

C6

# Kimley » Horn

September 9, 2014

City of Austin  
Amanda Couch  
Transportation Review  
505 Barton Springs Rd.  
Austin, TX 78704

**RE: Austin Housing Finance Corp.- TIA- C814-2014-0110.SH**

Dear Ms. Couch:

Please accept this Comment Response Letter for the above referenced project. This submittal is in response to the comments provided by the City of Austin on July 24, 2014. The original comments have also been included below for reference.

**Austin Transportation Department- Gary Schatz**

TIA 1. The executive summary indicates that the intersection of Loyola Lane and Johnny Morris Road will operate below LOS D. Does this mean E&F or C or better? Please clarify.

*Response. Below LOS D means E or F.*

TIA 2. Will there be sidewalks along Decker?

*Response. No*

TIA 3. On pg. 6 "Transportation System: Existing Roadway Network"; clarify if Loyola, Decker and Colony Loop have sidewalks.

*Response. Comment Noted.*

TIA 4. On pg.10, table 3: Trip Orientation lists bicycle as a mode twice. Please clarify.

*Response. The table has been corrected in the updated report.*

TIA 5. Considering there are no sidewalks along Decker, how was "D" determined for Decker on pg. 21, table 11, and on pg. 24, Table 13. If no sidewalks exist, why wouldn't an E or F be determined for the pedestrian mode.

*Response. The MMLOS software only reported link scores and did not take the absence of sidewalks into account. This has been corrected in the updated report.*

## **Austin Transportation Department- Diptl Borkar-Desai**

TIA 6. Who will be responsible for the fiscal of the mitigation measures?

*Response. Fiscal for mitigation will be offset by the cost of providing multi-modal streets. This will be the responsibility of the developer.*

TIA 7. Page 10- Trip Orientation -I am assuming that 1% is for the Bicycle Mode.

*Response. This table has been corrected in the updated report.*

TIA 8. Page 21 -Existing Conditions MMLOS- How was Ped mode evaluated on Decker Lane? TIA 9. Page 24- Are the locations of Bus Stops being coordinated with Cap Metro?

*Response. The MMLOS software only reported link scores and did not take the absence of sidewalks into account. This has been corrected in the updated report.*

TIA 9. Page 24- Are the locations of Bus Stops being coordinated with Cap Metro?

*Response. Yes, the project team is coordinating with Cap Metro.*

## **Planning and Development Review Department- Amanda Couch**

TIA 10. Provide a signed Scope.

*Response. We were working off of the scope developed with Joe Almazan. It appears we never received a signed copy. We have resubmitted the scope to Sangeeta Jain for signature.*

TIA 11. Who will be responsible for the fiscal of the mitigation measures?

*Response. Fiscal for mitigation will be offset by the cost of providing multi-modal streets. This will be the responsibility of the developer.*

TIA 12. Provide a signed TIA worksheet

*Response. A copy of the TIA Determination Worksheet is attached. Similar to the scope, this form was never signed.*

TIA 13. There are no land uses established in the scope. Where did these uses come from?

*Response. Land uses are based on the master plan developed by Farr and Associates.*

TIA 14. The scope indicates that all site drives are to be included in the study. They don't appear to be included or studied in this TIA.

*Response. Site driveways were analyzed in the study and are included in the analysis worksheets. The only one that required any type of mitigation was the main entrance to the town center, which is listed in Table 14.*

TIA 15. Pg. 4 indicates that "site vehicular trips were reduced by 30% to account for transit use. How was this assumption established, especially considering that transit currently failing with an F?

*Response. The 30% reduction rate was based on discussions with Gary Schatz, along with the assumption that a Transit Oriented Development would be included.*

TIA 16. How were the Bike trips calculated? They do not appear to be in the peak hour count data.

*Response. Bicycles were counted and are in the appendix, but not clearly labeled. We will update the appendix to show which counts are vehicles and which are bikes.*

TIA 17. Explain unconstrained internal capture rates table. Why would the % change of "from office, to office" and "to office, from office" be different?

*Response. The internal capture rates table is based on information from the ITE Trip Generation Manual. The manual says that each land use has a potential to both produce and attract internally captured trips from adjacent land uses. The methodology calculates both of these numbers and selects the lower of the two for analysis. Worksheets are provided in Appendix E.*

TIA 18. What is the final internal capture rate being used?

*Response. The overall internal capture rate calculated for the PM Peak Hour is 24.78%.*

TIA 19. The land uses listed in the scope for pass-by trips are not listed in Table 5: Trip Generation. Are pass-by reductions being applied to all uses in Table 5? What is the % reduction for pass-by reductions.

*Response. The only land use that has a reduction for passerby trips is Shopping Center, with a 24% reduction (based on development size using the formula in the ITE Trip Generation Handbook).*

TIA 20. The recommendations for improving the transit LOS for Decker and Loyola lane is to install bus stops. When will those be installed and who will install them?

*Response. Bus stop locations will be constructed when the roadway is built.*

TIA 21. The Intersection at Loyola Lane and Decker Lane do not appear to have any mitigation recommendations but are failing with an LOS of E. Provide mitigation recommendations for this intersection.

*Response. The mitigation measures recommended at the intersection of Loyola Lane and Decker Lane are to construct right turn lanes for the southbound and westbound directions and install overlap phases for these movements.*

TIA 22. Table 16: The project is not taking any pro-rata cost share for Loyola Lane at Johnny Morris. Please explain?

*Response. The amount of site traffic that was projected to be using the left turn lanes was zero, resulting in a 0% pro-rata share.*

TIA 23. Table 19: Will transit stops not also be provided on the opposite side of the street from Colony Park? Transit stops should be planned for both sides of the street going in both directions.

*Response. Transit stops are planned for both sides of Colony Loop once this roadway is completed, providing transit access to both the existing and future residents. It is our opinion that having bus stops on a collector street would be preferable to on an arterial.*

TIA 24. FYI only: a reduction in the amount of street cross sections is being requested with the zoning case and should be reflected in the TIA.

*Response. Proposed roadway cross sections are provided in Appendix A.*

**Austin Transportation Department- Brian Craig**

Review pending.

Texas Department of Transportation- Gary Morris

Review pending

Please contact me at 512-418-1771 if additional information is required.

Yours very truly,

KIMLEY-HORN AND ASSOCIATES, INC.



Brian Van De Walle, P.E. PTOE  
Associate

**Watershed Protection and Development Review Department  
CITY OF AUSTIN  
TRAFFIC IMPACT ANALYSIS (TIA) DETERMINATION WORKSHEET**

**APPLICANT MUST FILL IN WORKSHEET PRIOR TO SUBMITTING FOR TIA DETERMINATION**

PROJECT NAME: Colony Park PUD

LOCATION: North Side of Loyola Lane, West of Decker, Austin, Texas

APPLICANT: KIMLEY-HORN AND ASSOCIATES, INC TELEPHONE NO: 512-418-1771

APPLICATION STATUS: DEVELOPMENT ASSESSMENT:        ZONING: X SITE PLAN:       

**EXISTING:**

**FOR OFFICE USE ONLY**

TRACT NUMBER	TRACT ACRES	BLDG SQ.FT.	ZONING	LAND USE	L.T.E CODE	TRIP RATE	TRIPS PER DAY
	208 acres			Vacant			

**PROPOSED**

**FOR OFFICE USE ONLY**

TRACT NUMBER	TRACT ACRES	BLDG SQ.FT.	ZONING	LAND USE	L.T.E CODE	TRIP RATE	TRIPS PER DAY
	208 acres	543 d.u.	PUD	Single Family	210	9.52	5,170
		281 d.u.	PUD	Residential Condo / Townhouse	230	5.81	1,634
		1,622 d.u.	PUD	Apartment	220	6.65	10,788
		522,000 s.f.	PUD	Shopping Center	820	42.7	22,290
		438,000 s.f.	PUD	R&D Office	760	8.11	3,554

**ABUTTING ROADWAYS**

**FOR OFFICE USE ONLY**

STREET NAME	PROPOSED ACCESS?	PAVEMENT WIDTH	CLASSIFICATION
Loyola Lane	Yes	80'	Arterial

**FOR OFFICE USE ONLY**

- A traffic impact analysis is required. The consultant preparing the study must meet with a transportation planner to discuss the scope and requirements of the study before beginning the study.
- A traffic impact analysis is NOT required. The traffic generated by the proposal does not exceed the thresholds established in the Land Development Code.
- The traffic impact analysis has been waived for the following reason: \_\_\_\_\_
- A neighborhood traffic analysis will be performed by the City for this project. The applicant may have to collect existing traffic counts. See a transportation planner for information.

REVIEWED BY: \_\_\_\_\_ DATE: \_\_\_\_\_

DISTRIBUTION: \_\_\_\_\_ FILE \_\_\_\_\_ CAP. METRO \_\_\_\_\_ SDHPT \_\_\_\_\_ TRANS. REV. \_\_\_\_\_ TRAVIS CO. \_\_\_\_\_ TPSD \_\_\_\_\_ TOTAL COPIES: \_\_\_\_\_

**NOTE:** A TIA determination must be made prior to submittal of any zoning or site plan application, therefore, this completed and reviewed form **MUST ACCOMPANY** any subsequent application for the **IDENTICAL** project. **CHANGES** to the proposed project will **REQUIRE** a new TIA determination to be made.



## TRAFFIC IMPACT ANALYSIS SCOPE AND STUDY AREA

Project Name: Colony Park Date: June 16, 2014  
Location: 7900 Loyola Lane  
Owner's Agent: Kimley-Horn and Associates Phone: 512-418-1771  
(Brian D. Van De Walle, P.E.)

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1. **Intersections.** Level of Service calculations for a.m. and p.m. peak hours must be performed for the following Intersections, showing (a) existing traffic conditions and (b) projected traffic conditions for each phase, identifying site, non-site, and total traffic:

Note: New traffic counts are required for all intersections. Existing signal timings will be used for the intersection analyses in order to maintain adequate traffic progression, unless alternative timing proposals are approved by the Austin Transportation Department.

- a. Loyola Lane / Johnny Morris
- b. Loyola Lane / Colony Park
- c. Loyola Lane / Colony Loop (Cielo Vista)
- d. Loyola Lane / Sendero Hills
- e. Loyola Lane / Decker Lane
- f. Decker Lane / Colony Loop
- g. Decker Lane / Valleyfield
- h. All site driveways

2. **Multi Modal Level of Service Analysis.** A multi-modal level of service analysis will be made for the street segments along Loyola Lane and Decker Lane, using methodology in the 2010 Highway Capacity Manual. The following modes of traffic will be analyzed:

- a. Vehicular,
- b. Pedestrian,
- c. Bicycle, and
- d. Transit users.

3. **Neighborhood Impacts.** Neighborhood impacts must be evaluated for the following street segments, based upon the desirable operation levels described in Sec. 25-6-114 of the Land Development Code:

- a. Colony Park
- b. Colony Loop
- c. Valleyfield

4. **Data Assumptions.** The following assumptions must be included in the analysis. Any change in these assumptions must be approved by the transportation planner prior to submittal of the TIA.

- a. Background Traffic  
Average annual growth rate to be determined from TxDOT ADT maps and previous Intersection and roadway counts: A growth rate up to 2.0% may be applied.

Other Projects to be Included:


b. Internal trips

To be assumed for all land uses during the a.m. and p.m. peak hour periods based on ITE Trip Generation, 9<sup>th</sup> edition and documented through internal capture spreadsheets using the following rates:

**Unconstrained Internal Capture Rates**

LAND USE		MIDDAY	P.M.	DAILY
		PEAK HOUR	PEAK HOUR	
<b>ORIGINS</b>				
from OFFICE	to Office	2%	1%	2%
	to Retail	20%	23%	22%
	to Residential	0%	2%	2%
from RETAIL	to Office	3%	3%	3%
	to Retail	29%	20%	30%
	to Residential	7%	12%	11%
from RESIDENTIAL	to Office	0%	0%	0%
	to Retail	34%	53%	38%
	to Residential	0%	0%	0%
<b>DESTINATIONS</b>				
to OFFICE	from Office	6%	6%	2%
	from Retail	38%	31%	15%
	from Residential	0%	0%	0%
to RETAIL	from Office	4%	2%	4%
	from Retail	31%	20%	28%
	from Residential	5%	9%	9%
to RESIDENTIAL	from Office	0%	2%	3%
	from Retail	37%	31%	33%
	from Residential	0%	0%	0%



c. Pass-by Trips

To be assumed for all land uses during the a.m. and p.m. peak hour periods based upon data provided in ITE Trip Generation, 9<sup>th</sup> edition.

Land Use	A.M. Peak Hour	P.M. Peak Hour
Fast Food w/Drive-Through	49%	50%
Convenience Market w/Gas Pumps	63%	66%
Shopping Center	0%	34%
Hotel	0%	0%

d. Traffic Distribution

To be determined based on existing and historical distribution data.

Direction/Roadway	Site Traffic Distribution
Loyola Lane West	40%
Loyola Lane East	10%
Decker Lane North	25%
Decker Lane South	25%
<b>TOTAL</b>	<b>100%</b>

e. Transit Trips

This development is being planned as a PUD, with a proposed light rail station on the existing Capital Metro Line. For the transit option, a Transit Oriented Development plan has been prepared, which will assume up to 30% reduction in trips in that section of the plan.

**5. Other Considerations:**

- a. Each development phase to be analyzed, if proposed.
- b. Submit a CD containing
  - a. electronic PDF of the TIA,
  - b. Synchro files,
  - c. spreadsheets for trip distribution, trip generation, cost estimates, and
  - d. CAD file for the site plan.
- c. All intersections must be modeled in one Synchro file.
- d. A site plan for the proposed project.
- e. City of Austin timing sheets to be included in the Appendix of the TIA
- f. Map showing bicycle routes, transit routes and stops within ½ mile of the project, if applicable.
- g. Site driveway analysis to include queue study.

This scope and study is based upon the methodology discussed in a meeting with city staff on March 17, 2014. Any change in these assumptions may require a change in the scope. For more detailed guidelines on preparation of the TIA, please see Sec. 2.0 – Traffic Impact Analysis from the Transportation Criteria Manual.

Prepared by: \_\_\_\_\_ Phone: 974-2674  
 Joe R. Almazan

