

ZONING CHANGE REVIEW SHEET**CASE:** C14-2016-0111 – Burleson**Z.A.P. DATE:** April 18, 2017
October 17, 2017
November 7, 2017**ADDRESS:** 8219 Burleson Road**DISTRICT AREA:** 2**OWNERS:** Park 183 Land, LLC
(Brad Maples)**AGENT:** Armbrust & Brown, PLLC
(Eric deYoung)**ZONING FROM:** LI-CO**TO:** LI-CO, **AREA:** 93.789 acres
to change a condition of zoning**SUMMARY STAFF RECOMMENDATION:**

The Staff recommendation is to grant limited industrial service – conditional overlay (LI-CO) combining district zoning. The Conditional Overlay prohibits basic industry, resource extraction, and scrap and salvage.

The Restrictive Covenant includes all recommendations listed in the Traffic Impact Analysis memorandum, dated October 30, 2017, as provided in Attachment A.

ZONING AND PLATTING COMMISSION RECOMMENDATION:

April 18, 2017: *APPROVED AN INDEFINITE POSTPONEMENT REQUEST BY STAFF
[A. DENKLER; A. AGUIRRE-2ND] (9-0) D. BREITHAUPT – ABSENT; 1 VACANCY
ON THE COMMISSION*

October 17, 2017: *APPROVED A POSTPONEMENT REQUEST BY STAFF TO
NOVEMBER 2, 2017
[D. KING; S. LAVANI - 2ND] (7-0) A. AGUIRRE ABSTAINED; D. BREITHAUPT;
Y. FLORES; S. TRINH – ABSENT*

November 7, 2017:

ISSUES:

None at this time.

DEPARTMENT COMMENTS:

The subject property is a portion of a platted lot that is situated at the southwest corner of U.S. Highway 183 and Burleson Road, and zoned limited industrial services – conditional

overlay (LI-CO) district by way of a 2016 case. The CO prohibits basic industry, resource extraction, and scrap and salvage. There is a service station, undeveloped land, single family residences and office-warehouse uses to the north (GR-CO-NP, CS-MU-CO-NP, W/LO-NP, IP-CO-NP, LI-CO-NP), the Austin-Bergstrom International Airport, undeveloped land and commercial uses across U.S. Highway 183 to the east (AV, County), Onion Creek, undeveloped land and a civic use to the south (County), and undeveloped land and three single family residences to the west (County). Please refer to Exhibits A (Zoning Map), A-1 (Aerial View) and B (2016 Zoning Ordinance).

The eastern portion of the site (approximately 60 percent) is located entirely within the Airport Overlay Zone (AO-3) also known as the ½ mile buffer zone that permits commercial and industrial uses. The AO-3 Zone does not allow for new residential development to occur outside of recorded final plats, municipal utility district boundaries or neighborhood plan combining district boundaries. The remainder is within the Controlled Compatible Land Use Area which restricts land uses that create interference between the airport and aircraft.

The recorded plat shows a significantly sized drainage easement along the east and south sides of the property, and additional acreage within the water quality transition zone, and therefore, development will be limited in these areas. Please refer to Exhibit C. A 29.245 area along the south property line was conveyed to Travis County in 2011 for drainage and stormwater management purposes.

The Applicant is proposing to rezone the property to the limited industrial services (LI) district for 292,000 square feet of industrial uses, 683,000 square feet of industrial park, a service station with 8 fueling positions and a food sales use. The CO is proposed for removal and replaced by a Traffic Impact Analysis to cover the more intensive development. The Applicant has not proposed to change the prohibited use list.

Staff recommends the Applicant's request, based on the following considerations of the property: 1) location at the intersection of two major arterial roadways; 2) commercial and industrial uses are appropriate within the Airport Overlay Zone, and 3) the recommended transportation improvements identified in the Traffic Impact Analysis serve to mitigate the calculated impact to traffic resulting from the proposed development.

	ZONING	LAND USES
<i>Site</i>	LI-CO	Under construction for 115,200 sf warehouse building
<i>North</i>	GR-CO-NP; CS-NP; CS-MU-CO-NP; County	Service station with food sales; Undeveloped; Single family residences within the Blue-Bonnet Gardens subdivision; Office; Office-warehouses
<i>South</i>	I-RR; County	Onion Creek; Undeveloped; Travis County Road Department
<i>East</i>	AV; County	Austin-Bergstrom International Airport; Commercial; Single family residence
<i>West</i>	County	Undeveloped; Three single family residences

NEIGHBORHOOD PLAN AREA: N/A

TIA: Is required – Please refer to

Attachment A

WATERSHED: Onion Creek**DESIRED DEVELOPMENT ZONE:** Yes**CAPITOL VIEW CORRIDOR:** No**SCENIC ROADWAY:** Yes—U.S. Highway 183**NEIGHBORHOOD ORGANIZATIONS:**

511 – Austin Neighborhoods Council 627 – Onion Creek Homeowners Association
 634 – Montopolis Area Neighborhood Alliance 774 – Del Valle Independent School District
 1005 – Elroy Preservation Association
 1195 – Imperial Valley Neighborhood Association
 1228 – Sierra Club, Austin Regional Group 1258 – Del Valle Community Coalition
 1316 – Southeast Combined Neighborhood Plan Contact Team
 1340 – Austin Heritage Tree Foundation 1363 – SEL Texas
 1408 – Go! Austin/Vamos! Austin – Dove Springs
 1438 – Dove Springs Neighborhood Association 1441 – Dove Springs Proud
 1528 – Bike Austin 1530 – Friends of Austin Neighborhoods
 1550 – Homeless Neighborhood Association 1578 – South Park Neighbors

SCHOOLS:

The subject property is within the Del Valle Independent School District.

CASE HISTORIES:

NUMBER	REQUEST	COMMISSION	CITY COUNCIL
C14-2007-0152 – Felter Investments – 7910 Burleson Rd	RR-CO-NP; IP- NP; IP-CO-NP to RR-CO-NP and LI-CO-NP	To Grant RR-CO-NP and LI-CO-NP w/the CO for a 50' setback on either side of the centerline of an open waterway with certain exceptions, and a 2,000 trip limit.	Apvd RR-CO-NP and LI-CO-NP as Commission recommended (12-13- 2007).
C14-03-0013 – Blue Bonnet Gardens, Southeast side of Norwood Lane – City Initiated	SF-2-NP to CS- MU-CO-NP	To Grant CS-MU-CO- NP w/the CO prohibiting intensive CS uses and residential uses except the existing single family residences	Apvd CS-MU-CO-NP as Commission recommended (4-24- 2003).
C14-03-0012 – Blue Bonnet Gardens, Northwest side of Norwood	SF-2-NP to CS- MU-CO-NP for Tracts 1 and 2, and CS-NP for	To Grant CS-MU-CO- NP w/the CO prohibiting intensive CS uses and residential	Apvd CS-MU-CO-NP and CS-NP as Commission recommended (4-24-

Lane – City Initiated	Tract 2	uses except the existing single family residences for Tracts 1 and 2, and CS-NP for Tract 3	2003).
C14-99-0014 – Countryside Exxon – 4718 U.S. Hwy 183 S	I-RR; DR to CS-1	To Grant GR-CO w/the CO for 2,000 trips	Apvd GR-CO as Commission recommended (4-15-1999).
C14-94-0024 – Araclean Services, Inc.-Bldg II Rezoning – 7910 Burleson Rd	IP to LI	To Grant LI-CO, subject to an Integrated Pest Management Plan	Apvd LI-CO w/ the CO prohibiting restaurants and food sales, and limiting the F.A.R. of financial services to 0.287 to 1 (3-24-1994).
C14-86-141 – James W. Akin, Et Ux – 8008 Burleson Rd	DR to W/LO and IP	To Grant W/LO and IP w/conditions	Apvd W/LO and IP w/ Restrictive Covenant requiring a contact person during construction; no access through Bluebonnet Gardens to Norwood Ln as long as the west side of Norwood remains residentially zoned; 25' strip of DR to remain on east side of tract; any land determined to be in the 100-year floodplain will be zoned RR if Waterway Development Permit precludes alteration or fill which would remove land from the floodplain (5-14-1987).

RELATED CASES:

This property was annexed into the Full-Purpose Jurisdiction on December 31, 2003 (C7a-03-016).

The property is platted as Lot 1, Block A of Sundberg Estates, a subdivision recorded on November 18, 2004 (C8J-03-0198.0A). There are no site plan applications on the property.

In 2008, a zoning case was filed for LI and CS-MU zonings for a mixed use project on a total of 118.676 acres (C14-2008-0020 – Sundberg Tract). First Reading of the zoning ordinance was approved by Council on October 16, 2008, but the case expired because Second / Third Readings did not occur within the Code-prescribed time frame of 361 days.

In January 2011, a 29.245 acre portion of the property adjacent to Onion Creek was conveyed by the owners to Travis County for a drainage easement for the conveyance of storm water management (Travis County Document No. 2011005334).

On June 16, 2016, Council approved LI-CO for the property (C14-2016-0015 – Burleson). Approximately 25' of right-of-way was dedicated along Burleson Road with the zoning case.

On August 2, 2016, an administrative site plan was approved for a one-story, 115,200 square foot warehouse building, with associated parking, utilities, drainage and water quality infrastructure, sidewalks and other associated improvements. The site is currently under construction and the approved use on the site plan generates less than 2,000 vehicle trips per day (SP-2016-0360C - Park 183 - Building 2). Please refer to Exhibit D.

EXISTING STREET CHARACTERISTICS:

Name	ROW	Pavement	Classification	Sidewalks	Bike Route	Capital Metro (within ¼ mile)
Burleson Road	90 feet	65 feet	Major Arterial Divided	Yes (poor condition)	No	No
U.S. Highway 183	178 feet	88 feet	Highway	No	No	No

According to the Austin 2014 Bicycle Plan approved by Austin City Council in November, 2014, a Shared Use Path is recommended for US Highway 183. A protected bike lane is recommended for Burleson Road.

The Urban Trails Master Plan calls for an Urban Trail along the frontage of Burleson Road.

COUNCIL DATE: November 9, 2017

ACTION:

ORDINANCE READINGS: 1st

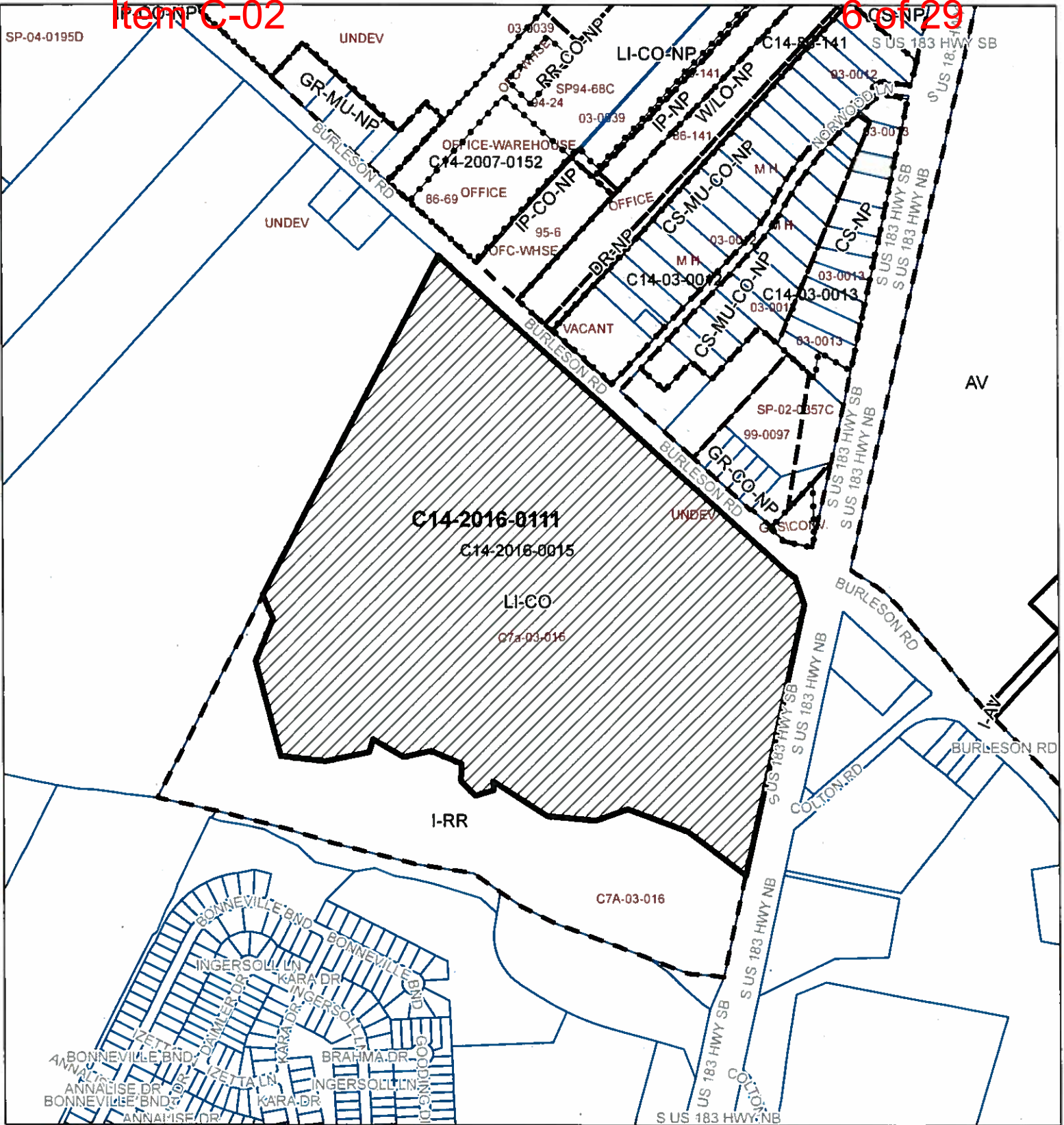
2nd

3rd

ORDINANCE NUMBER:

CASE MANAGER: Wendy Rhoades
e-mail: wendy.rhoades@austintexas.gov

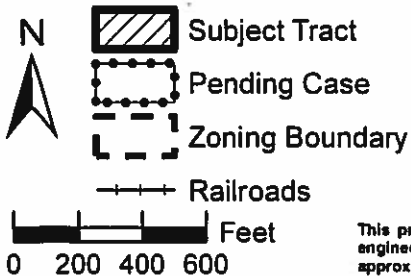
PHONE: 512-974-7719



ZONING

Case#: C14-2016-0111

EXHIBIT A



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 the Planning and Zoning Department for the sole purpose of geographic reference. No warranty is made by the City of Austin regarding specific accuracy or completeness.



Created: 3/22/2017



ZONING

Exhibit A-1

- N
- 1" = 800'
- SUBJECT TRACT
 - PENDING CASE
 - ZONING BOUNDARY
 - CREEK BUFFER

ZONING CASE#: C14-2016-0111
LOCATION: 8219 Burleson Rd.
SUBJECT AREA: 93.789 ACRES
GRID: L14, L15
MANAGER: Wendy Rhoades



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.

ORDINANCE NO. 20160616-038

AN ORDINANCE REZONING AND CHANGING THE ZONING MAP FOR THE PROPERTY LOCATED AT 8219 BURLESON ROAD FROM INTERIM-RURAL RESIDENCE (I-RR) DISTRICT TO LIMITED INDUSTRIAL SERVICES-CONDITIONAL OVERLAY (LI-CO) COMBINING DISTRICT.

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF AUSTIN:

PART 1. The zoning map established by Section 25-2-191 of the City Code is amended to change the base district from interim-rural residence (I-RR) district to limited industrial services-conditional overlay (LI-CO) combining district on the property described in **Zoning Case No. C14-2016-0015**, on file at the Planning and Zoning Department, as follows:

Lot 1, Block A, Sundberg Estates subdivision, a subdivision in Travis County, Texas, as recorded in Document No. 200400334 of the Official Public Records of Travis County, Texas, SAVE and EXCEPT the 29.246 acres deeded to Travis County on Exhibit A attached hereto (the "Property"),

locally known as 8219 Burleson Road in the City of Austin, Travis County, Texas, generally identified in the map attached as Exhibit "B".

PART 2. The Property within the boundaries of the conditional overlay combining district established by this ordinance is subject to the following conditions:

- A. A site plan or building permit for the Property may not be approved, released, or issued, if the completed development or uses of the Property, considered cumulatively with all existing or previously authorized development and uses, generate traffic that exceeds 2,000 trips per day.
- B. The following uses are not permitted uses for the Property:

Basic industry
Scrap and salvage

Resource extraction

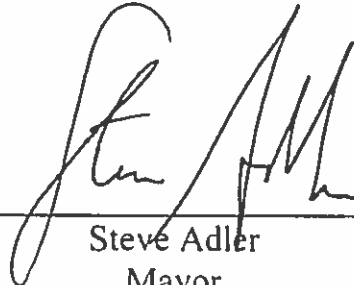
Except as specifically restricted under this ordinance, the Property may be developed and used in accordance with the regulations established for the limited industrial services (LI) district and other applicable requirements of the City Code.

PART 3. This ordinance takes effect on June 27, 2016.

PASSED AND APPROVED

____ June 16 _____, 2016

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§
§

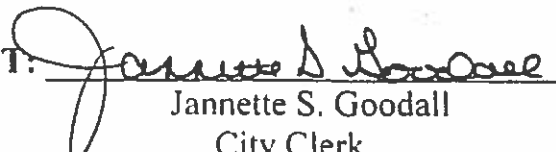


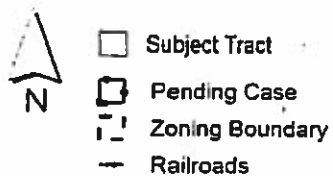
Steve Adler
Mayor

APPROVED: _____


Anne L. Morgan
City Attorney

ATTEST: _____


Jannette S. Goodall
City Clerk



1,000 2,000
Feet

1" = 2,000'

ZONING

ZONING CASE#: C14-2016-0015

Exhibit B



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MEMORANDUM

TO: Wendy Rhoades, Case Manager
Planning and Zoning Department

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

DATE: October 30, 2017

RE: Park 183 (Sundberg Estates)
Zoning Case C14 – 2016 – 0111

Section 25 – 6 – 114 of the Land Development Code requires that a traffic impact analysis be conducted for a zoning or site plan application if the proposed project is anticipated to generate more than 2,000 daily trips. The proposed development is 93.789 acres and currently zoned LI-CO. The request is to rezone to LI- CO permit the following land uses: 292,800 square feet of general light industrial, 683,200 square feet of industrial park and one gasoline station with convenience market with 8 vehicle fueling positions. The property is currently vacant and the development is expected to be completed in 2021.

Staff from the Development Services and Austin Transportation Departments have reviewed and approved the traffic impact analysis, dated October 17, 2017 and submitted by HDR, Engineering, Inc. Follows is a summary of the report findings and staff comments.

Roadways

US Highway 183 is classified as a freeway, configured as a four lane major divided roadway in the vicinity of the site. According to Texas Department of Transportation (TxDOT) average daily traffic counts, the 2014 traffic volumes to the north and south of Burleson Road were approximately 22,800 and 25,100 vehicles per day (vpd), respectively. The 2014 Austin Bicycle Plan recommends a shared use path/trail on US 183 in the vicinity of the site.

Burleson Road is classified as a four lane major arterial in the vicinity of the project site. According to peak hour traffic counts an estimated 14,400 vpd use Burleson Road, west of US 183. There are bike lanes on Burleson Road, west of US 183 and the 2014 Austin Bicycle Plan recommends protected bike lanes on Burleson Road in the vicinity of the site.

McKinney Falls Parkway is classified as a four lane major arterial in the vicinity of the project site. According to peak hour traffic counts, an estimated 14,400 vpd travel on McKinney Falls Parkway south of Burleson Road. The 2014 Austin Bicycle Plan recommends a protected bike lane on McKinney Falls Parkway from US 183 to William Cannon Drive.

Dee Gabriel Collins Road is classified as a two lane minor arterial between McKinney Falls Parkway and US 183. According to peak hour traffic counts, an estimated 6,000 vpd travel along Dee Gabriel Collins Road west of US 183.

Stassney Lane is classified as a four lane major arterial south of Burleson Road. According to peak hour traffic counts, an estimated 18,100 vpd use Stassney Lane south of Burleson Road. The 2014 Austin Bicycle Plan recommends a protected bike lane on Stassney Lane south of Burleson Road.

Montopolis Drive is classified as a four lane major arterial north of Burleson Road. According to peak hour traffic counts, an estimated 21,800 vpd travel along Montopolis Drive north of Burleson Road. The 2014 Austin Bicycle Plan recommends a shared use path/trail on Montopolis Drive north of Burleson Road.

Norwood Lane is a two lane local street between US 183 and Burleson Road. According to peak hour traffic counts, approximately 400 vpd use Norwood Lane north of Burleson Road.

Colton Road is a two lane local street between US 183 and Burleson Road. Using peak hour traffic counts, an estimated 1,200 vpd travel Colton Road east of Burleson Road.

Trip Generation and Traffic Analysis

Based on the ITE publication Trip Generation, 9th Edition, the proposed development will include up to 683,200 square feet of "industrial park", 292,000 square feet of "general light industrial" and a convenience store with up to eight (8) fueling positions with the site. The total number of estimated daily trips within the development is 8,009 vehicle trips. Table 1 summarizes the unadjusted estimated trip generation rates used in the traffic analysis:

Table 1 – Unadjusted Site Trip Generation

Land Use (ITE Code)	Intensity	24-Hour Two-Way Volume	AM Peak Hour		PM Peak Hour	
			Enter	Exit	Enter	Exit
General Light Industrial (110)	292,000 SF	2,041	225	31	31	230
Industrial Park (130)	683,200 SF	4,666	353	78	118	445
Convenience Market w/ Gasoline Pumps (945)	8 pumps	1,302	41	41	54	54
Totals		8,009	619	150	203	729

Per the scoping documents, no internal capture reduction was assumed for this project. In addition, no transit trips, bicycle trips nor pedestrian trips were applied to the analysis. Pass-by reductions for the convenience store with gasoline pumps were applied. The adjusted daily and peak hour trip estimates are provided in Table 2 below.

Table 2 – Adjusted Site Trip Generation

Land Use (ITE Code)	Intensity	24-Hour Two-Way Volume	AM Peak Hour		PM Peak Hour	
			Enter	Exit	Enter	Exit
General Light Industrial (110)	292,000 SF	2,041	225	31	31	230
Industrial Park (130)	683,200 SF	4,666	353	78	118	445
Convenience Market w/ Gasoline Pumps (945)	8 VFP	586	16	16	27	27
Total		7,293	594	125	176	702

Data Collection

For this study, weekday peak hour turning movement counts were conducted on Thursday, May 19, 2016 and Tuesday, May 24, 2016 when public schools were in session.

Trip Distribution

Table 3 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 3 – Directional Distribution of site traffic

Roadway (direction)	Percentage
US 183 (northbound)	15%
US 183 (southbound)	10%
Burleson Rd (eastbound)	10%
Burleson Rd (westbound)	15%
McKinney Falls Pkwy (northbound)	5%
McKinney Falls Pkwy (southbound)	10%
Dee Gabriel Collins Rd (eastbound)	10%
Montopolis Dr (northbound)	15%
Stassney Ln (southbound)	10%
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 4 – 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 5 and 6 show the estimated delays (in seconds per vehicle) for the AM and PM peak travel periods for each phase of the project:

Table 5 – Intersection Level of Service and Delay (sec/veh)

Intersection	2016 Existing				2021 Forecast			
	AM		PM		AM		PM	
	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
Signalized Intersections								
Montopolis Drive/Stassney Lane & Burleson Road	E	57.3	E	75.0	F	81.2	F	107.0
McKinney Falls Parkway & Burleson Road	E	71.1	E	57.8	F	106.8	E	66.9
McKinney Falls Parkway & Dee Gabriel Collins Road	C	24.2	B	14.58	C	24.6	B	11.2
US 183 & Burleson Road	F	99.5	F	124.8	F	149.4	F	205.9
US 183 & Dee Gabriel Collins Road	F	382.3	F	377.9	F	330.1	F	417.2
Norwood Lane/Driveway C & Burleson Road	A	1.1	A	0.3	A	1.7	A	0.4
Unsignalized Intersections (Stop controlled intersections)								
US 183 & Colton Road	A	0.6	A	2.4	A	1.7	A	7.9

Summary of Existing Conditions

As shown above, the intersections of US Hwy 183 and Burleson Road and US Hwy 183 & Dee Gabriel Collins Road experience levels of service "F" for both existing and forecast conditions during both peak hour periods. The intersection of Montopolis Drive & Burleson Road is shown to operate at level of service "F" in the forecast condition for both peak periods. The forecast conditions reflect approved (but as yet unbuilt) developments in the vicinity of the subject property, and do not include the proposed land uses for this site.

Table 6 shows the results of the 'site traffic + forecast' conditions, for both with and without improvements recommended from the TIA.

Table 6 – Intersection Level of Service and Delay (sec/veh) _ Build Conditions

Intersection	2021 Site w/o mitigation				2021 Site + mitigations			
	AM		PM		AM		PM	
	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
Signalized Intersections								
Montopolis Drive/Stassney Lane & Burleson Road	F	92.6	F	119.1	D	49.3	D	52.6
McKinney Falls Parkway & Burleson Road	F	111.3	F	81.9	F	84.6	E	61.2
McKinney Falls Parkway & Dee Gabriel Collins Road	C	26.1	B	11.5	C	26.1	B	11.5
US 183 and Burleson Road	F	162.4	F	221.3	F	108.9	F	102.3
US 183 & Dee Gabriel Collins Road	F	352.8	F	436.6	F	147.9	F	142.1
Norwood Lane/Driveway C and Burleson Road	B	12.9	F	254.3	B	14.6	B	18.8
Unsignalized Intersections (Stop controlled intersections)								
US 183 & Colton Road/Driveway G	A	9.1	A	12.7	A	9.1	B	12.7
Driveway A & Burleson Road	A	0.1	A	1.1	A	0.1	A	1.1
Driveway B & Burleson Road	A	0.0	A	0.4	A	0.0	A	0.4
Driveway D & Burleson Road	A	0.0	A	0.5	A	0.0	A	0.5
Driveway E & Burleson Road	A	0.3	A	1.1	A	0.3	A	1.1
US 183 & Driveway F	A	0.1	A	1.3	A	0.1	A	1.3

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

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:

- Montopolis Drive/Stassney Lane and Burleson Road

The intersection will operate at LOS D under 2021 site plus forecasted traffic conditions during both the AM and PM peak periods, assuming the following improvements:

- Construction of a northbound right-turn lane on Stassney Lane
- Construction of an eastbound right-turn lane on Burleson Road
- Construction of an additional southbound left-turn lane on Montopolis Drive
- Signal modification and timing optimization

- McKinney Falls Parkway and Burleson Road

The intersection will operate at LOS F and E under 2021 site plus forecasted traffic conditions during the AM and PM peak periods, respectively, assuming the construction of a southbound right-turn lane on McKinney Falls Parkway.

- McKinney Falls Parkway and Dee Gabriel Collins Road

No improvements are recommended for this intersection.

- US 183 and Burleson Road

The intersection will operate at LOS F, but with improved delay time, under 2021 site plus forecasted traffic conditions during both AM and PM peak periods with the following improvements:

- Construction of an eastbound right-turn lane on Burleson Road
- Construction of an additional northbound left-turn lane on US 183
- Signal modification and timing optimization

- US 183 and Dee Gabriel Collins Road

The intersection will operate at LOS F, but with improved delay time, under 2021 site plus forecasted traffic conditions during both the AM and PM peak periods assuming the following improvements:

- Construction of an additional southbound left-turn lane on US 183
- Construct a westbound to northbound acceleration lane on US 183
- Restripe the eastbound approach of Dee Gabriel Collins Road to provide a separate left-turn lane
- Signal modifications and timing optimization

- Norwood Lane/Driveway C and Burleson Road

The intersection will operate at LOS B under 2021 site plus forecasted traffic conditions during both the AM and PM peak periods, assuming the installation of a traffic signal and assuming Driveway C is constructed with one inbound and two outbound travel lanes (requiring a minimum 36' cross-section), and is aligned with Norwood Lane.

- US 183 and Colton Road/Driveway G

The intersection will operate at LOS A and B under 2021 site plus forecasted traffic conditions during the AM and PM peak periods, respectively assuming Driveway G is constructed with one inbound and two outbound travel lanes (requiring a minimum 36' cross-section), and is aligned with Colton Road.

- Burleson Road and Driveway A

This intersection will operate at LOS A under the 2021 site plus forecasted traffic conditions during both the AM and PM peak periods, assuming Driveway A is constructed as a stop-controlled approach with a minimum 30 foot cross-section that provides one inbound and one outbound lane. No improvements are recommended at this intersection as part of this project.

- Burleson Road and Driveway B

This intersection will operate at LOS A under the 2021 site plus forecasted traffic conditions during both the AM and PM peak periods, assuming Driveway B is constructed as a stop-controlled approach with a minimum 30 foot cross-section that provides one inbound and one outbound lane. No improvements are recommended at this intersection as part of this project.

- Burleson Road and Driveway D

This intersection will operate at LOS A under the 2021 site plus forecasted traffic conditions during both the AM and PM peak periods, assuming Driveway D is constructed as a stop-controlled approach with a minimum 30 foot cross-section that provides one inbound and one outbound lane. No improvements are recommended at this intersection as part of this project.

- Burleson Road and Driveway E

This intersection will operate at LOS A under the 2021 site plus forecasted traffic conditions during both the AM and PM peak periods, assuming Driveway E is constructed as a stop-controlled approach with a minimum 30 foot cross-section that provides one inbound and one outbound lane. No improvements are recommended at this intersection as part of this project.

- US 183 and Driveway F

This intersection will operate at LOS A under the 2021 site plus forecasted traffic conditions during both the AM and PM peak periods, assuming Driveway F is constructed as a stop-controlled "right – in/ right – out" only, approach with one inbound and one outbound lane. No improvements are recommended at this intersection as part of this project.

The applicant provided rough cost estimates for each of the identified improvements above. The summary of these costs is presented in Table 7 below.

Table 7 – Summary of cost estimates for the identified improvements

Location	Transportation Improvement	Estimated Cost
Montopolis Drive/Stassney Lane & Burleson Road	- Construct NB right turn lane - Construct EB right turn lane - Construct 2nd SB left turn lane - Traffic Signal Upgrade	\$107,188 \$105,081 \$382,118 \$200,000
McKinney Falls Parkway & Burleson Road	Construct SB right turn lane	\$100,146
US 183 and Burleson Road	- Construct EB right turn lane - Construct 2nd NB left turn lane - Traffic signal upgrade	\$166,966 \$109,853 \$200,000
US 183 & Dee Gabriel Collins Road	- Construct 2nd SB left turn lane - Construct WB acceleration lane - Traffic signal upgrade	\$108,482 \$103,811 \$200,000
Norwood Lane & Burleson Road	Install Traffic signal	\$250,000
US 183 and Driveway F	Construct SB right turn lane	N/A
Totals		\$2,033,645+

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. Review 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 post fiscal as outlined below. The applicant will be responsible for paying the design and installation costs of the southbound right turn lane for Driveway F at US Hwy 183.

Location	Transportation Improvement	Developer Share
Montopolis Drive/Stassney Lane & Burleson Road	- Construct NB right turn lane - Construct EB right turn lane - Construct 2nd SB left turn lane - Traffic Signal Upgrade	\$22,402 \$13,135 \$92,090 \$48,200
McKinney Falls Parkway & Burleson Road	Construct SB right turn lane	\$6,109
US 183 and Burleson Road	- Construct EB right turn lane - Construct 2nd NB left turn lane - Traffic signal upgrade	\$20,537 \$9,777 \$24,600
US 183 & Dee Gabriel Collins Road	- Construct 2nd SB left turn lane - Construct WB acceleration lane - Traffic signal upgrade	\$11,282 \$7,059 \$20,800
Norwood Lane & Burleson Road	Install Traffic signal	\$250,000
US 183 and Driveway F	Construct SB right turn lane	N/A
Totals		\$525,991+

- 2) 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 October 17, 2017), including land uses, trip generation, trip distribution, traffic controls and other identified conditions.
- 3) The findings and recommendations of this TIA memorandum remain valid until October 30, 2022, after which a revised TIA or addendum may be required.

If you have any questions or require additional information, please contact me at (512) 974 - 2208. Thank you.

Scott A. James, P.E., PTOE
 Development Services Department
 Land Use Review Division/ Transportation

Zoning Case application – C14 – 2016 – 0111
 Park 183 (Sundberg Estates)

SUMMARY STAFF RECOMMENDATION:

The Staff recommendation is to grant limited industrial service – conditional overlay (LI-CO) combining district zoning. The Conditional Overlay prohibits basic industry, resource extraction, and scrap and salvage.

The Restrictive Covenant includes all recommendations listed in the Traffic Impact Analysis memorandum, dated October 30, 2017, as provided in Attachment A.

BASIS FOR LAND USE RECOMMENDATION (ZONING PRINCIPLES)

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

The LI district designation is for a commercial service use or limited manufacturing use generally located on a moderately sized site.

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.

Staff recommends the Applicant's request, based on the following considerations of the property: 1) location at the intersection of two major arterial roadways; 2) commercial and industrial uses are appropriate within the Airport Overlay Zone, and 3) the recommended transportation improvements identified in the Traffic Impact Analysis serve to mitigate the calculated impact to traffic resulting from the proposed development.

EXISTING CONDITIONS**Site Characteristics**

The rezoning area is undeveloped with a vacant commercial building. According to the recorded plat, there is a 50.391 acre drainage easement along the east and south sides of the property that contains the meanders of Onion Creek, the FEMA 100-year floodplain and the critical water quality zone. The water quality transition zone extends in a north-south direction, generally outside of the drainage easement, and is approximately 15 acres in size. There is also a 30' natural gas pipeline easement that extends across southern portion of the property in a north-south direction. The northeast corner of the property is within a 400-foot wide restricted pipeline area.

Impervious Cover

The maximum impervious cover allowed by the LI zoning district would be 80%, which is based on the more restrictive zoning regulations.

Comprehensive Planning

This rezoning case is located on the south side of Burleson Road, **on an undeveloped 93.78 acre parcel** that was used as pasture land. This same property was reviewed in March 2016 and zoned from I-RR to LI-CO.

The subject property is located just outside the boundaries of the Southeast Combined Neighborhood Planning Area, which terminates on the north side of Burleson Road. Surrounding land uses includes a gas station, single family housing, undeveloped land, and a warehouse/office to the north, Onion Creek to the south, undeveloped land to the west, and U.S. Highway 183 to the east, and just beyond that a natural gas supply station, and an ABIA airport runway. The proposed use is general light industrial, a light industrial park, and a gasoline service/convenience market (see chart below) with a request to amend the existing CO to remove the 2,000 trips/day limit for the property.

BLDG SQ.FT.	ZONING	LAND USE
292,800 SF	LI – CO	General Light Industrial
683,200 SF		Industrial Park
8 fuel stations		Gasoline Service/Convenience Market

The Southeast Combined Neighborhood Plan's Future Land Use Map identifies the properties across the street on Burleson Road as Commercial, Mixed Use, and Industrial. Burleson Road is heavily traveled five-lane road, while U.S. Highway 183 is a separated highway, with two lanes in each direction.

Connectivity: The area around the subject property has no public sidewalks on either U.S. Highway 183 or Burleson Road but despite the lack of public sidewalks, both have well used foot paths situated along these well-travelled roads. No public transportation options are available in the area. The Walkscore for this site is 1/100, meaning almost all errands require a car.

Imagine Austin

The Imagine Austin Growth Concept Map, found in the Imagine Austin Comprehensive Plan identifies this property being just outside the boundaries of an existing '**Job Center**'. Job Centers are meant to accommodate businesses not well-suited for residential or environmentally sensitive areas, which take advantage of existing transportation infrastructure such as arterial roadways, freeways, airports, and mostly contain office parks, manufacturing, warehouses, logistics, and other businesses with similar demands and operating characteristics.

The following Imagine Austin policies are taken from Chapter 4 of the IACP, which specifically discusses connectivity and industrial uses:

- **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.

- **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 P20.** Locate industry, warehousing, logistics, manufacturing, and other freight-intensive uses in proximity to adequate transportation and utility infrastructure.

Analysis and Conclusions:

There are currently no goods or services located near this property except a gas station, but adding a convenience store/market (which was not included in the March 2016 submittal) will add a much needed amenity to employees working within and around the subject property. As stated in March 2016, based upon the property being located adjacent to a Job Center, which supports locating warehouse, distribution, and industrial uses in close proximity to adequate transportation (highways and airports); and nearby warehouse and industrial uses located along Burleson Road and Hwy 183, the proposed warehouse and light industrial park with a commercial element appears to be partially supported by the Imagine Austin Comprehensive Plan. Staff encourages that the developer to consider exploring ways to promote walkability and connectivity in an area that is currently lacking in both but commends the developer for adding a commercial element to this project, which did not exist in the March 2016 submittal.

Drainage

The developer is required to submit a pre and post development drainage analysis at the subdivision and site plan stage of the development process. The City's Land Development Code and Drainage Criteria Manual require that the Applicant demonstrate through engineering analysis that the proposed development will have no identifiable adverse impact on surrounding properties.

Environmental

The site is not located over the Edwards Aquifer Recharge Zone. The site is in the Onion 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.

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%

According to floodplain maps there is a floodplain and a Critical Water Quality Zone within the project location. Development within these areas is limited per 25-8.

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

Numerous 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.

Under current watershed regulations, development or redevelopment requires water quality control with increased capture volume and control of the 2 year storm on site.

Site Plan and Compatibility Standards

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

Any new development is subject to Subchapter E. Design Standards and Mixed Use (Commercial Design Standards). Burleson Road is classified as a Suburban Roadway. For sites five acres or larger, an internal circulation route is required and is classified as the principal street.

Any development will need to comply commercial design standards for sidewalk and building placement requirements for suburban roadways or internal circulation routes if applicable, this includes multi-family development.

FYI: This site is located in the Desired Development Zone (DDZ). Expiration for any site plan will be three years from the date of approval however; under Project Duration [25-1-535(C)(3)] the site plan can only be extended to a maximum of five years from initial submittal date. No other extensions will be allowed under Project Duration for projects in the DDZ. For questions concerning Project Duration please contact Susan Scallon at 974-2659.

This site is subject to the Hazardous Pipeline Ordinance at the southwest intersection of Burleson Road and US Hwy 183. Review by the Fire Department is required [LDC, 25-2-516].

Approval from TXDOT will be required for any access onto U.S. Highway 183.

Airport Overlay Zone

The eastern portion of the site is located within Airport Overlay Zone AO-3 and the western portion is within the Controlled Compatible Land Use Area. Show the limits of the AO-3 zone on the site plan. No use will be allowed that create electrical interference with

navigational signals or radio communications between airport and aircraft, make it difficult for pilots to distinguish between the airport lights and others, result in glare in the eyes of pilots using the airport, impair visibility in the vicinity of the airport, create bird strike hazards or otherwise in any way endanger or interfere with the landing, taking off, or maneuvering of aircraft intending to use the Austin-Bergstrom Airport. Height limitations and incompatible uses with each Airport Overlay zone are established in the Airport Overlay Ordinance. For more information, contact Kane Carpenter, Airport Planner at 512-530-6621. Approval from ABIA is required prior to site plan approval.

Compatibility Standards

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

The site is subject to compatibility standards. Along the **north, south and east** property lines, the following standards apply:

- No structure may be built within 25 feet of the property line.
- No structure in excess of two stories or 30 feet in height may be constructed within 50 feet of the property line.
- No structure in excess of three stories or 40 feet in height may be constructed within 100 feet of the property line.
- No parking or driveways are allowed within 25 feet of the property line.
- A fence, berm, or dense vegetation must be provided to screen adjoining properties from views of parking, mechanical equipment, storage, and refuse collection.
- For a structure more than 100 feet but not more than 300 feet from property zoned SF-5 or more restrictive, 40 feet of height are allowed plus one foot for each 10 feet of distance in excess of 100 feet from the property zoned SF-5 or more restrictive.
- An intensive recreational use, including a swimming pool, tennis court, ball court, or playground, may not be constructed 50 feet or less from adjoining SF-3 property.
- *property line – refers to triggering property line, that which is zoned for SF-5 or more restrictive zoning or on which a use permitted in an SF-5 or more restrictive zoning is located.

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

Scenic Roadway

This site is within the Scenic Roadway Sign District. All signs must comply with Scenic Roadway Sign District regulations. Contact Viktor Auzenne at 512-974-2941 for more information.

Transportation

At the time of site plan, it is recommended that all internal roadways, private driveways or streets shall provide sidewalks along both sides that connect to the boundary streets and public right-of-way. The sidewalk requirements shall be determined by the Transportation Criteria Manual.

At the time of site plan, it is recommended that internal roadways, private driveways or streets be stubbed out to the western property line.

At the time of site plan, it is recommended that gates be prohibited.

At the time of site plan, it is recommended that a public pedestrian and bicycle easement be provided to accommodate the Moya-McKinney Falls Trail along the northern property line as a condition of zoning. A public pedestrian and bicycle easement is also recommended to accommodate the Onion Creek Trail along the southern property boundary. The public access easement design and construction details shall be determined and dedicated at the time of site plan and shall comply with the City of Austin Master Trail Plan.

At the time of site plan, it is recommended that all internal roadways, streets, and drives be dedicated as public right-of-way or be within a public easement.

At the time of site plan, additional right-of-way may be required.

The Austin Metropolitan Area Transportation Plan calls for a total of 400 feet of right-of-way for US 183. TxDOT may request the reservation of additional right-of-way in accordance with the Transportation Plan when the site is redeveloped [LDC, Sec. 25-6-51 and 25-6-55].

Complete streets recommendations per Ordinance # 20140612-119:

1. At the time of site plan, it is recommended that the 95.054 acre site be divided by fully dedicated right of way to create block lengths not to exceed 1,200 feet.
2. Provide pedestrian and bicycle access to the existing Onion Creek Greenway, adjacent to the site.
3. Provide stub-outs to the west of the property for future connection.
4. 25-2 Subchapter E shall apply to the entirety of the zoning tract.

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, Section 25-6-142]. Please refer to 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 (including connection to reuse if available), 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 utility plans must be reviewed and approved by Austin Water 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 fees once the landowner makes an application for Austin Water utility tap permits.