



#52

Date: May 13, 2010 (Revised June 7, 2010)
To: Joi Harden, Case Manager
CC: Alex Reyna, P.E., Bury & Partners, Inc.
Reference: Indian Hills TIA, C14-2009-0089

Late pickup

The Transportation Review Section has reviewed the Traffic Impact Analysis (TIA) for the Indian Hills, dated July, 2009, prepared by Bury & Partners, Inc, and offers the following comments:

The Indian Hills covers a total of 240 acres. The site is located in east of Austin along FM 973, north of Webberville Rd.

The property is currently vacant and unzoned and is within the City's 2-mile and 5-mile Extra-Territorial Jurisdictions (ETJ). The applicant has requested annexation and zoning to Medium Density Multi-Family Residential (MF-3) and Limited Industrial Services – Conditional Overlay (LI-CO) and proposes to develop the site with multi-family, commercial, mixed use, light industrial and research and development uses. The assumed build-out is in three phases between 2014 and 2022.

TRIP GENERATION

Based on the standard trip generation rates established by the Institute of Transportation Engineers (ITE), the development will generate approximately 30,933 new unadjusted average daily trips (ADT).

The table below shows the adjusted trip generation by land use for the proposed development:

Table 1. Trip Generation				
LAND USE	Size	ADT	AM Peak	PM Peak
Multi-Family	1,524 DU	8,368	688	1,253
General Office	1,585,000 SF	10,083	1,540	1,163
Shopping Center	60,000 SF	3,561	103	258
Research & Development	472,650 SF	3,244	495	338
Industrial	274,650 SF	1,755	208	203
Total		27,010	3,034	3,215

ASSUMPTIONS

1. Based on traffic volumes collected from TxDOT, the following growth rates were applied within the study area:

Table 2. Growth Rates per Year	
Roadway Segment	%
FM 973	2
FM 969	3
FM 3177	1
Decker Lake Rd	2

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

- Wildhorse Ranch PUD C814-200-2063.02
- Whisper Valley PUD C814-2009-0094
- Eastwood Proposed Project
- Las Entradas Proposed Project
- Colony Park Subdivision Proposed Project

3. Reductions were taken for pass-by for the following uses:

Table 3. Summary of Pass-By and Internal Capture Reductions		
Pass-By Reductions %		
Land Use	AM	PM
Shopping Center	0%	34%
Internal Capture Reductions %		
Land Use	AM	PM
All Land Uses (excluding School)	10%	10%

4. No transit reduction was assumed for the purposes of this study.

EXISTING AND PLANNED ROADWAYS

US 290 East – The CAMPO 2030 Mobility classifies US 290 as a four-lane major divided arterial. According to TxDOT traffic counts, the 2005 traffic volume on US 290, east of Greg Manor, was approximately 42,000 vehicles per day (vpd). The roadway from US 183 to FM 734 is being studied by CTRMA and TxDOT to become a limited access toll facility to be known as the Manor Expressway. The Expressway should be constructed in its entirety by 2014.

FM 969 – The CAMPO 2025 Plan classifies FM 969 as a two-lane undivided major arterial between FM 973 to Taylor Lane. TxDOT has planned improvements for FM 969 to be upgraded to a 4-lane major divided arterial from SH 130 to Taylor Lane, including an interchange with FM 973. Currently TxDOT is adding shoulders along the roadway. According to TxDOT traffic counts, the 2005 traffic volume on FM 969, east of Decker Lane, was approximately 13,600 vpd.

FM 973 – The CAMPO 2025 Plan classifies FM 973 as a two-lane minor arterial and is planned to be upgraded to a 4-lane major divided arterial from US 290 to FM 969, including realignment from US 290 to just north of SH 130. This realignment will divert traffic away from the City of Manor. According

to TxDOT traffic counts, the 2008 traffic volume on FM 973, south of Blake Manor Rd, was approximately 7,852 vpd.

FM 3177 – The CAMPO 2025 Plan classifies FM 3177 as a four-lane major divided arterial and there is currently no plan to further upgrade the road. Based on a 2008 TxDOT traffic count, the traffic volume on FM 3177 south of US 290 was approximately 1,034 vpd.

INTERSECTION LEVEL OF SERVICE (LOS)

The TIA examined 15 external intersections impacted by site traffic. Existing and projected levels of service for each phase are identified in Table 4, assuming that all improvements recommended in the TIA are built.

RECOMMENDATIONS

- 1) As part of the development agreement between the City and the developer, the developer should provide a pro-rata share of the improvements listed in the attached Table 5 at the time each phase of the development is initiated. An engineer's estimate of the cost associated with each improvement must be provided prior to the beginning of each phase. This agreement should be recorded in a traffic phasing agreement prior to 3rd reading by Council.
- 2) At the time of subdivision right-of-way shall be dedicated so that there is a total of 57 feet of right-of-way from the centerline of FM 973 in accordance with the adopted 2025 AMATP.
- 3) 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.
- 4) Prior to third reading of the zoning, a final version of the TIA incorporating all revisions and responses to staff comments must be provided.

If you have any questions or require additional information, please contact me at 974-3428.



Amber Mitchell
Sr. Planner – Transportation Review Staff
Planning & Development Review Department

INDIAN HILLS
TABLE 4
LEVEL OF SERVICE

Intersection	2008		2014		2014 Site+		2018		2018 Site+		2022		2022 Site+	
	Existing		Forecasted		Forecasted		Forecasted		Forecasted		Forecasted		Forecasted	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
FM 973 and SH 130 EFR (EFR/WFR)	A/A	A/A	A/A	A/B	A/B	A/B	B/B	B/C	B/B	B/C	B/C	E/E	B/C	E/E
FM 969 and SH 130 (EFR/WFR)	A/A	A/A	A/A	A/A	C/C	A/D	C/B	A/C	B/A	B/C	B/A	A/B	C/B	C/C
FM 3177 and US 290 (NFR/SFR)	B/D	B/C	A	D	A	D	A	F	A	F	A	F	A	F
FM 973 and FM 969 (NFR/SFR)	C	C	E	E	C	D	D	D	D	D	C/C	C/D	C/C	C/C
Decker Lane and Decker Lake Road	C	D	C	D	C	B	C	D	C	D	B	C	C	D
Decker Lane and FM 969	D	C	F	C	E	C	E	C	D	C	D	D	D	D
Decker Lane and Colony Loop	A	A	A	A	A	A	A	A	A	A	A	A	A	A
Loyola Lane and Colony Loop	A	A	C	B	D	C	D	C	B	A	B	A	B	A
Loyola Lane and Sendero Hills	A	A	A	A	A	A	A	A	A	B	A	C	A	D
FM 973 and Decker Lake Road	A	A	B	A	B	B	C	B	D	D	D	D	F	F
SH 130 SBFR and Decker Lake Road					A	A	A	A	A	A	A	A	A	A
FM 973 and Driveway A					A	A	A	A	A	B	B	C	C	E
FM 973 and Driveway B					A	A	A	A	A	A	A	A	A	C
FM 973 and Driveway C					A	A	A	A	A	A	A	A	A	F
FM 973 and Driveway D					A	A	A	A	A	B	A	B	A	C