



#62

Date: February 23, 2009
To: Stephen Rye, Case Manager
CC: Members of the Planning Commission
Karan Khosla, P.E., PTOE, HDR|WHM

Reference: Twins Oaks Tract, C14-2008-0218

The Transportation Review Section has reviewed the Traffic Impact Analysis for Twin Oaks Tract, dated January 14, 2009, and offers the following comments:

TRIP GENERATION

Twin Oaks Tract is a 7.95-acre development located at the northwest corner of the intersection of South 2nd Street and Ben White Boulevard (SH 71). The TIA for the project was prepared by Karan Khosla, P.E., HDR|WHM Transportation Engineering in January of 2009.

The proposed development consists of the following land uses:

- 300 dwelling units Multi-Family
- 10,000 square feet Specialty Retail

The property is currently undeveloped and zoned Commercial Services (CS). The applicant wishes to rezone the property to (CS-MU) to allow for mixed-use (retail and multi-family).

Based on the standard trip generation rates established by the Institute of Transportation Engineers (ITE), the development will generate approximately 2,396 unadjusted average daily trips (ADT).

The tables below show the unadjusted and adjusted trip generation by land use for the proposed development:

Table 1. Unadjusted Trip Generation							
				AM Peak		PM Peak	
LAND USE	ITE Land Use Code	Size	ADT	Enter	Exit	Enter	Exit
Multi-Family Apartments	220	300 DU	1,953	30	121	119	64
Specialty Retail	814	10,000 SF	443	0	0	12	15
TOTAL			2,396	30	121	131	79

Table 2. Adjusted Trip Generation							
				AM Peak		PM Peak	
LAND USE	ITE Land Use Code	Size	ADT	Enter	Exit	Enter	Exit
Multi-Family Apartments	220	300 DU	1,953	30	121	119	64
Specialty Retail	814	10,000 SF	399	0	0	11	14
TOTAL			2,352	30	121	130	78

ASSUMPTIONS

1. Traffic growth rates provided by the City of Austin were as follows:

Table 3. Growth Rates per Year	
Roadway Segment	%
All Roads	4 %

2. In addition to these growth rates, background traffic volumes for 2008 included estimated traffic volumes for the following projects:

Oak Meadows	C14-2008-0105
330 West Ben White Boulevard	SP-2007-0723C
The Sycamore	SP-06-0571C
707 Cardinal Lane	SP-05-1656C

3. No reductions were taken for Pass-by Capture and a ten percent (10%) reduction was taken for the specialty retail for the PM Peak period:

Table 4. Summary of Internal Capture Reductions				
Land Use	PM Peak		Internal Capture PM Peak [% (trips)]	
	Enter	Exit	Enter	Exit
Multi-Family Apartments	119	64	0% (0)	0% (0)
Specialty Retail	12	15	10% (1)	10% (1)

4. No reductions were taken for transit use.

EXISTING AND PLANNED ROADWAYS

Ben White Boulevard (SH 71) – This roadway is the southern boundary of the site and is classified as a six lane divided major arterial between Manchaca Road and South Congress Avenue. The 2007 traffic volume for this facility was approximately 118,000 vehicles per day (vpd) east of Congress Avenue. This roadway is classified as a priority 2 route in the Bicycle Plan (Route #450). Capital Metro bus route number 328 (Ben White) provides service along Ben White Boulevard (SH 71) in the vicinity of the site.

South 1st Street – This roadway is classified as four lane minor arterial between Barton Springs Road and Stassney Lane. The traffic volume for South 1st Street in 2005 was approximately 22,800 vpd south of Alpine Road. This roadway is classified as a priority 2 route in the Bicycle Plan (Route #222). Capital Metro bus route numbers 484 (Night Owl Lamar/South 1st) and 10 (South 1st/Red River) provide service along South 1st in the vicinity of the site.

South 2nd Street – South 2nd Street is a two lane undivided roadway that tees into Banister Lane and the Ben White Boulevard frontage road and terminates 500 feet north of Cardinal Lane. At this tee, there is one southbound and one northbound lane that elbows into Banister Lane. Also at the tee is a northbound lane that provides access from the frontage road. There is no southbound lane that provides access to the Ben White frontage road from south 2nd Street. Traffic volume information is not available for South 2nd Street. This roadway is not identified as a route in the Bicycle Plan, and there is no Capital Metro bus route along this roadway in the vicinity of the site.

Banister Lane – This roadway is classified as a two lane undivided roadway in the vicinity of the site. The traffic volume for Banister Lane in 2007 was approximately 1,900 vpd south of Casey Street. The segment of Banister Lane west of Garden Villa is classified as a priority 1 route in the Bicycle Plan (Route #25). Capital Metro bus route number 5 (Woodrow/South 5th/Westgate) provides service along Banister Lane in the vicinity of the site.

South Center Street – South Center Street is a two lane undivided roadway that is located north of and parallel to Banister Lane. Traffic volume information is not available for South Center Street. This roadway is not identified as a route in the Bicycle Plan, and there is no Capital Metro bus route along this roadway in the vicinity of the site.

Garden Villa Lane – Garden Villa Lane is a two lane undivided roadway that is located north of and tees to Banister Lane. The traffic volume for Garden Villa Lane in 2008 was approximately 3,113 vpd south of South Center Street. This roadway is classified as a priority 1 route in the Bicycle Plan (Route #25). Capital Metro bus route number 5 (Woodrow/South 5th/Westgate) provides service along Garden Villa Lane in the vicinity of the site.

TRAFFIC ANALYSIS

The impact of site development traffic on the existing area roadways was analyzed. Three time periods and travel conditions were evaluated:

- 2008 Existing Conditions
- 2010 Forecasted Conditions (without site traffic)
- 2010 Site Plus Forecasted Conditions

INTERSECTION LEVEL OF SERVICE (LOS)

The TIA analyzed 7 intersections, 4 of which are signalized. Existing and projected levels of service are as follows, assuming that all improvements recommended in the TIA are built:

Table 4. Level of Service						
Intersection	2008 Existing		2010 Forecasted (without site)		2010 Site Plus Forecasted	
	AM	PM	AM	PM	AM	PM
S. 1 st St. and Ben White Blvd. (SH 71) NFR*	D	F	E	F	D	D
S. 1 st St. and Ben White Blvd. (SH 71) SFR*	E	D	F	E	F	D
Banister Lane and Ben White Blvd. (SH 71) NFR*	B	C	B	C	B	C
Banister Lane and Ben White Blvd. (SH 71) SFR*	B	B	B	B	B	B
S. 1 st St. and S. Center Street	A	A	C	A	D	A
Driveway A and Ben White Blvd. (SH 71) NFR	—	—	—	—	A	A
Driveway B and Ben White Blvd. (SH 71) NFR	—	—	—	—	A	A

* = SIGNALIZED

RECOMMENDATIONS

- 1) Fiscal is required to be posted for the following improvements prior to Site Plan approval:

Intersection	Improvement	Total Cost (\$)	Pro Rata Share (%)	Pro Rata Share (\$)
Ben White Boulevard and South First Street	Construction of a Southbound Right Turn Lane	\$187,831	1.72%	\$3,231
	Optimization of Signal Timing	\$5,000	1.73%	\$86
Total		192,831	—	\$3,317

*Fiscal estimates provided/sealed by Karan Khosla, P.E. on January 14, 2009.

- 2) Driveway access to Banister Lane/South 2nd Street is prohibited as a condition of zoning. A neighborhood traffic analysis was not performed for the roadway with the assumption that no access is proposed to the roadway.
- 3) The Austin Metropolitan Area Transportation Plan calls for a total of 400 feet of right-of-way for Ben White Boulevard (US 290 West/SH 71). Right-of-way reservation for Ben White Boulevard may be required by Texas Department of Transportation (TXDOT) during the subdivision or site plan process.
- 4) Development of this property should be limited to uses and intensities which will not exceed or vary from the projected traffic conditions assumed in the TIA, including peak hour trip generations, traffic distribution, roadway conditions, and other traffic related characteristics.
- 5) Texas Department of Transportation has approved this TIA.
- 6) Driveway locations on TXDOT roadways are subject to the requirements of the TXDOT Access Management Manual. Approval of the TIA is not an approval of the driveway locations, is conditional, and approval of conceptual driveway locations may be revoked based on site conditions and constraints determined during construction plan review.
- 7) The City of Austin Transportation Department has approved this TIA.
- 8) Two copies of the final TIA incorporating all comments must be submitted prior to 3rd Reading at City Council.

If you have any questions or require additional information, please contact me at 974-2788.



Candace Craig

Transportation Review Staff

Watershed Protection and Development Review