

ZONING CHANGE REVIEW SHEET

CASE: C14-2018-0001 (Metric and 183)

P.C. DATE: June 26, 2018
December 11, 2018
January 8, 2019

ADDRESS: 8965 Research Boulevard Northbound, 9000 Metric Boulevard, 9100 Metric Boulevard

DISTRICT AREA: 4

OWNER: Goodwill Industries of Central Texas (Mark Hiemstra)

AGENT: Drenner Group, PC (Amanda Swor)

ZONING FROM: NBG-CI-NP

TO: NBG-CMU-NP

AREA: Tract 1: 2.8017 acres

Tract 2: 1.02 acres

Tract 3: 0.841 acres

~~4.6627 acres*~~

4.6387 acres

SUMMARY STAFF RECOMMENDATION:

The staff's recommendation is to grant NBG-CMU-NP, North Burnet/Gateway-Commercial Mixed Use-Neighborhood Plan Combining District, zoning.

In addition, the site development should be limited to uses and intensities that will not exceed or vary from the projected traffic conditions assumed in the final TIA (dated August 21, 2018 by Alliance Transportation Group) through a public restrictive covenant that will be recorded prior to 3rd reading of this case at City Council. The TIA recommendations are included as Attachment B to this report.

Based on the TIA Memorandum recommendations, the applicant will be required to dedicate 200 feet of right-of-way from the existing centerline for U.S. Highway 183 according to the Transportation Plan through a street deed and to post fiscal for the designated transportation improvements, prior to 3rd reading of this case at City Council.*

*On January 7, 2019, the staff received an e-mail from DSD Transportation Review that stated that the ROW requirement will be deferred to the time of the site plan development process.

PLANNING COMMISSION RECOMMENDATION:

6/26/18: Postponed indefinitely at the request of staff on consent (11-0, J. Thompson-absent);
F. Kazi-1st, T. White-2nd.

12/11/18: Postponed to January 8, 2019 at the request of staff by consent (11-0, C. Kenny and
Y. Flores-absent); K. McGraw-1st, F. Kazi-2nd.

1/08/19: Approved staff's recommendation of NBG-CMU-NP zoning, with conditions, by consent
(9-0, A. De Hoyos Hart, F. Kazi, K. McGraw, P. Seeger-absent); C. Kenny-1st,
R. Schneider-2nd.

DEPARTMENT COMMENTS:

The site under consideration is currently developed with a General Retail Sales use, Goodwill Central Texas Macfarlane Center Store & Computer Works. To the north of the site, there is LI-PDA zoning that is developed with Office/Warehouse uses (Homebrew Supply, Minamoto Foods, etc.). The tracts of land to the east are zoned GR-NP and contain retail and automotive rental uses (Pep Boys Auto Parts, Budget Truck Rental). To the west, the properties are zoned NBG-CI-NP and contain a City of Austin fire station and an Austin Energy substation. The applicant is requesting NBG-CMU-NP zoning because they would like to allow for residential uses on the property in question (Please see Applicant's Request Letter – Attachment A).

The staff is recommending NBG-CMU-NP, North Burnet/Gateway-Commercial Mixed Use-Neighborhood Plan Combining District, zoning at this location because the site meets the intent of the district. The property is located at the northwest intersection of an arterial roadway, Metric Boulevard and a highway, U.S. Highway 183/Research Boulevard. The North Burnet Gateway 2035 Master Plan supports the development of multi-family residential development and identifies a need for a significant number of new residents moving into the planning area. The subject property is located within the boundaries of a Regional Center as defined in the Imagine Austin Growth Concept Map. In addition, there are civic services in this area to support new residential development. The property is located within two miles of a new elementary school, Padron Elementary School at 2011 West Rundberg Lane, just to the northeast of this site.

The applicant agrees with the staff's recommendation.

EXISTING ZONING AND LAND USES:

	ZONING	LAND USES
<i>Site</i>	NBG-CI-NP	General Retail Sales (Goodwill Central Texas Macfarlane Center Store & Computer Works)
<i>North</i>	LI-NP	Office/Warehouse (Homebrew Supply, Minamoto Foods, etc.)
<i>South</i>	CS-NP, CS-1-CO-NP	U.S. Highway 183/Research Boulevard, Office (IBC Mortgage), Warehouse (Trinity Tile Supply), Automotive Repair (Covert Collision Center), Warehouse (Shenoy Granites & Marble), Indoor Recreation (Pinballz Arcade)
<i>East</i>	GR-NP	General Retail Sales (Pep Boys Auto Parts), Automotive Rental (Budget Truck Rental)
<i>West</i>	NBG-CI-NP	City of Austin Fire Station 8989, Austin Energy Substation

AREA STUDY: North Burnet/Gateway NP

TIA: Required

WATERSHED: Little Walnut Creek

CAPITOL VIEW CORRIDOR: N/A

HILL COUNTRY ROADWAY: N/A

NEIGHBORHOOD ORGANIZATIONS:

Austin Independent School District
Austin Innercity Alliance
Austin Neighborhoods Council
Bike Austin
Friends of Austin Neighborhoods

Homeless Neighborhood Association
 North Austin Neighborhood Alliance
 North Austin Civic Association
 North Austin Civic Association Plan Contact Team
 North Burnet Gateway Neighborhood Association
 North Burnet/Gateway Neighborhood Plan Staff Liaison
 North Growth Corridor Alliance
 SELTEXAS
 Shoal Creek Conservancy
 Sierra Club, Austin Regional Group
 The Midtown Alliance
 Wooten Neighborhood Association
 Wooten Neighborhood Plan Contact Team

SCHOOLS: Austin I.S.D. (Please see EIS – Attachment C)

Padron Elementary School
 Burnet Middle School
 Lanier High School

CASE HISTORIES:

NUMBER	REQUEST	COMMISSION	CITY COUNCIL
C14-2014-0058 (Esperanza Crossing: 2800 Esperanza Crossing)	NBG-TOD-NP to NBG-CMU-NP	8/12/14: Approved staff's recommendation of NBG-CMU-CO-NP zoning, with conditions, on consent (8-0, B. Roark-absent); S. Oliver-1 st , N. Zaragoza-2 nd .	8/28/14 : Approved NBG-CO-NP zoning, with conditions, on consent on all 3 readings (7-0); B. Spelman-1 st , L. Morrison-2 nd .
C14-2011-0050 (Burnet-Kramer Rezoning: 11205 & 11301 Burnet Road)	NBG-TOD to NBG-CMU	10/11/11: Approved the staff's recommendation of NBG-CMU-NP zoning for Tract 2, with the TIA conditions, by consent (9-0); M. Dealey-1 st , D. Chimenti-2 nd .	11/10/11: Approved NBG-CMU-NP zoning with conditions on consent on 1 st reading only (7-0); Spelman-1 st , M. Martinez-2 nd . 12/08/11: Approved NBG-CMU-NP zoning, with conditions, on consent on 2 nd /3 rd readings (6-0); C. Riley-1 st , S. Cole-2 nd .
C14-2010-0087 (The Domain Rezoning-Simon)	MI-PDA to MI-PDA	8/24/10: Approved staff's recommendation of MI-PDA zoning (8-1, Chimenti-No), with the following additional conditions: 1) Require the applicant to provide bicycle access for a portion Bicycle Route Segment #905.04 (Please see Public Works Department Memorandum – "Attachment B")	8/26/10: The public hearing will remain open and the first reading of the case was approved for MI-PDA zoning (7-0); Morrison-1 st , Spelman-2 nd , with the following additional conditions: 1) The applicant is to provide bicycle access for a portion of Bicycle Route Segment #905.04 to

		<p>to allow for continuity for bicycle traffic to and through the Domain development. 2) Require a public restrictive covenant that will limit one acre of land on the Endeavor-Domain site to zero percent impervious cover to be signed and recorded before the 3rd reading of this zoning case at City Council.</p>	<p>allow for continuity for bicycle traffic to and through the Domain development. 2) A public restrictive covenant that will limit one acre of land on the Endeavor- Domain site to zero percent impervious cover will be signed and recorded before the third reading of this zoning case.</p> <p>10/14/10: Approved MI-PDA zoning on 2nd/3rd readings (7-0); Spelman-1st, Leffingwell-2nd, with the following amendments: 1) Part 3, C, 1 of the ordinance should read: “A pedestrian/bicycle entrance shall be provided between the existing pedestrian/bicycle trail under Mopac Expressway and the Simon Project internal drive as shown on the attached Exhibit B. A minimum 12-foot wide paved path shall be constructed with an associated curb cut connecting to the internal drive prior to issuance of a certificate of occupancy for a building on Lot 5A, Block A, the Domain Shopping Center Section 3 Subdivision.”; 2) Add a new paragraph to Part 3, Section D to read: “The two trees on the property numbered 5068 and 5081 as shown on Exhibit D may not be removed, unless the City Arborist approved otherwise based on the health of the individual trees.”; 3) The fourth WHEREAS of the restrictive covenant should read: “WHEREAS, the requirements of the Land Development Code for both the Endeavor Tract and the Simon Tract allow for a combined maximum of eighty percent(80%) net site area impervious cover resulting in a total allowable impervious</p>
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			cover area of 135.36 acres for the Endeavor Tract and 40.54 for the Simon Tract.
C14-2009-0027 (9052 Galewood Drive)	GR-NP to GR-MU-NP	1/14/10: Case expired according to Land Development Code-Sec. 25-2-246(A)(2). The staff contacted the applicant about rescheduling and re-noticing the case for the January 12, 2010, Planning Commission meeting. However, the applicant replied that his client did not want reschedule/re-notice the hearing.	N/A
C14-2009-0013	MF-3-NP to GO-CO-NP	5/12/09: Approved staff's recommendation to change the Future Land Use Map (FLUM) to Commercial (6-0; S. Kirk, P. Hui and C. Ewen-absent); C. Small-1 st , J. Reddy-2 nd . Approved staff's recommendation for GO-CO-NP district zoning (6-0; S. Kirk, P. Hui and C. Ewen-absent); C. Small-1 st , J. Reddy-2 nd .	6/18/09: Approved Commercial land use designation and GO-CO-NP zoning by consent on all 3 readings (7-0); L. Leffingwell-1 st , L. Morrison-2 nd .
C14-2008-0182 (North Burnet /Gateway NP Rezoning: Metric Boulevard)	Add NP designation to existing zoning	9/09/08: Approved rezoning of certain tracts to NBG-NP or NBG-H-NP, with conditions (8-0)	10/16/08: Approved NBG-NP or NBG-H-NP (7-0); 1 st reading 3/12/09: Approved NBG-NP or NBG-H-NP (6-0); 2 nd /3 rd readings
C14-2007-0157 (North Burnet /Gateway Neighborhood Plan Rezoning)		9/25/07: Approved staff rec. with amendments (8-0)	10/18/07: Approved 1 st reading of Phase 1 of NP (6-0) 11/01/07: Approved Phase 1 of NP zonings (5-0); 2 nd /3 rd readings
C14-04-0146 (The Shops at Arbor Walk: 10515 North Mopac Expressway)	P to CH	11/9/04: Approved staff's recommendation of CH zoning with conditions (9-0)	12/2/04: Approved CH zoning (7-0); all 3 readings
C14-04-0095 (Sherlock's Baker Street Pub & Grill: 9012 Research Blvd SB)	CS-NP to CS-1-NP	7/27/04: Approved CS-1-NP zoning (8-0)	8/26/04: Approved CS-1-CO-NP zoning, with conditions to limit development on the property to less than 2,000 vtpd and to prohibit Adult Oriented Businesses (7-0); all 3 readings

RELATED CASES: NPA-2018-0001

ABUTTING STREETS:

Name	ROW	Pavement	Classification	Sidewalks	Bike Route	Capital Metro
Metric Boulevard	100 feet	73 ft. (divided street)	Arterial / NBG Urban Roadway	Yes	Yes	Yes
US 183	355 feet 40 ft. (frontage road)	40 ft. (frontage road)	Highway / NBG Highway	Yes	Yes	Yes

CITY COUNCIL DATE: January 31, 2019

ACTION: Postponed to February 7, 2019 on consent agenda. [CM Kithchen, CM Pool 2nd, Vote: 10-0, CM Flannigan absent]

ORDINANCE READINGS: 1st

2nd

3rd

ORDINANCE NUMBER:

CASE MANAGER: Sherri Sirwaitis

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

STAFF RECOMMENDATION

The staff's recommendation is to grant NBG-CMU-NP, North Burnet/Gateway-Commercial Mixed Use-Neighborhood Plan Combining District, zoning.

In addition, the site development should be limited to uses and intensities that will not exceed or vary from the projected traffic conditions assumed in the final TIA (dated August 21, 2018 by Alliance Transportation Group) through a public restrictive covenant that will be recorded prior to 3rd reading of this case at City Council. The TIA recommendations are included as Attachment B to this report.

BASIS FOR RECOMMENDATION

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

North Burnet/Gateway (NBG) district is the designation for an identified area of existing low density, auto-oriented commercial, warehouse, and industrial uses that is the subject of an approved master plan for redevelopment of the area into a higher density urban mixed-use neighborhood that is more pedestrian friendly and takes advantage of the links to commuter rail transit and the area's key position in the urban core.

Commercial Mixed Use (CMU) sub district is a high density mixed use sub district in the NBG Zoning District. It allows for development such as high density residential, high rise office and entertainment complexes, destination retail and large scale civic uses.

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

The staff recommends the proposed NBG-CMU zoning because the rezoning will permit the redevelop the property with up to 400 residential units. The proposed zoning is consistent with the intent of the North Burnet Gateway 2035 Master Plan, which supports the development of multi-family residential in the planning area.

The proposed NBG-CMU-CO-NP zoning will allow for a mixture of high-density residential uses, commercial and civic uses to be developed on the property in question. The location of the site is appropriate for the proposed mixture and intensity of uses because the property in fronts onto an arterial roadway, Metric Boulevard. The subject property is located within the boundaries of a Regional Center as defined in the Imagine Austin Growth Concept Map and is within two miles of an elementary school, Padron Elementary School.

EXISTING CONDITIONS

Site Characteristics

The site under consideration is currently developed with a General Retail Sales use, Goodwill Central Texas Macfarlane Center Store & Computer Works. To the north of the site, there are office/warehouse uses (Homebrew Supply, Minamoto Foods, etc.). The tracts of land to the east are developed with retail and automotive rental uses (Pep Boys Auto Parts, Budget Truck Rental). To the west, the properties contain a City of Austin fire station and an Austin Energy substation. U.S. Highway 183/Research Boulevard is located to the south of the site.

Hill Country Roadway

The site is not within a Hill Country Roadway Corridor.

Comprehensive Planning

North Burnet Gateway 2035 Master Plan

The property is located in the southeastern corner of the North Burnet Gateway 2035 Master Plan. The plan generally supports the development of multi-family residential development and the plan also identifies a need for a significant number of new residents moving into the planning area. In particular, the plan encourages high density housing in close proximity to transit in order to help reduce vehicle dependency. The Commercial Mixed Use district is intended to be an urban mixed use neighborhood, similar to that of Downtown Austin.

Imagine Austin Plan

The subject property is located within the boundaries of a Regional Center as defined in the Imagine Austin Growth Concept Map. A Regional Center is the most urban and dense of the activity center types and is intended to be a retail, cultural, recreation, and entertainment destination in central Texas. The following IACP policies are applicable to this case:

LUT P4. Protect neighborhood character by directing growth to areas of change that include 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.

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

HN P4. Connect housing to jobs, child care, schools, retail, and other amenities and services needed on a daily basis, by strategies such as: Coordinating and planning for housing near public transportation networks and employment centers to reduce household transportation costs and vehicle miles traveled.

HN P11. Protect neighborhood character by directing growth to areas of change and ensuring context sensitive infill in such locations as designated redevelopment areas, corridors, and infill sites

Both the North Burnet Gateway 2035 Master Plan and the Imagine Austin Plans strongly support the development of more housing in the City.

Environmental

Wednesday January 17, 2018

The site is not located over the Edwards Aquifer Recharge Zone. The site is located in the Little Walnut Creek Watershed of the Colorado River Basin, which is classified as an Urban Watershed by Chapter 25-8 of the City's Land Development Code. It is in the Desired Development Zone.

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

Trees will likely be impacted with a proposed development associated with this rezoning

case. Please be aware that an approved rezoning status does not eliminate a proposed development's requirements to meet the intent of the tree ordinances. If further explanation or specificity is needed, please contact the City Arborist at 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.

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

Impervious Cover

Zoning district impervious cover limits apply in the Urban Watershed classification. According to floodplain maps there is no floodplain within or adjacent to the project location.

Site Plan

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

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

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.

Stormwater Detention

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

Transportation

A traffic impact analysis is required and has been received. Please pay the TIA fees with the 4th floor Intake staff. Additional right-of-way, participation in roadway improvements, or limitations on development intensity may be recommended based on review of the TIA. [LDC 25-6-142]. Comments will be provided in a separate memo (Please see Attachment B).

The Austin Metropolitan Area Transportation Plan calls for 400 feet of right-of-way for US 183. If the requested zoning is granted for this site, then 200 feet of right-of-way from the existing centerline should be dedicated for US 183 according to the Transportation Plan. [LDC 25-6-51 and 25-6-55].*

*On January 7, 2019, the staff received an e-mail from DSD Transportation Review that stated that the ROW requirement will be deferred to the time of the site plan development process.

Janae Spence, Urban Trails, Public Works Department, Mike Schofield, and Nathan Wilkes,

Bicycle Program, Austin Transportation Department may provide additional comments regarding bicycle and pedestrian connectivity per the Council Resolution No. 20130620-056.

The Urban Trails Master Plan requires a tier II urban trail (Red Line Trail Connector) connecting the rail line to Metric Boulevard. Janae Spence, Urban Trails, Public Works Department may provide additional comments and requirements for right-of-way dedication and trail construction in accordance with LDC 25-6-55 and LDC 25-6-101. Please review the Urban Trails Master Plan for more information.

According to the Austin 2014 Bicycle Plan approved by Austin City Council in November, 2014, a protected bike lane is required for Metric Boulevard and US 183. Mike Schofield, and Nathan Wilkes, Bicycle Program, Austin Transportation Department may provide additional comments and requirements for right-of-way dedication and bicycle facility construction in accordance with LDC 25-6-55 and LDC 25-6-101. Please review the Bicycle Master Plan for more information.

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

FYI – The site shall comply with all North Burnet Gateway Regulating Plan requirements. Driveways and sidewalks may be required to be reconstructed to comply with the NBG regulations.

FYI – The Texas Department of Transportation shall approve access to US 183 (Research Boulevard) at the time of the Site Plan Application.

Existing Street Characteristics:

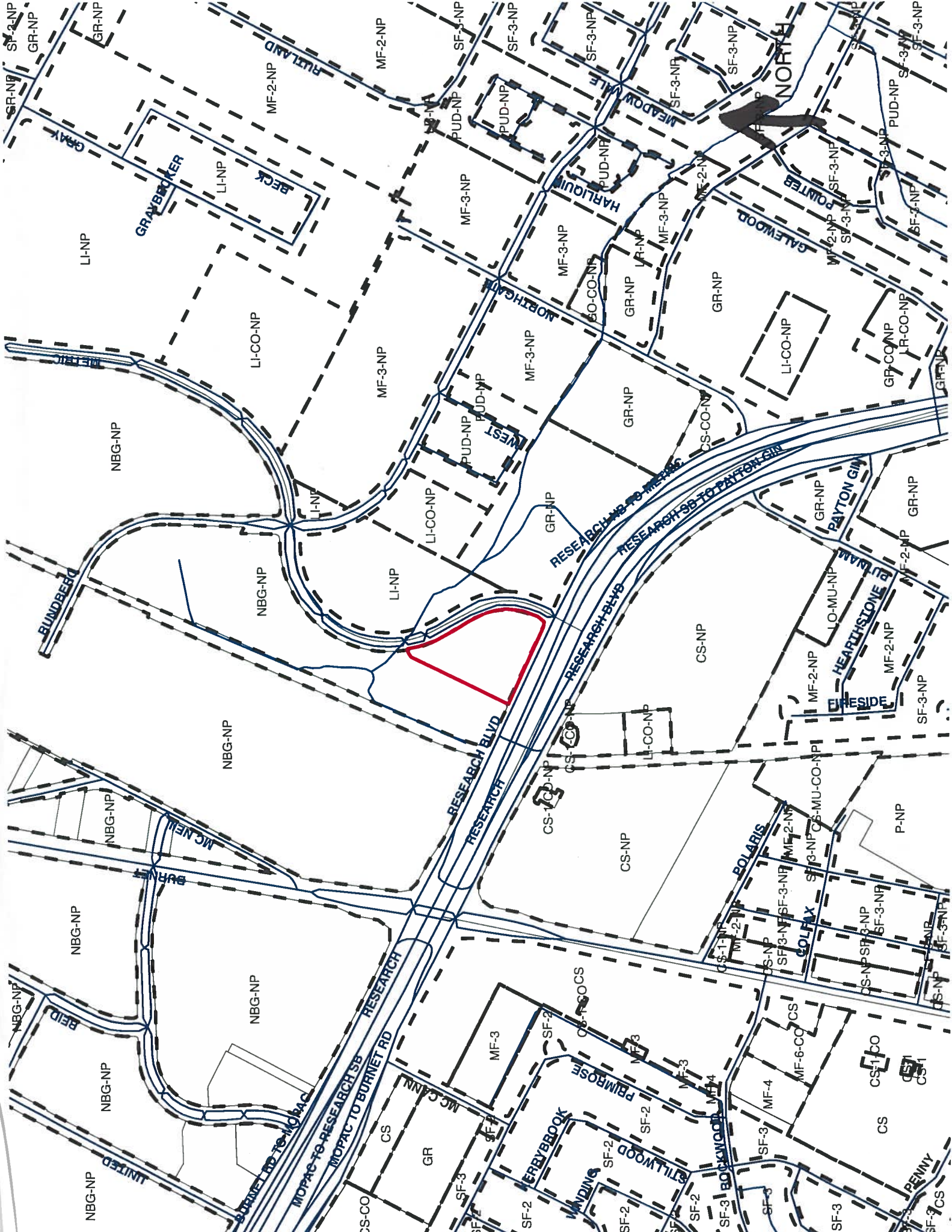
Name	ROW	Pavement	Classification	Sidewalks	Bike Route	Capital Metro (within ¼ mile)
Metric Boulevard	100 feet	73 ft. (divided street)	Arterial / NBG Urban Roadway	Yes	Yes	Yes
US 183	355 feet	40 ft. (frontage road)	Highway / NBG HWY	Yes	Yes	Yes

Water and Wastewater

Wednesday January 10, 2018

FYI: The landowner intends to serve the site with City of Austin water and wastewater utilities. The landowner, at own expense, will be responsible for providing any water and wastewater utility improvements, offsite main extensions, water or wastewater easements, utility relocations and or abandonments required by the proposed land use. Depending on the development plans submitted, water and or wastewater service extension requests may be required. Water and wastewater 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.







STAFF RECOMMENDATION

The staff's recommendation is to grant NBG-CMU-NP, North Burnet/Gateway-Commercial Mixed Use-Neighborhood Plan Combining District, zoning.

In addition, the site development should be limited to uses and intensities that will not exceed or vary from the projected traffic conditions assumed in the final TIA (dated August 21, 2018 by Alliance Transportation Group) through a public restrictive covenant that will be recorded prior to 3rd reading of this case at City Council. The TIA recommendations are included as Attachment B to this report.

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development's requirements to meet the intent of the tree ordinances. If further explanation or specificity is needed, please contact the City Arborist at 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.

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Impervious Cover

Zoning district impervious cover limits apply in the Urban Watershed classification. According to floodplain maps there is no floodplain within or adjacent to the project location.

Site Plan

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

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

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.

Stormwater Detention

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

Transportation

A traffic impact analysis is required and has been received. Please pay the TIA fees with the 4th floor Intake staff. Additional right-of-way, participation in roadway improvements, or limitations on development intensity may be recommended based on review of the TIA. [LDC 25-6-142]. Comments will be provided in a separate memo (Please see Attachment B).

The Austin Metropolitan Area Transportation Plan calls for 400 feet of right-of-way for US 183. If the requested zoning is granted for this site, then 200 feet of right-of-way from the existing centerline should be dedicated for US 183 according to the Transportation Plan. [LDC 25-6-51 and 25-6-55].*

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Janae Spence, Urban Trails, Public Works Department, Mike Schofield, and Nathan Wilkes, Bicycle Program, Austin Transportation Department may provide additional comments

regarding bicycle and pedestrian connectivity per the Council Resolution No. 20130620-056.

The Urban Trails Master Plan requires a tier II urban trail (Red Line Trail Connector) connecting the rail line to Metric Boulevard. Janae Spence, Urban Trails, Public Works Department may provide additional comments and requirements for right-of-way dedication and trail construction in accordance with LDC 25-6-55 and LDC 25-6-101. Please review the Urban Trails Master Plan for more information.

According to the Austin 2014 Bicycle Plan approved by Austin City Council in November, 2014, a protected bike lane is required for Metric Boulevard and US 183. Mike Schofield, and Nathan Wilkes, Bicycle Program, Austin Transportation Department may provide additional comments and requirements for right-of-way dedication and bicycle facility construction in accordance with LDC 25-6-55 and LDC 25-6-101. Please review the Bicycle Master Plan for more information.

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

FYI – The site shall comply with all North Burnet Gateway Regulating Plan requirements. Driveways and sidewalks may be required to be reconstructed to comply with the NBG regulations.

FYI – The Texas Department of Transportation shall approve access to US 183 (Research Boulevard) at the time of the Site Plan Application.

Existing Street Characteristics:

Name	ROW	Pavement	Classification	Sidewalks	Bike Route	Capital Metro (within ¼ mile)
Metric Boulevard	100 feet	73 ft. (divided street)	Arterial / NBG Urban Roadway	Yes	Yes	Yes
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Water and Wastewater

Wednesday January 10, 2018

FYI: The landowner intends to serve the site with City of Austin water and wastewater utilities. The landowner, at own expense, will be responsible for providing any water and wastewater utility improvements, offsite main extensions, water or wastewater easements, utility relocations and or abandonments required by the proposed land use. Depending on the development plans submitted, water and or wastewater service extension requests may be required. Water and wastewater 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.

Amanda Swor
direct dial: (512) 807-2904
aswor@drennergroupp.com

Attachment A
**DRENNER
GROUP**

January 9, 2018

Mr. Greg Guernsey
Planning and Zoning Department
City of Austin
505 Barton Springs Road
Austin, TX 78704

Via Hand Delivery

Re: 8965 Research Blvd.; 9000 Metric Blvd.; 9100 Metric Blvd. – Rezoning application for the 4.6627 acre piece of property located at Metric Boulevard & U.S 183 in Austin, Travis County, Texas (the “Property”)

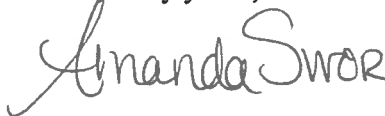
Dear Mr. Guernsey:

As representatives of the owner of the Property, we respectfully submit the enclosed rezoning application package. The project is titled Metric at 183, consists of 4.6627 acres, and is located at the northwest corner of US Highway 183 and Metric Boulevard. The Property is currently being used as retail warehouse and parking lot. The site is currently zoned NBG-NP (CI), North Burnet Gateway – Neighborhood Plan, Commercial Industrial. The requested rezoning is from NBG-NP (CI) to NBG-NP (CMU), North Burnet Gateway - Neighborhood Plan, Commercial Mixed Use, zoning district. The purpose of this rezoning is to allow for residential uses on the Property.

The Property is located within the North Burnet Gateway Combined Neighborhood Planning Area. The Future Land Use Map shows the Property as industrial; a Future Land Use Map Amendment application will be submitted in February to run concurrently with this rezoning. A Traffic Impact Analysis (“TIA”) is required and is included with this submission. This request is consistent with the land uses surrounding the Property, which include residential, an elementary school, and a variety of retail uses.

Please let me know if you or your team members require additional information or have any questions. Thank you for your time and attention to this project.

Very truly yours,



Amanda Swor

cc: Jerry Rusthoven, Planning and Zoning Review Department (*via electronic delivery*)

Amanda Swor
direct dial: (512) 807-2904
aswor@drennergroupp.com

DRENNER GROUP

August 6, 2018

Mr. Greg Guernsey
Planning and Zoning Department
City of Austin
505 Barton Springs Road
Austin, TX 78704

Via Electronic Delivery

Re: Metric and 183 (C14-2018-0001) – Rezoning application for the 4.6627 acre tract located at 8965 Research Boulevard, 9000 Metric Boulevard, and 9100 Metric Boulevard in Austin, Travis County, Texas (the “Property”).

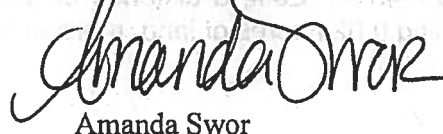
Dear Mr. Guernsey:

As representatives of the owner of the Property, we respectfully request an amendment to the zoning application for case C14-2018-0001 submitted on January 4, 2018. In order to address modifications to the project, the site area for the portion of the tract to be rezoned will decrease from 4.6627 acres to 4.6387 acres - a total decrease of 0.024 acres. A copy of the metes and bounds prepared by Chaparral Professional Land Surveying, Inc. describing the portion of the tract to be excluded from the rezoning application is attached herewith. The Property consists of three legal lots: Lot 1, Block A, Bilton Subdivision; Lot 2, Block A, Bilton Subdivision; and Lot 1, Amended Plat of Lots 1 and 2, Biltmore Plaza Subdivision. The proposed rezoning includes the entirety of the three lots save and except 0.024 acres of out Lot 1, Amended Plat of Lots 1 and 2, Biltmore Plaza Subdivision which contains an existing cell phone tower. The reduction in site area is to remove the cell tower from the rezoning request.

The Property is currently zoned NBG-NP (CI), North Burnet Gateway-Neighborhood Plan (Commercial Industrial). The requested rezoning is from NBG-NP (CI) to NBG-NP (CMU), North Burnet Gateway-Neighborhood Plan (Commercial Mixed Use). The purpose of this rezoning is to allow for the development of residential uses on the Property. The total square footage for the proposed use remains unchanged, therefore, a new TIA Determination Worksheet is not required.

Please let me know if you or your team members require additional information or have any questions. Thank you for your time and attention to this project.

Very truly yours,



Amanda Swor

cc: Jerry Rusthoven, Planning and Zoning Department (*via electronic delivery*)
Sherri Sirwaitis, Planning and Zoning Department (*via electronic delivery*)



MEMORANDUM

TO: Sherri Sirwaitis, Case Manager
Planning and Zoning Department

FROM: *Gay* Scott A. James, P.E., PTOE
Natalia Rodriguez, CNU-A
Development Services Department/Land Use Review

DATE: ~~September 28, 2018~~ REVISED December 6, 2018

SUBJECT: Traffic Impact Analysis for Metric and US 183 (also called Fairfield Residential)
Zoning application C14 – 2018 – 0001

Section 25 – 6 – 114 of the Land Development Code requires that a traffic impact analysis be conducted for a project proposed with a zoning application if the project is anticipated to generate more than 2,000 daily trips. The project site is located on the north side of US Highway 183/ Research Boulevard, west of Metric Boulevard. The applicant is proposing to rezone approximately 4.66 acres from NBG – CI – NP (Commercial Industrial) to NBG – CMU – NP (Commercial Mixed Use) to allow for residential land use.

Staff from the Austin Transportation Department have reviewed and approved the August 21, 2018 *"Traffic Impact Analysis, Fairfield Residential"* submitted by Alliance Transportation Group with the following comments:

Nearby Roadways

Metric Boulevard is classified a collector roadway in north Austin, beginning at the intersection with Wells Branch Parkway and terminating at US Highway 183/ Research Boulevard (north of Howard Lane, Metric Boulevard is called Thermal Drive). Within the study area, Metric Boulevard is a four-lane divided roadway, narrowing to a three-lane divided roadway at the intersection with US Highway 183/Research Boulevard. Metric Boulevard has a posted speed of 35 MPH.

West Rundberg Lane is classified a major arterial roadway beginning west of the intersection with Metric Boulevard and terminating at Cameron Road. Within the study area, West Rundberg Lane is a four-lane divided roadway with a posted speed of 35 MPH.

Burnet Road is classified a major arterial roadway beginning at the intersection with West 40th Street and terminating north of the intersection with Gracy Farms Road. Within the study area, Burnet Road has a posted speed of 45 MPH. North of Research Boulevard, Burnet Road is a six-lane divided roadway with three southbound lanes, two northbound lanes, and a center two-way left-turn lane. South of Research Boulevard, Burnet Road is a five-lane divided roadway with two lanes in each direction and a center two-way left-turn lane.

Northbound Research Boulevard is classified a major urban arterial roadway, serving as a parallel facility to US Highway 183. Within the study area, Research Boulevard serves as the frontage roadway with a posted speed of 50 MPH. Southeast of Burnet Road, each direction offers three travel lanes, and northwest of Burnet Road each direction offers four travel lanes. Sidewalks front both segments within the vicinity of the project.

Trip Generation Estimates

Based on the ITE Trip Generation Manual, 9th Edition, the development will generate approximately 2,548 new daily trips per day (vpd) with 200 trips occurring during the AM peak hour, and 237 occurring during the PM peak hour. Table 1 provides the unadjusted estimated number of daily trips.

Table 1 – Unadjusted estimate of weekday trip generation						
		Weekday AM Peak		Weekday PM Peak		Daily Totals
Land Use (ITE Code)	Intensity	Enter	Exit	Enter	Exit	
Apartments (220)	400 DU	40	160	154	83	2,548
	428 DU	43	171	164	89	2,718
Totals		40	160	154	83	2,548
		43	171	164	89	2,718

A reduction was applied to the estimated peak hour trip generation rates by the applicant. Table 2 on the following page presents the adjusted estimated trips for daily and peak hours.

Table 2 – Adjusted estimate of weekday trip generation							
		Weekday AM Peak			Weekday PM Peak		
Land Use (ITE Code)	Intensity	Enter	Exit	Total	Enter	Exit	Total
Apartments (220)	400 DU	11	147	158	108	39	147
	428 DU	12	154	167	110	42	152
Totals		11	147	158	108	39	147
		12	154	167	110	42	152

Data Collection

Traffic counts were conducted on November 29, 2017 when public schools were in session, and driveway counts for the existing land use were conducted to determine the current traffic volumes.

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 proposed development upon existing transportation infrastructure.

Table 3 –Directional Distribution of Site Traffic		
Direction	AM Trips	PM Trips
Research Blvd (westbound)	40%	45%
Research Blvd (eastbound)	45%	40%
Metric Blvd	13%	13%
Rundberg Lane	2%	2%
Totals	100%	100%

Traffic Analysis Methodology

Table 4 on the following page 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 acceptable threshold for signalized operations and 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 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

The following tables present a summary of the analysis performed within the TIA. Table 5 presents the existing peak hour levels of service (seconds delay per vehicle) modeled for current year.

Table 5 – Existing Levels of Service (Year 2017)				
Intersection	Control	Peak Hour	Delay	LOS
Metric Boulevard and West Rundberg Lane	Signal	AM	27.3	C
		PM	36.5	D
Metric Boulevard and Northbound Research Boulevard	TWSC	AM	69.3	F
		PM	39.3	E
Burnet Road and Northbound Research Boulevard	Signal	AM	50.3	D
		PM	67.1	E
Burnet Road and Southbound Research Boulevard	Signal	AM	59.6	E
		PM	93.7	F

Table 6 on the following page presents the model results for the “No Build” and “Built” conditions for the year 2020.

Table 6 – No Build and Built w/o mitigation Levels of Service (Year 2020)					
		No Build Conditions		Built w/o mitigation	
Intersection	Peak Hour	Delay	LOS	Delay	LOS
Metric Boulevard and West Rundberg Lane	AM	28.5	C	29.1	C
	PM	41.4	D	41.5	D
Metric Boulevard and Northbound Research Boulevard	AM	90.3	F	263.6	F
	PM	54.9	F	117.7	F
Burnet Road and Northbound Research Boulevard	AM	60.8	E	64.9	E
	PM	72.6	E	74.1	F
Burnet Road and Southbound Research Boulevard	AM	71.3	E	72.9	E
	PM	109.5	F	113.9	F
Driveway 1 and Metric Boulevard	AM	-	-	0.3	A
	PM	-	-	0.5	A
Driveway 2 and Metric Boulevard	AM	-	-	0.1	A
	PM	-	-	0.4	A
Driveway 3 and Research Boulevard	AM	-	-	1.1	A
	PM	-	-	0.2	A

Summary of Future Conditions

The following conditions were identified in the TIA, as reflecting the future conditions of the project development, assuming all of the recommended improvements are implemented. Table 7 presents the results for the “Built with mitigations” scenario for the year 2020.

Table 7 – Future Levels of Service Built w/ mitigations scenario (Year 2020)				
Intersection	Control	Peak Hour	Delay	LOS
Burnet Road and Northbound Research Boulevard	Signal	AM	54.8	D
		PM	51.6	D
Burnet Road and Southbound Research Boulevard	Signal	AM	54.1	D
		PM	54.8	D

Recommended Transportation Improvements

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

- 1) Revise the signal timings for the interchange of US Hwy/Research Boulevard and Burnet Road
- 2) Construct a dedicated westbound deceleration lane (with 200 feet of storage) for the approach to Driveway 3 on northbound Research Boulevard

Review staff discussed the need to implement physical improvements concurrently with the development of the site and prioritized the infrastructure elements accordingly. 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) Where the suggested or recommended improvements are within or along Texas Department of Transportation facilities, the City of Austin shall defer to TxDOT review and approval for said transportation improvements.

Conclusions and Recommendations

After consultation with the applicant, transportation review staff recommends approval of this zoning application to allow up to ~~400~~ 428 residential apartments, subject to the following conditions:

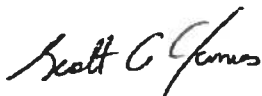
Prior to the 3rd reading of City Council, the applicant shall commit to the following:

- 1) Dedicate up to 200 feet of right-of-way (as measured from the existing centerline) along US Highway 183 in accordance with the Austin Metropolitan Area Transportation [LDC 25-6-51 and 25-6-55].
- 2) The applicant shall post fiscal for the following transportation improvements:

Table 8 – Phase 1 List of Improvements			
Location	Improvements	Total Cost	Developer Share %
Burnet Road and Research Boulevard	Modify Signal Timings	\$5,000.00	100%
Research Boulevard and Driveway 3	Westbound Deceleration Lane	\$77,650.00	100%
	Total cost participation	\$82,650	\$82,650

At the time of Site Plan Application, the applicant shall commit to the following:

- 3) Revise the signal timings for the interchange of US Hwy 183/Research Boulevard and Burnet Road
- 4) Construct a dedicated westbound deceleration lane (with 200 feet of storage) for the approach to Driveway 3 on northbound Research Boulevard as approved by the Texas Department of Transportation. A Donation Agreement shall be approved and executed prior to approval of the Site Plan Application.
- 5) The location and number of driveways shall be reviewed at the time of the site plan application in accordance with City of Austin standards. The traffic impact analysis does not establish the location(s) and/or number of driveways.
- 6) Development of this property should not vary from the approved uses, nor exceed the approved intensities listed above and estimated traffic generation assumptions within the TIA document (dated August 21, 2018), including land use, trip generation, trip distribution, traffic controls and other identified conditions.
- 7) The findings and recommendations of this TIA memorandum remain valid until ~~September 28, 2023~~, December 6, 2023, after which a revised TIA or addendum may be required.



Scott A. James, P.E., PTOE
Development Services Department

EDUCATIONAL IMPACT STATEMENT

Prepared for the City of Austin

Austin
Independent
School District



PROJECT NAME: Metric and 183

ADDRESS/LOCATION: 8965 Research Blvd, 9000 Metric Blvd, 9100 Metric Blvd

CASE #: C14-2018-0001

☐ NEW SINGLE FAMILY

☐ DEMOLITION OF MULTIFAMILY

☒ NEW MULTIFAMILY

☐ TAX CREDIT

SF UNITS: _____ STUDENTS PER UNIT ASSUMPTION
Elementary School: _____ Middle School: _____ High School: _____

MF UNITS: 391 STUDENTS PER UNIT ASSUMPTION
Elementary School: 0.098 Middle School: 0.034 High School: 0.042

IMPACT ON SCHOOLS

The district-wide student yield factor of 0.174 (across all grade levels) for apartment homes was used to determine the number of projected students. The higher northeast student yield factor of 0.36 was not used because recent studies show dramatically fewer AISD students are residing in newer multifamily housing stock. The 391-unit multifamily development is projected to add approximately 67 students across all grade levels to the projected student population. It is estimated that of the 67 students, 38 will be assigned to Padron Elementary School, 13 to Burnet Middle School and 16 to Lanier High School.

The percent of permanent capacity by enrollment for SY 2021-22, including the additional students projected with this development, would be within the utilization target range of 75-115% for Padron (86%) and Burnet (94%), and would be slightly above the target range at Lanier HS (118%), assuming the mobility rates remain the same. Padron and Burnet would be able to accommodate the projected additional student population from the proposed development, while the enrollment at Lanier would need to be closely monitored to determine if intervention measures to address overcrowding would be needed in the future.

TRANSPORTATION IMPACT

Padron ES, Burnet MS and Lanier HS are located within 2 miles of the proposed development, which typically does not qualify students for transportation. However, the walking route to Padron and Burnet would need to be evaluated once the apartments are constructed to determine if there are any safety concerns that deem a hazardous route condition.

SAFETY IMPACT

No safety impacts have been identified at this time; will re-evaluate once the apartments are constructed.

Date Prepared: 19 April 18

Director's Signature: _____

[Signature]

EDUCATIONAL IMPACT STATEMENT

Prepared for the City of Austin

Austin
Independent
School District



DATA ANALYSIS WORKSHEET

ELEMENTARY SCHOOL: Padrón	RATING: Met Standard
ADDRESS: 2011 W. Rundberg Lane	PERMANENT CAPACITY: 880
% QUALIFIED FOR FREE/REDUCED LUNCH: 96.72%	MOBILITY RATE: 8.9%

POPULATION (without mobility rate)			
ELEMENTARY SCHOOL STUDENTS	2016-17 Population	5- Year Projected Population (without proposed development)	5-Year Projected Population (with proposed development)
Number	733	662	700
% of Permanent Capacity	83%	75%	80%

ENROLLMENT (with mobility rate)			
ELEMENTARY SCHOOL STUDENTS	2016-17 Enrollment	5- Year Projected Enrollment* (without proposed development)	5-Year Projected Enrollment* (with proposed development)
Number	798	721	759
% of Permanent Capacity	91%	82%	86%

MIDDLE SCHOOL: Burnet	RATING: Improvement Required
ADDRESS: 8401 Hathaway St.	PERMANENT CAPACITY: 1,039
% QUALIFIED FOR FREE/REDUCED LUNCH: 92.32%	MOBILITY RATE: -18.3%

POPULATION (without mobility rate)			
MIDDLE SCHOOL STUDENTS	2016-17 Population	5- Year Projected Population (without proposed development)	5-Year Projected Population (with proposed development)
Number	1,300	1,185	1,198
% of Permanent Capacity	125%	114%	115%

ENROLLMENT (with mobility rate)			
MIDDLE SCHOOL STUDENTS	2016-17 Enrollment	5- Year Projected Enrollment* (without proposed development)	5-Year Projected Enrollment* (with proposed development)
Number	1,062	968	981
% of Permanent Capacity	102%	93%	94%

EDUCATIONAL IMPACT STATEMENT

Prepared for the City of Austin

Austin
Independent
School District



HIGH SCHOOL: Lanier	RATING: Met Standard
ADDRESS: 1201 Payton Gin Road	PERMANENT CAPACITY: 1,627
% QUALIFIED FOR FREE/REDUCED LUNCH: 86.33%	MOBILITY RATE: -19.1%

POPULATION (without mobility rate)			
HIGH SCHOOL STUDENTS	2016-17 Population	5- Year Projected Population (without proposed development)	5-Year Projected Population (with proposed development)
Number	2,229	2,361	2,377
% of Permanent Capacity	137%	145%	146%

ENROLLMENT (with mobility rate)			
HIGH SCHOOL STUDENTS	2016-17 Enrollment	5- Year Projected Enrollment* (without proposed development)	5-Year Projected Enrollment* (with proposed development)
Number	1,804	1,911	1,927
% of Permanent Capacity	111%	117%	118%

*The 5-Year Projected Enrollment (with and without the proposed development) is an estimate calculated with the assumption that the stated mobility rates (transfers in and out of the school) remain the same over the 5-year period. These estimates are for the sole purpose of the Educational Impact Statement and should not be used for any other purposes.