ZONING CHANGE REVIEW SHEET

CASE: C14-2017-0036
Parker Creek Ranch Residential

Z.A.P. DATE: August 15, 2017
August 1, 2017
July 18, 2017

ADDRESS: 7620 Decker Lane

AREA: 138.67 acres

DISTRICT AREA: 1

OWNER/APPLICANT: Russell & Jeanne Parker

AGENT: Alice Glasco Consulting (Alice Glasco)

DESIRED DEVELOPMENT ZONE: Yes

WATERSHED: Decker Creek and Walnut Creek (Suburban)

ZONING FROM: I-RR and SF-2

TO: SF-4(A)

SUMMARY STAFF RECOMMENDATION: Staff supports the proposed zoning from interim-rural residence (I-RR) and rezoning of single family residence standard lot (SF-2) to single-family residence small lot (SF-4A) zoning district.

The proposed zoning includes the following public restrictive covenant (RC):

1. The Property shall be subject to the Traffic Impact Analysis ("TIA") prepared by Big Red Dog Engineering, dated June 29, 2017. Development on the Property is subject to the recommendations contained in a memorandum from the Transportation Review Section of the Development Services Department dated August 10, 2017.

ZONING & PLATTING COMMISSION RECOMMENDATION:

August 15, 2017: *TO GRANT SF-4A ZONING, AS RECOMMENDED BY STAFF, ON CONSENT. (7-0) [B. Greenberg- 1st, Y. Flores - 2nd; D. Breithaupt, B. Evans, S. Lavani, and S. Trinh- Absent]*

August 1, 2017: *TO GRANT POSTPONEMENT TO AUGUST 1, 2017, AS REQUESTED BY STAFF, ON CONSENT. (8-0) [D. King - 1st, B. Evans - 2nd; S. Greenberg, J. Kiolbassa, and S. Lavani- Absent]*

July 18, 2017: *TO GRANT POSTPONEMENT TO AUGUST 1, 2017, AS REQUESTED BY STAFF, ON CONSENT. (10-0) [S. Lavani - 1st, A. Denkler - 2nd; Y. Flores- Absent]*

ISSUES:

A subdivision plat for the subject property is currently under City of Austin review (City File No. C8-2016-0145). This case is a re-submittal of a subdivision that was filed prior the May 2016 annexation date (City File No. C8-2015-0105). Since the 2015 subdivision included small lots (below 5,750 square feet) a continuation of the land use is permitted by the City of Austin. Therefore, the property may be developed with small lots whether or not SF-4A zoning is granted. Granting SF-4A zoning will require any development to comply with current regulations, not the ETJ regulations that applied to the 2015 subdivision submittal ***(Please see Exhibit A- Proposed Subdivision)***.

DEPARTMENT COMMENTS:

The subject property is located on the west side of Decker Lane, approximately 0.74 miles north of Loyola Lane. The property is comprised of two tracts. Tract 1 is approximately 119 acres and is used as a ranch and includes one single family residence. This tract is zoned I-RR. Tract 2 is approximately 19 acres and is undeveloped. Tract 2 is zoned SF-2. Both tracts were annexed into the City's full purpose jurisdiction in May 2016. Immediately south of the subject property is the Colony Park Planned Unit Development (PUD). The PUD is currently undeveloped; the areas adjacent to the

subject property are planned for primarily small-lot residential with scattered mixed commercial uses. In addition to the PUD, there is one lot zoned SF-3 to the south of the site, which is developed with a single family residence. Immediately to the north of the property are several tracts that are located outside of City of Austin jurisdiction and are located in Austin's extraterritorial jurisdiction (ETJ). These tracts include multi-family residential and large-lot residential uses, as well as undeveloped land. An undeveloped SF-3 tract is also north of the rezoning property, and is part of Walter E. Long Metropolitan Park. Immediately to the west of the subject property is the Austin Area Terminal Railroad; across the railroad is undeveloped I-RR property and undeveloped land that is located in Austin's ETJ. Across Decker Lane to the east is Walter E. Long Metropolitan Park, which is zoned Public (P) and unzoned floodplain. ***(Please see Exhibits B and C- Zoning Map and Aerial Exhibit)***.

The subject property is primarily open ranchland. There are four water features, as well as floodplain along its northern boundary; there are also areas of steep slope. Under current watershed regulations, development or redevelopment on this site will be subject to the following impervious cover limits, which supersede zoning impervious cover limits:

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

The TIA associated with the zoning case proposes 418 residential units on the site. The developer has included both small-lot single family and standard lot single family lots in the proposed neighborhood. The TIA requires the developer to add a signalized intersection and other improvements on Decker Lane where the proposed development takes access. ***(Please see Exhibit D- TIA Memorandum)***.

EXISTING ZONING AND LAND USES:

	ZONING	**LAND USES**
Site	I-RR, SF-2	Ranch/ residence; Undeveloped
North	Travis County, SF-3	Multifamily residences, Large-lot single family residences, Undeveloped; Walter E. Long Metropolitan Park
South	LO-CO-NP	Religious assembly
East	P, Unzoned	Walter E. Long Metropolitan Park
West	NO, SF-2	Professional offices, Single family residences

RELATED CASES:

NUMBER	**REQUEST**	**COMMISSION**	**CITY COUNCIL**
C814-2014-0110.SH Colony Park PUD	From: SF-2, SF-3, and MF-2 To: PUD	ZAP 09/16/2014: To grant PUD zoning as recommended by Staff. (5-0-1-1)	09/25/2014: 1st reading approved (7-0); 12/11/2014: Ord. No. 20141211-150 approved for PUD as rec. by ZAP.
C14-2012-0158 7311 Decker Lane	From: MF-3-CO, GR To: CS	ZAP 3/5/2013: To grant CS-CO zoning as rec.by staff, w/ the addl. prohibited land use of adult oriented business. (5-0-2) Permitted land uses are GR uses plus the following CS uses: Ag. Sales and Services, Campground, Convenience Storage, Equip. Repair Services, Food Preparation (not to exceed 5,000 square feet), Limited Warehousing and Distribution, Maintenance and Service Facilities, and Veterinary Services. Vehicular trips shall be limited less than 2,000 per day.	3/21/2013: Ord No. 20130321-064 for CS-CO as rec. by ZAP approved on consent. (7-0)

EXISTING STREET CHARACTERISTICS:

Name	ROW	Pavement	Classification	Sidewalks	Bike Route	Capital Metro (within ¼ mile)
Dessau Road	124 ft.	91 ft.	Arterial	Yes	Yes, Shared Lane	Yes
Braker Lane	86 ft.	61 ft.	Arterial	Yes	Yes, Shared Lane	Yes
May Road	62 ft.	43 ft.	Local	No	No	Yes

NEIGHBORHOOD ORGANIZATIONS:

Del Valle Community Coalition
Homeless Neighborhood Association
Bluebonnet Hills Association
Neighbors United for Progress
Friends of Austin Neighborhoods
SEL Texas
Black Improvement Association
Austin Heritage Tree Foundation
Imperial Valley Neighborhood Association
Colony Park Neighborhood Association
Claim Your Destiny Foundation
AISD

CITY COUNCIL DATE:

August 31, 2017:

August 3, 2017: *TO GRANT POSTPONEMENT TO AUGUST 31, 2017, AS REQUESTED BY STAFF, ON CONSENT.* (11-0) [D. Garza - 1st, G. Casar - 2nd]

ORDINANCE READINGS: 1st 2nd 3rd

ORDINANCE NUMBER:

CASE MANAGER: Heather Chaffin **PHONE:** 512-974-2122
e-mail: heather.chaffin@austintexas.gov

SUMMARY STAFF RECOMMENDATION:

Staff supports the proposed zoning from interim- rural residence (I-RR) and single family residence standard lot (SF-2) to single-family residence small lot (SF-4A) zoning district. The proposed zoning includes compliance with a City-approved TIA that shall be attached by a public RC.
Small-lot single family residential land use is consistent with the small and mixed lot sizes approved in the Colony Park PUD that was approved immediately to the south. The proposed development also includes standard lot single family development, further meeting the mixed-type residential in the adjacent PUD. The addition of approximately 400+ residential units also contributes to increasing available housing in Austin.
As stated in the Issues section of this report, a subdivision plat for the subject property is currently under City of Austin review (City File No. C8-2016-0145). This case is a re-submittal of a subdivision that was filed prior the May 2016 annexation date (City File No. C8-2015-0105). Since the 2015 subdivision included small lots (below 5,750 square feet) a continuation of the land use is permitted by the City of Austin. Therefore, the property may be developed with small lots whether or not SF-4A zoning is granted. Granting SF-4A zoning will require any development to comply with current regulations, not the ETJ regulations that applied to the 2015 subdivision submittal.

BASIS FOR LAND USE RECOMMENDATION (ZONING PRINCIPLES)

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

The proposed rezoning meets the purpose statement of the SF-4A zoning designation.

> *Single-family residence small lot (SF-4A) district is the designation for a moderate density single-family residential use on a lot that is a minimum of 3,600 square feet. An SF-4A district use is subject to development standards that maintain single family neighborhood characteristics.*

2. *The proposed zoning should be consistent with the goals and objectives of the City Council.*

Austin City Council has expressed support for an increase in diversity of housing types, in part by the adoption of the Imagine Austin Comprehensive Plan.

3. *Zoning should not constitute a grant of special privilege to an individual owner; Granting of the request should result in an equal treatment of similarly situated properties.*

Small-lot single family residential land use is consistent with the small and mixed lot sizes approved in the Colony Park PUD that was approved immediately to the south. The proposed development also includes standard lot single family development, further meeting the mixed-type residential in the adjacent PUD.

4. *Zoning changes should promote compatibility with adjacent and nearby uses.*

The proposed SF-4A zoning is compatible with the adjacent land uses of multifamily and mixed single family residential zonings.

5. *Zoning should allow for reasonable use of the property.*

Tract 1 was annexed into the City's full purpose jurisdiction in May 2016, and is zoned I-RR. The proposed rezoning would allow redevelopment of the approximately 119 acres ranch property. The proposed rezoning allows significantly more options for use and development of the property.

ADDITIONAL STAFF COMMENTS

Comprehensive Planning

Imagine Austin
The following Imagine Austin policies are applicable to this case:

- **HN P1.** Distribute a variety of housing types throughout the City to expand the choices able to meet the financial and lifestyle needs of Austin's diverse population.

- **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.

- **N P1.** 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 on the Imagine Austin policies referenced above that support a variety of development in the area, including residential, staff believes that this proposed project is generally supported by Imagine Austin. Please note that the proposed rezoning falls below the scope of Imagine Austin, which is broad in scope; consequently, the plan is neutral on the proposed rezoning.

Site Plan

SP1. No site plan comments. Development of small lot single family residential land use shall be designed in accordance with City of Austin subdivision requirements.

Transportation

TR1. 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.

TR2. Due to the required TIA, the subdivision applications that are in review (C8-2016-0145, C8-2016-0145.1A, and C8-2016-0145.1B) may need to be revised to accommodate all TIA recommendations and mitigations.

TR3. Per Ordinance No. 20170302-077, off-site transportation improvements and mitigations may be required at the time of site plan application.

TR4. Additional right-of-way maybe required at the time of subdivision and/or site plan.

TR5. A tier II hike and bike trail is proposed along the railroad (Colony Park Trail), and along Decker Lane (Walter E Long Park Trail). Janae Ryan, Urban Trails, Public Works Department Resolution No. 20130620-056.

TR6. According to the Austin 2014 Bicycle Plan approved by Austin City Council in November, 2014, a wide shoulder is recommended for Decker Lane.

TR7. FYI - There is an existing middle school to the north, and an existing elementary school and public park to the south. If the requested zoning is granted, staff recommends providing vehicular and pedestrian stub outs to the north and south property lines for future connectivity to these uses. These connections will be required at the time of the subdivision and site plan applications.

TR8. Existing Street Characteristics:

Name	ROW	Pavement	Classification	Sidewalks	Bike Route	Capital Metro (within ¼ mile)
Dessau Road	124 ft.	91 ft.	Arterial	Yes	Yes, Shared Lane	Yes
Braker Lane	86 ft.	61 ft.	Arterial	Yes	Yes, Shared Lane	Yes
May Road	62 ft.	43 ft.	Local	No	No	Yes

Environmental

1. The site is not located over the Edwards Aquifer Recharge Zone. The site is in the Decker Creek and Walnut Creek Watershed of the Colorado River Basin, which is classified as a

Suburban Watershed by Chapter 25-8 of the City's Land Development Code. The site is in the Desired Development Zone.

2. Under current watershed regulations, development or redevelopment on this site will be subject to the following impervious cover limits:

Development Classification	% of Gross Site Area	% of Gross Site Area with Transfers
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 a 25 and 100 year floodplain within and adjacent to the project location.
4. The site is bounded on the north side by an intermediate and major Critical Water Quality Zone along Decker Creek.
5. Standard landscaping and tree protection will be required in accordance with LDC 25-2 and 25-8 for all development.
6. Some trees will likely be impacted with a proposed development associated with this rezoning case. This site has trees near the CWQZ but the site is largely formerly farm land. 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 512-974-1876.
7. The site currently has four identified wetlands. Wetlands are considered critical environmental features and may have buffers associated with them.
8. Under current watershed regulations, development requires water quality control with increased capture volume and control of the 2 year storm on site.
9. There are some areas of steep slope on this property and any project would be subject to Construction on Slopes 25-8-301, 25-8-302, and 25-8-303.

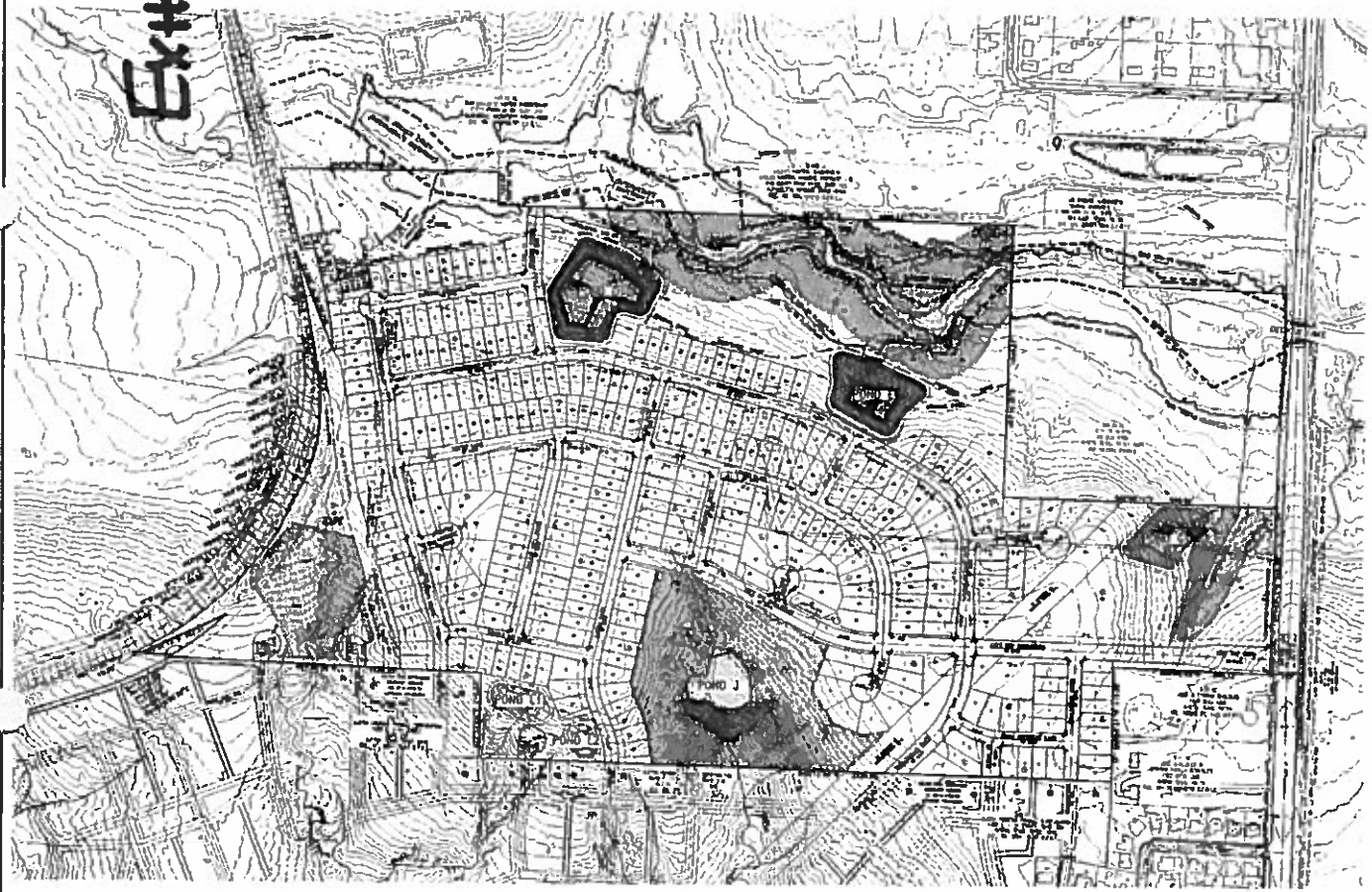
Water and Wastewater

WW1. 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.

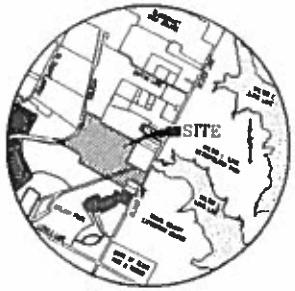
EXHIBIT A

PARKER CREEK RANCH

PRELIMINARY PLAN



SCALE: 1" = 200'



LOCATION MAP
NOT TO SCALE

CRITICAL WATER QUALITY ZONE (CWQZ) MITIGATION PARTS	
CWQZ	ACRES
ORIGINAL CWQZ	20.208 AC
NEWBORN CWQZ	1.264 AC
ADDED CWQZ	2.025 AC
AVERAGE CWQZ	20.531 AC

LEGEND

SHEET INDEX

CBJ-2015-0105

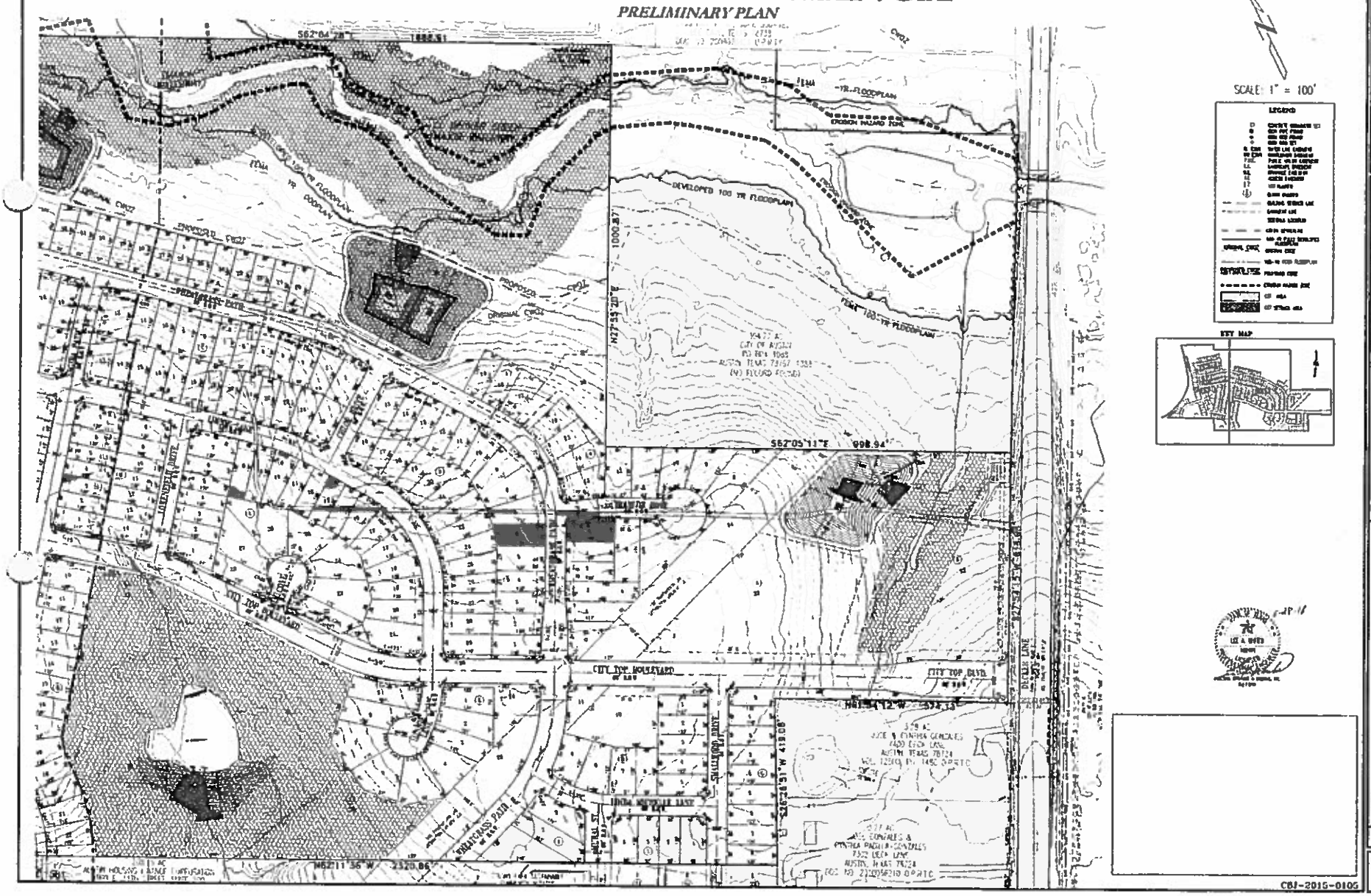
OVERALL PRELIMINARY PLAN 200 SCALE

PARKER CREEK RANCH

PRELIMINARY PLAN

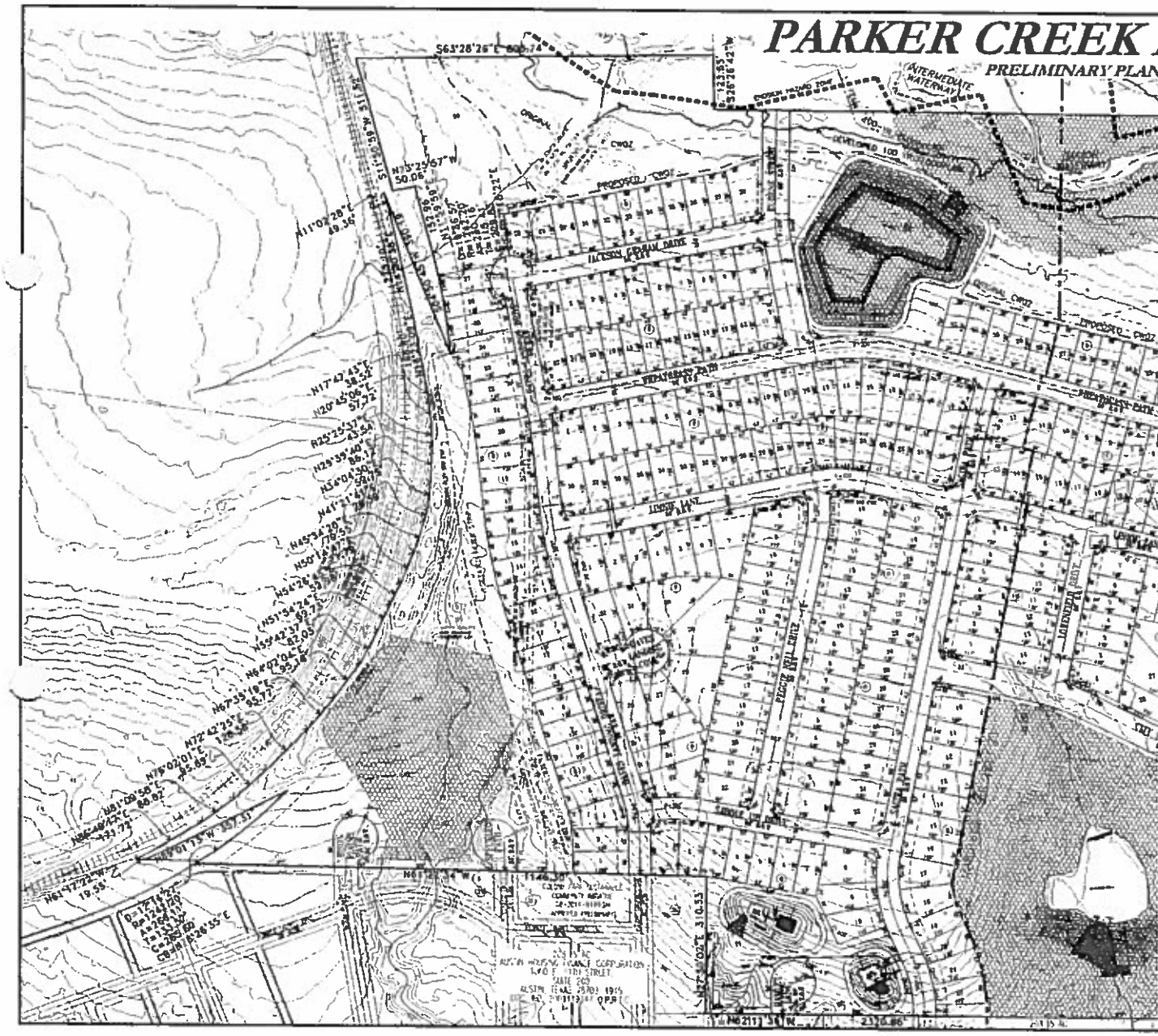
PARKER CREEK RANCH

PRELIMINARY PLAN



PARKER CREEK RANCH

PRELIMINARY PLAN



SCALE: 1" = 100'

LEGEND

KEY MAP

NOTES

1. THE FOLLOWING LOTS ARE LOCATED IN THE 200-FOOT HAZARD ZONE PIPELINE SETBACK. BLOCK B, LOTS 21, 22, 23, 24, 25, 26, 27, AND 30; STRUCTURES PROPOSED WITHIN THE 200 FT RADIUS OF THE HAZARDOUS PIPELINE SHALL OBTAIN APPROVAL FROM THE CHIEF PRIOR TO CONSTRUCTION. A DESIGN PROFESSIONAL SHALL CERTIFY THE PROPOSED STRUCTURE SHALL COMPLY WITH CONSTRUCTION SPECIFIED PER TABLE 104.0 OF THE FIRE PROTECTION CRITERIA MANUAL.

2. A PERSON WHO SEEKS TO COMPLY A LOT CONTAINING A RESTRICTED PIPELINE AREA SHALL, BEFORE TITLE IS TRANSFERRED, DELIVERED TO THE PROPOSED GRANTEE A DOCUMENT DESCRIBING THE RESTRICTED PIPELINE AREA, THE LOCATIONS ON DEVELOPMENT, AND THE NAME AND ADDRESS OF THE PIPELINE OWNER OR OPERATOR.

CBJ-2015-0105

Carlson, Brigham & Dunlop, Inc.
FIRM ID #

PRELIMINARY PLAN 100 SCALE (2 OF 2)

PARKER CREEK RANCH

PRELIMINARY PLAN

4467

PARKER CREEK RANCH

PRELIMINARY PLAN

GENERAL NOTES:

1. ALL STREETS IN THE SUBDIVISION WILL BE CONSTRUCTED USING CITY OF AUSTIN URBAN STANDARDS AND WILL BE DEDICATED AS PUBLIC ROW AT FINAL PLATTING.

2. NO LOT IN THIS SUBDIVISION SHALL BE OCCUPIED UNTIL CONNECTED TO THE CITY OF AUSTIN WATER AND WASTEWATER SYSTEM.

3. THE WATER AND WASTEWATER UTILITY SYSTEM SERVING THIS SUBDIVISION MUST BE IN ACCORDANCE WITH THE CITY OF AUSTIN UTILITY DESIGN CRITERIA. THE WATER AND WASTEWATER UTILITY PLAN MUST BE REVIEWED AND APPROVED BY THE AUSTIN WATER UTILITY. 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.

4. PRIOR TO CONSTRUCTION ON ANY LOT IN THIS SUBDIVISION, DRAINAGE PLANS WILL BE SUBMITTED TO THE CITY OF AUSTIN. RAINFALL RUN-OFF SHALL BE HELD TO THE AMOUNT OF EXISTING CONDITIONS.

5. DRIVEWAY LOCATIONS SHALL CONFORM TO CITY OF AUSTIN TRANSPORTATION CRITERIA MANUAL.

6. EROSION/SEDIMENTATION CONTROLS ARE REQUIRED ON EACH LOT INCLUDING SINGLE FAMILY AND DUPLEX CONSTRUCTION, PURSUANT TO CITY OF AUSTIN LAND DEVELOPMENT CODE.

7. PUBLIC SIDEWALKS, BUILT TO THE CITY OF AUSTIN STANDARDS, ARE REQUIRED ALONG BOTH SIDES OF ALL STREETS INCLUDING: CITY TOP BOULEVARD, SMALLWOOD DRIVE, LINDA MICHELLE LANE, LORNE LANE, CHLOE DRIVE, MIA COVE, JACKSON GRAHAM DRIVE, PICCOLO BELL DRIVE, EUGENE STREET, WILDLANDS PATH, MABEL STREET, BAYLOR COVE, LONEFIELD DRIVE, SAGRA PATH, HAMLET LANE, SADDLE UP DRIVE, DAVES LANDING DRIVE, DAVES LANDING COVE, SPECKLED FAWN, GREEN PLAINS PATH AND THE SUBDIVISION SIDE OF [illegible] AS SHOWN BY A DOTTED LINE ON THE FACE OF THE PLAT. THESE SIDEWALKS ARE REQUIRED TO BE IN PLACE PRIOR TO THE LOTS BEING OCCUPIED. FAILURE TO CONSTRUCT THE REQUIRED SIDEWALKS MAY RESULT IN THE WITHHOLDING OF CERTIFICATES OF OCCUPANCY, BUILDING PERMITS OR UTILITY CONNECTIONS BY THE GOVERNING BODY OR UTILITY COMPANY.

8. AUSTIN ENERGY HAS THE RIGHT TO PRUNE AND/OR REMOVE TREES, SHRUBBERY AND OTHER OBSTRUCTIONS TO THE EXTENT NECESSARY TO KEEP THE EASEMENTS CLEAR. AUSTIN ENERGY WILL PERFORM ALL TREE WORK IN COMPLIANCE WITH THE CITY OF AUSTIN LAND DEVELOPMENT CODE.

9. THE OWNER/DEVELOPER OF THIS SUBDIVISION SHALL PROVIDE AUSTIN ENERGY WITH ANY EASEMENT AND/OR ACCESS REQUIRED, IN ADDITION TO THOSE INDICATED, FOR THE INSTALLATION AND ONGOING MAINTENANCE OF OVERHEAD AND UNDERGROUND ELECTRIC FACILITIES. THESE EASEMENTS AND/OR ACCESS ARE REQUIRED TO PROVIDE ELECTRIC SERVICE TO THE BUILDING AND WILL NOT BE LOCATED SO AS TO CAUSE THE SITE TO BE OUT OF COMPLIANCE WITH THE CITY OF AUSTIN LAND DEVELOPMENT CODE.

10. THE OWNER SHALL BE RESPONSIBLE FOR ANY INSTALLATION OF TEMPORARY EROSION CONTROL, REVEGETATION AND TREE PROTECTION. IN ADDITION, THE OWNER SHALL BE RESPONSIBLE FOR ANY TREE PRUNING AND TREE REMOVAL THAT IS WITHIN TEN FEET OF THE CENTER LINE OF THE OVERHEAD ELECTRICAL FACILITIES DESIGNED TO PROVIDE ELECTRIC SERVICE TO THIS PROJECT. AUSTIN ENERGY WORK SHALL ALSO BE INCLUDED WITHIN THE LIMITS OF CONSTRUCTION FOR THIS PROJECT.

11. NO BUILDINGS, FENCES, LANDSCAPING OR OTHER OBSTRUCTIONS ARE PERMITTED IN DRAINAGE EASEMENTS EXCEPT AS APPROVED BY THE CITY OF AUSTIN.

12. PARKLAND DEDICATION IS REQUIRED PER TITLE 30 OF THE LAND DEVELOPMENT CODE PRIOR TO APPROVAL OF A FINAL PLAT IN THIS SUBDIVISION. THE AREA TO BE DEDICATED IS SHOWN ON THIS PRELIMINARY PLAN AS LOT 67, BLOCK "A", LOT 23 BLOCK "I" AND LOTS 13 & 11 BLOCK "C". THESE LOTS ARE TO BE DEDICATED TO THE CITY OF AUSTIN.

13. ALL DRAINAGE EASEMENTS ON PRIVATE PROPERTY SHALL BE MAINTAINED BY THE PROPERTY OWNER OR ASSIGNS.

14. WATER QUALITY CONTROLS ARE REQUIRED FOR ALL DEVELOPMENT WITH IMPERVIOUS COVER IN EXCESS OF 20% OF THE GROSS SITE AREA OF EACH LOT PURSUANT TO THE CITY OF AUSTIN LAND DEVELOPMENT CODE.

15. PRIOR TO THE RECORDING OF ANY FINAL PLAT OF ALL OR A PORTION OF THIS PRELIMINARY PLAN, FISCAL SURETY SHALL BE PROVIDED IN ACCORDANCE WITH THE LAND DEVELOPMENT CODE FOR THE FOLLOWING SUBDIVISION IMPROVEMENTS:

A. STREET CONSTRUCTION AND RELATED INFRASTRUCTURE, INCLUDING PAVING AND SIDEWALKS, FOR THE FOLLOWING PUBLIC STREETS:

CITY TOP BOULEVARD
SMALLWOOD DRIVE
LINDA MICHELLE LANE
LORNE LANE
CHLOE DRIVE
MIA COVE
JACKSON GRAHAM DRIVE
PICCOLO BELL DRIVE
EUGENE STREET
WILDLANDS PATH
MABEL STREET
BAYLOR COVE
LONEFIELD DRIVE
SAGRA PATH
HAMLET LANE
SADDLE UP DRIVE
DAVES LANDING DRIVE
SPECKLED FAWN
GREEN PLAINS PATH
DAVES LANDING COVE

B. ENVIRONMENTAL AND SAFETY CONTROLS, AND OTHER RELATED ITEMS (E.G. EROSION AND SEDIMENTATION CONTROLS, RESTORATION, CHANNEL WORK, PIPE IN EASEMENTS, DETENTION, WATER QUALITY PONDS, ETC.) AS DETERMINED PRIOR TO FINAL PLAT APPROVAL. THE RESTORATION COST ESTIMATE WILL BE BASED ON DISTURBED AREAS INCLUDING THE FOLLOWING PUBLIC STREETS:

CITY TOP BOULEVARD
SMALLWOOD DRIVE
LINDA MICHELLE LANE
LORNE LANE
CHLOE DRIVE
MIA COVE
JACKSON GRAHAM DRIVE
PICCOLO BELL DRIVE
EUGENE STREET
WILDLANDS PATH
MABEL STREET
BAYLOR COVE
LONEFIELD DRIVE
SAGRA PATH
HAMLET LANE
SADDLE UP DRIVE
DAVES LANDING DRIVE
SPECKLED FAWN
GREEN PLAINS PATH
DAVES LANDING COVE

16. THIS SUBDIVISION IS IN THE FULL PURPOSE CITY LIMITS OF THE CITY OF AUSTIN AS OF MAY 14, 2016. LOTS WITHIN THE CITY LIMITS OF AUSTIN SHALL CONFORM TO ZONING.

17. THE MAINTENANCE OF THE WATER QUALITY CONTROLS REQUIRED ABOVE SHALL BE TO THE STANDARDS AND SPECIFICATIONS CONTAINED IN THE ENVIRONMENTAL CRITERIA MANUAL AND OTHER ORDINANCES AND REGULATIONS OF THE CITY OF AUSTIN.

18. PROPERTY OWNER AND/OR HIS/HER ASSIGNS SHALL PROVIDE FOR ACCESS TO THE DRAINAGE EASEMENTS AS MAY BE NECESSARY AND SHALL NOT PROHIBIT ACCESS BY TRAVIS COUNTY AND CITY OF AUSTIN (OR OTHER APPROPRIATE JURISDICTION) FOR INSPECTION OR MAINTENANCE OF SAID EASEMENTS.

19. THE OWNER/DEVELOPER IS ADVISED TO OBTAIN APPROVAL FOR ANY NEEDED LICENSE AGREEMENTS PRIOR TO APPROVAL OF THE CONSTRUCTION PLANS. CERTAIN SPECIAL OR NONSTANDARD TREATMENTS OF THE R.O.W. MAY ALSO REQUIRE A LICENSE AGREEMENT.

20. APPROVAL OF THIS PRELIMINARY PLAN DOES NOT CONSTITUTE APPROVAL OF ANY DEVIATION FROM THE CITY'S LAND DEVELOPMENT REGULATIONS IN THE FINAL PLAT, CONSTRUCTION PLAN OR SITE PLAN STAGE, UNLESS SUCH DEVIATIONS HAVE BEEN SPECIFICALLY REQUESTED IN WRITING AND SUBSEQUENTLY APPROVED IN WRITING BY THE CITY. SUCH APPROVALS DO NOT RELIEVE THE ENGINEER OF THE OBLIGATION TO MODIFY THE DESIGN OF THE PROJECT IF IT DOES NOT MEET ALL OTHER CITY LAND DEVELOPMENT REGULATIONS OR IF IT IS SUBSEQUENTLY DETERMINED THAT THE DESIGN WOULD ADVERSELY IMPACT THE PUBLIC'S SAFETY, HEALTH, WELFARE OR PROPERTY.

21. A 10 FOOT (10') P.U.E. IS HEREBY DEDICATED ADJACENT TO ALL STREETS.

22. THE UTILITY PROVIDERS FOR THE SUBDIVISION ARE AS FOLLOWS:

WATER & WASTEWATER – CITY OF AUSTIN
ELECTRIC – AUSTIN ENERGY
GAS – ATMOS ENERGY

23. TWO-YEAR PEAK FLOW CONTROL AS DETERMINED UNDER THE DRAINAGE CRITERIA MANUAL AND THE ENVIRONMENTAL CRITERIA MANUAL IS REQUIRED PURSUANT TO THE CITY OF AUSTIN LAND DEVELOPMENT CODE.

24. LOTS 33, 34, 35, & 36 BLOCK "A", LOT 39 BLOCK D, LOT 33 BLOCK E, LOT 8 BLOCK "F", LOTS 12 & 11 BLOCK "C", LOT 17 BLOCK "I", LOTS 23, 24 & 25 BLOCK "H", LOT 15 BLOCK "L", LOT 11 BLOCK "K" AND LOT 7 BLOCK "P" ARE TO BE OWNED AND MAINTAINED BY THE HOME OWNERS ASSOCIATION OR HIS ASSIGNS AND RESTRICTED TO NON-RESIDENTIAL USES.

STREET STANDARDS CHART

STREET NAME	R.O.W. WIDTH	STREET LENGTH	PAVEMENT WIDTH	SIDEWALKS	CLASSIFICATION
CITY TOP BOULEVARD	90'/70'	2,454 LF	54'/40' FACE TO FACE	4.5'	RESIDENTIAL COLLECTOR
SMALLWOOD DRIVE	50'	475 LF	30' FACE TO FACE	4.0'	RESIDENTIAL
LINDA MICHELLE LANE	50'	471 LF	30' FACE TO FACE	4.0'	RESIDENTIAL
LORNE LANE	50'	2,434 LF	30' FACE TO FACE	4.0'	RESIDENTIAL
CHLOE DRIVE	50'	790 LF	30' FACE TO FACE	4.0'	RESIDENTIAL
MIA COVE	50'	111 LF	30' FACE TO FACE	4.0'	RESIDENTIAL
JACKSON GRAHAM DRIVE	50'	630 LF	30' FACE TO FACE	4.0'	RESIDENTIAL
PICCOLO BELL DRIVE	50'	710 LF	30' FACE TO FACE	4.0'	RESIDENTIAL
EUGENE STREET	50'	555 LF	30' FACE TO FACE	4.0'	RESIDENTIAL
WILDLANDS PATH	66'/50'	1,324 LF	40'/30' FACE TO FACE	4.0'	RESIDENTIAL COLLECTOR/RESIDENTIAL
MABEL STREET	66'	749 LF	40' FACE TO FACE	4.0'	RESIDENTIAL
BAYLOR COVE	50'	323 LF	30' FACE TO FACE	4.0'	RESIDENTIAL
LONEFIELD DRIVE	50'	375 LF	30' FACE TO FACE	4.0'	RESIDENTIAL
SAGRA PATH	50'	1,489 LF	30' FACE TO FACE	4.0'	RESIDENTIAL
HAMLET LANE	50'	95 LF	30' FACE TO FACE	4.0'	RESIDENTIAL
SADDLE UP DRIVE	50'	574 LF	30' FACE TO FACE	4.0'	RESIDENTIAL
DAVES LANDING DRIVE	50'	1,350 LF	30' FACE TO FACE	4.0'	RESIDENTIAL
SPECKLED FAWN	54'	68 LF	34' FACE TO FACE	4.0'	RESIDENTIAL
GREEN PLAINS PATH	54'/50'	81 LF	34'/30' FACE TO FACE	4.0'	RESIDENTIAL
DAVES LANDING COVE	50'	125 LF	30' FACE TO FACE	4.0'	RESIDENTIAL

25. TOTAL LINEAR FOOTAGE OF STREETS: 16,162 LF

26. THE PRELIMINARY PLAN IS COMPLETE, ACCURATE AND IN COMPLIANCE WITH THE CITY OF AUSTIN LAND DEVELOPMENT CODE.

27. THE OWNER OF THIS SUBDIVISION, AND HIS OR HER SUCCESSORS AND ASSIGNS, ASSUMES RESPONSIBILITY FOR PLANS FOR CONSTRUCTION OF SUBDIVISION IMPROVEMENTS WHICH COMPLY WITH APPLICABLE CODES AND REQUIREMENTS OF THE CITY OF AUSTIN. THE OWNER UNDERSTANDS AND ACKNOWLEDGES THAT PLAT VACATION OR RE-PLATTING MAY BE REQUIRED, AT THE OWNER'S SOLE EXPENSE, IF PLANS TO CONSTRUCT THIS SUBDIVISION DO NOT COMPLY WITH SUCH CODES AND REQUIREMENTS.

28. COMMERCIAL LOT 33 BLOCK "A" WILL PROVIDE ITS OWN WATER QUALITY FACILITIES.

29. RESIDENTIAL USES OF ANY TYPE ARE PROHIBITED ON ALL NON-RESIDENTIAL LOTS.

30. A MINIMUM OF THREE (3) OFF STREET PARKING SPOTS IS REQUIRED FOR EACH SINGLE FAMILY LOT IN THIS SUBDIVISION.

31. OFF STREET LOADING AND UNLOADING FACILITIES SHALL BE PROVIDED ON ALL COMMERCIAL LOTS.

32. LOTS ANNEXED FROM TRAVIS COUNTY (1) SHALL BE SUBJECT TO COMPLIANCE TO SMALL LOT SUBDIVISIONS IN CHAPTER 30-2-232 OF THE LAND DEVELOPMENT CODE.

33. SMALL LOTS LISTED BY BLOCK ARE:
LOTS 16-28 BLOCK "E"
LOTS 13-25 BLOCK "E"
LOTS 11-22 BLOCK "E"
LOTS 7-31 BLOCK "F"
LOTS 1-19 BLOCK "I"
LOTS 1-14 BLOCK "H"
LOTS 3-13 & 17-29 BLOCK "H"
LOTS 3-29 BLOCK "H"
LOTS 8-29 BLOCK "P"
TOTAL = 134 SMALL LOTS

34. THERE WILL BE NO DRIVEWAYS ON ANY LOT WITH A SLOPE GREATER THAN 15%.

35. PUBLIC SIDEWALKS (5' WIDE) BUILT TO CITY OF AUSTIN STANDARDS, ARE REQUIRED ALONG DECKER LANE AS SHOWN BY A DOTTED LINE ON THE FACE OF THE PLAT. THE SIDEWALKS ALONG DECKER LANE ARE SUBJECT TO APPROVAL OF THE TEXAS DEPARTMENT OF TRANSPORTATION AT THE SITE PLAN PHASE. THE REQUIRED SIDEWALKS SHALL BE IN PLACE PRIOR TO THE LOT BEING OCCUPIED. FAILURE TO CONSTRUCT THE REQUIRED SIDEWALKS MAY RESULT IN THE WITHHOLDING OF CERTIFICATES OF OCCUPANCY, BUILDING PERMITS, OR UTILITY CONNECTIONS BY THE GOVERNING BODY OR UTILITY COMPANY.

36. THE OWNER OF THE PROPERTY IS RESPONSIBLE FOR MAINTAINING CLEARANCES REQUIRED BY THE NATIONAL ELECTRIC SAFETY CODE, OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION (OSHA) REGULATIONS, CITY OF AUSTIN RULES AND REGULATIONS AND TEXAS STATE LAWS PERTAINING TO CLEARANCES WHEN WORKING IN CLOSE PROXIMITY TO OVERHEAD POWER LINES AND EQUIPMENT. AUSTIN ENERGY WILL NOT RENDER ELECTRIC SERVICE UNLESS REQUIRED CLEARANCES ARE MAINTAINED. ALL COSTS INCURRED BECAUSE OF FAILURE TO COMPLY WITH THE REQUIRED CLEARANCES WILL BE CHARGED TO THE OWNER.

37. THE CITY'S ENVIRONMENTAL CRITERIA MANUAL (ECM) SECTIONS 2.4.1.B AND 2.4.2.C STATE, IN AREAS WHERE UTILITY LINES ARE PRESENT OR PROPOSED ONLY TREES FROM THE UTILITY COMPATIBLE SPACE TREES LIST (SEE APPENDIX F) SHALL BE PLANTED WITHIN 30 TO 40 LATERAL FEET FROM ANY OVERHEAD TRANSMISSION CONDUCTOR, UNLESS A WIDE RESTRICTIVE DEDICATED RIGHT-OF-WAY HAS BEEN ESTABLISHED. ALL TREES ARE PROHIBITED TO BE PLANTED WITHIN 25 FEET OF THE BASE OF TRANSMISSION STRUCTURES.

38. ANY PLANNED TEMPORARY OR PERMANENT FENCING MUST NOT PREVENT ACCESS TO THE EASEMENT. AUSTIN ENERGY WILL INSTALL A LOCK ON THE GATE TO PROVIDE ACCESS. IDENTIFY LOCATION AND PROVIDE SPECIFICATIONS FOR PROPOSED FENCING. ACCESS MUST BE GIVEN 24 HOURS A DAY.

39. PROPERTY OWNER IS RESPONSIBLE FOR ALL DAMAGES TO CURBING, LANDSCAPE AND WALLS PLACED AROUND THE ELECTRIC TRANSMISSION STRUCTURES/POLES/LINES CAUSED BY AUSTIN ENERGY DURING MAINTENANCE AND REPAIRS.

40. THE EXISTING STRUCTURE SHALL BE REMOVED PRIOR TO FINAL PLAT AND SAID REMOVAL SHALL COMPLY WITH ALL NECESSARY PERMITTING REQUIREMENTS.

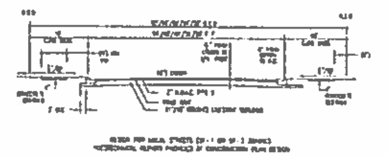
41. DISTURBANCES RELATED TO CONSTRUCTION OF STORMWATER MANAGEMENT APPURTENANCES IS AUTHORIZED WITHIN THE CRITICAL ENVIRONMENTAL FEATURE (CEF) SETBACKS FOR THE PURPOSES OF THIS SITE PLAN. FOLLOWING COMPLETION OF THE CONSTRUCTION AUTHORIZED BY THIS SITE PLAN, ALL ACTIVITIES WITHIN THE CRITICAL ENVIRONMENTAL FEATURE (CEF) AND ASSOCIATED SETBACK MUST COMPLY WITH THE CITY OF AUSTIN LAND DEVELOPMENT CODE. THE NATURAL VEGETATIVE COVER MUST RETAINED TO MAXIMUM EXTENT PRACTICABLE, CONSTRUCTION IS PROHIBITED, AND WASTEWATER DISPOSAL OR IRRIGATION IS PROHIBITED.

42. PARKLAND TO BE DEDICATED BY SEPARATE INSTRUMENT OR BY LIEU OF FEE AT PLATTING.

43. THE FOLLOWING LOTS ARE LOCATED IN THE 200-FOOT HAZARD ZONE PIPELINE SETBACK: BLOCK B, LOTS 21, 22, 23, 24, 25, 26, 27, AND 28. STRUCTURES PROPOSED WITHIN THE 200 FT RADIUS OF THE HAZARDOUS PIPELINE SHALL OBTAIN APPROVAL FROM FIRE CHIEF PRIOR TO CONSTRUCTION. A DESIGN PROFESSIONAL SHALL CERTIFY THE PROPOSED STRUCTURE SHALL COMPLY WITH CONSTRUCTION SPECIFIED PER TABLE 4A-0 OF THE FIRE PROTECTION CRITERIA MANUAL.

FLOOD PLAIN NOTE:

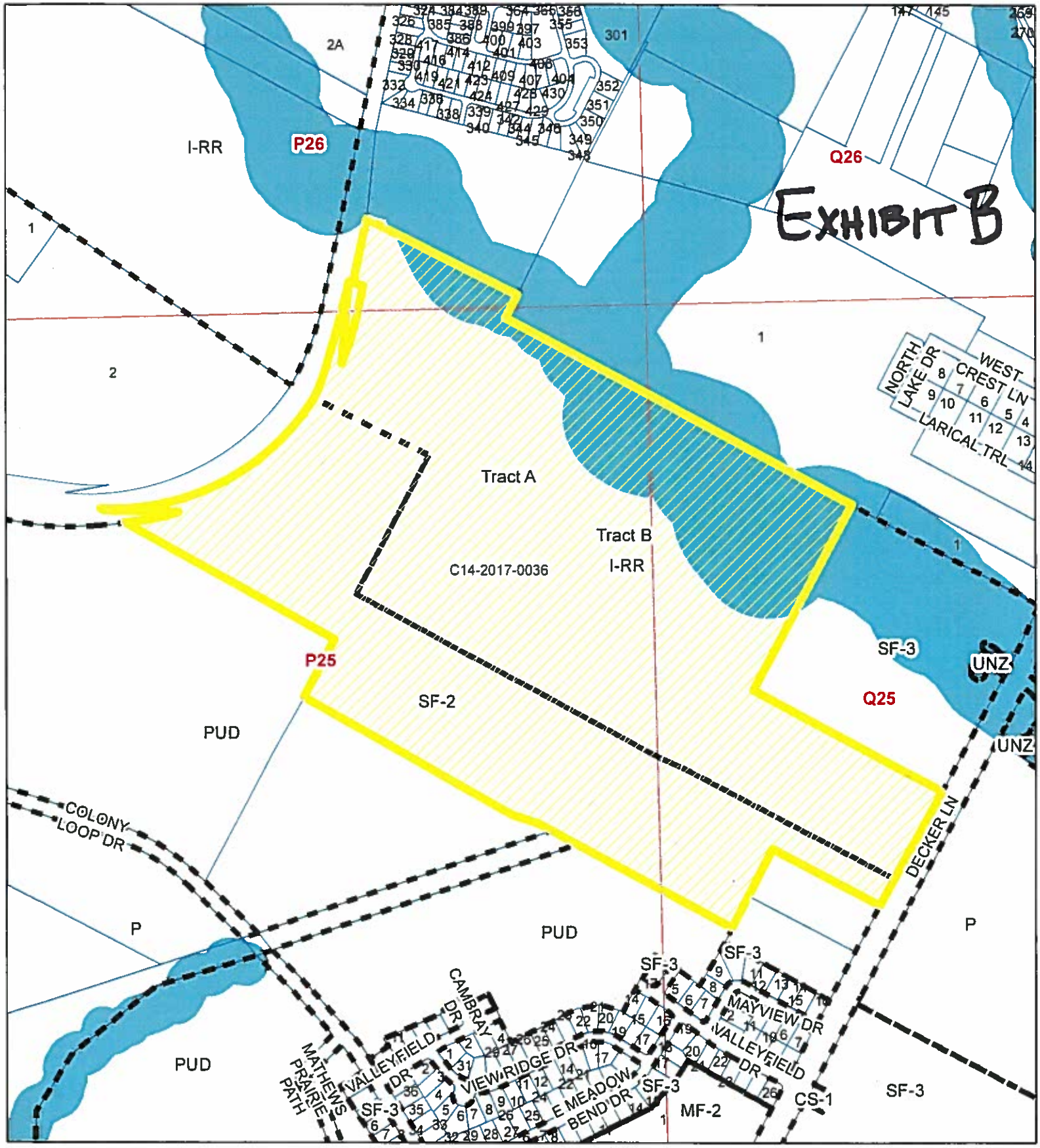
A PORTION OF THIS TRACT IS WITHIN THE DESIGNATED FLOOD HAZARD AREA AS SHOWN ON THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) FLOOD INSURANCE RATE MAP # 48453C0460J AND 48453C0465J TRAVIS COUNTY, TEXAS DATED AUGUST 18, 2014.



CBJ-2016-0105

COMPANY: PARKER CREEK RANCH	SHEET: PRELIMINARY PLAN GENERAL NOTES		Carlson, Brigance & Doering, Inc. FIRM ID #10791
PROJECT: PRELIMINARY PLAN	DESIGNED BY: [illegible]	DRAWN BY: [illegible]	DATE: FEBRUARY 2016

SHEET 4 OF [illegible]



N

SUBJECT TRACT

PENDING CASE

ZONING BOUNDARY

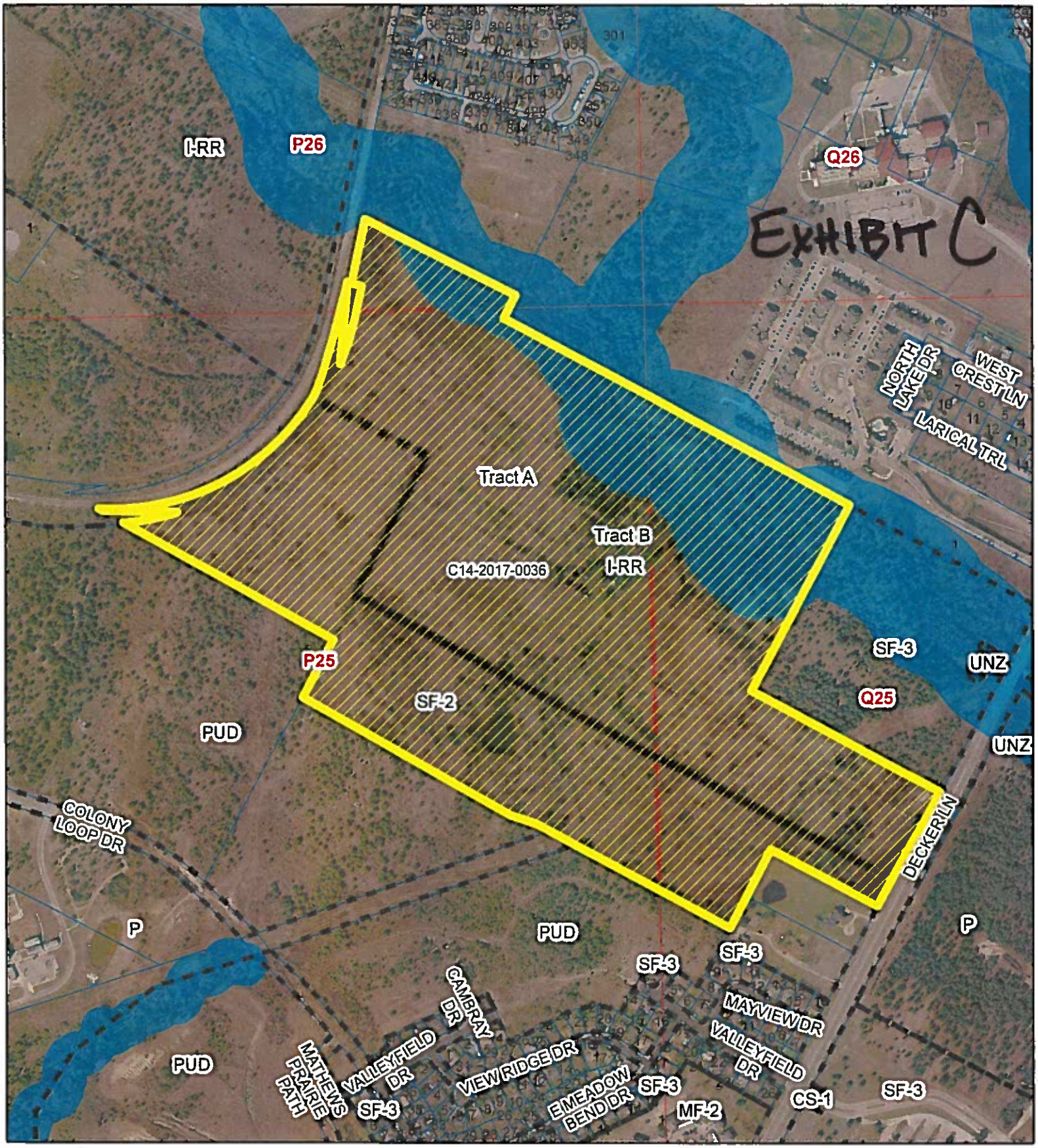
CREEK BUFFER

1" = 600'

PARKER CREEK RANCH RESIDENTIAL

ZONING CASE#: C14-2017-0036
LOCATION: 7620 DECKER LANE
SUBJECT AREA: 136.667 ACRES
GRID: P25 & Q25
MANAGER: HEATHER CHAFFIN

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.



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CITY OF AUSTIN FOUNDED 1839

EXHIBIT D

MEMORANDUM

TO: Heather Chaffin, Case Manager
Planning and Zoning Department

FROM: Mehrnaz Mehraein, EIT
Scott A. James, P.E., PTOE
Development Services Department/Land Use Review

DATE: August 10, 2017

SUBJECT: Traffic Impact Analysis for Parker Creek Ranch
Zoning application C14 – 2017 – 0036

Section 25-6-114 of the Land Development Code requires that a traffic impact analysis be conducted for a project proposed with a zoning application if the project is anticipated to generate more than 2,000 daily trips. The project site is located on west side of Decker Lane, between Mayview Drive and Larical Trail. The applicant is proposing to zone from I-RR; SF-2 to SF-4A, and would allow for up to 418 single family detached housing units. The projected build out year for this development is 2021.

Surrounding Roadways

Decker Lane is a north-south five lane divided roadway with a center two-way left turn lane in the vicinity of the site. The posted speed limit if 55 miles per hour (MPH) in the study area. According to traffic counts conducted in 2017, approximately 12,000 vehicles per day (vpd) travel this section of Decker Lane.

Loyola Lane is a four lane divided roadway, traveling in the east-west direction. The posted speed limit is 40 MPH. East of Decker Lane, Loyola Lane is called Decker Lake Road, and is a two lane undivided roadway. There are sidewalks along both side of Loyola Lane in the vicinity of the project site.

Colony Loop Drive is a two lane residential collector undivided roadway with an assumed speed limit of 30 MPH. It is discontinuous with connections to Loyola Lane on the northbound direction and Decker Lane on the westward direction. The roadway is not complete and does not connect through the Colony Loop development, however sidewalks are present along both sides of the constructed sections of the roadway.

Trip Generation Estimates

Based on the ITE Trip Generation Manual, 9th Edition, the proposed development will generate approximately 3,915 new daily trips per day (vpd) with 302 trips occurring during the AM peak hour, and 381 occurring during the PM peak hour. According to the scoping document, the New Hope Baptist Church and Colony Park PUD developments were identified as background projects to be included in the analysis. No reductions for transit, bicycle, pedestrian or internal capture/pass-by traffic were permitted in the analysis due to the residential nature of the land use proposed. Table 1 below provides the estimated number of daily trips for this development proposal.

Table 1 – Estimate of weekday Peak Hour trip generation							
		AM Peak			PM Peak		
Land Use (ITE Code)	Intensity	In	Out	Total	In	Out	Total
Single family detached units (210)	418 DU	76	226	302	240	141	381
Total peak hour site trips		76	226	302	240	141	381

Data Collection

For this study, weekday peak hour turning movement counts (including pedestrian counts) were conducted on Tuesday January 24, 2017 and Thursday, January 26, 2017 when public schools were in session. This data was also used to review the conditions for signalization at the intersection of East Cesar Chavez Street and Tillery Street.

Trip Distribution

Table 2 below presents how the site generated traffic was assigned to the surrounding network of public streets. These percentages were used to determine the impact of the project development proposal upon existing infrastructure.

Table 2 –Directional Distribution of Site Traffic	
Direction	Percentages
Decker Lane (from the south)	29%
Decker Lane (from the north)	32%
Loyola Lane (from the west)	27%
Decker Lane Road (from the east)	12%
Total	100%

Traffic Analysis Methodology

The following table 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 3 – 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

The following tables present a summary of the analysis performed within the TIA. Tables 4 and 5 show the estimated delays (in seconds per vehicle) for the AM and PM peak travel periods for each phase of the project:

Table 4 - Intersection Level of Service and Delay (sec/veh)								
Intersection	**2017 Existing**				**2021 Forecast**			
	AM		**PM**		**AM**		**PM**	
	LOS	**Delay**	**LOS**	**Delay**	**LOS**	**Delay**	**LOS**	**Delay**
Signalized Intersections								
Decker Lane and Loyola Lane/Decker Lake Road	D	37.9	C	31.0	D	34.5	C	28.6
Unsignalized Intersections (Stop controlled intersections)								
*Decker Lane and Colony Loop Drive (SSSC)	D	30.0	D	30.4	E	43.9	F	**61.7**
*Loyola Lane and Colony Loop Road (SSSC)	F	**236.1**	F	**75.9**	F	**398.5**	F	**178.1**

(AWSC) = All-Way Stop Control; (SSSC) = Side-Street Stop Control

Table 5 shows the results of the 'site traffic + forecast' conditions, for both with and without improvements.

Table 5 - Intersection Level of Service and Delay (sec/veh)								
Intersection	2021 Site traffic + Forecasted (No Improvements)				2021 Site traffic + Forecasted (With Improvements)			
	AM		PM		AM		PM	
	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
Signalized Intersections								
Decker Lane and Loyola Lane/Decker Lake Road	D	39.0	C	31.7	D	34.5	C	28.6
Decker Lane and Driveway #1	-	-	-	-	C	16.9	C	19.6
Unsignalized Intersections (Stop controlled intersections)								
*Decker Lane and Colony Loop Drive (SSSC)	F	89.4	F	123.9	E	43.9	F	61.7
*Loyola Lane and Colony Loop Road (SSSC)	F	543.7	F	251.6	F	398.5	F	178.1

(AWSC) = All-Way Stop Control; (SSSC) = Side-Street Stop Control

*note: unsignalized intersections show only the longest approach delays, not the overall intersection delay

Summary of Existing Conditions

As shown above, the intersections of Loyola Lane and Colony Loop Road and Decker Lane and Colony Loop Road are projected to operate a LOS "F" under both forecast conditions, with and without the project. The TIA determined the majority of the traffic congestion at these locations would be a result of background development, and not the current project proposal. However, the signal warrant analyses perfomed support future consideration of traffic signals at both locations.

The proposed intersection of site Driveway #1 and Decker Lane is also forecast to operate at a LOS "F" for the site traffic, if not controlled by a traffic signal. In response, the applicant proposes to design and construct a traffic signal as part of the site development, thereby mitigating the impact of this proposed connection to Decker Lane.

Recommended Transportation Improvements

The TIA identified improvements to the surrounding public infrastructure which would serve to mitigate the calculated impact to traffic resulting from this development. The following is a summation of the proposed improvements:

- Modification of signal timing at the intersection of Decker Lane/Loyola Lane to serve the increased number of vehicles using the intersection.

- Installation of a traffic signal at the intersection of Decker Lane and Colony Loop Road, when conditions and signal warrants are met. Currently, none of the signal warrants are met, however future development and growth may justify installation of a traffic signal at this location.

- Installation of a traffic signal at the intersection of Loyola Lane and Colony Loop Road. Currently, two of the nine signal warrants are met at this intersection (peak hour warrant and four hour volume warrant).

- Installation of a traffic signal at the intersection of site Driveway #1 and Decker Lane, when the development has generated sufficient site volume to met the peak hour warrant criteria. The applicant proposes to design and construct this traffic signal prior to 222 single family homes are built and available for occupancy.

- Modifications to the approaches to the site along Decker Lane. The applicant proposes to construct a dedicated right turn deceleration lane and a dedicated northbound left-turn lane on Decker Lane to serve the site. Both designs would be subject to TxDOT review and approval.

Staff discussed the need to implement physical improvements concurrently with the development of the site and thus prioritized the infrastructure elements accordingly. Staff recognized and acknowledged the need to distinguish site related traffic congestion from larger (or preexisting) regional traffic concerns. Therefore, after review and acceptance of the TIA findings, the following goals were identified:

1) Wherever feasible, staff prefers to have the developer construct physical improvements instead of posting fiscal towards the estimated costs of construction.

2) In locations where more than one improvement is identified, staff would accept a fully constructed single improvement in the place of several partial funded elements.

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 commit to the design and construction of the transportation improvements summarized below, including dedicated turn lanes and a new traffic signal at the intersection of Decker Lane and the site driveway. The applicant shall post fiscal as outlined below and will be responsible for the design and installation costs of the turn lanes and traffic signal, and will post fiscal to cover the labor costs of City relating to construction inspection and signal (re)timing as proposed.

Table 7 – List of Improvements

Location	Improvements	Total Cost	Developer Share %
Site Driveway #1 and Decker Lane	Install traffic signal before 222nd occupied SFH	TBD*	100%
Site Driveway #1 and Decker Lane	Inspection of traffic signal installation*	$10,000*	$10,000
Decker Lane/ Loyola Lane/ Decker Lake Road	signal timing modifications	$5,000	$5,000
Decker Lane approach to site driveway	Construct dedicated southbound right turn deceleration lane	TBD*	100%
Decker Lane approach to site driveway	Construct dedicated northbound left turn lane	TBD*	100%
Total participation		**$15,000***	**$15,000***

* Fiscal collected for this improvement will be for inspection of the signal construction only as the developer will be constructing the signal fully as part of the site.

2) Applicant to design and construct dedicated turn lanes on Decker Lane, subject to Texas Department of Transportation review and approval. These lanes will serve both northbound and southbound approaches to the site and shall be constructed by the developer.

3) 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 June 29, 2017), including land uses, trip generation, trip distribution, traffic controls and other identified conditions.

4) The findings and recommendations of this TIA memorandum remain valid until August 10, 2022, after which a revised TIA or addendum may be required.

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