

ZONING CHANGE REVIEW SHEET

CASE: C14-2017-0036
Parker Creek Ranch Residential

Z.A.P. DATE: August 15, 2017
August 1, 2017
July 18, 2017

ADDRESS: 7620 Decker Lane

AREA: 138.67 acres

DISTRICT AREA: 1

OWNER/APPLICANT: Russell & Jeanne Parker

AGENT: Alice Glasco Consulting (Alice Glasco)

DESIRED DEVELOPMENT ZONE: Yes

WATERSHED: Decker Creek and
Walnut Creek (Suburban)

ZONING FROM: I-RR and SF-2

TO: SF-4(A)

SUMMARY STAFF RECOMMENDATION: Staff supports the proposed zoning from interim-rural residence (I-RR) and single family residence standard lot (SF-2) to single-family residence small lot (SF-4A) zoning district.

The proposed zoning includes the following public restrictive covenant (RC):

1. The Property shall be subject to the Traffic Impact Analysis ("TIA") prepared by Big Red Dog Engineering, dated June 29, 2017. Development on the Property is subject to the recommendations contained in a memorandum from the Transportation Review Section of the Development Services Department dated August 10, 2017.

ZONING & PLATTING COMMISSION RECOMMENDATION:

August 15, 2017:

August 1, 2017: *TO GRANT POSTPONEMENT TO AUGUST 1, 2017, AS REQUESTED BY STAFF, ON CONSENT. (8-0) [D. King - 1st, B. Evans - 2nd; S. Greenberg, J. Kiolbassa, and S. Lavani- Absent]*

July 18, 2017: *TO GRANT POSTPONEMENT TO AUGUST 1, 2017, AS REQUESTED BY STAFF, ON CONSENT. (10-0) [S. Lavani - 1st, A. Denkler - 2nd; Y. Flores- Absent]*

ISSUES:

A subdivision plat for the subject property is currently under City of Austin review (City File No. C8-2016-0145). This case is a re-submittal of a subdivision that was filed prior the May 2016 annexation date (City File No. C8-2015-0105). Since the 2015 subdivision included small lots (below 5,750 square feet) a continuation of the land use is permitted by the City of Austin. Therefore, the property may be developed with small lots whether or not SF-4A zoning is granted. Granting SF-4A zoning will require any development to comply with current regulations, not the ETJ regulations that applied to the 2015 subdivision submittal (*Please see Exhibit A- Proposed Subdivision*).

DEPARTMENT COMMENTS:

The subject property is located on the west side of Decker Lane, approximately 0.74 miles north of Loyola Lane. The property is comprised of two tracts. Tract 1 is approximately 119 acres and is used as a ranch and includes one single family residence. This tract is zoned I-RR. Tract 2 is approximately 19 acres and is undeveloped. Tract 2 is zoned SF-2. Both tracts were annexed into the City's full purpose jurisdiction in May 2016. Immediately south of the subject property is the Colony Park Planned Unit Development (PUD). The PUD is currently undeveloped; the areas adjacent to the subject property are planned for primarily small-lot residential with scattered mixed commercial uses.

In addition to the PUD, there is one lot zoned SF-3 to the south of the site, which is developed with a single family residence. Immediately to the north of the property are several tracts that are located outside of City of Austin jurisdiction and are located in Austin's extraterritorial jurisdiction (ETJ). These tracts include multi-family residential and large-lot residential uses, as well as undeveloped land. An undeveloped SF-3 tract is also north of the rezoning property, and is part of Walter E. Long Metropolitan Park. Immediately to the west of the subject property is the Austin Area Terminal Railroad; across the railroad is undeveloped I-RR property and undeveloped land that is located in Austin's ETJ. Across Decker Lane to the east is Walter E. Long Metropolitan Park, which is zoned Public (P) and unzoned floodplain. *(Please see Exhibits B and C- Zoning Map and Aerial Exhibit).*

The subject property is primarily open ranchland. There are four water features, as well as floodplain along its northern boundary; there are also areas of steep slope. Under current watershed regulations, development or redevelopment on this site will be subject to the following impervious cover limits, which supersede zoning impervious cover limits:

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

The TIA associated with the zoning case proposes 418 residential units on the site. The developer has included both small-lot single family and standard lot single family lots in the proposed neighborhood. The TIA requires the developer to add a signalized intersection and other improvements on Decker Lane where the proposed development takes access. *(Please see Exhibit D-TIA Memorandum).*

EXISTING ZONING AND LAND USES:

	ZONING	LAND USES
<i>Site</i>	I-RR, SF-2	Ranch/ residence; Undeveloped
<i>North</i>	Travis County, SF-3	Multifamily residences, Large-lot single family residences, Undeveloped; Walter E. Long Metropolitan Park
<i>South</i>	LO-CO-NP	Religious assembly
<i>East</i>	P, Unzoned	Walter E. Long Metropolitan Park
<i>West</i>	NO, SF-2	Professional offices, Single family residences

RELATED CASES:

NUMBER	REQUEST	COMMISSION	CITY COUNCIL
C814-2014-0110.SH Colony Park PUD	From: SF-2, SF-3, and MF-2 To: PUD	ZAP 09/16/2014: To grant PUD zoning as recommended by Staff. (5-0-1-1)	09/25/2014: 1 st reading approved (7-0); 12/11/2014: Ord. No. 20141211-150 approved for PUD as rec. by ZAP.
C14-2012-0158 7311 Decker Lane	From: MF-3-CO, GR To: CS	ZAP 3/5/2013: To grant CS-CO zoning as rec.by staff, w/ the addl. prohibited land use of adult oriented business. (5-0-2) Permitted land uses are GR uses plus the following CS uses: Ag. Sales and Services, Campground, Convenience Storage, Equip. Repair Services, Food Preparation (not to exceed 5,000 square feet), Limited Warehousing and Distribution, Maintenance and Service Facilities, and Veterinary Services. Vehicular trips shall be limited less than 2,000 per day.	3/21/2013: Ord No. 20130321-064 for CS-CO as rec. by ZAP approved on consent. (7-0)

EXISTING STREET CHARACTERISTICS:

Name	ROW	Pavement	Classification	Sidewalks	Bike Route	Capital Metro (within ¼ mile)
Dessau Road	124 ft.	91 ft.	Arterial	Yes	Yes, Shared Lane	Yes
Braker Lane	86 ft.	61 ft.	Arterial	Yes	Yes, Shared Lane	Yes
May Road	62 ft.	43 ft.	Local	No	No	Yes

NEIGHBORHOOD ORGANIZATIONS:

Del Valle Community Coalition
 Homeless Neighborhood Association
 Bluebonnet Hills Association
 Neighbors United for Progress
 Friends of Austin Neighborhoods
 SEL Texas

Black Improvement Association
 Austin Heritage Tree Foundation
 Imperial Valley Neighborhood Association
 Colony Park Neighborhood Association
 Claim Your Destiny Foundation
 AISD

CITY COUNCIL DATE:

August 31, 2017:

August 3, 2017: *TO GRANT POSTPONEMENT TO AUGUST 1, 2017, AS REQUESTED BY STAFF, ON CONSENT.* (11-0) [D. Garza - 1st, G. Casar - 2nd]

ORDINANCE READINGS: 1st 2nd 3rd

ORDINANCE NUMBER:

CASE MANAGER: Heather Chaffin
 e-mail: heather.chaffin@austintexas.gov

PHONE: 512-974-2122

SUMMARY STAFF RECOMMENDATION:

Staff supports the proposed zoning from interim- rural residence (I-RR) and single family residence standard lot (SF-2) to single-family residence small lot (SF-4A) zoning district. The proposed zoning includes compliance with a City-approved TIA that shall be attached by a public RC.

Small-lot single family residential land use is consistent with the small and mixed lot sizes approved in the Colony Park PUD that was approved immediately to the south. The proposed development also includes standard lot single family development, further meeting the mixed-type residential in the adjacent PUD. The addition of approximately 400+ residential units also contributes to increasing available housing in Austin.

As stated in the Issues section of this report, a subdivision plat for the subject property is currently under City of Austin review (City File No. C8-2016-0145). This case is a re-submittal of a subdivision that was filed prior the May 2016 annexation date (City File No. C8-2015-0105). Since the 2015 subdivision included small lots (below 5,750 square feet) a continuation of the land use is permitted by the City of Austin. Therefore, the property may be developed with small lots whether or not SF-4A zoning is granted. Granting SF-4A zoning will require any development to comply with current regulations, not the ETJ regulations that applied to the 2015 subdivision submittal.

BASIS FOR LAND USE RECOMMENDATION (ZONING PRINCIPLES)

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

The proposed rezoning meets the purpose statement of the SF-4A zoning designation.

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.

2. *The proposed zoning should be consistent with the goals and objectives of the City Council.*

Austin City Council has expressed support for an increase in diversity of housing types, in part by the adoption of the Imagine Austin Comprehensive Plan.

3. *Zoning should not constitute a grant of special privilege to an individual owner; Granting of the request should result in an equal treatment of similarly situated properties.*

Small-lot single family residential land use is consistent with the small and mixed lot sizes approved in the Colony Park PUD that was approved immediately to the south. The proposed development also includes standard lot single family development, further meeting the mixed-type residential in the adjacent PUD.

4. *Zoning changes should promote compatibility with adjacent and nearby uses.*

The proposed SF-4A zoning is compatible with the adjacent land uses of multifamily and mixed single family residential zonings.

5. *Zoning should allow for reasonable use of the property.*

Tract 1 was annexed into the City's full purpose jurisdiction in May 2016, and is zoned I-RR. The proposed rezoning would allow redevelopment of the approximately 119 acres ranch property. The proposed rezoning allows significantly more options for use and development of the property.

ADDITIONAL STAFF COMMENTS**Comprehensive Planning****Imagine Austin**

The following Imagine Austin policies are applicable to this case:

- **HN P1.** Distribute a variety of housing types throughout the City to expand the choices able to meet the financial and lifestyle needs of Austin's diverse population.

- **LUT P1.** Align land use and transportation planning and decision-making to achieve a compact and connected city in line with the growth concept map.
- **N P1.** Create complete neighborhoods across Austin that have a mix of housing types and land uses, affordable housing and transportation options, and access to schools, retail, employment, community services, and parks and recreation options.

Based on the Imagine Austin policies referenced above that support a variety of development in the area, including residential, staff believes that this proposed project is generally supported by Imagine Austin. Please note that the proposed rezoning falls below the scope of Imagine Austin, which is broad in scope; consequently, the plan is neutral on the proposed rezoning.

Site Plan

SP1. No site plan comments. Development of small lot single family residential land use shall be designed in accordance with City of Austin subdivision requirements.

Transportation

- TR1. 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.
- TR2. Due to the required TIA, the subdivision applications that are in review (C8-2016-0145, C8-2016-0145.1A, and C8-2016-0145.1B) may need to be revised to accommodate all TIA recommendations and mitigations.
- TR3. Per Ordinance No. 20170302-077, off-site transportation improvements and mitigations may be required at the time of site plan application.
- TR4. Additional right-of-way maybe required at the time of subdivision and/or site plan.
- TR5. A tier II hike and bike trail is proposed along the railroad (Colony Park Trail), and along Decker Lane (Walter E Long Park Trail). Janae Ryan, Urban Trails, Public Works Department Resolution No. 20130620-056.
- TR6. According to the Austin 2014 Bicycle Plan approved by Austin City Council in November, 2014, a wide shoulder is recommended for Decker Lane.
- TR7. FYI - There is an existing middle school to the north, and an existing elementary school and public park to the south. If the requested zoning is granted, staff recommends providing vehicular and pedestrian stub outs to the north and south property lines for future connectivity to these uses. These connections will be required at the time of the subdivision and site plan applications.

TR8. Existing Street Characteristics:

Name	ROW	Pavement	Classification	Sidewalks	Bike Route	Capital Metro (within ¼ mile)
Dessau Road	124 ft.	91 ft.	Arterial	Yes	Yes, Shared Lane	Yes
Braker Lane	86 ft.	61 ft.	Arterial	Yes	Yes, Shared Lane	Yes
May Road	62 ft.	43 ft.	Local	No	No	Yes

Environmental

1. The site is not located over the Edwards Aquifer Recharge Zone. The site is in the Decker Creek and Walnut Creek 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.

2. Under current watershed regulations, development or redevelopment on this site will be subject to the following impervious cover limits:

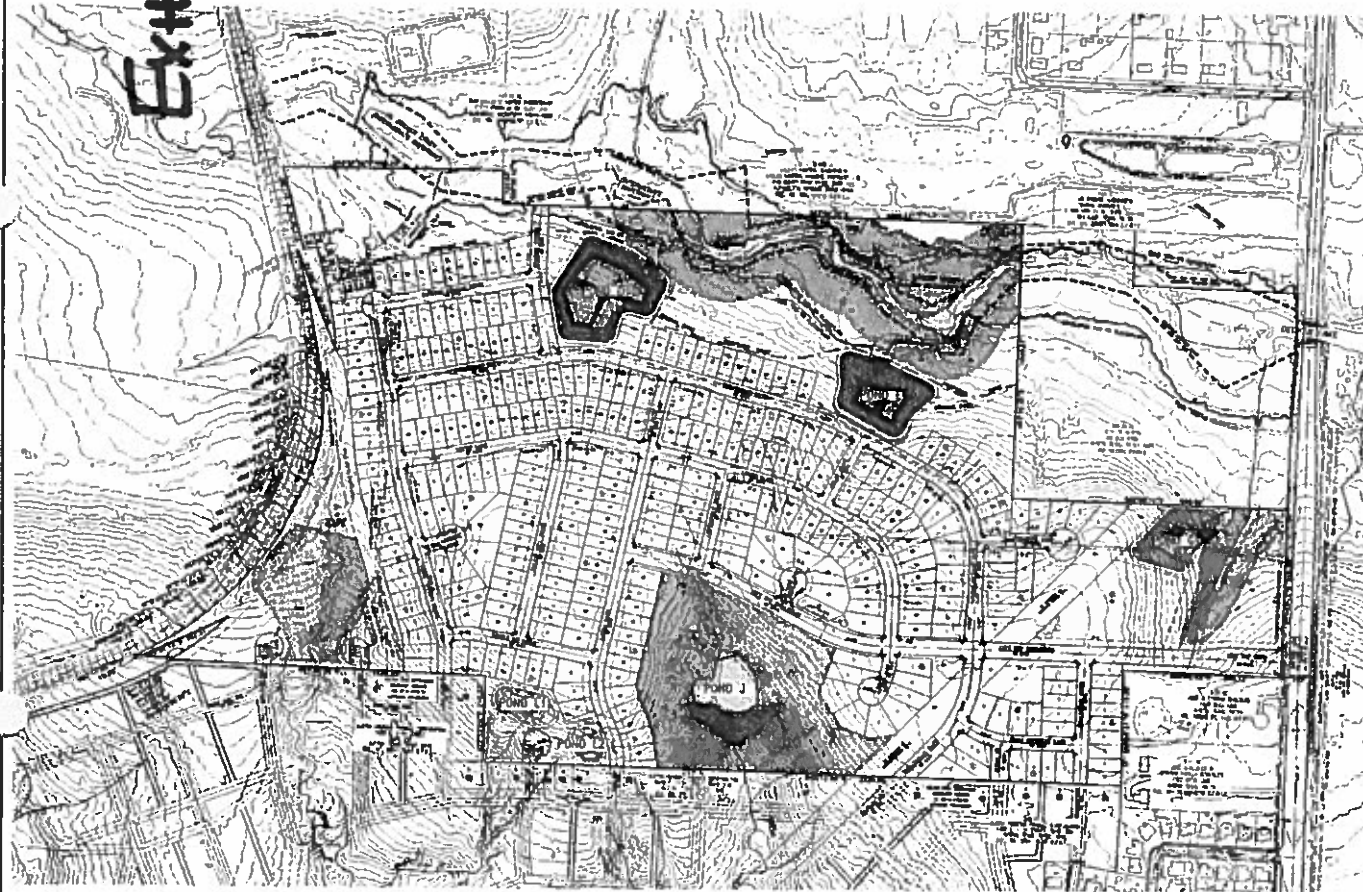
Development Classification	% of Gross Site Area	% of Gross Site Area with Transfers
Single-Family (minimum lot size 5750 sq. ft.)	50%	60%
Other Single-Family or Duplex	55%	60%
Multifamily	60%	70%
Commercial	80%	90%

3. According to floodplain maps there is a 25 and 100 year floodplain within and adjacent to the project location.
4. The site is bounded on the north side by an intermediate and major Critical Water Quality Zone along Decker Creek.
5. Standard landscaping and tree protection will be required in accordance with LDC 25-2 and 25-8 for all development.
6. Some trees will likely be impacted with a proposed development associated with this rezoning case. This site has trees near the CWQZ but the site is largely formerly farm land. 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.
7. The site currently has four identified wetlands. Wetlands are considered critical environmental features and may have buffers associated with them.
8. Under current watershed regulations, development requires water quality control with increased capture volume and control of the 2 year storm on site.
9. There are some areas of steep slope on this property and any project would be subject to Construction on Slopes 25-8-301, 25-8-302, and 25-8-303.

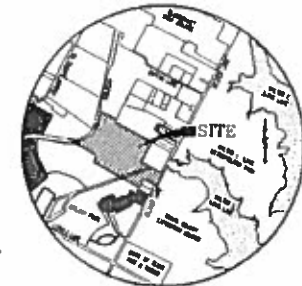
Water and Wastewater

WW1. 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 Austin Water for compliance with City criteria and suitability for operation and maintenance. Depending on the development plans submitted, water and or wastewater service extension requests may be required. 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.

PARKER CREEK RANCH
PRELIMINARY PLAN



SCALE: 1" = 200'



LOCATION MAP
NOT TO SCALE

CRITICAL WATER QUANTITY ESTIMATE (CWE) INFORMATION TABLE	
CWE/	ACRES
CRUSHED CWE/	20,750 AC
NEEDLE CWE/	1,264 AC
ALFALFA CWE/	2,625 AC
AVERAGE CWE/	20,571 AC

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JOHN H. HALL AND JAMES H. HALL
JAMES H. HALL, JR.

(MURKIN AND SLOPER
 CANTON BRIDGE & EXHIB. INC.
 2007 BELLINGHAM DRIVE
 ALTON, MA 01904
 PHONE: (513) 286-5100
 FAX: (513) 282-5101

APPLICANT SUBMITTING: DATE: MAY 11, 2011

SUBJECT INDEX

Sheet No.	Notes
1	CHALKY PRELIMINARY PLAN AND SCALE
2	PRELIMINARY PLAN AND SCALE (Sheet 1 of 2)
3	PRELIMINARY PLAN AND SCALE (Sheet 2 of 2)
4	GENERAL NOTES

2000-2001

20' FROM BUILDING LINE
15' COVERED SIDE WALK BUILDING LINE
5' OPEN BUILDING LINE
5' ACROSS SIDE WALK STREET
10' FROM PUBLIC UTILITY LOCATIONS
10' LANDSCAPE BUFFERING ALONG POWER LINES AND E

FILE AIRTELING SENT
10-3

25' FROM BULGING LANE
11' CORNER 25' FROM BULGING LANE
10' NEAR BULGING LANE
1' BETWEEN SIDE AND STREET
10' FROM PUBLIC UTILITY ELEVATION
12' SIDEWALK BETWEEN BULGING LANE AND SIDEWALK

404. 402 OF LOTS 301
 405 OF LOTS 302
 406 OF SOUTH FRONT LOTS 300
 407 OF HICKSHAW ESTATE IN PLOT 1000
 408 OF COLUMBIA LOTS 2
 409 OF PINE LOTS 1
 410 OF COLUMBIA LOTS 1
 411 OF PINE & COLUMBIA LOTS 1
 412 OF HICKSHAW ESTATE IN PLOT 1000
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REPORT 4 SUBJECT 19 JULY 1964 4 10.25 AC

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ALL INFORMATION CONTAINED HEREIN IS UNCLASSIFIED
DATE 08-28-2014 BY 60322

Exhibit 10

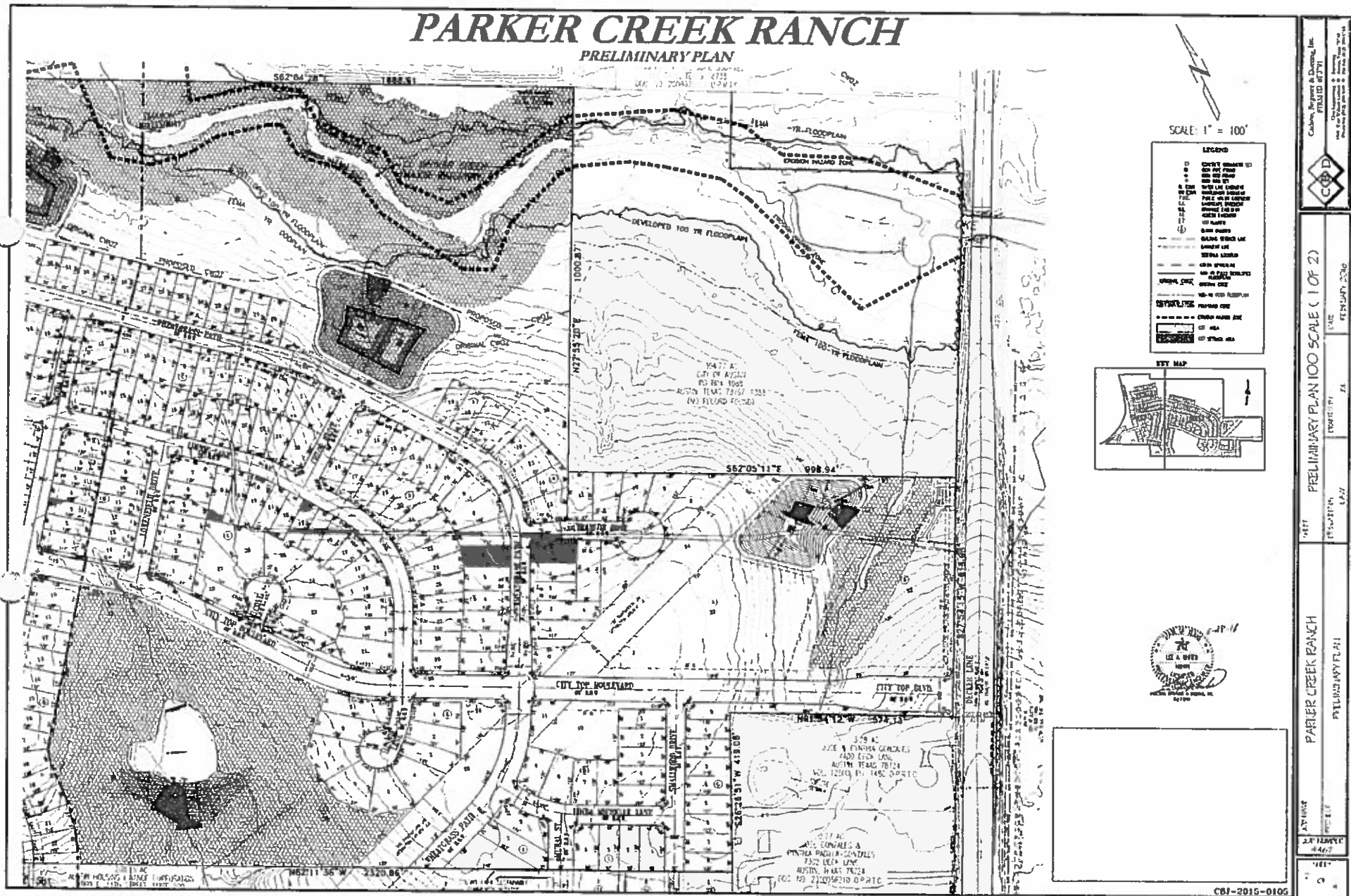
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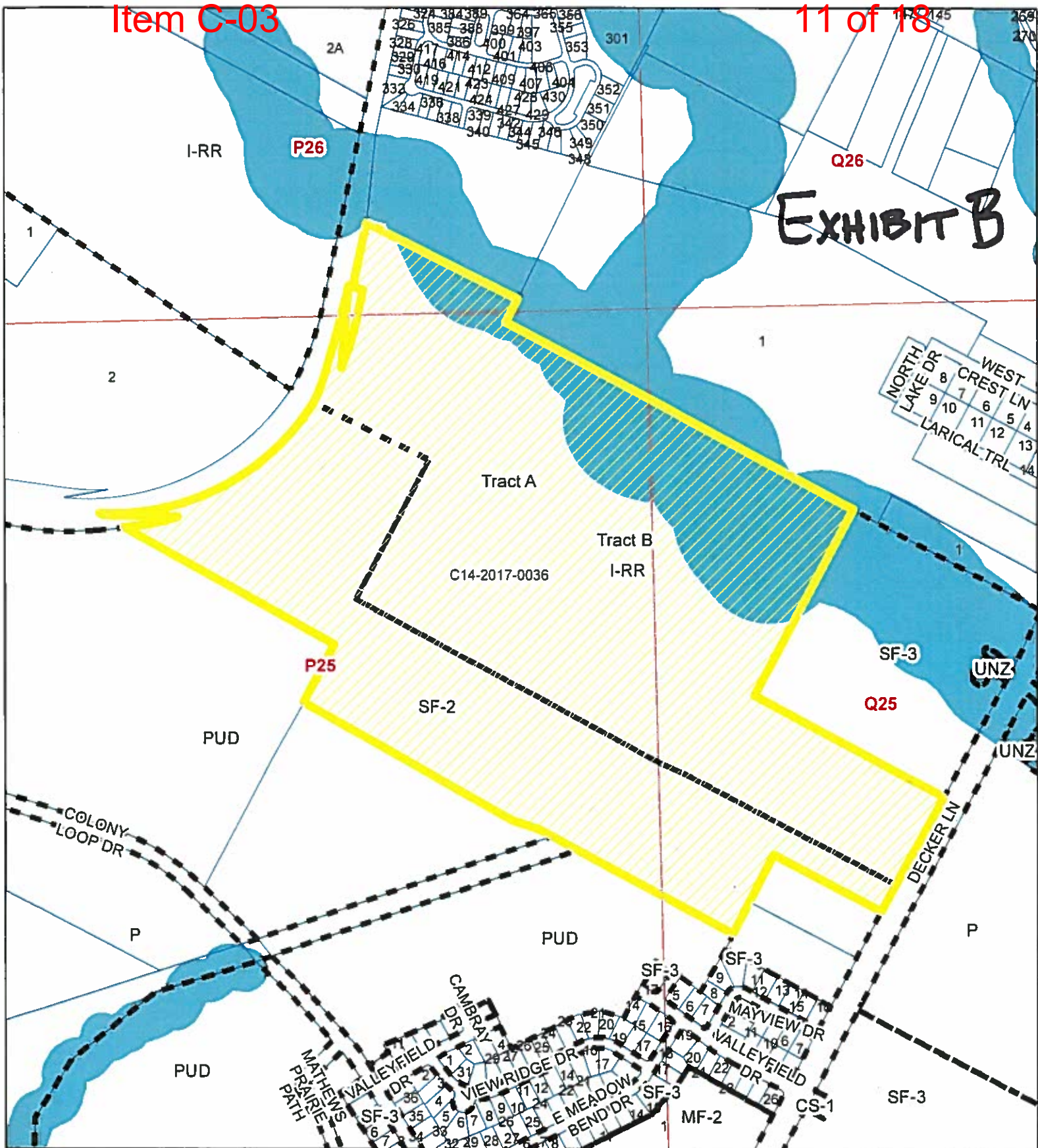


ALL RIGHTS RESERVED

CEJ-2015-0105







PARKER CREEK RANCH RESIDENTIAL

ZONING CASE#: C14-2017-0036

LOCATION: 7620 DECKER LANE

SUBJECT AREA: 136.667 ACRES

GRID: P25 & Q25

MANAGER: HEATHER CHAFFIN



SUBJECT TRACT

PENDING CASE

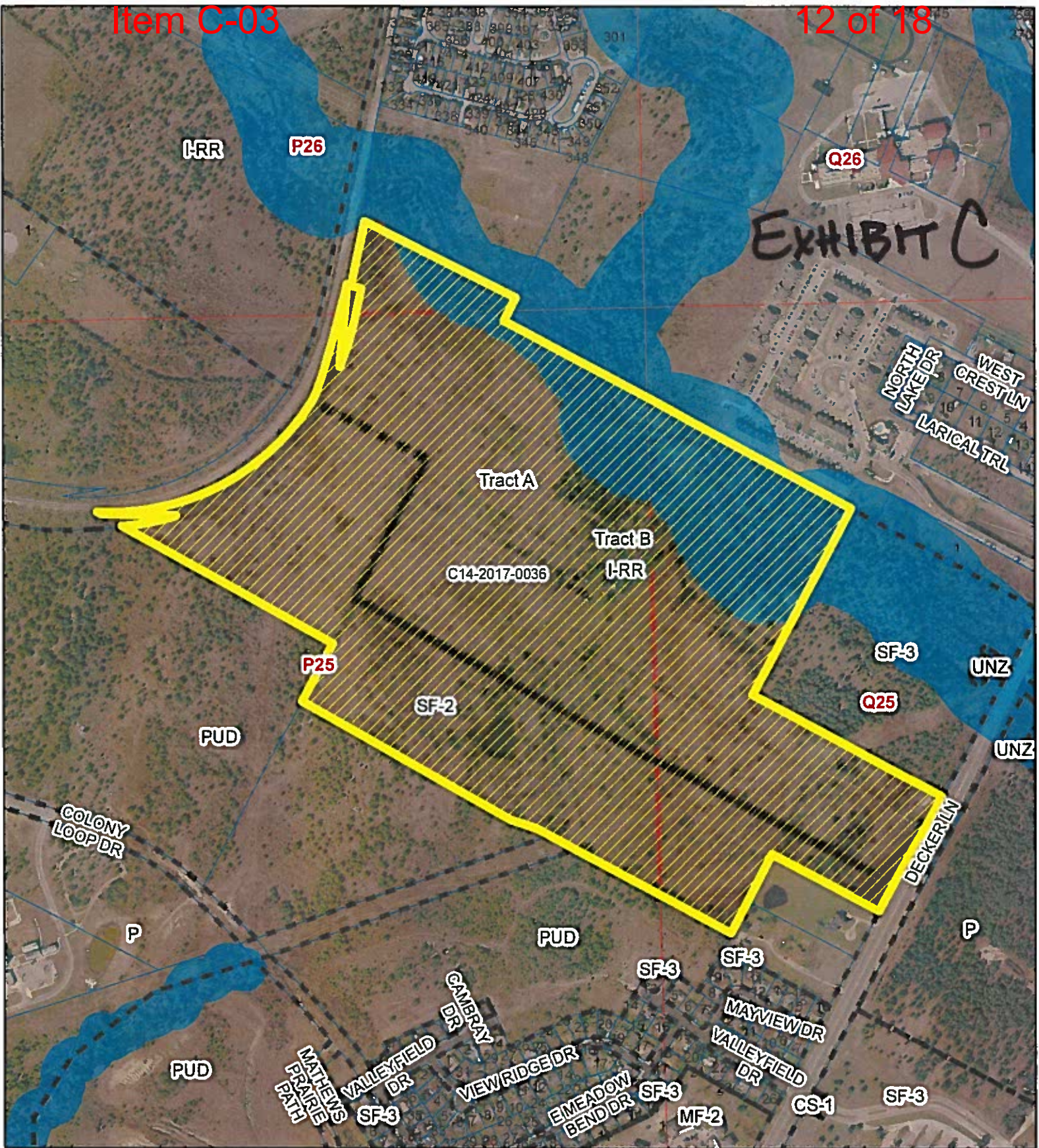
ZONING BOUNDARY

CREEK BUFFER

1" = 600'

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 the City of Austin regarding specific accuracy or completeness.





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SUBJECT TRACT

PENDING CASE

ZONING BOUNDARY

CREEK BUFFER

PARKER CREEK RANCH RESIDENTIAL

ZONING CASE#: C14-2017-0036

LOCATION: 7620 DECKER LANE

SUBJECT AREA: 136.667 ACRES

GRID: P25 & Q25

MANAGER: HEATHER CHAFFIN



1" = 600'

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MEMORANDUM

EXHIBIT D

TO: Heather Chaffin, Case Manager
Planning and Zoning Department

FROM: Mehrnaz Mehraein, EIT
Scott A. James, P.E., PTOE
Development Services Department/Land Use Review

DATE: August 10, 2017

SUBJECT: Traffic Impact Analysis for Parker Creek Ranch
Zoning application C14 – 2017 – 0036

Section 25-6-114 of the Land Development Code requires that a traffic impact analysis be conducted for a project proposed with a zoning application if the project is anticipated to generate more than 2,000 daily trips. The project site is located on west side of Decker Lane, between Mayview Drive and Larical Trail. The applicant is proposing to zone from I-RR; SF-2 to SF-4A, and would allow for up to 418 single family detached housing units. The projected build out year for this development is 2021.

Surrounding Roadways

Decker Lane is a north-south five lane divided roadway with a center two-way left turn lane in the vicinity of the site. The posted speed limit is 55 miles per hour (MPH) in the study area. According to traffic counts conducted in 2017, approximately 12,000 vehicles per day (vpd) travel this section of Decker Lane.

Loyola Lane is a four lane divided roadway, traveling in the east-west direction. The posted speed limit is 40 MPH. East of Decker Lane, Loyola Lane is called Decker Lake Road, and is a two lane undivided roadway. There are sidewalks along both side of Loyola Lane in the vicinity of the project site.

Colony Loop Drive is a two lane residential collector undivided roadway with an assumed speed limit of 30 MPH. It is discontinuous with connections to Loyola Lane on the northbound direction and Decker Lane on the westward direction. The roadway is not complete and does not connect through the Colony Loop development, however sidewalks are present along both sides of the constructed sections of the roadway.

Trip Generation Estimates

Based on the ITE Trip Generation Manual, 9th Edition, the proposed development will generate approximately 3,915 new daily trips per day (vpd) with 302 trips occurring during the AM peak hour, and 381 occurring during the PM peak hour. According to the scoping document, the New Hope Baptist Church and Colony Park PUD developments were identified as background projects to be included in the analysis. No reductions for transit, bicycle, pedestrian or internal capture/pass-by traffic were permitted in the analysis due to the residential nature of the land use proposed. Table 1 below provides the estimated number of daily trips for this development proposal.

Table 1 – Estimate of weekday Peak Hour trip generation							
Land Use (ITE Code)	Intensity	AM Peak			PM Peak		
		In	Out	Total	In	Out	Total
Single family detached units (210)	418 DU	76	226	302	240	141	381
Total peak hour site trips		76	226	302	240	141	381

Data Collection

For this study, weekday peak hour turning movement counts (including pedestrian counts) were conducted on Tuesday January 24, 2017 and Thursday, January 26, 2017 when public schools were in session. This data was also used to review the conditions for signalization at the intersection of East Cesar Chavez Street and Tillery Street.

Trip Distribution

Table 2 below presents how the site generated traffic was assigned to the surrounding network of public streets. These percentages were used to determine the impact of the project development proposal upon existing infrastructure.

Table 2 –Directional Distribution of Site Traffic	
Direction	Percentages
Decker Lane (from the south)	29%
Decker Lane (from the north)	32%
Loyola Lane (from the west)	27%
Decker Lane Road (from the east)	12%
Total	100%

Traffic Analysis Methodology

The following table presents the HCM definitions of 'levels of service' for both *signalized and unsignalized* intersections. Within the City of Austin, LOS "D" is considered the threshold for acceptable operations for signalized intersections. For intersections where the LOS is projected at "E" or lower, mitigation should be proposed.

Table 3 – Summary of Level of Service as defined by Highway Capacity Manual		
Level of Service	Signalized Intersection Average Total Delay (Sec/Veh)	Unsignalized Intersection Average Total Delay (Sec/Veh)
A	≤10	≤10
B	>10 and ≤20	>10 and ≤15
C	>20 and ≤35	>15 and ≤25
D	>35 and ≤55	>25 and ≤35
E	>55 and ≤80	>35 and ≤50
F	>80	>50

The following tables present a summary of the analysis performed within the TIA. Tables 4 and 5 show the estimated delays (in seconds per vehicle) for the AM and PM peak travel periods for each phase of the project:

Table 4 - Intersection Level of Service and Delay (sec/veh)								
Intersection	2017 Existing				2021 Forecast			
	AM		PM		AM		PM	
	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
Signalized Intersections								
Decker Lane and Loyola Lane/Decker Lake Road	D	37.9	C	31.0	D	34.5	C	28.6
Unsignalized Intersections (Stop controlled intersections)								
*Decker Lane and Colony Loop Drive (SSSC)	D	30.0	D	30.4	E	43.9	F	61.7
*Loyola Lane and Colony Loop Road (SSSC)	F	236.1	F	75.9	F	398.5	F	178.1

(AWSC) = All-Way Stop Control; (SSSC) = Side-Street Stop Control

Table 5 shows the results of the 'site traffic + forecast' conditions, for both with and without improvements.

Table 5 - Intersection Level of Service and Delay (sec/veh)								
Intersection	2021 Site traffic + Forecasted (No Improvements)				2021 Site traffic + Forecasted (With Improvements)			
	AM		PM		AM		PM	
	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
Signalized Intersections								
Decker Lane and Loyola Lane/Decker Lake Road	D	39.0	C	31.7	D	34.5	C	28.6
Decker Lane and Driveway #1	-	-	-	-	C	16.9	C	19.6
Unsignalized Intersections (Stop controlled intersections)								
*Decker Lane and Colony Loop Drive (SSSC)	F	89.4	F	123.9	E	43.9	F	61.7
*Loyola Lane and Colony Loop Road (SSSC)	F	543.7	F	251.6	F	398.5	F	178.1

(AWSC) = All-Way Stop Control; (SSSC) = Side-Street Stop Control

*note: unsignalized intersections show only the longest approach delays, not the overall intersection delay

Summary of Existing Conditions

As shown above, the intersections of Loyola Lane and Colony Loop Road and Decker Lane and Colony Loop Road are projected to operate a LOS "F" under both forecast conditions, with and without the project. The TIA determined the majority of the traffic congestion at these locations would be a result of background development, and not the current project proposal. However, the signal warrant analyses performed support future consideration of traffic signals at both locations.

The proposed intersection of site Driveway #1 and Decker Lane is also forecast to operate at a LOS "F" for the site traffic, if not controlled by a traffic signal. In response, the applicant proposes to design and construct a traffic signal as part of the site development, thereby mitigating the impact of this proposed connection to Decker Lane.

Recommended Transportation Improvements

The TIA identified improvements to the surrounding public infrastructure which would serve to mitigate the calculated impact to traffic resulting from this development. The following is a summation of the proposed improvements:

- Modification of signal timing at the intersection of Decker Lane/Loyola Lane to serve the increased number of vehicles using the intersection.
- Installation of a traffic signal at the intersection of Decker Lane and Colony Loop Road, when conditions and signal warrants are met. Currently, none of the signal warrants are met, however future development and growth may justify installation of a traffic signal at this location.
- Installation of a traffic signal at the intersection of Loyola Lane and Colony Loop Road. Currently, two of the nine signal warrants are met at this intersection (peak hour warrant and four hour volume warrant).
- Installation of a traffic signal at the intersection of site Driveway #1 and Decker Lane, when the development has generated sufficient site volume to met the peak hour warrant criteria. The applicant proposes to design and construct this traffic signal prior to 222 single family homes are built and available for occupancy.
- Modifications to the approaches to the site along Decker Lane. The applicant proposes to construct a dedicated right turn deceleration lane and a dedicated northbound left-turn lane on Decker Lane to serve the site. Both designs would be subject to TxDOT review and approval.

Staff discussed the need to implement physical improvements concurrently with the development of the site and thus prioritized the infrastructure elements accordingly. Staff recognized and acknowledged the need to distinguish site related traffic congestion from larger (or preexisting) regional traffic concerns. Therefore, after review and acceptance of the TIA findings, the following goals were identified:

- 1) Wherever feasible, staff prefers to have the developer construct physical improvements instead of posting fiscal towards the estimated costs of construction.
- 2) In locations where more than one improvement is identified, staff would accept a fully constructed single improvement in the place of several partial funded elements.

Conclusions and Recommendations

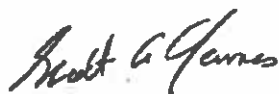
Staff recommends approval of this zoning application subject to the following conditions:

- 1) Prior to the 3rd Reading of City Council, the applicant shall commit to the design and construction of the transportation improvements summarized below, including dedicated turn lanes and a new traffic signal at the intersection of Decker Lane and the site driveway. The applicant shall post fiscal as outlined below and will be responsible for the design and installation costs of the turn lanes and traffic signal, and will post fiscal to cover the labor costs of City relating to construction inspection and signal (re)timing as proposed.

Table 7 – List of Improvements			
Location	Improvements	Total Cost	Developer Share %
Site Driveway #1 and Decker Lane	Install traffic signal before 222 nd occupied SFH	TBD*	100%
Site Driveway #1 and Decker Lane	Inspection of traffic signal installation*	\$10,000*	\$10,000
Decker Lane/ Loyola Lane/ Decker Lake Road	signal timing modifications	\$5,000	\$5,000
Decker Lane approach to site driveway	Construct dedicated southbound right turn deceleration lane	TBD*	100%
Decker Lane approach to site driveway	Construct dedicated northbound left turn lane	TBD*	100%
Total participation		\$15,000*	\$15,000*

* Fiscal collected for this improvement will be for inspection of the signal construction only as the developer will be constructing the signal fully as part of the site.

- 2) Applicant to design and construct dedicated turn lanes on Decker Lane, subject to Texas Department of Transportation review and approval. These lanes will serve both northbound and southbound approaches to the site and shall be constructed by the developer.
- 3) Development of this property should not vary from the approved uses, nor exceed the approved intensities and estimated traffic generation assumptions within the TIA document (dated June 29, 2017), including land uses, trip generation, trip distribution, traffic controls and other identified conditions.
- 4) The findings and recommendations of this TIA memorandum remain valid until August 10, 2022, after which a revised TIA or addendum may be required.



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