



MEMORANDUM

TO: Sherri Sirwaitis, Case Manager
Planning and Zoning Department

CC: Eric Bollich, P.E., PTOE
Traffic Engineering Division
Austin Transportation Department

FROM: *hag* Scott A. James, P.E., PTOE
Land Use Review – Transportation
Development Services Department

DATE: ~~March 7, 2018~~ **REVISED June 19, 2018**

SUBJECT: Traffic Impact Analysis for Broadmoor/IBM redevelopment
Zoning application C14 – 2016 – 0136

Section 25 – 6 – 114 of the Land Development Code requires that a traffic impact analysis be conducted for a project proposed with a zoning application if the project is anticipated to generate more than 2,000 daily trips. The project site consists of 65.91 acres and is located east of Burnet Road, south of Gault Lane and to the north of Esperanza Crossing. The applicant is proposing to rezone 65.91 acres from NBG-CMU to NBG-TOD-Gateway (ordinance) to allow for for the following land uses:

Land use	Proposed Intensity
General office	2,123,137 SF
Shopping center/general retail	98,462 SF
Restaurant (high-turnover sit down)	40,000 SF
Multi family apartments	2,092 DU
Residential condominiums	150 DU
Hotel	300 rooms

The projected completion year is 2036.

Staff from the Austin Transportation and the Development Services Departments have reviewed the November 22 , 2017 *"Traffic Impact Study, Broadmoor Development in Austin, Texas"* with the following comments:

Nearby Roadways

Mo-Pac Expressway (Loop 1) is a six lane freeway with frontage roads in the vicinity of the project site. According to Texas Department of Transportation (TxDOT) average daily traffic counts, the 2015 traffic volume on the Mo-Pac Expressway was approximately 115,400 vehicles per day (vpd) north of Duval Road. The 2014 Austin Bicycle Plan recommends a shared use path/trail along Mo-Pac frontage roads in the vicinity of the site.

Burnet Road (FM 1325) is as a four lane divided major arterial paralleling the Mo-Pac Expressway in the vicinity of the site. According to TxDOT average daily traffic counts, the 2015 traffic volume on Burnet Road was approximately 26,100 vpd south of Gault Lane. The 2014 Austin Bicycle Plan recommends protected bike lanes on Burnet Road in the vicinity of the site. The North Lamar/Burnet Corridor Program (2013) identified transportation improvements along Burnet Road which are included in the 2016 Mobility Bond.

Metric Boulevard is a four lane divided major arterial between Parmer Lane and Braker Lane. According to TxDOT average daily traffic counts, the 2015 traffic volume on Metric Boulevard was approximately 23,900 vpd north of Braker Lane. Metric Boulevard currently provides buffered bike lanes between Stonehollow Drive and Braker Lane. The 2014 Austin Bicycle Plan recommends protected bike lanes on Metric Boulevard in the vicinity of the site.

Gracy Farms Lane is a four lane collector between Burnet Road and Metric Boulevard. According to TxDOT average daily traffic counts, the 2015 traffic volume on Gracy Farms Lane was approximately 9,600 vpd east of Hobby Horse Court. Gracy Farms Lane currently provides buffered bike lanes between Burnet Road and Metric Boulevard.

Gault Lane is a two lane local street between Alterra Parkway and Hobby Horse Court. Daily traffic volumes were not provided for Gault Lane, however, extrapolating from the observed peak period traffic counts, approximately 4,500 vpd are estimated east of Burnet Road.

Palm Way is a two lane local street between Alterra Parkway and Burnet Road, becoming a private internal roadway for the subject property east of Burnet Road. Daily traffic volumes were not provided for Palm Way, however, extrapolating from the observed peak period traffic counts, approximately 3,700 vpd are estimated west of Burnet Road.

Esperanza Crossing is a four lane divided local street between Mo-Pac northbound frontage road and Burnet Road, and a two lane local street east of Burnet Road. Daily traffic volumes were not provided for Esperanza Crossing, however, extrapolating from the observed peak period traffic counts, approximately 2,100 vpd are estimated on this roadway, east of Burnet Road.

Kramer Lane is a two lane local street between Alterra Parkway and Metric Boulevard. According to TxDOT average daily traffic counts, the 2015 traffic volume on Kramer Lane was approximately 6,900 vpd east of Burnet Road. Kramer Lane provides bike lanes between Burnet Road and Metric Boulevard. The 2014 Austin Bicycle Plan recommends protected bike lanes on Kramer Lane in the vicinity of the site.

Braker Lane is a six lane divided major arterial between Burnet Road and Metric Boulevard. According to TxDOT average daily traffic counts, the 2015 traffic volume on Braker Lane was approximately 28,500 vpd east of Burnet Road. Braker Lane currently provides bike lanes between Mo-Pac Expressway and Kramer Lane. The 2014 Austin Bicycle Plan recommends protected bike lanes on Braker Lane in the vicinity of the site.

Hobby Horse Court is a two lane local street between Gracy Farms Lane and Gault Lane. Daily traffic volumes were not provided for Hobby Horse Court, however, extrapolating from the observed peak period traffic counts, approximately 4,500 vpd are estimated south of Gracy Farms Lane.

Stonehollow Drive is a two lane local street that offers a loop connection to Metric Boulevard. The roadway intersects Metric Boulevard to the north and to the south of Gracy Farms Lane. Daily traffic volumes were not provided for Stonehollow Drive, however, extrapolating from the observed peak period traffic counts, approximately 3,400 vpd are estimated south of Gracy Farms Lane.

Trip Generation Estimates

Based on the ITE Trip Generation Manual, 9th Edition, the proposed development will generate approximately 38,449 new daily trips per day (vpd) with 3663 trips occurring during the AM peak hour, and 4827 occurring during the PM peak hour. The following background projects were listed in the scoping document:

- ~~Home 2 Suites (SP – 2012 – 0281C)~~, already constructed
- Marriott Residence Inn (SP – 2014 – 0336C),
- Charles Schwab Campus (SP – 2015 – 0437C),
- The Domain – HPI Office (SP – 2015 – 01911C) and
- The Domain – IBM-Multi-family (SP – 2015 – 0191C)

On the following page, Table 1 provides the estimated number of daily weekday trips for this development proposal.

Table 1 – Estimate of weekday trip generation						
		Weekday AM Peak		Weekday PM Peak		Daily Totals
Land Use (ITE Code)	Intensity	Enter	Exit	Enter	Exit	
Apartment (220)	2,092 DU	206	823	759	409	12,801
Residential Condominium/ Townhomes (210)	150 DU	12	59	56	28	915
Hotel (310)	300 Rooms	117	84	103	107	2676
General Office (710)	2,123,137 SF*	2,718	213	404	1,974	10,248
Shopping Center (820)	98,462 SF	96	59	285	308	6,723
High-Turnover Sit Down Restaurant (932)	40,000 SF	238	195	236	158	5,086
		3,387	1,591	2,068	4,083	38,449

As stated within the TIA scoping document, reductions were permitted for the proposed site generated traffic to reflect the local transportation travel and transportation access patterns. Accordingly, a 15% reduction for the PM peak hour trips was permitted for restaurant and shopping center land uses. An additional 30% reduction was permitted for the combined use of public transportation, bicycles and pedestrian trips to the site plus an internal capture of a portion of the residential, office and retail trips within the site. These reductions to the estimates of peak hour trips reflect the applicant's proposal to construct a new LRT station, offering increased public transit service to the site. Table 2 below presents the adjusted estimates of site generated trips for the proposed land uses.

Table 2 – Adjusted estimate of weekday trip generation						
		Weekday AM Peak		Weekday PM Peak		Daily Totals
Land Use (ITE Code)	Intensity	Enter	Exit	Enter	Exit	
Apartment (220)	2,092 DU	144	576	531	286	8,961
Residential Condominium/ Townhomes (210)	150 DU	9	42	40	20	641
Hotel (310)	300 Rooms	117	84	103	107	2,676
General Office (710)	2,123,137 SF*	1,093	150	283	1,382	7,174
Shopping Center (820)	98,462 SF	68	42	157	170	4,707
High-Turnover Sit Down Restaurant (932)	40,000 SF	167	137	201	135	4,324
		1,599	1,032	1,316	2,101	28,483

* Reflects the net additional office space: the existing 1,112,236 SF of general office is excluded.

Trip Distribution

Table 3 presents how the site traffic was assigned to the surrounding network of public streets to determine the impact of the proposed development upon existing transportation infrastructure.

Table 3 – Directional distribution of site traffic	
Roadway	% site traffic
Northbound Mopac Expressway	15%
Southbound Mopac Expressway	10%
Southbound Burnet Road	10%
Northbound Metric Boulevard	10%
Southbound Metric Boulevard	10%
Westbound Duval Road	10%
Eastbound Gracy Farms Lane	5%
Eastbound Kramer Lane	5%
Eastbound Braker Lane	10%
Westbound Braker Lane	15%
Total	100

Traffic Analysis Methodology

Table 4 below presents the Highway Capacity Manual (HCM) definitions of ‘levels of service’ for both *signalized and unsignalized* intersections. Within the City of Austin, LOS “D” is considered the acceptable threshold for signalized operations and for intersections where the LOS is projected at “E” or lower, mitigation should be proposed.

Table 4 –Level of Service as defined by HCM		
Level of Service	Signalized Intersection Average Total Delay (Sec/Veh)	Unsignalized Intersection Average Total Delay (Sec/Veh)
A	≤10	≤10
B	>10 and ≤20	>10 and ≤15
C	>20 and ≤35	>15 and ≤25
D	>35 and ≤55	>25 and ≤35
E	>55 and ≤80	>35 and ≤50
F	>80	>50

The following table present a summary of the analysis performed within the TIA. Table 5 below shows the estimated delays (in seconds per vehicle) for the AM and PM peak hours of travel for three scenarios: existing conditions, forecast conditions (without the project, called "No Build") and forecast conditions with the project as proposed (called "Built"). The City of Austin assumes the morning peak hour will occur between 7 and 9 AM, and the evening peak hour between 4 and 6 PM during the regular work week (Monday – Friday).

Table 5 – Calculation of Levels of Service for Existing, No Build and Built Scenarios						
Intersection	2015 Existing		2036 No Build (Forecast only)		2036 Built (Site + Forecast)	
	AM LOS (Delay)	PM LOS (Delay)	AM LOS (Delay)	PM LOS (Delay)	AM LOS (Delay)	PM LOS (Delay)
Mopac SB Frontage Rd and Duval Road	F (114.1)	E (66.4)	F (278.6)	F (141.5)	F (322.9)	F (183.3)
Mopac NB Frontage Rd and Duval Road	E (55.0)	E (63.4)	F (104.5)	F (137.4)	F (158.8)	F (170.4)
Burnet Road/Mopac NB Frontage Road and Gracy Farms Lane	B (11.6)	C (20.1)	E (65.4)	E (65.3)	E (69.9)	F (92.5)
Burnet Road and Gault Lane	E (60.9)	D (52.7)	F (131.5)	F (235.2)	F (294.3)	F (587.6)
Burnet Road and Palm Way	B (11.4)	D (36.5)	B (10.2)	E (77.1)	D (44.3)	F (300.1)
Burnet Road and Esperanza Crossing	B (18.7)	D (54.5)	F (250.1)	F (503.2)	F (283.5)	F (525.6)
Burnet Road and Kramer Lane	B (11.3)	C (28.7)	D (48.9)	F (96.6)	F (85.5)	F (237.8)
Burnet Road and Braker Lane	E (62.0)	E (62.3)	F (153.3)	F (168.1)	F (217.7)	F (252.3)
Stonehollow Drive and Gracy Farms Lane	B (16.7)	C (21.2)	F (110.1)	C (34.3)	F (172.2)	E (74.9)
Kramer Lane and Braker Lane	C (21.8)	C (31.6)	C (30.2)	E (60.6)	D (46.1)	F (136.1)
Metric Boulevard and Gracy Farms Lane	C (22.1)	C (25.0)	E (69.5)	D (46.4)	E (83.8)	F (84.1)
Metric Boulevard and Braker Lane	E (62.9)	E (67.4)	F (174.1)	F (117.7)	F (193.4)	F (123.9)
Burnet Road and IBM Private Roadway	A (0.1)	A (1.5)	A (0.1)	A (6.6)	A (0.3)	A (8.7)

Table 5 – Calculation of Levels of Service for Existing, No Build and Built Scenarios						
Intersection	2015 Existing		2036 No Build (Forecast only)		2036 Built (Site + Forecast)	
	AM LOS (Delay)	PM LOS (Delay)	AM LOS (Delay)	PM LOS (Delay)	AM LOS (Delay)	PM LOS (Delay)
Hobby Horse Court and Gracy Farms Lane	A (9.2)	F (75.9)	F (149.8)	F (2010.5)	Err	Err
Hobby Horse Court/Roadway D and Gault Lane	B (14.1)	B (10.4)	D (31.3)	B (11.0)	F (278.1)	F (280.2)
Schwab Driveway and Gracy Farms Lane	A (1.3)	A (8.6)	F (21154)	F (7364.0)	Err	Err
Burnet Road and Roadway A	-	-	-	-	A (0.2)	B (10.2)
Burnet Road and Roadway B	-	-	-	-	A (0.4)	C (24.5)
Driveway C and Gault Lane	-	-	-	-	D (26.2)	A (6.3)
Driveway E and Gault Lane	-	-	-	-	A (1.3)	A (0.6)
Roadway A and Roadway D	-	-	-	-	A (2.1)	A (3.1)
Roadway D and Palm Way	-	-	-	-	B (12.2)	B (12.7)
Roadway D and Roadway B	-	-	-	-	A (9.9)	B (11.4)
Roadway D and IBM Roadway	-	-	-	-	A (8.5)	B (14.4)
Parkway Road and Palm Way	-	-	-	-	A (6.7)	A (4.1)
Parkway Road and Roadway B	-	-	-	-	A (7.6)	B (12.8)
Parkway Road and IBM Roadway	-	-	-	-	B (12.3)	E (41.7)

“Err” Calculated value exceeds limits of Synchro model

Summary of Existing Conditions

As shown in the table above, certain intersections already exhibit LOS at “E” or below. These analyses reflect the baseline conditions to which site traffic (and proposed mitigations) will be added. Other

intersections were found to operate at LOS “E” or “F” after development occurs. Austin Transportation Department interprets intersections presented with LOS “E” or below as in need of mitigation.

Discussion of results of TIA analysis:

As illustrated in Table 5, future capacity concerns are identified along the Mo-Pac Expressway frontage and within the North Burnet Road corridor. Some of these concerns were identified at intersections within the study area in the Existing (2015) and Future (2036) analyses. Although major improvements are necessary at intersections along Mo-Pac Expressway, improvements were not proposed as part of this project, as they are expected to be addressed separately as part of regional improvement plans.

Recommended Transportation Improvements

The TIA identified improvements to the adjacent and internal transportation infrastructure to mitigate the calculated impact to traffic resulting from this development. Table 6 summarizes the recommended improvements. Current practice applies the percentage of site traffic using the improved facility to identify the estimated level of cost participation (“pro-rata” share).

Table 6 – Summary of Recommended Improvements	
Intersections	Recommended Improvements
Mopac SB Frontage Road and Duval Road	Construct SB right-turn lane
	Construct additional SB left-turn lane
Mopac NB Frontage Road and Duval Road	Construct NB through lane
Burnet Road/Mopac NB Frontage Road and Gracy Farms Lane	Construct NB right-turn lane
Burnet Road and Gault Lane	Construct WB right-turn lane
	Construct SB right-turn lane
	Construct WB left-turn lane
	Construct EB left-turn lane
	Extend SB left-turn lane storage
	Extend NB right-turn lane storage
	Signal modification and timing optimization
Burnet Road and Palm Way	Stripe EB for dual left-turn lanes
	Construct NB right-turn lane
	Construct WB dual left-turn lanes
	Signal modification and timing optimization
Burnet Road and Kramer Lane	Construct EB right-turn lane
	Construct WB right-turn lane
	Construct NB dual left-turn lanes*

Table 6 – Summary of Recommended Improvements

Intersections	Recommended Improvements
	Construct SB dual left-turn lanes*
	Remove channelization of NB right-turn lane*
	Signal modification and timing optimization*
Burnet Road and Braker Lane	Construct EB dual left-turn lanes*
	Construct WB dual left-turn lanes*
	Construct NB dual left-turn lanes*
	Construct SB dual left-turn lanes*
	Construct EB right-turn lane*
	Signal modification and timing optimization*
	Construct WB right-turn lane
Stonehollow Drive and Gracy Farms Lane	Construct SB right-turn lane
	Signal timing optimization
Kramer Lane and Braker Lane	Construct EB right-turn lane
	Construct WB right-turn lane
	Signal timing optimization
Metric Boulevard and Gracy Farms Lane	Construct NB dual left-turn lanes
	Signal modification and timing optimization
Metric Boulevard and Braker Lane	Construct EB right-turn lane
	Construct WB right-turn lane
	Construct NB right-turn lane
	Construct SB right-turn lane
	Signal modification and timing optimization
Burnet Road and IBM Private Roadway	Install traffic signal
	Construct NB right-turn lane
	Remove median & construct WB left-turn lane
Hobby Horse Court and Gracy Farms Lane	Install traffic signal
	Construct/extend WB dual left-turn lanes
	Stripe Hobby Horse Ct to 4-lanes
Hobby Horse Court/Roadway D and Gault Lane	Install traffic signal
	Construct EB left-turn lane
	Construct WB right-turn lane
Burnet Road and Roadway A	Construct NB right-turn lane
Burnet Road and Roadway B	Construct NB right-turn lane
Parkway Rd and IBM Roadway	Construct NB channelized right turn lane

*some improvements were identified in prior TIA's and incorporated into the future built scenario

In addition to the offsite improvements, the development proposes to construct internal roadways to serve the additional site traffic and help minimize the additional burden on the existing public roadway network. Staff from the Austin Transportation Department reviewed and endorsed the conceptual

dimensions and cross sections for these new roads. The list below summarizes key elements of the internal roads to be built within the development:

1. *Gault Lane between Burnet Road and Driveway E*: four travel lanes with dividing center median and additional turn lanes at intersections where needed.
2. *Palm Way between Burnet Road and Roadway D*: four travel lanes with dividing center median and additional turn lanes at intersections where needed.
3. *Palm Way between Roadway D and Parkway Road*: two travel lanes and center two-way left-turn lane (CTWLTL) or additional turn lanes at intersections where needed.
4. *IBM Roadway between Burnet Road and Parkway Road*: two travel lanes and center two-way left-turn lane (CTWLTL) or additional turn lanes at intersections where needed
5. *Roadway A and Roadway B*: two travel lanes and additional turn lanes at intersections when needed.
6. *Roadway D between Gault Lane and first driveway south of Gault Lane*: four travel lanes with dividing center median and additional turn lanes at intersections where needed.
7. *Roadway D between first driveway south of Gault Lane and Roadway B*: two travel lanes and center two-way left-turn lane (CTWLTL) or additional turn lanes at intersections where needed
8. *Roadway D between Roadway B and IBM Roadway* two travel lanes and additional turn lanes at intersections when needed.
9. *Parkway Road, between Driveway E and Palm Way* two travel lanes and additional turn lanes at intersections when needed.
10. *Parkway Road, between Palm Way and IBM Roadway* two travel lanes and additional turn lanes at intersections when needed.

City of Austin Staff Recommendations

Review staff discussed the need to implement physical improvements concurrently with the development of the site and thus prioritized the infrastructure elements accordingly. Staff recognized and acknowledged the need to distinguish site related traffic congestion from larger (or preexisting) regional traffic concerns. Therefore, after review and acceptance of the TIA findings, the following goals were identified:

- 1) Wherever feasible, staff prefers to have the developer construct physical improvements instead of posting fiscal towards the estimated costs of construction.
- 2) In locations where more than one improvement is identified, staff would accept a fully constructed single improvement in place of several partial funded elements.

Conclusions and Recommendations

While not all of the identified improvements necessary will be constructed as part of this site development, review staff is in agreement that the applicant's contributions, both constructed and in fiscal support, will satisfactorily mitigate the impact determined in the TIA document if certain critical improvements are made as a part of the site development. Therefore, staff recommends approval of this zoning application subject to the following conditions:

Prior to the 3rd Reading of City Council, the applicant shall agree to the following conditions:

- 1) Dedication of right of way along North Burnet Road up to ~~60~~ 70 feet as measured from centerline, to permit implementation of identified roadway improvements.
- 2) Dedication of Palm Way as a public road, from its intersection with North Burnet Road to Roadway D, of a total width of 135 feet from Burnet Road to Roadway D, and narrowing to a width of 105 feet from Roadway D to Parkway Road.
- 3) Dedication of Gault Lane as a public road, 46 feet in width from its intersection with Burnet Road to Hobby Horse Court/Roadway D.
- 4) Dedication of Roadway D as a public road, approximately 80 feet in width, from its intersection with Gault Lane to Palm Way.
- 5) In addition, the following physical improvements are to be constructed as part of site plan development within the project:

Table 7 – List of improvements to be built by developer				
Location	Improvement	Cost Estimate	Developer Share %	Schedule
Burnet Road and IBM Roadway	Install traffic signals	\$300,000	100.0%	Construction occurs with development south of Palm Way
	Add WB LT lane*	\$150,000	100.0%	
Burnet Road and Roadway B	Add NB RT lane*	\$150,000	100.0%	
Burnet Road and Palm Way	Add 2nd WB LT lane*	\$150,000	100.0%	Construction to occur with first development
	Upgrade signals infrastructure and revise signal timings*	\$150,000	100.0%	
Burnet Road and Roadway A	Add NB RT lane*	\$150,000	100.0%	Construction occurs with development north of Palm Way
Total value of constructed improvements		\$1,050,000	%100	

- 6) Prior to the issuance of the first site development permit, the applicant shall post fiscal in the amount of \$1,970,051 for the improvements identified in the TIA and presented below:

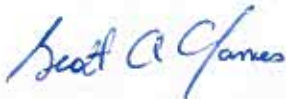
Table 8 – List of improvements for fiscal participation

Location	Improvement	Total Cost	Developer Share %	Developer Cost
Burnet Road and Braker Lane	Add 2nd EB LT lane	\$204,000	76.0%	\$155,040
	Upgrade signals and revise signal timings			
Burnet Road and Kramer Lane	Modify turn lanes	\$204,000	51.0%	\$104,085
	Upgrade signals and revise signal timings			
Burnet Road and IBM Roadway	Add NB RT lane	\$150,000	89.4%	\$134,100
Burnet Road and Palm Way	Add NB RT lane	\$150,000	95.8%	\$143,700
Burnet Road and Gault Lane	Add WB RT lane	\$49,911	12.8%	\$6,389
	Add WB LT lane	\$250,000	68.5%	\$171,250
	Extend SB LT lane	\$150,000	58.1%	\$87,150
	Extend NB RT lane	\$75,000	73.9%	\$55,425
	Upgrade signals and revise signal timings	\$150,000	68.5%	\$102,750
Hobby Horse Court/ Roadway D and Gault Lane	Install WB turn lane	\$150,000	58.4%	\$87,600
	Install EB turn lane	\$150,000	96.5%	\$144,750
	Install traffic signal	\$300,000	90%	\$270,000
Mopac SB Frontage Road and Duval Road	Add 2 nd SB LT lane	\$150,000	20.9%	\$31,350
Mopac NB Frontage Road and Duval Road	Add 2 nd northbound lane	\$89,306	11.4%	\$10,181
Stonehollow Drive and Gracy Farms Lane	Add SB turn lane	\$150,000	25%	\$37,500
	Revise signal timings	\$5,000	100.0%	\$5,000
Braker Lane and Kramer Lane	Add WB RT lane	\$150,000	33.1%	\$49,650
	Revise signal timings	\$5,000	100.0%	\$5,000
Metric Boulevard and Gracy Farms Lane	Upgrade signal equipment	\$5,000	33.6%	\$1,680
	Revise signal timings	\$5,000	100%	\$5,000
Metric Boulevard and Braker Lane	Upgrade signals infrastructure and revise signal timings	\$150,000	8.6%	\$12,900
Hobby Horse and Gracy Farms Lane	Stripe Hobby Horse Court to four lanes	\$10,000	76.2%	\$7,620
	Add 2nd WB LT lane	\$150,000	38.0%	\$57,000
	Extend WB LT lane	\$75,000	38.0%	\$28,500
	Install traffic signal	\$300,000	67.9%	\$203,700
Pedestrian improvements from North Burnet Gateway Plan	Sidewalk improvements (Braker Lane to Mopac Expressway)	\$279,000	18.9%	\$52,731
Total participation		\$3,506,217		\$1,970,051

- 7) Staff review considers the total value of the dedicated public rights-of-way, in combination with the proposed on-site transit station, public and private roadways, and contribution to the costs to construct off-site improvements, to meet in full the determined roughly proportionate mitigation as outlined by City of Austin policy. No additional participation, either built or financial is recommended by staff.
- 8) Development of this property should not vary from the approved uses, nor exceed the ~~approved intensities~~, total estimates of daily vehicle trips, nor by more than 10% the number of estimated inbound and outbound peak hour trips and estimated traffic generation assumptions within the TIA document (dated November 22, 2017), including land uses, trip generation, trip distribution, traffic controls and other identified conditions. Should the development of this property vary from the threshold(s) above, the City of Austin reserves the right to seek additional traffic analysis supporting the changes.
- 9) ~~The findings and recommendations of this TIA memorandum remain valid until March 7, April 4, 2023, after which a revised TIA or addendum may be required.~~ If the listed improvements to be built by the developer (Table 7) have not been constructed by June 19, 2028, the City reserves the right to modify the requirements set forth in Table 7 to address necessary traffic improvements. The total value of the developer constructed improvements shall not increase (subject to Condition #8 above), and all constructed improvements shall be credited against the applicant's obligation.

Please contact me at (512) 974 – 2208, if you have any questions or need additional information.

Thank you.



Scott A. James, P.E., PTOE
Land Use Review – Transportation
Development Services Department