



MEMORANDUM

Date: May 8, 2019
To: Heather Chaffin, Case Manager
CC: Dan Hennessey, P.E., Big Red Dog/WGI
 Eric Bollich, P.E., PTOE, Austin Transportation Department
 Upal Barua, P.E., P. Eng., PTOE, Austin Transportation Department
Reference: 218 S Lamar Blvd (PUD) – TIA Final Memo
 C814-2018-0121

Traffic Impact Analysis:

The Austin Transportation Department has reviewed the January 30, 2019 (received February 12, 2019) “218 South Lamar Development Transportation Impact Study PUD Traffic Impact Analysis”, prepared by Big Red Dog. The proposed land use consists of 167,000 square feet of office space and 13,000 square feet of high-turnover restaurant space. The development will be located near the northwest corner of South Lamar Boulevard and Toomey Road intersection, in southwest Austin. The development is anticipated to be completed by 2020.

The following is a summary of review findings and recommendations:

Trip Generation:

Based on the Institute of Transportation Engineers (ITE) Trip Generation Manual (10th Edition), the development will generate approximately 3,181 adjusted average daily vehicles trips (ADT) upon build out. The table below shows the trip generation by land uses for the proposed development.

Table 1: Adjusted Trip Generation						
Proposed Land Use	Size	24-Hour Two Way Volume	AM Peak Hour		PM Peak Hour	
			Enter	Exit	Enter	Exit
General Office (710)	167,000 SF	1,942	155	23	26	137
Hight Turnover Restaurant (932)	13,000 SF	1,239	64	52	71	43
Total		3,181	219	75	97	180

Assumptions:

1. Transit and Active reductions of 15% for office trips and 10% for restaurant.
2. Based on TxDOT AADT volume data, a four (4) percent annual growth rate was assumed to account for the increase in background traffic.
3. Considerations were made for the following projects in the analysis:
 - a. The Carpenter (SP-2016-0073C)
 - b. Dougherty Arts Center (TBD)

Significant Results:

The proposed site causes minimal impact to the existing vehicle operations. One area to highlight is the eastbound left at Toomey Road and South Lamar Boulevard where the average vehicle delay increases from 69 seconds to 110 seconds. However, the overall average vehicle delay only increases from 23 second to 26 seconds. ATD has determined that this increase in delay is acceptable.

Improvements have been identified to account for pedestrians and bikes. Sidewalk gaps and pedestrian crosswalks on Toomey Road have been identified. Additionally, contribution will be made to the south Lamar Bond corridor improvements, which include sidewalk and bike lane improvements.

There is an existing transit stop at the northwest corner of Toomey Road and South Lamar Boulevard. The bus stop has been identified to be relocated to the south side of Toomey Road to better address CapMetro’s safety and operation concerns.

Staff Recommendations:

1. The Applicant shall design and construct 100% of the following improvements as part of their first site development application. Note: Cost estimates **should not** be assumed to represent the maximum dollar value of improvements the applicant may be required to construct.
 - a. Sidewalk (450 feet by 5 feet) on the south side of Toomey Rd. from Barton Place Trail to Jessie Street.; installation of curb ramps across Jessie Street on the south side of Toomey; and crosswalk striping across Jessie Street and Toomey Rd.
 - b. Designated dock-less vehicle parking area at the northwest corner of the Barton Pl. Trail Crosswalk and Toomey Rd.
2. Fee in-lieu contribution to the City of Austin shall be made for the improvements identified in Table 2, totaling \$255,000.00, before third reading.

Table 2: Recommended Improvements				
Intersection	Improvement	Cost	Pro-Rata Share %	Pro-Rata Share \$
North Lamar Blvd. & West 6th Street	Signal Retiming	\$6,250.00	100.0%	\$6,250.00
North Lamar Blvd. & West 5th Street	Signal Retiming	\$6,250.00	100.0%	\$6,250.00
West Cesar Chavez Street & B.R. Reynolds Drive	Signal Retiming	\$5,000.00	100.0%	\$5,000.00
West Cesar Chavez Street & Sandra Muraida Way	Signal Retiming	\$5,000.00	100.00%	\$5,000.00
South Lamar Blvd & West Riverside Drive	South Lamar Blvd Corridor Improvements Program Intersection Improvements	\$2,416,667.00	5.3%	\$128,250.00
	Fish Eye Cameras	\$20,000.00	100.0%	\$20,000.00
South Lamar Blvd & Barton Springs Road	South Lamar Blvd Corridor Improvements Program Intersection Improvements	\$2,166,667.00	1.3%	\$29,100.00
	Fish Eye Cameras	\$20,000.00	100%	\$20,000.00
	Southbound left-turn bay	\$250,000.00	2.9%	\$7,350.00
South Lamar Blvd & Toomey Road	Bus Stop Relocation	\$27,800.00	100.0%	\$27,800.00
Total		\$4,923,634.00		\$255,000.00

3. Two copies of the final TIA are required to be provided.
4. 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 to the TIA document shall be reviewed by ATD and may require a new or updated TIA/addendum.
5. City of Austin reserves the right to reassign any or all the above monies to one or more of the identified improvements in the TIA.
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.

If you have any questions or require additional information, please contact me at 512-974-1449.

A handwritten signature in blue ink, appearing to read 'Austin Jones', with a long horizontal flourish extending to the right.

Austin Jones, P.E.
Austin Transportation Department