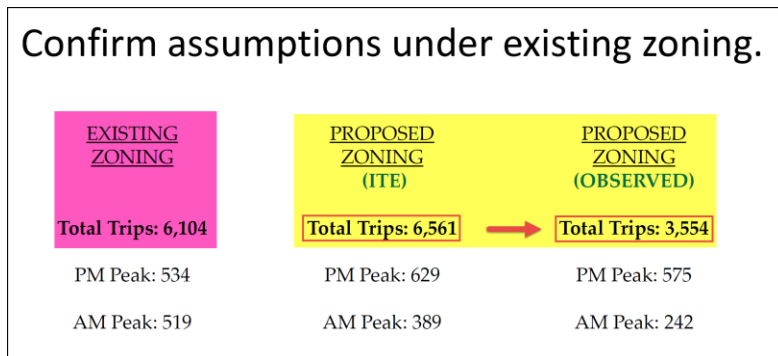


Neighborhood Opposition to OpenReality's Fictional "By-Right" Traffic Plan

Here are the details showing how the "by-right" 6,104 trips per day plan given by OpenReality on case # Z145-300 (lower Henderson Ave) severely distorts the truth and has been used to justify their 57% increase of traffic on Henderson Avenue.

The Developer presented this graphic at our public meeting, to CPC, and to neighbors via his paid zoning consultants going door-to-door. The numbers here are based on their Traffic Impact Analysis (TIA) that they submitted to the city →



(Note that highlights and the arrow were added for emphasis)

Based on the "by-right" 6,104 trips (which we think is severely inflated... and we'll show why), the Developer says he is only increasing the number of trips on Henderson by 457 trips per day (6,104 to 6,561). And then if that's not enough, he's telling people to ignore the Institute of Transportation Engineers (ITE) standards and that his "observed" trips per day will only be 3,554. This Developer is telling us he is REDUCING one-way trips by 2,550 and that we should believe his "apples-to-oranges by-right" plan and ignore the ITE's national standards for his plan.

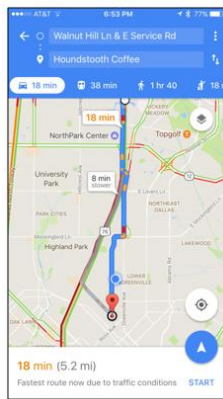
Using the real ITE traffic count for the Developer's proposal, the Developer will add 6,561 trips per day to the existing 11,495 trips per day on Henderson Avenue, for a total of 18,056 trips per day – an increase in traffic of 57%

<p>11,495 existing trips/day + 6,561 new trips/day = 18,056 trips/day</p>	<p>57% increase in Henderson Ave traffic</p>
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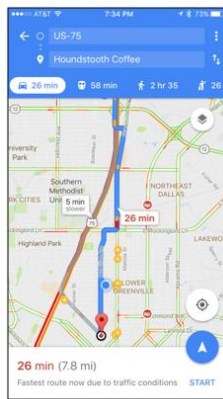
Kimley»Horn Page 6

D. Existing Traffic Volumes

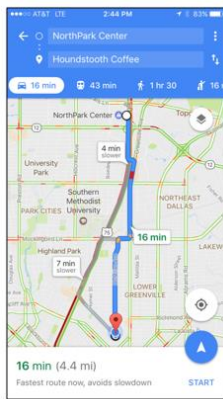
Weekday AM and PM peak hour turning movement counts were collected on December 2, 2014 at the major study intersections. 24-hour machine counts were also collected adjacent to the site on **Henderson Avenue (11,495 vehicles per day)**, Glencoe Street (750 vpd), Madera Street (271 vpd), McMillan Avenue (2,211), Belmont Avenue (4,710), Capitol Avenue (2,728 vpd), Fuqua Street (896 vpd) and Monarch Street (1,420 vpd). **Exhibit 4** shows the existing weekday AM and PM peak hour traffic volumes. The raw count sheets are provided in the **Appendix**.



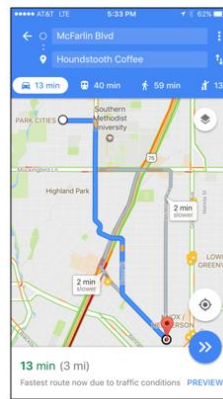
6:53 PM
Saturday
6/3/17



7:34 PM
Saturday
6/3/17



2:44 PM
Sunday
6/4/17



5:33 PM
Sunday
6/4/17

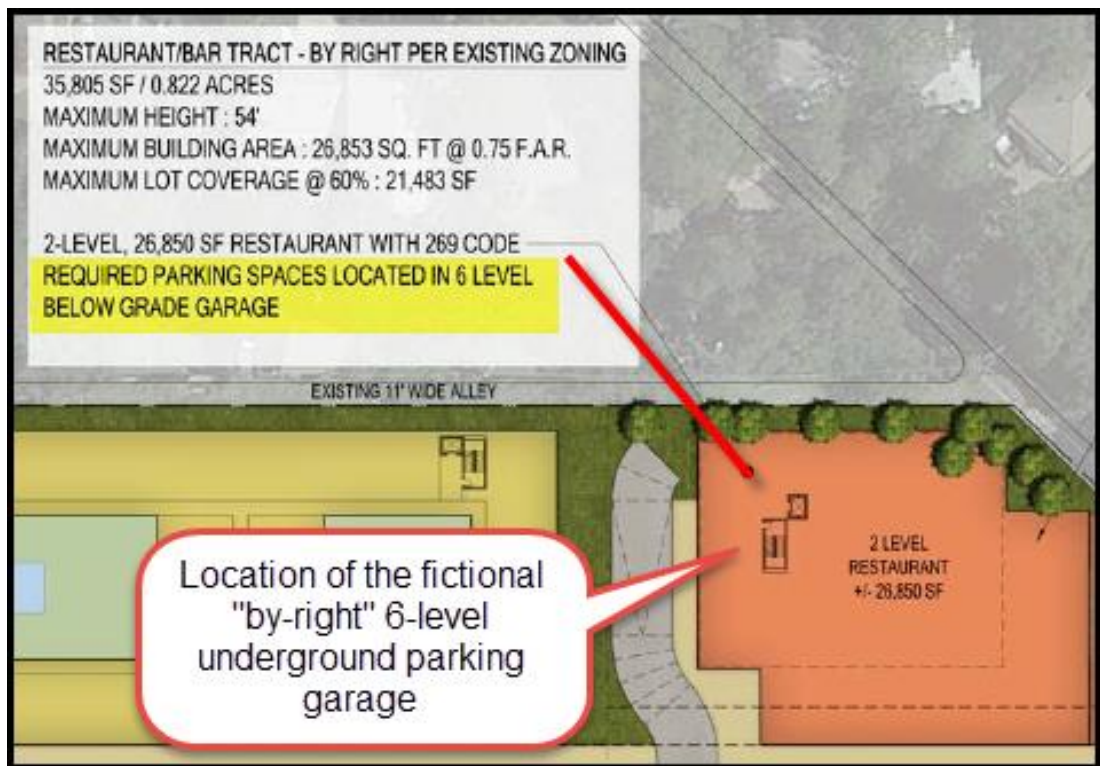
Henderson traffic is a nightmare now! When Henderson is backed up, Google Maps is already routing traffic through the M Streets, Vickery Place and Lowest Greenville neighborhoods on McMillian Street to get to this site.

The flawed "By-Right" Parking & One-Way Trip Generation Analysis

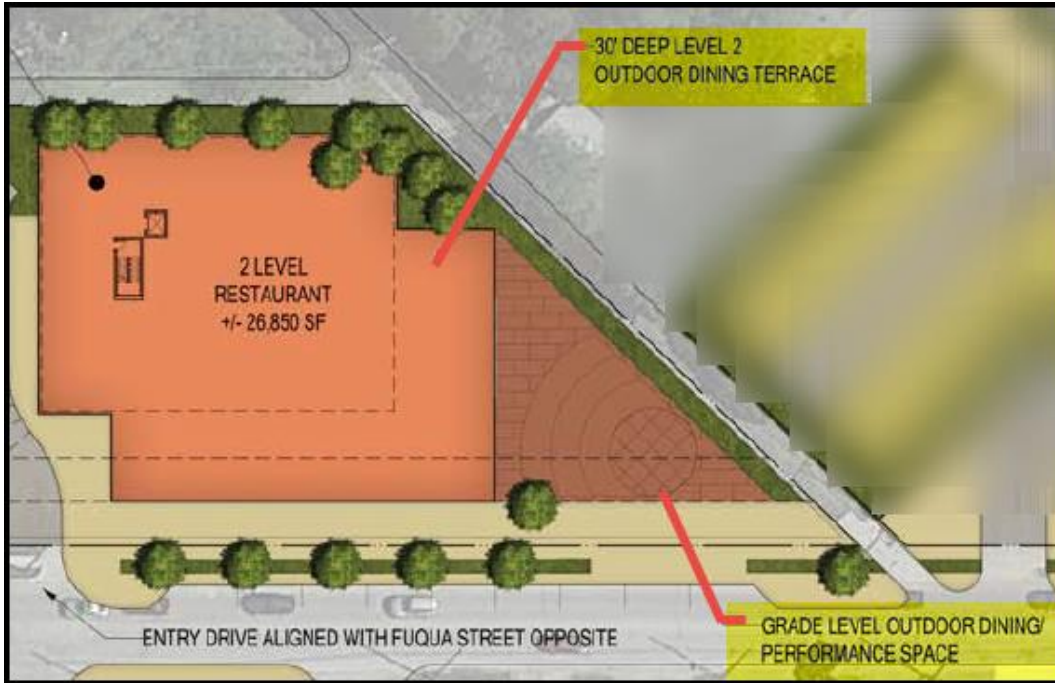
From the beginning, this Developer has used a "by-right" plan to confuse residents into supporting their plan. The images and numbers shown below are taken directly from the Developer's presentation materials.

1. A SIX STORY underground parking garage on a 0.822 acre lot!

- This odd-shaped lot is less than five standard single family R-75 lots. A 6-level driveway to the bottom would be over 60 feet below grade. Would you park at level six knowing the traffic jam you would encounter trying to exit?
- Nowhere in the DFW metroplex does a 6-level, below grade parking lot exist for just parking a restaurant. HIGHRISES and SKYSCRAPERS have 6-level below grade parking lots, NOT restaurants. This is simply not economically feasible and is only being used to crank up the by-right parking and traffic counts.



- Using the 6-level, underground parking garage, the Developer then justifies a 26,850 SF restaurant, with an outdoor terrace AND a “Grade level outdoor dining/performance space” in the front-yard setback aimed menacingly at the neighborhood.

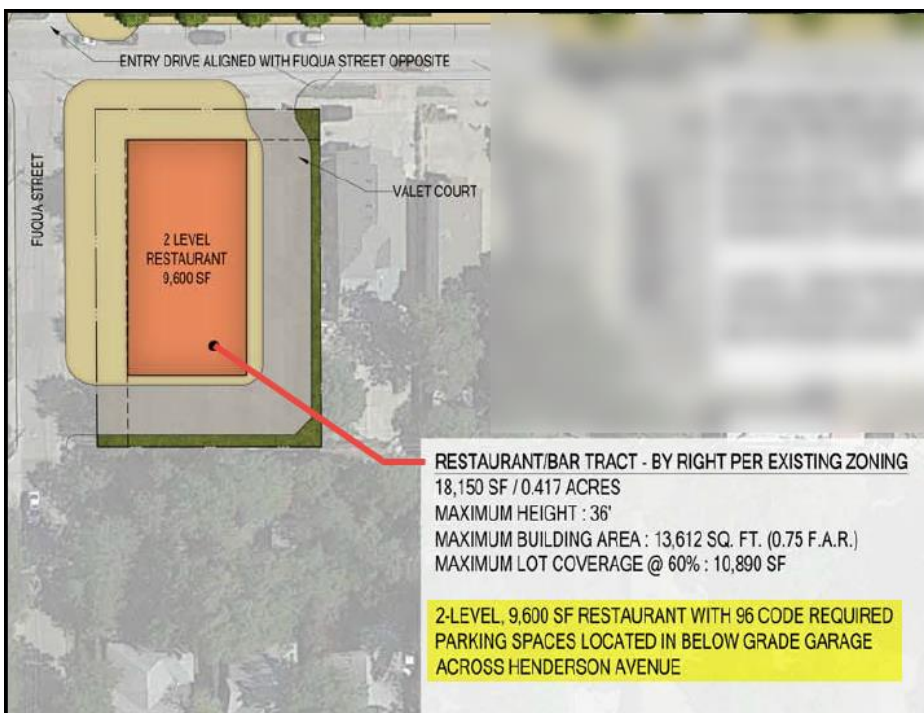


As an aside – the picture of this building alludes to a 2-level restaurant and a 2-level terrace and this again is misleading. This site is currently zoned with a 0.75 Floor Area Ratio (FAR) and 60% lot coverage. Their graphic clearly indicates 2 levels of 60% lot coverage (or greater), which would be a FAR of 1.2 → a 60% increase over what is allowed “by-right.”

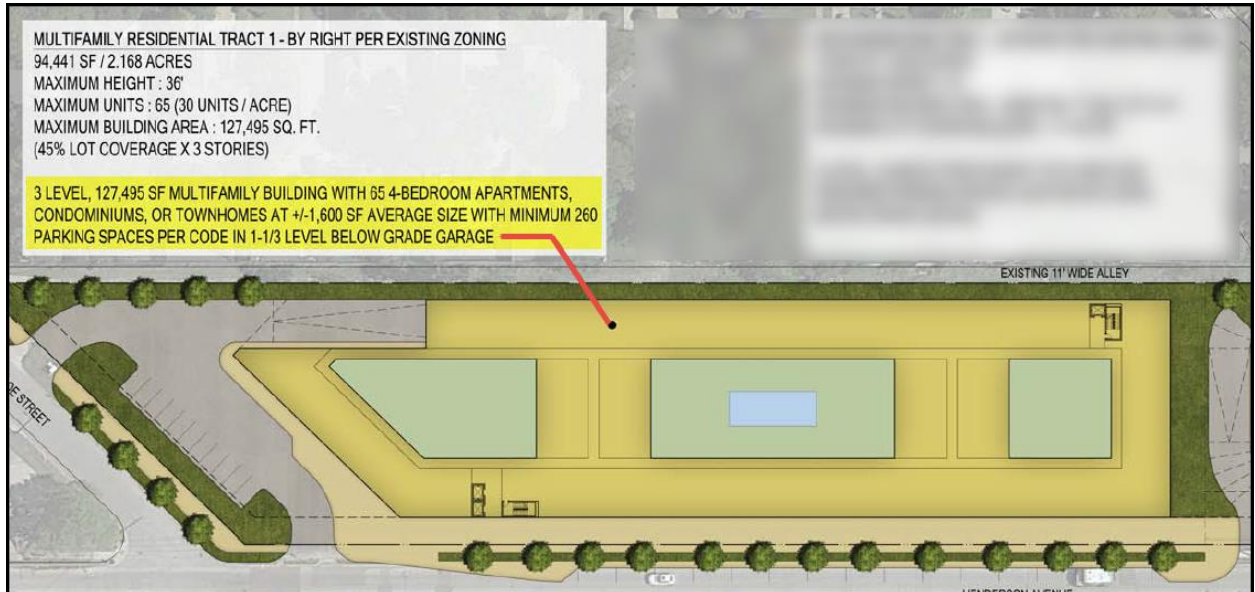
- The 6-level, underground parking garage is used to justify a second 7,300 SF “restaurant.” This adds another 73 parking spaces. This is the current location of Beauty Bar which is only 1,463 SF.



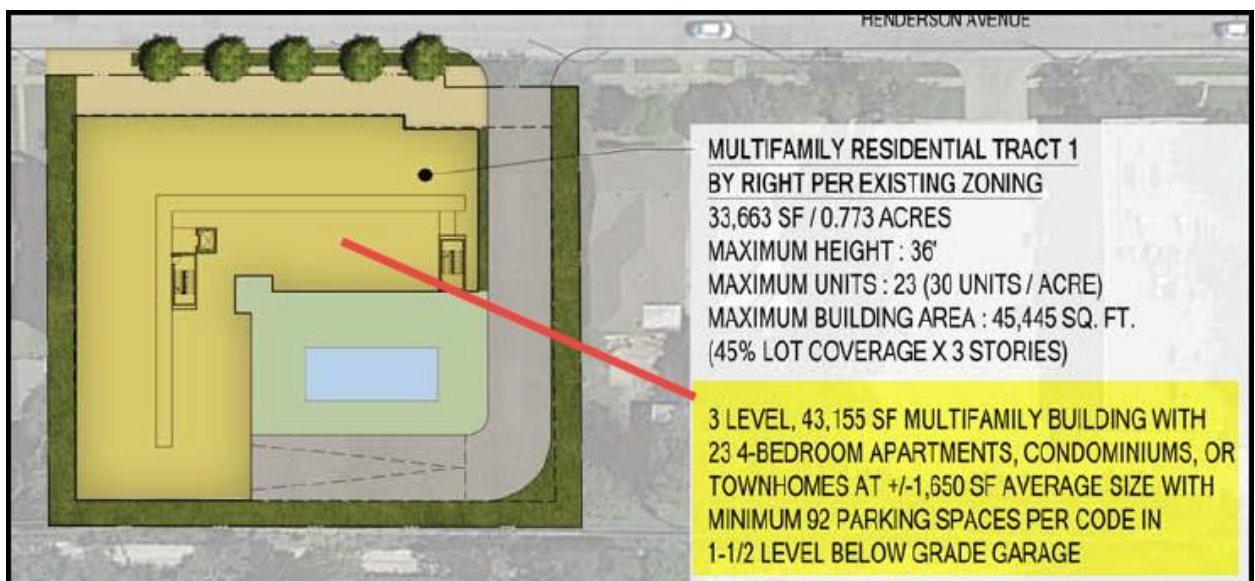
- The third 9,600 SF restaurant/bar shown on their plan is NOT in the Developer’s request - it's across the street in a different PD Sub District! Again the Developer uses the 6-level, underground parking garage for their required parking and thus crank up their parking and trip generation "by right" numbers to scare the neighborhood into supporting their request.



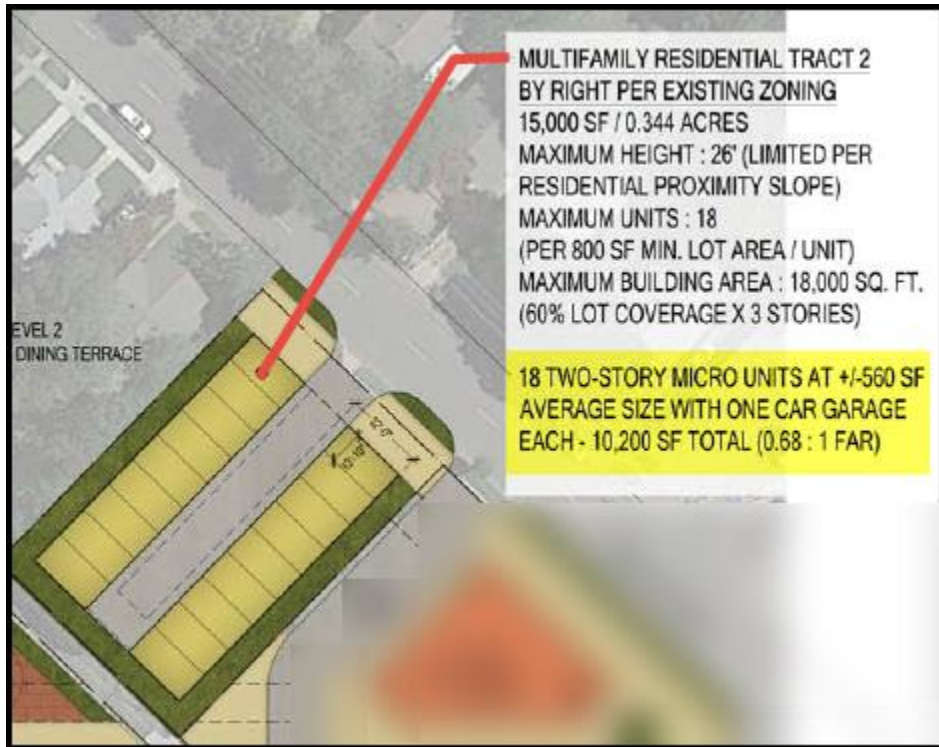
5. The Developer also artificially cranks up his by-right parking and traffic counts in the current **residential area** of PD 462. On the larger tract, they threaten to build 65 units, each with four bedrooms. Nowhere in North Texas does such a development exit because it's simply not economically feasible. Yet this Developer threatens the neighbors with "more apartments" and cranks up his by-right parking count another 269 parking spaces.



6. Across the street in the same residential tract, the Developer threatens to build 23 more 4-bedroom apartments and adds another 92 parking spaces to his totals. Again, nowhere in North Texas does such a development exit.



7. And leaving no small stone unturned, in the smallest residential tract, the Developer even threatens to build “18 two-story micro units at +/- 560 SF” which would be sitting on top of a 1-car garage. Really?



In every zoning case, it is good practice to compare “by-right” zoning to the proposed zoning. However, we must draw the line somewhere on what is practical, and a 6-level underground parking garage to threaten the neighborhood with 43,750 SF of new bars and restaurants is not practical or remotely economically feasible. **If we are to accept this Developer’s by-right plan, what would stop the next Developer from using a 7-level underground parking lot to justify their request in a residential neighborhood? Or an 8-level garage?**

By obscenely cranking up the by-right allowed density with the bogus 6-level below grade parking garage and four-bedroom apartments, the Developer’s Traffic Impact Analysis (TIA) submitted to staff and the CPC states that by-right they will generate 6,104 daily one-way trips while their proposal will only slightly increase traffic to 6,561 one-way trips.

EXECUTIVE SUMMARY

Kimley-Horn was retained to conduct a Traffic Impact Analysis (TIA) of future traffic conditions associated with a mixed-use development located on Henderson Avenue between Glencoe Street and McMillan Avenue in Dallas, TX. The proposed mixed-use development would comprise approximately 190,000 SF and would consist of retail, restaurant and office space (approximately 170,000 SF on the north side of Henderson and 20,000 SF on the south side). Although this study designates 2016 as the buildout year (which is not the case anymore) the analysis is still valid. This study is intended to identify traffic generation characteristics, identify potential traffic-related impacts on the local street system and to develop mitigation measures required for identified impacts.

The following existing intersections were selected to be part of this study through discussions

Traffic operations were analyzed at the study intersections for existing volumes, year 2016 and 2035 background traffic volumes and year 2016 and 2035 background plus site-generated traffic volumes. The future years correspond to the projected site buildout year and nineteen years later. **With the proposed zoning change, the development is expected to generate approximately 6,561 daily one-way trips**, with 389 AM peak hour one-way trips and 629 PM peak hour one-way trips. The distribution of the site-generated traffic volumes onto the street system was based on the surrounding roadway network, existing traffic patterns and the project's proposed access locations. Based on current zoning, the fully developed site would allow for a total of 106 dwelling units (4 bedrooms to a unit, 1 person per bedroom, for a total of 424 persons) for residential multifamily land use and 36,975 SF (this number does not include any patio dining area, which in this case would be approximately 10,000 SF) of bar and restaurant land uses. **A fully developed site based on existing zoning would generate a total of 6,104 daily one-way trips with 519 AM peak hour one-way trips and 534 PM peak hour one-way trips.**

Use of the peak hour one-way trips. The distribution of the site-generated traffic volumes onto the street system was based on the surrounding roadway network, existing traffic patterns and the project's proposed access locations. Based on current zoning, the fully developed site would allow for a total of 106 dwelling units (4 bedrooms to a unit, 1 person per bedroom, for a total of 424 persons) for residential multifamily land use and 36,975 SF (this number does not include any patio dining area, which in this case would be approximately 10,000 SF) of bar and restaurant land uses. A fully developed site based on existing zoning would generate a total of 6,104 daily one-way trips with 519 AM peak hour one-way trips and 534 PM peak hour one-way trips.

Analysis results indicate that the signalized intersections of Henderson Avenue/Belmont Avenue and Henderson Avenue/McMillan Avenue will continue to operate at overall LOS C or better throughout all the scenarios evaluated for the years 2016 and 2035.

However, as you've seen, the Developer's by-right plan is far from the truth. And if that's not enough, the Developer stretched his assumptions even further with staff and at the public CPC hearing by showing this graphic, which was also presented to the neighborhood. Here's he's telling people to ignore the Institute of Transportation Engineers (ITE) standards and that his "observed" trips per day will only be 3,554. This Developer is telling us he is REDUCING one-way trips by 2,550 and that we should believe his "by-right" plan and ignore the ITE's national standards for his plan. This is FICTION.

Confirm assumptions under existing zoning.

EXISTING ZONING	PROPOSED ZONING (ITE)	PROPOSED ZONING (OBSERVED)
Total Trips: 6,104	Total Trips: 6,561	Total Trips: 3,554
PM Peak: 534	PM Peak: 629	PM Peak: 575
AM Peak: 519	AM Peak: 389	AM Peak: 242