



Date: July 21, 2015
To: Sherri Sirwaitis, Case Manager
CC: Robert Halls, Robert Halls and Associates
Reference: Hopper-Finley Tract, TIA, C14-2014-0186

The Transportation Review Section has reviewed the Traffic Impact Analysis for the Hopper-Finley Tract zoning case, dated July 9th, and offers the following comments:

TRIP GENERATION

The Hopper-Finley Tract is a 43.69-acre development located at the northwest corner of the intersection of Wells Branch Parkway and Heatherwilde Blvd. The proposed development consists of the following land uses: 155 Single Family Units, 300 Multifamily Units, and 66,865 sq. ft. of retail. The property is currently undeveloped and zoned Development Reserve (DR). The applicant has requested a zoning change to Single Family Residence-Small Lot (SF-4A), Multi-Family (MF-4) and Community Commercial (GR). The estimated completion of the project is expected in the year 2020.

Based on the standard trip generation rates established by the Institute of Transportation Engineers (ITE), the development will generate approximately 10,639 unadjusted average daily trips (ADT).

The table below shows the trip generation by land use for the proposed development:

Table 1
Ballantyne Community
Unadjusted Trip Generation

Land Use	Size ¹	ITE Code ²	Unadjusted Volumes ²						
			ADT	AM Total	AM In	AM Out	PM Total	PM In	PM Out
Single-Family Total	160	210	1,618	122	31	91	160	101	59
Multi-Family	300	220	1,942	151	30	121	183	119	64
Fast-Food w/ Drive-Thru	3,500	934	1,736	159	81	78	114	59	55
Bank w/ Drive-Thru	4,000	912	593	48	27	21	97	49	48
Retail	10,360	820	442	6	4	10	38	18	20
Retail Lot 1 Sub-Total	17,860		2,771	213	112	109	249	126	123
Fast-Food w/ Drive-Thru	3,500	934	1,736	159	81	78	114	59	55
High-Turnover Restaurant	8,000	932	1,017	86	47	39	79	47	32
Retail	4,835	820	206	5	3	2	18	9	9
Retail Lot 2 Sub-Total	16,335		2,959	250	131	119	211	115	96
Retail Lot 3 Sub-Total	32,670	820	1,395	31	19	12	121	58	63
Total			10,685	767	323	452	924	519	405

¹ Dwelling units for residential, gross square feet for all others.

² Trip generation projections based on data in **Trip Generation**, 9th Ed., Institute of Transportation Engineers.

ASSUMPTIONS

1. Traffic growth rates provided by the City of Austin were as follows:

Table 2. Growth Rates per Year	
Roadway Segment	2%
All Roads	2%

3. No reductions were taken for internal capture, pass-by trips, or transit use.

EXISTING AND PLANNED ROADWAYS

IH-35: IH-35 is part of the US Interstate Highway System maintained by the State. The CAMPO 2035 Plan shows no current plans to improve the frontage road intersections at either Wells Branch Parkway or Howard Lane. The highway is not included in the CAMPO Bike Plan

Wells Branch Parkway: Wells Branch Parkway is an arterial street built with a four lane divided cross-section east of IH-35. There are no plans to widen the roadway in the foreseeable future. It is listed as a bike route in the CAMPO Bike Plan, and there are bicycle lanes on both sides of the road from IH-35 to Heatherwilde Boulevard.

Heatherwilde Boulevard: Heatherwilde Boulevard is an arterial street built with a four lane divided cross-section from north of Wells Branch Parkway to south of Howard Lane. There are no plans to widen the roadway in the foreseeable future. It is listed as a bike route in the CAMPO Bike Plan, and there are bicycle lanes on both sides of the road from Wells Branch Parkway to Howard Lane.

Howard Lane: Howard Lane is an arterial street built with a four lane divided cross-section east of IH-35. There are no plans to widen the roadway in the foreseeable future. It is listed as a bike route in the CAMPO Bike Plan, but there are no separate bicycle lanes provided.

Olympic Drive: Olympic Drive is a collector street built with 60' of pavement at its intersection with Heatherwilde Boulevard. There are no plans to widen the roadway in the foreseeable future. It is listed as a bike route in the CAMPO Bike Plan, but there are no separate bicycle lanes provided.

TRAFFIC ANALYSIS

The impact of site development traffic on the existing area roadways was analyzed. Two time periods and travel conditions were evaluated:

- 2015 Existing Conditions
- 2020 Build-Out Conditions

INTERSECTION LEVEL OF SERVICE (LOS)

The TIA analyzed 13 intersections. Projected levels of service are as follows, assuming that all improvements recommended in the TIA are built:

Intersection	AM Delay	AM LOS	PM Delay	PM LOS
IH-35 WSR /Wells Branch Pkwy.	79.8	E	145.1	F
IH-35 ESR /Wells Branch Pkwy.	106.9	F	44.4	D
FM 1825/Wells Branch Pkwy.	231.8	F	546.1	F
Drusilla's Dr. /Wells Branch Pkwy.: <ul style="list-style-type: none"> Overall EB L SB L/R 	7.1 18.1 12.9	A C F	1.3 16.7 41.2	A C E
Road A/Wells Branch Pkwy./Driveway	22.7	C	14.8	B
Road B/Wells Branch Pkwy.: <ul style="list-style-type: none"> Overall EB L WB L SB L 	0.8 12.7 11.0 17.5	A B A C	0.8 12.2 13.8 15.7	A B B C
Driveway C/Wells Branch Pkwy.: <ul style="list-style-type: none"> Overall SB R 	3.1 23.0	A C	2.5 21.0	A C
Heatherwilde Blvd. /Wells Branch Pkwy.	46.1	D	44.5	D
IH-35 WSR/Howard Ln.	51.3	D	268.8	F
IH-35 ESR/Howard Ln.	53.1	D	63.9	E
The Lakes Blvd./Howard Ln./Centerline	26.4	C	32.0	C
Heatherwilde Blvd./Howard Ln.	69.3	E	106.0	F
Driveway 1/Heatherwilde Blvd. <ul style="list-style-type: none"> Overall EB R 	0.3 11.5	A B	0.4 10.1	A B
Driveway D/Heatherwilde Blvd. <ul style="list-style-type: none"> Overall NB L EB L EB R 	2.9 10.4 49.5 11.5	A B E B	2.2 9.0 50.0 10.1	A A F B
Driveway 2/Heatherwilde Blvd.: <ul style="list-style-type: none"> Overall EB R 	0.0 11.2	A B	0.1 10.0	A B
Olympic Dr./Heatherwilde Blvd.: <ul style="list-style-type: none"> Overall WB L WB R SB L 	5.5 27.0 10.6 8.4	A D B A	2.7 20.8 11.8 9.9	A C B A

RECOMMENDATIONS

- 1) The applicant shall post fiscal prior to the approval of first site plan and/or subdivision for the following transportation improvements:

Wells Branch Parkway/Heatherwilde Boulevard

- construct a right turn lane in the SB Heatherwilde Boulevard approach: \$ 13,898
- construct a right turn lane in the EB Wells Branch Parkway approach: \$ 24,452
- construct a right turn lane in the NB Heatherwilde Boulevard approach: \$ 30,596
- construct a second left turn lane in the WB Wells Branch Parkway approach: \$ 4,134

Howard Lane/Heatherwilde Boulevard

- construct a second left turn lane in the EB Howard Lane approach: \$ 28,031

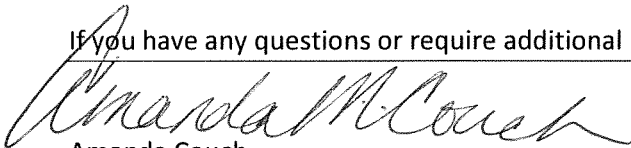
Wells Branch Parkway/Driveway 2

- install a traffic signal when warranted per City of Austin: \$ 180,000

The total fiscal including 20% contingency is \$337,333, which shall be allocated for posting as follows: single-family 15%, multi-family 20%, and retail 65%. City may use the entire fiscal for any of the improvements listed in the TIA.

- 2) Provide vehicular and pedestrian connectivity to the existing streets to the north: Spring Hill Lane, Horborne Lane, Delahunty Lane, and Hebbe Lane. Connectivity, as mentioned above, shall be provided in accordance with Ordinance No. 20151210-044.
- 3) At time of site plan or subdivision, whichever comes first, provide a stub-out street on the eastern boundary of the single-family section of the site. Exact location and dimensions will be reviewed and approved at the time of site plan or subdivision.
- 4) The exact locations and dimensions of all site driveways, will be reviewed and approved by the City at the time of site plan review.
- 5) At time site plan a public access easement must be dedicated to bifurcate the MF-4 tract, connecting the SF-4A tract to the Commercial tracts. Exact location and dimensions will be reviewed and approved at the time of site plan.
- 6) TXDOT and Austin Transportation Department have approved this TIA.
- 7) For information: Three copies of the final version of the TIA incorporating all corrections and additions must be submitted prior to final reading of the zoning case.
- 8) Development of this property should be limited to uses and intensities which will not exceed or vary from the projected traffic conditions assumed in the TIA, including peak hour trip generations, traffic distribution, roadway conditions, and other traffic related characteristics.

If you have any questions or require additional information, please contact me at 512-974-2881.



Amanda Couch
Transportation Review Staff
Development Services Department