

ZONING CHANGE REVIEW SHEET

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CASE: C14-2014-0186 (Hopper-Finley Tract)

Z.A.P. DATE: May 19, 2015
June 2, 2015
July 21, 2015
August 4, 2015

ADDRESS: 2500 S. Heatherwilde Boulevard (Northwest Corner of Wells Branch Parkway and S. Heatherwilde Boulevard)

DISTRICT AREA: 7

OWNER/APPLICANT: Finley Company (Tim Finley)

AGENT: Jones and Carter, Inc. (Gemsong Ryan, P.E.)

ZONING FROM: DR

TO: Tract 1: SF-4A
Tract 2: MF-4
Tract 3: GR

AREA: Tract 1: 30.98 acres
Tract 2: 12.35 acres
Tract 3: 0.36 acres
Total: 43.69 acres

SUMMARY STAFF RECOMMENDATION:

The staff recommends SF-4A, Single Family Residence-Small Lot-District, zoning for Tract 1, Multifamily Residence-Moderate-High Density District, zoning for Tract 2 and GR, Community Commercial District, zoning for Tract 3.

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 – July 9, 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:

5/19/15: Meeting cancelled due to posting error.

6/02/15: Postponed to July 21, 2015 at the staff's request on consent (6-0); R. McDaniel-1st, S. Compton-2nd.

7/21/15: Postponed to August 4, 2015 at the staff's request on consent (11-0); A. Denkler-1st, S. Lavani-2nd.

DEPARTMENT COMMENTS:

The property in question is a large undeveloped tract that is currently being used as pasture land. It is located near the recently constructed northwest intersection of Wells Branch Parkway and South Heatherwilde Boulevard. The lots to the north are developed with single-family residences that are located in the County. To the south, across Wells Branch Parkway, is an undeveloped, GR-CO zoned property. The tracts of land to the west are also undeveloped and located in the County. To the east,

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there is a single family residential neighborhood (Sarah's Creek) that is zoned SF-4A. The applicant is requesting SF-4A zoning for Tract 1 to divide 30+ acres into 142 single-family residential lots. In addition, the applicant requesting MF-4, Multifamily Residence-Moderate-High Density District, zoning for Tract 2 to develop approximately 288 apartment units on 12.35 acres. Finally, the applicant is requesting GR zoning on Tract 3 to permit retail/commercial uses on a 0.36 acres area near the corner of W. Wells Branch Parkway and S. Heatherwilde Boulevard.

The staff recommends SF-4-CO zoning for Tract 1 as the proposed zoning is compatible with the single-family residential uses to the north and west. The staff supports the applicant's request for MF-4 zoning on Tract 2 as the proposed zoning will permit the applicant to provide housing a mixture of opportunities in an area of the City with a variety of commercial and industrial employment centers. The staff recommends GR zoning for Tract 3 because the site meets the intent of the Community Commercial district. The property is located near the northwest intersection of two arterial roadways, Wells Branch Parkway and Heatherwilde Boulevard, and will provide services to the surrounding residential developments on this site, to the north in the County, to the west and to in Pflugerville 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>	DR	Barn, Undeveloped Pasture Land
<i>North</i>	County	Single-Family Residences
<i>South</i>	GR-C	Undeveloped
<i>East</i>	County	Undeveloped
<i>West</i>	SF-4A	Single-Family Residences (Sarah's Creek)

AREA STUDY: N/A

TIA: Required

WATERSHED: Harris Branch

DESIRED DEVELOPMENT ZONE: Yes

CAPITOL VIEW CORRIDOR: N/A

HILL COUNTRY ROADWAY: N/A

SCHOOLS: Pflugerville I.S.D.

Caldwell Elementary
Pflugerville Middle School
Pflugerville High School

NEIGHBORHOOD ORGANIZATIONS:

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

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CASE HISTORIES:

NUMBER	REQUEST	COMMISSION	CITY COUNCIL
C14-2014-0038 (The Hopper: 801 West Wells Branch Parkway)	IP-CO to Tract 1: SF-4A and Tract 2: RR	6/17/14: Approved staff's recommendation of SF-4A-CO zoning for Tract 1 and RR-CO zoning for Tract 2 on consent (6-0, C. Banks-absent); P. Seeger-1 st , G. Rojas-2 nd .	8/07/14: Approved SF-4A-CO zoning for Tract 1 and RR-CO zoning for Tract 2 on consent, 1 st reading only (7-0); B. Spelman-1 st , M. Martinez-2 nd . 3/26/15: Approved SF-4A-CO zoning for Tract 1 and RR-CO zoning for Tract 2 on consent on 2 nd /3 rd readings (11-0); L. Pool-1 st , P. Renteria-2 nd .
C14-2014-0037 (The Sealy: 801 West Wells Branch Parkway)	IP-CO, GR-CO to GR	2/17/15: Approved staff's recommendation of GR zoning, with conditions by consent (6-0, J. Goodman-Not yet arrived); P. Seeger-1 st , C. Banks-2 nd .	3/26/15 : Close the public hearing and approved GR zoning on consent on all 3 readings(11-0); L. Pool-1 st , P. Renteria-2 nd .
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. Bourgeios-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 .

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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, Exterminating Services, Pawn Shop Services, Off-Site Accessory Parking, and Research 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 .
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,	7/19/01: Approved GR-CO (TR1) & IP-CO (TR2), (6-0); all 3 readings

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		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)	
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 (Wellpoint Tract: Heatherwilde at Wells Branch South side)	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 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: C8-2014-0238 (Ballantyne Subdivision)

ABUTTING STREETS:

Name	ROW	Pavement	Classification	Sidewalks	Bike Route	Capital Metro (within ¼ mile)
Wells Branch Parkway	140'	110'	Arterial	Yes	Yes: dedicated bike lane	Yes

CITY COUNCIL DATE: August 13, 2015

ACTION:

ORDINANCE READINGS: 1st

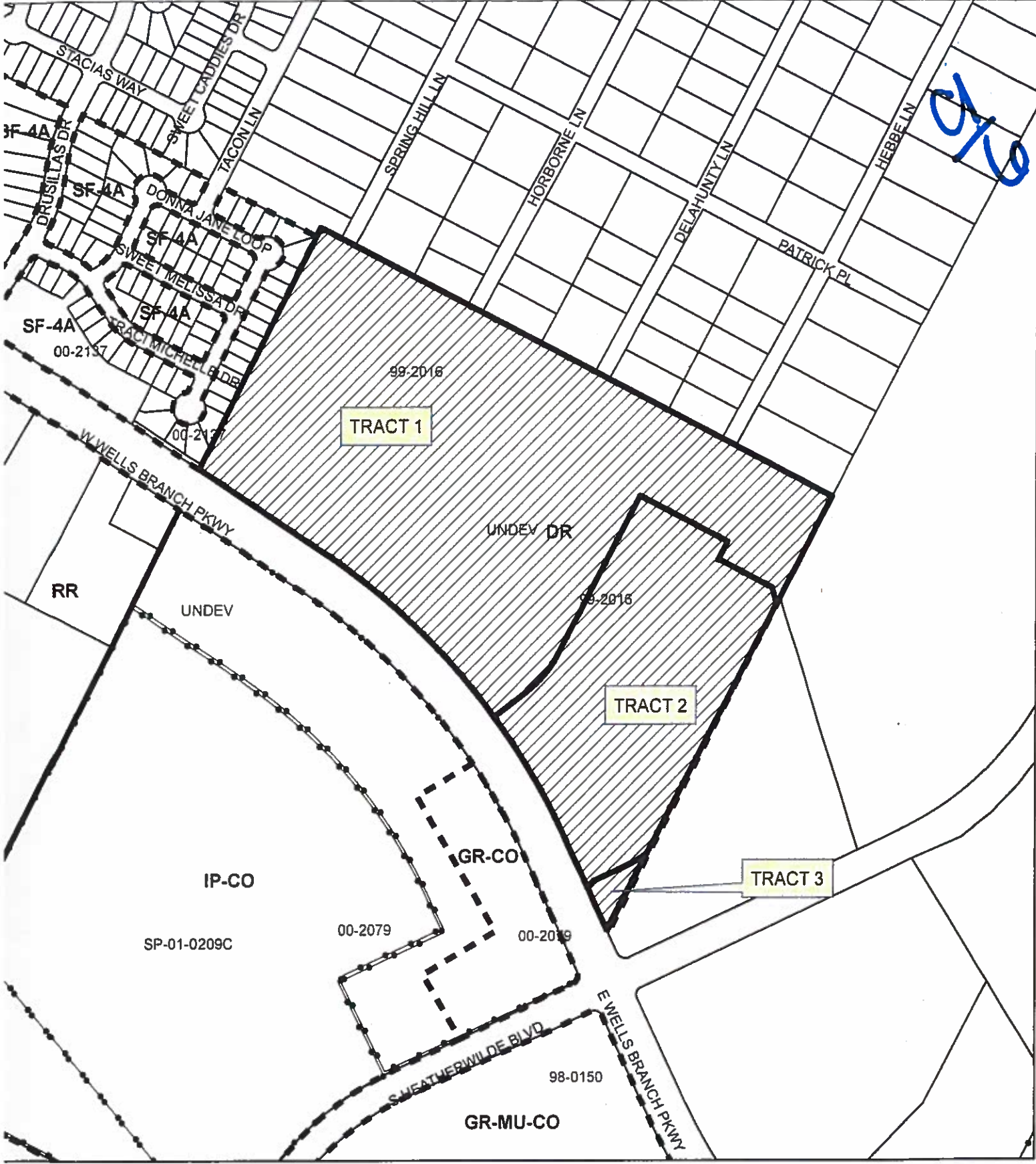
2nd

3rd

ORDINANCE NUMBER:

CASE MANAGER: Sherri Sirwaitis

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



- SUBJECT TRACT
- PENDING CASE
- ZONING BOUNDARY

ZONING CASE
C14-2014-0186

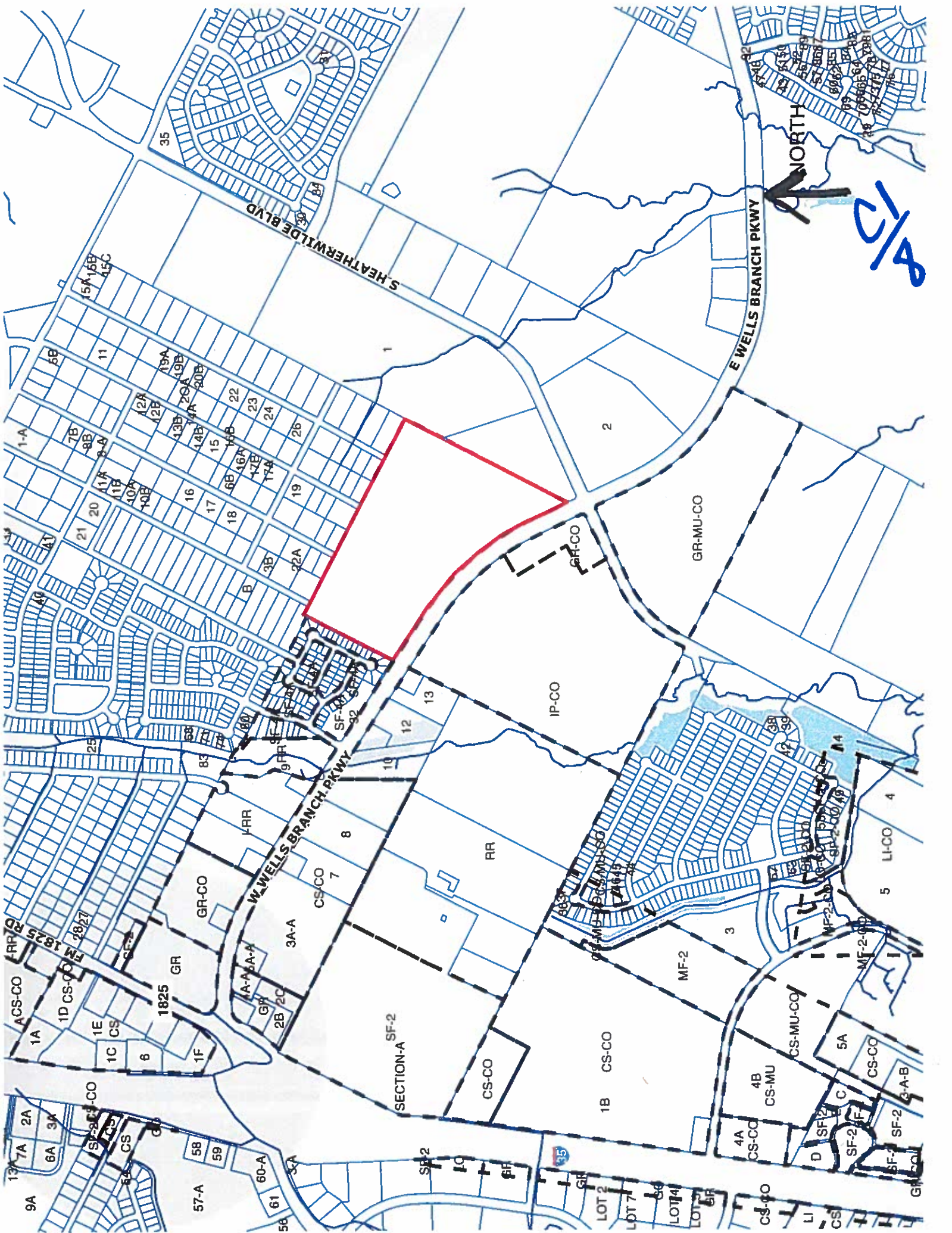
This product is for informational purposes and may not have been prepared for or be suitable for legal, engineering, or surveying purposes. It does not represent an on-the-ground survey and represents only the approximate relative location of property boundaries.

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'





STAFF RECOMMENDATION

The staff recommends SF-4A, Single Family Residence-Small Lot-District, zoning for Tract 1, Multifamily Residence-Moderate-High Density District, zoning for Tract 2 and GR, Community Commercial District, zoning for Tract 3.

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 – July 9, 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(s) sought.*

Single-family residence small lot (SF-4A) district is the designation for a moderate density single-family residential use on a lot that is a minimum of 3,600 square feet. An SF-4A district use is subject to development standards that maintain single family neighborhood characteristics.

Multifamily residence moderate - high density (MF-4) district is the designation for multifamily and group residential use with a maximum density of 36 to 54 units per acre, depending on unit size. An MF-4 district designation may be applied to high density housing in a centrally located area near supporting transportation and commercial facilities, in an area adjacent to the central business district or a major institutional or employment center, or in an area for which moderate to high density multifamily use is desired.

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.

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

The proposed SF-4A zoning for Tract 1 is compatible with surrounding zoning and uses as it will permit additional single family residential development that is consistent with the existing SF-4A neighborhood to the west (Sarah's Creek) and with the existing single family lots to the north in the County. The applicant's proposal for MF-4 zoning on Tract 2 will create a transition in land uses intensity from the commercial uses fronting Wells Branch Parkway and S. Heatherwilde Boulevard to the proposed and existing single family residential uses to the north and west. The proposed zoning MF-4 zoning will permit the applicant to provide housing opportunities in an area with a variety of commercial and industrial employment centers along a newly constructed major arterial roadway. In addition, the applicant's request for GR zoning on Tract 3 will allow for the development of office and commercial services to support the surrounding residential development.

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 near the northwest 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 tract of land that fronts Wells Branch Parkway. The property is currently being used as pasture land.

Comprehensive Planning

The subject property is a 43.7 acre site, which is used for a pasture, and is located on the northwest corner of Well Branch Parkway and S. Heatherwilde Blvd. The property is not located within the boundaries of a neighborhood planning area. Surrounding land uses includes single family subdivisions to the north and west, vacant land to the south, and vacant land and a large office/warehouse building to the east. The proposed project is to construct 155 units of single family housing (over 71 percent of the site), 300 units of multi-family housing (approximately 28 percent of the site) and use less than an acre for commercial uses.

Imagine Austin

The *Imagine Austin Growth Concept Map* identifies the subject property as being located along an **Activity Corridor (Wells Branch Parkway)**. Activity corridors 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 the *Imagine Austin* policies referenced above that supports growth along Activity Corridors, including a variety residential and commercial uses, staff believes that this proposed project is supported by the Imagine Austin Comprehensive Plan.

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.

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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.

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

Those portions of the development proposed for commercial zoning will be subject to Subchapter E; Design Standards and Mixed Use. Additional comments will be provided upon submittal of site plans.

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

Additional right-of-way maybe required at the time of subdivision and/or site plan.

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 will be provided in a separate memo (Please see TIA Memorandum – Attachment A).

A Neighborhood Traffic Analysis is required and will be performed for this project by the Transportation Review staff. Results will be provided in the Traffic Impact Analysis. LDC, Sec. 25-6-114.

Please contact Nadia Barrera, Urban Trails, Public Works Department regarding pedestrian connectivity per the Council Resolution.

According to the Austin 2009 Bicycle Plan Update approved by Austin City Council in June, 2009, a dedicated bike lane is recommended and is existing along Wells Branch Parkway.

COMPLETE STREETS REVIEW (ORD # 20140612-119)

If the requested zoning is granted, the following recommendations are made as a condition of zoning:

- a) Spring Hill Lane, Horborne Lane, Delahunty Lane, and Hebbe Lane be extended at time of site plan or subdivision, whichever comes first;
- b) Provide a stub out to the eastern boundary of the zoning tract in order to reduce the block length;
- c) Prohibit gated communities to ensure connectivity between commercial and residential uses.

Existing Street Characteristics:

Name	ROW	Pavement	Classification	Sidewalks	Bike Route	Capital Metro (within ¼ mile)
Wells Branch Parkway	140'	110'	Arterial	Yes	Yes: dedicated bike lane	Yes

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, water or wastewater easements, 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 are not currently available at the tract. 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.

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Date: July 21, 2015
To: Sherri Sirwaitis, Case Manager
CC: Robert Halls, Robert Halls and Associates
Reference: Hopper-Finley Tract, TIA, C14-2014-0186

The Transportation Review Section has reviewed the Traffic Impact Analysis for the Hopper-Finley Tract zoning case, dated July 9th, and offers the following comments:

TRIP GENERATION

The Hopper-Finley Tract is a 43.69-acre development located at the northwest corner of the intersection of Wells Branch Parkway and Heatherwilde Blvd. The proposed development consists of the following land uses: 155 Single Family Units, 300 Multifamily Units, and 66,865 sq. ft. of retail. The property is currently undeveloped and zoned Development Reserve (DR). The applicant has requested a zoning change to Single Family Residence-Small Lot (SF-4A), Multi-Family (MF-4) and Community Commercial (GR). The estimated completion of the project is expected in the year 2020.

Based on the standard trip generation rates established by the Institute of Transportation Engineers (ITE), the development will generate approximately 10,639 unadjusted average daily trips (ADT). The table below shows the trip generation by land use for the proposed development:

Table 1
Ballantyne Community
Unadjusted Trip Generation

Land Use	Size ¹	ITE Code ²	Unadjusted Volumes ²						
			ADT	AM Total	AM In	AM Out	PM Total	PM In	PM Out
Single-Family Total	160	210	1,618	122	31	91	160	101	59
Multi-Family	300	220	1,942	151	30	121	183	119	64
Fast-Food w/ Drive-Thru	3,500	934	1,736	159	81	78	114	59	55
Bank w/ Drive-Thru	4,000	912	593	48	27	21	97	49	48
Retail	10,360	820	442	6	4	10	38	18	20
Retail Lot 1 Sub-Total	17,860		2,771	213	112	109	249	126	123
Fast-Food w/ Drive-Thru	3,500	934	1,736	159	81	78	114	59	55
High-Turnover Restaurant	8,000	932	1,017	86	47	39	79	47	32
Retail	4,835	820	206	5	3	2	18	9	9
Retail Lot 2 Sub-Total	16,335		2,959	250	131	119	211	115	96
Retail Lot 3 Sub-Total	32,670	820	1,395	31	19	12	121	58	63
Total			10,685	767	323	452	924	519	405

¹ Dwelling units for residential, gross square feet for all others.

² Trip generation projections based on data in Trip Generation, 9th Ed., Institute of Transportation Engineers.

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ASSUMPTIONS

1. Traffic growth rates provided by the City of Austin were as follows:

Table 2. Growth Rates per Year	
Roadway Segment	2%
All Roads	2%

3. No reductions were taken for internal capture, pass-by trips, or transit use.

EXISTING AND PLANNED ROADWAYS

IH-35: IH-35 is part of the US Interstate Highway System maintained by the State. The CAMPO 2035 Plan shows no current plans to improve the frontage road intersections at either Wells Branch Parkway or Howard Lane. The highway is not included in the CAMPO Bike Plan

Wells Branch Parkway: Wells Branch Parkway is an arterial street built with a four lane divided cross-section east of IH-35. There are no plans to widen the roadway in the foreseeable future. It is listed as a bike route in the CAMPO Bike Plan, and there are bicycle lanes on both sides of the road from IH-35 to Heatherwilde Boulevard.

Heatherwilde Boulevard: Heatherwilde Boulevard is an arterial street built with a four lane divided cross-section from north of Wells Branch Parkway to south of Howard Lane. There are no plans to widen the roadway in the foreseeable future. It is listed as a bike route in the CAMPO Bike Plan, and there are bicycle lanes on both sides of the road from Wells Branch Parkway to Howard Lane.

Howard Lane: Howard Lane is an arterial street built with a four lane divided cross-section east of IH-35. There are no plans to widen the roadway in the foreseeable future. It is listed as a bike route in the CAMPO Bike Plan, but there are no separate bicycle lanes provided.

Olympic Drive: Olympic Drive is a collector street built with 60' of pavement at its intersection with Heatherwilde Boulevard. There are no plans to widen the roadway in the foreseeable future. It is listed as a bike route in the CAMPO Bike Plan, but there are no separate bicycle lanes provided.

TRAFFIC ANALYSIS

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

- 2015 Existing Conditions
- 2020 Build-Out Conditions

INTERSECTION LEVEL OF SERVICE (LOS)

The TIA analyzed 13 intersections. Projected levels of service are as follows, assuming that all improvements recommended in the TIA are built:

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Intersection	AM Delay	AM LOS	PM Delay	PM LOS
IH-35 WSR /Wells Branch Pkwy.	79.8	E	145.1	F
IH-35 ESR /Wells Branch Pkwy.	106.9	F	44.4	D
FM 1825/Wells Branch Pkwy.	231.8	F	546.1	F
Drusilla's Dr. /Wells Branch Pkwy.:				
• Overall	7.1	A	1.3	A
• EB L	18.1	C	16.7	C
• SB L/R	12.9	F	41.2	E
Road A/Wells Branch Pkwy./Driveway	22.7	C	14.8	B
Road B/Wells Branch Pkwy.:				
• Overall	0.8	A	0.8	A
• EB L	12.7	B	12.2	B
• WB L	11.0	A	13.8	B
• SB L	17.5	C	15.7	C
Driveway C/Wells Branch Pkwy.:				
• Overall	3.1	A	2.5	A
• SB R	23.0	C	21.0	C
Heatherwilde Blvd. /Wells Branch Pkwy.	46.1	D	44.5	D
IH-35 WSR/Howard Ln.	51.3	D	268.8	F
IH-35 ESR/Howard Ln.	53.1	D	63.9	E
The Lakes Blvd./Howard Ln./Centerline	26.4	C	32.0	C
Heatherwilde Blvd./Howard Ln.	69.3	E	106.0	F
Driveway 1/Heatherwilde Blvd.				
• Overall	0.3	A	0.4	A
• EB R	11.5	B	10.1	B
Driveway D/Heatherwilde Blvd.				
• Overall	2.9	A	2.2	A
• NB L	10.4	B	9.0	A
• EB L	49.5	E	50.0	F
• EB R	11.5	B	10.1	B
Driveway 2/Heatherwilde Blvd.:				
• Overall	0.0	A	0.1	A
• EB R	11.2	B	10.0	B
Olympic Dr./Heatherwilde Blvd.:				
• Overall	5.5	A	2.7	A
• WB L	27.0	D	20.8	C
• WB R	10.6	B	11.8	B
• SB L	8.4	A	9.9	A

RECOMMENDATIONS

- 1) The applicant shall post fiscal prior to the approval of first site plan and/or subdivision for the following transportation improvements:

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Wells Branch Parkway/Heatherwilde Boulevard

- construct a right turn lane in the SB Heatherwilde Boulevard approach: \$ 13,898
- construct a right turn lane in the EB Wells Branch Parkway approach: \$ 24,452
- construct a right turn lane in the NB Heatherwilde Boulevard approach: \$ 30,596
- construct a second left turn lane in the WB Wells Branch Parkway approach: \$ 4,134

Howard Lane/Heatherwilde Boulevard

- construct a second left turn lane in the EB Howard Lane approach: \$ 28,031

Wells Branch Parkway/Driveway 2

- install a traffic signal when warranted per City of Austin: \$ 180,000

The total fiscal including 20% contingency is \$337,333, which shall be allocated for posting as follows: single-family 15%, multi-family 20%, and retail 65%. City may use the entire fiscal for any of the improvements listed in the TIA.

- 2) Provide vehicular and pedestrian connectivity to the existing streets to the north: Spring Hill Lane, Horborne Lane, Delahunty Lane, and Hebbe Lane.
- 3) At time of site plan or subdivision, whichever comes first, provide a stub-out street on the eastern boundary of the single-family section of the site. Exact location and dimensions will be reviewed and approved at the time of site plan or subdivision.
- 4) The exact locations and dimensions of all site driveways, will be reviewed and approved by the City at the time of site plan review.
- 5) At time site plan a public access easement must be dedicated to bifurcate the MF-4 tract, connecting the SF-4A tract to the Commercial tracts. Exact location and dimensions will be reviewed and approved at the time of site plan.
- 6) TXDOT and Austin Transportation Department have approved this TIA.
- 7) For information: Three copies of the final version of the TIA incorporating all corrections and additions must be submitted prior to final reading of the zoning case.
- 8) 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 512-974-2881.



Amanda Couch

Transportation Review Staff
Development Services Department

Sirwaitis, Sherri

From: [REDACTED]
Sent: Thursday, May 28, 2015 2:22 PM
To: Sirwaitis, Sherri; Hopkins [REDACTED]
Subject: Re: C14-2014-0186 Ballantyne subdivision

C14
18

5-28-2015

My name is Marianne Chavarria and I live at 15100 Hebbe Ln., in Pflugerville. My home is on the boundry for the new subdivision Ballantyne (Case Number: C14-2014-0186 or C8-2014-0238). This development will impact my home in several ways that greatly concern me. I will try to be brief, but believe me when I say this is causing great stress.

First: Please consider asking for a small buffer area at the boundry so that there will not be tall homes, apts or businesses right up on our homes along this line. It would help preserve the feel of our older, established neighborhood.

Second: Our land is several feet lower than the land for the development. This is already a source of drainage concern for some of us. I understand a 'plan' has been presented, can you tell me how it protects us from the runoff and what happens if it doesn't work?

**with the great amount of rain that has fallen in the past week and the current run off from the field this is an even bigger concern.

Third: I know that by now you know of all the concerns the neighborhood has if the streets are opened. Hebbe Ln. is a direct shot to the school and I have nightmares of all speeding, noisy cars rushing to drop off their children with no regard to those walking on our roads. Routing heavy traffic down these streets would be dangerous.

I realize that my concerns will hardly matter to the City of Austin but I can only see 'cons' and no 'pros' for my home with the building of this new subdivision. There is no benefit to us. I moved here for the peace and quiet of a closed neighborhood and now you want to open it to Austin traffic, noise and crime. Please let this remain a closed subdivision.

I understand that private meetings were held with the engineer and builders but I was not given the courtesy of an invitation even though my home is adjacent to the impacted area.

Sirwaitis, Sherri

From: [REDACTED]
Sent: Sunday, July 19, 2015 7:53 PM
To: Couch, Amanda
Cc: Arlene Moody; Derial Lutz; Hopkins, Steve; Sirwaitis, Sherri
Subject: Fw: Case Number C8-2014-0238 Ballantyne Subdivision

C1/19

Ms. Couch:

We have been referred to you regarding the subject Case Number C8-2014-0238 Ballantyne Subdivision and issues that residents of adjoining Springhill Subdivision have regarding connectivity of the streets.

We are in total opposition for our subdivision streets to be connected to this subdivision.

The streets in this subdivision were built over 50 years ago and are not safe to handle additional traffic from a large subdivision as Ballantyne.

Here are some of the reasons that we see as MAJOR SAFETY concerns:

1. Children walk to school
 2. Streets are narrow
 3. No sidewalks for children to walk on
 4. No Curbing
 5. Roads have a light layer of asphalt and cannot withstand heavy traffic
 6. On Delahunty Lane, there is a hill about mid-way on the street. If there is a truck or car parked on the street, the potential for an accident is highly likely because there is a blind spot coming over the hill. Adding traffic not familiar with this situation is of major concern, especially when most traffic would be speeding thru here.
 7. At the end of Delahunty Lane & Old Austin-Pflugerville Road, there is a 4-way STOP sign and one YIELD sign. This is a bad scenario because people always run the STOP sign and YIELD SIGNS on Old Austin-Pflugerville Road.
- So if you are pulling out from Delahunty Lane into intersection, you will get hit by STOP sign runners. This happens all the time. You add more traffic to this and this is asking for major trouble.

On a side note -- when the subdivision Sarahs Creek (west of Springhill Subdivision) was built, Tacon Lane was opened and it opened a flood gate on Vincent Street leading to Delahunty Lane. This was a narrow street too until several children were hit by cars walking to/from school. The county then had to come in and re-paved Vincent Street and added curbing and sidewalk to Vincent Street and the north section of Delahunty Lane.

We are asking that you'll take all these scenarios into careful consideration. You are working with an old subdivision that's been here over 50 years and cannot handle more cross traffic on our streets --- Delahunty Lane - Horborne Lane - Hebbe Lane - Spring Hill Lane.

Thanking you in advance for your major consideration in this matter.

Residents of Springhill Subdivision
Janie & Louis Zbranek
15100 Delahunty Lane
Pflugerville, TX 78660
512-251-4507

-----Original Message-----

From: Sirwaitis, Sherri