



7557 Rambler Road, Suite 1400  
 Dallas, Texas 75231-2388  
 (972) 235-3031 www.pkce.com  
 TX. REG: ENGINEERING FIRM F-469  
 TX. REG. SURVEYING FIRM LS-100080-00

# MEMORANDUM

**To:** Andreea Udrea, Ph.D., AICP – City of Dallas, Current Planning

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

**CC:** Leland Burk – Matilda Realty-1,L.P.

Bill Hanks – RB Pass, LLC

Bill Dahlstrom – Jackson Walker, L.L.P.

**Date:** August 6, 2020

**Subject:** **Traffic Impact Analysis Addendum [Z190-238(AU)]**

PK#: 2386-20.065

This memorandum was prepared to acknowledge that the proposed development program for the redevelopment of the subject properties at 6030 Luther Lane and 8215 Westchester Drive has been updated since the Traffic Impact Analysis, prepared by Pacheco Koch, was published on June 17, 2020. A comparison of the original to the current development program is provided in Table 1.

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PROPERTY	PREVIOUS PROPOSED PROGRAM (USE/AMOUNT)	CURRENT PROPOSED PROGRAM (USE/AMOUNT)
6030 Luther Lane	Hotel (225 Rooms, 3,500 SF Restaurant) Residential (63 DU) Retail/Restaurant (5,000 SF)	Hotel (225 Rooms) Residential (63 DU) Restaurant (6,000 SF) Retail (2,500 SF)
8215 Westchester Drive	Residential (270 DU) <i>[Assumes density bonus]</i>	Residential (339 DU) <i>[Assumes density bonus]</i>

The increase in development results in a slight increase in trip generation. The net increase in site-generated traffic volumes (both properties, combined) is summarized in Table 2.

Table 2. Projected Trip Generation Summary [UPDATED]

SCENARIO (BOTH PROPERTIES, COMBINED)	DAILY TRIP ENDS (WEEKDAY)	AM PEAK HOUR TRIP ENDS (ADJACENT STREET PEAK)	PM PEAK HOUR TRIP ENDS (ADJACENT STREET PEAK)
		Total (In/Out)	Total (In/Out)
Existing Uses	1,931	<b>114</b> (86/28)	<b>194</b> (69/124)
Previously Proposed Uses	3,550	<b>224</b> (96/128)	<b>272</b> (149/123)
Previous Net Increase	1,619	<b>+110</b> (+10/+100)	<b>+78</b> (+80/-1)
Current Proposed Uses	4,054	<b>262</b> (110/152)	<b>315</b> (178/137)
Current Net Increase	2,123	<b>+148</b> (+24/+124)	<b>+121</b> (+109/+13)
Change	+504	<b>+38</b> (+14/+24)	<b>+43</b> (+26/+17)

The study area intersections were reanalyzed with the increase in site-generated traffic. Results of those analyses are provided in Tables 3A and 3B.

Essentially, traffic operations changed only a very slight amount—average delays for one maneuver (westbound approach on Luther at Douglas) increased by 1.9 seconds per vehicle during the AM peak hour, but all other individual maneuvers increased by one second or less. Overall intersection Levels of Service were unchanged.

NOTE: In addition to this addendum, a supplemental traffic study was prepared for residents of the 8181 Douglas to address concern about the potential impact from the proposed development on the intersections along Douglas Avenue, specifically the Douglas-Sherry intersection. As per the TIA, the Engineer anticipates no significant amount of site-related traffic will travel through the Douglas-Sherry intersection during peak hour periods due to general land use patterns in the area. However, the supplemental study assumed a hypothetical, “worst case” scenario (from the residents’ perspective) that did assume some site traffic would travel through the Douglas-Sherry intersection. The analysis found that the alternate travel orientations would only have a very slight impact on traffic operations at the Douglas-Sherry intersection and did not require further mitigation. However, the merits of the previously-discussed traffic improvements within the Douglas Avenue corridor are not diminished.

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