Development Services

"TOGETHER WE ARE BUILDING A SAFE AND UNITED DALLAS"

APPLICATION/APPEAL TO THE BOARD OF ADJUSTMENT

Case No.: BDA 212-078 (revised)

Data Relative to Subject Property: Date: 9/11/23

RECEIVED
SEP 11
BY:

Location address: 5526 E. R. L. Thornton FWY Zoning District: CR

Lot No.: 6A Block No.: 7/1633 Acreage: 0.6054 Census Tract: 48113002500

Street Frontage (in Feet): 1) 248.95 2) 116 3) 4) 5)

To the Honorable Board of Adjustment:

Owner of Property (per Warranty Deed): Modern Pyramids, Inc. - Mark Barakat

Applicant: Audra Buckley Telephone: 214.686.3635

Mailing Address: 1414 Belleview Street, Ste 150 Zip Code: 75215

E-mail Address: permitted.development.dfw@gmail.com

Represented by: Permitted Development, LLC Telephone: 214.686.3635

Mailing Address: 1414 Belleview Street, Ste 150 Zip Code: 75215

E-mail Address: permitted.development.dfw@gmail.com

Affirm that an appeal has been made for a Variance ☑ or Special Exception ☑ of

Variance to the off-street parking requirements for a reduction of ~~37.5%~~ 47% or ~~12~~ 14 of the required ~~32~~ 34 spaces, variance of 20' to the side yard setback required adjacent to the alley, and a landscape special exception.

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:

These request will not adversely impact surrounding properties. With regards to the parking reduction, please see submitted traffic analysis. Due to existing conditions of the block plus existing, solid, residential fences south of the alley, the reduction of the side yard setback to 0' will not adversely impact neighbors to the south. Additionally, solid screening is proposed along the alley as part of the alternate landscape plan provided in lieu of Article X.

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 Audra Buckley

(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: Audra Buckley

(Affiant/Applicant's signature)

Subscribed and sworn to before me this 11 day of September, 2023

Destinee McNeal

Notary Public in and for Dallas County, Texas

DESTINEE MCNEAL
Notary Public
STATE OF TEXAS
ID# 13433588-8
My Comm. Exp. 05/01/2027

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 Audra Buckley

represented by Permitted Development

did submit a request for (1) a variance to the parking regulations, and for (2) a special exception to the landscaping regulations, and for (3) a variance to the side yard setback regulations

at 5526 E R.L. Thornton Hwy

BDA212-078. Application of Audra Buckley for (1) a variance to the parking regulations, fc (2) a special exception to the Landscape and tree preservation regulations, and for (3) a variance to the side yard setback regulations at 5526 E R L THORNTON FWY. This property is more fully described as lot 6A, block 7/1633 and is zoned CR, which requires parking to be provided, and Landscape to be provided and a 20-foot side yard setback to be provided. The applicant proposes to construct and/or maintain nonresidential structures for retail and personal service uses and provide 20 of the required 34 parking spaces, which will require a 14 space variance (41% reduction) to the parking regulation.

Sincerely,

Andrew Espinoza, CBO, MCP, CFM, CCEA

CITY OF DALLAS

AFFIDAVIT

Appeal number: BDA 212-078

I, Modern Pyramids, Inc. - Mark Barakat, Owner of the subject property
(Owner or "Grantee" of property as it appears on the Warranty Deed)

at: 5526 E. R. L. Thornton FWY
(Address of property as stated on application)

Authorize: Permitted Development, LLC - Audra Buckley
(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)

X Variance (specify below)

X Special Exception (specify below)

_____ Other Appeal (specify below)

Specify: Variance to the off-street parking requirements for a reduction of ~~37.5%~~ 41% or ~~12~~ 14 of the required 32 34 spaces, variance of 20' to the side yard setback required adjacent to the alley, and a landscape special exception.

MARK BARAKAT
Print name of property owner or registered agent

Signature of property owner or registered agent

Date 9/11/23

Before me, the undersigned, on this day personally appeared Mark Barakat

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 11 day of September 2023

Destinee McNeal
Notary Public for Dallas County, Texas

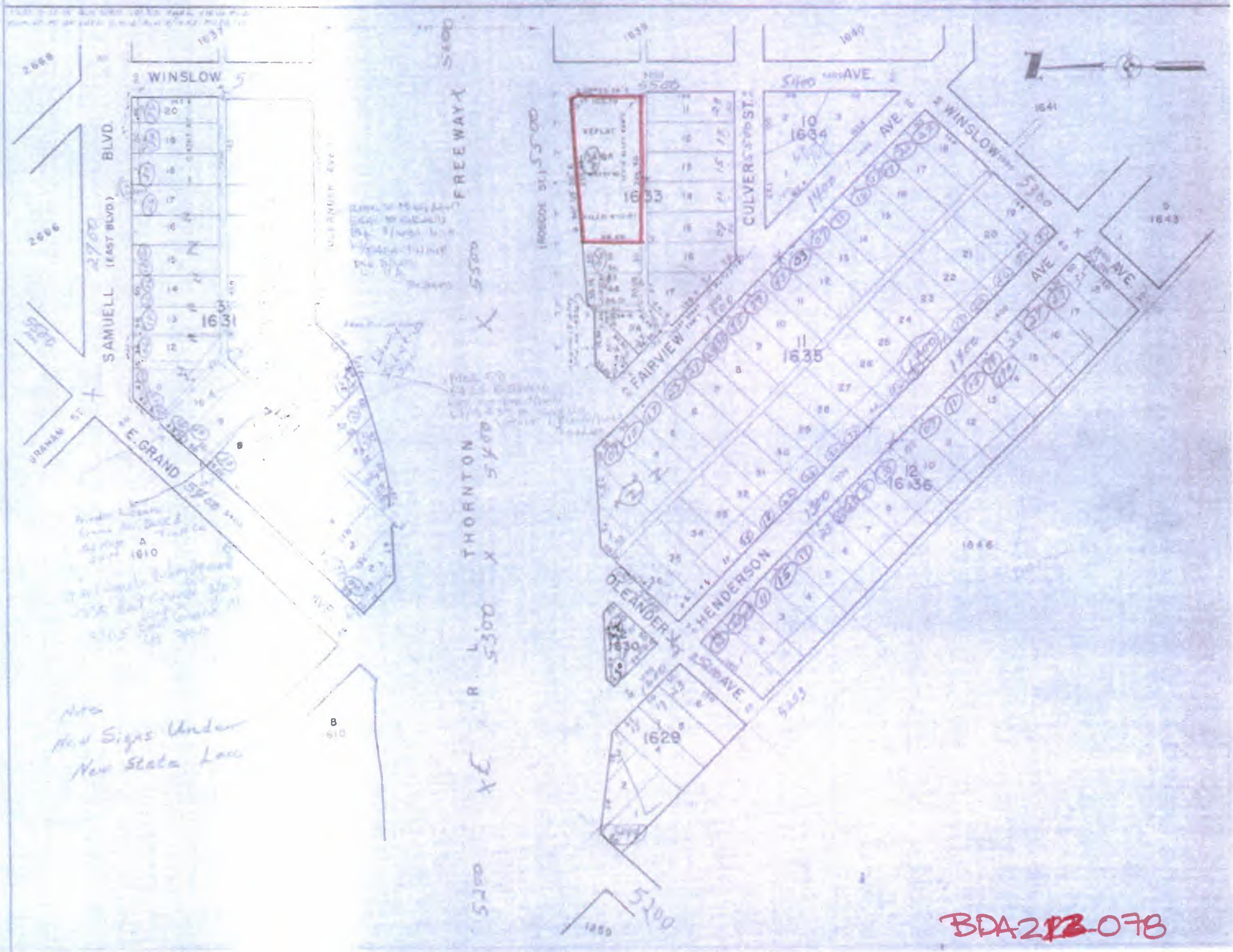
DESTINEE MCNEAL
Notary Public
STATE OF TEXAS
ID# 13433588-8
My Comm. Exp. 05/01/2027

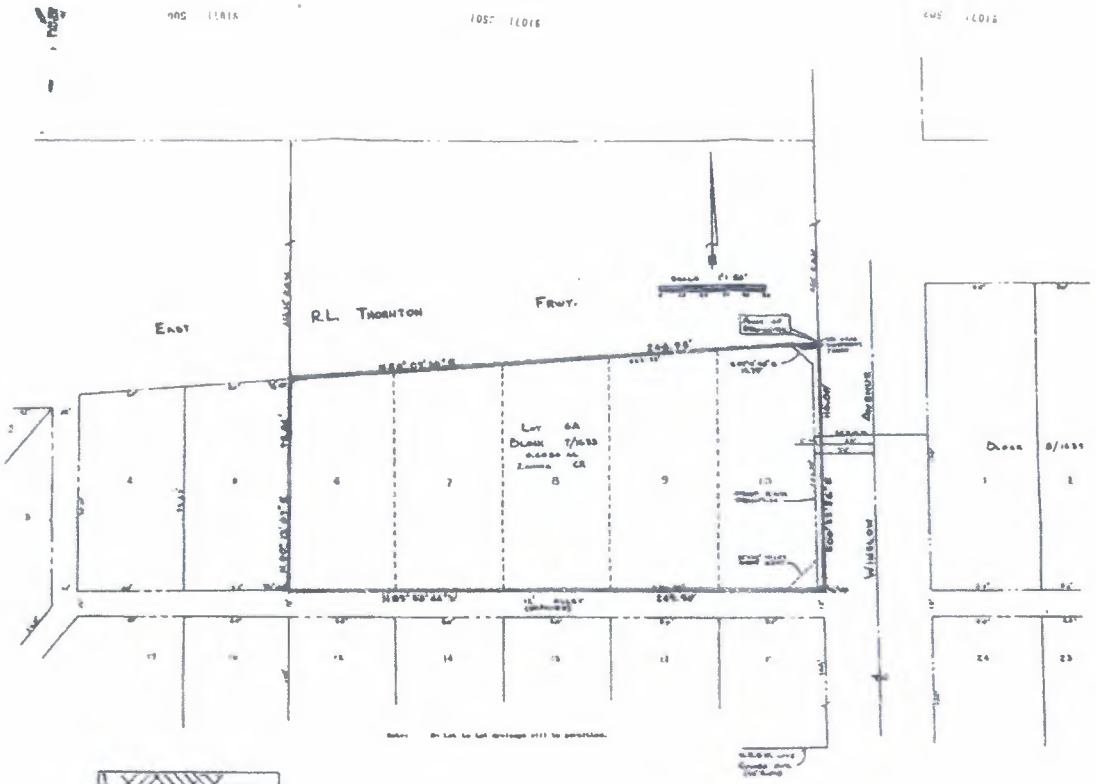
Commission expires on 05/01/2027

ANNEXED OCT. 19, 1918 ORD NO
SURVEY THOMAS LAGOW 759

ADDITION PARKVIEW PLACE (PT)
SCALE 100 FT. EQUALS 1 INCH

BLOCKS 1629 THRU 1631 – 1633 THRU 1636
SCHOOL DISTRICT DALLAS





OWNER'S CERTIFICATE

SURVEYOR'S CERTIFICATE

CITY PLAN FILE NO. S 801-020

FINAL PLAT

LOT 6A BLOCK 7/1633 PARKVIEW PLACE ADDITION — AN ADDITION TO THE CITY OF DALLAS, TEXAS

OWNER: PHILLIPS 66 COMPANY
900 REPUBLIC DR. SUITE 100
PLANO, TEXAS 75074

SURVEYOR: ROBERT L. PEARCE
3904 GREENVILLE AVE. SUITE 104 LB4
DALLAS, TEXAS 75243
PHO. 214 / 340 - 3068

MARCH 1991

G.M. 91-001

BDA213-078

Documentary Evidence for Setback Variance Request:

(i) the variance is not contrary to the public interest when, owing to special conditions, a literal enforcement of this chapter would result in unnecessary hardship, and so that the spirit of the ordinance will be observed, and substantial justice done;

The property is zoned CR with property to the south of the alley being zoned PDD 136 - residential zoning. The Dallas development code requires a 20' setback wherever CR properties are located adjacent to or across an alley from a residential zoning district. The purpose is to provide a buffer between two different use types, which is sometimes done with landscaping/living screen. However, as shown in these two photos, existing conditions show both sides of the alley are lined with solid screening/fencing. Any improvements made to the subject site would not be visible.

Additionally, none of the residents across the alley from the subject use the alley for access. Parking occurs on-street or in their respective driveways as shown:

BDA223-078

Therefore, we do not believe a reduction in the setback along the alley will be contrary to the public interest but would result in an unnecessary hardship in the development of the subject site due to its depth of approximately 97' at the narrowest point. Compliance would result in a loss of 20' of depth which would further hinder development commensurate with other CR zoned parcels along RL Thornton. As described in the next section, most all the structures along RL Thornton are shown immediately adjacent to their respective alleys.

(ii) the variance is necessary to permit development of a specific parcel of land that differs from other parcels of land by being of such a restrictive area, shape, or slope that it cannot be developed in a manner commensurate with the development upon other parcels of land with the same zoning; and

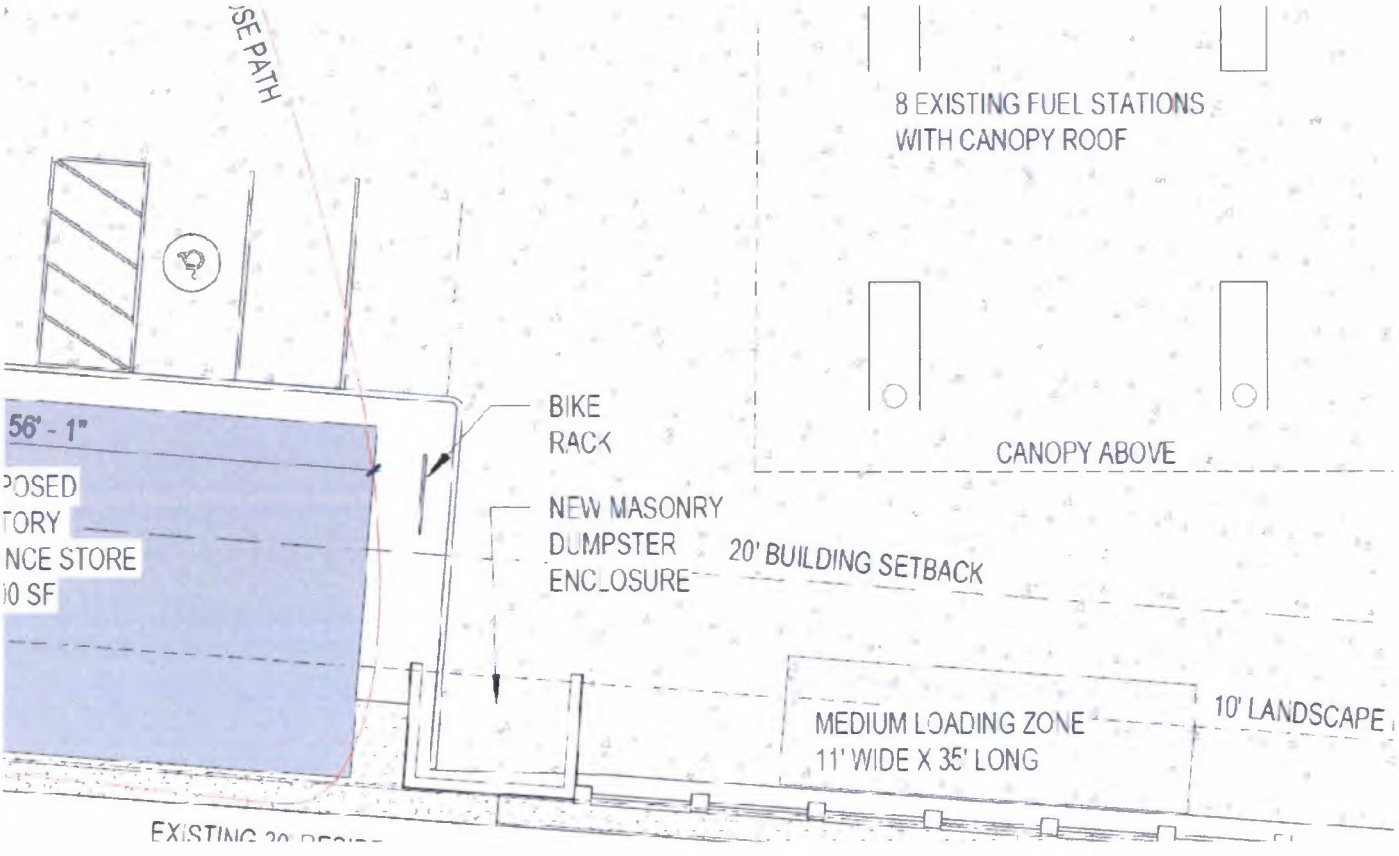
The undeveloped portion of the subject site is approximately 97' deep at the narrowest point. This is not a common condition for RL Thornton as shown in the following image. The purpose of a setback is to establish a consistent appearance within a particular zoning designation. There is no continuity in this segment of the freeway as most of the buildings are older and setback to the property line.

Properties to the east of Winslow have depths of approximately 140' – 145'representing an additional 50' in depth than most of the subject site. Without this variance to the setback, the property cannot be developed in a manner commensurate with other properties along RL Thornton. The Shell station to the east of Winslow has the same zoning and code requirements as the subject site but due to their additional depth, they were able to comply.

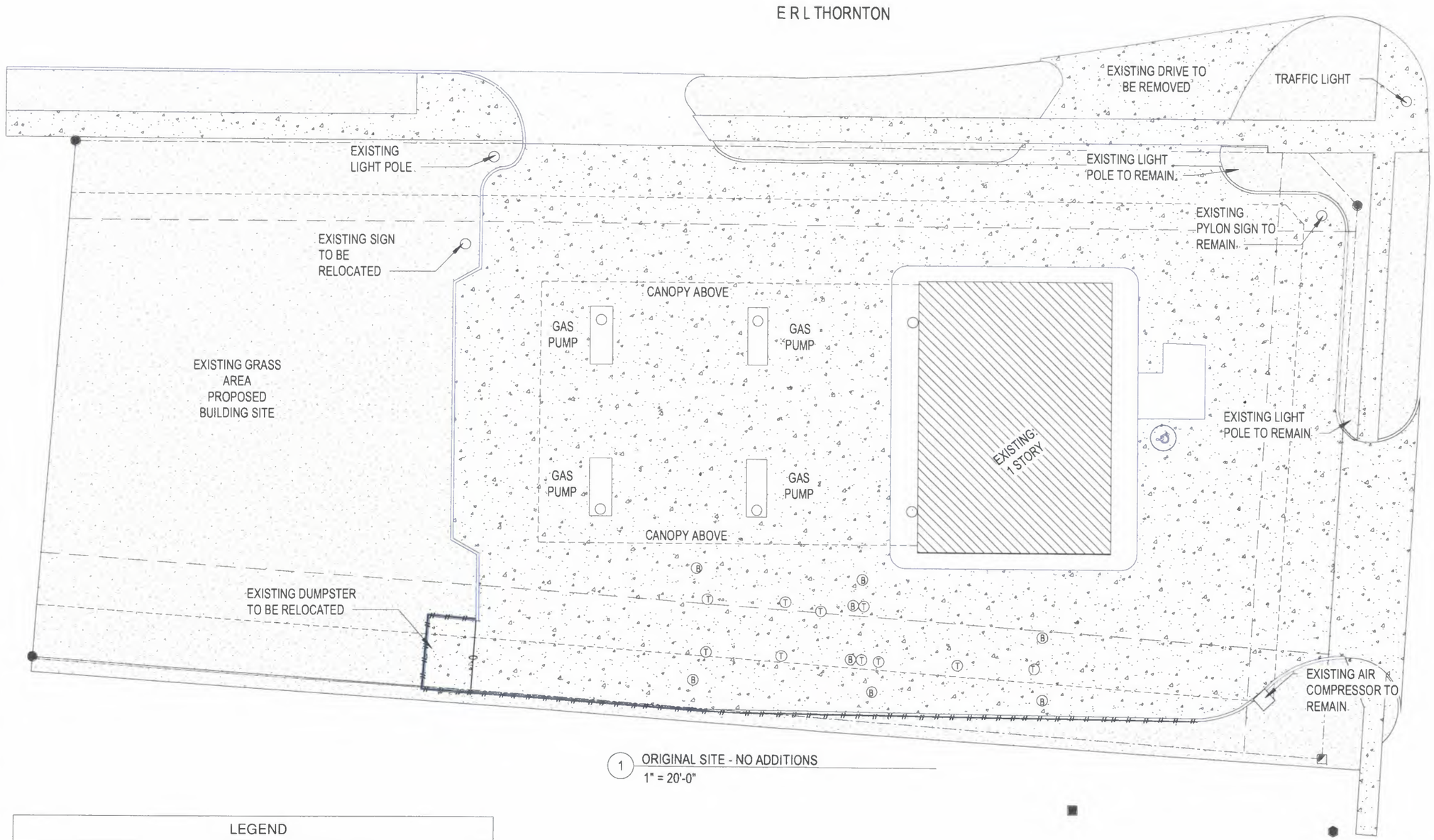
BDA212-078

(iii) the variance is not granted to relieve a self-created or personal hardship, nor for financial reasons only, except as provided in Subparagraph (B)(i), nor to permit any person a privilege in developing a parcel of land not permitted by this chapter to other parcels of land with the same zoning.

The property has been in this configuration for decades. The variance request would align with existing conditions along RL Thornton Fwy to the east and the adjacent building to the west of the subject site. Application of the 20' setback with a 10' landscape buffer would render the existing use completely non-compliant as the area between the fuel canopy and the property line is needed for traffic circulation of passenger and commercial vehicles. Furthermore, compliance with these requirements would also severely restrict, if not prohibit, development of the vacant, westernmost portion of the property due to the reduction of lot depth by 20' adjacent to the alley and a reduction of 10' along the freeway for street improvements. A landscape special exception regarding the street improvements and other Article X requirements is also requested and will be addressed separately.



BOA23-078



1 ORIGINAL SITE - NO ADDITIONS
1" = 20'-0"

LEGEND	
WOOD FENCE	LIGHT POLE
CHAIN LINK	MAN HOLE
MRD — MONUMENTS OF RECORD DIGNITY	ELECTRIC
OBSERVATION WELL	UNDERGROUND TANK
GAS METER	WATER VALVE
WATER METER	

CASE # 212-078

BSDG
401 Pinson Road
Forney, TX 75126
214.295.5280
www.broadstonedg.com

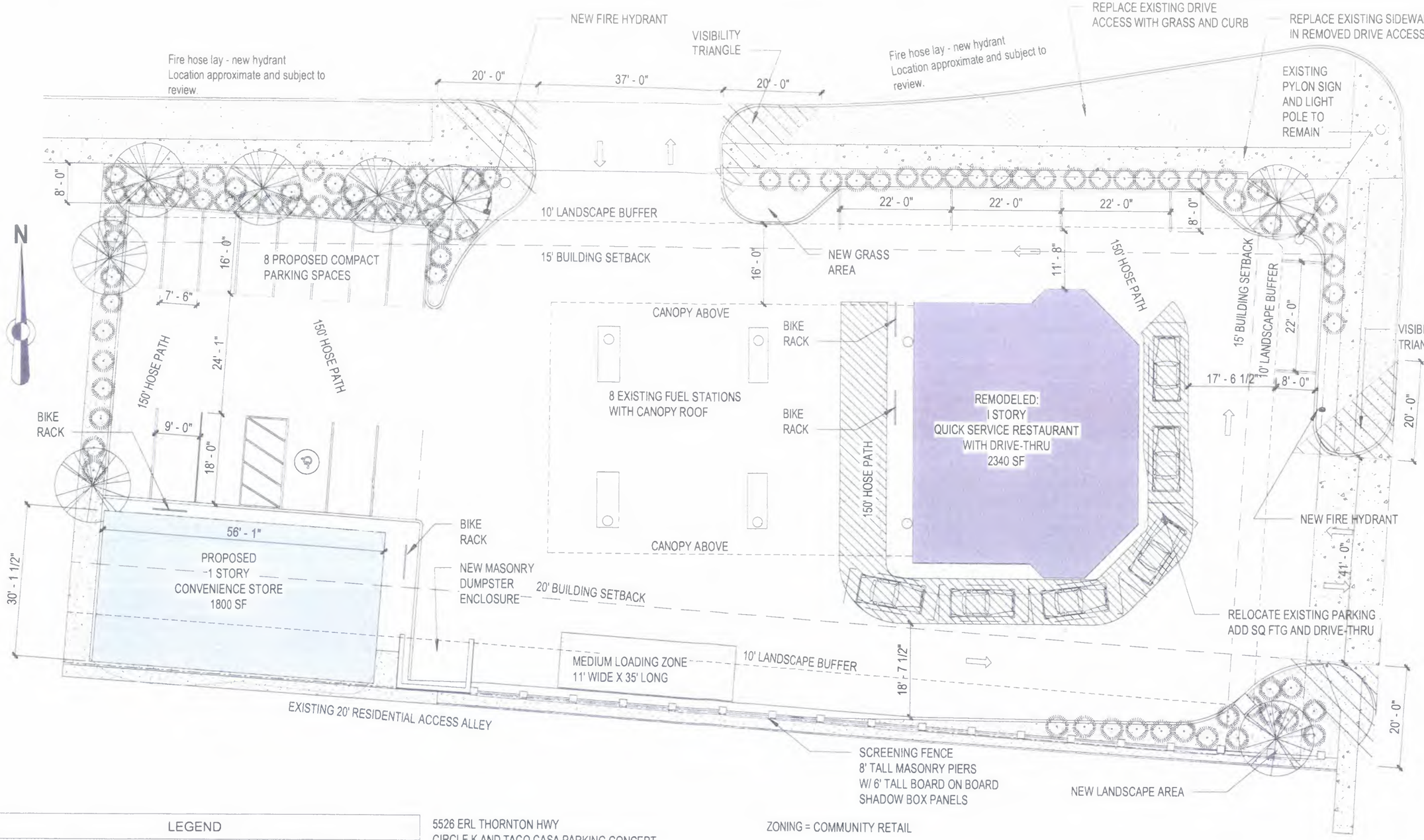
No.	Date

CIRCLE K 101 (DALLAS)
NEW QUICK SERVICE RESTAURANT
5526 EAST R L THORNTON FREEWAY
DALLAS, TEXAS 75223

EXISTING SITE PLAN

SP-01

Project number	DIF20-0092
Date	09/15/2023
Drawn by	BSDG
Checked by	BSDG
Scale	As indicated



LEGEND

- WOOD FENCE
- CHAIN LINK
- MRD — MONUMENTS OF RECORD DIGNITY
- (B) — OBSERVATION WELL
- (G) — GAS METER
- (W) — WATER METER
- (L) — LIGHT POLE
- (MH) — MAN HOLE
- (E) — ELECTRIC
- (T) — UNDERGROUND TANK
- (V) — WATER VALVE

5526 ERL THORNTON HWY
CIRCLE K AND TACO CASA PARKING CONCEPT

TOTAL SITE AREA	26,302 SQ FT
EXISTING BUILDING	1,588 SQ FT
NEW & ADDITION	2,550 SQ FT
TOTAL BUILDING	4,140 SQ FT - 15.7%
TOTAL GREEN SPACE (INCLUDES BUFFER)	5,426 SQ FT - 20.6%
GREEN SPACE WITHIN PROPERTY	3,298 SQ FT - 12.5%
SIDEWALKS	2,105 SQ FT - 0.8%
PAVED AREA (DRIVES & PARKING)	20,519 SQ FT- 78%

ZONING = COMMUNITY RETAIL

PARKING ANALYSIS
CONVENIENCE STORE = 1/200
1,690 SQUARE FEET/ 200 = 9 REQUIRED PARKING
MOTOR VEHICLE FUELING STATION PUMPS = 2 REQUIRED PARKING
QUICK SERVICE RESTAURANT = 1/100 SF
2,340 SQUARE FEET/ 100 = 23 REQUIRED PARKING

REQUIRED PARKING: 34 SPACES
PROVIDED STANDARD PARKING: 10 SPACES
PROVIDED COMPACT PARKING: 8 SPACES
PROVIDED BICYCLE PARKING: 4 SPACES
TOTAL PROVIDED PARKING: 22 SPACES

1 PROPOSED SITE AND LANDSCAPE PLAN
1" = 20'-0"

OF TREES REQUIRED:26,302/4,000=6.58
8 TREES = 10 POINTS
1 EXISTING = 2 POINTS
SHRUBS = 25 POINTS
TOTAL POINTS = 37 POINTS

CASE # 212-078

PROPOSED SITE AND LANDSCAPE PLAN

Project number DIF20-0092
Date 09/15/2023
Drawn by Author
Checked by Checker

SP-02

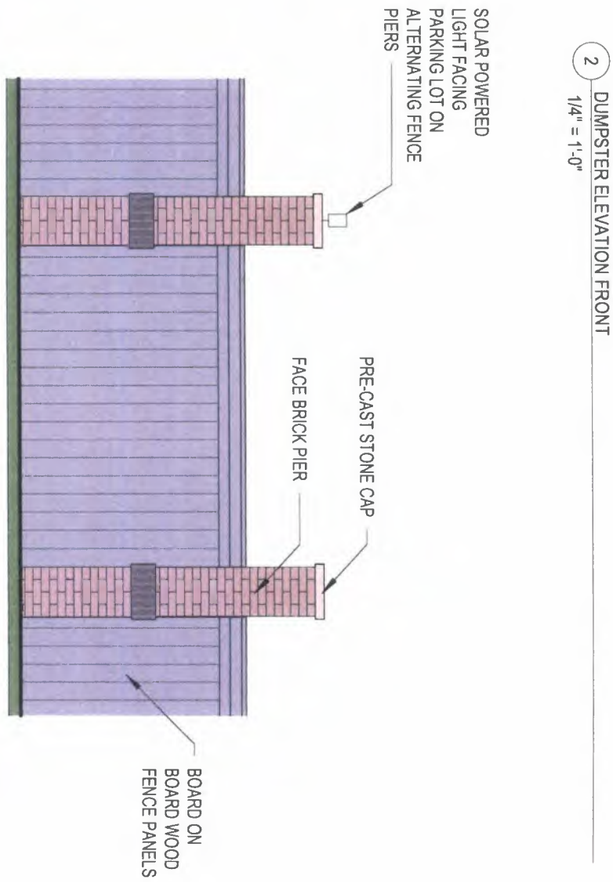
Scale As indicated

CIRCLE K 101 (DALLAS)
NEW QUICK SERVICE RESTAURANT
5526 EAST R L THORNTON FREEWAY
DALLAS, TEXAS 75223

No.	Date

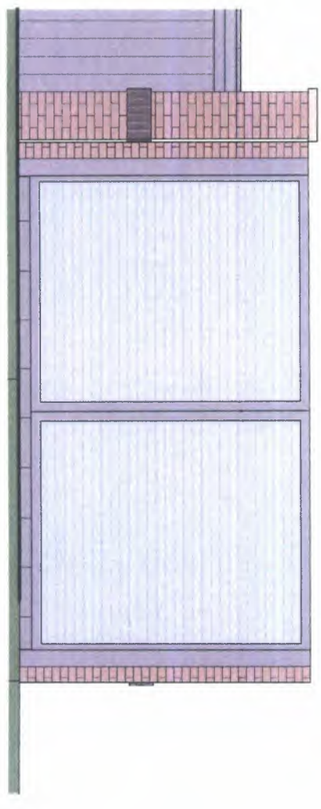
BSDG
401 Pinson Road
Forney, TX 75126
214.295.5280
www.broadstonedg.com

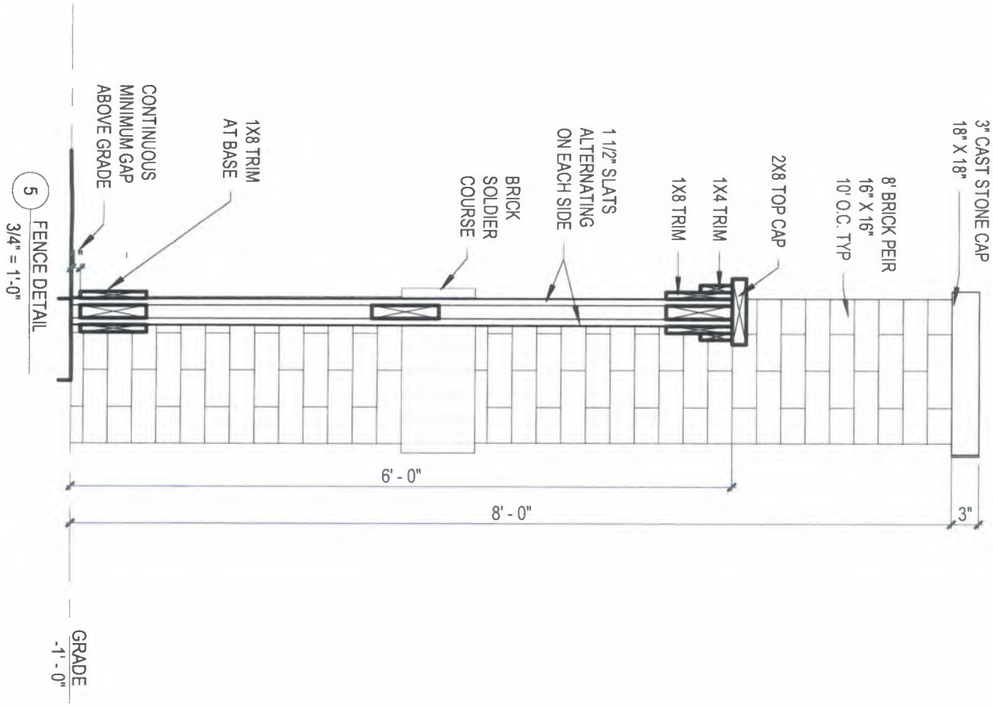
BROADSTONE DESIGN GROUP



1 FENCE AND PIER ELEVATION
1/4" = 1'-0"

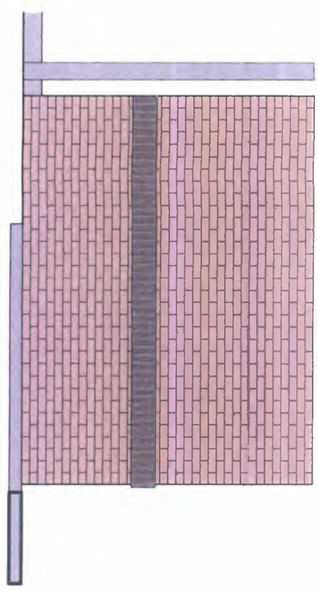
2 DUMPSTER ELEVATION FRONT
1/4" = 1'-0"



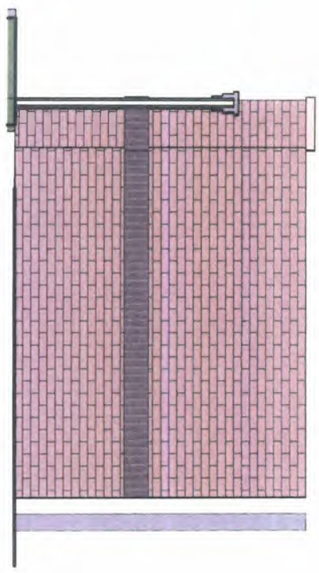


5 FENCE DETAIL
3/4" = 1'-0"

3 DUMPSTER ELEVATION EAST
1/4" = 1'-0"



4 DUMPSTER ELEVATION WEST
1/4" = 1'-0"



CASE # 212-078

PROPOSED SCREENING FENCE DETAILS		SP-03	CIRCLE K 101 (DALLAS) NEW QUICK SERVICE RESTAURANT 5526 EAST R L THORNTON FREEWAY DALLAS, TEXAS 75223	No.	Date
Project number	DIF20-0092				
Date	09/15/2023				
Drawn by	Author				
Checked by	Checker	ScaleAs indicated			

BSDG
401 Pinson Road
Forney, TX 75126
214.295.5280
www.broadstonedg.com

Parking Demand Assessment

Circle K and Taco Casa
5526 East R. L. Thornton Fwy
Dallas, Texas

BDA212-078

09-26-2023

Prepared for:
DFW Oil & Energy, LLC

September 2023

LEADERSHIP TRAFFIC SERVICES
Texas Board of Professional Engineers, F-12534

I, Adrian O. Murphy, hereby certify that the information provided in this report is complete and accurate to the best of my knowledge.

BDA212-078

Table of Contents

List of Tables

EXECUTIVE SUMMARY

The development representative retained Leadership Traffic Services to perform a parking demand assessment for the proposed Taco Casa Restaurant that will serve as an addition to an existing Circle K convenience store and gas station located at 5526 East R. L. Thornton Freeway (IH 30 eastbound service road) at Winslow Avenue in Dallas, Texas.

The purpose of the parking demand assessment is to provide technical justification to support a reduction in the number of required parking spaces as regulated by the City of Dallas. The parking demand assessment document will be provided to the City of Dallas staff for technical review to fulfill the associated requirements of the local approval process.

Based on the parking demand assessment performed for the proposed Circle K convenience store and Taco Casa development, the following conclusions and recommendations have been offered in support of allowing a greater reduction to the required parking:

- The proposed development will generate 161 vehicles trips (82 entering and 79 exiting) during the AM peak hour and 110 vehicle trips (57 entering and 53 exiting) during the PM peak hour.
- Driveway access will be served from one existing driveway along East R. L. Thornton Freeway (IH 30) eastbound service road and one existing driveway along Winslow Avenue. A second existing driveway along East R. L. Thornton Freeway (IH 30) eastbound service road will be closed.
- The proposed development requires 34 parking spaces as contained in the City of Dallas Development Code.
- The proposed development will provide 22 total parking spaces.
- Internal trip capture can create less demand for parking since a single trip can visit more than one land use due to the closeness and interconnectivity of shared driveways and parking.
- A prototypical model located at 12950 Coit Road in Dallas where there is higher concentration of adjacent street traffic does not consume its available on-site parking during peak demands periods of the day.
- A reduction in parking spaces at East R. L. Thornton Freeway (IH 30) and Winslow Avenue to serve the Circle K and Taco Casa development would not create a traffic hazard or traffic congestion to the adjacent roadway system.
- Fifteen (15) additional spaces may be realized when considering the drive-through window available queue space and parking at the pump for vehicle fueling operations.

INTRODUCTION

The development representative retained Leadership Traffic Services to perform a parking demand assessment for the proposed Taco Casa Restaurant that will serve as an addition to an existing Circle K convenience store and gas station located at 5526 East R. L. Thornton Freeway (IH 30 eastbound service road) at Winslow Avenue in Dallas, Texas.

The purpose of the parking demand assessment is to provide technical justification to support a reduction in the number of required parking spaces as regulated by the City of Dallas. The parking demand assessment document will be provided to the City of Dallas staff for technical review to fulfill the associated requirements of the local approval process.

SITE AND STUDY AREA DESCRIPTION

The proposed development will be located at 5526 East R. L. Thornton Freeway, southwest of IH 30 and Winslow Avenue in Dallas, Texas. The proposed development will serve as a redevelopment of the existing site that contains a Circle K convenience store and gas station. Access to the site will be served from one driveway along East R. L. Thornton service road and one driveway along Winslow Avenue. A second existing driveway that currently serves the Circle K convenience store and gas station will be closed with the development and addition of the Taco Caso restaurant. A vicinity map is presented in **Figure 1**. The site is bounded by East R. L. Thornton Freeway to the north, commercial and residential to the west, residential to the south, and commercial to the east.

FIGURE 1. VICINITY MAP

EXISTING AND PROPOSED LAND USE

The existing site for the proposed development is currently occupied by the Circle K convenience store and gas station. The Circle K convenience store will be converted to a Taco Casa restaurant and expanded by an additional 750 square feet. The Circle K convenience store will be rebuilt on an adjacent lot that is currently vacant. The fuel pumps will remain in their existing location and will continue operations as part of the new convenience store. Based on the official zoning map for the City of Dallas, the property is currently zoned as CR – Community Retail. The adjacent properties in the immediate vicinity of the proposed development are zoned as CR – Community Retail. The proposed development will be constructed as a single phase with a completion date for 2023. The proposed land use for the development is presented below in **Table 1**.

Table 1. Proposed Land Use

Land Use	Size	Unit
Fast-Food Restaurant with Drive-Through Window	2.338	1,000 SF
Convenience Store / Gas station	1.8	1,000 SF
	8	Vehicle fueling positions

TRANSPORTATION SYSTEM

Thoroughfare System

The following is a general description of the major thoroughfares within the study area as they exist today.

East R. L. Thornton (IH 30) Eastbound Service Road is directly north of the proposed development and is a three-lane, one-way roadway that runs in an east direction with a speed limit of 40 MPH . The roadway is considered a TxDOT roadway and is not characterized on the City of Dallas Thoroughfare Plan. Two (2) existing driveways serve the property of the proposed development. One driveway will be removed with the proposed development. Historical traffic data from NCTCOG indicates 8,000 vehicles per day travel along East R. L. Thornton (IH 30) eastbound service road.

Winslow Avenue is located east of the proposed development and is two-lane undivided roadway. A speed limit posting was not observed along Winslow Avenue. The roadway is characterized on the City of Dallas Thoroughfare Plan as a C – Community Collector roadway, minimum four-lane undivided (M-4-U). One existing driveway serves the property of the proposed development and will serve the proposed development. Historical traffic data from NCTCOG indicates 4,000 vehicles per day travel along Winslow Avenue near East R. L. Thornton (IH 30) freeway.

SITE TRAFFIC CHARACTERISTICS

Proposed Site Trip Generation

The number of trips generated by the Circle K convenience store and Taco Casa development is a function of the type and quantity of land use for the development. The number of vehicle trips generated by the proposed development was estimated based on ITETripGen, a web-based app that incorporates the latest trip generation rates and equations provided in the publication entitled *Trip Generation Manual, Eleventh Edition*, by the Institute of Transportation Engineers (ITE). Estimates of the number of trips generated by the site were made for the AM and PM peak hour, as well as daily. **Table 2** provides the estimated rates and equations along with the entering and exiting distribution splits. Due to the nature of the proposed development and the mix of land uses being considered, some trips generated by the development would be contained within the site as an internal trip capture. When combined within a single mixed-use development, these land uses tend to interact and thus attract a portion of each other's trip generation. The recommended methodology for internal trip capture reduction is based on using the NCHRP Report 684 and has been applied to the Circle K convenience store and Taco Casa development. A summary of the total number of trips that are projected to be generated by the proposed development during typical daily, AM and PM time periods is shown in **Table 3**. The number of trips generated represents the number of vehicles entering and exiting the proposed development to and from the adjacent roadway system. Supporting documentation from the ITE Trip Generation Manual has been included in the appendix. Based on the site traffic that would access the proposed development from the adjacent roadway system, traffic congestion is not likely to occur.

Table 2. Trip Generation Rates

Land Use Description	Unit	Daily		AM Peak Hour		PM Peak Hour	
		Rate / Eq.	Split	Rate	Split	Rate	Split
Fast-Food Restaurant with Drive-Through Window	1000 SF	467.48	50% In 50% Out	44.61	51% In 49% Out	33.03	52% In 48% Out
Convenience Store / Gas Station (2-8 VFP)	1000 SF	624.20	50% In 50% Out	40.59	50% In 505 Out	48.48	50% In 50% Out

Table 3. Trip Generation Summary for 5626 East R. L. Thornton Freeway

ITE Land Use	ITE Code	Unit	Quantity	Daily		AM Peak Hour		PM Peak Hour	
				Enter	Exit	Enter	Exit	Enter	Exit
Fast-Food Restaurant with Drive-Through Window	934	1000 SF	2.34	547	547	53	51	40	37
Convenience Store / Gas Station (2-8 VFP)	945	1000 SF	1.8	562	562	37	36	44	43
Internal Trip Capture Reduction				---	---	8	8	27	27
Totals				**2218**		**161**		**110**	

Parking Generation

The required parking for the proposed Circle K and Taco Casa development is based on land use per the City of Dallas parking and loading regulations with provisions for parking reductions and credits. **Table 4** below summarizes the parking analysis for the proposed development. As shown in **Table 4**, the proposed development will not provide enough parking spaces as required in the City of Dallas Development Code.

Table 4. Parking Analysis (5526 East R. L. Thornton Freeway, Dallas)

Land Use	Size	Parking Code Criteria	Parking Spaces Required	Parking Spaces Provided	
				Per Code	Additional
Taco Casa restaurant with drive-through window	2,338 SF	1 per 100 SF	23	4	---
	Vehicle Queue in Drive-through Window Lane	---	---	---	7
Circle K convenience store / gas station	1,800 SF	1 per 200 SF	9	14	---
	Canopy	---	2	---	---
	Vehicle Fueling Positions	---	---	---	8
Bicycle Rack	---	---	---	4	---
Total Parking Spaces			**34**	**22**	**15**

The Board of Adjustment (BDA) may grant special exceptions to allow for up to 25% reduction to required parking if the development's allowed parking reduction does not create a traffic hazard or increase traffic congestion on the adjacent and nearby roadways. The Circle K and Taco Casa development would be twelve (12) parking spaces shy of the required amount, creating 35% reduction. To fall within the allowable tolerance of 25% reduction, the development would need to provide 26 parking spaces to result in a deficit of eight (8) parking spaces shy of the required amount.

Based on the nature of the development, that includes different integrated, complementary, and interacting land uses that allows for interconnectivity of driveways and shared parking where on-site parking can be accessed by users visiting more than one land use without creating an additional trip and the need for an available parking space, there would be a reduced parking demand created from the proximity of the complementary land uses.

To support the claim of reduced parking demand, the developer representative allowed parking demand data to be collected at a prototypical model site located at 12950 Coit Road in Dallas where there is a Circle K convenience store with Exxon gas station and Taco Casa restaurant. There are 14 vehicle fueling positions at the Coit Road location with comparable sizes for the Circle K convenience store and Taco Casa restaurant envisioned for the site near East R. L. Thornton Freeway (IH 30) and Winslow Avenue. The Coit Road location is near a greater concentration of traffic (40,000 vehicles per day along Coit Road and 20,000 vehicles per day along IH 635 eastbound service road yet based on the data summarized in **Table 5** below, the peak demand experienced at the Coit Road location allowed for ample parking without exceeding demand and the drive-through window for the Taco Casa restaurant did not exceed the available on-site queue.

Table 5. Peak Parking Analysis (12950 Coit Road, Dallas)

Land Use	Parking Spaces Provided Onsite[1]	Drive-Through Window Queuing Lanes	Max Occupied Parking Spaces / Drive-Through Queue Lanes[2]
Taco Casa restaurant with drive-through window	---	8	4 (3)
Circle K convenience store / Exxon gas station	44	---	20 (18)

[1]Vehicle fueling positions were included in the total count for parking spaces.
[2]AM (PM) peak values

In addition to the twenty-two (22) parking spaces that will be provided, the Taco Casa restaurant will be able to safely accommodate up to seven (7) vehicles for the drive-through window service. A request will be made to the Board of Adjustments to allow credit for vehicles that park at the pump during vehicle fueling operations or to patronize the convenience store or restaurant, accommodating an additional eight (8) parking spaces. Considering both the spaces at the pump and the drive-through vehicle queue, up to fifteen (15) additional parking spaces would be available.

CONCLUSIONS AND RECOMMENDATIONS

Based on the parking demand assessment performed for the proposed Circle K convenience store and Taco Casa development, the following conclusions and recommendations have been offered in support of allowing a greater reduction to the required parking:

- The proposed development will generate 161 vehicles trips (82 entering and 79 exiting) during the AM peak hour and 110 vehicle trips (57 entering and 53 exiting) during the PM peak hour.
- Driveway access will be served from one existing driveway along East R. L. Thornton Freeway (IH 30) eastbound service road and one existing driveway along Winslow Avenue. A second existing driveway along East R. L. Thornton Freeway (IH 30) eastbound service road will be closed.
- The proposed development requires 34 parking spaces as determined in the City of Dallas Development Code.
- The proposed development will provide 22 total parking spaces.
- Internal trip capture can create less demand for parking since a single trip can visit more than one land use due to the closeness and interconnectivity of shared driveways and parking.
- A prototypical model located at 12950 Coit Road in Dallas where there is higher concentration of adjacent street traffic does not consume its available on-site parking during peak demands periods of the day.
- A reduction in parking spaces at East R. L. Thornton Freeway (IH 30) and Winslow Avenue to serve the Circle K and Taco Casa development would not create a traffic hazard or cause traffic congestion to the adjacent roadway system.
- Fifteen (15) additional spaces may be realized when considering the drive-through window available queue space and parking at the pump for vehicle fueling operations.

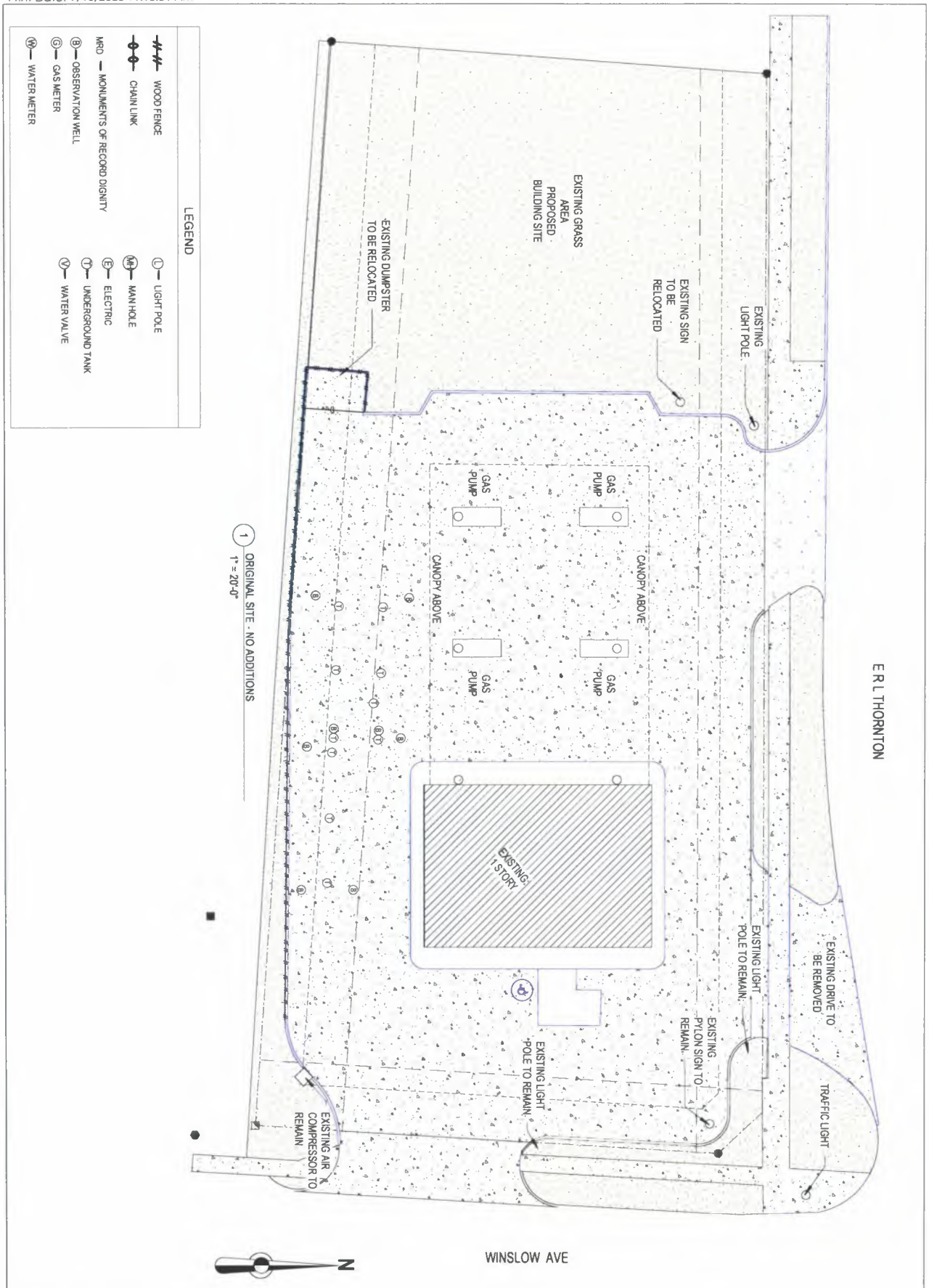
Appendix List of Sections

1. Site Plan

2. Trip Generation

3. Parking Demand Data

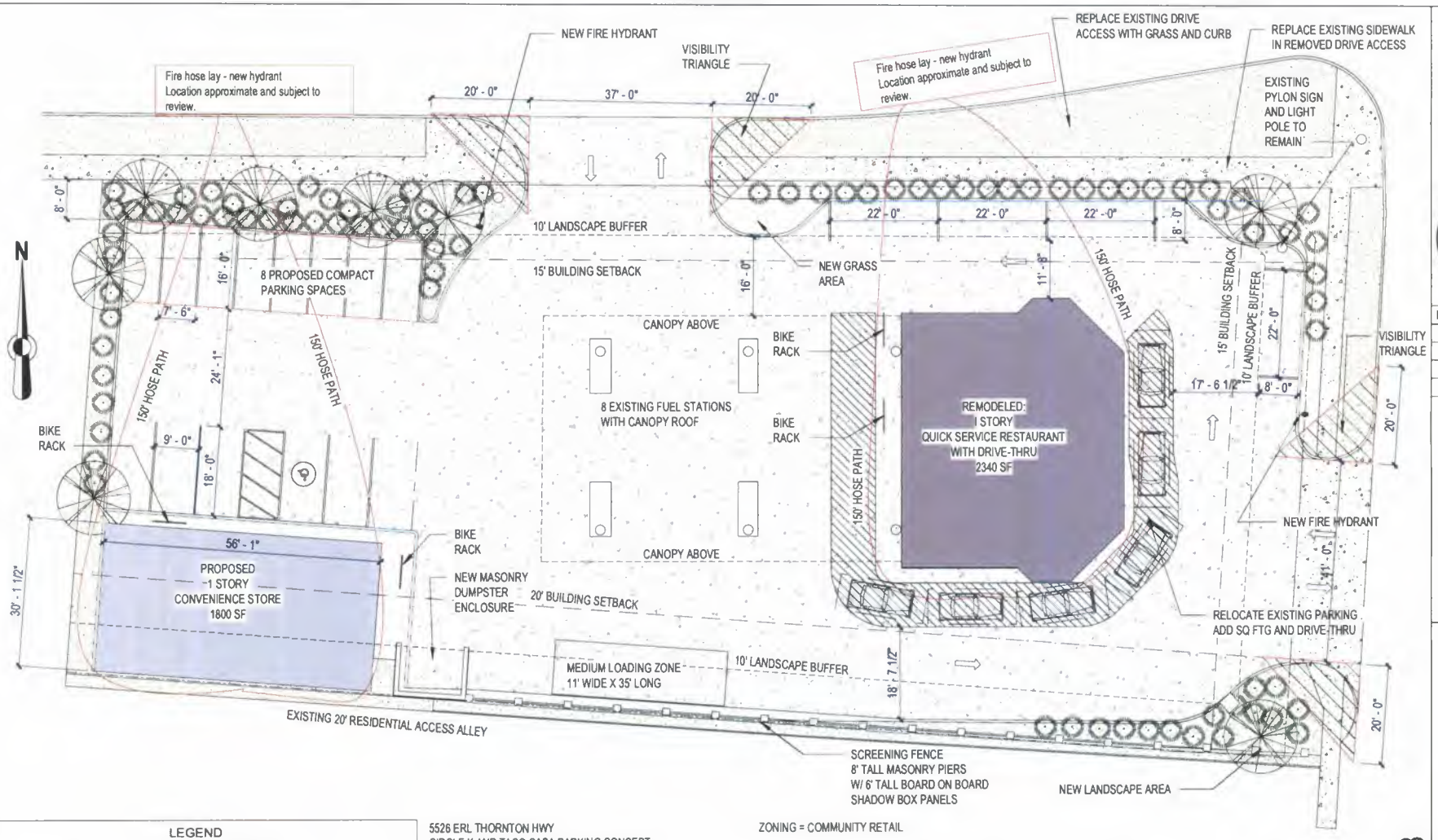
1. Site Plan



CASE # 212-078

EXISTING SITE PLAN		CIRCLE K 101 (DALLAS) NEW QUICK SERVICE RESTAURANT 5526 EAST R L THORNTON FREEWAY DALLAS, TEXAS 75223	No. / Date
Project number	DIF20-0092	SP-01	
Date	09/15/2023		
Drawn by	BSDG		
Checked by	BSDG	Scale As indicated	

BSDG
401 Pinson Road
Fomey, TX 75126
214.295.5280
www.broadstonedg.com



LEGEND

- WOOD FENCE
- CHAIN LINK
- MRD — MONUMENTS OF RECORD DIGNITY
- (B) — OBSERVATION WELL
- (G) — GAS METER
- (W) — WATER METER
- (L) — LIGHT POLE
- (MH) — MAN HOLE
- (E) — ELECTRIC
- (T) — UNDERGROUND TANK
- (V) — WATER VALVE

5526 ERL THORNTON HWY
CIRCLE K AND TACO CASA PARKING CONCEPT

TOTAL SITE AREA	26,302 SQ FT
EXISTING BUILDING	1,588 SQ FT
NEW & ADDITION	2,550 SQ FT
TOTAL BUILDING	4,140 SQ FT - 15.7%
TOTAL GREEN SPACE (INCLUDES BUFFER)	5,426 SQ FT - 20.6%
GREEN SPACE WITHIN PROPERTY	3,298 SQ FT - 12.5%
SIDEWALKS	2,105 SQ FT - 0.8%
PAVED AREA (DRIVES & PARKING)	20,519 SQ FT- 78%

ZONING = COMMUNITY RETAIL

PARKING ANALYSIS
CONVENIENCE STORE = 1/200
1,690 SQUARE FEET/ 200 = 9 REQUIRED PARKING
MOTOR VEHICLE FUELING STATION PUMPS = 2 REQUIRED PARKING
QUICK SERVICE RESTAURANT = 1/100 SF
2,340 SQUARE FEET/ 100 = 23 REQUIRED PARKING

REQUIRED PARKING: 34 SPACES
PROVIDED STANDARD PARKING: 10 SPACES
PROVIDED COMPACT PARKING: 8 SPACES
PROVIDED BICYCLE PARKING: 4 SPACES
TOTAL PROVIDED PARKING: 22 SPACES

1 PROPOSED SITE AND LANDSCAPE PLAN
1" = 20'-0"

OF TREES REQUIRED:26,302/4,000=6.58
8 TREES = 10 POINTS
1 EXISTING = 2 POINTS
SHRUBS = 25 POINTS
TOTAL POINTS = 37 POINTS

CASE # 212-078

BSDG
401 Pinson Road
Forney, TX 75126
214.295.5280
www.broadstonedg.com

No.	Date

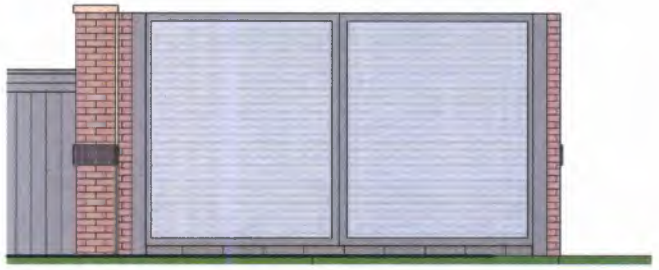
CIRCLE K 101 (DALLAS)
NEW QUICK SERVICE RESTAURANT
5526 EAST R L THORNTON FREEWAY
DALLAS, TEXAS 75223

PROPOSED SITE AND LANDSCAPE PLAN

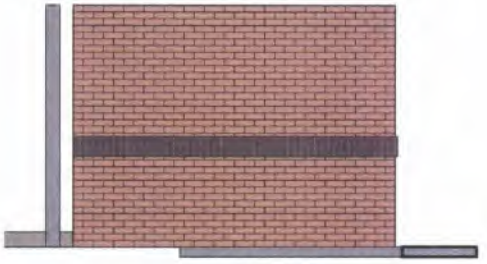
Project number	DIF20-0092
Date	09/15/2023
Drawn by	Author
Checked by	Checker

SP-02

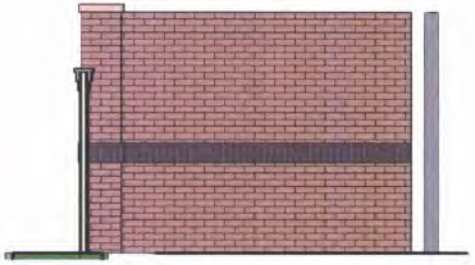
Scale As indicated



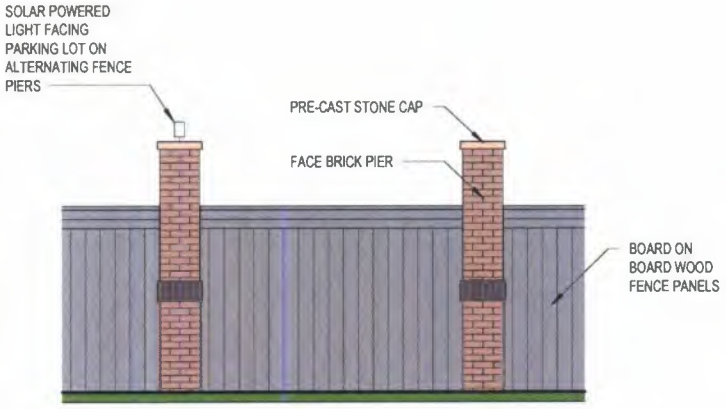
2 DUMPSTER ELEVATION FRONT
1/4" = 1'-0"



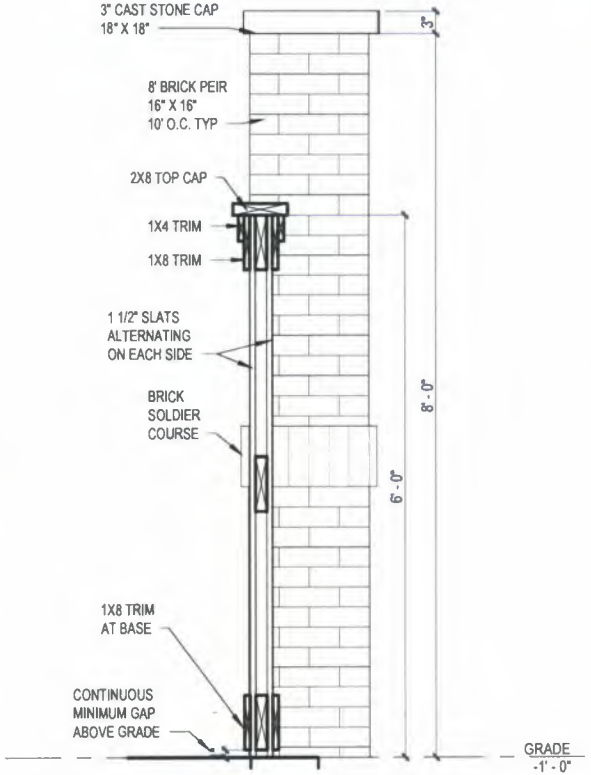
3 DUMPSTER ELEVATION EAST
1/4" = 1'-0"



4 DUMPSTER ELEVATION WEST
1/4" = 1'-0"



1 FENCE AND PIER ELEVATION
1/4" = 1'-0"



5 FENCE DETAIL
3/4" = 1'-0"

CASE # 212-078

PROPOSED SCREENING FENCE AND DUMPSTER DETAILS

CIRCLE K 101 (DALLAS)
NEW QUICK SERVICE RESTAURANT
5526 EAST R L THORNTON FREEWAY
DALLAS, TEXAS 75223

Project number	DIF20-0092
Date	09/15/2023
Drawn by	Author
Checked by	Checker

SP-03

Scale As indicated

No.	Date

BSDG
401 Pinson Road
Forney, TX 75126
214.295.5280
www.broadstonedg.com

2. Trip Generation

Land Use: 934
Fast-Food Restaurant with Drive-Through Window

Description

This land use includes any fast-food restaurant with a drive-through window. This type of restaurant is characterized by a large drive-through and large carry-out clientele, long hours of service (some are open for breakfast, all are open for lunch and dinner, some are open late at night or 24 hours a day) and high turnover rates for eat-in customers. The restaurant does not provide table service. A patron generally orders from a menu board and pays before receiving the meal. A typical duration of stay for an eat-in patron is less than 30 minutes. Fast casual restaurant (Land Use 930), high-turnover (sit-down) restaurant (Land Use 932), fast-food restaurant without drive-through window (Land Use 933), and fast-food restaurant with drive-through window and no indoor seating (Land Use 935) are related uses.

Additional Data

Users should exercise caution when applying statistics during the AM peak periods, as the sites contained in the database for this land use may or may not be open for breakfast. In cases where it was confirmed that the sites were not open for breakfast, data for the AM peak hour of the adjacent street traffic were removed from the database.

If the restaurant has outdoor seating, its area is not included in the overall gross floor area. For a restaurant that has significant outdoor seating, the number of seats may be more reliable than GFA as an independent variable on which to establish a trip generation rate.

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alaska, Alberta (CAN), California, Colorado, Florida, Indiana, Kentucky, Maryland, Massachusetts, Minnesota, Montana, New Hampshire, New Jersey, New York, North Carolina, Ohio, Pennsylvania, South Dakota, Texas, Vermont, Virginia, Washington, and Wisconsin.

Source Numbers

163, 164, 168, 180, 181, 241, 245, 278, 294, 300, 301, 319, 338, 340, 342, 358, 389, 438, 502, 552, 577, 583, 584, 617, 640, 641, 704, 715, 728, 810, 866, 867, 869, 885, 886, 927, 935, 962, 977, 1050, 1053, 1054

Fast-Food Restaurant with Drive-Through Window (934)

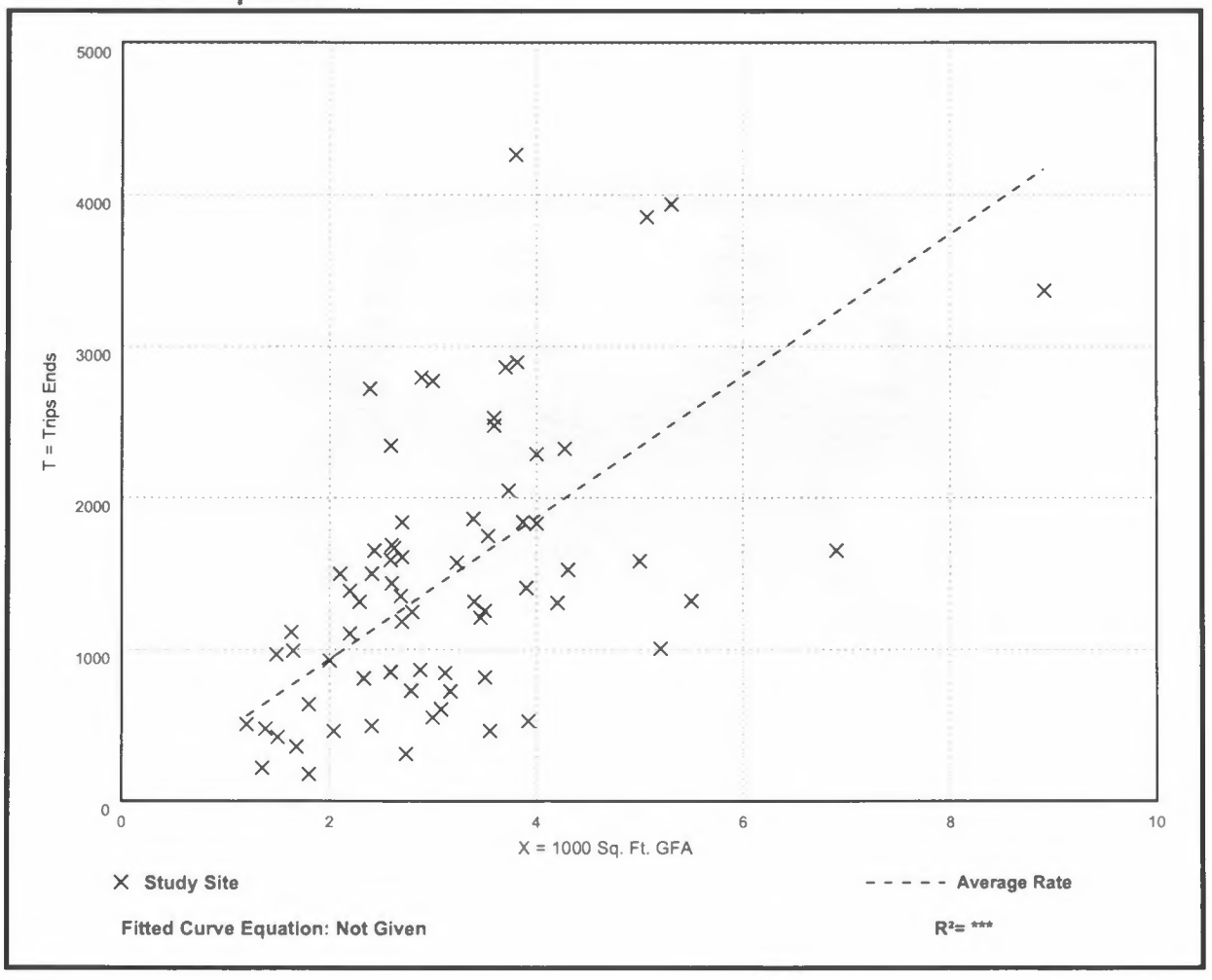
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 71
Avg. 1000 Sq. Ft. GFA: 3
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
467.48	98.89 - 1137.66	238.62

Data Plot and Equation



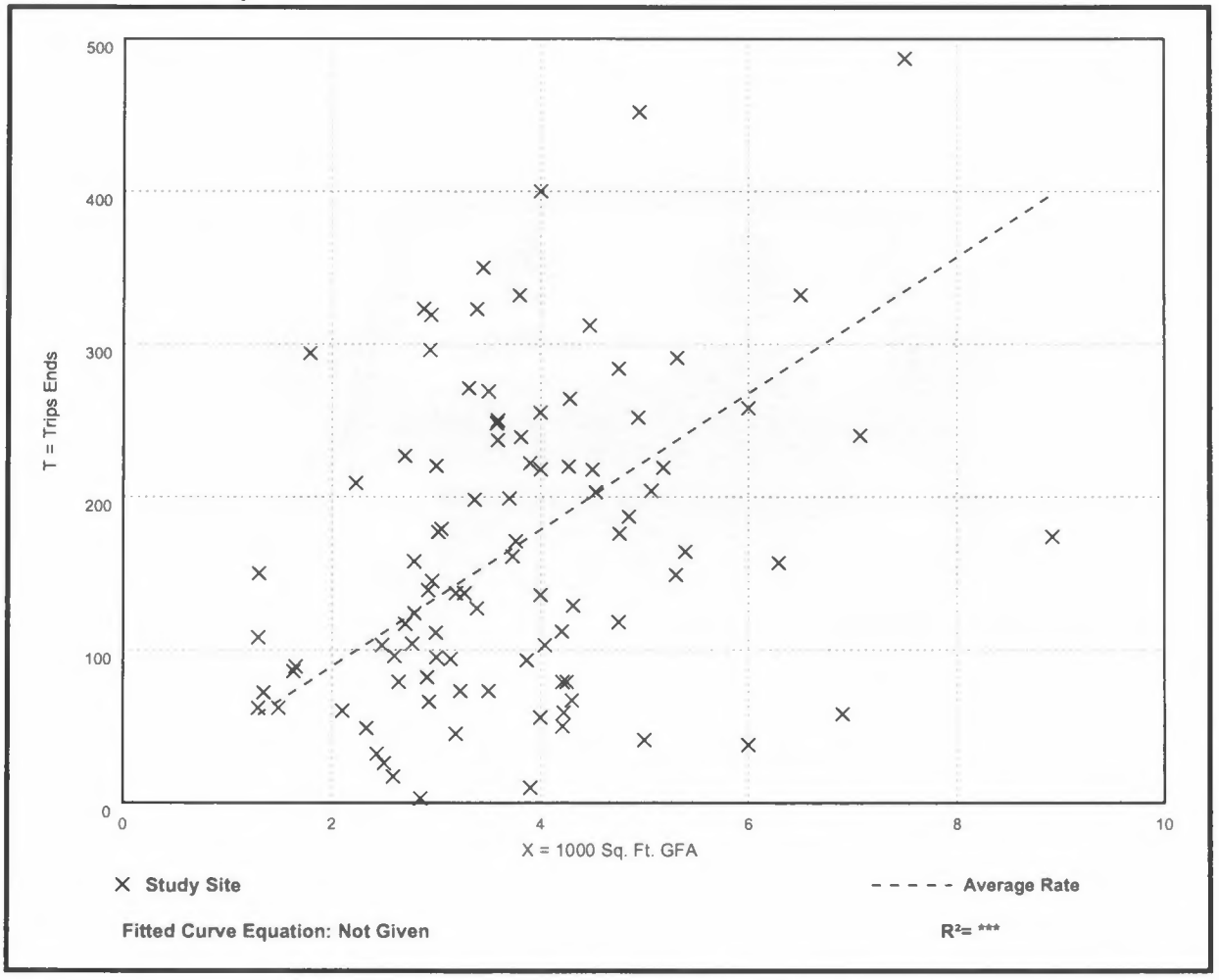
Fast-Food Restaurant with Drive-Through Window (934)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 96
Avg. 1000 Sq. Ft. GFA: 4
Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
44.61	1.05 - 164.25	27.14

Data Plot and Equation



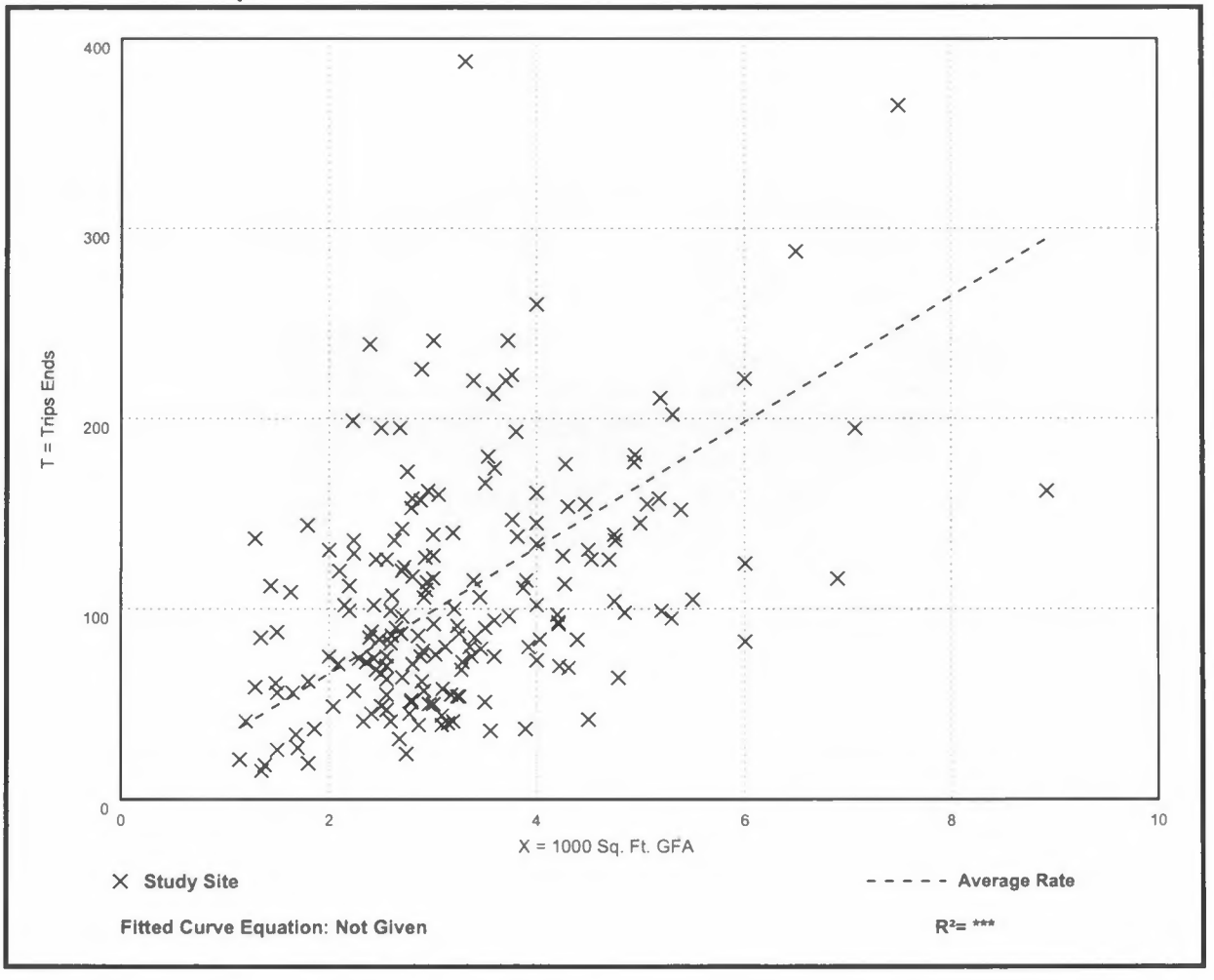
Fast-Food Restaurant with Drive-Through Window (934)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 190
Avg. 1000 Sq. Ft. GFA: 3
Directional Distribution: 52% entering, 48% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
33.03	8.77 - 117.22	17.59

Data Plot and Equation



Land Use: 945
Convenience Store/Gas Station

Description

A convenience store/gas station is a facility with a co-located convenience store and gas station. The convenience store sells grocery and other everyday items that a person may need or want as a matter of convenience. The gas station sells automotive fuels such as gasoline and diesel.

A convenience store/gas station is typically located along a major thoroughfare to optimize motorist convenience. Extended hours of operation (with many open 24 hours, 7 days a week) are common at these facilities.

The convenience store product mix typically includes pre-packaged grocery items, beverages, dairy products, snack foods, confectionary, tobacco products, over-the-counter drugs, and toiletries. A convenience store may sell alcohol, often limited to beer and wine. Coffee and pre-made sandwiches are also commonly sold at a convenience store. Made-to-order food orders are sometimes offered. Some stores offer limited seating.

The sites in this land use include both self-pump and attendant-pumped fueling positions and both pre-pay and post-pay operations.

Convenience store (Land Use 851), gasoline/service station (Land Use 944), and truck stop (Land Use 950) are related uses.

Land Use Subcategory

Multiple subcategories were added to this land use to allow for multi-variable evaluation of sites with single-variable data plots. All study sites are assigned to one of three subcategories, based on the number of vehicle fueling positions (VFP) at the site: between 2 and 8 VFP, between 9 and 15 VFP, and between 16 and 24 VFP. For each VFP range subcategory, data plots are presented with GFA as the independent variable for all time periods and trip types for which data are available. The use of both GFA and VFP (as the independent variable and land use subcategory, respectively) provides a significant improvement in the reliability of a trip generation estimate when compared to the single-variable data plots in prior editions of *Trip Generation Manual*.

Further, the study sites were also assigned to one of three other subcategories, based on the gross floor area (GFA) of the convenience store at the site: between 2,000 and 4,000 square feet, between 4,000 and 5,500 square feet, and between 5,500 and 10,000 square feet. For each GFA subcategory range, data plots are presented with VFP as the independent variable for all time periods and trip types for which data are available. The use of both VFP and GFA (as the independent variable and land use subcategory, respectively) provides a significant improvement in the reliability of a trip generation estimate when compared to the single-variable data plots in prior editions of *Trip Generation Manual*.

When analyzing the convenience store/gas station land use with each combination of GFA and VFP values as described above, the two sets of data plots will produce two estimates of site-generated trips. Both values can be considered when determining a site trip generation estimate.

Data plots are also provided for three additional independent variables: AM peak hour traffic on adjacent street, PM peak hour traffic on adjacent street, and employees. These independent variables are intended to be analyzed as single independent variables and do not have sub-categories associated with them. Within the data plots and within the ITETripGen web app, these plots are found under the land use subcategory "none."

Additional Data

ITE recognizes there are existing convenience store/gas station sites throughout North America that are larger than the sites presented in the data plots. However, the ITE database does not include any site with more than 24 VFP or any site with gross floor area greater than 10,000 square feet. Submission of trip generation data for larger sites is encouraged.

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), Arkansas, California, Connecticut, Delaware, Florida, Indiana, Iowa, Kentucky, Maryland, Massachusetts, Minnesota, Nevada, New Hampshire, New Jersey, Pennsylvania, Rhode Island, South Dakota, Texas, Utah, Vermont, Washington, and Wisconsin.

Source Numbers

221, 245, 274, 288, 300, 340, 350, 351, 352, 355, 359, 385, 440, 617, 718, 810, 813, 844, 850, 853, 864, 865, 867, 869, 882, 883, 888, 904, 926, 927, 936, 938, 954, 960, 962, 977, 1004, 1024, 1025, 1027, 1052

Convenience Store/Gas Station - GFA (2-4k) (945)

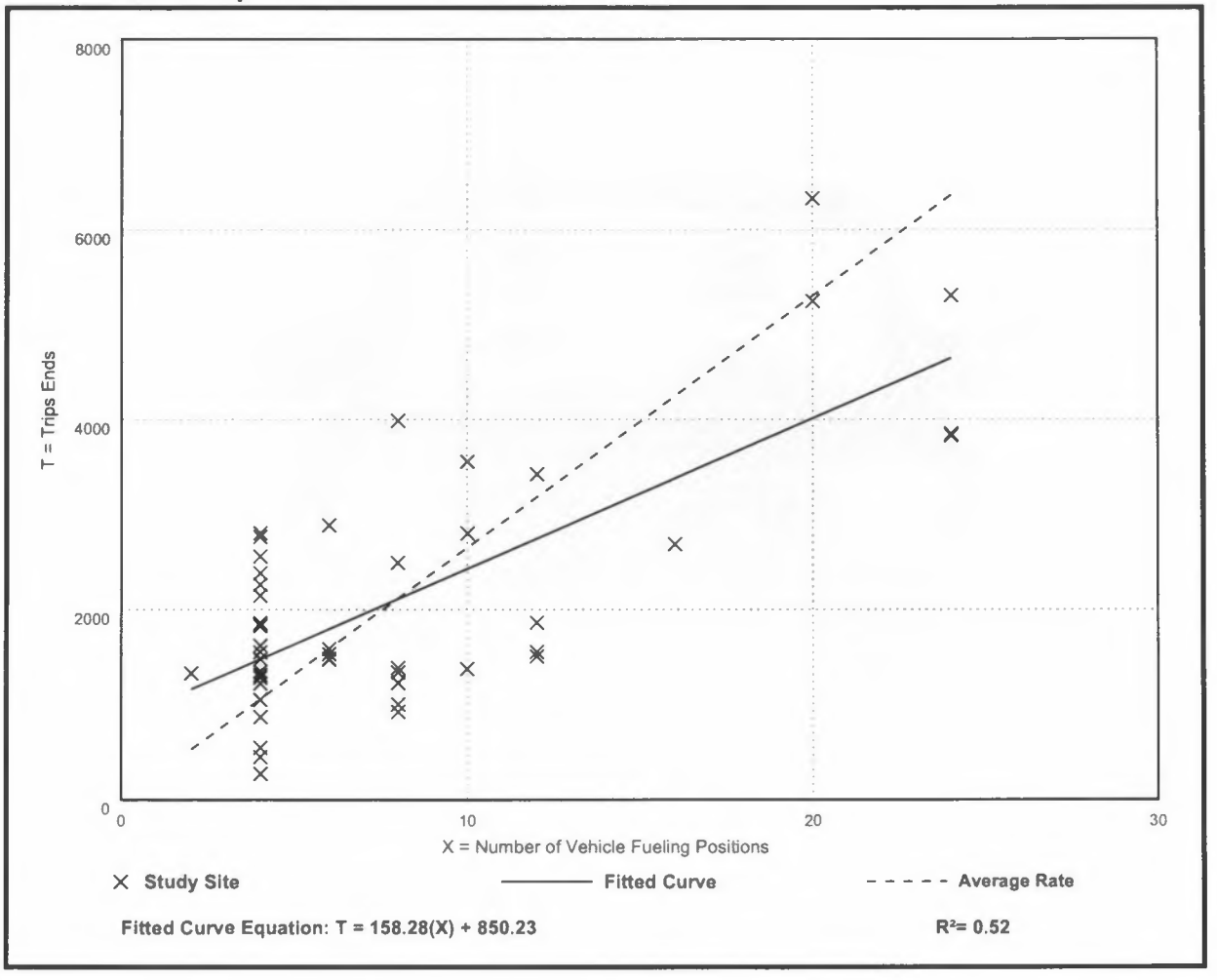
Vehicle Trip Ends vs: Vehicle Fueling Positions
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 48
Avg. Num. of Vehicle Fueling Positions: 8
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Vehicle Fueling Position

Average Rate	Range of Rates	Standard Deviation
265.12	68.50 - 701.00	142.37

Data Plot and Equation



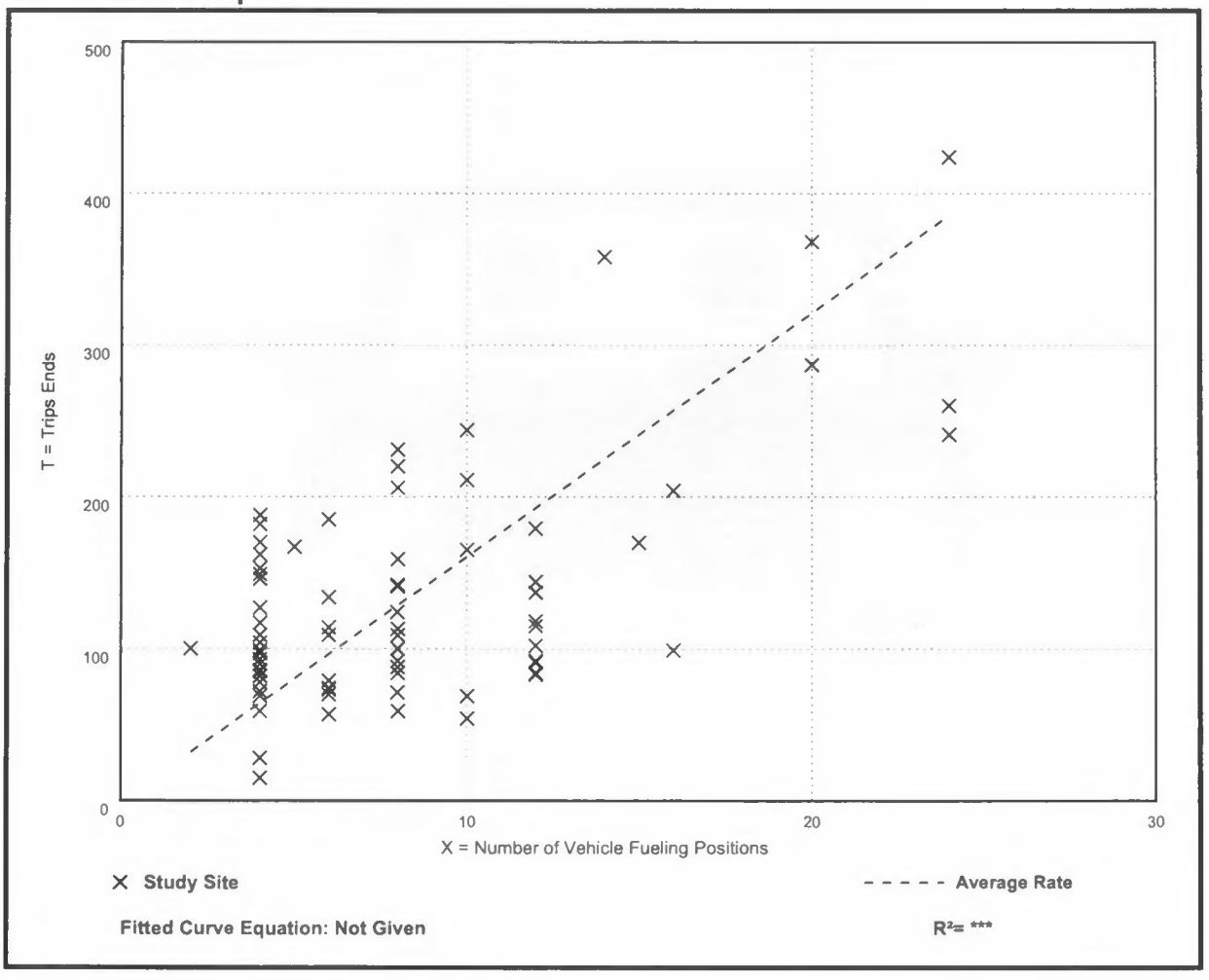
Convenience Store/Gas Station - GFA (2-4k) (945)

Vehicle Trip Ends vs: Vehicle Fueling Positions
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 76
Avg. Num. of Vehicle Fueling Positions: 8
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Vehicle Fueling Position

Average Rate	Range of Rates	Standard Deviation
16.06	3.75 - 50.00	8.79

Data Plot and Equation



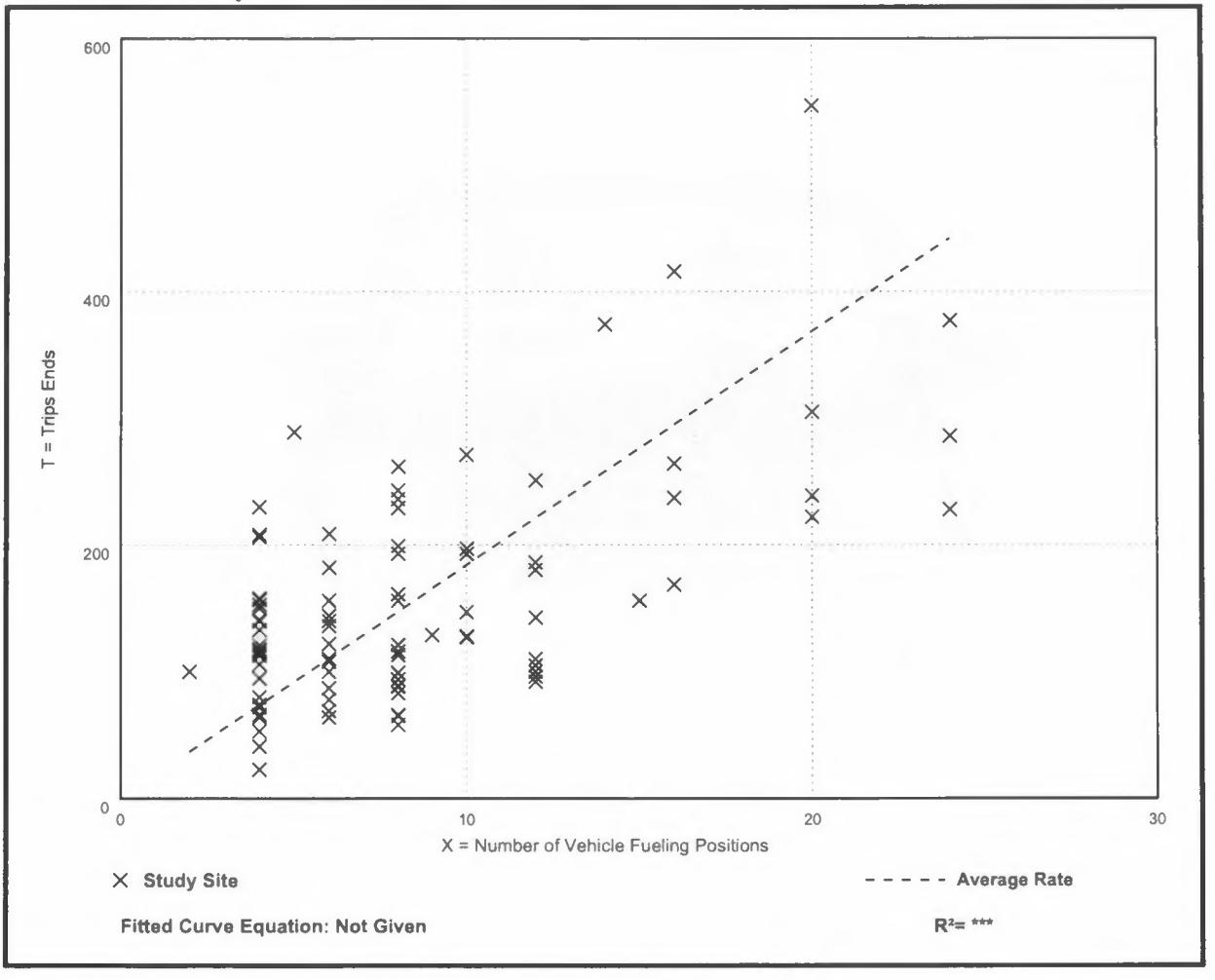
Convenience Store/Gas Station - GFA (2-4k) (945)

Vehicle Trip Ends vs: Vehicle Fueling Positions
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 93
Avg. Num. of Vehicle Fueling Positions: 8
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Vehicle Fueling Position

Average Rate	Range of Rates	Standard Deviation
18.42	5.75 - 57.80	10.16

Data Plot and Equation



NCHRP 8-51 Internal Trip Capture Estimation Tool			
Project Name:	Circle K and Taco Casa Development	**Organization:**	Leadership Traffic Services
Project Location:	Dallas, TX	**Performed By:**	Adrian Murphy
Scenario Description:	Build Out	**Date:**	4/6/2023
Analysis Year:	2024	**Checked By:**	
Analysis Period:	**AM Street Peak Hour**	**Date:**	

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail	945	2	1000 SF	73	37	36
Restaurant	934	2	1000 SF	104	53	51
Cinema/Entertainment				0		
Residential				0		
Hotel				0		
All Other Land Uses[2]				0		
Total				177	90	87

Table 2-A: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.	% Transit	% Non-Motorized	Veh. Occ.	% Transit	% Non-Motorized
Office						
Retail	1.00		0%	1.00		0%
Restaurant	1.00		0%	1.00		0%
Cinema/Entertainment						
Residential	1.00		0%	1.00		0%
Hotel	1.00		0%	1.00		0%
All Other Land Uses[2]						

Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-A: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		5	0	0	0
Restaurant	0	3		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	0	0	0		0
Hotel	0	0	0	0	0	

Table 5-A: Computations Summary

	Total	Entering	Exiting
All Person-Trips	177	90	87
Internal Capture Percentage	9%	9%	9%
External Vehicle-Trips[3]	161	82	79
External Transit-Trips[4]	0	0	0
External Non-Motorized Trips[4]	0	0	0

Table 6-A: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	8%	14%
Restaurant	9%	6%
Cinema/Entertainment	N/A	N/A
Residential	N/A	N/A
Hotel	N/A	N/A

[1]Land Use Codes (LUCs) from *Trip Generation Informational Report*, published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

[3]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A

[4]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas Transportation Institute

Project Name:	Circle K and Taco Casa Development
Analysis Period:	**AM Street Peak Hour**

Table 7-A: Conversion of Vehicle-Trip Ends to Person-Trip Ends

Land Use	Table 7-A (D): Entering Trips			Table 7-A (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0	1.00	0	0
Retail	1.00	37	37	1.00	36	36
Restaurant	1.00	53	53	1.00	51	51
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	0	0	1.00	0	0
Hotel	1.00	0	0	1.00	0	0

Table 8-A (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	10		5	0	5	0
Restaurant	16	7		0	2	2
Cinema/Entertainment	0	0	0		0	0
Residential	0	0	0	0		0
Hotel	0	0	0	0	0	

Table 8-A (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		12	12	0	0	0
Retail	0		27	0	0	0
Restaurant	0	3		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	6	11	0		0
Hotel	0	1	3	0	0	

Table 9-A (D): Internal and External Trips Summary (Entering Trips)

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	3	34	37	34	0	0
Restaurant	5	48	53	48	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	0	0	0	0	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

Table 9-A (O): Internal and External Trips Summary (Exiting Trips)

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	5	31	36	31	0	0
Restaurant	3	48	51	48	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	0	0	0	0	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

[1]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A

[2]Person-Trips

[3]Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

NCHRP 8-51 Internal Trip Capture Estimation Tool			
Project Name:	Circle K and Taco Casa Development	**Organization:**	Leadership Traffic Services
Project Location:	Dallas, TX	**Performed By:**	Adrian Murphy
Scenario Description:	Buildout	**Date:**	4/6/2023
Analysis Year:	2024	**Checked By:**	
Analysis Period:	**PM Street Peak Hour**	**Date:**	

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail	945	2	1000 SF	87	44	43
Restaurant	934	2	1000 SF	77	40	37
Cinema/Entertainment				0		
Residential				0		
Hotel				0		
All Other Land Uses[2]				0		
Total				164	84	80

Table 2-P: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.	% Transit	% Non-Motorized	Veh. Occ.	% Transit	% Non-Motorized
Office						
Retail	1.00		0%	1.00		0%
Restaurant	1.00		0%	1.00		0%
Cinema/Entertainment						
Residential	1.00		0%	1.00		0%
Hotel	1.00		0%	1.00		0%
All Other Land Uses[2]						

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		12	0	0	0
Restaurant	0	15		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	0	0	0		0
Hotel	0	0	0	0	0	

Table 5-P: Computations Summary

	Total	Entering	Exiting
All Person-Trips	164	84	80
Internal Capture Percentage	33%	32%	34%
External Vehicle-Trips[3]	110	57	53
External Transit-Trips[4]	0	0	0
External Non-Motorized Trips[4]	0	0	0

Table 6-P: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	34%	28%
Restaurant	30%	41%
Cinema/Entertainment	N/A	N/A
Residential	N/A	N/A
Hotel	N/A	N/A

[1]Land Use Codes (LUCs) from *Trip Generation Informational Report*, published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

[3]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

[4]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas Transportation Institute

Project Name:	Circle K and Taco Casa Development
Analysis Period:	PM Street Peak Hour

Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends

Land Use	Table 7-P (D): Entering Trips			Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0	1.00	0	0
Retail	1.00	44	44	1.00	43	43
Restaurant	1.00	40	40	1.00	37	37
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	0	0	1.00	0	0
Hotel	1.00	0	0	1.00	0	0

Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	1		12	2	11	2
Restaurant	1	15		3	7	3
Cinema/Entertainment	0	0	0		0	0
Residential	0	0	0	0		0
Hotel	0	0	0	0	0	

Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		4	1	0	0	0
Retail	0		12	0	0	0
Restaurant	0	22		0	0	0
Cinema/Entertainment	0	2	1		0	0
Residential	0	4	6	0		0
Hotel	0	1	2	0	0	

Table 9-P (D): Internal and External Trips Summary (Entering Trips)

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	15	29	44	29	0	0
Restaurant	12	28	40	28	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	0	0	0	0	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

Table 9-P (O): Internal and External Trips Summary (Exiting Trips)

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	12	31	43	31	0	0
Restaurant	15	22	37	22	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	0	0	0	0	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

[1]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

[2]Person-Trips

[3]Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

3. Parking Demand Data

Location:	5526 E RL THORNTON FWY - CIRCLE K
Start Date:	3/30/2023
Start Time:	11:00AM
Name:	WENDELL GARRET
Notes:	The Striped Lanes Include Gas Station Pump Spots

	Total Capacity			
Start Time	Unstriped	Striped	ADA	TOTAL
	10	3	1	4

Start Time	Unstriped	Striped	ADA	TOTAL
11:00 AM	2	0	0	2
11:15 AM	1	0	0	1
11:30 AM	2	0	0	2
11:45 AM	2	0	0	2
12:00 PM	4	0	0	4
12:15 PM	2	0	0	2
12:30 PM	2	0	0	2
12:45 PM	2	0	0	2
1:00 PM	2	0	0	2

Start Time	Unstriped	Striped	ADA	TOTAL
5:00 PM	2	0	0	2
5:15 PM	2	0	0	2
5:30 PM	1	0	0	1
5:45 PM	1	0	0	1
6:00 PM	2	0	0	2
6:15 PM	3	0	0	3
6:30 PM	2	0	0	2
6:45 PM	1	0	0	1
7:00 PM	2	0	0	2

Location:	12950 COIT RD - EXXON W TACO CASA
Start Date:	3/30/2023
Start Time:	11:00AM
Name:	CHASE BATTLE
Notes:	The Striped Lanes Include Gas Station Pump Spots

	Total Capacity			
Start Time	Unstriped	Striped	ADA	TOTAL
	4	39	1	44

TACO CASA QUEUE
8

Start Time	Unstriped	Striped	ADA	TOTAL
11:00 AM	0	16	0	16
11:15 AM	0	15	0	15
11:30 AM	1	14	0	15
11:45 AM	0	18	0	18
12:00 PM	0	15	0	15
12:15 PM	1	18	0	19
12:30 PM	0	16	0	16
12:45 PM	0	20	0	20
1:00 PM	1	13	0	14

QUEUE
0
3
1
0
2
2
4
3
4

Start Time	Unstriped	Striped	ADA	TOTAL
5:00 PM	0	8	0	8
5:15 PM	0	9	0	9
5:30 PM	0	6	0	6
5:45 PM	3	14	1	18
6:00 PM	0	11	0	11
6:15 PM	1	15	1	17
6:30 PM	1	11	0	12
6:45 PM	0	9	0	9
7:00 PM	0	6	0	6

QUEUE
0
2
1
0
0
3
0
2
0