



999 South Shady Grove Rd., Suite 600
Memphis, TN 38120
901.259.2500 phone
901.259.2594 fax
EdRtrust.com

Narrative Fry Street Overlay District Proposed Amendment for EDR – UNT Project

The purpose of this amendment is to create a new 1.70-acre subdistrict in the Fry Street Overlay (Subdistrict B-1) to allow for the construction of a new mixed-use development. The proposed mixed-use project will have retail uses on the ground floor and multifamily uses above. A total of 83 dwelling units are proposed for the property. There will be a total of 300 bedrooms and 222 off-street parking spaces. The proposal has two main components:

1. Increase the maximum permitted height to 58-feet; and
2. Reduce the required off-street parking for the multifamily use to 0.73 parking spaces for each bedroom.

The property is currently developed with commercial uses and surrounded by commercial uses to the east and west. University campus uses are located south of Hickory Street. Mixed density residential uses are also located to the north, east, and west.

The property is located within a Neighborhood/University Compatibility Area on the Future Land Use Map. The proposed mixed-use development complies with the Denton Plan 2030 because it is a compact development with a mix of uses, provides additional housing choices, and compliments the thriving university area.

We believe that the proposed off-street parking requirements are adequate and appropriate for this site based on the project location, our experience with other projects EDR has developed, owned and operated and the driving habits of the expected tenants at the project. The *Denton Unified Development Code* clearly states that the purposes of the off-street parking standards are to ensure the new developments provide “adequate and reasonable” parking to support the use. The *Unified Development Code* goes further to state that where a literal interpretation of the off-street parking standards would not clearly achieve the purpose and intent of the standards, the developer can seek a variance to the standards. In this case, we are convinced that a literal interpretation of the off-street parking standards does not constitute the current market demand for parking for collegiate housing nor does it further best planning practices. The American Planning Association recognizes that a project’s proximity to a major use has an impact on the amount of parking required. In this case, our location directly across the street from the University of North Texas, clearly suggests that our tenant will not need an automobile to attend classes or visit university supporting retail and commercial uses in the area. The Walk Score rating for



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this address is high which means that the people living in this area do not have to rely on private automobiles.

The general purpose of off-street parking regulations is to make sure that there is adequate parking so the parking demanded by a certain use is not forced onto adjacent properties or into residential neighborhoods. Our research and experience of similarly situated projects clearly demonstrates that what we are proposing meets the market demand for the proposed use at the proposed location. EDR is in the business of providing housing in proximity to major universities. Their experience is that providing one parking space per bedroom is not warranted and this experience is based on their projects across the country and in universities in Texas. At their project at Texas State University, they are providing 69% of the standard parking. This project shares similar characteristics to the proposed project. Both these projects are similar to the proposed project and there is no reason to assume that the tenant characteristics would be different. In Denton, the UCenter at Fry provides all the parking as required by the *Denton Development Code* and their management has told us that the top level of the parking garage is normally empty. At the 33 Degrees North project, they provide 70% of the required parking and our conversations with their management reflect that this is adequate to meet their needs. If they cannot serve their tenants parking needs, they will not be able to lease their units and the project would not be successful.

This project is well designed and thoroughly reflective of the current best planning practices today. We are in an excellent location that truly allows for our tenants to walk, bike or take public transportation for their needs. We are confident that the proposed design is reasonable and adequately address the parking needs for the project.