



MEMORANDUM

TO: Wendy Rhoades, Case Manager
Planning and Zoning Department

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Austin Transportation Department

FROM: *for* Scott A. James, P.E., PTOE
Katie Wettick, AICP
Land Use Review – Transportation
Development Services Department

DATE: ~~September 14, 2018~~ **REVISED October 15, 2018**

SUBJECT: Traffic Impact Analysis for Camelback Tract PUD Amendment
Zoning application C814 – 86 – 023.01

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 Camelback development is located on the north shore of Lake Austin, west of Loop 360. The development is currently zoned PUD and has vested rights that would allow for construction of sixty-four (64) single family residential lots. The applicant is proposing to amend the previously approved land plan to allow for for the following mix of land uses:

Land use	Proposed Intensity
General office	300,000 SF
Restaurant (high-turnover sit down)	19,400 SF
Residential condominiums	40 DU
Single family houses	25 DU

The projected completion year is 2022.

Staff from the Austin Transportation Department have reviewed the September 7, 2018 *"Traffic Impact Study, Camelback"* with the following comments.

Nearby Roadways

RM 2222

The Austin Metropolitan Area Transportation Plan (AMATP) classifies RM 2222 as a four-lane divided major arterial. According to 24-hour traffic counts conducted by the applicant, 51,700 vpd are estimated on RM 2222, east of Champion Grandview Way, and 27,100 vpd are estimated east of Lakewood Drive. The posted speed limit on RM 2222 is 55 MPH west of Loop 360 and 45 MPH east of the Loop 360 interchange. The 2014 Austin Bicycle Plan recommends a shared use path on RM 2222.

Loop 360 (Capital of Texas Highway)

The AMATP classifies Loop 360 as a four-lane divided major arterial in the vicinity of the site. According to 24-hour traffic counts conducted by the applicant, 59,800 vehicles per day (vpd) are estimated on Loop 360, north of Champion Grandview Way, and 43,900 vpd are estimated south of the Loop 360 bridge. The posted speed limit on Loop 360 is 55 miles per hour (mph). The 2014 Austin Bicycle Plan recommends a shared use path/trail on Loop 360 in the vicinity of the site.

City Park Road

City Park Road is classified as a two-lane undivided minor arterial south of RM 2222, with a third lane (for passing) beginning approximately 475 feet east of West Courtyard Drive. According to TxDOT average daily traffic counts, the 2015 traffic volume south of RM 2222, was approximately 5,900 vehicles per day (vpd). The posted speed limit on City Park Road is 40 MPH. The 2014 Austin Bicycle Plan recommends a protected bike lane on City Park Road south of RM 2222.

West Courtyard Drive

West Courtyard Drive is classified as a two-lane local street. According to 24-hour traffic counts conducted by the applicant, 2,300 vpd south of City Park Road and 5,000 vpd north of Bridge Point Parkway are estimated. The review of peak hour traffic counts conducted by the applicant, indicates approximately 7,300 vpd travel along West Courtyard Drive west of Loop 360. The posted speed limit on West Courtyard Drive is 30 MPH.

Bridge Point Parkway

Bridge Point Parkway is classified as a two-lane local street. Bridge Point is discontinuous, with one section (approximately 2,000 feet in length), beginning at the intersection with West Courtyard Drive. A separate section between City Park Road and Coldwater Canyon Drive is approximately 1,250 feet in length. Based on a review of peak hour traffic counts conducted by the applicant, 3,400 vpd are estimated on Bridge Point Parkway, west of West Courtyard Drive. South of City Park Road,

approximately 150 vpd are estimated on West Courtyard Drive. The assumed speed limit of 30 MPH applies to both sections of the roadway.

Trip Generation Estimates

Based on the ITE Trip Generation Manual, 10th Edition, the proposed development will generate approximately 5,808 new daily trips per day (vpd) with 544 trips occurring during the AM peak hour, and 566 occurring during the PM peak hour. Table 1 provides the estimated number of unadjusted daily weekday trips.

Table 1 – Estimate of weekday trip generation						
Land Use (ITE Code)	Intensity	Weekday AM Peak		Weekday PM Peak		Daily Totals
		Enter	Exit	Enter	Exit	
Single Family Detached (210)	25 DU	6	17	17	17	290
Multi-family housing (220)	40 DU	5	15	16	10	262
General Office (710)	300,000 SF	265	43	52	571	3,080
High-Turnover/ Sit Down Restaurant (932)	19,400 SF	106	87	118	72	2,176
Totals		382	162	203	363	5,808

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 the High-Turnover Restaurant during the PM peak period, with an additional 10% internal capture reduction for the office and restaurant land uses during the PM peak period. No other trip reductions were assumed as part of this study. The adjusted estimated weekday trips are reflected in Table 2 below:

Table 2 – Adjusted estimate of weekday trip generation						
Land Use (ITE Code)	Intensity	Weekday AM Peak		Weekday PM Peak		Daily Totals
		Enter	Exit	Enter	Exit	
Single Family Detached (210)	25 DU	6	17	17	10	290
Multi-family housing (220)	40 DU	5	15	16	10	262
General Office (710)	300,000 SF	265	43	47	244	2,926
High-Turnover/ Sit Down Restaurant (932)	19,400 SF	106	87	90	55	1,920
Totals		382	162	170	319	5,398

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 Loop 360	25%
Southbound Loop 360	25%
Eastbound RM 2222	20%
Westbound RM 2222	25%
Westbound City Park Road	5%
Total	100%

The following background projects were listed in the scoping document: Cold Water Garden Homes (SP – 04 – 0287D), Champions Tract 3 (C14 – 2015 – 0160), Champion Tract 1 (SPC – 2018 – 0031C).

As specified in the TIA scoping documents, traffic counts were collected when public schools were in session for the following intersections:

Tuesday February 27, 2018:

- Loop 360 and RM 2222 (NB & SB frontage roads)
- Loop 360 and West Courtyard Drive
- City Park Road and RM 2222
- West Courtyard Drive and City Park Road
- West Courtyard Drive and Bridge Point Parkway
- Bridge Point Parkway and City Park Road

Tuesday, March 27, 2018:

- West Courtyard Drive and Finklea Cove
- West Courtyard Drive and Long Court
- West Courtyard Drive and Monte Vista Condo Driveway
- West Courtyard Drive and Shepherd Mountain Cove

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 tables present summaries 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 the neighborhood roadways under two scenarios: "2018 Existing" conditions and "2022 Site + Forecast" conditions. 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 and Built Scenarios				
Intersection	2018 Existing		2022 Built Condition (Site + Forecast)	
	AM LOS (Delay)	PM LOS (Delay)	AM LOS (Delay)	PM LOS (Delay)
West Courtyard Drive and Finklea Cove	A (8.7)	B (10.1)	A (8.6)	A (9.4)
West Courtyard Drive and Long Court	A (9.6)	B (10.5)	A (9.3)	A (9.7)
West Courtyard Drive / Monte Vista Condo Driveway	B (10.1)	B (10.3)	A (9.7)	A (9.6)
West Courtyard Drive / Shepherd Mountain Cove	B (11.7)	B (11.7)	B (11.0)	B (10.6)

Summary of Existing Conditions

As shown in the table above, none of the neighborhood roadways are shown to experience significant levels of delay. These analyses reflect the baseline conditions to which site traffic (and proposed mitigations) will be added.

Identified Neighborhood Traffic Concerns (use of West Courtyard Drive)

As part of the analysis, the applicant assumed a certain amount of roadway traffic would be rerouted from West Courtyard Drive to the proposed extension of Bridge Point Parkway upon completion of the new roadway connection. During the morning and evening peak periods, seventy-five (75) and one hundred thirty-eight (138) trips, respectively, were rerouted from West Courtyard to Bridge Point Parkway. According to the results of the analysis, all of the studied intersections in this section will continue to operate at satisfactory levels of congestion ("LOS A") during both peak periods for all future scenarios.

Previous traffic impact analyses have recommended improvements in the vicinity of this project:

- 1) The interchange of Loop 360 and RM 2222 is to have modified traffic signal phasing to add an overlap phase to allow the northbound right-turn movement to run simultaneously with the westbound through movement. This modification would also require the eastbound through movement under the bridge be terminated at the same time as the eastbound left-turn movement to avoid conflicting phases.
- 2) The intersection of City Park Road and RM 2222 is to have modifications and operational upgrades to the traffic signal timing plans.

Discussion of results of TIA analysis:

In order to review the probable traffic impact of the change in allowable land uses and intensities, the applicant reviewed the following scenarios in their analysis:

2018 Existing Conditions

2022 Forecasted Conditions (without site traffic)

2022 Site Plus Forecasted Traffic Conditions (without improvements)

2022 Site Plus Forecasted Traffic Conditions (with improvements)

Each scenario was modeled using industry standard micro-simulation software and the peak hour traffic counts collected for the analysis. Follows is a summary of the results (by location):

The Loop 360 Southbound (SB) Frontage Road and RM 2222 is shown to operate at LOS C under the 2018 existing traffic conditions during both the AM and PM peak periods. Assuming the same geometry, the intersection will operate at LOS C and D under 2022 forecasted (without site) traffic conditions during the AM and PM peak periods, respectively.

The Loop 360 Northbound (NB) Frontage Road and RM 2222 intersection is shown to operate at LOS E under the 2018 existing traffic conditions during both the AM and PM peak periods. Assuming the same geometry, the intersection will operate at LOS E and F under 2022 forecasted (without site) traffic conditions during the AM and PM peak periods, respectively.

The Loop 360 and West Courtyard Drive intersection is shown to operate at at LOS D and E under the 2018 existing traffic conditions during the AM and PM peak periods, respectively. Assuming the same geometry, the intersection will operate at LOS E under 2022 forecasted (without site) traffic conditions during both the AM and PM peak periods.

The City Park Road and RM 2222 intersection is shown to operate at LOS F and C under the 2018 existing traffic conditions during the AM and PM peak periods, respectively. Assuming the same geometry, the intersection will have the same LOS F and C under 2022 forecasted (without site) traffic conditions during the AM and PM peak periods, respectively.

The West Courtyard Drive and City Park Road intersection is shown to operate at an overall LOS A under 2018 existing traffic conditions during both the AM and PM peak periods. Assuming the same geometry, the intersection will continue to operate at LOS A under 2022 forecasted (without site) traffic conditions during both the AM and PM peak periods.

The West Courtyard Drive and Bridge Point Parkway intersection is all-way stop-controlled. The overall intersection operates at LOS B under 2018 existing traffic conditions during both the AM and PM peak periods. Assuming the same geometry, the intersection will continue to operate at LOS B under 2022 forecasted (without site) traffic conditions during both the AM and PM peak periods.

The Bridge Point Parkway and City Park Road intersection is shown to operate at LOS A (overall) under 2018 existing traffic conditions during both the AM and PM peak periods. Assuming the same geometry, the intersection will continue to operate at LOS A under 2022 forecasted (without site) traffic conditions during both the AM and PM peak periods

Future scenarios (Site + Forecasted conditions)

The Loop 360 SB Frontage Road and RM 2222 intersection is shown to operate at LOS D under “2022 site plus forecasted” traffic conditions during both the AM and PM peak periods, *assuming signal timing optimization*. It should be noted that although the impact of site traffic on westbound left-turn and eastbound through movements of this intersection have not been completely mitigated; no additional improvements are recommended at this intersection. As mentioned previously, this intersection is part of the Loop 360 Improvement Study conducted by TxDOT and long-term

improvements, such as construction/modification of this intersection to a diverging diamond intersection, are under consideration.

The Loop 360 NB Frontage Road and RM 2222 intersection is shown to operate at LOS E under “2022 site plus forecasted” traffic conditions during both the AM and PM peak periods, *assuming signal timing optimization*. This improvement was recommended in the Champions Tract 3 TIA, which specified that operating conditions may be improved by running the northbound right-turn movement as an overlap phase with the westbound through movement. This modification would require the eastbound through movement under the bridge (from southbound Loop 360) be terminated at the same time as the eastbound left-turn movement. This will allow the northbound right movement to run simultaneously with the westbound through movement. It should be noted that the eastbound left-turn and through movements of this intersection have not been completely mitigated for site traffic; no additional improvements are recommended at this intersection. As mentioned previously, this intersection is part of the Loop 360 Improvement Study being conducted by TxDOT and long-term improvements, such as construction/modification of this intersection to a diverging diamond intersection, are under consideration.

The Loop 360 and W. Courtyard Drive intersection is shown to operate at LOS D and E under “2022 site plus forecasted” traffic conditions during the AM and PM peak periods, respectively, assuming the following improvements are in place:

- *Construction of an additional eastbound turn lane on W. Courtyard Drive, and striping of the approach to provide left-turn, left-turn/through, and right-turn lanes. This would be accomplished by modifying the existing median.*
- *Construction of an acceleration lane on Loop 360 allowing eastbound right turns from West Courtyard Drive. This would require traffic to merge into southbound Loop 360 traffic prior to reaching the Loop 360 Bridge, and coordination with TxDOT will be required to obtain approval of the design.*
- *Construction of an additional northbound left-turn lane to provide dual left-turn lanes. The left-turn lanes will be extended to provide a minimum of 100 feet of storage with a tapering transition.*
- *Removal of pedestrian phasing on the north side of the intersection (crossing Loop 360) to reduce green time for the westbound approach. (Improvement does not affect analysis results presented in this TIA. Pedestrians would still be allowed to cross Loop 360 on the south side of the intersection.)*
- *Signal modification (add signal section head) and timing optimization.*

It should be noted that this intersection is also part of the TxDOT Loop 360 Improvement Study, which calls for grade separation and removal of the traffic signal as part of the long term configuration.

The City Park Road and RM 2222 intersection is shown to operate at LOS F and D under “2022 site plus forecasted” traffic conditions during the AM and PM peak periods, respectively, assuming the following improvements are in place:

- *Construction of an additional northbound right-turn lane on City Park Road to provide dual right-turns (signal phasing to be revised to provide right-turn overlap).*
- *Restriping the westbound left-turn lane to extend the storage length to 700’ to accommodate 95th percentile queuing.*
- *Signal modification/optimization (pole relocation and installation of steel mast arms).*

The West Courtyard Drive and City Park Road intersection is shown to operate at LOS A under “2022 site plus forecasted” traffic conditions during both the AM and PM peak periods. *No improvements are recommended at this intersection as part of this project as all traffic movements are operating at acceptable levels of service.*

The West Courtyard Drive and Bridge Point Parkway intersection is shown to operate at LOS B under “2022 site plus forecasted” traffic conditions during both the AM and PM peak periods, *assuming the construction of a single-lane roundabout.*

The Bridge Point Parkway and City Park Road intersection is shown to operate at LOS A under “2022 site plus forecasted” traffic conditions during both the AM and PM peak periods, *assuming the construction of a westbound left-turn deceleration lane.*

The Bridge Point Parkway and Cold Water Canyon Drive intersection is proposed as part of the Bridge Point Parkway extension. The new intersection is shown to operate at LOS A under the “2022 site plus forecasted” traffic conditions during both the AM and PM peak periods.

The intersection of Driveway A with Bridge Point Parkway will be constructed as a stop-controlled approach with a minimum 30-foot cross-section that provides one inbound and one outbound lane. This intersection is shown to operate at LOS A under the “2022 site plus forecasted” traffic conditions during both the AM and PM peak periods, *assuming the construction of a westbound left-turn deceleration lane.*

The intersections of Driveway B/Driveway C and Bridge Point Parkway will be constructed as stop-controlled approaches with minimum 30-foot cross-sections to provide one inbound and one outbound lane. Driveway B will operate as the primary access point for the proposed office development; Driveway C will operate as the primary access point for the proposed residential development. Both intersections are shown to operate at LOS A under the “2022 site plus forecasted” traffic conditions during both the AM and PM peak periods, *assuming the construction of eastbound and westbound left-turn deceleration lanes along Bridge Point Parkway*

The intersection of Driveway D with Bridge Point Parkway will be constructed as a stop-controlled approach with a minimum 30-foot cross-section to provide one inbound and one outbound lane.

Driveway D will serve as the primary access point for the proposed restaurant development. This intersection is shown to operate at LOS A under the “2022 site plus forecasted” traffic conditions during both the AM and PM peak periods, *assuming the construction of a westbound left-turn deceleration lane along Bridge Point Parkway.*

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 a percentage of site related traffic using the improved facility to identify the appropriate level of cost participation (“pro-rata” share).

Table 6 – Summary of TIA Recommended Improvements			
Intersections	Recommended Improvements	Estimated Cost	Developer Share (%)
Loop 360 northbound Frontage Road and RM 2222	Signal timing upgrades*	\$5,000	\$5,000 (100%)
Loop 360 and West Courtyard Drive	Construct eastbound acceleration + turn lane for eastbound right turns*	\$150,000	\$39,750 (26.5%)
	Construct additional northbound left-turn lane to provide dual left turns*	\$144,830	\$47,215 (32.6%)
	Signal equipment modification*	\$5,000	\$1,630 (32.6%)
	Signal timing upgrades*	\$5,000	\$5,000 (100%)
City Park Road and RM 2222	Construct additional northbound right-turn lane to provide dual right-turns*	\$299,970	\$104,990 (35%)
	Restripe westbound approach to increase left-turn storage*	\$10,000	(0%) ¹
	Traffic signal upgrades (pole relocation & mast arms)*	\$300,000	(0%) ¹
	Signal timing upgrades	\$5,000	\$5,000 (100%)
*improvements are subject to TxDOT review and approval			

¹ Improvements to be funded and/or constructed by TxDOT

Table 6 – Summary of TIA Recommended Improvements			
Intersections	Recommended Improvements	Estimated Cost	Developer Share (%)
West Courtyard Drive and Bridge Point Parkway	Construct single-lane roundabout	\$567,000	\$243,243 (42.9%)
Bridge Point Parkway	Construct roadway segment between West Courtyard Drive and City Park Road	TBD	100%
Bridge Point Parkway and City Park Road	Construct westbound left-turn lane	TBD	100%
Driveway A and Bridge Point Parkway	Construct westbound left-turn lane	TBD	100%
Driveways B & C and Bridge Point Parkway	Construct eastbound left-turn lane	TBD	100%
Driveway D and Bridge Point Parkway	Construct westbound left-turn lane	TBD	100%
Totals		\$1,638,800	\$598,828

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.
- 3) Where the suggested or recommended improvements are within or along Texas Department of Transportation facilities, the City of Austin shall defer to TxDOT review and approval for said transportation improvements.

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 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:

- 1) The applicant shall dedicate the required ROW and trail easement in accordance with the street-cross section for Bridgepoint Parkway at the time of first final plat.
- 2) The applicant commits to the construction of Bridgepoint Parkway and the adjacent twelve foot (12') multi-use path at the time of subdivision construction plan or first site plan.
- 3) The applicant commits to providing dedicated public parking for trail access at the time of the first site plan within the ~~C-MU~~ "C, Commercial District" tract, subject to review and approval by the City of Austin.
- 4) Per LDC Section 25 – 6 – 351 (Sidewalk Installation in Subdivision) and 25 – 6 – 352 (Sidewalk Installations with Site Plans), sidewalks are required on both sides of all public roadways. This development must provide a minimum four foot (4') wide sidewalk on both sides of all public rights-of-way and internal drives, with the exception of Bridgepoint Parkway, which will offer the twelve foot (12') multi-use trail along the northern side of the roadway.
- 5) Per LDC Section 25 – 4 – 153 (Block Length) the requirement to comply with block length criterion may be met through pedestrian easements and trails instead of public or private roadways.
- 6) In accordance with the TIA document, no more than four (4) private driveways shall connect to Bridgepoint Parkway from this development.
- 7) The applicant agrees to construct the dedicated westbound left turn bay on City Park Road at Bridgepoint Parkway as part of the extension of Bridgepoint Parkway.
- 8) The applicant shall agree to construct the improvements of Loop 360/ West Courtyard Drive as part of their site development, subject to review and approval of the Texas Department of Transportation. A donation agreement between TxDOT and the applicant will be the financial instrument of record for these improvements.

- 9) In accordance with the TIA document, and subject to review and approval by the Texas Department of Transportation, prior to the approval of the first site plan, the applicant shall enter into a donation agreement to allow for the following:

Table 7 – List of improvements on TxDOT facilities*			
Loop 360 northbound Frontage Road and RM 2222	Signal timing upgrades	\$5,000	\$5,000 (100%)
Loop 360 and West Courtyard Drive	Construct eastbound acceleration + turn lane for eastbound right turns ²	\$150,000 \$15,000	\$39,750 \$15,000 (26.5%) (100%)
	Construct additional northbound lane to provide dual left turn lanes	\$144,830	\$47,215 \$144,830 (32.6%) (100%)
	Signal equipment modification	\$5,000	\$1,630 \$5,000 (32.6%) (100%)
	Signal timing upgrades	\$5,000	\$5,000 (100%)
City Park Road and RM 2222	Construct additional northbound lane to provide dual right turn lanes	\$299,970	\$104,990 (35%)
	Restripe westbound approach to increase left-turn storage	\$10,000	(0%)
	Traffic signal upgrades (pole relocation & mast arms)	\$300,000	(0%)
	Signal timing upgrades	\$5,000	\$5,000 (100%)
Total value of constructed improvements		\$924,800	\$208,585 \$284,820

The Texas Department of Transportation requires Donation Agreements for the work listed above.

² Revised cost estimate provided by Texas Department of Transportation

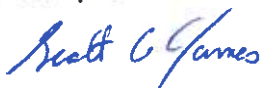
- 10) In addition, the following physical transportation improvements are to be constructed as part of site plan development of the project:

Table 8 – List of improvements to be built by developer			
Location	Improvement	Cost Estimate	Developer Share %
Bridge Point Parkway	Construct segment between West Courtyard Drive and City Park Road	TBD	100%
Bridge Point Parkway and City Park Road	Construct westbound left-turn lane	\$147,000 TBD	\$147,000 (100%)
Driveway A and Bridge Point Parkway	Construct westbound left-turn lane	TBD	100%
Driveways B & C and Bridge Point Parkway	Construct eastbound left-turn lanes	TBD	100%
Driveway D and Bridge Point Parkway	Construct westbound left-turn lane	TBD	100%
West Courtyard Drive and Bridge Point Parkway	Construct single-lane roundabout	\$567,000	\$567,000 (100%)
Total value of constructed improvements		\$714,000+ \$567,000+	\$714,000 \$567,000

- 11) Prior to 3rd reading at City Council, the applicant shall post fiscal in the amount of **\$714,000** **\$567,000** for the improvements presented in Table 8 above.
- 12) Prior to subdivision and/or site plan approval, the applicant shall enter into a traffic phasing agreement with the City of Austin, which will identify the staged implementation of the development and corresponding infrastructure improvements required to serve each phase.
- 13) Development of this property should not vary from the approved uses, nor exceed the-approved intensities, and estimated traffic generation assumptions within the TIA document (dated September 7, 2018), including land uses, trip generation, trip distribution, traffic controls and other identified conditions.

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

Thank you.



Scott A. James, P.E., PTOE
Development Services Department