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September 14, 2016

Patrick Baugh
Director of Community Development
City of University Park
4420 Worcola Street
Dallas, Texas 76206

Re: *Park Plaza Redevelopment Updated TIA Review*

Dear Mr. Baugh:

Per your request, we have completed a review of the updated traffic impact analysis, dated July 2016 by Kimley-Horn, for the Park Plaza redevelopment, to be located on the west side of Hillcrest Avenue between Daniel Avenue and Haynie Avenue in University Park, Texas.

Comments are numbered for ease of reference and the numbering does not imply any ranking. We have divided our comments into two categories – *Informational Comments* are those that require no action by the city or the applicant. *Action Comments* are those that require a response or action by the City or applicant. We offer the following comments on the submitted study.

INFORMATIONAL COMMENTS (REQUIRE NO ACTION BY CITY OR APPLICANT)

1. Based on the provided report, the proposed development will include the following space allocations:
 - 85,900 sf office, 27,285 sf shopping center, and 19,595 sf restaurant, for a total of 132,780 sf.
2. The proposed development was assumed to be complete in 2018 and is estimated to generate the following numbers of trips:
 - a. 4,757 trips on a daily basis, including 294 trips during the AM peak hour and 388 trips during the PM peak hour, after internal capture calculations.
 - i. During the AM peak hour, 50% of the restaurant space was assumed not to be open and therefore not generating trips.
 - ii. Internal capture was calculated to account for 52 trips during the AM peak hour and 96 trips during the PM peak hour.
 - iii. During the PM peak hour, pass-by rates of 34% and 43% were applied for the retail and restaurant land uses, respectively.

Internal capture and pass-by rates assumed are within industry standards.
3. The directional distribution assumed was 30% to/from the north on Hillcrest Avenue, 25% to/from the south on Hillcrest Avenue, 15% to/from the east on Daniel Avenue, 15% to/from the north on Dickens Avenue, 10% to/from the south on Dickens Avenue, and 5% to/from the north on Snider Plaza.

4. Two access points to the proposed parking garage are proposed: (1) a full-movement access point on Daniel Avenue at the west end of the development, about 30 feet to the west of where it was earlier proposed in the March 2016 submission; and (2) a two-way access point on the south side of the garage on Haynie Avenue, where left turns into the garage are proposed to be prohibited by the garage entrance geometry.
5. No roadway improvements were recommended with this development. Signal timing improvements and “monitoring” were recommended at the intersection of Hillcrest Road and Daniel Avenue.
6. Based on traffic volumes collected by Lee Engineering on November 15, 2006, and the traffic volumes included in the study, total traffic at the intersection of Hillcrest Road and Daniel Avenue has grown at an annual rate of 1% and 0% during the AM and PM peak hours, respectively, over 10 years.
7. In Exhibit 6, the traffic distribution has been updated versus previous versions of the TIA to reflect a newly proposed two-way garage access on the south side of the development, connecting to Haynie Road. Only 30% of traffic destined to the southwest in Exhibit 6 is projected to exit via the south garage driveway, while 70% of it is assumed to exit to the north. While most traffic to the southwest would be expected to exit via the south driveway, the projected volumes along Haynie Road are light and LEE is of the opinion this intersection would continue to operate effectively even with the addition of such traffic. Since traffic volumes along Haynie Road would be only slightly higher than represented (5 vehicles/hour higher in the AM peak and 17 vehicles/hour in the PM peak), reassignment of this traffic and re-analysis would therefore not yield different study recommendations, and so no further action is required.

ACTION COMMENTS (REQUIRE RESPONSE OR ACTION BY CITY OR APPLICANT)

1. All comments should be addressed with point-by-point written responses. Some prior comments have not been addressed in writing in conjunction with this submittal.
2. Worksheets to show internal capture calculations have been added to the Appendix as requested. The land use quantities on the internal capture sheets in the Appendix do not match those shown in the report:

Report:

- 27,285 sf shopping center
- 85,900 sf general office
- 19,595 sf restaurant

Appendix:

- 26,464 sf shopping center
- 68,735 sf general office
- 19,635 sf restaurant

However, the number of trips (AM/PM entering/exiting) in the appendix match correctly with the updated trip generation in Table 3 of the report, so the outcome is unaffected and the internal capture calculations are accurate. Internal capture and pass-by rates assumed are within industry standards. No further action is required except correction of the land use totals on the Appendix worksheets to match the correct values shown in the report.

3. The previously proposed two-way left-turn lane (TWLTL) along Daniel Avenue has been removed from the proposal as suggested. However, it is still recommended that the center of Daniel Avenue internal to its intersection with Snider Plaza be striped with a dedicated eastbound left turn lane. This would discourage drivers destined for the valet parking area from attempting to use the center lane for westbound U-turns when the geometry will not accommodate this movement.

4. The report has been corrected to remove references to “bread trucks” and replace them with references to a SU-30 design vehicle. However, no information has been provided on how occasional larger trucks would be accommodated for deliveries. While smaller single-unit trucks are indeed the most common type of truck likely to access the site, the design needs to accommodate occasional larger trucks such as WB-62’s. AutoTurn exhibits should be provided illustrating how larger trucks would be accommodated.
5. As requested, the study has been updated to recommend that the accessibility of pedestrian pathways, crosswalks, pedestrian ramps, and pedestrian pushbuttons should be reviewed for compliance with the American Disabilities Act (ADA) and Public Rights-of-Way Accessibility Guidelines (PROWAG) standards and guidelines and upgraded as necessary with improvements such as curb ramps, detectable warning surfaces, and/or APS pushbuttons at the intersections of Daniel Avenue with Snider Plaza and Hillcrest Avenue. However, this review has not been conducted as part of the study, so no specific improvements are proposed. Based on preliminary review, several current elements of the pedestrian crossings at this intersection appear to be non-compliant. The study should be updated to include a thorough review of these two intersections and list of specific, proposed improvements to be included in the reconstruction of the sidewalk and pedestrian paths adjacent to the development by the developer.
6. The updated study indicates that eastbound left turns be restricted from entering the southern garage entrance from Haynie Avenue by design of the driveway. The site plan in the appendix shows that a left turn would need to be sharper than 90 degrees, but the curb radius of the island separating the inbound and outbound movements does not appear to be small enough to effectively discourage left turns. AutoTurn exhibits should be provided to demonstrate that the design will effectively prohibit a passenger car from making the left turn movement if credit is to be taken for minimizing site traffic along Haynie Avenue. Signing should also be provided to prohibit the movement and mark the lane exiting the garage as one-way only (in contrast to the reversible lane proposed for the north entrance).
7. As commented previously, no site traffic was assigned to the valet location, and thus, traffic impacts at the valet location may be greater than presented. Analysis should be provided to demonstrate that valet drivers exiting the valet bay to make a U-turn toward the garage have sufficient sight distance for this maneuver.
8. As commented previously, on page 25, the study indicates that based on City code as referenced in Table 12, 620 parking spaces would be required. However, the Concept Site Plan in the appendix of the report has a table that shows a different calculation for parking requirements for restaurant patio seating, resulting in a lower total parking need of 596 spaces. 714 parking spaces will be provided. The two tables should be reconciled.
9. As commented previously, the site plan should be updated to show the valet parking “cut-out” three feet deeper as recommended on page 26 in conjunction with the analysis shown in Figure 11.

COMPARISON WITH HYPOTHETICAL PROPOSAL TO MATCH MAXIMUM DENSITY ALLOWED PER CURRENT ZONING

At the request of City staff, LEE has prepared a comparison of the trip generation for the proposed development with that of a theoretical development matching the maximum density allowed under the current zoning (Office-2) for the parcel.

As per direction from City staff, the hypothetical development would be a five-story building with overall dimensions of 195 feet x 150 feet. The Office-2 zoning entitles the owner/developer to construct a building with mixed non-residential occupancy. The following limits apply to the size of the structure:

- 60 feet in height
- 25' front yard
- 0'0" side yards to 40' height; 10' step back for upper two floors
- 10' rear yard

For a five-story building (the minimum assumed to be viable for the site), the following was assumed:

- No soaring ceiling on the first floor or top executive floor would be provided, allowing each floor to have a 13' floor to floor height.
- A variance would be required to achieve the fifth floor at a height of 65'.
- A variance would have to be acquired for overall 70' parapet height plus 10' for mechanicals.

These restrictions yield a foot print of 160' x 150' (24,000) for floors 1-3 = 72,000 square feet, while floors 4 & 5 cover 160 x 130' (20,800) = 41,600. The total space in the 5-story building would therefore be **113,600 square feet**. Land use for the building was again assumed to be as directed by City staff:

- Office 67% = 76,112 square feet
- Retail 21% = 23,856 square feet
- Restaurant 12% = 13,632 square feet

LEE conducted trip generation analysis for the hypothetical building as zoned, using the same assumptions verified to be reasonable in the Kimley-Horn traffic study. The table on the following page compares the trip generation for the hypothetical and proposed buildings.

Trip Generation Comparison – Net New External Build Out (2018) Trips								
Land Use Description	ITE Code	Intensity / Units	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Park Plaza Development as Proposed								
General Office	710	85,900 SF	147	16	163	24	141	165
Shopping Center	820	27,285 SF	30	18	48	69	68	137
Restaurant	932	19,595 SF	48	35	83	52	34	86
TOTAL		132,780 SF	225	69	294	145	243	388
Park Plaza Development as Zoned								
General Office	710	76,112 SF	134	15	149	23	132	155
Shopping Center	820	23,856 SF	29	17	46	64	66	130
Restaurant	932	13,632 SF	32	22	54	36	24	59
TOTAL		113,600 SF	195	54	249	123	222	344
DIFFERENCE		19,180 SF (17%)	30 (15%)	15 (28%)	45 (18%)	22 (18%)	21 (9%)	44 (13%)

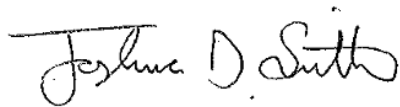
The top half of the table shows trip generation values matching Table 3 from the Kimley-Horn study. The bottom half of the table shows values from LEE's analysis of the theoretical maximum-build development as zoned. The bottom row of the table shows that in the peak hours, the proposed development would generate 44 to 45 more

net external trips per hour than would a development allowable under the current zoning, or less than one additional trip per minute. This incremental change in trips would result in negligible amounts of additional delay that will most likely not result in reduced level of service and the difference would likely be unnoticed by most drivers experiencing each of the two scenarios.

In LEE's opinion, the traffic impacts of the proposed development will be very modest, and only marginally greater than allowed by current zoning. With the proposed signal timing adjustments, level of service for individual turning movements in the 2018 build-out condition is projected to be no worse than LOS D for any movement, meaning average delays for the worst movements will be less than 55 seconds/vehicle at the signalized intersection of Hillcrest Avenue and Daniel Avenue and less than 35 seconds/vehicle at the other unsignalized study intersections. Much of the perceived congestion in the vicinity is due to friction from parking maneuvers along Snider Plaza and other on-street parking areas. The proposed development will reduce some on-street parking and provide for its own parking needs in an off-street garage so as to avoid multiplying the conflicts between parking maneuvers and through traffic.

If you have any questions, please contact me at (972) 248-3006. We appreciate the opportunity to provide these services and are available to address any additional comments or concerns.

Sincerely,

A handwritten signature in black ink, appearing to read "Joshua D. Smith". The signature is fluid and cursive, with the first name "Joshua" and last name "Smith" clearly distinguishable.

Josh Smith, P.E., PTOE
Project Manager
Lee Engineering
TBPE Firm F-450