ZONING CHANGE REVIEW SHEET

CASE: C14-2016-0116 – 1616 E. Oltorf

ADDRESS: 1616 E. Oltorf Street

DISTRICT AREA: 9

OWNER/APPLICANT: 1616 E. Oltorf Investors, Ltd. (Will Marsh)

AGENT: Armbrust & Brown PLLC (Richard Suttle)

ZONING FROM: Community commercial – conditional overlay (GR-CO)
TO: General commercial services (CS)

AREA: 2.19 acres (95,396 sq ft)

STAFF RECOMMENDATION:
Recommend General commercial services – conditional overlay (CS-CO). The Conditional Overlay will prohibit the following uses:

- Adult-Oriented Business
- Alternative Financial Services
- Automotive Repair Services
- Bail Bonds
- Campground
- Commercial Off-Street Parking
- Construction Sales/Services
- Drop-off Recycling Collection
- Facility
- Exterminating Services
- Equipment Repair Services
- Exterminating Services
- Funeral Services
- Kennels
- Off-Site Accessory Parking
- Pet Services
- Service Station
- Vehicle Storage

PLANNING COMMISSION ACTION
THE ADDED CONDITIONS ARE PAWN SHOPS IS A PROHIBITED USE AND DRIVE-IN SERVICES IS CONDITIONAL.

DEPARTMENT COMMENTS:
This case is located within the East Riverside/Oltorf Combined Neighborhood – Riverside Planning Area. This tract was not included in the Future Land Use map and as such does not require a plan amendment. It is located just east

CITY COUNCIL – January 26, 2017
of the intersection of E. Oltorf Street and S. I-35 on the north side of E. Oltorf. It is currently vacant and was formerly the location of a Luby’s Cafeteria. It contains nearly 100% impervious cover without water quality or detention controls. Vehicle access to the property is taken from E. Oltorf Street and the I-35 Access road.

The adjacent uses are commercial to the west, multifamily and office to the north, multifamily to the east, commercial and a church to the south. There is a westbound Capital Metro bus stop on E. Oltorf Street in front of this property.

The existing zoning conditions (from zoning case C14-99-0028) limit the number of vehicle trips to 2000/day as well as prohibited uses. The applicant would like to remove the vehicle trip limitation as well as some prohibited uses and has submitted a Transportation Impact Analysis (TIA). The proposed uses as described in the application and used for the TIA are Specialty Retail and Fast Food restaurants with and without a drive thru window. Restaurant is currently a prohibited use.

Zoning staff supports the request with some changes to the existing prohibited uses. The following have been removed from the 1999 ordinance (990722-43):

- Business support services
- Business or Trade School
- Hotel-Motel
- Indoor Entertainment
- Indoor Sports and Recreation
- Outdoor Entertainment
- Outdoor Sports and Recreation
- Personal Improvement Services
- Pet Services
- Research Services
- Restaurant (Drive-In, Fast Food)
- Theater

A Transportation Impact Analysis (TIA) was completed for this case. The TIA memo is attached. The mitigation required will be a pro-rata fiscal contribution for a traffic signal at Burton and E. Oltorf Street.

**ISSUES:** The East Riverside/Oltorf Combined Contact Team requests that drive through services be prohibited similar to the East Riverside Corridor Plan (see attached email). Zoning staff has concerns regarding drive-in/thru restaurant however this site has vehicle access to E. Oltorf Street and the I-35 Access road.
With the additional access point, Zoning staff felt a drive thru restaurant use was acceptable.

### EXISTING ZONING AND LAND USES:

<table>
<thead>
<tr>
<th>Site</th>
<th>ZONING</th>
<th>LAND USES</th>
</tr>
</thead>
<tbody>
<tr>
<td>North</td>
<td>LR, LR-NP</td>
<td>Multifamily and office</td>
</tr>
<tr>
<td>East</td>
<td>LR</td>
<td>Multifamily</td>
</tr>
<tr>
<td>South</td>
<td>GR</td>
<td>Hotel/Motel and Church</td>
</tr>
<tr>
<td>West</td>
<td>LR</td>
<td>Gas Station</td>
</tr>
</tbody>
</table>

### NEIGHBORHOOD PLANNING AREA:
East Riverside/Oltorf Combined - Parker NPA

### WATERSHED:
Harper’s Branch Creek

### DESIRED DEVELOPMENT ZONE:
Yes

### CAPITOL VIEW CORRIDOR:
No

### HILL COUNTRY ROADWAY:
No

### NEIGHBORHOOD ORGANIZATIONS:
- Austin Heritage Tree Foundation
- Austin Neighborhoods Council
- Bike Austin
- Burleson Heights Neighborhood Association
- Crossing Garden HOA
- Del Valle Community Coalition
- East Riverside/Oltorf Neighborhood Plan Contact Team
- East Riverside/Oltorf Neighborhood Association
- Friends of Austin Neighborhoods
- Friends of Riverside
- Greater SRCC Neighborhood Planning Team
- Greenbriar Neighborhood Assn
- Homeless Neighborhood Assn
- Pleasant Valley
- Preservation Austin
- Real Estate Council of Austin
- Save our Springs Alliance
- Sierra Club Austin Regional Group
- South Central Coalitions
- Southeast Austin Neighborhood Alliance
- South River City Citizens Association
- South River City Citizens Zoning Committee

### SCHOOLS:
- Travis HS
- Fulmore MS
- Linder Elementary

### CASE HISTORIES FOR THIS PROPERTY

<table>
<thead>
<tr>
<th>NUMBER</th>
<th>REQUEST</th>
<th>PLANNING COMMISSION</th>
<th>CITY COUNCIL</th>
</tr>
</thead>
<tbody>
<tr>
<td>C14-99-0028</td>
<td>LR to GR-</td>
<td>Recommend GR-CO</td>
<td>Approved GR-CO</td>
</tr>
</tbody>
</table>

CITY COUNCIL – January 26, 2017
CASE HISTORIES FOR SURROUNDING PROPERTIES

<table>
<thead>
<tr>
<th>NUMBER</th>
<th>REQUEST</th>
<th>PLANNING COMMISSION</th>
<th>CITY COUNCIL</th>
</tr>
</thead>
<tbody>
<tr>
<td>CI 4-05-0111 2211 S. I-35</td>
<td>LR to LR-NP</td>
<td>LR-NP</td>
<td>Approved LR-NP (11/16/2006)</td>
</tr>
<tr>
<td>CI 4-72-124 1706 E. Oltorf St.</td>
<td>O [office] to LR</td>
<td>LR</td>
<td>Approved LR (10/12/72)</td>
</tr>
<tr>
<td>CI 4-90-0034 1711 E. Oltorf St.</td>
<td>SF-3 to GR</td>
<td>GR</td>
<td>Approved GR 9/6/90</td>
</tr>
</tbody>
</table>

ABUTTING STREETS:

<table>
<thead>
<tr>
<th>Name</th>
<th>ROW</th>
<th>Pavement</th>
<th>Classification</th>
<th>Sidewalks</th>
<th>Bike Route</th>
<th>Capital Metro (within ¼ mile)</th>
</tr>
</thead>
<tbody>
<tr>
<td>E. Oltorf Street</td>
<td>87'</td>
<td>62'</td>
<td>Major Arterial Undivided/Divided 4 Lanes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes, 331</td>
</tr>
</tbody>
</table>

CITY COUNCIL DATE: Scheduled for January 26, 2016

ACTION:

ORDINANCE READINGS: 1st 2nd 3rd

ORDINANCE NUMBER:

CASE MANAGER: Andrew Moore

PHONE: 512-974-7604
EMAIL: andrew.moore@austintexas.gov

CITY COUNCIL – January 26, 2017
This zoning case is located on the north side of E. Oltorf Street, on a 2.19 acre lot, which contains a former Luby's restaurant. The property is also located within the boundaries of the East Riverside Oltorf Combined Neighborhood Planning Area. Surrounding land uses includes apartments and a multi-story office building to the north; a small apartment building to the south; an apartment complex to the east; and a gas station to the west. The proposed use is a commercial mixed use project (see below).

<table>
<thead>
<tr>
<th>TRACT ACRES</th>
<th>BLDG SQ.FT.</th>
<th>ZONING</th>
<th>LAND USE</th>
</tr>
</thead>
<tbody>
<tr>
<td>2.161</td>
<td>4000</td>
<td>GR</td>
<td>Specialty Retail</td>
</tr>
<tr>
<td></td>
<td>5000</td>
<td>GR</td>
<td>Fast Food w/o Drive - thru window</td>
</tr>
<tr>
<td></td>
<td>5000</td>
<td>GR</td>
<td>Fast Food w/ Drive - thru window</td>
</tr>
</tbody>
</table>

**Connectivity**
Public sidewalks are located on both sides of the street and a Cap Metro transit stop is located directly in front of this property. The Walkscore for this site is 59/100, meaning the area is somewhat walkable and some errands may be accomplished on foot.

**East Riverside Oltorf Combined Neighborhood Planning Area**
The EROCNP Future Land Use Map (FLUM) has assigned a number of parcels along East Oltorf Road, which have a large number of multi-family apartment complexes and some commercial uses as "Withdrawn from Future Consideration," and have not assigned these properties a FLUM classification, including this property. The following text, goals, and design guidelines are applicable to this case:

**Planning Principles Develop by the Advisory Committee** (p 26)
The Advisory Committee has prepared a set of planning principles and guidelines to be used by the Committee when evaluating development proposals. During their decision-making process, these principles and guidelines will be considered first, followed by the other recommendations listed in the plan. Note: It is the goal of the Advisory Committee that the Neighborhood Planning Contact Team adopt these principles and guidelines once the plan has been adopted. In this planning area: (p 26 – 27)
Because of these facts, the Advisory Committee believes that the following planning principles and guidelines be applied to all proposed
development and redevelopment within the East Riverside/Oltorf Combined Neighborhood Planning Area.

- "First, do no harm", i.e. no rezoning for rezoning's sake. A zoning change affects the property owner, adjacent properties and property owners, and the City. Any change in zoning should be able to demonstrate the benefits of the change to the community.
- Preserve single-family homes and the character and assets of our traditional neighborhoods. Protect them from further encroachment from non-compatible and/or higher intensity uses by always providing a buffer equal to or greater than the existing buffer.
- Address the problems of current density before creating opportunities for additional growth and increased density.

**Goal 2: Improve the appearance, vitality and safety of existing commercial corridors and community amenities and encourage quality urban design and form that ensure adequate transition between commercial properties and adjacent residential neighborhoods.** (p 31)

**Mixed Use (pgs 70 to 71)**
The application of mixed use reflects the desire to see certain parts of the area develop or redevelop with projects that are pedestrian friendly, offer convenient neighborhood services, promote human-scale activity on the street, provide community open space and improve the appearance of particular retail corridors.

It is very important to note two major concerns regarding mixed use that have been voiced continually throughout the planning process: 1. Because of the overwhelming proportion of multifamily in this NPA, uses such as office and retail and condominiums and townhouses are all preferred to any multifamily uses; and, 2. Mixed use is supported only when it is a true mix of uses.

While the developer stated in their application that this is a 'mixed use' project, the proposed zoning designation and land uses only shows commercial uses. The Plan appears to support neighborhood serving uses that promote human scale activity and high quality design along commercial corridors, which includes E. Oltorf Road. Based on those recommendations, this project is supported if these characteristics are implemented into this commercial project.

**Imagine Austin**

CITY COUNCIL – January 26, 2017
The Imagine Austin Growth Concept Map identifies the subject property as being outside the boundaries of an Activity Center or Corridor. Based on the comparative scale of this site relative to other commercial uses located along this heavily travelled commercial corridor, this case falls below the scope of Imagine Austin, which is broad in scope, and consequently the plan is neutral on this proposed rezoning.

1. The site is not located over the Edwards Aquifer Recharge Zone. The site is located in the Harper’s Branch Watershed and the Country Club West Watershed of the Colorado River Basin, which are classified as an Urban Watershed and a Suburban Watershed, respectively, by Chapter 25-8 of the City's Land Development Code. It is in the Desired Development Zone.

2. Zoning district impervious cover limits apply in the Urban Watershed classification. Under current watershed regulations, development or redevelopment in the Suburban Watershed portion of this site will be subject to the following impervious cover limits:

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

3. According to floodplain maps there is no floodplain within or adjacent to 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. Trees will likely be impacted with a proposed development associated with this rezoning case. Please be aware that an approved rezoning status does not eliminate a proposed development's requirements to
meet the intent of the tree ordinances. If further explanation or specificity is needed, please contact the City Arborist at 974-1876. At this time, site specific information is unavailable regarding other vegetation, areas of steep slope, or other environmental features such as bluffs, springs, canyon rimrock, caves, sinkholes, and wetlands.

6. The Urban Watershed portion of 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. Under current watershed regulations, development or redevelopment within the Suburban Watershed portion of this site requires water quality control with increased capture volume and control of the 2 year storm on site.

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.

---

**DSD Transportation Review – Danielle Morin – 512-974-1605**

**TR1.** Additional right-of-way maybe required at the time of subdivision and/or site plan.

**TR2.** A traffic impact analysis is 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, Sec. 25-6-142]. Comments will be provided in a separate memo.

**TR3.** This project is adjacent to a street where the curb is proposed to be moved to achieve superior bicycle facilities (see GIS file). Chad Crager, Urban Trails, Public Works Department and Nathan Wilkes, Bicycle Program, Austin Transportation Department may provide additional comments regarding bicycle and pedestrian connectivity per the Council Resolution No. 20130620-056.

**TR4.** If the requested zoning is granted, it is recommended, as a condition of zoning, that gates be prohibited on all driveways to this site in order to allow for connectivity between the proposed property and the existing neighborhood.

**TR5.** If the requested zoning is granted, it is recommended as a condition of zoning, that curb cuts be limited to one access driveway on E. Oltorf

*CITY COUNCIL – January 26, 2017*
Street per TCM Major Arterial driveway spacing guidelines (TCM Table 5-2).

TR6. If the requested zoning is granted, it is recommended, as a condition of zoning, to provide sidewalks along both sides of the private drives, streets, and internal circulation routes connecting to the public right-of-way to improve walkability and connectivity. The sidewalk dimensions shall comply with the Transportation Criteria Manual and shall be constructed in accordance with the latest ADA standards.

TR7. If the requested zoning is recommended for this site, it is recommended, as a condition of zoning, to stub out internal drives to the north and east for future connectivity.

TR8. Existing Street Characteristics:

<table>
<thead>
<tr>
<th>Name</th>
<th>ROW</th>
<th>Pavement</th>
<th>Classification</th>
<th>Sidewalks</th>
<th>Bike Route</th>
<th>Capital Metro (within ¼ mile)</th>
</tr>
</thead>
<tbody>
<tr>
<td>E. Oltorf Street</td>
<td>90' - 65'</td>
<td>54'</td>
<td>MAU/MAD4</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes, Bus #331</td>
</tr>
</tbody>
</table>

FYI: 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, water or wastewater easements, utility relocations and or abandonments required by the proposed land use. Depending on the development plans submitted, water and or wastewater service extension requests may be required. Water and wastewater utility plans must be reviewed and approved by Austin Water for compliance with City criteria and suitability for operation and maintenance. 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 top and impact fees once the landowner makes an application for Austin Water utility tap permits.

**Storm Water Detention**

CITY COUNCIL – January 26, 2017
At the time a final subdivision plat, subdivision construction plans, or site plan is submitted, the developer must demonstrate that the proposed development will not result in additional identifiable flooding of other property. Any increase in storm water runoff will be mitigated through on-site storm water detention ponds, or participation in the City of Austin Regional Storm water Management Program if available.

NPZ Site Plan Review – Katie Wettick 512-974-3529

SP1. Site plans will be required for any new development other than single-family or duplex residential.

SP2. 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. (COA LDC 25-2-1062).

SP3. Any new development is subject to Subchapter E. Design Standards and Mixed Use. Additional comments will be made when the site plan is submitted.
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 10/26/16
ZONING

SUBJECT TRACT

ZONING CASE#: C14-2016-0116
LOCATION: 1616 E. Oltorf Street
SUBJECT AREA: 2.19 ACRES
GRID: J19
MANAGER: ANDREW MOORE

1" = 400'

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.
TO: Andrew Moore, Case Manager
Planning and Zoning Department

FROM: Scott A. James, P.E., PTOE
Development Services Department
Anna Martin, P.E., PTOE
Andre Betit, P.E.
Austin Transportation Department

DATE: January 19, 2017

SUBJECT: Traffic Impact Analysis for 1616 East Oltorf Street
Zoning Case C14 – 2016 - 0116

Staff from the Austin Transportation and the Development Services Departments have reviewed the January 4, 2017 "1616 East Oltorf Street" provided in support of the zoning application. The zoning request is to allow the proposed development to construct up to 4,000 SF of Specialty Retail (ITE Land Use Code 826), up to 6,000 SF of Fast Food without drive-thru window (ITE Land Use Code 933), and up to 5,000 SF of Fast Food with drive-thru window (ITE Land Use Code 934). The proposed development will have a single driveway access point onto Oltorf Street and a shared point of access onto northbound IH 35 frontage road. Current land uses in this area are a mixture of commercial and residential structures. The proposed development will occupy a tract that is a former restaurant.

Description of surrounding roadways

East Oltorf Street is a major four-lane divided arterial with continuous center turn lane and a posted speed limit of 35 MPH. The City of Austin Bicycle Map rates East Oltorf as a "low-comfort" road. There are bicycle lanes and complete sidewalks, with transit stops along both sides of the roadway in the vicinity of the site.

Parker Lane is a four-lane city street in the vicinity of the site with a posted speed limit of 35 MPH. The City of Austin Bicycle Map rates Parker Lane as a "medium-comfort" road. There are bicycle lanes and sidewalks along both sides of the roadway.
Burleson Road is a two-lane city street in the vicinity of the site with a posted speed limit of 35 MPH. The City of Austin Bicycle Map rates Burleson Road as a "medium-comfort" road. Sidewalks and bicycle lanes are available along both sides of the roadway.

Burton Drive is a two-lane city street in the vicinity of the site with a posted speed limit of 30 MPH. There is sidewalk along the east side of the road and for approximately two hundred and fifty (250) on the west side from East Oltorf Street. There are no bicycle facilities along Burton Drive.

Data Collection

Peak hour (morning and afternoon) turning movement counts were conducted at the following intersections on October 21, 2015:

- Oltorf Street at Parker Lane
- Oltorf Street at Burleson Road
- Oltorf Street at Burton Drive
- Driveway 1 at IH 35 northbound frontage
- Driveway 2 at East Oltorf Street
- Driveway 3 at East Oltorf Street

In addition, a sixteen-hour turning movement count was conducted at the intersection of East Oltorf Street and Burton Drive in order to perform a traffic signal warrant analysis. A background growth rate of 1% per year was applied to future year traffic, and the nearby approved developments: 2301 East Riverside Drive (SP-2008-0188C) and Shire’s Court (SP-06-0095C) were included as background traffic.

Site Trip Generation Estimates

Based on the ITE publication Trip Generation, 9th Edition, the land uses proposed would generate an estimated 3,442 additional vehicle trips per day (vpd). Table 1 presents the unadjusted estimated site trips used for the traffic analysis.

<table>
<thead>
<tr>
<th>Land Use (ITE Code)</th>
<th>Intensity</th>
<th>24-Hour Volume</th>
<th>AM Peak Hour Enter</th>
<th>AM Peak Hour Exit</th>
<th>AM Peak Hour Total</th>
<th>PM Peak Hour Enter</th>
<th>PM Peak Hour Exit</th>
<th>PM Peak Hour Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Special Retail (826)</td>
<td>4000 SF</td>
<td>177</td>
<td>2</td>
<td>1</td>
<td>4</td>
<td>14</td>
<td>17</td>
<td>31</td>
</tr>
<tr>
<td>Fast Food w/o drive-thru (933)</td>
<td>6000 SF</td>
<td>785</td>
<td>158</td>
<td>105</td>
<td>263</td>
<td>80</td>
<td>77</td>
<td>157</td>
</tr>
<tr>
<td>Fast Food w/ drive-thru</td>
<td>5000 SF</td>
<td>2,481</td>
<td>116</td>
<td>111</td>
<td>227</td>
<td>80</td>
<td>85</td>
<td>165</td>
</tr>
<tr>
<td>Totals</td>
<td>3,442</td>
<td>276</td>
<td>218</td>
<td>494</td>
<td>174</td>
<td>179</td>
<td>353</td>
<td></td>
</tr>
</tbody>
</table>

As permitted within the TIA scoping document, an overall 5% reduction for 'soft' modes (transit, bicycle and pedestrian) was applied for this development as well as pass-by reductions of 15% in the
AM peak and 25% in the PM Peak for the Fast Food land uses only. Table 2 presents the adjusted trip generation estimates for this project.

Table 2 – Adjusted Estimated Trip Generation for the proposed land uses

<table>
<thead>
<tr>
<th>Land Use (ITE Code)</th>
<th>Intensity</th>
<th>24 Hour Two-Way Volume</th>
<th>AM Peak Hour</th>
<th>PM Peak Hour</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Enter</td>
<td>Exit</td>
<td>Total</td>
</tr>
<tr>
<td>Special Retail (826)</td>
<td>4000 SF</td>
<td>168</td>
<td>2</td>
<td>4</td>
</tr>
<tr>
<td>Fast Food w/o drive-thru (933)</td>
<td>6000 SF</td>
<td>596</td>
<td>128</td>
<td>85</td>
</tr>
<tr>
<td>Fast Food w/ drive-thru</td>
<td>5000 SF</td>
<td>1,885</td>
<td>94</td>
<td>90</td>
</tr>
<tr>
<td>Totals</td>
<td></td>
<td>2,650</td>
<td>223</td>
<td>176</td>
</tr>
</tbody>
</table>

Trip Distribution

The site is surrounded by commercial, residential and retail uses. Table 3 presents a summary of the distributions of the trip origins and destinations used for the proposed development.

Table 3 – Directional Distribution of Site Traffic

<table>
<thead>
<tr>
<th>Roadways</th>
<th>AM - Percentage</th>
<th>PM - Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Enter</td>
<td>Exit</td>
</tr>
<tr>
<td>East Oltorf (west)</td>
<td>20%</td>
<td>25%</td>
</tr>
<tr>
<td>East Oltorf (east)</td>
<td>20%</td>
<td>18%</td>
</tr>
<tr>
<td>IH 35 NBFR</td>
<td>29%</td>
<td>29%</td>
</tr>
<tr>
<td>Parker Lane (north)</td>
<td>4%</td>
<td>12%</td>
</tr>
<tr>
<td>Parker Lane (south)</td>
<td>9%</td>
<td>5%</td>
</tr>
<tr>
<td>Burleson Road (south)</td>
<td>14%</td>
<td>6%</td>
</tr>
<tr>
<td>Burton Road (north)</td>
<td>4%</td>
<td>4%</td>
</tr>
</tbody>
</table>

Traffic Analysis Methodology

The applicant reviewed the traffic operations, both existing and forecast to determine potential capacity deficiencies at the study area intersections. The results of the analyses provide the output values (as derived from the traffic simulation software) used to determine the estimated delay per vehicle during the peak periods of travel. The software applies the methodology of the Transportation Research Board/Highway Capacity Manual, which is the industry standard for the calculation of delay as experienced by individual motorists while driving.

Table 4 below presents the HCM definitions of ‘levels of service’ for both signalized and unsignalized intersections. Within the City of Austin, LOS “D” is considered the threshold for acceptable operations for signalized intersections. For intersections where the LOS is projected at “E” or lower, mitigation should be proposed.
Table 4 – Summary of Level of Service as defined by Highway Capacity Manual

<table>
<thead>
<tr>
<th>Level of Service</th>
<th>Signalized Intersection Average Total Delay (Sec/Veh)</th>
<th>Unsignalized Intersection Average Total Delay (Sec/Veh)</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>≤ 10</td>
<td>≤ 10</td>
</tr>
<tr>
<td>B</td>
<td>&gt; 10 and ≤ 20</td>
<td>&gt; 10 and ≤ 15</td>
</tr>
<tr>
<td>C</td>
<td>&gt; 20 and ≤ 35</td>
<td>&gt; 15 and ≤ 25</td>
</tr>
<tr>
<td>D</td>
<td>&gt; 35 and ≤ 55</td>
<td>&gt; 25 and ≤ 35</td>
</tr>
<tr>
<td>E</td>
<td>&gt; 55 and ≤ 80</td>
<td>&gt; 35 and ≤ 50</td>
</tr>
<tr>
<td>F</td>
<td>&gt; 80</td>
<td>&gt; 50</td>
</tr>
</tbody>
</table>

Table 5 shows the estimated delays for the current traffic conditions during the AM and PM peak travel periods. The City of Austin assumes the morning peak travel period is between 7 AM and 9 AM, and the evening peak travel period will occur between 4 PM and 6 PM during the regular non-holiday work week (Monday – Friday).

Table 5 – Intersection Level of Service for Existing Conditions (2015)

<table>
<thead>
<tr>
<th>Intersection</th>
<th>Traffic Control Type</th>
<th>AM Peak</th>
<th>PM Peak</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>LOS</td>
<td>LOS</td>
</tr>
<tr>
<td></td>
<td></td>
<td>(delay)</td>
<td>(delay)</td>
</tr>
<tr>
<td>Parker Lane and E. Oltorf Street</td>
<td>Signal</td>
<td>E</td>
<td>D</td>
</tr>
<tr>
<td></td>
<td></td>
<td>(57.8)</td>
<td>(53.0)</td>
</tr>
<tr>
<td>Burleson Road and E. Oltorf Street</td>
<td>Signal</td>
<td>C</td>
<td>B</td>
</tr>
<tr>
<td></td>
<td></td>
<td>(33.7)</td>
<td>(17.9)</td>
</tr>
<tr>
<td>Burton Drive and E. Oltorf Street</td>
<td>Stop controlled</td>
<td>A</td>
<td>A</td>
</tr>
<tr>
<td></td>
<td></td>
<td>(2.4)</td>
<td>(3.9)</td>
</tr>
<tr>
<td>IH 35 NBFR and Driveway 1</td>
<td>Two-Way Stop</td>
<td>A</td>
<td>A</td>
</tr>
<tr>
<td></td>
<td></td>
<td>(1.0)</td>
<td>(0.2)</td>
</tr>
<tr>
<td>Oltorf Street and Driveway 2</td>
<td>Two-Way Stop</td>
<td>A</td>
<td>A</td>
</tr>
<tr>
<td></td>
<td></td>
<td>(0.2)</td>
<td>(0.1)</td>
</tr>
<tr>
<td>Oltorf Street and Driveway 3</td>
<td>Two-Way Stop</td>
<td>A</td>
<td>A</td>
</tr>
<tr>
<td></td>
<td></td>
<td>(0.2)</td>
<td>(0.1)</td>
</tr>
</tbody>
</table>
Table 6 presents the delay and LOS based on simulation results for the year 2018 “No Build” conditions. The analysis assumes that no mitigation has been implemented. The AM and PM peak hour analyses indicate that for the 2018 “No Build” conditions, study intersections continue to deteriorate with increased delays.

Table 6 – 2018 No Build condition Intersection Level of Service (in delay seconds per vehicle)

<table>
<thead>
<tr>
<th>Intersection</th>
<th>Traffic Control Type</th>
<th>AM Peak</th>
<th>PM Peak</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>LOS</td>
<td>LOS</td>
</tr>
<tr>
<td></td>
<td></td>
<td>(delay)</td>
<td>(delay)</td>
</tr>
<tr>
<td>Parker Lane and E. Oltorf Street</td>
<td>Signal</td>
<td>E (70.3)</td>
<td>D (52.0)</td>
</tr>
<tr>
<td>Burleson Road and E. Oltorf Street</td>
<td>Signal</td>
<td>C (29.3)</td>
<td>B (17.4)</td>
</tr>
<tr>
<td>Burton Drive and E. Oltorf Street</td>
<td>Stop controlled</td>
<td>B (11.7)</td>
<td>B (12.7)</td>
</tr>
<tr>
<td>IH 35 NBFR and Driveway 1</td>
<td>Two-Way Stop</td>
<td>A (1.1)</td>
<td>A (0.2)</td>
</tr>
<tr>
<td>Oltorf Street and Driveway 2</td>
<td>Two-Way Stop</td>
<td>A (0.2)</td>
<td>A (0.1)</td>
</tr>
<tr>
<td>Oltorf Street and Driveway 3</td>
<td>Two-Way Stop</td>
<td>A (0.2)</td>
<td>A (0.1)</td>
</tr>
</tbody>
</table>

Summary of Existing Conditions

Examining the AM peak hour results for the 2015 Existing Conditions with regard to LOS shows that the existing intersection of Oltorf Street and Parker Lane currently operates at a LOS of E. Several of the movements at this intersection also operate at LOS E or F during both the AM and PM peak hour.

All other analyzed intersections appear to operate at LOS D or better.

A signal warrant analysis for the intersection of Oltorf Street and Burton Drive was completed for existing conditions using the sixteen hour traffic count collected in October of 2015 when school was in session. The analysis indicates that the intersection currently warrants a traffic signal (meeting Warrants 1, 2 and 3) based on existing traffic conditions. Since these three were met, further analysis of the remaining warrants was not performed.

The 2018 No Build and Build conditions assume the installation of a traffic signal at this location, since the signal is warranted under existing conditions.

As directed by staff, the applicant also reviewed the operations at the study intersections should the development occur with no improvements made. Table 7 presents the results of the analysis in the year 2018 Build condition without mitigation.
Table 7 – Intersection Level of Service for Year 2018 “Build with no mitigation” condition

<table>
<thead>
<tr>
<th>Intersection</th>
<th>Traffic Control Type</th>
<th>AM Peak</th>
<th>PM Peak</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>LOS (delay)</td>
<td>LOS (delay)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>F (91.4)</td>
<td>D (54.9)</td>
</tr>
<tr>
<td>Parker Lane and E. Oltorf Street</td>
<td>Signal</td>
<td>C (33.6)</td>
<td>B (18.0)</td>
</tr>
<tr>
<td>Burleson Road and E. Oltorf Street</td>
<td>Signal</td>
<td>B (12.1)</td>
<td>B (12.6)</td>
</tr>
<tr>
<td>Burton Drive and E. Oltorf Street</td>
<td>Signal</td>
<td></td>
<td></td>
</tr>
<tr>
<td>IH 35 NBFR and Driveway 1</td>
<td>Two-Way Stop</td>
<td>A (1.9)</td>
<td>A (0.5)</td>
</tr>
<tr>
<td>Oltorf Street and Driveway A</td>
<td>Two-Way Stop</td>
<td>A (9.4)</td>
<td>A (5.3)</td>
</tr>
</tbody>
</table>

Table 8 presents the delay and LOS based on simulation results for the year 2018 Build conditions with mitigation measures taken into consideration.

Table 8 – Intersection Level of Service for Year 2018 “Build + mitigation improvements” condition

<table>
<thead>
<tr>
<th>Intersection</th>
<th>Traffic Control Type</th>
<th>AM Peak</th>
<th>PM Peak</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>LOS (delay)</td>
<td>LOS (delay)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>C (31.5)</td>
<td>D (44.5)</td>
</tr>
<tr>
<td>Parker Lane and E. Oltorf Street</td>
<td>Signal</td>
<td>C (20.5)</td>
<td>B (15.6)</td>
</tr>
<tr>
<td>Burleson Road and E. Oltorf Street</td>
<td>Signal</td>
<td>B (12.8)</td>
<td>B (12.4)</td>
</tr>
<tr>
<td>Burton Drive and E. Oltorf Street</td>
<td>Signal</td>
<td></td>
<td></td>
</tr>
<tr>
<td>IH 35 NBFR and Driveway 1</td>
<td>Two-Way Stop</td>
<td>A (2.0)</td>
<td>A (0.5)</td>
</tr>
<tr>
<td>Oltorf Street and Driveway A</td>
<td>Two-Way Stop</td>
<td>A (9.6)</td>
<td>A (5.3)</td>
</tr>
</tbody>
</table>

Developer Recommended Transportation Improvements

The analysis by the applicant indicated a need to modify both the signal phasing and timing due to the anticipated growth in traffic volumes at the intersection of East Oltorf Street and Parker Lane. Due to the proximity of Oltorf Street and Burleson Road, the applicant recommended that this signal timing is also modified to match the revised operations proposed for the Parker Lane intersection (located approximately 400’ to the west).
The Austin Transportation Department staff recommended restriping the approaches of Parker Lane to permit removal of the split phasing signal operation. The TIA analysis confirmed this improved the overall traffic operations and therefore, removal of the split phase operation is included as a recommended mitigation measure. The table below provides a list of the proposed improvements:

Table 9 – List of recommended improvements to mitigate 1616 East Oltorf Street site traffic

<table>
<thead>
<tr>
<th>Intersection</th>
<th>Proposed Improvements</th>
<th>Pro-Rata Share</th>
</tr>
</thead>
<tbody>
<tr>
<td>Oltorf Street &amp; Burton Drive</td>
<td>• Install Traffic Signal (total cost estimate $250,000)</td>
<td>4.6% ($11,500)</td>
</tr>
<tr>
<td>Oltorf Street &amp; Parker Lane</td>
<td>• Traffic Signal Phasing &amp; Timing Modifications</td>
<td>100% ($7,000)</td>
</tr>
<tr>
<td></td>
<td>• Restripe Parker Lane &amp; remove split phasing</td>
<td></td>
</tr>
<tr>
<td>Oltorf Street &amp; Burleson Road</td>
<td>• Traffic Signal Timing Modifications</td>
<td>100% ($5,000)</td>
</tr>
<tr>
<td>Total proposed contribution</td>
<td></td>
<td>$23,500</td>
</tr>
</tbody>
</table>

Conclusions and Recommendations

While not all of the identified improvements necessary will be constructed as part of this site development, review staff are in agreement that the applicant’s percentage responsibility for the improvements is accurately presented. Therefore, staff recommends approval of this zoning application subject to the following conditions:

1) Prior to the 3rd Reading at City Council, the applicant shall post fiscal in the amount of $23,500 to cover a portion of the identified traffic control improvements below:
   a. Installation of a traffic signal at the intersection of Burton Drive/East Oltorf Street;
   b. Modification to the signal operations at East Oltorf Street/Parker Lane;
   c. Modification to the signal operations at East Oltorf Street/Burleson Road.

2) Development of this property should not vary from the approved uses, nor exceed the approved intensities and estimated traffic generation assumptions within the TIA document (dated January 4, 2017), including land uses, trip generation, trip distribution, traffic controls and other identified conditions.

3) The approvals and conditions stated in this TIA memorandum remain valid until January 20, 2022, after which revisions to the analysis or conditions may be required.

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

Thank you.

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

1616 East Oltorf Street – Zoning Application
C14 – 2016 – 0116
PUBLIC HEARING INFORMATION

This zoning/rezoning request will be reviewed and acted upon at two public hearings: before the Land Use Commission and the City Council. Although applicants and/or their agent(s) are expected to attend a public hearing, you are not required to attend. However, if you do attend, you have the opportunity to speak FOR or AGAINST the proposed development or change. You may also contact a neighborhood or environmental organization that has expressed an interest in an application affecting your neighborhood.

During its public hearing, the board or commission may postpone or continue an application's hearing to a later date, or may evaluate the City staff's recommendation and public input forwarding its own recommendation to the City Council. If the board or commission announces a specific date and time for a postponement or continuation that is not later than 60 days from the announcement, no further notice is required.

During its public hearing, the City Council may grant or deny a zoning request, or rezone the land to a less intensive zoning than requested but in no case will it grant a more intensive zoning.

However, in order to allow for mixed use development, the Council may add the MIXED USE (MU) COMBINING DISTRICT to certain commercial districts. The MU Combining District simply allows residential uses in addition to those uses already allowed in the seven commercial zoning districts. As a result, the MU Combining District allows the combination of office, retail, commercial, and residential uses within a single development.

For additional information on the City of Austin's land development process, visit our website: www.austintexas.gov/planning.

STUART FEILDO

I am in favor

234 PARKER LN

Your address(es) affected by this application

Stuart Feebo

Your Name (please print)

Signature

Daytime Telephone:

Date

Written comments must be submitted to the board or commission (or the contact person listed on the notice) before or at a public hearing. Your comments should include the board or commission's name, the scheduled date of the public hearing, and the Case Number and the contact person listed on the notice.

Case Number: C14-2016-0116
Contact: Andrew Moore, 512-974-7604
Public Hearing: December 13, 2016, Planning Commission
January 26, 2017, City Council

EVER SINCE LUBY'S CAFETERIA CEASED OPERATIONS, THIS SITE HAS BEEN AN EYE SORE, A DUMPING GROUND FOR REFUSE, AND A WAY STATION FOR TRANSIENT HOMELESS. I FULLY SUPPORT THE DEVELOPMENT OF THIS LOT TO A USEFUL PUBLIC PURPOSE AND THE REVITALIZATION OF OUR NEIGHBORHOOD.

If you use this form to comment, it may be returned to:
City of Austin
Planning & Zoning Department
Andrew Moore
P.O. Box 1088
Austin, TX 78767-8810
The EROC Contact Team agrees with the list of prohibited uses. However, the most frequent response was that drive-through services should be added to the list of prohibited uses. Drive-through services were prohibited in the ERC Plan in order to make the corridor more pedestrian friendly, and this concept should apply to the future Oltorf corridor also.

From: Will Marsh [mailto:WMarsh@ENDEAVOR-RE.com]
Sent: Monday, January 9, 2017 2:21 PM
To: Malcolm Yeatts <name@domain.com>; 'Sounhaly Outhavong' <name@domain.com>
Cc: 'Moore, Andrew' <Andrew.Moore@austintexas.gov>; 'SRCC President' <name@domain.com>
Subject: RE: C14-2016-0116

Malcom,

I wanted to follow up with you on my email below.

Per city staff’s request (Andy Moore, copied here), we have added “Equipment Repair Services” to the list of prohibited uses. A definition of this use is included here for your reference. An updated list reflecting this addition is attached to this email.

- EQUIPMENT REPAIR SERVICES use is the use of a site for the repair of trucks of one ton or greater capacity, tractors, construction equipment, agricultural implements, or similar heavy equipment. This use includes truck repair garages, tractor and farm implement repair services, and machine shops, but excludes dismantling and salvage activity.

Have you had the chance to review the list I sent last Wednesday with your group? If you are amenable, can you please reply to this email and let Andy Moore and myself know if you are in agreement with this list of prohibited uses?

Thank you,
Will

ENDEAVOR

Will Marsh, Principal
wmarch@endeavor-re.com

Endeavor Real Estate Group
500 West 5th Street, Suite 700 | Austin, TX 78701
From: Will Marsh
Sent: Wednesday, January 04, 2017 10:19 AM
To: Malcolm Yeatts; Souathlon Outhavong
Cc: Moore, Andrew; SRCC President
Subject: RE: C14-2016-0116

Malcolm,

Thanks again for giving me and Buck the opportunity to come speak with you guys a second time last night at the Ruiz Library.

Per our discussions last night, attached please find a list of prohibited uses that we are willing to include in this zoning case as a conditional overlay. The attached list differs from the one we left with you last night in that I have added three additional prohibited uses we are able to include in response to concerns raised at the meeting: Funeral Services, Kennels and Pet Services.

Please review with your team at your earliest convenience and let me know if you have any comments.

Best,
Will

**ENDEAVOR**

**Will Marsh, Principal**
wmarsh@endeavor-re.com

Endeavor Real Estate Group
500 West 5th Street, Suite 700 | Austin, TX 78701
D 512-682-5550
endeavor-re.com
Dear Chairman Oliver and Commissioners:

I appreciate Mr. Marsh and Mr. Cody adding several of the prohibited uses suggested by the EROC Contact Team to Endeavor’s proposed conditional overlay. However, I would prefer to have a project to support, but since there is no project, these are my concerns regarding the up-zoning request:

This property was removed from our neighborhood plan FLUM so that the area—City-designated as a future core transit corridor—would be redeveloped as a whole, not piecemeal in fits and starts, and the projects were expected to be mixed use.

Any zoning changes on this property should be for mixed-use and should not include uses or design features that are not appropriate for CTCs.

The existing CO prohibiting drive-thru fast food restaurants should be retained.

One concern is the potential loss of community benefits due to premature up-zoning.

Placeholder or land-banked properties often do more harm than good. What may be good for the property owner could slow down the redevelopment the neighborhood desires.

I am much more inclined to support a project that is specified as mixed-use, includes an affordable housing component, and more closely fits the design criteria of a CTC project.

Thank you for your consideration.

Sincerely,

/\s/ Toni House, EROC resident
Austin, TX 78741
Office: 512.615.1219

cc: Andrew Moore (Please add this email to the case file. Thank you.)