

TRAFFIC IMPACT & SHARED PARKING ASSESSMENT

Adaptive Reuse of Existing Commercial Building — Parking Variance Request

725 SW Wilshire Boulevard • Burleson, Texas

Prepared for:	The Retail Connection
Subject Property:	725 SW Wilshire Boulevard, Burleson, Texas
Former Use:	Advance Auto Parts (retail)
Request:	Parking variance to allow up to 126 restaurant seats within the existing 4,000 SF restaurant space

1. Executive Summary

This memorandum evaluates a requested parking variance associated with the adaptive reuse of the existing commercial building located at 725 SW Wilshire Boulevard in Burleson, Texas. The property is a fully built, 6,889-square-foot former Advance Auto Parts store that is being reoccupied by a complementary mix of medical office, restaurant, and neighborhood retail tenants under a shared parking arrangement that has served this commercial center since its original development.

The building would contain approximately 4,000 square feet of proposed restaurant space. Under Burleson's current seat-based restaurant parking ordinance, however, the remaining parking for that space, net the proposed physical therapy clinic's parking allocation, is mathematically sufficient for only 30 restaurant seats — a seating density well below what a restaurant of this size would normally support and well below what the shared parking center can actually accommodate in our opinion.

The applicant is requesting a variance to allow up to 126 seats within that same 4,000-square-foot restaurant footprint, which correlates to 42 required parking spaces under the City's ordinance. As shown later in this memorandum, 42 spaces are comparable to the parking of a common floor-area standard seen elsewhere in Texas (10 spaces per 1,000 square foot of restaurant) would assign to a restaurant of approximately 4,200 square feet. That 4,200 square foot figure is used herein strictly as a contingent planning benchmark to illustrate the scale of the request and hedge for any possibly slight square footage discrepancy by either Tenant in the project — not to be confused as a proposal to expand the building, which will remain at its current size and footprint.

No expansion of the building, no increase in parking supply, no new driveways, and no change to site circulation are proposed. Based on the existing shared parking approval for this center, the complementary demand patterns of the tenant mix, and accepted transportation planning principles regarding pass-by trips and internal capture, it is our opinion that the requested seating variance can be granted without materially affecting parking utilization or traffic operations at the site.

2. Existing Site Conditions

The subject property is located along SW Wilshire Boulevard, one of Burleson's primary commercial corridors, and forms part of a larger three-building commercial development originally approved with a

shared parking variance recognizing that the parking supply would function collectively across the center rather than independently for each building.

The redevelopment does not alter any physical characteristic of the site:

- No new building area is proposed.
- No new pavement or parking spaces are proposed.
- No new driveways or curb cuts are proposed.
- No change to on-site circulation is proposed.
- The shared parking arrangement serving all three buildings has existed since the original development of the center.

Item	Existing Condition
Building Area	Approximately 6,889 SF
Previous Use	Advance Auto Parts (retail)
Parking Spaces	25 total (including 1 ADA space)
New Building Area	None
New Driveways	None
Changes to Access	None
Changes to Parking Layout	None

A current ALTA/NSPS Land Title Survey of the subject tract, prepared February 2026, is included as Exhibit A and confirms the existing building footprint, the 25-space parking field, and the shared access easements serving the site.

Proposed Tenant Mix

The building will be reoccupied by the following tenant mix, with no change in total building area:

Tenant	Approximate Area
Physical Therapy Clinic	2,889 SF
Restaurant	Up to 4,000 SF (existing)
Remaining Tenant Space	Retail / Service / Medical

3. Existing Parking Constraint

Under the City of Burleson parking ordinance, the physical therapy clinic is classified as a Clinic or Doctor's Office, which requires five parking spaces per 1,000 square feet. Applied to the clinic's 2,889 SF, this allocates approximately 15 of the site's 25 parking spaces to that tenant, leaving 10 spaces available for the restaurant.

Burleson's restaurant parking standard requires one space for every three seats. Applied to the 10 remaining spaces, the ordinance mathematically limits the existing 4,000-square-foot restaurant space to approximately 30 seats — regardless of how the tenant configures its dining floor.

This operational problem the variance intends to address is thirty seats being an unusually low seating density for a restaurant of this size, and it does not reflect the shared parking characteristics that have defined this commercial center since it was platted. The constraint is a product of applying a seat-based standard to a shared parking environment, not a reflection of actual parking demand at the site.

4. Requested Parking Variance

The applicant requests a variance to allow up to 126 seats within the existing 4,000-square-foot restaurant space. Under Burleson's one-space-per-three-seats standard, 126 seats corresponds to 42 required parking spaces — 32 more than the 10 restaurant spaces currently allocable per the site constraints present today, and 31 more than the parcel's parking supply of 25 spaces would provide on a stand-alone basis.

That figure is not arbitrary. Forty-two parking spaces is approximately the amount of parking that a conventional floor-area-based restaurant parking standard — 10 spaces per 1,000 SF, a ratio commonly used throughout Texas — would require for a restaurant of approximately 4,200 square feet. The comparison below is provided as an intuitive benchmark for reviewing staff and the Planning & Zoning Commission; it illustrates the scale of the parking demand associated with the request, not a proposed increase in building size.

Metric	Current Condition	Requested Variance
Restaurant Building Area	~4,000 SF	~4,000 SF (unchanged)
Seats Permitted	30 seats	Up to 126 seats
Parking Required (Burleson Ordinance)	10 spaces	42 spaces
Physical Site Improvements	N/A	None proposed

- Total Gross Leasable Area: 6,889 SF
 - 2,689 SF: Requires 14 parking spaces (compliant with $\leq 5:1,000$ ratio)
 - Reduced 200 square feet (compared to planned 2,889 sf) if for some reason either suite has a discrepancy in constructed size of their allocated space.
 - 4,200 SF (restaurant use):
 - Increased 200 square feet (compared to planned 4,000 sf) if for some reason either suite has a discrepancy in constructed size of their allocated space.
 - 25 total spaces currently provided for on-site
 - 14 spaces allocated to physical therapy
 - Based on 2,689 sf needing 14 spaces on a 5:1000 ratio.
 - 42 required restaurant parking spaces, 31 more than the 11 available in this scenario
 - Based on using a conventional 10:1000 ratio for 4,200 sf, 42 parking spaces would equate to 126 allowable seats (1 space for every 3 seats) under Burleson's ordinance.
 - 56 parking spaces in total would be needed.
 - The official variance request is for **31 parking spaces** in addition to the 25 parking spaces provided today.

The 4,200-SF figure is a comparative planning metric only. The restaurant space is, and will remain, approximately 4,000 SF; no expansion of the building or parking field is requested or required to support the additional seating.

Because the requested seating can be supported without any physical change to the site, the request is properly understood as an adjustment to how the existing, already-approved shared parking supply is allocated among the seat-based restaurant standard — not as authorization for additional development.

5. Shared Parking and Traffic Analysis

Unlike a new commercial development, the requested variance does not generate additional traffic through added building area or expanded site access. It reallocates seating capacity within an existing, already-approved shared parking environment. Several factors specific to this site further reduce the practical parking and traffic impact of the additional seating.

Existing Shared Parking

The commercial center has functioned as a shared parking environment among its three buildings since it was originally platted. Because parking demand is pooled across the center rather than allocated exclusively to each tenant, the mathematical ceiling imposed by a seat-based ordinance substantially understates the parking the site can actually support during the restaurant's peak hours.

The 2014 Amending Plat of Wilshire Gardens, included as Exhibit B, illustrates the original 2.500-acre commercial subdivision comprising Lots 1, 2, and 3, Block A, and depicts the shared access easements and firelane serving all three lots collectively — confirming that the shared parking and access concept was established at the time of the original plat and is not a new arrangement proposed by this project.

Complementary Peak Demand

The physical therapy clinic operates primarily during weekday business hours through scheduled appointments, while restaurant demand concentrates around lunch, dinner, evenings, and weekends. Because these peak periods do not substantially overlap, the tenant mix is well suited to a shared parking environment: parking that supports the clinic on weekday mornings is largely available to support the restaurant during evening and weekend peak periods, including the additional seating requested by this variance.

Pass-By Trips

Restaurants located within established commercial corridors such as SW Wilshire Boulevard typically draw a substantial share of their patronage from pass-by traffic — motorists already traveling the corridor who stop before continuing their trip. These trips do not represent new traffic added to the roadway network, and the additional seating requested here does not change the corridor's function or the restaurant's access to it.

Internal Capture

The proposed mix of medical office, restaurant, and retail also supports internal capture, in which visitors combine multiple activities within a single trip — for example, patients dining before or after appointments, or visiting a nearby retailer during the same visit. As a result, the external, roadway-facing trip generation associated with the additional seating is expected to be lower than gross trip generation rates would otherwise suggest. Consistent with this, prior technical analysis prepared for this project has noted that ITE trip generation rates are an accepted starting point, but that engineering judgment is warranted when applying those rates to a shared-parking, mixed-use redevelopment of this nature.

6. Findings

Based on the foregoing, the requested parking variance represents an operational accommodation within the existing shared parking center — not an increase in development intensity. This conclusion is supported by the following findings:

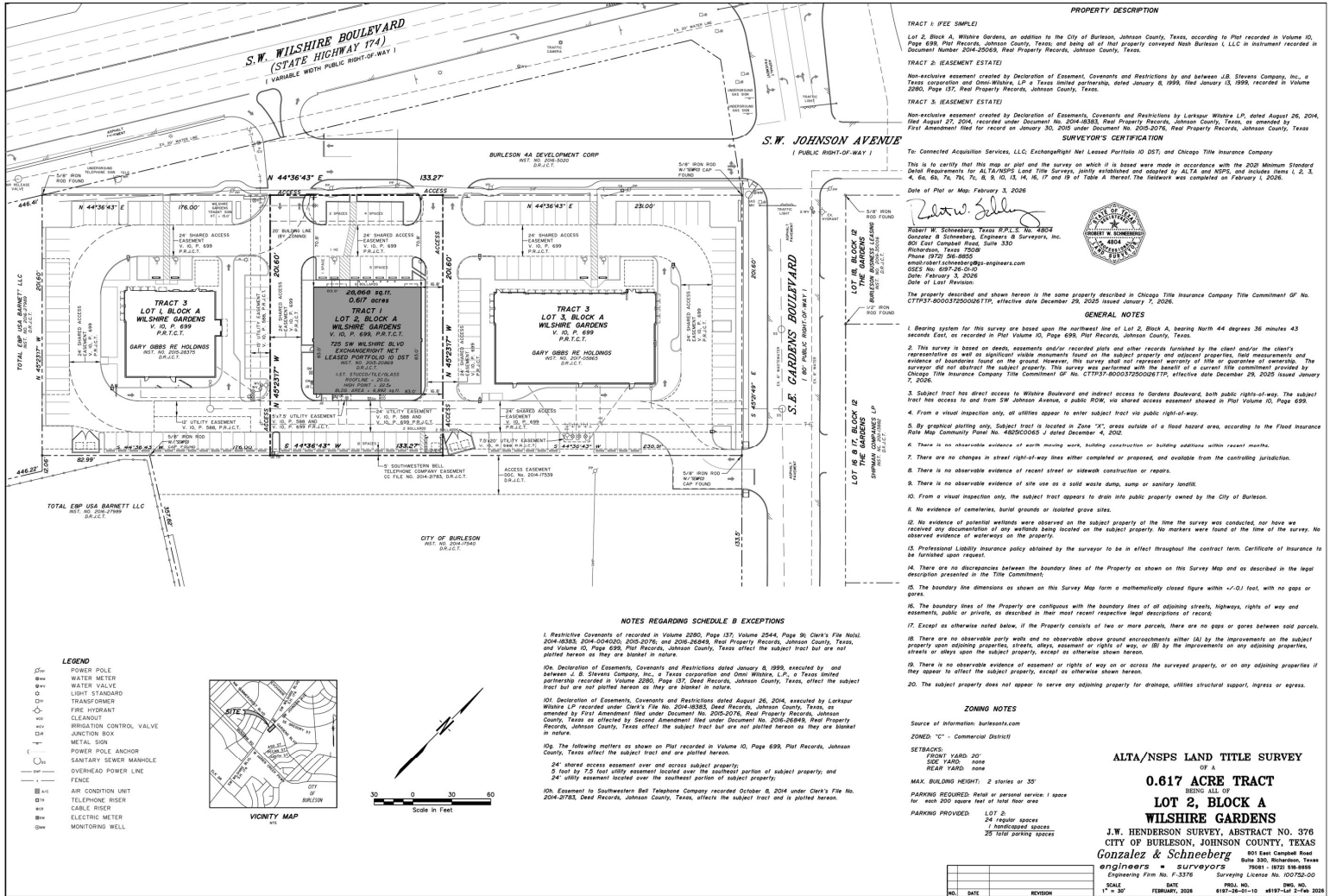
- No increase in gross building area is proposed.
- No expansion of the parking lot or parking supply is proposed.
- No changes to driveway access, curb cuts, or roadway geometry are proposed.
- The site continues to operate under the shared parking arrangement established at the time of the original plat.
- The clinic and restaurant uses have complementary, largely non-overlapping peak parking demand periods.
- A meaningful share of restaurant trips is expected to be pass-by traffic already on SW Wilshire Boulevard.
- Internal capture among the medical office, restaurant, and retail tenants is expected to reduce net external trips.
- The requested 42-space parking demand is comparable to that of a 4,200-SF restaurant under a conventional floor-area parking standard, even though the restaurant remains approximately 4,000 SF.

7. Conclusion

The requested variance should not be viewed as authorization for additional development, but rather as recognition that the existing shared parking environment can reasonably accommodate restaurant occupancy exceeding the mathematical limitations imposed by the City's seat-based parking standard. Approving up to 126 seats within the existing 4,000-square-foot restaurant space provides operational flexibility for the current and future restaurant operator while preserving the site's existing building footprint, parking field, and access configuration, and without creating a material increase in parking demand or traffic generation beyond that reasonably contemplated by the original commercial development.

EXHIBIT A

ALTA/NSPS Land Title Survey – Lot 2, Block A, Wilshire Gardens (0.617 Acre Tract), February 2026, Gonzalez & Schneeberg Engineers & Surveyors



Amending Plat of Wilshire Gardens – Lots 1, 2 and 3, Block A (2.500-Acre Commercial Subdivision, Shared Access Easements), Filed October 8, 2014

