Parking Toolbox

Parking Policy and Management Resources for North Texas

Regional Parking Demand Database 2024 Report

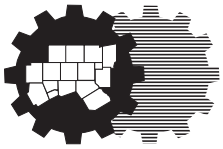
North Central Texas Council of Governments

What is NCTCOG?

The **North Central Texas Council of Governments** (NCTCOG) is a voluntary association of, by, and for **local governments** within the 16-county North Central Texas Region. The agency was established by state enabling legislation in 1966 to assist local governments in **planning** for common needs, **cooperating** for mutual benefit, and **coordinating** for sound regional development. Its purpose is to strengthen both the individual and collective power of local governments, and to help them recognize regional opportunities, resolve regional problems, eliminate unnecessary duplication, and make joint regional decisions – as well as to develop the means to implement those decisions.

North Central Texas is a 16-county **metropolitan region** centered around Dallas and Fort Worth. The region has a population of more than 7 million (which is larger than 38 states), and an area of approximately 12,800 square miles (which is larger than nine states). NCTCOG has 235 member governments, including all 16 counties, 170 cities, 20 independent school districts, and 29 special districts.

NCTCOG's **structure** is relatively simple. An elected or appointed public official from each member government makes up the **General Assembly** which annually elects NCTCOG's **Executive Board**. The Executive Board is composed of 17 locally elected officials and one ex-officio non-voting member of the legislature. The Executive Board is the policy-making body for all activities undertaken by NCTCOG, including program activities and decisions, regional plans, and fiscal and budgetary policies. The Board is supported by policy development, technical advisory and study **committees** – and a professional staff led by **R. Michael Eastland**, Executive Director.



NCTCOG's offices are located in Arlington in the Centerpoint Two Building at 616 Six Flags Drive (approximately one-half mile south of the main entrance to Six Flags Over Texas).

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NCTCOG's Department of Transportation

Since 1974 NCTCOG has served as the Metropolitan Planning Organization (MPO) for transportation for the Dallas-Fort Worth area. NCTCOG's Department of Transportation is responsible for the regional planning process for all modes of transportation. The department provides technical support and staff assistance to the Regional Transportation Council and its technical committees, which compose the MPO policy-making structure. In addition, the department provides technical assistance to the local governments of North Central Texas in planning, coordinating, and implementing transportation decisions.

Prepared in cooperation with the Federal Highway Administration, US Department of Transportation, and the Texas Department of Transportation.

October 2024

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Properties and Firms Sharing Data

- Billingsley Company
- Better Block Foundation

Properties and Firms Providing Access

- One Legacy West, Gaedeke Group
- Millennium Tower, Gaedeke Group
- Madison Partners
- Plano Park Townhomes, Tipton Group
- Block 24 Apartments, Tonti Properties
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Introduction

How much parking does the Dallas-Fort Worth region need as it continues to grow? Are there some areas of the region that need more parking spaces? Other areas that might need fewer?

The North Texas Parking Toolbox's Regional Parking Demand Database is a collection of observed parking demand studies from a sample of properties with various land uses in the Dallas-Fort Worth region. The goal of this database is to better inform local knowledge and perspectives on parking requirements in zoning and development codes and to discuss or highlight opportunities for better parking management.

The Regional Parking Demand Database is meant to inform discussion around parking requirements and will not provide the recommended ratio for any one project but will provide context for considering reductions. This data can also provide a benchmark of actual parking demand to better inform policies and management practices like shared parking. The North Texas Parking Toolbox also contains recommended parking management strategies which are of equal importance to deciding how much parking to supply.

This initial phase launched in 2024 is not a final determination of the parking ratios, but rather a call for more data sharing. While the 2024 data will provide some insight, the goal is to have more public and private stakeholders in North Texas contribute to the parking studies.

This 2024 report will present the methodology behind the database, describe the database attributes, and offer some analyses of trends seen among the initial sample of 106 sites. To assist in visualizing and evaluating the observed parking use data, a companion online map and data dashboard are available at: www.NCTCOG.org/Parking

Methods

Preparation for Data Collection

The Regional Parking Demand Database was developed by North Central Texas Council of Governments (NCTCOG) staff starting with a peer review of other regions including Denver, San Diego, Boston, and the San Francisco Bay Area. In most cases regional organizations like NCTCOG were part of those regional parking studies. In the fall of 2021 through early 2022, NCTCOG held meetings and consulted a volunteer advisory group of local government staff, real estate developers, and professionals with parking management experience to inform the structure and needs for the database. This also informed the land uses targeted for parking counts, the methods of data collection, and ideas for recruiting properties.

Based on prior experience, lessons learned from peer regions, and advisory group feedback, NCTCOG launched a property recruitment effort that included press releases targeted to real estate groups, and coordination with the Urban Land Institute. A project website with a sign-up form to collect property information was created in February of 2022 and outreach continued via phone and email to property managers throughout the year.

NCTCOG staff had to secure permission to visit access-controlled properties (such as gated multi-family, gated office garages, etc.) before being able to visit. Due to difficulty securing access to some properties

excluded them from this study. Property representatives were asked to provide site information in addition to allowing access to a property to count parked cars and empty spaces. Most important among information provided is the occupancy of the commercial space or residential units. The occupancy rate of the building can be compared to the occupancy rate of parking to provide an estimate of the needed ratio at maximum building occupancy. Other questions included information on parking restrictions, pricing, and travel demand management at the property. A sample Property Intake Survey is provided in **Appendix 1, Property Owner/Manager Survey**.

Parking Utilization Counts

The database includes parking use counts conducted from July of 2018 to December of 2022 by various methods based on resources available and availability of staff to collect the data. In the 2024 report three methods are presented:

a. *Manual Peak*: Manual Peak counts were conducted by walking or driving through a parking facility and counting firsthand the number of parked cars and parking spaces. These counts conducted by staff were done only once for the assumed peak time of day for that land use. The peak time would be when that site is most busy, and its building/parking should be most occupied. The building owner/manager often supplied the peak time. For some land uses, especially restaurants, information available via Google Maps was used to show the sites typical peak time which was targeted for a single manual peak count.

   This was the method typically used by NCTCOG staff for approximately 71 sites during the September through December 2022 counts. Eight privately collected sites also used this manual peak count method.

b. *Manual Interval*: Like the Manual Peak counts, Manual Interval counts are conducted with a walk/drive-through firsthand count of parked cars and parking spaces. However, unlike manual peak counts, they are conducted throughout a 24-hour period or multiple days with multiple counts ranging from two counts a day to a count every few minutes. The highest peak use out of those several counts is then reported in this database as the peak use.

   This method was used for approximately 11 privately collected sites included with the launch of the Regional Parking Demand Database.

c. *Device Interval*: This method is based on temporary cameras placed at parking facility entrances or built-in counts via parking access controls like gates and ticketing systems. This may be extended to include License Plate Recognition Systems but those are not present in this data sample. Like a manual interval observation, the device interval method offers many counts from which the peak use may be identified. These are highly advantageous because they can show use throughout a 24-hour period when manual collection is more difficult, such as in the case of multi-family units where parking use peaks around 2 to 3 AM.

   In Phase 1 data, this method was used for 16 sites that were part of NCTCOG's transit-oriented development study of the Dallas Area Rapid Transit (DART) Red and Blue Lines stations.

Inventory of Parking Space Supply

To accurately inform parking use ratios, an inventory or total number of parking spaces supplied in a facility must be known. Surprisingly, not all property owners or managers have this data readily available. When property representatives had a count of total spaces or could provide a detailed site plan, that data was used. When NCTCOG had to verify the total supply, it was done remotely from satellite or by an in-person walk/drive-through manual count. In-person supply verification visits required considerable time and resources, especially for sites where parking spaces numbered in the hundreds.

Land Use Categories

The goal of the database is to inform land uses that are likely to see continued development in North Texas. The current sites in this report represent an initial sample of desired land uses with properties that were volunteered to be studied. Land use categories were developed partly on the Institute of Transportation Engineers (ITE) Parking Generation Manual 6th Edition. Sites located near volunteered sites with feasible peak times and accessible parking were also included at the discretion of NCTCOG staff. Future versions of this parking database may increase the sample of land use types. **Table 1** shows the types of land uses currently included in the 2024 report.

Table 1: Land Use Types in the Regional Parking Demand Database

Land Use	Description/ Definition
Bank	Commercial retail banking location
Entertainment	Leisure uses such as theaters, bowling alleys, and arcades
Gym	Commercial gyms/fitness clubs/ retail gyms
MF Mixed Use*	Multi-family residential apartments with ground floor retail
Multi-Family	Multi-family residential apartments (no ground floor retail)
Senior Housing	Residential housing for older adults with assisted living services
Office	Single or multi-tenant office buildings (no ground floor retail)
Office Mixed Use*	Single or multi-tenant office buildings with publicly accessible ground floor retail
Restaurant	Casual sit down and fast-food restaurants
Retail	Single tenant/single building of any size. Includes big box, home improvement, grocery, general merchandise, specialty merchandise, and commercial pharmacies
Retail Center *	Strip retail centers typically featuring large, big box with smaller shops attached, may include restaurants. Net leasable space over 40,000 square feet
Retail/Service Shops	A group of two or more retail, restaurant, or service establishments, usually in the same building or small strip retail center with net leasable space under 40,000 square feet
Service	Single tenant/single building of any size. Non-merchandise commercial such as auto mechanics, personal financial services, medical/health/wellness, etc.

*Some sites contain a combination of commercial land uses or do not entirely fit one definition.

Transit Context

For the sites with parking demand data, NCTCOG also evaluated transit access. Transit access reflects a site's nearness to a fixed-route transit service such as buses or rail (light rail, commuter rail, streetcar, etc.). These sites may have lower parking demand as the public has alternative options. This was measured in Geographical Information Systems (GIS) using a quarter mile radius from transit stops/stations. In the Regional Parking Demand Database there is an attribute indicating if the site has one of three categories of transit access:

- "Bus" (a marked bus stop is within a quarter mile of the parking site)
- "Rail" (a rail transit station such as a DART light rail station or Trinity Railway Express commuter rail station is within a quarter mile of the parking site)
- "None" (no fixed-route transit is within a quarter mile of the parking site)

Setting

The surrounding setting of each site was classified to help describe the site's built urban environment context. Study sites that are in or near areas with higher development density can enhance the pedestrian and bicyclist environment that would enable and encourage walk, bicycle and transit trips that would otherwise be made by vehicles, potentially reducing parking needs. To account for these effects, **Table 2** shows the classification adopted from the ITE Parking Generation Manual 6th Edition used to categorize each site in the 2024 report.

Table 2: Setting of the Location Site and its Definition

Setting	Description / Definition
City Center Core	The Central Business District (CBD) area is the major downtown (S) of a region. This area is typified by: • Multi-storied buildings • Wide range of land uses • Extensive sidewalk network • Shared and paid on-street, surface lot and structured garage parking • Has more jobs than residents • In North Texas this constitutes downtown Dallas and Fort Worth
Dense Multi-Use Urban	A fully (or nearly so) developed area outside of the CBD or moderate size downtown urban area that includes: • Diverse and interacting complementary land uses • Good pedestrian connectivity • Has transit • Limited building set back from sidewalk • On-street parking is present, often off-street parking
General Urban/ Suburban	A fully (or nearly so) developed area that has consistent vehicle-centered access, where: • All trips done by personal or commercial vehicles to enter or exit a site • Low-Medium density with a mix of residential and commercial uses • Commercial uses are constructed at the intersection or spread along commercial corridors surrounded by low density residential development • Parking is located behind or around a development • The mixing of land uses is only in terms of their proximity of one another • Lack of pedestrian, bicycling and transit facilities or services
Rural	Agricultural or undeveloped land with very low density

Database Access and Description

The Regional Parking Demand Database is available as an interactive map with a point for each site and tabular database in the NCTCOG Parking Toolbox at www.NCTCOG.org/parking. Through the map, users can zoom in to further evaluate the site context when interpreting parking utilization rates. Each data point contains the attributes listed in **Table 3**. This represents summary data on the sites used to generate trend analyses seen in the dashboard and this report.

Table 3: Data Dictionary for GIS Layer Fields in the Parking Database

GIS Field Name	Description
Name	Name of property studied, usually business name at the site
Address	Street address
City	City where study property is located
Land Use	*See Table 1 (prior section) for land use detail*
Data Source	Indicates who or which entity collected and provided the data
Tenant Occupancy Rate	The percentage of building occupancy as reported by the owner/manager or assumed at 100 percent for non-vacant retail
Combined Unit Figure*	Combined total residential units and commercial SQFT are used in ratio calculations for mixed-use where commercial square feet are divided by 1,000. Example: A development with 150 residential units and 15,000 SQFT would have a combined unit figure of 165.
Observation Date	Day, month, and year of peak observation
Observation Time	Time of peak observation
Inventory Observed	Total number of spaces available in the parking facility
Occupancy Observed	Total number of spaces occupied by a car at time of peak count
Use Rate Observed	The percent of parking spaces used at observed peak out of the total parking facility inventory
Ratio Observed	The number of spaces used per housing unit or 1,000 SQFT at observed peak
Peak Ratio Estimate	For sites where the building space/tenant occupancy is known, this is the estimated peak parking ratio at 100 percent
Site_ID	Identification number for NCTCOG internal tracking
Commercial SQFT 1	Commercial land uses: the square footage of the primary use
Commercial SQFT 2	Commercial land uses: the square footage of the secondary use, typically retail in a mixed-use office project
Total Multi-Family Units	Total number of all types of multi-family residential units
Number of 1-Bedroom Units	Number of multi-family residential units with 1 bedroom (including studios/efficiency units)
Number of 2-Bedroom Units	Number of multi-family residential units with 2 bedrooms
Number of 3+ Bedroom Units	Number of multi-family residential units with 3 or more bedrooms
Count Type	Indicates the method of data collection and how the peak was identified (*see "Parking Utilization Counts" section for more detail*)
Transit	Presence of fixed-route transit near the site (*see "Context Variables" section for more detail*)
Setting	*See Table 2 (prior section) for Setting detail*

**Combined Unit Figure: Zoning and development codes will typically set required parking ratios based on building square footage or number of residential units/bedrooms. To simplify reporting of ratios for a variety of land uses, this study uses a Combined Unit Figure which is a single unit of measurement for both total residential units and commercial SQFT.*

Summary Trend Analysis for 2024 Report

From 2018 to 2022, a total of 106 sites within the region were studied in the Regional Parking Demand Database collection efforts. Office, Restaurant, and Retail were the land uses with the highest number of sites studied as seen in **Table 4.** Samples in this report are in the Town of Addison, and the cities of Arlington, Dallas, Frisco, Garland, Irving, McKinney, Plano, and Richardson.

Table 4: Parking Space Supply and Number of Sites by Land Use

Land Use	Parking Space Supply	Number of Sites
Office	24,991	21
Office Mixed-Use	6,814	1
Multi-Family	5,343	11
Multi-Family Mixed-Use	3,749	7
Restaurant	2,836	37
Retail	2,557	13
Retail Center	2,452	4
Entertainment	449	2
Senior Housing	254	1
Gym	174	2
Retail/Service Shops	45	3
Bank	31	1
Service	7	3
Totals	49,702	106

Total Parking Supply

Based on the data collected from the 106 sites, a total of 49,702 parking spaces were counted using any one of the three count methods. Among the sites studied in this sample, office land use represents the largest share of the parking supply, totaling 24,991 spaces. Multi-family and multi-family mixed-use sites had the next highest total in this sample at 9,092 spaces as seen in **Table 4**.

Entertainment land use had the highest parking supply ratio of 9.1 parking spaces per 1,000 square feet of leasable area while the one Senior Housing land use had the lowest ratio of 1.14 as seen in **Table 5.** Restaurants, being the most frequently studied with 37 total sample sites, also had a high average ratio of parking at 8.6 spaces per 1,000 square feet.

Table 5: Parking Supply Ratios

Land Use	Parking Space Supply	Combined Unit Figure	Ratio
Entertainment	449	49	9.1
Restaurant	2,836	329	8.6
Bank	31	4	7.2
Retail Center	2,452	409	6
Office Mixed Use	6,814	1,209	5.6
Gym	174	37	4.7
Office	24,991	5,811	4.3
Service	7	2	4.1
Retail	2,557	638	4
Retail / Service Shops	45	12	3.9
MF Mixed Use	3,749	1,867	2
Multi-Family	5,343	3,546	1.5
Senior Housing	254	222	1.1

It is important to note this only reflects the sample NCTCOG was able to collect and properties that volunteered to share data. As a result, a very limited number of concrete conclusions can be taken from the 2024 Regional Parking Demand Database sample.

Sample Use Findings

The average percentage parking used per land use in the study is seen in **Table 6.** When considering land uses with more than seven sites in the study, Multi-family had the largest average percent parking use whereas restaurants had the lowest percent parking use. Sample sites were measured at times nearest their peak occupancy. Full information on each site reports' time of observation is available in **Appendix 2, NCTCOG Parking Database**.

Table 6: Average Percentage Parking Used per Land Use in 2024 Report Sample

Land Use	Number of Sites	Average Percent Parking Use
Retail / Service Shop	3	87%
Service	3	86%
Multi-Family	11	75%
Gym	2	67%
Senior Housing	1	61%
MF Mixed Use	7	57%
Office Mixed Use	1	56%
Retail	13	56%
Office	21	51%
Restaurant	37	46%
Retail Center	4	36%
Bank	1	23%
Entertainment	2	20%

Lastly, for some sites in the sample, NCTCOG was provided information on the building occupancy. For residential properties, this would have included leased units, and for commercial properties, the leased square footage of the total building. This information was not collected for all the land use sites sampled, only those where property managers provided information.

Using the sites with available building lease occupancy data, their estimated peak demand was calculated. This could be thought of as an equivalent to a minimum parking requirement ratio, informed by observed local data, where the "Estimated Peak Ratio" equation is:

$$[(a / b) / c]$$

Where,

a. Observed peak parking use count
b. Percentage of commercial space or residential units leased (occupied) at time of count
c. Total leasable commercial square feet or residential units at the site

Not all sites provided leased occupancy information. The formula described above was applied to those sites in the sample that did, as seen in **Table 7.** While these parking ratios could be comparable to minimums set in zoning throughout the North Central Texas region, the Regional Parking Demand Database has a limited sample size in 2024, and caution should be applied in using these parking ratios.

Table 7: Peak Ratio Estimate Average

Land Use	Number of Sites	Average Peak Parking Ratio Estimate
Multi-Family Mixed Use	7	1.2
Multi-Family	11	1.1
Office	12	1.5
Office Mixed Use	1	3.2
Retail Center	2	2.5
Senior Housing	1	0.8

Transit Context Comparison

After collecting parking data, NCTCOG staff mapped data for bus stops and rail stations in the North Central Texas region to mark the presence of transit within a quarter mile of each site to show broader transportation context, as represented in **Table 8.** Of the total 106 observed sites, 31 percent (33 sites) had bus access; 19 percent (20 sites) had rail station access; and 50 percent (53 sites) had no transit access.

Table 8: Comparison on Average Parking Use Rates for Sites by Transit within a Quarter Mile

Land Use	Bus Average Use Rate	Bus Site Count	Rail Average Use Rate	Rail Site Count	No Transit Average Use Rate	No Transit Use Count
Multi-Family*	52%	1	77%	8	73%	2
Office*	31%	5	67%	2	51%	14
Restaurant*	46%	13	27%	3	48%	22
Retail*	58%	2	16%	1	49%	12
Retail Center*	59%	1	28%	1	31%	2
Entertainment	85%	1			16%	1
Gym	32%	1			72%	1
MF Mixed Use	56%	3	58%	4		
Office Mixed Use			56%	1		
Bank	23%	1				
Retail/Service Shop	87%	3				
Senior Housing	61%	1				
Service	86%	1				
Total		**33**		**20**		**53**
**Average*	*49%*		*43%*		*49%*	

The average parking utilization rate near bus services was 49 percent, while parking utilization rates near rail transit averaged 43 percent and sites without transit services averaged 49 percent use. The current sample is too limited to use for drawing broad conclusions regarding the influence of transit. Furthermore, numerous other factors could influence parking utilization such as time of day or day of week, first/last mile access to the site, and transit service characteristics. More data collection is needed across the region to support more transit impact conclusions.

The method for transit analysis only includes fixed-route transit services (bus and rail) from Dallas Area Rapid Transit, Denton County Transportation Authority, and Trinity Metro. “Access to transit” is considered being located within a half mile of the stop or station. Barriers such as a lack of sidewalk or large roadway crossings were not evaluated. Despite the term “fixed-route,” bus stops have been moved for some routes in the 2018 to 2022 timeframe. NCTCOG retains data on bus stop locations by year and compares locations by year of count to ensure accurate mapping of transit access.

Conclusions

The Regional Parking Demand Database initial 2024 report only includes 106 properties in a region of over eight million people with properties numbering in the hundreds of thousands. More parking demand data samples are needed. The current sample size of the Regional Parking Demand Database is too limited for broad conclusions. Current trends shown here may not be considered authoritative due to limited sample size.

Possible Insights Based on Limited Sample Size

- Restaurants tend to have the largest parking supply per 1,000 square feet
- Office also far exceeds multi-family residential in net supply of parking per site
- The Estimated Peak Demand Ratio for Multi-family residential of all types is in the range of typical requirements in North Texas, one to two parking spaces per residential unit
- Offices had low demand compared to their parking supply at 1.5 spaces used per 1,000 square feet leased space

Currently the sample includes data from 2018 to 2022. The impact of telecommuting on building occupancy is likely to have influenced the site occupancy in data collected post-2020. NCTCOG will continue to keep adding more parking count sites to the database as funding permits.

To compare collected parking data to existing requirements, this report uses the ITE Parking Generation Manual 6th Edition. It is frequently used to inform zoning codes. It also has a larger, national sample of parking studies. While it takes a different approach to mixed-use sites, other land use ratios can be compared as shown in **Table 9**.

Table 9: Comparison to the ITE Parking Generation Manual

Regional Parking Demand Database (RPDD)		**ITE Parking Generation Manual 6th Edition**	**Comparison to NCTCOG RPDD**
Land Use	**Average Peak Parking Ratio Estimate**	**Land Use description**	
Multi-Family	1.1	Multifamily Housing – 2+BR (Mid-Rise)	Data is within ITE range
Office	1.5	General Office Building	Data is within ITE range
Retail Center	2.5	Shopping Plaza (40-150k)	Data is within ITE range
Senior Housing	0.8	Senior Adult Housing – Multifamily	Data is above ITE range

Observations from the NCTCOG Regional Parking Demand Database generally follow larger national trends as seen in the ITE data and agree on ratio ranges. More sample data from North Texas is needed to further examine these data sources in greater detail.

The Regional Parking Demand Database 2024 report should be used to discuss improving parking management. It is not meant to provide the new minimum ratio for any development project. Rather it

should spur the conversation that traditional parking supply ratios may not be exact, and more study is needed.

Next Steps

More data collection will lead to better parking demand insights. NCTCOG needs the assistance of the private sector in adding more parking demand data to this database. Property owners/managers are the best option for parking counts due to site access and timing issues. Contact information and the cooperation of the property manager are needed to obtain building occupancy information and parking facility access to private properties.

Specific areas of focus in the western side of the region are needed. The current data had significant participation from the eastern side of the region. To better capture the full region, more sites are needed in Denton, Johnson, Parker, Tarrant, and Wise Counties. More affordable housing examples are also desired for the Regional Parking Demand Database.

Public and private parties interested in helping with counts can find more information and sign up via the Parking Toolbox here: www.NCTCOG.org/Parking

NCTCOG will continue to add additional insights to the data in this sample through methods such as comparing key sites to their approved zoning requirements. NCTCOG welcomes feedback from interested parties on other parking management products needed for the region.

North Central Texas Council of Governments

Appendix 1 -

Property Survey Sample Form

North Central Texas Council of Governments

Property Owner/Manager Survey

NCTCOG's Regional Parking Utilization Database

How to submit this form (*choose one from the three options below*):

1. **Online**: submit responses online through Microsoft Forms: *https://forms.office.com/r/LHYA8URqRT*
2. **Email**: fill out form in Adobe Reader, then save the file to your computer with the building name and your initials added to the end of the file name (PropertySurvey_buildingname_JW).
   To submit, email to cosborn@nctcog.org.
3. **Print**: print and complete the form by hand, scan it, and send as an email attachment.

Please take as much time as your need to complete the form. Make sure to hit "save" if you need to come back and complete the form later. Please do not submit incomplete forms.

You may also contact our office and we can schedule a call to go over the form and answer any questions or assist you in completing it. **Email: COsborn@nctcog.org** **Phone: 817-704-5631.**

About This Study

Important background needed to complete this form

The Regional Parking Database will be an inventory of parking utilization rates collected from developments across the region. The goal of this study is to provide a pool of data that is accessible to the public and may be used to inform parking policy decisions and/or development parking design.

Who can participate?

- Property managers/owners
- Properties located within the greater Dallas-Fort Worth area (NCTCOG's 12-county region of Dallas, Tarrant, Collin, Denton, Rockwall, Hunt, Kaufman, Ellis, Johnson, Hood, Parker, and Wise Counties)
- Most commercial property types, such as industrial/warehouse uses, entertainment/theaters/gyms, restaurants, retail (all types), office, hospitality/hotels, multi-family residential/apartments, and mixed-use sites.

The study currently will not include single-family housing properties, entire neighborhoods, or districts. If you are unsure about whether a property meets the conditions above, please contact us.

The study will be conducted from 2022 through 2023. Data collection consists of two data collection periods per year likely occurring in different months (e.g. April and September) with multiple site visits per data collection period. The number of site visits will depend on a site's land use category. For example, an office site may require 6 visits over 3 days, while a multi-family residential site may require 3 visits over the same period. Data will be collected both manually and digitally. All data will be stored on NCTCOG's secure servers until published. Note that no individual license plates or personal data, other than what is provided on this form, will be kept or stored.

Section 1: Site Access and Information for Study Agreement

Property managers /owners representing participating sites will receive parking utilization data specific to their properties in return for participating in the study. They will also receive periodic updates on the project and access to the final Regional Parking Database and reports.

By participating in the study, a participating property's management agrees to the following:

- Property management will provide information about the development and its parking facilities to the best of their knowledge (via this survey)
- Property management will give permission for NCTCOG staff to visit the participating site to conduct a preliminary review of parking facilities. Management will also provide any information or resources needed to help staff access the parking facility (e.g., access fob, gate code, or other method). Note that NCTCOG staff will reach out to the property manager contact listed in section 2 of this form to schedule all site visits.
- Property management agrees to one of the following methods of data collection:
    - Give permission for NCTCOG staff or NCTCOG representatives to visit the participating site and count parked vehicles multiple times during the day (manually or with technology), for at least two data collection periods a year
    - Use property management's own staff to manually or with their own technology count the number of parked vehicles multiple times during the day, for at least two data collection periods a year
    - Share data from parking management/vehicle counting technology already on-site with NCTCOG staff for the requested data collection periods if it meets standards consistent with other methods

Note that participation is voluntary. Not all sites completing this form may be included based on project needs and resources. Please contact NCTCOG staff via email to communicate any desired changes in participation.

The primary contact for the study will be NCTCOG staff member Catherine Osborn (cosborn@nctcog.org). Please feel free to reach out with any questions throughout this process.

☐ Check the box to confirm you have read and agree to information outlined in Section 1.	
Name:	Date:

Section 2: Property Contact Information

Building or Business Name *(if applicable)*		
Property Address	Street:	
	City:	Zip:
Property Management Company Name		
Property Management Contact *(this is who NCTCOG staff will contact with follow up questions and to arrange access to parking facilities)*	Name:	
	Email:	
	Phone:	

Section 3: Property Characteristics

How would you describe the land use(s) at the property? *(E.g., movie theater)*

Which land use classification best fits the land use(s) described above?

- ☐ Mixed-use, e.g., 2 or more uses per building (complete sections 4, 5, and 6)
- ☐ Hospitality (complete section 4)
- ☐ Restaurant (complete section 5)
- ☐ Retail (complete section 5)
- ☐ Office (complete section 5)
- ☐ Industrial/Warehouse (complete section 5)
- ☐ Entertainment/Recreation (complete section 5)
- ☐ Multi-family residential (complete section 6)
- ☐ Other: _____ (complete sections 4, 5, and 6)

Complete one or more of the optional sections 4-6, then please continue to complete all of sections 7-9 on the next page.

Section 4: Hospitality Land Use: Property Characteristics

(only complete this section if the property includes "hotel" uses)

☐ Section not applicable

Total number of hotel units	
Total square feet of meeting/conference space	
Total square feet of all other guest amenities (*e.g., pool, gym, office, etc.*)	

Section 5: Commercial Land Use: Property Characteristics

(only complete this section if the property includes any kind of retail, office, industrial, or other commercial use)

☐ Section not applicable

	Total	Occupied
Total square feet of leasable indoor tenant space		
Use 1: _____ *(applicable only if property has more than one commercial use)*		
Use 2: _____ *(applicable only if property has more than one commercial use)*		
Use 3: _____ *(applicable only if property has more than one commercial use)*		
☐ Property has four or more commercial uses		
Gross building area (*non-leasable common space + leasable space above*)		

Section 6: Residential Land Use: Property Characteristics

(only complete this section if the property includes any kind of multi-family or other residential use)

☐ Section not applicable

Describe the type of housing available:
(e.g., student housing, senior living, assisted living, etc.)

	Studio	1 Bedroom	2 Bedroom	3+ Bedroom	Total
Total number of units					
Occupancy rate (*percent and/or number*)					

Current monthly average rent/price per square foot	
Number of units reserved for affordable housing* (enter zero if none)	

** for the purpose of this survey, "affordable housing" is defined as housing that is subsidized or rent-regulated and that is occupied by a household that is "low-income". A "low-income" household is a household earning less than 80% Area Median Income (AMI).*

Source: Fort Worth Comprehensive Plan Chapter 5: Housing, US Department of Housing and Urban Development (HUD).

Section 7: Parking Supply *(for any question not applicable write 0 or n/a)*

	Public	Reserved *(tenants only)*	Total
Total Number of Off-Street Spaces			
Handicapped Spaces			
EV Charging Spaces			
Other restricted spaces			

When is peak parking utilization? *(your best guess when business is busiest, e.g., 12 – 2 PM)*	

☐ Check if exact number of spaces are unknown and request NCTCOG staff perform a count of parking supply.

☐ Check if on-street public parking is present on streets adjacent to the property.

Bicycle parking facilities present? *(i.e. bike racks)*	☐ Yes	☐ No

Section 8: Parking Pricing

(only complete this section if the property includes charges or fees for any parking spaces not already included in a lease)
(i.e., tenant can purchase a permit for an additional monthly fee, hourly rates are charged for public parking, etc.)

☐ Section not applicable

	Paid Public Parking	Paid Reserved Parking *(tenants only)*	Total
Number of spaces with an additional charge			

Type of Payment Structure: (*check all that apply*)

☐ Hourly

☐ Monthly permit

☐ Other: _____

Section 9: Data Collection & Transportation Demand Management (TDM)

Does the property collect any parking occupancy data on its own or have a parking occupancy monitoring system in place? *(e.g., cameras on entrances, remote sensors, or other count methods). If yes, please describe below.*

Would you be willing to discuss an arrangement to share this data with NCTCOG?

- ☐ Yes
- ☐ Maybe
- ☐ No
- ☐ Not applicable

Would you be willing to discuss an arrangement where your own staff might perform simple parking utilization counts for the purpose of this study?

- ☐ Yes
- ☐ No
- ☐ Maybe

Check the options below that apply to any of the property's tenants:

- ☐ Transit pass subsidy
- ☐ Shuttle service (provided by tenant for customers/residents/employees)
- ☐ Carshare membership subsidy
- ☐ Unknown
- ☐ Not applicable
- ☐ Other transportation demand management (TDM) program not listed here: _____

Any additional comments:

Thank you for your time! Your participation is greatly appreciated.

Next Steps

- Upon submission using one of the three methods at the top of this form, staff will contact you (via email) within 5 business days to confirm receipt and overall form completeness
- Survey closes March 31, 2022
- Staff will contact you following survey closing date with instructions for the next step

North Central Texas Council of Governments

Appendix 2 -
Table of Parking Demand Observed Site Data

North Central Texas Council of Governments

Key to abbreviations used in data tables for selected columns

Setting

GU/S: General Urban / Suburban
DM-UU: Dense Multi-Use Urban

Count Type

MP: Manual Peak
DI: Device Interval
MI: Manual Interval

Data Source

COG: NCTCOG Staff
Blngsly: Billingsly Study
R&B: FTA Study (2018 DART Red & Blue line Study)
Typo: Typo Study

North Central Texas Council of Governments

Name	Address	Land Use	Data Source	Combined Unit Figure	Observation Date	Observation Time	Inventory Observed	Occupancy Observed	Site ID	SQFT	Multi -Family units	1 Units	2 Units	3 Units	Count Type	Transit	Use Rate Observed	Ratio Observed	Peak Ratio Estimate	Tenant Occupancy Rate	Setting
Chase Bank	15202 Montfort Dr, Dallas, TX 75248	Bank	COG	4.28	9/21/22	12:35	31	7	113A	4,282	0	0	0	0	MP	Bus	0.22	1.63		1	GU/S
2595/2591 Dallas Parkway	2595/2591 Dallas Pkwy, Frisco, TX 75034	Office	COG	245.89	12/7/22	09:37	884	244	114A	245,894	0	0	0	0	MP	-	0.27	0.99	1.27	0.79	GU/S
2600 Network Blvd	2600 Network Blvd, Frisco, TX 75034	Office	COG	144.51	12/7/22	10:10	481	193	115A	144,514	0	0	0	0	MP	Bus	0.23	1.63		1	GU/S
2801 Network Blvd	2801 Network Blvd, Frisco, TX 75034	Office	COG	198.87	12/7/22	10:25	697	332	116A	198,874	0	0	0	0	MP	-	0.28	0.99	1.26	0.79	GU/S
Millennium Tower	15455 Dallas Pkwy, Addison, TX 75001	Office	COG	357.10	9/21/22	13:30	1,247	387	117A	357,102	0	0	0	0	MP	-	0.40	1.34	1.59	0.84	GU/S
Dave and Busters	9450 N Central Expwy, Dallas, TX 75231	Entertainment	COG	45.21	9/15/22	19:00	422	68	118A	45,209	0	0	0	0	MP	-	0.48	1.67	2.26	0.74	GU/S
Granite Park Two	5700 Granite Pkwy, Plano, TX 75024	Office	COG	257.94	12/7/22	10:00	1,005	257	119A	257,943	0	0	0	0	MP	Bus	0.31	1.08	1.29	0.84	DM-UU
Granite Park Three	5601 Granite Pkwy, Plano, TX 75024	Office	COG	362.39	12/7/22	10:50	1,462	548	120A	362,391	0	0	0	0	MP	-	0.16	1.50		1	GU/S
Granite Park Five	5830 Granite Pkwy, Plano, TX 75024	Office	COG	305.36	12/7/22	10:30	1,129	394	121A	305,364	0	0	0	0	MP	Bus	0.25	0.99	1.20	0.83	DM-UU
Granite Park One	5800 Granite Pkwy, Plano, TX 75024	Office	COG	256.17	12/7/22	09:45	646	256	122A	256,174	0	0	0	0	MP	-	0.37	1.51	1.54	0.98	GU/S
Granite Park Four	5850 Granite Pkwy, Plano, TX 75024	Office	COG	306.34	12/7/22	10:20	957	209	123A	30,6340	0	0	0	0	MP	Bus	0.35	1.29		1	DM-UU
3001 Dallas Parkway	3001 Dallas Parkway, Frisco, TX 75034	Office	COG	194.48	12/7/22	09:56	631	271	124A	194,488	0	0	0	0	MP	Bus	0.40	0.99	1.06	0.94	DM-UU

NCTCOG Parking Toolbox – Regional Parking Demand Database:
2024 Report

North Central Texas Council of Governments

Name	Address	Land Use	Data Source	Combined Unit Figure	Observation Date	Observation Time	Inventory Observed	Occupancy Observed	Site ID	SQFT	Multi -Family units	1 Units	2 Units	3 Units	Count Type	Transit	Use Rate Observed	Ratio Observed	Peak Ratio Estimate	Tenant Occupancy Rate	Setting
Bexley Frisco Station	4141 Frisco Green Ave, Frisco, TX 75034	Multi-Family	COG	301	12/6/22	20:30	489	318	125A	0	0	0	0	0	MP	Bus	0.22	0.68	0.72	0.95	DM-UU
One Legacy West	7950 Legacy Dr, Plano, TX, 75024	Office	COG	307.82	12/6/22	14:00	1,081	313	126A	307,824	0	0	0	0	MP	-	0.43	0.68	1.50	0.93	GU/S
Aura One90 Apartments	680 Executive Dr, Plano, TX 75074	Multi-Family	COG	386	9/15/22	20:30	553	490	127A	0	301	0	0	0	MP	-	0.65	1.06	1.08	0.98	GU/S
Plano Park Townhomes	2253 Ashley Park Dr, Plano, TX 75074	Multi-Family	COG	140	12/12/22	20:35	313	164	128A	0	0	0	0	0	MP	-	0.30	1.02	1.09	0.93	GU/S
Conservatory at Plano	6401 Ohio Dr, Plano, TX 75024	Senior Housing	COG	222	12/6/22	21:30	254	155	129A	0	386	0	0	0	MP	Rail	0.87	1.27	1.34	0.94	GU/S
Cortland North Plano	9601 Custer Rd, Plano, TX 75025	Multi-Family	COG	548	12/6/2022	21:00	1,059	862	130A	0	140	0	0	0	MP	Bus	0.52	1.17	1.18	0.99	GU/S
Block 24 Apartments	2000 E Arapaho Rd, Richardson, TX 75081	MF Mixed Use	COG	396	12/12/2022	19:50	1,038	604	131A	27,984	222	0	0	0	MP	Bus	0.61	0.70	0.78	0.89	GU/S
Panda Express	15204 Montfort Dr, Dallas, TX 75248	Restaurant	COG	2.45	9/21/22	12:40	50	18	132A	2,448	548	0	0	0	MP	-	0.81	1.57	1.61	0.98	GU/S
Chick-Fil-A	15235 Montfort Dr, Dallas, TX 75248	Restaurant	COG	4.95	9/21/22	12:45	54	37	133A	4,947	396	262	134	0	MP	Bus	0.58	1.53	1.59	0.96	GU/S
Starbucks	15099 Midway Rd, Addison, TX 75001	Restaurant	COG	1.94	9/21/22	09:00:	27	14	134A	1,935	0	0	0	0	MP	Bus	0.36	7.35		1	GU/S
Wild Pitch Steakhouse	2390 Parkwood Blvd, Frisco, TX 75034	Restaurant	COG	7.39	12/6/22	17:56	101	36	135A	7,391	0	0	0	0	MP	Bus	0.69	7.48		1	GU/S
Perry's Steakhouse	2440 Parkwood Blvd, Frisco, TX 75034	Restaurant	COG	10.26	12/6/22	18:00	220	130	136A	10,262	0	0	0	0	MP	Bus	0.52	7.24		1	GU/S
Panera	5325 Belt Line Rd, Dallas, TX 75254	Restaurant	COG	4.46	9/21/22	11:30	50	29	137A	4,460	0	0	0	0	MP	-	0.35	4.87		1	GU/S

North Central Texas Council of Governments

Name	Address	Land Use	Data Source	Combined Unit Figure	Observation Date	Observation Time	Inventory Observed	Occupancy Observed	Site ID	SQFT	Multi -Family units	1 Units	2 Units	3 Units	Count Type	Transit	Use Rate Observed	Ratio Observed	Peak Ratio Estimate	Tenant Occupancy Rate	Setting
Palao's Pizza/Taco Ocho, Multiple	3492 Legacy Dr, Frisco, TX 75034	Restaurant	COG	12.05	12/7/22	11:26	75	20	138A	12,045	0	0	0	0	MP	-	0.59	12.67		1	GU/S
McDonalds	4360 Legacy Dr, Frisco, TX 75034	Restaurant	COG	4.44	12/7/22	11:08	46	15	139A	4,446	0	0	0	0	MP	Bus	0.58	6.50		1	GU/S
Black Walnut Café	5225 Warren Pkwy, Frisco, TX 75034	Restaurant	COG	6.85	12/7/22	11:21	85	26	140A	6,855	0	0	0	0	MP	-	0.27	1.66		1	GU/S
Sonic	5353 Lebanon Rd, Frisco, TX 75034	Restaurant	COG	3.57	12/7/22	11:13	60	15	141A	3,578	0	0	0	0	MP	-	0.32	3.37		1	GU/S
Taco Bell	5359 Lebanon Rd, Frisco, TX 75034	Restaurant	COG	2.84	12/7/22	11:17	47	13	142A	2,844	0	0	0	0	MP	-	0.31	3.80		1	GU/S
Frisco Bar & Grill, Multiple	6750 Gaylord Pkwy Ste.120, Frisco, TX 75034	Restaurant	COG	15.60	12/6/22	18:24	75	65	143A	15,604	0	0	0	0	MP	-	0.25	4.19		1	GU/S
McDonalds	6225 Custer Rd, Frisco, TX 75035	Restaurant	COG	4.42	12/6/22	17:19	53	15	144A	4,418	0	0	0	0	MP	-	0.27	4.57		1	GU/S
LA Fitness	6345 Custer Bridges Rd, Frisco, TX 75035	Gym	COG	34.08	12/6/22	17:20	152	110	145A	34,077	0	0	0	0	MP	-	0.86	4.16		1	GU/S
Jack in the Box	3480 Arapaho Rd, Garland, TX 75044	Restaurant	COG	2.45	12/12/22	19:41	23	5	146A	2,448	0	0	0	0	MP	-	0.28	3.40		1	GU/S
Chili's	7675 S Custer Rd, McKinney, TX 75070	Restaurant	COG	5.93	12/6/22	17:15	85	34	147A	5,926	0	0	0	0	MP	-	0.72	3.23		1	GU/S
Chick-fil-A	8700 TX-121, McKinney, TX 75070	Restaurant	COG	4.82	12/6/22	17:13	39	23	148A	4,824	0	0	0	0	MP	Bus	0.21	2.04		1	GU/S
Taco Bell	8658 TX-121, McKinney, TX 75070	Restaurant	COG	2.99	12/6/22	17:11	36	11	149A	2,985	0	0	0	0	MP	-	0.4	5.74		1	GU/S

North Central Texas Council of Governments

Name	Address	Land Use	Data Source	Combined Unit Figure	Observation Date	Observation Time	Inventory Observed	Occupancy Observed	Site ID	SQFT	Multi -Family units	1 Units	2 Units	3 Units	Count Type	Transit	Use Rate Observed	Ratio Observed	Peak Ratio Estimate	Tenant Occupancy Rate	Setting
Wendy's	8904 TX-121, McKinney, TX 75070	Restaurant	COG	3.29	12/6/22	17:13	41	4	150A	3,296	0	0	0	0	MP	-	0.59	4.77		1	GU/S
Olive Burger	5720 TX-121, Plano, TX 75024	Restaurant	COG	2.98	12/7/22	11:23	31	5	151A	2,982	0	0	0	0	MP	-	0.30	3.69		1	GU/S
Shops at Granite Park Ph3, Multiple	5760 TX-121 #175, Plano, TX 75024	Restaurant	COG	45.43	12/7/22	11:12	111	37	152A	45,426	0	0	0	0	MP	-	0.10	1.21		1	GU/S
La Meglio, Multiple	5588 TX-121 #300, Plano, TX 75024	Restaurant	COG	14.39	12/6/22	17:45	148	96	153A	14,394	0	0	0	0	MP	-	0.16	1.68		1	GU/S
Granite Park Boardwalk, Multiple	5872 TX-121 suite 104, Plano, TX 75024	Restaurant	COG	37.70	12/6/22	18:12	319	265	154A	37,696	0	0	0	0	MP	-	0.33	0.81		1	GU/S
Shops at Granite Park Ph2, Multiple	8100 Dallas Pkwy Ste 101, Plano, TX 75024	Restaurant	COG	33.59	12/6/2022	18:16	215	53	155A	33,588	0	0	0	0	MP	-	0.65	6.67		1	GU/S
Lazy Dog	8401 Preston Rd, Plano, TX 75024	Restaurant	COG	9.21	12/12/22	17:40	108	56	156A	9,214	0	0	0	0	MP	-	0.83	7.03		1	GU/S
McDonalds	2198 E Arapaho Rd, Richardson, TX 75081	Restaurant	COG	4.49	12/12/22	19:39	37	3	157A	4,486	0	0	0	0	MP	-	0.25	1.58		1	GU/S
Wendy's	200 W Spring Valley Rd, Richardson, TX 75081	Restaurant	COG	2.99	12/12/22	18:51	42	5	158A	2,989	0	0	0	0	MP	-	0.52	6.08		1	GU/S
Chili's Bar & Grill	329 W Spring Valley Rd, Richardson, TX 75081	Restaurant	COG	6.18	12/12/22	18:45	88	35	159A	6,176	0	0	0	0	MP	Bus	0.08	0.67		1	GU/S
Wizards Sports Café	747 S Central Expy, Richardson, TX 75080	Restaurant	COG	12.28	12/12/22	18:55	101	35	160A	12,280	0	0	0	0	MP	Rail	0.12	1.68		1	GU/S

North Central Texas Council of Governments

Name	Address	Land Use	Data Source	Combined Unit Figure	Observation Date	Observation Time	Inventory Observed	Occupancy Observed	Site ID	SQFT	Multi -Family units	1 Units	2 Units	3 Units	Count Type	Transit	Use Rate Observed	Ratio Observed	Peak Ratio Estimate	Tenant Occupancy Rate	Setting
Tea Daddy	800 E Arapaho Rd #105, Richardson, TX 75081	Restaurant	COG	18	12/12/22	19:11	80	21	161A	18,000	0	0	0	0	MP	Bus	0.40	5.67		1	GU/S
Ten 50 BBQ	1050 N US 75-Central Expy 1000, Richardson, TX 75080	Restaurant	COG	17.56	12/12/22	19:04	162	54	162A	17,562	0	0	0	0	MP	Rail	0.35	2.85		1	GU/S
Spring Creek BBQ	270 N US 75-Central Expy 1000, Richardson, TX 75080	Restaurant	COG	6.81	9/21/22	18:59	64	45	163A	6,812	0	0	0	0	MP	Bus	0.26	1.17		1	GU/S
La Madeline	15125 Montfort Dr, Dallas, TX 75254	Restaurant	COG	4.18	12/17/22	12:50	50	14	164A	4,180	0	0	0	0	MP	Rail	0.33	3.07		1	GU/S
Lowes	1000 W Arbrook Blvd, Arlington, TX 76015	Retail	COG	131.58	12/17/22	15:24	443	116	165A	131,575	0	0	0	0	MP	-	0.70	6.61		1	GU/S
Calloway's	1424 N Center St, Arlington, TX 76011	Retail	COG	4	12/17/22	13:23	68	7	167A	4,000	0	0	0	0	MP	Bus	0.28	3.35		1	GU/S
Verizon	1109 W Interstate 20 Ste 121, Arlington, TX 76017	Retail	COG	12.3	12/17/22	15:30	72	49	168A	12,300	0	0	0	0	MP	-	0.26	0.82		1	GU/S
Fed Ex	1401 W Interstate 20, Arlington, TX 76017	Service	COG	5.09	12/17/22	15:40	18	6	169A	5,092	0	0	0	0	MP	-	0.10	1.75		1	GU/S
Boot Barn	2500 Centennial Dr, Arlington, TX 76011	Retail	COG	66.12	12/17/22	13:59	241	133	170A	66,116	0	0	0	0	MP	-	0.68	3.98		1	GU/S

Name	Address	Land Use	Data Source	Combined Unit Figure	Observation Date	Observation Time	Inventory Observed	Occupancy Observed	Site ID	SQFT	Multi -Family units	1 Units	2 Units	3 Units	Count Type	Transit	Use Rate Observed	Ratio Observed	Peak Ratio Estimate	Tenant Occupancy Rate	Setting
Cavender's	2515 Centennial Dr, Arlington, TX 76011	Retail	COG	23.83	12/17/22	14:05	62	76	171A	23,834	0	0	0	0	MP	-	0.33	1.18		1	GU/S
Costco	600 W Arbrook Blvd, Arlington, TX 76014	Retail	COG	151.59	9/21/22	15:00	751	688	172A	151,597	0	0	0	0	MP	-	0.55	2.01		1	GU/S
Walgreens	5201 Belt Line Rd, Dallas, TX 75254	Retail	COG	14.49	12/6/22	12:55	77	25	173A	14,490	0	0	0	0	MP	-	1.23	3.19		1	GU/S
CVS	10001 Custer Rd, Plano, TX 75025	Retail	COG	14.35	12/17/22	17:00	71	12	174A	14,348	0	0	0	0	MP	-	0.92	4.54		1	GU/S
Ethan Allen	231 E Interstate 20, Arlington, TX 76018	Retail	COG	18	12/12/22	14:40	67	16	175A	18,000	0	0	0	0	MP	Bus	0.32	1.72		1	GU/S
CVS	325 W Spring Valley Rd, Richardson, TX 75081	Retail	COG	13.28	12/17/22	18:48	63	10	176A	13,284	0	0	0	0	MP	-	0.17	0.84		1	GU/S
Pottery Barn Outlet, multiple	459 E Interstate 20, Arlington, TX 76018	Retail Center	COG	53.19	12/17/22	14:30	365	95	179A	53,191	0	0	0	0	MP	-	0.23	0.89		1	GU/S
Home Depot	201 W Road to Six Flags St, Arlington, TX 76011	Retail	COG	106.15	12/17/22	13:26	294	128	180A	106,150	0	0	0	0	MP	Rail	0.16	0.75		1	GU/S
Kroger	945 W Lamar Blvd, Arlington, TX 76012	Retail	COG	67.32	12/17/22	13:35	265	132	182A	67,315	0	0	0	0	MP	-	0.26	1.77		1	GU/S
Whole Foods, multiple	801 E Lamar Blvd, Arlington, TX 76011	Retail Center	COG	43.2	9/15/22	13:45	399	140	183A	43,200	0	0	0	0	MP	-	0.44	1.21		1	GU/S
Caruth Plaza, Multiple	9100 N Central Expressway, Dallas, TX 75231	Retail Center	COG	201.65	12/6/22	15:00	1123	318	184A	201,647	0	0	0	0	MP	-	0.49	1.96		1	GU/S

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Chili's	8250 TX-121, Frisco, TX 75034	Restaurant	COG	5.62	12/6/22	17:52	47	18	185A	5,622	0	0	0	0	MP	-	0.35	3.24		1	GU/S
Fed Ex	8290 TX-121, Frisco, TX 75034	Service	COG	6.80	9/4/19	17:54	53	23	186A	6,807	0	0	0	0	MP	Rail	0.28	1.58	1.83	0.86	GU/S
9797 Rombauer	9797 Rombauer Rd, Coppell, TX 75019	Office	Blngsly	248.43	12/6/22	10:00	1,253	861	187A	24,8427	0	0	0	0	MP	-	0.382	3.20		1	GU/S
Mockingbird Square, multiple	4130 Abrams Rd, Dallas, TX 75214	Retail Center	COG	110.53	9/15/22	16:30	565	335	188A	110,533	0	0	0	0	MP	-	0.43	3.38		1	GU/S
3100 Olympus	3100 Olympus Blvd, Coppell, TX 75019	Office	Blngsly	247.77	9/4/19	10:00	1,256	732	189A	247,768	0	0	0	0	MP	-	0.69	3.47		1	DM-US
8840/8950 Cypress Waters	8950 Cypress Waters Blvd, Coppell, TX 75019	Office	Blngsly	335.18	9/4/19	10:00	3,114	1738	190A	335,184	0	0	0	0	MP	Bus	0.59	3.03	3.19	0.95	GU/S
9111 Cypress Waters	9111 Cypress Waters Blvd, Coppell, TX 75019	Office	Blngsly	219.04	9/4/19	10:00	1,208	524	191A	219,041	0	0	0	0	MP	-	0.58	2.95		1	DM-US
3001 Hackberry	3001 Hackberry Rd, Irving, TX 75063	Office	Blngsly	328.49	9/4/19	10:00	2,043	1653	192A	328,494	0	0	0	0	MP	-	0.56	5.19		1	GU/S
3200 Hackberry	3200 Hackberry Rd, Irving, TX 75063	Office	Blngsly	320.84	9/4/19	10:00	1,605	1337	193A	320,839	0	0	0	0	MP	-	0.43	2.39		1	GU/S
Junction 15	930 E 15th St, Plano, TX 75074	MF Mixed Use	Blngsly	286.7	10/11/18	03:10	337	310	194A	7,700	0	0	0	0	MP	-	0.81	5.03		1	GU/S
9001 Cypress Waters	9001 Cypress Waters Blvd, Irving, TX 75063	Office	Blngsly	217.20	9/4/19	10:00	1,152	439	195A	217,169	0	0	0	0	MP	-	0.83	4.17		1	GU/S
8951 Cypress Waters	8951 Cypress Waters Blvd, Irving, TX 75063	Office	Blngsly	182.46	9/4/19	10:00	923	497	196A	182,460	278	203	71	4	DI	Rail	0.92	1.08	1.19	0.90	DM-UU

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Rambler Park	7557 Rambler Rd, Dallas, TX 75231	Office	R&B	310.77	7/12/18	11:00	829	561	197A	310,771	0	0	0	0	MP	-	0.38	2.02		1	GU/S
5th Street Crossing City Center (Phase 2)	351 N 5th St, Garland, TX 75040	MF Mixed Use	R&B	212.8	7/12/18	09:00	322	187	198A	59,800	0	0	0	0	MP	-	0.52	2.72		1	GU/S
5th Street Crossing City Station (Phase 1)	250 N 5th St, Garland, TX 75040	MF Mixed Use	R&B	199.7	7/14/18	03:15	370	149	199A	11,700	0	0	0	0	DI	Rail	0.68	1.81	2.12	0.85	GU/S
5 Mockingbird	5555 E Mockingbird Ln, Dallas, TX 75206	Multi-Family	R&B	449	7/19/18	05:00	659	470	200A	0	153	110	43	0	DI	Rail	0.58	0.88	0.91	0.96	DM-UU
Lancaster Urban Village	4417 S Lancaster Rd, Dallas, TX 75216	MF Mixed Use	R&B	200	7/19/18	03:15	405	163	201A	14,000	188	128	60	0	DI	Rail	0.40	0.75	0.76	0.98	DM-UU
The Belleview	1400 Belleview St, Dallas, TX 75215	Multi-Family	R&B	164	7/19/18	05:00	216	109	202A	0	449	0	0	0	DI	Rail	0.71	1.05	1.14	0.92	DM-UU
Brick Row	744 Brick Row, Richardson, TX 75081	Multi-Family	R&B	577	8/2/18	03:45	859	632	203A	0	193	112	77	4	DI	Rail	0.40	0.82	0.91	0.89	GU/S
Walnut Glen Tower	8144 Walnut Hl Ln, Dallas, TX 75231	Office	R&B	464.28	8/9/18	10:15	1,388	932	204A	464,289	164	0	0	0	DI	Rail	0.50	0.66	0.66	1	DM-UU
West Village Garage 2	3620 McKinney Ave, Dallas, TX 75204	MF Mixed Use	R&B	153	10/11/18	19:00	464	246	205A	50,000	577	0	0	0	DI	Rail	0.74	1.10	1.14	0.96	GU/S
The Parc	7545 E NW Hwy, Dallas, TX 75238	Multi-Family	R&B	291	8/2/18	04:15	391	312	206A	0	0	0	0	0	DI	Rail	0.67	2	2.57	0.78	GU/S

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Modena	8275 Walnut Hl Ln, Dallas, TX 75231	Multi-Family	R&B	230	7/12/18	03:15	270	252	207A	0	73	30	0	0	DI	Bus	0.53	1.61	1.75	0.92	DM-UU
West Village Garage 3	3700 McKinney Ave, Dallas, TX 75204	MF Mixed Use	R&B	419	10/13/18	13:00	813	463	208A	38,000	291	0	0	0	DI	Rail	0.80	1.07	1.26	0.85	GU/S
The Lofts at Mockingbird Station	5331 E Mockingbird Ln, Dallas, TX 75206	Multi-Family	R&B	211	10/11/2018	04:00	227	201	209A	0	230	0	0	0	DI	Rail	0.93	1.10	1.19	0.92	GU/S
LBJ Station Apartments	8997 Vantage Point Dr, Dallas, TX 75243	Multi-Family	R&B	249	8/2/18	05:30	307	206	210A	0	381	297	84	0	DI	Bus	0.57	1.12	1.17	0.94	DM-UU
CityLine 1, 2, and 3	3661 N Plano Rd, Richardson, TX 75082	Office Mixed Use	R&B	1,209.18	10/11/18	13:00	6,814	3789	211A	1,070,000	211	0	0	0	DI	Rail	0.89	0.95	1.02	0.93	DM-UU
FT 45 Training Bishop Arts	810 W Davis St, Dallas, TX 75208	Gym	Typo	3.27	2/1/20	20:00	22	7	212A	3,270	249	0	0	0	DI	Rail	0.67	0.83	0.97	0.85	GU/S
BB Bop Seoul Kitchen	828 W Davis St, Dallas, TX 75208	Restaurant	Typo	2.76	1/31/20	20:00	31	18	213A	2,761	0	0	0	0	DI	Rail	0.56	3.13	3.17	0.99	DM-UU
Sweet 200 Salon, Paula's Everyday Petals & More	738 W Davis St, Dallas, TX 75208	Retail	Typo	2.62	1/31/20	12:00	12	10	214A	2,620	0	0	0	0	MI	Bus	0.32	2.14		1	GU/S
OC Coffee Roasters	819 W Davis St, Dallas, TX 75208	Retail/Service Shops	Typo	2.65	2/1/20	12:00	11	9	215A	2,650	0	0	0	0	MI	Bus	0.58	6.52		1	GU/S
SoulTopia	900 W Davis St, Dallas, TX 75208	Restaurant	Typo	1.42	2/1/20	16:00	11	8	216A	1,420	0	0	0	0	MI	Bus	0.83	3.82		1	GU/S
Abruzzo's, Beatnik Fine Goods, Urban Hippie	838 W Davis St, Dallas, TX 75208	Retail/Service Shops	Typo	4.31	1/31/20	12:00	10	10	217A	4,305	0	0	0	0	MI	Bus	0.82	3.39		1	GU/S

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Phillips Discount Tires	901 W Davis St, Dallas, TX 75208	Service	Typo	1.72	2/1/20	16:00	7	6	218A	1,728	0	0	0	0	MI	Bus	0.72	5.63		1	GU/S
Marsico's Restaurant, Laundry	909 W Davis St, Dallas, TX 75208	Retail/Service Shops	Typo	4.7	2/1/20	16:00	24	20	219A	4,700	0	0	0	0	MI	Bus	1	2.32		1	GU/S
Southern Maid Donuts	937 W Davis St, Dallas, TX 75208	Restaurant	Typo	1.3	1/31/20	08:00	12	6	220A	1,300	0	0	0	0	MI	Bus	0.86	3.47		1	GU/S
Vera's Bakery	932 W Davis St, Dallas, TX 75208	Restaurant	Typo	1.25	1/31/20	08:00	12	10	221A	1,250	0	0	0	0	MI	Bus	0.83	4.26		1	GU/S
Typo	600 N Tyler St, Dallas, TX 75208	Entertainment	Typo	4	1/31/20	20:00	27	23	222A	4,000	0	0	0	0	MI	Bus	0.5	4.62		1	GU/S