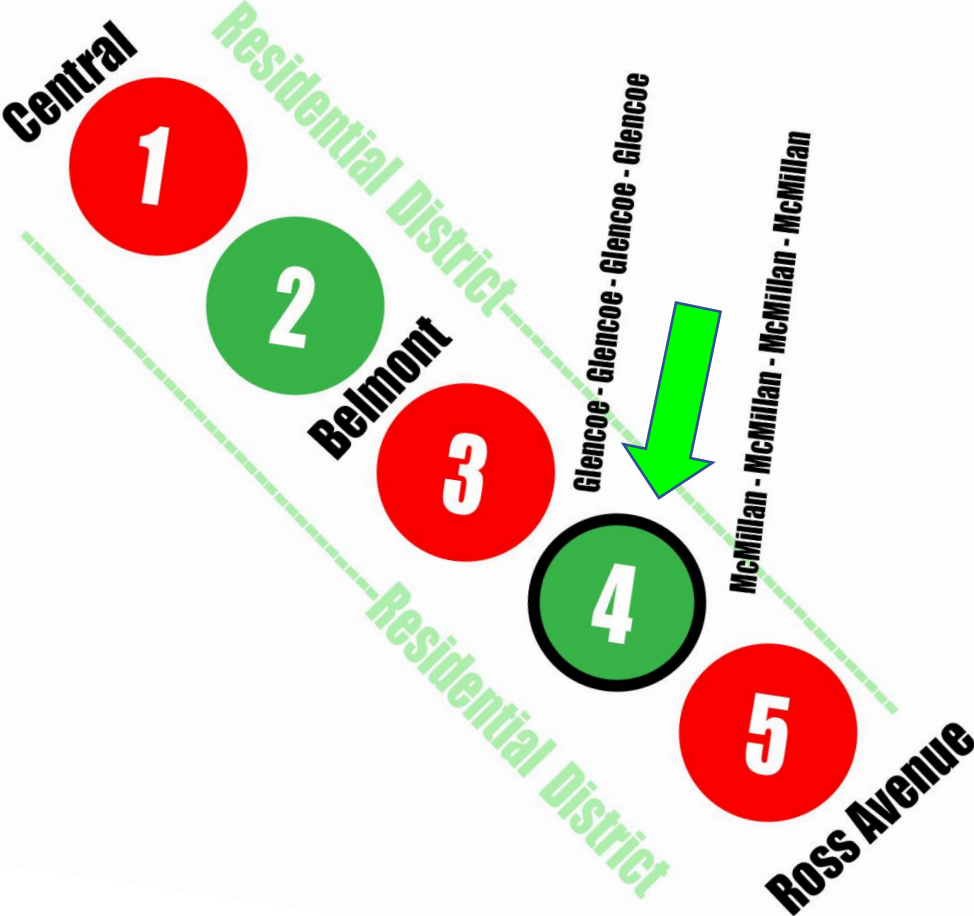
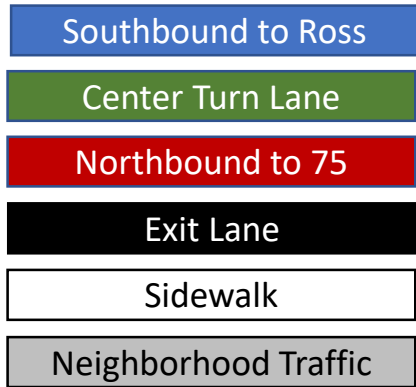


The (1) Commercial → (2) Residential → (3) Commercial → (4) Residential → (5) Commercial pattern of PD 462 was intentional



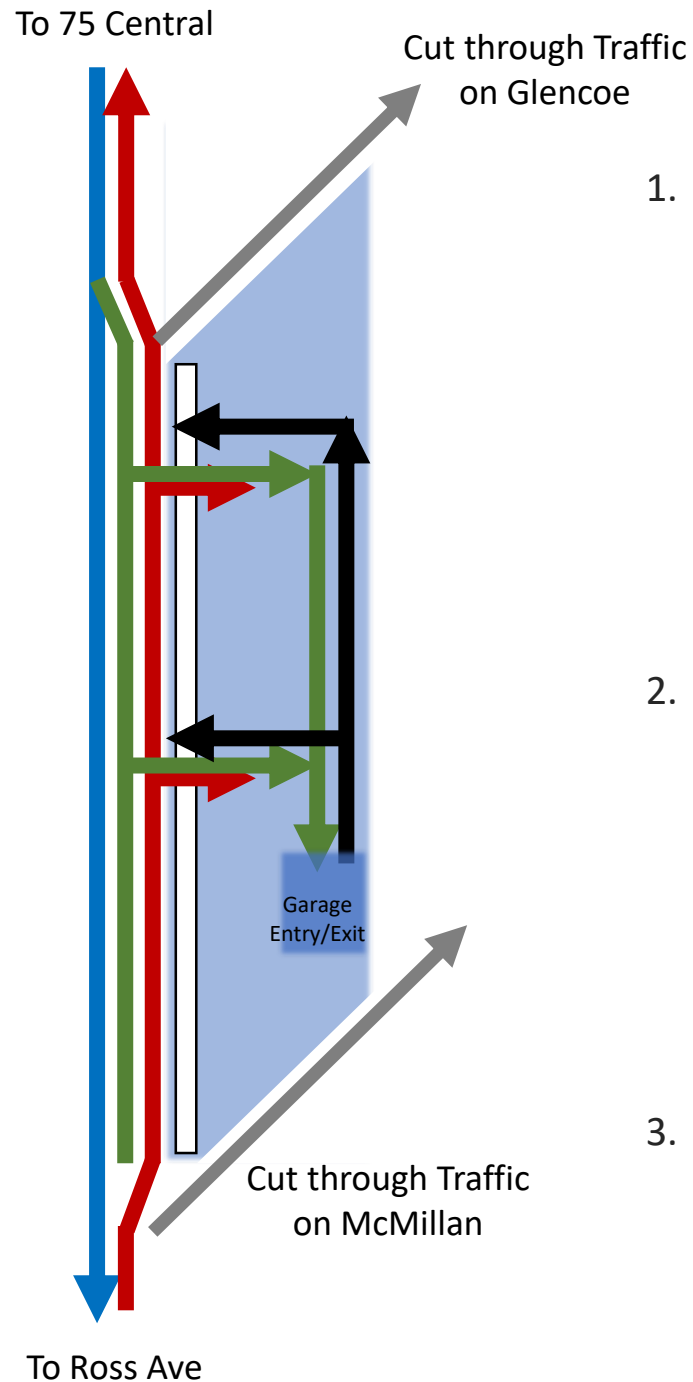
Subdistrict 4 was intentionally designed to be a low-density, residential buffer zone that serves as a traffic relief valve for Henderson and the adjacent neighborhoods.



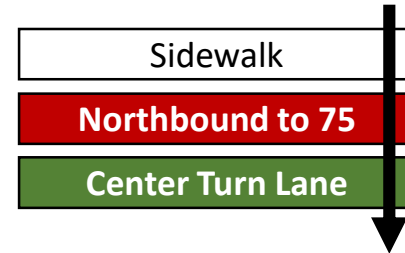


The Developer's Traffic Impact Analysis (TIA) ignores the:

- Traffic pattern when exiting the site
- Traffic generated by after-hours evenings & weekends use
- Traffic generated by the adjacent commercial Subdistricts 3 & 5
- Traffic generated when this is a regional destination (like Knox Street)



1. It will be impossible for cars exiting the site during peak hours to make a left turn on Henderson towards Ross Avenue. They must cross:



2. When cars are unable to make a left turn onto Henderson, they will make a right turn. But wait! These cars want to go towards Ross, so they will immediately CUT THROUGH THE NEIGHBORHOOD to reverse course and head back towards Ross – they have no choice.
3. During peak hours we have ALL cars exiting the development by making a right turn onto Henderson and heading towards 75 Central.



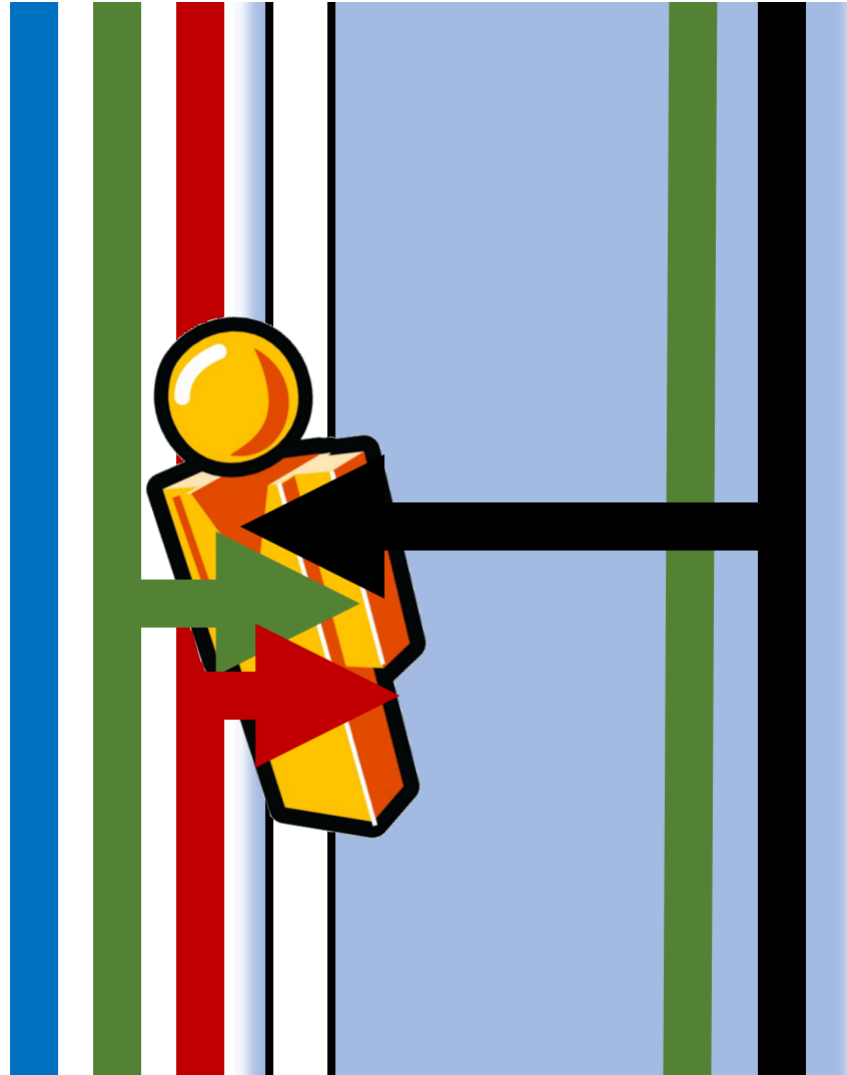
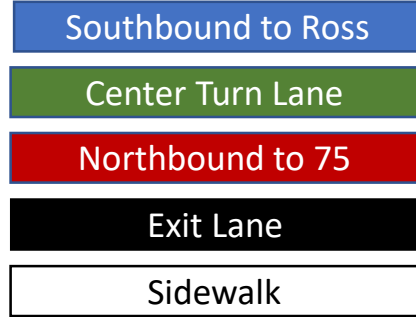


North to Vickery, Monticello, McCommas, or Mockingbird

New Alexan development

Solar Prep School expansion

4. HENDERSON GRIDLOCK!  
Henderson has just ONE lane headed towards 75 Central and will gridlock at Glencoe, McMillian, Capital, and Belmont. Now 1000s of cars will immediately escape by veering to the right and cutting through our neighborhoods.

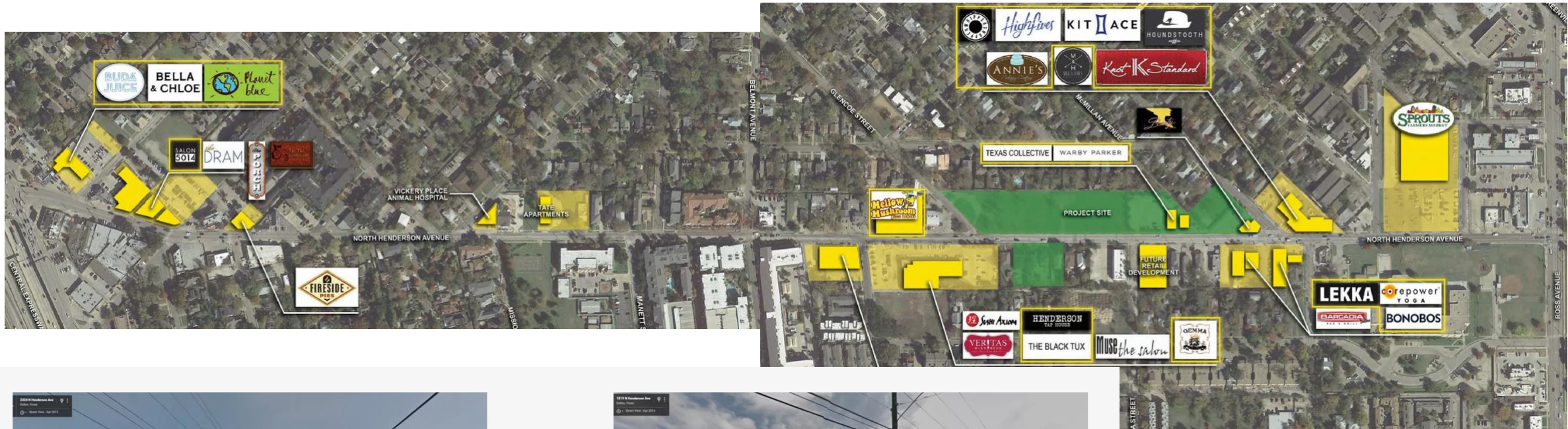


## Woe to the Pedestrians - they will NOT be safe on this sidewalk

1. ALL 6000+ cars entering and exiting the site MUST cross the sidewalk.
2. When HENDERSON GRIDLOCK occurs, cars will stack up in the site trying to exit and drivers will become impatient with the wait time.
3. Impatient drivers and pedestrians DO NOT MIX.
4. Drivers entering & existing the site will dart through slight openings, thus crossing the sidewalk in an unsafe manner.
5. This is NOT the “Safe-walkable, pedestrian friendly, new urban environment” that has been promised by the Developer. In fact, his Traffic Study completely ignores this issue.



This project can be built on Henderson commercial properties that the Developer already owns



Under-developed land in commercial PD 462 Subdistrict 3 that this Developer already owns



Under-developed land in commercial PD 462 Subdistrict 5 that this Developer already owns

What happens when these commercial properties are redeveloped to their maximum potential? The current project is just the tip of the iceberg.