APPENDIX C: STATION AREA SUMMARIES

12TH STREET

Station Overview

Map 1: 12th Street Station Parking Inventory

Station Area Parking Supply

There are a total of 810 parking spaces in the 12th Street Station study area. Within this total parking supply, 666 spaces (82.2%) correspond to garages and 144 spaces (17.8%) are located on-street. This is summarized in **Table 1** below.

Table 1: 12th Street Station Area Parking Supply

Site	Parking Type	Number of Spaces	% of Total Supply
Junction 15	Garage	333	41.1%
Morada Plano	Garage	333	41.1%
Garage Total		666	82.2%
On-Street Total		144	17.8%
Grand Total		810	100.0%

Development Context

The 12th Street station area developments within this study consist of one multifamily residential development with 183 residential units, and one multiuse development with 279 residential units and 7,700 gross square feet (GSF) of retail space. Both developments have dedicated garages with reserved parking for residents and visitors as shown below in **Table 2.**

Table 2: 12th Street Station Developments in this Study

Name	Address	Land Use	Size	Parking Type
Morada Plano	1009 14th St, 12th Street Station, TX 75074	Multifamily/Retail	183 residential units / 12,702 GSF	Garage
Junction 15	930 E 15th St, 12th Street Station, TX 75074	Multifamily/Retail	279 residential units / 9,625 GSF	Garage

Parking Requirements

Table 3 identifies the land use designation of the 12th Street station area development.

Table 3: Zoning Designations of 12th Street Station Developments in this Study

Development	Land Use(s)	Zoning Designation
Morada Plano	Multifamily	BG, Downtown Business/Government District, New Multifamily/mixed-use
Junction 15	Multifamily/Retail	

Residential land uses are required to provide a minimum of 1 space per dwelling unit, and retail and office land uses have a minimum requirement of one space per 300 square feet of floor area.

Parking Utilization

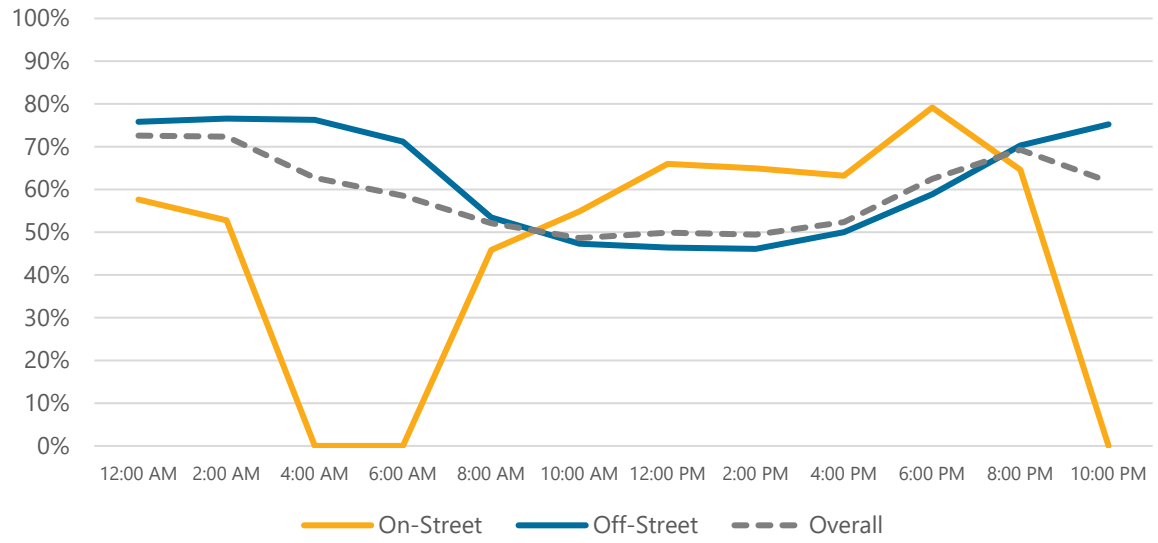
Data collection for 12th Street Station parking occupancy in two garages was performed hourly from May 2, 2024 (Thursday) to May 4, 2024 (Saturday). Data was not collected between 4 AM-8 AM and at 10 PM on weekdays and between 2 AM-8 AM on weekends for on-street parking. Peak weekday and weekend utilization for off-street parking at 12th Street Station generally occurs overnight, while the lowest utilization occurs in the PM period. This is opposite to the utilization trends for on street parking, for which the peak occurs in the PM period, and lowest utilization occurs at 8 AM on both weekdays and weekends. Peak utilization is summarized in **Table 4.**

Table 4: 12th Street Station Parking Peak Utilization

Parking Type	Peak Weekday Utilization	Peak Weekday Utilization Hour	Peak Weekend Utilization	Peak Weekend Utilization Hour
Off-Street	76.6%	2 AM	75.5%	4 AM
On-Street	79.2%	6 PM	88.9%	12 PM, 2 PM
Overall	72.6%	12 AM	72.7%	8 PM

As shown in **Figure 1,** weekday off-street parking utilization peaks overnight between 10 PM and 6 AM. Weekday on-street parking peaks at 6 PM after climbing steadily from 8 AM. Weekday utilization for off-street and on-street parking facilities peak at 76.6% and 79.2%, respectively, leaving both facility types well utilized at their respective peaks.

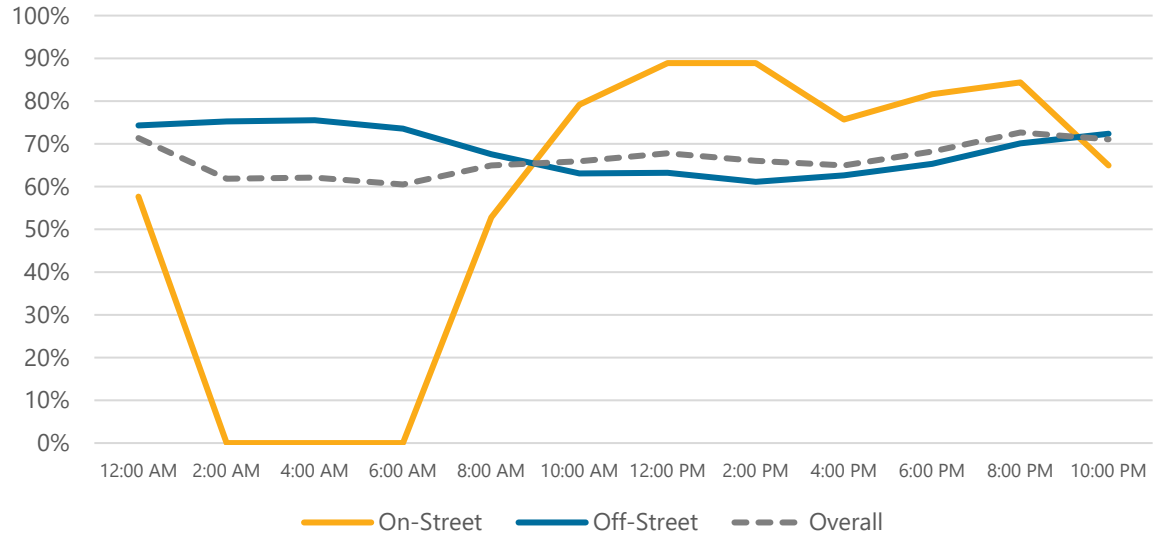
Figure 1: 12th Street Station Weekday Site Utilization



Note: Data was not collected during timeframes showing 0% utilization

As shown in **Figure 2** weekend parking utilization for off-street facilities peaks overnight, reflecting the mostly residential land use of the study sites. On-street parking has a higher peak than on weekdays, reaching 88.9% in the early afternoon.

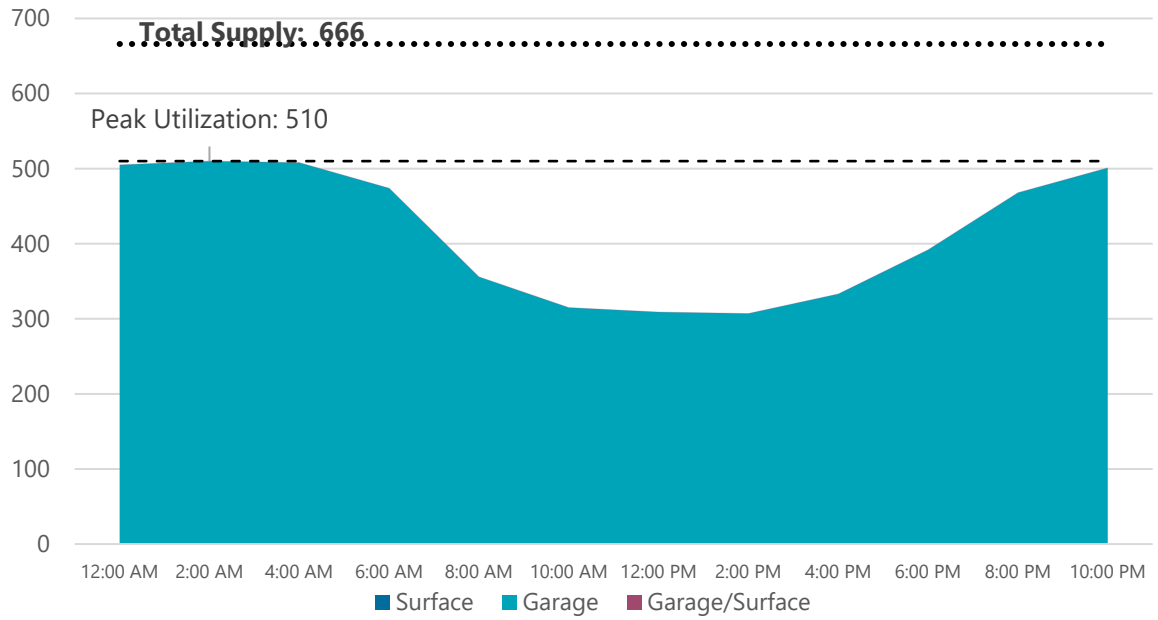
Figure 2: 12th Street Station Weekend Site Utilization



Note: Data was not collected during timeframes showing 0% utilization

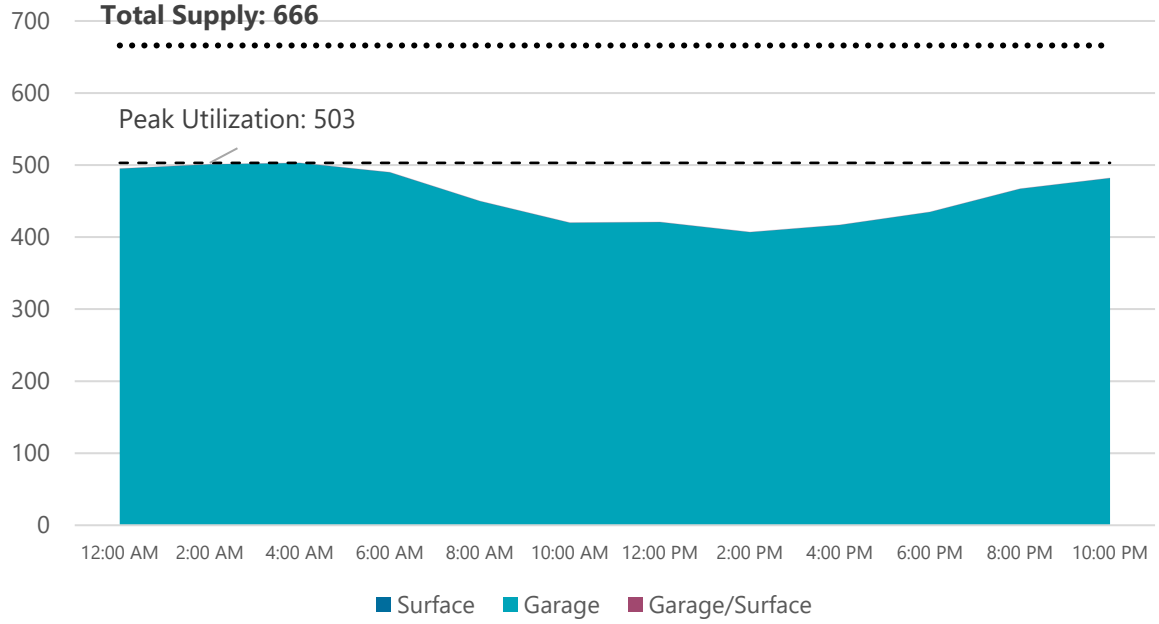
As shown in **Figure 3** weekend garage parking utilization trends peak overnight, and decline during the day, between 8 AM and 4 PM. At peak utilization, over 150 parking spaces continue to remain unoccupied.

Figure 3: 12th Street Station Weekday Off-Street Utilization



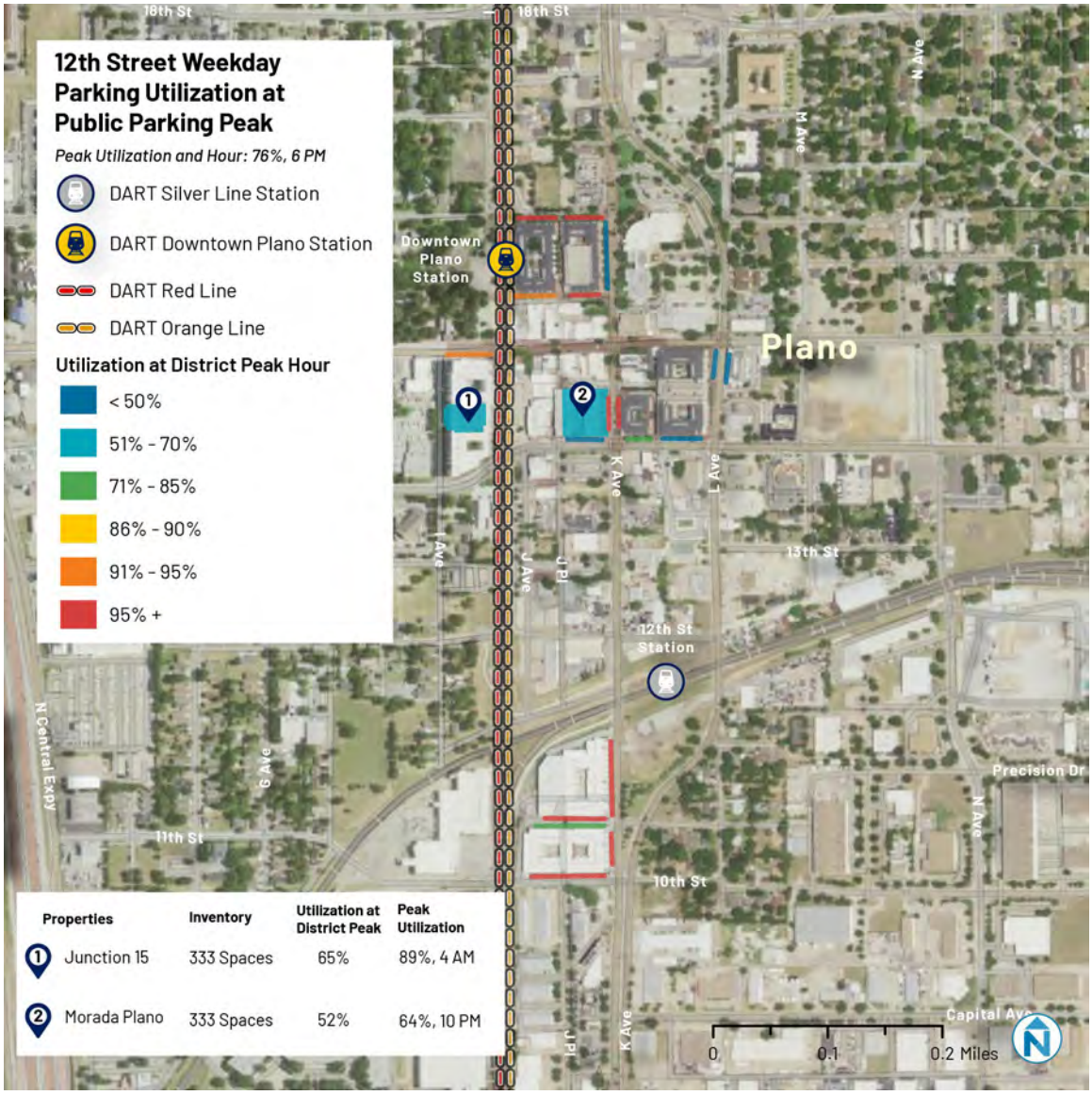
As shown in **Figure 4** Weekend utilization for off-street surface facilities is similar to weekday utilization, peaking overnight. The decline in utilization on the weekend is not as drastic as the weekday, with the lowest utilization on the weekend being 61.1%. At peak, over 150 parking spaces remain unoccupied.

Figure 4: 12th Street Station Weekend Off-Street Utilization

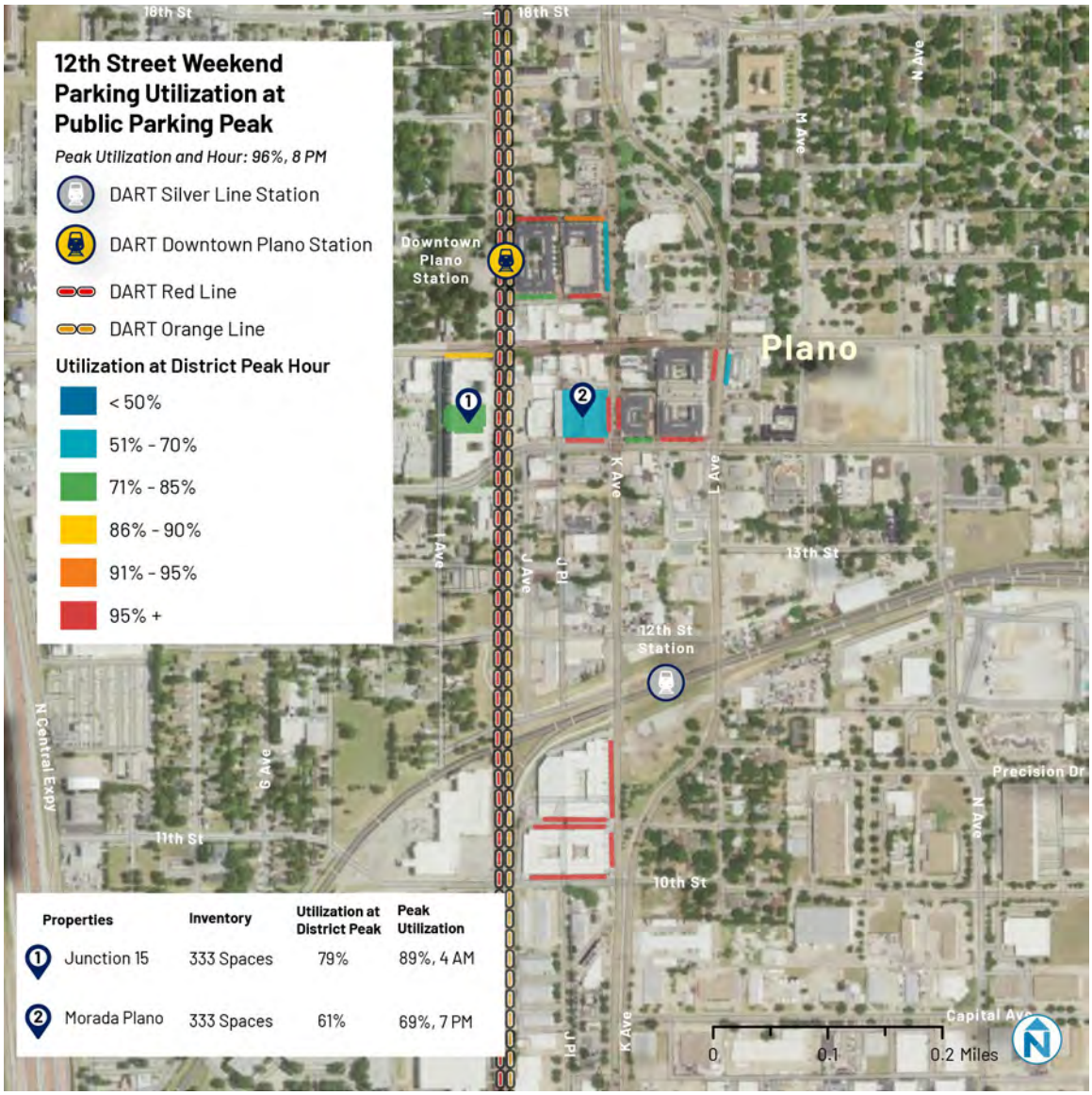


Maps 2 and **3** show parking utilization by private parking at the weekday and weekend station area peak hours for public parking at the 12th Street station area.

Map 2: 12th Street Weekday Parking Utilization at Public Parking Peak



Map 3: 12th Street Weekend Parking Utilization at Public Parking Peak



ADDISON

Station Overview

Map 4: Addison Parking Inventory

District Parking Supply

There are a total of 5,962 parking spaces in the Addison Station study area. Within this total parking supply, 5,422 spaces (90.9%) correspond to garages, 26 spaces (0.4%) are in a surface lot, and 514 spaces (8.6%) are located on-street. This is summarized in **Table 5** below.

Table 5: Addison Station Area Parking Supply

Site	Parking Type	Number of Spaces	% of Total Supply
Addison Circle One	Surface	26	0.4%
Surface Total		26	0.4%
MAA Robertson Place/The McKamy	Garage	486	8.2%
MAA Witt Place/Morris Court	Garage	365	6.1%
Millennium Tower	Garage	1355	22.7%
Paschal Place Garage (public parking only)	Garage	212	3.6%
Addison Circle Two	Garage	707	11.9%
AMLI Addison	Garage	519	8.7%
Garage Total		5422	90.9%
On-Street Total		514	8.6%
Grand Total		5962	100%

Development Context

The Addison station area developments within this study consist of four multiuse developments and three commercial developments with office and retail space, as shown in **Table 6** below. The four multiuse developments comprise a total of 918 residential units and 421,937 GSF of office and retail space. Each of these developments has a dedicated parking garage with reserved parking for residents and visitors. One of these developments- Addison Circle One also has an additional Surface lot for parking. Addison Circle Two and Millennium Tower comprise a total of 567,102 GSF of office space, and each development has a dedicated garage for parking.

Table 6: Addison Station Developments in this Study

Name	Address	Land Use	Size	Parking Type
Addison Circle One and MAA Cotton Lofts	15601 Dallas Pkwy, Addison, TX 75001	Multifamily/Retail/Office	132 residential units / 318,340 GSF	Garage
MAA Robertson Place/The McKamy	15502 Quorum Dr, Addison, TX 75001	Multifamily/Retail	314 residential units / 66,462 GSF	Garage
MAA Noell House /The Julian	5009 Addison Cir, Addison, TX 75001	Multifamily/Retail/Office	165 residential units / 20,499 GSF	Garage
MAA Witt Place/Morris Court	4995 Addison Cir, Addison, TX 75001	Multifamily/Retail/Office	307 residential units / 16,636 GSF	Garage
Addison Circle One	15601 Dallas Pkwy, Addison, TX 75001	Office	0 residential units / 0 GSF	Surface

Addison Circle Two	15725 Dallas Pkwy, Addison, TX 75001	Office	210,000 GSF	Garage
Millennium Tower	15455 Dallas Pkwy, Addison, TX 75001	Office	357,102 GSF	Garage
Paschal Place Garage (public parking only)	15725 Paschal Place, Addison, TX 75001	Retail	0 residential units / 0 GSF	Garage

Parking Requirements

Parking supply in Addison Station are regulated by the Addison, TX Code of Ordinances --UC Urban Center District Regulations. Urban Center Districts are intended to promote density, walkability, and mixed uses.

Table 7: Zoning Designations of Addison Developments

Development	Land Use(s)	Zoning Designation
Addison Circle One and MAA Cotton Lofts	Multifamily/Retail/Office	Addison, TX Code of Ordinances, UC Urban Center District Regulations
Addison Circle Two	Office	
AMLI Addison	Multifamily	
Aventura Condominiums	Multifamily	
MAA Noell House /The Julian	Multifamily/Retail	
MAA Robertson Place/The McKamy	Multifamily/Retail/Office	
MAA Witt Place/Morris Court	Multifamily/Retail/Office	
Millennium Tower	Office	

Residential land uses in the Urban Center District require a minimum of 1 space per dwelling unit, retail land uses require a minimum of one space per 250 square feet of floor area, and office land uses require a minimum of one space per 300 square feet.

Parking Utilization

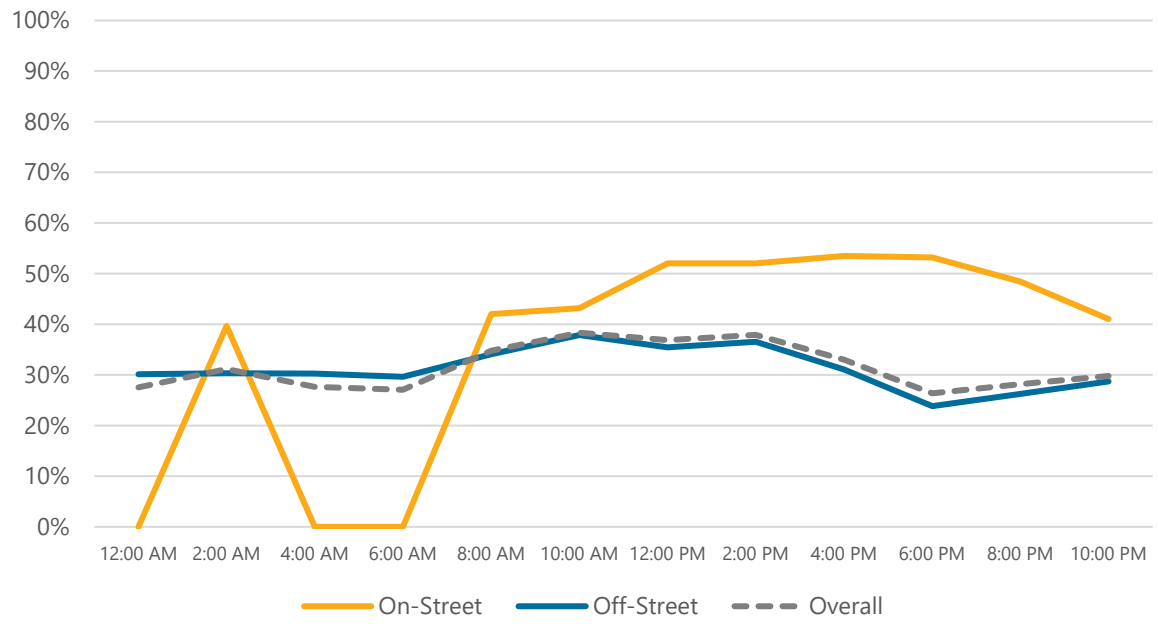
Data collection for Addison Station parking occupancy was conducted hourly in three garages from April 30, 2024 (Tuesday) to May 2, 2024 (Thursday), and in five other garages from May 2, 2024 (Thursday) to May 4, 2024 (Saturday). Data was not collected between 4 AM-8 AM and at 12 AM for on-street parking. Peak weekday and weekend utilization for on-street parking at Addison Station generally occurs during the PM and evening periods. Off-street parking is overall underutilized and peaks at 10 AM on weekdays, and 4 AM on weekends respectively. Peak utilization is summarized in **Table 8.**

Table 8: Addison Parking Peak Utilization

Parking Type	Peak Weekday Utilization	Peak Weekday Utilization Hour	Peak Weekend Utilization	Peak Weekend Utilization Hour
Off-Street	37.9%	10 AM	24.8%	4 AM
On-Street	53.5%	4 PM	57.9%	8 PM
Overall	38.4%	10 AM	25.8%	2 AM

As shown in Figure 1, weekday off-street parking utilization peaks between 10 AM and 2 PM. This can be attributed to the large share of parking supply in the Addison station area being aligned with office land uses, where peak occupancy tends to occur during the workday. Weekday on-street parking utilization trends remain steady through the PM period and evening, peaking at 4 PM, and declining after 8 PM. Weekday utilization for off-street and on-street parking facilities peak at 37.9% and 53.5%, respectively, leaving both facility types largely under parked at their respective peaks.

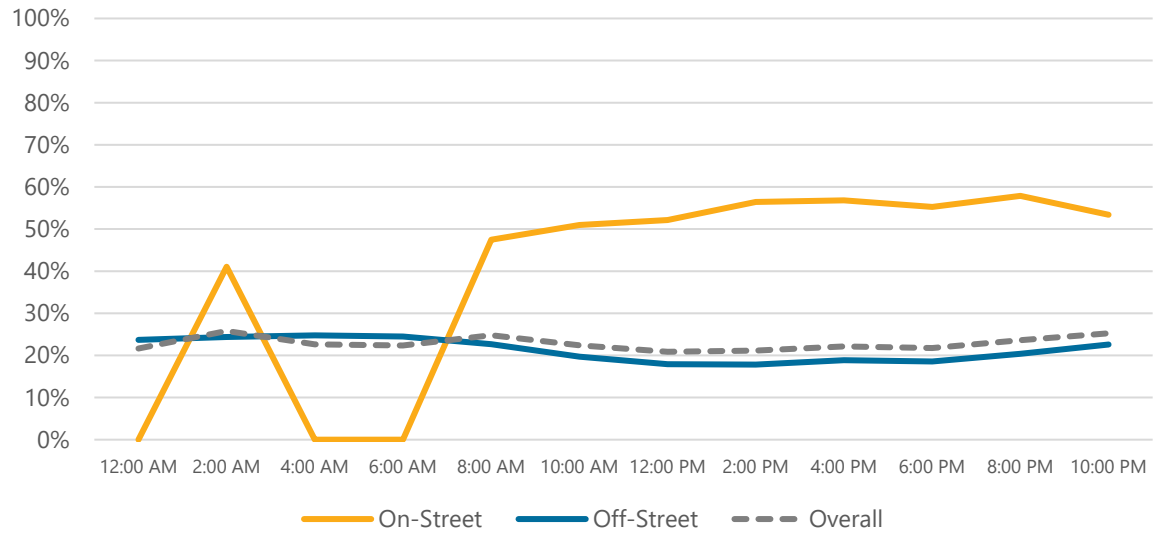
Figure 5: Addison Weekday Site Utilization



Note: Data was not collected during timeframes showing 0% utilization

As shown in **Figure 6**, weekend parking utilization for on-street facilities is similar to weekday trends, remaining steady during the AM and PM periods. On weekends, on-street facilities peak at 8 PM at 57.9%, which is slightly higher than the weekday peak of 53.5%. Weekend off-street parking utilization is higher overnight, peaking at 4 am at 24.8%, and declining to 17.8% during the day.

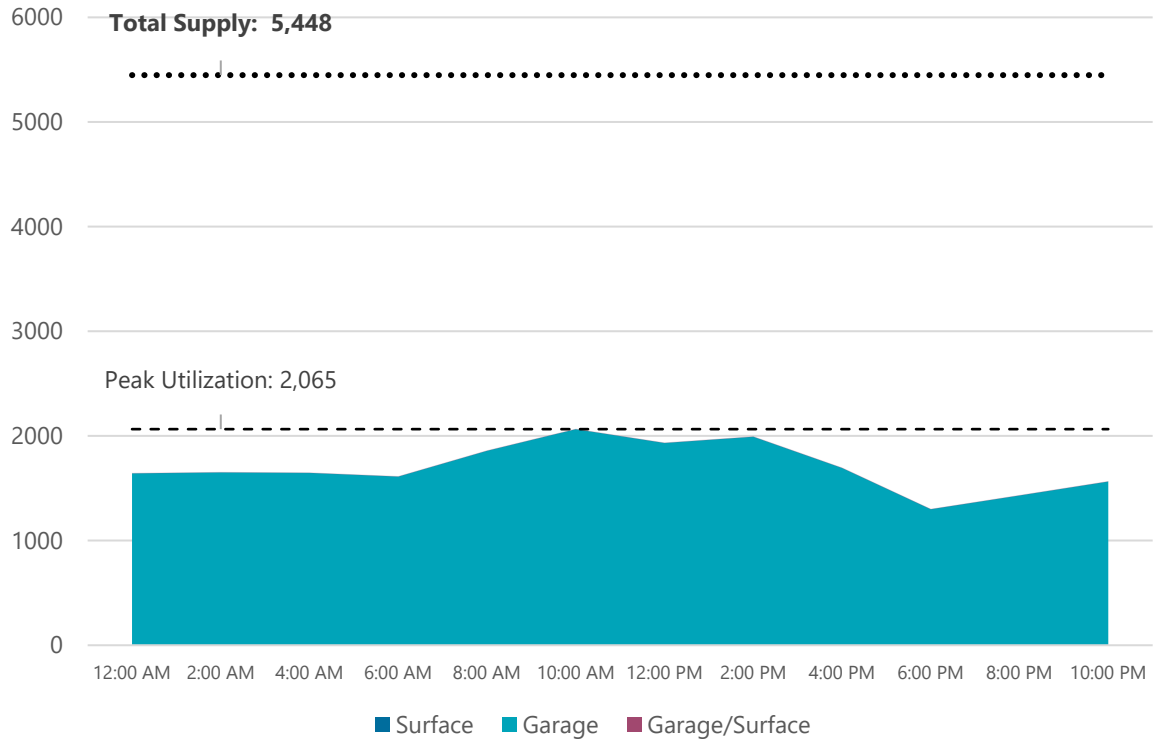
Figure 6: Addison Weekend Site Utilization



Note: Data was not collected during timeframes showing 0% utilization

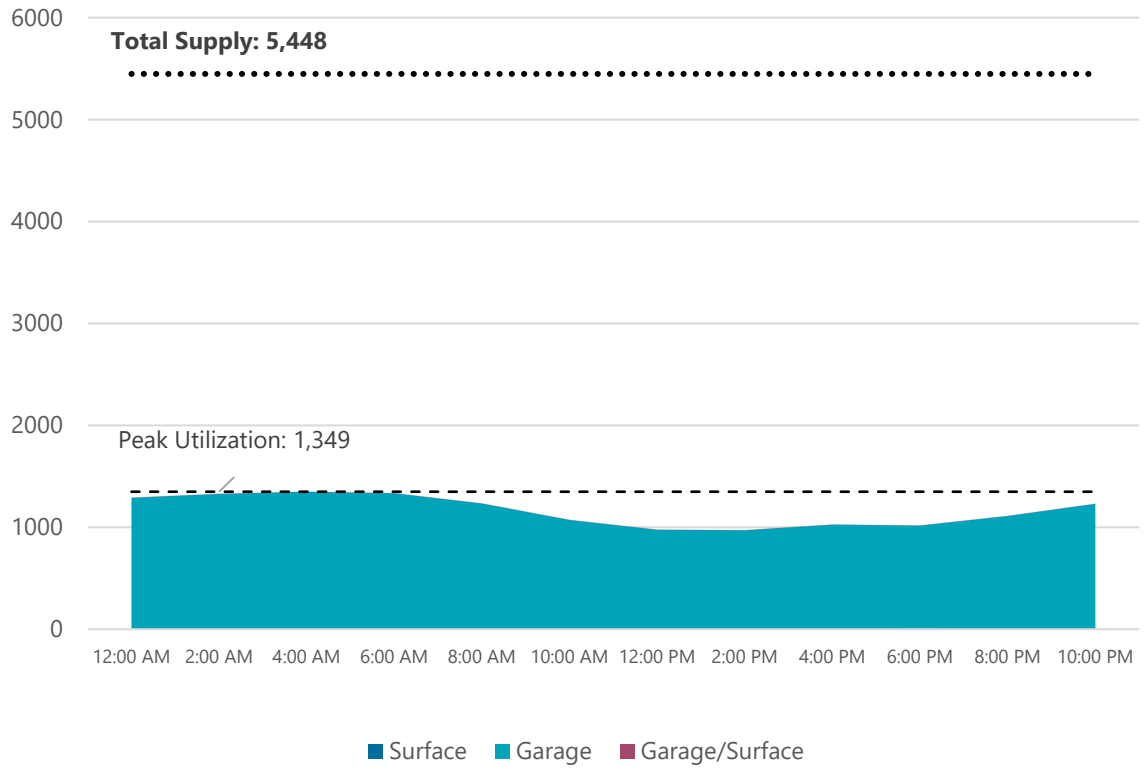
As shown in **Figure 7**, on weekdays, garage utilization trends peak between 10 AM and 2 PM, after which they decline. At peak utilization, over 3000 parking spaces remain unoccupied.

Figure 7: Addison Weekday Off-Street Utilization



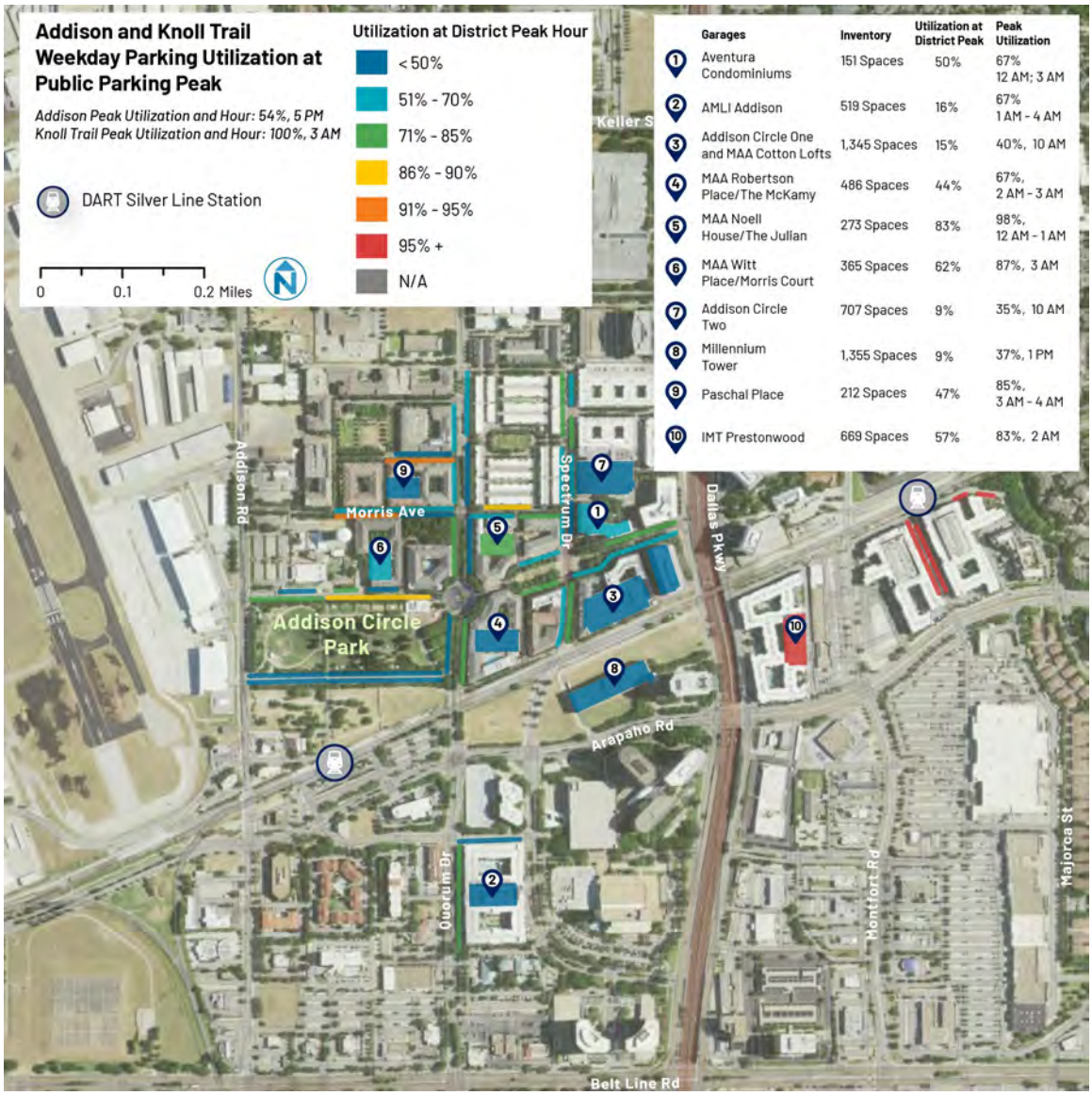
As shown in **Figure 8,** weekend utilization for off-street surface facilities is opposite to weekday utilization, with usage declining after 10 AM, and peaking overnight. At peak on weekends, over 4,000 parking spaces remain unoccupied.

Figure 8: Addison Weekend Off-Street Utilization

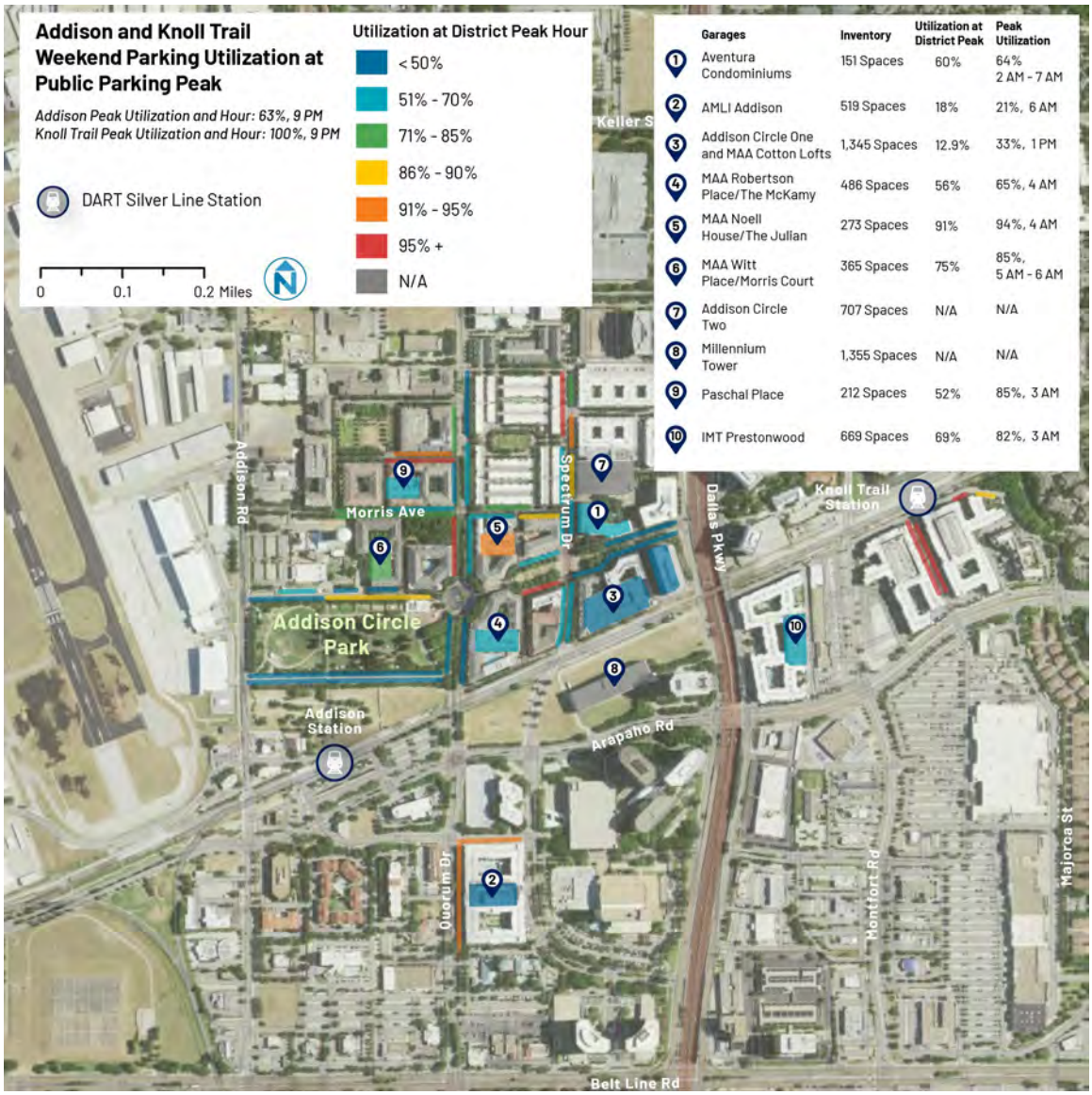


Maps 5 and **6** show parking utilization by private parking at the weekday and weekend station area peak hours for public parking at both the Addison and Knoll Trail station areas.

Map 5: Addison/Knoll Trail Weekday Parking Utilization at Public Parking Peak



Map 6: Addison/Knoll Trail Weekend Parking Utilization at Public Parking Peak



DOWNTOWN CARROLLTON

Station Overview

Map 7: Downtown Carrollton Parking Inventory

Station Area Parking Supply

There are a total of 2,559 parking spaces in the Downtown Carrollton Station study area. Within this total parking supply, 1,362 spaces (53.2%) correspond to garages, 709 spaces (27.7%) are in surface lots, and 488 spaces (19.1%) are located on-street. This is summarized in **Table 9** below.

Table 9: Downtown Carrollton Station Area Parking Supply

Site	Parking Type	Number of Spaces	% of Total Supply
1038 Elm St Lot	Surface	15	0.6%
1200 Broadway Lot	Surface	16	0.6%
1212 Broadway Lot	Surface	32	1.3%
1300 Broadway Lot	Surface	62	2.4%
1439 Elm St Lot	Surface	32	1.3%
Fire Dept. Lot	Surface	51	2.0%
Night weekend lot	Surface	56	2.2%
Switchyard (Development)	Surface	235	9.2%
Van Hyundai North Lot	Surface	59	2.3%
Van Hyundai South Lot	Surface	151	5.9%
Surface Total		709	27.7%
Lux on Main	Garage	432	16.9%
LYV Broadway	Garage	457	17.9%
Union at Carrollton Square	Garage	473	18.5%
Garage Total		1,362	53.2%
On-Street Total		488	19.1%
Grand Total		2,559	100.0%

Development Context

The Downtown Carrollton station area developments within this study consist of three mixed-use developments and one multifamily residential development, as shown in **Table 10** below. The three mixed-use developments, which contain 1,198 residential units and ground-floor retail space, each have a dedicated parking garage with dedicated space for residents and visitors. The multifamily residential development comprises 234 residential units and a surface lot with reserved parking for residents.

Table 10: Downtown Carrollton Developments in this Study

Name	Address	Land Use	Size	Parking Type
Union at Carrolton Square	1111 S Main St, Carrollton, TX 75006	Multifamily/Retail	463 residential units	Garage
LYV Broadway	1415 S Broadway St, Carrollton, TX 75006	Multifamily/Retail	383 residential units	Garage
Lux on Main	1011 S Main St, Carrollton, TX 75006	Multifamily/Retail	352 residential units	Garage
Switchyard	1199 N Broadway St, Carrollton, TX 75006	Multifamily	234 residential units	Surface

Parking Requirements

Each of the four developments in this study are located within the Transit Center (TC) District which has its own parking requirements that are designed to consider the nearby DART Light Rail Station. In general, the TC District is intended to promote density, walkability, and connectivity to transit. **Table 11** identifies the land use designation of each of the four Downtown Carrollton station area developments in this study.

Table 11: Zoning Designations of Downtown Carrollton Developments in this Study

Development	Land Use(s)	Zoning Designation
Union at Carrollton Square	Multifamily, Retail	TC-Urban General
LYV Broadway		
Lux on Main		
Switchyard	Multifamily	TC-Historic Square

Residential land uses in the TC District require a minimum of 1.25 spaces per dwelling unit, while retail land uses require a minimum of one space per 350 square feet of floor area.

Parking Utilization

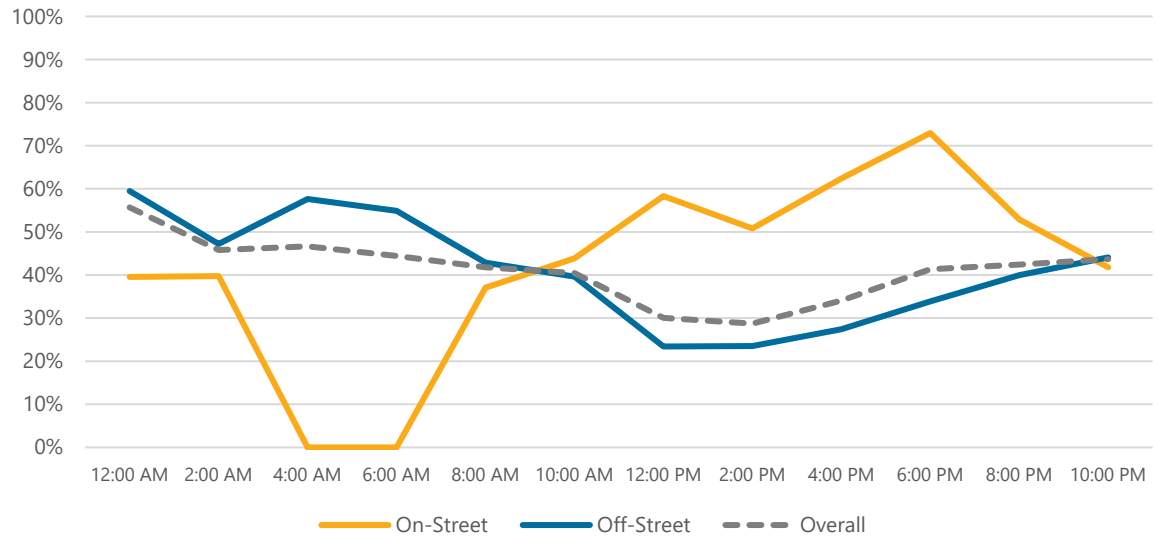
Data collection for Downtown Carrollton Station parking occupancy in the three garages was performed hourly from May 2, 2024 (Thursday) to May 4, 2024 (Saturday). Data was not collected between 4 AM-8 AM on weekdays and on 12 AM and between 2 AM-8 AM on weekends. Surface lot and street parking utilization data were collected over multiple two-hour increments across the same time-period. Peak weekday and weekend utilization for Downtown Carrollton Station generally occurs between the evening and overnight periods. The lowest utilization for off-street and on-street spaces occur in the weekday AM period. Peak utilization is summarized in **Table 12.**

Table 12: Downtown Carrollton Station Parking Peak Utilization

Parking Type	Peak Weekday Utilization	Peak Weekday Utilization Hour	Peak Weekend Utilization	Peak Weekend Utilization Hour
Off-Street	60.0%	2 AM	59.9%	6 AM
On-Street*	73.0%	6 PM	76.9%	6 PM
Overall	56.1%	2 AM	60.7%	6 PM

As shown in **Figure 9**, weekday off-street parking utilization peaks overnight. This can be attributed to the large share of parking supply in the Downtown Carrollton station area being aligned with residential land uses, where peak occupancy tends to occur overnight. Weekday on-street parking utilization sees its highest peak at 6PM, with a steady increase over the afternoon hours. As the Downtown Carrollton station area is home to many restaurants, this trend aligns with time-of-day demand for restaurant land uses. Weekday utilization for off-street and on-street parking facilities peak at 60% and 73%, respectively, leaving both facility types largely underutilized at their respective peaks.

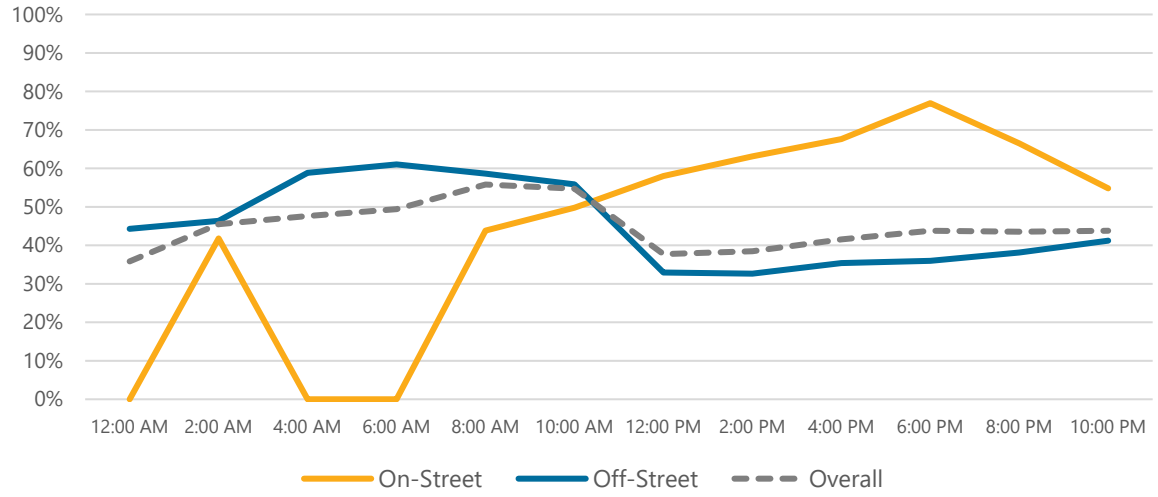
Figure 9: Downtown Carrollton Weekday Site Utilization



Note: Data was not collected during timeframes showing 0% utilization

As shown in **Figure 10**, weekend parking utilization for off-street facilities peaks overnight, like weekday parking utilization, but at the later hour of 6AM. Weekend off-street parking utilization is similar to weekday off-street parking utilization, at a weekend peak of 60%. Weekend on-street parking utilization sees a similar trend to weekday, in that there is a steady rise in utilization over the afternoon and evening hours that begins to dip after the peak at 6PM. Weekend on-street parking utilization sees a higher peak utilization of 76.9% compared to weekday's peak of 73%.

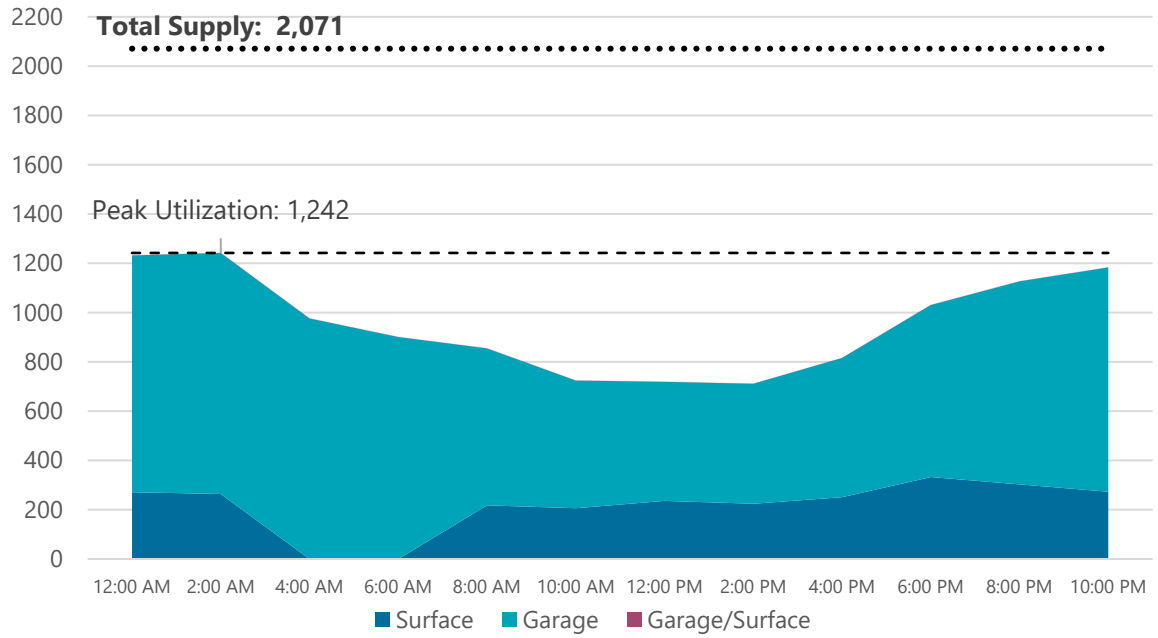
Figure 10: Downtown Carrollton Weekend Site Utilization



Note: Data was not collected during timeframes showing 0% utilization

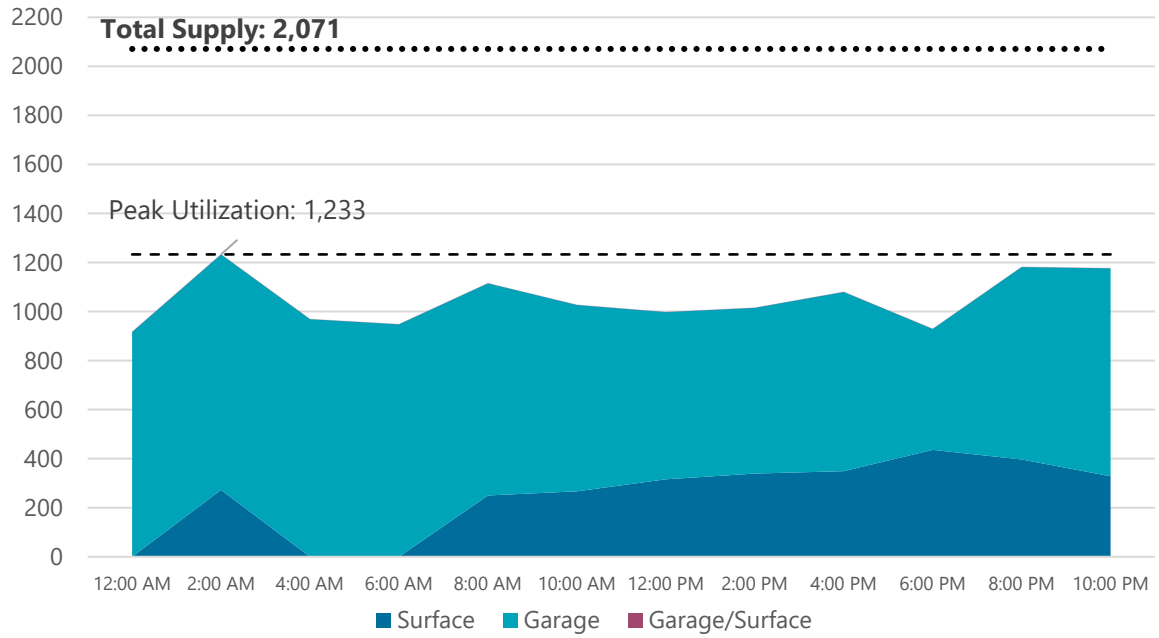
As shown in **Figure 11**, weekday surface lot utilization does not follow the same trend as garage utilization. Given that many of the surface lots in the Downtown Carrollton station area are intended for public use, trendlines follow a similar profile to on-street parking: a steady ramp-up throughout the afternoon and peaking during the evening at 6PM. Garage utilization trends follow those of residential land uses: dipping during the day and peaking overnight.

Figure 11: Downtown Carrollton Weekday Off-Street Utilization



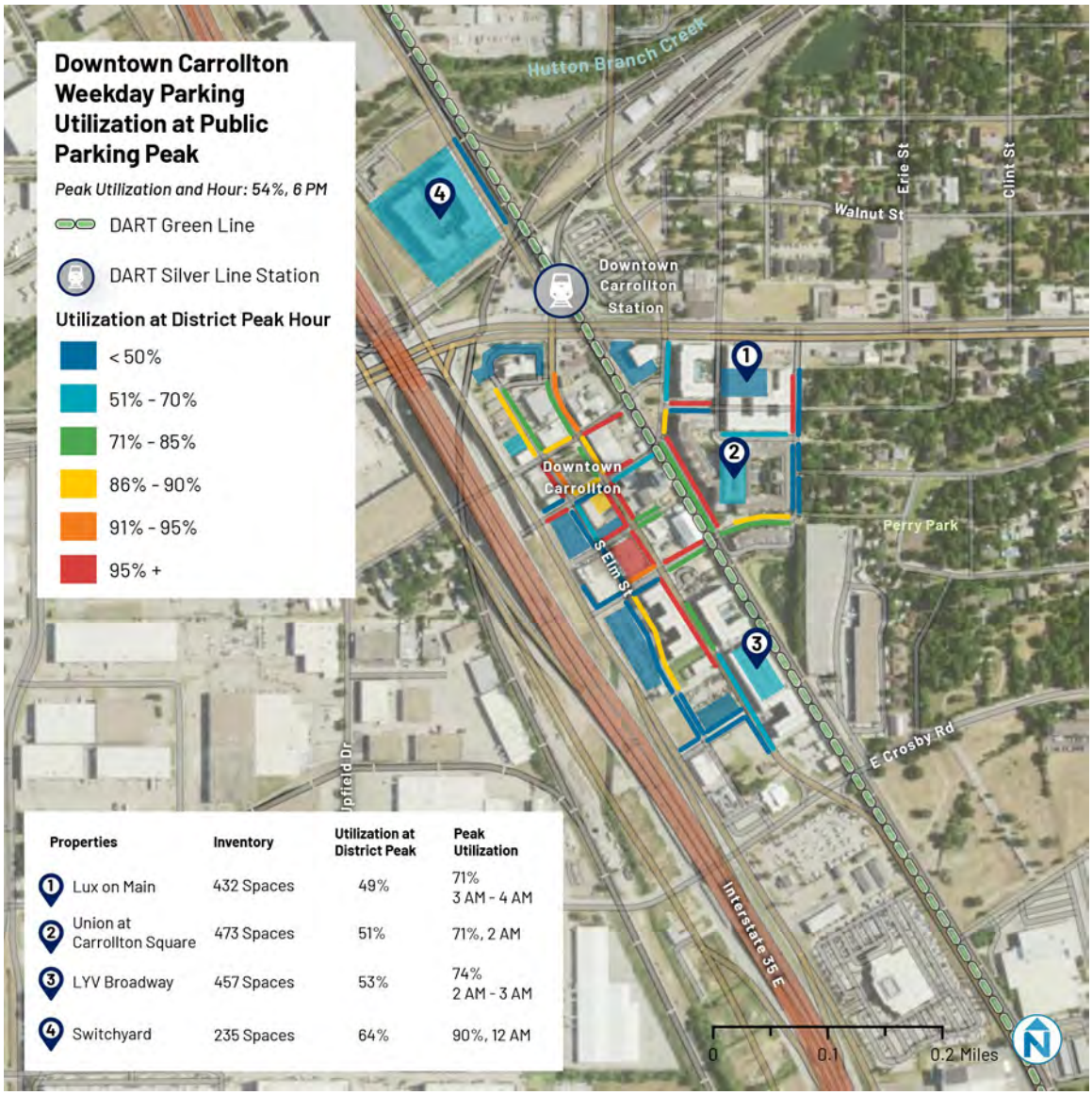
As shown in **Figure 12** weekend utilization for off-street surface facilities is similar to weekday utilization: a slow steady trend toward its peak around 6PM. Garage facilities during the weekend do not dip during the daytime to the same extent as they do during the weekday – indicating that many residents of the study area developments in Downtown Carrollton Station follow a typical office work schedule.

Figure 12: Downtown Carrollton Weekend Off-Street Utilization

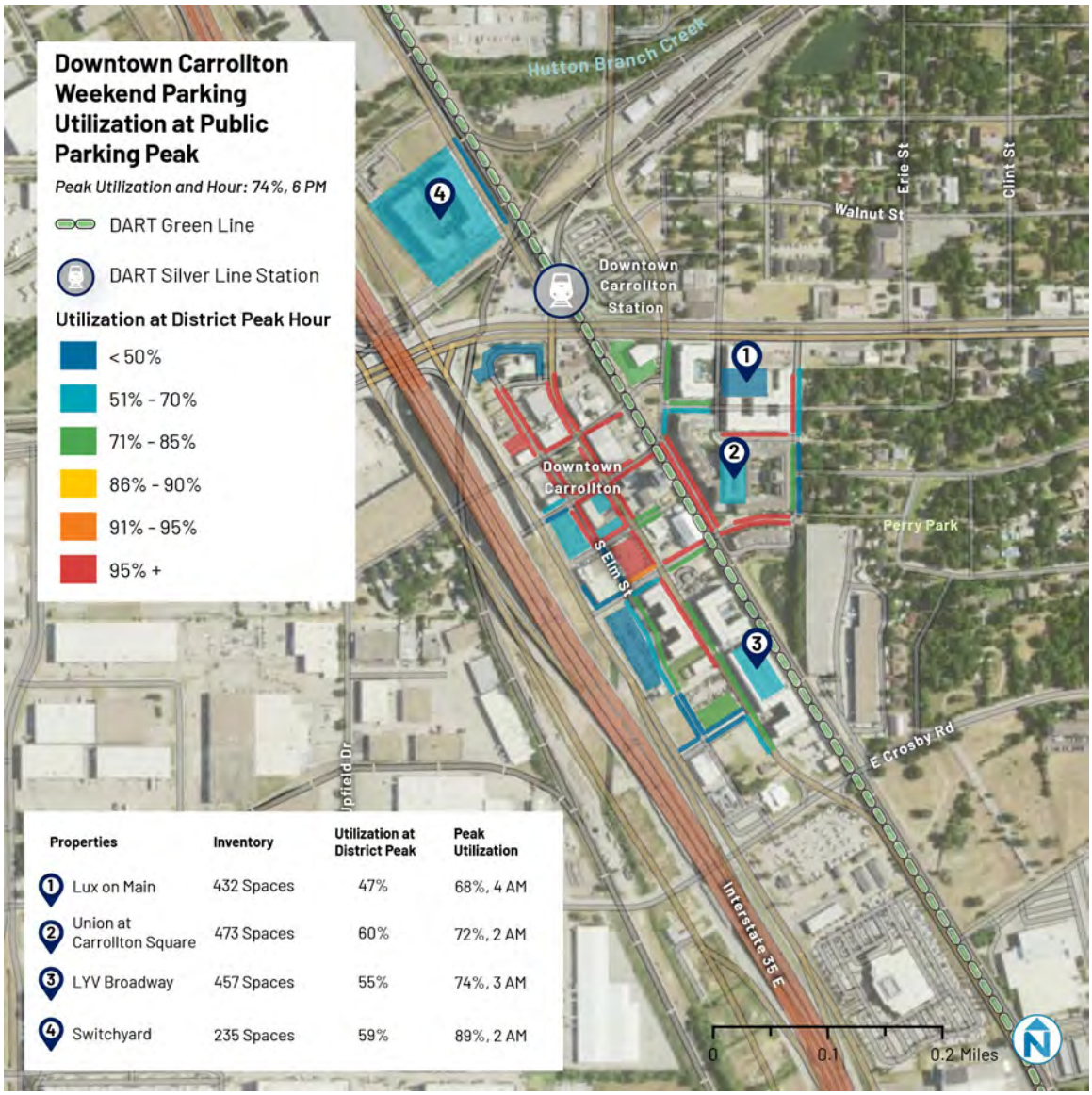


Maps 8 and **9** show parking utilization by private parking at the weekday and weekend station area peak hours for public parking at the Downtown Carrollton station area.

Map 8: Downtown Carrollton Weekday Parking Utilization at Public Parking Peak



Map 9: Downtown Carrollton Weekend Parking Utilization at Public Parking Peak



CITYLINE/BUSH

Station Overview

Map 10: CityLine/Bush Parking Inventory

Station Area Parking Supply

There are a total of 8,348 parking spaces in the CityLine/Bush study area. Within this total parking supply, 7,562 spaces (90.6%) correspond to garages, 507 (6.1%) spaces are in garage/surface lots, 55 spaces (0.7%) are in surface lots, and 224 spaces (2.7%) are located on-street. This is summarized in **Table 13** below.

Table 13: CityLine/Bush Station Area Parking Supply

Site*	Parking Type	Number of Spaces	% of Total Supply
Aloft Hotel	Surface	55	0.7%
Surface Total		55	0.7%
CityLine One	Garage	1328	15.9%
CityLine Two and CityLine Three	Garage	5785	69.3%
Windsor City Line	Garage	449	5.4%
Garage Total		7562	90.6%
Aura One 90	Garage/Surface	507	6.1%
Garage/Surface Total		507	6.1%
On-Street Total		224	2.7%
Grand Total		8,348	100.0%

Development Context

The CityLine/Bush station area developments within this study consist of one hotel, two multifamily residential development and two commercial developments, as shown in **Table 14** below. The hotel development, with 148 units, has a dedicated surface lot with reserved parking for residents and visitors. Two commercial developments comprising 1,630,278 GSF have dedicated parking garages at each development.

Table 14: CityLine/Bush Developments in this Study

Name	Address	Land Use	Size	Parking Type
Aloft Hotel	1160 State St, Richardson, TX 75082	Hotel	148 residential unit	Surface
Aura One90	680 Executive Dr, 12th Street Station, TX 75074	Multifamily	386 residential units	Garage/Surface
CityLine One	1150 State St, Richardson, TX 75082	Office/Retail	399,203 GSF	Garage
CityLine Two and CityLine Three	1201 & 1251 State St, Richardson, TX 75082	Office/Retail	1,231,075 GSF	Garage
Windsor City Line Apartments	1250 Hunt St, Richardson, TX 75082	Multi-Family	299 residential units	Garage

Parking Requirements

Table 15: Zoning Designations of CityLine/Bush Developments

Development	Land Use(s)	Zoning Designation
Aloft Hotel	Hotel	City of Richardson Comprehensive Zoning Ordinance and Caruth Properties Transit Oriented Development Code, TOD Core
Aura One90	Multifamily	PD-491-CC and Plano Zoning Ordinance
Windsor City Line Apartments	Multifamily	Bush Central Station Planned Development Code (Ord. 4028)
CityLine One	Office, Retail	Bush Central Station Planned Development Code (Ord. 4028)
CityLine Two and CityLine Three		

Parking Utilization

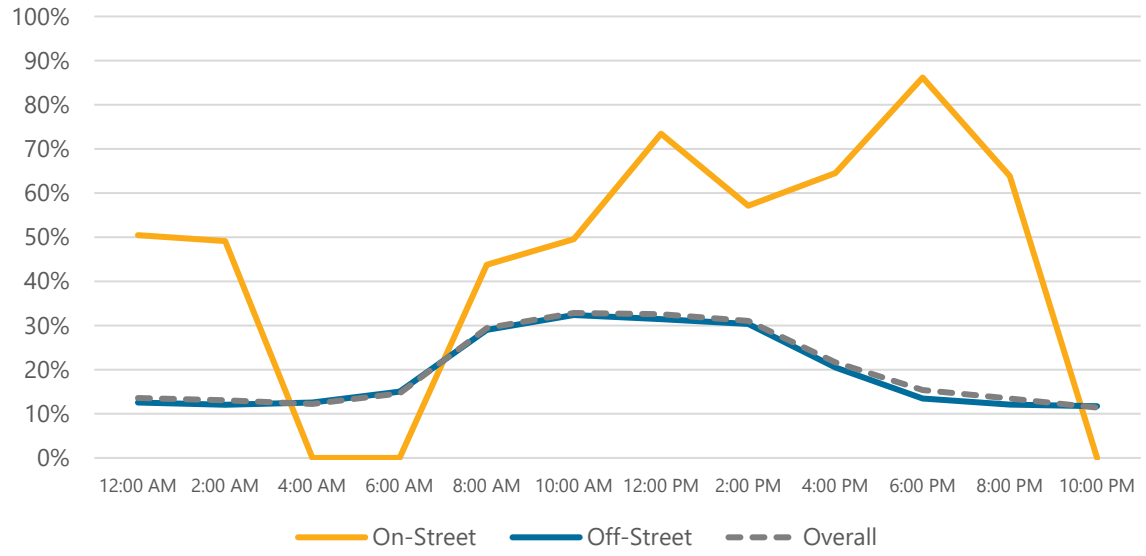
Data collection for CityLine/Bush parking occupancy in the three garages was performed hourly from May 2, 2024 (Thursday) to May 4, 2024 (Saturday). Data was not collected between 4 AM-8 AM and 10 PM-12 AM on weekdays and between 2 AM-8 AM on weekends. Peak utilization for on-street parking for CityLine/Bush generally occurs from the PM period till evening, declining after 8 PM. Utilization at off-street lots in the area is consistently low, remaining at less than 10% throughout the day on weekends and peaking at just 32.1% in the AM period on weekdays. Peak utilization is summarized in **Table 16**.

Table 16: CityLine/Bush Parking Peak Utilization

Parking Type	Peak Weekday Utilization	Peak Weekday Utilization Hour	Peak Weekend Utilization	Peak Weekend Utilization Hour
Off-Street	32.1%	10 AM	7.2%	4 AM
On-Street*	86.2%	6 PM	84.4%	8 PM
Overall	32.8%	10 AM	8.6%	12 AM

As shown in **Figure 13**, weekday off-street parking utilization starts increasing in the AM period from 6:00 AM, and declines after 2 PM, which aligns with occupancy trends at commercial land uses. Weekday on-street parking utilization sees its highest peak at 6 PM after which it steadily declines overnight.

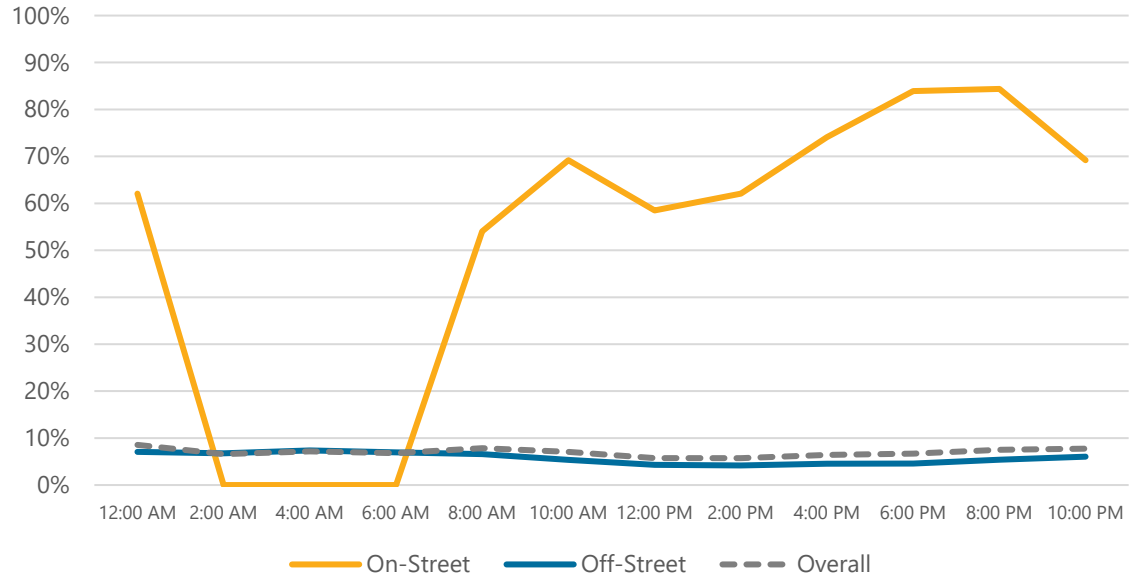
Figure 13: CityLine/Bush Weekday Site Utilization



Note: Data was not collected during timeframes showing 0% utilization

As shown in **Figure 14**, weekend parking utilization for on-street facilities steadily increases from 2 PM to its peak at 8 PM. In contrast, off-street parking remains negligible throughout the day, peaking at just 7.2% at 4 AM and reducing to 4.3% at 1 PM. Weekend on-street parking utilization sees a similar strong peak utilization of 84.4% compared to weekday's peak of 86.2%.

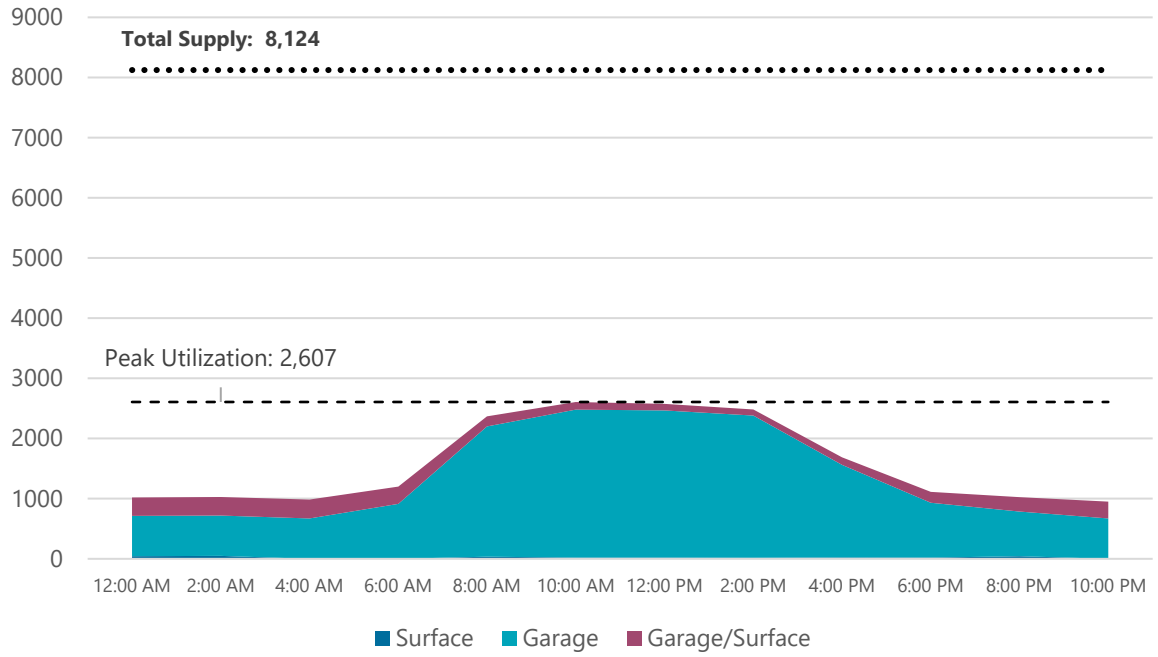
Figure 14: CityLine/Bush Weekend Site Utilization



Note: Data was not collected during timeframes showing 0% utilization

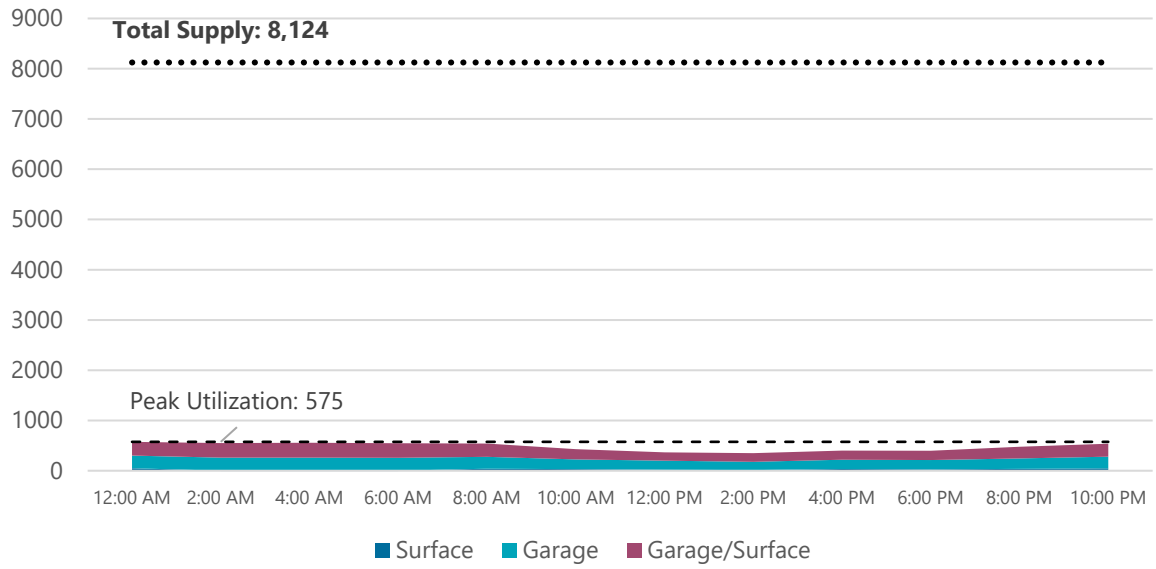
As shown in **Figure 15**, weekday utilization for garage and garage/surface lots peaks across the AM and PM peaks, declining sharply after 2 PM. However, even at peak utilization, over 5000 parking spaces remain unoccupied in the study area.

Figure 15: CityLine/Bush Weekday Off-Street Utilization



As shown in **Figure 16,** off-street utilization on weekends is consistently negligible, irrespective of lot type. On weekends, over 7,000 parking spaces remain unoccupied across the day and night in the study area.

Figure 16: CityLine/Bush Weekend Off-Street Utilization



Maps 11 and **12** show parking utilization by private parking at the weekday and weekend station area peak hours for public parking at the CityLine/Bush station area.

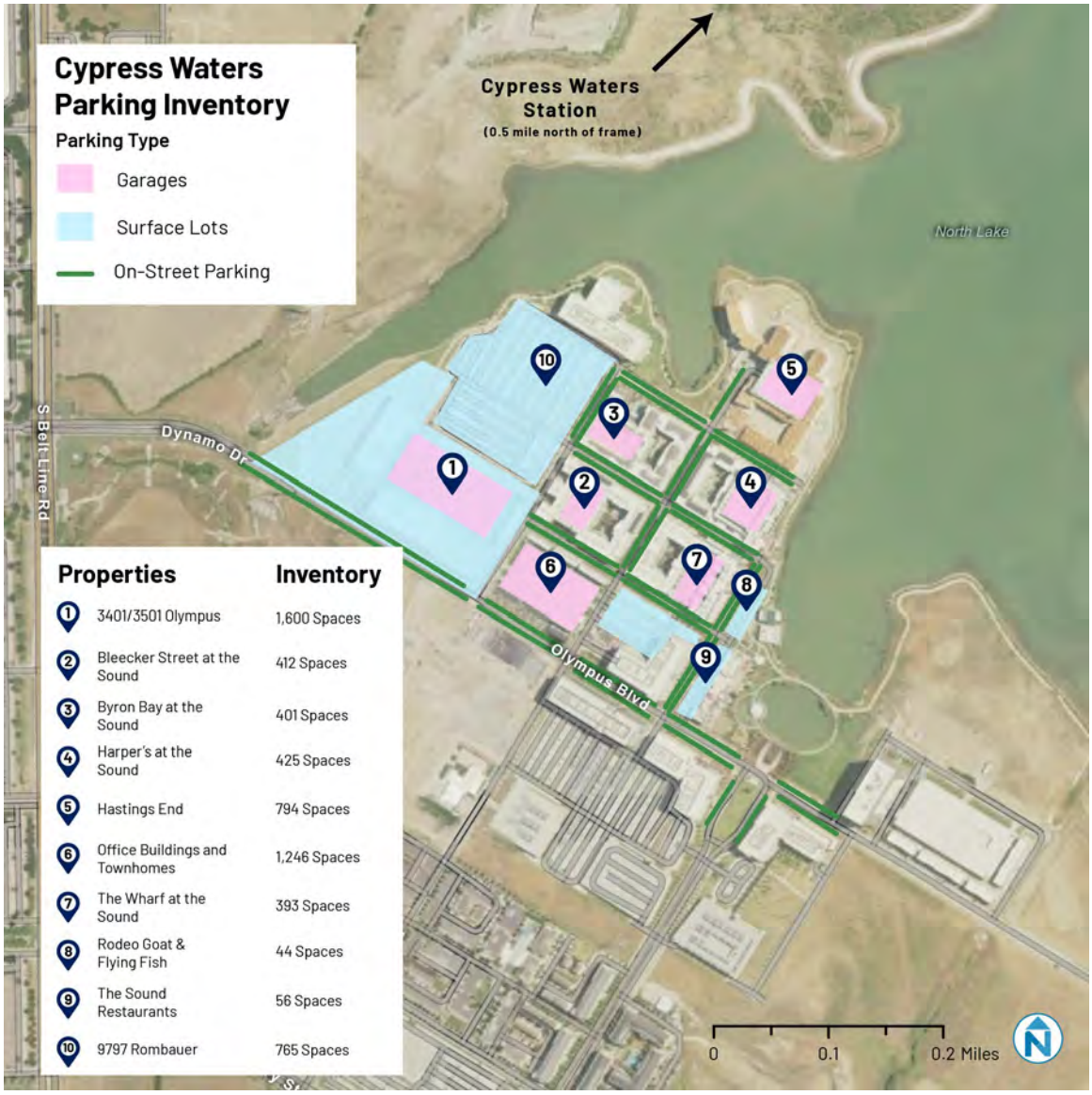
Map 11: CityLine/Bush Weekday Parking Utilization at Public Parking Peak

Map 12: CityLine/Bush Weekend Parking Utilization at Public Parking Peak

CYPRESS WATERS

Station Overview

Map 13: Cypress Waters Parking Inventory



Station Area Parking Supply

There are a total of 6,649 parking spaces in the Cypress Waters study area. Within this total parking supply, 4,633 spaces (69.7%) correspond to garages, 1,503 spaces (22.6%) correspond to surface lots, and 513 spaces (7.7%) are located on-street. This is summarized in **Table 17** below.

Table 17: Cypress Waters Station Area Parking Supply

Site	Parking Type	Number of Spaces	% of Total Supply
3401/3501 Olympus Surface Lot	Surface	431	6.5%
9797 Rombauer	Surface	765	11.5%
Office Building and Townhomes Surface Lot	Surface	207	3.1%
Rodeo Goat & Flying Fish	Surface	44	0.7%
The Sound Restaurants	Surface	56	0.8%
Surface Total		1503	22.6%
3401/3501 Olympus	Garage	1169	17.6%
Bleecker Street at the Sound	Garage	412	6.2%
Byron Bay at the Sound	Garage	401	6.0%
Harper's at The Sound	Garage	425	6.4%
Hastings End	Garage	794	11.9%
Office Building and Townhomes	Garage	1039	15.6%
The Wharf at the Sound	Garage	393	5.9%
Garage Total		4633	69.7%
On-Street Total		513	7.7%
Grand Total		6,649	100.0%

Development Context

The Cypress Waters station area developments within this study consist of four multifamily residential developments, four commercial developments (office and retail) and two mixed-use developments, as shown in **Table 18**. The four multifamily residential developments comprise a total of 1,275 residential units, and each of them has a dedicated garage with reserved parking for residents and visitors. 3401/3501 Olympus is an office development with 14 residential units, and 390,920 GSF and has both a dedicated parking garage and a surface lot for residents and visitors. Similarly, the Office Building and Townhomes development is a mixed-used development with multifamily residences and office space, spread over 255,934 GSF, which also has both a dedicated garage and surface lot for parking. Three other commercial developments in the station area, encompassing 290,416 GSF overall of office and retail space, have dedicated

surface lots at each development. The Wharf at the South is also a mixed-use development with 297 residential units and 300 GSF of retail space, with a dedicated garage for residents and visitors.

Table 18: Cypress Waters Developments in this Study

Name	Address	Land Use	Size	Parking Type
Bleecker Street at the Sound	3333 Bleecker St, Coppell, TX 75019	Multifamily	242 residential units	Garage
Byron Bay at the Sound	9707 Harpers Ln, Coppell, TX 75019	Multifamily	262 residential units	Garage
Harper's at The Sound	3203 Mulberry Hill Rd, Coppell, TX 75019	Multifamily	272 residential units	Garage
Hastings End	9800 Harpers Ln, Dallas, TX 75019	Multifamily	499 residential units	Garage
3401/3501 Olympus	3401/3501 Olympus Blvd, Coppell	Office	14 residential units / 390,920 GSF	Garage / Surface
9797 Rombauer	9797 Rombauer Rd, Coppel	Office	248,427 GSF	Surface
Rodeo Goat & Flying Fish	9610 Wharf Rd, Coppell, TX 75019	Retail	11,058 GSF	Surface
The Sound Restaurants	3111 Olympus Blvd, Coppell, TX 75019	Retail	30,931 GSF	Surface
Office Building and Townhomes	3201 & 3031 Olympus Blvd, Coppell, TX 75019	Multifamily/Office	50 residential units / 255,934 GSF	Garage/Surface
The Wharf at the Sound	9655 Wharf Rd, Coppell, TX 75019	Multifamily/Retail	297 residential units / 300 GSF	Garage

Parking Requirements

Table 19 identifies the land use designation of the Cypress Waters station area development.

Table 19: Zoning Designations of Cypress Waters Developments

Development	Land Use(s)	Zoning Designation
Bleecker Street at the Sound	Multifamily	Planned Development District 741, Mixed Use Development
Byron Bay at the Sound	Multifamily	
Harper's at The Sound	Multifamily	
Hastings End	Multifamily	
3401/3501 Olympus	Office / Multifamily	
9797 Rombauer	Office	
Rodeo Goat & Flying Fish	Retail	
The Sound Restaurants	Retail	
Office Building and Townhomes	Multifamily/Office	
The Wharf at the Sound	Multifamily/Retail	

Residential land uses in PD 741 are required to provide a minimum of 1.3 spaces per dwelling unit, while retail land uses have a minimum requirement of one space per 250 square feet of floor area. Office land uses have a minimum requirement of one space per 333 square feet of floor area.

Parking Utilization

Data collection for Cypress Waters parking occupancy at on-street and off-street facilities was performed hourly from May 2, 2024 (Thursday) to May 4, 2024 (Saturday). Data for three facilities was collected hourly from July 9, 2024 (Tuesday) to July 11, 2024 (Thursday). Data was not collected between 4 AM-8 AM on all days, and at 12 AM on weekends for on-street parking.. Peak utilization is summarized in **Table 20.**

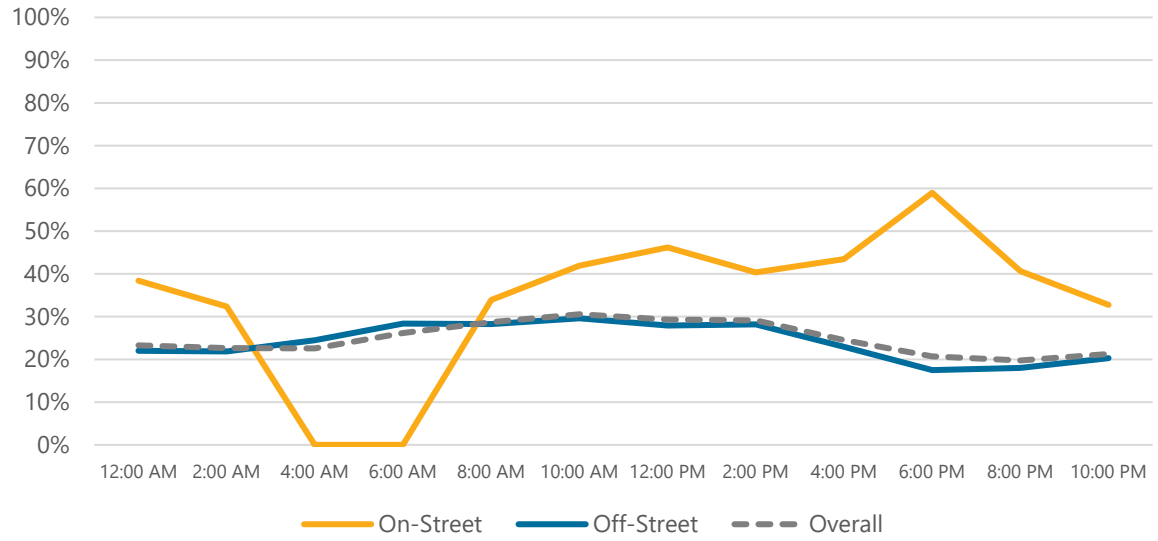
Table 20: Cypress Waters Parking Peak Utilization

Parking Type	Peak Weekday Utilization	Peak Weekday Utilization Hour	Peak Weekend Utilization	Peak Weekend Utilization Hour
Off-Street	35.4%	10 AM	19.2%	3 AM
On-Street	59.0%	6 PM	71.2%	8 PM
Overall	35.9%	10 AM	22.4%	8 AM

As shown in **Figure 17**, weekday off-street parking utilization peaks and holds steady across the AM and PM periods. Weekday on-street parking also grows during the day and peaks at 6 PM.

Weekday utilization for off-street and on-street parking facilities peak at 35% and 59%, respectively, leaving both facility types, especially off-street facilities, significantly underutilized.

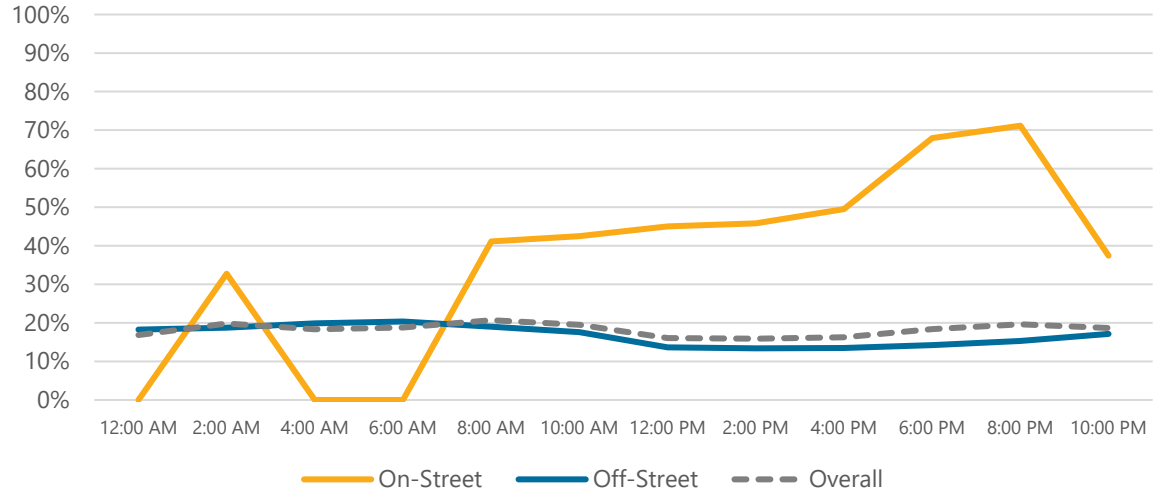
Figure 17: Cypress Waters Weekday Site Utilization



Note: Data was not collected during timeframes showing 0% utilization

As shown in **Figure 18**, weekend parking utilization for off-street facilities peaks at 19% at 3 AM, which is slightly less than the weekday peak and is likely driven by the residential land uses in the district. Weekend on-street parking peak utilization is much higher than weekdays, reaching 71% in the evening.

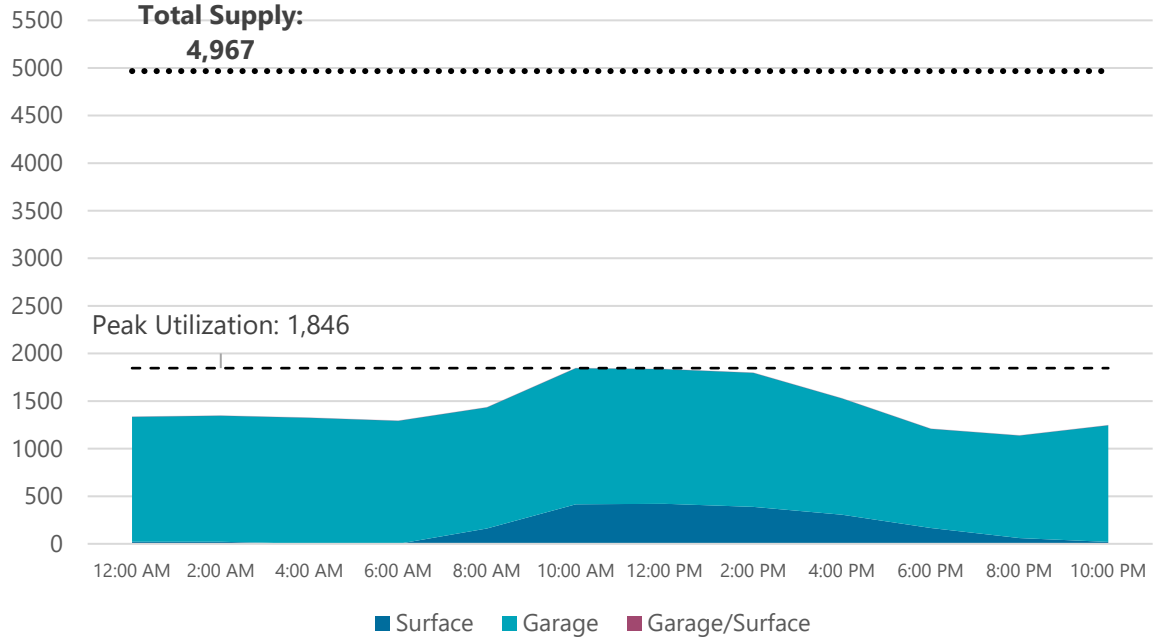
Figure 18: Cypress Waters Weekend Site Utilization



Note: Data was not collected during timeframes showing 0% utilization

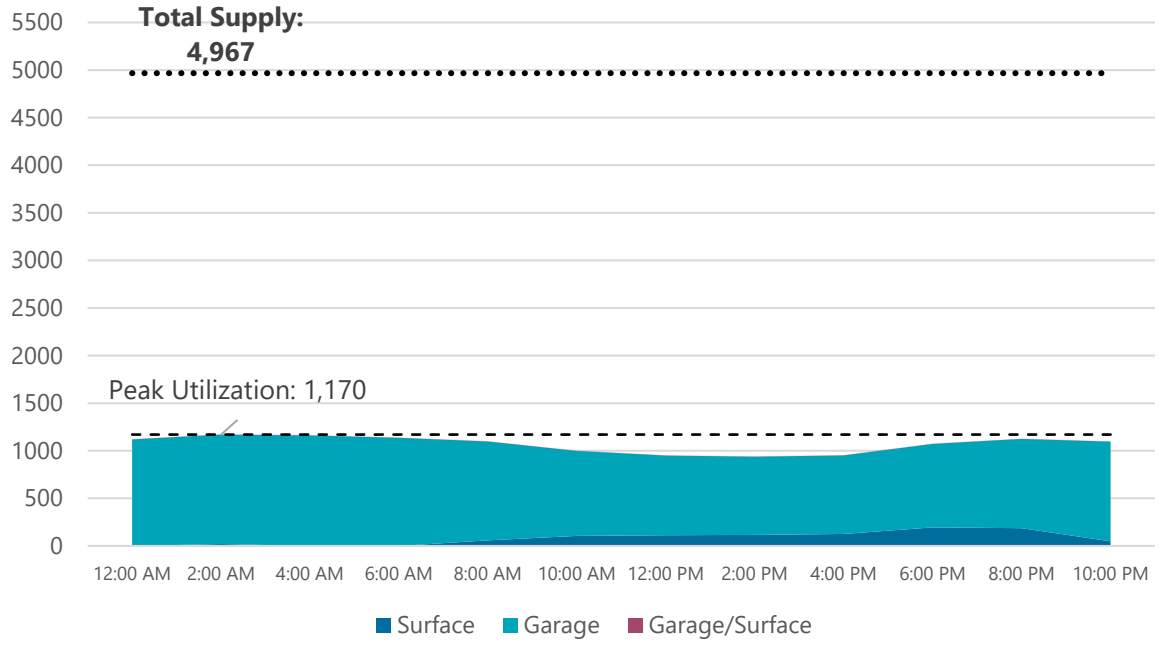
As shown in **Figure 19** parking utilization at both garages and surface lots peak in the afternoon between 10 AM and 2 PM on weekdays. At peak utilization on weekdays, over 4000 parking spaces continue to remain unoccupied.

Figure 19: Cypress Waters Weekday Off-Street Utilization



As shown in **Figure 20** for off-street surface facilities remains consistently low across the day and night, ranging from 13.3% at 3PM to 20.6% at 5 AM. At peak utilization on weekends, nearly 5000 parking spaces remain unoccupied.

Figure 20: Cypress Waters Weekend Off-Street Utilization



Maps 14 and **15** show parking utilization by private parking at the weekday and weekend station area peak hours for public parking at the Cypress Waters station area.

Map 14: Cypress Waters Weekday Parking Utilization at Public Parking Peak

Properties	Inventory	Utilization at District Peak	Peak Utilization
1 3401/3501 Olympus	1,600 Spaces	33%	45%, 10 AM
2 Byron Bay at the Sound	401 Spaces	37%	62%, 3 AM
3 Bleecker Street at the Sound	412 Spaces	34%	63%, 4 AM
4 Office Building and Townhomes	1,246 Spaces	16%	30%. 12 PM
5 Hastings End	794 Spaces	18%	28% 3 AM - 4 AM
6 Harper's at the Sound	425 Spaces	41%	63%, 2 AM
7 The Wharf at the Sound	393 Spaces	30%	54%, 3 AM
8 Rodeo Goat & Flying Fish	44 Spaces	83%	94%,12 PM
9 The Sound Restaurants	56 Spaces	88%	96%, 6 PM
10 9797 Rombauer	765 Spaces	24%	43% 10 AM - 11 AM

Map 15: Cypress Waters Weekend Parking Utilization at Public Parking Peak

Properties	Inventory	Utilization at District Peak	Peak Utilization
1 3401/3501 Olympus	1,600 Spaces	N/A	N/A
2 Byron Bay at the Sound	401 Spaces	48%	62%, 3 AM
3 Bleecker Street at the Sound	412 Spaces	43%	63%, 4 AM
4 Office Building and Townhomes	1,246 Spaces	N/A	N/A
5 Hastings End	794 Spaces	23%	28% 3 AM - 4 AM
6 Harper's at the Sound	425 Spaces	50%	63%, 2 AM
7 The Wharf at the Sound	393 Spaces	45%	54%, 3 AM
8 Rodeo Goat & Flying Fish	44 Spaces	90%	92%, 6 PM
9 The Sound Restaurants	56 Spaces	88%	100% 6 PM, 8 PM
10 9797 Rombauer	765 Spaces	N/A	N/A

KNOLL TRAIL

Station Overview

Map 16: Knoll Trail Parking Inventory

Station Area Parking Supply

There are a total of 709 parking spaces in the Knoll Trail study area. Within this total parking supply, 669 spaces (94.4%) correspond to garages and 40 spaces (5.6%) are located on-street. This is summarized in **Table 21** below.

Table 21: Knoll Trail Station Area Parking Supply

Site	Parking Type	Number of Spaces	% of Total Supply
IMT Prestonwood	Garage	669	94.4%
Knoll Trail On-street	Street	40	5.6%
Grand Total		709	100.0%

Development Context

The Knoll Trail station area developments within this study consist of one multifamily residential development with 438 residential units, as shown in **Table 22** below. The development has a dedicated parking garage with reserved parking for residents and visitors.

Table 22: Knoll Trail Developments in this Study

Name	Address	Land Use	Size	Parking Type
IMT Prestonwood	15480 Dallas Pkwy, Dallas, TX 75248	Multifamily	438 residential units	Garage

Parking Requirements

Table 23: Zoning Designations of Knoll Trail Developments

Development	Land Use(s)	Zoning Designation
IMT Prestonwood	Multifamily	The Dallas City Code, SEC 51A-13.402 Required Parking, WMU and WR District Required Spaces

Residential land uses in the WMU and WR District require a minimum of 1.15 spaces per dwelling unit. Retail land uses are required to provide between 4 to 10 spaces per 1,000 square feet of floor area, and office uses have a minimum requirement of 2 to 6 parking spaces per 1,000 square feet.

Parking Utilization

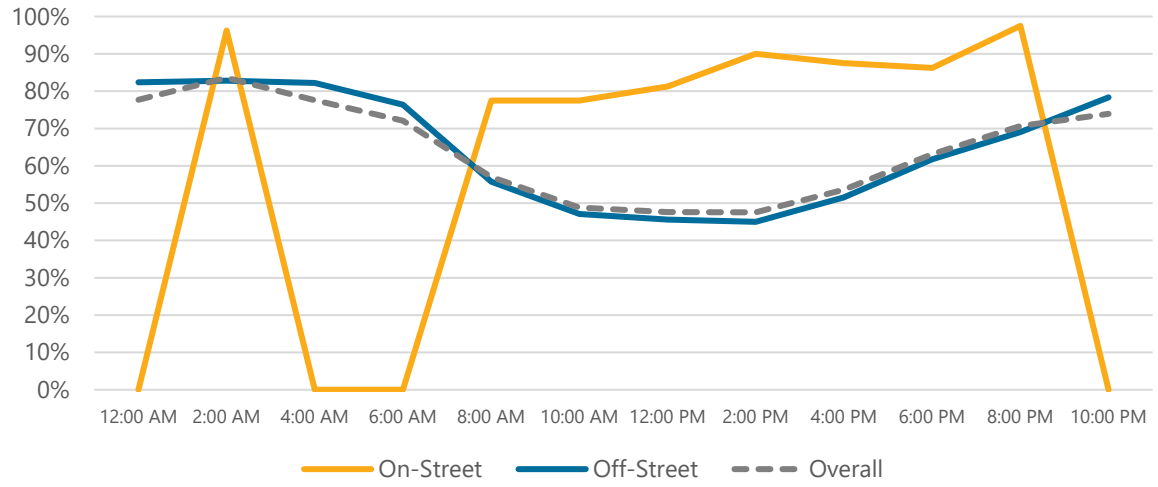
Data collection for Knoll Trail parking occupancy in the garage was performed hourly from May 2, 2024 (Thursday) to May 4, 2024 (Saturday). Data was not collected between 4 AM-8 AM and 10 PM-2 AM on weekdays and between 12 AM-4 PM on weekends for on-street parking. Peak weekday and weekend utilization for Knoll Trail generally occurs overnight. On weekdays, the lowest utilization for off-street lots occurs at 2 PM, following a steady decline from 6 AM. On-street spaces see their lowest utilization during the AM period between 8 AM and 10 AM. Peak utilization is summarized in **Table 24.**

Table 24: Knoll Trail Parking Peak Utilization

Parking Type	Peak Weekday Utilization	Peak Weekday Utilization Hour	Peak Weekend Utilization	Peak Weekend Utilization Hour
Off-Street	82.8%	2 AM	82.1%	3 AM
On-Street	97.5%	8 PM	97.5%	8 PM, 10 PM
Overall	83.6%	2 AM	77.3%	2 AM

As shown in **Figure 21**, weekday off-street parking utilization peaks overnight between 10 PM and 6 AM. Weekday on-street parking utilization is consistently high during the day and overnight, peaking at 8 PM. Weekday utilization for off-street and on-street parking facilities peak at 82.8% and 97.5%, respectively, meaning both facility types are largely well utilized at their respective peaks.

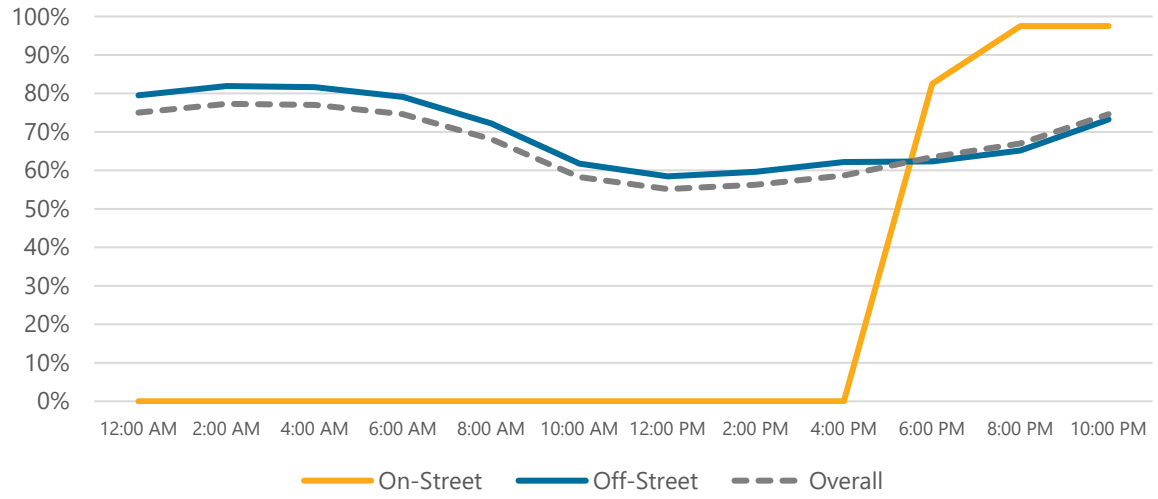
Figure 21: Knoll Trail Weekday Site Utilization



Note: Data was not collected during timeframes showing 0% utilization

As shown in **Figure 22**, weekend parking utilization for off-street facilities peaks overnight, like on weekdays. Weekend off-street parking utilization is similar to weekday off-street parking utilization, at a weekend peak of 82.1%. While shown in the figure below, weekend on-street utilization was only collected after 4PM. However, the observed peak was the same as during the weekday, 97.5%.

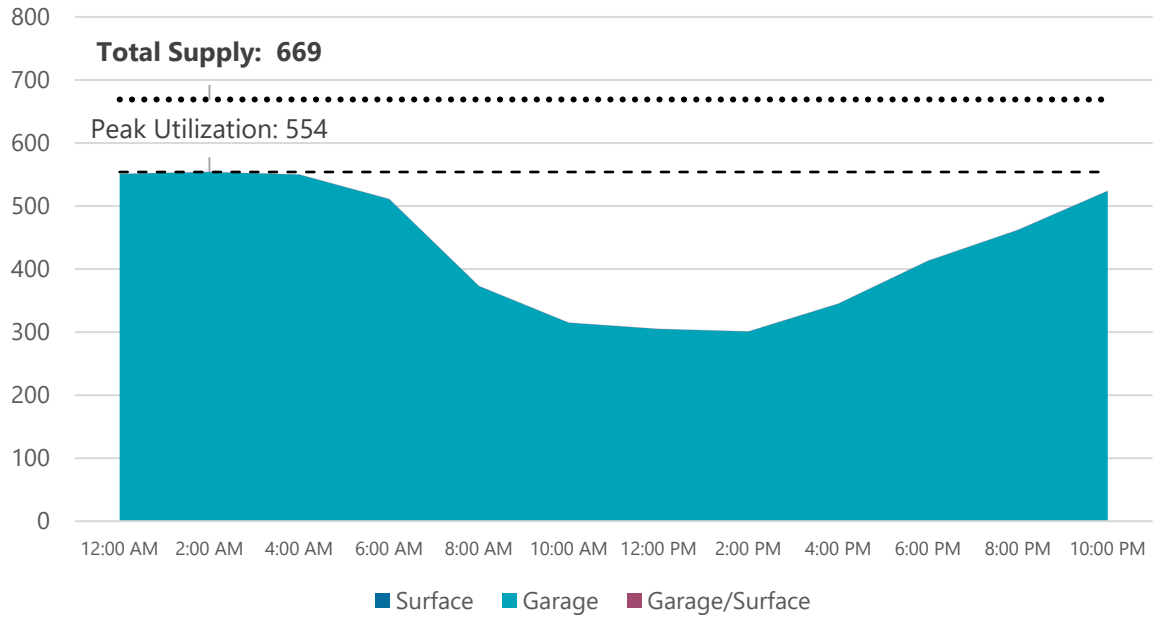
Figure 22: Knoll Trail Weekend Site Utilization



Note: Data was not collected during timeframes showing 0% utilization

As shown in **Figure 23**, garage parking utilization trends peak overnight, and decline to almost half during the day, between 6 AM and 6 PM. At peak utilization, over 100 parking spaces continue to remain unoccupied.

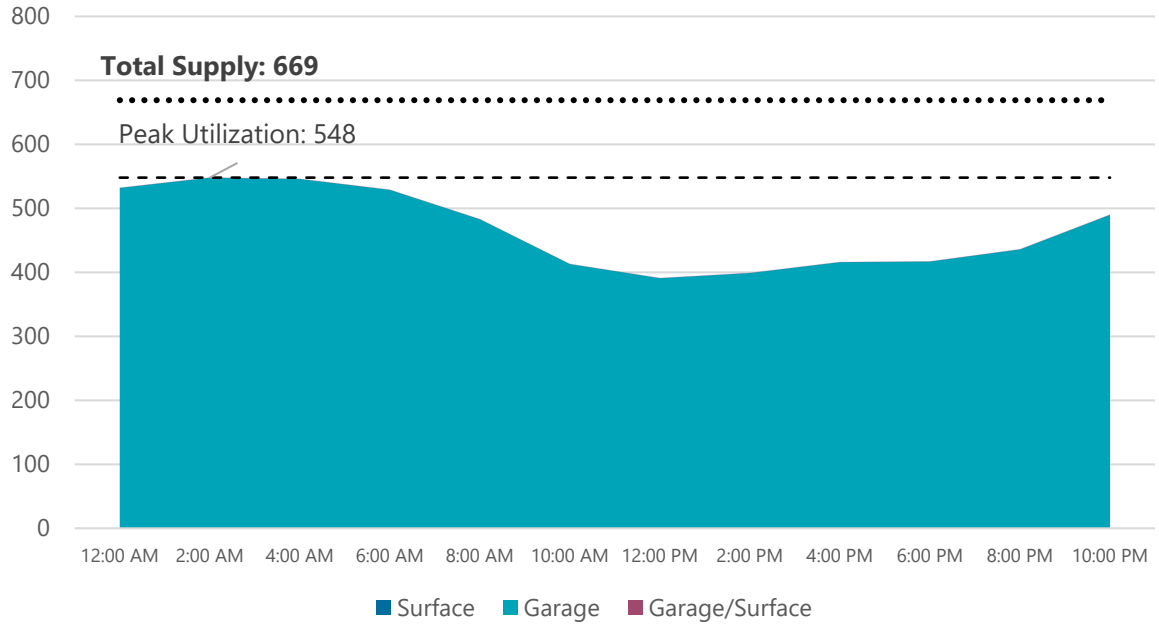
Figure 23: Knoll Trail Weekday Off-Street Utilization



As shown in **Figure 24** Weekend utilization for off-street surface facilities is similar to weekday utilization, peaking overnight. The decline in utilization on the weekend is not as drastic as the

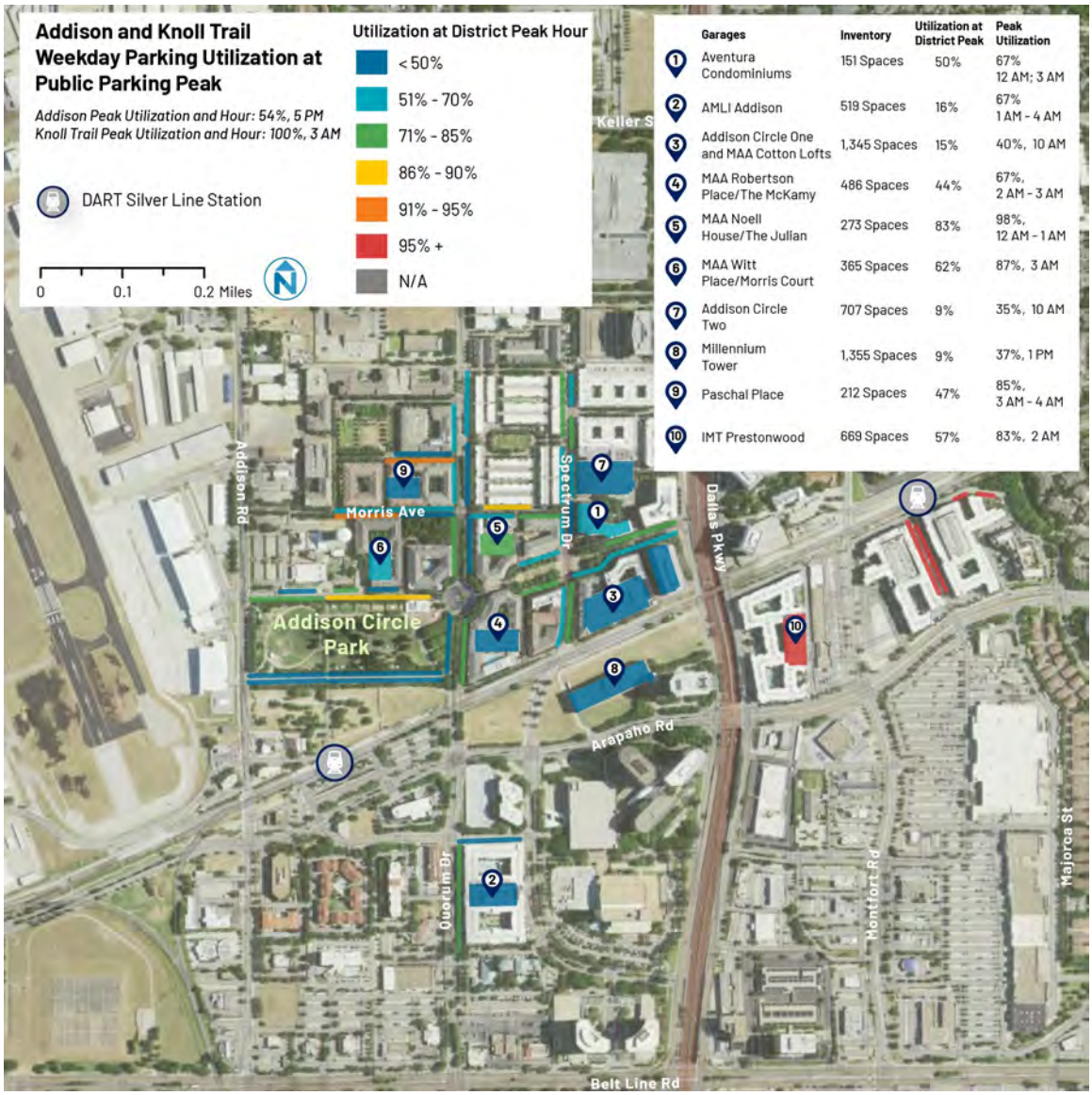
weekday, with the lowest utilization on the weekend being 58.4%. At peak, over 100 parking spaces remain unoccupied.

Figure 24: Knoll Trail Weekend Off-Street Utilization



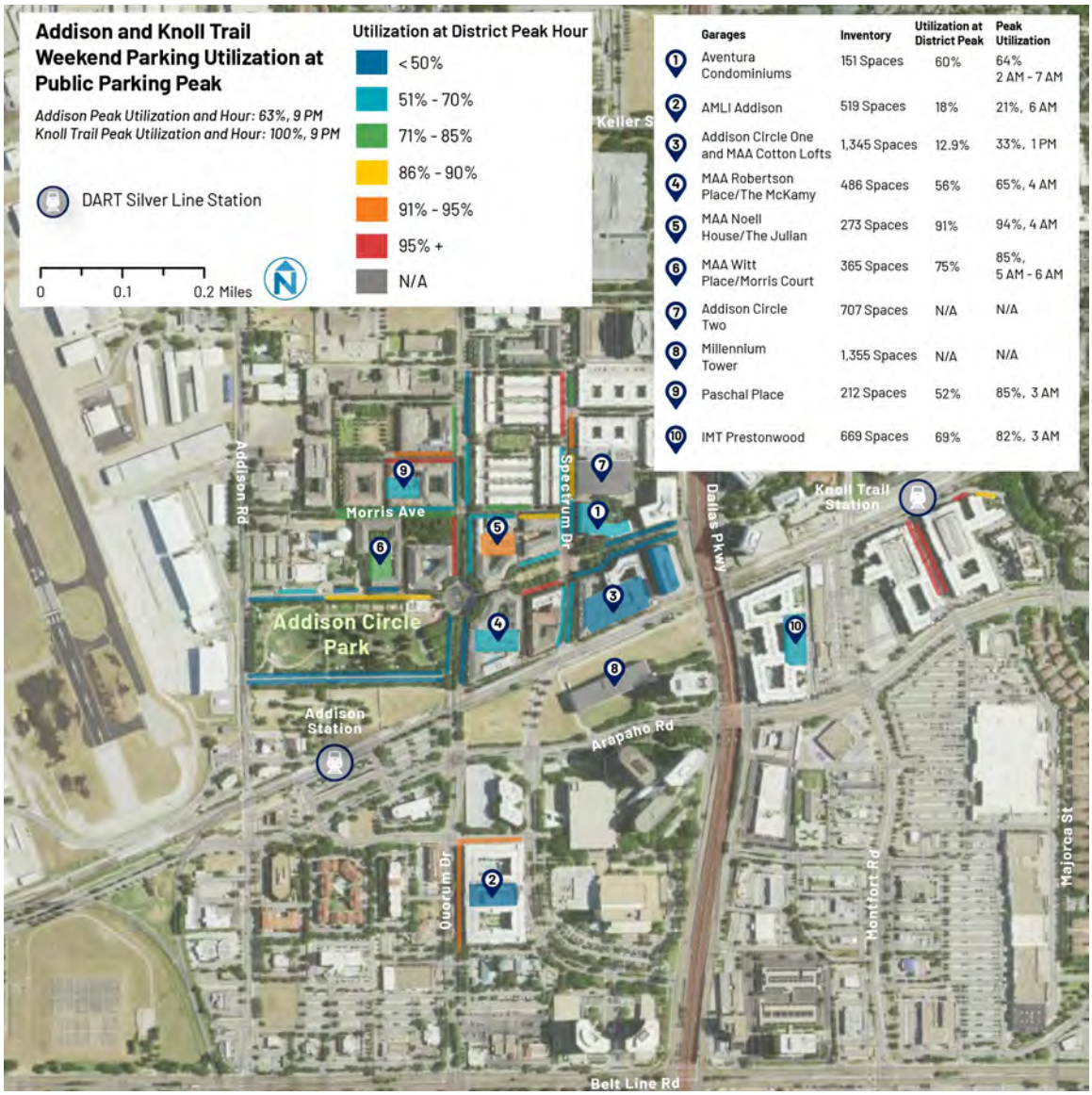
Maps 17 and **18** show parking utilization by private parking at the weekday and weekend station area peak hours for public parking at both the Addison and Knoll Trail station areas.

Map 17: Addison/Knoll Trail Weekday Parking Utilization at Public Parking Peak



	Garages	Inventory	Utilization at District Peak	Peak Utilization
1	Aventura Condominiums	151 Spaces	50%	67% 12 AM; 3 AM
2	AMLI Addison	519 Spaces	16%	67% 1 AM - 4 AM
3	Addison Circle One and MAA Cotton Lofts	1,345 Spaces	15%	40%, 10 AM
4	MAA Robertson Place/The McKamy	486 Spaces	44%	67%, 2 AM - 3 AM
5	MAA Noell House/The Julian	273 Spaces	83%	98%, 12 AM - 1 AM
6	MAA Witt Place/Morris Court	365 Spaces	62%	87%, 3 AM
7	Addison Circle Two	707 Spaces	9%	35%, 10 AM
8	Millennium Tower	1,355 Spaces	9%	37%, 1 PM
9	Paschal Place	212 Spaces	47%	85%, 3 AM - 4 AM
10	IMT Prestonwood	669 Spaces	57%	83%, 2 AM

Map 18: Addison/Knoll Trail Weekend Parking Utilization at Public Parking Peak



UT DALLAS

Station Overview

Map 19: UT Dallas Parking Inventory

Station Area Parking Supply

There are a total of 2,314 parking spaces in the UT Dallas study area. Within this total parking supply, 1,078 spaces (46.6%) correspond to garages, 768 spaces (33.2%) are in surface lots, and 468 spaces (20.2%) are located on-street. This is summarized in **Table 25** below.

Table 25: UT Dallas Station Area Parking Supply

Site	Parking Type	Number of Spaces	% of Total Supply
Northside Building 1	Surface	57	2.5%
Northside Building 2, 3, 4	Surface	317	13.7%
Northside Building 5,6,7,8	Surface	169	7.3%
Northside Plus Building 10,11,12	Surface	142	6.1%
Northside Plus Building 13,14,15,16	Surface	83	3.6%
Surface Total		768	33.2%
Northside Building 1	Garage	339	14.6%
Northside Building 9	Garage	360	15.6%
Northside Plus Building 13,14,15,16	Garage	379	16.4%
Garage Total		1078	46.6%
On-Street Total		468	20.2%
Grand Total		2314	100.0%

Development Context

The UT Dallas station area developments within this study consist of four multifamily residential developments and two mixed-use developments, as shown in **Table 26** below. The four multifamily residential developments comprise a total of 908 residential units. Of these, Northside Building 9, with 135 residential units has a dedicated parking garage, while Northside Building 5, 6, 7, 8 and Northside Plus Building 10, 11, 12 with a combined 386 units, each have dedicated surface lots for residents and visitors. Northside Plus Building 13, 14, 15, 16 with 387 residential units has both a dedicated parking garage and a surface lot for residents and visitors. Northside Building 1, a mixed-use development with 150 residential units and ground-floor retail spaces, also has a dedicated parking garage and a surface lot for residents and visitors. The other mixed-use development – Northside Building 2, 3, 4 with 163 units – also has a surface lot with dedicated parking.

Table 26: UT Dallas Developments in this Study

Name	Address	Land Use	Size	Parking Type
Northside Building 9	3100 Northside Blvd, Richardson, TX 75080	Multifamily	135 residential units	Garage
Northside Plus Building 13, 14	800 Cecil Dr, Richardson, TX 75080	Multifamily	387 residential units	Garage

Northside Building 5,6,7,8	3100 Northside Blvd, Richardson, TX 75080	Multifamily	140 residential units	Surface
Northside Plus Building 10,11,12	750 Synergy Park Blvd, Richardson, TX 75080	Multifamily	246 residential units	Surface
Northside Plus Building 13,14,15,16	800 Cecil Dr, Richardson, TX 75080	Multifamily	387 residential units	Surface
Northside Building 1	3000 Northside Blvd, Richardson, TX 75080	Multifamily/ Retail	150 residential units	Garage/Surface
Northside Building 2, 3, 4	3000 Northside Blvd, Richardson, TX 75080	Multifamily/ Retail	163 residential units	Surface

Parking Requirements

Table 27: Zoning Designations of UT Dallas Developments

Development	Land Use(s)	Zoning Designation
Northside Building 9	Multifamily	Planned Development District 4192
Northside Plus Building 13,14,15,16		
Northside Building 5,6,7,8		
Northside Plus Building 10,11,12		
Northside Building 1	Multifamily, Retail	Planned Development District 4053
Northside Building 2, 3, 4		

Parking Utilization

Data collection for UT Dallas parking occupancy in the three garages was performed hourly from May 2, 2024 (Thursday) to May 4, 2024 (Saturday). Data was not collected between 4 AM-8 AM and 10 PM-12 AM on weekdays and between 2 AM-8 AM on weekends. Peak weekday and weekend utilization for UT Dallas generally occurs overnight. The lowest utilization for both off-street lots and on-street spaces is during the PM period between 12 PM and 5 PM. Peak utilization is summarized in **Table 28.**

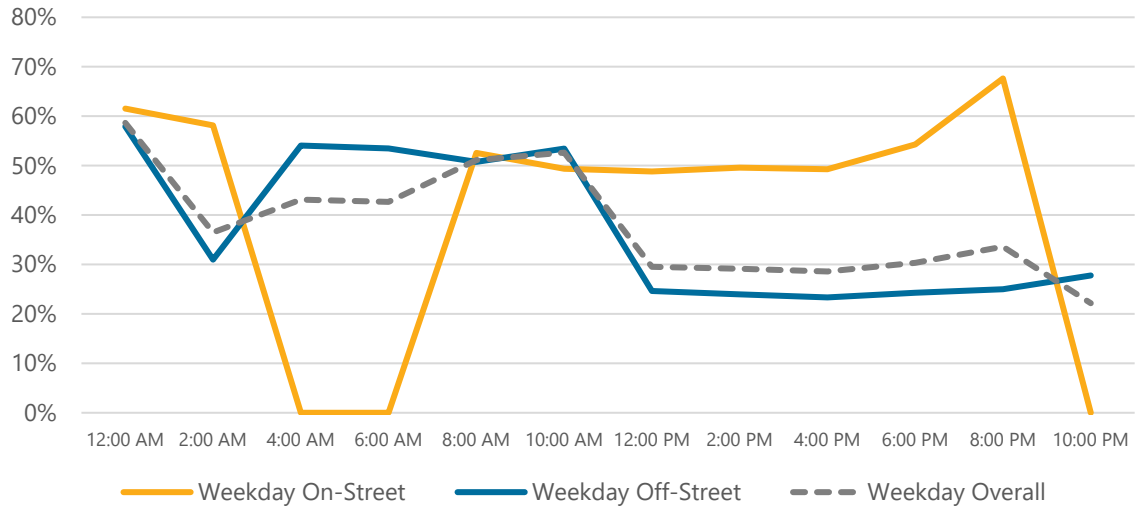
Table 28: UT Dallas Parking Peak Utilization

Parking Type	Peak Weekday Utilization	Peak Weekday Utilization Hour	Peak Weekend Utilization	Peak Weekend Utilization Hour
Off-Street	58.4%	1 AM	56.6%	1 AM
On-Street	67.6%	8 PM	67.5%	10 PM
Overall	58.6%	12 AM	58.2%	12 AM

As shown in **Figure 25**, weekday off-street parking utilization peaks overnight between 12 AM and 10 AM. This can be attributed to the large share of parking supply in the UT Dallas station

area being aligned with residential land uses, where peak occupancy tends to occur overnight. Weekday on-street parking utilization peaks at 8 PM and remains high overnight, indicating that on-street parking is likely being use by residents as overnight parking. Weekday utilization for off-street and on-street parking facilities peak at 58.4% and 67.6%, respectively, leaving both facility types largely underundeutilized at their respective peaks.

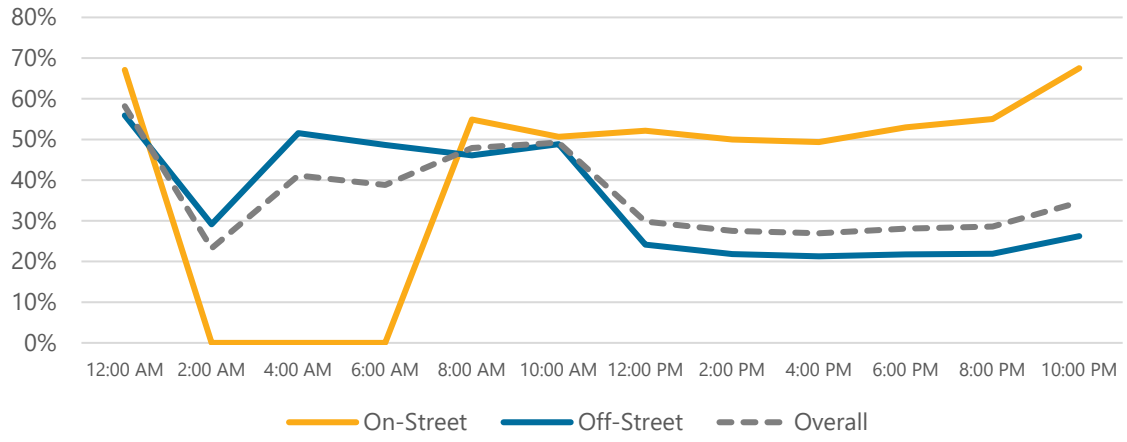
Figure 25: UT Dallas Weekday Site Utilization



Note: Data was not collected during timeframes showing 0% utilization

As shown in **Figure 26**, weekend parking utilization for off-street facilities also peaks overnight. Weekend on-street parking utilization remains steady all day and sees a rise in utilization after 8:00 PM. Weekend on-street parking utilization sees similar peak utilization of 67.5% compared to weekday's peak of 67.6%.

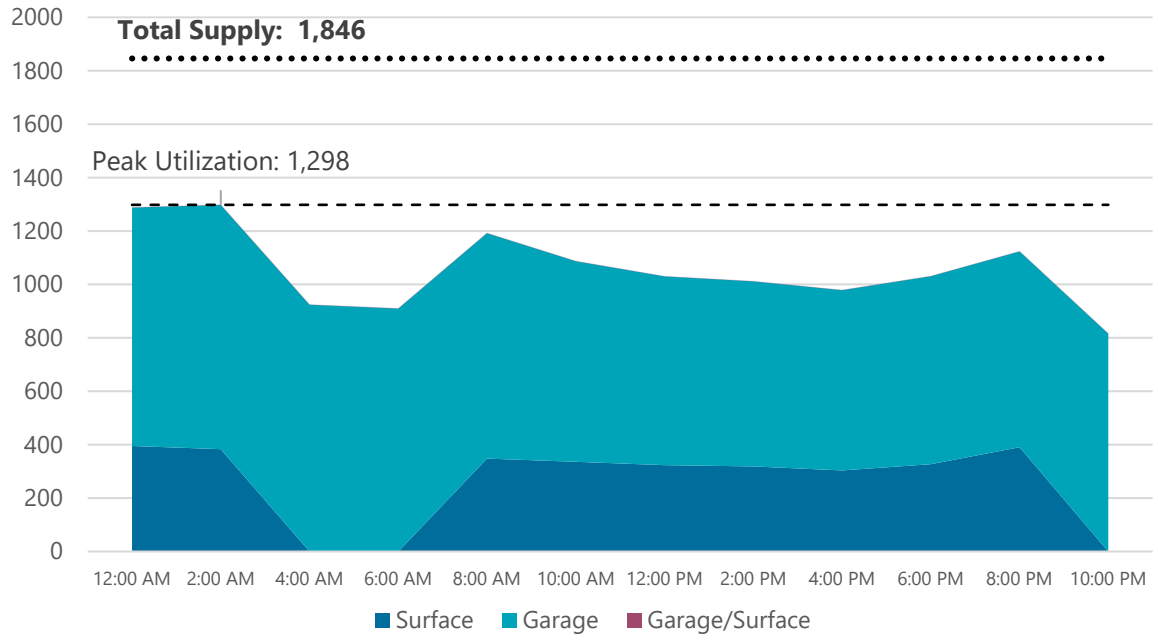
Figure 26: UT Dallas Weekend Site Utilization



Note: Data was not collected during timeframes showing 0% utilization

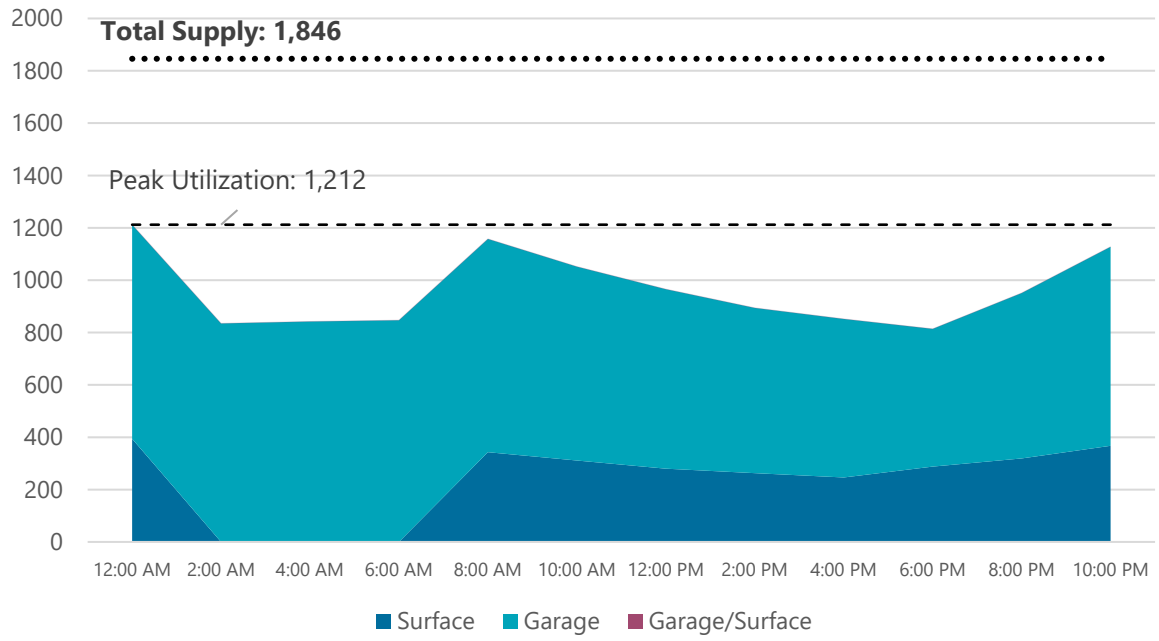
As shown in **Figure 27**, surface lot utilization trends remain steady throughout the day, whereas Garage utilization peaks overnight and declines between 8 AM and 8 PM. However, even at peak utilization, over 500 parking spaces remain unoccupied.

Figure 27: UT Dallas Weekday Off-Street Utilization



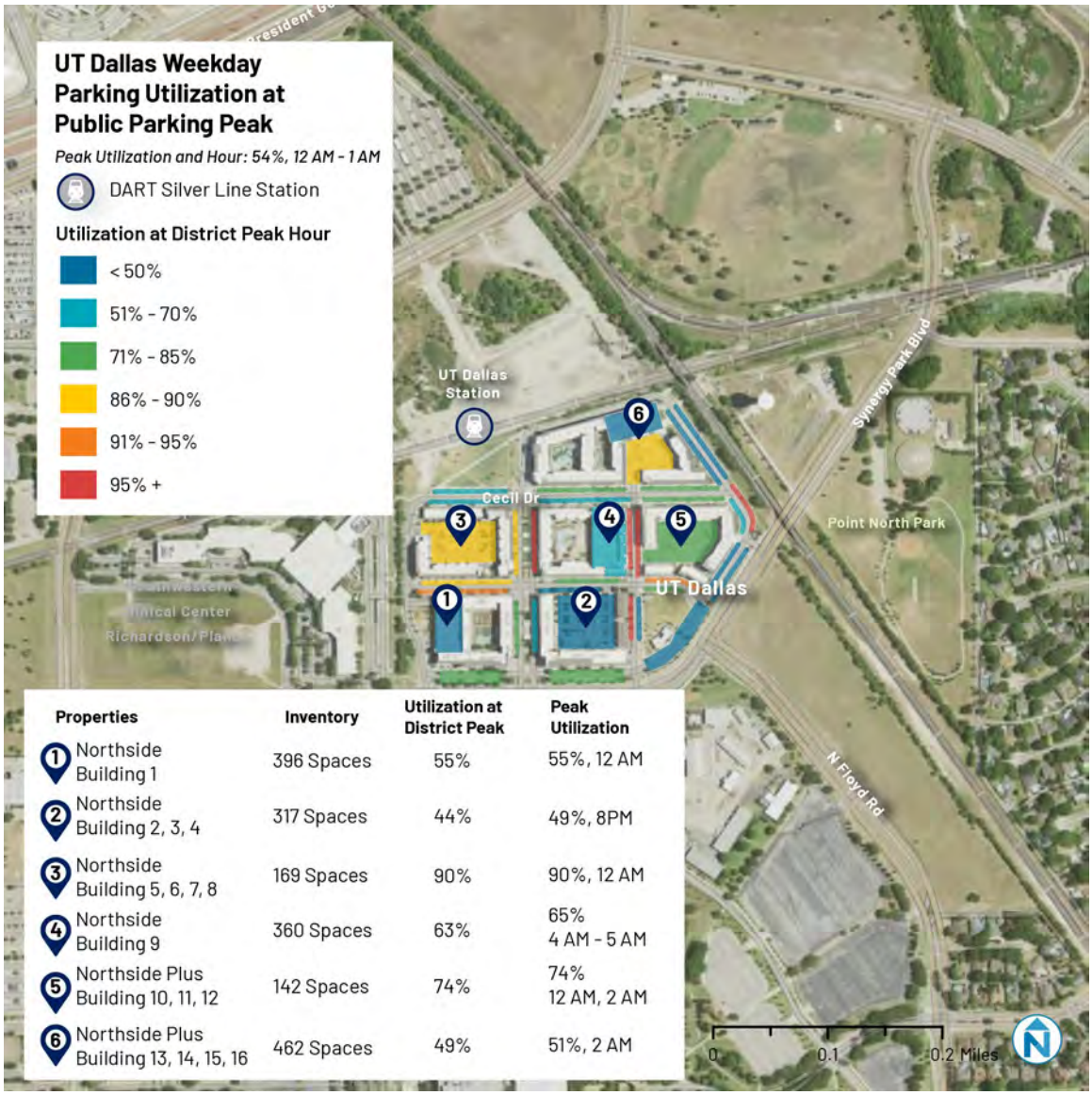
As shown in **Figure 28,** weekend utilization for off-street surface facilities is similar to weekday utilization: a steady utilization of surface lots and overnight peaks for garage facilities. Garage facilities during the weekend have sharper dips during the day. At peak, over 600 parking spaces remain unoccupied.

Figure 28: UT Dallas Weekend Off-Street Utilization



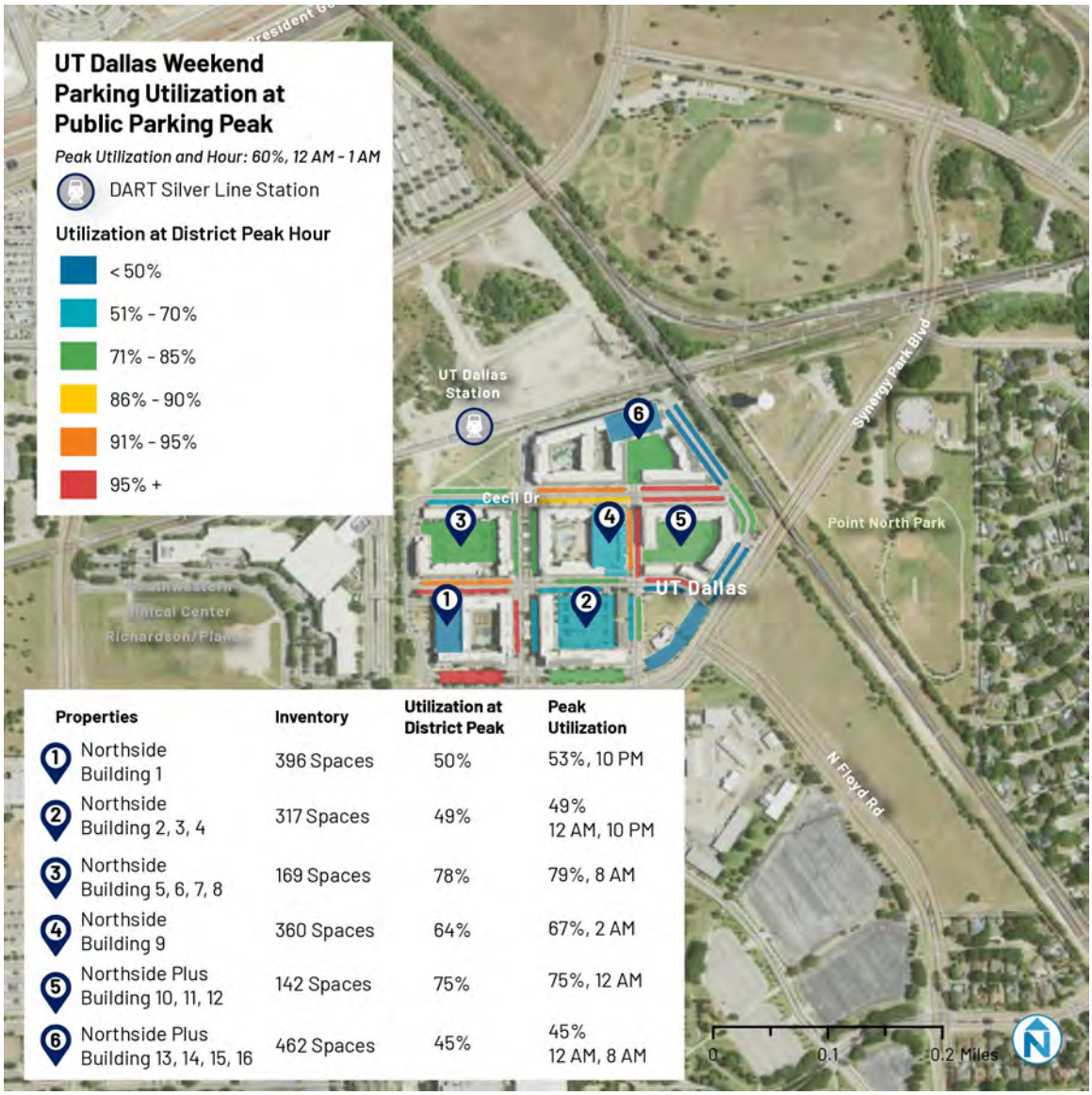
Maps 20 and **21** show parking utilization by private parking at the weekday and weekend station area peak hours for public parking at the UT Dallas station area.

Map 20: UT Dallas Weekday Parking Utilization at Public Parking Peak



Properties	Inventory	Utilization at District Peak	Peak Utilization
1 Northside Building 1	396 Spaces	55%	55%, 12 AM
2 Northside Building 2, 3, 4	317 Spaces	44%	49%, 8PM
3 Northside Building 5, 6, 7, 8	169 Spaces	90%	90%, 12 AM
4 Northside Building 9	360 Spaces	63%	65% 4 AM - 5 AM
5 Northside Plus Building 10, 11, 12	142 Spaces	74%	74% 12 AM, 2 AM
6 Northside Plus Building 13, 14, 15, 16	462 Spaces	49%	51%, 2 AM

Map 21: UT Dallas Weekend Parking Utilization at Public Parking Peak



Properties	Inventory	Utilization at District Peak	Peak Utilization
1 Northside Building 1	396 Spaces	50%	53%, 10 PM
2 Northside Building 2, 3, 4	317 Spaces	49%	49% 12 AM, 10 PM
3 Northside Building 5, 6, 7, 8	169 Spaces	78%	79%, 8 AM
4 Northside Building 9	360 Spaces	64%	67%, 2 AM
5 Northside Plus Building 10, 11, 12	142 Spaces	75%	75%, 12 AM
6 Northside Plus Building 13, 14, 15, 16	462 Spaces	45%	45% 12 AM, 8 AM