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MEMORANDUM

TO: Lee Heckman, PRDR-Current Planning
CC: Kathy Smith, P.E., HDR Engineering, Inc.
FROM: Joe Almazan, PDRD-Land Use Review
DATE: January 11, 2013
SUBJECT: Monaco II
 Zoning Case No: C14-2012-0114

The Transportation Review Section has reviewed the Traffic Impact Analysis (TIA) dated December 31, 2012 for the Monaco II rezoning application, prepared by Kathy Smith, P.E. with HDR Engineering, Inc. and provides the following summary and recommendations.

Trip Generation

Monaco II development is a 1.9-acre tract proposed for mixed-use development in east Austin, at the northeast corner of Wickersham Lane and East Oltorf Street. This proposed development will consist of 27,625 sq.ft. of shopping center use, 3,000 sq.ft. of convenience market (24-hour), and 64 dwelling units of condominiums/townhomes. The property is currently undeveloped and zoned multifamily residential (MF-2). The applicant is requesting a zoning change to general retail with mixed-use (GR-MU). Completion of the project is planned for 2014. The development will have access to Wickersham Lane via one (1) driveway.

The table below shows the unadjusted trip generation by land use for the proposed development based on ITE's *Trip Generation Report*, 8th ed.

Table 1. Unadjusted Trip Generation				
Land Use	Size in Sq.Ft.	ADT	AM	PM
Shopping Center	27,625	2,943	72	269
Convenience Market (24-Hour)	3,000	2,214	202	157
Residential Condo/Townhouse	64 units	436	36	42
Total		5,593	310	428

*The "shopping center" rate is applied to any use typically found in shopping centers, such as nail salons, cellular service providers, sandwich/coffee shops, flower shops, etc. This does not include large restaurants or restaurants with drive-through service.

Based on the land uses assumed for this mixed-use development, reductions for pass-by traffic were only applied to the peak hour evening trips. Reductions were also assumed for internal capture and bus transit usage for both the a.m. and p.m. peak hour travel periods. Results of the adjusted trip generation by land use are shown in Table 2.

Table 2. Adjusted Trip Generation				
Land Use	Size in Sq.Ft.	ADT	AM	PM
Shopping Center	27,625	2,076	61	151
Convenience Market (24-Hour)	3,000	1,562	172	88
Residential Condo/Townhouse	64 units	414	35	40
Total		4,052	268	279

Transportation System

E. Oltorf Street – The Austin Metropolitan Area Transportation Plan (AMATP) classifies E. Oltorf Street as a four-lane, divided arterial, with a center left-turn lane, from IH-35 to Montopolis Drive. In 2010, the traffic volume on E. Oltorf Street, east of S. Pleasant Road, was 16,300 vehicles per day (vpd). There are no improvements currently recommended in the AMATP. The 2009 Bicycle Plan does not recommend any upgrade to the bike lanes that are currently provided for Route 68, between Willow Creek Drive and Montopolis Drive.

S. Pleasant Valley Road – The AMATP classifies S. Pleasant Valley Road as a four-lane, divided major arterial from Riverside Drive to E. Oltorf Street. South of E. Oltorf Street, S. Pleasant Valley Road narrows to a two-lane undivided roadway and terminates approximately one-half mile south of E. Oltorf Street. In 2010, the traffic volume on S. Pleasant Valley Road, north of E. Oltorf Street, was 11,800 vpd. The AMATP recommends S. Pleasant Valley Road be extended from its current terminus, south of E. Oltorf Street, to SH 71 (E) as a four-lane, divided major arterial by 2025. This improvement was not assumed to be completed within the scope of this traffic study. Bike lanes and shared lanes are currently provided for Route 61 on S. Pleasant Valley Road, north and south of E. Oltorf Street. The 2009 Bicycle Plan recommends upgrading to bike lanes for Route 61, south of E. Oltorf Street.

Wickersham Lane – Wickersham Lane is a four-lane, undivided collector roadway north of E. Oltorf Street and a two-lane, undivided collector roadway south of E. Oltorf Street. In 2010, the traffic volume on Wickersham Lane, south of Riverside Drive, was 9,200 vpd. There are no improvements scheduled by the City of Austin for Wickersham Lane in the vicinity of the project site. No bicycle route or bicycle facilities are currently provided or recommended in the 2009 Bicycle Plan on Wickersham Lane.

Assumptions

1. Background traffic volumes for 2014 included actual traffic counts and a two (2) percent annual growth rate for this project.
2. A thirty-four (34) percent reduction was assumed for pass-by for the shopping center and convenience market (24-hour) land uses for the p.m. peak hour period only.
3. A ten (10) percent reduction was assumed for internal capture for the shopping center and convenience market (24-hour) land uses for both the a.m. and p.m. peak hour period.
4. A five (5) percent reduction was assumed for bus transit use for both the a.m. and p.m. peak hour period based on the proximity to Capital Metro bus stops and bicycle routes.

Intersection Level of Service (LOS)

The TIA analyzed two (2) intersections plus the site driveway. Existing and projected levels of service are as follows, assuming that any roadway and intersection improvements recommended in a TIA are constructed. However, no improvements are recommended at these intersections.

Table 3. Level of Service

Intersection	2012 Existing		2014 Site Forecasted	
	AM	PM	AM	PM
S. Pleasant Valley Road and E. Oltorf Street*	C	C	C	C
Wickersham Lane and E. Oltorf Street*	B	B	C	C
Wickersham Lane and site driveway	N/A	N/A	A	A

*Signalized Intersection

Based on the analysis, all the intersections will continue to operate at an acceptable level of service C or better. Existing and projected traffic volumes using the roadway system without the proposed project (or "site") are generally referred to as **background** traffic volumes. For the analysis, background traffic includes traffic counts collected in October 2012 and a two (2) percent growth rate for forecasted traffic conditions in 2014.

Recommendations/Conclusions

No additional roadway and/or traffic improvements are recommended.

Development of this property should be limited to uses and intensities which do not exceed or vary from the from the projected traffic conditions assumed in the TIA, including peak hour trip generation, traffic distribution, roadway conditions, and other traffic related characteristics.

If you have any questions or require additional information, please contact me at 974-2674.



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