

MEMORANDUM FOR BDA 245-049 “REASSESSMENT”

To: City of Dallas Board of Adjustment Review Staff and Panel A
For BDA245-049, The Property at 1201 Oak Lawn

From: Mr. Lloyd Denman, P.E., CFM
2928 Westminster Ave
Dallas, TX 75205
DBA “Consult LD, LLC”

Date: June 23, 2026



Subject: Reassessment Report as conditioned per the July 15, 2025, BDA245-049 Approval

Introduction

The Board of Adjustment Panel A, at its public hearing held on Tuesday, July 15, 2025, granted the request to allow the existing 73 off-street parking spaces to serve 1201 Oak Lawn. (See **EXHIBIT 1**) The approval was conditioned upon the use of valet services for restaurant use and the submittal of a “reassessment” report within 12 months from issuance of a certificate of occupancy. The information below is submitted in support of the reassessment hearing for Panel A scheduled for July 14, 2026.

Site Visits and Observations

Mr. Denman visited the 1201 Oak Lawn site on Saturday evening June 6 and Monday afternoon June 8, 2026, and noted the following observations:

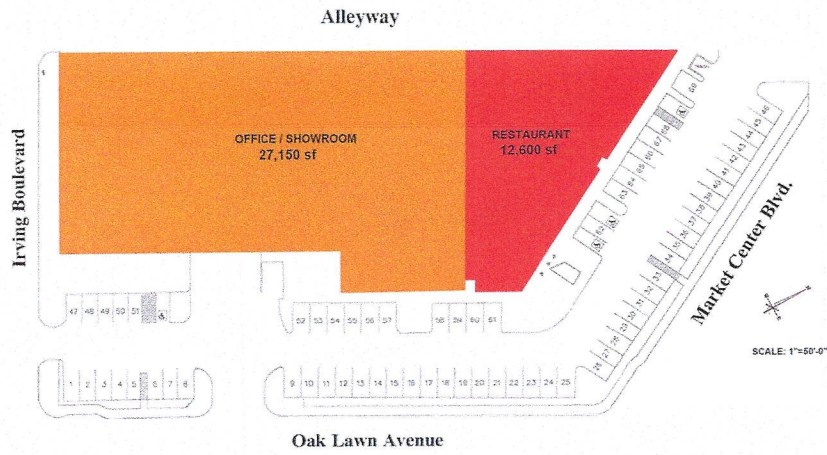
1. Saturday evening is typically the busiest restaurant time and therefore peak parking demand. La Lupita Restaurant offers live music on weekends which draws guests and encourages a lengthier dining experience. Valet parking was in use as conditioned by the BDA approval on July 15, 2025, and there was ample on-site parking still available (**32 open spaces out of the 73 available**) during the peak hours of 7:00pm – 9:00pm. (See **EXHIBIT 2**)
2. “Dallas MTV” was the valet operator on Saturday evening. Car-Parkers “Jason and Fernando” responded to questions that 8:00pm seemed to be the busiest time for the restaurant patrons, there was always plenty of parking available on-site, some patrons arrived by Uber/Lyft/Limo/and taxi, and there were very few walk-up patrons. (It is noteworthy to mention that Tesla Robo Taxis have just entered the Dallas market.)
3. The La Lupita restaurant manager, Ms. Liliana Romero, on Saturday evening responded to questions that the live music was very popular, the restaurant has been very busy, the inside tables and outside patio tables have been full, there was currently a table wait, and wrapped up our discussion with the comment that, “**We have more parking than we have tables.**”

4. Weekday early afternoons are typically a busy time for businesses. During the Monday early afternoon site visit **only 21 parked cars were counted within the 73 parking spaces.** (See **EXHIBIT 3**) Note that La Lupita is closed for lunch, so the only parking was business-related.
5. During both site visits it was noted that the background traffic volumes on Market Center Boulevard, Oak Lawn Avenue, and Irving Boulevard is very light and reflective of the historical NCTCOG traffic counts that show the roads are carrying roughly only 30% of their design capacity. (ie Market Center has a 13,000 vehicle per day count versus a 42,000 vpd design capacity.) The counts and observations support that there is no traffic congestion on any of the adjacent streets.
6. Prior to the Board's approval of BDA245-049 it was observed that the Market Center at Oak Lawn intersection was signalized, had ADA ramps, and had walk/no-walk lights; but did not have painted crosswalks. A call to 311 on July 15, 2025, created a Service Request #SR 25-00339720 to stripe the crosswalks. (See **EXHIBIT 4**) The City of Dallas has since completed the Service Request and now there are painted crosswalks at the intersection. The painted crosswalks help improve pedestrian and public safety.

Conclusion

Based on the site visits and observations made and expounded above... It is the professional opinion of Mr. Denman, P.E., that the existing internal 73 parking spaces that serve 1201 Oak Lawn are more than sufficient to adequately park the restaurant, office, and showroom uses for the site. The site configuration, uses, and provided parking do not create a traffic hazard or increase traffic congestion on adjacent or nearby streets.

EXHIBIT 1 – 1201 OAK LAWN SITE LAYOUT

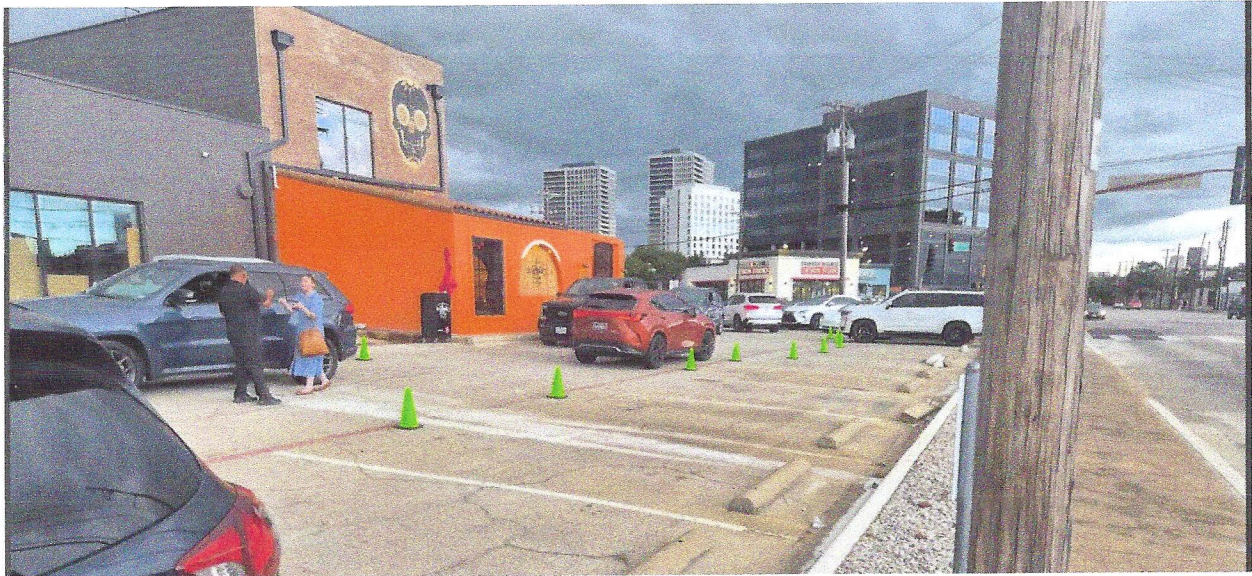


1201 Oak Lawn Avenue
Parking Spaces

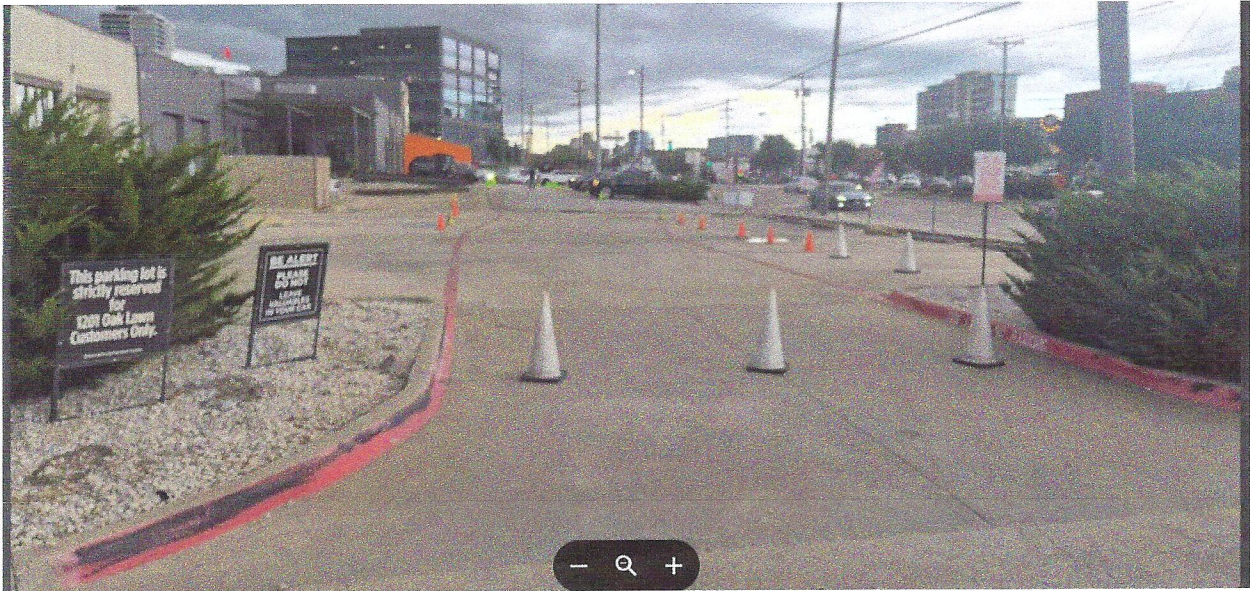
Parking Counts
69 Regular Spaces
4 Handicap Spaces
73 Total Parking Spaces

Note multiple driveways and ample internal valet queue length for safe access

EXHIBIT 2 – PHOTOS OF VALET OPERATION 6-8-26 AND PEAK HOUR EXCESS PARKING

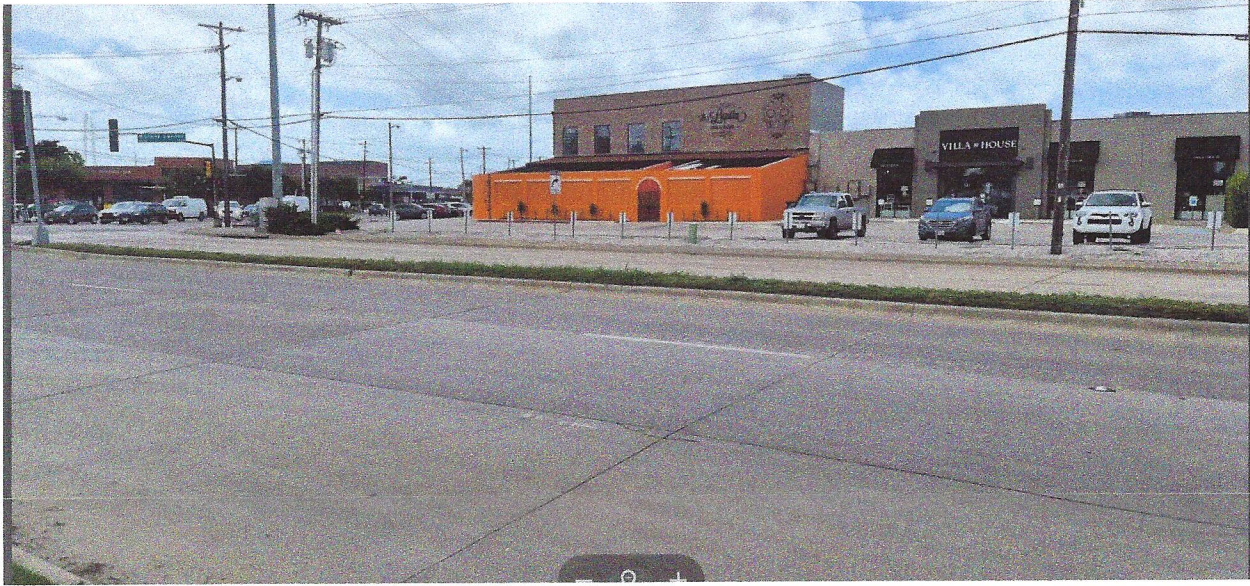


Note the use of valet parking as conditioned by the BDA approval on July 15, 2025



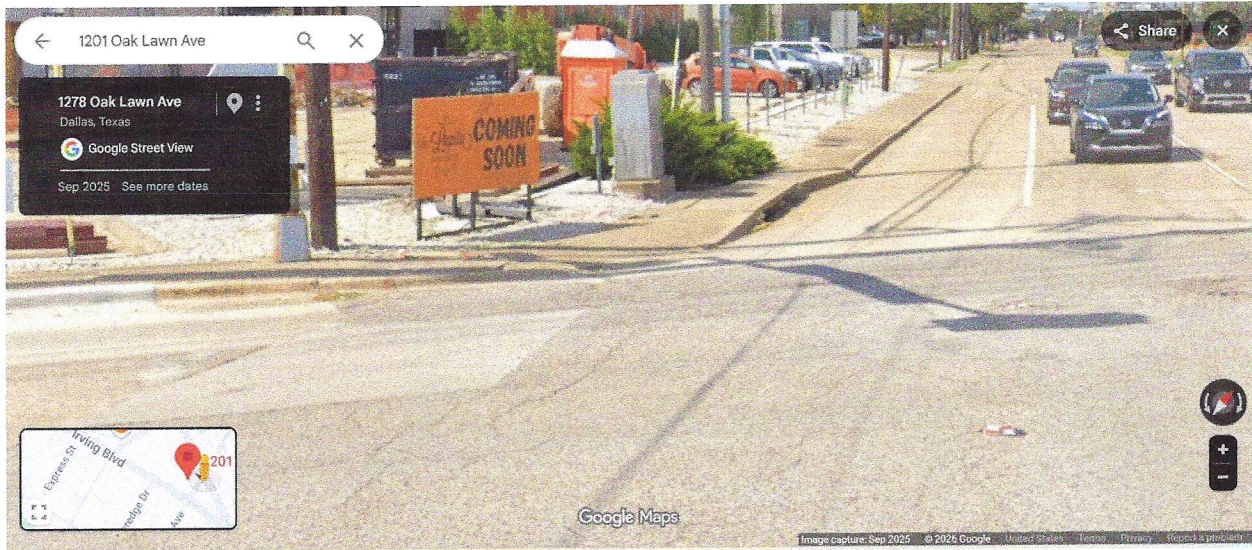
Note the large excess of parking spaces still available even though the restaurant tables were full.

EXHIBIT 3 – PHOTO OF MID-DAY EXCESS PARKING



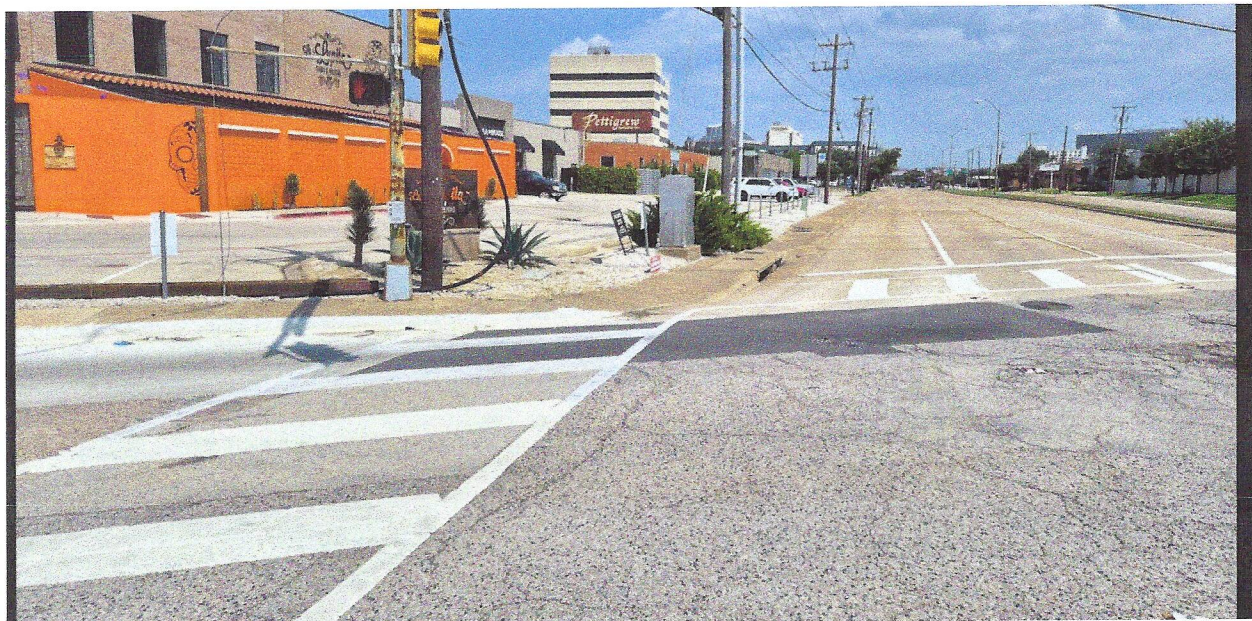
Note the large excess of parking spaces available during the weekday.

EXHIBIT 4 – PHOTO OF 1201 OAK LAWN WITHOUT MARKED CROSSWALKS IN SEPTEMBER 2025



Note that prior to the Board’s approval of BDA245-049 it was observed that Oak Lawn at Market Center was signaled and had ADA ramps but did not have striped crosswalks. A call to 311 created a Service Request #SR 25-00339720 to stripe the crosswalks.

PHOTO OF 1201 OAK LAWN WITH MARKED CROSSWALKS IN JUNE 2026 AFTER SR 25-00339720



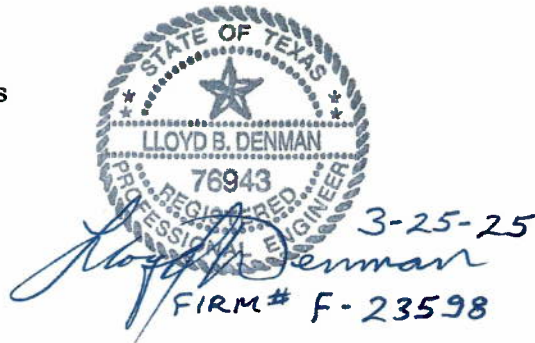
The City of Dallas has since completed the Service Request and striped the crosswalks thereby improving pedestrian and public safety through the Board of Adjustment process.

MEMORANDUM

To: David Nevarez, P.E., PTOE, CFM
Transportation Development Services
City of Dallas

From: Lloyd Denman, P.E., CFM
Consult LD, LLC
Registered Firm F-23598

Date: March 25, 2025



Subject: Parking Study and Analysis for 1201 Oak Lawn

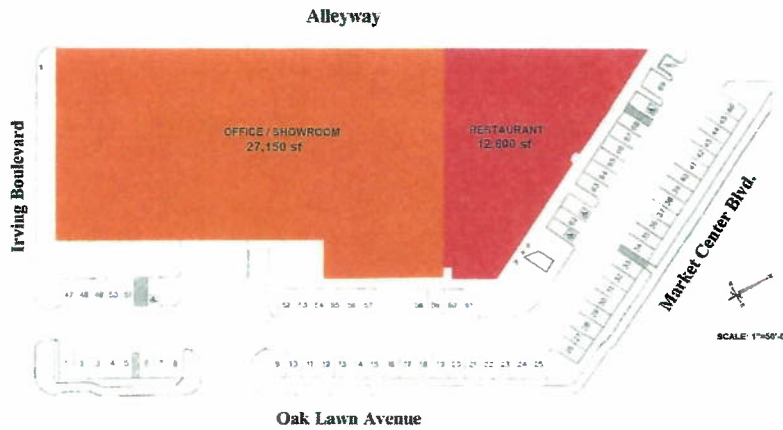
Introduction

1201 Oak Lawn is located on the west side of Oak Lawn between Market Center Blvd. and Irving Blvd. The property is zoned PD 621, Subdistrict 1, and is in the area known as the Dallas Design District. HN Capital Partners owns 1201 Oak Lawn along with fifteen other Design District properties. HN Capital intends to revitalize the 1201 Oak Lawn site by re-purposing some of the existing building space to additional Restaurant use that will better utilize and balance the existing building and its existing parking. The introduction of some additional Restaurant use is intended to be neighborhood friendly and hospitality centric for the Design District as a whole. The existing site consists of one irregular rectangle shaped building with a total of approximately 40,000 square feet of single-story space and 73 available parking spaces. (See **EXHIBIT 1 – Site Plan**) The new owner would like to utilize the allowances provided within PD 621 to reduce the required parking to be more efficient and balanced with best uses for the site and current neighborhood transportation trends. Parking observations made at a similar site adjacent to the east in October of 2024 are presented below along with additional justifications for this parking reduction request as provided by PD 621.

Proposed Uses and City of Dallas Code Requirements for Parking

The City of Dallas Development Code requires minimum parking associated with different land use types. PD 621 specifically allows “shared parking” to be considered as a percentage reduction of the required minimum parking for certain mixed uses. Note that the proposed use mix for this 1201 Oak Lawn site would be the maximum planned space for utilization of Restaurant that may not actually all be transitioned or leased in the proposed manner but is meant to represent what would be the densest future parking use mix. **The calculated maximum parking for the proposed mix of uses is 135 spaces per City Code** without the “Shared Parking Reduction”. (See **EXHIBIT 2 – Proposed Use Parking Chart**) Note that the **existing parking layout of 73 spaces** is adequate for the morning and afternoon times of day per Code to accommodate the maximum proposed mix of uses when applying the “Shared Parking Reduction” table within PD 621.

EXHIBIT 1 – Site Plan



1201 Oak Lawn Avenue
Parking Spaces

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

This site plan shows the existing 73 parking spaces and the ultimate proposed uses for the existing building. The restaurant use will be valet parked. The existing restaurant use is 3250 square feet and may incrementally expand up to the requested maximum of 12,600 square feet.

EXHIBIT 2 – Proposed Use Parking Chart

1201 OAK LAWN						
Street No.	Street Name	Land Use	SQ FT	Parking Ratio	Shared Noon Required Parking	Total Parking Provided
1201	Oak Lawn	Office/Showroom	27,150	1sp/1100 SF & 4100 SF	15	
1201	Oak Lawn	Restaurant	12,600	1sp/105 SF	120	
			39,750		135	73

Note that the bulk of the parking demand is for the Restaurant use which typically peaks during weekend evenings. The restaurant use will be valet parked. The Office/Showroom use has plenty of daytime parking and is typically closed during the evenings.

PD 621 Allowance for Parking Reductions and the Owner's Request

The creators of PD 621 utilized good foresight for the zoning regulations back in 2002 realizing that the old parking minimums required for certain defined uses are not “one-size fits all”. (See **APPENDIX** Articles on Parking) PD 621 allows for the accommodation of denser urban living that is less “car-centric” and the consideration of alternative modes of transportation that help reduce the need for parking. Specifically, the PD allows for “a special exception of up to 50 percent of the required off-street parking” to help “right-size” parking for dense urban projects. **HN Capital would like to follow the PD 621 allowance language and request a reduction of 46% in parking requirements from the calculated requirement of 135 spaces to utilize the currently provided 73 spaces.** Local observed parking data and recent mobility trends support the request as detailed below. Also, HN Capital will seek out nearby properties to determine if remote valet agreements may be reached to provide overflow parking should it be needed. HN Capital also owns other nearby properties that could provide evening overflow parking should it be needed.

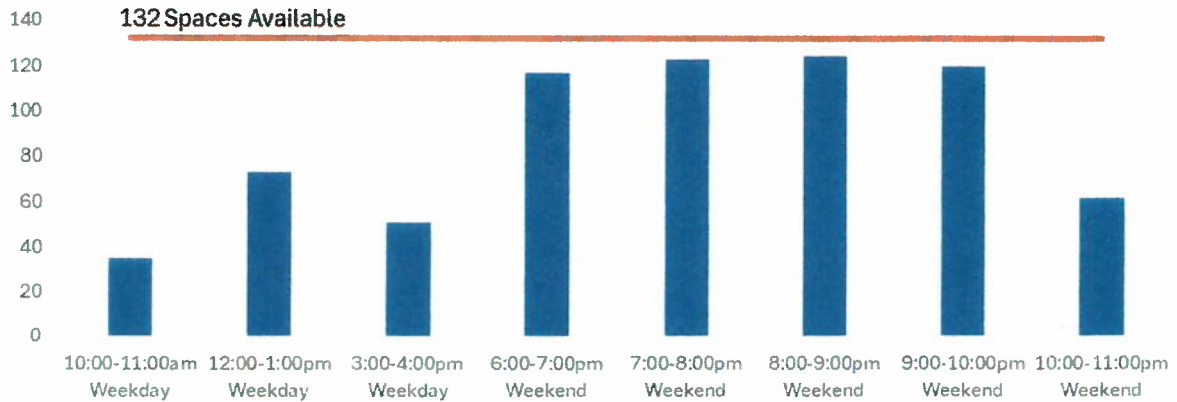
1212 Oak Lawn and 1617 Market Center Blvd (Pie Tap and Town Hearth) Observed Parking Data (Oak Lawn/Market Center/Irving Blvd Triangle)

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

It is evident from the observed data that the adjacent Oak Lawn Triangle property is able to support two restaurants with its available parking and with the use of valet. It was observed while counting, and confirmed by the restaurant valet manager, that employee parking occupied a significant number of the available interior parking spaces (15% or more). It is recommended to consider more efficiently managing employee parking to provide more patron parking when needed. The Design District encourages a comprehensive neighborhood approach for all the property owners to work and cooperate together for mutual benefit. Note that adjacent properties with different owners have supported one another in parking reduction requests. (See **APPENDIX** mutual letters of support) This illustrates the synergistic goal of mutual benefit throughout the greater Design District. Granting this request would not adversely affect neighboring property since parking is already prohibited along Oak Lawn, Market Center, and Irving Blvd. There is also potential for “relief valve” parking available should the internal parking be exceeded by utilizing the surface parking lots on nearby properties. The proposed mix of uses for this existing site will be able to successfully accommodate parking demand for the higher percentage restaurant use without adversely impacting neighboring properties or the public streets. Utilizing valet service for the restaurant use helps ensure that parking needs are sufficiently and efficiently met.

EXHIBIT 3 – 1201 Oak Lawn: OBSERVED PARKING NEXT DOOR AND PROPOSED PARKING

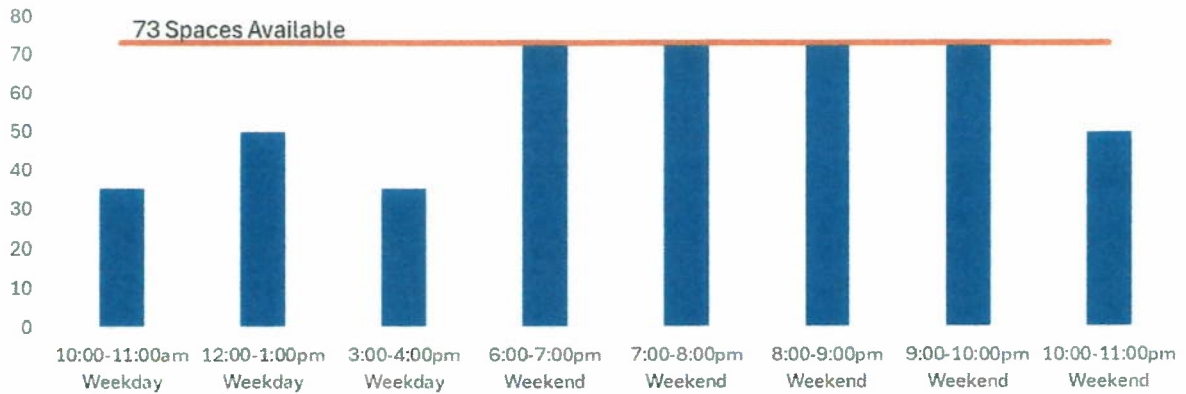
Observed Parking Oak Lawn/Market Center/Irving Triangle
 (10,248 sqft Merchandise&Service for 56%; 8,158 sqft restaurant for 44%)



Note that the Oak Lawn Triangle property with two restaurants, Pie Tap and Town Hearth, makes it work with the 132 parking spaces available. The valet manager said if the parking spaces ever happen to temporarily fill up the restaurant has a “relief agreement” with the property to the south which helps keep the valet parking operation smooth and consistent.

Proposed Parking 1201 Oak Lawn

(27,150 sqft showroom for 68%; 12,600 sqft restaurant for 32%)



The proposed mix of uses intends to fill the available parking during the weekend evening peaks for Restaurant use. There is adequate parking available to satisfy the City Code during mornings and afternoons for the Office and Showroom uses. The use of valet and alternative transportation modes can offset the evening restaurant peaks. Note that HN Capital will seek or provide on its own properties “relief valve” parking agreements that could be utilized for any overflow parking should it occur. As the owner of sixteen properties in the Design District, HN Capital is incentivized to balance and “right size” parking so that everyone benefits.

Walkability and Alternative Modes of Transportation

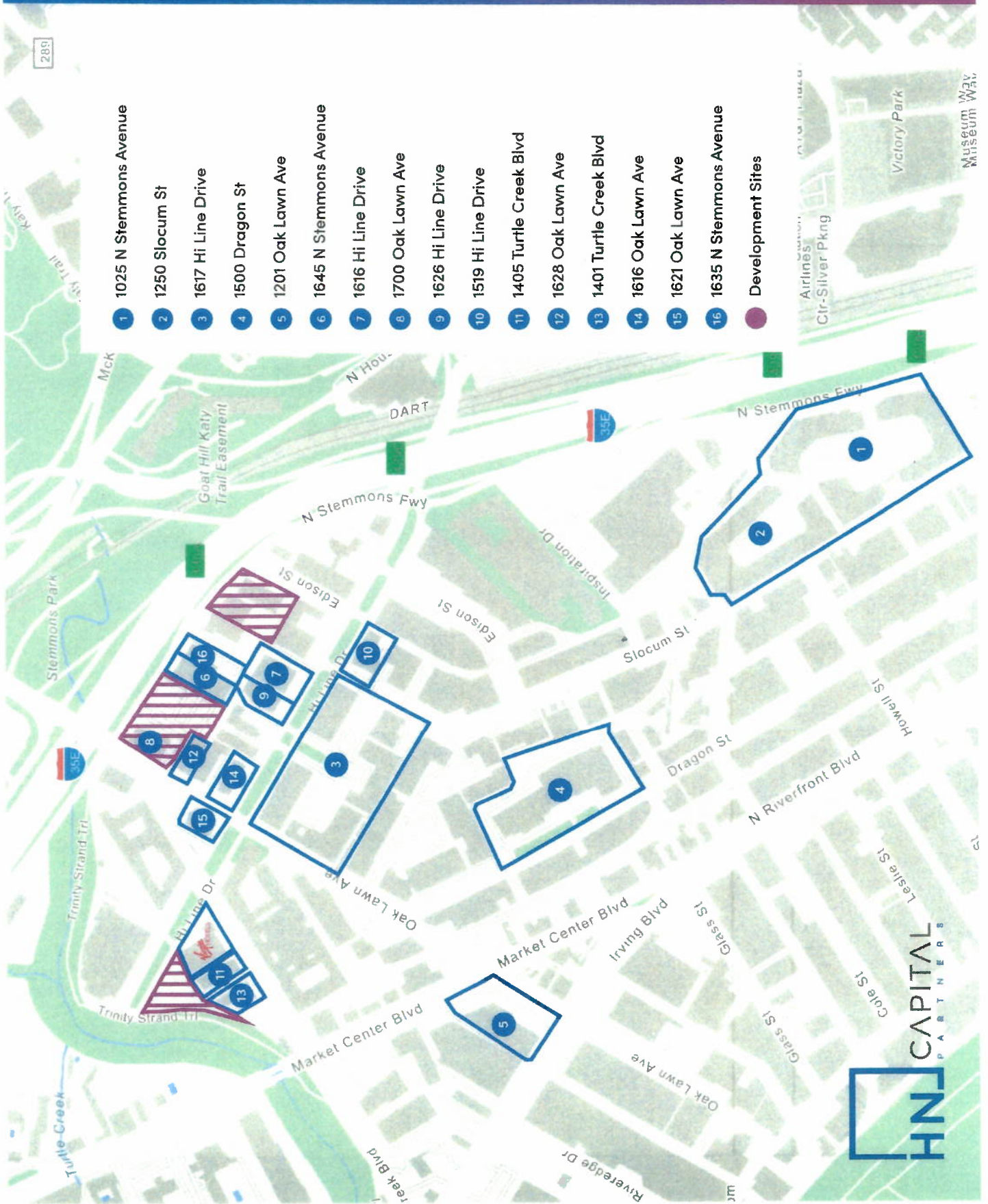
The parking reduction request is also supported by a walkability analysis of nearby residential units and current urban trend uses of alternative modes of transportation like walking, bicycling, and Uber/Alto. (See **APPENDIX** Walkability Study.) Note that the City of Dallas is currently considering reducing and/or eliminating parking requirements for some areas and uses. Although a reduction or elimination of parking requirements by the City of Dallas would not directly affect 1201 Oak Lawn since the parking already exists and the property is located within PD 621, it is still an indication that the old parking requirement ratios are excessive for dense urban living situations and with the newer alternative modes of transportation readily available.

Conclusion

Based on: (1) the observed parking data for similar uses adjacent to the site, (2) the allowances for parking reductions written into PD 621, (3) the utilization of valet to most efficiently park the site, (4) the potential for “relief valve” parking spaces in nearby surface parking lots for the overall benefit of the Design District, and (5) the current trends of more mobility choices and more dense urban living that together reduce the need for parking; **it is recommended that the existing 73 parking spaces for the current 1201 Oak Lawn site will be adequate to serve the proposed mix of Restaurant and Office/Showroom uses.** Furthermore, if the parking demand were to consistently exceed the 73 spaces provided and beyond what valet can accommodate, the greater risk would be loss of business to the site rather than any obstruction of the public right-of-way or creation of a traffic hazard since parking is internal to the site and is currently prohibited along Oak Lawn, Market Center, and Irving Blvd. The accommodation of shared parking, Uber/Alto and similar ride shares including the Virgin Hotel shuttle service, availability of pedestrian and bicycle trails, availability of remote parking lots within a ten minute walk, and the presence of newer dense inner-city residential developments that currently include 2000+ units within a ten minute walk of the subject site have all convened at this time to help reduce the need for parking and support the proposed mix of uses for 1201 Oak Lawn. The proposed plan to revitalize and repurpose the existing building of 1201 Oak Lawn and utilize the existing parking within the allowances of PD 621 will provide mutual benefits to the property owner/operator, the neighborhood, and the City of Dallas. “Right-sizing” or “right-mixing” the proposed uses of this existing building to more fully utilize the existing internal parking to its potential will not create a traffic hazard or increase traffic congestion on adjacent or nearby streets. No spillover effect of traffic or parked cars is expected to occur since valet parking will be available.

APPENDIX

- HN Capital Property Ownership Map within the Design District
- Mutual letters of support for Parking Reductions
- Walkability Study within a five to ten-minute walking distance of 1201 Oak Lawn
- Annotated Articles: “The Parking Problem – Why Cities Overbuilt Parking Spaces” 9-30-2023
“Parking Generation... Park +” by Kimley-Horn May 2016



February 5, 2025

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

Via email

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

Dear Dr. Miller-Hoskins,

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

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

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

Sincerely,

Shyam Patel – Asana Partners
1444 Oak Lawn, LP



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

August 16, 2024

Via Email

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

Re: BDA234-091; 1444 Oak Lawn Avenue.

Dear Ms. Jordan:

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

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

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

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

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

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August 16, 2024
Page 2

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

Very truly yours,


Jonathan G. Vinson

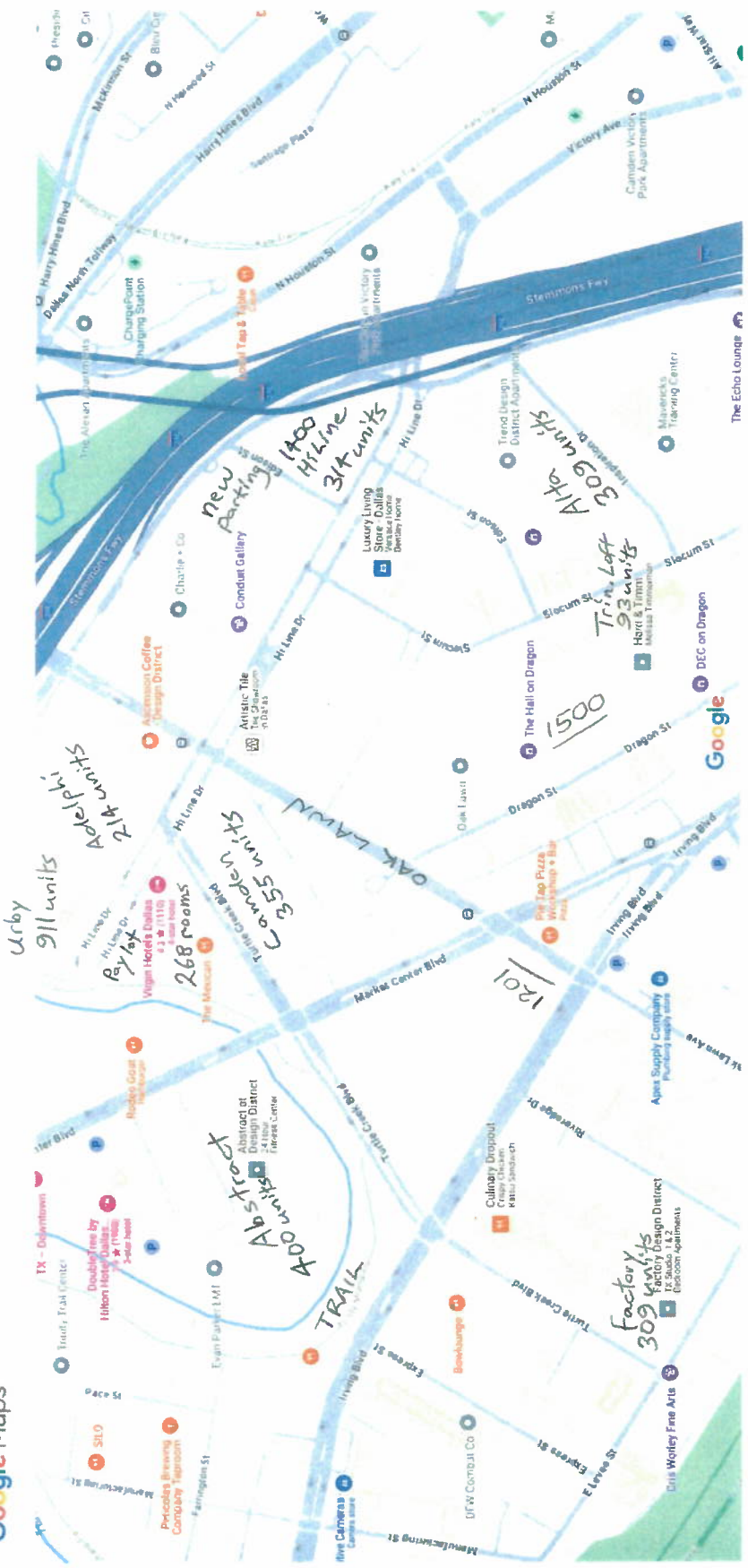
cc: **Dr. Kameka Miller-Hoskins**
Jennifer Hiromoto
Vipin Nambiar
Adam Hammack
Suzan Kedron

WALKABILITY STUDY

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

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

Google Maps



Map data ©2025 Google 200 ft

1201 Oak Lawn Residential Proximity Map

Safety

Pedestrian Safety Guide for Transit Agencies

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

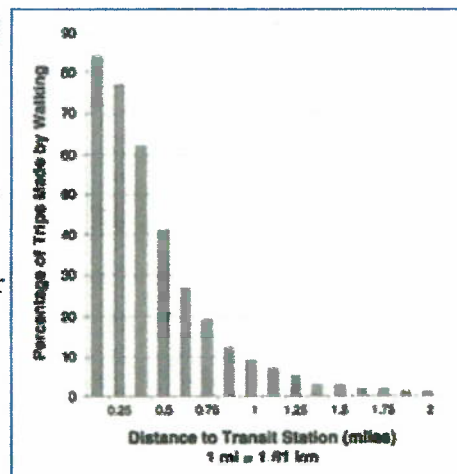
Understanding pedestrian characteristics and facilities (e.g., sidewalks, crosswalks, pedestrian signals, etc.) is an important step in providing safe access to transit systems. This section introduces basic pedestrian safety concepts to help readers understand issues, solutions, and resources that are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

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

A. Typical Walking Distance to Transit

Most people are willing to walk for five to ten minutes, or approximately $\frac{1}{4}$ - to $\frac{1}{2}$ -mile to a transit stop (see figure below). However, recent research has shown that people may be willing to walk considerably longer distances when accessing heavy rail services. Therefore, in order to encourage transit usage, safe and convenient pedestrian facilities should be provided within $\frac{1}{4}$ - to $\frac{1}{2}$ -mile of transit stops and stations, and greater distances near heavy rail stations. Note that bicyclists are often willing to ride significantly further than $\frac{1}{2}$ -mile to access rail transit stations, so safe facilities should be provided for bicycling within a larger catchment area around transit hubs.

Transit route spacing and location are important considerations for pedestrian access to transit. For example, in a city with a regular street grid pattern of streets, appropriate stop spacing can be achieved when transit routes are spaced between $\frac{1}{2}$ - to 1-mile apart. If the stops on these routes are spaced $\frac{1}{8}$ - to $\frac{1}{4}$ - mile apart, then a majority of the people in the neighborhoods served by the transit system will be within $\frac{1}{4}$ - to $\frac{1}{2}$ -mile of a transit stop.⁷⁰



B. The Effect of Motor Vehicle Speed on Pedestrian Safety

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

The Parking Problem: Why Cities Overbuilt Parking Spaces

by [Lauren Palmer](#) | Sep 20, 2023 | [Land Use](#), [Transportation](#), [Urban Planning](#) | [0 comments](#)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

WHITE PAPER SERIES

May 2016

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Kimley»Horn

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Introduction

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

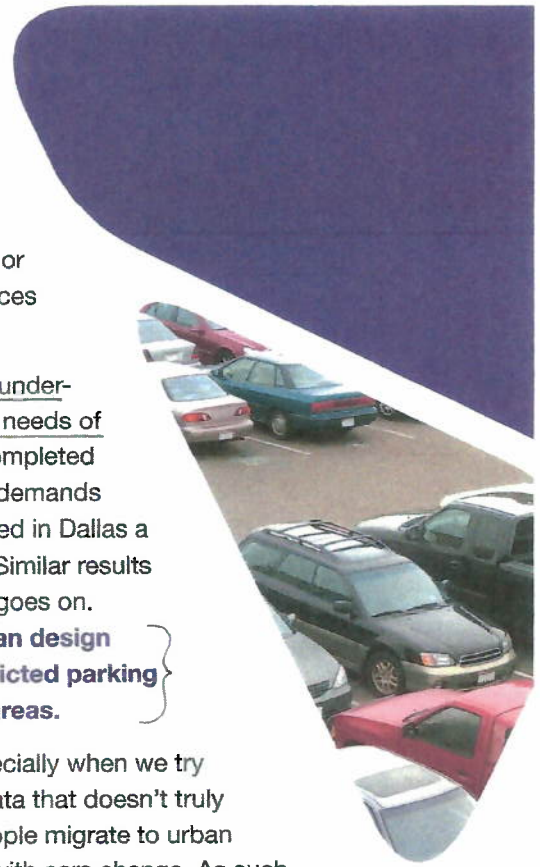
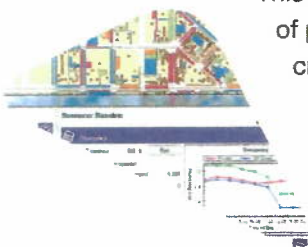
National parking requirement standards are based on outdated and under-represented data, which tend to skew wildly from the actual parking needs of a community. In my years as a parking consultant, I've very rarely completed a single downtown parking study where the peak observed parking demands consumed the majority of the total parking spaces. A study completed in Dallas a few years ago yielded some 30,000 empty parking spaces at peak. Similar results were found in Atlanta, Houston, St. Petersburg, Seattle, and the list goes on.

When communities plan downtowns based on outdated suburban design standards, we achieve the same inevitable results—empty, restricted parking areas that deaden the density, walkability, and vitality of urban areas.

The parking quantity question is always a challenging exercise, especially when we try to solve it using inaccurate data. Most times, we rely on outdated data that doesn't truly represent the real context of our downtowns. As more and more people migrate to urban areas, the dynamics of how they get around and their relationships with cars change. As such, we've seen a drastic downshift in the need to provide parking. But our planning tools have not evolved to better align with this shift.

Equally challenging is deciding how the parking characteristics in one community compares to another community. In reality, it's hard to define how one neighborhood acts compared to another. Here in Phoenix, the Roosevelt neighborhood, home to the area's up-and-coming artists and requisite "hipsters," enjoys a higher amount of transit, walking, and cycling than most other parts of the city. In turn, the overall demand for parking is lessened as area residents and patrons find other ways to access the uses within the area. In my neighborhood, you almost can't survive without the use of a car to work, shop, and play. This variability exists in every city and is the reason it's absurd to continue leaning on archaic, cookie-cutter methods to plan for parking.

This question is the central reason we created Park+ — to find a way to localize the analysis of parking demand and challenge the conventional notion that all parking demand is created the same. Within this white paper we summarize the findings of the first five years of Park+ modeling and define the dynamic nature of each community served. In our time developing, testing, and applying this model, we have encountered an incredible diversity of data and outcomes in each community. In the following sections, we'll walk through those results, as well as the more global movement afoot in our industry.



Unfortunately, those data points are routinely applied in areas they should not be. I've seen exercises where entire swaths of a downtown are planned with these metrics, resulting in over-built facilities. In some cases, it's a lack of understanding of the context the development is occurring in. In other cases, it's a requirement of financial institutions that are backing a development. Whatever the cause, a better understanding of the true dynamics of a development and the area it serves produces better results.

In recent years, urban planners have begun to lean more and more on these decisions as a primary reason that downtowns and communities don't work. One of my favorite terms in the industry is the "parking crater," which was coined by the website Streetsblog and its editor Angie Schmitt. In fact, that website holds an annual March Madness tournament, with a full-on bracket to determine the worst parking crater of that year. The parking crater is a portion of a downtown that has been hollowed out by the presence of large surface parking lots. Whether these are highly or poorly utilized, they deaden a downtown, its walkability, and most importantly its viability.

If asked, many people would say the provision of ample parking makes our cities more desirable. But in fact, ample parking promotes single occupancy vehicle trips and impedes the ability for our communities to develop and grow. Pedestrian walkability, dense design, and connectedness are extremely important for the success of a community. Large areas of parking tend to counter these tenets and disrupt the ability for a community to work properly. This is only exacerbated by the over-provision of parking.

Clearly, something must be done...

Right-Sized Parking

Recently in the planning arm of the parking industry, we've seen a very distinct shift toward finding the right amount of parking for a downtown, campus, study area, development, etc. This movement is aptly dubbed the Right-Sized Parking movement. The name speaks for itself, as the intent is to determine the correct amount of parking to serve an area without over- or under-burdening area patrons.

Too much parking tends to be an expensive endeavor. In today's world where more and more parking is found in consolidated structures, the cost to build a single space can range from \$8,000 to \$40,000, or more. This price is astronomical and is a primary contributing reason that rents are increasing and the cost of living in urban areas is skyrocketing. In King County¹, WA, a recent study searched to find the answer to the right-size for multi-family housing parking. The result of that large-scale effort was...it depends.

¹ Visit rightsizeparking.org to learn more and to play with their awesome right-size parking calculator



That result may seem nebulous, but in reality it's the most accurate response that could have emerged from such a study. The data indicated that a number of factors—location, access to transit, employment density, walkability, population demographics—were responsible for the parking demand characteristics of a multi-family development. In short, people tended to adapt to their environment, and their driving (and car ownership patterns) adapted right along with them.

Unfortunately, in a lot of those instances, the provision of parking did not adapt. Instead, developers continued to provide parking as if every location was the same, and the result was a high amount of underutilized parking. The data showed that in the heart of Seattle (the most urbanized area in the county), the parking demand was at or below 0.5 spaces per unit. In the far reaches of the county, the ratio was closer to 1.5 spaces per unit.

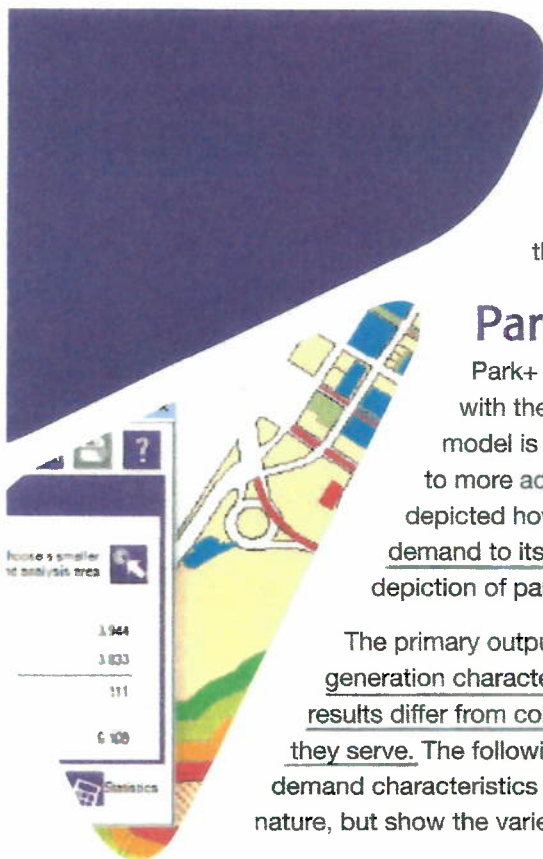
This analysis has borne some incredible outcomes. First, many developers in the King County area have begun to lessen their parking capacity as a result of this analysis, basically "right-sizing" their supply. That in and of itself is a win and would deem the effort a success. However, the study also pushed communities in the King County area to reassess their parking requirements, helping to define right-sized parking at the review level. Even more incredibly, King County transit has now begun to pursue empty parking spaces in multi-family housing complexes to serve as park-and-ride spaces for transit riders.

It's very exciting to see the results coming out of King County. They spent a tremendous amount of time and effort to collect viable data and determine how their community works. The project was well funded by the Federal Highway Administration and led by a brilliant young planner² whose mission is to prove the fallacy of poor parking planning. But how about the communities not funded by FHWA...how do they learn more about the true nature of their parking systems?

Park+ and Right-Sized Parking

Park+ —the Kimley-Horn parking scenario planning tool — was created with the intention of right-sizing parking in the communities we serve. The model is built on an algorithm that matches parking demand with land uses to more accurately depict parking behavior. Previous white papers (xxx) have depicted how this relationship works, but in simplistic terms, we match parking demand to its origin using localized data. The result is a much more accurate depiction of parking demand in the environments our models serve.

The primary output of a calibrated Park+ dataset is a unique set of parking generation characteristics that represent the dynamic nature of a community. These results differ from community to community and are a direct reflection of the areas they serve. The following tables and figures provide a representative sample of parking demand characteristics and geographic demand metrics. These are only representative in nature, but show the varied results that come from Park+ modeling exercises.



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

Summary:

City Plan Commission recommendation regarding DCA190-002 Off-Street Parking & Loading Code Amendment

Background:

On March 20, 2025, the City Plan Commission voted to recommend the Off-Street Parking & Loading Code Amendment proposal to the City Council.

The Zoning Ordinance Advisory Committee ("ZOAC") had previously recommended removing all minimum parking requirements for all land uses citywide. The CPC debated this recommendation at five meetings from November 2024 through March 2025, voting to amend it in several ways.

Summarized proposal:

Notable updates to our current parking minimums include:

- **Transit-Oriented Development and Downtown:** No minimums for any use within ½ mile around rail stations or downtown
- **Office and retail:** No minimums for office uses and most retail
- **Industrial and Commercial:** No minimums for industrial, commercial, and business service uses except when contiguous with single-family uses
- **Single-family and duplex:** Reduced minimums for single-family and duplex uses to 1 space per dwelling unit
- **Multifamily:** Reduced minimums for multifamily uses to ½-space per dwelling unit plus guest parking, and added requirement of 1 loading space for larger multifamily
- **Bars, restaurants, and commercial amusement:** Reduced minimum for seating and sales areas to 1 space per 200 square feet, plus additional reductions
 - Bars and restaurants in buildings **under 2,500 square feet:** No minimums
- **Designated historic buildings:** No minimums for buildings designated at the city, state, or national level as historically significant, except when used as a bar, restaurant, or commercial amusement land use.
- **Places of worship under 20,000 square feet:** No minimums
- **Lower Greenville:** Parking ratios for selected uses generally will not apply to Lower Greenville areas covered by the Modified Delta Overlay MD-1.

Below is a table describing the changes in more detail.

Topic	Impact	Results (summarized)	Current code (summarized)
TOD & Downtown	Removed	No parking for any use within <ul style="list-style-type: none"> • ½-mile of light rail and streetcar stations • CA (downtown) districts 	No exception for rail proximity 1 space per 2,000 sf, with exceptions for buildings built prior to 1967 and ground-floor retail under 5,000 sf
Office uses	Removed	No minimum parking requirement	1 space per 200 or 330 square feet
Single-family & Duplex	Reduced and standardized	1 space per dwelling unit	1 space per single-family dwelling unit in R7.5(A) and R5(A) 2 spaces per dwelling unit for all other single-family and duplexes
Multifamily (parking)	Reduced	½-space per dwelling unit Graduated guest parking requirement	1 space per bedroom 0.25 guest spaces per dwelling unit
Multifamily (loading and short-term)	Added	Show plans to manage loading and short-term drop-off for any development 1 loading space required over 150 dwelling units	No loading required
Hotel (loading and short-term)	Reduced	Show plans to manage loading and short-term drop-off for any development 1 loading space required for hotels over 80 guest rooms	Graduated requirement beginning at 10,000 square feet
Bars and restaurants	Reduced	No minimum for buildings up to 2,500 sf For buildings over 2,500 sf, 1 space per 200 sf for sales and seating area (plus reductions for some storage and manufacturing area)	1 space per 100 square feet for sales and seating area Variety of lighter minimums for storage and manufacturing
Commercial amusement (bowling alleys, dance halls, etc.)	Reduced and standardized	1 space per 200 square feet	Variety of minimums per type

<p>Industrial uses</p> <p>Commercial service and business uses (truck sales, medical laboratory, furniture repair, etc.)</p>	<p>Geography limited</p>	<p>Reduced minimums apply when contiguous with single-family properties; no minimums elsewhere</p>	<p>Minimums apply anywhere the use is permitted</p>
<p>Designated historic buildings</p>	<p>Mostly removed</p>	<p>No minimums, except 1 space per 200 square feet for bars, restaurants, and commercial amusement uses within 300 feet of single-family with reduction option through SUP.</p>	<p>No exemptions for historic buildings</p>
<p>Places of worship</p>	<p>Reduced</p>	<p>No minimums for places of worship less than 20,000 square feet of floor area</p>	<p>All places of worship are subject to parking minimums</p>
<p>Mixed Income Housing Density Bonus</p>	<p>Parking bonus reduced to zero</p>	<p>Zero minimum parking required when providing mixed income units</p>	<p>½-space per unit required when providing mixed income units</p>
<p>Geographic exceptions</p>	<p>No change for MD-1 Overlay</p>	<p>Properties subject to the MD-1 Modified Delta Overlay will keep minimums for selected uses.</p>	
<p>Design standards</p>	<p>Limiting driveway entrances for 1- through 4-unit residences</p> <p>Requiring pedestrian path through large parking lots</p> <p>Prohibiting surface water drainage across sidewalk surfaces</p> <p>Simplified loading standards</p> <p>Allowing parking lot entrances on any alley for any use</p>		
<p>Bicycle parking</p>	<p>Increased bicycle parking amount requirements</p> <p>Clarified design and locational standards</p>		
<p>Shared loading</p>	<p>Adding the opportunity for a shared loading agreement</p>		

July 1, 2025

By email to: bryant.thompson@dallas.gov and diana.barkume@dallas.gov

Hon. Chair and Members, Panel A
Zoning Board of Adjustment
c/o Mr. Bryant Thompson, Senior Planner
Department of Planning and Development
City of Dallas
1500 Marilla Street, Room 5CN
Dallas, Texas 75201

Re: BDA 245-049; Parking Special Exception; 1201 Oak Lawn Avenue.

Dear Members of the Board of Adjustment:

I. Introduction; Description of Property. We represent DDD Portfolio Holdings LLC (“DDD”), an affiliate of HN Capital Partners and the owner and manager of the Property at 1201 Oak Lawn Avenue in the Dallas Design District. The subject Property is 1.789 acres in size and is located at the west corner of Oak Lawn Avenue and Market Center Boulevard (the Property”), and was developed in 1963, according to the Dallas Central Appraisal District, with 40,048 square feet of improvements.

II. July 15, 2025, Special Exception Approval. On July 15, 2025, Panel A granted our full request to provide 73 off-street parking spaces for the Property for “a restaurant without a drive-in or drive-through service use, office use, and office/showroom use only“, that being a special exception of 62 spaces. Relevant excerpts from the City’s Panel A minutes are attached, showing a recitation of the applicable standard, reciting in the Motion the findings that these conditions have been met, and confirming the Board’s vote to approve with conditions, followed by the City’s July 16, 2025, disposition letter also reciting those conditions.

The July 15, 2025, Motion to approve, as passed by the Board, stated that “*our evaluation of the Property use and the testimony shows that this special exception will not increase traffic hazards or increase traffic congestion on adjacent or nearby streets, and the parking demand generated by the use does not warrant the number of required parking spaces*”, confirming that in the Board’s evaluation, based on the evidence presented, our request fully met the applicable standard for approval.

The three conditions attached to that approval, as detailed in the three bullet points in the July 16, 2025, letter, were, first, a standard Code-required condition for any parking special exception approval. The second condition required that *“Valet services must be provided and the valet stand must be located on Property”*, which they are, with the valet stand located directly at the front entrance. The third condition was that *“The applicant must appear before the board for a reassessment and final issuance of the special exception within 12 months from the issuance of the certificate of occupancy”*.

City Staff has informed us that this last condition dates the 12 months from the first Certificate of Occupancy to be issued on the Property after the Board’s July 15, 2025, approval for any use, not just a restaurant use. Therefore, we are appearing before you on your July 14 Miscellaneous Docket as required within 12 months for this reassessment and final issuance of the special exception.

III. Prior (March 25, 2025) Parking Study and Analysis. As part of our 2025 application, we provided you with a Parking Study and Analysis dated March 25, 2025, prepared by Mr. Lloyd Denman, P.E., former longtime Assistant Director of Engineering for the City of Dallas. As a reminder of our original analysis and conclusion, a copy of that Parking Study and Analysis (the “Analysis”) accompanies this letter, but several most directly relevant excerpts are set forth below.

The proposed mix of uses for this existing Property will be able to successfully accommodate parking demand for the higher percentage restaurant use without adversely impacting neighboring properties or the public streets.

There is adequate parking available to satisfy the City Code during mornings and afternoons for the office and showroom uses. The use of valet and alternative transportation modes can offset the evening restaurant peaks.

It is recommended that the existing 73 parking spaces for the current 1201 Oak Lawn Property will be adequate to serve the proposed mix of Restaurant and Office/Showroom uses.... “Right-sizing“ or “right-mixing“ the proposed uses of this existing building to more fully utilize the existing internal parking to its potential will not create a traffic hazard or increased traffic congestion on adjacent or nearby streets. No spillover effect of traffic or parked cars is expected to occur since valet parking will be available.

IV. Current (June 23, 2026) Reassessment Memorandum. Panel A made it clear to us when our special exception was approved that actual observations should be provided to support our reassessment item. In order to accurately assess current conditions with respect to performance and adequacy of the parking supply, we commissioned Mr. Lloyd, Denman,, P.. E., CFM, to study the Property.

Mr. Denman made recent Property visits and observations, all as detailed in his Memorandum for BDA 245–049 “Reassessment“, dated June 23, 2026, previously provided to City Staff and also accompanying this letter. Mr. Denman personally visited and observed the Property, and has included not just his own observations but also documentary photographic evidence in his Memorandum.

While I hope that you will review this Memorandum for yourselves, I want to reiterate Mr. Denman's conclusion in full, which is that *"Based on the Property visits and observations made and expounded above, it is the professional opinion of Mr. Denman, P.E., that the existing internal 73 parking spaces that serve 1201 Oak Lawn are more than sufficient to adequately park the restaurant, office, and showroom uses for the Property. The Property configuration, uses, and provided parking do not create a traffic, hazard or increased traffic, congestion on adjacent or nearby streets"*.

V. **Conclusion.** The conclusion is clear based on this information that the required conditions in our July 15, 2025, approval are met, and as supported by Mr. Denman's June 23, 2026, Memorandum and observations, there is much more than adequate off-street parking on the Property.

Since this request clearly meets the above-referenced conditions, pursuant to our Miscellaneous Item, we request "final issuance" of the special exception at the July 14 meeting. We look forward to appearing before you and answering any questions you might have, and we appreciate your time and consideration.

Very truly yours,


Jonathan G. Vinson

cc: Vipin Nambiar
Adam Hammack
Charlotte Carr
Lloyd Denman, P.E.
Suzan Kedron
Will Guerin



BOARD OF ADJUSTMENT

Panel A Minutes

July 15, 2025

RECEIVED

2025 AUG 20 PM 3:08

CITY SECRETARY
DALLAS, TEXAS

Council Chambers 6EN
24923176153@dallascityhall.webex.com

David A. Neumann, Chairman

PRESENT: [5]

David A. Neumann, Chairman	
Kathleen Davis	
Michael Hopkovitz	
Andrew Finney	
Michael Dorn	

ABSENT: [1]

Jay Narey	

Chairman David A. Neumann called the briefing to order at **10:30 A.M.** with a quorum of the Board of Adjustment present.

Chairman David A. Neumann called the hearing to order at **1:00 P.M.** with a quorum of the Board of Adjustment present.

The Chairperson stated that no action of the Board of Adjustment shall set a precedent. Each case must be decided upon its own merits and circumstances, unless otherwise indicated, each use is presumed to be a legal use. Each appeal must necessarily stand upon the facts and testimony presented before the Board of Adjustment at this public hearing, as well as the Board's inspection of the property.

1. 1201 OAK LAWN AVENUE
BDA245-049(BT)

BUILDING OFFICIAL'S REPORT: Application of Jonathan Vinson for (1) a special exception to the parking regulations at **1201 OAK LAWN AVENUE**. This property is more fully described as Block 27/7889, part of Lot 1, and is zoned PD-621 (Subdistrict 1), which requires parking to be provided. The applicant proposes to construct and/or maintain a nonresidential structure for a restaurant without drive-in or drive-through service use, an office use, and an office/showroom use and provide 73 of the required 135 parking spaces, which will require (1) a 62-space special exception (45.9 % reduction) to the parking regulation.

LOCATION: 1201 Oak Lawn Avenue

APPLICANT: Jonathan Vinson

REQUEST:

- (1) Special Exception to the parking regulations.

STANDARD FOR A SPECIAL EXCEPTION TO THE OFF-STREET PARKING REGULATIONS:

Section 51P-621.110(b)(2) states that the board may grant a special exception of up to 50 percent of the required off-street parking upon the findings and considerations listed in **Section 51A-4.311** minus the number of parking spaces currently not provided due to delta credits, as defined in **Section 51A-4.704(b)(4)(A)**. The board of adjustment may impose conditions on the special exception. **Section 51A-4.311(a)** of the Dallas Development Code specifies that 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.**

Speakers:

For: Jonathan Vinson, 1807 Ross Ave, Suite 440, Dallas TX 75201
Lloyd Denham, 2928 Westminster, Dallas TX 75205

Against: No Speakers

Motion

I move that the Board of Adjustment, in Appeal No. BDA 245-049, on application of Jonathan Vinson, **GRANT** the request of this applicant to provide **73** off-street parking spaces to the off-street parking regulations contained in the Dallas Development Code, as amended, which requires **135** off-street parking spaces, because our evaluation of the property use and the testimony shows that this special exception will not increase traffic hazards or increase traffic congestion on adjacent or nearby streets, and the parking demand generated by the use does not warrant the number of required parking spaces. This special exception is granted for a restaurant without a drive-in or drive-through service use, an office use, and an office/showroom use only.

I further move that the following conditions be imposed to further the purpose and intent of the Dallas Development Code:

- The special exception of **62** spaces shall automatically and immediately terminate if and when the restaurant without a drive-in or drive-through service, office, or office/showroom uses are changed or discontinued.
- Valet services must be provided and the valet stand must be located on site.
- The applicant must appear before the board for a reassessment and final issuance of the special exception within 12 months from issuance of the certificate of occupancy.

Maker:	Kathleen Davis				
Second:	Andrew finney				
Results:	4-1				Motion to grant
		Ayes:	-	4	David A. Neumann, Kathleen Davis, Michael Dorn, Andrew Finney
		Against:	-	1	Michael Hopkovitz



City of Dallas

July 16, 2025

Jonathan Vinson
Jackson Walker LLP
2323 Ross Avenue, Suite 600
Dallas TX 75201
jvinson@jw.com

Re: BDA245-049, Property at 1201 OAK LAWN AVENUE

Dear Mr. Vinson:

The Board of Adjustment Panel A, at its public hearing held on Tuesday, July 15, 2025, **GRANTED** the request to provide **73** off-street parking spaces to the off-street parking regulations contained in the Dallas Development Code, as amended, which requires 135 off-street parking spaces. This special exception is granted for a restaurant without a drive-in or drive-through service use, office use, and office/showroom use only, subject to the following conditions:

- The special exception of **62** spaces shall automatically and immediately terminate if and when the restaurant without a drive-in or drive-through service, office, or office/showroom uses are changed or discontinued.
- Valet services must be provided and the valet stand must be located on site.
- The applicant must appear before the board for a reassessment and final issuance of the special exception within 12 months from issuance of the certificate of occupancy.

Contact Building Inspection at 320 E. Jefferson, Room 118 to file an application for a building permit or certificate of occupancy within 180 days from the date of the favorable action of the board.

Should you have any further questions please contact Bryant Thompson at (214) 948-4502 or Bryant.thompson@dallas.gov.

Respectfully,

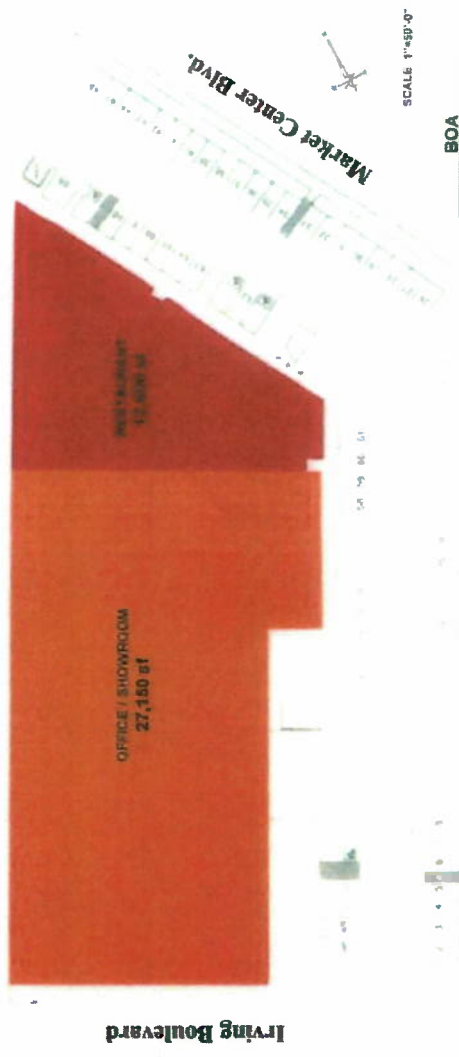
Dr. Kameka Miller-Hoskins

Dr. Kameka Miller-Hoskins, Chief Planner
Board of Adjustment
Planning & Development Department

David A. Neumann, Chairman
Board of Adjustment
Panel A

c: Code Enforcement, 3112 Canton, Room 100
Diana Barkume, Planning & Development Department

Alleyway



SCALE 1"=50'-0"

BOA
PLANS APPROVED
SUBJECT TO
BOARD ACTION

07/18/2018
DATE

Dyane Thompson
ADMINISTRATOR

APPROVED
By Request Transmission at 10:00 am, Jul 18, 2018

1201 Oak Lawn Avenue
Parking Spaces

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

