

**SITE PLAN - HILL COUNTRY ROADWAY PERMIT REVIEW SHEET
APPEAL TO CITY COUNCIL BY AN INTERESTED PARTY**

CASE NUMBER: SPC-2009-0349C **HEARING DATE:** December 16, 2010

PROJECT NAME: The Trails at 620

ADDRESS: 8300 N RM 620

APPLICANT: 69 Grandview LP (Leslie Perry Sloan) - (512) 633-1700
8208 Long Canyon
Austin, TX 78730

AGENT: Texas Engineering Solutions (Stephen Delgado) - (512) 904-0505
5000 Bee Caves Rd, Suite 206
Austin, TX 78746

APPELLANT: 2222 Coalition of Neighborhood Associations, Inc
(Carol Torgimson)
Austin, TX 78730

CASE MANAGER/SITE PLAN: Sarah Graham Phone: 974-2826
sarah.graham@ci.austin.tx.us

TRANSPORTATION REVIEWER: Shandrian Jarvis Phone: 974-2628
shandrian.jarvis@ci.austin.tx.us

ENVIRONMENTAL REVIEWER: Michael Clay Phone: 974-2296
Michael.clay@ci.austin.tx.us

PROPOSED DEVELOPMENT:

The applicant is requesting the approval of a Hill Country Roadway site plan, consisting of a 37,500 sq ft movie theater, 156,608 sq ft of general retail sales, 38,852 sq ft of restaurants, 30,000 of medical offices, and associated improvements on a currently vacant 169.8 acre site.

The applicant is requesting approval of a variance request from Land Development Code Section 25-6-415 (A), which requires a maximum of two access points to be permitted from any one site to a hill country roadway, whereas the applicant is requesting a third access point to RM 620.

The applicant is also requesting approval of a variance request from Land Development Code Sections 25-8-341 and 25-8-342, which requires no cut or fill greater than 4 feet; the applicant requests allowance of cut up to maximum of 8.2 feet, and allowance of fill up to maximum of 10.3 feet.

STAFF RECOMMENDATION ON APPEAL:

The appellant is appealing the variance request from Land Development Code Section 25-6-415 (A). Staff recommends **denial of the appeal** because the site has nearly ½ mile of frontage along RM 620 and the spacing between all driveways is at least 450 feet. The third driveway will help to better disperse traffic and will be restricted to right turns in and right turns out only.

STAFF RECOMMENDATION ON HILL COUNTRY ROADWAY SITE PLAN:

Staff recommends approval of this Hill Country Roadway site plan with the following conditions:

1. All staff comments are cleared before release of the site plan.
2. The applicant provide striping for a bicycle lane along RM 620, as was a requirement for approval by the Zoning and Platting Commission.

Recommendation for variance request from Land Development Code Section 25-6-415 (A) to allow a third access point to RM 620 with the following conditions:

1. The site should be constructed with a minimum of three access points to RM 620. If the site is restricted to less than three access points to RM 620, the applicant should post fiscal for any adjustments in signal timings along RM 620 within the study area needed to maintain an acceptable level of service. The applicant will need to coordinate with the Austin Transportation Department for final approval.
2. If permitted, the proposed third driveway (Driveway E, Attachment 1) should be constructed as a right in/right out only driveway with a deceleration lane as part of the site development phase of the project. Prior to the release of the site development permit, the applicant should post fiscal for the estimated cost to construct the deceleration lane. Deceleration lanes serving only one project (e.g. left or right turn lanes at a private driveway) are funded 100 percent by the applicant. The applicant should submit a schematic drawing with dimensions and a construction cost estimate signed and sealed by an engineer to verify the amount required for posting. It is recommended that these improvements be implemented by the applicant to assure safer access and circulation into the site.
3. All driveways to RM 620 should comply with current TX DOT driveway spacing standards. The owner will be responsible for obtaining permit approval from TX DOT for the driveways prior to site plan approval.
4. All driveways should comply with current City of Austin Type II Commercial driveway standards and would need to meet minimum requirements for driveway width; throat length, driveway spacing, offset, and curb return radii. The owner will be responsible for obtaining permit approval from the City of Austin for the driveways prior to site plan approval.

Recommendation for variance request from Land Development Code Sections 25-8-341 and 25-8-342 for cut and fill with the following conditions:

1. Areas of cut and fill will be revegetated with no greater than a 3:1 slope or be structurally contained
2. Development will consist of two phases to minimize ground disturbance
3. Landscaping with 100% native plants from the City of Austin Grow Green Guide
4. Landscaping 10% above requirements
5. 75% of all permanent landscape areas to use drip irrigation system
6. Integrated Pest Management Plan
7. Biolfiltration pond associated with Phase 1

ENVIRONMENTAL BOARD RECOMMENDATION:

On October 6, 2010, the Environmental Board recommended approval of the variance requests from Section 25-8-341 to allow cut up to 8.2 feet, and Section 25-8-342 to allow fill up to 10.3 feet with the recommended staff conditions, as well as an additional condition:

1. The applicant will have a licensed Professional Geologist onsite during excavation of the water quality/detention ponds.

ZONING AND PLATTING COMMISSION ACTION:

On November 2, 2010, the Zoning and Platting Commission approved staff's recommendation on the Hill Country Roadway Site Plan and the associated variances, and added the condition that the applicant shall provide striping for a bicycle lane along RM 620 prior to the release of the site plan permit, subject to TX DOT approval. Approved 6-1.

PROJECT INFORMATION

SITE AREA	7,396,488 square feet	169.8 acres	
EXISTING ZONING	GR-CO, GO-CO and I-RR		
WATERSHED	Lake Travis (Water Supply Rural)		
WATERSHED ORDINANCE	Comprehensive Watershed Ordinance		
TRAFFIC IMPACT ANALYSIS	Required		
PROPOSED ACCESS	R.M. 620 and Wilson Park Ave		
	Allowed/Required	Existing	Proposed
FLOOR-AREA RATIO	.25:1	0	.09:1
BUILDING COVERAGE	60%	0	8.26%
IMPERVIOUS COVERAGE	40% and 25%	0	38.15% and 23.50%
PARKING	1,478 spaces	0	1,559 (including 56 ADA) spaces

SUMMARY COMMENTS ON SITE PLAN:

Background: Interested Party, Mrs. Carol Torggrimson, representing 2222 Coalition of Neighborhood Associations, Inc, is appealing the Zoning and Platting Commission's decision to approve the Hill Country Roadway Site Plan, and the associated variances, known as The Trails at 620 at 8300 N RM 620.

The Zoning and Platting Commission conducted a public hearing on the Hill Country Roadway Site Plan on November 2, 2010. Mr. Jim Smitherman representing the Parke Homeowners Association (to the west of the site), spoke in favor of the project and the associated variances. Mrs. Carol Torggrimson and Mr. Peter Torggrimson, both representing the 2222 Coalition of Neighborhood Associations, Inc (2222 CONA), spoke of their general support of the project but spoke in opposition to the variance requested from Section 25-6-415 (A) of the Land Development Code for the third driveway cut. Mrs. Torggrimson is concerned with safety issues that could result from spacing between the existing driveway to the north that serves the multifamily development and the northernmost driveway to the Trails at 620 (proposed Driveway E). Mrs. Torggrimson also has general concerns with the amount of traffic along RM 620 and believes that additional driveways to RM 620 will exacerbate the problem. Mr. Torggrimson had similar concerns for the third driveway. He also supported the additional condition of approval for the applicant to include a bike lane along RM 620 to the site plan.

The public hearing was closed. Commissioner Seeger stated she could not support the variance for the additional driveway. Commissioner Bourgeois moved for staff recommendation including approval of the variances, and included the condition of the bike lane. Commissioner Tiemman seconded. The case was approved on a 6-1 vote, with Commissioner Seeger voting against.

Land Use: The proposed development, located at 8300 N RM 620, is within the City of Austin's Full Purpose Jurisdiction. The applicant is proposing a large commercial development on a currently vacant site along a Hill Country Roadway, which requires Commission approval according to §25-5-142(2). The site consists of four lots. The proposed development is to be located on the GR-CO zoned portion of three of the lots. The applicant is proposing multiple buildings consisting of General Retail Sales, Restaurants (General and Limited), Medical Office, and a Theater. The total proposed square footage for all uses is 262,960 sq ft. One 100+ acre lot is zoned I-RR, on which the applicant is not proposing any construction, but is included in the site plan for total impervious cover allowances.

The site is located within a Moderate Intensity Zone of the Hill Country Roadway Corridor along RM 620. The applicant is demonstrating compliance with Floor-to-Area Ratio allowances, building height, and impervious cover limitations. The applicant has made notes on the site plan related to building materials that will be in compliance with the Hill Country Roadway requirements, but will be reviewed

during the Building Permitting stage, a separate City permit application. The applicant has demonstrated compliance with the required 100-foot buffer along RM 620, and is providing a trail for the general public to use within their property. The site plan meets all required criteria applicable to projects located within a Hill Country Roadway Corridor (§ 25-2-1022 through § 25-2-1027, and § 25-2-1101 through § 25-2-1129).

According to § 25-5-147(C), the Land Use Commission shall approve a site plan for development in a Hill Country Roadway Corridor if the Land Use Commission determines that the proposed development complies with the requirements of the Code.

The site has two separate zoning categories which include Conditional Overlays. Ordinance 041104-Z-9 for the northern portion of the tract prohibits specific uses, and prohibits a single occupant of a General Retail use to be more than 100,000 sq ft of floor area, neither of which are proposed with this site plan. Ordinance 000302-41 for the southern portion of the tract prohibits specific uses, prohibits a single occupant of a General Retail use to be more than 100,000 sq ft of floor area, and prohibits a single tenant of the property to exceed 65,000 of gross floor area to be used as Office, none of which are proposed with this site plan.

Transportation: Primary access to the Trails at 620 site would be provided by RM 620, which is classified as a major four-lane divided arterial. The site has approximately ½ mile of frontage along RM 620 (2,640 feet) and current plans show three driveways to the roadway. Wilson Parke Avenue, a neighborhood collector, borders the site on the south. There are currently two site driveways planned on Wilson Parke Avenue. A traffic impact analysis (TIA) was performed by WHM in 1999 for zoning cases C14-99-0078 and C14-99-0079, which assumed three driveways from the site to RM 620. However, to comply with the requirements of the Hill Country Roadway Ordinance the applicant considered a design with two driveways to RM 620. At the request of staff, the applicant submitted an update to the original TIA that evaluates two driveway scenarios for the property and the effects on area traffic flow. Scenario 1 assumes two driveways on RM 620. Scenario 2 assumes three driveways on RM 620. The results are summarized in the attached staff memorandum. Please also see the attached staff memorandum for further information concerning the requested variance from Section 25-6-415 (A), which allows a maximum of two access points from any one site to a Hill Country Roadway, whereas the applicant is requesting a third access point to RM 620.

Environmental: The project is located within the Lake Travis watershed, which is a Water Supply Rural watershed, located within the Drinking Water Protection Zone. The site is located over the Edward's Aquifer Recharge Zone and within endangered species habitat of the Golden Cheeked Warbler. The runoff from the completed project will be treated by two water quality ponds. Vegetation consists of moderately dense woodland composed of ash juniper, oaks, and understory vegetation. Critical Environmental Features (CEF's) and buffers are located on the westernmost portion of the site and include rimrock and sinks. The CEF's and associated buffers will be protected by a permanent fence and erosion controls prior to any development activity. Please see the attached backup material for further information concerning the requested environmental variances.

EXISTING ZONING AND LAND USES

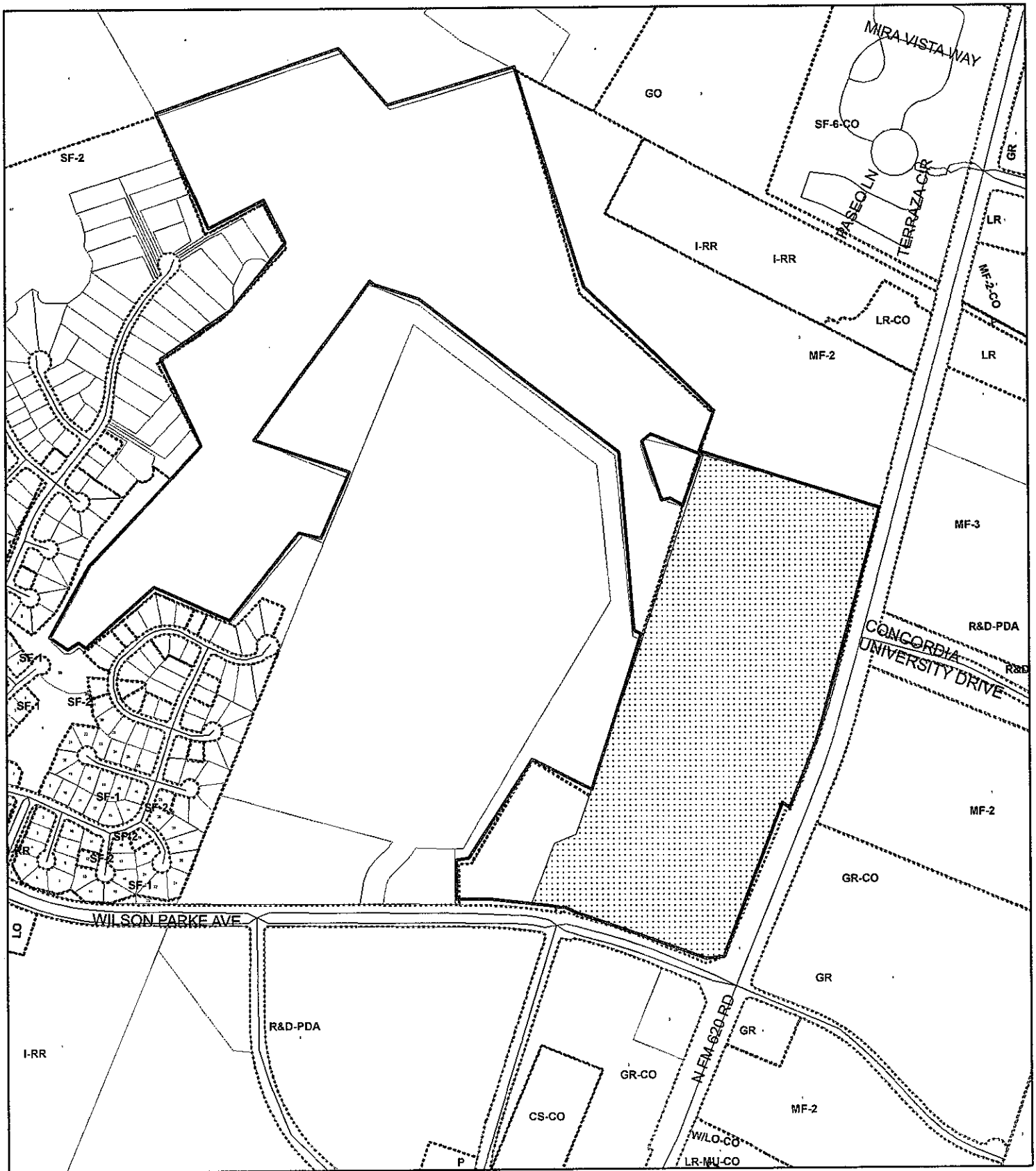
	ZONING	LAND USES
<i>Site</i>	GR-CO, GO-CO, and I-RR	vacant
<i>North</i>	MF-2	Multi-Family Residential
<i>South</i>	GR-CO	Wilson Park Ave, then Financial Services
<i>East</i>	MF-3, MF-2, GR, and R&D - PDA	N RM 620, then Multi-Family Residential, General Retail Sales (Wal-Mart Supercenter), and vacant
<i>West</i>	I-RR, then I-SF-2	Professional Office (SAS Institute), Single-Family Residential

ABUTTING STREETS

Street	Right-of-Way Width	Pavement Width	Classification
N RM 620	188 ft	93 ft	MAD 4
Wilson Parke Ave	120 ft	85 ft	Neighborhood Collector

NEIGHBORHOOD ORGNIZATIONS:

275 – Volente Neighborhood Association
269 – Long Canyon Homeowners Association
425 – 2222 Coalition of Neighborhood Associations
475 – Bull Creek Foundation
654 – The Parke HOA
786—Home Builders Association of Greater Austin
1037 - Homeless Neighborhood Association
1075 – League of Bicycling Voters
1113 – Austin Parks Foundation
1200 – Super Duper Neighborhood Objectors and Appealers Organization
1224 – Austin Monorail Project
1228 – Sierra Club, Austin Regional Group
1281- Spicewood Springs Road Tunnel Coalition
1236 – The Real Estate Council of Austin, Inc
1239 – Leander ISD Population and Survey Analysts



PROPOSED CONSTRUCTION



SUBJECT TRACT



ZONING BOUNDARY

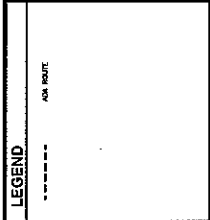
0 262.5 525 1,050 Feet

SITE PLAN

CASE#: SPC-2009-0349C
 ADDRESS: 8300 N RM 620 RD
 MANAGER: SARAH GRAHAM



This map has been produced by site plan review for the sole purpose of geographic reference. No warranty is made by the City of Austin regarding specific accuracy or completeness.





City of Austin Watershed Protection and Development Review Department
505 Barton Springs Road / P.O. Box 1088 / Austin, Texas 78767-8835

SITE PLAN APPEAL

If you are an applicant and/or property owner or interested party, and you wish to appeal a decision on a site plan application, the following form must be completed and filed with the Director of Watershed Protection and Development Review Department, City of Austin, at the address shown above. The deadline to file an appeal is 14 days after the decision of the Land Use Commission (ZAP or PC), or 20 days after an administrative decision by the Director. If you need assistance, please contact the assigned City contact at (512) 974-2680.

CASE NO. SPC-2009-0349C

DATE APPEAL FILED November 15, 2010

PROJECT NAME The Trails at 620

YOUR NAME Carol Torgrimson

SIGNATURE Carol Torgrimson

PROJECT ADDRESS 8300 N RM 620

YOUR ADDRESS 6104 Maury's Trail

Austin, TX 78730

APPLICANT'S NAME Texas Engineering Solutions YOUR PHONE NO. (512) 338-4722 WORK

CITY CONTACT Sarah Graham

(512) 338-4722 HOME

INTERESTED PARTY STATUS: Indicate how you qualify as an interested party who may file an appeal by the following criteria: (Check one)

- ☐ I am the record property owner of the subject property
- ☐ I am the applicant or agent representing the applicant
- ☒ I communicated my interest by speaking at the Land Use Commission public hearing on (date) 11/2/2010.
- ☐ I communicated my interest in writing to the Director or Land Use Commission prior to the decision (attach copy of dated correspondence).

In addition to the above criteria, I qualify as an interested party by one of the following criteria: (Check one)

- ☐ I occupy as my primary residence a dwelling located within 500 feet of the subject site.
- ☐ I am the record owner of property within 500 feet of the subject site.
- ☒ I am an officer of a neighborhood or environmental organization whose declared boundaries are within 500 feet of the subject site.

DECISION TO BE APPEALED*: (Check one)

- | | |
|---|---|
| <input type="checkbox"/> Administrative Disapproval/Interpretation of a Site Plan | Date of Decision: _____ |
| <input type="checkbox"/> Replacement site plan | Date of Decision: _____ |
| <input checked="" type="checkbox"/> Land Use Commission Approval/Disapproval of a Site Plan | Date of Decision: <u>November 2, 2010</u> |
| <input type="checkbox"/> Waiver or Extension | Date of Decision: _____ |
| <input type="checkbox"/> Planned Unit Development (PUD) Revision | Date of Decision: _____ |
| <input type="checkbox"/> Other: _____ | Date of Decision: _____ |

*Administrative Approval/Disapproval of a Site Plan may only be appealed by the Applicant.

STATEMENT: Please provide a statement specifying the reason(s) you believe the decision under appeal does not comply with applicable requirements of the Land Development Code:

We believe the variance to LDC Section 25-6-415 (A) which was approved by ZAP as part of the site plan approval was unwarranted and that the additional driveway which it would allow will create an unnecessary risk to public safety.

(Attach additional page if necessary.)

Applicable Code Section: LDC 25-6-415

Transportation Variance

Staff documentation concerning the applicant's request for approval of a variance from Land Development Code Section 25-6-415 (A), which requires a maximum of two access points to be permitted from any one site to a hill country roadway, whereas the applicant is requesting a third access point to RM 620.



MEMORANDUM

TO: Sarah Graham, Case Manager
CC: Members of the Zoning and Platting Commission
FROM: Shandrian Jarvis, Transportation Planner
DATE: October 26, 2010
SUBJECT: SPC-2009-0349C Trails at 620 -Traffic Analysis Update

Site Characteristics

The Trails at 620 is a 171-acre site located in northwest Austin at the intersection of RM 620 and Wilson Parke Avenue. The site is currently vacant; however, at build out (2012) it will consist of approximately 263,260 square feet of commercial development. An existing single family residential development, the SAS Institute, and the Grandview Hills elementary school are within the immediate vicinity of the site. Retail uses are located to the east across RM 620, as well as to the south across Wilson Parke Avenue.

Primary access to the Trails at 620 site would be provided by RM 620, which is classified as a major four-lane divided arterial. The site has approximately ½ mile of frontage along RM 620 (2,640 feet) and current plans show three driveways to the roadway. Wilson Parke Avenue, a neighborhood collector, borders the site on the south. There are currently two site driveways planned at Wilson Parke Avenue.

Traffic Analysis

A traffic impact analysis (TIA) was performed by WHM in 1999 for zoning cases C14-99-0078 and C14-99-0079, which assumed three driveways from the site to RM 620. However, to comply with the requirements of the Hill Country Roadway Ordinance the applicant is considering a design with two driveways to RM 620. At the request of staff, the applicant submitted an update to the original TIA that evaluates two driveway scenarios for the property and the effects on area traffic flow (see Attachment). Scenario 1 assumes two driveways on RM 620. Scenario 2 assumes three driveways on RM 620. The results are summarized below:

Trip Generation/Trip Distribution

Based on the Institute of Transportation Engineer's publication Trip Generation, the proposed Trails at 620 development would generate approximately 20,140 vehicle trips per day as shown in Table 1.

Table 1. Summary of Uses				
<i>Land Use</i>	<i>Size (SF)</i>	<i>24 Hour Volume</i>	<i>AM Peak</i>	<i>PM Peak</i>
Phase One				
Movie Theater	37,000	3,673	0	141
Shopping Center	23,623	1,033	24	81
High Turnover Restaurant	14,500	1,907	173	147
Fast-Food Restaurant	11,354	5,457	543	368
Medical Office	30,000	1,084	69	104
Phase Two				
Shopping Center	138,783	5,969	139	468
High Turnover Restaurant	8,000	1,017	92	89
Total	263,260	20,140	1,040	1,398

Table 2 represents the expected distribution of the 20,140 trips:

Table 2. Traffic Distribution by Percent		
Roadway	Direction	% Site Traffic
RM 620		
	North RM 620	30
	South RM 620	40
	East Wal-Mart Drive	5
	East Alara Drive	5
	East Concordia University Drive	5
Wilson Parke Avenue		
	South Woodbay Parke Drive	5
	East Rock Harbour Drive	5
	West Wilson Parke Avenue	5
Total		100

Level of Service

A review of individual intersections within the study area supports that the provision of a third driveway from the site will benefit traffic operations along RM 620. Peak hour analysis suggest that under Scenario 1, the delay at the RM 620 and Concordia University Drive intersection would be 40 percent higher when compared to that of Scenario 2. Additionally, under Scenario 1 traffic volumes along Wilson Parke Drive between Woodbay and RM 620 would be 20 percent higher when compared to Scenario 2, which would be the result of traffic redistributing to access the driveways and intersections with less delay.

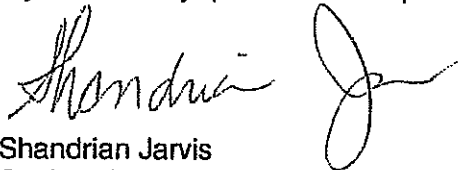
Recommendations/Conclusions

1. The site should be constructed with a minimum of three access points to RM 620. If the site is restricted to less than three access points to RM 620, the applicant should post

fiscal for any adjustments in signal timings along RM 620 within the study area needed to maintain an acceptable level of service. The applicant will need to coordinate with the Austin Transportation Department for final approval.

2. If permitted, the proposed third driveway (Driveway E, Attachment 1) should be constructed as a right in/right out only driveway with a deceleration lane as part of the site development phase of the project. Prior to the release of the site development permit, the applicant should post fiscal for the estimated cost to construct the deceleration lane. Deceleration lanes serving only one project (e.g. left or right turn lanes at a private driveway) are funded 100 percent by the applicant. The applicant should submit a schematic drawing with dimensions and a construction cost estimate signed and sealed by an engineer to verify the amount required for posting. It is recommended that these improvements be implemented by the applicant to assure safer access and circulation into the site.
3. All driveways to RM 620 should comply with current TxDOT driveway spacing standards. The owner will be responsible for obtaining permit approval from TxDOT for the driveways prior to site plan approval.
4. All driveways should comply with current City of Austin Type II Commercial driveway standards and would need to meet minimum requirements for driveway width; throat length, driveway spacing, offset, and curb return radii. The owner will be responsible for obtaining permit approval from the City of Austin for the driveways prior to site plan approval.

If you have any questions or require additional information, please contact me at 974-2628.



Shandrian Jarvis
Senior Planner ~ Transportation Review
Planning and Development Review Department

Attachment

October 15, 2010

Shandrian Jarvis

City of Austin – WP & DRD

505 Barton Springs Road, 4th Floor

Austin, TX 78701

Dear Ms. Jarvis:

At your request, HDR has conducted a traffic analysis for the project site known as Grandview Hills, which is located in the northwest corner of the intersection of RM 620 and Wilson Parke Avenue in Austin, Texas, as shown in Figure 1. As you know, the property has just over half a mile (2,640 feet) of frontage on RM 620.

The purpose of this study was to evaluate two driveway scenarios for the property and determine the effects on area traffic flow. The first, Scenario 1, assumes that there will only be two site driveways on RM 620. These are Driveways C and D, as shown in Figure 1. Driveway C is located north of Wilson Parke Avenue and would form a T-intersection with RM 620. Driveway D forms the fourth leg of the RM 620 and Concordia University Drive intersection. In Scenario 2, a third driveway, Driveway E, is proposed to be located north of the Concordia University Drive intersection and would function as a right-in/right-out only driveway. Therefore, this study analyzed the following two scenarios:

- Scenario 1 - Two (2) site driveways on RM 620
- Scenario 2 - Three (3) site driveways on RM 620

The analysis period was confined to the PM peak hour of the roadway network, since that is the period of highest site traffic generation.

SITE CHARACTERISTICS

As shown on the attachment, in addition to the driveways proposed on RM 620, there are two driveways proposed on Wilson Parke Avenue. The driveways are labeled A through E. The site is divided into two project phases. Phase One is located on the northern portion of the site, north of Driveway C and is expected to be complete by the end of 2011. Phase Two would be completed by 2012; therefore, the study period for analysis is 2012.

Table 1 provides a summary of the land uses proposed for this site. ITE Trip Generation Report (8th Edition) was used to estimate trips to be generated by the land uses shown. For evaluation of the PM peak hour, typical assumptions for pass-by and internal capture were used.

Table 1.
Summary of Uses

Land Use	Size
Phase One	
Movie Theater	37,000 SF
Shopping Center	23,623 SF
High Turnover Rest.	14,500 SF
Fast-Food Rest.	11,354 SF
Medical Office	30,000 SF
Phase Two	
Shopping Center	138,783 SF
High Turnover Rest.	8,000 SF

DIRECTIONAL DISTRIBUTION

Once the site trips are known, it is necessary to distribute those trips throughout the roadway network. The distribution of site traffic was based upon turning movement counts collected at area intersections during the PM peak on September 28, 2010, as well as engineering judgment of future travel patterns. This data provided the basis for the directional distribution of traffic approaching and departing the project site, which is summarized in Table 3.

Given the total site generated traffic and the directional distribution by approach, the next step in the process is to assign the traffic destined to and from the project to the most likely travel path. This step was performed by investigating a number of alternative travel patterns, as well as ingress/egress points along the project boundaries. Primary consideration was given to the traffic flow and safety of the major roadways.

Table 3
Forecasted Overall Directional Distribution of Site Oriented Traffic

Direction/Roadway	% Site Traffic
North, RM 620	30
South, RM 620	40
South, Woodbay Parke Dr.	5
East, Rock Harbour Dr.	5
East, Wal-Mart Dr.	5
East, ALARA Dr.	5
East, Concordia University Dr.	5
West, Wilson Parke Ave.	5
Total	100

ANALYSIS

Analysis results indicate that provision of a third site driveway (Driveway E) designed as a right-in/right-out only driveway with a deceleration lane - Scenario 2 - will benefit traffic operations along RM 620 in addition to internal traffic flow. This will allow traffic from the north on RM 620 to circumvent the traffic signal at the RM 620/Concordia University Drive intersection, which reduces the traffic demand that the signal must handle. In fact, delay at the intersection of RM 620 and Concordia University Drive is reduced by 40% with the addition of the third driveway.

Another alternative is to assume that rather than experience higher delay, traffic will redistribute itself within the site to access driveways and intersections with less delay. Given this assumption and looking at traffic during 2012 site plus forecasted traffic conditions, there would be 20% more traffic present on Wilson Parke Avenue, between Woodbay Parke Drive and RM 620, under Scenario 1 (two driveways on RM 620).

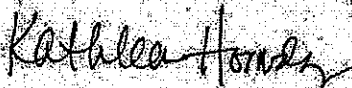
SUMMARY AND CONCLUSIONS

Based on these results, HDR recommends that the site be constructed with three driveways on RM 620. The additional driveway will provide an alternative access for vehicles heading to the site from the north on RM 620, which in turn helps to alleviate traffic demand at the RM 620/Concordia University Drive intersection, as evidenced by the reduction in delay at this intersection for Scenario 2. It will also reduce the amount of traffic on

Wilson Parke Avenue. It is recommended that this driveway (Driveway E) be constructed as a right-in/right-out only driveway with a deceleration lane; therefore, there will be no additional left-turn maneuvers created by this driveway. It's proximity to the proposed movie theater will be particularly helpful in moving traffic into the site in an efficient manner. The ability for southbound traffic on RM 620 to make an unrestricted right turn into the site immediately prior to the traffic signal creates a unique opportunity to relieve congestion on RM 620 through the placement of the third driveway.

Please feel free to contact me if you have any questions.

Sincerely,

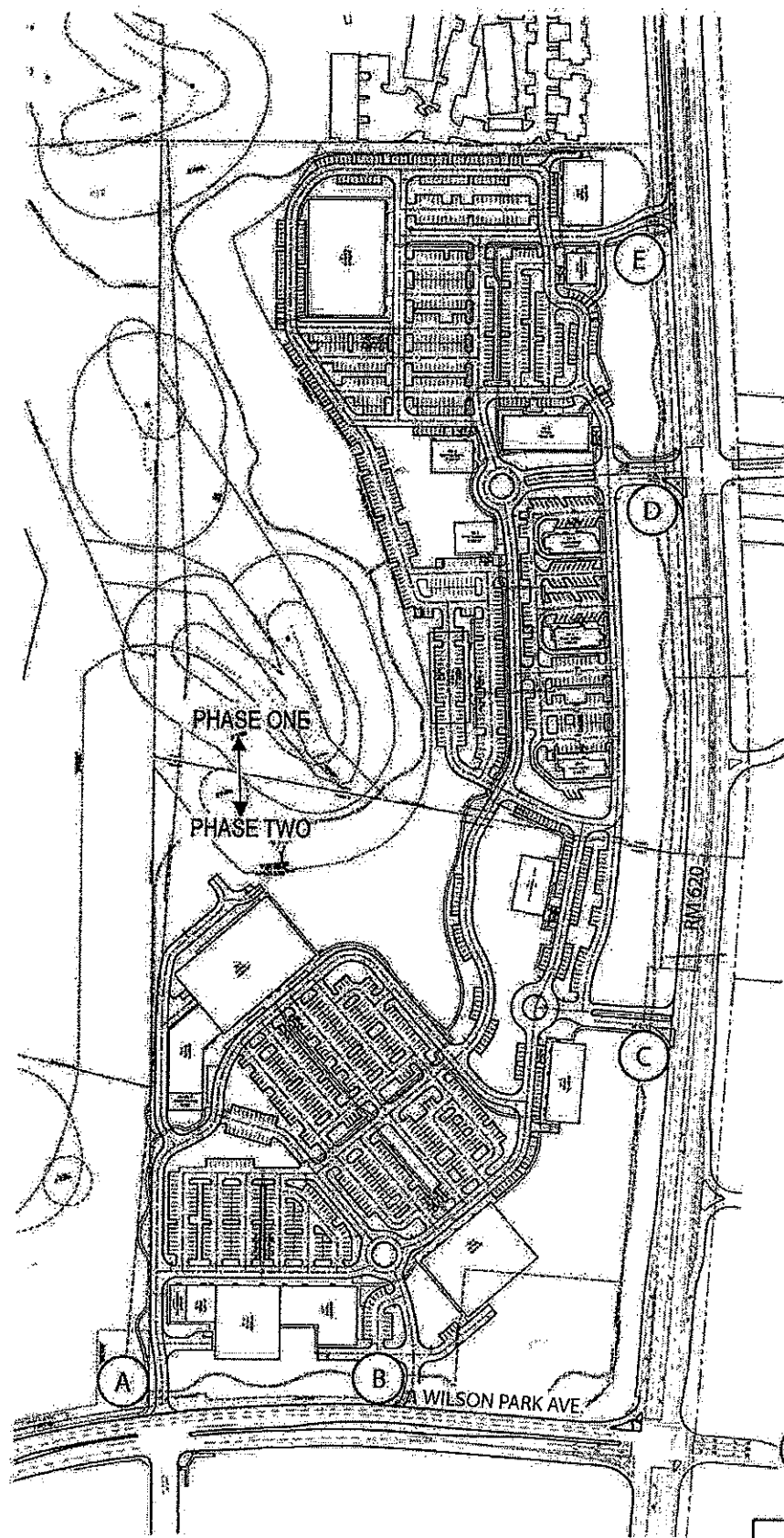


Kathleen Hornaday, P.E., PTOE

Senior Project Manager

cc: Rodney Speaks/Leslie Perry; 69 Grandview, LP
David Armbrust; Armbrust & Brown, L.L.P.

Enclosure



LEGEND

(X) = PROPOSED
SITE DRIVEWAY

FIGURE 1
CONCEPTUAL
SITE PLAN