

Parking: Case studies

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Consideration of amending off-street parking and loading requirements including, but not limited to, hotel, restaurant, multifamily, alcoholic beverage establishment, and public and private school uses in the Dallas Development Code.

BACKGROUND:

On September 5, 2019, City Plan Commission (CPC) authorized a public hearing to consider amending Chapters 51 and 51A of the Dallas Development Code, with consideration to be given to amending off-street parking and loading requirements including, but not limited to, hotel, restaurant, multifamily, and alcoholic beverage establishment uses, and transit-oriented development.

The intent of this code amendment is to review the current parking regulations and based on research, best practices, and other cities approach to parking requirements, determine the need to amend the City Code and make a recommendation and proposal.

Staff will provide reports on the following general research direction to build on information, culminating with recommendations and a proposal:

- Current Parking Regulations _ provided at the June 18, 2020 ZOAC meeting
- City of Dallas Planned Development Districts _ provided at the July 9, 2020 ZOAC meeting
- Index Cities and Other Cities Research _ provided at the August 6, 2020 ZOAC meeting
- Local and National Parking Studies _ provided at the September 3, 2020 ZOAC meeting
- Board of Adjustment parking reductions _ provided at the September 3, 2020 ZOAC meeting
- Citywide Plans – Vision/Goals _ provided at the September 3, 2020 ZOAC meeting
- Public and Interdepartmental Outreach – Input _ provided at the October 15, 2020 ZOAC meeting
- **Case studies _ provided at the November 5, 2020 ZOAC meeting**

PROJECT WEBPAGE:

<http://bit.ly/CityOfDallasParking>

RESEARCH AND STAFF ANALYSIS

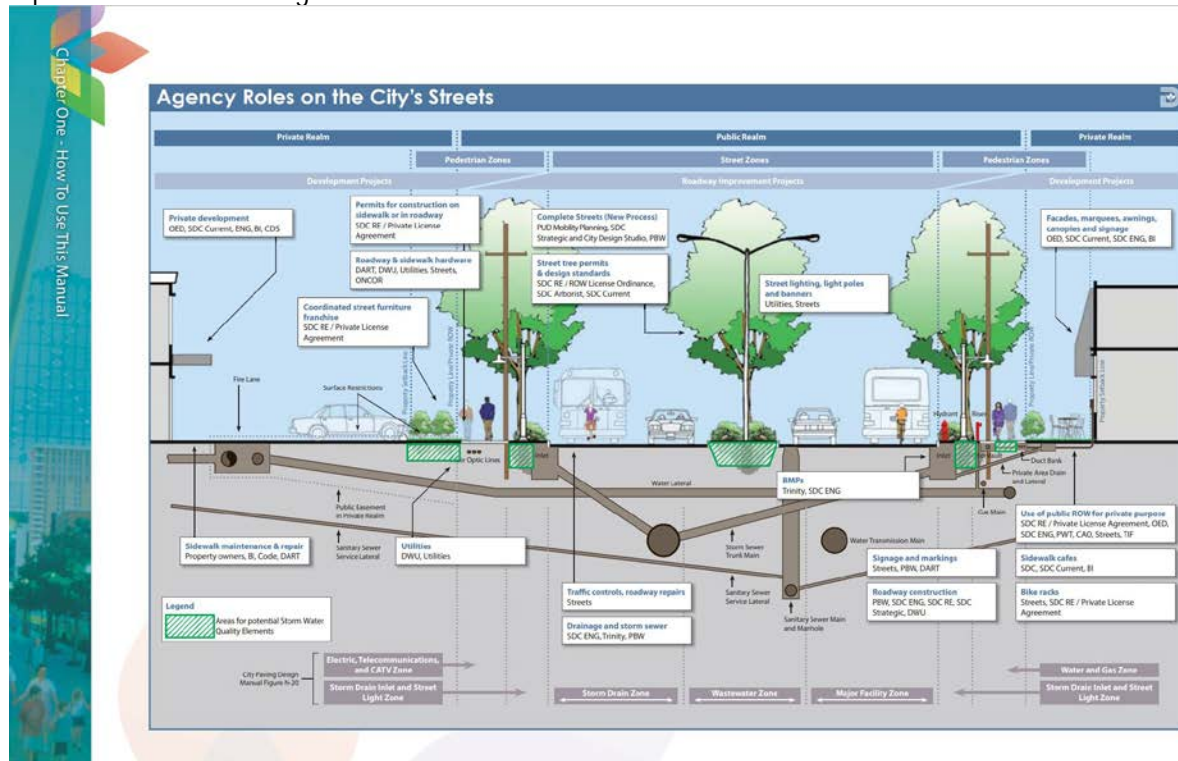
Scope and methodology:

Staff selected four locations as case studies to highlight all elements that provide accessibility to the site and the relationship between the combination of land uses, access, and parking requirements. Staff selected built locations in older parts of the city, with existing buildings that are either redeveloping, or changing the use combination more frequently, due to the nature of the land use.

For the analysis staff used filed documentation for each location and information gathered from the following sites and online databases:

<https://gis.dallascityhall.com/>
<https://gis.dallascityhall.com/ZoningWeb/>
<https://gis.dallascityhall.com/thoroughfare/>
<https://gis.dallascityhall.com/rowms/>
<https://www.dfwmaps.com/>
<https://maps.dcad.org/prd/dpm/>
<https://edms.dallascityhall.com/HylandGISService/map.aspx>
https://web.tplgis.org/smartgrowthdallas_gallery/
<https://dallascityhall.com/departments/transportation/Pages/Complete-Streets.aspx>
<https://www.dart.org/maps/pdfmaps/DARTSystemMap19oct20.pdf>
<https://www.dart.org/maps/printrailmap.asp>
<https://www.dart.org/riding/dallasstreetcar.asp>

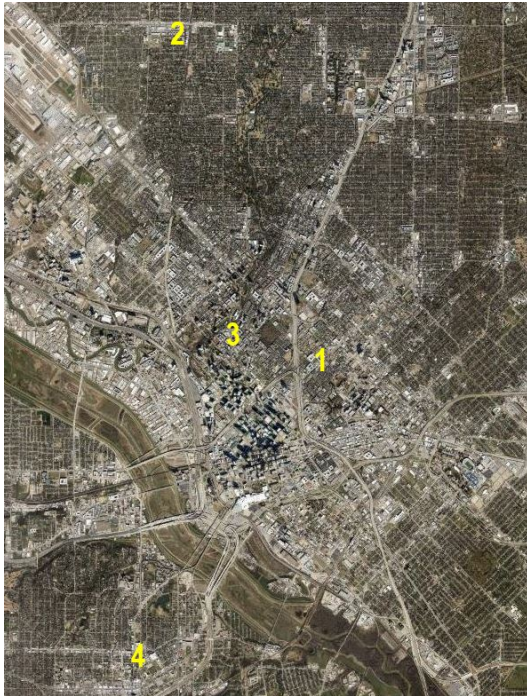
The following excerpt from Complete Streets Manual illustrates the street elements and the City departments responsible for maintaining them:



(See Dallas Complete Streets Design Manual, page 26)

Summary:

The four selected locations are:



1. **3510 Ross Avenue**; the Bryan Place area; approximately 2,200 feet from downtown; existing building built in 1947; to be redeveloped as retail and personal service; *mix of uses capped by the required parking + existing accessory building will be demolished to accommodate parking; insufficient landscaping*
2. **3127 Routh Street**, the Katy Trail Ice House in Uptown; existing building built in 1958, redeveloped as restaurant serving alcohol with covered patio; *4 parking agreements for remote parking, lot across the street developed as surface parking (demolished existing building) lot with valet parking for double stacked spaces; insufficient landscaping*
3. **411 N Beckley Avenue** in Oak Cliff, adjacent to Bishop Arts District, approximately 1.8 miles from downtown; existing buildings built in 1923 and 1969, to be redeveloped as hotel and restaurant; *new PD for parking reduction to exempt legacy building from parking requirements and allow on-street parking to count towards the required off-street parking; head-in on-street parking would have maintained a no-sidewalk condition but, at permitting, transformed into parallel parking and wider sidewalk*

4. **5600 Lovers Lane**, the Pavilion Shopping Center, in North Dallas, approximately, approximately 4.5 miles from downtown; existing shopping center built in 1985; *combination and percentage of uses capped by the parking requirements, limiting the restaurant uses; no walkability, insufficient landscaping.*



1. 3510 ROSS AVENUE

PD No. 298, Bryan Area Special Purpose District; Subarea 1

Vacant building: previously J.B. Parks Wholesale Florist + storage → Proposed: personal service (health studio) + retail

Lot



Lot size: 0.47 Ac / 20,369 sf

2 buildings: 7,148sf (built in 1947); 2,025sf (built in 2010)

23 parking spaces / approx. 0.2 acres

No landscaping; Zero trees

Street right-of-way:

Ross Avenue 56' travel lanes (5 lanes) + 5' parkways on both sides + 8' and 4'-5' sidewalk, 96' between buildings

McCoy Street 30' travel lanes (2 lanes + on-street parking allowed) + 4'-5' parkways on both sides + 4'-5' sidewalks on both sides

Sidewalks: 5-foot generally

2' to 5' on Ross Avenue, and 4' on McCoy Street (uneven and most covered in dirt and overgrown grass)

Driveway access / curb cuts: 3 (2 driveways and 1 head-in parking)

2 on Ross Avenue 16', 30' wide (head-in parking); 1 on McCoy 14' wide

DART sheltered bus stops: Ross Avenue & Washington Street 650', Ross Avenue & N Hall Street 450'

Details:

Parking Spaces: 23

22 parking spaces (8.5'x18'); 1 handicapped (van accessible) (8'x18' + loading space 8'x18')

Loading Spaces: None required (Retail/Personal Service 0-10,000 sf)

Landscaping:

Approximately 6' x 4' = 24' sf grass only (along west side of driveway on Ross Avenue and to corner in front of chain-link fenced parking lot)

Approximately 1' x 8' = 8' sf grass strip (in R.O.W. and not full length to driveway along Ross Avenue)

Street Cross-section view, Ross Avenue



Surrounding zoning and uses:

	Zoning	Land Use	Area	Parking area
N	PD No. 298, Subarea 1A, SUP 1819 (CBD Downtown Demolition Delay Overlay)	Multifamily (Olympus at Ross)/Parking Lot		
S	PD No. 298, Subarea 7, Tract 2 (CBD Downtown Demolition Delay Overlay)	Church (Macedonia Missionary Baptist)/Future multifamily		
E	PD No. 298, Subarea 1B (CBD Downtown Demolition Delay Overlay)	Vacant Bldg. with surface parking (previously Hinga Auto Repair)	0.42 Ac	1.7 Ac
W	PD No. 298, Subarea 1 CBD Downtown Demolition Delay Overlay)	Vacant Bldg. with surface parking on corner across from site		

Block

Ross Avenue, Villars Street, San Jacinto Street, McCoy Street

Land uses: upcoming personal service and retail, auto repair, multifamily under development, church



Area: 2.35 Ac

Area of buildings: 0.4 Ac (1.08-Ac lot will be developed)

Area of parking lots: 0.44 Ac fronting Ross Avenue (1.08-Ac lot will be redeveloped)

Number of curb cuts: 5 on Ross Avenue (16', 32', 19', 12', 32'); 2 on McCoy Str (12', 24')

Sidewalks: all street 4'-5' + parkway 2'-5' (not continuous; interrupted by driveways, on-street parking, or unpaved)

Number of trees: 5

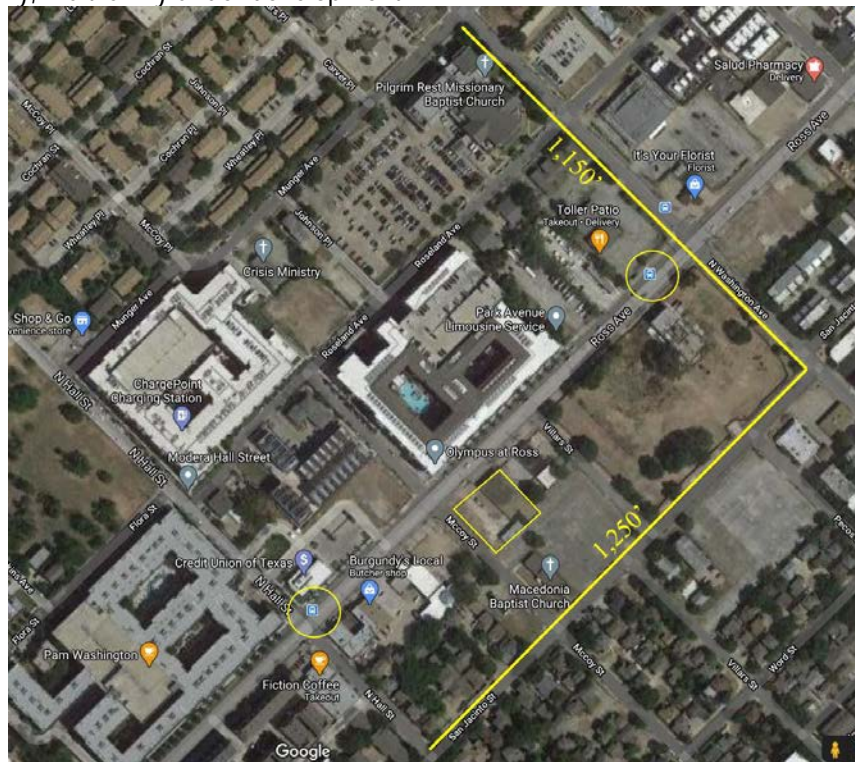
Driveways and parking lots illustration (in yellow)



Larger block

N Washington Avenue, San Jacinto Street, N Hall Street, Munger Avenue

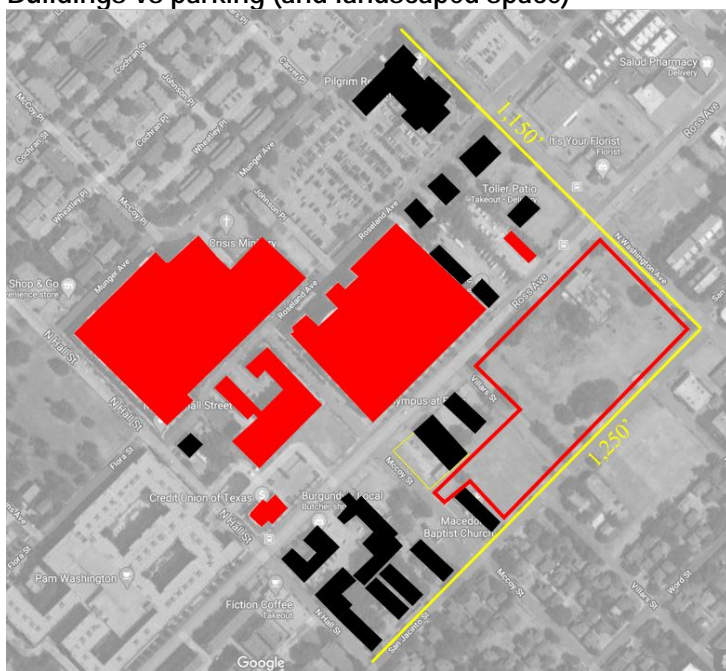
Land uses: Church, multifamily, townhomes, office, bank with drive-through, multifamily, limousine service, retail, single-family, multifamily under development



Area: 32 Acres

% parking lots: approx. 25%

Buildings vs parking (and landscaped space)



Buildings (black); Newly constructed buildings (red)

Streets

Street	Existing ROW	Thoroughfare Plan designation & proposed ROW	Complete Streets designation	Bike Plan	DART
Ross Avenue	5 lanes + 5' parkways + 5' sidewalks	Community Collector Keep existing	Mixed Use	yes	bus route
McCoy Street	2 lanes + on-street parking allowed) + 4'-5' parkways on both sides + 4'-5' sidewalks on both sides	-	-	-	-
N Hall Street	2 lanes + 4'-5' parkways on both sides + 4'-5' sidewalks on both sides	Community Collector 40' (SPCL 2U)	-	yes	-
San Jacinto Street	2 lanes + on-street parking allowed) + 4'-5' sidewalks on both sides	-	-	-	-
Munger Avenue	2 lanes + on-street parking allowed) + parkways on both sides + sidewalks on both sides	-	-	-	-
N Washington Street	2 lanes + parkway on one side + 4'-5' sidewalks on both sides	-	-	-	bus route

Complete Streets Design Manual designation: Ross Avenue is designated as Mixed Use and Community Collector. Bike lanes and shared lanes between bus and bike are preferred. Bike Boulevards need site specific review. Shared or buffered bike lane acceptable

Trade-Offs in Limited Right-of-Way Priorities Chart

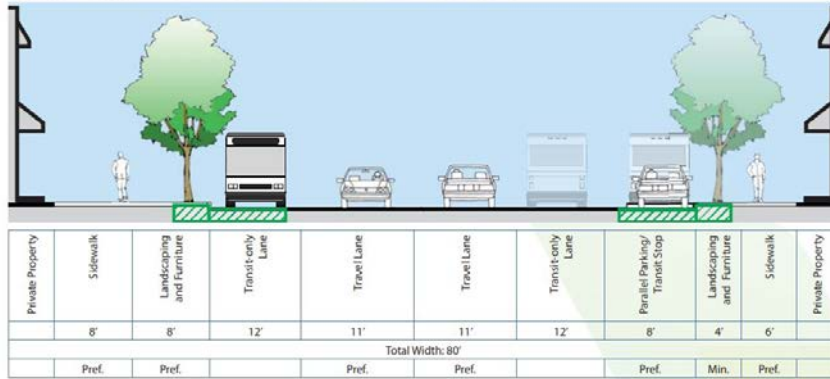
Contextual Street Types and Functional Classifications	Pedestrian Zone			Street Zone		
	Frontage Zone (private)	Sidewalk Clear Zone	Buffer/Furnishing/Curb Zone	Parking Zone	Travelway Zone	Median Zone
Mixed Use Streets						
Principal Arterial		1	2	5	4	3
Minor Arterial		1	2	3	4	5
Collector		1	2	3	4	5
Minor/Local		1	2	3	4	5
Commercial Streets						

RECOMMENDED WIDTH CHART FOR DALLAS COMPLETE STREETS ELEMENTS

Recommended Designation	Mixed-Use Streets		Com
	Min	Pref	Mi
Pedestrian Zone²			
Frontage zone: ¹			
Frontage zone ³	-	-	-
Sidewalk clear zone: ⁴			
Sidewalk clear zone	6'	8'-15'	5'
Buffer/furnishing zone:			
Buffer with street tree	6'	8'	6'
Buffer (adjacent to on-street parking) ⁵	2'	6'	2'
Buffer (adjacent to travel lane, on-street parking not permitted) ⁵	5'	8'	5'
Curb zone: ⁶			
Curb zone width ⁶	6"	1'-2"	6"
Street Zone			
Parking zone: ⁷			
Parallel parking	7'	8'	-
Back-in angled parking ⁸	15'	22'	-
Flex lane ⁹	12'	15'	-
Travelway zone—lanes on thoroughfares:			
General purpose inside travel lane ¹⁰	10'	11'	1C
Inside travel lane (adjacent to bicycle lane and parking lane)	10'	10'	-
Inside travel lane (adjacent to bicycle lane and curb, parking not permitted)	10'	10'	1C
Left-turn lane	9'	10'	1C
Two-way left turn lane	10'	12'	1C
Shared use lane (adjacent to on-street parking, includes streetcars) ^{10, 11}	10'	12'	-
Shared use lane (adjacent to curb, parking not permitted,) ^{10, 11}	10'	12'	1C
Travelway zone—lanes on local (non-thoroughfare plan) streets: ¹²			
Two-directional two-lane roadway (curb to curb width, parking permitted)	26'	26'-36'	-
Two-directional two-lane roadway (curb to curb width, parking not permitted)	18'	18'	2C
Travelway zone—bicycle facilities: ²			
Paved shoulder (with curb)	-	-	-
Paved shoulder (without curb)	-	-	-
Bicycle lane (parking permitted)	5'	6'	5'
Bicycle lane (parking not permitted, curb and gutter present)	5'	5'	5'
Bicycle lane/paved shoulder (parking not permitted, no curb and gutter)	-	-	4'
Buffered bicycle lane (includes buffer)	7'	9'	7'
Cycle track (one-way, includes buffer)	8'	10'	8'
Cycle track (two-way, includes buffer)	11'	13'-18'	13'
Travelway zone—transit lanes:			
Bus-only lanes	11'	12'	1B
Bus and bicycle-only lanes	11'	14'-16'	1B
Median zone:			
Pedestrian refuge	6'	-	6'
Continuous with landscaping ¹¹	6'	15'	6'
Continuous without landscaping	4'	15'	4'

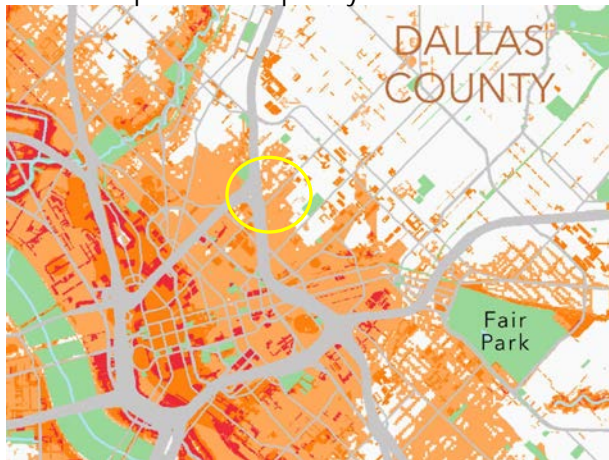
Priority elements: Wide sidewalks, buffer zones with trees and greenscape, seating, bike parking facilities, garbage cans, limited curb cuts, plazas/pocket parks/parklets, sidewalk cafes, pedestrian lighting, information kiosks, pedestrian signage, on-street parking, road diet, street lighting, multimodal intersection design, curb extensions, crossing islands, special pedestrian signals. Recommended speed: 25-30 mph.

EXAMPLE MIXED-USE TYPOLOGY CROSS SECTION: 80' ROW



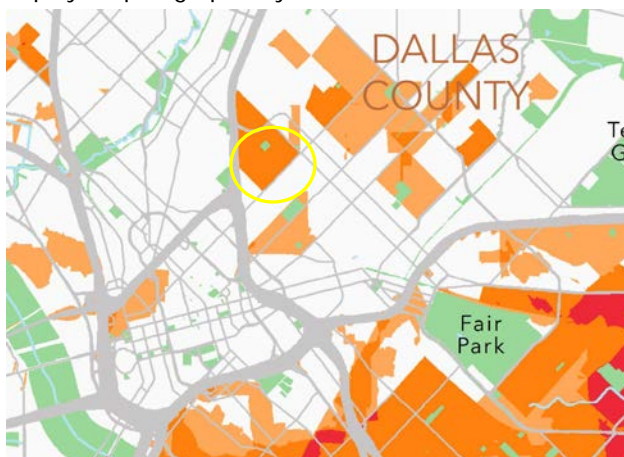
Environmental

Absorb Map: moderate priority



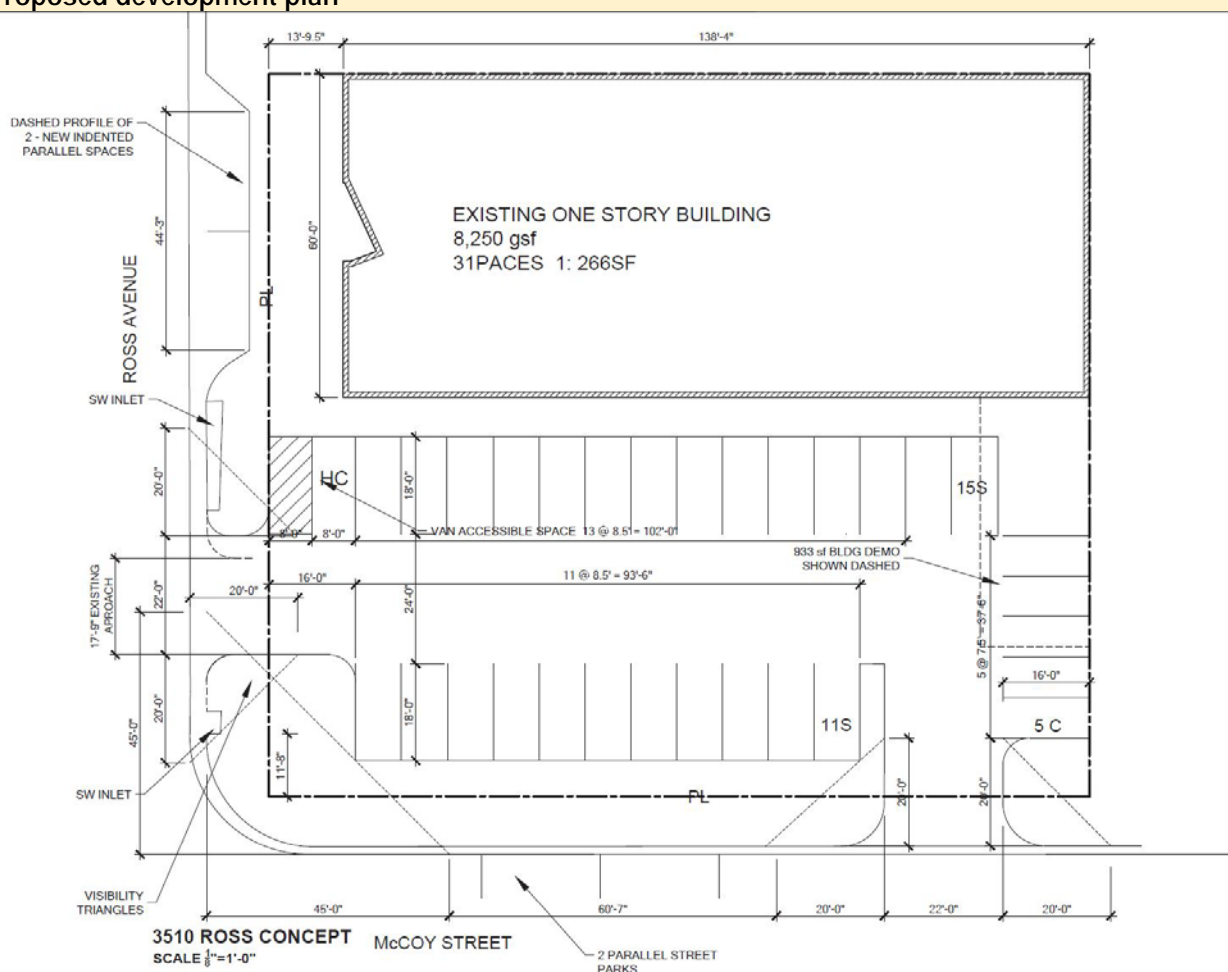
- Reduce stormwater runoff (26%)
- Improve water quality (14%)
- Reduce stormwater discharge from parking lots (17%)
- Enhance existing roadside GSI (17%)
- High percent impervious surface by watershed (17%)
- Localized water sinks (9%)

Equity Map: high priority



- Low-income households (12%)
- Single parent households (8%)
- Seniors over 64 (6%)
- Children under 5 (7%)
- Population with less than a high school education (5%)
- Linguistic isolation (5%)
- Minority population (percent people of color) (9%)
- Access to a vehicle (11%)
- People with disabilities (7%)
- Population density (8%)
- Park gaps (12%)
- Walkability to grocery stores (10%)

Proposed development plan



Inventory: 8,250 sf building; required parking 41 spaces = approx. 12,300 sf; 31 spaces will be provided: approx. 9,300 sf

Land Uses: Personal Service (Health Studio), general merchandise less than 3,500 sf, and general merchandise greater than 3,500 sf. for a small/strip shopping center. Applicant stated in parking study that the building will be renovated with suites into shopping center for general merchandise, dry cleaner, hair/nail salon, fitness studio likely like other two strip centers in area, and office and/or medical office or similar uses.

Buildings: the existing 1-story older building, 8,250 sf. will be remodeled; the other smaller building will be demolished to allow parking and interior vehicle circulation

Required # of Parking Spaces: 41 (39 would have been required if 12 bicycle spaces provided)

Personal Service: 1/200 sf; Gen. Mer. < 3,500 sf: 1/200 sf; Gen Mer. > 3,500 sf: 1/200 sf

BDA 190-017 Special Exception with Parking Study to provide 31 parking spaces

On-Street: 4 (All on-street will not count) - 2 new, indented, parallel spaces on Ross Ave, and 2 new, parallel spaces on McCoy St.

Off-Street: 31 spaces on-site, including 1 van accessible handicapped space

Required # of Loading Spaces: 1 (General Merchandise or Food Store < 3,500 sq. ft. and > 3,500 sq. ft.)

Note: Loading space requirement was brought up to the applicant's attention right before their Board of Adjustment hearing. Applicant had options to revise request to include a special exception to the off-street

loading requirement, resulting in a delay to the Board's determination—a delay triggered by the need to amend the public notice. Dimensions of loading spaces are larger than parking spaces. The use is not allowed until loading spaces are provided or BDA approves an exception

Driveway access: Ross Avenue: 17.9' Existing Drive Approach; McCoy St: 22' New Drive Approach

Required Landscaping:

Street trees.

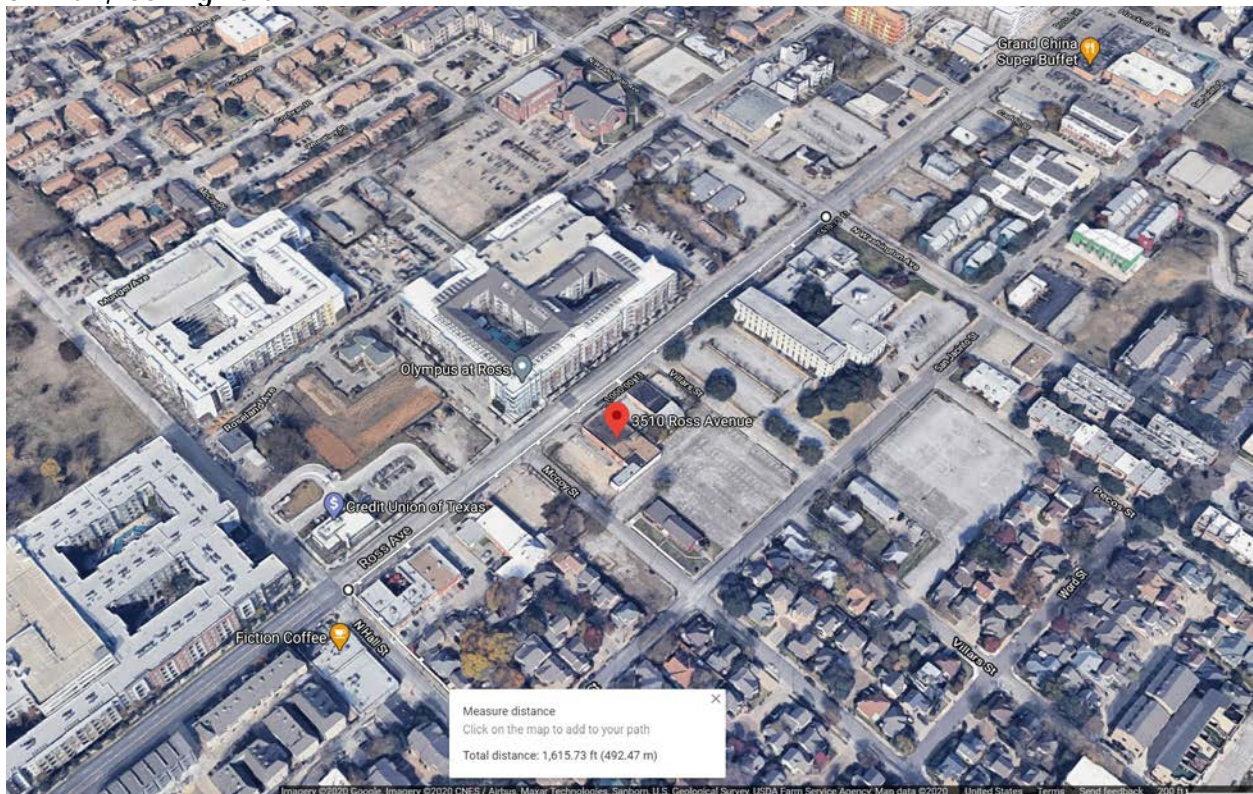
Ross Avenue: 3, min. 4" Cal., 15' tall Trees in tree grates if within sidewalk @ 133/50 (Not a Pedestrian Linkage Street) [5 Trees @ 133/30 if Ross Avenue is a Pedestrian Linkage Street]

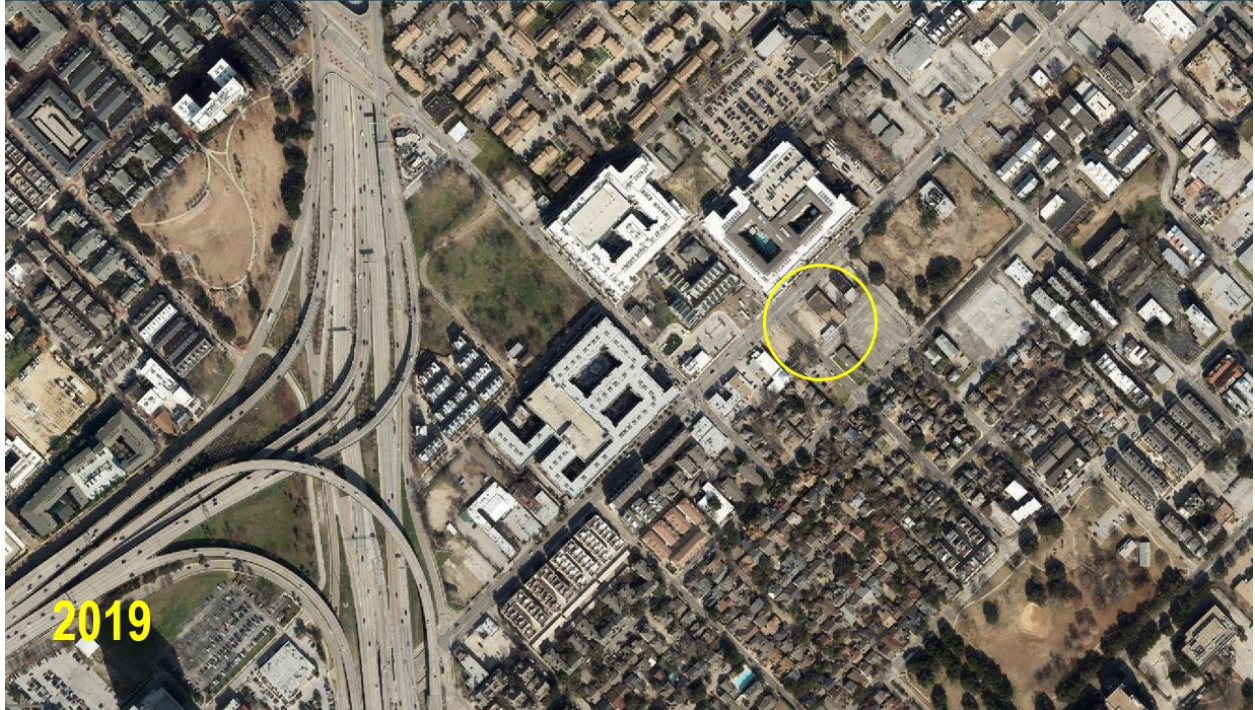
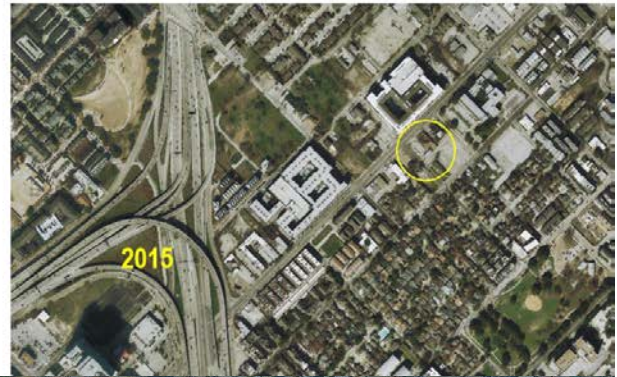
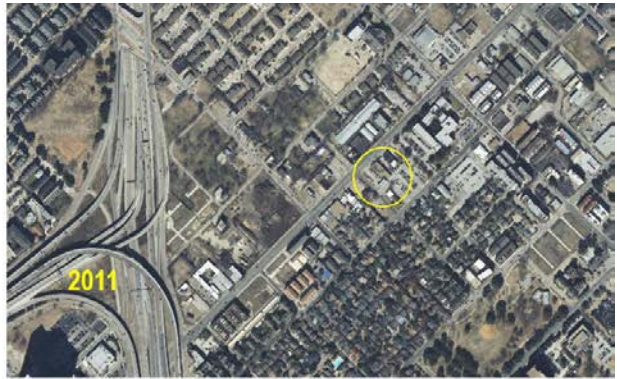
McCoy Street: 3, min 4" Cal., 15' tall Trees in tree grates if within sidewalk @ 152/50 (Not a Pedestrian Linkage Street)

Sidewalks.

Ross Avenue and McCoy Street: 6' feet in width – Not Pedestrian Linkage Streets (If the director of public works and transportation determines that the foregoing standard cannot be satisfied within existing right-of-way, a sidewalk must be no less than four feet in width)

3D view, looking north







2. 3127 ROUTH STREET (KATY TRAIL ICE HOUSE)

PD No. 193 (Oak Lawn Special Purpose District) General Retail; and Central Business District (CBD) Demolition Delay Overlay (DDO-2)

Restaurant and Alcoholic Beverage Establishment – Katy Trail Ice House

Lot



Lot size: 1.62 acres (2 lots)

Building: 4,987sf; built in 1958; with outdoor patio. **The lot with building and patio:** 0.57 acres
50 parking spaces; approx. 0.69 acres

At least 10 trees on the lot with the building; no trees on the lot with the surface parking lot

ROW:

Routh Str: 37' curb to curb (2 travel lanes, shared w bike lanes) + on-street parallel parking on both sides + 4' to 5' parkways on both sides + 5' to 6' sidewalks on both sides

Woodrow Ave: 18' curb to curb (2 lanes) + 5' parkways on both sides + 6' sidewalks on both sides

Sidewalk: Routh Street 4' (Not continuous on-site); Woodrow Street: 4' (lot with parking lot is fenced with wood fence)

DART: bus lane on Maple Avenue, 1,200 feet distance; and bus lanes and trolley on McKinney Avenue, 2,300 feet distance

Existing Parking Spaces: 50; 49 parking spaces (8.5'x18'); 2 handicapped (van accessible) (8'x18' plus loading 8'x18')

Existing # of Loading Spaces Required: 1 (8.5'x17.95')

Valet parking: Yes

Drop-off/pick-up areas: Yes

Drop-off/pick-up area Sq. Ft.: 4,000 sf

Alley Access (Kitrell St): via Fairmount

Remote Parking Available: Yes (Packed parking – Valet stand on w. side of Routh Street)

Surface Parking Available (Shared): Yes – parking agreements

Block

Katy Trail, Cedar Springs, Carlisle Street, Fairmont Street

Land use: Public utility, multifamily, self-storage and parking, surface parking, restaurant.



Area: 9.66 Ac

Area of parking lots: approx. 1.8 acres

On-street parking on Routh Street

Sidewalks: along all streets, generally 4' to 5' parkways and 5' sidewalks

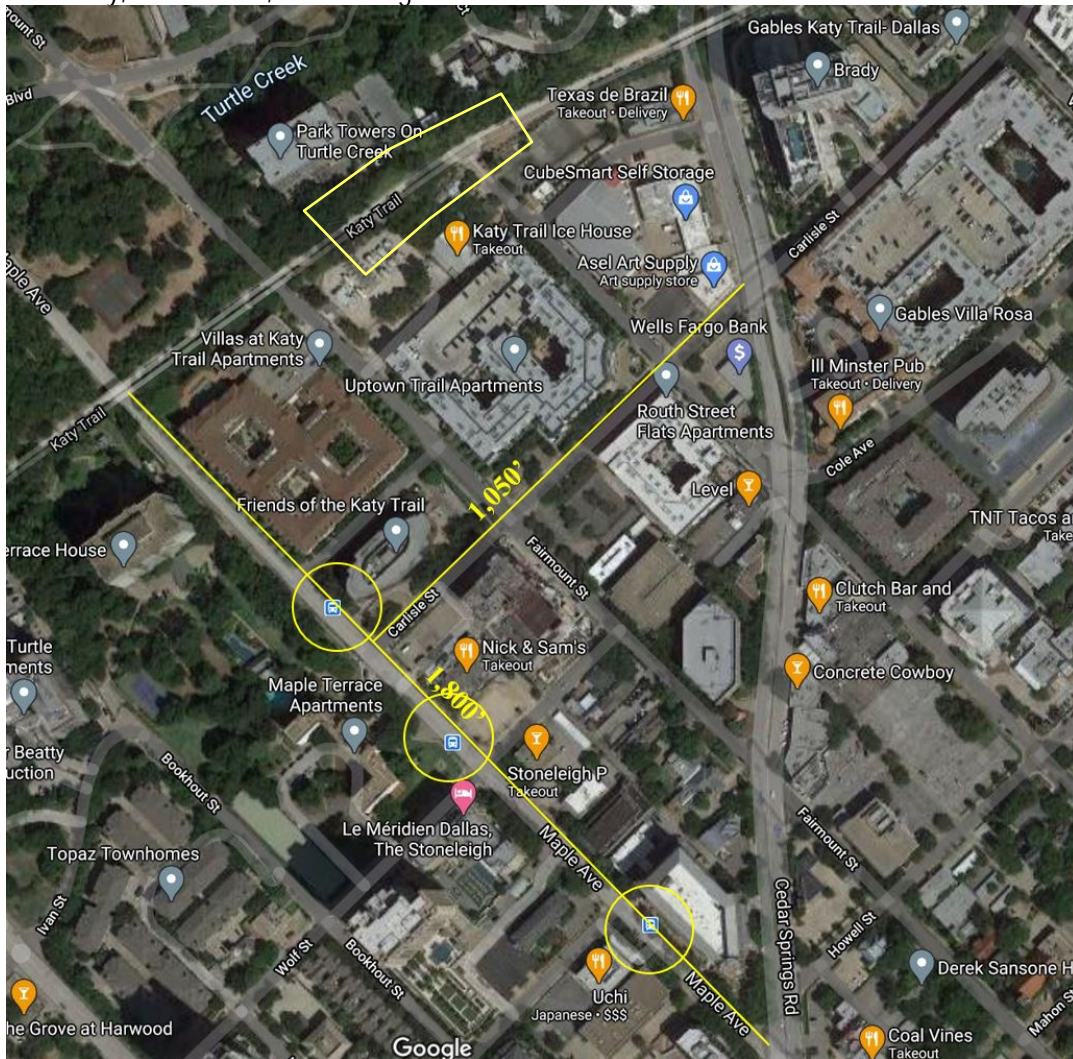
Surrounding:

	Zoning	Land Use	Area	#parking spaces
N	GR in PD No. 193 CBD DDO-2	Katy Trail		
W	GR in PD No. 193 w D Liquor Control Overlay CBD DDO-2	Utility/Substation (Kitrell Street dead ends into/access and remote parking lot for Ice House and Utility)		
S	PDS No. 93 in PD No. 193 HC in PD No. 193	Multifamily (Uptown Trail Apts)/Self- Storage Warehouse (Cube Smart – Vehicle storage also)		
E	HC in PD No. 193	Restaurant (Texas de Brazil		

Larger block

Katy Trail, Cedar Springs, Maple Avenue

Land use: Multifamily, public utility, multifamily, restaurant, self-storage and parking, surface parking, office, multifamily, restaurants, drive-thought bank.



Parking (above ground and surface lots) (in yellow)

Streets

Street	Existing ROW	Thoroughfare Plan designation & proposed ROW	Complete Streets designation	Bike Plan	DART
Routh Street	2 lanes (on-street parking on both sides) 5' parkways + 5' sidewalks	-	-	On-street shared lanes	-
Fairmount Street	2 lanes (on-street parking on one side) 5' parkways + 5' sidewalks	-	-	On-street shared lanes	-
Carlisle Street	2 lanes (on-street parking on one side) (5' parkways) + 5' sidewalks	-	-		-
Maple Avenue	4 lanes+ (5' parkway on one side) + 5'-8' sidewalks	Community Collector Keep existing	Mixed Use	yes	Bus route
Cedar Springs Road	4 lanes + median + 6'-7' parkways + 6'-8' sidewalks	Minor Arterial Keep existing	Mixed Use	yes	-

Complete Streets Design Manual designation: Maple Avenue is designated as Mixed Use and Community Collector, and Cedar Springs Road is designated as Mixed Use and Minor Arterial. Bike lanes and shared lanes between bus and bike are preferred. Bike Boulevards need site specific review. Shared or buffered bike lane acceptable

Priority elements: Wide sidewalks, buffer zones with trees and greenscape, seating, bike parking facilities, garbage cans, limited curb cuts, plazas/pocket parks/parklets, sidewalk cafes, pedestrian lighting, information kiosks, pedestrian signage, on-street parking, road diet, street lighting, multimodal intersection design, curb extensions, crossing islands, special pedestrian signals. Recommended speed: 25-30 mph.

Trade-Offs in Limited Right-of-Way Priorities Chart

Contextual Street Types and Functional Classifications	Pedestrian Zone		Street Zone			
	Frontage Zone (private)	Sidewalk Clear Zone	Buffer/Furnishing/Curb Zone	Parking Zone	Travelway Zone	Median Zone
Mixed Use Streets						
Principal Arterial		1	2	5	4	3
Minor Arterial		1	2	3	4	5
Collector		1	2	3	4	5
Minor/Local		1	2	3	4	5
Commercial Streets						

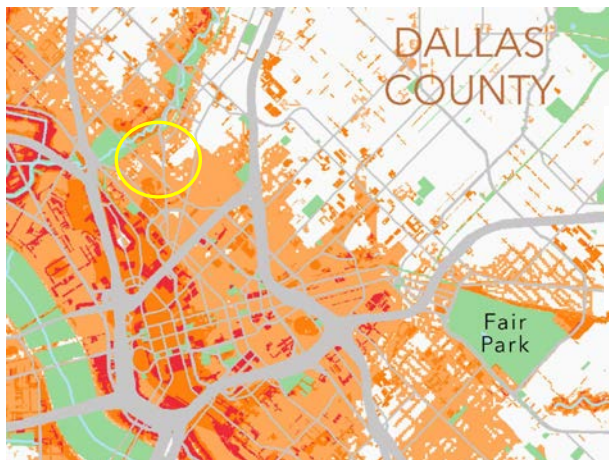
RECOMMENDED WIDTH CHART FOR DALLAS COMPLETE STREETS ELEMENTS

Recommended Designation	Mixed-Use Streets		Com
	Min	Pref	Mir
Pedestrian Zone²			
Frontage zone: ³			
Frontage zone ³	-	-	-
Sidewalk clear zone: ⁴			
Sidewalk clear zone	6'	8'-15'	5'
Buffer/furnishing zone:			
Buffer with street tree	6'	8'	6'
Buffer (adjacent to on-street parking) ⁵	2'	6'	2'
Buffer (adjacent to travel lane, on-street parking not permitted) ⁵	5'	8'	5'
Curb zone: ⁶			
Curb zone width ⁶	6"	1'-2'	6"
Street Zone			
Parking zone: ⁷			
Parallel parking	7'	8'	-
Back-in angled parking ⁸	15'	22'	-
Flex lane ⁹	12'	15'	-
Travelway zone—lanes on thoroughfares:			
General purpose inside travel lane ¹⁰	10'	11'	10'
Inside travel lane (adjacent to bicycle lane and parking lane)	10'	10'	-
Inside travel lane (adjacent to bicycle lane and curb, parking not permitted)	10'	10'	10'
Left-turn lane	9'	10'	10'
Two-way left turn lane	10'	12'	10'
Shared use lane (adjacent to on-street parking, includes streetcars) ^{10, 11}	10'	12'	-
Shared use lane (adjacent to curb, parking not permitted,) ^{10, 11}	10'	12'	10'
Travelway zone—lanes on local (non-thoroughfare plan) streets: ¹²			
Two-directional two-lane roadway (curb to curb width, parking permitted)	26'	26'-36'	-
Two-directional two-lane roadway (curb to curb width, parking not permitted)	18'	18'	20'
Travelway zone—bicycle facilities: ²			
Paved shoulder (with curb)	-	-	-
Paved shoulder (without curb)	-	-	-
Bicycle lane (parking permitted)	5'	6'	5'
Bicycle lane (parking not permitted, curb and gutter present)	5'	5'	5'
Bicycle lane/paved shoulder (parking not permitted, no curb and gutter)	-	-	4'
Buffered bicycle lane (includes buffer)	7'	9'	7'
Cycle track (one-way, includes buffer)	8'	10'	8'
Cycle track (two-way, includes buffer)	11'	13'-18'	13'
Travelway zone—transit lanes:			
Bus-only lanes	11'	12'	11'
Bus and bicycle-only lanes	11'	14'-16'	11'
Median zone:			
Pedestrian refuge	6'	-	6'
Continuous with landscaping ¹³	6'	15'	6'
Continuous without landscaping	4'	15'	4'

JAN

Environmental

Absorb Map: Moderate priority



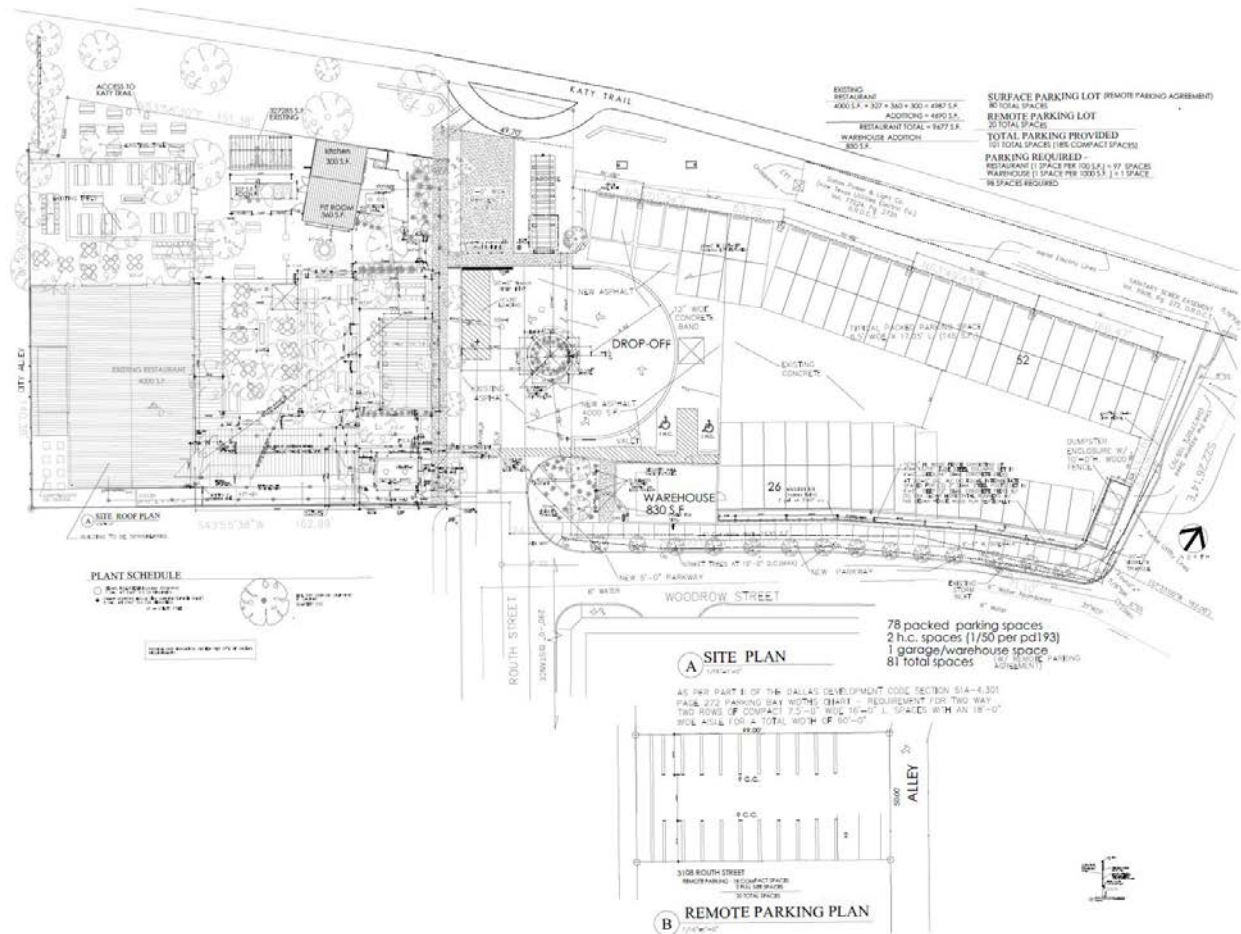
- Reduce stormwater runoff (26%)
- Improve water quality (14%)
- Reduce stormwater discharge from parking lots (17%)
- Enhance existing roadside GSI (17%)
- High percent impervious surface by watershed (17%)
- Localized water sinks (9%)

Cool Map: Very High and High priority



- Urban heat islands - air temperature (33%)
- Urban heat islands - land surface temperature (8%)
- Increase tree canopy over hot surfaces (23%)
- Increase high albedo roofs & surfaces (6%)
- Tree gaps in parks, open space and trails (11%)
 - Street tree gap (8%)
 - Plant trees in vegetated medians (13%)

Proposed development plan



Expansion of the restaurant and patio

Inventory: 10,507 sf buildings (3 buildings, 14' in height); required parking 98 spaces = approx. 29,400 sf; 101 spaces will be provided: approx. 30,300 sf by parking agreements in 4 remote locations

Required # of Parking Spaces: 98 parking spaces

Restaurant: 1/100 sf @ 9677 sf= 97

Warehouse: 1/1000 sf @ 830 sf = .83 = 1

Handicapped spaces: 2 @ 1/50 parking spaces per PD 193

Provided # of Parking Spaces:

Off-Street: 101 parking spaces (18% compact)

Surface Parking Lot @ 3136 Routh Street across the street (Remote parking by agreement): 80 spaces, double stacked, for valet parking only, circular drop off area with 33' radius (approx. 0.08 sf)

Garage Parking @ 3127 Routh Street (Warehouse bldg. on-site): 1 parking space

Remote Surface Parking Lot @ 3108 Routh Street (shows as public alley on site plan): 20 parking spaces – 18 compact and 2 full-size

Handicapped Spaces @ 3136 Routh Street (Remote parking by agreement): 2 H.C. spaces

Required # of Loading Spaces: 1 (5,000-25,000 sf for Restaurant and Bar/Tavern Lounge)

Vehicular access:

Routh Street (Main Entrance into site): 26' B to B (Existing Asphalt)

One-Way Circular Drive @ Routh: Entrance – One-way into Remote Surface Parking and Garage Space: 30'-5 1/2"

One-Way Circular Drive @ Routh: Exit – One-way into Remote Surface Parking and Garage Space: 25'-4"

Proposed Landscaping:

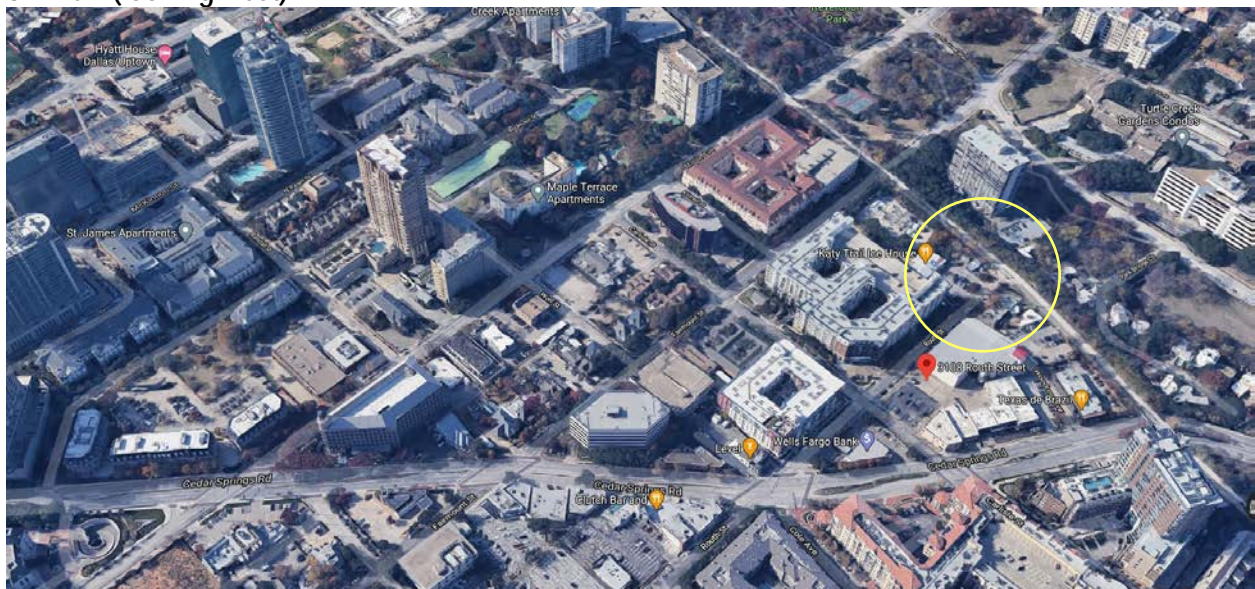
Parkway Planting Area: 7,650 sf

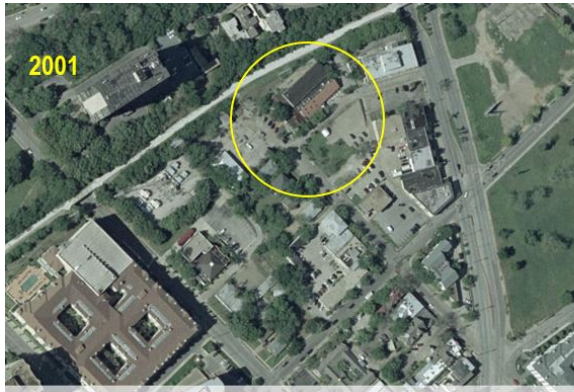
Routh Street: 15, Trees 8" Cal, O.C., Live Oak

Special Planting Area: 4,357

Routh Street: 5 Trees, min 3'-6" Cal, 7 gal, O.C., Cedar Incense; 32, 3" Cal, 5 gal, O.C., Buford Holly

3D view (looking west)





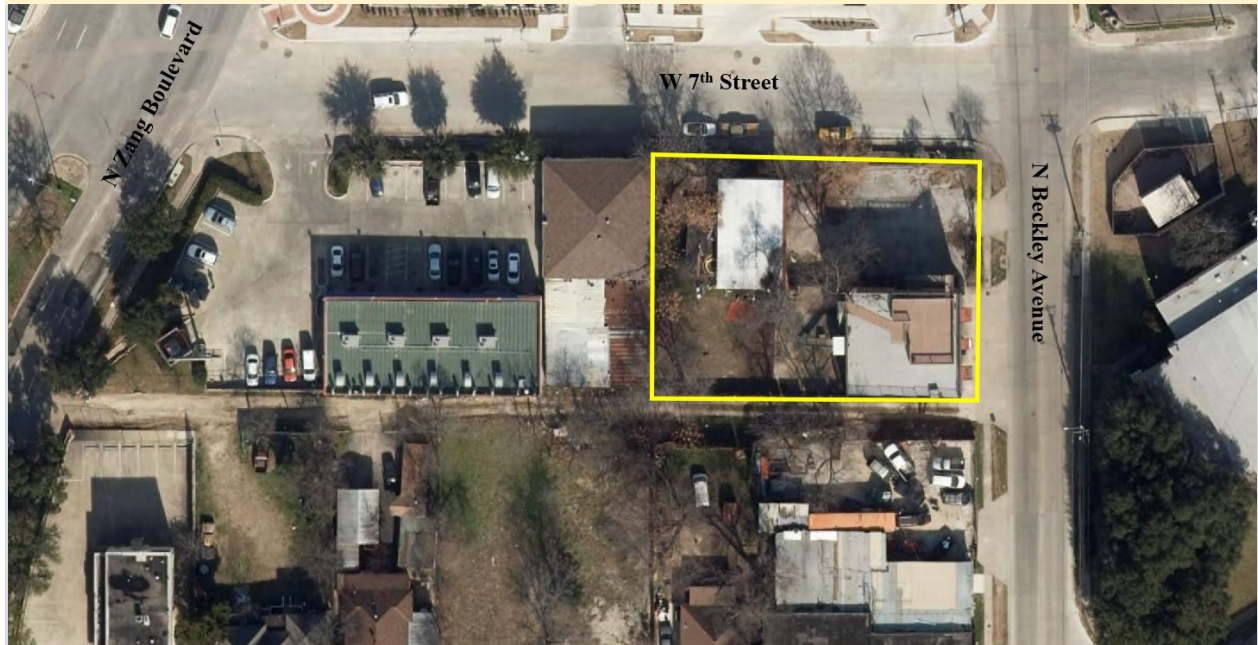


3. 411 NORTH BECKLEY AVENUE

PD No. 1019

3 vacant buildings (1 formerly Bliss Salon & Spa in the main building); vacant (car wash or car repair in rear of corner lot) → Proposed hotel and restaurant

Lot



Lot size: 0.37 Ac / 16,262 sf

2 buildings: 5,160 sf (built in 1923); 1,350 sf (built in 1969)

Parking: approx. 0.16 acres and 4 head-in on-street parking

Landscaping approx. 0.12 ac; 5 trees

ROW:

N Beckley Avenue: 30'(2 lanes) + 5 or 7' parkways on both sides + 5'sidewalks on both sides

W 7th Street: 44'(2 lanes) + 5'parkways on one side + 5' and 6'sidewalks on both sides

Sidewalks: on W 7th Street: approx. 5' against the curb, on N Beckley Avenue: 4' with a parkway

Driveway access / curb cuts: on N Beckley Avenue 1 curb cut (17') and 4-head-in parking spaces 62'), on W 7th Street 1 curb cut (12')

Distance between buildings across W 7th Street: 88'

DART bus route: on N Beckley Avenue, and Davis Street

DART streetcar: on Zang Boulevard

Block

West Davis Street, North Beckley Avenue, West 8th Street, North Zang Boulevard

Land uses: Pharmacy with general merchandise and food store, shopping center (vacant), auto repair, medical office, single family, auto repair



Area: 4.2 Ac

Area of buildings: approx. 1.1 Ac

Area of parking lots: approx. 1.15 Ac (approx. 27%)

Number of parking spaces: at least 132 on the commercial lots, in surface parking lots

Number of curb cuts: 5 on N. Beckley Avenue, 6 on E 7th Street (on both sides), 1 on Davis Street

Sidewalks: 4' to 6' feet on all streets, in general with 4' parkways

Number of trees: 30 trees (approx.)

Surrounding:

	Zoning	Land Use	Area	Parking
N	CR Community Retail	Pharmacy and general merchandise or food store with drive-through	0.85 Ac	45 ps (13,500sf)
S	MU-1 Mixed Use	Auto repair	0.32 Ac	0.1 Ac
E	CR Community Retail	Fire Station	0.12 Ac	none
W	CR Community Retail	Auto repair		

Buildings (in red)



Curb cuts and parking lots *(in yellow)*



Street Cross Section View – W 7th Street *(88 feet between buildings)*



Larger block – Bishop Arts District – Davis Str corridor



3D view of Davis Corridor



Streets

Street	Existing ROW	Thoroughfare Plan designation & proposed ROW	Complete Streets designation	Bike Plan	DART
N Beckley Avenue	2 lanes + 5' or 7' parkways on both sides + 5' sidewalks on both sides	Community Collector (S-4-U) 44' pavement 60' ROW	Mixed Use	Yes	Bus route
W 7 th Street	2 lanes (on-street parking allowed) + 5' parkway on one side + 5' and 6' sidewalks on both sides	-	-	-	-
W 8 th Street	2 lanes (on-street parking allowed) + 5' parkway on one side + 5' and 6' sidewalks on both sides	-	-	-	-
N Zang Boulevard	3 lanes + 20' median + 11' streetcar rail + 7' parkways + 6' sidewalks	Minor Arterial (M-6-D(A)) 100' ROW	Mixed Use	Yes	Streetcar route
W Davis Street	4 lanes + 5' parkways + 6' and 10' sidewalks	Minor Arterial Keep existing	Mixed Use	yes	Bus route

Complete Streets Design Manual designation:

Maple Avenue is designated as Mixed Use and Community Collector, and Cedar Springs Road is designated as Mixed Use and Minor Arterial. Bike lanes and shared lanes between bus and bike are preferred. Bike Boulevards need site specific review. Shared or buffered bike lane acceptable

Priority elements: Wide sidewalks, buffer zones with trees and greenscape, seating, bike parking facilities, garbage cans, limited curb cuts, plazas/pocket parks/parklets, sidewalk cafes, pedestrian lighting, information kiosks, pedestrian signage, on-street parking, road diet, street lighting, multimodal intersection design, curb extensions, crossing islands, special pedestrian signals. Recommended speed: 25-30 mph.

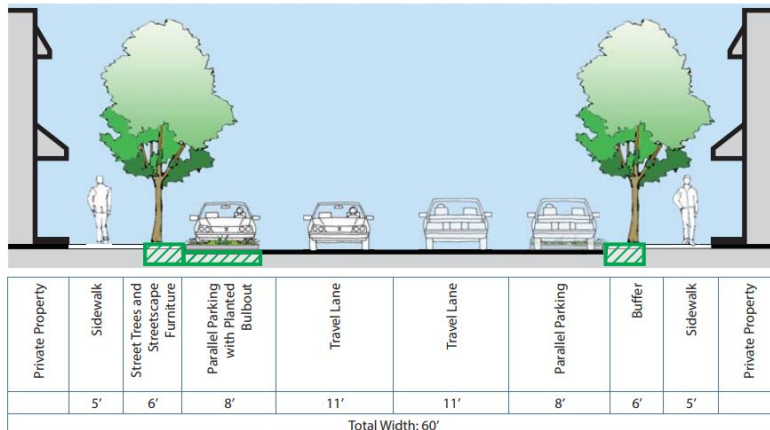
Trade-Offs in Limited Right-of-Way Priorities Chart

Contextual Street Types and Functional Classifications	Pedestrian Zone			Street Zone		
	Frontage Zone (private)	Sidewalk Clear Zone	Buffer/Furnishing/Curb Zone	Parking Zone	Travelway Zone	Median Zone
Mixed Use Streets						
Principal Arterial	1	2	5	4	3	
Minor Arterial	1	2	3	4	5	
Collector	1	2	3	4	5	
Minor/Local	1	2	3	4	5	
Commercial Streets						

RECOMMENDED WIDTH CHART FOR DALLAS COMPLETE STREETS ELEMENTS

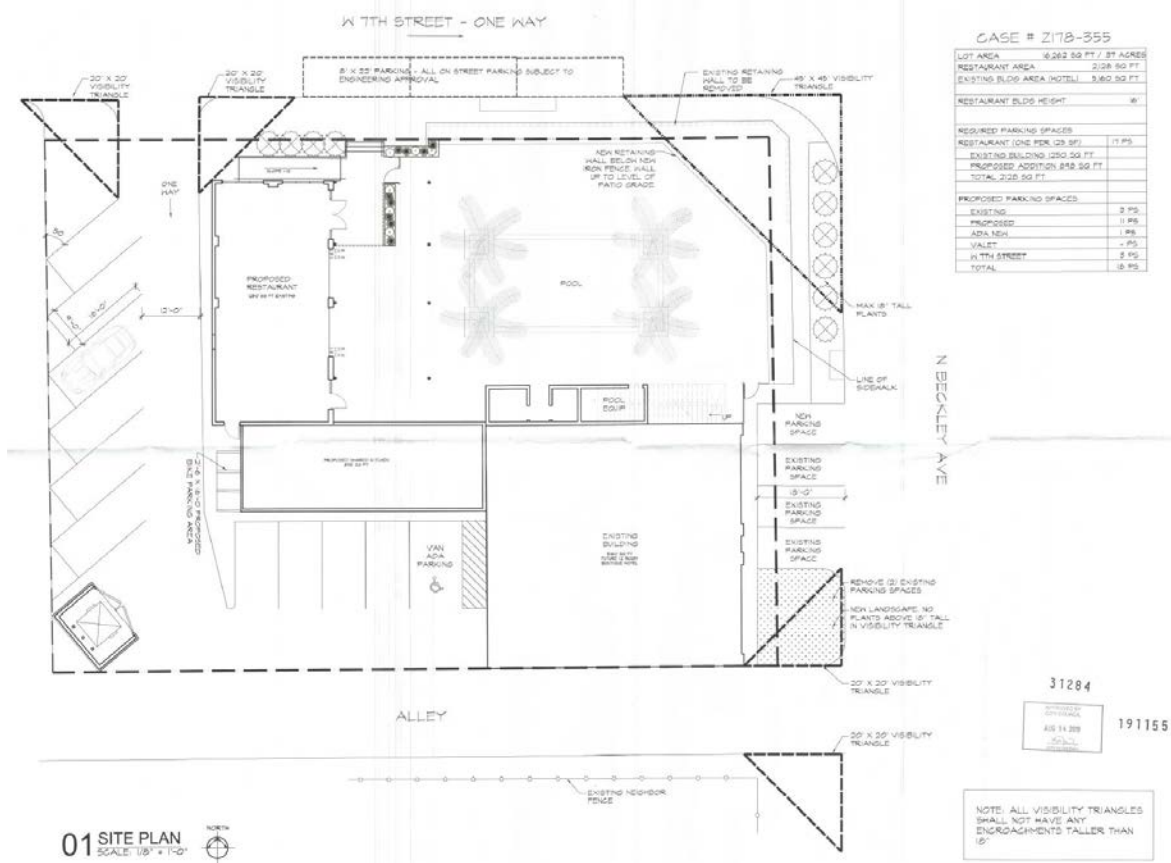
Recommended Designation	Mixed-Use Streets		Community Collector
	Min	Pref	Min
Pedestrian Zone²			
Frontage zone: ²			
Frontage zone ²	-	-	-
Sidewalk clear zone: ⁴			
Sidewalk clear zone	6'	8'-15'	5'
Buffer/furnishing zone:			
Buffer with street tree	6'	8'	6'
Buffer (adjacent to on-street parking) ³	2'	6'	2'
Buffer (adjacent to travel lane, on-street parking not permitted) ³	5'	8'	5'
Curb zone: ⁶			
Curb zone width ⁶	6'	1'-2'	6'
Street Zone			
Parking zone: ⁷			
Parallel parking	7'	8'	-
Back-in angled parking ⁸	15'	22'	-
Flex lane ⁹	12'	15'	-
Travelway zone—lanes on thoroughfares:			
General purpose inside travel lane ¹⁰			
Inside travel lane (adjacent to bicycle lane and parking lane)	10'	10'	-
Inside travel lane (adjacent to bicycle lane and curb, parking not permitted)	10'	10'	10'
Left-turn lane	9'	10'	10'
Two-way left turn lane	10'	12'	10'
Shared use lane (adjacent to on-street parking, includes streetcars) ^{10, 11}	10'	12'	-
Shared use lane (adjacent to curb, parking not permitted,) ^{10, 11}	10'	12'	10'
Travelway zone—lanes on local (non-thoroughfare plan) streets: ¹²			
Two-directional two-lane roadway (curb to curb width, parking permitted)			
	26'	26'-36'	-
Two-directional two-lane roadway (curb to curb width, parking not permitted)			
	18'	18'	20'
Travelway zone—bicycle facilities: ⁷			
Paved shoulder (with curb)			
	-	-	-
Paved shoulder (without curb)			
	-	-	-
Bicycle lane (parking permitted)	5'	6'	5'
Bicycle lane (parking not permitted, curb and gutter present)	5'	5'	5'
Bicycle lane/paved shoulder (parking not permitted, no curb and gutter)	-	-	4'
Buffered bicycle lane (includes buffer)	7'	9'	7'
Cycle track (one-way, includes buffer)	8'	10'	8'
Cycle track (two-way, includes buffer)	11'	13'-18'	13'
Travelway zone—transit lanes:			
Bus-only lanes			
	11'	12'	11'
Bus and bicycle-only lanes			
	11'	14'-16'	11'
Median zone:			
Pedestrian refuge			
	6'	-	6'
Continuous with landscaping ¹³			
	6'	15'	6'
Continuous without landscaping			
	4'	15'	4'

EXAMPLE MIXED-USE TYPOLOGY CROSS SECTION: 60' ROW

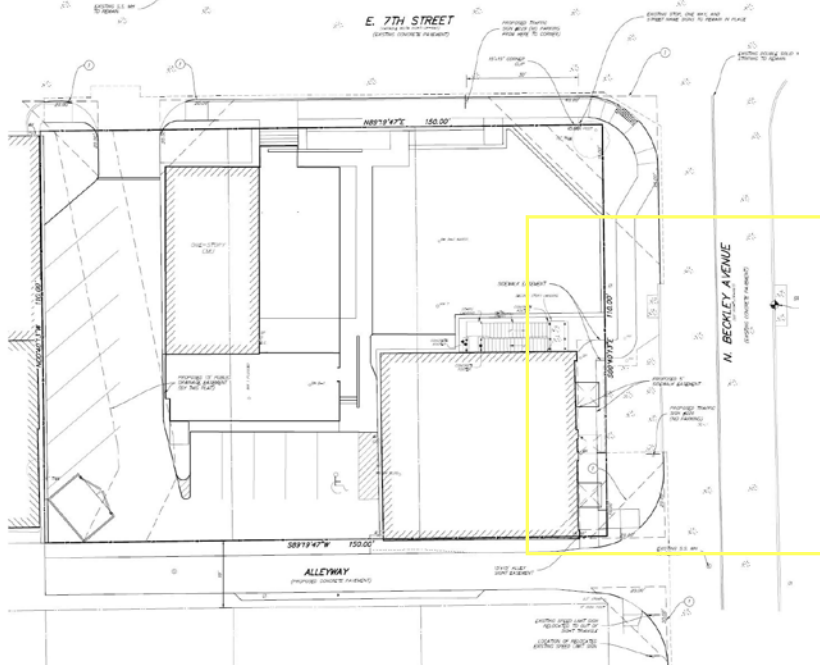


Approved development plan (City Council August 14, 2019)

Boutique Hotel (12 rooms) and Restaurant (Mabel's)



(rezoning in 2019 from CR to PD No. 1019 for the proposed hotel development with parking reduction)
Approved paving plan (permitting



2020)

Buildings: Hotel: 5,160 sf existing building (expansion with shared kitchen: 898 sf) and Restaurant: 1,250 sf existing building

** In September 2020, a fire destroyed the older building facing N Beckley Avenue. The project is still under permitting with the City, with the adaptive reuse of the now-destroyed building. No updates for the development are known at this point.*

Required Parking:

Per Chapter 51A: 1-250 rooms 1ps/room + restaurant 1ps/100sf = 33 parking spaces (9,900 sf)
Per PD No. 1019 for parking reduction: Hotel (units 1-12): 0 ps (legacy building per PD),
Restaurant: (1ps/125sf) 17 ps (5,100 sf)

Approved Parking:

Off-street: 11

On-street: W 7th Street: 3 new adjacent parallel spaces St (One-way); N. Beckley Ave: 4 new head-in spaces (the 4 head-in spaces were not approved at permitting, the width was not sufficient and would encroach the travel lanes; the plan was approved with 2 parallel spaces and wider sidewalk)

Required Loading Spaces: Hotel – 1 large space; Restaurant - None

Provided Loading Spaces: none

Driveway access / curb cuts: off W 7th Street: 12' One-way from existing (improved) only driveway; off the 15' back alley (improved) off N. Beckley Ave.

Required Landscaping:

Street Trees: 6; @1/40' of linear frontage – 257.64 LF

Site Trees: 1/4000 Sq Ft. of Site Area – 16,262 sf

Proposed Landscaping:

Street Trees: 0

Urban Streetscape Design Option Pts:

10 pts. achieved

- 5 Pedestrian Street Lamps (3 along 7th; 2 along N. Beckley Ave)
@ 1/50 LF of frontage
- Enhanced sidewalk with stamped concrete pavers

Site Trees: 4 new 8" caliper, 12" min. ht. Windmill Palms around 4 corners of new pool

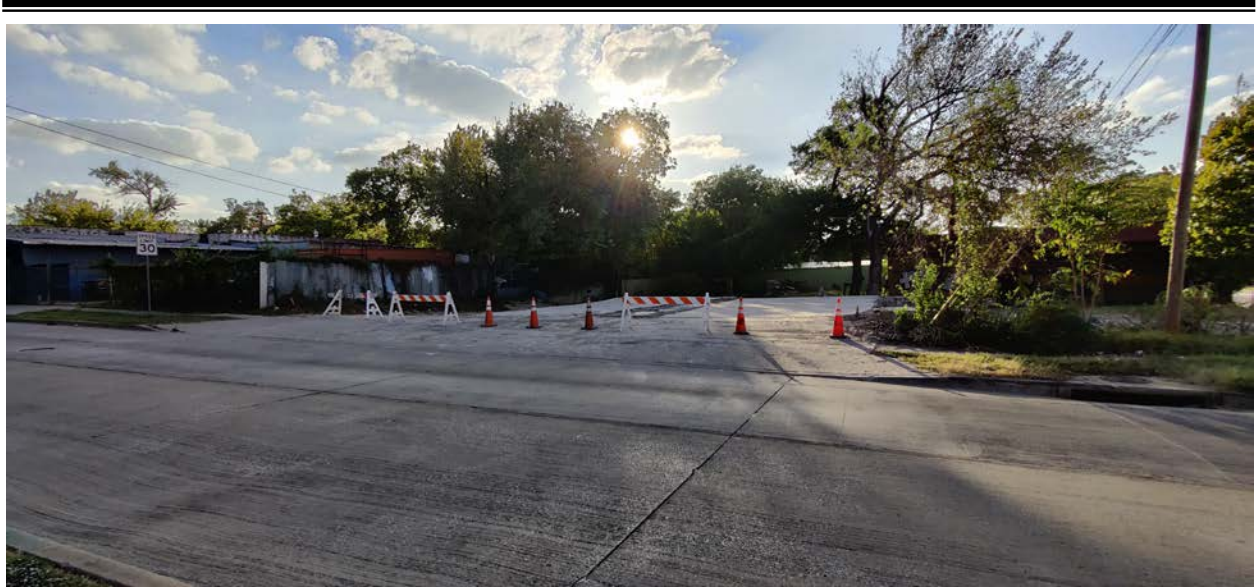
(the site with the now-destroyed building)





(the site in October 2020)





Intersection at Zang Boulevard and W 7th Street

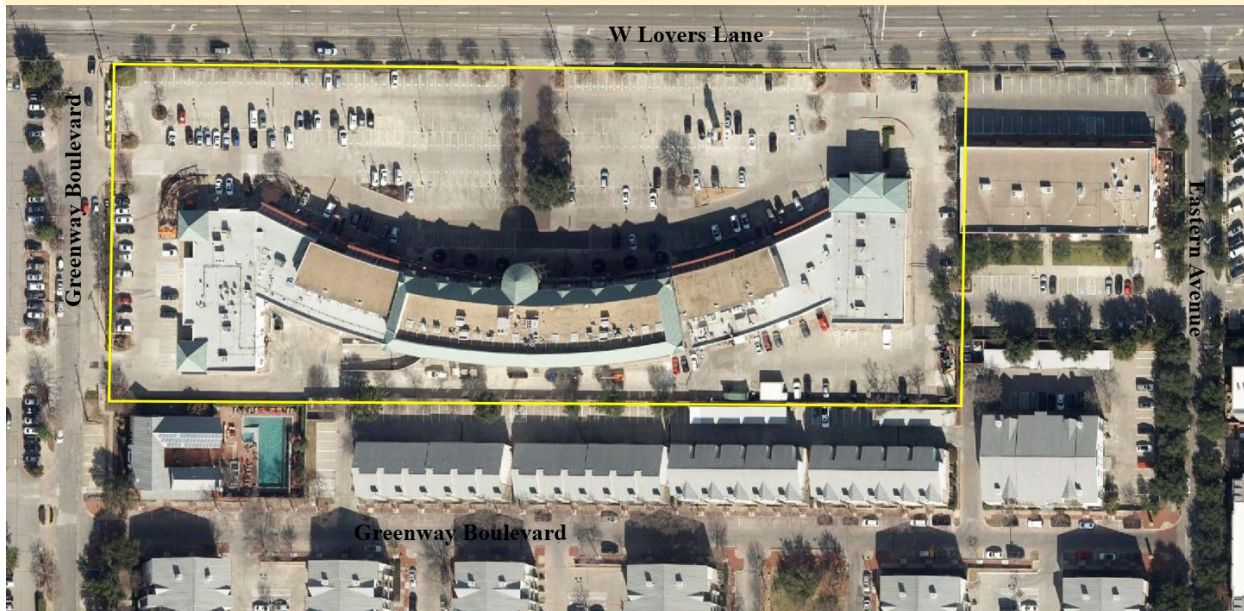


4. **5600 LOVERS LANE (PAVILLION on LOVERS LANE)**

CR Community Retail with deed restrictions Z045-315 and Z823-286

Shopping Center: office, retail, personal service, restaurant

Lot



Lot size: 0.47 Ac / 20,369 sf (400' x 315')

Buildings: 98,278 sf (47 units in 2010); 3 stories, 60' in height; 1 level underground garage; built in 1985
517 parking spaces; approx. 155,100 sf

Landscape Plan approved with deed restrictions in 1984, amended in 2005; approximately 50 trees on site and perimeters; shrubs along all perimeter 3-4' in height (*for comparison Article X would require 100 trees: 64 site trees, and 36 street trees*)

ROW:

West Lovers Lane: 56' travel lanes (5 lanes) + 6' sidewalks against the curb on both sides

Greenway Boulevard: 40' travel lanes (2 lanes) with on-street parking on both sides + 6' sidewalks on both sides

Parking Spaces: 517 spaces

427 space in the surface lot; 90 spaces in the underground garage

Existing Loading Spaces: 2-3 medium spaces (Retail/Personal Service 1 loading space for each 60,000sf)

Sidewalk:

West Lovers Lane: 6' sidewalks against the curb on both sides

Greenway Boulevard: 6' sidewalks against the curb on both sides

Driveway access / curb cuts: 2 on W Lovers Lane (30' wide), 2 on Greenway Boulevard (30' wide)

DART: on Preston Road, 3,700 feet distance east

Block

Dallas North Tollway, West Lovers Lane, Boaz Street, Inwood Road, Amherst Circle

Land uses: Retail, personal service, office, shopping center, multifamily, surface parking



Area: 47.4 Acres

Area of buildings: approx. 15 acres (approx. 31%)

Area of parking lots: approx. 18 acres (approx. 38%)

P(A) Parking Districts, behind the shopping strips for additional, for excess parking (marked in red)

To secure restaurant or retail tenants, P(A) parking districts were created behind the shopping centers. Most of them were created in 1960s. A P(A) expansion, at Inwood Road and Amherst Circle, is under public hearing with the City Plan Commission. Per staff calculation, the proposed parking ratio with the additional parking would be increased for retail uses from 1space/200sf to 1space/140sf of building.

Per the Development Code:

(a) General provisions.

(1) The parking district must be either contiguous to or perpendicularly across an adjoining street or alley from a main use.

(2) The owner of a lot in a parking district contiguous to an A, A(A), R, R(A), D, D(A), TH, TH(A), CH, MF, MF(A), MH, or MH(A) district shall provide and maintain a minimum front yard of ten feet.

P(A) District allows only surface parking use by right, and local utilities, tower/antenna for cellular communication, and recycling uses subject to additional conditions.

Number of curb cuts: 7 on W Lovers Lane south side (99') 16 curb cuts and head-in on-street parking on W Lovers Lane north side (711')

Sidewalks: W Lovers Lane: 5' against the curb on both sides (between street and parking lot); the northern sidewalk is poor condition, unmaintained and discontinued.

No DART transit lines are within a reasonable walking distance.

Number of trees: W Lovers Lane, 55 trees on both sides (for comparison reasons, per Art X 1 tree/40lf street: 59 trees on each side)

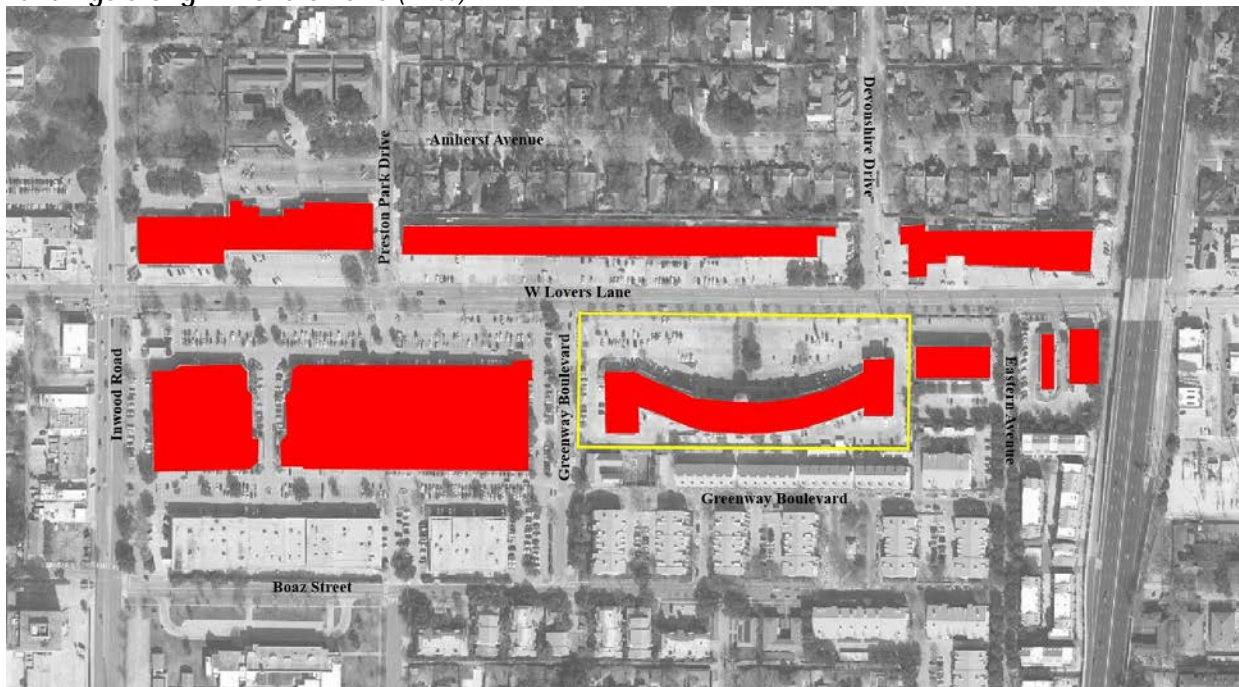
Lovers Lane Cross Section View



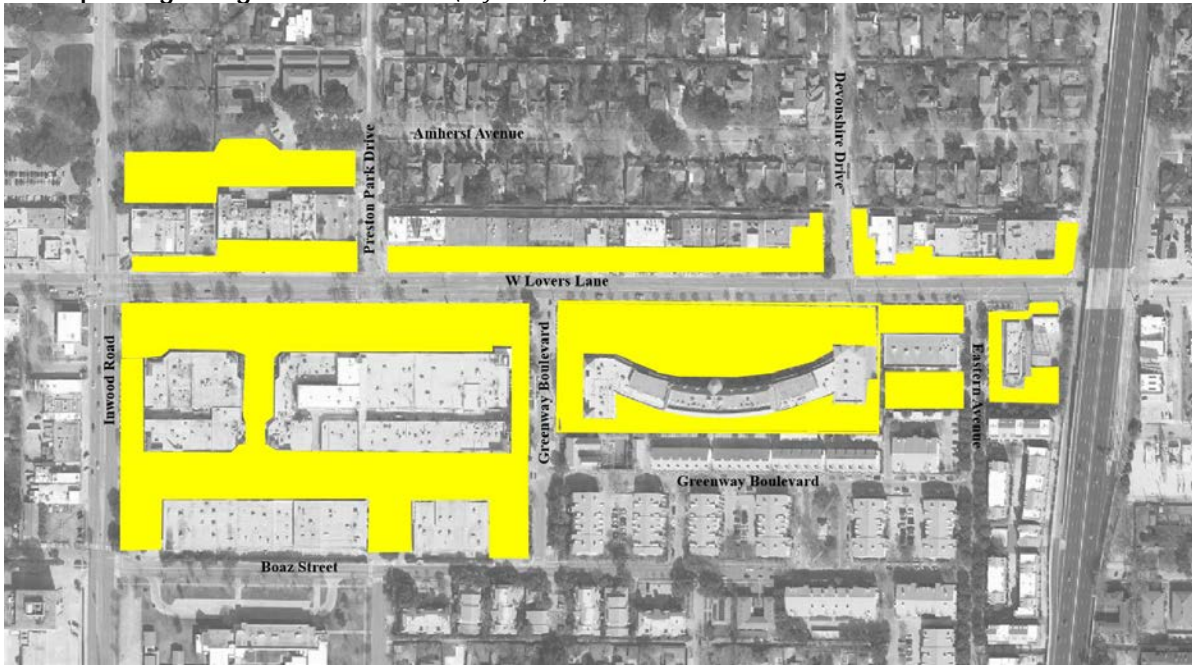
Surrounding:

	Zoning	Land Use
N	CR Community Retail	Retail strip
S	MF-2(A) Multifamily	Multifamily
E	CR Community Retail P(A) Parking	Restaurant, parking
W	PD No. 482	Shopping center

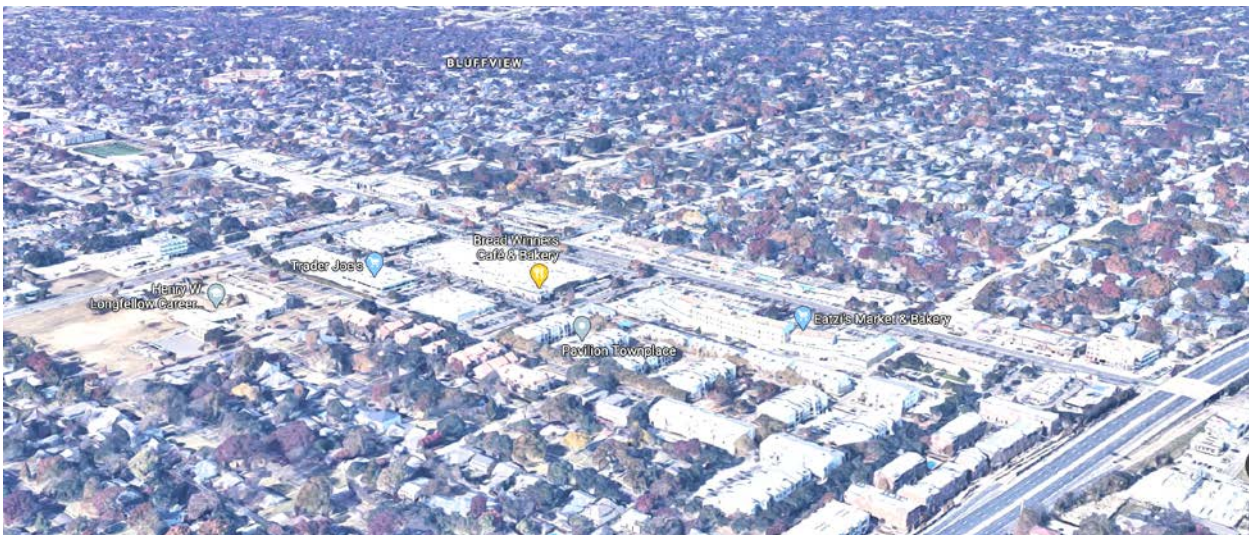
Buildings along W Lovers Lane (in red)



Surface parking along W Lovers Lane (in yellow)



Larger block – Lovers Lane corridor



Streets

Street	Existing ROW	Thoroughfare Plan designation & proposed ROW	Complete Streets designation	Bike Plan	DART
W Lovers Lane	5 lanes + 6' sidewalks on both sides	Minor Arterial (M-6-D(B)) 90' ROW	Mixed Use	Yes	-
Greenway Boulevard	2 lanes (on-street parking allowed) + 6' sidewalks on both sides	-	-	-	-
Inwood Road	6 lanes + median + 5' parkway on one side + 6' sidewalks on both sides	Principal Arterial (M-6-D(B)) 100' ROW	-	Yes	-

Complete Streets Design Manual designation:

Maple Avenue is designated as Mixed Use and Community Collector, and Cedar Springs Road is designated as Mixed Use and Minor Arterial. Bike lanes and shared lanes between bus and bike are preferred. Bike Boulevards need site specific review. Shared or buffered bike lane acceptable

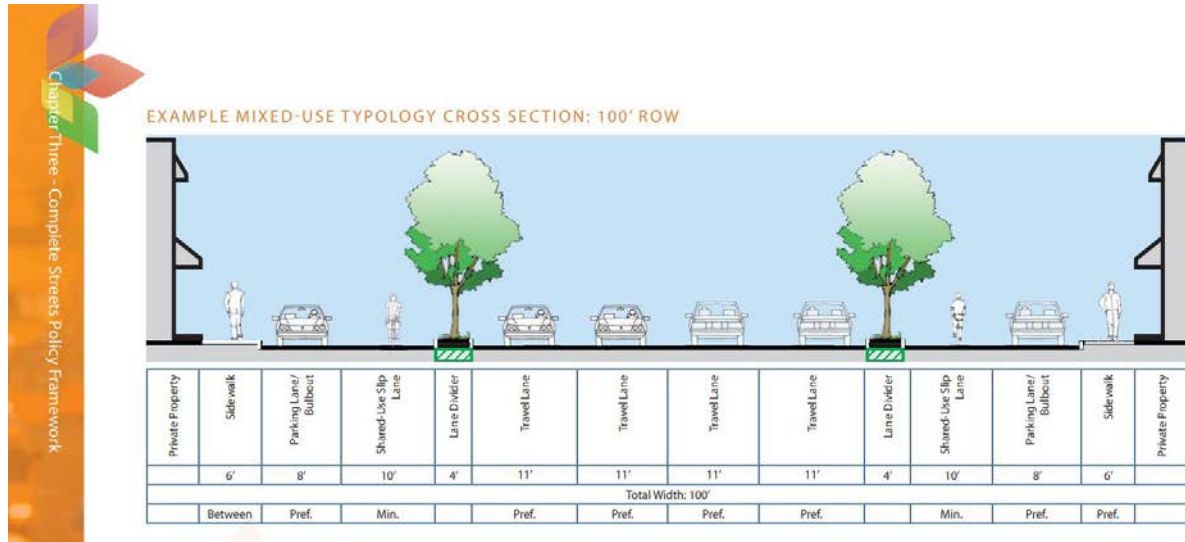
Priority elements: Wide sidewalks, buffer zones with trees and greenscape, seating, bike parking facilities, garbage cans, limited curb cuts, plazas/pocket parks/parklets, sidewalk cafes, pedestrian lighting, information kiosks, pedestrian signage, on-street parking, road diet, street lighting, multimodal intersection design, curb extensions, crossing islands, special pedestrian signals. Recommended speed: 25-30 mph.

Trade-Offs in Limited Right-of-Way Priorities Chart

Contextual Street Types and Functional Classifications	Pedestrian Zone			Street Zone		
	Frontage Zone (private)	Sidewalk Clear Zone	Buffer/Furnishing/Curb Zone	Parking Zone	Travelway Zone	Median Zone
Mixed Use Streets						
Principal Arterial		1	2	5	4	3
Minor Arterial		1	2	3	4	5
Collector		1	2	3	4	5
Minor/Local		1	2	3	4	5
Commercial Streets						

RECOMMENDED WIDTH CHART FOR DALLAS COMPLETE STREETS ELEMENTS

Recommended Designation	Mixed-Use Streets		Com
	Min	Pref	Mi
Pedestrian Zone²			
Frontage zone ³			
Frontage zone ³	-	-	-
Sidewalk clear zone ⁴			
Sidewalk clear zone	6'	8'-15'	5'
Buffer/furnishing zone:			
Buffer with street tree	6'	8'	6'
Buffer (adjacent to on-street parking) ⁵	2'	6'	2'
Buffer (adjacent to travel lane, on-street parking not permitted) ⁵	5'	8'	5'
Curb zone ⁶			
Curb zone width ⁶	6'	1'-2'	6'
Street Zone			
Parking zone ⁷			
Parallel parking	7'	8'	-
Back-in angled parking ⁸	15'	22'	-
Flex lane ⁹	12'	15'	-
Travelway zone—lanes on thoroughfares:			
General purpose inside travel lane ¹⁰	10'	11'	1C
Inside travel lane (adjacent to bicycle lane and parking lane)	10'	10'	-
Inside travel lane (adjacent to bicycle lane and curb, parking not permitted)	10'	10'	1C
Left-turn lane	9'	10'	1C
Two-way left turn lane	10'	12'	1C
Shared use lane (adjacent to on-street parking, includes streetcars) ^{10,11}	10'	12'	-
Shared use lane (adjacent to curb, parking not permitted,) ^{10,11}	10'	12'	1C
Travelway zone—lanes on local (non-thoroughfare plan) streets: ¹²			
Two-directional two-lane roadway (curb to curb width, parking permitted)	26'	26'-36'	-
Two-directional two-lane roadway (curb to curb width, parking not permitted)	18'	18'	2C
Travelway zone—bicycle facilities: ²			
Paved shoulder (with curb)	-	-	-
Paved shoulder (without curb)	-	-	-
Bicycle lane (parking permitted)	5'	6'	5'
Bicycle lane (parking not permitted, curb and gutter present)	5'	5'	5'
Bicycle lane/paved shoulder (parking not permitted, no curb and gutter)	-	-	4'
Buffered bicycle lane (includes buffer)	7'	9'	7'
Cycle track (one-way, includes buffer)	8'	10'	8'
Cycle track (two-way, includes buffer)	11'	13'-18'	13
Travelway zone—transit lanes:			
Bus-only lanes	11'	12'	1B
Bus and bicycle-only lanes	11'	14'-16'	1B
Median zone:			
Pedestrian refuge	6'	-	6'
Continuous with landscaping ¹³	6'	15'	6'
Continuous without landscaping	4'	15'	4'



Environmental

Absorb Map: Moderate priority



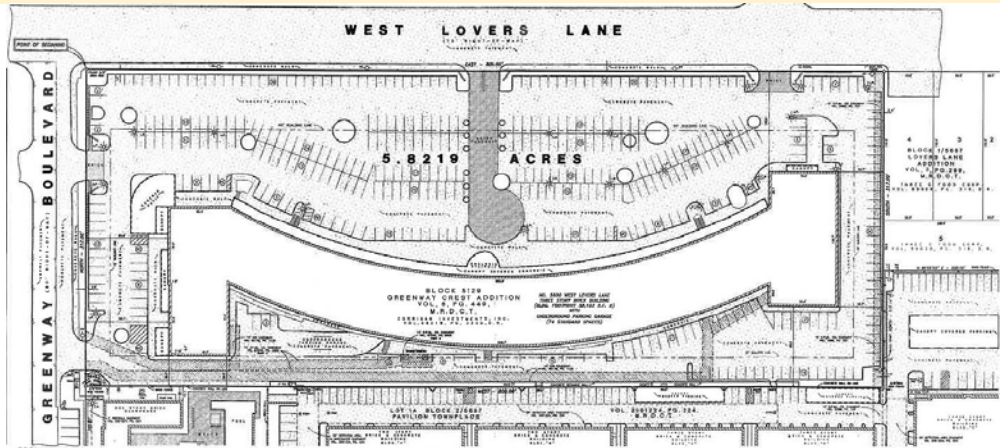
- Reduce stormwater runoff (26%)
- Improve water quality (14%)
- Reduce stormwater discharge from parking lots (17%)
- Enhance existing roadside GSI (17%)
- High percent impervious surface by watershed (17%)
- Localized water sinks (9%)

Cool Map:

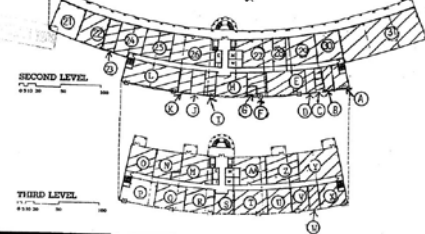
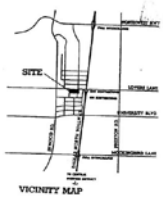
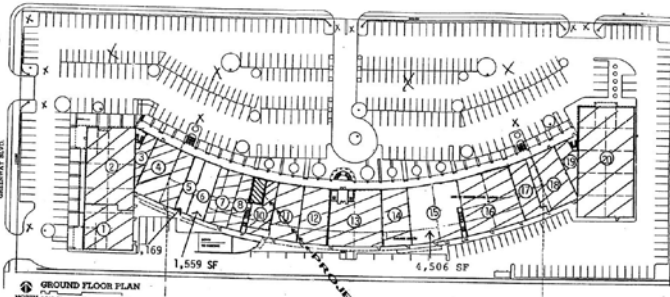


- Urban heat islands - air temperature (33%)
- Urban heat islands - land surface temperature (8%)
- Increase tree canopy over hot surfaces (23%)
- Increase high albedo roofs & surfaces (6%)
- Tree gaps in parks, open space and trails (11%)
- Street tree gap (8%)
- Plant trees in vegetated medians (13%)

Site Plan

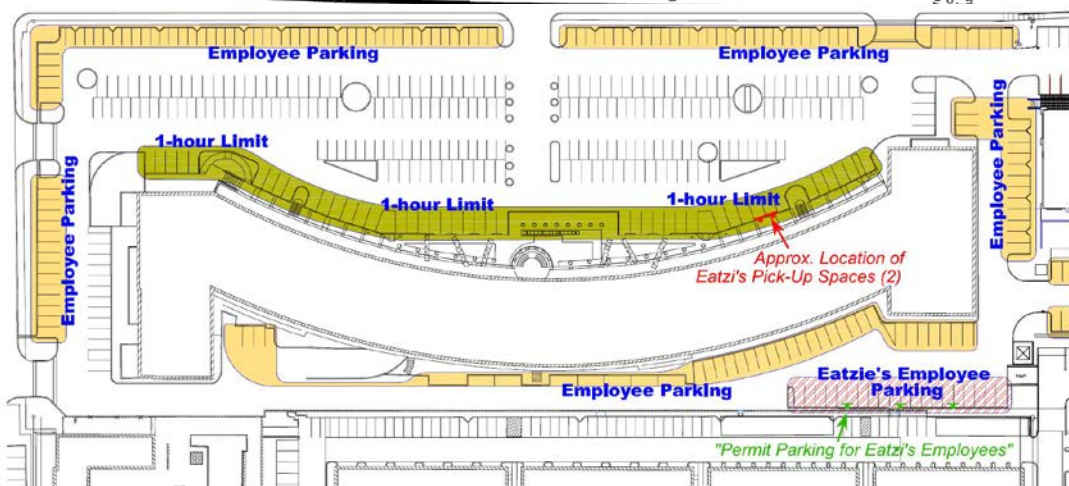


- RETAIL STORES**
1. The Frontiers (Hair Salon)
 2. Delta Restaurant
 3. American Affairs (Fisher Office)
 4. Walker & Stone
 5. Vasek 1,569 SF
 6. Vasek 1,237 SF
 7. Mail Boxes Etc.
 8. Dr. Lisa Calaway, D.D.S., C.D.
 9. **Professional Group**
 10. The Children's
 11. Mail Mart
 12. Beyond Connections
 13. Great Western Mortgage
 14. The Uptown
 15. Vasek 4,306 SF
 16. Black-cord Pex Restaurant
 17. Culbert (OGI)
 18. Belle Inevitable Furniture
 19. I Can Believe In Yogurt
 20. The Children's Collection
 21. Vasek 1,237 SF
 22. National
 23. The Professional
 24. Leo F. Corrigan, Jr.
 25. Chase Out
 26. Price & Strupp
 27. Jim Allen Photography
 28. State Farm Insurance
 29. Ken White, D.D.S.
 30. Semetech Office Support
 31. Brian Proctor Real Estate

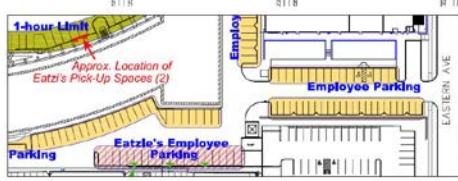


- Office Tenants**
- James E. Lewis
 - Chopra
 - Shim Silver
 - Stricklin, Inc.
 - The R. Bailey
 - Dennis Cope, M.P.A.
 - James M. Spelling
 - Henry Johnson, R.M.T.
 - A.E. Home, M.D. & Assoc.
 - J. Ringier, Inc.
 - Schindler/Com
 - Texas World Entertainment
 - Shore Development
 - Vasek
 - The Herlock Co., Inc.
 - Robert E. Sanders, D.D.S.
 - James B. Proctor
 - Consulting Professionals Group
 - Fisher & Hay (Consulting)
 - Berkshire
 - Management Office
 - Gray Cullen
 - James
 - Michael H. McIvor
 - Robert W. Hancock, D.D.S.

CORRIGAN PROPERTIES, INC.
WOODLANE PLAZA
600 WEST LOVERS LANE
LEWIS, TEXAS



- Designated parking for employees (general)
- Designated parking for Eatz's employees
- 1-hour parking



**Parking Requirements For
The Pavilion on Lovers Lane**

per Chapter 51A - Dallas Development Code
DT&A No. 10089

Suite	Tenant	Amount	Land Use	City Code §51A	Code Rate (spaces/SF)	Code Requirement
100	The Ride House	3,365 SF	Retail	4.210(13)	1/ 200	16.8
109	Café Express	5,500 SF	Restaurant	4.210(24)	1/ 100	55.0
110	Vacant	2,594 SF	Office	4.210(13)	1/ 333	7.8
112	Hollywood Star Nail	1,748 SF	Retail	4.210(13)	1/ 200	8.7
114	Juiceland	1,171 SF	Restaurant	4.210(13)	1/ 100	11.7
115	General Nutrition	1,559 SF	Retail	4.210(13)	1/ 200	7.8
116	UPS Store	1,559 SF	Retail	4.210(13)	1/ 200	7.8
118	Lisa Calaway Batky	2,332 SF	Office	4.210(13)	1/ 333	7.0
120	Batky Jewelers	1,018 SF	Retail	4.210(13)	1/ 200	5.1
122	Linen Boutique	2,716 SF	Retail	4.210(13)	1/ 200	13.6
123	Rustic Cuff	2,341 SF	Retail	4.210(13)	1/ 200	11.7
125	Jean-Philippe Salon	2,506 SF	Personal Service	4.210(13)	1/ 200	12.5
128	Qdoba Mexican Grill	1,786 SF	Restaurant	4.210(24)	1/ 100	17.9
130	TBC... A Consignment Boutique	3,264 SF	Retail	4.210(13)	1/ 200	16.3
132	Sample House	3,546 SF	Retail	4.210(13)	1/ 200	17.7
136	Eatzl's	4,665 SF	Restaurant	4.210(24)	1/ 100	46.7
139	Vacant	1,594 SF	Office	4.210(13)	1/ 333	4.8
142	Capezio	2,543 SF	Retail	4.210(13)	1/ 200	12.7
143	Paciugo	1,378 SF	Restaurant	4.210(24)	1/ 100	13.8
147	Chico's	4,000 SF	Retail	4.210(13)	1/ 200	20.0
148	Nicholson-Hardie	1,773 SF	Office	4.210(13)	1/ 333	5.3
150	We Yogis	3,245 SF	Personal Service	4.210(13)	1/ 200	16.2
200	Vacant	1,782 SF	Retail	4.210(13)	1/ 200	8.9
203	Briggs-Freeman	792 SF	Office	4.207(5)	1/ 333	2.4
204	Park Cities Pilates	2,053 SF	Personal Service	4.210(13)	1/ 200	10.3
207	Techie Factory	935 SF	Office	4.210(23)	1/ 333	2.8
210	The Exercise Coach	1,060 SF	Personal Service	4.210(13)	1/ 200	5.3
212	Somatique	1,896 SF	Personal Service	4.210(13)	1/ 200	9.5
216	J. Eric Hibbs	1,289 SF	Office	4.210(13)	1/ 333	3.9
224	Briggs-Freeman	6,074 SF	Office	4.207(5)	1/ 333	18.2
225	Briggs-Freeman	7,845 SF	Office	4.207(5)	1/ 333	23.6
227	Texas Pacific Capital (Shivers)	603 SF	Office	4.207(5)	1/ 333	1.8
228	Vacant	532 SF	Office	4.207(5)	1/ 333	1.6
300	Vacant	1,158 SF	Office	4.207(4)	1/ 333	3.5
303	Edward Jones	1,154 SF	Office	4.207(5)	1/ 333	3.5
304	Kathy Leslie Wall	2,094 SF	Office	4.207(5)	1/ 333	6.3
307	Johnson, Deshotels, Medanich	1,328 SF	Office	4.207(4)	1/ 333	4.0
309	Vacant	1,296 SF	Office	4.207(5)	1/ 333	3.9
312	Mahoney Management, Inc.	1,437 SF	Office	4.207(5)	1/ 333	4.3
315	Donald F. Jackson & Assoc	1,226 SF	Office	4.207(5)	1/ 333	3.7
317	Michael G. Bickers	1,452 SF	Office	4.207(5)	1/ 333	4.4
319	Management Office	493 SF	Office	4.207(5)	1/ 333	1.5
320	Snelling Homes Mcllyar Constr	548 SF	Office	4.207(5)	1/ 333	1.6
321	MJR Realty Advisors, LLC	800 SF	Office	4.207(5)	1/ 333	2.4
323	Crespi & Co.	1,775 SF	Office	4.207(5)	1/ 333	5.3
326	Briggs-Freeman	1,512 SF	Office	4.207(5)	1/ 333	4.5
328	Vacant	1,555 SF	Office	4.207(4)	1/ 333	4.7
TOTALS		98,892 SF				
				Total Parking Requirement:		479
				Parking Supply:		517
				Net Parking Surplus/(Deficit):		38

Row Labels	Sum	
Medical	6,991	7%
Office	29,761	30%
Personal Service	14,647	15%
Restaurant	15,893	16%
Retail	30,986	32%

NOTE: Leasing Schedule provided by Client on August 5, 2010.

Building: 98,892 sf on 3 stories; and organized in 47 units.

Parking: 517 parking spaces on site. (later parking analysis indicate 528 parking spaces on site)

The shopping center contains a combination of office and medical office, retail, personal service, and restaurant uses in designated units, in a balance imposed by the parking requirements for each use.

Required Parking per use:

Medical: 1ps/200sf

Office: 1ps/333sf

Personal Service: 1ps/200sf

Restaurant: 1/100 sf

Retail: 1ps/200sf

Parking scenario for each use:

If the building will be used entirely for each of the following use, the required parking would be:

Medical, retail, personal service: 1ps/200sf → 495 spaces

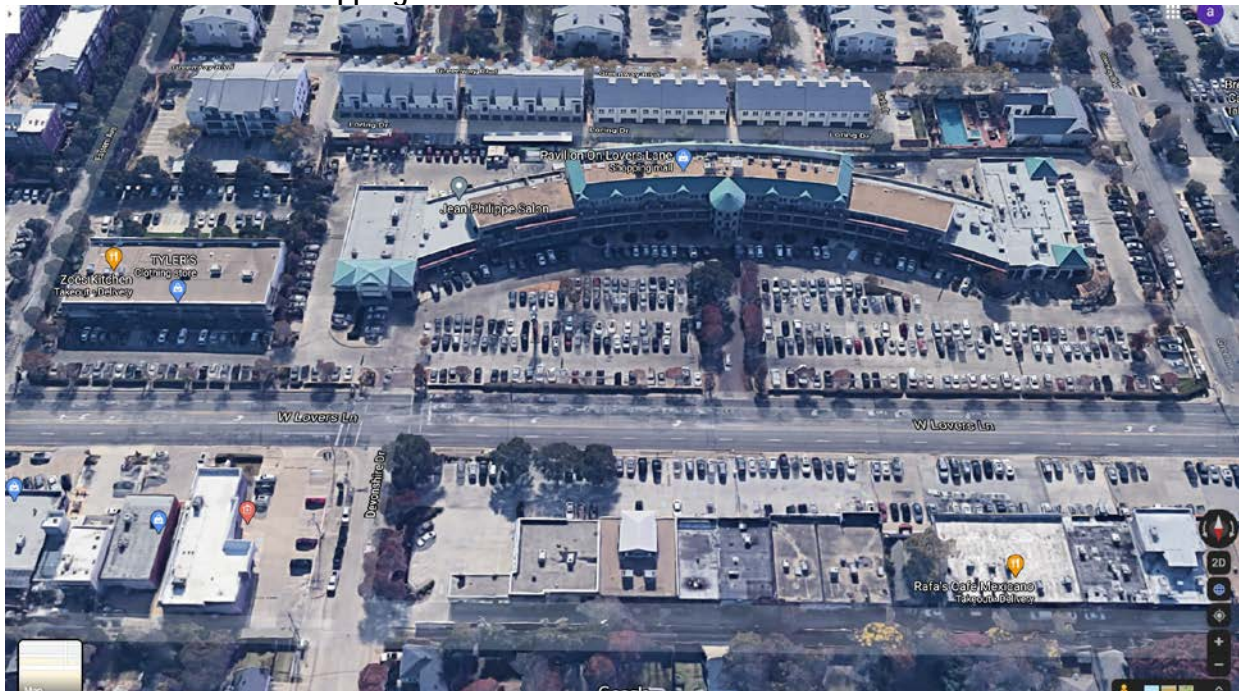
Office: 1ps/333sf → 297 spaces

Restaurant: 1/100 sf → 989 spaces (98,892 sf of restaurant → 296,700 sf of parking)

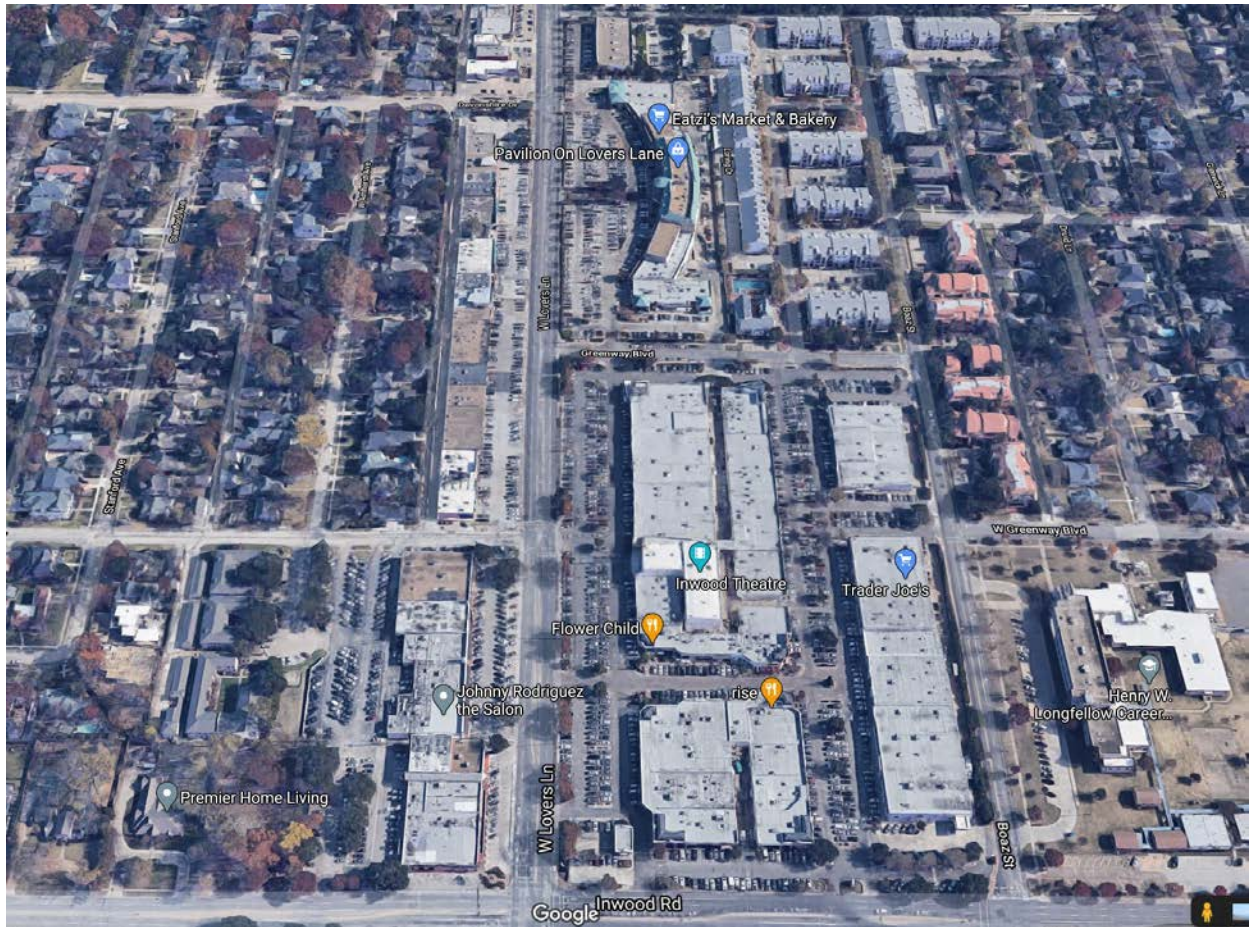
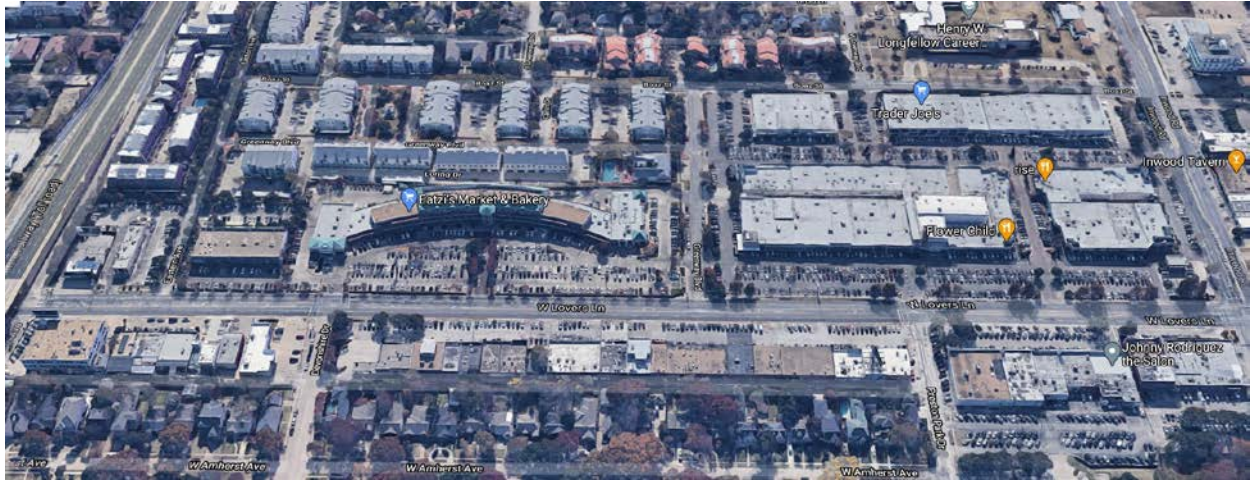
Pedestrian access: 5' to 10' sidewalk in front of the building; no connection with street sidewalks

Landscaping: significantly under less than Article X

3D view – The Pavilion Shopping Center



3D view – Lovers Lane Corridor







Lovers Lane north side

