



MEMORANDUM

TO: Clarissa Davis, Case Manager,
Development Services Department

CC: Anna Martin, PE, PTOE
Austin Transportation Department

FROM: ✎ Natalia Rodriguez, CNU-A
Scott A. James, P.E., PTOE
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Development Services Department

DATE: July 27, 2017

SUBJECT: Revised Neighborhood Traffic Analysis for 2010 South Lamar Office
Site Plan Case# SP-2016-0196C

Per LDC 25-6-143: An applicant may appeal the director's denial of a site plan application under Section 25-6-141 (*Action On Application*) to the Land Use Commission. Staff recommended denial of the site plan application per LDC 25-6-141 (B) on November 30, 2016. The applicant appealed the decision to Land Use Commission on January 10, 2017. Land Use Commission approved the appeal with conditions as shown in the Conclusion.

The Land Use Review/Transportation staff has performed a Neighborhood Traffic Impact Analysis for the above referenced case and offers the following comments.

Roadways

South Lamar Boulevard is classified as a major undivided four lane arterial roadway, with a continuous left turn lane. The posted speed limit in the vicinity of the site is 40 MPH. Bicycle lanes are along both sides of the street.

Hether Street is a two lane undivided residential collector roadway. The posted speed limit is 30 MPH on the approach to the intersection with S. Lamar Boulevard. The speed limit is 25 MPH further to the west of the proposed site. Hether Street continues east of South Lamar Boulevard as West Mary Street.

Kinney Avenue is a two lane undivided residential collector roadway, with a posted speed limit of 25 MPH.

Oxford Avenue is a two lane undivided residential collector roadway, with a posted speed limit of 25 MPH.

Trip Generation and Neighborhood Traffic Analysis

According to Section 25 – 6 – 141 (B) of the Land Development Code, the Department Director or City Council shall deny an application if the neighborhood traffic analysis demonstrates that the traffic generated by a project combined with existing traffic, exceeds the desirable operating level established on a residential local or collector street in the study area.

Based on the Institute of Transportation Engineer's publication Trip Generation Manual, 9th Edition, the proposed development (consisting of general office, sit down restaurant and retail land uses) would generate approximately 2357 new daily trips, (as summarized in Table 1).

Land Use (ITE code)	Intensity	Daily Trips
General Office (710)	59,169 SF	881
Specialty Retail (826)	2,142 SF	95
High turnover sit down restaurant (932)	10,859 SF	1,381
Total new daily trips		2,357

The current occupant of the site, a restaurant, will be replaced; therefore the net estimated number of daily trips is 1,902.

According to the applicant, approximately 9.7% of the site related trips will use Hether Street, Oxford Avenue or Kinney Avenue to access the site. The remainder (90.3%) will travel to/from S. Lamar Boulevard. According to the study, the following daily volumes are estimated for the neighboring streets:

Street	Existing Traffic	Site Traffic	Total Traffic	% Increase
Hether Street	2384	64	2448	2.7%
Oxford Avenue	393	9	402	2.3%
Kinney Avenue (north of site)	2705	71	2776	2.6%
Kinney Avenue (south of site)	1917	46	1963	2.4%

According to Section 25-6-116 of the Land Development Code, neighborhood residential streets are operating at a desirable level if the daily volumes do not exceed the following thresholds:

Pavement Width	Vehicles Per Day
Less than 30'	1,200
30' to less than 40'	1,800
40' or wider	4,000

The sole point of vehicular access to the site is from Hether Street, therefore, in accordance with the LDC, staff recommends denial of this site plan application as it would exceed the permitted total daily volumes for residential streets.

Conclusions

1. The potential trips generated by this site, in combination with the existing traffic of Hether Street, and Kinney Avenue, exceeds the thresholds set forth in the LDC 25-6-116. Therefore, staff recommends denial of this site plan application.
2. Land Use Commission approved the appeal on January 10, 2017 with the following conditions: *Conditionally approved based on mitigation, involving upgrading the traffic signal at the intersection of South Lamar and Hether (posting fiscal), and reconstructing the property's frontage for a protected bike lane.*
3. Fiscal was posted on February 8, 2017 in the amount of \$37,000 for the traffic signal upgrade at the intersection of South Lamar and Hether Street.
4. The protected bike lane improvements are to be constructed with this site plan application (SP-2016-0196C).

If you have any questions or require additional information, please contact me at 974 - 3099.



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