

**MEMORANDUM**

TO: Wendy Rhoades, Case Manager
CC: Ron Thrower, Thrower Design
FROM: Amanda Couch, Senior Planner
DATE: July 30th, 2014 (Revised III)
SUBJECT: Neighborhood Traffic Analysis for Cooper Lane
Zoning Case # C14-2014-0052

The transportation section has performed a Neighborhood Traffic Impact Analysis for the above referenced case and offers the following comments.

The 9.87-acre tract is located in south Austin at 7405, 7409, and 7415 Cooper Lane. The site is currently zoned Single Family Residence (SF-2) and is vacant. The north side of the site is predominately comprised of SF-2 with a small portion of DR to the north east used as a storage facility. The east is zoned DR and is vacant. The south is predominately zoned DR and is vacant, with a small portion to the SW of the property zoned SF-2. The zoning request is for Single Family residence (SF-2) to townhouse and condominium residence- conditional overlay as amended (SF-6-CO). The conditional overlay is for a maximum of 75 dwelling units. In order to get a more accurate analysis of the impact of the site on Cooper Lane, the neighborhood traffic analysis incorporates the site that will consist of the 75-unit condominium development.

Roadways

The tract proposes access to Cooper Lane.

Cooper is classified as a residential collector and would provide the main access to the site. The roadway currently has 55 feet of right-of-way and 30 feet of pavement. The roadway has two-lanes without curb and gutter and no sidewalks. On April 22nd, 2014, the traffic volume on Cooper Lane was 2,947 vehicles per day.

Trip Generation and Traffic Analysis

Based on the Institute of Transportation Engineer's publication Trip Generation, the proposed 75 unit multi-family development, with the requested zoning of SF-6-CO, will generate 525 vehicle trips per day.

Table 1.		
Land Use	Size	Unadjusted Trip Generation
Condominium	75 units	525
TOTAL		525

Table 2 represents the expected distribution of the 525 trips:

Table 2.	
Street	Traffic Distribution by Percent
Cooper Lane	100%
TOTAL	100%

Table 3 represents a breakdown of existing traffic on Cooper Lane, proposed site traffic, total traffic after development and percentage increase in traffic on Cooper Lane.

Table 3.				
Street	Existing Traffic (vpd)	Proposed New Site Traffic to each Roadway	Overall Traffic	Percentage Increase in Traffic
Cooper Lane	2,947	525	3,472	15%

According to Section 25-6-116 of the Land Development Code, streets which have between 30 and 40 feet in pavement width are considered to be operating at an undesirable traffic level if the average daily traffic volume for such roadways exceeds 1,800 vehicles per day. Currently, Cooper Lane operates at an undesirable level, which will be exacerbated by the proposed development. By collecting fees to widen the pavement on Cooper Lane, as proposed in Recommendation #1, the desirable operating level for Cooper Lane will increase to 4,000 vpd and would operate at acceptable levels for this portion of the roadway.

Recommendations/Conclusions

1. At time of subdivision or site plan, the applicant should post fiscal for the estimated cost to widen Cooper Lane at the site roadway serving the subdivision to provide a separate left-turn lane for entering site traffic. Turn lanes serving only one project (e.g. left or right turn lanes) are funded 100% by the applicant. The applicant should submit a schematic drawing with dimensions and a construction cost estimate signed and sealed by an engineer to verify the amount required for posting. It is recommended that these improvements be implemented by the applicant to assure safer access and circulation into the subdivision. The roadway improvements should be included with the site plan application and be designed according to the Transportation Criteria Manual.

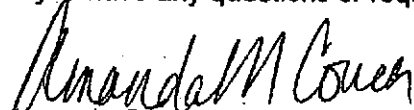
**After analysis of the fiscal requirements and schematic drawings, the following changes to the recommendations were made:*

- a. It was concluded that boundary street fiscal and roadway expansion fiscal for turn lanes are one and the same, therefore these fiscal requirements were combined into one recommendation and will be collected at time of site plan.
 - b. After engineering analysis of the schematic drawings, it was concluded that the southbound left-turn lane into the development could introduce a turning conflict due to the resulting alignment with the proposed northbound right-turn lane. Therefore, fiscal improvements for the southbound left-turn only will be required.
2. To mitigate the increase of traffic on Cooper Lane and to encourage connectivity in the area, it is recommended that a vehicular, pedestrian, and bicycle connection be made to the existing stub-out at Sir Gawain Drive, as a condition of zoning approval. The

connection is to be reviewed in the site plan review process. (Although Staff recommended full vehicular access to Sir Gawain Drive, Council approved limiting vehicular access to emergency service vehicles only).

3. At time of subdivision or site plan, 30 feet of total right-of-way from the existing centerline of Cooper Lane should be dedicated in accordance with the Transportation Criteria Manual.
4. The City Council may deny an application if the neighborhood traffic analysis demonstrates that the traffic generated by the project combined with existing traffic exceeds the desirable operating level established on a residential local or collector street in the neighborhood traffic analysis study area.

If you have any questions or require additional information, please contact me 974-2881.



Amanda Couch

Senior Planner- Transportation Review
Planning and Development Review Department



MEMORANDUM

DATE: August 25th, 2014
TO: Mayor and Members of City Council
CC: Wendy Rhoades, Case Manager
FROM: Amanda Couch, Transportation Review
SUBJECT: Sidewalk Inquiry (C14-2014-0052)

QUESTIONS/ ANSWERS FOR STAFF:

1) Where does the segment of Cooper Lane between Matthews and Dittmar rank in the sidewalk matrix?

The absent sidewalk ranks as a "High" priority along the east side of Copper from Matthews to Prince Valiant, and a "Medium" priority for the remainder, including the west side.

2) Is it reasonable to expect sidewalk improvements in this area in the foreseeable future?

The Sidewalk & Special Projects Division has no immediate plans to install sidewalks in this area, nor are there plans to do so within the 2 or 5 year plans, primarily due to the anticipation that private development/redevelopment would be occurring.

3) Is there is a mechanism (i.e., neighborhood partnership funds) available to secure funds so they are available at the time sidewalks are able to be installed?

The Neighborhood Partnering Program with the Public Works Department provides opportunities for neighborhood organizations to affect public improvements by sharing the costs of those efforts with the City of Austin. Proposals must come from a community group such as: 1) Neighborhood Association registered with the City of Austin, 2) Neighborhood Plan Contact Team, 3) Community service associations, or 4) Educational, ethnic, cultural, or religious organizations.

If you have any further questions or require additional information, please contact me at 974-2881.

Amanda Couch

Senior Planner

Planning and Development Review Department, Transportation Review Section