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MEMORANDUM

To: Andreea Udrea, Ph.D., AICP – City of Dallas, Sustainable Development & Construction, Current Planning

David Nevarez, P.E., PTOE – City of Dallas, Sustainable Development & Construction, Engineering Division

From: Steve E. Stoner, P.E., PTOE

CC: Suzan Kedron – Jackson Walker

Date: October 8, 2019

Subject: **Z178-358 SMAA Rezoning—Frederick Square Alley**
PK#2386-16.242

The following memorandum is a supplement to the original Traffic Impact Analysis (TIA) for the proposed SMAA/LPC development located between Douglas Avenue and Lomo Alto Street, north of Colgate Avenue in Dallas, Texas. The project will contain new office, residential, and restaurant uses with structured parking. The structured parking will also provide dedicated and shared parking spaces for the existing church uses to remain on the site. The property is now under consideration for rezoning.

Frederick Square Alley

This memorandum relates to the public alley on the north side of the property, which is referred to herein as “Frederick Square”, and the associated City staff comments (summarized below):

As discussed at CPC, we have explored options to include conditions for the existing alley to be improved up to a design and materials that exceed city’s standards in order to support the projected site generated traffic. However, the request would leave a burden for the city to maintain. We also considered challenges the applicant would have at permitting in developing their site in compliance with the proposed the cross-section along the entire public alley from Douglas to Lomo Alto.

Staff is unable to support the amount of development impact on an improved, standard, public alley. Instead, a recommendation is made to address the root of the problem—the amount of site generated traffic on the alley.

Staff recommends reducing the number of proposed access points to no more than one egress-only driveway for Subdistrict II, in addition to any loading spaces or docks already shown on the proposed development plan. A supplemental technical memorandum evaluating this condition may be submitted in lieu of a full revision to the traffic impact analysis, at the applicant's discretion.

Site access to the project is proposed to be provided on Frederick Square and on a parallel, internal access drive. In the original TIA, the majority (>85%) of the site traffic generated by the new uses was assumed to access the site via Frederick Square in accordance with the design intent of maintaining a pedestrian-friendly environment between the church uses and the new development. This “plaza” area will accommodate occasional outdoor church-sponsored activities, such as a weekly Farmer’s Market (seasonal). During such times, it would be intended for the internal access drive to be closed to through traffic. However, as the site design has evolved, the importance of distributing the site traffic to multiple access points has become known, thus the site access from the internal access drive has become more prominent. It is currently estimated that approximately half of the site traffic will enter and exit the site via Frederick Square and half via the internal access drive (see attached, revised trip distribution exhibits). The resulting daily volume of new, site-generated traffic on Frederick Square will be approximately 1,879 vehicle per day; 128 vehicles during the AM peak hour; and, 173 vehicles per hour during the PM peak hour (calculations also attached).

The City of Dallas **Paving Design Manual** states that the purpose of an alley is to provide supplemental access and parking in areas that are otherwise served by local streets. Alleys are required in residential areas and are often provided in other areas with high-density zoning. A typical residential alley consists of 10 feet (minimum) of pavement within 15 feet (minimum) of right-of-way. This one-lane cross-section serves low-volume, two-way traffic. However, the **Paving Design Manual** also states that alleys in commercial areas shall be designed to accommodate larger vehicles and “require individual consideration to determine design standards”.

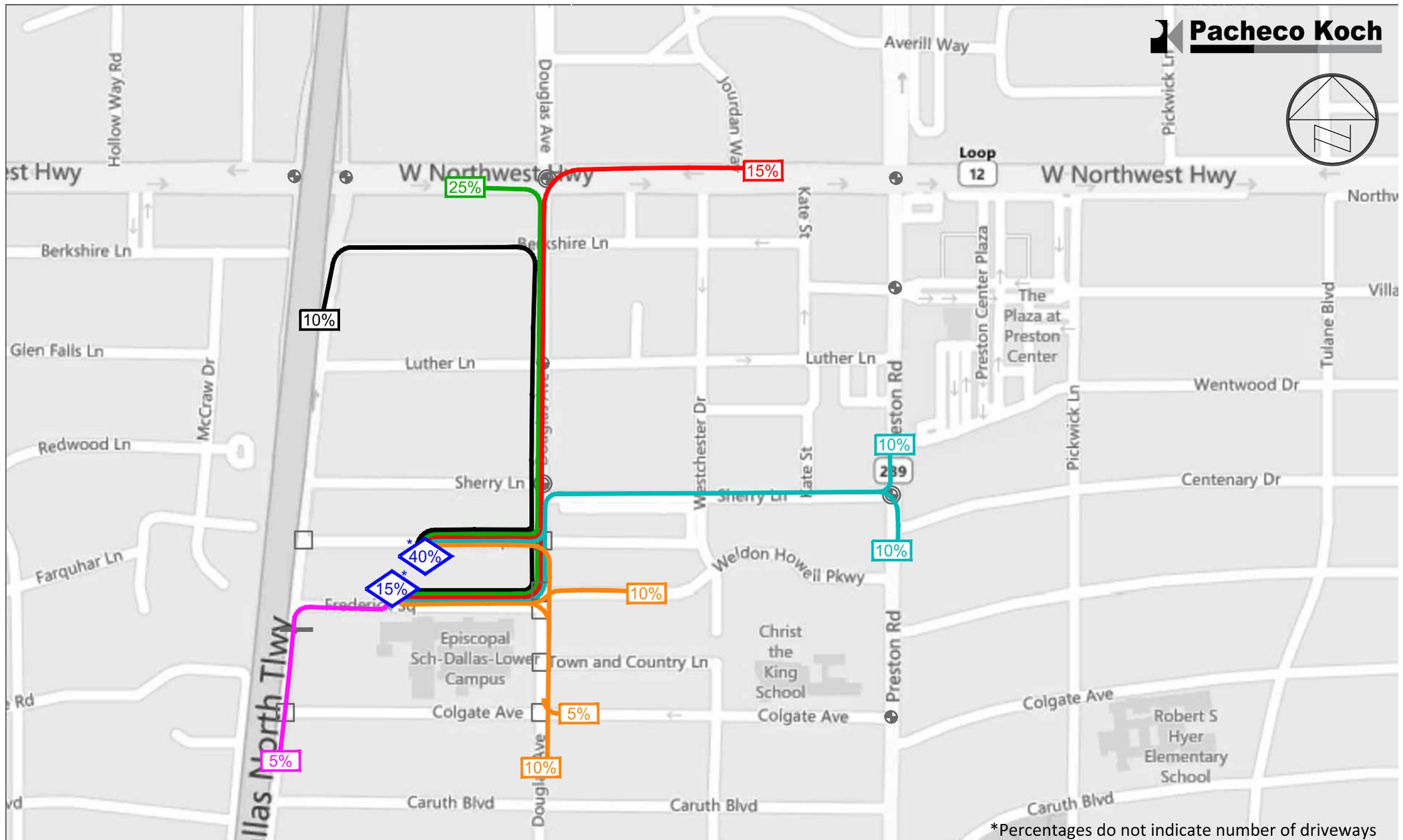
Currently, Frederick Square exists within 20 feet of right-of-way with a varying usable pavement between about 14 and 18 feet (additional paved area exists on the north side of the alley outside the right-of-way, which accommodates extemporaneous parking and loading areas). But, to accommodate that additional traffic load, the Developer proposes to reconstruct and enhance the entire alley from Douglas Avenue to Lomo Alto Drive to a minimum width of 20 feet (accommodates two full traffic lanes with two-way operation). Structurally, the proposed reconstructed alley will have a pavement structure comparable to a local street.

With regard to the number of access points on the alley, the Designers and Developers prefer to have a minimum of two (both ingress and egress) serving Zone II in order to separate office traffic and residential traffic. This separation is desirable to control access

in and out of different sections of the garage (with control gates) and to reduce traffic conflicts that will improve flow.

Another consideration is that, during events on the plaza (typically during evenings and weekends, e.g., the Farmers Market), temporary closure of the internal access drive may garage access to/from the internal access drive. Therefore, maintaining vehicular ingress and egress for site on Frederick Square is essential. The Developer will agree, however, to reduce the number of garage access points from three to two (excluding loading docks).

END OF MEMO



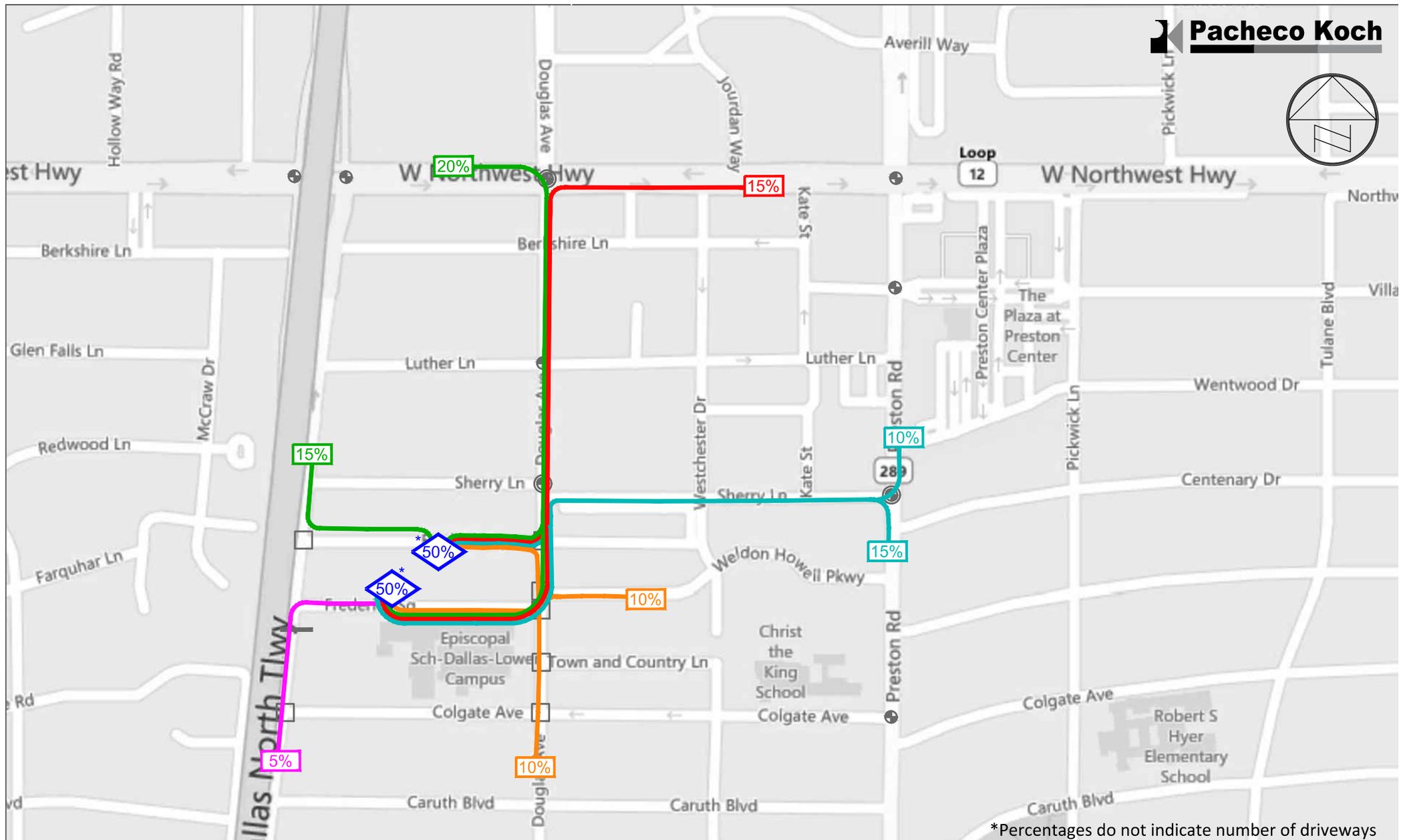
*Percentages do not indicate number of driveways

- Project Location
- Study Area Intersection (Signalized)
- Road-Tube Counts
- Traffic Signal
- Study Area Intersection (Unsignalized)
- Traffic Assignment

Site Generated Trip Distribution - Inbound

Preston Center-SMAA Development, Dallas, Texas

PK #2386-16.242 (HWL: 10/08/19)



*Percentages do not indicate number of driveways

- Project Location
- Study Area Intersection (Signalized)
- Road-Tube Counts
- - Traffic Signal
- Study Area Intersection (Unsignalized)
- X% - Traffic Assignment

Site Generated Trip Distribution - Outbound

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Estimated Traffic Assignment on Frederick Square (alley)

Inbound	40%
Outbound	50%
Average	45%

	Daily (Weekday)		AM Peak Hour (Adj Street)			PM Peak Hour (Adj Street)		
	Total Trip Ends	Portion Using Frederick Square	Total In	Total Out	Portion Using Frederick Square	Total In	Total Out	Portion Using Frederick Square
Office	2330	1049	205	33	99	39	207	119
Residential	1007	453	16	47	30	49	31	35
Restaurant	838	377	4	3	3	52	26	34
SUBTOTAL	4175	1879	225	83	132	140	264	188
Less Int. Trip Capture		95			4			15
TOTAL		1879			128			173