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## MEMORANDUM

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**Date:** ~~April 25, 2024~~ November 19, 2024 March 14, 2025  
**To:** Aditya Jatar, BOE  
**CC:** Kaylie Coleman, Bryan Golden,  
Transportation and Public Works Department  
**Reference:** **200 E Riverside PUD Traffic Impact Analysis** (C814-2023-0057) – 200 E Riverside Dr,  
Austin, Final Memo

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

The Transportation and Public Works Department has reviewed the updated 03/20/2024 submittal of “200 E Riverside TIA”, prepared by BOE. The proposal is for 1,400,000 square feet of general office space and 32,000 square feet of strip retail plaza. It will be located at 200 E Riverside Dr, Austin. The site location is shown in Figure 1.



*Figure 1: Site Location*

The project proposes access to the surrounding roadway network via one full-access driveway along Little Riverside Dr\*, one RIRO driveway along E Riverside Dr, and one service driveway along E Riverside Dr. The proposed development will be built in one phase and is anticipated to be completed in 2026.

As a transportation condition of approval for the above-referenced site plan application, the applicant shall comply with the following:

1. Due to the uncertainty of the LRT Lines (Project Connect) design and construction timeline, this site shall plan its transportation-related improvements for various scenarios. This TIA has analyzed and identified several improvements as shown in Table 2 and Table 3, however, these improvements will be reevaluated at the time of the site plan considering the uncertainty of the LRT Lines adjacent to this site.
2. Considering the uncertainty of the LRT Line options (at-grade or grade-separated), Driveway C can operate as full-access before the implementation of the LRT Lines. However, city will reevaluate once Project Connect LRT line designs are finalized. This driveway may be closed or limited to RIRO based on Project Connect needs. Staff suggests this development shall plan their site layout considering these constraints. 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 will approve the location, type, and number of driveways, accordingly at the time of the site plan.
3. ASMP currently identifies 116 feet of right-of-way (ROW) for both E Riverside Dr and Little Riverside Dr\*. Staff recommends that this development plans for ROW dedication per ASMP, however, ROW dedication will be evaluated at the time of the site plan when more detailed information about the site and Project Connect LRT lines will be available.
4. The site must achieve a minimum TDM threshold of 30% using various measures. 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 COA during the site plan review.
5. The proposed 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 and will satisfy the mitigation requirements of this site. 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 satisfy the mitigation requirements.
6. If the applicant constructs any SIF offset-eligible improvements with this site plan, 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.
7. Development of this property should not vary from the approved uses or deviate from the approved intensities and estimated traffic generation assumptions within the finalized TIA document, including land uses, trip generation, trip distribution, traffic controls, driveway locations, and other

identified conditions. Any change in the assumptions made to the TIA document shall be reviewed by TPW and may require a new or updated TIA/addendum.

8. Approval of this TIA does not grant nor guarantee approval of proposed driveway locations or driveway types. An updated TIA or addendum may be required at the time of the site plan when more details about the site are available.
9. 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.

### **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 8,015 adjusted daily trips, 1,020 trips during the AM peak hour and 997 trips during the PM peak hour, details are shown in Table 1.

*Table 1: Trip Generation*

Land Uses	ITE Code	Quantity	Units	Daily Trips	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
General Office	710	1,400,000	SF	11,527	1,425	195	1,620	252	1,232	1,484
Strip Retail Plaza (<40k)	822	32,000	SF	1,580	45	31	76	89	89	178
Total Unadjusted Daily Trips				13,107	1,470	226	1,696	341	1,321	1,662
TDM (30% Reduction)				3,932	441	68	509	102	396	499
Existing Trips				1,160	147	20	167	28	138	166
<b>Total Adjusted Daily Trips</b>				<b>8,015</b>	<b>882</b>	<b>138</b>	<b>1,020</b>	<b>211</b>	<b>787</b>	<b>997</b>

**Summary of Identified Improvements:**

<p><i>Table 2. Improvements Identified in the TIA</i> (This will be reevaluated at the time of the site plan when more information about the site and Project Connect is available.)</p>	
Name	Improvement
E Riverside Dr & Little Riverside Dr* (See Figure 2 for the improvement extent)	Restripe existing pavement to 1L, 1 TR along SB Little Riverside Dr* approach to accommodate SB LTL on Little Riverside Dr*
	Provide 1 additional LTL to create dual left turn lanes along EB approach
	Widen NB approach with merge taper along Little Riverside Dr* to provide additional receiving lane for EB to NB dual left turns
	Signal re-timing, lane assignment sign, signal head modification as needed to align with modified geometry
E Riverside Dr & S Congress Ave (See Figure 2 for the improvement extent)	Install 1 additional LTL to create dual left turn lanes along EB E Riverside Dr approach
	Install 1 additional LTL to create dual left turn lanes along WB E Riverside Dr approach
	Install 1 RTL along WB E Riverside Dr approach
	Signal re-timing, lane assignment sign, signal head modification as needed to align with modified geometry
Back-of-curb Improvements (See Figure 2 for the improvement extent)	Design and construct back-of-curb improvements with the coordination of TPW along site frontages on Little Riverside Dr* & E Riverside Dr

**Summary of Identified TDM Measures:**

<b>Table 3. TDM Measures</b> <i>(This will be reevaluated at the time of the site plan when more information about the site and Project Connect is available.)</i>		
<b>Category</b>	<b>TDM Measure</b>	<b>Details</b>
Contextual Trip Reduction Measures	Internal Trip Capture	5%
	Transit Proximity	At least half of the development site falls within ¼-mile of a High Capacity transit stop, or 1/8-mile of a High Frequency (15 min) transit stop; and a complete sidewalk network is in place between the development site and the nearest transit stop. AND at least 1 point is also received for any Parking measure OR for either API-5 or API-6
Parking Measures	Reduced Parking Supply	21% to 50% of the Parking Ratio Identified in the LDC
	Unbundled Parking	Exceed the IRS limit on pre-tax parking purchases by at least 10%
	Daily Tenant Parking Rates	All non-resident tenants
	Visitor Parking Pricing	Are at least \$2 per hour during identified congestion-pricing periods
Amenities, Programs, and Incentives Measures	Transportation Management Association Membership	Yes
	Designated Mobility Coordinator	Yes
	Marketing and Information	Yes
	Universal Transit Pass	50% Subsidy for All Site Employees
	Mobility Wallet	50% Subsidy for All Site Employees
	Ride-Home Benefit	Program Limited to Building Employees
	Telecommuting Work Option	Yes
	Delivery-Supportive Amenities	Yes
Sustainable Mode Improvement Measures	Pedestrian Access and Connectivity Improvements	Identified improvements in the TDM plan with this TIA will be reevaluated at the time of the site plan
	Bicycle Access and Connectivity	
	Transit Access and Connectivity	
	Site Plan Access and Connectivity	

**Assumptions:**

- An annual growth rate of 2.00%
- Minimum 30% trip reduction for TDM

**Addendum (November 19, 2024):**

After the TIA was approved, the PUD application included a maximum land use density that differed from the land uses analyzed in the approved TIA. According to the applicant, the PUD application includes maximum densities for each land use to allow additional flexibility, though the final land use mix remains uncertain. Given these differences, staff recommended a TIA addendum to address the variation between the analyzed land uses in the TIA and the maximum entitlements in the PUD application. BOE Consulting Services prepared the TIA addendum outlining the differences in trip generation between the original TIA and the maximum entitlements allowed under the PUD ordinance. Considering the uncertainty of the final land use mix in the PUD, adjacent Project Connect LRT options, TIA addendum, and timelines, staff recommended—and the applicant agreed to—trip caps for this site based on the trips analyzed in the approved TIA. The site will therefore be limited to 8,015 daily trips, 1,020 AM peak trips, and 997 PM peak trips. These trip restrictions per the TIA have also been noted in the PUD ordinance. Should the site exceed these trip caps, further analysis may be required.

**Clarification (March 14, 2025):**

\*This property does not currently have access rights to the private drive referred to in this analysis as “Little Riverside Drive”. The assumptions in this analysis regarding access to the private drive are contingent on (1) the applicant reaching an agreement with the landowner of the private drive, or (2) public right of way is dedicated or obtained that connects to East Riverside Drive. Additionally, as required by the City of Austin's TIA Approval Memo, a revised/updated TIA shall be required at the time of the first site plan so any modifications to the study will be accounted for at that time.

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

Sincerely,

Matiur Rahman, PhD, P.Eng.

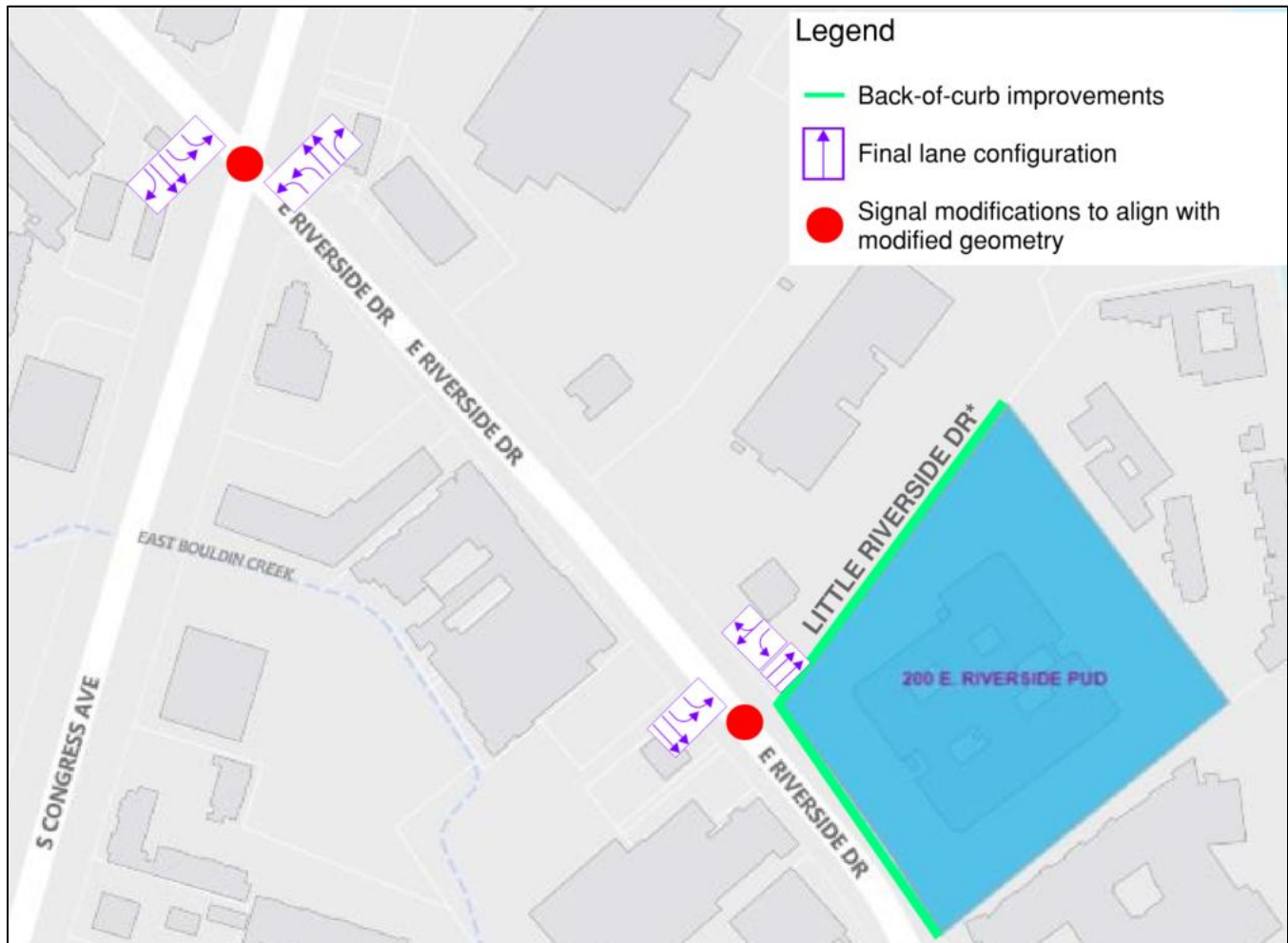


Figure 2. Improvement Extent