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## MEMORANDUM

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**To:** Heather Chaffin, Case Manager  
**CC:** Jayesh Dongre, Bryan Golden, ATD  
**FROM:** Nazlie Saeedi, P.E.  
**DATE:** February 14, 2022 June 14, 2022  
**SUBJECT:** Neighborhood Traffic Analysis for Agave Annex  
Zoning Case C14-2021-0141

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The Transportation Development Services (TDS) Division has performed a Neighborhood Traffic Analysis (NTA) for the above-referenced case and offers the following comments.

The 17.28 acres tract is located in east Austin at 7806 W Rogers Lane. The zoning is proposing to rezone from Single Family Residence – Standard Lot (SF-2) to Single Family Residence – Small Lot (SF-4A). Exhibit A shows the site location.

### **Roadways**

The tract proposes two access points onto the site via two roadways: Rogers Lane and Annette Cove. ~~Rogers Lane and Annette Cove are classified as local streets (Level 1) and currently have about 17 and 27 feet, respectively, of pavement width. The roadway has two unstriped lanes, with curb and gutter, and no sidewalk on either side.~~ Annette Cove is classified as a local Level 1 street and currently has about 27 feet of pavement width. The roadway has two unstriped lanes, with curb and gutter, and some sidewalk. Rogers Lane is also a local Level 1 street and currently has about 16 to 17 feet of pavement width, depending on the location, as verified in the field on May 19<sup>th</sup>, 2022. The roadway has two unstriped lanes, with no curb and gutter, and no sidewalk on either side. The average daily traffic (ADT) on Rogers Lane north of FM 969 and Annette Cove east of Sendero Hills Parkway is 198 and 71 vehicles per day, respectively, based on 24-hour tube counts collected on June 8, 2021.

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

Based on the Institute of Transportation Engineer's Trip Generation Manual, 10<sup>th</sup> Edition, the proposed residential development will generate 1,107 vehicle trips per day. See **Table 1** for a trip generation summary.

| <b>Table 1</b>                              |                       |                                   |
|---|-----------------------|-----------------------------------|
| <b>Land Use</b>                             | <b>Size</b>           | <b>Unadjusted Trip Generation</b> |
| Single-Family Detached Housing<br>(ITE 210) | 107 Dwelling<br>Units | 1,107                             |
| <b>TOTAL</b>                                |                       | <b>1,107</b>                      |

**Table 2** represents the expected distribution of the 1,107 trips:

| <b>Table 2</b>                |  |
|-------------------------------|--|
| <b>Access Points (Street)</b> | <b>Traffic Distribution by Percent</b> |
| Rogers Lane                   | 50%                                    |
| Annette Cove                  | 50%                                    |
| <b>TOTAL</b>                  | <b>100%</b>                            |

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

| <b>Table 3</b> |                                       |  |                            |   |
|----------------|---------------------------------------|--|----------------------------|---|
| <b>Street</b>  | <b>Existing<br/>Traffic<br/>(vpd)</b> | <b>Proposed<br/>New Site<br/>Traffic</b> | <b>Overall<br/>Traffic</b> | <b>Percentage<br/>Increase in<br/>Traffic</b> |
| Rogers Lane    | 198                                   | 554                                      | 752                        | 279.8%  |
| Annette Cove   | 71                                    | 554                                      | 625                        | 780.3%  |

According to Section 25-6-116 of the Land Development Code, streets which have pavement width 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. Both Rogers Lane and Annette Cove are currently operating at a desirable level and will continue to do so with the addition of the proposed site generated traffic.

### **Recommendations/Conclusions**

As a condition of approval for the site plan application, the applicant shall adhere to the following requirements:

1. The applicant shall dedicate a total of 25 feet of right-of-way from the existing centerline of Rogers Lane in accordance with the Transportation Criteria Manual.

2. If the land uses or intensities proposed in Table 1 are modified, the TDS division may reassess the NTA.
3. The City Council may deny an application if the NTA 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 NTA study area.

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If you have any questions or require additional information, please contact me at (512) 974-4073.

A handwritten signature in black ink, reading "Nazlie Saeedi". The signature is written in a cursive, flowing style.

Nazlie Saeedi, P.E.  
Transportation Development Engineer – Central Lead  
Austin Transportation Department

## EXHIBIT A

