



Development Services

"TOGETHER WE ARE BUILDING A SAFE AND UNITED DALLAS"

APPLICATION/APEAL TO THE BOARD OF ADJUSTMENT

Case No.: BDA

204-004 OFFICE USE ONLY

Data Relative to Subject Property: premas 315 space pkg, reduce Date:

FOR OFFICE USE ONLY

Location address: 1930 Hi Line Road

Zoning District: PD 621

Lot No.: 5A, 5A.1, and 5A.2

Block No.: 37/7888

Acreage: +/-3.78 acres

Census Tract: 100.03

Street Frontage (in Feet): 1) 466 ft. 2) 397 ft. 3) _____ 4) _____ 5) _____

BY: _____

To the Honorable Board of Adjustment:

Owner of Property (per Warranty Deed): Urby Dallas Fee Owner LP; Urby Dallas Phase 1 Fee Owner LP; Urby Dallas Phase 2 Fee Owner LP

Applicant: Jake Swiggett / Urby Dallas Fee Owner LP Telephone: 201-656-5000

Mailing Address: 50 Washington St., Hoboken, NJ Zip Code: 07030

E-mail Address: jswiggett@urby.com

Represented by: Tommy Mann and Daniel Box (Winstead PC) Telephone: 214-745-5724

Mailing Address: 500 Winstead Bldg., 2728 N. Harwood St., Dallas, TX Zip Code: 75201

E-mail Address: tmann@winstead.com; dbox@winstead.com

Affirm that an appeal has been made for a Variance , or Special Exception , of Reduce the required off-street parking for multifamily use by 550 spaces, which constitutes a 38% reduction, from the 1,465 spaces required under Sec. 51P-621.110(b)(1)(M)(i), to allow for a total minimum off-street parking space requirement of 915 spaces.

Application is made to the Board of Adjustment, in accordance with the provisions of the Dallas Development Code, to Grant the described appeal for the following reason: an additional 235 spaces to the existing reduction of 315 spaces, for a total reduction of 550

According to the Parking Demand Study prepared by DeShazo Group, dated September 27, 2023 (Exhibit A), the existing code required parking of 1.5 spaces per dwelling unit exceeds the anticipated parking demand for the proposed multifamily use on the property and the special exception is warranted. A special exception to allow a parking reduction of up to 50% is allowed under Sec. 51P-621.110(b)(2)(D).

Note to Applicant: If the appeal requested in this application is granted by the Board of Adjustment, a permit must be applied for within 180 days of the date of the final action of the Board, unless the Board specifically grants a longer period.

Affidavit

Before me the undersigned on this day personally appeared Jake Swiggett

(Affiant/Applicant's name printed)

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

Respectfully submitted: [Signature]
(Affiant/Applicant's signature)

Subscribed and sworn to before me this 5th day of OCTOBER, 2023

[Signature]
Notary Public in and for Dallas County, Texas - State of New Jersey
Hussa

VINCENZA PANSINI
A NOTARY PUBLIC OF NEW JERSEY
MY COMMISSION EXPIRES AUGUST 28, 2025

MEMORANDUM OF
ACTION TAKEN BY THE
BOARD OF ADJUSTMENT

Date of Hearing _____

Appeal was--Granted OR Denied

Remarks _____

Chairman

Building Official's Report

I hereby certify that JAKE SWIGGETT
represented by Tommy Mann
did submit a request for a special exception to the parking regulations
at 1930 Hi Line Rd.

BDA234-004. Application of JAKE SWIGGETT represented by TOMMY MANN for (1) a special exception to the parking regulations at 1930 HI LINE DR. This property is more fully described as Block 37/7888, Part of lot 5, and is zoned PD-621(1H), which requires parking to be provided. The applicant proposes to construct and/or maintain a mixed use structure containing a residential use and a restaurant without drive-in or drive-through service use and provide 1230 parking spaces (915 parking spaces on site; 315 spaces per parking reduction) of the required 1465 parking spaces, which will require (1) a 235 space special exception (16% (37.5% total reduction which includes previously approved parking reduction)) to the parking regulation.

Sincerely,


Andrew Espinoza, CBO, MCP, CFM, CCEA



CITY OF DALLAS

AFFIDAVIT

Appeal number: BDA 234-004

I, Urby Dallas Phase 1 Fee Owner LP, Owner of the subject property
(Owner or "Grantee" of property as it appears on the Warranty Deed)

at: 1930 Hi Line Road, Dallas, Texas 75207
(Address of property as stated on application)

Authorize: Jake Swiggett / Urby Dallas Fee Owner LP
(Applicant's name as stated on application)

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

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

Specify: Reduce the required off-street parking for multifamily use by 550 spaces, which constitutes a 38% reduction, from the 1,465 spaces required under Sec. 51P-621.110(b)(1)(M)(i), to allow for a total minimum off-street parking space requirement of 915 spaces.

Jake Swiggett
Print name of property owner or registered agent

[Signature]
Signature of property owner or registered agent

agent Date 10/5/23

Before me, the undersigned, on this day personally appeared Jake Swiggett

Who on his/her oath certifies that the above statements are true and correct to his/her best

knowledge. Subscribed and sworn to before me this 5th day of October, 2023

[Signature]
Notary Public for ~~Dallas~~ State of N.J. County, Hudson
Texas
VINCENZA PANSINI
A NOTARY PUBLIC OF NEW JERSEY
MY COMMISSION EXPIRES AUGUST 28, 2025
Commission expires on _____



CITY OF DALLAS
AFFIDAVIT

Appeal number: BDA 234-004

I, Urby Dallas Phase 2 Fee Owner LP, Owner of the subject property
(Owner or "Grantee" of property as it appears on the Warranty Deed)

at: 1930 Hi Line Road, Dallas, Texas 75207
(Address of property as stated on application)

Authorize: Jake Swiggett / Urby Dallas Fee Owner LP
(Applicant's name as stated on application)

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

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

Specify: Reduce the required off-street parking for multifamily use by 550 spaces, which constitutes a 38% reduction, from the 1,465 spaces required under Sec. 51P-621.110(b)(1)(M)(i), to allow for a total minimum off-street parking space requirement of 915 spaces.

Jake Swiggett
Print name of property owner or registered agent
agent Date 10/5/23

[Signature]
Signature of property owner or registered agent

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[Signature]
Notary Public for ~~Texas~~ Dallas County, Hudson State of New Jersey

VINCENZA PANSINI
A NOTARY PUBLIC OF NEW JERSEY
Commission expires on MY COMMISSION EXPIRES AUGUST 28, 2025



**PARKING DEMAND UPDATE
FOR
THE URBY MULTIFAMILY DEVELOPMENT
1930 HI LINE DRIVE
IN DALLAS, TEXAS**

Prepared for:

Urby
50 Washington Street
Hoboken, New Jersey 07030

Prepared by:

DeShazo Group, Inc.
Texas Registered Engineering Firm F-3199
400 South Houston Street Suite
330 • Union Station Dallas,
Texas 75202
Phone (214) 748-6740



A handwritten signature in black ink, appearing to read "John J. DeShazo".

09/29/2023

September 27, 2023



Traffic. Transportation Planning. Parking. Design.

Texas Registered Firm – 3199

DeShazo #23044

BCA234-004



Traffic. Transportation Planning. Parking. Design.

Technical Memorandum

To: Mr. Jake Swigget— *Urby*
From: DeShazo Group, Inc.
Date: September 27, 2023
Re: **Parking Analysis for the Urby Multifamily Development: 1930 Hi Line Drive in Dallas, Texas**
DeShazo Project No. 23045

INTRODUCTION

The services of DeShazo Group, Inc. (DeShazo) were retained by **Urby** to analyze the parking needs for a three-phase multifamily development, the Urby, located at 1930 Hi Line Drive in Dallas, Texas. The site is bounded by the Trinity Strand Trail to the north and west, Hi Line Drive to the southwest, and the Virgin Hotel and other Design District buildings to the southeast. **DeShazo Group, Inc.** (DeShazo) is an engineering consulting firm providing licensed engineers and analysts skilled in the field of traffic/transportation engineering and parking design and demand analysis for 43 years.

Upon completion the Urby development along Hi Line Drive will contain approximately 911 dwelling units (1,100 bedrooms), and 10,253 square feet of retail use some of which is TBD. As of 2023, one tower with 383 units has been completed. The Urby is meant to be an urban high-rise residential development with market-rate units to serve residents working in the redeveloping Dallas Design District and nearby areas.

The property is subject to the direct application of zoning regulations stipulated in Section 51A and Planned Development (PD) District 621—The Old Trinity and Design District—of the Dallas City Code.

Table 1 on the next page shows the development plan for the Urby.

TABLE 1
The Development Plan for the Urby

	Units	Spaces @ 1.5 (per district zoning)	Total Development				Restaurant/Retail
			Total Bedrooms	Total Studios	Total 1beds	Total 2beds	
Tower East				500 SF	700 SF	950 SF	
S	127	191	127	127			5,561 SF
M	204	306	204		204		
L	52	78	104			52	
	383	575	435				
Tower West							
S	0	0	0	0			4,692 SF
M	260	390	260		260		
L	104	156	208			104	
	364	546	468				
Tower North (Phase 3)							
S	42	63	42	42			33
M	89	134	89		89		
L	33	50	66				
	164	246	197				
TOTAL	911	1,367	1,100	169	553	189	10,253 SF
				18.6%	60.7%	20.7%	
				84,500SF	387,100 SF	179,550 SF	10,253 SF

BDA234-004

PROPOSED PARKING PLAN

In addition to the 2019 Special Parking Exception granted by the City of Dallas, for 315 spaces, the Urby is requesting a further reduction of 235 spaces for a total special exception of 550 spaces or 38%. Of the 915 parking spaces, 817 will be residential spaces (0.743 spaces per bedroom or 0.896 spaces per dwelling unit) and an additional 98 spaces will be retail. However, Per PD 621, Sec. 51P-621.110 "Off-Street Parking and Loading" Section (b)(2)(D), a parking reduction of up to 50% may be requested.

This memorandum summarizes the projected parking demand for the proposed development based upon the application of parking characteristics derived from DeShazo's professional judgment and experience from a number of residential parking demand studies conducted throughout the Dallas metropolitan area. This study will be provided to the City of Dallas staff for technical review. The findings of this study are intended to provide the technical basis for a request to reduce the parking requirements for the proposed development.

CODE PARKING REQUIREMENT

DeShazo Group studied the parking requirements of PD 621 since the proposed Urby is located in that planned development district. The Code Parking Requirements are summarized in **Table 2**.

TABLE 2
PD 621 Parking Requirement

Use	Default Parking Requirement as per PD 621 (Spaces)	City of Dallas Code Reference
911-Unit Residential Project	1,367	1.5 spaces/unit
10,253-SF Restaurants	98	1 Space / 105 SF 51P-621.110(b)(1)(O)
Total Parking Required	1,465	

SHARED PARKING REQUIREMENT

DeShazo Group calculated the shared parking requirement for the Urby based upon use and time of day. Section 7(b)(4)(D) for the City of Dallas Planned Development District states: "PD 621": "The number of off-street parking spaces that must be provided for the developments is the largest number of spaces required under any of the five times of day columns." The shared parking calculations are shown in **Table 3**. The time of day with the highest calculated total was the evening with 1,465.

TABLE 3
Shared Parking Table for PD 621

Use	Morning	Noon	Afternoon	Late	Evening
Residential	1,093	819.9	956.55	956.55	1,367
	80%	60%	70%	70%	100%
Restaurant (98)	19.6	98	29.4	29.4	98
	20%	100%	30%	30%	100%
Total	1,114	917.9	985.95	983.5	1,465

UNIQUE PARKING CHARACTERISTICS

The Urby is located in Dallas's Design District, a 292-acre mixed-use neighborhood near Downtown Dallas. The area near the Urby is full of art galleries, showrooms, high-rise residences, cafés, and restaurants. The City of Dallas Development Code recognizes factors such as: alternative modes of transportation in the Design District such as ride-hailing companies (e.g., Uber, Lyft), synergy, and carpooling that may reduce parking demands. Given the trends and characteristics of the Design District, it is reasonable to anticipate a significant number of restaurant and retail patrons to the area as well as guests of Urby residents will use alternative modes of transportation.

PARKING DEMAND ANALYSIS

The East Tower with 383 units is currently open. The West Tower is under construction and the North Tower is being planned. Parking observations were conducted at the Urby at 5:00 a.m. on Friday, April 28 and Saturday, April 29, 2023. The greater parking demand was observed on Friday morning with 105 vehicles parked in the garage. Upon consultation with the property manager, DeShazo was informed that 25 of those vehicles belonged to construction crews who were working on the Urby's expansion. Therefore 80 vehicles were attributed to residents and their visitors. DeShazo was also informed that the East Tower was 24.35 percent leased. DeShazo projected the parking demand for 98 percent occupancy of the East Tower, and the number was 322 vehicles for 383 units. The firm also projected a parking demand of 766 vehicles upon full buildout of the 911 units of the Urby based on the observed parking demand. On Friday, May 5th and Saturday, May 6th counts were performed at the Mockingbird Station Lofts and the Marquis on Gaston in Dallas. The results of these counts and data from the Institute of Transportation Engineers Parking Generation Manual 5th Edition (2019), as well as both recent DeShazo Group parking demand ratios, are compared with the observations from the Urby in Table 4 on the next page.

DeShazo Group has studied numerous multifamily communities and found that the composition of single- and multiple-bedroom dwelling units varies from one development to the next based on market demands, etc. Because of this, the DeShazo studies have determined the parking demand ratio for multifamily use is most accurate and consistent when summarized on a per-bedroom basis—in lieu of the commonly used per-unit basis, which does not consider the mixture of unit types.

DeShazo has conducted numerous parking demand studies for multifamily developments that are designed with an urban character and target business-professional tenants. The mean peak parking demand has decreased during the last twenty years, particularly due to the densification of the urban area, the phenomenon of more individuals not owning vehicles, and the advent of ride-hailing (Uber, Lyft, etc.). DeShazo’s cumulative studies dating from 1997, show a mean peak parking demand of 0.89 spaces per bedroom for all communities urban and suburban. Among recent urban studies from the past three years, such as the Lofts at Mockingbird, Marquis on Gaston, and older residential units in the Preston Hollow area of Dallas, the average parking demand was 0.62 spaces per Bedroom.

Table 4 provides a summary of a number of parking demand studies conducted at various representative properties that are referenced in DeShazo Group’s recent Historical Counts (2020-2023). During this data collection, all vehicles parked on-site and (where applicable) on nearby streets that may be reasonably associated with the subject property were included in the study. All parking accumulation data were collected between the hours of 12:00 AM and 5:00 AM on weekdays in order to capture the overall peak demand when the maximum number of residents are parked on site.¹

TABLE 4
Primary Market Data

Name of Property	Beds	Units	Occ.	Parked Vehicles	Parking per Occ. Bed	Parking per Occ. DU
Urby	1,100	911	98%	766	0.71	0.86
Preston Hollow area units (Dallas)	922	482	93%	432	0.37	0.85
The Boulders (Garland)	348	240	100%	404	1.16	1.68
Mockingbird Station (Dallas)	235	211	95.3%	176	0.79	0.88
Marquis on Gaston (Dallas)	800	480	84%	467	0.69	1.16
Total	3,405	2,324	94%	2,245	0.744	1.09

¹ Based upon hourly parking characteristics published in studies by the *Urban Land Institute* and the *Institute of Transportation Engineers* and documented in private studies by DeShazo, multifamily residential parking demand is highest (i.e., 100% of peak) on weekdays between the hours of 12:00 AM and 4:00 AM (and, 12:00 AM-5:00 AM for urban study sites)

BDA234-004

Table 6 Urby's Parking Reduction Ask

Building	Beds	Units	Occ.	Total Parking	Parking per Occ. Bed	Parking per Occ. DU
Urby – Total Parking Reduction Ask	1,100	911	98%	915	0.83	1.02
Urby – Parking Reduction Ask (Less Retail)	1,100	911	98%	817	0.74	0.92

RECOMMENDATIONS

The purpose of this study is to analyze and summarize DeShazo's observed parking needs for the multifamily uses that are designed with an urban character and target business-professional tenants, such as the Urby at 1930 Hi Line Drive in Dallas, Texas, and—as warranted based upon the applicable development codes—provide a basis and justification to seek a variance from those requirements.

The amount of the reduction is directly affected by the proportion of one-bedroom units proposed within the project. Hence, it is DeShazo's recommendation that the parking criterion to be applied be based upon a per-bedroom rate in lieu of the customary per-unit ratio.

This analysis supports a parking supply ratio of 0.743 Residential parking spaces per bedroom for the Urby. During the periods of April 28-29, and May 5-6, 2023 DeShazo performed parking demand surveys of various representative apartment communities during peak resident parking demand periods. An average parking demand of 0.73 parking spaces per bedroom was observed, but the parking supply rate of 0.83 parking spaces per bedroom will account for parking inefficiencies and a modest surplus.

Based upon DeShazo's professional expertise in parking demand analyses and experience with developments of similar qualities, a minimum residential parking supply of 0.743 parking spaces per bedroom or 817, coupled with 98 additional spaces to serve the restaurant and retail uses yields a total parking supply of 915. This will provide adequate parking to serve the proposed development, and no additional parking spaces should be needed due to shared parking being utilized between the residential and restaurant uses.

DeShazo Group recommends that a Special Parking Exception be pursued for 550 spaces, an additional 235 parking spaces from the original parking reduction of 315 parking stalls reducing the required parking supply from 1,465 spaces to 915.

CONCLUSION

A reduction of five hundred two (550) off-street parking spaces is warranted based upon the considerations specified in the Dallas Development Code Section 51A-4.311(a)(2).

It is DeShazo's professional opinion that the requested special parking exception is not contrary to the public interest. The planned development will create neither a traffic hazard nor restrict the parking operations during typical peak hours.

END of MEMO

APPENDIX

PARKING DEMAND ANALYSIS – CASE STUDIES

DeShazo Group conducted parking studies and observations on two similar residential developments in Dallas, TX – Mockingbird Station Lofts and Marquis on Gaston. The studies were conducted between the hours of 5:00 AM and 6:00 AM on Friday, the 5th of May and Saturday, the 6th of May. These observations are shown on the following page:

Friday May 5, 2023

Apartment Community	Total Spaces	Regular Spaces	Regular Demand	Visitor Spaces	Visitor Demand	Handicapped Spaces	Handicapped Demand	Total Demand
Mockingbird Station Lofts (5331 E Mockingbird Ln, Dallas, TX 75206)	230	226	176	N/A	N/A	4	N/A	176
Marquis on Gaston (2752 Gaston Ave, Dallas, TX 75226)	872	860	467	N/A	N/A	12	N/A	467

Saturday May 6, 2023

Apartment Community	Total Spaces	Regular Spaces	Regular Demand	Visitor Spaces	Visitor Demand	Handicapped Spaces	Handicapped Demand	Total Demand
Mockingbird Station Lofts (5331 E Mockingbird Ln, Dallas, TX 75206)	230	226	175	N/A	N/A	4	N/A	175
Marquis on Gaston (2752 Gaston Ave, Dallas, TX 75226)	872	860	458	N/A	N/A	12	N/A	458



CS COLLABORATIVE
 10000 North Central Expressway, Suite 200, Dallas, TX 75243
 Phone: (214) 750-1000
 Fax: (214) 750-1001
 Website: www.cs-collaborative.com

ARCHITECT OF RECORD
 10000 North Central Expressway, Suite 200, Dallas, TX 75243
 Phone: (214) 750-1000
 Fax: (214) 750-1001
 Website: www.cs-collaborative.com

LANDSCAPE ARCHITECT OF RECORD
 10000 North Central Expressway, Suite 200, Dallas, TX 75243
 Phone: (214) 750-1000
 Fax: (214) 750-1001
 Website: www.cs-collaborative.com

GENERAL CONTRACTOR
 10000 North Central Expressway, Suite 200, Dallas, TX 75243
 Phone: (214) 750-1000
 Fax: (214) 750-1001
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Item	Quantity	Unit	Notes
1000 Building Units	1000	Units	
1000 Residential Parking Spaces	1000	Spaces	
1000 Storage Parking Spaces	1000	Spaces	
1000 Office Parking Spaces	1000	Spaces	
1000 Retail Parking Spaces	1000	Spaces	
1000 Transit Parking Spaces	1000	Spaces	
1000 Other Parking Spaces	1000	Spaces	
1000 Total Parking Spaces	10000	Spaces	
1000 Total Building Area	100000	Sq. Ft.	
1000 Total Site Area	100000	Sq. Ft.	



A1 SITE PLAN
 11.20.20

URBY DALLAS DEVELOPMENT
 10000 NORTH CENTRAL EXPRESSWAY
 DALLAS, TX 75243
 SITE PLAN
 A00.00
 11.20.20

BDA234-004

