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**ZONING AND PLATTING COMMISSISON
HILL COUNTRY ROADWAY SITE PLAN
AND VARIANCE REQUESTS**

CASE NUMBER: SPC-2009-0349C **HEARING DATE:** November 2, 2010

PROJECT NAME: The Trails at 620

ADDRESS: 8300 N RM 620

APPLICANT: 69 Grandview LP (Leslie Perry Sloan) - (512) 633-1700
8208 Long Canyon
Austin, TX 78730

AGENT: Texas Engineering Solutions (Stephen Delgado) - (512) 904-0505
5000 Bee Caves Rd, Suite 206
Austin, TX 78746

CASE MANAGER/SITE PLAN: Sarah Graham Phone: 974-2826
sarah.graham@ci.austin.tx.us

TRANSPORTATION REVIWER: Shandrian Jarvis Phone: 974-2628
shandrian.jarvis@ci.austin.tx.us

ENVIRONMENTAL REVIEWER: Michael Clay Phone: 974-2296
Michael.clay@ci.austin.tx.us

PROPOSED DEVELOPMENT:

The applicant is requesting the approval of a Hill Country Roadway site plan, consisting of a 37,500 sq ft movie theater, 156,608 sq ft of general retail sales, 38,852 sq ft of restaurants, 30,000 of medical offices, and associated improvements on a currently vacant 169.8 acre site.

The applicant is requesting approval of a variance request from Land Development Code Section 25-6-415 (A), which requires a maximum of two access points to be permitted from any one site to a hill country roadway, whereas the applicant is requesting a third access point to RM 620.

The applicant is also requesting approval of a variance request from Land Development Code Sections 25-8-341 and 25-8-342, which requires no cut or fill greater than 4 feet; the applicant requests allowance of cut up to maximum of 8.2 feet, and allowance of fill up to maximum of 10.3 feet.

STAFF RECOMMENDATION:

Staff recommends approval of this Hill Country Roadway site plan with the condition that all staff comments are cleared before release of the site plan.

Staff recommends granting the transportation variance to allow a third access point to RM 620 with the following conditions:

1. The site should be constructed with a minimum of three access points to RM 620. If the site is restricted to less than three access points to RM 620, the applicant should post fiscal for any adjustments in signal timings along RM 620 within the study area needed to maintain an acceptable level of service. The applicant will need to coordinate with the Austin Transportation Department for final approval.

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2. If permitted, the proposed third driveway (Driveway E, Attachment 1) should be constructed as a right in/right out only driveway with a deceleration lane as part of the site development phase of the project. Prior to the release of the site development permit, the applicant should post fiscal for the estimated cost to construct the deceleration lane. Deceleration lanes serving only one project (e.g. left or right turn lanes at a private driveway) are funded 100 percent by the applicant. The applicant should submit a schematic drawing with dimensions and a construction cost estimate signed and sealed by an engineer to verify the amount required for posting. It is recommended that these improvements be implemented by the applicant to assure safer access and circulation into the site.
 3. All driveways to RM 620 should comply with current TxDOT driveway spacing standards. The owner will be responsible for obtaining permit approval from TxDOT for the driveways prior to site plan approval.
 4. All driveways should comply with current City of Austin Type II Commercial driveway standards and would need to meet minimum requirements for driveway width; throat length, driveway spacing, offset, and curb return radii. The owner will be responsible for obtaining permit approval from the City of Austin for the driveways prior to site plan approval.

Staff recommends granting the environmental variance request for cut and fill with the following conditions:

1. areas of cut and fill will be revegetated with no greater than a 3:1 slope or be structurally contained
2. development will consist of two phases to minimize ground disturbance
3. landscaping with 100% native plants from the City of Austin Grow Green Guide
4. landscaping 10% above requirements
5. 75% of all permanent landscape areas to use drip irrigation system
6. Integrated Pest Management Plan
7. Biolfiltration pond associated with Phase 1

ENVIRONMENTAL BOARD RECOMMENDATION:

On October 6, 2010, the Environmental Board recommended approval for the variance requests from Section 25-8-341 to allow cut up to 8.2 feet, and Section 25-8-342 to allow fill up to 10.3 feet with the recommended staff conditions, as well as an additional condition:

1. The applicant will have a licensed Professional Geologist onsite during excavation of the water quality/detention ponds.

PROJECT INFORMATION

SITE AREA	7,396,488 square feet	169.8 acres
EXISTING ZONING	GR-CO, GO-CO and I-RR	
WATERSHED	Lake Travis (Water Supply Rural)	
WATERSHED ORDINANCE	Comprehensive Watershed Ordinance	
TRAFFIC IMPACT ANALYSIS	Required	
PROPOSED ACCESS	R.M. 620 and Wilson Park Ave	
	Allowed/Required	Existing Proposed
FLOOR-AREA RATIO	.25:1	0 .09:1
BUILDING COVERAGE	60%	0 8.26%
IMPERVIOUS COVERAGE	40% and 25%	0 38.15% and 23.50%
PARKING	1,478 spaces	0 1,559 (including 56 ADA) spaces

SUMMARY COMMENTS ON SITE PLAN:

The applicant is proposing a large commercial development on a currently vacant site along a Hill

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Country Roadway, which requires Commission approval according to § 25-5-142(2). The site consists of four lots. The proposed development is to be located on the GR-CO zoned portion of three of the lots. The applicant is proposing multiple buildings consisting of General Retail Sales, Restaurants (General and Limited), Medical Office, and a Theater. The total proposed square footage for all uses is 262,960 sq ft. One 100+ acre lot is zoned I-RR, on which the applicant is not proposing any construction, but is included in the site plan for total impervious cover allowances. All four lots will be tied together with a Unified Development Agreement prior to site plan permitting.

The site is located within a Moderate Intensity Zone of the Hill Country Roadway Corridor along RM 620. The applicant is demonstrating compliance with Floor-to-Area Ratio allowances, as well as building height, and impervious cover allowances. The applicant has made notes on the site plan as related to building materials that will be in compliance with the Hill Country Roadway requirements, but will be reviewed during the Building Permitting stage, a separate City permit application. The applicant has demonstrated compliance with the required 100-foot buffer along RM 620, and is providing a trail for the general public to use within their property. The site plan meets all required criteria applicable to projects located within a Hill Country Roadway Corridor (§ 25-2-1022 through § 25-2-1027, and § 25-2-1101 through § 25-2-1129).

According to § 25-5-147(C), the Land Use Commission shall approve a site plan for development in a Hill Country Roadway Corridor if the Land Use Commission determines that the proposed development complies with the requirements of this title. According to § 25-5-147(A), the Land Use Commission shall act on a site plan application not later than the 14th day after it closes the public hearing.

The site has two separate zoning categories which include Conditional Overlays - Ordinance 041104-Z-9 for the northern portion of the tract, prohibits specific uses, and prohibits a single occupant of a General Retail use to be more than 100,000 sq ft of floor area; neither of which are proposed with this site plan. Ordinance 000302-41 for the southern portion of the tract prohibits specific uses, prohibits a single occupant of a General Retail use to be more than 100,000 sq ft of floor area, and prohibits a single tenant of the property to exceed 65,000 of gross floor area to be used as Office; none of which are proposed with this site plan.

Transportation

Primary access to the Trails at 620 site would be provided by RM 620, which is classified as a major four-lane divided arterial. The site has approximately ½ mile of frontage along RM 620 (2,640 feet) and current plans show three driveways to the roadway. Wilson Parke Avenue, a neighborhood collector, borders the site on the south. There are currently two site driveways planned at Wilson Parke Avenue. A traffic impact analysis (TIA) was performed by WHM in 1999 for zoning cases C14-99-0078 and C14-99-0079, which assumed three driveways from the site to RM 620. However, to comply with the requirements of the Hill Country Roadway Ordinance the applicant is considering a design with two driveways to RM 620. At the request of staff, the applicant submitted an update to the original TIA that evaluates two driveway scenarios for the property and the effects on area traffic flow (see Attachment). Scenario 1 assumes two driveways on RM 620. Scenario 2 assumes three driveways on RM 620. The results are summarized in the attached staff memorandum. Please also see the attached staff memorandum for further information concerning the requested variance from Section 25-6-415 (A), which requires a maximum of two access points to be permitted from any one site to a hill country roadway, whereas the applicant is requesting a third access point to RM 620.

Environmental

The proposed development, located at 8300 N RM 620, is within the City of Austin's Full Purpose Jurisdiction. The project is located within the Lake Travis watershed, which is a Water Supply Rural watershed, located within the Drinking Water Protection Zone. The site is located along a Hill Country Roadway Corridor, over the Edward's Aquifer Recharge Zone, and within endangered species habitat of

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the Golden Cheeked Warbler. The runoff from the completed project will be treated by two water quality ponds. Vegetation consists of moderately dense woodland composed of ash juniper, oaks, and under story vegetation. Critical Environmental Features (CEF's) and buffers are present on and adjacent to the western portion of the site. These features are located on the western most portion of the site and include ten rimrock and sinks. The CEF's and associated buffers will be protected by a permanent fence and erosion controls prior to any development activity. Please see the attached backup material for further information concerning the requested environmental variances.

EXISTING ZONING AND LAND USES

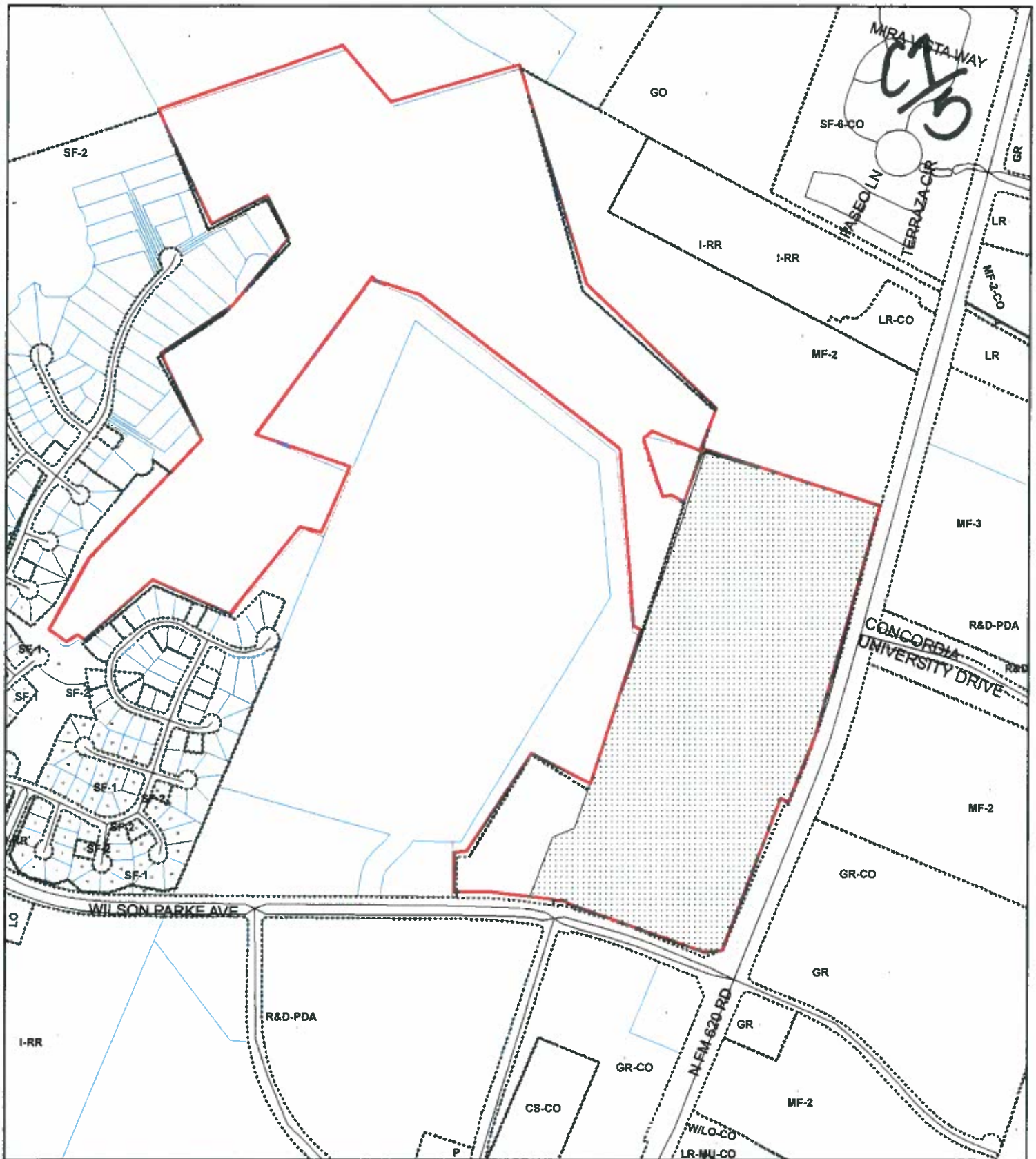
	ZONING	LAND USES
<i>Site</i>	GR-CO, GO-CO, and I-RR	vacant
<i>North</i>	MF-2	Multi-Family Residential
<i>South</i>	GR-CO	Wilson Park Ave, then Financial Services
<i>East</i>	MF-3, MF-2, GR, and R&D - PDA	N RM 620, then Multi-Family Residential, General Retail Sales (Wal-Mart Supercenter), and vacant
<i>West</i>	I-RR, then I-SF-2	Professional Office (SAS Institute), Single-Family Residential

ABUTTING STREETS

Street	Right-of-Way Width	Pavement Width	Classification
N RM 620	188 ft	93 ft	MAD 4
Wilson Parke Ave	120 ft	85 ft	Neighborhood Collector

NEIGHBORHOOD ORGNIZATIONS:

275 – Volente Neighborhood Association
 269 – Long Canyon Homeowners Association
 425 – 2222 Coalition of Neighborhood Associations
 475 – Bull Creek Foundation
 654 – The Parke HOA
 786—Home Builders Association of Greater Austin
 1037 - Homeless Neighborhood Association
 1075 – League of Bicycling Voters
 1113 – Austin Parks Foundation
 1200 – Super Duper Neighborhood Objectors and Appealers Organization
 1224 – Austin Monorail Project
 1228 – Sierra Club, Austin Regional Group
 1281- Spicewood Springs Road Tunnel Coalition
 1236 – The Real Estate Council of Austin, Inc
 1239 – Leander ISD Population and Survey Analysts



PROPOSED CONSTRUCTION



SUBJECT TRACT



ZONING BOUNDARY

0 262.5 525 1,050 Feet



SITE PLAN

CASE#: SPC-2009-0349C
ADDRESS: 8300 N RM 620 RD
MANAGER: SARAH GRAHAM

This map has been produced by site plan review for the sole purpose of geographic reference. No warranty is made by the City of Austin regarding specific accuracy or completeness.



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LEGEND

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the 1980s and 1990s, the number of people who have been convicted of a crime and sentenced to life imprisonment has increased significantly. In 1980, there were 1,000 people in the United States who had been sentenced to life imprisonment. By 1990, this number had increased to 2,000. In 2000, the number had increased to 3,000. This increase in the number of people sentenced to life imprisonment has been attributed to a number of factors, including the increased use of the death penalty, the increased use of life imprisonment as a sentence for crimes that were previously punishable by death, and the increased use of life imprisonment as a sentence for crimes that were previously punishable by a term of years.



Transportation Variance

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Staff documentation concerning the applicant's request for approval of a variance from Land Development Code Section 25-6-415 (A), which requires a maximum of two access points to be permitted from any one site to a hill country roadway, whereas the applicant is requesting a third access point to RM 620.



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MEMORANDUM

TO: Sarah Graham, Case Manager
CC: Members of the Zoning and Platting Commission

FROM: Shandrian Jarvis, Transportation Planner
DATE: October 26, 2010
SUBJECT: SPC-2009-0349C Trails at 620 -Traffic Analysis Update

Site Characteristics

The Trails at 620 is a 171-acre site located in northwest Austin at the intersection of RM 620 and Wilson Parke Avenue. The site is currently vacant; however, at build out (2012) it will consist of approximately 263,260 square feet of commercial development. An existing single family residential development, the SAS Institute, and the Grandview Hills elementary school are within the immediate vicinity of the site. Retail uses are located to the east across RM 620, as well as to the south across Wilson Parke Avenue.

Primary access to the Trails at 620 site would be provided by RM 620, which is classified as a major four-lane divided arterial. The site has approximately ½ mile of frontage along RM 620 (2,640 feet) and current plans show three driveways to the roadway. Wilson Parke Avenue, a neighborhood collector, borders the site on the south. There are currently two site driveways planned at Wilson Parke Avenue.

Traffic Analysis

A traffic impact analysis (TIA) was performed by WHM in 1999 for zoning cases C14-99-0078 and C14-99-0079, which assumed three driveways from the site to RM 620. However, to comply with the requirements of the Hill Country Roadway Ordinance the applicant is considering a design with two driveways to RM 620. At the request of staff, the applicant submitted an update to the original TIA that evaluates two driveway scenarios for the property and the effects on area traffic flow (see Attachment). Scenario 1 assumes two driveways on RM 620. Scenario 2 assumes three driveways on RM 620. The results are summarized below:

Trip Generation/Trip Distribution

Based on the Institute of Transportation Engineer's publication Trip Generation, the proposed Trails at 620 development would generate approximately 20,140 vehicle trips per day as shown in Table 1.

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Table 1. Summary of Uses				
Land Use	Size (SF)	24 Hour Volume	AM Peak	PM Peak
Phase One				
Movie Theater	37,000	3,673	0	141
Shopping Center	23,623	1,033	24	81
High Turnover Restaurant	14,500	1,907	173	147
Fast-Food Restaurant	11,354	5,457	543	368
Medical Office	30,000	1,084	69	104
Phase Two				
Shopping Center	138,783	5,969	139	468
High Turnover Restaurant	8,000	1,017	92	89
Total	263,260	20,140	1,040	1,398

Table 2 represents the expected distribution of the 20,140 trips:

Table 2. Traffic Distribution by Percent		
Roadway	Direction	% Site Traffic
RM 620		
	North RM 620	30
	South RM 620	40
	East Wal-Mart Drive	5
	East Alara Drive	5
	East Concordia University Drive	5
Wilson Parke Avenue		
	South Woodbay Parke Drive	5
	East Rock Harbour Drive	5
	West Wilson Parke Avenue	5
Total		100

Level of Service

A review of individual intersections within the study area supports that the provision of a third driveway from the site will benefit traffic operations along RM 620. Peak hour analysis suggest that under Scenario 1, the delay at the RM 620 and Concordia University Drive intersection would be 40 percent higher when compared to that of Scenario 2. Additionally, under Scenario 1 traffic volumes along Wilson Parke Drive between Woodbay and RM 620 would be 20 percent higher when compared to Scenario 2, which would be the result of traffic redistributing to access the driveways and intersections with less delay.

Recommendations/Conclusions

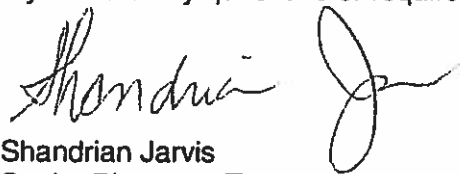
1. The site should be constructed with a minimum of three access points to RM 620. If the site is restricted to less than three access points to RM 620, the applicant should post

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fiscal for any adjustments in signal timings along RM 620 within the study area needed to maintain an acceptable level of service. The applicant will need to coordinate with the Austin Transportation Department for final approval.

2. If permitted, the proposed third driveway (Driveway E, Attachment 1) should be constructed as a right in/right out only driveway with a deceleration lane as part of the site development phase of the project. Prior to the release of the site development permit, the applicant should post fiscal for the estimated cost to construct the deceleration lane. Deceleration lanes serving only one project (e.g. left or right turn lanes at a private driveway) are funded 100 percent by the applicant. The applicant should submit a schematic drawing with dimensions and a construction cost estimate signed and sealed by an engineer to verify the amount required for posting. It is recommended that these improvements be implemented by the applicant to assure safer access and circulation into the site.
3. All driveways to RM 620 should comply with current TxDOT driveway spacing standards. The owner will be responsible for obtaining permit approval from TxDOT for the driveways prior to site plan approval.
4. All driveways should comply with current City of Austin Type II Commercial driveway standards and would need to meet minimum requirements for driveway width; throat length, driveway spacing, offset, and curb return radii. The owner will be responsible for obtaining permit approval from the City of Austin for the driveways prior to site plan approval.

If you have any questions or require additional information, please contact me at 974-2628.



Shandrian Jarvis
Senior Planner - Transportation Review
Planning and Development Review Department

Attachment

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October 15, 2010

Shandrian Jarvis
City of Austin – WP & DRD
505 Barton Springs Road, 4th Floor
Austin, TX 78701

Dear Ms. Jarvis:

At your request, HDR has conducted a traffic analysis for the project site known as Grandview Hills, which is located in the northwest corner of the intersection of RM 620 and Wilson Parke Avenue in Austin, Texas, as shown in Figure 1. As you know, the property has just over half a mile (2,640 feet) of frontage on RM 620.

The purpose of this study was to evaluate two driveway scenarios for the property and determine the effects on area traffic flow. The first, Scenario 1, assumes that there will only be two site driveways on RM 620. These are Driveways C and D, as shown in Figure 1. Driveway C is located north of Wilson Parke Avenue and would form a T-intersection with RM 620. Driveway D forms the fourth leg of the RM 620 and Concordia University Drive intersection. In Scenario 2, a third driveway, Driveway E, is proposed to be located north of the Concordia University Drive intersection and would function as a right-in/right-out only driveway. Therefore, this study analyzed the following two scenarios:

- Scenario 1 - Two (2) site driveways on RM 620
- Scenario 2 - Three (3) site driveways on RM 620

The analysis period was confined to the PM peak hour of the roadway network, since that is the period of highest site traffic generation.

SITE CHARACTERISTICS

As shown on the attachment, in addition to the driveways proposed on RM 620, there are two driveways proposed on Wilson Parke Avenue. The driveways are labeled A through E. The site is divided into two project phases. Phase One is located on the northern portion of the site, north of Driveway C and is expected to be complete by the end of 2011. Phase Two would be completed by 2012; therefore, the study period for analysis is 2012.

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Table 1 provides a summary of the land uses proposed for this site. ITE Trip Generation Report (8th Edition) was used to estimate trips to be generated by the land uses shown. For evaluation of the PM peak hour, typical assumptions for pass-by and internal capture were used.

Table 1.
Summary of Uses

Land Use	Size
Phase One	
Movie Theater	37,000 SF
Shopping Center	23,623 SF
High Turnover Rest.	14,500 SF
Fast-Food Rest	11,354 SF
Medical Office	30,000 SF
Phase Two	
Shopping Center	138,783 SF
High Turnover Rest.	8,000 SF

DIRECTIONAL DISTRIBUTION

Once the site trips are known, it is necessary to distribute those trips throughout the roadway network. The distribution of site traffic was based upon turning movement counts collected at area intersections during the PM peak on September 28, 2010, as well as engineering judgment of future travel patterns. This data provided the basis for the directional distribution of traffic approaching and departing the project site, which is summarized in Table 3.

Given the total site generated traffic and the directional distribution by approach, the next step in the process is to assign the traffic destined to and from the project to the most likely travel path. This step was performed by investing a number of alternative travel patterns, as well as ingress/egress points along the project boundaries. Primary consideration was given to the traffic flow and safety of the major roadways.

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Table 3
Forecasted Overall Directional Distribution of Site Oriented Traffic

Direction/Roadway	% Site Traffic
North, RM 620	30
South, RM 620	40
South, Woodbay Parke Dr.	5
East, Rock Harbour Dr.	5
East, Wal-Mart Dr.	5
East, ALARA Dr.	5
East, Concordia University Dr.	5
West, Wilson Parke Ave.	5
Total	100

ANALYSIS.

Analysis results indicate that provision of a third site driveway (Driveway E) designed as a right-in/right-out only driveway with a deceleration lane - Scenario 2 - will benefit traffic operations along RM 620 in addition to internal traffic flow. This will allow traffic from the north on RM 620 to circumvent the traffic signal at the RM 620/Concordia University Drive intersection, which reduces the traffic demand that the signal must handle. In fact, delay at the intersection of RM 620 and Concordia University Drive is reduced by 40% with the addition of the third driveway.

Another alternative is to assume that rather than experience higher delay, traffic will redistribute itself within the site to access driveways and intersections with less delay. Given this assumption and looking at traffic during 2012 site plus forecasted traffic conditions, there would be 20% more traffic present on Wilson Parke Avenue, between Woodbay Parke Drive and RM 620, under Scenario 1 (two driveways on RM 620).

SUMMARY AND CONCLUSIONS

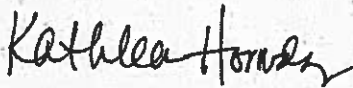
Based on these results, HDR recommends that the site be constructed with three driveways on RM 620. The additional driveway will provide an alternative access for vehicles heading to the site from the north on RM 620, which in turn helps to alleviate traffic demand at the RM 620/Concordia University Drive intersection, as evidenced by the reduction in delay at this intersection for Scenario 2. It will also reduce the amount of traffic on

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Wilson Parke Avenue. It is recommended that this driveway (Driveway E) be constructed as a right-in/right-out only driveway with a deceleration lane; therefore, there will be no additional left-turn maneuvers created by this driveway. It's proximity to the proposed movie theater will be particularly helpful in moving traffic into the site in an efficient manner. The ability for southbound traffic on RM 620 to make an unrestricted right turn into the site immediately prior to the traffic signal creates a unique opportunity to relieve congestion on RM 620 through the placement of the third driveway.

Please feel free to contact me if you have any questions.

Sincerely,



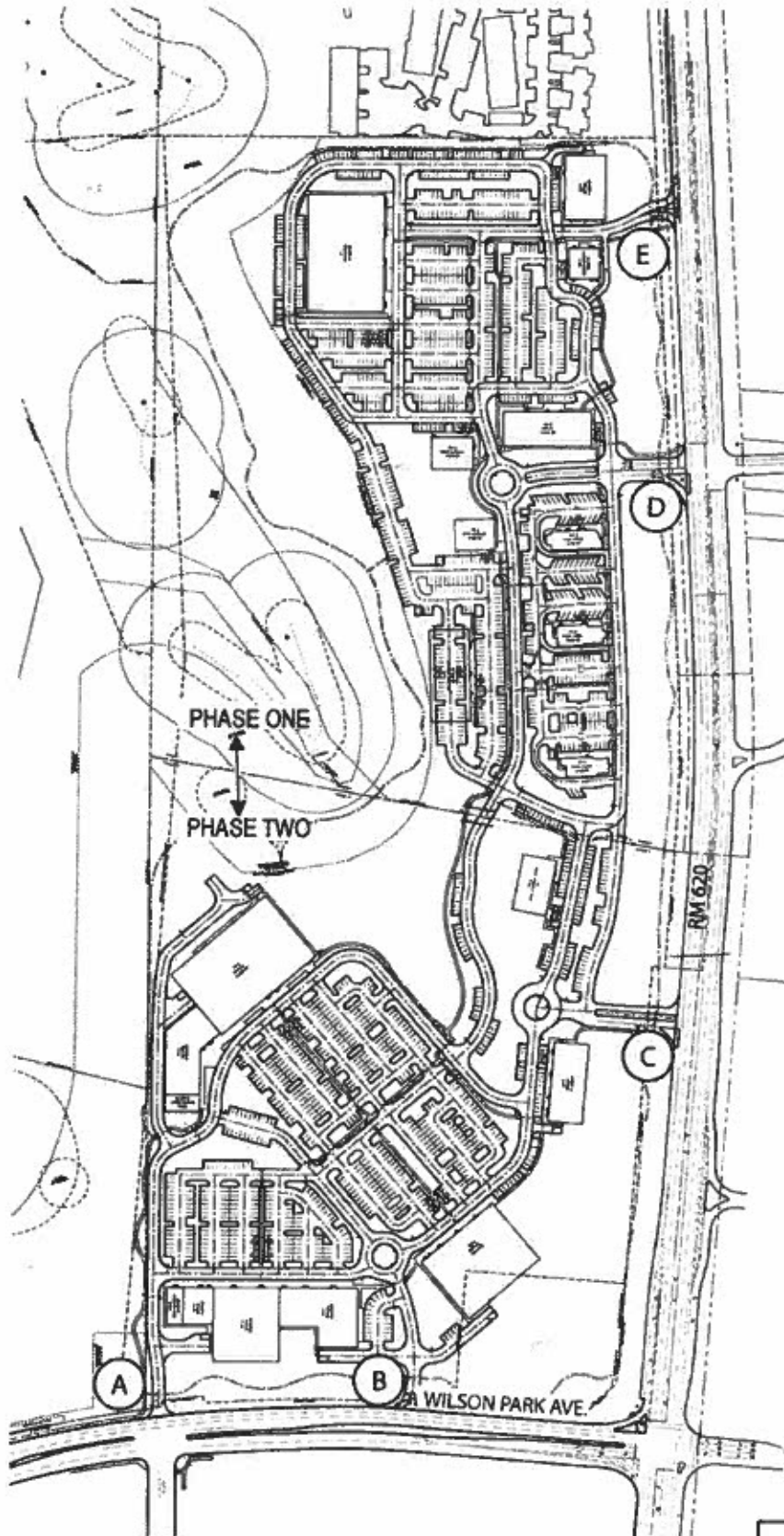
Kathleen Hornaday, P.E., PTOE

Senior Project Manager

cc: Rodney Speaks/Leslie Perry; 69 Grandview, LP
David Ambrust; Ambrust & Brown, L.L.P.

Enclosure

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LEGEND

(X) = PROPOSED
SITE DRIVEWAY

FIGURE 1
CONCEPTUAL
SITE PLAN

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Environmental Variances

Staff documentation concerning the applicant's request for approval of a variance from Land Development Code Sections 25-8-341 and 25-8-342, which requires no cut or fill greater than 4 feet; the applicant requests allowance of cut up to maximum of 8.2 feet, and allowance of fill up to maximum of 10.3 feet.



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ITEM FOR ENVIRONMENTAL BOARD AGENDA

BOARD MEETING

DATE REQUESTED: OCTOBER 06, 2010

**NAME & NUMBER
OF PROJECT:** THE TRAILS AT 620
SPC-2009-0349C

**NAME OF APPLICANT
OR ORGANIZATION:** Texas Engineering Solutions, LLC
(CONTACT: STEPHEN DELGADO, PE 512-904-0505)

LOCATION: 8300 N FM 620 RD

PROJECT FILING DATE: December 04, 2009

**WPDR/ENVIRONMENTAL
STAFF:** MICHAEL CLAY, 974-2296
MICHAEL.CLAY@CI.AUSTIN.TX.US

**WPDR/
CASE MANAGER:** SARAH GRAHAM, 974-2826
SARAH.GRAHAM@CI.AUSTIN.TX.US

WATERSHED: LAKE TRAVIS WATERSHED (WATER SUPPLY RURAL)
DRINKING WATER PROTECTION ZONE

ORDINANCE: COMPREHENSIVE WATERSHED ORDINANCE (CURRENT CODE)

REQUEST: VARIANCE REQUEST IS AS FOLLOWS:
1. TO ALLOW CUT UP TO A MAXIMUM OF 8.2 FEET (LDC
SECTION 25-8-341)
2. TO ALLOW FILL UP TO A MAXIMUM OF 10.3 FEET (LDC
SECTION 25-8-342)

STAFF RECOMMENDATION: RECOMMENDED FOR CONDITIONAL APPROVAL.

**REASONS FOR
RECOMMENDATION:** FINDINGS OF FACT HAVE BEEN MET.



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MEMORANDUM

TO: Betty Baker, Chairperson
Members of the Zoning & Platting Commission

FROM: Michael Clay, Environmental Review Specialist Senior
Planning and Development Review Department

DATE: September 21, 2010

SUBJECT: The Trails at 620 – SPC-2009-0349C

Variance Requests: Variance from LDC 25-8-341 – To allow cut up to 8.2 feet.
Variance from LDC 25-8-342 – To allow fill up to 10.3 feet.

Project Area Description

The proposed development is located at 8300 N FM 620 Road which is within the City of Austin full purpose jurisdiction. The project is located within the Lake Travis watershed, which is a Water Supply Rural watershed, located in the Drinking Water Protection Zone. The site is also located in the Hill Country Roadway Corridor, over the Edward's Aquifer Recharge Zone, and within endangered species habitat of the Golden Cheeked Warbler.

The project is bordered by the Balcones Canyonlands Preserve to the west, an apartment complex to the north, FM 620 Road to the east, and Wilson Parke Avenue to the south.

The Trails at 620 development will generally consist of the following:

- approximately 263,000 square feet of commercial retail space and associated improvements
- two water quality/detention ponds
- walking trail system

The site plan consists of four lots totaling approximately 169 acres. The maximum allowable impervious cover for lots 11A sections 1&2 is 40%, or 13.1 acres. A total of 13.0 acres of impervious cover, or 38.2% net site area is proposed for lots 11A sections 1&2. The maximum allowable impervious cover for lots 11B sections 1&2 is 25%, or 13.4 acres. A total of 12.7 acres of impervious cover, or 23.3% net site area is proposed for lots 11B sections 1&2. The total amount of impervious cover for this project is 25.7 acres.

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The runoff from the completed project will be treated by two water quality ponds.

Vegetation, CEFs, and Slopes

Vegetation consists of moderately dense woodland composed of ashe juniper, oaks, and under story vegetation.

The site generally drains from east to west with slopes greater than 15% along the western portion of the site. There will be significant change to the existing topography with the proposed depth of cut up to 8.2 feet and fill up to 10.3 feet. With the exception of the water quality and detention facilities, the depth of cut is limited to 7.2 feet and the depth of fill is limited to 8.3 feet. The proposed cut and fill is necessary to construct the water quality/detention facilities and other site improvements.

Critical Environmental Features (CEF's) and buffers are present on and adjacent to the western portion of the site. These features are located on the western most portion of the site and include ten rimrock and sinks. The CEF's and associated buffers will be protected by a permanent fence and erosion controls prior to any development activity.

Waterways

N/A

Variance Request

The variances being requested for this site plan is as follows:

Variance from LDC 25-8-341 to allow cut up to 8.2 feet.

Variance from LDC 25-8-342 to allow fill up to 10.3 feet.

Recommendations

The findings of fact have been met. Staff recommends approval of this variance with the following conditions:

1. areas of cut and fill will be revegetated with no greater than a 3:1 slope or be structurally contained
2. development will consist of two phases to minimize ground disturbance
3. landscaping with 100% native plants from the City of Austin Grow Green Guide
4. landscaping 10% above requirements
5. 75% of all permanent landscape areas to use drip irrigation system
6. Integrated Pest Management Plan
7. Biolfiltration pond associated with phase 1

Similar Cases

Grandview Hills -- Section 14 - SP-2006-0398C (8824 N FM 620 Rd)

Lake Travis Watershed

- Granted cut up to a maximum of 9.1 feet (LDC 25-8-341)
- Granted fill up to a maximum of 16.0 feet (LDC 25-8-342)

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- Condominiums, duplexes, associated improvements, and water quality/detention facilities

The Home Depot Grandview Hills – SPC-03-0008C (7900 N FM 620 Rd)
Bull Creek Watershed

- Granted cut up to a maximum of 9.9 feet (LDC 25-8-341)
- Granted fill over 4 feet (LDC 25-8-342)
- Retail building and associated improvements

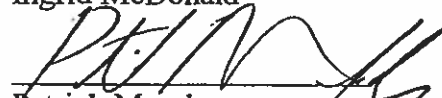
If you need further details, please feel free to contact me at 974-2296.

Michael Clay, Environmental Review Specialist Senior
Planning and Development Review Department

Environmental Program Coordinator:


Ingrid McDonald

Environmental Officer:


Patrick Murphy



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Planning & Development Review Department
Staff Recommendations Concerning Required Findings
Of Fact

Application Name:	The Trails at 620
Application Case No:	SPC-2009-0349C
Code Reference:	Land Development Code Section 25-8-341 Cut Requirements
Variance Request:	To allow cut up to 8.2 feet for the development of commercial retail space, improvements, and water quality/detention facilities

A. Land Use Commission variance determinations from Chapter 25-8, Subchapter A – Water Quality of the City Code:

1. The requirement will deprive the applicant of a privilege or the safety of property given to owners of other similarly situated property with approximately contemporaneous development.

Yes. Given the topography of the site, the variance is necessary to develop the site and is similar to neighboring developments.

2. The variance:

- a) Is not based on a condition caused by the method chosen by the applicant to develop the property, unless the development method provides greater overall environmental protection than is achievable without the variance;

Yes. The development is not based on a condition caused by the method chosen by the applicant to develop the property.

- b) Is the minimum change necessary to avoid the deprivation of a privilege given to other property owners and to allow a reasonable use of the property;

Yes. The proposed cut is the minimum change necessary to construct the water quality/detention facilities and other site improvements.

- c) Does not create a significant probability of harmful environmental consequences; and

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Yes. This variance does not create a significant probability of harmful environmental consequences.

3. Development with the variance will result in water quality that is at least equal to the water quality achievable without the variance.

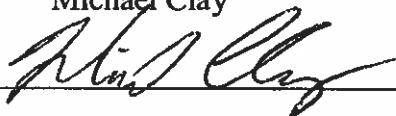
Yes. The proposed project will result in water quality that is at least equal to the water quality achievable without the variance.

B. Additional Land Use Commission variance determinations for a requirement of Section 25-8-393 (Water Quality Transition Zone), Section 25-8-423 (Water Quality Transition Zone), Section 25-8-453 (Water Quality Transition Zone), or Article 7, Division 1 (Critical Water Quality Zone Restrictions):

1. The above criteria for granting a variance are met;
N/A
2. The requirement for which a variance is requested prevents a reasonable, economic use of the entire property; and
N/A
3. The variance is the minimum change necessary to allow a reasonable, economic use of the entire property.
N/A

Reviewer Name: Michael Clay

Reviewer Signature:



Date: September 21, 2010

Staff may recommend approval of a variance after answering all applicable determinations in the affirmative (YES).



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Planning & Development Review Department
Staff Recommendations Concerning Required Findings
Of Fact

Application Name:	The Trails at 620
Application Case No:	SPC-2009-0349C
Code Reference:	Land Development Code Section 25-8-342 Fill Requirements
Variance Request:	To allow fill up to 10.3 feet for the development of commercial retail space, improvements, and water quality/detention facilities

C. Land Use Commission variance determinations from Chapter 25-8, Subchapter A – Water Quality of the City Code:

1. The requirement will deprive the applicant of a privilege or the safety of property given to owners of other similarly situated property with approximately contemporaneous development.

Yes. Given the topography of the site, the variance is necessary to develop the site and is similar to neighboring developments.

2. The variance:

- d) Is not based on a condition caused by the method chosen by the applicant to develop the property, unless the development method provides greater overall environmental protection than is achievable without the variance;

Yes. The development is not based on a condition caused by the method chosen by the applicant to develop the property.

- e) Is the minimum change necessary to avoid the deprivation of a privilege given to other property owners and to allow a reasonable use of the property;

Yes. The proposed fill is the minimum change necessary to construct the water quality/detention facilities and other site improvements.

- f) Does not create a significant probability of harmful environmental consequences; and

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Yes. This variance does not create a significant probability of harmful environmental consequences.

3. Development with the variance will result in water quality that is at least equal to the water quality achievable without the variance.

Yes. The proposed project will result in water quality that is at least equal to the water quality achievable without the variance.

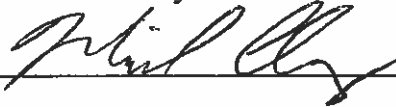
D. Additional Land Use Commission variance determinations for a requirement of Section 25-8-393 (Water Quality Transition Zone), Section 25-8-423 (Water Quality Transition Zone), Section 25-8-453 (Water Quality Transition Zone), or Article 7, Division 1 (Critical Water Quality Zone Restrictions):

1. The above criteria for granting a variance are met;
N/A
2. The requirement for which a variance is requested prevents a reasonable, economic use of the entire property; and
N/A
3. The variance is the minimum change necessary to allow a reasonable, economic use of the entire property.
N/A

Reviewer Name:

Michael Clay

Reviewer Signature:

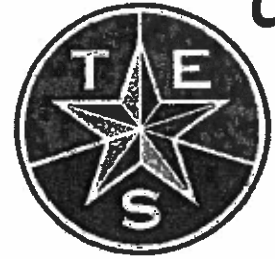


Date: September 21, 2010

Staff may recommend approval of a variance after answering all applicable determinations in the affirmative (YES).

TEXAS ENGINEERING SOLUTIONS
5000 BEE CAVES RD, SUITE 206
AUSTIN, TEXAS 78746
P: (512) 904-0505
F: (512) 904-0509

TBPE FIRM #11206



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September 17, 2010

Mr. Michael Clay
505 Barton Springs Rd, 4th Floor
Austin, TX 78704

RE: Trails at 620 Cut Variance Request (SPC-2009-0349C)

Dear Mr. Clay:

On behalf of 69 Grandview Hills, LP, Texas Engineering Solutions would like to request the following variance for the Trails at 620 Site Plan:

- Compliance with the cut requirements set forth in §25-8-341 of the LDC.

Due to existing topography and other site constraints such as drainage and existing CEF setbacks, we have exceeded the limit of 4' and are requesting a variance up to 8.2'. As seen on the attached exhibit, we do have cuts that extend to 8.2', but these areas are within the proposed water quality pond in Phase 2 of the development. All of the cut areas (outside of the detention and water quality pond areas) have been limited to less than 7.15'.

Watershed Variances - Findings of Fact

As required in LDC Section 25-8-41, in order to grant a variance the Planning Commission must make the following findings of fact:

Project: Trails at 620

Ordinance Standard: LDC 25-8-341 – 4' Cut Limit

JUSTIFICATION:

1. Are there special circumstances applicable to the property involved where strict application deprives such property owner of privileges or safety enjoyed by other similarly situated property with similarly timed development?

Response – Yes, the site drains from a high point along RM 620 and Wilson Parke Avenue to steeper canyons in the back of the property towards the west. The development has been concentrated along these 2 roadways in order to maximize the area set aside for preserve that is a part of the BCCP land and to avoid having any roadway crossings of these areas. Cuts have been pushed to the front of the site to avoid the karst features located in the back of the site. In addition, the final site design incorporates tree wells to protect trees in cut areas. In general, the site was graded to require more fill than cut in order to minimize the impact to any subsurface features that may be found during construction. This is a similar design that is used by other properties in this area.

2. Does the project demonstrate minimum departures from the terms of the ordinance necessary to avoid such deprivation of privileges enjoyed by such other property and to facilitate a reasonable use, and which will not create significant probabilities of harmful environmental consequences?

Response – Yes, except for the building structures and ponds, cuts will be limited to 8' and less, and where necessary cut areas have been minimized as much as possible. This resulted in more fill areas on the property.

3. The proposal does not provide special privileges not enjoyed by other similarly situated properties with similarly timed development, and is not based on a special or unique condition which was created as a result of the method by which a person voluntarily subdivided land.

Response – Yes, this project is unique in that over 100 acres were donated to BCCP for the protection of Endangered Species Habitat and an additional 5.5 acres has been donated to BCCP/Travis County for the protection of Endangered Species Habitat. The proposed site plan exceeds the minimum natural open space requirement by 33% (73% natural area provided), counting the land dedicated to the BCCP.

4. Does the proposal demonstrate water quality equal to or better than would have resulted had development proceeded without the variance?

Response – Yes, the variance is needed due to the clustering of the development along RM 620, which was done to preserve significant portions of the land for preserve. Additionally, the Owner has proposed to install a bio-retention pond for the Phase 1 water quality and a wet pond for the Phase 2 water quality.

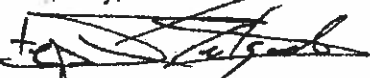
5. For a variance from the requirements for development within the Critical Water Quality Zone and/or Water Quality Transition Zone: Does the application of restrictions leave the property owner without any reasonable, economic use of the entire property?

Response – N/A

A note will be placed on the cover sheet stating the variance approval if granted.

If you have any questions or comments, please feel free to call me at 904-0505. Thank you for your time.

Sincerely,



Stephen R. Delgado, P.E.

TEXAS ENGINEERING SOLUTIONS
5000 BEE CAVES RD, SUITE 206
AUSTIN, TEXAS 78746
P: (512) 904-0505
F: (512) 904-0509

TBPE FIRM #11206



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September 17, 2010

Mr. Michael Clay
505 Barton Springs Rd, 4th Floor
Austin, TX 78704

RE: Trails at 620 Fill Variance Request (SPC-2009-0349C)

Dear Mr. Clay:

On behalf of 69 Grandview Hills, LP, Texas Engineering Solutions would like to request the following variance for the Trails at 620 Site Plan:

- Compliance with the fill requirements set forth in §25-8-342 of the LDC.

Due to existing topography and other site constraints such as drainage and existing CEF setbacks, we have exceeded the limit of 4' and are requesting a variance up to 10.3'. As seen on the attached exhibit, we do have fill areas that extend to 10.3', but these areas are within the proposed water quality pond in Phase 2 of the development. All of the fill areas (outside of the detention and water quality pond areas) have been limited to less than 8.27'.

Watershed Variances - Findings of Fact

As required in LDC Section 25-8-41, in order to grant a variance the Planning Commission must make the following findings of fact:

Project: Trails at 620

Ordinance Standard: LDC 25-8-342 -- 4' Fill Limit

JUSTIFICATION:

1. Are there special circumstances applicable to the property involved where strict application deprives such property owner of privileges or safety enjoyed by other similarly situated property with similarly timed development?

Response – Yes, the site drains from a high point along RM 620 and Wilson Parke to steeper canyons in the back of the property. The development has been concentrated along these 2 roadways in order to maximize the area set aside for preserve that is a part of the BCCP land and to avoid having any roadway crossings of these areas. The Owner has revised the proposed site plan to minimize the amount of construction on slopes. Cuts have been pushed to the front of the site to avoid the karst features located in the back of the site. In addition, the final site design incorporates tree wells to protect trees in cut areas. In general the site was graded to require more fill than cut in order to minimize the impact to any subsurface features that may be found during construction. This is a similar design that is used by other properties in this area.

2. Does the project demonstrate minimum departures from the terms of the ordinance necessary to avoid such deprivation of privileges enjoyed by such other property and to facilitate a reasonable use, and which will not create significant probabilities of harmful environmental consequences?

Response – Yes, Except for building structures and ponds, cuts and fills will be limited to 8' and less and where necessary cut areas have been minimized which resulted in more fill areas on the property

3. The proposal does not provide special privileges not enjoyed by other similarly situated properties with similarly timed development, and is not based on a special or unique condition which was created as a result of the method by which a person voluntarily subdivided land.

Response – Yes, this project is unique in that over 100 acres were donated to BCCP for the protection of Endangered Species Habitat and an additional 5.5 acres has been donated to BCCP/Travis County for the protection of Endangered Species Habitat. The proposed site plan exceeds the minimum natural open space requirement by 33% (73% natural area provided), counting the land dedicated to the BCCP.

4. Does the proposal demonstrate water quality equal to or better than would have resulted had development proceeded without the variance?

Response – Yes, the variance is needed due to the clustering of the development along SH 620 which was done to preserve significant portions of the land for preserves, in addition, the Owner will install a bio-retention pond which will function as a wet pond.

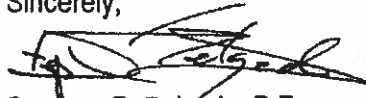
5. For a variance from the requirements for development within the Critical Water Quality Zone and/or Water Quality Transition Zone: Does the application of restrictions leave the property owner without any reasonable, economic use of the entire property?

Response – N/A

A note will be placed on the cover sheet stating the variance approval if granted.

If you have any questions or comments, please feel free to call me at 904-0505. Thank you for your time.

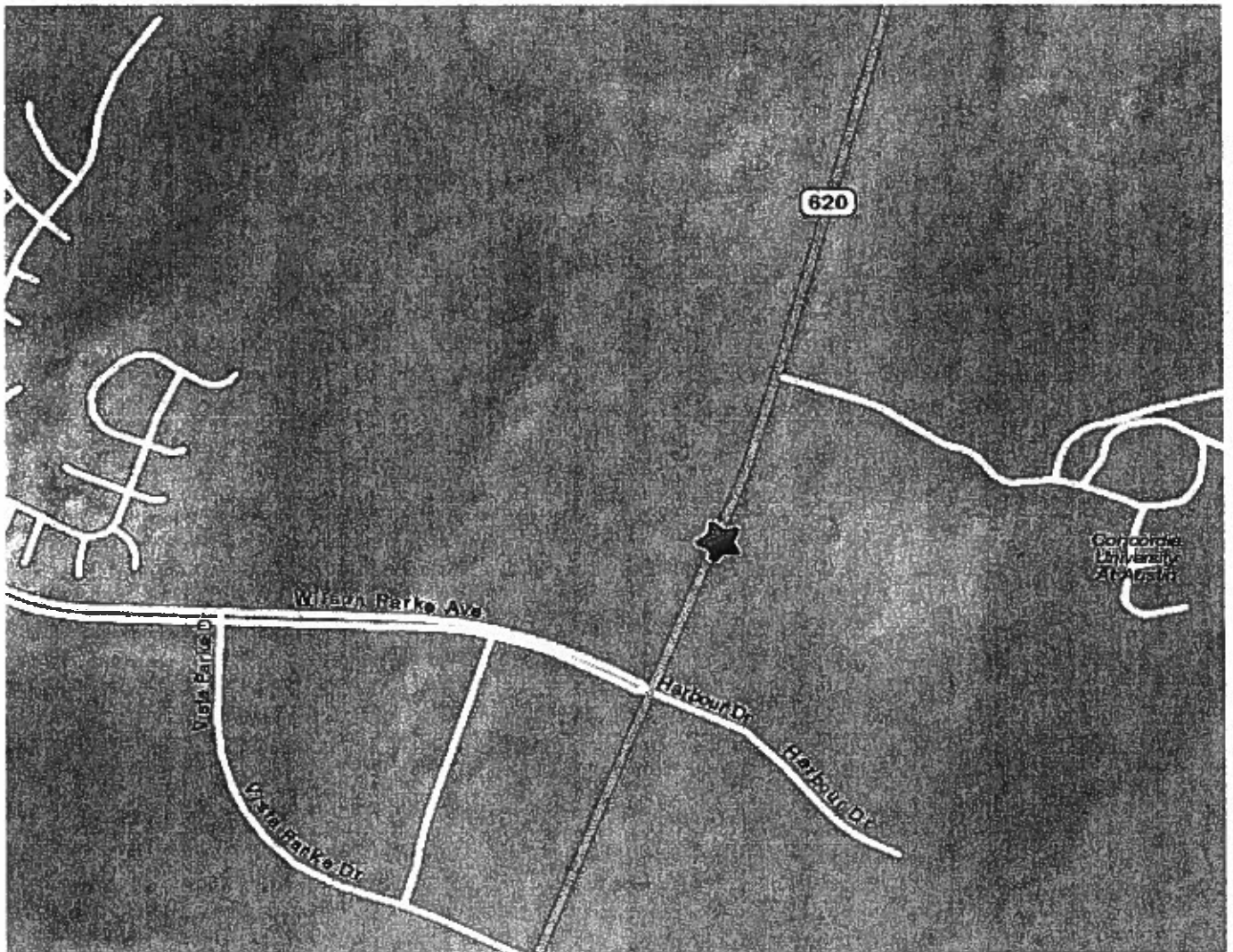
Sincerely,



Stephen R. Delgado, P.E.

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The Trails at 620
8300 N FM 620
SPC-2009-0349C



The Trails at 620
SPC-2009-0349C
8300 N FM 620
Driving Directions

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Beginning at 505 Barton Springs Road:

Go north on South 1st Street
Turn left (west) on Cesar Chavez
Continue northbound on Mopac
Take the Northland Dr/RM 2222 exit and head west on RM 2222
Turn right (north) on FM 620
(southeast corner of property is at intersection of N FM 620 and Wilson Parke Ave)