



# Development Services

"TOGETHER WE ARE BUILDING A SAFE AND UNITED DALLAS"

## APPLICATION/APEAL TO THE BOARD OF ADJUSTMENT

Case No.: BDA 245-0418 **RECEIVED**  
FOR OFFICE USE **FEB 25 REC'D**

Data Relative to Subject Property: \_\_\_\_\_ Date: \_\_\_\_\_  
Location address: 1617 Hi Line Drive Zoning District: PD 621 Subdistrict 1  
Lot No.: \_\_\_\_\_ Block No.: 46/1003 Acreage: 7.511 Census Tract: 100.03  
Street Frontage (in Feet): 1) 430 2) 750 3) 430 4) \_\_\_\_\_ 5) \_\_\_\_\_

### To the Honorable Board of Adjustment:

Owner of Property (per Warranty Deed): DDD Property Holdings LLC  
Applicant: Jonathan Vinson, Jackson Walker LLP Telephone: 214-953-5941  
Mailing Address: 2323 Ross Avenue, Ste. 600 Zip Code: 75201  
E-mail Address: jvinson@jw.com  
Represented by: Jonathan Vinson, Jackson Walker LLP Telephone: 214-953-5941  
Mailing Address: 2323 Ross Avenue, Ste. 600 Zip Code: 75201  
E-mail Address: jvinson@jw.com

Affirm that an appeal has been made for a Variance  or Special Exception  of parking regulations for various uses, in accordance with PD 621 Section 51P-621-110(b)(2)(D).

Application is made to the Board of Adjustment, in accordance with the provisions of the Dallas Development Code, to Grant the described appeal for the following reason:

This application requests a Special Exception for a 34.35% reduction in the off-street parking requirements for various uses on the property; that is, to provide 300 parking spaces of the required 457 spaces required based on office/showroom, office, and restaurant uses. In accordance with Planned Development District No. 621, Section 51P-621.110(b)(2)(D), and Section 51A-4.311(a)(1) of the Dallas Development Code, the parking demand generated by the various uses does not warrant the number of off-street parking spaces required, and the proposed special exception will not create a traffic hazard or increase traffic congestion on adjacent or nearby streets. Note to Applicant: If the appeal requested in this application is granted by the Board of Adjustment, a permit must be applied for within 180 days of the date of the final action of the Board, unless the Board specifically grants a longer period.

### Affidavit

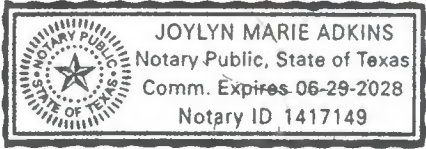
Before me the undersigned on this day personally appeared Jonathan G. Vinson

(Affiant/Applicant's name printed)

who on (his/her) oath certifies that the above statements are true and correct to his/her best knowledge and that he/she is the owner/or principal/or authorized representative of the subject property

Respectfully submitted: Jonathan G. Vinson  
(Affiant/Applicant's signature)

Subscribed and sworn to before me this 19 day of September, 2024



Joylyn Marie Adkins  
Notary Public in and for Dallas County, Texas



Appeal number: BDA 245-046

I, DDD Property Holdings LLC, Owner of the subject property  
(Owner or "Grantee" of property as it appears on the Warranty Deed)

at: 1617 Hi Line Drive  
(Address of property as stated on application)

Authorize: Jonathan Vinson, Jackson Walker LLP  
(Applicant's name as stated on application)

To pursue an appeal to the City of Dallas Zoning Board of Adjustment for the following request(s)

- Variance (specify below)
- Special Exception (specify below)

Other Appeal (specify below)  
 Specify: This application requests a Special Exception for a 34.35% reduction in the off-street parking requirements for various uses on the property; that is, to provide 300 parking spaces of the required 457 parking spaces based on office/showroom, office, and restaurant uses. In accordance with Planned Development District No. 621, Section 51P-621.110(b)(2)(D), and Section 51A-4.311(a)(1) of the Dallas Development Code, the parking demand generated by the various uses does not warrant the number of off-street parking spaces required, and the proposed special exception will not create a traffic hazard or increase traffic congestion on adjacent or nearby streets.

Vipin Nambiar  
Print name of property owner or registered agent

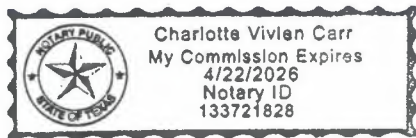
[Signature]  
Signature of property owner or registered agent

agent Date 9/24/24

Before me, the undersigned, on this day personally appeared Vipin Nambiar

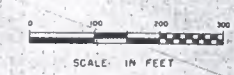
Who on his/her oath certifies that the above statements are true and correct to his/her best knowledge. Subscribed and sworn to before me this 24th day of September, 2024

Charlotte V Carr  
Notary Public for Dallas County, Texas



Commission expires on 4/22/2026

CHICAGO ROCK ISLAND AND PACIFIC RAILROAD



- LEGEND**
- IRON PIPE
  - ▲ CONCRETE MONUMENT
  - ✕ MAIL IN PAVEMENT
  - LOT NUMBER
  - ④ BLOCK NUMBER

**TRINITY INDUSTRIAL DISTRICT  
INSTALLMENT NO. 15**

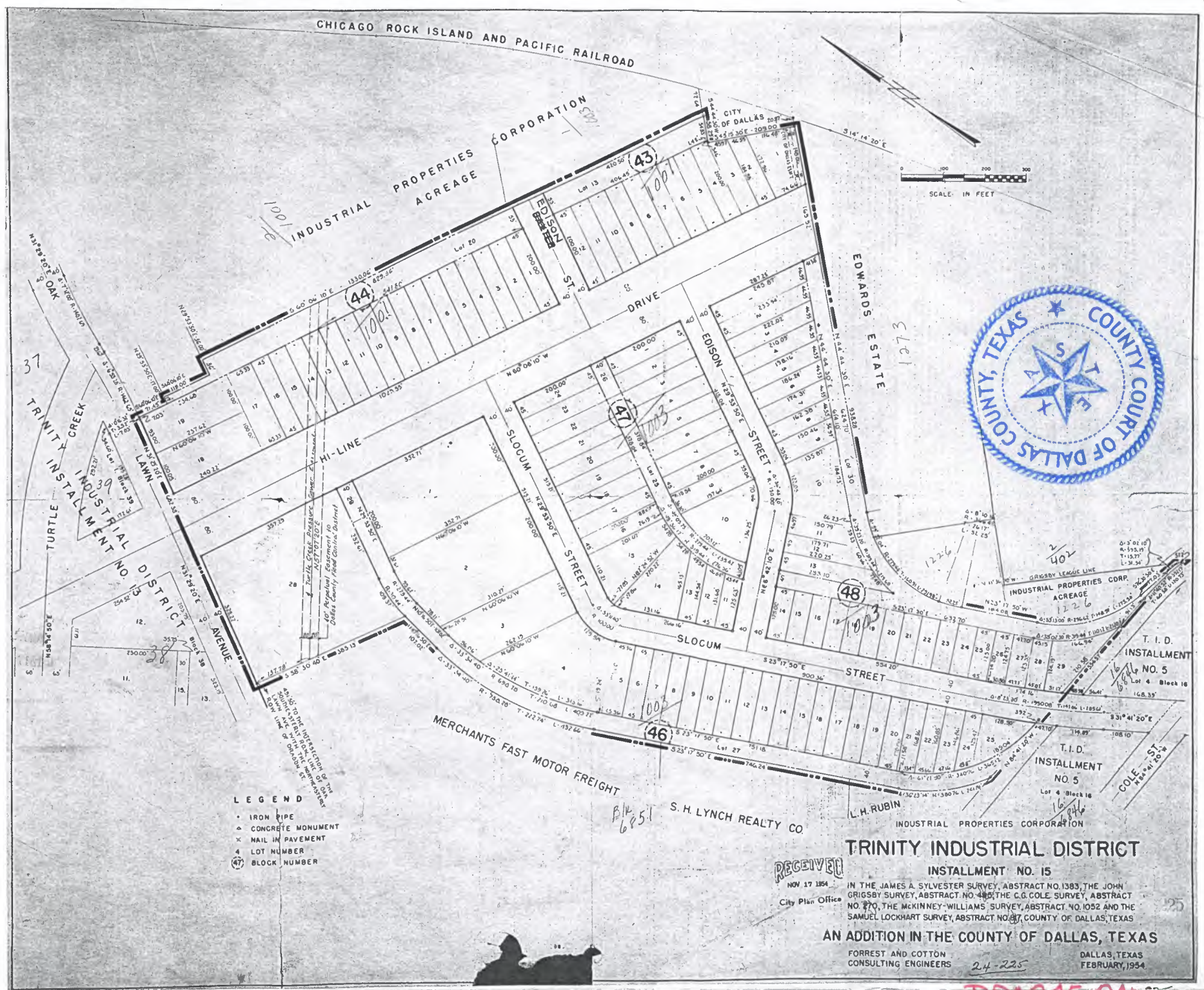
RECEIVED  
NOV 17 1954  
City Plan Office

IN THE JAMES A. SYLVESTER SURVEY, ABSTRACT NO. 1383, THE JOHN GRIGSBY SURVEY, ABSTRACT NO. 445, THE C.G. COLE SURVEY, ABSTRACT NO. 270, THE MCKINNEY-WILLIAMS SURVEY, ABSTRACT NO. 1052 AND THE SAMUEL LOCKHART SURVEY, ABSTRACT NO. 87, COUNTY OF DALLAS, TEXAS

**AN ADDITION IN THE COUNTY OF DALLAS, TEXAS**  
FORREST AND COTTON CONSULTING ENGINEERS  
DALLAS, TEXAS  
FEBRUARY, 1954

24-225

BDA245-046



THE STATE OF TEXAS }  
COUNTY OF DALLAS }

24-225-0

WHEREAS Industrial Properties Corporation is the owner of that certain tract of land situated in the James A. Sylvester Survey, Abstract No. 1383, the John Grigaby Survey, Abstract No. 495, the C. G. Cole Survey, Abstract No. 870, the McKinney-Williams Survey, Abstract No. 1052, the Samuel Lockhart Survey, Abstract No. 817, County of Dallas, Texas, and a part of that certain 18.021 acres tract of land in the Old Channel of the Trinity River patented by the State of Texas to Industrial Properties Corporation by instrument of record in Volume 3900, Page 159 of the Deed Records of Dallas County, Texas, and being more particularly described as follows: 46.0765 AC.

BEGINNING at a point in the Southeastery Right-of-Way Line of Oak Lawn Avenue as evidenced by an iron pipe set in the ground and located N 31° 29' 20" E a distance of 451.50 feet from the intersection of the Southeastery Right-of-Way Line of Oak Lawn Avenue with the Northwestery Right-of-Way Line of Dragon Street as evidenced by a steel axle set in the ground and as shown on the File Plat of Installment No. 2 to the Trinity Industrial District recorded in Volume 10, Page 95 of the County Map Records of Dallas County, Texas; said Point of Beginning being the most Northerly corner of a Merchants Motor Freight tract of land, THENCE N 31° 30' 20" E along the Southeastery Right-of-Way Line of Oak Lawn Avenue a distance of 987.38 feet to a point as evidenced by an iron pipe set in the ground, said point being the beginning of a circular curve to the left having a radius of 1463.89 feet, the tangent to the curve at said point being coincident with the last above described course, THENCE in a Northwestery direction along the last above described circular curve to the left, being the Southeastery Right-of-Way Line of Oak Lawn Avenue, a distance of 7.03 feet to a point, as evidenced by an iron pipe set in the ground, the tangent to the curve at said point forming a deflection angle of 91° 18' 58" right with the next described course, THENCE S 60° 06' 10" E a distance of 71.45 feet to a point as evidenced by an iron pipe set in the ground, THENCE N 29° 53' 50" E a distance of 17.00 feet to a point as evidenced by an iron pipe set in the ground, THENCE S 60° 06' 10" E a distance of 119.00 feet to a point as evidenced by an iron pipe set in the ground, THENCE N 29° 53' 50" E a distance of 36.00 feet to a point as evidenced by an iron pipe set in the ground, THENCE S 90° 06' 10" E a distance of 1330.08 feet to a point of intersection with a Northwestery Property Line of a City of Dallas tract of land as evidenced by an iron pipe set in the ground, THENCE S 44° 44' 30" W along the Northwestery Property Line of said City of Dallas tract a distance of 58.29 feet to a point as evidenced by an iron pipe set in the ground, said point being the most westerly corner of said City of Dallas tract of land, THENCE S 45° 15' 30" E along the Southwestery Property Line of the City of Dallas tract a distance of 206.00 feet to a point of intersection with the Northwestery Property Line of a W. M. Edwards Estate tract of land as evidenced by an iron pipe set in the ground, THENCE S 44° 44' 30" W along the Northwestery Property Line of said W. M. Edwards Estate tract of land a distance of 938.28 feet to a point as evidenced by an iron pipe set in the ground, said point being the beginning of a circular curve to the left having a radius of 379.44 feet, the tangent to the curve at said point being coincident with the last above described course, THENCE in a Southwestery to Southeastery direction along the last above described circular curve to the left, being the Westerly Property Line of the W. M. Edwards Estate tract of land, a distance of 291.88 feet to a point as evidenced by an iron pipe set in the ground, said point being the end of the above described circular curve to the left and the beginning of a circular curve to the left having a radius of 388.40 feet, the tangent to the two curves at said point being coincident, THENCE in a Southwestery direction along the last above described circular curve to the left, being a Southwestery Property Line of the W. M. Edwards Estate tract of land, a distance of 69.09 feet to a point as evidenced by an iron pipe set in the ground, said point being the beginning of a circular curve to the left having a radius of 273.30 feet to a point as evidenced by an iron pipe set in the ground, the tangent to the curve at said point being coincident with the last above described course, THENCE in a Southeastery direction along the last above described circular curve to the left, being the Northwestery Property Line of the W. M. Edwards Estate tract of land, a distance of 114.99 feet to a point, as evidenced by an iron pipe set in the ground, said point being the most southerly corner of the W. M. Edwards Estate tract of land, THENCE S 23° 17' 30" E a distance of 69.09 feet to a point as evidenced by an iron pipe set in the ground, said point being the beginning of a circular curve to the left having a radius of 296.82 feet, the tangent to the curve at said point being coincident with the last above described course, THENCE S 78° 30' 50" E a distance of 77.03 feet to a point as evidenced by an iron pipe set in the ground, said point being the beginning of a circular curve to the right having a radius of 595.19 feet, the tangent to the curve at said point being coincident with the last above described course, THENCE in a Southeastery direction along the last above described circular curve to the right, being the Northwestery Property Line of the Chicago Rock Island and Pacific Railroad tract, a distance of 0.73 feet to a point as evidenced by an iron pipe set in the ground said point being on a circular curve to the left having a radius of 392.19 feet, the tangent to the curve at said point forming a deflection angle of 148° 36' 02" right with the last above described course, THENCE in a Northwestery direction along the last above described circular curve to the left a distance of 120.73 feet to a point as evidenced by an iron pipe set in the ground, the tangent to the curve at said point being coincident with the next described course, THENCE N 84° 41' 30" W a distance of 356.37 feet to a point as evidenced by an iron pipe set in the ground said point being the beginning of a circular curve to the right having a radius of 380.76 feet, the tangent to the curve at said point being coincident with the last above described course, THENCE in a Northwestery direction along the last above described circular curve to the right, being the Northwestery Property Line of the L. M. Rubin tract, a distance of 241.91 feet to a point as evidenced by an iron pipe set in the ground, the tangent to the curve at said point being coincident with the next described course, THENCE N 23° 17' 30" W continuing along the Northwestery Property Line of the L. M. Rubin tract a distance of 117.39 feet to a point as evidenced by an iron pipe set in the ground, said point being the most westerly corner of the L. M. Rubin tract and the most westerly corner of a S. M. Lynch Realty Company tract of land, THENCE N 23° 17' 30" W along the Northwestery Property Line of the S. M. Lynch Realty Company tract a distance of 462.17 feet to a point as evidenced by an iron pipe set in the ground, said point being a Northwestery corner of said S. M. Lynch Realty Company tract, and a Southeastery corner of a Merchants Motor Freight tract of land, THENCE N 23° 17' 30" W along the Westerly Property Line of said Merchants Motor Freight tract a distance of 166.89 feet to a point as evidenced by an iron pipe set in the ground, said point being the beginning of a circular curve to the right having a radius of 739.22 feet, the tangent to the curve at said point being coincident with the last above course, THENCE in a Northwestery to Northwestery direction along the last above described circular curve to the right, being the Westerly Property Line of the Merchants Motor Freight tract a distance of 432.68 feet to a point as evidenced by an iron pipe set in the ground, the tangent to the curve at said point being coincident with the next described course, THENCE N 10° 16' 50" E continuing along the Westerly Property Line of the Merchants Motor Freight tract a distance of 107.02 feet to a point as evidenced by an iron pipe set in the ground, THENCE N 58° 30' 40" W along the Northerly Property Line of the Merchants Motor Freight tract a distance of 365.15 feet to the Point of Beginning, and CONTAINING 3,907.115 square feet of land.

**NOW THEREFORE KNOW ALL MEN BY THESE PRESENTS:**

That Industrial Properties Corporation does hereby adopt this plat designating the heretofore described property as FIFTEENTH INSTALLMENT of the Trinity Industrial District; and does hereby dedicate to the public use forever the streets shown thereon, subject to any restrictions or reservations heretofore made in any previous dedications of such streets or any part thereof; and provided, however, that Industrial Properties Corporation specifically reserves and retains the right, title and privilege to construct, operate and maintain water mains, sewer mains, electric light and power lines, telephone lines, telegraph lines, oil lines, railway and switch tracks, and all other public utilities whatsoever on, over, across, and under said streets and any of the same, and to grant such right, title and privilege to any other persons, firms, corporation or political subdivisions.

IN WITNESS WHEREOF Industrial Properties Corporation has caused these presents to be signed by its duly authorized officers and to be sealed with the seal of the corporation at Dallas, Texas, this the 11th day of November, 1934.

ATTENT:

*[Signature]*  
Assistant Secretary  
STATE OF TEXAS }  
COUNTY OF DALLAS }

INDUSTRIAL PROPERTIES CORPORATION  
*[Signature]*  
President

BEFORE ME, the undersigned, a Notary Public in and for said State and County, on this day personally appeared John M. Stegman, President of Industrial Properties Corporation, known to me to be the person and officer whose name is subscribed to the foregoing instrument, and acknowledged to me that he executed the same for the purposes and considerations therein expressed and in the capacity therein stated.

GIVEN UNDER MY HAND AND SEAL OF OFFICE THIS the 12th day of November, 1934.

STATE OF TEXAS }  
COUNTY OF DALLAS }

*[Signature]*  
Notary Public in and for Dallas County, Texas  
My Comm. Expires February 1935

KNOW ALL MEN BY THESE PRESENTS: That W. Forrest and Cotton, Consulting Engineers, do hereby certify that we prepared this plat from an actual and accurate survey of the land and that the corner monuments shown thereon were properly placed under our personal supervision in accordance with the platting rules and regulations of the City of Dallas, Texas.

STATE OF TEXAS }  
COUNTY OF DALLAS }

FORREST AND COTTON  
By *[Signature]*  
Registered Professional Engineer

BEFORE ME, the undersigned, a Notary Public in and for said County and State, on this day personally appeared W. Forrest and Cotton, Consulting Engineers, known to me to be the person whose name is subscribed to the foregoing instrument, and acknowledged to me that he executed the same for the purposes and considerations therein expressed, and in the capacity therein stated.

GIVEN UNDER MY HAND AND SEAL OF OFFICE, this the 16th day of November, 1934.

*[Signature]*  
Notary Public in and for Dallas County, Texas

File # 2205

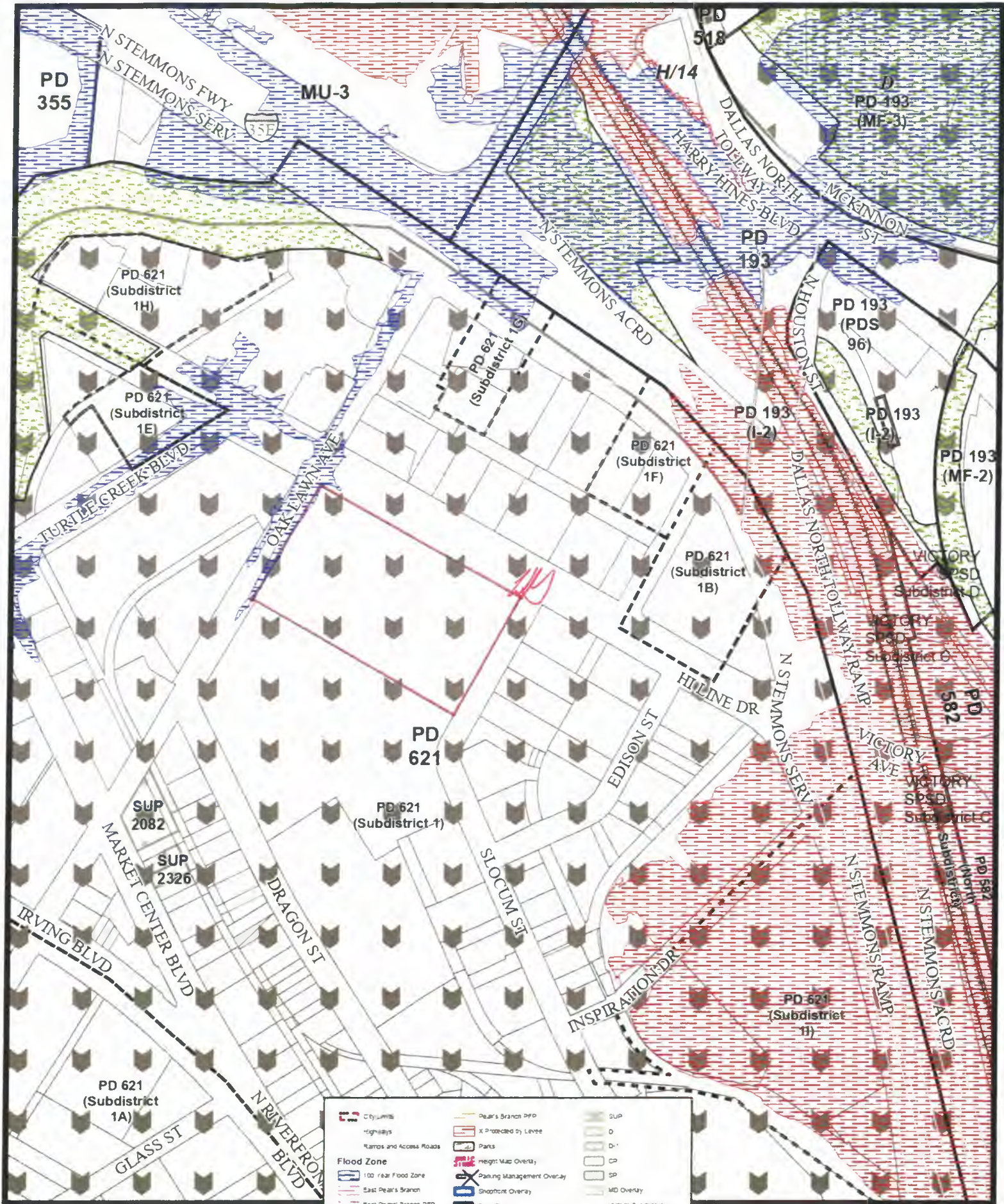
TO THE CLERK OF THE COUNTY OF DALLAS, TEXAS:  
I, the undersigned, do hereby certify that the foregoing instrument is a true and correct copy of the original as the same appears to me from the original instrument filed for record in your office, and that the same has been duly recorded in your office in accordance with the provisions of the laws of this State.  
W. Forrest and Cotton  
Consulting Engineers  
131517  
202800

24-225  
100c  
NOV 23 AM 10 45  
RECORDED  
INDEXED  
131517  
202800  
DALLAS COUNTY, TEXAS  
1934

Filed for Record on the 27th day of Nov. A. D. 1934, at 10:10 o'clock A. M.  
Duly Recorded this 19th day of Sept. A. D. 1935, at \_\_\_\_\_ o'clock \_\_\_\_\_ M.  
Instrument No. 3900-159 ED. H. STEGER, County Clerk  
Dallas County, Texas  
By *[Signature]* Deputy



BDJ245-046



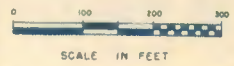
1:4,800

<b>Flood Zone</b>		

Case ID: **BOA 245-046**  
 Printed: 8/9/2024

CHICAGO, ROCK ISLAND AND PACIFIC RAILROAD

INDUSTRIAL PROPERTIES CORPORATION  
ACREAGE



TRINITY CREEK  
INDUSTRIAL INSTALLMENT NO 13  
TURTLE LAWN

INDUSTRIAL DISTRICT NO 13  
AVENUE

HI-LINE

SLOCUM STREET

EDISON DRIVE

EDISON STREET

EDWARDS ESTATE

INDUSTRIAL PROPERTIES CORP  
ACREAGE

T. I. D.  
INSTALLMENT NO. 5  
Lot 4 Block 16

T. I. D.  
INSTALLMENT NO. 5  
Lot 4 Block 16

T. I. D.  
INSTALLMENT NO 5  
Lot 4 Block 18

COLE ST.

MERCHANTS FAST MOTOR FREIGHT

S. H. LYNCH REALTY CO

L. H. RUBIN

INDUSTRIAL PROPERTIES CORPORATION

LEGEND

- IRON PIPE
- ▲ CONCRETE MONUMENT
- ▲ NAIL IN PAVEMENT
- 4 LOT NUMBER
- 47 BLOCK NUMBER

FILED 11 - 24 - 54  
VOL. 24 - 225

TRINITY INDUSTRIAL DISTRICT  
INSTALLMENT NO. 15

IN THE JAMES A SYLVESTER SURVEY, ABSTRACT NO 1383, THE JOHN GRIGSBY SURVEY, ABSTRACT NO 495, THE C G COLE SURVEY, ABSTRACT NO 270, THE MCKINNEY - WILLIAMS SURVEY, ABSTRACT NO 1052 AND THE SAMUEL LOCKHART SURVEY, ABSTRACT NO 817, COUNTY OF DALLAS, TEXAS

BDA245-046

SHIPPED DATE: 2-15-96 RECEIVED DATE: 2-29-96

# CITY OF DALLAS PLAT BOOKS

ANNEXED \_\_\_\_\_ ORD. NO. \_\_\_\_\_

ADDITION TRINITY INDUSTRIAL DISTRICT NO. 15 (part)

BLOCKS 46  
1003

SURVEY: JAMES A. SYLVESTER ABST. 1383  
JOHN GRIGSBY " 495

SCALE 100 FT. EQUALS 1 INCH

PHA 6-3-87

SCHOOL DISTRICT DALLAS

CALVIN G. COLE ABST. 271  
SAMUEL LOCKHART " 817  
MCKINNEY & WILLIAMS ABST. 1052

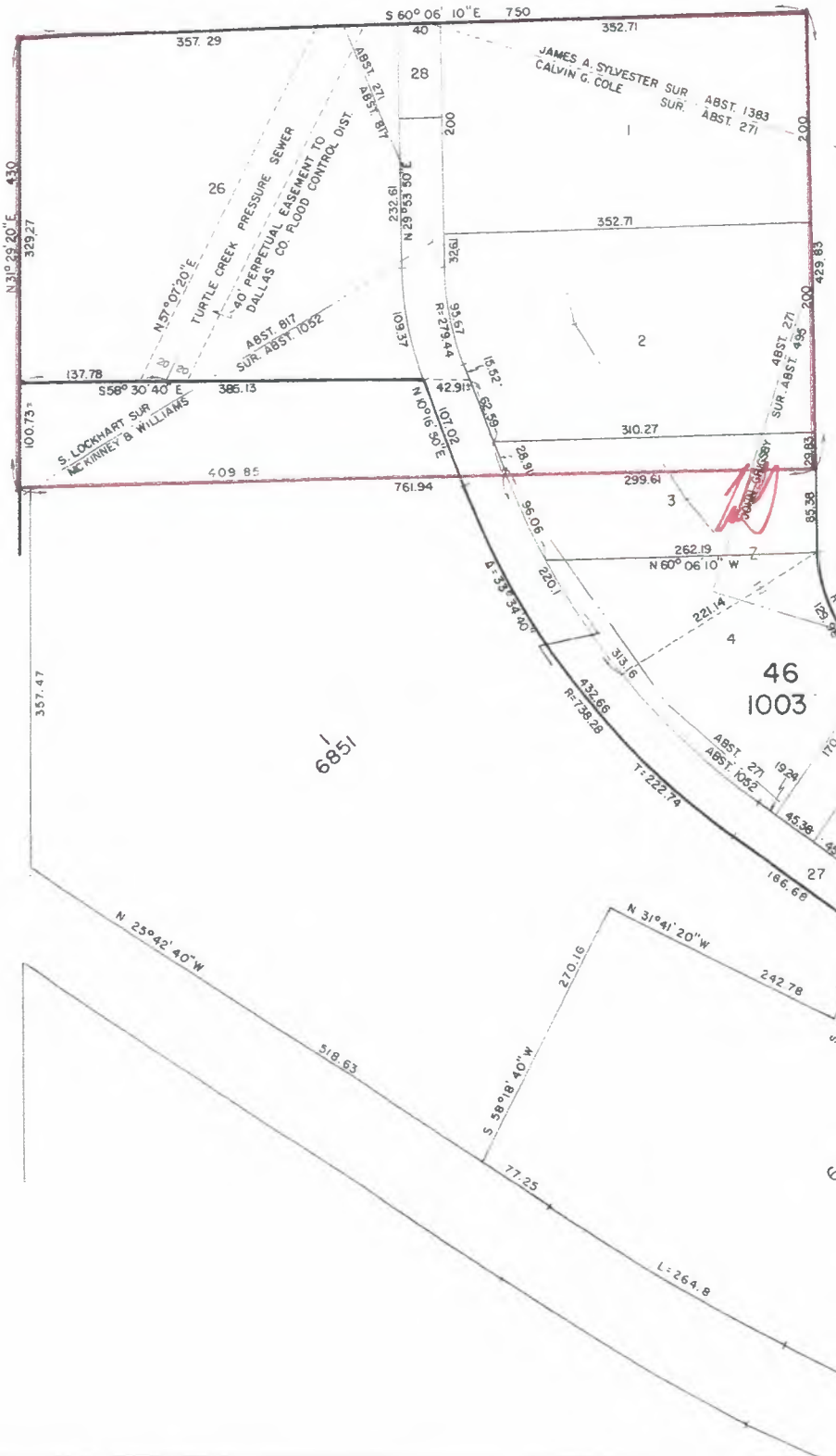
REC 11-24-54

160 HI-LINE DR. 160

38  
7886

80  
OAK LAWN AVE.

8



47  
1003

TRINITY

46  
1003

SLOCUM

INDUSTRIAL

DISTRICT

48  
1003

STREET

INSPIRATION DR.

0.2320 AC.

TRINITY  
INDUST.  
NO. 5

DISTRICT

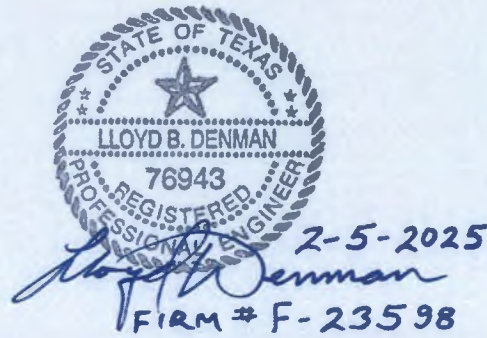
BD225-046

# MEMORANDUM

To: David Nevarez, P.E., PTOE, CFM  
Transportation Development Services  
City of Dallas

From: Lloyd Denman, P.E., CFM  
Consult LD, LLC  
Registered Firm F-23598

Date: February 5, 2025



Subject: **Parking Study and Analysis for 1617 Hi Line aka "The Decorative Center"**

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## ***Introduction***

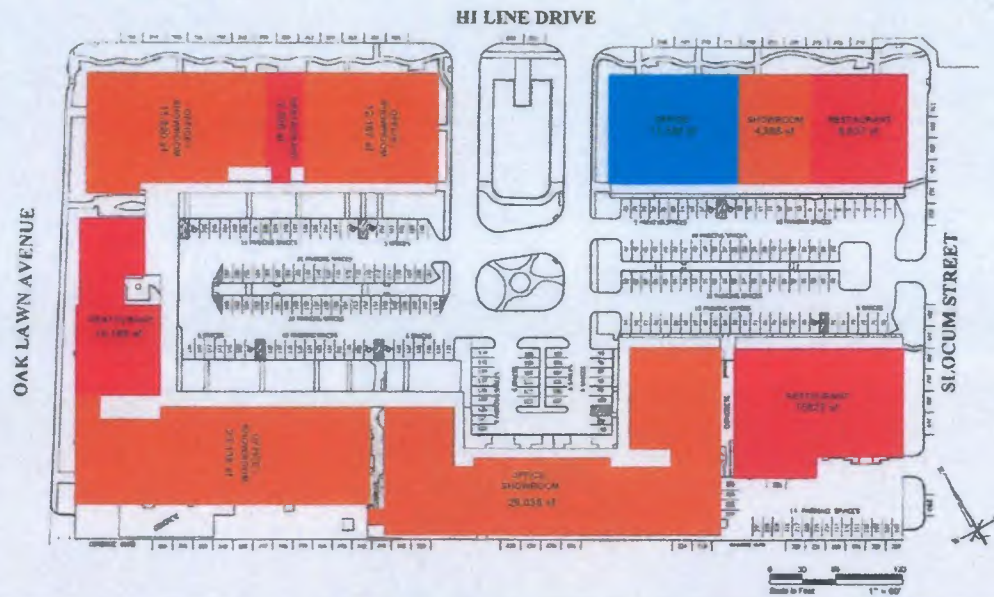
1617 Hi Line, also known as "The Decorative Center," is one of the original inward-facing developments of the Dallas Design District. The Decorative Center was developed by Trammell Crow in 1957 and has been primarily used as high-end "To-the-trade" type "Showroom" space throughout the decades. Over time though, the demand for high-end Showroom has declined. Approximately 10% of the showroom space within the Decorative Center has been converted to restaurant use since 2000. Even so, the Decorative Center is still under-utilized and over-parked for its present mix of uses and availability of parking. HN Capital Partners owns the Design Center along with fifteen other Design District properties. HN Capital intends to revitalize the Decorative Center site by re-purposing some of the existing building space to Office and additional Restaurant uses that will better utilize and balance the existing buildings and existing parking. The introduction of some Office use and additional Restaurant use is intended to be neighborhood friendly and hospitality centric for the Design District as a whole. The existing site consists of six inward-facing buildings with a total of approximately 133,099 square feet of single-story space and 300 available parking spaces. (See **EXHIBIT 1 – Site Plan**) The property is zoned PD 621, Area 1. Parking observations made at the Decorative Center in May and June of 2024 are presented below along with additional justifications for this parking reduction request for the Decorative Center as allowed by the PD.

## ***Proposed Uses and City of Dallas Code Requirements for Parking***

The City of Dallas Development Code requires minimum parking associated with different land use types. PD 621 specifically allows "shared parking" to be considered as a percentage reduction of the required minimum parking for certain mixed uses. Note that the proposed use mix would be the maximum planned space for utilization of Restaurant that may not actually all be transitioned or leased in the proposed manner but is meant to represent what would be the densest parking use mix. **The calculated maximum parking for the proposed mix of uses is 457 spaces per City Code** without the "Shared Parking Reduction". (See **EXHIBIT 2 – Proposed Use Parking Chart**) Note that the **existing parking layout of 300 spaces** is adequate for the morning and afternoon times of day per Code to accommodate the maximum proposed mix of uses.



**EXHIBIT 1 – Site Plan**



	<b>DECORATIVE CENTER SITE PLAN</b>	Parking Counts 290 Regular Spaces 10 Handicap Spaces 300 Total Parking Spaces
--	----------------------------------------	----------------------------------------------------------------------------------------

This site plan shows the existing 300 parking spaces and the ultimate proposed uses for the existing buildings. The two restaurants on the west side are existing and valet parked. The proposed restaurants on the east side may be added one at a time.

**EXHIBIT 2 – Proposed Use Parking Chart**

1617 Hi Line / Dec Center										
Street No.	Street Name	Land Use	SQ FT	Parking Ratio	Required Parking	On-Street Parking Credit	Off-Street Surface Parking			Total Parking Provided
1617	Hi-Line	Office/Showroom	85,079	1sp/1110 SF	77					
		Office	11,500	1sp/358 SF	32					
		Restaurant	36,520	1sp/105 SF	348					
			133,099		457	64	226	0	10	300

Note that the bulk of the parking demand is for the Restaurant use which typically peaks during weekend evenings. The restaurants will be valet parked. The Office and Showroom uses have plenty of daytime parking and are typically closed during weekend evenings.

### ***PD 621 Allowance for Parking Reductions and the Owner's Request***

The creators of PD 621 utilized good foresight for the zoning regulations back in 2002 realizing that the old parking minimums required for certain defined uses are not "one-size fits all". (See **APPENDIX** Articles on Parking) PD 621 allows for the accommodation of denser urban living that is less "car-centric" and the consideration of alternative modes of transportation that help reduce the need for parking. Specifically, the PD allows for "a special exception of up to 50 percent of the required off-street parking" to help "right-size" parking for dense urban projects. **HN Capital would like to follow the PD 621 allowance language and request a reduction of 34% in parking requirements from the calculated requirement of 457 spaces to utilize the currently provided 300 spaces.** Local observed parking data and recent mobility trends support the request as detailed below. Also, HN Capital is building and will control a new 185 space parking lot located nearby (less than 1000 feet) at 1615 and 1605 N. Stemmons at Edison. Some of the new parking spaces will be dedicated but most will be open to the public.

### ***1617 Hi Line Observed Parking Data***

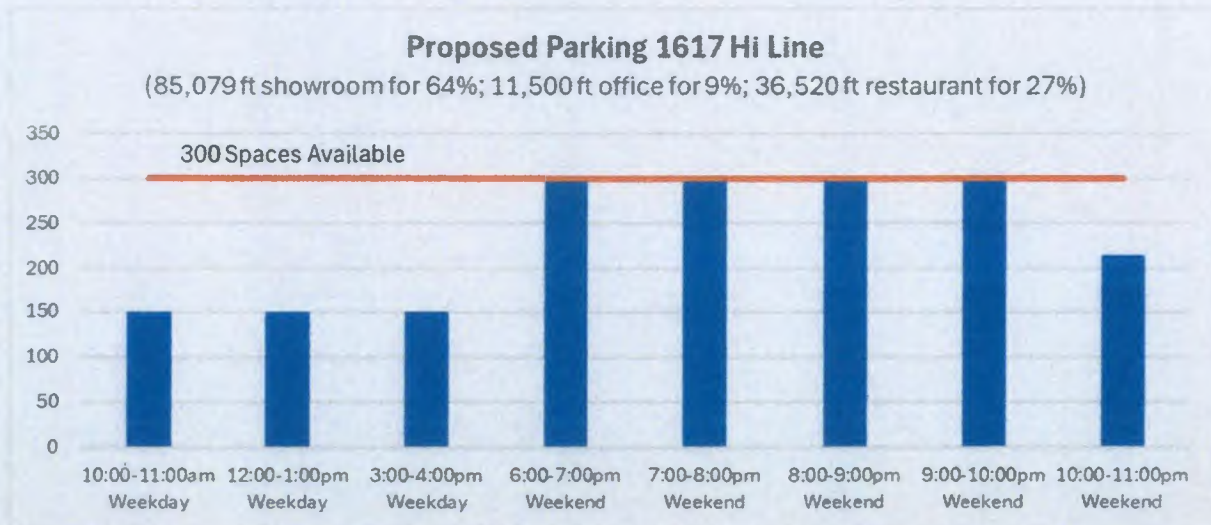
**Exhibit 3**, on the next page, illustrates observed parking during peak use times in May and June of 2024 for 1617 Hi Line. The exhibit is annotated with comments about the observed parking data and what is proposed.

It is evident from the observed data that 1617 Hi Line is currently under-utilized and over-parked with only 10% Restaurant use. Note that 1617 Hi Line proposes valet parking to manage the restaurant peak parking. It was observed while counting, and confirmed by the restaurant valet manager, that employee parking occupied a significant number of the available interior parking spaces (10% or more). It is recommended to consider more efficiently managing employee parking to provide more patron parking when needed. The Design District encourages a comprehensive neighborhood approach for all the property owners to work and cooperate together for mutual benefit. Note that adjacent properties with different owners have supported one another in parking reduction requests. (See **APPENDIX** mutual letters of support) This illustrates the synergistic goal of mutual benefit throughout the greater Design District. Granting this request would not adversely affect neighboring property since parking is already prohibited along Oak Lawn and since there is no direct pedestrian connection between 1444 Oak Lawn to the south and the Decorative Center that might encourage "cross-parking" patrons. There is also plenty of "relief valve" parking available should the internal parking be exceeded by utilizing the surface parking lots owned by HN Capital on Hi Line at the Strand Trail and at 1605 N. Stemmons. The proposed mix of uses within this existing inward-facing center will be able to successfully accommodate parking demand for the higher percentage restaurant use without adversely impacting neighboring properties or the public streets.

**EXHIBIT 3 – 1617 Hi Line: OBSERVED PARKING AND PROPOSED PARKING**



Note how evident it is that 1617 Hi Line is currently under-utilized and over-parked. It can certainly support a more vibrant mix of uses to fill the 300 parking spaces available.



The proposed mix of uses intends to utilize and hopefully fill the available parking during the weekend evening peaks for Restaurant use. There is more than adequate parking available to satisfy the City Code during mornings and afternoons for the Office and Showroom uses. The use of valet and alternative transportation modes can offset the evening restaurant peaks. Note that HN Capital also owns two surface parking lots very near the Decorative Center that could be utilized for any overflow parking should it occur. As the owner of sixteen properties in the Design District, HN Capital is incentivized to balance and “right size” parking so that everyone benefits.

### ***Walkability and Alternative Modes of Transportation***

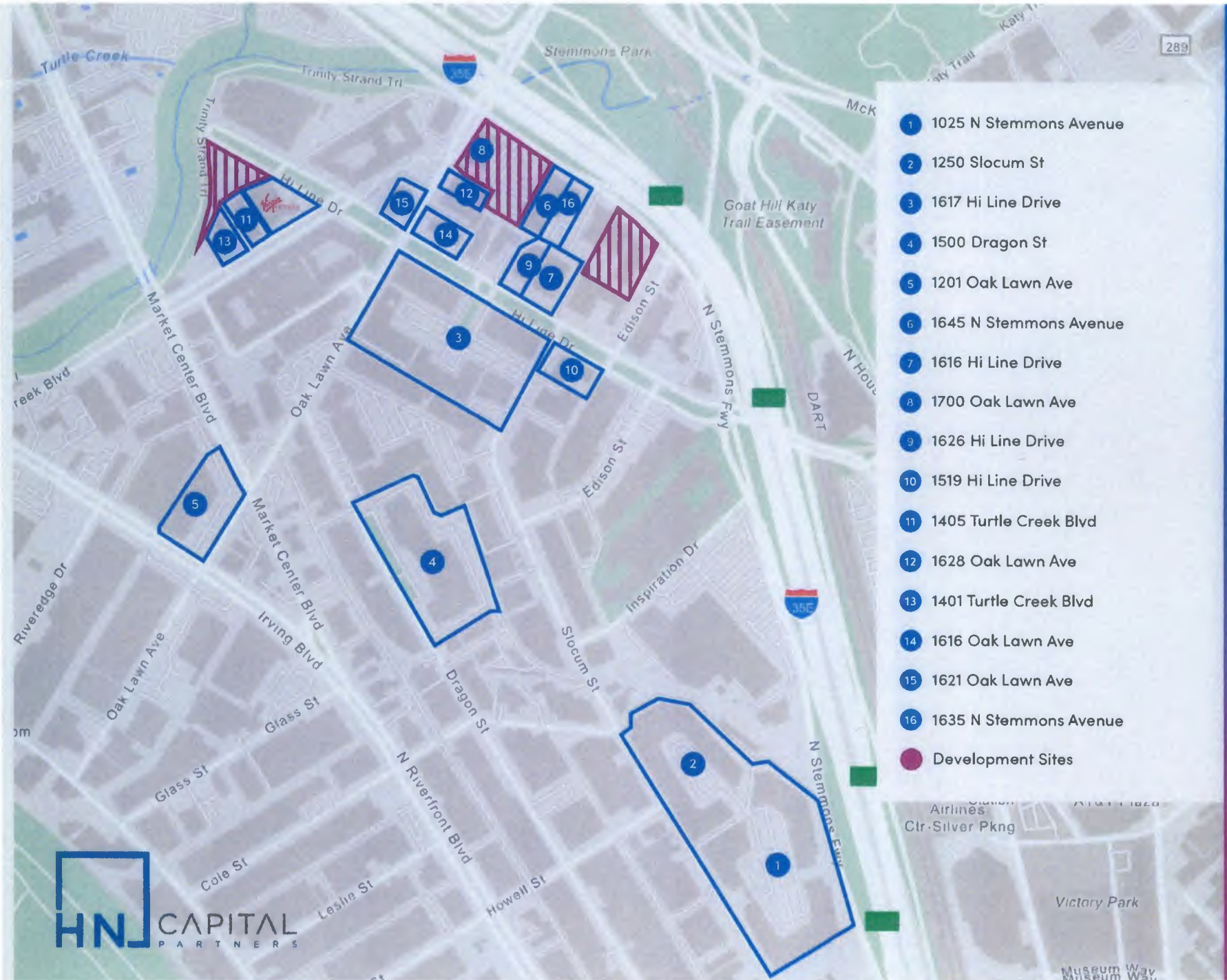
The parking reduction request is also supported by a walkability analysis of nearby residential units and current urban trend uses of alternative modes of transportation like walking, bicycling, and Uber/Alto. (See **APPENDIX** Walkability Study.) Note that the City of Dallas is currently considering eliminating parking requirements for some areas and uses. Although an elimination of parking requirements by the City of Dallas would not directly affect 1617 Hi Line since the parking already exists and the property is located within PD 621, it is still an indication that the old parking requirement ratios are excessive for dense urban living situations and with the newer alternative modes of transportation readily available.

### ***Conclusion***

Based on: (1) the observed parking data that illustrates the current under-utilization of the site's existing parking, (2) the allowances for parking reductions written into PD 621, (3) the utilization of internal valet to most efficiently park the site, (4) the extra 100+ "relief valve" parking spaces in the new parking lot that HN Capital owns and controls for the overall benefit of the Design District, and (5) the current trends of more mobility choices and more dense urban living that together reduce the need for parking; **it is recommended that the existing 300 parking spaces for the current 1617 Hi Line Decorative Center site will be adequate to serve the proposed mix of Office, Restaurant, and Showroom uses.** Furthermore, if the parking demand were to consistently exceed the 300 spaces provided, the greater risk would be loss of business to the center rather than any obstruction of the public right-of-way or creation of a traffic hazard since parking is internal to the site and is currently prohibited along both sides of Oak Lawn. The accommodation of shared parking, Uber/Alto and similar ride shares including the Virgin Hotel shuttle service, availability of pedestrian and bicycle trails, availability of remote parking lots within a five minute walk, and the presence of newer dense inner-city residential developments that currently include 2000+ units within a five minute walk of the subject site have all convened at this time to help reduce the need for parking and support the proposed mix of uses for 1617 Hi Line. The proposed plan to revitalize and repurpose the existing buildings of 1617 Hi Line and utilize the existing parking within the allowances of PD 621 will provide mutual benefits to the property owner/operator, the neighborhood, and the City of Dallas. "Right-sizing" or "right-mixing" the proposed uses of this historic inward-facing center to more fully utilize the existing internal parking to its potential will not create a traffic hazard or increase traffic congestion on adjacent or nearby streets. No spillover effect of traffic or parked cars is expected to occur since ample "reserve parking" is available in the walkable public parking lots.

### **APPENDIX**

- HN Capital Property Ownership Map within the Design District
- Mutual letters of support for Parking Reductions
- Walkability Study within a five-minute walking distance of 1617 Hi Line
- Annotated Articles: "The Parking Problem – Why Cities Overbuilt Parking Spaces" 9-30-2023  
"Parking Generation... Park +" by Kimley-Horn May 2016



- 1 1025 N Stemmons Avenue
- 2 1250 Slocum St
- 3 1617 Hi Line Drive
- 4 1500 Dragon St
- 5 1201 Oak Lawn Ave
- 6 1645 N Stemmons Avenue
- 7 1616 Hi Line Drive
- 8 1700 Oak Lawn Ave
- 9 1626 Hi Line Drive
- 10 1519 Hi Line Drive
- 11 1405 Turtle Creek Blvd
- 12 1628 Oak Lawn Ave
- 13 1401 Turtle Creek Blvd
- 14 1616 Oak Lawn Ave
- 15 1621 Oak Lawn Ave
- 16 1635 N Stemmons Avenue
- Development Sites



February 5, 2025

Dr. Kameka Miller-Hoskins, Chief Planner  
Zoning Board of Adjustment  
City of Dallas  
1500 Marilla Room 5CN  
Dallas, TX 75201

Via email

RE: Pending applications at 1616 and 1626 Hi Line; 1617 Hi Line; and 1201 Oak Lawn Avenue

Dear Dr. Miller-Hoskins,

Please accept this support letter for the parking reduction requests at 1616 and 1626 Hi Line, 1617 Hi Line, and 1201 Oak Lawn Avenue. We understand they are separate requests intended for consideration in April 2025; our support applies to each request. The applicant, HN Capital, and their representatives have shared with us their request and plans for improving their property. As adjacent commercial property owners, we believe that their parking reduction request will benefit this area of the Design District.

We support the parking reductions requested for several reasons. HN Capital has successfully managed their properties in this area to bring valuable tenants and businesses to the Design District. As this area of the Design District has benefitted from the recent city investments in infrastructure, these improvements for sidewalks, streetscapes, and a hike/bike trail that connects to Victory Park/Downtown increase and enhance mobility options for visitors and residents. New developments and remodels have included a mix of land uses that are creating a dynamic neighborhood, as intended by the PD 621 Old Trinity Design District Special Purpose District zoning. We also understand the City of Dallas is considering Development Code revisions to the off-street parking requirements to align with current parking demand trends and promote use of other transportation options.

The proposed parking reductions are supported by a professional engineering analysis of the parking demand for these properties and the ability of HN Capital to manage the parking needs on their properties for the success of their tenants. We believe the requested reductions are reasonable and support the shared goal of continued improvement, adaptive reuse, and quality development of the Design District.

Sincerely,

Shyam Patel – Asana Partners  
1444 Oak Lawn, LP

Jonathan G. Vinson  
(214) 953-5941 (Direct Dial)  
(214) 661-6809 (Direct Fax)  
jvinson@jw.com

August 16, 2024

Via Email

Ms. Cambria Jordan, CFM, MBA, PMP, Senior Planner  
Zoning Board of Adjustment  
City of Dallas  
1500 Marilla Street, Room 5BN  
Dallas, Texas 75201

Re: BDA234-091; 1444 Oak Lawn Avenue.

Dear Ms. Jordan:

Our firm represents HN Capital, which is the largest property owner in the Design District. HN Capital is pleased to be part of the ongoing success of the District, and we look forward to even more success for the entire District in the future. This letter is to express our *support* for the off-street parking special exception request being made under BDA234-091 at 1444 Oak Lawn Avenue, for the following reasons.

When the City first approved P.D. 621 in 2002, it was not completely certain that the P.D. would work for its intended purposes. The City deserves credit for getting the P.D. right for the most part and achieving its purpose of fostering in-context adaptive reuse in the Design District with, of course, some appropriate new development.

Part of the success of P.D. 621, we believe, is due to the P.D. having loosened somewhat the strict requirements for off-street parking found in other parts of the City. This is very appropriate and necessary for the adaptive reuse of existing buildings, and actually helps preserve those buildings and the larger context of the District. This is good place-making and supports the District's overall success.

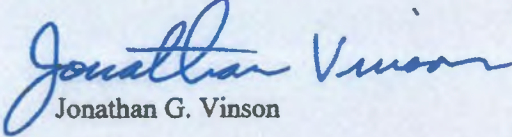
However, since the adoption of P.D. 621, the world has changed even more with regard to parking demand. The reduction in office usage, the advent of ride-sharing, and the greater walkability of the District have all contributed to this. Continuing to adhere to off-street parking ratios which date back in some cases to 1965, or even before, fails to recognize the change in parking demand in 2024.

In fact, the City itself is in the middle of processing Development Code amendments to reduce off-street parking requirements to align more with current demand. For many reasons, the current off-street parking requirements in P.D. 621, and elsewhere in the City, are obsolete and should be reduced.

41476708v.1

We support reasonable and evidence-based, data-driven reductions in parking requirements where appropriate, in particular in P.D. 621, where such reductions will support continued adaptive reuse and quality development and placemaking, and we believe that to be the case with this request. We respectfully ask that you approve the applicant's request in this case. Thank you.

Very truly yours,

  
Jonathan G. Vinson

cc: Dr. Kameka Miller-Hoskins  
Jennifer Hiromoto  
Vipin Nambiar  
Adam Hammack  
Suzan Kedron



### **WALKABILITY STUDY**

According to statistics listed on the Dallas Design District Property Brochure, by "DunhillProperties.com", there are approximately 20,000 residents that live within one mile, or a 10 to 20 minute walk, of the Dallas Design District. Even closer to the heart of the Design District and to 1617 Hi Line, within a 5-minute walk or less, are six large multi-family communities that total nearly 2200 units. Also, the Virgin Hotel with 268 rooms and a 75 space pay parking lot are within a 5-minute walk to 1617 Hi Line. (See annotated map attached) According to the Federal Highway Administration, "Most people are willing to walk for five to ten minutes, or approximately ¼ to ½ mile" to reach a destination. (See FHA Pedestrian Safety Guide attached)

The close proximity within a five-minute walk of so many residential units and hotel rooms certainly helps decrease the parking demand for patrons that would frequent 1617 Hi Line for Restaurant uses. (Walk times were physically verified by Lloyd Denman, P.E. during the parking observations made in May 2024.) There is also a free hotel shuttle at the Virgin Hotel that ferries guests within a 3-mile radius of the hotel to and from restaurants and other attractions. In May of 2024, the shuttle attendant said the shuttle stays busy and a second vehicle should be added to the service.



Urby  
911 units

Hi Line Plaza

Pay Lot

Virgin Hotel  
268 rooms

Adelphi  
214 units

Meddlesome Moth

Oak Lawn Stemmons

430A

McKinney  
@ Houston  
- N - NS

Camden  
355 units

Hi Line

1626  
1616

1605  
N. Stemmons  
Parking Lot  
185 spaces

The Al

Eggersmann  
Kitchens  
Home Living  
Dallas

1400  
HiLine  
314 units

Decorative Center

1333 Oak  
Lawn

1444 Oak Lawn

35E

429A

The Charles

309 units

Alta Design  
District

Market Center  
@ Industrial

Trinity Loft  
93 units

## Safety

### Pedestrian Safety Guide for Transit Agencies

< [Previous Table of Content Next](#) >

#### Chapter 4: Actions to Increase the Safety of Pedestrians Accessing Transit

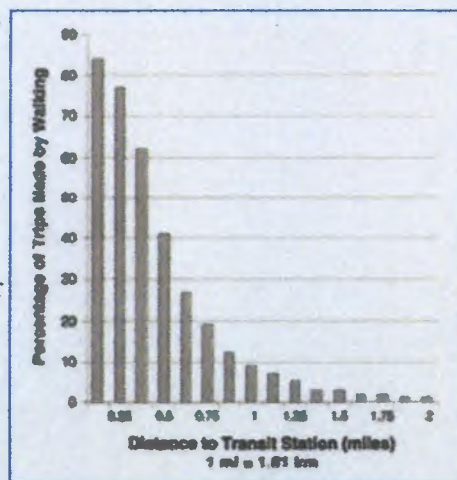
Understanding pedestrian characteristics and facilities (e.g., sidewalks, crosswalks, pedestrian signals, etc.) is an important step in providing safe access to transit systems. This section introduces basic pedestrian safety concepts to help readers understand issues, solutions, and resources that are presented in other parts of this guide. Concepts addressed in this chapter include:

- Typical walking distance to transit.
- Motor vehicle speed and pedestrian safety.
- Pedestrian characteristics and behavior.

##### *A. Typical Walking Distance to Transit*

Most people are willing to walk for five to ten minutes, or approximately ¼- to ½-mile to a transit stop (see figure below). However, recent research has shown that people may be willing to walk considerably longer distances when accessing heavy rail services. Therefore, in order to encourage transit usage, safe and convenient pedestrian facilities should be provided within ¼- to ½-mile of transit stops and stations, and greater distances near heavy rail stations. Note that bicyclists are often willing to ride significantly further than ½-mile to access rail transit stations, so safe facilities should be provided for bicycling within a larger catchment area around transit hubs.

Transit route spacing and location are important considerations for pedestrian access to transit. For example, in a city with a regular street grid pattern of streets, appropriate stop spacing can be achieved when transit routes are spaced between ½- to 1-mile apart. If the stops on these routes are spaced 1/8- to ¼- mile apart, then a majority of the people in the neighborhoods served by the transit system will be within ¼- to ½-mile of a transit stop.<sup>70</sup>



##### *B. The Effect of Motor Vehicle Speed on Pedestrian Safety*

Pedestrians accessing transit stops and stations must often walk along or cross roadways that carry motor vehicle traffic. Pedestrians may feel less comfortable and safe as nearby motor vehicle speeds increase. The faster a driver is traveling, the more difficult it is to stop (see figure below).<sup>71</sup> Larger vehicles, such as buses and trucks require even longer stopping distances.

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## The Parking Problem: Why Cities Overbuilt Parking Spaces

by [Lauren Palmer](#) | Sep 20, 2023 | [Land Use](#), [Transportation](#), [Urban Planning](#) | [0 comments](#)

The [Institute of Transportation Engineers](#) (ITE) was founded in 1930 with the goal “to improve mobility and safety for all transportation system users and help build smart and livable communities.” The idea behind the ITE was to help developers with roadway design, traffic management, and parking requirements. However, the ITE has created more problems, particularly when it comes to parking. For decades, the ITE recommended parking minimum requirements ill-suited for the municipalities implementing them.

The primary issue with parking recommendations from the ITE is that the studies they relied on were based on [selective data](#). For instance, in the 1987, second edition of the ITE’s *Parking Generation*, the ITE created half of their [parking generation rates based on just four or fewer studies](#) that were conducted in suburban areas. Researchers conducted these studies during times of peak parking demand and in areas where there was plenty of free parking and [little to no use of public transit](#).

This led urban planners in cities to use suburban rates to set parking requirements that were incompatible with urban environments, resulting in excessive amount of parking in some areas. This created a circular planning process that has only exacerbated issues. It goes something like this:

1. The ITE published their findings in *Parking Generation* using the selective suburban data,
2. City urban planners set parking requirements based on those findings,
3. Developers implemented those parking plans,
4. The resulting ample supply of parking drove the price of parking in specifically designated lots down to zero,
5. Because of the massive amount of land used to create these parking specifications, cities saw decreased walkability and density of facilities,
6. The sprawl, combined with the plethora of free parking options, led to increased vehicle usage,
7. The increased parking demand again validated the ITE’s findings.

And the cycle repeats. [This process has, unsurprisingly, resulted in an overabundance of parking](#). In the United States, surface parking lots alone cover more than five percent of all urban land, representing an area greater than the states of Rhode Island and Delaware combined.

To be clear, the ITE is not solely to blame. As mentioned in *Rethinking A Lot*, urban planners and policymakers frequently rely on the recommendations provided by the ITE for parking requirements without ensuring their accuracy for their respective municipalities. The ITE has an inherent authority that makes planners regard its findings as valid, precluding in planners’ minds the need for further inquiry. The use of ITE’s manuals also allow public officials to avoid responsibility for excessive parking lots.

Due to a lack of planning and engaging the proper parties involved in parking use and development, inaccurate parking demands arise. While [urban planners](#) readily observe this problem, they often fail to take the necessary steps to actually address it. Even municipalities directly contribute to the overabundance of parking by offering free spaces, which inevitably fill up quickly, and then opting to add more parking, which creates an overabundance without addressing the root problem.

Municipalities also look to other authorities, such as the [Urban Land Institute](#) (ULI) for parking guidance. However, the ULI has many of the same problems as the ITE. ULI reports have recommended an excessive amount of parking, with some ULI reports calculating a “need” for more spaces than ITE reports. Municipalities cannot blindly rely on these institutions to supply perfectly accurate data. Municipalities need to measure parking demands with the “ongoing data analysis, community assessment, and demand analysis” that is most relevant to them.

The ITE, recognizing that municipalities still rely on its findings, is also attempting to fix the situation by adapting and changing the new *Parking Generation* manuals. The most recent, the 2019 *Parking Generation Manual*, features land use descriptions and data plots of a variety of available land uses, time periods, and independent variables in the ITE database. The parking database is now broken up into settings that include “Multi-Use Urban” and “Center City Core,” which work to pinpoint the most relevant studies for specific cities’ needs. The goal of this manual is to help describe the relationship between parking demand and the characteristics of the individual development site.

Donald Shoup, Professor in the Department of Urban Planning at UCLA, recommends that the ITE follow in the footsteps of the British counterpart to *Trip Generation*, the “Trip Rate Information Computer System.” This system gives information about the characteristics of every surveyed site and its surroundings, which would allow municipalities to use comparable sites before making land use decisions.

Despite the empirical evidence surrounding the overabundance of parking, as well as its deleterious environmental effects, few municipalities are changing parking requirements and financiers still pass on projects that “don’t have enough parking,” even with the new ITE recommendations.

One successful technique is shared parking, a parking management tool that communities can employ when setting parking requirements. Different types of land uses attract customers, workers, and visitors during different times of the day, which results in differing peak parking demand hours for the related land uses. Shared parking takes advantage of these varying demand patterns and allows adjacent land uses with complementary peak demands to share a parking lot space. This not only encourages centralized parking rather than scattered lots, but also reduces overall construction costs which could greatly benefit both municipalities and developers.

Several municipalities have implemented shared parking, including **Ventura, CA** which has a zoning ordinance that permits different land uses to have shared parking because of opposite peak parking demand periods. The shared parking is allowed to satisfy one hundred percent of the minimum parking requirements for each land use. Similarly, **North Kansas City, MO**, by permit, allows a reduction of the number of parking spaces multi-use developments need to have if they have different peak parking demand periods.

Finally, in **West Hartford, CT**, the zoning code provides an alternative method of meeting parking requirements. So long as the applicant seeking to enter into a shared parking agreement can prove the lot would be convenient for all parties and would not cause traffic congestion, it can get approved. The municipality has since consolidated many parking lots down for shared use.

To truly reverse the detrimental impacts of the old ITE reports on the development of cities, urban planners and lawmakers will need to implement a multi-faceted approach. In addition to conducting their own parking studies based on the proposed uses and characteristics of the community, urban planners and lawmakers should focus on enhancing multi-modal transit and implementing shared parking. Parking minimums need to be eliminated and more parking maximums need to be developed. Focusing on the parking demands of individual development sites will help stop the cycle of creating unnecessary parking and meet parking demands in a smarter and more efficient manner.

# Parking Generation—

Replacing Flawed Standards  
with the Custom Realities of

# Park+

WHITE PAPER SERIES

May 2016

#3  
vol.

**Kimley»»Horn**

Expect More. Experience Better.



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Unlimited Parking Solutions

## Introduction

For the longest time, our industry's approach to defining "How much parking?" has been relegated to the use of national parking requirement standards, either from the Institute of Transportation Engineers (ITE), Urban Land Institute (ULI), or local code requirements. Anyone who has read the workings of Donald Shoup, or more recently Richard Willson, knows the fallacy in using these sources when designing downtown or campus parking systems.

National parking requirement standards are based on outdated and under-represented data, which tend to skew wildly from the actual parking needs of a community. In my years as a parking consultant, I've very rarely completed a single downtown parking study where the peak observed parking demands consumed the majority of the total parking spaces. A study completed in Dallas a few years ago yielded some 30,000 empty parking spaces at peak. Similar results were found in Atlanta, Houston, St. Petersburg, Seattle, and the list goes on.

**When communities plan downtowns based on outdated suburban design standards, we achieve the same inevitable results—empty, restricted parking areas that deaden the density, walkability, and vitality of urban areas.**

The parking quantity question is always a challenging exercise, especially when we try to solve it using inaccurate data. Most times, we rely on outdated data that doesn't truly represent the real context of our downtowns. As more and more people migrate to urban areas, the dynamics of how they get around and their relationships with cars change. As such, we've seen a drastic downshift in the need to provide parking. But our planning tools have not evolved to better align with this shift.

Equally challenging is deciding how the parking characteristics in one community compares to another community. In reality, it's hard to define how one neighborhood acts compared to another. Here in Phoenix, the Roosevelt neighborhood, home to the area's up-and-coming artists and requisite "hipsters," enjoys a higher amount of transit, walking, and cycling than most other parts of the city. In turn, the overall demand for parking is lessened as area residents and patrons find other ways to access the uses within the area. In my neighborhood, you almost can't survive without the use of a car to work, shop, and play. This variability exists in every city and is the reason it's absurd to continue leaning on archaic, cookie-cutter methods to plan for parking.

This question is the central reason we created Park+ — to find a way to localize the analysis of parking demand and challenge the conventional notion that all parking demand is created the same. Within this white paper we summarize the findings of the first five years of Park+ modeling and define the dynamic nature of each community served. In our time developing, testing, and applying this model, we have encountered an incredible diversity of data and outcomes in each community. In the following sections, we'll walk through those results, as well as the more global movement afoot in our industry.



Unfortunately, those data points are routinely applied in areas they should not be. I've seen exercises where entire swaths of a downtown are planned with these metrics, resulting in over-built facilities. In some cases, it's a lack of understanding of the context the development is occurring in. In other cases, it's a requirement of financial institutions that are backing a development. Whatever the cause, a better understanding of the true dynamics of a development and the area it serves produces better results.

In recent years, urban planners have begun to lean more and more on these decisions as a primary reason that downtowns and communities don't work. One of my favorite terms in the industry is the "parking crater," which was coined by the website Streetsblog and its editor Angie Schmitt. In fact, that website holds an annual March Madness tournament, with a full-on bracket to determine the worst parking crater of that year. The parking crater is a portion of a downtown that has been hollowed out by the presence of large surface parking lots. Whether these are highly or poorly utilized, they deaden a downtown, its walkability, and most importantly its viability.

If asked, many people would say the provision of ample parking makes our cities more desirable. But in fact, ample parking promotes single occupancy vehicle trips and impedes the ability for our communities to develop and grow. Pedestrian walkability, dense design, and connectedness are extremely important for the success of a community. Large areas of parking tend to counter these tenets and disrupt the ability for a community to work properly. This is only exacerbated by the over-provision of parking.

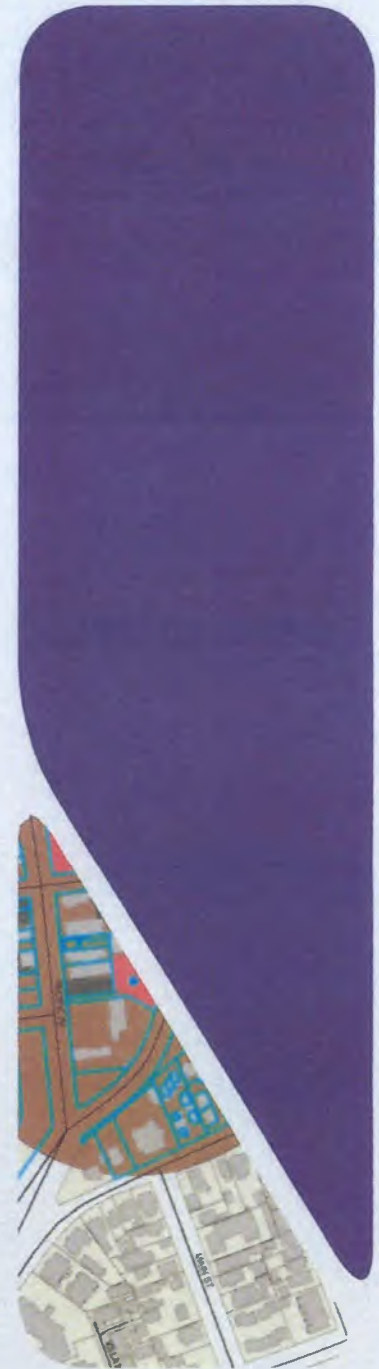
Clearly, something must be done...

## Right-Sized Parking

Recently in the planning arm of the parking industry, we've seen a very distinct shift toward finding the right amount of parking for a downtown, campus, study area, development, etc. This movement is aptly dubbed the Right-Sized Parking movement. The name speaks for itself, as the intent is to determine the correct amount of parking to serve an area without over- or under-burdening area patrons.

Too much parking tends to be an expensive endeavor. In today's world where more and more parking is found in consolidated structures, the cost to build a single space can range from \$8,000 to \$40,000, or more. This price is astronomical and is a primary contributing reason that rents are increasing and the cost of living in urban areas is skyrocketing. In King County<sup>1</sup>, WA, a recent study searched to find the answer to the right-size for multi-family housing parking. The result of that large-scale effort was...it depends.

<sup>1</sup> Visit [rightsizeparking.org](http://rightsizeparking.org) to learn more and to play with their awesome right-size parking calculator





That result may seem nebulous, but in reality it's the most accurate response that could have emerged from such a study. The data indicated that a number of factors—location, access to transit, employment density, walkability, population demographics—were responsible for the parking demand characteristics of a multi-family development. In short, people tended to adapt to their environment, and their driving (and car ownership patterns) adapted right along with them.

Unfortunately, in a lot of those instances, the provision of parking did not adapt. Instead, developers continued to provide parking as if every location was the same, and the result was a high amount of underutilized parking. The data showed that in the heart of Seattle (the most urbanized area in the county), the parking demand was at or below 0.5 spaces per unit. In the far reaches of the county, the ratio was closer to 1.5 spaces per unit.

This analysis has borne some incredible outcomes. First, many developers in the King County area have begun to lessen their parking capacity as a result of this analysis, basically "right-sizing" their supply. That in and of itself is a win and would deem the effort a success. However, the study also pushed communities in the King County area to reassess their parking requirements, helping to define right-sized parking at the review level. Even more incredibly, King County transit has now begun to pursue empty parking spaces in multi-family housing complexes to serve as park-and-ride spaces for transit riders.

It's very exciting to see the results coming out of King County. They spent a tremendous amount of time and effort to collect viable data and determine how their community works. The project was well funded by the Federal Highway Administration and led by a brilliant young planner<sup>2</sup> whose mission is to prove the fallacy of poor parking planning. But how about the communities not funded by FHWA...how do they learn more about the true nature of their parking systems?

## Park+ and Right-Sized Parking

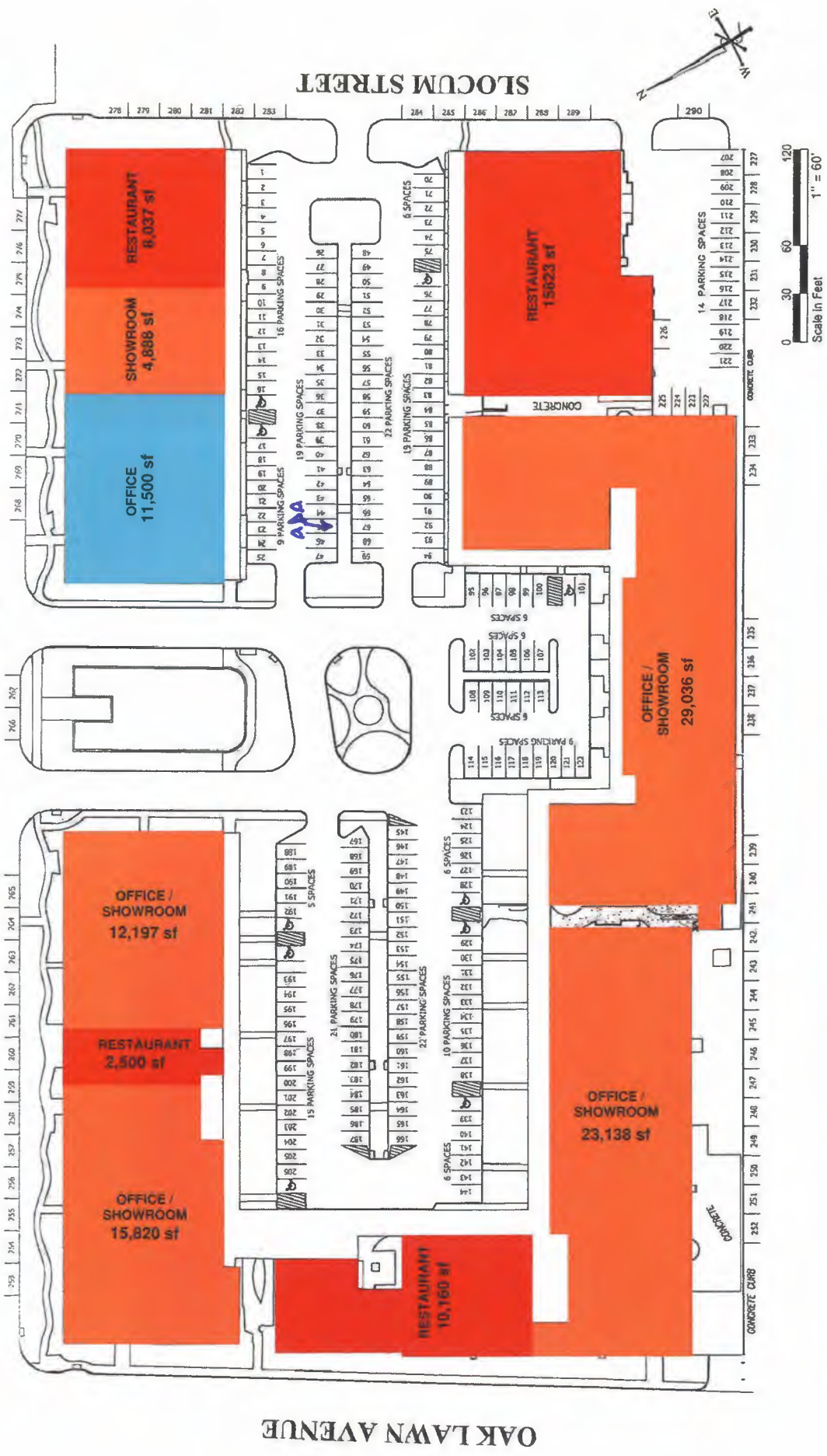
Park+ —the Kimley-Horn parking scenario planning tool — was created with the intention of right-sizing parking in the communities we serve. The model is built on an algorithm that matches parking demand with land uses to more accurately depict parking behavior. Previous white papers (xxx ) have depicted how this relationship works, but in simplistic terms, we match parking demand to its origin using localized data. The result is a much more accurate depiction of parking demand in the environments our models serve.

The primary output of a calibrated Park+ dataset is a unique set of parking generation characteristics that represent the dynamic nature of a community. These results differ from community to community and are a direct reflection of the areas they serve. The following tables and figures provide a representative sample of parking demand characteristics and geographic demand metrics. These are only representative in nature, but show the varied results that come from Park+ modeling exercises.



<sup>2</sup> Dan Rowe of King County Metro. If you ever meet him at a conference, engage him about parking...you won't be sorry.

HI LINE DRIVE



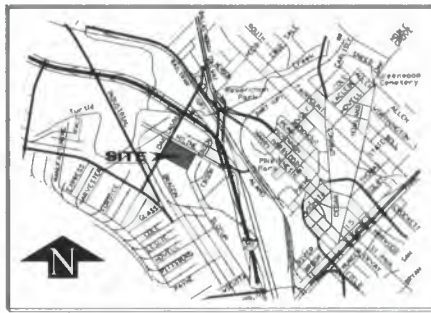
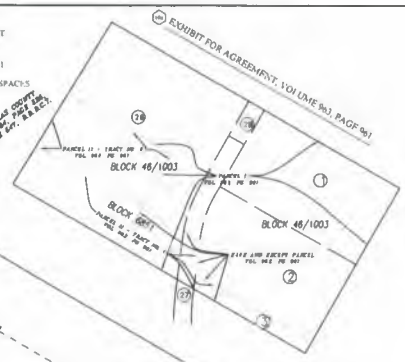
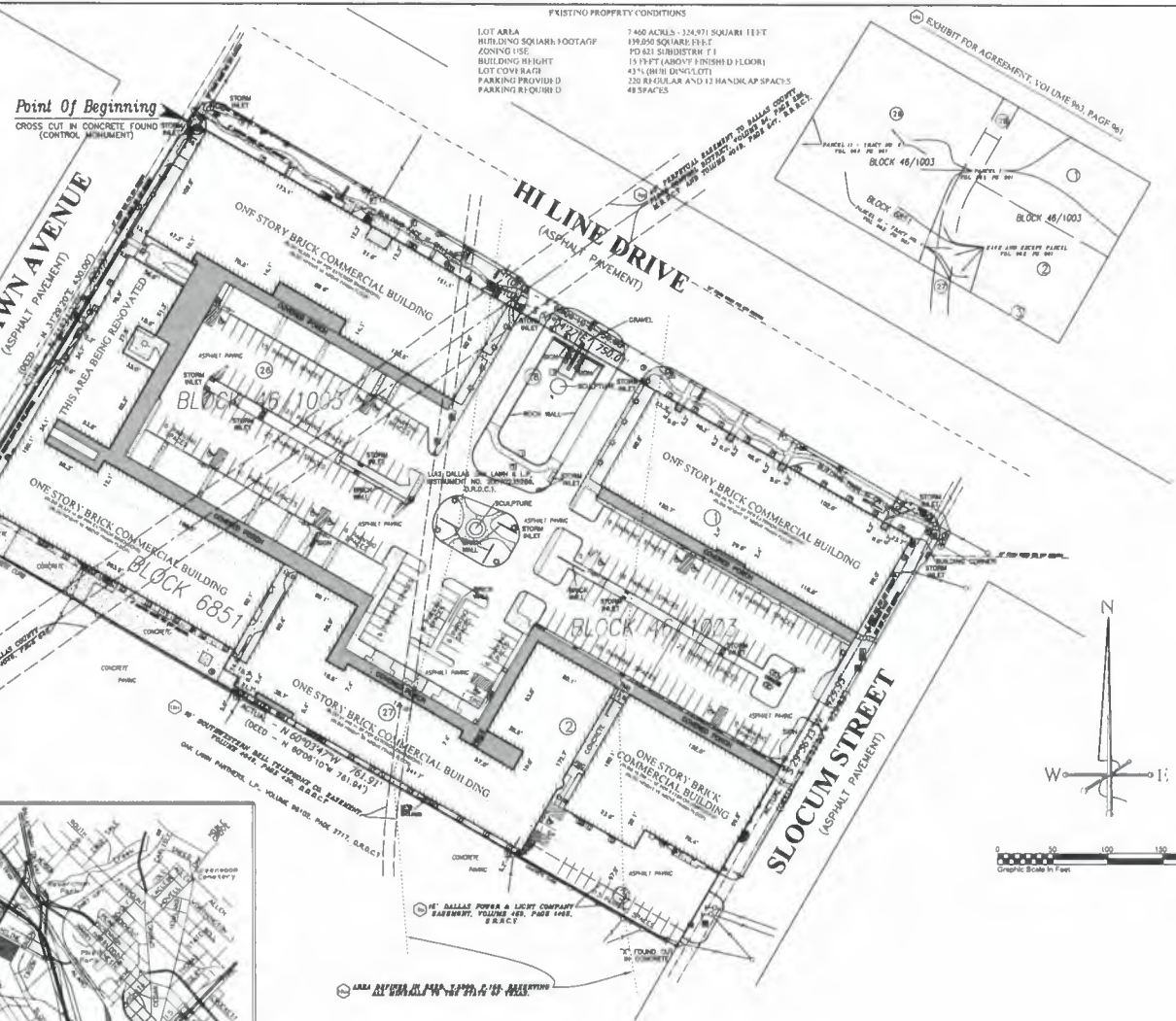
DECORATIVE CENTER  
SITE PLAN

Parking Counts  
290 Regular Spaces  
11 Handicap Spaces  
300 Total Parking Spaces

BDA245-0414

2010

UTILITY LEGEND	
	SEWERAGE EJECTOR WELL
	STORM DRAIN
	TELEPHONE WELL
	WATER VALVE
	WATER METER
	FIRE HYDRANT
	UTILITY POLE
	ELECTRIC TRANSFORMER
	ELECTRIC MANHOLE
	ELECTRIC SERVICE
	SIGN
	TELEPHONE METER
	CABLE TV METER/SERVICE
	LIGHT POLE
	GAS METER/SERVICE
	FIRE ALARM PULL STATION
	REINFORCED CONCRETE PIPE
	COMPARTMENTAL METAL PIPE
	SEWERAGE EJECTOR CLEANOUT
	FIRE OFFICE CEILING SPRINKLER
	SPRINKLER HEAD
	TRAPPED SEWAL CLEANOUT BOX
	IRRIGATION CONTROL VALVE
	ROOF DRAIN (GUTTER)
	ELECTRIC VALVE



**FLOOD NOTE**

According to the Federal Emergency Management Agency's Flood Insurance Rate Map, Map Number 48113C0140 J, Effective Date August 23, 2001, the tract shown hereon does not appear to lie within Zone A1 (Special flood hazard area) mandated by 100-year flood, base flood elevation determined. However, the tract does appear in the within Zone X-shaded (Area of 500-year flood, area of 100-year flood with average depths of less than 1 foot or with drainage area less than 1 square mile, and area protected by levees from 100-year flood)

This information is only an opinion based on our sincere efforts of scaling data from the above mentioned FEMA Map in relation to the subject tract and does not represent a flood study prepared by Moak Surveyors, Inc.

**EXISTING PROPERTY CONDITIONS**

LOT AREA: 7.460 ACRES - 324,971 SQUARE FEET  
 BUILDING SQUARE FOOTAGE: 138,050 SQUARE FEET  
 ZONING: PD 621 SUBDISTRICT F1  
 BUILDING HEIGHT: 15 FEET (ABOVE FINISHED FLOOR)  
 LOT COVER: 43% (81,811 SQ. FT.)  
 PARKING PROVIDED: 220 REGULATED AND 12 HANDICAP SPACES  
 48 SPACES

To: DD Dunhill 2017 LLC, DE Design Borrower 2017 LLC, 1500 Dragon Dunhill LLC, JPMorgan Chase Bank, National Association, and each of their respective successors and assigns, Monarch Title, L.L.C., and Old Republic National Title Insurance Company, Of No. P116-19243A, issued November 16, 2016 (Tract 7)

This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2016 Minimum Standard Detail Requirements to ALTA/NSPS Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes Items 1-4. (All zoning reports provided), 6 (No zoning report provided), 7(a), 7(b)(1), 7(c), 8, 9, 10(a), 13, 14, 16, 17 and 18 of Table A thereof. The field work was completed on November 17, 2016.

Date of Map: November 18, 2016  
**PRELIMINARY; THIS DOCUMENT SHALL NOT BE RECORDED FOR ANY PURPOSE AND SHALL NOT BE USED OR VIEWED OR RELIED UPON AS A FINAL SURVEY DOCUMENT**  
 David W. Myers, R.P.L.S. No. 4545

**TRACT 7  
FIELD NOTE DESCRIPTION**

ALL that certain tract or parcel of land situated in the MCKINNEY AND WILLIAMS SURVEY, ABSTRACT NO. 1052, C. G. COLE SURVEY, ABSTRACT NO. 271, S. LOCKHART SURVEY, ABSTRACT NO. 817, AND THE INDUSTRIAL PROPERTIES CORP SURVEY, ABSTRACT NO. 1773, Dallas County, Texas and being Lots 1, 2, 26, 28, and a portion of Lots 3, and 27, Block 46/1003, FIFTEENTH INSTALLMENT, TRINITY INDUSTRIAL DISTRICT, an addition to the City of Dallas, Dallas County, Texas according to the plat recorded in Volume 24, Page 225, Map Records, Dallas County, Texas and a portion of City Block 6851, Dallas County, Texas and being more particularly described by metes and bounds as follows:

**BEGINNING** at a cross cut in concrete found for the most northerly corner of said Lot 26, also being the intersection of the southeasterly right-of-way line of Oak Lawn Avenue with the southeasterly right-of-way line of Hi Line Drive; thence South 60 degrees 04 minutes 27 seconds East with said southeasterly right-of-way line, a distance of 750.01 feet to a building corner in the northeasterly right-of-way line of Slocum Street;

**THENCE** South 29 degrees 56 minutes 13 seconds West with said northeasterly right-of-way line, a distance of 429.95 feet to an "X" found cut in concrete for the most easterly corner of a tract described on Deed to Oak Lawn Partners, L.P., as recorded in Volume 96102, Page 3717, Deed Records, Dallas County, Texas;

**THENCE** North 40 degrees 03 minutes 47 seconds West departing said northeasterly right-of-way line and with the northeasterly boundary line of said Oak Lawn Partners tract, at distance of 751.91 feet passing an "X" found cut in concrete for the most northerly corner thereof, in all a distance of 761.91 feet to an "X" found cut in concrete for the most westerly corner of the herein described tract, also being in the said southeasterly right-of-way line of Oak Lawn Avenue.

**THENCE** North 31 degrees 31 minutes 22 seconds East with said right-of-way line, a distance of 429.97 feet to the PLACE OF BEGINNING and containing 7.460 acres of land, more or less as surveyed by Moak Surveyors, Inc. during the month of November, 2016.

**NOTES:**  
 THE BASIS OF BEARING FOR THE SUBJECT PROPERTY IS THE BURKS LIME FOR THE CITY OF DALLAS MONUMENT AND RELATED TO THE RIGHT-OF-WAY LINE OF INDUSTRIAL BOULEVARD AND REFERRED ON THE SURVEY FOR THE TRINITY BAY CHURCH ABANDONMENT, 2008, SCHEDULES 190 AND 210 OF THE GENERAL LAND OFFICE, AUSTIN, TEXAS.

THE PROPERTY HAS PHYSICAL ACCESS TO A PUBLIC RIGHT-OF-WAY  
 OTHER THAN SHOWN, THERE IS NO APPARENT CONSTRUCTION OR PART MOVING ON THE SUBJECT PROPERTY  
 THE PROPERTY IS NOT BEING USED FOR WASTE DISPOSAL OR A DUMP

THIS PROPERTY IS THE SAME AS DESCRIBED IN THE HEREIN REFERENCED TITLE COMMITMENT TO THE BEST OF MY KNOWLEDGE AND BELIEF, EXCEPT AS TO THE COMMITMENT, OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY, OF NO. P116-19243A ISSUED NOVEMBER 16, 2016

- 1. SCHEDULE 1: ITEM 1 (80%) EASEMENT TO DALLAS COUNTY FOOD CONTROL DISTRICT, V. 4048 P. 342, IS DELETED AS DISCREPANT
- 2. SCHEDULE 1: ITEM 10 (60%) EASEMENT TO DALLAS COUNTY FOOD CONTROL DISTRICT, V. 4048 P. 342, IS DELETED AS DISCREPANT
- 3. SCHEDULE 1: ITEM 10 (60%) EASEMENT TO SOUTHWESTERN BELL TELEPHONE CO., V. 4049, P. 430, IS DELETED AS DISCREPANT
- 4. SCHEDULE 1: ITEM 10 (60%) EASEMENT TO DALLAS POWER & LIGHT CO. AND SOUTHWESTERN BELL TELEPHONE CO., V. 438, P. 1463, IS DELETED AS DISCREPANT
- 5. SCHEDULE 1: ITEM 10 (60%) TERMS, PROVISIONS, CONDITIONS AND EASEMENTS CONTAINED IN EASEMENT AGREEMENT, V. 960, P. 961, IS DELETED AS DESCRIBED
- 6. SCHEDULE 1: ITEM 10 (60%) AREA APPLICABLE TO DEED, V. 960, P. 159, RESERVING ALL MINERALS TO THE STATE OF TEXAS

ALTA/NSPS LAND TITLE SURVEY SHOWING  
 LOTS 1, 2, 26, 28, AND A PORTION OF LOTS 3, AND 27,  
 BLOCK 46/1003,  
**FIFTEENTH INSTALLMENT,  
 TRINITY INDUSTRIAL DISTRICT,**  
 AN ADDITION TO THE CITY OF DALLAS, DALLAS COUNTY, TEXAS,  
 ACCORDING TO THE PLAT RECORDED IN VOLUME 24, PAGE 225  
 OF THE MAP RECORDS, DALLAS COUNTY, TEXAS

AND  
**A PORTION OF CITY BLOCK 6851**  
 CONTAINING  
**7.460 ACRES OF LAND,**  
 SITUATED IN THE  
**McKINNEY AND WILLIAMS SURVEY, ABSTRACT NO. 1052,  
 C. G. COLE SURVEY, ABSTRACT NO. 271,  
 S. LOCKHART SURVEY, ABSTRACT NO. 817,**  
 AND  
**INDUSTRIAL PROPERTIES CORP SURVEY, ABSTRACT NO. 1773,**  
 DALLAS COUNTY, TEXAS  
**ZONED: MULTI USE DISTRICT 3**  
 (SEE FIELD NOTE DESCRIPTION)

1617 HI LINE DRIVE

Scale: 1" = 50'

**LEGEND**

- FOUND STEEL ROD
- SP CAMPUS 11111 HOLD
- CROSS CUT IN CONCRETE
- FOUND STEEL PIPE
- FOUND ROSS (DRAIN) BLANK
- DOW-NIP-AD CUT IN CONCRETE
- CHAINING PIN 11 INCH

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COMPILED BY: D. W. MYERS  
 DATE: 11-17-2016  
 JOB # 13 056A

**BDA 245-046**