

ZONING CHANGE REVIEW SHEET**CASE:** C14-2016-0090 -- 130/Parmer Rezoning**Z.A.P. DATE:** February 21, 2017; April 18, 2017; June 6, 2017; June 20, 2017; July 18, 2017; August 15, 2017; October 3, 2017; April 3, 2018; May 15, 2018**ADDRESS:** 10208 Lindell Lane**AREA:** 87.69 acres**DISTRICT AREA:** 1**OWNER/APPLICANT:** Cottonwood Holdings, LTD (Pete Dwyer)**AGENT:** Land Strategies, Inc. (Paul Linehan)**ZONING FROM:** I-RR**TO:** GR-MU**SUMMARY STAFF RECOMMENDATION:**

Staff supports the zoning request, which includes the following conditions:

1. The Property shall be subject to the Traffic Impact Analysis ("TIA") prepared by Kimley-Horn Engineering, dated April 17, 2018. Development on the Property is subject to the recommendations contained in a memorandum from the Transportation Review Section of the Development Services Department dated May 7, 2018.

ZONING & PLATTING COMMISSION RECOMMENDATION:

February 21, 2017: The motion to grant staff's request for postponement of this item to April 18, 2017 was approved on the consent agenda by Vice-Chair Rojas, seconded by Commissioner Lavani on a vote 10-0. Commissioner Breithaupt absent.

April 18, 2017: Motion to grant staff's request for postponement of this item to June 6, 2017 was approved on the consent agenda by Commissioner Denkler, seconded by Commissioner Aguirre on a vote of 9-0. Commissioner Breithaupt absent. One vacancy

June 6, 2017: The motion to grant Staff's request for postponement of this item to June 20, 2017 was approved on the consent agenda by Commissioner Aguirre, seconded by Commissioner Lavani on a vote of 10-0. Commissioner Breithaupt absent.

June 20, 2017: Motion to grant Staff's request for postponement of this item to July 18, 2017 was approved on the consent agenda by Commissioner Aguirre, seconded by Commissioner Evans on a vote of 10-0. Commissioner Lavani absent.

July 18, 2017: Motion to grant Staff's request for postponement of this item to August 15, 2017 was approved on the consent agenda by Commissioner Lavani, seconded by Commissioner Denkler on a vote of 10-0. Commissioner Flores absent.

August 15, 2017: Motion to grant Applicant's request for postponement of this item to October 3, 2017 was approved on the consent agenda by Commissioner Greenberg, seconded by Commissioner Flores on a vote of 7-0. Commissioners Breithaupt, Lavani, Evans and Trinh absent.

October 3, 2017: Motion to grant Staff's request for indefinite postponement of this item was approved on the consent agenda by Commissioner Greenberg, seconded by Commissioner Aguirre on a vote of 9-0. Commissioners Lavani and Trinh absent.

April 3, 2018: Motion to grant Staff's request for postponement of this item to May 15, 2018 was approved on the consent agenda on a vote of 10-0.

May 15, 2018:

DEPARTMENT COMMENTS:

The proposed zoning tract is located immediately west of the intersection of SH 130 and Blue Bluff Road. The site is zoned interim-rural residence (I-RR), and is currently undeveloped. South of the property, across Lindell Lane, is Walter E. Long Lake Metropolitan Park, which is zoned public (P). *(Please see Exhibits A and B, Zoning Map and Aerial Map).*

To the west and east of the subject tract, as well as across SH130 to the north, are properties included in the Wildhorse Planned Unit Development (PUD). While the zoning category for these properties is PUD, the land use plan associated with the PUD specifies permitted land uses and development standards for specific areas. Immediately to the west, MDR-L and Community Park land areas are designated. East of the subject property, across Blue Bluff Road, Commercial and MDR-L land areas are designated, as well as an Elementary School tract. The southbound frontage road of SH 130 is immediately north of the subject property. Land use areas across SH 130 include Commercial, MDR-L, MDR-M, and MDR-H, as well as Community Park and Rail Station. Community commercial (GR) zoning is the base zoning category for the Commercial tracts in the surrounding PUD. The MDR properties are primarily residential in character; some areas also allow limited commercial uses. The MDR areas allow a range of residential types, from single family to multifamily. *(Please see Exhibit C- Adjacent PUD Land Use Plan).*

This zoning case is located on southwest corner of Blue Bluff Road and SH 130, and Lindell Lane located on the southern edge of this 87.69 acre undeveloped parcel. This project is not located within boundaries of a neighborhood planning area. Surrounding land uses includes vacant land to the north, east and west, and the Indian Grass Wildlife Sanctuary to the south. The proposal is a mixed use project, including multifamily (722 unites), office building(s), restaurant, and retail uses.

Tract Acreage	Building S.F. / Dwelling Units	Proposed Zoning	Proposed Land Use
48.08	722 d.u.	GR-MU	Multifamily
20.72	360,000 s.f.	GR-MU	Administrative / Professional Office
18.89	143,463 s.f.	GR-MU	Retail Shopping Center
	5,500 s.f.		Restaurant – General
	3,000 s.f.		Limited Restaurant with Drive-thru

As stated in the Summary Staff Recommendation, A Traffic Impact Analysis (TIA) has been prepared for the proposed development. The TIA has been reviewed and approved by City of Austin and TxDOT staff; it will be attached to the zoning by Public Restrictive Covenant (RC). *(Please see Exhibit D- TIA Memorandum).*

Staff supports the zoning request because the proposed GR-MU is consistent with the zoning granted in the adjacent Wildhorse PUD project, which is currently in various stages of subdivision and site plan development. The mixed use project will provide a range of uses and services in an area that is lacking commercial development. The services at this location can also serve the Colony Park neighborhood, which is roughly 4-5 miles away. The TIA will require improvements and cost participation at time of development, providing additional infrastructure and improvements in the area. The site will be required to comply with all applicable City of Austin development standards at time of subdivision and site plan, including Suburban watershed standards and transportation connectivity.

EXISTING ZONING AND LAND USES:

	ZONING	LAND USES
Site	I-RR	Undeveloped
North	PUD	SH 130, Undeveloped
South	P	Undeveloped
East	PUD	Undeveloped
West	PUD	Undeveloped

RELATED CASES:

CITY FILE # / NAME	ZONING FROM	ZONING TO	STAFF REC.	PLANNING COMMISSION	CITY COUNCIL
C814-00-2063 / Wildhorse PUD	I-RR	PUD	Recommended, with conditions (TIA, Env, WQ, etc.)	11-27-01: To approve staff rec. Vote: 8-0	12-06-2001: To approve staff rec. Vote: 8-01 st reading. Vote: 6-1. Ord. # 20020214-28

There are no other recent zoning / rezoning cases in the area.

TIA : See Exhibit D– TIA Memorandum

DESIRED DEVELOPMENT ZONE: No

WATERSHED: Gilleland Creek (Suburban)

EXISTING STREET CHARACTERISTICS:

Name	ROW	Pavement	Classification	Sidewalks	Bike Route	Capital Metro (within ¼ mile)
Lindell Lane	80 feet	21 feet	Local	None existing	Shared Lane	No
Blue Bluff Road	80 feet	22 feet	Local	None existing	Shared Lane	No
SH 130	Varies	Varies	Highway	None existing	Shared Lane	No

NEIGHBORHOOD ORGANIZATIONS:

Del Valle Community Coalition
 Black Improvement Association
 Homeless Neighborhood Association
 Friends of Austin Neighborhoods
 Bike Austin
 Austin Heritage Tree Foundation
 Austin Neighborhoods Council
 Imperial Valley Neighborhood Association
 SEL Texas
 Sierra Club, Austin Regional Group

CITY COUNCIL DATE:

May 10, 2018:

November 2, 2017: *This item was postponed indefinitely at the request of staff on Council Member Pool's motion, Council Member Flannigan's second on a 9-0 vote. Council Members Casar and Garza were off the dais.*

September 28, 2017: *This item was postponed to November 2, 2017 at the request of staff on Council Member Houston's motion, Council Member Renteria's second on a 9-0 vote. Council Member Renteria was off the dais. Council Member Troxclair was absent.*

August 3, 2017: *The item was postponed to August 31, 2017 at the request of staff on Council Member Garza's motion, Council Member Casar's second on an 11-0 vote. A motion to reconsider the item was approved without objection on Council Member Houston's motion seconded by Council Member Pool. This item was postponed to September 28, 2017 at the request of staff on Council*

Member Houston's motion, Council Member Pool's second on an 8-0 vote. Council Members Casar, Garza, and Renteria were off the dais.

June 15, 2017: A motion to postpone the item to August 3, 2017 at the request of staff was approved on consent, Council Member Kitchen's motion, Council Member Alter's second on an 11-0 vote.

May 18, 2017: This item was postponed to June 15, 2017 on consent at the request of staff on Council Member Garza's motion, Council Member Alter's second on a 9-0 vote. Council Members Casar and Troxclair were off the dais.

March 23, 2017: This item was postponed to May 18, 2017 on consent, at the request of staff on Council Member Renteria's motion, Council Member Kitchen's second on an 11-0 vote.

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 zoning request, which includes the TIA memorandum (to be recorded by Public RC) described previously.

Staff supports the zoning request because the proposed GR-MU is consistent with the zoning granted in the adjacent Wildhorse PUD project, which is currently in various stages of subdivision and site plan development. The mixed use project will provide a range of uses and services in an area that is lacking commercial development. The services at this location can also serve the Colony Park neighborhood, which is roughly 4-5 miles away. The TIA will require improvements and cost participation at time of development, providing additional infrastructure and improvements in the area. The site will be required to comply with all applicable City of Austin development standards at time of subdivision and site plan, including Suburban watershed standards and transportation connectivity.

BASIS FOR LAND USE RECOMMENDATION (ZONING PRINCIPLES)

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

Community commercial (GR) district is the designation for an office or other commercial use that serves neighborhood and community needs and that generally is accessible from major traffic ways. Mixed Use combining district is intended for combination with selected base districts, in order to permit any combination of office, retail, commercial, and residential uses within a single development. The proposed rezoning meets all of these criteria.

2. *Zoning should promote clearly-identified community goals, such as creating employment opportunities or providing for affordable housing.*

The proposed mixed use project appears to support Imagine Austin Priority Program Number 1, (investing in a compact and connected Austin) by including residential, retail, and office components. Residents in the multifamily portion of the development would have retail, restaurant and other services, as well as employment opportunities. Additionally, the mixed use project would provide goods, services and jobs in an area of Austin that lacks amenities to serve nearby residents.

3. *Granting of the request should result in an equal treatment of similarly situated properties.*

The proposed GR-MU zoning for this property is similar to nearby portions of Wildhorse PUD. It is also similar to the approved mixed use areas of Colony Park PUD, located approximately 4-5 miles away.

ADDITIONAL STAFF COMMENTS**Comprehensive Planning**

This proposed mixed use project appears to support Imagine Austin Priority Program Number 1, [Investing in a compact and connected Austin] by including residential, retail, and office components in the development. The Imagine Austin Priority Programs highlight key policies and actions in multiple building blocks, making it easier to implement the plan. This mixed use project would provide goods, services and jobs in an area of Austin that lacks amenities to serve nearby residents living on or near SH-130. The addition of sidewalks and bike trails throughout the project can make it bicycle and pedestrian friendly. This proposed neighborhood center appears to be supported by the Imagine Austin Comprehensive Plan.

Imagine Austin

The following Imagine Austin Comprehensive Plan (IACP) policies are applicable to this project:

- **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 P5.** Create healthy and family-friendly communities through development that includes a mix of land uses and housing types and affords realistic opportunities for transit, bicycle, and pedestrian travel and provides both community gathering spaces, parks and safe outdoor play areas for children.
- **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.
- **LUT P29.** Develop accessible community gathering places such as plazas, parks, farmers' markets, sidewalks, and streets in all parts of Austin, especially in the Downtown, future TODs, in denser, mixed-use communities, and other redevelopment areas, that encourage interaction and provide places for people of all ages to visit and relax.
- **HN P10.** Create complete neighborhoods across Austin that have a mix of housing types and land uses, affordable housing and transportation options, and access to healthy food, schools, retail, employment, community services, and parks and recreation options.

Site Plan

SP1) Site plans will be required for any new development other than single-family or duplex residential.

SP2) 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.

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. The Austin Metropolitan Area Transportation Plan calls for a total of 114 feet of right-of-way for Lindell Lane (2025 AMATP Classification is MAD4). If the requested zoning is granted, then right-of-way should be dedicated from the existing centerline of Lindell Lane in accordance with the Transportation Plan. [LDC, Sec. 25-6-51 and 25-6-55).
- TR3. If the requested zoning is recommended for this site, right-of-way should be dedicated from the centerline of Blue Bluff Lane in accordance with the Transportation Criteria Manual, in order to accommodate traffic anticipated to be generated by this site (current ROW width is 80; Major Arterial ROW width required is 114). LDC, 25-6-55; TCM, Tables 1-7, 1-12.
- TR4. Additional right-of-way maybe required at the time of subdivision and/or site plan.
- TR5. Nadia Barrera, Urban Trails, Public Works Department and Nathan Wilkes, Bicycle Program, Austin Transportation Department may provide additional comments regarding bicycle and pedestrian connectivity per the Council Resolution No. 20130620-056.
- TR6. According to the Austin 2014 Bicycle Plan approved by Austin City Council in November, 2014, a Bicycle Lane is recommended for both Lindell Lane and Blue Bluff Road.
- TR7. If the requested zoning is granted, it is recommended, as a condition of zoning, to provide sidewalks along both sides of the private drives, streets, and internal circulation routes

connecting to the public right-of-way to improve walkability and connectivity. The sidewalk dimensions shall comply with the Transportation Criteria Manual and shall be constructed in accordance with the latest ADA standards.

TR8. If the requested zoning is recommended for this site, it is recommended that internal drives connect to the *west* for future connectivity.

TR9. Existing Street Characteristics:

Name	ROW	Pavement	Classification	Sidewalks	Bike Route	Capital Metro (within ¼ mile)
Lindell Lane	80 feet	21 feet	Local	None existing	Shared Lane	No
Blue Bluff Road	80 feet	22 feet	Local	None existing	Shared Lane	No
SH 130	Varies	Varies	Highway	None existing	Shared Lane	No

Environmental

1. The site is not located over the Edwards Aquifer Recharge Zone. The site is in the Gilleland 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:

<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%

3. According to floodplain maps there is a floodplain adjacent to the project location. Based upon the location of the floodplain, offsite drainage should be calculated to determine whether a Critical Water Quality Zone exists within the project location.

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

5. 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.

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

7. 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.

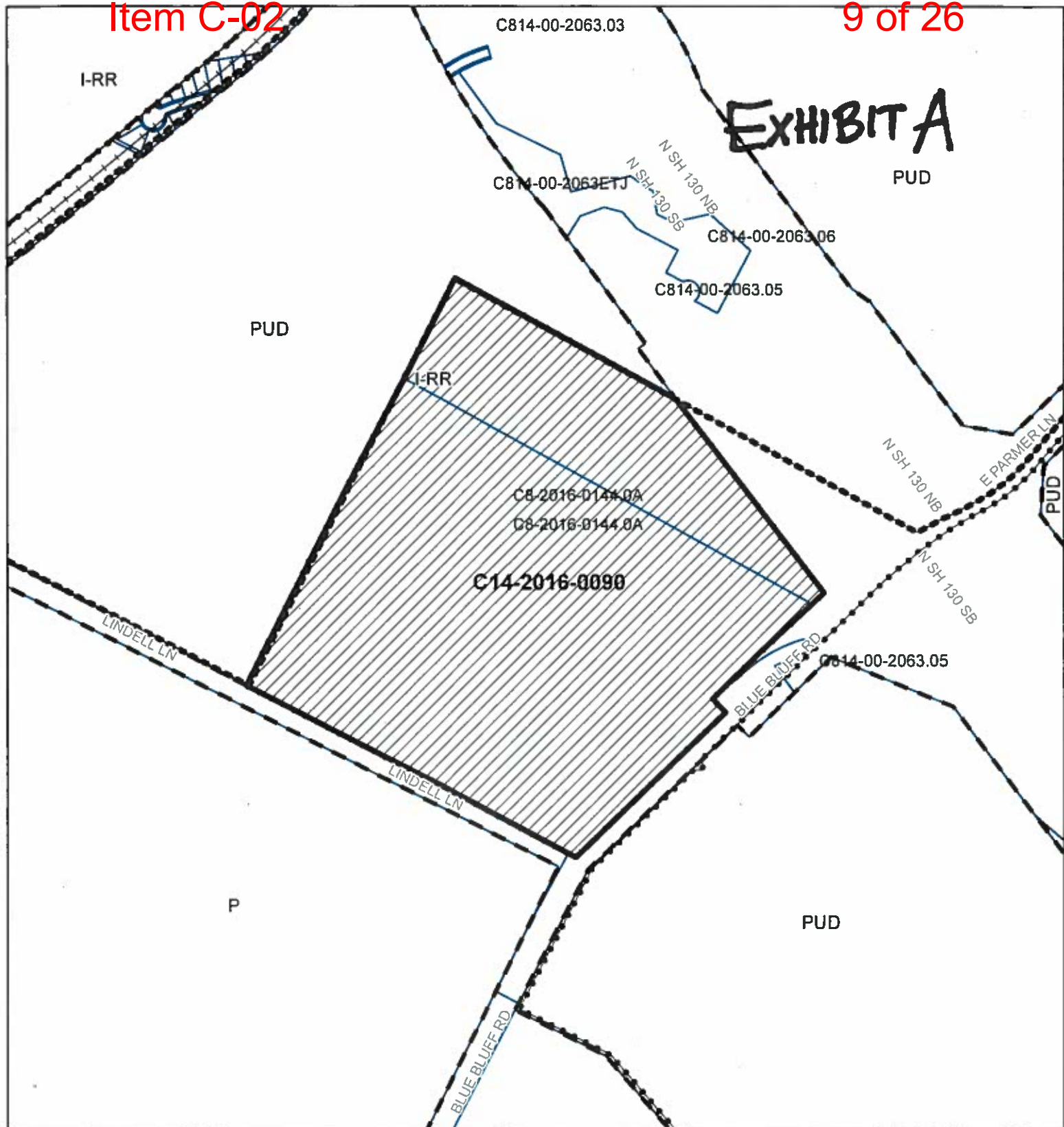
Water and Wastewater

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 site shall have separate wastewater taps, separate water meters, and their respective private water and wastewater service lines shall be positioned or located in a manner that will not cross lot lines.

Based on current public infrastructure configurations, it appears that service extension requests will be required to provide water and wastewater service to this lot. For more information pertaining to the Service Extension Request process and submittal requirements contact Alberto Ramirez with Austin Water, Utility Development Services at 625 E. 10th St., 7th floor. Ph: 512-972-0211.

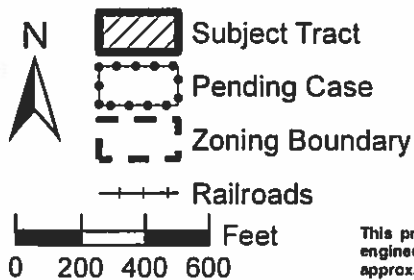
If wastewater service is not utilized, the proposed subdivision is within the City of Austin jurisdiction for on-site sewage facilities, and therefore will require the applicable notes from the Austin Water Utility. For more information pertaining to the On-Site Sewage Facilities process and submittal requirements contact Reyna Holmes with the Austin Water Utility, Utility Development Services at 625 E. 10th St., 7th floor. Ph: 512-972-0202. The Austin Water Utility reserves the right to make additional comments and to establish other requirements with the On-Site Sewage Facilities review.

The water and wastewater utility plan must be reviewed and approved by Austin Water for compliance with City criteria. 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.



ZONING

Case#: C14-2016-0090



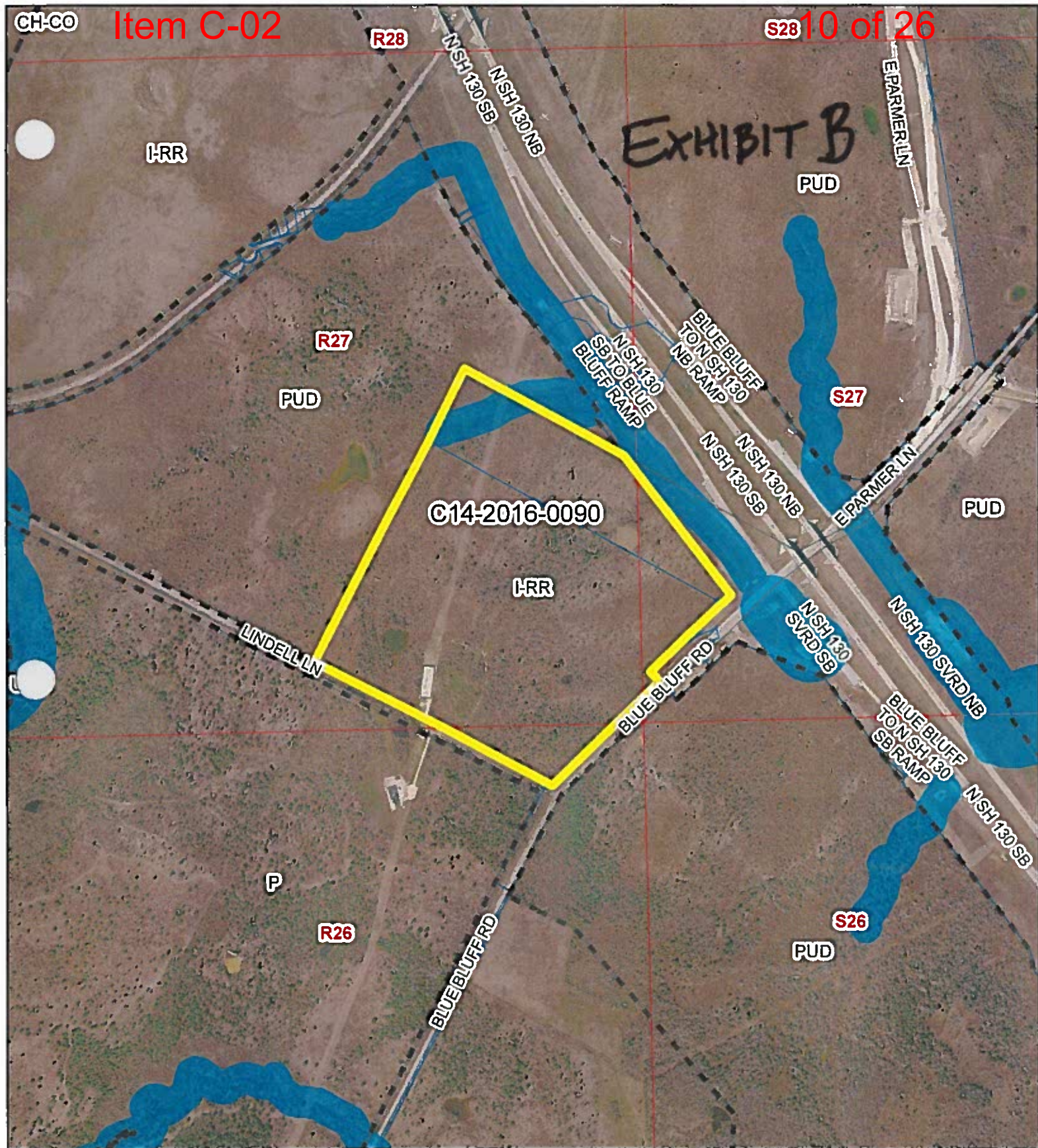
This product is for informational purposes and may not have been prepared for or be suitable for legal, engineering, or surveying purposes. It does not represent an on-the-ground survey and represents only the approximate relative location of property boundaries.

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

1" = 600'



- SUBJECT TRACT
- PENDING CASE
- ZONING BOUNDARY
- CREEK BUFFER

ZONING

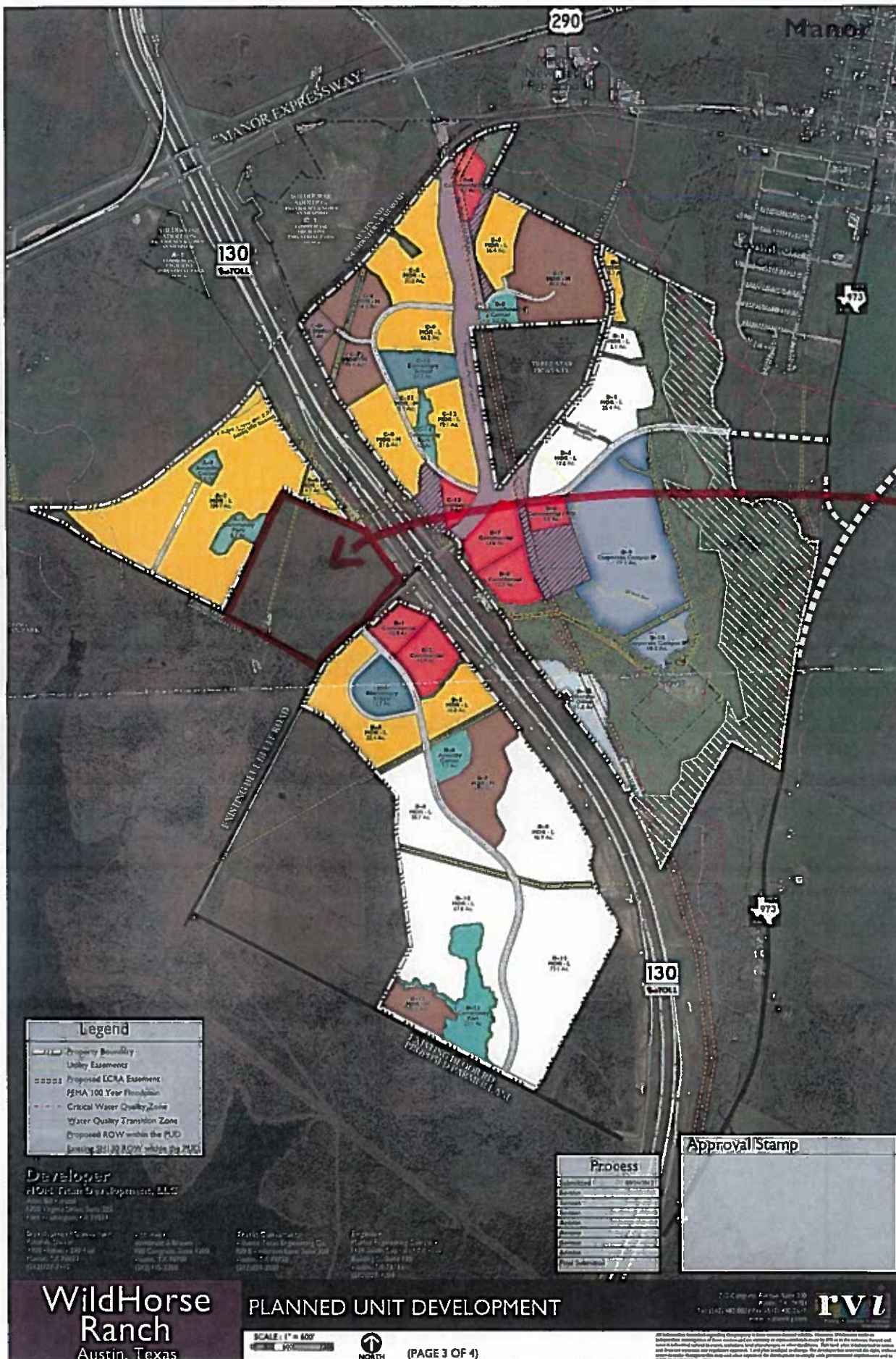
ZONING CASE#: C14-2016-0090
 LOCATION: 10208 LINDELL LANE
 SUBJECT AREA: 87.708 ACRES
 GRID: R26, R27, S27
 MANAGER: HEATHER CHAFFIN



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.

EXHIBIT
C

SITE





MEMORANDUM

EXHIBIT D

TO: Heather Chaffin, Case Manager
Planning and Zoning Department

FROM: Scott A. James, P.E., PTOE
Mehrnaz Mehraein, P.E. *MM*
DSD/Land Use Review-Transportation

DATE: May 7, 2018

SUBJECT: Traffic Impact Analysis for SH 130 / Parmer TIA
Zoning application C14-2016-0090

Staff from the Development Services and Austin Transportation Departments have reviewed the Traffic Impact Analysis dated April 17, 2018 for SH 130 / Parmer project, submitted by Kimley Horn Engineering. The project site is located in the north-west quadrant of SH 130 and Blue Bluff Rd / Parmer Ln (FM 734) in Austin, Travis County, Texas. The applicant is requesting to rezone 87.708 acres of a property from I-RR to GR-MU to allow for the following land uses:

- Up to 722 residential apartment units;
- 360,000 square feet of office;
- 144,000 square feet of shopping center;
- 3,000 square feet of fast-food restaurant with drive through; and
- 5,500 square feet of quality restaurant.

A total of five (5) access driveways is proposed, with connections to Blue Bluff Road and Lindell Ln. The proposed completion date is 2026.

Surrounding Roadways

Harris Branch Parkway is a six lane divided roadway, with three travel lanes in each direction. This roadway is classified as a principal arterial and generally runs in the north-south direction with a posted speed limit of 40 mph in the project vicinity.

US Highway 290 is a six lane divided roadway, with three travel lanes in each direction. This roadway is classified as a principal arterial with portions classified as tolled facilities and generally runs in the east-west direction. There is a posted speed limit of 60 mph in the project vicinity on the frontage roads.

Parmer Lane (FM 734) is a four lane divided roadway, with two travel lanes in each direction. This roadway is classified as a principal arterial and generally runs in the north-south direction with a posted speed limit of 45 mph.

SH 130 is a four lane divided roadway, with two travel lanes in each direction. This roadway is classified as a tolled facility and generally runs in the north-south direction with a posted speed limit of 80 mph on the main lanes and 65 mph frontage roads near intersections.

Decker Lane (FM 3177) is a four lane undivided roadway, with two travel lanes in each direction. Decker Lane is classified as a principal arterial. The posted speed limit varies along the corridor and has multiple school zones. The posted speed limit from US Hwy 290 to Daffan Lane is 60 mph, from Daffan Lane to Loyola Lane is 50 mph, from Loyola Lane to FM 969 is 55 mph. There is a school zone beginning north of Daffan Lane, with a posted speed limit of 35 mph on either side of Daffan Ln near Decker Elementary School, and then increasing to 50 mph in front of Decker Middle School. There is also a school zone posted at 35 mph in front of Oak Meadows Elementary School.

Daffan Lane is a two lane undivided roadway with one travel lane in each direction. The roadway can be classified as a local road and generally runs in the east-west direction with a posted speed limit of 30 mph.

Loyola Lane is a four lane divided roadway, with two travel lanes in each direction. This roadway is classified as a principal arterial and runs in the east-west direction with a posted speed limit of 50 mph.

Decker Lake Road is a two lane undivided roadway, with one travel lane in each direction. This roadway is classified as a principal arterial and generally runs in the east-west direction with a posted speed limit of 50 mph.

Lindell Lane is a two lane undivided roadway, with one travel lane in each direction. The roadway is classified as a collector street and generally runs in the east-west direction with a posted speed limit of 30 mph.

Wildhorse Connector is classified as a minor arterial and generally runs in the east-west direction. The posted speed limit is 45 mph.

Martin Luther King Boulevard (FM 969) is currently a four lane undivided arterial roadway, with two travel lanes in each direction. This road is classified as a principal arterial, and generally runs in the east-west direction with a posted speed limit of 50 mph.

FM 973 is classified as a principal arterial and runs generally in the north-south direction with a posted speed limit of 60 mph. TxDOT is considering alternative alignments for FM 973 that would connect to the existing intersection of US 290 / FM 973 to the east.

Trip Generation Estimates

Based on the ITE Trip Generation Manual, 9th Edition, as shown in Table 1, the proposed development will generate approximately 14,894 new daily trips per day (vpd) with 1,018 trips occurring during the AM peak hour, and 1,254 occurring during the PM peak hour. According to the scoping document, ITE trip generation reduction rates were allowed in the analysis. Table 1 summarizes the weekday trip generation estimates for the project.

Table 1 – Estimate of weekday Peak Hour trip generation									
Land Uses	Intensity	ITE Code	Daily Trips	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Apartment	722 DU	220	4,500	72	286	358	270	145	415
General Office Building	360,000 SF	710	3,476	469	64	533	82	400	482
Shopping Center	144,000 SF	820	8,588	194	74	268	366	397	763
Fast- Food Restaurant w/ D.T.	3,000 SF	934	1490	69	67	136	51	47	98
Quality Restaurant	5,500 SF	931	496	3	1	4	27	14	41
Internal Trip Reduction			3,656	84	84	168	137	137	274
Pass-By Trip Reduction			-	20	19	39	137	133	270
TOTAL PROJECT			14,894	629	389	1,018	522	733	1,254

Data Collection

For this study, weekday AM and PM peak period turning movement counts were collected on Wednesday, October 19, 2016 when public schools were in session.

Trip Distribution

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

Table 2 – Site Trip Distribution	
Direction of approach	Percentage Enter and Exit
To/From the North on Parmer	8%
To/From the East on US 290	10%
To/From the North on SH 130	15%
To/From the East on Wildhorse Connector	5%

To/From the West on Wildhorse Connector	4%
To/From the South on SH 130	15%
To/From the South on Wildhorse Arterial	2%
To/From the South on Blue Bluff	1%
To/From the East on Decker Lake	1%
To/From the East on FM 969	3%
To/From the West on FM 969	5%
To/From the West on Loyola	5%
To/From the West on Daffan Ln	1%
To/From the West on US 290	20%
To/From the North on Harris Park	5%
Total	100%

Traffic Analysis Methodology

The following table presents the Highway Capacity Manual (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--Level of Service as defined by HCM		
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

Table 4 below presents a summary of the analysis for the existing (2016) and future 2026 "No Build" conditions. It provides both the calculated estimated delays (in seconds per vehicle) for the AM and PM peak travel periods, and the corresponding LOS rating for each intersection studied for this application:

Table 4- Intersection Level of Service and Delay								
Intersections	Existing (2016)				2026 No Build			
	AM		PM		AM		PM	
	Delay (secs)	LOS	Delay (secs)	LOS	Delay (secs)	LOS	Delay (secs)	LOS
Blue Bluff and Lindell lane	9	A	9	A	12.9	B	11.6	B
SH 130 SBFR and Blue Bluff Road/ Parmer Lane	9.2	A	9.1	A	23.9	C	9	A
Blue Bluff Road/ Parmer Lane and SH 130 NBFR	3.1	A	3.7	A	2.3	A	1.6	A
Blue Bluff Road/ Parmer (FM 734) and Wildhorse Connector	7.9	A	7.7	A	80.5	F	88.7	F
Parmer (FM 734) and US 290 EBFR	54.5	D	281	F	166.2	F	608.3	F
Parmer (FM 734) and US 290 WBFR	57.2	D	93.5	F	63.1	E	309.4	F
SH 130 NBFR and US 290 WBFR	43.9	D	46	D	610.1	F	969.5	F
SH 130 NBFR and US 290 WBFR	117	F	117	F	755.4	F	458	F
SH 130 SBFR and US 290 EBFR	27.3	D	27.3	D	413.5	F	573	F
SH 130 SBFR and US 290 WBFR	272.4	F	272.4	F	559.4	F	260	F
Harris Branch Pkwy and US 290 EBFR	42.7	E	42.7	E	184.9	F	102	F
Harris Branch Pkwy and US 290 WBFR	37.7	E	37.7	E	177.6	F	41.4	D
Decker Lane and Lindell Lane	16.8	C	18.8	C	185.4	F	295.2	F
Decker Lane and Daffan Lane	12.6	B	15.2	C	18.7	C	38.8	E
Decker Lane and Loyola Lane/ Decker Lake Road	79	F	79	F	123.4	F	71.2	E
FM 969 and Decker Lane	112	F	112	F	442.9	F	326.3	F
Gillbert Road and FM 973	1,141	F	25.8	D	1,783	F	155.4	F
Gillbert Road and SH 130 NBFR	11.4	B	12.2	B	17.2	C	15.9	C
SH 130 SBFR and FM 973	25.8	D	26.1	D	7.2	A	11	B
SH 130 NBFR and FM 973	9.3	A	7.9	A	10.9	B	9	A

Table 5 below presents a summary of the analysis performed within the TIA, for the future 2026 "Build out" conditions. It presents the calculated estimated delays (in seconds per vehicle) for the AM and PM peak travel periods, and the corresponding LOS rating for each intersection, for both "with" and "without" mitigations.

Table 5- Intersection Level of Service and Delay								
Intersections	2026 Build out W/O mitigations				2026 Build with improvements			
	AM		PM		AM		PM	
	Delay (secs)	LOS	Delay (secs)	LOS	Delay (secs)	LOS	Delay (secs)	LOS
Blue Bluff and Lindell lane	18.1	C	17.5	C	5.9	B	14	B
SH 130 SBFR and Blue Bluff Road/ Parmer Lane	28.8	D	551	F	27.7	C	35.7	D
Blue Bluff Road/ Parmer Lane and SH 130 NBFR	53.2	F	563	F	28.8	C	35.7	D
Blue Bluff Road/ Parmer (FM 734) and Wildhorse Connector	83.1	F	91.1	F	54.6	D	37.9	D
Parmer (FM 734) and US 290 EBFR	343.1	F	627.9	F	199.3	F	125.4	F
Parmer (FM 734) and US 290 WBFR	65.3	E	334.7	F	59.7	E	268.7	F
SH 130 NBFR and US 290 WBFR	610.1	F	969	F	270.9	F	473	F
SH 130 NBFR and US 290 WBFR	755.4	F	458.1	F	174.8	F	36.3	D
SH 130 SBFR and US 290 EBFR	446.8	F	590	F	95	F	134.9	F
SH 130 SBFR and US 290 WBFR	559.4	F	260	F	559.4	F	97	F
Harris Branch Pkwy and US 290 EBFR	190.1	F	141.8	F	166.6	F	68	E
Harris Branch Pkwy and US 290 WBFR	212.3	F	77.1	E	164.1	F	53.7	E
Decker Lane and Lindell Lane	132	F	191	F	13.9	B	34	C
Decker Lane and Daffan Lane	24.1	C	75.9	F	14.6	B	15.4	B
Decker Lane and Loyola Lane/ Decker Lake Road	163.6	F	66.6	E	115.9	F	65.9	E
FM 969 and Decker Lane	472.4	F	369	F	362.7	F	244	F
Blue Bluff and Driveway 2	32.9	D	661.8	F	28.5	D	350.5	F
Blue Bluff and Driveway 4	16.3	C	25.6	D	12.7	B	17.4	C
Lindell Lane and Driveway 5	8.1	A	14.2	B	8.1	A	14.2	B
Lindell Lane and Driveway 6	8.2	A	11.8	B	8.2	A	11.8	B
Lindell Lane and Driveway 7	7.7	A	12.7	B	7.7	A	12.7	B
Gillbert Road and FM 973	930	F	331	F	48.3	D	45.3	D
Gillbert Road and SH 130 NBFR	24.6	C	17.9	C	24.6	C	19.5	C
SH 130 SBFR and FM 973	25.9	C	26.3	C	19	B	18.5	B
SH 130 NBFR and FM 973	12.1	B	9.4	A	12.1	B	9.4	A

Summary of Future Traffic Conditions at the time of build out

As presented in table 6, the traffic operations of the following intersections are affected by this development and background traffic congestion:

Table 6- Failing Intersection Movements in 2026 Build-Out Scenario			
Intersection	Movement	LOS (2026 Build-Out)	
		AM	PM
SH 130 SBFR and Blue Bluff Rd / Parmer	Southbound Left	F	F
SH 130 NBFR and Blue Bluff Rd / Parmer	Northbound Left	D	F
Parmer (FM 734) and Wildhorse Connector	Eastbound Right	E	E
	Westbound Left	C	F
	Westbound Right	C	F
	Northbound Through	C	F
	Northbound Right	F	D
	Southbound Left	F	F
	Southbound Right	F	F
Parmer (FM 734) and US 290 EBFR	Eastbound Through	F	F
	Northbound Through	F	D
Parmer (FM 734) and US 290 WBFR	Southbound Through	E	F
SH 130 NBFR and US 290 EBFR	Northbound Through	F	F
	Northbound Right	F	F
SH 130 NBFR and US 290 WBFR	Northbound Left	F	F
SH 130 SBFR and US 290 EBFR	Eastbound Right	F	F
	Southbound Through	F	F
SH 130 SBFR and US 290 WBFR	Westbound Through	F	B
	Southbound Through	F	F
	Southbound Right	F	D
Harris Branch and US 290 EBFR	Eastbound Through	B	F
	Northbound Through	F	F
	Northbound Right	E	F
Harris Branch and US 290 WBFR	Westbound Through	F	B
Harris Branch and US 290 WBFR	Northbound Left	F	E
	Southbound Through	E	E
	Southbound Right	E	E
Decker Ln and Lindell Lane	Westbound Left	F	F
Decker Ln and Daffan Ln	Eastbound Left	C	F
Decker Lane and Loyola Ln/Decker Lake Rd	Eastbound Left	F	D
	Westbound Through	F	D
	Northbound Left	F	E
	Southbound Left	C	E
	Southbound Through	F	D
FM 969 and Decker Ln	Eastbound Left	F	F
	Eastbound Through	B	E
	Westbound Through	F	F
	Northbound Left	E	F
	Northbound Through	E	F

Table 6- Failing Intersection Movements in 2026 Build-Out Scenario			
Intersection	Movement	LOS (2026 Build-Out)	
		F	F
Gilbert Rd and FM 973	Southbound Left	F	F
	Southbound Through	F	D
	Northbound Left	F	C
	Northbound Right	C	F
Blue Bluff Rd and Dwy 2	Eastbound Left	D	F

Transportation Improvements Identified in the TIA

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:

SH 130 and Blue Bluff Road/ Parmer Lane

The intersection of SH 130 and Blue Bluff / Parmer is currently a stop controlled intersection. The applicant proposes to install traffic signals for both SH 130 northbound and southbound frontage road intersections. Considering the traffic signal improvement, the calculated level of service for this intersection will improve from LOS F to LOS D.

Blue Bluff Road (Lindell Lane to SH 130)

The Blue Bluff Road from Lindell Lane to SH 130 is currently a two-lane road which measures 20 ft in pavement width. The applicant recommends widening this section of Blue Bluff Road to three-lanes, which will increase the vehicular capacity of this location.

Parmer Lane (FM 734) and Wildhorse Connector

The intersection of Parmer and Wildhorse is currently a stop controlled intersection. Wildhorse PUD TIA proposes signaling this intersection. The traffic signal installation would help the intersection level of service to improve from LOS F to LOS D during the build out scenario for both AM and PM peak hours.

Parmer Lane (FM 734) and US 290 EBFR

The intersection of Parmer Lane (FM 734) and US 290 EBFR will operate at LOS F during both peak hours of the future build out scenario. In response, the applicant recommends the following improvements:

- Adjusting the signal timings of this intersection;
- Converting the eastbound dual left turn lanes into a single left turn lane and a shared through-left by changing the pavement markings;
- Converting shared through-left to through only by changing pavement markings;
- Adding a southbound left turn lane; and
- Adding right turn lane eastbound (per Wildhorse PUD TIA)

Parmer Lane (FM 734) and US 290 WBFR

The intersection of Parmer (FM 734) and US 290 WBFR will operate at LOS F during the 2026 build out scenario. The applicant proposes adjusting the traffic signal timings and changing the pavement markings to convert the westbound shared through-left lane to a through only lane.

SH 130 NBFR and US 290 EBFR

The intersection of SH 130 NBFR and US 290 EBFR will operate at LOS F during the build out scenario. The recommended signal timing adjustments and additional northbound left turn lane at the US 290 WBFR will decrease the delay of this intersection.

SH 130 NBFR and US 290 WBFR

The intersection of SH 130 NBFR and US 290 WBFR is a signalized intersection with a calculated LOS F during both AM and PM peak hours of the build out scenario. The applicant recommends adjusting the traffic signal timing and changing the pavement markings to convert the middle through lane to a left turn lane.

SH 130 SBFR and US 290 EBFR

The intersection of SH 130 SBFR and US 290 EBFR will operate at the LOS F during the both peak hours on the 2026 build out scenario. The applicant proposes adjusting the signal timings and changing the pavement markings to convert the wide shoulder on the south side of the intersection to an acceleration lane for eastbound right-turning traffic.

Harris Branch Road and US 290 WBFR

The intersection of Harris Branch and US 290 WBFR is a signalized intersection with LOS F during both peak hours of the future build out scenario. Recommendations include adjusting the signal timing and restriping the inside northbound through lane as a shared through-left lane. These improvements will result in changing the calculated LOS from F to E.

Decker Lane and Lindell Lane

The intersection of Decker Lane and Lindell Lane will operate at LOS F during the build out scenario. The applicant proposes the following improvements:

- Installing a traffic signal with the rail crossing gates and rail preemptions;
- Adding a right turn lane northbound (per Wildhorse PUD TIA); and
- Adding left turn lane westbound (per Wildhorse PUD TIA)

Decker Lane and Loyola Lane (also called Decker Lake Road)

The intersection of Decker Lane and Loyola Lane (Decker Lake Road) will operate at LOS F during the build out scenario. The applicant recommended adjusting signal timings and adding a southbound right turn lane by restriping the wide shoulder. These changes should increase the vehicular capacity and change the level of service from LOS F to LOS E.

FM 969 and Decker Lane

The intersection of FM 969 and Decker Lane will operate at LOS F for both AM and PM peak hours during the build out scenario. The applicant proposes adjusting signal timings of this intersection.

FM 973 and Gilbert Road

The intersection of FM 973 and Gilbert Road will operate at LOS F for both AM and PM peak hours, during the build out scenario. The applicant recommends adjusting the signal timing of this intersection. This improvement is shown to improve the calculated delays from LOS F to LOS D.

Table 7 – Summary of Recommended Mitigation Measures from TIA

Intersection	Approach	Mitigation Measure	Total Estimated Cost	% Site Traffic/ Forecast	Pro-Rata Cost Share
SBFR SH 130 and Blue Bluff / Parmer Lane	Intersection	New Signal	\$500,000	35%	\$172,629
NBFR SH 130 and Blue Bluff / Parmer Lane	Intersection				
Blue Bluff between Lindell Ln and SH 130	Mid-Block	Widen to 3 Lane Arterial	\$909,091	42%	\$379,342
Blue Bluff Driveway 1	Southbound	Acceleration / Deceleration Lanes	\$107,955	100%	\$107,955
Blue Bluff Driveway 2	Southbound	Acceleration / Deceleration Lanes	\$119,318	100%	\$119,318
Parmer and US 290	Intersection	Adjust Signal Timings	\$5,000	5%	\$5,000
Parmer and US 290 EBFR	Eastbound	Convert EB Dual Left to Shared Through-Left	\$5,000	1%	\$68
Parmer and US 290 WBFR	Westbound	Convert WB Shared Through-Left to Through	\$5,000	3%	\$151
SH 130 and US 290	Intersection	Adjust Signal Timings	\$5,000	1%	\$5,000
SH 130 NBFR and US 290 EBFR	Northbound	Add NB Through Trap Lane	\$75,000	1%	\$489
SH 130 NBFR and US 290 WBFR	Northbound	Restripe Inside Through as Left Turn	\$5,000	0%	\$0
SH 130 SBFR and US 290 EBFR	Eastbound	Restripe EB Right Turn with Accel Lane	\$7,500	1%	\$98
Harris Branch and US 290	Intersection	Adjust Signal Timings	\$5,000	6%	\$5,000
Harris Branch and WBFR US 290 Decker Lane and Lindell Lane	Northbound	Restripe Inside Thru as Shared Thru-Left	\$5,000	20%	\$1,003
	Intersection	Install Signal with Rail Crossing Gates	\$1,000,000	19%	\$190,954
Decker Lane and Loyola Lane / Decker Lake Road	Intersection	Adjust Signal Timings	\$5,000	5%	\$5,000
Gilbert and FM 973	Southbound	Add SB Right Turn by Restriping shoulder	\$7,500	6%	\$485
FM 969 and Decker Lane	Intersection	Adjust Signal Timings	\$5,000	2%	\$5,000
FM 973 and Gilbert Lane	Intersection	Adjust Signal Timings	\$5,000	21%	\$5,000
SUB TOTAL			\$2,776,364		\$1,002,492
Parmer Lane and US 290 EBFR	Southbound	Add Left Turn Lane	\$225,950	8%	\$18,513
	Eastbound	Add Right Turn Lane	\$224,775	1%	\$3,036
Decker (FM 3177) and Lindell Lane	Northbound	Add Right Turn Lane	\$198,600	9%	\$17,570
	Westbound	Add Left Turn Lane	\$125,600	51%	\$64,066
Parmer and Wildhorse Connector	Intersection	New Signal	\$241,500	9%	\$21,431
SUB TOTAL			\$1,016,425		\$124,616
Decker (FM 3177) and Daffan Lane	Intersection	New Signal	-	-	-
TOTAL			\$3,792,789		\$1,127,108

Developer and City of Austin Staff Recommended Improvements

Staff and the developer 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 pre-existing) 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.
- 3) Texas Department of Transportation facilities also serve the interests of the general traveling public and are therefore incorporated into City of Austin objectives for site mitigation.

Conclusions and Recommendations

While not all of the identified improvements necessary will be constructed as part of this site development, review staff are in agreement that the applicant will satisfactorily mitigate the impact determined in the TIA document if certain critical improvements are made as a part of site development. Therefore, staff recommends approval of this zoning application subject to the following conditions:

- 1) The applicant shall dedicate 57 feet of right-of-way along the frontage of Lindell Lane in accordance with the 2025 AMATP [LDC, Sec. 25 – 6 – 51 and Sec. 25 – 6 – 55].
- 2) The applicant shall dedicate 57 feet of right-of-way along Blue Bluff Lane, in accordance with the Austin Transportation Criteria Manual [LDC, Sec 35 – 6 – 55, TCM Tables 1 – 7 and 1 – 12].
- 3) The applicant shall provide a midblock pedestrian access easement of 15 feet in width, from the north property line to the south property line; and to provide a midblock pedestrian access easement of 15 feet in width from the east property line to the west property line in order to provide connectivity to adjacent right-of-ways and land uses at the time of the first site plan.
- 4) The applicant shall provide stub outs for all internal drives to the west for future connectivity, including a joint use access easement.
- 5) Prior to the 3rd Reading of City Council, the applicant shall commit to design and construct the improvements summarized below:
 - a) Design and construction of the widening of Blue Bluff Road from approximately 580 feet south of SH 130 southbound service road to Lindell Lane
 - b) Design and construction of acceleration and deceleration lanes at both (2) driveways on Blue Bluff Road

- c) All designs and construction shall comply with the descriptions and terms of the Austin Transportation Department approval memorandum, dated April 26, 2018 (attached).
- 6) All driveways shall be reviewed in accordance with the City of Austin Land Development Code and Transportation Criteria Manual, as appropriate.
- 7) 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 April 17, 2018), including land uses, trip generation, trip distribution, traffic controls and other identified conditions.
- 8) The findings and recommendations of this TIA memorandum remain valid until May 7, 2023, after which a revised TIA or addendum may be required.



Mehrnaz Mehraein, P.E.
Development Services Department
Land Use Review Division/ Transportation



MEMORANDUM

To: Scott A. James, PE, PTOE, DSD Date: April 26, 2018

CC: Lee Austin, PE, ATD Project: 130 / Parmer
Ravali Kosaraju, P.Eng., PE, ATD
Nazlie Saeedi, EIT, ATD
Nathan Aubert, EIT, ATD

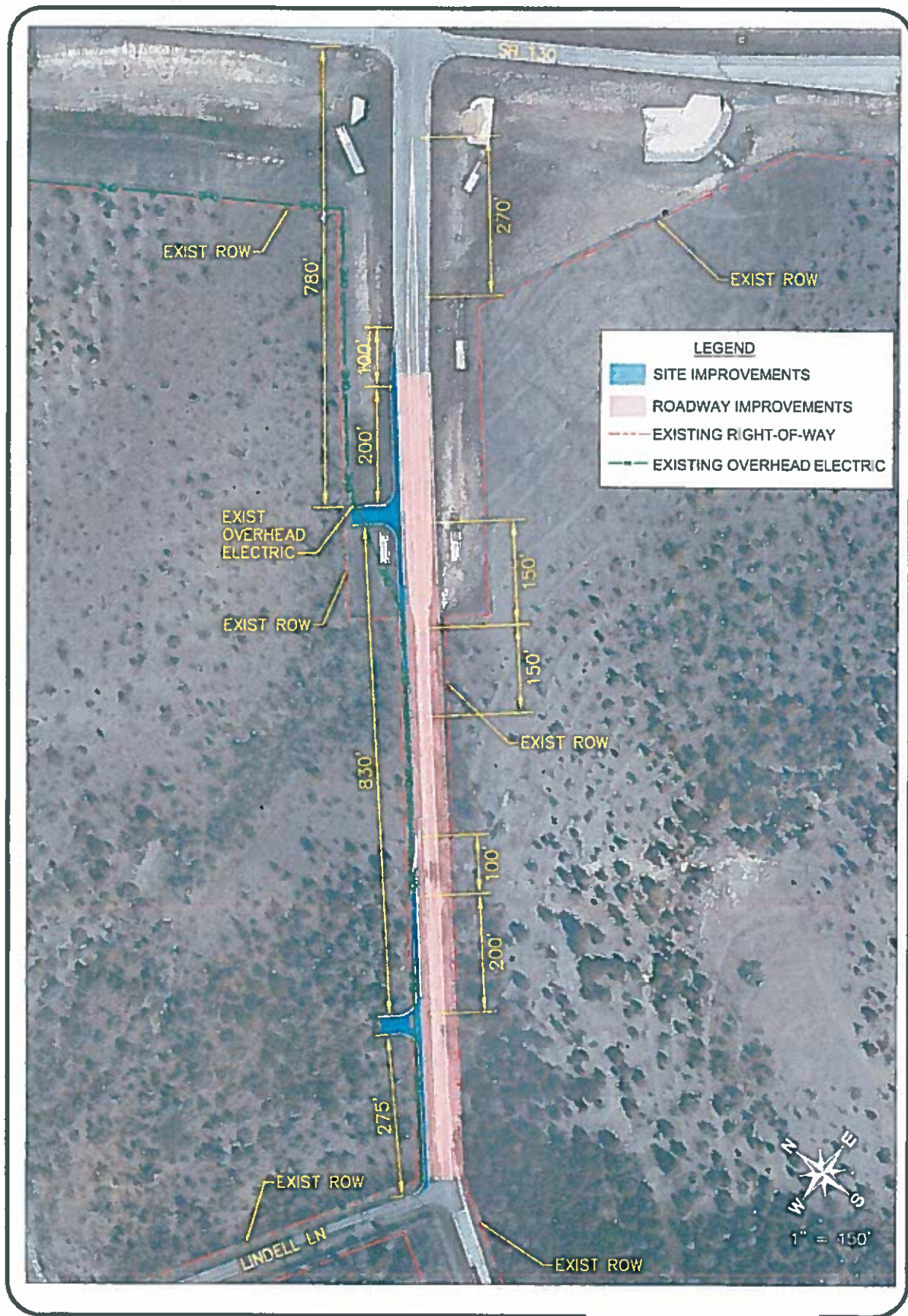
From: Upal Barua, P.Eng., PE *Upal Barua* Re: TIA Comments
Austin Transportation Department

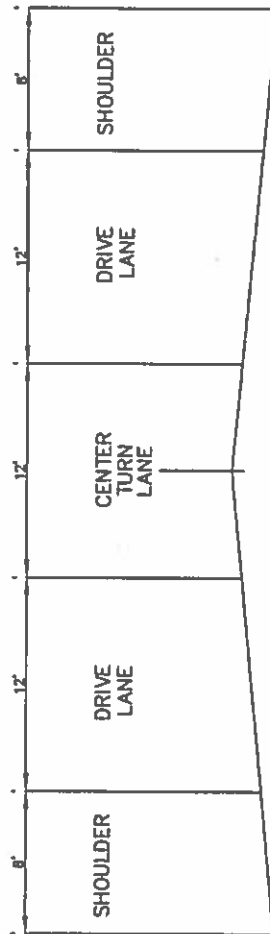
Austin Transportation Department has reviewed the January 20, 2018 traffic report (received January 24, 2018) and subsequent revised/Final traffic report dated April 17, 2018, "130 / Parmer Development Traffic Impact Analysis" prepared by Kimley-Horn and Associates, Inc.

The proposal calls for constructing 722 Apartment Units, 360,000 square feet of general office, 5,500 square feet of quality restaurant, 3,000 square feet of fast food restaurant with drive-through, and 143,460 square feet of retail (general shopping). The development would be located on the northwest corner of the intersection of Lindell Lane and Blue Bluff Road.

The Austin Transportation Department (ATD) does not have any further comments on the TIA. As identified in the TIA, the applicant would be responsible for:

1. Design and construction of the widening of Blue Bluff Road from approximately 580 feet south of SH 130 Southbound Service Road to Lindell Lane will be completed by the applicant with applicant's 100% cost. The cross section will match the design in Appendix J, provided to ATD on April 25th. (Attached herewith).
2. Design and Construction of acceleration and deceleration lanes at both (2) driveways on Blue Bluff Road will be completed by the applicant with applicant's 100% cost. The design of the acceleration and deceleration lanes will match the design included in the TIA. (Attached herewith).
3. Driveways to the proposed development would be limited to two (2) only, on Blue Bluff Road.





BLUE BLUFF RD

LIMITS: 580 FEET FROM THE INTERSECTION OF SH 130
SBFR AND BLUE BLUFF ROAD TO THE INTERSECTION
OF LINDELL LANE AND BLUE BLUFF ROAD

Kimley»Horn

130 FARMER MULTI-USE DEVELOPMENT
AUSTIN, TEXAS

BLUE BLUFF RD
TYPICAL SECTION