

ZONING CHANGE REVIEW SHEET

CE
1

CASE: C14-2014-0037 (The Sealy)

Z.A.P. DATE: April 15, 2014
May 20, 2014
June 17, 2014
July 15, 2014
August 19, 2014
September 16, 2014
October 21, 2014
November 18, 2014
December 16, 2014

ADDRESS: 801 West Wells Branch Parkway

OWNER/APPLICANT: Sealy & Company (Michael Sealy)

AGENT: Garrett-Ihnen Civil Engineers, Inc. (Steve Ihnen, P.E.)

ZONING FROM: IP-CO, GR-CO **TO:** GR **AREA:** 16.58 acres

SUMMARY STAFF RECOMMENDATION:

The staff recommends GR, Community Commercial District, zoning. In addition, if the requested zoning is granted, site development should be limited to uses and intensities that will not exceed or vary from the projected traffic conditions assumed in the final TIA (Robert Halls & Associates – January 27, 2015) through a public restrictive covenant that will be recorded prior to third reading of this case at City Council. The TIA recommendations are included as Attachment A to this report.

ZONING AND PLATTING COMMISSION RECOMMENDATION:

- 4/15/14: Postponed to May 20, 2014 at the staff's request (5-0, B. Baker & R. McDaniel-absent)
G. Rojas-1st, J. Meeker-2nd.
- 5/20/14: Postponed to June 17, 2014 at the staff's request (6-0, R. McDaniel-absent); G. Rojas-1st,
C. Banks-2nd.
- 6/17/14: Postponed to July 15, 2014 at the staff's request (6-0, C. Banks-absent); G. Rojas-1st,
R. McDaniel-2nd.
- 7/15/14: Postponed to August 19, 2014 at the staff's request (5-0, C. Banks & S. Compton-
absent); G. Rojas-1st, R. McDaniel-2nd.
- 8/19/14: Postponed to September 16, 2014 at the staff's request (5-0, C. Banks, G. Rojas-
absent); P. Seeger-1st, R. McDaniel-2nd.
- 9/16/14: Postponed to October 21, 2014 at the staff's request (6-0, P. Seeger-absent); C. Banks-1st,
R. McDaniel-2nd.
- 10/21/14: Postponed to November 18, 2014 at the staff's request (5-0, P. Seeger and R. McDaniel-
absent); G. Rojas-1st, C. Banks-2nd.

11/18/14: Postponed to December 16, 2014 at the staff's request (5-0, S. Compton & R. McDaniel-absent); G. Rojas-1st, C. Banks-2nd.

12/16/14: Postponed indefinitely at the staff's request (6-0, R. McDaniel-absent); G. Rojas-1st, C. Banks-2nd.

C4
2

DEPARTMENT COMMENTS:

The property in question is a large undeveloped tract of land located at the recently constructed intersection of Wells Branch Parkway and Heatherwilde Boulevard. There is GR-MU-CO zoning to the east of the site, across Heatherwilde Boulevard. The tract of land to the north is zoned for DR, Development Reserve. To the south, there is currently IP-CO zoning. The lot to the west contains an industrial use (Lone Star Surface Technologies). The surrounding properties to the north, south and east are undeveloped. The applicant is requesting GR zoning for this site because they would develop the property with a mixture of retail and commercial uses.

The staff recommends GR zoning for this tract of land because the site meets the intent of the Community Commercial district. The property is located at the southwest intersection of two arterial roadways, Wells Branch Parkway and Heatherwilde Boulevard. The mixture of proposed retail and commercial uses will provide services to the single-family residential areas in Pflugerville to the north and to the south in the Northtown MUD along Heatherwilde Boulevard, near Howard Lane.

The applicant agrees with the staff's recommendation.

EXISTING ZONING AND LAND USES:

	ZONING	LAND USES
<i>Site</i>	IP-CO, GR-CO	Undeveloped
<i>North</i>	DR	Undeveloped
<i>South</i>	IP-CO	Undeveloped
<i>East</i>	GR-MU-CO, County	Undeveloped
<i>West</i>	RR	Industrial (Lone Star Surface Technologies)

AREA STUDY: N/A

TIA: Required

WATERSHED: Harris Branch

DESIRED DEVELOPMENT ZONE: Yes

CAPITOL VIEW CORRIDOR: N/A

HILL COUNTRY ROADWAY: N/A

NEIGHBORHOOD ORGANIZATIONS:

Austin Heritage Tree Foundation
Austin Monorail Project
Bike Austin
Homeless Neighborhood Association
Pflugerville Independent School District
SELTEXAS
Sierra Club, Austin Regional Group
The Real Estate Council of Austin, Inc.

C4/3

CASE HISTORIES:

NUMBER	REQUEST	COMMISSION	CITY COUNCIL
C14-2012-0156 (Austin 7: 1434 West Wells Branch Parkway)	I-RR to GR	1/15/13: Approved staff's recommendation of GR-CO zoning, with CO to limit the development intensity to less than 2,000 vehicle trips per day over the existing land uses, by consent (6-0, P. Seeger-absent); G. Rojas-1 st , S. Compton-2 nd .	2/14/13: Approved GR-CO zoning on all 3 readings (6-0; M. Martinez-off the dais); B. Spelman-1 st , C. Riley-2 nd .
C14-2011-0123 (Wells Branch Properties: 1215, 1301, and 1307 Wells Branch Parkway)	RR to LI* *On November 7, 2011, the agent for this case stated that the applicant agrees with the staff's rec. of CS district zoning for this site. Mr. Faust also said that his client would like to offer a conditional overlay for this case to prohibit Adult Oriented Business and Pawn Shop uses at this location.	11/15/11: Approved CS-1-CO zoning on consent (6-0, G. Bourgeois-absent); P. Seeger-1 st , C. Banks-2 nd .	12/08/11: Approved CS-CO zoning on consent (6-0; S. Cole-off dais); B. Spelman-1 st , L. Morrison-2 nd .
C14-2009-0135 (HW Tosca: 100 East Wells Branch Parkway)	GR, MF-2 to GR-MU-CO* * Prohibit the following uses: Automotive Rentals, Automotive Repair Services, Automotive Sales, Automotive Washing-of any type (over 2,000 sq. ft. in size), Drop-Off Recycling Collection Facility, Commercial Off-Street Parking, Funeral Services,	5/04/10: Approved staff's recommendation of GR-MU-CO zoning, with the TIA conditions and the following additional conditions: 1) Require a 25-foot building setback and the south and east property lines; 2) make Outdoor Sports and Recreation, Guidance Services, and Residential Treatment conditional uses on the site; 3) require a minimum of 20% of the site to be developed with multi-family residential uses (6-1, B. Baker-No); G. Bourgeois-1 st , B. Baker-2 nd .	5/27/10: Approved ZAP recommendation, with an additional condition to provide for a 25-foot setback for dumpsters from the common property lines with the adjacent MUD (6-0, Spelman-off dais); Morrison-1 st , Riley-2 nd . 7/29/10: Approved GR-MU-CO zoning on consent on 2 nd /3 rd readings (7-0); Spelman-1 st , Cole-2 nd .

C6
4

	Exterminating Services, Pawn Shop Services, Off-Site Accessory Parking, and Research Services.		
C14-00-2140 (Sarah's Creek South: Drusilla Drive)	I-RR to SF-4	8/15/00: Approved staff rec. of SF-4A by consent (9-0)	9/28/00: Approved SF-4A for Tract 1 and RR for Tract 2 (7-0); 1 st reading 12/07/00: Approved SF-4A for Tract 1 and RR for Tract 2 (7-0); 2 nd /3 rd readings
C14-00-2137 (Sarah's Creek: Drusilla Drive)	I-RR to SF-4	8/15/00: Approved staff rec. of SF-4A by consent (9-0)	9/28/00: Approved SF-4A (7-0); all 3 readings
C14-00-2079 (77 Acre Heatherwilde Tract: Heatherwilde Boulevard)	I-RR to IP, GR	12/05/00: Approved staff rec. of GR-CO (TR1) & IP-CO (TR2), with TIA conditions and prohibiting the following uses on Tract 2: Agricultural Sales and Services, Art and Craft Studio(Industrial), Automotive Rentals, Automotive Repair Services, Convenience Storage, Medical Offices(exceeding 5,000 sq.ft.), Off-Site Accessory Parking, Outdoor Sports and Recreation, Personal Services, Plant Nursery, Restaurant(Drive-in, Fast Food), Service Station, Community Recreation (Public), Congregate Living, Day Care Service (Commercial), Maintenance and Service Facilities, Railroad Facilities, Residential Treatment (Vote:8-0)	7/19/01: Approved GR-CO (TR1) & IP-CO (TR2), (6-0); all 3 readings
C14-99-2016 (Heatherwilde Blvd.)	I-RR to RR	1/25/00: Approved staff rec. of RR (TR1) & DR (TR2) by consent (6-2, GW/BB-Nay)	3/02/00: Approved PC rec. of RR (TR1) & DR (TR2) on 1 st reading (7-0) 6/29/00: Approved 2 nd /3 rd readings (7-0)
C14-98-0150 (Wellspoint Tract: Heatherwilde at	I-RR to MF-2, GR	4/20/99: Approved staff rec. of MF-2 (TR1) & GR (TR2) by consent (7-0)	5/20/99: Approved PC rec. of MF-2 (TR1) & GR (TR2) w/conditions (7-0); 1 st reading

14/5

Wells Branch South side)			7/01/99: Approved MF-2 (TR1) & GR (TR2) w/conditions (6-0); 2 nd /3 rd readings
C14-98-0076 (Office/Warehouse Project: 1205 W. Wells Branch Parkway)	I-RR to LI	7/14/98: Approved W/LO-CO w/conditions (7-1, SA-Nay)	10/8/98: Approved CS-CO w/many conditions (6-0); 1 st reading 4/1/99: Approved CS-CO w/ conditions (7-0); 2 nd /3 rd readings

RELATED CASES: C14-2014-0038 (Current Adjacent Zoning Case)
C14-00-2079 (Previous Zoning Case)
SP-01-0209C (Site Plan Case)

ABUTTING STREETS:

Name	ROW	Pavement	Classification	Daily Traffic
Wells Branch Parkway	120'	2@29'	Major Arterial	Not Available

CITY COUNCIL DATE: May 15, 2014

ACTION: Postponed on consent to June 12, 2014 at the staff's request (7-0); B. Spelman-1st, M. Martinez-2nd.

June 12, 2014

ACTION: Postponed to August 7, 2014 at the staff's request (7-0); B. Spelman-1st, L. Leffingwell-2nd.

August 7, 2014

ACTION: Postponed to September 25, 2014 at the staff's request (7-0); B. Spelman-1st, M. Martinez-2nd.

September 25, 2014

ACTION: Postponed to November 20, 2014 by consent at the staff's request (7-0); B. Spelman-1st, L. Morrison-2nd.

November 20, 2014

ACTION: Postponed to January 29, 2015 by consent at the staff's request (7-0)

January 29, 2014

ACTION: Postponed indefinitely at the staff's request (11-0)

ORDINANCE READINGS: 1st

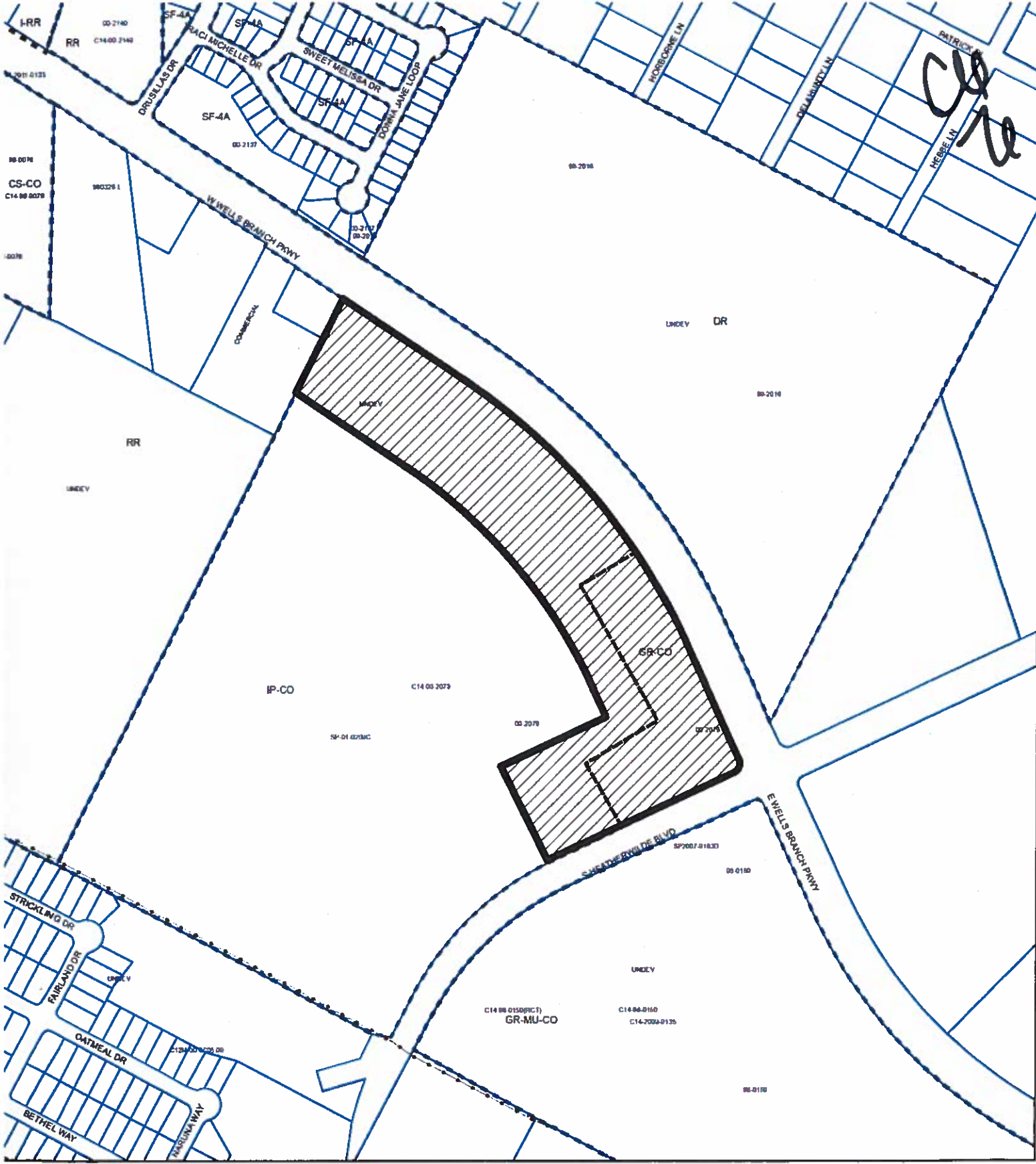
2nd





3rd

ORDINANCE NUMBER:

CASE MANAGER: Sherri Sirwaitis

PHONE: 512-974-3057,
sherri.sirwaitis@austintexas.gov



-  N
-  SUBJECT TRACT
-  PENDING CASE
-  ZONING BOUNDARY

ZONING

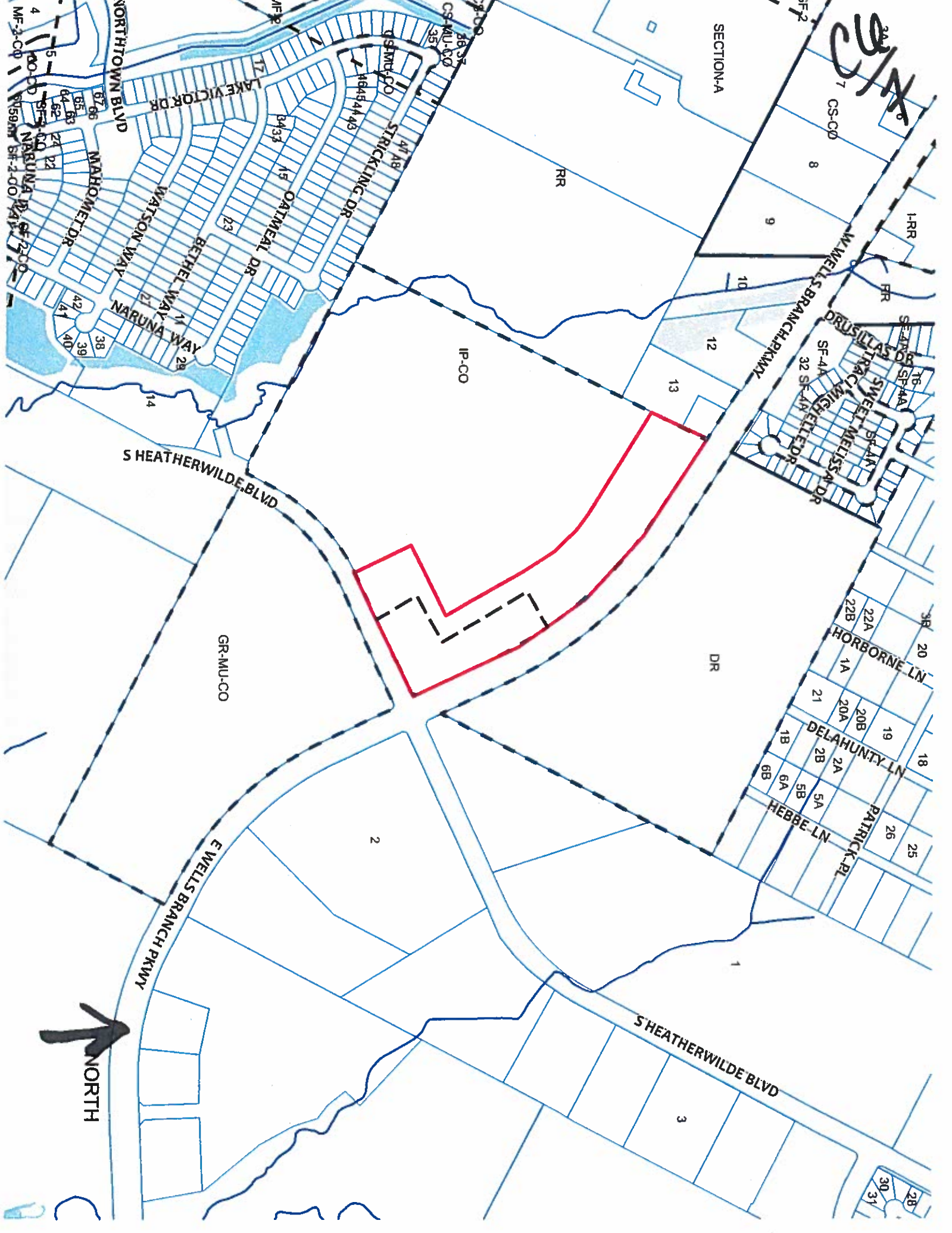
ZONING CASE#: C14-2014-0035

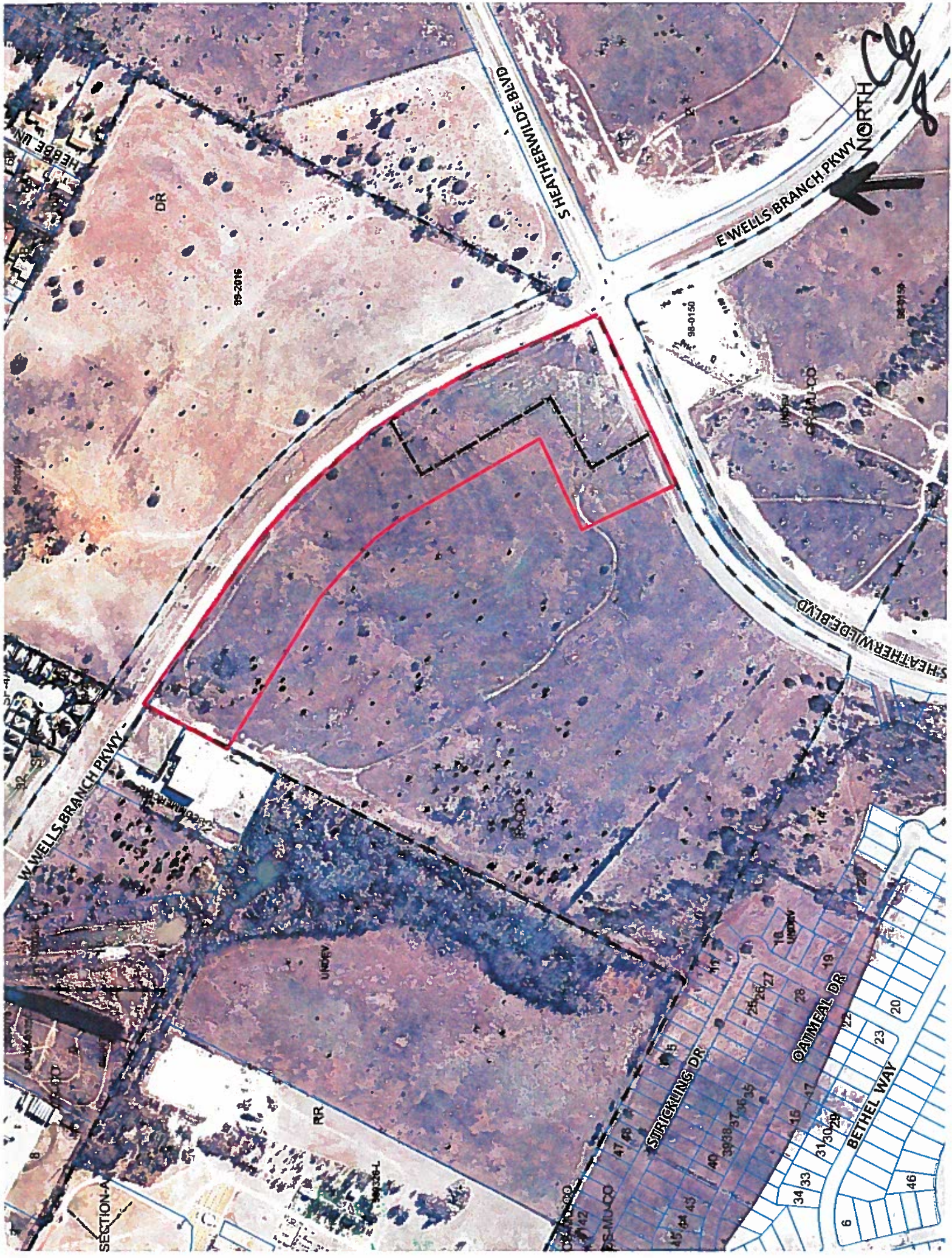


This product is for informational purposes and may not have been prepared for or be suitable for legal, engineering, or surveying purposes. It does not represent an on-the-ground survey and represents only the approximate relative location of property boundaries.

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

1" = 400'





CL
/a

STAFF RECOMMENDATION

The staff recommends GR, Community Commercial District, zoning. In addition, if the requested zoning is granted, site development should be limited to uses and intensities that will not exceed or vary from the projected traffic conditions assumed in the final TIA (Robert Halls & Associates – January 27, 2015) through a public restrictive covenant that will be recorded prior to third reading of this case at City Council. The TIA recommendations are included as Attachment A to this report.

BASIS FOR RECOMMENDATION

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

Community commercial (GR) district is the designation for an office or other commercial use that serves neighborhood and community needs and that generally is accessible from major traffic ways.

The property meets the intent of the GR district as it is fronts onto an arterial roadway, Wells Branch Parkway, and will provide services for the nearby residential neighborhoods.

2. *The proposed zoning should promote consistency and orderly planning.*

The proposed zoning is compatible with surrounding zoning and uses as there are commercial/industrial uses to the west and GR-MU-CO zoning to the southeast, across Heatherwilde Boulevard.

2. *Zoning should promote the policy of locating retail and more intensive zoning near the intersections of arterial roadways or at the intersections of arterials and major collectors.*

The site under consideration is located at the southwest intersection of two arterial roadways, Wells Branch Parkway and Heatherwilde Boulevard.

EXISTING CONDITIONS

Site Characteristics

The site under consideration is part of a large moderately vegetated undeveloped tract of land that fronts Wells Branch Parkway.

Comprehensive Planning

GR-CO, IP-CO to GR (General Commercial)

This undeveloped property is approximately 16.58 acres in size (which is part of a larger 59 acre parcel) and is located on the southwest corner of W. Wells Branch Parkway and S. Heatherwilde Boulevard. The property is not located within the boundaries of a neighborhood planning area. Surrounding land uses include vacant land to the north and east, an office/warehouse and vacant land to the west, and a single family subdivision to the south. The proposal is for a commercial development.

16/10

Imagine Austin

The *Imagine Austin Growth Concept Map* identifies the subject property as being located along an Activity Corridor (W. Wells Branch Parkway). Activity corridors identify locations for additional people and jobs above what currently exists on the ground. They are characterized by a variety of activities and types of buildings located along the roadway, and are intended to allow people to reside, work, shop, access services, people watch, recreate, and hang out without traveling far distances.

The following Imagine Austin Comprehensive Plan policies are applicable to this case:

- **LUT P3.** Promote development in compact centers, communities, **or along corridors** that are connected by roads and transit that are designed to encourage walking and bicycling, and reduce health care, housing and transportation costs.
- **LUT P4.** Protect neighborhood character by directing growth to areas of change that includes **designated redevelopment areas, corridors** and infill sites. Recognize that different neighborhoods have different characteristics and new and infill development should be sensitive to the predominant character of these communities.
- **LUT P7.** Encourage infill and redevelopment opportunities that place residential, work, and retail land uses in proximity to each other to maximize walking, bicycling, and transit opportunities.

Based upon *Imagine Austin* policies referenced above that supports growth along Activity Corridors, including a variety retail and commercial uses, staff believes that the proposed commercial use is supported by Imagine Austin.

Environmental

The site is not located over the Edwards Aquifer Recharge Zone. The site is in the Harris Branch Watershed of the Colorado River Basin, which is classified as a Suburban Watershed by Chapter 25-8 of the City's Land Development Code. The site is in the Desired Development Zone.

According to floodplain maps there is no floodplain within or adjacent to the project location.

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

Trees will likely be impacted with a proposed development associated with this rezoning case. Please be aware that an approved rezoning status does not eliminate a proposed development's requirements to meet the intent of the tree ordinances. If further explanation or specificity is needed, please contact the City Arborist at 512-974-1876. At this time, site specific information is unavailable regarding other 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 requires water quality control with increased capture volume and control of the 2 year storm on site.

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

C6
11

Impervious Cover

The maximum impervious cover allowed by the GR zoning district would be 90%. However, because the Watershed impervious cover is more restrictive than the zoning district's allowable impervious cover, the impervious cover on this site would be limited by the watershed ordinance. Under current watershed regulations, development or redevelopment on this site will be subject to the following impervious cover limits:

<i>Development Classification</i>	<i>% of Gross Site Area</i>	<i>% of Gross Site Area 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%

Note: The most restrictive impervious cover limit applies.

Site Plan

Any new development is subject to Subchapter E. Design Standards and Mixed Use. Additional comments will be made when the site plan is submitted.

The site is subject to compatibility standards. Along the northwest property line, the following standards apply:

- a. No structure may be built within 25 feet of the property line.
- b. No structure in excess of two stories or 30 feet in height may be constructed within 50 feet of the property line.
- c. No structure in excess of three stories or 40 feet in height may be constructed within 100 feet of the property line.
- d. No parking or driveways are allowed within 25 feet of the property line.
- e. 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.

Additional design regulations will be enforced at the time a site plan is submitted.

Stormwater Detention

At the time a final subdivision plat, subdivision construction plans, or site plan is submitted, the developer must demonstrate that the proposed development will not result in additional identifiable flooding of other property. Any increase in storm water runoff will be mitigated through on-site storm water detention ponds, or participation in the City of Austin Regional Stormwater Management Program, if available.

Transportation

A TIA addendum is required and has not been received. Four (4) copies of the addendum must be submitted at least 26 calendar days (18 working days) prior to consideration by the Planning Commission. Please contact Joe Almazan at 974-2674 for a revised scope for the addendum. FYI:

An additional fee of one-half the original review fee will be required at the time the addendum is submitted. TCM, 2.2.0.; LDC, 13-5-46.

06/12

Additional comments will be provided after the TIA addendum is received and reviewed (Please see TIA Memorandum – Attachment A).

Water and Wastewater

FYI: 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 proposed land use. Depending on the development plans submitted, water and or wastewater service extension requests may be required. Water and wastewater utility plans must be reviewed and approved by the Austin Water Utility for compliance with City criteria and suitability for operation and maintenance. All water and 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.



C4/13

Date: February 10, 2015
To: Sherri Sirwaitis, Case Manager
CC: Ali Mozdbar, P.E., Halls & Associates
Reference: Beaver Creek Subdivision TIA
 Zoning Case: C14-2014-0037 & C14-2014-0038

The Transportation Review Section has reviewed the Traffic Impact Analysis (TIA) for the Beaver Creek Subdivision Rezoning, dated 01/27/2015, and offers the following comments:

TRIP GENERATION

The Beaver Creek Subdivision Rezoning is a 59.9-acre development located in northeast Austin at the western quadrant of the Wells Branch Parkway and Heatherwilde Boulevard intersection. The subject property is currently undeveloped and zoned GR-CO, IP-CO. The proposed zoning is GR, SF-4A, and RR. The planned development is to consist of 174 single-family homes and 16.56 acres of mixed commercial uses. The estimated completion of the project is expected in the year 2019.

Based on the standard trip generation rates established by the Institute of Transportation Engineers (ITE Trip Generation, 9th Edition), the proposed development is estimated to generate approximately 31,782 unadjusted average daily trips (ADT) upon build-out as shown in Table 1. However, ITE Trip Generation 9th Edition allows adjusted trip rates applicable to certain commercial land uses resulting in reduced trips to/from the site identified as either pass-by traffic or internal-capture trips. Accordingly, Table 2 indicates 1,004 adjusted trips during the morning peak-hour and 1,340 trips during the evening peak-hour.

Table 1. Trip Generation

LAND USE	Size	ADT	AM Peak		PM Peak	
			Enter	Exit	Enter	Exit
Single-Family (ITE Code 210)	174 Units	1,748	33	99	109	64
Fast-food w/Drive-Thru (ITE Code 934)	14,000 SF	6,944	324	312	236	220
Convenience Store w/Gas (ITE Code 853)	12 FS	6,511	100	99	115	114
High-Turnover Restaurant (ITE Code 932)	16,000 SF	2,034	94	78	94	64
Bank w/Drive-Thru (ITE Code 912)	4,000 SF	593	27	21	49	48
Retail (ITE Code 820)	116,805 SF	13,952	213	129	550	613
TOTAL		31,782	791	738	1,153	1,123

C4
14

Table 2. Summary of Adjusted Peak-Hour Trip Generation

LAND USE	Size	AM Peak Hour		PM Peak Hour	
		Enter	Exit	Enter	Exit
Single-Family (ITE 210)	174 Units	33	99	109	64
Fast-food w/Drive-Thru (ITE 934)	14,000 SF	148	144	108	100
Convenience Store w/Gas (ITE 853)	12 FS	33	33	35	35
High-Turnover Restaurant (ITE 932)	16,000 SF	84	70	48	32
Bank w/Drive-Thru (ITE 912)	4,000 SF	24	19	23	23
Retail (ITE 820)	116,805 SF	198	119	361	402
Total Adjusted Trips		520	484	684	656

ASSUMPTIONS

1. Background traffic volumes for 2019 included estimated traffic volumes for the following projects: The Oaks at Tech Ridge Phase II (SPC-2012-0154C); Lakes at Tech Ridge Multi-family (SP-2011-009C); and The Finley-Hopper Community (C14-2014-0186).
2. Pass-by reductions of 50%, 66%, 43%, 47%, and 34%, respectively, were assumed for the fast-food w/drive-through, the convenience market w/gas pumps, the high-turnover (sit-down) restaurant, the bank w/drive-through, and the shopping center during the PM peak period based on data provided in ITE Trip Generation, 9th Edition. Pass-by reductions of 49% and 63%, respectively, were assumed during the AM peak period for the fast-food w/drive-through and the convenience market w/gas pumps. No pass-by reductions during the AM peak period were assumed for the other land uses.
3. An internal capture reduction of 10% was taken only for the commercial land uses during the AM and PM peak periods based on data provided in ITE Trip Generation, 9th Edition. No internal capture reductions were assumed for the residential land uses during the AM and PM peak periods.
4. No reductions were taken for transit use during any period of the analysis although there is Capital Metro service in the vicinity of the Beaver Creek development.
5. Based on the TIA's scope of work, traffic counts were taken at various key locations to establish the circulation characteristics of the roadways in the study area. The traffic counts taken in conjunction with data from CAMPO and other sites formed the basis for the future traffic assumptions in the study area. A 1.0% annual growth rate was assumed for this proposed development.

EXISTING AND PLANNED ROADWAYS

IH-35 – This state roadway is located approximately 1 mile west of the site. The Austin Metropolitan Area Transportation Plan and the CAMPO Mobility Plan classify IH-35 as a six-lane freeway in the site's vicinity area. IH-35 is part of the US Interstate Highway System maintained by the Texas Dept. of Transportation (TxDOT). The CAMPO 2035 Plan shows no current plans to improve the frontage road intersections at Wells Branch Parkway or Howard Lane. The IH-35 frontage roads are listed as Bike Route No. 421 in the Bicycle Plan. Capital Metro Bus Route No. 1082 NB is shown available along IH-35.

CV
15

Wells Branch Parkway – In the vicinity of the project, Wells Branch Parkway is a four-lane divided major arterial. Currently, there are no plans to widen this roadway in the foreseeable future. Wells Branch Parkway is listed in the Bicycle Plan as Bike Route No. 114, and there are bicycle lanes on both sides of the road in the vicinity of the project. Currently, Capital Metro Bus Route No. 243 is available along Wells Branch Parkway and there are three bus stops within ½ mile of the proposed Beaver Creek development.

Heatherwilde Boulevard – Heatherwilde Boulevard is a major arterial road built with a four-lane divided cross-section from north of Wells Branch Parkway to south of Howard Lane. Currently, there are no plans to widen this roadway in the foreseeable future. Heatherwilde Boulevard is listed in the Bicycle Plan as Bike Route No. 57, and there are bicycle lanes on both sides of the road in the vicinity of the project. Currently, Capital Metro Bus Route No. 243 is available along this roadway and there are three bus stops within ¾ mile of the proposed development.

Howard Lane – This roadway has a four-lane divided cross-section and is identified as a major arterial in the Austin Metropolitan Area Transportation Plan. Howard Lane is listed as Bike Route No. 116 in the Bicycle Plan. This roadway has been reconstructed in recent years by Travis County and additional construction to connect to SH-130 is currently underway. Capital Metro Bus Route No. 243 is available along W. Howard Lane from Metric Blvd. to S. Heatherwilde Blvd.

TRAFFIC ANALYSIS

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

- 2014 Existing Conditions
- 2019 Build-Out Conditions

INTERSECTION LEVEL OF SERVICE (LOS)

The TIA analyzed 18 intersections, 9 of which are or would be signalized, and 9 which are not. Existing and projected levels of service are shown on Table 3, assuming that all improvements recommended in the TIA are built:

Table 3. Level of Service						
Intersection	2014 Existing		2019 Forecasted		2019 Site + Forecasted	
	AM	PM	AM	PM	AM	PM
IH-35 WSR and Wells Branch Pkwy.*	E	F	E	F	E	F
IH-35 ESR and Wells Branch Pkwy.*	F	C	F	D	F	D
FM 1825 and Wells Branch Pkwy.*	E	F	F	F	F	F
Drusilla Drive and Wells Branch Pkwy.	A	A	A	A	A	A
Heatherwilde Blvd. and Wells Branch Pkwy.*	D	D	D	E	D	E
IH-35 WSR and Howard Lane*	F	F	D	F	D	F
IH-35 ESR and Howard Lane*	E	E	D	D	D	D

16/16

Table 3. Level of Service (cont.)

Intersection	2014 Existing		2019 Forecasted		2019 Site + Forecasted	
	AM	PM	AM	PM	AM	PM
The Lakes Blvd/Howard Lane/Centerline Pass*	C	C	C	C	C	C
Heatherwilde Blvd. and Howard Lane*	E	F	D	D	D	E
Driveway 1 and Wells Branch Pkwy.					A	A
Road "C" and Wells Branch Pkwy.*					B	B
Driveway 2 and Wells Branch Pkwy.					A	A
Driveway 3 and Wells Branch Pkwy.					A	A
Driveway 4 and Wells Branch Pkwy.					A	A
Driveway 5 and Heatherwilde Blvd.					A	A
Driveway 6 and Heatherwilde Blvd.					A	A
Road "A" and Heatherwilde Blvd.					A	A
Road "B" and Heatherwilde Blvd.					A	A

* = SIGNALIZED

RECOMMENDATIONS

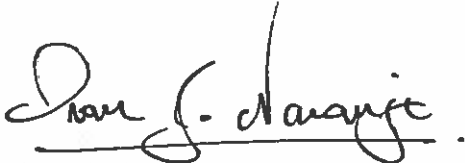
- 1) Please see Table 4 for the summary of traffic improvements recommended with the TIA:

Table 4. Summary of Traffic Improvements

Intersection	Recommended improvement
Heatherwilde Blvd. and Wells Branch Pkwy.	<ol style="list-style-type: none"> 1) Construct a right-turn lane in the eastbound Wells Branch Pkwy. approach 2) Construct a right-turn lane in the westbound Heatherwilde Blvd. approach 3) Construct a right-turn lane in the northbound Wells Branch Pkwy. approach 4) Construct a right-turn lane in the southbound Heatherwilde Blvd. approach
Heatherwilde Blvd. and Howard Lane	<ol style="list-style-type: none"> 1) Construct a second left-turn lane in the eastbound Howard Lane approach 2) Construct a right-turn lane in the eastbound Howard Lane approach 3) Construct a right-turn lane in the northbound Heatherwilde Blvd. approach
IH-35 ESR and Howard Lane	<ol style="list-style-type: none"> 1) Construct a right-turn lane in the northbound IH-35 ESR approach
Road "C" and Wells Branch Parkway	<ol style="list-style-type: none"> 1) Installation of a traffic signal when warranted

-
- C6/11
- 2) Fiscal posting for the recommended traffic improvements will be deferred to the first plat of the subdivision stage. The required fiscal in the amount of \$240,887 shall be posted based on a pro-rata share of the listed improvements identified in the TIA and may be adjusted for inflation based on current construction costs if not paid within one-year from the date of the approved ordinance for the zoning case.
 - 3) Additional right-of-way for Heatherwilde Blvd. in accordance with the Austin Metropolitan Area Transportation Plan shall be dedicated during the subdivision platting stage.
 - 4) All proposed driveways should be constructed as recommended in the approved TIA and in accordance with the Transportation Criteria Manual.
 - 5) 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 974-7649.



Ivan J. Naranjo, MBA, Senior Planner
Transportation Review Staff – Land Use Review Division
City of Austin – Planning and Development Review Department

PUBLIC HEARING INFORMATION

This zoning/rezoning request will be reviewed and acted upon at two public hearings: before the Land Use Commission and the City Council. Although applicants and/or their agent(s) are expected to attend a public hearing, you are not required to attend. However, if you do attend, you have the opportunity to speak FOR or AGAINST the proposed development or change. You may also contact a neighborhood or environmental organization that has expressed an interest in an application affecting your neighborhood.

During its public hearing, the board or commission may postpone or continue an application's hearing to a later date, or may evaluate the City staff's recommendation and public input forwarding its own recommendation to the City Council. If the board or commission announces a specific date and time for a postponement or continuation that is not later than 60 days from the announcement, no further notice is required.

During its public hearing, the City Council may grant or deny a zoning request, or rezone the land to a less intensive zoning than requested but in no case will it grant a more intensive zoning.

However, in order to allow for mixed use development, the Council may add the MIXED USE (MU) COMBINING DISTRICT to certain commercial districts. The MU Combining District simply allows residential uses in addition to those uses already allowed in the seven commercial zoning districts. As a result, the MU Combining District allows the combination of office, retail, commercial, and residential uses within a single development.

For additional information on the City of Austin's land development process, visit our website:

www.austintexas.gov

Written comments must be submitted to the board or commission (or the contact person listed on the notice) before or at a public hearing. Your comments should include the board or commission's name, the scheduled date of the public hearing, and the Case Number and the contact person listed on the notice.

Case Number: C14-2014-0037

Contact: Sherri Sirwaitis, 512-974-3057

Public Hearing: Apr 15, 2014, Zoning and Platting Commission
May 15, 2014, City Council

Jackson Cruz

Your Name (please print)

15001 Donna Jane loop

Your address(es) affected by this application

[Signature]

Signature

4-21-14

Date

Daytime Telephone: 512-577-7475

Comments: Ever since Wells Branch was expanded the houses closest to the street were supposed to have a noise / Privacy Screen. Shrubs and trees were planted but never kept so they have died. I oppose because of all the noise and increased traffic a development would bring. I would be in favor if a Privacy Screen is installed.

If you use this form to comment, it may be returned to:

City of Austin

Planning & Development Review Department

Sherri Sirwaitis

P. O. Box 1088

Austin, TX 78767-8810

CS
18