

ZONING CHANGE REVIEW SHEET

CASE: C14-2019-0058 (Scofield Apartments)

Z.A.P. DATE: June 4, 2019

ADDRESS: 3001 Scofield Ridge Parkway

DISTRICT AREA: 7

OWNER/APPLICANT: OHFP Scofield, LP

AGENT: Drenner Group, PC (Amanda Swor)

ZONING FROM: GR-MU-CO

TO: GR-MU*

AREA: 10.381 acres

*The applicant is requesting a rezoning to remove the conditional overlay (CO) placed on the Property through Ordinance No. 20161110-031 to allow access to the Property from Burnet Road.

SUMMARY STAFF RECOMMENDATION:

The staff recommendation is to grant GR-MU, Community Commercial-Mixed Use Combining District, zoning.

ZONING AND PLATTING COMMISSION RECOMMENDATION:

6/04/19: Approved staff's recommendation of GR-MU zoning by consent (8-0, A. Tatkow-late, N. Barrera-Ramirez-absent)

DEPARTMENT COMMENTS:

The property in question is currently under development with a multifamily residential use. The lot is located at the southeast intersection of Burnet Road/FM 1325 and Scofield Ridge Parkway. In this application, the owner is requesting a rezoning to remove a conditional overlay that was placed on the property through a previous zoning case, C14-2016-0037, when the applicant asked to add a MU combining district to this site to develop a multifamily use on the property. This proposed zoning application is to remove the CO of access prohibition to State Highway 45/Burnet Road (Please see Applicant's Request Letter – Attachment A).

The staff is recommending GR-MU zoning at this location because the applicant's request meets the intent of the purpose statement for the base and combining zoning district designations. The proposed zoning will promote consistency and orderly planning as the site under consideration is adjacent to existing commercial zoning to the north (LR, GR), multifamily zoning to the northeast and east (MF-3-CO, MF-2-CO) and office zoning and single-family residential zoning to the south (LO, SF-2). The property directly to the east of this tract is developed with an apartment complex (Terraces at Scofield Ridge Apartments). The GR-MU zoning district would allow for a fair and reasonable use of the site because it will permit this lot to be developed with commercial uses, residential uses or a mixture of commercial and residential uses at the intersection of two arterial roadways.

DSD Transportation staff reviewed this request and stated that based on the Texas Department of Transportation Grant of Access Deed approval, the TIA Memo dated April 29, 2016 has been revised to account for this approval for a driveway to SH 45 (Please see Revised TIA Memo - Attachment B).

Access to SH 45 shall be reviewed and approved by the Texas Department of Transportation at the time of the subdivision and site plan applications.

The applicant agrees with the staff's recommendation.

EXISTING ZONING AND LAND USES:

	ZONING	LAND USES
<i>Site</i>	GR-MU-CO	Undeveloped
<i>North</i>	LR	Undeveloped Tracts
<i>South</i>	LO, SF-2	Undeveloped Tract, Single-Family Residences
<i>East</i>	MF-2-CO	Multifamily (Terraces at Scofield Ridge Apartments)
<i>West</i>	RR	Mopac Expressway, Undeveloped Tracts

AREA STUDY: North Lamar Area Study

TIA: See Transportation comments below

WATERSHED: Walnut Creek

DESIRED DEVELOPMENT ZONE: Yes

CAPITOL VIEW CORRIDOR: N/A

HILL COUNTRY ROADWAY: N/A

NEIGHBORHOOD ORGANIZATIONS:

- Austin Independent School District
- Bike Austin
- Friends of Austin Neighborhoods
- Homeless Neighborhood Association
- McNeil/Aston Woods Neighborhood Association
- Neighborhood Empowerment Foundation
- North Growth Corridor Alliance
- North Shields Neighborhood Association
- Northwest Austin Coalition
- Pflugerville Independent School District
- Scofield Farms Homeowners
- SELTEXAS
- Sierra Club, Austin Regional Group
- The Ridge at Scofield Homeowners Association
- Wells Branch Neighborhood Association

CASE HISTORIES:

NUMBER	REQUEST	COMMISSION	CITY COUNCIL
C14-2016-0037 (Scofield Apartments)	GR to GR-MU	10/04/16: Approved staff's recommendation of GR-MU-CO zoning on consent (10-0, A. Denkler-absent); G. Rojas-1 st , S. Lavani-2 nd .	10/13/16: Approved GR-MU-CO zoning, with conditions, on consent (9-0, P. Renteria and E. Troxclair-absent); D. Zimmerman-1 st , S. Gallo-2 nd . 11/10/16: Approved GR-MU-CO zoning, with conditions, on consent on 2 nd /3 rd readings (11-0);

			D. Zimmerman-1 st , O. Houston-2 nd .
C14-2015-0079 (The Bungalows: 13311 Burnet Road)	GO to GR	7/21/15: Approved staff's recommendation of GR-CO zoning, with a CO to limit the development intensity for the site to less than 2,000 vehicle trips per day, by consent (11-0); L. Brinsmade-1 st , B. Evans-2 nd .	8/13/15: Approved GR-CO zoning on consent on all 3 readings (11-0); L. Pool-1 st , D. Zimmerman-2 nd .
C14-03-0188 (Cedar Elm-BWL: 13201-13205 Burnet Road)	GO to GR	4/3/04: Approved staff's recommendation of GR zoning, by consent (9-0); J. Martinez-1 st , J. Gohil-2 nd .	3/04/04: Granted GR zoning (6-0, McCracken-absent); all 3 readings
C14-00-2179 (Century Park: Century Park Boulevard)	IP to SF-2, SF-3, MF-1	10/17/00: Approved staff rec. of SF-2 (TR1), SF-3 (TR 2), and MF-1 (TR3) by consent (8-0)	11/30/00: Approved SF-2-CO (TR1), SF-3-CO (TR2); MF-1-CO (TR3) w/condition of 2,000 vehicle trip per day limit (7-0); all 3 readings
C14-00-2112 (Century Park Apartments: 2700-2800 Century Park Boulevard)	IP to MF-3	9/19/00: Approved staff alternate rec. of MF-3-CO by consent (9-0); conditions as follows: 1) 2,000 vehicle trip per day limit 2) Maximum of 23 residential units per acre 3) A residential structure or portion of a residential structure may not be constructed within 100 ft of the north property line between Ida Ridge and Orchid Lane	10/26/00: Approved MF-3-CO (7-0); 1 st reading 12/7/00: Approved MF-3-CO (7-0); 2 nd /3 rd readings
C14-95-0051 (Rainsoft: 13000 Ida Ridge)	GO to CS-CO	5/23/95: Approved staff alternate rec. of CS-CO w/conditions (7-0)	6/22/95: Approved CS-CO w/conditions (5-0); all 3 readings
C14-94-0056 (Scofield Farms: Scofield Lane)	LO, LR to MF-3	9/27/94: Approved MF-2-CO (TR1), MF-3-CO (TR2) w/conditions (9-0)	11/3/94: Approved MF-2-CO (TR1), MF-3-CO (TR2) w/conditions (5-0); all 3 readings
C14-92-0109 (Century Park Subdivision Block C: 3201 Century Park)	IP to MF-3	11/24/92: Approved MF-3	12/3/92: Approved MF-3-CO; with following conditions: 1) Limit of 23 units per acre for multifamily development 2) Parkland dedication shall apply at site plan approval (6-0-1, RR-abstain); 1 st reading 4/7/94: Approved MF-3-CO (5-0-1, RR-abstain); 2 nd reading

			4/21/94: Approved MF-3-CO (5-0-1, RR-abstain); 3 rd reading
C14-92-0108 (Century Park Subdivision Block B: 2701 Century Park)	IP to MF-3	11/24/92: Approved MF-3	12/3/92: Approved MF-3-CO; with following conditions: 1) Limit of 23 units per acre for multifamily development 2) Parkland dedication shall apply at site plan approval (6-0-1, RR-abstain); 1 st reading 4/7/94: Approved MF-3-CO (5-0-1, RR-abstain); 2 nd reading 4/21/94: Approved MF-3-CO (5-0-1, RR-abstain); 3 rd reading

RELATED CASES: C14-2016-0037 (Previous Zoning Case)
C8-2017-0135.0A (Subdivision Case)
SP-2016-0549C (Site Plan Case)
C14-85-149 (North Lamar Area Study Zonings)

ABUTTING STREETS:

NAME	ROW	PAVEMENT	CLASSIFICATION	DAILY TRAFFIC
FM 1325	Varies	Varies	Major Arterial	N/A

CITY COUNCIL DATE: June 20, 2019

ACTION:

ORDINANCE READINGS: 1st

2nd

3rd

ORDINANCE NUMBER:

CASE MANAGER: Sherri Sirwaitis

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

STAFF RECOMMENDATION

The staff recommendation is to grant GR-MU, Community Commercial-Mixed Use Combining District, zoning.

BASIS FOR RECOMMENDATION

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

The 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.

The purpose of a mixed use (MU) combining district is to allow office, retail, commercial, and residential uses to be combined in a single development.

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

The site under consideration is adjacent to an existing commercial zoning to the north (LR), multifamily to the northeast and east (MF-3-CO, MF-2-CO), office and single-family residential zoning to the south (LO, SF-2).

3. *The proposed zoning should allow for a reasonable use of the property.*

The GR-MU zoning district would allow for a fair and reasonable use of the site because it will permit this site to be developed with commercial uses, residential uses or a mixture of commercial and residential uses at the intersection of two arterial roadways.

EXISTING CONDITIONS

Site Characteristics

The site is under construction for the development of a multifamily residential use. The property is relatively flat and has a grassy terrain with clusters of trees. The lot fronts onto Burnett Road/ FM 1325, a major arterial roadway. The property to the north, across Scofield Ridge Parkway, is undeveloped. To the south is an undeveloped tract of land and single-family residential lots. The tract of land to the east is developed with a multifamily use (Terraces at Scofield Ridge Apartments).

Comprehensive Planning

GR-MU-CO to GR-MU

Please note: A compliance report for this property was submitted in April 2016 for the construction of a 350 unit apartment complex, which is currently under construction.

This zoning case is located on the southeast corner of Burnett Road/Mopac Service Road and Scofield Ridge Parkway on a parcel that is approximately 10.38 acres in size and is currently being developed for a 350 unit multifamily apartment complex. This property is not located within the boundaries of an area with an adopted neighborhood plan. Surrounding land uses include vacant land, an office and a hotel to the north; to the south are two large single family subdivisions; to the east is a large multifamily apartment complex and a single family subdivision; and to the west is

the Mopac Service Road, the Mopac Expressway, vacant land, and single family housing. The proposal is to remove the conditional overlay to allow access from the property to Burnet Road/Mopac Service Road. All other conditions approved with C14-2016-0037 apply.

Connectivity and Mobility: Public sidewalks are located along the entire frontage road of Burnet Road/Mopac Service Road but not the frontage on this portion of Scofield Ridge Parkway. There are public sidewalks along the majority of Scofield Ridge Parkway where the property is developed, on both sides of the street. There is also a bike lane located along Scofield Parkway. The Walk Score for this site is **15/100, Car Dependent**, meaning almost all errands require a car. There is a Cap Metro transit stop located within just under a mile from the property, but the intersection of W. Palmer Lane and Burnet Road has no signalized pedestrian crosswalk, making this a problematic transportation option. There are no schools or parks located within walking distance of the project area.

Imagine Austin

The property is not located along an Activity Corridor or an Activity Center. The following Imagine Austin Policies are applicable to this case:

- **LUT P3.** Promote development in compact centers, communities, or along corridors that are connected by roads and transit that are designed to encourage walking and bicycling, and reduce health care, housing and transportation costs.
- **LUT 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.
- **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 schools, retail, employment, community services, and parks and recreation options.

Analysis:

As stated from the 2016 staff report on this same project and address, there are several large multifamily apartment complexes located along Scofield Ridge Parkway and an abundance of single family housing in the area. Regarding the request for access onto the Mopac Service Road, a traffic impact review is beyond the scope and purview of Imagine Austin. As per the 2016 report, staff still recommends that the developer complete the public sidewalk connection from Scofield Ridge Parkway to the Mopac Service Road. It would also be beneficial to the residents to create sidewalks or shared paths within the project area; add street trees, sidewalk lighting and landscaping within and around the perimeter of the site; add greenspace (such as a pocket park or pedestrian plaza); and include a commercial component to the much needed neighborhood serving uses. This project appears to be only partially supported by the of Imagine Austin.

Environmental

A portion of the site is located over the Edwards Aquifer Recharge Zone. The site is in the Walnut Creek Watershed of the Colorado River Basin, which is classified as a Suburban Watershed by Chapter 25-8 of the City's Land Development Code. The site is in the Desired Development Zone.

According to floodplain maps there is no floodplain within or adjacent to the project location.

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

At this time, site specific information is unavailable regarding vegetation, areas of steep slope, or other environmental features such as bluffs, springs, canyon rimrock, caves, sinkholes, and wetlands.

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

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

Impervious Cover

The maximum impervious cover allowed by the GR zoning district would be 90 %. However, because the Watershed impervious cover is more restrictive than the zoning district’s allowable impervious cover, the impervious cover on this site would be limited by the watershed ordinance.

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

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

Note: The most restrictive impervious cover limit applies.

Site Plan

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.

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

Compatibility Standards

The site is subject to compatibility standards. Along the southern property line, the following standards apply:

- No structure may be built within 25 feet of the property line.
- No structure in excess of two stories or 30 feet in height may be constructed within 50 feet of property zoned SF-5 or more restrictive.
- No structure in excess of three stories or 40 feet in height may be constructed within 100

feet of the property line.

- No parking or driveways are allowed within 25 feet of the property line.
- A landscape area at least 25 feet wide is required along the property line. In addition, a fence, berm, or dense vegetation must be provided to screen adjoining properties from views of parking, mechanical equipment, storage, and refuse collection.
- For a structure more than 100 feet but not more than 300 feet from property zoned SF-5 or more restrictive, height limitation is 40 feet plus one foot for each 10 feet of distance in excess of 100 feet from the property line.
- For a structure more than 300 feet but not more than 540 feet from property zoned SF-5 or more restrictive, 60 feet plus one foot for each four feet of distance in excess of 300 feet from the property zoned SF-5 or more restrictive.
- An intensive recreational use, including a swimming pool, tennis court, ball court, or playground, may not be constructed 50 feet or less from adjoining SF-3 property.
- A landscape area at least 25 feet in width is required along the property line if the tract is zoned LR, GO, GR, L, CS, CS-1, or CH.

The site is subject to compatibility standards. Along the western property line, the following standards apply:

- For a structure more than 300 feet but not more than 540 feet from property zoned SF-5 or more restrictive, 60 feet plus one foot for each four feet of distance in excess of 300 feet from the property zoned SF-5 or more restrictive.

Existing Site Plan

There is an existing site plan approved for this site, SP-2016-0549C, Terraces at Scofield Ridge.

Scenic Roadway Overlay

This site is subject to the Scenic Roadway Sign District Regulations, 25-10-124.

Transportation

This proposed zoning application is to remove the CO of access prohibition to SH 45 based on the Texas Department of Transportation Grant of Access Deed approval. The TIA Memo dated April 29, 2016 has been revised to account for this approval. Access to SH 45 shall be reviewed and approved by the Texas Department of Transportation at the time of the subdivision and site plan applications.

Additional right-of-way dedication may be required with the subdivision and site plan applications in accordance with current adopted transportation plans.

According to the Austin 2014 Bicycle Plan approved by Austin City Council in November, 2014, a protected bike lane for all ages and abilities is recommended for Scofield Ridge Parkway, and an urban trail is recommended for MOPAC Expressway. Right-of-way dedication and bicycle/urban trail facility construction may be required with future applications in accordance with LDC 25-6-55 and LDC 25-6-101. Please review the [Bicycle Master Plan](#) and [Urban Trails Master Plan](#) for more information.

Existing Street Characteristics:

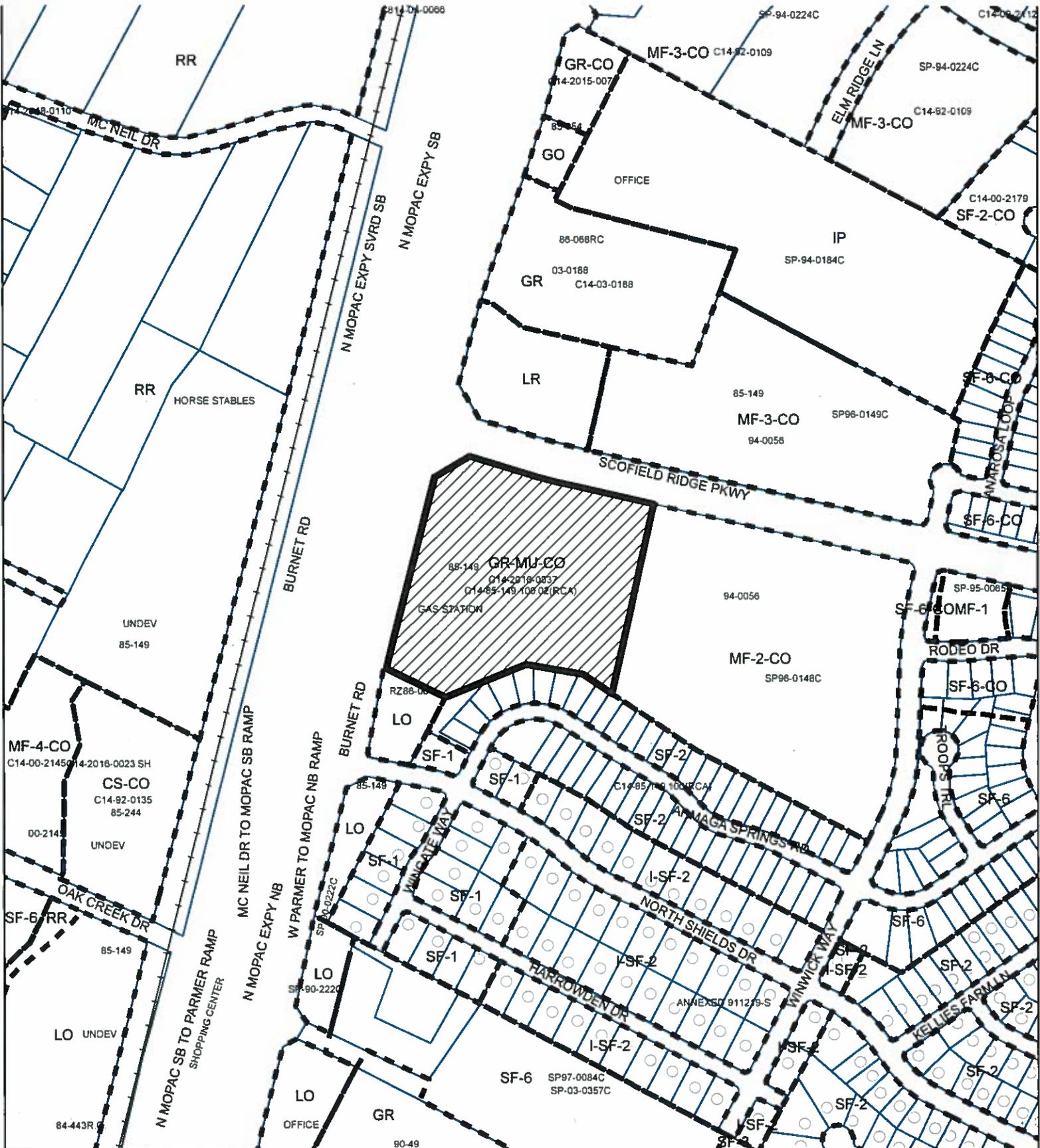
Name	ROW	Pavement	Classification	Sidewalks	Bicycle Route	Capital Metro (within ¼ mile)
MOPAC Expressway	400 feet	70 feet (frontage road)	Highway	Yes, partially	Yes, shared lane	No
Scofield Ridge Parkway	120 feet	100 feet (with median)	Arterial	No	Yes, bike lane	No

Water and Wastewater

The landowner intends to serve the site with City of Austin water and wastewater utilities. The landowner, at own expense, will be responsible for providing any water and wastewater utility improvements, offsite main extensions, utility relocations and or abandonments required by the land use. The water and wastewater utility plan must be reviewed and approved by Austin Water for compliance with City criteria and suitability for operation and maintenance.

Depending on the development plans submitted, water and or wastewater service extension requests may be required. All water and wastewater construction must be inspected by the City of Austin.

The landowner must pay the City inspection fee with the utility construction. The landowner must pay the tap and impact fee once the landowner makes an application for a City of Austin water and wastewater utility tap permit.



ZONING

ZONING CASE#: C14-2019-0058

-  SUBJECT TRACT
-  PENDING CASE
-  ZONING BOUNDARY



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

This product has been produced by CTM for the sole purpose of geographic reference. No warranty is made by the City of Austin regarding specific accuracy or completeness.

1" = 400'

Created: 3/18/2019



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Compatibility Standards

The site is subject to compatibility standards. Along the southern property line, the following standards apply:

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- No structure in excess of two stories or 30 feet in height may be constructed within 50 feet of property zoned SF-5 or more restrictive.
- No structure in excess of three stories or 40 feet in height may be constructed within 100

feet of the property line.

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Existing Site Plan

There is an existing site plan approved for this site, SP-2016-0549C, Terraces at Scofield Ridge.

Scenic Roadway Overlay

This site is subject to the Scenic Roadway Sign District Regulations, 25-10-124.

Transportation

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Name	ROW	Pavement	Classification	Sidewalks	Bicycle Route	Capital Metro (within ¼ mile)
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March 5, 2019

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

Via Hand Delivery

Re: Scofield Apartments – Rezoning application for the 10.381 acre piece of property located at 3001 Scofield Ridge Parkway in Austin, Travis County, Texas (the “Property”)

Dear Mr. Guernsey:

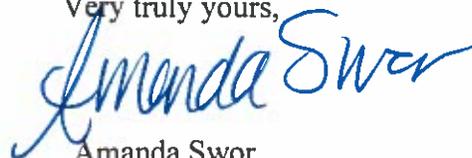
As representatives of the owner of the Property, we respectfully submit the enclosed rezoning application package. The project is titled Scofield Apartments, consists of 10.381 acres, and is located at the southeast corner of Scofield Ridge Parkway and the northbound Mopac Service Road. The Property is currently under construction with a multifamily use. The Property is zoned GR, General Retail – Mixed Use – Conditional Overlay. The requested rezoning is from GR-MU-CO to GR-MU, General Retail – Mixed Use, zoning district. The purpose of this rezoning is to remove the conditional overlay to allow access to the Property from Burnet Road.

A Traffic Impact Analysis (“TIA”) dated August 1, 2016 was prepared by HDR Engineering, Inc. and approved as part of zoning case C14-2016-0037. As part of the condemnation for construction of the SH 45 toll road, a controlled access point was granted by TxDOT. This rezoning is requesting removal of to the conditional overlay placed on the Property via ordinance 20161110-031 to allow for the use of the access point. No other changes to the zoning are proposed.

The Property is located in the Full Purpose Jurisdiction of the City of Austin and is not located within a City of Austin Neighborhood Planning Area.

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
Drenner Group

cc: Joi Harden, Planning and Development Review Department (*via electronic delivery*)
Sherri Sirwaitis, Planning and Development Review Department (*via electronic delivery*)
Howell Beaver, Oden Hughes, LLC (*via electronic delivery*)



MEMORANDUM

TO: ~~Christine Barton-Holmes, Sherri Sirwaltis, Case Manager~~
Development Services Planning and Zoning Department

FROM: *Sj* Scott A. James, P.E., PTOE, Land Use Review/Transportation
Ivan Naranjo, MBA, CNU-A, Senior Transportation Planner
Development Services Department

DATE: ~~August 29, 2016~~ REVISED April 8, 2019

SUBJECT: Traffic Impact Analysis for Scofield Apartments Development
Zoning Case No. ~~C14-2016-0037~~ C14 - 2019 - 0058

The Transportation Review Section has reviewed the Traffic Impact Analysis (TIA) for the proposed Scofield Apartments Development, dated August 1, 2016, and offers the following comments:

The project site is located on the southeast corner of Loop 1 (Mo-Pac) and Scofield Ridge Parkway in north Austin. The current zoning is GR. The proposal is for GR – MU to allow for up to 350 apartment dwelling units on the site. One point of access is proposed onto Scofield Ridge Parkway.

Roadways

Mo-Pac Expressway is a Freeway/Expressway from US 183 to Scofield Ridge Parkway. According to Texas Department of Transportation (TxDOT) average daily traffic counts, the 2013 traffic volumes on Mo-Pac Expressway was approximately 82,900 vehicles per day (vpd) north of Scofield Ridge Parkway. Mo-Pac Expressway becomes a toll road north of Scofield Ridge Parkway. The Mo-Pac Expressway frontage roads have posted speed limits of 55 miles per hour (mph). No improvements are currently planned for Mo-Pac Expressway from Parmer Lane to SH 45 according to TxDOT and CAMPO. A shared-use trail is proposed for Mo-Pac Expressway from Parmer Lane to Howard Lane in the 2014 Austin Bicycle Plan.

Scofield Ridge Parkway is a principal arterial. Based on a review of peak hour traffic counts conducted by HDR, 15,000 vpd are estimated on Scofield Ridge Parkway, east of Mo-Pac Expressway. The posted speed limit is 40 mph. Currently Scofield Ridge Parkway has dedicated bike lanes in the vicinity of the site. The 2014 Austin Bicycle Plan recommends protected bike lanes on Scofield Ridge Parkway from Mo-Pac Expressway east to Interstate Highway 35.

Winwick Way is a two-lane local street in the vicinity of the site. Based on a review of peak hour traffic counts conducted by HDR, 400 vpd are estimated on Winwick Way, south of Scofield Ridge Parkway. The posted speed limit is 25 mph.

Lamplight Village Avenue is a two-lane collector street in the vicinity of Scofield Ridge Parkway. Based on a review of peak hour traffic counts conducted by HDR, 3,800 vpd are estimated on Lamplight Village Avenue, south of Scofield Ridge Parkway. The posted speed limit is 30 mph.

West Howard Lane is a two-lane collector street north of Scofield Ridge Parkway. Based on a review of peak hour traffic counts conducted by HDR, 6,300 vpd are estimated on West Howard Lane, north of Scofield Ridge Parkway. The posted speed limit is 40 mph.

Trip Generation and Traffic Analysis

Section 25-6-114 of the Land Development Code requires that a traffic impact analysis (TIA) be conducted for a project proposed with a zoning application if the project is anticipated to generate more than 2,000 daily trips. Based on the ITE publication Trip Generation, 9th Edition, the proposed 350 apartment dwelling units will generate an estimated 2,245 vehicle trips per day (vpd). Table 1 below provides the unadjusted trip generation for the land uses associated with this development. No pass-by, internal capture, transit, pedestrian or bicycle reductions were assumed for this project. One background project was included in the analysis: Scofield Ridge, Phase 3, Section 2 (C8-85-104.1A)

	Land Use	Intensity	24-Hour Two-Way Volume	AM Peak Hour		PM Peak Hour	
				Enter	Exit	Enter	Exit
	Multi-family Apartment	350 DU	2,245	35	140	137	74
Totals			2,245	35	140	137	74

Table 2 represents the expected distribution of the trips:

Direction/Roadway	% Distribution
North Mo-Pac Expressway	25%
South Mo-Pac Expressway	40%
South Lamplight Village Ave	5%
North Howard Lane	10%
East Scofield Ridge Parkway	20%
Total	100%

For this study, traffic counts were conducted on Thursday, March 10, 2016 when schools were in session. A three percent (3%) annual growth rate was used for this analysis, as proscribed in the TIA scope memorandum provided by staff. Table 3 shows the results of the 'existing' and 'forecast' conditions for this project.

Intersection	2016 Existing				2018 Forecast			
	AM		PM		AM		PM	
	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
Signalized Intersections								
Mo - Pac Expressway Frontage Roads and Scofield Ridge Parkway	D	41.3	C	26.6	D	50.9	C	29.6
Scofield Ridge Parkway and Lamplight Village Avenue	A	7.8	B	15.5	A	8.1	B	16.2
Unsignalized Intersections								
Scofield Ridge Parkway and Apartment Driveway A	C	17.0	C	16.2	C	18.2	C	17.5
Scofield Ridge Parkway and Winwick Way	C	17.6	C	19.2	C	17.8	C	19.7
Scofield Ridge Parkway and West Howard Lane	F	407.4	F	291.4	F	547.4	F	422.2
Note: Minor street level of service and delay reported for unsignalized intersections								

Table 4 shows the estimated results of the 'site traffic + forecast' conditions, for both with and without improvements. The analysis indicated that for all of the studied intersections, expected future traffic operations will operate at LOS "D" or better once all of the identified improvements are constructed.

Table 4. Intersection Level of Service and Delay (sec/veh)								
Intersection	2018 Phase 1 Site traffic + Forecasted (No Improvements)				2018 Phase 1 Site traffic + Forecasted (With Improvements)			
	AM		PM		AM		PM	
	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
Signalized Intersections								
Mo-Pac Expressway Frontage Roads and Scofield Ridge Parkway	E	60.6	C	31.6	D	41.2	C	26.3
Scofield Ridge Parkway and Lamplight Village Avenue	A	8.3	B	16.8	A	6.9	B	18.5
Unsignalized Intersections								
Scofield Ridge Parkway and Apartment Driveway A	D	25.7	D	29.8	=	=	=	=
Scofield Ridge Parkway and Winwick Way	C	18.8	C	20.4	=	=	=	=
Scofield Ridge Parkway and West Howard Lane	F	608.2	F	450.6	C	21.9	B	17.0
Note: "=" No improvements identified.								

List of Transportation System Improvements

Mo-Pac expressway frontage roads and Scofield Ridge Parkway

The interchange of the Mo-Pac Expressway/Scofield Ridge Parkway will operate at LOS "E" and "C" during the AM and PM peak periods, respectively under the 2018 site traffic + forecasted conditions without improvements. Recommended improvements for this location include restriping approaches to provide two (2) through lanes, and one (1) shared left-turn/through lane with the construction of an acceleration lane for the northbound to southbound U-turn movements. Also, construction of a westbound dedicated right turn lane on Scofield Ridge Parkway at its intersection with the Mo-Pac Expressway frontage road, with installation of sidewalk and ADA compliant traffic signal controls. Assuming the above listed improvements are constructed, the interchange is predicted to operate with a LOS of "C" during both peak travel periods.

Scofield Ridge Parkway and Lamplight Village Avenue

Minor signal timing improvements and the installation of ADA compliant signal equipment and push buttons for pedestrian activation.

Scofield Ridge Parkway and West Howard Lane

This intersection is projected to operate at LOS "D" and "E" during the AM and PM peak periods, respectively under the conditions set forth in the 2018 "site traffic + forecasted" scenario. The analysis indicates that one or more of the warranting criteria for installation of a traffic signal may be met at this time. With the installation of a traffic signal, the intersection is predicted to operate at LOS "C" and "B" during the AM and PM peak periods, respectively.

Scofield Ridge Parkway and Winwick Way

No improvements are recommended at this intersection

Recommendations

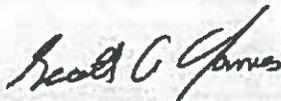
- 1) Prior to the 3rd Reading of City Council, the applicant should commit to constructing the identified improvements as part of their site development application OR to post fiscal for the following improvements as part of their site development application:

Table 5 – List of Improvements				
Location	Improvements	Total Cost	Developer Share %	Pro Rata Share \$
Northbound Mo-Pac service road at Scofield Ridge Parkway	Construct westbound right turn only lane*	\$90,000	100%	\$22,059
Northbound Mo-Pac service road at Scofield Ridge Parkway	Install ADA compliant pedestrian traffic signal equipment	\$16,410	0%	\$460
Northbound Mo-Pac service road at Scofield Ridge Parkway	Construct acceleration lane for northbound to southbound U-turns	\$104,250	0%	\$2,920
Site driveway entrance at Scofield Ridge Parkway*	Construct full access driveway to minimum 36 ft in width for site	N/A	100%	N/A
Scofield Ridge Parkway and Lamplight Village Avenue	Upgrade existing traffic signal controls to comply with ADA pedestrian elements	\$30,930	0%	\$1,300
Scofield Ridge Parkway and West Howard Lane	Install traffic signal	\$180,000	0%	\$5,760
Total			\$90,000	\$45,615

* Fiscal may not be collected for this improvement as the developer proposes to construct it fully as part of the site.

- 2) Per the Texas Dept. of Transportation (TxDOT), ~~no direct driveway access onto northbound frontage road of Mo-Pac expressway is permitted~~ access onto the northbound frontage road of Mo-Pac expressway is allowed in accordance with the recorded Grant of Access Deed.
- 3) Development of this property should not vary from the approved uses, nor exceed the approved intensities and estimated traffic generation assumptions within the TIA document (dated August 1, 2016), including land uses, trip generation, trip distribution, traffic controls and other identified conditions.
- 4) The approvals and conditions stated in this TIA memorandum remain valid until April 5, 2024, after which revisions to the analysis or conditions may be required.

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



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