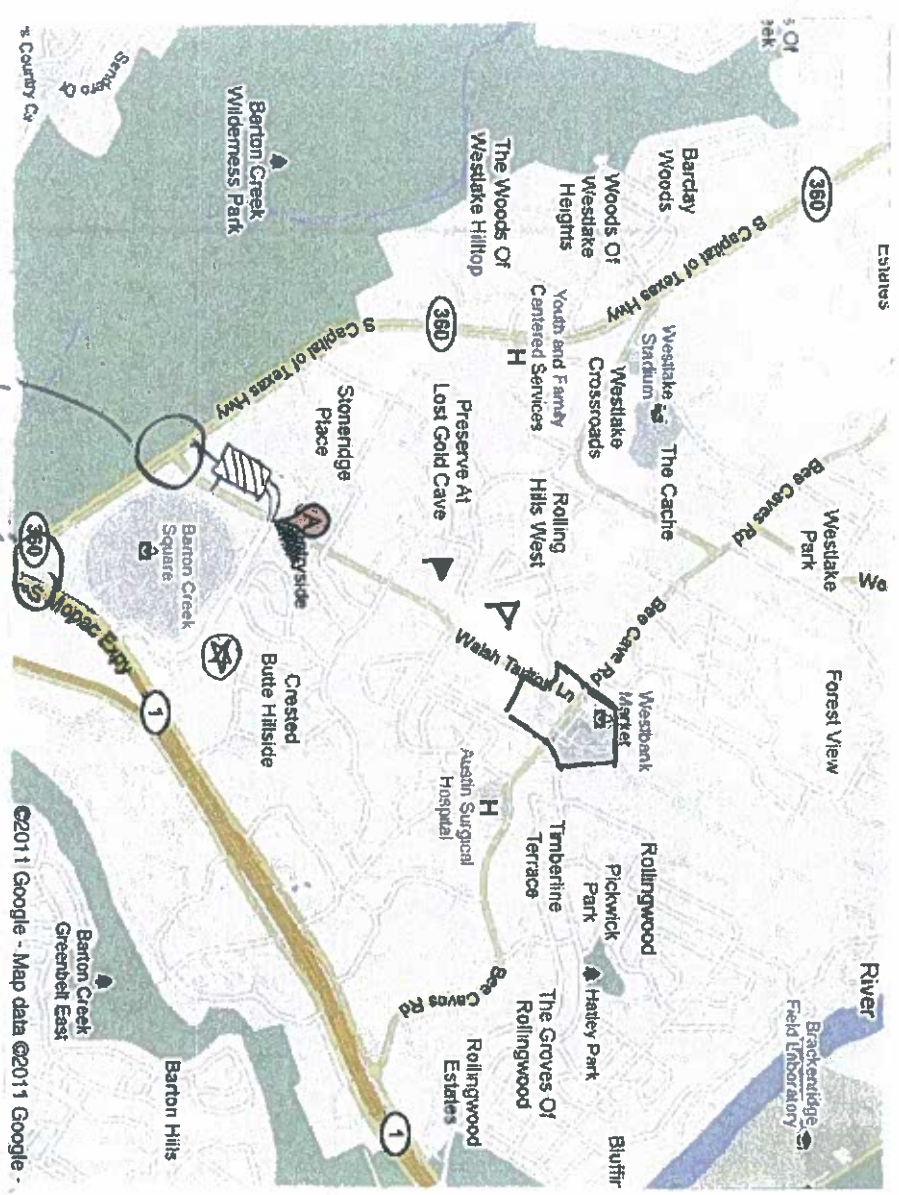


# Surrounding Information:

C3

HEB @ 3601 Bee Caves  
 (Not 4-5 times farther than Westbank Market)

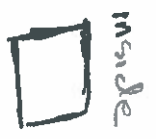


both 3604 Walsh/Tarleton  
 360 + Mopac are  
 rated "F" in 2014  
 in level of service

Between development &  
 "Westbank Market" are the

Following things

- Hill Country Middle School
- Cedar Creek Elem
- Randalls
- Starbucks
- CVS
- Post Office
- Pet Co
- Michaels
- Rapa Sohns
- MacDonalds
- Carls Jr



⬤ large apartment complex  
 (Note similarity in location to  
 proposed development)

# TIA Results

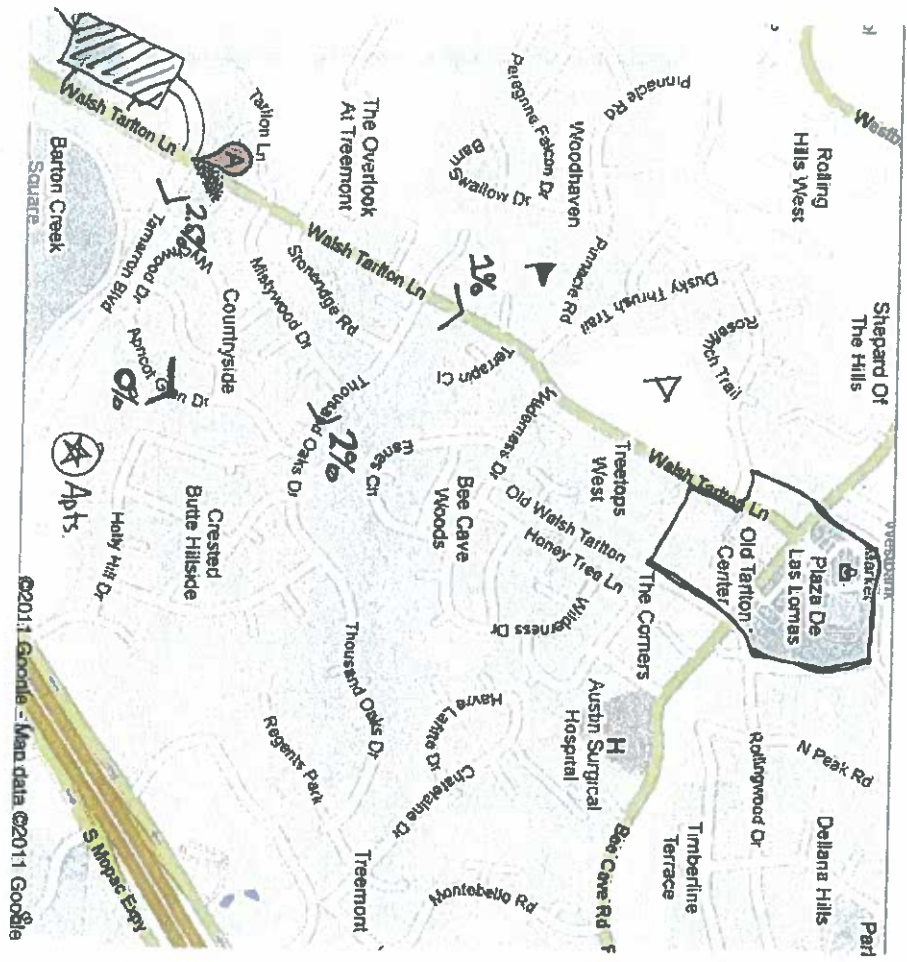


Table 8  
Forecasted Overall Directional Distribution of Site Oriented Traffic

Direction/Roadway	% of Site Traffic
North Loop 1	20
South Loop 1	20
North Walsh Tarrton Lane	1
North Stoneyridge Road	2.5
East Tarrton Boulevard	2.5
East Loop 360 (Capital of Texas Hwy)	30
West Loop 360 (Capital of Texas Hwy)	20
East Mistwood Drive	0.5
West Tarrton Lane	0.5
East Stoneyridge Road	0.5
West Stoneyridge Road	1
East Thousand Oaks Drive	1
West Thousand Oaks Drive	0.5
Total	100

Table 7.  
Summary of Adjusted Daily and Peak Hour Trip Generation

Proposed Land Use	Size	24-Hour Two Way Volume	AM Peak Hour		PM Peak Hour	
			Enter	Exit	Enter	Exit
Residential Townhouse	229 DU	1,232	16	77	74	36
General Office Building	75,819 SF	1,004	123	17	26	127
Shopping Center	8,300 SF	1,041	20	13	36	37
HT (Sit-Down) Restaurant	3,500 SF	325	20	18	12	8
Total		3,501	179	125	148	209

Table 8. says 1% traffic N on Walsh Tarrton 2% on Thousand Oaks

using the TIA numbers...  
condo dwellers travel down Walsh Tarrton once each 18.5 days

2 schools, Randalls, Starbucks, SteinMart etc are <1 mile away, yet the TIA predicts residents will only go once every 18.5 days

Overall, Table 8. predicts 90% go South from the development

TIA ignored the data that was most similar to the proposed development:

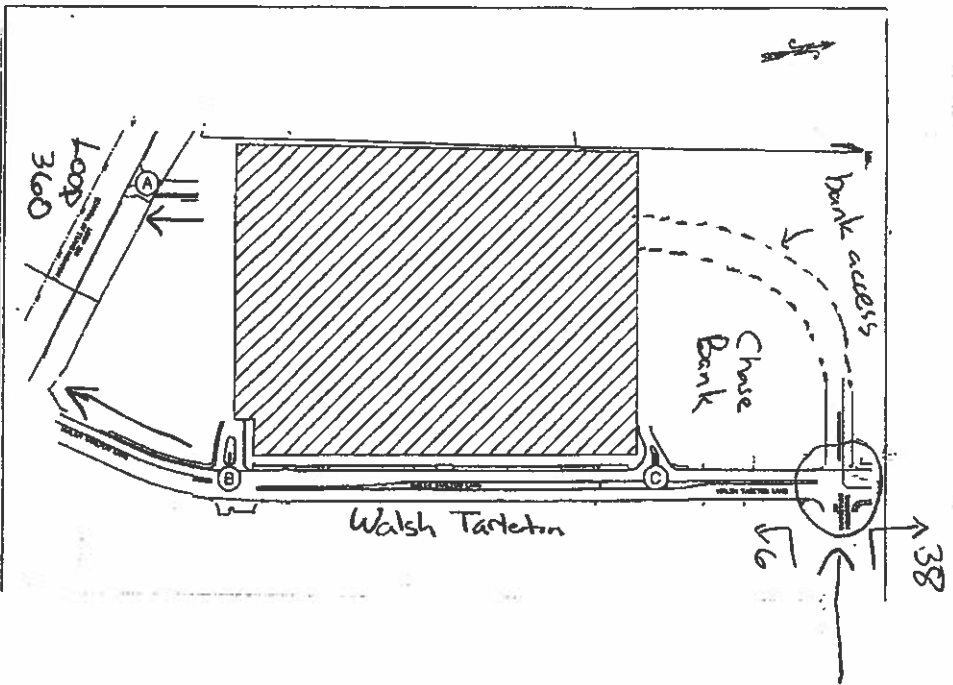
westbound traffic on Tamarron Boulevard.

(Remember there are apartments ~200 yards East)

In Figure 10 of TIA in A.M. peak hour

38 cars turn right

6 cars turn left



⇒ in a nearby intersection, 86% of drivers go North

For some reason, Table 8. Forecasts 90% choose South

Why?? Perhaps because the TIA assumed traffic

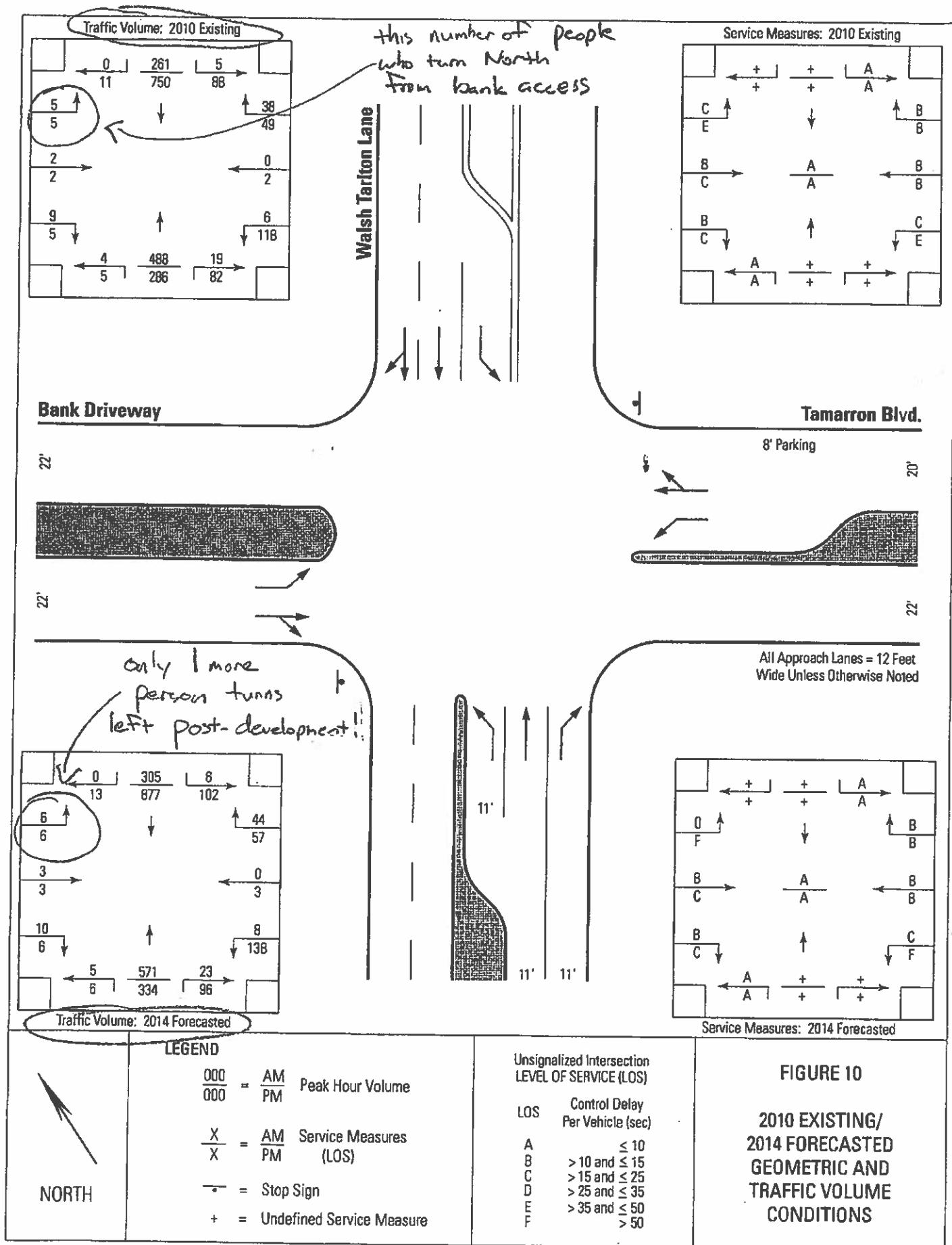
patterns of mall shoppers would be the same

as residents of the development:

⇒ this is fundamentally an error & they did not apply common sense to their results

## Summary

- TIA is seriously Flawed
  - started with the assumption mall traffic could forecast development traffic.
  - ignored data that did not support their conclusion
  - never checked that forecasts made any sense.
- What to do??
- Force developer to live within their own. silly TIA results
- Or, Compromise & close off the bank access
  - TIA predicts only a small number of cars will use it
  - ⇒ If this true, they should be willing to close it.



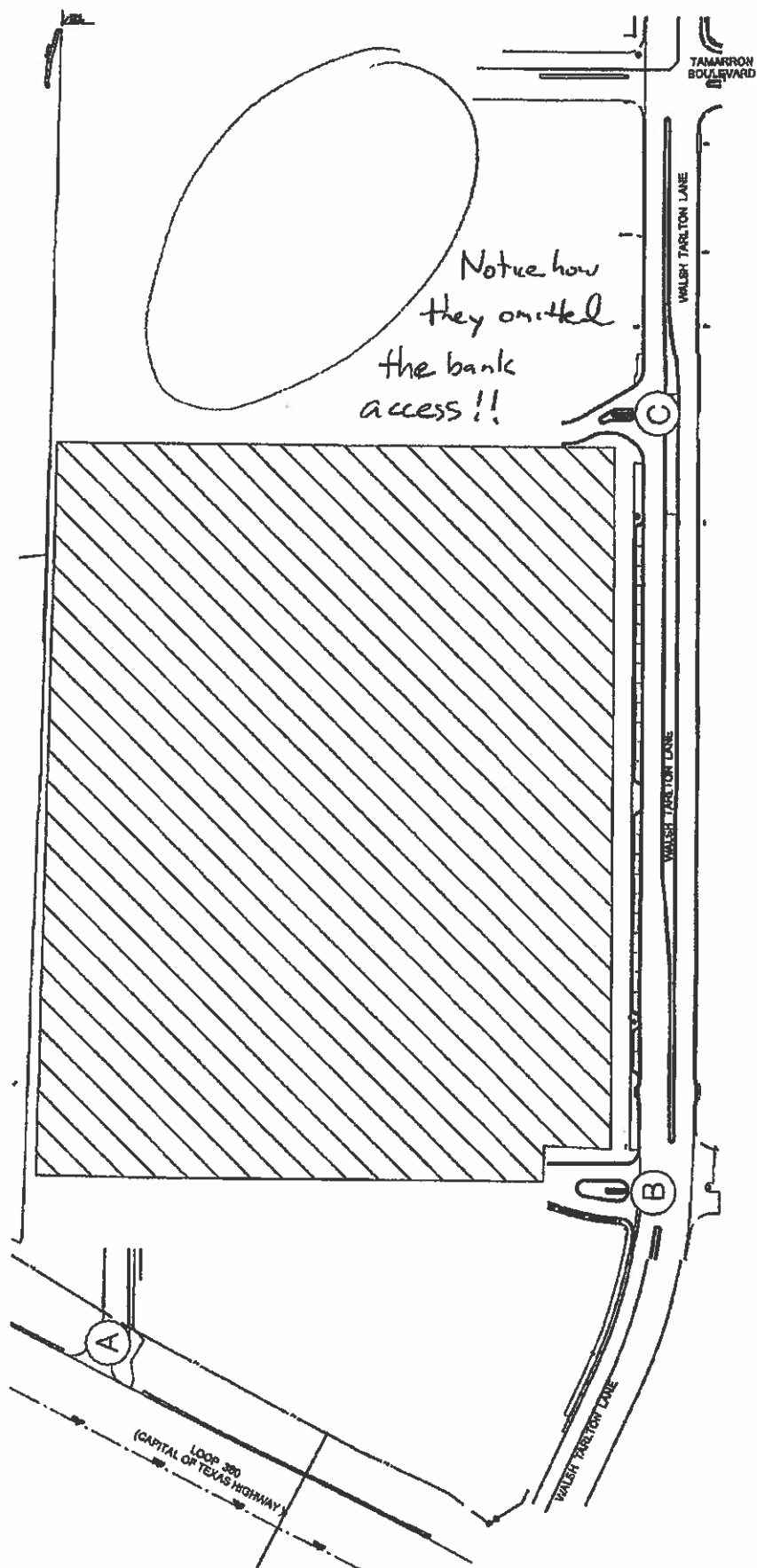


FIGURE 2  
CONCEPTUAL  
SITE PLAN

# Final TIA Email

A Few interesting notes in Final TIA 3/3/2011 From Sengetz Xin to Sue Welch

Intersection	Improvements Needed	Total Cost	Pro-Rata Share	Developer's Cost
Loop 1 East Frontage Road and Loop 360	Extend the Eastbound Left-Turn Bay Signal Timing Optimization	\$115,336 \$5,000	8.1% 2.4%	\$9,342 \$120
Loop 1 West Frontage Road and Loop 360	Construct a Free-Flowing Eastbound Right-Turn Lane	\$150,492	5.7%	\$8,578
Loop 360 and Mall Driveway	Signal Timing Optimization	\$5,000	3.8%	\$190
Loop 360 and Walsh Tartton Lane	Extend the Eastbound Left-Turn Bay Signal Timing Optimization	\$101,320 \$5,000	20.8% 4.8%	\$21,075 \$240
Walsh Tartton Lane and Driveway B	Installation of a 'Do Not Block Intersection' Sign	\$1,848	100.0%	\$1,848
Walsh Tartton Lane and Tamarron Boulevard	Installation of a Traffic Signal Re-stripe Westbound Left Turn Bay	\$150,000 \$1,435	2.5% 7.1%	\$3,750 \$102

Note how TIA never showed much traffic to the North, but there is now a light at the bank driveway. (and at a very modest cost)

← Recommendation From Sengetz

5. 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.

⇒ it's clear this development will violate the projected traffic conditions from Day 1. (One trip to Randall's each 18.5 days, etc)



## Memorandum

Jacobs Engineering Group Inc. Firm # 2966  
2705 Bee Cave Road, Suite 300  
Austin, Texas, 78746  
1.512.314.3100 Fax 1.512.314.3135

**Date** February 21, 2011

**To** John Burnham, Vice President – Investments  
Cypress Real Estate Advisors  
301 Congress Ave., Ste 500  
Austin, TX 78701

**From** James A. Kratz, P.E., PTOE

**Subject** Walsh Tarlton and 360 TIA Review



C3

The Cypress Real Estate Advisors have retained Jacobs Engineering Group Inc. to analyze the Walsh Tarlton and 360 Traffic Impact Analysis (TIA) developed by HDR Engineering, Inc. This technical memorandum provides a review of the TIA report for the proposed Walsh Tarlton and 360 development, located in the northwest corner of the intersection of Walsh Tarlton Lane and Loop 360 (Capital of Texas Highway).

The purpose of the review is to analyze information contained in the TIA report on existing and future traffic conditions; traffic data factors; trip generation, distribution, and assignment; traffic operations; and recommendations shown. Below are the findings of our review of the TIA for the Walsh Tarlton and 360 development in Austin, Texas.

### **Traffic Conditions**

The TIA report describes the existing arterials and collectors that make up the thoroughfare system within the study area. Within these descriptions, details are provided on existing transit service, functional roadway classifications, planned roadway improvements, bicycle and thoroughfare plan information for each of the roadways.

### **Traffic Data Factors**

The TIA report states that the adjusted/estimated average daily traffic (ADT) were taken from 2008 TxDOT Traffic Map and traffic counts obtained by HDR in September 2008 and April 2010. The TIA uses a four percent (4%) annual growth rate for adjusting and projecting background traffic.

### **Trip Generation, Distribution, and Assignment**

Within the TIA report, HDR provides the trip generation daily data for the current proposed development, the previously proposed development, and the existing land use. For the current proposed development, HDR used the best fit curve equations, where provided in the 8<sup>th</sup> Edition of the ITE *Trip Generation Information Report*, to calculate the unadjusted number of trips generated by the current site plan. The TIA report also provides information for adjusting the trips generated through pass-by, internal capture, and transit reductions. The trip distribution and assignment to and from the Walsh Tarlton and 360 development to the roadway network appears to be based on the existing traffic volume, layout of driveways, and existing roadway network.

### **Traffic Operations**

According to the TIA report, HDR used the Synchro 7.0 software from Trafficware Ltd. to perform the traffic operation analysis at the intersections within the study area. The TIA report contains 22 figures describing the Level of Service (LOS) analyses for 2010 existing conditions, 2014 background conditions, and 2014 total conditions for the proposed development. The analysis showed that the unsignalized intersections operate at acceptable LOS levels. However, the analysis at the signalized intersections showed they operate at unacceptable LOS levels.



# Memorandum

(Continued)

## Recommendations

The TIA report provides recommended improvements to several intersections within the study area. The recommendations are based on the analysis of the traffic impacts determined by comparing existing traffic conditions with the projected traffic conditions including the additional traffic generated by the proposed Walsh Tarlton and 360 development.

## Findings

Based on the Walsh Tarlton and 360 TIA developed by HDR, we have the following conclusions on the reasonableness and accuracy of the report:

- Providing the information shown for the roadways within the study area is standard practice in a TIA. The traffic conditions information provided appears to be accurate.
- The annual growth rate used is reasonable for this area and the projecting of the background was performed properly.
- According to the ITE *Trip Generation Information Report*, the development of trips generated by a development can be performed by either using the weighted average trip rate or the best fit curve regression equation for the applicable land use. Both of these methods are shown in the table. The use of the equations for this development is a more conservative approach as shown in the table.

Land Use (Code)	Weekday AM Peak		Weekday AM Peak		Weekday Daily	
	Average Rate	Equation Rate	Average Rate	Equation Rate	Average Rate	Equation Rate
Residential Condominium/Townhouse (230)	100	100	119	118	1,330	1,322
General Office Building (710)	117	150	112	163	834	1,077
Shopping Center (820)	8	35	30	120	356	1,346
High-Turnover (Sit-Down) Restaurant (932) <sup>1</sup>	40	40 <sup>1</sup>	39	39 <sup>1</sup>	445	445 <sup>1</sup>
Total	265	325	300	440	2,965	4,190

<sup>1</sup> Best fit curve regression equations do not exist for this land use, used average rate.

- The standard practice is to adjust trips for a mixed use development in accordance with the 2<sup>nd</sup> Edition of the ITE *Trip Generation Handbook Information Report*. The percentages shown in the TIA for pass-by reductions are from the *Trip Generation Handbook*. The method for internal capture shown in the *Trip Generation Handbook* would give an internal capture percentage of ten percent (10%), which is double the amount shown in the TIA report. The pass-by and internal capture reductions and application are consistent with the ITE *Trip Generation Handbook*. With transit stops near the Walsh Tarlton and 360 development, a reduction of the trips generated by the site is therefore reasonable as well.
- The trip distribution and assignment to and from the Walsh Tarlton and 360 development to the roadway network appears to be based on the existing traffic volume, layout of driveways, and existing roadway network, which is reasonable and standard practice.
- Performing traffic operation analyses for existing, background, and total traffic conditions are standard practice for a TIA report. HDR used the software program that is typically used in Texas to analyze intersections for the LOS analyses. Nevertheless, we have not validated the analyses through independent performance of the LOS analysis or review of the HDR software analysis files. These results were validated and accepted by the City of Austin, who does review the software analysis files. Therefore, the analyses results shown in the TIA appear to be reasonable and accurate.
- The recommendations presented within the TIA report consider improvements to the roadway network within the study area with and without the Walsh Tarlton and 360 development. This approach is both reasonable and part of standard practice.

In general, we concur with the findings of the TIA prepared by HDR Engineering, Inc. and summarized in this memorandum for the Walsh Tarlton and 360 development. If you have any questions or comments, please contact me at 512-314-3100.