

Louisville Metro Planning Commission Public Hearing - April 24, 2025
Louisville Metro Land Development & Transportation Committee - March 13, 2025
Neighborhood Meeting - September 10, 2024

Docket No. 24-ZONE-0137

Zone Change from R-4 to R-6 and C-1 (w/ parking
waiver and setback variance) to allow a mixed
commercial-residential development at
6422 & 6808 Billtown Road

c/o Billtown Road Dev, LLC
Patrick Madden

Attorneys: Bardenwerper Talbott & Roberts, PLLC

Land Planners, Landscape Architects & Engineers: Land Design & Development Inc.

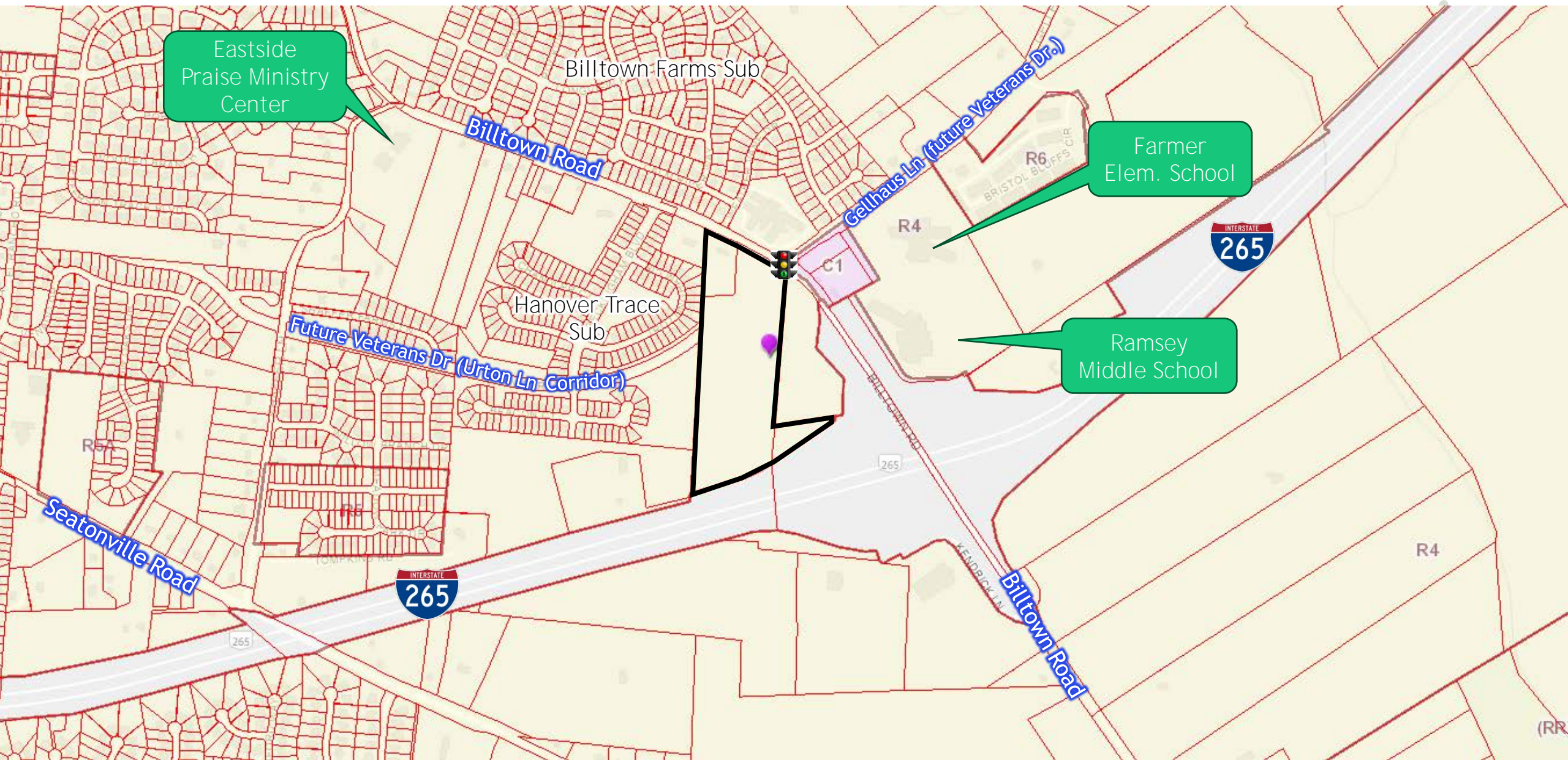
Traffic Engineer: Diane B. Zimmerman Traffic Engineering, LLC

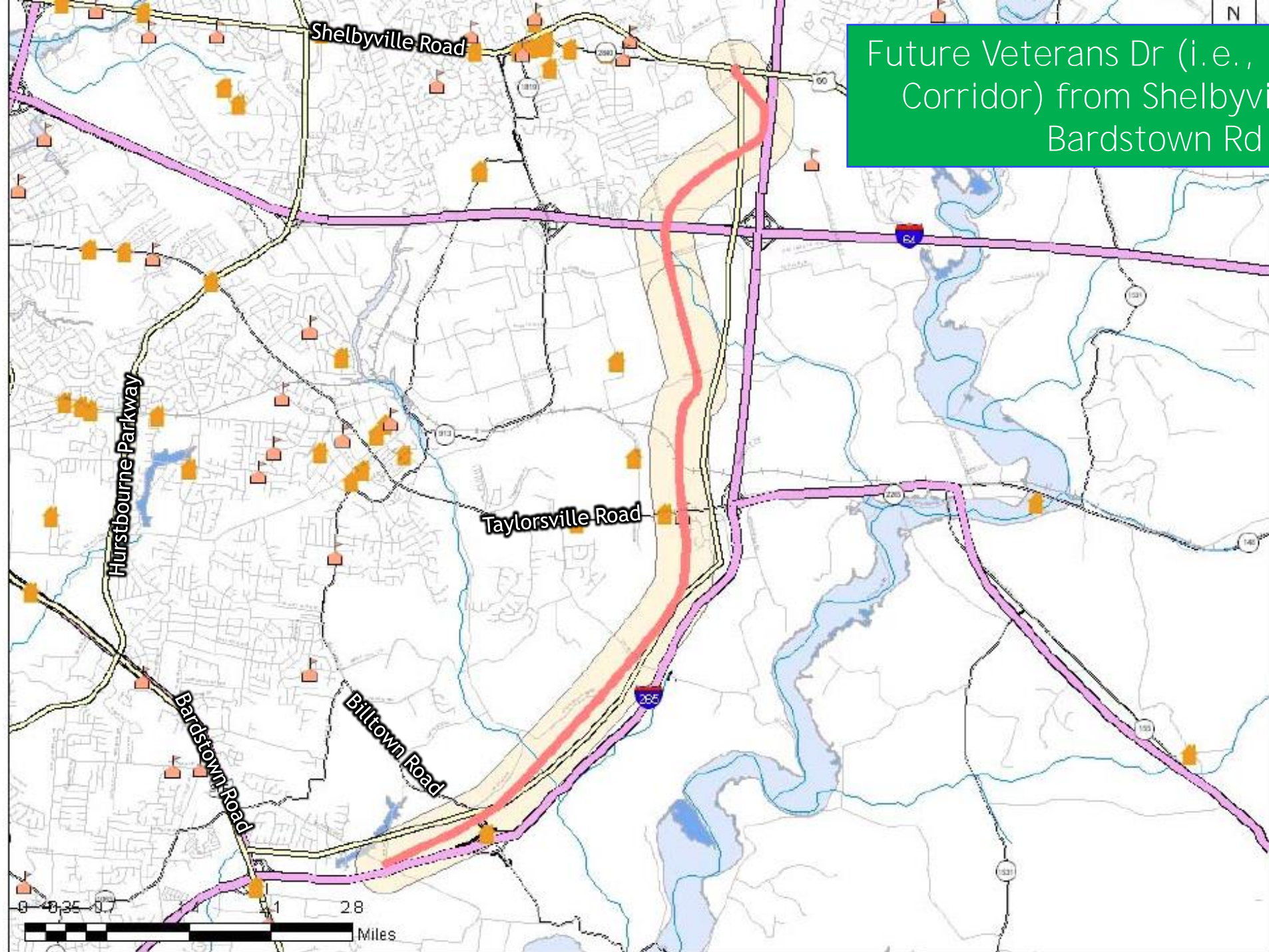


Eastside
Praise Ministry
Center

Farmer
Elem. School

Ramsey
Middle School





Future Veterans Dr (i.e., Urton Lane Corridor) from Shelbyville Rd to Bardstown Rd



WEATHER
VANEDR

GLEN RIDGE
HEALTH CAMPUS

GELLHAUS LANE

FARMER ELEMENTARY
SCHOOL

CHANDLER CT

BECKINGHAM BLVD

HANOVER TRACE
SUBDIVISION

TROTtingham CIRCLE

FUTURE VETERANS DRIVE

BEACON COURT

PROPOSED VETERANS DRIVE

RAMSEY MIDDLE
SCHOOL

BILLTOWN ROAD

KY - 6326

BILLTOWN FRONTAGE ROAD





SITE

View along Billtown Road, looking south towards Gene Snyder Freeway. Site is to the right.



View from site entrance looking east down Gellhaus Lane.



View of site from Gellhaus Lane, looking west towards Billtown Road.



SITE

View along Billtown Road looking north. Site is to the left.



	Allowed/Required	Proposed	Parking Allowed	Parking Proposed
Apartments Units	270 (17.42 du/a)	240 (15.5 du/a)	480	429
Open Space	101,587 sf	150,400 sf		

Total Gross Area	Existing Tree Canopy	Proposed Tree Canopy
26.3 ac	16.5%	35%

Use	Sq. Footage	Parking Allowed	Parking Proposed
Restaurant/Gas Station (Wawa)	6,400 sf	26	56
Coffee Shop	2,000 sf	20	9
Restaurant	6,730 sf	67	66



TRAFFIC PLANNING AND DESIGN, INC.

WWW.TRAFFICPD.COM

October 18, 2023

Ms. Caroline Churchill, P.E.
Kimley-Horn
10 Lea Avenue
Nashville, TN 37210

RE: Wawa Parking Analysis

Hilltown, Bucks County, PA / Millsboro, Sussex County, DE
TPD No. WAWA.00674

Dear Ms. Churchill:

As requested, Traffic Planning and Design, Inc. (TPD) has completed a parking analysis for purposes of determining the parking needs of typical Wawa Convenience Market with Gasoline facilities. This analysis was conducted at two (2) existing Wawa locations. The first site is located at the intersection of US 113 & State Route 30 (Laurel Road) in Millsboro, Delaware and the second site is located at the intersection of PA 113 (Souderton Road) & PA 313 in Hilltown, Pennsylvania. The Millsboro, DE Wawa contains a 5,566 sf. convenience store with 6 gasoline pumps (12 fueling positions), while the Hilltown, PA Wawa contains a 5,585 sf. convenience store with 8 gasoline pumps (16 fueling positions). Parking data was collected at these two facilities and the results are summarized below.

EXISTING PARKING DATA

As shown in **Figure 1**, the Millsboro, DE Wawa parking lot consists of approximately 42 dedicated passenger vehicle parking spaces (striped) and 12 fueling positions. Additionally, when the striped parking is fully occupied, passenger and oversized vehicles (i.e. tractor trailers, landscaping trucks, etc.) utilize the unmarked zones within the existing drive aisles.

As shown in **Figure 2**, the Hilltown, PA Wawa parking lot consists of approximately 66 dedicated passenger vehicle parking spaces (striped) and 16 fueling positions. Additionally, as observed at times, passenger and oversized vehicles (i.e. tractor trailers, landscaping trucks, etc.) utilize the unmarked zones within the drive aisles, more out of convenience than lack of available parking.

For the data collection purposes, TPD deployed Miovision cameras within the existing parking areas around the Millsboro, DE Wawa during the week of Friday May 20, 2022 to Thursday May 26, 2022. The cameras recorded video of the parking on-site each day between 6:00 A.M. to 9:00 P.M. Similarly, TPD deployed Miovision cameras within the existing parking areas around the Hilltown Wawa during the day of October 5, 2022 as well as conducted on-site parking observations. The cameras recorded video of the parking on-site each day between 12:00 A.M. to 11:59 P.M., while on-site parking observations were taken from 6:00 A.M. to 9:00 P.M. TPD then utilized this raw data and analyzed how each site operated from a parking perspective.

Table 1 summarizes the existing parking operations for the average and maximum observed parking occupancy with the raw data is provided in **Attachment A**.

TABLE 1
EXISTING PARKING OPERATIONS

Parking Analysis	Millsboro, DE (5,566 sf. w/ 12 fuel stations)	Hilltown, PA (5,585 sf. w/ 16 fuel stations)
Average Parking Occupancy	32 spaces	27 spaces
Average Parking Occupancy ratio per 1,000 sf.	5.75 spaces	4.83 spaces
Average Parking Occupancy ratio per fueling station	2.66 spaces	1.69 spaces
Maximum Parking Occupancy	48 spaces	43 spaces
Maximum Parking Occupancy ratio per 1,000 sf.	8.62 spaces	7.70 spaces
Maximum Parking Occupancy ratio per fueling station	4.00 spaces	2.69 spaces

Based on **Table 1**, during the course of a typical day, the Wawa sites observed averaged between 27 to 32 parking spaces occupied, however during the peak periods (i.e. A.M. peak, midday peak, and P.M. peak) the maximum parking occupancy observed/recorded was between 43 to 48 parking spaces occupied.

The above data, as well as the data contained in **Attachment A**, represents the number of parking spaces occupied. However, as is typical practice for TPD based on industry guidance, and in order to avoid driver frustration when circulating the parking lot looking for a parking space, TPD typically suggests providing a parking supply which provides a surplus above and beyond the observed/calculated parking occupancy when determining the number of off-street parking spaces to be provided. For this purpose and this type of use (retail/service), TPD typically suggests a 10% parking surplus be employed. Applying this surplus to the maximum parking occupancy provided in **Table 1**, yields the need to provide between 48 and 53 off-street parking spaces for a typical Wawa facility.

EXISTING PARKING OBSERVATIONS

The following observations were made during a review of the videos conducted as part of the data collected:

- Wawa deliveries usually occur during the off-peak hours and will block dedicated parking spaces for a period of time. Additionally, Wawa performs maintenance cleaning (ex. power washing of on-site parking) at all of their sites during the off-peak hours and will close some dedicated parking spaces for a brief period of time.
- Outside vendor truck deliveries (ex. Coca-Cola) occur occasionally during the off-peak hours but occasionally will occur during the A.M. peak hours and will block drive aisles and dedicated parking spaces for a period of time.

ADDITIONAL PARKING OBSERVATIONS

It should also be noted that neither the Millsboro, DE Wawa site, nor the Hilltown, PA site provided for dedicated EV charging parking spaces. This is important to note, as TPD has observed these spaces being a draw to Wawa sites. These parking spaces are only occupied by electric vehicles and tend to remain occupied for longer periods of time when compared to a non-EV charging space.

CONCLUSIONS

The following conclusions were reached based on the existing parking data and observations made at typical Wawa Convenience Markets with Gasoline:

- *Based on the existing parking data presented in Table 1, the maximum parking occupancy observed for a typical Wawa range from 7.70 to 8.62 parking spaces per 1,000 sf. or 2.69 to 4.0 parking spaces per fueling station.*
- *In order to avoid driver frustration when circulating the parking lot looking for a parking space, TPD typically suggests providing a parking supply which provides a surplus above and beyond the observed/calculated parking occupancy when determining the number of off-street parking spaces to be provided. For this purpose and this type of use (retail/service), TPD typically suggests a 10% parking surplus be employed.*
- *TPD has observed that EV charging spaces are a draw to Wawa sites. These parking spaces are only occupied by electric vehicles and tend to remain occupied for longer periods of time when compared to a non-EV charging space. Therefore, they are typically treated as "additional" parking spaces above and beyond what is needed for efficient operations of the Wawa facility.*

If any of you have any questions or require any additional information, please do not hesitate to contact us.

Sincerely,
TRAFFIC PLANNING AND DESIGN, INC.



Matthew I. Hammond, P.E.
Executive Vice President
mhammond@TrafficPD.com

Figures 1 & 2
Attachment A: Parking Data

cc: TPD Files

Section 9.1.16.A.4 Findings Required to Grant a General Parking Waiver

(a) (i) The Parking Waiver is in compliance with the previously filed Detailed Statement of Compliance with **All Applicable Goals, Objectives and Policies of the “Plan 2040” Comprehensive Plan as follows. The Parking Study** submitted with this application demonstrates what is essential for this, indeed any, proposed use — that being adequate parking to serve a demonstrated need and to do so in a way that (a) does not create a parking intrusion onto nearby properties and into nearby residential neighborhoods, (b) does not compete with the parking demands of nearby businesses, or (c) impedes the safe flows of traffic on nearby arterial and neighborhood streets.

(a) (ii) The applicant has made a good faith effort to provide as many parking spaces as possible on the site, on other property under the same ownership or through joint use provisions as follows. Only this Wawa site and no other properties are available to provide the required parking. And joint use parking with the other proposed uses is impossible because none of the other three uses (i.e., coffee shop, restaurant and apartments) provide more spaces than they themselves need and further because two of those uses are located across a future arterial roadway.

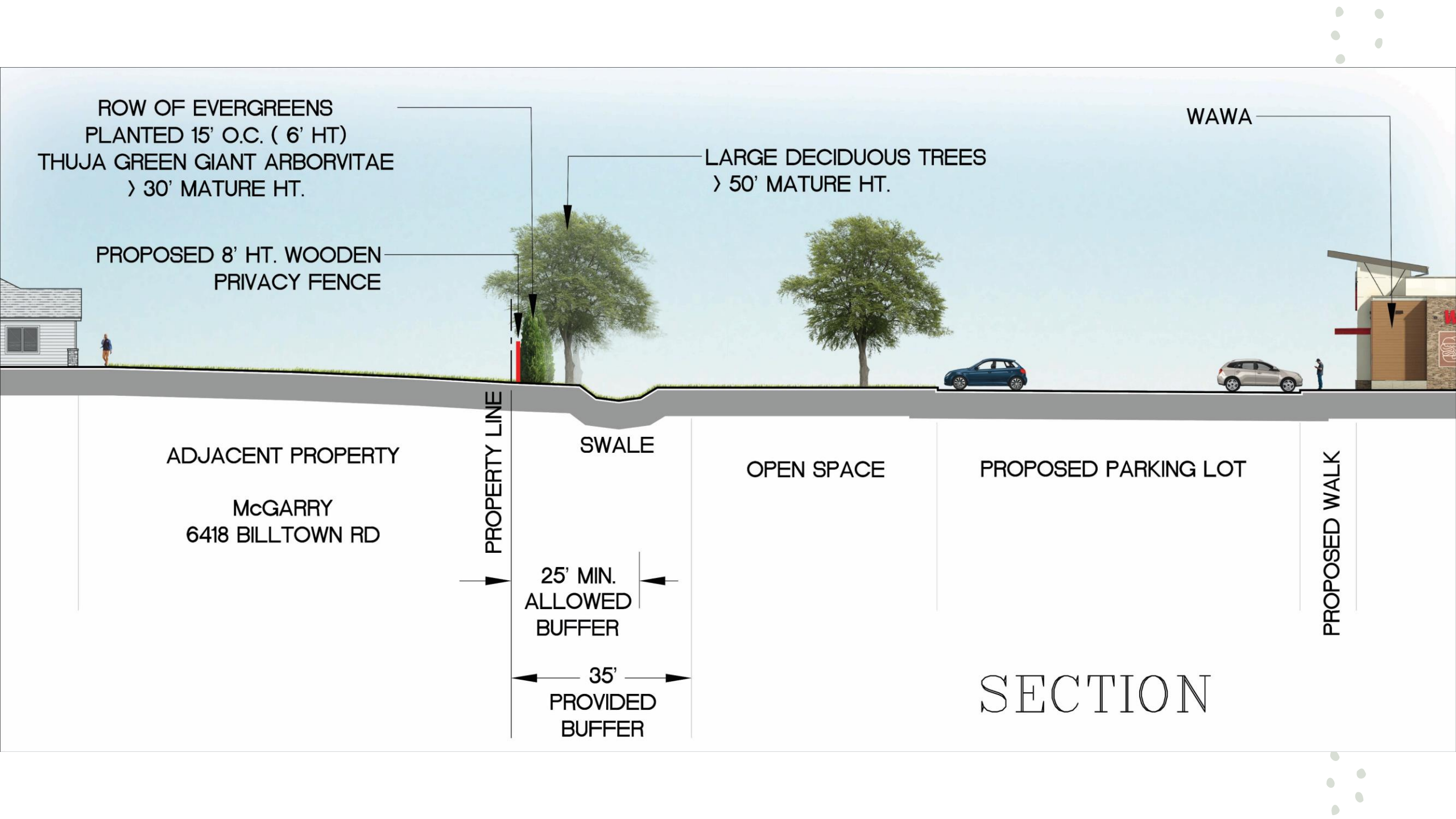
Section 9.1.16.A.4 Findings Required to Grant a General Parking Waiver

(c)(i) The requirements found in Table 9.1.3.B do not allow the provision of the number of parking spaces needed to accommodate the parking needs of the proposed use as follows: The total number of parking spaces provided on the Detailed District Development Plan prepared for the Wawa at this Billtown Road location is 56 (42 regular spaces, 2 ADA spaces and 12 E.V. spaces), which is more than the LDC allows, absent waiver. That compares to the submitted Parking Study's determinations that between 49 and 55 spaces are needed during the am and pm peak hours based on the 6400 sq foot size of the building and that between 43 and 64 spaces are needed during the am and pm peak hours based on the 16 fuel pumps.

(c)(ii) The requested increase is the minimum needed to do so for the reasons noted in (c)(i) above. With the initial filing and at LD&T, the applicant presented a plan with 67 parking spaces, but that number has since been reduced by 11 spaces to a total of 56.

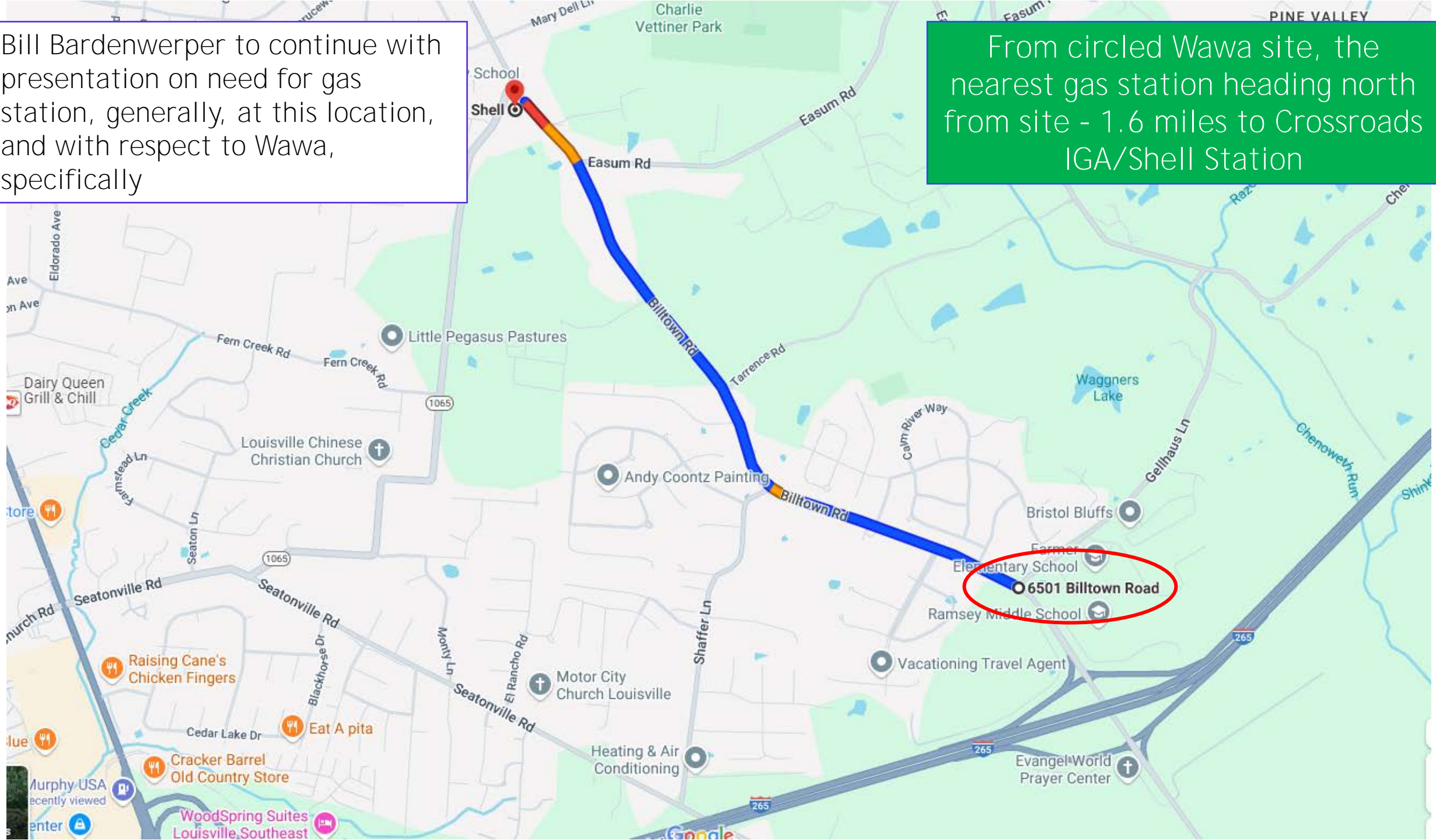
Kevin Young, land planner and landscape architect to discuss site design and plan for screening and buffering



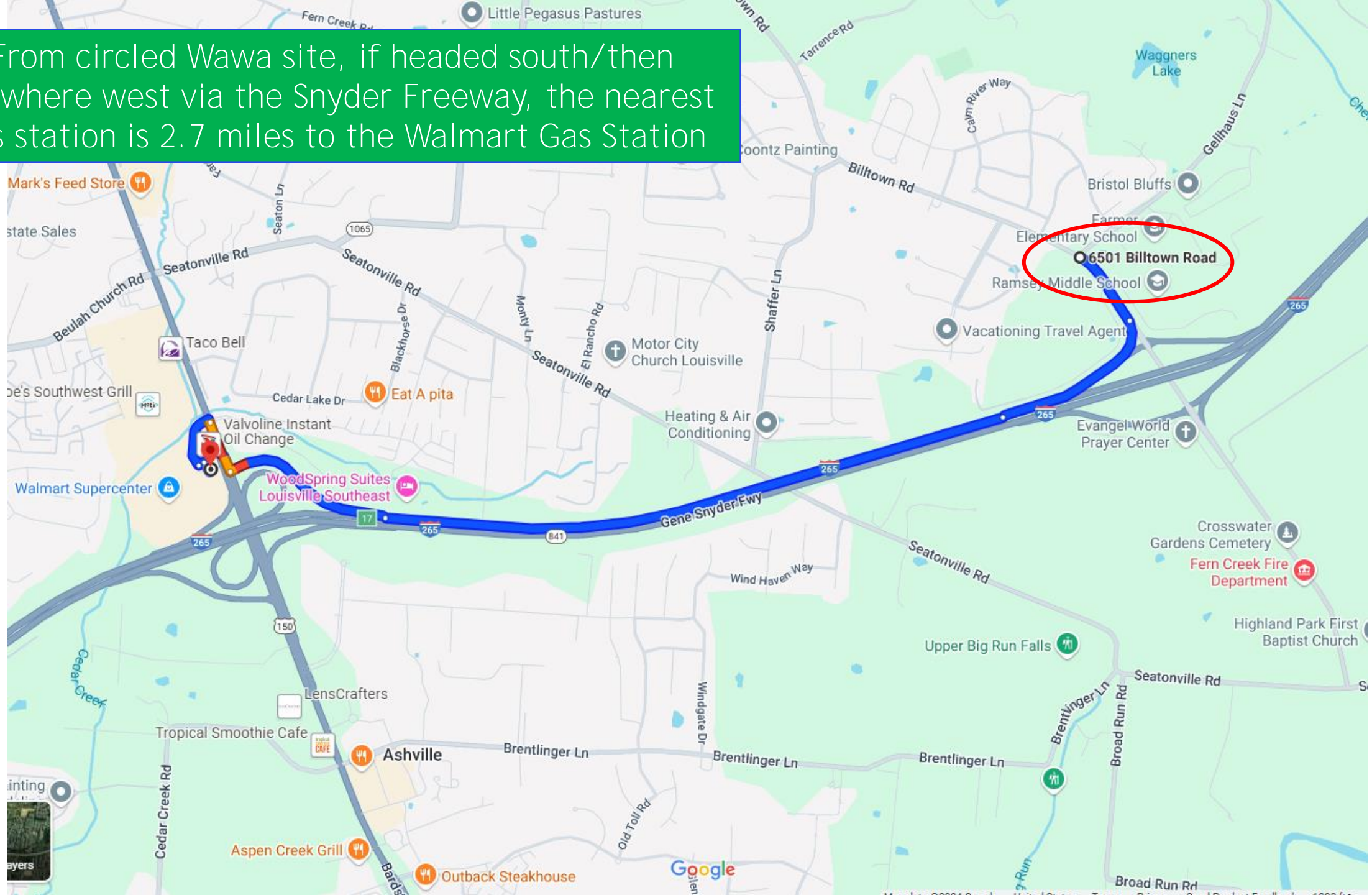


Bill Bardenwerper to continue with presentation on need for gas station, generally, at this location, and with respect to Wawa, specifically

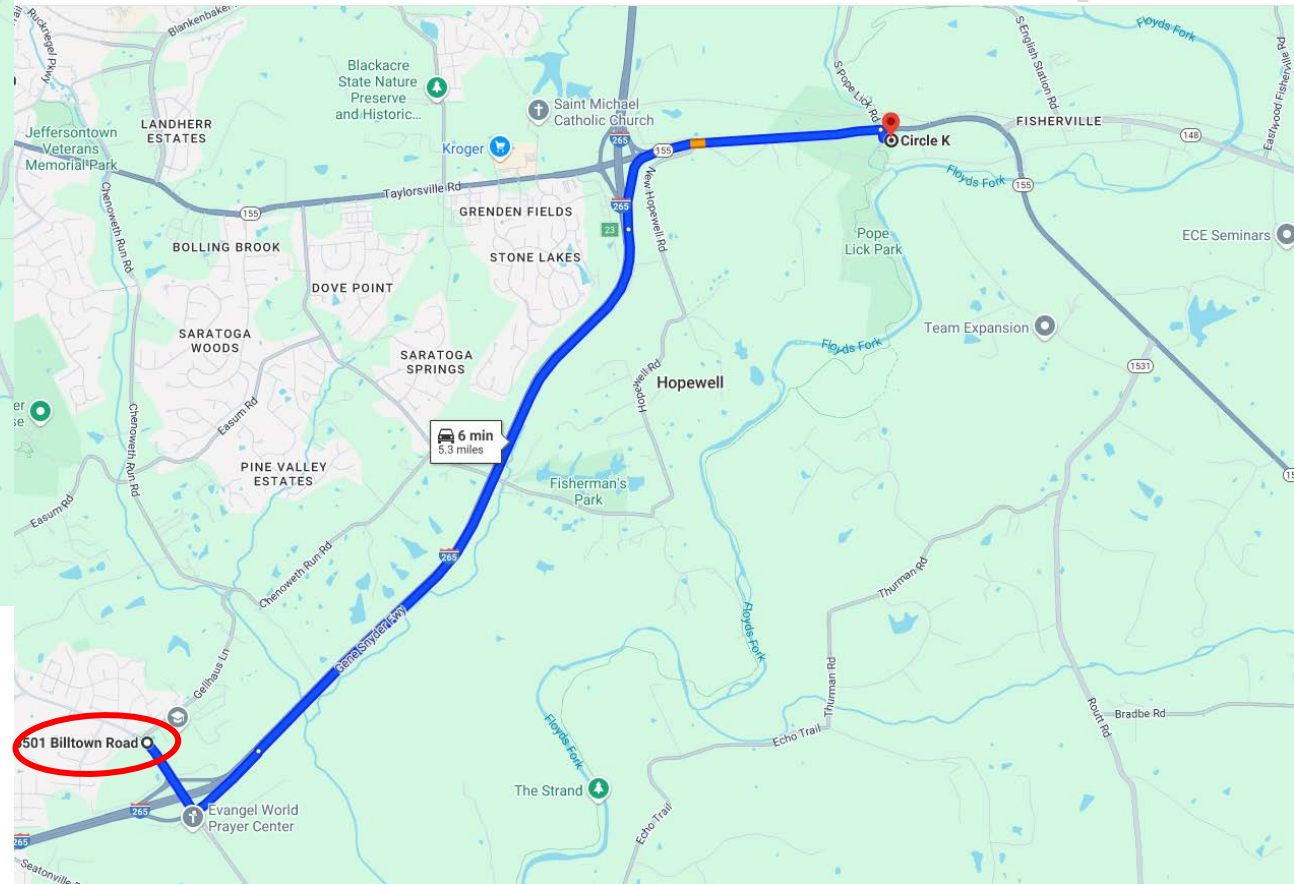
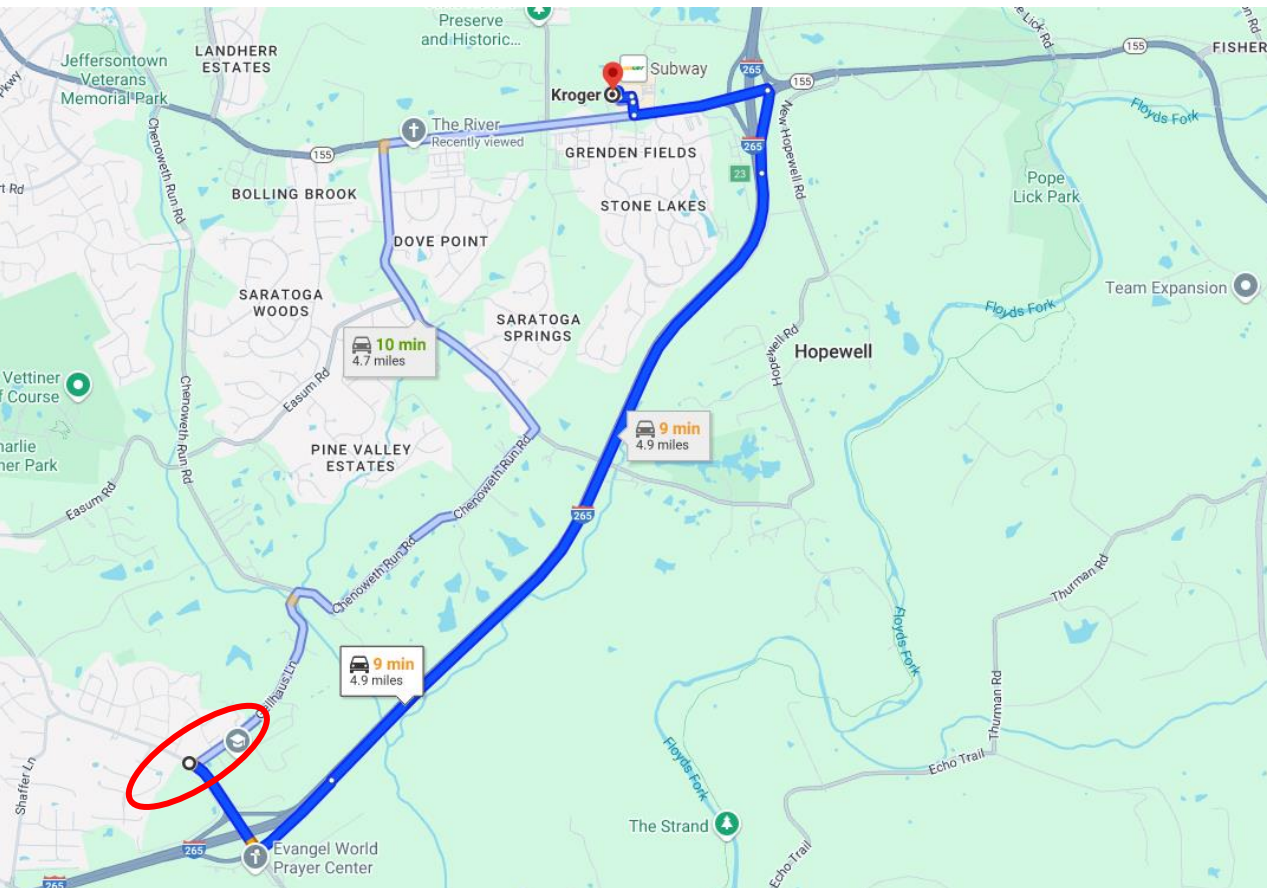
From circled Wawa site, the nearest gas station heading north from site - 1.6 miles to Crossroads IGA/Shell Station



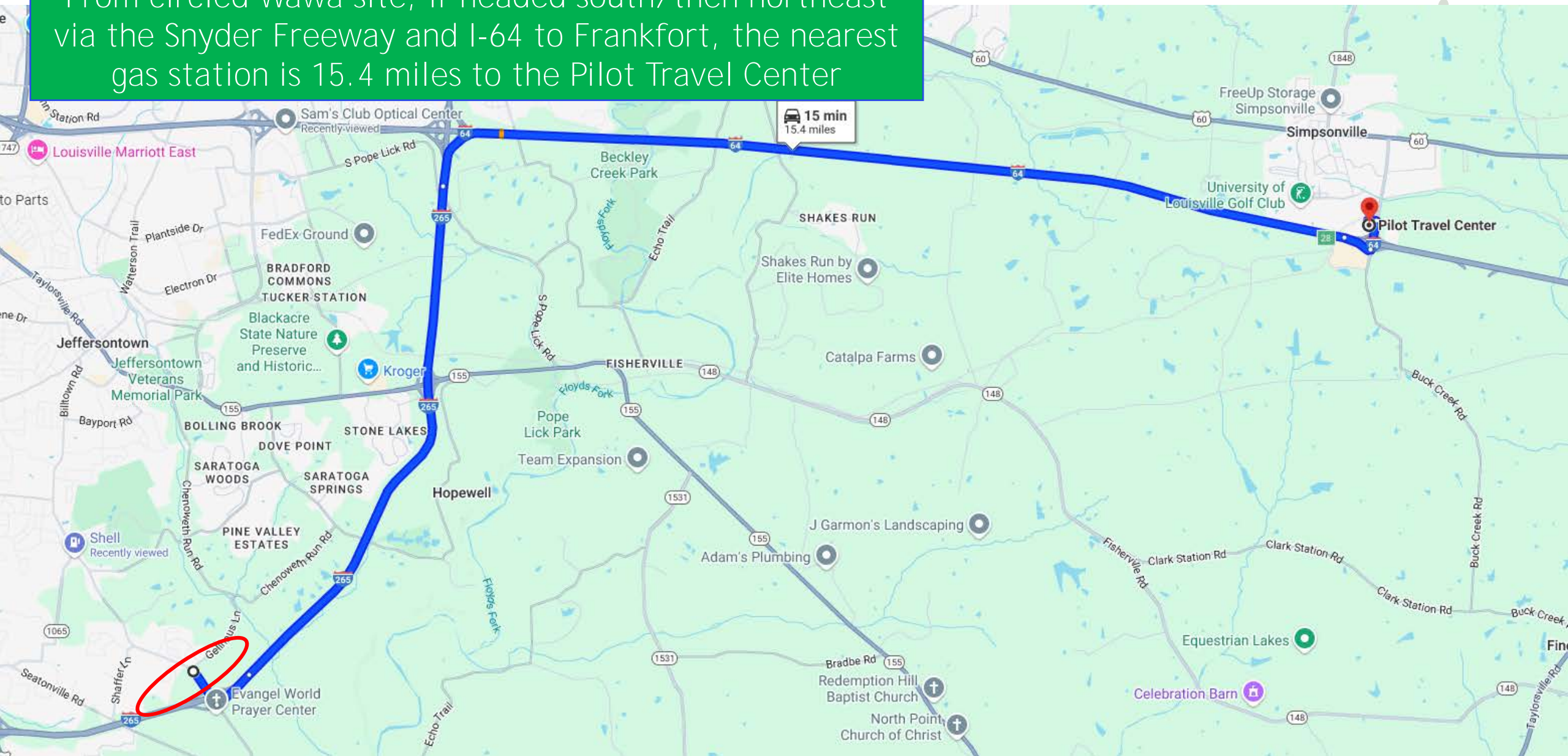
From circled Wawa site, if headed south/then anywhere west via the Snyder Freeway, the nearest gas station is 2.7 miles to the Walmart Gas Station



From circled Wawa site, if headed south/then anywhere northeast via the Snyder Freeway, the nearest gas stations are 4.9 miles away to the Kroger at Taylorsville Rd at Tyler Village Center and 5.3 miles away to the Circle K at Taylorsville Rd and Pope Lick Rd



From circled Wawa site, if headed south/then northeast via the Snyder Freeway and I-64 to Frankfort, the nearest gas station is 15.4 miles to the Pilot Travel Center



The Wawa[®] Story

Wawa, Inc is headquartered in Wawa, Pennsylvania and currently operates a chain of over 970 convenience stores in a six-state area, including New Jersey, Pennsylvania, Delaware, Maryland, Virginia, Florida, and Washington DC. The company was founded in 1803 in New Jersey, and incorporated in 1865 as the Millville Manufacturing Company, a textile company with mills in several states and sales offices across the country. In 1892, George Wood, founder of Wawa Dairy Farms, bought a house in Delaware County, PA near a train station named Wawa. A large mill pond on the Chester Creek below the station was a favorite gathering place for Canada Geese and the surrounding area



Wawa Dairy Milk Wagon (1929)

took its name from a Native American word meaning "wild goose." When Wood began the dairy in 1902, he named the business after the local region.

The Wawa Dairy specialized in processing; and the home delivery of "doctor certified" milk. Wawa dairy products have always enjoyed an excellent quality reputation. In the 1960's, Grahame Wood, George Wood's grandson, recognized the changing trends in the marketplace. Textile manufacturing was moving out of the area, and the need for the home delivery of milk had declined dramatically. Consumers were discovering supermarkets, and shopping patterns were changing. He realized that these changes represented an opportunity for a new distribution outlet for Wawa Dairy products.

Grahame Wood was determined to embrace change and meet the evolving needs of the community. On April 16, 1964, the first Wawa Food Market opened in Folsom, PA. Throughout Wawa's evolution the core values of the company have remained the same. Today Wawa is not only the name of the thriving company but a symbol of the company's culture. Just like a majestic flock of Canada geese flying synchronously in "V" formation, Wawa employs the principles of teamwork, group consensus and encouragement in the company.

The Wawa Dairy has also continued to expand and has produced fine quality products for almost a century. Today, this facility includes state-of-the-art dairy processing equipment, a warehouse complex and fleet maintenance facilities.

Wawa Food Markets are highly specialized convenience stores that emphasize food service and superior quality perishable products. Wawa's own brands include a complete line of fluid dairy products and a range of cold beverages such as tea, 100% fruit juices and lemonade. Wawa stores offer a large fresh foodservice selection, including Wawa brands such as custom prepared hoagies, freshly-brewed coffee, Sizzli hot breakfast sandwiches, specialty beverages, an assortment of soups, sides and snacks and dinner items including burgers, crispy chicken sandwiches and more!

Wawa's signature branded coffee, introduced in the 1970's, is now one of the most popular Wawa products. It is a true proprietary, private label blend, available only at Wawa stores. Wawa is unrivaled in the amount of coffee varieties we offer our customers. The company prides itself in delighting customers and having something to please every palate. Wawa's varieties include regular, decaf, flavored coffees and varietals from around the world. Wawa customers enjoy more than 195 million cups of freshly brewed Wawa coffee each year. Today, Wawa sells over 80 million built-to-order hoagies annually. In fact, Wawa was instrumental in having the "hoagie" named the Official Sandwich of Philadelphia.

Wawa's addition of gasoline to our new stores is part of our ongoing commitment to offer value and convenience to our customers. Each Wawa store featuring gasoline provides an average of 16 fueling dispensers and receives gas deliveries every day. Surcharge-free ATMs contribute to convenience for our customers as well. Most Wawa stores are open 24 hours a day, 7 days a week, 365 days a year. In addition to the store-level experience, customers can access their Wawa favorites through mobile ordering, curbside pickup, delivery options and Catering Online. At Wawa, our core purpose is fulfilling lives, every day, for our customers, our communities and each other. 🦋

Front Elevation



Rear Elevation





Left Elevation (Veterans Drive)



Right Elevation (Billtown Rd)



Our Community Commitment to our Friends and Neighbors

With every new store we build, we look to become part of the neighborhood, helping to support and improve the community in many ways.

Convenience & Innovation



FRESH FOOD & ACCESS

Wawa brings every community the convenience of delicious, fresh menu items around the clock from breakfast through dinner. Some of our signature items include our beloved built-to-order hoagies, fresh custom-made beverages and now a line of dinner items including burgers and pasta after 4:00 p.m.



CONVENIENCE INSIDE AND OUT

Our new stores bring new food and fuel convenience, value pricing and services such as surcharge-free ATM's and free air pumps in our fuel courts.



DELIVERY & CURBSIDE SERVICES

All 900+ stores have curbside ordering, pickup and delivery services through The Wawa App, making Wawa favorites accessible without leaving your car or home.



COMMUNITY INVESTMENT

\$6.5 Million

AVERAGE NEW STORE INVESTEMENT



\$2 Million+

Local Contractor Fees



\$250,000+

Local Worker Fees



\$50,000+

Local Landscaper Fees

LOCAL LONG-TERM JOBS

39%



of the Company is owned
by Wawa Associates

40

average long-term
retail jobs created with
each new store

ASSOCIATE BENEFITS

- ▶ Competitive wages
- ▶ 401(k) Plan
- ▶ Employee Stock Ownership Plan (ESOP)

GIVING BACK THROUGH THE WAWA FOUNDATION

\$135 Million

Contributed by The Wawa Foundation and
Wawa since The Foundation's inception in 2014



Supporting organizations committed
to health, hunger and everyday heroes

NATIONAL PARTNERS



American
Red Cross



Children's
Miracle Network
Hospitals

CHECK-OUT
HUNGER

JDRF

LEUKEMIA &
LYMPHOMA
SOCIETY

LIGHT
THE NIGHT



Special Olympics



COMMUNITY SUPPORT

In every community we are a part of, our associates get involved in local organizations and are active participants. Annually we:



MAKE IN-KIND DONATIONS

to local charity and
community organizations
and host blood drives
and volunteering events.



FIGHT HUNGER THROUGH THE WAWA FOOD SHARE PROGRAM

that enables each store to donate some
of its unsold products, resulting in
more than 4 million meals donated
annually chainwide.



OFFER EMERGENCY SUPPORT

In times of crisis or severe weather,
first responders and the community
can count on Wawa stores for food,
fuel and support.



CONNECT THE GOOD

Wawa's Community Commitment & Support

Wawa and The Wawa Foundation: Community Commitment & Support

We partner to be a positive force for good everywhere we live and work – with donations and heart-felt actions that strengthen our communities. Guided by our purpose to fulfill lives every day, we are committed to connecting and amplifying the good in every community we serve.



The Wawa Foundation is a 501(c)(3) non-profit corporation founded to support Wawa's charitable giving and philanthropic activities. Together, Wawa and The Wawa Foundation have significant impact through:

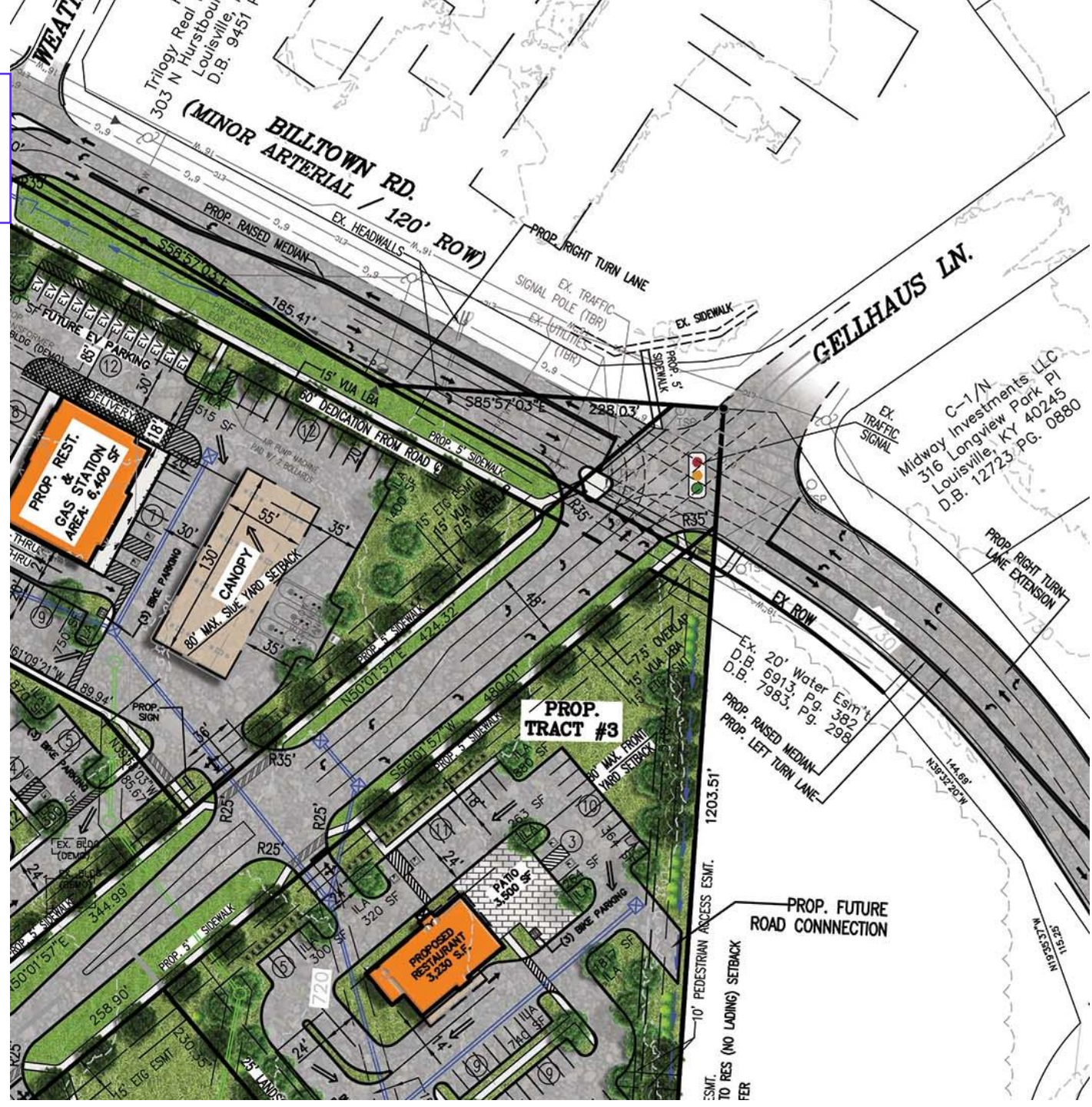
- Focusing on **Health, Hunger & Everyday Heroes**
- Donating more than **\$125 million**, collectively, since 2014
- Reaching **6,000 community partners** every year



Wawa and The Wawa Foundation Partner to Provide Community Support for Health, Hunger & Everyday Heroes:

 FUNDING	 SHARING	 VOLUNTEERING	 AIDING	 HONORING
Investing through financial grants and local community sponsorships	Supporting local community partners with in-kind donations	Lending time, talents, hearts and hands to support causes and events	Serving as essential provider offering needed calm and comfort to those who serve or need	Recognizing and celebrating the work and service of those at the heart of the community

Diane Zimmerman, P.E. to discuss
Transportation Improvements and
TIS Determinations





WEATHER
VANE DR.

BILLTOWN ROAD

GELLHAUS LANE

DELIVERY

FLY-THRU
FLY-THRU

final report

November 27, 2024
Revised January 7, 2025

Traffic Impact Study

6422 Billtown Road (KY 1819)
Louisville, KY

Prepared for

Louisville Metro Planning Commission
Kentucky Transportation Cabinet



Table 1. Peak Hour Trips Generated by Site

AM Peak Hour

Land use	ITE Code	Intensity	Rate/EQ	% IN	% Out	Total Trips			Pass-by Trips		New Trips		
						In	Out	Total	%	Volume	In	Out	Total
Coffee Shop w drive	937	900 sf	$T = 85.88(X)$	0.51	0.49	39	38	77	0%	0	39	38	77
Fast Food w drive	934	3,230 sf	$T = 44.61(X)$	0.51	0.49	73	71	144	50%	72	37	36	72
Convenience w gas	945	16 pump	$T = 31.6 (X)$	0.5	0.5	253	253	506	76%	385	61	61	121
Multi-Family (1-3)	220	240 units	$T = 0.31(X) + 22.85$	0.24	0.76	23	74	97	0%	0	23	74	97
Total						388	436	824	55.4%	457	159	208	367

PM Peak Hour

Land use	ITE Code	Intensity				Total Trips			Pass-by Trips		New Trips		
						In	Out	Total	%	Volume	In	Out	Total
Coffee Shop w drive	937	900 sf	$T = 38.99(X)$	0.5	0.5	18	17	35	0%	0	18	17	35
Fast Food w drive	934	3,230 sf	$T = 33.03(X)$	0.52	0.48	56	51	107	55%	59	25	23	48
Convenience w gas	945	16 pump	$T = 26.9 (X)$	0.5	0.5	215	215	430	75%	323	54	54	108
Multi-Family (1-3)	220	240 units	$T = 0.43(X) + 20.55$	0.63	0.37	78	46	124	0%	0	78	46	124
Total						367	329	696	54.8%	381	175	140	315

Table 2. Peak Hour Level of Service

Approach	A.M.			P.M.		
	2024 Existing	2027 No Build	2027 Build	2024 Existing	2027 No Build	2027 Build
Billtown Road at Breckingham Boulevard						
Breckingham Boulevard Eastbound	C 21.3	C 22.5	D 25.1	C 16.6	C 17.2	C 18.3
Billtown Road Northbound	A 9.5	A 9.6	A 9.8	A 9.2	A 9.3	A 9.5
Billtown Road at Weather Vane Drives						
Site Entrance Eastbound			B 14.1			B 13.0
Weather Vane Drive Westbound	C 17.6	C 18.3	B 14.3	C 16.5	C 17.0	B 13.4
Billtown Road Northbound			A 9.9			A 9.3
Billtown Road Southbound	A 9.2	A 9.3	A 9.4	A 9.0	A 9.1	A 9.2
Billtown Road at Gellhaus Lane	B 17.2	B 17.7	C 30.1	C 32.8	D 35.5	D 51.5
Veterans Drive Eastbound			C 33.8			E 60.8
Gellhaus Lane Westbound	C 24.9	C 24.7	C 31.6	D 37.9	D 43.1	D 53.2
Billtown Road Northbound	B 18.0	B 18.7	C 25.2	C 33.0	C 34.1	D 38.8
Billtown Road Southbound	B 11.8	B 12.6	C 32.7	C 26.4	C 27.6	E 59.3
Billtown Road at I 265 Westbound Ramps						
I 265 Westbound Ramp	C 20.3	C 21.2	C 23.8	D 25.2	D 27.6	D 33.4
Billtown Road Northbound	A 8.0	A 8.0	A 8.1	A 8.6	A 8.6	A 8.7
Billtown Road at I 265 Eastbound Ramps	C 32.1	C 35.1	D 39.6	B 19.0	B 19.4	C 21.8
I 265 Eastbound Ramp	D 42.6	D 47.9	D 52.9	C 27.6	C 27.7	C 29.9
Billtown Road Northbound	C 25.0	C 26.1	C 30.6	B 18.7	B 19.2	C 21.9
Billtown Road Southbound	C 22.9	C 24.2	C 28.1	B 12.4	B 13.0	B 15.1

Key: Level of Service, Delay in seconds per vehicle

Table 3. 2037 Peak Hour Level of Service


Approach	A.M.			P.M.		
	2024 Existing	2037 No Build	2037 Build	2024 Existing	2037 No Build	2037 Build
Billtown Road at Breckingham Boulevard						
Breckingham Boulevard Eastbound	C 21.3	D 27.6	D 31.3	C 16.6	C 19.2	C 20.6
Billtown Road Northbound	A 9.5	A 10.0	B 10.2	A 9.2	A 9.6	A 9.9
Billtown Road at Weather Vane Drives						
Site Entrance Eastbound			B 14.6			B 13.8
Weather Vane Drive Westbound	C 17.6	C 20.5	B 14.6	C 16.5	C 18.8	B 14.2
Billtown Road Northbound			B 10.0			A 9.5
Billtown Road Southbound	A 9.2	A 9.6	A 9.5	A 9.0	A 9.4	A 9.5
Billtown Road at Gellhaus Lane	B 17.2	B 19.9	D 35.1	C 32.8	D 50.0	E 67.8
Veterans Drive Eastbound			D 39.7			E 70.1
Gellhaus Lane Westbound	C 24.9	C 24.1	D 36.3	D 37.9	E 78.6	F 80.4
Billtown Road Northbound	B 18.0	C 21.3	C 27.1	C 33.0	C 34.9	D 47.1
Billtown Road Southbound	B 11.8	B 15.9	D 41.4	C 26.4	C 29.7	E 73.4
Billtown Road at I 265 Westbound Ramps						
I 265 Westbound Ramp	C 20.3	C 24.9	D 28.4	D 25.2	E 40.0	F 51.4
Billtown Road Northbound	A 8.0	A 8.1	A 8.2	A 8.6	A 8.8	A 8.9
Billtown Road at I 265 Eastbound Ramps	C 32.1	D 42.3	D 52.4	B 19.0	C 21.2	C 24.5
I 265 Eastbound Ramp	D 42.6	D 52.2	E 62.0	C 27.6	C 29.2	C 33.3
Billtown Road Northbound	C 25.0	C 34.3	D 43.5	B 18.7	C 20.4	C 23.3
Billtown Road Southbound	C 22.9	D 35.8	D 48.3	B 12.4	B 15.1	B 17.5

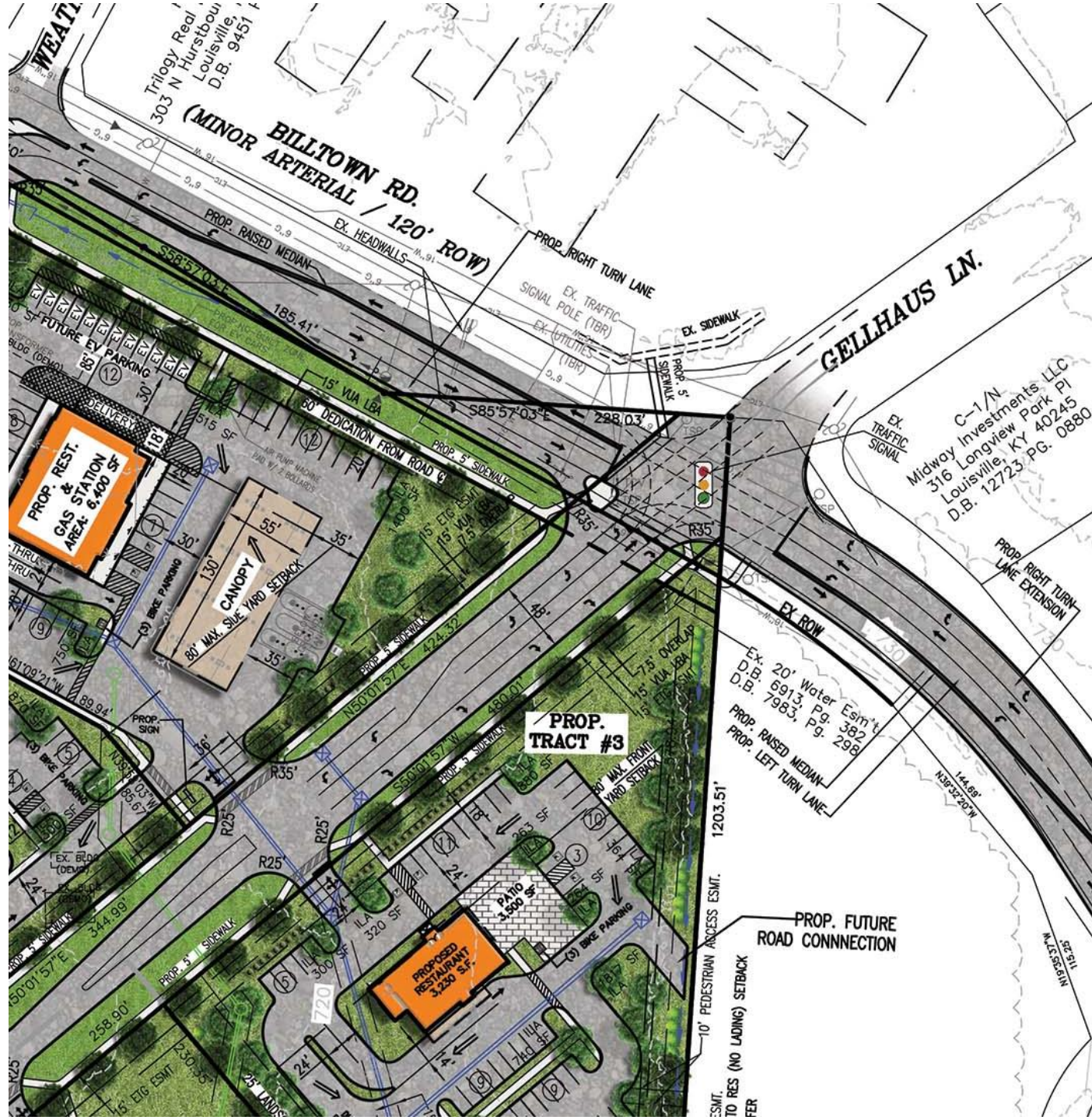
Key: Level of Service, Delay in seconds per vehicle



CONCLUSIONS

Based upon the volume of traffic generated by the development and the amount of traffic forecasted for the year 2027 and 2037, there will be an impact to the existing highway network. Both access points on Billtown Road require a southbound right turn lane. The Gellhaus Lane intersection will require a northbound left turn lane.





Proposed Additional Binding Element

- A building permit shall not be issued for more than 199 residential units until construction plans are approved for road improvements connecting the development to the Snyder Freeway frontage road.



Questions?