

Late Backup

Item # 84

P& Z Dept.

ZONING CHANGE REVIEW SHEET

CASE: C14-2016-0116 – 1616 E. Oltorf

P.C. DATE:

January 10, 2017

January 24, 2017

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

JANUARY 24, 2017: APPROVED GENERAL COMMERCIAL SERVICES – MIXED USE – CONDITIONAL OVERLAY (CS-MU-CO) WITH ADDED CONDITIONS, VOTE 11-0 [T. WHITE 1ST, J. SCHISLER 2ND, J. VELA, F. KAZI ABSENT].

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:

	ZONING	LAND USES
Site	GR-CO	Vacant
North	LR, LR-NP	Multifamily and office
East	LR	Multifamily
South	GR	Hotel/Motel and Church
West	LR	Gas Station

NEIGHBORHOOD PLANNING AREA: East Riverside/Oltorf Combined - Parker NPA
TIA or NTA: TIA

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

NUMBER	REQUEST	PLANNING COMMISSION	CITY COUNCIL
C14-99-0028	LR to GR-	Recommend GR-CO	Approved GR-CO

	CO	(CO – 2000 trips, restricted uses)	(7/22/99)
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CASE HISTORIES FOR SURROUNDING PROPERTIES

NUMBER	REQUEST	PLANNING COMMISSION	CITY COUNCIL
C14-05-0111 2211 S. I-35	LR to LR-NP	LR-NP	Approved LR-NP (11/16/2006)
C14-72-124 1706 E. Oltorf St.	O (office) to LR	LR	Approved LR (10/12/72)
C14-90-0034 1711 E. Oltorf St.	SF-3 to GR	GR	Approved GR 9/6/90

ABUTTING STREETS:

Name	ROW	Pavement	Classification	Sidewalks	Bike Route	Capital Metro (within ¼ mile)
E. Oltorf Street	87'	62'	Major Arterial Undivided/Divided 4 Lanes	Yes	Yes	Yes, 331

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

NPZ Comprehensive Planning Review - Kathleen Fox 512-974-7877

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)

TRACT ACRES	BLDG SQ.FT.	ZONING	LAND USE
2.161	4000	GR	Specialty Retail
	6000	GR	Fast Food w/o Drive - thru window
	5000	GR	Fast Food w/ Drive - thru window

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 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 promotes 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

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.

NPZ Environmental Review - Mike McDougal 512-974-6380

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:

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

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
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- 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

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:

Name	ROW	Pavement	Classification	Sidewalks	Bike Route	Capital Metro (within ¼ mile)
E. Oltorf Street	90'-65'	54'	MAU/MAD4	Yes	Yes	Yes, Bus #331

NPZ Austin Water Utility Review – Neil Kepple – 512-972-0077

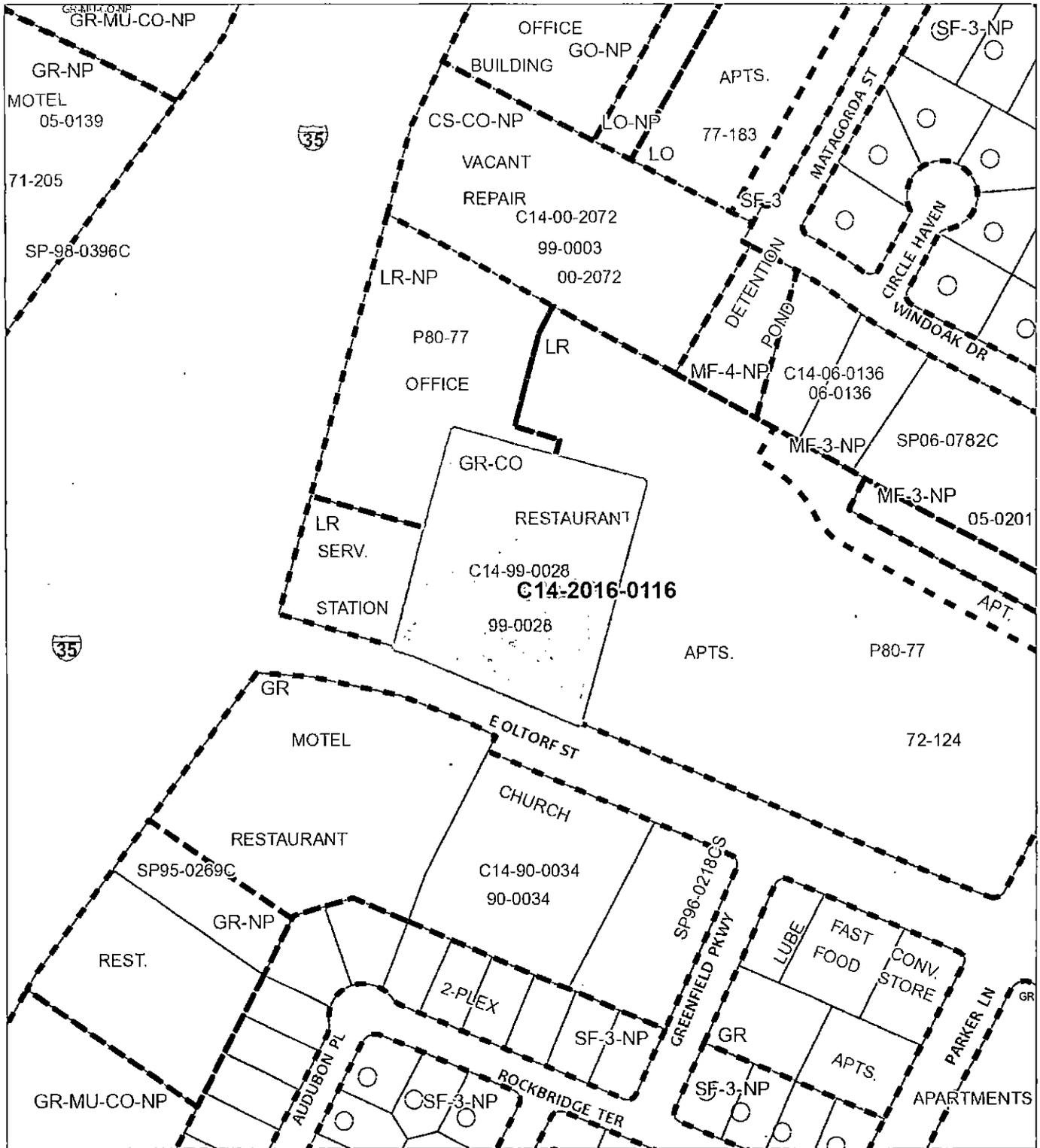
FYI: The landowner intends to serve the site with City of Austin water and wastewater utilities. The landowner, at own expense, will be responsible for providing any water and wastewater utility improvements, offsite main extensions, water or wastewater easements, utility relocations and or abandonments 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 tap and impact fees once the landowner makes an application for Austin Water utility tap permits.

Storm Water Detention

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.



ZONING

ZONING CASE#: C14-2016-0116

-  N
-  Subject Tract
-  Pending Case
-  Zoning Boundary
-  Railroads

100 200 Feet

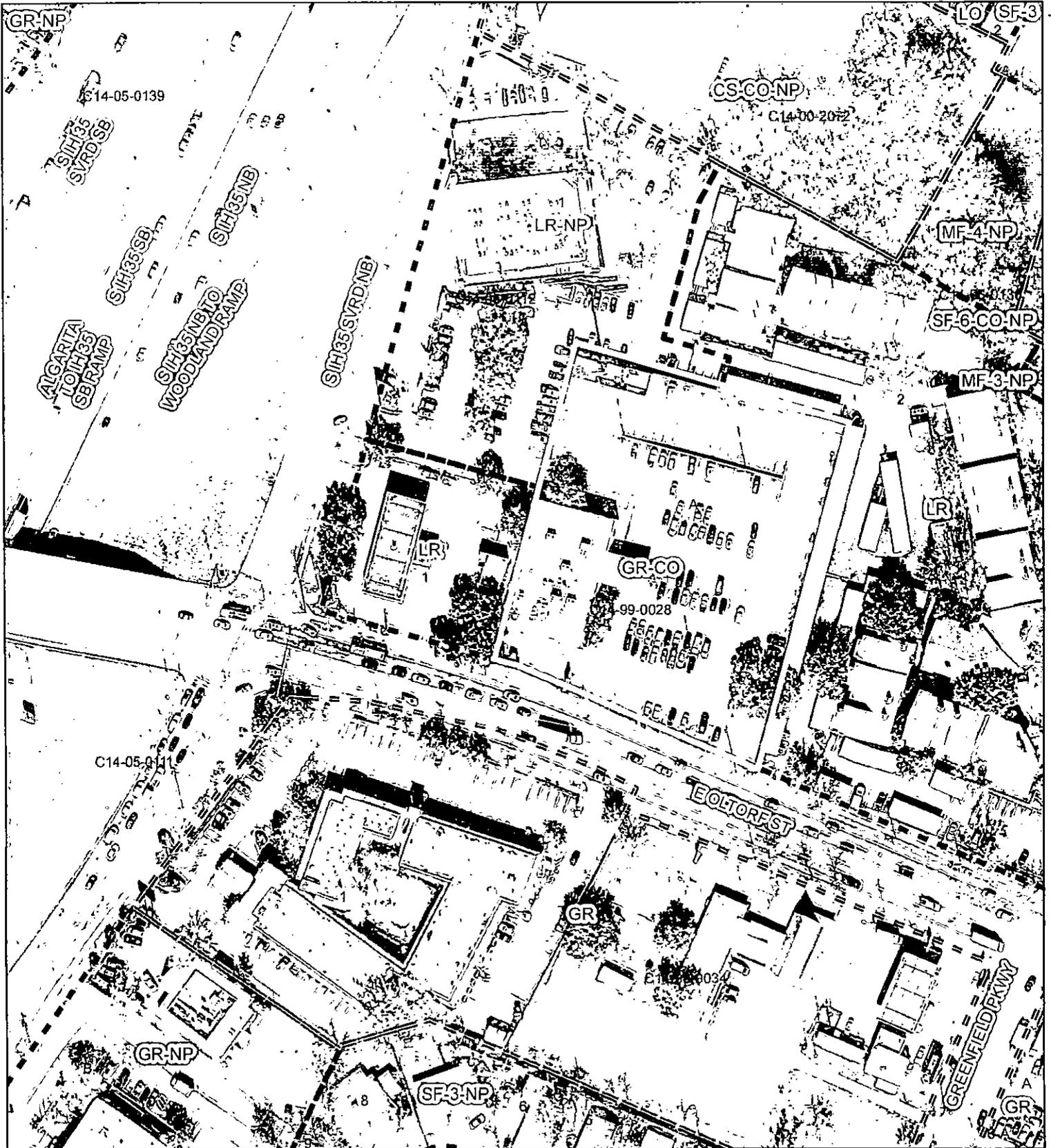
1" = 200'

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

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



SUBJECT TRACT

ZONING BOUNDARY

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.





MEMORANDUM

TO: Andrew Moore, Case Manager
Planning and Zoning Department

FROM: *Sjg* 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 1 – Unadjusted Site Estimated Daily and Peak Hour Trips

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

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

Land Use (ITE Code)	Intensity	24-Hour Two-Way Volume	AM Peak Hour			PM Peak Hour		
			Enter	Exit	Total	Enter	Exit	Total
Special Retail (826)	4000 SF	168	2	1	4	13	17	30
Fast Food w/o drive-thru (933)	6000 SF	596	128	85	213	57	55	112
Fast Food w/ drive-thru	5000 SF	1,885	94	90	184	57	60	117
Totals		2,650	223	176	401	127	132	259

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

Roadways	AM – Percentage		PM - Percentage	
	Enter	Exit	Enter	Exit
East Oltorf (west)	20%	25%	31%	22%
East Oltorf (east)	20%	18%	22%	29%
IH 35 NBFR	29%	29%	13%	13%
Parker Lane (north)	4%	12%	10%	7%
Parker Lane (south)	9%	5%	8%	10%
Burleson Road (south)	14%	6%	10%	11%
Burton Road (north)	4%	4%	5%	7%

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

Level of Service	Signalized Intersection: Average Total Delay (Sec/Veh)	Unsignalized Intersection: Average Total Delay (Sec/Veh)
A	≤10	≤10
B	>10 and ≤20	>10 and ≤15
C	>20 and ≤35	>15 and ≤25
D	>35 and ≤55	>25 and ≤35
E	>55 and ≤80	>35 and ≤50
F	>80	>50

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)

Intersection	Traffic Control Type	AM Peak	PM Peak
		LOS (delay)	LOS (delay)
Parker Lane and E. Oltorf Street	Signal	E (57.8)	D (53.0)
Burleson Road and E. Oltorf Street	Signal	C (33.7)	B (17.9)
Burton Drive and E. Oltorf Street	Stop controlled	A (2.4)	A (3.9)
IH 35 NBFR and Driveway 1	Two-Way Stop	A (1.0)	A (0.2)
Oltorf Street and Driveway 2	Two-Way Stop	A (0.2)	A (0.1)
Oltorf Street and Driveway 3	Two-Way Stop	A (0.2)	A (0.1)

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)

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

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

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

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

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

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

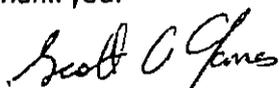
Intersection	Proposed Improvements	Pro-Rata Share
Oltorf Street & Burton Drive	• Install Traffic Signal (total cost estimate \$250,000)	• 4.6% (\$11,500)
Oltorf Street & Parker Lane	• Traffic Signal Phasing & Timing Modifications • Restripe Parker Lane & remove split phasing	• 100% (\$7,000)
Oltorf Street & Burleson Road	• Traffic Signal Timing Modifications	• 100% (\$5,000)
	Total proposed contribution	\$23,500

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

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.

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

STUART FELLO

Your Name (please print)

I am in favor
 I object

2314 PARKER LN

Your address(es) affected by this application

Stuart Fello

Signature

12/5/16

Date

Daytime Telephone: [REDACTED]

Comments: 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

From: [Malcolm Yeatts](#)
To: "Will Marsh"; "Sounthaly Outhavong"
Cc: [Moore, Andrew](#); "SRCC President"
Subject: RE: C14-2016-0116
Date: Monday, January 09, 2017 8:50:12 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)

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 <[REDACTED]>; 'Sounthaly Outhavong' <[REDACTED]>
Cc: 'Moore, Andrew' <Andrew.Moore@austintexas.gov>; 'SRCC President' <[REDACTED]>
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



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



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From: Will Marsh

Sent: Wednesday, January 04, 2017 10:19 AM

To: Malcolm Yeatts <[REDACTED]>; 'Sounthaly Outhavong' <[REDACTED]>

Cc: 'Moore, Andrew' <Andrew.Moore@austintexas.gov>; 'SRCC President' <[REDACTED]>

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 in 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



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



[Click for legal disclaimer](#)

From: Malcolm Yeatts <[REDACTED]>

From: Toni
To: Zaragoza, Nuria - BC; White, Trinity - BC; Wilson, Michael - BC; Shieh, James - BC; Kazi, Fayez - BC; Thompson, Jeffrey - BC; Mathias, Jayme - BC; McGraw, Karen - BC; Nuckols, Tom - BC; PineyroDeHoyos, Angela - BC; Seeger, Patricia - BC; Vela, Jose - BC
Cc: Moore, Andrew
Subject: Case No. C14-2016-0116 - 1616 E. Oltorf; Jan. 10, 2016 PC Agenda
Date: Monday, January 09, 2017 10:57:42 PM

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.)