December 10, 2021
PK# 4902-21.081
Z201-337

PRELIMINARY TRAFFIC ASSESSMENT

Project:
Longhorn Ballroom
In Dallas, Texas

Prepared for:
City of Dallas

On behalf of:
Island Rock Holdings, LLC

Prepared by:

Steve E. Stoner

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Pacheco Koch

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PRELIMINARY TRAFFIC ASSESSMENT
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Dallas, Texas

TABLE OF CONTENTS

LIST OF TABLES:


Map derived from DFWMaps.com
Pacheco Koch
- Project Location
- Traffic Signal
Site Location Map
Longhorn Ballroom, Dallas, Texas
PK 4902-21.081 (AJV: 03/03/21)
EXHIBIT 1

The services of **Pacheco Koch** (PK) were retained by **Island Rock Holdings, LLC** to prepare a Preliminary Traffic Assessment, as requested by the City of Dallas, for the proposed development described below. As described in Appendix A6 of the City of Dallas *Street Design Manual*, the purpose of a Preliminary Traffic Assessment is "to provide a snapshot of traffic information and potential issues related to a proposed development" and "to provide a technical justification to waive a traditional Traffic impact analysis."

This study was prepared by registered engineers at Pacheco Koch who are experienced in transportation and traffic engineering (the "Engineer"). Pacheco Koch is a licensed engineering firm based in Dallas, Texas, that provides professional engineering and related services.

1. PROJECT DESCRIPTION

NAME OF DEVELOPMENT: Longhorn Ballroom

PROPERTY ADDRESSES: 200 and 216 Corinth Street; 2202-2222 S Riverfront Boulevard

LAND USE(S): mixed-use commercial, including commercial amusement (see details below in Table 1)

Table 1. Development Program

USE	EXISTING TO REMAIN	PROPOSED
Restaurant	4,000 SF (currently vacant)	(no change, except intent to occupy)
Mixed Use Commercial [retail, office, etc.]	16,000 SF (currently vacant)	(no change, except intent to occupy)
Longhorn Ballroom [used as concert venue and event center]	25,000 SF (up to 2,000-person audience capacity)	(no change)
Outdoor Concert Venue	0	Stage structure, approximately 4,200 SF Audience structures, approximately 5,335 SF (up to 5,000-person audience capacity)

NOTE: The development program provided above is based upon the most current and complete information available at the time of this study publication.

EXISTING ZONING: PD 784 – Trinity River Corridor Special Purpose District, Cedars West Subdistrict No. 2

PROPOSED ZONING: Planned Development District

SITE ACCESS: the site will maintain existing access on Corinth Street and S Riverfront Boulevard (see The Longhorn Ballroom was constructed in 1950 and has functioned

as a dance hall, music venue, and event space off-and-on since that time. The existing buildings on site include a 25,000-SF ballroom and a 20,000-SF, linear, two-story commercial building that contains a restaurant, recording studio, and a former motel. The proposed development will rehabilitate the existing uses and promote the ballroom venue for Indoor Events (up to 2,000 attendees) and create a new outdoor, live-performance venue (a.k.a., the "pavilion") for Outdoor Events approximately 50 times per year (up to 5,000 attendees) on the immediately adjacent two acres.

The adjacent pavilion property has previously served as open-field parking for Indoor Events. The property will be enhanced with a permeable surface suitable for spectators during Outdoor Events and vehicular parking during Indoor Events. The pavilion will contain a new, permanent stage structure of approximately 4,200 square feet of floor space along with a limited number of small structures containing suites with covered seating areas. But, the primary viewing area will be the open lawn that contains no fixed seating. Both "Indoor Events" and "Outdoor Events" will mostly occur during evenings and weekends but will be nonconcurrent.

The site currently provides approximately 68 marked, paved parking spaces located in the courtyard between the ballroom and motel building, which are intended to remain. The paved surface parking will be available for day-to-day use by the businesses within the redeveloped motel building and during events. As has been the case in the past, the rear pavilion area will be available for surface parking for Indoor Events. Off-site and remote parking will be used on an as-needed basis (see separate Traffic Management Plan).

SITE PLAN)

OTHER PERTINENT INFO: The Longhorn Ballroom was constructed in 1950 and has functioned as a dance hall, music venue, and event space off-and-on since that time. The existing buildings on site include a 25,000-SF ballroom and a 20,000-SF, linear, two-story commercial building that contains a restaurant, recording studio, and a former motel. The proposed development will rehabilitate the existing uses and promote the ballroom venue for Indoor Events (up to 2,000 attendees) and create a new outdoor, live-performance venue (a.k.a., the "pavilion") for Outdoor Events approximately 50 times per year (up to 5,000 attendees) on the immediately adjacent two acres.

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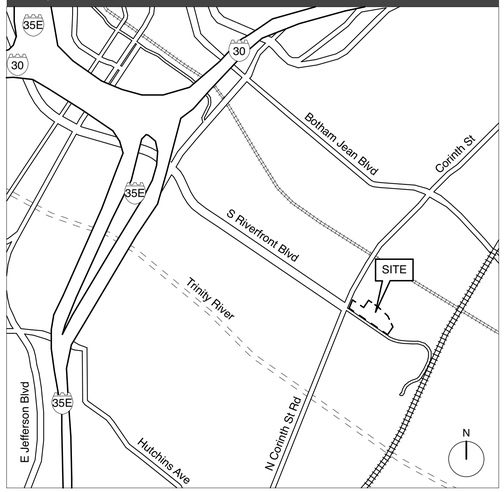
SITE PLAN

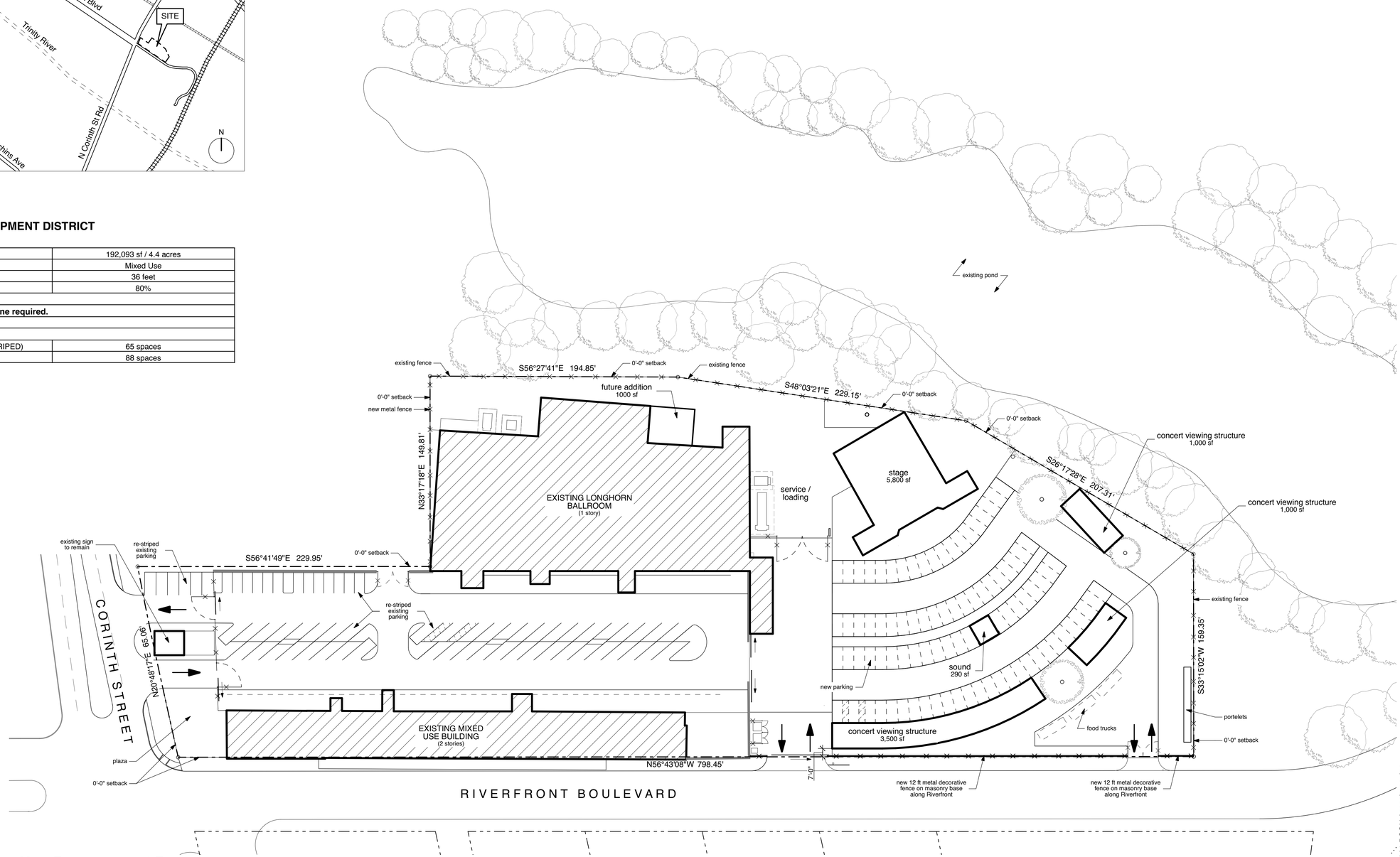
(see next page)

VICINITY MAP



SITE DATA TABLE
PLANNED DEVELOPMENT DISTRICT

TOTAL SITE AREA	192,093 sf / 4.4 acres
LAND USE	Mixed Use
MAX. BUILDING HEIGHT	36 feet
MAX. LOT COVERAGE	80%
MINIMUM SETBACKS: None required.	
PARKING	
EXISTING PARKING (RE-STRIPED)	65 spaces
NEW OVERFLOW PARKING	88 spaces



0' 50'

01 Development Plan

SCALE: 1" = 40'

DSGN

Longhorn Ballroom Master Development Plan

Dallas, TX
Project 2036.00

Owner
Big D Development

Architect
DSGN Associates, Inc.
115 West Greenbriar Lane
Dallas, Texas 75208 USA

REGISTERED ARCHITECT
ROBERT L MECKFESSEL
7963
STATE OF TEXAS

07 December 2021

Issue Date/ Rev

25 Oct 21 Issue for Application
07 Dec 21 Issue for Application

Development Plan

Case Z201-337

2. TRIP GENERATION

The mixed-use portion of the project is anticipated to generate day-to-day traffic—mostly during traditional weekday peak hour periods. Traffic generated by ballroom events and concert events will not occur on a daily basis and will mostly occur during off-peak times.

ASSUMPTIONS:

Maximum Capacity: 2,000 (ballroom), 5,000 (outdoor concerts)

Estimated Number of Events: 50 per year (ballroom), 50 per year (outdoor concerts)

Typical Event Days/Times: Weekday and Weekend Evenings between 7:00 PM-12:00 AM.

Pass-by Trip Ends: 0%

Internal Trip Capture: during ballroom and concert events, it is assumed that generally any traffic generated by the retail and restaurant uses will be internally generated from event-/concert-goers.

Universally accepted published statistics on mode split is not readily available; however, anecdotally, a significant percentage of event-traffic generated by the subject site is anticipated to use alternative travel modes, such as TNC (Transportation Network Companies, such as Uber and Lyft), public transit/shuttle service, etc.

For Special Events, limited on-site parking will be available for a fee (approximately 80 spaces); for Indoor Events specifically, parking on the rear lot (i.e., the standing area for Outdoor Events) will also be available for parking.

For Indoor Events and minor Outdoor Events, off-site parking will be available within a convenient walking distance (less than ten-minute walk).

For major Outdoor Events, the Owner/Operator will provide shuttle buses for ticketed patrons between the site and the transit stations and designated remote parking lots in the vicinity.

On-Site Parking: anticipated to accommodate: 100% of parking demand for day-to-day uses; $\geq$30% for Indoor Events; $\geq$5% for Outdoor Events.

Estimated off-site parking + private shuttle mode split: anticipated to accommodate: 0% of parking demand for day-to-day uses; $\leq$30% during Indoor Events; $\leq$35% during Outdoor Events.

Estimated transit + private shuttle mode split: anticipated to accommodate 0% of parking demand for day-to-day uses; 0% during Indoor Events; $\leq$20% during Outdoor Events.

Estimated TNC mode split: anticipated to accommodate 0% of parking demand for day-to-day uses; 40$\pm$% during Indoor Events; 40$\pm$% during Outdoor Events.

Estimated Average Vehicle Occupancy for self-driving and TNC: 3.0

Table 2 provides a summary of the projected trip generation characteristics.

Table 2. Projected Trip Generation Summary

LAND USE (EST. QUANTITY) or SCENARIO	DAILY TRIP ENDS (WEEKDAY)	AM PEAK HOUR TRIP ENDS (ADJ. STREET PEAK)	PM PEAK HOUR TRIP ENDS (ADJ. STREET PEAK)	OFF-PEAK HOUR TRIP ENDS (EVENING-DURING EVENTS)
		Total (In/Out)	**Total** (In/Out)	**Total** (In/Out)
Day-to-Day Uses(1)				
Restaurant (4,000 SF)	449	**40** (22/18)	**39** (161/1,305)	**0** (0/0)
Retail (8,000 SF)	302	**8** (5/3)	**30** (14/16)	**0** (0/0)
Office (8,000 SF)	78	**9** (8/1)	**9** (1/8)	**0** (0/0)
SUBTOTAL	829	**57** (35/22)	**78** (39/39)	**0** (0/0)
Indoor Events(2)				
On-Site Parking	500	**0** (0/0)	**0** (0/0)	**200** (200/0)
TNC	1,333	**0** (0/0)	**0** (0/0)	**533** (267/266)
SUBTOTAL	1,833	**0** (0/0)	**0** (0/0)	**733** (464/266)
Outdoor Events(3)				
On-Site Parking	167	**0** (0/0)	**0** (0/0)	**83** (83/0)
TNC	2,667	**0** (0/0)	**0** (0/0)	**1,333** (667/667)
SUBTOTAL	2,833	**0** (0/0)	**0** (0/0)	**1,417** (750/667)

(1) Assumes hypothetical development program. Trip Gen source: Institute of Transportation Engineers *Trip Generation* handbook, 10th Edition.

(2) Assumptions: 2,000 attendance, 3.0 persons per vehicle, 30% on-site parking, 30% off-site parking with shuttle, 0% transit with shuttle, 40% TNC.

(3) Assumptions: 5,000 attendance, 3.0 persons per vehicle, 5% on-site parking, 35% off-site parking with shuttle, 20% transit with shuttle, 40% TNC.

3. PARKING GENERATION

EXISTING PARKING SUPPLY: 68 paved*, 0 unpaved (grass/rock)**

PROPOSED PARKING SUPPLY: 70 paved*, 86 unpaved (grass/rock)**

* Approximate. ** Used during events inside the ballroom.

For all uses on site, the paved surface parking will be available. For ballroom events, paved surface parking and the unpaved surface parking will be available. For outdoor concert events, only the paved parking will be available on site; the remainder of the parking demand will be accommodated off-site and by alternative travel modes (see PROJECT DESCRIPTION).

Table 3. Projected Parking Generation Summary

LAND USE (EST. QUANTITY) or SCENARIO	AVERAGE RATE	PROJECTED PEAK PARKING DEMAND*
Day-to-Day Uses(1)		
Restaurant (4,000 SF)	9.44 per kSF	**38**
Retail (8,000 SF)	1.95 per kSF	**16**
Office (8,000 SF)	2.39 per kSF	**19**
SUBTOTAL	--	**72**
Ballroom Events(2)		
On-Site Parking	(see assumptions)	**200**
Off-Site Parking	(see assumptions)	**200**
Concert Events(3)		
On-Site Parking	(see assumptions)	**83**
Off-Site Parking	(see assumptions)	**583**

(1) Assumes hypothetical development program. Trip Gen source: Institute of Transportation Engineers *Parking Generation* handbook, 5th Edition.

(2) Assumptions: 2,000 attendance, 3.0 persons per vehicle, 30% on-site parking, 30% off-site parking, 0% transit, 40% TNC.

(3) Assumptions: 5,000 attendance, 3.0 persons per vehicle, 5% on-site parking, 35% off-site parking, 20% transit, 40% TNC.

Table 4. Base Code Parking Requirements

(Hypothetical Development Program, Based upon PK interpretations of City Code)

NOTE: The following calculation may not reflect parking reductions to which the property is entitled, such as Delta Credits or other.

LAND USE	QUANTITY	RATE	PARKING REQUIREMENT
Day-to-Day Uses(1)			
Restaurant [51A-4.210(a)(24)(C)	4,000 SF	1 space per 100 SF	40
General Retail [51A-4.210(a)(14)(C)	8,000 SF	1 space per 200 SF	40
Office [51A-4.207(14)(C)	8,000 SF	1 space per 333 SF	24
SUBTOTAL			104
Ballroom Events(2)			
Commercial Amusement (Inside) [51A-4.210(a)(7)(C)]	25,000 SF	--	(TBD)
Concert Events(3)			
Commercial Amusement (Outside) [51A-4.210(a)(8)(C)]	4,200 SF (stage structure)	--	(TBD)

(1) Assumes hypothetical development program. Does not include potentially applicable parking reductions in accordance with PD 748.

(2) Generally, mutually exclusive hours of operation.

(3) Generally, mutually exclusive hours of operation.

4. ROADWAY CONDITIONS

ADJACENT ROADWAYS:

(A) Corinth Street, north of S Riverfront Blvd

- Existing condition: *three lanes, two-way operation with continuous, two-way, center left-turn lane; no curbs and gutters; no sidewalks*
- City of Dallas Thoroughfare Plan Designation: *Principal Arterial, S-4-D (amended: 01/13/2021)*
- Current Daily Traffic Volume: *15,386 (2019, TxDOT)*
- City of Dallas Bikeway System Designation: *on-street bicycle facility*

(B) S Riverfront Boulevard, east of Corinth Street

- Existing condition: *two lanes, two-way operation; no curbs and gutters; no sidewalks*
- City of Dallas Thoroughfare Plan Designation: *Principal Arterial, S-6-D (amended: 01/23/1991)*
- Current Daily Traffic Volume: *16,912 (2019, TxDOT)*
- City of Dallas Bikeway System Designation: *none (sharrows)*
- NOTE: *East of the subject site approximately 0.3 miles, S Riverfront Boulevard currently terminates as a public street at the entry to the Sante Fe Trestle Trail access-East Side. Implementation of the Thoroughfare Plan appears to be cost prohibitive.*

5. EVALUATION OF TRAFFIC OPERATIONS

EXISTING AND PROPOSED TRAFFIC OPERATIONS: Observed delays and long queues for eastbound left-turn from S Riverfront Boulevard to northbound Corinth Street during PM peak hour. Proposed development is not anticipated to impact this condition due to no significant site-related trip generation during this time period.

Intersection appears to generally operates well at other times of day.

EXISTING AND PROPOSED SITE ACCESS CONDITIONS: The site provides two driveways on Corinth Street and a surface parking area that is flush with the street. These conditions were likely constructed when the site was originally developed (in approximately 1951). The driveways are secured by a rolling metal gate that is closed when not in use.

The rear portion of the site has a driveway on S Riverfront Boulevard that has also likely been in use for decades. The driveway and the remainder of the property is currently secured by a chain link fence.

ADJACENT INTERSECTIONS:

Streets: Corinth Street and S Riverfront Boulevard

Existing Intersection Traffic Control Device: traffic signal (span-wire mounted); no pedestrian signal indications or push buttons are provided.

Reported Crashes in Prior Three Years (2018-2020):
- Total Crashes: 27
- # Type A Crashes (Suspected Serious Injury): 1
- # Type B Crashes (Suspected Minor Injury): 2
- # Type C Crashes (Possible Injury): 6

ANTICIPATED TRIP DISTRUBITION: (see next page)

POTENTIAL INTERNAL SITE CONSTRAINTS: The subject site will generally operate in its present condition that has existed for several decades. No appreciable constraints were noted.

Site Generated Trip Distribution

Longhorn Ballroom, Dallas, Texas

PK 4902-21.081 (AJV: 05/10/21)

EXHIBIT 2

6. SITE ACCESS EVALUATION

JUSTIFICATION FOR TRAFFIC IMPACT ANALYSIS WAIVER: The following are PK's findings and assessment of the traffic characteristics of the proposed development,

- Surrounding businesses are industrial in nature. These businesses generally operate during standard business hours and do not generate pedestrian activity.
- The current condition of roadway, pedestrian, and traffic control device infrastructure is significantly substandard based on current standards. However, current design standards are significantly different than those that were in place at the time the existing infrastructure was constructed. Existing infrastructure appears to have been unimproved and unaltered for several decades.
- The City of Dallas Thoroughfare Plan has not been implemented in this vicinity. Many current thoroughfare designations in the vicinity were established several decades ago and may warrant re-evaluation.
- The proposed development will generate minimal or no traffic during traditional peak periods. Site-generated traffic will primarily occur during evening periods when roadway capacity is largely unused. While the development would benefit from infrastructure improvements, the Project does not solely cause the need for mitigation.

EVALUATION OF SITE ACCESS: The proposed development will maintain all existing site access. Due to the proximity of the existing site access points on Corinth Street to the existing traffic signal, PK recommends that, specifically during concert and ballroom events, only the access point(s) on S Riverfront Boulevard be used and the entry from Corinth Street remain closed to minimize congestion near the Corinth-Riverfront intersection.

On S Riverfront Boulevard, the site has two existing access points—one approximately 500 feet east of Corinth and the other approximately 800 feet east of Corinth. However, the adjacent section of S Riverfront Boulevard is not curbed and has no drainage facilities, so the street and the lot have insignificant difference in grade. PK recommends the two driveways on S Riverfront Boulevard continue to be utilized and be improved to meet current design standards to the extent that is practical (given the condition of the adjacent street).

(See also – Longhorn Ballroom Traffic Management Plan for more detailed recommendations during Special Events)

7. CERTIFICATION STATEMENT

"I, Steve E. Stoner, hereby certify that the information provided in this report is complete and accurate to the best of my knowledge."

END OF MEMO

Pacheco Koch

APPENDIX

C.R.I.S. Query
Crash Records Information System

All crash data available using this tool represents reportable data collected from Texas Peace Officer's Crash Reports (CR-3) received and processed by the Texas Department of Transportation (Department) as of 03/18/2021. The Department makes no warranty, representation or guaranty as to the content, accuracy, timeliness or completeness of any of the information provided as a result of your query. Any opinions and conclusions resulting from analysis performed on the crash data must be represented as your own and not those of the State of Texas or the Department.

Legend

 More Than 1 Crash Located

 2018: C - POSSIBLE INJURY

 2020: 99 - UNKNOWN

 2019: N - NOT INJURED

 2020: A - SUPPECTED SERIOUS INJURY

 2018: 99 - UNKNOWN

Query Result Counts

Your query returned a total of **27 Crashes** containing **53 Units** and **73 Persons**.

Query Filters

Crash Year Is In 2018 or 2019 or 2020