MEMORANDUM

TO: Wendy Walsh, Case Manager
CC: Members of the Zoning and Platting Commission
John Hickman, John F. Hickman and Associates
Michele Haussmann, Drenner Stuart Wolff Metcalfe von Kreisler, LLP
FROM: Emily Barron, Transportation Planner 974-2788
DATE: June 8, 2004
SUBJECT: Neighborhood Traffic Analysis for Bluebonnet Lane
Zoning Case # C14-04-0060 Walgreen's

The transportation section has performed a Neighborhood Traffic Impact Analysis for the above referenced case and offers the following comments.

The 2.18-acre tract is located in south Austin at the intersection of South Lamar Boulevard and Bluebonnet Lane. The site is currently zoned Single Family Residence (SF-3) and the existing use is a mobile home park. The site is surrounded by predominantly commercial uses to the west, single family to the north and multi family and limited office to the south and east. The zoning request is for Neighborhood Commercial (LR) and Limited Office (LO).

Roadways

The tract proposes access to Lamar Boulevard and Bluebonnet Lane.

Lamar Boulevard is classified as a four lane divided major arterial and would provide the main access to the site. The roadway currently has 120 feet of right-of-way and 60 feet of pavement. Lamar Boulevard is in the bicycle plan as a Priority 2 route from Bluebonnet Lane to Manchaca Road.

Bluebonnet Lane abuts the northeastern portion of the site and is proposed as the main access point for service vehicles. Bluebonnet Lane is classified as a residential collector street with variable right-of-way and 20 feet of pavement. Bluebonnet Lane is classified as a Priority 1 route in the Bicycle Plan. Under Section 25-6-114 of the Land Development Code, the portion of Bluebonnet Lane from Lamar Boulevard to Del Curto Road is classified as a residential collector street because at least 50 percent of its frontage is zoned for SF-5 or more restrictive uses.

Trip Generation and Traffic Analysis

Based on the Institute of Transportation Engineer's publication Trip Generation, the proposed 14,560 square foot pharmacy with drive through development will generate 1,284 vehicle trips per day. A 49% pass-by trip reduction has been assumed for this use. Therefore, the adjusted trip generation is 655 vehicles per day. There will also be an addition of 350sf to the existing high turn over restaurant for a total of 4,000sf. The total trip generation for this use is 521 vehicles per day however only 46 of those trips will be new to the roadway network. The remaining 475

vehicles per day is included in the existing traffic shown in Table 3. A 43% pass-by trip reduction was assumed for the high turn over restaurant in accordance with the ITE Publication. This information is provided in Table 1.

Table 1.

Land Use	Size	Unadjusted Trip Generation	Pass-by reduction %	Adjusted Trip Generation
Pharmacy with drive-through	14,550sf	1,283	49%	655
High Turnover Restaurant	350sf expansion	46	43%	26
TOTAL		**1,330**		**681**

Table 2 represents the expected distribution of the 681 trips:

Table 2.

Street	Traffic Distribution by Percent
Lamar Boulevard	70%
Bluebonnet Lane	30%
TOTAL	100%

Table 3 represents a breakdown of existing traffic on Lamar Boulevard and Bluebonnet Lane, proposed site traffic, total traffic after development and percentage increase in traffic on Lamar Boulevard and Bluebonnet Lane. It should be noted that in order to account for the new driveway proposed onto Bluebonnet a portion of the existing traffic generated by the High Turn Over Restaurant is assumed to now access Bluebonnet Lane. In order to provide a more conservative analysis no traffic was assumed to be removed from Lamar.

Table 3.

Street	Existing Traffic (vpd)	Proposed New Site Traffic to each Roadway	Overall Traffic	Percentage Increase in Traffic
Lamar Boulevard	39,534	474	40,008	1%
Bluebonnet Lane (east)	1,921	287	2,208	13%

Of the site traffic to Bluebonnet it is assumed that approximately 258vpd will turn left to access Lamar and 29vpd will turn right to access Del Curto. This will increase the traffic from the site driveway west to Lamar Boulevard approximately 12% and 1% from the site driveway east to Del Curto.

According to Section 25-6-116 of the Land Development Code, streets which are less than 30 feet in width are considered to be operating at an undesirable traffic level if the average daily traffic volume for such roadways exceeds 1,200 vehicles per day. Currently, Bluebonnet Lane operates at an undesirable level. By widening Bluebonnet Lane as proposed in Recommendation 2 the desirable operating level for Bluebonnet from the site driveway to Lamar Boulevard will increase to 4,000vpd and would operate at acceptable levels for this portion of the roadway.

Recommendations/Conclusions

1. In order to mitigate the site impact on the surrounding roadway the applicant has proposed the following improvements to Bluebonnet Lane. The fiscal for these improvements will be required to be posted prior to 3rd Reading of the zoning ordinance at City Council.

Intersection	Improvement	Cost	Pro Rata Share	Applicant has offered to Post	
Bluebonnet Lane and Lamar Boulevard	Signal modifications including design and construction (above and below ground)	$55,000	4% / $2,200	$55,000	100%

2. Traffic on Bluebonnet Lane will increase by 13% with the addition of this proposed site. The majority of this traffic will travel west to Lamar Boulevard. In addition to the signal modifications listed above the applicant proposes to fully construct the following improvements to Bluebonnet Lane in conjunction with the site development permit for the property. The adjacent property owners along Bluebonnet Lane have agreed to dedicate the amount of right-of-way needed to make these improvements. It is recommended that no Certificate of Occupancy be issued for the subject property until these improvements are complete.

Intersection/Street	Improvement
Bluebonnet Lane (east)*	Installation of sidewalks along both sides of Bluebonnet Lane for the length of the frontage on Bluebonnet Lane
	Increase the pavement width from 20' to 40' from Lamar Boulevard to the site driveway; the street will then be transitioned east from the site driveway to the existing pavement width
Bluebonnet Lane (west)*	Restriping Bluebonnet west of Lamar to match the eastbound striping with the new westbound striping pattern (an exclusive left-turn lane and a shared through/right-turn lane).
Bluebonnet Lane (east) @ Lamar Boulevard*	Provide for1 EB lane, 1 WB left turn lane and 1 WB shared through/right turn lane
Lamar Boulevard	Remove on street parking to improve sight distance and overall safety along Lamar Boulevard.

* See attached schematic of proposed improvements

3. City Council may approve this site if the Council determines that the applicant has satisfactorily mitigated adverse traffic effects, or that the additional traffic from a project has an insignificant effect on the residential street.

4. In order to minimize traffic on surrounding streets, the intensity and uses for this development should be limited through a conditional overlay to less than 1,810 unadjusted vehicle trips per day. The proposed development plan for these tracts does not exceed 1,810 vehicle trips. Development of this property should also be limited to uses and intensities, which will not exceed or vary from the projected traffic conditions assumed in this neighborhood traffic analysis, traffic distribution, roadway conditions, and other traffic related characteristics.

If you have any questions or require additional information, please contact me 974-2788.

Emily M. Barron

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Planner – Transportation Review
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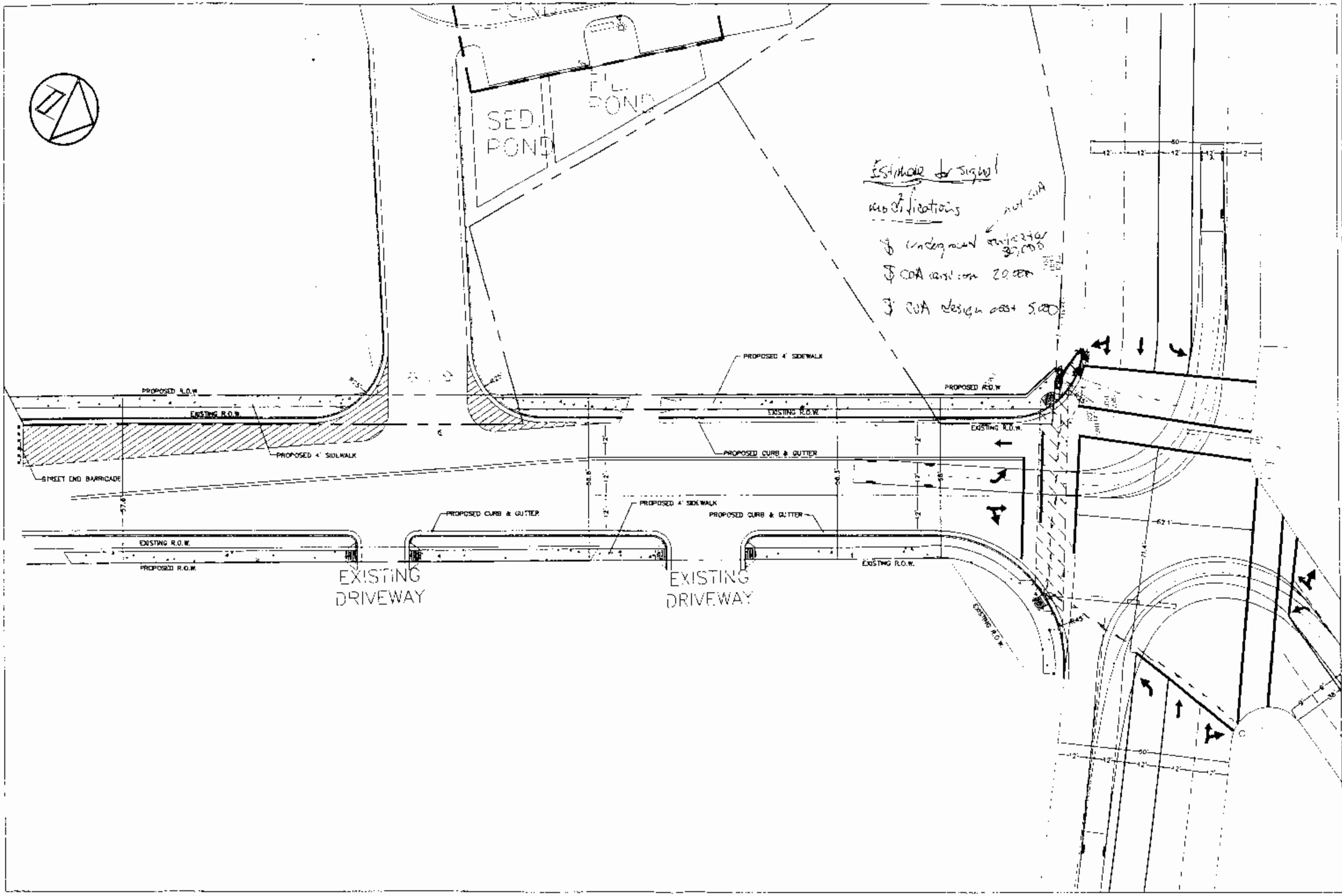

THE PLACE
SOUTH AUSTIN, TEXAS
ROADWAY IMPROVEMENTS

Walgreens

Doucet & Associates, Inc.

Scale:	1" = 30 FT
Date:	03-11-04
Design:	
Drawn by:	JP
Project:	40200
Reviewed by:	ES
Ck. by:	

SHEET 1 OF 1

Project No. 402004

SEE ALSO → RECOMMENDATION #2