

October 3 , 2017

Red Venture Texas

c/o Jill Rogers

sent via email to: jill@redventuretx.com

RE: 2000 Traffic Impact Analysis for 100 Acres, Ferguson lane

Dear Ms. Rogers:

As you are aware, the City required a Traffic Impact Analysis to be submitted in 2000 for the 100 acre property referenced above. Because specific land uses were unknown at the time, the City agreed to an overall traffic limit of 5,874 vehicle trips per day. As you can see on the attached City TIA Memorandum, there are several issues which merit further discussion:

- 1) The 2000 TIA assumed no pass-by, internal capture or transit reductions. All of these reductions would now be available, which could reduce the overall traffic by up to 15-20%.
- 2) Although the TIA assumed 100 acres of industrial development, the actual developable acreage will be reduced by approximately 9.86 acres for Tuscany Way and other proposed ROW shown on your conceptual plan.
- 3) Because development is prohibited in the CWQZ, an additional 11.12 acres can be deducted from the 100 acre total.
- 4) Approximately 0.124 acres of additional ROW along Ferguson Lane will need to be dedicated.

Therefore, the net developable area for the property is approximately 79 acres. If we allow for discounts for pass-by, internal capture, and transit reductions, and assume 15%, this equates to approximately 85.51 trips/developable acre. When this is compared with the original assumption of 58.74 trips per acre, you can see that the actual allowable trips, per the TIA, are increased 45.6% per developable acre ($85.51 \text{ minus } 58.74 = 26.77$).

When site plans for the 86 acre and 13 acre tracts are submitted to the City of Austin, traffic counts for each site plan will be calculated and subtracted from the TIA total of 5,874 trips. The City will continue to approve site plans as long

as there are available trips left in the TIA. If it becomes apparent that the build-out of the project will exceed the 5,874 trips currently allowed, you will have the option of submitting a new TIA to the City, which will be processed as a new condition of the zoning ordinance. In my 35 years of experience in dealing with zoning ordinances, site plans, and TIAs, I have never seen the City try to renegotiate the base zoning for the property, which in this case is Light Industrial.

The 2000 TIA required the applicant to post fiscal, in the amount of \$16,013.05 towards the cost of a traffic signal at Ferguson Lane and Sprinkle, \$410.12 as part of the cost of constructing a right-turn lane at the intersection of Ferguson Lane and Springdale, and \$5,160 towards the cost of constructing a traffic signal at the intersection of Ferguson Lane and Springdale. If a new TIA is filed, with higher traffic counts, it will likely require some additional funding towards these improvements.

I also spoke with Tre Gumble, P.E., with Alliance Texas Engineering, which is the firm that prepared the original TIA. Tre agreed that it is highly likely that the City would approve higher traffic counts if a new TIA is needed.

Please contact me if you have any further questions regarding this matter.

Sincerely,



Jim Wittliff