Applicable Urban Design Priorities Project Should Achieve

[1] Consider an alternative location for the parking garage entry in order to reduce traffic impacts along Commerce.

The current proposed location for the parking garage entry creates a potential traffic impact due to the road diet and two-way conversion for Commerce Street currently under design. Relocating the garage entry to an alternative facade could reduce these impacts and improve the pedestrian experience along Commerce Street.

[2] Explore further parking reductions and underground parking as a means to reduce the overall height and mass of the structure.

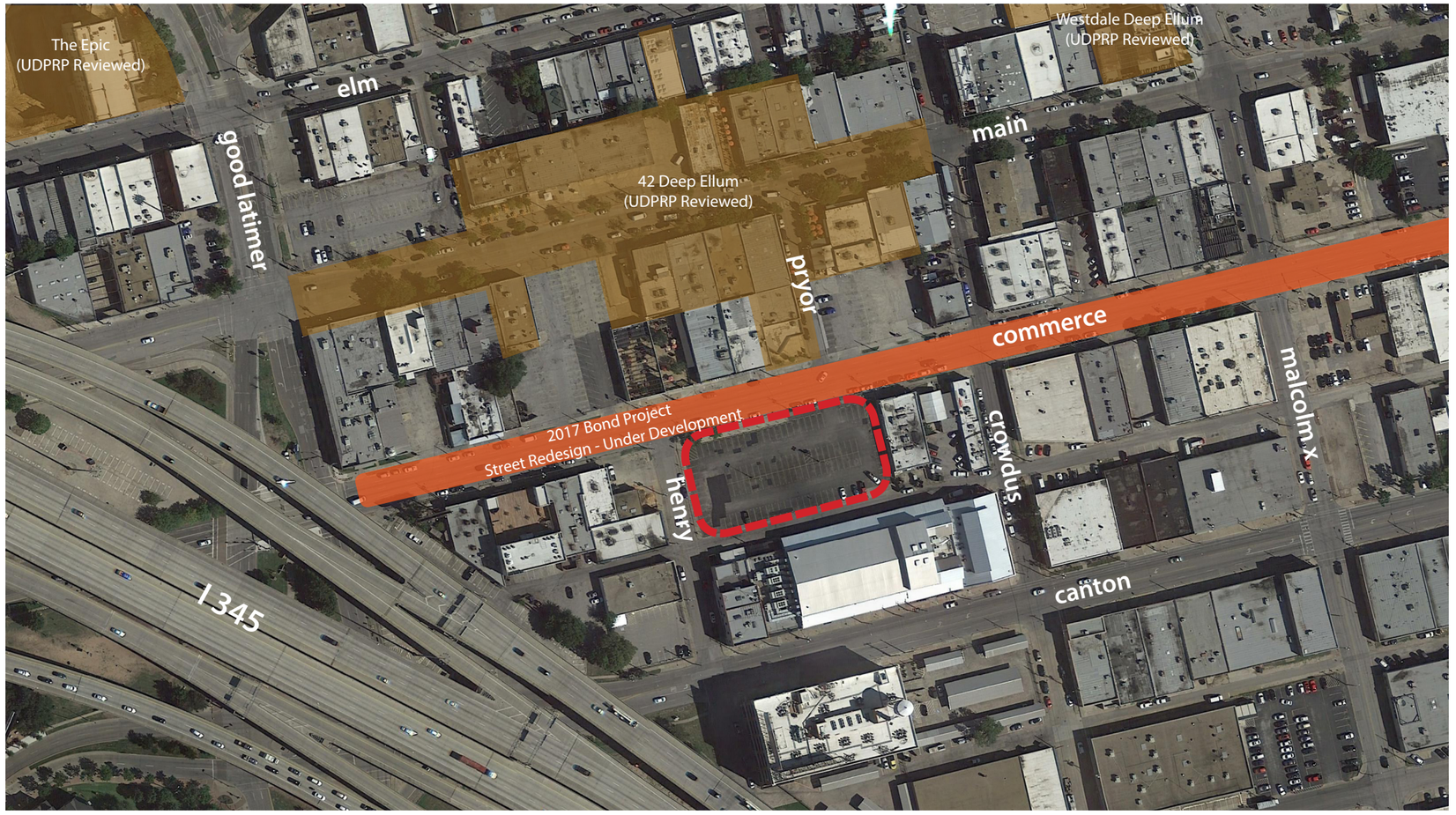
The surrounding development along Commerce Street is predominantly one and two story historic buildings. Considering the proposed development's context and its excess parking, there is an opportunity for the development to provide fewer parking spaces in order to reduce the overall required height for the development. Furthermore, the development team should explore remediation opportunities and sources of funding to provide a strategy to relocate some of the parking below-grade.

[3] Further screen parking garage ramps and vehicles through enhanced facade design. Additionally, explore future possible uses for the garage.

While the proposed development does a good job in reflecting some of the historic character of the neighborhood in its facade design, greater effort should be put into screening headlights and exposed ramps. The design team should explore opportunities for retrofitting of the garage in the future for possible scenarios when there is less demand for parking.

[4] Consider the terminating vista down Pryor Street onto the building as an opportunity for a defining architectural moment.

The current design highlights the facade facing the terminated vista on Pryor Street with an alternative brick facade color. With the proposed ramp location, the vista will also highlight the garage entry. The design team should explore ways in which to highlight this view through a dynamic architectural feature.



Policy References

The 360 Plan
Chapter 3, Chapter 4

Downtown Dallas 360
Chapter 3, Chapter 4

Forward Dallas!
Section 5 [urban design element]

TIF Urban Design Guidelines
Part III, Part IV [Deep Ellum]

Context Description

The Deep Ellum - Bomb Factory Office is a proposed 16-story mixed-use development located at the intersection of Henry Street and Commerce Street in Deep Ellum. The site is currently a large surface parking lot adjacent to the Bomb Factory music venue and other retail uses. The proposed development provisions ground-level retail, on top of which will be 9 levels of parking garage containing over 600 spaces. Above the garage are an office amenity deck and six levels of leaseable office space. The site has received a Municipal Setting Designation (MSD), making underground development on the site costly.

Important design considerations include effective streetscape design, retail integration with the public realm, parking garage ingress and egress, traffic concerns, structure facade design, height and massing design, and overall respect to the surrounding architectural context.

Deep Ellum Garage + Office

Neighborhood:
Deep Ellum

Program:
Office
Retail
Parking

DEEP ELLUM BOMB FACTORY OFFICE

Dallas, Texas

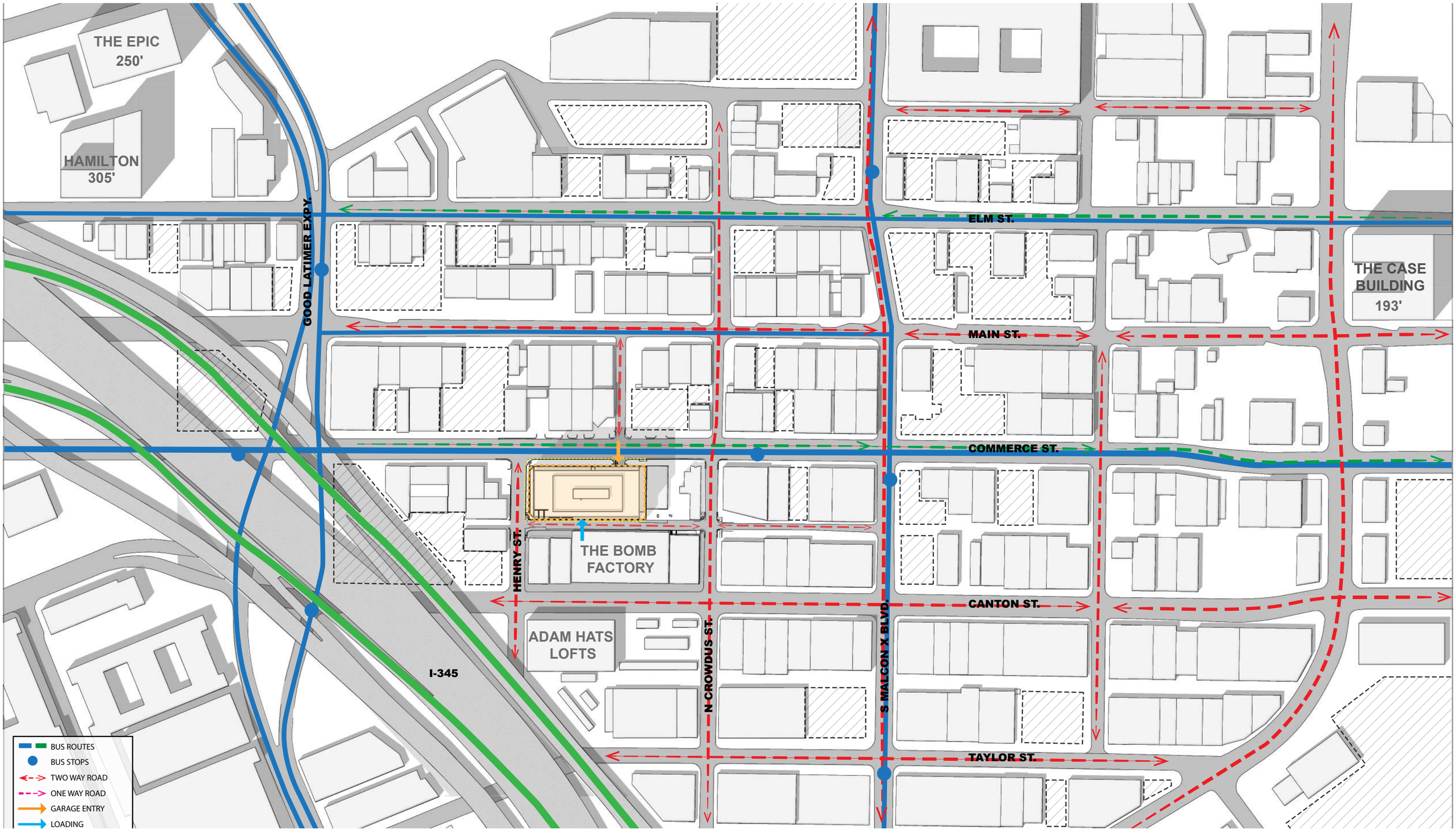
UDPRP Presentation, February 22, 2019

Project Description

Deep Ellum Bomb Factory Office is 16-level mixed-use creative office project in Deep Ellum. The building is intended to relate to the historically significant context of the neighborhood while also serving as an innovative model for future development in the district. It will provide the much needed parking relief for the district and will activate a key site along the Commerce Street corridor.

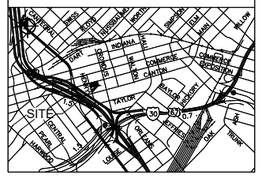
The massing is split horizontally between a 9-level public parking podium and a 7-level office tower. The podium levels are clad in masonry veneer on the primary street-facing elevations, detailed in a traditional historic manner. Careful attention has been given to the design of the first 25’ in height from the ground in order to contribute to the memorable and enjoyable pedestrian experience of the neighborhood. An amenity level with a large wrap-around balcony delineates between the podium and tower masses as the tower steps back from the podium facade in order to minimize the appearance of the upper massing.

The building is pursuing LEED Gold or better, Gold Fitwel, WiredScore, and WELL Building certifications, positioning it as an exemplary development that is sustainable and supportive of the health and welfare of its occupants.


THE EPIC
250'
HAMILTON
305'
GOOD LATIMER EXPY.
ELM ST.
THE CASE
BUILDING
193'
MAIN ST.
COMMERCE ST.
HENRY ST.
THE BOMB
FACTORY
CANTON ST.
ADAM HATS
LOFTS
N CROWDUS ST.
S MALCON X BLVD.
I-345
TAYLOR ST.
BUS ROUTES
BUS STOPS
TWO WAY ROAD
ONE WAY ROAD
GARAGE ENTRY
LOADING

VICINITY MAP

NOT TO SCALE



GRAPHIC SCALE IN FEET

30 0 15 30 60

1" = 30' @ 24X36

LEGEND

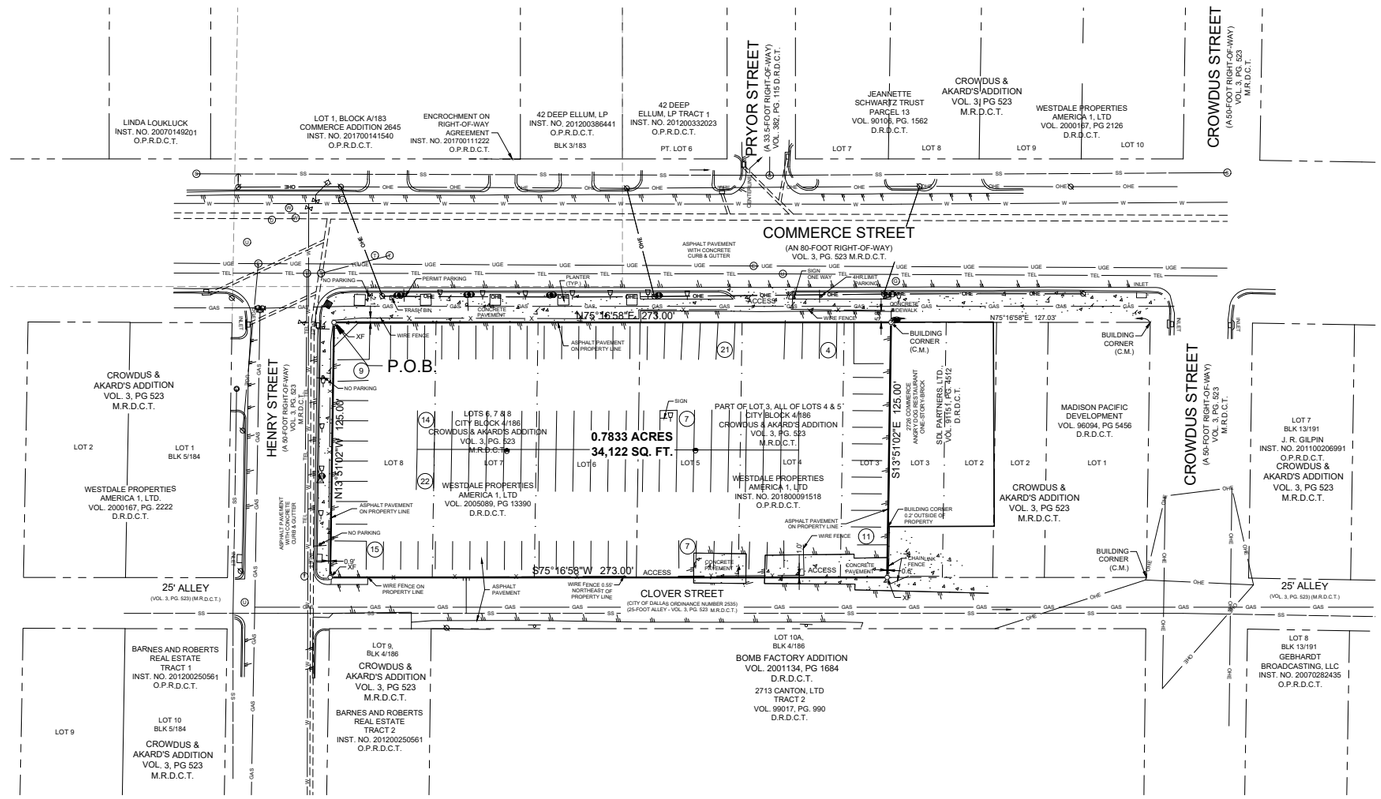
ROOF DRAIN	MAIL BOX
CABLE TV BOX	NEWS STAND
CABLE TV HANDHOLE	PHONE BOOTH
CABLE TV MANHOLE	SECURITY CAMERA
CABLE TV MARKER FLAG	TRASH BIN
CABLE TV MARKER SIGN	SANITARY SEWER BOX
CABLE TV VAULT	SANITARY SEWER CLEAN OUT
COMMUNICATIONS BOX	SANITARY SEWER HANDHOLE
COMMUNICATIONS HANDHOLE	SANITARY SEWER LIFT STATION
COMMUNICATIONS MANHOLE	SANITARY SEWER METER
COMMUNICATIONS MARKER FLAG	SANITARY SEWER MANHOLE
COMMUNICATIONS MARKER SIGN	SANITARY SEWER MARKER FLAG
COMMUNICATIONS VAULT	SANITARY SEWER MARKER SIGN
ELEVATION BENCHMARK	SANITARY SEWER SEPTIC TANK
FLOW DIRECTION	SANITARY SEWER VAULT
FIBER OPTIC BOX	STORM SEWER BOX
FIBER OPTIC HANDHOLE	STORM SEWER DRAIN
FIBER OPTIC MANHOLE	STORM SEWER HANDHOLE
FIBER OPTIC MARKER FLAG	STORM SEWER METER
FIBER OPTIC MARKER SIGN	STORM SEWER MANHOLE
FIBER OPTIC VAULT	STORM SEWER MARKER FLAG
MONITORING WELL	STORM SEWER MARKER SIGN
FUEL TANK	STORM SEWER VAULT
GAS BOX	TRAFFIC BARRIER
GAS HANDHOLE	TRAFFIC BOLLARD
GAS METER	TRAFFIC BOX
GAS MANHOLE	CROSS WALK SIGNAL
GAS MARKER FLAG	TRAFFIC HANDHOLE
GAS SIGN	TRAFFIC MANHOLE
GAS TANK	TRAFFIC MARKER SIGN
GAS VAULT	TRAFFIC CAMERA
GAS VALVE	TRAFFIC SENSOR
GAS WELL	TRAFFIC SIGNAL
TELEPHONE BOX	TRAFFIC VAULT
TELEPHONE HANDHOLE	UNIDENTIFIED BOX
TELEPHONE MANHOLE	UNIDENTIFIED HANDHOLE
TELEPHONE MARKER FLAG	UNIDENTIFIED METER
TELEPHONE MARKER SIGN	UNIDENTIFIED MANHOLE
TELEPHONE VAULT	UNIDENTIFIED MARKER FLAG
PIPELINE BOX	UNIDENTIFIED MARKER SIGN
PIPELINE HANDHOLE	UNIDENTIFIED POLE
PIPELINE METER	UNIDENTIFIED TANK
PIPELINE MANHOLE	UNIDENTIFIED VAULT
PIPELINE MARKER FLAG	UNIDENTIFIED VALVE
PIPELINE MARKER SIGN	TREE
PIPELINE VAULT	WATER BOX
PIPELINE VALVE	FIRE DEPT. CONNECTION
ELECTRIC BOX	WATER HAND HOLE
FLOOD LIGHT	FIRE HYDRANT
GUY ANCHOR	WATER MANHOLE
GUY ANCHOR POLE	WATER MARKER FLAG
ELECTRIC MANHOLE	WATER MARKER SIGN
LIGHT STANDARD	WATER TANK
ELECTRIC METER	WATER VAULT
ELECTRIC MANHOLE	WATER VALVE
ELECTRIC MARKER FLAG	AIR RELEASE VALVE
ELECTRIC MARKER SIGN	WATER WELL
UTILITY POLE	IRSC 5/8" IRON ROD W/ "KHA" CAP SET
ELECTRIC SWITCH	IRFC IRON ROD WITH CAP FOUND
ELECTRIC TRANSFORMER	PKS PK NAIL SET
ELECTRIC VAULT	PKF PK NAIL FOUND
HANDICAPPED PARKING	IRF IRON ROD FOUND
PARKING METER	XS "X" CUT IN CONCRETE SET
RAILROAD BOX	XF "X" CUT IN CONCRETE FOUND
RAILROAD HANDHOLE	P.O.B. POINT OF BEGINNING
RAILROAD SIGNAL	P.O.C. POINT OF COMMENCING
RAILROAD SIGN	
RAILROAD VAULT	
SIGN	
MARQUEE/BILLBOARD	
A/C UNIT	
BASKET BALL GOAL	
BORE LOCATION	
FLAG POLE	
GOAL POST	
GREASE TRAP	
IRRIGATION VALVE	

LINE TYPE LEGEND

	BOUNDARY LINE
	EASEMENT LINE
	BUILDING LINE
W	WATER LINE
SS	SANITARY SEWER LINE
ST	STORM SEWER LINE
GAS	UNDERGROUND GAS LINE
OHE	OVERHEAD UTILITY LINE
UGE	UNDERGROUND ELECTRIC LINE
UGT	UNDERGROUND TELEPHONE LINE
	FENCE
	CONCRETE PAVEMENT
	ASPHALT PAVEMENT

PARKING TABLE

TYPE	NUMBER
REGULAR	110 SPACES
HANDICAPPED	0 SPACES
TOTAL	110 SPACES



LEGAL DESCRIPTION

BEING a tract of land situated in the John Grisby Survey, Abstract No. 495, City of Dallas Block 4/186, Dallas County, Texas and being all of Lots 4-8 and part of Lot 3 of Block 4/186, of Crowdus & Akard's Addition, an addition to the City of Dallas, Texas, according to the plat thereof recorded in Volume 3, Page 523, Map Records, Dallas County, Texas, and being all of a tract of land described in Special Warranty Deed to Westdale Properties America I, LTD., recorded in Volume 2005089, Page 13390, Deed Records, Dallas County, Texas, and all of a called 0.353 acre tract of land described in Special Warranty Deed to Westdale Properties America I, LTD., recorded in Instrument No. 201800091518, Official Public Records, Dallas County, Texas, and being more particularly described as follows:

BEGINNING at an "X" cut in concrete found at the intersection of the southeast right-of-way line of Commerce Street (an 80-foot right-of-way) with the northeast right-of-way line of Henry Street (a 50-foot right-of-way);

THENCE with said southeast right-of-way line of Commerce Street, North 75°16'58" East, a distance of 273.00 feet to a Building Corner found at the north corner of said 0.353 acre tract, and being the west corner of a tract of land described in Warranty Deed to SDL Partners, LTD., recorded in Volume 91151, Page 4512, Deed Records, Dallas County, Texas;

THENCE leaving said southeast right-of-way line of Commerce Street and with the northeast line of said 0.353 acre tract and the southwest line of said SDL Partners, LTD tract, South 13°51'02" East, a distance of 125.00 feet to an "X" cut in concrete found in the northwest right-of-way line of a 25-foot alley as shown on said plat of Crowdus & Akard's Addition, and being named Clover Street authorized in City of Dallas Ordinance 2532 and being the east corner of said 0.353 acre tract and south corner of said SDL Partners, LTD tract;

THENCE with the northwest line of said Clover Street, South 75°16'58" West, a distance of 273.00 feet to an "X" cut in concrete found at the intersection of said southeast right-of-way line of Clover Street with said northeast right-of-way line of Henry Street;

THENCE with said northeast right-of-way line of Henry Street, North 13°51'02" West, a distance of 125.00 feet to the **POINT OF BEGINNING** and containing 34,122 square feet or 0.7833 acres of land.

Bearing system based on the Texas Coordinate System of 1983, North Central Zone (4202), North American Datum of 1983. (2011)

NOTES ADDRESSING SCHEDULE B EXCEPTIONS:

(Pursuant to Commitment for Title Insurance, provided by Old Republic Title Insurance Company, GF. No. 180536TTX, effective date January 6, 2019, issue date January 17, 2019.)

1. The surveyed property is all of the land described in the Restrictive Covenants recorded in Instrument No. 201700183055, Official Public Records of Dallas County, Texas.

10f. The surveyed property is a portion of the land described in Remote Parking Agreement recorded in Volume 94198, Page 1856, Deed Records of Dallas County, Texas.

10g. The surveyed property is a portion of the land described in Remote Parking Agreement recorded in Instrument No. 201000297025, Official Public Records of Dallas County, Texas.

10h. The surveyed property is all of the land described in Voluntary Cleanup Program Final Certificate Completion recorded in Instrument No. 2018000164553, Official Public Records of Dallas County, Texas.

NOTES:

There are no buildings observed on the surveyed property.

The surveyed property does not appear to be in use as a dump, sump or sanitary landfill.

No visible evidence of current earth moving work, building construction or building additions were observed at the time of survey.

Underground utilities shown hereon are from record drawings obtained from the City of Dallas and the engineer of record and the surveyor cannot guarantee the locations of said utilities, except those that are observed on the surface at the time of this survey.

A locate request was made with Texas811 to locate underground utilities along the roadways adjacent to the surveyed property under ticket number 195173284 9 . Visible markings were found at the time of survey. The surveyor cannot guarantee that all underground utilities were marked or the accuracy of the markings.

FLOOD STATEMENT:

According to Map No. 48113C0345J, dated August 23, 2001 of the National Flood Insurance Program Map, Flood Insurance Rate Map of Dallas County, Texas, Federal Emergency Management Agency, Federal Insurance Administration, this property is not within a special flood hazard area. If this site is not within an identified special flood hazard area, this flood statement does not imply that the property and/or the structures thereon will be free from flooding or flood damage. On rare occasions, greater floods can and will occur and flood heights may be increased by man-made or natural causes. This flood statement shall not create liability on the part of the surveyor.

SURVEYORS CERTIFICATION:

To: Westdale Properties America I Ltd., a Texas limited partnership;
Old Republic National Title Insurance Company:

This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2016 Minimum Standard Detail Requirements for ALTA/NSPS Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes Items 1,3,4,8,9,11,13 and 16 of Table A thereof. The field work was completed on January 22, 2018.

Survey Date: January 23, 2019

J. Andy Dobbs
Registered Professional Land Surveyor No. 6196
Kimley-Horn and Associates, Inc.
13455 Noel Road
Two Galleria Office Tower, Suite 700
Dallas, Texas 75240
Ph. 972-770-1300
andy.dobbs@kimley-horn.com

PRELIMINARY
THIS DOCUMENT SHALL NOT BE RECORDED FOR ANY PURPOSE AND SHALL NOT BE USED OR VIEWED OR RELIED UPON AS A FINAL SURVEY DOCUMENT

ALTA/NSPS LAND TITLE SURVEY
0.7833 ACRES
PART OF LOT 3 & ALL OF LOTS 4-8
CITY BLOCK 4/186
CROWDUS & AKARD'S ADDITION
JOHN GRISBY SURVEY, ABSTRACT NO. 495
CITY OF DALLAS, DALLAS COUNTY, TEXAS

Kimley»Horn
13455 Noel Road, Two Galleria Office Tower, Suite 700, Dallas, Texas 75240
Tel. No. (972) 770-1300
Fax No. (972) 239-3820
FIRM # 10115500

Scale	Drawn by	Checked by	Date	Project No.	Sheet No.
1" = 30'	LJG	JAD	JAN 2019	069318587	1 OF 1

commerce street

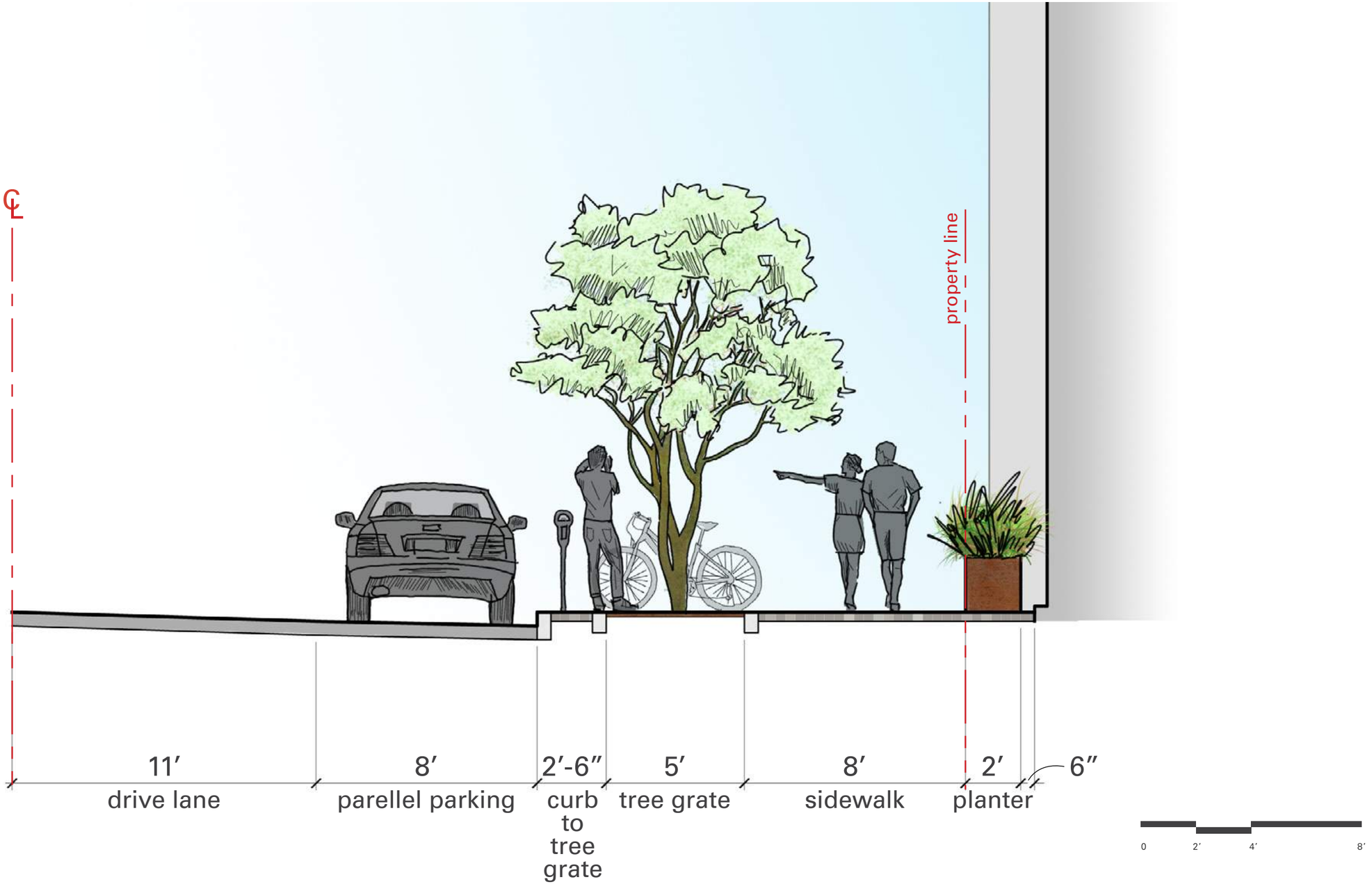
henry street

bike parking
cor-ten planter
8" cal. tree in cor-ten tree grate
information kiosk
storefront planter
storm inlet
concrete paving to alley

RETAIL 103 8593 SF
MAIN LOBBY 101 1307 SF
PARKING LOBBY 102 150 SF
RETAIL 104 3305 SF
RETAIL 105 4999 SF
STAIR - 01 118 170 SF
CORRIDOR 134 438 SF
STAIR - 02 119 163 SF
FSAE LOBBY 132 165 SF
ELEVATOR LOBBY 131 214 SF
FIRE COMMAND CENTER 112 235 SF
PM OFFICE 126 145 SF
BIKE STORAGE 126 321 SF
MAIL ROOM / AMAZON DROP 127 169 SF
BOH CORRIDOR 133 116 SF
BOH CORRIDOR 130 569 SF
EXIT CORRIDOR 136 75 SF
TENANT CORRIDOR 135
TRASH / RECYCLING 110 148 SF
RECEIVING 125 85 SF
BREAK ROOM 123 194 SF
DOMESTIC WATER PUMP 113 64 SF
ENGINEERING 124 221 SF
EXIT CORRIDOR 117 353 SF
LOADING 1556 SF
TRANSFORMER 107 409 SF
FIRE PUMP ROOM 106 232 SF
ELECTRIC ROOM 114 487 SF
EXIT CORRIDOR 116 159 SF
MPOE 109 108 SF
EMERGENCY ELECTRIC ROOM 122 115 SF
DAS ROOM 121 175 SF
GREASE TRAP 129 158 SF
GENERATOR ROOM 111 462 SF
UP
STAIR - 03 207 SF
1' / 12"
27' / 12"

0 10' 20' 40'

TBG



TBG

5Gstudio_collaborative, llc. 1217 Main Street, Suite 500, Dallas, TX 75202

Deep Ellum Bomb Factory Office | Dallas, TX

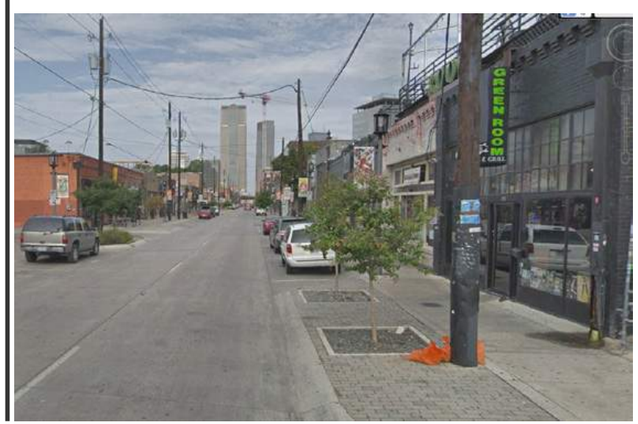
N

02/22/19

STREET SECTION

Hines

elm street



main street

commerce street

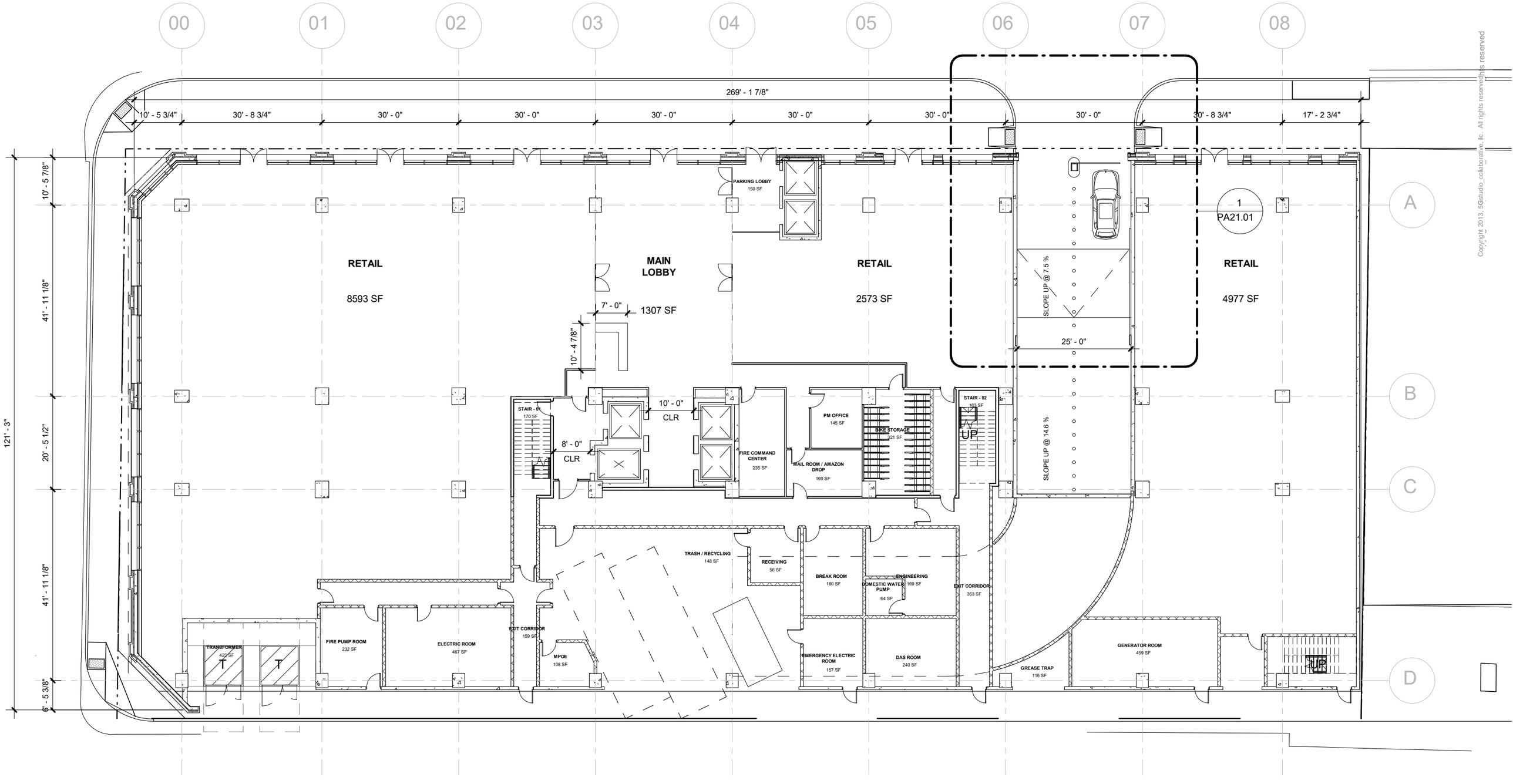
new developments

TBG

TBG


THE
HENRY

Hines



00 01 02 03 04 05 06 07 08

11' - 0 3/8" | 30' - 8 3/4" | 30' - 0" | 30' - 0" | 30' - 0" | 30' - 0" | 30' - 0" | 30' - 0" | 30' - 0" | 30' - 8 3/4"

11' - 0 1/8" | 41' - 11 1/8" | 20' - 5 1/2" | 41' - 11 1/8"

A B C D

10' - 5" | 8' - 6" | 6' - 11 7/8" | 18' - 0"

1" / 12"

8' - 0 1/2" CLR

UP

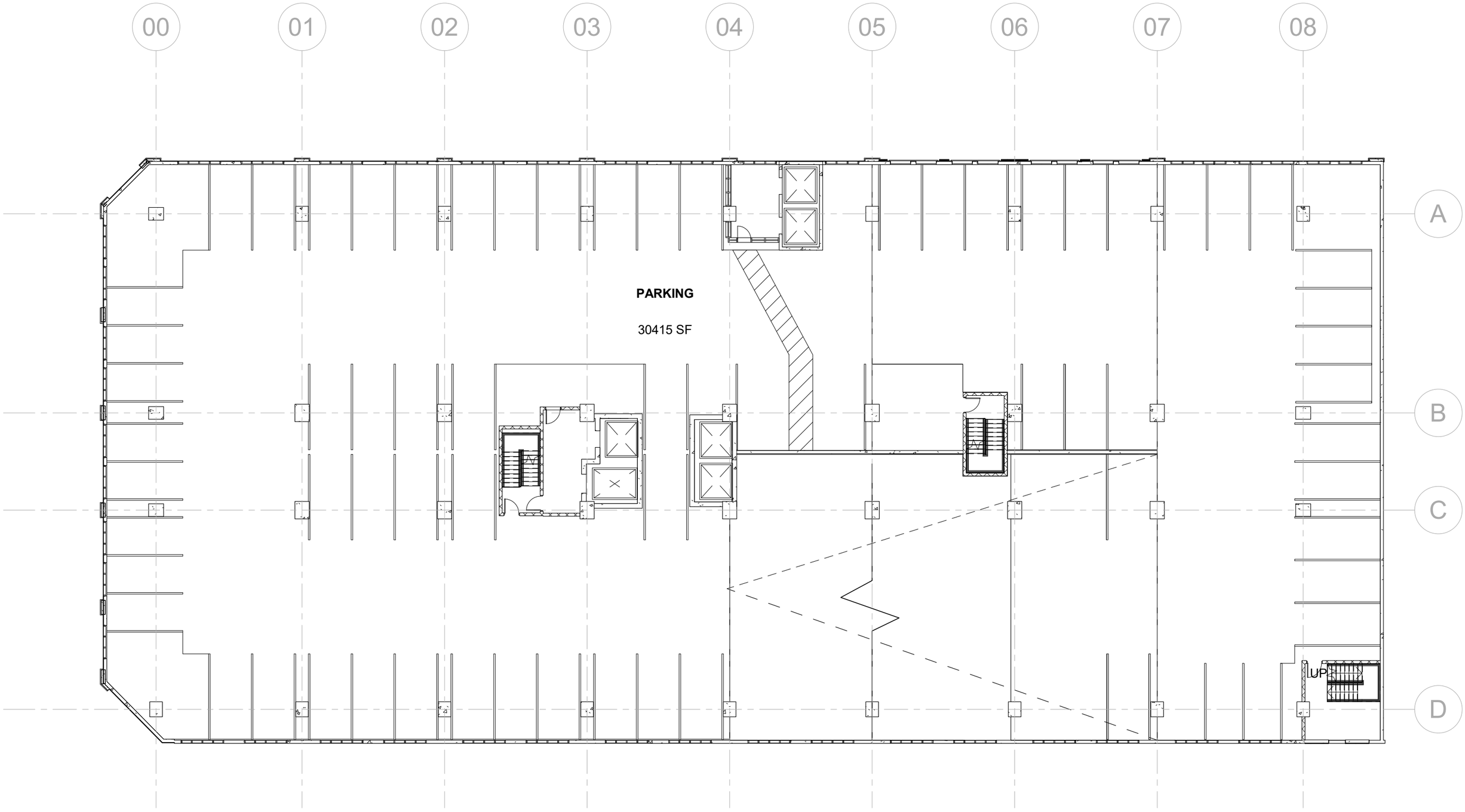
2
PA21.01

RAMP FROM LEVEL 01

UP

LEVEL 02 PLAN
1" = 20'-0"

Hines



00 01 02 03 04 05 06 07 08

A B C D

245' - 3"

1' - 9 7/8" | 30' - 8 3/4" | 30' - 0" | 30' - 0" | 30' - 0" | 30' - 0" | 30' - 0" | 30' - 0" | 30' - 0" | 30' - 8 3/4" | 1' - 11 3/4"

11' - 1 1/2"

41' - 11 1/8"

122' - 6 1/4"

20' - 5 1/2"

41' - 11 1/8"

7' - 1"

ELEVATOR OVERRUN

UP

BOARDROOM

938 SF

AMENITY

2822 SF

CO-WORKING

10730 SF

FITNESS

1238 SF

14' - 0" CLR

8' - 0" CLR

10' - 0" CLR

4' - 0" CLR

UP

14' - 0"

UP

00 01 02 03 04 05 06 07 08

A B C D

1' - 3 1/2" | 30' - 8 3/4" | 30' - 0" | 30' - 0" | 30' - 0" | 30' - 0" | 30' - 0" | 30' - 0" | 30' - 8 3/4"

10 5/8"

41' - 11 1/8"

20' - 5 1/2"

41' - 11 1/8"

OFFICE

21903 SF

UP

42' - 4 1/8"

55' - 5 1/2" | 18' - 1" | 8' - 8 1/2" | 10' - 11 1/4" | 9' - 5 1/4" | 11' - 0" | 8' - 10 3/4" | 28' - 4" | 6' - 7" | 7' - 5 3/4" | 8' - 8 1/2" | 18' - 7 3/8"

1' - 3 1/2"

14' - 0" CLR

UP

8' - 0" CLR

10' - 0" CLR

4' - 9 1/8"

1' - 7 1/4"

5' - 8 7/8"

5' - 4 7/8"

10' - 6"

7' - 0 1/4" CLR

3' - 8 1/2"

1' - 4 5/8"

6' - 4 5/8"

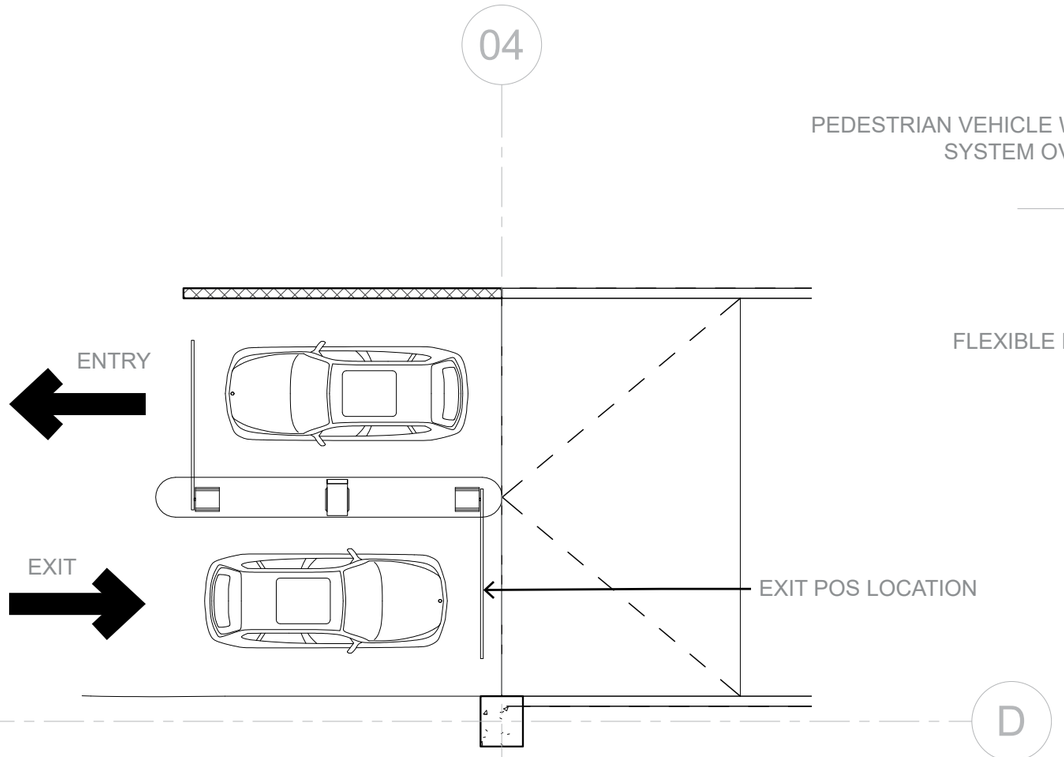
4' - 11 1/2"

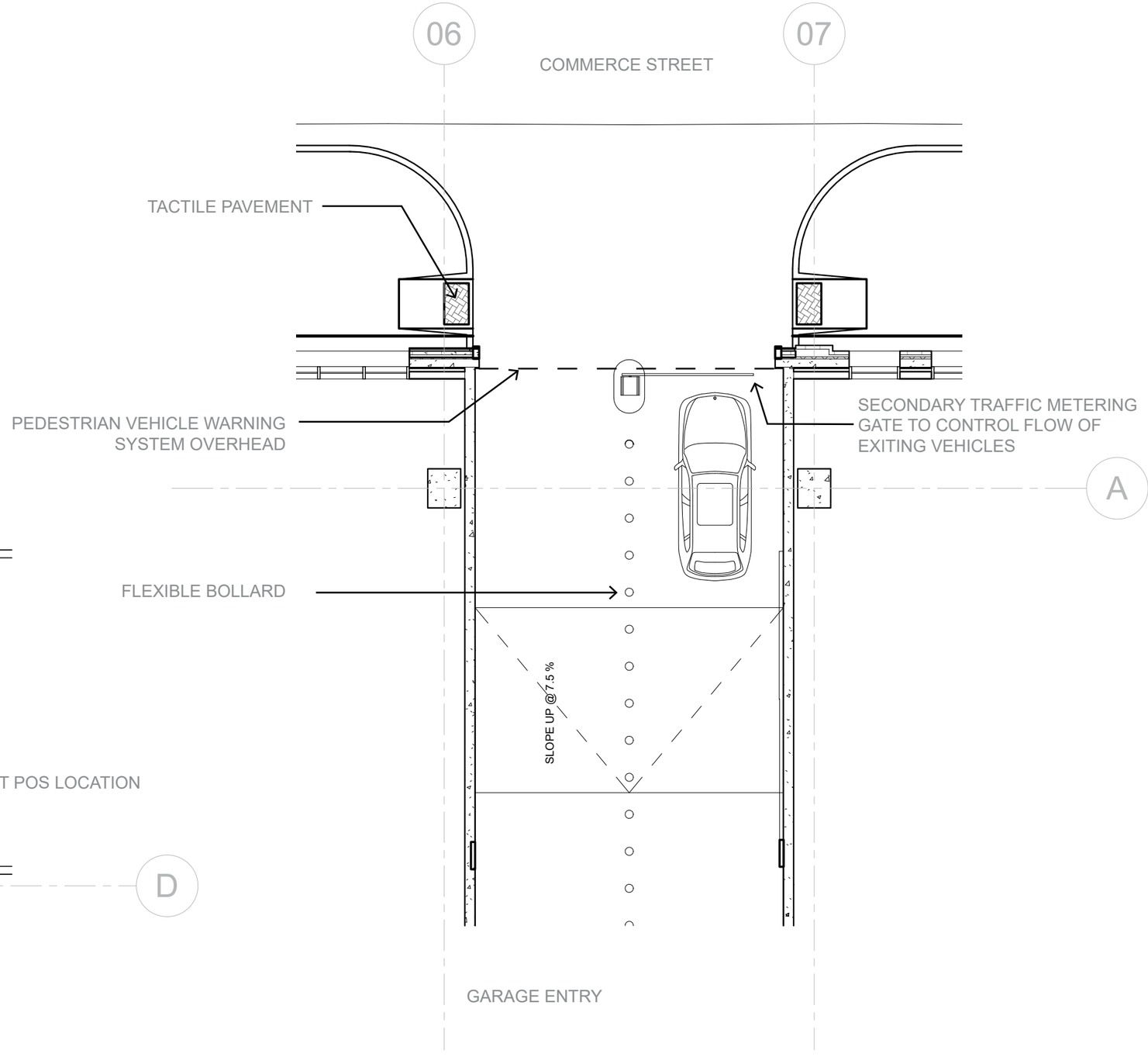
14' - 0" CLR

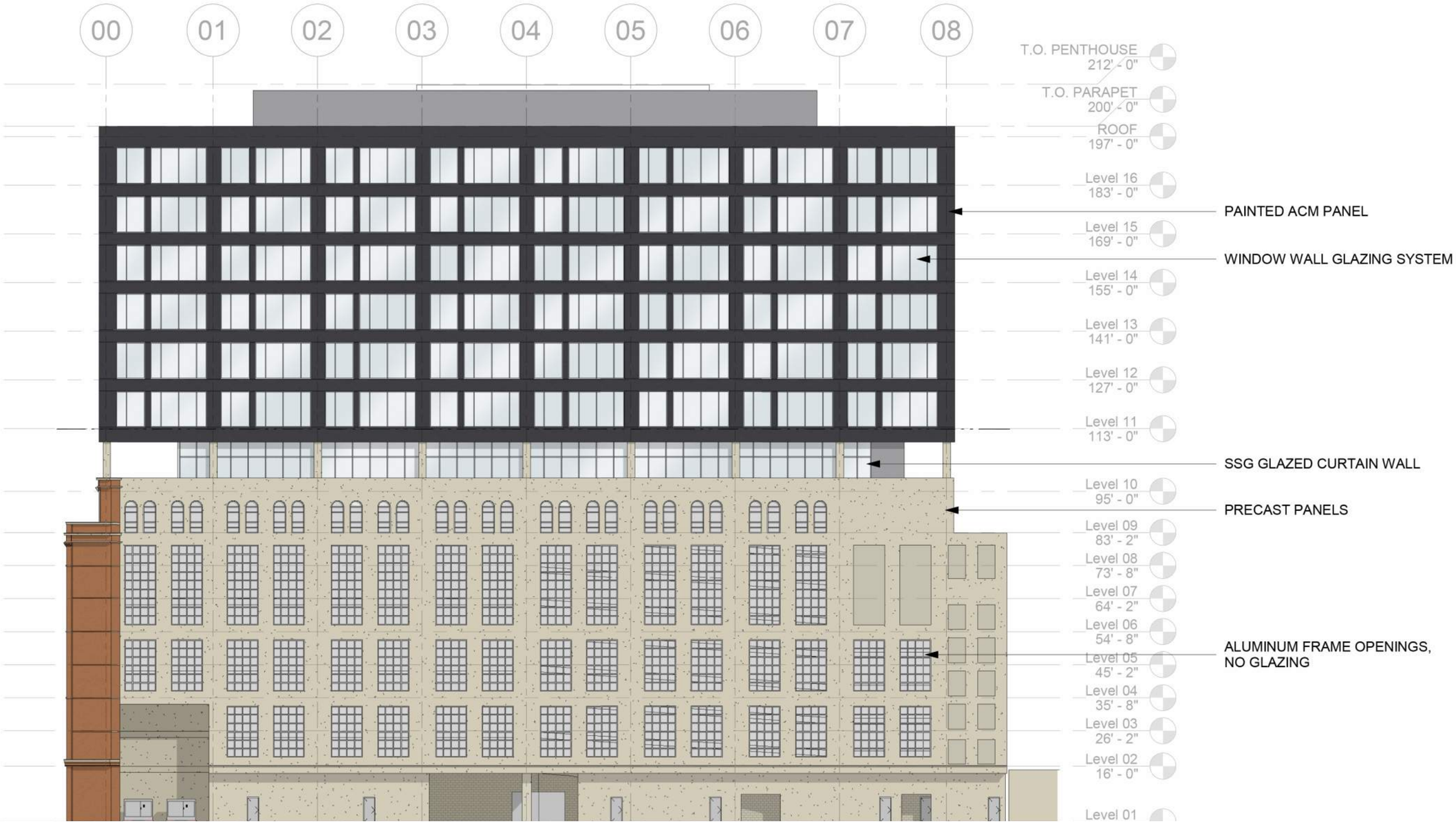
1' - 2 5/8"

22' - 7 1/8"

11"

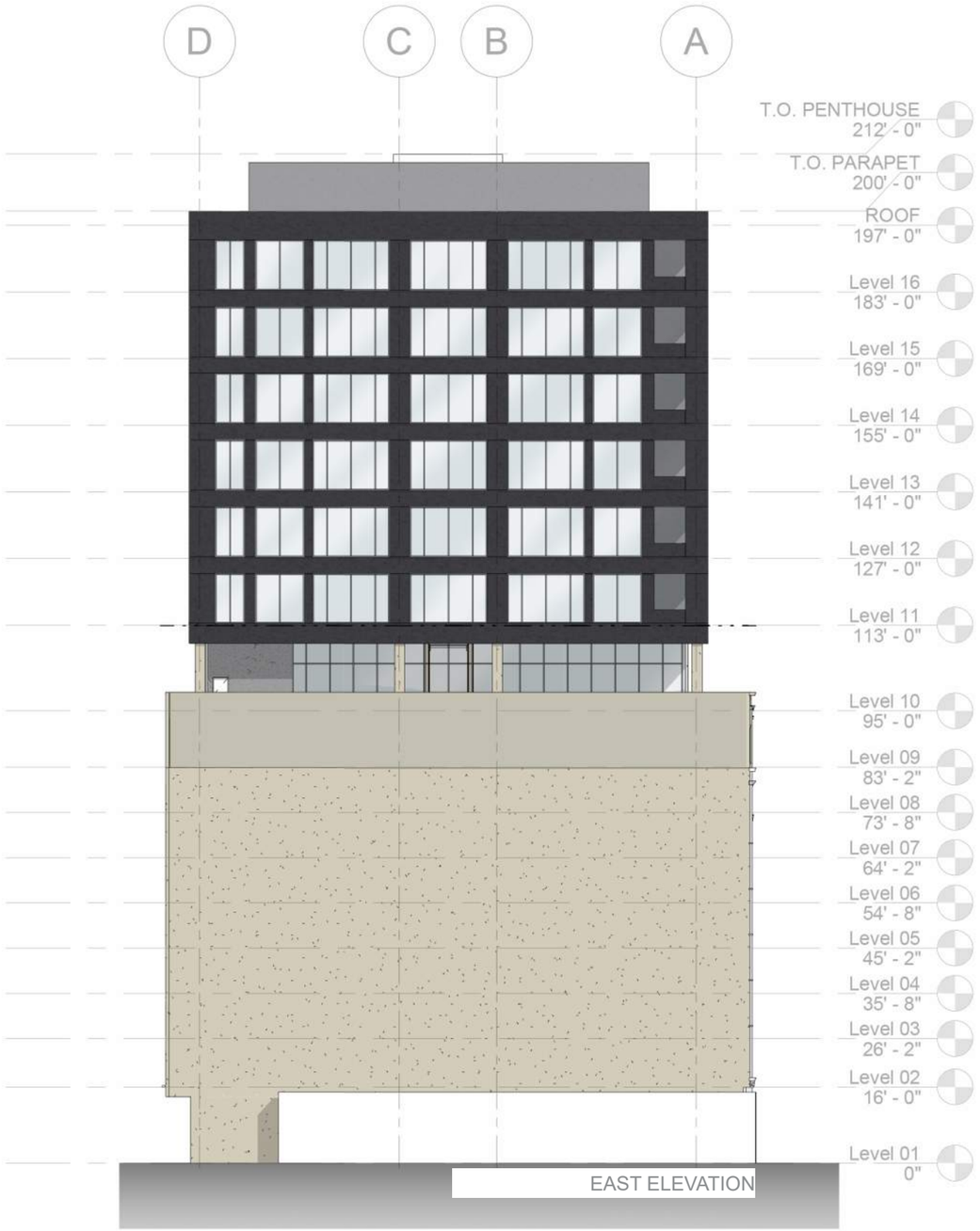




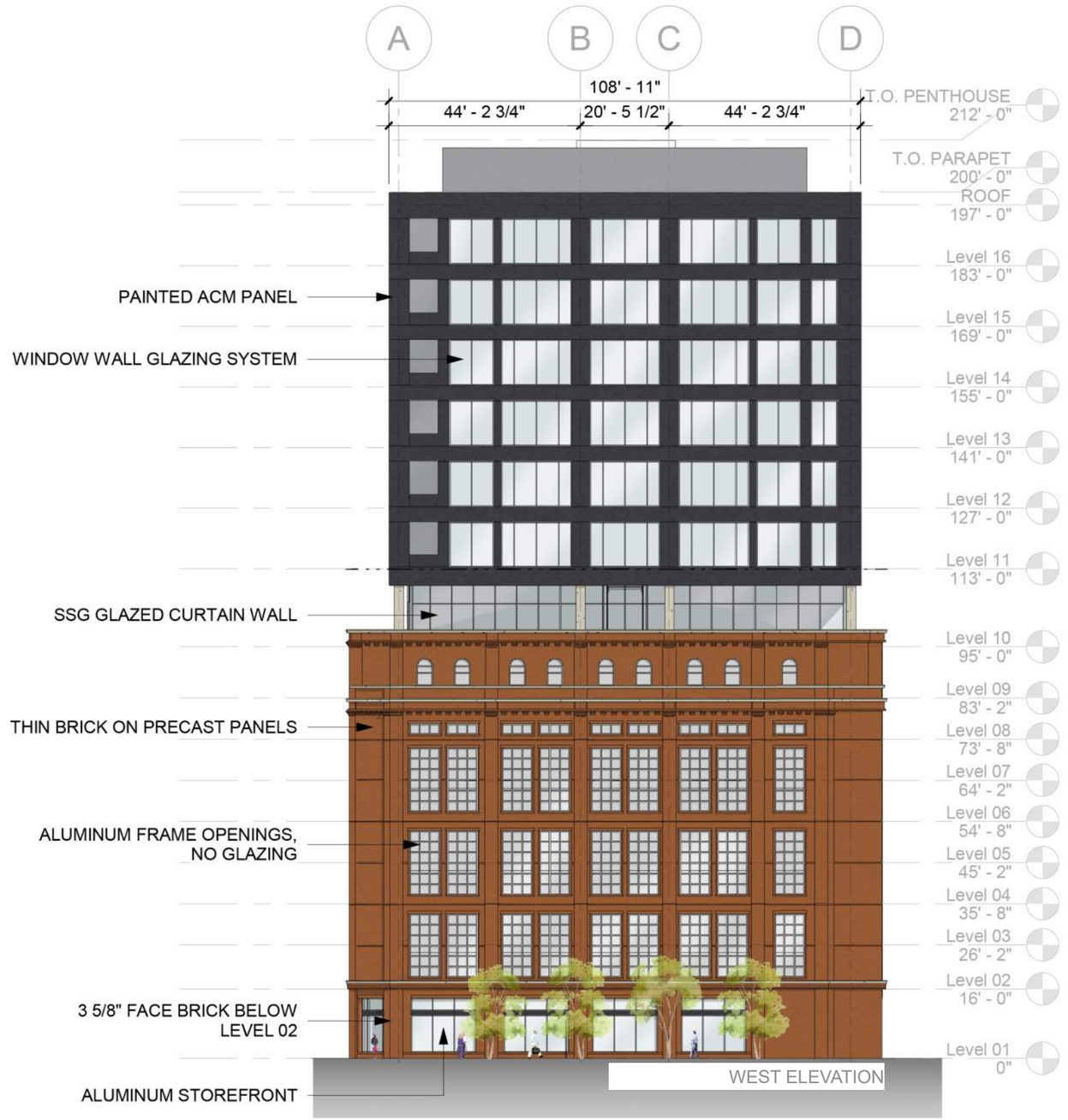


SOUTH ELEVATION
1" = 30'-0"

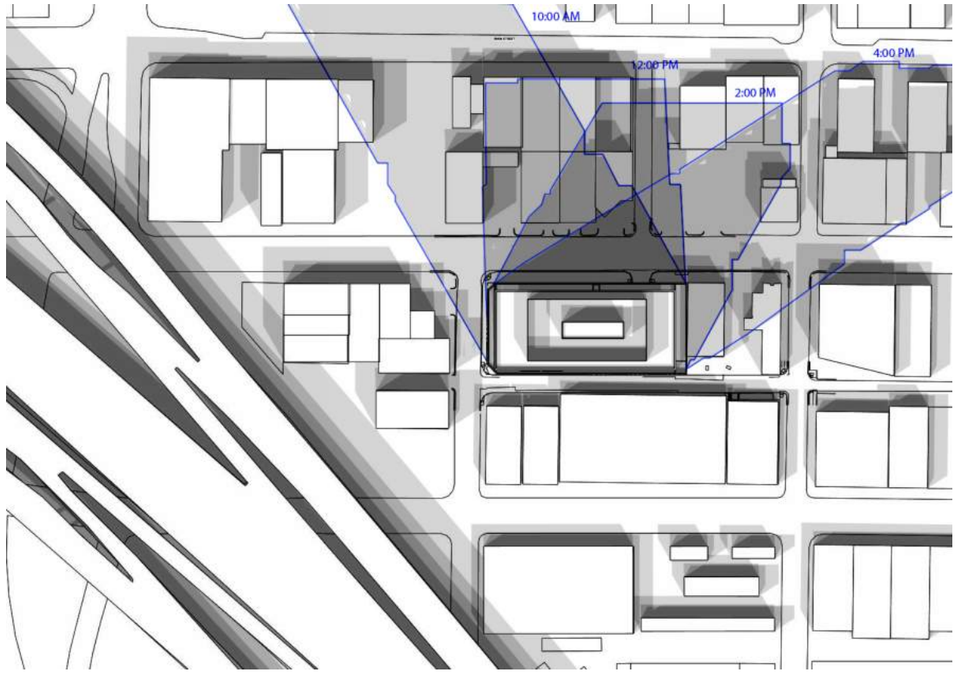
Hines



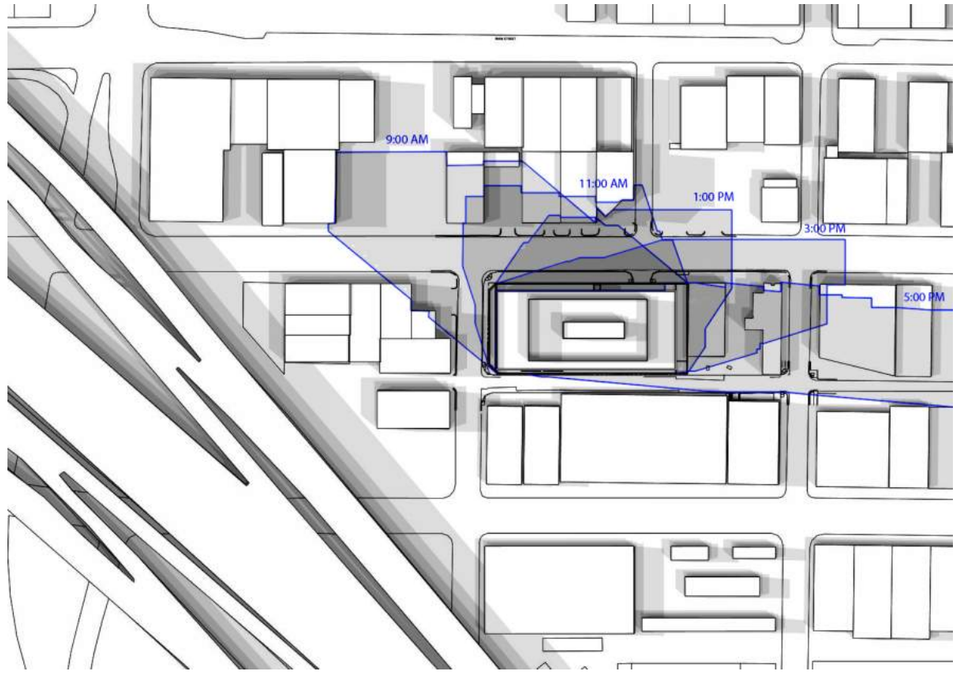
EAST ELEVATION



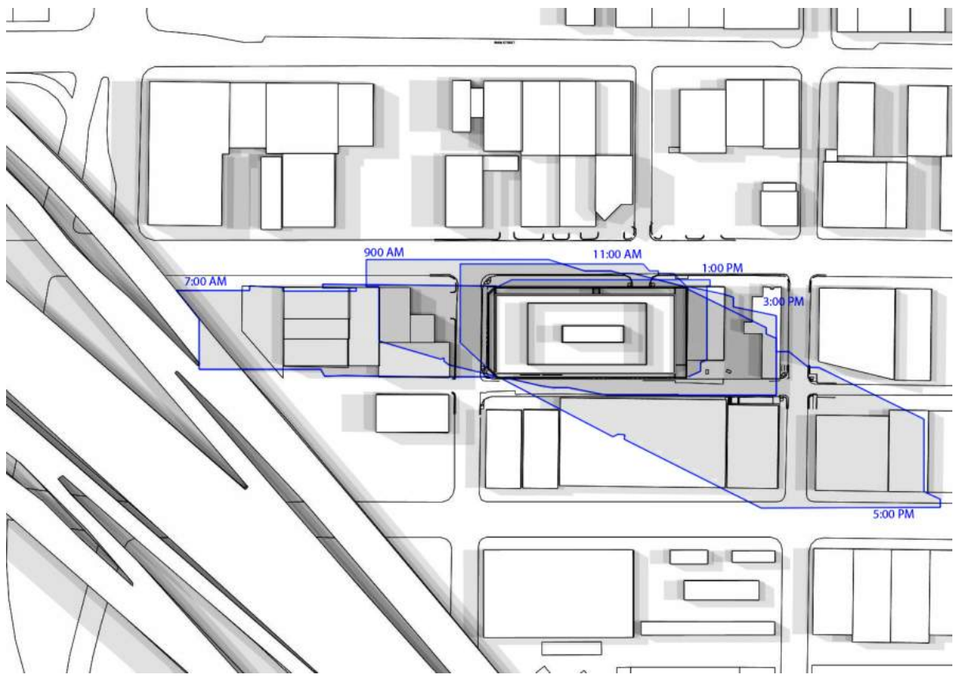
WEST ELEVATION



WINTER SOLSTICE, DECEMBER 21



SPRING / FALL EQUINOX, MARCH / SEPTEMBER 21



SUMMER SOLSTICE, JUNE 21

Single-day cumulative shadow study. Three panels showing shadows cast by the building at selected time for a day on the (A) winter solstice, (B) fall /spring equinox, and (C) summer solstice. The building's shadows are outlined in blue for emphasis from the surrounding context. The shadow study was performed at a true north orientation and the drawings are rotated plan north.

HWA Parking Study of Deep Ellum for Hines Interests
Summary + Results

Executive Summary: While events are active within the Core of Deep Ellum, there are significant parking deficits that can be accommodated within a new parking facility. When the event uses are not active, there are still considerable weekday parking deficits, and nominal parking deficits during the evenings and weekends. The forecasted parking deficits can potentially be accommodated within the planned Hines development**.**

Methodology: Hines contracted HWA, a leading parking consultant trusted by the real estate community, to perform a ULI-based supply demand parking study for Deep Ellum in the early site programming phase of the proposed project. Although Hines had heard of a potential parking shortage in Deep Ellum from numerous sources in over the past 18 months, the project team needed hard data to help drive the parking garage space count of the proposed project. HWA's study calculated theoretical parking demands in the area for the mix of uses and correlate them to existing parking supplies for the purpose of identifying any potential parking deficits that could be accommodated in Hines' proposed development project.

HWA's analysis was based on methodologies established in the Urban Land Institute's 2005 Shared Parking study. As published in the ULI's report, "…*combinations of land uses require less parking than the same land uses in freestanding locations*". Shared parking analysis adjusts typical free-standing parking generation rates (expressed as the number of spaces required per unit of land use) for four factors that influence accumulation patterns:

- Drive Ratio factors - *adjust parking requirements to reflect various modes of transportation to/from thesite. Also referred to as a drive ratio, a factor of 95% indicates 95 of 100 trips to the site occurred in a vehicle that will park on site.*
- Captive Market factors - *adjust gross parking requirements to recognize that patrons are frequently parked for more than one land use, and do not require a space. (i.e. the office worker who is going to lunch down stairs does not simultaneously require a space at his office and restaurant).*
- Seasonal factors - *adjust generation rates to reflect seasonal variation in land uses, and therefore parking patterns (i.e. retail patronage does not peak in the summer time, but movie attendance does).*
- Hourly factors - *adjust parking rates to reflect accumulation patterns throughout the day to recognize that land uses do not simultaneously generate demand for parking at the same time (i.e. hotel parking requirements peak at night when offices need very few, if any, spaces).*

Shared parking methodology multiplies free-standing generation rates by the previous adjustment factors to identify the number of spaces required at each hour of the day, for each month of the year on weekdays and weekends. The building areas for each use and the parking supply information, were sourced via CoStar and aerial maps, and were ultimately field verified by HWA on 3/13/2018. As shown in the attached maps, the study evaluated parking both within a "Core Area" and a "Broader Area." The planned development site is located within the Core Area boundary. The majority of available parking within the Broader Area is more than three blocks (+/-1,500 feet) away from the project site. HWA concluded that while the analysis of the Broader Area serves to provide a good benchmark, it was more appropriate to focus on the analysis of the Core Area. The results of the study are summarized on the next page.

Results:

WITHOUT Hines project

All of Deep Ellum w/ Event Uses Active
- Deficit of 2,629 spaces during peak weekday demand
- Deficit of 417 spaces during peak weekend demand

All of Deep Elllum w/out Event Uses Active
- Deficit of 1,975 spaces during peak weekday demand
- Surplus of 296 spaces during peak weekend demand

Core of Deep Ellum w/ Event Uses Active
- Deficit of 1,236 spaces during peak weekday demand
- Deficit of 1,205 spaces during peak weekend demand

Core of Deep Ellum w/out Event Uses Active
- Deficit of 723 spaces during peak weekday demand
- Deficit of 232 spaces during peak weekend demand

WITH Hines project

All of Deep Ellum w/ Event Uses Active
- Deficit of 2,696 spaces during peak weekday demand
- Deficit of 205 spaces during peak weekend demand

All of Deep Elllum w/out Event Uses Active
- Deficit of 2,064 spaces during peak weekday demand
- Surplus of 508 spaces during peak weekend demand

Core of Deep Ellum w/ Event Uses Active
- Deficit of 1,291 spaces during peak weekday demand
- Deficit of 907 spaces during peak weekend demand

Core of Deep Ellum w/out Event Uses Active
- Deficit of 779 spaces during peak weekday demand
- Surplus of 2 spaces during peak weekend demand