

1996 VILLAGE ON THE PARKWAY

**BARTON-ASCHMAN** A PARSONS TRANSPORTATION COMPANYBarton Aschman Associates, Inc.  
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Post-It® Fax Note	7671	Date	1-5	# of pages	3
To	J. BAUMGARTNER		From	C. MORAN	
Co./Dept.			Co.		
Phone #			Phone #		
Fax #	06		Fax #		

**Memorandum**

**TO:** Carmen Moran  
Town of Addison

**FROM:** Gary Jost

**DATE:** January 5, 1996

**SUBJECT:** Village on the Parkway

Per your request, we have reviewed the proposed site plan for the Village on the Parkway. As we discussed in our December 26, 1995 meeting, we are providing comments on the following issues:

- Closure on Sakowitz Drive.
- Driveway geometrics and operations at the proposed Tower locations.
- Signalization of the Montfort Drive/Village Driveway intersection.
- Distribution of parking supply.
- Internal circulation
- Right turn deceleration lane for main entrance from Belt Line Road

Our comments regarding each of these issues are provided in the following paragraphs.

**CLOSURE OF SAKOWITZ DRIVE**

Barton-Aschman conducted an analysis of the impact of closing Sakowitz Drive in April 1988. Conclusions drawn from this analysis included the following:

- Approximately 20 percent of the traffic turning right onto Sakowitz Drive from Belt Line Road use Sakowitz Drive to access Montfort Drive. The remaining traffic was using the roadway to access the adjacent commercial centers.
- The impact to traffic conditions at the Belt Line Road/Montfort Drive intersection by the closure of Sakowitz Drive would be minimal.

Based on observations conducted recently at these intersections, our original observations still appear to be valid. It is our conclusion that the closure of Sakowitz Drive would have no significant negative impact on conditions at the Belt Line Road/ Montfort Drive intersection.

## **DRIVEWAY GEOMETRICS AND OPERATIONS**

The proposed site plan identifies "Project Identity Towers" at the three main entrances to the site. These entrances also include turn-a-rounds to facilitate the one-way flow of traffic through the site. Based on our review of the conceptual site plan provided by RTKL, we offer the following comments:

- The driveways on the Dallas North Tollway (DNT) Frontage Road and Montfort should be reconfigured to directly align entering and exiting traffic with the internal circulation aisles.
- There should be a minimum of ten feet between the edge of the tower and the edge of the drive aisle to provide adequate sight distance for u-turning vehicles.
- Stop signs should be installed to control crossing traffic from the parking areas immediately adjacent to the driveways.

It is our conclusion that by realigning the driveways, providing adequate sight distance around the towers, and controlling crossing vehicles, these driveway entrances should operate effectively.

## **SIGNALIZATION OF MONTFORT DRIVE ACCESS**

A traffic signal is being proposed for the major entrance to the site from Montfort Drive. Signalization at this location would require that a traffic signal warrant study be conducted to determine if conditions warranted the installation of the signal.

The installation of this signal would set a precedence for installation of traffic signals at the intersection of private driveways and arterial roadways within the Town limits. The Town has followed a policy of not signalizing private driveways given the numerous locations where signals would be requested.

If a signal is approved, the intersection would need to be configured to allow for the optimum phasing of the signal. This would require the reconfiguration of the driveway opposite the Village driveway to allow concurrent left turns from the driveways. This would eliminate the need to split phase the cross street (driveways) to allow left turns out of the driveways.

## **PARKING DISTRIBUTION**

The distribution of parking within the site will be important when evaluating internal circulation and pedestrian flows. Because of the physical configuration of the site, parking is more abundant on the south end. This is opposite the location of many of the uses generating the demand for the parking. Based on this the amount of parking provided in this area, we recommend that increased visibility of these parking spaces be provided through signing and identifiable routes to the southern parking area.

## **INTERNAL CIRCULATION**

The one-way traffic flow proposed for vehicular circulation will provide for the efficient circulation of vehicles within the site provided proper signing and markings are installed.

## **RIGHT-TURN LANE**

The entrance to the site from Belt Line Road will attract a high percentage of the trips generated by the site. It is recommended that an exclusive right-turn lane be constructed to facilitate vehicles turning right into the site from Belt Line Road. A minimum 150 foot lane ( 50 foot transition, 100 foot storage) should be provided if possible. If a minimum deceleration lane cannot be provided, the turning radius into the driveway should be a minimum of 50 feet.



# Halff Associates

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May 2, 1996  
AVO 15329

**VIA: COURIER**

Mr. John Baumgartner, P.E.  
Director of Public Works  
Town of Addison  
16801 Westgrove Drive  
Addison, Texas 75001-0144

**Re: Village on the Parkway; Addison, Texas**

Dear Mr. Baumgartner:

Attached are the final civil engineering plans dated May 2, 1996, for improvements to The Village on the Parkway for your final review.

Phase I and Phase II will be the only areas constructed at this time in conjunction with the trench drain only for Phase III. I have indicated on plan sheet C-2 the 100 year flow and bypass resulting from Phase I construction only. Phase II will have no impact on the site drainage.

We request that approval and release be granted on the civil engineering design plans for this project.

Please call me if you have any questions.

Sincerely,

**HALFF ASSOCIATES, INC.**

James D. Pruitt

c: Larry Wallace; Southwest Properties Group, Inc.

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