



MEMORANDUM

TO: Nikki Hoelter, Case Manager
FROM: Shandrian Jarvis, Transportation Planner
DATE: January 24, 2012
SUBJECT: Neighborhood Traffic Analysis for Burnet Park # SP-2011-0153C

The transportation section has performed a Neighborhood Traffic Impact Analysis for the above referenced case and offers the following comments.

The 2.33-acre tract is located at the southwest corner of the intersection of Burnet Road and Adams Avenue in central Austin, Texas. The site currently consists of 8,534 square feet of specialty retail. The proposed development will consist of approximately 178 dwelling units of multifamily apartments and associated amenities and is anticipated to be complete in 2013.

Roadways

Access to the proposed development will be provided via one (1) driveway on Adams Avenue. Vehicular access to adjacent Clay Avenue is prohibited as a condition of zoning.

Adams Avenue provides access to the site from the west. It is classified as a local street. The road currently has a right-of-way width of approximately 40 feet and a pavement width of 27 feet. An official bicycle route does not currently serve the site; however the Neighborhood Connectivity Division does support the installation of bicycle lanes and sharrows to promote cycling in the area. Capital Metro bus routes #3 Burnet and #151 Allandale currently serve this site.

Trip Generation and Traffic Analysis

Based on the Institute of Transportation Engineer's publication Trip Generation, the site could generate up to 1,202 vehicle trips per day (vpd).

Table 1 represents a breakdown of existing traffic on Adams Avenue, proposed site traffic, total traffic after development and percentage increase in traffic on the street.

Street	Existing Traffic (vpd)	Proposed New Site Traffic to the Roadway	Overall Traffic	Percentage Increase in Traffic
Adams Avenue	559 ¹	1, 202	1, 761	215%

1. Source: GRAM Traffic Counting, Inc. May 24, 2011. With a 10 percent adjustment for school traffic.

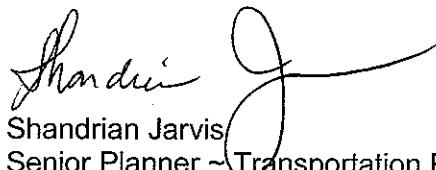
Under this scenario, traffic on Adams Avenue would increase by approximately 215 percent.

According to Section 25-6-116 of the Land Development Code, local or collector streets that have a 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. In its current configuration, Adams Avenue is anticipated to operate at an unacceptable level for this portion of the roadway.

Recommendations/Conclusions

1. Prior to the release of the site plan, the applicant should post pro rata share for the estimated cost to widened the pavement along Adams Avenue from Burnet Road to Ulrich to 30 feet. The applicant should submit a construction cost estimate signed and sealed by an engineer to the transportation reviewer to verify the amount that is required for posting. It is recommended that these improvements be implemented by the applicant to assure safer access and circulation into the site. The Austin Transportation Department will monitor traffic at this location after the proposed improvements are completed to determine the need for additional improvements, if any.
2. Development of this property should also be limited to uses and intensities that will not exceed or vary from the projected traffic conditions assumed in this neighborhood traffic analysis, including traffic distribution, roadway conditions, and other traffic related characteristics.
3. All driveways would need to comply with current City of Austin Type II Commercial Driveway standards and would need to meet minimum requirements for driveway width; throat length, driveway spacing, offset, and curb return radii. The owner will be responsible for obtaining permit approval for the driveways prior to site plan approval.

If you have any questions or require additional information, please contact me at 974-2628.



Shandrian Jarvis
Senior Planner - Transportation Review
Planning and Development Review Department