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ZONING CHANGE REVIEW SHEET

CASE: C14-2010-0001 – General Store

P.C. DATE: March 9, 2010
October 12, 2010
November 9, 2010

ADDRESS: 6706 Moore's Crossing Boulevard

OWNER/APPLICANT: MC Joint Venture (Bill Gurasich)

ZONING FROM: IP

TO: GR

AREA: 11.039 acres

SUMMARY STAFF RECOMMENDATION:

The Staff recommendation is to grant community commercial (GR) district zoning.

The Restrictive Covenant includes all recommendations listed in the Traffic Impact Analysis memorandum, dated November 4, 2010, as provided in Attachment A.

PLANNING COMMISSION RECOMMENDATION:

March 9, 2010: *TO GRANT GR-CO DISTRICT ZONING AS STAFF RECOMMENDED; BY CONSENT.*

[M. DEALEY; D. ANDERSON – 2ND] (7-0) C. SMALL, K. TOVO – ABSENT

October 12, 2010: *APPROVED A POSTPONEMENT REQUEST BY THE STAFF TO NOVEMBER 9, 2010.*

[K. TOVO; R. HATFIELD – 2ND] (6-0) J. REDDY – ARRIVED LATE; M. DEALEY, D. ANDERSON - ABSENT

November 9, 2010:

ISSUES:

The Applicant has prepared a Traffic Impact Analysis which covers the subject rezoning case as well as Zoning Case No. C14-2010-0047 – Tract II Industrial, located southeast of this tract. The Applicant has made arrangements with the property owners along the east side of Moore's Crossing Boulevard to build a 8-foot tall solid fence along their west property line.

DEPARTMENT COMMENTS:

The subject property situated at the southeast corner of SH 130 and Moore's Crossing Boulevard is undeveloped and zoned industrial park (IP) district. This tract is within the Moore's Crossing Municipal Utility District (MUD) created in 1986 and identified as IP within the Conceptual Land Plan (also known as Stoney Ridge) approved by Council in February 1986 and revised in June 1998. The primary purpose of the Land Plan is to identify

the collector street network and public facilities, the latter including sites for City-financed housing, parks, school sites, library and a Fire/EMS station. Please refer to Exhibits A (Zoning Map), A-1 (Aerial View) and Exhibit B (Conceptual Land Plan for Moore's Crossing).

The Applicant proposes to rezone the property to the community commercial (GR) to construct a retail development that includes financial services, food and retail sales uses totaling 82,000 square feet. Access is proposed to be taken from SH 130 and Elroy Road (one driveway apiece), and Moore's Crossing Boulevard (three driveways). Staff recommends GR zoning based on the following: 1) the property is situated at the intersection of a highway and major arterial, with additional access to a collector street; 2) rezoning would provide the opportunity for retail development to serve the adjacent residential subdivisions; 3) the Traffic Impact Analysis requires right-of-way dedication and reconstruction for the upgrade of Moore's Crossing Boulevard between Elroy Road and Engler Park Street and establishes cost participation for signalization at the Elroy Road / SH 130 intersection.

EXISTING ZONING AND LAND USES:

	ZONING	LAND USES
Site	IP	Undeveloped
North	N/A (Outside of City)	Undeveloped
South	IP; SF-2	Undeveloped
East	SF-2; RR	Playground; Single family residences within the Moore's Crossing/Stoney Ridge Phase A, Section 2 subdivision
West	N/A	Frontage road of SH 130

MUNICIPAL UTILITY DISTRICT: Moore's Crossing **TIA:** Is required – Please refer (also known as Stoney Ridge) to Attachment A

WATERSHEDS: Onion Creek; Dry Creek East **DESIRED DEVELOPMENT ZONE:** Yes

CAPITOL VIEW CORRIDOR: No **SCENIC ROADWAY:** Yes – SH 130

NEIGHBORHOOD ORGANIZATIONS:

- 627 – Onion Creek Homeowners Association
- 774 – Del Valle Independent School District
- 1005 – Elroy Preservation Association
- 1037 – Homeless Neighborhood Association
- 1075 – League of Bicycling Voters
- 138 – Far Southeast Improvement Association
- 1200 – Super Duper Neighborhood Objectors and Appealers Organization
- 1228 – Sierra Club, Austin Regional Group

SCHOOLS:

The subject property is within the Del Valle Independent School District boundaries. Popham Elementary School is located to the east, on Elroy Road. Del Valle Middle School

and Del Valle High School are located to the north, on Ross Road in proximity to State Highway 71 East.

CASE HISTORIES:

NUMBER	REQUEST	COMMISSION	CITY COUNCIL
C14-2010-0047 – Tract II Industrial – 7008 Moore’s Crossing Boulevard	SF-2 to IP	Scheduled for November 9, 2010	Scheduled for November 18, 2010
C14-00-2209 – Stoney Ridge Section 4 – Terminus of Moore’s Crossing Boulevard	SF-2 to SF-3	To Deny SF-3	Denied SF-3 (9-27- 01).

RELATED CASES:

The property was originally annexed into the City limits on July 17, 1986 and was released to the City’s Limited Purpose Jurisdiction on January 1, 1996. There are no subdivision or site plan cases on the subject property.

ABUTTING STREETS:

Name	ROW	Pavement	Classification	Sidewalks	Bike Plan	Bus Routes
SH 130	Varies	Varies	Highway	No	Wide Shoulder Exists/Recommended	None
Moore’s Crossing Boulevard	70 feet	46 feet	Collector	No	None exist/ recommended	
Elroy Road	Varies	4-6 lanes with divided median	Arterial	No	Wide Curb Exists/ Bike Lane Recommended	

CITY COUNCIL DATE: April 8, 2010

ACTION: Approved an indefinite postponement request by the Applicant in order to prepare a traffic impact analysis (7-0).

November 18, 2010

ORDINANCE READINGS: 1st

2nd

3rd

ORDINANCE NUMBER:

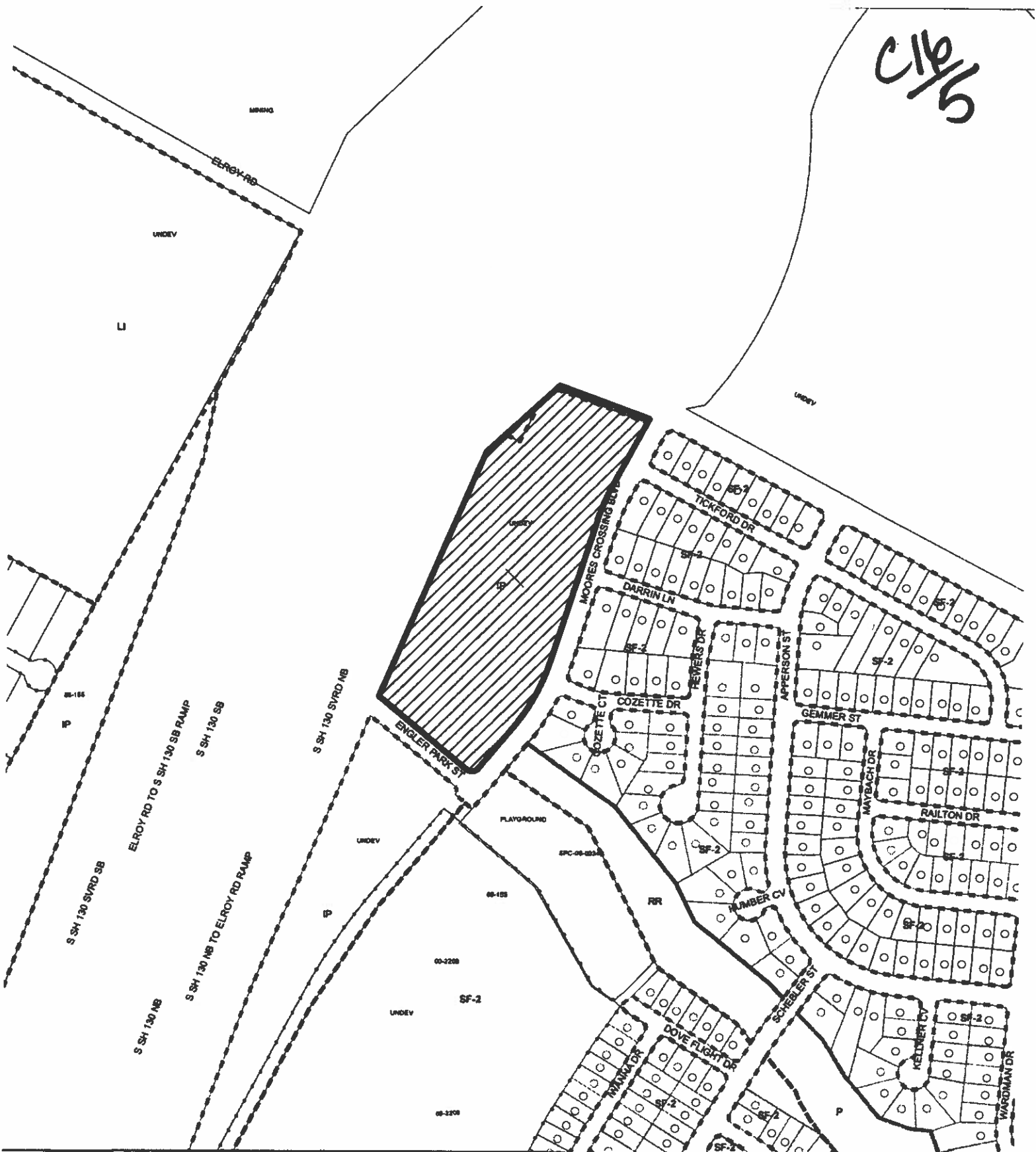
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CASE MANAGER: Wendy Rhoades
e-mail: wendy.rhoades@ci.austin.tx.us

PHONE: 974-7719

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ZONING

Exhibit A

-  N
-  SUBJECT TRACT
-  PENDING CASE
-  ZONING BOUNDARY

ZONING CASE#: C14-2010-0001
 LOCATION: 6706 MOORES CROSSING BLVD
 SUBJECT AREA: 11.039 ACRES
 GRID: N13
 MANAGER: WENDY RHOADES



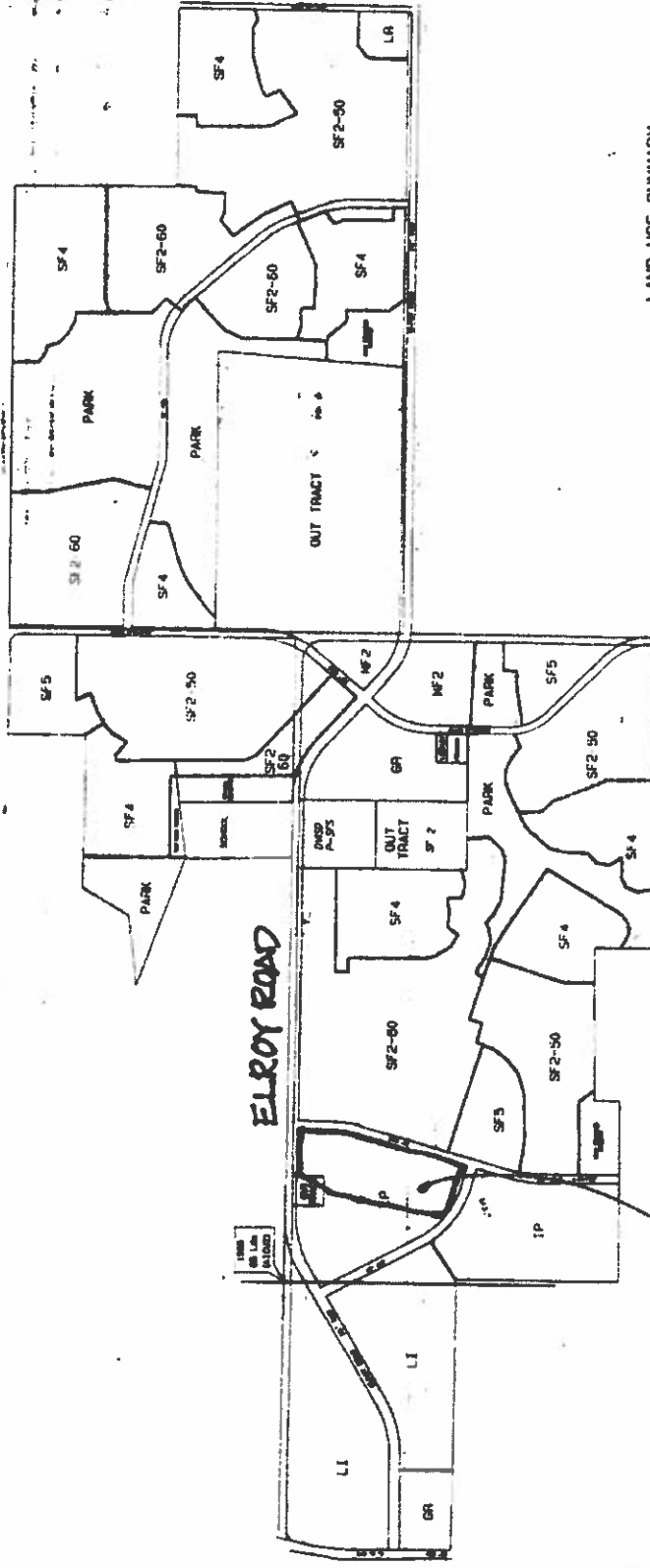
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This map has been produced by the Communications Technology Management Dept. on behalf of the Planning Development Review Dept. for the sole purpose of geographic reference. No warranty is made by

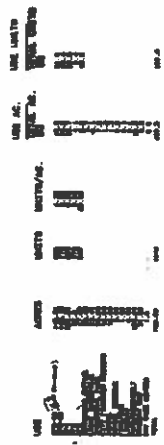


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MOORE'S CROSSING CONCEPTUAL LAND PLAN
DATE: JUNE 1988



LAND USE SUMMARY



APPROVED BY CITY COUNCIL, FEBRUARY 6, 1988
REVISED DATE

PROPOSED
REZONING
TO GR.

EXHIBIT B
CONCEPTUAL LAND PLAN



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Date: November 4, 2010
To: Wendy Rhoades, Case Manager
CC: Robert J. Halls, AICP, Robert J. Halls and Associates
Reference: MC Joint Venture: Moore's Crossing, C14-2010-0001 and C14-2010-0047

The MC Joint Venture at Moore's Crossing site consists of two tracts located at the southeast corner of SH 130 and Elroy Road in east Travis County. The request for the northern 11.03 acres is general retail with conditions (GR-CO) to accommodate approximately 82,000 square feet of retail use. The request for the southern 21.07 acres is industrial park (IP) to accommodate approximately 250,000 square feet of office and warehouse uses. The tracts are currently vacant; however, the proposed build out year for both tracts is 2016.

Transportation Review staff has reviewed the traffic impact analysis that was prepared for the MC Joint Venture sites on October 20, 2010, and offers the following comments:

TRIP GENERATION

Based on the standard trip generation rates established by the Institute of Transportation Engineers (ITE), the proposed development will generate approximately 332,000 unadjusted average daily trips (ADT). Of these, 849 trips will occur during the morning peak-hour and 1,419 will occur in the evening peak-hour.

The table below shows the trip generation by land use for the proposed development:

Table 1. Trip Generation

AREA	LAND USE	Size SF	ADT	AM Peak			PM Peak		
				Enter	Exit	Pass-By	Enter	Exit	Pass-By
N	Conv. Store w/ Gas	5,000	4,228	110	110	63%	149	149	63%
N	Fast Food w/Drive	5,000	2,481	135	130	50%	90	83	50%
N	Bank w/ Drive	6,000	1,479	41	33	47%	137	137	47%
N	High-Turnover Rest.	6,000	763	36	33	43%	40	26	43%
N	Retail	60,000	4,872	38	24	16%	214	232	26%
S	Industrial Park	250,000	5,780	134	25	0%	35	125	0%
	TOTAL	332,000	19,603	494	355		666	753	

ATTACHMENT A

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ASSUMPTIONS

1. Traffic growth rates based on CAMPO 2010 and 2015 traffic projections are as follows;

Roadway Segment	Per annum growth rate PM Peak
Burleson Rd. West	10.1
FM 973 North	2.1
FM 973 South	9.3
SH 130 North	13.1
SH 130 South	9.5
Elroy Road between FM 973 and SH 130 East	9.2
Elroy Road between SH 130 and Ross Road	11.4
Proud Panda Drive South	0.5
Ross Road North	21.0
Ross Road South	21.0
Elroy Road East	10.9

2. In addition to these growth rates, background traffic volumes for 2016 included estimated traffic volumes for the following projects:
 - Wandering Creek* C8J-2007-0140
 - Wandering Creek Phase 2* C8J-2008-0208
 - Linda Vista C14-2010-0063-0066
 - 973/Elroy C-Store C14-2010-0062

Please note: These sites are now slated for the proposed Formula 1 site. Trip generation numbers for a typical work day will be lower with the Formula One track than with the previous Wandering Creek subdivisions. However, all approvals are not yet completed for the Formula One track, and the site could revert back to the Wandering Creek subdivisions.

3. A two percent reduction was taken for internal trips; pass-by reductions were also taken for the retail uses. For actual pass-by percentages, please see Table 1 above.

Roadway	Segment	Classification	Future Improvements	Bike Plan?
Elroy Rd/Burleson Rd	West of FM 973	MAU/MAD 4	Existing	Yes

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Table 3. EXISTING AND PLANNED ROADWAYS

Roadway	Segment	Classification	Future Improvements	Bike Plan?
FM 973	SH 71 to FM 812	MAU 2	MAD 4	Yes
SH 130	SH 71 to FM 812	FWY 6	Existing	Yes
Moore's Crossing Blvd	Elroy Rd to South of Engler Park St	N/A	Upgrade to County collector standards and Extend South toward SH 130 NBFR	No
Proud Panda Dr	Elroy Rd to South of Apperson	Collector	Existing	No
Ross Rd	Heine Farm Rd to Elroy Rd	MAU 4	Existing	No

TRAFFIC ANALYSIS

The impact of site development traffic on the existing area roadways was analyzed. Two time periods and travel conditions were evaluated:

- 2010 Existing Conditions
- 2016 Build-Out Conditions

The TIA assumes the following roadway improvements will be made prior to site build-out:

1. Upgrade of existing Moore's Crossing Road to county standards; extension of road south through industrial parcels.

Intersection Level of Service (LOS)

The TIA analyzed two signalized intersections, six un-signalized intersections, and each of the site driveways. Table 4 shows the existing (2010) and projected (2016) levels of service results. The 2016 analysis assumes that all improvements to Moore's Crossing and the SH 130/Elroy Road intersection are completed.

Table 4. Intersection Level of Service

Intersection	2010				2016			
	AM Delay	AM LOS	PM Delay	PM LOS	AM Delay	AM LOS	PM Delay	PM LOS
Burleson Rd./FM 973/Elroy Rd. ¹	10	B	10.4	B	19.8	B	24.8	C
SH 130 WSR/Elroy Rd.:					5.4	A	19.2	B
• WB L	7.4	A	8	A				
• SB LT-T-R	10	B	9.7	A				
SH 130 ESR/Elroy Rd.:					9.1	A	13.6	B
• EB L	8.3	A	7.5	A				
• NB LT-T-R	9.5	A	10.8	B				
Moore's Crossing Blvd./Elroy Rd.:								
• EB L	8.6	A	7.6	A	10.9	B	8	A
• WB L	7.5	A	8.3	A	8.5	A	10.6	B
• NB L-TR	10.3	B	12	B	18.3	C	33.7	D

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Table 4. Intersection Level of Service

Intersection	2010				2016			
	AM Delay	AM LOS	PM Delay	PM LOS	AM Delay	AM LOS	PM Delay	PM LOS
• SB L-TR	-	-	-	-	14.3	B	10.2	B
Proud Panda Dr./Elroy Rd.:								
• WB L	7.8	A	7.9	A	8.1	A	9.3	A
• NB LR	11.8	B	9.9	A	13.3	B	13.1	B
Ross Rd./Elroy Rd. ²	8.6	A	16.4	C	12.7	B	16.2	C
Darrin Dr./Moore's Crossing Blvd.:								
• SB LT	7.3	A	7.3	A				
• WB LR	8.5	A	8.4	A				
Cozette Dr./Moore's Crossing								
• SB LT	7.2	A	7.2	A				
• WB LR	8.4	A	8.4	A				
Driveway R 1/SH 130 ESR:								
• WB R					9.8	A	11.8	B
Driveway R 2/Elroy Rd.:								
• NB R					10.3	B	13.6	B
Driveway R 3/Moore's Crossing								
• NB LT					7.8	A	7.8	A
• EB LR					10.8	B	12.3	B
Driveway R 4/Moore's Crossing Blvd./Darrin Dr.:								
• NB LTR					7.7	A	7.6	A
• SB LTR					7.3	A	7.6	A
• EB LTR					9	A	9.2	A
• WB LTR					10.7	B	11.7	B
Driveway R 5/Moore's Crossing Blvd./Cozette Dr.:								
• NB LTR					7.6	A	7.5	A
• SB LTR					7.3	A	7.5	A
• EB LTR					8.8	A	9	A
• WB LTR					10	B	10.4	B
Driveway L 1/Moore's Crossing Dr./Driveway L 11:								
• NB LTR					7.5	A	7.3	A
• SB LTR					7.3	A	7.4	A
• EB LTR					8.4	A	8.8	A
• WB LTR					9.6	A	9.6	A
Driveway L 2/Moore's Crossing								
• NB LT					7.4	A	7.3	A
• EB LR					8.9	A	8.9	A
Driveway L 3/Moore's Crossing Dr./Driveway L 7:								
• NB LTR					7.3	A	7.2	A
• SB LTR					7.2	A	7.3	A
• EB LTR					8.4	A	8.5	A
• WB LTR					9	A	8.9	A
Driveway L 4/Moore's Crossing Dr./Driveway L 6:								
• NB LTR					7.3	A	7.2	A

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Table 4. Intersection Level of Service

Intersection	2010				2016			
	AM Delay	AM LOS	PM Delay	PM LOS	AM Delay	AM LOS	PM Delay	PM LOS
• SB LTR					7.2	A	7.2	A
• EB LTR					8.3	A	8.4	A
• WB LTR					8.8	A	8.7	A
Driveway L 5/Moore's Crossing								
• NB LT					7.2	A	7.2	A
• EB LR					8.6	A	8.6	A
Driveway L 8/Moore's Crossing								
• NB LT					7.3	A	7.2	A
• EB LR					8.6	A	8.6	A

1. Signalized intersections. The SH 130 interchange is not signalized in the 2010 scenario; however, it is proposed to be signalized in the 2016 scenario.
2. All-way stop control intersection.

RECOMMENDATIONS

- 1) Prior to approval of the final plat and/or site development permit for the northern 11.03 acres (as identified in the TIA), dedicate right of way to the county or City of Austin for the upgrade of Moore's Crossing between Elroy Road and Engler Park Street. The right of way should be sufficient to meet collector street standards.
- 2) Prior to approval of the final plat and/or site development permit for the northern 11.03 acres, fiscal is required to be posted for the following:
 - a) Signalization of the intersection of Elroy Road and SH 130 WSR. The applicant is responsible for coordinating with TxDOT for final approval.
 - b) Signalization of the intersection of Elroy Road and SH 130 ESR. The applicant is responsible for coordinating with TxDOT for final approval.
 - c) Reconstruction of Moore's Crossing Blvd. between Elroy Road and Engler Park Street to City of Austin and/or county roadway standards. Prior to approval of the final plat and/or release of the site development permit for the northern 11.03 acres, the applicant should post fiscal for the estimated cost to reconstruct the roadway. The improvement of this segment of Moore's Crossing will be 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. This roadway must be accepted by the governing entity prior to release of a site plan permit for any of the tracts that comprise the northern 11.03 acres. It is recommended that these improvements be implemented by the applicant to assure safer access and circulation into the site.
- 3) Prior to approval of the final plat for the southern 21.07 acres (as identified in the TIA), dedicate right of way to the county or City of Austin for the upgrade of Moore's Crossing between Engler Park Street and the southern boundary of the subdivision. The right of way should be sufficient to meet collector street standards.
- 4) Prior to approval of the final plat for the southern 21.07 acres, fiscal is required to be posted for the following improvements:
 - a) Construction of the segment of Moore's Crossing from Engler Park Street to the southern boundary of the subdivision. Prior to approval of the final plat for the southern 21.07 acres, the applicant should post fiscal for the estimated cost to

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construct this segment of Moore's Crossing Blvd. to county and/or City of Austin standards. The improvement of this segment of Moore's Crossing will be 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. This roadway must be accepted by the governing entity prior to the release of a site development permit for any of the tracts that comprise the southern 21.07 acres. It is recommended that these improvements be implemented by the applicant to assure safer access and circulation into the site.

- 5) In the event that direct access from the site is prohibited to SH 130 or Elroy Road, Engler Park Street should be constructed to collector street standards. Prior to the approval of the final plat for the southern 21.07 acres, fiscal is required to be posted for the construction of Engler Park Street between SH 130 and Moore's Crossing Blvd to county and/or City of Austin standards. The improvement of this segment of Engler Park Street will be 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. This roadway must be accepted by the governing entity prior to the release of a site development permit for any of the tracts that comprise the southern 21.07 acres. It is recommended that these improvements be implemented by the applicant to assure safer access and circulation into the site.
- 6) Install stop signs and appropriate pavement markings for site driveways.
- 7) Development of this property should be limited to uses and intensities which will not exceed or vary from the projected traffic conditions assumed in the TIA, including peak hour trip generations, traffic distribution, roadway conditions, and other traffic related characteristics.

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



Ms. Shandrian Jarvis
Senior Planner
Planning and Development Review Department

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SUMMARY STAFF RECOMMENDATION:

The Staff recommendation is to grant community commercial (GR) district zoning.

The Restrictive Covenant includes all recommendations listed in the Traffic Impact Analysis memorandum, dated November 4, 2010, as provided in Attachment A.

BASIS FOR LAND USE RECOMMENDATION (ZONING PRINCIPLES)

1. *The proposed zoning should be consistent with the purpose statement of the district sought.*

The proposed community commercial (GR) district is intended for office and commercial uses serving neighborhood and community needs, including both unified shopping centers and individually developed commercial sites, and typically requiring locations accessible from major trafficways.

2. *Zoning changes should promote an orderly and compatible relationship among land uses.*

Staff recommends GR zoning based on the following: 1) the property is situated at the intersection of a highway and major arterial, with additional access to a collector street; 2) rezoning would provide the opportunity for retail development to serve the adjacent residential subdivisions; 3) the Traffic Impact Analysis requires right-of-way dedication and reconstruction for the upgrade of Moore's Crossing Boulevard between Elroy Road and Engler Park Street and establishes cost participation for signalization at the Elroy Road / SH 130 intersection.

EXISTING CONDITIONS

Site Characteristics

The subject property is undeveloped, sparsely vegetated and slopes to the south. There is a 100-foot wide electrical easement that crosses the southeast quadrant of the property diagonally and a 5.22 acre proposed drainage easement near the southeast corner of the property. There appear to be no significant topographical constraints on the site.

Impervious Cover

The maximum impervious cover allowed by the *GR zoning district* is 80%, a consistent figure between the zoning and watershed regulations.

Environmental

The site is not located over the Edwards Aquifer Recharge Zone. The site is in the Desired Development Zone. The site is in the Onion Creek Watershed and Dry Creek East Watershed of the Colorado River Basin, which are each classified as a Suburban Watershed by Chapter 25-8 of the City's Land Development Code. Under current watershed regulations,

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development or redevelopment on this site will be subject to the following impervious cover limits:

<i>Development Classification</i>	<i>% of Net Site Area</i>	<i>% with Transfers</i>
Single-Family (minimum lot size 5750 sq. ft.)	50%	60%
Other Single-Family or Duplex	55%	60%
Multifamily	60%	70%
Commercial	80%	90%

According to flood plain maps, there is a floodplain within the project boundary. Based upon the close proximity of flood plain, offsite drainage should be calculated to determine the exact location of the boundaries. No development is permitted in the Critical Water Quality Zone, while impervious cover is limited to 30% in the Water Quality Transition Zone.

Standard landscaping and tree protection will be required in accordance with LDC 25-2 and 25-8 for all development and/or redevelopment.

At this time, site specific information is unavailable regarding vegetation, areas of steep slope, or other environmental features such as bluffs, springs, canyon rimrock, caves, sinkholes, and wetlands.

Under current watershed regulations, development or redevelopment on this site will be subject to the following water quality control requirements:

- Structural controls: Sedimentation and filtration basins with increased capture volume and 2 year detention.

At this time, no information has been provided as to whether this property has any pre-existing approvals that preempt current water quality or Code requirements.

Transportation

No additional right-of-way is needed at this time.

A traffic impact analysis is required and has been received. Additional right-of-way, participation in roadway improvements, or limitations on development intensity may be recommended based on review of the TIA [LDC, Sec. 25-6-142]. Comments are provided in Attachment A.

Water and Wastewater

The landowner intends to serve the site with City of Austin water and wastewater utilities. The landowner, at own expense, will be responsible for providing any water and wastewater utility improvements, offsite main extensions, utility relocations and or abandonments required by the land use. The water and wastewater utility plan must be reviewed and approved by the Austin Water Utility for compliance with City criteria. All water and

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wastewater construction must be inspected by the City of Austin. The landowner must pay the City inspection fee with the utility construction. The landowner must pay the tap and impact fee once the landowner makes an application for a City of Austin water and wastewater utility tap permit.

Site Plan and Compatibility Standards

Any new development requires compliance with Commercial Design Standards, Subchapter E.

Site plans will be required for any new development other than single-family or duplex residential.

Any development which occurs in an SF-6 or less restrictive zoning district which is located 540-feet or less from property in an SF-5 or more restrictive zoning district will be subject to compatibility development regulations.

- a. The site is subject to compatibility standards. Along the East property line, the following standards apply:
- b. No structure may be built within 25 feet of the property line.
- c. No structure in excess of two stories or 30 feet in height may be constructed within 50 feet of the property line.
- d. No structure in excess of three stories or 40 feet in height may be constructed within 100 feet of the property line.
- e. No parking or driveways are allowed within 25 feet of the property line.
- f. A landscape area at least 25 feet wide is required along the property line. In addition, a fence, berm, or dense vegetation must be provided to screen adjoining properties from views of parking, mechanical equipment, storage, and refuse collection.
- g. for a structure more than 100 feet but not more than 300 feet from property zoned SF-5 or more restrictive, 40 feet plus one foot for each 10 feet of distance in excess of 100 feet from the property zoned SF-5 or more restrictive.
- h. An intensive recreational use, including a swimming pool, tennis court, ball court, or playground, may not be constructed 50 feet or less from adjoining SF-3 property.
- i. Additional design regulations will be enforced at the time a site plan is submitted.