

ZONING CHANGE REVIEW SHEET

CASE: C14-2019-0038 - Rodeo Crossing
ADDRESS: 5301 Decker Lane

Z.A.P. DATE: May 7, 2019
AREA: 16.172 acres

DISTRICT AREA: 1

OWNERS: C. W. Chick Ltd. And John Baunach

APPLICANT: JCI Residential, LLC (Alex Clarke)

AGENT: Alice Glasco Consulting (Alice Glasco)

ZONING FROM: IP-CO and GR-CO

TO: MF-4 (Tract 1) and
GR-MU (Tract 2)

SUMMARY STAFF RECOMMENDATION:

Staff supports the Applicant's request for rezoning from IP-CO and GR-CO to MF-4 on Tract 1 and GR-MU on Tract 2 with the condition that the Applicant comply with conditions outlined in the attached TIA memorandum. For a summary of the basis of staff's recommendation, see case manager comments on page 2.

ZONING & PLATTING COMMISSION RECOMMENDATION:

To grant multifamily residence-moderate high density (MF-4) district zoning on Tract 1 and community commercial- mixed use (GR-MU) district zoning on Tract 2, with conditions, on consent (9-0). [D. King- 1st, A. Tatkow- 2nd; N. Barrera-Ramirez absent]

CITY COUNCIL ACTION:

May 23, 2019:

ORDINANCE NUMBER:

CASE MANAGER: Heather Chaffin
e-mail: heather.chaffin@austintexas.gov

PHONE: 512-974-2122

ISSUES:

None at this time.

CASE MANAGER COMMENTS:

The subject property is located near the northeast corner of the intersection of FM 969 and Decker Lane, with frontage on Decker Lane. The undeveloped property consists of 13.55 acres of IP-CO zoned area and 2.62 acres of GR-CO area. Immediately to the north of the property is undeveloped land located in the extraterritorial jurisdiction (ETJ). Northeast of the rezoning tract is a small-lot residential neighborhood zoned I-SF-4A. Immediately east of the rezoning tract is undeveloped land zoned I-RR and the small lot residential neighborhood zoned I-SF-4A continues further to the east. Southeast of the rezoning tract is a TxDOT maintenance facility zoned DR. Immediately south of the rezoning tract is land zoned GR-MU-CO that is partially developed with automotive repair services. Southwest of the rezoning tract, immediately at the intersection of FM 969 and Decker Lane, is undeveloped land zoned GR and GR-CO. Across FM 969 to the south are properties zoned DR, MH, and CS-CO. These properties include a variety of land uses: undeveloped, mobile home park, religious assembly, automotive repair services, and construction sales and services land uses. Across Decker Lane to the west is property zoned SF-2 that is developed with a cemetery and the Center for Maximum Potential Building Systems. Across Decker Lane to the northwest is Oak Meadows Elementary School. *(Please see Exhibits A and B- Zoning Map and Aerial Exhibit).*

The property was zoned to GR-CO and IP-CO in 2007. The conditional overlay applied in 2007 prohibited general warehousing and distribution land use and limited the property to 2,000 vehicle trips per day. The proposed rezoning does not include these conditions; a full Traffic Impact Analysis (TIA) was prepared for the proposed rezoning. Staff recommendation includes the condition that the property be required to comply with the attached TIA memorandum. ***Please see Exhibit C—TIA Memorandum.***

The Applicant is requesting that the majority of the 16.172 acres be rezoned to MF-4 (16.065 acres), and the remainder be rezoned to GR-MU (0.107 acres). The Applicant intends to develop the MF-4 portion of the site with approximately 324 market rate apartments. The small area of GR-MU would allow the multifamily development to share a joint access driveway with future commercial on the GR property to the southwest. The joint access driveway is required by the recorded plat for the rezoning tract and the properties to the south.

Staff supports the requested rezoning to MF-4 and GR-MU. The addition of 324 market rate apartments will provide additional housing types in an area that contains a mix of uses, including small lot single family and mobile home residences. Staff has also received correspondence from neighbors in favor of the rezoning. ***Please see Exhibit D- Correspondence.***

BASIS OF RECOMMENDATION:

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

The proposed multifamily zoning is consistent with the purpose statement of MF-4 zoning. Multifamily residence moderate - high density (MF-4) district is the designation for multifamily and group residential use with a maximum density of 36 to 54 units per acre, depending on unit size. An MF-4 district designation may be applied to high density housing in a centrally located area near supporting transportation and commercial facilities, in an area adjacent to the central business district or a major institutional or employment center, or in an area for which moderate to high density multifamily use is desired.

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

The addition of multifamily residential units will provide additional housing types and options for the area, reflecting the goals outlined in the Strategic Housing Blueprint.

EXISTING ZONING AND LAND USES:

	ZONING	LAND USES
<i>Site</i>	IP-CO, GR-CO	Undeveloped
<i>North</i>	Unzoned (ETJ)	Undeveloped
<i>South</i>	GR, GR-CO, GR-MU-CO, DR, MH, CS-CO	Undeveloped, Automotive repair services, Mobile home park, Religious assembly, Construction sales and services land uses
<i>East</i>	I-RR, I-SF-4A, DR	Undeveloped, TxDOT maintenance facility, Small lot single family residential
<i>West</i>	SF-2	Center for Maximum Potential Building Systems, Cemetery

RELATED CASES:

NUMBER	REQUEST	COMMISSION	CITY COUNCIL
C14-2007-0101	DR, I-RR to GR-CO, IP-CO	8/21/2007: ZAP Approve on consent (7-0); prohibit gen. warehousing/distribution; <2,000 v.p.d.	9/27/2007: Approve on consent as recommended by ZAP (5-0) All 3 readings
C14-2013-0039 SF-2, MH to CS	SF-2, MH to CS	06/18/2013: ZAP Approve Staff rec of GR-MU-CO, on consent. Prohibited uses: Adult oriented bus, Alt financial svcs, Bail bond svcs, Exterminating svcs, Pawn shop svcs; <2,000 v.p.d.	11/27/2013: Approve on consent as recommended by ZAP (7-0) All 3 readings
C14-06-0201	DR to CS-1* *Amended to MH 3/30/2007	11/21/2006: ZAP Approved Staff rec. of CS-CO	1/11/2007: Approved ZAP rec. of CS-CO, 1 st reading (7-0) 6/29/2007: Approved MH zoning, 2 nd & 3 rd readings (7-0)

SCHOOLS:

Lagos Elementary School
Dailey Middle School
Manor High School

WATERSHED: Elm Creek

TIA: See attached memorandum

NEIGHBORHOOD ORGANIZATIONS:

Del Valle Community Coalition
Homeless Neighborhood Association
Neighbors United for Progress
East Austin Community Hills

Black Improvement Association
SEL Texas
Friends of Austin Neighborhoods
Bike Austin

Friends of Northeast Austin
Imperial Valley Neighborhood Association
Neighborhood Empowerment Foundation

Sierra Club
Austin Neighborhoods Council
Claim Your Destiny Foundation

EXISTING STREET CHARACTERISTICS:

Name	ROW	Pavement	Classification	Sidewalks	Bicycle Route	Capital Metro (within ¼ mile)
Decker Lane	119 feet	46 feet	Arterial	No	Yes, wide shoulder	No

OTHER STAFF COMMENTS

Comprehensive Planning

Connectivity- There are no public sidewalks, bike lanes, or Capital Metro transit stops located within the project area. The Walkscore for this site is 19/100, Car-Dependent, meaning almost all errands require a car. The mobility options in the area are below average.

Imagine Austin- The Imagine Austin Growth Concept Map identifies FM 969 Road as an Activity Corridor. Activity corridors are characterized by a variety of activities and types of buildings located along the roadway — shopping, restaurants and cafés, parks, schools, single-family houses, apartments, public buildings, houses of worship, mixed-use buildings, and offices. The following Imagine Austin policies are applicable to this case:

☐ LUT P3 Promote development in compact centers, communities or along corridors that are connected by roads and transit, are designed to encourage walking and bicycling, and reduce healthcare, 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.

The site is located along an Activity Corridor, which supports multi-family housing, and nearby civic uses (two public schools and a church), however, there is a lack of mobility options and access to local goods and services. The proposed rezoning partially support the Imagine Austin Comprehensive Plan.

Site Plan

SP 1. Site plans will be required for any new development other than single-family or duplex residential.

SP 2. 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.

SP 3. Any new development is subject to Subchapter E. Design Standards and Mixed Use. Additional comments will be made when the site plan is submitted.

Compatibility Standards

SP 4. The site is subject to compatibility standards. Along the northwest property line, the following standards apply:

☐ For a structure more than 100 feet but not more than 300 feet from property zoned SF-5 or more restrictive, height limitation is 40 feet plus one foot for each 10 feet of distance in excess of 100 feet from the property line.

□ For a structure more than 300 feet but not more than 540 feet from property zoned SF-5 or more restrictive, 60 feet plus one foot for each four feet of distance in excess of 300 feet from the property zoned SF-5 or more restrictive.

Airport Overlay

SP 5. FYI – This site is located within the Austin-Bergstrom Airport Controlled Compatible Land Use Area Overlay. No use will be allowed that can create electrical interference with navigational signals or radio communications between airport and aircraft, make it difficult for pilots to distinguish between the airport lights and others, result in glare in the eyes of pilots using the airport, impair visibility in the vicinity of the airport, create bird strike hazards or otherwise in any way endanger or interfere with the landing, taking off, or maneuvering of aircraft intending to use the Austin-Bergstrom Airport. Height limitations and incompatible uses with each Airport Overlay zone are established in the Airport Overlay Ordinance. Airport Hazard Zoning Committee review may be required prior to Planning Commission Hearing. Additional comments may be generated during the site plan review process.

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 25-6-142]. The recommendations and conditions for the zoning approval will be provided in a separate TIA memo. The TIA review fees have been paid.
- TR2. The Austin Metropolitan Area Transportation Plan calls for 114 feet of right-of-way for Decker Lane. It appears 119 feet exist for Decker Lane. Additional right-of-way may be required at the time of subdivision and/or site plan in accordance with the adopted transportation plans. [LDC 25-6-51 and 25-6-55].
- TR3. According to the Austin 2014 Bicycle Plan approved by Austin City Council in November, 2014, a wide shoulder is recommended for Decker Lane. Right-of-way dedication and construction for the bicycle facilities will be required at the time of the subdivision and site plan applications in accordance with LDC 25-6-55 and LDC 25-6-101. FYI – the driveway construction in relation with the bicycle facilities will be reviewed at the time of the site plan application. Please review the [Bicycle Master Plan](#) for more information.
- TR4. Per recorded plat doc. no. 201600223, (vehicular) access to Decker Lane from Lot 4 (proposed tract 4A and 4B) shall only be provided through the recorded joint use access easement doc. no. 2016140845. The JUAЕ may be required to be amended to comply with the approved driveway locations.
- TR5. FYI – A tier II urban trail is required along FM 969. If the property fronts FM 969 at the time of the subdivision and/or site plan applications, the site shall dedicate and construct the urban trail facilities in accordance with adopted transportation plan.
- TR6. FYI – the existing driveway(s) along Decker Lane shall be removed and reconstructed in the TxDOT approved location at the time of the site plan application in accordance with the Land Development Code and Transportation Criteria Manual.
- TR7. FYI – it is recommended to provide public connectivity between the two proposed zoning districts and the adjacent properties to the north, east, west, and south at the time of the site plan applications.

Existing Street Characteristics:

Name	ROW	Pavement	Classification	Sidewalks	Bicycle Route	Capital Metro (within ¼ mile)
Decker Lane	119 feet	46 feet	Arterial	No	Yes, wide shoulder	No

Environmental

1. The site is not located over the Edwards Aquifer Recharge Zone. The site is in the Elm 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.
2. Under current watershed regulations, 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%

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

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.

INDEX OF EXHIBITS TO FOLLOW:

- A. Zoning Map
- B. Aerial Exhibit
- C. TIA Memorandum
- D. Correspondence

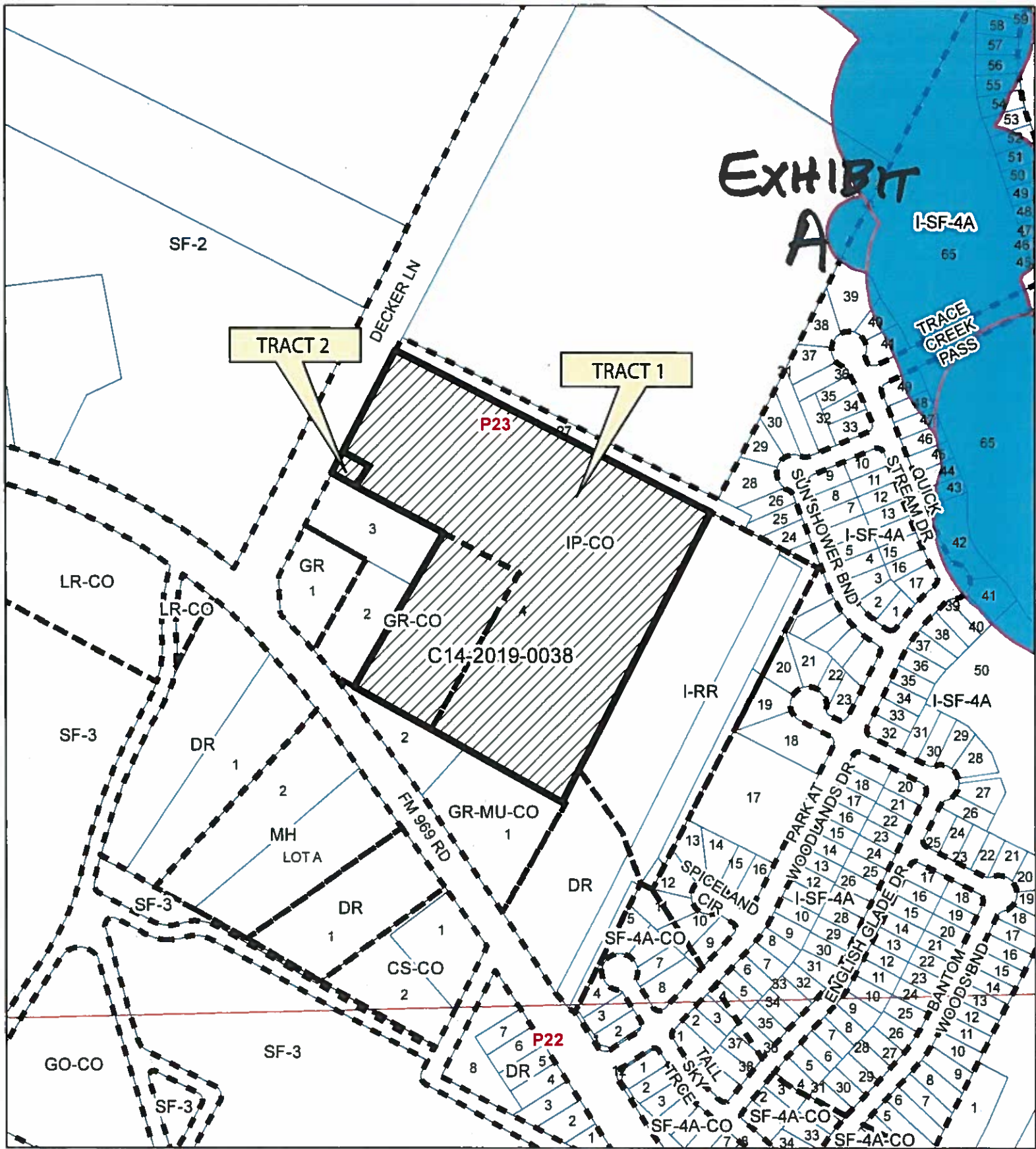


EXHIBIT A

RODEO CROSSING

ZONING CASE#: C14-2019-0038
 LOCATION: 5301 DECKER LANE
 SUBJECT AREA: 16.172 ACRES
 GRID: P23
 MANAGER: HEATHER CHAFFIN



- SUBJECT TRACT
- ZONING BOUNDARY
- PENDING CASE
- CREEK BUFFER

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.



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MEMORANDUM

TO: Heather Chaffin, Case Manager
Planning and Zoning Department

CC: Scott R. Cunningham, P.E.
Texas Department of Transportation

FROM:  Scott A. James, P.E., PTOE
Natalia Rodriguez, CNU – A
Development Services Department

DATE: ~~April 30, 2019~~ **REVISED May 9, 2019**

SUBJECT: Traffic Impact Analysis for Rodeo Crossing (C14 – 2019 – 0038)
(Adjacent to SP – 2015 – 0396C, FM 969 Convenience Mart)

Section 25 – 6 – 113 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 subject property is located at 5301 Decker Lane in Austin and bounded by Martin Luther King Boulevard (FM 969) and Decker Lane (FM 3177). The request is to rezone 16.172 acres from IP – CO to MF – 4 and GR – MU to allow for the following land uses:

- Up to 324 multi-family dwelling units, and
- Convenience market with twelve (12) gasoline pumps,
- Fast food restaurant with drive-thru,
- Automotive parts and sales

The build out for this development is proposed in multiple phases, with the ultimate build out complete in the year 2020. In support of this rezoning request, a traffic impact analysis (**dated April 3, 2019**) was submitted by HDR, Inc and jointly reviewed and approved by the Development Services Department and the Texas Department of Transportation with the following conditions.

The project site is located east of Decker Lane (FM 3177) along Martin Luther King, Blvd (FM 969) in Austin, Texas and will be completed in two phases. Phase 1 will consist of a convenience market with twelve (12) vehicle fueling positions and 1,389 square feet of fast-food restaurant with drive-thru and was approved as SP – 2015 – 0396C. Phase 1 is currently under construction. Phase 2 will consist of up to 4,500 square feet of automobile parts sales and up to 324 multi-family residential apartments and is anticipated to be completed by 2020. The conceptual site plan provided with this rezoning request lists Lots 1 & 2 within Phase 1, and Lots 3 & 4 within Phase 2.

Nearby Roadways

Martin Luther King Blvd (FM 969) is classified a four-lane undivided major arterial between Johnny Morris Road and FM 973 within the AMATP and is classified a principal arterial according to CAMPO. The posted speed limit in the vicinity of the project site is 50 miles per hour (MPH) west of Imperial Drive and 55 MPH East of Imperial Drive. According to Texas Department of Transportation (TxDOT) average daily traffic counts; the 2017 daily traffic volume on FM 969 was approximately 19,400 vehicles per day (vpd) east of Decker Lane (FM 3177). The AMATP recommends FM 969 be widened to a six-lane divided major arterial by 2025. There is ongoing roadway construction to improve FM 969 lead by Travis County. These improvements are anticipated to precede full build out of the site.

Johnny Morris Road is classified as a two-lane minor arterial between Loyola Lane and FM 969. CAMPO classifies Johnny Morris Road as a principal arterial with a posted speed limit of 30 MPH. Based on a review of peak hour traffic counts, 4,400 vpd are estimated on Johnny Morris Road north of FM 969. As part of the City of Austin 2016 Mobility Improvement Bond, Johnny Morris Road will be improved to include four travel lanes and a shared use path plus a dedicated right-turn lane at the approach to FM 969. These improvements will be scheduled according to the availability of funds.

Decker Lane (FM 3177) is classified according to the AMATP as a four-lane undivided major arterial between FM 969 and US 290 with a speed limit of 55 MPH. CAMPO classifies Decker Lane as a principal arterial. According to TxDOT average daily traffic counts, the 2017 traffic volume on Decker Lane is approximately 10,600 vpd. The Austin Bicycle Plan recommends a wide shoulder bicycle facility from Valley field Drive to FM 969 Road.

Imperial Drive is a local roadway with a posted speed limit of 30 MPH. According to TxDOT average daily traffic counts, the 2015 traffic volume south of FM 969 was 700 vpd.

Blue Bluff Road is a local roadway with a speed limit of 45 MPH. According to TxDOT average daily traffic counts, the 2017 traffic volume was 1,700 vpd.

FM 973 is classified a two-lane minor arterial roadway from US Highway 290 to State Highway 71. The posted speed limit is 60 MPH. According to TxDOT volume records, the 2017 traffic volumes were 8,900 vpd north of FM 969 and 13,700 vpd south of FM 969. The AMATP recommends improving FM 973 to a four lane divided section north of FM 969 and a six lane divided arterial south of FM 969.

Loyola Lane is a four-lane divided major arterial between US Highway 183 and Decker Lane (FM 3177) with a posted speed limit of 45 MPH. CAMPO classifies Loyola Lane as a principal arterial. According to TxDOT average daily traffic counts, the 2015 volume is 8,400 vpd west of Decker Lane. Currently, Loyola Lane has bike lanes, per the Austin Bicycle Plan, and recommends protected bike lanes on Loyola Lane from US 183 to Decker Lake Road.

Decker Lake Road is classified as a two-lane minor arterial between Decker Lane and FM 973 with a posted speed limit of 50 MPH. According to TxDOT average daily traffic counts, the 2015 volume is 4,900 vpd east of Decker Lane. Currently, Decker Lake Road has shared-lane bicycle facilities in the vicinity of the site, per the 2014 Austin Bicycle Plan, and recommends protected bike lanes on Decker Lake Road from Loyola Lane to Imperial Drive.

Hidden West Boulevard is a four lane roadway with a posted speed limit of 30 MPH. According to peak hour counts conducted by HDR, Inc., an estimated 2,500 vpd use the roadway west of its intersection with Decker Lane (FM 3177).

Hog Eye Road is classified a two-lane minor arterial roadway with a posted speed limit of 40 MPH. According to peak hour counts collected by HDR, Inc., an estimated 2,400 vpd use the roadway east of its intersection with Decker Lane (FM 3177).

Data Collection

For this study, weekday AM and PM peak period turning movement counts were collected on Wednesday, May 23, 2018 when public schools were in session.

Trip Generation

Based on the ITE publication Trip Generation, 9th Edition, the proposed project will generate approximately 7,200 unadjusted daily trips upon build-out of Phase 1, and 2,688 additional daily trips upon build-out of Phase 2, for a total of 9,894 unadjusted daily trips. Table 1 provides the unadjusted trip generation for the land uses associated with this development.

The 9th Edition of the ITE Trip Generation manual was used for the previously approved convenience market, fast food and automobile parts land uses. The 10th Edition rates were applied to the proposed apartment dwellings.

Table 1. Summary of Unadjusted Daily and Peak Hour Trip Generation

Land Use (ITE Code)	Intensity	24-Hour Two Way Volume	AM Peak Hour		PM Peak Hour	
			Enter	Exit	Enter	Exit
Phase 1						
Convenience Market w/ Gasoline Pumps (853)	12 VFP	6,511	99	99	114	114
Fast Food Restaurant w/ Drive-Thru (934)	1,389 SF	689	32	31	24	22
Phase 2						
Automobile Parts Sales (843)	4,500 SF	279	6	6	13	14
Multi-family apartments (220)	324 DU	2,409	40	118	106	62
Totals		9,894	165	248	247	212

The following pass-by trip reductions were allowed in the analysis:

- Convenience Market with gasoline pumps 50% AM, 55% PM
- Fast –food restaurant with drive-thru service 49% AM, 50 % PM

No internal capture, transit, pedestrian, or bicycle reductions were assumed for this project.

Table 2 presents the estimated number of daily trips, adjusted according to the allowable reduction rates in the scope document.

Table 2 – Adjusted Daily and Peak Hour Trip Generation						
Land Use (ITE Code)	Intensity	24-Hour Two Way Volume	AM Peak Hour		PM Peak Hour	
			Enter	Exit	Enter	Exit
Phase 1						
Convenience Market w/ Gasoline Pumps (853)	12 VFP	3,093	50	50	51	51
Fast Food w/ Drive-Thru (934)	1,389 SF	348	16	16	12	11
Phase 2						
Automobile Parts Sales (843)	4,500 SF	279	6	6	13	14
Multi-family apartments (220)	324 DU	2,409	40	118	106	62
Totals		6,129	106	184	182	138

Table 3 presents the expected distribution of trips:

Table 3 – Directional Distribution of Site Traffic	
Direction	% Distribution
Eastbound FM 969	15%
Westbound FM 969	20%
Northbound Decker Lane (FM 3177)	15%
Southbound Decker Lane (FM 3177)	5%
Northbound Johnny Morris Road	5%
Northbound FM 973	7.5%
Southbound FM 973	15%
Loyola Lane	7.5%
Decker Lake Road	5%
Hidden West Boulevard	2.5%
Hog Eye Road	2.5%
Total	100%

Traffic Analysis Methodology

Table 4 below presents the Highway Capacity Manual (HCM) definitions of 'Levels of Service' (LOS) for **both signalized and unsignalized** intersections. Within the City of Austin, LOS "D" is considered the acceptable threshold for signalized operations. 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 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

The analysis performed reviewed both Phase 1 and Phase 2 conditions and determined the likely consequences of the site traffic using the adjacent roadways. In response to comments provided by the Texas Department of Transportation (TxDOT), the TIA documents both the need for and cost participation in construction of additional infrastructure to serve this site. Table 5 (on the following page) shows the model results for "2018 Existing," "2020 Background" development and the condition of "2020 Built without mitigation" for this project.

Table 5 – Intersection Level of Service and Delay (sec/veh)

Intersection	2018 Existing		2020 Background		2020 Background + Site w/o mitigation	
	AM	PM	AM	PM	AM	PM
	LOS (secs)	LOS (secs)	LOS (secs)	LOS (secs)	LOS (secs)	LOS (secs)
FM 969 and Johnny Morris Road	C (22.1)	B (18.0)	C (25.7)	C (21.2)	C (26.8)	C (22.2)
FM 969 and Decker Lane (FM 3177)	F (89.3)	E (56.9)	F (122.7)	F (87.1)	F (142.7)	F (102.8)
FM 969 and Imperial Drive	B (14.6)	B (11.6)	B (14.7)	B (11.7)	B (14.6)	B (11.7)
FM 969 and Blue Bluff Road	B (13.0)	A (9.6)	B (13.6)	B (10.3)	B (13.4)	B (10.4)
FM 969 and FM 973	E (70.4)	F (102.2)	E (78.1)	F (119.5)	E (79.7)	F (122.1)
Decker Lane (FM 3177) and Loyola Lane/Decker Lake Road	D (53.3)	C (34.6)	E (57.5)	D (36.8)	E (58.3)	D (37.2)
Decker Lane (FM 3177) and Hidden West Blvd/Hog Eye Road	B (10.8)	A (7.2)	B (11.7)	A (9.1)	B (12.0)	A (9.3)
FM 969 and Driveway A	-	-	A (0.5)	A (0.2)	A (0.5)	A (0.2)
Decker Lane (FM 3177) and Driveway B	-	-	A (1.3)	A (2.1)	-	-

Developer Recommended Improvements:

In response to the results of the traffic model, the following improvements were proposed by the traffic consultant:

FM 969 and Johnny Morris Road

No improvements are recommended at this intersection as a result of the development.

FM 969 and Decker Lane (FM 3177)

- Construct southbound dedicated right-turn lane with 700 feet of storage
- Revise the pavement markings on the southbound approach to provide one left-turn only lane, one shared left-turn/thru lane and one right-turn only lane
- Modify the traffic signal phasing and optimize the signal timing plan to provide an overlap phase for the right-turn movement

FM 969 and Imperial Drive

No improvements are recommended at this intersection

FM 969 and Blue Bluff Road

No improvements are recommended at this intersection

FM 969 and FM 973

- Revise the pavement markings on the north and southbound approaches to provide the following: one left-turn lane, one thru lane and one channelized right-turn only lane.
- Revise the markings from two-lane section to one lane section for outbound lanes in the northbound direction
- Remove split phasing and optimize the traffic signal timing plan

Decker Lane (FM 3177) and Loyola Lane

- Construct a westbound right-turn lane with minimum 100 feet of storage
- Optimize the traffic signal timing

Decker Lane (FM 3177) and Hog Eye Road

No improvements are recommended at this intersection.

FM 969 and Driveway A

No improvements are recommended at this intersection.

Decker Lane (FM 3177) and Driveway B

No improvements are recommended at this intersection.

Table 6 (on the following page) shows the results of including the proposed mitigation measures in the traffic model:

Table 6 – Intersection Level of Service and Delay (sec/veh)				
Intersection	2020 Background + Site w/o mitigation		2020 Built with mitigations	
	AM	PM	AM	PM
	LOS (secs)	LOS (secs)	LOS (secs)	LOS (secs)
FM 969 and Johnny Morris Road	C (26.8)	C (22.2)	No Change	
FM 969 and Decker Lane (FM 3177)	F (142.7)	F (102.8)	F (83.2)	E (77.7)
FM 969 and Imperial Drive	B (14.6)	B (11.7)	No Change	
FM 969 and Blue Bluff Road	B (13.4)	B (10.4)	B (15.6)	A (9.6)
FM 969 and FM 973	E (79.7)	F (122.1)	E (58.2)	E (66.4)
Decker Lane (FM 3177) and Loyola Lane/Decker Lake Road	E (58.3)	D (37.2)	D (37.7)	C (30.3)
Decker Lane (FM 3177) and Hidden West Blvd/Hog Eye Road	B (12.0)	A (9.3)	No Change	
FM 969 and Driveway A	A (0.5)	A (0.2)	No Change	
Decker Lane (FM 3177) and Driveway B	-	-	A (2.9)	A (3.7)

Summary of Recommended Transportation Improvements

As presented in the analysis, some of the studied intersections exhibited increased levels of congestion which would require mitigation. These conditions were shown for both existing and future conditions. The traffic consultant identified improvements proposed from prior development applications and incorporated these elements into the future model scenarios.

As both roadways are state facilities, review staff consulted with TxDOT on the appropriateness of the proposed capacity improvements. The following recommendations reflect input and direction from both TxDOT and City of Austin review staff:

TxDOT will require installation of deceleration lanes for both proposed site driveways to increase safety of the vehicular access to the development. The development of Lots 1 – 4 will include construction of these deceleration lanes as part of the site and will pay the entire cost. The approved site plan for Lot 1 (SP – 2015 – 0396C) includes these improvements.

The City of Austin will collect funds towards transportation infrastructure improvements for intersections with traffic signals maintained by the Austin Transportation Department.

Staff Recommendations

After consultation with TxDOT, and consistent with the conditions set forth on the prior site plan application, City of Austin review staff recommend approval of this rezoning request subject to the following conditions:

- 1) Prior to the ~~3rd reading at City Council~~ **approval of the first subdivision or site plan application, whichever comes first**, the applicant shall post monies towards the following improvements, as mitigation for the estimated impact of this development:

Table 8: Staff recommended Intersection Improvements			
Location	Recommendations	Pro-Rata Share	Developer Share
FM 969 and Decker Lane	Construct southbound right-turn lane.	16.5%	\$57,389
	Restripe the southbound approach.		
	Modify the traffic signal.	16.5%	\$1,651
	Optimize signal timing.	100%	\$5,000
FM 969 and FM 973	Restripe the northbound and southbound approaches. Restripe the outbound lanes.	3.5%	\$737
	Modify the traffic signal.	3.5%	\$676
	Optimize signal timing.	100%	\$5,000
Decker Lane and Loyola Lane	Construct westbound right turn lane.	3.4%	\$4,307
	Optimize signal timing	100%	\$5,000
FM 969 and Driveway A	Construct Driveway A as a right in/right-out driveway, subject to TxDOT approval, with a raised diverter island.*	100%	100%
	Construct a right-turn deceleration lane of 100 ft storage and a minimum 50 ft of taper, subject to TxDOT approval.*	100%	100%
Decker Lane and Driveway B	Construct Driveway B as one inbound lane and two outbound lanes, with a minimum 45' pavement width.*	100%	100%
	Construct a right-turn deceleration lane of 100 ft storage and a minimum 50 ft of taper, subject to TxDOT approval.*	100%	100%
Site Frontage	Construct sidewalk along FM 969 and Decker Lane the length of the site frontage.*	100%	100%
FM 969 and Johnny Morris Road	Optimize signal timing.	100%	\$5,000
TOTAL			\$84,760

*** The City of Austin will not collect monies for these improvements as the developer shall construct them fully as part of the site.**

- 2) The Texas Department of Transportation will review and approve all driveway access permit requirements for state facilities, including Decker Lane (FM 3177) and Martin Luther King Blvd (FM 969).
 - 3) At the time of the subdivision and site plan applications, the site shall comply with the most recently adopted City of Austin transportation plans. Additional right-of-way dedication and construction may be required in accordance with the most recently adopted plans.
 - 4) Development of this property should not vary from the approved uses, nor exceed the approved intensities and estimated traffic generation assumptions within the approved TIA (dated April 3, 2019), including land uses, trip generation, trip distribution, traffic controls and other identified conditions.
 - 5) The approvals and conditions stated in this TIA memorandum remain valid until ~~April 30, 2024~~ **May 9, 2024**, after which revisions to the analysis or conditions may be required.
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If you have any questions or require additional information, please contact me at (512) 974 – 2208. Thank you.



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

Chaffin, Heather

Subject:

FW: Project Name: Rodeo Crossing

EXHIBIT
D

From: Andre Underwood

Sent: Monday, April 29, 2019 5:54 PM

To: Chaffin, Heather <Heather.Chaffin@austintexas.gov>

Subject: Project Name: Rodeo Crossing

Good evening Heather!

I am a resident in the Agave neighborhood, and I have been here for almost 10 years. I would love to see great retail stores out here. I am in support of the maximum density in this area. Please let me know how I can be part of the development in any way.

Have a wonderful week!

Permit/Case: 2019-028524 ZC

Reference File Name: C14-2019-0038

Make it a great day,

Andre Underwood

Chaffin, Heather

Subject: FW: Permit/Case: 2019-028524 ZC

-----Original Message-----

From:

Sent: Monday, April 29, 2019 12:11 PM

To: Chaffin, Heather <Heather.Chaffin@austintexas.gov>

Subject: Permit/Case: 2019-028524 ZC

Re:

Rodeo Crossing

Permit/Case - 2019-028524 ZC

Reference File Name - C14-2019-0038

Dear Heather Chaffin—

As a homeowner who lives close to the proposed Rodeo Crossing development, I am writing to express my full support for the project.

This area of East Austin would greatly benefit from more projects of this type that support much needed housing and drive density that brings businesses, retail, jobs, services, and transportation to the neighborhood.

Please recognize my support for rezoning this property.

Best,

Peter Smith

6008 Florencia Lane

Austin, TX 78724

Chaffin, Heather

Subject: FW: In Support of Rodeo Crossing

From: Trish Do
Sent: Monday, April 29, 2019 2:15 PM
To: Chaffin, Heather <Heather.Chaffin@austintexas.gov>
Subject: In Support of Rodeo Crossing

Hello Heather Chaffin,

I am emailing in support of the rezoning request of this development.

Permit/Case: 2019-028524 ZC
Reference File Name: C14-2019-0038
Project Name: Rodeo Crossing

Please let me know if you need additional info from me. Thank you.

--

Trish
Possibly sent to you via Phone.

Chaffin, Heather

Subject: FW: Rezone Comment

From: Brandon Farmahini
Sent: Monday, April 29, 2019 10:13 AM
To: Chaffin, Heather <Heather.Chaffin@austintexas.gov>
Subject: Rezone Comment

Hi Heather,

I wanted to submit my support for the maximum density possible for rezone case 2019-028524 ZC, reference file name: C14-2019-0038, tentatively called "Rodeo Crossing".

I live in the area and I can say confidently people around here are very eager for more retail development and density projects like Rodeo Crossing help bring attract that. Having denser projects like this or anything along FM 969 won't interfere with the character of our single family neighborhood at all.

Thank you very much for your time.

-Brandon Farmahini

P.S., Did the applicant postpone the EightFold (2017-148108 ZC) rezone?