



PLANNING AND ZONING COMMISSION MEMORANDUM

FROM: The Office of the City Manager **DATE:** May 19, 2016
SUBJECT: Presentation of the Iron Horse TOD Corridor Cross Sections
PRESENTER: Clayton Comstock, Planning Manager

SUMMARY:

The City hired Kimley-Horn & Associates to review the current and future traffic conditions along Iron Horse Boulevard through the Transit Oriented Development (TOD) District and provide recommendations for number and width of lanes, presence and style of on-street parking, etc. Representatives from Kimley-Horn & Associates presented their findings and recommendations during City Council's Work Session on May 9, 2016. Staff will be presenting the same information to the Planning & Zoning Commission, the City Council's discussion, and seeking input from the Commission on codifying the recommendations into the TOD Zoning Code.

GENERAL DESCRIPTION:

The *Iron Horse Cross Section Analysis* is attached for review. After combining three separate developments' traffic impact analyses (TEXRail Iron Horse Station, Iron Horse Village and Iron Horse Commons) and factoring traffic growth rate assumptions, Kimley-Horn calculated anticipated traffic counts for the year 2025. From there, future roadway and intersection capacities and peak hour levels of service were estimated. The analysis concluded that 4 travel lanes, a center turn lane, and the presence of on-street parking will appropriately accommodate travel along Iron Horse Boulevard through the Transit Oriented Development District.

Each section of Iron Horse will be presented with cross section recommendations and a plan view. A large roll plot will be printed out for the Commission to review the corridor in one comprehensive view.

Revisions to Street Cross Sections in the TOD Code

After analyzing the future traffic growth, anticipated vehicle movements, and adjacent uses along the corridor, it became clear that the TOD Code would need to be adjusted in three key areas.



1. ***Change the TOD Boulevard Cross Section.*** The “TOD Boulevard” as currently written in the TOD Code calls for no on-street parking. Under current development proposals, however, on-street parking would help buffer live/work, mixed-use and residential townhomes from vehicles traveling Iron Horse Boulevard and provide convenient parking for residents and visitors.
2. ***Add Center Turn Lane to Commercial Avenue Cross Section.*** Iron Horse Boulevard currently has a continuous center turn lane south of Browning Drive. When the TOD Code was crafted, the center turn lane was removed from the future cross section. Because of the anticipated left turning movements at Browning Drive, the TEXRail Station and the various developments along the corridor, it is now evident that the center turn lane must be maintained.
3. ***Add Angled Parking to Commercial Avenue Cross Section.*** City Council has expressed a desire to adhere to the mixed use criteria of the TOD Core as much as possible. If this is to occur, adequate and convenient parking for commercial uses must be provided to attract retail, restaurant, office and other commercial users. To that end, the report recommends the use of angled parking along much of the corridor. This would require some additional right-of-way and paving from the various property owners along the corridor as they develop.

Staff will be seeking input from the Planning & Zoning Commission on Kimley-Horn’s report and the three proposed changes to the TOD Code.