TRAFFIC IMPACT ANALYSIS (TIA) **DETERMINATIONS**

A traffic impact analysis may be required to be submitted for zoning, PUD, or site plan applications. Refer to the information below to determine whether your zoning, PUD, or site plan application will require a traffic

Threshold Requirements for Requiring a Traffic Impact Analysis (2,000 Trips Per Day)

Zoning Applications:

Prop.Zoning	Acres	Prop.Zoning	Acres
NO ca	10.7	SF-1	47.6
LO	1.94	SF-2	27.8
GO	1.28	· SP-3	23.0
LR	.68	SF-4	17.2
GR	.34	SF-5	. 23.0
CS	.17	SF-6	23.0
CS-1	.17	MF-1	17.4
CH	17	MF-2	11.1
IP	1.24	MF-3	8.3
MI	1.24	MF-4	9.1
LI	34	MF-5	9.1
R&D	3.54	MH	43.5
CBD	.04	·	
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Neighborhood Traffic Impact Analysis

Site Plan or Development Permit Applications:

Land Use	Bldg. Sq. Ft.	
Auto Sales	53,500	
Retail	14,900	
Restaurants (Fast Food)	4,000	
Restaurants (Non-Fast Food)	15,300	
Convenience Stores/Serv. Sta.	2,700	
Supermarkets	18,000	
Theater	26,000	
Warehouse	449,000	
Mini-Warehouse	828,000	
Light Industrial	281,000	
Manufacturing	521,000	
Medical Office	54,000	
Admin. Office	164,000	
Motel/Hotel	233 Rooms	
Bank/S&L (w/ Drive-thru)	7,500	
Relig. Assembly (Church)	220,000	
Hospital	57,700	
Day Care	25,000	
Multifamily (Dwelling Units)	311	
Car Wash - Self Service	34 stalls	

Tourhomes 5.86 trips/unit multiframily-6.72 trips/unit

A neighborhood traffic impact analysis is required if a project has access to a residential local or collector stre and the expected number of vehicle trips generated by the project exceeds 300 vehicle trips per day over the existing uses. Local or collector street means any roadway not designated as an arterial street. For the purpo of this determination, a residential local or collector is one along which 50% or more of the frontage within 1,500 feet of the proposed project's property lines (or to the nearest arterial, whichever distance is less,) is zoned for SF-5 or more restrictive uses. In determining whether a street is classified as a residential street, e: segment within 1,500 feet of the project's property lines (or to the nearest arterial) shall be considered separately. The City of Austin Watershed Protection and Development Review Dept. shall determine wheth neighborhood traffic impact analysis is required and conduct a study, (if one is required), when the zoning or

development application is reviewed by staff.. The applicant, however, may be required to obtain current 24hour traffic counts for specific roadways and submit this data to the staff so the neighborhood study can be performed.

TIA Exemptions

Traffic impact analyses are not required for:

- public independent school districts,
- projects developed by the City of Austin, Travis County, Lower Colorado River Authority, or State of Texas:
- development sites located outside the corporate limits of Austin and which are not limited purpose annexed,
- projects located in the geographic area surrounding the intersection of U.S. 183/R.M. 620 as identified by Senate Bill 1396 (maps are available in the Intake Division and Development Assistance Center)
- site plans where there is no development of buildings proposed (e.g. for parking lots, utility projects or site improvements which do not include expansion or new development of buildings),
- revisions to existing site plans which do not result in additional increases in development or traffic generation,
- request for zoning changes from CS to CS-1 in order to allow the sale of alcoholic beverages, or
- subdivision applications

Processing:

Complete the zoning/site plan application. If the zoning or development proposal exceeds the thresholds, identified above, a traffic impact analysis (prepared in accordance with the requirements of the Transportation Criteria Manual), must be submitted with the application. For zoning cases, the TIA requirement may be waived if the applicant agrees to a conditional overlay for the zoning, restricting development of the tract to a use/intensity which will not exceed 2,000 trips per day. (Removal of the restriction or conditional overlay wi require rezoning of the property).

If the zoning or development does not exceed 2,000 trips per day as identified in the tables above, submit the application to the Development Intake Division on the 4th floor of One Texas Ctr., 505 Barton Springs Road Upon review of the development application, a neighborhood traffic impact analysis may be performed by th staff, if warranted. The development review staff may contact the applicant to request traffic count data for t neighborhood traffic analysis.

If a proposed development or land use is not included in the table above, leave a copy of the TIA Determina form and a zoning map/site plan with the receptionist in the Development Assistance Center, One Texas Cen 505 Barton Springs Road, Suite 100. You will be contacted when the TIA determination has been complete

For More Information:

Land Development Code, Sec. 25-6-111 to 25-6-117 Traffic Impact Analysis Transportation Criteria Manual, Sec. 2 Traffic Impact Analysis--Technical and Submittal Requirements