

## ZONING CHANGE REVIEW SHEET

CASE: C14-2019-0059 – SH 71 and FM 973

DISTRICT: 2

ZONING FROM: I-SF-2; GR-CO

TO: GR-CO

ADDRESS: 3201, 3203, 3205, 3207, 3209, and 3211 East SH 71 Service Road Westbound; 3214 Bessie Avenue, 3174 and 3176 Eva Street

SITE AREA: 1.573 acres

PROPERTY OWNER: Stripes LLC (Billy Arnette)

AGENT: Metcalfe Wolff Stuart & Williams, LLP (Michele Rogerson Lynch)

CASE MANAGER: Wendy Rhoades (512-974-7719, [wendy.rhoades@austintexas.gov](mailto:wendy.rhoades@austintexas.gov))

STAFF RECOMMENDATION:

**The Staff recommendation is to grant community commercial – conditional overlay (GR-CO) combining district zoning. The Conditional Overlay does the following:**

**1) establishes the following uses as conditional: alternative financial services, community recreation (private), community recreation (public), convalescent services, and hospital services (limited); medical offices (exceeding 5,000 square feet of gross floor area);**

**2) establishes the following uses as subject to LDC 25-2-587(D) (*Requirements for Certain Uses in the Neighborhood Commercial (LR) District*): general retail sales (general), personal improvement services, and restaurant (general); and**

**3) prohibits the following uses: automotive rentals, automotive repair services, automotive sales, automotive washing (of any type), bail bond services, business or trade school, business support services, commercial off-street parking, communications services, drop-off recycling collection facility, exterminating services, food preparation, funeral services, hotel-motel, indoor entertainment, indoor sports and recreation, outdoor entertainment, outdoor sports and recreation, research services, and theater.**

*For a summary of the basis of Staff's recommendation, see case manager comments on page 2.*

**The Restrictive Covenant includes all recommendations listed in the Neighborhood Traffic Analysis memo, dated April 14, 2021, as provided in Attachment A.**

ZONING AND PLATTING COMMISSION ACTION / RECOMMENDATION:

**June 1, 2021:**

CITY COUNCIL ACTION:

**To be scheduled for July 29, 2021:**

ORDINANCE NUMBER:ISSUES:

The Applicant is in agreement with the Staff recommendation.

CASE MANAGER COMMENTS:

The subject zoning and rezoning area consists of lots and portions of platted lots, is located at the northeast corner of the East SH 71 westbound frontage road and FM 973 Road. The property has access to SH 71 as well as Eva Street on its north side and Bessie Street on its east side. Alice Avenue is an unbuilt right-of-way that borders the property's west side. The west side of the property is zoned community commercial – conditional overlay (GR-CO) through a 2001 case and the remainder is zoned interim – single family residence (I-SF-2) assigned upon annexation in September 2001. There are manufactured homes, a church and a few single family residences to the north (I-SF-2), and a lot with a billboard, and several single family residences and manufactured homes along Bessie Avenue to the east (LR; I-SF-2). ***Please refer to Exhibits A (Zoning Map) and A-1 (Aerial Exhibit).***

The Applicant has requested community commercial – conditional overlay (GR-CO) district zoning in order to build a service station with 12 vehicle fueling positions and a 4,650 square foot food sales use. A site plan for these two uses and GR development regulations is under City review. ***Please refer to Exhibit B (Site Plan in Process).*** The Applicant's proposed Conditional Overlay would prohibit alternative financial services, automotive repair services, automotive washing (of any type) and pawn shop services (please see update under Issues section). Vehicular access is proposed to be taken to the East SH 71 frontage road, Eva Street and Bessie Avenue, with one driveway to each road.

BASIS OF RECOMMENDATION:

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

The proposed community commercial (GR) district is intended for office and commercial uses serving neighborhood and community needs, including both unified shopping centers and individually developed commercial sites, and typically requiring locations accessible from major trafficways. The Conditional Overlay (CO) combining district may be applied in combination with any base district. The district is intended to provide flexible and adaptable use or site development regulations by requiring standards tailored to individual properties.

2. *Zoning should promote the policy of locating retail and more intensive zoning near the intersections of arterial roadways or at the intersections of arterials and collectors.*

Staff recommends GR-CO zoning for the property based on the following considerations: 1) location at a signalized intersection of two arterials, 2) a food sales and service station uses would be available to serve residents of the adjacent subdivisions, as well as capture “pass by” traffic on SH 71; 3) the Conditional Overlay restricts land uses to those permitted and

conditional in the neighborhood commercial (LR) district which are appropriate near residential uses, and 4) the Neighborhood Traffic Analysis enhances connectivity options in the area and requires 4-foot wide sidewalks along Eva Street between FM 973 and Bessie Avenue, and along Bessie and between FM 973 and Eva, and a 10-foot wide shared use path along SH 71 between FM 973 and Fallwell Lane as prescribed by the Austin Transportation Department.

EXISTING ZONING AND LAND USES:

	ZONING	LAND USES
<i>Site</i>	I-SF-2; GR-CO	Undeveloped
<i>North</i>	I-SF-2	Manufactured homes; Church; A few single family residences
<i>South</i>	Not Applicable	East SH 71 frontage road and main lanes
<i>East</i>	LR; I-SF-2	Billboard; Several single family residences and manufactured homes
<i>West</i>	I-SF-2; Not Applicable	Undeveloped; FM 973 Road

NEIGHBORHOOD PLANNING AREA: Not Applicable

NEIGHBORHOOD TRAFFIC ANALYSIS: Required – Please refer to Attachment A

WATERSHED: Colorado River – Suburban

CAPITOL VIEW CORRIDOR: No

SCENIC ROADWAY: Yes, SH 71

SCHOOLS:

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

NEIGHBORHOOD ORGANIZATIONS:

511 – Austin Neighborhoods Council      627 – Onion Creek Homeowners Association  
 774 – Del Valle Independent School District      1005 – Elroy Neighborhood Association  
 1138 – Far Southeast Improvement Association      1195 – Imperial Neighborhood Association  
 1228 – Sierra Club, Austin Regional Group      1258 – Del Valle Community Coalition  
 1363 – SEL Texas      1528 – Bike Austin  
 1530 – Friends of Austin Neighborhoods      1550 – Homeless Neighborhood Association  
 1616 – Neighborhood Empowerment Foundation      1774 – Austin Lost and Found Pets

AREA CASE HISTORIES:

NUMBER	REQUEST	COMMISSION	CITY COUNCIL
C14-2008-0235 – Downstream 973-	I-SF-2 to GR	To Grant LR-CO with conditions of additional	Apvd LO-CO w/conds of right-of-way

Mary Street – 3100 Mary St		r-o-w on FM 973	dedication on FM 973 as the ZAP recommended (4-23-2009).
C14-99-2052 and C14-99-2053 – Austin Interport (East and West) – Fallwell Ln. at SH 71 East	DR, I-SF-2, I-RR to LI-PDA	To Grant GR for Blk A & 1-2 of Blk H w/conds; GR for Blk C & 3-8 of Blk I w/conds; MF-3 for Blk B, 1 of Blk F, & 5 of Blk G w/conds; & numerous other apvls & conds too	Apvd LI-PDA with attached site development standards, RCs for 175' reservation of r-o-w on SH 71 (9-28-2000).

RELATED CASES:

There is a site plan in process for a service station and food sales use (SP-2021-0163C – 7-Eleven #39776). ***Please refer to Exhibit B (Site Plan in Process).***

On July 19, 2001, Council approved GR-CO zoning for the western portion of the property (C14-01-0075 – Shave Ice Stand). The Conditional Overlay is for a limit of 2,000 vehicle trips per day.

The property was annexed into the Full-purpose City limits on September 6, 2001 (C7a-01-002).

The property consists of lots and portions of lots out of the Davidson City Addition.

EXISTING STREET CHARACTERISTICS:

Name	ROW	Pavement	Classification	Sidewalks	Bicycle Route	Capital Metro (within ¼ mile)
East SH 71	190 feet	76 feet (frontage road only)	Highway	Yes	Yes, wide shoulder	Yes
Alice Avenue	50 feet	20 feet, not fully constructed to FM 973 / SH 71	Local street	No	No	No
Eva Street	50 feet	20 feet	Local street	No	No	No
Bessie Avenue	50 feet	20 feet	Local street	No	No	No

OTHER STAFF COMMENTS:Comprehensive Planning

This zoning and rezoning case is located on 1.72 acres at the northeast corner of the Bastrop Highway / SH 71 and Bessie Avenue. The property is not located within the boundaries of an area with an adopted neighborhood plan. Surrounding land uses include a church and single family housing to the north; across SH 71 to the south is undeveloped land, and the Travis County Transitional Center and Probation Center; to the east is single family housing and undeveloped land; and across FM 973 to the west is undeveloped land and a few single family residences. The proposal is to build a gas station with a convenience store.

**Connectivity**

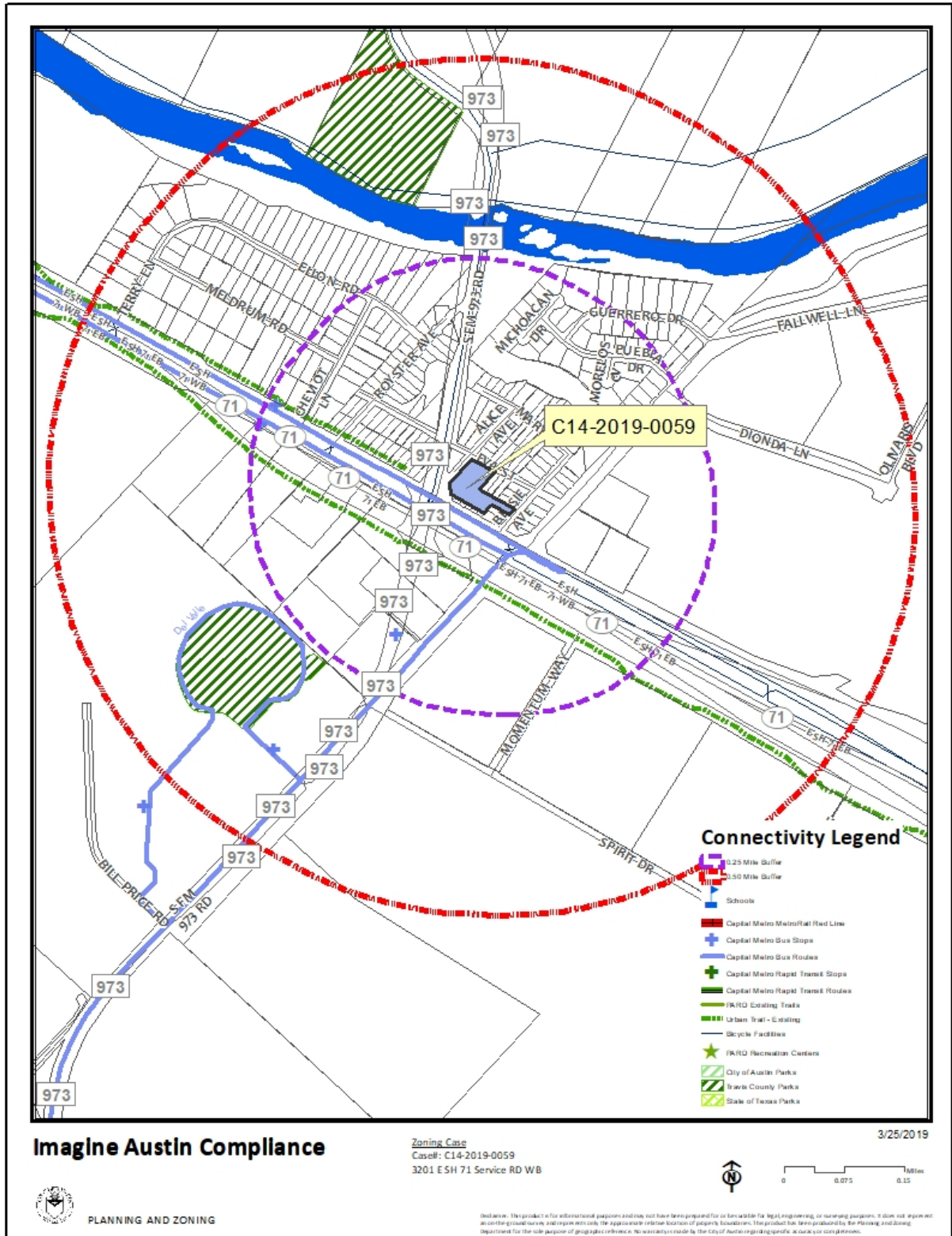
Public sidewalks have recently been installed along SH71, but there are no CapMetro transit stops located along this portion of the highway. The Walkscore for this site is **14/100, Car Dependent**, meaning almost all errands require a car. The mobility and connectivity options in this area are below average.

**Imagine Austin**

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

- **LUT P4.** Protect neighborhood character by directing growth to areas of change that includes designated redevelopment areas, corridors and infill sites. Recognize that different neighborhoods have different characteristics and new and infill development should be sensitive to the predominant character of these communities.
- **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.

Based upon: (1) the comparative scale of the site relative to other commercial uses located along this portion of SH 71/Bastrop Highway, (2) the Imagine Austin policies above that support context sensitive infill, but (3) a lack of mobility (beyond a car) and connectivity options in the area, this commercial project appears to only partially support the Imagine Austin Comprehensive Plan.



Drainage

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

Environmental

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

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

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

According to floodplain maps there is 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.

Impervious Cover

Within the suburban portion of the Colorado River watershed, the maximum impervious cover allowed by the *GR-MU zoning district is 80% (90% with transfers)*, which is based on the more restrictive *watershed* regulations. The proposed amount of impervious cover on the site plan in process is 76.73 percent.



PARD – Planning & Design Review

There are currently no parkland requirements for uses other than residential and hotel. Given that the application is for GR, there would not be parkland dedication requirements or parkland impacts at the time of site plan or subdivision.

Site Plan and Compatibility Standards

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.

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

The entire site is subject to compatibility standards due to adjacent I-SF-2 property to the north and east. The following standards apply:

- No structure may be built within 25 feet of the property line.
- No structure in excess of two stories or 30 feet in height may be constructed within 50 feet of the property line.
- No structure in excess of three stories or 40 feet in height may be constructed within 100 feet of the property line.
- No parking or driveways are allowed within 25 feet of the property line.
- Landscaping or screening is required along the property line in accordance with the screening requirements (Section 25-2-1006 and ECM 2.9.1.), Parking Design Standards (Section 25-6-563) and/or Screening Standards (Section 25.2.1066) 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 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 property in an SF-5 or more restrictive zoning district.
- 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.

Additional design regulations from LDC 25-2-1067 include the following:

- Exterior lighting must be hooded or shielded so that the light source is not directly visible from adjacent property:



- (1) in an urban family residence (SF-5) or more restrictive district
- (2) on which a use permitted in an SF-5 or more restrictive zoning district is located
- The noise level of mechanical equipment may not exceed 70 decibels at the property line.
- A permanently placed refuse receptacle, including a dumpster, may not be located 20 feet or less from property:
  - (1) in an SF-5 or more restrictive zoning district; or
  - (2) on which a use permitted in an SF-5 or more restrictive zoning district is located.

### **AIRPORT OVERLAY**

FYI – This site is located within the Austin-Bergstrom Airport Controlled Compatible Land Use Area Overlay. No use will be allowed that can create electrical interference with navigational signals or radio communications between airport and aircraft, make it difficult for pilots to distinguish between the airport lights and others, result in glare in the eyes of pilots using the airport, impair visibility in the vicinity of the airport, create bird strike hazards or otherwise in any way endanger or interfere with the landing, taking off, or maneuvering of aircraft intending to use the Austin-Bergstrom Airport. Height limitations and incompatible uses with each Airport Overlay zone are established in the Airport Overlay Ordinance. For the site plan, Airport Hazard Zoning Committee review may be required prior to Planning Commission Hearing. Additional comments may be generated during the site plan review process.

### **SCENIC ROADWAYS**

This site is within the Scenic Roadway Sign District. All signs must comply with Scenic Roadway Sign District regulations.

### **Transportation**

Per Ordinance No. 20170302-077, off-site transportation improvements and mitigations may be required at the time of site plan application. A Traffic Impact Analysis shall be required at the time of site plan if triggered per LDC 25-6-113.

A Neighborhood Traffic Analysis is required and has been performed for this project by the Transportation Review staff [LDC 25-6-114]. Results are provided Attachment A.

The Austin Metropolitan Area Transportation Plan calls for 400 feet of right-of-way for SH 71. With the approval of the Texas Department of Transportation, 200 feet of right-of-way from the existing centerline should be dedicated and/or reserved for SH 71 according to the Transportation Plan at the time of the subdivision and/or site plan application, whichever comes first [LDC 25-6-51 and 25-6-55].

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

The Urban Trails Master Plan recommends a tier II urban trail/shared use path along SH 71. Please review the [Urban Trails Master Plan](#) for more information. Additional right-of-way dedication and trail construction may be required in accordance with LDC 25-6-55 and LDC 25-6-101 at the time of the subdivision and site plan applications.

According to the Austin 2014 Bicycle Plan approved by Austin City Council in November, 2014, an urban trail is recommended for SH 71. Additional right-of-way dedication and bicycle facility construction may be required in accordance with LDC 25-6-55 and LDC 25-6-101 at the time of the subdivision and site plan applications. Please review the [Bicycle Master Plan](#) for more information.

FYI – Vehicular access to SH 71 shall be reviewed and approved by the Texas Department of Transportation.

#### Austin Water Utility

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.

#### INDEX OF EXHIBITS AND ATTACHMENT TO FOLLOW




Exhibit A: Zoning Map  
Exhibit A-1: Aerial Map

Exhibit B: Site Plan in Process

Attachment A: Neighborhood Traffic Analysis

Applicant's Summary letter



 SUBJECT TRACT  
 PENDING CASE  
 ZONING BOUNDARY

## ZONING

## Exhibit A

ZONING CASE#: C14-2019-0059

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.



**Created: 3/21/2019**

$$1'' = 400'$$



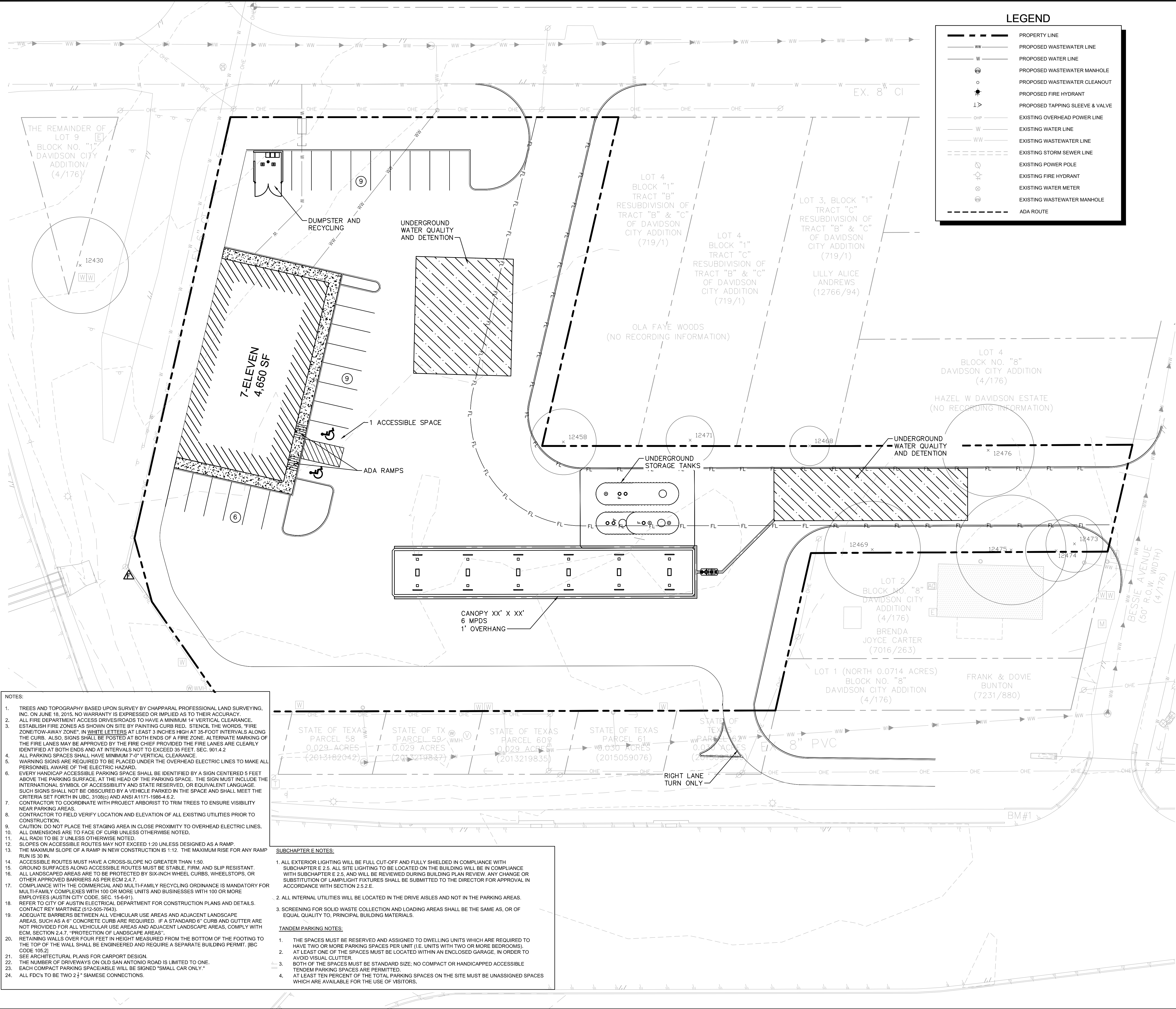


EXHIBIT A-1

North

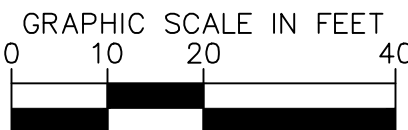
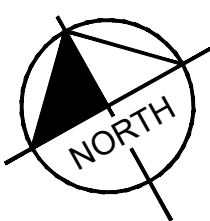


Plotted By:Kuglen, Caitlin Date:April 29, 2021 09:58:15pm File Path:K:\SAU\_Civil\069259032 - 7-Eleven Hwy 71 & 973\Site\Plan Sheets\7 OVERALL SITE PLAN.dwg This document, together with the concepts and designs presented herein, is an instrument of service, intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.



LEGEND

---	PROPERTY LINE
ww	PROPOSED WASTEWATER LINE
W	PROPOSED WATER LINE
⊗	PROPOSED WASTEWATER MANHOLE
○	PROPOSED WASTEWATER CLEANOUT
★	PROPOSED FIRE HYDRANT
└┐	PROPOSED TAPPING SLEEVE & VALVE
—OHP—	EXISTING OVERHEAD POWER LINE
—W—	EXISTING WATER LINE
—WW—	EXISTING WASTEWATER LINE
---	EXISTING STORM SEWER LINE
⊗	EXISTING POWER POLE
★	EXISTING FIRE HYDRANT
⊗	EXISTING WATER METER
⊗	EXISTING WASTEWATER MANHOLE
---	ADA ROUTE



SITE DATA TABLE

Zoning: I-SF, GR-CO	Proposed	Maximum
Gross Site Area (SF)	68,520	-
Gross Site Area (AC)	1.573	-
Gross Floor Area (SF)	4,650	-
FAR	0.1:1	-
Building Coverage (SF)	4,650	-
Building Coverage (%)	6.79	-
Impervious Cover (SF)	52,575	54,816
Impervious Cover (%)	76.73	80

PARKING TABLE

USE	CONVENIENCE STORE
RATIO	1:275
SF	68,520
TOTAL REQUIRED	17
TOTAL PROPOSED	25
ADA SPACES REQUIRED	1
ADA SPACES PROVIDED	1
BIKE SPACES REQUIRED	0
TOTAL PROPOSED	0

BUILDING DATA TABLE

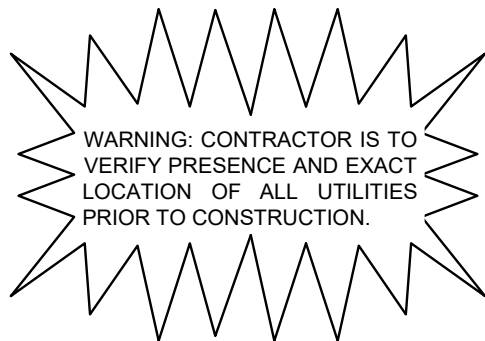
Use	Convenience Store
No. of Stories	1
Height (FT)	20'
Foundation Type	Concrete Slab

BENCHMARKS

BM #1: SQUARE CUT ON END OF CURB AT NORTHWEST CORNER OF INTERSECTION OF S.H. 71 AND BESSIE AVENUE  
ELEVATION = 459.69'  
VERTICAL DATUM: NAVD 88 (GEOID 12B)



Know what's below.  
Call before you dig.



SITE PLAN APPROVAL	SHEET	OF	24
FILE NUMBER	APPLICATION DATE		
APPROVED BY COMMISSION	UNDER SECTION		
CHAPTER	OF THE CITY OF AUSTIN CODE		
EXPIRATION DATE (25-S-81.LDC)	CASE MANAGER		
PROJECT EXPIRATION DATE (ORD.#970905-A)	DWPZ	DDZ	
Director, Development Services Department			
RELEASED FOR GENERAL COMPLIANCE:	ZONING		
Rev. 1	Correction 1		
Rev. 2	Correction 2		
Rev. 3	Correction 3		
Final plat must be recorded by the Project Expiration Date, if applicable. Subsequent Site Plans which do not comply with the Code current at the time of filing, and all required Building Permits and/or a notice of construction (if a building permit is not required), must also be approved prior to the Project Expiration Date.			

13 of 18

BY

DATE

REVISIONS

No.

Kimley»Horn

© 2017 KIMLEY-HORN AND ASSOCIATES, INC.  
10814 JOLLYVILLE ROAD, AVALON IV, SUITE 300, AUSTIN, TX 78759  
PHONE: 512-418-1771 FAX: 512-418-1791  
WWW.KIMLEY-HORN.COM  
TEXAS REGISTERED ENGINEERING FIRM F-928

OVERALL SITE PLAN

7-ELEVEN HWY 71 & FM973  
CITY OF AUSTIN  
TRAVIS COUNTY, TEXAS

SHEET NUMBER  
9 OF 27






---

## MEMORANDUM

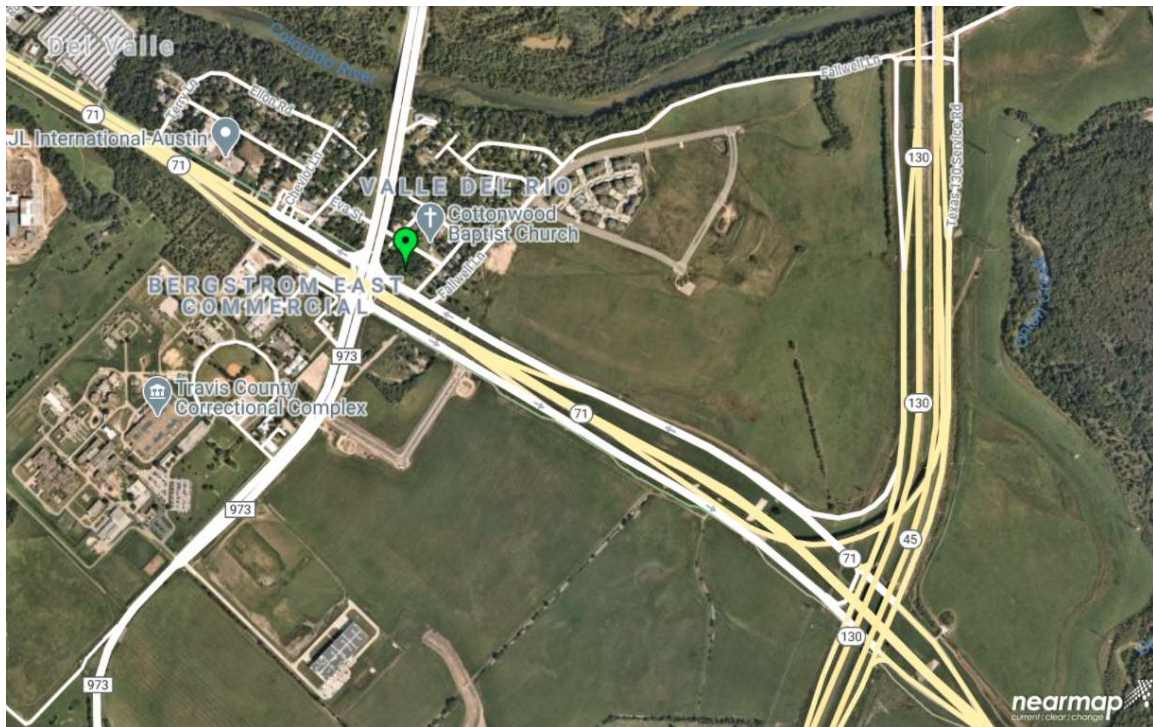
---

**To:** Santiago Araque, P.E. (Kimley-Horn)  
**CC:** Curtis Beaty, P.E. (ATD); Joan Minyard EIT (ATD)  
**FROM:** Justin Good, P.E. (ATD)  
**DATE:** April 14, 2021  
**SUBJECT:** Neighborhood Traffic Analysis for SH 71 & FM 973  
 Zoning Case Number C14-2019-0059

---

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

The 1.202-acre tract is located in southeast Austin near the intersection of SH 71 and FM 973 (see Figure 1). The site is currently zoned GR-CO and I-SF2 and the zoning request is for full GR-CO.



*Figure 1: Local Map*

**Attachment A**

## **Roadways**

The development proposes right-in only access from the SH 71 westbound frontage road and full purpose access to Eva Street and Bessie Avenue. SH 71 is classified as a freeway and matters concerning right-of-way are deferred to TxDOT. The SH 71 westbound frontage road has a u-turn lane, left-turn only lane, three through lanes, right-turn only lane, curb and gutter, and a 6'-wide sidewalk. Eva Street and Bessie Avenue are classified as residential local streets and both currently have 50 feet of right-of-way, 20 feet of pavement width, and two unstriped travel lanes. There is no curb and gutter, sidewalk, or bicycle facilities on either street.

As SH 71 is a TxDOT facility, this memo focuses on the traffic impacts to City roads Eva Street and Bessie Avenue. The 24-hour traffic volumes on Eva Street and Bessie Avenue were 276 vehicles per day and 195 vehicles per day, respectively, based on traffic counts collected October 28, 2020. Previously, daily traffic count data was collected on Eva Street on April 3, 2019 and showed a 24-hour traffic volume of 286 vehicles per day. In order to account for reduced daily traffic volumes due to the ongoing COVID-19 pandemic, an adjustment factor of 1.04 was calculated based on the difference in traffic on Eva Street between 2019 and 2020. Applying the adjustment factor to the October 28, 2020 daily traffic volume on Bessie Avenue results in an adjusted daily traffic volume of 202 vehicles per day.

## **Trip Generation and Traffic Analysis**

This zoning case assumes a gasoline station with convenience market with twelve vehicle fueling positions (ITE Code 945). Based on the Institute of Transportation Engineer's Trip Generation Manual, 10<sup>th</sup> Edition, the proposed development will generate 2,464 vehicle trips per day. See Table 1 for a detailed breakdown of the trip generation.

<b>Table 1 – Trip Generation</b>		
<b>Land Use</b>	<b>Size</b>	<b>Unadjusted Trip Generation</b>
Gasoline Station with Convenience Market	12 vehicle fueling positions	2,464
<b>TOTAL</b>		<b>2,464</b>

Table 2 provides the expected distribution of site trips. The right-in only driveway off SH 71 is anticipated to be the primary entrance point to the site with vehicles exiting via Eva Street and Bessie Avenue.

<b>Table 2 – Trip Distribution</b>	
<b>Street</b>	<b>Traffic Distribution by Percent</b>
SH 71	85% (in), 0% (out)
Eva Street	10% (in), 25% (out)
Bessie Avenue	5% (in), 75% (out)

Table 3 represents a breakdown of traffic on Eva Street and Bessie Avenue: existing traffic, proposed site traffic, total traffic after development, and percentage increase in traffic. The



“Proposed New Site Traffic to Roadway” was calculated assuming a 50% in/50% out split of the total daily trips.

<b>Table 3 – Traffic Summary</b>				
<b>Street</b>	<b>Existing Traffic (vpd)</b>	<b>Proposed New Site Traffic to Roadway</b>	<b>Overall Traffic</b>	<b>Percentage Increase in Traffic</b>
Eva Street	286 (2019)	123 (in) + 308 (out) = 431	717	250.7%
Bessie Avenue	202 (adjusted)	62 (in) + 924 (out) = 986	1,188	588.1%

According to Section 25-6-116 of the Land Development Code, streets which have pavement width of 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. Eva Street and Bessie Avenue are currently operating at a desirable level and will continue to do so with the addition of site traffic.

### **Recommendations/Conclusions**

Based on the results of the NTA and an assessment of the pedestrian, bicycle, and transit infrastructure in the surrounding area, ATD has the following recommendations and conclusions.

1. At time of subdivision or site plan, construct a 4'-wide sidewalk on the south side of Eva Street between FM 973 and Bessie Avenue with associated pedestrian curb ramps.
2. At time of subdivision or site plan, construct a 4'-wide sidewalk on the west side of Bessie Avenue between the SH 71 westbound frontage road and Eva Street with associated pedestrian curb ramps.
3. At time of subdivision or site plan, remove the existing sidewalk along the north side of the SH 71 westbound frontage road between FM 973 and Fallwell Lane and construct a 10'-wide shared-use path with associated pedestrian curb ramps.
4. Coordinate with TxDOT regarding driveway access along SH 71 and any right-of-way needs along FM 973 or SH 71.
5. If the land use intensity proposed in Table 1 is exceeded, the TDS division may be required to reassess the NTA. If at time of subdivision or site plan a TIA is required per LDC 25-6-113, the recommendations identified in this NTA memo may be revised. The final decision on mitigation recommendations shall defer to the TIA.
6. 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.

A handwritten signature in black ink, appearing to read 'Justin Good', with a stylized, cursive script.

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



METCALFE WOLFF  
STUART & WILLIAMS, LLP

MICHELE ROGERSON LYNCH  
512.404.2251  
mlynch@mwswtexas.com

May 11, 2021

Mr. Jerry Rusthoven, Zoning Officer  
Housing and Planning Department  
505 Barton Springs Road, 5<sup>th</sup> Floor  
Austin, Texas 78704

**Via Email**

Re: Revised Application for Rezoning; 1.57 acres located at SH 71 and FM 973 (the  
“Property”); Zoning Case # C14-2019-0059

Dear Mr. Rusthoven:

Since initial filing of the pending Application for Rezoning, the proposed project has been modified. As such, we respectfully request that the Application for Rezoning be updated to reflect the following modifications, which are also included in the Neighborhood Traffic Analysis approved by the Austin Transportation Department:

- 1) Access will be taken from Eva Street, Bessie Avenue and SH 71;
- 2) There will be 12 vehicle fueling positions – the building square footage remains the same; and
- 3) Updated TIA Determination Form

Otherwise, the proposed conditional overlay remains the same related to the suggested prohibited uses noted below:

Alternative Financial Services  
Automotive repair services  
Automotive washing (of any type)  
Pawn shop services

If you have any questions about this Application for Rezoning or need additional information, please do not hesitate to contact me at your convenience. Thank you for your time and attention to this project.

Very truly yours,

A handwritten signature in black ink that reads 'Michele Rogerson Lynch'. The signature is written in a cursive, flowing style.

Michele R. Lynch