



August 24, 2023

23-E-1353

Tyler County Commissioners Court
 Tyler County Courthouse
 100 W. Bluff, Room 102
 Woodville, Texas 75979

Subject: Request for Variance
 Lakeland Ranch – Section Nine
 Tyler County, Texas

Lakeland Ranch is proposing to develop Section Nine of the Lakeland Ranch Subdivision in Tyler County, Texas. We would like to request a variance from the requirements in Appendix M of the Tyler County Subdivision Regulations which states that single-family residences are presumed to generate 10 one-way trips per day. We believe this number to be significantly higher than anticipated for Lakeland Ranch as the development is better defined as recreational and will consist primarily of second homes used periodically.

The Institute of Transportation Engineers Trip Generation Manual, 11th Edition, describes Recreational Homes (Section 260) as a second home used by its owner periodically for recreation or rented on a seasonal basis, and gives examples of homes that are located within a development that contains local services and recreational facilities on-site. This is applicable to Lakeland Ranch for the following reasons:

1. Lakeland Ranch advertises the multiple, large lakes on the property that are only accessible to landowners and have park areas with boat docks and fishing houses for landowner use.
2. Lakeland Ranch advertises the onsite equestrian center and miles of trails for horseback riding available within the development for use by the landowners.
3. Lakeland Ranch has a large, resort-style lodge with a swimming pool intended to be granted to the homeowner's association of Lakeland Ranch for use by the landowners.
4. Lakeland Ranch is rural and is not likely to be a suitable area for most families with children enrolled in school and/or adults that will need to commute to work daily.
5. The current market for lots in Lakeland Ranch primarily consists of citizens living in DFW, Houston, and Austin and their respective suburbs. These individuals would be unlikely to travel to their workplace daily based on the proximity of these areas to Lakeland Ranch.

The Trip Generation Manual contains the following Vehicle Trip Generation data for Recreational Homes:

Day of the Week	Weekday	Saturday	Sunday	Average Day
Average Rate	3.55	3.34	2.96	3.44

Based on this data, Lakeland Ranch (Sections 1-7 and 9) is anticipated to generate approximately 1,365 one-way trips per day at full build out. Section 8 will not be directly served by Lakeland Drive and will have separate access to F.M. 1013. Full build out is expected to occur in 2050 or later.

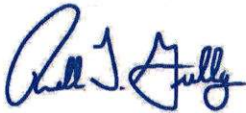
The letter to Tyler County from GLS dated August 14, 2023, recommending a traffic analysis, states that the roads associated with Lakeland Ranch previous development have been designed as local streets (<1,000 ADT). However, all streets have been designed to specifications which mostly exceed local streets as defined in Appendix M of the Tyler County Subdivision Regulations. Most importantly, these regulations require width of traveled ways for local streets to be 20'. Roads within Lakeland Ranch have been designed as 24' paved width. We believe that these roads as designed could handle a nominal increase of 365 trips from local street classification.

Finally, Lakeland Drive, the main road serving the sections of Lakeland Ranch in question, traverses north-south through this entire development with entry/exit on both ends. The south end connects to F.M. 1013, and the north end to Pope Mill Road (CR 4300). We believe that both of the access points will be used equally. Lots are generally distributed evenly along Lakeland Drive with approximately 65% of the lots closer to the Pope Mill Road exit than the F.M. 1013 exit. Normally, a highway access point would have greater use than a county road, when both are within similar proximity. However, the closest town with amenities such as shopping, healthcare, etc., is Woodville. Woodville can be accessed from Lakeland by using either exit. When using the F.M. 1013 exit, Woodville is a 10.5 mile drive. When using the Pope Mile Road exit, Woodville is a 6.5 mile drive. A 50/50 split of the usage of these two exits would effectively split Lakeland Drive into two separate streets each with 682.5 ADT, well below maximum for local street classifications. Although we believe a 50/50 split will be accurate, only a 70/30 split would be required in either direction to maintain trips below local street classification.

Section Nine will be the last section in Lakeland Ranch that will be served by Lakeland Drive. We believe the referenced data to be more applicable to this development than that of the current subdivision regulations and request that it is utilized in the review of this application and a variance to the requirements in Appendix M of the Subdivision Regulation be granted.

If you have any questions or comments, please do not hesitate to contact us at (325) 655-1288.

Sincerely,
SKG Engineering



Russell Gully, P.E.



Ethan George, S.I.T.

August 24, 2023
F-7608

CC: Gates Walcott
Jed Morris, P.E.

Attachments: Section 260 – ITE Trip Generation Manual, 11th Edition
8-14-23 GLS to Tyler Co. Letter

Land Use: 260

Recreational Homes

Description

A recreational home is either (1) a second home used by its owner periodically for recreation or (2) rented on a seasonal basis. Some sites in the database are located within a resort that contains local services and complete recreational facilities. Timeshare (Land Use 265) is a related land use.

Additional Data

A large number of internal trips are made for recreational purposes in resort communities containing recreational homes.

The sites were surveyed in the 1980s, the 2000s, and the 2010s in California, New York, and Oregon.

Source Numbers

187, 901, 968, 1046

Recreational Homes (260)

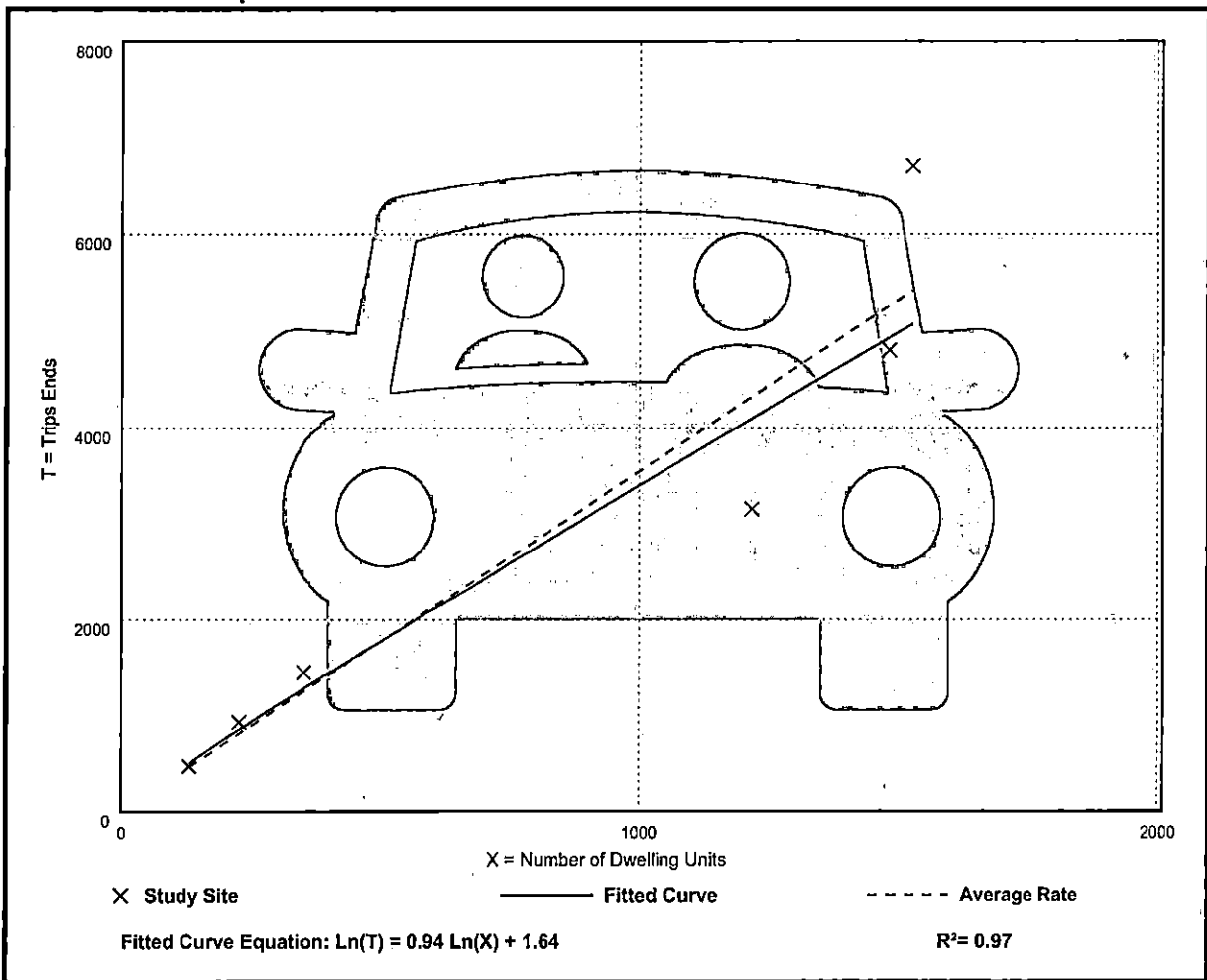
Vehicle Trip Ends vs: Dwelling Units
On a: **Weekday**

Setting/Location: Rural
Number of Studies: 6
Avg. Num. of Dwelling Units: 823
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
3.55	2.60 - 4.40	0.78

Data Plot and Equation



Recreational Homes (260)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: Rural

Number of Studies: 6

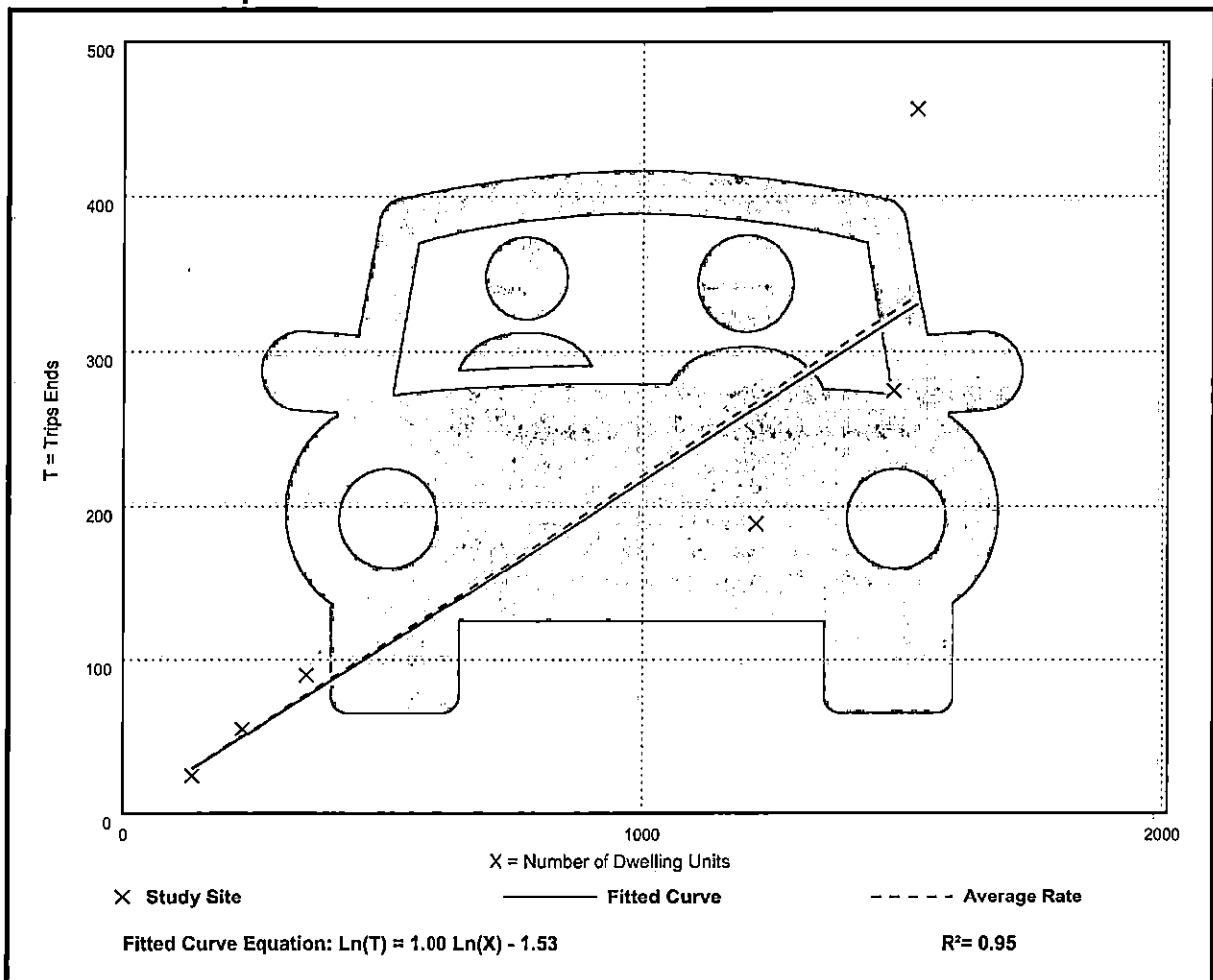
Avg. Num. of Dwelling Units: 823

Directional Distribution: 55% entering, 45% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.22	0.16 - 0.30	0.06

Data Plot and Equation



Recreational Homes (260)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Setting/Location: Rural

Number of Studies: 6

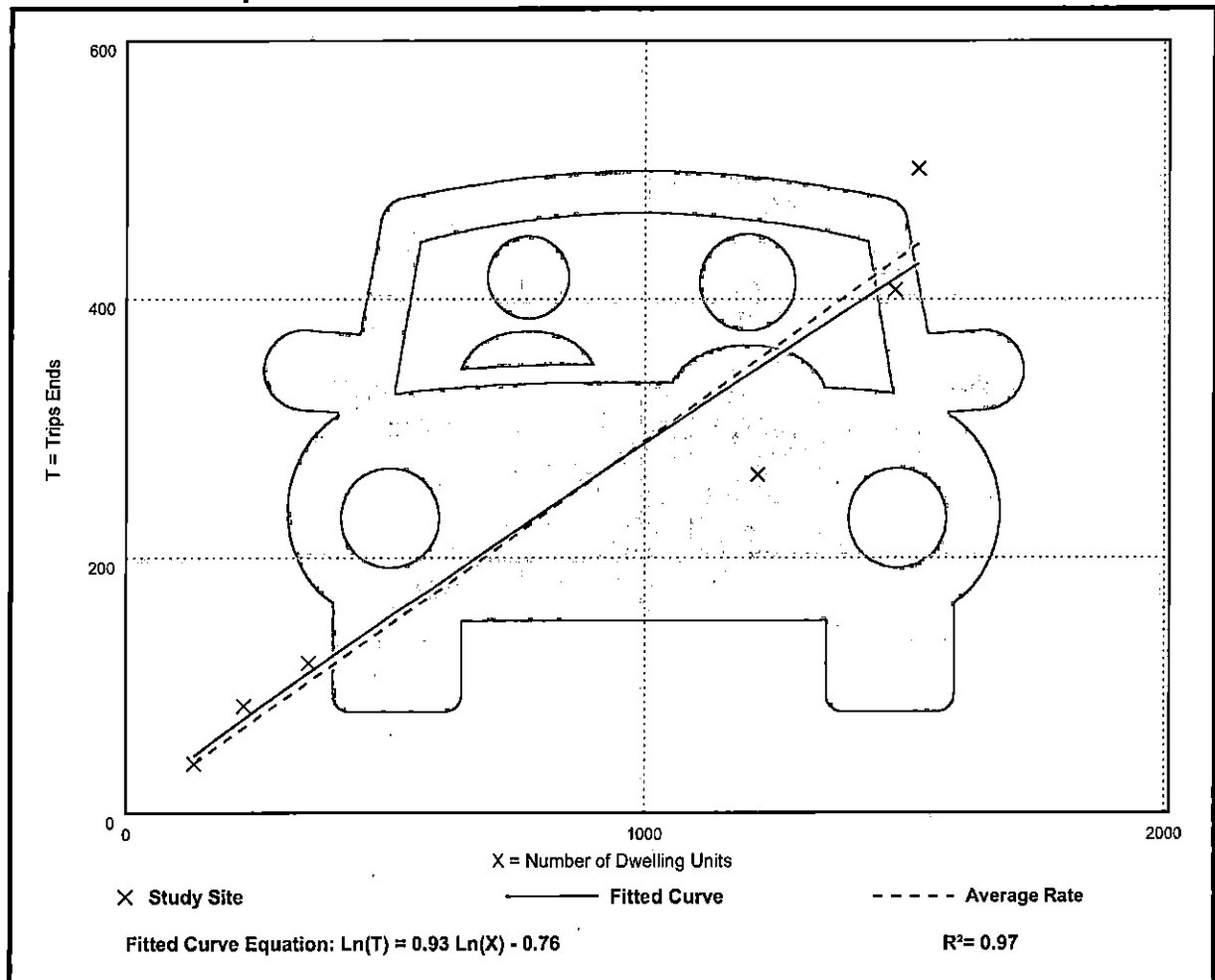
Avg. Num. of Dwelling Units: 823

Directional Distribution: 46% entering, 54% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.29	0.22 - 0.36	0.05

Data Plot and Equation



Recreational Homes (260)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

AM Peak Hour of Generator

Setting/Location: Rural

Number of Studies: 12

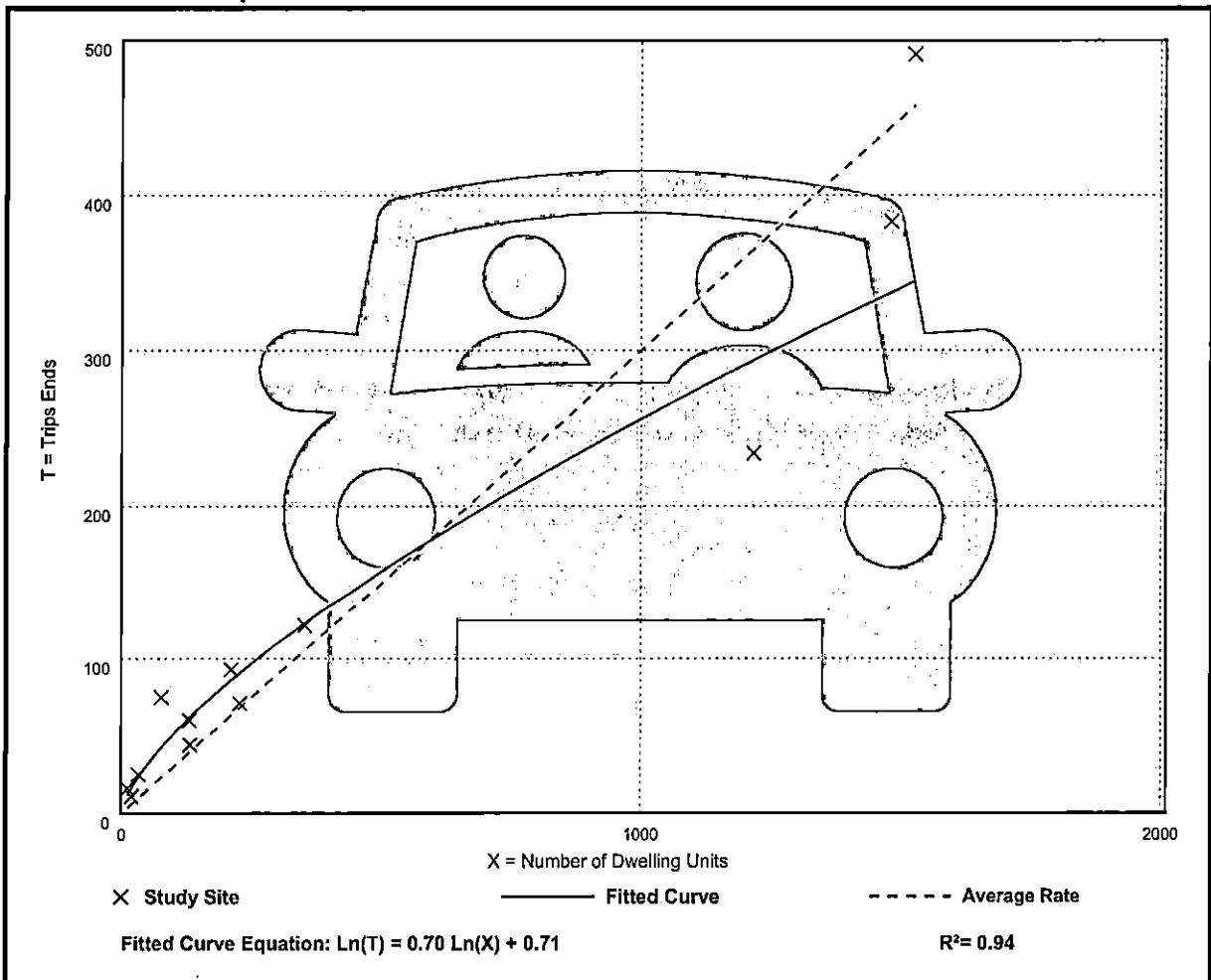
Avg. Num. of Dwelling Units: 452

Directional Distribution: 46% entering, 54% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.30	0.19 - 1.33	0.13

Data Plot and Equation



Recreational Homes (260)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

PM Peak Hour of Generator

Setting/Location: Rural

Number of Studies: 12

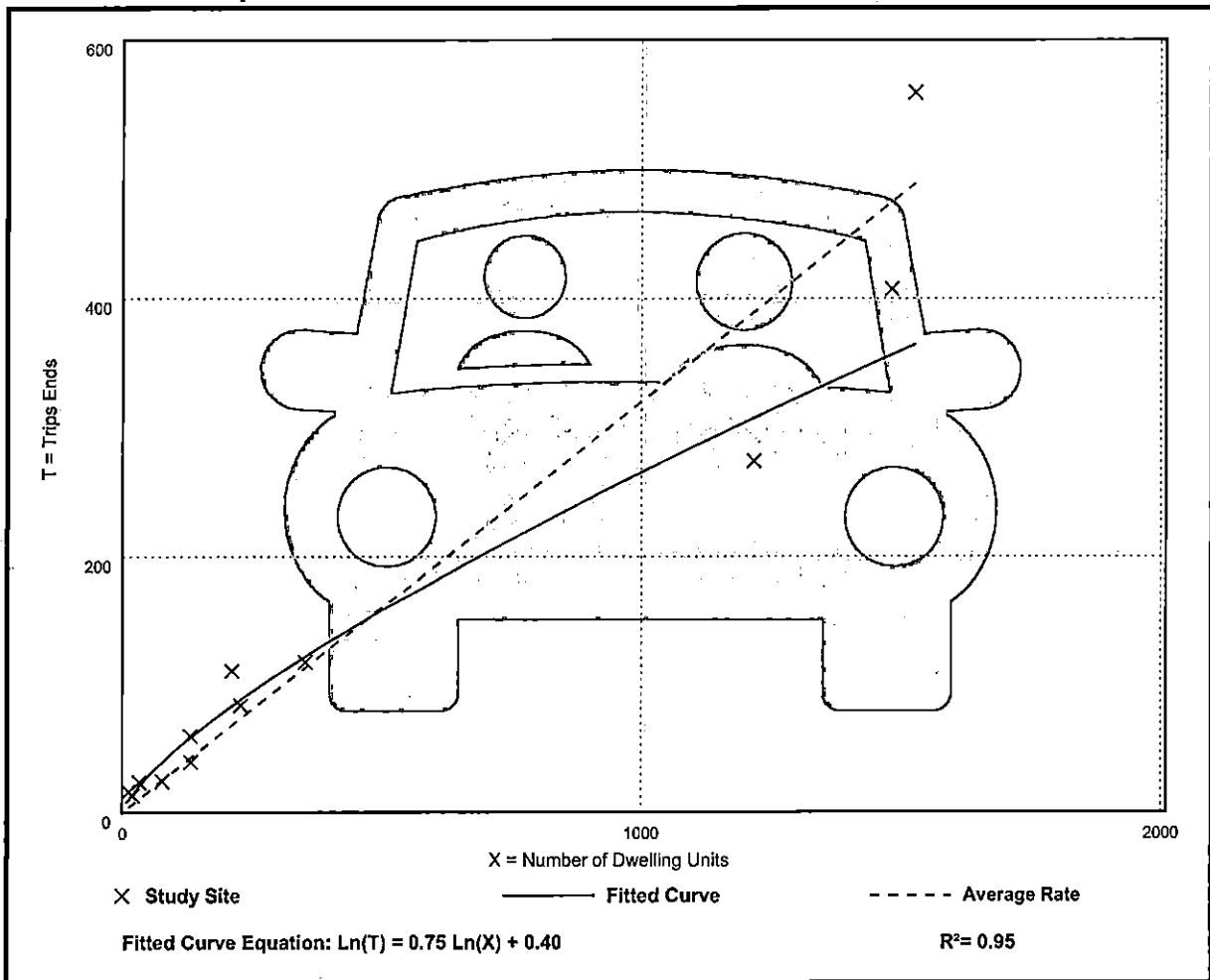
Avg. Num. of Dwelling Units: 452

Directional Distribution: 47% entering, 53% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.32	0.23 - 1.33	0.10

Data Plot and Equation



Recreational Homes (260)

Vehicle Trip Ends vs: Dwelling Units

On a: Friday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: Rural

Number of Studies: 9

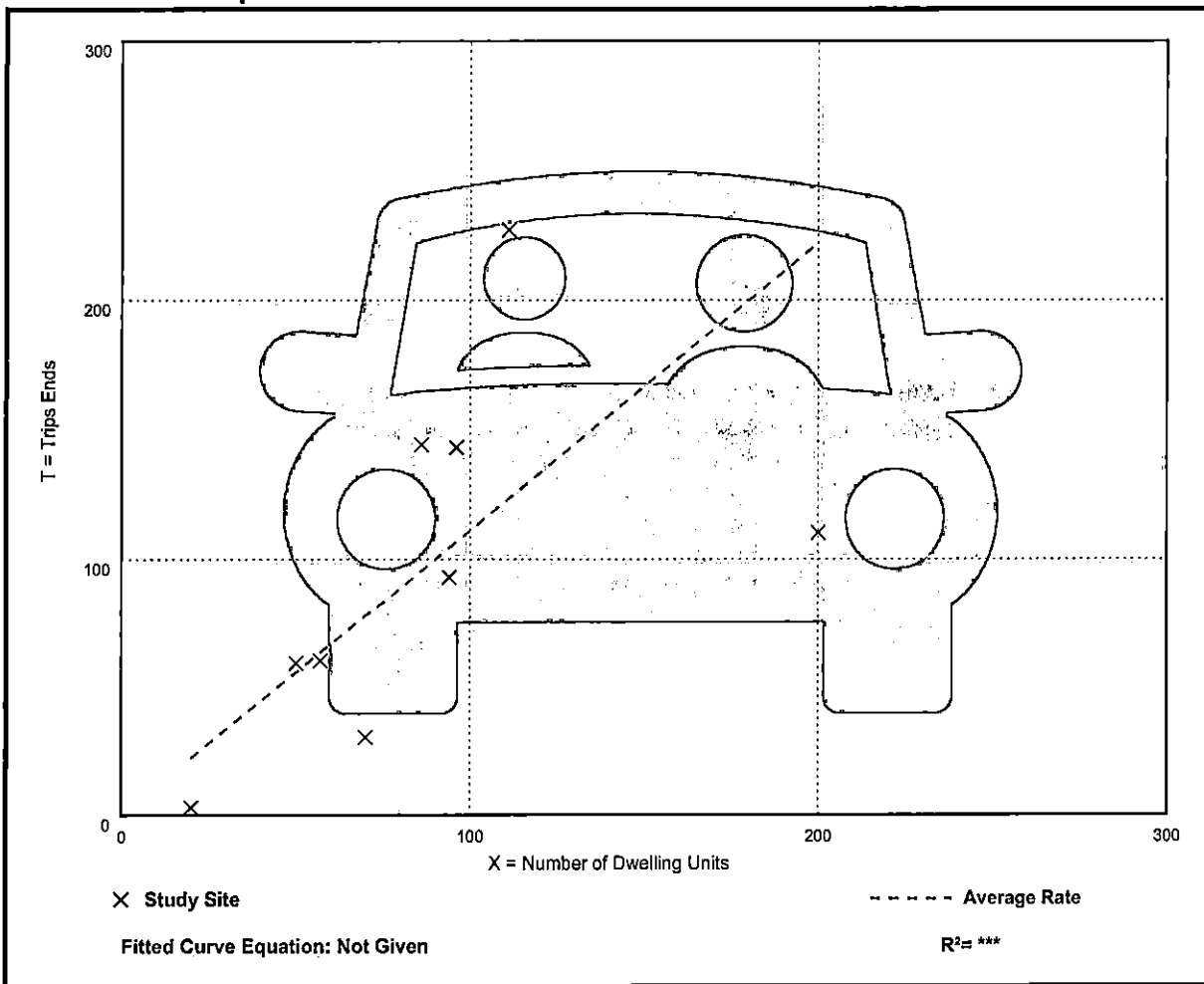
Avg. Num. of Dwelling Units: 87

Directional Distribution: 59% entering, 41% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
1.11	0.15 - 2.05	0.60

Data Plot and Equation



Recreational Homes (260)

Vehicle Trip Ends vs: Dwelling Units

On a: **Friday,**

PM Peak Hour of Generator

Setting/Location: Rural

Number of Studies: 9

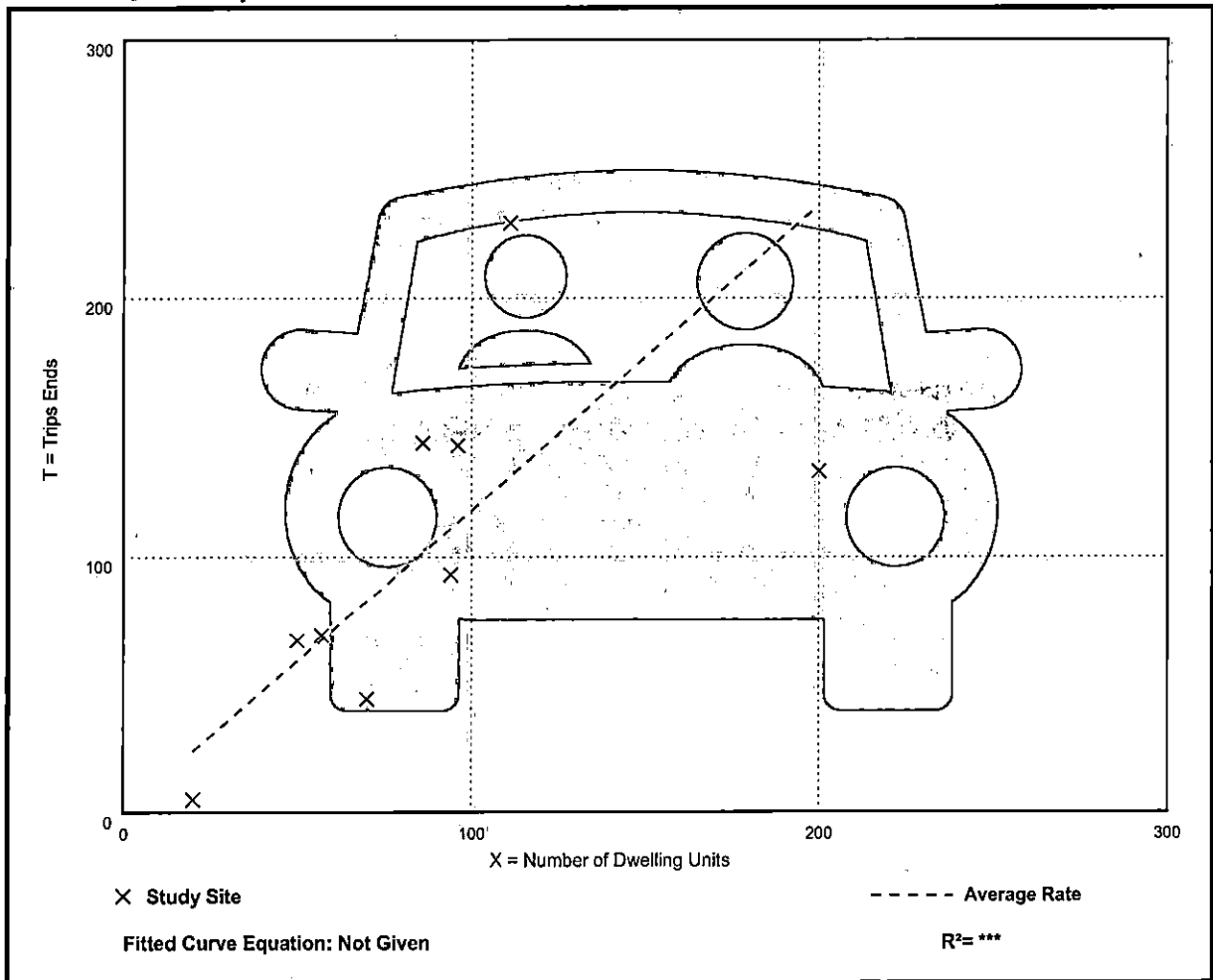
Avg. Num. of Dwelling Units: 87

Directional Distribution: 57% entering, 43% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
1.18	0.25 - 2.06	0.55

Data Plot and Equation



Recreational Homes (260)

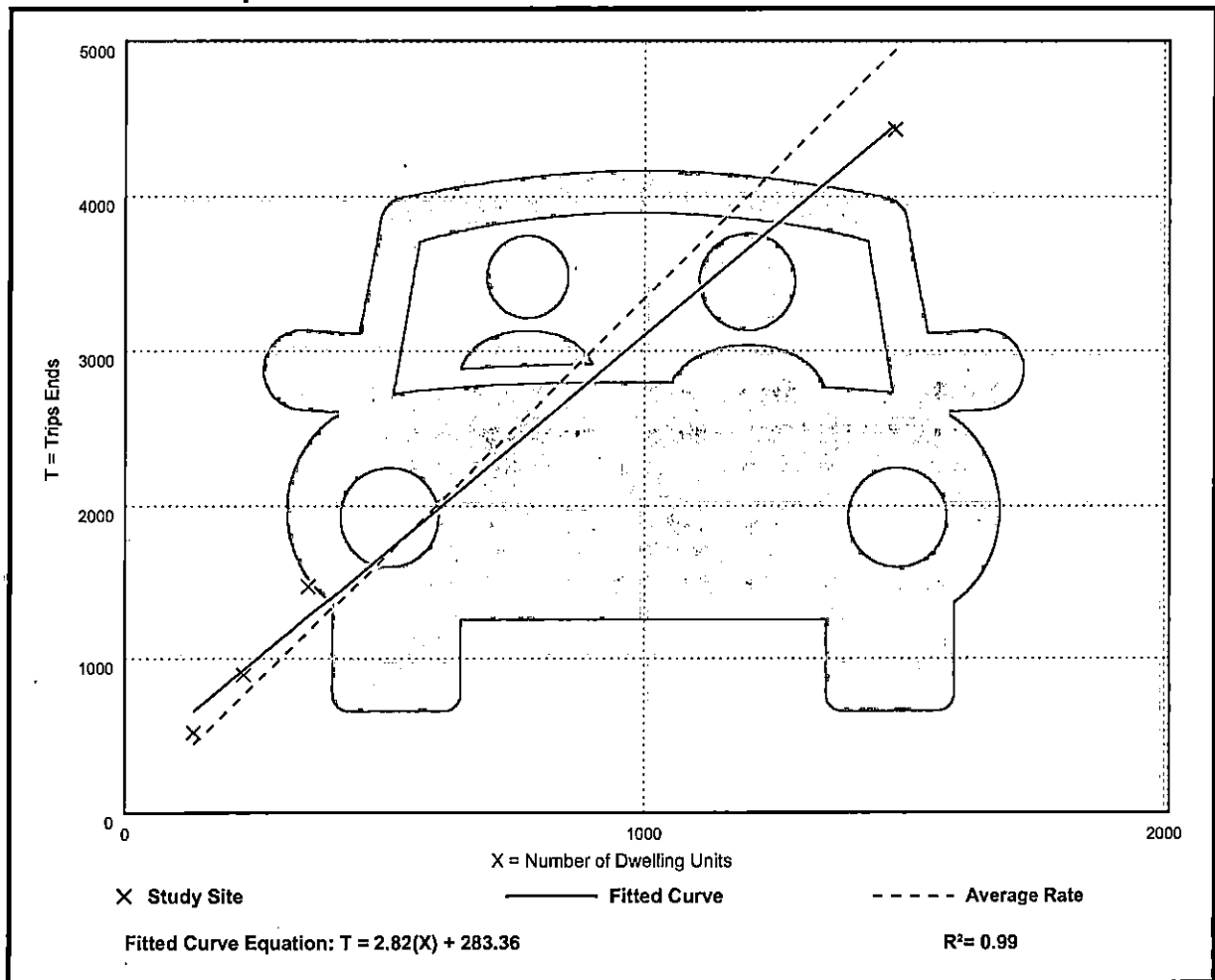
Vehicle Trip Ends vs: Dwelling Units
On a: Saturday

Setting/Location: Rural
Number of Studies: 4
Avg. Num. of Dwelling Units: 549
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
3.34	2.99 - 4.20	0.58

Data Plot and Equation



Recreational Homes (260)

Vehicle Trip Ends vs: Dwelling Units

On a: Saturday, Peak Hour of Generator

Setting/Location: Rural

Number of Studies: 9

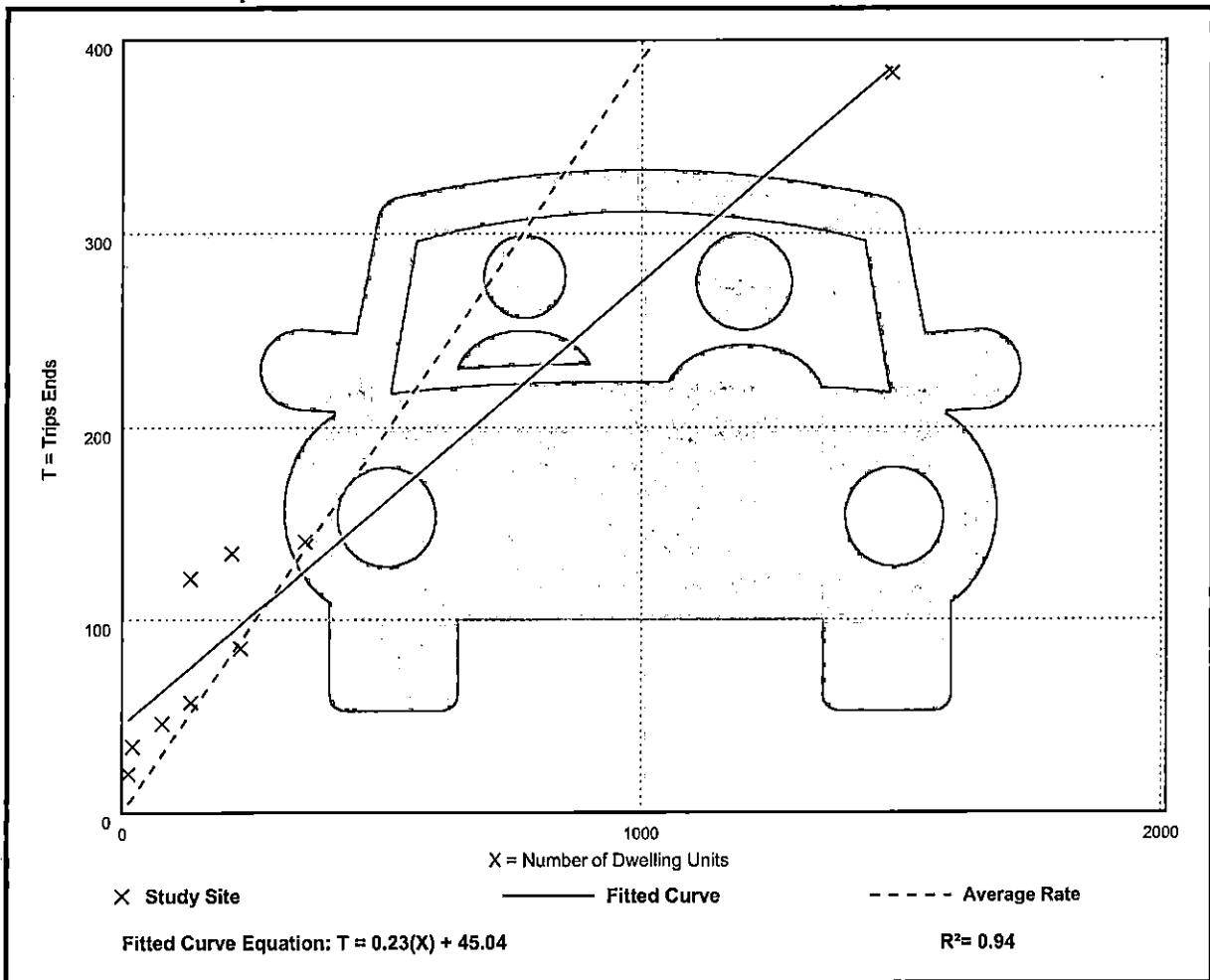
Avg. Num. of Dwelling Units: 294

Directional Distribution: 48% entering, 52% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.39	0.26 - 1.70	0.24

Data Plot and Equation



Recreational Homes (260)

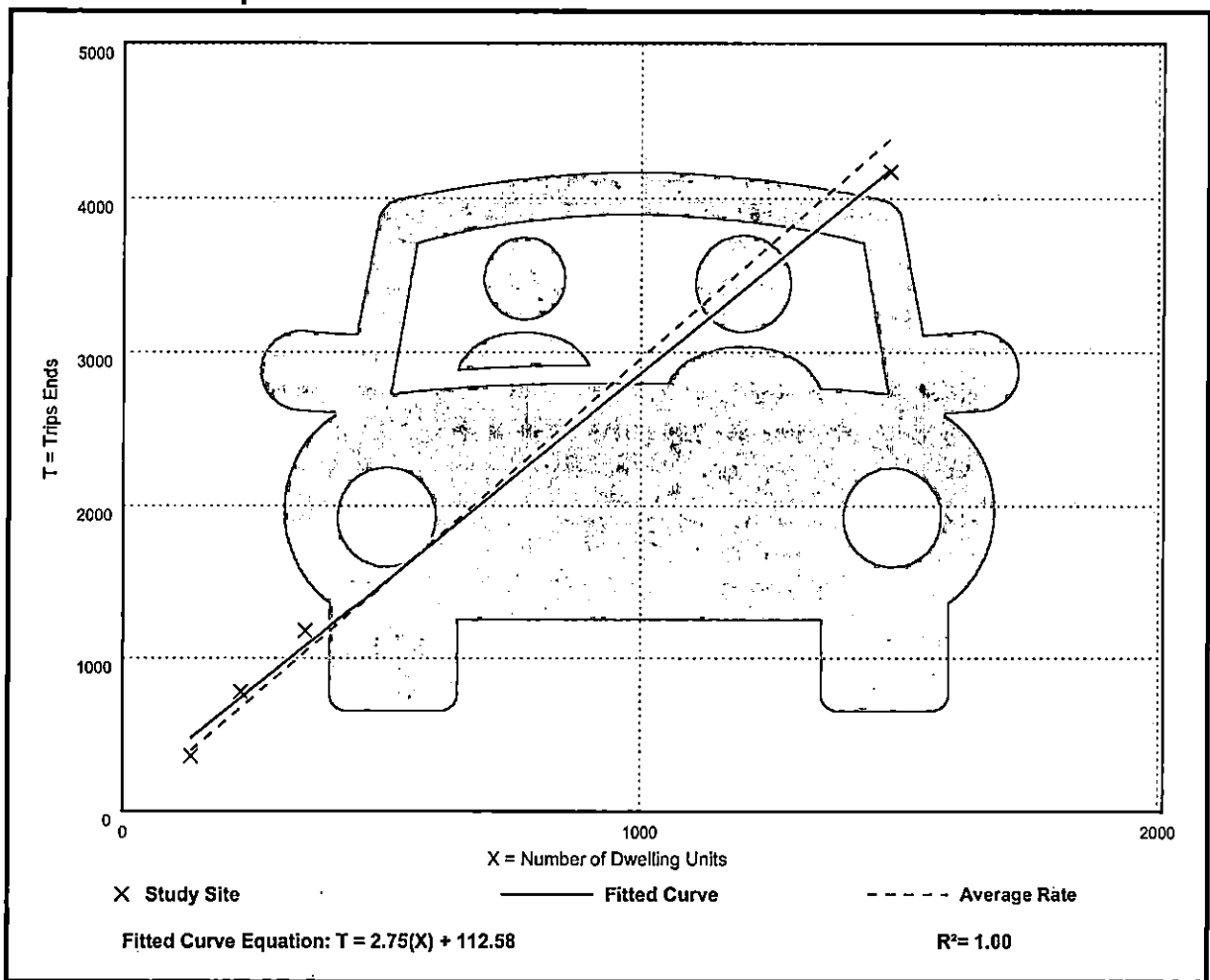
Vehicle Trip Ends vs: Dwelling Units
On a: Sunday

Setting/Location: Rural
Number of Studies: 4
Avg. Num. of Dwelling Units: 549
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
2.96	2.70 - 3.42	0.29

Data Plot and Equation



Recreational Homes (260)

Vehicle Trip Ends vs: Dwelling Units

On a: Sunday, Peak Hour of Generator

Setting/Location: Rural

Number of Studies: 18

Avg. Num. of Dwelling Units: 191

Directional Distribution: 42% entering, 58% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.54	0.25 - 1.92	0.45

Data Plot and Equation

