

APPENDIX B

Data Results Comparative Matrix

DART Red & Blue Line Corridors TOD Parking Study | Appendix B
North Central Texas Council of Governments

Figure 1 Supply Sufficiency

| Basic Information | | | | Provided Supply | Minimum Required Supply | Modeled Peak Demand | Observed Peak Utilization | Observed Peak Occupancy Count | Excess Capacity at Peak | Observed Peak Compared to... | | | Reported Occupancy (%) | |
|-------------------|--|-------------------|------------|-----------------|-------------------------|---------------------|---------------------------|-------------------------------|-------------------------|------------------------------|------------------|--------------|------------------------|-----------------|
| Site | Property | Station | City | | | | | | | Provided Supply | Minimum Required | Modeled Peak | Residential | Non-Residential |
| 1 | Junction 15 | Downtown Plano | Plano | 337 | 328 | 334 | 92% | 310 | (7) | (27) | (18) | (24) | 92% | 50% |
| 2 | 5th Street Crossing City Station (Phase 1) | Downtown Garland | Garland | 387 | 347 | 226 | 39% | 149 | 199 | (238) | (198) | (77) | 100% | 67% |
| 3 | 5th Street Crossing City Center (Phase 2) | Downtown Garland | Garland | 322 | 440 | 250 | 58% | 187 | 103 | (135) | (253) | (63) | 96% | 100% |
| 4 | Rambler Park | Walnut Hill | Dallas | 1,066 | 747 | 883 | 53% | 561 | 398 | (505) | (186) | (322) | - | 85% |
| 5 | 5 Mockingbird | Mockingbird | Dallas | 659 | 621 | 539 | 71% | 470 | 123 | (189) | (151) | (69) | 92% | - |
| 6 | Lancaster Urban Village | VA Medical Center | Dallas | 405 | 322 | 235 | 40% | 163 | 202 | (242) | (159) | (72) | 89% | 100% |
| 7 | The Belleview | Cedars | Dallas | 216 | 147 | 197 | 50% | 109 | 85 | (107) | (38) | (88) | 100% | 0% |
| 8 | Walnut Glen Tower | Walnut Hill | Dallas | 1,426 | 1,394 | 1,319 | 65% | 932 | 351 | (494) | (462) | (387) | - | 78% |
| 9 | Brick Row | Spring Valley | Richardson | 1,019 | 970 | 692 | 67% | 686 | 231 | (333) | (284) | (6) | 96% | 66% |
| 10 | LBJ Station Apartments | LBJ/Central | Dallas | 295 | 311 | 299 | 70% | 206 | 60 | (89) | (105) | (93) | 93% | - |
| 11 | The Parc | White Rock | Dallas | 391 | 291 | 349 | 80% | 312 | 40 | (79) | 21 | (37) | 85% | - |
| 12 | West Village Garage 2 (3600-3636 McKinney) | CityPlace/Uptown | Dallas | 468 | 353 | 284 | 66% | 308 | 113 | (160) | (45) | 24 | 92% | 92% |
| 13 | West Village Garage 3 (3700 McKinney) | CityPlace/Uptown | Dallas | 813 | 571 | 467 | 57% | 463 | 269 | (350) | (108) | (4) | 94% | 95% |
| 14 | Modena | Walnut Hill | Dallas | 270 | 268 | 237 | 93% | 252 | (9) | (18) | (16) | 15 | 92% | - |
| 15 | CityLine 1, 2, and 3 | CityLine/Bush | Richardson | 6,814 | 4,031 | 3,419 | 56% | 3,789 | 2,344 | (3,025) | (242) | 370 | - | 99% |
| 16 | The Lofts at Mockingbird Station | Mockingbird | Dallas | 227 | 234 | 253 | 89% | 201 | 3 | (26) | (33) | (52) | 93% | - |

DART Red & Blue Line Corridors TOD Parking Study | Appendix B
North Central Texas Council of Governments

Figure 2 All Field Observed Conditions

| Basic Information | | | | Peak Observed Demand | | | | | | Peak Observed Trip Generation | | Peak Observed On-Street Demand (Sites With 20+ Spaces) | | |
|-------------------|--|-------------------|------------|---------------------------|-------------------------|-------------|----------------|-------------------|---------------------------|-------------------------------|-------------------|--|----------------|---------------|
| Site | Property | Station | City | Studied Parking Inventory | Peak Observed Occupancy | Utilization | Time of Peak* | Per Dwelling Unit | Per 1K Non-Residential SF | Per-Hour Trip Volume | Time of Peak* | Spaces | Peak Occupancy | Time of Peak* |
| 1 | Junction 15 | Downtown Plano | Plano | 337 | 310 | 92% | 3:00-3:45 AM | 1.11 | 40.26 | 95 | 6:00-7:00 PM | - | - | - |
| 2 | 5th Street Crossing City Station (Phase 1) | Downtown Garland | Garland | 387 | 149 | 39% | 3:15 AM | 0.79 | 12.74 | 115 | 4:15-5:15 PM | 47 | 47 | 12:50 PM |
| 3 | 5th Street Crossing City Center (Phase 2) | Downtown Garland | Garland | 322 | 187 | 58% | 9:00-9:30AM | 1.22 | 3.13 | 91 | 5:00-6:00 PM | - | - | - |
| 4 | Rambler Park | Walnut Hill | Dallas | 1,066 | 561 | 53% | 11:00 AM | - | 1.81 | 245 | 11:45 AM-12:45 PM | - | - | - |
| 5 | 5 Mockingbird | Mockingbird | Dallas | 659 | 470 | 71% | 5:00 AM | 1.05 | - | 152 | 5:30-6:30 PM | - | - | - |
| 6 | Lancaster Urban Village | VA Medical Center | Dallas | 405 | 163 | 40% | 3:15-3:45 AM | 0.84 | 23.29 | 94 | 6:30-7:30 PM | 55 | 20 | 12:20 PM** |
| 7 | The Belleview | Cedars | Dallas | 216 | 109 | 50% | 5:00-5:15 AM** | 0.66 | 14.53 | 39 | 7:45-8:45 PM** | 45 | 21 | 1:10 PM** |
| 8 | Walnut Glen Tower | Walnut Hill | Dallas | 1,426 | 932 | 65% | 10:15 AM | - | 2.01 | 449 | 7:45-8:45 AM | - | - | - |
| 9 | Brick Row | Spring Valley | Richardson | 1,019 | 686 | 67% | 3:45-4:00 AM | 1.19 | - | 210 | 5:15-6:15 PM | 110 | 54 | 11:20 AM |
| 10 | LBJ Station Apartments | LBJ/Central | Dallas | 295 | 206 | 70% | 5:30-5:45 AM** | 0.83 | - | 75 | 5:00-6:00 PM | - | - | - |
| 11 | The Parc | White Rock | Dallas | 391 | 312 | 80% | 4:15-5:00 AM | 1.07 | - | 93 | 7:15-8:15 AM | - | - | - |
| 12 | West Village Garage 2 (3600-3636 McKinney) | CityPlace/Uptown | Dallas | 468 | 308 | 66% | 7:00 PM | 2.99 | 6.16 | 306 | 5:30-6:30 PM | - | - | - |
| 13 | West Village Garage 3 (3700 McKinney) | CityPlace/Uptown | Dallas | 813 | 463 | 57% | 1:00:00 PM** | 1.22 | 12.18 | 238 | 12:15-1:15 PM** | - | - | - |
| 14 | Modena | Walnut Hill | Dallas | 270 | 252 | 93% | 3:15-3:30 AM | 1.10 | - | 93 | 12:45-1:45 PM** | - | - | - |
| 15 | CityLine 1, 2, and 3 | CityLine/Bush | Richardson | 6,814 | 3,789 | 56% | 1:00 PM | - | 3.13 | 1462 | 7:15-8:15 AM | 101 | 82 | 10:30 AM |
| 16 | The Lofts at Mockingbird Station | Mockingbird | Dallas | 227 | 201 | 89% | 4:00-4:45 AM | 0.95 | - | 50 | 6:00-7:00 PM | - | - | - |

Figure 3 Parking and Mobility Resources

| Basic Information | | | | Off-Street Supply | | On-Street Supply | Walking Distance to Station (Feet) | Bike Parking |
|-------------------|--|-------------------|------------|-------------------|--|------------------|------------------------------------|--|
| Site | Property | Station | City | All Spaces | Publicly Accessible Spaces | | | |
| 1 | Junction 15 | Downtown Plano | Plano | 337 | 24 | - | 500 | Racks in secure garage area |
| 2 | 5th Street Crossing City Station (Phase 1) | Downtown Garland | Garland | 387 | 241 | 47 | 560 | Publicly-accessible racks |
| 3 | 5th Street Crossing City Center (Phase 2) | Downtown Garland | Garland | 322 | 48 (7 AM - 5 PM Weekdays), 270 (Other) | - | 960 | Publicly-accessible racks |
| 4 | Rambler Park | Walnut Hill | Dallas | 1,066 | 379 | - | 1345 | - |
| 5 | 5 Mockingbird | Mockingbird | Dallas | 695 | 43 | - | 400 | Publicly-accessible racks |
| 6 | Lancaster Urban Village | VA Medical Center | Dallas | 405 | 113 | 55 | 320 | - |
| 7 | The Belleview | Cedars | Dallas | 216 | 41 | 45 | 900 | Publicly-accessible racks |
| 8 | Walnut Glen Tower | Walnut Hill | Dallas | 1,440 | 52 | - | 600 | - |
| 9 | Brick Row | Spring Valley | Richardson | 1,036 | 78 | 110 | 500 | - |
| 10 | LBJ Station Apartments | LBJ/Central | Dallas | 307 | 12 | - | 630 | - |
| 11 | The Parc | White Rock | Dallas | 398 | 20 | - | 230 | Secure parking room |
| 12 | West Village Garage 2 (3600-3636 McKinney) | CityPlace/Uptown | Dallas | 468 | 324 | - | 815 | Publicly-accessible racks, Racks in secure garage area |
| 13 | West Village Garage 3 (3700 McKinney) | CityPlace/Uptown | Dallas | 813 | 266 | - | 815 | Secure parking rooms |
| 14 | Modena | Walnut Hill | Dallas | 270 | 15 | - | 715 | Publicly-accessible racks |
| 15 | CityLine 1, 2, and 3 | CityLine/Bush | Richardson | 6,814 | 480 | 101 | 170 | Publicly-accessible racks |
| 16 | The Lofts at Mockingbird Station | Mockingbird | Dallas | 227 | - | - | 500 | Racks in secure garage area |

Figure 4 Land Use and Typology

| Basic Information | | | | Land Use | | | | | Additional Site Information | | | | Zoning |
|-------------------|--|-------------------|------------|----------------------|---------------|-----------|-----------|--------------------------|-----------------------------|------------------------------|---------------------|---------------------|--|
| Site | Property | Station | City | Land Use Typology | Housing Units | Retail SF | Office SF | Total Non-Residential SF | Year Opened | Building Parcel Area (Acres) | Dwelling Units/Acre | Parking Spaces/Acre | Zone Name |
| 1 | Junction 15 | Downtown Plano | Plano | Residential-Dominant | 279 | 7,700 | - | 7,700 | 2013 | 2.94 | 94.90 | 114.63 | Downtown Business-Government |
| 2 | 5th Street Crossing City Station (Phase 1) | Downtown Garland | Garland | Residential-Mixed | 188 | 11,700 | - | 11,700 | 2008 | 3.07 | 61.24 | 126.06 | Downtown |
| 3 | 5th Street Crossing City Center (Phase 2) | Downtown Garland | Garland | Residential-Mixed | 153 | 1,000 | 58,800 | 59,800 | 2015 | 3.4 | 45.00 | 94.71 | Planned Development (#1326) and Downtown |
| 4 | Rambler Park | Walnut Hill | Dallas | Office-Dominant | - | - | 310,771 | 310,771 | 1981 | 6.03 | - | 176.78 | Planned Development (#795) |
| 5 | 5 Mockingbird | Mockingbird | Dallas | Residential-Dominant | 449 | - | - | - | 1998 | 6.11 | 73.49 | 113.75 | Mixed Use - 3 |
| 6 | Lancaster Urban Village | VA Medical Center | Dallas | Residential-Dominant | 193 | 7,000 | - | 7,000 | 2014 | 3.94 | 48.98 | 102.79 | Planned Development (#832) |
| 7 | The Belleview | Cedars | Dallas | Residential-Dominant | 164 | 7,500 | - | 7,500 | 2014 | 1.56 | 105.13 | 138.46 | Planned Development (#317) |
| 8 | Walnut Glen Tower | Walnut Hill | Dallas | Office-Dominant | - | - | 464,289 | 464,289 | 1985 | 5.78 | - | 249.13 | Planned Development (#898) |
| 9 | Brick Row | Spring Valley | Richardson | Residential-Dominant | 577 | 15,495 | - | 15,495 | 2009 | 11.7 | 49.32 | 88.55 | Planned Development (#4009) |
| 10 | LBJ Station Apartments | LBJ/Central | Dallas | Residential-Dominant | 249 | - | - | - | 2017 | 6.76 | 36.83 | 45.41 | Mixed Use - 3 |
| 11 | The Parc | White Rock | Dallas | Residential-Dominant | 291 | - | - | - | 2016 | 4.59 | 63.40 | 86.71 | Planned Development (#875) |
| 12 | West Village Garage 2 (3600-3636 McKinney) | CityPlace/Uptown | Dallas | Residential-Mixed | 103 | 50,000 | - | 50,000 | 2005 | 2.71 | 38.01 | 172.69 | Planned Development (#305) |
| 13 | West Village Garage 3 (3700 McKinney) | CityPlace/Uptown | Dallas | Residential-Mixed | 381 | 38,000 | - | 38,000 | 2014 | 2.98 | 127.85 | 272.82 | Planned Development (#305) |
| 14 | Modena | Walnut Hill | Dallas | Residential-Dominant | 230 | - | - | - | 2017 | 1.86 | 123.66 | 145.16 | Planned Development (#926) |
| 15 | CityLine 1, 2, and 3 | CityLine/Bush | Richardson | Office-Mixed | - | 139,180 | 1,070,000 | 1,209,180 | 2015 | 21 | - | 324.48 | Planned Development |
| 16 | The Lofts at Mockingbird Station | Mockingbird | Dallas | Residential-Dominant | 211 | - | - | - | 2001 | 8.72 | 24.20 | 26.03 | Mixed Use - 3 |

Figure 5 Parking Management

| Basic Information | | Pricing & Allocation | | | | | Qualitative Observations on Parking Utilization Factors |
|-------------------|--|--|---|--|---|--------------------------------|---|
| Site | Property | Options for Reserved or Additional Parking | Parking Included With Lease at No Additional Charge | Maximum Parking Allocated | Range of Monthly Prices for Parking Space | Monthly Apartment Rental Range | |
| 1 | Junction 15 | Reserved Spaces are Priced | Yes | 1 space per leaseholder | \$50 - \$75 | \$965 - \$2785 | Parking constructed at a rate similar to overall land use type demand. Spaces allocated to each leaseholder. Property representative says there is "not enough" parking based on feedback from residents, noting that people with multiple vehicles will use neighboring lots or visitor parking. |
| 2 | 5th Street Crossing City Station (Phase 1) | Reserved Spaces for a Monthly Fee | Yes | 2 spaces per unit | \$25 | \$840 - \$1370 | Site more distant from civic, retail, and entertainment than Phase 2. Property representative says "there is enough" parking on site. |
| 3 | 5th Street Crossing City Center (Phase 2) | Reserved Spaces for a Monthly Fee | Yes | 2 spaces per unit | \$25 | \$995 - \$1695 | Site more proximate to civic, retail, and entertainment than Phase 1. Property representative says "there would be enough" parking on site. |
| 4 | Rambler Park | Reserved Spaces For Select Employees At No Fee | Yes | 1 space per employee | - | - | Relatively low building occupancy. Property representative says there is "plenty of parking" on site. |
| 5 | 5 Mockingbird | Additional and Reserved Spaces for a Monthly Fee | Yes | 1 space per resident | \$25 | \$1091 - \$2810 | Practice of essentially unbundling parking from leases paired with direct walking route to DART with no busy crossings. Property representative says there are "no complaints about not enough parking." |
| 6 | Lancaster Urban Village | Additional Spaces On Request | Yes | 1 space per vehicle | None | - | Immediate proximity to major employer (VA Hospital). "The property has too much parking," according to a representative, who also noted that "any veterans living there do not have cars." |
| 7 | The Belleview | None | Yes | Spaces Granted on Request by Residents | None | - | Low income community and proximity to jobs may contribute to low car ownership. Unoccupied retail space. Property representative says "we don't need as much parking as we thought" and "in the future we may need less." |
| 8 | Walnut Glen Tower | Reserved Spaces for a Monthly Fee | Yes | 1 space per employee | \$50 - \$300 | - | Relatively low building occupancy. Property representative says there is "more than enough" parking on site. |
| 9 | Brick Row | Additional Keyfob Access for a One-Time Fee (\$75) | No | 2 keyfobs per unit with exception for 3-BR | \$40 (Included in Lease) | \$920 - \$2700 | Significantly higher provision of parking supply compared to minimum. Property representative says there is "just the right amount" of parking on site. |
| 10 | LBJ Station Apartments | Reserved Spaces for a Monthly Fee | Yes | 2 spaces per unit | \$25 - \$125 | \$1050 - \$1714 | Exclusive walking connections to DART station compensate for lack of mixed-use. Property representative says it "seems like the right amount" of parking on site, noting that 15 lessees don't have cars and "rely on Uber and DART to get around." |
| 11 | The Parc | Reserved Spaces for a Monthly Fee | Yes | 1 space per leaseholder | 100 | \$1227 - \$2457 | Relatively low building occupancy. Property representative says "there is plenty of resident parking for now," but that a larger issue is "visitor parking" and "how much is enough" for future supply needs. |
| 12 | West Village Garage 2 (3600-3636 McKinney) | Reserved Spaces for a Monthly Fee | Yes | 1 space per leaseholder | \$50 - \$54 | \$1499 - \$2745 | Lower proportion of secured residential parking compared to 3700 McKinney. Property representative notes that some residents wish there was more parking available. |
| 13 | West Village Garage 3 (3700 McKinney) | Additional Spaces for a Monthly Fee | Yes | 1 space per leaseholder | \$45 - \$100 | \$1438 - \$5576 | Higher proportion of secured residential parking and higher prices for additional spaces compared to 3600 McKinney. Property representative says there is "the right amount" of parking on site. |
| 14 | Modena | Reserved Spaces for a Monthly Fee | Yes | 2 spaces per unit | \$50 - \$75 | \$1095 - \$1971 | Parking constructed at a rate similar to overall land use type demand. Spaces allocated to each leaseholder. Property representative says there is "just enough parking" and that the site was intentionally planned to have "the right number of spots for the apartment." |
| 15 | CityLine 1, 2, and 3 | Reserved Spaces For Select Employees At No Fee | Yes | 1 space per employee | - | - | Extraordinary provision of parking supply, rise in DART station transit ridership, restricting of park-and-ride commuters from using facility. Property representative says there is "just the right amount" of parking on site, and that people parking are "getting more familiar with the entrances, exits, and locations" in the development. |
| 16 | The Lofts at Mockingbird Station | Reserved Spaces are Priced | Yes | 1 space per resident | \$125 | \$1450 - \$5100 | More expensive starting apartment leases may equate to more car-ownership, but may be offset by immediate walkability to SMU and DART. Property representative says "the parking situation is fine as long as people know the rules." |