

To: Bryan Golden
 Jayesh Dongre
 Austin Transportation Department
 6310 Wilhelmina Delco Drive
 Austin, TX 78752

APPROVED

Nate Antich

8/4/2022

From: Riley Sladek
 LJA Engineering
 2700 La Frontera, Suite 150
 Round Rock, TX 78681

Date: August 3, 2022

Re: Pioneer Crossing PUD Amendment #18 (C814-96-0003.18)

The purpose of this memorandum is to provide an update to the approved peak hour trips from the Pioneer Crossing PUD Traffic Impact Analysis (September 2002) and Pioneer Crossing PUD Traffic Phasing Agreement (June 2007), based on previously constructed and proposed developments located in the Pioneer Crossing PUD. Pioneer Crossing is a 1,548 acre Planned Unit Development located in Northeast Austin, as shown in **Figure 1**. The trip generation revisions are due to the Pioneer Crossing PUD Amendment #18 (C814-96-0003.18). A previously approved Pioneer Crossing PUD PHT Memo is included as **Attachment A** for reference.

Table 1 below summarizes the previously approved and amended land uses, intensities, and number of PM peak hour trips for comparison within the Pioneer Crossing PUD. The approved trip generation was provided in the Pioneer Crossing PUD Traffic Impact Analysis (September 2002). **Attachment B** includes the trip generation summary tables from the Pioneer Crossing PUD TIA (September 2002) showing a breakdown of the calculated trips. Amended trip generation was calculated using rates from the Pioneer Crossing PUD Traffic Phasing Agreement or ITE Trip Generation Manual 11th edition if the land use is not specified in the Traffic Phasing Agreement.

One item to note in **Table 1** is the inconsistency of size and PHT for approved and amended trip generation for the Single Family Housing land use. The amended trip generation shows an increase in size and a reduced PM PHT when compared to the approved trip generation. Both scenarios were calculated using rates from the Pioneer Crossing PUD Traffic Phasing Agreement, but the approved trip generation breaks down Single Family Housing into smaller groups which are then totaled, as shown in **Attachment B**. The summation of these approved PHTs using a non-linear rate formula provides a different result than applying the rate to one larger size as performed in the amended trip generation.

Table 1. Pioneer Crossing PUD Amendment #18 - Trip Generation Comparison						
Land Use	ITE Code	Units	Approved Trip Generation		Amended Trip Generation	
			Size	PM PHT	Size	PM PHT
General Light Industrial	110	KSF	1137.613	1094	1137.613	1094
Industrial Park	130	KSF	1264.086	1137	1264.086	1137
Single Family Housing	210	DU	2320	2322	2596	2010
Multifamily Housing	220	DU	4344	2522	2469	1499
Hotel	310	DU	-	-	150	89
County Park	412	Acres	99.25	7	157.65	10
Golf Course	430	Acres	159.87	48	-	-
Multipurpose Recreational Facility	435	Acres	22.07	124	-	-
Movie Theater *	445	KSF	-	-	35.8	221
Elementary School **	520	Students	700	-	700	-
General Office	710	KSF	-	-	649	968
Specialty Retail	814	KSF	83	93	-	-
Shopping Center	820	KSF	662.987	2825	535	1894
Supermarket *	850	KSF	-	-	37	345
High-Turnover (Sit-Down) Restaurant *	932	KSF	-	-	100	905
PM PEAK HOUR TRIP TOTAL			10,172		10,172	

*PHTs calculated based upon rates in ITE Trip Gen, 11th Ed due to specific land uses not provided in Pioneer Crossing PUD Traffic Phasing Agreement (June 2007)

**Elementary Schools do not generate any appreciable traffic in the PM peak hour based on Pioneer Crossing PUD Traffic Phasing Agreement (June 2007)

The results from the Peak Hour Trip Generation Comparison of the Pioneer Crossing PUD show that the previously constructed and current proposed developments based on Pioneer Crossing PUD Amendment #18 will remain within the approved trip volumes outlined in the June 2007 Pioneer Crossing PUD Traffic Phasing Agreement.

Should you have any questions or require any additional information, please contact me at 512.439.4738 or rsladek@lja.com.

Sincerely,



Riley Sladek, P.E.



Figures:

- 1- Site Location Map

Attachments:

- A- Approved Pioneer Crossing PUD PHT Memo (12/01/2021)
- B- Pioneer Crossing PUD TIA – Trip Generation Tables (09/13/2002)

Cc: Walter Hoysa

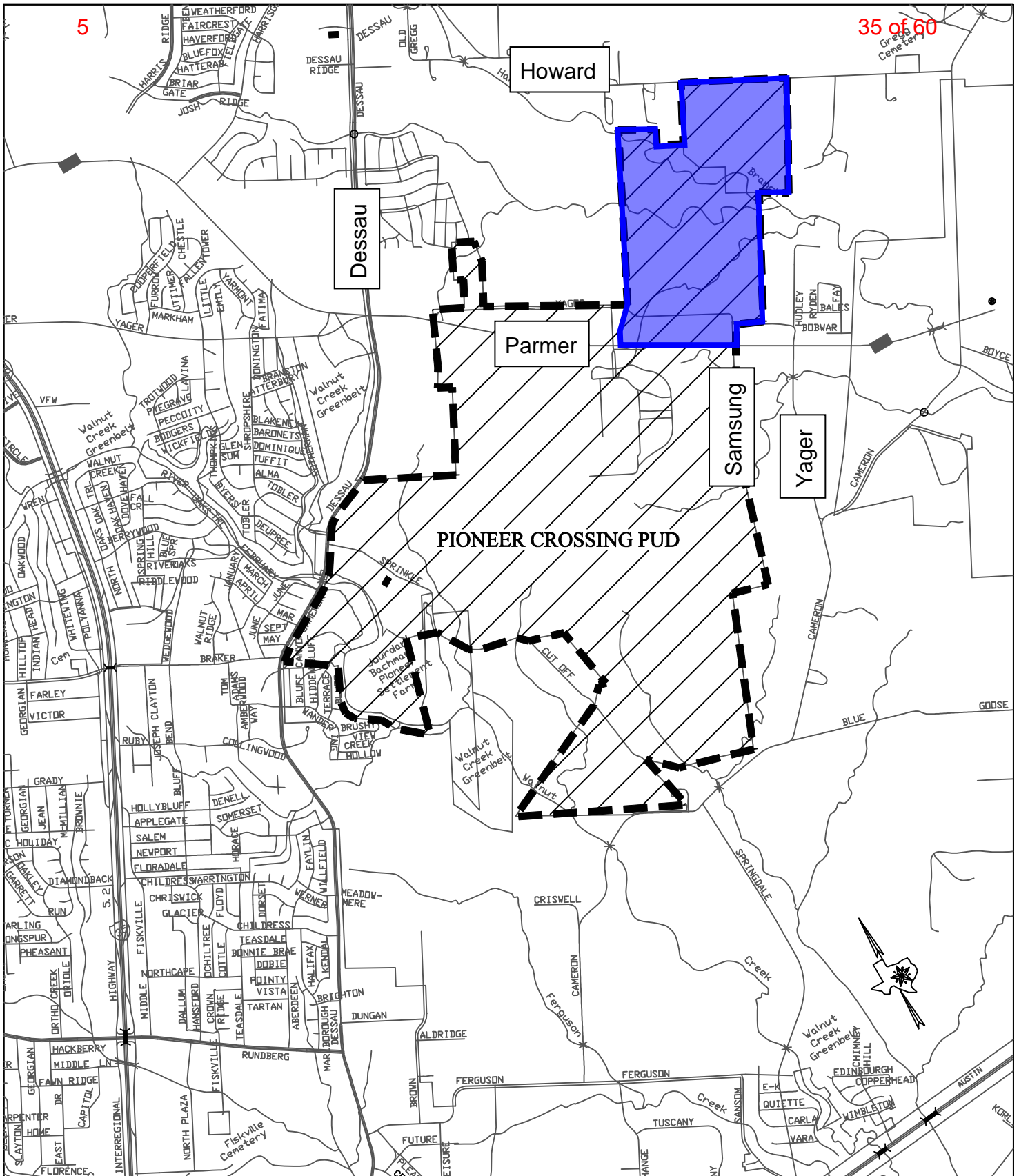


FIGURE 1



East Village Site Located In
Pioneer Crossing PUD

SITE LOCATION



APPROVED

To: Nazlie Saeedi
 Bryan Golden
 Jayesh Dongre
 Austin Transportation Department
 6310 Wilhelmina Delco Drive
 Austin, TX 78752

12/01/2021

From: Riley Sladek
 LJA Engineering
 2700 La Frontera, Suite 150
 Round Rock, TX 78681

Date: October 28, 2021

Re: Pioneer Crossing PUD Traffic Phasing Agreement (June 2007)
 EastVillage RA-2 & RA-3 Commercial, SP-2020-0338C

The purpose of this memorandum is to provide an update to the approved peak hour trips from the Pioneer Crossing PUD Traffic Phasing Agreement (June 2007), based on previously constructed and proposed developments located in the Pioneer Crossing PUD. Pioneer Crossing is a 1,548 acre Planned Unit Development located in Northeast Austin, as shown in **Figure 1**. The approved Pioneer Crossing PUD Traffic Phasing Agreement (**Attachment A**) estimated peak hour trips for the complete build out of the PUD. The total approved trips, including all phases for the PUD, are summarized in **Table 1**.

Table 1: Pioneer Crossing PUD Traffic Phasing Agreement
Peak Hour Trips (PHTs)
10,172

*PHTs provided in Pioneer Crossing PUD Traffic Phasing Agreement (June 2007)

Portions of the PUD have been developed subsequent to the Pioneer Crossing PUD Traffic Phasing Agreement (June 2007). **Figure 2** displays the completed and pending site plans located in the PUD, as well as their corresponding case numbers. An additional proposed development, EastVillage, is positioned at the north end of the Pioneer Crossing PUD. The EastVillage site is shown in the Tract Exhibit displayed in **Attachment B**. **Table 2** summarizes the total peak hour trip calculations of completed and pending site plans located in the PUD using rates from the Pioneer Crossing PUD Traffic Phasing Agreement (June 2007) as well as the peak hour trips remaining for allocation.

Table 2: Pioneer Crossing PUD - Peak Hour Trip Summary					
Section/ Tract ID	Case Number	Land Use	ITE Code	Size	PHT
PCW2	C8-98-0115.7A	Single Family Detached Housing	210	101 DU	
PCW3	C8-98-0115.11A			87 DU	
PCW4	C8-98-0115.13A			122 DU	
PCW5	C8-98-0115.01.2A			100 DU	
PCW6	C8-98-0115.12A			113 DU	
PCW7	C8-98-0115.02.1A			112 DU	
PCW8A	C8-98-0115.02.2B			61 DU	
PCW8B	C8-98-0115.02.3B			74 DU	
PCW9A	C8-98-0115.04.1B			86 DU	
PCW9B	C8-98-0115.08.1B			51 DU	
PCW10	C8-98-0115.09.1B			40 DU	
PCW11	C8-2014-0089.1B			68 DU	
PCW12	C8-2009-0104			118 DU	
PCE4	C8-98-0115.14A			89 DU	
PCE5	C8-98-0115.15A			103 DU	
PCE6	C8-98-0115.16A			102 DU	
PCE7	C8-98-0115.03.1A			100 DU	
PCE9	C8-98-0115.03.2A			102 DU	
PCE10	C8-98-0115.03.3A			37 DU	
PCE3A	C8-2016-0109.1A			40 DU	
PCE3B	C8-2016-0109.2A			103 DU	
PCE15	C8-2016-0109.4A			24 DU	
PCE16	C8-2016-0109.5A			23 DU	
PCE17	C8-2016-0109.3A			126 DU	
PCE18	C8-2016-0109.7A			132 DU	
PCE19	C8-2016-0247			28 DU	
EV SF PHASE 1	C8-2018-0122.1B			196 DU	
EV SF PHASE 2 & 3	C8-2018-0122.3B			118 DU	
EV SF PHASE 4	C8-2018-0122.4A			63 DU	
EV SF PHASE 5	C8-2018-0122.2B			90 DU	
Single Family Subtotal				2609 DU	
EV RA-7 & RA-8	SP-2019-0584C	Multifamily Housing (Low Rise)	220	422 DU	271
		Hotel	310	150 Rooms	89
		General Office	710	23,711 SF	36
		Shopping Center	820	149,620 SF	817
EV RA-9	SP-2019-0287C	Multifamily Housing (Low Rise)	220	312 DU	205
RA-2 & RA-3	SP-2020-0338C	Movie Theater *	444 *	35,800 SF	221
		Shopping Center	820	53,200 SF	413
		Fast Food Restaurant w/ Drive-through *	934 *	8,500 SF	278
Total Allocated Peak Hour Trips					4,349
Total Peak Hour Trips Approved with Pioneer Crossing PUD Traffic Phasing Agreement					10,172
Total Peak Hour Trips Remaining for Allocation					5,823

*PHTs calculated based upon rates in ITE Trip Generation Manual, 10th Ed due to specific land uses not provided in Pioneer Crossing PUD Traffic Phasing Agreement (June 2007)

The results from the Peak Hour Trip analysis of the Pioneer Crossing PUD show that the previously constructed and current anticipated developments will remain within the approved trip volumes outlined in the June 2007 Pioneer Crossing PUD Traffic Phasing Agreement. **Table 2** shows that **5,823** total Peak Hour Trips remain for allocation for any future development located in the Pioneer Crossing PUD.

According to the schedule of improvements in the June 2007 Pioneer Crossing PUD Traffic Phasing Agreement, Phase I & II cumulative PM PHT's have been met with the previous and current developments described above. **Tables 3 & 4** below show each proposed improvement from the Pioneer Crossing PUD Traffic Phasing Agreement and its current status. A majority of the identified Phase I & II improvements have been previously constructed; others are not applicable due to intersection modifications and/or superseded by previous developments or TIAs since original approval. Additional specified improvements will be addressed per the EastVillage Traffic Impact Analysis. The improvements identified in the EastVillage TIA will be constructed based on a Traffic Phasing Agreement with Travis County. Roadway improvements offsite from the EastVillage development are also required and noted in **Tables 3 & 4** below. These improvements will be made by separate plans to be constructed prior to certificate of occupancy of the first building constructed on the EastVillage site plan.

Table 3: Pioneer Crossing Traffic Phasing Agreement – Schedule of Improvements – Phase I			
Intersection	Proposed Improvement	Configuration	Comment
Dessau Road & Parmer Lane	Eastbound Approach: Add one through lane	Existing Configuration per 2002 TIA: L,T,T/R Current Configuration: L,L,T,T,R	Right turn lane has been added allowing for two exclusive through lanes.
	Northbound Approach: Change the right only lane to a through lane and add a right turn lane	Existing Configuration per 2002 TIA: L,T,T,R Current Configuration: L,L,T,T,R	Right turn lane has been added allowing for two exclusive through lanes.
	Westbound Approach: Add one through lane	Existing Configuration per 2002 TIA: L,T,T/R Current Configuration: L,L,T,T,R	Right turn lane has been added allowing for two exclusive through lanes.
	Southbound Approach: Add one through lane	Existing Configuration per 2002 TIA: L,T,T/R Current Configuration: L,T,T/R	Existing lane configuration remains
Parmer Lane & Centrum Drive (Samsung Plant Rd)	Eastbound Approach: One through lane and one through plus right lane	Existing Configuration per 2002 TIA: T,T/R Current Configuration: L,L,T,T,R	Right turn lane has been added allowing for two exclusive through lanes.
	Northbound Approach: One left turn lane and one right plus left turn lane	Existing Configuration per 2002 TIA: L,L/R Current Configuration: L,L,R	L/R lane was revised to 1 L & 1 R
	Westbound Approach: One left turn lane and two through lanes	Existing Configuration per 2002 TIA: L,T,T,R Current Configuration: L,L,T,T	Additional left lane has been constructed
	The intersection is projected to require a signal	Signalized intersection	Signal has been constructed
Parmer Lane & Samsung Blvd.	The intersection is projected to require a signal. No geometric improvements are anticipated.	Signalized intersection	Signal has been constructed
Parmer Lane & Yager Lane	Add a traffic signal. No geometric improvements are anticipated.	Current intersection is not signalized and has stop condition for NB & SB Yager Lane	Signal to be constructed with EastVillage phasing agreement
Dessau Road & Shropshire Blvd./ Braker Lane	Add a fourth leg to the intersection on the east side of the intersection. This leg will be called Braker Lane.	Current intersection includes Braker Lane	Westbound approach (Braker Lane) has been constructed
	Eastbound Approach: Change the northern right turn lane to a through lane	Existing Configuration per 2002 TIA: L,R,R Current Configuration: L,T,R	R turn lane has been revised to T lane
	Northbound Approach: Change the eastern through lane to a through plus right lane	Existing Configuration per 2002 TIA: L,T,T,T Current Configuration: L,T,T,T/R	T lane has been revised to T/R
	Westbound Approach: Build two left turn lanes and one through plus right lane	Current Configuration: L,T,R	Pavement markings to be adjusted to L,L,T/R lane configuration with EastVillage offsite mitigation plan set
	Southbound Approach: Add one left turn lane	Existing Configuration per 2002 TIA: T,T,T/R Current Configuration: L,T,T,T/R	Left turn lane has been constructed
	Signal modifications to include the new westbound approach	Current intersection includes Braker Lane signalized	Signal has been modified to include westbound (Braker Lane) approach
Braker Lane & Musket Valley Drive	The intersection will be built as all way stop T-intersection with the following lane geometrics:	Currently 4 leg intersection instead of T-intersection	Braker Lane has been extended through intersection
	Eastbound Approach: One left turn lane and one right turn lane	Existing Configuration per 2002 TIA: L,R Current Configuration: L,T,T/R	Braker Lane has been extended through intersection and lanes added
	Northbound Approach: One left turn lane and one through lane	Existing Configuration per 2002 TIA: L,T Current Configuration: L/T/R	Current lane configuration is L/T/R
	Southbound Approach: One through plus right lane	Existing Configuration per 2002 TIA: T/R Current Configuration: L/T/R	Current lane configuration is L/T/R

Table 4: Pioneer Crossing Traffic Phasing Agreement – Schedule of Improvements – Phase II

Intersection	Proposed Improvement	Configuration	Comment
Dessau Road & Parmer Lane	Eastbound Approach: Add a right turn lane	Existing Configuration per 2002 TIA: L,T,T/R Current Configuration: L,L,T,T,R	T/R lane has been revised to 1 T & 1 R
Dessau Road & Shropshire Blvd./ Braker Lane	Eastbound Approach: Add a second right turn lane	Existing Configuration per 2002 TIA: L,R,R Current Configuration: L,T,R	Current L,T,R lane configuration to remain per ATD
	Northbound Approach: Change the through plus right turn lane to a through lane and add a right turn lane	Existing Configuration per 2002 TIA: L,T,T,T Current Configuration: L,T,T,T/R	Exclusive northbound Dessau Road right turn lane to be constructed with EastVillage offsite mitigation plan set
Braker Lane & Musket Valley Drive	Braker Lane will be extended and the intersection will be improved to a signalized four leg intersection. The required lane geometrics are as follows:	Intersection is currently a 4 leg intersection	Braker Lane has been extended through intersection
	Eastbound Approach: One left turn lane, one through lane and one through plus right turn lane	Existing Configuration per 2002 TIA: L,R Current Configuration: L,T,T/R	Braker Lane has been extended through intersection and lanes added
	Northbound Approach: One left turn lane and one through plus right lane	Existing Configuration per 2002 TIA: L,T Current Configuration: L/T/R	Pavement markings to be adjusted to L,T/R lane configuration with EastVillage offsite mitigation plan set
	Westbound Approach: One left turn lane, one through lane and one through plus right lane	Current Configuration: L,T,T/R	Improvement has been constructed
	Southbound Approach: One through plus left lane and one right turn lane	Existing Configuration per 2002 TIA: T/R Current Configuration: L/T/R	Pavement markings to be adjusted to L,T/R lane configuration with EastVillage offsite mitigation plan set
Braker Lane & Bachman Drive	Braker Lane will be extended to Bachman Drive. The intersection will be built as a T-intersection with a side street stop. The required lane geometrics are as follows:	Braker Lane currently extends past Bachman Drive. Bachman drive creates a T-intersection from the north.	Braker Lane has been extended through intersection
	Eastbound Approach: One left turn lane and two through lanes	Current Configuration: L,T,T	Improvement has been constructed
	Westbound Approach: One through lane and one through plus right turn lane	Current Configuration: T,T/R	Improvement has been constructed
	Southbound Approach: One left turn lane and one right turn lane	Current Configuration: L/R	Pavement markings to be adjusted to L,R lane configuration with EastVillage offsite mitigation plan set
Braker Lane & Taebaek Drive	Braker Lane will be extended and Taebaek Drive will be constructed. The intersection will be built as a standard four leg intersection with side street stops. The required lane geometrics are as follows:	Braker Lane does not extend to Taebaek currently	Braker Lane to Taebaek to be constructed by COA contract
	Eastbound and Westbound Approaches: One through plus left turn lane and one through plus right turn lane	Braker Lane does not extend to Taebaek currently	Braker Lane to Taebaek to be constructed by City of Austin contract
	Northbound and Southbound Approaches: One left turn lane and one through plus right turn lane	Braker Lane does not extend to Taebaek currently	Braker Lane to Taebaek to be constructed by City of Austin contract
Braker Lane & Samsung Blvd.	Braker Lane will be extended to intersect the existing Samsung Boulevard in 2006. The intersection will be built as a standard four leg intersection with all way stops. The required lane geometrics are as follows:	Braker Lane does not extend to Samsung Blvd currently	Braker Lane to Samsung Blvd to be constructed by City of Austin/Travis County contracts
	All Approaches: One lane for all movements	Braker Lane does not extend to Samsung Blvd currently	Braker Lane to Samsung Blvd to be constructed by City of Austin/Travis County contracts
Parmer Lane & Samsung Blvd. (W) (Innovar Circle – DW3)	Add fourth leg to southbound approach. Changes to the intersection geometry should be the following:	Southbound approach (Innovar Circle) is currently under construction	Innovar Circle to be constructed with EastVillage phasing agreement
	Northbound Approach: Change the eastern left turn lane to a through lane and change the right turn lane to a through plus right lane	Existing Configuration per 2002 TIA: L,L,R Current Configuration: L,L,R	L,L,T,R northbound lane configuration to be constructed with EastVillage phasing agreement
	Westbound Approach: Change the northern through lane to a through plus right lane	Existing Configuration per 2002 TIA: L,T,T Current Configuration: L,T,T	L,L,T,T,R lane configuration to be constructed with EastVillage phasing agreement
	Southbound Approach: Build a left plus through lane and a through plus right lane	Southbound approach (Innovar Circle) is currently under construction	L,L,T,R southbound lane configuration to be constructed with EastVillage phasing agreement
	Modify signal to include new southbound approach	Southbound approach (Innovar Circle) is currently under construction	Southbound approach signal modification to be constructed with EastVillage phasing agreement
Parmer Lane & Samsung Blvd. (E) (Innovar Cir–DW5)	Construct new T-intersection with southbound approach limited to right-in/right-out movements. No modifications are needed on Parmer Lane.	Southbound approach (Innovar Circle) is currently under construction	Innovar Circle to be constructed with EastVillage phasing agreement

Should you have any questions or require any additional information, please contact me at 512.439.4738 or rsladek@lja.com.

Sincerely,



Riley Sladek, P.E.



Figures:

- 1- Pioneer Crossing PUD Site Location
- 2- Pioneer Crossing PUD Existing & Pending Development

Attachments:

- A- Pioneer Crossing PUD Traffic Phasing Agreement (June 2007)
- B- EastVillage Tract Map (October 2020)

Cc: Walter Hoysa

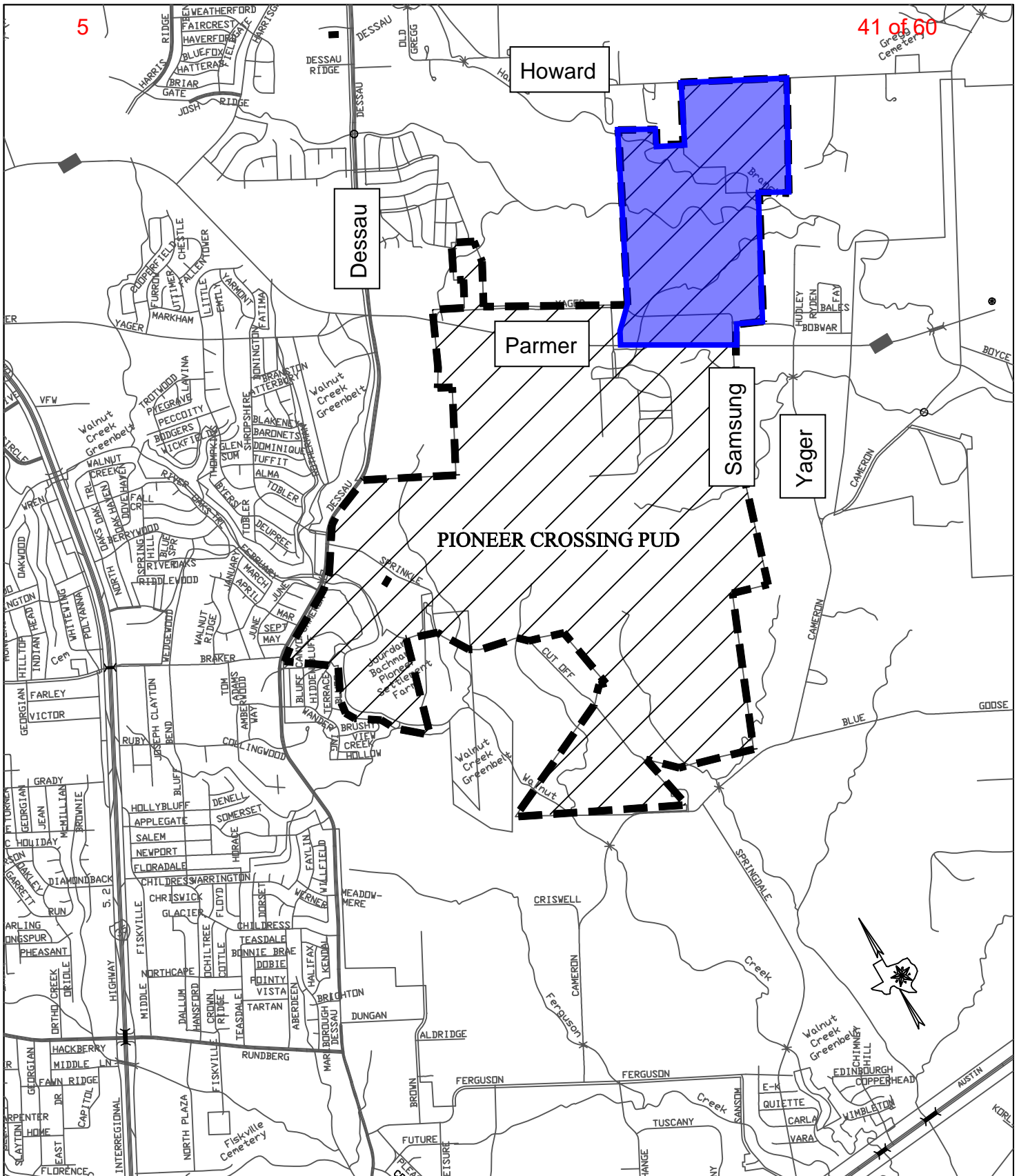


FIGURE 1



EastVillage Site Located In
Pioneer Crossing PUD

SITE LOCATION



LJA Engineering, Inc.

2700 La Frontera Blvd.
Suite 100
Round Rock, Tx 78681

LJA
Phone 512.306.0228
FRN-F-1386

FIGURE 2
EXISTING V. FUTURE DEVELOPMENT
JUNE 2021

ORIGINAL
FILED FOR RECORD

PLANNED ENVIRONMENTS, INC.
LAND PLANNING, LANDSCAPE & GOLF COURSE ARCHITECTURE
2219 WESTLAKE DRIVE AUSTIN, TEXAS 78746 (512)474-0806

TO: Amy Link DATE: 6/11/07
COMPANY: City of Austin PROJECT NAME: Pioneer Crossing

ADDRESS: _____ PROJECT NO: _____

ENCLOSED, PLEASE FIND:

☒ ORIGINAL DOCUMENTS
☒ XEROX COPIES
☐ ORIGINAL MYLARS

☐ COMPUTER PRINT OUTS
☐ COMPUTER DISKETTES
☐ BLUELINE PRINTS

DELIVERED BY:

☐ U.S. MAIL ☐ FED-EX ☐ UPS ☒ MESSENGER ☐ FAX

DESCRIPTION:

1) Exhibit A field Notes
2) Excited Traffic Phasing agreement

☒ FOR YOUR INFORMATION
☐ AS PER YOUR REQUEST
☐ FOR COORDINATION PURPOSES

☐ FOR YOUR FILES
☐ FOR FIELD USE
☐ FOR REVIEW/COMMENT

REMARKS:

Please call if you need anything else

Thanks,

CC: _____

BY:

[Signature]

**PIONEER CROSSING
TRAFFIC PHASING AGREEMENT
AND RESTRICTIVE COVENANT**

ORIGINAL
FILED FOR RECORD

This Traffic Phasing Agreement and Restrictive Covenant (the "Agreement" is made and entered into by ART Collection, Inc., a Nevada Corporation ("Owner") on this the 7th day of June, 2007.

WITNESSETH:

WHEREAS, the parties desired to enter into this Agreement for the phasing of the construction of certain traffic improvements in, on and around the Property (as defined below):

NOW, THEREFORE, for and in consideration of the covenants, conditions and premises contained herein and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged and confessed, Owner hereby agrees as follows:

Section 1. Definitions. In this Agreement, each of the following terms shall have the meanings indicated:

"Pioneer Crossing" or "Property" means the property that is subject to this Agreement, consisting of approximately 1400.000 acres of land more particularly described on Exhibit A.

"PHTs" shall mean peak hour trips, which are defined as a single or one-directional vehicle movement with either the origin or destination inside the Property.

Section 2. PHT Requirements.

(a) As a condition precedent to the City's obligation to approve future site plans with respect to the Property or any portion, a sufficient number of PHTs must be allocated to the site plan in accordance with the terms of this Section 2 to accommodate the proposed development of such site plan. PHT's related to single family residential uses will be allocated at the time of final plat for that residential use. The number of PHTs to be utilized or required in connection with any site plan within the Property shall be calculated based upon the formula set forth in Exhibit B attached hereto and incorporated herein for all purposes. The total number of PHTs estimated for the complete build out of the Property is 10,172.

(b) PHTs will become available to the Property for site plan approval in the cumulative amounts set forth on Exhibit C upon completion of the requirements for the appropriate phase improvements set forth in Exhibit C. The PHTs in each phase shall become available to the Property when Owner has arranged for fiscal security in an amount equal to Owner's allocated portion of the anticipated cost of constructing any then incomplete portions of the roadway improvements in such phase, in accordance with the cost estimates shown on Exhibit C. Improvements on state highways are subject to approval from the Texas Department of Transportation (TxDOT). The fiscal security shall be posted by the Owner with the appropriate governmental entity, and such fiscal security shall be posted on such terms and conditions as are satisfactory to that governmental entity. Owner shall have no obligation to participate in the costs of obtaining necessary rights of way on or affecting property other than the property for such roadway improvements. The availability of PHTs shall not be contingent upon the commencement of design or construction, but rather PHTs shall be available immediately upon arrangement for and the posting, if necessary of appropriate fiscal security.

Section 3. Reallocation. The owner of property with a site plan shall have the right to reallocate PHTs assigned to such site plan should it expire or otherwise terminate

Section 4. Modification of Certain Provisions or Termination. The schedule of roadway improvements and PHTs set out on Exhibit B and Exhibit C may be amended from time to time by written approval of the City's Director of Planning and Development (or its successors) and Owner. Any other amendment of this Agreement or a termination of this Agreement must be approved by both Owner and a majority of the City Council of City.

Section 5. Entire Agreement. This Agreement contains the complete and entire agreement between the parties respecting the matters addressed herein, and supersedes all prior negotiations, agreements, representations, and

understandings, if any, between the parties respecting such matters. This Agreement may not be modified, discharged, or changed in any respect whatsoever, except by a further agreement in writing duly executed by the City and Owner, or such person or entity to which Owner has specifically assigned its rights under this Section 6; however, consent, waiver, approval or authorization shall be effective if signed by the party granting or making such consent, waiver, approval or authorization.

Section 6. Survival. Except as otherwise provided herein, this Agreement shall be binding upon and inure to the benefit of the heirs, personal representatives, successors and assigns of the City and Owner.

Section 7. Notices. Except as may be otherwise specifically provided in this Agreement, all notices permitted or required hereunder shall be in writing and will be deemed delivered and received when deposited in the United States mail (certified or registered mail, return receipt requested), properly addressed to the party to be notified at such party's addresses as may have previously been specified by written notice delivered in accordance herewith. For the purposes of this Agreement, the addressed of the parties shall, until changed as provided herein, be as follows:

Owner: ART Collection, Inc.
Attention: Dan S. Allred
One Hickory Centre, 1800 Valley View Ln., Ste. 300
Dallas, TX 75234

With a copy to: Henry Gilmore
DuBois, Bryant, Campbell & Schwartz, LLP
700 Lavaca, Suite 1300
Austin, TX 78701

City: City Manager
City of Austin
P.O. Box 1088
Austin, TX 78767

With a copy to: City Attorney
City of Austin
P.O. Box 1088
Austin, TX 78767

The parties shall have the right from time to time to change their respective addresses, and each shall have the right to specify as its address any other address within the United States of America by at least five (5) days written notice to the other party.

Section 8. Other Instruments. The parties covenant and agree that they will execute such other instruments and documents as necessary or convenient to effectuate and carry out the purposes of this Agreement.

Section 9. Invalid Provision. Any part of this Agreement held by a court of competent jurisdiction to be invalid, illegal or ineffective shall not impair or invalidate the remainder of this Agreement, but the effect shall be confined to the part so held to be invalid, illegal or ineffective.

Section 10. Applicable Law. This Agreement shall be construed under the laws of the State of Texas and all obligations of the parties hereunder are performable in Travis County, Texas.

Section 11. Time of the Essence. Time shall be of the essence of this Agreement.

Section 12. Saturday, Sunday or Legal Holiday. If any date set forth in this Agreement for the performance of any obligation should fall on a Saturday, Sunday or legal holiday, the compliance with such obligation or delivery shall be acceptable if performed on the next business day following such Saturday, Sunday or legal holiday. For purposes of this paragraph, "legal holiday" shall mean any state or federal holiday for which financial institutions or post offices are generally closed in Travis County, Texas, for observance thereof and all holidays observed by the City of Austin for

which its offices are closed for business.

Section 13. Exhibits. All recitals and schedules and exhibits referred to in this Agreement are incorporated by reference and shall be deemed a part of this Agreement for all purposes as if set forth at length.

Section 14. Counterparts. This Agreement may be executed in simultaneously in one or more counterparts, each of which shall be deemed an original and all of which together shall constitute one and the same instrument. The terms of this Agreement shall become binding on each party from and after the time it executes a copy hereof. In like manner, from and after the time that any party executes a consent or other document authorized or required by the terms of this Agreement, such consent or other document shall be binding upon the parties.

Section 15. No Modification of Laws. This document does not modify or in any way affect statutes, ordinances, regulations or other laws, which are applicable to the Property. The obligations and restrictions imposed by this document are in addition to those imposed by any such statutes, ordinances, regulations or laws.

Section 16. Sequential Phasing. Unless otherwise agreed in writing by the Texas Department of Transportation, Owner shall develop the Property in a sequential manner consistent with the sequence of the phase improvements reflected on Exhibit C.

EXECUTED by the undersigned in multiple counterparts, each of which shall constitute an original, effective as of 6-7-2007, 2007.

ART Collection, Inc., a Nevada Corporation

By:
Its

A. C. Rossi, Jr.
Vice Pres.

Date:

6-7-2007

THE STATE OF TEXAS §
 DALLAS §
COUNTY OF TRAVIS §

This instrument was acknowledged by me on the 7TH day of JUNE, 2007 by
A. C. Rossi, Jr., Vice Pres. of ART Collection, Inc.

G. E. Brooks
Notary Public, State of Texas

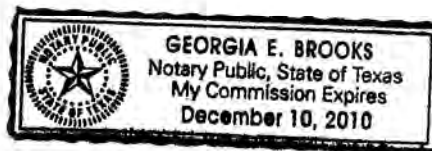


EXHIBIT A
FIELD NOTES OF THE PROPERTY

EXHIBIT B**PHT CALCULATION FORMULAS**

PHTs shall be calculated for the Property according to the following provisions:

Land Use	ITE Code*(1)	PHT Rates
FIRE STATION	1	0.39 per acre
PARK & RIDE LOT W/ BUS SERVICE	90	38.65 per acre
GENERAL LIGHT INDUSTRIAL	110	$PHTs = (1.433) * KSF - 163.421$
INDUSTRIAL PARK	130	$PHTs = (0.77 * (KSF) + 42.11)$
MANUFACTURING	140	$PHTs = (0.78) * KSF - 12.89$
SINGLE FAMILY HOUSING	210	$PHTs = EXP(0.9 * Ln(DU) + 0.53)$
APARTMENT	220	$PHTs = 0.6 * DU + 17.52$
HOTEL	310	0.59 per room
CONVENTION FACILITIES, ETC.	310	Included in hotel rates
CITY PARK	411	*(2)
COUNTY PARK	412	0.06 per acre
GOLF COURSE	430	2.74 per hole *(3)
MULTIPURPOSE RECREATIONAL FACILITY	435	3.35 per acre
ELEMENTARY SCHOOL	520	*(2)
MIDDLE SCHOOL	522	0.15 per student
GENERAL OFFICE	710	1.49 per 1,000 gross square feet
CORPORATE HEADQUARTERS	714	1.40 per 1,000 gross square feet
SINGLE TENANT OFFICE	715	$PHTs = (1.52) * KSF + 34.88$
RESEARCH & DEVELOPMENT CENTER	760	1.08 per 1,000 gross square feet
SPECIALITY RETAIL	814	$PHTs = (2.4) * KSF + 21.48$
SHOPPING CENTER	820	$PHTs = EXP(0.66 * Ln(KSF) + 3.40)$

Notes:

*(1) All PHT calculations shall be based upon Trip Generation (7th Ed.), published by the Institute of Transportation Engineers. If and when an updated Traffic Impact Analysis is submitted to the Director pursuant to this Agreement, “Peak Hour Trip” and “PHT” shall have the same meaning set forth in the most recent edition of Trip Generation that exists as of the date of submittal. For any use not specifically identified in this table, the PHTs shall be calculated in accordance with the most recent Trip Generation edition.

*(2) Parks and Elementary Schools do not generate any appreciable traffic in the P.M. peak hour using the rates in Trip Generation.

*(3) Golf Course rates are based on the number of holes and the presence of clubhouse.

EXHIBIT C

SCHEDULE OF IMPROVEMENTS

PROPOSED IMPROVEMENTS	PM PHT's	CUMULATIVE PM PHT's
Phase I	1,011	1,011

Dessau Road & Parmer Lane

- Eastbound Approach: Add one through lane
- Northbound Approach: Change the right only lane to a through lane and add a right turn lane
- Westbound Approach: Add one through lane
- Southbound Approach: Add one through lane

Parmer Lane & Centrum Drive

- Eastbound Approach: One through lane and one through plus right lane
- Northbound Approach: One left turn lane and one right plus left turn lane
- Westbound Approach: One left turn lane and two through lanes
- The intersection is projected to require a signal

Parmer Lane & Samsung Boulevard

- The intersection is projected to require a signal. No geometric improvements are anticipated.

Parmer Lane & Yager Lane

- Add a traffic signal. No geometric improvements are anticipated

Dessau Road & Shropshire Boulevard / Braker Lane

- Add a fourth leg to the intersection on the east side of the intersection. This leg will be called Braker Lane. The recommended changes to the intersection geometries are the following:
- Eastbound Approach: Change the northern right turn lane to a through lane
- Northbound Approach: Change the eastern through lane to a through plus right lane
- Westbound Approach: Build two left turn lanes and one through plus right lane
- Southbound Approach: Add one left turn lane
- Signal modifications to include the new westbound approach

Braker Lane & Musket Valley Drive

The intersection will be built as all way stop T-intersection with the following lane geometries:

- Eastbound Approach: One left turn lane and one right turn lane;
- Northbound Approach: One left turn lane and one through lane
- Southbound Approach: One through plus right lane

PROPOSED IMPROVEMENTS	PM PHT's	CUMULATIVE PM PHT's
Phase II	2,350	3,361

Dessau Road & Parmer Lane

- Eastbound Approach: Add a right turn lane

Dessau Road & Shropshire Boulevard / Braker Lane

- Eastbound Approach: Add a second right turn lane;
- Northbound Approach: Change the through plus right turn lane to a through lane and add a right turn lane

Braker Lane & Musket Valley Drive

Braker Lane will be extended and the intersection will be improved to a signalized four leg intersection. The required lane geometries are as follows:

- Eastbound Approach: One left turn lane, one through lane and one through plus right turn lane
- Northbound Approach: One left turn lane and one through plus right lane
- Westbound Approach: One left turn lane, one through lane and one through plus right lane
- Southbound Approach: One through plus left turn lane and one right turn lane

Braker Lane & Bachman Drive

Braker Lane will be extended to Bachman Drive. The intersection will be built as a T-intersection with a side street stop. The required lane geometries are as follows:

- Eastbound Approach: One left turn lane and two through lanes
- Westbound Approach: One through lane and one through plus right turn lane
- Southbound Approach: One left turn lane and one right turn lane

Braker Lane & Taebaek Drive

Braker Lane will be extended and Taebaek Drive will be constructed. The intersection will be built as a standard four leg intersection with side street stops. The required lane geometries are as follows:

- Eastbound and Westbound Approaches: One through plus left turn lane and one through plus right turn lane
- Northbound and Southbound Approaches: One left turn lane and one through plus right turn lane

Braker Lane & Samsung Boulevard

Braker Lane will be extended to intersect the existing Samsung Boulevard in 2006. The intersection will be built as a standard four leg intersection with all way stops. The required lane geometries are as follows:

- All Approaches: One lane for all movements

Parmer Lane & Samsung Boulevard (W)

- Add fourth leg to southbound approach. Changes to the intersection geometry should be the following:
- Northbound Approach: Change the eastern left turn lane to a through lane and change the right turn lane to a through plus right lane
- Westbound Approach: Change the northern through lane to a through plus right lane
- Southbound Approach: Build a left plus through lane and a through plus right lane
- Modify signal to include new southbound approach

Parmer Lane & Samsung Boulevard (E)

- Construct new 'T'-intersection with southbound approach limited to right-in/right-out movements. No modifications are needed on Parmer Lane.

PROPOSED IMPROVEMENTS	PM PHT's	CUMULATIVE PM PHT's
Phase III	2,596	5,957

Parmer Lane & Arterial A

The intersection improvements should consist of a signal and the following lane geometries:

- Eastbound Approach: One left turn lane, three through lanes and one right turn lane
- Northbound Approach: Two left turn lanes and one through plus right turn lane
- Westbound Approach: One left turn lane, two through lanes and one through plus right lane
- Southbound Approach: One through plus left lane and one through plus right lane

Dessau Road & Parmer Lane

The intersection improvements should consist of a signal and the following lane geometries:

- Southbound and Westbound approaches: dual lefts, three through lanes, and a single right turn lane.
- Eastbound approach: single left, three through lanes, and a single right turn lane.
- Northbound approach: dual lefts, three through lanes, and dual right turn lanes.

Parmer Lane & Bachman Drive

The new intersection should be signalized and intersection improvements should include the following:

- Eastbound Approach: Two through lanes and one through plus right lane
- Northbound Approach: One left turn lane and one right turn lane
- Westbound Approach: One left turn lane and three through lanes

Dessau Road & Shropshire Boulevard / Braker Lane

- Intersection improvements should be made to the Northbound Approach: Add a second right turn lane

Braker Lane & Arterial A

The intersection will require the following lane geometries:

- All Approaches: One left turn lane, one through lane and one through plus right lane
- Add a traffic signal.

Dessau Road & Braker Lane

The intersection will require the following geometric improvements:

- Southbound Approach: Change the through plus right turn lane to a through lane and add one right turn lane

Arterial A & Samsung Boulevard

Arterial A is projected to be built in 2007. The intersection will be built as a t-intersection with a signal. The intersection will require the following lane geometries:

- Northbound Approach: One through lane and one through plus right turn lane
- Westbound Approach: One left turn lane and one right turn lane
- Southbound Approach: One left turn lane and two through lanes

Arterial A & Cameron Road

Arterial A is projected to be built in 2007. The intersection will be built as a standard four leg intersection with a signal. The intersection will require the following lane geometries:

- Eastbound Approach: Two left turn lanes, one through lane and one through plus right turn lane
- Northbound and Southbound Approaches: One left turn lane, one through lane and one through plus right turn lane
- Westbound Approach: Two left turn lanes, two through lanes and one right turn lane

Parmer Lane & Yager Lane

The intersection will require the following geometric improvements:

- Northbound Approach: Change the through plus left turn lane to a through lane and add one left turn lane

Parmer Lane & Samsung Boulevard (W)

The intersection will require the following geometric improvements:

- Eastbound Approach: Add a right turn lane
- Westbound Approach: Add a second left turn lane
- Northbound Approach: Add a second left turn lane
- Southbound Approach: Change the through plus left turn lane to a through lane and add one left turn lane

PROPOSED IMPROVEMENTS	PM PHT's	CUMULATIVE PM PHT's
Phase IV	4,215	10,172

Parmer Lane & Bachman Drive

Intersection improvements should be made to the following:

- Eastbound Approach: Build a right turn lane to allow three through lanes
- Northbound Approach: Change the right turn lane into a left plus right turn lane

Parmer Lane & Arterial A

Intersection improvements should be made to the following:

- Eastbound Approach: Add a second right turn lane
- Southbound Approach: Add a left turn lane and change the left plus through lane to a through lane

Parmer Lane & Yager Lane

Intersection improvements should be made to the following:

- Eastbound Approach: Add a right turn lane, change the right plus through lane to a through lane

Dessau Road & Shropshire Boulevard / Braker Lane

Intersection improvements should be made to the following:

- Northbound Approach: Add a second left turn lane
- Southbound Approach: Add a second left turn lane

Braker Lane & Bachman Drive

The intersection will require a signal to be installed, but will not require any geometric improvements.

Braker Lane & Arterial A

The recommended geometric improvements are as follows:

- All Approaches: Add one lane to create one left turn lane, two through lanes and one right turn lane

Braker Lane & Taebaek Drive

The intersection will require a signal to be installed and the following geometric improvements:

- Eastbound and Westbound Approaches: Add a left turn lane and change the left plus through lane to a through lane

Braker Lane & Samsung Boulevard

The intersection will require a signal to be installed and the following geometric improvements:

- All Approaches: Add a lane to create one through plus left turn lane and one through plus right turn lane

Braker Lane & Cameron Road

The intersection will be built as a standard four leg intersection. The intersection will require a signal and the following lane geometries:

- All Approaches: One through plus left turn lane and one through plus right turn lane

Parmer Lane & Dessau Road

Intersection improvements should be made to the following:

- Eastbound Approach: Add a second left turn lane and a second right turn lane
- Westbound Approach: Add a third left turn lane and a second right turn lane
- Northbound Approach: Add a third left turn lane

Arterial A & Samsung Boulevard

The intersection will be improved to a standard four leg intersection. The following lane geometries will be required:

- Eastbound Approach: One left turn lane, one through lane and one through plus right turn lane
- Northbound Approach: One left turn lane, two through lanes and one right turn lane
- Westbound Approach: Two left turn lanes and one through plus right turn lane
- Southbound Approach: One left turn lane, one through lane and one through plus right turn lane
- Signal modifications to include the new eastbound approach

Springdale Road & Cameron Road

The intersection will require a side street stop and the following lane geometries:

- Eastbound Approach: One through lane and one through plus right turn lane
- Northbound Approach: One left turn lane and one right turn lane
- Westbound Approach: One left turn lane and two through lanes

Arterial A & Cameron Road

The recommended geometric improvements are as follows:

- Southbound Approach: Add a right turn lane and change the right plus through lane to a through lane

Blue Goose Road & Cameron Road

The intersection will require a side street stop and the following lane geometries:

- Eastbound Approach: One left turn lane and two through lanes
- Westbound Approach: One through lane and one through plus right turn lane
- Southbound Approach: One left turn lane and one right turn lane

FILED AND RECORDED

OFFICIAL PUBLIC RECORDS

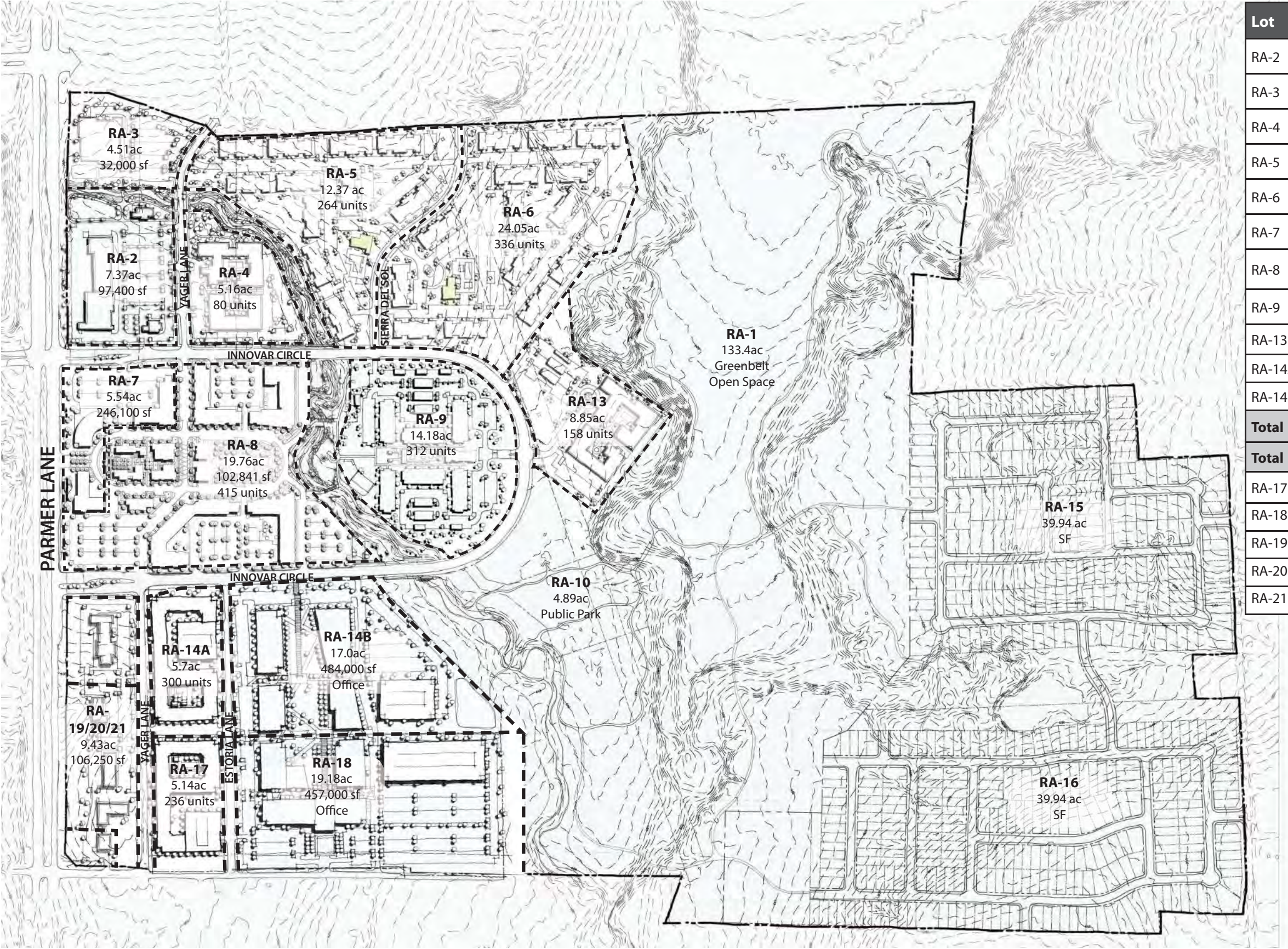
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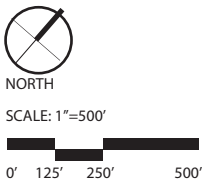
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DANA DEBEAUVOIR COUNTY CLERK

TRAVIS COUNTY TEXAS



Lot	Area	Use	Allowed	Provided	Parking
RA-2	7.37 ac	COMM	175,102sf	65,400 sf	348 sp
RA-3	4.51 ac	COMM		32,000 sf	196 sp
RA-4	5.16 ac	MDRB	83 units	80 units	193 sp
RA-5	12.37 ac	MDRB	326 units	264units	461 sp
RA-6	24.05 ac	MDRB	258 units	336 units	623 sp
RA-7	5.54 ac	COMM	126,246sf	246,100sf	484 sp
RA-8	19.76 ac	MDRB	Comm 320 units	123,976 sf 418 units	860 sp
RA-9	14.18 ac	MDRB	235 units	312 units	514 sp
RA-13	8.85 ac	MDRB	177 units	158 units	289 sp
RA-14A	5.7 ac	MDRB	354 units	300 units	508 sp
RA-14B	22.7 ac	Office		484,000 sf	1,046 sp
Total			301,348 sf	467,476sf	Comm
Total			1,754	1,940	Units
RA-17	5.14 ac	MDRB		236 units	508 sp
RA-18	19.18 ac	Office		457,000 sf	1,989 sp
RA-19	2.79 ac			74,750 sf	95 sp
RA-20	5.64 ac			26,700 sf	219 sp
RA-21	1 ac			4,800 sf	16 sp





Building Tabulations

RA-2	
Building 1 - ground floor - retail	25,800 sf
Building 2 - grocery / retail	30,000 sf
Building 3 - ground floor - retail	3,600 sf
Building 4 - ground floor - retail	6,000 sf
RA-3	
Building 1 - Theater	32,000 sf
Total SF	97,400 sf

RA-7	
Building 1 - hotel - 120 keys	81,000 sf
Building 2 - hotel - 150 keys 5,000 sf conference space	110,800 sf
Building 3 - commercial / office ground floor - office 2nd floor - office 3rd floor - office	54,300 sf
Total SF	246,100 sf

RA-8	
Building 1 (mixed use) ground floor retail multifamily residential	212,456 sf 27,193 sf 188 units
Building 2 (mixed use) ground floor retail multifamily residential	259,125 sf 26,279 sf 230 units
Building 3 (restaurant)	7,785 sf
Building 4 (restaurant)	9,093 sf
Building 5 (restaurant)	8,985 sf
Building 6 (retail/restaurant)	23,406 sf
Building 7 (retail/restaurant)	21,145 sf
Total SF	542,054 sf

RA-14A	
Building 1 - Mixed Use (4-story) (300 units)	104,000 sf

RA-14B	
Building 4 - Office (4-story)	92,000 sf
Building 5 - Office (4-story)	98,000 sf
Building 6 - Office (4-story)	132,000 sf
Building 7 - Office (4-story)	162,000 sf
Total SF	484,000 sf

RA-17	
Building 1 - Mixed Use (4-story) (236 units)	88,000 sf

RA-18	
Building 1 - Office (4-story)	236,000 sf
Building 2 - Office (4-story)	115,000 sf
Building 3 - Office (4-story)	106,000 sf
Total SF	457,000 sf

RA-19	
Building 1 - Suites hotel - 120 keys	81,000 sf

RA-20	
Building 1 - Ground floor - retail	6,700 sf
Building 2 - Ground floor - retail	8,000 sf
Building 3 - Ground floor - retail	12,000 sf

RA-21	
Building 1 - Corner store - retail	4,800 sf
Total SF	106,250 sf

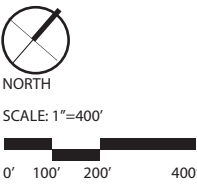


Table 14
Pioneer Crossing Phase Four Trip Generation
ITE Standard Method by Individual Uses - 6th Edition

ITE DESCRIPTION	UNITS		UNADJUSTED TRIPS									PASS-BY		INTERNAL CAPTURE				ADJUSTED TRIPS								
			24 HOUR			AM PEAK			PM PEAK			AM PEAK	PM PEAK	AM		PM		ADT			AM PEAK			PM PEAK		
			TOTAL	ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL	ENTER	EXIT			ENTER	EXIT	ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL	ENTER	EXIT
APARTMENT	383	DU	2430	1215	1215	193.589	31	163	225.946	151	75							2430	1215	1215	194	31	163	226	151	75
SINGLE FAMILY HOUSING	66	DU	707	354	354	55.677	14	42	73.8384	47	27							708	354	354	56	14	42	74	47	27
SINGLE FAMILY HOUSING	131	DU	1329	665	665	101.177	25	76	136.941	88	49							1330	665	665	101	25	76	137	88	49
SINGLE FAMILY HOUSING	41	DU	456	228	228	38.177	10	29	48.083	31	17							456	228	228	39	10	29	48	31	17
SINGLE FAMILY HOUSING	90	DU	941	471	471	72.477	18	54	97.644	62	35							942	471	471	72	18	54	97	62	35
SINGLE FAMILY HOUSING	238	DU	2302	1151	1151	176.077	44	132	234.514	150	84							2302	1151	1151	176	44	132	234	150	84
SINGLE FAMILY HOUSING	194	DU	1907	954	954	145.277	36	109	195.066	125	70							1908	954	954	145	36	109	195	125	70
APARTMENT	247	DU	1615	808	808	126	20	106	152	102	50							1616	808	808	126	20	106	152	102	50
ELEMENTARY SCHOOL	700	STUDENTS	714	357	357	203	120	83										714	357	357	203	120	83			
APARTMENT	79	DU	608	304	304	43	7	36	61	41	20							608	304	304	43	7	36	61	41	20
APARTMENT	172	DU	1165	583	583	89	14	75	112	75	37							1166	583	583	89	14	75	112	75	37
APARTMENT	574	DU	3575	1788	1788	289	46	242	329	221	109							3576	1788	1788	288	46	242	330	221	109
APARTMENT	529	DU	3305	1653	1653	266	43	224	305	204	101							3306	1653	1653	267	43	224	305	204	101
APARTMENT	418	DU	2640	1320	1320	211	34	177	245	164	81							2640	1320	1320	211	34	177	245	164	81
SINGLE FAMILY HOUSING	199	DU	1952	976	976	149	37	112	200	128	72							1952	976	976	149	37	112	200	128	72
SINGLE FAMILY HOUSING	401	DU	3720	1860	1860	290	73	218	375	240	135							3720	1860	1860	291	73	218	375	240	135
SINGLE FAMILY HOUSING	53	DU	578	289	289	47	12	35	61	39	22							578	289	289	47	12	35	61	39	22
SINGLE FAMILY HOUSING	85	DU	893	447	447	69	17	52	93	59	33							894	447	447	69	17	52	92	59	33
SINGLE FAMILY HOUSING	106	DU	1094	547	547	84	21	63	113	72	41							1094	547	547	84	21	63	113	72	41
SINGLE FAMILY HOUSING	143	DU	1441	721	721	110	27	82	148	95	53							1442	721	721	109	27	82	148	95	53
SINGLE FAMILY HOUSING	152	DU	1524	762	762	116	29	87	157	100	56							1524	762	762	116	29	87	156	100	56
GOLF COURSE	4.46	ACRES																								
INDUSTRIAL PARK	352.056	KSF	2450	1225	1225	305	250	55	305	64	241							2450	1225	1225	305	250	55	305	64	241
INDUSTRIAL PARK	226.31	KSF	1575	788	788	212	174	38	209	44	165							1576	788	788	212	174	38	209	44	165
GENERAL LIGHT INDUSTRIAL	319.894	KSF	2287	1144	1144	289	254	35	295	35	260			0.15	0.15			2202	1068	1134	246	216	30	295	35	260
COUNTY PARK	18.86	ACRES	43	22	22	0			1		1							44	22	22				1		1
ELEMENTARY SCHOOL	700	STUDENTS	714	357	357	203	120	83										714	357	357	203	120	83			
SHOPPING CENTER	251.167	KSF	12324	6162	6162	277	169	108	1153	554	600	0.08	0.18					11862	5934	5928	254	155	99	946	454	492
APARTMENT	165	DU	1123	562	562	85	14	72	108	72	36							1124	562	562	86	14	72	108	72	36
APARTMENT	155	DU	1063	532	532	80	13	67	103	69	34							1064	532	532	80	13	67	103	69	34
APARTMENT	307	DU	1974	987	987	156	25	131	185	124	61							1974	987	987	156	25	131	185	124	61
APARTMENT	294	DU	1896	948	948	149	24	125	178	119	59							1896	948	948	149	24	125	178	119	59
APARTMENT	457	DU	2873	1437	1437	230	37	194	266	178	88							2874	1437	1437	231	37	194	266	178	88

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Pioneer Crossing Phase Four Trip Generation
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ITE DESCRIPTION	UNITS		UNADJUSTED TRIPS									PASS-BY		INTERNAL CAPTURE				ADJUSTED TRIPS											
			24 HOUR			AM PEAK			PM PEAK			AM PEAK	PM PEAK	AM		PM		ADT			AM PEAK			PM PEAK			TOTAL	ENTER	EXIT
			TOTAL	ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL	ENTER	EXIT			ENTER	EXIT	ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL	ENTER	EXIT			
SHOPPING CENTER	140.7	KSF	8490	4245	4245	196	119	76	787	378	409	0.08	0.18					8174	4089	4085	179	109	70	645	310	335			
GOLF COURSE	159.87	ACRES	806	403	403	34	25	9	48	16	32							806	403	403	34	25	9	48	16	32			
INDUSTRIAL PARK	110.097	KSF	766	383	383	117	96	21	113	24	89							766	383	383	117	96	21	113	24	89			
INDUSTRIAL PARK	205.355	KSF	1429	715	715	196	161	35	192	40	152							1430	715	715	196	161	35	192	40	152			
INDUSTRIAL PARK	370.268	KSF	2577	1289	1289	318	261	57	318	67	251							2578	1289	1289	318	261	57	318	67	251			
GENERAL LIGHT INDUSTRIAL	427.105	KSF	3088	1544	1544	416	366	50	449	54	395			0.15	0.15			2964	1434	1530	354	311	43	449	54	395			
GENERAL LIGHT INDUSTRIAL	41.926	KSF	292	146	146	39	34	5	41	5	36							292	146	146	39	34	5	41	5	36			
GENERAL LIGHT INDUSTRIAL	60.44	KSF	421	211	211	56	49	7	59	7	52							422	211	211	56	49	7	59	7	52			
GENERAL LIGHT INDUSTRIAL	288.248	KSF	2051	1026	1026	252	222	30	250	30	220			0.15	0.15			1978	960	1018	215	189	26	250	30	220			
COUNTY PARK	23	ACRES	52	26	26	0			1	1	1							52	26	26				2	1	1			
COUNTY PARK	22.85	ACRES	52	26	26	0			1	1	1							52	26	26				2	1	1			
COUNTY PARK	34.54	ACRES	79	40	40	0			2	1	1							80	40	40				2	1	1			
SPECIALITY RETAIL	39.6	KSF	1611	806	806	127	61	66	103	44	58	0.3	0.4			0.273	0.27	1420	720	700	89	43	46	44	19	25			
SPECIALITY RETAIL	43.4	KSF	1765	883	883	139	67	72	112	48	64	0.3	0.4			0.273	0.27	1556	789	767	97	47	50	49	21	28			
SHOPPING CENTER	80	KSF	5906	2953	2953	140	85	55	542	260	282	0.08	0.18					5688	2845	2843	129	78	51	444	213	231			
MULTIPURPOSE RECREATIONAL FACILITY	22.07	ACRES	1995	998	998	42	21	21	127	64	64					0.069		1988	990	998	42	21	21	124	60	64			
SHOPPING CENTER	191.12	KSF	10338	5169	5169	235	143	92	963	462	501	0.08	0.18					9956	4981	4975	217	132	85	790	379	411			
APARTMENT	428	DU	2700	1350	1350	216	35	181	250	168	83							2700	1350	1350	216	35	181	251	168	83			
SINGLE FAMILY HOUSING	152	DU	1524	762	762	116	29	87	157	100	56							1524	762	762	116	29	87	156	100	56			
SINGLE FAMILY HOUSING	239	DU	2311	1156	1156	177	44	133	235	151	85							2312	1156	1156	177	44	133	236	151	85			

TOTALS			111,471	55,748	55,748	7,674	3,576	4,102	10,916	5,374	5,544							109,424	54,628	54,796	7,388	3,370	4,018	10,172	5,020	5,152			
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From: jack gullahorn
To: [Andre Betit](#); [Sirwaitis, Sherri](#)
Cc: [Teresa Calkins](#); [Brigid Shea](#); [Kate Garza](#); [Andy Brown](#); [jeff travillion](#); [jeff travillion](#); [Mohammad Farhoud](#); [Patti Hogan Gullahorn](#); [Travis Co Pct 2](#)
Subject: CLARIFICATION to Opportunity for Pioneer crossing new TIA for Gregg Lane case #C814-96-0003.18
Date: Wednesday, September 14, 2022 4:26:08 PM

*** External Email - Exercise Caution ***

All...I apologize for cluttering up your in boxes, but one statement I made in the communication below needs correcting to be accurate. The changes being sought in the East Village PUD zoning change are not on the Howard Lane end of the development, but are on the area south of the single family construction sites that feed off of Howard Lane.

Sorry for the confusion, but it remains true that the East Village development hasn't contributed anything to improve Gregg Lane, which will be heavily traveled by the traffic from their residential development.

Thanks.

Jack Gullahorn

From: jack gullahorn <>
Date: Wednesday, September 14, 2022 at 2:31 PM
To: Andre Betit <>, "Sirwaitis, Sherri"
<Sherri.Sirwaitis@austintexas.gov>
Cc: Teresa Calkins <>, Brigid Shea
<>, Kate Garza <>, Andy Brown <>, jeff travillion <>, jeff travillion
<>, Mohammad Farhoud
<>, Patti Hogan Gullahorn <>, Travis Co Pct 2 <>
Subject: Opportunity for Pioneer crossing new TIA for Gregg Lane case #C814-96-0003.18

André and Sherri:

Pioneer Crossing has finally had to agree to a public hearing on rezoning for the changes (PUD Amendment #18) that they want to make on the Howard Lane end of their development.

I'm writing to encourage the County and the City to require a new Traffic Impact Analysis for this case that will include Gregg Lane in it. The public

hearing for this project is scheduled for September 20th before Zoning and Platting.

As we all know, the impact of the development on Gregg Lane was never included in the initial TIA (performed by the County since Howard Lane is a County roadway) for this development, even though the Gregg Lane intersection with Howard Lane is directly across Howard Lane from the NE corner of the development. A very substantial, and increasing amount of "cut through traffic", both commuter and commercial, uses Gregg to more easily go to and from Cameron Road and Howard Lane on a daily basis. As the residential building continues, and now with the prospect of commercial development in the Pioneer Crossing PUD on the Howard Lane end of the project, we know that Gregg Lane is becoming more of a safety danger every day.

In short, the Pioneer Crossing Development should have been required from the beginning to contribute to necessary improvements to make Gregg Lane safer for the large number of LUEs and able to handle the weight of the construction trucks that their project is and will be generating. This is the chance to rectify that situation.

Please advise me how we can best work to make this TIA requirement become a reality.

Thank you.

Jack Gullahorn

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