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## MEMORANDUM

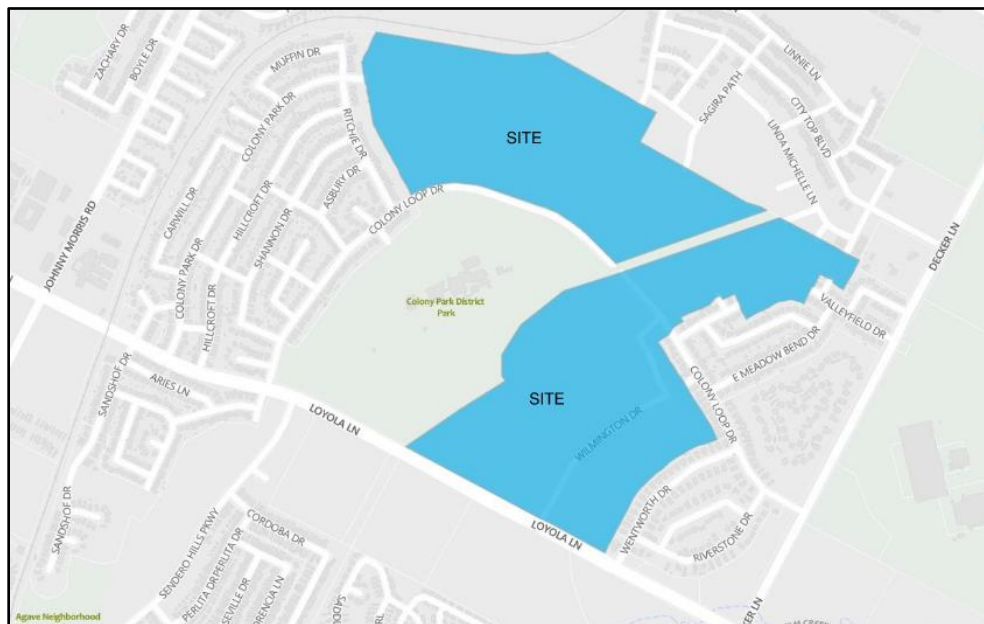
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**Date:** November 17, 2023  
**To:** Kathy Smith, HDR  
**CC:** Kaylie Coleman, Bryan Golden,  
Transportation and Public Works Department  
**Reference:** **Colony Park PUD Traffic Impact Analysis Update (C814-2014-0110.SH) – Final Memo**

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**Summary of the Transportation Impact Analysis (TIA):**

The Transportation and Public Works (TPW) Department has reviewed the first 11/07/2023 submittal of “Colony Park PUD TIA Update”, prepared by HDR. The proposal is for 1,800 dwelling units of single-family detached housing, 1,200 dwelling units of mid-rise multifamily, 260,000 sq ft of general office space, and 240,000 sq ft of shopping center. It will be located on North of Loyola Lane between Johnny Morris Road and Decker Lane in Austin. The site location is shown in Figure 1.



*Figure 1: Site Location*

The project proposes access to the surrounding roadway network via several driveways in Colony Loop Dr, Loyola Ln, Wilmington Dr, Colony Park Dr, Valleyfield Dr, and other surrounding neighborhood roads. Seven of the driveways are proposed to be right-in-right out and the remaining are full access. The proposed development is anticipated to be completed in 2033. As a transportation condition of approval for the above-referenced site plan application, the applicant shall comply with the following:

1. The applicant shall design, and construct improvements identified in Table 2 below. Cost estimates should not be assumed to represent the maximum dollar value of improvements the applicant may be required to construct.

2. This development is subject to the City of Austin Street Impact Fee (SIF) (Ordinance # 20201220-061 & 20201210-062). The final SIF will be calculated and invoiced for this development at the time of building permit. No building permit shall be issued until the total required SIF collection amount is paid in full. The SIF study identifies that the projected future developments can require improvements to the transportation network. Street impact fees help fund roadway capacity projects necessitated by new developments. Payments to the SIF to build these projects/improvements, which are identified in the Roadway Capacity Plan, will help to mitigate the impacts of this development.
3. Development of this property should not vary from the approved uses or deviate from the approved intensities and estimated traffic generation assumptions within the approved TIA or any subsequent update, including land uses, trip generation, trip distribution, traffic controls, driveway locations, and other identified conditions. Any change in the assumptions made to the approved TIA or any subsequent update shall be reviewed by TPW and may require a new or updated TIA/addendum.
4. The site must achieve a minimum TDM threshold of 15% using various TDM measures per TCM. The applicant has the flexibility to substitute and/or add other relevant TDM measures as per the TCM at the time of the site plan as long as the overall TDM reduction is achieved. TDM measures will be further reevaluated and approved by the City of Austin during the site plan review.
5. If the applicant constructs any SIF offset-eligible improvements, the cost incurred for construction may be considered as an offset toward the final SIF collection amount through an Offset Agreement. If constructed before building permit issuance, actual construction costs may be used; otherwise, a signed and sealed cost estimate will be required.
6. TPW has agreed to utilize ITE average rates (not FCE) based on the ITE version currently in use (11th) for land uses that are assumed currently. Any land uses not currently scoped will use the rate (not FCE) from the version of ITE trip gen in use at the time.
7. Approval of this TIA does not grant nor guarantee approval of proposed driveway locations or driveway types. The number of driveways, driveway type, and location will be evaluated in detail at the time of the site plan when specific details of the site are available. The City of Austin will approve the location, type, and number of driveways, accordingly at the time of the site plan.

**Trip Generation and Land Use:**

Based on the Institute of Transportation Engineers (ITE) Trip Generation Manual (11<sup>th</sup> Edition), the development will generate 28,286 adjusted daily trips, 1,956 trips during the AM peak hour, and 2,716 trips during the PM peak hour, details are shown in Table 1.

Table 1: Trip Generation

Land Use Code	Land Use	Size	Daily Volume	AM Peak Hour	PM Peak Hour
210	Single Family Detached	1,800 DU	16,974	1,260	1,692
221	Multifamily Housing (Mid-Rise)	1,200 DU	5,448	444	468
710	Office	260,000 SF	2,818	395	374
820	Shopping Center	240,000 SF	8,882	202	816
	<b>Total Unadjusted</b>		<b>34,122</b>	<b>2,301</b>	<b>3,350</b>
	Pass-by Reduction (Shopping Center Only, 19% in PM peak, 9.5% for daily)		844	-	155
	TDM Reduction	15%	4,992	346	479
	<b>Total Adjusted</b>		<b>28,286</b>	<b>1,956</b>	<b>2,716</b>

**Summary of Required Improvements:**

Table 2. Required Improvements (Construction)		
Name	Improvement	Developer's Share
Colony Loop Dr Construction (See Figures 2 & 3 for the improvement extent)	Design and construct the missing Colony Loop section from Overton Elementary School to Valleyfield Drive	100%
Wilmington Dr Construction (See Figures 2, 4, & 5 for the improvement extent)	Design and construct Wilmington Dr from Loyola Lane to Colony Loop Drive	100%
Colony Loop Drive/Cielo Vista Drive and Loyola Lane (See Figure 2 for the improvement extent)	Design and construct a traffic signal*	100%
	Restriping of southbound approach. The lane configuration for the southbound approach at the intersection shall be a left/thru lane plus a right-turn lane.	100%
Colony Loop Drive and Decker Lane (See Figure 2 for the improvement extent)	Design and construct a traffic signal**	100%
	Restriping of eastbound approach. The lane configuration for the eastbound approach at the intersection shall be a left-turn lane and a right-turn lane.	100%
Wilmington Drive and Loyola Lane (See Figure 2 for the improvement extent)	Design and construct a traffic signal when warrants are met in the field. The lane configuration for the southbound approach at the intersection shall be a left-turn lane and thru/right lane.	100%

Colony Park Drive and Loyola Lane (See Figure 2 for the improvement extent)	Restriping of southbound approach. The lane configuration for the southbound approach at the intersection shall be a left-turn lane and a right-turn lane.	100%
Wentworth Drive and Loyola Lane (See Figure 2 for the improvement extent)	Restriping of southbound approach. The lane configuration for the southbound approach at the intersection shall be a left/thru lane plus a right-turn lane.	100%
Loyola Lane and Decker Lane (See Figure 2 for the improvement extent)	Construction of a southbound right-turn lane on Decker Lane	100%
	Construction of a westbound right-turn lane on Decker Lake Road	100%
Colony Loop Drive and School/Dwy B (See Figure 2 for the improvement extent)	Restriping of eastbound approach. The lane configuration for the eastbound approach at the intersection shall be a left-turn lane plus thru/right lane.	100%
Existing Colony Loop Dr	Restriping of existing west and east segments of Colony Loop Dr to accommodate left-turn, when warranted, at various intersections	100%

*\* This site will be responsible for designing and constructing the traffic signal if the signal is not constructed by others before approval of the first site plan/subdivision application.*

*\*\* This site will be responsible for designing and constructing the traffic signal when warrants are met in the field if the signal is not constructed by others at the time when warrants are met in the field.*

**Assumptions:**

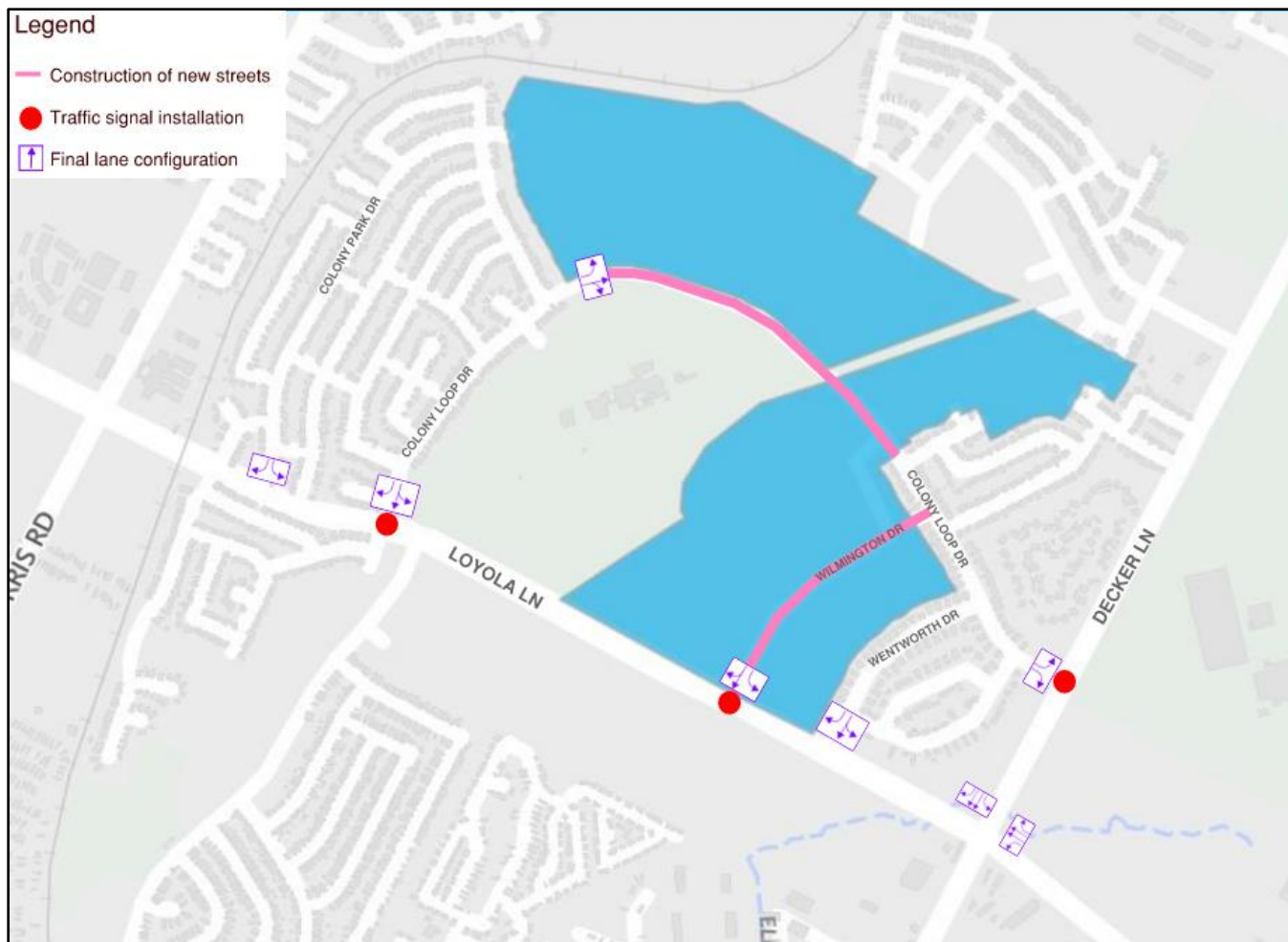
- An annual growth rate of 6.00%

Please contact me at (512) 978-1699 if you have questions or require additional information.

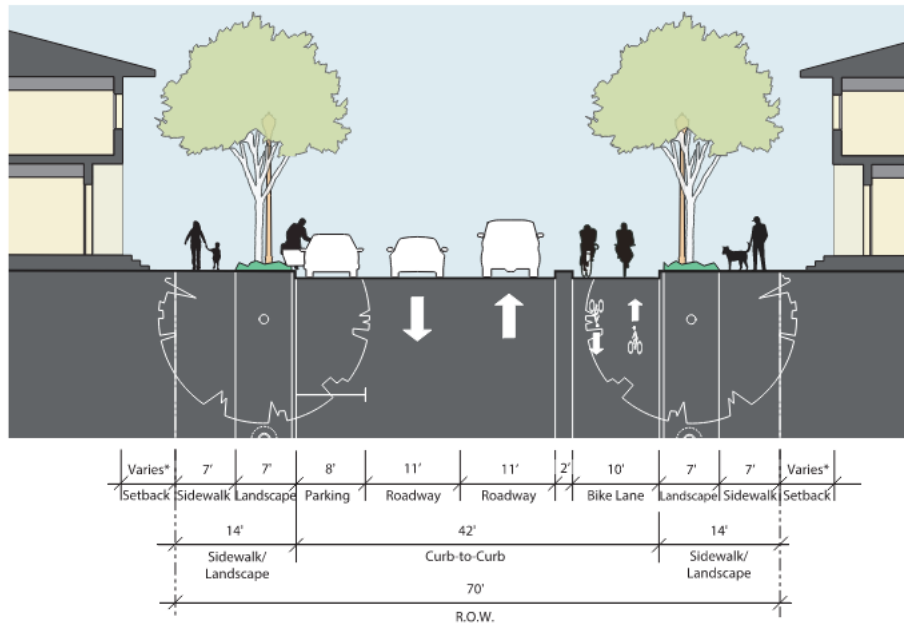


Matiur Rahman, PhD, P.Eng.

Transportation and Public Works Department

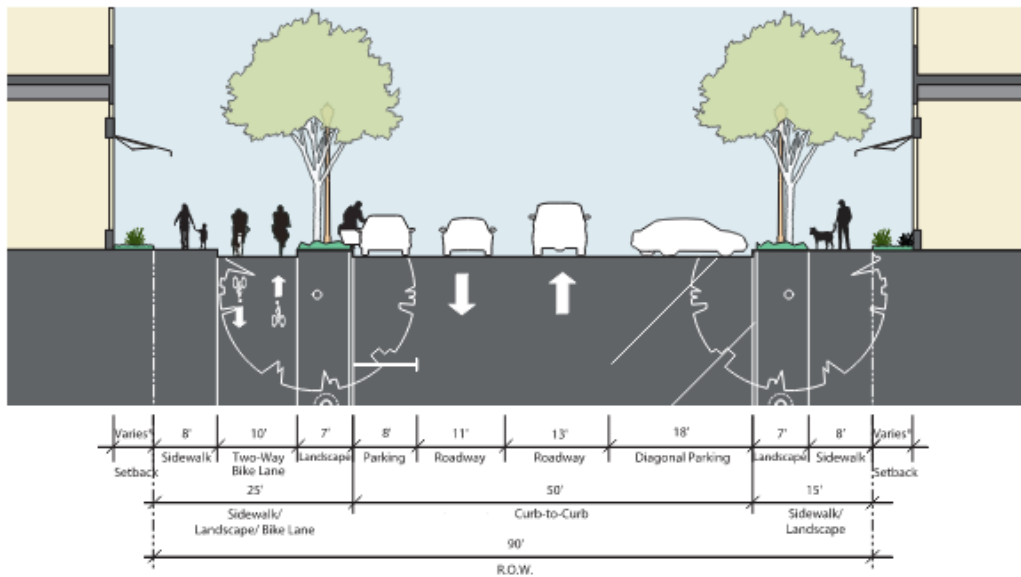


*Figure 2. Improvement details*



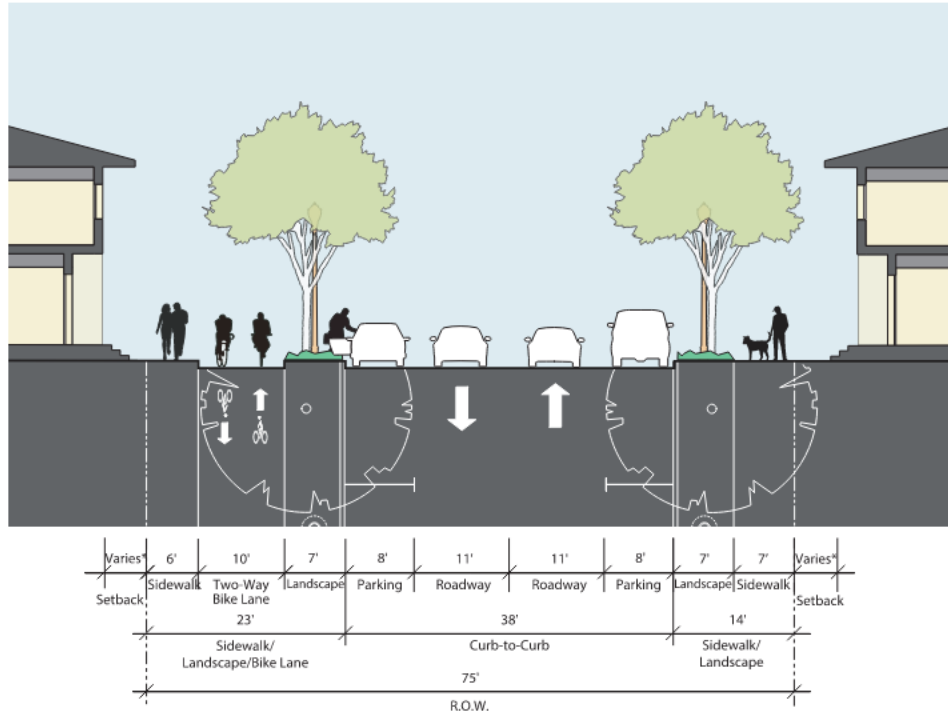
### Colony Loop Drive

Figure 3. Proposed cross-section of Colony Loop Dr between Overton Elementary and Valleyfield Dr



### Wilmington Street (Retail Emphasis)

Figure 4. Proposed Cross-section for Wilmington Drive with Retail Emphasis



### Wilmington Street (Mixed-Use Emphasis)

Figure 5. Proposed Cross-section for Wilmington Drive with Mixed-Use Emphasis