

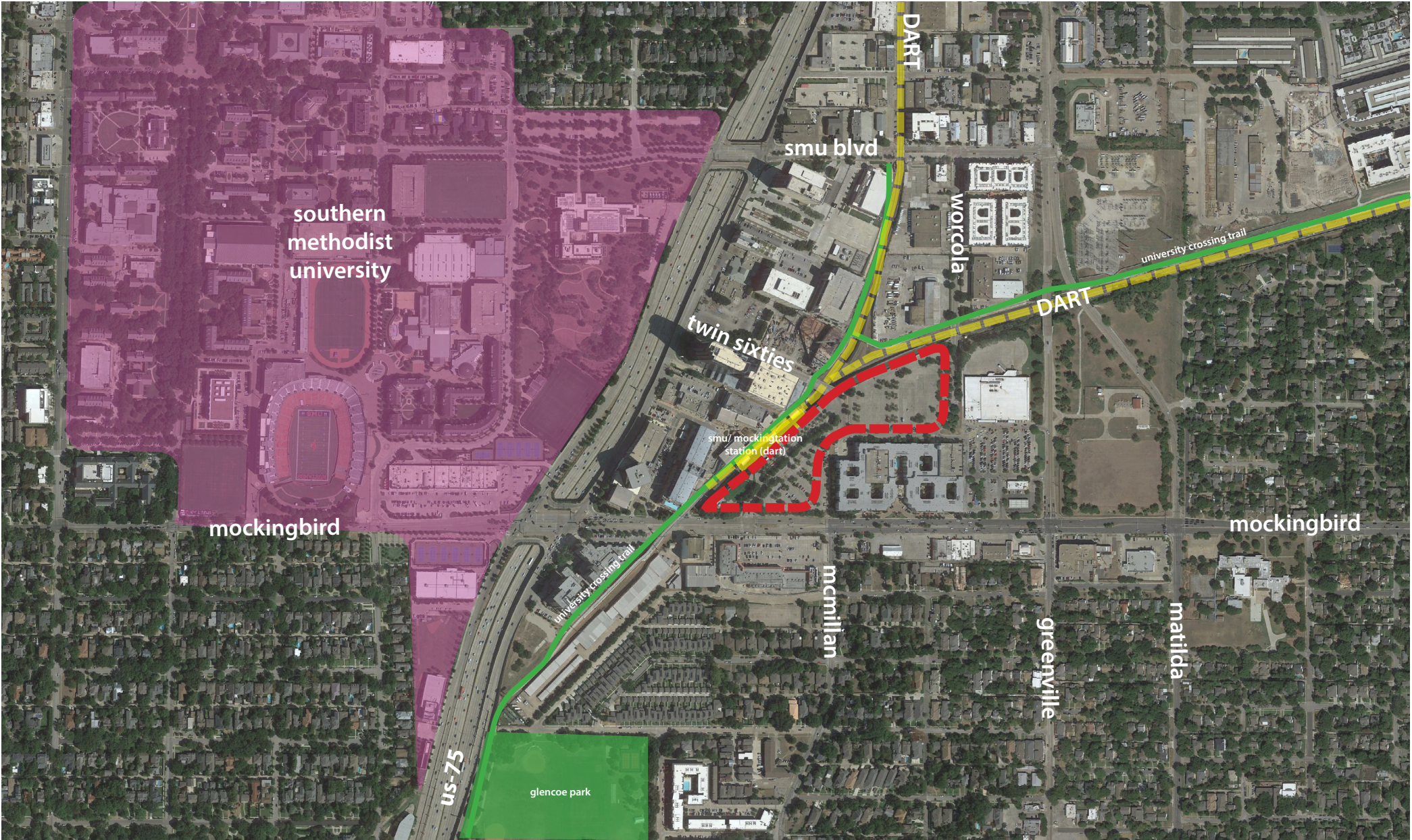
Applicable Urban Design Priorities Project Should Achieve

- [1] Attention should be given to the design and materiality of the streetscape between the back-of-curb and the building face.

Streetscapes should be designed to maximize comfort and walkability to enhance multimodal accessibility of the adjacent DART station. Ground-level entries to apartments should be provided wherever possible.
- [2] Explore opportunities to design the plaza adjacent to the DART station and the other shared open spaces to maximize useability and function.

Treatments should include maximizing shade and sitting areas while also designing spaces that can serve as gathering spaces for the surrounding neighborhood.
- [3] Consider short-term design strategies for Phase III, IV, and V sites to allow for useable open spaces in the interim.

Upon completion of the underground parking facility, the existing surface parking lots that will be developed into future phases can be designed as landscaped open spaces that function as useable amenity space for surrounding residents and office workers while also reducing site environmental impacts in the interim.



Policy References

Forward Dallas!  
Section 5 [urban design element]

TIF Urban Design Guidelines  
Part III, Part IV [TOD TIF]

Context Description

DART issued an RFP to develop their surface commuter parking lots located to the east of SMU/ Mockingbird station into a mixed-use development while still maintaining a necessary amount of rail commuter parking. DART and Trammell Crow are currently in the process of entering into a public-private partnership to develop the parking fields into a multi-phase mixed-use development that will include an underground commuter parking garage and approximately 480 units of multifamily in the first round of development, followed by future opportunities for additional multifamily, office, and retail.

Considerations for the project include the design of the streetscape between the back-of-curb and the building face to create an active, comfortable, and urban public realm, and the design and treatment of the shared open spaces and gathering areas adjacent to the DART station.

Mockingbird Station East

Neighborhood:  
Mockingbird Station

Program:  
Residential / Underground Parking  
Office / Retail / Hotel





# MOCKINGBIRD STATION EAST MIXED-USE DEVELOPMENT

URBAN DESIGN PEER REVIEW  
APRIL 2020



ARCHITECTS  
INTERIORS  
LANDSCAPE  
PLANNING

**Jacobs**

HIGH STREET<sup>®</sup>  
— RESIDENTIAL —

Trammell Crow Company



PROJECT DESCRIPTION

Mockingbird Station East is a mixed-use, multiphase development in partnership with DART at 5465 East Mockingbird Lane. The site, located adjacent to the Mockingbird Station, in its first and second phase will consist of a three level underground parking structure with parking spaces for DART patrons and a residential tower adjacent to a mid-rise structure. The development allows for following phases to incorporate more residential, office, hotel, and retail.

The project represents a true transit oriented development centered around Mockingbird Station and embodies the Mockingbird TOD Vision of:

- Place-Making** – “the transit station anchors a destination that is visually recognizable, and provides a collection of unique places that attracts visitors as well as serving the local community.”
- Correct Land Uses** – “a mix of uses that generate high numbers of multi-purpose pedestrian trips and promotes greater transit use is critical. Uses that are not supportive of transit use should be discouraged.”
- Encourage and Plan for Density** – “The highest densities possible generate the greatest pedestrian and transit activity. High density housing and offices should be located close to the station. Green spaces, ‘signature’ street furniture, paving and lighting all contribute to attracting pedestrians and defining a unique place.”
- Good Urban Design** – “Successful TOD projects have to pay attention to good urban design.”
- Sub-Grade Parking** – “Parking should be divided into structures as opposed to surface lots, which discourage pedestrian circulation. Increasing the density of land use (infill) around an immobile civic asset (the transit station) encourages a growing tax base, lower unit utility costs, and increase transit use to the city.”
- Affordable Housing** – “It is important that affordable housing units have quality design and blend with market rate development. Mixed income projects will be encouraged where possible.”

AGENDA

TABLE OF CONTENTS

CONTEXT MAP 3

EXISTING CONDITIONS 4

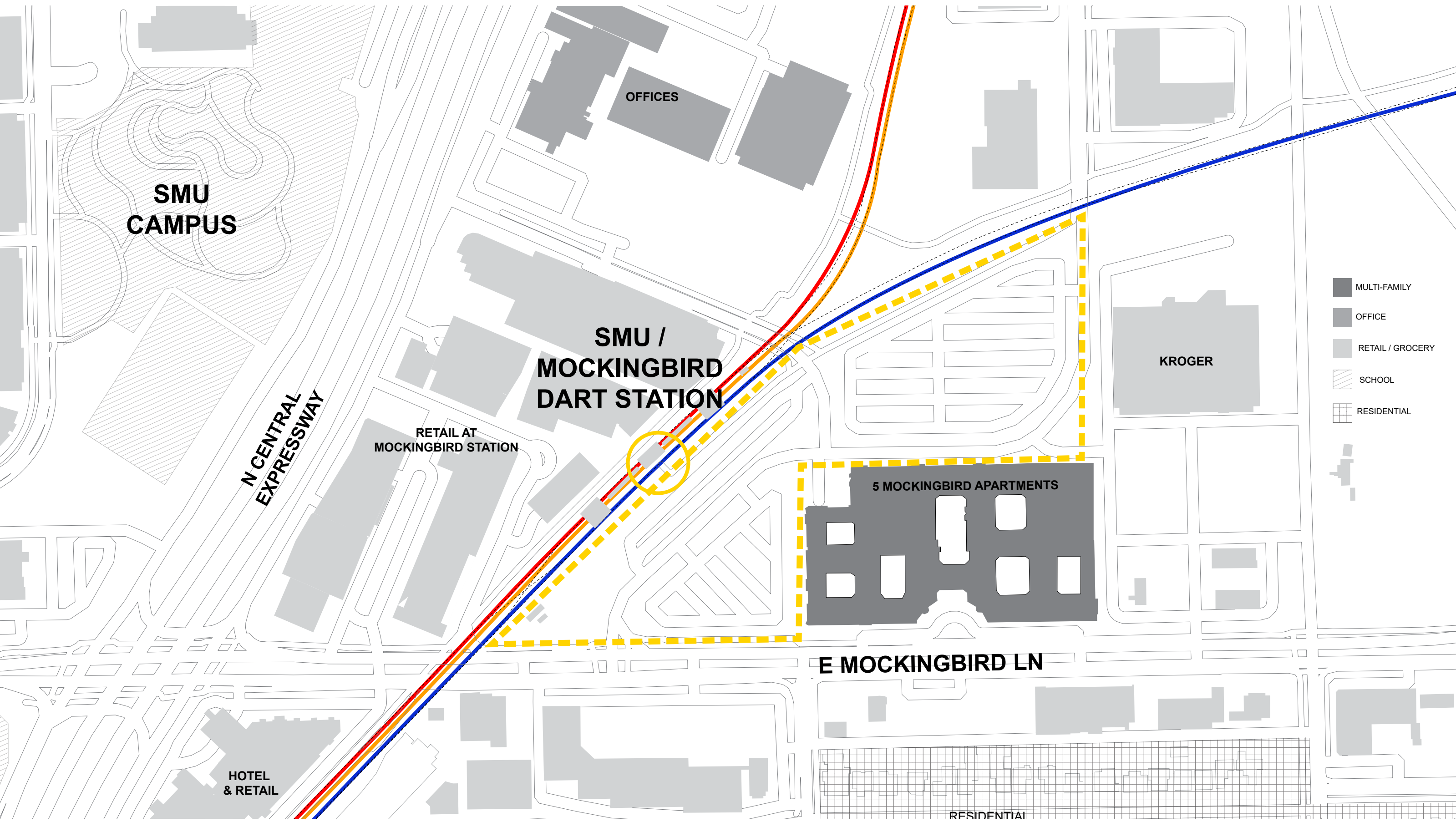
PHASING DIAGRAMS 9

LANDSCAPE PROPOSAL 14

ARCHITECTURAL PROPOSAL 21

APPENDIX 28





CONTEXT MAP

TCC Mockingbird Station East  
Dallas, Texas



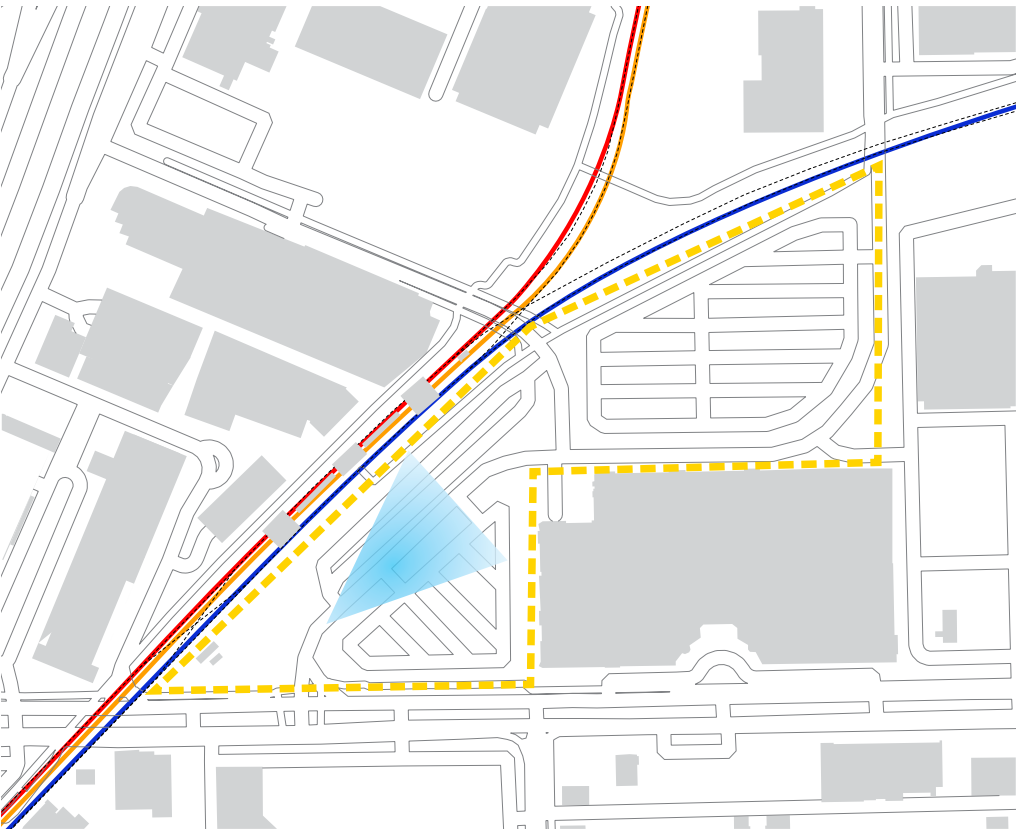




# VIEW LOOKING NORTHEAST ALONG WORCOLA STREET

To the left is the existing DART station; a field of surface parking exists to the right.

Neither side of Worcola Street has sidewalks at this location.



EXISTING VIEW LOOKING NORTHEAST ALONG WORCOLA ST.

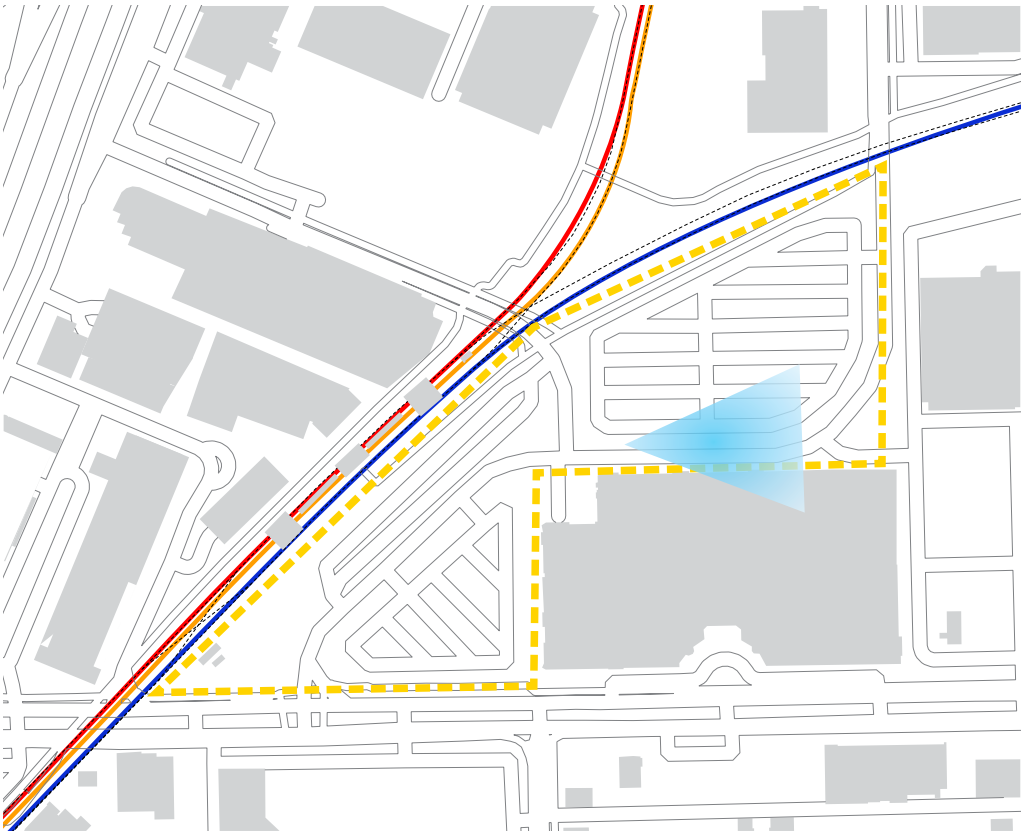




VIEW LOOKING EAST ALONG WORCOLA STREET

To the left is a field of surface parking serving the DART station. To the right is a neighboring multifamily building.

One side of Wocola Street has a +/- 5' sidewalk at this location.



EXISTING VIEW LOOKING EAST ALONG WORCOLA ST.





VIEW LOOKING EAST ALONG WORCOLA STREET

To the left is a field of surface parking serving the DART station. To the right is a neighboring multifamily building.

One side of Worcola Street has a +/- 5' sidewalk at this location.



EXISTING VIEW LOOKING EAST ALONG WORCOLA ST.





VIEW LOOKING NORTH ALONG WORCOLA STREET

To the left is a field of surface parking serving the DART station. To the right is retaining wall along the western extent of the property. The DART crossing can be seen in the distance.

Neither side of Worcola Street has a sidewalk at this location.



EXISTING VIEW LOOKING NORTH ALONG WORCOLA ST.





VIEW LOOKING SOUTH ALONG WORCOLA STREET

To the left is a retaining wall along the western edge of the property. To the right is the surface parking lot serving the DART station.

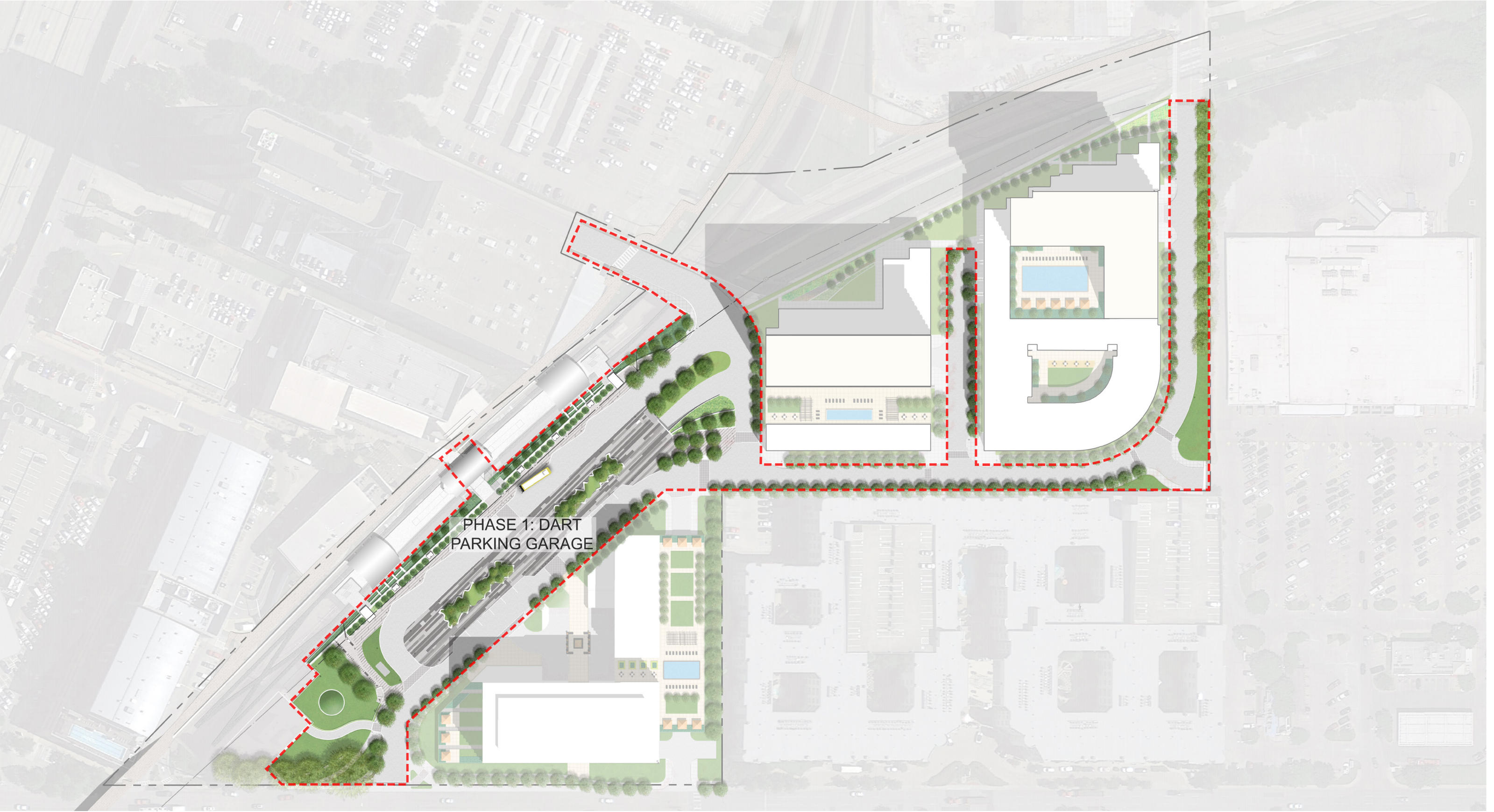
The sidewalk along Worcola's eastern edge terminates at the DART crossing and does not extend onto the property.

The sidewalk along the western edge of Worcola splits off to follow the rail line, and does not follow Worcola Street onto the property.

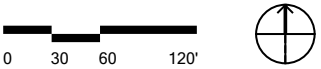


EXISTING VIEW LOOKING SOUTH ALONG WORCOLA ST.





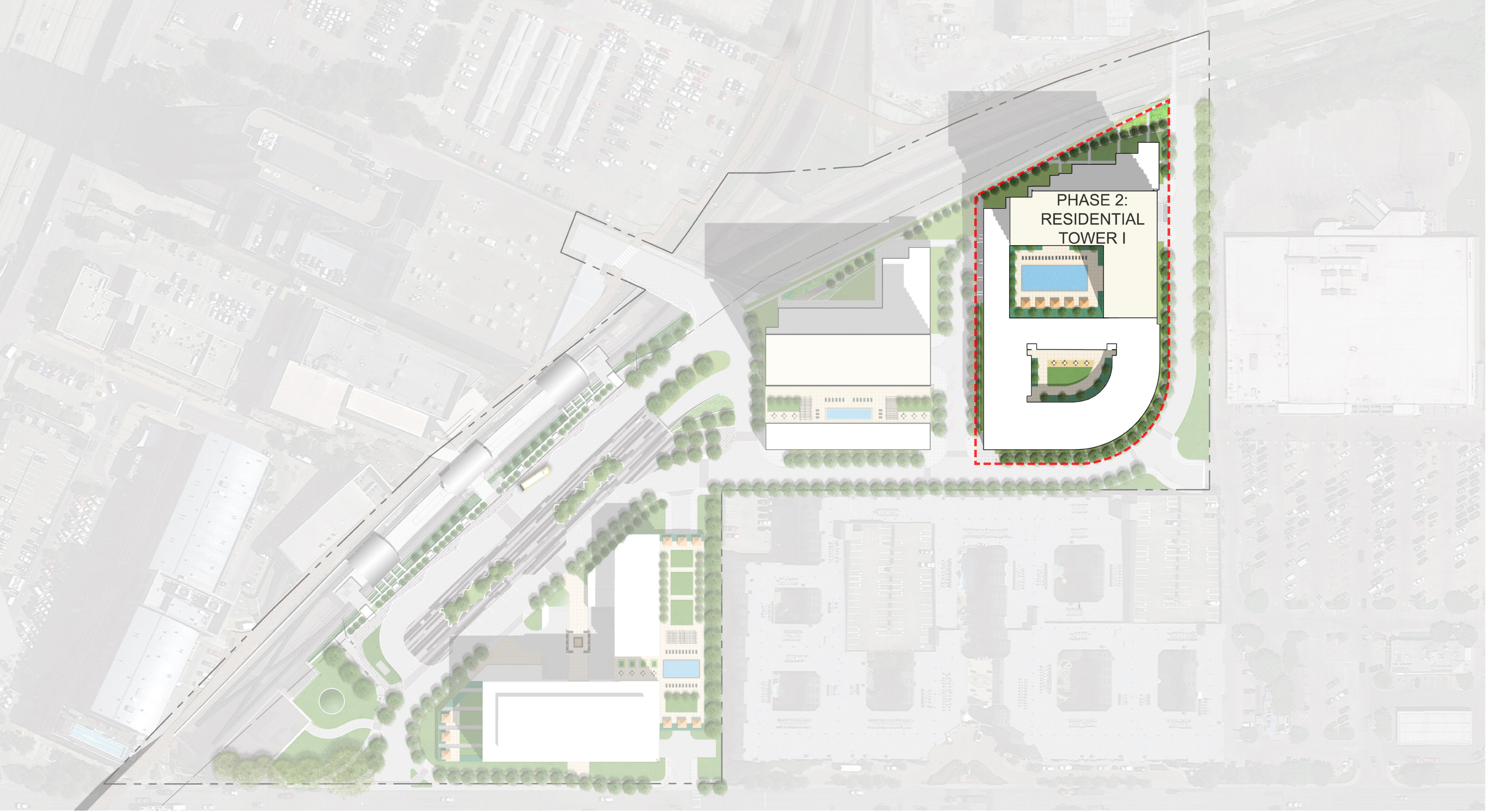
PHASING DIAGRAM - PHASE 1 DART PARKING GARAGE



TCC Mockingbird Station East  
Dallas, Texas





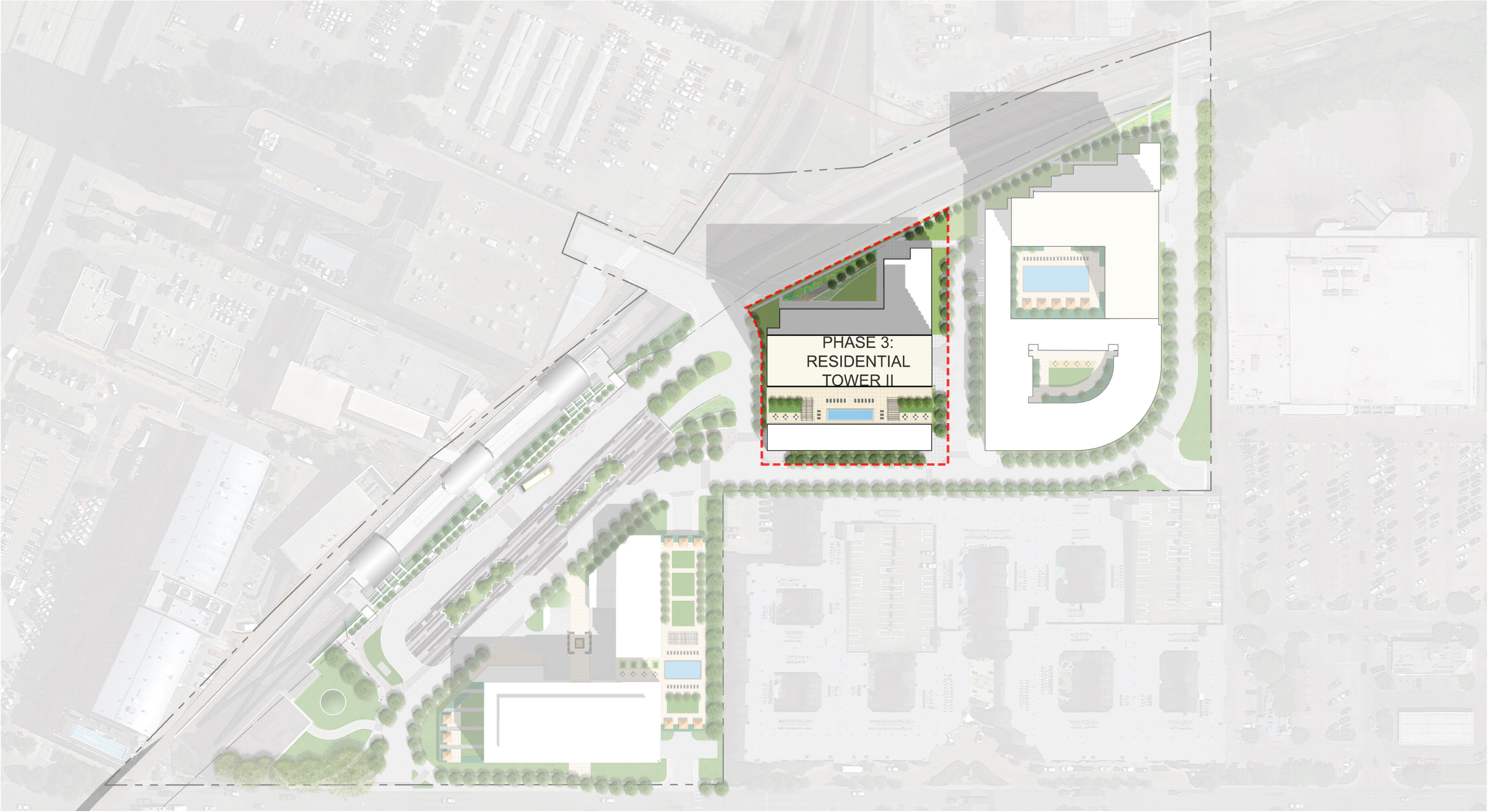


PHASING DIAGRAM - PHASE 2 RESIDENTIAL TOWER I

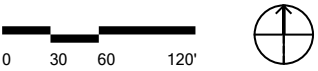
TCC Mockingbird Station East  
Dallas, Texas







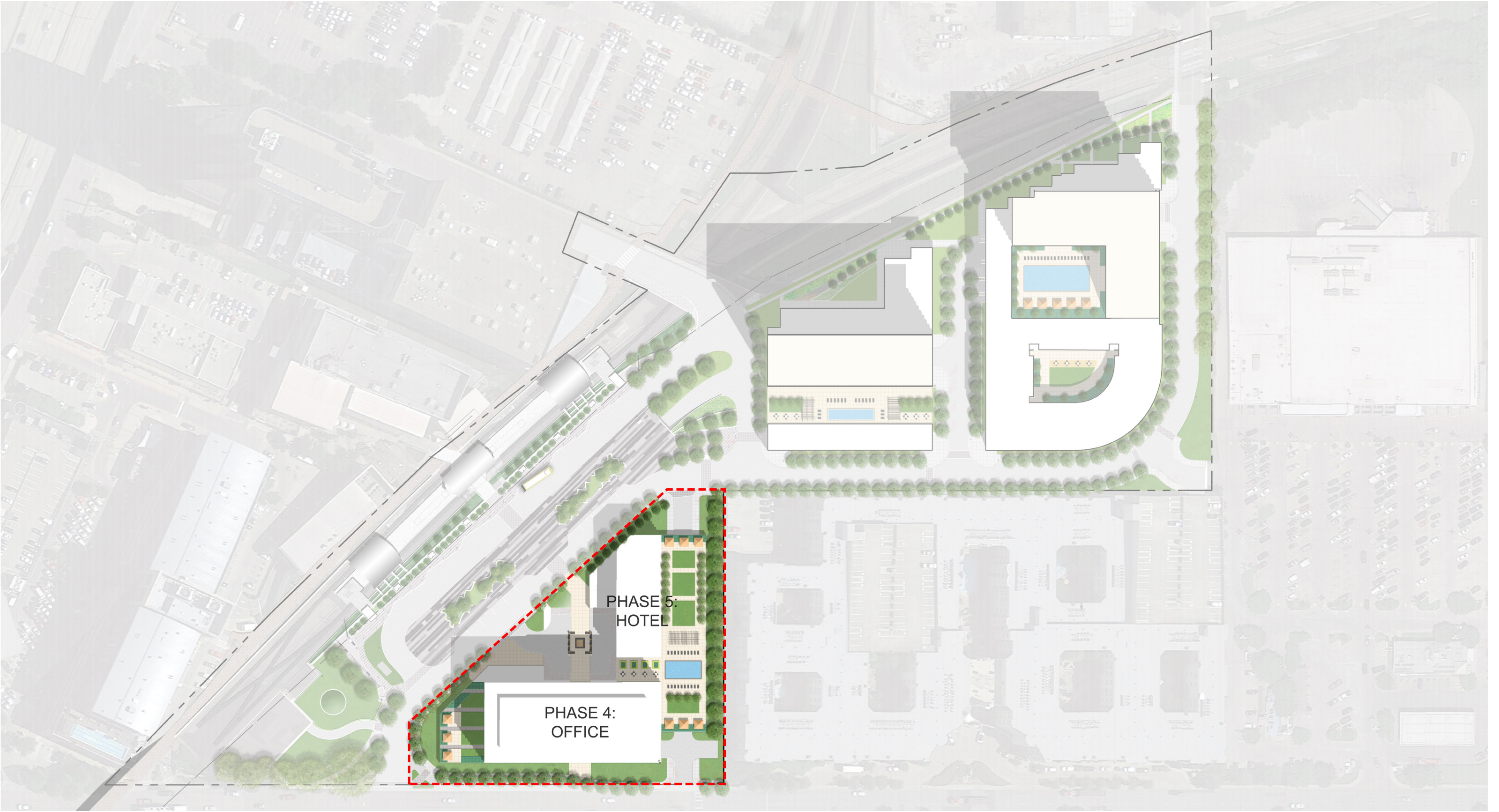
PHASING DIAGRAM - PHASE 3 RESIDENTIAL TOWER II



TCC Mockingbird Station East  
Dallas, Texas







PHASING DIAGRAM - PHASE 4 & 5 OFFICE, RETAIL & HOTEL



TCC Mockingbird Station East  
Dallas, Texas





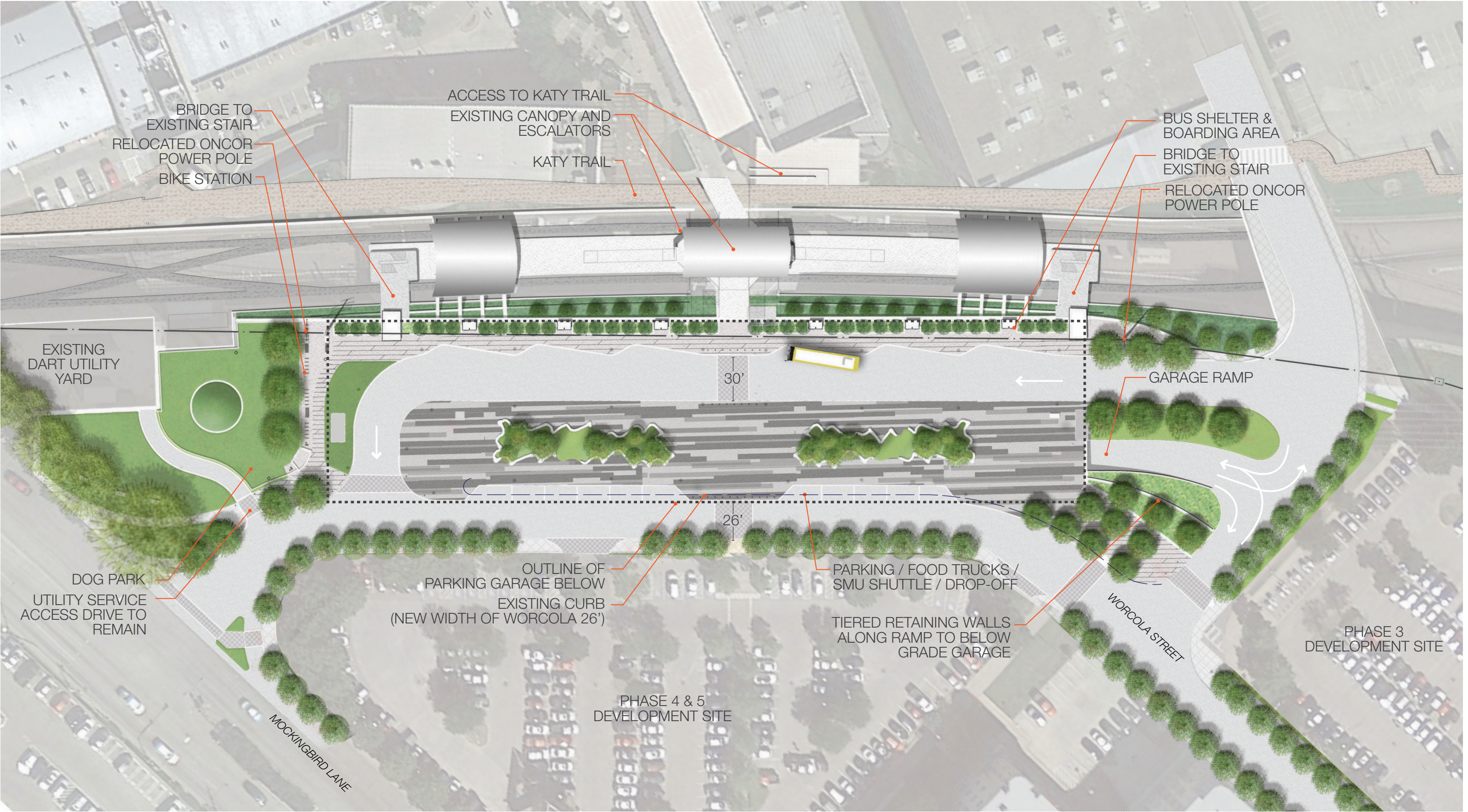


PHASING DIAGRAM - ALL PHASES

TCC Mockingbird Station East  
Dallas, Texas

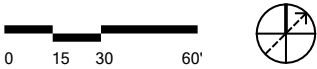




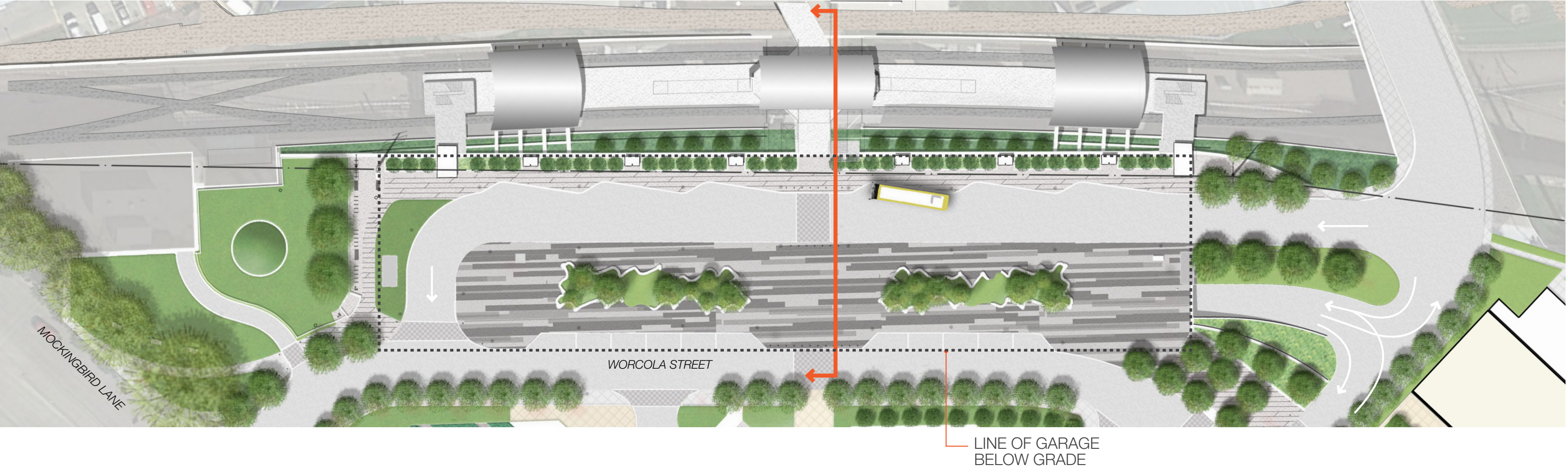
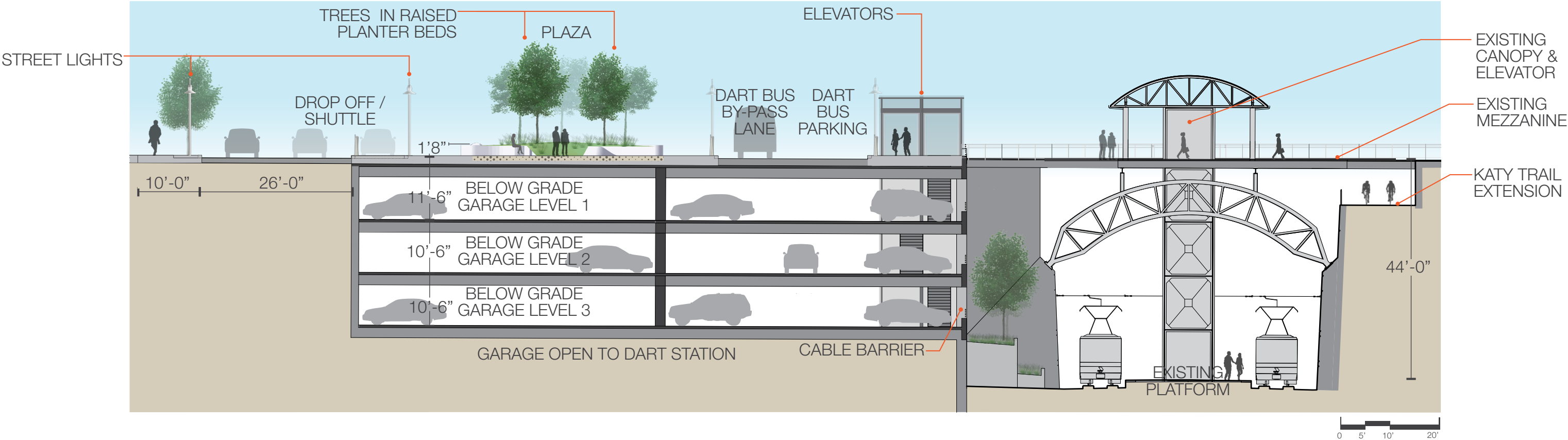


PHASE 1 - RENDERED SITE PLAN

TCC Mockingbird Station East  
Dallas, Texas





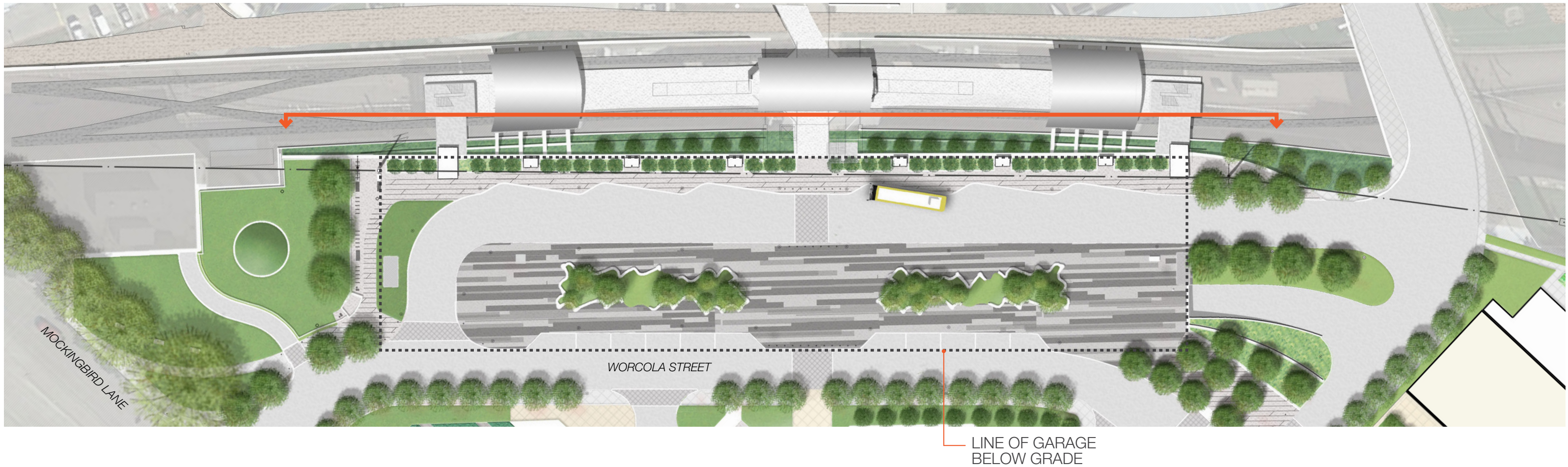
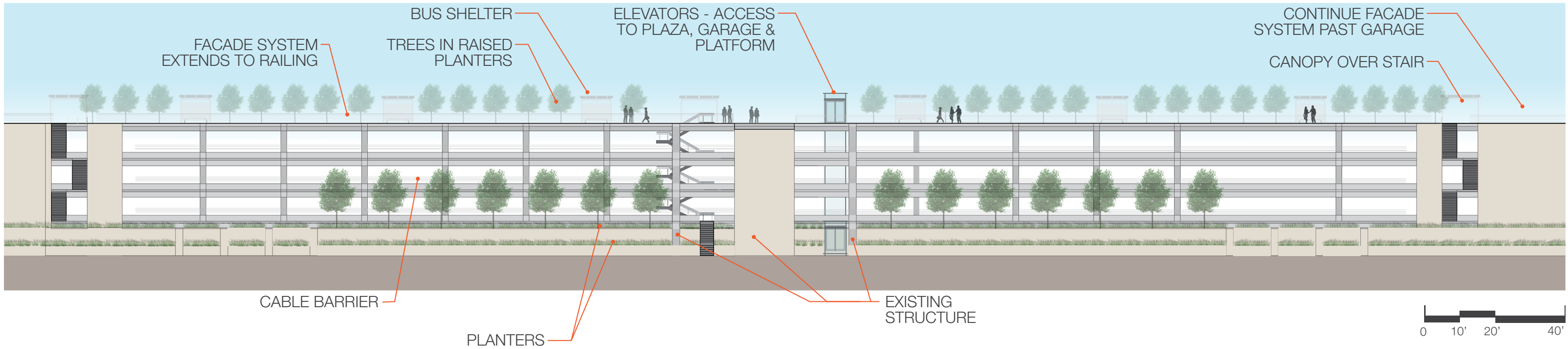


PHASE 1 - BELOW GRADE PARKING STRUCTURE

TCC Mockingbird Station East  
Dallas, Texas







# PHASE 1 - GARAGE FACADE ELEVATION

TCC Mockingbird Station East  
Dallas, Texas





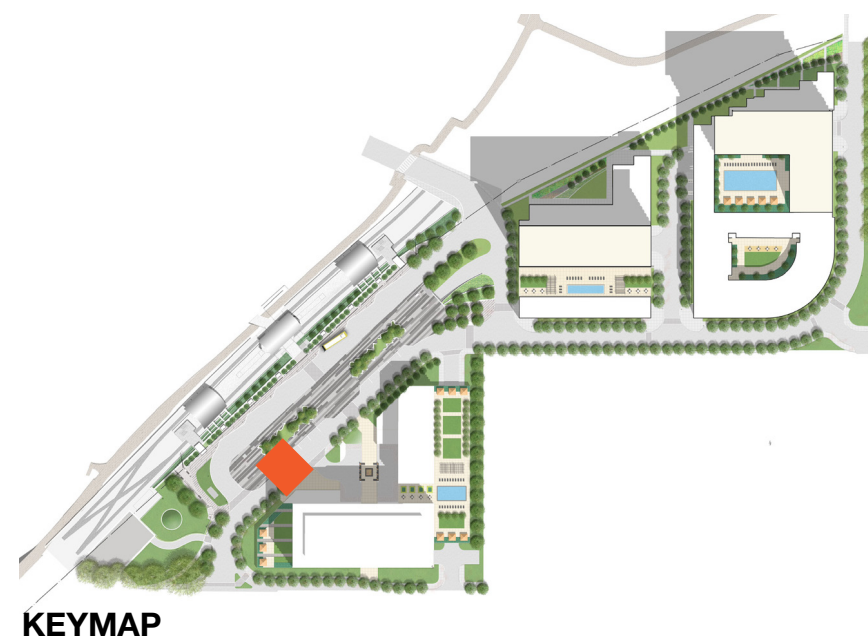
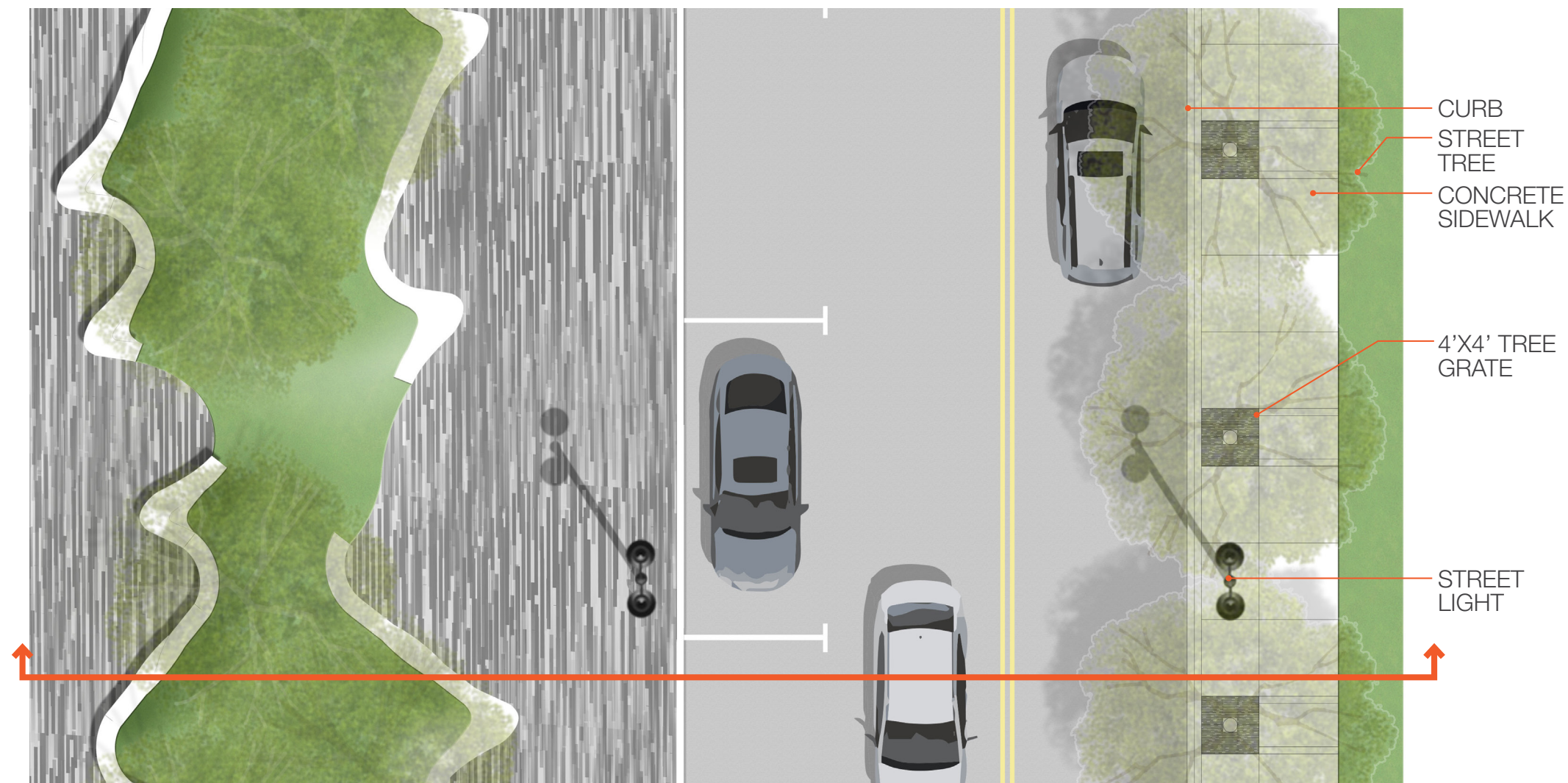
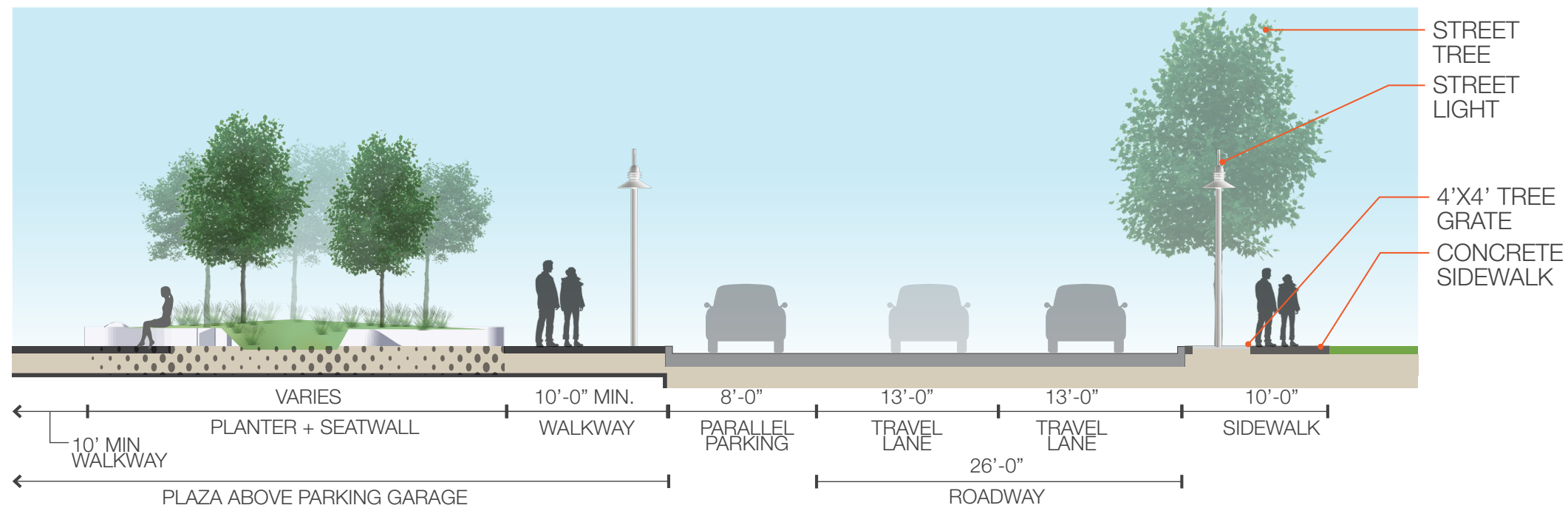


PHASE 1 - BELOW GRADE PARKING STRUCTURE

TCC Mockingbird Station East  
Dallas, Texas

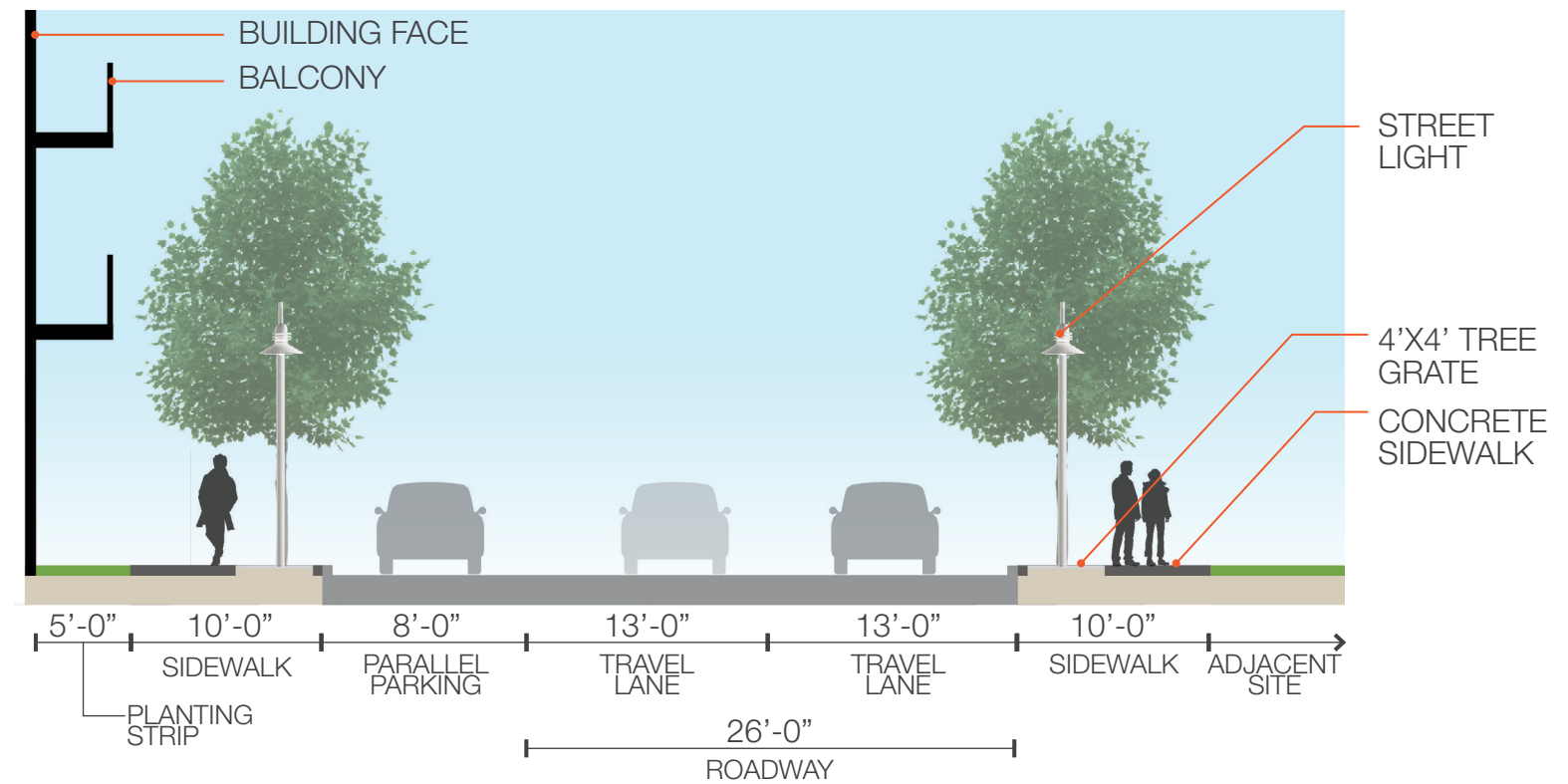
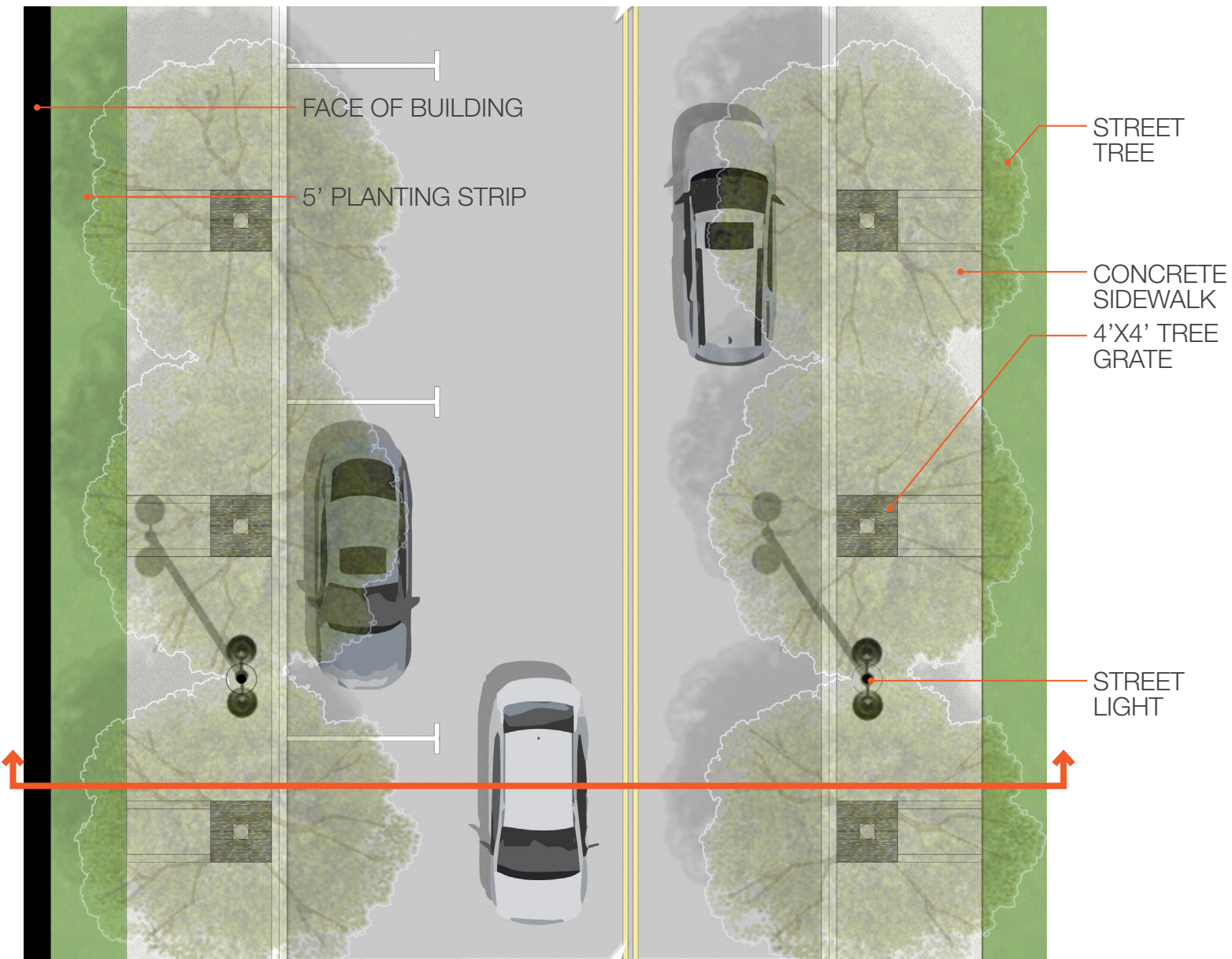






TYPICAL STREETSCAPE AT PLAZA





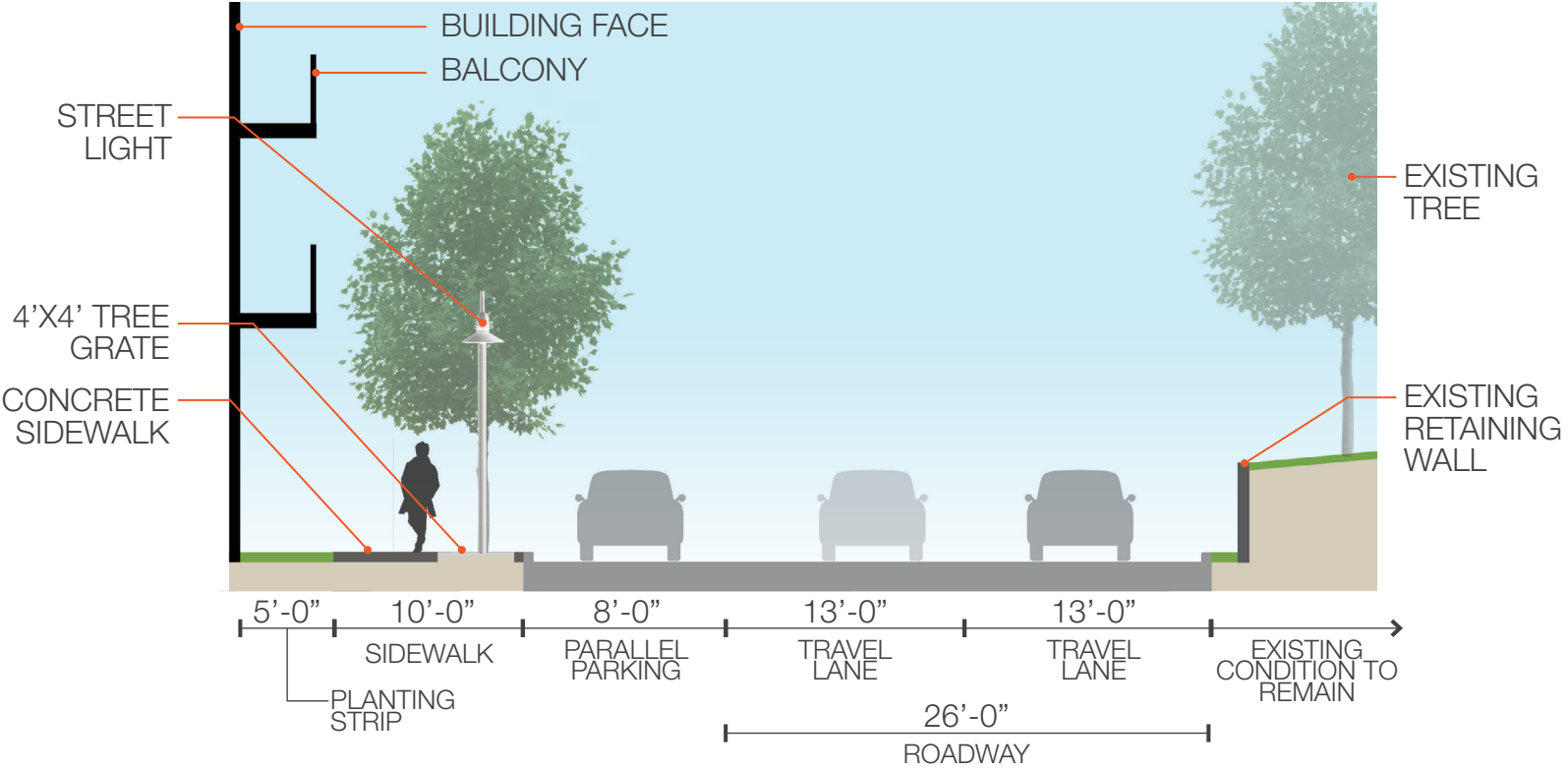
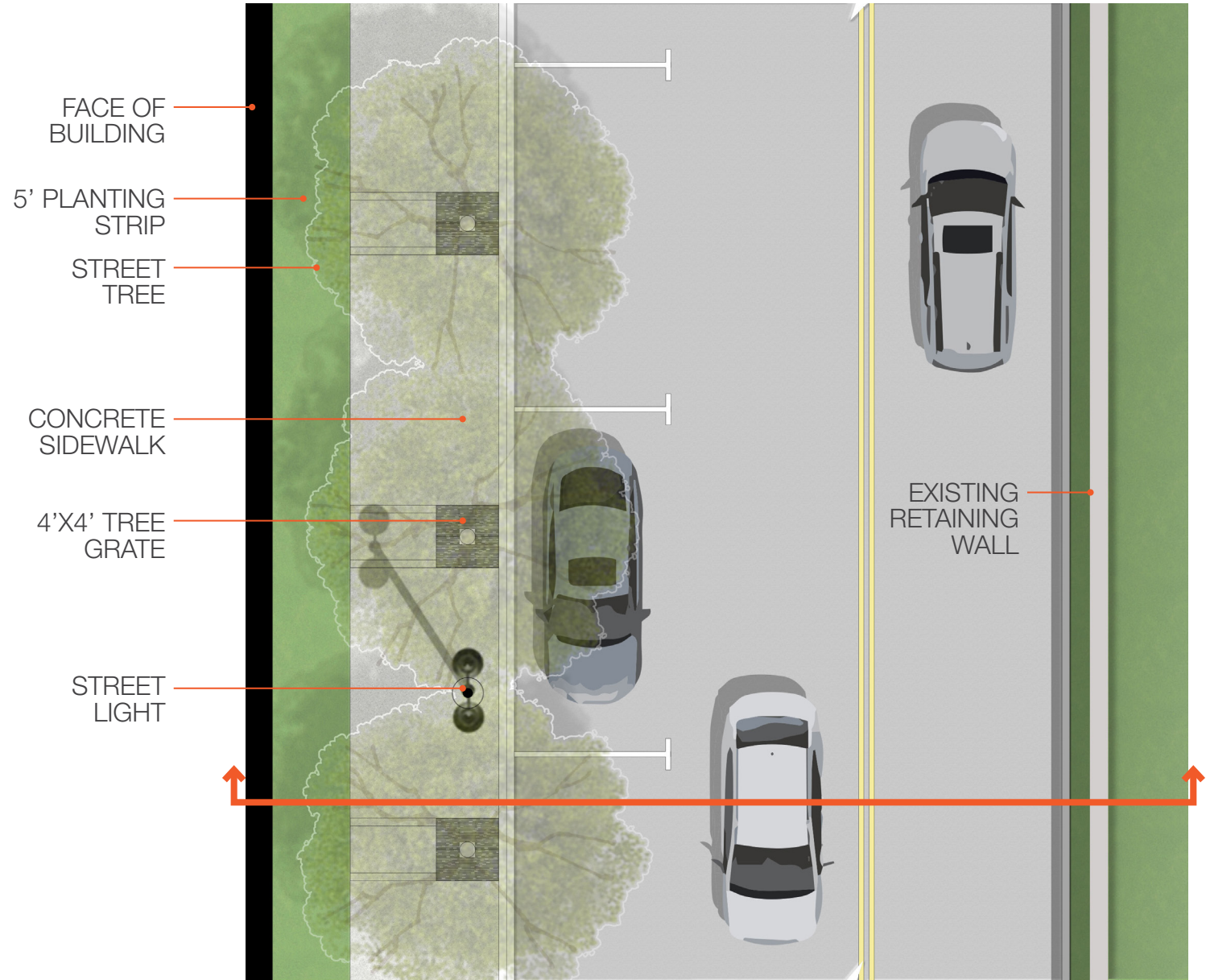
KEYMAP

## TYPICAL STREETSCAPE

TCC Mockingbird Station East  
Dallas, Texas







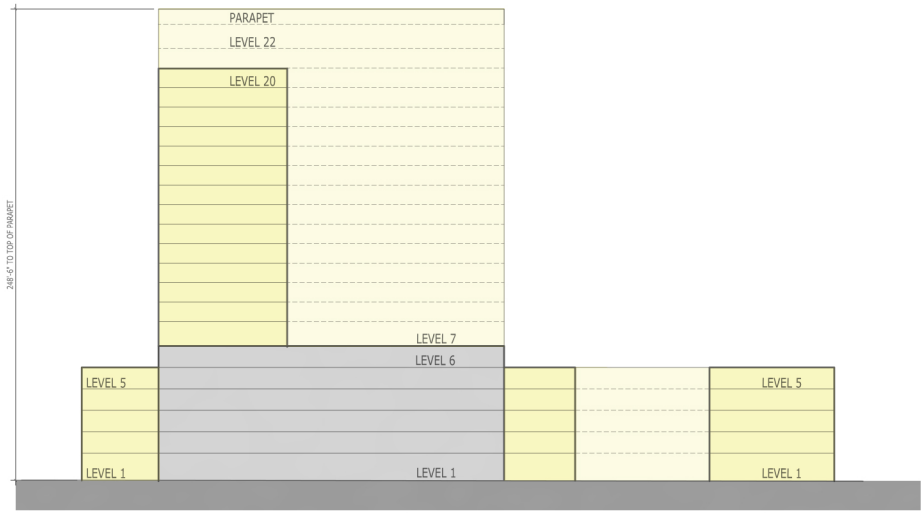
KEYMAP

TYPICAL STREETSCAPE

TCC Mockingbird Station East  
Dallas, Texas



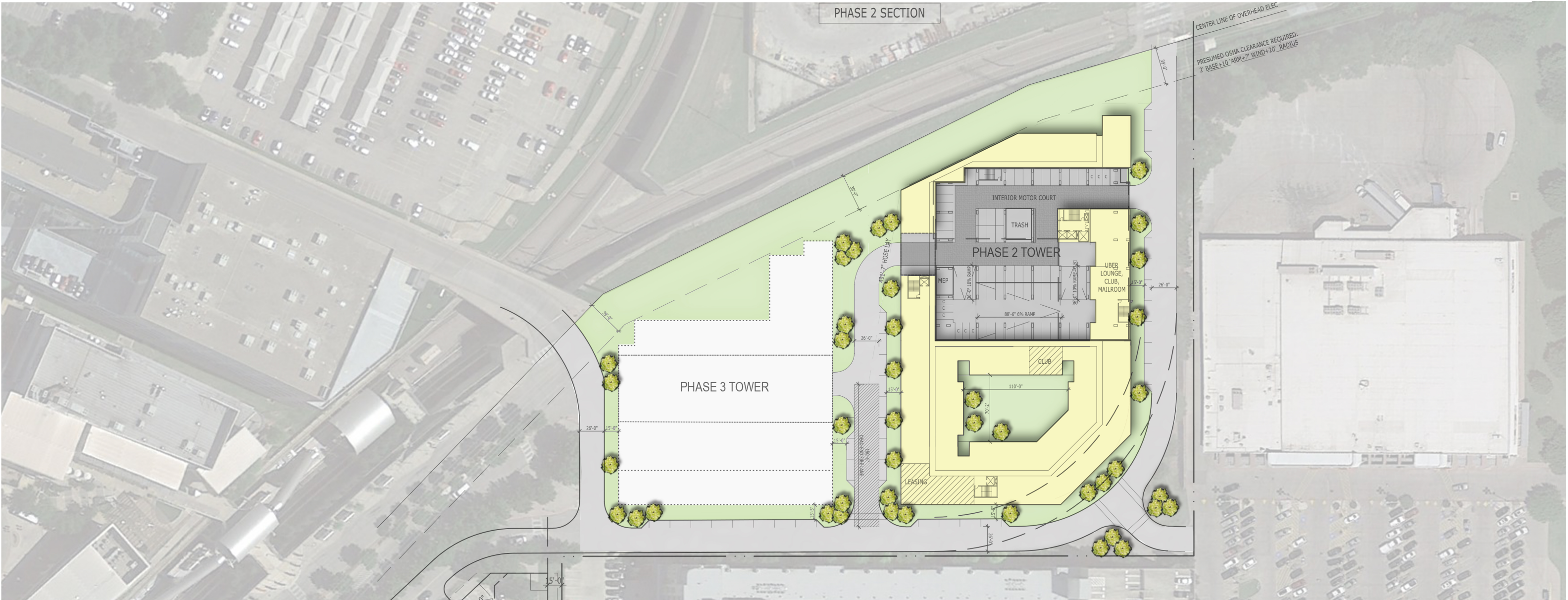




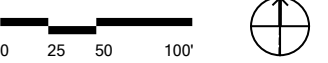
### PHASE 2 TOWER

RES GSF : 515,500 SF  
 WOOD UNITS: 215 UNITS  
 TOWER UNITS: 266 UNITS  
**TOTAL UNITS: 481 UNITS**  
 BEDS: 604 BEDS

GARAGE SF: 237,570 SF  
 TOTAL REQ. PARKING: 604  
 TOTAL PROVIDED PARKING: 604  
 HEIGHT: 248'-6"



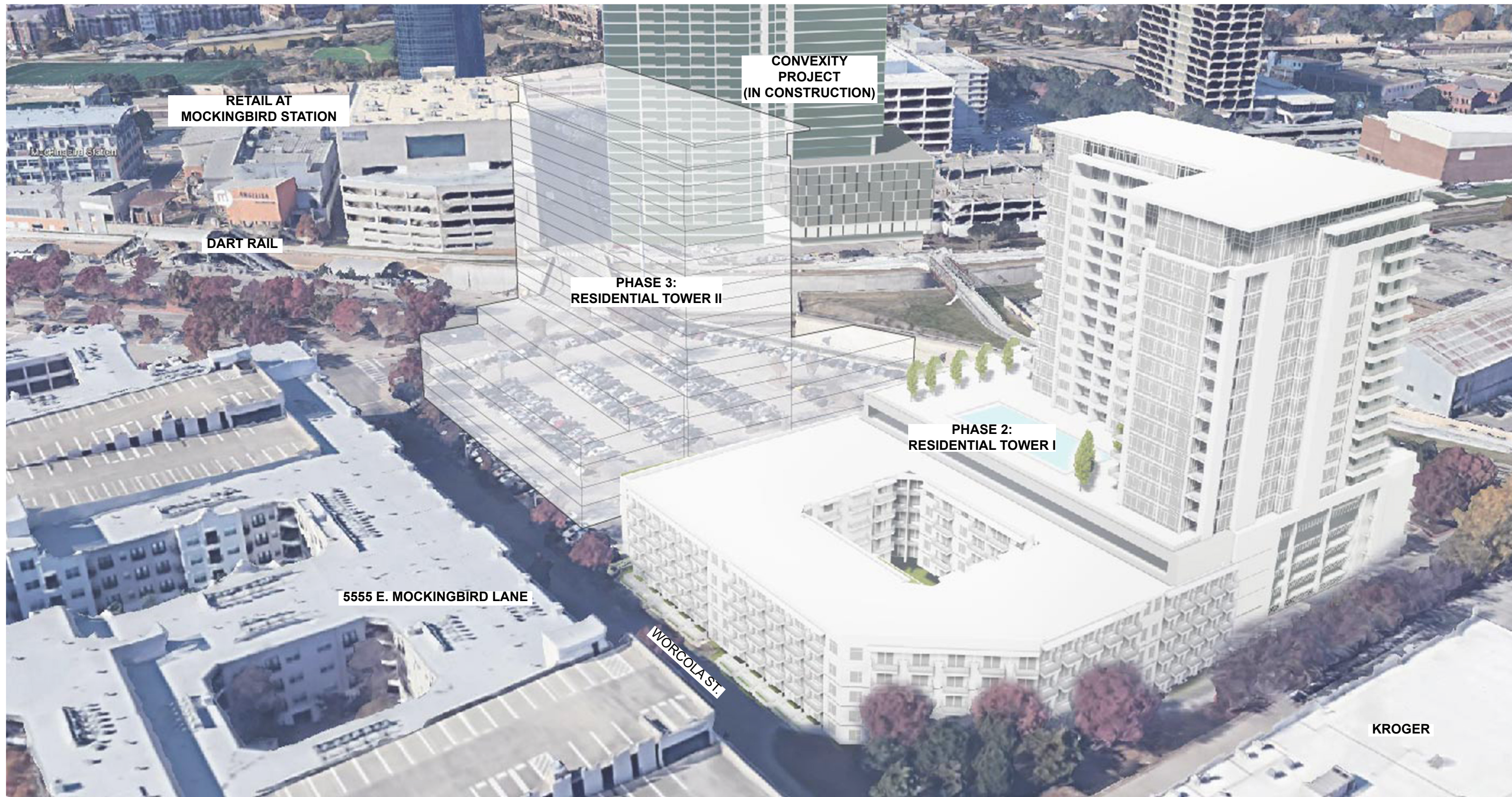
PHASE 2 RESIDENTIAL TOWER I - CONCEPTUAL SITE PLAN



TCC Mockingbird Station East  
 Dallas, Texas







PHASE 2 RESIDENTIAL TOWER I - CONCEPTUAL CONTEXT SITE MASSING

TCC Mockingbird Station East  
 Dallas, Texas







SITE PERSPECTIVE - PHASE 1 DART GARAGE & PHASE 2 RESIDENTIAL TOWER I

TCC Mockingbird Station East  
Dallas, Texas







SITE PERSPECTIVE - PHASE 1 DART GARAGE VIEW FROM BUS DROP OFF

TCC Mockingbird Station East  
Dallas, Texas



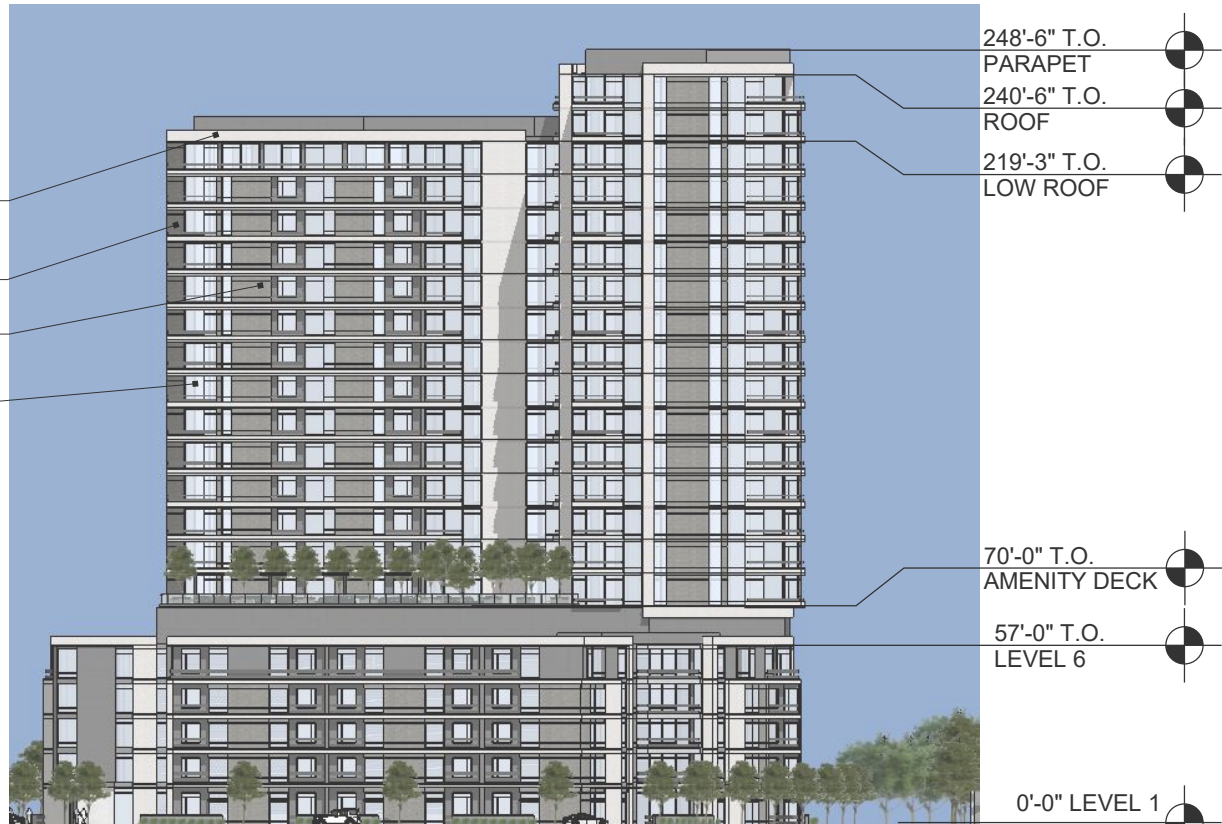


MASONRY  
OR STUCCO

METAL PANEL

MASONRY

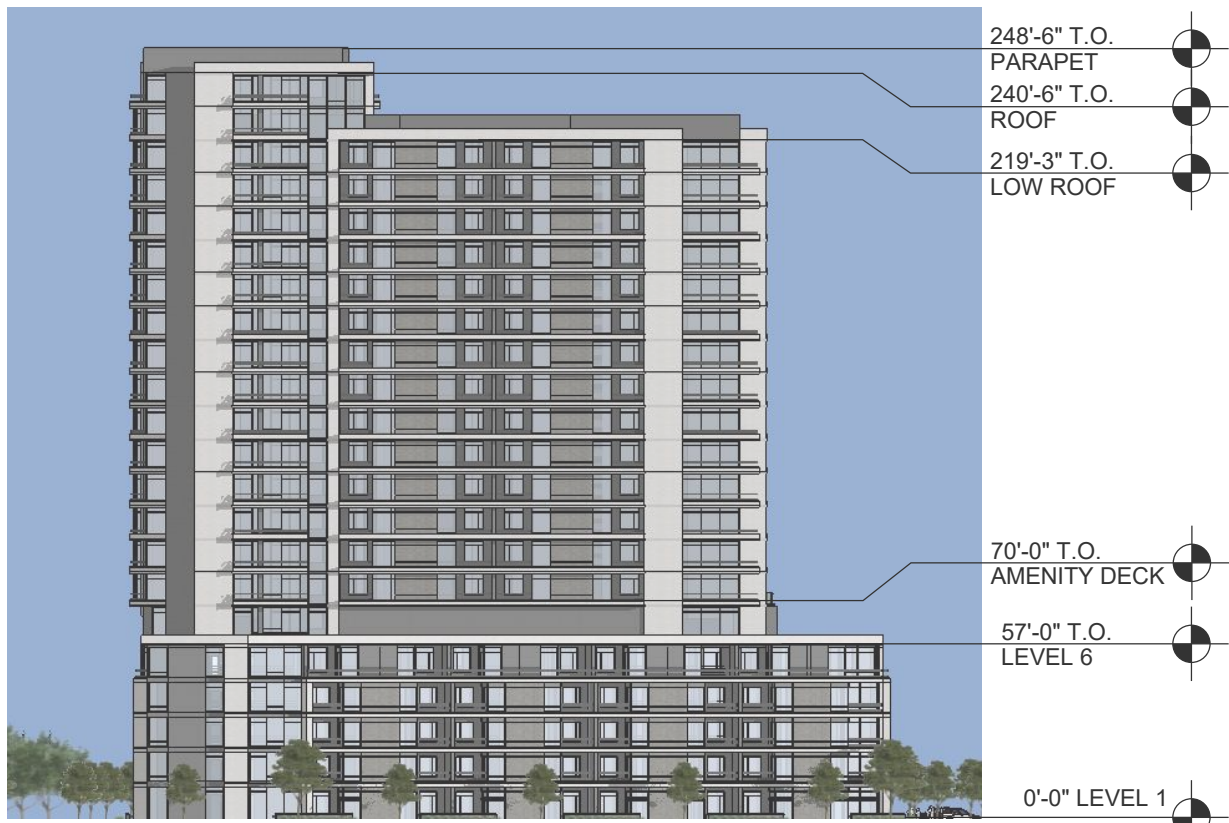
LOW - E  
GLAZING



**4** South Elevation  
Scale: 1" : 60'



**3** East Elevation  
Scale: 1" : 60'



**2** North Elevation  
Scale: 1" : 60'



**1** West Elevation  
Scale: 1" : 60'

PHASE 2 RESIDENTIAL TOWER I ELEVATIONS

TCC Mockingbird Station East  
Dallas, Texas







PHASE 2 RESIDENTIAL TOWER I PERSPECTIVES

TCC Mockingbird Station East  
Dallas, Texas







PHASE 2 RESIDENTIAL TOWER I PERSPECTIVES

TCC Mockingbird Station East  
Dallas, Texas



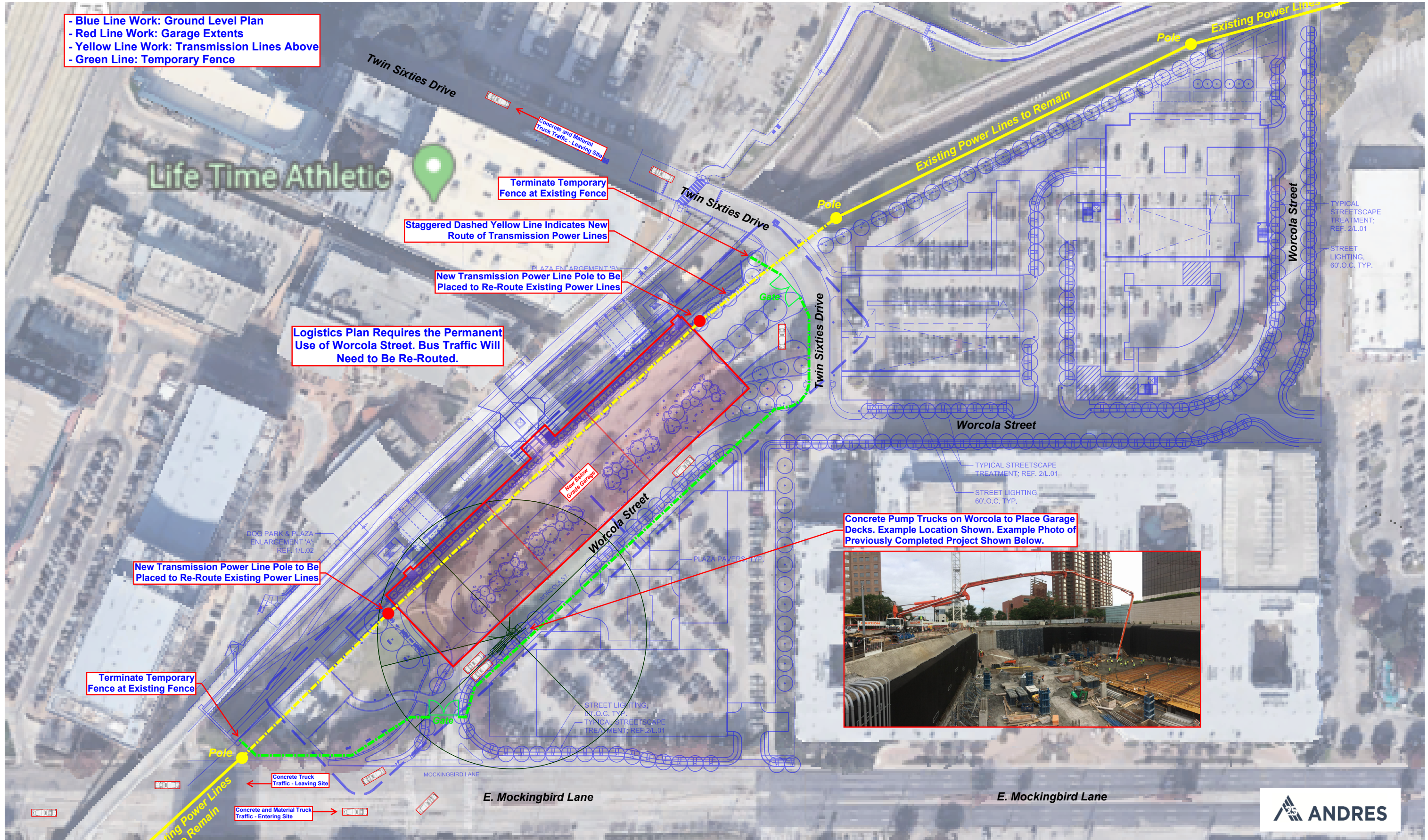




# **MOCKINGBIRD STATION EAST MIXED-USE DEVELOPMENT**

## **APPENDIX**





GROUND LEVEL LOGISTICS

TCC Mockingbird Station East  
Dallas, Texas



## SURVEYORS CERTIFICATE

STATE OF TEXAS  
COUNTY OF DALLAS

NOW, THEREFORE, KNOW ALL MEN BY THESE PRESENTS:

THAT I, Jack L. Lyle, Registered Professional Land Surveyor of Texas, do hereby certify that this plat was prepared from an actual and accurate survey of the land and that the corner monuments shown hereon were properly placed or found in place under my personal supervision in accordance with the platting rules and regulations of the City Plan Commission of the City of Dallas, Texas.

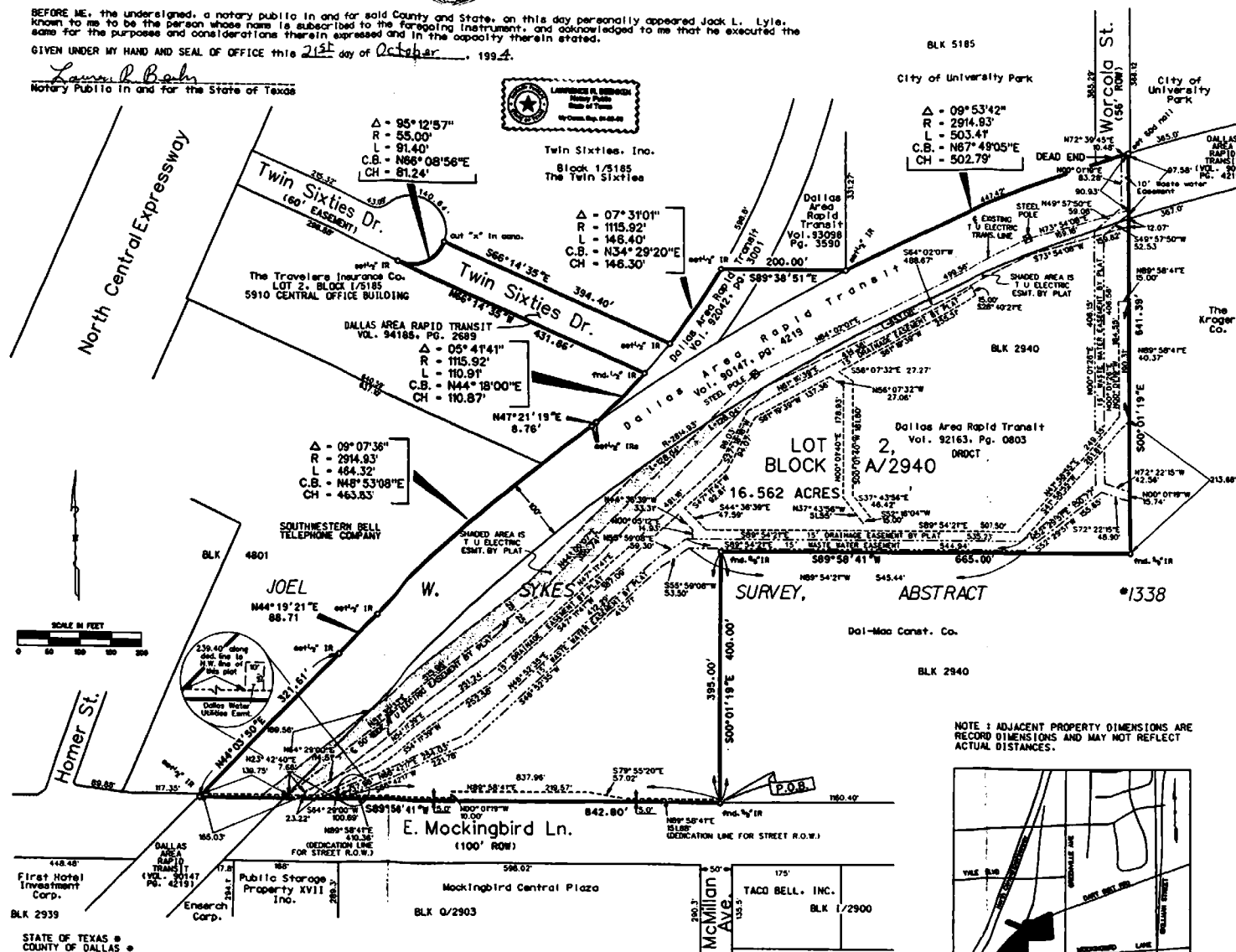
Jack L. Lyle, Registered Professional Land Surveyor No. 2511

STATE OF TEXAS  
COUNTY OF DALLAS

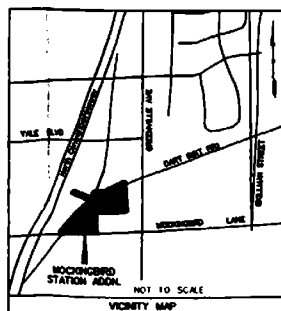
BEFORE ME, the undersigned, a notary public in and for said County and State, on this day personally appeared Jack L. Lyle, known to me to be the person whose name is subscribed to the foregoing instrument, and acknowledged to me that he executed the same for the purposes and considerations therein expressed and in the capacity therein stated.

GIVEN UNDER MY HAND AND SEAL OF OFFICE this 21st day of October, 1994.

Laura R. Bahr  
Notary Public in and for the State of Texas



NOTE: ADJACENT PROPERTY DIMENSIONS ARE RECORD DIMENSIONS AND MAY NOT REFLECT ACTUAL DISTANCES.



## OWNER CERTIFICATE

STATE OF TEXAS  
COUNTY OF DALLAS

WHEREAS, Dallas Area Rapid Transit is the owner of a 16.562 acre tract or parcel of land situated in the Joel W. Sykes Survey, Abstract Number 1338, and in Dallas City Block Numbers 2940, 5185, and 5185, City of Dallas, Dallas County, Texas; and being all of that tract or parcel of land conveyed to the City of Dallas by deed recorded in Volume 92163, Page 0603 of the Deed Records of Dallas County, Texas; and being a portion of those tracts conveyed to Dallas Area Rapid Transit by the City of Dallas as evidenced by deed recorded in Volume 92042, Page 3001 (Tract No. 1 in Attachment 1) and Volume 93098, Page 3550, both of the Deed Records of Dallas County, Texas; and being a portion of those tracts conveyed to Dallas Area Rapid Transit by the MTT Railroad as evidenced by deed recorded in Volume 90147, Page 4219 of the Deed Records of Dallas County, Texas; and being a portion of those tracts particularly described as follows:

BEGINNING at a five-eighths inch iron rod found in place in the north right-of-way line of Mockingbird Lane, a one hundred foot right-of-way, for the east southerly southeast corner of the Dallas Area Rapid Transit tract described in Volume 92163, Page 0603;

THENCE, along said north right-of-way line, South 89 degrees 58 minutes 41 seconds West, at a distance of 705.00 feet passing the southwest corner of said Dallas Area Rapid Transit tract, in all a distance of 842.80 feet to a one-half inch iron rod with plastic cap marked "ABA" set for corner in the northwesterly boundary of the Dallas Area Rapid Transit tract described in Volume 90147, Page 4219, the same being the southeasterly boundary of a 234 square foot parcel of land conveyed to Western Electric by the MTT Railroad as evidenced by deed recorded in Volume 3069, Page 202 of the Deed Records of Dallas County, Texas;

THENCE, along said common boundary, North 44 degrees 03 minutes 50 seconds East a distance of 321.61 feet to a one-half inch iron rod with plastic cap marked "ABA" set;

THENCE, continuing along said common boundary, North 44 degrees 19 minutes 21 seconds East a distance of 88.71 feet to a one-half inch iron rod with plastic cap marked "ABA" set for corner of the northerly corner of said 234 square foot parcel of land, said parcel being in the curving southeasterly line of that parcel of land conveyed to Western Electric as evidenced by deed recorded in Volume 2928, Page 89 of the Deed Records of Dallas County, Texas;

THENCE, along said curving southeasterly line and along the curving southeasterly line of that tract of land conveyed to Western Electric as evidenced by deed recorded in Volume 3681, Page 49 and along the curving southeasterly line of the 5910 Central Office Building Addition, on addition to the City of Dallas as evidenced by plat recorded in Volume 94085, Page 2056 of the Deed Records of Dallas County, Texas; along a curve to the right having a radius of 2914.93 feet, through a central angle of 09 degrees 07 minutes 52 seconds, at a distance of 484.32 feet (chord bears North 44 degrees 03 minutes 50 seconds East and is 463.83 feet in length) to a one-half inch iron rod with plastic cap marked "ABA" set for the most southerly corner of that tract of land conveyed to Dallas Area Rapid Transit described in Volume 92042, Page 3001;

THENCE, departing the northwesterly line of the Dallas Area Rapid Transit tract described in Volume 90147, Page 4219 with the northwesterly line of the Dallas Area Rapid Transit tract described in Volume 92042, Page 3001, and along the southeasterly line of the aforementioned 5910 Central Office Building Addition, North 47 degrees 21 minutes 19 seconds East a distance of 8.76 feet to a one-half inch iron rod with plastic cap marked "ABA" set for the beginning of a curve to the left having a radius of 1115.92 feet;

THENCE, continuing along said common line and along said curve, through a central angle of 05 degrees 41 minutes 41 seconds, an arc distance of 110.51 feet (chord bears North 44 degrees 03 minutes 50 seconds East and is 110.87 feet in length) to a one-half inch iron rod found for the most easterly corner of said addition, the same being the most southerly corner of the Twin Sixties, an addition to the City of Dallas as evidenced by plat recorded in Volume 85088, Page 1579 of the Deed Records of Dallas County, Texas; the same being the southeasterly corner of the Dallas Area Rapid Transit tract (Vol. 94185, Pg. 2689);

THENCE, along the southeasterly boundary of the Twin Sixties and the southeasterly line of said Dallas Area Rapid Transit tract (Vol. 94185, Pg. 2689), North 66 degrees 14 minutes 36 seconds West a distance of 431.86 feet to a one-half inch iron rod with plastic cap marked "ABA" set at the beginning of a curve to the left having a radius of 55.00 feet in the common line between the southeasterly line of the Twin Sixties Drive shown on the aforementioned plat of the Twin Sixties and said Dallas Area Rapid Transit tract (Vol. 94185, Pg. 2689);

THENCE, along said common line and along said curve, through a central angle of 35 degrees 12 minutes 57 seconds, an arc distance of 91.40 feet (chord bears North 66 degrees 08 minutes 56 seconds East and is 81.24 feet in length) to an "x" out in concrete set for the northwesterly corner of said Dallas Area Rapid Transit tract (Vol. 94185, Pg. 2689);

THENCE, along the northwesterly line of the Dallas Area Rapid Transit tract (Vol. 94185, Pg. 2689), South 66 degrees 14 minutes 36 seconds East a distance of 394.40 feet to a one-half inch iron rod with plastic cap marked "ABA" set in the curving southeasterly line of the Twin Sixties, the same being the northwesterly corner of the Dallas Area Rapid Transit tract (Vol. 94185, Pg. 2689), the same being the northwesterly line of the Dallas Area Rapid Transit tract described in Volume 92042, Page 3001;

THENCE, along said common line and along a curve to the left having a radius of 1115.92 feet, through a central angle of 07 degrees 31 minutes 01 seconds, an arc distance of 146.40 feet (chord bears North 34 degrees 29 minutes 20 seconds East and is 146.30 feet in length) to a one-half inch iron rod with plastic cap marked "ABA" set;

THENCE, departing said common line, South 89 degrees 58 minutes 41 seconds East a distance of 200.00 feet to a one-half inch iron rod with plastic cap marked "ABA" set for corner of the northwesterly corner of said Dallas Area Rapid Transit tract (Vol. 94185, Pg. 2689), said iron rod being in the curving northerly line of the Dallas Area Rapid Transit tract described in Volume 90147, Page 4219;

THENCE, along the common line between the Dallas Area Rapid Transit and the City of University Park tracts, along a curve to the right having a radius of 2914.93 feet, through a central angle of 09 degrees 07 minutes 52 seconds, an arc distance of 483.41 feet (chord bears North 67 degrees 43 minutes 05 seconds East and is 502.79 feet in length) to a 50 foot wide right-of-way, for the southeast corner of that tract of land conveyed to the City of University Park as evidenced by deed recorded in Volume 15020, Page 647 of the Deed Records of Dallas County, Texas;

THENCE, departing the northerly line of said Dallas Area Rapid Transit tract, South 00 degrees 01 minute 19 seconds East, at a distance of 104.82 feet passing a five-eighths inch iron rod found in place in the southerly line of said Dallas Area Rapid Transit tract for the northeast corner of the Dallas Area Rapid Transit tract described in Volume 92163, Page 0603, in all a distance of 641.39 feet to a five-eighths inch iron rod found in place for the most easterly southeast corner of the Dallas Area Rapid Transit tract described in Volume 92163, Page 0603;

THENCE, continuing along the boundary of said Dallas Area Rapid Transit tract, South 89 degrees 58 minutes 41 seconds West a distance of 665.00 feet to a five-eighths inch iron rod found in place at the southeast reentrant corner of said tract;

THENCE, continuing along the boundary of said Dallas Area Rapid Transit tract, South 00 degrees 01 minute 19 seconds East a distance of 400.00 feet to the PLACE OF BEGINNING;

CONTAINING 16.562 acres of land, more or less.

NOW, THEREFORE, KNOW ALL MEN BY THESE PRESENTS:

That Dallas Area Rapid Transit does hereby adopt this plat designating the herein above described property as MOCKINGBIRD STATION ADDITION, an addition to the City of Dallas, Texas. The easements shown hereon are hereby reserved for the purposes indicated. The utility and fire line easements shall be subject to the public fire and police utility collection agencies and all public and private utilities for each particular use. The maintenance of paving on the utility and fire line easements is the responsibility of the property owner. No buildings, fences, trees, shrubs or other improvements or growths shall be constructed, reconstructed or placed upon, over or across the easements as shown. Solid easements are hereby reserved for the mutual use and accommodation of all public utility shall have the right to remove and keep removed all or parts of any building, fences, trees, shrubs or interfere with the construction, maintenance or efficiency of its respective system on the easements, and all public utilities shall at all times have the full right of ingress and egress to or from upon the solid easements for the purpose of constructing, reconstructing, inspecting, patrolling, maintaining and adding to or removing all or parts of its respective systems without the necessity of any time of procuring the permission of anyone. (Any public utility shall have the right of ingress and egress to private property for the purpose of reading meters and any maintenance or service required or ordinarily performed by that utility).

Water main and wastewater easements shall also include additional area of working space for construction and maintenance of the systems. Additional easement area is also conveyed for installation and maintenance of manholes, cleanouts, fire hydrants, water services and wastewater services from the main to the curb or pavement line, and description of such additional easements herein granted shall be determined by their location as indicated.

This plat approved subject to all platting ordinances, rules, regulations and resolutions of the City of Dallas, Texas.

WITNESS, my hand at Dallas, Texas, this 26th day of October, 1994.

Dallas Area Rapid Transit  
Albert Hall, Assistant Director of Real Estate for Dallas Area Rapid Transit

## Revision History

2-17-94 REVISED LOCATION OF DRAINAGE EASEMENT  
5-23-94 ADDED DALLAS WATER UTILITIES EASEMENT  
10-17-94 REVISED DEDICATION TEXT

94246 02669

94246 02670

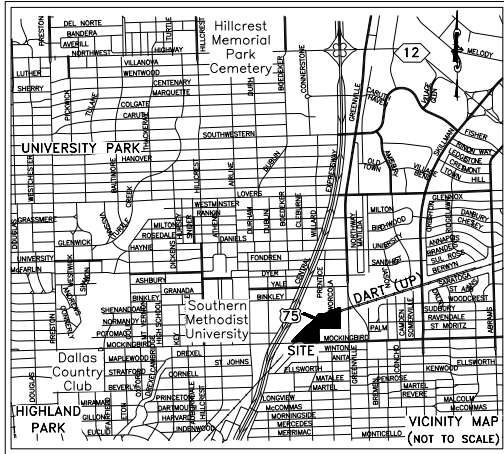
OWNER:  
DALLAS AREA RAPID TRANSIT  
1401 PACIFIC AVENUE  
DALLAS, TEXAS 75266  
214-749-3278

SURVEYOR:  
ARREDONDO, BRUNZ & ASSOC., INC.  
11355 MCCREE ROAD  
DALLAS, TEXAS 75238  
214-341-9900

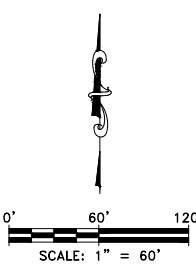
FINAL PLAT OF  
**MOCKINGBIRD STATION ADDITION**  
**LOT 2, BLOCK A/2940**  
DALLAS CITY BLOCK NO.'s 2940, 5185 & 1/5185  
JOEL W. SYKES SURVEY - ABSTRACT NO. 1338  
CITY OF DALLAS, TEXAS  
94246 02670

CITY PLAN FILE NO. S934-022  
Scale: 1" = 100'  
Date: October 22, 1994  
Drawn by: DRH  
Designed by:  
Checked by: JLL  
Drawing Name: M94246.DGN  
Sheet No. 1 of 1  
94246 02672

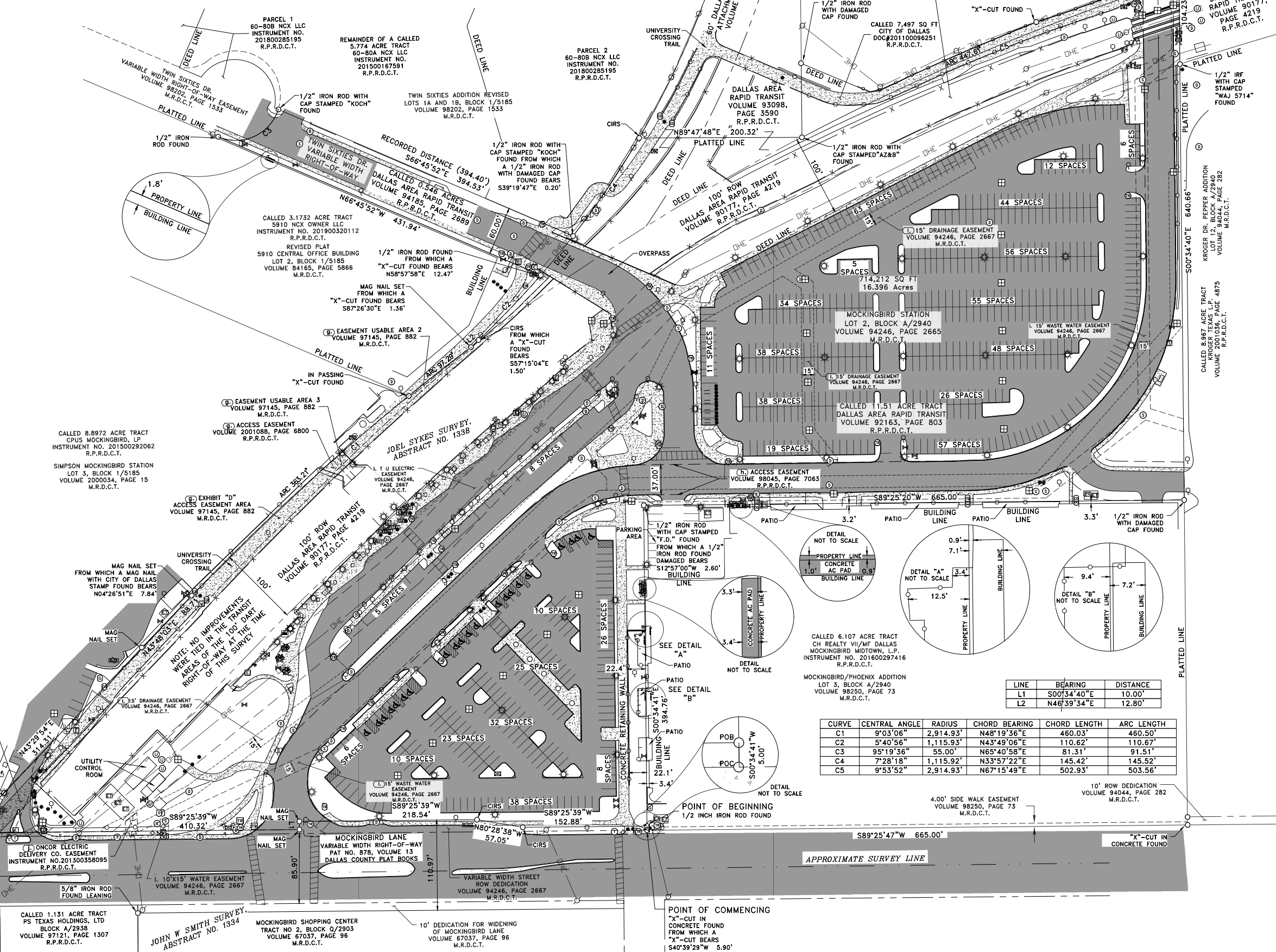




- LEGEND**
- | SYMBOL   | DESCRIPTION  |
|----------|--|
| [Symbol] | ELECTRIC PULL BOX  |
| [Symbol] | GUY ANCHOR   |
| [Symbol] | POWER POLE   |
| [Symbol] | ELECTRIC CONDUIT   |
| [Symbol] | LIGHT POLE   |
| [Symbol] | PATHWAY LIGHT  |
| [Symbol] | ELECTRIC CONTROLLER  |
| [Symbol] | AIR CONDITIONER  |
| [Symbol] | ELECTRIC MANHOLE   |
| [Symbol] | TRANSFORMER  |
| [Symbol] | ELECTRIC VAULT   |
| [Symbol] | TELEPHONE PEDESTAL   |
| [Symbol] | TELEPHONE MANHOLE  |
| [Symbol] | TELEPHONE VAULT  |
| [Symbol] | GAS METER  |
| [Symbol] | SEWER MANHOLE  |
| [Symbol] | SANITARY SEWER CLEANOUT  |
| [Symbol] | STORM DRAIN MANHOLE  |
| [Symbol] | GRATE INLET  |
| [Symbol] | FIRE DEPT. CONNECTION  |
| [Symbol] | FIRE HYDRANT   |
| [Symbol] | WATER METER  |
| [Symbol] | IRRIGATION CONTROL VALVE                                       |
| [Symbol] | WATER VALVE  |
| [Symbol] | UNKNOWN MANHOLE  |
| [Symbol] | TRAFFIC PULL BOX   |
| [Symbol] | TRAFFIC SIGN   |
| [Symbol] | TRAFFIC SIGNAL POLE  |
| [Symbol] | TRAFFIC SIGNAL BOX SIGN  |
| [Symbol] | MISC SIGN  |
| [Symbol] | BILLBOARD SIGN   |
| [Symbol] | HANDICAP PARKING   |
| [Symbol] | RR SIGNAL POST   |
| [Symbol] | BIKE RACK  |
| [Symbol] | FLAG POLE  |
| [Symbol] | PARK BENCH WITH CANOPY   |
| [Symbol] | PARK BENCH WITHOUT CANOPY                                      |
| [Symbol] | BOLLARD  |
| [Symbol] | GATE ENDS  |
| [Symbol] | SURVEY MONUMENT AS DESCRIBED ON MAP                            |
| [Symbol] | OVERHEAD ELECTRIC LINE   |
| [Symbol] | FENCE LINE   |
| [Symbol] | FIRE LANE  |
| [Symbol] | RETAINING WALL   |
| [Symbol] | HAND RAIL  |
| [Symbol] | MAP RECORDS, DALLAS COUNTY, TEXAS                              |
| [Symbol] | REAL PROPERTY RECORDS, DALLAS COUNTY, TEXAS                    |
| [Symbol] | MAG NAIL SET   |
| [Symbol] | MAG NAIL WITH SHINER STAMPED "JACOBS" SET                      |
| [Symbol] | 5/8 INCH IRON ROD WITH YELLOW PLASTIC CAP STAMPED "JACOBS" SET |



- GENERAL NOTES:
1. BEARING BASIS BEING GRID NORTH, TEXAS STATE PLANE COORDINATES, NORTH CENTRAL ZONE, NAD83 (2011) EPOCH 2010, DETERMINED BY GPS OBSERVATIONS, CALCULATED FROM DENTON CORRS ARP (PID-DF8986) AND ARLINGTON RRP CORRS ARP (PID-DF5387). ALL DISTANCES AND COORDINATES SHOWN ARE SURFACE WITH A GRID TO GROUND SCALE FACTOR OF 1.0001356060 EXACTLY. DISTANCES ARE SURFACE.
  2. THIS DOCUMENT RELIED SOLELY UPON TITLE COMMITMENT PROVIDED BY FIRST AMERICAN TITLE INSURANCE COMPANY, OF NO. 1002-281433-RTT, WITH AN EFFECTIVE DATE OF JANUARY 15, 2020, ISSUED JANUARY 28, 2020.
  3. SUBJECT PROPERTY APPEAR TO LOCATED IN ZONE X AS SHOWN IN FEDERAL EMERGENCY MANAGEMENT AGENCY FLOOD INSURANCE RATE MAP NO. 4813C0335K, REVISED JULY 7, 2014.
  4. THE TERM "CERTIFY" OR "CERTIFICATE" AS SHOWN AND USED HEREON INDICATES AN EXPRESSION OF PROFESSIONAL OPINION REGARDING THE FACTS OF THE SURVEY AND DOES NOT CONSTITUTE A WARRANTY, EITHER EXPRESSED OR IMPLIED, AND IS ADDRESSED EXCLUSIVELY TO THE PARTIES NAMED HEREON AND ANY OTHER PARTIES INVOLVED IN THE TRANSACTION
  5. ALL CORNERS ARE AS DESCRIBED ON MAP.
  6. THE SUBJECT PROPERTY IS LOCATED ALONG THE NORTH RIGHT-OF-WAY LINE OF MOCKINGBIRD LANE.
  7. THIS PROPERTY HAS DIRECT ACCESS FROM MOCKINGBIRD LANE, A VARIABLE WIDTH RIGHT-OF-WAY, AND TWIN SIXTIES DRIVE, A VARIABLE WIDTH RIGHT-OF-WAY EASEMENT.
  8. THERE IS NO OBSERVED EVIDENCE OF THE SITE BEING USED AS A SOLID WASTE DUMP, SUMP OR SANITARY LANDFILL.
  9. SUBJECT PROPERTY IS ZONED "MU-3" (MIXED USE-3) PER CITY OF DALLAS ZONING ORDINANCE NUMBER 19455, EFFECTIVE 1/11/2017.
  10. NO IMPROVEMENTS WERE TIED IN THE MOVING AREAS OF THE 100' DART RIGHT-OF-WAY AT THE TIME OF THIS SURVEY.
  11. THERE ARE 724 PARKING SPACES AND OF WHICH 21 SPACES ARE DESIGNATED FOR HANDICAP.
  12. NO ADDRESS WAS PROVIDED OR OBTAINED DURING THIS SURVEY.



LINE	BEARING	DISTANCE
L1	S00°34'40"E	10.00'
L2	N46°39'34"E	12.80'

CURVE	CENTRAL ANGLE	RADIUS	CHORD BEARING	CHORD LENGTH	ARC LENGTH
C1	9°03'06"	2,914.93'	N48°19'36"E	460.03'	460.50'
C2	5°40'56"	1,115.93'	N43°49'06"E	110.62'	110.67'
C3	95°19'36"	55.00'	N65°40'58"E	81.31'	91.51'
C4	7°28'18"	1,115.92'	N33°57'22"E	145.42'	145.52'
C5	9°53'52"	2,914.93'	N67°15'49"E	502.93'	503.56'

ALTA/NSPS LAND TITLE SURVEY  
16.396 ACRES  
SITUATED IN JOEL SYKES SURVEY, ABSTRACT NO. 1338,  
CITY OF DALLAS, DALLAS COUNTY, TEXAS



ORIGINAL  
MOCKING BIRD  
station

STATE OF TEXAS  
COUNTY OF DALLAS  
I hereby certify that the foregoing is a true and correct copy of the original as the same appears on file in the office of the County Clerk of Dallas County, Texas.  
DEC 22 1994  
E. J. Bink  
COUNTY CLERK, Dallas County, Texas  
CERTIFICATE OF APPROVAL  
BEN CLARK JR.  
Chairman of the City Planning Commission of the City of Dallas, State of Texas, hereby certifies that the attached plan was approved by the City Planning Commission of the City of Dallas, Texas, on the 19th day of December, A.D. 1994.  
E. J. Bink  
City Planning Commission  
Dallas, Texas  
Attorney  
[Signature]

FILED  
94 DEC 22 PM 3:38  
FALL RIVER  
COUNTY CLERK  
DALLAS COUNTY

RECEIVED  
DEC 20 1994  
C

S 934-022  
94246 02673



10. THE FOLLOWING MATTERS AND ALL TERMS OF THE DOCUMENTS CREATING OR OFFERING EVIDENCE OF THE MATTERS:

- g. EASEMENT GRANTED TO DALLAS POWER & LIGHT COMPANY, FILED 07/17/1963, RECORDED IN VOLUME 108, PAGE 1614, REAL PROPERTY RECORDS, DALLAS COUNTY, TEXAS.  
(DOES NOT AFFECTS SUBJECT TRACT)
- f. EASEMENT GRANTED TO CITY OF DALLAS, FILED 06/18/1985, RECORDED IN VOLUME 85119, PAGE 4569, REAL PROPERTY RECORDS, DALLAS COUNTY, TEXAS.  
(DOES NOT AFFECTS SUBJECT TRACT)
- g. TERMS, PROVISIONS, CONDITIONS, AND EASEMENTS CONTAINED IN CONSTRUCTION AND NON-EXCLUSIVE RECIPROCAL ACCESS EASEMENT AGREEMENT, DATED 07/25/1997, FILED 07/25/1997, RECORDED IN VOLUME 97145, PAGE 882, REAL PROPERTY RECORDS, DALLAS COUNTY, TEXAS. TOGETHER WITH AND AS AFFECTED BY ASSIGNMENT OF CONSTRUCTION AND NON-EXCLUSIVE RECIPROCAL ACCESS EASEMENT AGREEMENT, DATED 07/25/1997, FILED 07/25/1997, RECORDED IN VOLUME 97145, PAGE 917, REAL PROPERTY RECORDS, DALLAS COUNTY, TEXAS. TOGETHER WITH AND AS AFFECTED BY AMENDMENT AND MODIFICATION OF CONSTRUCTION AND NON-EXCLUSIVE RECIPROCAL ACCESS EASEMENT AGREEMENT, DATED 09/26/2000, FILED 10/10/2000, RECORDED IN VOLUME 2000197, PAGE 4497, REAL PROPERTY RECORDS, DALLAS COUNTY, TEXAS; REFILED 05/04/2001, RECORDED IN VOLUME 2001088, PAGE 6800, REAL PROPERTY RECORDS, DALLAS COUNTY, TEXAS.  
(AFFECTS SUBJECT TRACT AS SHOWN ON MAP)
- h. AN UNRECORDED RECIPROCAL EASEMENT AGREEMENT BY AND BETWEEN DALLAS AREA RAPID TRANSIT AND DAL-MAC DP/MOCKINGBIRD, LTD., DATED 08/25/1995, AS EVIDENCED IN AND AFFECTED BY MODIFICATION OF RECIPROCAL ACCESS AGREEMENT, DATED 12/19/1997, FILED 03/06/1998, AND RECORDED IN VOLUME 98045, PAGE 7063, REAL PROPERTY RECORDS, DALLAS COUNTY, TEXAS; AND AS AFFECTED BY ASSIGNMENT AGREEMENT DATED 03/05/1998, FILED 03/06/1998 AND RECORDED IN VOLUME 98045, PAGE 7097, REAL PROPERTY RECORDS, DALLAS COUNTY, TEXAS; AND AS AFFECTED BY ASSIGNMENT AGREEMENT DATED 07/17/2001, FILED 07/17/2001, AND RECORDED IN VOLUME 2001138, PAGE 9102, REAL PROPERTY RECORDS, DALLAS COUNTY, TEXAS.  
(AFFECTS SUBJECT TRACT AS SHOWN ON MAP)
- i. EASEMENT GRANTED TO MOCKINGBIRD STATION PARTNERS, L.P., FILED 06/03/1999, RECORDED IN VOLUME 99108, PAGE 6379, REAL PROPERTY RECORDS, DALLAS COUNTY, TEXAS, REFILED IN VOLUME 99113, PAGE 4065, REAL PROPERTY RECORDS, DALLAS COUNTY, TEXAS.  
(AFFECTS SUBJECT TRACT AS SHOWN ON MAP)
- j. EASEMENT GRANTED TO ONCOR ELECTRIC DELIVERY COMPANY LLC, FILED 11/20/2013, RECORDED IN CC# 201300358095, REAL PROPERTY RECORDS, DALLAS COUNTY, TEXAS.  
(AFFECTS SUBJECT TRACT AS SHOWN ON MAP)
- k. TERMS, PROVISIONS, CONDITIONS, AND EASEMENTS CONTAINED IN EASEMENT, FILED 03/26/2019, RECORDED IN CC# 201900074160, REAL PROPERTY RECORDS, DALLAS COUNTY, TEXAS.  
(AFFECTS SUBJECT TRACT-CANNOT BE LOCATED BY DESCRIPTION IN DOCUMENT)
- l. EASEMENTS AND/OR BUILDING LINES, AS SHOWN ON PLAT RECORDED IN VOLUME 94246, PAGE 2665, REAL PROPERTY RECORDS, DALLAS COUNTY, TEXAS.  
(AFFECTS SUBJECT TRACT AS SHOWN ON MAP)

FIELD NOTES

BEING A 16.396 ACRE TRACT OF LAND SITUATED IN THE JOEL SYKES SURVEY, ABSTRACT NO. 1338, CITY OF DALLAS, DALLAS COUNTY, TEXAS, AND BEING A PORTION OF THOSE TRACTS CONVEYED TO DALLAS AREA RAPID TRANSIT, AS RECORDED IN VOLUME 92183, PAGE 803, VOLUME 93098, PAGE 3590, VOLUME 92042, PAGE 3001, AND 90177, PAGE 4219, REAL PROPERTY RECORDS, DALLAS COUNTY, TEXAS, AND ALL OF THAT TRACT CONVEYED TO DALLAS RAPID TRANSIT, AS RECORDED IN VOLUME 94185, PAGE 2689, REAL PROPERTY RECORDS, DALLAS COUNTY, TEXAS, AS SHOWN IN MOCKINGBIRD STATION, LOT 2, BLOCK A/2940, AN ADDITION TO THE CITY OF DALLAS AS RECORDED IN VOLUME 94246, PAGE 2665, MAP RECORDS, DALLAS, COUNTY, TEXAS. SAID 16.396 ACRE TRACT WITH REFERENCE BEARING OF BEING GRID NORTH, TEXAS STATE PLANE COORDINATES, NORTH CENTRAL ZONE, NAD83 (NAD83 (2011) EPOCH 2010), DETERMINED BY GPS OBSERVATIONS, CALCULATED FROM DENTON CORS ARP (PID-DF8986) AND ARLINGTON RRP2 CORS ARP (PID-DF5387), AND BEING MORE PARTICULARLY DESCRIBED BY METES AND BOUNDS AS FOLLOWS:

COMMENCING AT A 'X'-CUT IN CONCRETE FOUND AT THE SOUTHEAST CORNER OF A VARIABLE WIDTH RIGHT-OF-WAY STREET DEDICATION AS SHOWN IN SAID MOCKINGBIRD STATION, LOT 2, BLOCK A/2940, AND BEING THE SOUTHWEST CORNER OF MOCKINGBIRD/PHOENIX ADDITION, LOT 3, BLOCK A/2940, AN ADDITION TO THE CITY OF DALLAS, AS RECORDED IN VOLUME 98250, PAGE 73, MAP RECORDS, DALLAS COUNTY, TEXAS, FROM WHICH A 'X'-CUT IN CONCRETE FOUND AT THE SOUTHEAST CORNER OF SAID MOCKINGBIRD/PHOENIX ADDITION BEARS, SOUTH 89 DEGREES 25 MINUTES 47 SECONDS WEST, A DISTANCE OF 665.00 FEET, AND FROM WHICH ANOTHER 'X'-CUT FOUND BEARS, SOUTH 40 DEGREES 39 MINUTES 29 SECONDS WEST, A DISTANCE OF 5.90 FEET;

THENCE, NORTH 00 DEGREES 34 MINUTES 41 SECONDS WEST, A DISTANCE OF 5.00 FEET TO A 1/2 INCH IRON ROD FOUND AT THE NORTHEAST CORNER OF SAID VARIABLE WIDTH RIGHT-OF-WAY STREET DEDICATION AND BEING THE POINT OF BEGINNING;

THENCE, ALONG THE NORTH LINE OF SAID VARIABLE WIDTH RIGHT-OF-WAY STREET DEDICATION OF MOCKINGBIRD LANE, A VARIABLE WIDTH RIGHT-OF-WAY, THE FOLLOWING COURSES AND DISTANCES:

SOUTH 89 DEGREES 25 MINUTES 39 SECONDS WEST, A DISTANCE OF 152.88 FEET TO A 5/8 INCH IRON ROD WITH YELLOW PLASTIC CAP STAMPED "JACOBS" SET FOR CORNER;

NORTH 80 DEGREES 28 MINUTES 38 SECONDS WEST, A DISTANCE OF 57.05 FEET TO A 5/8 INCH IRON ROD WITH YELLOW PLASTIC CAP STAMPED "JACOBS" SET FOR CORNER;

SOUTH 89 DEGREES 25 MINUTES 39 SECONDS WEST, A DISTANCE OF 218.54 FEET TO A MAG NAIL WITH SHINER STAMPED 'JACOBS' SET FOR CORNER;

SOUTH 00 DEGREES 34 MINUTES 40 SECONDS EAST, A DISTANCE OF 10.00 FEET TO A MAG NAIL WITH SHINER STAMPED 'JACOBS' SET FOR CORNER;

SOUTH 89 DEGREES 25 MINUTES 39 SECONDS WEST, A DISTANCE OF 410.32 FEET TO A MAG NAIL WITH SHINER STAMPED 'JACOBS' SET FOR CORNER AT THE NORTHWEST CORNER OF SAID VARIABLE WIDTH RIGHT-OF-WAY STREET DEDICATION OF MOCKINGBIRD LANE, BEING THE EAST LINE OF SIMPSON MOCKINGBIRD STATION, LOT 3, BLOCK 1/5185, AN ADDITION TO THE CITY OF DALLAS AS RECORDED IN VOLUME 2000034, PAGE 15, MAP RECORDS, DALLAS COUNTY, TEXAS AND BEING ON THE WEST RIGHT-OF-WAY LINE OF A 100 FOOT RIGHT-OF-WAY DEDICATION AS CONVEYED TO DALLAS AREA RAPID TRANSIT IN SAID VOLUME 90177, PAGE 4219;

THENCE, ALONG THE COMMON LINE OF SAID MOCKINGBIRD STATION, SIMPSON MOCKINGBIRD STATION, AND 100 FOOT RIGHT-OF-WAY TRACTS THE FOLLOWING COURSES AND DISTANCES:

NORTH 43 DEGREES 29 MINUTES 54 SECONDS EAST, A DISTANCE OF 314.31 FEET TO A MAG NAIL WITH SHINER STAMPED 'JACOBS' SET FOR CORNER;

NORTH 43 DEGREES 48 MINUTES 03 SECONDS EAST, A DISTANCE OF 88.71 FEET TO A MAG NAIL WITH SHINER STAMPED 'JACOBS' SET FOR CORNER AT THE BEGINNING OF A TANGENT CURVE TO THE RIGHT HAVING A CENTRAL ANGLE OF 09 DEGREES 03 MINUTES 06 SECONDS, A RADIUS OF 2,914.93 FEET, AND A LONG CHORD THAT BEARS NORTH 48 DEGREES 19 MINUTES 36 SECONDS EAST, A DISTANCE OF 460.03 FEET FROM WHICH A MAG NAIL WITH CAP STAMPED 'CITY OF DALLAS' FOUND BEARS NORTH 04 DEGREES 26 MINUTES 51 SECONDS EAST, A DISTANCE OF 7.84 FEET;

ALONG SAID TANGENT CURVE TO THE RIGHT, IN PASSING AT AN ARC DISTANCE OF 363.21 FEET, A 'X'-CUT IN CONCRETE FOUND FOR THE NORTHEAST CORNER OF SAID SIMPSON MOCKINGBIRD STATION TRACT AND ALSO BEING THE SOUTHEAST CORNER OF A REVISED PLAT OF 5910 CENTRAL OFFICE BUILDING, LOT 2, BLOCK 1/5185, AN ADDITION TO THE CITY OF DALLAS AS RECORDED IN VOLUME 84165, PAGE 5866, MAP RECORDS, DALLAS COUNTY, TEXAS, CONTINUING ALONG THE COMMON LINE OF SAID MOCKINGBIRD STATION AND 5910 CENTRAL OFFICE BUILDING TRACTS FOR A TOTAL ARC DISTANCE OF 460.50 FEET TO A MAG NAIL WITH SHINER STAMPED 'JACOBS' SET FOR CORNER, FROM WHICH A 'X'-CUT IN CONCRETE FOUND BEARS, SOUTH 87 DEGREES 26 MINUTES 30 SECONDS EAST, A DISTANCE OF 1.36 FEET;

THENCE, CONTINUING ALONG SAID COMMON LINE OF MOCKINGBIRD STATION AND 5910 CENTRAL OFFICE BUILDING TRACTS THE FOLLOWING COURSES AND DISTANCES:

NORTH 46 DEGREES 39 MINUTES 34 SECONDS EAST, A DISTANCE OF 12.80 FEET TO A 5/8 INCH IRON ROD WITH YELLOW PLASTIC CAP STAMPED "JACOBS" SET FOR CORNER AT THE BEGINNING OF A TANGENT CURVE TO THE LEFT HAVING A CENTRAL ANGLE OF 05 DEGREES 40 MINUTES 56 SECONDS, A RADIUS OF 1,115.93 FEET, AND A LONG CHORD THAT BEARS NORTH 43 DEGREES 49 MINUTES 06 SECONDS EAST, A DISTANCE OF 110.62 FEET, AND FROM WHICH A 'X'-CUT IN CONCRETE FOUND BEARS, SOUTH 57 DEGREES 15 MINUTES 04 SECONDS EAST, A DISTANCE OF 1.50 FEET;

ALONG SAID TANGENT CURVE TO THE LEFT, AN ARC DISTANCE OF 110.67 FEET TO A 1/2 INCH IRON ROD FOUND, FROM WHICH A 'X'-CUT IN CONCRETE BEARS, NORTH 58 DEGREES 57 MINUTES 58 SECONDS EAST, A DISTANCE OF 12.47 FEET;

NORTH 66 DEGREES 45 MINUTES 52 SECONDS WEST, A DISTANCE OF 431.94 FEET TO A 1/2 INCH IRON ROD FOUND AT THE SOUTHWEST CORNER OF TWIN SIXTIES DRIVE, A VARIABLE WIDTH RIGHT-OF-WAY EASEMENT AS SHOWN IN TWIN SIXTIES ADDITION REVISED, LOTS 1A AND 1B, BLOCK 1/5185, AN ADDITION TO THE CITY OF DALLAS AS RECORDED IN VOLUME 98202, PAGE 1533, MAP RECORDS, DALLAS COUNTY, TEXAS, AND BEING THE BEGINNING OF A NON-TANGENT CURVE TO THE LEFT HAVING A CENTRAL ANGLE OF 95 DEGREES 19 MINUTES 36 SECONDS, A RADIUS OF 55.00 FEET, AND A LONG CHORD THAT BEARS, NORTH 65 DEGREES 40 MINUTES 58 SECONDS EAST, A DISTANCE OF 81.31 FEET;

THENCE, DEPARTING SAID COMMON LINE, ALONG THE COMMON LINE OF SAID MOCKINGBIRD STATION AND TWIN SIXTIES ADDITION REVISED TRACTS THE FOLLOWING COURSES AND DISTANCES:

ALONG SAID NON-TANGENT CURVE TO THE LEFT, AN ARC DISTANCE OF 91.51 FEET TO A 1/2 INCH IRON ROD WITH PLASTIC CAP STAMPED "KOCH" FOUND;

SOUTH 66 DEGREES 45 MINUTES 52 SECONDS EAST, A DISTANCE OF 394.53 FEET TO A 1/2 INCH IRON ROD WITH PLASTIC CAP STAMPED "KOCH" FOUND AT THE BEGINNING OF A NON-TANGENT CURVE TO THE LEFT HAVING A CENTRAL ANGLE OF 07 DEGREES 28 MINUTES 18 SECONDS, A RADIUS OF 1115.92 FEET, AND A LONG CHORD THAT BEARS NORTH 33 DEGREES 57 MINUTES 22 SECONDS EAST, A DISTANCE OF 145.42 FEET, FROM WHICH A 1/2 INCH IRON ROD WITH DAMAGED CAP FOUND BEARS, SOUTH 39 DEGREES 19 MINUTES 47 SECONDS EAST, A DISTANCE OF 0.20 FEET;

ALONG SAID NON-TANGENT CURVE TO THE LEFT, AN ARC DISTANCE OF 145.52 FEET TO A 5/8 INCH IRON ROD WITH YELLOW PLASTIC CAP STAMPED "JACOBS" SET FOR CORNER;

THENCE, DEPARTING SAID COMMON LINE, OVER AND ACROSS AFORESAID DALLAS AREA RAPID TRANSIT TRACTS, AND ALONG THE NORTH LINE OF SAID MOCKINGBIRD STATION TRACT, NORTH 89 DEGREES 47 MINUTES 48 SECONDS EAST, A DISTANCE OF 200.32 FEET TO A 1/2 INCH IRON ROD WITH CAP STAMPED "A2&B" FOUND AT THE SOUTHWEST CORNER OF A CALLED 7.497 SQUARE FOOT TRACT CONVEYED TO THE CITY OF DALLAS AS RECODED IN DOCUMENT NO. 201100096251, REAL PROPERTY RECORDS, DALLAS COUNTY, TEXAS, AND BEING THE SOUTHWEST CORNER OF PEEK SERVICE CENTER ADDITION, LOT 2, BLOCK B/5185, AN ADDITION TO THE CITY OF DALLAS AS RECORDED IN VOLUME 96050, PAGE 3767, MAP RECORDS, DALLAS COUNTY, TEXAS, AND ALSO THE BEGINNING OF A NON-TANGENT CURVE TO THE RIGHT HAVING A CENTRAL ANGLE OF 09 DEGREES 53 MINUTES 52 SECONDS, A RADIUS OF 2914.93 FEET, AND A LONG CHORD THAT BEARS, NORTH 67 DEGREES 15 MINUTES 49 SECONDS EAST, A DISTANCE OF 502.93 FEET;

THENCE, ALONG SAID NON-TANGENT CURVE TO THE RIGHT, IN PASSING AT AN ARC DISTANCE OF 447.61 FEET THE SOUTHEAST CORNER OF SAID PEEK SERVICE CENTER ADDITION TRACT AND BEING THE WEST RIGHT-OF-WAY LINE OF WARCOLA STREET, A 56 FOOT RIGHT-OF-WAY AS SHOWN IN VOLUME 96050, PAGE 3767, MAP RECORDS, DALLAS COUNTY, TEXAS, CONTINUING ALONG THE NORTH LINE OF SAID MOCKINGBIRD STATION TRACT FOR A TOTAL ARC DISTANCE OF 503.56 FEET TO A 5/8 INCH IRON ROD WITH YELLOW PLASTIC CAP STAMPED "JACOBS" SET FOR CORNER, FROM WHICH A 'X'-CUT IN CONCRETE FOUND BEARS, SOUTH 61 DEGREES 44 MINUTES 08 SECONDS EAST, A DISTANCE OF 6.38 FEET;

THENCE, SOUTH 00 DEGREES 34 MINUTES 40 SECONDS EAST, OVER AND ACROSS AFORESAID DALLAS AREA RAPID TRANSIT TRACT AND ALONG THE EAST LINE OF SAID MOCKINGBIRD STATION, IN PASSING AT A DISTANCE OF 104.23 FEET A 1/2 INCH IRON ROD WITH CAP STAMPED "WJ 5714" FOUND AT THE NORTHWEST CORNER OF KROGER DR. PEPPER ADDITION, LOT 12, BLOCK A/2940, AN ADDITION TO THE CITY OF DALLAS AS RECORDED IN VOLUME 94044, PAGE 282, MAP RECORDS, DALLAS COUNTY, TEXAS, CONTINUING ALONG THE COMMON LINE OF SAID MOCKINGBIRD STATION AND KROGER DR. PEPPER ADDITION TRACTS FOR A TOTAL DISTANCE OF 640.66 FEET TO A 1/2 INCH IRON ROD WITH DAMAGED CAP FOUND AT THE NORTHEAST CORNER OF AFORESAID MOCKINGBIRD/PHOENIX ADDITION;

THENCE, DEPARTING SAID COMMON LINE, ALONG THE COMMON LINE OF SAID MOCKINGBIRD STATION AND MOCKINGBIRD/PHOENIX ADDITION TRACTS THE FOLLOWING COURSES AND DISTANCES:

SOUTH 89 DEGREES 25 MINUTES 20 SECONDS WEST, A DISTANCE OF 665.00 FEET TO A 1/2 INCH IRON ROD WITH CAP STAMPED "F.D." FOUND, FROM WHICH A 1/2 INCH IRON ROD FOUND DAMAGED BEARS, SOUTH 12 DEGREES 57 MINUTES 00 SECONDS WEST, A DISTANCE OF 2.60 FEET;

SOUTH 00 DEGREES 34 MINUTES 41 SECONDS EAST, A DISTANCE OF 394.76 FEET TO THE POINT OF BEGINNING AND CONTAINING A CALCULATED AREA OF 714,212 SQUARE FEET OR 16.396 ACRES OF LAND.