

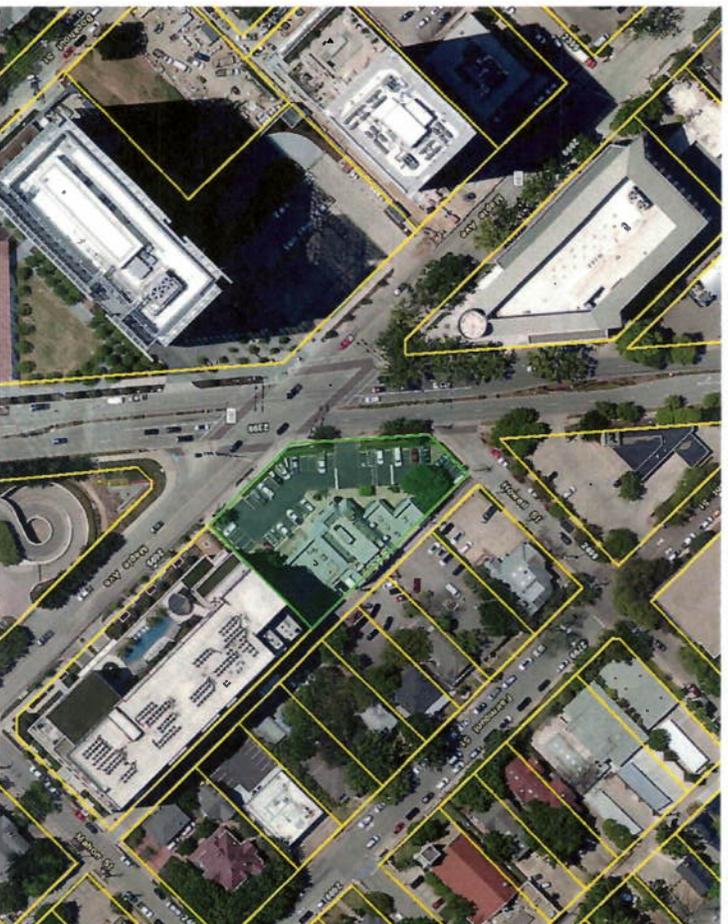
**Request for Parking Variance
2628 Maple Avenue
BOA 25-000101
Greenway Investments**

**Board of Adjustment, Panel A
March 17, 2026**

Our Parking Variance Request

- To accommodate prospective new uses in this existing 1979 building for retail and restaurant uses, which would otherwise require 65 spaces. There are 41 existing, already-constructed spaces on the site.
- Our parking demand study shows that parking demand would be 39 spaces at peak demand.
- Further, the request meets all of the variance standards set forth in Sec. 51A-3.102(d)(10).
 1. The property is bounded by three front yards and an alley, with only one side yard; two of the frontages are high-speed thoroughfares .
 2. The property is irregularly-shaped.
 3. There is no feasible way to add more parking without partial or even full demolition.
 4. This variance will allow development commensurate with PD 193/HC.
 5. Granting of the variance supports the public interest.

DCAD Map and Aerial Photo (site highlighted in green)

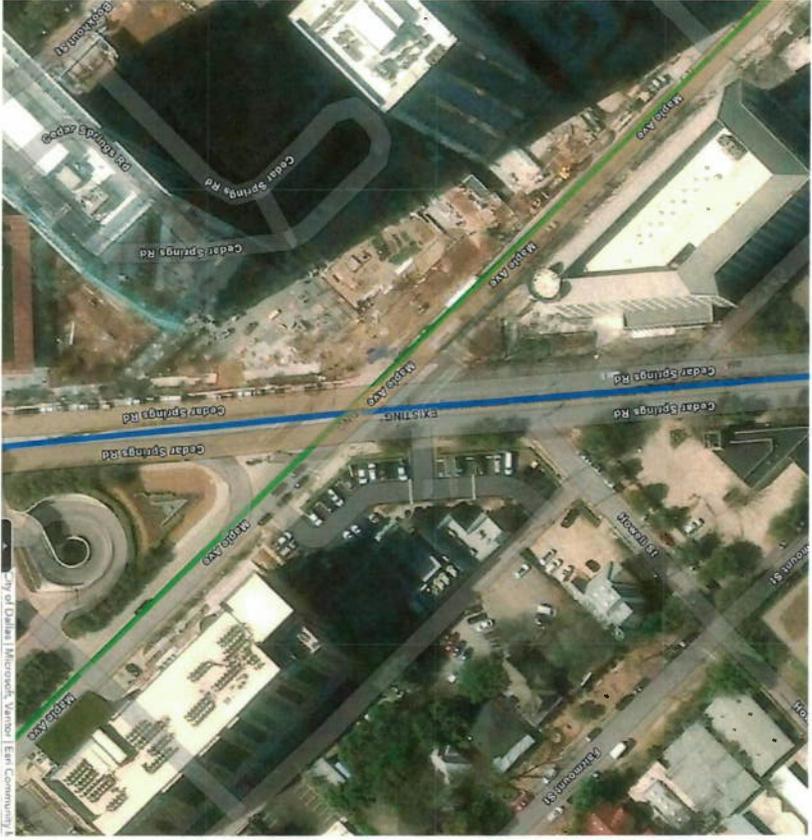


City of Dallas Zoning Map (P.D. 193/HC)



Thoroughfare Plan Map Excerpt

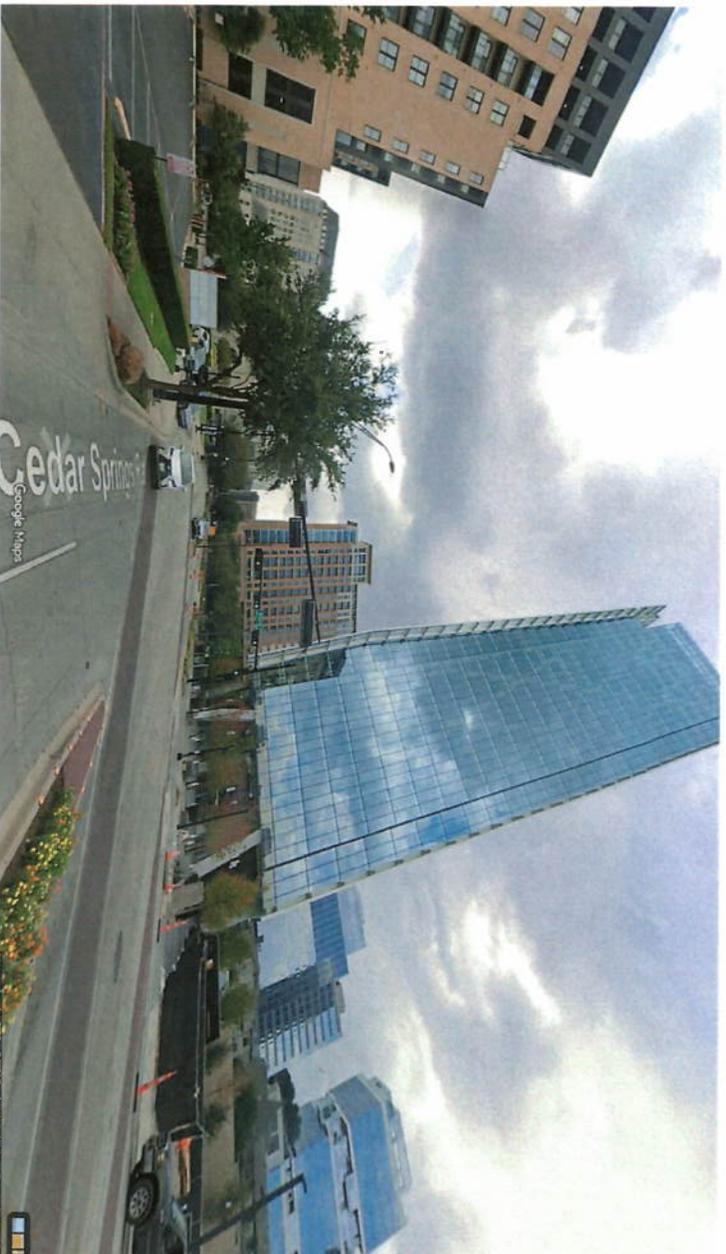
The site faces Cedar Springs Road (Minor Arterial) and Maple Avenue (Community Collector). Neither provides for any on-street parking at this location.



**View of the site (August 2025 image);
very well-maintained and attractively landscaped.**



**Nearby development looking southeast
on Cedar Springs (site is on left).**



**Nearby development looking northwest
on Cedar Springs (from site).**



**Another view of the site
(from Howell and Cedar Springs)**



Why not ask for a Special Exception? This is well under a 25 percent reduction.
Reason: Parking special exceptions are not allowed in P.D. 193.

SEC. 51A-4.311. SPECIAL EXCEPTIONS.

(a) Special exception: parking demand.

(1) The board may grant a special exception to authorize a reduction in the number of off-street parking spaces required under this article if the board finds, after a public hearing, that the parking demand generated by the use does not warrant the number of off-street parking spaces required, and the special exception would not create a traffic hazard or increase traffic congestion on adjacent or nearby streets. Except as otherwise provided in this paragraph, the maximum reduction authorized by this section is 25 percent or one space, whichever is greater, minus the number of parking spaces currently not provided due to delta credits, as defined in Section 51A-4.704(b)(4)(A). For the commercial amusement (inside) use and the industrial (inside) use, the maximum reduction authorized by this section is 75 percent or one space, whichever is greater, minus the number of parking spaces currently not provided due to delta credits, as defined in Section 51A-4.704(b)(4)(A). For the office use, the maximum reduction is 35 percent or one space, whichever is greater, minus the number of parking spaces currently not provided due to delta credits, as defined in Section 51A-4.704(b)(4)(A). Applicants may seek a special exception to parking requirements under this section and an administrative parking reduction under Section 51A-4.313. The greater reduction will apply, but the reductions may not be combined. . . .

(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.

Development Code Variance Criteria

Sec. 51A-3.102(d)(10):

(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.

How we meet the variance criteria:

- The building, and the parking lot, are already built –there is really no feasible opportunity to provide additional parking.
- Because there is no feasible way to add more parking, this is a physical property condition.
- The property is very irregularly shaped.
- The site has three front yards (Maple, Cedar Springs, and Howell), with an alley on the northeast side.
- P.D. 193/HC allows much taller, denser development, so this is “commensurate development” and actually minimizes development under its current entitlements.

P.D. 193 Parking Requirements:

- **Restaurant without drive-in or drive-through service: 1:100**
- **Retail other than listed: 1:220**

Under the existing P.D. 193 requirements, even after application (by right) of the P.D. 193 Mixed-Use Parking Chart, 65 spaces would be required.

Westwood Parking Demand Study:

Peak parking demand is 39 spaces

Table 3. Projected Peak Parking Generation Summary Based Upon Published Data

| LAND USE | QUANTITY | PEAK PARKING DEMAND RATE* (PER 1,000 SF OF GLA) | PROJECTED PEAK PARKING DEMAND |
|---|-----------|--|-------------------------------|
| Strip Retail Plaza (<40,000 SF) (ITE Land Use Code 822) | 12,567 SF | Weekday: 2.79 Friday: 3.13 Saturday: 2.77 | 39 (Friday) |

* Average peak parking demand rate.

As shown in **Table 3** above, the projected peak parking demand for the proposed building is 39 parked vehicles at peak on a typical Friday.

Westwood Parking Demand Study: Peak parking demand is 39 spaces

Table 4. Parking Demand Analysis Summary

| QUANTITY | PARKING SPACES (SUPPLY) / PARKED VEHICLES (DEMAND) | PARKING RATE |
|---|--|--|
| Base Parking Code Requirement per Direct Application of the Dallas Development Code | 65 spaces | 1.0 per 220 SF (retail), and 1.0 per 100 SF (restaurant) |
| Existing Parking Supply | 41 spaces | -- |
| Requested Reduction (Special Exception) | 24 (36.9%) | -- |
| Projected Peak Parking Demand Based Upon Institute of Transportation Engineers <i>Parking Generation Manual</i> , 6 th Edition | 39 | 3.13 per 1,000 square feet of leasable area (Friday) |

Westwood Parking Demand Study

(December 23, 2025)

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: Due to a projection of actual parking need for an existing multi-tenant commercial building located at 2404 Cedar Springs Road, the Applicant is seeking to obtain a Variance to the Parking Code requirements of the City of Dallas for 24 spaces to decrease the total requirement from 65 spaces to 41. The variance would equate to a total reduction of 36.9%.

FINDING: The projected peak parking demand for the proposed use based upon published data from the Institute of Transportation Engineers (ITE) Parking Generation manual, 6th Edition (2023) is 3.13 parked vehicles per 1,000 square feet of floor area at full occupancy.

Recent City of Dallas Parking Reform

Because the site is in P.D. 193, it does not benefit from the recent parking reform Development Code changes.

If the parking reform Code changes could apply to this development, it could easily accommodate the proposed mix of uses.

Restaurant (3,398 SF): 5 spaces required (none required for first 2,500 SF; 1:200 thereafter).

Retail (9,169 SF): No minimum requirement.

Commensurate Development

- P.D. 193/HC zoning allows, *by right*, 100 percent lot coverage; 240 feet in maximum height; and 4:1 floor area ratio (or 4.5:1 with a minimum of 1:1 residential use).
- The existing structure, to be adaptively re-used, falls far short of any of those entitlements.
- Therefore, allowing this fully justified parking variance allows for development commensurate (and what really is *much less* development) that other developments in P.D. 193/HC zoning.

Neighborhood Outreach

- In addition, the Applicant has a long history in the neighborhood and strong relationships with neighboring property owners.
- The Applicant has done extensive outreach to surrounding neighbors, and we appeared at the Oak Lawn Committee on March 3.
- We have provided you with copies of support emails received through March 3. We are not aware of any opposition.
- We believe that this level of support indicates that our request supports the public interest.

Request for Approval

Our request meets all of the required variance criteria, and we believe that it is clearly merited to support the ability to activate this space with neighborhood-serving retail and restaurant uses.

Therefore, we respectfully ask for the Board of Adjustment's *approval* of our request at our hearing on March 17.