Pease respond to each case and provide comments that justify or elaborate on your response. Dockets distributed to the Board will indicate those who have attended the review team meeting and who have responded in writing with comments.

November 26, 2025

Via Scan/Email

Ms. Diana Barkume, Project Coordinator – Development
Ms. Sheniqua Dunn, MSW, CHW, BGM, B.E.S.T., Senior Planner
Planning and Development Department
City of Dallas
1500 Marilla Street, Room 5CN
Dallas, Texas 75201

Re: BOA-25-000075; 3219 Knox Street.

Dear Ms. Barkume and Ms. Dunn:

We are sending you this letter to provide factual background and to explain the rationale for our request for a variance of 80 off-street parking spaces, from 870 spaces required for a proposed potential mix of future uses to the 790 spaces provided, currently existing on site in the development as constructed in 2020.

The subject property is addressed as 3219 Knox Street, and is described as Block L/1536, Lot 9A, consisting of 1.2397 acres of land (the “Property”). The Property was developed in 2020 with a 12 story office building with certain additional retail and restaurant uses, totaling 240,205 square feet of development. We are providing you with this letter to affirm for you how we meet the required variance standards, including demonstrable property hardship conditions, and to respectfully ask for City Staff’s recommendation of approval of this variance request.

I. Our Request. The purpose of our request is to be able to accommodate a potential future change of use in the existing building from furniture store to retail, office, and restaurant uses. There are 790 existing, already-constructed spaces on the site, within the existing building envelope, all of which are all located below grade in a six level underground parking structure.

The P.D. Subdistrict parking requirement of 790 spaces was set on the basis of 28,000 square feet of Furniture Store use, with the intention of retaining a long-time locally-owned business in the Knox Street neighborhood. These 790 existing structured parking spaces are 49 percent utilized at peak, per our Parking Demand Analysis prepared by Westwood, so in reality there are far more parking spaces constructed and available on the Property than are ever actually utilized.

Our requested variance would allow for the *potential eventual* conversion of 28,000 square feet of Furniture Store use to 15,000 square feet of Restaurant uses and 13,000 square feet of Retail uses by providing 790 spaces (as constructed) of the otherwise-required 870 parking spaces, which

is an 80 space variance (a 9.2% reduction) to the parking requirement. All of this is discussed and analyzed in more detail in our submitted Parking Demand Analysis.

II. Why We Are required to Apply for a Variance and not a Special Exception. The relevant portion of the Dallas Development Code on parking special exceptions is set forth below. Because of the fact that P.D. 193 has its own required parking ratios, this provision has historically been interpreted by the City to mean that parking special exceptions are not available in P.D. 193 – any parking reduction request to the Board within P.D. 193 must be a variance request.

SEC. 51A-4.311. SPECIAL EXCEPTIONS.

(a) Special exception: parking demand.

*(6) The board **shall not** grant a special exception under Paragraph (1) to reduce the number of off-street parking spaces **expressly required in the text or development plan of an ordinance establishing or amending regulations governing a specific planned development district.** This prohibition does not apply when:*

(A) the ordinance does not expressly specify a minimum number of spaces, but instead simply makes reference to the existing off-street parking regulations in Chapter 51 or this chapter; or

(B) the regulations governing that specific district expressly authorize the board to grant the special exception.

III. The Site; Existing Conditions. The Property was developed in 2020 on the basis of the zoning adopted by the City Council on April 11, 2018, to approve the creation of Planned Development Subdistrict 139 within P.D. 193. P.D.S. 139 provided for additional setback above 48 feet in height and set a maximum Floor Area Ratio of 5.5:1. A Landscape Plan with enhanced landscaping was also approved. Further, Sec. S-139.109(b) specifically required that “*All required off-street parking spaces must be located underground*”, which they are. I have also included a series of Exhibits including aerial photos and site views, the approved P.D.S. 139 Development Plan, and garage floor plans for each of the six garage levels.

IV. How We Meet the Variance Standard. This variance request meets the variance standards mandated by Sec. 51A-3.102(d)(10) of the *Dallas Development Code*, restated below, in every respect.

(10) To grant variances from the front yard, side yard, rear yard, lot width, lot depth, lot coverage, floor area for structures accessory to single family uses, height, minimum sidewalks, off-street parking or off-street loading, or landscape regulations provided that:

(A) In General.

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

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

(iii) the variance is not granted to relieve a self-created or personal hardship, nor for financial reasons only, except as provided in Subparagraph (B)(i), nor to permit any person a privilege in developing a parcel of land not permitted by this chapter to other parcels of land with the same zoning.

(B) Structures. In exercising its authority under Subparagraph (A)(ii), the board may consider the following as grounds to determine whether compliance with the ordinance as applied to a structure that is the subject of the appeal would result in unnecessary hardship:

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

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

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

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

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

Property conditions exist to support our variance request in the following respects. Of most obvious importance, the building is already built – it cannot be expanded in any direction, nor can the garage be made any deeper, since it was already built five years ago. In accordance with the P.D. Subdistrict, all required parking must be provided below grade, which was done, at very considerable expense. Due to this condition, among others, of P.D.S. 139, as well as our approved P.D.S. 139 Development Plan, Subsection (b)(iii) above would also apply – we could not expand the building envelope without violating these approved conditions and Development Plan.

Even aside from that, there is no remotely feasible way to expand the building in any direction, up, down, or outward, to provide more parking. Because there is no way to expand the building or to add more parking, this is a physical property condition. In fact, to try to do so, even if feasible (which it is not), would be a very severe detriment to the neighborhood, not just the construction process but also the negative impact on what is now a first class architectural design. Further, the Property is bounded by two streets and a public alley (which is used to accommodate loading and trash pickup for various users).

Without the requested 9.2 percent reduction, this 28,000 square feet of otherwise retail- and restaurant-ready space would be largely unusable, unlike the other office and mixed-use developments in the neighborhood, which are also in P.D. 193, which goes to the element regarding commensurate development. For example, Highland Park Place at 4514 Cole is 17 stories of development on top of a two level parking podium. The development currently under construction at 4555 Travis Street, across from the Property, is in P.D.S. 169, which allows varying heights up to 399 feet and allows some limited surface parking.

V. The Public Interest. Finally, the granting of this variance would not in any way be contrary to the public interest. In fact, the granting of this variance will strongly support the public interest by allowing for the above-described 28,000 square feet of street-facing space to eventually be activated with restaurant and retail uses, which will add greatly to the walkable, pedestrian-friendly character of not just the Property but the entire Knox Street corridor from the Katy Trail to Central Expressway.

VI. Parking Demand Analysis Conclusions. Our Parking Demand Analysis makes the following conclusions, which we believe further supports our position that approval of the requested variance is actually strongly in the public interest:

SUMMARY OF FINDINGS

The following findings are based upon Westwood's analysis of parking demand characteristics for the proposed development outlined in the Project Description section of this report.

FINDING: *With the existing uses, which includes a 28,000-square-foot furniture store, the subject property requires 789 parking spaces per PD 193. Once the furniture store is replaced with other uses, the parking requirement could increase up to 870 parking spaces—a code increase of 81 parking spaces.*

FINDING: *Based on on-site parking accumulation counts conducted at various times between Thursday, August 28 and Tuesday, September 9, 2025, the highest overall peak parking demand of 386 parked vehicles was observed during the noon hour on a typical weekday. The tenant occupancy of the property was 100% at the time of the study.*

FINDING: *The Property provides an underground parking structure containing 790 parking spaces. Based on the parking demand study referenced above, the parking supply provides a minimum of 404 surplus parking spaces at any given time.*

The Applicant is seeking a reduction in the parking requirement for the subject property in order to accommodate a change of use for 28,000 square feet of space from a furniture store use to some combination of retail, restaurant, and/or office use that could result in a code deficit of up to 80 spaces. The findings of this analysis show that the current on-site parking supply provides an ample surplus of parking spaces at all times that can easily accommodate the increase in parking needs created by the proposed change of use.

Finally, for more perspective on the parking requirements applicable to the Property, as being in P.D. 193, in comparison to recent City-wide parking reform, we note that if the parking reform Code changes applied to this development, it could easily accommodate the eventual, prospective change in the mix of uses:

| | |
|-------------------------|-------------------------|
| Office (257,708 SF): | No minimum requirement. |
| Restaurant (26,212 SF): | Minimum 114 required. |
| Retail (13,000 SF): | No minimum requirement. |

VII. Conclusion. We appreciate your consideration of our points. We respectfully ask, on the basis of all of our foregoing points, that the City Staff make a recommendation of *approval* of our off-street parking variance request to the Board of Adjustment. Thank you very much.

Very truly yours,


Jonathan G. Vinson

cc: Justin Schoellkopf
Robert Clark
Steve Stoner
Will Guerin

December 4, 2025

Hon. Chair and Members, Panel C
Zoning Board of Adjustment
c/o Ms. Diana Barkume, Project Coordinator – Development
c/o Ms. Sheniqua Dunn, MSW, CHW, BGM, B.E.S.T., Senior Planner
Planning and Development Department
City of Dallas
1500 Marilla Street, Room 5CN
Dallas, Texas 75201

Re: BOA-25-000075; 3219 Knox Street.

Dear Members of Panel C:

We are sending you this letter to the Board Staff for inclusion in your agenda packet to provide factual background and to explain the rationale for our request for a variance of 80 off-street parking spaces, from 870 spaces required for a proposed potential mix of future uses to the 790 spaces provided, currently existing on site in the development as constructed in 2020.

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The P.D. Subdistrict parking requirement of 790 spaces was set on the basis of 28,000 square feet of Furniture Store use, with the intention of retaining a long-time locally-owned business in the Knox Street neighborhood. These 790 existing structured parking spaces are 49 percent utilized at peak, per our Parking Demand Analysis prepared by Westwood, so in reality there are far more parking spaces constructed and available on the Property than are ever actually utilized.

Our requested variance would allow for the *potential eventual* conversion of 28,000 square feet of Furniture Store use to 15,000 square feet of Restaurant uses and 13,000 square feet of Retail

uses by providing 790 spaces (as constructed) of the otherwise-required 870 parking spaces, which is an 80 space variance (a 9.2% reduction) to the parking requirement.

Under the current P.D. 193 requirements, the 28,000 square feet of furniture store (parked at 1:550) requires 51 spaces; while 13,000 square feet of retail (at 1:220) would require 59 spaces and 15,000 square feet of restaurant (at 1:100) would require 150 spaces, totaling 209 spaces, versus the 51 originally calculated for the furniture store, an increase of 158 spaces prior to application of the P.D. 193 mixed-use parking reduction, which brings the *P.D.-required* parking down to 870 spaces.

We are simply asking to provide the existing 790 below-grade spaces as our total parking supply, which is much more than adequate for these uses. All of this is discussed and analyzed in more detail in our submitted Parking Demand Analysis, a copy of which is attached.

II. Why We Are required to Apply for a Variance and not a Special Exception. The relevant portion of the Dallas Development Code on parking special exceptions is set forth below. Because of the fact that P.D. 193 has its own required parking ratios, this provision has historically been interpreted by the City to mean that parking special exceptions are not available in P.D. 193 – any parking reduction request to the Board within P.D. 193 must be a variance request.

SEC. 51A-4.311. SPECIAL EXCEPTIONS.

(a) Special exception: parking demand.

(6) The board shall not grant a special exception under Paragraph (1) to reduce the number of off-street parking spaces expressly required in the text or development plan of an ordinance establishing or amending regulations governing a specific planned development district. This prohibition does not apply when:

(A) the ordinance does not expressly specify a minimum number of spaces, but instead simply makes reference to the existing off-street parking regulations in Chapter 51 or this chapter; or

(B) the regulations governing that specific district expressly authorize the board to grant the special exception.

III. The Site; Existing Conditions. The Property was developed in 2020 on the basis of the zoning adopted by the City Council on April 11, 2018, to approve the creation of Planned Development Subdistrict 139 within P.D. 193. P.D.S. 139 provided for additional setback above 48 feet in height and set a maximum Floor Area Ratio of 5.5:1. A Landscape Plan with enhanced landscaping was also approved. Further, Sec. S-139.109(b) specifically required that “*All required off-street parking spaces must be located underground*”, which they are. I have also included a series of Exhibits including aerial photos and site views, the approved P.D.S. 139 Development Plan, and garage floor plans for each of the six garage levels.

IV. How We Meet the Variance Standard. This variance request meets the variance standards mandated by Sec. 51A-3.102(d)(10) of the *Dallas Development Code* (copy attached to this letter) in every respect.

Property conditions exist to support our variance request in the following respects. Of most obvious importance, the building is already built – it cannot be expanded in any direction, nor can the garage be made any deeper, since it was already built five years ago. In accordance with the

P.D. Subdistrict, all required parking must be provided below grade, which was done, at very considerable expense.

Due to this condition, among others, of P.D.S. 139, as well as our approved P.D.S. 139 Development Plan, Subsection 51A-3.102(d)(10)(B)(iii) (“*compliance would result in the structure not being in compliance with a requirement of a municipal ordinance, building code, or other requirement;*”) would also apply – we could not expand the building envelope without violating these approved conditions and the approved Development Plan.

Even aside from that, there is no remotely feasible way to expand the building in any direction, up, down, or outward, to provide more parking. Because there is no way to expand the building or to add more parking, this is a physical property condition. In fact, to try to do so, even if feasible (which it is not), would be a very severe detriment to the neighborhood, not just the construction process but also the negative impact on what is now a first class architectural design.

Moreover, trying to further excavate for another garage level would undoubtedly call structural stability into question. In addition, neither the insurer nor the lender on the project would allow this. Further, the Property is bounded by two streets and a public alley (which is used to accommodate loading and trash pickup for various users).

Without the requested 9.2 percent reduction, this 28,000 square feet of otherwise retail- and restaurant-ready space would be largely unusable, unlike the other office and mixed-use developments in the neighborhood, which are also in P.D. 193, which goes to the element regarding commensurate development.

For example, Highland Park Place at 4514 Cole is 17 stories of development on top of a two level parking podium. The development currently under construction at 4555 Travis Street, across from the Property, is in P.D.S. 169, which allows varying heights up to 399 feet and allows some limited surface parking.

V. The Public Interest. Finally, the granting of this variance would not in any way be contrary to the public interest. In fact, the granting of this variance will strongly support the public interest by allowing for the above-described 28,000 square feet of street-facing space to eventually be activated with restaurant and retail uses, which will add greatly to the walkable, pedestrian-friendly character of not just the Property but the entire Knox Street corridor from the Katy Trail to Central Expressway.

We also presented our request to the Oak Lawn Committee at their December 2 agenda meeting, and they voted unanimously to support our request (*see support letter attached*), with very positive and detailed comments, which we believe is the best evidence for our request as being in support of the public interest.

VI. Parking Demand Analysis Conclusions. Our Parking Demand Analysis makes the following conclusions, which we believe further supports our position that approval of the requested variance is actually strongly in the public interest:

SUMMARY OF FINDINGS

The following findings are based upon Westwood’s analysis of parking demand characteristics for the proposed development outlined in the Project Description section of this report.

FINDING: With the existing uses, which includes a 28,000-square-foot furniture store, the subject property requires 789 parking spaces per PD 193. Once the furniture store is replaced with other uses, the parking requirement could increase up to 870 parking spaces—a code increase of 81 parking spaces.

FINDING: Based on on-site parking accumulation counts conducted at various times between Thursday, August 28 and Tuesday, September 9, 2025, the highest overall peak parking demand of 386 parked vehicles was observed during the noon hour on a typical weekday. The tenant occupancy of the property was 100% at the time of the study.

FINDING: The Property provides an underground parking structure containing 790 parking spaces. Based on the parking demand study referenced above, the parking supply provides a minimum of 404 surplus parking spaces at any given time.

The Applicant is seeking a reduction in the parking requirement for the subject property in order to accommodate a change of use for 28,000 square feet of space from a furniture store use to some combination of retail, restaurant, and/or office use that could result in a code deficit of up to 80 spaces. The findings of this analysis show that the current on-site parking supply provides an ample surplus of parking spaces at all times that can easily accommodate the increase in parking needs created by the proposed change of use.

Finally, for more perspective on the parking requirements applicable to the Property, as being in P.D. 193, in comparison to recent City-wide parking reform, we note that if the parking reform Code changes applied to this development could easily accommodate the eventual, prospective change in the mix of uses:

| | |
|-------------------------|-------------------------|
| Office (257,708 SF): | No minimum requirement. |
| Restaurant (26,212 SF): | Minimum 114 required. |
| Retail (13,000 SF): | No minimum requirement. |

VII. Conclusion. We very much appreciate your consideration of our information as presented above. We look forward to appearing before you at the December 15 hearing where we will respectfully be asking you to *approve* our off-street parking variance request. Thank you very much.

Very truly yours,


Jonathan G. Vinson

cc: Justin Schoellkopf
Robert Clark
Steve Stoner
Will Guerin

SEC. 51A-3.102. BOARD OF ADJUSTMENT.

(d) Powers and duties. The board has the following powers and duties, which must be exercised in accordance with this chapter:

(10) To grant variances from the front yard, side yard, rear yard, lot width, lot depth, lot coverage, floor area for structures accessory to single family uses, height, minimum sidewalks, off-street parking or off-street loading, or landscape regulations provided that:

(A) In General.

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

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

(iii) the variance is not granted to relieve a self-created or personal hardship, nor for financial reasons only, except as provided in Subparagraph (B)(i), nor to permit any person a privilege in developing a parcel of land not permitted by this chapter to other parcels of land with the same zoning.

(B) Structures. In exercising its authority under Subparagraph (A)(ii), the board may consider the following as grounds to determine whether compliance with the ordinance as applied to a structure that is the subject of the appeal would result in unnecessary hardship:

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

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

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

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

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



BOA-25-000075

P.O. Box 190912
Dallas, TX 75219
<http://www.oaklawncommittee.org>

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December 3rd, 2025

Mr. Jonathan Vinson
Jackson Walker LLP

RE: 3219 Knox Street, Weir's Plaza

Hi Jonathan,

Thank you for presenting the parking variance request for Weir's Plaza at the Oak Lawn Committee meeting on December 2, 2025.

The Oak Lawn Committee unanimously voted to support the requested parking-reduction variance. Based on the information provided, we find that the variance is not contrary to the public interest.

The committee originally supported this project in 2017, in part because of its extensive underground parking investment. The current parking-demand study demonstrates that the site continues to operate with sufficient capacity, including for the proposed change of use from a furniture store to a mix of retail, office, and restaurant space. The data clearly shows there is adequate parking to support that mix.

Given the built-out nature of the property, expanding parking is not feasible, and the variance reflects the practical conditions of the site rather than a departure from responsible planning. Weir's Plaza has been a strong and reliable community partner, and its continued stewardship of this corridor is recognized and appreciated.

Thank you again for your engagement with the Committee.

Adam Murphy
President, Oak Lawn Committee

Championing the Oak Lawn Plan for over 40 years!



12:07 PM | Nov 12, 2025
Wed

4539 Travis St, Dallas, TX 75205



12:12 PM | Nov 12, 2025
Wed

4539 Travis St, Dallas, TX 75205

CITY OF DALLAS
BOARD OF ADJUSTMENT

BOARD OF ADJUSTMENT
APPEAL

CASE NO. **BDA-25-000075**

FOR MORE INFORMATION / PARA MÁS INFORMACIÓN
214-948-4066 | BDAReply@Dallas.gov

 <https://bit.ly/Dallas-BDA>
BDA


City of Dallas

MAXIMUM \$2000 FINE
FOR REMOVAL OF THIS
SIGN PRIOR TO
PUBLIC HEARING

12:07 PM | Nov 12, 2025
Wed

4539 Travis St, Dallas, TX 75205



 **BOARD OF ADJUSTMENT**
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4539 Travis St, Dallas, TX 75205

NOTICE OF PUBLIC HEARING

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

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

DATE: **MONDAY, DECEMBER 15, 2025**

BRIEFING: **10:30 a.m.** via **Videoconference** and in **6ES COUNCIL BRIEFING** at Dallas City Hall, 1500 Marilla Street <https://bit.ly/boa1215>

HEARING: **1:00 p.m.** **Videoconference** and in **6ES COUNCIL BRIEFING** at Dallas City Hall, 1500 Marilla Street <https://bit.ly/boa1215>

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

BOA-25-000075(ND) Application of Jonathan Vinson for **(1)** a variance to the off-street parking regulations at **3219 KNOX STREET**. This property is more fully described as Block L/1536, Lot 9A, and is zoned PD-193 (PDS 139), which requires parking to be provided. The applicant proposes to provide 790 of the required 870 parking spaces for a restaurant without drive-in or drive-through service use, a general merchandise/retail or food store, and an office use, which will require **(1)** an 80 space variance (9.2% reduction) to the off-street parking regulations.

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

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

The Board of Adjustment hearing will be held by videoconference and at **6ES Council Briefing**. Individuals who wish to speak in accordance with the Board of Adjustment Rules of Procedure **by joining the meeting virtually** must register online at <https://bit.ly/BDA-C-Register> **by the 5 p.m. on Sunday, December 14, 2025. All virtual speakers will be required to show their video in order to address the board. In Person speakers can register at the hearing.** Public Affairs and Outreach will also stream the public hearing on Spectrum Cable Channel 96 or 99; and bit.ly/cityofdallasTV or YouTube.com/CityofDallasCityHall.

Speakers at the meeting are allowed a maximum of five (5) minutes to address the Board.

Additional information regarding the application may be obtained by calling Sheniqua Dunn, Senior Planner at (214) 948-4501, or Mary Williams, Board Secretary at (214) 670-4127. Si desea información en español, favor de llamar al teléfono a Mary Williams al (214) 670-4127

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

PLEASE SEND REPLIES TO:

BDAREPLY@dallas.gov

**Letters will be received until 9:00 am
the day of the hearing.**

PLEASE REGISTER AT:

<https://bit.ly/BDA-C-Register>