



MEMORANDUM

To: Kelly Rees, P.E. (Kimley-Horn)

From: Austin Jones, P.E.

Date: January 14th, 2026

Subject: 2117 W. 49th, and 4709 Rosedale Ave Multifamily NTA | C14-2025-0094

A handwritten signature in blue ink, appearing to read 'Austin Jones'.

The purpose of this memorandum is to provide an overview of the proposed development and present the findings of the Neighborhood Traffic Analysis (NTA) conducted by the Austin Transportation and Public Works (ATPW). The proposed development includes 435 Multifamily Housing (Mid-Rise) units. The site is a 4.62-acre tract located at 2117 W. 49th St, and 4709 Rosedale Ave, as shown in Figure 1 below. The site is currently zoned SF-3 and the proposed zoning is Multifamily Highest Density – Conditional Overlay (MF-6-CO). The site proposes access to Ramsey Ave and 49th St, which are both level 1 streets. ATPW has reviewed the development and offers the following comments.



Figure 1: Site location

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Roadways

W 49th St: The ASMP designates W 49th St as a Level 1 road. The pavement width of W 49th St along the site frontage is approximately 27 feet. There are two unstriped travel lanes with curb and gutter along the site frontage of W 49th St. The lanes become striped on the east side near the intersection. There are sidewalks in the vicinity of the site on both sides of W 49th St. It functions as a 25-mph street. According to the Austin Strategic Mobility Plan (ASMP), the required right-of-way of W 49 St in the vicinity of the site is 58/64 feet.

Ramsey Ave: The ASMP designates Ramsey Ave as a Level 1 road. The pavement width of Ramsey Ave along the site frontage is approximately 27 feet. There are two unstriped travel lanes with curb and gutter along the site frontage of Ramsey Ave. There is no sidewalk in the vicinity of the site on Ramsey Ave. It functions as a 25-mph street. According to the Austin Strategic Mobility Plan (ASMP), the required right-of-way of Ramsey Ave in the vicinity of the site is 58/64 feet.

W 48th Street: The ASMP designates W 48th St as a Level 1 road. The pavement width of W 48th St along the site frontage is approximately 26 feet. There are two unstriped travel lanes with curb and gutter along the site frontage of W 48th St. There is no sidewalk in the vicinity of the site on W 48th St. It functions as a 25-mph street. According to the Austin Strategic Mobility Plan (ASMP), the required right-of-way of W 48th St in the vicinity of the site is 58/64 feet.

Trip Generation and Traffic Analysis

Based on the Institute of Transportation Engineer’s Trip Generation Manual, 11th Edition, the proposed development will generate 1,091 adjusted vehicle trips per day. At the time of site plan, it is recommended the developer meet a 20% TDM trip reduction target. See Table 1 for a detailed breakdown of the existing and proposed land uses, TDM trip reductions, and trip generation.

Table 1. Net Daily Trip Generation

Land Use Type	ITE Code	Units	Daily Trip Generation
Existing			
AISD Office	710	37,254 SF	489
Proposed			
Midrise Multifamily	221	435 Units	1,975
TDM Trip Reduction Target			20%
Proposed Adjusted Trips			1,580
Net Adjusted Trips			1,091

24-hour traffic volumes were collected at two points, see Figure 2 below, on Ramsey Ave and

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W 48th St, on September 23rd, 24th, and 25th, 2025. Additionally, traffic volume was collected on W 49th St on September 23, 2025.

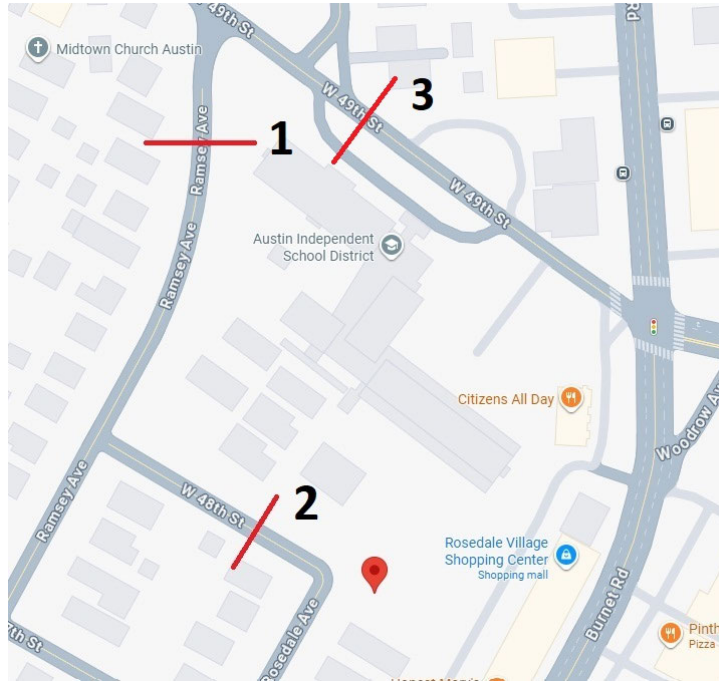


Figure 2: Tube count locations

Table 2 provides the expected trip distribution for the proposed land use. This development proposes access to Ramsey Ave and W 49th St.

Table 2. Trip Distribution

Street	Expected Trip Distribution (Percentage)
W 49th St	70%
Ramsey Ave	30%

Table 3 represents a breakdown of traffic on Ramsey Ave, W 49th St, and W 48th St: existing traffic, proposed site traffic, and total traffic after development measured in vehicles per day (vpd).

Table 3. Trip Summary

Street	Width	Existing (vpd)	Site Traffic added to Roadway (vpd)	Total Future Traffic (vpd)
Ramsey Ave	27'	265	327	592
W 48th St	26'	117	0	0
W 49th St	27'	643	764	1,407

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According to Section 25-6-116 of the Land Development Code, traffic on a residential local or collector street with a pavement width of less than 30 feet is operating at a desirable level if it does not exceed 1,200 vehicles per day. W 49th St is less than 30 feet wide with over 1,200 vpd, whereas Ramsey Ave and W 48th St are less than 30 feet wide and below 1,200 vpd.

However, the combined traffic from the proposed development and existing vehicles will not exceed 49th St's operational capacity. This capacity is determined by standard transportation engineering principles and the residential street capacity levels outlined in the nationally recognized Highway Capacity Manual (HCM).

Offsite Transportation Improvements

The area around the site was analyzed to identify potential transportation improvements to be implemented at the time of site plan. The 'Recommended Improvement' exhibit attached at the end of this memo identifies several potential improvements based on this review. Improvements identified in this memo are recommended for the applicant to construct at the time of site plan to achieve the TDM reduction target and mitigate traffic impacts.

Street Impact Fee and the Roadway Capacity Plan

At the time of building permit, the site will be subject to the Street Impact Fee (SIF). SIF funds for this site may be used for design and construction of projects identified in the Roadway Capacity Plan (RCP) Service Area 'I'. RCP 'Project II-11' identifies intersection improvements at 49th Street and Burnet Road.

Recommendations and Conclusions

Based on the results of the NTA, ATPW has the following recommendations and conclusions:

1. During site plan review, the developer will be required to construct sidewalks and associated curb ramps on Ramsey Ave and W 48th St along the site's frontage.
2. During the site plan review, the developer will be required to re-construct sidewalk on W 49th St along the site's frontage
3. During site plan review, it is recommended the developer construct the following sidewalk improvements to achieve TDM plan trip reduction target.
 - a. Along the north side of 49th St west side of Burnet Road between Lynwood St and the existing transit stop.
 - b. Along the east side of Rosedale Ave and north side of 47th St between 48th St and the transit stop.
4. During site plan review, it is recommended the developer construct a mid-block, raised pedestrian-crossing across 49th Street.
5. As per the ASMP, the required ROW for Ramsey Ave, W 49th St and W 48th St is either 58 or 64 feet.
6. If the number of units proposed in Table 1 is exceeded, the TDS division may be required to reassess the NTA.

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7. This site will be subject to Street Impact Fee (SIF), which will help fund roadway capacity projects identified in RCP necessitated by new developments. The SIF collection amount will be calculated and collected at the time of building permit application. For more information on Street Impact Fees, please visit the City's SIF website (<https://www.austintexas.gov/department/street-impact-fee>).
8. This assessment is based on the proposed uses. Any changes in these assumptions may require an updated NTA.
9. This NTA does not grant nor guarantee approval of proposed driveway types or locations. Driveway types and locations will be reviewed with the site plan application.

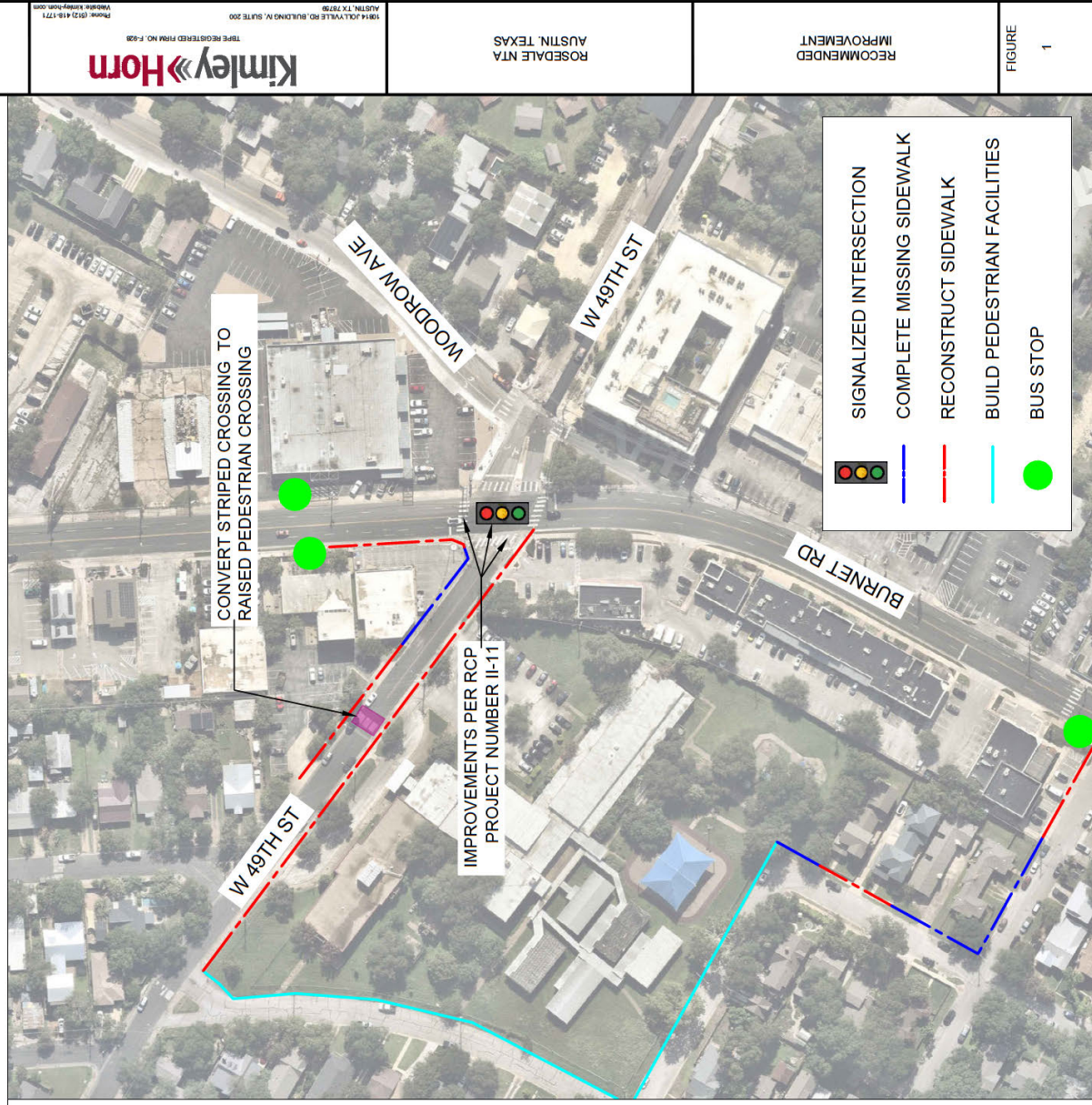
Should you have any questions or concerns, please contact Austin Jones, Supervising Engineer of ATPW at austin.jones2@austintexas.gov or (512)-978-1671.

cc: Renee Johns, Program Manager
Mustafa Wali, P.E., Development Review Engineer
Cynthia Hadri, Zoning Case Manager

PEDESTRIAN CROSSINGS IMPROVEMENT (OPTIONS)

POTENTIAL RECOMMENDED IMPROVEMENTS

File ID: 26-499
PROJECT NO. 2025-113778 ZC



Raised Crossings

- Full width speed tables at pedestrian crossings
- Common at mid-block locations
- Especially effective near schools or where heavy pedestrian activity exists or is anticipated

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