



Building a Better and Safer Austin Together

MEMORANDUM

TO: Scott Grantham, Case Manager

CC: Natalia Rodriguez, CNU-A
Scott A. James, P.E., PTOE

DATE: October 19, 2018

SUBJECT: Neighborhood Traffic Analysis for University of Texas Law School Foundation
Zoning Case # C14-2018-0062

The Land Use Review/Transportation staff has performed a Neighborhood Traffic Impact Analysis for the above referenced case and offers the following comments.

The 0.99 acre tract is located in central Austin along Dean Keeton Street between Hampton Road and Medical Arts Street. The site is currently zoned Neighborhood Commercial-Mixed Use (LR-MU-CO-NP) and has an existing 11,789 square foot building used as a college facility. The site is surrounded by single family uses to the west, neighborhood commercial uses to the north, community commercial to the east, and the University of Texas campus to the south (across Dean Keeton Street). The zoning request is for Community Commercial-Mixed Use (GR-MU).

Roadways

Dean Keeton Street is classified as a major, divided six lane arterial roadway and measures 68 feet in pavement width. Dean Keeton Street has 130 feet of right-of-way and access is not proposed from the roadway. The speed limit of Dean Keeton, adjacent to the subject property, is 30 miles per hour (MPH). There are back-of-curb sidewalks along the property frontage and the roadway is classified as a "medium-comfort" bikeway.

Hampton Road is classified as a residential local roadway under Section 25-6-114(C) of the Land Development Code and measures 25 feet in pavement width. Hampton Road has 44 feet of right-of-way and currently provides access to the site. The speed limit of Hampton Road, adjacent to the subject property, is 25 miles per hour (MPH) and there are back-of-curb sidewalks along the property frontage.

Medical Arts Street is classified a neighborhood collector roadway and measures 35-57 feet in pavement width. Medical Arts Street has 70 feet of right-of-way and currently provides access to the site. The speed limit of Hampton Road, adjacent to the subject property, is 30 miles per hour (MPH) and there are back-of-curb sidewalks along the property frontage.

Trip Generation and Traffic Analysis

The City Council may deny a rezoning application if the neighborhood traffic analysis demonstrates that the traffic generated by a project combined with existing traffic, exceeds the desirable operating level established on a residential local or collector street in the study area.

Based on the Institute of Transportation Engineers Trip Generation Manual, 10th Edition, the proposed mixed use development would generate approximately 365 daily trips based on the proposed land uses and intensities (summarized in Table 1).

Table 1 – Estimated Daily Trip Generation*					
TRACT NUMBER	TRACT ACRES	ZONING	INTENSITY	LAND USE (ITE Code)	TRIPS PER DAY
1	0.99	GR-MU	11,789 SF	Medical Office (Code 720) (EQ)	365

* This is the total trips for the proposed land uses and intensities.

Driveway locations for this development are existing on Hampton Road and Medical Arts Street. Therefore, this analysis assumes an even distribution of trips to Hampton Road and Medical Arts Street. Table 2 presents the expected distribution of the 365 daily trips:

Table 2 – Trip Distribution	
Street	Vehicle Trips
Hampton Road	182 (50%)
Medical Arts Street	183 (50%)

According to the traffic data collected during the days of September 11 to September 13, 2018, the current average daily traffic volume on Hampton Road is 637 vehicles. As shown in Table 3 below, the projected daily trips from the site would increase the observed volumes on Hampton Road by up to 28.5%, if developed for the proposed land uses and intensities.

Table 3 – Estimated increase in daily traffic volumes				
Street	Existing Traffic (VPD)	Site Traffic	Total Traffic	Percentage Increase
Hampton Road	637	182	819	28.5%

Desirable Operating Level

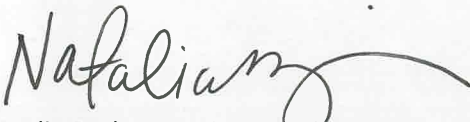
According to Section 25-6-116 of the Land Development Code, residential local or collector streets are operating at a desirable level if the daily volumes do not exceed the following thresholds:

Pavement Width	Vehicles Per Day
Less than 30'	1,200
30' to less than 40'	1,800
40' or wider	4,000

Conclusion and Recommendations

1. This NTA memorandum findings are based upon an assumed intensity of 11,789 square feet of medical office. Development of this property should not vary from the approved uses, nor exceed the intensities and assumptions within this staff memorandum, including land uses, trip generation estimates, trip distribution, or other identified conditions. If the proposed uses, intensities, or traffic operations differ from this neighborhood traffic analysis, a revised Neighborhood Traffic Analysis or Traffic Impact Analysis shall be required at the time of site plan application and further mitigation may be required.
2. The potential trips generated by this site based on the proposed land use intensities, in combination with the existing traffic of Hampton Road, are estimated to be 819 total vehicle trips per day. The total combined vehicle trips per day does not exceed the threshold set forth in the LDC 25-6-116. Therefore, no mitigation is required for the development of this site.
3. Hampton Road requires 50 feet of right-of-way in accordance with the TCM. 25 feet of right-of-way shall be dedicated from the centerline of Hampton Road at the time of the subdivision or site plan application, whichever comes first, in accordance with the TCM. LDC 25-6-55; TCM, Tables 1-7, 1-12. Additional right-of-way maybe required at the time of subdivision and/or site plan.
4. Proposed driveways and sidewalks shall comply with the criteria as set forth in the City of Austin Land Development Code and Transportation Criteria Manual. Vehicular access to Dean Keeton Street is not recommended.
5. The findings and recommendations of this NTA memorandum remain valid until October 19, 2023, after which a revised NTA or traffic impact analysis may be required.

If you have any questions or require additional information, please contact me at 974 - 3309.



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