



Date: October 15, 2014
To: Bobak Tehrany, Bury, Inc.
CC: Lee Heckman, Case Manager
Reference: Austin Oaks PUD C814-2014-0120

City of Austin staff has reviewed the Traffic Impact Analysis and offers the following comments:

1. Please clarify the "Alternative 1" proposal of Trip Generation Summary, (Exhibit 3) in the attached Appendix.
2. The TIA assumes an adjusted trip generation for most commercial uses which exceed the TIA Scope's maximum allowed rates for internal trips (maximum 5 %) and pass-by trips. Please revise all discounted trips in accordance with the approved TIA scope, reanalyze the intersections LOS utilizing the revised data, revise intersection existing and projected traffic volume figures (Exhibit 6-9). Comments for Adjusted Daily Trips (Table 2) will be issued when the preceding comments are resolved.
3. TIA Scope agreement for internal capture rates is 5%, not the 20% stated on Page 20; revise accordingly.
4. Exhibit 7 in the Appendix also reflects an inaccurate trip reduction amount of 20%; please revise per scope agreement.
5. The 24 hour traffic counts for the Steck and Mopac intersections were conducted on 7/31/2014. Traffic counts must compensate for non-school traffic and should be adjusted.
6. Please provide a draft Traffic Phasing Agreement that clearly outlines the recommended traffic improvements as triggered by site-generated trips for each phase of the development. NOTE: the traffic phasing agreement will require the approval from the COA Legal Dept.
7. The capacity analysis (traffic control and traffic characteristics assumed in the technical portion) requires the approval from the Austin Transportation Dept. –Signals Division. A copy of the TIA Addendum has been sent to the Austin Transportation Dept. and any comments will be provided when they are available.

8. Please provide a copy of the relevant new traffic data in an electronic format (CD) as traffic control and traffic characteristics assumed in the technical portion needs to be verified by the Austin Transportation Dept. ~ Signals Division. For additional information, please contact Brian Craig, P.E., at 974-4061.
 9. Please provide a cost estimate for all the recommended traffic improvements sealed by a professional engineer. The cost estimate must include all the traffic improvements assumed in the TIA. This site is required to mitigate the traffic generated by the development and must post its pro-rata share of the recommended improvements, forecasted and site plus forecasted, unless the improvement is fully funded. Pro-rata share of any improvements including new signals will be established with the final TIA and requires the approvals by the City of Austin and TxDOT.
 10. The Active Transportation Division of the Austin Transportation Department and Public Works Dept. may provide additional comments regarding mobility enhancement and bicycle/pedestrian facilities for this development. Please contact Nathan Wilkes (bicycle facilities) at 974-7016 and Eric Dusza (pedestrian facilities) at 974-6504 and Nadia Barrera (urban trails) at 974-7142 for additional information.
 11. Approval from the Texas Dept. of Transportation (TxDOT) is required for the proposed PUD as various state-maintained roadways are bordering and/or within the PUD area. TxDOT will need to review a revised TIA, reflecting appropriate reductions.
 12. Four copies of the final version of the traffic impact analysis incorporating all corrections and additions must be submitted before the first reading of the zoning case is scheduled.
 13. Additional comments may be generated after you provide updated information.
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If you have any questions please feel free to contact me at 974-3124.

Bryan Golden, Planner

Land Use Review Division

Planning and Development Review Department

From: Craig, Brian
Sent: Friday, November 07, 2014 9:23 AM
To: Golden, Bryan; Jain, Sangeeta
Subject: RE: Austin Oaks Internal Meeting

Bryan & Sangeeta,

As we discussed in the last meeting regarding this project, there are a number of issues that need to be addressed before our final comments can be given for this project. As mentioned, there are a number of assumptions in the TIA do not match the scope i.e. internal capture. Additionally, the recommendations proposed in the TIA do not mitigate the site generated traffic as required by code for intersections that are at LOS E or LOS F.

-Brian

Brian W. Craig, PE

Consulting Engineer - Arterial Management Division

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