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## MEMORANDUM

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**To:** Heather Chaffin, Case Manager  
**CC:** Glen Coleman, Amber Mitchell  
**FROM:** Justin Good, P.E.  
**DATE:** January 7, 2020  
**SUBJECT:** Neighborhood Traffic Analysis for Delwau Campgrounds  
Zoning Case # C14-2019-0137

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The Transportation Development Services division has performed a Neighborhood Traffic Analysis for the above referenced case and offers the following comments.

The 11.92-acre site is located at 7715 Delwau Lane in east Austin. The applicant is proposing to change the zoning from SF-2 to CS-MU. The applicant proposes developing an RV park and restaurant on the CS-MU. Vehicular access to the site shall be to and from Delwau Lane. The subject property is bounded by Delwau Lane to the north, the Colorado River to the south, and the residential neighborhood to the west.

### **Roadways**

Delwau Lane is classified as a Level 1 roadway and measures 20 feet in width. The speed limit of Delwau Lane is 25 MPH adjacent to the property. There are no sidewalks on both sides of Delwau Lane, however there is a Tier 1 Urban Trail along a portion of the road. Shelton Road is classified as a Level 1 roadway. Shelton Road measures 25 feet in width and is stop-controlled at its intersection with Delwau Lane. The assumed speed limit is 25 MPH. There are no sidewalks on both sides of Shelton Road. The average 24-hour count traffic volume on Delwau Lane was 140 vehicles per day, based on data collected from April 17, 2018 to April 19, 2018.

### **Trip Generation and Traffic Analysis**

Based on the Institute of Transportation Engineer's Trip Generation Manual, 10<sup>th</sup> Edition, the proposed 80 RV spots and 1,200 SF of restaurant will generate 321 vehicle trips per day.

<b>Table 1.</b>		
<b>Land Use</b>	<b>Size</b>	<b>Unadjusted Trip Generation</b>
Campground/Recreational Vehicle Parking	80 RV Spots	220
Restaurant	1,200 SF	101
<b>TOTAL</b>		<b>321</b>

Table 2 represents the expected distribution of the 321 trips:

<b>Table 2</b>	
<b>Street</b>	<b>Traffic Distribution by Percent</b>
Delwau Lane	100%
<b>TOTAL</b>	<b>100%</b>

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

<b>Table 3</b>				
<b>Street</b>	<b>Existing Traffic (vpd)</b>	<b>Proposed New Site Traffic to each Roadway</b>	<b>Overall Traffic</b>	<b>Percentage Increase in Traffic</b>
Delwau Lane	140	321	461	329%

According to Section 25-6-116 of the Land Development Code, streets which have pavement width of less than 30 feet are considered to be operating at an undesirable traffic level if the average daily traffic volume for such roadways exceeds 1,200 vehicles per day. Based on the values in Table 3, Delwau Lane is currently operating at a desirable level and will continue to do so with the addition of site traffic. In order to account for increased traffic in the area due to site traffic, recommendations for mitigations and improvements are presented in the following section.

### **Recommendations/Conclusions**

1. The estimated number of daily trips generated by this site in combination with the existing traffic on Delwau Lane does not exceed the thresholds set forth in the LDC 25-6-116.
2. This NTA memorandum findings are based upon an assumed proposed intensity of RV park and on-site dining facilities.
3. In order to provide for improved vehicular, pedestrian, and bicycle access along Delwau Lane in support of this development, the applicant shall provide the following items at the time of the site plan application:
  - a. Dedicate a public access easement (PAE) at least 35 feet in width from the west property line to the east property line. The width of the PAE may increase to include the required pavement width and pedestrian access routes.

- b. Construct Delwau Lane from the west property line to the east property line to the dimensions of a local street, as set forth in the City of Austin Transportation Criteria Manual.
    - c. Provision of ADA compliant and accessible pedestrian access along Delwau Lane to minimize conflict with vehicular traffic.
  - 4. Driveways design, dimension, and spacing shall comply with the criteria as set forth in the City of Austin Transportation Criteria Manual.
  - 5. Development of this property should not vary from the approved uses, nor exceed the approved intensities and estimated traffic generation assumptions within this NTA staff memorandum, including land uses, trip generation, trip distribution, traffic controls, and other identified conditions.
  - 6. The findings and recommendations of this NTA memorandum remain valid until May 25, 2023, after which a revised NTA or addendum may be required.
  - 7. 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.
  - 8. Improvements shall not exceed the impact of demand placed on thoroughfare system. All required improvements shall not exceed Rough Proportionality per LDC Section 25-6-101 (*Mitigation of Transportation Impacts*).
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If you have any questions or require additional information, please contact me at 974-1449.



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