



Exhibit A

Subject Property

Rufe Snow

North Tarrant Parkway

Google Earth

© 2016 Google
32°54'00.31" N 97°14'11.24" W elev 673 ft eye alt 1470 ft

1995

Exhibit A

Planned Development (PD) Amendment Application for: Highland Oaks Crossing Planned Development, Lot 3

Please accept this request to amend Lot 3 of the Highland Oaks Crossing Planned Development (PD). We are requesting Lot 3 be divided into two lots for the construction of a retail center on one lot and a dental office on the other.

The subject property currently contains 1.48 acre and is located along the north side of North Tarrant Parkway just east of Rufe Snow. It runs along the south side of the detention pond and drainage easement owned by the City. The development plans are to construct a retail center containing approximately 6,000 square feet on Lot 3 and a dental office of about 4,000 square feet on the new Lot 4. The lot sizes will be 40,908 square feet and 23,965 square feet, respectively.

The retail center will be owned by the same owner as the adjoining center on Lot 2. It will have a similar design and features as the adjoining building. There will be an outdoor seating area to accommodate a potential restaurant. The dental office will have a residential design similar to other professional and medical buildings just north of the property along Rufe Snow.

Considering the triangular shape of the property and the fact it adjoins the detention pond, the following variances are requested for the placement of the buildings:

- The property is separated from the residential development in the back by the detention pond. The nearest home is at least 250' from the rear property line. We are requesting the masonry wall requirement be waived in place of a 6' decorative railing fence. The back of the dumpster area will be a masonry wall and out of site.
- Reducing the minimum lot size from 33,000 square feet to just under 27,000 square feet;

Exhibit A

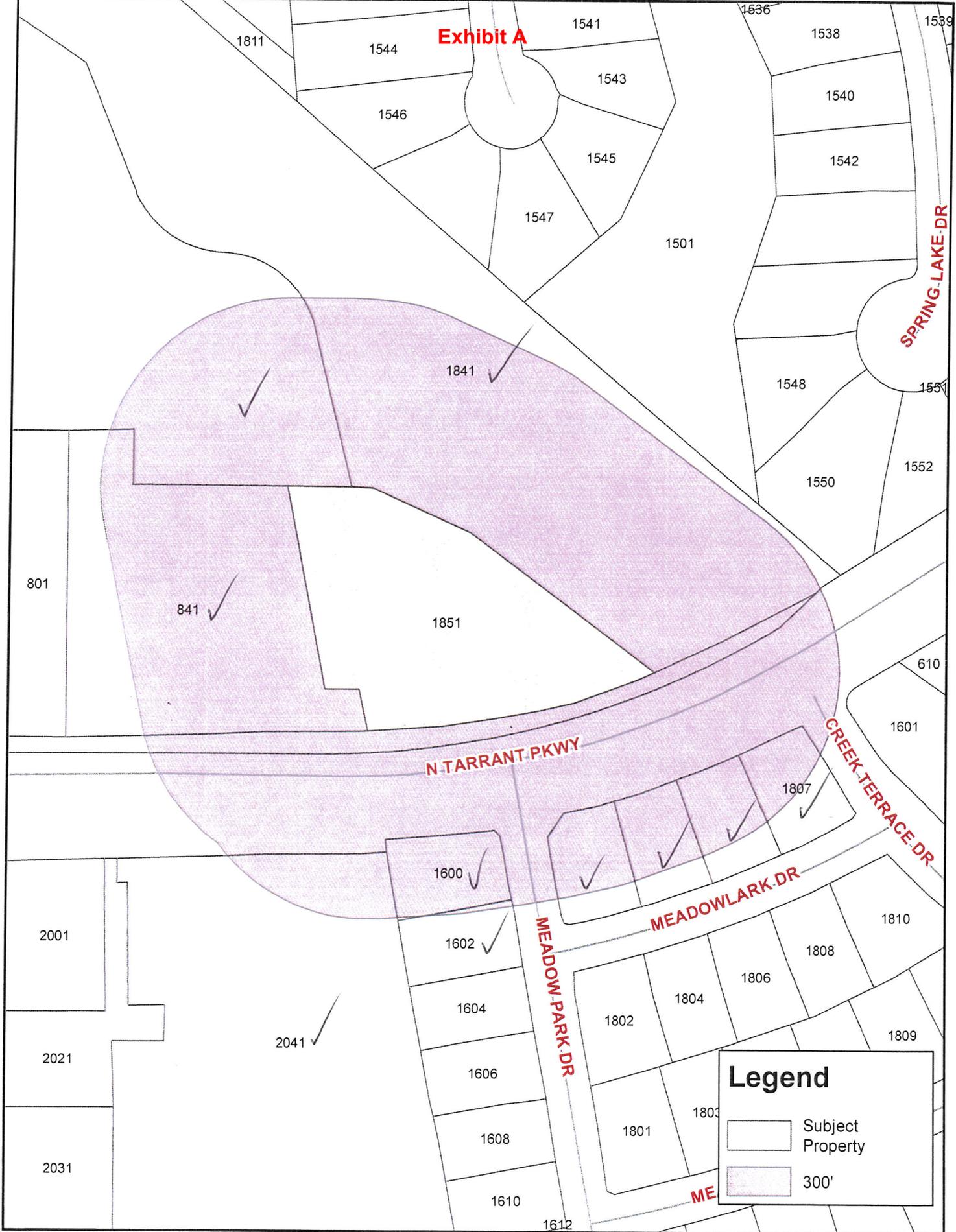
- Reducing the 30' landscape buffer in the back to 10' to allow of the placement of the building. There will be significant landscaping along the back and side of the property extending up to North Tarrant Parkway.

Additional items that should be noted:

- There are currently no trees on the site but our development plan will add new trees and greatly enhance the landscaping of the property.
- All surrounding property owners within a 300' radius of the site have been contacted and made aware of the planned development. The flyer distributed to the property owners is attached.
- A Trip Generation Report for the new development was provided by Dunaway and is attached for reference.

Our intention is for this new development to that it be complimentary to the surrounding properties and neighborhoods and compatible with planned development for the area. We respectively asked the planned development be amended to allow for the noted variances.

Exhibit A



Legend

-  Subject Property
-  300'

Map dated: March 2017



1851 Rufe Snow
300' Buffer



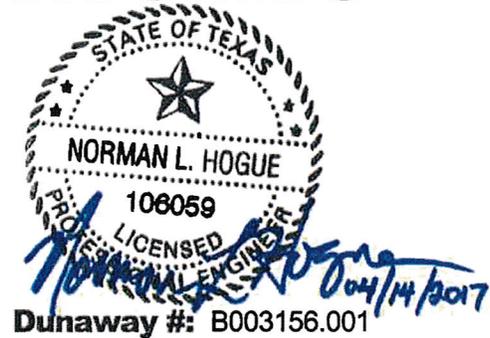
Memo

To: Alonzo Liñán, PE, PTOE, MPA
Director of Public Works
City of Keller

From: Norman Hogue, PE
Senior Traffic Engineer
Dunaway Associates, L.P

Date: April 14, 2017

Re: Proposed Retail Center with Medical/Dental Office along North Tarrant Parkway



Introduction

This Trip Generation Memo was completed at the request of the City of Keller for a proposed retail center and dental office development located along North Tarrant Parkway, East of Rufe Snow Drive in Keller, Texas (see **Attachment 1** for project location). The proposed development is to be located on the north side of North Tarrant Parkway, approximately 550 feet east of the intersection with Rufe Snow Drive. North Tarrant Parkway in the vicinity of the proposed development is a median divided, six-lane roadway, with a posted speed limit of 40 mph.

Proposed Site Plan

The proposed site plan (see **Attachment 2**) includes one retail building with 5,592 SF, and one medical/dental office building with 4,414 SF. The proposed site plan includes construction of one right-in/right-out driveway along the north side of North Tarrant Parkway; this driveway is proposed to be 30 ft. in width. The driveway will include one outbound lane and one inbound lane. The proposed site includes 57 parking spaces and a 24' access easement which will connect to the existing development located to the west of the proposed uses. Existing traffic volumes were not collected for this Trip Generation Memo.

Trip Generation/Distribution

The Institute of Transportation Engineers (ITE) provides predicted trip generation rates and equations for several land uses as provided in *ITE Trip Generation, 9th Edition*. These rates are based on individual sites to compute driveway volumes for particular land uses. The *ITE Trip Generation Handbook, 2nd Edition* provides that significant pass-by trips are associated with particular land uses located adjacent to highly traveled roadways and states "The pass-by trip-making phenomenon, if estimated to be significant, should be recognized when examining the traffic impact of a development on the adjacent street system." The pass-by trips are

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 Proposed Retail Center with Medical/Dental Office along North Tarrant Parkway
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removed from the stream of traffic but counted in the total number of trips entering and exiting the site driveways. The summary of trip generation rates and equations used for the proposed development are provided in **Table 1**. **Table 2** provides the summary of gross generated trips, while **Table 3** shows a summary of Net Primary Trips after the reduction of pass-by trips. The respective land use sheets and a summary table are included in the **Appendix**.

Table 1. Summary of Trip Generation Rates

Land Use	ITE Code	Unit	Trip Rate			Pass-By (%)	Distribution Rate (%)			
			Daily	AM	PM		AM Hour		PM Hour	
							In	Out	In	Out
Medical Dental Office	720	KSF	36.13	2.39	3.57	0	79	21	28	72
Shopping Center	820	KSF	Eq. 1	Eq. 2	Eq. 3	34	61	39	48	52
High Turnover/Sit Down Restaurant	932	KSF	127.15	10.81	9.85	43	55	45	60	40

Equation 1: $e^{(0.65 \cdot \ln(x) + 5.83)}$ Equation 2: $e^{(0.61 \cdot \ln(x) + 2.24)}$ Equation 3: $e^{(0.67 \cdot \ln(x) + 3.31)}$

Table 2. Summary of Gross Primary Trips

ITE Land Use	ITE Code	Unit	Qty.	Daily	AM Peak Hour*		PM Peak Hour*	
					Enter	Exit	Enter	Exit
Medical Dental Office	720	KSF	4.4	159	8	2	4	11
Shopping Center	820	KSF	3.0	695	11	8	27	30
High Turnover/Sit Down Restaurant	932	KSF	3.0	380	17	15	16	14
Subtotal				1,235	36	25	47	55
Total				1,235	61		102	

*Numbers may not add up due to rounding.

Table 3. Summary of Net Primary Trips

Type of Trips	AM Peak Hour		PM Peak Hour	
	Enter	Exit	Enter	Exit
Gross New Trips	36	25	47	55
Pass-by (-)	10	10	16	16
Net New Trips	26	15	31	39
TOTAL	41		70	

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Once the assumed trip generation for the proposed development was calculated, the next steps in the traditional three-phase planning process are the distribution and assignment to the proposed access driveway. For this project, only one access point is being constructed, but site traffic will have access to the existing driveway located to the west of the property. Since traffic volumes are unknown at this time, and a directional distributed is not necessary to fill out the required Unified Development Code (UDC) worksheet, all driveways were combined in the reporting total. The attached UDC worksheet includes a summary of the total gross floor area, number of parking spaces, and the gross trips anticipated for the development.

Conclusions

The trip generation analysis for the proposed development indicates that a total of 61 AM and 102 PM peak hour vehicles are anticipated. Similarly, a total of 1,235 vehicle trips during a typical 24-hour weekday period are anticipated for the proposed development.

NLH/nlh

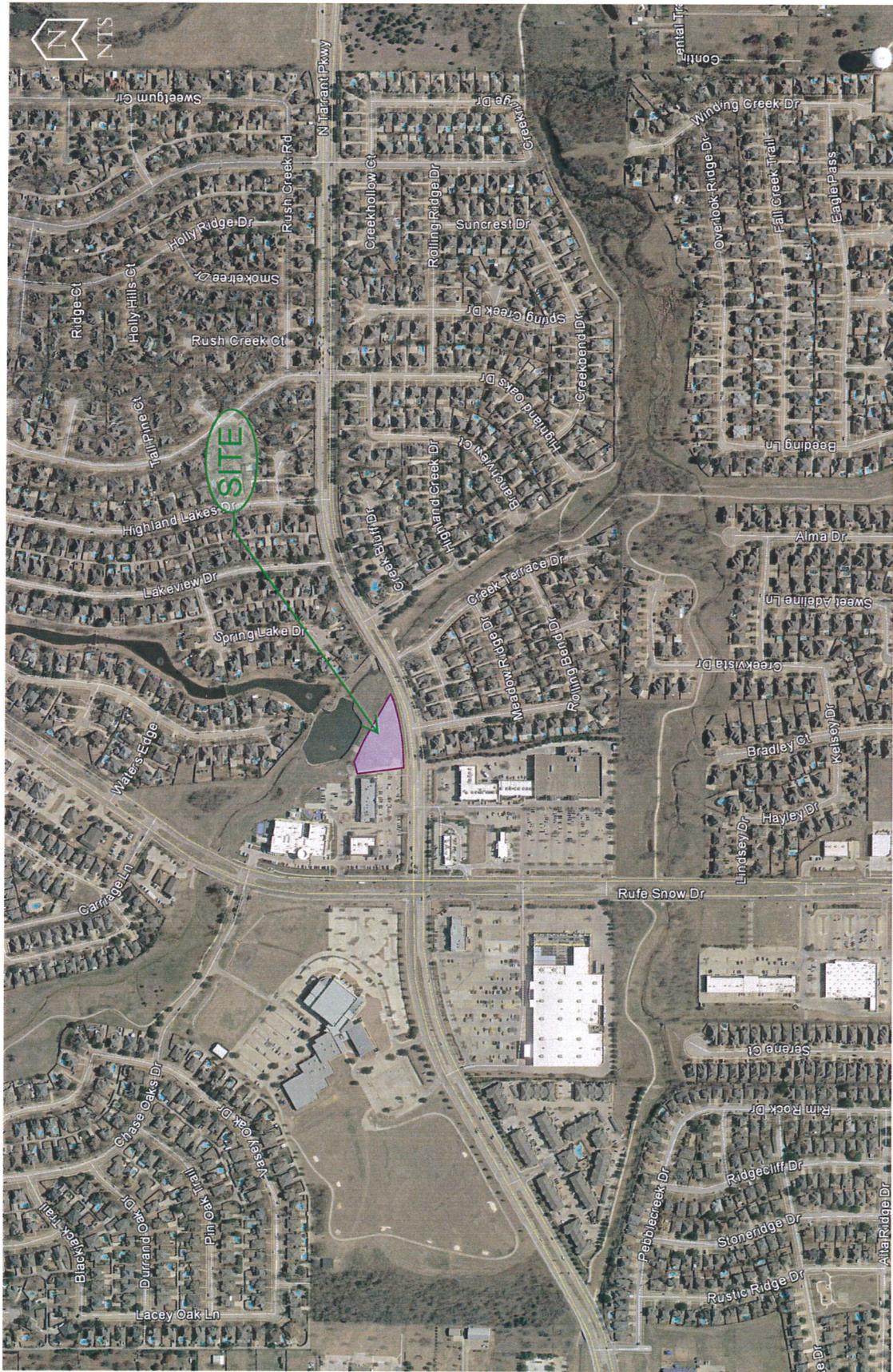
G:\Production\500\003100\3156\001\Traffic\17-0412--NTP Retail_Dental_TGM.docx

Attachments:

- Project Location
- Proposed Site Plan
- Trip Generation Worksheet
- City of Keller Unified Development Code pages 5-94 and 5-95
- Keller Zoning Flyer

cc: File

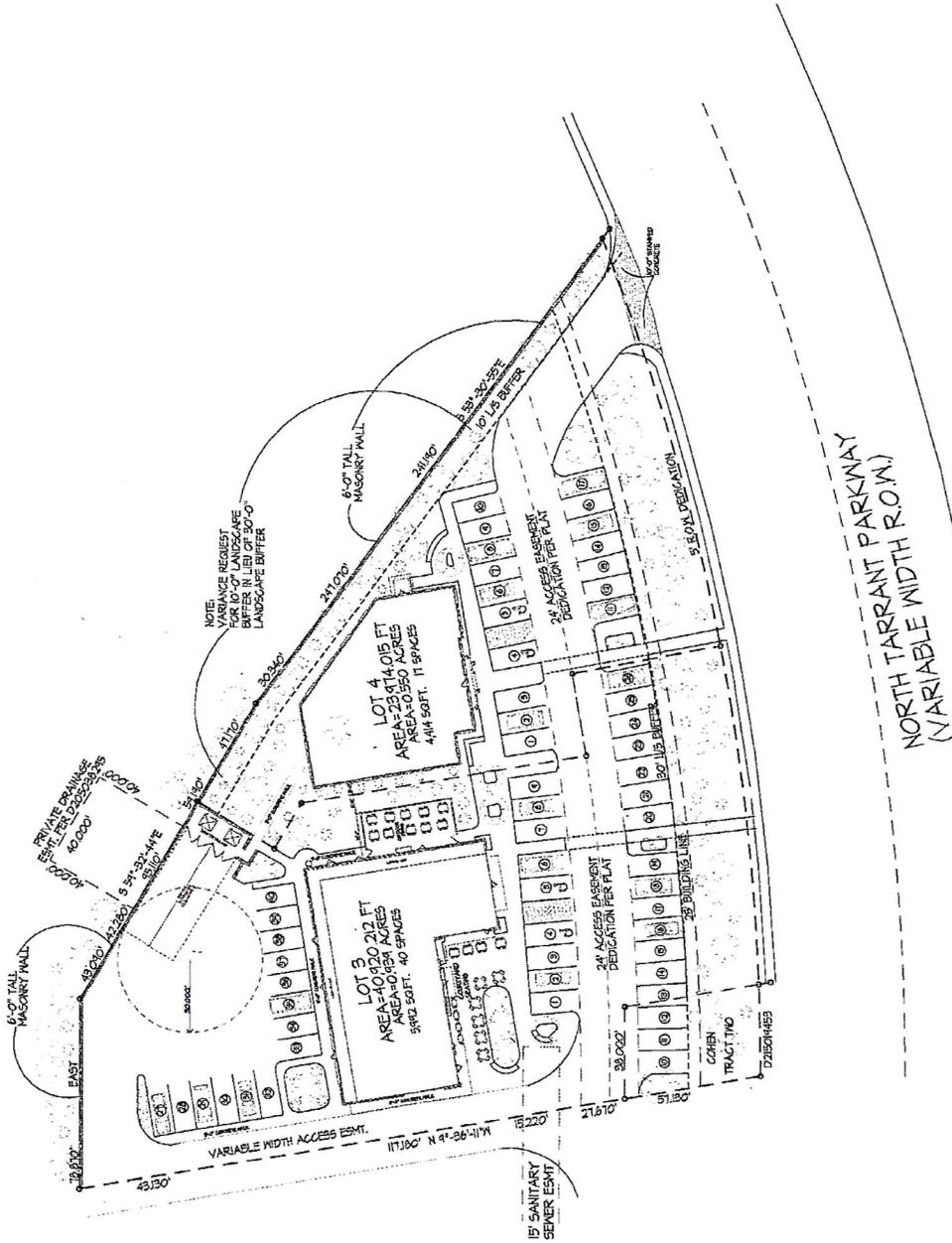
Exhibit A



LOCATION MAP

Trip Generation Memo - Retail Center and Medical/Dental Development, Keller, Texas





SITE PLAN 5,992 SQ.FT. RETAIL + 4,414 SQ.FT. MEDICAL/DENTAL

• COPYRIGHT 2016 • DESIGN SERVICES • BY WILLIAM C. BROWN •

SCALE: 1"=20'-0"



PROPOSED SITE PLAN

Trip Generation Memo - Retail Center and Medical/Dental Development, Keller, Texas

ITE Trip Generation Rates - 9th Edition
Pass-by rates from ITE Trip Generation Handbook - 2nd Edition
 (copyrights, Institute of Transportation Engineers)

Instructions: Enter Expected Unit Volumes into Column 'M'
 Notes on Color Coding at Bottom

Description/ITE Code	Units	ITE Vehicle Trip Generation Rates (peak hours are for peak hour of adjacent street traffic unless highlighted)										Total Generated Trips						Total Distribution of Generated Trips					
		Weekday	AM	PM	Pass-By	AM In	AM Out	PM In	PM Out	Daily	AM Hour	PM Hour	AM In	AM Out	Pass-By	PM In	PM Out	Pass-By					
		36.13	2.39	3.57	79%	21%	28%	72%	4.4	159	11	16	8	2	0	4	11	0					
Medical Dental Office - 720	KSF ²	Equations										695	18	57	8	5	6	18	20	19			
Shopping Center - 820 (Equation)	KSF ²	127.75	10.81	9.85	55%	45%	60%	40%	380	32	29	10	8	14	10	7	13						
High Turnover/Sit Down Rest 932	KSF ²											1,235	61	102	26	15	20	33	38	32			

RED Rates = CAUTION - Use Carefully - Small Sample Size
Green Rates = Peak Hour of Generator - (no peak rate for the rush hour of adjacent street traffic)
Blue Rates = Saturday Daily total - (no weekday daily rate)
Added to 9th Edition
***Pass-By % are Rates from Weekday PM Peak Period**
***The Total Pass-By Trips will be Distributed: 50% IN / 50 % OUT**

NA = Not Available KSF² = Units of 1,000 square feet
 DU = Dwelling Unit Fuel Position = the number of vehicles that could be fueled simultaneously
 Occ.Room = Occupied Room



itef Institute of Transportation Engineers
Trip Generation Data Form (Part 1)

Land Use/Building Type: 720/Medical Dental Office, 820/Shopping Center, 932/High Turnover/Sit Down Restaurant
 Source: ITE Trip Generation Version 9 Information
 Name of Development: Retail Center/Medical Office Located on North Tarrant Parkway
 City: Keller State/Province: TX Zip/Postal Code: 76248
 Country: USA
 ITE Land Use Code: _____
 Source No. (ITE use only): _____
 Day of the Week: _____ Day: _____ Month: _____ Year: _____
 Metropolitan Area: _____

1. For fast-food land use, please specify if hamburger- or nonhamburger-based.

Location Within Area:
 (1) CBD (3) Suburban (Non-CBD)
 (2) Urban (Non-CBD) (4) Suburban CBD
 (5) Rural
 (6) Freeway Interchange Area (Rural)
 (7) Not Given

Detailed Description of Development:

Independent Variable: (include data for as many as possible) ?

	Actual	Estimated
(1) Employees (#)	<input type="checkbox"/>	<input type="checkbox"/>
(2) Persons (#)	<input type="checkbox"/>	<input type="checkbox"/>
(3) Total Units (#) (indicate unit: _____)	<input type="checkbox"/>	<input type="checkbox"/>
(4) Occupied Units (#) (indicate unit: _____)	<input type="checkbox"/>	<input type="checkbox"/>
10,406 (5) Gross Floor Area (gross sq. ft.)	<input type="checkbox"/>	<input type="checkbox"/>
(% of development occupied _____)	<input type="checkbox"/>	<input type="checkbox"/>
(6) Net Rentable Area (sq. ft.)	<input type="checkbox"/>	<input type="checkbox"/>
(7) Gross Leasable Area (sq. ft.)	<input type="checkbox"/>	<input type="checkbox"/>
(% of development occupied _____)	<input type="checkbox"/>	<input type="checkbox"/>
1.49 (8) Total Acres (% developed: _____)	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Actual **Estimated**

(9) Parking Spaces (% occupied: 57)
 (10) Beets (% occupied: UNK)
 (11) Seats (#)
 (12) Servicing Positions/Vehicle Fueling Positions
 (13) Shopping Center % Out-parcels/pads
 (14) A.M. Peak Hour Volume of Adjacent Street Traffic
 (15) P.M. Peak Hour Volume of Adjacent Street Traffic
 (16) Other
 (17) Other

2. Definitions for several independent variables can be found in the Trip Generation, Second Edition, User's Guide Glossary.

3. Please provide all pertinent information to describe the subject project, including the presence of bicycle/pedestrian facilities. To report bicycle/pedestrian volumes, please refer to Part 4 of this data form.

Other Data:

Vehicle Occupancy (#):
 A.M. _____ P.M. _____ 24-hour % _____
 Percent by Transit:
 A.M. % _____ P.M. % _____ 24-hour % _____
 Percent by Carpool/Vanpool:
 A.M. % _____ P.M. % _____ 24-hour % _____

Employees by Shift:
 Start Time _____ End Time _____ Employees (#) _____
 First Shift: _____
 Second Shift: _____
 Third Shift: _____

Parking Cost on Site: Hourly _____ Daily _____

Transportation Demand Management (TDM) Information:
 At the time of this study, was there a TDM program (that may have impacted the trip generation characteristics of this site) underway?
 No
 Yes (If yes, please check appropriate box(es), describe the nature of the TDM program(s) and provide a source for any studies that may help quantify this impact. Attach additional sheets if necessary)

<input type="checkbox"/> (1) Transit Service	<input type="checkbox"/> (5) Employer Support Measures	<input type="checkbox"/> (9) Tolls and Congestion Pricing
<input type="checkbox"/> (2) Carpool Programs	<input type="checkbox"/> (6) Preferential HOV Treatments	<input type="checkbox"/> (10) Variable Work Hours/Compressed Work Weeks
<input type="checkbox"/> (3) Vanpool Programs	<input type="checkbox"/> (7) Transit and Ridesharing Incentives	<input type="checkbox"/> (11) Telecommuting
<input type="checkbox"/> (4) Bicycle/Pedestrian Facilities and Site Improvements	<input type="checkbox"/> (8) Parking Supply and Pricing Management	<input type="checkbox"/> (12) Other _____

Part A – Street System Improvements

FIGURE 4.01 – Trip Generation Data Form (Part 1)

ITE Institute of Transportation Engineers
Trip Generation Data Form (Part 2)

Summary of Driveway Volumes (All = All Vehicles Counted, Including Trucks; Trucks = Heavy Duty Trucks and Buses)

	Average Weekday (M-F)			Saturday			Sunday		
	Enter	Exit		Enter	Exit		Enter	Exit	
		All	Trucks		All	Trucks		All	Trucks
24-Hour Volume									
A.M. Peak Hour of Adjacent ¹ Street Traffic (7 - 9) Time (ex.: 7:15 - 8:15):	36	25	61						
P.M. Peak Hour of Adjacent ² Street Traffic (4 - 6) Time:	47	55	102						
A.M. Peak Hour Generator ³ Time:									
P.M. Peak Hour Generator Time:									
Peak Hour Generator Time (Weekend):									

- Highest hourly volume between 7 a.m. and 9 a.m. (4 p.m. and 6 p.m.). Please specify the peak hour.
- Highest hourly volume during the a.m. or p.m. period. Please specify the peak hour.
- Highest hourly volume during the entire day. Please specify the peak hour.

Please refer to the Trip Generation User's Guide for full definition of terms.

Hourly Driveway Volumes- Average Weekday (M-F)

A.M. Period	Enter		Exit		Total		Mid-Day Period	Enter		Exit		Total		P.M. Period	Enter		Exit		Total	
	All	Trucks	All	Trucks	All	Trucks		All	Trucks	All	Trucks	All	Trucks		All	Trucks	All	Trucks	All	Trucks
6:00-7:00							11:00-12:00							3:00-4:00						
6:15-7:15							11:15-12:15							3:15-4:15						
6:30-7:30							11:30-12:30							3:30-4:30						
6:45-7:45							11:45-12:45							3:45-4:45						
7:00-8:00	36		25		61		12:00-1:00						4:00-5:00							
7:15-8:15							12:15-1:15						4:15-5:15							
7:30-8:30							12:30-1:30						4:30-5:30							
7:45-8:45							12:45-1:45						4:45-5:45							
8:00-9:00							1:00-2:00						5:00-6:00			47		55		102

Check if Part 3, 4 and/or additional information is attached.

Survey conducted by: Name: Norman L. Hogue, PE

Organization: Dunaway Associates, L.P.

Address: 550 Bailey Avenue, Suite 400

City/State/Zip: Fort Worth, Texas 76107

Telephone #: 817-335-1121

E-mail: NHogue@dunaway-assoc.com

Part A – Street System Improvements

FIGURE 4.02 – Trip Generation Data Form (Part 2)