



April 22nd, 2020

Mr. David Nevarez, P.E., PTOE, CFM
City of Dallas – Sustainable Development and Construction
1500 Marilla St., 5BN,
Dallas, TX 75201

**RE: *Proposed KDC Parkside Mixed-Use Development
Modification of Traffic Impact Analysis Trip Generation***

Dear David:

Kimley-Horn and Associates, Inc. (KHA) is pleased to present this trip generation comparison for the KDC Parkside mixed-use development located east of Woodall Rogers Freeway Southbound Frontage Road (SBFR), between Harwood Street and St. Paul Avenue in Dallas, Texas.

KHA analyzed the site for rezoning in a traffic impact analysis (TIA) dated February 17, 2020. The TIA analyzed the following development scenario:

Phase 1

- General Office Building - 493,000 SF
- Retail - 7,000 SF

Phase 2

- Hotel - 250 rooms
- General Office Building - 177,000 SF
- Retail - 8,000 SF

Given the current uncertain coronavirus market dynamics, it is likely that the Phase 2 originally programmed in the Parkside development may be different than the completed Traffic Impact Analysis (TIA) assumptions. Phase 1 of the development will remain as planned in the TIA.

The Phase 2 TIA land use assumption, used for the 2027 buildout scenario, had a total of 3,521 daily external trips, 255 AM peak hour external trips, and 283 PM peak hour external trips.

KDC is proposing three Phase 2 development alternatives with modified land-uses to lower hotel and office uses and instead include multifamily residential uses. The Phase 2 alternatives are as follows:

Phase 2 - Alternative A

- Hotel - 250 rooms

- Retail - 8,000 SF
- Multifamily Housing – 150 dwelling units

Phase 2 - Alternative B

- Hotel - 150 rooms
- Retail - 8,000 SF
- Multifamily Housing – 250 dwelling units

Phase 2 - Alternative C

- Retail - 8,000 SF
- Multifamily Housing – 300 dwelling units

We are submitting this letter instead of revising the previously completed TIA, since the daily and peak hour traffic was reduced from the scenario we studied for each of these three alternatives. Based on ITE *Trip Generation, 10th Edition*, the projected Phase 2 trip generation comparison is as follows:

Table 1 – Phase 2 Trip Generation Comparison

| Land Uses | Amount | Units | ITE Code | Daily One-Way Trips | AM Peak Hour One-Way Trips | | | PM Peak Hour One-Way Trips | | |
|--|---------|-------|----------|---------------------|----------------------------|-----------|------------|----------------------------|------------|------------|
| | | | | | IN | OUT | TOTAL | IN | OUT | TOTAL |
| <i>Original Land-Use</i> | | | | | | | | | | |
| Hotel (Dense Multi-Use Urban) | 250 | Rooms | 310 | 1,373 | 58 | 40 | 98 | 50 | 48 | 98 |
| General Office Building (Dense Multi-Use Urban) | 177,000 | SF | 710 | 1,846 | 128 | 21 | 149 | 26 | 129 | 155 |
| Retail/Shopping Center | 8,000 | SF | 820 | 302 | 5 | 3 | 8 | 14 | 16 | 30 |
| Net New External Trips: | | | | 3,521 | 191 | 64 | 255 | 90 | 193 | 283 |
| <i>Phase 2 - Alternative A</i> | | | | | | | | | | |
| Hotel (Dense Multi-Use Urban) | 250 | Rooms | 310 | 1,373 | 58 | 40 | 98 | 50 | 48 | 98 |
| Retail/Shopping Center | 8,000 | SF | 820 | 302 | 5 | 3 | 8 | 14 | 16 | 30 |
| Multifamily Housing (High-Rise, Dense Multi-Use Urban) | 150 | Units | 222 | 311 | 4 | 28 | 32 | 20 | 9 | 29 |
| Net New External Trips: | | | | 1,986 | 67 | 71 | 138 | 84 | 73 | 157 |
| <i>Phase 2 - Alternative B</i> | | | | | | | | | | |
| Hotel (Dense Multi-Use Urban) | 150 | Rooms | 310 | 824 | 35 | 24 | 59 | 30 | 29 | 59 |
| Retail/Shopping Center | 8,000 | SF | 820 | 302 | 5 | 3 | 8 | 14 | 16 | 30 |
| Multifamily Housing (High-Rise, Dense Multi-Use Urban) | 250 | Units | 222 | 518 | 6 | 47 | 53 | 34 | 14 | 48 |
| Net New External Trips: | | | | 1,644 | 46 | 74 | 120 | 78 | 59 | 137 |
| <i>Phase 2 - Alternative C</i> | | | | | | | | | | |
| Retail/Shopping Center | 8,000 | SF | 820 | 302 | 5 | 3 | 8 | 14 | 16 | 30 |
| Multifamily Housing (High-Rise, Dense Multi-Use Urban) | 300 | Units | 222 | 621 | 8 | 55 | 63 | 40 | 17 | 57 |
| Net New External Trips: | | | | 923 | 13 | 58 | 71 | 54 | 33 | 87 |

Trip Generation rates based on ITE's *Trip Generation Manual*, 10th Edition.

Considering net new external trips, the traffic generated by the Phase 2 development alternatives represents a 44% to 74% reduction from the daily trips used in the TIA, a 46% to 72% reduction from the AM peak hour trips, and a 45% to 69% reduction from the PM peak hour trips. A summary of these reductions is as follows:

Table 2 - Percent Change

| Scenario | Daily One-Way Trips | AM Peak Hour | PM Peak Hour |
|--------------------------------|---------------------|--------------|--------------|
| Traffic Impact Analysis | 3,521 | 255 | 283 |
| Phase 2 - Alternative A | 1,986 | 138 | 157 |
| % Change | -44% | -46% | -45% |
| Phase 2 - Alternative B | 1,644 | 120 | 137 |
| % Change | -53% | -53% | -52% |
| Phase 2 - Alternative C | 923 | 71 | 87 |
| % Change | -74% | -72% | -69% |

Based on these factors, we do not believe the site changes merits the production of a revised Traffic Impact Analysis. The recommendations from the TIA remain unchanged despite the reduction in site trips. If you have any questions or comments regarding this report or its attachments, please do not hesitate to contact me at 972.770.1300.

Sincerely,



Scot A. Johnson, P.E., PTOE
Associate