



MEMORANDUM

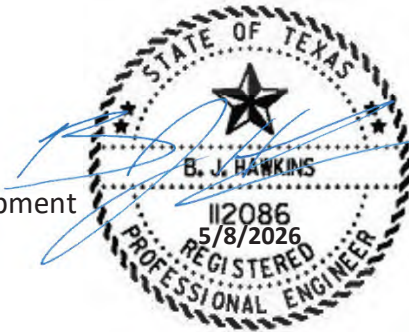
May 8, 2026

TO: Craig Carney, P.E.
Carney Engineering, PLLC

FROM: B.J. Hawkins, P.E., PTOE

SUBJECT: The Enclave at Riverbank Multifamily Development

LOCATION: Riverbank Drive and Elk Drive
Laredo, Texas



INTRODUCTION

Traffic Engineering Consultants, Inc. (TEC) was retained to conduct a traffic impact review on a proposed multifamily residential development which is to be located west of Riverbank Drive opposite Elk Drive in Laredo, Texas as shown in **Figure 1** in **Attachment A**. The site is currently undeveloped, and the proposed development would contain an apartment complex with 72 dwelling units (24 one-bedroom units and 48 two-bedroom units). Access to the development is proposed via two full-access private driveways as shown in **Figure 2** in **Attachment A**.

Riverbank Drive is a two-lane north/south major collector with a posted speed limit of 30 miles per hour (mph) and an approximate annual average daily traffic (AADT) volume of 3,500 vehicles per day (vpd) south of the site.

SITE GENERATED TRIPS

To determine the effects a new development will have on an existing street system, new or additional trips must be projected. The latest edition of the *Trip Generation Manual*, published by the Institute of Transportation Engineers, was used to determine the number of trips the development is expected to generate. The report is a nationally accepted reference which provides trip rates for determining the trips expected to be generated by different land use types.

Available information was utilized regarding the anticipated land use to determine the site generated trips of the proposed multifamily residential development. The *Multifamily Housing (Low-Rise)* land use category was utilized to determine the trip generation of the proposed development.

The resulting trips projected to be generated by the proposed development once completed and occupied are indicated in **Table 1**.

TABLE 1
Projected Site Generated Trips

Building Type (Land Use)	ITE Land Use Code	Approximate Gross Floor Area or Other	Average Weekday Vehicle Trips			Average AM Peak Hour Directional Distribution		Average AM Peak Hour Directional Trips (vph)		Average PM Peak Hour Directional Distribution		Average PM Peak Hour Directional Trips (vph)	
			Per Day	Per Peak Hour of Adjacent Street Traffic									
				One Hour Between 7am & 9am	One Hour Between 4pm & 6pm								
				(vpd)	(vph)	(vph)	IN	OUT	IN	OUT	IN	OUT	IN
Trip Rate*	220	(Dwelling Units)	6.21	0.41	0.52	24%	76%	7	23	62%	38%	23	14
Multifamily Housing (Low-Rise)		72	447	30	37								

* Trip Rates from "TRIP GENERATION MANUAL", 12th Ed., Institute of Transportation Engineers.

The proposed development would be expected to generate 447 vehicle trips per day with 30 trips occurring during the a.m. peak hour and 37 trips occurring during the p.m. peak hour.

SUMMARY

The proposed multifamily residential development would be expected to generate a fraction of the 100 vehicles per hour, which is typically the threshold that initiates the requirement for a full traffic impact analysis (TIA). The traffic generated by the proposed development would have minimal impacts on the surrounding intersections and roadways and no traffic related issues are anticipated. Based on the results of the trip generation and site plan evaluation, no traffic control or geometric roadway improvements are recommended as a result of the proposed development.

Should you have any questions or require additional information regarding these findings, please let me know.

ATTACHMENT A

FIGURES



FIGURE 1. Site Location Map
Riverbank Drive and Elk Drive
Laredo, Texas

