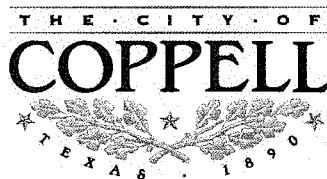


CITY ENGINEER



MEMORANDUM

To: Mayor and City Council

From: Gary L. Sieb, Director of Planning

Date: February 11, 2014

Reference: Case No. PD-270-RBN, The Avenue at Denton Tap, a zoning change request from Commercial to a Planned Development to allow 29 multifamily units and 8,575 square feet of office/retail uses on 1.77 acres of property located at the northwest corner of Southwestern Boulevard and South Denton Tap Road.

2030: Business Prosperity, Sense of Community, Special Place to Live

Introduction:

This proposal is for 29 multifamily units (16 second floor & 13 third floor) with 8,575 square feet of office/retail on the 1st floor. Community rooms are proposed to be located on both the second and third floor within the main structure. Over one-third of the parking (41 of the 119 spaces) are contained within the structure. The height is proposed to be two-story on the northwest corner adjacent to the residential corner and three-story on the remainder of the building. Blade signs are being proposed which fit in well with the more urban architecture. Also noted on the Site Plan is a Future Community Center. It is recommended that the design of this future building be eligible for administrative approval. Staff supports this request because it adequately addresses a necessary transition between the existing conditions (single family residential to the northwest) and desired mixed use product called for in the *Comprehensive Master Plan*.

Analysis:

On January 16, 2014 the Planning and Zoning Commission unanimously recommended approval of this PD for 29 multifamily units and 8,575 square feet of office/retail uses. The following conditions remain outstanding:

1. Additional comments will be generated during detailed Engineering Plan Review.
2. Minor Plat approval is required prior to obtaining a building permit.
3. Park fees of \$1,285 per unit shall be paid prior to building permit.
4. Draft property owners association documents are required to be submitted for attorney review and filed at the time of plat recordation if units are sold individually.
5. Submit Future community Center plans to the Director of Planning for administrative review, prior to permitting or construction.

Legal Review:

This item does not require City Attorney review.

**CITY OF COPPELL
PLANNING DEPARTMENT**

STAFF REPORT

CASE NO. PD-270-RBN, The Avenue at Denton Tap

C.C. HEARING DATE: **March 21, 2018**

STAFF REP.: City Planner

LOCATION: NWC of Southwestern Boulevard and S. Denton Tap Road

SIZE OF AREA: 1.77 acres of property

CURRENT ZONING: C (Commercial)

REQUEST: A zoning change to PD-270-RBN (Planned Development-270-Residential Urban Neighborhood), to allow 29 multifamily units and 8,575 square feet of office/retail uses.

APPLICANT:

Applicant:

Mr. I. Buyland
800 First Street
Irving, Texas 75039

Architect:

Amazing Architects, LLC
120 Main Street
Coppell, Texas 75019

HISTORY: There has not been any recent development activity on this vacant property.

HISTORIC COMMENT: This property has no known historic significance.

TRANSPORTATION: Denton Tap Road is a P6D, six-lane divided thoroughfare built to standard within a 120-foot right-of-way.

Bullock Street is a 24-foot unimproved local road within a 50-foot right-of-way.

The applicant has agreed to improve the asphalt surface to concrete from the former Southwestern right-of-way to the proposed drive approach.

SURROUNDING LAND USE & ZONING:

North – residential and Retail Shopping Center; PD-198-SF-7 C (Commercial)

South – former Southwestern right-of-way, Dairy Queen Restaurant, Vacant Land;
C (Commercial)

East – Office (The Mercantile); C (Commercial)

West – Vacant and Residential; C (Commercial) and PD-198-SF-7

COMPREHENSIVE PLAN: *Coppell 2030, A Comprehensive Master Plan*, designates this area as Mixed-Use Neighborhood Center. The purpose of which is “To provide areas for neighborhood serving retail, restaurant and service uses, as well as upper story residential uses above commercial uses...” This land use category has been designated as appropriate at various locations in the City of Coppell including: the northeast, northwest and southeast corners of Sandy Lake and MacArthur; Bethel School Road and Denton Tap Road; Belt Line and Southwestern; and in Old Coppell; therefore, the appropriate uses, densities and heights will vary depending on the specific location and abutting land uses.

DISCUSSION: This request is for a Planned Development (PD) District, based on the Mixed-Use Neighborhood Center land use designation of the *2030 Comprehensive Plan*. The RBN district is a newly created district designed to assist in the implementation of the *Comprehensive Plan* and was used to formulate this proposed PD. This proposed development is compliant with many aspects of this district, but warrants deviations to the requirements in some areas.

Land Uses:

This proposal is for 29 multifamily (apartment) units (16 second floor & 13 third floor) with 8,575 square feet of office/retail on the 1st floor. Community rooms are proposed to be located on both the second and third floor within the main structure. Also noted on the Site Plan is a future free-standing Community Center. Detail will need to be provided regarding the community center use before staff can recommend approval of this component (i.e. height, elevations, purpose, ownership, maintenance responsibilities, etc...).

This overall concept is supported and encouraged both by the RBN District of the *Zoning Ordinance* and the Mixed-Use Neighborhood Center Land Use Designation of the *Comprehensive Master Plan*.

Setbacks:

This building is proposed to be setback 63 feet from Denton Tap Road and 69 feet from Bullock Street. It is recommended that the 69-foot setback be supported to keep a buffer and transition from the residential neighborhood into the proposed higher intensity mixed use development.

A 36-foot setback is proposed along the northwest property line, which is adjacent to a 25-foot right-of-way providing a greater separation from the residential neighborhood. The main building is 63 feet from the Denton Tap Road right-of-way where the RBN District calls for a building to be no more than 15 feet from the lot line. Staff can support this deviation, as both a drive and parking are warranted for the office/retail use.

Parking:

This proposal exceeds the 116 parking space requirement by providing 119 spaces. Both the *Comprehensive Plan* and the RBN District encourages structured (garage) parking. In this development 41 of the 119 spaces are contained within the structure. It is recommended that this parking area on the first floor be better screened with a three-foot masonry wall incorporated into each façade and this has

been listed as a condition of approval. Beyond the structured parking are 41 spaces in a parking lot. This area is proposed to be screened with a 12 foot wide landscaped area east of Bullock Street. The proposed off-street parking and drive (similar to a slip street recognized in the Comprehensive Plan). The proposed parking located on the Denton Tap Road side is angled with a one-way drive to provide an opportunity for streetscaping without actually having dangerous on-street parking on Denton Tap.

Height:

The *Zoning Ordinance* measures height as “The vertical distance of a building measured from the average established grade at the street line or from the average natural front yard ground level, whichever is higher... to the mean height level between eaves and ridge for hip and gable roofs”. This proposal is three stories in height. In the RBN District, the height would be limited to 24 feet based on the proximity of the single story residential property. The height is proposed to be two-story (27.6 feet) on the northwest corner adjacent to the residential corner and three-story (35.5 feet) on the remainder of the building. Staff can support the request, as additional height is warranted in this development due to it being adjacent to Denton Tap and special attention has been given to the portion of the structure which is closest to the single family neighborhood.

Architecture:

Overall, the architecture meets the requirements of the RBN District. Staff is requesting that a three-foot masonry wall be incorporated into the design of the building to better enclose and screen the parking area. Also, as was depicted on the east elevation, it is recommended that the gable elements of the structure be extended to the ground. It should include the existing Dairy Queen to give a better perspective in terms of scale.

Signage:

Two types of signage are shown- standard attached signage with what appear to be pin mounted letters and blade signs. Blade signs are more appropriate for this type of development and fit in well with the more urban architecture being proposed. Staff recommends deleting the pin mounted signage and proposing all blade signs. If the name of the development is desired, then a projecting blade sign from the northeast corner would be appropriate and staff would recommend that this be allowed to be approved administratively.

Landscaping:

The landscape areas within a RBN District are different than the typical business zoning districts where under the RBN, a minimum 15% open space/common area is required. The proposal indicates that 17% has been provided. The streetscaping of the retail/office area is adequate where street trees are being provided. However, additional landscape islands are being recommended in the parking lot where there is no structure over the parking. Not more than 15 parking spaces are typically permitted without an island and one island is required at the end of each parking row; therefore, three islands are recommended. Also, the applicant has agreed to add an evergreen area of landscaping (containing Nellie R. Stevens and Eastern Red Cedars) to the 25 foot right-of-way strip located northwest of the property to better buffer/screen this proposal from the existing residential neighborhood.

Staff can support this request and believes this proposal adequately addresses a necessary transition between the existing conditions (single family residential to the northwest) and desired mixed use product called for in the Comprehensive Master Plan. There are a several outstanding conditions that staff is basing the recommendation upon and these are listed below.

RECOMMENDATION TO THE PLANNING AND ZONING COMMISSION:

Staff is recommending APPROVAL subject to the following conditions being met:

1. Additional Comments will be generated during detailed Engineering Plan Review.
2. Minor Plat approval is required prior to obtaining a building permit.
3. Park fees of \$1,285 per unit shall be paid prior to building permit.
4. Draft property owners association documents are required to be submitted for attorney review and filed at the time of plat recordation if units are sold individually.
5. Submit Future Community Center plans to the Director of Planning for administrative review, prior to permitting or construction.

ALTERNATIVES:

1. Recommend approval of the request
2. Recommend disapproval of the request
3. Recommend modification of the request
4. Take under advisement for reconsideration at a later date

ATTACHMENTS:

1. Rendering
2. Site Plan
3. Floor Plan
4. Elevations
5. Landscape Plan (2 pages)





Site Plan

ELIZABETH KAYE DAVIS HUNNICUT F/K/A ELIZABETH KAYE DAVIS
BEING A 1.266 ACRE REMAINDER OUT OF A 3.149 ACRE TRACT
DESCRIBED IN VOL. 2004193, PAGE 7776, EXHIBIT A O.P.R.D.C.T, AND
LOT 35, NORTH LAKE ESTATES, VOL. 45, PG. 65, M.R.D.C.T, AND
4952.48 SF FT ALLEY ABANDONMENT DESCRIBED IN VOL. 3004183,
PG. TYPE, EXHIBIT C, C.P.R.D.C.T

OWNER/APPLICANT: Dr. PRABHAV TELLA
825 W. ROYAL LANE, SUITE 230
IRVING, TEXAS 75039
TEL: 855-349-6885
FAX: 888-238-9155

ARCHITECT: GPF ARCHITECTS LLC
440 W. BETHEL ROAD
COPPELL, TEXAS 75019
TEL: 972-824-7966
FAX: 972-462-1368

Bldg Square Footages*

LEVEL 1	
OFFICE/RETAIL	8,575 SF
ELEVATOR LOBBY/CORE:	375 SF
N / S STAIRS:	322 SF
TOTAL LEVEL 1	9,272 SF
LEVEL 2	25,800 SF
LEVEL 3	21,800 SF

TOTAL BUILDING AREA 56,872 SF

Residential Units By Floor

LEVEL 2: (1,250 SF AVG)	16 UNITS
LEVEL 3: (1,250 SF AVG)	13 UNITS
TOTAL UNITS:	29 UNITS

* subject to minor changes during design phase

PD Condition

1. BUILDING IS GREATER THAN 15 FEET FROM DENTON TAP ROAD.
2. DRIVEWAY RUNS PARALLEL TO DENTON TAP.
3. PARKING EXITS ALONG DRIVE.
4. 12-18A-2, HEIGHT OF BLDG IS 36'.
5. 12-18A-2.b: ROOF HEIGHT OF MOST NORTHWEST CORNER IS 26'-4" ABOVE FINISH FLOOR.
6. 12-18A-3-a.2: WEST PARKING IS BEYOND FACE OF BLDG DUE TO LARGE SETBACK OF BLDG.
7. FUTURE COMMUNITY CENTER PLANS WILL BE SUBMITTED TO THE DIRECTOR OF PLANNING FOR ADMINISTRATIVE REVIEW PRIOR TO PERMITTING FOR CONSTRUCTION.

Parking Summary

RETAIL 8,575 SF / 200 SF PER SPACE= 43 SPACES

CONDOMINIUM
2 BEDROOM: 29 UNITS X 2.5 SPACES = 73 SPACES

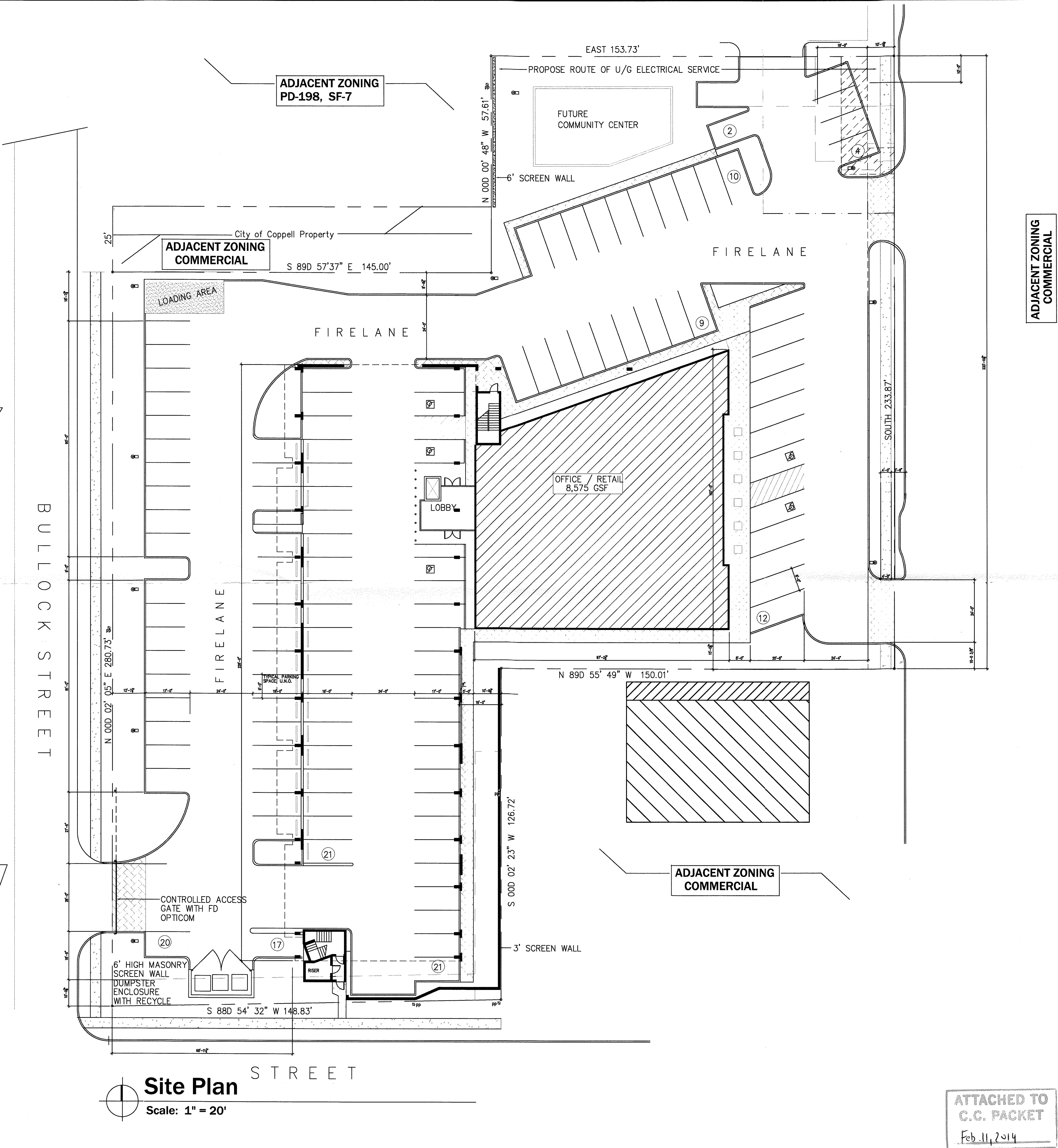
TOTAL PARKING REQUIRED 116 SPACES
TOTAL PARKING PROVIDED 116 SPACES

Site Data

EXISTING ZONING: COMMERCIAL
PROPOSED ZONING: PLANNED DEVELOPMENT
SQUARE FOOTAGES:
OFFICE / RETAIL: 8,575 GSF
CONDOMINIUMS: (29) 2-BEDROOM UNITS

SITE AREA: 76,952 SF (1.77 ACRE)
BUILDING AREA: 56,872 SF

BUILDING HEIGHT: 36 FEET
PROPOSED LOT COVERAGE: 0.335
FLOOR AREA RATIO: 0.74
LANDSCAPE / OPEN AREA = 12,920 SF = 17% OF TOTAL SITE
NOTE-LANDSCAPE AREA INCLUDES CITY SIDEWALK ON PRIVATE PROPERTY



Site Plan

Scale: 1" = 20'

©2014

GPF

ARCHITECTS
LLC

440 W. BETHEL ROAD
COPPELL, TEXAS 75019
TEL: (972) 462-1368

THESE DOCUMENTS ARE NOT
COMPLETE. THEY SHALL NOT
BE USED FOR BIDDING,
PERMITTING AND/OR
CONSTRUCTION

The Avenue at Denton Tap

Condominiums/Office/Retail

Denton Tap and Belt Line Roads

Coppell, Texas 75019

REVISIONS	BY
REVISED	
JAN 29 2014	
CITY OF COPPELL PLANNING & ZONING DEPARTMENT	

CITY COUNCIL FEBRUARY 11, 2014
DRAWN GF
CHECKED GF
SCALE AS SHOWN
JOB NO. 1055
SHEET

A1.00

OF SHEETS

ATTACHED TO
C.C. PACKET

Feb. 11, 2014

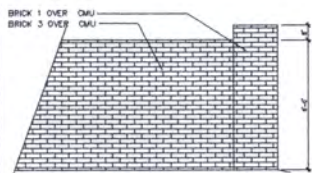
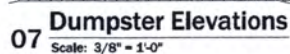
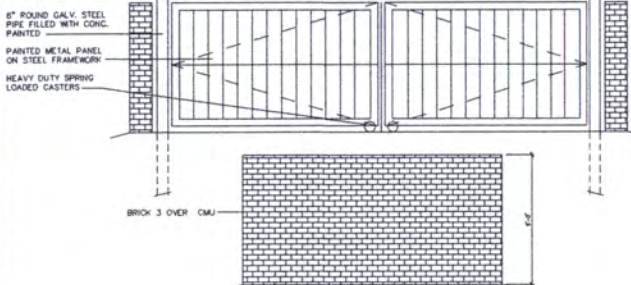
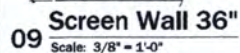
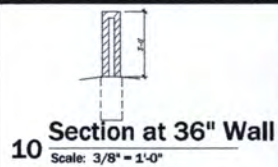


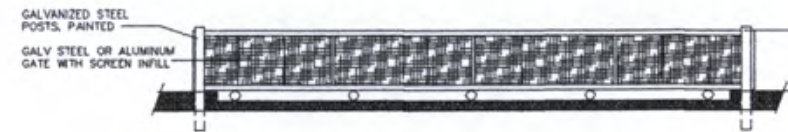
THESE DOCUMENTS ARE NOT
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 CONSTRUCTION

The Avenue at Denton Tap
 Condominiums/Office/Retail
 Denton Tap and Belt Line Roads
 Coppell, Texas 75019

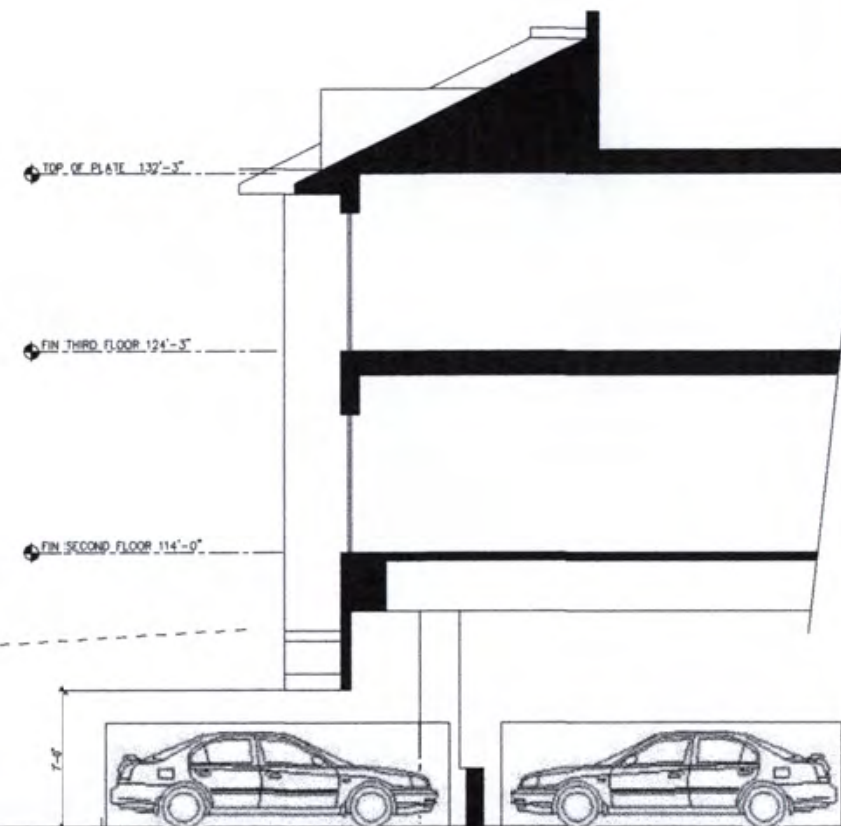
REVISION	BY

ISSUED FOR	CITY COUNCIL
DATE	FEBRUARY 11, 2014
BY	
CHECKED	
DATE	
AS SHOWN	
JOB NO.	1055
SHEET	





01 Elevation at Sliding Gate
Scale: 1/4" = 1'-0"



01 Partial Site Section
Scale: 1/4" = 1'-0"

REVISION	BY

DESIGNED BY	
CHECKED BY	
SCALE	AS SHOWN
JOB NO.	1055
SHEET	

MINUTES OF JANUARY 16, 2014

The Planning and Zoning Commission of the City of Coppell met in Pre-session at 6:00 p.m., and in Regular session at 6:30 p.m., on January 16, 2014, in the Council Chambers of Coppell Town Center, 255 Parkway Boulevard, Coppell, Texas. The following Commissioners were present:

COMMISSIONERS:

Edmund Haas – Chairman
Doug Robinson
Ed Darling
Glenn Portman
Sue Blankenship
Vijay Sarma

Commissioner Goodale was not present.

Also present were Assistant Director of Planning, Marcie Diamond; City Planner, Matthew Steer; Assistant Director of Engineering, Michael Garza; Economic Development Coordinator, Mindi Hurley and Secretary, Juanita Miles.

The purpose of the meeting is to consider the following items:

<u>ITEM #</u>	<u>ITEM DESCRIPTION</u>
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PRE-SESSION: (Open to the Public)

1. Briefing on the Agenda.

The Planning Commission was briefed on each posted agenda item in the Workshop Session. No vote was taken on any item discussed.

2. Work Session.

A. Briefing on City Council Work Session item at the January 14th meeting.

REGULAR SESSION: (Open to the Public)

3. Call to Order & Welcome New Commissioner.

Chairman Haas called the meeting to order and welcomed new Commissioner Sue Blankenship to the Planning Commission.

• • • • •

9. PUBLIC HEARING:

Consider approval of Case No. PD-270-RBN, The Avenue at Denton Tap, a zoning change request from C (Commercial) to PD-270-RBN (Planned Development-270-Residential Urban Neighborhood), to allow 29 multifamily units and 8,575 square feet of office/retail uses on 1.77 acres of property located at the northwest corner of Southwestern Boulevard and South

<u>ITEM #</u>	<u>ITEM DESCRIPTION</u>
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Denton Tap Road, at the request of Prabhav Tella, being represented by Greg Frnka, GPF Architects, LLC.

STAFF REP.: Matt Steer

Presentation:

City Planner, Matt Steer introduced this case to the Commission with exhibits, color board and elevations. He mentioned 27 notices were mailed to property owners within 200 feet of this request; one returned in favor, one was undecided and none returned in opposition. He stated that staff is recommending approval with conditions which he read into the record.

Greg Frnka, GPF Architects, LLC., 440 W. Bethel Road, Coppell, Texas, was present to represent this case with a slide presentation, to address questions and stated agreement with staff's recommendations.

Mike Garza, City of Coppell Engineering Dept., 265 Parkway Blvd., Coppell, Texas, addressed concerns with drainage and traffic patterns in and out of the proposed subdivision.

S. I. Abed, Design Development Consultants, Inc. and Firoze Shams, Advance Transol Consultants, addressed Commission concerns with drainage, safety and traffic issues.

Public Hearing:

Chairman Haas opened the Public Hearing, asking for people who wanted to speak either in favor or opposition or wanted to comment on this request to come forward. The following people commented (with concerns about drainage, property values, traffic and location of trash dumpster):

Angie Diaz, 816 Bullock Street, Coppell, Texas
Christina Glidewell, 800 Bullock Street, Coppell, Texas
Harold Neal, 808 Bullock Street, Coppell, Texas
Chris Belmont, 809 Bullock Street, Coppell, Texas

Chairman Haas closed the public hearing.

After some discussion, Chairman Haas motioned to reopen the public hearing, the following person spoke:

Reza Mansoor¹, 324 Brushy Creek Trail, Coppell, Texas, commented about traffic access thru his property which abuts to the north.

Chairman Haas closed the public hearing.

Action:

After much discussion, Commissioner Portman made a motion to approve Case No. **PD-270-RBN, The Avenue at Denton Tap**, a zoning change request from C (Commercial) to PD-270-RBN (Planned Development-270-Residential Urban Neighborhood), subject to the following conditions:

1. Additional comments will be generated during detailed Engineering Plan Review.
2. Minor Plat approval is required prior to obtaining a building permit.

<u>ITEM #</u>	<u>ITEM DESCRIPTION</u>
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- | | |
|-----|--|
| 3. | Park fees of \$1,285 per unit shall be paid prior to building permit. |
| 4. | Draft property owners association documents are required to be submitted for attorney review and filed at the time of plat recordation if units are sold individually. |
| 5. | A three-foot masonry wall shall be incorporated in the façades of the main building to better screen parking area contained within the building. |
| 6. | Extend the gable elements of the building to the ground as depicted on the east elevation. |
| 7. | Include the Dairy Queen on the existing rendering and provide a rendering of the revised building and parking lot from Southwestern and Bullock Street (view from the southwest to the northeast). |
| 8. | Include three 150-square-foot landscape islands with an overstory tree within the proposed surface parking area where not under the structure. No more than 15 spaces are typically permitted without an island and one island is required at the end of each parking row. |
| 9. | Include the six-foot brick wall details on Elevations Sheet. |
| 10. | Delete the pin mounted signage and show all blade signs. If the name of the development is desired, depict a projecting blade sign from the northeast corner. |
| 11. | Submit Future Community Center plans to the Director of Planning for administrative review, prior to permitting or construction. |
| 12. | Label the 25-foot right-of-way northwest of the site as City of Coppell Property. Include Eastern Red Cedars and Nellie R. Stevens south of the existing fence. |
| 13. | Overhead electric line shall be relocated and buried. |
| 14. | List all requested variances to the RBN District in the PD Conditions table. |
| 15. | Revise the Landscape Plan to include interim and future landscaping for the "Future Community Center" portion of the site. |
| 16. | Include a gate with controlled access (include opticom for Fire Department) at the southwest access point off of Bullock. |
| 17. | Relocate the dumpster enclosure to the south end of the project. |

Commissioner Sarma seconded; motion carried **(6-0)**, with Commissioners Sarma, Robinson, Haas, Blankenship, Darling, and Portman voting in favor. None opposed.

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ADJOURNMENT

With nothing further to discuss, the meeting adjourned at approximately 9:10 p.m.

Edmund Haas, Chairman

Juanita A. Miles, Secretary

**ATC**

Advanced TranSol Consultants, LLC

02/11/2014

TECHNICAL REPORT

To: Dr. Prabhav Tella
From: Firoze Shams, PE, PTOE
Date: February 11, 2014
Subject: Traffic Impact Analysis related to the Proposed Mixed Use Development at the Northwest Corner of Denton Tap Rd and Belt Line Rd in Coppell, Texas

INTRODUCTION

This traffic impact analysis has been performed to understand the impacts of the proposed Mixed Use development at the northwest corner of Denton Tap Rd and Belt Line Road in Coppell, Texas. The property is located behind the existing Dairy Queen Restaurant and has major access through Denton Tap Road and emergency access through Bullock St. The proposed access through Bullock St will be gated and will only be accessible to emergency vehicles. As presented in the layout plans to Coppell, the proposed development will have 29 units of 1,250 SF condominiums along with 8,575 SF of Office type development.

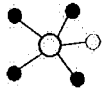
Available traffic volumes for all adjacent streets were collected from the City of Coppell website. As part of establishing the traffic growth trends for the area, available NCTCOG historical traffic trends were also evaluated for the Dallas-Fort Worth Metroplex. A detailed trip generation was performed for the proposed mixed used development.

The expected traffic volumes from the proposed development were added to the surrounding streets to visualize the overall impacts. It was found that the proposed property is only marginally increasing the traffic on the surrounding streets and would not have any adverse long term or short term impacts. Additionally, the surrounding streets have adequate capacity to handle the marginal increase in traffic from the proposed property.

As part of this analysis, we have also presented a comparison of trips generated by the proposed mixed use development with a "General Commercial" development in the same tract of land to demonstrate our proposal for better land use that can blend in with the surrounding development and also generate a valuable tax base for the City of Coppell. The following sections will illustrate the detailed process for the analysis.

TRAFFIC FORECASTING PROCESS & DETERMINATION OF THE TRAFFIC GROWTH FACTOR

According to reports by the NCTCOG, the DFW Metropolitan Statistical Area (MSA), consisting of the counties of Collin, Dallas, Delta, Denton, Ellis, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise, has been one of the fastest growing regions in the US since the early 1990s. The trend has been very strongly maintained over the last ten years. According to data published in the Mobility 2030 plan by the NCTCOG, the population for the core counties of the DFW MSA, Dallas, Collin, Denton and Tarrant, was about 4.59 million in year 2000. The population for the same core counties was about 5.06 million in year 2005. This represents about 10.24% population growth during 2000-2005 in the area. This translates to about 2.05% population growth per year. Due to a significant number of the increased population using the personal vehicular mode of travel, increase in ADT is directly related to the increase in population. For this analysis, we have assumed a simple traffic growth rate of 2% per year. The City of Coppell traffic counts for the adjacent streets for various years were projected to develop the traffic ADT for year 2015, the build-out year for the project. The simple traffic growth rate of 2% per year was used to compute the traffic growth factors for the various facilities. The projected traffic growth factors were applied to the available ADT data to develop the expected traffic for year 2015 which was used for all the analysis.



TRIP GENERATION RATES AND TRIPS GENERATED BY THE PROPOSED DEVELOPMENT

A trip generation analysis was performed for the proposed development based on the trip generation rates and equations provided in ITS Trip Generation Manual 9th Edition. For the purpose of the trip generation, the proposed development was broken up into the following two major land use categories:

- Condominiums
- Office

The office land use was analyzed as “General Office” category for trip generation purposes. Table 1 shows all the detailed trip generation parameters used for this analysis.

Table 1 - Trip Generation Rates based on ITE Trip Generation Manual 9th Edition

Development	ITE Code	Units	Daily Rate/Equation	Pass By %	AM Peak Hour		PM Peak Hour	
					In/Out	Rate/Equation	In/Out	Rate/Equation
Condominium	230	Dwelling Unit	$\text{Ln}(T)=0.87\text{Ln}(X)+2.46$	0%	17/83	$\text{Ln}(T)=0.80\text{Ln}(X)+0.26$	67/33	$\text{Ln}(T)=0.82\text{Ln}(X)+0.32$
General Office	710	1000 SF	$\text{Ln}(T)=0.76\text{Ln}(X)+3.68$	10%	88/12	$\text{Ln}(T)=0.80\text{Ln}(X)+1.57$	17/83	$T=1.12(X)+78.45$
General Commercial	820	1000 SF	$\text{Ln}(T)=0.65\text{Ln}(X)+5.83$	62%	62/38	$\text{Ln}(T)=0.61\text{Ln}(X)+2.24$	48/52	$\text{Ln}(T)=0.67\text{Ln}(X)+3.31$

The “General Office” category along with the “Condominium” category were used to generate the traffic from the proposed mixed used development. The relevant trips generated are highlighted in yellow in Table 2. The “General Commercial” trips generated are shown for comparison purposes.

Table 2 - Trips Generated based on ITE Trip Generation Rates and Pass-By Adjustments

Development	Units/Area	ADT		AM Peak Hour		PM Peak Hour	
		Calc.	Adj.	Calc.	Adj.	Calc.	Adj.
Condominium	29 Units	219	219	20	20	22	22
General Office	8,575 SF	203	183	27	24	88	79
General Commercial	19,602 SF	2,353	894	58	22	201	76

A pass-by trip adjustment factor based on the ITE trip generation manual was used to adjust the raw trips generated to actual trips generated which were used for the analysis. The adjusted total trips generated by the mixed used development was equally distributed among the three exit points of Denton Tap Rd (North Side), Belt Line Rd (East Side) and Belt Line Rd (South Side). Table 3 shows the breakdown and comparison of the different categories of trips generated by the proposed development.

IMPACTS TO THE ADJACENT STREETS

The City of Coppell ADT for each of the adjacent facilities was projected to the project build-out year of 2015 based on the traffic growth rates established (2% simple growth rate/year) in a previous section. This traffic is shown as the background traffic in Table 3. The adjusted ADT, AM and PM peak hour traffic generated by the proposed development was then equally distributed among the three exit/entry points. As noted in the submitted project layout plans, the proposed mixed use development will have direct access from two driveways to the arterial Denton Tap Rd. It was assumed that one-third of the traffic generated by the development will use Denton Tap Rd to go north, one-third of the traffic will use Belt Line Rd to go east and the remaining traffic will also use Belt Line Rd to go south. It is assumed that for all practical purposes, traffic will not access the mixed use development from Southwestern Blvd. As such no adverse impacts are expected for the traffic operations related to the Pinkerton Elementary School located on Southwestern Blvd. It is to be noted that the higher of the two generated peak hour volumes, evening peak hour traffic volume, were used

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for analyzing the peak hour traffic condition on the adjacent streets. The combined ADTs on the adjacent streets as a result of the development are highlighted in yellow.

Table 3 – Trip Distribution on Adjacent Streets based on Trips Generated from the Proposed Development

		Denton Tap Road (North)	Southwestern Blvd (West)	Belt Line Rd (East)	Belt Line Rd (South)
		2015	2015	2015	2015
Background Traffic (VPH)	ADT	32872	3808	19043	37717
	Peak Hour	3287	381	1904	3772
Project Traffic (VPH)	ADT	402	0	134	134
	AM Peak	44	0	15	15
	PM Peak	101	0	34	34
Total Traffic (VPH)	ADT	33274	3808	19177	37851
	Peak Hour	3388	381	1938	3805
% Increase	ADT	1.22%	NA	0.70%	0.35%
	Peak Hour	3.08%	NA	1.77%	0.89%
Roadway Capacity (ADT)		48,000 (6-Lane Arterial)	16,000 (2-Lane Arterial)	32,000 (4-Lane Arterial)	48,000 (6-Lane Arterial)
Capacity Exceeded		NO	NO	NO	NO

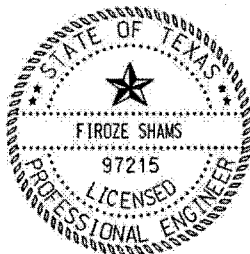
Assumptions: All Generated Traffic from the proposed facility (ADT) will exit via Denton Tap Rd. One third of the traffic will exit via Belt Line Rd East, one third will exit via Belt Line Rd South and the remaining third will exit via Denton Tap Rd North. Traffic will not exit via Southwestern Blvd.

Adjusted traffic volumes excluding the pass-by traffic was used for the analysis.

CONCLUSIONS AND RECOMMENDATIONS

Based on the data shown in Table 3, it can be clearly seen that the proposed development will have a very minimal impact on all the adjacent streets. All the adjacent arterial streets are experiencing traffic volumes significantly less than the actual capacities of the facilities and have significant additional capacity to accommodate the small increase in traffic due to the proposed development.

Table 3 clearly demonstrates that all the existing street systems are operating at much lower than capacity and the proposed development will have very minor traffic impacts on the surrounding streets that will not alter the overall traffic operational characteristics of the existing facilities. As shown in Table 2, a "General Commercial" development in the same tract of land will generate more than twice the traffic compared to the proposed mixed use development. The proposed mixed use development appears to be a very good option for the vacant property that is expected to have minimal traffic operational impacts on the adjacent streets.

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