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12-9-09

ORDINANCE NO. 27769

An ordinance changing the zoning classification on the following property:

BEING all of Blocks 2022/1, 2022/2, and 2022/4, and Lot 1A, Lots 2 through 14, and Lot 15B in Block 2022/3, generally bounded by Edgewater Street on the south, the rear lot lines of the lots west of Glenwood Avenue on the west, Armstrong Avenue on the north, and Abbott Avenue on the east; and containing approximately 20.39 acres,

from Planned Development District No. 193 (the Oak Lawn Special Purpose District) to Conservation District No. 17 (the Northern Hills Conservation District); amending Article 193, "PD 193," of Chapter 51P, "Dallas Development Code: Planned Development District Regulations," of the Dallas City Code to reflect the contraction of Planned Development District No. 193; providing a new Exhibit A to Ordinance No. 21859, as amended, to reflect this change in zoning; approving the conceptual plan for this conservation district; providing a purpose statement; providing regulations and procedures for this conservation district; providing a district map; 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 of the City of Dallas find that the property described in Section 1 of this ordinance is an area of cultural and architectural importance and significance to the citizens of the city; and

WHEREAS, the city plan commission and the city council, in accordance with the provisions of the Charter of the City of Dallas, the state law, and the applicable ordinances of the city, have given the required notices and have held the required public hearings regarding the rezoning of the property hereinafter described; and

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WHEREAS, the city council finds that it is in the public interest to establish this conservation district, amend Article 193, and amend Ordinance No. 21859 as specified in this ordinance; Now, Therefore,

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

SECTION 1. Creation of the conservation district. That the zoning classification is changed from Planned Development District No. 193 (the Oak Lawn Special Purpose District) to Conservation District No. 17 (the Northern Hills Conservation District) on the following property:

BEING all of Blocks 2022/1, 2022/2, and 2022/4, and Lot 1A, Lots 2 through 14, and Lot 15B in Block 2022/3, generally bounded by Edgewater Street on the south, the rear lot lines of the lots west of Glenwood Avenue on the west, Armstrong Avenue on the north, and Abbott Avenue on the east; and containing approximately 20.39 acres.

SECTION 2. Amendment to Article 193. That Section 51P-193.102, "Property Location and Size," of Article 193, "PD 193," of Chapter 51P, "Dallas Development Code: Planned Development District Regulations," of the Dallas City Code is amended to read as follows:

"SEC. 51P-193.102. PROPERTY LOCATION AND SIZE.

PD 193 is established on property generally bounded by Woodall Rodgers Freeway, North Central Expressway, the Missouri, Kansas, and Texas Railroad, the city limits of the City of Highland Park, Bordeaux Avenue, Inwood Road, Denton Drive Cut-off, Maple Avenue, Cedar Springs Branch Creek, Harry Hines Boulevard, Oak Lawn Avenue, and Stemmons Freeway but excluding existing PD's and conservation districts within those boundaries. The size of PD 193 is approximately 2,572.778 [~~2,593.168~~] acres."

SECTION 3. Amend PD 193 property description. That the Exhibit A attached to Ordinance No. 21859, as amended, is replaced with the Exhibit A attached to this ordinance.

SECTION 4. Approval of the conceptual plan. That the conceptual plan for the Northern Hills Conservation District, attached to and made a part of this ordinance as Exhibit B, is approved.

SECTION 5. Purpose. That this conservation district is established to conserve the Northern Hills neighborhood and to protect and enhance its significant architectural and cultural attributes. The conservation district regulations ensure that new construction, renovation, and remodeling are done in a manner that is compatible with the architectural and cultural attributes of the conservation district. The conservation district regulations also address the landscaping within the district. The conservation district regulations are attached to and made a part of this ordinance as Exhibit A.

SECTION 6. District map. A district map is attached to and made a part of this ordinance as Exhibit C. If there is a conflict between the property description in Section 1 and Exhibit C, the property description controls.

SECTION 7. Compliance required. That the building official shall not issue a building permit or a certificate of occupancy for a use on the Property until there has been full compliance with this ordinance, the Dallas Development Code, the construction codes, and all other ordinances, rules, and regulations of the City of Dallas.

SECTION 8. Zoning district maps. That the director of the department of sustainable development and construction shall correct Zoning District Map No. H-7 in the offices of the city secretary, the building official, and the department of sustainable development and construction to reflect the changes in zoning made by this ordinance.

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SECTION 9. Penalty clause. That a person who violates a provision of this ordinance is guilty of a separate offense for each day or portion of a day during which the violation is committed, continued, or permitted, and each offense is punishable by a fine not to exceed \$2,000.

SECTION 10. Saving clause. That the zoning ordinances of the City of Dallas, as amended, shall remain in full force and effect, save and except as amended by this ordinance.

SECTION 11. Severability clause. 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 12. Effective date. That this ordinance shall take effect immediately from and after its passage and publication in accordance with the provisions of the Charter of the City of Dallas and it is accordingly so ordained.

APPROVED AS TO FORM:

THOMAS P. PERKINS, JR., City Attorney

By 

Assistant City Attorney

Passed DEC 09 2009

EXHIBIT A

NORTHERN HILLS CONSERVATION DISTRICT REGULATIONS

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- (1) Interpretations and definitions.
 - (a) Unless otherwise stated, all references to articles, divisions, or sections in this ordinance are to articles, divisions, or sections in Chapter 51A, as amended.
 - (b) Unless otherwise stated, the definitions in Chapter 51A, as amended, apply to this ordinance. In this ordinance:
 - (1) ATTIC STORY means that portion of a building between the top floor and the ceiling above it that is located within a roof structure.
 - (2) CIRCULAR DRIVEWAY means a non-permeable or permeable surface located in a front yard or cornerside yard used for or to access off-street parking that has two curb cuts onto the same street or perpendicular streets.
 - (3) CORNER LOT means a lot that has frontage on two intersecting streets.
 - (4) CORNERSIDE LOT LINE means the side lot line of a corner lot that abuts Abbott Avenue or Glenwood Avenue.
 - (5) CORNERSIDE YARD means a side yard that abuts a street.
 - (6) DISTRICT means the Northern Hills Conservation District.
 - (7) EAVE means the lowest border of a roof, including any overhang.
 - (8) EXISTING means a main building that existed on December 9, 2009 (the date of creation of this conservation district).
 - (9) FENCE means a structure that provides a physical barrier, including a fence gate.
 - (10) FRONT FACADE means the main structure elevation facing the front yard.
 - (11) HEDGEROW means a fence that provides a physical barrier by a row of closely planted shrubs or bushes.
 - (12) HEIGHT means the vertical distance measured from grade to the lowest eave, or to the highest peak of a sloped roof, or to the top of a flat roof, as applicable (except as applied to trees, retaining walls, and fences).
 - (13) LARGE CANOPY TREE means a tree of a species that normally:

- (A) reaches a height of 30 feet or more upon maturity, and
 - (B) bears crown foliage no lower than six feet above ground upon maturity.
- (14) LOT COVERAGE means the total square footage of ground surface covered by a roofed structure, including an accessory building more than 200 square feet in area, breezeways, covered decks, covered patios, covered porches, garages, main structures, or porte cocheres, measured to the outside faces of the exterior walls or to the omitted wall lines, whichever produces the larger area, but excluding the following:
- (A) Window boxes less than 12 inches deep.
 - (B) Bay windows less than 12 inches deep.
 - (C) Building eaves less than 36 inches deep.
 - (D) Private balconies (not accessible to the public).
 - (E) Breezeways, covered decks, covered patios, covered porches, and porte cocheres that have no habitable space above them, do not exceed one story, and are not enclosed except by screening.
- (15) MAIN STRUCTURE means the building on a lot intended for occupancy as the main use.
- (16) NEW MAIN STRUCTURE means a main structure that does not incorporate the front facade and at least 50 percent of the side facades of an existing main structure.
- (17) PROTECTED TREE means any tree with a caliper greater than 10 inches and not one of the trees listed in Section 51A-10.101(22)(A), as amended.
- (18) REAR YARD means:
- (A) for lots that are not corner lots, that portion of the lot between two side lot lines that does not abut a street and that extends across the width of the lot between the rear setback line and the rear lot line.
 - (B) for corner lots, that portion of the lot between the interior side lot line and the cornerside lot line that extends across the width of the lot, between the rear set back line and the rear lot line.
- (19) REMODEL means alterations, improvements, or repairs that change the appearance of the structure or replace materials of the structure with

another material. In the case of a main structure, remodel means alterations, improvements, or repairs that change the appearance of the main structure or replace materials of the main structure with another material to an extent less than what would constitute a new main structure.

- (20) RETAINING WALL means a wall used to prevent the erosion of land.
 - (21) SIDE FACADE means the main structure elevation facing a side yard.
 - (22) UNDERGROUND GARAGE means a garage structure that is at least 90 percent below grade.
 - (23) WRAP-AROUND means that portion of a side facade of a main structure 25 feet behind the corner of the front facade, excluding the front porch.
 - (24) YARD, LOT, AND SPACE REGULATIONS means regulations related to front, side, and rear yard setbacks, density, height, lot coverage, lot size, lot width, and number of stories.
- (c) This district is considered to be a residential zoning district.
- (2) Conceptual plan. The Northern Hills Conservation District Conceptual Plan is attached to and made a part of this ordinance as Exhibit B. If there is a conflict between Exhibit A (the district regulations) and Exhibit B (the conceptual plan), Exhibit A controls.
 - (3) Nonconforming structures. Section 51A-4.704(c), "Nonconforming Structures," as amended, applies, except that if the degree of nonconformity is voluntarily reduced, all rights to the previous degree of nonconformity are lost.
 - (4) Development standards.
 - (a) In general.
 - (1) Except as provided in this Exhibit A, the development standards of the R-7.5(A) Single Family District apply.
 - (2) The yard, lot, and space regulations in this Exhibit A must be read together with the yard, lot, and space regulations in Division 51A-4.400. If there is a conflict between this Exhibit A and Division 51A-4.400, this Exhibit A controls.

- (b) Accessory structures, carports, garages, and porte cocheres.
- (1) Accessory structures.
- (A) Location.
- (i) Accessory structures must be located in the rear 50 percent of the lot. On corner lots, accessory structures may not be located closer to the cornerside lot line than the main structure.
- (ii) Except as provided in this Subparagraph (A), minimum side yard setback and rear yard setback for accessory structures is three feet.
- (iii) Except as provided in this Subparagraph (A), for accessory structures with an eave height of more than 10 feet, minimum side yard setback and rear yard setback is five feet.
- (iv) Except as provided in Subparagraph (A)(i), for properties located on the west side of Glenwood Avenue and the south side of Overbrook Drive, no minimum rear yard setback is required for accessory structures.
- (B) Roof slope. If an accessory structure is visible from a street, the roof slope must match either the roof slope of the main structure or the roof slope of the accessory structure existing as of December 9, 2009.
- (2) Carports. Carports may not be visible from the street.
- (3) Garages.
- (A) Aboveground garage entrances facing the street, whether attached or detached, must be located a minimum of 25 feet behind the front facade of the main structure.
- (B) Underground parking must:
- (i) comply with the minimum front yard setback; and
- (ii) have a minimum side yard and rear yard setback of five feet.

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- (C) Ingress and egress for underground parking is permitted only from the side or rear yard.
- (4) Porte cocheres.
 - (A) For a porte cochere with no habitable space above it, no side yard setback is required.
 - (B) For a porte cochere with habitable space above it, the main structure setback requirements apply.
- (c) Driveways.
 - (1) Circular driveways are permitted only along Armstrong Avenue.
 - (2) For driveways located in a front or side yard, maximum driveway width is 19 percent of the property's street frontage. Despite the amount of street frontage, an 11-foot-wide driveway is permitted in the front or side yard.
 - (3) For driveways located in a rear yard, there is no maximum driveway width.
 - (4) Driveways may not be constructed of asphalt or other similar materials.
 - (5) Except on a driveway, off-street parking is not permitted in the front yard.
- (d) Fences.
 - (1) Fences and hedgerows are not allowed in the front yard.
 - (2) Fences in the side yard must be set back a minimum of two feet behind the front facade of the main structure, excluding porches.
 - (3) Chain link fences may not be visible from a street.
- (e) Height.
 - (1) Except as provided in this paragraph, for main structures with sloped roofs, maximum eave height is 24 feet, and maximum height to the peak of the roof is 32 feet. In the rear 40 feet of the lot, maximum eave height is 12 feet.
 - (2) For main structures with flat roofs, maximum height is 15 feet. The purpose of this provision is to prevent looming and to encourage sloped roofs.

- (3) For accessory structures with sloped roofs, maximum eave height is 12 feet.
- (4) For accessory structures with flat roofs, maximum height is 15 feet.
- (f) Landscaping and tree preservation.
 - (1) In general. Except as provided in this subsection, the Article X landscaping requirements for single family uses apply. The landscape and tree preservation regulations in this Exhibit A must be read together with the landscape and tree preservation regulations in Article X. If there is a conflict between this Exhibit A and Article X, this Exhibit A controls.
 - (2) Landscaping. For a new main structure, one large canopy tree must be planted in the front yard before the final inspection of that new main structure, unless the building official determines that planting a new large canopy tree would interfere with the growth of a mature large canopy tree.
 - (3) Tree mitigation.
 - (A) This Paragraph (3) applies only to the parkway and the front and side yards.
 - (B) A tree removal application must be approved by the building official before a protected tree is removed or seriously injured.
 - (C) If a tree removal application is approved, replacement trees must be planted in accordance with the following requirements:
 - (i) The total caliper of replacement trees must equal or exceed one-half of the total caliper of the protected trees removed or seriously injured.
 - (ii) A replacement tree must have a caliper of at least three inches.
 - (iii) At least one replacement tree must be a large canopy tree.
 - (D) If the building official approves a tree removal application because the protected tree is diseased, unworthy of preservation, or has a short life expectancy, no replacement tree is required.
 - (E) The board of adjustment may grant a special exception to the requirement in Subparagraph (C) using the standard in Section 51A-10.110, as amended.

- (g) Lot coverage.
- (1) For lots with existing main structures, maximum lot coverage is 50 percent. For lots with new main structures, maximum lot coverage is 45 percent. The purpose of this provision is to encourage retention of existing main structures.
 - (2) If a new main structure has a front porch that is a minimum of 25 percent of the street-level facade width and a minimum of six feet in depth, measured from inside the columns of the porch to the front facade, maximum lot coverage may be increased by 2 percent. The purpose of this provision is to encourage large porches.
 - (3) Aboveground structures are included in lot coverage calculations; underground parking structures and basements are not.
- (h) Lot size. Minimum lot size is 7,500 square feet.
- (i) Retaining walls. Retaining walls may not exceed 42 inches in height, measured from the sidewalk, or six inches above the soil it is retaining, whichever is less.
- (j) Setbacks.
- (1) In general.
 - (A) Required front yards must be open and unobstructed.
 - (B) Required side and rear yards must be open and unobstructed except for fences.
 - (C) Ordinary projections of window sills, belt courses, cornices, and other architectural features may not project more than 12 inches into the required front or side yard. Cantilevered balconies and roof overhangs may not project more than five feet into the required front or side yard.
 - (D) One-story front porches that are open-air on all three sides may project up to three feet into the required front yard.
 - (E) In the rear 40 feet of a lot, transparent windows must be set back a minimum of 20 feet from an abutting side or rear yard property line if:
 - (i) the transparent window is facing an abutting side or rear yard; and

- (ii) any portion of the sill of the transparent window is more than 10 feet in height above the first finished floor elevation.
- (2) Front yard.
 - (A) For lots that are not corner lots, the minimum front yard is the average of the front yards of the two adjacent properties.
 - (B) For corner lots, the minimum front yard is the average of the closest two front yards on the same blockface.
- (3) Side yard.
 - (A) Except as provided in Subparagraph (B), the minimum side yard for main structures is five feet on one side and 10 feet on the other.
 - (B) Side and rear additions to an existing main structure that do not increase the structure's height may maintain their existing side yards.
- (4) Rear yard. For main structures, minimum rear yard is 10 feet.
- (k) Signs. Signs must comply with the provisions for non-business zoning districts in Article VII.
- (l) Stories.
 - (1) Except as provided in this subsection, the maximum number of stories is two plus an attic story. Dormers may be used in the attic story, but partial-height walls may not be used to raise the ceiling height.
 - (2) For lots abutting the south side of Overbrook Drive that slope away from the street, the maximum number of stories is three.
 - (3) For structures with flat roofs, the maximum number of stories is one.
 - (4) For accessory structures, the maximum number of stories is one.
 - (5) Underground parking structures and basements are not counted as a story.

- (m) Uses. The following uses are the only main uses permitted:
- Handicapped group dwelling unit. *[SUP required if the spacing component of Section 51A-4.209(b)(3.1) is not met.]*
 - Local utilities. *[SUP may be required. See Section 51A-4.212(4)(B).]*
 - Single family.
- (5) Architectural standards.
- (a) Porches. Front porches may not be enclosed or screened in.
- (b) Roofs.
- (1) Sloped roofs on the main structure must have a slope of 4/12 or greater. Where the existing roof is nonconforming, additions and remodels may maintain the nonconforming roof slope.
 - (2) For main structures with sloped roofs, flat roofs are permitted only on the rear 50 percent of a lot.
- (6) Procedures.
- (a) Review form applications. A review form application must be submitted to the Director for any work covered by the standards contained in this ordinance.
- (b) Work requiring a building permit.
- (1) Upon receipt of a review form application for work requiring a building permit, the building official shall refer it to the Director to determine whether the work meets the standards of this ordinance. The Director shall make this determination within 30 days after submission of a complete application.
 - (2) If the Director determines that the work complies with the standards of this ordinance, the Director shall approve the application and send it back to the building official, who shall issue the building permit if all requirements of the construction codes and other applicable ordinances have been met.

- (3) If the Director determines that the work does not comply with the standards of this ordinance, the Director shall state in writing the specific requirements to be met before issuance of a building permit and send it back to the building official, who shall deny the building permit. The Director shall give written notice to the applicant stating the reasons for the denial. Notice is given by depositing the notice properly addressed and postage paid in the United States mail. The notice to the applicant must be sent to the address given on the application.
- (c) Work not requiring a building permit.
- (1) Upon receipt of a review form application for work not requiring a building permit, the building official shall refer it to the Director to determine whether the work meets the standards of this ordinance. The Director shall make this determination within 10 days after submission of a complete application.
 - (2) If the Director determines that the work complies with the standards of this ordinance, the Director shall approve the application and give written notice to the applicant.
 - (3) If the Director determines that the work does not comply with the standards of this ordinance, the Director shall state in writing the specific requirements to be met before an approval can be granted. The Director shall give written notice to the applicant stating the reasons for denial. Notice is given by depositing the notice properly addressed and postage paid in the United States mail. The notice to the applicant must be sent to the address given on the application.
- (d) Appeals.
- (1) An applicant may appeal any decision made by the Director to the board of adjustment by filing a written appeal with the Director within 10 days after notice is given to the applicant of the Director's decision.
 - (2) The Director shall send written notice of the appeal to the applicant, the neighborhood association, and all owners of real property located within 200 feet, including streets and alleys, of the boundary of the area for which the application was made. The notice must be given not less than 10 days before the day set for the hearing. Notice is given by depositing the notice properly addressed and postage paid in the United States mail to the property owners as evidenced by the last approved city tax roll.
 - (3) The board of adjustment shall hold a public hearing on all appeals.

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- (4) In considering the appeal, the sole issue before the board of adjustment shall be whether the Director erred in the decision, and the board shall consider the same standards that were required to be considered by the Director.
- (5) Appeals to the board of adjustment are the final administrative remedy.

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Exhibit A to Ordinance No. 21859

**PROPERTY DESCRIPTION FOR OAK LAWN
SPECIAL PURPOSE DISTRICT (PDD No. 193)**

General Description:

AREA bounded by Woodall Rodgers Freeway, Fairmount Street, McKinney Avenue, the Greenwood and Emanuel Cemeteries, Freedman's Memorial Park, North Central Expressway, Missouri, Kansas & Texas Railroad, Highland Park City Limits, Bordeaux Avenue, Inwood Road, Denton Drive Cutoff, Maple Avenue, Cedar Springs Branch, Harry Hines Boulevard, Oak Lawn Avenue, and Stemmons Freeway, but excluding the areas of all Planned Development Zoning Districts within the AREA.

Detailed Description of District Boundaries:

TRACT I:

BEGINNING at a point in the center line of Woodall Rodgers Freeway at its point of intersection with the center line of Stemmons Freeway;

THENCE northeasterly along said center line of Woodall Rodgers Freeway to its point of intersection with the center line of Pearl Street;

THENCE northwesterly along said center line of Pearl Street to its point of intersection with the center line of Thomas Avenue;

THENCE northeasterly along said center line of Thomas Avenue to its point of intersection with the center line of Fairmount Street;

THENCE northwesterly along said center line of Fairmount Street to its point of intersection with the center line of an alley right-of-way in City Block C/549;

THENCE northerly along the center line of said alley to a point for corner, located 170 feet southerly along said alley line from the southwesterly line of Routh Street;

THENCE northeasterly along a line described as being 210 feet from and parallel to the center line of State Street and said line extended to its point of intersection with the center line of Routh Street;

THENCE northwesterly along said center line of Routh Street to its point of intersection with the center line of an alley right-of-way in City Block A/554;

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THENCE northeasterly and northerly along the center line of said alley and said alley line extended to its point of intersection with the center line of Boll Street;

THENCE southeasterly along said center line of Boll Street to its point of intersection with the center line of an alley right-of-way between City Blocks 561 and A/561;

THENCE northeasterly along said alley center line, a distance of 144 feet to a point for corner;

THENCE northwesterly along a line described as being 144 feet from and parallel to the southwesterly line of Worthington Street, a distance of 175.5 feet to a point for corner;

THENCE northerly along a line (described as being the southerly extension of an easterly alley right-of-way line which lies 380 feet northwesterly and along the southwesterly line of Worthington Street from the center line of Hibernia Street) to its point of intersection with the southwesterly line of Worthington Street;

THENCE northwesterly along said center line of Worthington Street, a distance of 48.98 feet to a point for corner (said point also being the southwesterly extension of the center line of an alley right-of-way in City Block 577;

THENCE northeasterly along the southwesterly extension of said center line of said alley, and continuing along said alley center line to its point of intersection with the center line of an alley right-of-way between Lots 2 and 7 in City Block 577;

THENCE northwesterly and northerly along said alley center line to its point of intersection with the center line of Allen Street;

THENCE northwesterly along said center line of Allen Street, a distance of approximately 55 feet to a point for corner;

THENCE northeasterly crossing Allen Street and continuing along a property line in Lot 2 of City Block A/578 (said property line being located 173.5 feet southeasterly from the southeasterly line of McKinney Avenue, distance measured along the northeasterly line of Allen Street) a distance of 180 feet to its point of intersection with the southwesterly line of City Block B/578 (said point also being located 266 feet southeasterly from the southeasterly line of McKinney Avenue);

THENCE northwesterly along said southwesterly line of City Block B/578 to a point for corner (said point also being located 206 feet southeasterly from the southeasterly line of McKinney Avenue);

THENCE northeasterly along the northwesterly line of Lot 18 in City Block B/578 and said lot line extended to its point of intersection with the center line of Clyde Lane;

THENCE, northwesterly along said center line of Clyde Lane to a point for corner in the common block line between City Blocks 578 and 638;

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THENCE in a northeasterly direction along said common block line to a point for corner in the center line of Hall Street;

THENCE in a southeasterly direction along said center line of Hall Street to a point for corner at its point of intersection with the northwest line of City Block 634 1/4;

THENCE in a northeasterly direction along said block line to a point for corner at its point of intersection with the southwest line of Lemmon Avenue;

THENCE in a southeasterly direction along said southwest line of said Lemmon Avenue to a point for corner at its point of intersection with the west line of Central Expressway;

THENCE in a southerly direction along the west line of Central Expressway to a point for corner on the center line of Calvary Avenue;

THENCE northwesterly along said line to the west line of Campbell Street;

THENCE southerly along the west line of Campbell Street, a distance of 280.01 feet to a point for corner;

THENCE in a northeasterly and northerly direction, a distance of 272.34 feet to a point in the west line of Central Expressway;

THENCE north along said west line of Central Expressway to its intersection with the center line of Lemmon Avenue for a point for corner;

THENCE northwesterly along said center line of Lemmon Avenue to its intersection with the center line of Howell Street;

THENCE northeasterly along said center line of Howell Street to its intersection with the center line of Lemmon Avenue East;

THENCE northwesterly along said center line of Lemmon Avenue East to its intersection with the center line of Oak Grove Avenue;

THENCE southwesterly along said center line of Oak Grove Avenue to a point located 179 feet southwest of the southwest line of Lemmon Avenue East;

THENCE North 45°08'32" West, a distance of 170 feet to a point for corner on a line 140 feet northwest of and parallel to the northwest line of Oak Grove Avenue;

THENCE southwesterly along said line to a point for corner on the center line of Lemmon Avenue;

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THENCE northwesterly along the center line of Lemmon Avenue to its intersection with the center line of McKinney Avenue;

THENCE northeasterly along the center line of McKinney Avenue to its intersection with the center line of Lemmon Avenue East;

THENCE northwesterly along the center line of Lemmon Avenue East to its intersection with the easterly right-of-way line of the Missouri, Kansas & Texas Railroad for a point for corner;

THENCE northerly along said easterly line of the Missouri, Kansas & Texas Railroad for a distance of 968.22 feet, crossing Newman Avenue, Blackburn Street and Haskell Avenue to an iron rod for corner, said iron rod found in the westerly line of City Block B/1513;

THENCE along the westerly line of City Block B/1513 as follows:

North 40°23'00" East, 40.60 feet to an iron rod found for a corner;

North 85°23'00" East, 2.83 feet to an iron rod found for a corner;

South 49°37'00" East, 18.00 feet to an iron rod found for a corner;

North 40°23'00" East, 15.52 feet to an iron rod found for a corner;

North 66°11'24" West, 24.04 feet to an iron rod found for a corner;

North 40°23'00" East, 156.50 feet to an iron rod found for a corner, being the most northwesterly corner of City Block B/1513;

THENCE South 66°11'24" East along the northerly line of City Block B/1513, crossing the right-of-way of a 15 foot alley, 263.32 feet to an iron rod found for a corner in the westerly right-of-way line of Buena Vista Avenue;

THENCE southwestly along the westerly line of Buena Vista Avenue, a distance of 100.00 feet to an iron rod set for corner;

THENCE departing the westerly line of Buena Vista Avenue, North 66°23'24" West, 135.00 feet to an iron rod set for a corner in the westerly line of a 15 foot alley;

THENCE along the westerly line of said 15 foot alley, South 23°48'36" West, 50.00 feet to an iron rod set for a corner in the northerly line of Haskell Avenue;

THENCE southeasterly along said northerly line of Haskell Avenue to its intersection with the westerly line of Cole Avenue;

THENCE southerly along said westerly line of Cole Avenue to its intersection with the center line of Haskell Avenue;

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THENCE southeasterly along the center line of Haskell Avenue, a distance of 115.35 feet to an iron rod found for a corner at its intersection with the westerly line of a 15 foot alley situated in City Block 2/982;

THENCE South $45^{\circ}23'46''$ West along the westerly line of said 15 foot alley, 90.21 feet to an iron rod set for a corner;

THENCE South $44^{\circ}40'31''$ East, departing said line of the 15 foot alley, 116.35 feet to an iron rod found for a corner;

THENCE North $45^{\circ}31'18''$ East, 90.86 feet to an iron rod found for a corner in the center line of Haskell Avenue;

THENCE southeasterly along the center line of Haskell Avenue to its intersection with the westerly line of McKinney Avenue for a point for corner;

THENCE North $49^{\circ}26'03''$ East, crossing the right-of-way of Haskell Avenue, 65.18 feet to an iron rod found for a corner in the easterly line of McKinney Avenue;

THENCE, northeasterly along the easterly line of McKinney Avenue, a distance of 435.05 feet to an iron rod found for a corner, said point also being the most northwesterly corner of City Block 6/1511;

THENCE departing the easterly right-of-way line of McKinney Avenue, South $66^{\circ}24'17''$ East, 369.13 feet to an iron rod found in the westerly line of North Central Expressway (U.S. Highway 75) (260 foot right-of-way) for a corner;

THENCE northerly along said westerly line of North Central Expressway to its point of intersection with the northwesterly line of the Missouri, Kansas & Texas Railroad right-of-way;

THENCE southwestly along said northwesterly line of the Missouri, Kansas & Texas Railroad right-of-way (said right-of-way line being the corporate limits between the City of Dallas and the City of Highland Park) to its point of intersection with the southerly line of Armstrong Parkway;

THENCE westerly along said southerly line of Armstrong Parkway (also being the corporate limit of the City of Highland Park) to a point for corner in the corporate limit line between the City of Dallas and the City of Highland Park (said point being 157.3 feet west of Glenwood Avenue);

THENCE southerly and southwestly along said corporate limits line to its point of intersection with the westerly line of Turtle Creek Boulevard;

THENCE northerly along said westerly line of Turtle Creek Boulevard (also being the corporate limit line of the City of Highland Park) to its point of intersection with the southerly line of Wycliff Avenue;

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THENCE westerly along said southerly line of Wycliff Avenue (also being the corporate limit line of the City of Highland Park) to its point of intersection with the westerly line of Oak Lawn Avenue;

THENCE northerly along said westerly line of Oak Lawn Avenue (also being the corporate limit line of the City of Highland Park) to its point of intersection with the northerly line of Hawthorne Avenue;

THENCE westerly along said northerly line of Hawthorne Avenue (also being the corporate limit of the City of Highland Park) to a point for corner in the corporate limit line between the City of Dallas and the City of Highland Park (said point also being at the intersection with the easterly line of Throckmorton Street extended);

THENCE northerly along said corporate limits line a distance of 143.5 feet to a point for corner in the corporate limit line between the City of Dallas and the City of Highland Park;

THENCE westerly and southwesterly along said corporate limits line to its point of intersection with the northeasterly line of Lemmon Avenue;

THENCE northwesterly along said northeasterly line of Lemmon Avenue (also being the corporate limit line of the City of Highland Park) to a point for corner in the corporate limit line between the City of Dallas and the City of Highland Park, said point being 527.2 feet southeasterly of the southeasterly line of Mahanna Street;

THENCE northerly along said corporate limit line, a distance of approximately 612 feet to a point for corner in the corporate limit line;

THENCE northwesterly along said corporate limit line to its point of intersection with the southeasterly line of Mahanna Street;

THENCE northeasterly along said southeasterly line of Mahanna Street (also being the corporate limit line of the City of Highland Park) to its point of intersection with the northeasterly line of Gilbert Street;

THENCE northwesterly along said northeasterly line of Gilbert Street and Gilbert Street extended (also being the corporate limit line of the City of Highland Park), a distance of approximately 1,000 feet to a point for corner in the corporate limit line between the City of Dallas and the City of Highland Park (said point also being located approximately 165 feet northwesterly of the northwesterly line of Cedar Plaza Lane extended);

THENCE southwesterly, a distance of approximately 25 feet to the northeasterly line of City Block 4/2465 at a point approximately 165 feet northwesterly of the northwesterly line of Cedar Plaza Lane;

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THENCE northwesterly along the northeasterly line of City Blocks 4/2465, 3/2464, 6/2475, 5/2475 and B/2477 to its point of intersection with the southeasterly line of South Versailles Avenue;

THENCE northeasterly along said southeasterly line of South Versailles Avenue extended to its point of intersection with the center line of Bordeaux Avenue;

THENCE northwesterly along the center line of Bordeaux Avenue to its point of intersection with the center line of Inwood Road;

THENCE southwesterly along said center line of Inwood Road to its point of intersection with the center line of Denton Drive Cutoff;

THENCE southeasterly and southerly along said center line of Denton Drive Cutoff to its point of intersection with the center line of Maple Avenue;

THENCE southeasterly and easterly along said center line of Maple Avenue to its point of intersection with the center line of Cedar Springs Branch (said point being located 172 feet east of the easterly line of Maple Springs Boulevard);

THENCE southerly and southeasterly along the center line of Cedar Springs Branch to its point of intersection with the center line of Arroyo Avenue (said point being located approximately 200 feet northeasterly of the easterly line of the Missouri, Kansas & Texas Railroad right-of-way);

THENCE southwesterly along said center line of Arroyo Avenue and said line extended to its point of intersection with the center line of Harry Hines Boulevard;

THENCE southeasterly along said center line of Harry Hines Boulevard to its point of intersection with the center line of Oak Lawn Avenue;

THENCE southwesterly along said center line of Oak Lawn Avenue to its point of intersection with the center line of Stemmons Freeway;

THENCE southeasterly along said center line of Stemmons Freeway to its point of intersection with the center line of Woodall Rodgers Freeway, the PLACE OF BEGINNING.

TRACT II:

BEING all that certain lot, tract, or parcel of land lying and being situated in the City and County of Dallas, Texas, and being more particularly described as follows:

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BEING all of Lot 22 and part of Lots 18, 19, 20, 21, 23, 24, 25, and 26, Block C/633, official City numbers, of Campbell's Addition, an addition to the City of Dallas according to the map or plat thereof recorded in Volume 95, Page 476 of the Map Records of Dallas County, Texas, and being part of an alley known as Duff Street in said addition and abandoned by City Ordinance Number 16570, and being part of that property conveyed to Federal Savings and Loan Insurance FSA, by Correction Substitute Trustee's Deed recorded in Volume 89075, Page 4553 of the Deed Records, Dallas County, Texas; being part of that property conveyed to Dondi Group, Inc. by deed recorded in Volume 86069, Page 3720 of said Deed Records; being a part of Calvary Avenue and Campbell Street (40.0 feet wide) as dedicated by Campbell's Addition, an addition to the City of Dallas according to the map or plat thereof recorded in Volume 95, Page 476 of the Map Records of Dallas County, Texas, and being adjacent to Blocks C/633 and 634 1/4, official City numbers; and being a part of Calvary Avenue as established by deed to Congregation Emanuel from John H. Cole and V. S. Bowles dated December 3, 1884 and recorded in Volume 70, Page 493 of the Deed Records of Dallas County, Texas, and being more particularly described as follows:

BEGINNING at a point in the east line of Campbell Avenue (40.00 feet wide) and the west line of said Lot 18, said point lying 33.93 feet north along said west line from the southwest corner of said lot;

THENCE deflect right $57^{\circ}36'43''$ and in a southwesterly direction, a distance of 23.68 feet to a point in the center line of said Campbell Street;

THENCE deflect $122^{\circ}23'17''$ and in a northerly direction along said center line and the northerly projection of same, a distance of 280.01 feet to a point on the west line of said Campbell Street as established by City of Dallas Ordinances Number 1018 and Number 7431;

THENCE deflect right $30^{\circ}41'26''$ and in a northeasterly direction along said west line, a distance of 25.02 feet to the intersection of same with the north line of said Calvary Avenue;

THENCE deflect right $90^{\circ}00'00''$ and in a southerly direction, a distance of 61.42 feet to a point for corner;

THENCE angle right $59^{\circ}55'38''$ and in a southerly direction, a distance of 61.42 feet to a point for corner;

THENCE deflect right $36^{\circ}08'30''$ and in a southwesterly direction, a distance of 14.49 feet;

THENCE deflect right $17^{\circ}29'55''$ and in a southwesterly direction, a distance of 196.43 feet to the PLACE OF BEGINNING, and containing approximately 36,763 square feet or 0.84 acres of land.

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TRACT III:

BEING all of Lots 1, 2, 3, 4, 5, 6, and 7 in City Block I/546, all of Lots 10, 11, and 12 and part of Lots 1, 2, 3, 4, 7, 8, and 9 in City Block J/552, and being more particularly described as follows:

BEGINNING at a point that is the intersection of the center line of Woodall Rodgers Freeway and the center line of Leonard Street;

THENCE northwesterly along said center line of Leonard Street to its intersection with the center line of Colby Street for a point for corner;

THENCE northeasterly along said center line of Colby Street to its intersection with the center line of the Maple-Routh Connection for a point for corner;

THENCE southeasterly along said center line of the Maple-Routh Connection to its intersection with the center line of Woodall Rodgers Freeway for a point for corner;

THENCE southwesterly along said center line of Woodall Rogers Freeway to the PLACE OF BEGINNING.

Exclusions: The areas of the following Planned Development Zoning Districts are excluded from the Oak Lawn Special Purpose District (PDD No. 193):

PDD Nos. 8 and 8D, 9 and 9D, 21, 27, 127, 148, 153, 154, 157, 174, 180, 184, 190, 196, 229, 262, 300, 330, 334, 350, 518, 582, and 712.

The following are legal descriptions of the above listed Planned Development Zoning Districts:

PDD Nos. 8 and 8D

BEING all of Block 1345, in the City of Dallas, Texas, bounded on the west by Oak Lawn Avenue, on the north by Irving Avenue, on the east and southeast by Turtle Creek Boulevard and on the southwest by Blackburn Street.

PDD No. 9 and 9D

BEING all of Lot 11 in City Block 952, and Lots 12-15 in City Block 953 along the southwest line of Routh Street, all of Lots 5 and 6 in City Block 3/955 bounded by Routh Street, Howell Street, Boll Street and Howland Street, and all of City Block 1/954 bounded by Routh Street, Mahon Street, Fairmount Street and Howell Street; all of the Lots in City Block 2/954 bounded by Routh Street, Mahon Street and Fairmount Street, excluding those lots fronting along the west line of McKinney Avenue, all of those lots in City Block 3/950, fronting along the southwest line of Fairmount Street between Mahon Street and Howell Street, and the five lots in City Block 949 fronting approximately 268 feet along the southwest line of Fairmount Street extending southeast from Mahon Street with a depth of approximately 150 feet.

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PDD No. 21

BEING a 4.046 acre tract of land in City of Dallas Block 2023; said tract being more particularly described as follows:

BEGINNING at a point in the south line of Fitzhugh Avenue, said point being westerly, 156.00 feet from the intersection of said line of Fitzhugh Avenue with the west line of Rock Creek Drive; said beginning point also being the northwest corner of Turtle Creek Park, an addition to the City of Dallas, Texas, as recorded in Volume 4, Page 51, Plat Records of Dallas County, Texas;

THENCE South 48°09'49" West, with the west line of said addition, 258.00 feet to an angle point;

THENCE South 48°48'08" West, continuing with said addition line, 440.12 feet to a point for corner in the center line of Turtle Creek, the east line of Turtle Creek Park;

THENCE North 16°13'58" West, with said center line of Turtle Creek, 91.15 feet to an angle point;

THENCE North 36°03'58" West, continuing with said line of Turtle Creek, 219.31 feet to a point for corner;

THENCE North 50°24'18" East, 528.28 feet to a point for corner in the said south line of Fitzhugh Avenue;

THENCE South 62°45'00" East with said line of Fitzhugh Avenue, 304.73 feet to the PLACE OF BEGINNING, and containing 176,256.51 square feet, or 4.046 acres of land.

PDD No. 27

TRACT I:

BEING all of Lots 15 through 26 in City Block C/1620, fronting 600 feet on the northwest line of Insurance Lane and 110 feet on the southwest line of Hester Avenue.

TRACT II:

BEING all of Lots 4 through 14 in City Block D/1621, fronting 550 feet on the southeast line of Insurance Lane, 80 feet on the southwest line of Hester Avenue, and 550 feet on the northwest line of Central Expressway.

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PDD No. 127

BEING a tract of land in City Blocks 1044, 1045, 1048 and 1053, said tract of land being more particularly described as follows:

BEGINNING at the north corner of the intersection of Lemmon Avenue East and the Missouri, Kansas, and Texas Railroad;

THENCE in a southwesterly direction along the north line of Lemmon Avenue East, a distance of 288.53 feet to a point for corner;

THENCE North 29°08'30" West, 15.87 feet to a point for corner;

THENCE North 70°02'05" West, 52.00 feet to a point for corner;

THENCE South 44°19'40" West, 19.20 feet to a point for corner;

THENCE in a southwesterly direction along the north line of Lemmon Avenue East, a distance of 140.90 feet to a point for corner;

THENCE North 46°20' East, 225.00 feet to a point for angle;

THENCE North 25°50' East, 330.00 feet to a point for angle;

THENCE North 46°20' East, 360.00 feet to a point for corner;

THENCE North 3°50' East, 295.00 feet to a point for corner;

THENCE North 26°27' East, 124.37 feet to a point for corner, said point located on the south line of Blackburn Street;

THENCE South 33°24' East along the south line of Blackburn Street, a distance of 112.76 feet to a point for angle;

THENCE South 33°46' East along said south line of Blackburn Street, a distance of 491.04 feet to a point for corner;

THENCE South 49°22'30" West, 238.01 feet to a point for corner;

THENCE along a curve to the left having a central angle of 6°41'02" with a radius of 1930.68 feet and a length of 225.10 feet to a point for corner;

THENCE North 47°11' West, 26.00 feet to a point for corner on a curve to the left;

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THENCE along said curve to the left with a central angle of $11^{\circ}39'28''$, a radius of 1955.68 feet, a tangent of South $42^{\circ}41'28''$ West, a tangent length of 200.85 feet and length of 397.92 feet to a point for tangent;

THENCE South $31^{\circ}02'$ West, 52.71 feet to the PLACE OF BEGINNING, said tract containing 9.52 acres of land.

PDD No. 148

BEING all of Lots 7 through 10 and all of Lots 16 through 20 in City Block 9/1015 and being the southeastern 34.9 feet of Lot 6 in City Block 9/1015, fronting 308 feet on the northwest line of Enid Street between Fairmount Avenue and Routh Street, fronting 234.9 feet on the northeast line of Fairmount Avenue, beginning at the intersection of the northeast line of Fairmount Avenue and the northwest line of Enid Street, and fronting 234.3 feet on the southwest line of Routh Street, beginning at the intersection of the southwest line of Routh Street and the northwest line of Enid Street, and containing 1.77 acres of land.

PDD No. 153

BEING all of that certain lot, tract or parcel of land situated in the J. Grigsby Survey, Abstract No. 495, and also being in City Block 2/973 of the Power Investment Company's Subdivision, an addition to the City of Dallas, Dallas County, Texas, as recorded in Volume 2, Page 136 of the map records of Dallas County, Texas, and being more particularly described as follows:

BEGINNING at the present intersection of the southwest right-of-way line of Lemmon Avenue (a 60-foot-wide right-of-way) with the northwest right-of-way line of Cole Avenue (a 63-foot-wide right-of-way);

THENCE South $28^{\circ}17'30''$ West with the northwest right-of-way line of Cole Avenue, a distance of 303.99 feet to a point for corner;

THENCE North $45^{\circ}06'00''$ West, a distance of 273.76 feet to a point for corner in the southeast right-of-way line of Carlisle Street (a variable width right-of-way);

THENCE North $44^{\circ}25'31''$ East with the southeast right-of-way line of Carlisle Street, a distance of 286.32 feet to a point for corner;

THENCE North $89^{\circ}47'27''$ East, a distance of 7.06 feet to a point for corner in the southwest right-of-way line of Lemmon Avenue;

THENCE South $45^{\circ}06'00''$ East with the southwest right-of-way line of Lemmon Avenue, a distance of 184.26 feet to the PLACE OF BEGINNING, and containing 67,431.74 square feet or 1.5480 acres of land.

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PDD No. 154

BEING all of Lots 1, 2, and 3 in City Block V/1040 at the north corner of Rawlins Street and Welborn Street, fronting 190 feet on the northwest line of Welborn Street and fronting 230 feet on the northeast line of Rawlins Street, and containing 1.0032 acres of land.

PDD No. 157

BEING a tract of land situated in the City of Dallas, Dallas County, Texas and being part of the William Gribbsby Survey, Abstract 501, and being part of City Block T/1036, and being more particularly described as follows:

COMMENCING at the intersection of the southeast right-of-way line of Oak Lawn Avenue (an 80-foot-wide right-of-way at this point) and the southwest right-of-way line of Hall Street (a 60-foot-wide right-of-way);

THENCE South 44°41'00" East along said southwest right-of-way line of Hall Street, a distance of 200.00 feet to a found iron pin for corner, said point being the PLACE OF BEGINNING;

THENCE continuing South 44°41'00" East along said southwest right-of-way line of Hall Street (through a found "X" cut in concrete at 60.00 feet) a distance of 200.00 feet to a set iron pin for corner, said point being the intersection of said southwest right-of-way line of Hall Street and the northwest right-of-way line of Welborn Street (a 47-foot-wide right-of-way at this point);

THENCE South 45°19'00" West along said northwest right-of-way line of Welborn Street (through a found iron pin at 100 feet and a found "X" cut in concrete at 260 feet), a distance of 400.00 feet to a set iron pin for corner, said point being the intersection of the said northwest right-of-way line of Welborn Street and the southeast right-of-way line of Welborn Street and the southeast right-of-way line of Cedar Springs Road (a 60-foot-wide right-of-way);

THENCE North 47°30'00" West along the said southeast right-of-way line of Cedar Springs Road (through a found "X" in concrete at 150.00 feet), a distance of 288.19 feet to a set "X" in concrete, said point being the point of curvature of a curve to the right of which the central angle is 58°10'30" and the radius is 25.00 feet;

THENCE northwesterly along said curve, a distance of 25.38 feet to the point of tangency thereof, said point being a found "X" cut in concrete on the southeast right-of-way line of Oak Lawn Avenue (a variable right-of-way at this point);

THENCE North 10°40'30" East along said southeast right-of-way line of Oak Lawn Avenue, a distance of 123.77 feet to a found "X" cut in concrete for corner;

THENCE North 20°39'40" East, continuing along said southeast right-of-way line of Oak Lawn Avenue, a distance of 47.96 feet to a found "X" cut in concrete for corner;

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THENCE North 45°19'00" East, continuing along said southeast right-of-way line of Oak Lawn Avenue (an 80-foot-wide right-of-way at this point), a distance of 157.99 feet to a found "X" cut in concrete for corner, said point being the most-west corner of a tract of land conveyed to the Argyle Apartments Corporation by deed filed March 15, 1935 in the Dallas County Deed Records;

THENCE South 44°41'00" East along the southwest line of said Argyle Apartments property, a distance of 200.00 feet to a found "X" cut in concrete for corner;

THENCE North 45°19'00" East along the southeast line of said Argyle Apartments property, a distance of 100.00 feet to the PLACE OF BEGINNING, and containing 136,534.60 square feet or 3.1344 acres of land.

PDD No. 174

BEING all of Lots 3 thru 13 in City Block 1/973 of Grays Lemmon Avenue Addition, an Addition to the City of Dallas, Dallas County, Texas, as recorded in Volume 1, Page 86, of the Map Records of Dallas County, Texas; and also being all of Lots 14 thru 22 in City Block 1/973 of Carlisle Place Addition, an Addition of the City of Dallas, Dallas County, Texas, as recorded in Volume 1, Page 231 of the Map Records of Dallas County, Texas; and also being part of Lots 5 and 7 in City Block 2/973 of Oldhams Subdivision, an Addition to the City of Dallas, Dallas County, Texas, as recorded in Volume 15, Page 217, of the Map Records of Dallas County, Texas, and being more particularly described as follows:

BEGINNING at an intersection of the northeast line of Carlisle Place with the northwest line of Carlisle Street;

THENCE North 45°06' West, 457.72 feet to a point on the southeast line of the M.K.&T. Railroad Company right-of-way;

THENCE North 21°06'42" East along the said southeast line of the M.K.&T. Railroad Company right-of-way, a measured distance of 295.4 feet to a point at the intersection of the southeast line of the M.K.&T. Railroad Company right-of-way with the southwest line of Lemmon Avenue;

THENCE South 45°06' East along the said southwest line of Lemmon Avenue, a measured distance of 579.46 feet to a point of intersection of the southwest line of Lemmon Avenue with the northwest line of Carlisle Street;

THENCE South 02°34'28" East along the said northwest line of Carlisle Street, 14.17 feet to an angle point;

THENCE South 44°34'47" West along the northwest line of Carlisle Street, 245.31 feet to an angle point;

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THENCE South 87°43'55" West along the said northwest line of Carlisle Street, 21.0 feet to the PLACE OF BEGINNING, and containing 3.291 acres of land.

PDD No. 180

BEING a part of the Henry D. Lindsley's Subdivision of City Block P/1318 of Bowser and Lemmon's Oak Lawn and North Dallas Addition, an addition to the City of Dallas as recorded in Volume 1, Page 17, Map Records, Dallas County, Texas, and being more particularly described as follows:

BEGINNING at the intersection of the southeast line of Reagan Street and the northeast line of Rawlins Avenue;

THENCE North 45°00' East along the southeast line of Reagan Street, a distance of 190 feet to a point for corner on the southwest line of a 20 foot wide public alley;

THENCE South 45°04' East along said alley line, a distance of 198.85 feet to a point for corner;

THENCE South 44°56' West, a distance of 65 feet to a point for corner;

THENCE North 45°04' West, a distance of 4.3 feet to a point for corner;

THENCE South 44°56' West, a distance of 6 feet to a point for corner;

THENCE North 45°05' West, a distance of 0.5 feet to a point for corner;

THENCE South 44°56' West, a distance of 77.8 feet to a point for corner;

THENCE South 50°51'00" West, a distance of 42 feet to a point for corner on the northeast line of Rawlins Avenue;

THENCE North 45°04' West along the northeast line of Rawlins Avenue, a distance of 190 feet to a point for corner on the southeast line of Reagan Street, the PLACE OF BEGINNING, and containing 0.852 acres of land.

PDD No. 184

BEING a tract of land in City Blocks 13/958 and 964 1/2 at the northeast corner of Cedar Springs Road and Carlisle Street, fronting 641.27 feet on the northwest line of Carlisle Street, fronting 309.08 feet on the east line of Cedar Springs Road, and containing 3.9785 acres of land.

PDD No. 190

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BEING a tract of land in City Block 978, and more particularly described as follows:

BEGINNING at a point on the southeast line of Cole Avenue (variable width right-of-way), 20.1 feet North 44°54' East from its intersection with the northeast line of Lemmon Avenue (a 60-foot-wide right-of-way), said beginning point being the north corner of the tract conveyed to Dallas Railway Company by Deed recorded in Volume 751, Page 517, Deed Records of Dallas County, Texas;

THENCE North 44°54' East along the southeast line of Cole Avenue, a distance of 184.9 feet to a point for corner;

THENCE South 45°06' East, 224.7 feet to a point for corner;

THENCE South 44°54' West, parallel to Cole Avenue, 204.67 feet to a point for corner on the northeast line of Lemmon Avenue;

THENCE North 45°11' West along the northeast line of Lemmon Avenue, 204.6 feet to a point at the south corner of said tract conveyed to Dallas Railway Company, said point being the beginning of a curve to the right and having a radius of 20.09 feet;

THENCE northerly along said curve to the right having a central angle of 90°05', an arc distance of 31.59 feet to the PLACE OF BEGINNING, and containing 45,939.49 square feet or 1.054 acres of land.

PDD No. 196

BEING all of Lots 13, 14, 15 and 16 in City Block L/1536 located at the east corner of Travis Avenue and Armstrong Avenue, fronting 300 feet on the southeast line of Travis Avenue, fronting 180 feet on the northeast line of Armstrong Avenue, and containing 54,000 square feet of land.

PDD No. 229

BEING a tract of land in City Block 1037 in the William Grigsby Survey, Abstract No. 501, and further described as follows:

BEGINNING at the intersection of the southeast line of Welborn Street and the northeast line of Cedar Springs Road;

THENCE North 45°44'43" East along the southeast line of Welborn Street, a distance of 267.16 feet to a point for corner;

THENCE South 47°28'53" East, a distance of 274.15 feet to a point for corner;

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THENCE South 45°43'53" West, a distance of 66.98 feet to a point for corner;

THENCE South 47°09'43" East, a distance of 89.35 feet to a point for corner;

THENCE South 45°31'10" West, a distance of 199.56 feet to a point for corner on the northeast line of Cedar Springs Road;

THENCE North 47°30'00" West along the northeast line of Cedar Springs Road, a distance of 364.34 feet to a point on the southeast line of Welborn Street, the PLACE OF BEGINNING, and containing 2.0898 acres of land.

PDD No. 262

BEING a tract of land in City Block 1007 in the J.A. Sylvester Survey, Abstract No. 1383, bounded by Maple Avenue on the northeast, Oak Lawn Avenue on the southeast, the Dallas North Tollway on the west, and Reagan Street on the northwest, and containing 8.9522 acres of land.

PDD No. 300

BEING a tract of land in City Block 4A/1501 and further described as follows:

BEGINNING at the intersection of the northwest line of Douglas Avenue and the southwest line of Hall Street;

THENCE in a southwesterly direction along the northwest line of Douglas Avenue, a distance of approximately 80 feet to a point for corner on a line, said line being approximately 80 feet southwest of and parallel to the southwest line of Hall street;

THENCE in a northwesterly direction along said line, a distance of approximately 160 feet to a point for corner on a line, said line being approximately 160 feet northwest of and parallel to the northwest line of Douglas Avenue;

THENCE in a southwesterly direction along said line, a distance of approximately 82.5 feet to a point for corner on a line, said line being approximately 162.5 feet southwest of and parallel to the southwest line of Hall Street;

THENCE in a northwesterly direction along said line, a distance of approximately 60 feet to a point for corner on a line, said line being approximately 220 feet northwest of and parallel to the northwest line of Douglas Avenue;

THENCE in a northeasterly direction along said line, a distance of approximately 162.5 feet to a point for corner on the southwest line of Hall Street;

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THENCE in a southwesterly direction along the southwest line of Hall Street, a distance of approximately 220 feet to a point on the northwest line of Douglas Avenue, the PLACE OF BEGINNING, and containing approximately 22,550 square feet of land.

PDD No. 330

BEING a tract of land situated in the J. Grigsby Survey, Abstract No. 495, Dallas County, Texas, and being a portion of City Blocks F/547, G/542, and H/543 of the Thomas Addition, and portions of the existing rights-of-way of Colby Street and Leonard Street, said tract of land being more particularly described by metes and bounds as follows:

BEGINNING at the intersection of the southwesterly line of Leonard Street with the northwesterly line of Woodall Rodgers Freeway;

THENCE, S 44°57'57" W, 452.58 feet along said line of Woodall Rodgers Freeway to the beginning of a non-tangent curve to the right;

THENCE, 120.44 feet along the arc of said curve, through a central angle of 76°40'24" with a radius of 90.00 feet, the long chord of which bears N 81°26'06" W, 111.65 feet to a point in the northeasterly right-of-way line of Pearl Expressway;

THENCE, N 41°48'32" W, 600.93 feet along said right-of-way line of Pearl Expressway;

THENCE, N 01°30'10" E, 15.05 feet to a point in the southeasterly right-of-way line of Thomas Avenue;

THENCE, N 44°48'40" E, 432.52 feet along said right-of-way line of Thomas Avenue;

THENCE, N 79°19'36" E, 16.13 feet to a point in the south right-of-way line of Maple-Routh Connection, said point being the beginning of a non-tangent curve to the left;

THENCE, 305.47 feet along the arc of said curve and along said right-of-way line of Maple-Routh Connection, through a central angle of 26°31'58" with a radius of 659.65 feet, the long chord of which bears S 76°23'49" E, 302.75 feet to a point;

THENCE, S 44°58'04" E, 29.13 feet to a point in the northwesterly right-of-way line of Colby Street;

THENCE, S 44°48'52" W, 128.80 feet along said right-of-way line of Colby Street to a point in the southwesterly right-of-way line of Leonard Street;

THENCE, S 44°58'04" E, 404.28 feet along said right-of-way line of Leonard Street to the POINT OF BEGINNING, and containing 8.37 acres of land, more or less.

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PDD No. 334

BEING a tract of land situated in the John Grigsby Survey, Abstract No. 495, and being part of Block 948 in the City of Dallas, Dallas County, Texas, and being a tract of land conveyed to Rosewood Property Company by deeds as recorded in Volume 86054, Page 2710 and Volume 86054, Page 2696 of the Deed Records of Dallas County, Texas, and being more particularly described as follows:

BEGINNING at a point for corner at the intersection of the easterly right-of-way line of Cedar Springs Road (55 feet from center line) and the southerly right-of-way line of Pearl Street (96-foot-wide at this point);

THENCE North 82°34'50" East along said southerly line of Pearl Street, a distance of 212.42 feet to a point at the beginning of a curve to the right;

THENCE in an easterly direction continuing along said southerly line and along said curve to the right having a radius of 581.79 feet, a central angle of 8°37'00", a tangent length of 43.83 feet and an arc length of 87.49 feet to a point at the end of said curve to the right;

THENCE South 88°48'10" East, continuing along said southerly line, a distance of 75.00 feet to a point at the beginning of a curve to the right;

THENCE in a southeasterly direction continuing along said southerly line of Pearl Street and along said curve to the right having a radius of 486.11 feet, a central angle of 26°36'30", a tangent length of 114.95 feet and an arc length of 225.75 feet to a point for corner and the end of the said curve to the right, said point also being the most northeasterly corner of said tract of land abandoned by the City of Dallas;

THENCE South 23°14'15" East along the east line of said tract of land abandoned by the City of Dallas, a distance of 10.81 feet to a point for corner;

THENCE South 88°39'45" East, a distance of 10.84 feet to a point for corner, said point being on the west right-of-way line of McKinney Avenue (30 feet from center line);

THENCE South 15°07'50" West along said westerly right-of-way line of McKinney Avenue, a distance of 383.22 feet to a point for corner at the intersection of said westerly right-of-way line of McKinney Avenue and the northerly right-of-way line of Olive Street (a 60-foot-wide right-of-way);

THENCE North 80°05'26" West along said northerly right-of-way line of Olive Street, a distance of 495.74 feet to a point for corner at the intersection of said northerly right-of-way line of Olive Street and the said easterly right-of-way line of Cedar Springs Road;

THENCE North 02°54'10" West along said easterly right-of-way line of Cedar Springs Road, a distance of 320.63 feet to the PLACE OF BEGINNING, and containing 211,810 square feet or 4.8625 acres of land.

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PDD No. 350

BEING all of Lots 10 through 18 in City Block 2/2063, fronting 252.6 feet on the south line of Avondale Street, beginning at its intersection with the southwest line of Turtle Creek Boulevard, fronting 362.7 feet on the southwest line of Turtle Creek Boulevard between the south line of Avondale Street and the north line of Irving Avenue, and fronting 465.1 feet on the north line of Irving Avenue, beginning at its intersection with the southwest line of Turtle Creek Boulevard, and containing 2.96 acres of land.

PDD No. 518

BEING a tract of land in City Blocks A/1006 and B/1006 in the James Sylvester Survey, Abstract No. 1383, in the City of Dallas, Dallas County, Texas, and being more particularly described as follows:

BEGINNING at a point at the intersection of the southeast line of Oak Lawn Avenue and the southwest line of Maple Avenue;

THENCE South 44°59'30" East along the southwest line of Maple Avenue, a distance of approximately 650.00 feet to a point for corner on a line, said line being 200.00 feet southwest of and parallel to the southwest line of Welborn Street;

THENCE South 44°20'00" West along said line, a distance of approximately 876.00 feet to a point for corner;

THENCE North 44°59'30" West, a distance of 66.86 feet to a point for corner;

THENCE South 06°15'50" West, a distance of 196.65 feet to a point for corner;

THENCE South 44°59'10" West, a distance of 115.04 feet to a point for corner;

THENCE South 54°15'40" West, a distance of 159.63 feet to a point for corner in the easterly right-of-way line of Dallas North Tollway, said point being the beginning of a non-tangent curve to the right;

THENCE 135.91 feet along the arc of said curve and along said right-of-way line through a central angle of 13°43'49", whose radius is 567.13 feet, the long chord of which bears North 24°48'09" West, 135.58 feet, the beginning of a compound curve to the right;

THENCE 301.48 feet along the arc of said curve and along said right-of-way line through a central angle of 06°08'44" whose radius is 2,810.79 feet, the long chord of which bears North 14°51'52" West, 301.34 feet;

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THENCE North 11°47'30" West, continuing along the easterly line of Dallas North Tollway, a distance of 80.78 feet to a point for corner;

THENCE North 20°18'00" East, continuing along the easterly line of Dallas North Tollway, a distance of 28.23 feet to a point for corner;

THENCE North 10°54'05" West, continuing along the easterly line of Dallas North Tollway, a distance of 190.45 feet to a point for corner on the southeast line of Oak Lawn Avenue;

THENCE North 44°20'00" East along the southeast line of Oak Lawn Avenue, a distance of 111.33 feet to a point for corner;

THENCE North 44°59'30" West, a distance of 31.62 feet to a point for corner on a curve to the right, said curve having a radius of 1,135.92 feet and a central angle of 04°25'21";

THENCE around said curve to the right and continuing along the southeast line of Oak Lawn Avenue, a distance of approximately 87.60 feet to the end of said curve to the right;

THENCE North 44°20'00" East, continuing along the southeast line of Oak Lawn Avenue, a distance of approximately 531.95 feet to a point for corner;

THENCE North 44°59'30" West, a distance of 20.00 feet to point for corner;

THENCE North 44°20'00" East, continuing along the southeast line of Oak Lawn Avenue, a distance of 166.50 feet to the POINT OF BEGINNING, and containing approximately 14.089 acres of land.

PDD No. 582

Being an irregularly shaped tract of land in City Blocks 391, 392, 399, 400, 927, 1004, 2/1003, 2/404, 3/403, 4/409, 5/409, 7/409, 18/409, A/390, A/392, A/393, A/394, A/397, A/927, A/1277, B/927, C/369, C/388, C/927, D/386, E/927-1/2, F/389, G/385, and J/384 generally located east of Stemmons Freeway and north of Woodall Rodgers Freeway, and containing 86.95 acres

BEGINNING at a point at the intersection of the northwest right-of-way line of Continental Avenue (a variable width right-of-way) with the northeast right-of-way line of Railtran (a variable width right-of-way), said point being the present south corner of Block 9/409 same being the southwest corner of a 9.278 acre tract of land described in deed and recorded in Volume 98060, Page 3979 of the Deed Records of Dallas County, Texas;

THENCE North 15°19'24" West along said northeast right-of-way line, a distance of 1,158.07 feet to a point for corner;

THENCE 44°21'36" East, continuing along said northeast right-of-way line, a distance of 17.38 feet to a point for corner;

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THENCE North 15°19'24" West, continuing along said northeast right-of-way line, a distance of 1,515.74 feet to a point at the intersection of said northeast right-of-way line with the southeast line of Lot 1B, Block A/1277 of the Victory North Addition as recorded in County Clerk Document No. 200600219870, Official Public Records, Dallas County, Texas (O.P.R.D.C.T.);

THENCE South 74°26'34" West, continuing along said northeast right-of-way line and along said southeast line, a distance of 28.23 feet to a point for corner;

THENCE North 15°08'15" West, continuing along said northeast right-of-way line, a distance of 1,272.98 feet to the northwest corner of Lot 1A, Block 2/1003 in said addition;

THENCE North 74°40'06" East, continuing along said northeast right-of-way line, a distance of 24.36 feet a point for corner;

THENCE North 15°19'24" West, continuing along said northeast right-of-way line, a distance of 377.80 feet to a point for corner, said point being in a non-tangent circular curve to the left having a radius of 3,554.00 feet and whose chord bears South 33°47'00" East, a distance of 207.04 feet, and being in the southwest right-of-way line of North Houston Street (a variable width right-of-way);

THENCE in a southeasterly direction, departing said northeast right-of-way line and along said southwest right-of-way line and along said curve through a central angle of 03°20'17", an arc distance of 207.06 feet to the end of said curve;

THENCE North 45°00'00" East, departing said southwest right-of-way line, a distance of 88.23 feet to a point for corner;

THENCE South 36°27'10" East, a distance of 104.93 feet to a point for corner, said point being in a non-tangent circular curve to the left, having a radius of 1040.96 feet and whose chord bears South 24°10'56" East, a distance of 151.03 feet;

THENCE in a southeasterly direction, along said curve through a central angle of 08°19'13", an arc distance of 151.16 feet to the end of said curve;

THENCE North 46°00'33" East, a distance of 83.35 feet to a 1/2 inch found iron rod with cap for corner, said point being in a non-tangent circular curve to the left having a radius of 960.96 feet and whose chord bears South 32°03'08" East, a distance of 169.20 feet;

THENCE in a southeasterly direction along said curve through a central angle of 10°06'05", an arc distance of 169.42 feet to the end of said curve;

THENCE South 37°04'36" East, a distance of 476.79 feet to a point for corner;

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THENCE North 45°00'06" East, a distance of 5.07 feet to a point for corner, said point being the northwest corner of Block A/927, Magnolia Hill Addition, an addition to the City of Dallas, Texas, as recorded in Volume 96030, Page 1554, of said Deed Records;

THENCE South 35°31'55" East, along the west line of said addition, a distance of 101.46 feet to a point for corner;

THENCE South 44°51'03" West, along said west line, a distance of 5.00 feet to a point for corner;

THENCE South 35°31'55" East, along the prolongation of said west line, a distance of 458.60 feet to a point for corner in the west line of Magnolia Station Addition No. 2, an addition to the City of Dallas, Texas, as recorded in Volume 99116, Page 00077, and corrected by Certificate of Correction as recorded in Volume 99188, Page 243, of said Deed Records;

THENCE South 36°38'36" East, departing said west line and along the east line of Parcel 19 as described by said addition, a distance of 190.99 feet to a point for corner;

THENCE South 87°49'45" East, along said east line, a distance of 11.59 feet to a point for corner, said point being in the northwest line of Lyte Street (a variable width right-of-way);

THENCE South 46°18'06" West along said northwest line, a distance of 20.66 feet to a point for corner;

THENCE South 42°55'30" East, a distance of 22.00 feet to a point for corner;

THENCE North 46°18'05" East, a distance of 278.05 feet to an angle point;

THENCE North 45°32'47" East, a distance 65.06 feet to an angle point;

THENCE North 43°52'37" East, a distance of 259.30 feet to a point for corner;

THENCE South 44°48'41" East, a distance of 50.00 feet to a point for corner;

THENCE North 43°52'37" East, a distance of 89.47 feet to a point for corner in the southwest right-of-way line of Harry Hines Boulevard (a variable width right-of-way);

THENCE South 44°31'30" East along said southwest right-of-way line, a distance of 50.01 feet to a point for corner;

THENCE South 43°52'37" West, departing said southwest right-of-way line, a distance of 191.72 feet to a point for corner in the northeast right-of-way line of Akard Street (a variable width right-of-way);

THENCE South 44°20'01" East, along said northeast right-of-way line, a distance of 119.99 feet to a point for corner;

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THENCE North 41°51'37" East, departing said northeast right-of-way line, a distance of 85.00 feet to a point for corner;

THENCE South 44°48'41" East, a distance of 227.00 feet to a point in the northwest right-of-way line of Payne Street (a variable width right-of-way);

THENCE South 41°51'37" West, along said northwest right-of-way line, a distance of 85.00 feet to a point for corner;

THENCE South 74°21'51" West departing said northwest right-of-way line, a distance of 33.21 feet to a point for corner;

THENCE South 45°11'19" West, a distance of 10.00 feet to a point for corner;

THENCE South 01°35'23" East, a distance of 24.61 feet to a point in the northwest right-of-way line of Payne Street (a variable width right-of-way);

THENCE South 41°51'37" West, along said northwest right-of-way line, a distance of 14.55 feet to a point at the beginning of a tangent circular curve to the right having a radius of 215.74 feet and whose chord bears South 48°45'38" West, a distance of 51.84 feet;

THENCE in a southwesterly direction, along said northwest right-of-way line and along said curve to the right through a central angle of 13°48'03", an arc distance of 51.96 feet to a point at the end of said curve;

THENCE South 55°39'39" West, along said northwest right-of-way line and being tangent to the last mentioned curve, a distance of 117.89 feet to a point for corner;

THENCE South 43°46'12" East, departing said northwest right-of-way line, a distance of 35.52 feet to a point for corner;

THENCE South 43°23'01" West, a distance of 10.92 feet to a point for corner;

THENCE South 44°03'53" East, a distance of 6.82 feet to a point for corner;

THENCE South 43°52'37" West, a distance of 92.13 feet to a point for corner in the northward prolongation of the southwest line of a 15-foot-wide alley in Block F/395;

THENCE South 43°08'39" East, along said southwest right-of-way line, a distance of 206.85 feet to a point in the northwest right-of-way line of Olin Welbourne Street (a variable width right-of-way);

THENCE South 47°03'55" West along said northwest right-of-way line, a distance of 117.34 feet to its intersection with the centerline of Alamo Street (a 35-foot-wide right-of-way), said point being the south corner of said Block F/395;

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THENCE South 43°02'23" East along said centerline, a distance of 333.64 feet to a point for corner, said point being on a non-tangent circular curve to the right having a radius of 80.00 feet and whose chord bears South 38°40'31" West, a distance of 0.47 feet;

THENCE in a southwesterly direction, departing said centerline, curving to the right through a central angle of 00°20'17", an arc distance of 0.47 feet to the end of said curve;

THENCE South 38°30'50" West, and being non-tangent to the last mentioned curve, a distance of 17.22 feet to its intersection with the southwest right-of-way line of said Alamo Street;

THENCE South 43°02'23" East, along the southeastward prolongation of said southwest right-of-way line, crossing Olive Street (a variable width right-of-way), a distance of 143.52 feet to a point at the southeast end of a curving corner clip at the intersection of the southeast right-of-way line of Olive Street and the southwest right-of-way line of North Field Street (a variable width right-of-way) and being the northeast corner of Block B/370, North End Addition, an addition to the City of Dallas, Texas, as recorded in Volume 96237, Page 3442, Deed Records of Dallas County, Texas, said point being the beginning of a non-tangent circular curve to the left having a radius of 40.00 feet, and whose chord bears North 88°02'23" West, a distance of 56.57 feet;

THENCE in a northwesterly, westerly and southwesterly direction along said southeast right-of-way line and said curve to the left, through a central angle of 90°00'00", an arc distance of 62.83 feet to the end of said curve;

THENCE South 46°57'37" West along said southeast right-of-way line of Olive Street and being tangent to the last mentioned curve, a distance of 33.58 feet to the beginning of a tangent circular curve to the left having a radius of 524.96 feet and whose chord bears South 42°45'50" West, a distance of 76.83 feet;

THENCE in a southwesterly direction along said southeast right-of-way line of Olive Street, curving to the left through a central angle of 08°23'35", an arc distance of 76.90 feet to the end of said curve;

THENCE South 38°23'44" West, continuing along said southeast right-of-way line a distance of 91.60 feet to a point on a non-tangent curve to the left, having a radius of 532.96 feet and whose chord bears South 11°32'03" West, a distance of 313.26 feet;

THENCE in a southerly direction along said southeast right-of-way line, curving to the left through a central angle of 34°10'52", an arc distance of 317.95 feet to the end of said curve, said point being in the southeast right-of-way line of North Houston Street (a variable width right-of-way);

THENCE South 05°33'23" East along said southeast right-of-way line, a distance of 350.45 feet to the west corner of said Block B/370 and said North End Addition;

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THENCE South 42°58'42" East departing said southeast right-of-way line and along the prolongation of the southwest line of said North End Addition, a distance of 759.11 feet to a point for corner in the northwest right-of-way line of Woodall Rodgers Freeway (a variable width right-of-way);

THENCE South 43°54'37" West, along said northwest right-of-way line, a distance of 251.06 feet to the beginning of a tangent circular curve to the right having a radius of 98.17 feet and whose chord bears South 44°55'35" West, a distance of 3.48 feet;

THENCE in a southwesterly direction, continuing along said northwest right-of-way line curving to the right, through a central angle of 02°01'52", an arc distance of 3.48 feet to the end of said curve;

THENCE North 42°43'12" West, departing said northwest right-of-way line, a distance of 441.53 feet to the beginning of a non-tangent circular curve to the right having a radius of 596.62 feet and whose chord bears North 07°17'08" West, a distance of 35.71 feet;

THENCE in a northwesterly direction, curving to the right through a central angle of 03°25'48", an arc distance of 35.72 feet to the end of said curve, said point being in the east right-of-way line of former Wichita Street (a variable width right-of-way), as described in deed to the City of Dallas, recorded in Volume 85103, Page 4334, D.R.D.C.T;

THENCE South 17°39'10" West along said east right-of-way line, a distance of 84.97 feet to the beginning of a non-tangent circular curve to the left having a radius of 264.50 feet and whose chord bears North 62°06'00" West, a distance of 41.53 feet, said point being in the south right-of-way line of High Market Street (a variable width right-of-way);

THENCE in a northwesterly direction, along said south right-of-way line curving to the left through a central angle of 09°00'23", an arc distance of 41.58 feet to the end of said curve, said point being at the intersection of the easterly right-of-way line of said North Houston Street and said south right-of-way line;

THENCE South 09°23'54" West, along said easterly right-of-way line, a distance of 184.24 feet to the beginning of a tangent circular curve to the left, having a radius of 1129.00 feet and whose chord bears South 06°38'52" West, a distance of 108.35 feet;

THENCE in a southerly direction continuing along said easterly right-of-way line, curving to the left through a central angle of 05°30'02", an arc distance of 108.39 feet to the end of said curve;

THENCE South 26°45'11" East, continuing along said easterly right-of-way line, a distance of 15.29 feet to a point for corner;

THENCE South 55°38'45" East, continuing along said easterly right-of-way line, a distance of 1.36 feet to a point for corner;

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THENCE South $02^{\circ}16'46''$ West continuing along said easterly right-of-way line, a distance of 50.76 feet to a point for corner;

THENCE South $05^{\circ}20'23''$ East continuing along said easterly right-of-way line, a distance of 14.63 feet to the beginning of a non-tangent circular curve to the left having a radius of 273.50 feet and whose chord bears North $50^{\circ}08'32''$ West, a distance of 3.09 feet;

THENCE in a northwesterly direction continuing along said easterly right-of-way line curving to the left through a central angle of $00^{\circ}38'50''$, an arc distance of 3.09 feet to the end of said curve;

THENCE South $46^{\circ}57'46''$ West continuing along said easterly right-of-way line, a distance of 12.22 feet to a point for corner, said point being the beginning of a non-tangent circular curve to the left having a radius of 4,427.44 feet and whose chord bears South $01^{\circ}05'58''$ West, a distance of 134.63 feet;

THENCE in a southerly direction, continuing along said easterly right-of-way line, curving to the left through a central angle of $01^{\circ}44'32''$, an arc distance of 134.64 feet to the end of said curve and the beginning of a compound circular curve to the left, having a radius of 1,965.00 feet and whose chord bears South $00^{\circ}45'56''$ East, a distance of 68.17 feet;

THENCE in a southerly direction, continuing along said easterly right-of-way line, curving to the left through a central angle of $01^{\circ}59'16''$, an arc distance of 68.17 feet to the end of said curve;

THENCE South $22^{\circ}27'21''$ East, continuing along said easterly right-of-way line, a distance of 29.05 feet to a point for corner, said point being in the northerly right-of-way line of Continental Avenue (a variable width right-of-way);

THENCE North $88^{\circ}46'35''$ East, departing said easterly right-of-way line and along said northerly right-of-way line, a distance of 18.79 feet to a point for corner;

THENCE South $05^{\circ}23'13''$ East, departing said northerly right-of-way line, a distance of 66.76 feet to the beginning of a tangent circular curve to the left having a radius of 328.60 feet and whose chord bears South $24^{\circ}48'08''$ East, a distance of 218.46 feet;

THENCE in a southerly direction curving to the left through a central angle of $38^{\circ}49'51''$, an arc distance of 222.70 feet to the end of said curve;

THENCE South $44^{\circ}13'03''$ East, and being tangent to the last mentioned curve, a distance of 11.60 feet to the beginning of a tangent circular curve to the right having a radius of 288.50 and whose chord bears South $41^{\circ}25'25''$ East, a distance of 28.13 feet;

THENCE in a southeasterly direction curving to the right through a central angle of $05^{\circ}35'17''$, an arc distance of 28.14 feet to the end of said curve, said point being in the approximate centerline of the roadway of Woodall Rodgers Freeway (a variable width right-of-way);

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THENCE South 38°48'39" West along said centerline, a distance of 89.71 feet to a point in the northwest right-of-way line of McKinney Avenue (a 50-foot-wide right-of-way);

THENCE South 74°54'48" West along said northwest right-of-way line, a distance of 162.06 feet to a point for corner;

THENCE North 02°35'24" West, departing said northwest right-of-way line, a distance 64.05 feet to a point for corner;

THENCE North 05°05'24" West, a distance of 233.88 feet to a point for corner;

THENCE North 18°41'24" West, a distance of 51.26 feet to a point for corner;

THENCE South 85°39'36" West, a distance of 61.34 feet to a point for corner;

THENCE South 74°40'36" West, a distance of 21.15 feet to a point for corner, said point being in the south right-of-way line of Continental Avenue (a variable width right-of-way);

THENCE South 89°30'06" West along said south right-of-way line, a distance of 40.25 feet to a point for corner;

THENCE North 15°19'24" West, departing said south right-of-way line, a distance of 88.94 feet to a point for corner at the intersection of the north right-of-way line of said Continental Avenue with the east right-of-way line of Victory Avenue (a 75-foot-wide right-of-way);

THENCE South 74°40'36" West, a distance of 53.00 feet to a point for corner;

THENCE North 15°19'24" West departing said north right-of-way line, a distance of 75.20 feet to a point for corner;

THENCE South 74°40'36" West, departing said east right-of-way, a distance of 47.00 feet to a point for corner;

THENCE North 15°19'25" West, a distance of 15.15 feet to a point for corner;

THENCE South 74°40'35" West a distance of 83.30 feet to a point for corner;

THENCE South 15°19'24" East a distance of 90.35 feet to a point for corner on the north right-of-way of said Continental Avenue;

THENCE South 74°40'36" West along said north right-of-way line, a distance of 166.70 feet to the POINT OF BEGINNING, and containing 3,787,605 square feet or 86.95 acres of land, more or less.

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PDD No. 712

DESCRIPTION, of a 2,706 square foot (0.062 acre) tract of land situated in the Crawford Grigsby Survey, Abstract No. 533, Dallas County, Texas and in City Block 5746, Official Numbers of the City of Dallas, Texas; said tract being part of that certain tract of land described in Special Warranty Deed to TCF Interests Partnership, Ltd. recorded in Volume 2002136, Page 2158 of the Deed Records of Dallas County, Texas; said 2,706 square foot tract being more particularly described as follows (Bearing system based on a bearing of North 45°00'00" West for the northeast right-of-way line of Bengal Street according to the above referenced Special Warranty Deed):

COMMENCING, at a 1-inch iron pipe found in the said northeast line of Bengal Street (a 50-foot wide right-of-way) and the northwest line of that certain tract of land described in Quit Claim Deed to the City of Dallas, Texas, dated June 23, 1971 (no recording information found); said point being at the northernmost corner of the southeast terminus of said Bengal Street and the southernmost corner of said TCF tract;

THENCE, North 45°44'06" East, departing the said northeast line of Bengal Street and along the southeast line of said TCF tract and the said northwest line of the City of Dallas tract, a distance of 647.34 feet to the POINT OF BEGINNING (nothing found or set); said point being in the approximate centerline of Cedar Springs Branch;

THENCE, departing the said southeast line of the TCF tract and the said northwest line of the City of Dallas tract and along the said approximate centerline of Cedar Springs Branch, the following three (3) calls:

North 04°09'55" East, a distance of 71.74 feet to an angle point (nothing found or set);

North 39°15'54" West, a distance of 78.85 feet to an angle point (nothing found or set);

North 03°02'34" West, a distance of 14.34 feet to a point for corner (nothing found or set) in the southeast terminus of Cass Street (a 50-foot wide right-of-way) and a northwest line of said TCF tract;

THENCE, North 43°48'06" East, departing the said approximate centerline of Cedar Springs Branch and along the said southeast terminus of Cass Street and said northwest line of the TCF tract, a distance of 3.00 feet to a point for corner (nothing found or set); said point being the most southerly north corner of said TCF tract;

THENCE, South 39°15'54" East, departing the said southeast terminus of Cass Street and along a northeast line of said TCF tract, a distance of 137.56 feet to a point for corner (nothing found or set); said point being the easternmost corner of said TCF tract and the northernmost corner of said City of Dallas tract;

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THENCE, South 45°44'06" West, along the said southeast line of the TCF tract and the said northwest line of the City of Dallas tract, a distance of 61.00 feet to the POINT OF BEGINNING, and containing 2,706 square feet or 0.062 acres of land, more or less.

Exclusions: The area of the following Conservation Zoning Districts ("CD") are excluded from the Oak Lawn Special Purpose District (PDD No. 193):

CD Nos. 16 and 17.

The following are legal descriptions of the above listed Conservation Districts:

CD No. 16

BEGINNING on Hawthorne Avenue at the point of intersection of the centerline of the alley between Rawlins Street and Lemmon Avenue,

THENCE, in a Southeasterly direction, along the centerline of the alley between Rawlins Street Avenue and Lemmon Avenue to the point of intersection with the centerline of Wycliff Avenue, to a point for corner;

THENCE, in a Southwesterly direction along the centerline of Wycliff Avenue to the point of intersection with the centerline of the alley between Rawlins Street and Hall Street,

THENCE, in a Northwesterly direction, along the centerline of the alley between Rawlins Street and Hall Street, to the point of intersection with the centerline of Prescott Avenue, to a point for corner;

THENCE, in a Northeasterly direction along the centerline of Prescott Avenue to the point of intersection with the centerline of Rawlins Street,

THENCE, in a Northwesterly direction, along the centerline Rawlins Street, to the point of intersection with the centerline of Hawthorne Avenue,

THENCE, in a Northeasterly direction along the centerline of Hawthorne Avenue to the point of intersection with the centerline of the alley between Rawlins Street and Lemmon Avenue, the PLACE OF BEGINNING, and containing approximately 11.69 acres of land.

CD No. 17

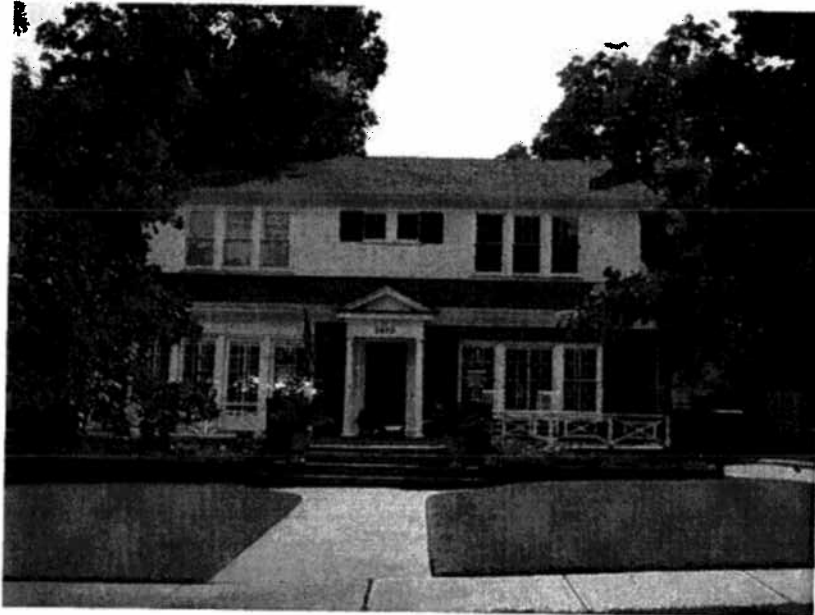
BEING all of Blocks 2022/1, 2022/2, and 2022/4, and Lot 1A, Lots 2 through 14, and Lot 15B in Block 2022/3, generally bounded by Edgewater Street on the south, the rear lot lines of the lots west of Glenwood Avenue on the west, Armstrong Avenue on the north, and Abbott Avenue on the east; and containing approximately 20.39 acres.

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**NORTHERN HILLS CONSERVATION DISTRICT
CONCEPTUAL PLAN
EXHIBIT B**



INTRODUCTION

Northern Hills is a small pocket of homes nestled between Highland Park to the north and west and single/multi-family residential to the remaining sides. There are 61 single family homes in the proposed district. This proposed district is in City Council District 14.

BACKGROUND AND FEASIBILITY

A zoning change application was submitted by property owners to the city in August of 2006 for a conservation district feasibility study to be conducted by the Department of Development Services. The application contained petition signatures from more than 75 percent of the property owners in support of conducting a conservation district study. The desirability of the neighborhood has led to the razing of some of the original homes. In the application, Northern Hills expressed a desire to maintain the scale and character of the neighborhood. The residents have expressed concerns regarding setbacks; maintaining the existing green space and mature trees; single family land use; height; garage placement and compatible construction materials. All of these items can be regulated to conserve the appearance and atmosphere of the neighborhood.

HISTORICAL, ARCHITECTURAL, AND CULTURAL ATTRIBUTES

Dr. John Cole originally owned 5,000 acres between what is now Central Expressway and the Trinity River. He gradually sold off the land for development but kept Northern Hills, a section in the very center of his original holdings. In 1920 Cole sold this land to the McNeny brothers, who bought it for a small development of prestigious homes. They required brick or hollow tile homes built in one of the fashionable eclectic styles of the period: Spanish Colonial, Tudor, Georgian and Mediterranean.

Overbrook runs just north of a steep ravine on the southern edge of the neighborhood, emphasizing the curve of the streets, the lush undergrowth and the towering trees. With no through streets, there is an idyllic sense of neighborhood only walking distance from Knox-Henderson. This is a neighborhood of fine restoration, sensible infill and a strong neighborhood association considering a conservation district for the neighborhood.

The majority of the homes retain a remarkable level of historic integrity, with original facades largely intact. The most notable features are wood windows, large covered porches, dormer windows and brick columns. Because of its proximity to creeks, Northern Hills has an abundance of trees that canopy the streets. The majority of the houses have rear loaded garages.

In 2006, Preservation Dallas listed the historic resources in Oak Lawn on its "11 Most Endangered" list. Preservation Dallas said that "Oak Lawn has lost more historic properties than any other area of the city and in 2005-2006, developers removed literally blocks of bungalows, Tudor houses and apartments, and Craftsman houses for more intensive development". They also noted specifically the single family areas as endangered neighborhoods in Oak Lawn. With popular destinations such as Cedar Springs, West Village, Knox/Henderson and Lemmon Avenue/Turtle Creek surrounding them, the neighbors in Northern Hills felt pressure to protect their neighborhood.

Although some new construction has occurred in the neighborhood and development pressure is increasing, Northern Hills has managed to remain relatively untouched. Immediately outside Northern Hills, many of the adjacent properties are zoned for multi-family use. In spite of strong development

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pressures, the Northern Hills neighborhood has remained largely intact for at least 20 years, and conservation district zoning can help to ensure its continued protection.

All of the original building stock was constructed between 1920 and 1938. After that time period, less than a dozen houses were constructed. There have been four demolitions in the last five years. Unique to the neighborhood is how long many of the residents have lived there. More than 50 per cent of the homeowners have lived in the neighborhood for over 30 years and some residents live in homes constructed by their parents in the 1920s. The housing stock has remained relatively consistent, with only minor alterations occurring. Northern Hills has a variety of significant architectural styles, including Colonial Revival, Prairie, Spanish Eclectic, and Tudor. These homes were primarily built in 1920's. No two homes in Northern Hills are alike. Many of the homes have influences from several architectural designs that were influenced by the different styles of the 1920's and 1930's. There are a number of mixtures of architectural elements that make this district unique – a gem of Oak Lawn and the city.

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EXISTING ZONING AND LAND USE

The Oak Lawn neighborhood was defined in Dallas City Ordinance 21859 as Planned Development District No. 193, the Oak Lawn Special Purpose District. The Northern Hills neighborhood, in this portion of PD 193, is zoned R-7.5 single family. The immediate surrounding areas provide for multi-family and single family zoning.

APPLICATION AND STUDY PROCESS

Even prior to submitting their application to the City of Dallas, the residents of Northern Hills were meeting to discuss the conservation district process.

In November 2006, the Department of Development Services began the process of conducting community meetings. Development Services held the first meeting in order to inform the residents of the pending request; subsequent meetings were held in order to establish a committee of interested home owners to work with staff on the creation of an ordinance to develop a proposed ordinance. Below is a list of the dates of the community and committee meetings.

November 28, 2006	Neighborhood meeting
January 23, 2007	Neighborhood meeting
March 20, 2007	Neighborhood meeting
September 12, 2007	Neighborhood tour
April 16, 2007	Committee meeting
August 30, 2007	Committee meeting
September 17, 2007	Committee meeting
September 24, 2007	Committee meeting
January 14, 2008	Neighborhood meeting
April 16, 2008	Committee meeting
May 19, 2008	Committee meeting
June 29, 2008	Neighborhood meeting
October 22, 2008	Neighborhood meeting
October 27, 2008	Committee meeting
December 18, 2008	Committee Meeting
February 10, 2009	Committee meeting
August 3, 2009	Neighborhood meeting

In both community and committee meetings, discussion centered on regulations that could be implemented to conserve the neighborhood's sense of place. Through these discussions, staff offered suggestions from what other conservation district neighborhoods had done that might accomplish the goals of Northern Hills. During these meetings, the residents provided good feedback, and understood what made their neighborhood unique.

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GOALS OF THE NEIGHBORHOOD AND GUIDELINES

In the Northern Hills application to the city, a number of goals were listed, to wit:

Goal of the Neighborhood	How the goal is being acknowledged in the conservation district ordinance
Regulate Scale and Height	<ul style="list-style-type: none"> Height of structure with a sloped roof is 32 feet with an eave height of 24 feet but in the rear 40 feet of the lot eave height cannot exceed 12 feet. Height of flat roof structure is 15 feet; accessory structures with a flat roof is 15 feet in height. Accessory structure with sloped roofs, maximum eave height is 12 feet. Main structures are limited to 2 stories and an attic story.
Setbacks	<ul style="list-style-type: none"> Front yard is the average of the adjacent houses; side is 5 feet on one side and 10 feet on the other. For main structures, the minimum rear yard setback is 10 feet.
Accessory building placement	<ul style="list-style-type: none"> Accessory structures are placed behind the main structure. Garage entrances that face the street must be set back 25 feet.
Landscaping and tree preservation	<ul style="list-style-type: none"> Replacement trees must meet or exceed half the caliper of the protected trees that were removed or seriously injured. Replacement trees must have a minimum caliper of three inches. At least one of the replacement trees must be a large canopy tree. Tree mitigation applies to the front and side yards.

The chart below is a summary of the development standards that property owners agreed to include in a proposal to guide development in the area. Ten of these standards were already regulated by the existing PD 193 zoning. Of these items that were already regulated by the existing zoning, property owners wanted the regulations to be more specific to the neighborhood. The following chart is only a summary; please see Exhibit A for the full explanation of these regulations.

Standard	PD 193	Potential Standard – This chart is a <u>summary</u> only. Please see Exhibit B for the full wording and regulations.
Architectural Style	N/R	Work done on the front facade and the front 50 percent wrap-around of existing structures must employ details and materials, including texture, color, pattern, grain, and module size, that are similar in general appearance to the existing structure, or will restore the existing structure’s appearance.
Building Materials	Shiny materials are prohibited	See above and metal (except zinc and copper), plywood, and vinyl are not allowed as siding.

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Standard	PD 193	Potential Standard – This chart is a summary only. Please see Exhibit B for the full wording and regulations.
Demolition	N/R	N/R but encourages retention of existing structures by allowing 50% lot coverage.
Driveways and Paving	N/R	Allows circular drives on Armstrong Avenue and driveways that are 11 ft. wide or 19% of the width of the street frontage; no other parking is allowed in the front yard. Asphalt is not permitted.
Fences and Hedgerows	Front Yard – 4 ft Side Yard – 9 ft Rear Yard – 9 ft	Fences and hedgerows are not allowed in the front yard. Fences in the side yard must be set back a minimum of two feet from the front corner of the main structure, excluding porches.
Floor Area Ratio	N/R	N/R
Front Yard Setback	25 feet or the average of the two existing adjacent structures	Minimum front yard setback is the average of the two adjacent houses, for corner side lots, front yard setback is the average of the next two properties on the block face.
Garages and Carports	See PD 193	Accessory structures must be located in the rear 50% of the lot. Carports may not be visible from the street. Garage entrances that face the street must be set back 25 feet. Underground garages are permitted but egress must be from the side or rear lot line. Maximum height is 15 feet. Minimum side yard setback for a garage is 3 feet.
Height	30 feet to the midpoint with an additional 12 feet to the peak, hip gambrel roof as defined in PD 193	Height of structure with a sloped roof is 32 feet and eave height 24 feet; flat roof is 15 feet; accessory structures 15 feet in height; in the rear 40 feet of the lot, the maximum eave height is 12 feet. Main structures are limited to 2 stories and an attic story.
Landscaping/Tree Mitigation	See PD 193	Replacement trees must meet or exceed half the caliper of the protected trees that were removed or seriously injured. Replacement trees must have a minimum caliper of three inches. At least one of the replacement trees must be a large canopy tree. Tree mitigation applies to the front and side yards.
Lot Coverage	45%	Maximum lot coverage for properties with a new main structure is 45 percent, except that lot coverage is increased 2 percent if the front porch of the new main structure has a minimum depth of six feet and is at least 25 percent of the width of the front facade. The purpose of this provision is to provide an incentive for large porches on new main structures. Maximum lot coverage for properties with existing structures is 50 percent. The purpose of this provision is to provide an incentive for the retention of existing main structures.
Lot Size	7,500 sq. ft.	Minimum 7,500 sq. ft.
Lot Width	50 ft.	N/R
Painting	N/R	Florescent paint is not allowed.
Rear Yard Setback	5 feet	The minimum rear yard setback for main structures is 10 feet.
Replacements / Nonconforming	See PD 193	Single Family zoning is the only allowed use

Standard	PD 193	Potential Standard – This chart is a summary only. Please see Exhibit B for the full wording and regulations.
Retaining Walls	N/R	Retaining walls may not be more than six inches above the soil they retain.
Side Yard Setback	5 feet	Side setbacks for a main structure 5 feet on one side and 10 on the other side.
Special Exception	N/R	N/R
Stories	N/R	Two stories plus an attic story; dormers may be used in the attic story, but the exterior wall height may not be raised to create more head room.
Walkways and Steps	N/R	N/R

CONCLUSIONS AND RECOMMENDATIONS

In their conservation district application, the Northern Hills neighbors noted that their main goals were to protect setbacks; maintain existing trees and establish planting guidelines; stipulate only single family land uses; limit height of structures; garage placement; and ensure use of compatible construction materials. The residents believe all of these will maintain the sense of place within the neighborhood.

The purpose of conservation districts is to provide zoning protection of a neighborhood's character defining features not specifically regulated by the Dallas City Code. Northern Hills' residents hope that by becoming a conservation district, the ambiance and scale of their neighborhood can be maintained. To qualify as a conservation district, an area must meet all four criteria as stated in the Dallas City Code, Section 51A-4.505(e)(2):

1. The area must contain at least one blockface.
2. The area must be either "stable" or "stabilizing" as those terms are defined in this section.
3. The area must contain significant architectural or cultural attributes as those terms are defined in this section.
4. The area must have a distinctive atmosphere or character which can be conserved by protecting or enhancing its architectural or cultural attributes.

After evaluation and study, staff has determined this district meets the requirements of the ordinance and recommends that Northern Hills be designated as a conservation district in the City of Dallas.

PARK-LIKE ATMOSPHERE

When determining standards for the ordinance, protecting the unique architecture and setting were very important to the neighborhood. Many of the discussions in the meetings revolved around making sure that the park-like atmosphere was maintained. These discussions included items such as maintaining the existing front yard setbacks; increasing the required side yard setbacks; regulating the lot coverage and height of the houses; and encouraging retention of existing structures.



Landscaping:

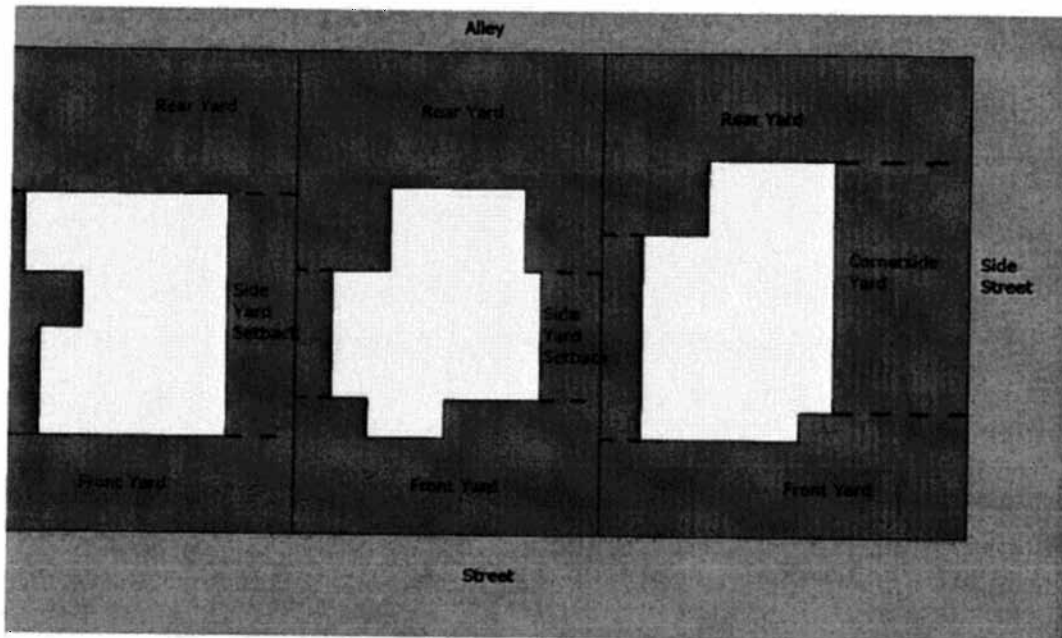
In the meetings, landscaping regulations were of interest. In this district of only 61 houses, there are numerous large canopy trees. The neighbors of Northern Hills were very interested in maintaining these trees as an important feature of their neighborhood; they see these trees as "heirlooms" of the district.

Accordingly, tree removal is an important issue for this neighborhood. Through meeting discussions, the neighbors decided that they wanted to ensure that new replacement trees are being planted when an existing specimen is lost. The committee modified the landscaping regulations from the existing City of Dallas landscaping provisions and the landscaping regulations for PD 193. These modified regulations allow for residents to remove a seriously diseased or dying tree, but provide more stringent regulations for the unnecessary removal of trees. The committee worked to ensure that there was a balance between prohibiting clear cutting of trees and the need to remove diseased and damaged trees.

Front Yard Setbacks:

The neighborhood wants to ensure that additions are not made on the front façade if it will in any way disrupt the vista or the continuity of the original configuration. Therefore, they decided that the minimum front yard setback should be the average of the two adjacent properties and that the minimum front yard setback for corner lots should be the average of the next two properties on the block face. This will ensure the original front setback configuration.

Figure 3- Diagram of Yards - This diagram should be used for the purpose of determining the locations of accessory structure, fences and other items

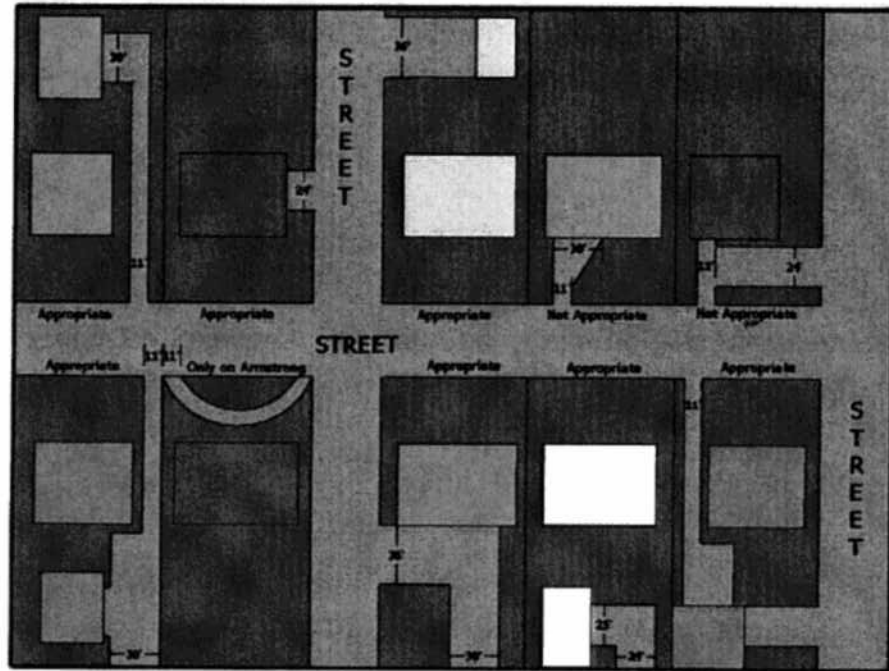
**Impervious Surface:**

The front yards are, of course, a focal point of this district. It was very important to the neighborhood to limit the amount of paving in the front yard and maximize green space. Other than driveways, no other parking areas are permitted in the front yards.

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Figure 4 - Sample driveways configurations



Driveways

Circular drives are allowed only on Armstrong Avenue. Driveways can be 19% of the width of the street frontage or 11 ft. wide. There is no maximum width for driveways/parking areas in the back yard. No other parking is allowed in the front yard. Asphalt is not permitted.

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MAINTAIN THE SINGLE FAMILY ENVIRONMENT

One of the more significant features of Northern Hills is its existing housing stock. Northern Hills is composed of significant homes, on large lots that still allow for substantial green and open space. The neighborhood is concerned that with rising real estate prices in this prime location, the homes and landscaping that define the area could be lost. The regulations proposed by the neighborhood in the Conservation District ordinance would help to maintain the quality of life and atmosphere of the neighborhood.

Proposed Northern Hills Conservation District



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Lot Size:

The neighborhood noted that there are several large lots within the district, and they expressed a wish to ensure that property owners do not divide their lots. The proposed minimum lot size is 7,500 square feet.



Lot Coverage

Existing lot coverage in the neighborhood ranges from 9 to 39 percent. The residents indicated that they did not want to limit additions to existing homes, but did want to ensure that new construction is comparable in scale with the existing homes. The neighborhood proposed 50 percent lot coverage for existing homes to encourage additions rather than outright demolition/new construction. For new construction, maximum lot coverage is 45 percent except that lot coverage is increased 2 percent if the design includes a new front porch that is at least 25 percent of the width of the front façade and has a minimum depth of six feet. The purpose of this provision is to provide an incentive for large porches on new main structures. The neighborhood hopes these measures will encourage the new construction to be built more compatibly with the original homes.

Figure 9 - Lot Coverage

Counts as Lot Coverage	Does Not Count as Lot Coverage
Main Structure	Driveway
Garage	Sidewalk
Carport	Window box (less than 12" deep)
Porte Cochere with living space above	Bay window (less than 12" deep)
Covered Areas Used for Off Street Parking	Building eaves (less than 36" deep)
Gazebos / Cabanas	Pool/ Pool Deck/ Tennis court/ Game or sport court
Pool Houses	Breezeways with no living space above and that do not exceed 1 story
Porches with living space above	Covered decks/patios with no living space above and that do not exceed 1 story
Breezeway with living space above	Covered porches with no living space above and that do not exceed 1 story
Patios and decks (covered and uncovered)	Private balcony (not accessible to the public)
Tool Shed	Unenclosed stairway
Accessory Building ("Out Buildings")	Accessory Buildings under 200 Sq. Ft.
Servants Quarters	Porte Cochere with no living space above it
Storage Buildings	

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COMPATIBILITY WITH THE EXISTING HOMES

The neighborhood did not show overwhelming interest in regulating style, mostly because of the wide variety of architectural styles present in the district. No two houses in the neighborhood are alike. Many of the homes incorporate elements of several different architectural styles, and, it would be difficult to classify some of the homes into a single architectural style. Contemporary new construction is acceptable to the neighborhood.

Although, architectural regulations were not of the highest concern to the neighborhood, the residents nonetheless wish to ensure that future remodels and additions respect the architectural character of the building. They want additions and remodels to be of the same material and style as the original houses and provide for roof pitches consistent with roof forms in the neighborhood. For garages and accessory buildings, the façade facing the street must be of the same style and materials as the house; particular materials are discouraged; and additions should not loom over other structures.

In ensuring that remodels, additions, and new construction are compatible with existing homes, three main items were identified for regulation: height, setbacks and lot coverage.

Height:

Forty-nine percent of the homes in Northern Hills are two stories. The neighborhood is concerned about height looming, and to that end the residents have recommended that the maximum height for new construction with a sloped roof should be 32 feet; with a flat roof 15 feet. The maximum number of stories is proposed to be two with an attic story, which is consistent with most of the houses in the neighborhood.

Lot Coverage:

Average lot coverage in the neighborhood is twenty-one percent. The neighborhood is concerned about scale of new construction. The neighborhood proposed 50 percent lot coverage for existing homes to encourage additions rather than outright demolition/new construction.

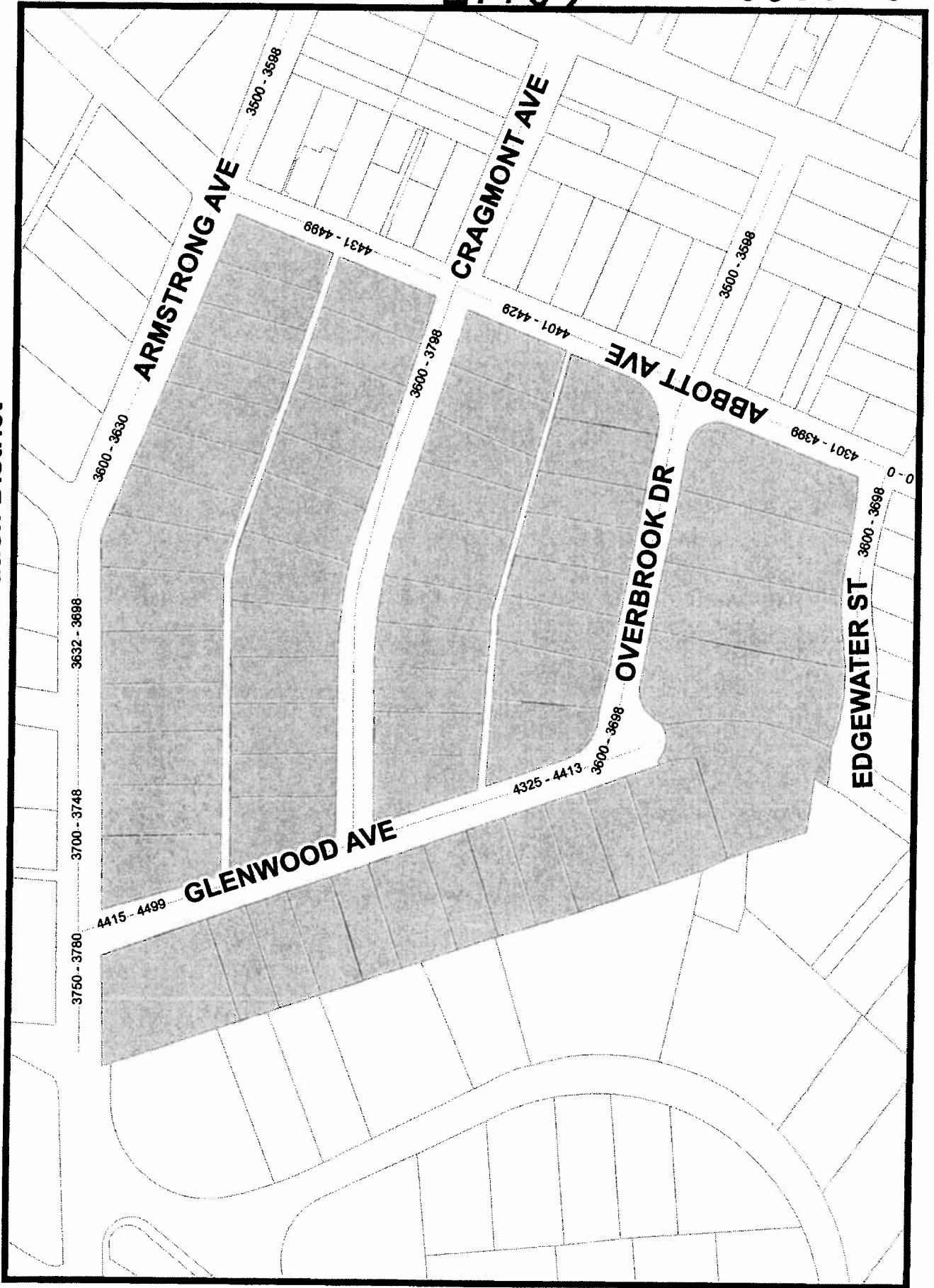
Setbacks:

The neighborhood wants to ensure that additions are not made on the front façade if it will in any way disrupt the vista or the continuity of the original configuration. Side yard setbacks are five feet on one side and ten on the other. This will encourage continuity in the neighborhood.

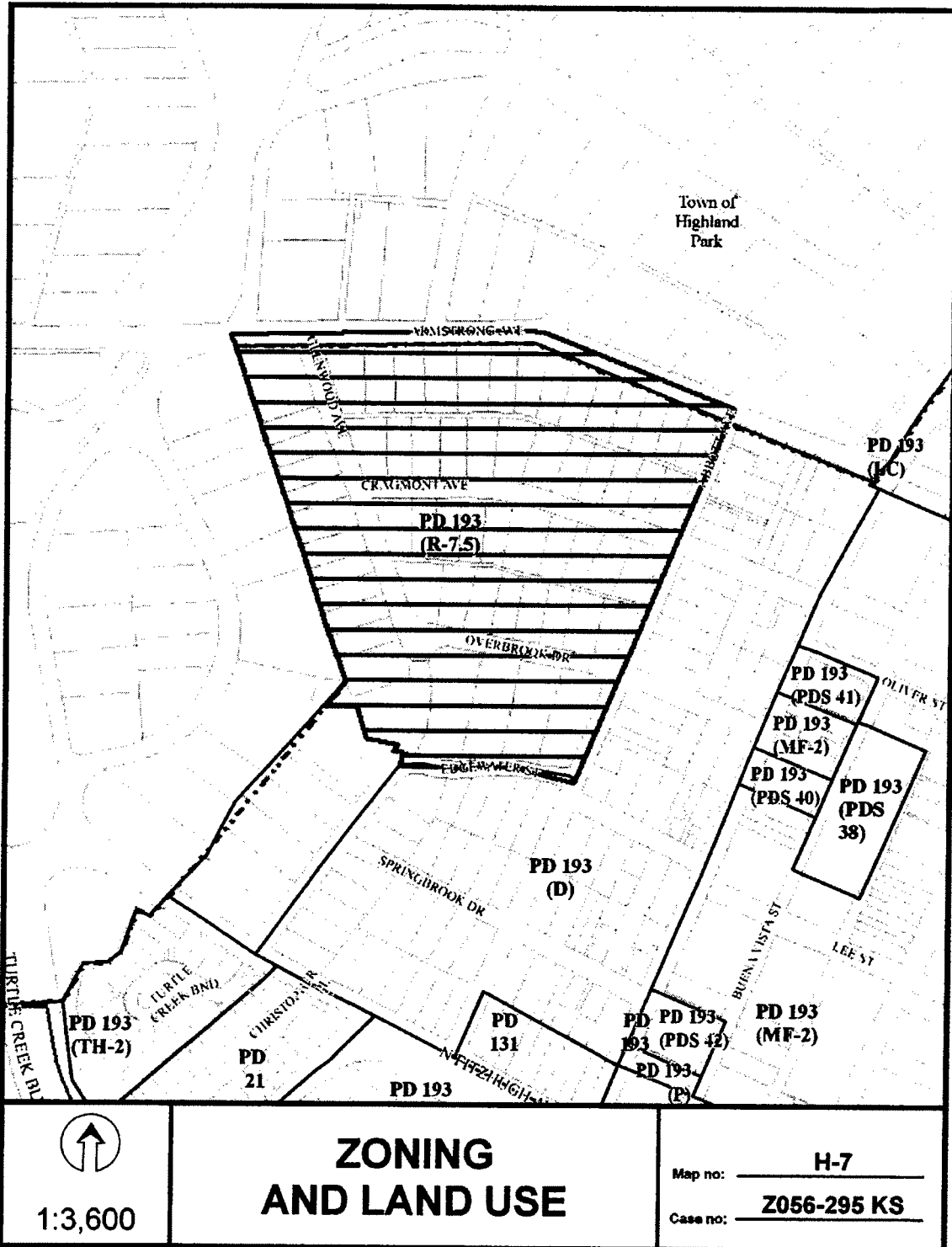
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Exhibit C
Northern Hills Conservation District



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DATE: June 11, 2009

GIS Tech: SHolyoak