

July 24, 2020

RE: C14-2017-0010 - 4400 Nuckols Crossing Road Rezoning
NPA-2016-0014.01 Plan Amendment - 4400 Nuckols Crossing Road Rezoning

To Planning Commissioners and City Council Members,

Based on updated information received at the 07/08/2020, 07/13/2020 and 07/22/2020 meetings with City Staff, Applicant, Austin Transportation Department, SE Combined Neighborhood Plan Contact Team and concerned neighbors, the Los Arboles Homeowners' Association OPPOSES rezoning 4400 Nuckols Crossing from SF-2-NP to MF-4-NP. Los Arboles consists of 314 single family homes with Viewpoint Dr as the entry into the neighborhood. Some of the considerations for opposition are listed below.

1. The proposed driveway to 4400 Nuckols Crossing will be only 150 ft from Viewpoint Dr on the east side of Nuckols Crossing and a driveway into Woodway Village Apartments on the west side of Nuckols Crossing. The accepted distance between driveways should be 500 ft. The Applicant has proposed a solution to the driveway problem by adding turn lanes in the right of way, possibly with vertical delineators in the middle of Nuckols Crossing. We believe this will cause a major hazard for vehicles turning in and out of Viewpoint Dr and the Woodway Village Apartments driveway and for through traffic on Nuckols Crossing.

3. Traffic on Nuckols Crossing is already 10 times the amount that this road is designed to ideally handle. Traffic counts taken in February 2020 indicate that existing vehicle trips is at 14,929. According to Section 25-6-116 of the Land Development Code, streets which have pavement width less than 30 feet are considered to be operating at an undesirable traffic level if the average daily traffic volume for such roadway exceeds 1,200 vehicles per day. Nuckols Crossing Road is currently operating at an undesirable level and will continue to do so with the addition of site traffic. These statistics, and the opinion that Nuckols Crossing is currently at an undesirable level, are taken directly from the Zoning Review Change Sheet provided by City Staff. The proposed development will add another 979 vehicle trips, an increase of over 13%.

4. The City has no plan to improve this section of Nuckols Crossing/E St Elmo. It is a narrow 2 lane road in very poor condition with no curbs, gutters, sidewalks or bike lanes, or even enough right of way to add them except in front of 4400 Nuckols Crossing. There is a very sharp curve with no sight lines where Nuckols Crossing becomes E St Elmo, just a short distance from the proposed driveway for this development. Vegetation and low water bridges contribute to the narrow lanes. The developer's proposal to add improvements would only cover the small area in front of the development and would not improve the quality of this road. There is no safe way for pedestrians or bicyclists to reach the nearest bus stop at Pleasant Valley and Todd Ln.

5. The developers have stated that this affordable housing complex for active seniors will make the development a needed addition to the neighborhood. There are 6 existing affordable housing complexes

within a one and a half mile radius from 4400 Nuckols Crossing and more in the near East Riverside/Oltorf area. Potential tenants will come from anyplace, SE Austin applicants will not get priority treatment. There will be no benefit to the surrounding neighborhoods.

6. COA does not recommend MF-4-NP zoning which the Applicant states they need in order to build a 5 story building. The proposed 5 story building does not fit into the aesthetics of the neighborhood which is single family (Los Arboles) and townhome apartments (Woodway Village). There are no other buildings taller than 2 stories in this area.

We ask that the Planning Commissioners and City Council Members review this rezoning request with a realistic view of what Nuckols Crossing/E St Elmo actually looks like and determine that this development would not fit into the neighborhood but instead create a major traffic hazard and clash with the existing aesthetics.

Respectfully On behalf of the Los Arboles Homeowners' Association,
Laurel Francel
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July 26, 2020

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Yvette Flores, Secretary
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Awais Azhar
Patrick Howard
Robert Schneider
Todd Shaw
Don Leighton-Burwell
Ann Teich

RE: Neighborhood Plan Amendment Case Number: NPA-2016-0014.01.SH
Rezoning Case Number: C14-2017-0010.SH
Project Location: 4400 Nuckols Crossing Road

Dear Honorable Chair Kenny and Commissioners:

The Southeast Combined Neighborhood Plan Contact Team (SCNPCT) has a history of supporting responsible development. Our Future Land Use Map (FLUM) area consists of single-family, multifamily, mixed use, commercial, office, civic, warehouse/limited office, and industry zones. The SCNPCT also serves students that attend the Austin and Del Valle Independent School Districts. With Austin Bergstrom International Airport (ABIA) being so close, we also have to consider the Airport Overlay.

With this in mind, and subsequent to the Planning Commission meeting on July 14, 2020, the SCNPCT met with ATD on Monday, July 20, 2020, to discuss the staff's recommendation on traffic mitigation and sight distance issues on Nuckols Crossing. The SCNPCT inquired and sought clarification on the information contained in the March 15, 2018 Neighborhood Traffic Analysis Report (attached) and the June 16, 2020 Neighborhood Traffic Analysis Report (attached). The SCNPCT raised the following concerns regarding inconsistencies and omissions between the 2018 and 2020 reports:

- Pavement Width:
 - The 2018 report reflects Nuckols Crossing is a roadway measuring twenty-five (25) feet in pavement width;
 - The 2020 report reflects a twenty-eight (28) foot width. During the meeting, staff acknowledged the correct width is twenty-five (25) feet.
- Bicycle Safety:

- The 2018 report states, “There are no marked bicycle facilities along Nuckols Crossing Road and the City of Austin Bicycle Master Plan rates Nuckols Crossing as ‘low comfort’ to ‘extremely low comfort’ for cyclists.”
- The 2020 report does not address bicycle safety.

➤ Desirable Traffic Level:

- The 2018 report states, “According to Section 25 – 6 – 116 of the Land Development Code, neighborhood residential streets are operating in a desirable manner if the daily volumes do not exceed the following thresholds:

Pavement Width	Vehicles Per Day
Less than 30'	1,200
30' to less than 40'	1,800
40' or wider	4,000

- The 2020 report states, “According to Section 25-6-116 of the Land Development Code, streets which have pavement width less than 30 feet are considered to be operating at an undesirable traffic level if the average daily traffic volume for such roadway exceeds 1,200 vehicles per day.
- Generated Traffic Data
- The 2018 report reflected the proposed 125 apartment units would generate approximately 881 daily trips.
 - The 2020 report reflects the proposed development (180 apartment units) will generate 979 vehicle trips per day.
- Proposed Improvements to Nuckols Crossing:
- The 2018 report, in the “Conclusion and Recommendations” section states, “At this time, no planned or proposed improvements to Nuckols Crossing Road have been identified. Therefore, staff is unable to support this zoning application and will recommend denial, pursuant to the conditions set forth in LDC – 25 – 6 – 116.”
 - The 2020 report does not address improvements, but during the July 20, 2020 meeting, staff acknowledged there were no planned or proposed improvements to Nuckols Crossing Road.
- The 2018 report further reflects:
- “Nuckols Crossing Road is currently operating at an undesirable level and will continue to do so with the addition of site traffic.”
 - Under the “Recommendations/Conclusions” section, Item 1 states, “The horizontal and vertical alignment of Nuckols Crossing Road near the subject tract presents several safety issues related to sight distance.” The SCNPCT asked for a detailed list of the “several safety issues” related to the sight distance and an explanation of how each safety issue is addressed. The neighborhood’s primary concerns involve sight distance entering and exiting the blind curve from St. Elmo Road to Nuckols Crossing. The entrance/exit driveway of the proposed 4400 Nuckols Crossing development is on the exit of the blind curve from eastbound St. Elmo to southbound Nuckols Crossing.
- Additional SCNPCT comments:
- The 2020 ATD traffic analysis does not take into account future growth of Southeast Austin. Ten thousand homes are planned for Easton Park at William Cannon and McKinney Falls Parkway and many of those residents will commute using Nuckols Crossing as an alternative to McKinney Falls Parkway or Pleasant Valley.
 - The proposed community of low-income seniors will need access to public transportation. There is currently no safe route for pedestrian traffic to reach the nearest bus stops nearly one mile away. Southbound pedestrians will not have a sidewalk on the west side of Nuckols Crossing, where the development is planned and will need to walk on the shoulder of the road for over half a mile to reach public transit on Stassney Lane

at Nuckols Crossing. There is a sidewalk on the opposite side of Nuckols Crossing, but it is several hundred feet south of the proposed entrance to the development and there is no pedestrian crossing to reach the other side. Northbound pedestrians will not have a sidewalk on either side of the road and will have to walk on the shoulder of the road around a blind curve, over a bridge, on a road with thick brush on both sides for over half a mile to reach public transit on St. Elmo at Pleasant Valley. This will put the lives of pedestrians, cyclists, drivers and their passengers at serious risk as no road improvements are planned for Nuckols Crossing or St. Elmo.

- The neighborhood supports this type of development in our area, but not at this dangerous location.
- City Council
 - The 2018 report states, “The City Council may deny an application if the neighborhood traffic analysis demonstrates that the traffic generated by a projected combined with existing traffic, exceeds the desirable operating level established on a residential local or collector street in the study area.”
 - The 2020 report, under the “Recommendations/Conclusions” section, Item 4 states, “The City Council may deny an application if the neighborhood traffic analysis demonstrates that the traffic generated by the project combined with existing traffic exceeds the desirable operating level established on a residential local or collector street in the neighborhood traffic analysis study area.”

The SCNPCT acknowledges that the developer of 4400 Nuckols Crossing has agreed to add a righthand deceleration lane from southbound Nuckols Crossing entering the proposed development, and a center lane on Nuckols Crossing for turns into and out of the development. However, the SCNPCT is not satisfied that ATD has explained or addressed inconsistencies between its two reports, that the proposed additional lanes will safely accommodate turns into and out of the development considering competing traffic turning into Woodway Village and Viewpoint Drive, nor that the proposed additional lanes in any way address sight distance issues which are inherent to the blind curve and the slope of the curve.

The SCNPCT conducted a Special Called Meeting and met again with the applicant on Wednesday, July 22, 2020, to discuss the proposed traffic mitigation and development project, on the two following requests pertaining to the property located at 4400 Nuckols Crossing: 1) Neighborhood Plan Amendment to change the land use designation on the FLUM from single-family to multifamily land use; and 2) Rezoning from single family residence-standard lot-neighborhood plan (SF-2-NP) combining district zoning to multi-family residence-moderate-high density-neighborhood plan (MF-4-NP) combining district zoning. The SCNPCT took into consideration input from neighborhood associations representing residents immediately adjacent to or across the street from the property as well as residents who use and are familiar with public safety (traffic, bicycle, and pedestrian) concerns on Nuckols Crossing. The applicant indicated that its proposed additional traffic lanes were its best effort to address the blind curve and sightline issues, but also that the applicant is open to ideas. The SCNPCT discussed and wondered if the applicant would consider the option of exploring a shared exit with the Woodway Village Apartments. As a follow-up, this recommendation was brought to the applicant's attention during a phone call on Thursday, July 23, 2020.

With a quorum present, and based on the information provided, the SCNPCT membership voted to not support the two following requests pertaining to the property located at 4400 Nuckols Crossing: 1) Neighborhood Plan Amendment to change the land use designation on the FLUM from single-family to multifamily land use; and 2) Rezoning from single family residence-standard lot-

neighborhood plan (SF-2-NP) combining district zoning to multi-family residence-moderate-high density-neighborhood plan (MF-4-NP) combining district zoning. The SCNPT voted not to support these proposed changes because of the safety concerns as noted below:

- Proposed location of the entrance
 - Close proximity to blind curve, at the top of a steep slope exiting the curve
 - Close proximity to Viewpoint Drive exit drive
 - Close proximity to Woodway Village Apartments exit drive
- Public Safety Concerns
 - Traffic
 - Pedestrian
 - Bicyclists
- COA and ATD have no future plans to improve Nuckols Crossing Road, which is already currently operating at an undesirable level.

The membership's primary concerns are based on the current substandard road infrastructure provided to the Southeast Austin residents who use Nuckols Crossing and the positioning of the proposed development directly on the exit of the rising blind curve from eastbound Saint Elmo to southbound Nuckols Crossing on a substandard road with no shoulders or sidewalks. Traffic and danger to pedestrians, drivers, and cyclists will escalate if the NP amendment and zoning changes are approved considering the additional vehicle trips resulting from the proposed additional housing units.

We respectfully request the Planning Commission not approve the neighborhood plan amendment and zoning change requests unless the community's public safety concerns are addressed. We request the Planning Commission carefully and thoroughly review the traffic reports and the staff's recommendations as it relates to the public's safety. We also request the Planning Commission urge the City Council and city staff prioritize and address the current substandard Nuckols Crossing road infrastructure to ensure the public's safety is not further compromised, especially in light of the continued growth in Southeast Austin.

Respectfully submitted,



Ana Aguirre, Immediate Past Chair
Southeast Combined Neighborhood Plan Contact Team (SCNPCT)

CC: Wendy Rhoades, Planning and Zoning Department

Attachments: March 15, 2018 Neighborhood Traffic Analysis Report
June 16, 2020 Neighborhood Traffic Analysis Report



MEMORANDUM

TO: Wendy Rhoades, Case Manager
Planning and Zoning Department

CC: Members of the Planning Commission
Anna Martin, P.E., PTOE, Austin Transportation Department
Katie Wettick, Development Services Department

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

DATE: March 15, 2018

SUBJECT: Neighborhood Traffic Analysis for 4500 Nuckols Crossing Road
Zoning Case # C14 – 2017 – 0010

The Land Use Review/Transportation staff has performed a Neighborhood Traffic Impact Analysis (NTA) for the above referenced case and offers the following comments.

The 10 acre site is located in south Austin, at the northwest corner of Nuckols Crossing Road and Viewpoint Drive. Vehicular access to the site shall be to and from Nuckols Crossing Road. Nuckols Crossing Road bounds the east side of the subject property, which is border by the residential neighborhood to the west. The zoning application is to permit for the construction of one hundred and twenty-five (125) residential apartment units.

Roadways

Nuckols Crossing Road is classified as a local collector roadway measuring twenty-five (25) feet in pavement width and serves primarily residential and neighborhood land uses. The posted speed limit adjacent to the subject property is 40 miles per hour (MPH). No sidewalks are provided on Nuckols Crossing Road. There are no marked bicycle facilities along Nuckols Crossing Road and the City of Austin Bicycle Master Plan rates Nuckols Crossing as 'low comfort' to 'extremely low comfort' for cyclists.

Viewpoint Drive is classified as a local street. Viewpoint Drive measures forty (40) feet in width, and is stop controlled at its intersection with Nuckols Crossing Road. The posted speed limit is 30 MPH. There are sidewalks on the south side of Viewpoint Drive. The City of Austin Bicycle Map rates Viewpoint Drive as a "low-comfort" road.

Trip Generation and Traffic Analysis

The City Council may deny an application if the neighborhood traffic analysis demonstrates that the traffic generated by a project combined with existing traffic, exceeds the desirable operating level established on a residential local or collector street in the study area.

Based on the Institute of Transportation Engineer's publication Trip Generation Manual, 9th Edition, the one hundred and twenty-five (125) proposed apartment units would generate approximately 881 daily trips (summarized in Table 1 below). However, the requested MF – 3 zoning could allow for a greater development intensity, for the 10 acre tract.

Table 1 – Trip Generation					
TRACT NUMBER	ACRES	INTENSITY	ZONING	LAND USE	TRIPS PER DAY
1	10.00	*125 DU	MF-3	Apartments (220)	881

*This is the proposed development intensity; not the maximum intensity allowed.

According to the applicant, approximately 57% of the outbound trips will use Nuckols Crossing Road (north of Viewpoint Drive) and 43% of the outbound trips will exit onto Nuckols Crossing Road (south of Viewpoint Drive). The returning trips would be divided as 58% use north and 42% use the south access from Nuckols Crossing Road. Table 2 presents the expected distribution of the 881 daily trips to and from the site:

Table 2 – Trip Distribution Percentages			
Street	Outbound	Inbound	Totals
Nuckols Crossing Road (north of Viewpoint Drive)	247 (28%)	255 (29%)	502 (57%)
Nuckols Crossing Road (South of Viewpoint Drive)	193 (22%)	186 (21%)	379 (43%)
Totals	440 (50%)	441 (50%)	881 (100%)

According to the traffic data collected during the days of October 3-5, 2017, the current average daily volumes on Nuckols Crossing Road north of Viewpoint Drive are 7,155 vehicles.

per day. South of Viewpoint Drive, Nuckols Crossing Road serves 5,326 vehicles per day. As shown in Table 3 below, the projected daily trips from the site development would increase the observed volumes on Nuckols Crossing Road by approximately 7% in both directions.

Table 3 – Estimated increase in daily traffic volumes				
Street	Existing Traffic (vpd)	Site Traffic (vpd)	Totals	Percentage Increase
Nuckols Crossing Road (north of viewpoint Drive)	7,155	502	7,657	7%
Nuckols Crossing Road (south of viewpoint Drive)	5,326	379	5,705	7%

According to Section 25 – 6 – 116 of the Land Development Code, neighborhood residential streets are operating in a desirable manner if the daily volumes do not exceed the following thresholds:

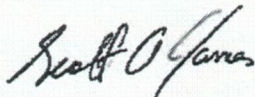
Pavement Width	Vehicles Per Day
Less than 30'	1,200
30' to less than 40'	1,800
40' or wider	4,000

Nuckols Crossing Road measures twenty-five (25) feet in width, and therefore per Section 25 – 6 – 116 of the LDC, mitigation of site traffic is required.

Conclusion and Recommendations

- 1) At this time, no planned or proposed improvements to Nuckols Crossing Road have been identified. Therefore, staff is unable to support this zoning application and will recommend denial, pursuant to the conditions set forth in LDC – 25 – 6 – 116.

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



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

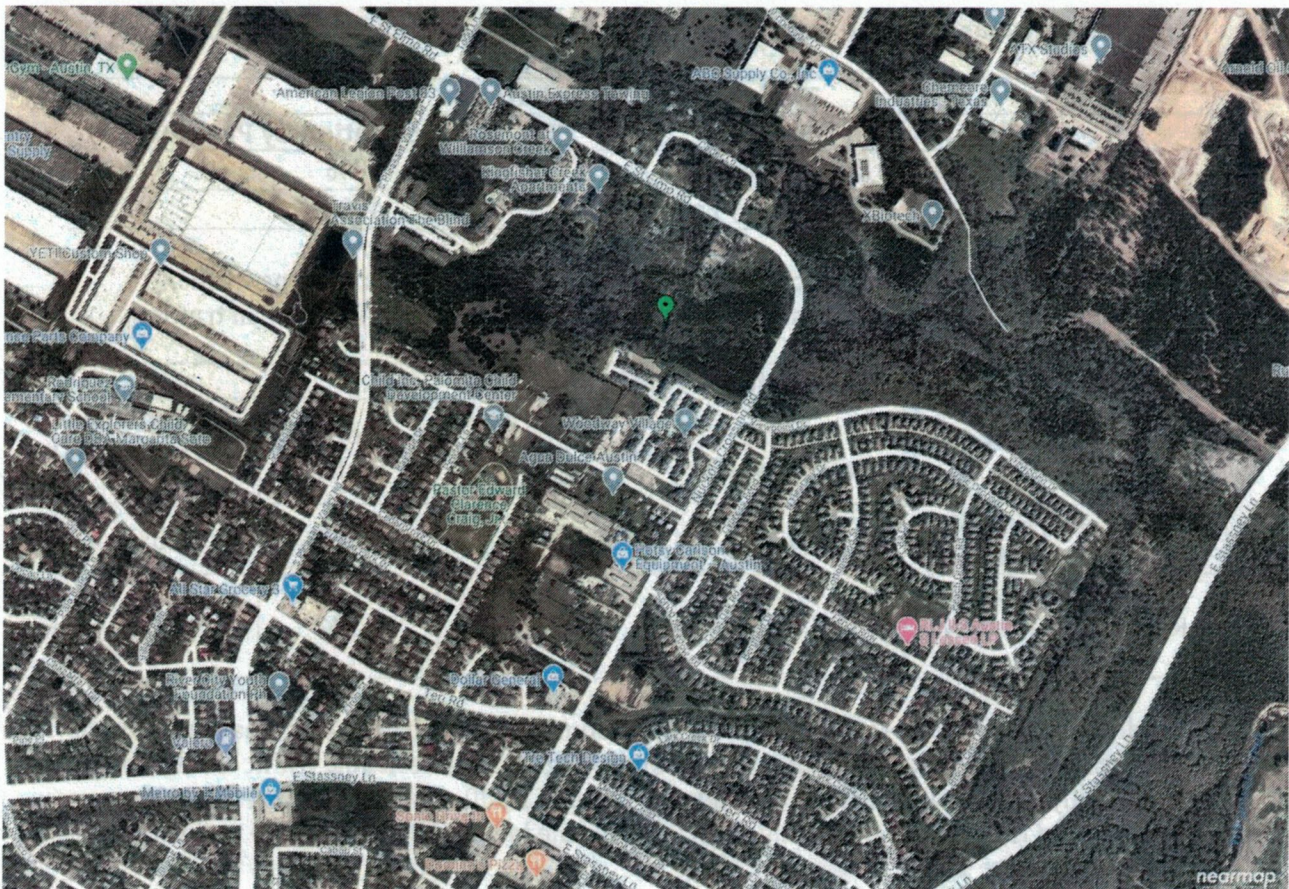


MEMORANDUM

To: Wendy Rhoades, Case Manager
CC: Victoria Haase; Dan Hennessey, P.E.; Curtis Beaty, P.E.; Amber Mitchell
FROM: Justin Good, P.E.
DATE: June 16, 2020
SUBJECT: Neighborhood Traffic Analysis for 4400 Nuckols Crossing
Zoning Case # C14-2017-0010.SH

The Transportation Development Services (TDS) division has performed a Neighborhood Traffic Analysis (NTA) for the above referenced case and offers the following comments.

The 9.97-acre tract is located in south Austin at 4400 Nuckols Crossing Road (see below). The site is currently zoned SF-2-CO-NP and the zoning request is for MF-4-NP.



Roadways

The tract proposes access to Nuckols Crossing Road (named East St Elmo Road to the north), which is classified as a collector and currently has 70 feet of right-of-way with 28 feet of pavement. Nuckols Crossing Road has two travel lanes and is lacking curb and gutter, bicycle facilities, and sidewalks. The average 24-hour count traffic volume was 8,978 vehicles per day just east of the Todd Lane/St Elmo Road intersection and 5,951 vehicles per day just north of the Nuckols Crossing Road/Stassney Lane intersection. Traffic counts were collected from February 25, 2020 to February 27, 2020.

Trip Generation and Traffic Analysis

This zoning case assumes 180 mid-rise multifamily dwelling units (ITE Code 221). Based on the Institute of Transportation Engineer's Trip Generation Manual, 10th Edition, the proposed development will generate 979 vehicle trips per day. See Table 1 for a detailed breakdown of the trip generation.

Table 1 – Trip Generation		
Land Use	Size	Unadjusted Trip Generation
Residential (Mid-Rise Multifamily Housing)	180 DU	979
TOTAL		979

Table 2 provides the expected distribution of the site trips to the north and south.

Table 2 – Trip Distribution	
Intersection	Traffic Distribution by Percent
Todd Lane/East St Elmo Road	60%
Nuckols Crossing Road/East Stassney Lane	40%

Table 3 represents a breakdown of traffic on Nuckols Crossing Road: existing traffic, proposed site traffic, total traffic after development, and percentage increase in traffic.

Table 3 – Traffic Summary				
Intersection	Existing Traffic (vpd)	Proposed New Site Traffic to Roadway	Overall Traffic	Percentage Increase in Traffic
Todd Lane/East St Elmo Road	8,978	587	9,565	6.5%
Nuckols Crossing Road/East Stassney Lane	5,951	392	6,343	6.6%

According to Section 25-6-116 of the Land Development Code, streets which have pavement width less than 30 feet are considered to be operating at an undesirable traffic level if the average daily traffic volume for such roadway exceeds 1,200 vehicles per day. Nuckols Crossing Road is currently operating at an undesirable level and will continue to do so with the addition of site traffic.

Recommendations/Conclusions

1. The horizontal and vertical alignment of Nuckols Crossing Road near the subject tract presents several safety issues related to sight distance. The applicant has coordinated with ATD to identify a driveway location that is acceptable for vehicle safety and operations. Should the driveway location change, further review will be required to ensure that it still meets sight distance and other safety requirements.
2. Although the driveway location satisfies minimum sight distance requirements, the addition of another driveway in this area introduces speed differentials that could cause unsafe conditions. To ensure the safety of both existing drivers on Nuckols Crossing Road and new motorists entering the proposed development, ATD will require dedicated right-turn and left-turn lanes into the site. The applicant has coordinated with ATD regarding the conceptual design of these turn lanes and has received preliminary approval; final design and approval shall be deferred to site plan with ongoing coordination with ATD.
3. To improve vehicular safety near this development and encourage pedestrian connectivity in the area, it is recommended that the following improvements be explored at the time of subdivision construction or site plan: reconstruction of Nuckols Crossing Road to urban standards with curb and gutter, construction of all ages and abilities bicycle facilities, and construction of sidewalks. Additional mitigations or improvements may be required.
4. The City Council may deny an application if the neighborhood traffic analysis demonstrates that the traffic generated by the project combined with existing traffic exceeds the desirable operating level established on a residential local or collector street in the neighborhood traffic analysis study area.

If you have any questions or require additional information, please contact me at 974-1449.



Justin Good, P.E.
Transportation Development Engineer – Lead: South
Austin Transportation Department