



MEMORANDUM

Date: December 13, 2021
To: Kathy Smith, P.E., PTOE, HDR Engineering
CC: Nazlie Saeedi, P.E., Bryan Golden, Jayesh Dongre
Austin Transportation Department
Kate Clark, Housing and Planning Department
Reference: Statesman PUD – 305 S. Congress
Transportation Impact Analysis Final Memo
C814-89-0003.02

Summary of the Transportation Impact Analysis (TIA):

The Austin Transportation Department (ATD) has reviewed the *“305 S. Congress Traffic Impact Analysis”* dated July 21, 2020 and subsequent updates received on July 2, 2021, August 16, 2021, August 18, 2021, November 18, 2021, and November 30, 2021 prepared by HDR Engineering, Inc. A Transportation Demand Management (TDM) Plan prepared by Nelson\Nygaard Consulting Associates, Inc. was also reviewed. The 305 S. Congress TIA and all amendments thereto are collectively referred to herein as the “TIA”. The proposed 305 S. Congress development is located on the northeast corner of South Congress Avenue and Barton Springs Road in Austin, shown in Figure 1 below.

The proposed project is anticipated to be completed by 2029 and would consist of 1,378 DU of Multi-Family (High-Rise), 275 Hotel rooms, 1,495,000 SF of General Office, and 150,000 SF of Shopping Center. The lot is currently occupied by the Austin American – Statesman, which consists of 333,93 SF of Printing and Publishing land use.

Below is a summary of our review findings and recommendations:

1. The applicant shall design and construct the improvements identified in Table 2 below and in Figure 2 prior to issuance of a temporary certificate of occupancy (TCO) or certificate of occupancy (CO) for the first building requiring a CO.
2. The applicant shall dedicate, design, and construct the Barton Springs Extension prior to the issuance of the **first** temporary certificate of occupancy (TCO) or certificate of occupancy (CO) for the first building requiring a CO. The Barton Springs Extension will be constructed by this development in accordance with the PUD ordinance, as shown in Figure 3.
3. The applicant shall incorporate bicycle and pedestrian facilities along the Riverside Drive Access with construction of the Barton Springs Extension which will be with the first building requiring a CO, subject to ATD approval.

4. At the time of first building permit, the following must be submitted for ATD's review and approval: the design of the Barton Springs Extension, the design of the westbound receiving lane at Barton Springs Rd and S. Congress Ave, the design of the bicycle and pedestrian facilities along the Riverside Drive Access, show compliance with the approved overall TDM reduction of 35 percent, and cost estimates for the improvements in Table 2.
5. Cost estimates should not be assumed to represent the maximum dollar value of improvements the applicant may be required to construct.
6. The applicant shall provide an electronic copy of the final, updated version of the TIA report, including all supplemental documents, before 3rd reading.
7. City of Austin staff reserves the right to reassign any or all the funding to one or more of the improvements identified in the TIA.
8. The findings and recommendations of this TIA memorandum remain valid until five (5) years from the date of the traffic counts in the TIA or the date of this memo, whichever comes first, after which a revised TIA or addendum may be required.
9. The findings and recommendations of the TIA included in this memo are based on the land use, intensity, associated traffic information and analyses, and phasing of the development considered in the TIA. Should any of these assumptions change, the applicant may need to complete a new TIA, or update the TIA as required by code at the time of site plan application.
10. Street Impact Fee Ordinances 20201220-061 [<https://www.austintexas.gov/edims/document.cfm?id=352887>] and 20201210-062 [<https://www.austintexas.gov/edims/document.cfm?id=352739>] have been adopted by City Council and are effective as of December 21, 2020. The City shall start collecting street impact fees with all building permits issued on or after June 21, 2022. For more information please visit the Street Impact Fee website [[austintexas.gov/streetimpactfee](https://www.austintexas.gov/streetimpactfee)]. Offset agreements associated with the SIF assessments will be addressed at time of site plan.



Figure 1: Site Location Map

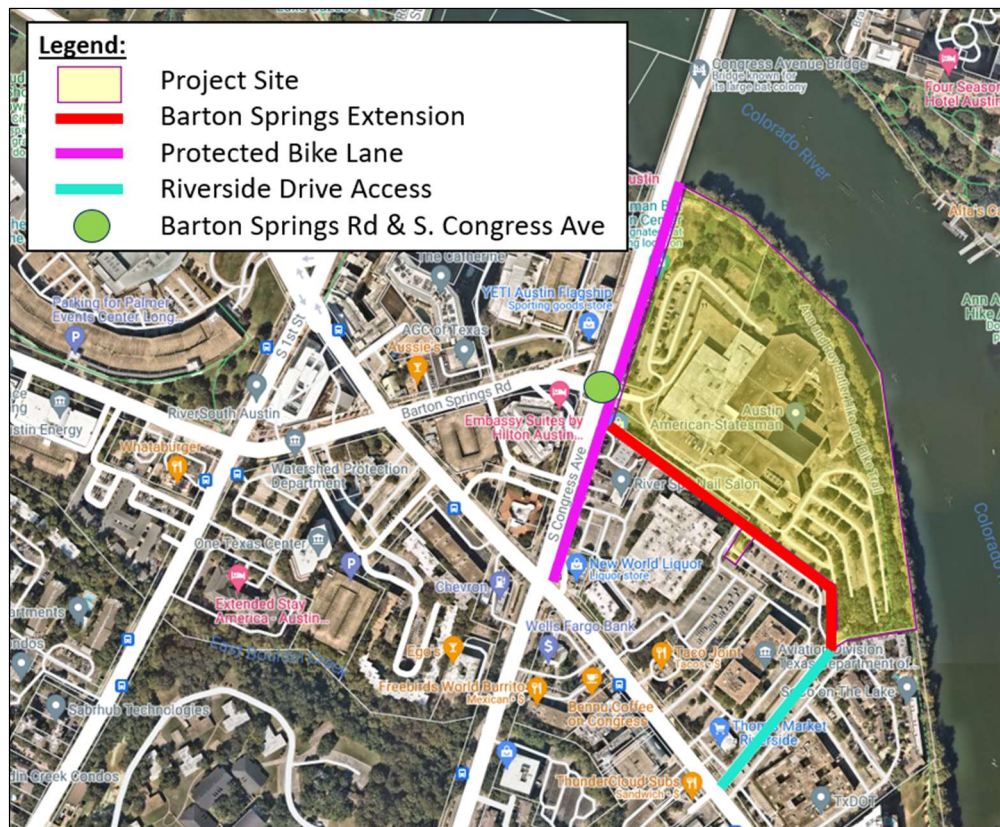


Figure 2: Mitigation Map

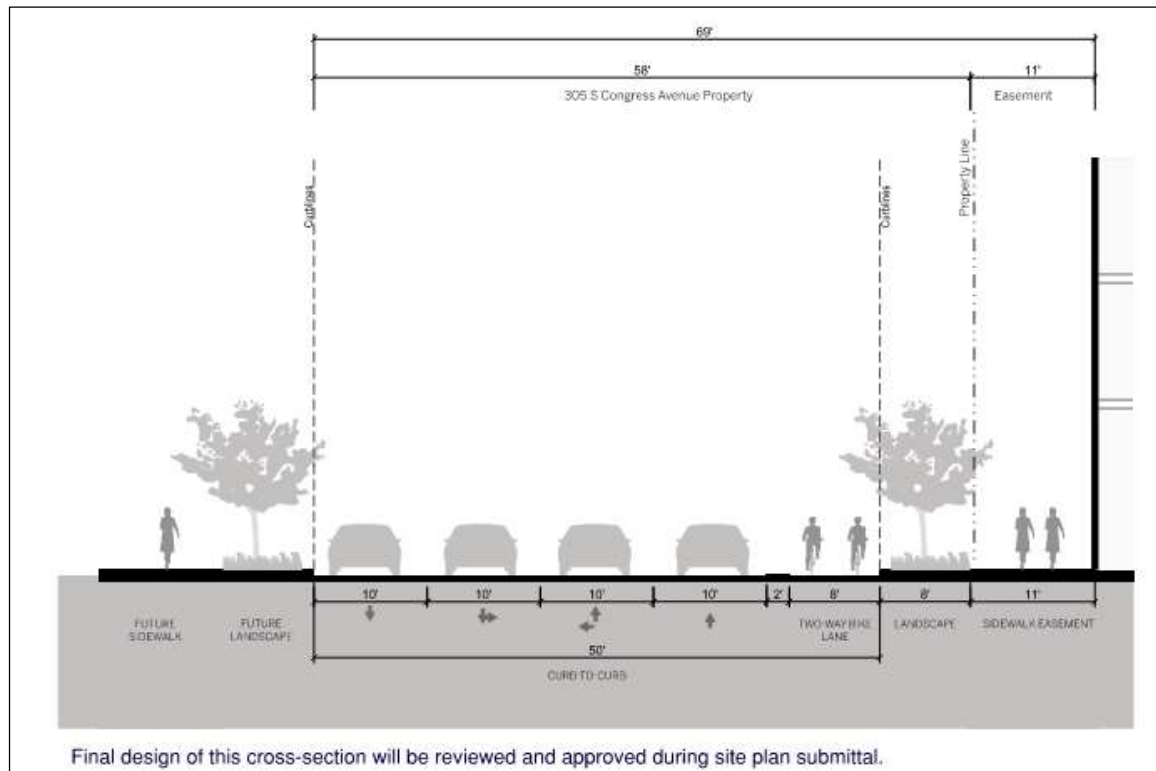


Figure 3. Barton Springs Extension Cross-Section

Assumptions:

1. The TIA assumes that the development will be completed by 2029. Phasing is not addressed in the TIA.
2. The project will have one right-out only access onto S. Congress.
3. The Barton Springs Extension will provide the necessary access to the site, as per the Austin Strategic Mobility Plan (ASMP) and South Central Waterfront (SCW) Plan.
4. Based on TxDOT historical ADTs, a 2% annual growth rate was assumed to account for the increase in background traffic.
5. Transportation Demand Management (TDM) measures would reduce vehicle trips by 35%.
6. Listed below are the background projects that were assumed to contribute trips to surrounding roadway network in addition to forecasted site traffic:
 - a. South Lamar and Riverside Mixed Use: SP-2019-0056C
 - b. 218 South Lamar: SP-2019-0297C
 - c. 425 Riverside PUD: SP-2017-0494C
 - d. Music Lane: SP-2016-0321C
7. It should be noted that during this review, Capital Metro's Project Connect Plan was adopted and the design of all the rail lines are currently in progress. The design of Project Connect, specifically the Blue Line, may potentially affect traffic operations along the Riverside Drive Access. This may affect the operational assumptions contained in this TIA. ATD may require additional analysis at time of site plan as Project Connect's plans become more refined.

Proposed Conditions:

Trip Generation and Land Use

Based on the Institute of Transportation Engineers (ITE) Trip Generation Manual (10th Edition), the development will generate approximately 30,866 unadjusted average daily vehicles trips (ADT) at full build-out.

Due to the significant number of vehicle trips and the anticipated traffic load on the roadway network, the applicant has committed to a Transportation Demand Management (TDM) Plan to reduce their site vehicle trips by 35%.

Table 1 shows the adjusted trip generation after existing trips and TDM reductions.

Table 1: Adjusted Trip Generation						
ITE Code	Proposed Land Use	Size / Unit		24-Hour Two Way Volume	AM	PM
222	Multifamily Housing (High-rise)	1,378	DU	5,641	399	477
310	Hotel	275	Rooms	2,678	132	180
710	General Office	1,495,000	SF	14,626	1,432	1,487
820	Shopping Center	150,000	SF	7,921	141	734
<i>Unadjusted Trips</i>				<i>30,866</i>	<i>2,104</i>	<i>2,878</i>
<i>TDM Reduction (35%)</i>				<i>(10,803)</i>	<i>(736)</i>	<i>(1,007)</i>
Total Adjusted Trips				20,053	1,368	1,871

Transportation Demand Management (TDM)

The applicant has committed to a 35% TDM reduction to meet certain vehicle trip reduction targets. In the TDM plan, the applicant has identified several measures that could be incorporated with the site to achieve the targeted vehicle trip reduction. The applicant identified the following key TDM measures to reach the reduction target:

- Sustainable Modes Analysis and Infrastructure (12%)
- Subsidized Transit Passes (8%)
- Bicycle Parking (0.5%)
- Bike Share Station (0.5%)
- Bicycle Repair Station (0.5%)
- Bike Share Membership (0.5%)
- Showers & Lockers (0.5%)
- Priced Parking (8%)
- Unbundled Parking (6%)
- Limit Parking Supply (10%)

- Car Share Parking (1%)
- Multimodal Wayfinding Signage (1%)

The applicant has the flexibility to substitute and/or add other relevant TDM measures at the time of the site plan as long as an overall TDM reduction of 35% is achieved.

Details and prioritization of the TDM plan such as car share information, number of designated parking spaces for carpool/vanpools, number of showers & lockers, number of bike parking provided in addition to LDC requirements, implementation of MetroBike, and TDM compliance and monitoring shall be submitted to and reviewed by ATD at the time of each building permit application.

Summary of Recommended Improvements:

Table 2: Recommended Improvements*			
Location	Improvement	Cost	Developer's Share %**
Barton Springs Rd east of S Congress Ave	Construct the Barton Springs Extension***	TBD	100%
Barton Springs Rd and S Congress Ave	Westbound Receiving Lane		100%
East curb of S Congress Ave between Bridge to Riverside Dr	6 ft Protected Bike Lane with 2 ft Curb Buffer		100%
Riverside Drive Access	Bike and Pedestrian Facility		100%

*The ROW land value for Barton Springs Extension on the applicant's land will be credited towards the SIF max for this development.

**Developer's cost may be paid directly by the developer, with the South Central Waterfront TIRZ/TIF (when passed) or other public funding mechanism approved by the City. However, if any public funding is used, those construction costs will not be credited as a SIF offset.

***The applicant has proposed to construct additional mitigation/capacity (i.e., a four-lane cross section instead of a three-lane cross section) on the Barton Springs Road Extension than what was justified by the TIA analysis or required by City Staff. The improvement shown in the above table includes the additional lane the applicant will be constructing.

If you have any questions or require additional information, please contact me at 512-974-6471.



Curtis Beaty, P.E.
Austin Transportation Department