

## **ZONING CHANGE REVIEW SHEET**

CASE: C14-2023-0044 – 300-440 Industrial Blvd.

DISTRICT: 3

ADDRESS: 300, 400, 436, and 440 Industrial Boulevard; 4211 Willow Spring Road

ZONING FROM: LI-NP

TO: LI-PDA-NP

SITE AREA: 4.71 acres

PROPERTY OWNER: LEIFINDUS300, LLC; LEIFINDUS440, LLC (Maxwell Leifer)

AGENT: Drenner Group, PC (Leah M. Bojo)

CASE MANAGER: Nancy Estrada (512-974-7617, nancy.estrada@austintexas.gov)

### STAFF RECOMMEDATION:

**The Staff recommendation is to grant limited industrial services – planned development area – neighborhood plan (LI-PDA-NP) combining district zoning.**

**The Restrictive Covenant includes all recommendations listed in the Zoning Transportation Analysis Memo, dated September 22, 2023, as provided in Attachment A.**

### PLANNING COMMISSION ACTION / RECOMMENDATION:

#### **November 14, 2023:**

October 24, 2023: *Approved a POSTPONEMENT REQUEST by staff to November 14, 2023 [G. ANDERSON; F. MAXWELL – 2<sup>ND</sup>] (12-0), CHAIR SHAW – ABSENT*

October 10, 2023: *Approved a POSTPONEMENT REQUEST by staff to October 24, 2023 [A. AZHAR; F. MAXWELL – 2<sup>ND</sup>] (11-0), G. COX, A. PHILLIPS – ABSENT*

### CITY COUNCIL ACTION:

### ORDINANCE NUMBER:

ISSUES:

On May 30, 2023, City of Austin staff sponsored a virtual community meeting to provide an opportunity for the neighborhood plan contact team, nearby residents, property owners, and any other interested parties to discuss the proposed development and the neighborhood plan amendment request.

CASE MANAGER COMMENTS:

The subject rezoning area is approximately 4.71 acres and is developed with a large industrial warehouse as well as two industrial service businesses. The rezoning area is situated at the northeast corner of Industrial Boulevard and Willow Springs Road. There is a non-operational railroad spur and right-of-way that forms the north property line. The Bergstrom Spur, a planned urban trail and park facility for South Austin, will be developed along the northern property boundary. Development on Industrial Boulevard and Willow Springs Road is generally characterized by warehouses containing distribution and supply companies, fabrication companies, construction sales and service businesses, and outside storage uses (LI-NP; LI-CO-NP; LI-PDA-NP). *Please refer to Exhibits A (Zoning Map), A-1 (Aerial View).*

The Applicant proposes to rezone the property to the limited industrial services – planned development area – neighborhood plan (LI-PDA-NP) district for a mixed use redevelopment that will include a multifamily residential building with first floor pedestrian-oriented commercial. The project will include 686 mid-rise multifamily residences and 10,095 square feet of first floor retail.

As set forth in Land Development Code Section 25-2-441, the regulations of a planned development area (PDA) may modify: 1) permitted or conditional uses authorized by the base zoning district, 2) site development regulations except for compatibility standards, and 3) off-street parking or loading regulations, sign regulations or screening regulations applicable in the base district.

The Applicant's proposed PDA consists of the following elements:

- 1) Establishes the following additional permitted residential and civic uses:

bed and breakfast (groups 1 and 2)	condominium residential
family home	group home, class I (general)
group home, class I (limited)	group home, class II
guidance services	hospital services (limited)
multifamily residential	townhouse residential
private primary educational facilities	private secondary educational facilities
public primary educational facilities	public secondary educational facilities

- 2) Establishes the following commercial and civic uses as conditional:

cocktail lounge

hospital services (general)

- 3) Prohibits the following commercial, civic and industrial uses:

adult oriented businesses

agricultural sales and services

automotive rentals

automotive repair services

automotive sales

automotive washing (of any type)

bail bond sales

basic industry

building maintenance services

campground

commercial off-street parking

construction sales and services

equipment repair services

equipment sales

kennels

laundry services

monument retail sales

pawn shop services

recycling center

residential treatment

resource extraction

scrap and salvage

vehicle storage

drive-in service as an accessory use to commercial uses

- 4) Establishes that LI site development standards apply to the property, with the following modifications:

a) A maximum height of 125'

b) A maximum of 95% impervious cover and 95% building coverage

c) A minimum 10' front yard setback, a 10' street side yard setback, a 0-foot interior side yard setback and a 5' rear yard setback

d) No maximum floor-area-ratio (FAR) limitation

- 5) Development of the Property is limited to 700 dwelling units for residential uses.

#### **BASIS OF RECOMMENDATION:**

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

The limited industrial services (LI) district designation is for a commercial service use or limited manufacturing use generally located on a medium or large sized site. The planned development area (PDA) combining district designation provides for industrial and commercial uses in certain commercial and industrial base districts. The neighborhood plan (NP) district denotes a tract located within the boundaries of an adopted Neighborhood Plan.

2. *Zoning changes should promote an orderly relationship among land uses.*

Staff recommends the Applicant's request as described above for (LI-PDA-NP) district zoning for the subject property based on the following considerations:

- 1) The proposal is in alignment to the LI-PDA-NP zoning entitlements on 506-600 Industrial Boulevard to the east, and is similar to what is permitted on adjacent properties to the north along East Ben White Boulevard,
- 2) recognizing the property's proximity to the interchange of two freeways;
- 3) the area is experiencing a degree of transition from stand-alone manufacturing uses to a mix of uses that include manufacturing, commercial and office uses, as well as planned residential development,
- 4) there are numerous multifamily mixed use projects located all along South Congress Avenue to the west of the proposed site and south of Industrial Boulevard,
- 5) its proximity to South Congress Avenue, which is a Core Transit Corridor, and being near the South Congress Transit Center. It is within half of a mile of Capital Metro bus routes, including a Metro Rapid Bus Route.

EXISTING ZONING AND LAND USES:

	ZONING	LAND USES
<i>Site</i>	LI-NP	Industrial warehouses and services
<i>North</i>	LI-PDA-NP	Auto services; Storage facilities; Commercial services; Railroad tracks
<i>South</i>	LI-NP; LI-CO-NP;	Industrial warehouses and services; Industrial supply; Breweries & distilleries; Cocktail lounge; Food sales
<i>East</i>	LI-PDA-NP	Industrial warehouses, suppliers, & sales
<i>West</i>	LI-NP; LI-CO-NP	Industrial warehouses, suppliers, & sales

NEIGHBORHOOD PLANNING AREA: South Congress Combined (East Congress)

WATERSHED: Blunn Creek – Urban

CAPITOL VIEW CORRIDOR: No

SCENIC ROADWAY: No

SCHOOLS: Austin Independent School District

Galindo Elementary School

Bedichek Middle School

Travis High School

COMMUNITY REGISTRY LIST:

Austin Neighborhoods Council

Austin Independent School District

Friends of Austin Neighborhoods

South Austin Neighborhood Alliance (SANA)

Homeless Neighborhood Association

Neighborhood Empowerment Foundation

Sierra Club, Austin Regional Group

South Congress Combined Neighborhood Plan Contact Team

Austin Lost and Found Pets

Onion Creek HOA

Preservation Austin

SELTexas

Go Austin Vamos Austin 78745

AREA CASE HISTORIES:

NUMBER	REQUEST	COMMISSION	CITY COUNCIL
C14-2023-0043 – 4201 South Congress Avenue	LI-NP; LI-CO-NP to CS-MU-V-NP	Pending	Pending
C14-2019-0082 – 600 Industrial Boulevard	LI-CO-NP to LI-PDA-NP	To Grant (10/8/2019) LI-PDA-NP, with conditions of the TIA.	Apvd LI-PDA-NP as Commission recommended (2/6/2020)
C14-2020-0093 – 4329 South Congress Avenue	CS-MU-NP to CS-MU-V-NP	To Grant (10/27/2020) CS-MU-V-CO-NP	Apvd CS-MU-V-CO-NP as Commission recommended (10/10/2022)
C14-2020-0008 – 4302 South Congress Avenue	CS-MU-NP to CS-MU-V-NP	To Grant CS-MU-V- NP and conditions of R-O-W dedication on S Congress Ave.	Apvd CS-MU-V-NP as Commission recommended (5-7-2020).
C14-2019-0069 – 4315 South Congress Avenue	CS-MU-NP to CS-MU-V-NP	To Grant CS-MU-V-NP and conditions of R-O-W dedication on S Congress Ave.	Apvd CS-MU-V-NP as Commission recommended (8-8-2019).
C14-2017-0132 – 4515 South Congress Avenue; 134 Sheraton Ave	CS-MU-NP; CS-MU-CO-NP to CS-MU-V-NP	To Grant CS-MU-V- CO-NP w/CO for list of prohibited uses and 2,000 trips/day.	Apvd CS-MU-V-CO- NP Commission rec. but remove the –CO for the 2,000 trips/day limit (6-14-2018).
C14-2017-0133 – 4401 S Congress Rezoning	CS-MU-NP to CS-MU-V-NP	To Grant CS-MU-V- CO-NP w/CO prohibiting access to S Congress Ave and conditions of R-O-W dedication on South Congress Avenue	Apvd CS-MU-V-CO- NP as PC rec (3-8- 2018). Note: Staff deferred R-O-W dedication to site plan.
C14-2016-0024 – 440 E. St. Elmo Road, Bldg F	LI-NP to CS-1- CO-NP	To Grant CS-1-CO-NP w/CO prohibits adult- oriented businesses and limits the size of a cocktail lounge to 2,049 sf. Restrictive	Apvd as Commission recommended (6-16-2016).

		Covenant 1) limits the cocktail lounge use to a tasting room associated w/the distillery, and 2) permits wholesale and retail sale of alcoholic beverages, limited to that manufactured or produced by or for the distillery.	
C14-2016-0106 – 4411 South Congress Avenue and 4510 Lucksinger Lane	CS-MU-NP to CS-MU-V-NP	To Grant CS-MU-V-NP w/addl conditions to provide 10% rental units at 60% MFI w/a unit mix reflecting the makeup of the units as the rest of the development.	Apvd CS-MU-V-CO-NP w/CO for 60' height limit (4-13-2017).
C14-2014-0034 – St. Elmo's Market and Lofts – 113 Industrial Blvd; 4323 S Congress Ave; 4300 Blk of Willow Springs Rd	CS-MU-NP; LI-NP; LI-CO-NP to LI-PDA-NP	To Grant LI-PDA-NP w/conditions for a Traffic Impact Analysis, and add'l conditions	Apvd LI-PDA-NP w/ PDA for dev't stds, permitted, cond'l, prohibited uses, and max. of 400 residential units, and RC for the TIA and require a shared walkway/bike path from S Congress Ave to the food sales use (11-20-2014).
C14-05-0107 – East Congress Neighborhood Plan Area Rezoning	Proposed – Addition of -NP Combining District and change Base District Zoning on 36 tracts.	To Grant	Apvd to Add -NP Combining District (8/18/2005)

#### RELATED CASES:

The subject property is within the boundaries of the South Congress Combined (East Congress) Neighborhood Planning Area. The –NP combining district was added to the existing LI base district on August 18, 2005 (C14-05-0107).

NPA-2023-0020.03 – corresponding neighborhood plan amendment to change the Future Land Use Designation from Industry to Mixed Use

C14-2023-0046 – related rezoning case to the east requesting an amendment to the PDA

ADDITIONAL STAFF COMMENTS:

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 located in the Blunn Creek Watershed of the Colorado River Basin, which is classified as an Urban Watershed by Chapter 25-8 of the City's Land Development Code. It is in the Desired Development Zone.

Zoning district/PDA impervious cover limits apply in the Urban Watershed classification.

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.

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 s.f. cumulative is exceeded, and on site control for the two-year storm.

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 – Planning & Design Review

Parkland dedication will be required at the time of subdivision or site plan application for new residential units proposed by this rezoning, multifamily-mixed use with LI-PDA-NP, per City Code § 25-1-601, as amended. The intensity of the proposed development creates a need

for over six acres of additional parkland, per requirements described in § 25-1-602; when over six acres, parkland must be dedicated – see § 25-1-605 (A)(2)(a). As such, land dedication shall be required, unless the land available for dedication does not comply with the standards for dedication. Any remaining fees in-lieu after dedication shall also be required.

If the land available for dedication complies with the parks standards, the Parks and Recreation Department (PARC) would consider an expanded park space along the Bergstrom Spur toward satisfying the requirement at time of permitting (whether subdivision or site plan). The surrounding neighborhood areas are currently park deficient, defined as being outside walking distance to existing parks. The dedication would satisfy the need for additional parks in park deficient areas along the Bergstrom Spur, a planned urban trail and park facility for South Austin.

Should there be any remaining fees in-lieu, 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](mailto:thomas.rowlinson@austintexas.gov). At the applicant's request, PARC can provide an early determination letter of the requirements.

### Site Plan

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

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

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

The applicant is responsible for requesting relocation and demolition permits once the site plan is approved. The City Historic Preservation Officer will review all proposed building demolitions and relocations prior to site plan approval. If a building meets city historic criteria, the Historic Landmark Commission may initiate a historic zoning case on the property.

The site is subject to 25-2 Subchapter F. Residential Design and Compatibility Standards.

### Austin Fire Department

AFD will not require a setback.



### Austin Transportation Department – Engineering Review

Zoning transportation analysis shall be performed at zoning where anticipated trips are anticipated to exceed 2,000 unadjusted trips to satisfy the LDC requirement for a TIA but does not diminish the authority to require a traffic impact analysis at site plan. LDC 25-6, TCM 10.5.0.

The Austin Strategic Mobility Plan (ASMP) calls for 84 feet of right-of-way for Industrial Boulevard. It is recommended that 42 feet of right-of-way from the existing centerline should be dedicated for Industrial Boulevard according to the Transportation Plan with the first subdivision or site plan application. [LDC 25-6-51 and 25-6-55].

There is a proposed Urban Trail adjacent to this site, along the northern boundary, the Bergstrom Spur. The easement required is a minimum of 20 ft as this allows for a 12 ft trail (minimum trail width per the urban trails plan) and room for maintenance activity.

The adjacent street characteristics table is provided below:

Name	ASMP Classification	ASMP Required ROW	Existing ROW	Existing Pavement	Sidewalks	Bicycle Route	Capital Metro (within ¼ mile)
Willow Springs Road	Level 1	60'	60'	N/A	No	No	No
Industrial Boulevard	Level 1	84'	78'	34'	No	Yes	No

A Traffic Impact Analysis (TIA) has been waived at this time since a Zoning Transportation Analysis (ZTA) is required. ***Please refer to Attachment A.***

### 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 site shall have separate wastewater taps, separate water meters, and their respective private water and wastewater service lines shall be positioned or located in a manner that will not cross lot lines.

Based on current public infrastructure configurations, service extension requests will be required to provide service to this site. For more information pertaining to the Service Extension Request process and submittal requirements contact the Austin Water SER team at [ser@austintexas.gov](mailto:ser@austintexas.gov).

The water and wastewater utility plan must be reviewed and approved by Austin Water for compliance with City criteria. 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.

Dedication of private streets and public utility easements does not obligate the City to approve the placement of City water and wastewater mains within same. Water and wastewater service shall be provided to each lot at their Right of Way frontage.

#### INDEX OF EXHIBITS AND ATTACHMENTS TO FOLLOW:

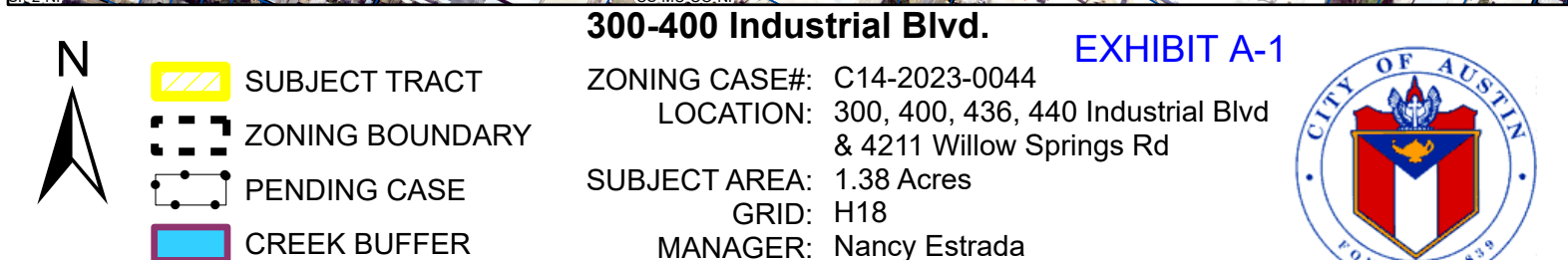
Exhibit A: Zoning Map  
Exhibit A-1: Aerial Map

Applicant's Summary Letter

Attachment A: Zoning Transportation Analysis (ZTA)







**Created: 5/24/2023**



February 13, 2023

Ms. Rosie Truelove  
Housing and Planning Department  
City of Austin  
1000 E 11<sup>th</sup> Street  
Austin, TX 78702

Via Electronic Delivery

Re: 300-440 Industrial Blvd – Rezoning and neighborhood plan amendment applications for the approximately 1.38-acre property located at 300, 400, 436 and 440 Industrial Blvd. and 4211 Willow Springs Road (the "Property")

Dear Ms. Truelove:

As representatives of the owners of the Property, we respectfully submit the enclosed rezoning application package. The project is titled 300-440 Industrial Blvd and is approximately 1.38 acres of land. The Property is in the Full Purpose Jurisdiction of the City of Austin.

The Property is currently zoned LI-NP, Limited Industrial Services – Neighborhood Plan. The proposed zoning is LI-PDA-NP, Limited Industrial Services – Planned Development Aera – Neighborhood Plan, and the proposed uses include a mix of residential and pedestrian-oriented commercial. We propose to prohibit auto centric and intense industrial uses that are currently permitted, including Automotive Rentals, Basic Industry Resource Extraction, Recycling Center, and Scrap and Salvage. The proposed amendments to the base zoning development standards and use restrictions are accompanied with this letter and consistent with those previously approved and concurrently requested at 600 Industrial Blvd.


The Property is located in the East Congress Neighborhood Planning Area (NPA), adopted August 18, 2005, part of the South Congress Combined Neighborhood Plan and has a Future Land Use Map (FLUM) designation of Industry. The rezoning application will run concurrent with an NPA application that requests a designation change on the FLUM from Industry to Mixed Use.

This proposed rezoning and NPA aligns with the South Congress Combined Neighborhood Plan's stated goal of focusing mixed-use development and commercial uses along major commercial corridors and in specialized districts.

A Zoning Transportation Analysis (ZTA) is required for this development, per the attached TIA determination form dated December 20, 2022, and executed by Joan Minyard.

Please let me know if you or your team members require additional information or have any questions. Thank you for your time and attention to this project. The ZTA is accompanied with this application package.

Sincerely,



Leah M. Bojo

cc: Joi Harden, Housing and Planning Department (*via electronic delivery*)  
Nancy Estrada, Housing and Planning Department (*via electronic delivery*)

# 300-440 Industrial Blvd. | LI-PDA Development Standards

## LI-PDA Development Standards

Except as specifically provided below, the Property may be developed and used in accordance with the regulations established for the Limited Industrial Services (LI) base district and other applicable requirements of the City Code.

The following LI-PDA development standards are proposed for all permitted development across the Property:

Max. Height:	125 feet
Max. FAR:	Not Applicable
Max. Impervious Cover:	95%
Max. Building Coverage:	95%
Min. Setbacks	
- Front Yard:	10 feet
- Street Side Yard:	10 feet
- Interior Side Yard:	0 feet
- Rear Yard:	5 feet

## Additional Permitted and Conditional Uses:

### Permitted Uses:

- Bed & Breakfast (Group 1)
- Bed & Breakfast (Group 2)
- Condominium Residential Family Home
- Group Home, Class I (General)
- Group Home, Class I (Limited)
- Group Home, Class II
- Guidance Services
- Hospital Services (Limited)
- Multifamily Residential
- Private Primary Educational Facilities
- Private Secondary Educational Facilities
- Public Primary Educational Facilities
- Public Secondary Educational Facilities
- Townhouse Residential

### Conditional Uses:

- Cocktail Lounge
- Hospital Services

### Prohibited Uses:

- Adult Oriented Businesses
- Agricultural Sales and Services
- Automotive Rentals
- Automotive Repair Services
- Automotive Sales
- Automotive Washing (Of Any Type)
- Bail Bond Sales
- Basic Industry
- Building Maintenance Services
- Campground
- Commercial Off-Street Parking
- Construction Sales and Services
- Drive-In Service as an Accessory Use to Commercial Uses
- Equipment Repair Services
- Equipment Sales
- Kennels
- Laundry Services
- Monument Retail Sales
- Pawn Shop Services

## 300-440 Industrial Blvd. | LI-PDA Development Standards

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- Recycling Center
- Residential Treatment
- Resource Extraction
- Scrap and Salvage
- Vehicle Storage

### Additional Requirement for Certain Uses:

1. Development of the Property is limited to 700 dwelling units for residential uses.

NOTE: No other modifications to the site development standards are proposed at this time.



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**MEMORANDUM**

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**Date:** September 22, 2023  
**To:** Ravali Kosaraju, PE., PTOE., WGI  
**CC:** Danielle Morin AICP., Eduardo Mariño PhD.  
Austin Transportation Department  
**Reference:** **600 Industrial Boulevard, Austin – St. Elmo Mixed Use Rezoning**  
Zoning Transportation Analysis (ZTA) Final Memo (C14-2023-0046)

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The Transportation & Public Works Department (TPW) has reviewed the “*St. Elmo Mixed Use Rezoning*” ZTA, prepared by WGI. The current site is comprised of three separate parcels located at 300-400 Industrial Boulevard, 436-440 Industrial Boulevard, and 506-600 Industrial Boulevard (shown in Figure 1 below). The 300-400 Industrial Boulevard and 436-440 Industrial Boulevard parcels will be tied together via a unified development agreement, hereby called the 300-440 Industrial Boulevard tract. The parcel at 504 Industrial Boulevard is not included in this rezoning.

The proposed redevelopment for these tracts is mixed-use including multifamily residential buildings, first floor retail, and a brewery. Specifically, the 300-440 Industrial Boulevard tract will contain 686 mid-rise multifamily dwelling units and 10,095 square feet of first floor retail. The 506-600 Industrial Boulevard tract will contain 600 mid-rise multifamily dwelling units, 12,850 square feet of first floor retail, and a 5,356 square-foot brewery/beer garden. The current site is comprised of five warehouses sized 66,000 square feet, 9,802 square feet, 91,320 square feet, 8,320 square feet, and 6,900 square feet, respectively.

A total of five driveways will be provided to service the site, including four on Industrial Boulevard and one on Terry-O Lane. There will be two additional curb cuts for pedestrian connectivity and emergency/fire access on Industrial Boulevard, but these access points will not provide full access to resident and patron traffic. It is anticipated that the development will be built out by 2025.



*Figure 1: Site Location*



### Adjacent Roadway Characteristics:

The site proposes five driveways to service the site, including four on Industrial Boulevard and one on Terry-O Lane.

**Industrial Boulevard:** Industrial Boulevard is a two-lane, undivided road. It is a Level 2 road in the Austin Strategic Mobility Plan (ASMP) and 84' of right-of-way (ROW) is required. The speed limit is unposted but is assumed to be 30 mph. There are no sidewalks, street parking, or bicycle facilities along Industrial Boulevard, and much of the site frontage is lined has lay-down curb with direct access into existing parking areas. In the existing condition, the average daily traffic on Industrial Boulevard is estimated to be 3,780 trips per day.

**Terry O' Lane:** Terry O' Lane is a two-lane undivided road. The speed limit is unposted but is assumed to be 30 mph. It is a Level 2 road in the ASMP and 72' of right-of-way (ROW) is required. There are no sidewalks, street parking, or bicycle facilities along Terry O' Lane, and only partial curb and gutter. In the existing condition, the average daily traffic on Terry O' Lane is estimated to be 4,448 trips per day.

Notably, the western boundary of the 506-600 Industrial Boulevard parcel fronts Willow Springs Road, which is an existing Level 1 public street. This public ROW will be converted to a public greenway connection that provides pedestrian and bicycle connectivity to the Bergstrom Spur Trail north of the site.

### Trip Generation and Traffic Analysis:

Based on the Institute of Transportation Engineers (ITE) Trip Generation Manual (11<sup>th</sup> Edition), the development will generate approximately 7,474 net new daily trips (unadjusted), 545 AM peak hour trips, and 524 PM peak hour trips, details are shown in Table 1.

**Table 1: Trip Generation**

Table 1 St Elmo ITE Trip Generation by Fitted Curve/Weighted Average - Weekday - Net New Trips											
ITE Category	ITE Land Use	ITE Code	Units	ITE Land Use Subcategory	Daily	AM Peak Hour			PM Peak Hour		
					Total	In	Out	Total	In	Out	Total
(900-999) Services	Brewery Tap Room	971	5.36	All Sites	330	4	0	4	31	22	53
(800-899) Retail	Strip Retail Plaza (300-440 Industrial Blvd)	822	10.10	All Sites	656	17	12	29	39	39	78
(800-899) Retail	Strip Retail Plaza (600 Industrial Blvd)	822	12.85	All Sites	772	20	14	34	47	46	93
(200-299) Residential	Multifamily Housing Mid Rise (Adj Streets, 7-9A, 4-6P) General Urban (300-440 Industrial Blvd)	221	686	Not Close to Rail Transit	3,226	67	223	290	163	105	268
(200-299) Residential	Multifamily Housing Mid Rise (Adj Streets, 7-9A, 4-6P) General Urban (600 Industrial Blvd)	221	600	Not Close to Rail Transit	2,816	58	194	252	143	91	234
Subtotal Gross Trips					7,800	166	443	609	423	303	726
Internal Capture for Brewery Tap Room (AM Entering: 80%, AM Exiting: N/A & PM Entering: 44%, PM Exiting: 59%)						-3	0	-3	-14	-13	-27
Subtotal Brewery Tap Room External Vehicle Trips						1	0	1	17	9	26
Internal Capture for Retail Land Use (300-440 Industrial Blvd) Internal Capture Reduction (AM Entering: 12%, AM Exiting: 20% & PM Entering: 22%, PM Exiting: 38%)						-2	-2	-4	-9	-15	-24
Subtotal Strip Retail (300-440 Industrial Blvd) External Vehicle Trips						15	10	25	30	24	54
Internal Capture for Retail Land Use (600 Industrial Blvd) Internal Capture Reduction (AM Entering: 12%, AM Exiting: 20% & PM Entering: 22%, PM Exiting: 38%)						-2	-3	-5	-10	-17	-27
Subtotal Strip Retail (600 Industrial Blvd) External Vehicle Trips						18	11	29	37	29	66
Internal Capture for Multifamily Housing Mid Rise (300-440 Industrial Blvd) (AM Entering: 2%, AM Exiting: 1% & PM Entering: 9%, PM Exiting: 7%)						-1	-2	-3	-15	-7	-22
Subtotal Multifamily Housing (300-440 Industrial Blvd) External Vehicle Trips						66	221	287	148	98	246
Internal Capture for Multifamily Housing Mid Rise (600 Industrial Blvd) (AM Entering: 2%, AM Exiting: 1% & PM Entering: 9%, PM Exiting: 7%)						-1	-2	-3	-13	-6	-19
Subtotal Multifamily Housing (600 Industrial Blvd) External Vehicle Trips						57	192	249	130	85	215
Subtotal External Vehicle Trips						157	434	591	362	245	607
Pass by Trips for Retail Land Use (28% PM)									-19	-15	-34
Subtotal Strip Retail Net New External Vehicle Trips						33	21	54	48	38	86
Net New External Vehicle Trips						157	434	591	343	230	573
Existing Trips						-326	-35	-10	-46	-14	-49
Net New External Vehicle Trips						7,474	122	424	545	329	524

Annual Average Daily Traffic (AADT) was estimated for the 2025 future condition based on the traffic count data obtained from TxDOT's Traffic Count Database System (TCDS) on Industrial Boulevard and Terry-O Lane in the vicinity of the Project site. Since the most recent recorded AADTs were in 2020 (which experienced interruptions to normal growth patterns due to the COVID-19 pandemic), the 2015 AADTs were referenced and grown to 2023 and 2025 equivalents using a 2% annual growth rate. This rate was derived in the 4208 Terry-O Site Zoning Transportation Analysis. Table 2 shows both the existing traffic volumes as well as projected volumes on the road segments in the vicinity of the site.

**Table 2 Projected Volume Analysis**

Roadway	2015 AADT (vpd) <sup>1</sup>	2023 AADT (vpd)	2025 AADT (vpd)	2025 AADT with Project (vpd)
Industrial Boulevard	3,225	3,780	3,931	10,359
Terry-O Lane	3,795	4,448	4,626	5,672

Per the Austin Street Design Guide, Level 2 streets in an urban setting are expected to have up to 10,000 vehicles per day. Projected volume analysis showed that unadjusted site traffic plus forecasted volume at the anticipated build out year will exceed the typical ADT range by 359 vehicles per day for Industrial Boulevard and will be under the ADT range for Terry-O Lane.

Moreover, the site is located within the Urban Transition ("Outer Loop") context area and is expected to generate more than 5,000 unadjusted, daily trips. As such, a minimum trip reduction of 15% will be achieved or exceeded utilizing several Transportation Demand Management (TDM) measures. These will also minimize the impact on the transportation network. Additionally, assessments of the Right of Way (ROW) for adjacent road segments, analyses of turn lanes for all driveways, and evaluations of sight distance for the proposed new driveways were also undertaken.

#### **Recommendations/conclusions:**

As a condition for approval for the above referenced zoning review case, the applicant shall adhere to the following:

- This site is required to achieve a 15% minimum trip reduction utilizing various TDM measures per the Transportation Criteria Manual (TCM). The details of the measures which could be applied to achieve TDM-related trip reductions will be determined at the site plan stage.
- The planned development falls under the purview of the City of Austin Street Impact Fee, governed by Ordinance # 20201220-061 & 20201210-062. The calculation of the Street Impact Fee (SIF) will be conducted during the submission of the Site Plan, and the fee itself will be collected upon obtaining the building permit. It's important to note that any reductions in the proposed development's SIF will only be granted after the completion of specified items unless these items have been incorporated into the Site Plan application.
- The assessment of ASMP ROW requirements have been completed, and it's possible that this site will necessitate dedications of Right of Way to fulfill the ASMP criteria. This determination will be verified during the Site Plan phase.

- The site proposes the conversion public ROW of the western boundary of the 506-600 Industrial Boulevard parcel, which fronts Willow Springs Road, to a public greenway connection. It is an existing Level 1 public street that will provide pedestrian and bicycle connectivity to the Bergstrom Spur Trail north of the site.
- The site proposes utilizing five new driveways for general traffic circulation; four are located along Industrial Boulevard, and one is located along Terry-O Lane. Approval of this ZTA does not grant nor guarantee approval of proposed driveway locations. Driveways will be further reviewed during the site plan process by the appropriate City departments.
- This ZTA does not relieve a development being required to conduct a Transportation Assessment or Full TIA at the time of site plan.

Please contact me at 512-974-7136 if you have questions or require additional information.

Sincerely,

A handwritten signature in black ink, appearing to read "Nate Aubert". The signature is written in a cursive, flowing style.

Nate Aubert P.E.,