

CITY COUNCIL ACTION:

To be Scheduled for City Council

ORDINANCE NUMBER:

ISSUES

Staff has received comments in opposition to this rezoning request. For all written and emailed comments, please see *Exhibit C: Correspondence Received*.

This property is currently subject to the Fairview Park Neighborhood Conservation Combining District (NCCD) and therefore has more restrictive site development standards and permitted land uses than what the existing base districts allow. The following table illustrates the current zoning and what base zoning district it is most similar too based on current allowed site development standards and permitted land uses within the NCCD:

Current Zoning	Most Similar Base Zoning
Tract 1: CS-1-NCCD-NP	NO (neighborhood office)
Tract 2: CS-NCCD-NP	NO (neighborhood office)
Tract 3: MF-4-NCCD-NP	MF-2 (multifamily residence low density)

The applicant is requesting to be removed from the Fairview Park NCCD. This NCCD was created in 1986 (Ordinance No. 86-0807-H) and has been amended three times since then. Two of those times were to add additional properties into the boundary (Ordinance No. 030717-119 and Ordinance No. 20100923-120) and the most recent to change the conditions of zoning on the property immediately west of this site (Ordinance No. 20141211-139).

CASE MANAGER COMMENTS:

This property is approximately 4.6 acres and is currently developed with the old Austin Opera House and associated surface parking. It was previously used as a music venue and recording studio. The performance areas have been converted into office space, but the recording studio remains. Adjacent zoning consists of CS-MU-V-NP to the north, CS-NCCD-NP to the west, GR-H-NCCD-NP to the south, and SF-3-H-NCCD-NP and SF-3-NCCD-NP to the east across Melissa Lane. Please refer to *Exhibit A: Zoning Map* and *Exhibit B: Aerial Map*.

The applicant would like to build a mixed-use development on this property and is requesting to be removed from the NCCD. If the applicant’s request was granted by City Council, they would be allowed to build under the current site development standards for each tract’s base zoning district. The following tables illustrate what is currently allowed by code through the NCCD, what the applicant is requesting with this rezoning case and staff’s recommendation.

Tract 1 (CS-1-NCCD-NP) and Tract 2 (CS-NCCD-NP) Site Development Standards			
Standard	Current Site Development Standards (per the NCCD)	Applicant Request (CS-1 and CS base zoning district standards)	Staff Recommendation
Zoning	CS-1-NCCD-NP CS-NCCD-NP	CS-1-MU-NP CS-MU-NP	CS-1-MU-NCCD-NP CS-MU-NCCD-NP
Floor Area Ratio	0.35:1	2:1	1.5:1
Height	35' of 2 stories	60'	60'
Building Coverage	35%	95%	75%
Impervious Cover	60%	95%	95%
Maximum Units per Acre	15	No unit cap	43 units per acres

Tract 3 (MF-4-NCCD-NP) Site Development Standards			
Standard	Current Site Development Standards (per the NCCD)	Applicant Request (MF-4 base zoning district standards)	Staff Recommendation
Zoning	MF-4-NCCD-NP	MF-4-NP	MF-4-NCCD-NP
Units Per Acre	22	No unit cap	36 units per acre plus MF-3 base zoning minimum site area requirements for each dwelling unit (1,200 SF for an efficiency dwelling unit; 1,500 SF, for a one-bedroom dwelling unit; and 1,800 SF for a dwelling unit with two or more bedrooms.)
Impervious Cover	55%	70%	65%

Per the current NCCD ordinance, only office uses (excluding medical office) are allowed within Tracts 1 and 2. Should the applicant’s rezoning request be granted by City Council, staff recommends prohibiting and making conditional the following land uses for these tracts.

PROHIBITED LAND USES (TRACT 1)

Agricultural Sales and Services
Automotive Rentals
Automotive Repair Services
Automotive Sales
Automotive Washing (of any type)
Bail Bond Services
Building Maintenance Services
Campground
Commercial Blood Plasma Center
Construction Sales and Services
Consumer Repair Services
Convenience Storage
Drop-Off Recycling Collection Facility
Electronic Prototype Assembly
Electronic Testing
Equipment Repair Services
Equipment Sales
Exterminating Services

Funeral Services
Kennels
Laundry Services
Monument Retail Sales
Pawn Shop Services
Pedicab Storage and Dispatch
Research Services
Service Station
Vehicle Storage
Veterinary Services
Custom Manufacturing
Indoor Crop Production
Club or Lodge
Community Events
Congregate Living
Hospital Services (General)
Maintenance and Service Facilities
Residential Treatment

PROHIBITED LAND USES (TRACT 2)

Agricultural Sales and Services
Automotive Rentals
Automotive Repair Services
Automotive Sales
Automotive Washing (of any type)
Bail Bond Services
Building Maintenance Services
Campground
Commercial Blood Plasma Center
Construction Sales and Services
Consumer Repair Services
Convenience Storage
Drop-Off Recycling Collection Facility
Electronic Prototype Assembly
Equipment Repair Services
Equipment Sales
Exterminating Services

Funeral Services
Kennels
Laundry Services
Pawn Shop Services
Pedicab Storage and Dispatch
Research Services
Service Station
Vehicle Storage
Veterinary Services
Custom Manufacturing
Club or Lodge
Community Events
Congregate Living
Hospital Services (General)
Maintenance and Service Facilities
Residential Treatment

CONDITIONAL LAND USES (TRACT 1)

Cocktail Lounge (maximum 17,500 square feet allowed)
Limited Warehousing and Distribution

CONDITIONAL LAND USES (TRACT 2)

Limited Warehousing and Distribution

BASIS OF RECOMMENDATION:

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

The Fairview Park NCCD was adopted by City Council in 1986. Since its creation properties have been added to the boundary or rezoned to allow for a change in entitlements but no properties have been removed from the boundary.

Rezoning this site to allow for additional entitlements and land uses while keeping it within the existing NCCD boundary would be consistent with past treatment of properties within this NCCD.

2. *The proposed zoning should promote consistency and orderly planning; Zoning should promote a transition between adjacent and nearby zoning districts, land uses, and development intensities.*

Tracts 1 and 2 of this property are surrounded by commercial base zoning districts. Allowing for an increase in site development standards and permitted land uses (including residential) would be consistent with the adjacent zoning pattern. Tract 3’s current zoning is most closely aligned with the MF-2 zoning district. Allowing for the equivalent of MF-3 zoning on this tract would still be compatible with single-family uses and provide a transition in land use and development intensity from S. Congress to Melissa Lane.

EXISTING ZONING AND LAND USES:

	Zoning	Land Uses
Site	CS-1-NCCD-NP, CS-NCCD-NP and MF-4-NCCD-NP	Administrative and Business Offices, Communications Services
North	CS-MU-V-NP	Multi-Family
South	GR-H-NCCD-NP	Hotel-Motel
East	SF-3-NCCD-NP and SF-3-H-NCCD-NP	Single-Family
West	CS-NCCD-NP	Hotel-Motel, Condominium Residential

NEIGHBORHOOD PLANNING AREA: Greater South River City (South River City)

TIA: Please see *Exhibit D: TIA Memo*, dated May 21, 2021.

WATERSHED: East Bouldin Creek Watershed

OVERLAYS: ADU Approximate Area Reduced Parking, Neighborhood Conservation Combining District (Fairview Park), Residential Design Standards and Selected Sign Ordinances

SCHOOLS: Travis Heights Elementary, Lively Middle and Travis High Schools

NEIGHBORHOOD ORGANIZATIONS

Austin Independent School District	Neighborhood Empowerment Foundation
Austin Lost and Found Pets	Preservation Austin
Austin Neighborhoods Council	SELTexas
Bike Austin	Sierra Club, Austin Regional Group
Bouldin Creek Neighborhood Association	South Central Coalition
Bouldin Creek Neighborhood Planning Team	South Central Waterfront Advisory Board
Friends of Austin Neighborhoods	South River City Citizens Assn.
Greater South River City Combined	Zoning Committee of South River City
Homeless Neighborhood Association	Citizens

AREA CASE HISTORIES:

Number	Request	Commission	City Council
C14-2014-0117 and NPA-2014-0022.02 Terrace Hotel 110 Academy Drive	From CS-NCCD-NP to CS-NCCD-NP for Tracts 1A and 1B and to CS-1-NCCD-NP for Tract 2.	Approved staff's recommendations.	Approved Commission Recommendation (12/11/14).
C14-2013-0022 Congress Avenue Baptist Church 1511 Congress	From SF-3-NCCD-NP to GR-NCCD-NP	Denied request.	No Action (Case Expired).
C14-2010-0142 1307 Newning Avenue	To add "NCCD" zoning to the property.	Approved staff's recommendations.	Approved Commission's recommendation. (9/23/10).
C14-02-0067	To include an additional land (property) into Fairview Park Neighborhood NCCD.	Approved staff's recommendations.	Approved the inclusion of 48 tracts of land into the Park Neighborhood NCCD and revised language within the original ordinance for the affected 48 tracts. (7/17/03)

RELATED CASES:

NPA-2019-0022.01: this is neighborhood plan amendment (NPA) case being considered with this rezoning request.

C14-05-0139: This rezoning case established the South River City Neighborhood Plan Area. This property’s base zoning district was not changed during this process (Ordinance No. 20050929-Z003).

C14-85-351: This rezoning case established the Fairview Park Neighborhood NCCD (Ordinance No. 86-0807-H).

EXISTING STREET CHARACTERISTICS:

Name	Existing ROW	ASMP Required ROW	Pavement	ASMP Classification	Sidewalks	Bicycle Route	Capital Metro (within ¼ mile)
Melissa Lane	~50'	Existing	30'	1	No	No	
Academy Drive	66'	Existing	30'	1	No	Yes	Yes

OTHER STAFF COMMENTS:

Environmental

1. The site is not located over the Edwards Aquifer Recharge Zone. The site is located in the East Bouldin 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.
2. Zoning district impervious cover limits apply in the Urban Watershed classification.
3. According to floodplain maps, there is a floodplain within the project location. Based upon the location of the floodplain, offsite drainage should be calculated to determine whether a Critical Water Quality Zone exists within the project location.
4. Standard landscaping and tree protection will be required in accordance with LDC 25-2 and 25-8 for all development and/or redevelopment.
5. 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.

6. This site is required to provide on-site water quality controls (or payment in lieu of) for all development and/or redevelopment when 8,000 square feet cumulative is exceeded, and onsite control for the two-year storm.
7. At this time, no information has been provided as to whether this property has any preexisting approvals that preempt current water quality or Code requirements.

PARD Review

PR1: Parkland dedication will be required for the new residential units proposed by this development, multifamily with CS-MU-NCCD-NP, CS-1-MU-NCCD-NP and MF-4-NCCD-NP zoning, at the time of subdivision or site plan, per City Code § 25-1-601. Whether the requirement shall be met with fees in-lieu or dedicated land will be determined using the criteria in City Code Title 25, Article 14, as amended. Should fees in-lieu be required, those fees shall be used toward park investments in the form of land acquisition and/or park amenities within the surrounding area, per the Parkland Dedication Operating Procedures § 14.3.11 and City Code § 25-1-607 (B)(1) & (2).

If the applicant wishes to discuss parkland dedication requirements in advance of site plan or subdivision applications, please contact this reviewer: thomas.rowlinson@austintexas.gov. At the applicant's request, PARD can provide an early determination of whether fees in-lieu of land will be allowed.

Site Plan

- SP1. Any new development is subject to Subchapter E. Design Standards and Mixed Use. Additional comments will be made when the site plan is submitted.
- SP2. The site is subject to compatibility standards. Along the east and south property lines, 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.
 - 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.

SP3. Additional design regulations will be enforced at the time a site plan is submitted.

Transportation

The Austin Strategic Mobility Plan (ASMP), adopted 04/11/2019, identifies sufficient existing right-of-way for Melissa Lane and Academy Drive. A traffic impact analysis (TIA) was required and has been received. Additional right-of-way, participation in roadway improvements, or limitations on development intensity may be recommended based on review of the TIA [LDC 25-6-142].

Comments will be provided in a separate memo, please see *Exhibit D: TIA Memo*.

Austin Water Utility

AW1. 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.

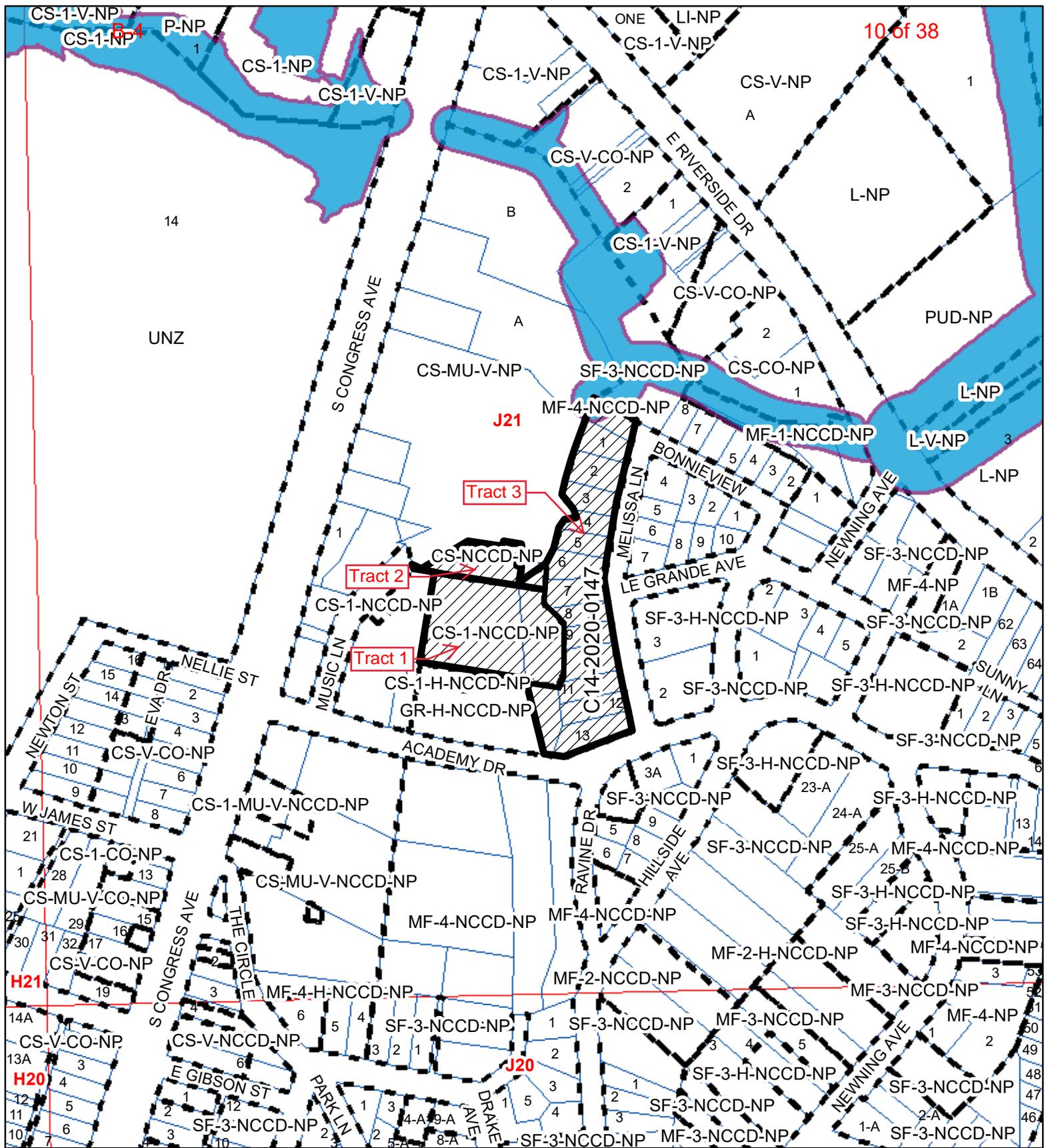
INDEX OF EXHIBITS TO FOLLOW

Exhibit A: Zoning Map

Exhibit B: Aerial Map

Exhibit C: Correspondence Received

Exhibit D: TIA Memo



200 Academy

Exhibit A

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

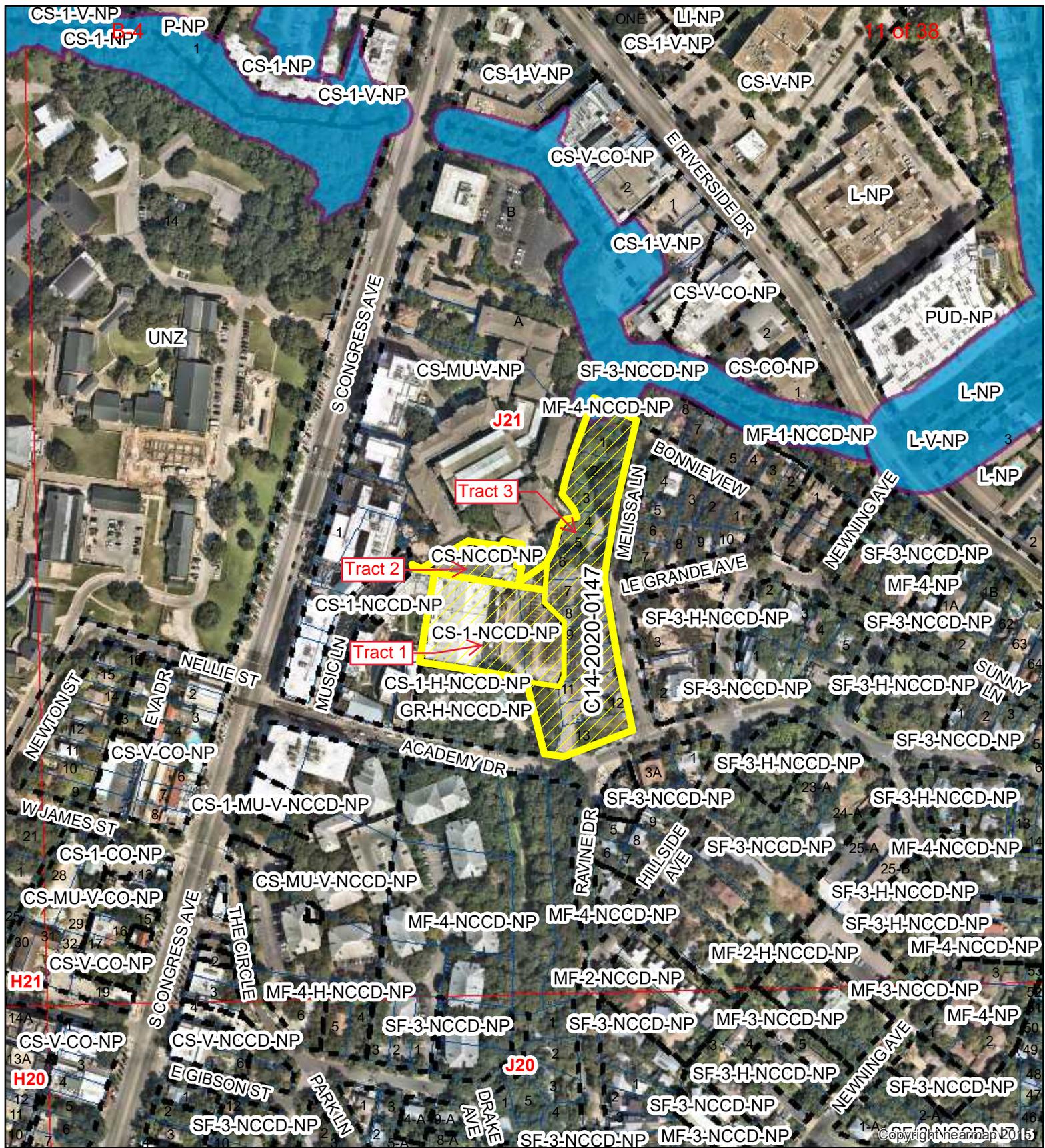
ZONING CASE#: C14-2020-0147
 LOCATION: 200 Academy Dr.
 SUBJECT AREA: 4.6076 ACRES
 GRID: J21
 MANAGER: KATE CLARK



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 1" = 300'

This map has been produced by the Communications Technology Management Dept. on behalf of the Planning Development Review Dept. for the sole purpose of geographic reference. No warranty is made by the City of Austin regarding specific accuracy or completeness.



1" = 300'

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

200 Academy

Exhibit B

ZONING CASE#: C14-2020-0147
 LOCATION: 200 Academy Dr.
 SUBJECT AREA: 4.6076 ACRES
 GRID: J21
 MANAGER: KATE CLARK



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April 18, 2019

Dear Mr. Weiss and Mr. Wallin,

Re: NPA-2019-0022.01 for 200 Academy

Thank you for your recent presentation to the Greater South River City Combined (GSRCC) Neighborhood Planning Contact Team (NPCT). We appreciate hearing from you and Will about your proposed plan amendment.

The NPCT voted to support the neighbors in attendance who unanimously opposed your project to amend our GSRCC NP, citing below the problems it will bring to the interior of the neighborhood:

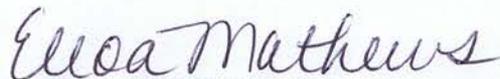
- Alcohol sales bring inebriated people into our residential neighborhood. Neighbors along the S. Congress corridor are experiencing increased trespassing by customers who urinate, defecate, engage in sex acts, use drugs, and/or pass out. Adding an alcohol sales outlet interior to the neighborhood on a residential street will only worsen these problems.
- An influx of additional traffic in an already crowded part of the neighborhood. Your proposed restricted access and egress for automobiles entering and exiting the site on Academy and Melissa St. would not address the majority of the traffic, which is likely to be ride-shares routed through the neighborhood by commercial wayfinder apps. Your site does not have access to S. Congress; therefore it is not on a commercial corridor where the uses you propose and the attendant traffic are appropriate.

The neighbors are not opposed to office and residential uses, which are allowed under the current zoning, established by City of Austin Ordinance #20050929-Z001 and C14-05-0138. These ordinances created the Greater South River City Combined Neighborhood Plan. Page 4 states that the #1 goal of the plan is to "Maintain the historic fabric and respect the established neighborhood character and natural assets".

Since the neighbors cannot support your proposed project, they, and the Contact Team, see no need to pursue amending the NCCD (established by City of Austin Ordinance C14-05-0138 and #20050818-Z003). Several of the adjacent neighbors have downzoned their large properties in accordance with GSRCC NP recommendation A7 and would like to see your property maintain a use that is compatible with the quality of life expected in a residential neighborhood. The museum, restaurant/alcohol sales and retail uses you are requesting are appropriate for a commercial corridor, not inside a residential neighborhood.

We are happy to hear from you regarding a proposed plan amendment that would not be likely to result in the loss of the quiet enjoyment of the neighbor's property and public safety problems that the use currently proposed will create.

Sincerely,



Elloa Mathews, Chair, GSRCC NPCT

Cc: Maureen Meredith, COA Neighborhood Plan Amendment Case Manager

Stevie Greathouse, COA Program Manager, Neighborhood Plan Contact Teams

D9 Council Member Kathie Tovo

D9 Planning Commissioner Karen McGraw

SRCC President and Vice President Eric Cassady and Dan Fredine

SRCC Area 1 Coordinator Claudette Lowe



MEMORANDUM

Date: May 21, 2021
To: Ravali Kosaraju, P.E., PTOE, WGI Engineering
CC: Curtis Beaty, P.E., Bryan Golden, Jayesh Dongre
Austin Transportation Department
Kate Clark, Housing and Planning Department
Reference: 200 Academy
Transportation Impact Analysis Final Memo
C14-2020-0147

Summary of the Transportation Impact Analysis (TIA):

The Austin Transportation Department (ATD) has reviewed the “200 Academy TIA” dated July 31, 2020 and subsequent updates received on November 25, 2020, January 29, 2021, March 26, 2021, and April 29, 2021 prepared by WGI Engineering. The 200 Academy TIA and all amendments thereto are collectively referred to herein as the “TIA”. The proposed 200 Academy development is located on the northwest corner of Academy Drive and Melissa Lane in Austin, shown in Figure 1 below.

The proposed project is anticipated to be completed by 2023 and would consist of 60,000 square feet of General Office, 4,000 square feet of Shopping Center, 8,000 square feet of High-Turnover Restaurant, 120 dwelling units of Multi-Family (Low-Rise) housing, 4,000 square feet Museum, and a 10,000 square feet Music Venue.

A Neighborhood Traffic Analysis, prepared by WGI Engineering, was also required for this site and can be found in Appendix A.

Below is a summary of our review findings and recommendations:

1. The applicant shall design and construct the improvements identified in Table 2b below and in Figure 2 prior to issuance of a temporary certificate of occupancy (TCO) or certificate of occupancy (CO) at the time of the first site development permit. **Note:** Cost estimates *should not* be assumed to represent the maximum dollar value of improvements the applicant may be required to construct.
2. A fee-in-lieu contribution to the City of Austin shall be made for the improvements identified in Table 2a, totaling \$5,000, prior to issuance of the first site development permit.
3. The applicant shall provide an electronic copy of the final, updated version of the TIA report, including all supplemental documents, before 3rd reading.

4. City of Austin staff reserves the right to reassign any or all the funding to one or more of the improvements identified in the TIA.
5. The findings and recommendations of this TIA memorandum remain valid until five (5) years from the date of the traffic counts in the TIA or the date of this memo, whichever comes first, after which a revised TIA or addendum may be required.
6. The findings and recommendations of the TIA included in this memo are based on the land use, intensity, associated traffic information and analyses and phasing of the development considered in the TIA. Should any of these assumptions change, the applicant may need to complete a new TIA, or update the TIA as required by code at the time of site plan application.
7. Street Impact Fee Ordinances 20201220-061 [<https://www.austintexas.gov/edims/document.cfm?id=352887>] and 20201210-062 [<https://www.austintexas.gov/edims/document.cfm?id=352739>] have been adopted by City Council and are effective as of December 21, 2020. The City shall start collecting street impact fees with all building permits issued on or after June 21, 2022. For more information please visit the Street Impact Fee website [austintexas.gov/streetimpactfee].



Figure 1: Site Location

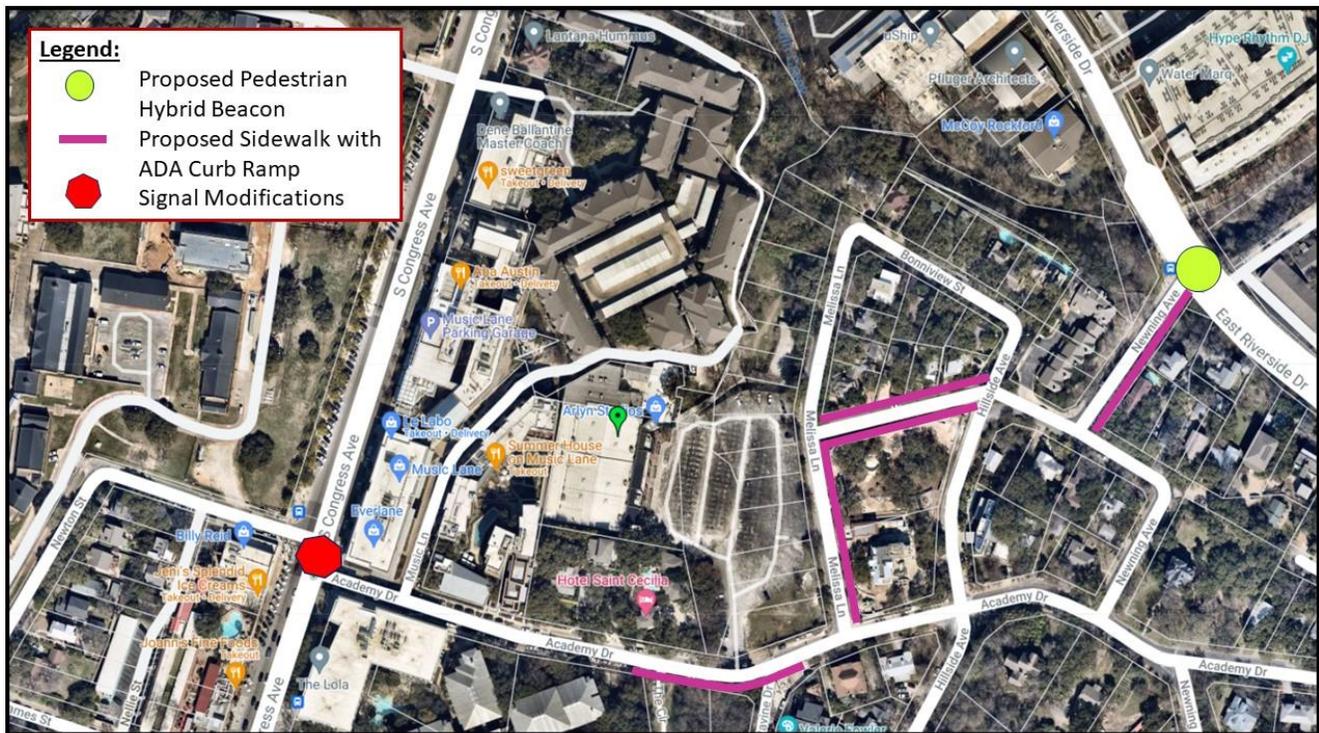


Figure 2: Transportation Mitigation Locations

Assumptions:

1. The TIA assumes that the development will be completed by 2023.
2. The project will have two access points: the primary driveway will exist along Academy Drive across from Ravine Drive and will serve all land uses. A second driveway will exist on Melissa Lane just north of the intersection with Le Grande Avenue that will provide access to the residential units only and will not have any parking provided for other land uses.
3. Based on TxDOT Traffic Count Database System (TCDS), a 2% annual growth rate was assumed to account for the increase in background traffic.
4. Various growth factors were calculated to account for COVID-19 traffic conditions.
5. Transportation Demand Management (TDM) measures would reduce vehicle trips by 30%. A robust TDM plan will be submitted at the time of first site plan.
6. Listed below are the background projects that were assumed to contribute trips to surrounding roadway network in addition to forecasted site traffic:
 - a. The Magdalena Hotel: SP-2015-0345CT(R1)
 - b. 425 Riverside PUD: SP-2017-0494C
7. It should be noted that during this review, Capital Metro's Project Connect Plan was adopted and the design of all the rail lines are currently in progress. The design of Project Connect, particularly the Orange Line, might potentially affect traffic operations along South Congress Avenue and at Academy Drive. This may affect the operational assumptions contained in this TIA. ATD may require additional analysis at time of site plan if Project Connect's plans become more refined and alter traffic patterns along South Congress at the Academy Drive intersection.

8. At the time of first site plan, the following must be submitted for ATD's review and approval: a TDM plan, a traffic control plan for the music venue, the location of on-site TNC pick-up/drop-off, driveway design at Academy Drive that includes vehicle and truck turning templates, the location of for loading/unloading activities, and a final internal circulation design.

Proposed Conditions:

Trip Generation and Land Use

Based on the Institute of Transportation Engineers (ITE) Trip Generation Manual (10th Edition), the development will generate approximately 3,933 unadjusted average daily vehicles trips (ADT) at full build out.

ITE Trip Generation Manual (10th Edition) does not capture the trip generation for music venue and museum as land uses, therefore, local data was used for these land uses.

Due the significant number of vehicle trips and the anticipated traffic load on the roadway network, the applicant has committed to a Transportation Demand Management (TDM) Plan to reduce their site vehicle trips by 30%.

Table 1 shows the adjusted trip generation after existing trips and TDM reductions.

Table 1: Adjusted Trip Generation						
ITE Code	Proposed Land Use	Size / Unit		24-Hour Two Way Volume (Approx.)	AM	PM
710	General Office	60,000	SF	646	83	70
820	Shopping Center	4,000	SF	674	154	50
932	High-Turnover Restaurant	8,000	SF	897	80	78
220	Multifamily Housing (Low Rise)	120	DU	866	57	69
*	Music Venue	10,000	SF	650	0	65
*	Museum	4,000	SF	200	0	20
<i>Unadjusted Trips</i>				<i>3,933</i>	<i>374</i>	<i>352</i>
<i>Existing Trips</i>				<i>(593)</i>	<i>(78)</i>	<i>(64)</i>
Subtotal				<i>3,340</i>	<i>296</i>	<i>288</i>
<i>TDM Reduction (30%)</i>				<i>(1,002)</i>	<i>(89)</i>	<i>(86)</i>
Total Adjusted Trips				2,338	207	202

Note: * marked denotes Local data used

Transportation Demand Management (TDM)

The applicant has committed to a 30% TDM reduction to meet certain vehicle trip reduction targets. In the TDM plan, the applicant has identified several measures that could be incorporated with the site to achieve the targeted vehicle trip reduction. The applicant identified the following key TDM measures to reach the reduction target:

- Transit Elements (up to 7%)
- Pedestrian Access and Connectivity (5%)
- Bicycle Access and Connectivity (5%)
- Bicycle Parking (0.5%)
- Showers & Lockers (0.5%)
- Unbundled Parking (6%)
- Limit Parking Supply (6%)
- TDM Coordinator (1%)
- TMA Membership (3%)

The applicant has the flexibility to pick and choose other relevant TDM measures at the time of site plan.

Summary of Recommended Improvements:

Table 2a: Recommended Improvements (Fee-in-Lieu)				
Intersection	Improvement	Cost	Developer's Share %	Developer's Share \$
South Congress Ave & Academy Dr/Nellie St	Signal Modifications	\$5,000	100%	\$5,000
Total		\$5,000	-	\$5,000
Table 2b: Recommended Improvements (Construction)				
Intersection	Improvement	Cost	Developer's Share %	Developer's Share \$
East Riverside Dr & Newning Ave	Pedestrian Hybrid Beacon (PHB)	\$150,000	100%	\$150,000
Le Grande Ave (north) from Melissa Ln to Hillside Ave Le Grande Ave (south) from Melissa Ln to Hillside Ave Melissa Ln (east) from Le Grande Ave to Academy Dr Newning Ave (east) from E Riverside Dr to Le Grande Ave Academy Dr (south) from ±200 ft west of Ravine Dr to ±50 ft east of Ravine Dr	Approximately 1,580 LF of 5 ft wide sidewalk construction	\$189,600	100%	\$189,600
Total		\$339,600	-	\$339,600

If you have any questions or require additional information, please contact me at 512-974-4073.

A handwritten signature in black ink that reads "Nazlie Saeedi". The signature is written in a cursive style with a large initial 'N'.

Nazlie Saeedi, P.E.
Austin Transportation Department



Appendix A – Neighborhood Traffic Analysis

Neighborhood Traffic Analysis

200 Academy in Austin, Texas

**Prepared for:
Spearhead Properties, LLC**

**Submitted to:
City of Austin**

May 7, 2021



32205905.00



The following letter summarizes the neighborhood traffic analysis (NTA) near the proposed 200 Academy project located at 200 Academy Drive in Austin, TX. WGI has collected 24-hour, bi-directional tube counts at three locations:

- Academy Drive between Music Lane and Ravine Drive
- Le Grande Avenue west of Hillside Avenue
- Newning Avenue between Le Grande Avenue and East Riverside Drive
- Melissa Avenue between Le Grande Avenue and Bonniview Street

We have also estimated trip generation per the provided site plan and land uses included in the proposed development project. Finally, these potential trips are distributed to the roadway network based on volumes obtained in the data collection.

DATA COLLECTION

WGI collected 24-hour, bi-directional tube counts on Le Grande Avenue, Newning Avenue and Melissa Avenue on Tuesday, July 21, 2020. Tube counts on Academy Drive were collected on Tuesday, March 23, 2021. Since these tube counts were collected during the COVID-19 pandemic, an adjustment was made in order to account for the atypical/low volumes. This methodology was suggested by the Austin Transportation Department.

- AM Peak Hour: Tube Count / (1-65%)
- PM Peak Hour: Tube Count / (1-50%)
- Daily: Tube Count / (1-57.5%)

The count data are included as **Attachment 1** and are summarized in **Table 1** the four roadways. **Attachment 2** provides a concept plan for the project.

Melissa Avenue currently serves zero driveways between Le Grande Avenue and Academy Drive and has 30 feet of pavement. Melissa Lane has two unstriped lanes with curb and gutter, no sidewalk on the east and west side. Academy Drive provides a signalized access from South Congress with a pavement width of approximately 35 feet; however only westbound left-turn movements are allowed for vehicles turning from Academy Drive. Academy Drive has two unstriped lanes, sidewalk gaps on the north and south side. Le Grande Avenue west of Hillside Avenue is a small neighborhood roadway serving three single-family home driveways and connects Hillside Avenue to Melissa Avenue. Newning Avenue provides right-in, right-out access to East Riverside Drive.

TABLE 1: DATA COLLECTION SUMMARY

Time	Direction	Le Grande Avenue		Newning Avenue		Melissa Avenue		Academy Drive	
		Volume	Time	Volume	Time	Volume	Time	Volume	Time
Daily ¹	EB/NB	132	-	1087	-	47	-	1198	-
	WB/SB	144	-	958	-	85	-	1228	-



TABLE 1: DATA COLLECTION SUMMARY

Time	Direction	Le Grande Avenue		Newning Avenue		Melissa Avenue		Academy Drive	
		Volume	Time	Volume	Time	Volume	Time	Volume	Time
AM Peak Hour	EB/NB	9	8:00 – 9:00 AM	50	7:00 – 8:00 AM	2	8:00 – 9:00 AM	103	8:00 – 9:00 AM
	WB/SB	14		47		5		63	
PM Peak Hour	EB/NB	3	5:00 – 6:00 PM	43	5:00 – 6:00 PM	2	4:00 – 5:00 PM	58	4:00 – 5:00 PM
	WB/SB	5		56		2		82	

Notes:

1. These traffic counts were adjusted by a City-approved factor as they were collected during the COVID-19 pandemic.

Source: WGI, 2020.

PROJECT TRIP GENERATION

The project would include approximately 60,000 square feet of office space, 4,000 square feet of retail, 8,000 square feet of restaurant space, 120 dwelling units of multifamily housing, a 4,000 square foot museum and a 10,000 square foot music venue. The Institute of Transportation Engineers (ITE) Trip Generation Manual (10th Edition) was used to develop trip generation estimates for the proposed use. A 54,945 square-foot office space building currently exists on the Project site location. This existing land use amounts to 593 daily trips, with 78 occurring during the AM peak hour and 64 occurring during the PM peak hour. Trip generation estimates are summarized below in **Table 3**.

TABLE 3: TRIP GENERATION ESTIMATES

Description	Land Use	ITE Code	Units	Daily	Weekday AM Peak			Weekday PM Peak		
				Total	In	Out	Total	In	Out	Total
Office	General Office	710	60,000 SQFT	646	71	12	83	11	59	70
Retail	Shopping Center	820	4,000 SQFT	674	95	59	154	24	26	50
Services	High-Turnover Restaurant	932	8,000 SQFT	897	44	36	80	48	30	78
Residential	Multifamily Housing Low-Rise	220	120 DU	866	13	44	57	44	25	69
Services	Music Venue	*	10,000 SQFT	650	0	0	0	33	32	65
-	Museum	*	4,000 SQFT	200	0	0	0	10	10	20
<i>Existing Trips</i>				-593	-67	-11	-78	-10	-54	-64
Subtotal				3,340	156	140	296	160	128	288
<i>30% TDM Reduction</i>				-1,002	-47	-42	-89	-48	-38	-86
Total Trips				2,338	109	98	207	112	90	202

Source: WGI, 2020.



PROJECT TRIP DISTRIBUTION AND NTA DIAGRAMS

Access would be provided via one access to Academy Drive across from Ravine Drive and one access to Melissa Lane. It should be noted that the Melissa Lane access will be for residents only; all other patrons of the Project site will enter and exit via the Academy Drive access. **Table 4** shows the distribution to each of the two roads during the three time periods for both scenarios. These percentages were derived by calculating the average of AM entering and exiting volumes and PM entering and exiting volumes at the site driveway on Melissa Lane. It should be noted that some residential traffic is anticipated to enter and exit via Academy Drive. This is reflected in the trip distribution shown in Table 4. **Attachment 3** provides a general map of the area. **Table 5** shows the change in traffic along Melissa Lane by comparing the existing traffic to the addition of the proposed site traffic. To be conservative, all residential traffic has been assumed to be entering and exiting via Melissa Lane in order to depict the highest traffic volume anticipated on Melissa Lane.

TABLE 4: TRIP DISTRIBUTION

Roadway	Trip Distribution by Percent
Melissa Avenue	22%
Academy Drive	78%
TOTAL	100%

Source: WGI, 2020.

TABLE 5: CHANGE IN TRAFFIC

Roadway	Existing Traffic (vpd)	Proposed New Site Traffic (vpd)	Overall Traffic (vpd)	Percentage Increase in Traffic
Melissa Lane	132	866	998	86.77%

Source: WGI, 2020.

According to Section 25-6-116 of the Land Development Code, streets which have pavement width between 30 feet and 39 feet are considered to be operating at an undesirable traffic level if the average daily traffic volume for such roadways exceeds 1,800 vehicles per day. Melissa Lane is currently operating at a desirable level and will continue to do so with the addition of the proposed site traffic.

Attachments 4A, 4B, and 4C show the existing counts and trip distribution for Academy Drive, Melissa Lane, Le Grande Avenue and Newning Avenue for daily trips and during the AM and PM peak hours.



Please contact me at (512) 582-5569 or ravali.kosaraju@WGIInc.com with any questions or comments.

Sincerely,

A handwritten signature in blue ink that reads "Ravali".

Ravali Kosaraju, P.E., PTOE
Mobility Market Leader

Attachments

Attachment 1 – Traffic Count Data

Attachment 2 – Concept Plan

Attachment 3 – Project Area

Attachment 4A – NTA Diagram (Daily Trips)

Attachment 4B – NTA Diagram (AM Peak Hour)

Attachment 4C – NTA Diagram (PM Peak Hour)

Type of report: Tube Count - Volume Data

LOCATION: Le Grande Ave west of Hillside Ave SPECIFIC LOCATION: CITY/STATE: Austin, TX						QC JOB #: 15254402 DIRECTION: EB DATE: Jul 21 2020 - Jul 21 2020				
Start Time	Mon	Tue 21 Jul 20	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		0				0			0	
01:00 AM		0				0			0	
02:00 AM		0				0			0	
03:00 AM		0				0			0	
04:00 AM		0				0			0	
05:00 AM		0				0			0	
06:00 AM		2				2			2	
07:00 AM		4				4			4	
08:00 AM		4				4			4	
09:00 AM		7				7			7	
10:00 AM		3				3			3	
11:00 AM		4				4			4	
12:00 PM		2				2			2	
01:00 PM		5				5			5	
02:00 PM		8				8			8	
03:00 PM		4				4			4	
04:00 PM		2				2			2	
05:00 PM		2				2			2	
06:00 PM		2				2			2	
07:00 PM		3				3			3	
08:00 PM		3				3			3	
09:00 PM		1				1			1	
10:00 PM		0				0			0	
11:00 PM		0				0			0	
Day Total		56				56			56	
% Weekday Average		100%								
% Week Average		100%				100%				
AM Peak Volume		9:00 AM 7				9:00 AM 7			9:00 AM 7	
PM Peak Volume		2:00 PM 8				2:00 PM 8			2:00 PM 8	

Comments:

Type of report: Tube Count - Volume Data

LOCATION: Le Grande Ave west of Hillside Ave SPECIFIC LOCATION: CITY/STATE: Austin, TX						QC JOB #: 15254402 DIRECTION: WB DATE: Jul 21 2020 - Jul 21 2020				
Start Time	Mon 21 Jul 20	Tue	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		0				0			0	
01:00 AM		0				0			0	
02:00 AM		1				1			1	
03:00 AM		1				1			1	
04:00 AM		1				1			1	
05:00 AM		1				1			1	
06:00 AM		4				4			4	
07:00 AM		5				5			5	
08:00 AM		6				6			6	
09:00 AM		5				5			5	
10:00 AM		4				4			4	
11:00 AM		7				7			7	
12:00 PM		7				7			7	
01:00 PM		2				2			2	
02:00 PM		3				3			3	
03:00 PM		1				1			1	
04:00 PM		3				3			3	
05:00 PM		3				3			3	
06:00 PM		3				3			3	
07:00 PM		3				3			3	
08:00 PM		0				0			0	
09:00 PM		1				1			1	
10:00 PM		0				0			0	
11:00 PM		0				0			0	
Day Total		61				61			61	
% Weekday Average		100%								
% Week Average		100%				100%				
AM Peak Volume		11:00 AM 7				11:00 AM 7			11:00 AM 7	
PM Peak Volume		12:00 PM 7				12:00 PM 7			12:00 PM 7	

Comments:

Type of report: Tube Count - Volume Data

LOCATION: Newning Ave between Le Grande and Riverside SPECIFIC LOCATION: CITY/STATE: Austin, TX							QC JOB #: 15254403 DIRECTION: NB DATE: Jul 21 2020 - Jul 21 2020			
Start Time	Mon 21 Jul 20	Tue	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		3				3			3	
01:00 AM		4				4			4	
02:00 AM		0				0			0	
03:00 AM		0				0			0	
04:00 AM		4				4			4	
05:00 AM		1				1			1	
06:00 AM		9				9			9	
07:00 AM		21				21			21	
08:00 AM		22				22			22	
09:00 AM		38				38			38	
10:00 AM		30				30			30	
11:00 AM		35				35			35	
12:00 PM		31				31			31	
01:00 PM		43				43			43	
02:00 PM		37				37			37	
03:00 PM		42				42			42	
04:00 PM		27				27			27	
05:00 PM		27				27			27	
06:00 PM		30				30			30	
07:00 PM		19				19			19	
08:00 PM		19				19			19	
09:00 PM		13				13			13	
10:00 PM		4				4			4	
11:00 PM		3				3			3	
Day Total		462				462			462	
% Weekday Average		100%								
% Week Average		100%				100%				
AM Peak Volume		9:00 AM 38				9:00 AM 38			9:00 AM 38	
PM Peak Volume		1:00 PM 43				1:00 PM 43			1:00 PM 43	

Comments:

Type of report: Tube Count - Volume Data

LOCATION: Newning Ave between Le Grande and Riverside SPECIFIC LOCATION: CITY/STATE: Austin, TX							QC JOB #: 15254403 DIRECTION: SB DATE: Jul 21 2020 - Jul 21 2020			
Start Time	Mon 21 Jul 20	Tue	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		2				2			2	
01:00 AM		2				2			2	
02:00 AM		3				3			3	
03:00 AM		0				0			0	
04:00 AM		8				8			8	
05:00 AM		3				3			3	
06:00 AM		18				18			18	
07:00 AM		24				24			24	
08:00 AM		21				21			21	
09:00 AM		26				26			26	
10:00 AM		22				22			22	
11:00 AM		27				27			27	
12:00 PM		32				32			32	
01:00 PM		29				29			29	
02:00 PM		24				24			24	
03:00 PM		26				26			26	
04:00 PM		20				20			20	
05:00 PM		35				35			35	
06:00 PM		24				24			24	
07:00 PM		26				26			26	
08:00 PM		18				18			18	
09:00 PM		10				10			10	
10:00 PM		6				6			6	
11:00 PM		1				1			1	
Day Total		407				407			407	
% Weekday Average		100%								
% Week Average		100%				100%				
AM Peak Volume		11:00 AM 27				11:00 AM 27			11:00 AM 27	
PM Peak Volume		5:00 PM 35				5:00 PM 35			5:00 PM 35	

Comments:

Type of report: Tube Count - Volume Data

LOCATION: Melissa Ave between Le Grande and Bonniview SPECIFIC LOCATION: CITY/STATE: Austin, TX						QC JOB #: 15254404 DIRECTION: NB DATE: Jul 21 2020 - Jul 21 2020				
Start Time	Mon	Tue 21 Jul 20	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		0				0			0	
01:00 AM		0				0			0	
02:00 AM		0				0			0	
03:00 AM		0				0			0	
04:00 AM		1				1			1	
05:00 AM		0				0			0	
06:00 AM		0				0			0	
07:00 AM		1				1			1	
08:00 AM		1				1			1	
09:00 AM		3				3			3	
10:00 AM		2				2			2	
11:00 AM		2				2			2	
12:00 PM		1				1			1	
01:00 PM		2				2			2	
02:00 PM		0				0			0	
03:00 PM		2				2			2	
04:00 PM		1				1			1	
05:00 PM		0				0			0	
06:00 PM		0				0			0	
07:00 PM		2				2			2	
08:00 PM		1				1			1	
09:00 PM		1				1			1	
10:00 PM		0				0			0	
11:00 PM		0				0			0	
Day Total		20				20			20	
% Weekday Average		100%								
% Week Average		100%				100%				
AM Peak Volume		9:00 AM 3				9:00 AM 3			9:00 AM 3	
PM Peak Volume		1:00 PM 2				1:00 PM 2			1:00 PM 2	

Comments:

Type of report: Tube Count - Volume Data

LOCATION: Melissa Ave between Le Grande and Bonniview SPECIFIC LOCATION: CITY/STATE: Austin, TX							QC JOB #: 15254404 DIRECTION: SB DATE: Jul 21 2020 - Jul 21 2020			
Start Time	Mon	Tue 21 Jul 20	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		0				0			0	
01:00 AM		0				0			0	
02:00 AM		0				0			0	
03:00 AM		0				0			0	
04:00 AM		0				0			0	
05:00 AM		0				0			0	
06:00 AM		2				2			2	
07:00 AM		1				1			1	
08:00 AM		2				2			2	
09:00 AM		1				1			1	
10:00 AM		0				0			0	
11:00 AM		6				6			6	
12:00 PM		3				3			3	
01:00 PM		4				4			4	
02:00 PM		2				2			2	
03:00 PM		1				1			1	
04:00 PM		1				1			1	
05:00 PM		0				0			0	
06:00 PM		5				5			5	
07:00 PM		1				1			1	
08:00 PM		4				4			4	
09:00 PM		3				3			3	
10:00 PM		0				0			0	
11:00 PM		0				0			0	
Day Total		36				36			36	
% Weekday Average		100%								
% Week Average		100%				100%				
AM Peak Volume		11:00 AM 6				11:00 AM 6			11:00 AM 6	
PM Peak Volume		6:00 PM 5				6:00 PM 5			6:00 PM 5	

Comments:

Type of report: Tube Count - Volume Data

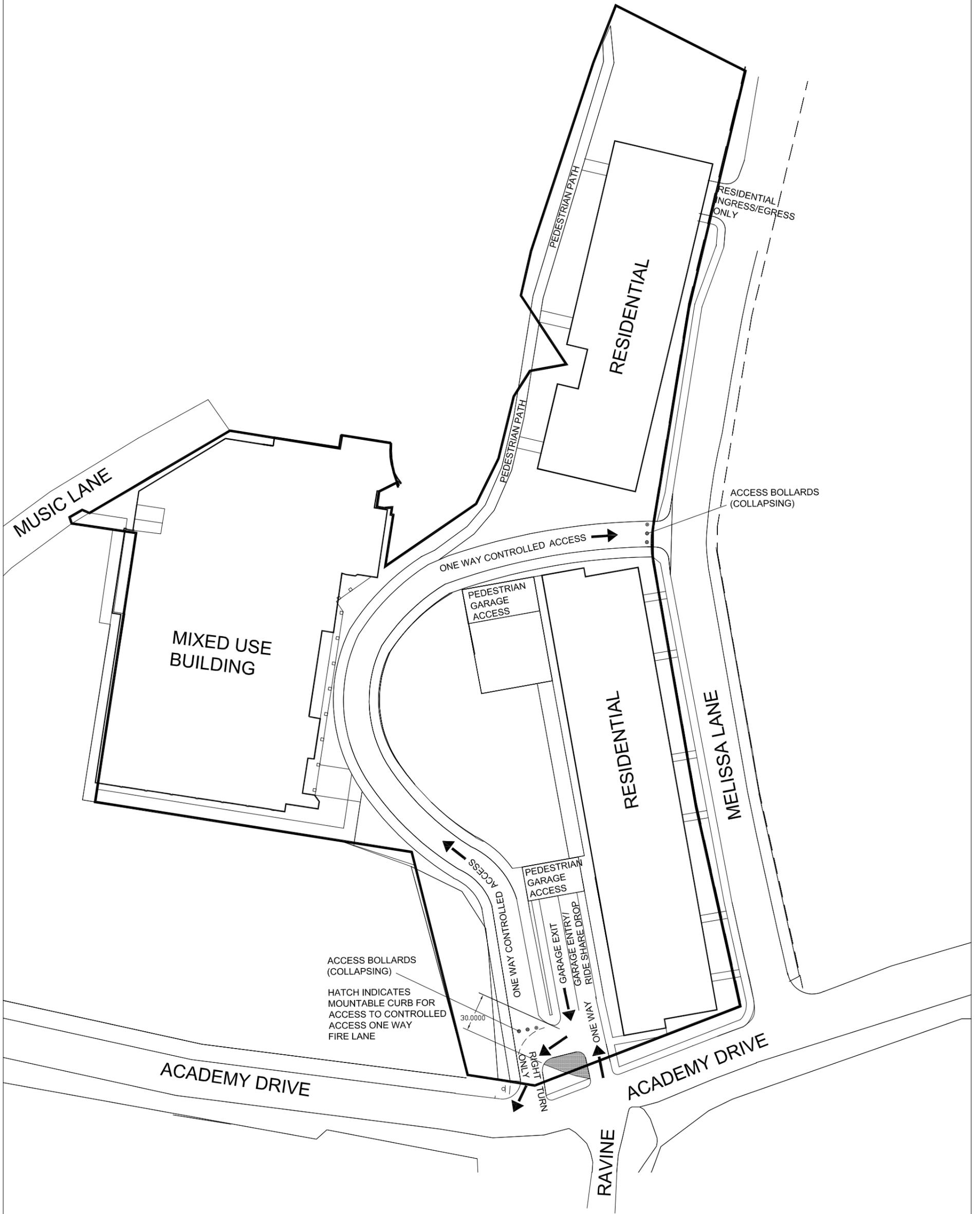
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01:00 AM		0				0			0	
02:00 AM		0				0			0	
03:00 AM		0				0			0	
04:00 AM		2				2			2	
05:00 AM		0				0			0	
06:00 AM		19				19			19	
07:00 AM		22				22			22	
08:00 AM		36				36			36	
09:00 AM		32				32			32	
10:00 AM		31				31			31	
11:00 AM		47				47			47	
12:00 PM		60				60			60	
01:00 PM		42				42			42	
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03:00 PM		31				31			31	
04:00 PM		29				29			29	
05:00 PM		24				24			24	
06:00 PM		25				25			25	
07:00 PM		27				27			27	
08:00 PM		23				23			23	
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10:00 PM		8				8			8	
11:00 PM		6				6			6	
Day Total		509				509			509	
% Weekday Average		100%								
% Week Average		100%				100%				
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PM Peak Volume		12:00 PM 60				12:00 PM 60			12:00 PM 60	

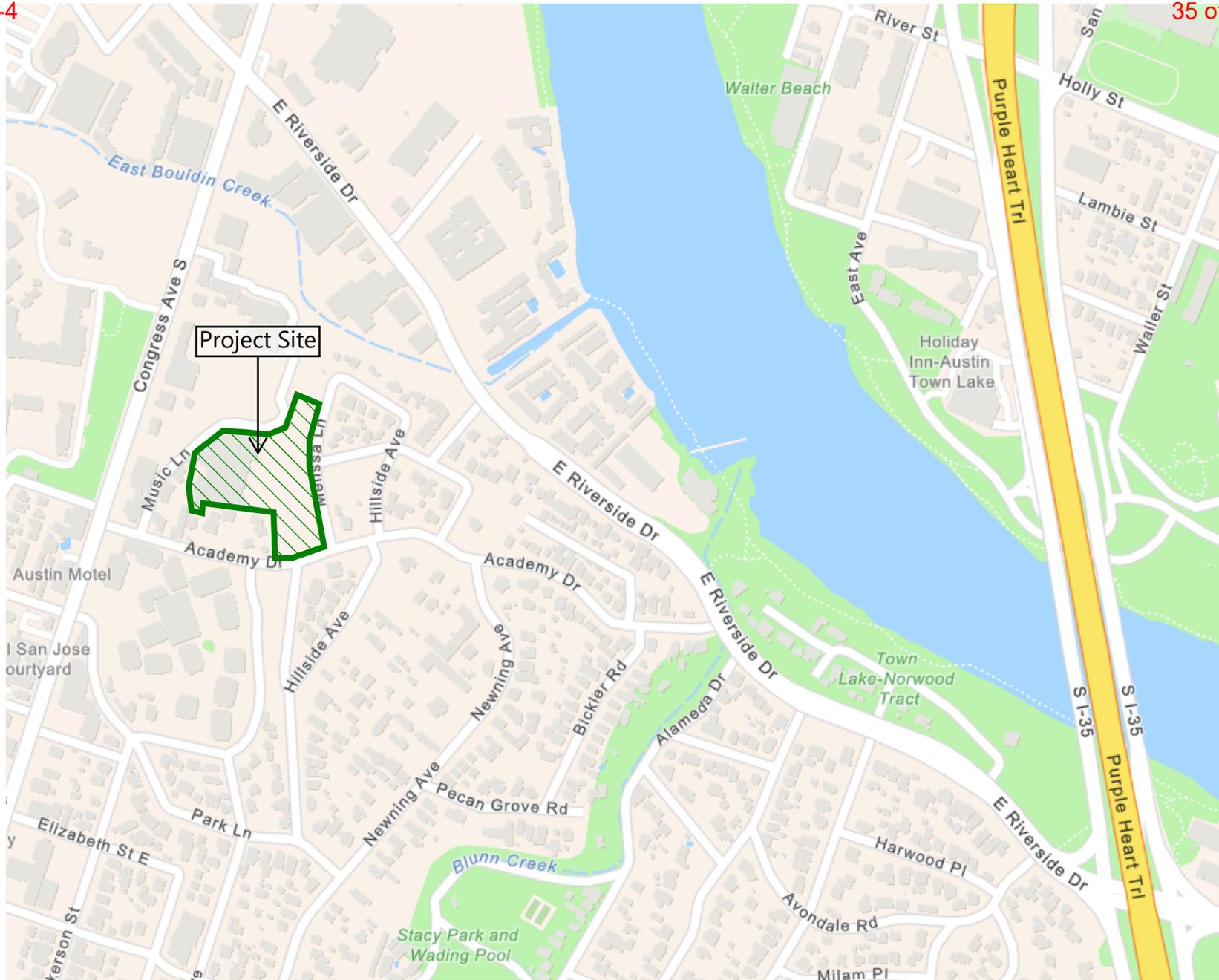
Comments:

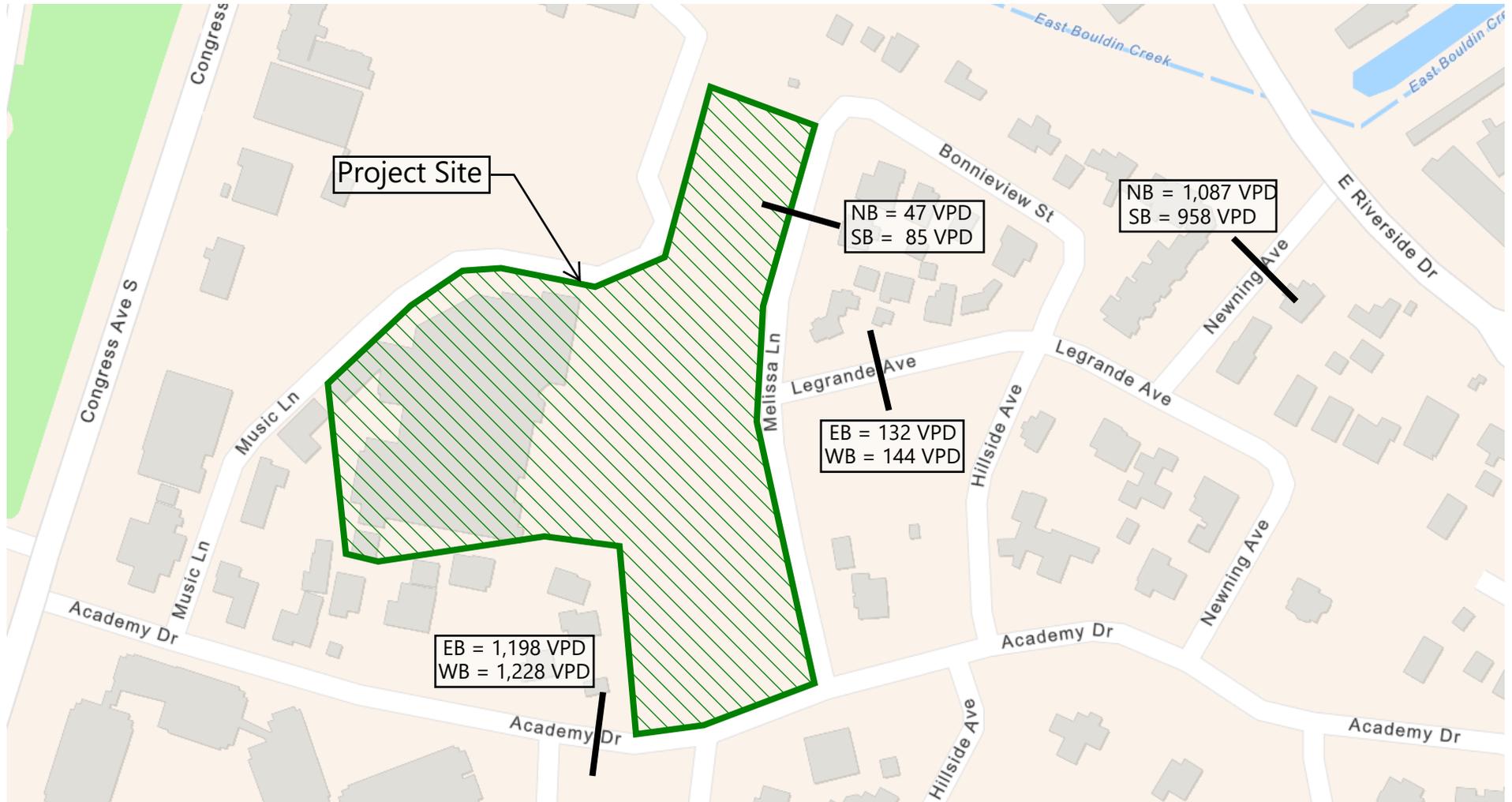
Type of report: Tube Count - Volume Data

LOCATION: Academy Dr East of Music Ln SPECIFIC LOCATION: CITY/STATE: Austin, TX						QC JOB #: 15389801 DIRECTION: WB DATE: Mar 23 2021 - Mar 23 2021				
Start Time	Mon 23 Mar 21	Tue	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
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01:00 AM		0				0			0	
02:00 AM		1				1			1	
03:00 AM		0				0			0	
04:00 AM		2				2			2	
05:00 AM		3				3			3	
06:00 AM		5				5			5	
07:00 AM		18				18			18	
08:00 AM		22				22			22	
09:00 AM		29				29			29	
10:00 AM		38				38			38	
11:00 AM		40				40			40	
12:00 PM		60				60			60	
01:00 PM		32				32			32	
02:00 PM		40				40			40	
03:00 PM		50				50			50	
04:00 PM		41				41			41	
05:00 PM		35				35			35	
06:00 PM		28				28			28	
07:00 PM		28				28			28	
08:00 PM		21				21			21	
09:00 PM		10				10			10	
10:00 PM		8				8			8	
11:00 PM		9				9			9	
Day Total		522				522			522	
% Weekday Average		100%								
% Week Average		100%				100%				
AM Peak Volume		11:00 AM 40				11:00 AM 40			11:00 AM 40	
PM Peak Volume		12:00 PM 60				12:00 PM 60			12:00 PM 60	

Comments:

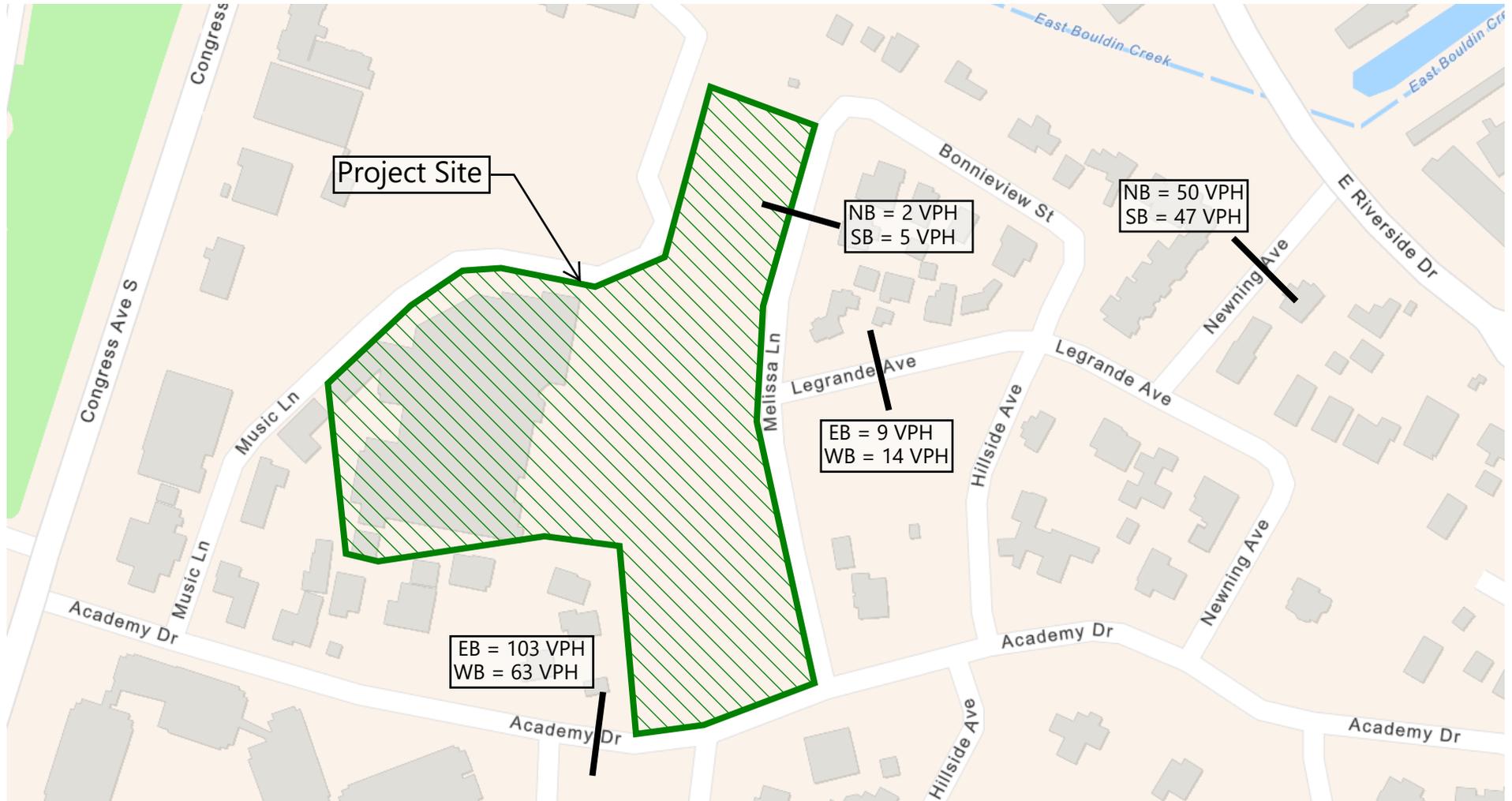






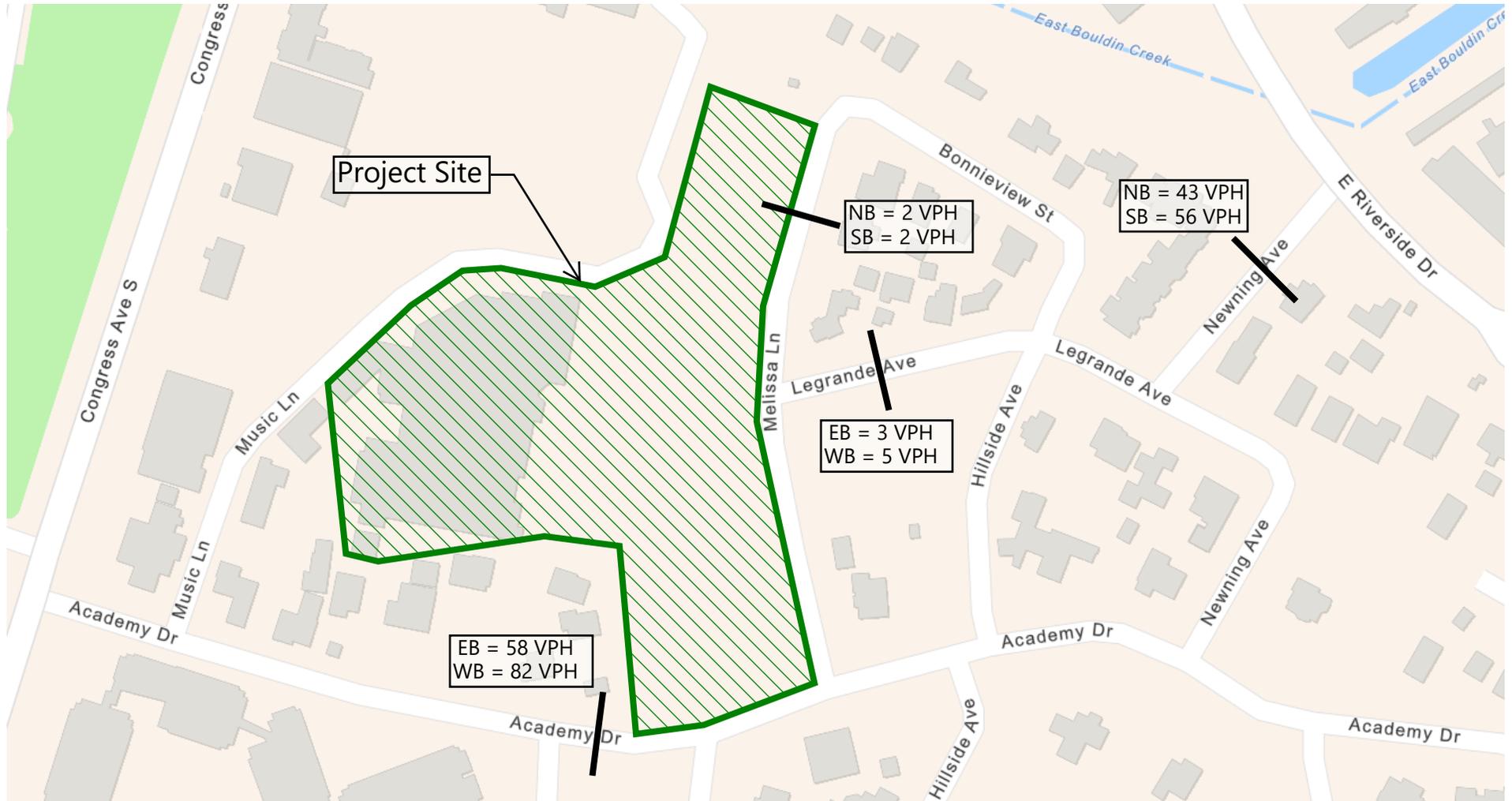
VPD = Vehicles per Day





VPH = Vehicles per Hour





VPH = Vehicles per Hour

