



Development
SERVICES DEPARTMENT

Building a Better and Safer Austin Together

MEMORANDUM

TO: Sherri Sirwaitis, Case Manager
Planning and Zoning Department

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Austin Transportation Department

FROM: Natalia Rodriguez, CNU-A
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Development Services Department/Land Use Review - Transportation

DATE: ~~November 19, 2018~~ **REVISED December 4, 2018**

SUBJECT: Neighborhood Traffic Analysis for 11900 Buckner Road
C14-2018-0092

The Land Use Review/Transportation staff has performed a Neighborhood Traffic Analysis (NTA) for the above referenced rezoning application and offers the following comments.

The 14.28 acre site is located in north west Austin along FM 620 between RM 2222 and Anderson Mill Road. The request is to rezone from Townhouse & Condominium Residence (SF-6-CO) and Community Commercial – Mixed Use (GR-MU-CO) to Limited Office – Mixed Use (LO-MU-CO) and Community Commercial – Mixed Use (GR-MU-CO) to allow for the construction of retail site with up to 28,278 square feet of automotive sales.

ROADWAYS

FM 620 is classified as a highway and measures 82 feet in pavement width and 140 feet of right-of-way. The land uses along FM 620 are primarily commercial. There are no sidewalks on either side and the roadway is classified as a "medium comfort" bicycle facility. Access is proposed to FM 620 and the posted speed limit is 55 miles per hour (MPH).

Buckner Road is classified as a residential local street and measures 20 feet in pavement width and approx. 40 to 50 feet of right-of-way. The land uses along Buckner Road are commercial and residential. There are no sidewalks on either side and access is proposed to Buckner Road. The posted speed limit is 30 miles per hour (MPH).

Windy Ridge Road is classified as a residential collector street and measures 20 feet in pavement width and approx. 49 feet of right-of-way. The land uses along Windy Ridge Road are commercial and residential. There are no sidewalks on either side and the posted speed limit is 30 miles per hour (MPH). The applicant is not proposing to access Windy Ridge Road.

TRIP GENERATION AND TRAFFIC ANALYSIS

The City Council may deny an 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 Engineer's Trip Generation Manual, 10th Edition, the proposed 28,278 square feet of automotive sales (Land Use Code 840) would generate approximately 787 daily trips (summarized in Table 1). However, the combined zoning of LO-MU-CO and GR-MU-CO, would allow for far greater estimates of daily trips over the 14.28 acre tract.

Table 1 – Estimated Daily Trip Generation					
TRACT NUMBER	TRACT ACRES	ZONING	INTENSITY	LAND USE (ITE Code)	TRIPS PER DAY
1	14.21	LO-MU-CO & GR-MU-CO	28,278 sq.ft.	Automotive Sales (Code 840)	*787

*This is the total trip generation estimate for the proposed land uses and intensities, not the maximum allowable by the requested zoning category.

Table 2 presents the expected distribution of the 787 daily trips:

Table 2 – Trip Distribution	
Street - Direction	Vehicle Trips
FM 620 – right-in only driveway	197 (25%)
Buckner Road – full access driveway	590 (75%)

According to the traffic count data collected during the days of November 13-15, 2018, the current average daily volumes on Buckner Road are 234 vehicle trips per day. As shown in Table 3, the projected daily trips from the site would increase the observed volumes on Buckner Road by more than threefold (352%).

Table 3 – Estimated increase in daily traffic volumes				
Street	Existing Traffic (VPD)	Site Traffic	Total Traffic	Percentage Increase
Buckner Road	234	590	824	352%

DESIRABLE OPERATING LEVELS

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

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

CONCLUSIONS AND RECOMMENDATIONS

- 1) The estimated number of daily trips generated by this site, in combination with the existing traffic on Buckner Road **does not** exceed the thresholds set forth in the LDC 25 – 6 – 116.
- 2) In order to provide for improved vehicular and pedestrian access along Buckner Road from FM 620 in support of this development, the applicant shall provide the following as part of the site plan application:
 - a. Geometric evaluation of the intersection of FM 620 and Buckner Road to confirm adequate pavement (and right-of-way) is provided for delivery and commercial service vehicles. **Additional right-of-way dedication may be required to accommodate the expected commercial vehicles to and from this site.**
- 3) The Texas Department of Transportation will permit “right-in only” access from FM 620 onto the property, and does not support offering full access onto FM 620 due to identified traffic conflicts and safety concerns.
- 4) The applicant shall dedicate up to 28 feet as measured from the centerline for Buckner Road, and up to 30 feet as measured from the centerline for Windy Ridge Road to comply with the Austin Transportation Criteria Manual at the time of subdivision and/or site plan application. LDC 25-6-55; TCM, Tables 1-7, 1-12.
- 5) In accordance with the Austin Metropolitan Area Transportation Plan (AMATP), and subject to approval by the Texas Department of Transportation, the applicant ~~shall~~ **may be required** to dedicate up to 200 feet (as measured from the centerline) to provide 400 feet of right-of-way for FM 620 according to the Transportation Plan at the time of the subdivision or site plan application, whichever comes first. [LDC 25-6-51 and 25-6-55].
- 6) These findings are based upon an assumed intensity of an automotive sales of approximately 28,278 square feet. 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, otherwise additional traffic review and/or mitigation may be required.
- 7) The findings and recommendations of this staff memorandum remain valid until November 19, 2023, after which a revised NTA or staff memorandum may be required

If you have any questions or require additional information, please contact me at (512) 974 – 3099.


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