170103

1-9-17

ORDINANCE NO. 30295

An ordinance changing the zoning classification on the following property:

BEING a tract of land in City Block 1082; fronting approximately 115 feet on the southwest line of Lamar Street; fronting approximately 224 feet on the northeast line of Austin Street; and containing approximately 0.9317 acres,

from Subdistrict 3A within Planned Development District No. 317 (Cedars Special Purpose District) to Subdistrict 3C within Planned Development District No. 317; amending Article 317, "PD 317," of Chapter 51P, "Dallas Development Code: Planned Development District Regulations," of the Dallas City Code; amending the creation of separate subdistricts, use regulations and development standards, and pedestrian amenities in the parkway regulations in Sections 51P-317.105, 51P-317.111, and 51P-317.112.1 of Article 317; providing a new property descriptions of the district and subdistricts; providing a new subdistrict map; providing a new land use and development standards chart; providing a penalty not to exceed $2,000; providing a saving clause; providing a severability clause; and providing an effective date.

WHEREAS, the city plan commission and the city council, in accordance with the Charter of the City of Dallas, the state law, and the ordinances of the City of Dallas, have given the required notices and have held the required public hearings regarding this amendment to the Dallas City Code; and

WHEREAS, the city council finds that it is in the public interest to amend Article 317 as specified in this ordinance; Now, Therefore,

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF DALLAS:

SECTION 1. That the zoning classification is changed from Subdistrict 3A within Planned Development District No. 317 to Subdistrict 3C within Planned Development District No. 317 on the property described in Exhibit A, which is attached to and made a part of this ordinance.

SECTION 2. That Section 51P-317.105, "Creation of Subdistricts," of Article 317, "PD 317," of Chapter 51P, "Dallas Development Code: Planned Development District Regulations," of the Dallas City Code is amended to read as follows:

"SEC. 51P-317.105. CREATION OF SEPARATE SUBDISTRICTS.

This district is divided into 12 [~~11~~] subdistricts: 1, 2, 2A, 2B, 3, 3A, 3B, 3C, 4, 4A, 5, and 6. The boundaries of all subdistricts are verbally described in Exhibit 317A. A map showing the boundaries of the subdistricts is labeled Exhibit 317B. If there is a conflict, the verbal descriptions in Exhibit 317A control over the graphic description in Exhibit 317B."

SECTION 3. That Subsection (d), "Subdistrict 3A (Transit-Oriented High Density Mixed Use)," of Section 51P-317.111, "Use Regulations and Development Standards," of Article 317, "PD 317," of Chapter 51P, "Dallas Development Code: Planned Development District Regulations," of the Dallas City Code is amended to read as follows:

"(d) Subdistrict 3A,[~~and~~] 3B, and 3C (Transit-oriented High Density Mixed Use).

(1) Purpose. To encourage high-density residential, retail, office, and lodging uses in compatible combinations within walking distance of DART light rail stations; and to encourage development that supports day and night-time activity, use of mass transit, increased pedestrian and bicycle use, and more efficient use of parking spaces.

(2) Main uses permitted.

(A) Agricultural uses.

None permitted.

(B) Commercial and business service uses.

-- Building repair and maintenance shop.
-- Custom business services.

-- Custom woodworking, furniture construction, or repair.
-- Electronics service center.
-- Job or lithographic printing.
-- Machinery, heavy equipment, or truck sales and services.
-- Medical or scientific laboratory.
-- Technical school.

(C) Industrial uses.

-- Alcoholic beverage manufacturing. *[Permitted only in a legacy building in Subdistrict 3C. Floor area devoted to manufacturing, blending, fermentation, processing, and packaging of alcoholic beverages may not exceed 10,000 square feet. All spent grains stored outside must be in sealed containers. Food service and meeting and event space are permitted with this use.]*
-- Art or craft production facility.
-- Temporary concrete or asphalt batching plant. *[By special authorization of the building official.]*

(D) Institutional and community service uses.

-- Child-care facility.
-- Church.
-- College, university, or seminary.
-- Community service center.
-- Convalescent and nursing homes and related institutions.
-- Convent or monastery.
-- Foster home.
-- Hospital.
-- Library, art gallery, or museum.
-- Public or private school.

(E) Lodging uses.

-- Hotel or motel.
-- Lodging or boarding house.

(F) Miscellaneous uses.

-- Carnival or circus (temporary). *[By special authorization of the building official.]*
-- Temporary construction or sales office.

(G) Office uses.

-- Financial institution without drive-in window.
-- Medical clinic or ambulatory surgical center.
-- Office.

(H) Recreation uses.

-- Private recreation center, club, or area.
-- Public park, playground, or golf course.

(I) Residential uses.

-- Duplex.
-- Handicapped group dwelling.
-- Multifamily.
-- Single family.

(J) Retail and personal service uses.

-- Animal shelter or clinic without outside run.
-- Auto service center.
-- Bar, lounge, or tavern.
-- Business school.
-- Commercial amusement (inside).
-- Commercial parking lot or garage.
-- Dry cleaning or laundry store.
-- Furniture store.
-- General merchandise or food store 3,500 square feet or less.
-- General merchandise or food store more than 3,500 square feet.
-- Household equipment and appliance repair.
-- Liquor store.
-- Motor vehicle fueling station.
-- Nursery, garden shop, or plant sales.
-- Personal service uses.
-- Restaurant without drive-in or drive-through service.
-- Temporary retail use.
-- Theater.

(K) Transportation uses.

-- Heliport.
-- Helistop. *[SUP]*
-- Railroad passenger station. *[SUP]*

-- Transit passenger shelter.
-- Transit passenger station or transfer center. *[SUP]*

(L) Utility and public service uses.

-- Commercial radio or TV transmitting station.
-- Electrical substation. *[SUP]*
-- Local utilities. *[SUP or RAR may be required. See Section 51A-4.212(4).]*
-- Police or fire station.
-- Post office.
-- Tower/antenna for cellular communication. *[SUP. See Section 51A-4.212(10.1).]*
-- Utility or government installation other than listed.

(M) Wholesale. distribution. and storage uses.

-- Mini-warehouse.
-- Office showroom/warehouse.
-- Recycling drop-off container. *[See Section 51A 4.213(11.2).]*
-- Recycling drop-off for special occasion collection. *[See Section 51A-4.213(11.3).]*
-- Warehouse.

(3) Accessory uses. As a general rule, an accessory use is permitted in any subdistrict in which the main use is permitted. Some specific accessory uses, however, due to their unique nature, are subject to additional regulations in Section 51A-4.217. For more information regarding accessory uses, consult Section 51A-4.217.

(A) The following accessory uses are not permitted:

-- Accessory outside sales.
-- Accessory pathological waste incinerator.
-- Day home.
-- General waste incinerator.
-- Private stable.

(B) In these subdistricts, the following accessory use is permitted by SUP only:

-- Pedestrian skybridges.

(C) In these subdistricts, an SUP may be required for the following accessory use:

-- Accessory medical waste/infectious waste incinerator. *[See Section 51A-4.217(3.1).]*

(4) Yard. lot. and space regulations.

(Note: The yard, lot, and space regulations in this paragraph must be read together with the yard, lot, and space regulations in Division 51A-4.400. If there is a conflict between this paragraph and Division 51A-4.400, Division 51A-4.400 controls.)

(A) Front yard. No minimum front yard.

(i) Except as provided in this subparagraph, no minimum front yard.

(ii) For a shared access development in Subdistrict 3B, minimum front yard is five feet. Cantilevered roof eaves, steps, stoops, and balconies may project [~~into~~] up to five feet into required front yards.

(B) Side and rear yard.

(i) Except as provided in this subparagraph, no side or rear yard is required; however, if a side or rear yard is provided, it must be a minimum of 10 feet.

(ii) For a shared access development in Subdistrict 3B, if a side or rear yard is provided, the 10 foot minimum setback is not required.

(iii) For a legacy building in Subdistrict 3C, if a side yard is provided, no minimum setback is required.

(C) Dwelling unit density. No maximum dwelling unit density.

(D) Floor area ratio. Maximum floor area ratio is:

(i) 4.5 for a structure with at least 50 percent of its total floor area devoted to residential uses and 50 percent or more of the ground floor area is restricted to retail and personal services uses; and

(ii) 4.0 for all other structures.

(E) Height. Maximum structure height is:

(i) 270 feet for a structure where at least 50 percent of its total floor area devoted to residential uses and 50 percent or more of the ground floor area is restricted to retail and personal services uses;

(ii) 55 feet for a residential development in Tract 1 of Subdistrict 3B; and

(iii) 90 feet for all other structures.

(F) Lot coverage.

(i) In Subdistrict 3A, a lot in this subdistrict with frontage on Lamar Street or Belleview Street is permitted 100 percent lot coverage if the owner of the lot provides and maintains enhanced pedestrian amenities in the enhanced pedestrian amenities area for that lot. See Section 51P-317.112.1(c) for enhanced pedestrian amenities regulations.

(ii) In Tract 1 of Subdistrict 3B, a shared access development is considered one lot for the purposes of determining lot coverage. The maximum lot coverage for Tract 1 of Subdistrict 3B is 85 percent.

(iii) Maximum lot coverage is 80 percent in all other cases.

(iv) Aboveground parking structures are included in lot coverage calculations; surface parking lots and underground parking structures are not.

(G) Lot size. No minimum lot size.

(H) Stories. No maximum number of stories.

(5) Off-street parking and loading.

(A) In general. Except as provided in this article, consult the use regulations (Division 51A-4.200) for the specific off-street parking and loading requirements for each use. Consult the off-street parking and loading regulations (Divisions 51A-4.300 et seq.) for information regarding off-street parking and loading generally.

(B) Tandem parking. For single family, duplex, and multifamily uses, tandem parking is permitted.

(C) Multifamily. One off-street parking space per bedroom per dwelling unit is required; not less than one space or more than two spaces are required for each dwelling unit.

(D) Shared access developments in Subdistrict 3B.

(i) In general. Except as provided in this subparagraph, two off-street parking spaces are required per dwelling unit.

(ii) Guest parking. A 0.25 parking space is required per dwelling unit. These spaces may cross lot lines.

(iii) On-street parking. A minimum of 23 on-street parking spaces must be provided as shown on the development plan for Tract 1.

(iv) Accessory uses. No parking is required for accessory uses, such as a sales office, accessory community center (private) or fitness center, provided the accessory use is principally for the residents.

(E) Office showroom/warehouse use. In Tract 2 of Subdistrict 3B, one parking space is required for each 3,160 square feet of the use.

(F) Alcoholic beverage manufacturing in Subdistrict 3C. Off-street parking for food service preparation and seating areas must be provided at a ratio of one space per 100 square feet of floor area.

(G) On-street parking credit. Required parking for nonresidential and multifamily uses may be reduced by one space for every parking space in the street right-of-way abutting the use. To receive credit, parking spaces must be marked per city regulations and must be approved by the director of mobility and street services [~~public works and transportation~~].

(i) An on-street parking space may not be used to reduce the required parking for more than one use (i.e., it cannot be counted more than once as a space for a use), except that an on-street parking space may be used to reduce the combined total parking requirement of a mixed-use project.

(ii) An on-street parking space that is not available to the public at all times of the day may only be counted as a partial parking space in proportion to the amount of time that it is available. For example, a parking space that is available to the public only eight hours per day will be counted as one-third of a parking space (8 ÷ 24 = one-third). The total of the limited availability parking spaces will be counted to the nearest whole number, with one-half counted as an additional space.

(iii) If the director of mobility and street services [~~public works and transportation~~]determines that on-street parking in the street right-of-way abutting the use, approved in accordance with Paragraph (5)(G[~~F~~]), has become a traffic hazard and prohibits the on-street parking, the on-street parking credit will be treated as a delta credit.

(H[~~G~~]) Pedestrian amenities parking reduction.

(i) Parking for uses on a lot that are located within 1,500 feet of a Dallas Area Rapid Transit (DART) light rail station may be reduced by 40 percent if enhanced pedestrian amenities are provided.

(ii) To qualify,

(aa) the enhanced pedestrian amenities must be located within the pedestrian amenities area on the lot or on the parkway abutting the lot receiving the reduction, and

(bb) the enhanced sidewalk must provide the shortest walking pathway to the DART light rail station.

(iii) See Section 51P-317.112.1(c) for enhanced pedestrian amenities regulations.

(I[~~H~~]) Remote parking.

(i) Remote parking may be located within a maximum walking distance of 1,300 feet from the use served by the remote parking if there are enhanced pedestrian amenities in the enhanced pedestrian amenities area connecting the lot to the remote parking lot. See Section 51P-317.112.1(c) regarding enhanced pedestrian amenities.

(ii) For a legacy building in Subdistrict 3C, there is no limitation on the percentage of required parking spaces that can be provided by remote parking or other special parking.

(J) Loading docks. For a legacy building in Subdistrict 3C, uses may share loading docks.

(6) Environmental performance standards. See Article VI.

(7) Landscape regulations.

(A) In general. This subdistrict is exempt from compliance with Article X of Chapter 51A, except that Article X requirements for street trees, site trees, parking lot trees, parking lot screening, garbage storage screening, and off-street loading screening, apply in this subdistrict, as modified in this paragraph.

(B) Street trees.

(i) In general. The city arborist recommends the list of trees set forth in the street tree subparagraph of the landscaping regulations for Subdistrict 1 as being most suitable for planting in this subdistrict, and the city strongly encourages the use of these trees as street trees. It is the responsibility of the property owner to apply for and obtain a parkway landscape permit before locating street trees in the parkway. For more information regarding the parkway landscape permit requirement, consult Section 51P-317.112 of this article.

(ii) Shared access development in Tract 1 of Subdistrict 3B.

(aa) One large canopy street tree must be provided for each 25 feet of street frontage, excluding points of ingress and egress, with a minimum of two street trees required. Street trees may be located within the front yard or parkway if all private licensing requirements of the city code and charter are met. In this subparagraph, parkway means the portion of a street right-of-way between the projected street curb and the front lot line or corner side lot line. If the director determines that a large canopy tree would interfere with utility lines, a small street tree from the list in Section 51P-317.111(a)(7)(B) may be provided.

(bb) Except as provided in this item, street trees must be provided in accordance with the requirements for street trees in a shared access development in districts other than single family districts. If the director determines that a large canopy tree would interfere with utility lines, a small street tree from the list in Section 51P-317.111(a)(7)(B) may be provided.

(cc) On Cockrell Avenue, McKee Street, Wall Street, and Beaumont Street, all street trees must be planted within a four-foot wide planting area that is adjacent to the curb and planted between one-and-a-half and three feet from the back of the projected street curb.

(dd) All street trees must be planted within 12 months of issuance of the first building permit for each phase.

(C) Parking lot trees. A parking lot may not contain more than 60,000 square feet of paved area uninterrupted by a row or cluster of trees.

(D) Site trees.

(i) In general. Except as provided in this subparagraph, no site trees are required in these subdistricts for a lot with frontage on Lamar Street or Belleview Street or if the lot has 100 percent lot coverage and the owner of the lot provides and maintains enhanced pedestrian amenities (see Section 51P-317.112.1(c)) along the frontage of the lot.

(ii) Shared access development in Tract 1 of Subdistrict 3B. One site tree must be provided for every 4,000 square feet within the shared access development. Site trees must be evenly distributed throughout the shared access development. The trunk of any site tree must be located at least two-and-one-half feet from any pavement. Site trees must be a species listed in Section 51A-10.134.

(iii) Alternate methods of compliance. In all other cases, the site tree requirements of Division 51A-10.125, "Mandatory Provisions," of Article X apply with the following additional provisions. If a property owner in these subdistricts cannot plant all of the required site trees on the lot, the property owner may comply with one of the following two requirements for up to a maximum of 50 percent of the required site trees:

(aa) Plant the trees in the parkway along the frontage of the lot, in addition to required street trees, with the written permission of the building official.

(bb) Make a payment into the Cedars Open Space Fund.

(iv) Cedars open space fund. The department of sustainable development and construction shall administer a city account to be known as the Cedars Open Space Fund. Funds from the Cedars Open Space Fund must be used only for acquiring park and open-space property, and for the purchase, planting, and maintenance of landscaping on public property in Subdistrict 3A. The amount of the payment required for each site tree not planted is calculated by using the formula for appraising the value of a two-inch tree, as derived from the most recent edition of the Guide for Establishing Values of Trees and Other Plants published by the Council of Tree & Landscape Appraisers, unless another publication is designated by the building official, and adding the cost of planting and maintaining a two-inch tree for two years.

(E) Nonpermeable coverage.

(i) A lot in this area with frontage on Lamar Street or Bellview Street may have a maximum of 100 percent non permeable coverage if the owner of the lot provides and maintains enhanced pedestrian amenities along the frontage of the lot. See Section 51P-317.112.1(c) regarding enhanced pedestrian amenities.

(ii) Maximum nonpermeable coverage of a lot is 90 percent in all other cases.

(F) Additional landscaping requirements for a shared access development in Tract 1 of Subdistrict 3B.

(i) In Subdistrict 3B, all of Tract 1, including both sides of Beaumont Street, are considered one lot with regard to landscape requirements.

(ii) Landscaping may be completed in phases. Each phase must be indicated on a landscape plan submitted with the construction documents. All landscaping in a phase must be complete prior to final inspection of the last structure built in that phase.

(iii) A minimum of 15 percent of the shared access development must be designated as landscape area. Permeable pavement does not count as landscape area.

(iv) Tree grates are prohibited.

(8) Additional provisions.

(A) Minimum sidewalk width.

(i) All lots with frontage on Lamar Street or Belleview Street must have a sidewalk along the Lamar Street or Belleview Street frontage with a minimum unobstructed width of seven and one-half feet.

(ii) All other lots must have a sidewalk along the street frontage with a minimum unobstructed width of six feet.

(B) Shared access development in Tract 1 of Subdistrict 3B.

(i) Shared access easement drives must be provided as shown on the conceptual plan for Subdistrict 3B (Exhibit 317E) and the development/landscape plan for Tract 1 in Subdistrict 3B (Exhibit 317F).

(ii) All street and drive pavement widths must be measured perpendicularly from the edge of the pavement to the opposite edge of the pavement.

(iii) Beaumont Street must have a minimum right-of-way width of 50 feet with a minimum pavement width of 33 feet. On Cockrell Avenue and McKee Street, minimum pavement width is 20 feet and minimum right-of-way width is 59 feet as shown on the typical street section for Subdistrict 3B (Exhibit 317H).

(iv) Minimum visibility triangles are required at all driveways and intersections with public streets. At all driveways and intersections, visibility triangles must be 10 feet by 10 feet for interior intersections of shared access easement drives, 20 feet by 20 feet for shared access easement drives at street intersections; 30 feet by 30 feet at the intersection of Wall Street and Beaumont Street and at the intersection of Beaumont Street and Cockrell Avenue; and 45 feet by 45 feet at the intersection of Cockrell Avenue and McKee Street.

(v) A minimum of six feet must be provided by plat between each group of single-family structures. No more than eight single-family structures are permitted per group.

(vi) Maximum number of dwelling units is 90.

(vii) Lots may have frontage on two opposite sides.

(viii) Mailboxes are allowed in common areas."

SECTION 4. That Paragraph (1) of Subsection (a), "Private License Granted," of Section 51P-317.112.1, "Pedestrian Amenities in the Parkway," of Article 317, "PD 317," of Chapter 51P, "Dallas Development Code: Planned Development District Regulations," of the Dallas City Code is amended to read as follows:

"(1) The city council hereby grants a revocable, non-exclusive license to the owners, or with the written consent of the owners, to the tenants ("property owner") of all parkway property in Subdistrict 1, 2, 3, 3A, 3C, and 4 (the "premises") for the exclusive purpose of authorizing compliance with the enhanced pedestrian amenities provisions of this article. A property owner is not required to pay an initial or annual fee for this license, although a fee maybe charged for issuance of a parkway amenities permit in accordance with the Dallas Building Code, or Subsection (b) of this section. This private license shall not terminate at the end of any specific time period, however, the city council reserves and has the absolute right to terminate this license at will, by resolution passed by the city council, any time such termination becomes necessary. The determination by the city of the necessity for such termination shall be final and binding and the city shall become entitled to possession of the premises without giving any notice and without the necessity of legal proceedings to obtain possession whenever in its judgment the purpose or use of this license is inconsistent with the public use of the right-of-way or when the purpose or use of this license is likely to become a nuisance or a public safety issue. Upon termination of the license by the director, each property owner shall remove all improvements and installations in the public rights-of-way in a manner satisfactory to the director of mobility and street services [~~public works and transportation~~]."

SECTION 5. That Subsection (c), "Enhanced Pedestrian Amenities," of Section 51P-317.112.1, "Pedestrian Amenities in the Parkway," of Article 317, "PD 317," of Chapter 51P, "Dallas Development Code: Planned Development District Regulations," of the Dallas City Code is amended by adding a new Paragraph (6) to read as follows:

"(6) For a legacy building in Subdistrict 3C, the following enhanced pedestrian amenities are the only pedestrian amenities that must be provided in order to qualify for 100 percent lot coverage under Section 51P-317.111(d)(4)(F), the 40 percent parking reduction under Section 51P-317.111(d)(5)(H), and the 1,300 foot extension of the walking distance for remote parking under Section 51P-317.111(d)(5)(I):

(A) Planter boxes must be installed and maintained along the Lamar Street curb having a minimum width of 12 inches and a minimum soil depth of 14 inches and planted with evergreen and seasonal plantings. The linear distance of the adjacent street frontage occupied by planter boxes must be between 40 percent and 50 percent of the street frontage length. Planter boxes must be constructed of fiberglass, concrete, or metal and not exceed 24 inches in height.

(B) Screening meeting the requirements of Section 51A-4.602 must be provided for the length of the loading dock area along Austin Street, except for visibility triangles.

(C) Windows must be provided within the Austin Street facade.

(D) The sidewalk along Austin Street to the northwest of the property must be extended along the Austin Street side of the property, and a pedestrian scaled light fixture must be installed adjacent to the sidewalk, if permitted by the director of mobility and street services.

(E) Trash receptacles must be provided along the Lamar Street and Austin Street sidewalk areas."

SECTION 6. That the property descriptions of the district and subdistricts, Exhibit 317A of Article 317, "PD 317," of Chapter 51P of the Dallas City Code, is replaced by the Exhibit 317A attached to this ordinance.

SECTION 7. That the subdistrict map, Exhibit 317B of Article 317, "PD 317," of Chapter 51P of the Dallas City Code, is replaced by the Exhibit 317B attached to this ordinance.

SECTION 8. That the land use and development standards chart, Exhibit 317D of Article 317, "PD 317," of Chapter 51P of the Dallas City Code, is replaced by the Exhibit 317D attached to this ordinance.

SECTION 9. That development of this district must comply with the full-scale versions of Exhibit 317A (property descriptions of the district and subdistricts), Exhibit 317B (subdistrict map), and Exhibit 317D (land use and development standards chart) attached to this ordinance. Reduced-sized versions of these plans shall be provided in Chapter 51P. Permits shall be issued based on information provided on the full-scale versions of the plans.

SECTION 10. That a person who violates a provision of this ordinance, upon conviction, is punishable by a fine not to exceed $2,000.

SECTION 11. That Chapter 51P of the Dallas City Code, as amended, shall remain in full force and effect, save and except as amended by this ordinance.

SECTION 12. That the terms and provisions of this ordinance are severable and are governed by Section 1-4 of Chapter 1 of the Dallas City Code, as amended.

SECTION 13. That this ordinance shall take effect immediately from and after its passage and publication, in accordance with the Charter of the City of Dallas, and it is accordingly so ordained.

APPROVED AS TO FORM:

LARRY E. CASTO, City Attorney

By_____
Assistant City Attorney

Passed JAN 11 2017

30295

GIS_Approved
170103

Exhibit A

SUBDISTRICT 3C

BEING a 40,583 square feet or 0.9317 acre tract of land situated in the John N. Bryan Survey, Abstract No. 149, Dallas County, Texas, being more particularly described as follows:

BEGINNING at a found 1/2 inch iron pipe for a corner in the Southwest line of S. Lamar Street (an 80 foot right of way), said point being South 49 degrees 30 minutes 00 seconds East, a distance of 302.40 feet from a found 1 inch iron rod at the intersection of the Southwest line of S. Lamar Street with the Southeast line of Cadiz Place (a 166 foot right of way at this location),

THENCE South 49 degrees 30 minutes 00 seconds East, with the Southwest line of S. Lamar Street, a distance of 115.00 feet a found 1/2 inch iron pipe found a corner;

THENCE South 40 degrees 30 minutes 00 seconds West, departing the Southwest line of S. Lamar Street, a distance of 50.00 feet to a set 1/2 inch iron rod for a corner;

THENCE North 49 degrees 30 minutes 00 seconds West, a distance of 1.50 feet to a point for a corner;

THENCE South 40 degrees 30 minutes 00 seconds West, a distance of 50.00 feet to a set 1/2 inch iron rod at the beginning of a tangent curve to the left with a central angle of 57 degrees 23 minutes 49 seconds, a radius of 237.41 feet, a chord bearing of South 11 degrees 48 minutes 05 seconds West and a chord distance of 228.01 feet;

THENCE Southeasterly, along said curve, an arc distance of 237.83 feet to a set PK nail for a corner in the Northeast line of Austin Street (a 60 foot right of way);

THENCE North 49 degrees 30 minutes 00 seconds West, with the Northeast line of Austin Street, a distance of 222.99 feet to a set 1/2 inch iron rod for a corner, said point being the South corner of the above said Tract 10;

THENCE North 40 degrees 30 minutes 00 seconds East, departing the Northeast line of Austin Street, a distance of 300.00 feet to the Point of Beginning.

Exhibit 317A – Property Descriptions
THE CEDARS SPECIAL PURPOSE DISTRICT

PERIMETER

BEING a tract of land in the City of Dallas, Dallas County, Texas, and further described as follows:

BEGINNING at the point of intersection of the centerline of R.L. Thornton Freeway and the centerline of the M.K. & T. Railroad R.O.W;

THENCE in a northeasterly direction along the centerline of R.L. Thornton Freeway, to the point of intersection with the centerline of Julius Schepps Freeway to a point for corner;

THENCE in a southeasterly direction along the centerline of Julius Schepps Freeway (IH-45), to the point of intersection with the centerline of the G. C. & S.F. Railroad R.O.W to a point for corner;

THENCE in a southwesterly direction along the centerline of the G. C. & S.F. Railroad R.O.W, to the point of intersection with the centerline of the M.K. & T. Railroad R.O.W to a point for corner;

THENCE in a northwesterly direction, along the centerline of the M.K. & T. Railroad R.O.W, to the point of intersection with the centerline of R.L. Thornton Freeway to the POINT OF BEGINNING, and containing approximately 25,658,704 square feet or 589.04 acres of land;

SUBDISTRICT 1 – RESIDENTIAL CORE

TRACT 1:

BEING an area described as:

BEGINNING at the point of intersection of the centerline of Beaumont Street and the northwestern prolongation of the centerline of the alley in block A/459 between Harwood Street and Park Avenue;

THENCE in a southeasterly direction along the centerline of said alley between Harwood Street and Park Avenue, to the point of intersection with the centerline of the alley in block B/458 between Hickory Street and Corinth Street to a point for corner;

THENCE in a southwesterly direction along said centerline of the alley between Hickory Street and Corinth Street, to the point of intersection with the centerline of Park Avenue to a point for corner;

THENCE in northwesterly direction along the centerline of Park Avenue, to the point of intersection with the center line of Lear Street to a point for corner;

THENCE in a southwesterly direction along the centerline of Lear Street, to the northwestern projection of the east lot line of Lot 10, Block 918 to a point for corner;

THENCE in a southeasterly direction along said lot line, to the point of intersection with the centerline of the alley between Lear Street and Corinth Street to a point for corner;

THENCE in a southwesterly direction along said centerline, to the point of intersection with the southwesterly projection of the east lot line of Lot 18, Block 918 to a point for corner;

THENCE in a northwesterly direction along said lot line, crossing Lear Street and continuing along the eastern line of Lot 20 and the western line of Lot 21, Block 917 to the point of intersection with the centerline of the alley between Hickory Street and Lear Street to a point for corner;

THENCE in a northeasterly direction along said centerline, to the point of intersection with the southeasterly prolongation of the eastern lot line of Lot 5, Block C/917 to a point for corner;

THENCE in a northwesterly direction along said lot line, to the point of intersection with the centerline of Hickory Street to a point for corner;

THENCE in a southwesterly direction along the centerline of Hickory Street, to the southeasterly projection of the centerline of an alley between lots 1 and 29 in Block B/916 to a point for corner;

THENCE in a northwesterly direction along said centerline of alley, to the point of intersection with the centerline of Beaumont Street to a point for corner;

THENCE in a northeasterly direction along the centerline of Beaumont Street, to the point of intersection with the centerline of Park Avenue to a point for corner;

THENCE in a northwesterly direction along the centerline of Park Avenue, to the point of intersection with the centerline of Beaumont Street to a point for corner;

THENCE in a northeasterly direction, along the centerline of the Beaumont Street, to the point of intersection with the northwestern prolongation of the centerline of the alley in Block A/459 between Harwood Street and Park Avenue to the POINT OF BEGINNING, and containing approximately 731,272.472 square feet or 16.78 acres of land;

TRACT 2:
BEING an area described as:

BEGINNING at the point of intersection of the centerline of Sullivan Street and the centerline of Gould Street;

THENCE in a northeasterly direction along the centerline of Sullivan Street, to the point of intersection with the northwesterly prolongation of the common tract line between Block 449 and A/449, located approximately 278 feet east from Browder Street to a point for corner;

THENCE in a southeasterly direction along said common tract line for a distance of approximately 156 feet to a common tract line running northeast between lots in Block 449 and A/449 to a point for corner;

THENCE in a northeasterly direction along said common tract line for approximately 50 feet to a common tract line running southeast between lots in Block 449 and A/449 to a point for corner;

THENCE in a southeasterly direction along said common tract line, to the point of intersection with the centerline of Gano Street to a point for corner;

THENCE in a northeasterly direction along the centerline of Gano Street, to the point of intersection with the northwesterly prolongation of the centerline of the Lytel Street alley between Ervay Street and Durant Street to a point for corner;

THENCE in a southeasterly direction along the centerline of the Lytel Street alley between Ervay Street and Durant Street, to the point of intersection with the centerline of McKee Street to a point for corner;

THENCE in a northeasterly direction along the centerline of McKee Street, to the point of intersection with the centerline of the alley through Block A/913 between Ervay Street and Browder Street to a point for corner;

THENCE in a southeasterly direction along the centerline of said alley between Ervay Street and Browder Street, crossing Beaumont Street to the point of intersection with the centerline of Hickory Street to a point for corner;

THENCE in a northeasterly direction along the centerline of Hickory Street to the point of intersection with the northwesterly projection of the common line between two lots in Block C/915, said line being 177 feet west from Ervay Street to a point for corner;

THENCE in a southeasterly direction along said common lot line to the point of intersection with the centerline of Seegar Street to a point for corner;

THENCE in a southwesterly direction along the centerline of Seegar Street, to the point of intersection with the centerline of Boren Alley between Ervay Street and Browder Street to a point for corner;

THENCE in a southeasterly direction along the centerline of Boren Alley between Ervay Street and Browder Street, to the point of intersection with the centerline of Savannah Street/Alley to a point for corner;

THENCE in a southwesterly direction along the centerline of Savannah Street/Alley, to the point of intersection with the centerline of Gould Street to a point for corner;

THENCE in a northwesterly direction along the centerline of Gould Street, to the point of intersection with the centerline of Hickory Street to a point for corner;

THENCE in a northeasterly direction along the centerline of Hickory Street, to the point of intersection with the centerline of an alley running through City block G/906, between Gould Street and Browder Street to a point for corner;

THENCE in a northwesterly direction along said alley centerline, to the point of intersection with the centerline of Beaumont Street to a point for corner;

THENCE in a southwesterly direction along the centerline of Beaumont Street, to the point of intersection with southeasterly projection of the common line between lots 1 and 1.1 in Block C/912, said line being approximately 59 feet west from Gould Street to a point for corner;

THENCE in a northwesterly direction along said common line for approximately 115 feet, to the point of intersection with the common point between lots 1 and part of Lot 2 in Block C/912, to a point for corner;

THENCE in a northeasterly direction along the said common line for a distance of approximately 67 feet to a common tract line between Lots 1 and 2 in Block C/912, to a point for corner;

THENCE in a northwesterly direction along said common tract lines for approximately 220 feet, to the point of intersection with the centerline of McKee Street to a point for corner;

THENCE in a southwesterly direction along the centerline of McKee Street, to the point of intersection with centerline of Gould Street to a point for corner;

THENCE in a northwesterly direction, along the centerline of Gould Street, to the point of intersection with the centerline of Sullivan to the POINT OF BEGINNING, and containing approximately 1,021,274.2324 square feet or 23.4452 acres of land;

SUBDISTRICT 2 – MIXED USE CORRIDORS

BEING an area described as:

BEGINNING at the point of intersection of the centerline of Griffin Street East and the centerline of Browder Street;

THENCE in a southeasterly direction along the centerline of Browder Street to the point of intersection with the centerline of Belleview Street Extension to a point for corner;

THENCE in a northeasterly direction along the centerline of Belleview Street Extension to the point of intersection with the centerline of Orr Street to a point for corner;

THENCE in a northwesterly direction along the centerline of said Orr Street to the point of intersection with the centerline of Blakeney Street to a point for corner;

THENCE in a southwesterly direction along the centerline of said Blakeney Street to the point of intersection with the southwestern projection of the centerline of the alley between Lot 5 and unplatted lots in Block A/93 to a point for corner;

THENCE in a northwesterly direction along the said alley centerline to the point of intersection with the south lot line of Lot 1, Block A/93 to a point for corner;

THENCE in a northeasterly direction along the south lot line of Lot 1, Block A/93 to the point of intersection with the east lot line of Lot 1, Block A/93 to a point for corner;

THENCE in a northwesterly direction along the east lot line of Lot 1, Block A/93 to the point of intersection with the centerline of Griffin Street East to a point for corner;

THENCE in a northeasterly direction along the centerline of Griffin Street East to the point of intersection with the southeasterly projection of the common line between Lots 4 and 13 in Block 15/92, to a point for corner;

THENCE in a northwesterly direction along said line projected to the point of intersection with the centerline of R.L. Thornton Freeway to a point for corner;

THENCE in a northeasterly direction along the centerline of R.L. Thornton Freeway to the point of intersection with the centerline of St. Paul Street to a point for corner;

THENCE in a southeasterly direction along the centerline of St. Paul Street to its intersection with the centerline of Ervay Street and continuing along Ervay Street centerline to its intersection with centerline of Gano Street;

THENCE, N 45° 00' 00 E, with the centerline of Gano Street, a distance of approximately 325.00 feet to a point for a corner;

THENCE, S 52° 52' 40 E, departing the centerline of Gano Street, and with the southwest line of the Block 453 a distance of approximately 327.78 feet to a fence corner for a corner, said point being the north corner of Block 452;

THENCE in a southeasterly and northeasterly direction along the said common line between Blocks 453 and A/452 the following three calls:

S 73° 29' 20" E, for a distance of 181.32 feet
N 42° 30' 07" E, for a distance of 21.25 feet

N 85° 17' 43" E, for a distance of 69.25 feet, to the point of intersection with the northeast corner of Lot 9, Block A/452 at the south line of Lot 11, Block 453 to a point for corner;

THENCE in a southeasterly direction along said common lot line between Lot 9 in Block A/452 and Lots 11 and 12 in Block 453 and continuing along said line projected to the centerline of Beaumont Street;

THENCE in a southwesterly direction along the centerline of Beaumont Street to its intersection with the projected centerline of an alleyway between Lots 5 and 6, Block B/916 to a point for corner;

THENCE in a southeasterly direction along alleyway centerline to the centerline of Hickory Street to a point for corner;

THENCE in a southwesterly direction along the centerline of Hickory Street to its intersection with the centerline of Ervay Street to a point for corner;

THENCE in a southeasterly direction along the centerline of Ervay Street to its intersection with the centerline southwesterly projection of an alleyway between Hickory Street and Lear Street to a point for corner;

THENCE in a northeasterly direction along the centerline of the alleyway to its intersection with the northwesterly projected common line that is the eastern line of Lot 20 and the western line of Lot 21, Block 917 to a point for corner;

THENCE in a southeasterly direction along the said common line, crossing Lear Street and continuing along the northwesterly projected line of the eastern line of Lot 18, Block 918 projected to its intersection with the centerline of an alleyway between Lear Street and Corinth Street, to a point for corner;

THENCE in a northeasterly direction along the centerline of the alleyway to its intersection with the southerly projection of the northeasterly line of Lot 10, Block 918 to a point for corner;

THENCE in a northwesterly direction along said Lot line to the point of intersection with the centerline of Lear Street to a point for corner;

THENCE in a northeasterly direction along the centerline of Lear Street to its intersection with the centerline of Park Avenue to a point for corner;

THENCE in a southeasterly direction along the centerline of Park Avenue to its intersection with the westerly projected centerline of alleyway between Hickory Street and Corinth Street to a point for corner;

THENCE in a northeasterly direction along the centerline of alleyway to its intersection with the centerline of an alleyway between Harwood Street and Park Avenue to a point for corner;

THENCE in a northwesterly direction along the centerline of the alleyway running through City Block B/458 and crossing Hickory Street and continuing along the centerline of the alleyway running through City block A/459 to its intersection with the centerline of Beaumont Street to a point for corner;

THENCE in a northeasterly direction along the centerline of Beaumont Street to its intersection with the centerline of Harwood Street to a point for corner;

THENCE in a southeasterly direction along the centerline of Harwood Street to the point of intersection with the northwesterly projection of the south line of a portion of Lot 7 that is located 80 feet north of the southeast corner of Lot 8 in Block B/464 to a point for corner;

THENCE following along said projected line and Lot line for the following calls:

South 43° 37' 52" East, 182.00 feet

North 59° 22' 08" West, 6.15 feet

North 26° 07' 52" East, 147.00 feet, to its intersection with east line of Block B/464 and projecting said line 120.00 to its intersection with the centerline of Pearl Expressway to a point for corner;

THENCE in a northwesterly direction along the centerline of Pearl Expressway approximately 56 feet to its intersection with the northeasterly projection of the common line between Lots 5 and 6 of Block B/464 to a point for corner;

THENCE in a southwesterly direction along said common Lot lines between Lots 5 and 6, Block B/464 and continuing along the common line between Lots 4 and 7 in same Block, projected to the point of intersection with the centerline of Harwood Street to a point for corner;

THENCE in a northwesterly direction along the centerline of Harwood Street to its intersection with the centerline of R.L. Thornton Freeway to a point for corner;

THENCE in a northeasterly direction along the centerline of R.L. Thornton Freeway to the point of intersection with the centerline of South Cesar Chavez Blvd to a point for corner;

THENCE in a southeasterly direction along the centerline of South Cesar Chavez Blvd to the point of intersection with the centerline of Hickory Street to a point for corner;

THENCE in a southwesterly direction along the centerline of Hickory Street to the point of intersection with the centerline of the alleyway between South Cesar Chavez Blvd and Harwood Street to a point for corner;

THENCE in a southeasterly direction along the centerline of the alleyway through Blocks 466 and 4/925, between South Cesar Chavez Blvd and Harwood Street to the point of intersection with the centerline of Richardson Street to a point for corner;

THENCE in a northeasterly direction along the centerline of Richardson Street to the point of intersection with the centerline of South Cesar Chavez Blvd to a point for corner;

THENCE in a southeasterly direction along the centerline of South Cesar Chavez Blvd to the point of intersection with the centerline of the G.C. & S.F. Railroad R.O.W./DART RAIL to a point for corner;

THENCE in a southwesterly direction along the centerline of G.C. & S.F. Railroad R.O.W. /DART RAIL to the point of intersection with the centerline of the Harwood Street to a point for corner;

THENCE in a northwesterly direction along the centerline of G.C. & S.F. Railroad R.O.W. /DART RAIL to the point of intersection with the centerline of the Harwood Street to a point for corner;

THENCE in a northwesterly direction along the centerline of Harwood Street to the point of intersection with the centerline of Kelley Street to a point for corner;

THENCE in a southwesterly direction along the centerline of Kelley Street to the point of intersection with the centerline of Ervay Street to a point for corner;

THENCE in a northwesterly direction along the centerline of Ervay Street to the point of intersection with the centerline of Parker Street to a point for corner;

THENCE in a southwesterly direction along the centerline of Parker Street to the point of intersection with the southeasterly projection of the centerline of Gilks Court (a 15 foot alley) running through City Block A/895, a distance of approximately 479 feet to a point for corner;

THENCE in a northwesterly direction along the centerline of said Gilks Court (a 15 foot alley) a distance of approximately 59.35 feet to the point of intersection with the southwesterly projection of the common line between the north line of Lot 6 and the south line of Lot 5A of City Block A/895;

THENCE in an easterly direction along the southern property line of Lot 5A a distance of 146.86 feet to the southeastern corner of Lot 5A, continuing a total distance of approximately 174.37 feet, to the centerline of Holmes Street to a point for corner;

THENCE in a northerly direction along the centerline of Holmes Street a distance of 86.30 feet to the point of intersection with the northeasterly projection of the northeast corner of Lot 5A;

THENCE in a westerly direction along said prolongation line, along the northern property line of Lot 5A a distance of 143.94 feet to the northwest corner of Lot 5A and continuing to the centerline of Gilks Court (a 15 foot alley), in all a distance of approximately 175.21 feet to a point for corner;

THENCE in a northwesterly direction along centerline of Gilks Court (a 15 foot alley) a distance of approximately 101.32 feet to the point of intersection with the northeasterly projection of the southern property line of Lot 7A of Block A/895;

THENCE southwesterly along the southern property line of Lot 7A of Block A/895 a distance of approximately 187.27 feet to the centerline of Browder Street;

THENCE southeasterly along the centerline of Browder Street approximately 249.27 feet to the point of intersection with the centerline of Parker Street;

THENCE in a southwesterly direction along the centerline of Parker Street to the point of intersection with the centerline of Gould Street to a point for corner;

THENCE in a northwesterly direction along the centerline of Gould Street to the point of intersection with the projected common line between Lots 4 and 5 in Block E/897 located at an approximate distance of 198 feet from the centerline of Parker Street to a point for corner;

THENCE in a southwesterly direction along the said common line between Lots 4 and 5 and between Lots 10 and 11 in Block E/897 and the southwesterly extension of said common line to the point of intersection with the east DART Railroad R.O.W. line at an approximate distance of 290.57 feet from the centerline of Gould Street to a point for corner;

THENCE in a southeasterly direction along said DART Railroad R.O.W. line approximately 191.00 feet to the point of intersection with the northeasterly extension of the centerline of Parker Street to a point for corner;

THENCE along the southwesterly projection of the said Parker Street centerline to the point of intersection with the centerline of the DART Railroad R.O.W. to a point for corner;

THENCE in a northwesterly direction along the centerline of the DART Railroad R.O.W. to the point of intersection with the southerly projection of the centerline of Wall Street, to a point for corner;

THENCE in a northwesterly direction along the centerline of Wall Street to the point of intersection with the centerline of the alley between McKee Street and Gano Street through Block 907 1/4 to a point for corner;

THENCE in a northeasterly direction along the centerline of said alley between McKee Street and Gano Street to the point of intersection with the southeasterly projection of a line dividing in half Lot 3, Block 907 1/4 at a distance of approximate 175 feet from the centerline of Akard Street to a point for corner;

THENCE in a northwesterly direction along said dividing line in Block 907 1/4 to the point of intersection with the centerline of Gano Street to a point for corner;

THENCE in a northeasterly direction along the centerline of Gano Street to the point of intersection with the southeasterly projection of the centerline of the alley between Wall Street and Akard Street in Block 909 to a point for corner;

THENCE in a northwesterly direction along the centerline of the alley between Wall Street and Akard Street to the point of intersection with the centerline of the Sullivan Drive to a point for corner;

THENCE in a northeasterly direction along the centerline of Sullivan Drive to the point of intersection with southerly projection of the centerline of the alley between Wall Street and Akard Street running through City Block G/910 to a point for corner;

THENCE in a northwesterly direction along the centerline of the alley between Wall Street and Akard Street crossing Belleview Street and running through City Block E/442 to the point of intersection with the centerline of the Powhattan Street to a point for corner;

THENCE in a southwesterly direction along the centerline of Powhattan Street to the point of intersection with the southeasterly projection of the common line between Lots 20 and 21 in Block A/441 to a point for corner;

THENCE in a northwesterly direction along said common line to the point of intersection with the south line of Lot 19, Block A/441 from the centerline of Powhattan Street to a point for corner;

THENCE in a northeasterly direction along the common line between Lots 19 and 20 in Block A/441 to the point of intersection with the centerline of the alley between Peters Street and Akard Street to a point for corner;

THENCE in a northwesterly direction along the centerline of the alley between Peters Street and Akard Street to the point of intersection with the centerline of Griffin Street East to a point for corner;

THENCE in a northeasterly direction along the centerline of Griffin Street East to the point of intersection with the centerline of Browder Street, the PLACE OF BEGINNING; SAVE AND EXCEPT the 23.14 acres contained within Subdistrict 1 Tract 2 (described above); thus the total area of this tract being 6,041,917.359 square feet more or less, or 138.703 acres.

SUBDISTRICT 2A

BEING an area described as City Block C/917 Lots 1 through 5, and further described as:

BEGINNING at the point of intersection of the centerline of Ervay Street and the centerline of Hickory Street to a point for corner;

THENCE in a northeasterly direction along the centerline of Hickory Street to the point of intersection with the northwesterly prolongation of the eastern line of Lot 5 in Block C/917 to a point for corner;

THENCE in a southeasterly direction along said lot line, to the point of intersection with the centerline of an alley between Hickory Street and Lear Street to a point for corner;

THENCE in a southwesterly direction along said alley centerline to the point of intersection with the centerline of Ervay Street to a point for corner;

THENCE in a northwesterly direction along the centerline of Ervay Street to the point of intersection with the centerline of Hickory street to the POINT OF BEGINNING, and containing approximately 58,175.66 square feet more or less, or 1.33 acres,

SUBDISTRICT 2B

BEING a 1.97 acre tract of land situated in the John Grisby Survey, Abstract No. 495, in the City of Dallas Block No. B/93, and No. 448, Dallas County, Texas, and being a portion of tracts of land conveyed to WINRS, LTD., a Texas limited partnership by deed recorded in Volume 2002250, Page 07268, of the Deed Records of Dallas, County, Texas, and being a portion of that certain tract of land to Matthews CCH Partners, LP, by Special Warranty Deed dated March 11, 2013, and recorded in Instrument No. 201300075811, Official Public Records, Dallas County, Texas, and being more particularly described as follows:

BEGINNING at an 'X' cut found for the North corner of said Matthews CCH Partners tract, same being in the South intersection of Blakeney Street and Orr Street;

THENCE South 47 deg. 11 min. 39 sec. East, along the common line of said Matthews CCH Partners tract and said Orr Street, a distance of 207.96 feet to a City of Dallas mag nail found for the East corner of the herein described tract, same being the North corner of Belleview Street Extension (57.5 foot right-of-way per Instrument Number 201400312061), same being the beginning of a non-tangent curve to the right, having a radius of 221.28 feet, a central angle of 11 deg. 19 min. 24 sec., and a chord bearing and distance of South 39 deg. 47 min. 58 sec. West, 43.65 feet;

THENCE along the Northwest line of said Belleview Street Extension as follows:

Along said non-tangent curve to the right, an arc distance of 43.73 feet to a point in a building for angle point; South 45 deg. 27 min. 38 sec. West, a distance of 123.28 feet to a City of Dallas mag nail found for angle point, same being the beginning of a curve to the right, having a radius of 5550.66 feet, a central angle of 02 deg. 03 min. 14 sec., and a chord bearing and distance of South 46 deg. 29 min. 15 sec. West, 198.97 feet;

Along said curve to the right, an arc distance of 198.98 feet to a City of Dallas mag nail found for angle point; South 47 deg. 30 min. 52 sec. West, a distance of 43.08 feet to a City of Dallas mag nail found for the South corner of the herein described tract, same being the West corner of said Belleview Street Extension, same being in the Northeast right-of-way line of Browder Street;

THENCE North 45 deg. 16 min. 24 sec. West, along the Northeast right-of-way line of said Browder Street, a distance of 209.09 feet to a mag nail found for the West corner of the herein

described tract, same being in the Northwest line of said Matthews CCH Partners tract, same being in the East intersection of said Browder Street and aforesaid Blakeney Street;

THENCE North 45 deg. 45 min. 59 sec. East, along the common line of said Matthews CCH Partners tract and said Blakeney Street, a distance of 401.77 feet to the POINT OF BEGINNING and containing 118,535.290 square feet or 2.721 acres, more or less.

SUBDISTRICT 3 – FREEWAY-ORIENTED MIXED USE

BEING an area described as:

BEGINNING at the point of intersection of the centerline of R.L. Thornton Freeway and the DART Railroad R.O.W.;

THENCE in a northeasterly direction along the centerline of R.L. Thornton Freeway to the point of intersection with the northwesterly prolongation of the common line between Lots 3 and 13 in Block 15/92 to a point for corner;

THENCE in a southeasterly direction along said common line to the point of intersection with the centerline of Griffin Street East to a point for corner;

THENCE in a southwesterly direction along the centerline of Griffin Street East to the point of intersection with the northwesterly projection of the east lot line of Lot 1, Block A/93 to a point for corner;

THENCE in a southeasterly direction along the east lot line of Lot 1, Block A/93 to the point of intersection with the south lot line of Lot 1, Block A/93 to a point for corner;

THENCE in a southwesterly direction along the south lot line of Lot 1, Block A/93 to the point of intersection with the centerline of a 10 foot alley through Block A/93 to a point for corner;

THENCE in a southeasterly direction along the centerline of said alley to the point of intersection with the centerline of Blakeney Street to a point for corner;

THENCE in a southwesterly direction along the centerline of Blakeney Street to the point of intersection with the centerline of Browder Street to a point for corner;

THENCE in a northwesterly direction along the centerline of Browder Street to the point of intersection with the centerline of Griffin Street East to a point for corner;

THENCE in a southwesterly direction along the centerline of Griffin Street East crossing Akard Street and continuing along the southwesterly projection of the centerline of Griffin Street East to the point of intersection with the centerline of the DART Railroad R.O.W. to a point for corner;

THENCE in a northwesterly direction along the centerline of the DART Railroad R.O.W., to the PLACE OF BEGINNING, the total area of this tract being 1,331,602 square feet more or less, or 30.59 acres.

SUBDISTRICT 3A – TRANSIT-ORIENTED MIXED USE

BEING an area described as:

BEGINNING at the point of intersection of the centerline of R.L. Thornton Freeway and the M.K. & T. Railroad R.O.W.;

THENCE in a northeasterly direction along the centerline of R.L. Thornton Freeway to the point of intersection with the DART Railroad R.O.W. to a point for corner;

THENCE in a southeasterly direction along the centerline of the DART Railroad R.O.W. to the point of intersection with the southwesterly projection of the centerline of Griffin Street East to a point for corner;

THENCE in a northeasterly direction along the said southwesterly projection of the centerline of Griffin Street East to the point of intersection with the centerline of the alley between Peters Street and Akard Street in Block A/441, to a point for corner;

THENCE in a southeasterly direction along the centerline of the alley between Peters Street and Akard Street to the point of intersection with the projection of the common line between Lots 19 and 20 in Block A/441 to a point for corner;

THENCE in a southwesterly direction along the said common line to the point of intersection with the common line between Lots 20 and 21 in Block A/441 to a point for corner;

THENCE in a southeasterly direction along said common lot line in Block A/441 to the point of intersection with the centerline of Powhattan Street to a point for corner;

THENCE in a northeasterly direction the centerline of Powhattan Street to the point of intersection with the centerline of the alley between Wall Street and Akard Street to a point for corner;

THENCE in a southeasterly direction along the centerline of the alley in Block G/910 between Wall Street and Akard Street crossing Belleview Street to the point of intersection with the centerline of Sullivan Street to a point for corner;

THENCE in a southwesterly direction along the centerline of Sullivan Street to the point of intersection with the centerline of the alley in Block 909 between Wall Street and Akard Street to a point for corner;

THENCE in a southeasterly direction along the centerline of the alley between Wall Street and Akard Street to the point of intersection with the centerline of Gano Street to a point for corner;

THENCE in a southwesterly direction along the centerline of Gano Street to the point of intersection with the projection of a line dividing Lot 3 in half in Block 907 1/4 from the centerline of Akard Street to a point for corner;

THENCE in a southeasterly direction along said dividing line through Lot 3 in Block 907 1/4 to the point of intersection with the centerline of the alley between McKee Street and Gano Street to a point for corner;

THENCE in a southwesterly direction along the centerline of the alley between McKee Street and Gano Street to the point of intersection with the centerline of Wall Street to a point for corner;

THENCE in a southeasterly direction, approximately 627 feet, along the centerline of Wall Street to the point of intersection with the southwest line of DART Railroad ROW adjacent to Block 1090½;

THENCE, N 71°20'00" W, with the southwest line of DART, a distance of 67.39 feet to a point for a corner;

THENCE, N 41°56'00" W, continuing with the southwest line of DART, a distance of 36.00 feet to a point for a corner;

THENCE, N 57°58'40" W, continuing with the southwest line of DART, a distance of 312.72 feet to a point for a corner;

THENCE, N 39°34'11" E, continuing with the southwest line of DART, a distance of 0.20 feet to a point for a corner;

THENCE, N 50°16'08" W, continuing with the southwest line of DART, a distance of 30.00 feet to a point for a corner in the centerline of \McKee Street;

THENCE, S 39°35'20" W, with the centerline of McKee Street, a distance of 330.19 feet to a point of intersection with the centerline of Cockrell Street;

THENCE, S 39°44°20" W, continuing with the centerline of McKee Street, a distance of 180.00 feet to the point of intersection with the centerline of a 20 foot Alley right of way in Block 2/1090;

THENCE, S 50°15'40" E, departing the centerline of McKee Street an d with the centerline of the Alley right of way, a distance of 505.74 feet to a point of intersection with the centerline of the Alexander Street;

THENCE, N 44°29'20" E, with the centerline of Alexander Avenue, a distance of 180.62 feet to a point of intersection with the centerline of Cockrell street;

THENCE,N 50°15'40" W, with the centerline of Cockrell Avenue, a distance of 140.89 feet to a point with the intersection of the projected line of Lot 7 and Lot 8, Block 1094;

THENCE, N 39°58'00" E, departing the centerline of Cockrell Avenue, passing at a distance of 30.00 feet a found 5/8 inch iron rod in the northeast line of Cockrell Avenue and being the south corner of Lot 7, Block 1094 and the west corner of Lot 8, Block 1094, continuing with the common line of Lot 7 and Lot 8 in all a distance of 183.39 feet to a point at the east corner of Lot 7 and the north corner of Lot 8, Block 1094;

THENCE, S 42°27'40" E, along the northeast line of Lot 8, 9, 10 and 11 in Block 1094 to the point of intersection with the northeasterly projection of the common line between Lots 11 and 12 in Block 1094, projected through Block 1094 along the common line between Tracts 15 and a 48,407 square foot tract of land;

THENCE in a northeasterly direction crossing Block 1094 and along the common line between Tracts 15 and a 48,407 square foot tract of land, approximately 70.5 feet to its intersection with a line dividing a 7,218 square foot tract in Block 1094 and a 22,000 square foot tract in Block 1094;

THENCE in a southeasterly direction along the common line of a 7,218 square foot tract and a 22,000 square foot tract to the west corner of Tract 13 in Block E/1094 and the north corner of an alley in Block E/1094;

THENCE in a southwesterly direction along the northwest line of an alley in Block 1094, and the northwest line of Lot 1 in Block E/1094 to the point of intersection of the projected northwest line of Lot 1 in Block E/1094 and the center line of Lamar Street;

THENCE in a northwesterly direction along the centerline of Lamar Street to the point of intersection with the centerline of Alexander Street to a point for corner;

THENCE in a southwesterly direction along the centerline of Alexander Street to the point of intersection with the centerline of the alley through Block 1/1089 between Lamar Street and Austin Street to a point for corner;

THENCE in a northwesterly direction along the centerline of said alley between Lamar Street and Austin Street to the point of intersection with the centerline of McKee Street to a point for corner;

THENCE in a southwesterly direction along the centerline of McKee Street to the point of intersection with the common line between Block 1084 and Block 5/1085 to a point for corner;

THENCE in a northwesterly direction following along the common line between Blocks 1084 and 5/1085 and its northwesterly projection to the point of intersection with the projected south block line of Block 1082 to a point for corner;

THENCE in a southwesterly direction along said south block line of Block 1082 to the point of intersection with the centerline of the M.K. & T. / U.P.R.R. / C.R.I. & G. Railroad R.O.W. to a point for corner;

THENCE in a northwesterly direction along the centerline of the M.K. & T. / U.P.R.R. / C.R.I. & G. Railroad R.O.W., to the PLACE OF BEGINNING, ~~the total area of this tract being 4,924,985 square feet more or less, or 113.06 acres.~~SAVE AND EXCEPT the 0.9317 acres contained within Subdistrict 3C (described below) thus the total area of this tract containing approximately 4,884,402 square feet more or less, or 112.13 acres.

SUBDISTRICT 3B —TRANST-ORIENTED MIXED USE

BEING a 276,262 square feet or a 6.342 acre tract of land situated in the J. N. Bryan Survey, Abstract No. 149, City of Dallas, Dallas County, Texas, said tract being all of Lots 1 through 6 and Lots 21 through 28 in Block 1090½ of Alex Cockrell, an addition to the City of Dallas, Dallas County, Texas according to the map thereof recorded in Volume 604, Page 235, Deed Records of Dallas County, Texas, and various tracts of land in City Block 1094, and part of Beaumont Street right of way as abandoned by City Ordinance Number 8691, and a called 255 square feet tract of land out of McKee Street right of way as abandoned by City Ordinance Number 19018 and recorded in Volume 86073, Page 3226, Deed Records of Dallas County, Texas, said tract conveyed to Iron Mountain Records Management, Inc. by deed recorded in Volume 2001127, Page 3903, Deed Records of Dallas County, Texas, all of Lot 10A, Block 2/1090 of Security Archives Addition, an addition to the City of Dallas, Texas according to the map thereof recorded in Volume 91151, Page 2072, Deed Records of Dallas County, Texas, as conveyed to Iron Mountain Records by deed recorded in Volume 2001127, Page 3903, Deed Records of Dallas County, Texas, all of Lot 13A, Block 2/1090 of Cockrell's Addition, an addition to the City of Dallas, Texas according to the map thereof recorded in Volume 86017, Page 1229, Deed Records of Dallas County, Texas, as conveyed to Iron Mountain Records by deed recorded in Volume 2001127, Page 3910, Deed Records of Dallas County, Texas, and parts of the right of way of McKee Street, Cockrell Avenue, Alexander Avenue and Wall Street, and being more particularly described as follows:

BEGINNING at a point for a corner at the intersection of the centerline of Cockrell Avenue (a 60 foot right of way) with the centerline of McKee Street (a variable width right of way);

THENCE, N 39°35'20" E, with the centerline of McKee Street, a distance of 330.19 feet to a point for a corner;

THENCE, S 50°16'08" E, departing the centerline of McKee Street, passing at a distance of 29.10 feet the intersection of the southeast line of McKee Street with the southwest line of Dallas

Area Rapid Transit (DART - a variable width right of way), continuing in all a distance of 30.00 feet to a point for a corner;

THENCE, S 39°34'11" W, continuing with the southwest line of DART, a distance of 0.20 feet to a point for a corner;

THENCE, S 57°58'40" E, continuing with the southwest line of DART, a distance of 312.72 feet to a point for a corner;

THENCE, S 41°56'00" E, continuing with the southwest line of DART, a distance of 36.00 feet to a point for a corner;

THENCE, S 71°20'00" E, continuing with the southwest line of DART, passing at a distance of 26.65 feet the southwest line of Wall Street (a 40 foot right of way), continuing in all a distance of 67.39 feet to a point for a corner in the centerline of Wall Street;

THENCE, S 41°56'00" E, with the centerline of Wall Street, a distance of 197.61 feet to a point for a corner;

THENCE, S 48°04'00" W, departing the centerline of Wall Street, passing at a distance of 20.00 feet the southwest line of Wall Street, continuing in all a distance of 211.62 feet to a point for a corner;

THENCE, N 42°27'40" W, a distance of 223.94 feet to a point for a corner;

THENCE, S 39°58'00" W, passing at a distance of 153.39 feet a found 5/8 inch iron rod in the northeast line of Cockrell Avenue, continuing in all a distance of 183.39 feet to a point for a corner in the centerline of Cockrell Avenue;

THENCE, S 50°15'40" E, with the centerline of Cockrell Avenue, a distance of 140.89 feet to a point for a corner at the intersection of the centerline of Cockrell Avenue with the centerline of Alexander Avenue (a 60 foot right of way;

THENCE, S 44°29'20" W, with the centerline of Alexander Avenue, a distance of 180.62 feet to a point for a corner at the intersection of the centerline of Alexander Avenue with the centerline of a 20 foot Alley right of way;

THENCE, N 50°15'40" W, departing the centerline of Alexander Avenue and with the centerline of the Alley right of way, a distance of 505.74 feet to a point for a corner at the intersection of the centerline of the Alley right of way with the centerline of McKee Street;

THENCE, N 39°44°20" E, with the centerline of McKee Street, a distance of 180.00 feet to the Point of Beginning and Containing 276,262 square feet or 6.342 acres of land.

TRACT 1:

BEING a 159,432 square feet or a 3.660 acre tract of land situated in the MJ. N. Bryan Survey, Abstract No. 149, City of Dallas, Dallas County, Texas, said tract being all of Lots 1 through 6 and Lots 21 through 28 in Block 1090½ of Alex Cockrell, an addition to the City of Dallas, Dallas County, Texas according to the map thereof recorded in Volume 604, Page 235, Deed Records of Dallas County, Texas, and various tracts of land in City Block 1094, and part of Beaumont Street right of way as abandoned by City Ordinance Number 8691, and a called 255 square feet tract of land out of McKee Street right of way as abandoned by City Ordinance Number 19018 and recorded in Volume 86073, Page 3226, Deed Records of Dallas County, Texas, said tract conveyed to Iron Mountain Records Management, Inc. by deed recorded in Volume 2001127, Page 3903, Deed Records of Dallas County, Texas and being more particularly described as follows:

BEGINNING at the west corner of said Lot 1, said point being within a one story brick building and at the intersection of the northeast line of Cockrell Avenue (a 60 foot right of way) with the abandoned southeast line of McKee Street (a former 50 foot right of way, as partially abandoned by the above said City Ordinance Number 19018);

THENCE, S 39°35'20" W, with the projected southeast line of abandoned McKee Street, a distance of 0.34 feet to a point for a corner at the wall of the said building, said point being the south corner of the said 255 square feet tract;

THENCE, N 50°19'10" W, with the southwest line of the said 255 square feet tract and the southwest wall of the said building, a distance of 0.80 feet to the corner of the said building, said point being the west corner of the said 255 square feet tract;

THENCE, N 39°34'11" E, with the northwest line of the said 255 square feet tract, the northwest wall of the said building and the now southeast line of McKee Street, a distance of 300.54 feet to the corner of the said building, said point being the north corner of the said 255 square feet tract;

THENCE, S 50°16'08" E, with the northeast line of the said 255 square feet tract ad the northeast wall of the said building, a distance of 0.90 feet to a point for a corner, said point being the east corner of the said 255 square feet tract;

THENCE, S 39°35'20" W, with the southeast line of the said 255 square feet tract and into the wall of the said building, a distance of 0.20 feet to a point for a corner, said point being the intersection of the southwest line of Pitt Street with the former southeast line of McKee Street, both abandoned by the said City Ordinance Number 19018, said point being the north corner of said Lot 25, said Pitt Street abandoned right of way conveyed to Dallas Area Rapid Transit (DART) by deed recorded in 94117, Page 1764, Deed Records of Dallas County, Texas;

THENCE, S 57°58'40" E, with the southwest line of the DART tract, a distance of 312.72 feet to a set "x" cut on concrete pavement for a corner;

THENCE, S 41°56'00" E, continuing with the southwest line of the said DART tract, a distance of 36.00 feet to a set 5/8 inch iron rod for a corner in the southwest line of Wall Street (a variable width right of way);

THENCE, S 71°20'00" E, with the southwest line of Wall Street, a distance of 26.65 feet to a set "x" cut on concrete pavement for a corner;

THENCE, S 41°56'00" E, continuing with the southwest line of Wall Street, a distance of 233.10 feet to a set 5/8 inch iron rod for a corner, said point being the north corner of a tract of land conveyed to Brian Loncar by deed recorded in Volume 78186, Page 2923, Deed Records of Dallas County, Texas;

THENCE, S48°04'00" W, departing the southwest line of Wall Street and with the northwest line of the said Loncar tract, passing the north corner of a tract of land conveyed to Company One by deed recorded in Instrument Number 200600128600, Official Public Records of Dallas County, Texas, continuing in all a distance of 191.62 feet to a point for a corner in the northeast line of a tract of land conveyed to Eddie Deen by deed recorded in Instrument Number 20070258735, Official Public Records of Dallas County, Texas;

THENCE, N 42°27'40" W, with the southwest line of the herein described tract, passing the east corner of a tract of land conveyed to Eddie Deen & Company by deed recorded in Instrument Number 20070258738, Official Public Records of Dallas County, Texas, continuing in all a distance of 223.94 feet to a set Mag nail for a corner;

THENCE, S 39°58'00" W, with the southeast line of the herein described tract, a distance of 153.39 feet to a found 5/8 inch iron rod for a corner in the northeast line of Cockrell Avenue;

THENCE, N 50°15'40" W, with the northeast line of Cockrell Avenue, a distance of 350.00 feet to the Point of Beginning.

TRACT 2:
BEING a 63,628 square feet or a 1.452 acre tract of land situated in the J. N. Bryan Survey, Abstract No. 149, City of Dallas, Dallas County, Texas, said tract being all Lot 10A, Block 2/1090 of Security Archives Addition, an addition to the City of Dallas, Texas according to the map thereof recorded in Volume 91151, Page 2072, Deed Records of Dallas County, Texas, as conveyed to Iron Mountain Records by deed recorded in Volume 2001127, Page 3903, Deed Records of Dallas County, Texas, all of Lot 13A, Block 2/1090 of Cockrell's Addition, an addition to the City of Dallas, Texas according to the map thereof recorded in Volume 86017, Page 1229, Deed Records of Dallas County, Texas, as conveyed to Iron Mountain Records by deed recorded in Volume 2001127, Page 3910, Deed Records of Dallas County, Texas, and parts of the right of way of McKee Street, Cockrell Avenue and Alexander Avenue, and being more particularly described as follows:

BEGINNING at a found 3/8 inch iron rod for a corner at the intersection of the southwest line of Cockrell Avenue (a 60 foot right of way) with the southeast line of McKee Street (a variable width right of way), said point being the north corner of said Lot 10A;

THENCE, S 50°15'40" E, with the southwest line of Cockrell Avenue, a distance of 448.10 feet

to a point for a corner at the north corner of a right of way corner clip at the intersection of the southwest line of Cockrell Avenue with the northwest line of Alexander Avenue (a 60 foot right of way);

THENCE, S 02°53'10" E , with the said right of way corner clip, a distance of 13.54 feet to a point for a corner in the northwest line of Alexander Avenue;

THENCE, S 44°29'20" W, with the northwest line of Alexander Avenue, a distance of 130.48 feet to a found Hilti nail with a washer for a corner at the intersection of the northwest line of Alexander Avenue with the northeast line of a 20 foot Alley right of way, said point being the south corner of said Lot 13A;

THENCE, N 50°15'40" W, with the northeast line of the said Alley right of way, a distance of 446.47 feet to a found 5/8 inch iron rod for a corner at the intersection of the northeast line of the said Alley right of way with the southeast line of McKee Street, said point being the west corner of said Lot 10A;

THENCE, N 39°44'20" E, with the southeast line of McKee Street, a distance of 140.00 feet to the Point of Beginning.

SUBDISTRICT 3C

BEING a 40,583 square feet or 0.9317 acre tract of land situated in the John N. Bryan Survey, Abstract No. 149, Dallas County, Texas, being more particularly described as follows:

BEGINNING at a found 1/2 inch iron pipe for a corner in the Southwest line of S. Lamar Street (an 80 foot right of way), said point being South 49 degrees 30 minutes 00 seconds East, a distance of 302.40 feet from a found 1 inch iron rod at the intersection of the Southwest line of S. Lamar Street with the Southeast line of Cadiz Place (a 166 foot right of way at this location),

THENCE South 49 degrees 30 minutes 00 seconds East, with the Southwest line of S. Lamar Street, a distance of 115.00 feet a found 1/2 inch iron pipe found a corner;

THENCE South 40 degrees 30 minutes 00 seconds West, departing the Southwest line of S. Lamar Street, a distance of 50.00 feet to a set 1/2 inch iron rod for a corner;

THENCE North 49 degrees 30 minutes 00 seconds West, a distance of 1.50 feet to a point for a corner;

THENCE South 40 degrees 30 minutes 00 seconds West, a distance of 50.00 feet to a set 1/2 inch iron rod at the beginning of a tangent curve to the left with a central angle of 57 degrees 23 minutes 49 seconds, a radius of 237.41 feet, a chord bearing of South 11 degrees 48 minutes 05 seconds West and a chord distance of 228.01 feet;

THENCE Southeasterly, along said curve, an arc distance of 237.83 feet to a set PK nail for a corner in the Northeast line of Austin Street (a 60 foot right of way);

THENCE North 49 degrees 30 minutes 00 seconds West, with the Northeast line of Austin Street, a distance of 222.99 feet to a set 1/2 inch iron rod for a corner, said point being the South corner of the above said Tract 10;

THENCE North 40 degrees 30 minutes 00 seconds East, departing the Northeast line of Austin Street, a distance of 300.00 feet to the Point of Beginning.

SUBDISTRICT 4 — WAREHOUSE / RESIDENTIAL TRANSITION
TRACT 1:

BEING an area described as:
BEGINNING at the intersection of the centerline the M.K. & T. Railroad R.O.W. and the south block line of Block 1082;

THENCE in a northeasterly direction along the south block line of Block 1082 to the point of intersection with the northeasterly projected south block line of Block 1082 to the point of intersection with the centerline of South Austin Street to a point for corner;

THENCE in a southeasterly direction along the projected centerline of South Austin Street, passing through City Block 1084 approximately 907.84 feet, to its intersection with the centerline of McKee Street;

THENCE in a northeasterly direction along the centerline of McKee Street to its intersection with the northwesterly projection of the centerline of the alley in Block 1/1089 between Austin Street and Lamar Street to a point for corner;

THENCE in a southeasterly direction along the centerline of the alley through Block 1/1089 between Austin Street and Lamar Street to its intersection with the centerline of Alexander Street to a point for corner;

THENCE in a northeasterly direction along the centerline of Alexander Street to its intersection with the centerline of Lamar Street to a point for corner;

THENCE in a southeasterly direction along the centerline of Lamar Street to its intersection with the southwesterly projection of the north lot line of Lot 1, Block E/1094 to a point for corner;

THENCE in a northeasterly direction along the north lot line of Lot 1, Block E/1094 to its intersection with the east lot line of Lots 12, 13 and 14 to a point for corner;

THENCE in a northwesterly direction along said east Block line to its intersection with the common line between Lots 11 and 12 in Block 1094 to a point for corner;

THENCE along the said common line lot line in Block 1094 and its northeasterly projection through said Block 1094, along the common line between Tracts 15 and a 48, 407 square foot tract of land to its intersection with the centerline of Wall Street to a point for corner;

THENCE in a northeasterly direction along the centerline of Wall Street to its intersection with the centerline of the DART Railroad R.O.W. to a point for corner;

THENCE in a southeasterly direction along the centerline of the DART Railroad R.O.W. to its intersection with the centerline of Corinth Street to a point for corner.

THENCE in a westerly direction along the centerline of Corinth Street to the centerline of Wall Street to a point for corner.

THENCE in a southeasterly direction along the centerline of Wall Street to its intersection with the centerline of Parker Street to a point for corner;

THENCE in an easterly direction along the centerline of Parker Street to the point of intersection with the southerly projection of the southwest corner of Lot 5A, also being the common lot line between Lot 5A and Lot 3A of Block G/889 to a point for corner;

THENCE along the west lot line of Lot 5A in a northerly direction to the northwest corner of Lot 5A to a point for corner;

THENCE along the northern lot line of Lot 5A in a northeasterly direction to the northeast corner of Lot 5A to a point for corner and continuing to the centerline of the DART Railroad R.O.W. to a point for corner;

THENCE in a southeasterly line along said DART Railroad R.O.W. centerline to the intersection with the northeasterly extension of the centerline of Parker Street to a point for corner;

THENCE N 45 0' 0" E a distance of 57.40 feet to the east line of the DART Railroad R.O.W. to a point for corner;

THENCE in a northwesterly direction along the said east DART Railroad R.O.W. line to its intersection with the southwestern extension of the common line between Lots 10 and 11 in Block E/897 located at an approximate distance of 198 feet from the centerline of Parker Street to a point for corner;

THENCE in a northeasterly direction along the said common line and its northeasterly projection to its intersection with the centerline of Gould Street to a point for corner;
THENCE in a southeasterly direction along the centerline of Gould Street to its intersection with the centerline of Parker Street to a point for corner;

THENCE along the centerline of Parker Street to its intersection with the centerline of Browder Street to a point for corner;

THENCE in a northeasterly direction along the centerline of Browder Street a distance of 249.27 feet to the point of intersection with the southwesterly projection of the south line of Lot 7A, from the southwest corner of Lot 7A of City Block A/895;

THENCE in a northeasterly direction along the southern property line of said Lot 7A a distance of 155 feet to the southeastern corner of Lot 7A, and continuing to the point of intersection with the centerline of Gilks Court (a 15 foot alley) a distance of approximately 187.27 feet from the centerline of Browder Street;

THENCE in a southeasterly direction along the said centerline of the Gilks Court (a 15 foot alley) a distance of 101.32 feet to the point of intersection with the southwesterly projection of the north line of Lot 5A in City Block A/895 to a point for corner;

THENCE in a northeasterly direction along the said northern property line of said Lot 5A a distance of 155.76 feet to the northeast corner of Lot 5A and continuing in all a distance of approximately 175.21 feet to the centerline of Holmes Street;

THENCE in a southeasterly direction along the centerline of Holmes Street approximately 86.30 feet to the point of intersection with the northeasterly projection of the south line of Lot 5A in City Block A/895 to a point for corner;

THENCE in a southwesterly direction the along the southern property line of Lot 5A a distance of approximately 174.37 feet to the point of intersection with the centerline of the Gilks Court (a 15 foot alley) to a point for corner;

THENCE in a southeasterly direction along the centerline of the Gilks Court (a 15 foot alley) approximately 59.35 feet to the point of intersection with the centerline of Parker Street to a point for corner;

THENCE in a northeasterly direction along the centerline of Parker Street to its intersection with the centerline of Ervay Street to a point for corner:

THENCE in a southeasterly direction along the centerline of Ervay Street to its intersection with the centerline of Kelley Street to a point for corner;

THENCE in a northeasterly direction along the centerline of Kelly Street to its intersection with the centerline of Harwood Street to a point for corner;

THENCE in a southeasterly direction along the centerline of Harwood Street to its intersection with the centerline of the G.C. & S.F. Railroad R.O.W. to a point for corner;

THENCE in a southwesterly direction along the centerline of the G.C. & S.F. Railroad R.O.W. to its intersection with the centerline of the M.K.T. Railroad R.O.W. to a point for corner;
THENCE in a northwesterly direction along the centerline of the G.C. & S.F. Railroad R.O.W., to the point of intersection with the south block line of City Block 1082, the POINT OF BEGINNING, and containing approximately 5,870,661.00 square feet of land or 134.77 acres.

TRACT 2:

BEING an area described as:

BEGINNING at the intersection of the centerlines of South Cesar Chavez Blvd and R.L. Thornton Freeway;

THENCE in a northeasterly direction along the centerline of R.L. Thornton Freeway to the centerline of the T. & N.O. Railroad R.O.W. to a point for corner;

THENCE in a southeasterly direction along the centerline of the T. & N.O. Railroad R.O.W. to its intersection with the centerline of the G.C. & S.F. Railroad R.O.W. to a point for corner;

THENCE in a southwesterly direction along the centerline of the G.C. & S.F. Railroad R.O.W. to its intersection with the centerline of South Central Expressway South Cesar Chavez Blvd to a point for corner;

THENCE in a northwesterly direction along the centerline of South Central Expressway South Cesar Chavez Blvd to its intersection with the centerline of Richardson Road to a point for corner;

THENCE in a southwesterly direction along the centerline of Richardson Road to its intersection with the centerline of the alley in Block 4/925 between South Central Expressway South Cesar Chavez Blvd and Harwood Street to a point for corner;

THENCE in a northwesterly direction along the centerline of the said alley between South Central Expressway South Cesar Chavez Blvd and Harwood Street to its intersection with the centerline of Hickory Street to a point for corner;

THENCE in a northeasterly direction along the centerline of Hickory Street to its intersection with the centerline of South Central Expressway South Cesar Chavez Blvd to a point for corner;

THENCE in a northwesterly direction along the centerline of South Central Expressway South Cesar Chavez Blvd to the POINT OF BEGINNING, and containing approximately 1,065,142 square feet of land or 24.45 acres.

SUBDISTRICT 4A

BEING lots 1, 2, 3A, and 6 of City Block G/889

SUBDISTRICT 5 – INDUSTRIAL

BEING an area described as:

BEGINNING at the intersection of the centerline of the T. & N.O. Railroad R.O.W. and the centerline of R.L. Thornton Freeway;

THENCE in a northeasterly direction along the centerline of R.L. Thornton Freeway to the point of intersection with the centerline of Julius Schepps Freeway, to a point for corner;

THENCE in a southeasterly direction along the centerline of Julius Schepps Freeway to the point of intersection with the centerline of the G.C. & S.F. Railroad R.O.W., to a point for corner;

THENCE in a southwesterly direction along the centerline of the G.C. & S.F. Railroad R.O.W to the point of intersection with the centerline of the T. & N.O. Railroad R.O.W., to a point for corner;

THENCE in a northwesterly direction along the centerline of the T. & N.O. Railroad R.O.W. to the point of intersection with the centerline of the R.L. Thornton Freeway, to the POINT OF BEGINNING, and containing approximately 2,689,160 square feet of land or 61.73 acres.

SUBDISTRICT 6 – OLD CITY PARK INSTITUTIONAL

BEING an area described as:

BEGINNING at the intersection of the centerline of St. Paul Street and the centerline of R.L. Thornton Freeway;

THENCE in a northeasterly direction along the centerline of the R.L. Thornton Freeway to the point of intersection with the centerline of Harwood Street, to a point for corner;

THENCE in a southeasterly direction along the centerline of Harwood Street to its intersection with the southwesterly projection of the common lot line between Lots 4 and 7, Block B/464 to a point for corner;

THENCE in a northeasterly direction along said common line and continuing along the common line between Lots 5 and 6 in said same Block projected to the point of intersection with the centerline of Pearl Expressway to a point for corner;

THENCE in a southeasterly direction along the centerline of Pearl Expressway approximately 56 feet to its intersection with the northeasterly projection of the north line of the midsection of Lot 6 of Block B/464 to a point for corner;

THENCE in a southwesterly direction along said projected Lot line, approximately 120.00 feet to its intersection with east line of Block B/464 and along the Lot lines the following (3) calls:

South 26° 07' 52" West, 147.00 feet

South 59° 22' 08" East, 6.15 feet

South 43° 37' 52" West, 150.00 feet, continuing 32.00 feet to the point of intersection with the centerline of Harwood Street to a point for corner;

THENCE in a northwesterly direction along the centerline of Harwood Street to its intersection with the centerline of Beaumont Street to a point for corner;

THENCE in a southwesterly direction along the centerline of Beaumont Street to its intersection with the centerline of Park Ave to a point for corner;

THENCE in a southeasterly direction along the centerline of Park Ave to its intersection with the centerline of the southern offset of Beaumont Street to a point for corner;

THENCE in a southwesterly direction along the centerline of Beaumont Street to the point of intersection with the southeasterly projection of the common line between Lot 9, Block A/452 and Lot 12, Block 453 to a point for corner;

THENCE continuing along said common Lot line projected northeast to the point of intersection of the common point of the southeast corner of Block 453 with the east line of Lot 9, Block A/452 to a point for corner;

THENCE in a southwesterly and northwesterly direction along said common line between Blocks 453 and A/452 the following three calls:

S 85° 17' 43" W, for a distance of 69.25 feet
S 42° 30' 07" W, for a distance of 21.25 feet
N 73° 29' 20" W, for a distance of 181.32 feet

to the point of intersection with the common line between unplatted Tracts in Block A/452 to a point for corner;

THENCE, N 52° 52' 40" W, departing to the centerline of Gano Street, and with the southwest line of Tract 453, a distance of 327.78 feet from a fence corner for a corner, said point being the north corner of Block 452.

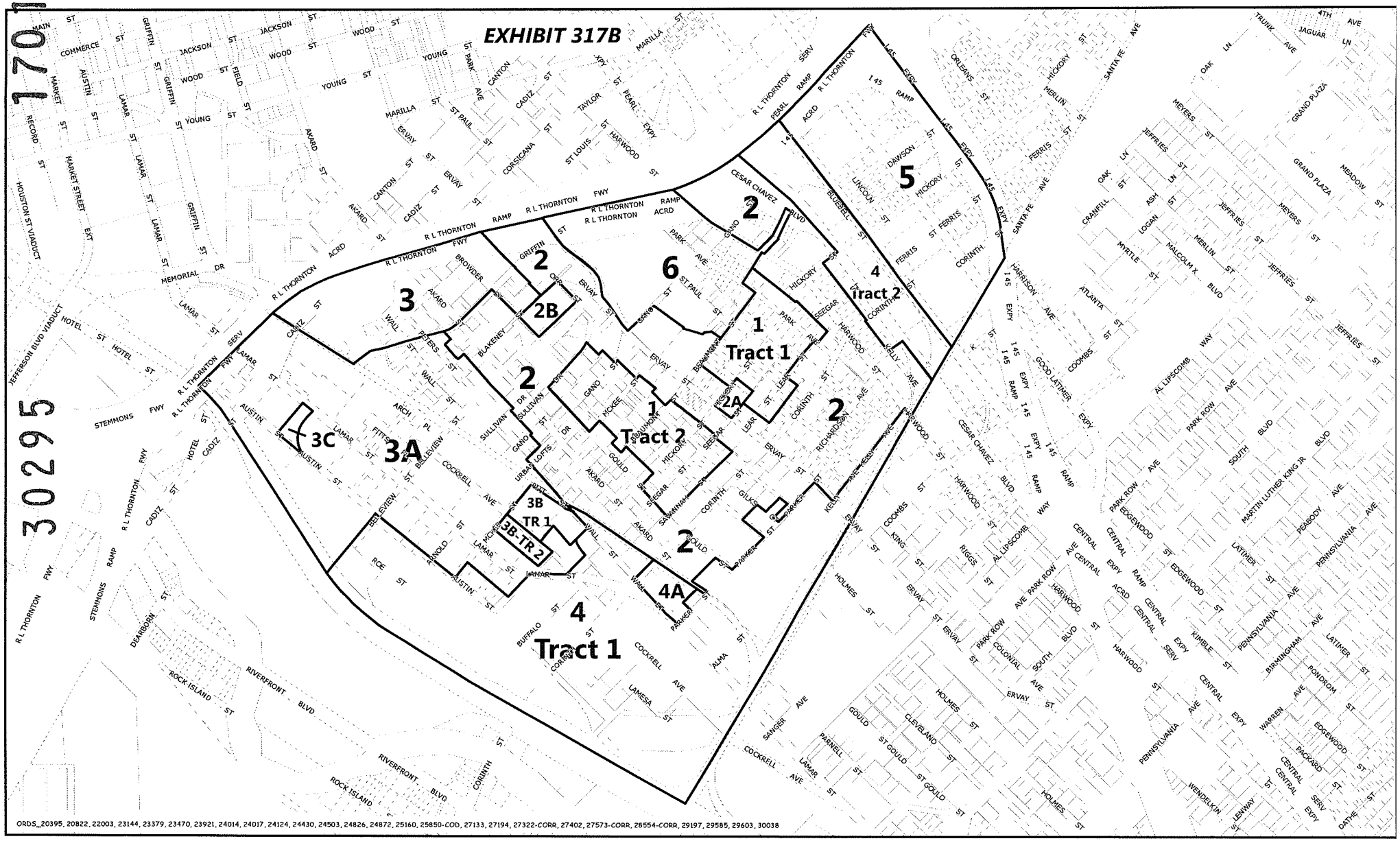
THENCE, S 45° 00' 00 W", with the centerline of Gano Street, a distance of 325.00 feet to the point of intersection with the centerline of Ervay Street, to a point for corner;

THENCE in a northeasterly direction along the centerline St. Paul Street to its intersection with the centerline of R.L. Thornton Freeway, the POINT OF BEGINNING, and containing approximately 1,666,657.56 square feet of land or 38.26 acres.

170103

302295

EXHIBIT 317B



1:8,900

PD 317 SUBDISTRICT MAP (Contains 15 Tracts)

Subdistricts: 1 TR-1, 1 TR-2, 2, 2A, 2B, 3, 3A, 3B TR-1, 3B TR-2, 3C, 4 TR-1, 4 TR-2, 4A, 5, 6

Z156-353 (SH)

Printed Date: 12/22/2016

EXHIBIT 317D: Land Use and Development Standards Chart

Land Uses	1	2	2A	3	3A/3B	3C	4	5	6
Agricultural Uses									
Animal production									
Commercial stable									
Crop production									♦
Private stable									
Commercial and Business Service Uses									
Building repair and maintenance shop		R	R	♦	♦	♦	♦	♦	
Bus/rail transit vehicle maint./storage							♦	♦	
Catering service		R	R				♦	♦	
Commercial cleaning or laundry									
Commercial engraving and etching facility			S						
Custom business services		R	R	♦	♦	♦	♦	♦	
Custom woodworking or furniture repair		R	R	♦	♦	♦	♦	♦	♦
Electronics service center		♦	♦	♦	♦	♦	♦	♦	
Job or lithograph printing		R	R		♦	♦	♦	♦	
Labor hall								♦	
Machine or welding shop							♦	♦	♦
Machinery/heavy equip./truck sales & services					♦	♦	♦	♦	
Medical or scientific laboratory		R	R	♦	♦	♦	♦	♦	
Technical school		R	R	♦	♦	♦	♦	♦	
Tool or equipment rental							♦	♦	
Vehicle or engine repair or maintenance							♦	♦	
Industrial Uses									
Alcoholic beverage manufacturing[5]						*			
Art/craft production facility[1]	♦	♦	♦	♦	♦	♦	♦	♦	♦
Industrial (inside) not potentially incompatible								♦	
Industrial (inside) potentially incompatible								S	
Industrial (inside) light manufacturing							♦	♦	
Industrial (outside) not potentially incompatible								♦	
Industrial (outside) potentially incompatible									
Medical/infectious waste incinerator									
Metal salvage facility								S	
Mining									
Municipal waste incinerator									

[Note: This is the Exhibit 317 C referred to in Section 51P-317.111, from Ordinance No. 25160]

Legend

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EXHIBIT 317D: Land Use and Development Standards Chart

Land Uses	1	2	2A	3	3A/3B	3C	4	5	6
Organic compost recycling facility									
Outside salvage or reclamation									
Pathological waste incinerator									
Seafood processing facility[3]				♦					
Temporary concrete or asphalt batching plant	+	+	+	+	+	+	+	+	+
Institutional and Community Service Uses									
Adult day care									
Cemetery or mausoleum							S	S	
Child-care	S	♦	♦	♦	♦	♦	♦	♦	
Church	♦	♦	♦	♦	♦	♦	♦	♦	♦
College, university, or seminary	S	♦	♦	♦	♦	♦			
Community service center	S	♦	♦	♦	♦	♦			♦
Convalescent and nursing homes, hospice	S	S	S	♦	♦	♦			
Convent or monastery	♦	♦	♦	♦	♦	♦	♦		
Foster home		♦	♦	♦	♦	♦			
Halfway house									
Hospital				♦	♦	♦	♦	♦	
Institution for special education[3]		♦	♦						
Library, art gallery or museum		♦	♦	♦	♦	♦			♦
Public or private school		♦	♦	♦	♦	♦	S	S	♦
Group home shelter for indigent or abused persons[3]				*					
Lodging Uses									
Hotel or motel		♦	♦	♦	♦	♦	♦	♦	♦
Lodging or boarding house		♦	♦	♦	♦	♦	♦	♦	♦
Overnight general purpose shelter									
Miscellaneous Uses									
Carnival or circus (temporary)	+	+	+	+	+	+	+	+	+
Hazardous waste management facility									
Placement of fill material									
Temporary construction or sales office	♦	♦	♦	♦	♦	♦	♦	♦	♦
Office Uses									
Financial institution w/o drive-in		♦	♦	♦	♦	♦	♦	♦	

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EXHIBIT 317D: Land Use and Development Standards Chart

Land Uses	1	2	2A	3	3A/3B	3C	4	5	6
Financial institution w drive-in		D	D	D			D	D	
Medical clinic or ambulatory surgical center		♦	♦	♦	♦	♦	♦	♦	
Office	L	♦	♦	♦	♦	♦	♦	♦	♦
Recreation Uses									
Country club with private membership							♦	♦	
Private recreation center, club or area	S	♦	♦	♦	♦	♦	♦	♦	
Public park or playground, or golf course	♦	♦	♦	♦	♦	♦	♦	♦	♦
Residential uses									
College dormitory, fraternity or sorority									
Duplex	♦	♦	♦		♦	♦			
Group residential facility									
Handicapped group dwelling	♦	♦	♦		♦	♦			
Manufactured home park, manufactured home subdivision, or campground									
Multifamily	♦	♦	♦	♦	♦	♦	♦		
Residential hotel									
Retirement housing									
Single family	♦	♦	♦		♦	♦			
Retail and Personal Services Uses									
Ambulance service							♦		
Animal shelter or clinic w/o outside run		R	R	♦	♦	♦	♦		
Animal shelter or clinic with outside run									
Auto service center		R	R	♦	♦	♦	♦	♦	
Bar, lounge, or tavern		S	S	♦	♦	♦	♦	♦	
Business school		♦	♦	♦	♦	♦	♦	♦	
Car wash		R	R	♦			♦	♦	
Commercial amusement (inside)		*	*	*	♦	♦	*		*
Commercial amusement (outside)									
Commercial parking lot or garage		R	R	♦	♦	♦	♦	♦	
Drive-in theater									
Dry cleaning or laundry store	L	♦	♦	♦	♦	♦	♦	♦	
Furniture store		♦	♦	♦	♦	♦	♦	♦	♦
General merchandise or food store 3,500 square feet or less	L	R	R	♦	♦	♦	♦	♦	
General merchandise or food store greater than 3,500 square feet or less		R	R	♦	♦	♦	♦	♦	

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EXHIBIT 317D: Land Use and Development Standards Chart

Land Uses	1	2	2A	3	3A/3B	3C	4	5	6
Home improvement center or building materials sales yard							♦	♦	
Household equipment repair		♦	♦	♦	♦	♦	♦	♦	
Liquor store				♦	♦	♦	♦	♦	
Mortuary, funeral home or commercial wedding chapel				♦			♦	♦	
Motor vehicle fueling station		R	R	♦	♦	♦	♦	♦	
Nursery, garden shop or plant sales		♦	♦	♦	♦	♦	♦	♦	♦
Outside sales									
Personal service uses	L	♦	♦	♦	♦	♦	♦	♦	♦
Restaurant w/o drive-in		R	R	♦	♦	♦	♦	♦	♦
Restaurant with drive-in		D	D	D			D	D	
Surface parking									
Swap or buy shop									
Taxidermist								♦	
Temporary retail use		♦	♦	♦	♦	♦	♦	♦	♦
Theater		R	R	♦	♦	♦	♦	♦	♦
Vehicle display, sales and service							♦	♦	
Transportation Uses									
Airport or landing field									
Commercial bus station and terminal							♦	♦	
Heliport					♦	♦	♦	♦	
Helistop					S	S	S		
Private street or alley									
Railroad passenger station					S	S			
Railroad yard, roundhouse, or shops									
Short takeoff or landing port									
Transit passenger shelter	♦	♦	♦	♦	♦	♦	♦	♦	♦
Transit passenger station or transfer center					S	S			
Utility and Public Service Uses									
Commercial radio or TV transmitting station				♦	♦	♦	♦	♦	
Electrical generation plant									
Electrical substation	S	S	S	S	S	S	♦	♦	
Local utilities	*	*	*	*	*	*	*	*	*
Police or fire station	S	R	R	♦	♦	♦	♦	♦	♦

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EXHIBIT 317D: Land Use and Development Standards Chart

Land Uses	1	2	2A	3	3A/3B	3C	4	5	6
Post office	S	R	R	♦	♦	♦	♦	♦	♦
Radio/TV/microwave tower							♦	♦	
Refuse transfer station									
Sanitary landfill									
Sewage treatment plant									
Tower/antenna for cellular communication				S*	S*	S*			
Utility or government service center[3]		*	*				*	*	
Utility or government installation other than listed	S	S	S	S	♦	♦	S	S	S
Water treatment plant									
Wholesale, Distribution, and Storage Uses									
Auto auction							S	S	
Building mover's temporary storage yard									
Contractor's maintenance yard							♦	♦	
Freight terminal								♦	
Livestock auction pens or sheds									
Manufactured building sales lot									
Mini-warehouse		R	R	♦	♦	♦	♦	♦	
Office showroom/warehouse		R	R	♦	♦	♦	♦	♦	
Outside storage(with visual screening)							♦	♦	
Outside storage(without visual screening)									
Petroleum product storage & wholesale								S	
Recycling buy-back center									
Recycling collection center							♦	♦	
Recycling drop-off container		*	*	*	*	*			
Recycling drop-off for special occasion collection		*	*	*	*	*			
Sand, gravel or earth sales and storage									
Trade center								♦	
Vehicle storage lot									
Warehouse		R	R		♦	♦	♦	♦	
Accessory Uses									
Accessory community center (private)	♦	♦	♦	♦	♦	♦	♦	♦	♦
Accessory game court (private)	♦	♦	♦	♦	♦	♦	♦	♦	♦
Accessory helistop					♦	♦	S	S	

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EXHIBIT 317D: Land Use and Development Standards Chart

Land Uses	1	2	2A	3	3A/3B	3C	4	5	6
Accessory medical/infectious waste incinerator				*	*	*	*	*	
Accessory outside display of merchandise				♦	♦	♦	♦	♦	♦
Accessory outside sales							♦	♦	
Accessory outside storage				♦	♦	♦	♦	♦	
Accessory pathological waste incinerator				*			*	*	
Amateur communication tower	S	♦	♦	♦	♦	♦	♦	♦	♦
Day home									
General waste incinerator							*	*	*
Home occupation	♦	♦	♦	♦	♦	♦	♦		
Occasional sales(garage sales)	♦	♦	♦	♦	♦	♦	♦	♦	♦
Private stable									
Swimming pool (private)	♦	♦	♦	♦	♦	♦	♦		
Pedestrian sky bridges	S	S	S	S	S	S	S	S	S

[Note: This is the Exhibit 317 C referred to in Section 51P-317.111, from Ordinance No. 25160]

Notes

1. Art/craft production facility – a facility for the handcrafted production of art/craft objects on a small Scale involving processes such as kiln firing, glass blowing, welding, or woodworking. These facilities must not include:
   - Floor area more than 5,000 square feet
   - Delivery/pickup of materials more than two times a week
   - Production operations between 7:00 pm and 7:00 am

   Parking requirements will be the same as warehouse.
2. Sites are considered to have residential adjacency if they are located adjacent or across a street/alley from lots within Sub-district 1. Land uses permitted with residential adjacency review on these sites must provide solid screening on the sides of the property that have residential adjacency and comply with all residential adjacency requirements specified in Chapter 51A.
3. This land use is specially defined for the Cedars PD #317 in the original ordinance or through subsequent amendments.
4. Non-conforming land uses are protected by ordinance from termination for 10 years from the date of adoption of the ordinance, by the end of which period they are required to come into conformance.

   Owners of non-conforming properties will retain the right to appeal to the Board of Adjustment to demonstrate that the time period provided is insufficient to recover their investments.
5. Alcoholic beverage manufacturing – permitted only in a legacy building in Subdistrict 3C. Floor area devoted to manufacturing, blending, fermentation, processing, and packaging of alcoholic beverages may not exceed 10,000 square feet. All spent grains stored outside must be in sealed containers. Food service and meeting and event spaces are permitted with this use.

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E XHIBIT 317D: Land Use and Development Standards Chart

Regulations	1	2	2A	3	3A/3B	3C	4	5	6
Yard, lot and space									
Minimum front yard (feet)	0	0	0	0	0/5/0	0	0	15	15
Minimum side/rear yard (feet)	0 or 10	0 or 10	0 or 10	0 or 10	0 or 10/0	0 or 10[14]	0 or 10	0 or 10	0 or 10
Urban form setback[1]		√	√						
Maximum base FAR	2	2	2	4	4	4	1	1	0.5
Maximum bonus FAR[2]	-	2.5[12]	2.5[12]	-	4.5	4.5	-	-	-
Maximum base height (feet)	90	54	54	270	90	90	70	70	70
Bonus height[2]	-	90	90	-	270	270	-	-	-
Transfer of development rights[3]		√	√	√	√	√			
Ground coverage	80%	80%	80%	80%	80%/85%[4]	80%	80%	80%	80%
Landscaping & Screening									
Street trees as per Chapter 51A-Article X[5]	√	√	√	√	√	√	√	√	√
Site trees as per Chapter 51A-Article X	√	√[6]	√[6]	√	√[6]	√	√	√	√
Parking lot trees as per Chapter 51A-Article X	√	√	√	√	√[7]	√	√	√	√
Parking lot screening as per Chapter 51A-4.301	√	√	√	√	√	√	√	√	√
Garbage storage screening as per Chapter 51A-4.602	√	√	√	√	√	√	√	√	√
Off-street loading screening as per Chapter 51A-Article X	√	√	√	√	√	√	√	√	√
Minimum clear sidewalks (feet)	6	6	6	6	6[8]	6[8]	4	4	6
Minimum permeable surface	15%	10%	10%	10%	10%[9]	10%[9]	15%	15%	15%
Environmental standards As per Article VI	√	√	√	√	√	√	√	√	√
Additional provisions									
Off street parking reduction[10]	40%	40%	40%	40%	40%	100%	40%		
Remote parking distance[11]					1,300'	1,300'			
Licenses granted for pedestrian amenities in the ROW	√	√	√	√	√		√		
Preservation incentives	√	√	√	√	√	√	√	√	√

[Note: This is the Exhibit 317 C referred to in Section 51P-317.111, from Ordinance No. 25160

Notes

1. The urban form setback requirement is amended, reduced from 20' to 15' and kicking in for the portion of a structure that exceeds 54' (not 36')
2. Bonus FAR and height applies for mixed-use projects that have at least 50% of floor area under residential use and not less than 50% of the ground floor area under retail or personal service uses
3. Transfer of development rights for historic preservation is allowed from any sub-district to sub-districts 2, 2A, 3, and 3A only
4. Lots with frontage on Lamar or Bellview are permitted 100% ground coverage conditional upon provision of enhanced pedestrian amenities along those rights-of-way. See Section 51P-317.112.1 for minimum amenity standards required in order to qualify for all enhanced pedestrian amenity incentives. Property located in Subdistrict 3B, Tract 1 is permitted 85% lot coverage.

5. An additional list of urban trees are permitted for meeting the street use requirement.
6. In sub-districts 2, 2A, 3A and 3B, up to 50% of site trees may be provided in the public right-of-way (in addition to required street trees) or the equivalent cost may be paid into the Cedars Public Open Space and Landscape Fund. For properties with frontage on Lamar or Bellview within sub-district 3A, the site tree requirement is waived if enhanced pedestrian amenities are provided along those rights-of-way and the property is developed with 100% ground coverage.
7. Required parking lot trees must be placed so that no parking surface greater than 60,000 square feet in area remains uninterrupted by a row of large canopy trees.
8. The minimum clear sidewalk width is 7.5 feet for properties within sub-district 3A with frontage on Lamar and Bellview.
9. For properties with frontage on Lamar or Bellview, the permeable surface requirement is waived conditional upon provision of enhanced pedestrian amenities along those rights-of-way.
10. Parking reduction is conditional upon provision of enhanced pedestrian amenities along the rights-of-way connecting the site to the DART station.
11. Remote parking distance is increased conditional upon provision of enhanced pedestrian amenities along pathways connecting remote parking to the site served.
12. A maximum residential density of 160 dwelling units/acre is permitted in sub-district 1.
13. A maximum residential density of 90 dwelling units is permitted in Subdistrict 3B Tract 1.
14. For a legacy building in Subdistrict 3C, if a side yard is provided, no minimum setback is required.

{Note: This is the Exhibit 317 C referred to in Section 51P-317.111, from Ordinance No. 25160}

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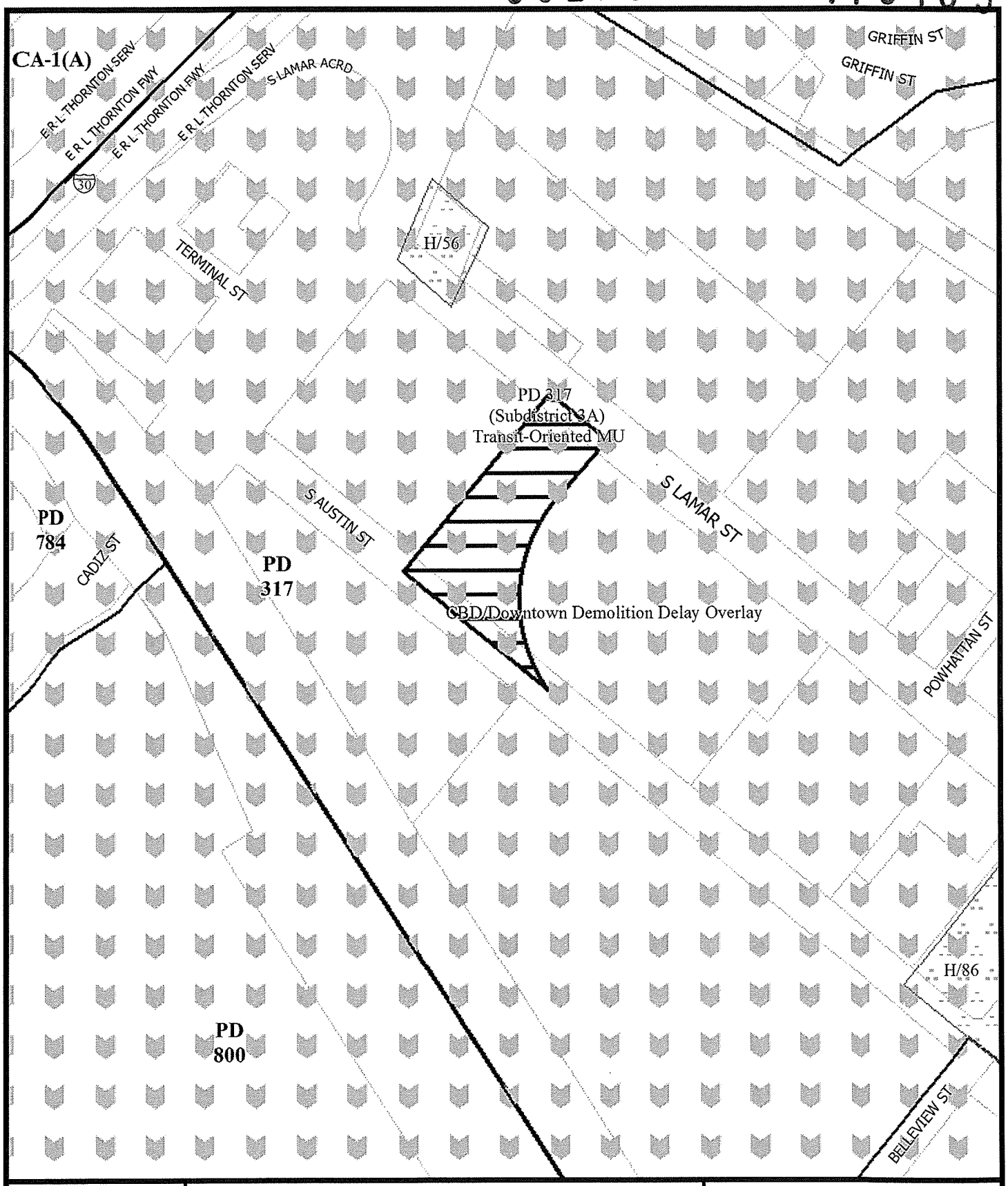

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ZONING MAP

Case no: Z156-353

Date: 11/2/2016

PROOF OF PUBLICATION – LEGAL ADVERTISING

The legal advertisement required for the noted ordinance was published in the Dallas Morning News, the official newspaper of the city, as required by law, and the Dallas City Charter, Chapter XVIII, Section 7.

DATE ADOPTED BY CITY COUNCIL JAN 11 2017

ORDINANCE NUMBER 30295

DATE PUBLISHED JAN 14 2017

ATTESTED BY:

Rosa A. Rios

OFFICE OF CITY SECRETARY
P:\PROOF OF PUBLICATION.docx