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## MEMORANDUM

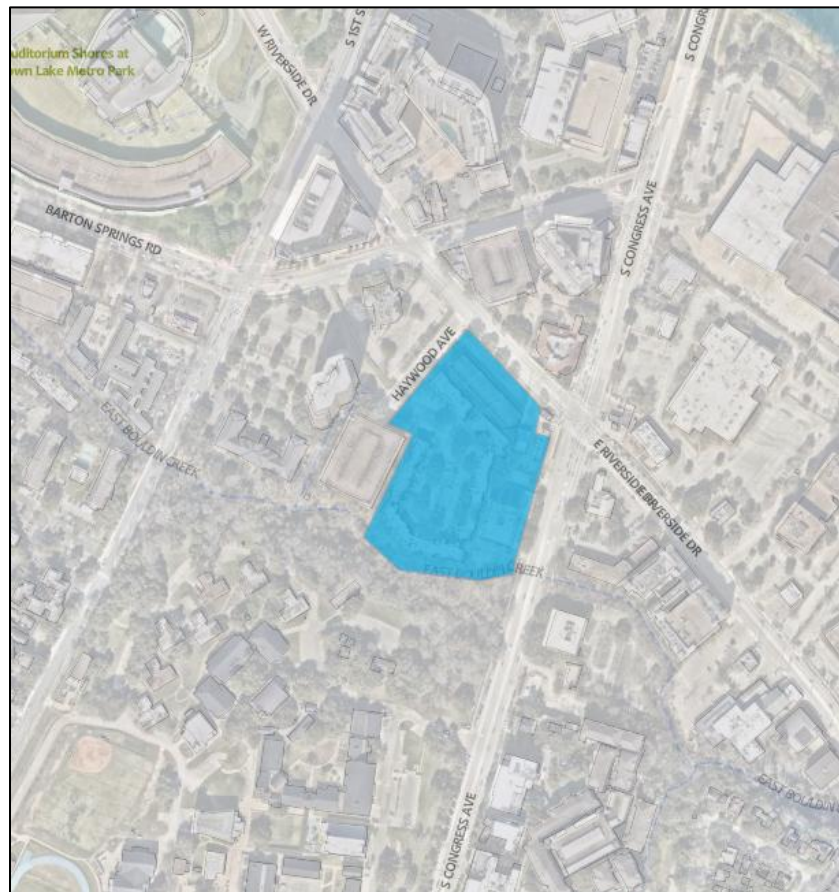
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**Date:** ~~June 11, 2025~~ August 26, 2025  
**To:** Saba Hatami, BOE  
**CC:** Kaylie Coleman, Bryan Golden,  
Transportation and Public Works Department  
**Reference:** **500 S Congress PUD Traffic Impact Analysis** (C814-2024-0001) – 500 S Congress Ave,  
Austin, Final Memo

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

The Transportation and Public Works Department has reviewed the updated 11/6/2024 submittal of “500 S Congress TIA”, prepared by BOE. The proposal is for 950 dwelling units of high-rise multifamily, 225 hotel rooms, 600,000 square feet of general office space, 90,000 square feet of shopping plaza, 25,000 square feet of supermarket, and 30,000 square feet of high turnover sit-down restaurant. It will be located at 500 S Congress Ave, Austin. The site location is shown in Figure 1.



*Figure 1: Site Location*

The project proposes access to the surrounding roadway network via one RIRO driveway along W Riverside Dr, ~~two RIRO driveways~~ **one RIRO driveway and one RI driveway** along S Congress Ave, and two full access driveways along Haywood Ave. The proposed development will be built in one phase and is anticipated to be completed in 2028.

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

1. The applicant shall design, and construct improvements identified in Table 2 below prior to the issuance of the temporary certificate of occupancy (TCO) or certificate of occupancy (CO). Cost estimates should not be assumed to represent the maximum dollar value of improvements the applicant may be required to construct.
2. **The applicant has the option to design and construct improvements identified in Table 3 below at the time of site plan application. Any improvements from Table 3 that are constructed by the applicant shall qualify for a Street Impact Fee credit and must be documented via an Offset Agreement at the time of building permit.**
3. The Austin Strategic Mobility Plan (ASMP) identifies 116 feet of right-of-way (ROW) for W Riverside Drive and 140 feet for S Congress Avenue. Staff recommends that the development plans for ~~58 feet of ROW from the centerline along W Riverside Drive and~~ 70 feet from the centerline along S Congress Avenue. **ROW or easement along W Riverside Dr shall be dedicated as per Figures 5 and 6 below.** The ROW, or an equivalent easement acceptable to the TPW, shall be finalized with the coordination of TPW either through the formal Planned Unit Development (PUD) exhibits or at the time of the subdivision or site plan application, whichever occurs earlier.
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. The rough proportionality of this development shall be evaluated based on the proposed land uses and development intensities within the full extent of the Planned Unit Development (PUD) boundary.
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 13,354 adjusted daily trips, 863 trips during the AM peak hour and 884 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
Multifamily Housing (High-Rise)	222	950	Dwelling Units	3,949	59	169	228	167	103	270
Hotel	310	225	Rooms	2,015	59	46	105	71	68	139
General Office	710	600,000	Square Feet	5,516	688	94	782	125	610	735
Shopping Plaza	821	90,000	Square Feet	6,077	97	59	156	229	238	467
Supermarket	850	25,000	Square Feet	2,624	42	30	72	126	125	251
High Turnover Sit-Down Restaurant	932	30,000	Square Feet	3,216	158	129	287	166	106	272
Total Unadjusted Daily Trips				23,397	1,103	527	1,630	884	1,250	2,134
TDM (30% Reduction)				7,019	331	158	489	265	375	640
Pass-By Trips*				-	-	-	-	135	120	255
Existing Trips				3,022	207	71	278	126	228	354
<b>Total Adjusted Daily Trips</b>				<b>13,354</b>	<b>566</b>	<b>297</b>	<b>863</b>	<b>356</b>	<b>528</b>	<b>884</b>
*40% in the PM peak for shopping plaza, 24% in the PM peak for supermarket, 43% in the PM peak for high turnover sit-down restaurant										

**Summary of Required Improvements:**

<i>Table 2. Required Improvements</i>	
<b>Name</b>	<b>Improvement</b>
Haywood Ave from W Riverside Dr to southern Haywood Ave bend (See Figures 2 and 3 for improvement extent)	Eliminate existing on-street parking on the east side of Haywood Ave to restripe the roadway to extend the NB right and left turn bays to provide additional storage
Construction of Barton Springs Rd – Congress Ave Road (See Figures 2 and 4 for the improvement extent)	Design and construct a connecting roadway including bicycle and pedestrian facilities
PHB on S Congress Ave near East Bouldin Creek (See Figure 2 for the improvement extent)	Design and construct a Pedestrian Hybrid Beacon with the coordination of TPW <b>in connection with a site plan for development of the parkland improvements (or any other timeline approved by TPW)</b>
Back-of-curb Improvements (See Figures 2, 3, and 5 for the improvement extent)	Design and construct back-of-curb improvements with the coordination of TPW <b>with corresponding site plans (or any other timeline approved by TPW) that include</b> site frontages on Haywood Ave, W Riverside Dr, and S Congress Ave

**Summary of Other Identified Improvements:**

<i>Table 3. Identified Improvements</i>	
<b>Name</b>	<b>Improvement</b>
Congress Ave & Riverside Dr* (See Figure 2 for the improvement extent)	Install 1 additional LTL to create dual left turn lanes along EB Riverside Dr approach
	Install 1 additional LTL to create dual left turn lanes along WB Riverside Dr approach
	Install 1 RTL along WB Riverside Dr approach
	Modify the signal phasing to provide permissive + overlap phase for the EB right-turn movement along Riverside Dr approach
	Signal re-timing, lane assignment sign, signal head modification as needed to align with modified geometry
Riverside Dr & Barton Springs Rd* (See Figure 2 for the improvement extent)	Re-stripe NB Barton Springs Rd to convert the second through lane to a shared through-right turn lane
	Install 1 additional LTL to create dual left turn lanes along WB Riverside Dr approach
	Install 1 RTL along SB Barton Springs Rd approach

	Modify the signal phasing to remove permissive + overlap phase for the right turn movement along NB Barton Springs Rd approach
	Signal re-timing, lane assignment sign, signal head modification as needed to align with modified geometry
Riverside Dr & 1 <sup>st</sup> St* (See Figure 2 for the improvement extent)	Install 1 RTL along WB Riverside Dr approach
	Install 1 additional LTL to create dual left turn lanes along SB 1 <sup>st</sup> St approach
	Modify the signal phasing to provide permissive + protected phase for the WB left-turn movement along Riverside Dr approach
	Signal re-timing, lane assignment sign, signal head modification as needed to align with modified geometry
Barton Springs Rd & 1 <sup>st</sup> St* (See Figure 2 for the improvement extent)	Install 1 RTL along EB Barton Springs Rd approach
	Install 1 additional LTL to create dual left turn lanes along WB Barton Springs Rd approach
	Signal re-timing, lane assignment sign, signal head modification as needed to align with modified geometry
*This will be reevaluated at the time of site plan when more information about the site <i>and ROW constraints</i> becomes available.	

### **Summary of Identified TDM Measures:**

<b>Table 4. TDM Measures</b> <i>(This will be reevaluated at the time of the site plan when more information about the site is available.)</i>		
<b>Category</b>	<b>TDM Measure</b>	<b>Details</b>
Contextual Trip Reduction Measures	Internal Trip Capture	20%
	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.
Parking Measures	Reduced Parking Supply	21% to 50% of the Parking Ratio Identified in the LDC
	Unbundled Parking	Equal or exceed the CapMetro unlimited 31-Day Pass “commuter” fare (\$96.25)

	Visitor Parking Pricing	Are at least \$1 per hour during identified congestion-pricing periods, including the first hour
Amenities, Programs, and Incentives Measures	Transportation Management Association Membership	Yes
	Designated Mobility Coordinator	Yes
	Marketing and Information	Yes
	Universal Transit Pass	25% Subsidy for All Site Employees and Residents
	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 (See Figure <del>6</del> 7 for Improvement Extent)
	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

Please contact me at (512) 974-7265 if you have questions or require additional information.

Sincerely,



Manar Hasan, PhD, P.E.



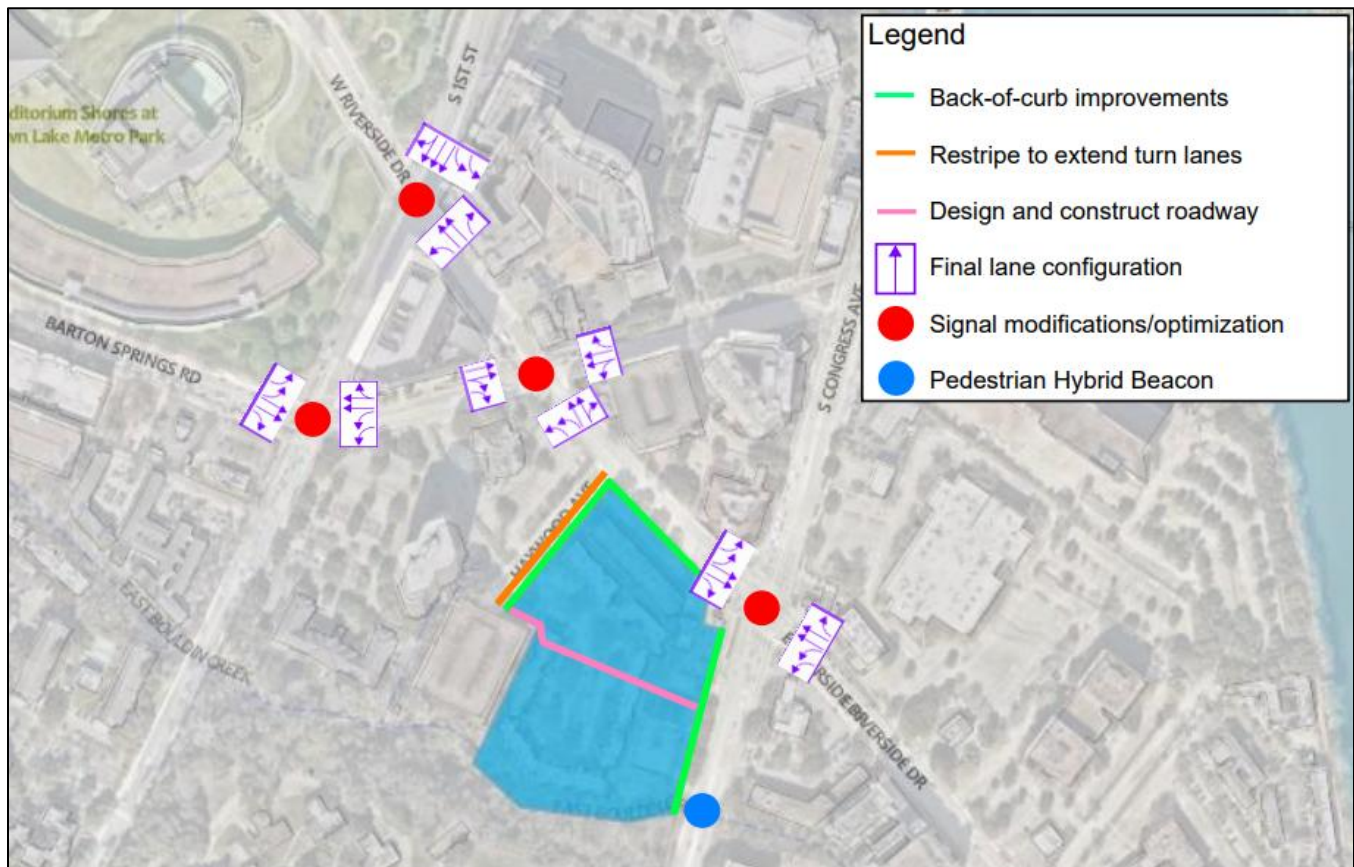


Figure 2. Improvement Extent

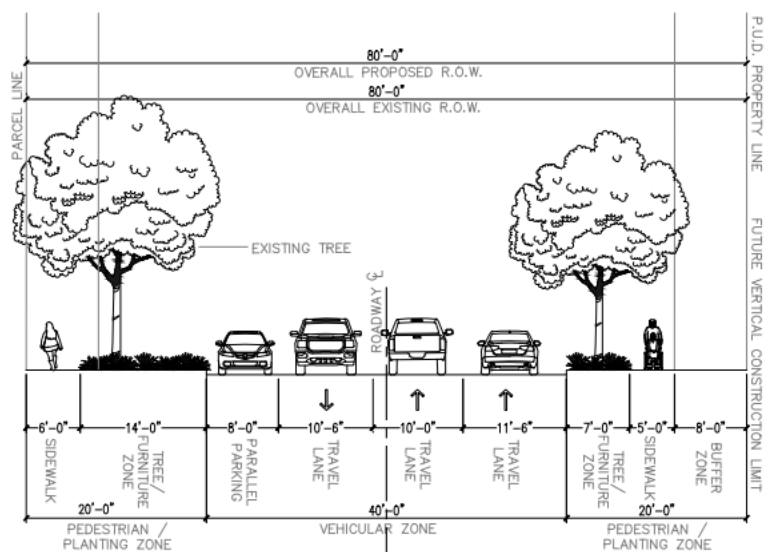


Figure 3. Proposed Haywood Ave cross-section near W Riverside Dr

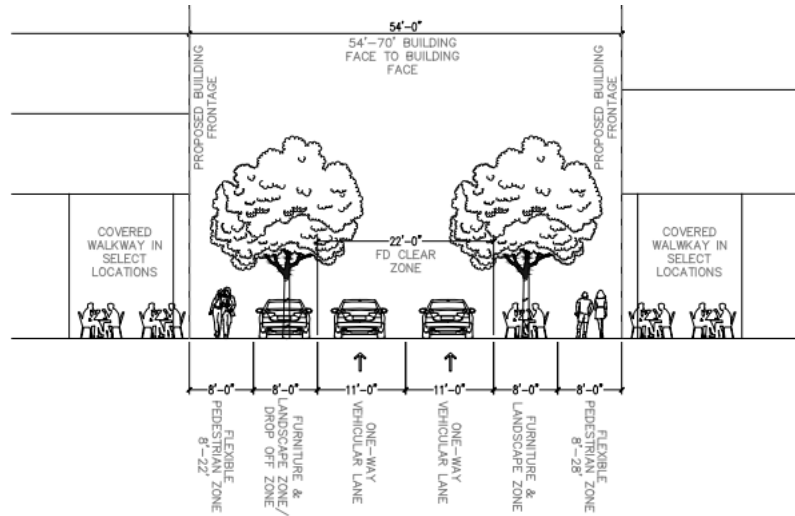


Figure 4. Proposed Barton Springs Rd – Congress Ave Road cross-section

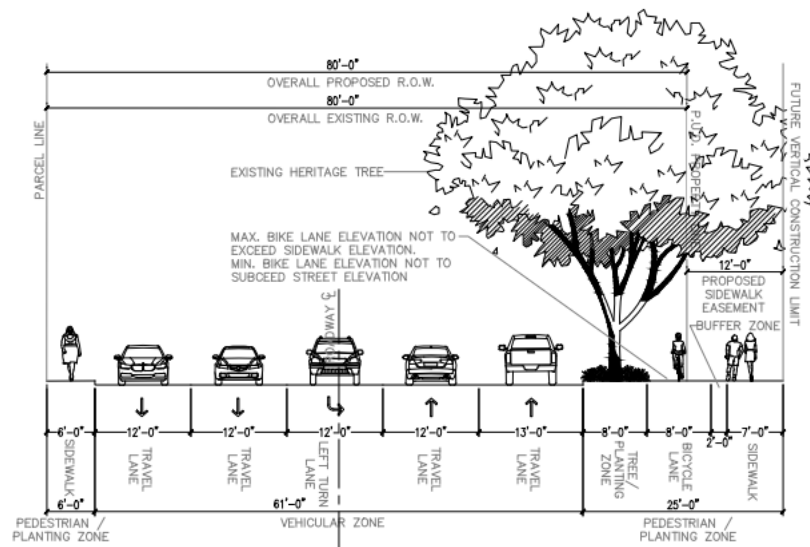
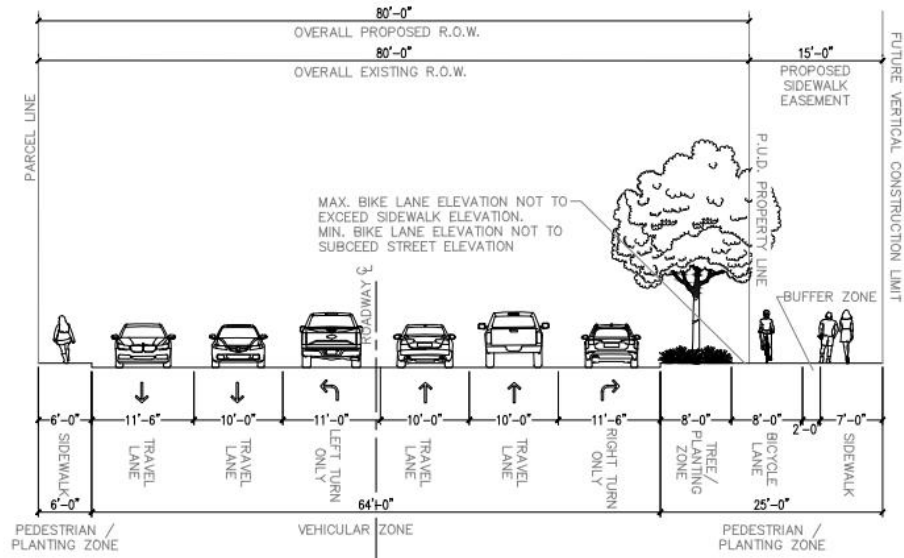


Figure 5. Proposed Riverside Dr cross-section near Haywood Ave





*Figure 6. Proposed Riverside Dr cross-section near Congress Ave*

