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## MEMORANDUM

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**DATE:** 4/17/2015

**TO:** David George, PE  
CRG Residential

**FROM:** Matt Brown, PE/PTOE  
Vice President  
A&F Engineering Co., LLC

**RE:** Satori Pointe Traffic Study – PUD Update

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In 2008, A&F Engineering conducted a comprehensive traffic impact study for a proposed multi-use development located north of US 36, along Satori Pointe on behalf of Wonderwall Land Development Services. The subject site was proposed to be developed with a YMCA center (with integrated medical offices), general office buildings, retail shops and residential condominiums. Over the past 7 years, the YMCA center and the medical office space have been constructed at this location, with the remaining portion of the land left undeveloped.

Recently, CRG Residential has proposed approximately 280 residential apartment units to be developed on this site as shown in the attached Figure. The layout of these proposed apartments, combined with the existing land-uses could allow for approximately 60,000 square feet of Retail ‘Outlot’ type uses to be developed along US 36. To evaluate the need for a traffic impact study update, A&F Engineering compared the trip generation data of these proposed land-uses to the land-uses that were previously analyzed in the study.

**Table 1** shows a comparison of the AM peak hour, PM peak hour and 24 hour generated trips of the previous land-uses and the land-uses that could be developed under the current plan.

TABLE 1 –TRIP GENERATION COMPARISON

	DEVELOPMENT INFORMATION			GENERATED TRIPS		
	Land Use	ITE Code	Size	AM Peak	PM Peak	24 Hour
Previous 2008 Land-uses	General Office Building	710	104,800 SF	194	196	1384
	Retail	820	131,000 SF	184	748	8094
	Residential Condominium	230	30 Units	19	22	232
	<b>Total Generated Trips (Old)</b>			<b>397</b>	<b>966</b>	<b>9710</b>
New Proposed Land-uses	Retail	820	60,000 SF	114	425	4872
	Apartments	220	280 Units	141	172	1820
	<b>Total Generated Trips (New)</b>			<b>255</b>	<b>597</b>	<b>6692</b>
	<b>% Change</b>			<b>-36%</b>	<b>-38%</b>	<b>-31%</b>

As depicted from the table above, the proposed land-uses will generate significantly less traffic than the land-uses considered in the traffic analysis. Therefore, it can be concluded that the infrastructure recommendations made in the original study will be sufficient to accommodate the traffic volumes generated by the newly proposed land-uses and that an update to the traffic study is not necessary.

If you have any questions regarding the information summarized in this memorandum please feel free to contact A&F Engineering.

