

ZONING CHANGE REVIEW SHEET**CASE:** C14-2017-0028 (Great Hills Mixed Use)**Z.A.P. DATE:** October 3, 2017**ADDRESS:** 9828 Great Hills Trail and 10224 Research Boulevard**DISTRICT AREA:** 10**OWNER/APPLICANT:** Great Hills Retail, Inc.**AGENT:** Drenner Group, PC (Amanda Swor)**ZONING FROM:** GR, LO**TO:** CS-MU-V**AREA:** 17.232 acres**SUMMARY STAFF RECOMMENDATION:**

The staff's recommendation is to grant CS-MU-V, General Commercial Services-Mixed Use-Vertical Mixed Use Building Combining District, zoning.

If the requested zoning is granted, then 200 feet of right-of-way should be dedicated from the existing centerline of Research Boulevard through a street deed prior to third reading of this case at City Council in accordance with the Transportation Plan.

In addition, the site development should be limited to uses and intensities that will not exceed or vary from the projected traffic conditions assumed in the final TIA (Big Red Dog Engineering – May 7, 2017) through a public restrictive covenant that will be recorded prior to third reading of this case at City Council. The TIA recommendations are included as Attachment A to this report.

ZONING AND PLATTING COMMISSION:**DEPARTMENT COMMENTS:**

The property in question is a 17+ acre parcel of land located between Great Hills Trail to the south, the U. S. Highway 183 (Research Boulevard) frontage road to the east and Jollyville Road to the west. The site is currently developed with a retail center, a movie theater, restaurants and a financial services use. The applicant is requesting a rezoning of the property from GR and LO zoning to CS-MU-V zoning to redevelop the property with multifamily (372 apartment units), retail and restaurant uses. The applicant is applying for V, Vertical Mixed Use Building, as this tract of land is located on a Future Core Transit Corridor (Jollyville Road from Great Hills Trail to U. S. Highway 183).

The staff recommends CS-MU-V zoning for this tract of land because the site contains existing commercial uses that are surrounded by office and commercial uses/zoning to the north, south, east, and west. The property fronts and takes access to a major arterial roadway, U.S. Highway 183 North, and is located on a designated Activity Corridor and a Future Core Transit Corridor in the Imagine Austin Comprehensive Plan.

The applicant agrees with the staff's recommendation.

EXISTING ZONING AND LAND USES:

	ZONING	LAND USES
<i>Site</i>	GR, LO	Retail Center (Modern Market, Petco, Sleep Experts , T J Maxx, Pier 1, Hallmark, etc.), Restaurant Uses (Firebowl Café, Macaroni Grill, Manuel's, La Madeline), Indoor Entertainment (Arbor Movie Theater), Financial Services (Wells Fargo Bank)
<i>North</i>	LO-CO, GR-CO	Automotive Washing (Arbor Car Wash), Personal Improvement Services (24 Hour Fitness)
<i>South</i>	GR, CS, CS-1	Restaurants (Brio Tuscan Grill, Blue Baker, Estancia Churrascaria Brazilian Steakhouse), Arboretum at Great Hills Retail Center, Renaissance Hotel
<i>East</i>	NBG-NP	U.S. Highway 183/ Research Boulevard
<i>West</i>	MF-3-CO, GR-CO, GR	Hardrock Canyon Apartments, Restaurant (PF Chang's), Arboretum Market Retail Center

AREA STUDY: Jollyville Road Area Study**TIA:** Required**WATERSHED:** Walnut Creek**DESIRED DEVELOPMENT ZONE:** Yes**CAPITOL VIEW CORRIDOR:** N/A**HILL COUNTRY ROADWAY:** N/A**NEIGHBORHOOD ORGANIZATIONS:**

Austin Heritage Tree Foundation
 Austin Independent School District
 Bull Creek Foundation
 Bike Austin
 Friends of Austin Neighborhoods
 Homeless Neighborhood Association
 Long Canyon Homeowners Association
 Mountain Neighborhood Association (MNA)
 Neighborhoods of North Austin (NONA)
 North Oaks Neighborhood Association
 Northwest Austin Coalition
 North Burnet/Gateway Neighborhood Plan
 NW Austin Working Group
 SELTEXAS
 Sierra Club, Austin Regional Group
 TNR BCP – Travis County Natural Resources

CASE HISTORIES:

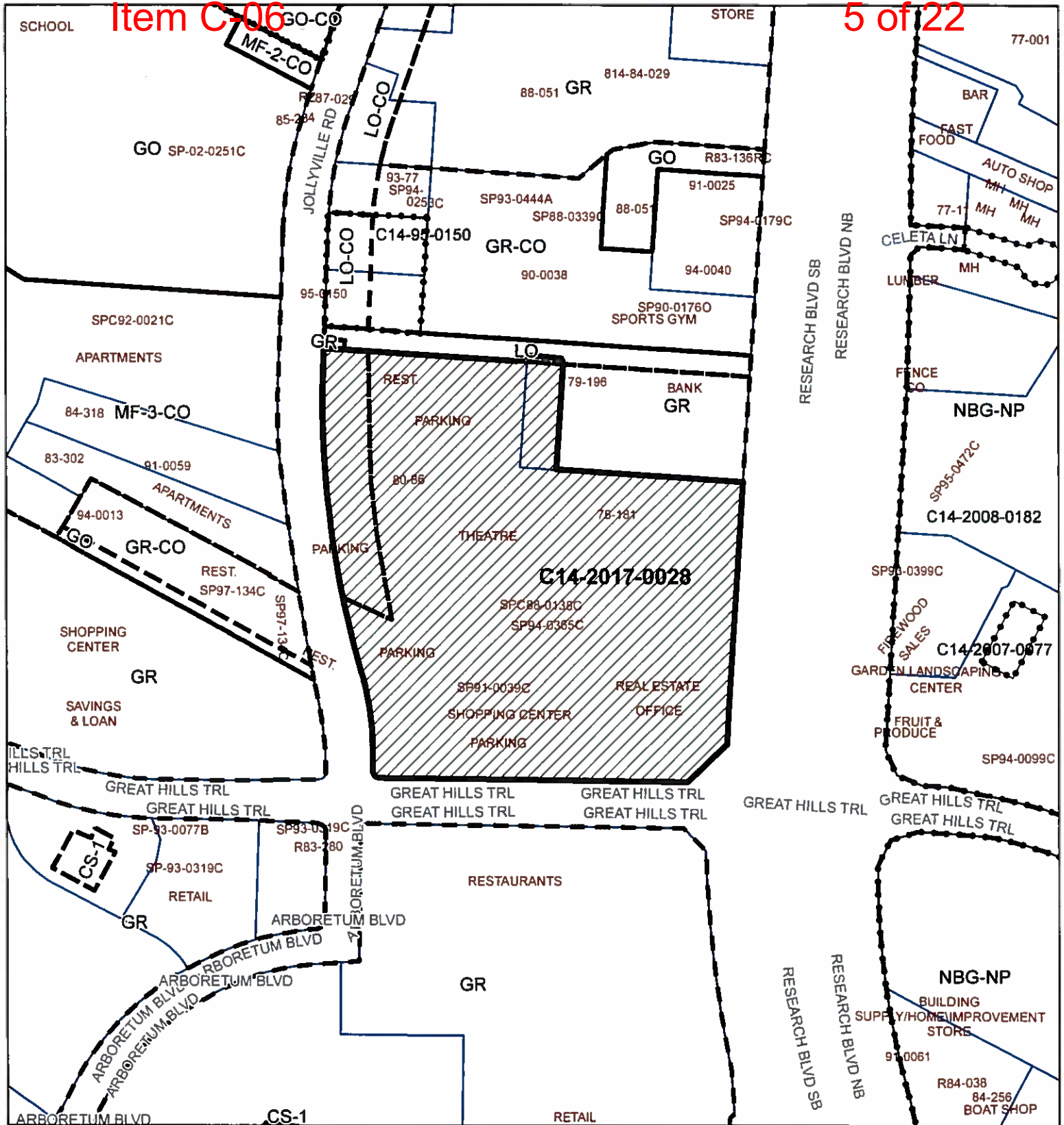
NUMBER	REQUEST	COMMISSION	CITY COUNCIL
C14-05-0182 (Cox Office Supply: 10938 Research Boulevard)	SF-2 to CS	11/15/05: Approved staff's recommendation for CS-CO zoning with additional conditions prohibiting Pawn Shop Services and Adult Oriented Businesses (7-0, J. Martinez, J. Gohil-absent); K. Jackson-1 st , M. Hawthorne-2 nd .	12/15/05: Approved CS-CO, with CO to limit the site to 2,000 vtpd and prohibiting Pawn Shop Services and Adult Oriented Businesses, zoning by consent (7-0); all 3 readings
C14-01-0127	LO-CO to GR	10/30/01: Approved LR-CO zoning with the condition of a 30-foot setback for structures from the property line along Jollyville Road (7-1, D. Castaneda-Nay, N. Spelman-Absent)	11/29/01: Approved LR-CO with conditions on 1 st reading (7-0) 11/29/02: Case Expired
C14-96-0107	MF-2 to GO-CU	7/09/96: Directed staff to initiate rezoning from MF-2 to GO-CO (8-0) 9/24/96: Approved staff recommendation of GO-CO (7-0)	10/24/96: Approved PC recommendation of GO-CO (6-0), all 3 readings
C14-94-0040	GO to GR	4/26/94: Approved staff alternate rec. of GR-CO (5-0) with adjusted FAR for restaurant (general)	5/26/94: Approved GR-CO (4-0-1), 1 st reading 6/08/94: Approved GR-CO (4-0-1, GG-abstain); 2 nd reading 6/09/94: Approved GR-CO (4-0-1, GG-abstain); 3 rd reading
C14-93-077	GO to GR	7/27/93: Approved staff alternate rec. of GR-CO by consent (7-0)	8/05/93: Approved GR-CO w/ conditions (5-0-1, GG-abstain), all 3 readings
C14-91-0040	GR to CS-1	6/11/91: Approved CS-1	7/11/91: Approved CS-1, all 3 readings
C14-90-0038	GR to CO	8/07/90: Approved GR-CO (6-0-2, HG/ CV-abstain)	9/06/90: Approved GR-CO w/ conditions (6-0), all 3 readings
C14-88-022	LO to GR	11/08/99: Grant w/ conditional overlay	12/08/88: Approved LO-CO, GR-CO (5-0), 1 st reading 5/25/89: Approved LO-CO, GR-CO (5-0), 2 nd / 3 rd readings
C14-82-068	I-AA to C	To grant "O" Office (TR:1) and "C" Commercial (TR:2), 1 st H&A, as amended (5-0) consent	8/05/82: Approved O (TR:1) & C (TR:2), 1 st H&A, 1 st reading 8/26/82: Approve O (TR:1) & C (TR:2), 1 st H&A, 3 rd reading

RELATED CASES: There are no pending related cases.

ABUTTING STREETS:






Name	ROW	Pavement	Classification	Sidewalks	Bike Route	Capital Metro (within ¼ mile)
Research Blvd (US 183)	364 ft.	340 ft.	Highway	No	Yes, shared lane	Yes
Jollyville Road	100 ft.	75 ft.	Arterial	Yes	Yes, bike lane,	Yes
Great Hills Trails	100 ft.	75 ft.	Arterial	Yes	Yes, shared lane	Yes

CITY COUNCIL DATE: November 2, 2017**ACTION:****ORDINANCE READINGS:** 1st2nd3rd**ORDINANCE NUMBER:****CASE MANAGER:** Sherri Sirwaitis**PHONE:** 512-974-3057,
sherri.sirwaitis@austintexas.gov



ZONING

Case#: C14-2017-0028

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

0 200 Feet

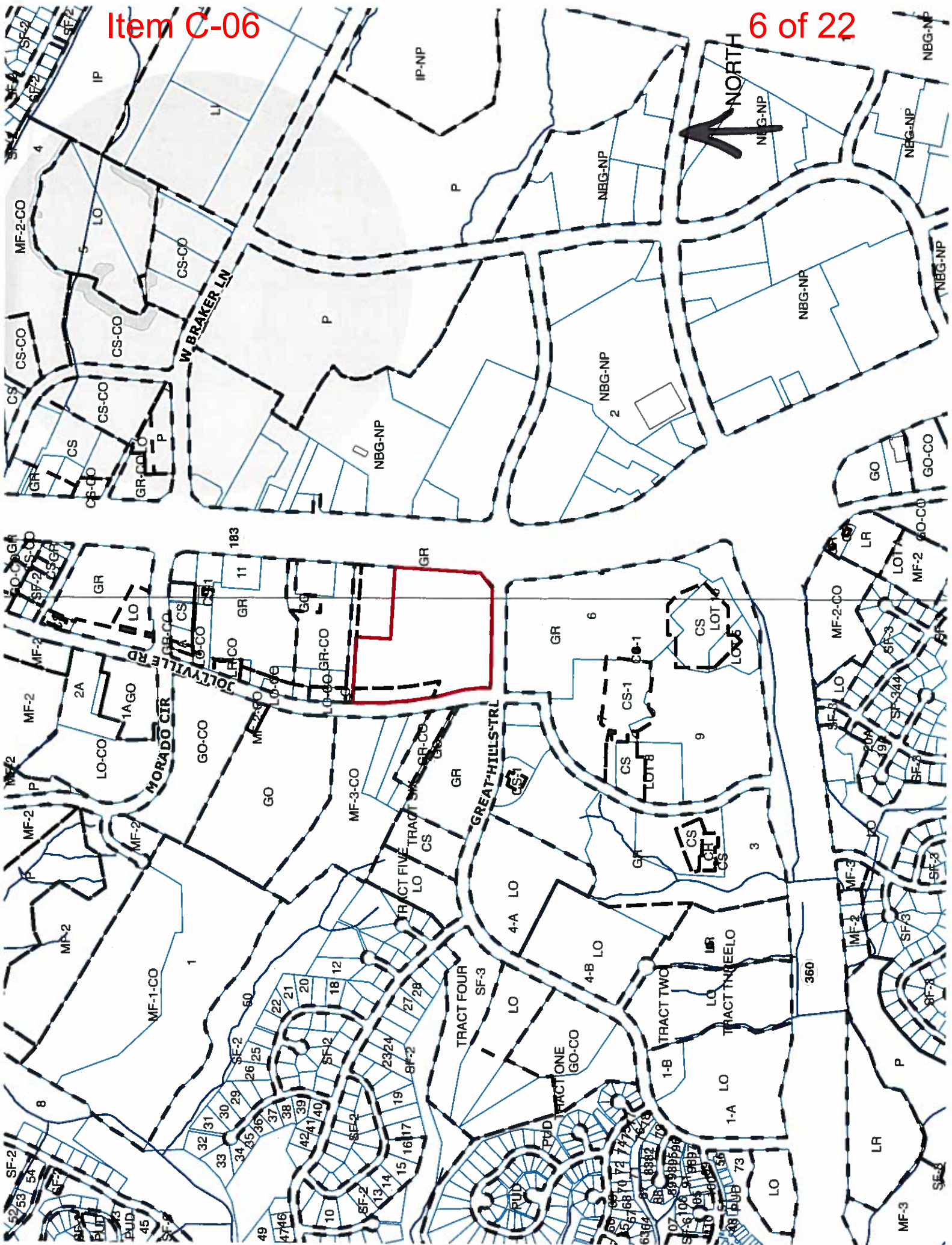
1" = 300'

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 the Planning and Zoning Department for the sole purpose of geographic reference. No warranty is made by the City of Austin regarding specific accuracy or completeness.



Created: 3/22/2017





STAFF RECOMMENDATION

The staff's recommendation is to grant CS-MU-V, General Commercial Services-Mixed Use-Vertical Mixed Use Building Combining District, zoning.

If the requested zoning is granted, then 200 feet of right-of-way should be dedicated from the existing centerline of Research Boulevard through a street deed prior to third reading of this case at City Council in accordance with the Transportation Plan.

In addition, the site development should be limited to uses and intensities that will not exceed or vary from the projected traffic conditions assumed in the final TIA (Big Red Dog Engineering – May 7, 2017) through a public restrictive covenant that will be recorded prior to third reading of this case at City Council. The TIA recommendations are included as Attachment A to this report.

BASIS FOR RECOMMENDATION

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

General commercial services (CS) district is the designation for a commercial or industrial use of a service nature that has operating characteristics or traffic service requirements that are incompatible with residential environments.

The purpose of a mixed use (MU) combining district is to allow office, retail, commercial, and residential uses to be combined in a single development.

The purpose of a vertical mixed use (VMU) overlay district is to allow the development of vertical mixed use (VMU) buildings, subject to compliance with the standards in Section 4.3.

- 2. The proposed zoning should promote consistency and orderly planning.*

The proposed CS-MU-V zoning would be compatible and consistent with the adjacent uses because this tract of land is surrounded by multifamily, office and commercial uses/zoning to the north, south, east, and west. The property in question is located on a designated Activity Corridor and within a Future Core Transit Corridor in the Imagine Austin Comprehensive Plan.

- 3. The proposed zoning should allow for a reasonable use of the property.*

The CS-MU-V combining district would allow for a fair and reasonable use of the site. CS-MU-V zoning is appropriate for this location because of the commercial character of the area.

The proposed rezoning will allow the applicant to develop a mixture of commercial and high density residential uses at this location with access to a freeway and two arterial roadways.

EXISTING CONDITIONS

Site Characteristics

The site under consideration is currently developed with retail center, a movie theater, restaurants and a financial services use.

Hill Country Roadway

The site is not within a Hill Country Roadway Corridor.

Comprehensive Planning

This zoning case is located on the northeast corner of Jollyville Road, Great Hills Trail, (and Research Blvd. to the east), on a 17.23 acre parcel that contains a large retail center, which includes retail uses, several restaurants, a bank, and a movie theater. This case is not located within the boundaries of an area that has a neighborhood plan. The proposed use is to go from retail/commercial to vertical mixed use and retail. The proposed number of residential units is 362 (see chart below)

PROPOSED:

TRACT NUMBER	TRACT ACRES	INTENSITY	ZONING	LAND USE
1	20,180	362 units		Apartments
2		10,200 SF		Specialty Retail Center
3		11,200 SF		High-Turnover Restaurant
4		5,000 SF		Fast Food w/ Drive-Through

Connectivity: The property abuts three major streets, with public sidewalks located on Great Hills Trail and Jollyville Road but not on Research Blvd. A CapMetro Transit stop is located along Jollyville Road and on Great Hills Trail, across the street from the subject property. The Walkscore for this site is 70/100, meaning the area is very walkable, with most errands being able to be accomplished on foot.

Imagine Austin

The Imagine Austin Growth Concept Map, found in the Imagine Austin Comprehensive Plan (IACP) identifies this project as being located along an **Activity Corridor and adjacent to a the North Burnet/Gateway Regional Center**. Activity Corridors are intended to allow people to reside, work, shop, access services, people watch, recreate, and hang out without traveling far distances. The following Imagine Austin policies are applicable to this project:

- **LUT P1.** Align land use and transportation planning and decision-making to achieve a compact and connected city in line with the growth concept map.
- **LUT P3.** Promote development in **compact centers, communities, or along corridors** that are connected by roads and transit that are designed to encourage walking and bicycling, and reduce health care, housing and transportation costs.
- **HN P10.** Create **complete neighborhoods** across Austin that have a mix of housing types and land uses, affordable housing and transportation options, and access to schools, retail, employment, community services, and parks and recreation options.

Based upon this property being: (1) situated along a **Activity Corridor** as designated on the Growth Concept Map, which supports commercial and mixed use; and (2) the Imagine Austin policies referenced above that supports a variety of development, including mixed use, this project appears to be supported by Imagine Austin.

Impervious Cover

The maximum impervious cover allowed by the CS zoning district would be 95 %. However, because the Watershed impervious cover is more restrictive than the CS zoning district's allowable impervious cover, the impervious cover on this site would be limited by the watershed ordinance.

The site is located over the Edwards Aquifer Recharge Zone. The site is in the Walnut Creek Watershed and the Bull Creek Watershed, which are classified as a Suburban Watershed (Desired Development Zone) and a Water Supply Suburban Watershed (Drinking Water Protection Zone), respectively, by Chapter 25-8 of the City's Land Development Code.

In the Suburban Watershed portion of the property, development or redevelopment on this site will be subject to the following impervious cover limits:

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

In the Water Supply Suburban portion of the property, development or redevelopment on this site will be subject to the following impervious cover limits:

<i>Development Classification</i>	<i>% of Net Site Area</i>	<i>% NSA with Transfers</i>
One or Two Family Residential	30%	40%
Multifamily Residential	40%	55%
Commercial	40%	55%

Environmental

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.

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.

Under current watershed regulations, development or redevelopment requires water quality control with increased capture volume and control of the 2 year storm on site.

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.

Site Plan

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

Stormwater 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 stormwater runoff will be mitigated through on-site stormwater detention ponds, or participation in the City of Austin Regional Stormwater Management Program, if available.

Transportation

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.

This project is adjacent to a street where the curb is proposed to be moved to achieve superior bicycle facilities (Jollyville Road). Staff will contact Nathan Wilkes, Bicycle Program, ATD for guidance for the proper alignment.

The Austin Metropolitan Area Transportation Plan calls for a total of 400 feet of right-of-way for Research Blvd. If the requested zoning is granted, then 200 feet of right-of-way should be dedicated from the existing centerline of Research Blvd. in accordance with the Transportation Plan. [LDC, Sec. 25-6-51 and 25-6-55).

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

Janae Ryan, 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.

According to the Austin 2014 Bicycle Plan approved by Austin City Council in November, 2014, a protected bike lane is recommended for Great Hills Trail, a protected bike is recommended for Jollyville Road, and an urban trail is recommended for Research Blvd.

FYI – Per Ordinance No. 20170302-077, off-site transportation improvements and mitigations may be required at the time of site plan application.

FYI – Jollyville Road, Great Hills Trail, and Research Blvd. are major arterials or freeway as indicated within the Austin Metropolitan Area Transportation Plan. Proposed sidewalks, driveways, right-of-way, etc. shall comply with the current LDC and TCM requirements and may require additional review and approval by Austin Transportation Department and Texas Department of Transportation at the time of site plan application.

FYI - Changes to the proposed project (as shown on the TIA Determination worksheet and TIA scope) at the time of the site plan application require a new TIA determination and may result in revisions or addendums to the TIA.

Existing Street Characteristics:

Name	ROW	Pavement	Classification	Sidewalks	Bike Route	Capital Metro (within ¼ mile)
Research Blvd (US 183)	364 ft.	340 ft.	Highway	No	Yes, shared lane	Yes
Jollyville Road	100 ft.	75 ft.	Arterial	Yes	Yes, bike lane,	Yes
Great Hills Trails	100 ft.	75 ft.	Arterial	Yes	Yes, shared lane	Yes

Water and Wastewater

The landowner intends to serve the site with City of Austin water and wastewater utilities. The landowner, at own expense, will be responsible for providing any water and wastewater utility improvements, offsite main extensions, utility relocations and or abandonments required by the land use. The water and wastewater utility plan must be reviewed and approved by Austin Water for compliance with City criteria and suitability for operation and maintenance. Depending on the development plans submitted, water and or wastewater service extension requests may be required. All water and wastewater construction must be inspected by the City of Austin. The landowner must pay the City inspection fee with the utility construction. The landowner must pay the tap and impact fee once the landowner makes an application for a City of Austin water and wastewater utility tap permit.

DRENNER GROUP

March 16, 2017

Mr. Greg Guernsey
Planning and Zoning Department
City of Austin
505 Barton Springs Road
Austin, TX 78704

Via Hand Delivery

Re: Great Hills Mixed-Use – Rezoning application for the 17.232 acre piece of property located at 9828 Great Hills Trail and 10224 Research Boulevard in Austin, Travis County, Texas (the “Property”)

Dear Mr. Guernsey:

As representatives of the owner of the Property, we respectfully submit the enclosed zoning application package. The project is titled Great Hills Mixed-Use and consists of 17.232 acres located at 9828 Great Hills Trail and 10224 Research Boulevard. This request is to rezone the Property from GR, Community Commercial and LO, Limited Office to CS-MU-V, General Commercial Services-Mixed Use-Vertical Mixed Use.

The Property is located within the Full Purpose Jurisdiction of the City of Austin. Additionally, the Property is not located within a City of Austin Neighborhood Planning Area.

The Property is bound by three major roadways US 183, Great Hills Trail and Jollyville Road. The zoning to the east of the property is NBG, North Burnet Gateway, while the zoning to the north, south and west is a mix of CS, GO, MF-3, LO and GR. The requested rezoning will allow for the addition of a residential use which is consistent with surrounding land uses.

In conjunction with the rezoning request a Traffic Impact Analysis (“TIA”) is provided for your review. The TIA encompasses the portion of the Property situated in the northwest corner of the Property. The area included in the TIA will encompass the first phase of development. Due to existing leases, the remainder of the property will not redevelop for several years. At the time of site development permit for the remainder of the property, should the proposed uses exceed the existing vehicle trips per day, a TIA addendum will be provided to include the additional site area.

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.

Very truly yours



Amanda Swor
Drenner Group

cc: Jerry Rusthoven, Planning and Development Review Department *(via electronic delivery)*
Sherri Sirwaitis, Planning and Development Review Department *(via electronic delivery)*



MEMORANDUM

TO: Sherri Sirwaitis, Case Manager
Development Services Department

FROM: Mehrnaz Mehraein, EIT *M.M*
Scott A. James, P.E., PTOE
DSD/Land Use Review

DATE: August 24, 2017

SUBJECT: Traffic Impact Analysis for Great Hills Market
Zoning application C14-2017-0028

Staff from the Development Services and Austin Transportation Departments have reviewed the Traffic Impact Analysis dated May 7, 2017 for the Great Hills Market project, submitted by Big Red Dog Engineering Consultant. The project site is located in the block bordered by Great Hills Trail to the south, US 183 Southbound Frontage Road (SBFR) to the east, Jollyville Road to the west, and a private drive to the north in the City of Austin, Travis County, Texas. The applicant is proposing to rezone property from GR and LO to CS-MU-V to allow for up to 372 apartment units, 10,134 square feet of specialty retail, and 16,220 square feet of high-turnover restaurant. Three access driveways are proposed: on Jollyville Road, Great Hills Trail and US Highway 183, respectively. The proposed completion date is 2020.

Surrounding Roadways

US 183 (Research Boulevard) is a freeway with northbound and southbound frontage Roads (NBFR & SBFR) which serve as major collectors. Both the northbound and southbound US 183 frontage roads have three through lanes, with additional turn lanes at the intersections of Great Hills Trail and Braker Lane. The posted speed limit on the frontage roads is 50 miles per hour (MPH). There are no bicycle facilities along the frontage Roads near the project site.

Jollyville Road is a five-lane minor arterial roadway with a center left-turn lane north of Great Hills Trail and has a posted speed limit of 45 MPH. There are sidewalks on both sides of Jollyville Road and bicycle facilities on both sides of Jollyville Road north of Great Hills Trail.

Great Hills Trail is a four-lane divided minor arterial roadway between Stonelake Boulevard and Capital of Texas Highway, with dedicated turn lanes at the intersections. The posted speed limit along Great Hills Trail is 35 MPH. There are sidewalks on both sides of Great Hills Trail. No bicycle facilities are on Great Hills Trail.

Braker Lane is a six-lane, principal arterial roadway with additional turn lanes at the intersections east of US 183, and a four-lane major collector roadway (with additional turn lanes) west of US 183. In the vicinity of the project, sidewalks exist on both sides of Braker Lane. Bicycle facilities also exist on both sides of Braker Lane, but starting only from the east of the Jollyville Road intersection.

Trip Generation Estimates

Based on the ITE Trip Generation Manual, 9th Edition, the proposed development will generate approximately 3,349 new daily trips per day (vpd) with 361 trips occurring during the AM peak hour, and 361 occurring during the PM peak hour. As shown in Table 1, the existing land uses currently generate approximately 3,704 daily trips, as well as 179 AM peak hour trips and 464 PM peak hour trips. With the movie theater removed and the new proposed land uses in place, the site would generate a total of 7,053 external vehicle trips, with 540 trips during the AM peak hour and 705 trips during the PM peak hour.

Table 1 – Estimate of weekday Peak Hour trip generation- Unadjusted								
Land Uses (ITE Code)	Intensity	Daily Trip	AM Peak			PM Peak		
			In	Out	Total	In	Out	Total
Existing to be Removed								
Movie Theatre without Matinee (443)	7 Screens	1,540	-	-	-	69	99	168
Subtotal		1,540	-	-	-	69	99	168
Existing to Remain								
High-Turnover Restaurant (932)	5,363 SF	682	32	26	58	32	21	53
Drive-in Bank (912)	10,000 SF	1,482	69	52	121	122	121	243
Subtotal		2,164	101	78	179	154	142	296
Total Existing Trip Generation		3,704	101	78	179	223	241	464
New Development Proposed								
Apartment (220)	372 DU	2,378	37	149	186	144	78	222
Specialty Retail Center (826)	10,134 SF	449	-	-	-	12	15	27
High-Turnover Restaurant (932)	16,220 SF	2,062	96	79	175	96	64	160
Proposed Subtotal		4,889	133	228	361	252	157	409
Total Future Trip Generation		7,053	234	306	540	406	299	705
New Trip Generation		3,349	133	228	361	183	58	241

According to the scoping document, 5 percent internal capture and 3 percent transit trips, walking, or bike reductions are permitted. A 30 percent pass-by traffic reduction for the restaurant were allowed in the analysis. Table 2 summarizes the estimated adjusted trip generation for the project for a typical weekday.

Table 2 – Estimate of weekday Peak Hour trip generation- Adjusted								
Land Uses (ITE Code)	Intensity	Daily Trip	AM Peak			PM Peak		
			In	Out	Total	In	Out	Total
Existing to be Removed								
Movie Theatre without Matinee (443)	7 Screens	1,419	-	-	-	64	91	155
Subtotal		1,419	-	-	-	64	91	155
Existing to Remain								
High-Turnover Restaurant (932)	5,363 SF	534	29	24	53	21	13	34
Drive-in Bank (912)	10,000 SF	1,161	64	48	112	79	78	157
Subtotal		1,695	93	72	165	100	91	191
Total Existing Trip Generation		3,114	93	72	165	164	182	346
New Development Proposed								
Apartment (220)	372 DU	2,191	34	138	172	133	72	205
Specialty Retail Center (826)	10,134 SF	290	-	-	-	8	10	18
High-Turnover Restaurant (932)	16,220 SF	1,615	89	73	162	62	41	103
Proposed Subtotal		4,096	123	211	334	203	123	326
Total Future Trip Generation		5,791	216	283	499	303	214	517
New Trip Generation		2,677	123	211	334	139	32	171

Data Collection

For this study, weekday AM and PM peak period turning movement counts were collected on Thursday, January 26, 2017 when public schools were in session.

Trip Distribution

Table 3 below presents how the site generated traffic was assigned to the surrounding public streets. These percentages were used to determine the impact of the project development proposal upon the adjacent roadway network.

Table 3 – Site Trip Distribution		
Direction	Percentage	
	Enter	Exit
US 183 (North)	20%	30%
US 183 (South)	15%	15%
Great Hills Trail (West)	15%	10%
Great Hills Trail (East)	10%	5%
Braker Lane (East)	25%	20%
Jollyville Road (North)	10%	15%
Arboretum Blvd. (South)	5%	5%
Total	100%	100%

Traffic Analysis Methodology

The following table presents the Highway Capacity Manual (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 –Level of Service as defined by HCM		
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 below presents a summary of the analysis performed within the TIA, for the existing and future 2020 "No Build" conditions. It provides both the calculated estimated delays (in seconds per vehicle) for the AM and PM peak travel periods, and the corresponding LOS rating for each intersection studied for this site plan application:

Table 5- Intersection Level of Service and Delay								
Intersections	Existing				2020 No Build			
	AM		PM		AM		PM	
	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
Great Hills Trail and Jollyville Road/Arboretum Boulevard	C	29.8	D	50	C	29.8	D	52.5
Great Hills Trail and US 183 Southbound Frontage Road	E	57.7	C	28	E	64.4	C	28.9
Great Hills Trail and US 183 Northbound Frontage Road	C	30.7	D	39.1	C	30.8	D	40.2
Braker Lane and US 183 Northbound Frontage Road	D	47.2	F	103.6	D	52.6	F	115.5
Braker Lane and US 183 Southbound Frontage Road	D	49.4	E	75.4	D	54.4	F	86.5
Braker Lane and Jollyville Road	C	21.5	D	53.7	C	23.1	E	73.2
Jollyville Road and Private Drive	A	0.1	A	0.4	A	0.1	A	0.4
Jollyville Road and Proposed Access Driveway A	A	0.4	A	8.8	A	0.4	B	10.7
Jollyville Road and Proposed Access Driveway B	A	0.3	A	2.0	A	0.3	A	2.1
Private Drive and Proposed Access Driveway C	A	1.5	A	1.8	A	1.5	A	1.8
Private Drive and Proposed Access Driveway D	A	2.2	A	2.7	A	2.2	A	2.7
Private Drive and Proposed Access Driveway E	A	2	A	2.9	A	2	A	2.9

Table 6 below presents a summary of the analysis performed within the TIA, for the future 2018 "Build out" conditions. It presents the calculated estimated delays (in seconds per vehicle) for the AM and PM peak travel periods, and the corresponding LOS rating for each intersection studied for this site plan application for both un-mitigated and mitigated conditions.

Table 6- Intersection Level of Service and Delay								
Intersections	2020 Build out w/o mitigations				2020 Mitigated			
	AM		PM		AM		PM	
	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
Great Hills Trail and Jollyville Road/Arboretum Boulevard	C	30.7	D	54.9	C	27.8	D	50.8
Great Hills Trail and US 183 Southbound Frontage Road	E	72.7	C	29.0	E	55.1	C	25.7
Great Hills Trail and US 183 Northbound Frontage Road	C	31.5	D	41.4	C	31.5	D	40.0
Braker Lane and US 183 Northbound Frontage Road	D	53.3	F	117	D	53.3	F	116.9
Braker Lane and US 183 Southbound Frontage Road	E	56.9	F	92.5	E	56.9	F	92.2
Braker Lane and Jollyville Road	C	23.5	E	75.7	C	24.5	E	70.7
Jollyville Road and Private Drive	A	0.6	A	0.5	A	0.6	A	0.5
Jollyville Road and Proposed Access Driveway A	A	1.5	D	30.2	A	1.3	C	24.7
Jollyville Road and Proposed Access Driveway B	A	1.1	A	3.6	A	1.1	A	3.2
Private Drive and Proposed Access Driveway C	A	1.9	A	1.7	A	1.9	A	1.7
Private Drive and Proposed Access Driveway D	A	2.9	A	2.2	A	2.9	A	2.2
Private Drive and Proposed Access Driveway E	A	3.2	A	2.1	A	3	A	2.1

Summary of Existing Conditions

As shown above, the traffic operations of the following intersections are affected by this development and background traffic congestion:

- 1) The intersection of Great Hills Trail and Jollyville Road/Arboretum Blvd operates at LOS D or better during both peak hours for all scenarios.
- 2) The intersection of Great Hills Trail and US 183 SBFR operates at LOS E during the AM peak for all scenarios. Delay increases for each scenario. Additionally, the eastbound right-turn movement operates at LOS F during each scenario during the AM peak hour.
- 3) The intersection of Great Hills Trail and US 183 NBFR operates at LOS D or better during both peak hours for all scenarios. However, the northbound left-turn movement operates at LOS E with the additional traffic due to the proposed development during the PM peak hour.
- 4) The intersection of Braker Lane / US 183 NBFR operates at LOS F during the PM peak hour for all scenarios.

- 5) The intersection of Braker Lane / US 183 SBFR operates at LOS E during the AM peak hour in the "Build Condition" scenario, and it operates at LOS F in the PM peak hour for both the "No Build" and "Build Condition" scenarios.
- 6) The intersection of Braker Lane / Jollyville Road operates at LOS E during the PM peak hour in both the "No Build" and "Build Condition" scenarios.

Recommended Transportation Improvements

The TIA identified improvements to the surrounding public infrastructure to mitigate the calculated impact to traffic operations as a consequence of this development. The following actions are proposed to offset the consequences of the project:

Adjust signal phasing and timing plans at the following intersections:

- Great Hills Trail and Jollyville Road/Arboretum Boulevard
- Great Hills Trail and US 183 Southbound Frontage Road
- Great Hills Trail and US 183 Northbound Frontage Road
- Braker Lane and US 183 Northbound Frontage Road
- Braker Lane and US 183 Southbound Frontage Road
- Braker Lane and Jollyville Road

Conclusions and Recommendations

Staff recommends approval of this zoning application, subject to the following conditions:

- 1) Prior to the 3rd Reading of City Council, the applicant shall post fiscal to provide for the staff hours to implement the signal modifications summarized below.

Table 7 – List of Improvements					
Intersection	Approach	Mitigation Measure	Total Estimated Cost	% Site Traffic at Location	Pro-Rata Cost Share
Great Hills Trail and Jollyville Road/Arboretum Boulevard	All	Adjust Timings	\$5,000	100%	\$5,000
Great Hills Trail and US 183 Southbound Frontage Road & Northbound Frontage Road	All	Adjust Timings	\$5,000	100%	\$5,000
Braker Lane and US 183 Southbound Frontage Road & Northbound Frontage Road	All	Adjust Timings	\$5,000	100%	\$5,000
Braker Lane and Jollyville Road	All	Adjust Timings	\$5,000	100%	\$5,000
		TOTAL	\$20,000	100%	\$20,000

- 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 23, 2017), including land uses, trip generation, trip distribution, traffic controls and other identified conditions.
- 3) The findings and recommendations of this TIA memorandum remain valid until August 24, 2022, after which a revised TIA or addendum may be required.



Mehrnaz Mehraein, EIT
Development Services Department
Land Use Review Division/ Transportation



Katy Swenson

Crown Castle

Real Estate Specialist

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April 20, 2017

Ms. Sherri Sirwaitis
City of Austin
One Texas Center
505 Barton Springs Road
5th Floor
Austin, TEXAS

RE: Tower BU#843979 / 10114 ½ Jollyville Road, Austin, TX 78759

Ms. Sirwaitis,

Crown Castle USA Inc. ("Crown Castle") is in receipt of the NOTICE OF FILING OR APPLICATION FOR REZONING, (Case Number: C14-2017-0028). Crown Castle owns and operates an existing Communication Tower located at 10114 ½ Jollyville Road, and hereby submits to the City of Austin its concerns regarding the proposed zoning change to Vertical Mixed Use Building (V).


Tall buildings and structures can disrupt wireless signals, resulting in significant disruption of critically needed wireless services. We request that consideration of the impact of this new development on wireless services be undertaken at the design and planning stages for the project located at 9828 Great Hills Trail Unit 1360, and welcome the Applicant to discuss and assess any consequential impact that their development may have on the wireless services before the development takes place.

Crown Castle also requests that the City of Austin take into account the impact of a development on wireless services when considering this planning application. Wireless signals behave much like light; it is desirable to have a clear line of sight path between the transmitter and a receiving aerial in order to achieve the most reliable reception. The presence of a tall structure between the transmitter and receiver will cause a 'shadow' to be cast behind the structure on the side opposite the transmitter. Interference may result in Tower Height Modification or other drastic measures such as needing a 2nd tower.

We hope that the Applicant and the City of Austin recognizes the importance of the existing communication tower and work with us to reduce the likelihood of unexpected problems arising after the development has taken place.

It was a pleasure doing business with you and look forward to working with you in the future.

Respectfully,


Katy Swenson
Real Estate Specialist
(512) 652-2116

RECEIVED

APR 20 2017

Planning & Zoning Department

The Foundation for a Wireless World.
CrownCastle.com