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## MEMORANDUM

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**Date:** ~~September 24, 2020~~ **Revised 10/29/2020**  
**To:** Dan Hennessey, P.E. (WGI)  
**CC:** Sangeeta Jain, AICP  
Philip Utubor, EIT  
**Reference:** Howard Lane MFAM – TIA Final Memo (C14-2020-0059)

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### **Summary of the Transportation Impact Analysis (TIA):**

The Transportation Development Services Division (within the Austin Transportation Department, ATD) has reviewed the May 2020 traffic impact analysis report (received May 20, 2020) regarding the “Howard Lane MFAM” development, prepared by the Wantman Group, Inc. The proposed development will consist of ~~358 units~~ **362 units**<sup>1</sup> of Mid-rise Multifamily Housing and is located at 1417 West Howard Lane as shown in Figure 1. The development is anticipated to be constructed in 2023.

The following is a summary of the review findings and recommendations:

1. A Fee-in-lieu contribution to the City of Austin shall be made for the improvements identified in Table 2, totaling **\$198,796**, before the site development permit is issued. Please see attached invoice (Exhibit A).
2. The applicant has performed a detailed walking audit of the project site within a half mile radius around the site. The applicant has proposed improvements to sidewalks, crossings, connections to transit facilities as well as committed to pay to fill gaps in the network to reach the Transportation Demand Management (TDM) goals, set forward by the City. TDM portions of fee-in-lieu payments are included in the mitigation table and should be held to the same requirements as any other mitigation (noted in #1, above).
3. Development of this property should not vary from the approved uses or deviate from the approved intensities and estimated traffic generation assumptions within the finalized TIA document, including land uses, trip generation, trip distribution, traffic controls, driveway locations, and other identified conditions. Any change in the assumptions made in the approved TIA document that this memo references shall be reviewed by ATD and may require a new or updated TIA/addendum.
4. A final copy of the TIA should be delivered to ATD (digitally) to act as the copy of record.
5. City staff reserves the right to reassign any or all the above monies to one or more of the identified improvements as it sees fit.

<sup>1</sup> The original TIA and plan for the site was altered to propose 362 Units to be built instead of the original 358 Units. ATD agrees that this change is negligible.

6. The findings and recommendations of this TIA memorandum remain valid until five (5) years from the date of this memo, after which a revised TIA or addendum may be required.

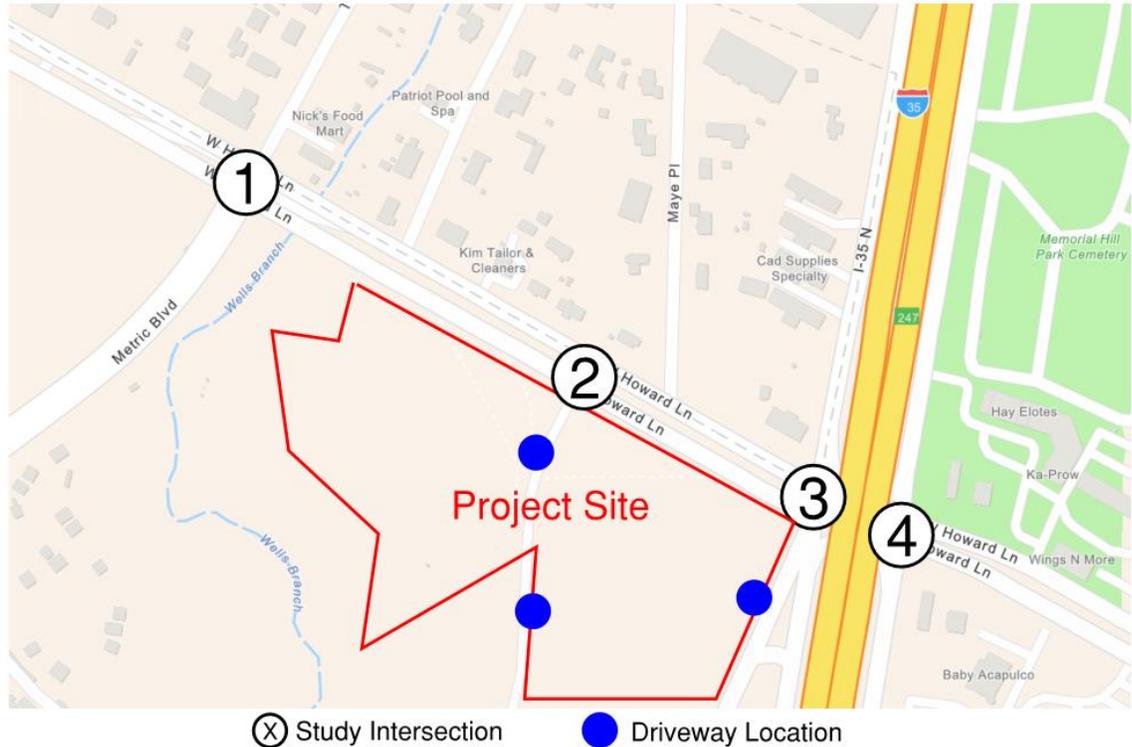


Figure 1 - Site Location and Driveways

**Site Location and Existing Conditions:**

The site is currently vacant and is undeveloped. The proposed multifamily development would be built on both the west and east sides of the John B Connolly High School driveway. The west portion of the development would consist of 136 dwelling units (DU) and the two sites on the east side of the driveway would consist of a 186 DU and 36 DU multifamily development, respectively.

The proposed development is intending to use four driveways for site access. The proposed site will access the high school driveway at three (3) locations as well as one access onto North Lamar Blvd as detailed below:

- Driveway 1 (Private) - Full access along John B Connally HS driveway to the west
- Driveway 2 (Private) - Full access along John B Connally HS driveway to the east
- Driveway 3 (Private) - Full access along John B Connally HS driveway to the west
- Driveway 4 (Public) - Exit-only access onto North Lamar Blvd

**Assumptions:**

1. A 10% trip reduction was taken as a result of the TDM measures proposed by the applicant, which is the maximum TDM reduction given for areas classified as Suburban, like this one.
2. Based on TxDOT AADT volume data, a three (3) percent annual growth rate was assumed to account for the increase in background traffic.
3. Below are the background projects that were assumed to contribute trips to surrounding roadway network in addition to forecasted traffic for 2023:
  - Vineyard Austin: SP-2018-0364C
  - Scofield Farms Meadows Condominiums: SP-2013-0297C
  - The Lakes Tech Ridge Office Park: SP-2014-0146C
  - Northtown MUD: C12M-00-0005

**Proposed Conditions:**

***Trip Generation and Land Use***

Based on the Institute of Transportation Engineers (ITE) Trip Generation Manual (10<sup>th</sup> Edition), the development would generate approximately ~~1,949~~ **1,971** average daily trips (ADT) upon final build-out. Table 1 shows the trip generation by land uses for the proposed development.

**Table 1: Trip Generation**

Proposed Land Use (ITE Code)	Size	24-Hour Two Way Volume	AM Peak Hour		PM Peak Hour	
			Enter	Exit	Enter	Exit
Multifamily Housing Mid-Rise (221)	<del>358</del> <b>362</b> Dwelling Units	<del>1,949</del> <b>1,971</b>	<del>31</del> <b>32</b>	<del>88</del> <b>89</b>	<del>92</del> <b>93</b>	59
	TDM Reduction	195	3	9	9	6
	<b>Total</b>	<del>1,754</del> <b>1,776</b>	<del>28</del> <b>29</b>	<del>79</del> <b>78</b>	<del>83</del> <b>84</b>	<del>53</del> <b>53</b>

***Improvements to Active Modes (Pedestrian and Bicycle Infrastructure)***

Currently, there exists infrastructure for pedestrians and bicyclists in the area with gaps in connectivity. The analysis further identified many active modes infrastructure needs that would help to meet the goals of Austin Strategic Mobility Plan (ASMP) and fill in gaps to provide seamless connectivity for pedestrians and bicyclists. Pedestrian infrastructure improvements between IH 35 and Scofield Ridge Parkway were identified as needs in the area based on City identified plans and studies.

As part of the proposed site construction, the applicant shall pay toward bicycle and pedestrian improvements as shown in the TDM portion of the TIA, as well as shown in Figure 2 and in Table 2.

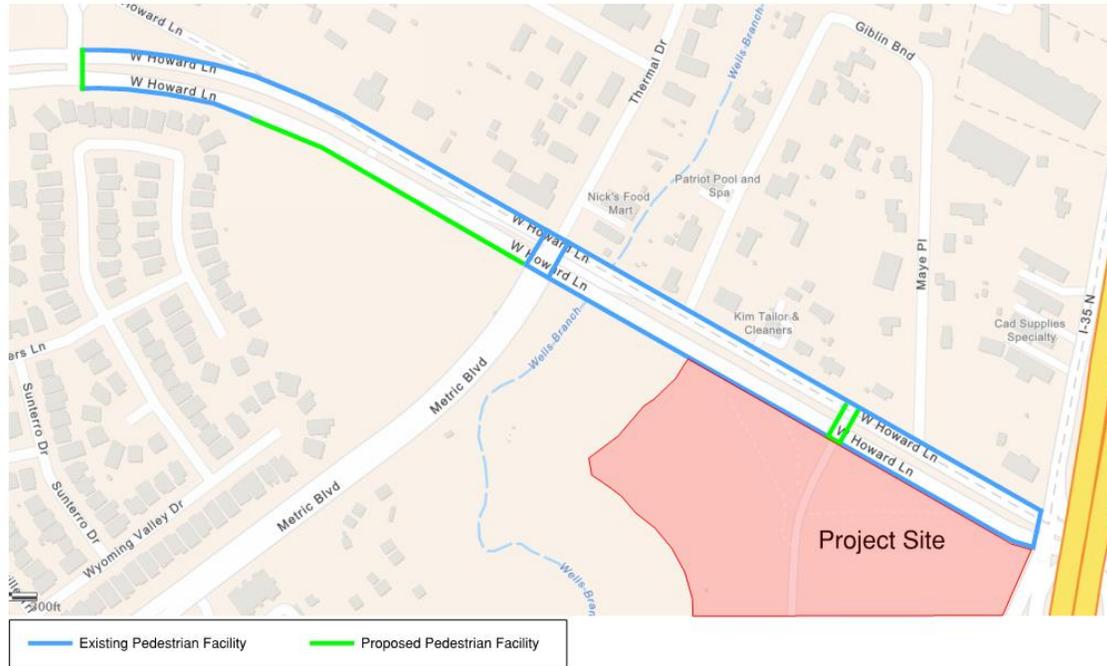


Figure 2 – Pedestrian Gap Analysis

**Summary of Recommended Improvements**

**Table 2: Recommended Improvements and Developer's Share**

Intersection	Improvement	Cost	Pro-Rata Share %	Pro-Rata Share \$
<b>W Howard Ln &amp; John B Connally High School Driveway</b>	Signalization	\$ 310,000	24.3%	\$ 75,330
	Crosswalk Additions & Restriping	\$ 1,500	100.0%	\$ 1,500
<b>W Howard Ln &amp; IH35 SB Frontage Rd</b>	Signal Timing Adjustment	\$ 5,000	100.0%	\$ 5,000
	Eastbound Lane Restriping / Signage	\$ 1,500	4.4%	\$ 66
<b>W Howard Ln &amp; IH35 Frontage Road</b>	Signal Timing Adjustment	\$ 5,000	100.0%	\$ 5,000
	Northbound Lane Restriping / Signage	\$ 1,500	0.0%	\$ -
	NB Approach Pavement Widening	\$ 28,409	0.0%	\$ -
<b>W Howard Ln &amp; Scofield Ridge Pkwy</b>	Crosswalk Additions & Restriping	\$ 1,500	100.0%	\$ 1,500
<b>W Howard Ln (west of Metric Blvd)</b>	920 Linear Feet Sidewalk Installation	\$ 110,400	100.0%	\$ 110,400
<b>Total Share:</b>				<b>\$198,796</b>

If you have any questions or require additional information, please contact me at 974-7136.

A handwritten signature in black ink that reads "Nathan Aubert". The signature is written in a cursive style with a large initial "N" and "A".

Nathan Aubert, P.E.  
Austin Transportation Department

**EXHIBIT A**

**INVOICE**

**TRANSPORTATION MITIGATION FEE IN-LIEU**

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**DATE:** September 24, 2020  
**TO:** Dan Hennessey (WGI)  
**CC:** Alyssa Gutierrez (ATD Cashier)  
901 S. Mopac Expressway, Bldg 5, Suite 300, Austin TX 78746  
**FROM:** Nathan Aubert, P.E. Austin Transportation Department  
**AMANDA CASE#:** C14-2020-0059 (Howard Lane MF) N.A.  
**FDU:** **8401-2507-1103-4163**

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As a condition of approval for the above referenced site plan, the applicant shall post a transportation mitigation fee with the City of Austin in the amount of **\$198,796.00** as listed in the TIA Final Memo (dated September 24, 2020) and in accordance with LDC. If you have any questions, please contact me at (512) 974-7136.

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